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DENSITY

Group Question: What can density be defined as for the neighborhood and where does higher density / development belong in Ohio City?

Discussion Topics / Points Made in Group Setting:

- High density should be on major corridors – Lorain, Detroit and West 25th
  - Should still respect that there are residential homes
  - Height should reflect historic height of these corridors, not “11 story buildings”
  - Heights should transition from the highest point on corridors gradually to lower heights at residential streets (stepping down to transition to single family homes)
- Historic density was higher than current density as allowed by City of Cleveland Zoning Code – buildings on corridors used to reach 45-60 feet on average (approximately, should look into historic context)
  - History reference: much of Ohio City was developed in the 19th Century while the code was adopted in 1929; much of Ohio City was already constructed and, in many cases, is in direct conflict (non-conforming) with the City’s code
- Corridors should still retain specific character; Lorain doesn’t have to look like West 25th, etc.
- Market demand should not solely control density in Ohio City – density can reflect the heritage / past development of the neighborhood
  - Led to the question: Should development be limited by zoning or should it be maximized to capture current market trends?
    - Question was not fully answered and should be topic of future conversations
    - General consensus is that market should not be sole determining factor of development (trends v. longevity)
- Do not want to see monolithic, single use buildings
  - Would rather see more diverse set of buildings with multiple uses
- We are currently losing density in residential areas where zoning is forcing duplexes (smaller scale multi-family) to become single family homes when they are torn down
  - Would like to see more duplexes, triplexes of moderate scale on residential streets to increase housing stock and only creating large apartment complexes
- Where do we not want density/ what is “too much” density?
  - We want to increase density in residential areas without obstructing single family homes or disrupting character; need to identify what that level of density is
- With more density – in both residential and commercial corridors – how to best accommodate resident parking?
  - Residents already have difficulty finding on-street parking on the fringes of higher density corridors, where patrons of commercial businesses / new residents of new developments are parking on side streets
    - Conversation on supply and demand – importance of locating parking where people can use it (not large, isolated parking lots)
    - Some comments stressed the importance of minimizing parking impacts so as to not negatively affect the neighborhood’s walkable nature
  - A more robust transit system could cut down on the amount of cars parked in this area
    - If we build this neighborhood to rely on public transit, what will happen to the people who need cars? (i.e. disabled, elderly, etc.)
  - Should consider permit parking or another system to guarantee parking for Ohio City residents
    - This could lead to parking issues for businesses; how do we allocate such a scarce resource?