

The Village of  
**Brooklyn Heights**  
MASTER PLAN

ADOPTED October 4, 2022

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**APPENDIX**



# 1 APPENDIX A - CURRENT CONDITIONS

## WHATS INSIDE

Many factors affect a community's future, including population and housing trends, income and tax receipts, proximity to transit, and natural features. These elements are important in establishing a baseline for what exists today, what challenges must be addressed, and what opportunities may arise. The Current Conditions section provides an overall assessment of these trends in Brooklyn Heights.

Within this section are four profiles: the community profile, the transportation & infrastructure profile, the land use profile, and the community services profile. At the beginning of each profile is a summary page that calls out key findings from that profile.

## ABOUT THE DATA

The data in the Current Conditions section comes from numerous sources, including the U.S. Census' American Community Survey, Cuyahoga County, the Cuyahoga County Planning Commission, and the Village of Brooklyn Heights. A list of these data sources can be found below.

- American Community Survey, 2014-2018 Five Year Estimates
- Cuyahoga County Geographic Information Systems (GIS)
- United States Decennial Census
- Longitudinal Employer-Household Dynamics (LEHD)
- Northern Ohio Data and Information Service (NODIS)
- Northeast Ohio Areawide Coordinating Agency (NOACA)
- Regional Income Tax Agency

It is important for readers of this Current Conditions document to understand that due to Brooklyn Heights' small population size, margins of error may be large in some cases, but the data still represents sound results and provides a reliable, overall snapshot of the community as it is today. This primarily affects data gathered from the U.S. Census Bureau's Five-Year American Community Survey (ACS) data source.

## CURRENT CONDITIONS

- Community Profile, pages 4-27
- Transportation & Infrastructure Profile, pages 22-37
- Land Use Profile, pages 38-47
- Community Services Profile, pages 48-51



## COMMUNITY PROFILE

### KEY FINDINGS



#### Population

Since 2000, the population in Brooklyn Heights has remained relatively stable



#### Age of Population

The Village of Brooklyn Heights saw population growth among children, young adults, and seniors



#### Median Household Income

The Village's median household income of \$72,206 is significantly higher than the County's





### Employment

The Village has seen an increase in the total number of jobs since the Great Recession



### Occupancy

Brooklyn Heights has a housing occupancy rate of 96.8%, one of the highest in the County



### Median Home Sales

In 2019, there was 31 single-family home sales with a median sales price of \$160,000

# 1.1 COMMUNITY

## POPULATION

Population size and growth trends are key factors that can influence land use decisions and municipal services. Between 1950-1980, the Village of Brooklyn Heights saw significant population growth with the highest Village population of 1,653 residents in 1980. However, population declined by 12% between 1980 and 1990. By 2000, the population had rebounded to 1,558 residents and has remained relatively stable since that time with only slight population decreases.

Comparatively, Peer Communities experienced similar population fluctuations with small population decreases in recent decades. Despite slightly declining totals, Brooklyn Heights' population remains 62% higher than it was in 1950. In Cuyahoga County, the estimated population in 2018 is lower than it was in 1950.

Figure 1 — Total Population, 1950-2018

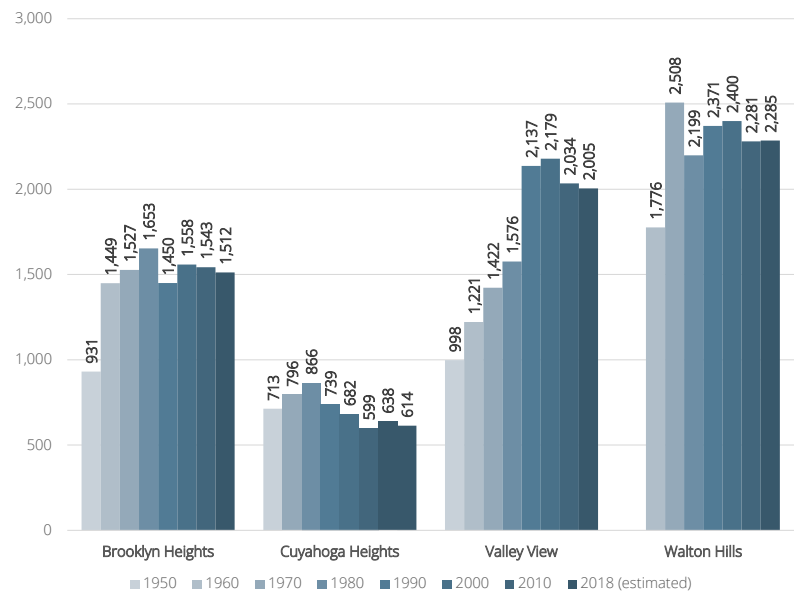
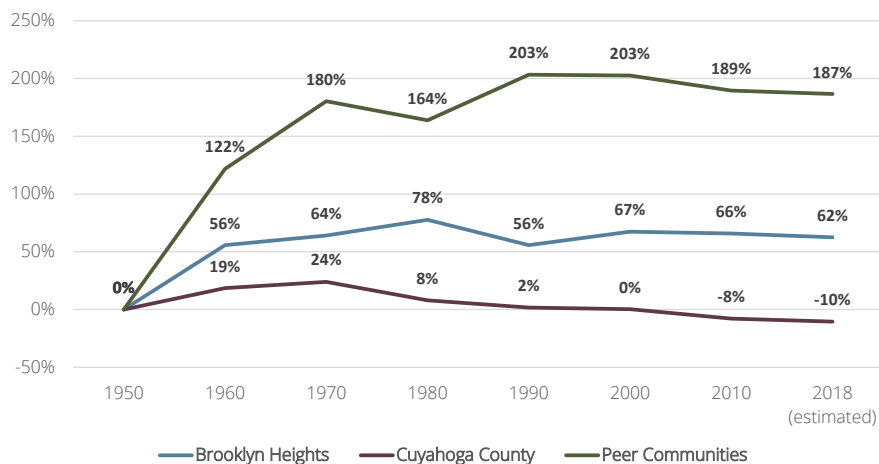


Figure 2 — Percent Change in Total Population, Compared to 1950



## DENSITY

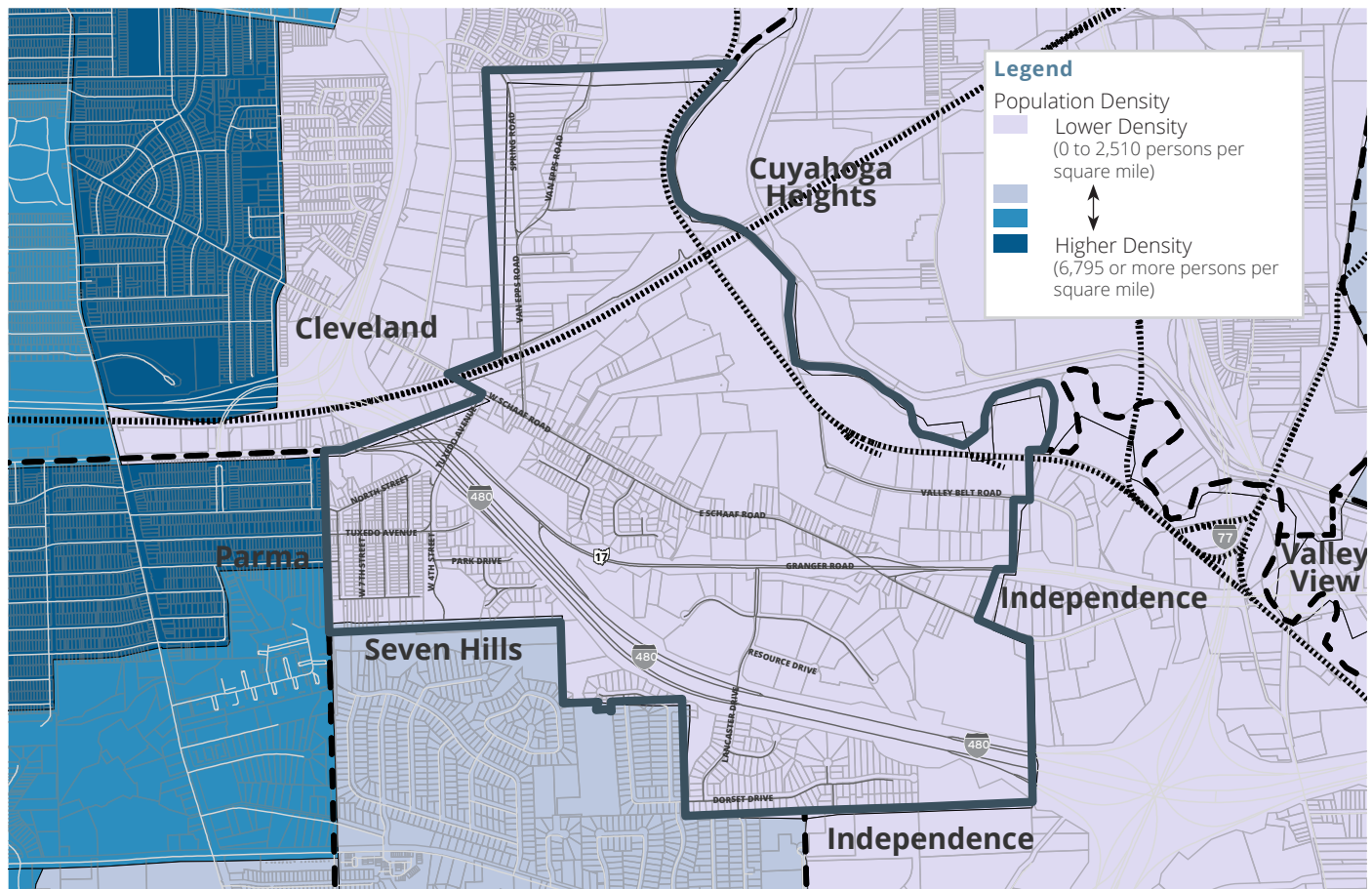
Population density is a measure of population by square mile. When mapped, it can display how concentrated or scattered the population is in an area. Areas that are densely populated tend to support walkable amenities such as restaurants and retail, and sometimes can have different needs such as greater transit frequencies, open spaces, or biking accommodations.

The Village of Brooklyn Heights is approximately 1.76 square miles with 1,512 residents, yielding a Villagewide density of 864 persons per square mile. Brooklyn Heights has one of the lowest densities of its surrounding communities and could be attributed to the industrial and business parks in the northwestern portion of the Village and the environmental constraints of the Cuyahoga River on the northeast border. The residential neighborhoods in Brooklyn Heights are less densely populated (and with smaller household sizes) in those areas. Neighboring communities have densities less than 2,510 persons per square mile. Neighborhoods in Seven Hills and Parma have the highest nearby densities.

Figure 3 — Density, 2018

Community	Population per Square Mile
Cuyahoga Heights	191 persons
Valley View	360 persons
Independence	743 persons
<b>Brooklyn Heights</b>	<b>864 persons</b>
Seven Hills	2,373 persons
Parma	3,925 persons
Cleveland	4,655 persons

Map 1 — Population Density, 2018





## 2.1

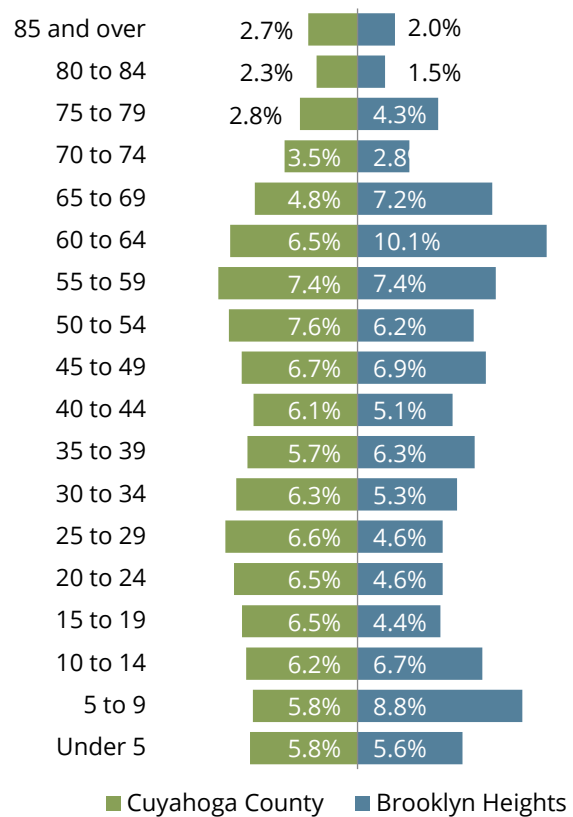
### AGE

The age of residents can determine many of the housing and social needs within a community. A tool commonly used in such a determination is the population pyramid. The population pyramid is a graph that shows the age-sex distribution of a given population within a region. While the population pyramid does depict the actual population in numbers, it shows what portion of people fall into each cohort through percentages and is used to examine the current resident profile, see trends in the past, and also to project how the population will increase/decrease in the future.

The Village of Brooklyn Heights has a larger population of seniors and children, with a small population of young adults and working-age adults, possibly representing multi-generational households. The population pyramid for Cuyahoga County and Brooklyn Heights shows a similar distribution among residents 10 to 14 years old, 35 to 39 years old, 45 to 49 years old, and 55 to 59 years old. Brooklyn Heights has a significantly higher percentage of residents 5 to 9 years old (8.8%), 60 to 64 years old (10.1%), and 65 to 69 years old (7.2%) as compared to the County in those age categories.

Between 2013 and 2018, the change in population by age in Brooklyn Heights saw the Village gaining population and rapidly expanding among children (+28.5%), young adults (+26.5%), and seniors (+12.6%). However, working age adults saw the smallest increase in population.

Figure 4 — Population Pyramid, 2018



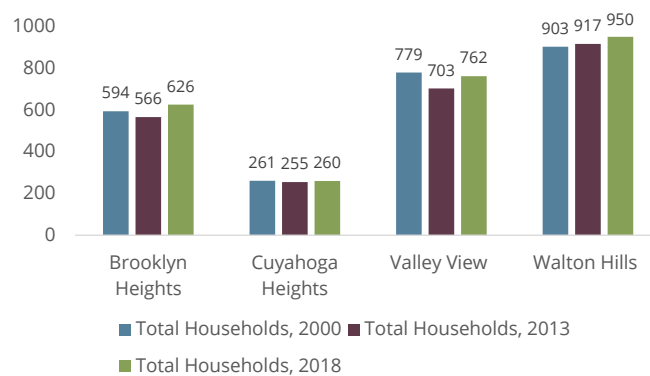
## HOUSEHOLDS

Like population, households are another key indicator of a community's profile and needs. The U.S. Census defines a household as any person or group of people living together in a residence regardless of relationship. A household may consist of a person living alone or of multiple related and/or unrelated individuals living together.

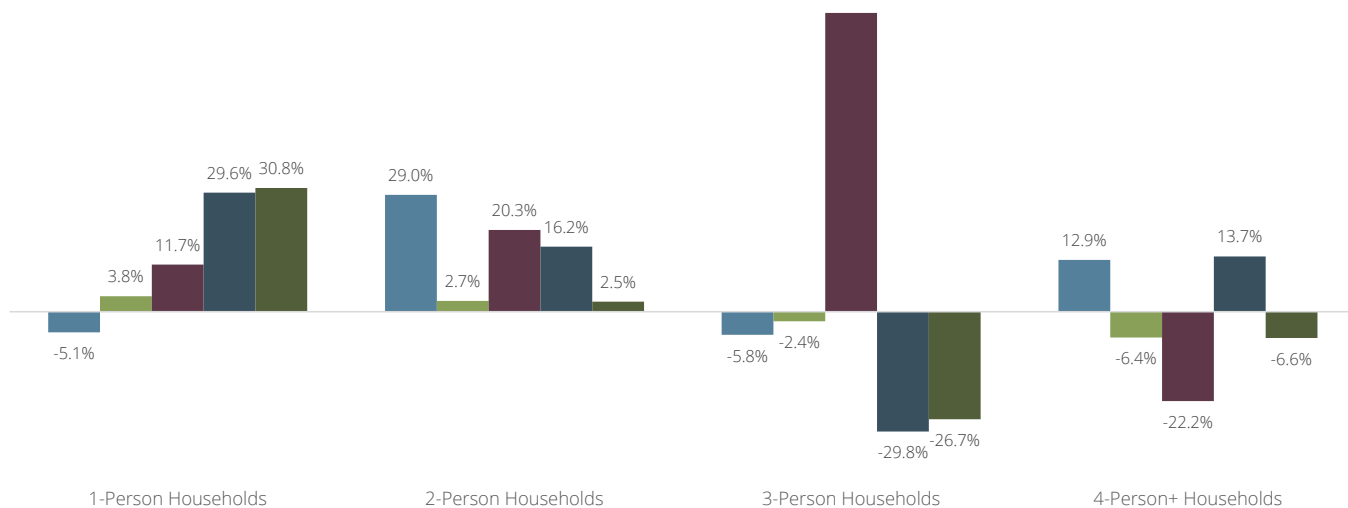
The total number of households in Brooklyn Heights increased from 566 households in 2013 to 626 households in 2018. That number correlates to a 10.6% increase in total households. During the same time period, the average household size increased and Brooklyn Heights saw the greatest increase in average household size in comparison to the Peer Communities and the County as a whole.

The Village of Brooklyn Heights saw an increase by 29.0% in two-person households and 12.9% in four or more person households. There was a decrease in both one-person households (-5.3%) and three-person households (-3.8%) from 2013 to 2018.

**Figure 5 — Total Households, 2000, 2013 and 2018**



**Figure 6 — Percent Change in Number of Households by Size, 2013-2018**



## 2.1

### RACE & ETHNICITY

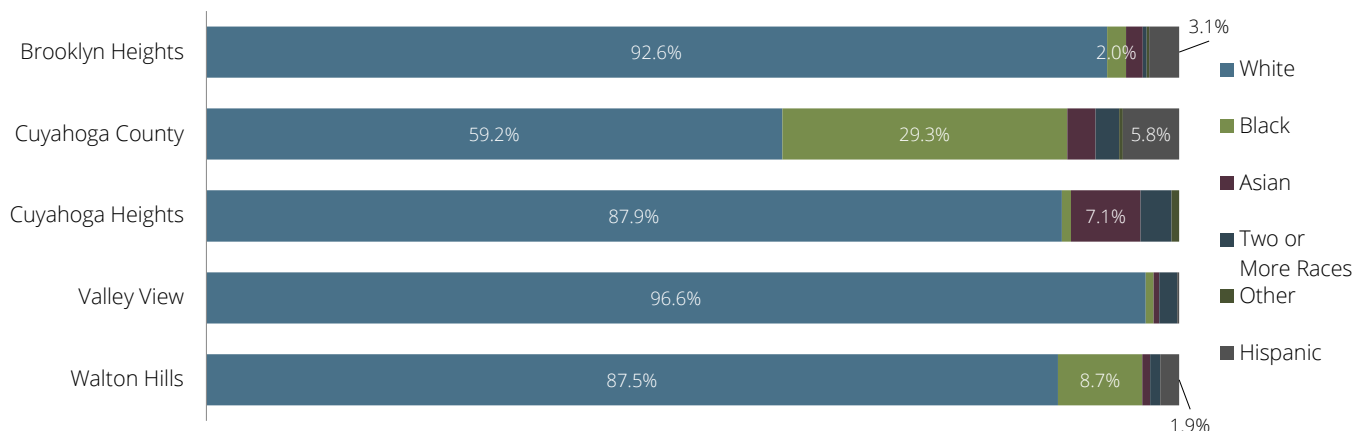
The racial and ethnic background of a community can help to inform policy and program decisions. For this analysis, residents identifying as Hispanic were considered as a separate category from other racial groups.

The population in Brooklyn Heights is relatively homogeneous with 92.6% of residents identifying as White. The remaining 7.4% of residents identify as Hispanic (3.1%), Black (2.0%), Asian (1.7%), two or more races (0.4%), or other (0.2%). Compared to its Peer Communities, Brooklyn Heights has a similar percentage of residents that identify as White, with Valley View having a slightly higher percentage. As a whole, Cuyahoga County is more heterogeneous with 59.2% of residents identifying as White and 29.3% of residents identifying as Black.

**Figure 8 — Race and Ethnicity, 2018**

	Brooklyn Heights	Cuyahoga County	Cuyahoga Heights	Valley View	Walton Hills
White	92.6%	59.2%	87.9%	96.6%	87.5%
Black	2.0%	29.3%	1.0%	0.8%	8.7%
Asian	1.7%	2.9%	7.1%	0.6%	0.8%
Two or More Races	0.4%	2.4%	3.2%	1.8%	1.0%
Other	0.2%	0.4%	0.8%	0.0%	0.0%
Hispanic	3.1%	5.8%	0.0%	0.2%	1.9%

**Figure 7 — Race and Ethnicity of Population, 2018**



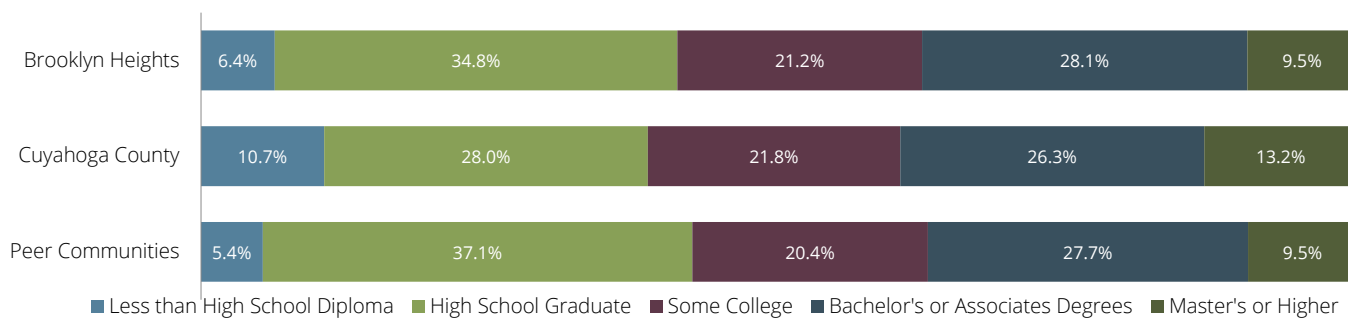


## EDUCATIONAL ATTAINMENT

Higher educational attainment often indicates higher incomes, which can strengthen a community's economy. Brooklyn Heights residents, in comparison with Peer Communities and Cuyahoga County, are very similar in educational attainment.

Those residents with a High School Diploma or its equivalent make up the biggest contingent of the Village's population. Of all residents, a fifth have some college education and more than a quarter of the residents hold an associate's or bachelor's degree and less than a fifth hold a master's degree or higher.

Figure 9 — Educational Attainment of Population, 2018



## 2.1

### INCOME

Median household income (MHI) is an important indicator in gauging purchasing power, the ability for residents to maintain their homes, and future income tax revenues. The Brooklyn Heights median household income in 2018 was \$72,206, an increase over the previous years, and was significantly higher than the County's MHI of \$48,435.

In comparison to the Peer Communities and Cuyahoga County as a whole, the Village maintains the highest percentage of households earning between \$35,000 to \$74,999 annually (33.1%) and \$75,000 to \$149,999 annually (36.1%) but among the lowest percentage of households earning less than \$15,000 and households earning \$15,000 to \$34,999 annually (14.5%).

Figure 10 — Median Household Income, 2018

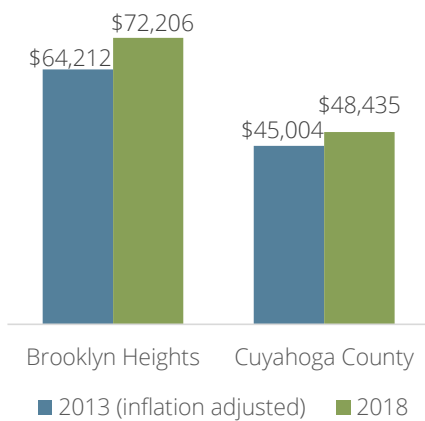
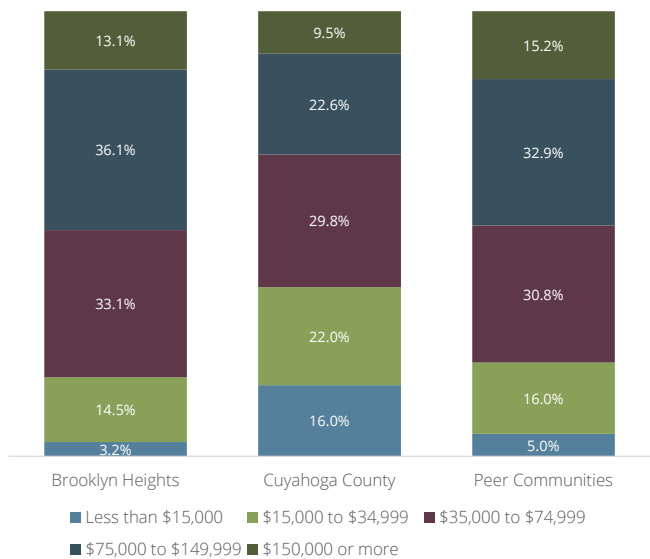


Figure 11 — Households by Income Category, 2018



## INCOME TAXES

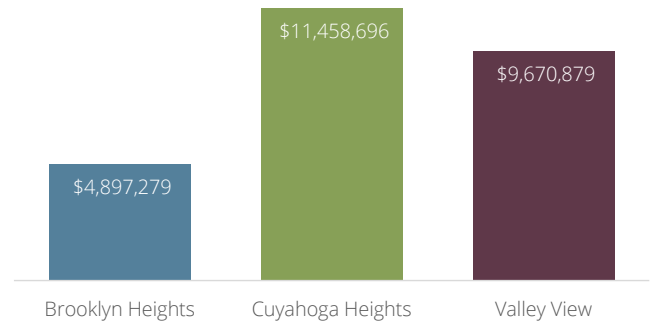
Income tax is the largest revenue stream for the Village of Brooklyn Heights and is drawn from three sources: taxes from employee withholdings, taxes from individuals, and taxes on net profits. Brooklyn Heights and three of its Peer Communities have a tax rate of 2.5% – only Valley View has a lower income tax of 2.0%.

According to the Regional Income Tax Agency's (RITA's) 2018 Comprehensive Annual Financial Report (CAFR), the Village of Brooklyn Heights' annual income tax collection was approximately \$4.9 million. On a per capita basis, Brooklyn Heights collected \$3,239 per resident, the lowest among the Peer Communities\*. This is due to Brooklyn Heights having a comparatively small concentration of commercial and industrial jobs. In comparison, the Village of Cuyahoga Heights has the highest municipal income tax receipts among the Peer Communities due to its small population.

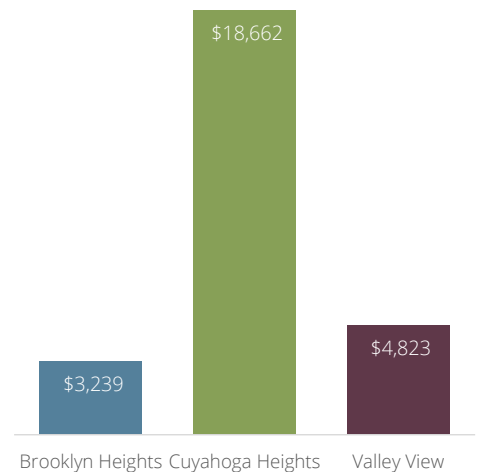
In the past ten years, municipal income tax revenues among the Peer Communities have fluctuated with communities seeing steady increases in revenue or recent declines. In comparison, the Village of Brooklyn Heights' municipal income tax revenues have stayed relatively stable with revenues ranging between \$4.1 and 4.9 million, except in 2011 when revenues were below \$3.9 million. However, in 2018, the Village saw its municipal income tax revenues increase by 6.1% from the previous year.

\*The Village of Walton Hills is not a part of RITA and a CAFR was not available at the time of this report.

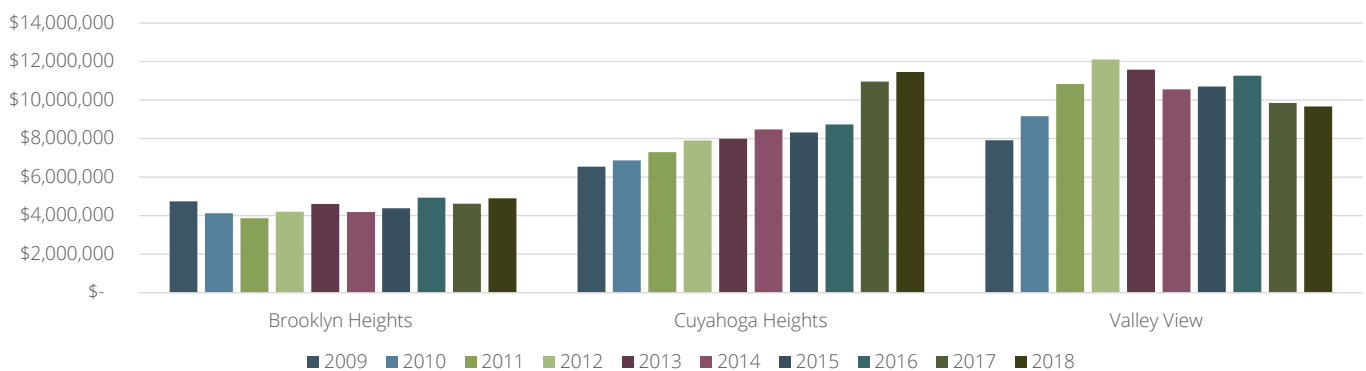
**Figure 12 — Collected Municipal Income Tax by Jurisdiction, 2018**



**Figure 13 — Collected Municipal Income Tax per Capita, 2018**



**Figure 14 — Collected Municipal Income Tax Revenues, 2009-2018**





## 2.1

### EMPLOYMENT

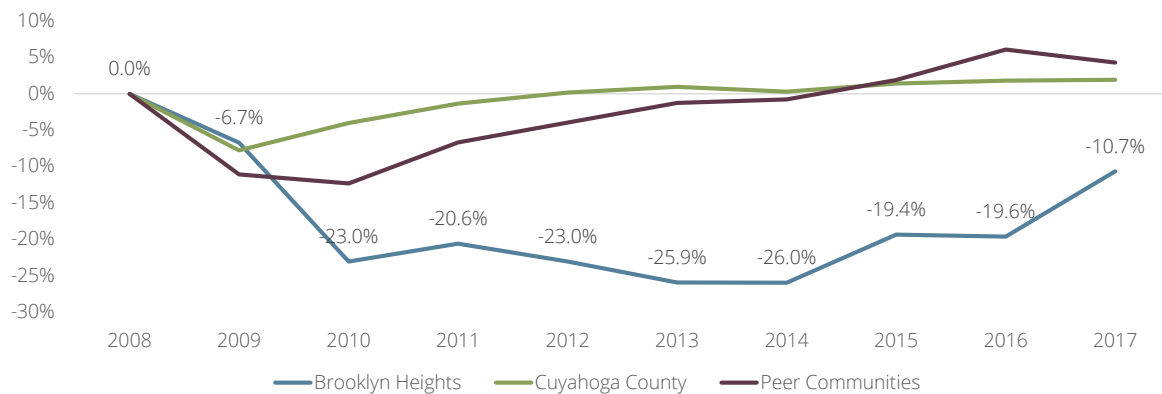
Employment trends are indicators of local economic health. The total number of people employed in Brooklyn Heights in 2017—the most recent year for which data is available—was 4,492. That number is considerably down when compared to a decade ago, when 5,028 people were employed in Brooklyn Heights prior to the Great Recession.

During the Great Recession, Brooklyn Heights, along with the Peer Communities and Cuyahoga County as a whole, lost jobs. When compared to those areas, the Village of Brooklyn Heights saw a sharper decline in the number of jobs from 2008 to 2017. Although employment in the Village had steadily

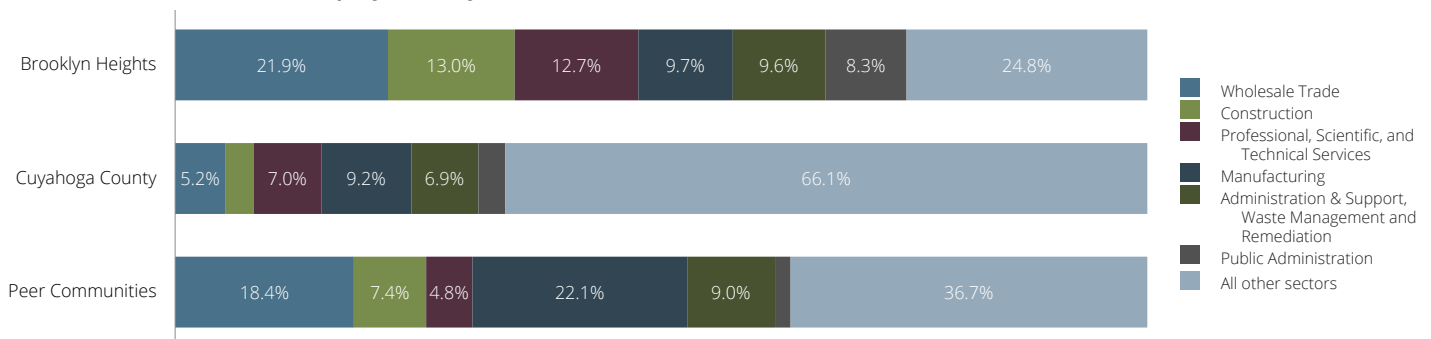
declined over that period, the total of number of jobs started to rebound in 2014. Despite this increase in the total number of jobs over the past few years, the number of jobs in Brooklyn Heights is still 10.7% lower than 2008.

The Wholesale Trade (21.9%); Construction (13.0%); and Professional, Scientific, and Technical Services (12.7%) sectors comprise nearly 50% of employment in Brooklyn Heights. These are the largest employment sectors in the Village.

**Figure 15 — Percent Change in Total Employment Compared to 2008**



**Figure 16 — Percent of Total Employment by Sector, 2015**

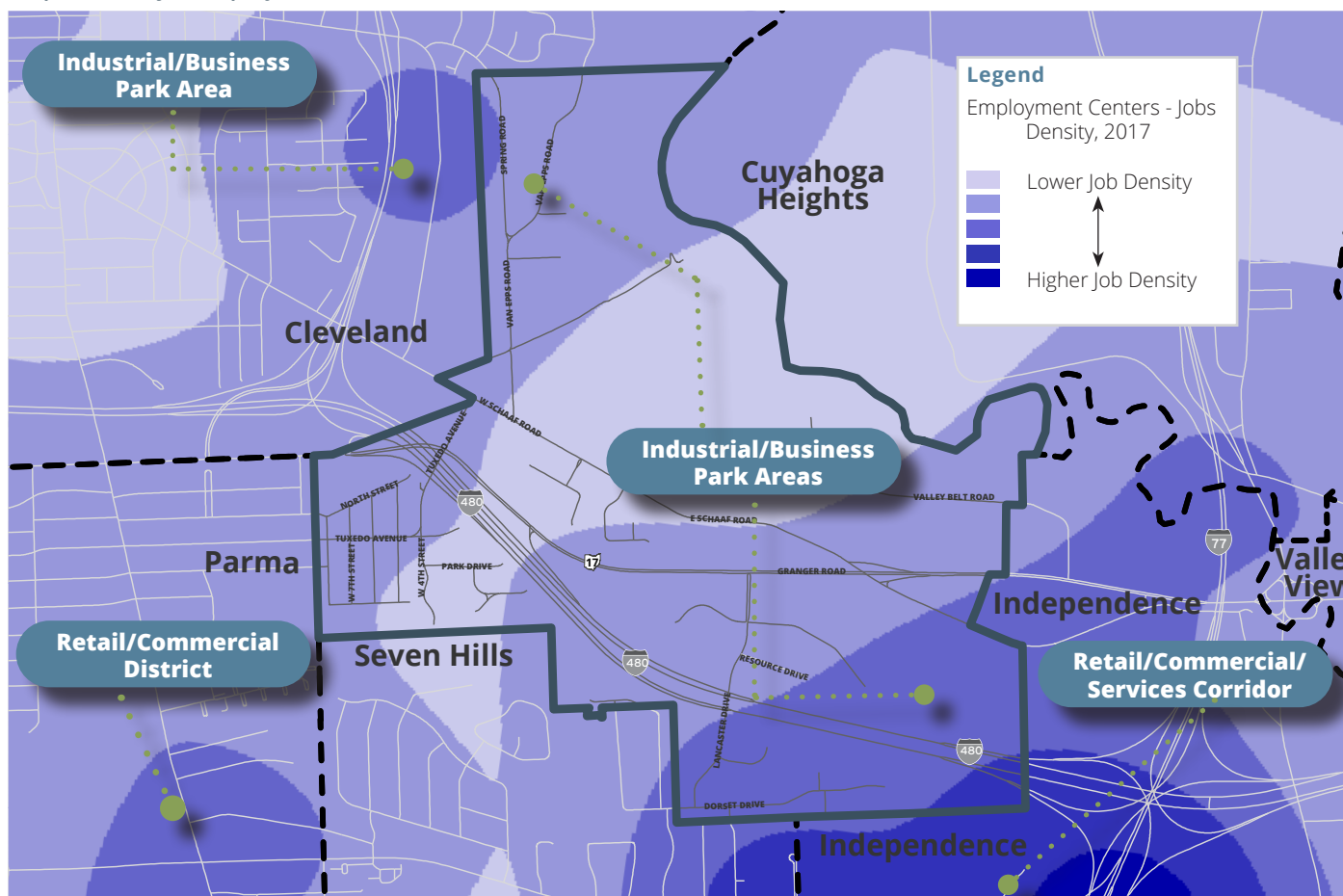


## EMPLOYMENT CENTERS

Employment in Brooklyn Heights is comprised of a mix of industries and sectors ranging from Wholesale Trade to Public Administration. One such area of high employment concentration and employment sector diversity within the Village is the West Resources Drive industrial/business park area, bounded by Granger Road to the north and Interstate 480 to the south. Another highly concentrated employment center is in the northwest corner of the Village around Spring and Van Epps Roads.

Just outside of Brooklyn Heights, the densest concentration of employment is a Retail/Commercial/Services Corridor just southeast of the border in the City of Independence near the Interstate 77 interchange at Rockside Road. Also, just beyond the western border in the City of Parma is a Retail/Commercial District at Rockside and Broadview Roads.

Map 2 — Major Employment Centers



## 2.1

### HOUSING OCCUPANCY

Occupancy rates display what percent of housing units within an area are currently occupied. Unoccupied or vacant units are not necessarily vacant and abandoned, and may include for-sale or second homes that are not currently lived in. In Brooklyn Heights, 96.8% of units are occupied, which is a slightly higher rate than the Peer Communities (95.3%) and Cuyahoga County (87.0%) as a whole.

### TENURE

Tenure describes whether a unit is owned or rented. Brooklyn Heights' rental rate of 10.9% is lower than Peer Communities and Cuyahoga County, indicating a higher owner-occupancy rate. Additionally, unlike most communities, Brooklyn Heights' rental rate decreased between 2013 and 2018.

Figure 18 — Occupancy Rates, 2018

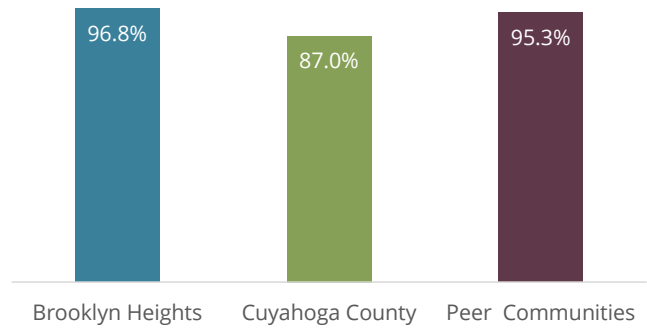
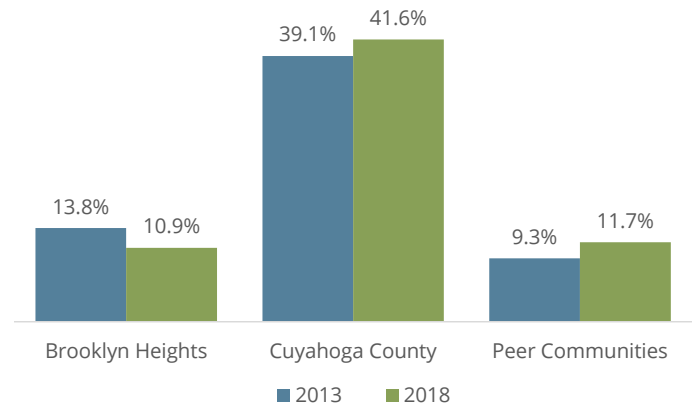


Figure 19 — Renter Occupied, 2013 & 2018



## RENT

Median gross rent is an indicator of a housing market's strength. Median gross rent in Brooklyn Heights was \$1,144 in 2018, a decrease from \$1,266 in 2017 inflation-adjusted terms. This decrease in inflation-adjusted terms mirrors trends in the County. The Village of Brooklyn Heights' median rental rates remain above those of the County as a whole.

When categorizing rental units in Brooklyn Heights by their price, the Village has more units that are \$1,000 or more per month than Peer Communities and the County. This is likely a reflection of the size and quality of the single-family homes for rent in the Village.

Figure 20 — Median Rent, 2013 and 2018

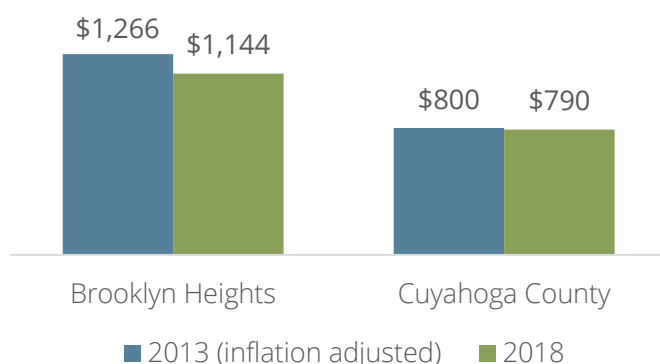
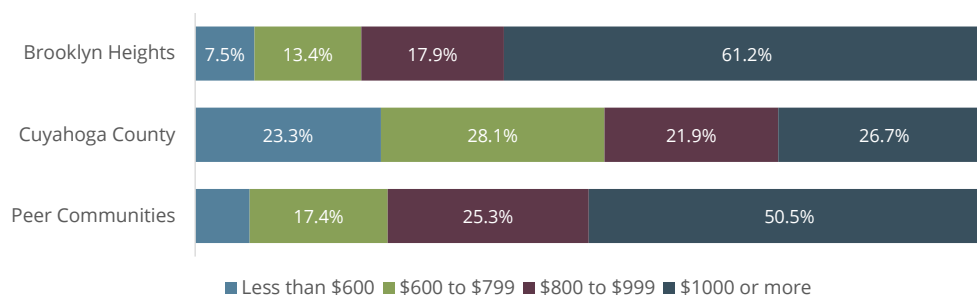


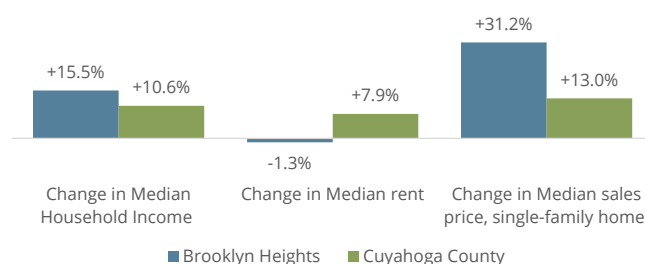
Figure 22 — Percent of Rental Units by Gross Rent, 2018



## AFFORDABILITY

Comparing the change in income, rent, and sales price gives insight into the Village's housing affordability. In Brooklyn Heights, median household income between 2013 and 2018 is up 15.5%, median rent is down -1.3%, and median sales price is up 31.2%. This indicates that homes are becoming slightly less expensive to rent in Brooklyn Heights while buying a home is more expensive.

Figure 21 — Change in Rent, Sales Price, and Income, 2013-2018



## 2.1

### HOUSING UNITS

Most of the homes in Brooklyn Heights were built in the post war suburban bungalow style. In the Village, 30.1% of housing units were constructed in the decade from 1950 to 1959. In total, 68.6% of units in Brooklyn Heights were built in the period from 1940 to 1979, compared to 53.4% of units Countywide.

Analyzing a community's housing by the number of units in a structure describes the types of buildings in a community. For instance, a one-unit structure would be a single-family home or possibly an attached townhouse. A two-unit structure would be a duplex, and a 50-unit structure would be a large apartment or condo building.

Consistent with post-war development trends, Brooklyn Heights' housing units are almost entirely single-family detached structures. In the Village, 98.8% of units are single-family detached. This is slightly higher than the other Peer Communities, with only Walton Hills having a matching rate of single-family units. In comparison, only 59.0% of housing units in Cuyahoga County are single-family detached.

Figure 23 — Percent of Housing Units Built Each Decade

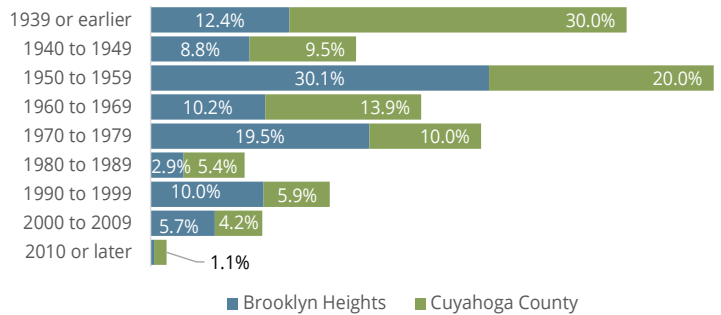
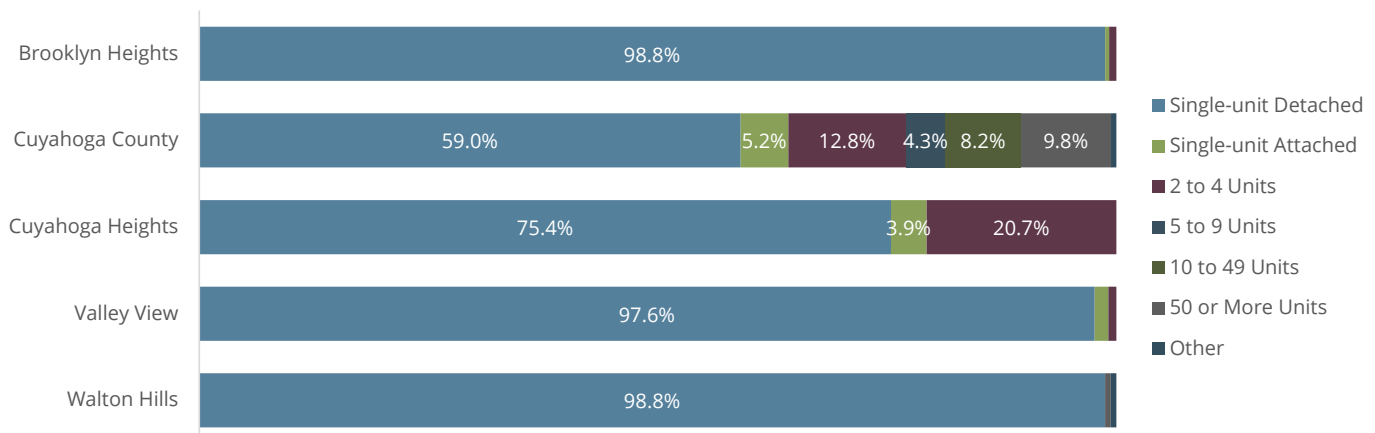


Figure 24 — Percent of Housing Units by Number of Units in Structure, 2018



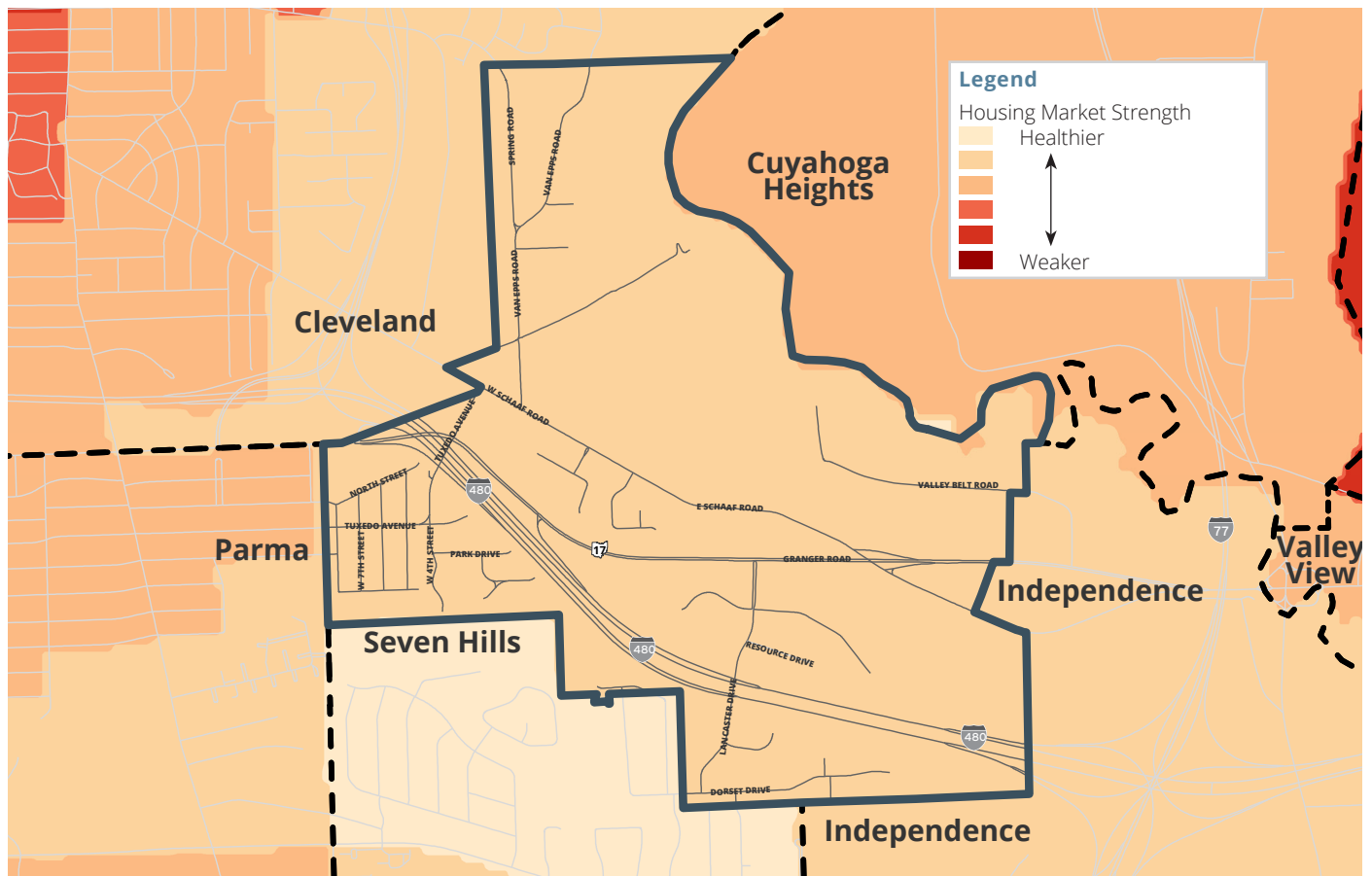
## HOUSING MARKET

Housing market strength is a major indicator of economic strength for a community. When the economy is strong, and people are confident about the future, they are more inclined to purchase homes, upgrade their current residences, or buy larger dwelling units.

The map below identifies housing market strength based on seven measures: poverty, tax delinquency, mortgage foreclosure, demolitions, vacancy, change in valuation, and unemployment rate. These measures were identified as part of a Countywide Housing Study completed in 2016 by the Cuyahoga County Planning Commission in partnership with Cleveland State University.

The Village of Brooklyn Heights' Housing Market strength is rated as healthy, along with the neighboring communities of Independence, and some portions of Parma and Cleveland closest to Brooklyn Heights. Seven Hills has a slightly healthier housing market strength. This difference in ratings could be due to a number of factors, but could also largely be due to Brooklyn Heights' small size and population numbers. A single mortgage foreclosure or a slight increase in the unemployment rate has a much larger effect on a community of Brooklyn Heights' size than it would on much larger municipalities.

Map 3 — Housing Market Strength





## 2.1

### HOME SALES

Median sales price is an important indicator of housing market strength and can display trends over time. In 2019, there were 31 single-family home sales in Brooklyn Heights with a median sales price of \$160,000. When compared to Peer Communities, this was slightly below the median sales price of Valley View and Walton Hills, but higher than Cuyahoga Heights with a median sales price of \$118,000.

Compared to a baseline in 2009, the median sales price of homes in Brooklyn Heights fell 32% by 2014, before fully recovering by 2019. Given the relatively few homes in Brooklyn Heights, a small number of sales can affect the median sales prices.

Figure 25 — Median Sales Price for Single-Family Homes, 2019

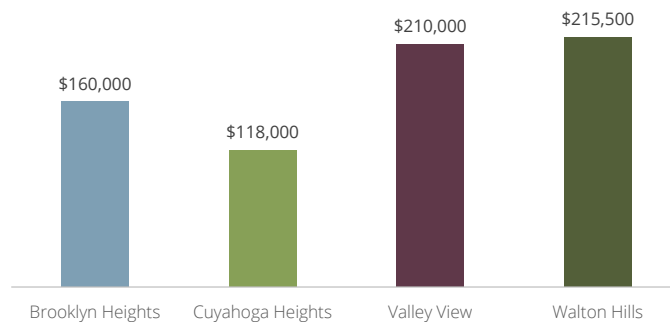
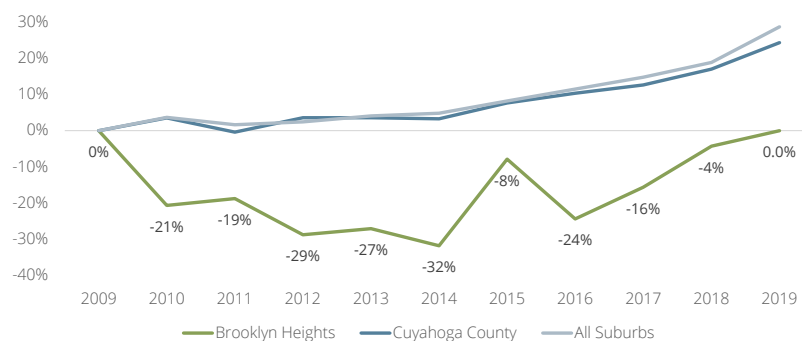


Figure 26 — Percent Change in Median Sales Price Compared to 2019



## PROPERTY TAX

Property taxes levied on land and buildings are based on three elements: the determination of market value, the percentage at which the market value is assessed, and the property tax rate.

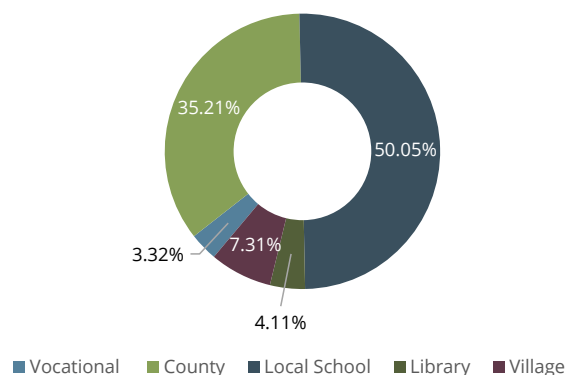
The Cuyahoga County Fiscal Office appraises all taxable real property once every six years to determine market values. Cuyahoga County collects this tax and redistributes it to the taxing jurisdiction.

Most property taxes in Brooklyn Heights are paid to the school district, with a much smaller percent paid to local government. In 2017, slightly more than half (50.05%) of residential property taxes were paid to the local school district\* and 35.21% of property taxes were paid to Cuyahoga County. During this time, Brooklyn Heights' residential property tax rate was 60.21 mills and its commercial property rate was 63.7 mills, the lowest among the Peer Communities. Since 2017, voters in Brooklyn Heights and the Peer Communities have approved levies that increased taxes. The 2019 residential and commercial tax rates in Brooklyn Heights are 66.43 mills and 61.56 mills, respectively.

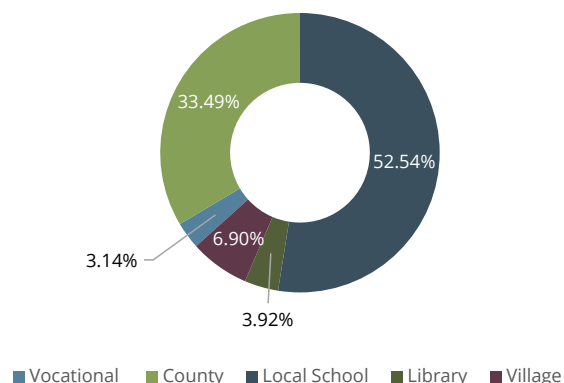
Similar to many of the Peer Communities, a large percent of Brooklyn Heights' tax valuation comes from residential or agricultural property (41.6%), but more than half (53.6%) of its tax valuation is derived from commercial and industrial properties.

\*Brooklyn Heights is part of the Cuyahoga Heights Local School District

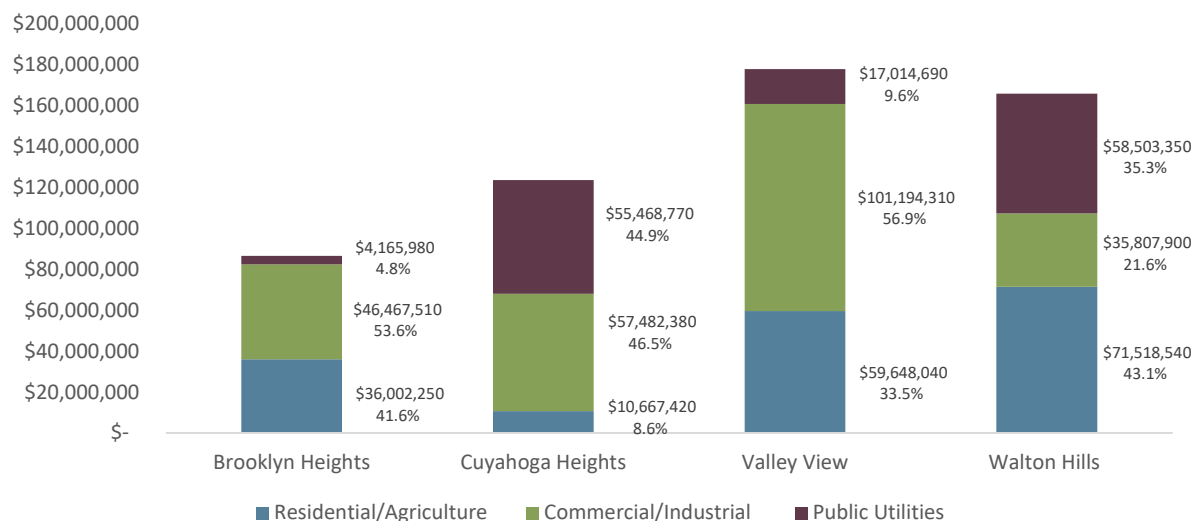
**Figure 27 — Percent of Millage Dedicated to Taxing Jurisdiction, Residential/Agriculture, 2017**



**Figure 28 — Percent of Millage Dedicated to Taxing Jurisdiction, Commercial/Industrial, 2017**



**Figure 29 — Tax Valuation by Property Type, 2019**



## TRANSPORTATION & INFRASTRUCTURE PROFILE

### KEY FINDINGS



#### Commuter Trends

94.9% of Brooklyn Heights residents commute to work by driving alone or carpooling



#### Sidewalks

The Village has very good sidewalk coverage in residential areas, but limited coverage in industrial and business park areas



#### Bike Trails

A portion of the West Creek Greenway goes through Brooklyn Heights Park, connecting residents to the West Creek Reservation



### Crashes

Most crashes in Brooklyn Heights occur on the highway. Granger, East & West Schaaf Roads



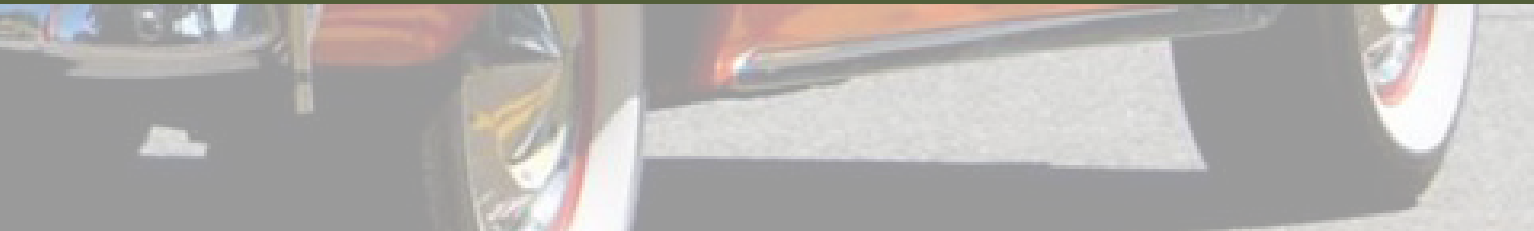
### Local Road Projects

NOACA is studying a pending traffic flow improvement at the SR-176 and IR-480 interchange in Cleveland and Brooklyn Heights



### Water & Sewer Projects

The Village's most recent sewer project, completed in Summer 2016, was the South Street Water Main Replacement project that improved water pressure and flows on South Street



## 1.2 TRANSPORTATION & INFRASTRUCTURE

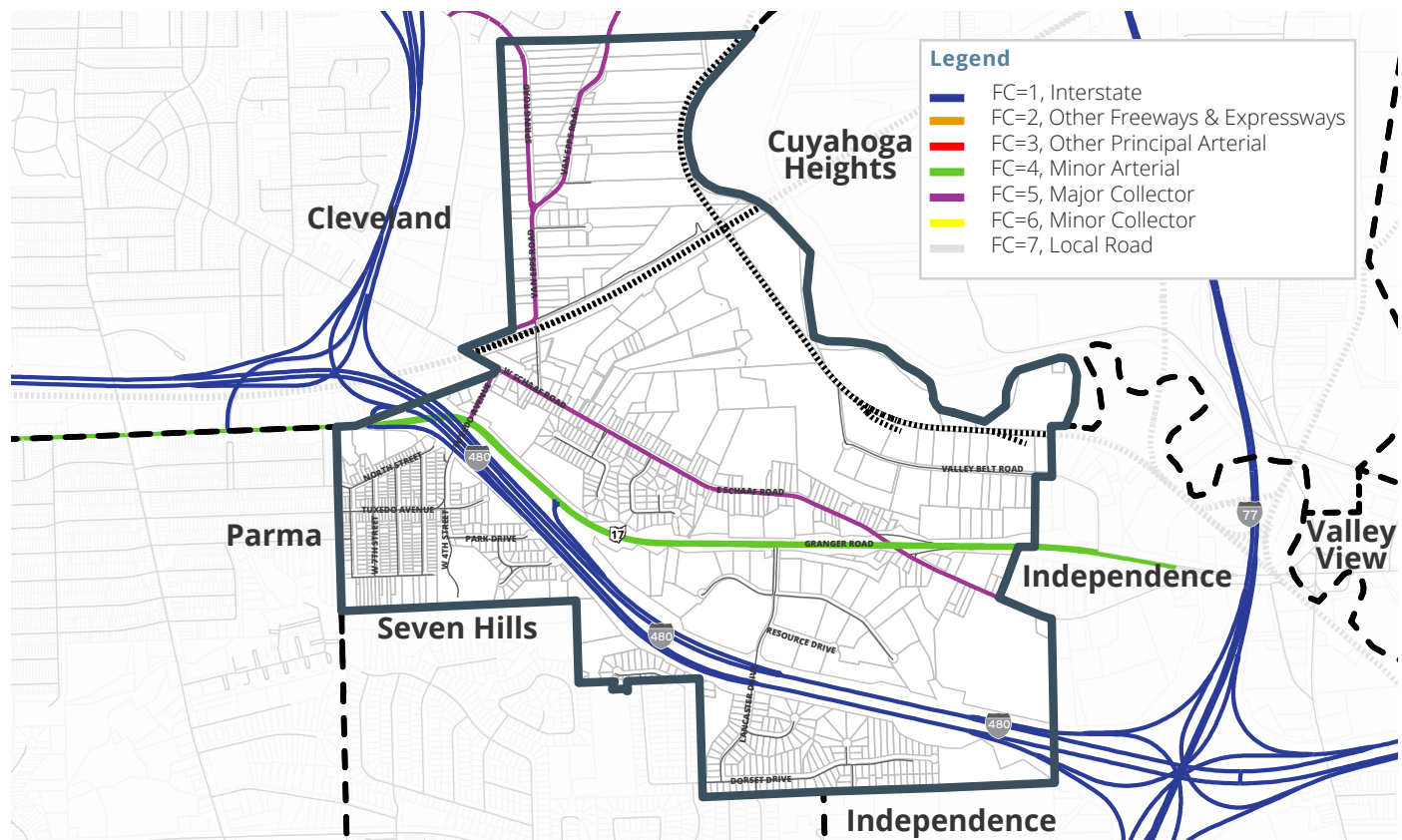
### ROAD NETWORK

A transportation network is essential to connecting neighborhoods, business districts, and the region. These networks are made up of roads, bridges, public transit routes, sidewalks, and bikeways. Specifically, roadways comprise the transportation network that is used most frequently by both residents and visitors.

The Northeast Ohio Areawide Coordinating Agency (NOACA) classifies streets throughout its five-county region into seven Functional Classes from FC1 Interstate Highways to FC7 Local Roads. Functional Classes are used as a management tool in transportation planning (see page 41).

A significant stretch of Interstate 480 goes through the middle of Brooklyn Heights, bisecting the Village, and affects how some of the Village's roads are classified. In Brooklyn Heights, roads are classified as either FC4 Minor Arterial or a FC5 Major Collector. Minor Arterials provide service for trips of moderate length, serve smaller geographic areas and offer connectivity to higher classified roads. A Major Collector is part of the roadway system that gathers traffic from higher-ranked roads and funnel them to the Arterial network. Granger Road is classified as a minor arterial while Van Epps, Spring, East and West Schaaf Roads, and a segment of Tuxedo Avenue where it intersects with Granger Road are classified as a Major Collector.

Map 4 — Road Network



## REGIONAL INFRASTRUCTURE

Beyond local road repairs, resurfacings, and utility projects, roadway Functional Classes are used as a management tool in transportation planning in the following ways:

- To provide one measure of a route's transportation importance and efficiency
- To help determine maintenance allocations and data collection needs
- To help set design criteria for various roadway features such as lane and shoulder widths, horizontal and vertical clearances, and design speeds
- To identify roads, streets and highways that are eligible for federal funds.

The Federal-Aid Highway Program provides financial assistance for the construction, maintenance, and operations of the nation's highway network. To qualify for federal funds, a facility must be classified higher than a local road.

There are a number of projects currently on the Northeast Ohio Areawide Coordinating Agency (NOACA) Transportation Improvement Program (TIP) 2018-2021 that impact Brooklyn Heights; however, many of these projects are outside of The

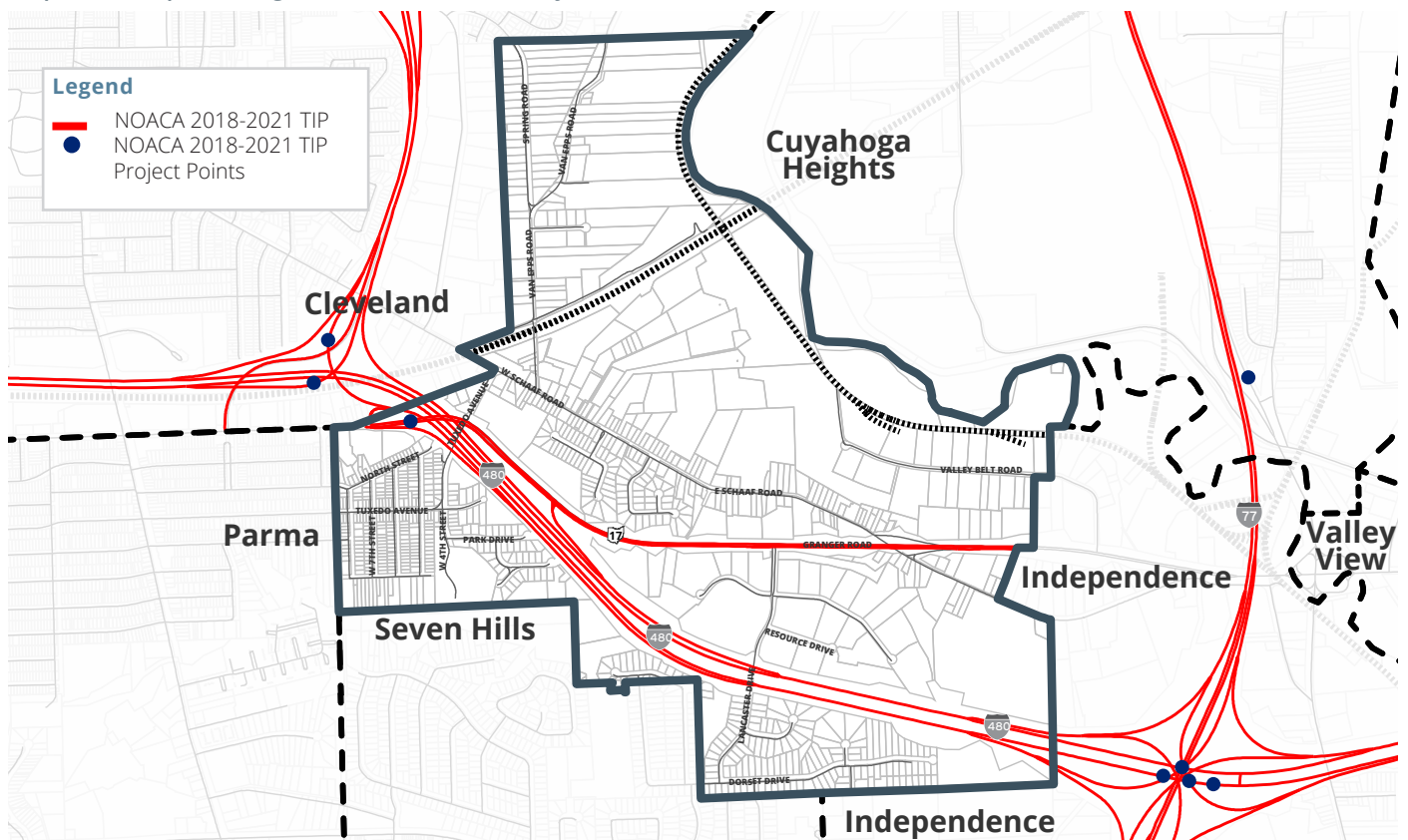
The Village of Brooklyn Heights. One of these projects within the Village is a proposed pavement replacement project for the Granger Road-Brookpark Road interchange at I-480.

## HIGHWAY ACCESS

Given the use of cars and trucks to commute to work, transport goods, and link to services, access to highways is important to modern transportation networks. Brooklyn Heights is bisected by Interstate 480 south of Granger Road. Just west of Tuxedo Avenue, on the Brooklyn Heights-Cleveland border is the I-480/State Route 176 interchange. Additionally, drivers in Brooklyn Heights have access to the Interstate 77 interchange near the southeast Village border in the City of Independence.

Being centrally located between the eastern and western suburbs of Cuyahoga County, highway access links Brooklyn Heights to various regional amenities, Downtown Cleveland, Cleveland Hopkins International Airport, and regional airports.

Map 5 — Proposed Regional Infrastructure Projects





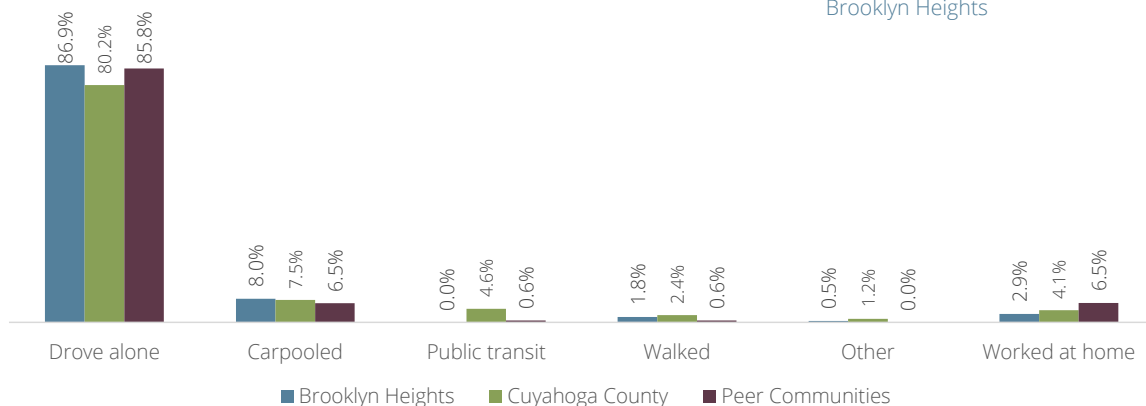
## COMMUTER TRENDS

The transportation method by which residents get to work is one way of understanding how residents travel daily. In Brooklyn Heights, 94.9% of residents commute to work by driving, either by themselves or in a carpool. This is a slightly higher proportion of residents driving to work than in the Peer Communities (92.3%) or Cuyahoga County (87.7%).

While many workers in the County (4.6%) and in the Peer Communities (0.6%) commute to work via public transit, no Brooklyn Heights residents used public transit since there are no transit routes within the Village; however, 2.3% of Brooklyn Heights residents commuted to work by walking or other modes of transportation. This is greater than the Peer Communities (0.6%), but less than the County (3.6%) as a whole.

While the transportation mode residents take to get to work may be overwhelmingly by car, that does not mean residents do not use sidewalks and bikeways for recreation, to visit nearby amenities, or for errands; however, the automobile is the primary means for residents to access their place of employment.

Figure 30 — Commuting Method, 2018



The majority of Brooklyn Heights residents do not both live and work in the Village. In 2017, 759 Village residents commuted elsewhere for work, while 52 residents lived and worked in the Village. The primary locations residents commuted to for work include Cleveland, Independence, Cuyahoga Heights, Valley View, Parma, Strongsville, Garfield Heights, and Brecksville. Concurrently, there are large numbers of workers commuting to Brooklyn Heights for work. In 2017, 4,440 workers living elsewhere were employed in Brooklyn Heights, with the largest numbers of workers coming from Cleveland and Parma.

Figure 31 — Commuting Direction, 2014-2018

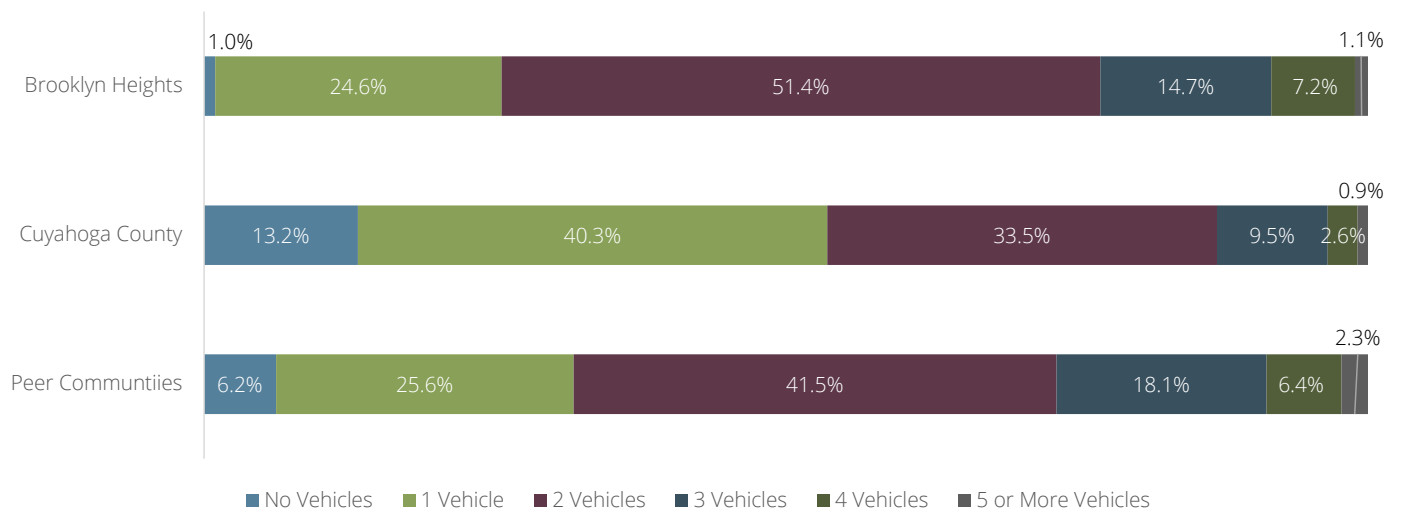


## VEHICLE OWNERSHIP

The Village of Brooklyn Heights is predominantly a car-oriented community based on its mode of transportation to work and vehicle ownership. Nearly (99.0%) all the households in the Village own a vehicle, at rates higher than the Peer Communities (93.9%) and Cuyahoga County (86.8%) as a whole. Only 1.0% of households do not have access to a vehicle in the Village.

Compared to Peer Communities and the County as a whole, Brooklyn Heights has significant access to private transportation for its residents.

Figure 32 — Percent of Households by Number of Vehicles Owned, 2018



## 2.2

### WALKABILITY

There are several factors that determine the walkability of a community; these include the presence of sidewalks, access to roadways, connections to shopping, schools, parks, trails, and other local amenities, and an inviting and friendly environment with low volume traffic and low travel speeds.

Walk Score is an online tool used to assess a community's walkability. The tool analyzes population density, block length, intersection density, and distance to amenities to measure pedestrian friendliness and residents' ability to move around a city or village or run daily errands without a car.

According to Walk Score, the Village of Brooklyn Heights has an overall walkability score of 26. This means that Brooklyn Heights is a car-dependent village and almost all errands require a car, especially since there is no retail center, restaurant or entertainment venue within the Village limits.

Walk Score also provides scores for other modes of transportation such as Transit and Bike Scores. The Brooklyn Heights Bike Score is 26 which means the Village is somewhat bikeable with minimal bike infrastructure. The scores are based on location center points and can vary within the same municipality. For example, the Brooklyn Heights Community Center location has an overall Walk Score of 22 – car-dependent and Bike Score of 26 – somewhat bikeable, but a Transit Score of 18, which means minimal transit.

Certain geographical features of Brooklyn Heights do not lend themselves to walking. Some residential neighborhoods have well-defined grid patterns such as those in the Tuxedo Avenue neighborhoods, but other residential neighborhoods such as those near Lancaster and Dorset Roads are cul-de-sacs and lack connectivity to other neighborhoods.

Figure 33 — Walk Score

Community	Walk Score
Valley View Village Town Hall	8-Car Dependent
Cuyahoga Heights Village Hall	10-Car Dependent
Walton Hills Village Hall	16-Car Dependent
Bacci Park Aqueduct	19-Car Dependent
<b>Brooklyn Heights Community Center</b>	<b>22-Car Dependent</b>
Independence	23-Car Dependent
Brookside Reservation	24-Car Dependent
<b>Brooklyn Heights Village Hall</b>	<b>26-Car Dependent</b>
Brecksville Reservation	29-Car Dependent
Seven Hills	38-Car Dependent
Parma	69-Somewhat Walkable
Cleveland	89-Very Walkable

## SIDEWALKS

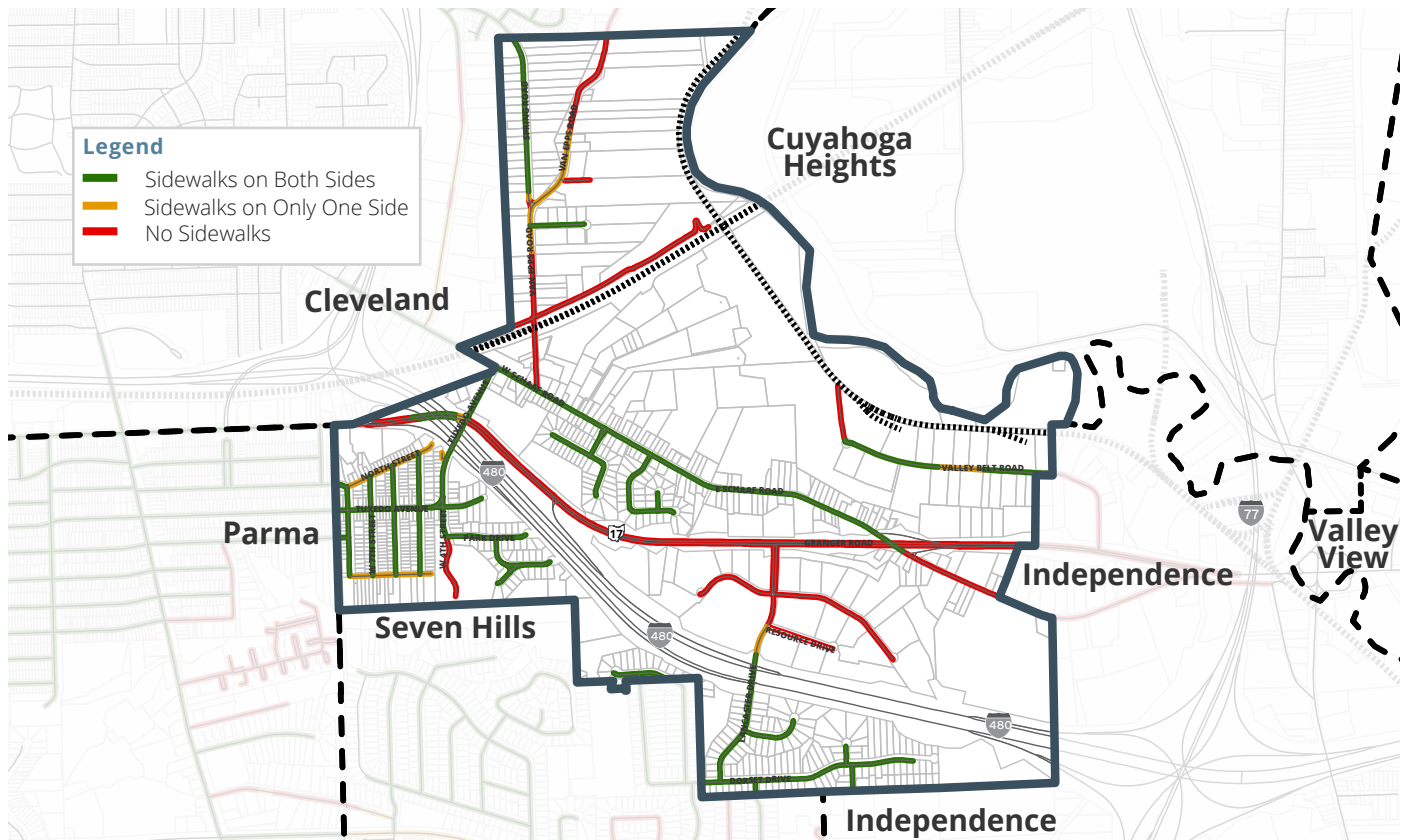
Sidewalks connect residents to services, schools, and amenities, and provide opportunities for exercise. They also connect residents to each other and contribute to walkable neighborhoods. Analysis of recent aerial photography was used to determine sidewalk coverage in Brooklyn Heights, and data was included for some surrounding areas with potential destinations.

The Village of Brooklyn Heights has very good quality sidewalk coverage in residential areas such as the neighborhoods to the west and south of I-480, and along East Schaaf Road. Some

Brooklyn Heights residents can also easily access destinations in neighboring Parma, Seven Hills, and Cleveland through their residential areas and along main thoroughfares like Rockside and Broadview Roads.

Sidewalk coverage in the industrial and business park areas in Brooklyn Heights is limited, and often where there are sidewalks they are not of good quality due to physical deterioration, lack of safe separation from the roadway, or light posts and fire hydrants in the center of the sidewalk which prevent their use by pedestrians. Additionally, Granger Road does not have sidewalk coverage.

**Map 6 — Sidewalk Network**



## 2.2

### PUBLIC TRANSIT COVERAGE

Public transportation greatly improves the usability, connectively, and accessibility of roadways, and helps to facilitate travel to destinations for residents without access to a vehicle in a safe, efficient, and reliable way.

The Greater Cleveland Regional Transit Authority (RTA) does not have direct bus or rail options to serve the Village of Brooklyn Heights. The nearest bus lines to the Village are all located a quarter mile walk outside of the Village. The 51 A-B-C MetroHealth Line provides service between Downtown Cleveland and southwestern destinations such as the Parma

Transit Center, MetroHealth Brecksville Health and Surgery Center, and Garfield Commons. The 53F Broadview-North Royalton Flyer line provides limited service between Downtown Cleveland and the North Royalton Loop. Brooklyn Heights residents can board at stops along Rockside Road south of the Village.

Map 7 — Public Transit Map



## BIKE ROUTES

As more people desire to live healthier lifestyles and travel in ways that are safer, environmentally friendly, and sustainable, more cities are investing in infrastructure that supports multi-modal travel options like bikeways. Bikeways can take the form of on-road lanes, shared road markings, or off-road all purpose trails and paths. Currently, there are several all purpose trails in the vicinity of Brooklyn Heights including the West Creek Greenway which is already completed and goes through Brooklyn Heights Village Park for approximately a half mile, and includes a pedestrian bridge over the West Creek.

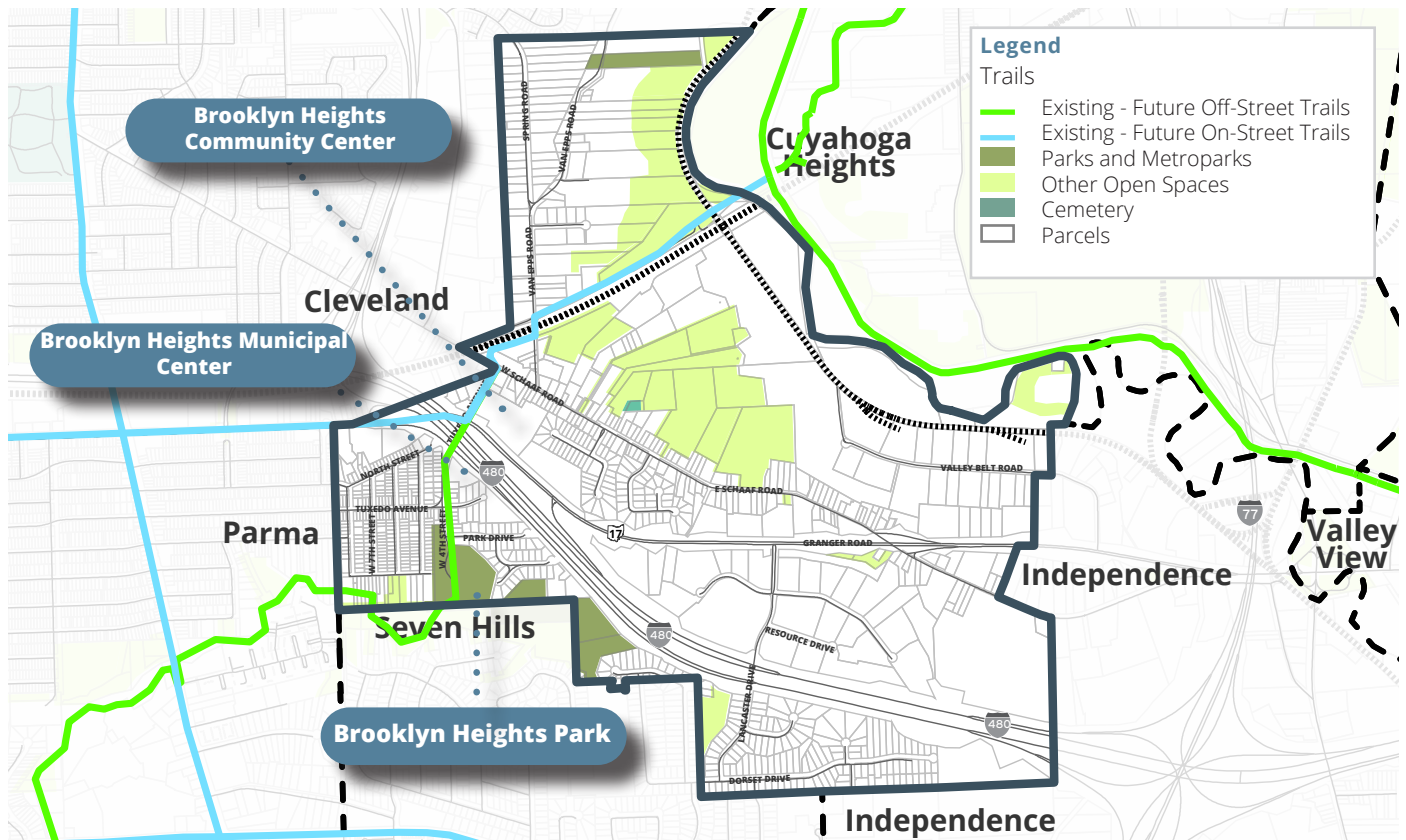
The map below shows existing and proposed routes through the Village of Brooklyn Heights..

## CUYAHOGA GREENWAYS

The Cuyahoga Greenways Plan is a joint effort between County Planning, Cleveland Metroparks, and NOACA to build an interconnected system of greenways and trails that link neighborhoods, parks, jobs, and public transportation to create a comprehensive countywide active transportation network. The Greenways Framework Plan outlines a series of regionally important trails, gaps in that network, and priorities for new trail and bikeway construction to complete this network.

The plan identified the entire West Creek Greenway as a regional future route through the Village of Brooklyn Heights. A portion of the West Creek Greenway already exists in the southwest corner of the Village through Brooklyn Heights Park. The West Creek Greenway will connect the southwestern communities near Parma to the Ohio & Erie Canal Towpath Trail and the Cuyahoga Valley National Park.

Map 8 — Existing and Proposed Cuyahoga Greenways Routes





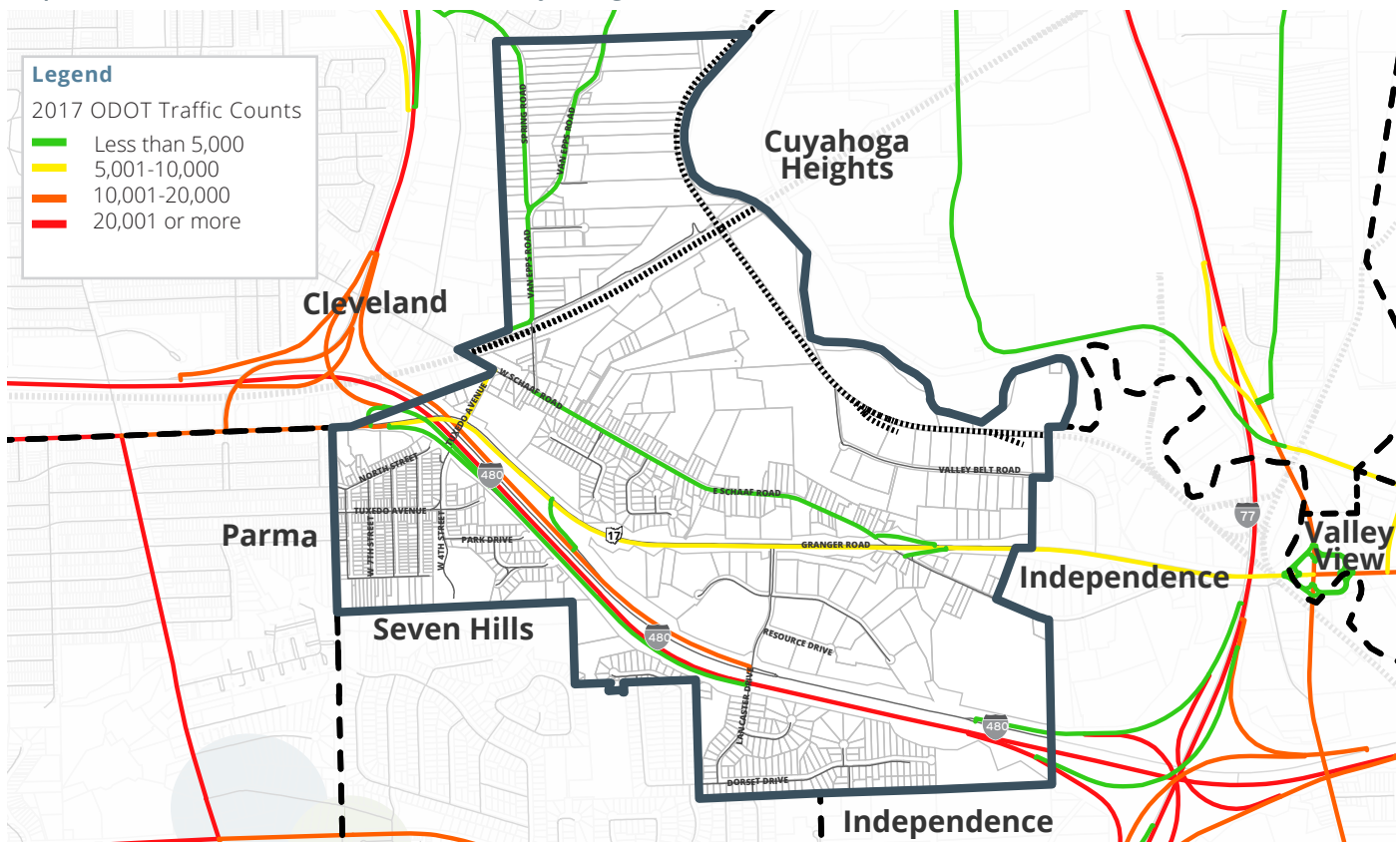
## 2.2

### TRAFFIC COUNTS

Federal, state, and local agencies utilize traffic counts to monitor road volume and identify which streets or routes are in need of future infrastructure improvements. The Annual Average Daily Traffic (AADT) count is the common indicator used to represent traffic volume. Heavily traveled roads or those with high AADT may require turn lanes, signal coordination, or even expansion to handle current and future vehicular traffic. However, large traffic counts do not necessarily indicate the need for or validate the feasibility of improvements; therefore, traffic counts should be understood within the road context.

The counts provide insights on the demands placed on various roads; however, more recent traffic counts would be needed before major improvements are made. Surface streets in Brooklyn Heights, as analyzed by the Ohio Department of Transportation (ODOT), see fewer than 10,000 cars daily. Granger Road (State Route 17) and Tuxedo Avenue each have an AADT between 5,001 and 10,000 and are the heaviest trafficked surface roads in Brooklyn Heights. Spring, Van Epps, and East and West Schaaf Roads have an AADT of less than 5,000. Based on current traffic patterns, the relatively low traffic on most streets in Brooklyn Heights indicates limited need for major expansions.

Map 9 — Traffic Counts in and around Brooklyn Heights, 2017



## ROAD CRASHES

Residents in the Village of Brooklyn Heights rely heavily on travel via automobile for commuting to work, school, and running errands, so providing an understanding of roadway crashes and the safety of streets can provide insight on needed enhancements or adjustments. Data from the Ohio Department of Transportation (ODOT) shows the location, type, and severity of crashes in the Village of Brooklyn Heights between 2017 and 2019.

## CRASHES BY SEVERITY

Crash data from 2017-2019 shows that there were a total of 304 crashes within the municipal boundaries of the Village of Brooklyn Heights. The vast majority of those crashes, 73.68% (224) were classified as Minor with property damage only or no injury reported. Of all types of crashes, 76.97% (234) occurred along the stretch of Interstate 480 that bisects the Village from west to east. Of the more severe crash types where there was a serious (incapacitating) injury or fatal injury, eight occurred on I-480 and two occurred along Schaaf Road.

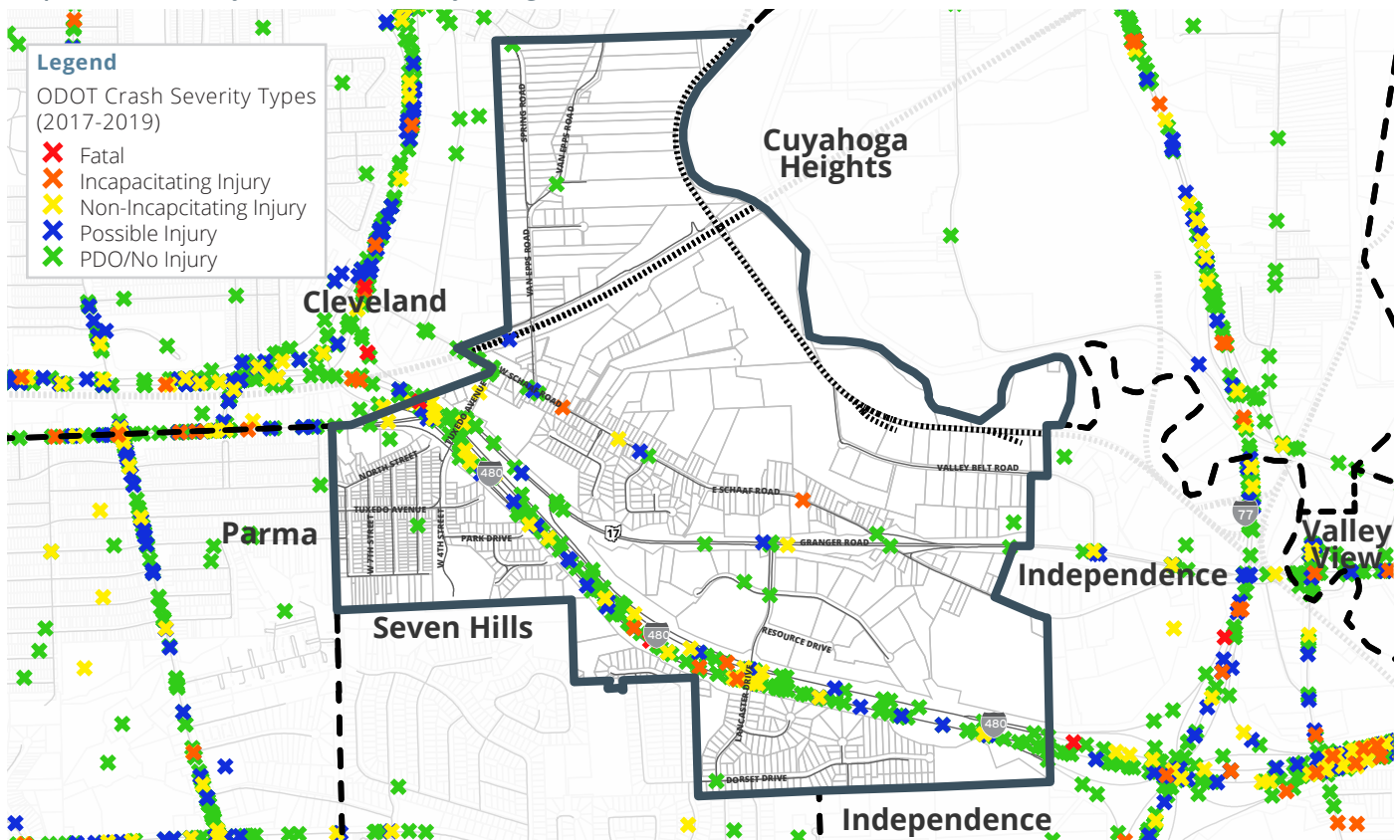
## CRASHES BY TYPE

The most frequent type of crash in the Village of Brooklyn Heights was rear end crashes which accounted for 49.67% (151) of all crashes on I-480 and on Granger, Spring, Van Epps, and Schaaf Roads during the reporting period. This was followed by same direction sideswipe crashes, accidents with fixed objects, crashes with animals, and left and right turn crashes.

## CRASHES BY STREET

The stretch of I-480 within Brooklyn Heights accounted for the most crashes on all the Village's roads with 73.68% (234) of the crashes. This was followed by 10.19% (31) of crashes on Granger Road and 2.96% (9) of crashes on East and West Schaaf Roads. Another eight crashes (2.63%) took place on Tuxedo Avenue, West 5th, and West 6th Streets.

Map 10 — Roadway Crashes in Brooklyn Heights, 2017-2019



## UPCOMING LOCAL INFRASTRUCTURE PROJECTS

### ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES

The Enhanced Mobility for Seniors and Individuals with Disabilities (State Fiscal Year - SYF 2019 Section 5310) program provides capital grants to assist governments, transit agencies, and other transportation providers who offer coordinated transportation services that are planned, designed, and carried out to meet the needs of seniors and individuals with disabilities in the Cleveland Urbanized area.

The program funds 80 percent of the cost of capital projects and the remaining 20 percent must be covered by local funding. This is a competitive grant program. Only public transit agencies are eligible for operating expenses.

The Village requested one vehicle replacement at a total cost of \$41,219. Funding request (federal share-80%): \$32,975 with a recommendation of \$32,975.

### SR-176 AND IR-480 INTERCHANGE IMPROVEMENTS IN CITY OF CLEVELAND AND THE VILLAGE OF BROOKLYN HEIGHTS (PENDING PROJECT)

ODOT will address ongoing traffic congestion and safety issues at the system interchange between SR-176 and IR-480, which is complicated by local-access ramps for Granger Road and Brookpark Road. ODOT's primary intent is to maintain the existing pavement limits but modify the way the ramps between SR-176, IR-480 and the local roads converge.

The proposed improvements are primarily in terms of how the various ramps merge and weave, with some addition or relocation of barriers to separate specific movements, restriping of lanes and minor pavement widening where necessary.

The proposed project will include:

- Replacing the concrete pavement in the I-480/SR-176 interchange;
- Creating a new access point for SR-176 southbound (SB) to enter IR-480 eastbound (EB) sooner;
- Modifying legs entering SR-176 northbound (NB) such that one full lane enters from Brookpark Road (SR-17), IR-480 EB, and IR-480 westbound (WB) each; and
- Rebuilding the traffic signal at the ramp terminal at SR-17. The project's estimated total cost, provided by the sponsor, is \$12,879,660.

Improvements at the SR-176 and IR-480 Interchange in Cleveland and the Village of Brooklyn Heights (SFY 2019) have an estimated total cost of \$12,879,660

### WEST CREEK GREENWAY

The West Creek runs from the City of Parma's Pleasant Valley Road north through the Cleveland Metroparks' West Creek Reservation, up through the upper portion of Seven Hills to the southern bounds of Brooklyn Heights, before moving to the Cuyahoga River, on the eastern border of Brooklyn Heights.

The existing and proposed trail will be a paved, all purpose trail connecting to the Ohio & Erie Canal Towpath via the residential and commercial areas in the City of Parma and the Village of Brooklyn Heights in the northern part of the West Creek Greenway. The Brooklyn Heights portion of the West Creek Greenway is already completed through Brooklyn Heights Village Park and includes a pedestrian bridge over the West Creek.

The southern route of the proposed trail will run past the Seven Hills Recreation Center and the Independence Civic Center and connect to the Hemlock Creek Trail and Cuyahoga Valley National Park.





Map 11 — West Creek Greenway, 2019



Images Source: West Creek Conservancy and The Village of Brooklyn Heights

## COMPLETED LOCAL INFRASTRUCTURE PROJECTS

### ROAD PROJECTS

#### Lancaster Road Reconstruction/Bioretenion Cells

This project was completed as part of an overall pavement rehabilitation project for Lancaster Drive, which serves as the main entryway into one of the Village's largest business areas. The total project cost was \$500,000 dollars. The Village was able to secure almost 80% of the funds through grants and 0% loans from the Ohio Public Works Commission.

#### Dorset, Lancaster, and Mural Road Reconstruction

This project included the replacement of more than 7,000 square yards of pavement. This project was the second phase of the original Lancaster Road Replacement performed in 2011. The first phase improved the street within the industrial area north of I-480 and the second phase was performed within the residential area.

### WATER & SEWER PROJECTS

#### South Street Water Main Replacement

Completed in the summer of 2016, the South Street Water Main Replacement project was performed to maintain the aging infrastructure while utilizing funding from partners to maximize the Village's capital improvement fund. The existing 6" water main was replaced with a new 8" water main, and service connections along South Street. This replacement allows the water system to operate with improved pressures and flows and safety with the addition of two hydrants at the east and west end of the street. The total project cost was approximately \$317,000.

Figure 35 — Received Maintenance Services, 2019

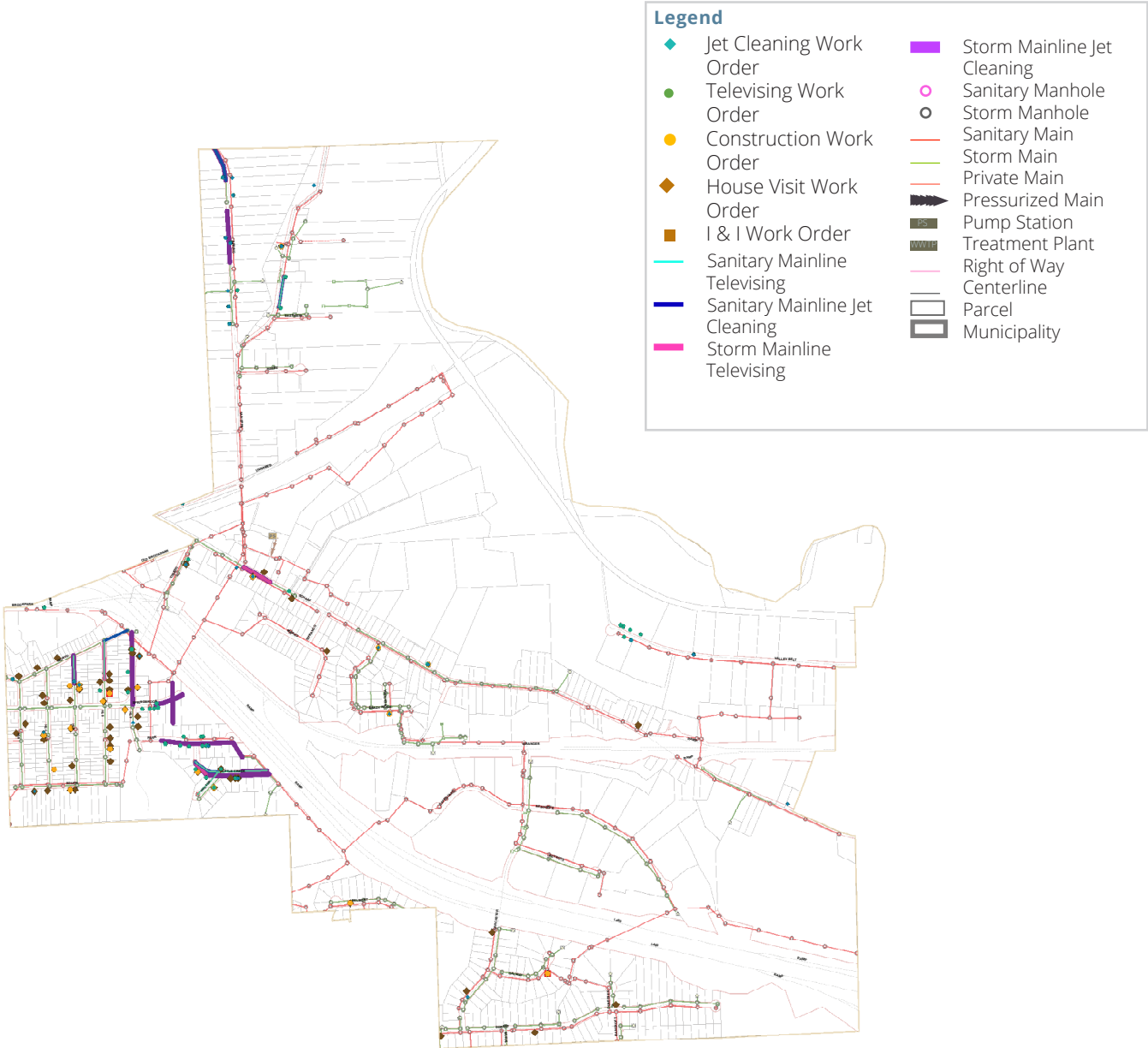
Program	2019 Activity
High Pressure Jet Cleaning	10,501 Feet
Sanitary - 990 Feet	
Storm - 9,511 Feet	
House Service	61 Calls
Television Inspection	21,432 Feet
Sanitary 5,396	
Storm 16,036 Feet	
Construction Activities	48 Job(s)
Dye Testing	2 Test(s)
Construction Permits Issued	1
(Commercial)	1
(Residential)	1
Plan Approvals	1 Plan(s)
Construction Inspections	
a) Main Lines Inspected	-Feet
b) Public R.O.W. Service Laterals	-Feet
c) Commercial/Residential Service Laterals	715 Feet
Catch Basins Cleaned	6

The table below highlights the 2019 operating expenses for non-major road infrastructure in the Village of Brooklyn Heights. Map 14 shows the 2019 Cuyahoga County Department of Public Works Service History for Brooklyn Heights.

Figure 36 — 2019 Non-Major Road Infrastructure Operating Expenses

Activity	Cost
Sanitary Sewer System Maintenance	\$165,763
Pump Station Operation and Maintenance	\$0
Waste Water Treatment Plant Maintenance	\$0
Engineering and/or Inspection	\$7,005
Capital Expenses	\$0
<b>Total Operating Expenses</b>	<b>\$172,768</b>

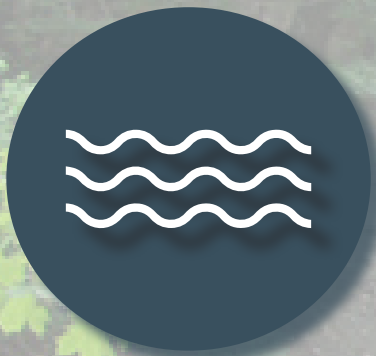
Map 12 — Cuyahoga County Department of Public Works Brooklyn Heights Service History, 2019





## LAND USE PROFILE

### KEY FINDINGS



#### Waterways

The West Creek and the Cuyahoga River form physical boundaries that protect natural habitats throughout the Village



#### Steep Slopes

Steep slopes throughout Brooklyn Heights pose environmental constraints that limit development in certain areas



#### Tree Canopy

To assist with a Public Tree Inventory & Management Planning Project, the Village was awarded \$11,636 in the 2019 NRAC Tree Canopy Grant Program



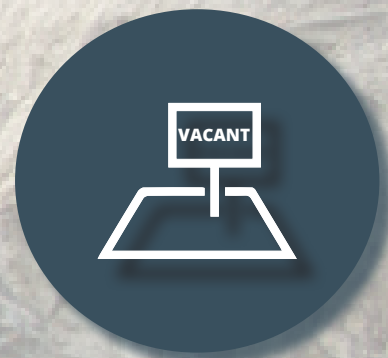
### Land Use

Industrial, Residential, and Vacant Land are the Village's three largest land uses, and together comprise nearly 69% of the total acreage



### Parks & Open Space

Most of the open spaces in the Village are privately-owned



### Vacant Land

The majority of vacant land is either Village-owned or closed landfill

## 1.3 LAND USE

### WATERWAYS & RIPARIAN ZONES

Rivers and streams are waterways running through a community, while riparian zones are vegetated lands alongside rivers, streams, wetlands, and shorelines that are susceptible to flooding. Riparian zones are important because they hold water during periods of heavy or continuous rain that might otherwise flood residential or developed areas.

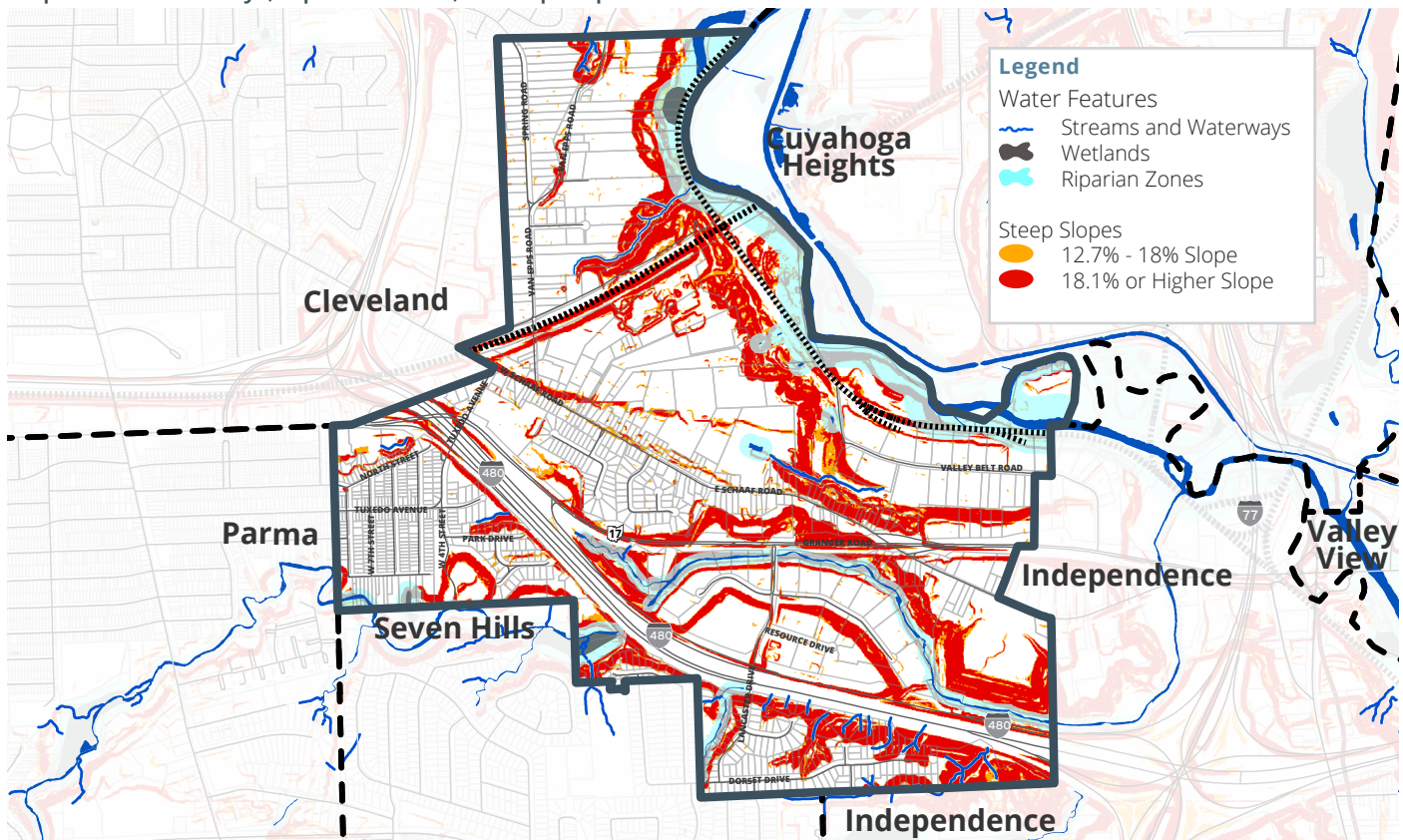
The Village of Brooklyn Heights is situated on the northern edge of the West Creek watershed, and the lower limits of the Lower Cuyahoga subwatershed at the northeastern border. The Cuyahoga River forms the northeast boundary of Brooklyn Heights and the West Creek flows along the southwest.

### STEEP SLOPES

Steep slopes are defined as land with a slope of 12% or greater. They are typically an environmental constraint that limits development because additional engineering work such as filling, erosion control, and slope reinforcement is required.

The steepest slopes in the Village are along the northeast edge of the Village along the Cuyahoga River valley, in the middle of the Village near Schaaf and Granger Roads, and south of I-480 in the southeast corner of the Village. However, the deep gorges and valleys below the slopes help to protect the environment from urban encroachment and support the natural habitat.

Map 13 — Waterways, Riparian Zones, & Steep Slopes



## TREE CANOPY COVERAGE

Tree canopy is the area of the ground covered by trees and leaves when viewed from above. A healthy tree canopy can provide benefits to the environment as well as increased property values; however, unbuilt areas typically have the highest tree canopy coverage.

In 2017, Cuyahoga County's existing tree canopy was measured at 34.7%. Compared to other communities in the County, Brooklyn Heights' existing tree canopy was measured at 24.60%, – well below the County's average and of those of some Peer Communities.

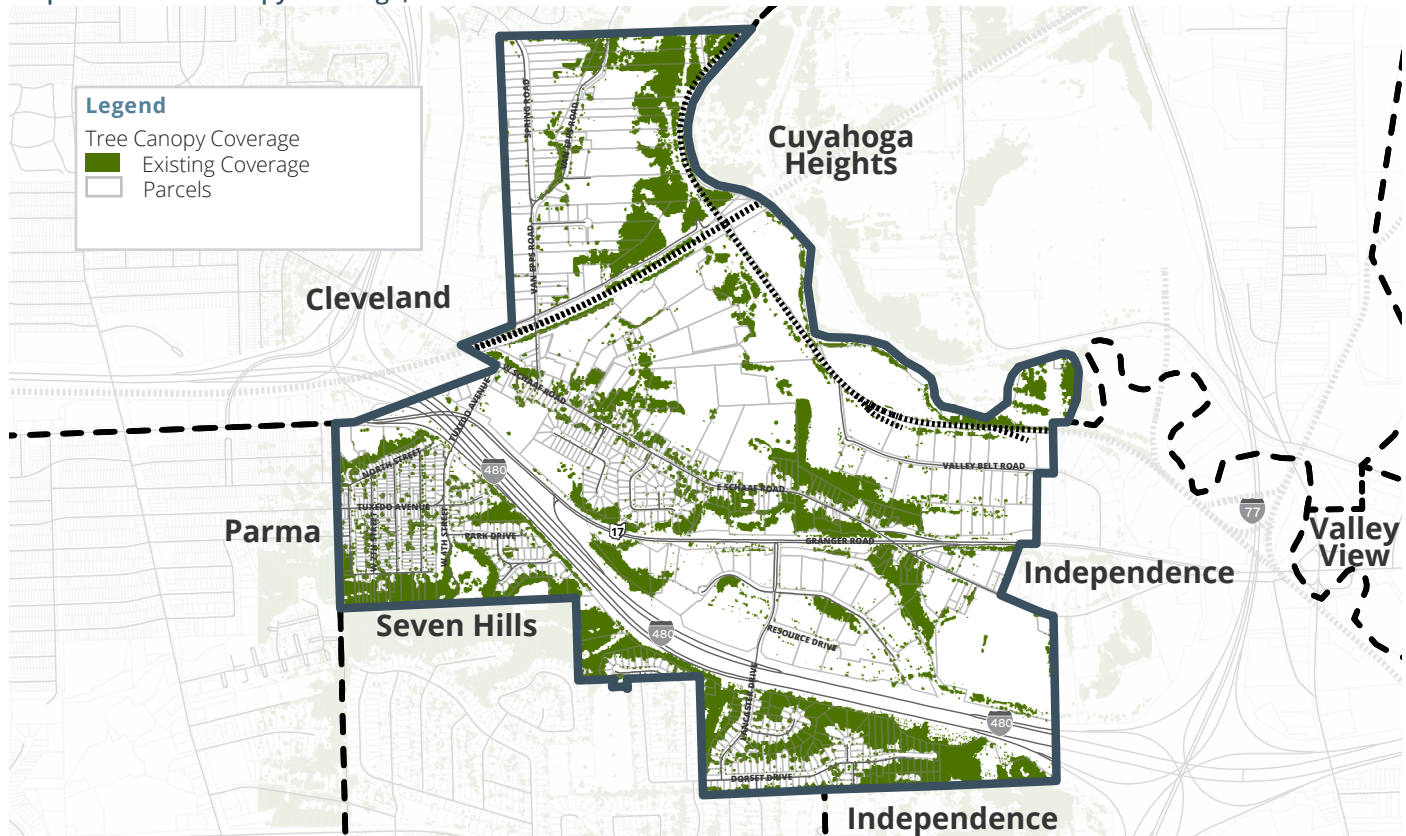
In 2019, Cuyahoga County Executive Armond Budish pledged \$5 million over the next five years to plant thousands of trees across the region and increase Cuyahoga County's tree canopy. The Healthy Urban Tree Canopy Grant Program, jointly coordinated by the Cuyahoga County Department of Sustainability, the Cuyahoga County Planning Commission, and the Cuyahoga Soil & Water Conservation District, is an ongoing, competitive grant program that will encourage the strategies published in the Cuyahoga County Climate Change Action Plan to combat the deleterious effects of climate change and its impacts to residents.

In Program Year 1, thirty-seven (37) applicants submitted forty (40) applications for a total request of \$1,573,243. Twenty-six (26) projects were selected for a total of \$950,000 in funding in 2019, including the Village of Brooklyn Heights. The Village of Brooklyn Heights was awarded \$11,636 for its Public Tree Inventory and Management Planning Project.

**Figure 37 — Tree Canopy Coverage as a % of Land Area, 2017**

Community	Tree Canopy Coverage
Cuyahoga Heights	21.0%
<b>Brooklyn Heights</b>	<b>24.6%</b>
Cuyahoga County	37.6%
Valley View	39.2%
Walton Hills	54.7%

**Map 14 — Tree Canopy Coverage, 2019**





## 2.3

### LAND USE

Land use describes how land is currently being used and is commonly depicted using broad categories such as residential, commercial, or industrial areas.

Industrial, Residential, and Vacant Land are the three largest land uses in Brooklyn Heights. Industrial land use, which comprises 27.87% of the land by type, is located near the rail lines in the northwest and eastern portions of the Village, creating two industrial cores around Van Epps Road and Valley Belt Road, respectively.

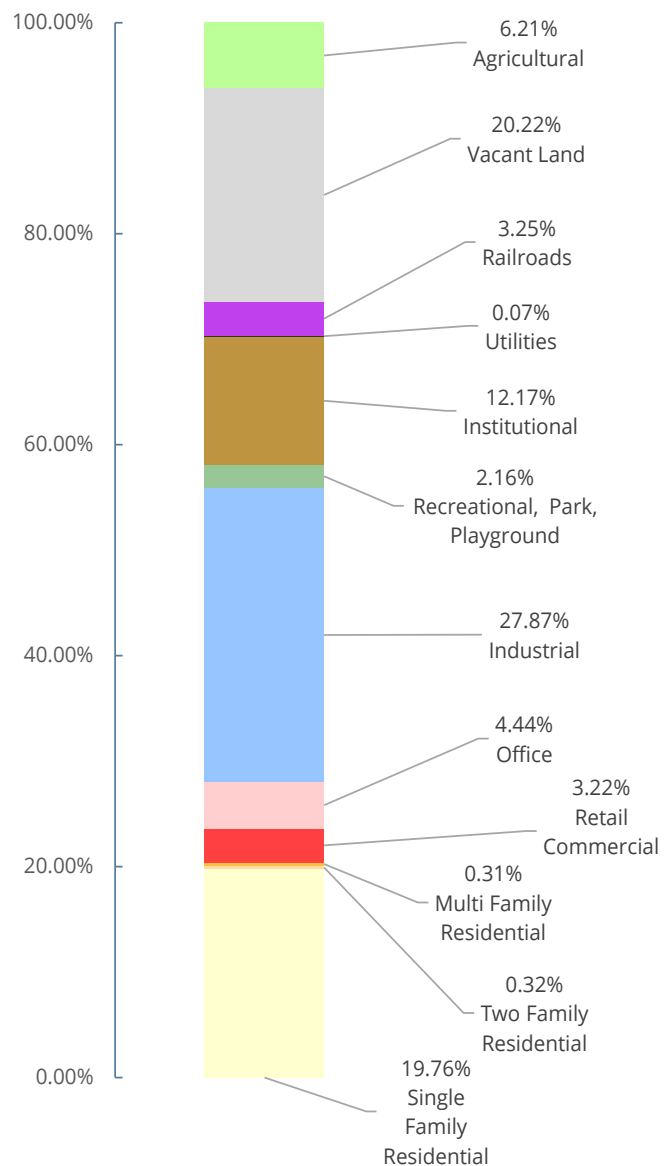
Residential, the second largest land type, is comprised of three sub-types: Single Family, Two Family, and Multi Family Residential. Together, they total 20.39% of all Residential land in the Village. Single Family residential homes are clustered along Tuxedo Avenue in the southwest corner, in the center of the Village along West and East Schaaf Roads, and in the south around Lancaster and Dorset Drives. Two Family and Multi Family Residential are mostly located along Schaaf Road.

The third largest land use, Vacant Land, comprising 20.22% of the land by type, are large areas near the industrial areas that had been part of the agricultural uses in the Village's past.

The next largest use in Brooklyn Heights, Institutional, comprises 12.17% of land uses by type and, is scattered throughout the Village and in the northeast border along the Cuyahoga River.

Agricultural and Retail Commercial and some Office uses are concentrated along Schaaf Road with some Office uses being located around Resource Drive, north of Interstate 480.

Figure 38 — Land Use Distribution



**Cuyahoga Heights**

**Cleveland**

**Parma**

**Seven Hills**

**Independence**

**Valley View**

**Legend**

- Single Family Residential
- Two Family Residential
- Multi Family Residential
- Retail Commercial
- Office
- Industrial
- Recreational, Park, Playground
- Institutional
- Utilities
- Railroad
- Vacant Land
- Agricultural



## 2.3

### ZONING

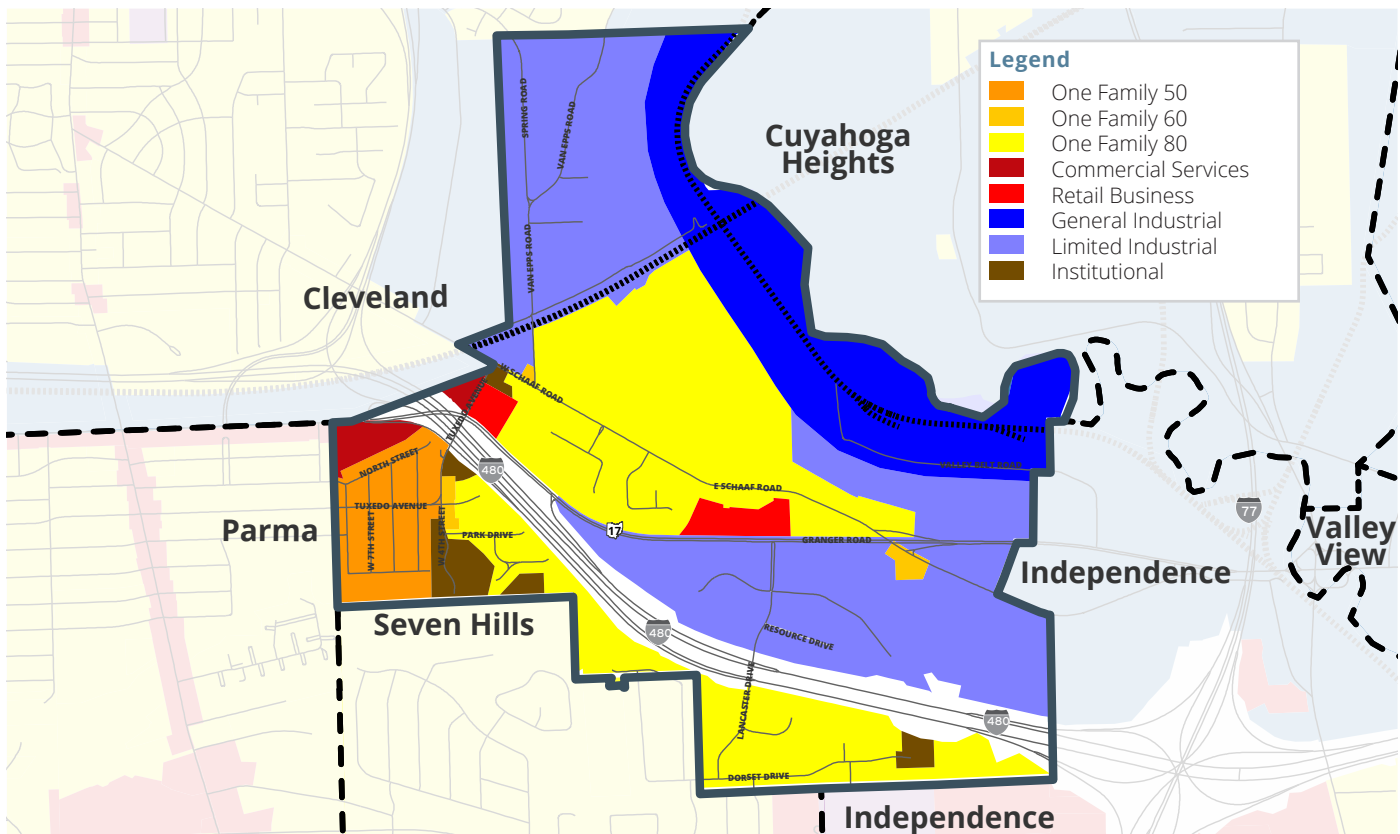
Zoning determines what uses are permitted or prohibited on a site according to existing regulations. It is the primary legal mechanism used by local governments to regulate the use of land and the way those land uses are distributed throughout the community.

Zoning in the Village of Brooklyn Heights is consistent with existing land uses. The Village's One Family 50, One Family 60, and One Family 80 make up a large portion of the Village's core north and south of Schaaf and Granger Roads, with the highest

concentration of residential areas on the western border and in the southeast.

The General and Limited Industrial zoning areas are concentrated north of the rail line, along the Cuyahoga River valley on the eastern border of the Village, and between Granger Road and Interstate 480. The Commercial Services and Retail Business zoning areas are concentrated along the on- and off- ramps of Interstate 480 and along the main stretch of Granger Road.

Map 16 — Current Zoning, 2019



## ZONING DISTRICTS

Zoning district regulations describe the types of uses and development regulations for buildings constructed within that zone. The following is an overview of these regulations in Brooklyn Heights. Zoning regulations are contained in Part 12 of the Codified Ordinances of Brooklyn Heights.

### Residential District

The Village's Residential District applies to four classifications of single-family dwellings:

- (1) Residential One-Family 100 – the minimum lot area is 20,000 square feet and minimum front yard depth is 75 feet.
- (2) Residential One-Family 80 – the minimum lot area is 14,000 square feet and minimum front yard depth is 60 feet. The largest residential district, these residences have large lots and are situated west and south of Interstate 480 and north of Schaaf Road.
- (3) Residential One-Family 60 – the minimum lot area is 9,000 square feet and minimum front yard depth is 60 feet. Residences in this classification have medium lots and are located east of the West 4th neighborhood.
- (4) Residential One-Family 50 – the minimum lot area is 6,500 square feet and minimum front yard depth is 35 feet. These residences are the average lot size within the Village and are located in the neighborhoods along Tuxedo Avenue.

### Institutional District

The Village's Institutional District applies to the institutional, governmental, and related uses that provide services to the Village and its residents. This district has a minimum lot frontage of 100 feet; minimum front yard depth is 30 feet and a maximum lot coverage for main and accessory uses is 50%.

### Office Building District

The Village's Office Building District applies to the office buildings in the valley and along the major industrial areas of Schaaf Road, Spring and Valley Belt Drives. There are no minimum lot area requirements; however, there is a maximum lot coverage of 35% for all properties.

### Retail Business District

The Retail Business District applies to the retail businesses along Granger Road at West Schaaf and Tuxedo Avenue. The maximum lot coverage is 30%, the minimum lot width is 50 feet, and the minimum front yard setback is 30 feet.

### Commercial Service District

The Commercial Service District applies to the commercial businesses—retail stores, service stores, and establishments—along Spring Avenue near the northwestern border of the Village. The minimum lot frontage is 100 feet, maximum lot coverage for main and accessory uses is 35%, and 30 feet is the minimum front yard depth.

### Limited Industrial District

Limited Industrial means semi-factory and non-heavy machinery that does not qualify as heavy manufacturing. The Limited Industrial District includes the remaining greenhouses and factories that make up the valley district north of East Schaaf Road. This district has a minimum lot width of 100 feet, minimum lot area of one acre, and a maximum lot coverage for main and accessory uses of 50%. The minimum front yard depth is 30 feet.

### General Industrial District

The General Industrial District applies to those businesses that do not fit in the Limited Industrial District or the Commercial Service District listed earlier. This district has a minimum lot width of 100 feet, minimum lot area of one acre and, a maximum lot coverage for main and accessory uses of 50%. The minimum front yard depth is 30 feet.

### Planned Development Interchange Commercial Overlay District

The Planned Development Interchange Commercial Overlay District is an overlay that can only be applied and used for the development of real property located at or near and adjacent to the I-480 and Granger Road interchange and includes the Village's Police and Fire Departments and Administrative Headquarters.

This Overlay District is to ensure compatibility with surrounding development, provide for an acceptable transition between commercial and residential land areas; and to provide for a compatible mixed-use development.

The Planned Development Interchange Commercial Overlay District will adhere to the building and parking setbacks, maximum building area, minimum unencumbered yard area, building height, parking and loading, and sign regulations consistent with those in the zoning district for each proposed use.

## 2.3

### PARKS & OPEN SPACE

Parks and open spaces provide opportunities for active and passive recreation, community interaction, and physical activity.

Brooklyn Heights Park located at the end of West 4th Street is the Village's only public park. The park provides a variety of active and passive recreational activities: walking trails along the West Creek on the West Creek Greenway, soccer fields and baseball diamonds and to playgrounds and exercise equipment.

Brooklyn Heights residents have access to the West Creek and West Creek Greenway. In the northeast corner of the Village, the Cleveland Metroparks owns 5.35 acres of park-like land adjacent to the river valley with slopes on the edge of the Cuyahoga River. The surrounding open space is privately owned by the various businesses that front onto Van Epps Road in the Industrial Corridor.

Additional open spaces located along Schaaf Road are privately-owned land currently in use as working greenhouses and agricultural lands.

Map 17 — Parks and Open Spaces



## VACANT LAND

Land vacancy was determined by 2019 data obtained from Case Western Reserve University's Northeast Ohio Community and Neighborhood Data for Organizing (NEO CANDU) system. Vacant land shown on the map is considered probable vacant based on factors such as appraisals that can be out of date. A cursory review of vacant parcel data was completed to eliminate parcels that were erroneously entered into the system.

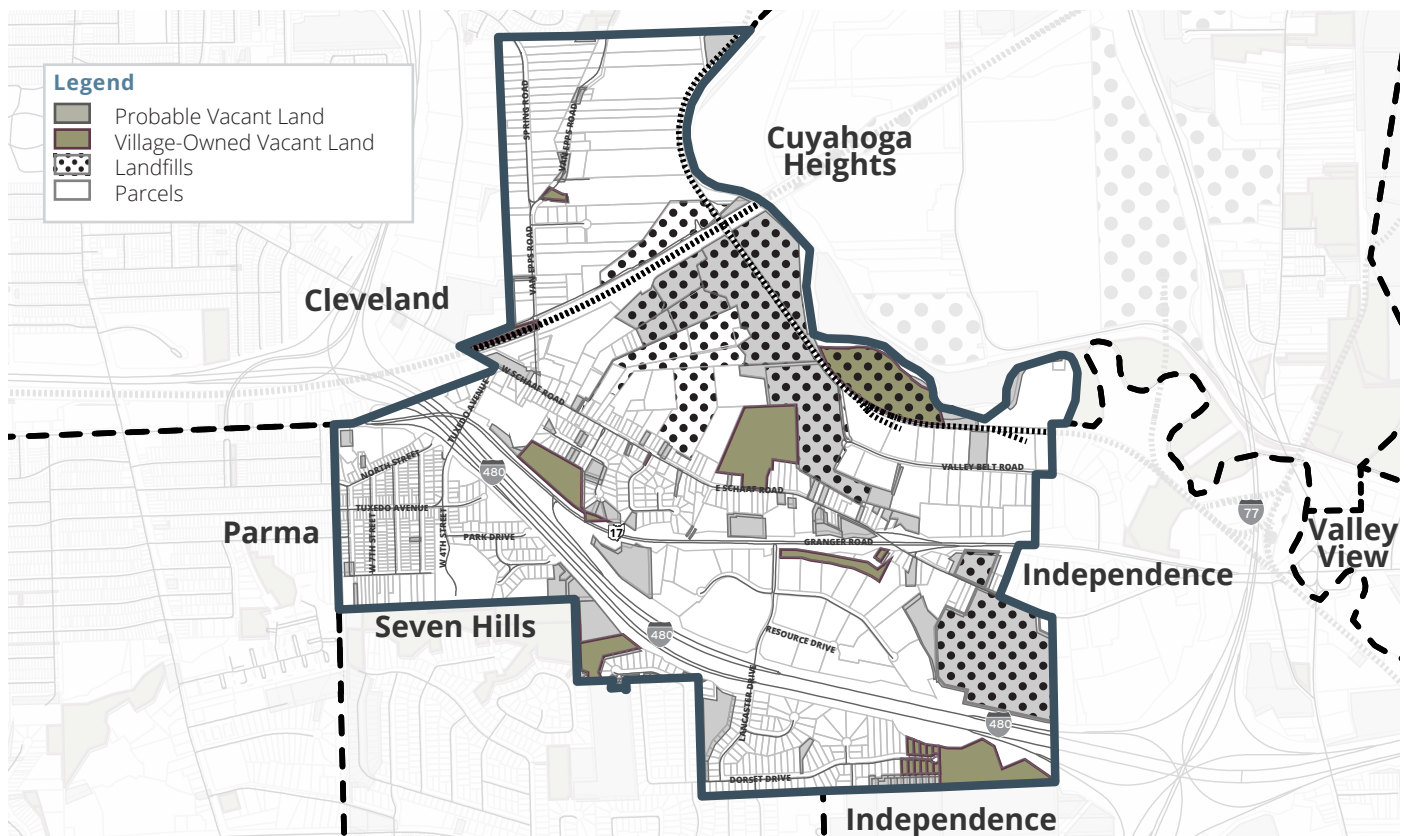
Vacant parcels can represent where residences or businesses have been demolished or places that were never built. Vacant parcels are located throughout Brooklyn Heights. Vacant parcels are Village-owned.

## LANDFILLS

A landfill is a place to dispose of refuse and other waste material by burying it. Landfills are deemed "closed" when they meet capacity. Once they are closed, they are no longer allowed to accept trash and must be monitored for 30 years. There are no open solid waste landfills in Cuyahoga County.

A cluster of parcels and probable vacant parcels north of East Schaaf Road have been identified as landfills. One of the largest landfills is a closed, Village-owned landfill located near the northeast border of Brooklyn Heights between the Cuyahoga River valley land and the CSX railroad tracks.

Map 18 — Vacant Land, 2019



## COMMUNITY SERVICES PROFILE

### KEY FINDINGS



#### Police Department

Brooklyn Heights Police created an Internet Sales Safe Zone for residents to safely exchange items bought or sold online



#### Fire Department

Brooklyn Heights Fire Department provides non-emergency ambulance transportation to and from the hospital or doctor appointment for residents



#### Community Services

The Community Services Department has obtained over \$180,000 in grants for various community events over the last ten years





## BROOKLYN HEIGHTS COMMUNITY CENTER

### Brooklyn Heights Park

The largest greenspace in the Village, it received a grant for new park and playground equipment



### Youth Sports Leagues

Soccer, Basketball, Youth Baseball, Softball, and Swimming are offered as sport and youth leagues for residents of Brooklyn Heights



### Regional Collaboration

Brooklyn Heights residents have access to neighboring and regional recreation facilities and amenities through collaborations and partnerships





## 1.5 COMMUNITY SERVICES

### COMMUNITY SERVICES

#### POLICE DEPARTMENT

The Brooklyn Heights Police Department is located on Tuxedo Avenue in the Municipal Center. The Police Department is comprised of fourteen (14) full-time officers, five (5) part-time officers, and one (1) administrative assistant. Dispatch services for the Police Department and the Fire Department are provided by the Cuyahoga Valley Emergency Dispatch Center. The Brooklyn Heights Police Department has created an "Internet Sales Safe Zone" which provides residents with a safe place to meet to buy or sell items advertised on the Internet.

#### FIRE DEPARTMENT

The Village of Brooklyn Heights Fire Department includes twenty-five (25) Certified Paramedics, five (5) Certified EMTs, and one (1) Certified Advance EMT. The force of thirty-one (31) are dedicated to "protecting the life, property, and the environment through public education, fire inspections, emergency medical service, and fire suppression." With advanced notice, the Fire Department provides non-emergency ambulance transportation for residents in need of a ride to and from the hospital or medical appointments.

Both the Brooklyn Heights Police and Fire Departments are part of the Quad City Community Emergency Response Team (CERT) along with the Cities of Independence and Seven Hills, and the Village of Valley View.

#### BUILDING DEPARTMENT

The Brooklyn Heights Building Department strives to achieve excellence in all facets of building inspections by providing timely, efficient and thorough building inspections. The Building Department staff are committed to providing quality service to all residents and businesses through innovation, continuous improvement, determination, and excellence in customer service. The mission is to safeguard the public and promote the health, safety and welfare of the Village.

#### SERVICE DEPARTMENT

The Village of Brooklyn Heights Service Department maintains the Village's streets, parks, buildings, and properties. The eight-person Service Department team is committed to providing service to residents and businesses in a courteous manner.

#### COMMUNITY SERVICES DEPARTMENT

The Village of Brooklyn Heights Community Services Department has a mission "to enrich the lives of [its] residents through essential quality and responsive services offered with compassion and respect."

Residents are provided connections to resources and programs that offer services in all areas of healthy and independent living such as youth programming and transportation to summer school and Safety Town, programs for senior citizens aimed to enhance their social, emotional, nutritional, and physical well-being; and routine transportation trips for the Village's senior residents.

The Community Services Department has a licensed social worker on staff to aid residents through difficult situations. Other services and programs provided through the Community Services Department include: daily medical transportation, Village bus transportation, Meals on Wheels, social worker services, social activities, Trash to Curbside Program, Snow Plowing Program, Lawn Cutting Program, income tax preparation, Knox Box Program, Telephone Reassurance Program, benefits check-up, medical equipment, leaf raking, Art in the Park, youth transportation, baby-sitter class, Project Hope, and the Food Pantry.

Over the past decade, the Village of Brooklyn Heights' Community Service Department has obtained over \$180,000 in grants for various community events and programs such as Art in the Park/Concert in the Park, the Enhanced Mobility Van, and Harvest for Hunger.

## RECREATION DEPARTMENT

### RECREATION DEPARTMENT

The Village of Brooklyn Heights Recreation Department offers a variety of sports including soccer, basketball, youth baseball & softball, and the Blue Wave Swim Team.

In addition to overseeing the Community Center, the Recreation Department oversees all Village park facilities, including three pavilions and playground equipment. Residents of the Village have access to the Cuyahoga Heights High School Fitness Center and Indoor Pool.

### COMMUNITY CENTER

The Brooklyn Heights Community Center is available for rent to all Village residents and businesses. The building located at 225 Tuxedo Avenue has two levels of amenities such as a full stage upstairs and a fully operational kitchen.

### BROOKLYN HEIGHTS VILLAGE PARK

Brooklyn Heights Park, also known as Tuxedo Park, is the largest green and open space within the Village. The Park offers amenities such as a baseball diamond with concession stand, a sand volleyball court, soccer field, barbecue grills, three large pavilions with picnic tables, various walking trails, and two playgrounds with new equipment.

The Village of Brooklyn Heights was awarded a grant from the Parma Hospital Healthcare Foundation. The grant provided the foundation to purchase new fitness equipment for all ages. The new equipment is located throughout Brooklyn Heights Village Park, and includes an upright cycle, horizontal chin-up station, recumbent cycle, chest press, and a balance plank station. The new equipment offerings for children ages 5-12 years include a bubble climbing wall, two astro-rails, a loop ladder, an inverted trapeze ring, and a sail climbing wall.



### BROOKLYN HEIGHTS COLLABORATIONS

The Village of Brooklyn Heights is part of the Cuyahoga Heights School District. As part of the Cuyahoga Heights School District, Brooklyn Heights residents have access to the Fitness Center and Indoor Pool at the High School. The amenities offered include the swimming pool, hydrotherapy pool, fitness center and track, treadmills, stationary bikes, cross-trainer, elliptical glider, and weight equipment.

Additionally, the Village shares facilities agreements with neighboring communities. Brooklyn Heights residents can purchase Recreation Center memberships at a discounted rate. The membership grants access to the Seven Hills Recreation Center's gymnasium, sauna/spa, track, fitness area, and family changing rooms.

Brooklyn Heights residents also have access to baseball fields, basketball courts, and soccer fields in the neighboring communities of Brooklyn, Cuyahoga Heights, Independence, Newburgh Heights, Seven Hills, and Valley View, and in the regional communities of Broadview Heights, Macedonia, Middleburg Heights, and Walton Hills.





## 2 APPENDIX B - COMMUNITY VISION SURVEY

### WHATS INSIDE

Many factors affect a community's future, including population and housing trends, income and tax receipts, proximity to transit, and natural features. These elements are important in establishing a baseline for what exists today, what challenges must be addressed, and what opportunities may arise. The Current Conditions section provides an overall assessment of these trends in Brooklyn Heights.

Within this section are four profiles: the community profile, the transportation & infrastructure profile, the land use profile, and the community services profile. At the beginning of each profile is a summary page that calls out key findings from that profile.

### ABOUT THE DATA

The data in the Current Conditions section comes from numerous sources, including the U.S. Census' American Community Survey, Cuyahoga County, the Cuyahoga County Planning Commission, and the Village of Brooklyn Heights. A list of these data sources can be found below.

- American Community Survey, 2014-2018 Five Year Estimates
- Cuyahoga County Geographic Information Systems (GIS)
- United States Decennial Census
- Longitudinal Employer-Household Dynamics (LEHD)
- Northern Ohio Data and Information Service (NODIS)
- Northeast Ohio Areawide Coordinating Agency (NOACA)
- Regional Income Tax Agency

It is important for readers of this Current Conditions document to understand that due to Brooklyn Heights' small population size, margins of error may be large in some cases, but the data still represents sound results and provides a reliable, overall snapshot of the community as it is today. This primarily affects data gathered from the U.S. Census Bureau's Five-Year American Community Survey (ACS) data source.

### COMMUNITY VISION SURVEY

- Introduction, pages 55
- Quality of Life, pages 56-57
- Community Vision, pages 58-59
- Development, pages 60-63
- Transportation/Infrastructure, pages 64-65
- Parks/Environment/Greenspace, pages 66-69
- Focus Areas, pages 70-71
- Final Questions, pages 72-74
- Favorite Places Map, pages 75



# Introduction

## VILLAGE OF BROOKLYN HEIGHTS MASTER PLAN COMMUNITY VISION SURVEY ANALYSIS

Because of the current COVID-19 health guidelines, typical large-scale public meetings are not possible. The Village of Brooklyn Heights Master Plan Community Vision Survey was conducted and available from January 5, 2021 until February 7, 2021. The survey was available online and on paper. Notices about the survey and the opportunity for public input and comment were made available via paper copies through a Villagewide mass mailing. In all methods of notification and at the end of the questionnaire itself, the public was made aware of the opportunity to convey their opinion and input in writing, beyond the limitation of the survey questionnaire, to an email address specific to this planning process.

There were 206 respondents (155 online, 51 paper) with approximately 506 written comments in total.

This Results Report outlines the common themes that came from respondents' overall opinions on important issues and topics about Brooklyn Heights. Online and paper results are combined and presented as total responses.

### HOW DO I USE IT?

The information presented in this report may be used by members of the community and community leaders to assess common themes and opinions important to the respondents as they relate to the Village of Brooklyn Heights.

The analysis should be understood within the context of the demographic profile of respondents and how it relates to the Village.

Answers to individual questions are organized by how the questions were presented on the Survey: Quality of Life, Community Vision, Development (Commercial and Residential), Transportation/Infrastructure, Parks/Environment/Greenspace, and Focus Areas, and are described, displayed graphically, and analyzed in this section.

### COMMON THEMES

Respondents' individual comments were categorized by theme. The number of comments in each theme was totaled

to understand common trends among the comments. The common themes are described on the following pages.

### NEXT STEPS

This document, as well as the specific comments provided by respondents, will be used to develop Focus Areas and Goals, and to create the priority level of each Focus Area and Goal. This document will also be used to guide implementation. The most common comments and themes will help inform the analysis, set priorities, and make recommendations in the Master Plan document.

There will be opportunities for additional public comment and community input at future virtual Public Meetings.



# QUALITY OF LIFE

## QUESTION 1

Respondents were asked “What are the three (3) MOST IMPORTANT reasons you or your family choose to live in the Village of Brooklyn Heights?”

#1



**SCHOOLS**

88 VOTES, 63.8%

#2



**SAFETY**

41 VOTES, 36.9%

#3



**ACCESS TO HIGHWAY**

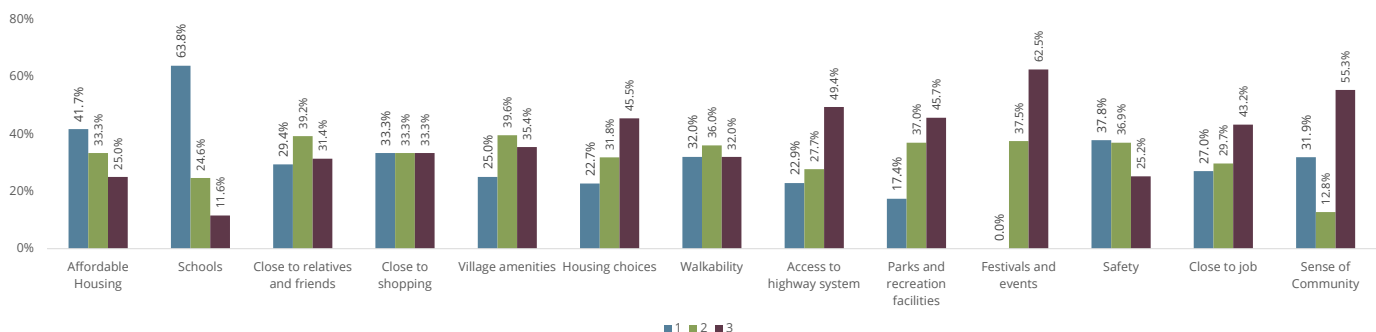
41 VOTES, 49.4%

## RESULTS

Respondents were given a list of values or ideals and asked to select the three (3) most important reasons why they and their families chose to live in the Village of Brooklyn Heights. Respondents either ranked only three items or ranked all items.

Out of 206 survey respondents and 679 votes, “Schools” (138 total votes), “Safety” (111 total votes), and “Access to Highway System” (83 votes) received the most overall votes. When these values or ideas were ranked from one to three, respondents selected “Schools” (88 votes, 63.8%) and “Safety” (42 votes, 37.8%) as their top reasons. The distribution of votes among the second choice was more widespread with “Safety” (41 votes, 36.9%) being selected as their second choice. Respondents voted “Access to Highway System” (41 votes, 49.4%) as their third highest choice.

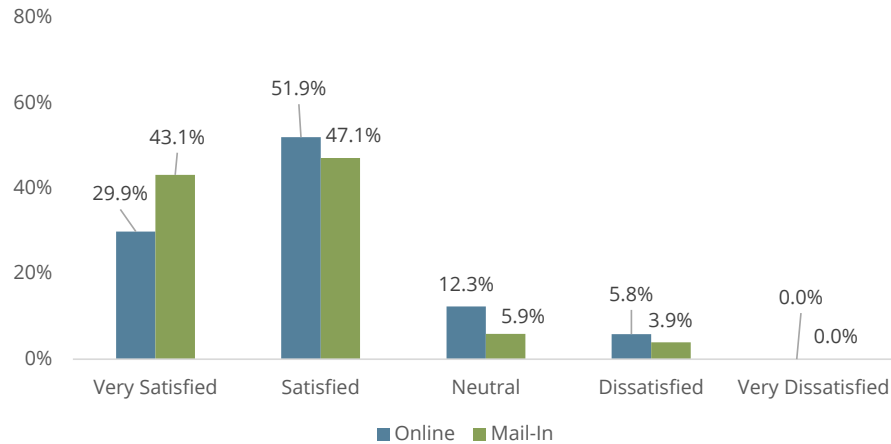
**FIGURE 39** PERCENT RATING OF REASONS RESIDENTS CHOOSE TO LIVE IN BROOKLYN HEIGHTS



## QUESTION 2

Respondents were asked “How satisfied are you with the overall quality of life in Brooklyn Heights?”

**FIGURE 40 PERCENTAGE OF QUALITY OF LIFE SATISFACTION IN BROOKLYN HEIGHTS**



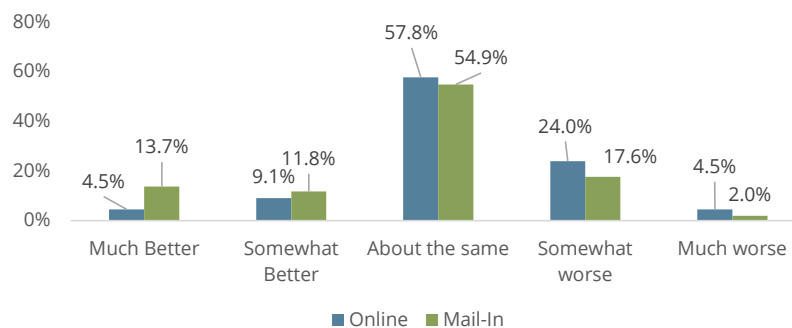
## RESULTS

Respondents were first asked to rate their level of satisfaction with the overall quality of life in Brooklyn Heights from “Very Satisfied” to “Very Dissatisfied.” The majority of online respondents (51.9%) and mail-in respondents (47.1%) reported that they were “Satisfied” with the quality of life in the Village with 29.9% of online respondents and 43.1% of mail-in respondents reporting that they were “Very Satisfied.” The smallest percentage of respondents (5.8% online, 3.9% mail-in) stated they were “Dissatisfied.” And less than 20% of all respondents (12.3% online, 5.9% mail-in) reported a “Neutral” satisfaction to the quality of life in the Village. No respondents (0.0% online, 0.0% mail-in) reported being “Very Dissatisfied” with the quality of life in Brooklyn Heights.

## QUESTION 3

Respondents were asked “How does the quality of life in Brooklyn Heights compare to ten years ago, or since you moved to Brooklyn Heights, if less than ten years?”

**FIGURE 41 PERCENT RATING OF QUALITY OF LIFE OF RESIDENTS FROM TEN YEARS AGO**



## RESULTS

Respondents were first asked how the quality of life in Brooklyn Heights compare to ten years ago, or since they moved to the Village, if less than ten years, on a scale from “Much Better” to “Much Worse”. Some respondents (24.0% online, 17.6% mail-in) felt that the quality of life in the Village was “Somewhat worse” than compared to ten years ago. Among the online respondents, combined, 13.6% felt that the quality of life in Brooklyn Heights was “Much Better” and “Somewhat Better” than ten years ago with 25.5% of mail-in respondents reporting that they felt the quality of life was “Much Better” and “Somewhat Better” than ten years ago. Moreover, most respondents (57.8% online, 54.9% mail-in) selected “About the same” quality of life as compared to ten years ago.

# COMMUNITY VISION

## QUESTION 4

Respondents were asked "What is your vision for the future of the Village of Brooklyn Heights?"

### COMMON THEMES

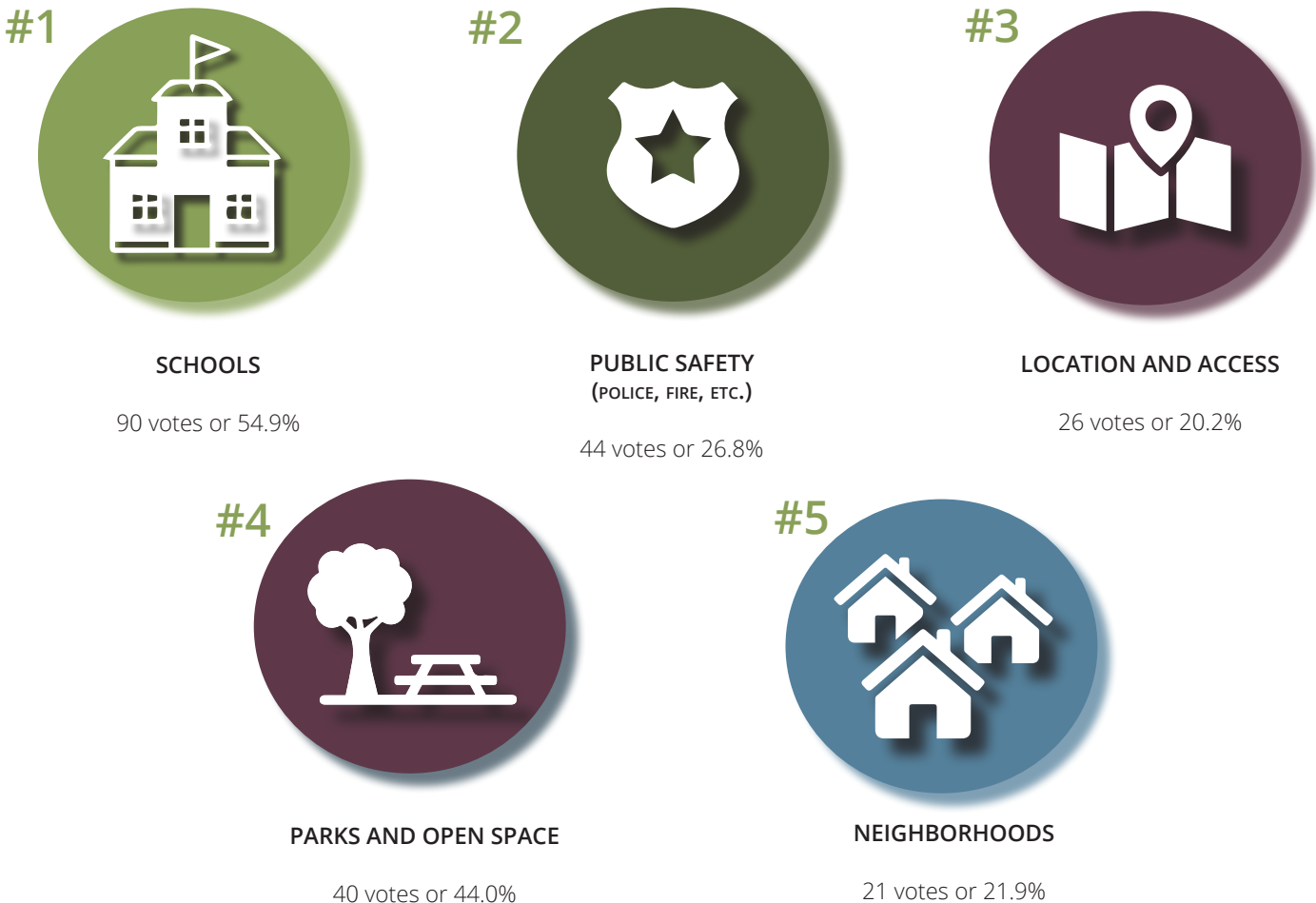
Respondents were asked to give their vision for the future of the Village of Brooklyn Heights. The most common themes respondents wrote about were their desire for the Village to **continue to be a safe place to live** that provides a **strong sense of community** with a focus on **retaining residential character** through **well-maintained residential properties** and **beautiful parks**.

Other themes included a desire to see the Village **continue to provide a high quality of life** through **connected neighborhoods that are walkable and bikeable** and allows for a **quiet, welcoming, diverse, and inclusive community** that is **family-friendly** and **continues to provide excellent schools**.

More common themes respondents wrote about as part of their vision for the future of Brooklyn Heights included for the Village to balance **economic development opportunities** while **retaining its small-community atmosphere** with **improved resident - government communications**, stronger **community involvement**, enhanced **Village services** that include **high speed internet**, and a **decreased presence of landfills**.

## QUESTION 5

Respondents were asked "What are Brooklyn Heights' TOP 5 strengths?"



## RESULTS

Respondents were given a list of community strengths and asked to select the top five (5) strengths in Brooklyn Heights. Respondents selected only five strengths or selected more than five strengths. Out of 206 survey respondents and 963 votes, "Public Safety" (164 total votes) and "Schools" (164 total votes), tied for most votes. In the remaining categories, respondents voted for "Location and Access" (129 total votes); "Neighborhoods" (96 total votes); "Parks and Open Spaces" (91 total votes); and "Village Government and Services" (83 total votes). When these community strengths were rated from one to five, respondents selected "Schools" (90 votes, 54.9%), "Public Safety" (44 votes, 26.8%), "Location and Access" (26 votes, 20.2%), "Parks and Open Space" (40 votes, 44.0%), and "Neighborhoods" (21 votes, 21.9%) as the top community strengths in the Village of Brooklyn Heights.

This indicates that respondents have a favorable opinion of Brooklyn Heights and believe their community has many strengths that cannot be narrowed down to just a few.

## QUESTION 6

Respondents were asked "What do you feel should be the TOP 3 priorities of the Master Plan?"

#1



**INCREASE NON-RESIDENTIAL  
TAX BASE**

29 votes or 56.9%

#2



**IMPROVE OR EXPAND PARKS  
AND GREEN & OPEN SPACES**

25 votes or 47.1%

#3



**REDEVELOP VACANT AND/OR  
UNDERUTILIZED PROPERTIES**

26 votes or 37.7%

## RESULTS

Respondents were asked what they felt should be the top three (3) priorities of the Master Plan. Respondents selected only three options or selected all the options. Out of 206 survey respondents and 652 votes, "Redevelop vacant and/or underutilized properties" (69 total votes) received the most votes overall followed by "Improve and expand trails, sidewalks for bikeability and walkability" (60 total votes), "Improve or expand parks and green & open spaces" (53 total votes), and "Increase the non-residential tax base" (51 total votes) as the top priorities of the Master Plan.

When priorities were rated from one to three, respondents rated "Increase the non-residential tax base" (29 votes, 56.9%) as the number one priority. For the second and third priorities, respondents rated "Improve or expand parks and green & open spaces" (25 votes, 47.1%), and "Redevelop vacant and/or underutilized properties" (26 votes, 37.7%), respectively.

These results correlate with respondent comments on what their vision is for the future of Brooklyn Heights. Most respondents generally felt the Village should attract new businesses to bolster the tax base.



**IMPROVE AND EXPAND TRAILS,  
SIDEWALKS FOR BIKEABILITY  
AND WALKABILITY**

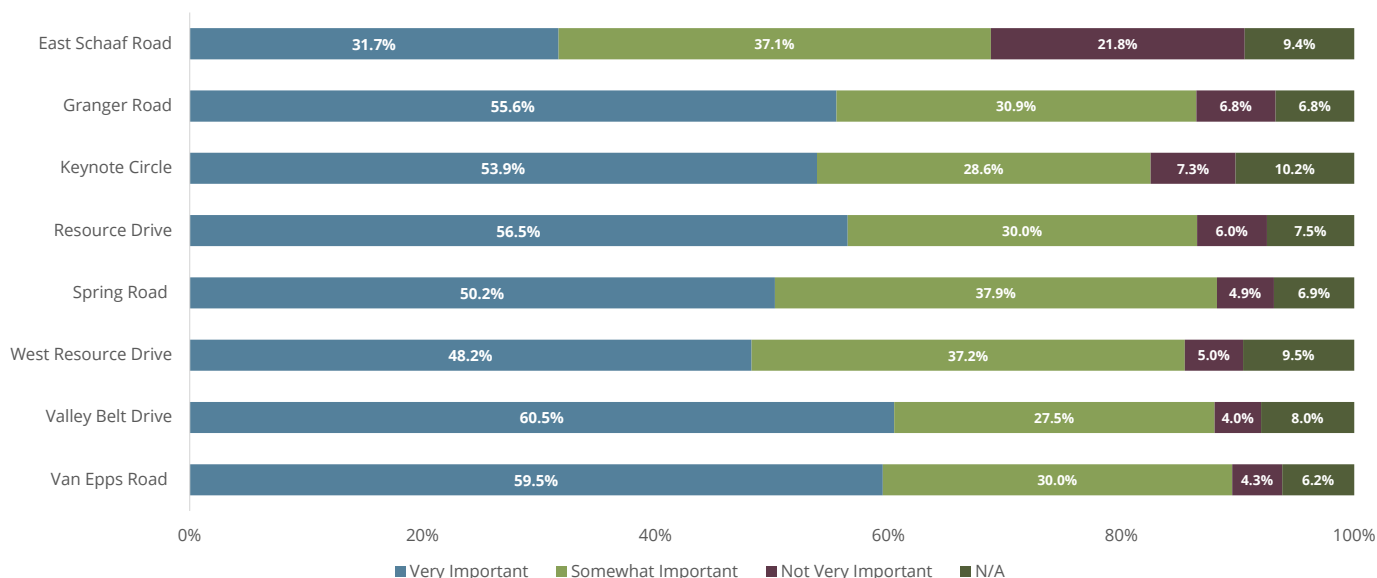
(60 total votes)

# DEVELOPMENT (COMMERCIAL AND RESIDENTIAL)

## QUESTION 7

Respondents were asked “How important is it for Brooklyn Heights to attract new business/uses to various portions of the Village?”

**FIGURE 42 AREAS OF IMPORTANCE FOR NEW BUSINESS/USES ATTRACTION BY LOCATION AND PERCENTAGE**



## RESULTS

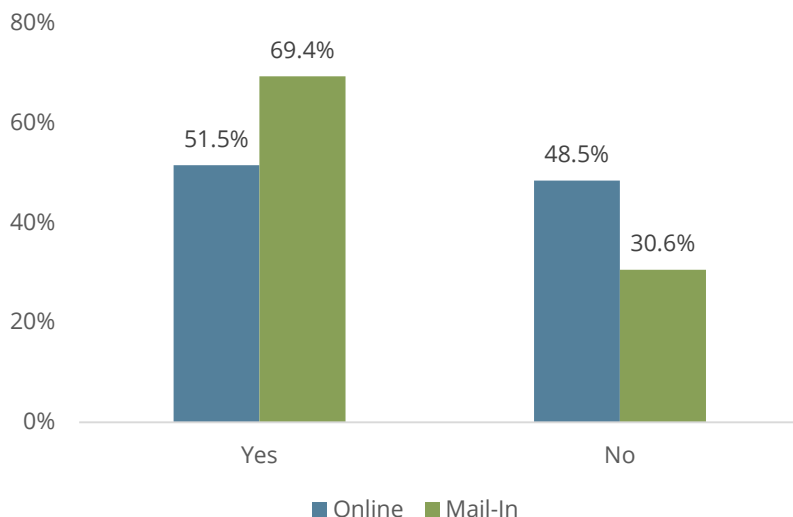
When asked to rate the importance of attracting new business/uses to various locations throughout the Village of Brooklyn Heights from “Very Important” to “Somewhat Important,” “Not Very Important,” or “Not Applicable,” more than half of respondents rated Valley Belt Drive (60.5%), Van Epps Road (59.5%), Resources Drive (56.5%), Granger Road (55.6%), and Keynote Circle (53.9%) as “Very Important.” Respondents rated Spring Road (37.9%), West Resource Drive (37.2%), and East Schaaf Road (37.1%) as “Somewhat Important.” Conversely, less than a quarter of respondents rated East Schaaf Road (21.8%) as “Not Very Important” with the remaining locations each garnering less than ten percent of votes.

This indicates that respondents generally felt that all the locations were very important or somewhat important for attracting new business/uses to the Village of Brooklyn Heights.

## QUESTION 8

Respondents were asked “Does the existing variety of shopping opportunities and services available in the Village of Brooklyn Heights meet your needs?”

FIGURE 43 AVAILABILITY OF EXISTING SHOPPING OPPORTUNITIES AND SERVICES IN BROOKLYN HEIGHTS



## RESULTS

Online respondents were split on whether the existing variety of shopping opportunities and services available in the Village of Brooklyn Heights met their needs. 51.5% of online respondents agreed that the existing variety of shopping opportunities met their needs while 48.5% of online respondents disagreed. Conversely, an overwhelming majority of mail-in respondents (69.4%) agreed that the varied shopping opportunities that currently exist within the Village met their needs.

This may indicate that survey respondents consider the retail on State Road in Parma as part of the Village.

## COMMON THEMES

Respondents were given the opportunity to add additional comments about the existing variety of shopping opportunities and services available in the Village of Brooklyn Heights. The most common themes respondents wrote about were the **lack of restaurants, commercial and retail stores, and grocery stores**. Although respondents recognized the lack of shopping opportunities and services in the Village, they expressed their desire for the Village **to remain a safe and small residential community that has access to services in surrounding communities**.



## QUESTION 9

Respondents were asked “Which types of non-residential development would you like to see in the Village in the future?”



### TECHNOLOGY, RESEARCH & DEVELOPMENT

89 votes or 49.2%



### PROFESSIONAL OFFICES

82 votes or 45.3%



### MEDICAL FACILITIES

71 votes or 39.2%



### RESTAURANTS

62 votes or 34.3%



### NEIGHBORHOOD RETAIL USES

53 votes or 29.3%



### SERVICE-RELATED USES

38 votes or 21.0%



### INDUSTRIAL DEVELOPMENT

34 votes or 18.8%



### MIXED USE (RESIDENTIAL OR OVER RETAIL)

34 votes or 18.8%



### LARGE-SCALE COMMERCIAL USES

23 votes or 12.7%

## RESULTS

When respondents\* were asked which types of non-residential development they would like to see in the Village in the future, they expressed an interest in “Technology, Research & Development” (89 votes, 49.2%) as the top non-residential development type they would like to see in the Village. Other non-residential development types included “Professional Offices” (82 votes, 45.3%), “Medical Facilities” (71 votes, 39.2%), “Restaurants” (62 votes, 34.3%), and “Neighborhood Retail Uses,” (53 votes, 29.3%). Conversely, the non-residential type with the least amount of votes from respondents was “Large-Scale Commercial Uses” (23 votes, 12.7%).

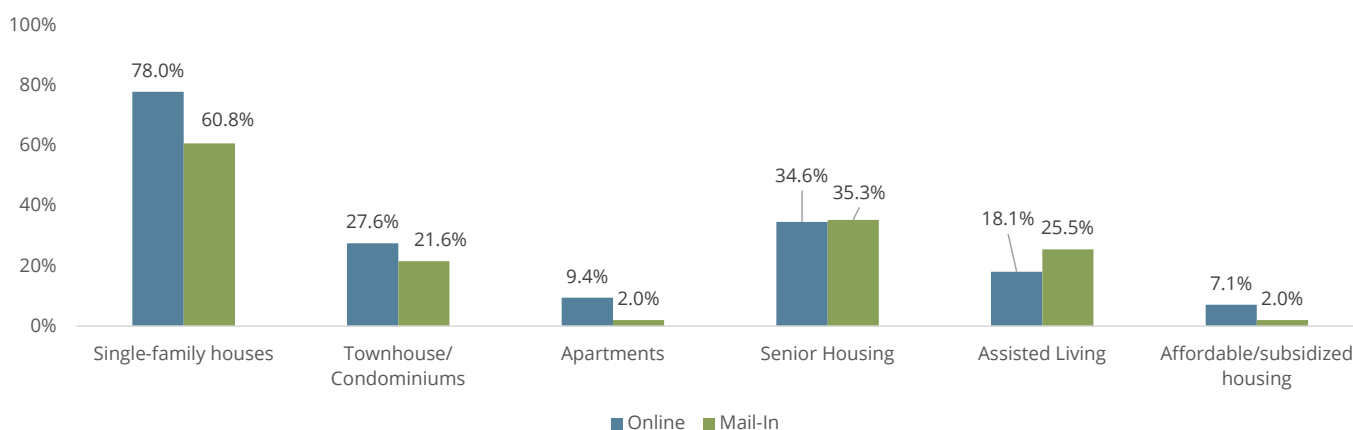
This indicates that respondents are interested in attracting businesses that bolster the community's economic development while helping to guide the Village into the future with technology and development.

***\*Both online and mail-in responses were combined for simplicity and clarity***

## QUESTION 10

Respondents were asked “What types of new housing would you like to see in the Village in the future?”

**FIGURE 44 NEW HOUSING TYPES RESIDENTS WOULD LIKE TO SEE BY PERCENTAGE**



## RESULTS

Respondents were asked what types of new housing they would like to see in the Village in the future. Respondents were allowed to select all types that applied. Both online respondents (78.0%) and mail-in respondents (60.8%) overwhelmingly reported that they would like to see more “Single-Family houses” in the Village. Additionally, respondents reported that they would like to see “Senior Housing” (34.6% online, 35.3% mail-in). Conversely, respondents did not want to see “Apartments” (9.4% online, 2.0% mail-in) or “Affordable/subsidized housing” (7.1% online, 2.0% mail-in) in the Village in the future.

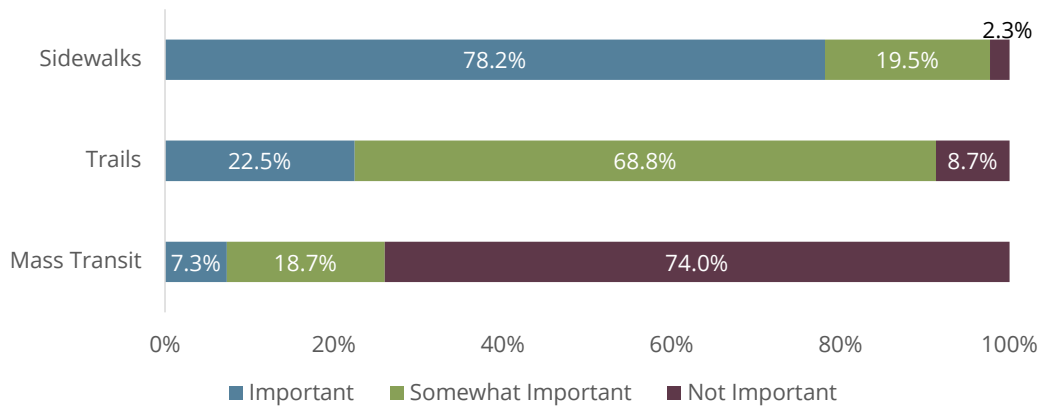
Generally, these responses indicate that respondents would like some type of new housing that attracts and supports families and seniors.

# TRANSPORTATION/INFRASTRUCTURE

## QUESTION 11

Respondents were asked "How important are the following types of transportation alternatives?"

FIGURE 45 PERCENT RATINGS OF TRANSPORTATION ALTERNATIVES



## RESULTS

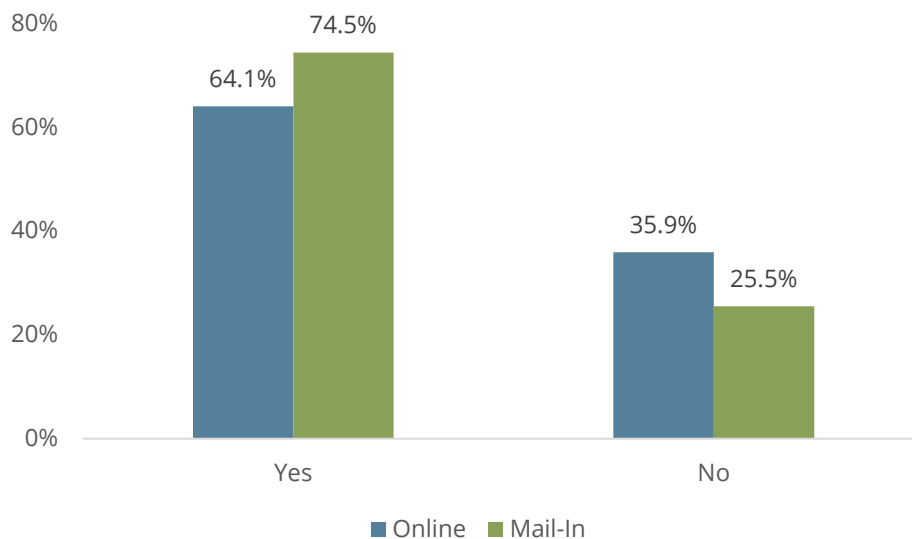
Respondents were given a list of transportation alternatives such as "Sidewalks," "Trails," and "Mass Transit," and were asked to rate the importance of each type from "Important" to "Not Important." A majority of respondents selected Sidewalks as "Important" (78.2%), Trails as "Somewhat Important" (68.8%), and "Mass Transit," overwhelmingly, as "Not Important" (74.0%) at all.

This indicates that residents generally felt that sidewalks and trails are more important than mass transit and would prefer that the Village focus on pedestrian paths and bicycle trails.

## QUESTION 12

Respondents were asked "Is it easy to get around the community without a vehicle?"

FIGURE 46 EASE OF GETTING AROUND BROOKLYN HEIGHTS WITHOUT A VEHICLE



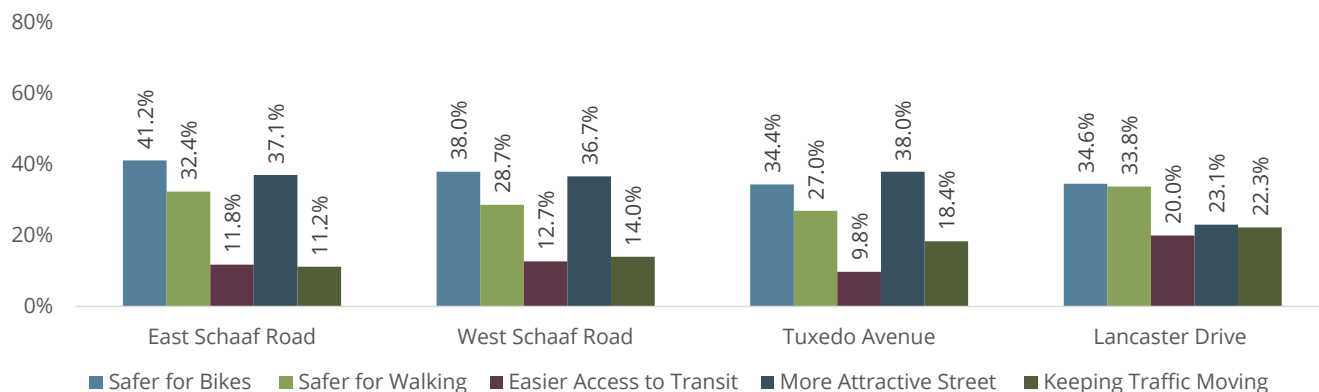
## RESULTS

Brooklyn Heights Community Vision Survey respondents were asked if it was easy to get around the community without a vehicle. The majority of online respondents (64.1%) and mail-in respondents (74.5%) agreed that it was easy to get around the community without a vehicle. Conversely, 35.9% of online respondents and 25.5% of mail-in respondents responded in the negative and did not think it was easy to get around the community without a vehicle.

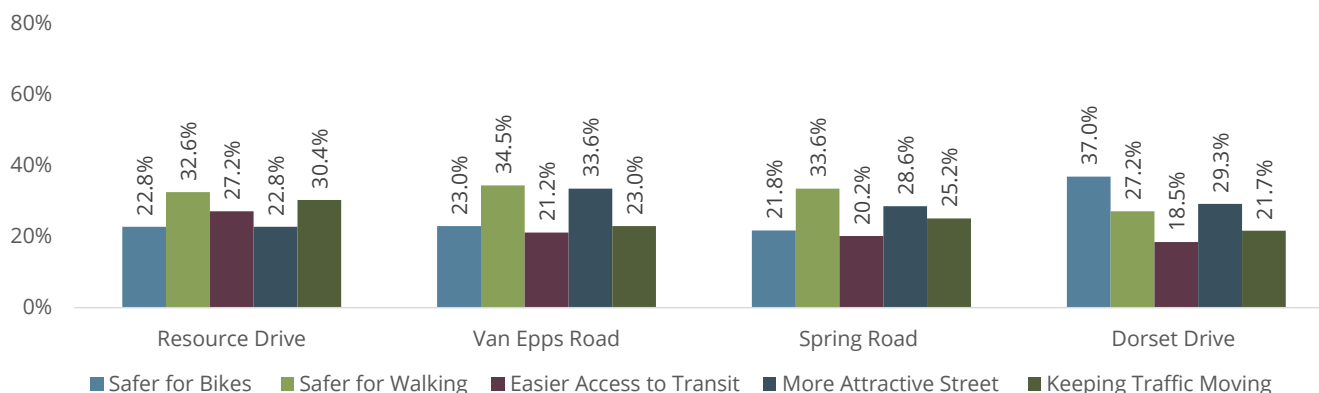
### QUESTION 13

Respondents were asked “Indicate which types of improvements you would like to see on the following major streets”

**FIGURE 47 TYPES OF IMPROVEMENTS RESIDENTS WOULD LIKE TO SEE IN BROOKLYN HEIGHTS BASED ON LOCATION**



**FIGURE 9B TYPES OF IMPROVEMENTS RESIDENTS WOULD LIKE TO SEE IN BROOKLYN HEIGHTS BASED ON LOCATION**



## RESULTS

When asked to indicate which types of improvements they would like to see on major streets in Brooklyn Heights, respondents\* reported that they would like to see all the listed improvements for all of the listed major streets in Brooklyn Heights. Respondents were allowed to select all items that applied in this question, and the distribution among votes were similar for each major street and improvement type. However, as indicated in *Figure 9*, the improvement for Easier Access to Transit (9.8%) on Tuxedo Avenue was the least desired by respondents.

Conversely, as seen in *Figure 9*, respondents indicated that they would like to see East Schaaf Road (41.2%) and West Schaaf Road (38.0%) “Safer for bikes.” Lancaster Drive (33.8%) was the major street respondents indicated they would like to see made “Safer for Walking.”

*Figure 9B* illustrates how other improvements such as “Easier Access to Transit,” “More Attractive Streets,” and to “Keep Traffic Moving” along Resource Drive, Van Epps Road, Spring Road, and Dorset Drive were desired by respondents.

This indicates that respondents generally are in agreement that traffic improvements aimed towards safer and more attractive pedestrian and biking treatments, ease in accessing transit, and keeping traffic moving is important on all major roads in Brooklyn Heights.

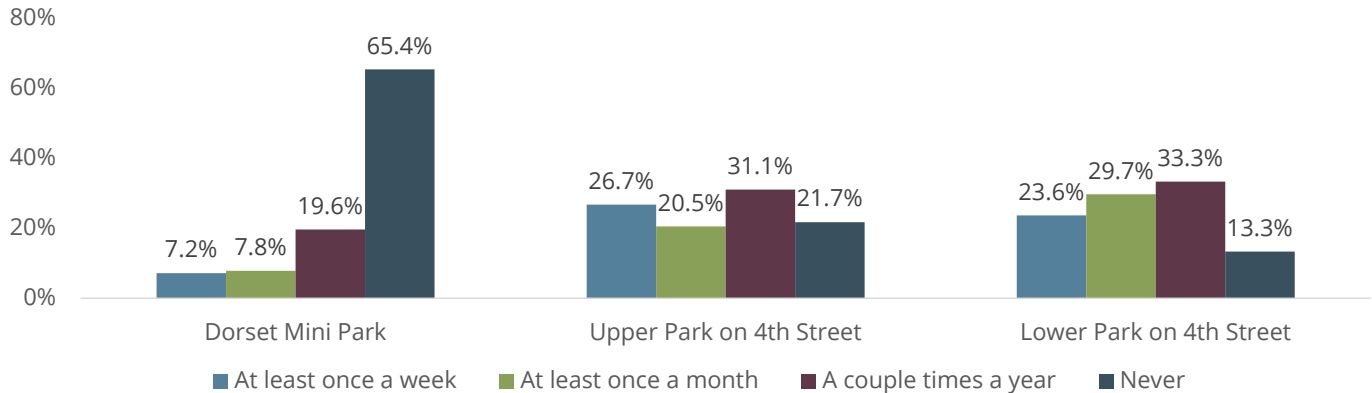
**\*Both online and mail-in responses were combined for simplicity and clarity**

# PARKS/ENVIRONMENT/GREENSPACE

## QUESTION 14

Respondents were asked “Which Village parks do you visit and how often?”

FIGURE 10 PERCENT FREQUENCY OF VISITS TO BROOKLYN HEIGHTS PARKS



## RESULTS

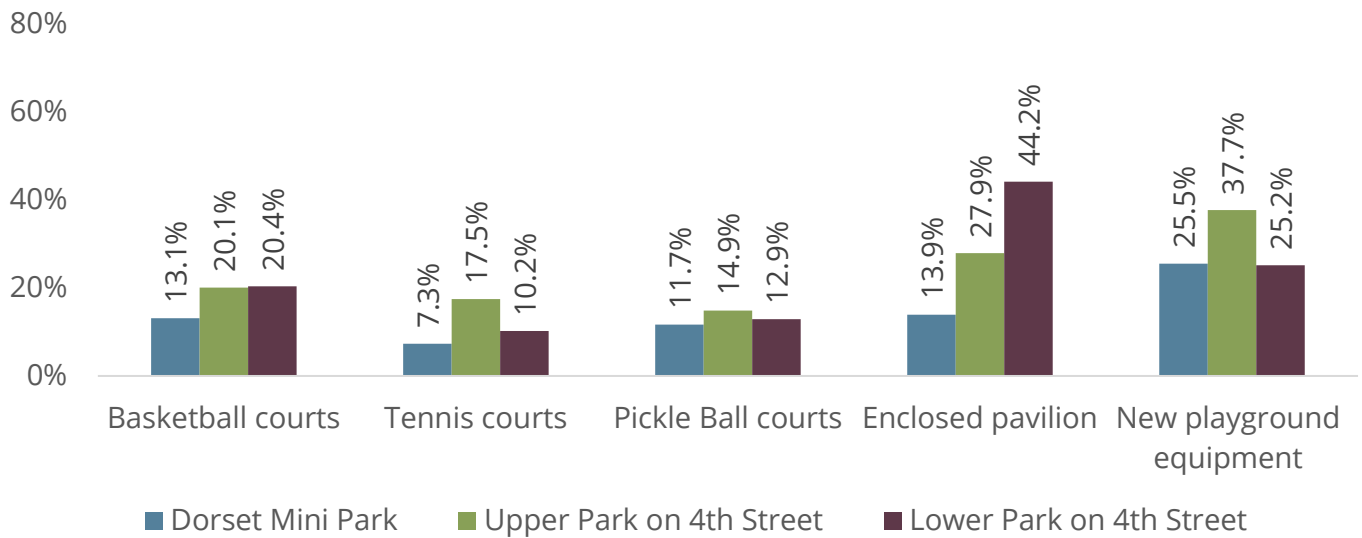
When asked which Village parks they visited and how often, Dorset Mini Park was the least visited park. 65.4% of respondents reported that they never visited Dorset Park. Combined, 15.0% of respondents reported that they visited Dorset Mini Park “At least once a week” (7.2%) or “At least once a month” (7.8%).

Looking at the distribution, respondents visited the Upper Park on 4th Street more frequently with respondents indicating that they visited “At least once a week” (26.7%) or they visited the Lower Park on 4th Street “At least once a month” (29.7%).

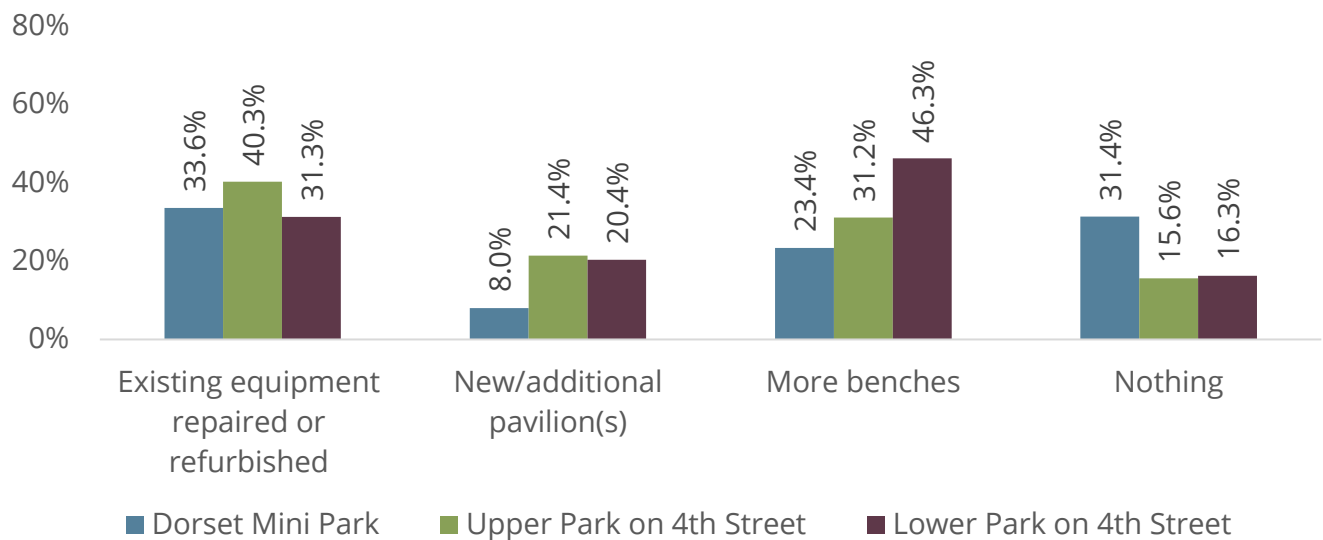
## QUESTION 15

Respondents were asked “What would you like to see added to the following Village Parks, if possible?”

**FIGURE 11 PARK AMENITIES RESIDENTS WOULD LIKE TO SEE ADDED TO BROOKLYN HEIGHTS’ PARKS**



**FIGURE 11B PARK AMENITIES RESIDENTS WOULD LIKE TO SEE ADDED TO BROOKLYN HEIGHTS’ PARKS**



## RESULTS

When respondents were asked what amenities you would like to see added to Dorset Mini Park, the Upper Park on 4th Street, and the Lower Park on 4th Street, 31.4% of respondents, as indicated in *Figure 11B*, did not want to see any new amenities at the Dorset Mini Park, but would like to see “Existing equipment repaired or refurbished” (33.6%) in Dorset Mini Park. At the Upper Park on 4th Street, 40.3% of respondents expressed a desire to see “Existing equipment repaired or refurbished.”

As *Figure 11* illustrates, approximately 37.7% stated they would like to see “New playground equipment” at the Upper Park while 44.2% of those respondents would like an “Enclosed pavilion” at the Lower Park on 4th Street.

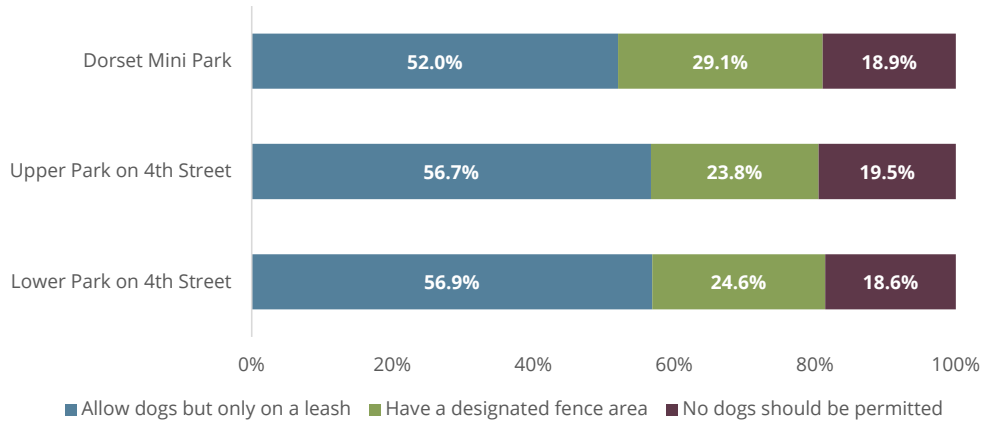
Overall, a majority of respondents (46.3%) would like to see “More benches (46.3%)” at the Lower Park on 4th Street.



## QUESTION 16

Respondents were asked “Should the Village allow the following in Village parks?”

**FIGURE 12 PERCENT RATING OF FEATURES RESIDENTS SHOULD ALLOW IN THE BROOKLYN HEIGHTS PARK**



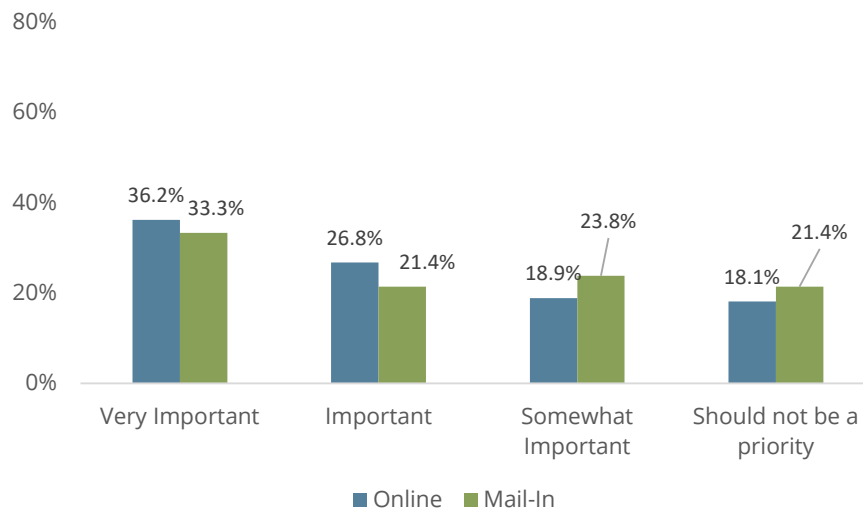
## RESULTS

Respondents were asked if dogs should be allowed in Village parks, but only on a leash, and more than half of the respondents agreed. 52.0% of respondents think dogs on leashes should be allowed in Dorset Mini Park, while 56.7% of respondents think dogs on a leash should be allowed in the Upper Park on 4th Street and 56.9% of respondents think dogs on leashes should be allowed at the Lower Park on 4th Street. However, a smaller percentage of respondents think the Village should have a designated fenced area. For Dorset Mini Park, 29.1% of respondents think the Village should have a designated fenced area here, and 24.6% of respondents think the Village should have a designated fenced area at the Lower Park. Moreover, less than 20% of respondents think no dogs should be permitted at Dorset (18.9%), the Upper Park on 4th Street (19.5%), or the Lower Park on 4th Street (18.6%).

## QUESTION 17

Respondents were asked “How important to you are trails along West Creek that would connect the Upper and Lower Parks to the Belmont Area/eastern part of the Village?”

**FIGURE 13 PERCENT RATING OF THE IMPORTANCE OF TRAILS ALONG WEST CREEK**



## RESULTS

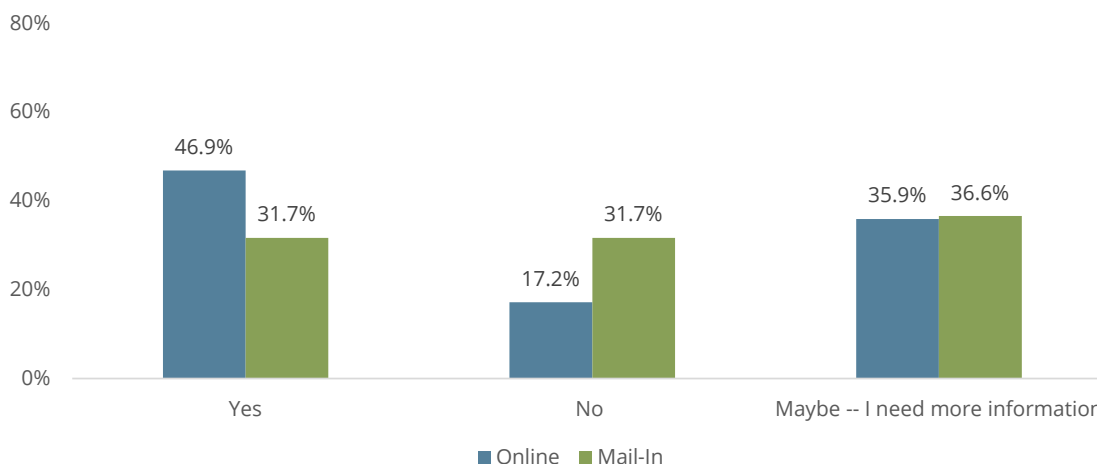
When asked to rate the importance of trails along West Creek that would connect the Upper and Lower Parks to the Belmont Area/eastern part of the Village from very important to should not be a priority, approximately 63.0% of online respondents and 54.7% of mail-in respondents felt that trails to connect the Upper and Lower Parks to Belmont were “Very Important” and “Important.”

Conversely, a similar percentage of online respondents (18.9%) and mail-in respondents (18.1%) felt that trails along the West Creek that would connect the Upper and Lower Parks to the Belmont area is “Somewhat Important” while a similar percentage of online respondents (23.8%) and mail-in respondents (21.4%) thought the trails that connect the West Creek to the Upper and Lower Parks should not be a priority.

## QUESTION 18

Respondents were asked “In addition to the existing Community Center, do you desire a multipurpose indoor recreational center that could accommodate larger community meetings, basketball/volleyball courts, and other recreational activities?”

**FIGURE 14 PERCENT RATING OF RESIDENTS DESIRE FOR MULTIPURPOSE INDOOR RECREATIONAL CENTER**



## RESULTS

When asked about their desire to have a multipurpose indoor recreational center that could accommodate larger community meetings, basketball/volley courts, and other recreational activities in addition to the existing Community Center, 46.9% of online respondents and 31.7% of mail-in respondents agreed that they would like to see a multipurpose, indoor recreation center in the Village.

Although, there were 48.9% of respondents (online and mail-in) that did not have any desire to see an additional multipurpose recreation center, approximately 72.5% of respondents (online and mail-in) expressed that maybe they would like a multipurpose recreational center, but needed more information.

# FOCUS AREAS

## 1. Downtown Brooklyn Heights

Village Center at Tuxedo Avenue and Granger Road that includes the Village Municipal Center, Community Center, and Service Department

## 2. Spring - Van Epps Corridor

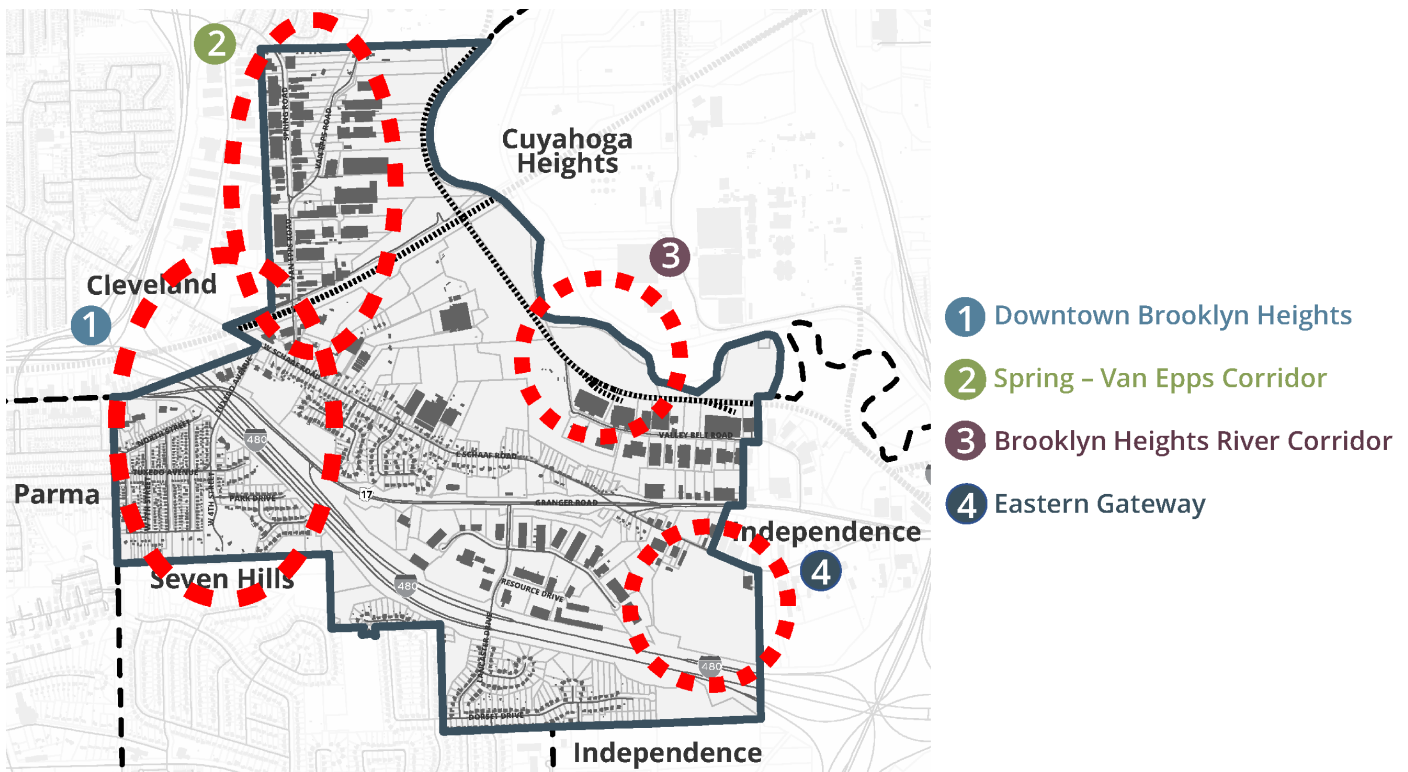
Industrial Park District north of railroad along Van Epps Road and Spring Road Industrial Corridor

## 3. Brooklyn Heights River Corridor

Area north of Valley Belt Drive adjacent to Cuyahoga River Valley

## 4. Eastern Gateway

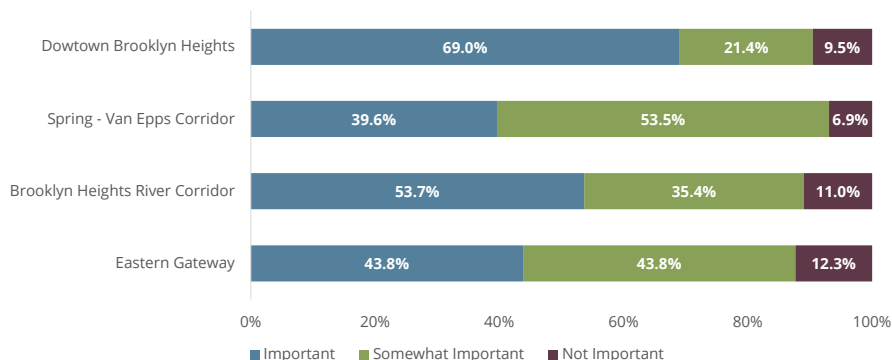
Area north of I-480 near the southeastern Village border



## QUESTION 19

Respondents were asked “How important are these Focus Areas for the Village of Brooklyn Heights Master Plan?”

FIGURE 15 PERCENT RATING OF THE IMPORTANCE OF FOCUS AREAS IN BROOKLYN HEIGHTS MASTER PLAN



## RESULTS

When asked to rate the importance of these Focus Areas for the Village of Brooklyn Heights Master Plan on a scale from important to not important, more than half of respondents\* felt that the Downtown Brooklyn Heights Focus Area (69.0%) and the Brooklyn Heights River Corridor Focus Area (53.7%) were “Important,” and 53.8% of respondents felt that the Spring – Van Epps Corridor Focus Area was “Somewhat Important” to them. Respondents felt that the Eastern Gateway Focus area was equally “Important (43.8%) and “Somewhat Important (43.8%) to them. Additionally, less than a quarter of respondents for each Focus Area: Downtown Brooklyn Heights (9.5%), Spring – Van Epps Corridor (6.9%), Brooklyn Heights River Corridor (11.0%), and the Eastern Gateway (12.3%) felt they were not important at all.

*\*Both online and mail-in responses were combined for simplicity and clarity.*

## QUESTION 20

Respondents were asked “What is your vision for what you would like to see in each of these focus areas?”

## COMMON THEMES

Respondents were asked to tell us what their vision would be for each of the Master Plan Focus Areas. Respondents generally wrote that they had a desire to **retain the residential character** of the Village by **attracting young families, provide homeowner assistance programs, and enhance programs and services for seniors that would like to retire and age in place** in Brooklyn Heights. Other themes respondents wrote about included **continued maintenance of the aging housing stock, creating new uses for landfills, stopping the expansion and creation of landfills, utilizing the Village’s proximity to the Cuyahoga River to its advantage, allow for dogs in the parks/creation of dog parks, and provide safe connections to regional trails and Village neighborhoods.**

More specifically, respondents would like to see the **Downtown Brooklyn Heights** Focus Area concentrate on the overall **beautification** of the area, adding **signage**, and creating **walkable/bikeable connections**.

In the **Spring – Van Epps Corridor** Focus Area, respondents would like to see **improved roads, sidewalks**, and a general **beautification** of the area to **attract more businesses** to **increase the tax base**.

The **Brooklyn Heights River Corridor** Focus Area general themes included a desire for respondents to see improved **connectivity and accessibility** to the River, towpath, other trails, and businesses in the area. The most common theme for this area was to see **alternatives for the landfills** and a desire for the **cessation of landfill expansion**.

Respondents wrote that in the **Eastern Gateway** Focus Area, they want to see the area become **more attractive** through **connectivity, improving roads**, and finding **creative uses for economic development** such as “*agribusiness*,” “*open-air markets*,” or “*solar*.” Many respondents expressed an interest in this area becoming the **location for a new recreation center** if the landfill is suitable for development.

# FINAL QUESTIONS

## QUESTION 21

Respondents were asked “Are you a resident of the Village of Brooklyn Heights?”

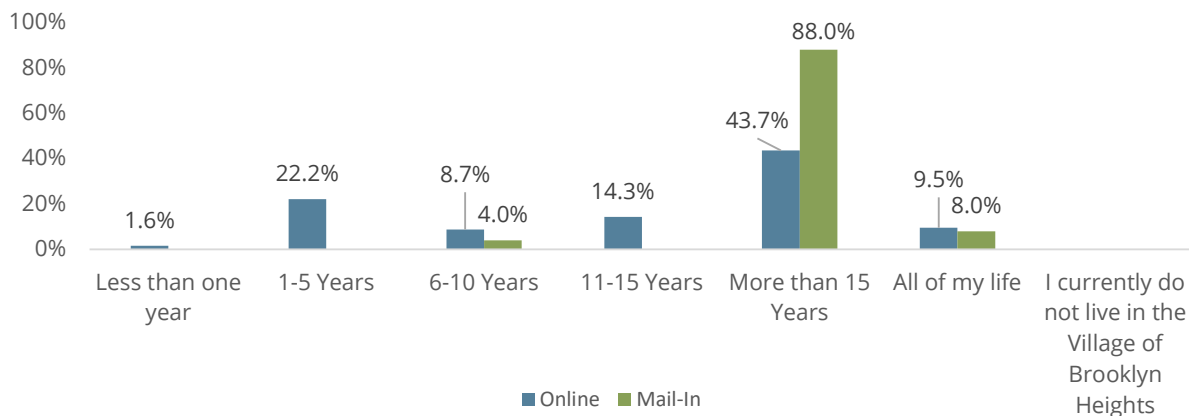
### RESULTS

When asked if they were residents of the Village of Brooklyn Heights, all respondents, (100%, online, 100% mail-in) identified as a resident of Brooklyn Heights.

## QUESTION 22

Respondents were asked “How long have you lived in the Village of Brooklyn Heights?”

**FIGURE 16 PERCENTAGE OF RESIDENTS TENURE IN THE VILLAGE OF BROOKLYN HEIGHTS**



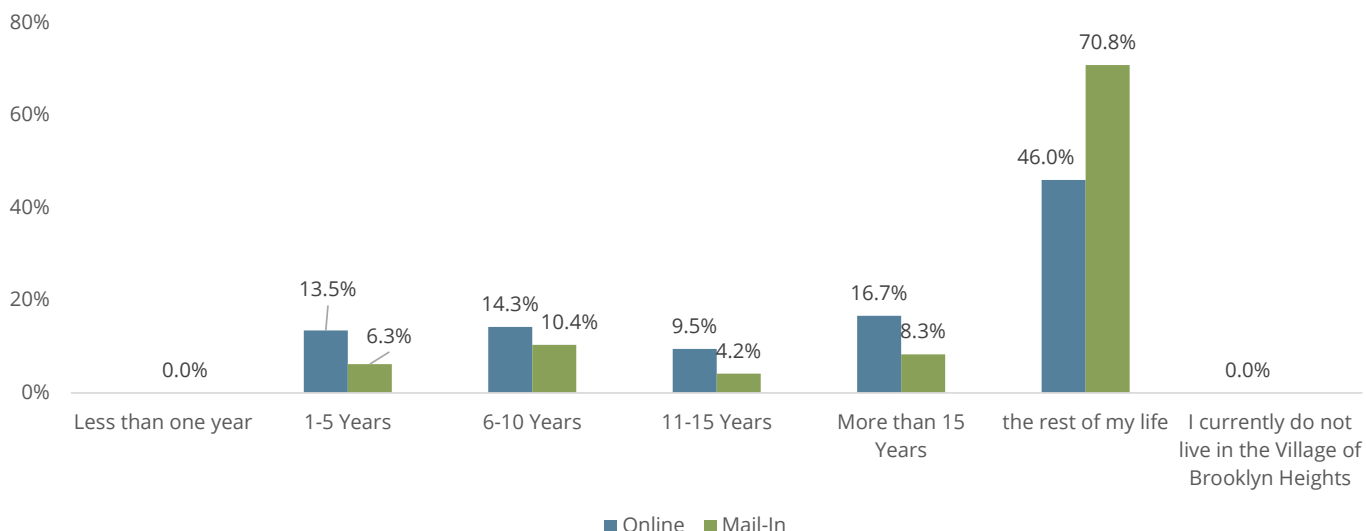
### RESULTS

When asked how long they have lived in Brooklyn Heights, only 1.6% of respondents stated that they lived in the Village for less than a year, with fewer than 10% of all respondents stating that they lived in the Village for 6-10 years (8.7% online, 4.0% mail-in), or all of their life (9.5%), 8.0% mail-in). However, a large majority of online respondents (43.7%) and mail-in respondents (88.0%) stated they lived in the Village for more than 15 years with less than a quarter of respondents (22.2%) stating they lived in the Village between 1-5 years.

## QUESTION 23

Respondents were asked “How many more years do you plan to live in the Village of Brooklyn Heights?”

**FIGURE 17 PERCENT RATING OF LENGTH RESIDENTS PLAN ON LIVING IN BROOKLYN HEIGHTS**



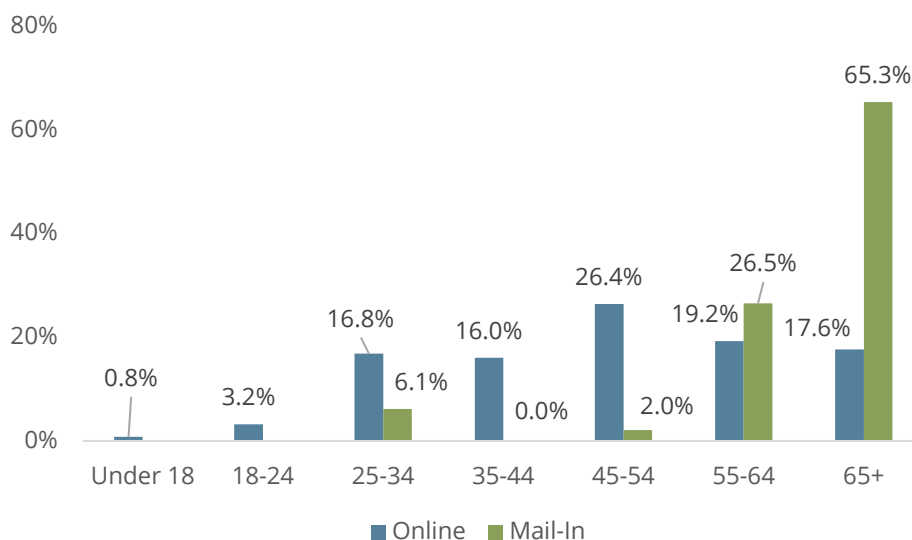
## RESULTS

Learning how long residents plan on living in a place helps to understand the motivation of the respondents and adds validity to the responses. All respondents stated that they live in the Village and planned on living in the Village for one year or longer. Online respondents (14.3%) and mail-in respondents (10.4%) stated their planned tenure in the Village would be “6-10 years,” while a smaller percentage of online (9.5%) and mail-in (4.2%) respondents planned to stay “11-15 years.” An overwhelming majority of online respondents (46.0%) and mail-in respondents (70.8%) stated on the survey that they planned on living in the Village of Brooklyn Heights “the rest of their life.”

## QUESTION 24

Respondents were asked “What is your age?”

**FIGURE 18 PERCENTAGE OF AGE OF RESPONDENTS**



## RESULTS

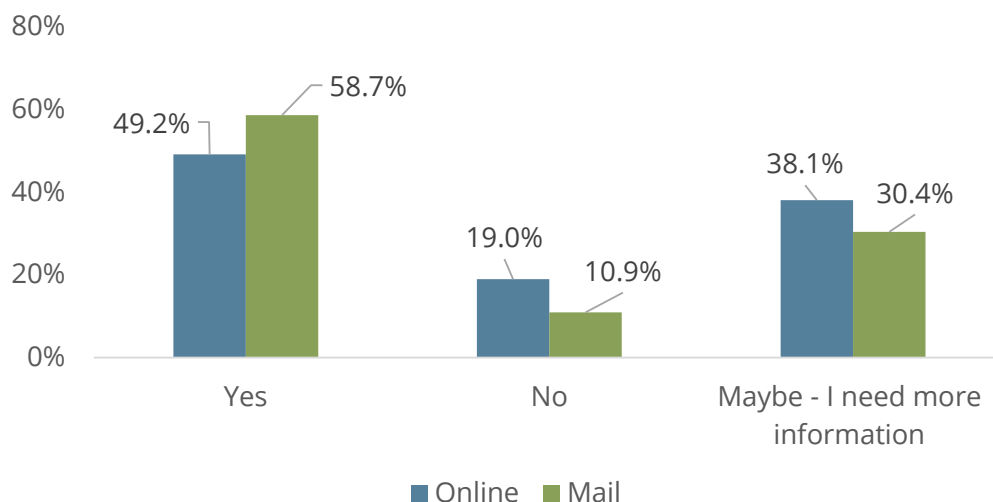
The distribution of ages for online and mail-in respondents was varied with a similar distribution among respondents that identified as young adults (16.8%) in the “25-34” age group and working adults (16.0%) in the “35-44” age group. Moreover, a similar distribution was reported among respondents that identified their age as working adult (26.4%) in the “45-54” age group online while adults (25.4%) in the “55-64” age group returned their responses by mail. Overall, the majority of respondents (62.7%) returned their surveys by mail and identified as seniors (62.7%) in the “65+” age group.



## QUESTION 25

Respondents were asked “The Village of Brooklyn Heights seeks to improve communication among residents, and with Village Hall. Are you interested in being listed in a Village Residential Directory?”

FIGURE 19 PERCENTAGE OF RESIDENTS THAT ARE INTERESTED IN A VILLAGE RESIDENTIAL DIRECTORY



## RESULTS

When asked if they were interested in being listed in a Village Residential Directory, online respondents were split in their interest. 42.9% of online respondents expressed an affirmative interest in the Village Residential Directory and 38.1% of online respondents selected maybe they would be interested in the Village Residential Directory, but needed more information, and 19.0% of online respondents expressed no interest. Conversely, an overwhelming majority of mail-in respondents (58.7%) expressed their interest in being listed in a Village Residential Directory, and 10.9% of mail-in respondents that selected no interest. However, there were 30.4% of mail-in respondents that expressed that maybe they would be interested in the Village Residential Directory, but needed more information.

## QUESTION 26

Respondents were asked “If you have any additional comments, please provide them in the space below”

## COMMON THEMES

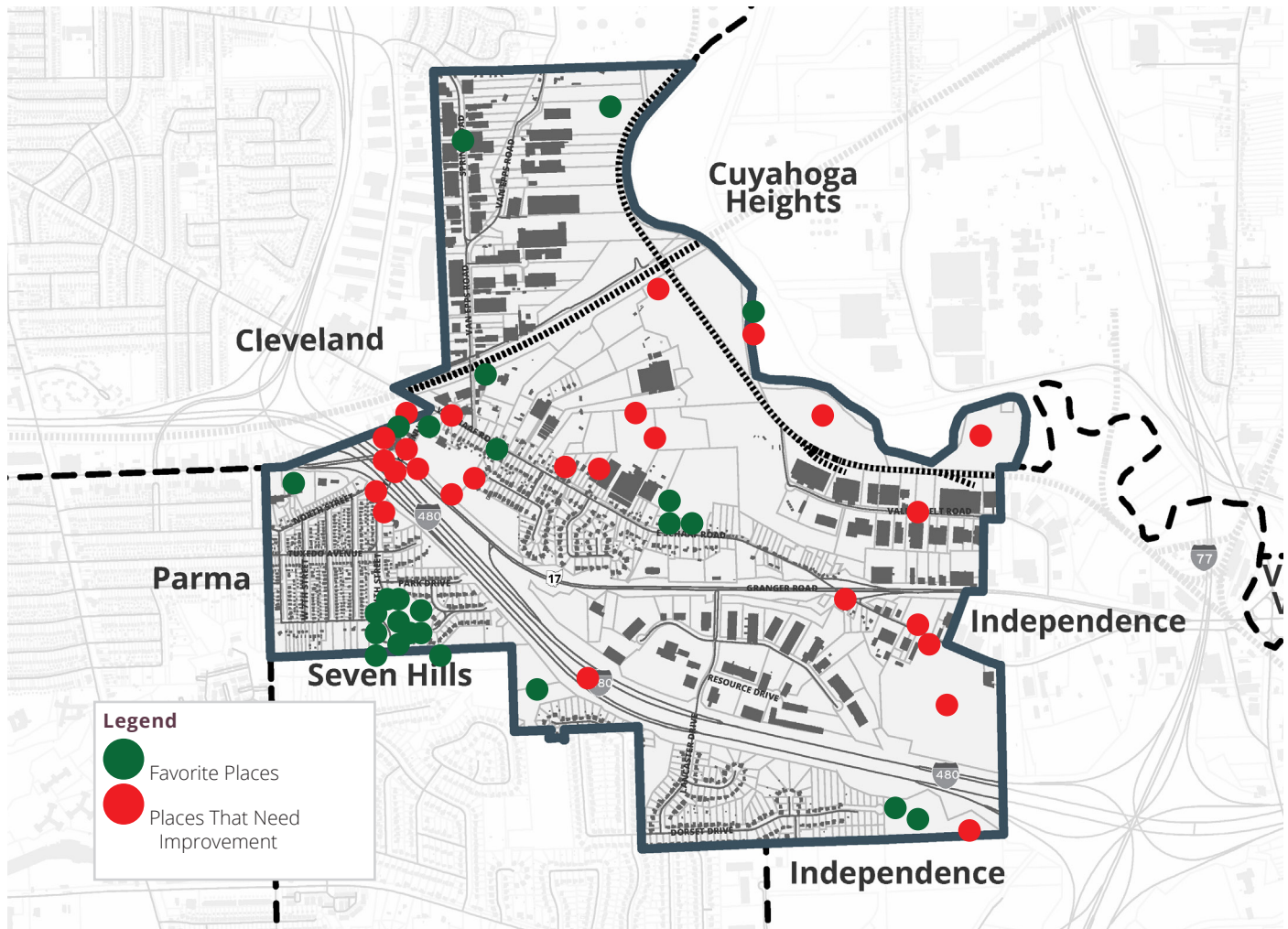
Respondents were given the opportunity to add additional comments about the Village of Brooklyn Heights. The most common themes respondents wrote about were their overall **pride in living in Brooklyn Heights**; a place where you can raise a family and retire, and a desire to see **more services for seniors such as aging in place**. Other common themes respondents wrote about included their desire to see the Village **continue its focus on the quality of life of residents and families, maintaining Village services, upkeep and re-purposing of landfills, and keeping taxes low**.

Additionally, respondents generally wrote that they had a desire to see **improved maintenance and pride in residential properties**, along with **updates and continued maintenance of park equipment and amenities such as broken stairs and deteriorated courts, more opportunities for dogs in the parks, and more trail opportunities, and quieter neighborhoods free from interstate noise**.

Other common themes that respondents wrote about included the desire to **keep Brooklyn Heights a small, yet thriving community** that **attracts more light industrial businesses to increase and strengthen the tax base**.

# FAVORITE PLACES MAP

Residents were asked to place a mark on the map that indicated their favorite place or place a mark on the map that indicated a place they thought needed improvement and why.



## RESULTS

To develop a vision for the future to guide the planning process, Community Vision Survey respondents were asked to participate in a location-based activity. Using color-coded marking online, or writing on the mail-in map, respondents identified their favorite places and places they thought needed improvement around Brooklyn Heights.

The Favorite Areas/Places most identified by respondents included areas in or around Brooklyn Heights Park and the viewshed to Downtown Cleveland on East Schaaf Road.

### FAVORITE AREAS/PLACES IDENTIFIED WERE:

- Brooklyn Heights Park
- Walking trail along the Creek
- Community Services Building
- Neighborhood Parks

The Areas/Places that respondents thought needed improvement included areas that lacked safe pedestrian and bicycle paths and trails, intersections and right-of-way issues, and areas of deterioration in and around landfills and other vacant land.

### AREAS/PLACES IDENTIFIED AS IN NEED OF IMPROVEMENT WERE:

- I-480 near Belmont Drive
- Intersection at Granger and Brookpark Roads
- Bridge area near I-480 entrance
- Landfills



**County Planning**

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FOR OUR REGION  
FOR OUR FUTURE