



CITY OF CLEVELAND

Mayor Justin M. Bibb

Cleveland City Planning Commission

October 2, 2026

****PLEASE MUTE YOUR MICROPHONE****

Erika Anthony, Commission Chair

Calley Mersmann, Director

Evelyn Rueda, Administrator

Agenda: October 2, 2026

SOUTHEAST DESIGN REVIEW

- Gateway 55

MANDATORY LEGISLATIVE REFERRALS – PRESENTATIONS

- Ord. No. 1167-2026 – ODOT Ramp Repairs
- Ord. No. 1168-2026 – ODOT Warren Road bridge over IR-90
 - Ord. No. 1169-2026 – ODOT Stokes Resurfacing
- Ord. No. 1174-2026 – ODOT Target Speed Pilot Project

ADMINISTRATIVELY APPROVED MANDATORY LEGISLATIVE REFERRALS

- Ord. No. 1034-2026 & Ord. No. 1042-2026

SPECIAL PRESENTATIONS (INFO ONLY)

- Bedrock Transportation Management Plan Update
 - Shaker Square Form-Based Code Update

DIRECTOR'S REPORT & ADJOURNMENT



Cleveland City Planning Commission

P R E A M B L E

In compliance with notification requirements of Ohio's open meeting law and section 101.021 of the Codified Ordinances of Cleveland, Ohio, 1976, notice of this meeting has been publicly posted.

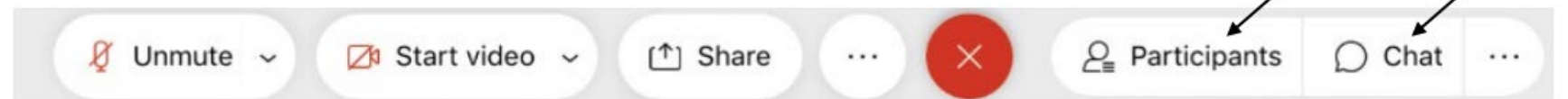
All boards and commissions under the purview of the City Planning department conduct their meetings in a manner modeled after Robert's Rules of Order. Actions during the meeting will be taken by voice vote. Recusals from any vote due to a conflict of interest should be stated for the record prior to the taking of any vote.

In order to ensure that everyone participating in the meeting has the opportunity to be heard, we ask that online participants use the raise hand feature before asking a question or making a comment. The raise hand feature can be found in the participants panel on the desktop and mobile version and activated by clicking the hand icon. Please wait for the Chair or facilitator to recognize you and be sure to select unmute and announce yourself before you speak. When finished speaking, please lower your hand by clicking on the raise hand icon again and mute your microphone.

We will also be utilizing the chat feature to communicate with participants. The chat feature can be activated by clicking the chat button located on the bottom of the Webex screen.



CALL-IN USERS CAN UNMUTE BY USING *6



October 2, 2026

Cleveland City Planning Commission

P R E A M B L E

All meeting activity is being recorded via the Webex platform.

These proceedings are also being live streamed via YouTube.

All requests to speak on a particular matter submitted through proper channels have been considered. We have also received emails from those who have provided written comment on a particular matter. Proper channels for comments are listed below.

Communication with members of this body must follow proper channels for consideration.

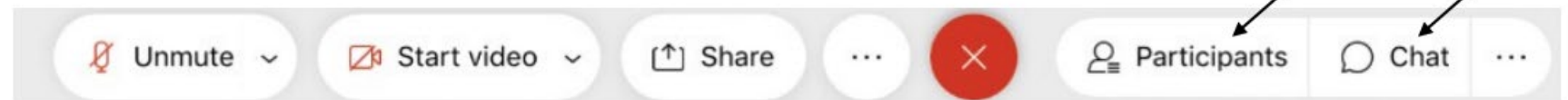
Any comments received by the **Wednesday 12:00 pm** deadline are collected by City Planning staff and disseminated to the Commission members prior to any scheduled meeting.

PROPER CHANNELS FOR PUBLIC COMMENT

- Sending an e-mail to the cityplanning@clevelandohio.gov address with a comment or a letter
- Calling and/or leaving a message at 216-664-2210
- Sending a letter or dropping off comments at City Hall (601 Lakeside Avenue, Suite 501, Cleveland, OH 44114)



CALL-IN USERS CAN UNMUTE BY USING *6



October 2, 2026

MEETING RULES AND PROCEDURES

- The Chair will call each agenda item and then each applicant will be invited to proceed through their presentation.
- Each presentation should be completed prior to questions and comments from the Commission in order to facilitate a smooth presentation.
- Once the presentation has concluded, the Chair will ask Planning staff to summarize Design Review Advisory Committee recommendations (if applicable) and any public comments received.
- Public comments received through the proper channels by the deadline are distributed to Commission members prior to the meeting. Staff will also identify any members of the public present and scheduled to speak.
- Public comment is allowed at the discretion of the Chair and any individual providing public comment is permitted two (2) minutes to speak to the agenda item in which they have an interest.
- The Chair will then request a recommendation from staff, if applicable.
- The Commission will then begin deliberations and project review.
- Any Commission member, except the Chair, may make a motion at any point after an agenda item has been called.

PROTOCOL FOR PUBLIC COMMENTS

This meeting of Cleveland's City Planning Commission is a lawful meeting that follows the following policies regarding public commentary, per Section 605.04 of the Codified Ordinances:

- a) No person, with purpose to prevent or disrupt a lawful meeting, shall do any act which obstructs or interferes with the due conduct of such meeting.**
- b) Members of the public may provide public comment if required by law, in accordance with our rules, and sometimes at the discretion of the chair.**
 - Disruptions include, but are not limited to, speaking out of turn and/or making loud utterances that interfere with the due conduct of this lawful meeting, and may constitute a misdemeanor and a violation of Section 605.04.**
- c) If this meeting is substantially disrupted, the Chair will call for a recess, and the room will be cleared.**
 - Persons who violate the City Ordinances and commit misdemeanors may be subject to prosecution.**
- d) When this body is able to return from recess, then in compliance with the Ohio Open Meeting Act, if applicable, and Section 101.021 of the Codified Ordinances, the meeting will be open to the public.**

Cleveland City Planning Commission

Call to Order and Roll Call



CITY OF CLEVELAND
Mayor Justin M. Bibb

October 2, 2026

Erika Anthony, Chair

October 2, 2026

August Fluker, Vice Chair

Charles Slife, Council Member

Dr. Denise McCray-Scott

Andrew Sargeant

Anthony Whitfield

Cleveland City Planning Commission

Approval of Minutes from Previous Meeting



CITY OF CLEVELAND
Mayor Justin M. Bibb

October 2, 2026

Meeting Summary: Month DD, 2026

October 2, 2026

ZONING MAP AMENDMENTS

-  Map Change 2686
-  Map Change 2690

CONDITIONAL USES/ZONING REFERRALS

-  Wireless Telecommunication Tower @ 3182 E82nd St
-  Pedestrian Retail Overlay @ 12406 Larchmere Blvd
-  Pedestrian Retail Overlay @ 10022 Madison Ave

LOT SPLITS / CONSOLIDATIONS

-  Lot Split @ Barber Ave/West 32nd Place

CENTRAL EAST DESIGN REVIEW

-  EC2026-010 – Midtown Lofts
-  EC2026-010 – Dave's Demolition
-  EC2026-013 – Building E Expansion
-  PRJ26-033732 – CCF E 90th & Cedar Demos

PUBLIC ART DESIGN REVIEW

-  PRJ26-XXX – LHAC Blight Mitigation Pilot

MANDATORY LEGISLATIVE REFERRALS – PRESENTATIONS

-  Ord. No. 1032-2026 – West 9th St Encroachment

DIRECTOR'S REPORT & ADJOURNMENT

CPC Ruling:

-  Approved as Presented
-  Approved with Conditions
-  Postponed
-  Failed to Pass
-  For Information Only

Cleveland City Planning Commission

Southeast Design Review



CITY OF CLEVELAND
Mayor Justin M. Bibb

October 2, 2026

PRJ26-XXX – Gateway 55

October 2, 2026

Project Address: 2966 E 55th St

Type: New Construction

Project Representative: David Bowen

Approval: Schematic

GATEWAY 55TH INDUSTRIAL DEVELOPMENT



Bowen⁺

 **PREMIER**
Development Partners

Reese
consumer health

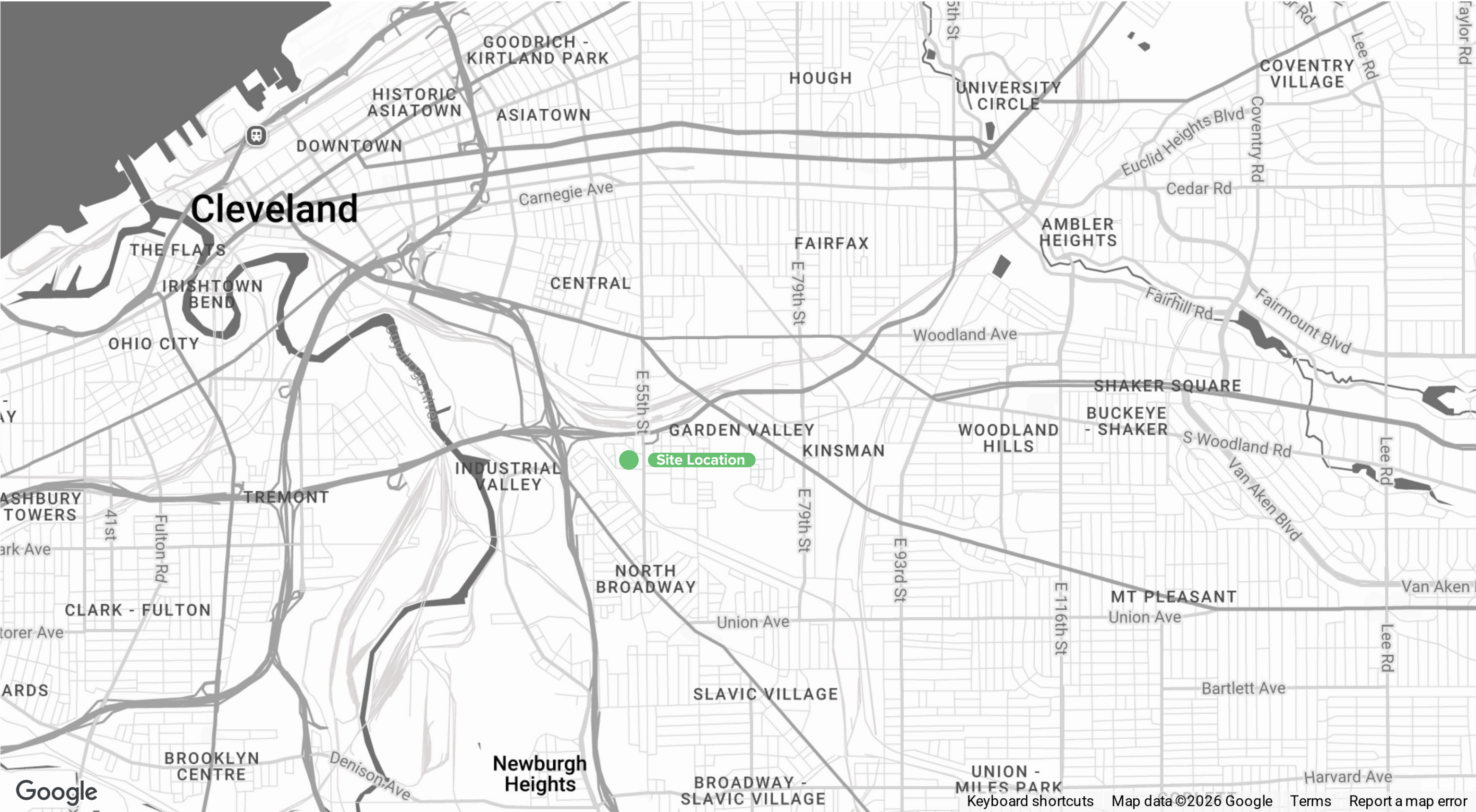
Gateway 55 is a new industrial development by Premier Development Partners that reactivates a long-underutilized industrial site on Cleveland’s East Side. Reese Consumer Health will serve as the anchor tenant, supporting office, production, warehousing, and distribution operations. Historically occupied by manufacturing, railroad-support, scrap-metal, binding, and tire-related uses, the assembled site has been cleared, remediated, and prepared for renewed industrial activity.

- Location: 3000 East 55th Street, Cleveland, Ohio 44115
- Developer: Premier Development Partners
- Anchor Tenant: Reese Consumer Health
- Building Area: 165,000 GSF
- Site Area: Approximately 15 acres
- Tenancy: Two future tenant spaces
- Primary Uses: Office, production, warehousing, and distribution
- Parking: 132 spaces
- Investment: Not publicly disclosed
- Construction: Single-story, Type IIB noncombustible construction; fully sprinklered
- Occupancies: B Business, F-1 Factory, and S-1 Storage
- Code Considerations: Future tenant buildouts must maintain compliant occupancy loads, egress and travel distances, plumbing-fixture counts, and required life-safety systems
- Site History: Assembled and remediated former industrial properties near the historic Erie Railroad yards
- Sustainable Features: Reuse of previously disturbed industrial land, retention of mature trees where feasible, new perimeter landscaping, and proximity to the East 55th RTA station
- Regional Access: Near the Opportunity Corridor, I-490, I-77, and active freight-rail infrastructure



PROJECT SUMMARY

09.24.2026



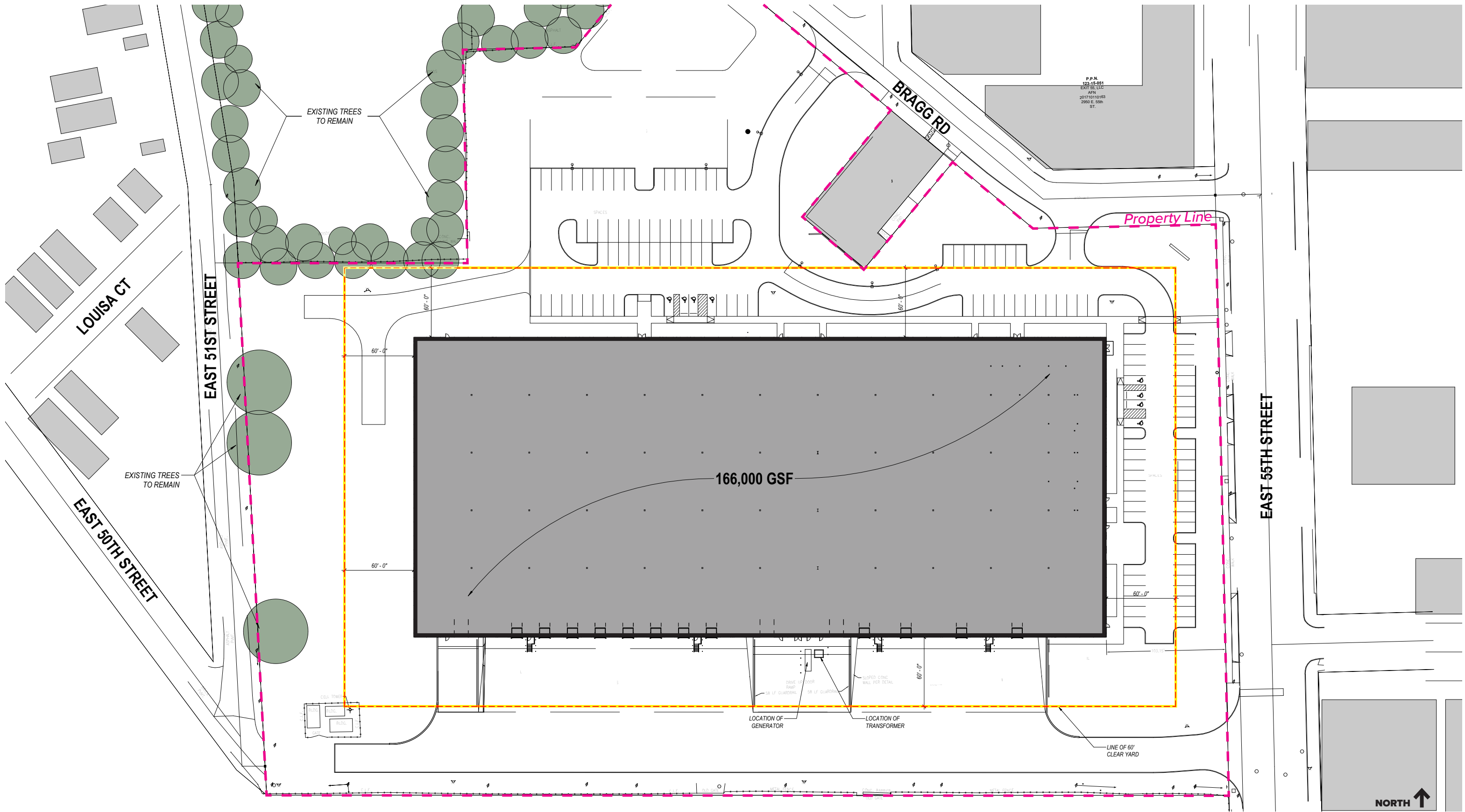
SITE LOCATION MAP

09.24.2026



EXISTING CONDITIONS

09.24.2026



SITE LOCATION MAP

GATEWAY 55th DEVELOPMENT

09.24.2026

Plant Types

T-PLATAN
BLOODGOOD LONDON PLANETREE



S-BUXUS
GREEN VELVET BOXWOOD HEDGE



G-MISC.
LITTLE KITTEN MAIDEN GRASS



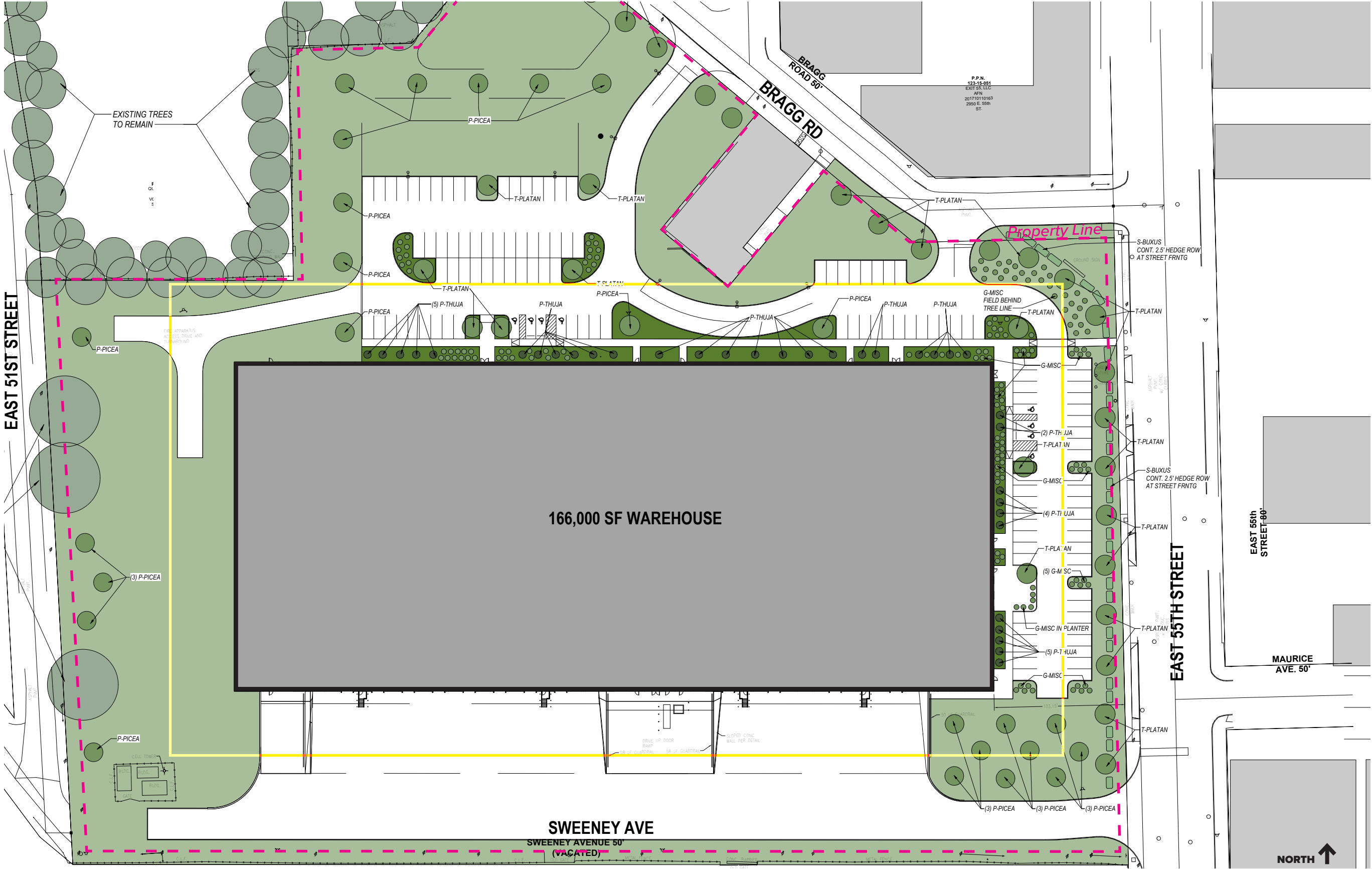
P-PICEA
NORWAY SPRUCE



P-THUJA
ARBORVITAES



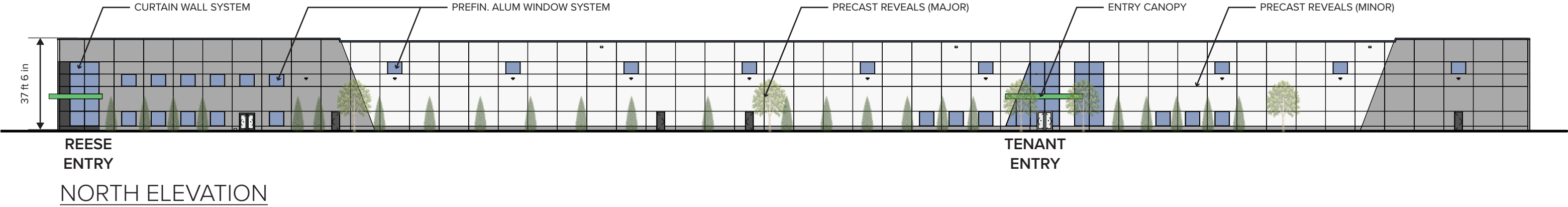
P-MIX
LOW-MAINTENANCE PLANTER MIX



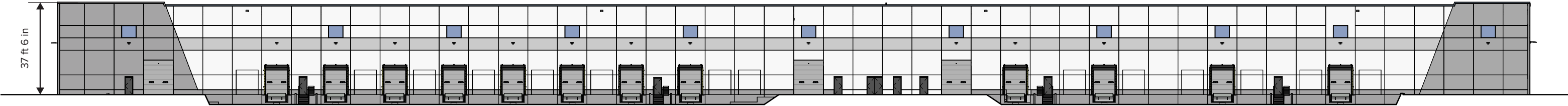
SITE LOCATION MAP

GATEWAY 55th DEVELOPMENT

09.24.2026



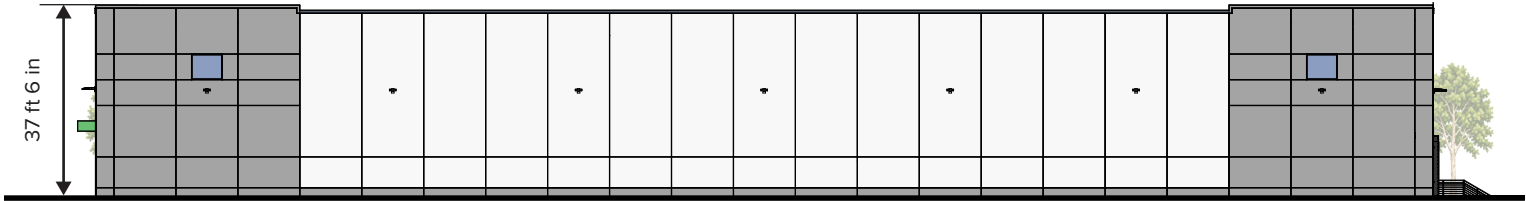
NORTH ELEVATION



SOUTH ELEVATION

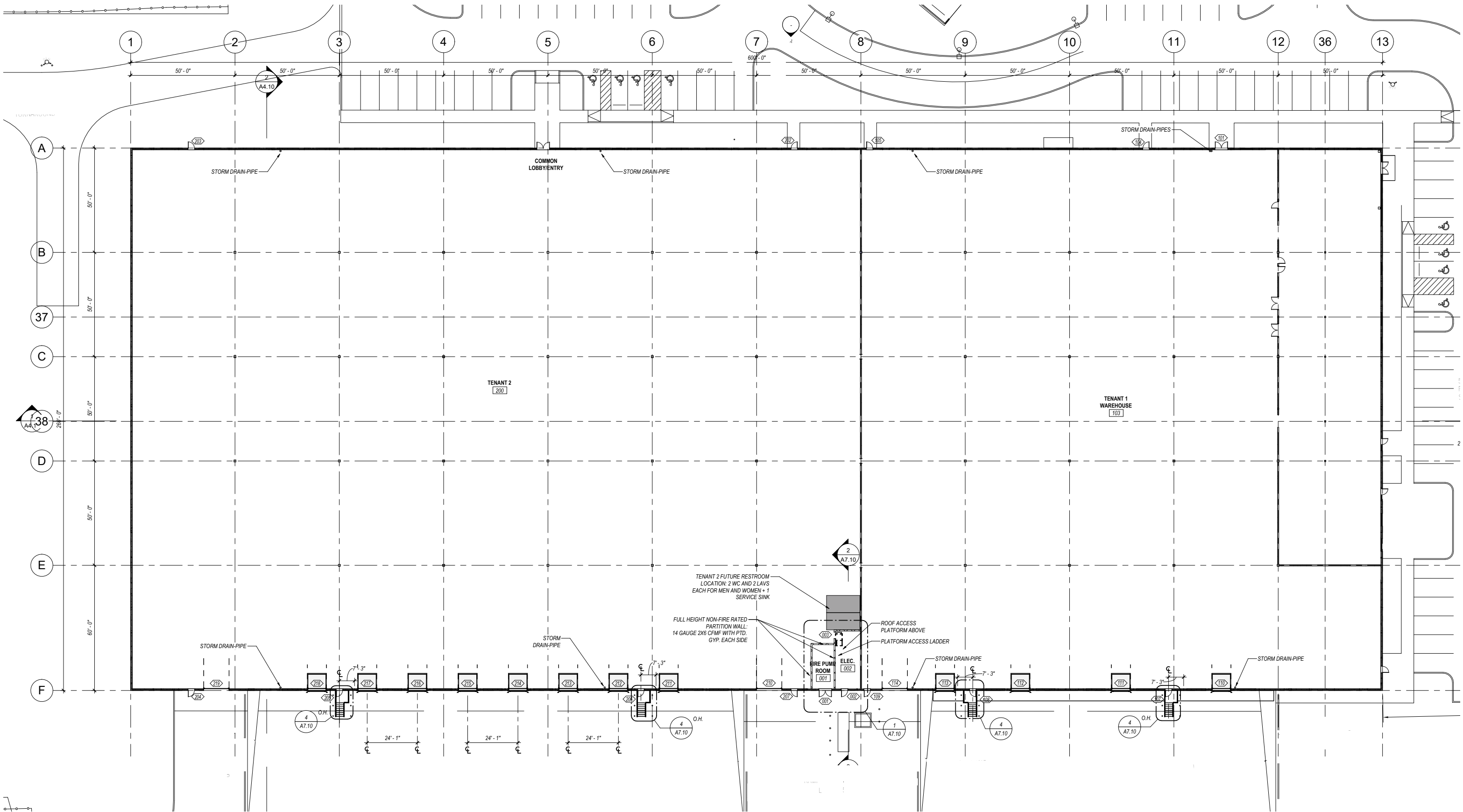


EAST ELEVATION



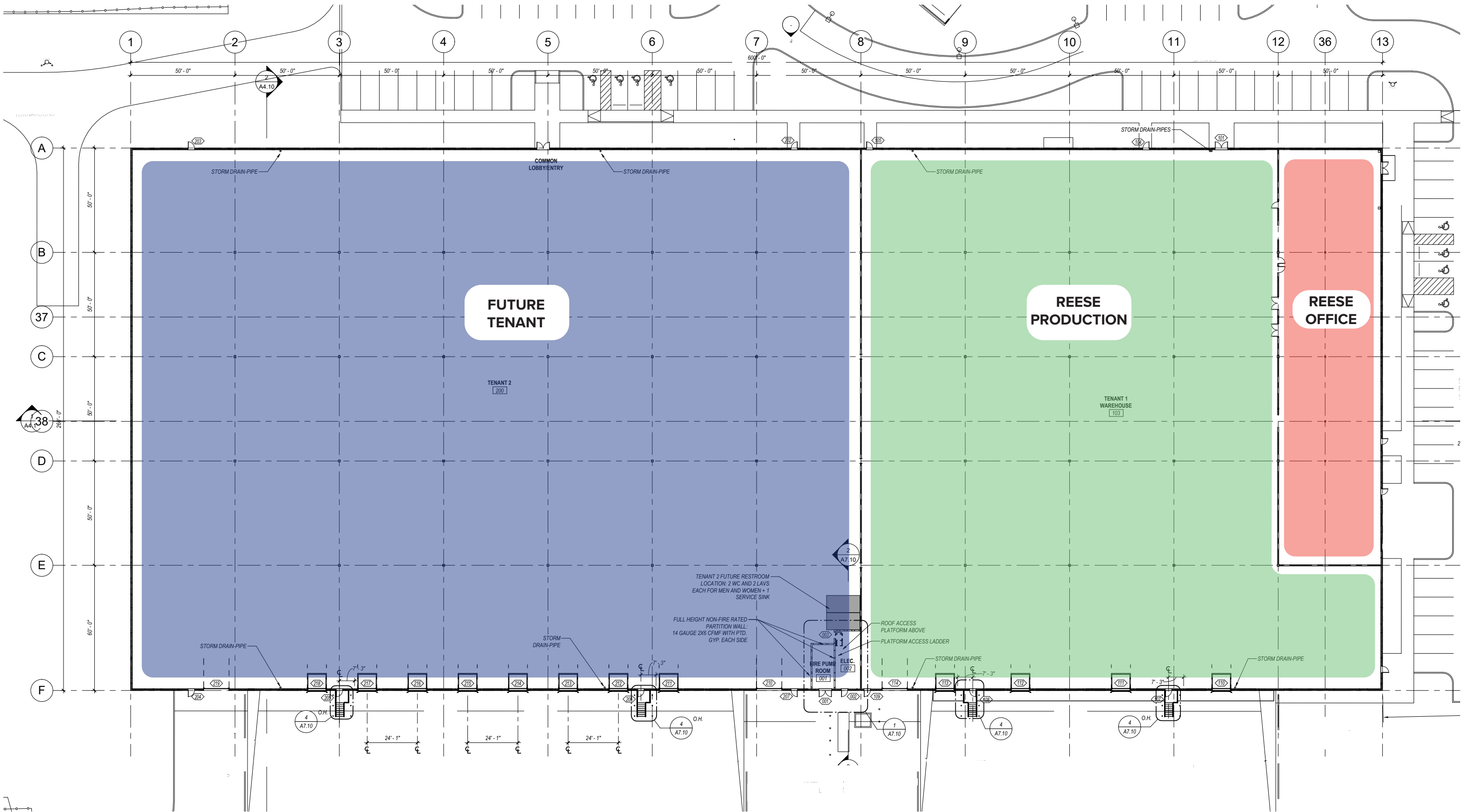
WEST ELEVATION

EXTERIOR ELEVATIONS



GROUND FLOOR PLAN

GATEWAY 55th DEVELOPMENT



GROUND FLOOR PLAN - TENANT BREAKOUT

09.24.2026



SITE ARIAL RENDER

GATEWAY 55th DEVELOPMENT

09.24.2026



CORNER PERSPECTIVE

09.24.2026

PRJ26-XXX – Gateway 55

October 2, 2026

SEDRAC Recommendations:

SEDRAC recommended schematic approval on 9/22/26 with the conditions to further study E. 55th façade, and include lighting & landscaping

City Planning Staff Recommendations:

Planning staff is in support of this project; it fits the context of the surrounding area and the community is excited about this development.

Cleveland City Planning Commission

Mandatory Legislative Referrals – Presentations



CITY OF CLEVELAND
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October 2, 2026

Ord. No. 1167–2026 (introduced by Council Members Slife, Bishop, and Griffin – by departmental request) Giving consent of the City of Cleveland to the Director of Transportation of the State of Ohio to repair or reconstruct three ramps along IR-480 at Grayton Road and West 150th Street; and authorizing agreements.

October 2, 2026



CITY OF CLEVELAND
Mayor Justin M. Bibb

City Planning Commission

119669 CUY IR 480 07.28/VAR Ramps

Richard J. Switalski, PE

Administrative Manager

Mayor's Office of Capital Projects

Division of Engineering & Construction

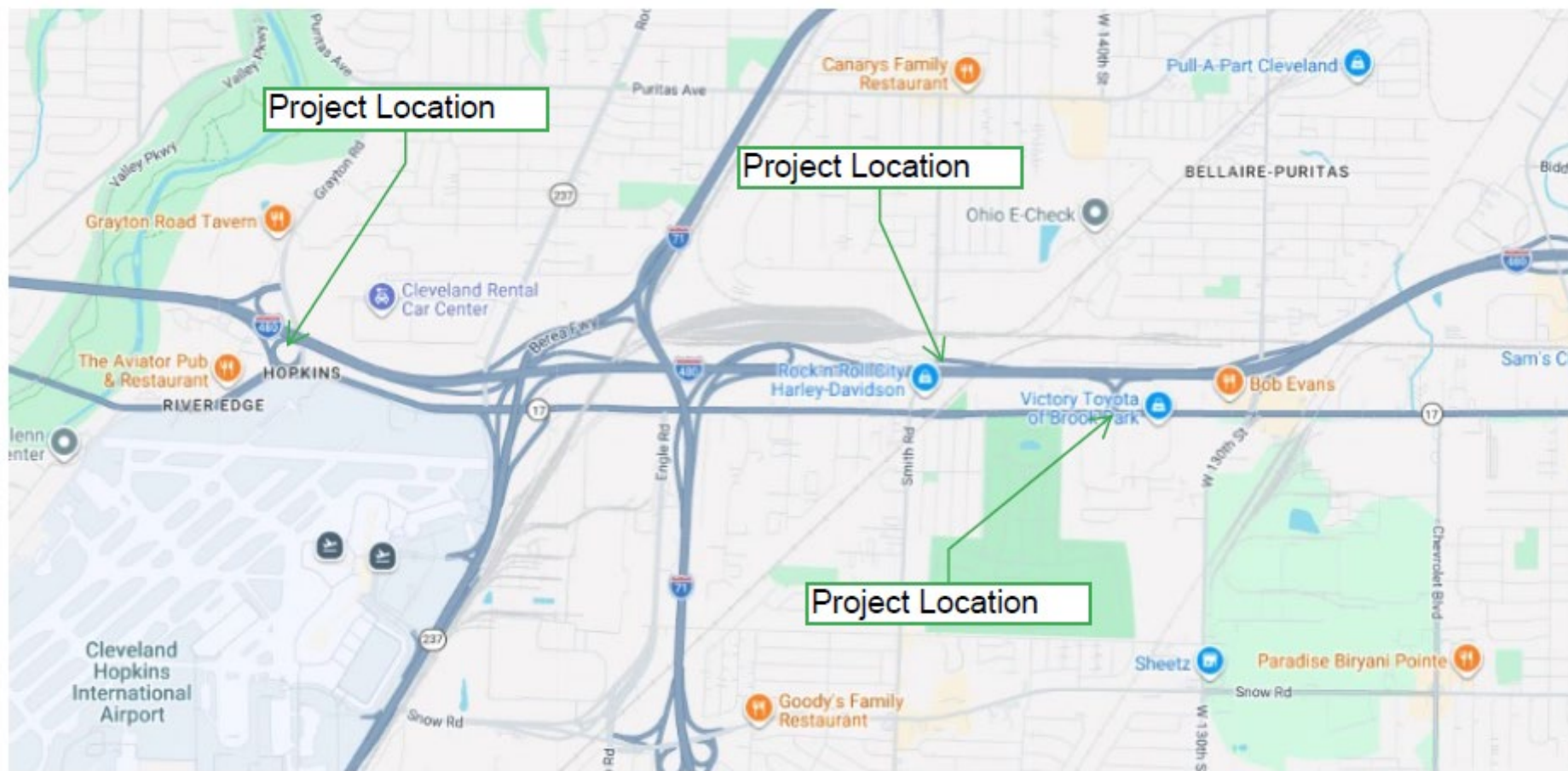
October 2, 2026



Project Location

At Grayton Road in Ward 15, West 150th in Ward 13 in Cleveland, and West 139th in Brook Park

CUY IR 480 07.28/VAR Ramps PID 119669



Project Information

Ord. No. 1167-2026

- Ramp Improvements Include:
 - Repair or reconstruction of five ramps along IR 480



Budget & Schedule

Funding

- Construction Cost Estimate: \$3.7 Million (State)

Schedule (ODOT Construction)

- Estimated Advertise for Bids: March 2027
- Estimated Start Construction: April 2027
- Estimated End Construction: October 2028



Questions & Feedback?



Ord. No. 1168-2026 (introduced by Council Members Slife, Bishop, and Griffin – by departmental request) Giving consent of the City of Cleveland to the Director of Transportation of the State of Ohio to replace the deck of the Warren Road bridge over IR-90; and authorizing agreements.

October 2, 2026



CITY OF CLEVELAND
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City Planning Commission

PID 116831 CUY IR 090 09.09 Warren Road Bridge Deck Repair

Richard J. Switalski, PE

Administrative Manager

Mayor's Office of Capital Projects

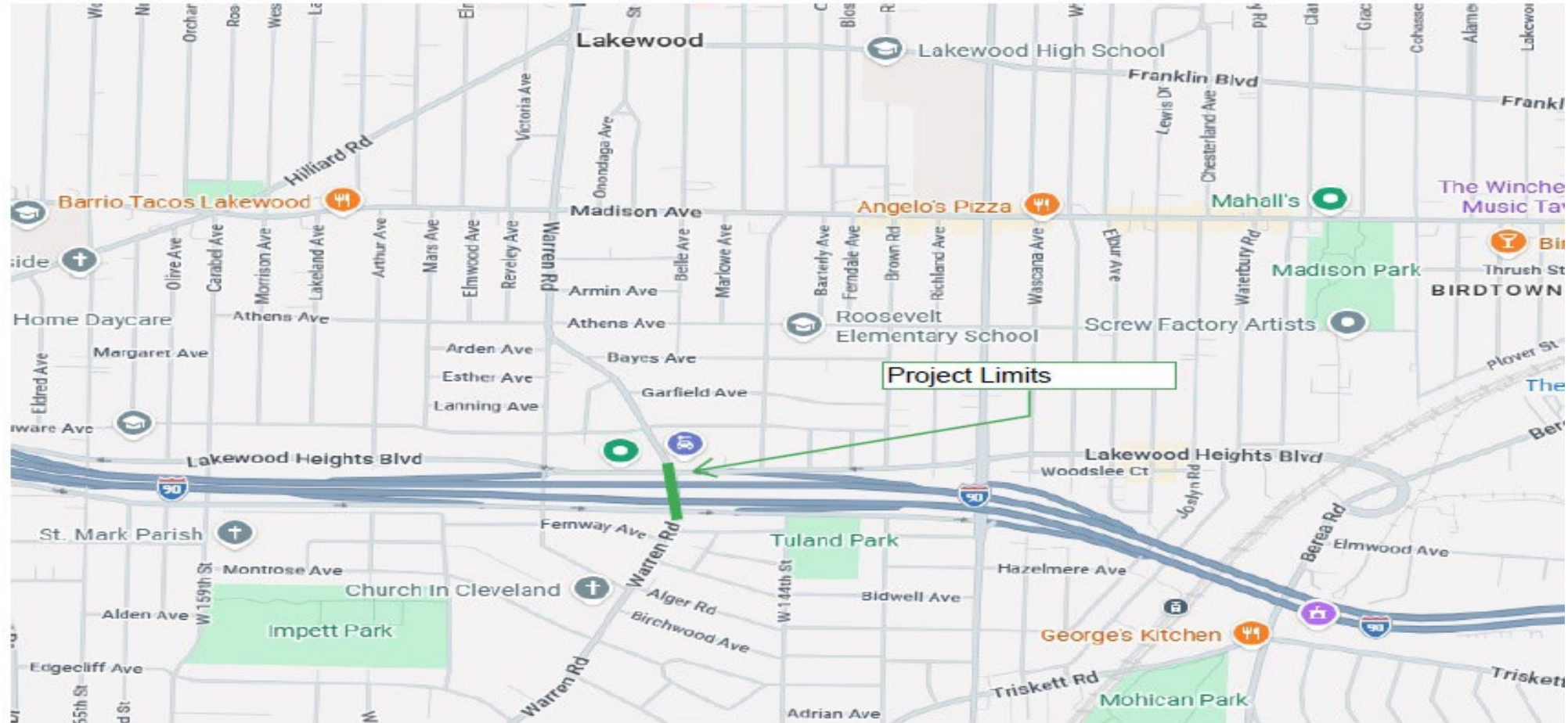
Division of Engineering & Construction

September 30, 2026



Project Location

Warren Road Bridge over I-90



Project Information

- The improvement will replace the deck of the Warren Road Bridge over IR-90 in Cleveland



Budget & Schedule

Funding

- Construction Cost Estimate: \$7,115,500 (funded entirely by the State)

Schedule (ODOT Construction)

- Estimated Advertise for Bids: October 2027
- Estimated Start Construction: April 2028
- Estimated End Construction: October 2029



Questions & Feedback?



Ord. No. 1169–2026 (introduced by Council Members Howse–Jones, Bishop, Slife, and Griffin – by departmental request) Giving consent of the City of Cleveland to the Director of Transportation of the State of Ohio to resurface Stokes Boulevard from Martin Luther King Jr., Drive to Chester Avenue; authorizing agreements; and causing payment to the State for the City’s share of the improvement.

October 2, 2026



CITY OF CLEVELAND
Mayor Justin M. Bibb

City Planning Commission

CUY-Stokes Boulevard Resurfacing

Richard J. Switalski, PE

Administrative Manager

Mayor's Office of Capital Projects

Division of Engineering & Construction

October 2, 2026



Project Location

From Chester Avenue to Martin Luther King Jr. Drive



Project Information

Ord. No. 1169-2026

- Roadway Improvements Include:
 - Resurfacing of 1.08 miles of Stokes Boulevard.
 - Full and partial base repairs, and complete asphalt resurfacing
 - New sidewalk, curbs, and ADA compliant curb ramps as needed
 - Utility casting adjustments
 - Pavement markings
 - New two direction bike facility on the east side of the roadway



Budget & Schedule

Funding

- Construction Cost Estimate: \$4.7 Million (Federal, State, City Road & Bridge Bonds)

Schedule (ODOT Construction)

- Estimated Advertise for Bids: April 2027
- Estimated Start Construction: May 2027
- Estimated End Construction: July 2028



Questions & Feedback?



Ord. No. 1174-2026 (introduced by Council Members Howse-Jones, Conwell, Polensek, Bishop, Slife, and Griffin – by departmental request) Giving consent of the City of Cleveland to the Director of Transportation of the State of Ohio to construct the Target Speed Pilot Project countermeasures on a portion of St. Clair Avenue; authorizing agreements; and causing payment to the State for the City's share of the improvement.

October 2, 2026



CITY OF CLEVELAND
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City Planning Commission

St. Clair Avenue (E. 101st St. to E. 156th St.) Target Speed PID 123428

Richard J. Switalski, PE

Administrative Manager

Mayor's Office of Capital Projects

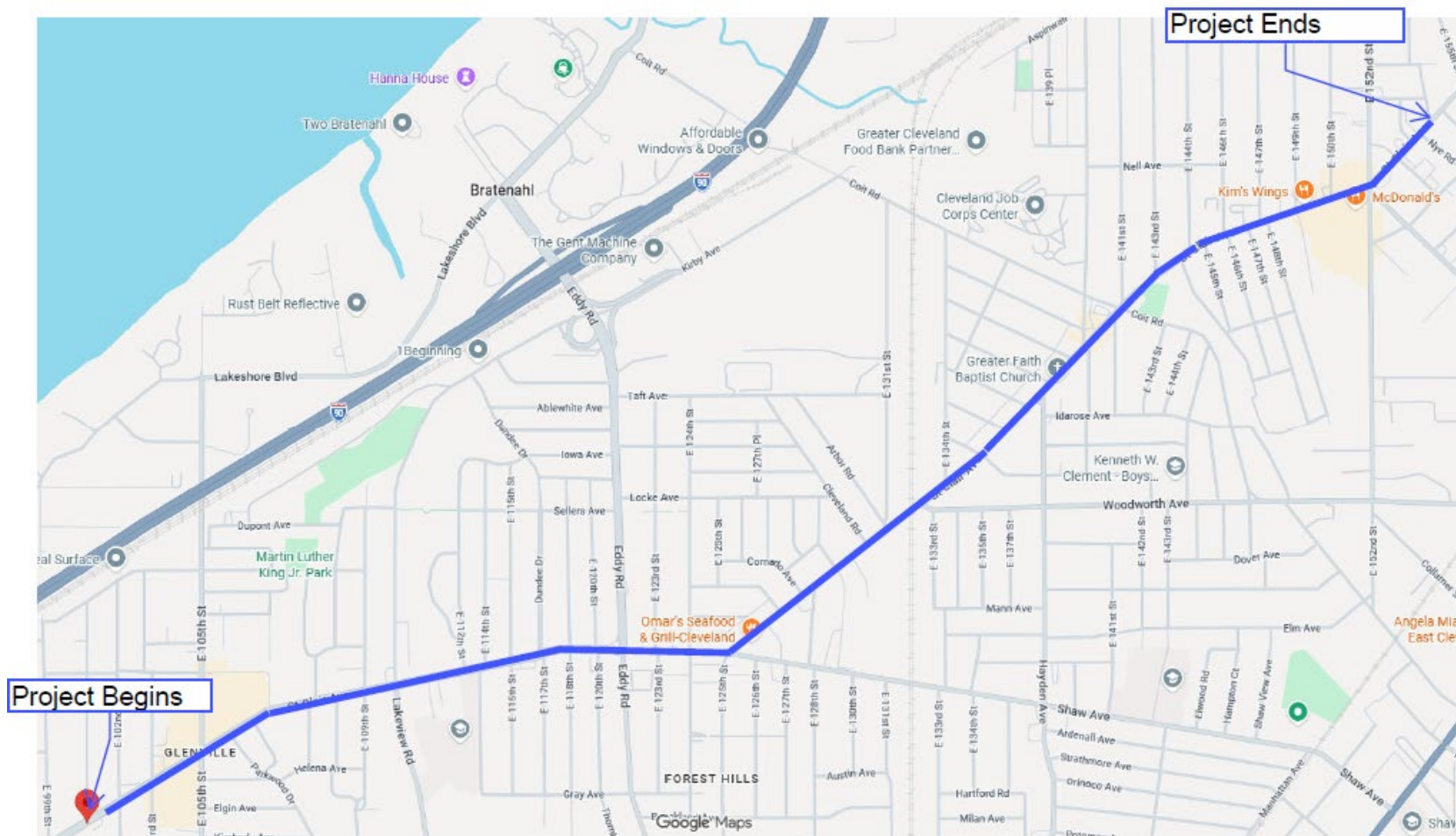
Division of Engineering & Construction

October 2, 2026



Project Location

PID 123428 St. Clair Ave. (E. 101st St to E. 156th St.) Target Speed



Project Information

Ord. No. 1174-2026

- Roadway Improvements Include:
 - Roadway resurfacing
 - ADA curb ramps
 - Signage and paint markings
 - Traffic signal upgrades
 - East 105th, East 125th/Shaw, East 152nd, East 152nd/Yorick, and Yorick/Ivanhoe
- Safety Improvements Include:
 - Buffered on street bike lanes
 - Raised medians
 - Floating bus stops
 - Lane repurposing and reallocation
 - Enhanced crosswalks



Budget & Schedule

Funding

- Construction Cost Estimate: \$7.3 Million (Federal, State, City Road & Bridge Bonds)

Schedule (ODOT Construction)

- Estimated Advertise for Bids: April 2027
- Estimated Start Construction: June 2027
- Estimated End Construction: October 2027



Questions & Feedback?



Ord. No. 1175–2026 (introduced by Council Members Howse–Jones, Conwell, Bishop, Slife, and Griffin – by departmental request) Giving consent of the City of Cleveland to the Director of Transportation of the State of Ohio to construct the improvement of resurfacing Wade Park Avenue from East 66th Street to East 118th Street; authorizing agreements; and causing payment to the State for the City’s share of the improvement.

October 2, 2026



CITY OF CLEVELAND
Mayor Justin M. Bibb

City Planning Commission

CUY-Wade Park Avenue

Richard J. Switalski, PE

Administrative Manager

Mayor's Office of Capital Projects

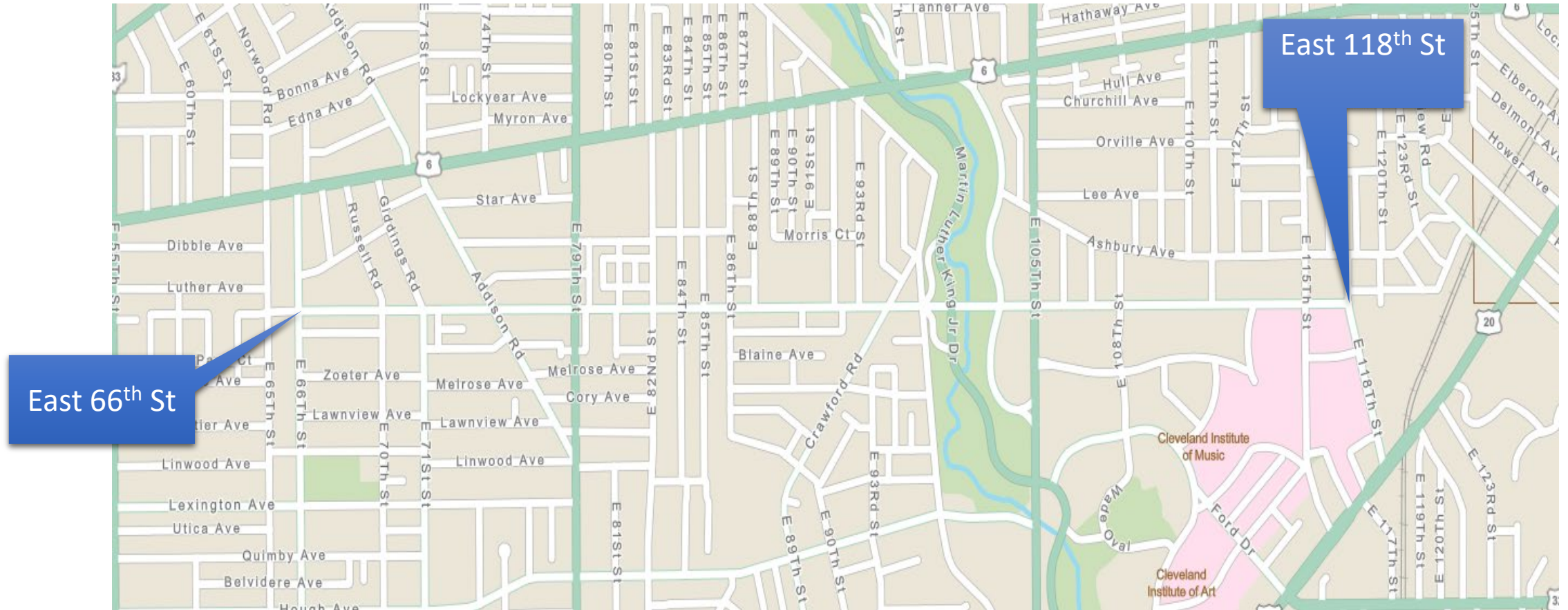
Division of Engineering & Construction

October 2, 2026



Project Location

From East 66th St. to East 118th St.



Project Information

Ord. No. 1175-2026

- Roadway Improvements Include:
 - Asphalt resurfacing and base repairs
 - Installation of five roundabouts and median islands
 - Installing ADA compliant curb ramps and curb extensions
 - New protected bike lanes with delineators and bike islands at intersections
 - Pavement removal on Ansel Road and sidewalk depaving along the corridor
 - Repair of curbs, sidewalks and drive aprons as needed
 - Signal removals and signal upgrades
 - Updated signing and pavement markings



Budget & Schedule

Funding

- Construction Cost Estimate: \$12 Million (Federal- NOACA STBG, ODOT Safety Fund, DOPWIC Issue 1)

Schedule (ODOT Construction)

- Estimated Advertise for Bids: March 2027
- Estimated Start Construction: May 2027
- Estimated End Construction: June 2028



Questions & Feedback?



Cleveland City Planning Commission

Administratively Approved Mandatory Legislative Referrals



CITY OF CLEVELAND
Mayor Justin M. Bibb

October 2, 2026

Ord. No. 1034-2026 (introduced by Council Members Polensek, Santana, Bishop, and Griffin – by departmental request) Authorizing the Director of Community Development to lease the Five Pointe Building, also known as the Collinwood Community Center, located at 813 East 152nd Street to the Famicos Foundation to operate and provide a range of social services and to maintain the Five Pointe Building, for a period of two years with one two-year option to renew.

October 2, 2026

Ord. No. 1042-2026 (introduced by Council Members Slife and Griffin – by departmental request) Authorizing the Director of Port Control to enter into an Amended Lease Agreement with I-X Center Corporation, or wholly-owned subsidiary or successor in interest, to incorporate a payroll credit provision into the original lease.

October 2, 2026

Cleveland City Planning Commission

Special Presentations (For Information Only)



CITY OF CLEVELAND
Mayor Justin M. Bibb

October 2, 2026

City of Cleveland & Bedrock Transportation Management Plan Update

October 2, 2026

– Calley Mersmann & Dan Shinkle, City Planning; Nora Romanoff, Bedrock

BEDROCK | RIVERFRONT AMPHITHEATER

TRANSPORTATION MANAGEMENT PLAN



INTRODUCTION

The following Transportation Management Plan outlines a mobility framework to support successful access and operations for the Riverfront Amphitheater project. The plan highlights travel routes for all modes, access points, anticipated transportation needs, and potential operational strategies for integrating a new riverfront amphitheater into Cleveland’s entertainment district. This plan references comparable music venues locally and across the country to better understand anticipated event operations, attendee travel patterns, parking demand, circulation, and access needs in the local Cleveland context.

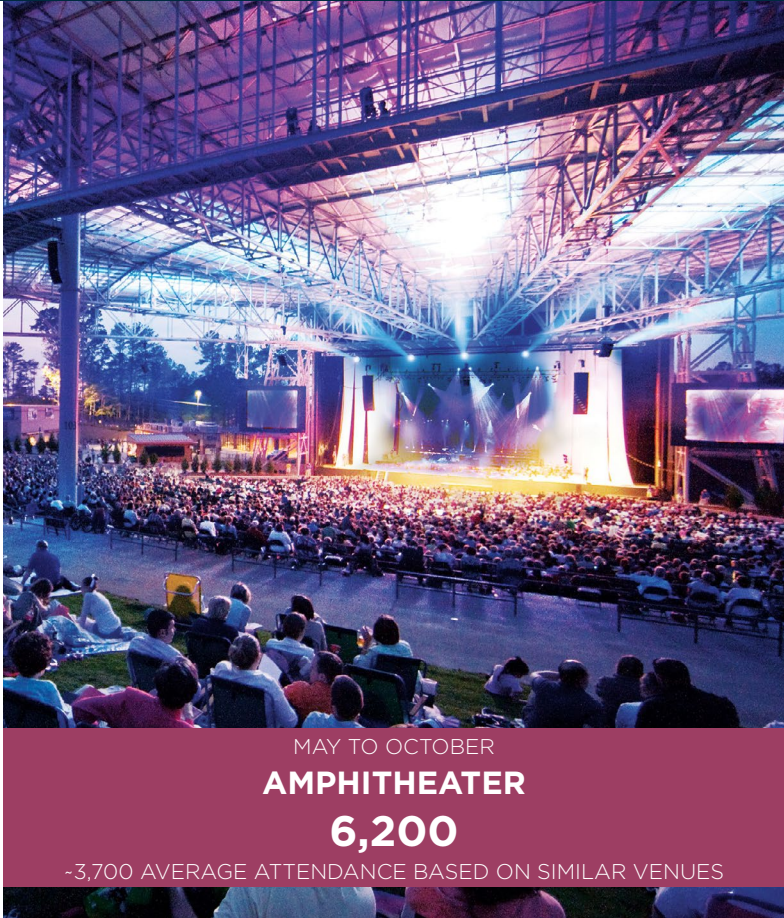
As both a local destination and a regional attraction, the amphitheater will draw visitors from across the city and surrounding communities while contributing to the riverfront’s continued growth as a vibrant entertainment, recreation, and cultural destination. The venue’s location adjacent to a robust and expanding transportation network, including vehicular routes, parking resources, pedestrian connections, bicycle access, and transit opportunities, provides a strong foundation for implementing the transportation management plan’s recommendations. The existing infrastructure within the Central Business District, already tested for large events, will play a critical role in ensuring safe and efficient movement before and after events.

The data collection and analysis show that the existing infrastructure network can already support amphitheater operations, while proposed improvements, such as Eagle Avenue and the Cuyahoga Riverwalk, enhance connectivity among the venue, downtown Cleveland, surrounding neighborhoods, and the broader riverfront district. By aligning with the Riverfront Master Plan and the City of Cleveland, the Amphitheater Transportation Management Plan supports the vision of a dynamic 18-hour and 15-Minute City with strong, connected, accessible, multimodal, and human-scaled waterfronts. Through this coordinated mobility approach, the amphitheater can accommodate event-day demand while providing a seamless visitor experience that supports the long-term success of the Cuyahoga Riverfront and Gateway Entertainment District as a premier gathering place for residents and visitors alike.



Figure 1
Transportation Management Plan - DRAFT

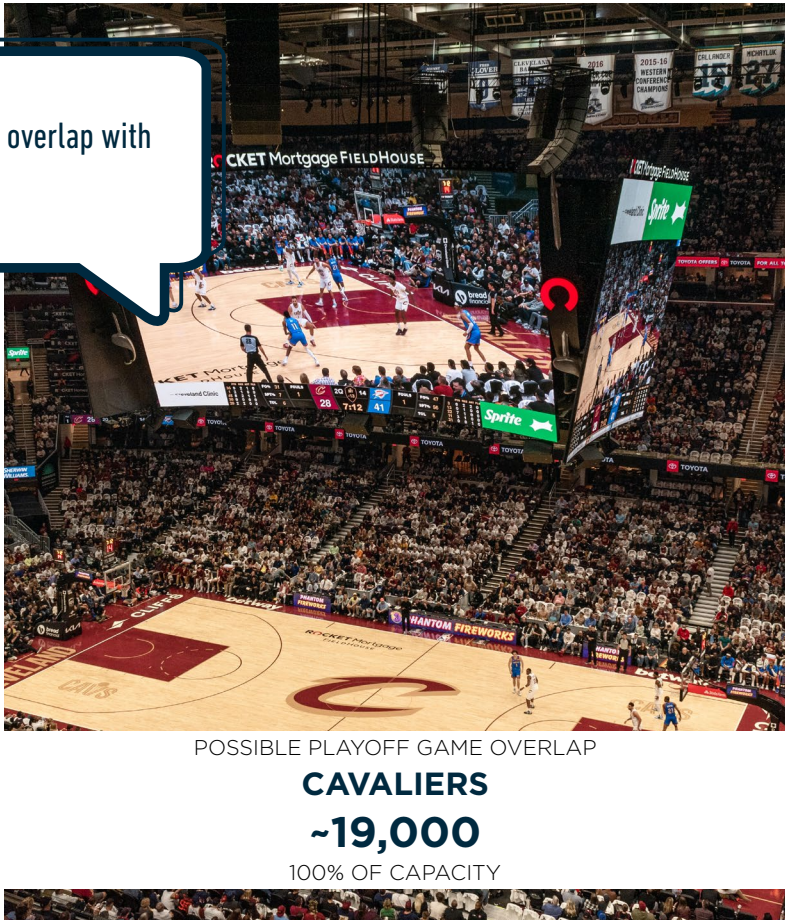
INTRODUCTION | ADJACENT EVENTS + HISTORICAL AVERAGE ATTENDANCE



ADJACENT EVENTS + HISTORICAL ATTENDANCE

Other downtown venues, such as Progressive Field and Rocket Arena, regularly draw fans and visitors to the entertainment district year-round. While seasons and attendance vary by venue, the Guardians and Cleveland's future WNBA team have the greatest potential for event overlap with the amphitheater season, which typically runs from May through October. Understanding the transportation needs and demands for these events is essential to creating a seamless experience for visitors attending a summer concert or a Guardians game on the same evening. Together, these events demonstrate the district's strong existing draw and the significant number of attendees already visiting downtown Cleveland to support local businesses, restaurants, and entertainment venues nightly.

NBA + AHL Season have limited overlap with Amphitheater operations.



Baseball + WNBA Games overlap with Amphitheater operations



HISTORICAL CONTEXT

Cleveland previously had two concert venues on opposite banks of the River. The Time Warner Cable Amphitheater, which opened in 2001 and closed in 2011 after ten years of operation, had a capacity of approximately 5,000 spectators.

The aerial to the left depicts the site in May 2010.

For a decade Cleveland had two concert venues on opposite banks of the River

INTRODUCTION | DOWNTOWN CONCERT AND THEATER SPACES CAPACITY



ROCKET ARENA
~13,500



JACOBS PAVILION
5,000



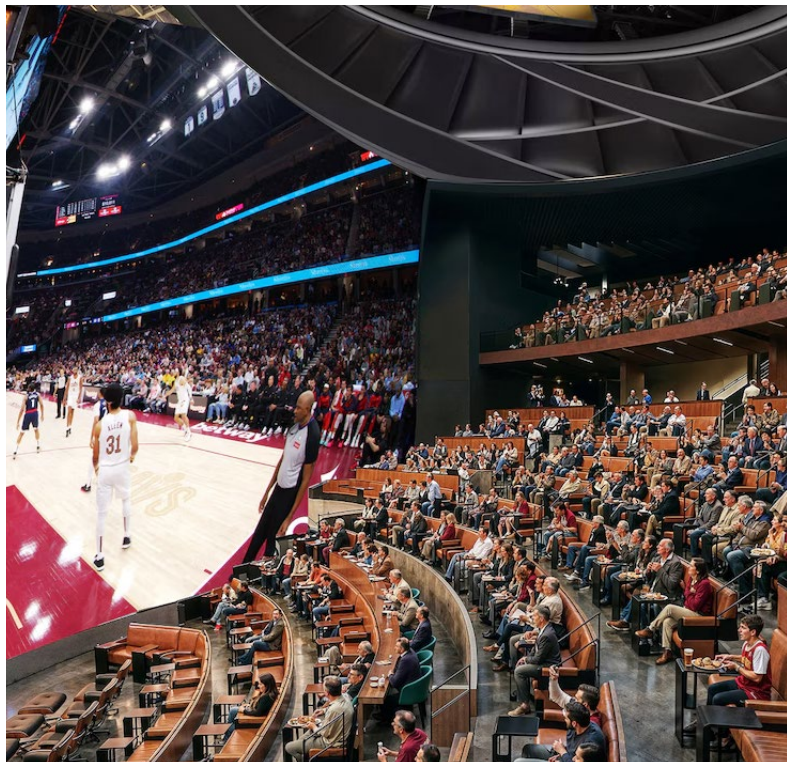
AMPHITHEATER
6,200

CLEVELAND VENUES CAPACITY

When comparing the amphitheater to other entertainment venues in Cleveland, expected mobility needs can be gauged by the capacities and sizes of existing venues. The proposed amphitheater's seating capacity is similar to that of the previous venue at this site and to Jacobs Pavilion, an outdoor entertainment space on the West Bank of the Flats, providing a local reference for trade area, visitor habits, and concert demands.



HOB
~2,500



COSM
~1,500



GLOBE IRON
~1,200



**EVERWISE AMPHITHEATER
(INDIANAPOLIS)
6,000**



**LEADER BANK PAVILION
(BOSTON)
5,800**



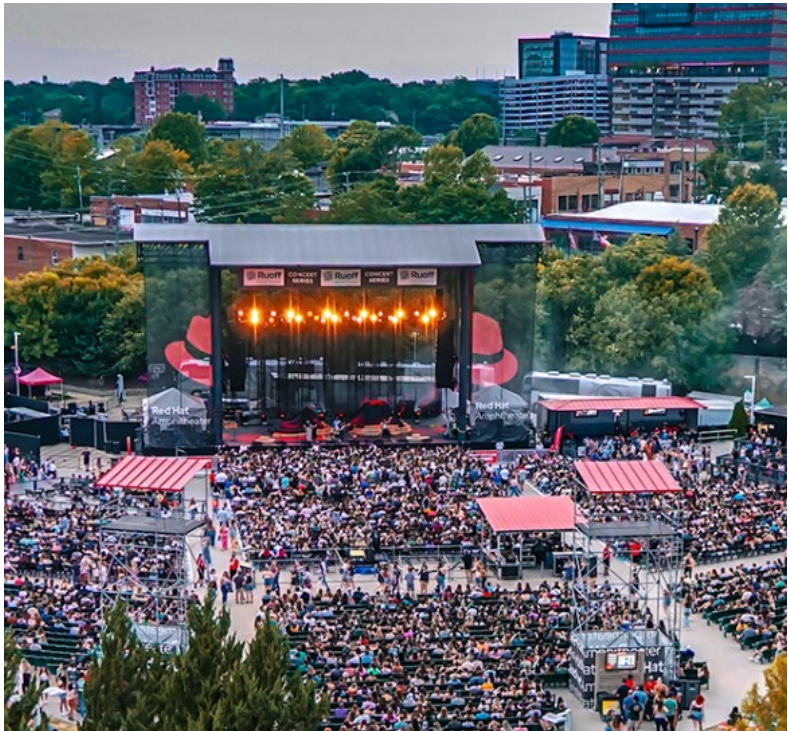
**AMPHITHEATER
(CLEVELAND)
6,200**

SIMILAR VENUES CAPACITY

The amphitheater is comparable to other Live Nation venues with similar capacities, ranging from approximately 5,000 to 6,200 attendees. These venues provide relevant benchmarks and comparable scenarios for understanding anticipated operations, attendance, and visitor demand associated with the amphitheater.



**SKYLA CREDIT UNION AMPHITHEATRE
(CHARLOTTE)
5,060**



**THE RED HAT AMPHITHEATER
(RALEIGH)
5,051**

INTRODUCTION | SIMILAR VENUES + AVERAGE ATTENDANCE



**EVERWISE AMPHITHEATER
(INDIANAPOLIS)
4,026**



**LEADER BANK PAVILION
(BOSTON)
3,713**



**AMPHITHEATER
(CLEVELAND)
3,700***

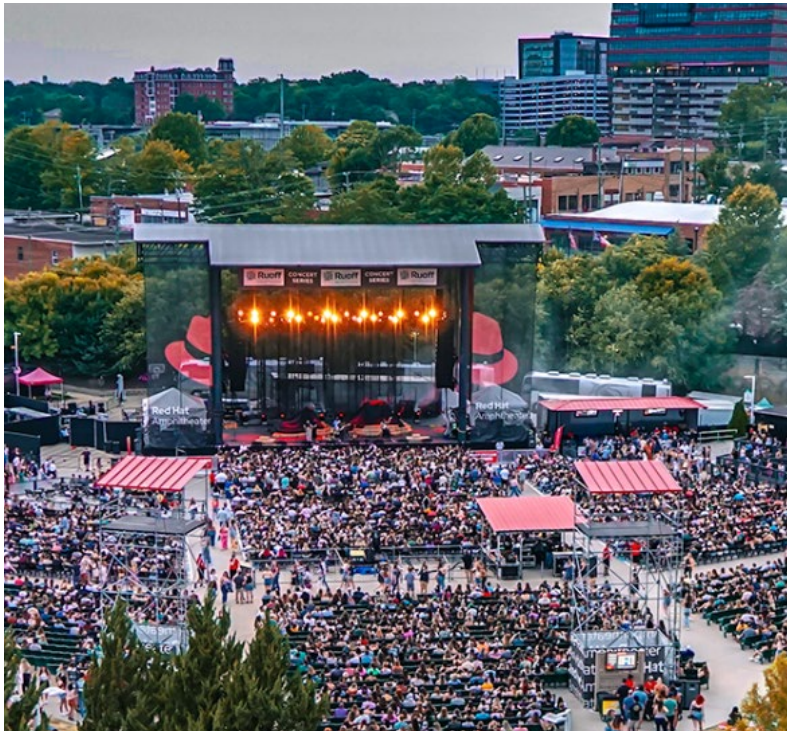
*AVERAGE ATTENDANCE BASED ON SIMILAR VENUES

SIMILAR VENUES AVERAGE ATTENDANCE

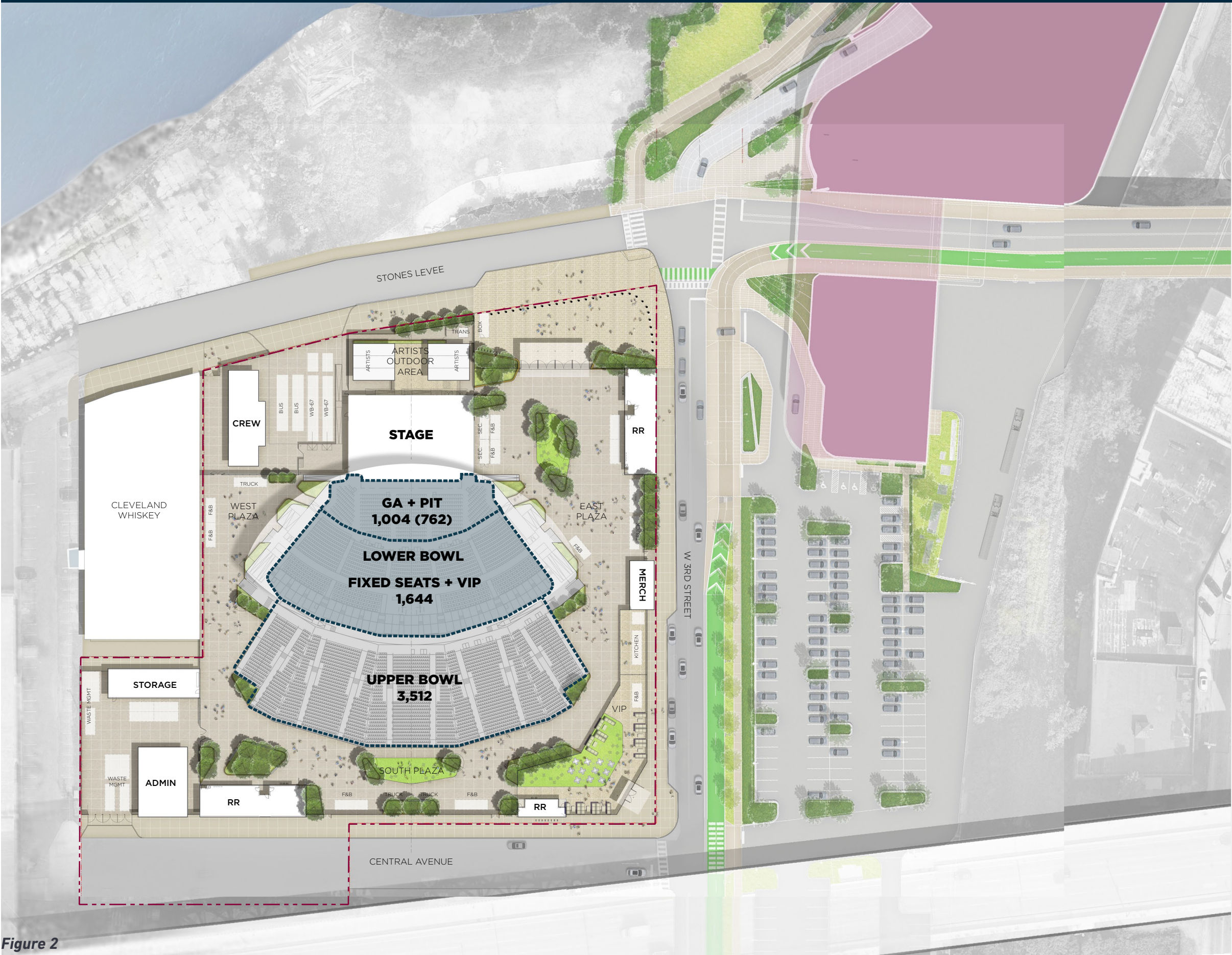
Average attendance reflects the typical number of attendees at an event, not the venue's maximum capacity. Using averages from comparable venues of similar scale in similar markets nationwide, an average event attendance of approximately 3,700 was assumed for the proposed riverfront amphitheater for planning and analysis purposes.



**SKYLA CREDIT UNION AMPHITHEATRE
(CHARLOTTE)
3,400**



**THE RED HAT AMPHITHEATER
(RALEIGH)
3,628**



CAPACITY

Total Capacity: ~6,200 (5,918 Seated)

Lower Bowl (GA PIT): 1,044 SRO (762 Seated)

Lower Bowl Fixed Seats (GA + Premium): 1,342

Lower Bowl VIP (Decks + Boxes): 302

Upper Bowl: 3,512

OPERATION

Months of Operation

Mid-May to Mid-October

Estimated Average Number of Events Per Year: 43

Hours of Operation

Opening Staff Arrival: 7am

Band Arrival: Varies

Gates Open: 6:35pm, Avg Fan Entry Time is 7:11pm

Concert Begins: 8pm-8:15pm

Encore/Last Song: 10:39pm, latest 11:15pm

Band Departure: Varies

Closing Staff Departure: Varies

Event Staff

Total Number of Event Staff at Peak: Similar venues average 73 event staff per show

Figure 2
Transportation Management Plan - DRAFT

Mode Split

Full Capacity - 6,200
Vehicle Alone or Carpool (85%) - 5,270
Rideshare (10%) - 620
Other (5%) - 310

Average Capacity - 3,700
Vehicle Alone or Carpool (85%) - 3,145
Rideshare (10%) - 370
Other (5%) - 185

Parking + Rideshare Demand Based on Mode Split

1 Car per 4 Fans Driving to Venue
Full Capacity - Approximately 1,317 Spaces
Average Capacity - Approximately 786 Spaces

2 Fans per Rideshare Vehicle
Full Capacity - Approximately 310 Vehicles
Average Capacity - Approximately 95 Vehicles

LIVE NATION ESTIMATED PARKING DEMAND

Based on transportation patterns and survey data, approximately 74% of attendees arrived by personal vehicle (driving themselves or with a friend), 12% arrived in larger carpools of three or more passengers, 8% used taxi or rideshare services, 5% walked, biked, or used scooters, and 1% arrived via subway or metro services at similar Live Nation venues.

For events at the proposed Riverfront Amphitheater, these travel patterns have been consolidated into broader transportation assumptions, with approximately 85% of attendees expected to arrive by personal vehicle and the remaining 15% by rideshare, transit, walking, biking, or other alternative transportation options. This reflects a conservative approach while acknowledging the variety of transportation choices available to attendees at an urban venue of this type.

Based on transportation patterns observed at comparable Live Nation amphitheaters, an average private vehicle occupancy of one vehicle per 4 attendees was identified, with rideshare demand based on an occupancy of 3 attendees per vehicle. These numbers were utilized as the baseline assumption because they represent a more conservative approach than local requirements. The Live Nation standard assumes one vehicle per every 4 attendees, compared to the City of Cleveland requirement of one vehicle per every 6 attendees, resulting in a higher estimated parking demand, based on event attendees driving or carpooling to the venue. Parking and ride-share calculations were evaluated under two event scenarios: a full-capacity event with approximately 6,200 attendees and an average attendance event with approximately 3,700 attendees, with these numbers further broken down by the mode splits shown above.

CITY OF CLEVELAND ZONING CODE REQUIREMENTS - SECTION 349.04 REQUIRED PARKING SPACES

Arenas, armories, assembly halls, auditoriums, concert halls, convention halls, dance halls, exhibition halls, gymnasiums, indoor theaters, pool or billiard halls, stadiums and similar indoor amusement or recreation uses.

1 for each 6 seats or total parking area equal to 3 times the gross floor area, whichever is greater. Where there are no fixed seats each 24 inches of bench or pew shall be considered 1 seat. Where there are no seats, benches or pews, each 20 square feet of ground or floor area usable for seating shall be considered 1 seat.

5,918 Seats = 986 Parking Spaces Required (1 parking space for every 6 seats)

-115,000 SF Gross Floor Area = 345,000 SF Parking Area = 985 Spaces (350 SF Space)

CUYAHOGA RIVERFRONT MASTER DEVELOPMENT PLAN (MDP) RECOMMENDATIONS + STRATEGIES

The MDP serves as a guiding framework for the riverfront, emphasizing that parking strategies should not only address demand, but also support the vision for a connected, pedestrian-oriented district. The approach should build upon the existing urban context and the network of parking assets already available throughout the Central Business District that support major destinations such as Progressive Field and Rocket Arena. The following elements from the MDP highlight the goal of creating a multimodal, human-scaled environment that strengthens connectivity, encourages alternative transportation options, and reduces emphasis on vehicular travel.

Vision

Develop downtown Cleveland as a 15-minute neighborhood that positions Cleveland towards becoming an 18-hour city.

Urban Design Principles - Mobility

Leverage transit access and adjacency to the Central Business District to create an interconnected multimodal transportation network that shifts mode use and reduces reliance on the automobile.

Parking and service access should minimize the impact on mobility, streets, and the public realm.

Architecture Guidelines for Private Development

Leverage transit access and adjacency to create an interconnected multimodal transportation network and reduce demand for vehicular parking. Parking strategies should prioritize efficiency, aesthetics,

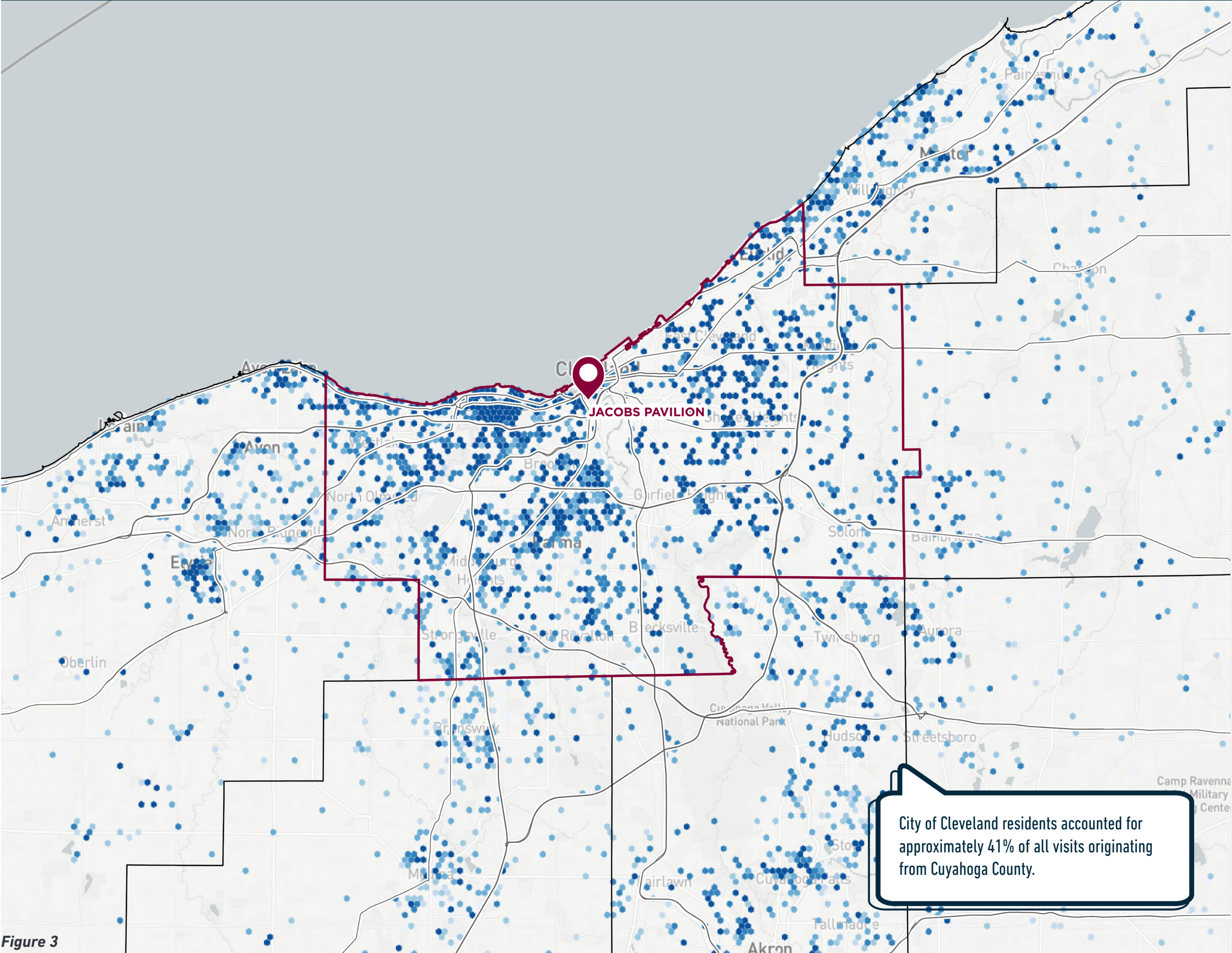
Building Program - Use + Location

Locate parking structures in key locations to maximize efficiency, reduce vehicular travel through the district, and increase shared parking between daytime and nighttime uses.

Parking - Needs + Location

Due to the proximity of the site to multi-modal transportation hubs and regional publicly available parking resources, parking demand is anticipated to be lower in this area of development compared to other neighboring districts.

A district-wide approach should be taken to decouple parking strategies, create a distributed network of parking, and promote the Transportation Demand Management (TDM) Program Standards which will increase the use of multi-modal transportation and alleviate overall parking demand.



COMPARABLE CONCERT TRADE AREA

This map illustrates where visitors are traveling from to attend events at Jacobs Pavilion. Darker areas represent the strongest audience draw, highlighting the communities with the highest concentration of attendees. This demonstrates that a venue of this type serves as a regional destination, attracting visitors from across the region who rely on multiple regional highways and local transportation networks to access the site.

Visitor origins demonstrate both a strong local and regional draw, with 39% of visits coming from Cuyahoga County and 61% originating from outside the county.

Figure 3
Transportation Management Plan - DRAFT

INTERSTATE HIGHWAY ARRIVAL - FIGURE 4

Sporting events typically create concentrated arrival peaks around scheduled start times, such as the first pitch, whereas concert arrivals are more spread out as attendees arrive over a longer period. Multiple highway access routes and exits within downtown Cleveland accommodate the wide range of visitors coming from different directions throughout the region and help smooth the overall arrival pattern across the system. Multiple arrival points also allow attendees to park at garages near restaurants, bars, and other destinations in the Central Business District that they may visit before a concert at the Riverfront Amphitheater.

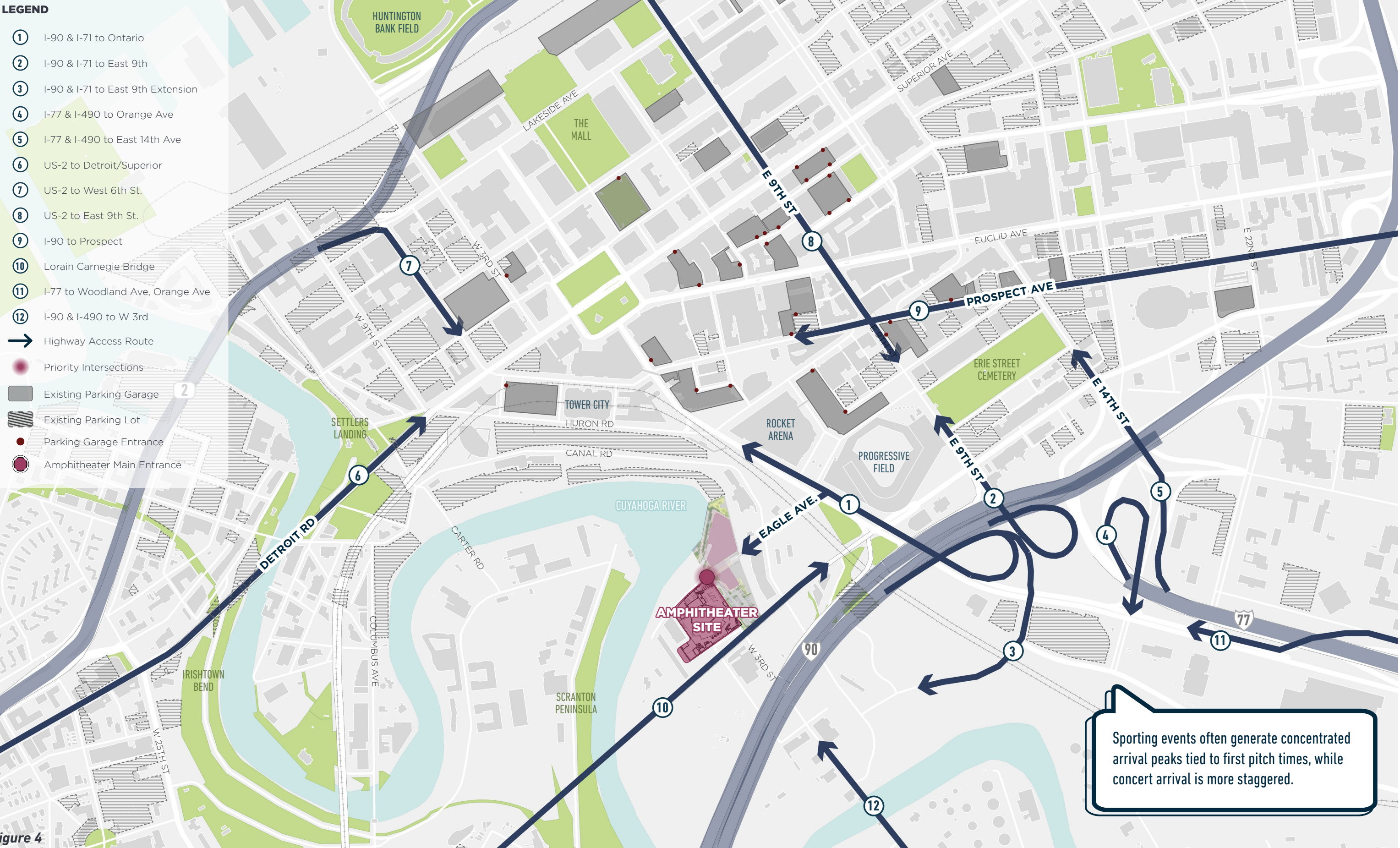
INTERSTATE HIGHWAY DEPARTURE - FIGURE 5

Concert departures usually occur right after the show, though they tend to be more spread out than at sporting events. Multiple departure routes connect to regional highways, enabling visitors to reach nearby neighborhoods and surrounding communities in Cuyahoga County and beyond. These routes serve attendees traveling directly home after the concert, either by personal vehicle or rideshare.

LOCAL ARRIVAL + DEPARTURE - FIGURE 6

Local access, whether from the highway or from adjacent neighborhoods, is also critical. The amphitheater’s location within the flats and adjacent to the Central Business District creates a two-tiered circulation network for visitors, separating upper (orange) and lower (blue) traffic patterns that support local access, including rideshare operations. This layered circulation network helps distribute traffic across a wide area while providing efficient connections between the venue, nearby destinations, and surrounding neighborhoods for personal vehicles and rideshare services.

AMPHITHEATER SITE | INTERSTATE HIGHWAY ACCESS: ARRIVAL



Sporting events often generate concentrated arrival peaks tied to first pitch times, while concert arrival is more staggered.

AMPHITHEATER SITE | INTERSTATE HIGHWAY ACCESS: DEPARTURE

LEGEND

- ① Ontario to I-90 & I-71
- ② East 9th to I-90 & I-71
- ③ East 9th/Extension to I-77 & I-490
- ④ East 14th to I-77 & I-490
- ⑤ Ontario/Orange Ave to I-77 & I-490
- ⑥ Detroit/Superior to US-2
- ⑦ West 3rd St. to US-2
- ⑧ East 9th St. to US-2
- ⑨ Prospect to I-90
- ⑩ Lorain Carnegie Bridge
- ⑪ W 3rd to I-90 & I-490
- ➔ Highway Access Route
- Existing Parking Garage
- Existing Parking Lot
- Parking Garage Entrance
- Amphitheater Main Entrance

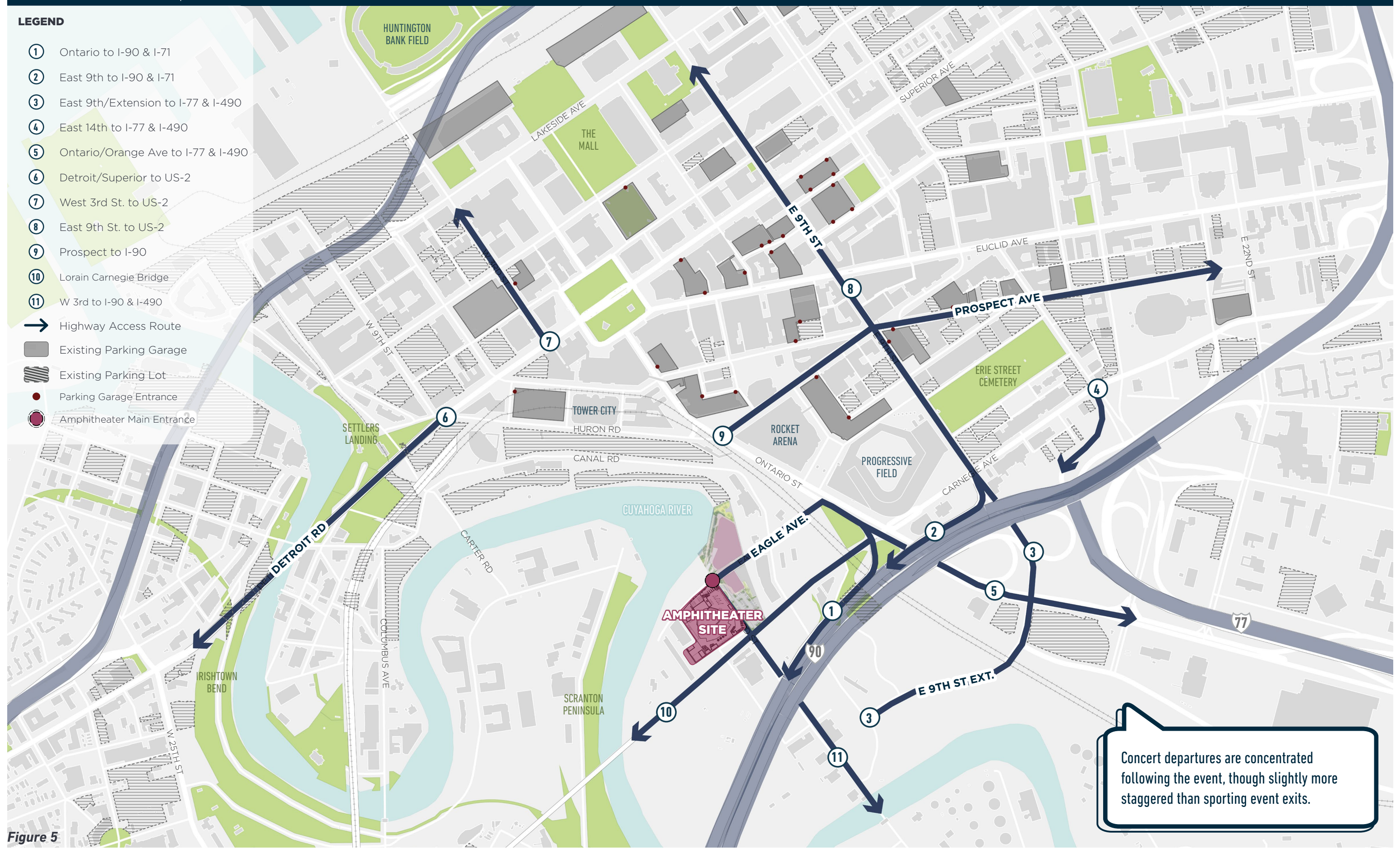
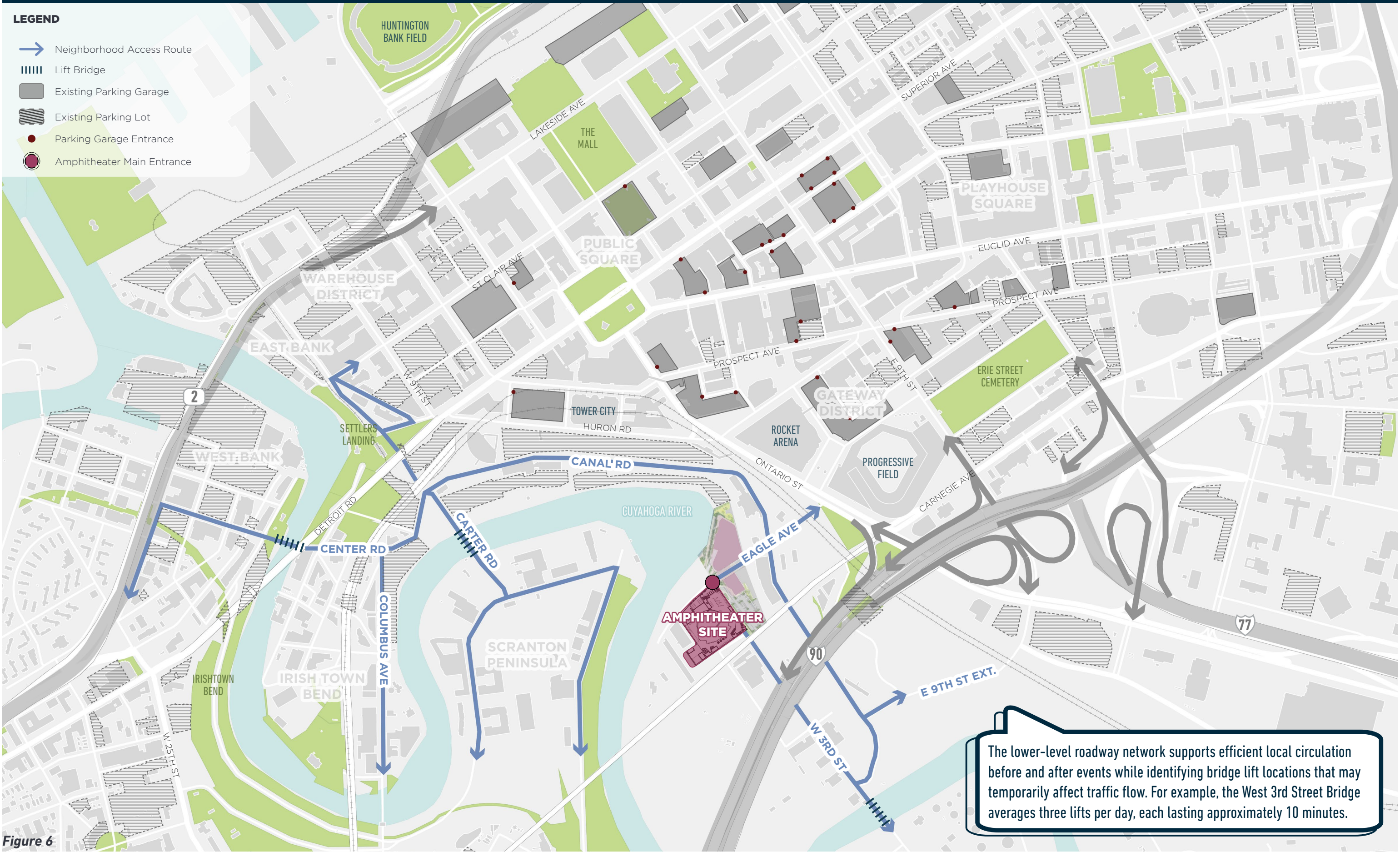


Figure 5
Transportation Management Plan - DRAFT

AMPHITHEATER SITE | MAJOR ARTERIAL ACCESS: LOCAL ARRIVAL + DEPARTURE

LEGEND

- Neighborhood Access Route
- ||||| Lift Bridge
- Existing Parking Garage
- Existing Parking Lot
- Parking Garage Entrance
- Amphitheater Main Entrance



The lower-level roadway network supports efficient local circulation before and after events while identifying bridge lift locations that may temporarily affect traffic flow. For example, the West 3rd Street Bridge averages three lifts per day, each lasting approximately 10 minutes.

Figure 6
Transportation Management Plan

AMPHITHEATER SITE | MAJOR ARTERIAL ACCESS: LOCAL ARRIVAL + DEPARTURE

LEGEND

- Neighborhood Access Route
- Existing Parking Garage
- Existing Parking Lot
- Parking Garage Entrance
- Amphitheater Main Entrance



PARKING ASSETS - FIGURE 7, 8, 9

The parking distribution throughout downtown and the surrounding entertainment district provides visitors with a variety of options, including both parking garages and surface lots within a 5-, 10-, and 15-minute walk of the amphitheater site. This range of available parking supports attendees who are driving directly to downtown for a concert, as well as visitors who may want to park once and explore nearby destinations before or after an event.

In April 2022, Rich & Associates Parking Consultants was tasked with preparing a Downtown Cleveland Parking Assessment. The analysis covered four Rich & Associates-defined districts (Downtown, River, Lake, and Entertainment), encompassing 57 blocks adjacent to the Riverfront Amphitheater site. For each district, Rich & Associates inventoried the existing parking supply and evaluated land uses using publicly available data to assess parking demand and supply by district and across all four areas collectively. The Downtown, River, Lake, and Entertainment district boundaries, data, and analysis collected through this study are being carried forward as a baseline for this transportation plan to understand and assess adjacent parking assets available to concert attendees. The Erie Street District was added to address additional parking available to accommodate potential parking demand for events occurring concurrently with Guardians games.

Based on data from the 2022 Rich and Associates Downtown Cleveland Parking Assessment, the four defined districts, combined with publicly available data for the Erie District, provide approximately 35,000 parking spaces in public and private lots and garages throughout Downtown. This mix of assets and locations offers a wide range of parking options not only for Riverfront Amphitheater guests but also for various visitors to downtown for MLB, WNBA, dinner, or theater events.

ESTIMATED PARKING DEMAND - FIGURE 10

According to the 2022 Rich and Associates Downtown Cleveland Parking Assessment, on a typical evening with 80% building occupancy and no major events at Rocket Arena or Progressive Field, about 11,000 parking spaces are available across the four nearby districts. This availability provides nearly two parking spaces per amphitheater guest at full capacity. For a sold-out event at the Riverfront Amphitheater, the estimated demand, based on mode splits and one vehicle per 4.5 guests, is 1,175 spaces. This means that the parking capacity in the surrounding districts on a normal evening is almost ten times the actual need for such an event.

Note: The net parking demand data shown on this map come from Rich & Associates’ analysis and do not account for the Erie District. The analysis assumes an 80% building occupancy based on current usage at 7:00 pm and does not include any Cleveland Guardians games at Progressive Field.

Within the Entertainment District are two significant facilities. Rocket Arena, the home court of the Cleveland Cavaliers and Cleveland’s future WNBA team, and Progressive Field, which is the home field for MLB’s Cleveland Guardians. As mentioned in the earlier analysis of adjacent events, the MLB and WNBA seasons overlap with the proposed concert season from May to October. The following page will display what the effect of parking demand for these events will have on the availability of the proposed Riverfront Amphitheater for visitors.

ESTIMATED PARKING DEMAND - FIGURE 11

Cleveland Guardians Demand - Rich and Associates Data

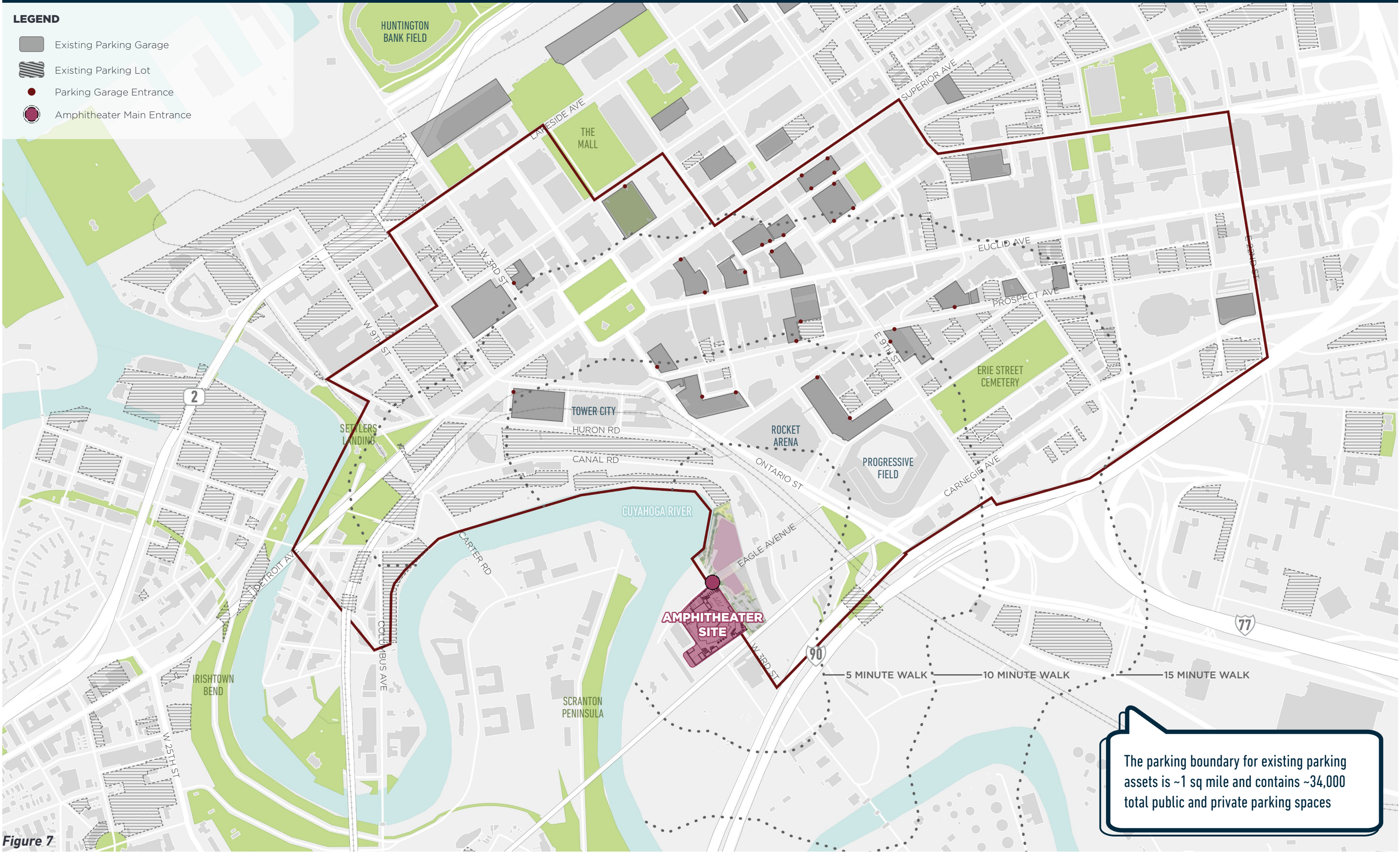
Based on the Rich & Associates report, parking demand in the Entertainment District with an event at the 19,430-seat Rocket Arena totals 6,867± spaces. Similarly, an evening event at the 35,000-seat Progressive Field would increase parking demand by 11,550± spaces. Based on this breakdown, the transportation management plan uses the following assumptions for adjacent-event demand. Cleveland Guardians = ~11,000 Parking Spaces, WNBA = ~3,000 Parking Spaces (based on average attendance being 1/2 of Cavaliers current attendance)

The Rich & Associates study did not include the Erie District boundary or parking assets in its analysis; however, based on adjacency, experience, and historical observation, it can be assumed that Guardians ticketholders have parked here and will continue to do so for baseball games. To reflect this context, the Transportation Management Plan used a conservative estimate that 1/3 of total Cleveland Guardians parking demand could be absorbed in the Erie District, leaving the remaining 2/3 of parking demand to be captured within the remaining four districts (11,000 total demand: 3,750 or 1/3 in the Erie District and 7,500 or 2/3 in the Lake, River, Downtown, and Entertainment Districts). Based on this analysis using the previous typical evening as the baseline, the 11,000 parking spaces available adjacent to the Riverfront Amphitheater are reduced to 3,500 spaces.

On evenings with a Guardians game, the 3,500 parking spaces available across the four nearby districts represent approximately 0.5 parking spaces per amphitheater guest at full capacity. For a sold-out event at the Riverfront Amphitheater, the estimated demand, based on mode splits and one vehicle per 4.5 guests, is 1,175 spaces. This means that the parking capacity in the surrounding districts on a normal evening is still almost two times the actual need for such an event. If the average attendance of 3,700 guests is used as the baseline, based on the same mode split and vehicle occupancy, only 700 spaces may be required.

AMPHITHEATER SITE | EXISTING PARKING ASSETS

- LEGEND**
- Existing Parking Garage
 - Existing Parking Lot
 - Parking Garage Entrance
 - Amphitheater Main Entrance



The parking boundary for existing parking assets is ~1 sq mile and contains ~34,000 total public and private parking spaces

Figure 7
Transportation Management Plan

AMPHITHEATER SITE | ADJACENT PARKING ASSETS: TOTAL NUMBER OF SPACES (PRIVATE + PUBLIC)*

- LEGEND**
- Existing Parking Garage
 - Existing Parking Lot
 - Parking Garage Entrance
 - Amphitheater Main Entrance



The parking boundary was divided into the River, Lake, Downtown, and Entertainment Districts based on previous Rich & Associates parking study. The Erie Street District was added to show area available to accommodate additional parking supply and demand.

Figure 8
Transportation Management Plan - DRAFT

AMPHITHEATER SITE | ADJACENT PARKING ASSETS: TOTAL NUMBER OF SPACES (PRIVATE + PUBLIC)*

- LEGEND**
- Existing Parking Garage
 - Existing Parking Lot
 - Parking Garage Entrance
 - Amphitheater Main Entrance

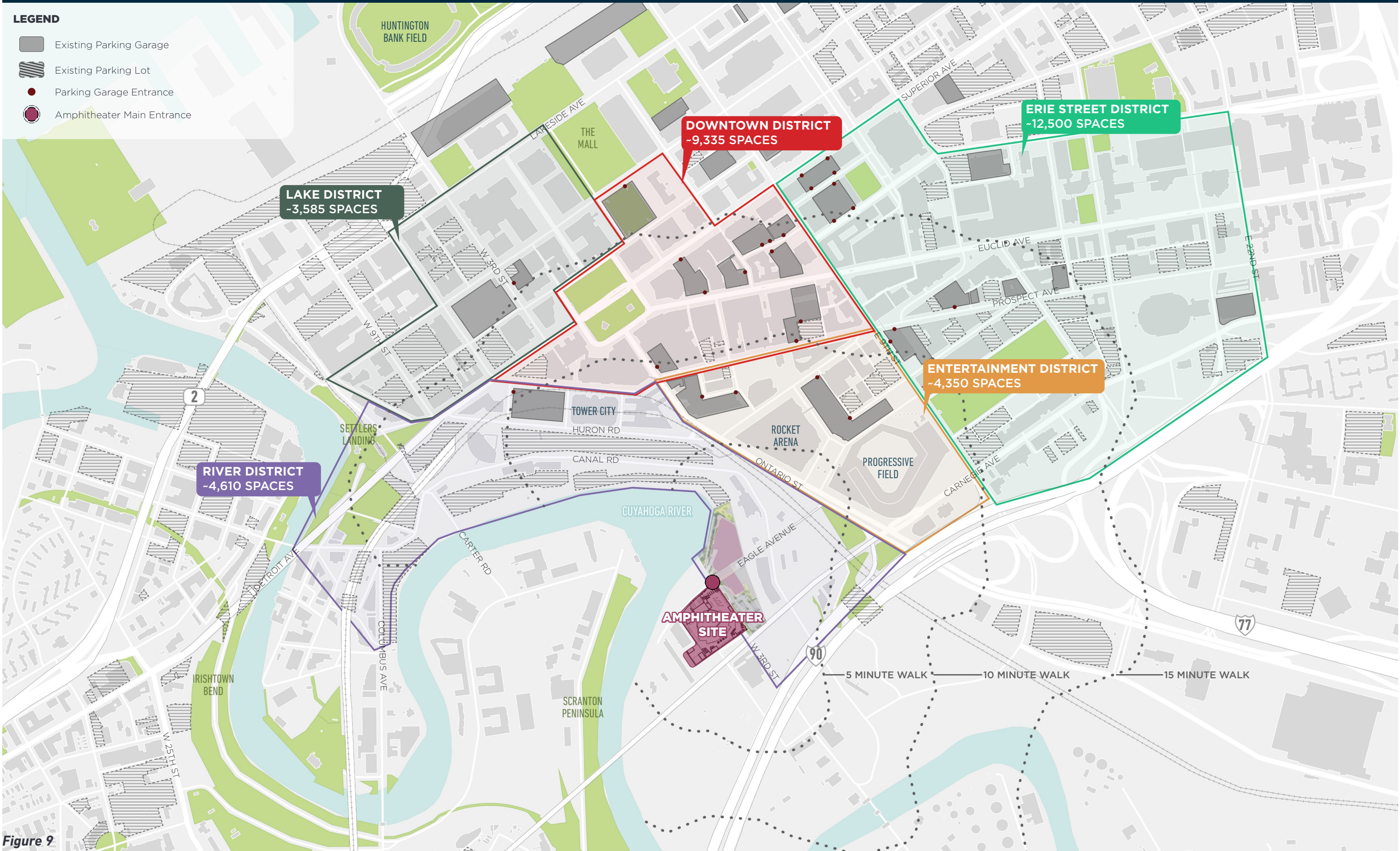
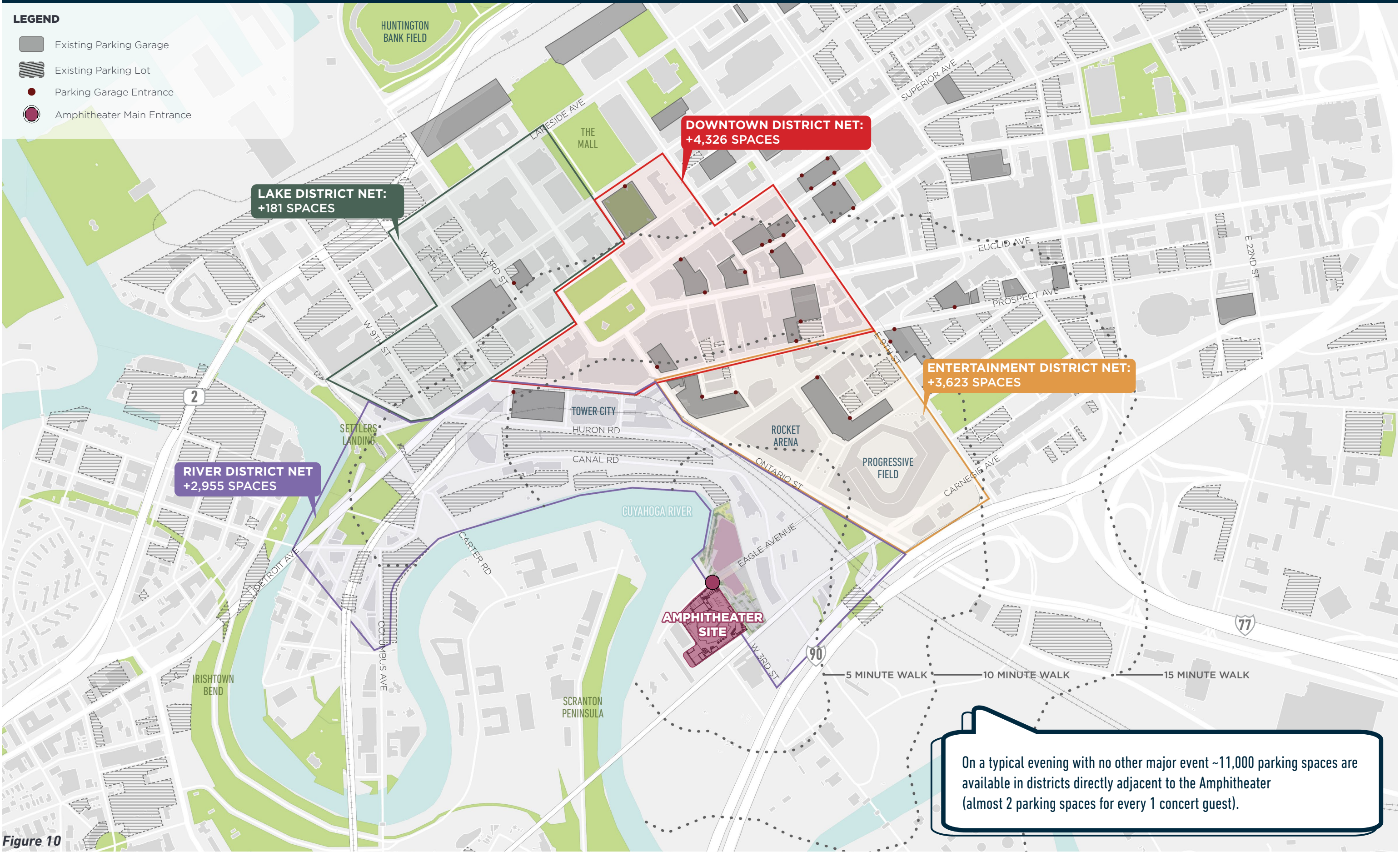


Figure 9
Transportation Management Plan - DRAFT

AMPHITHEATER SITE | ADJACENT PARKING ASSETS: SURPLUS/DEFICIT ON TYPICAL EVENING (NO GUARDIANS GAME)*

- LEGEND**
- Existing Parking Garage
 - Existing Parking Lot
 - Parking Garage Entrance
 - Amphitheater Main Entrance

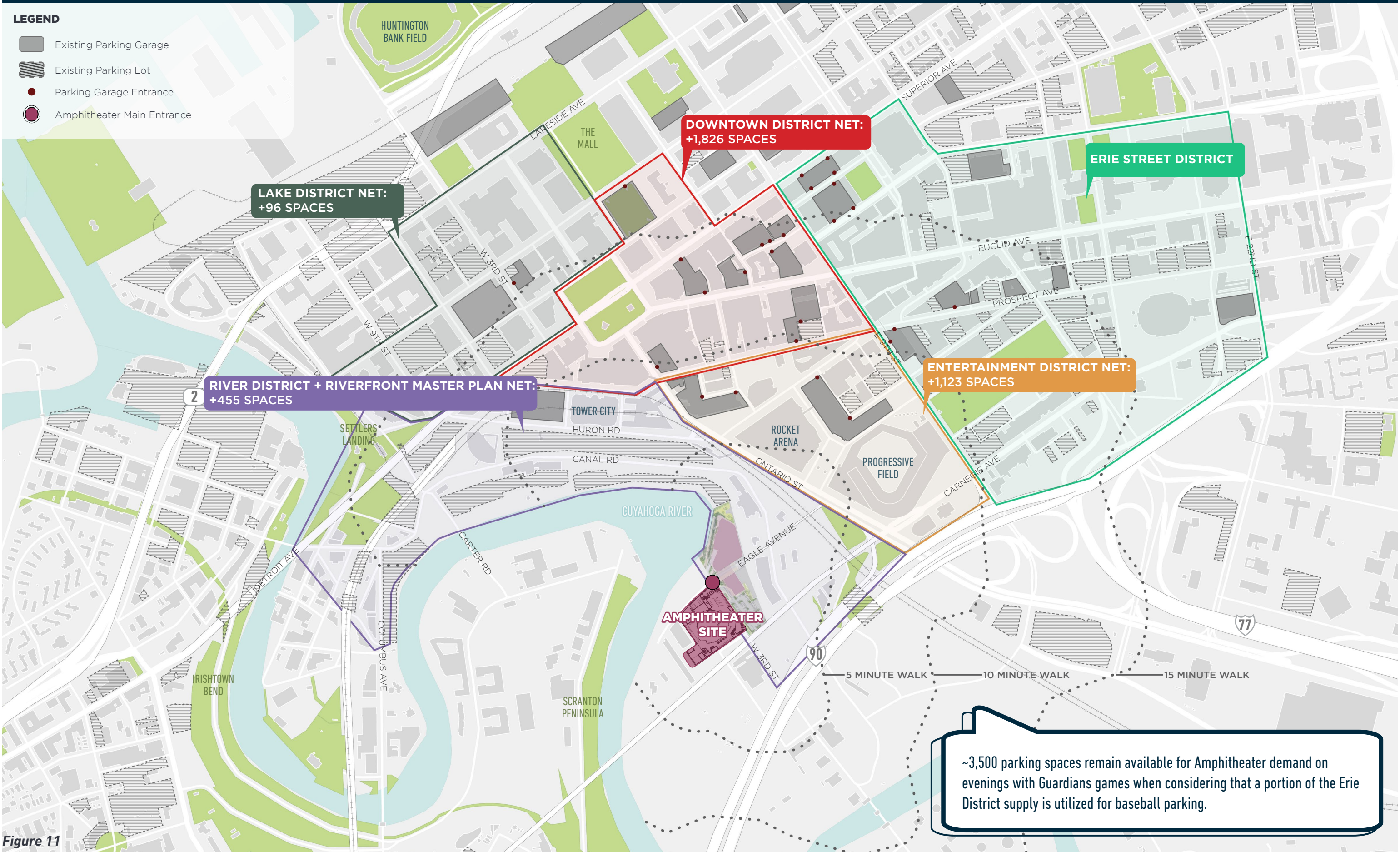


On a typical evening with no other major event ~11,000 parking spaces are available in districts directly adjacent to the Amphitheater (almost 2 parking spaces for every 1 concert guest).

Figure 10
Transportation Management Plan - DRAFT

AMPHITHEATER SITE | ADJACENT PARKING ASSETS: SURPLUS/DEFICIT ON EVENING (WITH GUARDIANS GAME USING ERIE DISTRICT) AND CONCERT

- LEGEND**
- Existing Parking Garage
 - Existing Parking Lot
 - Parking Garage Entrance
 - Amphitheater Main Entrance



~3,500 parking spaces remain available for Amphitheater demand on evenings with Guardians games when considering that a portion of the Erie District supply is utilized for baseball parking.

Figure 11
Transportation Management Plan - DRAFT

TRANSIT ACCESS + ARRIVAL/DEPARTURE - FIGURE 12

The RTA rail and bus system provides additional transportation options to support access to the amphitheater, with multiple transit stops, routes, and modes within a convenient distance. The closest stops are along Ontario Street adjacent to Progressive Field, while Public Square and Tower City serve as major transit hubs offering broader regional connections. Both hubs are within a 15-minute walk of the site, allowing patrons to use public transportation and the local street and sidewalk network to travel to and from concerts.

Downtown Cleveland is served by a network of high-frequency transit corridors centered on the HealthLine and Rapid rail system. During evenings and weekends, the HealthLine and Red Line continue to operate approximately every 15 minutes, while most connecting bus routes operate every 30–60 minutes, providing reliable regional access before and after events.

The HealthLine provides 24-hour service, while the Red Line and Route 19 operate until approximately 1:00 AM, ensuring transit access for most evening events. Overnight service remains available via the HealthLine.

BIKE, SCOOTER, PEDESTRIAN ROUTE ACCESS - FIGURE 13

Due to its location adjacent to the Central Business District, the amphitheater is accessible via the downtown street network, which offers a variety of sidewalks, trails, and bike-lane connections, including major regional routes such as the Towpath Trail, Red Line Greenway, and Memorial Bridges Loop Trail. These connections link visitors on foot, bike, or scooter to the site from nearby parking garages, attractions, entertainment destinations, and surrounding neighborhoods, creating a connected, accessible amphitheater that supports the Riverfront Master Plan vision by providing multimodal access to and from the venue.

BIKE, SCOOTER, PEDESTRIAN ROUTE DISTANCE - FIGURE 14

The map illustrates common routes connecting visitors to bus lines, transportation hubs, parking areas, and nearby entertainment destinations, showing a typical walk and the overall pedestrian experience when traveling to the amphitheater from downtown destinations. These walking distances are comparable to those at similar downtown events and venues, reflecting the site’s accessibility and proximity to existing downtown parking and entertainment assets.

AMPHITHEATER SITE | TRANSIT ACCESS + ARRIVAL/DEPARTURE

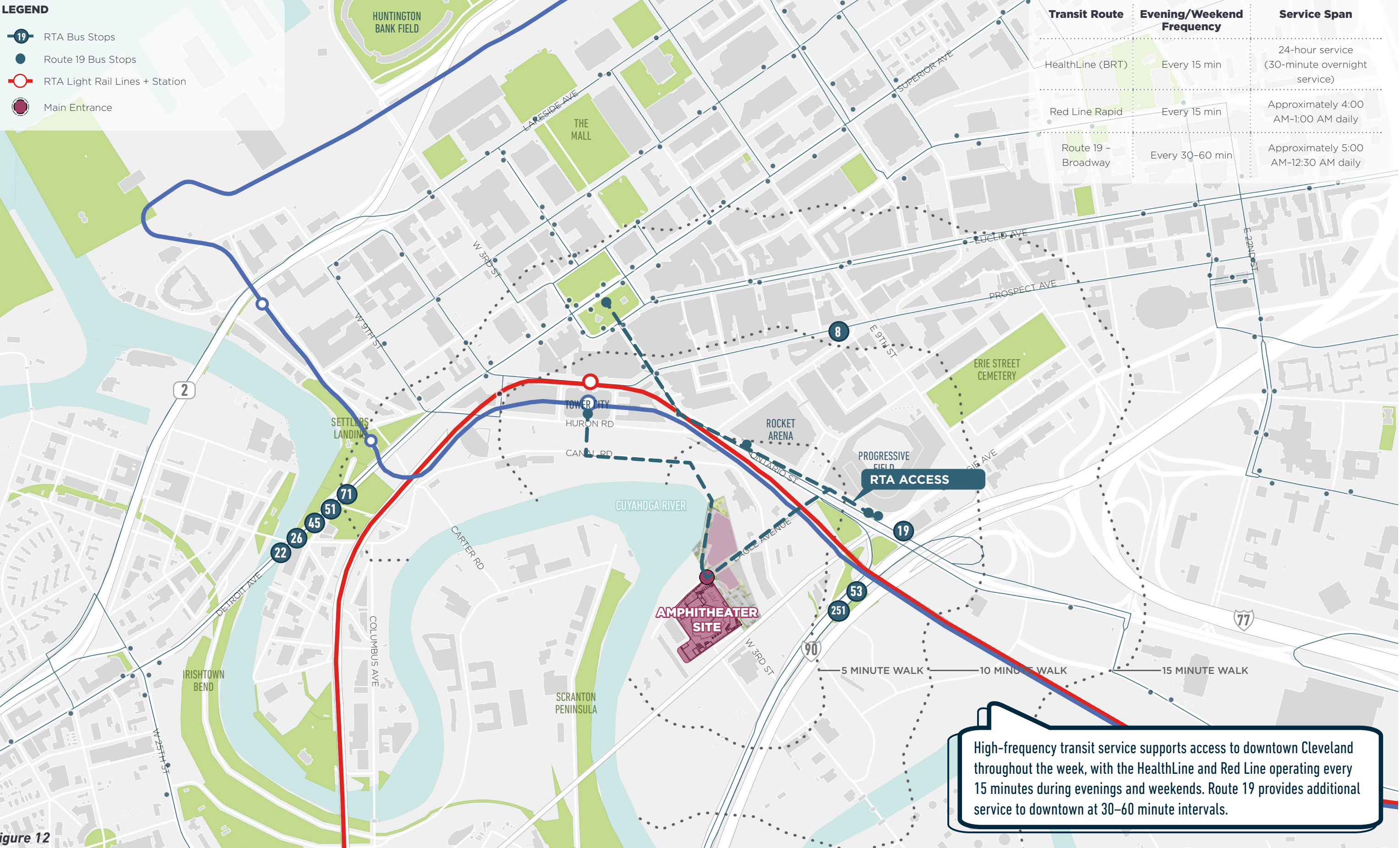


Figure 12
Transportation Management Plan - DRAFT

AMPHITHEATER SITE | BIKE, SCOOTER, PEDESTRIAN ROUTES + ACCESS

LEGEND

- ① Slavic Village Downtown Connector
- ② W 3rd Cycle Track
- ③ Ohio + Erie Canal Towpath Trail
- ④ Memorial Bridges Loop Trail
- ⑤ RedLine Greenway
- ⑥ Lakefront Bikeway / Lake Link Trail
- Existing Trail/Path
- Future Trail
- Separated Bike Lane
- Riverwalk
- Existing Parking Garage
- Existing Parking Lot
- Parking Garage Entrance
- Amphitheater Main Entrance

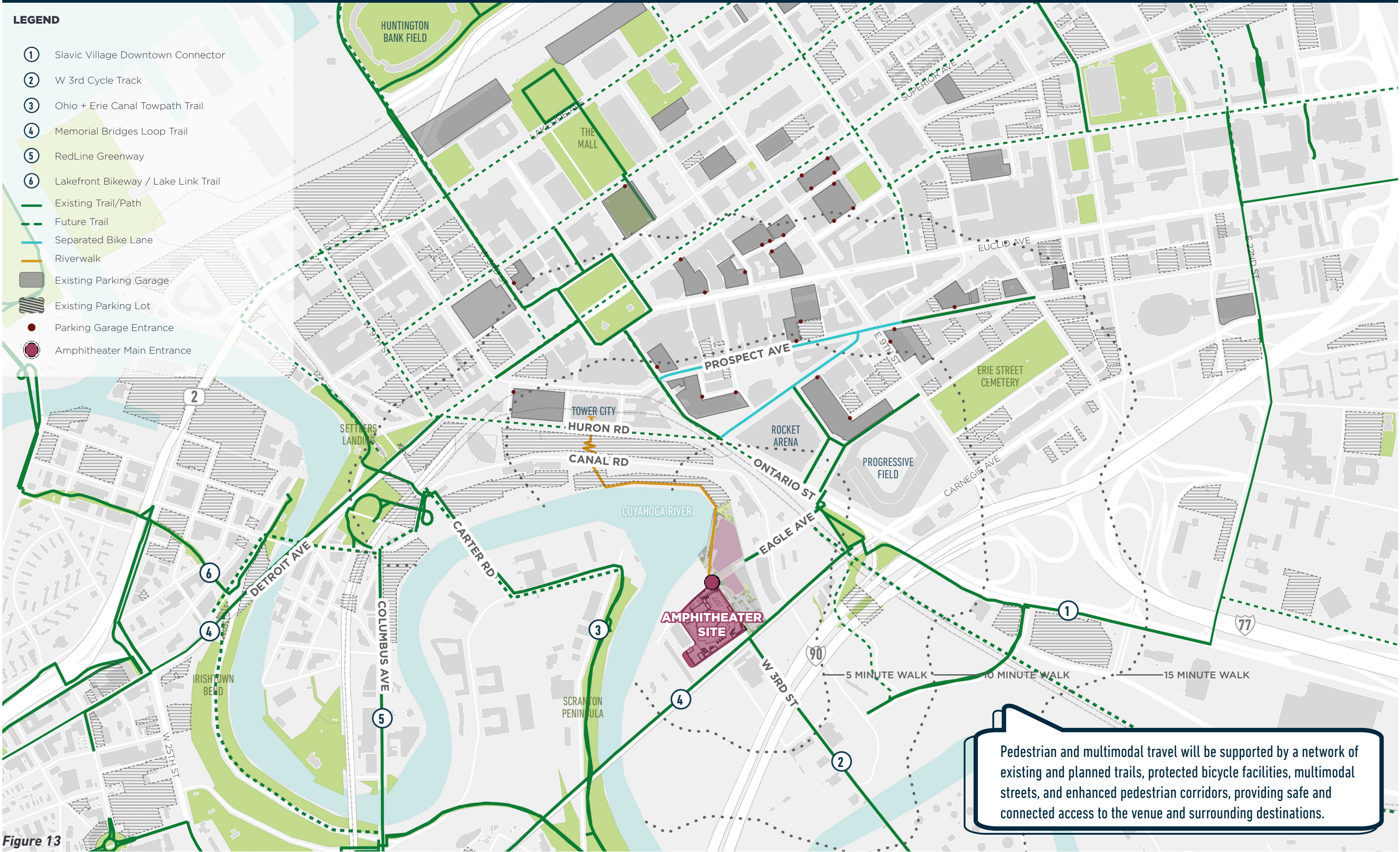


Figure 13
Transportation Management Plan - DRAFT

AMPHITHEATER SITE | BIKE, SCOOTER, PEDESTRIAN ROUTE DISTANCE FROM ADJACENT ASSETS

- LEGEND**
- Potential Pedestrian Route
 - Main Entrance

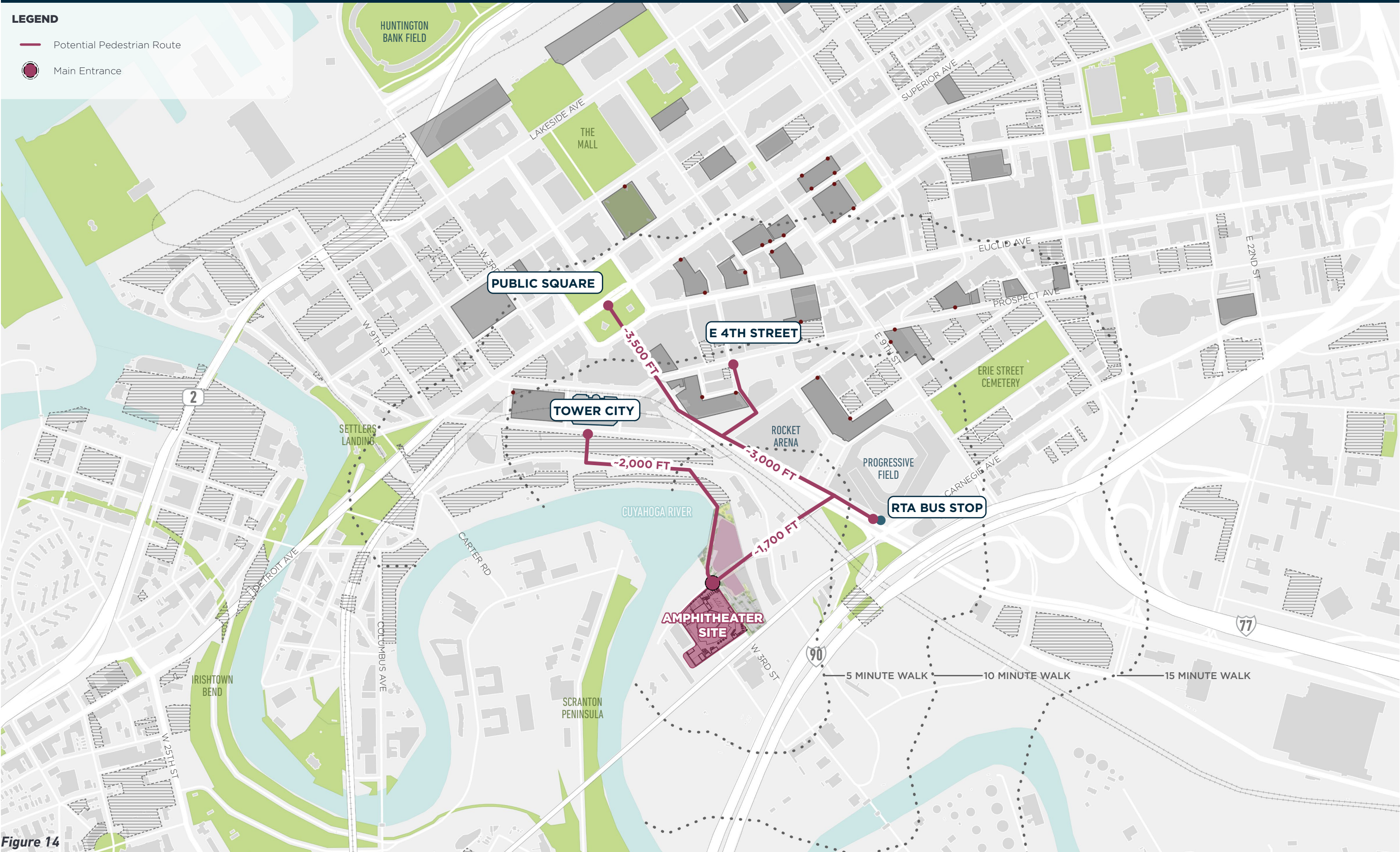
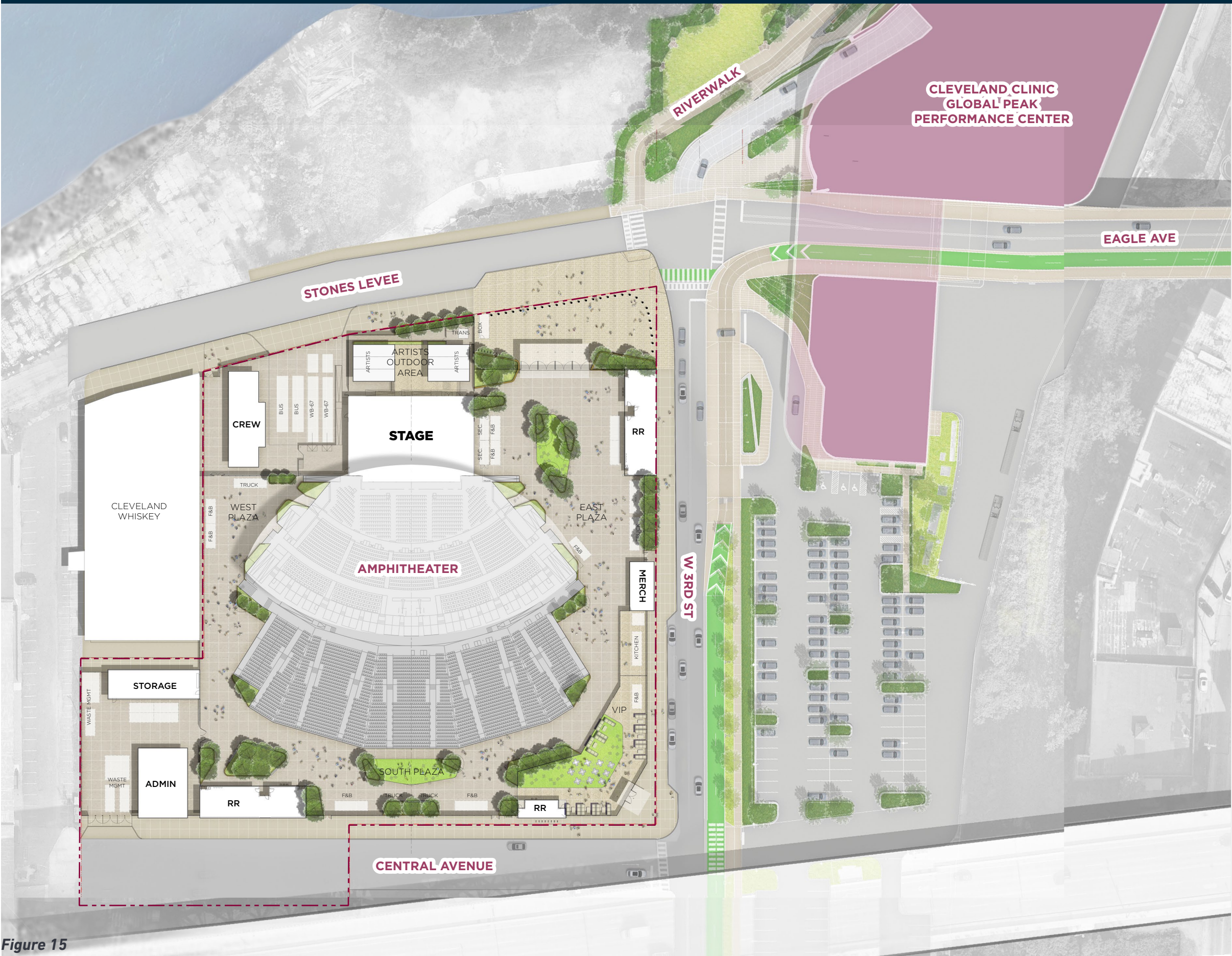


Figure 14
Transportation Management Plan - DRAFT

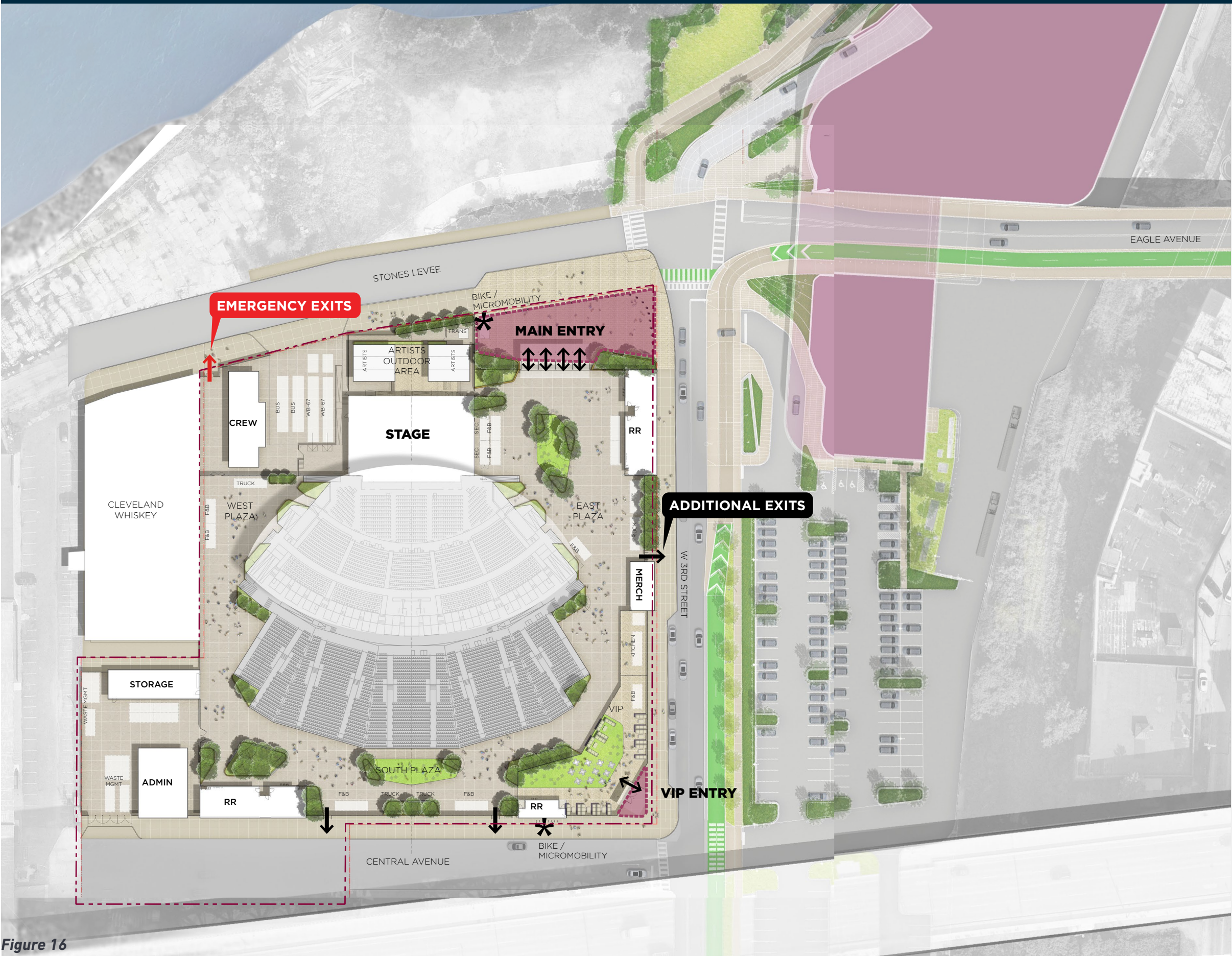


CONCEPTUAL SITE PLAN

The amphitheater site is positioned with multiple points of access from Eagle Avenue, Stones Levee, West 3rd Street, and Central Avenue. The Riverwalk provides a direct pedestrian connection to the amphitheater, while the adjacent Cleveland Clinic Global Peak Performance Center further contributes to the surrounding activity and amenities envisioned as part of the Cuyahoga Riverfront Master Plan.



Figure 15
Transportation Management Plan - DRAFT



PEDESTRIAN ACCESS POINTS

The main entry to the venue is at the northeast corner of the site, near the intersection of West 3rd Street, Eagle Avenue, and Stones Levee. The VIP entrance is at the southeast corner of the site, with additional emergency and one-way exits along all four sides of the venue. These access points support efficient circulation throughout the site before, during, and after events.

LEGEND

- ↔ Entry and Exit Points (VIP + GA)
- ➔ Exit Only
- ➔ Emergency Exit Only

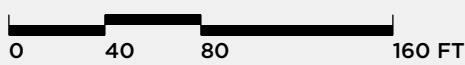
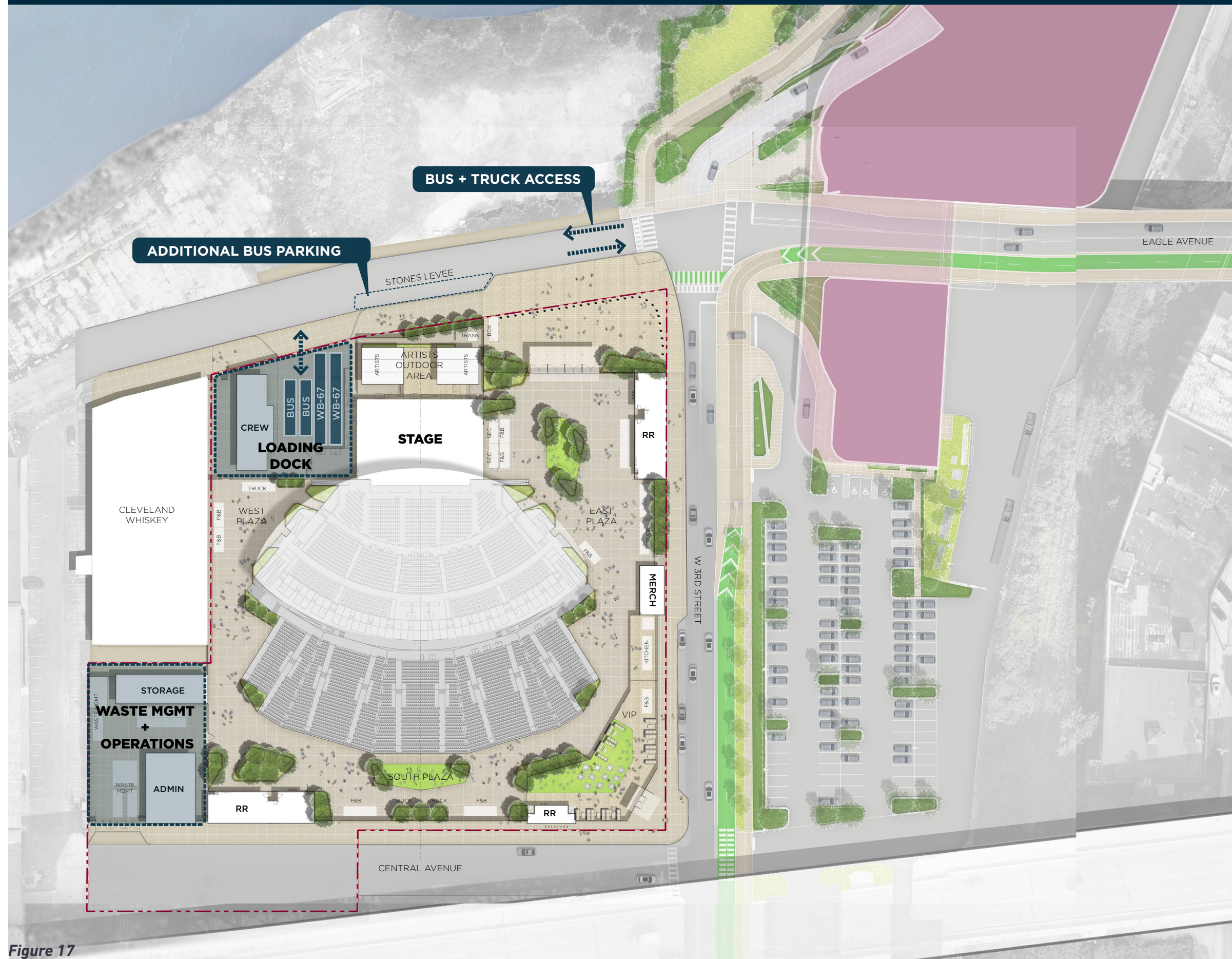
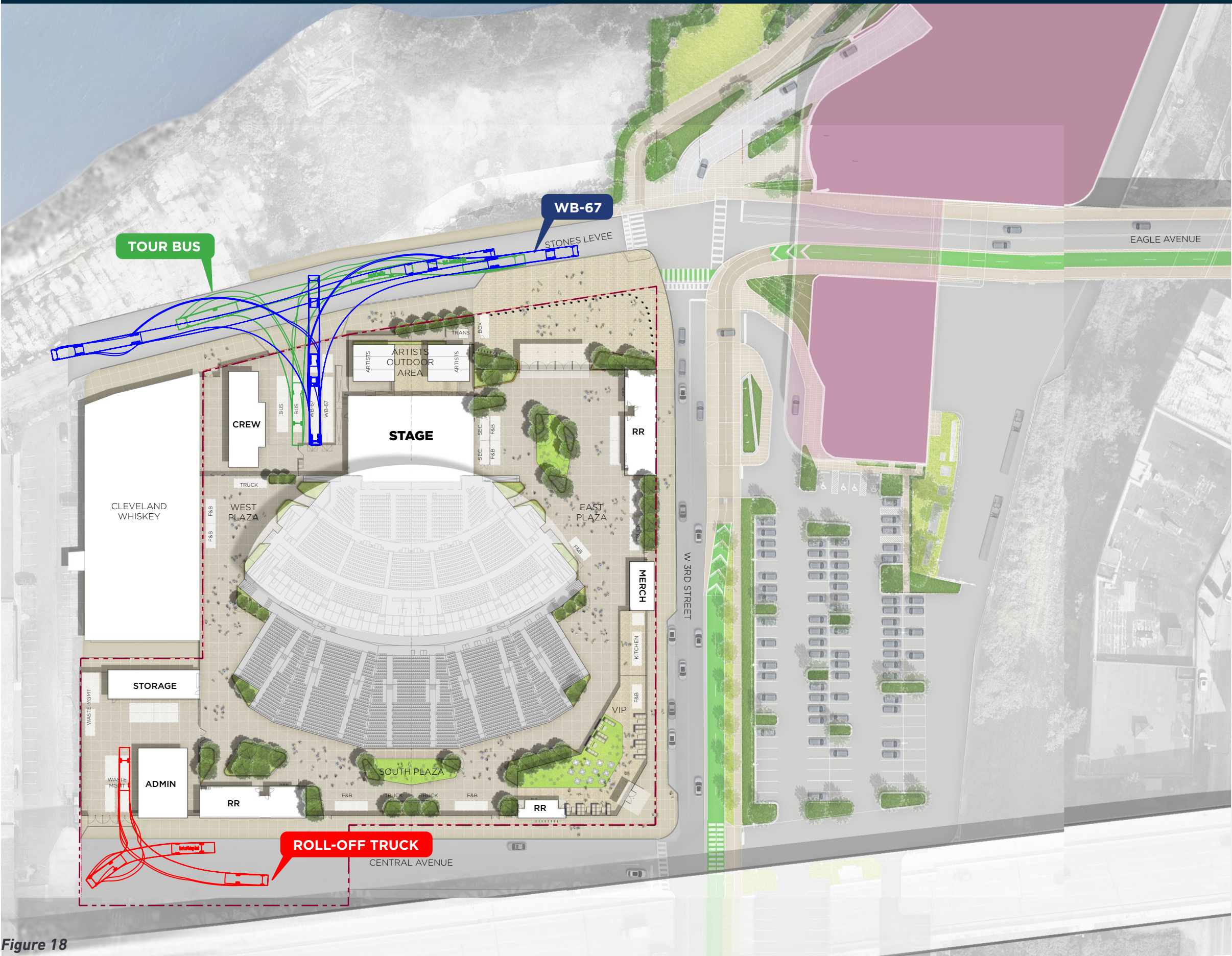


Figure 16
Transportation Management Plan - DRAFT



VEHICULAR ACCESS

Performer bus access and operational truck access to the venue are provided via Stones Levee. A dedicated loading dock and bus parking area are located on the north side of the site to support event operations. The waste management and administration building is strategically located on the southwest corner of the site, keeping necessary operational functions accessible while separated from the primary visitor experience.

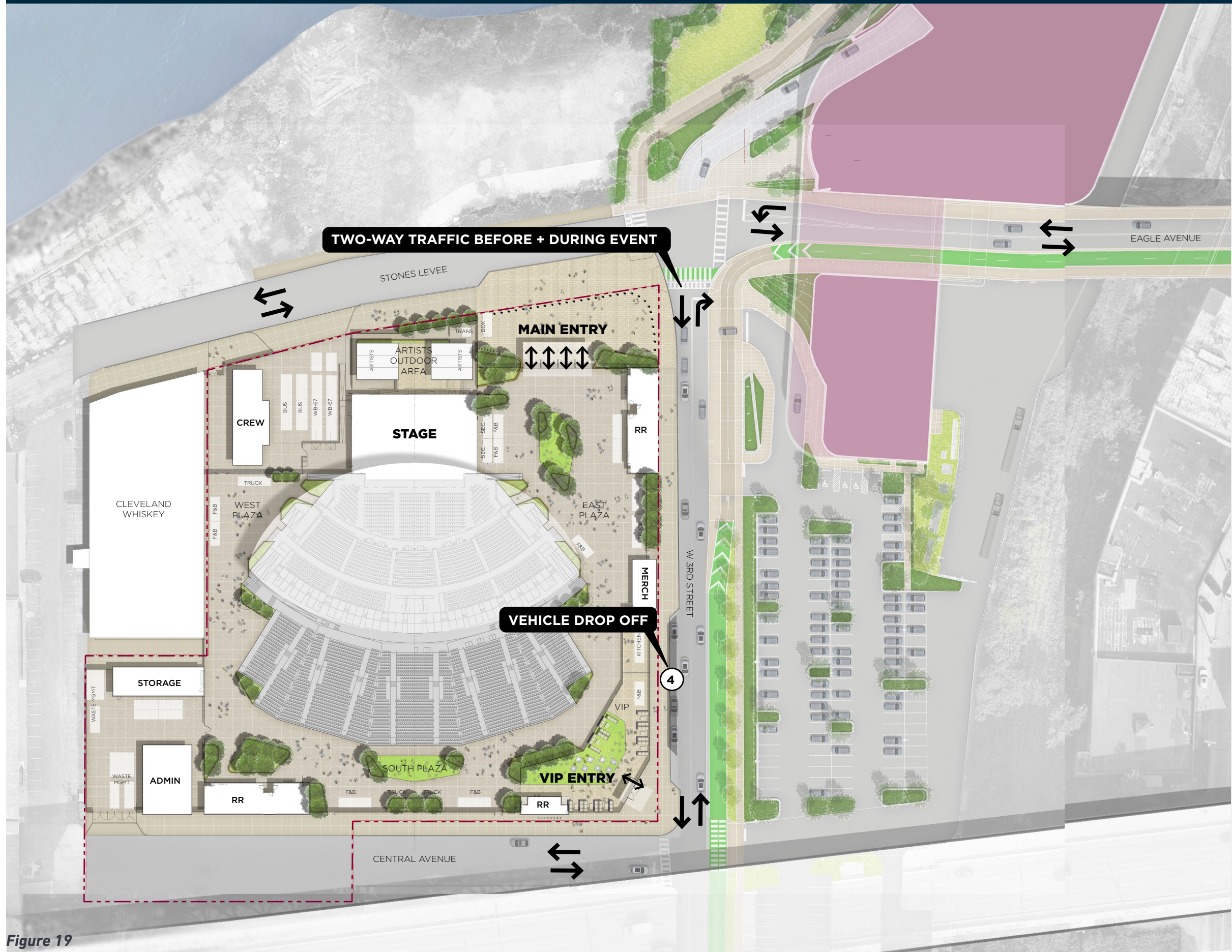


TRUCK MANEUVERABILITY

This diagram depicts the required turning radii for both buses and operational trucks traveling between the loading and management areas of the site and the surrounding roadway network. The movements demonstrate how the site layout accommodates the necessary vehicle circulation and access needed to support venue operations.



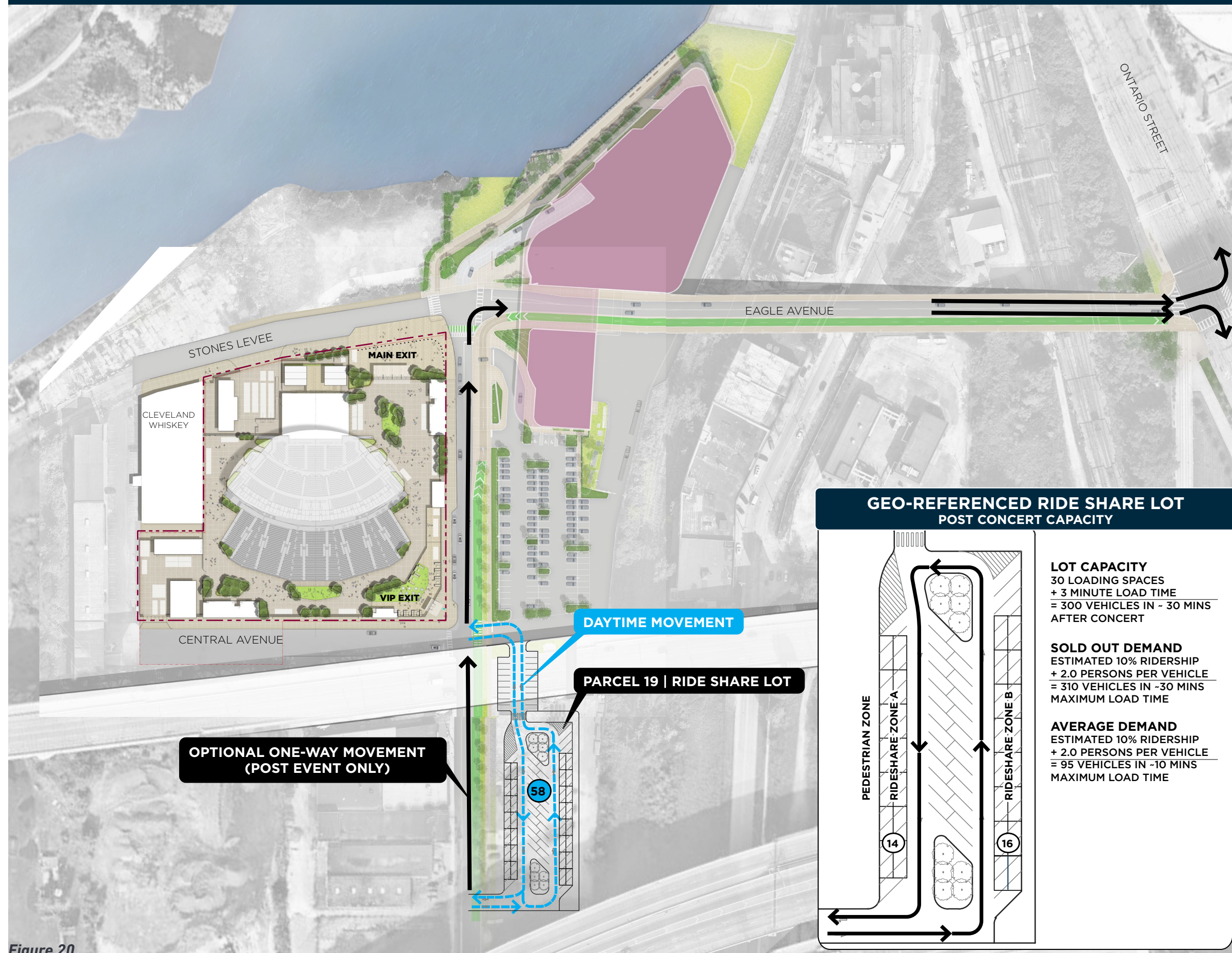
Figure 18
Transportation Management Plan - DRAFT



VEHICULAR DROP-OFF BEFORE EVENT

Two-way traffic is maintained along Eagle Avenue and West 3rd Street before events to support continued circulation around the site. Designated drop-off areas are provided along the east side of the venue to accommodate visitor access to both the main entrance and VIP entry points.

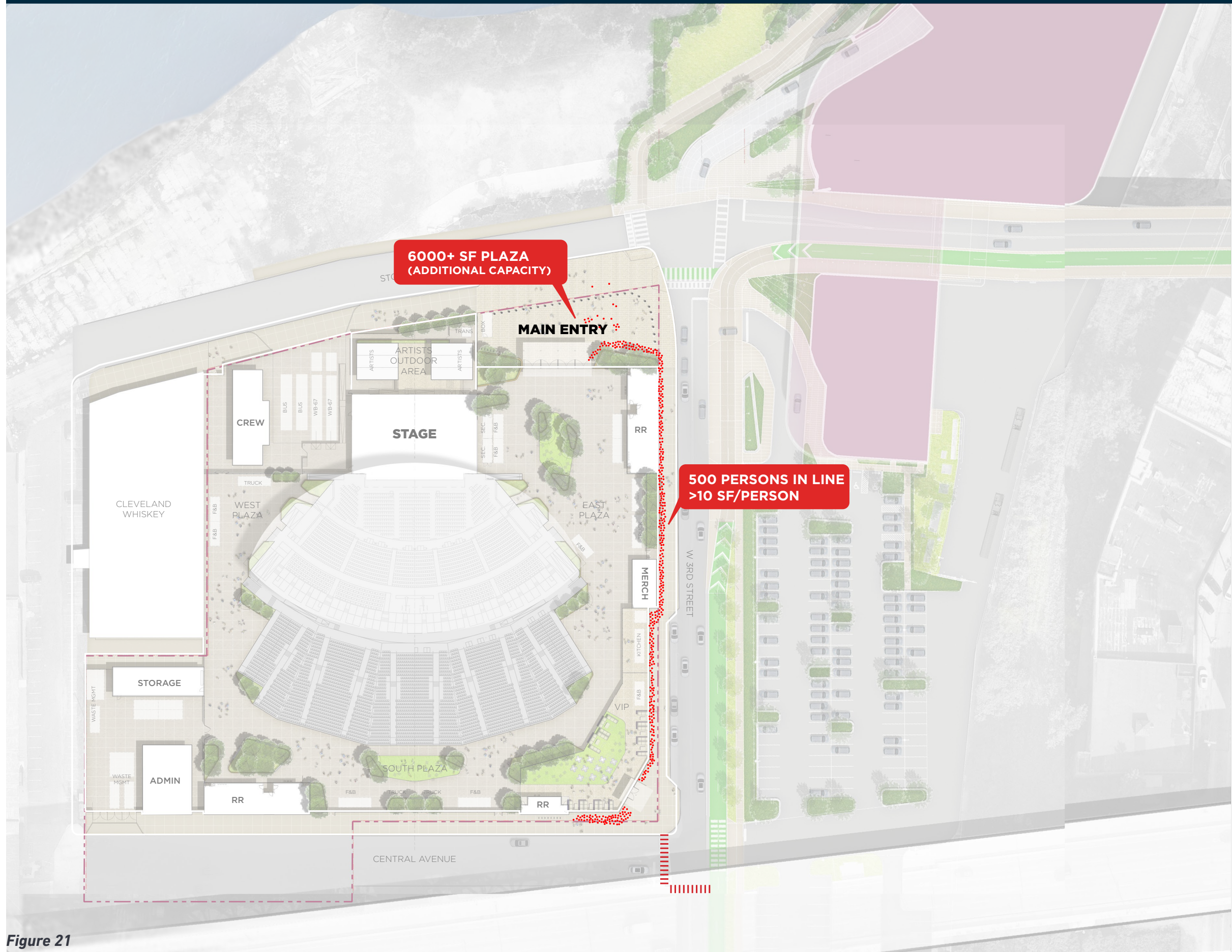
Figure 19
Transportation Management Plan - DRAFT



VEHICULAR DROP-OFF AFTER EVENT

Following events, Eagle Avenue is converted to support one-way traffic flow, directing vehicles north along West 3rd Street and exiting east along Eagle Avenue. Crosswalks at the intersection of Eagle Avenue and West 3rd Street are temporarily closed on the south and east sides to guide pedestrians away from vehicle movements and maintain a continuous, safe traffic flow. The rideshare lot is designed to accommodate both typical daytime circulation and one-way post-event operations. When not in use for events, the lot provides an additional 58 parking spaces, while also supporting dedicated rideshare operations during event periods.

Figure 20
Transportation Management Plan - DRAFT

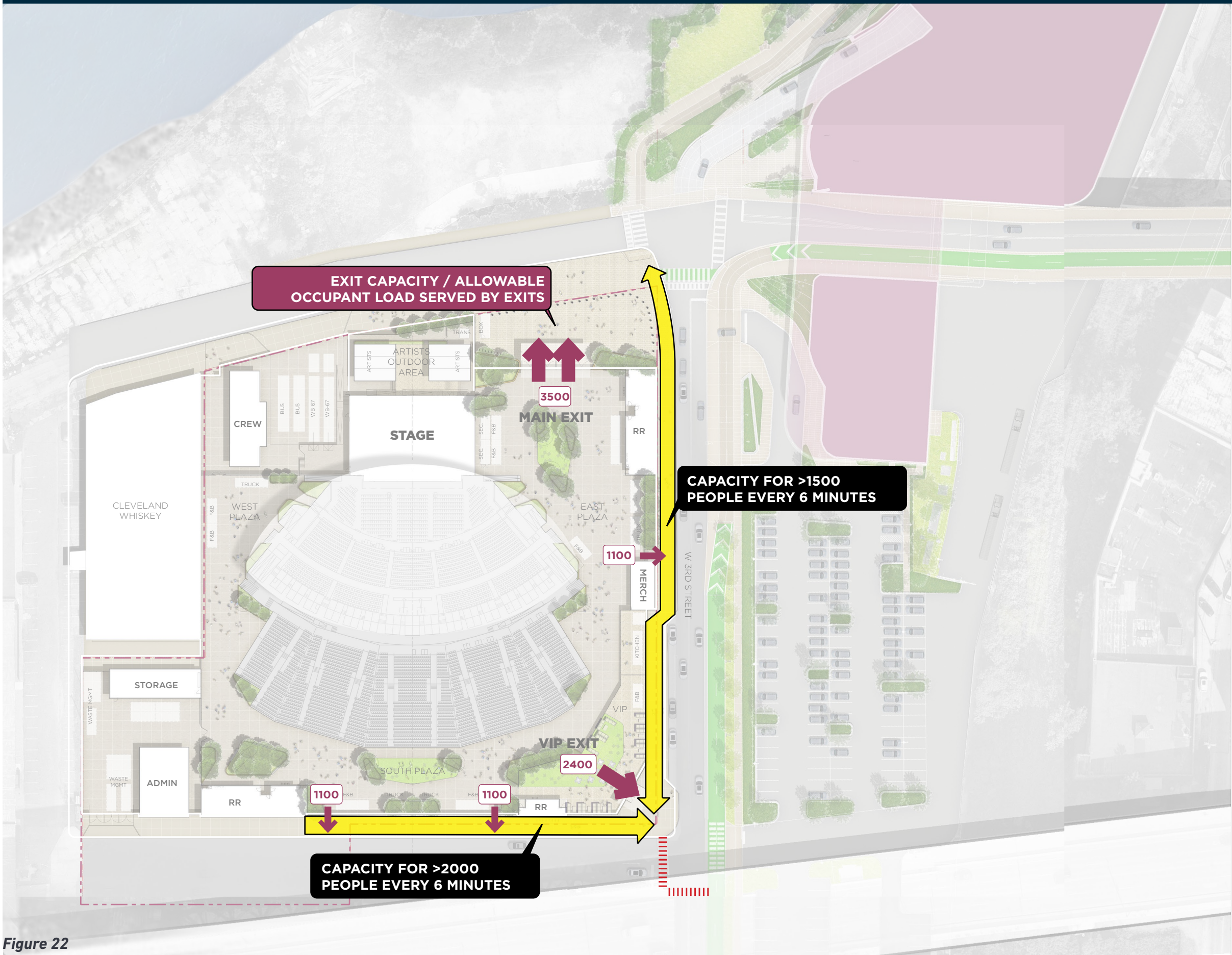


PEDESTRIAN QUEUING BEFORE EVENT

The sidewalk capacity along the east side of the site provides adequate space for attendee queuing prior to gates opening for events. This area supports organized pedestrian circulation while maintaining safe and efficient access into the venue.



Figure 21
Transportation Management Plan - DRAFT



PEDESTRIAN MOVEMENT AFTER EVENT

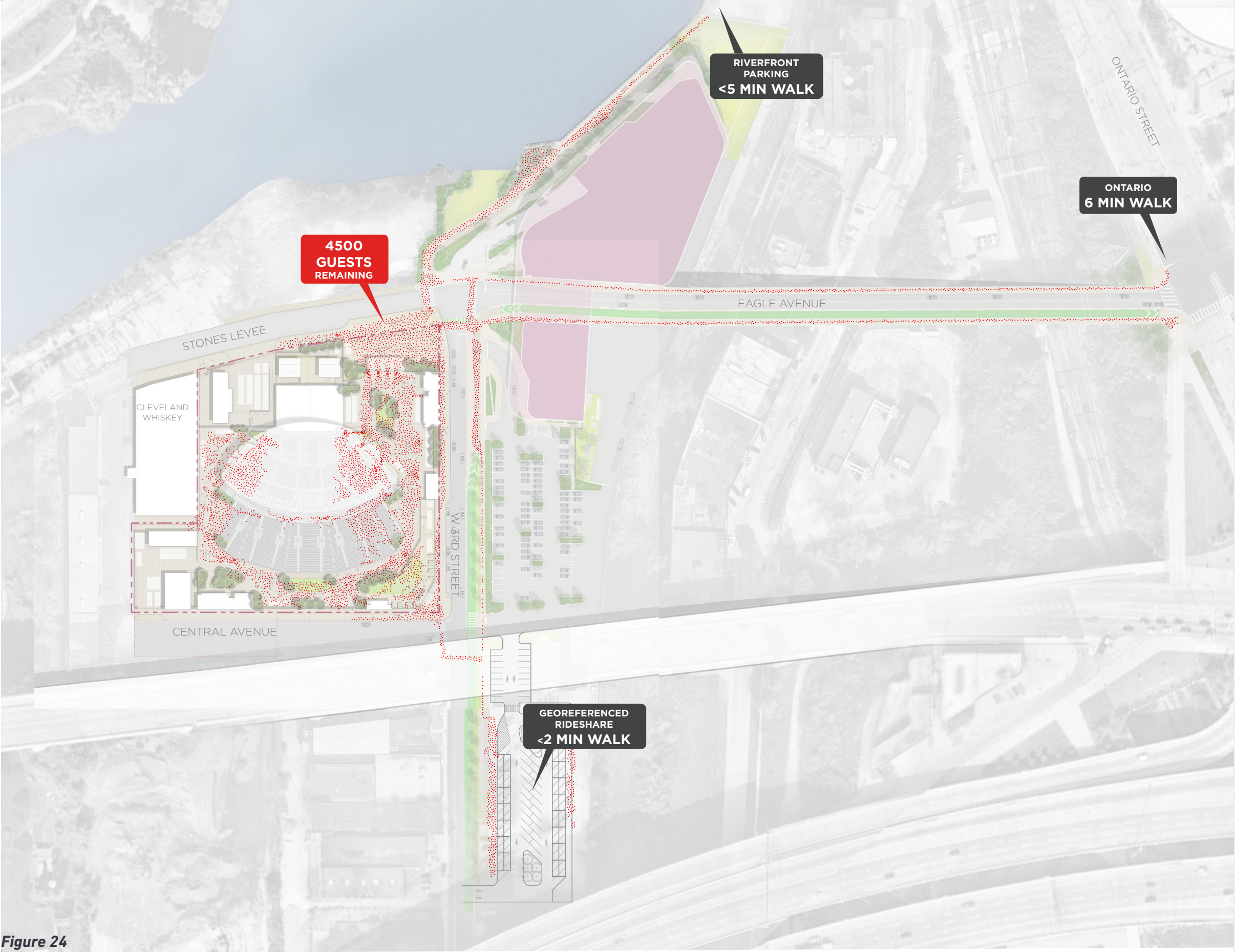
Pedestrian movements exiting the site are supported through multiple access points located on the north, east, and south sides of the venue, allowing patrons to efficiently disperse after events. The surrounding sidewalk capacity is designed to accommodate attendee volumes and support the consistent flow of pedestrians leaving the venue over peak exit periods.

Notes:

- Assumes a "busy but workable" condition (slow walking speed with intermittent queuing): approximately 10 sq ft per person
- Average walking speed assumed at 3.0 ft/sec

Figure 22
Transportation Management Plan - DRAFT

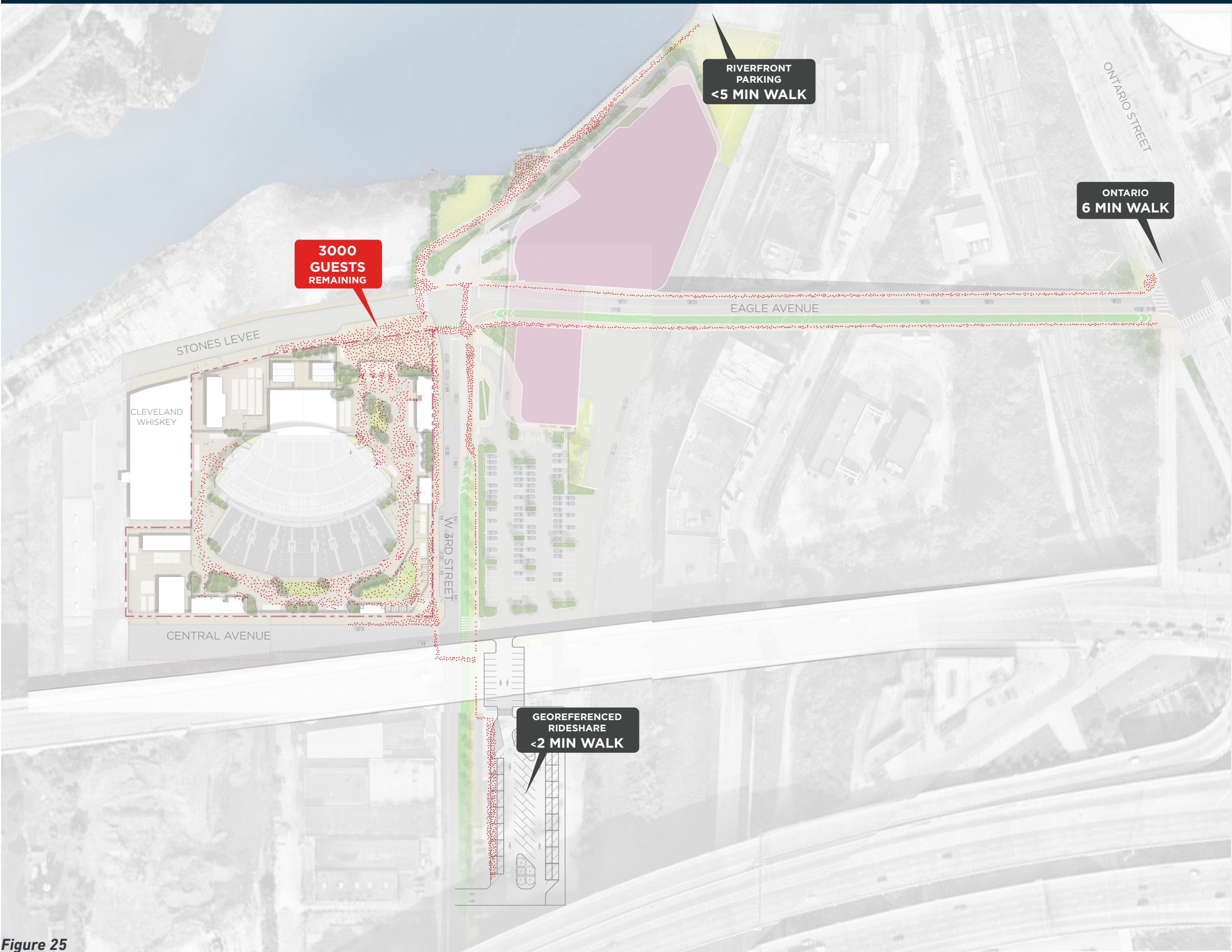




- Notes:
- Assumes a "busy but workable" condition (slow walking speed with intermittent queuing): approximately 10 sq ft per person
 - Average walking speed assumed at 3.0 ft/sec

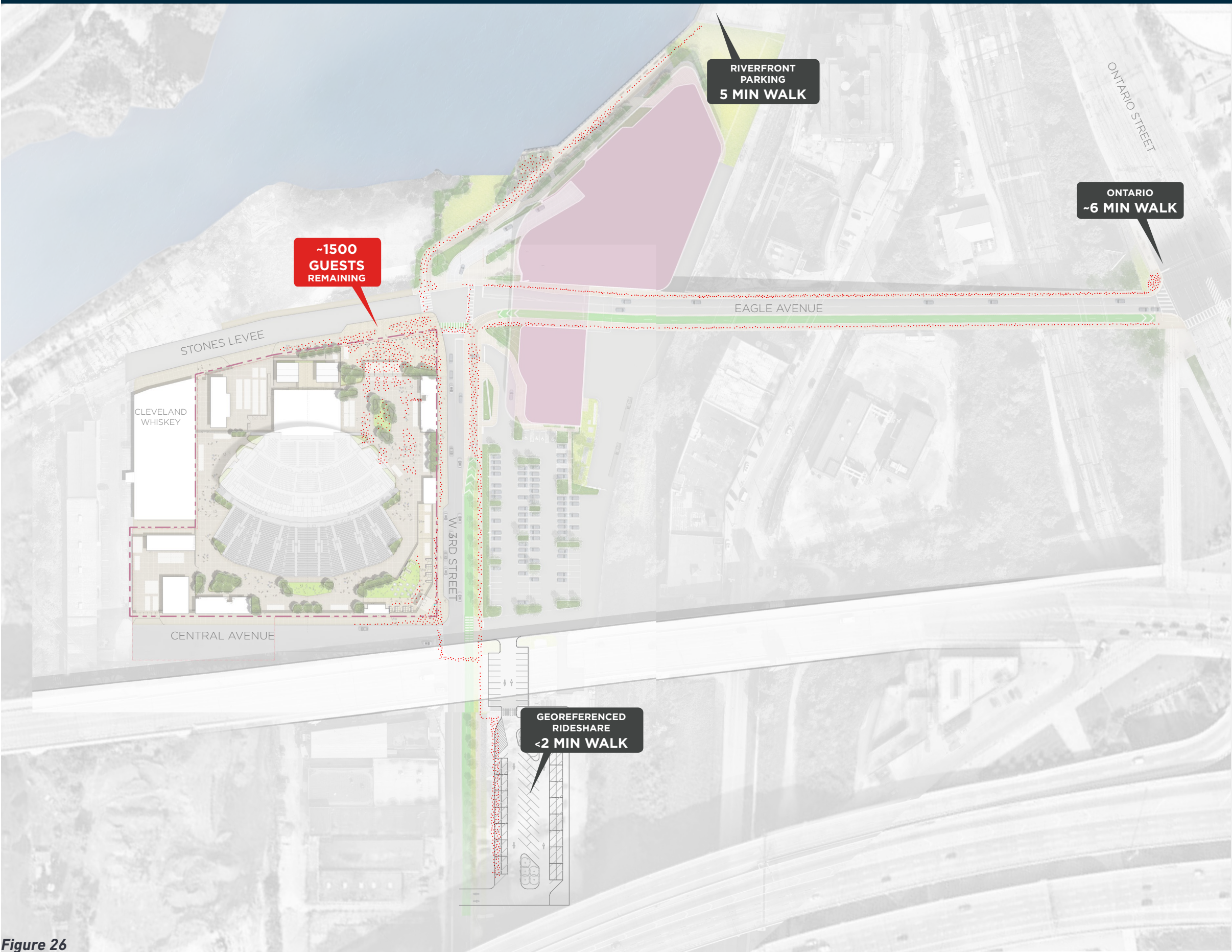


Figure 24
Transportation Management Plan - DRAFT



- Notes:
- Assumes a "busy but workable" condition (slow walking speed with intermittent queuing): approximately 10 sq ft per person
 - Average walking speed assumed at 3.0 ft/sec

Figure 25
Transportation Management Plan - DRAFT



- Notes:
- Assumes a "busy but workable" condition (slow walking speed with intermittent queuing): approximately 10 sq ft per person
 - Average walking speed assumed at 3.0 ft/sec

Figure 26
Transportation Management Plan - DRAFT

VISPIRI

September 22, 2026

City of Cleveland Design Review Committee
City Planning Commission
Cleveland City Hall
Cleveland, Ohio

Re: Letter of Support for the Proposed Cleveland Amphitheater

Dear Members of the Design Review Committee and City Planning Commission:

I am writing on behalf of Cleveland Whiskey in support of Bedrock's proposed Cleveland Amphitheater project in the Flats.

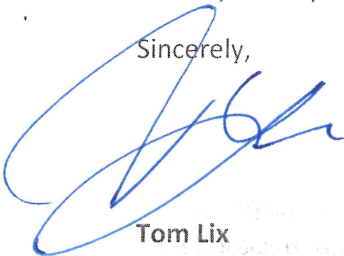
As a neighboring business owner, I have had the opportunity to remain informed on the project's progress and to engage with the Bedrock team regarding design development, construction planning, and traffic management considerations. Throughout this process, Bedrock has maintained open lines of communication and has been responsive to feedback from nearby stakeholders, including Cleveland Whiskey.

We appreciate the team's efforts to share project updates, discuss operational impacts, and work collaboratively with surrounding businesses as plans for the amphitheater have advanced. In particular, Bedrock has provided regular updates regarding the proposed traffic management plan and has demonstrated a commitment to balancing event operations with the needs of existing businesses in the Flats.

We believe the amphitheater represents a significant investment in Cleveland's riverfront and will contribute to the continued growth and vibrancy of the Flats district. We look forward to continued coordination as the project moves through the approval process and ultimately into construction and operation.

Thank you for your consideration of this project.

Sincerely,



Tom Lix
Founder/CEO



CITY OF CLEVELAND
Mayor Justin M. Bibb

Cleveland City Planning Commission

Cleveland Amphitheatre

Staff Report

Sept 24th & Oct 2nd, 2026



CITY PLANNING COMMISSION: Conditions of Conceptual Approval

- Provide a **transportation management plan** to address mobility concerns around **parking locations, walking times, sidewalk conditions**
 - Draft Transportation Management Plan ongoing.
- Show preliminary plans for **short and long-term signage and wayfinding** that will expand with the continued development of the surrounding area
 - Not yet shown, but scoping begun.
- Include details on **ornamental signage** around the site [**perimeter treatment**]
 - Preliminary details provided.
- Provide **program use diagrams for a variety of potential event types** showing seating orientation for different use cases
 - Not shown.
- Invite venue operator to provide an **economic evaluation** to estimate the expected **impact to the music venue ecosystem** in Cleveland
 - Not included.

CITY PLANNING COMMISSION: Conditions of Schematic Approval

- Provide further **transparency & pedestrian interaction for fencing treatment** at W.3rd St., and reconsider the use of dark metals where there is potential for contact with people [to avoid burns].
To be reviewed as part of Final Review submission.
- Review with City the opportunity to **vacate or otherwise utilize Central Ave** in order to shift the overall project at least **20' to the South** [to better accommodate queuing areas].
- **Stones Levee to be treated as pedestrian environment** capable of handling heavy-duty traffic, and documentation provided from Cleveland Whiskey and [Mid-Continent Coal & Coke] confirming that the proposed design is acceptable to their operations. (Reference made to Ludlow Alley at Nationwide Arena).
ROW scoping/design ongoing.
- Further review of the **Transportation Management Plan** and its successful conclusion [which may indicate the need to shift the project 20' south, or to increase the frontal plaza internally to the site to accommodate queuing].
TMP development & transportation coordination ongoing.
- Motion to approve with the conditions recommended from DFDRAC and the additional condition to design **dedicated infrastructure for bikes & rental scooters**
Micromobility scoping/design ongoing.

DOWNTOWN/FLATS COMMENTARY: 7/23 TMP Staff Update

- **Parking Wayfinding:** Needs to be amplified Downtown (by City & Partners)
 - Identify all potential public parking options for venue attendees
 - Send out parking information in advance and/or at the Point of Sale (share the existing Gateway parking maps with this venue, and advance on it)
 - Signage at lots & garages lacks consistency & visibility - promote & incentivize more, larger, and/or consistent signage across all public parking options
 - A City Department / Parking Authority could be created that takes on these issues and improves the parking wayfinding experience Downtown & City-wide
 - Bedrock committed to wayfinding, designs oriented to Amphitheatre forthcoming
 - City agrees & recommends point-of-sale / pre-paid parking options for smoother operations
 - Larger initiatives identified by DFDR Committee require longer-term coordination (ex: DCI seeking funding to advance broader Downtown wayfinding)
- **Rideshare:** Unclear and does not work in the location shown (conflicts between rideshare operations & pedestrian movements)
 - Make clear how rideshare works, and look at alternative rideshare locations (Canal & Ontario discussed)
 - City & Bedrock coordinating on roadway & pedestrian event operations. Preliminary strategies identified to alleviate conflicts

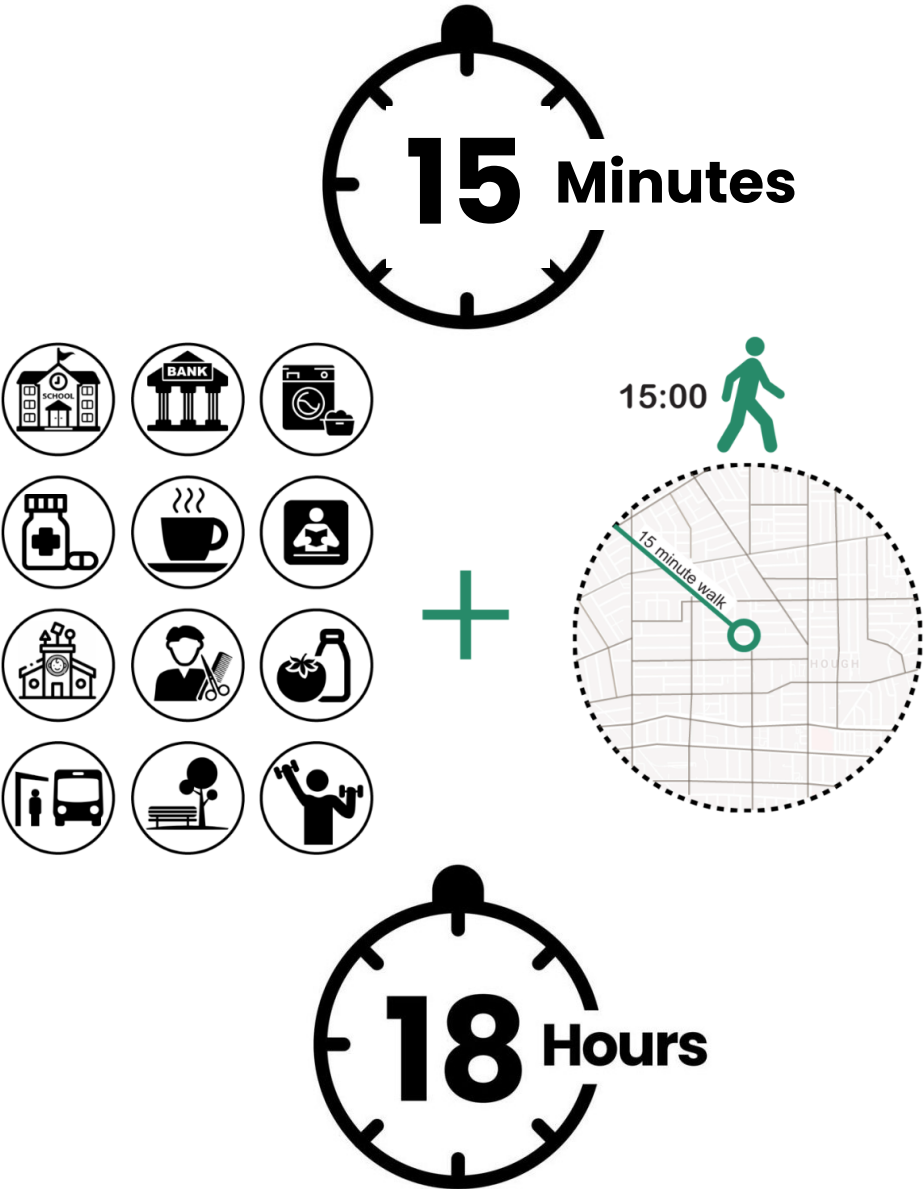
DOWNTOWN/FLATS COMMENTARY: 7/23 TMP Staff Update (cont.'d)

- **Nautica:** Review parking operations & lessons learned (many people park far away & walk to the venue)
 - City Bureau of Traffic very familiar with Nautica & Flats events operations. City and Bedrock agree & prefer that vast majority of attendees will park further and/or arrive on foot, bike, and scooter
- **Public Transit:** Direct access to rapid transit available. The riverwalk will make it a grand experience, but the several year interim condition will be difficult to navigate (and limit the qty of individuals that would elect to use transit)
 - Bedrock reviewing lighting & security along Riverview parking lots. City & Bedrock to conduct a walk audit from Tower City to Amphitheatre site
- **On-street Parking:** Most other venues have on-street parking available within several blocks, but this location does not. Is there an opportunity to provide it on existing wide streets?
 - Existing curb-to-curb ROWs are limited in the Flats, but opportunities will be reviewed as typical for road-dieting, quick-build, or other solutions.

DOWNTOWN/FLATS COMMENTARY: 7/23 TMP Staff Update (cont.'d)

- **Queuing:** Does not work as it is shown, especially queuing down W. 3rd St.
 - Stones Levee must be pedestrianized (with agreement from neighboring private businesses), or an alternate access route should be reviewed for these industries/businesses
 - City & Bedrock exploring Stones Levee ROW and its potential for flexible use to support queuing experience
- **Transportation Management Plan:** The Applicant should return with an information only review of the TMP once it has advanced further, but far in advance of the Final Review. There is too much to review in a single meeting between the Amphitheatre & its TMP, so they should be separate reviews to provide ample time for review & discussion.
 - Given the scale & scope of the TMP and overall goals for downtown connectivity, the City feels this will be an ongoing process to develop & advance over the next 12-18 months & beyond. The Architectural components of the project will advance concurrently, and similarly to the Cavs/Clinic Training Facility, the site & public realm reviews will come back for review once fully developed.

City Goals Overview: Dense, Walkable, Connected, Vibrant



Complete & Green Streets

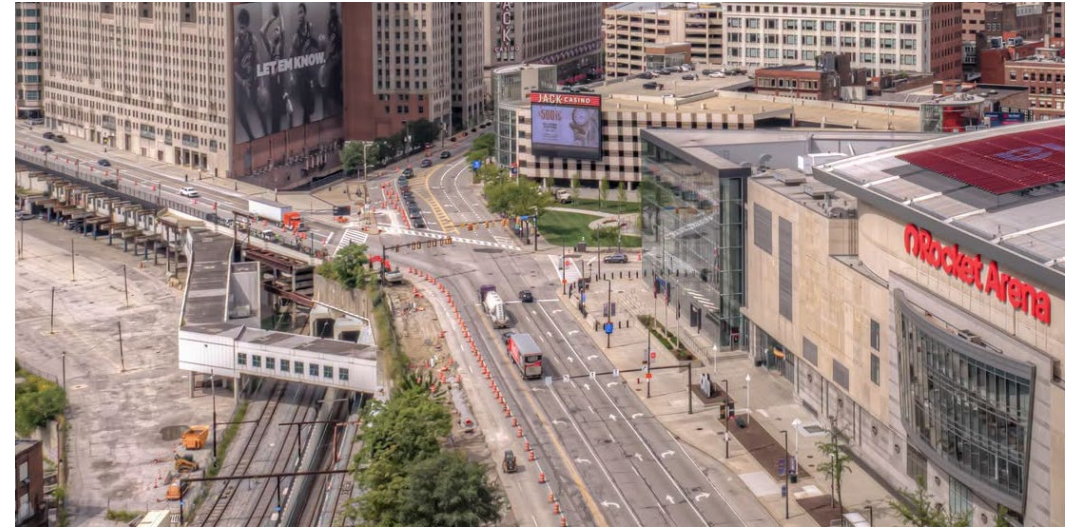
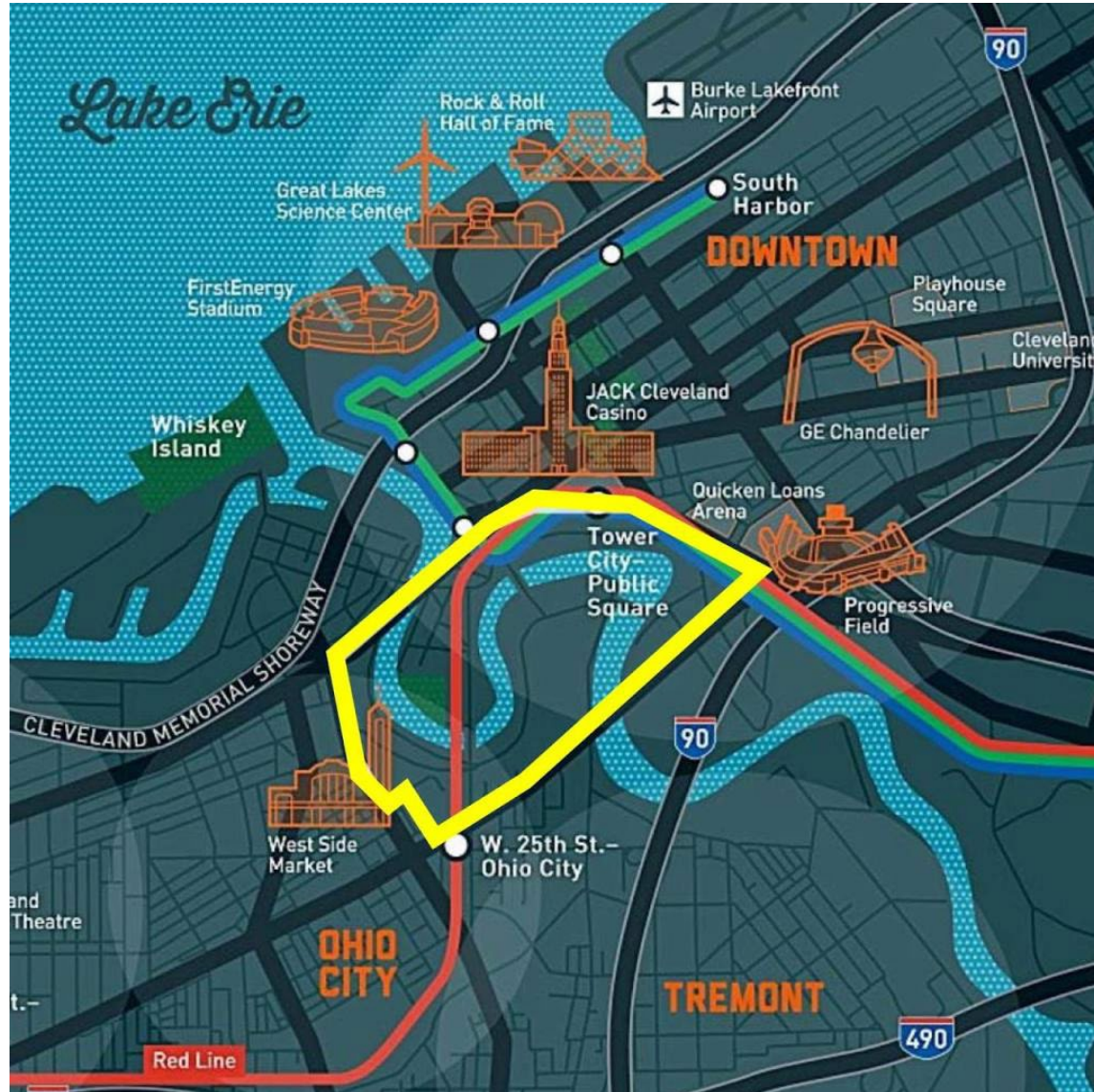
TRANSPORTATION DEMAND
MANAGEMENT
CLEVELAND CITY PLANNING COMMISSION



City Goals Overview: Shore-Core-Shore Initiative & TIF District



Enabling Infrastructure: Memorial Bridge Loop & Eagle Bridge



Transportation Management Plan (TMP) Coordination

- City of Cleveland & Bedrock transportation coordination is ongoing & will likely continue over 12-18 months, through project delivery and opening day
- Identifying areas for connectivity & access enhancements
- Focused discussions with subject-matter experts
 - Traffic Engineering
 - Bureau of Traffic & Public Safety
 - Mayor's Office of Capital Projects
 - City Planning
 - MKSK
 - Nelson Nygard
 - Osborn Engineering
 - Live Nation
- Ongoing weekly coordination

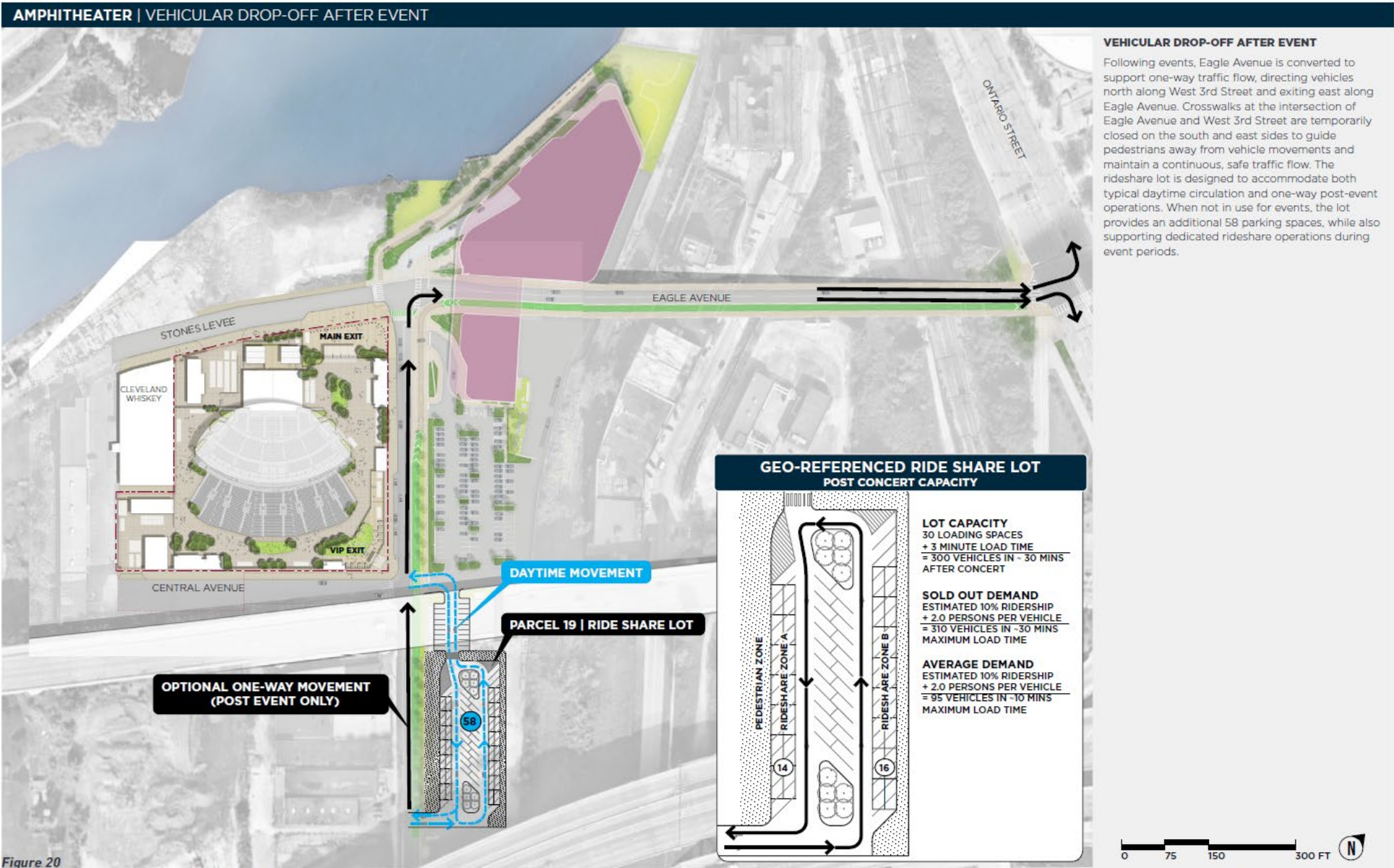
Transportation Management Plan (TMP): Overall Approach

Audience Size: ~6,000 seats

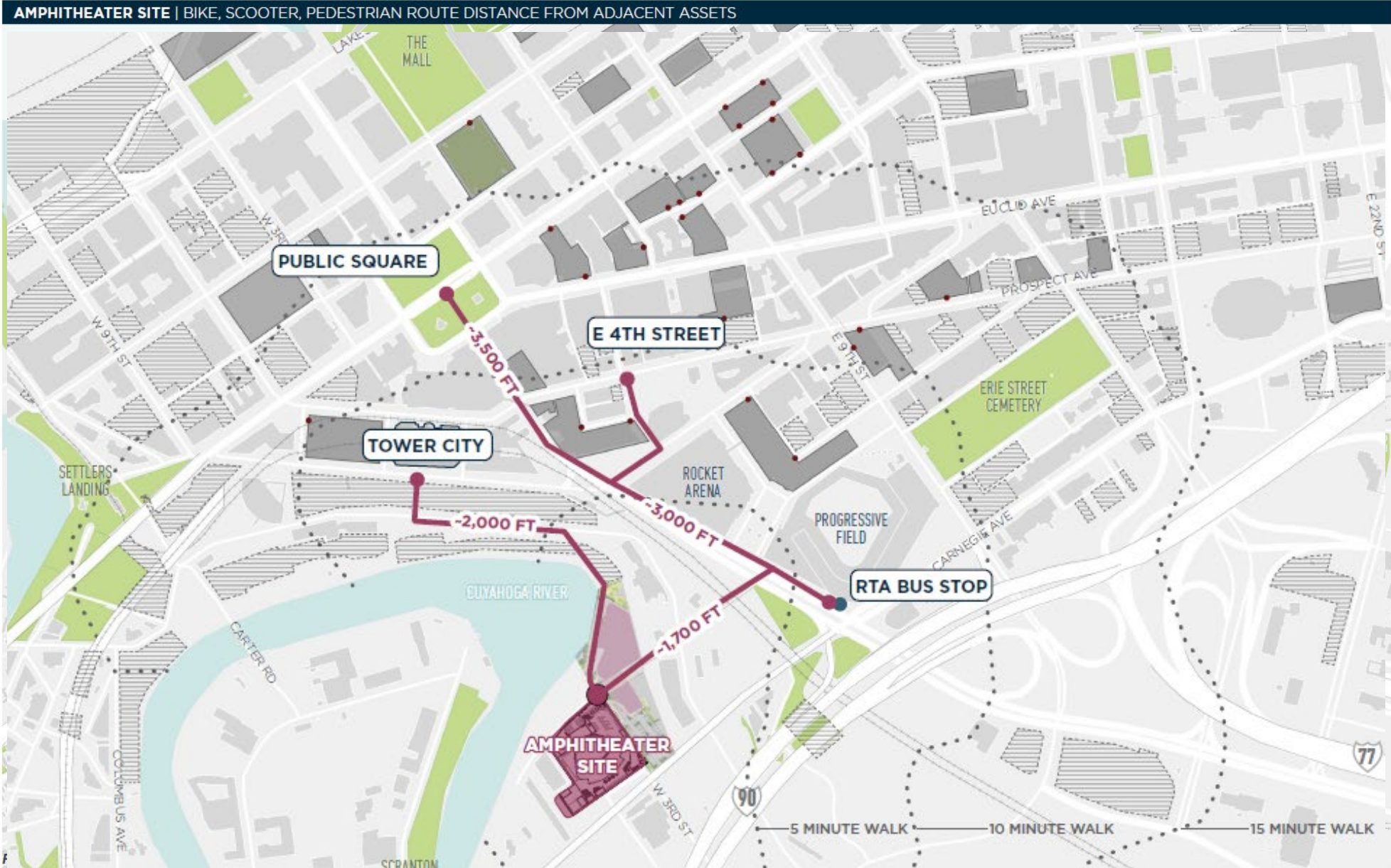
Mode Split: 85% Drive, 10% Rideshare, 5% Other

- **Distributed parking & limited vehicle entry** down to Riverfront site (majority of attendees will park further and/or **arrive by other means, ie: foot, bike, scooter, etc.**) Minimizes burden of managing traffic flows
- Pedestrian flows always prioritized, especially at events egress
- Parking Locations & Operations (Vehicle quantity breakdowns forthcoming)
 - Limited Riverfront Parking Operations, ex: Pre-paid & Passholders
 - ADA Access
 - Rideshare & VIP/Valet – **Separated Flows on W. 3rd Street**
 - Traffic Control Staffing at Key Intersections
 - Coordination with concurrent events operations (Gateway, Flats East Bank, Nautica)
- Signage & Wayfinding
- Walk audit upcoming: Enhancements to crossings, lighting, ADA accessible routes, security, etc.
- **Goal is for well-lit, easily navigable, accessible walkways, clear wayfinding, advance messaging, operational ease via intentional infrastructure design**

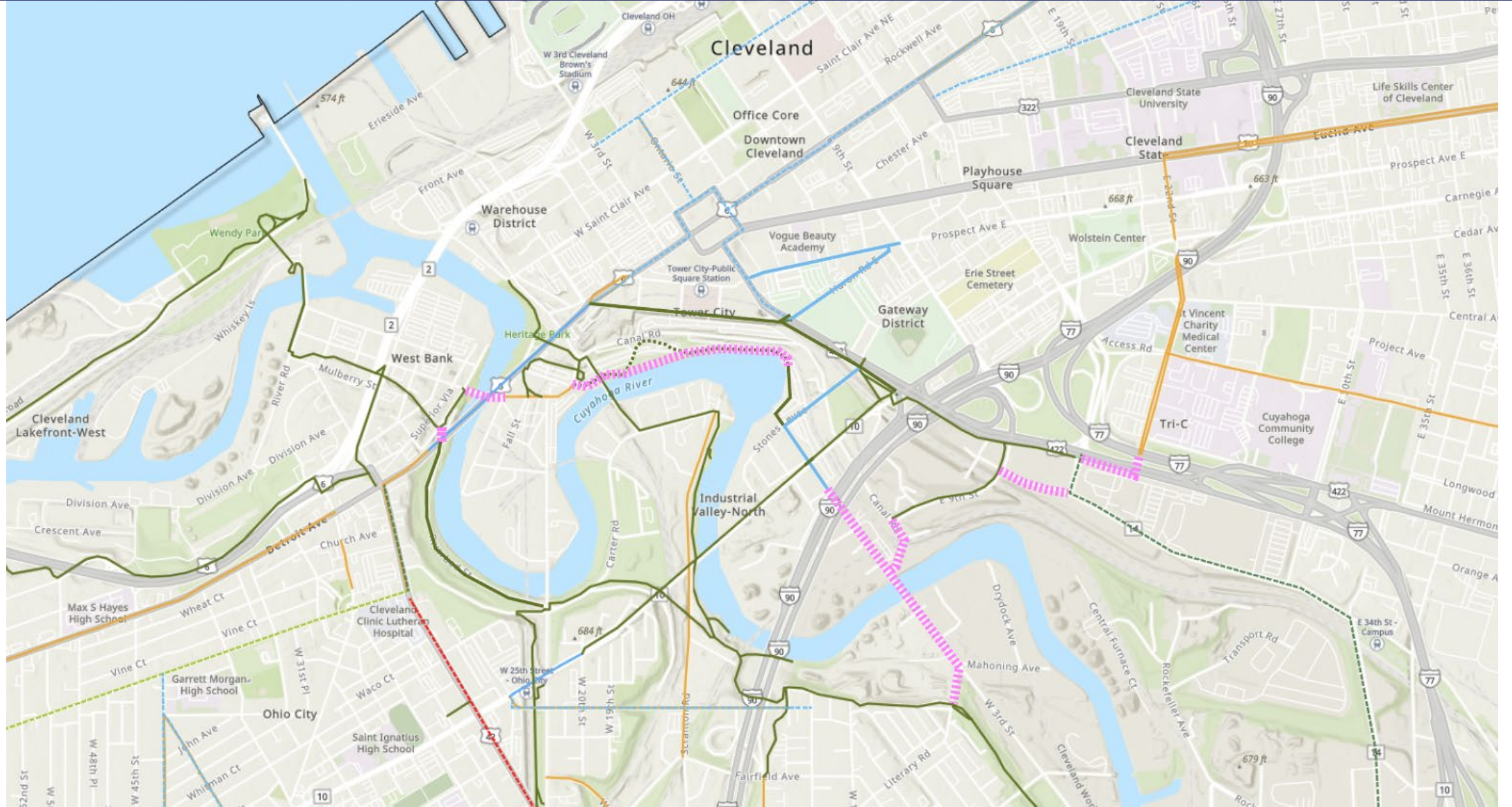
Events Traffic Management: W. 3rd Street & Eagle Bridge



Last Leg: Distributed Parking & Pedestrian Connectivity



Transportation Mgmt Plan (TMP): Bikeway Network Interim Gaps



Transportation Management Plan (TMP): ROW Design

- **Stones Levee*:**
 - Accommodate existing users (Cleveland Whiskey & Mid-continent Coal & Coke) and emergency access
 - Design for flexibility, balancing existing users with new use
 - Reviewing its potential as expanded entry plaza during events
 - **Central Ave*:**
 - Accommodate existing users (DashMart, The Landing, W. 3rd/W. 4th businesses) and emergency access
 - Explore ADA dropoff opportunity
 - Not a street vacation, but design that facilitates improved access
 - Goal of better entry to be accommodated via Stones Levee design
- *Buildable Segments with Logical Termini
- Scope not finalized – Exploration & vetting phase – Priorities being identified alongside interim conditions & ongoing construction

ROW Design: Existing Conditions – Stones Levee

Cleveland, Ohio

 Google Street View

Sep 2019 [See more dates](#)



ROW Design: Existing Conditions – Stones Levee

Cleveland, Ohio

 Google Street View

Jun 2011 [See more dates](#)



ROW Design: Existing Conditions – Central Ave

Cleveland, Ohio

 Google Street View

Aug 2024



ROW Design: Existing Conditions – Central Ave

Cleveland, Ohio

 Google Street View

Aug 2024



ROW Design: Ludlow Alley / Columbus Arena District



ROW Design: Ludlow Alley / Columbus Arena District



ROW Design: Ludlow Alley / Columbus Arena District



ROW Design: Ludlow Alley / Columbus Arena District

90 W Naghten St

Columbus, Ohio



Google Street View

Nov 2020 See more dates



ROW Design: Ludlow Alley / Columbus Arena District



ROW Design: Ludlow Alley / Columbus Arena District



ROW Design: Ludlow Alley / Columbus Arena District



Shaker Square Form-Based Code Update – Nick Tarpey, Deputy Zoning

October 2, 2026

Administrator



CITY OF CLEVELAND
Mayor Justin M. Bibb

Map Change 2702

City Planning Commission

October 02, 2026



Proposal

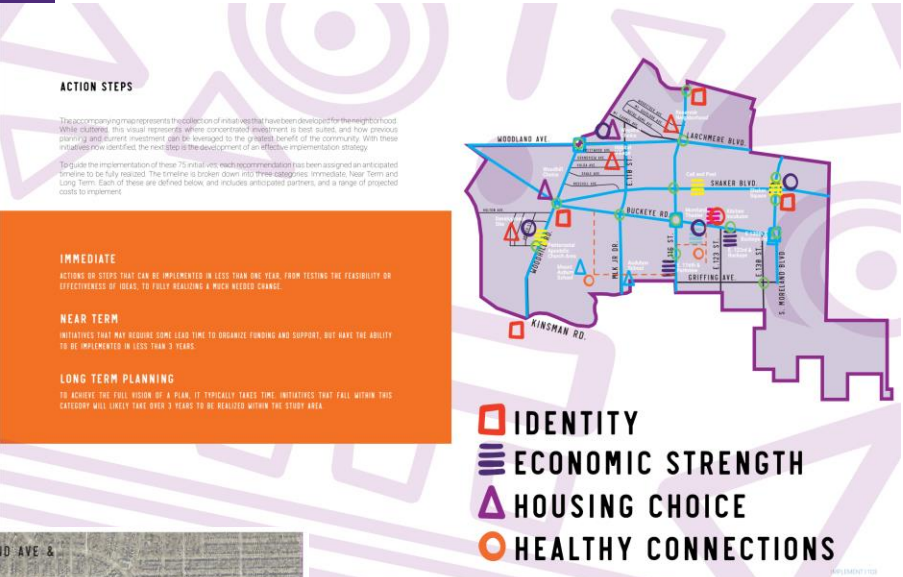
Changing the zoning districts of parcels of land South of Larchmere Boulevard between East 116th Street and Van Aken Boulevard as shown on the attached map.
(Map Change 2702)

Purpose

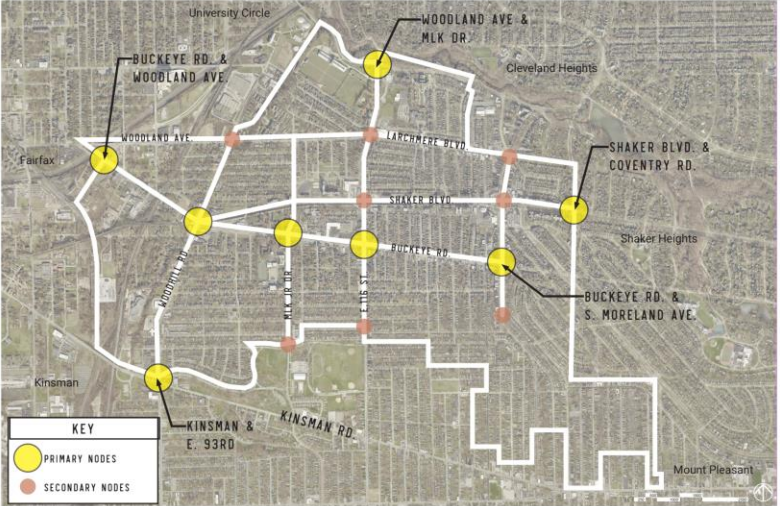
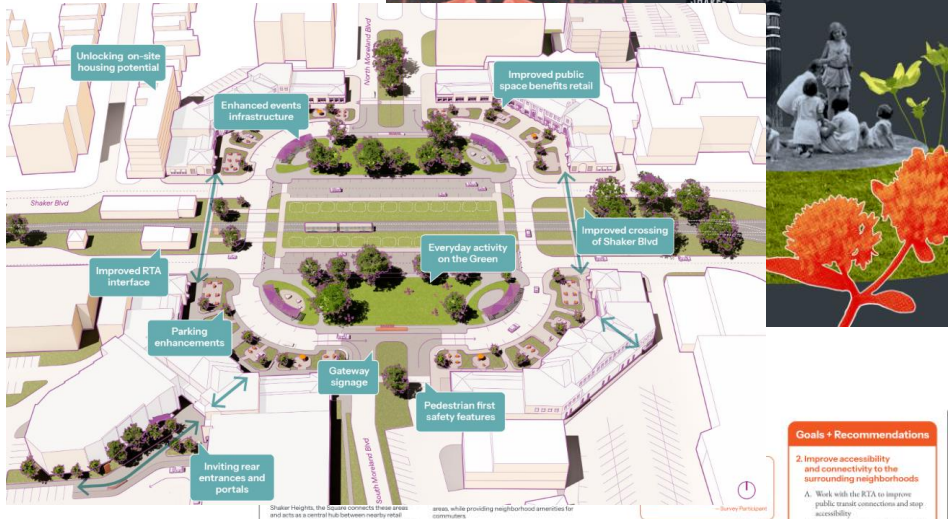
- Align zoning with community's long-term vision for a vibrant, walkable, mixed-use neighborhood – **builds upon existing “strong bones”** of the greater neighborhood and supports present-day nodes, landmarks, points of interest
 - Fits with recent **visioning/strategic planning** of CDC, neighborhood groups, and other stakeholders (see: We Are Buckeye, Shaker Vision Plan)
 - Tracks with **infrastructure projects** (Shaker Boulevard reimagining)
 - Opportunity for neighborhood-based **Transit-Oriented Development (TOD)**
 - Support letter of approval of this request from **Ward Council Member**
-



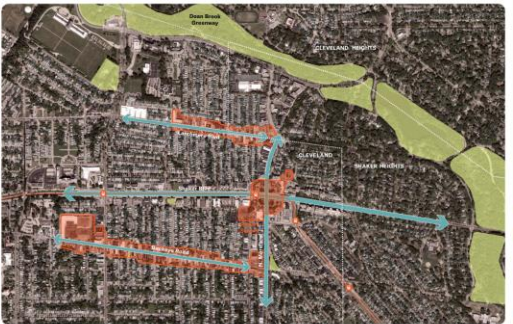
Previous Plans Buckeye- Shaker Square



Cleveland Neighborhood Progress
Burten, Bell, Carr Development Inc(2025)



Burten, Bell, Carr Development Inc.
City Architecture(2022)



Goals + Recommendations

2. Improve accessibility and connectivity to the surrounding neighborhoods

A. Work with the RTA to improve public transit connections and stop accessibility

B. Connect to the square via protected bike lanes, clearly marked bike routes, and secure bike parking facilities

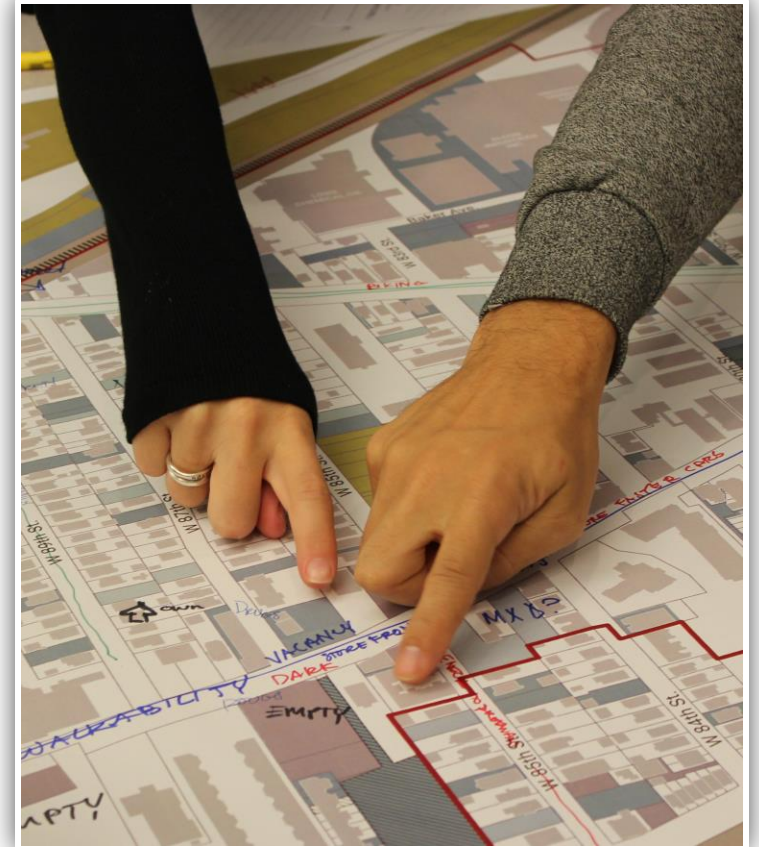
C. Integrate bike-sharing stations at strategic locations to make Shaker Square easily accessible from surrounding neighborhoods and nearby commercial corridors

D. Implement wayfinding signage at strategic locations to make Shaker Square easily accessible from surrounding neighborhoods and nearby commercial corridors

E. Design gateway and entry signage along Mansfield Avenue that is tied to the identity and brand and announces a sense of arrival

Community Engagement Opportunities

- ☒ Safari on the Square Summer 2026
- ☒ Greater Buckeye Neighborhood Festival Fall 2026
- ☒ Shaker Blvd Community Open House 2.0 Fall 2026
- ☐ Ward 6 Meeting Fall 2026
- ☐ Ward 3 Meeting Fall 2026
- ☐ Community Groups or Events Fall 2026





Greater Buckeye Neighborhood Festival Fall 2026



Safari on the Square Summer 2026



Shaker Blvd Community Open House 2.0 Fall 2026

Rolling Resident Survey: Preliminary Results

**Take Our
Resident Survey!**



2. What is your favorite thing about your neighborhood?
Share what makes your neighborhood special to you.

my neighbors

4. What types of changes would improve your neighborhood experience?
Consider buildings, streets, parks, lighting, sidewalks, green space, and other infrastructure.

Jobs close to the neighborhood

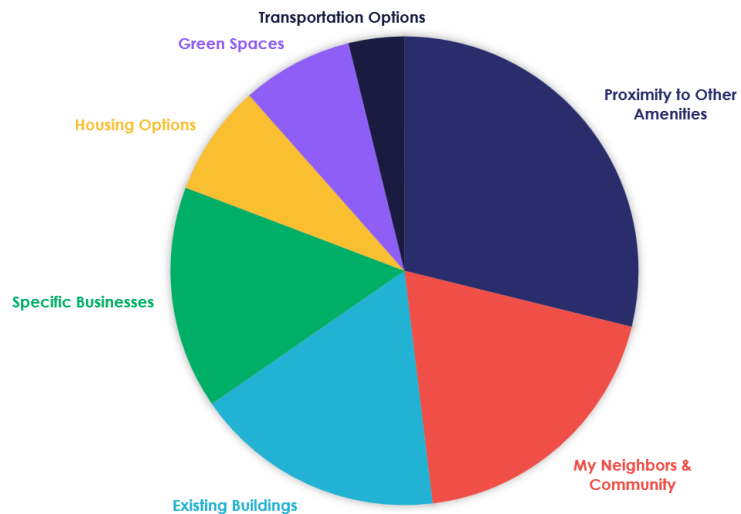
6. Are there building types you wish were part of your neighborhood?
For example: apartments, mixed-use buildings, townhouses, single-family homes, or duplexes. If so, where would you like to see them?

Mixed Use Buildings

Rolling Resident Survey: Preliminary Results

Neighborhood Strengths

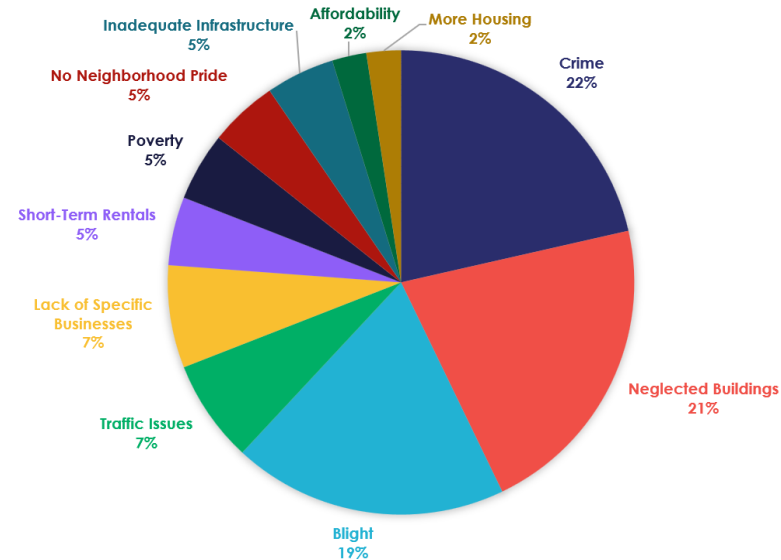
WHAT IS YOUR FAVORITE THING ABOUT YOUR NEIGHBORHOOD?



#1: Proximity to Other Amenities
#2: My Neighbors & Community
#3: Existing Buildings

Neighborhood Challenges

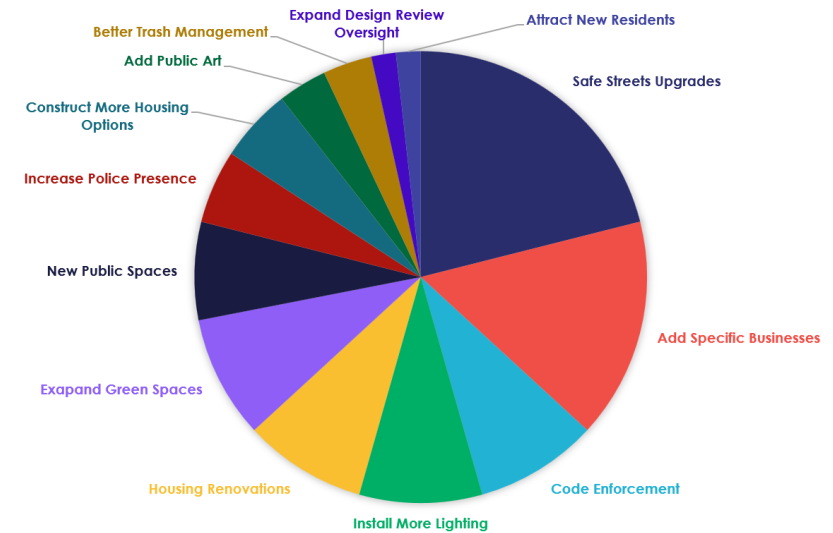
WHAT IS THE BIGGEST CHALLENGE FACING YOUR NEIGHBORHOOD?



#1: Crime
#2: Neglected Buildings
#3: Blight

Improvement Opportunities

WHAT TYPES OF CHANGES WOULD IMPROVE YOUR NEIGHBORHOOD EXPERIENCE?

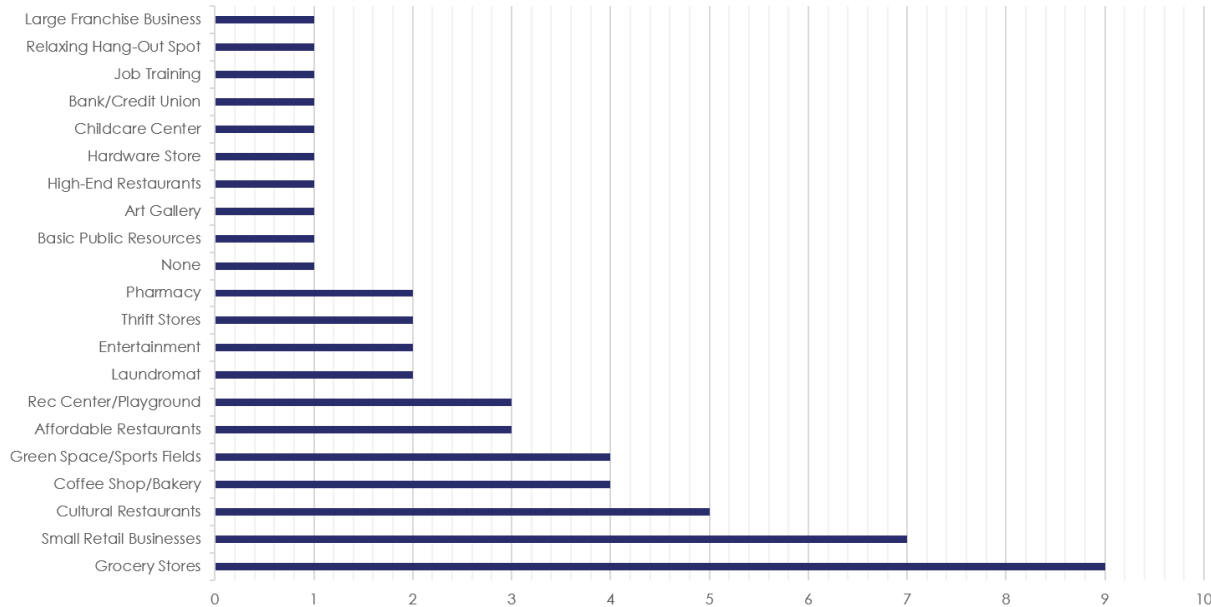


#1: Safe Streets Upgrades
#2: Add Specific Businesses
#3: Code Enforcement

Rolling Resident Survey: Preliminary Results

Missing Businesses

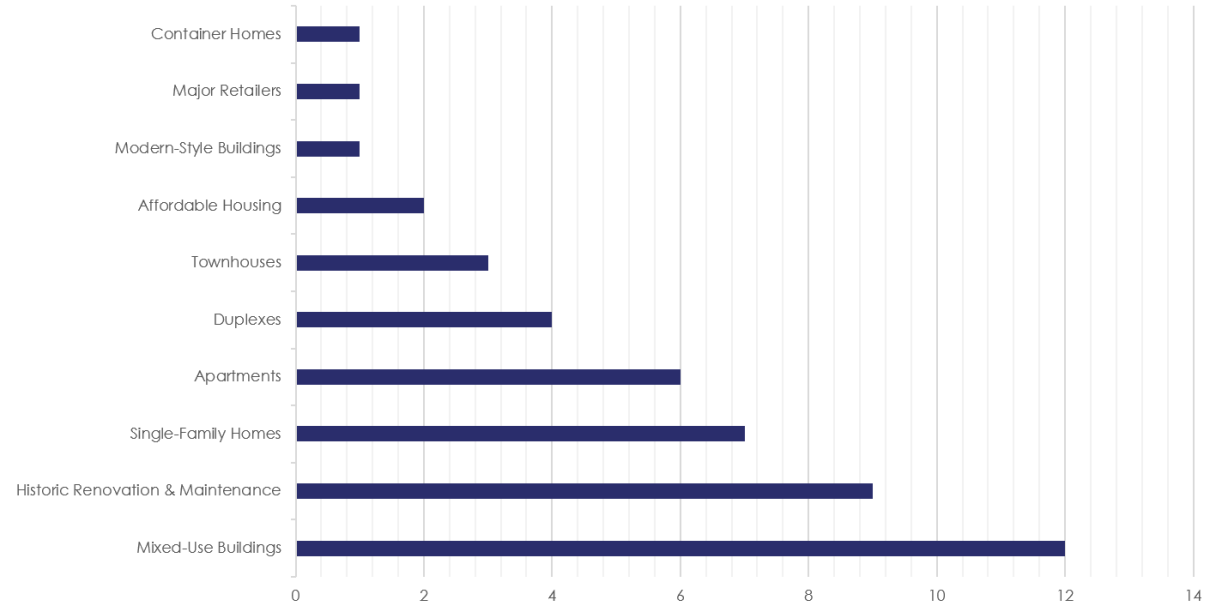
What types of businesses are missing from your neighborhood?



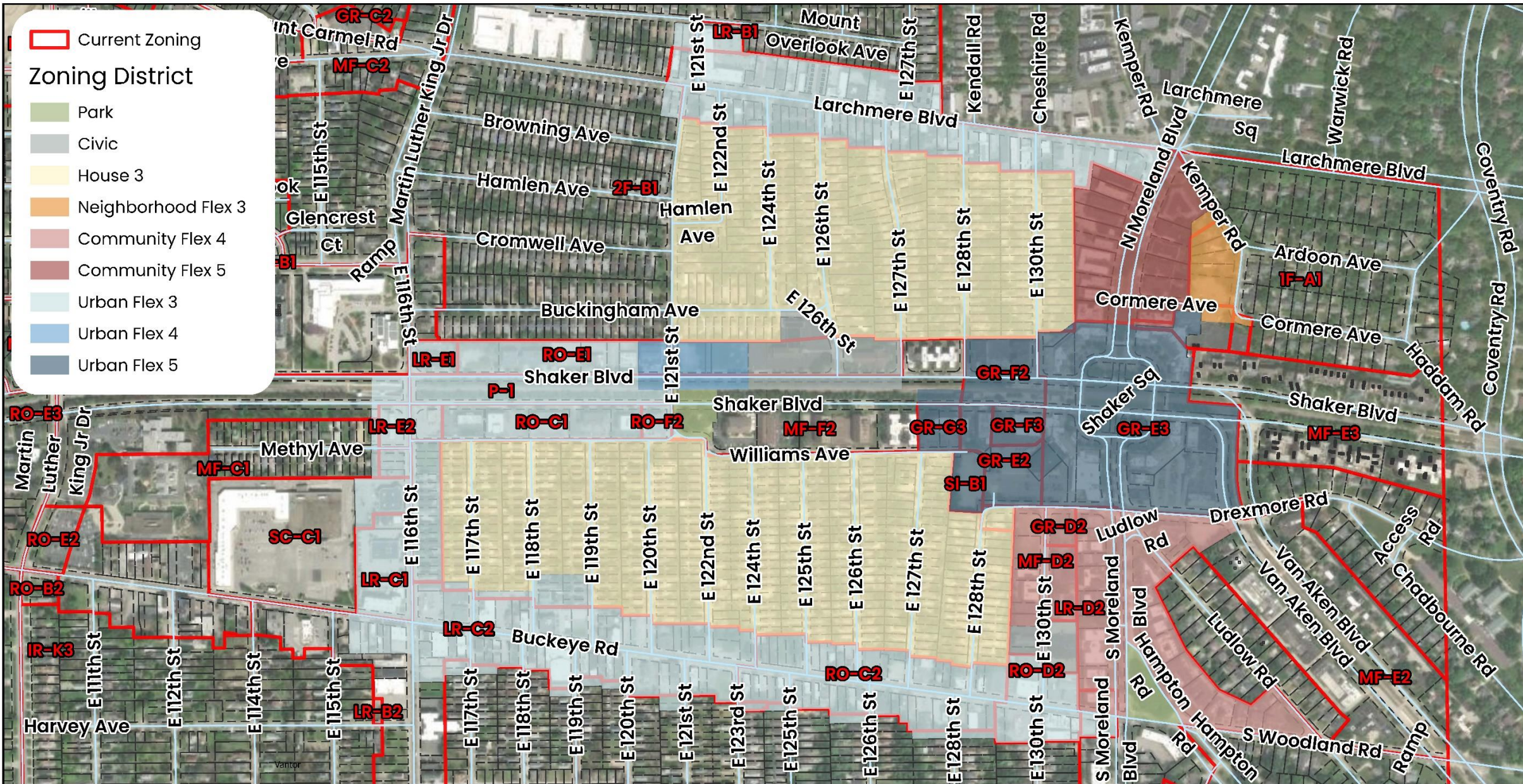
- #1: Grocery Stores**
- #2: Small Retail Businesses**
- #3: Cultural Restaurants**

Missing Buildings

Are there building types you wish were part of your neighborhood?

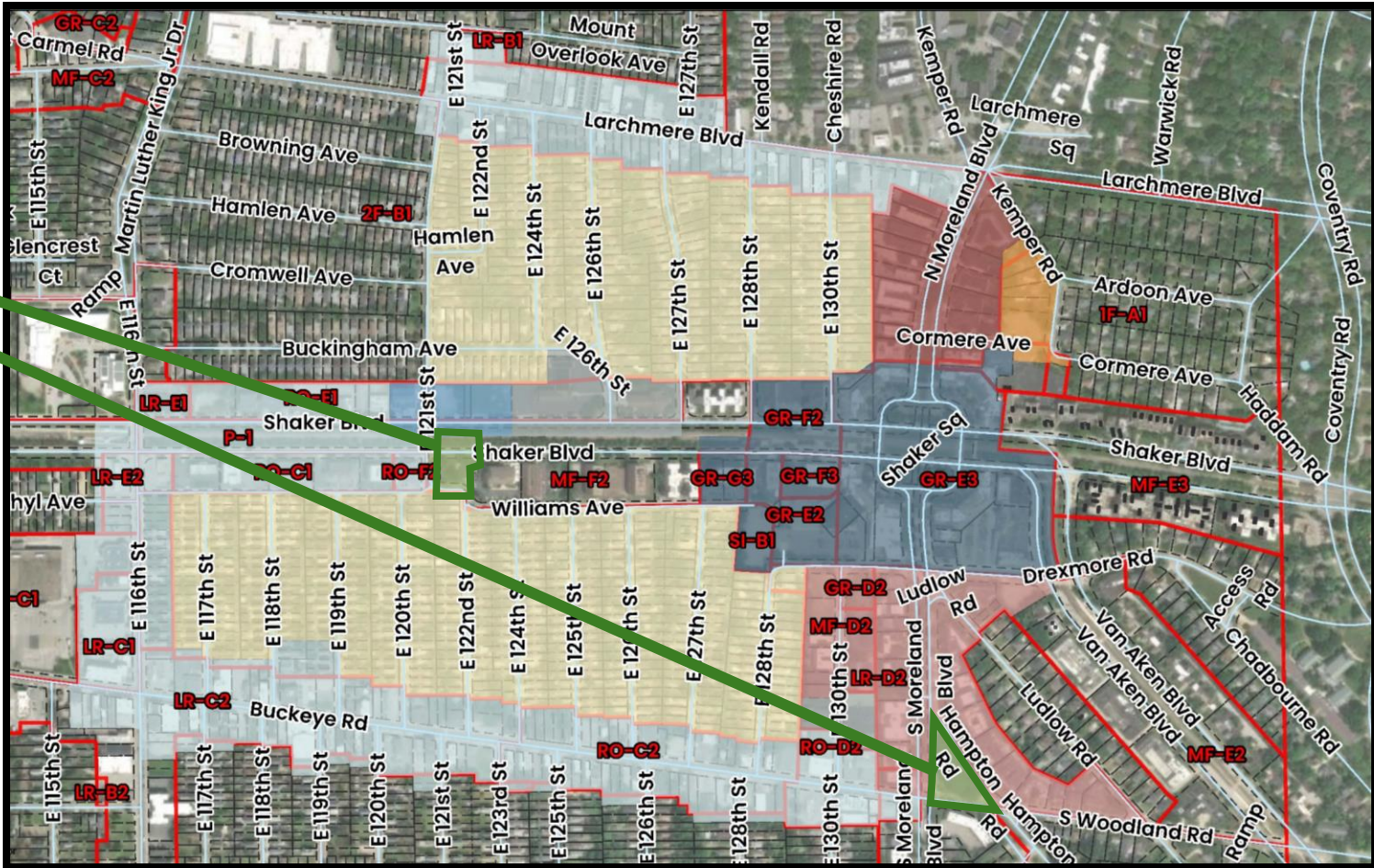


- #1: Mixed-Use Buildings**
- #2: Historic Renovation & Maintenance**
- #3: Single-Family Homes**





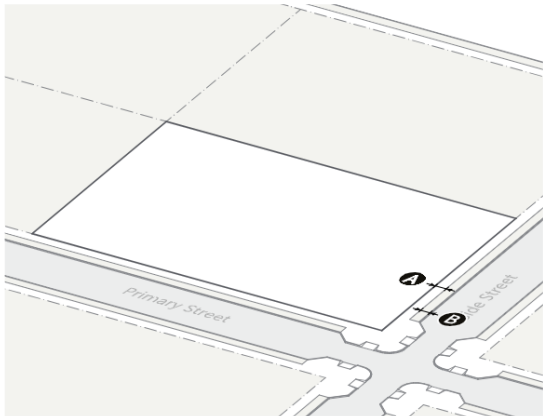
- Parks & Open Space
- Urban Agriculture (with standards)



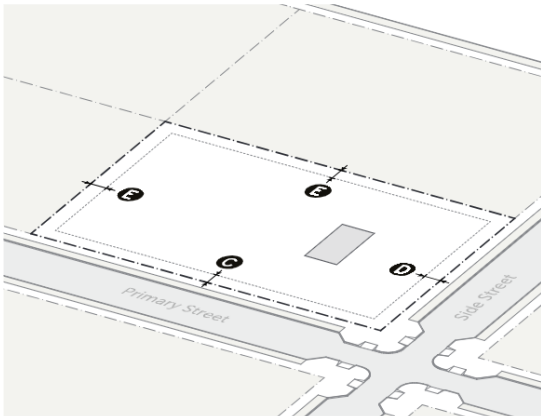
Park Districts: CREATE, PRESERVE AND ENHANCE PARKLAND TO MEET THE ACTIVE AND RECREATIONAL NEEDS OF THE CITY.

Intended to provide for both improved and unimproved parkland. Activities may include, but are not limited to, structures or other active, player-oriented facilities such as playgrounds, recreational fields, ballfields, sport courts, dog parks and associated accessory facilities such as parking areas and restrooms.

A. SITE

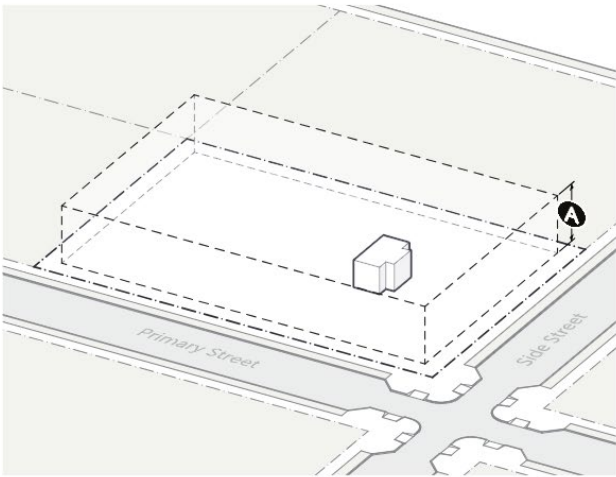


1. Size	2.2.2
Width (min)	n/a
2. Dwelling Units	2.2.3
Max per site	Not allowed
3. Amenity	2.2.4
Outdoor amenity space (min)	n/a
4. Walls & Fences	2.2.5
Front yard height (max)	Type C4 6'
Side street yard height (max)	Type C4 6'
Side/rear yard height (max)	Type C6 8'
5. Streetscape	2.2.6
A Pedestrian zone (min)	6'
B Furniture zone (min)	6'
Planting strip type	Tree lawn/ Raised curb planter
Trees in planting strip	Required (2.2.6(F))

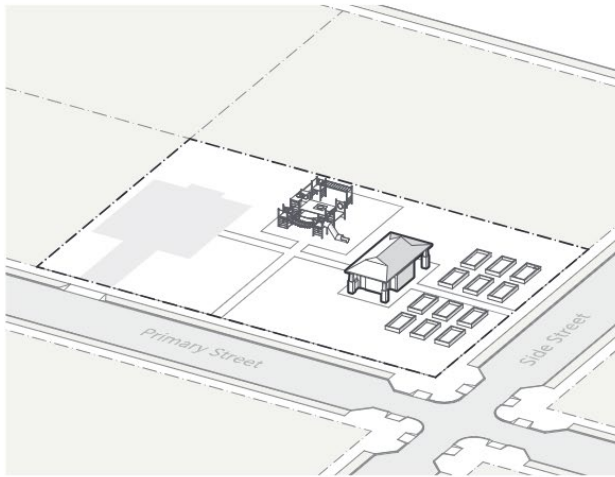


6. Setbacks	2.2.7
C Primary street boundary line (min)	10'
D Side street boundary line (min)	10'
E Rear/side boundary line (min)	10'
Alley boundary line	3' or 20' min
7. Transitions	2.2.8
Setback from transition boundary line (min)	n/a
8. Street Build-Out	2.2.9
Primary street (min)	n/a
Side street (min)	n/a
9. Parking Location	2.2.10
No parking between the building and the street	

B. MASSING



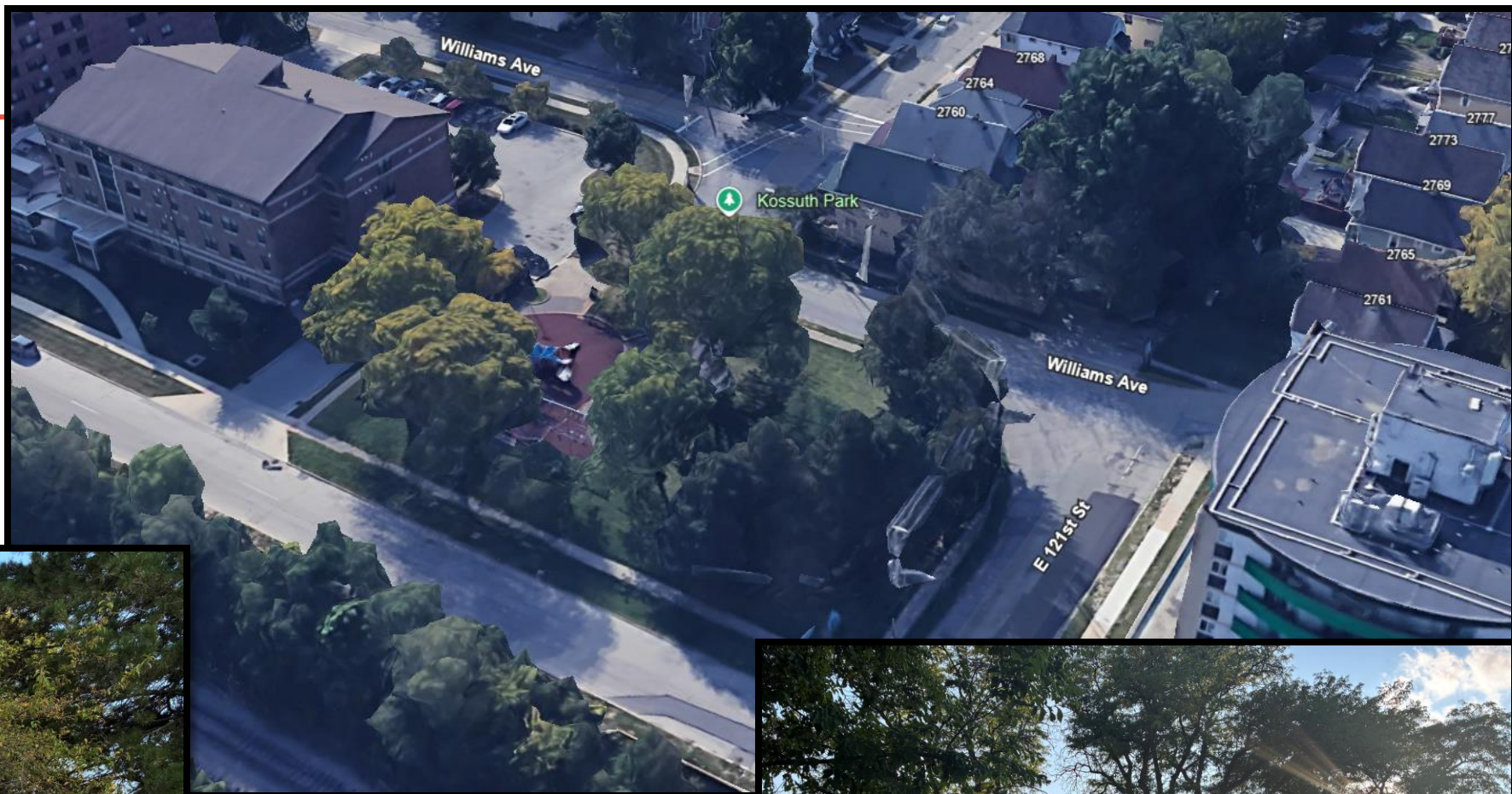
1. Building	2.2.11
A Height (max)	32'
Width (max)	n/a
Active depth (min)	n/a
2. Story Height	2.2.12
Ground story height (min)	n/a
Ground floor elevation (min/max)	n/a



	Primary St.	Side St.
3. Windows	2.2.13	
Ground story (min)	n/a	n/a
Upper story (min)	n/a	n/a
Blank wall width (max)	n/a	n/a
4. Doors	2.2.14	
Street-facing entry spacing (max)	n/a	n/a



Context

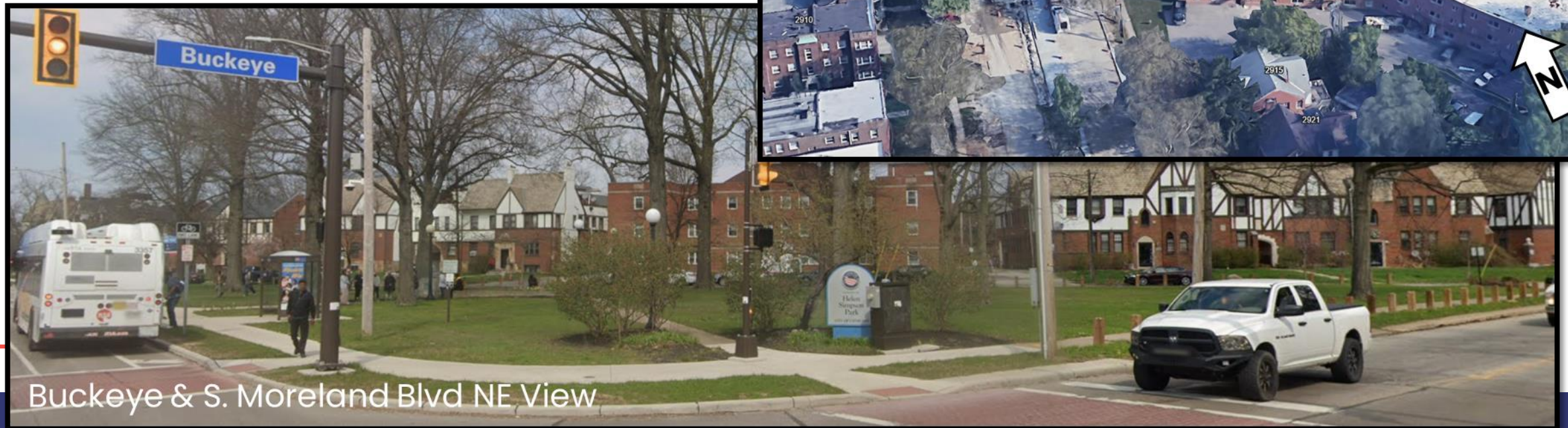
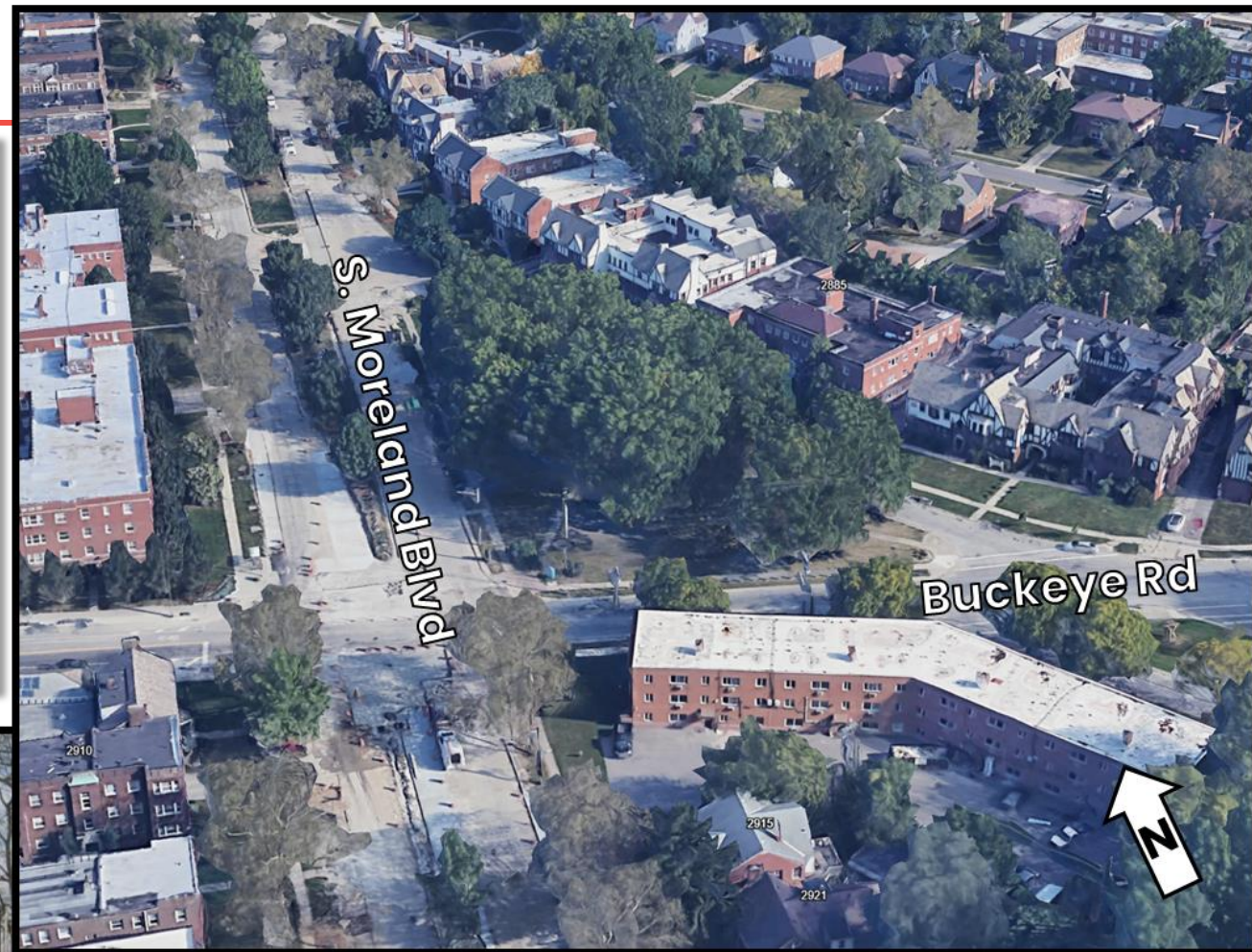


Shaker Blvd SE View



Shaker Blvd SW View

Context



 Current Zoning

Zoning District

 Park

 Civic

 House 3

 Neighborhood Flex 3

 Community Flex 4

 Community Flex 5

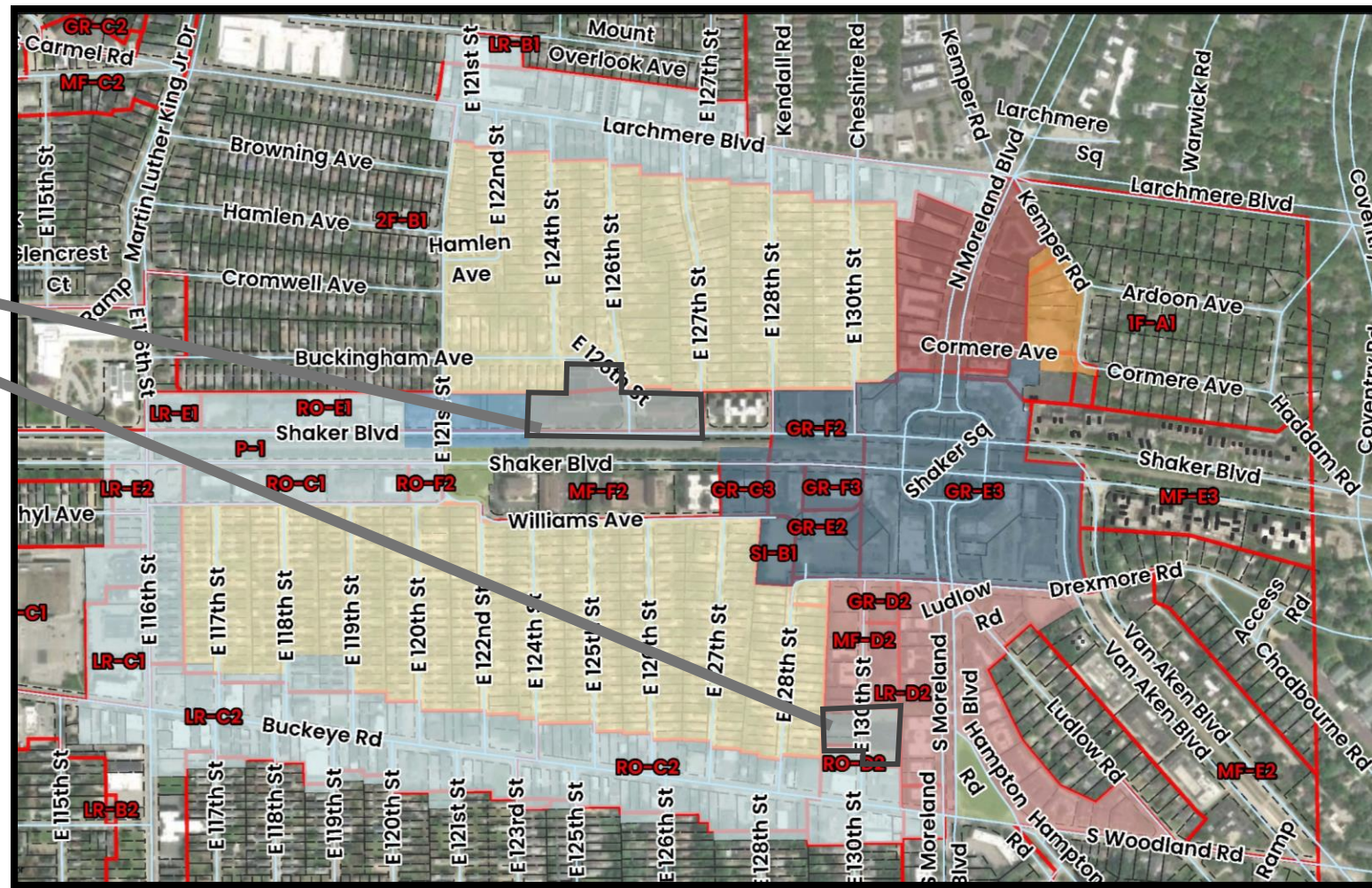
 Urban Flex 3

 Urban Flex 4

 Urban Flex 5

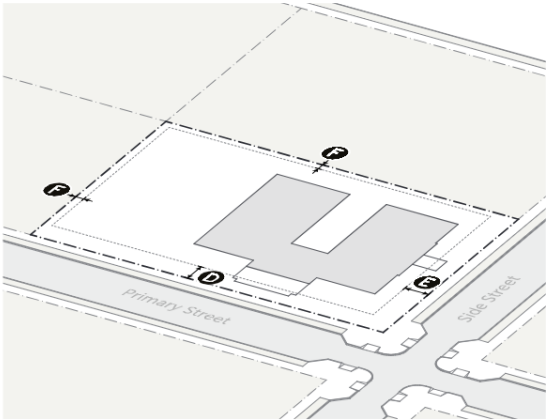
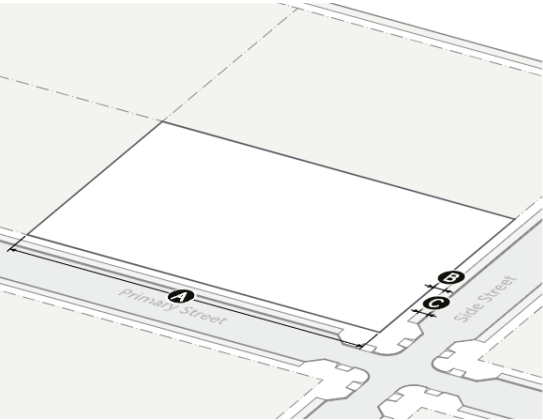
Permitted Uses:

- Social Services (conditionally)
- Parks & Open Space
- Urban Agriculture (with standards)
- All Public Uses
 - Community Services, Day Care, Education, Government, Religious Assembly, and Transit Station



Civic Districts are intended to ACCOMMODATE CIVIC AND INSTITUTIONAL USES that serve the surrounding neighborhoods and produce activities that do not readily assimilate into other zoning districts.

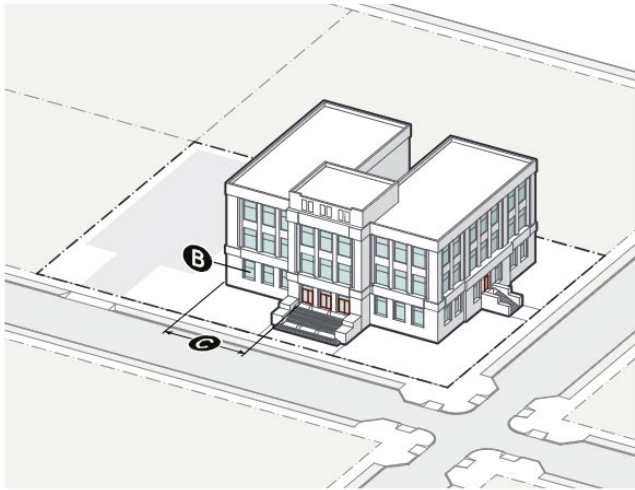
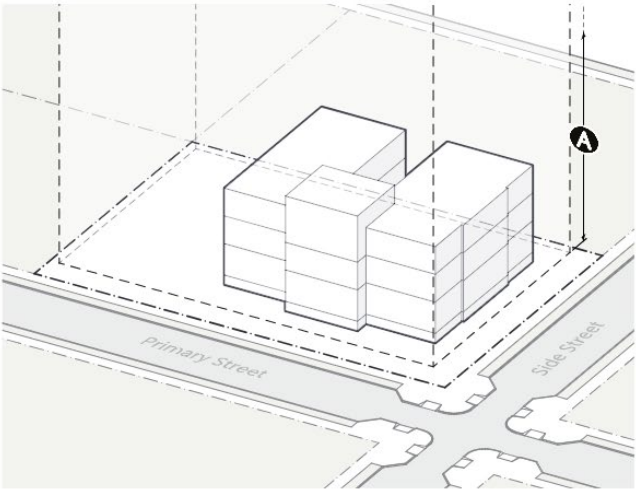
A. SITE



1. Size	2.2.2
A Width (min)	60'
2. Dwelling Units	2.2.3
Max per site	Not allowed
3. Amenity	2.2.4
Outdoor amenity space (min)	n/a
4. Walls & Fences	2.2.5
Front yard height (max)	Type C4 6'
Side street yard height (max)	Type C4 6'
Side/rear yard height (max)	Type C6 8'
5. Streetscape	2.2.6
B Pedestrian zone (min)	6'
C Furniture zone (min)	6'
Planting strip type	Tree lawn/ Raised curb planter
Trees in planting strip	Required (2.2.6(F))

6. Setbacks	2.2.7
D Primary street boundary line (min)	5'
E Side street boundary line (min)	3'
F Rear/side boundary line (min)	5'
Alley boundary line	3' or 20' min
7. Transitions	2.2.8
Setback from transition boundary line (min)	10'
8. Street Build-Out	2.2.9
Primary street (min)	n/a
Side street (min)	n/a
9. Parking Location	2.2.10
No parking between the building and the street	

B. MASSING

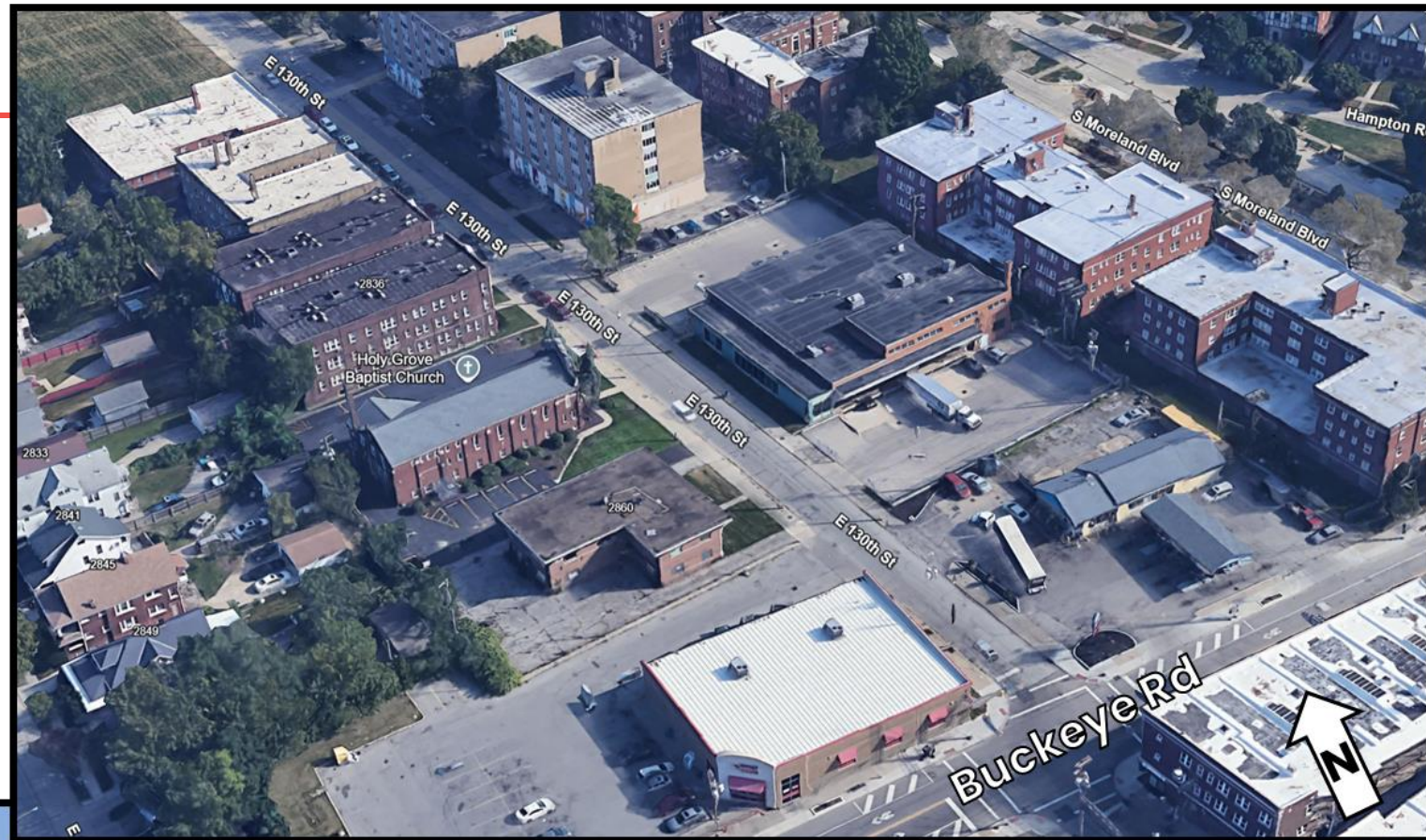


1. Building	2.2.11
A Height (max stories/feet)	n/a
Width (max)	n/a
Active depth (min)	n/a
2. Story Height	2.2.12
Ground story height (min)	n/a
Ground floor elevation (min/max)	n/a

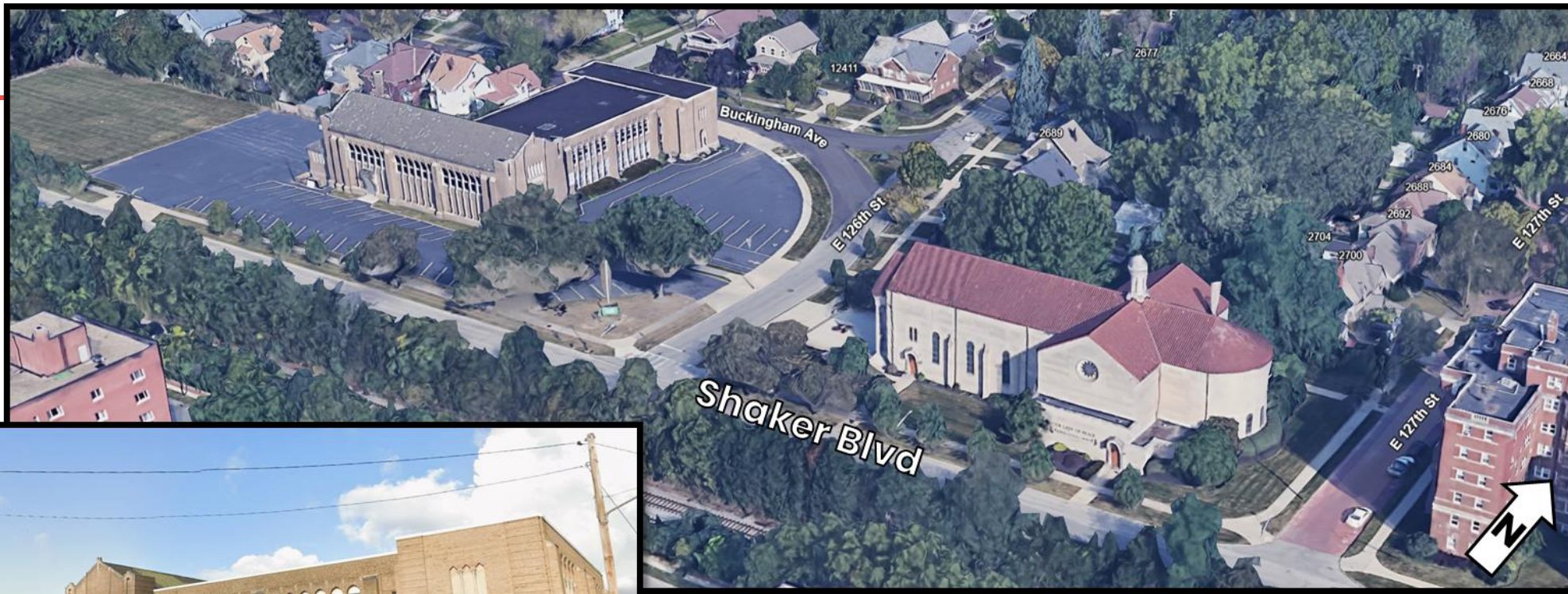
	Primary St.	Side St.
3. Windows	2.2.13	
B Ground story (min)	20%	n/a
Upper story (min)	n/a	n/a
Blank wall width (max)	n/a	n/a
4. Doors	2.2.14	
C Street-facing entry spacing (max)	200'	n/a



Context



Context

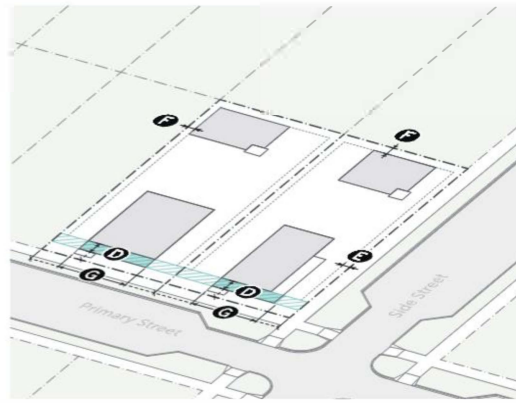
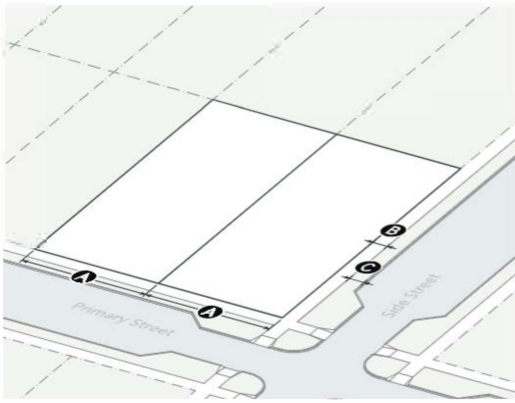


- Household Living (up to 3 units per site)
- Group Living (conditionally)
- Parks & Open Space
- Urban Agriculture (with standards)
- Community Services (conditionally)
- Education (conditionally)
- Government
- Religious Assembly (conditionally)
- Lodging (conditionally)

House-Scale Districts ENCOURAGE A WALKABLE NEIGHBORHOOD ENVIRONMENT intended to accommodate a variety of low-intensity housing options including single-family homes, duplexes, triplexes and fourplexes, supporting and within walking distance of neighborhood-serving retail, food and service uses.

2.3.2. H3 HOUSE 3

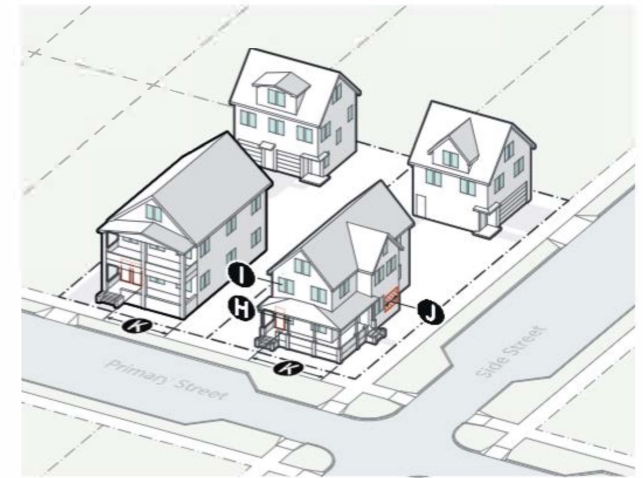
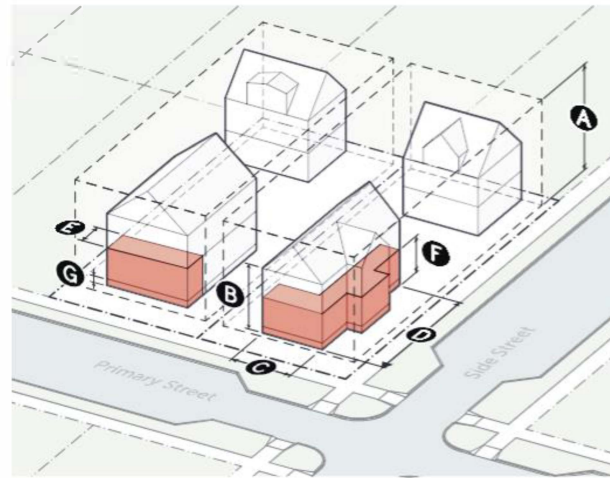
A. SITE



1. Size	2.2.2
A Width (min)	
Front access	35'
Side/rear access	20'
2. Dwelling Units	2.2.3
Max per site	3
3. Amenity	2.2.4
Outdoor amenity space (min)	n/a
4. Walls & Fences	2.2.5
Front yard height (max)	Type C2 4'
Side street yard height (max)	
Within 3' of boundary line	Type C2 4'
More than 3' from boundary line	Type C3 6'
Side/rear yard height (max)	Type C5 6'
5. Streetscape	2.2.6
B Pedestrian zone (min)	Match context
C Furniture zone (min)	Match context
Planting strip type	Tree lawn
Trees in planting strip	Required (2.2.6(F))

6. Setbacks	2.2.7
D Primary street boundary line (min/max)	Established setback range or 10'/20'
E Side street boundary line (min)	3'
F Rear/side boundary line (min)	
Up to 15' in height	1.5'
15' or more in height	3'
Alley boundary line	3' or 20' min
7. Transitions	2.2.8
Setback from transition boundary line	n/a
8. Street Build-Out	2.2.9
G Primary street (min)	50%
Side street (min)	n/a
9. Parking Location	2.2.10
Front yard	Not allowed
Side street yard	Allowed
Side yard	Allowed
Rear yard	Allowed

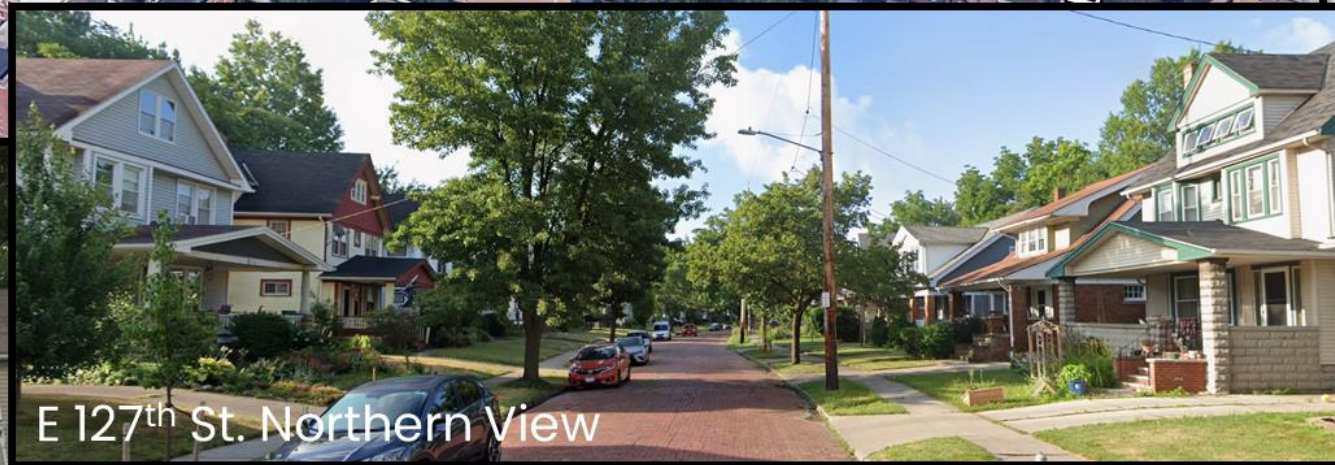
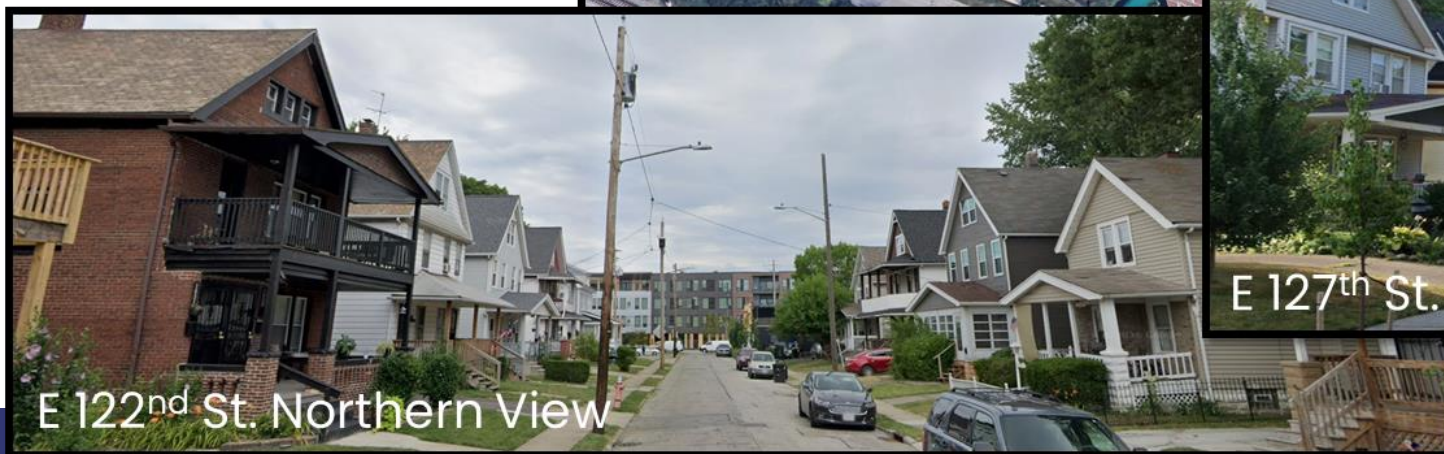
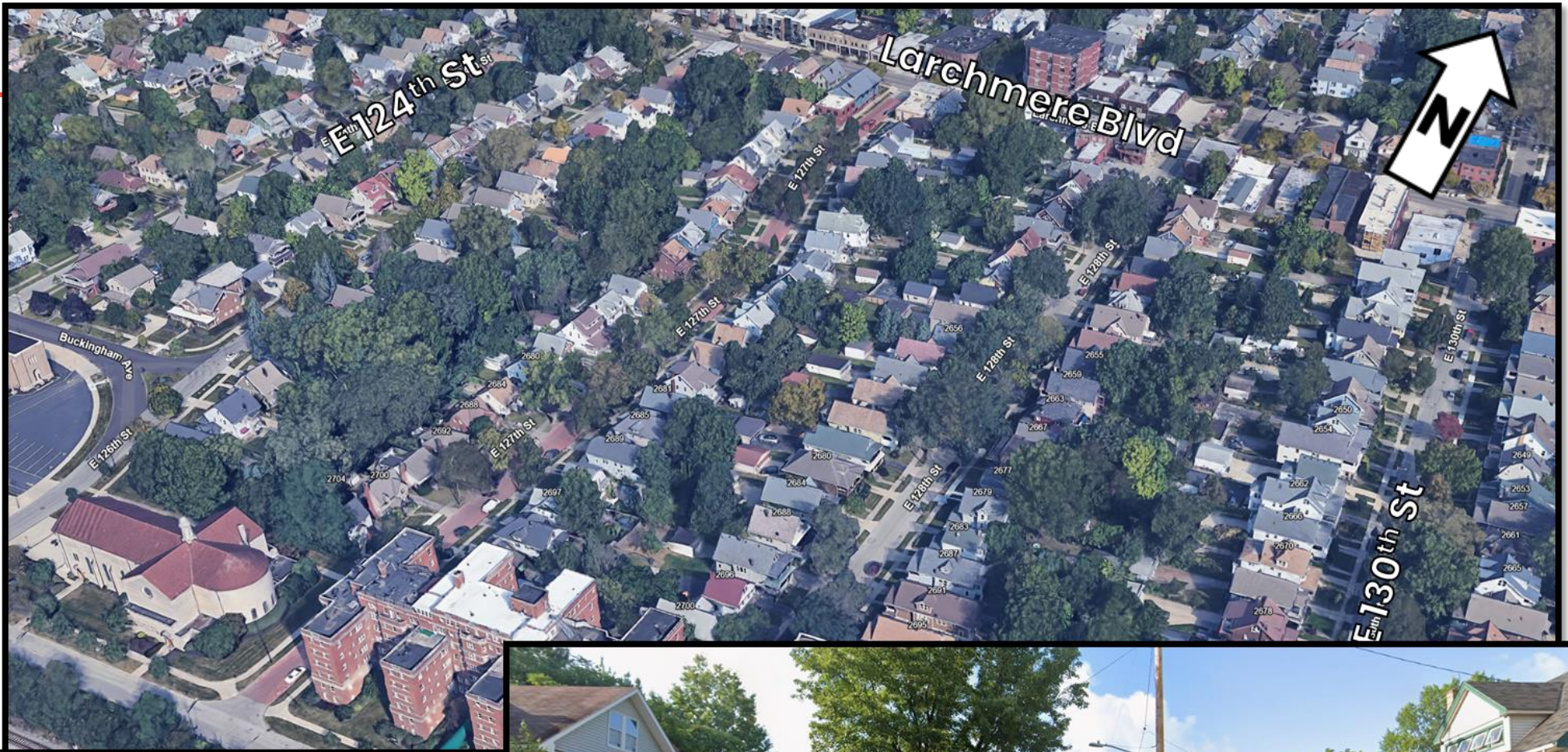
B. BUILDING



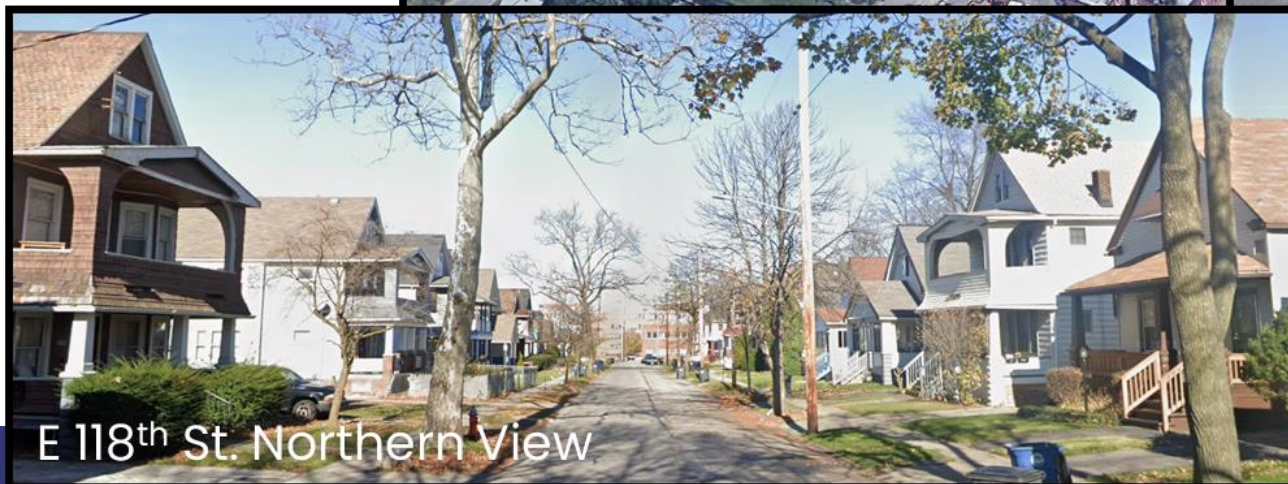
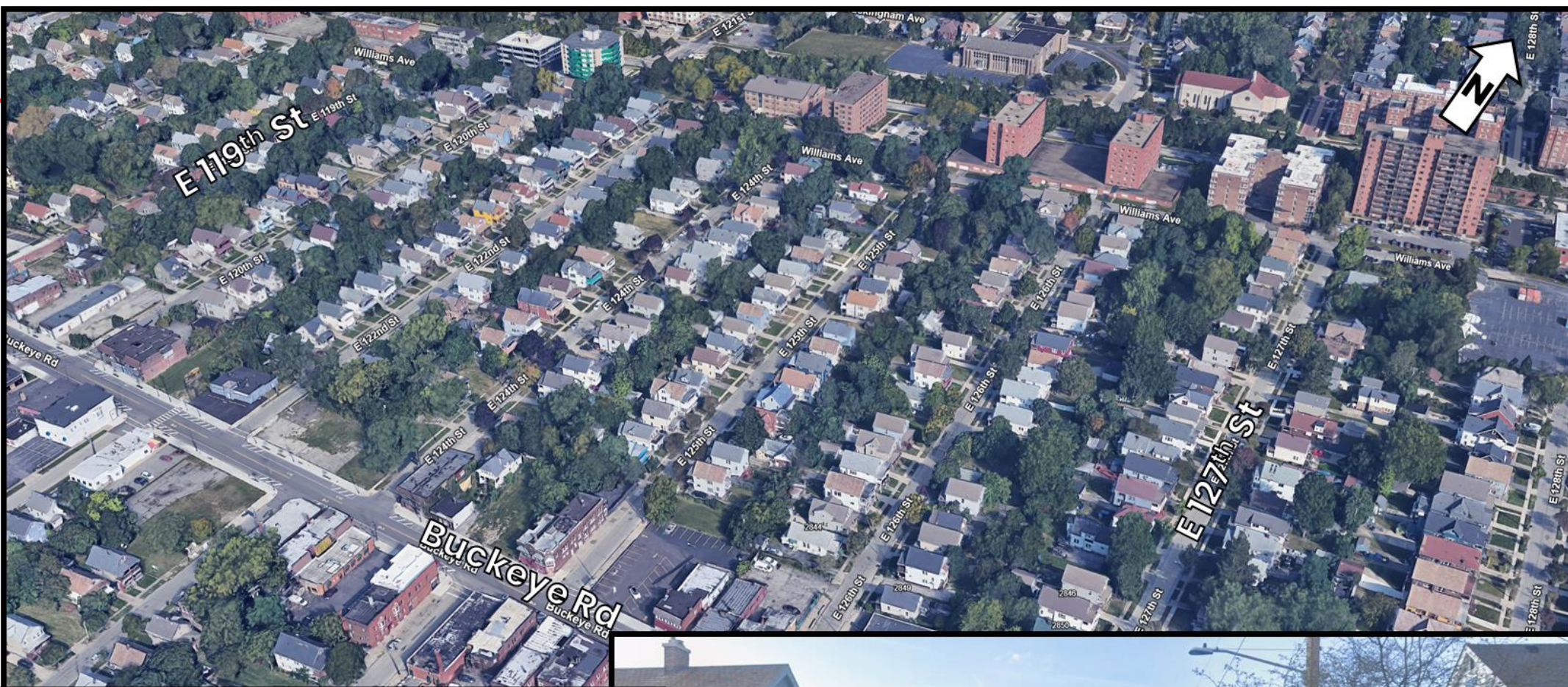
1. Massing	2.2.11
Height (max)	
A Stories/feet	2.5/32'
B Top plate	25'
Width (max)	
C Primary street	35'
D Side street	70'
E Active depth (min)	9'
Dwelling units per building (max)	3
2. Story Height	2.2.12
F Ground story height (min)	9'
G Ground floor elevation (min/max)	2'/5.5'

3. Windows	2.2.13
H Ground story (min)	35%
I Upper story (min)	15%
J Blank wall width (max)	10'
K Street-facing entry spacing (max)	50'
4. Doors	2.2.14

Context

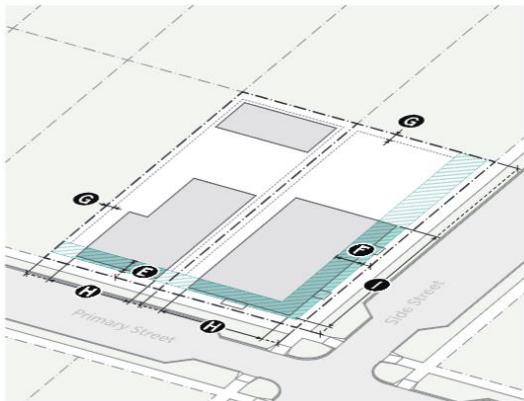


Context



- Neighborhood-Scale Districts** encourage a walkable neighborhood environment intended to ACCOMMODATE A VARIETY OF LOW-INTENSITY HOUSING OPTIONS including single-family homes, duplexes, triplexes, fourplexes, townhouses and small apartments, supporting and within walking distance of neighborhood-serving retail, food and service uses. The Neighborhood-Scale Flex districts allow for additional neighborhood-serving commercial uses that are limited in scale and extent.

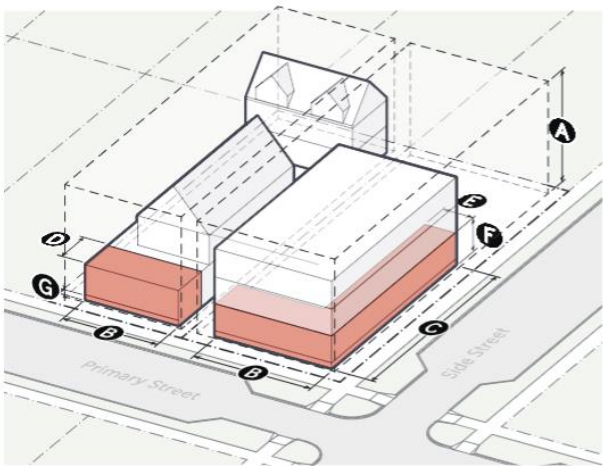
A. SITE



1. Size	2.2.2
A Width (min)	
Front access	35'
Side/rear access	15'
2. Dwelling Units	2.2.3
Max per site	Unlimited
3. Amenity	2.2.4
B Outdoor amenity space (min)	10%
4. Walls & Fences	2.2.5
Front yard height (max)	Type C2 4'
Side street yard height (max)	
Within 3' of boundary line	Type C2 4'
More than 3' from boundary line	Type C3 6'
Side/rear yard height (max)	Type C5 6'
5. Streetscape	2.2.6
C Pedestrian zone (min)	Match context
D Furniture zone (min)	Match context
Planting strip type	Tree lawn/ Raised curb planter
Trees in planting strip	Required (2.2.6(F))

6. Setbacks	2.2.7
E Primary street boundary line (min/ max)	5'/15'
F Side street boundary line (min/ max)	3'/15'
G Rear/side boundary line (min)	
Up to 15' in height	1.5'
15' or more in height	3'
Alley boundary line	3' or 20' min
7. Transitions	2.2.8
Setback from transition boundary line	10'
8. Street Build-Out	2.2.9
H Primary street (min)	65%
I Side street (min)	40%
9. Parking Location	2.2.10
Front/side street yard	Not allowed
Side yard	Not allowed
Rear yard	Allowed

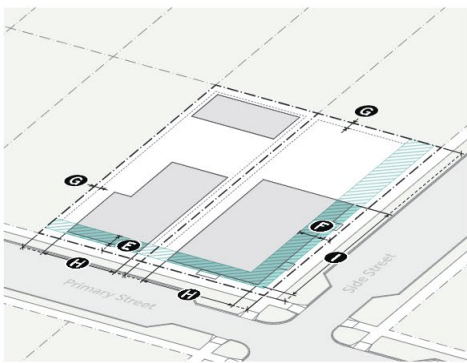
B. BUILDING



1. Massing	2.2.11
A Height (max stories/feet)	3/42'
Width (max)	
B Primary street	40'
C Side street	90'
Active depth (min)	
D Primary street	15'
E Side street	9'
Dwelling units per building (max)	8
2. Story Height	2.2.12
F Ground story height (min)	10'
G Ground floor elevation (min/max)	
Residential	2'/5'
Nonresidential	-1'/5.5'

	Primary St.	Side St.
3. Windows	2.2.13	
H Ground story (min)		
Residential	35%	30%
Nonresidential	50%	30%
I Upper story (min)	15%	15%
J Blank wall width (max)	15'	25'
4. Doors	2.2.14	
K Street-facing entry spacing (max)	30'	50'

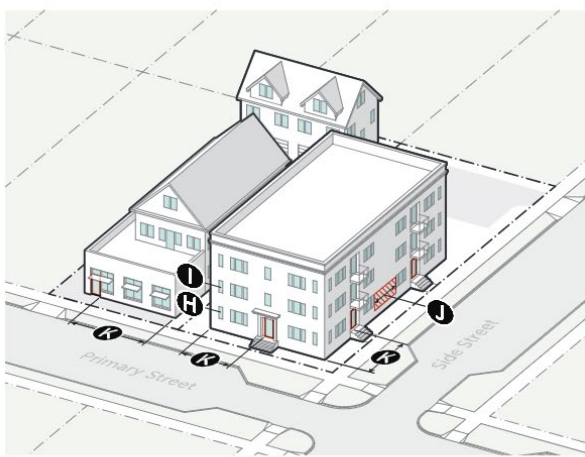
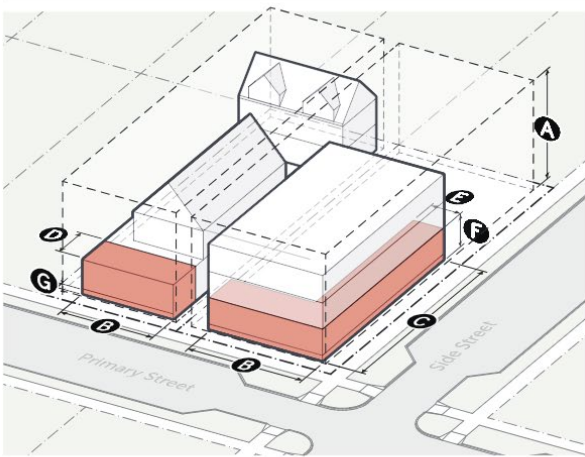
A. SITE



1. Size	2.2.2
A Width (min)	
Front access	35'
Side/rear access	15'
2. Dwelling Units	2.2.3
Max per site	Unlimited
3. Amenity	2.2.4
B Outdoor amenity space (min)	10%
4. Walls & Fences	2.2.5
Front yard height (max)	Type C2 4'
Side street yard height (max)	
Within 3' of boundary line	Type C2 4'
More than 3' from boundary line	Type C3 6'
Side/rear yard height (max)	Type C5 6'
5. Streetscape	2.2.6
C Pedestrian zone (min)	Match context
D Furniture zone (min)	Match context
Planting strip type	Tree lawn/ Raised curb planter
Trees in planting strip	Required (2.2.6(F))

6. Setbacks	2.2.7
E Primary street boundary line (min/max)	5'/15'
F Side street boundary line (min/max)	3'/15'
G Rear/side boundary line (min)	
Up to 15' in height	1.5'
15' or more in height	3'
Alley boundary line	3' or 20' min
7. Transitions	2.2.8
Setback from transition boundary line	10'
8. Street Build-Out	2.2.9
H Primary street (min)	65%
I Side street (min)	40%
9. Parking Location	2.2.10
Front/side street yard	Not allowed
Side yard	Not allowed
Rear yard	Allowed

B. BUILDING

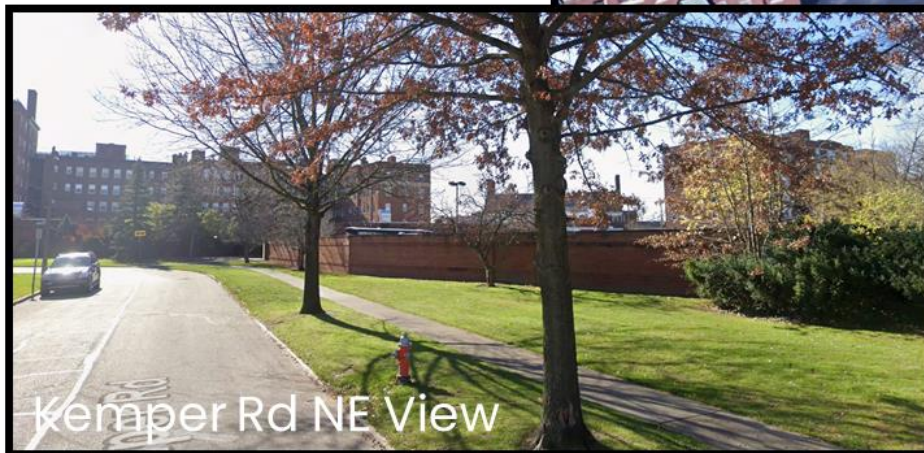


1. Massing	2.2.11
A Height (max stories/feet)	3/42'
Width (max)	
B Primary street	40'
C Side street	90'
Active depth (min)	
D Primary street	15'
E Side street	9'
Dwelling units per building (max)	8
2. Story Height	2.2.12
F Ground story height (min)	10'
G Ground floor elevation (min/max)	
Residential	2'/5'
Nonresidential	-1'/5.5'

3. Windows	2.2.13
H Ground story (min)	
Residential	35%
Nonresidential	50%
I Upper story (min)	15%
J Blank wall width (max)	15'
K Street-facing entry spacing (max)	30'
4. Doors	2.2.14
Street-facing entry spacing (max)	50'



Context



Zoning District

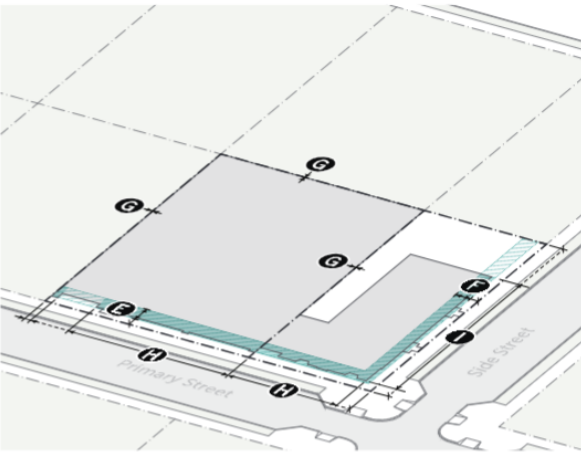
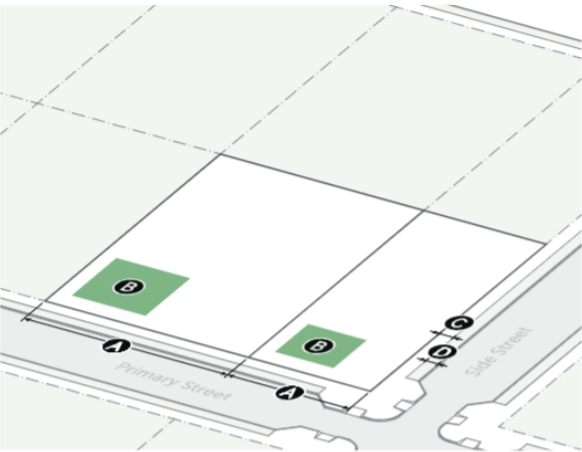
Urban Flex 5

Permitted Uses:

<3,000 SF Office

Community-Scale Districts encourage a walkable neighborhood environment intended to ACCOMMODATE A VARIETY OF MEDIUM-INTENSITY HOUSING OPTIONS including single-family homes, duplexes, triplexes, fourplexes, townhouses up to larger apartment complexes supporting and within walking distance of neighborhood-serving retail, food and service uses. The Community-Scale Flex districts allow for additional neighborhood-serving commercial uses that are limited in scale and extent.

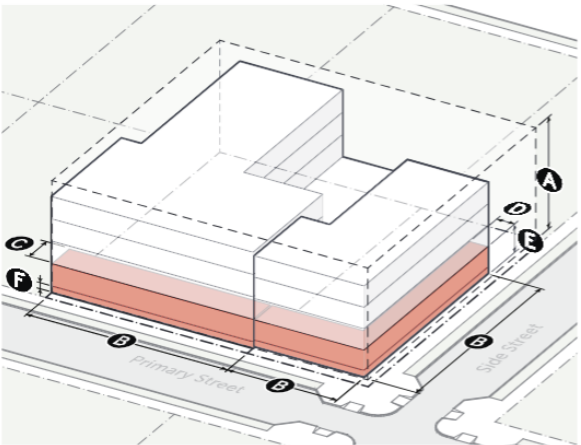
A. SITE



1. Size	2.2.2
A Width (min)	
Front access	35'
Side/rear access	15'
2. Dwelling Units	2.2.3
Max per site	Unlimited
3. Amenity	2.2.4
B Outdoor amenity space (min)	10%
4. Walls & Fences	2.2.5
Front yard height (max)	Type C4 6'
Side street yard height (max)	Type C4 6'
Side/rear yard height (max)	Type C5 6'
5. Streetscape	2.2.6
C Pedestrian zone (min)	7'
D Furniture zone (min)	6'
Planting strip type	Tree lawn/ Raised curb planter
Trees in planting strip	Required (2.2.6(F))

6. Setbacks	2.2.7
E Primary street boundary line (min/max)	5'/15'
F Side street boundary line (min/max)	3'/15'
G Rear/side boundary line (min)	0'
Alley boundary line	3' or 20' min
7. Transitions	2.2.8
Setback from transition boundary line (min)	10'
8. Street Build-Out	2.2.9
H Primary street (min)	75%
I Side street (min)	45%
9. Parking Location	2.2.10
No parking between the building and the street	

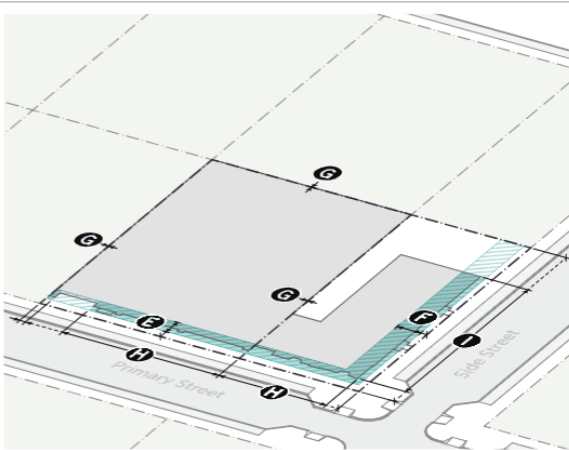
B. MASSING



1. Building	2.2.11
A Height (max stories/feet)	4/55'
B Width (max)	275'
Active depth (min)	
C Primary street	15'
D Side street	9'
Dwelling units per building (max)	Unlimited
2. Story Height	2.2.12
E Ground story height (min)	10'
F Ground floor elevation (min/max)	
Residential	2'/5.5'
Nonresidential	-2'/5.5'

	Primary St.	Side St.
3. Windows	2.2.13	
G Ground story (min)		
Residential	35%	30%
Nonresidential	50%	30%
H Upper story (min)	15%	15%
I Blank wall width (max)	15'	25'
4. Doors	2.2.14	
J Street-facing entry spacing (max)	40'	60'

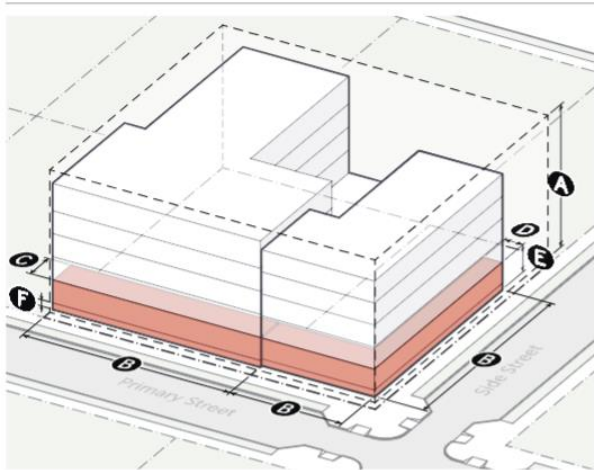
A. SITE



1. Size	2.2.2
A Width (min)	
Front access	35'
Side/rear access	15'
2. Dwelling Units	2.2.3
Max per site	Unlimited
3. Amenity	2.2.4
B Outdoor amenity space (min)	10%
4. Walls & Fences	2.2.5
Front yard height (max)	Type C4 6'
Side street yard height (max)	Type C4 6'
Side/rear yard height (max)	Type C5 6'
5. Streetscape	2.2.6
C Pedestrian zone (min)	7'
D Furniture zone (min)	6'
Planting strip type	Tree lawn/ Raised curb planter
Trees in planting strip	Required (2.2.6(F))

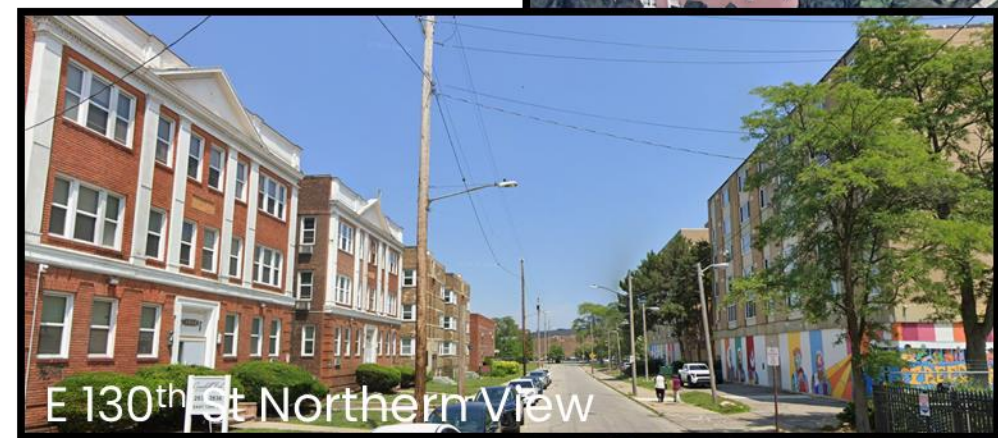
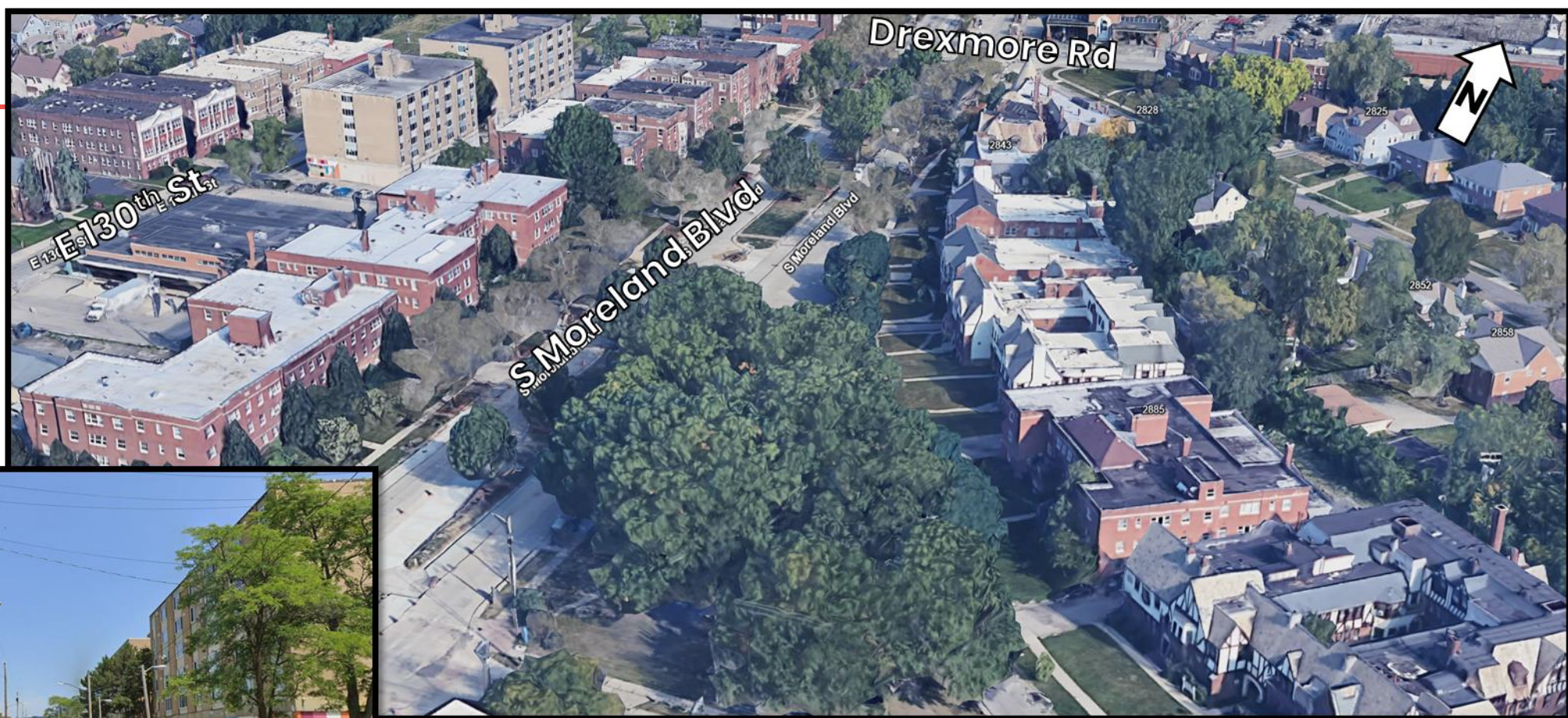
6. Setbacks	2.2.7
E Primary street boundary line (min/ max)	5'/15'
F Side street boundary line (min/ max)	3'/15'
G Rear/side boundary line (min)	0'
Alley boundary line	3' or 20' min
7. Transitions	2.2.8
Setback from transition boundary line (min)	10'
8. Street Build-Out	2.2.9
H Primary street (min)	75%
I Side street (min)	45%
9. Parking Location	2.2.10
No parking between the building and the street	

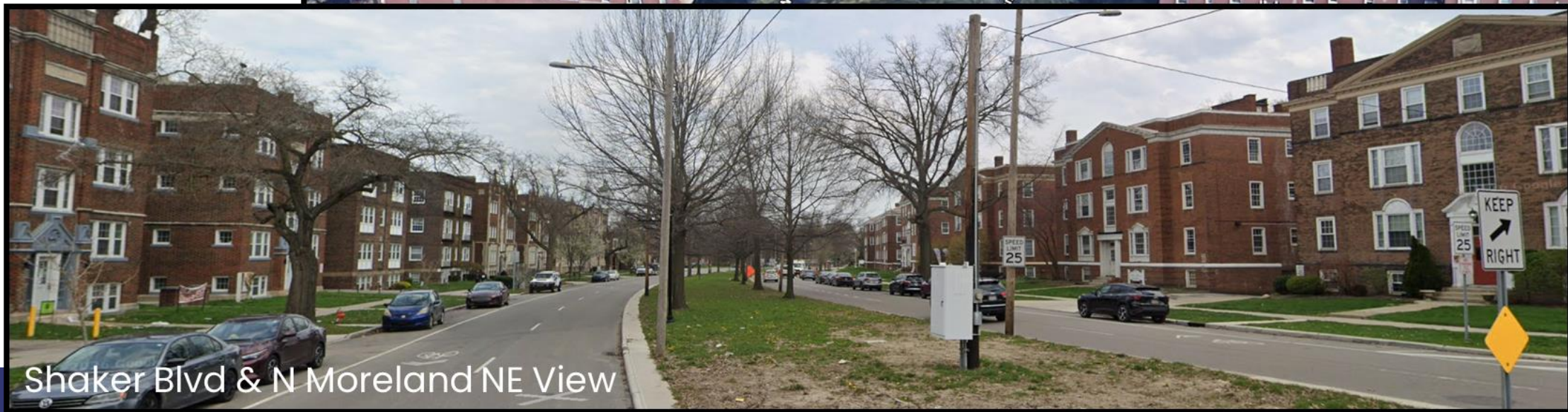
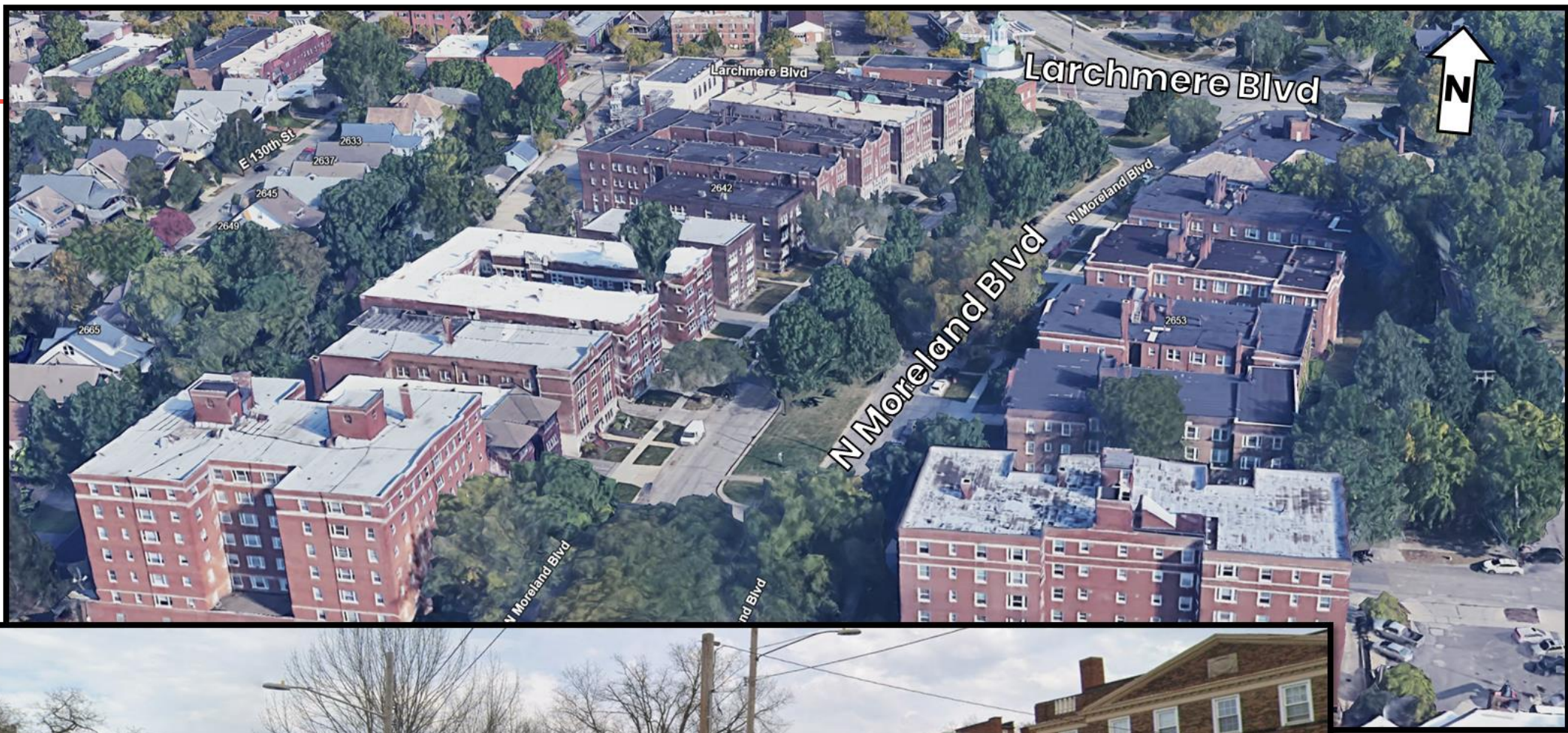
B. MASSING



1. Building	2.2.11
A Height (max stories/feet)	5/68'
B Width (max)	275'
Active depth (min)	
C Primary street	15'
D Side street	9'
Dwelling units per building (max)	Unlimited
2. Story Height	2.2.12
E Ground story height (min)	10'
F Ground floor elevation (min/max)	
Residential	2'/5.5'
Nonresidential	-2'/5.5'

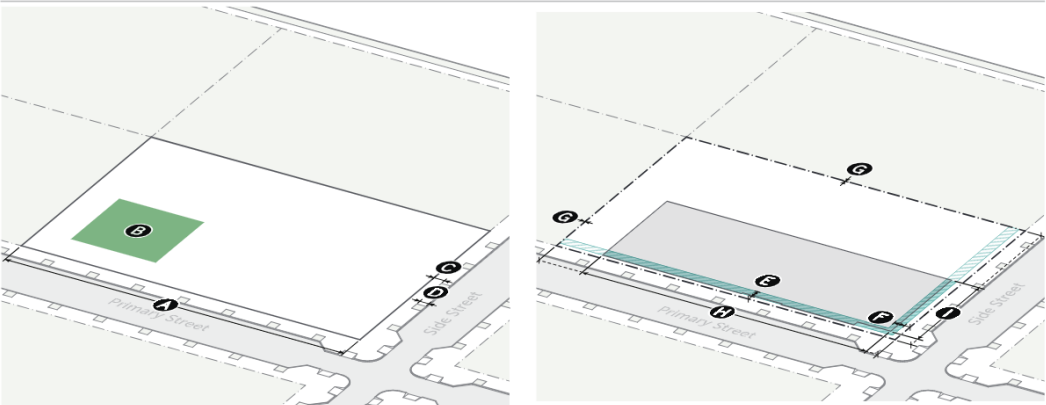
	Primary St.	Side St.
3. Windows	2.2.13	
G Ground story (min)		
Residential	35%	30%
Nonresidential	50%	30%
H Upper story (min)	15%	15%
I Blank wall width (max)	15'	25'
4. Doors	2.2.14	
J Street-facing entry spacing (max)	40'	60'





Urban Flex Districts encourage MODERATE INTENSITY MIXED-USE, OFFICE AND RESIDENTIAL BUILDINGS intended to accommodate a variety of residential, retail, service and commercial uses in a vibrant, pedestrian-friendly environment.

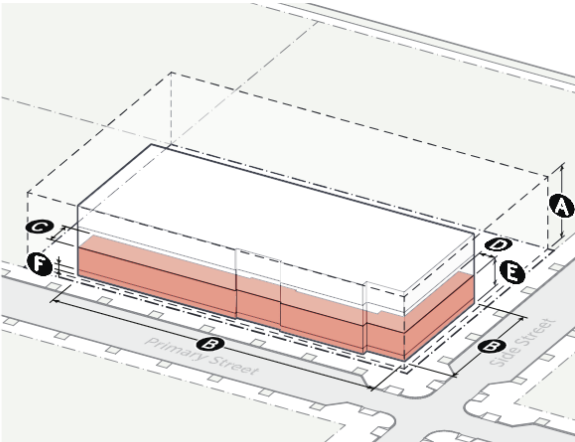
A. SITE



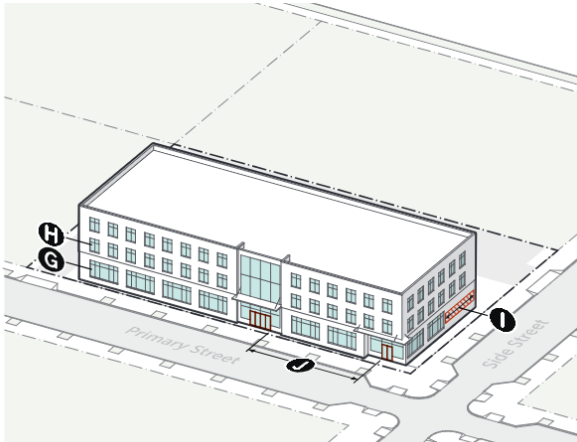
1. Size	2.2.2
A Width (min)	
Front access	35'
Side/rear access	15'
2. Dwelling Units	2.2.3
Max per site	Unlimited
3. Amenity	2.2.4
B Outdoor amenity space (min)	10%
4. Walls & Fences	2.2.5
Front yard height (max)	Type C4 6'
Side street yard height (max)	Type C4 6'
Side/rear yard height (max)	Type C6 8'
5. Streetscape	2.2.6
C Pedestrian zone (min)	7'
D Furniture zone (min)	6'
Planting strip type	Raised curb planter
Trees in planting strip	Required (2.2.6(F))

6. Setbacks	2.2.7
E Primary street boundary line (min/max)	3'/10'
F Side street boundary line (min/max)	3'/10'
G Rear/side boundary line (min)	0'
Alley boundary line	3' or 20' min
7. Transitions	2.2.8
Setback from transition boundary line (min)	10'
8. Street Build-Out	2.2.9
H Primary street (min)	75%
I Side street (min)	45%
9. Parking Location	2.2.10
No parking between the building and the street	

B. MASSING



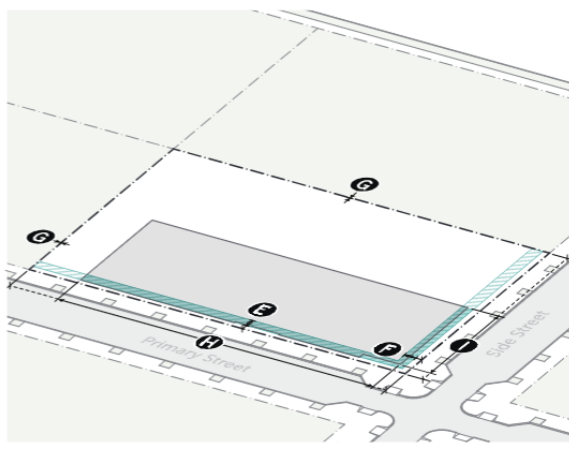
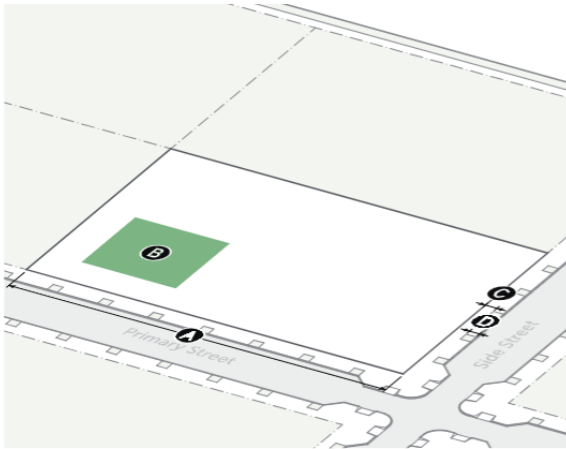
1. Building	2.2.11
A Height (max stories/feet)	3/42'
B Width (max)	275'
Active depth (min)	
C Primary street	15'
D Side street	9'
Dwelling units per building (max)	Unlimited
2. Story Height	2.2.12
E Ground story height (min)	
Residential	10'
Nonresidential	12'
F Ground floor elevation (min/max)	
Residential	2'/5.5'
Nonresidential	-2'/5.5'



	Primary St.	Side St.
3. Windows	2.2.13	
G Ground story (min)		
Residential	35%	30%
Nonresidential	50%	35%
H Upper story (min)	15%	15%
I Blank wall width (max)	20'	30'
4. Doors	2.2.14	
J Street-facing entry spacing (max)	75'	100'



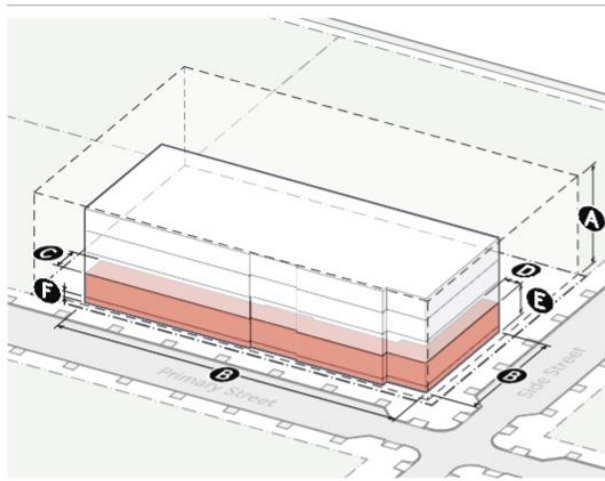
A. SITE



1. Size	2.2.2
A Width (min)	
Front access	35'
Side/rear access	15'
2. Dwelling Units	2.2.3
Max per site	Unlimited
3. Amenity	2.2.4
B Outdoor amenity space (min)	10%
4. Walls & Fences	2.2.5
Front yard height (max)	Type C4 6'
Side street yard height (max)	Type C4 6'
Side/rear yard height (max)	Type C6 8'
5. Streetscape	2.2.6
C Pedestrian zone (min)	7'
D Furniture zone (min)	6'
Planting strip type	Raised curb planter
Trees in planting strip	Required (2.2.6(F))

6. Setbacks	2.2.7
E Primary street boundary line (min/max)	3'/10'
F Side street boundary line (min/max)	3'/10'
G Rear/side boundary line (min)	0'
Alley boundary line	3' or 20' min
7. Transitions	2.2.8
Setback from transition boundary line (min)	10'
8. Street Build-Out	2.2.9
H Primary street (min)	75%
I Side street (min)	45%
9. Parking Location	2.2.10
No parking between the building and the street	

B. MASSING

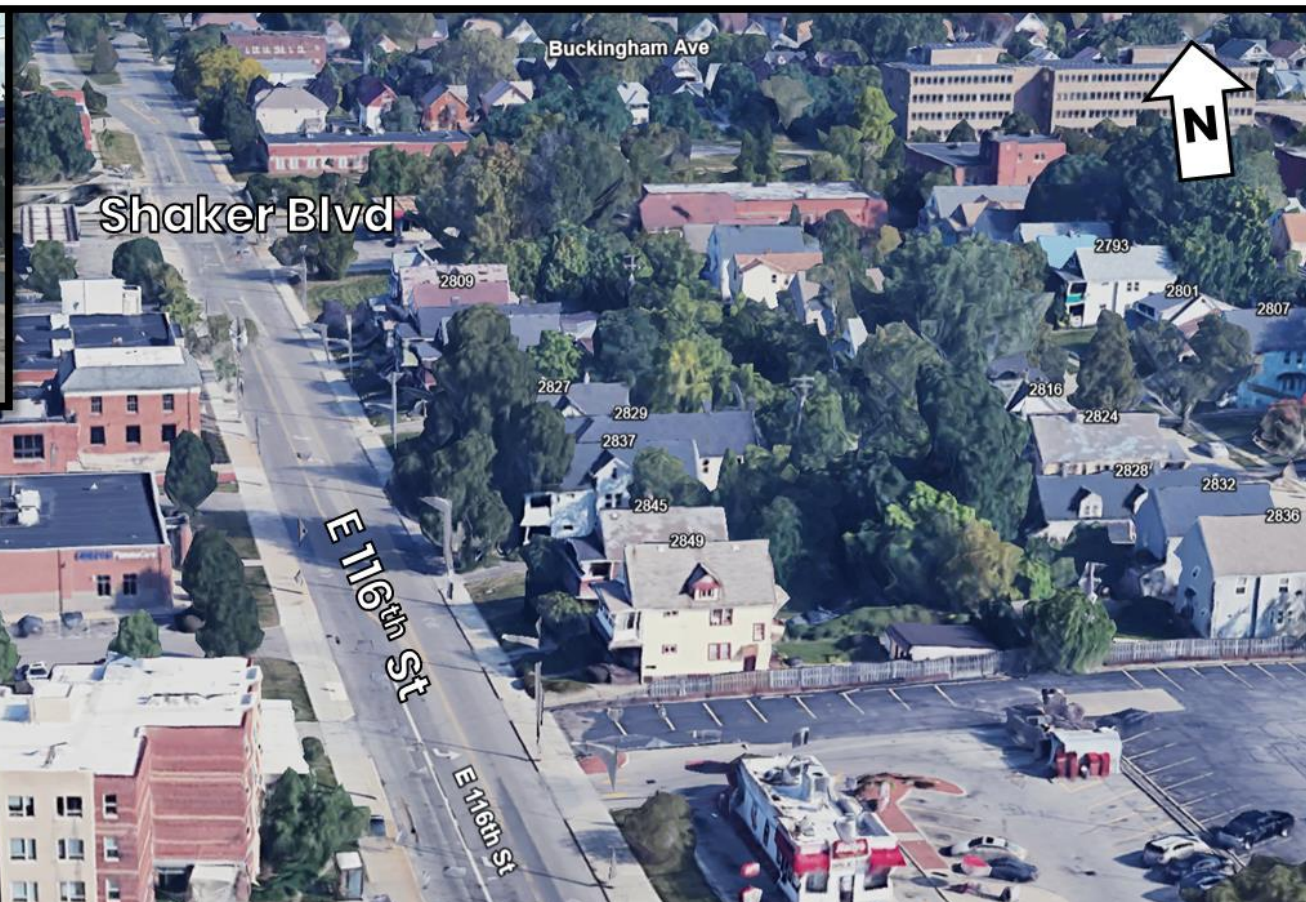


1. Building	2.2.11
A Height (max stories/feet)	4/55'
B Width (max)	275'
Active depth (min)	
C Primary street	15'
D Side street	9'
Dwelling units per building (max)	Unlimited
2. Story Height	2.2.12
E Ground story height (min)	
Residential	10'
Nonresidential	12'
F Ground floor elevation (min/max)	
Residential	2'/5.5'
Nonresidential	-2'/5.5'

	Primary St.	Side St.
3. Windows	2.2.13	
G Ground story (min)		
Residential	35%	30%
Nonresidential	50%	35%
H Upper story (min)	15%	15%
I Blank wall width (max)	20'	30'
4. Doors	2.2.14	
J Street-facing entry spacing (max)	75'	100'



E 116th & Shaker Blvd Southern View

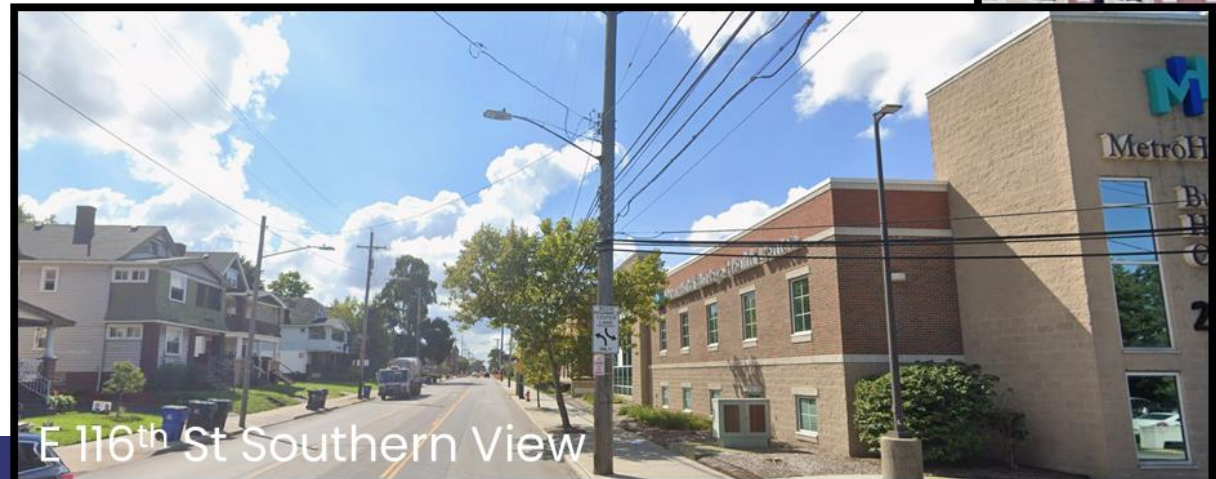


Shaker Blvd

Buckingham Ave

E 116th St

E 116th St



E 116th St Southern View



Buckeye Rd



Shaker Blvd N. NE View

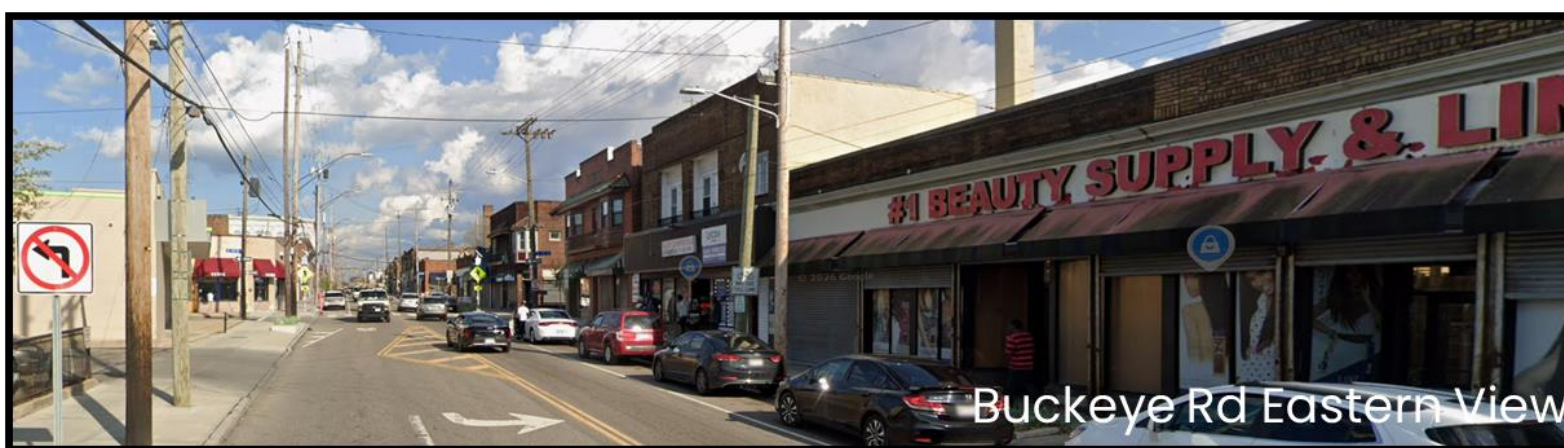


Shaker Blvd S. Eastern View



Shaker Blvd S. Eastern View

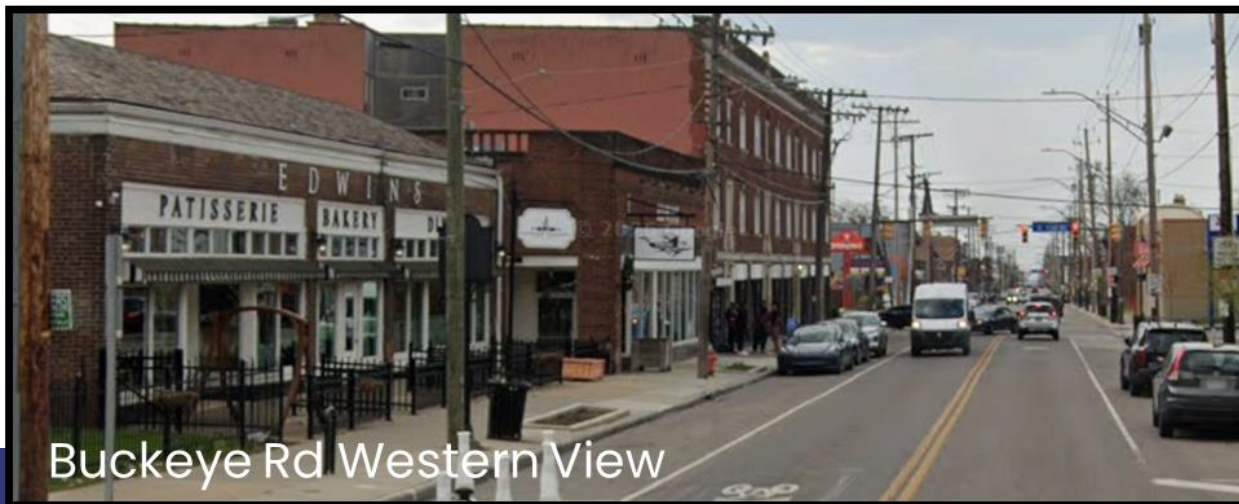




Buckeye Rd Eastern View



Buckeye Rd Eastern View



Buckeye Rd Western View



Larchmere Blvd & E 121st St Eastern View

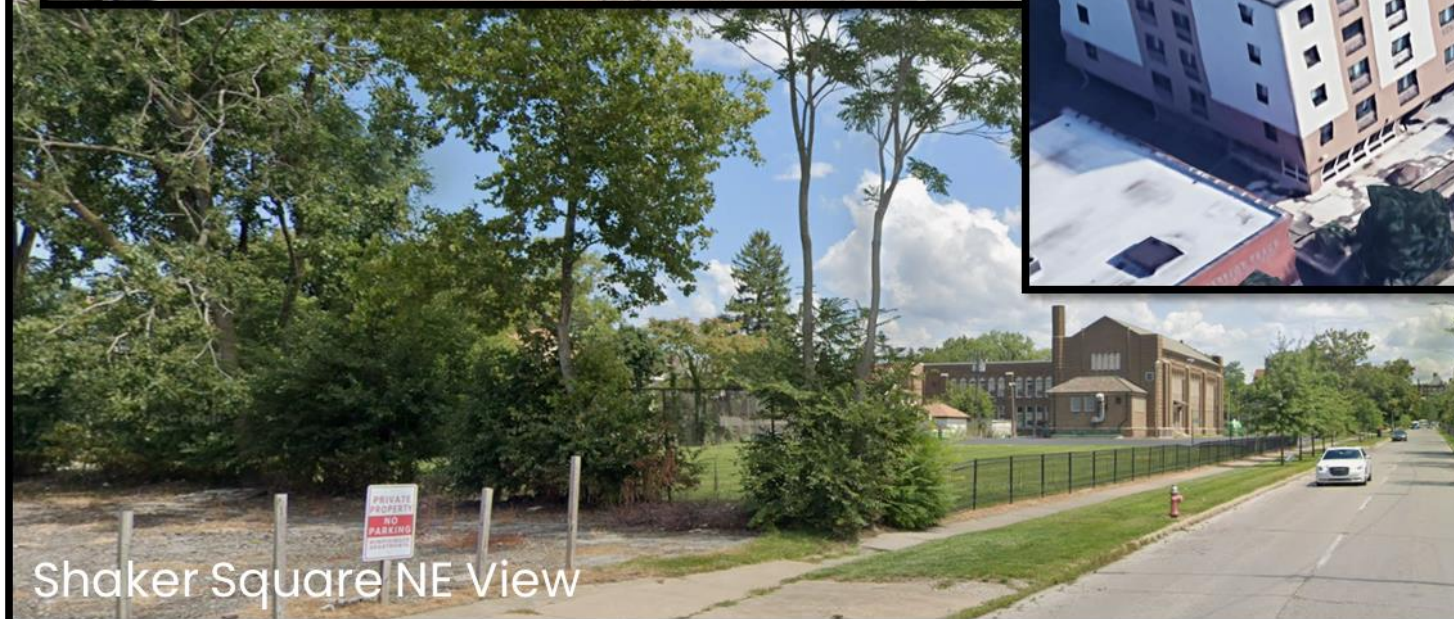
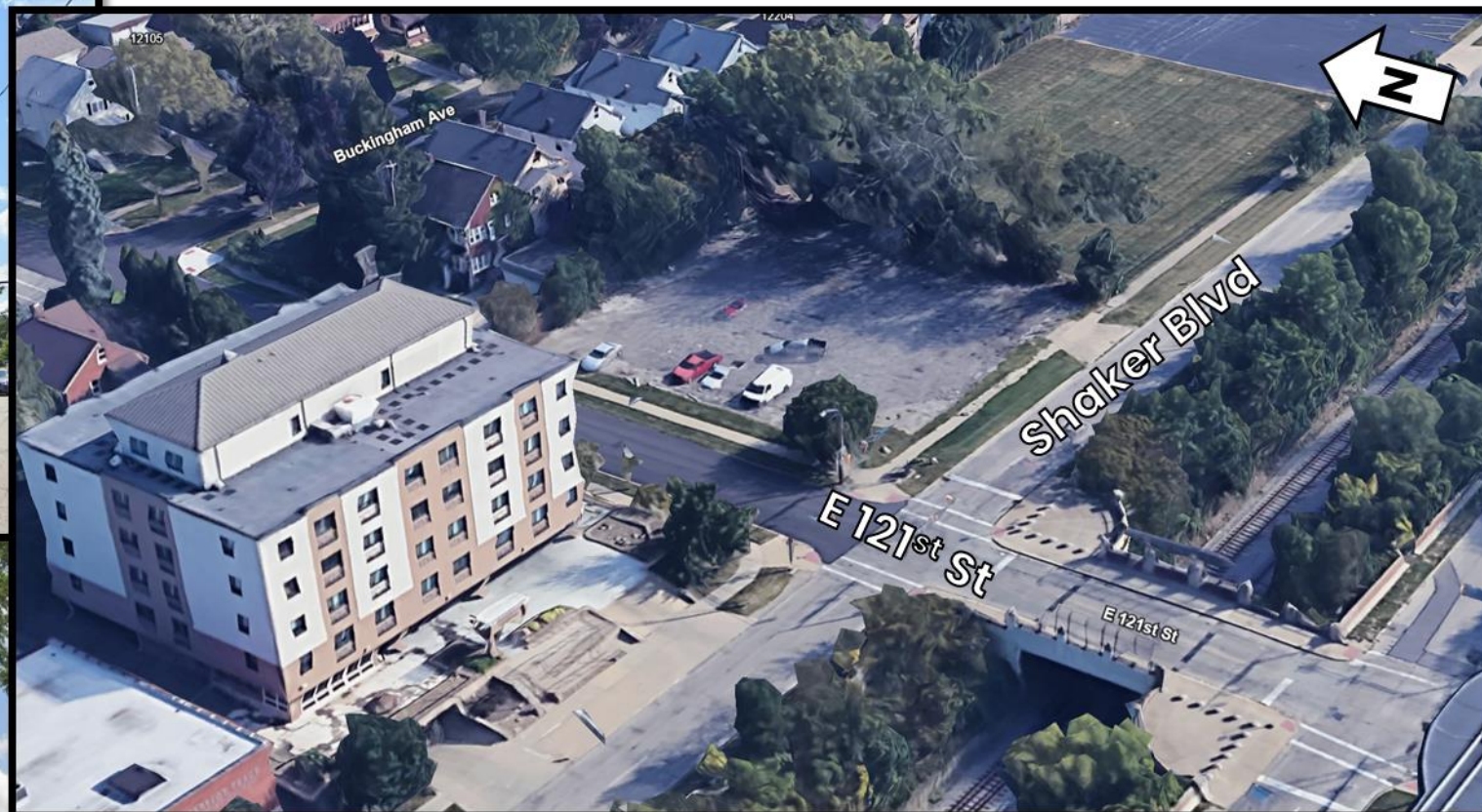


Larchmere Blvd SE View

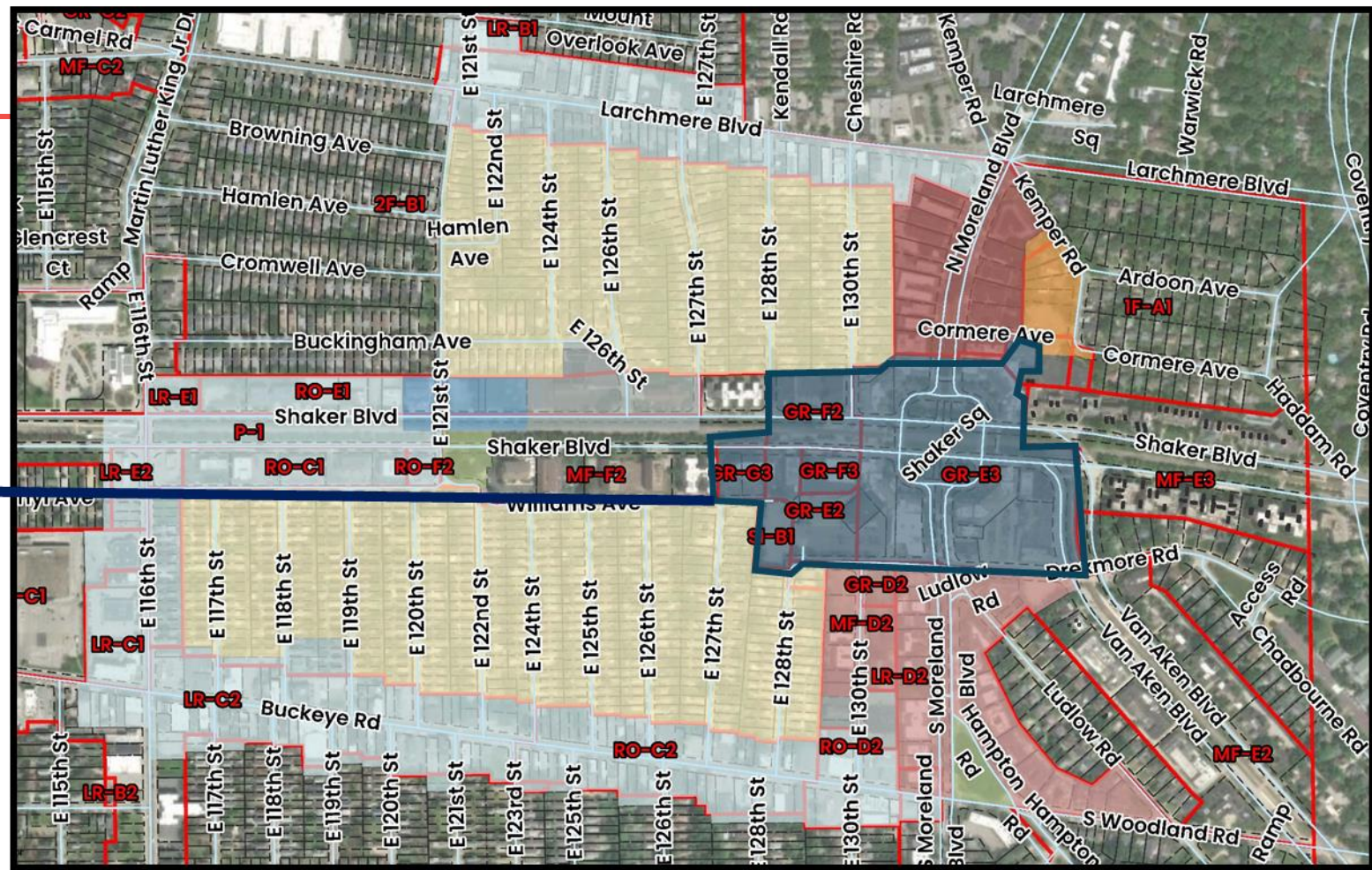




Shaker Blvd N. NE View



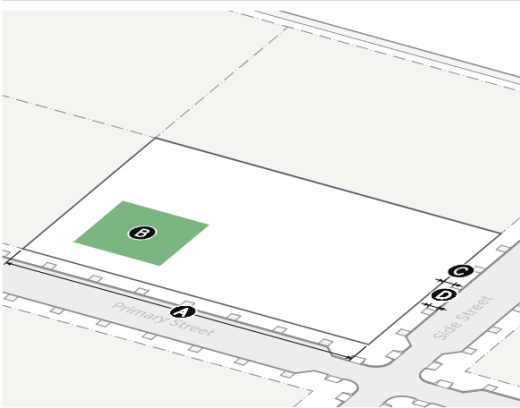
Shaker Square NE View



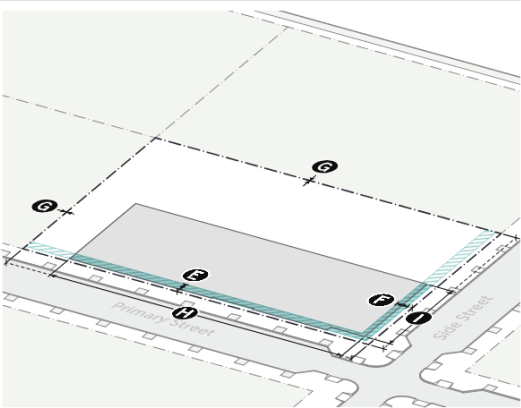
Household Living & Group Living
Social Services (conditionally)
Parks & Open Space
Urban Agriculture (with standards)
All Public Uses
Animal Care (with standards)
Eating & Drinking, Indoor Entertainment
Medical Laboratory, Medical Services
Medical Hospital (conditionally)
Vehicle Sales/Rental (must be within
Auto-Related Services are prohibited

Urban Flex Districts encourage MODERATE INTENSITY MIXED-USE, OFFICE AND RESIDENTIAL BUILDINGS intended to accommodate a variety of residential, retail, service and commercial uses in a vibrant, pedestrian-friendly environment.

A. SITE

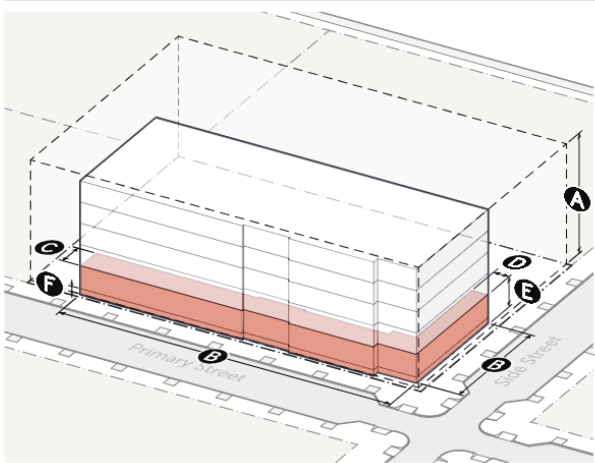


1. Size	2.2.2
A Width (min)	
Front access	35'
Side/rear access	15'
2. Dwelling Units	2.2.3
Max per site	Unlimited
3. Amenity	2.2.4
B Outdoor amenity space (min)	10%
4. Walls & Fences	2.2.5
Front yard height (max)	Type C4 6'
Side street yard height (max)	Type C4 6'
Side/rear yard height (max)	Type C6 8'
5. Streetscape	2.2.6
C Pedestrian zone (min)	7'
D Furniture zone (min)	6'
Planting strip type	Raised curb planter
Trees in planting strip	Required (2.2.6(F))

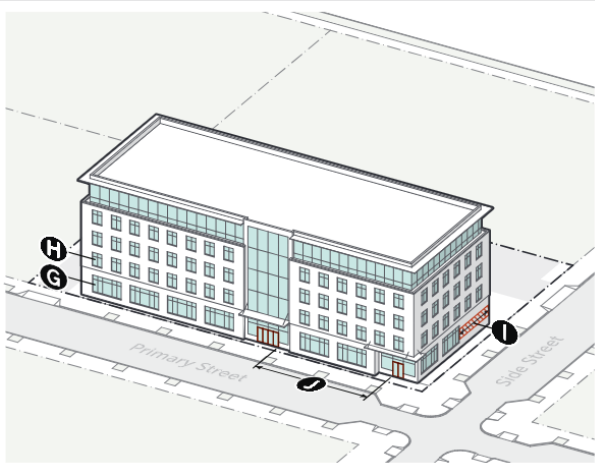


6. Setbacks	2.2.7
E Primary street boundary line (min/max)	3'/10'
F Side street boundary line (min/max)	3'/10'
G Rear/side boundary line (min)	0'
Alley boundary line	3' or 20' min
7. Transitions	2.2.8
Setback from transition boundary line (min)	10'
8. Street Build-Out	2.2.9
H Primary street (min)	75%
I Side street (min)	45%
9. Parking Location	2.2.10
No parking between the building and the street	

B. MASSING

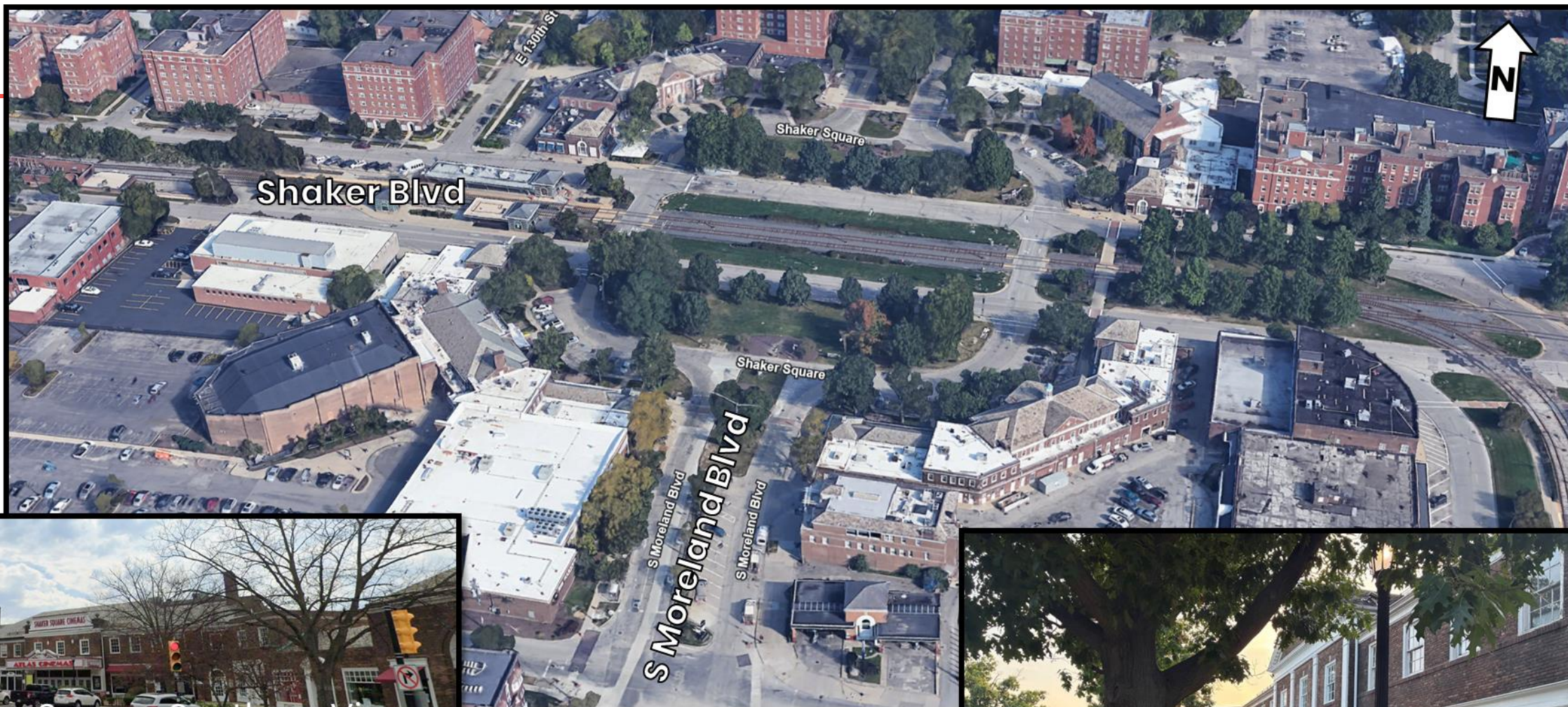


1. Building	2.2.11
A Height (max stories/feet)	5/68'
B Width (max)	275'
Active depth (min)	
C Primary street	15'
D Side street	9'
Dwelling units per building (max)	Unlimited
2. Story Height	2.2.12
E Ground story height (min)	
Residential	10'
Nonresidential	12'
F Ground floor elevation (min/max)	
Residential	2'/5.5'
Nonresidential	-2'/5.5'



	Primary St.	Side St.
3. Windows	2.2.13	
G Ground story (min)		
Residential	35%	30%
Nonresidential	50%	35%
H Upper story (min)	15%	15%
I Blank wall width (max)	20'	30'
4. Doors	2.2.14	
J Street-facing entry spacing (max)	75'	100'





Cleveland City Planning Commission

Director's Report



CITY OF CLEVELAND
Mayor Justin M. Bibb

October 2, 2026

Welcome Back, Sam Azizuddin!

October 2, 2026

Sam worked for the Planning Dept. in the past as a CF Public Service Fellow and is excited to be back in Planning as a Transportation Planner. Sam recently graduated with their Masters in Urban and Environmental Policy and Planning from Tufts University. They have a background in GIS, TOD, vacant land reutilization, and housing code enforcement.



Cleveland City Planning Commission

Adjournment



CITY OF CLEVELAND
Mayor Justin M. Bibb

Next Meeting: October 16, 2026