

2026 EDITION DEVELOPMENT TRENDS ON TOD CORRIDORS

AN ELEMENT OF THE TOD INITIATIVE

Published May 6, 2026



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DEVELOPMENT TRENDS

ON TOD CORRIDORS

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INTRODUCTION

This document is a supplementary report released regularly as part of the *TOD Initiative*. It details recent Transit-Oriented Development (TOD) projects in Cuyahoga County, the value these projects add, and the location of TOD investments. It is an update of our most recent report in 2025, and it includes an additional year of data.

THE TOD ZONING STUDY & INITIATIVE

County Planning and its partners have completed the four initial phases of *the TOD study*;

- State of TOD in Cuyahoga County
- Analysis of TOD Zoning
- Model TOD Zoning
- TOD Financial Strategies

We are now embarking on our next phase, the TOD Initiative, which will work in coordination with the City of Cleveland, GCRTA, Cuyahoga County, and the Port of Cleveland to promote and advance the TOD Loan Program, create a brand around TOD in Cuyahoga County, and work towards assisting communities and developers in building more TOD in Cuyahoga County through zoning reform and planning.

WHO WE ARE

Together, County Planning, the City of Cleveland, Cuyahoga County, the Port of Cleveland, and GCRTA have partnered on the TOD initiative—in collaboration with local communities and other entities—to encourage and support those seeking to build transit-oriented developments along major transit corridors.

This effort builds upon existing knowledge and previous work to expand TOD efforts throughout the County while providing a robust understanding of TOD land use and zoning policies across multiple communities. To follow along with the progress of the study, contact the partner agencies or visit our website at www.CountyPlanning.us/TOD.

DEVELOPMENT TRENDS: KEY TAKEAWAYS

The Development Trends on TOD Corridors document identifies major projects that met transit-oriented design criteria, added more than \$1.0m in building value over a one-year period, and were located along 22 TOD corridors in Cuyahoga County.

In the seven years from 2019 to 2025, there were 122 major TOD developments—including new construction and renovation—constructed along these corridors. The following are major takeaways:

- There has been \$1.5 billion worth of investment in TOD in the past seven years, averaging \$217m annually.
- In 2025, \$324m worth of TOD investment was added, the highest amount of investment in the last seven years and \$184m more than was invested in 2021.
- 49.2% of all added building value in 2025 was attributed to TOD developments.
- Since 2019, TOD investment has accounted for 36% of total added building value in Cuyahoga County, indicating that a significant amount of TOD is being built while still less than half of all development in the County.
- 91% of new TOD investment has occurred in the City of Cleveland in the past seven years with the most added building value seen in the Downtown, University Circle, Ohio City, Fairfax, and Hough neighborhoods.
- Within the City of Cleveland, 34.4% of TOD development occurred in Downtown Cleveland.
- Of all communities along TOD corridors, only five of the 26 had a TOD project in the past seven years, indicating ongoing need to support suburban TOD.
- While TOD has been concentrated in the City of Cleveland, multiple suburban communities are advancing TOD through zoning reforms, TOD planning, or incentives.

The low number of communities with TOD shows the ongoing need to reform zoning, plan for TOD, and build on vacant or underutilized sites; however, the 1.5 billion dollars invested in major TOD developments in the past seven years is representative of increased interest in rebuilding walkable, mixed-use corridors and neighborhoods in Cuyahoga County. It underscores the continued demand for housing, retail, and employment and provides an opportunity for increasing the use of transit to get around.

DATA IN CONTEXT

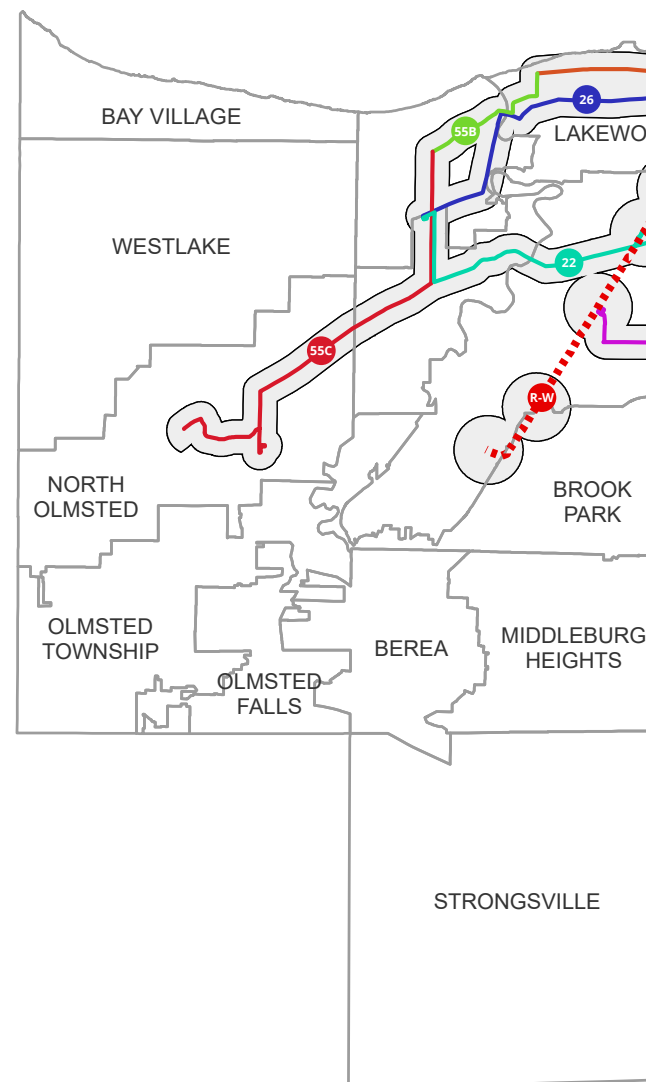
TOD CORRIDORS & WALKSHEDS

In 2022, as part of the TOD Initiative, 22 transit lines were selected based on a detailed analysis to be TOD corridors. These corridors were selected due to their transit frequency (30 minutes or less during the morning rush hour), as well as the existing density or transit-dependent population that need frequent service. Not all the TOD corridors for this analysis directly correspond to existing GCRTA routes. The TOD corridors may correspond to portions of existing bus routes that meet the standard in this study.

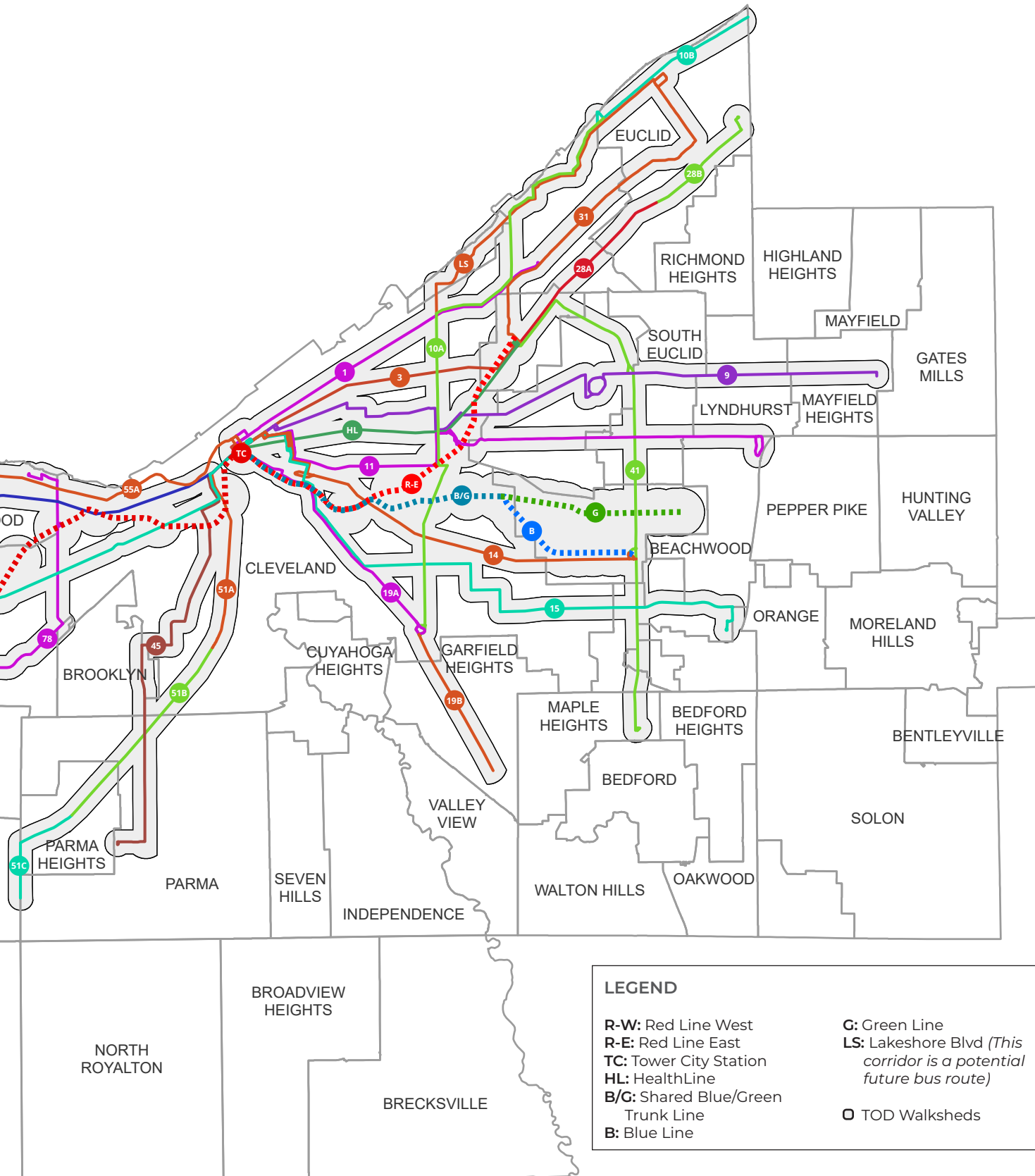
Additionally, 26 communities are located within defined TOD walksheds, which are shown in gray on the map. To determine TOD walksheds, a quarter mile buffer around each bus stop and a half mile buffer around each train station was mapped. This report details major developments located within these TOD walksheds.

CORRIDOR & WALKSHED SUMMARY

- Number of TOD Corridors: 22
- Number of Communities in Walksheds: 26*



*Four additional communities have very small areas within the TOD walksheds, but were not ultimately included in this list: Bedford, Orange, Pepper Pike, and Richmond Heights.



DATA & SOURCES

Data in this document primarily comes from the Cuyahoga County Fiscal Office, which maintains a yearly record of all property transactions; maintains records of property ownership, valuation, and taxation; and collects special assessments for public improvements. Specifically, this document uses the Fiscal Office's Delta Track data, which shows the change in valuation data from one year to the next.

Developments in this report include only those projects which added more than \$1.0m in building value over one year, and the data may not include certain tax exempt projects for which significant portions of value are abated or exempt. This document does not account for changes in land value and analyzes only the value added to the each new development during construction or renovation.

Definitions

Developments, Major Developments, and Projects: These terms are interchangeable and in all cases are referencing developments with added building value of more than \$1.0m over a one-year time frame.

TOD Developments, Major TOD Developments, and TOD Projects: These terms refer specifically to developments within TOD walksheds that meet the TOD design criteria below.

1. Close to the street
2. Multiple stories
3. Parking located to the rear/side
4. TOD friendly use/mixed-use
5. Front-facing building entrance

See the images on page 10 for examples of projects that do and do not conform to these design criteria.

The last pages of this document feature data from County Planning's TOD Navigator, which is gathered by County Planning staff via delta track data, community planning commission agendas, news articles, and on-the-ground assessment of new developments.

DATA ACCURACY

This document generally uses information collected and shared by external sources. The goal of the document is to provide only the most relevant and accurate data available; however, we have not independently verified the information. For questions about data, suggestions for improvements, or identification of errors, please contact County Planning.

TIME FRAME & TRANSIT CHANGES

This report includes data on major developments beginning in 2019 and ending in 2025 that are located within identified TOD walksheds. During or shortly before this time frame, a number of significant transit changes occurred, which are important to consider.

In spring of 2017, MetroHealth and GCRTA announced that the transit system's Route 51 bus line would be renamed and rebranded as the MetroHealth Line with the first rides being offered in December of 2017. The GCRTA's 51A, 51B, and 51C lines were all integrated into the new MetroHealth Line. As of early 2026, GCRTA is planning to enhance this route with bus-only lanes along West 25th Street between Detroit Avenue and Broadview Road.

In June 2021, GCRTA launched a system redesign called 'NEXT GEN RTA' with the intention to increase frequency, expand access, and create more comprehensive bus routes across Cuyahoga County. GCRTA is also studying the viability of BRT along Broadway Avenue with the intention of creating bus-only lanes and encouraging transit-oriented development.

Following a closure in 2021, the Waterfront Line reopened in August 2024 and presently operates for Browns home games and special events at Huntington Bank Field.

GCRTA announced that its current fleet of light and heavy railcars, which are upwards of 40 years old, will be replaced by a uniform fleet of 60 new railcars. The first set of railcars are set to arrive in Cleveland in the summer of 2026, with rollout to the public beginning summer of 2027.



GCRTA's new railcars, expected to be available to the public in summer 2027. Image courtesy of GCRTA.

ADDITIONAL MAJOR PROJECTS

- E. 105th Street Station (2019)
- E. 79th Street Red Line Station (2021)
- Re-Opening of West 117th Street Station (2025)
- Broke ground on new East 79th Street Station (2025)

DEVELOPMENT TRENDS

ADDED BUILDING VALUE OF MAJOR DEVELOPMENTS

QUICK FACT

There was \$324m invested in TOD in 2025, the highest of any year since 2019.

Figure 1 on page 11 shows the added building value of major TOD developments in Cuyahoga County between 2019 and 2025. The data illustrates the significant level of investment happening in TOD projects, with over \$1.5b of investment from 2019 to 2025, and \$324m worth of investment in 2025 alone—the most in the last seven years. The increasing investment is a positive sign of demand for this type of investment and the positive market response to this demand.

Figure 2 on page 11 shows the added building value of all major developments in Cuyahoga County in the past seven years, both within and outside TOD walksheds. The bars in dark green represent developments within TOD walksheds that meet TOD design criteria, while the teal bars represent those projects within TOD walksheds that do not meet TOD design criteria. The bars in pink represent developments outside of TOD walksheds.

Total investment in the County rebounded following the COVID-19 pandemic, reaching a high of \$789m in 2024. However, while 2025 saw the most TOD investment in the past seven years, total investment across the County dropped to \$658m. In general, investment in TOD projects has averaged a third of the total added building value.



The Raye in Shaker Heights meets the design criteria to qualify as a TOD project.



This building would not be considered a TOD project due to its front parking lot.

FIGURE 1
ADDED BUILDING VALUE OF MAJOR TOD DEVELOPMENTS,
2019-2025

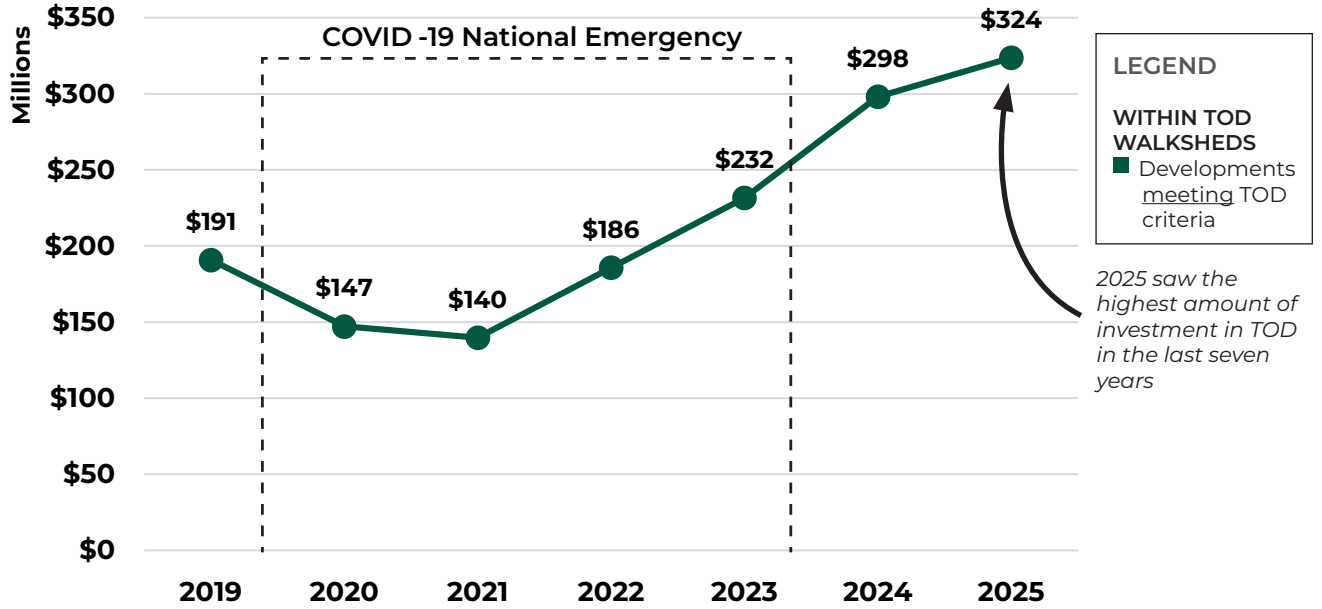
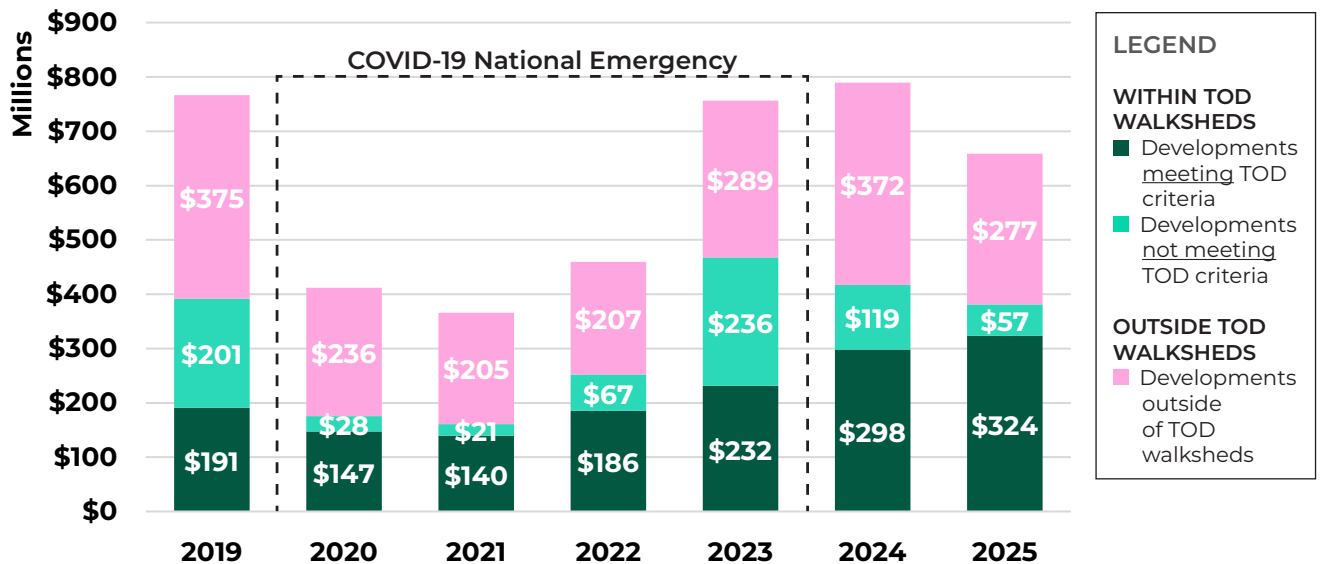


FIGURE 2
ADDED BUILDING VALUE OF ALL MAJOR DEVELOPMENTS IN
CUYAHOGA COUNTY, 2019-2025

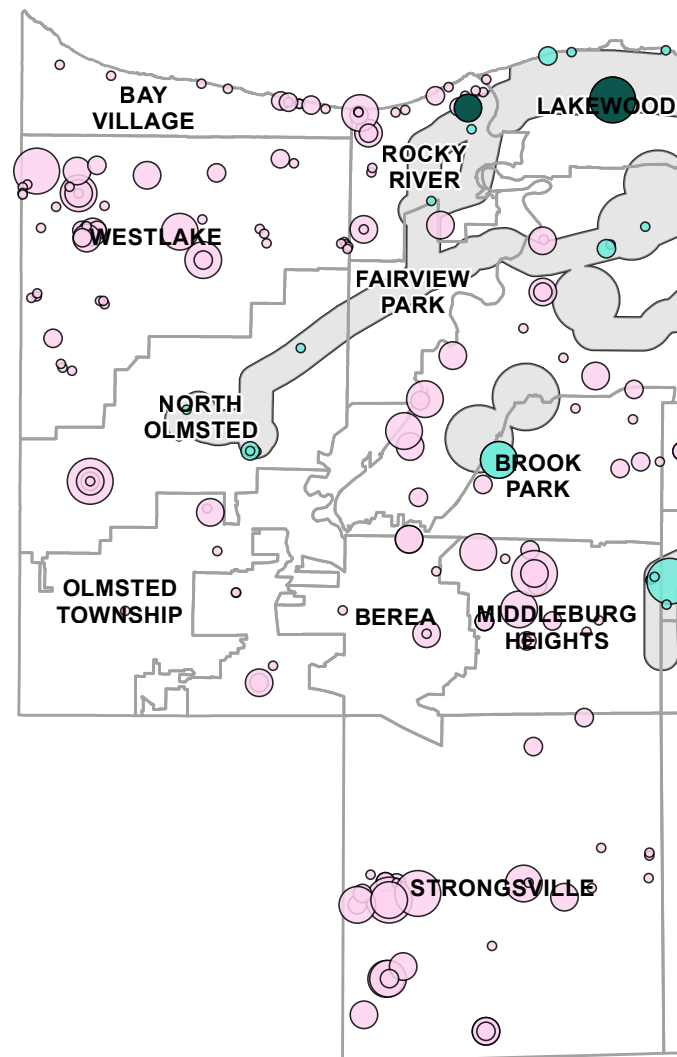


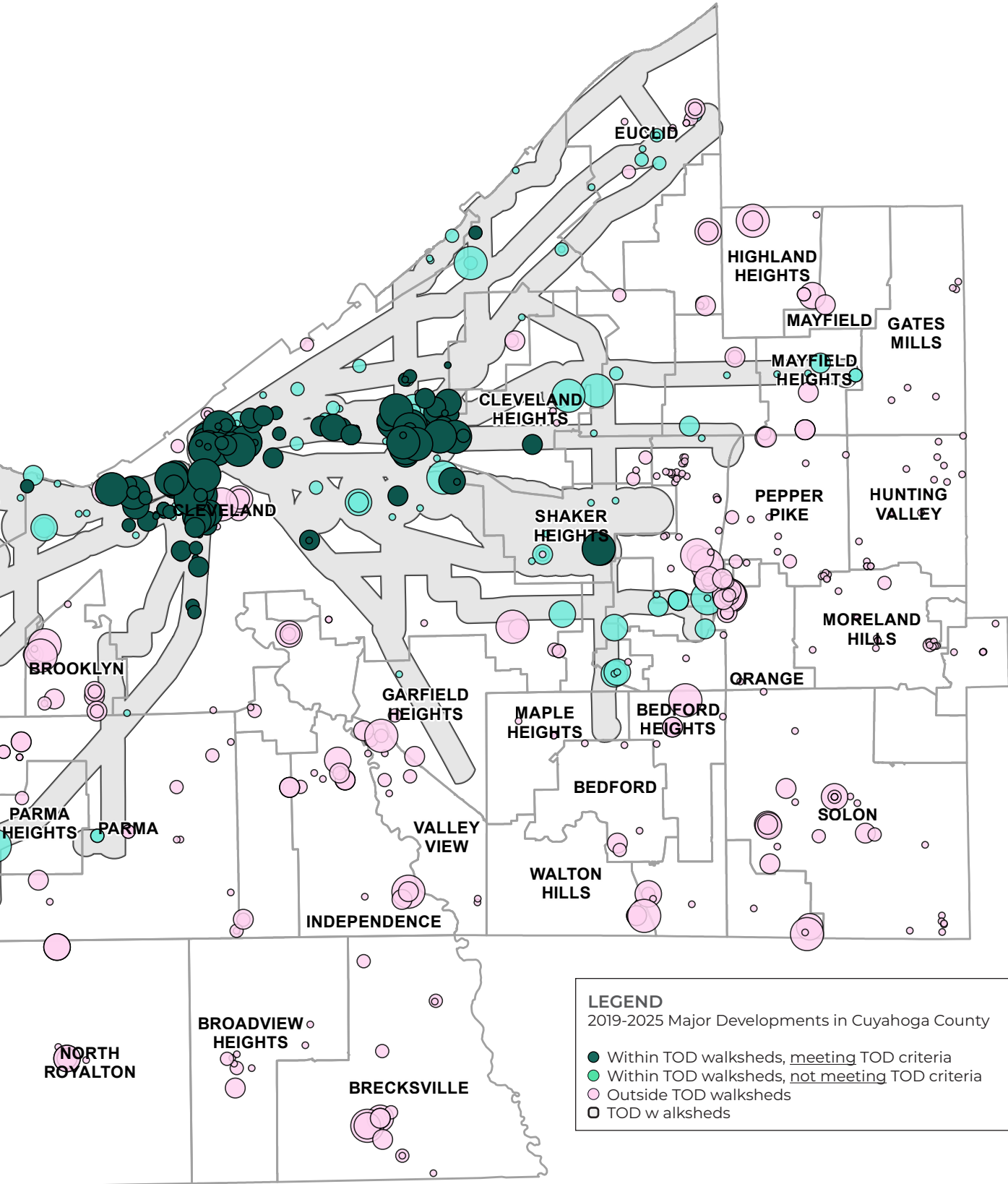
ADDED BUILDING VALUE BY LOCATION

The map below showcases developments in Cuyahoga County between 2019 and 2025, with larger dots indicating larger added building value. In dark green are developments within the TOD walksheds that meet the criteria for being TOD, in teal are developments located within TOD walksheds that do not meet the criteria to be TOD, and in pink are developments outside of TOD walksheds in Cuyahoga County. The map illustrates that many of the major investments over the past seven years have been concentrated within TOD walksheds in or near Downtown Cleveland, the near west side, and University Circle and meet the criteria for TOD.



(From top to bottom) Intro in Ohio City, Centrovilla in Clark-Fulton, and Ten60 Bolivar in Downtown are all examples of local TOD.





LEGEND
 2019-2025 Major Developments in Cuyahoga County

- Within TOD walksheds, meeting TOD criteria
- Within TOD walksheds, not meeting TOD criteria
- Outside TOD walksheds
- TOD w alksheds

RECENT PROJECTS

Recent projects include those completed in 2025 and unfinished projects that have seen substantial construction in 2025. The values shown for these projects correspond to value added by the construction or renovation of buildings, but not associated land value changes.

QUICK FACT

New TOD in Cuyahoga County has been heavily concentrated in the City of Cleveland, with three developments in 2025 being located in the surrounding suburbs (The Raye, Roundstone Headquarters, and the Marquee at Cedar Lee)

RECENT PROJECTS WITHIN TOD WALKSHEDS

Figure 3 on page 15 displays every project within TOD buffers that meets TOD criteria and had greater than \$1.0m in added building value in 2025. Combined, these projects brought a total of approximately \$515.6m in added value to the region. The highest concentration of development was in the Fairfax neighborhood (\$93.6m), a shift from previous years in which Downtown had the most added building value of new TOD. Projects contributing to this include the Cleveland Clinic Cole Eye Institute and Cleveland Clinic Center for Pathogen and Human Health Research, as well as the Foundry Lofts and Fairfax Market. The new Sherwin Williams Headquarters in Downtown, Noyse House on the campus of Case Western Reserve University, and the Raye Apartments in Shaker Heights' Van Aken District were other notable developments with substantial added building value in 2025.

*The Total Value Added column displays the estimated value added by the renovation or construction of buildings as determined by the County Fiscal Office over the course of a project. All projects listed here had significant construction in 2025. Some multi-year projects included significant construction in previous years, which is also included in this column.

TOD projects correspond to developments within TOD walksheds that meet the criteria to be counted as Transit-Oriented Development (TOD). County Planning used the criteria found on page 8 to determine if developments are classified as TOD.

FIGURE 3

TOD DEVELOPMENTS, 2025

TOD Project	Location	Land Use(s)	Total Value Added *
1. Sherwin Williams HQ	Downtown	Office	\$78.9m
2. Cleveland Clinic Cole Eye Institute	Fairfax	Medical Office	\$58.0m
3. Noyse House	University	Residential	\$41.2m
4. Raye Apartments	Shaker Heights	Residential	\$38.7m
5. Fairfax Market/Medley Apartments	Fairfax	Residential, Retail	\$34.2m
6. Cleveland Clinic Global Center for Pathogen and Human Health Research	Fairfax	Medical Office	\$29.2m
7. Library Lofts	University	Residential, Institutional	\$26.8m
8. The Collins	Cuyahoga Valley	Residential	\$26.1m
9. The Bell	Downtown	Residential, Retail	\$26.0m
10. Skyline 776	Downtown	Residential, Retail	\$23.4m
11. The Welleon	Detroit-Shoreway	Residential, Retail	\$21.2m
12. The Abbey Townhomes and Flats	Tremont	Residential, Retail	\$18.5m
13. Foundry Lofts	Fairfax	Residential, Retail	\$17.3m
14. Ten60 Bolivar	Downtown	Residential, Retail	\$13.9m
15. Skyline on Stokes	University	Residential	\$12.2m
16. MidTown Collaboration Center	Hough	Office, Retail, Medical Office	\$10.8m
17. 5115 The Rising	Broadway-Slavic Village	Residential, Retail	\$7.9m
18. Cleveland Police HQ	Downtown	Office	\$7.0m
19. Marquee at Cedar Lee	Cleveland Heights	Residential, Retail	\$6.0m
20. Roundstone Headquarters	Rocky River	Office	\$5.8m
21. Fidelity Hotel	Downtown	Hotel	\$3.8m
22. Centrovilla	Clark-Fulton	Retail	\$2.1m
23. Garrett Square	Glenville	Residential	\$1.8m
24. Harbor Flats	Ohio City	Residential	\$1.4m
25. Liberty Lofts	Downtown	Residential, Retail	\$1.1m
26. Cornell Road Residences	University	Residential	\$1.1m
Total			\$515.6m

COMMUNITY TRENDS

ADDED BUILDING VALUE OF TOD BY COMMUNITY AND NEIGHBORHOODS

QUICK FACT

Since 2019, 34.4% of new TOD has been built in Downtown Cleveland, followed by 25.1% on Cleveland's east side, 24.1% on Cleveland's west side, and 16.4% in University Circle.

Figure 4 on page 17 displays the added building value of TOD projects by community. Cities in Cuyahoga County were grouped into five categories: Inner Ring West, Inner Ring East, Outer Ring West, Outer Ring East, and the City of Cleveland.

- **Inner Ring Suburbs** are those communities outside of Cleveland that were generally built prior to 1960. They typically have more walkable business districts, a grid pattern of streets, a mix of land uses and are usually fully built out. An example of an inner ring suburb is Euclid.
- **Outer Ring Suburbs** are those communities at the edge of Cuyahoga County that have developed more recently and generally have a more suburban configuration. In many cases, these communities still have previously undeveloped land that provides opportunities for new development. An example of an outer ring suburb is North Olmsted.

The City of Cleveland accounted for 91.0% of the total added building value of TOD projects between 2019 and 2025. This was followed by the Inner Ring East (7.6%), the Inner Ring West (1.0%), and the Outer Ring West (0.4%) which had its first TOD development in 2025. Of note, there were no developments between 2019 and 2025 that met TOD criteria that are located in the Outer Ring East communities, but these communities are experiencing development inside and outside of TOD walksheds not meeting TOD criteria, which is not captured in these figures.

While the data may not show significant TOD within many suburbs, there are a number of recently completed and ongoing projects advancing suburban TOD. These include TOD planning for Southgate (Maple Heights) and along Turney Road (Garfield Heights); TOD zoning updates in South Euclid, Fairview Park, Shaker Heights, East Cleveland, and North Olmsted; and the redevelopment of Southland in Middleburg Heights, among others.

FIGURE 4
ADDED BUILDING VALUE OF MAJOR TOD DEVELOPMENTS WITHIN
TOD WALKSHEDS BY COMMUNITY, 2019-2025

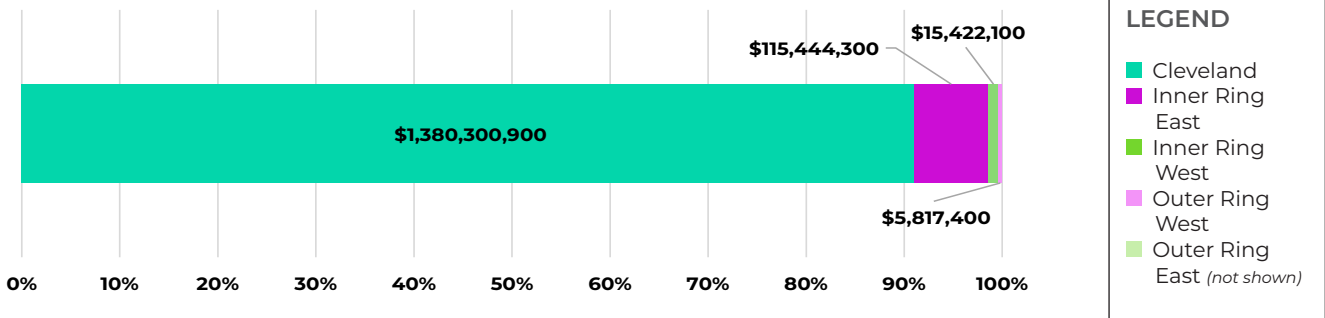
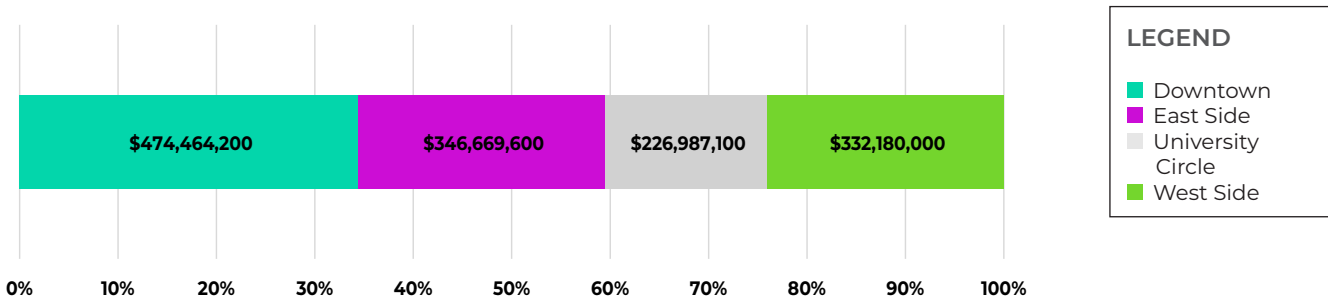


Figure 5 below displays the added value of TOD developments by Cleveland neighborhoods, grouped into four categories: Downtown, East Side, University Circle, and West Side. Downtown has attracted the largest amount of investment in Cleveland, with 34.4% of all added value occurring there. This was followed by the East Side neighborhoods (25.1%), West Side neighborhoods (24.1%), and University Circle (16.4%).

FIGURE 5
ADDED BUILDING VALUE OF MAJOR TOD DEVELOPMENTS WITHIN
TOD WALKSHEDS BY CLEVELAND NEIGHBORHOODS, 2019-2025



Note: The charts above only reflect added building value of projects meeting TOD criteria between 2019 and 2025. County Planning used the criteria found on page 8 to determine if developments are classified as TOD.

FIGURE 6
DATA BY COMMUNITY, 2019-2025

The following list displays the total amount of added building value of all developments within TOD walksheds and for developments that meet TOD criteria, by community.

Note Regarding Data

The values listed under the "Total Investments" column correspond to total investments within TOD walksheds regardless of whether they meet TOD criteria. The values listed under the "TOD Investments" column correspond to those projects which meet TOD criteria. Communities may be experiencing development outside of TOD walksheds which would not be listed in this chart.

**Communities that do not intersect with a TOD walkshed are not listed here*

Cuyahoga Communities	2019-2025		Percent Meeting TOD Criteria
	Total Investments	TOD Investments	
Beachwood	\$160,545,700	\$0	0.0%
Bratenahl	\$5,249,900	\$0	0.0%
Brook Park	\$22,374,500	\$0	0.0%
Brooklyn	\$0	\$0	0.0%
Cleveland	\$1,639,263,400	\$1,380,300,900	84.2%
Cleveland Hts.	\$87,707,600	\$52,077,400	59.4%
East Cleveland	\$1,165,400	\$0	0.0%
Euclid	\$16,384,300	\$0	0.0%
Fairview Park	\$0	\$0	0.0%
Garfield Hts.	\$1,360,700	\$0	0.0%
Highland Hills	\$4,350,000	\$0	0.0%
Lakewood	\$34,199,200	\$15,422,100	45.1%
Linndale	\$0	\$0	0.0%
Lyndhurst	\$6,038,400	\$0	0.0%
Maple Hts.	\$0	\$0	0.0%
Mayfield Hts.	\$14,124,300	\$0	0.0%
Middleburg Hts.	\$3,791,700	\$0	0.0%
North Olmsted	\$8,149,200	\$0	0.0%
North Randall	\$107,163,300	\$0	0.0%
Parma	\$5,026,900	\$0	0.0%
Parma Hts.	\$14,040,900	\$0	0.0%
Rocky River	\$8,309,500	\$5,817,400	70.0%
Shaker Hts.	\$77,947,100	\$63,366,900	81.3%
South Euclid	\$4,232,900	\$0	0.0%
University Hts.	\$0	\$0	0.0%
Warrensville Hts.	\$25,082,700	\$0	0.0%
Total	\$2,246,507,600	\$1,516,984,700	67.5%

FIGURE 7
DATA BY CLEVELAND NEIGHBORHOOD, 2019-2025

The following list displays the total amount of added building value of all developments within TOD walksheds and for developments that meet TOD criteria, by Cleveland neighborhood.

Cleveland Neighborhoods	2019-2025		Percent Meeting TOD Criteria
	Total Investments	TOD Investments	
Broadway-Slavic Village	\$7,920,400	\$7,920,400	100.0%
Brooklyn Centre	\$12,199,600	\$12,199,600	100.0%
Buckeye-Shaker Square	\$24,407,100	\$11,033,700	45.2%
Buckeye-Woodhill	\$9,133,200	\$6,590,700	72.2%
Central	\$13,158,200	\$8,014,400	60.9%
Clark-Fulton	\$26,867,700	\$24,111,600	89.7%
Collinwood-Nottingham	\$20,632,900	\$2,785,000	13.6%
Cudell	\$17,675,700	\$0	0.0%
Cuyahoga Valley	\$27,948,100	\$26,172,700	93.6%
Detroit Shoreway	\$68,001,300	\$68,001,300	100%
Downtown	\$548,235,100	\$474,464,200	86.5%
Edgewater	\$10,260,900	\$3,373,200	32.9%
Euclid-Green	\$4,192,500	\$0	0.0%
Fairfax	\$152,786,100	\$150,087,700	98.2%
Glenville	\$14,425,600	\$10,957,200	76.0%
Goodrich-Kirtland Park	\$12,020,500	\$7,852,400	65.3%
Hough	\$129,554,300	\$115,255,400	89.0%
Jefferson	\$1,276,200	\$0	0.0%
Kamm's Corners	\$5,604,400	\$0	0.0%
Kinsman	\$15,576,600	\$0	0.0%
Lee-Harvard	\$11,697,600	\$0	0.0%
North Shore Collinwood	\$1,917,000	\$0	0.0%
Ohio City	\$154,045,800	\$149,400,900	97.0%
Old Brooklyn	\$1,057,000	\$0	0.0%
Stockyards	\$1,720,200	\$0	0.0%
Tremont	\$76,250,800	\$75,093,400	98.5%
University	\$267,437,200	\$226,987,100	84.8%
Cleveland Total	\$1,639,263,400	\$1,380,300,900	84.2%

Note Regarding Data

The values listed under the "Total Investments" column correspond to total investments within TOD walksheds regardless of whether they meet TOD criteria. The values listed under the "TOD Investments" column correspond to those projects which meet TOD criteria. Communities may be experiencing development outside of TOD walksheds which would not be listed in this chart.

**The Lee-Seville, neighborhood in Cleveland is not listed here because no TOD walksheds intersect with the neighborhood. Bellaire-Puritas, Hopkins, Mount Pleasant, Saint Clair-Superior, Union Miles, and West Boulevard neighborhoods are not listed as they did not have any investments of greater than \$1,000,000 during this period.*

TRANSITWAY TRENDS

ADDED BUILDING VALUE BY TRANSIT TYPE

Figure 8 on page 21 shows the added value of major TOD developments by three transit types within the past seven years:

QUICK FACT

Since 2019, most TOD value has been added along frequent bus lines.

- **Rapid Rail:** Includes the walksheds of the Red Line, Blue Line, and Green Line
- **Bus Rapid Transit:** Includes the walksheds of the Cleveland State Line, MetroHealth Line, and the HealthLine
- **Frequent Bus:** Includes the walksheds of any other bus line that is considered a TOD corridor

This analysis shows which types of transit corridor attracted the most investment. For this analysis, developments were coded based on whether they fell into any one of the transitway types. A development located at the intersection of a rapid rail station and a frequent bus stop was counted for both types of corridor. As such, certain projects were included in more than one transitway metric and the total amount of investment shown on the chart includes duplicate developments.

Figure 8 on page 21 shows that the most value was added in developments located along frequent bus corridors between 2019 and 2025 (\$1.2b). Developments around rapid rail stations fluctuated greatly, but has generally increased since 2019 with a peak of \$219m in 2024, followed by \$180m in 2025. In total from 2019 to 2025, over \$1.0b was invested along bus rapid transit corridors, and \$767m was invested near rapid rail stations.

When controlled for area, however, a slightly different picture emerges, as displayed in Figure 9 on page 21. Between 2019 and 2025, there was \$62.4m per square mile invested around bus rapid transit corridors, \$40.5m per square mile invested around rapid rail stations, and \$19.6m per square mile invested around frequent bus corridors.

FIGURE 8

ADDED BUILDING VALUE OF MAJOR TOD DEVELOPMENTS WITHIN TOD WALKSHEDS BY TRANSIT TYPE, 2019-2025

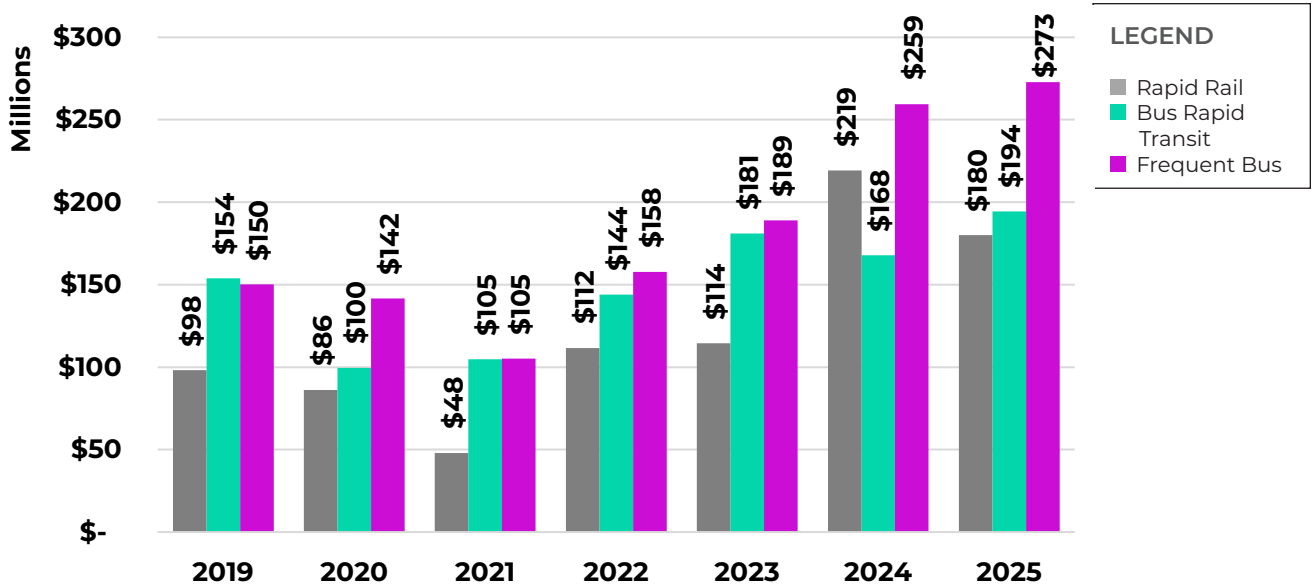
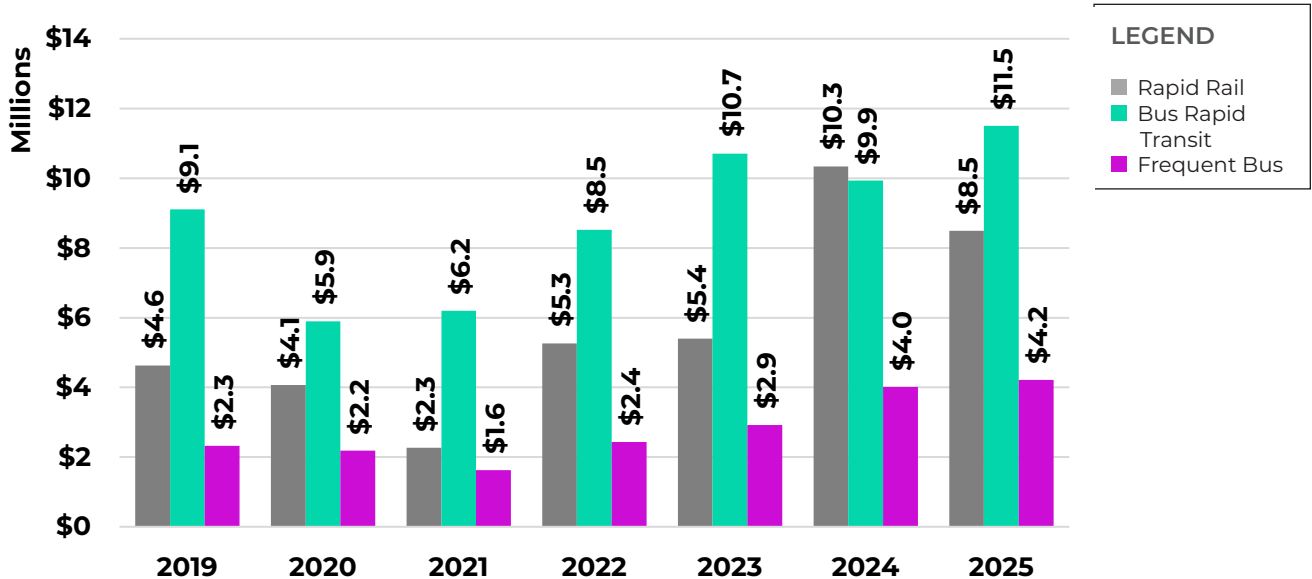


FIGURE 9

ADDED BUILDING VALUE OF MAJOR TOD DEVELOPMENTS WITHIN TOD WALKSHEDS PER SQUARE MILE BY TRANSIT TYPE, 2019-2025



TOD NAVIGATOR DATA

The previous pages of this report have focused on data from the Cuyahoga County Fiscal Office which tracks developments that have added at least \$1.0m in added building value over a 1-year period. As part of ongoing TOD efforts, County Planning has maintained a parallel inventory of TOD projects throughout the County on the **TOD Navigator**.

Developments in the TOD Navigator are identified not only through County Fiscal data, but also identified through community planning commission agendas, news articles, and on-the-ground assessment of new developments. As a result, data in the Navigator includes projects that are planned, underway, and complete; whereas fiscal data includes only projects with substantially completed construction and this data is often delayed.

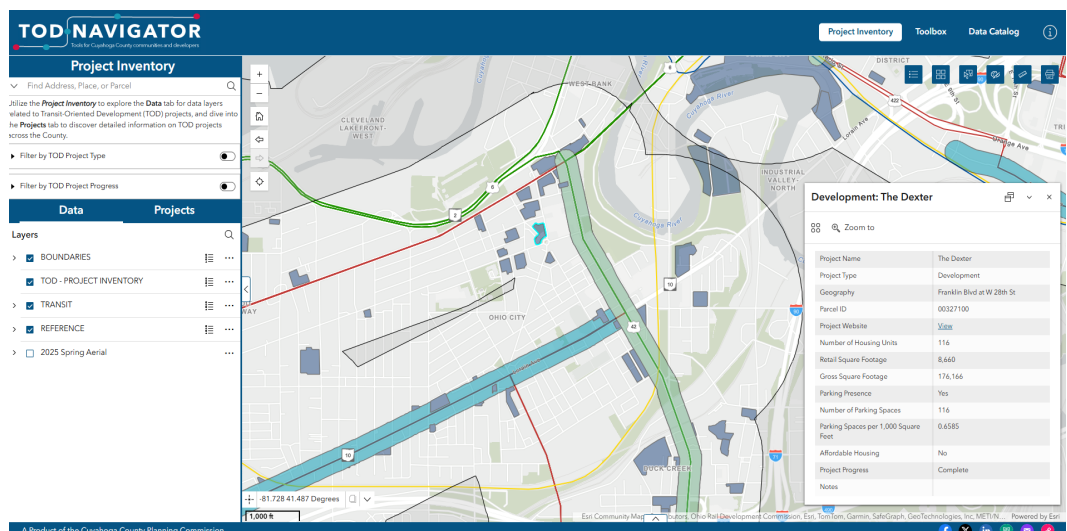
TOD Navigator data includes additional data points for each project. The list below and on the following page are reflective of the data that has been compiled in the TOD Navigator.

- Number of Housing Units
- Number of Parking Spaces
- Parking Spaces per 1,000 Square Feet
- Gross Square Footage
- Retail Square Footage
- Number of Developments with Affordable Housing Units
- Project Progress

The TOD Navigator can be accessed via the County Planning website at www.countyplanning.us/tod or by clicking [HERE](#).

QUICK FACT

The TOD Navigator, as shown to the right, contains over 230 TOD development, planning, infrastructure, and zoning projects



All data below is updated as of April 29, 2026

FIGURE 10
TOD NAVIGATOR DATA

SIZE

13,062,412

Total gross square footage of new TOD built since 2019

728,648

Total retail square footage within new TODs built since 2019

HOUSING

For reference, the 2024 United States Census reported that Cuyahoga County has 615,292 total housing units.

9,521

Number of new housing units built in TODs since 2019

2,669

Number of housing units currently under construction in TOD developments

CONTEXT

*The number of TOD developments with affordable units tracks the number of buildings containing income restricted units. This number does not reflect the number of affordable units.

22

Number of TOD developments with affordable units since 2019*

7,906

Number of parking spaces constructed as part of new TODs since 2019

FUTURE

32

TOD Developments currently under construction

42

TOD Developments with Planning Commission approval

