



HBR-MCC

Holmden Buhrer Rowley
Mentor Castle Clark

A Microplan of
the Tremont
Neighborhood(s)

May, 2026



Acknowledgments

HBR-MCC Neighborhood
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Clark Bar

And many other neighborhood participants



A Message from the Team

"Tremont West is proud to share the outcomes of this process with the Holmden–Buhner–Rowley Mentor–Castle–Clark community, and the Tremont neighborhood as a whole. This work was shaped by the insight, priorities, and lived experiences of residents, stakeholders, and partners who care deeply about the future of this neighborhood. Community input wasn't just part of the process, it guided it at every step.

HBR-MCC is a neighborhood with strong bones, including historic housing, walkable blocks, legacy institutions, and deep community ties. At the same time, it faces real pressures: disinvestment, property instability, and the risk of displacement as market interest grows. This study reflects both the challenges and the opportunities, grounded in what we heard directly from the community.

Through this process, the community focused on identifying what should be protected, what should be strengthened, and where thoughtful change can occur. That includes stabilizing and preserving existing housing, supporting long-term residents, improving safety and connectivity, and guiding new development in ways that align with neighborhood priorities. Just as importantly, this work centers equity -ensuring that future investment benefits current residents and helps address longstanding gaps.

This is not just a vision, it's a framework for action shaped by the people most connected to this community. The next several years will be critical in shaping HBR-MCC's trajectory, and this study will serve as a guide for residents, organizations, and public partners working together to move the neighborhood forward.

Thank you for your time, your perspective, and your continued commitment to HBR-MCC."

Julie Dahlhausen-Hunter
Executive Director

Donna Grigonis-Bailey
Director of Real Estate and Economic Development



Bird's eye illustrative conceptual rendering of HBR-MCC neighborhood recommendations

Executive Summary

This plan reflects extensive input from neighborhood residents and stakeholders over 10 months and outlines a coordinated set of short- and long-term actions to strengthen and preserve neighborhood character, expand housing and commercial opportunity, enhance environmental health, and clarify identity and connections. Overall, residents value the area's historic fabric, walkable scale, and sense of community, while expressing concern about traffic safety, development pressures, environmental conditions, and limited gathering spaces. The recommendations focus on incremental, community and partner-driven change that improves quality of life while maintaining affordability and character.

This plan provides a clear, community-driven roadmap for improving safety, reinforcing character, guiding development, and celebrating the identity of Tremont's Holmden Buhner Rowley - Mentor Castle Clark (HBR-MCC) neighborhood, while building trust, resilience, and long-term neighborhood vitality.

Vision

"The vision for the HBR-MCC Plan is to create a connected and walkable neighborhood that celebrates its historic character and existing businesses, supports affordability, and evolves through community driven change."

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NEIGHBORHOOD ANALYSIS: Overview

HBR-MCC Neighborhood Microplan planning process, led by Tremont West Development Corporation (TWDC), started as a need to preserve the character of the neighborhood while being proactive as new development pressures occur. Conversations with Kent State University's Cleveland Urban Design Collaborative (CUDC) began in Spring 2024, and continued as the organizations collaborated on how best to work with each other.

At the time, CUDC had just begun research work with Case Western Reserve University and Cleveland State University for the City of Cleveland's Climate Action Plan (CCAP). Within the research, CUDC felt there was an incredible opportunity to work with TWDC in relation to the City's decarbonization initiatives, and explore opportunities specific to the HBR-MCC neighborhood. This decarbonization work (outlined in this plan document), utilized Kent State University graduate students studying architecture, landscape architecture and urban design to envision what the neighborhood could look like by 2050 if it actively worked towards decarbonization goals.

The decarbonization work, which included an intensive weekend within the HBR-MCC neighborhood, was led by CUDC staff and helped to kick-start the long-term planning process with TWDC.

The following section provides an overview of documentation and analysis during the subsequent 10-month planning process, beginning August, 2025. Including a history of the area, mapping analysis of existing conditions, and community insight and visions for the area. This analysis is what the planning team used to inform recommendations and conceptual ideas for the long-term vision of the HBR-MCC neighborhood.

Decarbonization Charrette

October 11 - 13, 2024

Each year, Cleveland Urban Design Collaborative (CUDC) faculty and staff work with Kent State Master of Architecture, Urban Design, and Landscape Architecture students on a community design charrette. A charrette is a short, focused design workshop conducted with a community partner.

In Fall 2024, the charrette was held in Tremont's HBR-MCC neighborhood. HBR-MCC is on Cleveland's near west side, bounded by I-490, I-77, the Cuyahoga industrial valley, and the Steelyard Commons shopping center. The charrette identified strategies for reducing greenhouse gas emissions and achieving neighborhood-scale carbon neutrality by 2050. Working with neighborhood residents and local stakeholders, the charrette team explored ways to modify buildings, transportation infrastructure, energy sources, and land use patterns to achieve decarbonization goals through short- and long-term actions. The charrette was part of the Cleveland Regional Decarbonization Framework (CRDF), a multi-disciplinary and comprehensive approach to identify an academically and scientifically rigorous decarbonization and pollution reduction framework for the City of Cleveland, centered in equity and climate justice for low-income and disadvantaged communities, with regional relevance and implications.

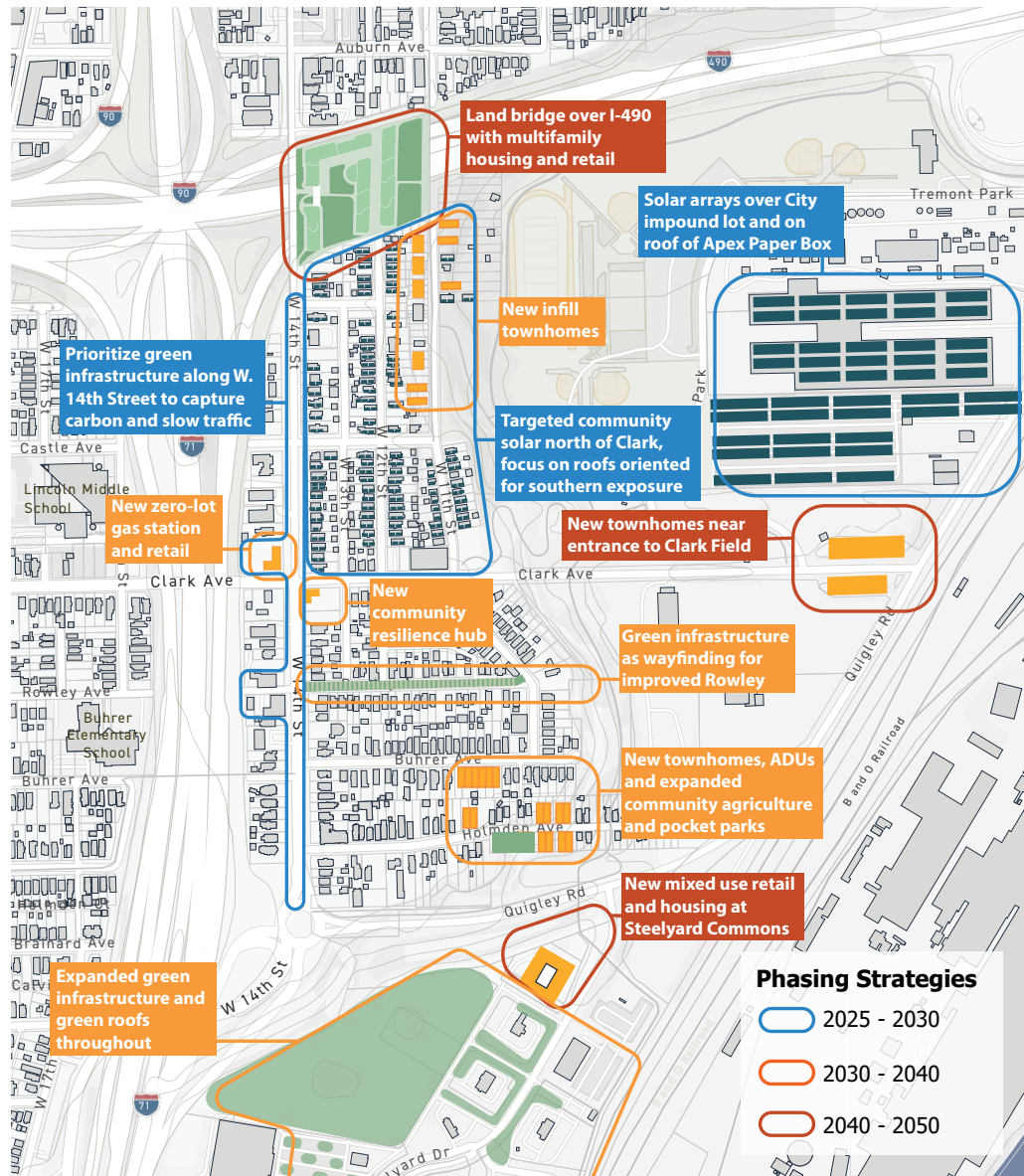
The charrette report was delivered to the client and host of the Charrette, Tremont West Development Corporation, in Fall, 2024.



Decarbonization Charrette Report Recommendations

Community strategies were organized by decarbonization themes, including: general building strategies, housing strategies, open space & nature-based solutions, commercial corridors, and neighborhood connections.

Strategies for future development are broken into 3 phases with timelines: between 2025 - 2030, 2030 - 2040, and finally 2040 - 2050.



Decarbonization Charrette: overall strategies and phasing

History of Area

Tremont and the HBR-MCC Neighborhood

The history of the neighborhood can be defined within four key eras: Establishment & Early History, Industrial Development, Post- Industry Decline, and Modern Reinvention.

Establishment and Early History:

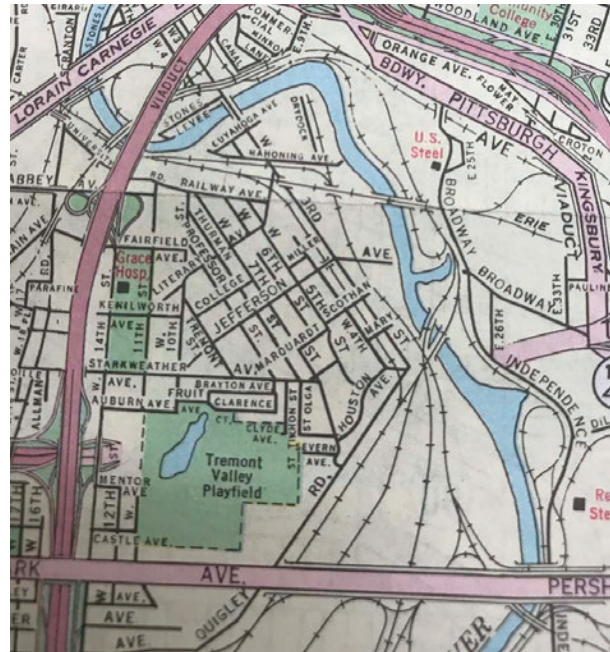
The first Europeans to settle in the area came from New England, seeking tranquility apart from the fledgling city. After an attempt to establish an Ivy League university and a Civil War training camp, a handful of wealthy families occupied the neighborhood, overseeing the construction of the neighborhood's more ornate churches.

Industrial Development:

Cleveland's industrial boom brought a wave of immigrants to the area due to short commutes and smaller, affordable parcels. Wealthier residents moved to the outskirts of the city, as Eastern Europeans and people of other nationalities made the south side their home. Each culture established its own community with every service they could need, separating them from each other.

Post-Industry Decline:

Following WWII, neighborhood population increased, as African Americans and Hispanic residents moved in. However, rapid development of the suburbs and industrial decline in Cleveland led to population decline on the south side. This was further exacerbated when the development of the freeway system cut through Tremont, leveling many houses in the process and dividing the neighborhood into four fragmented areas.



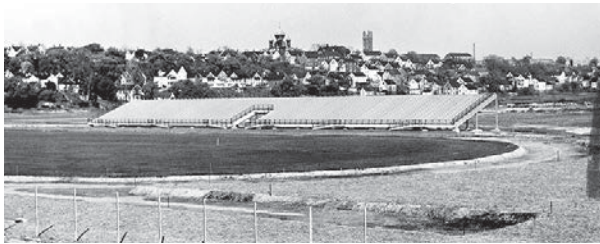
1975 map of neighborhood pre-expansion of I-490. This map shows how connected the HBR-MCC portions of Tremont were disconnected to the northern portion of the neighborhood. This map also depicts that the neighborhood once contained a joint greenspace and small pond.

Modern Reinvention:

Starting in the 1980s, lower costs and available housing drew artists and entrepreneurs to Tremont. Through community events and strategic city improvements, the north side of Tremont has reinvented itself as a cultural hub and a destination in the near west side. However, the scars of industrial decline and the formation of the freeway system have cut HBR-MCC off from new investments. However, there has been a recent development push along W. 14th Street, attracting businesses and services to HBR-MCC.



Clark Avenue bridge crossing over the railroad tracks between Quigley and W. 3rd Street. Tremont History Project.



Clark Field Municipal Stadium. Tremont History Project.



1968: 2635 W. 14th Street. Tremont History Project.



1959: Sohio Gas station at 3100 W. 14th Street, current BP Gas Station. Tremont History Project.



*Ella Grant Wilson
(1854 - 1939)*

“Say it with Flowers” A highlight of Ella Grant Wilson’s legacy in neighborhood and Cleveland.

Ella Grant Wilson (1854 - 1939) was most notably one of Cleveland’s first women entrepreneurs, a florist, whose shop was in the HBR-MCC section of Tremont along W 14th Street. She designed floral arrangements for 18 years for the Chamber of Commerce and Hollenden Hotel. She was able to take her expertise into writing as the Garden Editor for the Plain Dealer starting in 1918. Over time, she collected scrapbooks of Cleveland’s history, and in 1929 she wrote two volumes of her book “Millionaire’s Row,” featuring Cleveland’s famous old Euclid Avenue. Ella’s legacy, while not directly, lives on through a new neighborhood florist, “Urban Orchid” located at 3154 W 14th Street.



Mural on Urban Orchid’s building, paying homage to neighborhood’s history of florists.

Regional Context

The HBR–MCC area occupies the southeastern portion of Tremont and sits at the intersection of several neighborhood, institutional, and regional systems. While geographically close to the rest of Tremont, it is physically separated by major infrastructure, with Interstate 90 forming a strong northern boundary and Interstate 71 defining its western edge. These highways limit direct connections and contribute to a sense of separation despite short distances to nearby destinations.

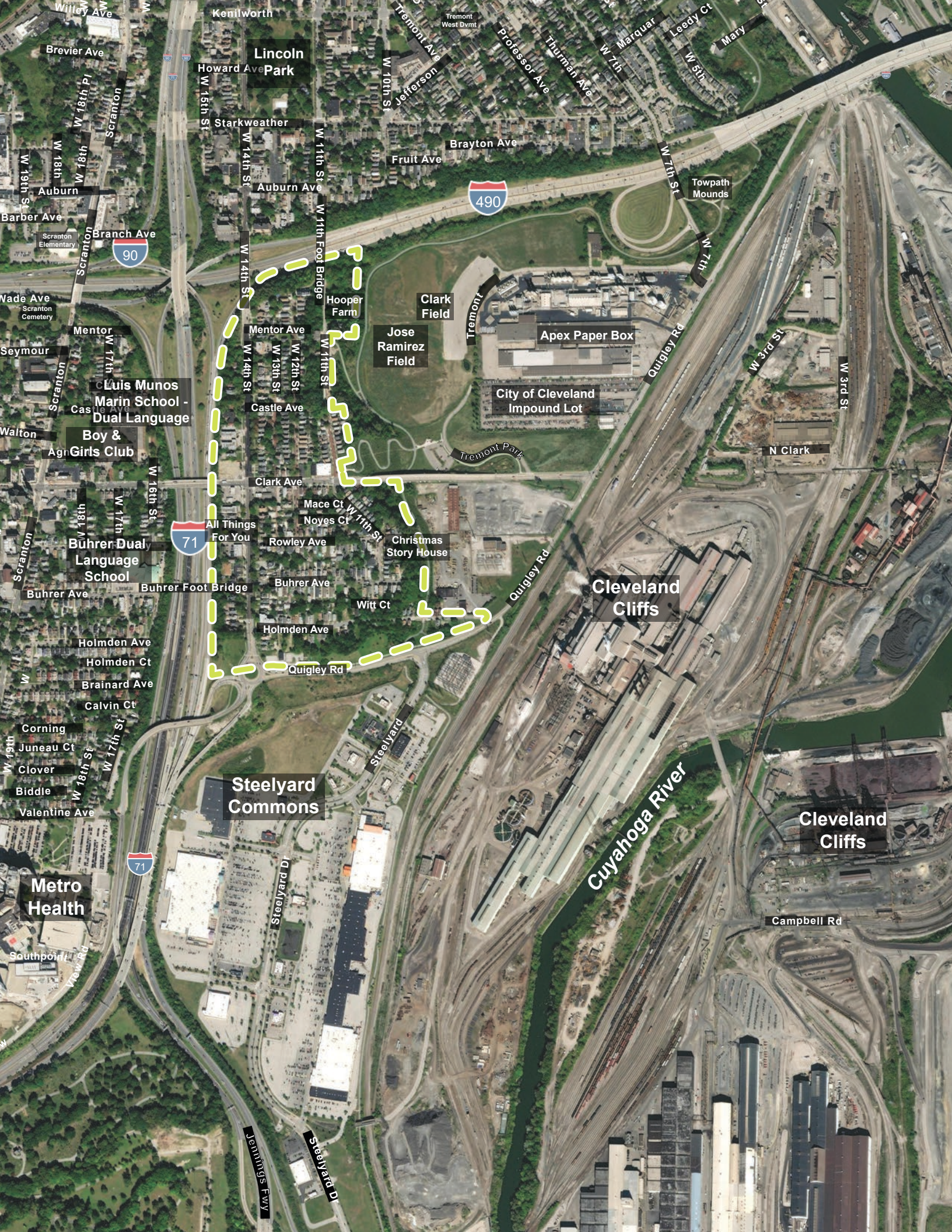
The neighborhood is bordered by a range of significant regional and local anchors. To the east, the Cuyahoga River and its valley define a prominent natural edge, though access is constrained by industrial uses, including Cleveland-Cliffs facilities, that limit direct connections to the riverfront.

To the southwest, the MetroHealth campus represents a major employment and healthcare hub, while nearby schools and the Boys & Girls Club to the west serve as important community assets.

Just south of the area, Steelyard Commons functions as a major regional retail destination, drawing visitors from across the city and region while also influencing traffic patterns, access, and land use at the neighborhood scale.

Topographically, the neighborhood sits on elevated terrain overlooking the Cuyahoga River Valley, creating strong visual connections to surrounding landscapes and reinforcing its relationship to the broader region.

Access to many of these amenities is largely car-dependent. Pedestrian, bicycle, and transit connections exist but are often indirect or uncomfortable, shaped by priorities of vehicular access.



Lincoln Park

490

90

71

Cleveland Cliffs

Cleveland Cliffs

Steelyard Commons

Metro Health

Cuyahoga River

Howard Ave

Brayton Ave

Branch Ave

Fruit Ave

Auburn Ave

Apex Paper Box

Jose Ramirez Field

Clark Field

Luis Munos Marin School - Dual Language

Boy & Girls Club

Buhrer Dual Language School

City of Cleveland Impound Lot

Clark Ave

Mace Ct

Noyes Ct

Rowley Ave

Christmas Story House

Buhrer Ave

Witt Ct

Holmden Ave

Quigley Rd

Steelyard Dr

Steelyard

Campbell Rd

Jennings Fwy

Steelyard Dr

Brevier Ave

W 18th St

W 18th St

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Neighborhood Context

HBR-MCC neighborhood is a primarily residential area occupying the southeast portion of Tremont. It is within close proximity to regional assets, while there are a few neighborhood businesses and industries within the HBR-MCC boundaries as well.

Well-known local businesses within the area include Clark Bar, All Things for You, The Rowley Inn, Terrapin Bakery, Urban Orchid Floral Shop and Miggy's Auto Repair Shop. Other businesses and industries include the Aircraft Plating Corporation and the tourist destination Christmas Story House, which draws a lot of people, especially in the winter months.

Current Building Use:

Overall, existing building uses include residential uses within interior blocks, and higher-intensity uses along major corridors and edges.

Two-family and multi-family housing dominate much of the neighborhood, reflecting the prevalence of the Cleveland Double typology. Higher-density residential buildings are more common along West 14th Street. Commercial and industrial uses are similarly concentrated along major streets, near Clark Avenue, and adjacent to highway and rail infrastructure.

Industrial buildings located south and east of Clark Field are adjacent to residential blocks, creating abrupt transitions in scale and use that are only partially addressed through existing buffers. Open space is limited. Clark Field functions as the area's largest open space, though it is underutilized with minimal amenities and restricted access.

The area also contains specific exceptions that complicate the residential fabric. The House from A Christmas Story, for example, operates as a commercial and tourist destination within a predominantly residential block, introducing visitor activity and parking demand that differ from surrounding uses. Additionally, a noticeable number of short-term rentals are distributed throughout the area, particularly within residential buildings. While these uses are residential, they introduce a different pattern of occupancy that can affect neighborhood stability and housing availability.

Finally, clusters of vacant and underutilized parcels, especially along Holmden Avenue and West 11th Street, stand out within this otherwise built-out area.

- Residential - Single Family
- Residential - Two family
- Residential - Multi Family
- Business
- Short-Term Rental
- Industrial
- Other



Clark Fields

**Aircraft
Plating Corp.**

**Miggy's
Auto**

House from a Christmas Story

All Things for You

Terrapin
Urban
Orchid

Sunoco

Clark
Bar

Rowley
Inn

Charity
Freewill
Baptist

Buhrer Ave

Holmden Ave

Quigley Rd

B and O Railroad



0 200 400 Feet

Map created by the Kent State University Cleveland Urban Design Collaborative

Data Source : ESRI and Community Maps contributors, The city of Cleveland, Cuyahoga County, Ohio Rail Development Commission, Open street map, Microsoft, Tom Tom, Garmin, SafeGraph, GeoTechnologies, NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS.

Steelyard Commons

Zoning & Vacancy

The area contains a diverse mix of zoning districts within a compact footprint, creating a layered urban condition shaped by housing, commerce, industry, and open space. This mix presents opportunities to strengthen neighborhood character, improve environmental conditions, and guide reinvestment in ways that align with existing zoning code.

Two-Family Residential (TF):

A two-family residential zoning code defines a district allowing detached buildings containing exactly two separate, independent dwelling units (such as duplexes or stacked flats) on a single lot, often allowing for conversions of older, large homes to extend their economic life. This gives the opportunity to support the preservation and reinvestment in historic housing stock. Within HBR-MCC, this zoning code applies to the majority of the neighborhood.

Multi-Family Residential (MF):

Multi-family residential zoning is a land-use classification allowing multiple separate housing units within a single building or on a single parcel of land. It governs structures like duplexes, townhomes, and apartment buildings, setting standards for density, height, and parking. Most of this zoning occurs along West 14th Street, allowing for higher-density housing and other supporting uses. This zoning supports new development or adaptive reuse that can expand housing options, improve affordability and reinforce walkability and transit access for the area.

The Local Retail Business (LR) and Limited Retail Districts:

LR zoning defines areas, designated for small-scale commercial establishments.

A Limited Retail District is a zoning designation designed to restrict land use to low-intensity, neighborhood-oriented retail and service businesses, often encouraging pedestrian-friendly, planned redevelopment. It prohibits higher-intensity, automotive, or noxious uses found in general business districts to protect surrounding residential areas. These designations occur along Clark Avenue, and the southwest corner of West 11 Street and Rowley Avenue.

Open Space and Recreation (OSR):

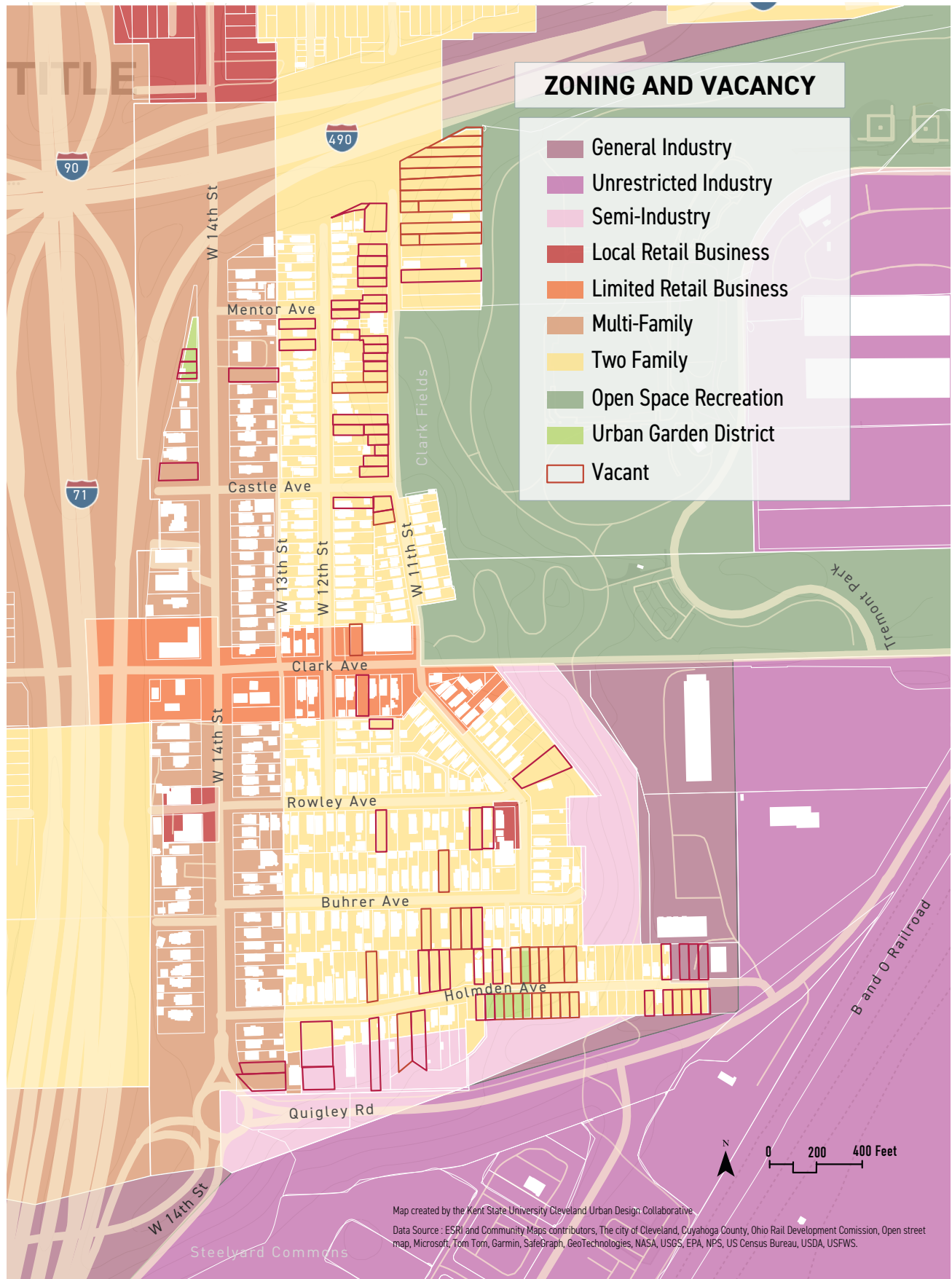
OSR zoning districts designate land for public parks, natural areas, and recreational facilities, aimed at protecting environmental resources, providing leisure opportunities, and enhancing scenic value. Clark Field is the predominant space with this zoning.

The Urban Garden Districts:

The Urban Garden District was established in the City's Zoning Code as a way "to ensure that urban garden areas are appropriately located and protected to meet needs for local food production, community health, community education, garden-related job training, environmental enhancement, preservation of green space, and community enjoyment on sites for which urban gardens represent the highest and best use for the community." Within HBR-MCC, these designations are along Holmden Avenue and the northern western side of West 14th Street, across from Mentor Avenue, supporting urban agriculture, community gardens, and open-space uses.

Vacant and underutilized parcels:

Mostly clustered along Holmden Avenue and West 11th Street, vacant and underutilized parcels present opportunities across multiple zoning districts.



Mobility Network

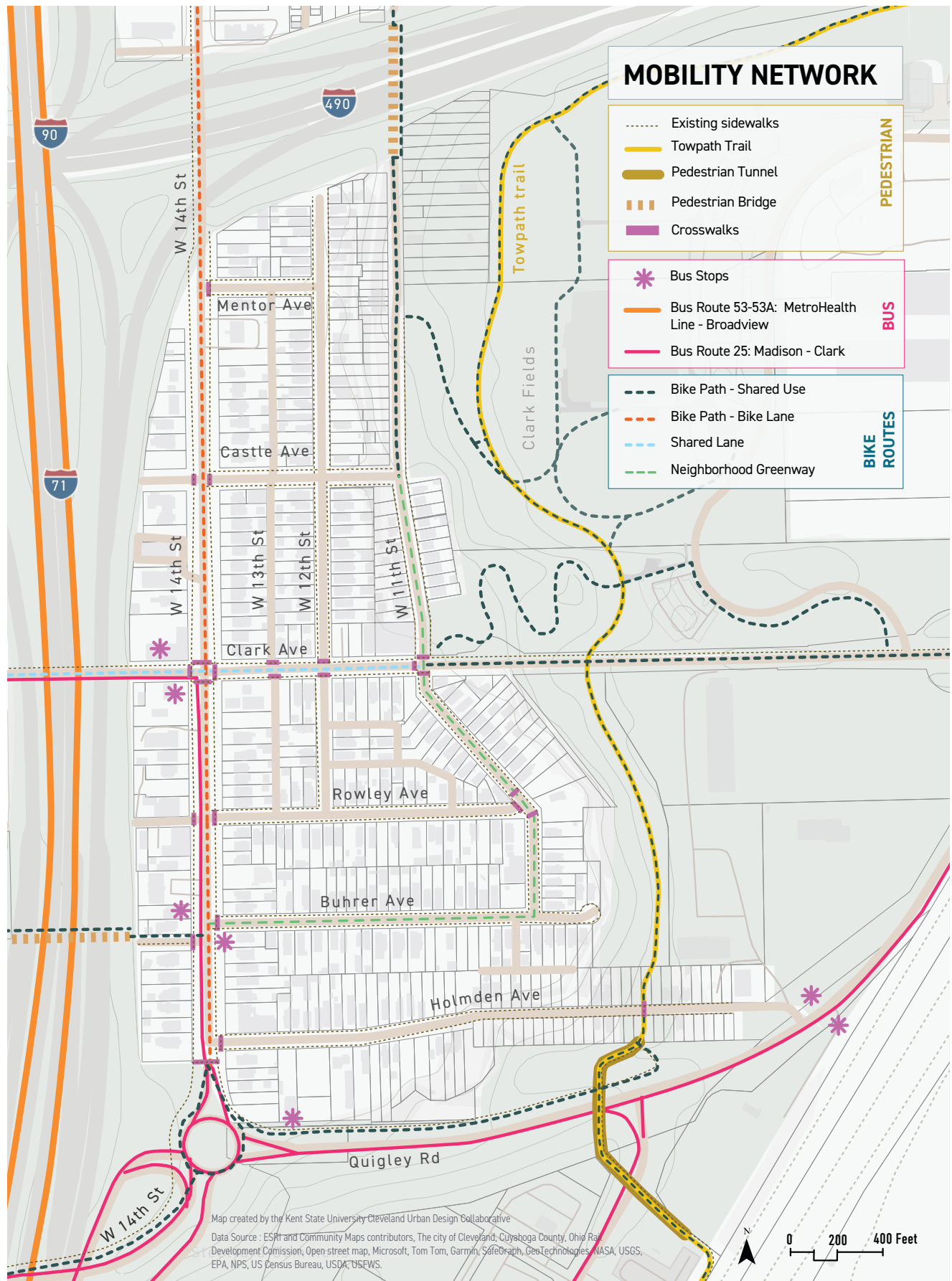
The area's current street grid supports short travel distances and neighborhood-scale movement, but mobility conditions vary significantly by mode. Major corridors such as West 14th Street and Clark Avenue carry the highest volumes of vehicular traffic and function as primary routes for transit, freight, and regional access, while smaller residential streets support local circulation. This structure creates clear movement hierarchies but also introduces barriers for pedestrians and cyclists along busier streets.

Transit service is concentrated along West 14th Street and Clark Avenue, with bus routes providing direct connections to nearby neighborhoods, employment centers, and regional destinations such as MetroHealth and Steelyard Commons. While transit access is present, the spacing of stops and the quality of pedestrian connections to them are inconsistent. In several locations, sidewalks, crossings, and street conditions make access to transit less intuitive or comfortable, particularly for residents moving between interior residential blocks and corridor stops. These conditions limit the area's ability to fully capitalize on existing transit service.

Active transportation infrastructure includes on-street bike routes, shared lanes, neighborhood greenways, and proximity to the Towpath Trail. The Ohio and Erie Canal Towpath Trail is a major regional asset, but its connections to surrounding streets and destinations are not always direct or clearly legible. On-street bicycle facilities exist but are fragmented, especially near industrial areas and major intersections, reducing comfort and continuity for everyday cycling.

Pedestrian infrastructure is generally present, with sidewalks throughout most of the area, but conditions vary. Longer block lengths, wide streets, and limited crossings along major corridors create challenges for safe and convenient access, particularly where residential areas meet industrial uses. As a result, physical proximity does not always translate into ease of movement.

Overall, the transportation network provides a strong foundation through transit access, a connected street grid, and regional trail proximity. However, targeted improvements to pedestrian safety, bicycle connectivity, and access to transit, especially along West 14th Street and Clark Avenue, could significantly enhance mobility, support existing land uses, and strengthen the area's potential for transit-supportive development.



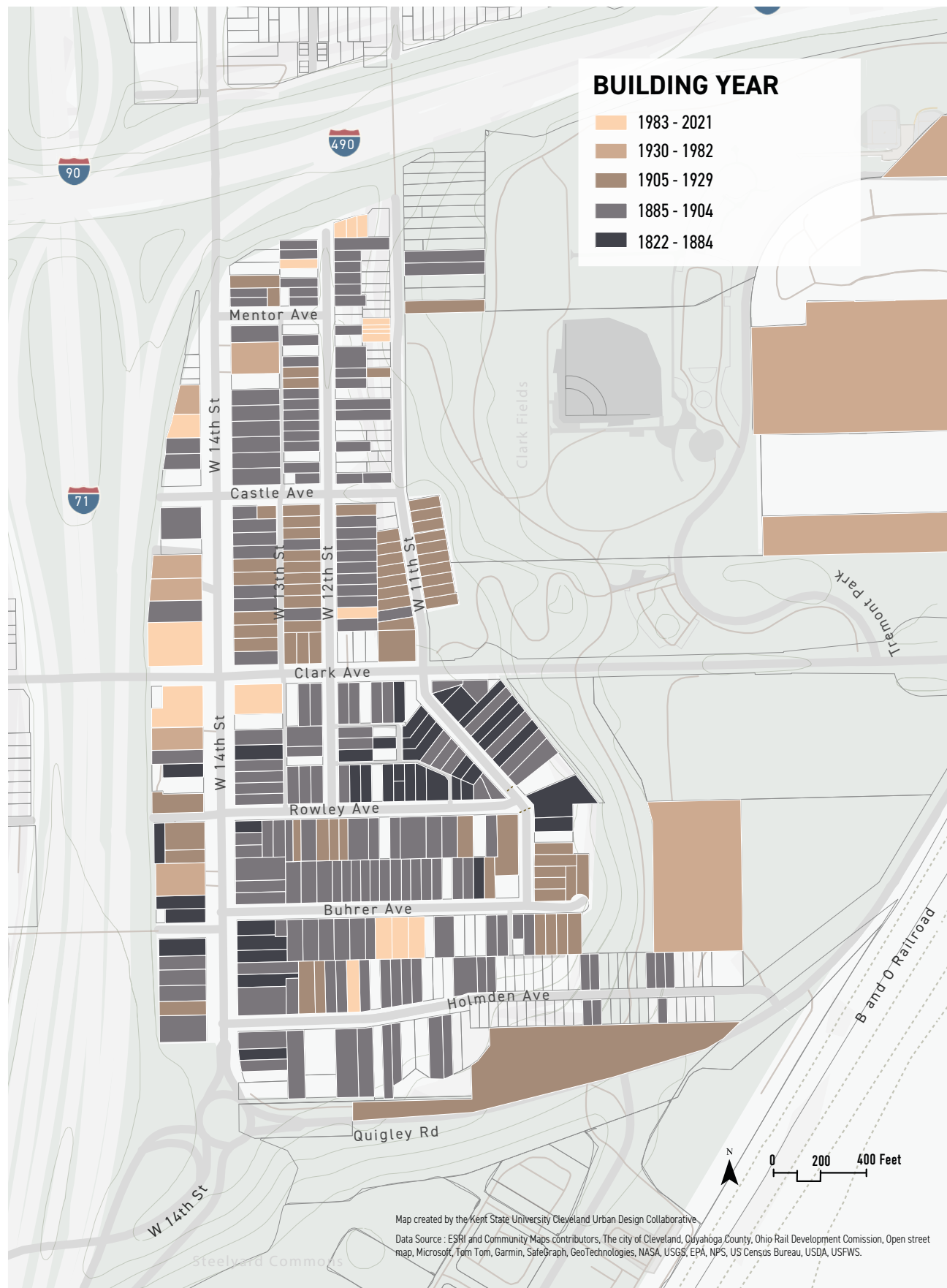
Building Age & Development Patterns

The age of buildings in the area reflects a layered development history shaped by early residential growth, industrial expansion, and more recent reinvestment. Most structures were built before 1930, particularly within interior residential blocks, reinforcing the historic character of the neighborhood and the prevalence of traditional housing types, such as two-family homes (Cleveland Doubles). These older buildings form the physically small scale and character patterns of the area.

Buildings constructed between 1905 and 1929 are especially concentrated throughout residential streets, closely spaced and oriented toward the street, supporting walkability. While many of these buildings remain, their age also suggests a continued need for maintenance and thoughtful rehabilitation.

Newer construction is limited and appears primarily along major corridors and within larger parcels, including close to Clark Avenue and West 14th Street. Buildings constructed after 1980 are often larger in footprint and differ in materials from the surrounding historic fabric, highlighting shifts in development patterns over time. These newer structures point to areas where redevelopment pressure has already occurred and where future change may be more likely.

The contrast between older residential blocks and newer corridor and edge development highlights both stability and transition within the area. While the historic building stock contributes strongly to neighborhood identity, it also raises questions about long-term housing quality, adaptability, and energy performance. At the same time, the limited amount of recent construction suggests opportunities for carefully scaled infill and adaptive reuse that respect existing character while accommodating change.



Property Survey

2023

The City of Cleveland, in partnership with the Western Reserve Land Conservancy, conducted a comprehensive city-wide property survey evaluating nearly 163,000 parcels. The property survey provides insight into the physical state of buildings across the area and helps illustrate how investment, disinvestment, and maintenance patterns align with earlier observations about land use, building age, and mobility.

Overall, most properties fall within Good (B) and Fair (C) categories, suggesting a building stock that is largely stable but uneven in quality and condition.

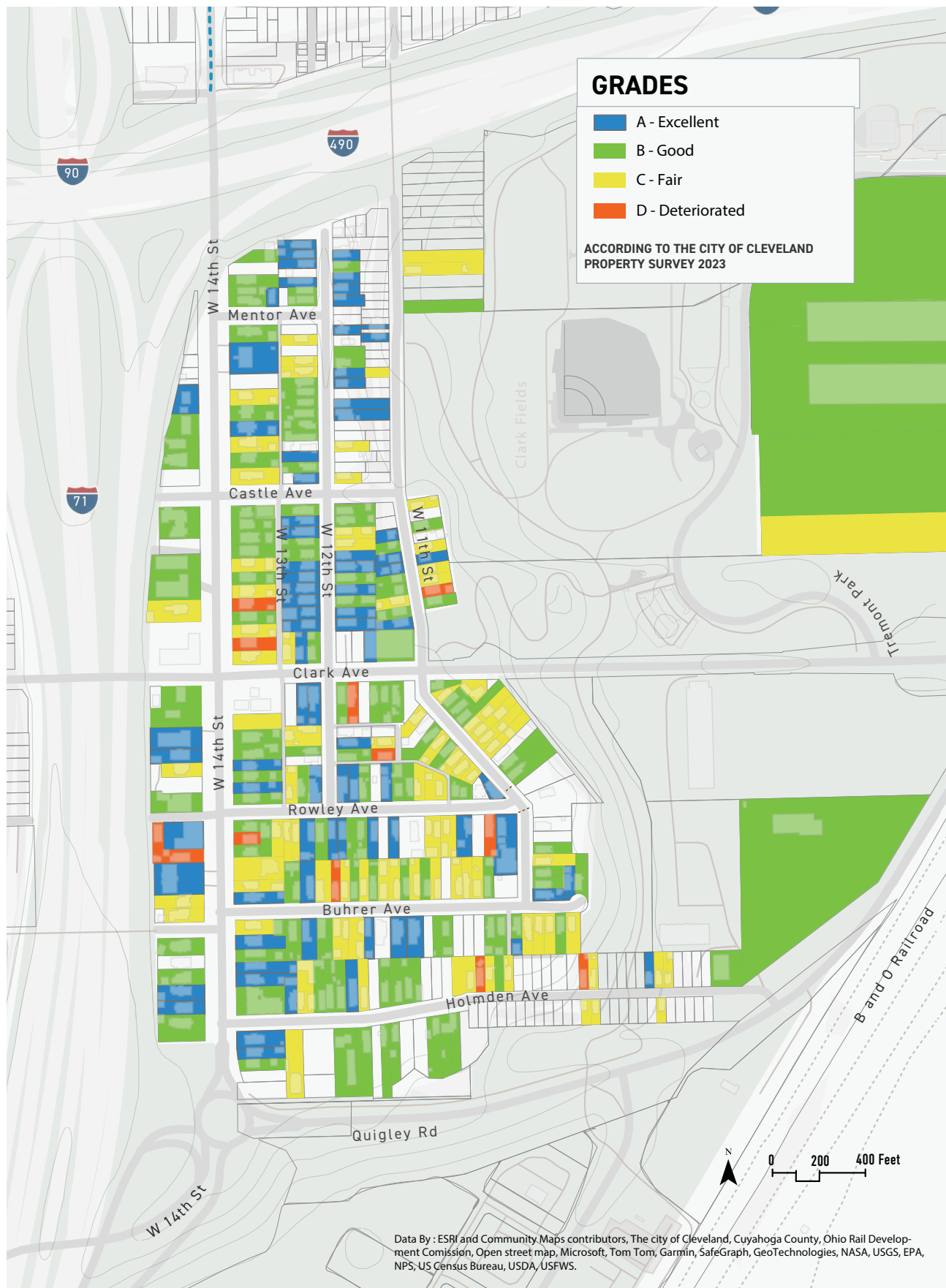
Properties rated Excellent (A) represent buildings in strong physical condition, often reflecting recent renovation, new construction, or consistent maintenance. These properties are more frequently found along major corridors and in areas that have experienced recent reinvestment, reinforcing patterns of targeted improvement rather than widespread redevelopment.

The Good (B) category makes up a significant portion of the area and includes buildings that are generally well maintained but may show minor wear or aging. Many of these properties are older residential structures that continue to function well, highlighting the durability of the existing housing stock and the importance of ongoing maintenance to preserve neighborhood character.

Buildings rated Fair (C) show visible signs of aging or deferred maintenance but remain structurally sound. These properties are common throughout residential blocks and represent key opportunities for rehabilitation and reinvestment. Targeted improvements in this category could have a meaningful impact on overall neighborhood conditions without requiring full redevelopment.

A smaller number of properties are classified as Deteriorated (D), indicating significant physical decline and potential safety or habitability concerns. These buildings are often clustered near industrial edges or on blocks with higher vacancy and disinvestment. While limited in number, they represent critical intervention points where repair, reuse, or redevelopment could improve both property conditions and surrounding block stability.

Taken together, the survey suggests that the area is not experiencing widespread decline, but instead reflects a pattern of uneven investment. When viewed alongside building age, zoning, and mobility conditions, the property grades highlight opportunities to prioritize rehabilitation, support long-term residents, and focus public and private resources where they can reinforce existing strengths while addressing areas of greatest need.



Tree Canopy & Environmental Conditions

Tree canopy coverage in the area is uneven. Canopy is more prevalent within some interior residential blocks and near established parks, while major corridors, industrial areas, and large parcels exhibit significantly lower coverage. This distribution reinforces environmental disparities across the area and shapes everyday experiences related to shade, comfort, and air quality.

Residential streets with older housing stock tend to have more consistent tree canopy, often resulting from mature street trees and private yard planting. These areas benefit from reduced heat exposure, improved stormwater absorption, and a stronger neighborhood character. However, even within residential blocks, canopy coverage varies, reflecting differences in maintenance, vacancy, and reinvestment over time.

Along major corridors such as West 14th Street and Clark Avenue, tree canopy is noticeably limited. Wide streets, higher traffic volumes, and a greater concentration of commercial and industrial uses contribute to sparse planting and fewer continuous canopy conditions. These gaps reduce pedestrian comfort and amplify heat and air-quality impacts, particularly in areas that already experience higher levels of activity and exposure.

Industrial areas and large infrastructure zones show the lowest levels of tree canopy, reinforcing hard edges between employment uses and nearby residential blocks. In these locations, limited vegetation reduces opportunities for environmental buffering and contributes to increased heat, noise, and air-quality impacts.

Clark Field, while one of the few open spaces in the area, also contains limited tree canopy, reducing its effectiveness as a cooling and buffering resource.

The tree canopy pattern highlights opportunities not only for new planting but also for improved maintenance and long-term stewardship.



Demographics

Understanding demographics as statistical data characterizing human populations, such as age, income, education, and location, is used to identify specific market or societal trends. The U.S. Census Bureau is the most common data set. This is used to analyze population changes to inform marketing, urban planning, and policy decisions.

The HBR-MCC planning process used ESRI Business Analyst data, which geolocates U.S. 2020 Census data specific to HBR-MCC.

Population At a Glance

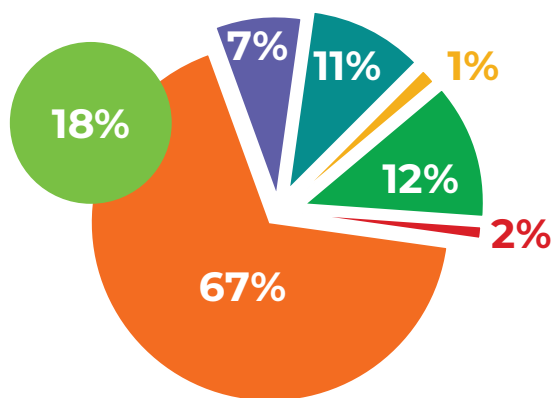
The HBR-MCC neighborhood houses just over 900 residents, with a diverse mix of primarily white, black and Hispanic residents within the community.

At-risk populations are groups with a higher likelihood of experiencing poor health, safety, or economic outcomes due to factors like age, disability, socioeconomic status, or marginalization. They often need additional assistance before, during, or after emergencies regarding medical care, communication, and transportation. Within HBR-MCC, this includes seniors (individuals ages 65+), households with at least 1 person with a disability, and households with no vehicle. The HBR-MCC neighborhood has on average has a slightly smaller percentage of seniors (12%), compared to Cleveland's 15%. The percentage of HBR-MCC households with at least 1 person living with a disability (25%) is significantly higher than Cleveland's 17%. And finally, the HBR-MCC percentage of households with no vehicle (33%), is higher than Cleveland's 23%. This data indicates a need for continued access to transportation, and taken with housing age on the following page, housing accessibility upgrades.



Total Population

928



Race and Ethnicity

67% White	2% Asian
12% Black	1% Native American & Pacific Islander
11% Multiple Races	
7% Other Races	
	18% Hispanic

At Risk Population



Seniors
12%



Households with 1+ person with disability
25%



Households with no vehicle
33%



**Total
Households
446**



**Median
Home Value
\$203,289**

**Average
Household Size**

2.08

Families

152

Median Age

34.6

**Median
Household
Income**

\$56,177

**Median
Rent**

\$944

**Home
Ownership**

38%

**Homes built
prior to 1939**

72%

Household Information

The U.S. Census Bureau defines a household as all people who occupy a single housing unit, whether related or unrelated.

Household size within HBR-MCC is averaged at 2 people per household, with approximately 446 households and 152 families.

The median household income is just over \$55,000, which is on the lower side when compared to Tremont neighborhood as a whole, which has a median household income range between \$55,000 - \$73,000. HBR-MCC home ownership is right around 38%, higher than Tremont's 30% home ownership rate. The median rent in the area is just under \$1,000/ month.

Almost 3/4 of homes in the area were built prior to 1939 and can be considered historic. The median home value is just over \$200,000, which is less than the median home value for Tremont (\$300,000 - \$465,000). This is likely because much of the HBR-MCC home stock is historic workforce housing for nearby industries in the early 20th century.

Retail Market Potential

As this planning process examines future developments and needs of the neighborhood, the planning team additionally examined the retail potential within the neighborhood, based on current consumer spending patterns. Like the demographic data, this data was pulled from ESRI Business Analyst.

Market Potential Index (MPI)

MPI measures the relative likelihood of adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S.

The HBR-MCC planning process took ESRI Business Analyst data, which geolocates U.S. 2020 Census data specific to HBR-MCC. "These data points are based on the national propensities to use various products and services, applied to local demographic composition. Usage Data were collected by MRI-Simmons in a nationally representative survey of U.S. households."

Within HBR-MCC, high retail market potential exist for the following consumer base: dining (restaurants, fresh food, and convenience stores), apparel, home improvement, and entertainment.

Dining and Food (by household)

Restaurants (in past 6 months)

71% Went to a Family Restaurant

92% Went to Fast-Food Restaurant

15% Ordered restaurant / fast-food delivery

Grocery (in past 6 months)

93% Used Bread

73% Used Chicken (fresh or frozen)

88% Used fresh fruit or vegetables

80% Used fresh milk

Convenience Store

71% Shopped at convenience store in past 6 months

13% Bought brewed coffee in last 30 days

45% Bought gas in last 30 days

27% Spent \$100+ in last 30 days

Apparel (past 1 year)

- 62%** Bought men's clothing
- 50%** Bought women's clothing
- 75%** Bought shoes

Home Improvement in the past 1 year (households)

- 27%** Did home improvement
- 26%** Maid/ professional cleaning service
- 23%** Purchased low ticket furnishing
- 25%** Purchased high ticket furnishing
- 23%** Purchased small appliance
- 16%** Purchased large appliance

Entertainment

- 55%** Attended movie in past 6 months
- 12%** Went to live theatre in past year
- 22%** Went to bar or nightclub in past year
- 13%** Gambled at a casino in past year
- 18%** Visited a theme park in past year
- 18%** Played (console) video or electronic game in past year
- 10%** Played (portable) video or electronic game in past year

Reading

- 17%** Bought digital book in past year
- 27%** Bought hardcover book in past year
- 33%** Bought paperback book in past year
- 7%** Read paper daily newspaper
- 55%** Read digital newspaper in past month
- 88%** Read magazine (paper or digital) in past 6 months



STAKEHOLDER ANALYSIS

Used as a basis for recommendations, the following is an overview of community engagement throughout the 10-month planning process.

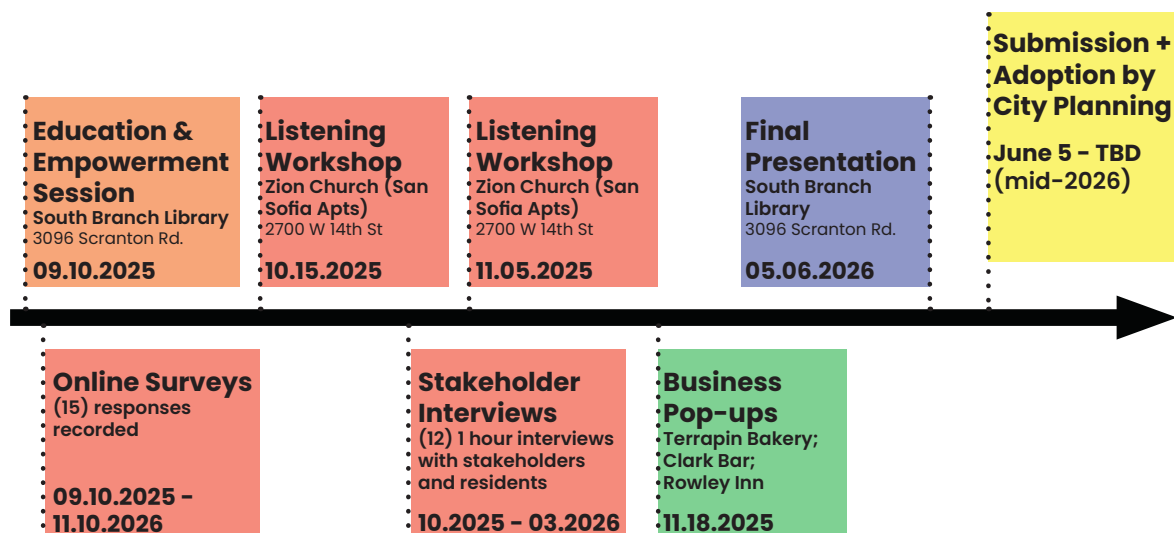
Types of Engagement:

Flyering & Documentation:

At the beginning of the planning process (and before the Decarbonization Charrette), CUDC staff walked the HBR-MCC Neighborhood(s) to document existing conditions and flag opportunities.

Education & Empowerment Session:

The first community meeting was informative for residents and stakeholders, laying out city initiatives like the 15-minute city, community land trusts, and historic districts in order to get an initial reaction and share resources that already exist within the neighborhood.



Participatory planning and engagement process timeline

Listening Workshop(s):

These sessions allowed the planning team to have active conversations around opportunities for the neighborhood, including what types of businesses and housing are wanted and increasing multi-modal transportation within the area.

Online Surveys:

In fall 2025, an online google form was created to capture comments from individuals who were not able to attend in person events. 15 responses were collected within a 2 month window.

Business Pop-ups:

In November 2025, CUDC staff popped-up at (3) businesses (Terrapin Bakery, Clark Bar, and Rowley Inn) and spoke to customers, and business owners to understand their needs and wants within the neighborhood.

Stakeholder Interviews:

The planning team conducted virtual and in-person interviews with residents and Cleveland area stakeholders and community partners. These (12) separate interviews were hour-long conversations with diverse perspectives on how the neighborhood has evolved and visions for the future within and around the area.

Final Community Meeting:

The final community meeting held in May 2026, allowed the planning team to present the plan, share next steps, and overall celebrate everyone who had participated throughout the 10-month process, with a meal from a local restaurant.



Overview of What We Learned from Community

Through each of the different ways we engaged with the HBR-MCC community four themes emerged:

- Safety and Connectivity
- Housing and Commercial Opportunities
- Greenspace and Environmental
- Branding and Wayfinding

Within each theme identified, the community commented on what they want to see and existing conditions that could be improved.

Safety and Connectivity:

Overall Comments:

- Speed/ traffic concerns around Clark Avenue, and Quigley Road roundabout
- Desire to look at street calming measures and traffic counts that could justify street calming (especially on West 14 Street)
 - Look into: bump-outs, median opportunities, speed tables, and changing speed limit from 35 to 30 MPH
- Desire for a neighborhood identity (Tremont South, etc). This could support and identify this portion of Tremont
- Look at better crosswalk opportunities at key anchors:
 - Clark Avenue (to Ohio & Erie Canal Towpath Trail and Jose Ramirez Field), Quigley Road(on grade towpath?)

Opportunities per Corridor:

Opportunities for West 14 Street:

- Desire for traffic calming
- Branding improvements

Opportunities for Clark Avenue:

- Traffic calming, increased street trees

Opportunities for Rowley Avenue:

- Increased tree canopy, traffic calming
- Some interest in exploring what a partial street closure/ festival street could look like here
- Discourage street as a cut-through

Opportunities for Ohio & Erie Canal Towpath Trail connector (Tunnels under Quigley and in Steelyard Commons):

- Tunnel are viewed as dangerous, and many residents do not use them, however with the speed of traffic on Quigley, it is unclear if an on-street crossing would be safe)
- Increased signage for the trail is desired

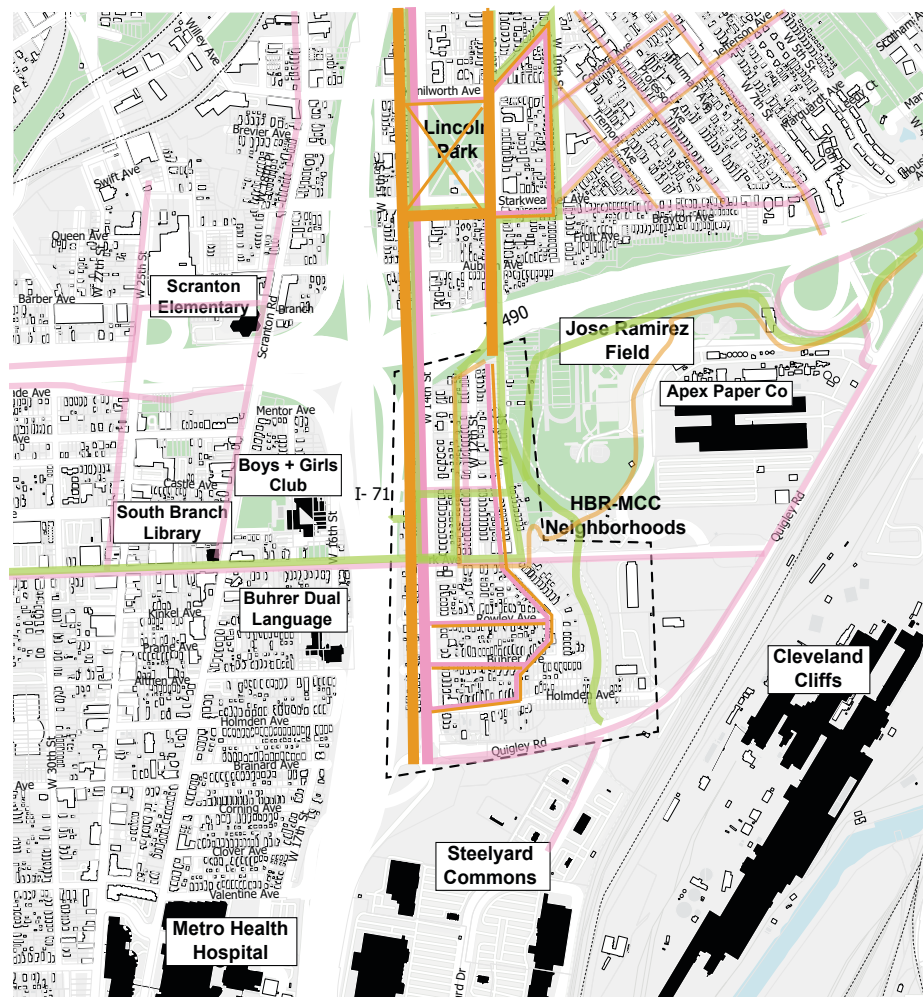
Solicited Feedback - How people travel in and around neighborhood:

As part of community workshops, the planning team asked attendees how they get around within and outside of the neighborhood, focusing on walking, biking, and taking a car as forms of mobility.

Most workshop participants indicated that they travel mainly by driving, especially to destinations outside of the neighborhood. Some participants indicated a need for better bike infrastructure, while others indicated using the Towpath, particularly north of Clark Avenue, to connect to the region's recreational activities with the river and lakefront.

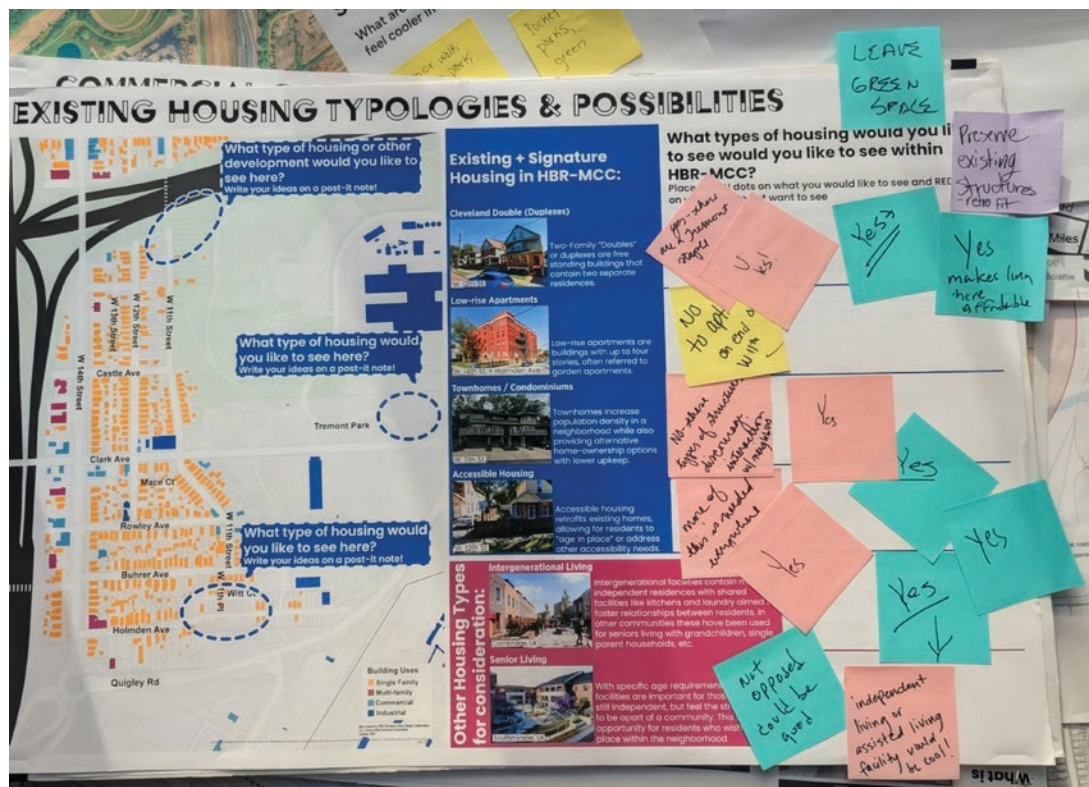
Where/ How do you travel within Tremont?

Compiled 2025 responses of where individuals **WALK** + **BIKE** + **DRIVE** within the neighborhood



Housing Overall Comments:

- Desire from residents to keep the neighborhood affordable
 - Potential to work with Cleveland Housing Network (CHN) (Saint Micheal given as a great example of using existing building for affordable senior housing)
 - Opportunity to look into homesteading/ advocacy for neighborhood preservation, stability, and community connections
 - Discourage partners to not tear down properties and replace with a vacant lot
 - Priority of retrofitting what we already have to avoid new build.
- neighbors, while having a lesser maintenance burden for aging housing stock).
 - Discussion around intergenerational models was positive
 - Confusion exists around development opportunity sites listed (along Quigley Road, West 11 Street and West 14 Street). These sites selected based on current zoning and contiguous properties.
 - Rich historic neighborhood – our plan should document and compile everything we have heard and gathered from residents.



- There is an understanding that AirBnB's and other short-term rental properties exist within the neighborhood, there is a preference for owners to understand the character of the neighborhood.
- Overall desire for single family homes, and townhomes, with some indication of people wanting multifamily, condos, and senior living facilities when considering new construction.
- Do not want to see a replica of Duck Island happen in this portion of Tremont, where large residential development came in, with little consideration to exiting housing character of neighborhood.

Historic Districts Overall Comments:

- Desire to have more protection against historic homes being demolished.
- Desire to place a historic district along West 14 Street
 - Based on building character discussions with residents – they would like to preserve existing history of the neighborhood
- There is hesitation with tax increase implications
- Cleveland's Landmarks Commission indicated that if this is something to move forward, we should compile general guidelines and the Commission can support an application (after final recommendations are given)

Housing Characteristics:

- Should encourage street presence "front door" on main street for new development
 - Want to see space for green space/ front porch
- Overall association of new housing developments that have had little input from current residents, leading to mistrust.

- Low-rise apartment buildings and condos were less desirable for residents, however there is a preference to keep character of neighborhood, so if they matched more historic characteristics they may be okay.
- Consensus around the Cleveland Double as the most recognizable housing typology within the neighborhood – would like to see that typologies' character replicated:
 - Front porch, small lawn space/ encouraged landscaping with little space that may be available, parking tucked behind housing/ on-street

Housing and Commercial Opportunities Overall Comments:

- Opportunity to look into consolidated parking options?
- People shop at Steelyard Commons to fill need, would prefer options more integrated in neighborhood
- Restaurants and places to congregate are desired
- Large need for a community gathering space
 - Conversation around having mixed senior housing with book store/ coffee/ icecream/ space with a shared community room

Housing and Commercial Opportunities per corridor:

Opportunities for West 14 Street:

- Desire for historic typology of housing, mixed-use commercial (storefront with residential above)
- In general desire for more retail on West 14 Street is desired



Opportunities for Clark Avenue:

- Interest in exploring green technology industries
- Want to see additional retail (not another gas station)
- Restaurants – local like a hot dog stand or donut shop – something to compliment existing businesses and Clark Field

lots be turned into reflection/ passive green spaces

Branding and Wayfinding:

Overall comments:

- Desire of expanded wayfinding/ signage throughout the neighborhood at key anchors (Jose Ramirez Field, Towpath, Rowley Inn, Terrapin, etc)
- Desire to have historical markers at key sites in the neighborhood (Terrapin, referencing historic flower shop, etc)

Opportunities for Rowley Avenue:

- Housing improvements/ programs

Greenspace and Environment:

Overall comments:

- Desire for green spaces within the neighborhood, i.e. could some vacant

RECOMMENDATIONS

This section lays out recommendations within an Implementation Strategies Matrix divided into the four recurring themes heard throughout the planning process:

- Neighborhood Connections and Safety,
- Housing and Commercial Opportunities,
- Greenspace and Environment,
- Branding and Wayfinding

Recommendations for each theme are organized with a delineation of whether it's a **quick win**, lower effort and cost, or a **big bet**, higher effort and cost, included is the approximate cost and time frames for each strategy.

Recommendations are based on design and policy strategies that could be applied to specific comments, concerns, and implementation opportunities brought up throughout the planning process.

Strategies are listed in no particular order. The Implementation Strategies Matrix and Recommendations outlined within this document are meant to be a living document, in that they should be prioritized and re-tooled as dynamics with partners and funding sources shift.

Implementation Approach

A balanced implementation approach will be phased, combining quick win projects with longer term capital efforts to demonstrate momentum while remaining on target for big bets. Leadership roles are suggested for TWDC, City departments, Cleveland Metroparks, block clubs, and other stakeholders and partners. Funding strategies range from short term investments (\$) to larger capital projects (\$\$\$-\$\$\$\$\$), with an emphasis on grants and continued partnerships to leverage local dollars and other community projects and priorities.





Implementation Strategies Matrix

		\$ Under \$10,000		\$ \$ \$10,000 - \$100,000		\$ \$ \$100,000 - \$1M		\$ \$ \$ \$ Over \$1M		Approximate timeframe to complete project							
		Quick Wins: Lower Effort/ Low Cost	Big Bets: High Effort/ Higher Cost											Lead Agency	Partner Agencies	Potential Funding Source(s)	
Goals	W 14 St.	*		\$						3 months		City should conduct traffic counts		City Division of Streets	City Council Representative	City of Cleveland Division of Streets operating budget, City Capital Improvement Program (CIP), Northeast Ohio Areawide Coordinating Agency (NOACA) technical assistance planning funds	
		*								3 months		City to work with TWDC and business owners to determine best places for mobility hubs (for electronic scooters) Potential places: in front of Terrapin, in front of Manhattan apartment building, when new gas station is built, etc		City Division of Streets	TWDC, business owners	City able to deploy quickly	
				\$ \$						3 months - 2 years		Quick build opportunities: like restriping with painted bump-outs, delineators, increased visibility of pedestrian crosswalks ect		City Division of Streets	TWDC, City Council Representative	CMAQ (Congestion Mitigation and Air Quality Improvement (CMAQ) Program)	
		* *		\$ \$ \$ - \$ \$ \$ \$						3 - 5 years (needs to have City approval and funding before it goes to bid as real implementation project)		Traffic calming: landscaped bumpouts, increased tree canopy and maintenance (Superior Ave a good case study for this street as a		City Division of Streets	TWDC, City Council Representative	target grant opportunities: Safe Routes to School National Partnership infrastructure funds, ODOT Safety Program, Better Streets (Bike Cleveland), Safe Routes to School, AARP Community Challenge grant; non-grants: City of Cleveland Complete & Green Streets capital funds, Ward Council discretionary capital funds	
		*		\$						3 months		City should conduct traffic counts that could justify street calming		City Division of Streets	City Council Representative	City of Cleveland Division of Streets, NOACA corridor study support	

Matrix Snapshot:

The above image is a highlight of the Implementation Strategies Matrix which is a companion document for TWDC. This matrix is an editable Excel spreadsheet to be continuously updated as TWDC works with partners to begin implementing recommendations outlined in this planning document. This living document will help TWDC keep track of what and how priority projects are tracked towards completion, enabling TWDC to demonstrate progress and outcomes to its constituents.

Defining the (4) Themes

The following describes strategies per each of the (4) themes, based on observations, conversations and analysis conducted during the planning process.

Neighborhood Connections and Safety

- Streetscape improvements, including rightsizing and street calming measures;
 - Pedestrian crossings and wayfinding signage;
- Increased pedestrian lighting;
- Shared parking lot opportunities around regional and local anchors;
- Improved signage and lighting around (2) pedestrian bridges;
- More frequent bus lines for enhanced regional and neighborhood connections;
- Maintenance of brick streets

Greenspace and Environment

- Pocket Park(s) within vacant lots that can be held for community spaces like gardens, or outdoor gathering;
- Creation of tree maintenance plan for neighborhood;
- Increased tree canopy - coordinate with street improvements;
- Flood mediation at W. 14th Street and Clark Avenue, using curbside landscaping;
- Targeted look at solar at City Impound lot or on residential for community micro-grid

Housing and Commercial

- Design Review District along W. 14th Street and continued community conversations around historic districts;
- Mixed-use development with storefront retail on first floor and residential above;
- Intergenerational or Senior Housing;
- Community gathering space;
- Promote and enhance TWDC housing renovation program;
- Continue to partner for Community Land Trust Model;
- Education around Opportunity Zones;
- Clearer process of TWDC working with BZA

Branding and Wayfinding

- Neighborhood branding and signage at key locations;
- Neighborhood news sharing through news bulletin or other methods;
- Identify historic sites for markers;
- Work with block clubs for idea for naming this portion of Tremont

Neighborhood Connections and Safety

Key Issues Heard

Residents describe streets—particularly West 14th Street, Clark Avenue, and the Quigley Roundabout—as unsafe due to high vehicle speeds, limited pedestrian infrastructure, and poor visibility. Access to key destinations such as Clark Field, the Towpath Trail, Steelyards Commons, and pedestrian bridges is hindered by traffic safety concerns, inadequate lighting, and unclear wayfinding.

Strategic Direction

The plan prioritizes traffic calming, safer crossings, and improved pedestrian and bicycle comfort while reinforcing neighborhood identity.

Primary Recommendations

- Conduct traffic counts and safety studies on West 14 Street, Clark Avenue, and West 11 Street as a short-term step to justify speed reductions and street calming designs.
- Implement short-term improvements such as high-visibility crosswalks, striping, delineators, signage, and lighting in partnership with Cleveland Moves and the City.
- Pursue long term-capital improvements, including speed tables, curb bump-outs, median plantings, widened sidewalks, and tree canopy expansion.
- Improve Towpath tunnel safety through enhanced lighting, public art, and landscaping, coordinated with Cleveland Metroparks.
- Enhance pedestrian bridges (Buhner and West 11 Streets) with lighting, wayfinding, artwork, and entry landscaping to improve perception and use.
- Address congestion near Rowley Inn and the House from A Christmas Story through shared parking strategies and exploration of festival street concepts during limited periods.

Expected Outcomes

Improved pedestrian and bicycle safety, calmer neighborhood streets, stronger connections to regional assets, and increased daily walking and biking.



We heard:
“Streets are unsafe, particularly on West 14 Street and Clark Avenue with busy and fast traffic”

We propose:
Improvements for West 14 Street

Short-term action

Decreasing speed along W 14 (matching more of West 14 Street north of Interstate 90 (30 MPH)

\$

3 months

**Lead Agency: City
Division of Streets**

**Partners: City Council
Representative**

To implement: Work with City Division of Streets to conduct traffic counts along W 14 to justify street improvements like slowing the street or longer-term investments like bump-outs or delineators along bike path.

Potential Funding Sources: City of Cleveland Division of Streets operating budget, City Capital Improvement Program (CIP), Northeast Ohio Areawide Coordinating Agency (NOACA) technical assistance planning funds

Neighborhood Connections and Safety

Short-term action

Quick Win City to work with TWDC and business owners to determine best places for mobility hubs (for electronic scooters). Potential places: in front of Terrapin, in front of Manhattan apartment building, when new gas station is built, etc

\$\$

Lead Agency: Cleveland Moves & City Division of Streets

3 months - 2 years

Partners: TWDC, City Council Representative

To implement: City has access to mobility hubs and can quickly implement



Mid- term action

Quicker build opportunities re-striping with painted bump-outs, delineators, with increased visibility of pedestrian crosswalks

\$\$

Lead Agency: Cleveland Moves & City Division of Streets

3 months - 2 years

Partners: TWDC, City Council Representative

To implement: Partner with Cleveland Moves to get long term street improvements in streets pipeline

Potential Funding Sources: Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides federal funding to state DOTs, local governments, and transit agencies for projects reducing emissions and traffic congestion in air quality non attainment or maintenance areas



Shared mobility hub signage and example in downtown Cleveland



Long-term vision for W 14th Street.

Long-term action

Traffic Calming Efforts including bump-outs at prominent intersections, increased and maintained tree canopy, delineators along separated bike lanes, and increased visibility for pedestrian crosswalks

\$

Lead Agency: Cleveland Moves & City Division of Streets

3 - 5 years

Partners: TWDC, City Council Representative

To implement: Partner with Cleveland Moves to get long term street improvements in streets pipeline

Potential Funding Sources: Target grant opportunities: Safe Routes to School National Partnership infrastructure funds, ODOT Safety Program, Better Streets (Bike Cleveland), Safe Routes to School, AARP Community Challenge grant; non-grants: City of Cleveland Complete & Green Streets capital funds, Ward Council discretionary capital funds

Neighborhood Connections and Safety

We propose:
Improvements for Clark

Short-term action

Traffic Counts along Clark Avenue overpass to intersection of W 14 + Clark.

\$

**Lead Agency: City
Division of Streets**

3 months

**Partner: City Council
Representative**

To implement: Work with City Division of Streets to conduct traffic counts along W 14 to justify street improvements to help slow traffic.

Potential Funding Sources: City of Cleveland Division of Streets operating budget, NOACA corridor study support.

Short-term action

Quick Win City to work with TWDC and business owners to determine best places for mobility hubs (for electronic scooters) Potential places: in front of Terrapin, in front of Manhattan apartment building, when new gas station is built, etc

\$\$

**Lead Agency: Cleveland
Moves & City Division of
Streets**

**3 months -
2 years**

**Partners: TWDC, City
Council Representative**

To implement: City has access to mobility hubs and can quickly implement



Enhanced entry to Clark Field at W. 11 Street and Clark Avenue. Painted crosswalks and increased tree canopy.

Mid-term action

Increased visibility for W 11 pedestrian crossing & signage at entrance to Clark Field

\$\$

**3 months -
1 year**

**Lead Agency:
Cleveland Moves &
Cleveland Parks &
Recreation**

**Partner: TWDC, & City
Council Representative**

To implement: Work with City Division of Streets to paint W 11 crosswalk and install rapid flashing beacon. Work with City of Cleveland Parks & Recreation Department for enhanced signage at W 11 + Clark entry to Clark Field

Potential Funding Sources: ODOT Highway Safety Improvement Program (HSIP), Safe Routes to School, City of Cleveland Vision Zero funding

Neighborhood Connections and Safety



Long term vision for Clark Ave

Long-term action

New striping and delineators along Clark Avenue overpass. Reconfigure street to increase sidewalk width on north side of Clark Avenue, and eliminate sidewalk on southern portion of bridge.

\$\$ - \$\$\$

Lead Agency: Cleveland Moves

3 - 5 years

Partners: TWDC, City Council Representative

To implement: Partner with Cleveland Moves around striping and delineator separation, and reconfiguration of street

Potential Funding Sources: target grant opportunities: ODOT, Better Streets (Bike Cleveland), Safe Routes to School, AARP Community Challenge grant, Cleveland Moves implementation funding



Case Studies: lighting and art/projection art used as enhanced pedestrian tunnel. Top image depicts tunnel with painted murals versus the bottom image shows the tunnel with projection art at night. Huntersville, Charlotte, NC.



Case Study: landscaping and gartering space opportunities around tunnel entries.

We heard:
“The Towpath Connection under Quigley intersection to Steelyards is dark and feels unsafe”

We propose:
Improved lighting, new artwork and signage, and enhanced lighting leading up to and within the Towpath tunnels under Quigley and within Steelyard Commons

Short- term action

Provide Lighting in Towpath tunnels under Quigley and in Steelyards

\$\$

6 months - 1 year

Lead Agency:
Cleveland Metroparks

Partner: TWDC, City Council Representative

To implement: Work with Cleveland Metroparks to fund and implement tunnel lighting.

Potential Funding Sources: Cleveland Metroparks capital program, NOACA Transportation Alternatives Program (TAP), ODOT safety funds

Mid term action

Tunnel Entries to have signage, enhanced landscaping, and opportunity for artwork

\$\$

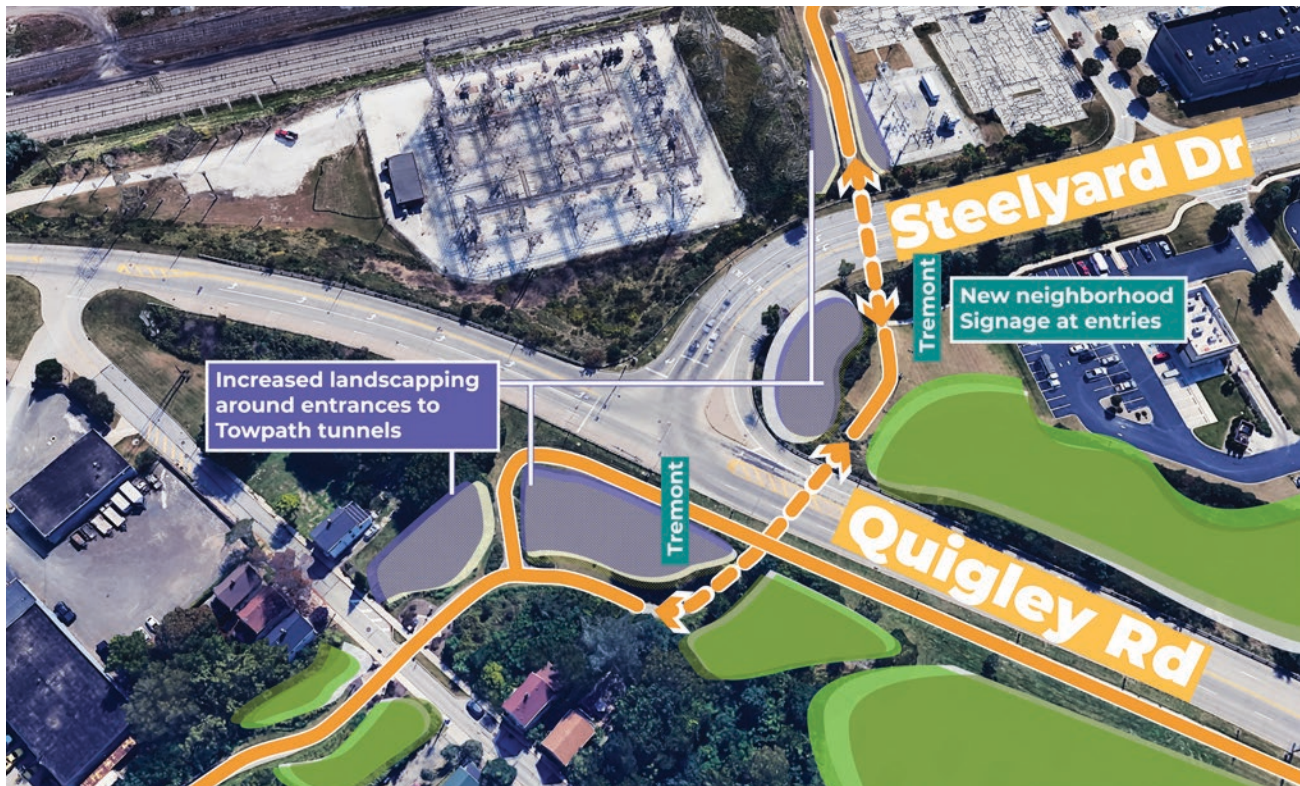
6 months - 2 years

Lead Agency: TWDC

Partner: City Council Representative, City Economic Development

Potential Funding Sources: Steelyard Commons TIF placemaking funds (not applicable for TWDC), Ohio Arts Council public art grants, Cuyahoga Arts & Culture CAC project support, various philanthropic art grants

Neighborhood Connections and Safety



Long term action

Dense vegetation and increased tree canopy on section of Towpath that go between the back of big box stores at Steelyards and rail lines and Cleveland Cliffs

\$\$ - \$\$\$

Lead Agency: TWDC

2 - 3 years

Partners: Cleveland Metroparks, Tree Coalition

Potential Funding Sources: Cleveland Metroparks capital budget, Corporate landscape partnerships (adjacent property owners), City of Cleveland Tree Coalition mini-grants, TWDC free tree sponsored programs with Western Reserve Land Conservancy



We heard:
“Quigley Roundabout is unsafe to traverse as biker or pedestrian”

We propose:
Moving Quigley crosswalk north, to Holmden Avenue, creating higher visibility crosswalks, increasing sidewalk width at I-71 ramp, and explore adding native plantings in roundabout

Short- term action

Move crosswalk north, to Holmden Avenue, create higher visibility crosswalks, and beautify intersection with native plantings

\$\$

Lead Agency: City Transportation, ODOT

6 months - 2 year2

Partner: TWDC, City Council Representative

To implement: Work with City Transportation and ODOT to get crosswalk project in the funding pipeline.

Potential Funding Sources: work with City and potential ODOT funds, NOACA Surface Transportation Block Grant (STBG), City Vision Zero funds, Ward Council discretionary capital funds

Neighborhood Connections and Safety



Mid- term action

Trail Connection and sidewalk widened on I-71 ramp to enhance MetroHealth campus connection

\$\$\$ - \$\$\$\$

Lead Agency: City Transportation, ODOT

1 - 3 years

Partner: TWDC, City Council Representative

Potential Funding Sources: work with City and potential ODOT funds, NOACA Surface Transportation Block Grant (STBG), City Vision Zero funds



Location and examples of signage for public shared lot and signage that could enforce resident parking along W. 11th Street.

We heard:

"Rowley and W 11 experience congested parking/ traffic because of the Christmas Story House visitors, and Rowley Inn being a neighborhood draw for residents."

We propose:

Consolidated parking opportunities/ shared parking with Rowley Inn and Christmas Story House, increased tree canopy and tree maintenance, partial street closure for festivals or events

Short- term action

Shared Parking Initial conversations with Christmas Story House, Rowley Inn, and TWDC for shared opportunities

3 - 6 months

Lead Agency:
TWDC, City Council Representative

Partner: Christmas Story House, Rowley Inn

Mid- term action

Shared Parking Implementation utilizing new partnerships look at funding opportunities.

\$\$

Lead Agency: TWDC, Christmas Story House

6 months - 2 years

Partner: Rowley Inn, City Council Representative

Potential Funding Sources: City of Cleveland Economic Development, small infrastructure grants or Steelyard Commons TIF placemaking funds

Neighborhood Connections and Safety

Mid-Long- term action

Opportunity: Some interest in exploring what a partial street closure/ festival street could look like at intersection of W. 11 + Rowley

\$\$\$

3 years

**Lead Agency: HBR,
MCC block clubs,
TWDC**

**Partner: City
Planning, City Council
Representative**

To implement: Work with block clubs for festival ideas and vet neighborhood residents interest in having a partial street closure for an event.

Potential Funding Sources: NOACA "Street Supplies" Kit, Neighborhood Connections' grants, Ward Council discretionary capital funds



We heard:
 “The pedestrian bridges go unused because they feel unsafe”

We propose:
 Wayfinding signage, lighting, and improved landscape maintenance on either ends of Buhrer and W. 11 Street bridges

Short- term action(s)

Buhrer bridge improvements including signage at Buhrer + W. 14th, lighting, and artwork

W. 11 bridge improvements including signage at W 11 + Clark, lighting, landscape clean-up particularly around stairs, and artwork

\$ - \$\$

Lead Agency: TWDC

3 months - 2 years

Partner: block clubs for cleanup, Buhrer Dual Language School

Potential Funding Sources: NOACA “Street Supplies” Kit, Neighborhood Connections’ grants, Ward Council discretionary capital funds

Neighborhood Connections and Safety

Other Opportunities

We heard:
“Desire to keep the character of the neighborhood”

We propose:
Highlight neighborhood character by preserving brick streets, and highlighting existing murals and artwork in neighborhood with a HBR-MCC version of Tremont's Art Walk.

Long- term action(s)

Brick Street maintenance of streets is no longer a possibility, explore being able to save the bricks for use in some other way – (neighborhood artwork, etc.)

Highlight of art Maintain and highlight murals and public art along alleys in neighborhood. Tie these into neighborhood walks/ encourage events with residents painting/ adding to artwork

\$\$ - \$\$\$

Lead Agency: TWDC

1 - 2 years

Partner: block clubs

Potential Funding Sources: CAC public art grants, AARP Community Challenge, ACAR Placemaking Grant, Destination Cleveland (mural program), Neighborhood Connection's grant, Gund Foundation (arts and culture program)



Case Study: Alleyway used as artist canvas for neighborhood. Batman Alley, Sao Palo, Brazil



There are so many events happening in Tremont (Lincoln Park area). Use this momentum that exists and plan events at same time, in the HBR-MCC portion. There is also time to celebrate implementation events around existing events happening.

We heard:

“Need for more frequent bus lines, especially at Steelyards”

We propose:

Increase bus frequency for lines in neighborhood. Particularly at Steelyards - these service lanes are vital since this is the nearest grocery.

Long- term action(s)

Working with RTA, increase bus line frequency to 15 minutes targeting Steelyards stops.

\$\$\$ - \$\$\$\$

Lead Agency: RTA

Continuous conversations

Partner: TWDC, City Council Representative

Observation

Change is happening with unclear processes and speed. Take time to celebrate neighborhood wins

We propose:

When new roadways are targeted for re-design or have funding for improvements, work with TWDC to coordinate alternatives that could provide safer streets (like a complete street design)

Housing and Commercial

Key Issues Heard

Residents express strong concern about affordability, scale, and compatibility of new development. There is interest in clarity in existing processes for how projects are shared with the neighborhood. There is clear support for housing that reflects historic neighborhood patterns and addresses needs for aging in place.

Strategic Direction

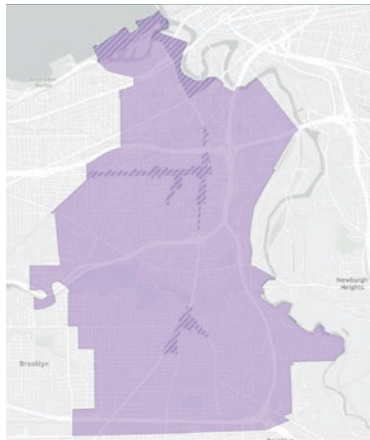
Guide growth toward context-sensitive housing, small-scale mixed use, and neighborhood-serving businesses.

Primary Recommendations

- Define and promote neighborhood preferred housing characteristics, including front porches, small setbacks, landscaping, and parking located behind buildings.
- Encourage Cleveland Double-inspired typologies and low-rise development that matches existing character.
- Support mixed-use development along W. 14th Street with neighborhood-scaled storefronts and residential above.
- Attract senior and intergenerational housing opportunities near Quigley and Holmden.
- Identify and recruit desired neighborhood-serving businesses (e.g., café, sandwich shop, bookstore, and ice cream shop).
- Pursue development of a community “third space” for meetings and informal gathering.
- Improve transparency in the BZA process through early notification and coordinated outreach by the City and TWDC.

Expected Outcomes

Preservation of neighborhood character, increased trust in development processes, expanded housing choice, and more neighborhood amenities.



Near West Design Review District area. A W. 14th Design Review District could be used to be an extra level of eyes on future developments in the area.

We heard:
"The desire for the character of housing and area to be maintained"

We propose:
Creation of Design Review District along W 14th Street. Explore and have continual conversations with residents and businesses for a Historic District opportunity.

Short- term action

Design Review District along W. 14 as first step for neighborhood to examine proposals along this stretch of the neighborhood.

Lead Agency: City Planning

6 months - 2 years

Partner: TWDC, City Council Representative

Potential Funding Sources: City of Cleveland Planning Commission.

Short- Mid- term action

Historic District along W. 14 as an additional opportunity for area, given existing age and history of buildings in the area. Continue to have conversations with residents and stakeholders around value add of having a historic district.

Lead Agency: TWDC

1 - 3 years

Partner: Cleveland Landmarks Commission

Potential Funding Sources: Cleveland Landmarks Commission

Housing and Commercial

Desirable Housing Characteristics:

- Should encourage street presence “front door” on main street for new development
 - Want to see space for green space/ front porch
- Overall association of new housing developments that have had little input from current residents, leading to mistrust.
 - Low-rise apartment buildings and condos were less desirable for residents, however there is a preference to keep character of neighborhood, so if they matched more historic characteristics, they may be okay.
- Consensus around the Cleveland Double as the most recognizable housing typology within the neighborhood – would like to see that typology’s character replicated:
 - Front porch, small lawn space/ encouraged landscaping with little space that may be available, parking tucked behind housing/ on-street.



Example of business space added to single family residential on W. 14th Street: "All Things for You". This typology can be typically found within the neighborhood.



Example of combined retail. This laundromat cafe serves as a cafe and hang out space while people wait for their laundry.

We heard:

"Desire for neighborhood services and new businesses within the fabric of the HBR-MCC neighborhood."

We propose:

Targeting and attracting complimentary businesses to what already exists, including bookstores, sandwich shop, ice cream parlor, laundromat, etc. Target W. 14th Street for new investments in the area, to build off budding walkable portion of neighborhood.

Long- term action(s)

W. 14th Mixed-use development: attracting businesses/ storefronts with residential above. This includes remembering the legacy of (mixed use within the neighborhood) small businesses that were a part of single family housing

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2 - 5 years

**Lead Agency:
City Economic
Development**

Partner: TWDC

Potential Funding Sources: City of Cleveland Economic Development incentives, Cleveland Development Advisors, New Markets Tax Credits (if eligible), Opportunity Zone equity, Historic Tax Credits (if applicable), Cuyahoga County gap financing, City of Cleveland Storefront Program

Housing and Commercial



Example of intergenerational housing / co-housing model that could provide assisting living: Marmalade Lane, Cambridge, UK. Intergenerational villages are typically designed as neighbor-led initiatives to allow older adults to remain in their own homes, reducing the need to move to assisted living.

We heard:
"Desire to age in place."

We propose:
Encourage and attract senior housing or intergenerational villages along Quigley/ Holmden Ave

Long- term action(s)

Quigley/Holmden Ave.: Encourage and attract senior housing/ intergenerational villages within the fabric of the neighborhood.

\$\$\$ - \$\$\$\$ Lead Agency: TWDC

3 - 5 years

Potential Funding Sources: HUD HOME funds, Low Income Housing Tax Credits (LIHTC) (if eligible), Cleveland Housing Network, City of Cleveland Economic Development incentives, Cleveland Development Advisors, New Markets Tax Credits (if eligible), Opportunity Zone equity, Historic Tax Credits (if applicable), Cuyahoga County gap financing



Example of rentable community gathering space combined with bookstore. Thirdspace Reading Room, Glenville neighborhood, Cleveland OH.

We heard:
 “Need for community gathering place within the neighborhood.”

We propose:
 Encourage and attract a developer interested in developing meeting/ gathering space.

Long- term action

Community space: Encourage development to be in coordination with other small businesses like food vendors, or bookstore; Clark and W 14 conversation with owner: Identifying businesses that align with these neighborhood needs.

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Lead Agency: TWDC

3 - 5 years

Partner: new Clark + W. 14th gas station

Potential Funding Sources: City of Cleveland Economic Development incentives, City of Cleveland Storefront Program, Steelyard Commons TIF, SBA microloans, Cuyahoga County small business support funds

Housing and Commercial

We heard:

“Desire for housing renovation program in area”

We propose:

Promotion of TWDC existing housing renovation programs and additional City and County programs that residents can utilize.

Long- term action

Promotion of existing housing renovation

programs that TWDC and City already provide.

Particularly look at historic houses and promote how to maintain their historic home. Look at restoring TWDC’s website. Create community news bulletins to post resources and information in the neighborhood.

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Lead Agency: TWDC

**6 months - 2
years**

**Partner: other city
programs that are
complimentary**

Potential Funding Sources: City of Cleveland HOME funds, Lead Safe Cleveland Coalition support, City and CDC supported rehab and housing stabilization grants, CHN (for homeownership classes)



Other Opportunities

We heard:

“BZA process is confusing, and there is a lack of neighborhood notice for proposed code changes.”

We propose:

All BZA proposals within this portion of Tremont get notified by area City planner and TWDC.

Lead Agency: City BZA

3 months - 1 year

Partner: TWDC, City Council Representative

Potential Funding Sources: City Planning Commission

Observation

There are additional funding sources developers can use to leverage additional funding. TWDC should work with local and regional entities to ensure they can communicate to developers.

Community Land Trust: TWDC continue partnership with the Near West Land Trust for land trust and holding opportunities

Potential Funding Sources: City of Cleveland Land Trust, City of Cleveland and Cuyahoga County Land Bank

Opportunity Zones: New regulations are ongoing. TWDC should work with PMC and City’s Economic Development to understand how this can support development in Tremont.

Potential Funding Sources: Opportunity Zone equity investors, Cleveland Development Advisors, New Markets Tax Credits (if eligible), Opportunity Zone equity, Historic Tax Credits (if applicable), Cuyahoga County gap financing

Greenspace and Environmental

Key Issues Heard

Residents desire more accessible green spaces, expanded tree canopy, and solutions to flooding and environmental exposure from adjacent industrial areas.

Strategic Direction

Integrate green infrastructure, tree planting, and passive open spaces throughout the neighborhood.

Primary Recommendations

- Increase street trees along W. 14th, W. 11th, and Clark Avenue, supported by a long-term maintenance plan with the City.
- Convert select land bank parcels on Holmden into pocket parks or expanded community gardens with signage, seating, and shade.
- Increase landscaping buffers and tree canopy along Clark Field, Steelyards Commons, and the Towpath Trail.
- Address flooding at W. 14th and Clark through curbside landscaping, stormwater-friendly gas station retrofits, and additional street trees.
- Use dense vegetation in open spaces within Steelyard Commons or Clark Field as carbon sinks to mitigate industrial impacts.
- Explore neighborhood solar micro-grid potential through rooftop installations and city-owned sites.

Expected Outcomes

Improved environmental comfort, reduced flooding risk, enhanced public health, and visible commitment to sustainability.



Community Garden: Mum Fields, Detroit, MI.



Gazebo and Little Library.



Pocket park example with shade trees and flexible furniture

We heard:
“Desire for green spaces embedded within the community”

We propose:
Holding Holmden Ave land bank properties for community green space like a pocket park/ add into community garden that exists

Short- Mid- term action

Pocket Parks and Community gardens: Holding Holmden Ave land bank properties for community green space like a pocket park/ add into community garden that exists (aerial): Provide signage around these spaces as purposeful community spaces; Provide seating/ shade for people to use

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Lead Agency: TWDC, block clubs

6 months - 3 years

Partner: City Land Bank

Potential Funding Sources: Land Bank side-lot greening funds, Neighborhood Connections’ grant, Cleveland Tree Plan mini-grants, USDA Urban Agriculture grants, WRLC, ACAR Placemaking Grant

Greenspace and Environmental

We heard:

“Desire for increased tree canopy”

We propose:

Creation of tree maintenance plan and targeted effort to increase tree canopy along certain corridors and areas within the neighborhood.

Short- Mid- term action

Develop Tree maintenance plan by first documenting existing tree canopy and identifying oldest trees and trees at risk of interfering with power lines in the near future. Target Castle, Rowley, and Holmden Streets first.

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**1 - 2 years +
continuous
maintenance**

**Lead Agency: City of
Cleveland Division of
Forestry, Cleveland
Tree Coalition
Partners: City, TWDC**

Potential Funding Sources: City Forestry Division, Western Reserve Land Conservancy's "Tree Steward Training Program"

Mid- Long- term action

Increased Tree canopy: Adding street trees along West 14 Street and Clark Avenue, plant dense landscaping/ trees along the peripheral of Clark Field, increased tree canopy and seating along Towpath Trail, Plant dense landscaping/ trees along the peripheral of Steelyards: add into parking lot of big box stores.

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**2 years +
continuous
maintenance**

**Lead Agency: City of
Cleveland Division of
Forestry, Cleveland
Tree Coalition
Partners: City, TWDC**

Potential Funding Sources: City Forestry Division, Western Reserve Land Conservancy's "Tree Steward Training Program", Corporate mitigation

70 *partnerships, Metroparks greening support*



Native plantings provide a lower maintenance option to help retain water and mediate flooding concerns at intersections with currently a large amount of hardscape.

We heard:
"There is flooding at W 14 + Clark"

We propose:
 Using existing and creating new native landscaping that reduces flooding at intersection.

Long- term action

Add and enhance curb landscaping by working and proposing curbside landscaping for existing gas stations and adding street trees in coordination with new gas station and businesses

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**2 - 5 years +
 continuous
 maintenance**

**Lead Agency: TWDC,
 City Streets Division**

**Partners: City, City
 Council Representative**

*Potential Funding Sources: Northeast Ohio
 Regional Sewer District Green Infrastructure grants,
 EPA Great Lakes Restoration Initiative (GLRI)*

Greenspace and Environmental

Other Opportunities

We heard:

There is a desire to understand solar micro-grids, and how they may benefit the community.

We propose:

Targeted look at MCC neighborhood and solar capacity (roofs currently align well for solar adaptation. Coordinate with increased street tree efforts; Work with City to have solar arrays on City impound lot (over parking) and Apex Paper roof arrays to create a micro-grid for the HBR-MCC neighborhoods.

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2 - 5 years

Lead Agency:
TWDC, City Council
Representative

Partners: Cuyahoga
County Micro-grid, City
of Cleveland Office of
Sustainability, Solar for
every neighborhood

Potential Funding Sources: U.S. Department of Energy community solar grants, Solar For All, Inflation Reduction Act energy incentives, State of Ohio energy innovation grants, Cuyahoga County Micro-grid initiative



Community resilience hub can be paired with other community spaces and powered by a solar micro-grid.

Branding and Wayfinding

Key Issues Heard

Residents feel the neighborhood is isolated yet rich in assets and history that are not well communicated or celebrated.

Strategic Direction

Clarify neighborhood identity and improve navigation to destinations while strengthening community pride.

Primary Recommendations

- Install coordinated wayfinding signage at key intersections pointing to anchors such as Clark Field, Towpath access, businesses, and pedestrian bridges.
- Introduce historical markers at significant sites, including Terrapin/Urban Stems and other culturally important locations.
- Facilitate a community-led discussion on naming and branding this portion of Tremont.
- Use public art and signage to reinforce identity and connections between destinations.

Expected Outcomes

Stronger neighborhood identity, improved visibility of assets, and enhanced connections among residents, visitors, and places.

Branding and Wayfinding

We heard:
“Neighborhood should have better wayfinding”

We propose:
Branding improvements with signage at key intersections noting connections: (W 14 + Clark, Clark Field entry off Clark + W 11, Buhrer + W 14). This could also be used as an opportunity for wayfinding at key destinations in area (Christmas Story House, Clark Field, Clark Bar, Terrapin Bakery, etc.)

Short- term action

Branding and wayfinding at predominant intersections. Work with TWDC for additional Tremont signage, and Destination Cleveland for neighborhood marker signage.

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1 - 3 years

**Lead Agency: TWDC,
City Streets Division**

**Partners: County,
Destination Cleveland**

Potential Funding Sources: Cuyahoga County Department of Development place-based funding, Ward Council discretionary capital funds, Destination Cleveland marketing partnerships, Steelyard Commons TIF placemaking funds, corporate partnerships



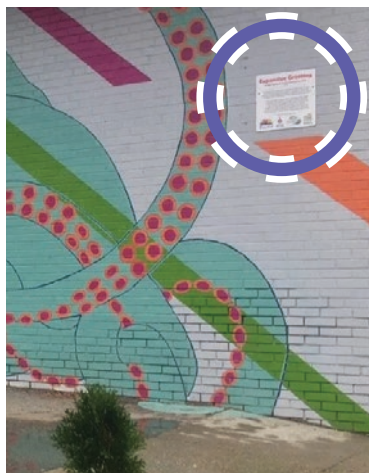
Wayfinding signage.



Wayfinding: Destination Cleveland. There is currently a sign outside of TWDC, there is opportunity to replicate within HBR-MCC neighborhood - potentially near the entrance to Clark Field at W. 11 Street and Clark Avenue.



Historic Marker



Signage and plaques for murals explaining when art was created, artists, partners and funders

We heard:
“Desire for community news sharing”

We propose:
Creation of neighborhood news bulletins (target one for each of the block groups).

Short- term action

Creation of bulletin board(s): one in the HBR, one in MCC) In HBR look at blessings box at Holmden near towpath

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Lead Agency: TWDC, block clubs

3 - 6 months

We heard:
“We want historical markers at key locations”

We propose:
Placing a historical marker at Terrapin and Urban Stems highlighting historic Ella Grant Wilson owned florist shop at location.

Short- term action

Historic Marker: at Terrapin and Urban Stems building. Identify other historic locations within neighborhood.

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Lead Agency: TWDC,

6 months - 1 year

Partners: TWDC, Ohio History Connection, block clubs

Potential Funding Sources: Ohio History Connection marker program

Branding and Wayfinding

Other Opportunities

We heard:

There is an opportunity to better identify this portion of Tremont with a location defining name.

We propose:

TWDC and HBR-MCC block clubs should discuss naming/ potential branding of this portion of Tremont. Options could include “Tremont South”, “South Tremont”, etc.

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**Lead Agency: TWDC,
block clubs**

**6 months - 1
year**

*Potential Funding Sources: Neighborhood
Connections' grant*



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