

# REGION VII

**Edgewater Park, Westown Square shopping center, renovated storefronts, stable industries and attractive single-family neighborhoods are among the positive images commonly associated with the mid-west side area of Cleveland included within Region VII. These assets are diminished, however, by instances of deteriorated shopping districts, vacant or under-utilized industrial properties and the increasing repair needs of an aging housing stock.**

**The Citywide Plan seeks to stabilize and upgrade conditions in Region VII through a strategy which emphasizes consolidation and renovation of shopping districts, targeted housing rehabilitation, strengthening of stable industrial districts and redevelopment of under-utilized properties.**

## LOCATION

Region VII is an 8.5-square mile area located in the middle portion of Cleveland's west side. Its boundaries are drawn to include City Council Wards 17, 18 and 19 (as in effect from 1981-1991). Region VII encompasses virtually all of the Detroit-Shoreway, Edgewater, Cudell and West Boulevard neighborhoods and significant portions of the Clark-Fulton, Puritas-Longmead and Jefferson neighborhoods (shown on Map 20 as "Statistical Planning Areas"). Other neighborhood areas within Region VII include the Stockyards and Bellaire areas.

## NEIGHBORHOOD HISTORIES

In order to convey a sense of historical development patterns in Region VII, brief histories of selected neighborhoods are presented below.

**Cudell.** The Cudell neighborhood became part of Cleveland when the City annexed the Village of West Cleveland in 1894 and a portion of Brooklyn Township in 1904. The neighborhood was named after noted architect Frank E. Cudell,

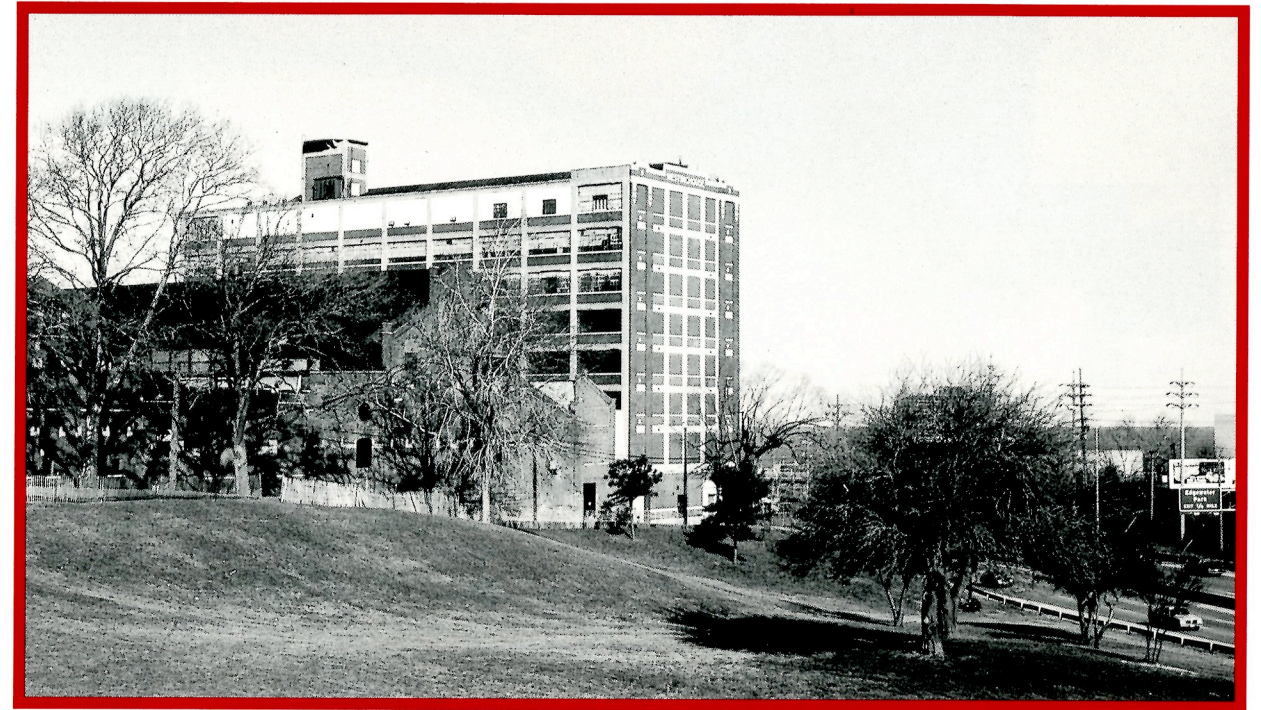
a German immigrant who had inherited a large estate from his father-in-law, former lieutenant governor Jacob Mueller. Cudell bequeathed the property to the City when he died in 1916. The tower which stands on the property today is a memorial to him from his wife, Emma. After her death in 1937, the City opened the house as the Cudell Arts and Crafts Center; and, in 1967, the Cudell Recreation Center was built on the property.

Cudell developed as a working class neighborhood in the first two decades of the 20th century. Between 1910 and 1920, the population of the neighborhood almost doubled, climbing from 8,500 to 16,700. During this period, industry developed along the Lake Shore and Michigan Southern rail line which paralleled Berea Road. In 1902, the Winton Motor Carriage Company developed a factory at 10601 Berea Road, and the Glidden Varnish Company opened a plant just to its west.

By the early 1920's, the development of spurs off the main rail line had allowed industry to expand to the south side of Berea Road, including a large area bounded by West 106th and West 117th Streets, Berea Road and Western Avenue — land which had formerly been part of the Leonard Case Estate. Many of the industries located there manufactured automobile or paper-related products.

As Cudell's population continued to increase (peaking in 1930 at 18,376), retailers followed. In 1928, Sears, Roebuck and Company built one of its two Cleveland department stores at 10900 Lorain Avenue. The massive building served the neighborhood until it closed in 1985. Today, the site is occupied by the Westown Square shopping center, constructed in 1987.

Following a period of gradual population decline in the three decades following 1930, Cudell's population fell from 16,466 in 1960 to an estimated 10,850 in 1985. Although this population loss mirrored the accelerating rate of loss citywide, much of the loss in Cudell resulted from the



*The former Westinghouse plant represents one of a number of housing development or conversion opportunities capitalizing on proximity to Edgewater Park, Lake Erie and Downtown Cleveland. (LOCATION: West 58th Street).*

construction of I-90, which removed approximately 450 residential structures in the southern portion of the neighborhood.

Local development activities in the neighborhood are currently coordinated by the Cudell Improvement Association, established in 1974; the Westown Neighborhood Center, established in 1989; the Western-Elmwood-Berea Development Corporation (WEBCO), established in 1974; and the Midwest Housing Partnership, established in 1987.

**Detroit-Shoreway/Stockyards.** Originally part of Brooklyn Township, the Detroit-Shoreway neighborhood was absorbed by the City of Cleveland between 1854 and 1894 through annexations of Ohio City, Brooklyn Township and the Village of West Cleveland. Detroit Street (Avenue), a major route leading westward from the City, became the neighborhood's primary

commercial artery. Housing for middle-income families developed along the north-south streets intersecting Detroit, while the neighborhood's larger, more architecturally distinguished homes were built along Franklin Avenue to the immediate south. By 1910, Detroit-Shoreway's population had reached 35,600 and then peaked in 1920 at 41,500.

Beginning in the late 1890's, industries such as Union Carbide and Walker Manufacturing (which later became part of Westinghouse) located along the Lake Shore and Michigan Southern rail lines on the bluffs overlooking Lake Erie. The Westinghouse plant remained in operation until 1978, while the Union Carbide (Eveready) plant continues to operate, although at a reduced level.

Also near the turn of the century, industries began to develop further to the south, along the rail lines running through the Walworth Run valley



(generally parallel to Train Avenue). Two of these companies were the Pilsner Brewing Company and the Cleveland Union Stockyards Company (with both companies located near West 65th and Clark in the Clark-Fulton section of Region VII).

By the 1920's, the Stockyards — a 60-acre marketplace for livestock growers — was the 7th largest such operation in the country. As the raising of livestock moved westward and as transactions became decentralized, business declined and, in 1968, operations at the Stockyards were terminated. Subsequently, a large portion of the site was redeveloped as a contemporary shopping center.

Edgewater Park, on the shores of Lake Erie, was purchased by the City in 1894 from industrialist Jacob Perkins. During the 1930's and 1940's, much of the park was taken for the construction of the West Shoreway. Following decades of deteriorating conditions at Edgewater, the State of Ohio took control of the park in 1978, as part of the Lakefront State Park system, and began a comprehensive program of rehabilitation. Cleveland's July 4th fireworks display is held at the park and attracts in excess of 250,000 people annually.

The Detroit-Shoreway neighborhood has been home to a succession of ethnic groups beginning with the Irish and German settlers of the 19th century. After the turn of the century, these early settlers were outnumbered by immigrants arriving primarily from Italy and Romania. In more recent years, these groups have been joined by Hispanics and migrants from the Appalachian region.

Significant population loss in Detroit-Shoreway occurred between 1960 and 1985, as population fell from 36,500 to an estimated figure of 18,900. Housing demolition necessitated by the development of I-90 (which opened in 1978) contributed to this loss of population.

Recently, revitalization efforts on the part of local development organizations and the City government have resulted in several significant

development projects. The centerpiece of these efforts is the historic Gordon Square Arcade, built in 1920 at West 65th and Detroit, and renovated in 1988 at a cost of \$3.7 million. Several blocks to the south, at West 65th and Lorain, the City has recently added an outdoor recreation complex to the 18-acre site of the Zone Recreation Center, built in 1982. Finally, through the efforts of Our Lady of Mt. Carmel church, a number of townhouses and senior citizen apartments have been constructed in the vicinity of West 70th and Detroit.

Local organizations coordinating development activities in the community include the Detroit-Shoreway Community Development Organization, established in 1973; the Nolasco organization, established in 1982; the Stockyards Development Corporation, established in 1981; the Westside Industrial Retention Network (WIRE-Net), established in 1988 (and serving the entire west side); and the Midwest Housing Partnership, established in 1987.

**Edgewater.** The Edgewater neighborhood existed as part of the Village of West Cleveland from 1871 until its annexation to Cleveland in 1894. In the 1870's, most of the land north of Detroit Avenue (the area's principal roadway) was occupied by three large farms. On the south side of Detroit Avenue, the Children's Aid Society and the Eliza Jennings Home (founded by the YWCA to treat indigent and incurably ill women) occupied land donated from the estate of Eliza and Simeon Jennings.

By the 1890's, the neighborhood had begun to acquire a suburban character. While a number of substantial landholdings remained between Detroit and Lake Avenues, several side streets north and south of Detroit Avenue had been laid out and subdivided for single-family houses. In addition, the land between Lake Avenue and Lake Erie had been developed into estates of five to ten acres for the residences of many of Cleveland's wealthiest citizens, including industrialist Marcus Hanna.

By the second decade of the 20th century, however, most of these estates had been subdivided into smaller parcels, as Cliff, Harborview and Edgewater Drives were laid out and developed for single-family houses and apartments. Although only a few remnants of the old estates still exist, the houses which replaced them form the greatest concentration of higher-priced housing in the City. In 1988, for example, two houses were built on Edgewater Drive at an average cost of \$319,000 (compared to a citywide average of \$67,000 for new houses constructed that year).

Between 1900 and 1920, modest houses were built in proximity to the industries which located along the Lake Shore and Michigan Southern rail lines. Also during this time, numerous apartment buildings were developed along Detroit and Clifton Avenues and, later, along Lake Avenue and West

Boulevard. In 1980, three-quarters of all housing units in the Edgewater neighborhood were renter-occupied.

Edgewater experienced its most intense growth between 1910 and 1930, when the neighborhood's population climbed from 3,620 to 10,835. After peaking in 1950 at 11,107, the population remained relatively stable through 1970 before declining gradually to an estimated 9,448 in 1985.

Local improvement activities are led by the Edgewater Homeowners' Association, established in 1950.

**West Boulevard.** The West Boulevard neighborhood was incorporated into the City of Cleveland in two phases. The area north of Almira Avenue — the first portion of the West Boulevard neighborhood to be developed — was annexed to



*The Gothic/eclectic-style Park Place apartments, built in 1928 at a gateway to the Edgewater neighborhood, are typical of the buildings which line the south side of Lake Avenue. (LOCATION: Lake Avenue and West Boulevard).*



Cleveland in 1873. The principal portion of the neighborhood was incorporated in 1902, as part of the Village of Linndale, before the City of Cleveland annexed most of that community one year later.

Linndale, named after local real estate developer George Linn, was centered just to the southwest of the present West Boulevard neighborhood, at the intersection of West 117th and Bellaire (then "Highland" and "Linn") in Brooklyn Township. Development in Linndale was spurred by activity associated with the roundhouse and station of the Cleveland, Columbus, Cincinnati and St. Louis Railroad Company.

West Boulevard was designed as a north-south

thoroughfare connecting Edgewater Park, on the north, with Brookside Park, on the south, as part of a parkway system envisioned to encircle the City. The winding roadway's 130-foot right-of-way is one of the City's widest. Its broad tree lawns provide a park-like setting for hundreds of solid, well-kept houses.

Lorain Avenue, which forms the neighborhood's northern border, is the center of local commercial activity. Development of commercial uses on Lorain Avenue was aided by the Cleveland Electric Railway Company's street car line, which was extended to West 117th Street in 1913.

Two landmark buildings on Lorain Avenue are St. Ignatius Church (at the West Boulevard

intersection) and the Cleveland Christian Home (at the Bosworth Road intersection). The St. Ignatius congregation was established in 1902 and was re-housed in its present building in 1930 after five years of construction. The Cleveland Christian Home orphanage was founded in 1901 by German immigrants associated with the Disciples of Christ Church. The present building, which can accommodate 120 children, was constructed in 1924.

The one- and two-family housing which now characterizes the neighborhood dates predominantly from the period between 1900 and 1930. Except for the enclave of housing which clustered around the Linndale railroad station, development in the West Boulevard neighborhood generally spread from the northeast to the southwest.

Between 1910 and 1930, the population of West Boulevard jumped from 4,574 to a peak of 22,910. Over the next 40 years, the neighborhood's population remained extremely stable, decreasing by less than 1,000 persons. During the 1970's, population decline accelerated, with the loss of 3,791 residents. Between 1980 and 1985, however, the estimated rate of loss slowed significantly as population declined from 18,173 to approximately 17,670.

Local development activities in West Boulevard are coordinated by the Westtown Neighborhood Center, established in 1989; the Cudell Improvement Association, established in 1974; and the West Boulevard Neighborhood Association, established in 1983.

## POPULATION

**Past Trends.** Between 1950 and 1985, the population of Region VII fell by 30.9%, from 107,538 to 74,282, while the number of households fell by only 12.8%, from 33,736 to 29,427. The differing rates of population and household loss are explained by a 22% reduction in average household size, from 3.2 in 1950 to 2.5 in 1985. The Region's non-white population grew from less than 1% in 1950 to 9.8% in 1985. The 1985

average household income of \$21,774 was approximately \$2,000 higher than the citywide average.

**Projections.** Recommendations of the **City-wide Plan** are designed to stabilize population throughout the City. If, however, trends experienced in the 1980's were to continue, it is projected that Region VII's population would fall by another 15.2%, or 11,267, to 63,015 by the year 2000. This would result in an 11.1% decline in households, to 26,160, as the average household size declines only slightly to 2.4 persons.

Overall, non-whites are expected to increase by 6,000 to 21% of the Region's population in the year 2000. The proportion of Hispanics is projected to rise to 8.8% in the year 2000, the highest figure projected for any of the City's eight Regions. Average household income in Region VII is expected to increase slightly (in constant 1985 dollars) to \$22,488, remaining about \$2,000 above the citywide average.

## HOUSING

**Current Conditions.** As a transitional area between the more densely developed near west side and the more suburban-style far west side, Region VII provides a particularly diverse selection of housing and neighborhoods. These include the luxurious lakeside houses of the Edgewater neighborhood, the solid but modestly-priced houses of the Jefferson and West Boulevard neighborhoods, and the urban mix of single-family, two-family and multi-family housing in the Detroit-Shoreway neighborhood.

Single-family houses accounted for 38.3% of the Region's 32,200 housing units in 1985, while another 29% were located in two-family structures. The home ownership rate of 51.1% and the vacancy rate of 7.8% (1980) were near the City average. The median value of a single-family house in 1985 was \$29,600 — \$2,200 above the City average.



*St. Ignatius Church, built during a five-year period beginning in 1925, continues to dominate the landscape of the West Boulevard neighborhood. (LOCATION: Lorain Avenue and West Boulevard).*



**Recommendations.** The varied housing conditions within Region VII require a multi-faceted approach to housing revitalization. While strict code enforcement is best suited to conditions in the western neighborhoods, such as Jefferson and West Boulevard, the revitalization strategy should focus on moderate rehabilitation in Edgewater and Cudell and substantial rehabilitation in portions of Detroit-Shoreway.

Proposed redevelopment of under-utilized industrial sites provides the principal opportunity for new housing in the Region. Existing vacant land and the proposed consolidation of retail uses provide more limited opportunities for new housing development along arterial roads. Major sites designated for housing development in Region VII include the following (as listed on Map 39):

- 1 - 44 acres north of Detroit Avenue, including the "bluff" site which provides views of Lake Erie and Downtown, currently occupied by under-utilized industrial properties and under study for multi-family housing development;
- 2 - ten acres of industrial property on the south side of Detroit Avenue between West 89th and West 93rd Streets, proposed for multi-family housing;



The St. Peters-by-the-Lake condominium development demonstrates the emerging market for new housing in the Detroit-Shoreway neighborhood. (LOCATION: West 70th Street, north of Detroit Avenue).

- 3 - a substantial portion of Bellaire Road between I-71 and West 130th Street, currently a mixture of vacant land, retail and residential uses, and proposed for multi-family housing or townhouses; and
- 4 - 2.5 acres of land fronting on West Boulevard, south of Walford Avenue, currently vacant and proposed for single-family housing.

### COMMERCIAL

**Current Conditions.** Commercial development in Region VII occupies 258 acres of land and approximately 1.9 million square feet of floor area located principally along ten major roads. The majority of this commercial activity is scattered along the Region's two major east-west commuter routes, Detroit and Lorain Avenues — together accounting for approximately 1.2 million square feet of commercial space or 63% of the Region's total.

Several street segments in Region VII are experiencing declining retail activity and significant vacancies. The poorest conditions occur in the eastern portion of the Region — including Storer, Clark and Denison Avenues. Significant decline is also evident on Madison Avenue and Bellaire Road in the central and western portions of the Region. Overall, 13.9% of the existing commercial floor area in the Region is vacant.

Residents of Region VII have responded to the deterioration and dispersal of local retail businesses by making 35% of their retail purchases (\$113 million of \$320 million annually) outside of the Region, primarily in nearby suburbs. This represents the third largest "outflow" of retail sales of any of the City's eight Regions.

Recent and planned retail development activity, however, is beginning to reverse this trend. These developments include 1) construction of the 172,000-square foot Westtown Square shopping center at West 110th and Lorain, 2) development of several new restaurants and auto-related services

**Table 26**  
**DEMOGRAPHIC CHARACTERISTICS 1950 - 2000**  
**Region VII**

	1950	1960	1970	1980	1985*	1990**	1995**	2000**
<b>Population</b>	107,538	104,625	95,401	77,781	74,282	70,630	66,735	63,015
<b>% Under Age 19</b>	28.4	33.8	35.6	31.5	30.5	31.0	31.3	31.3
<b>% Over Age 65</b>	8.6	11.1	10.9	12.8	13.1	12.8	12.1	11.2
<b>% Non-White</b>	0.8	1.8	3.2	8.2	9.8	12.5	16.4	21.0
<b>Households</b>	32,736	33,216	32,183	30,272	29,427	28,533	27,534	26,160
<b>Average Size</b>	3.2	3.1	2.9	2.6	2.5	2.5	2.4	2.4
<b>Average Income‡</b>	—	—	—	—	\$21,774	\$22,668	\$22,727	\$22,488

\*estimated \*\*projected prior to 1990 U.S. Census ‡in constant 1985 dollars

**Table 27**  
**HOUSING CHARACTERISTICS 1950 - 1985**  
**Region VII**

	1950	1960	1970	1980	1985*
<b>Number of Units</b>	33,322	34,566	33,525	32,843	32,185
<b>% Vacant</b>	1.6	3.9	4.0	7.8	**
<b>% Owner-Occupied</b>	51.5	52.8	49.7	48.3	51.1

\*estimated \*\*data not available  
Sources: U.S. Census; The Urban Center, Cleveland State University; Cleveland City Planning Commission.



on West 117th Street and 3) addition of several restaurants and the ongoing rehabilitation of the historic Gordon Square Arcade, a 145,000-square foot mixed-use building at the core of the West 65th and Detroit retail district.

**Recommendations.** The Region VII land use plan reflects a strategy of consolidation, renovation and infill development proposed to establish two community-level shopping districts, four smaller neighborhood-level shopping districts and several convenience centers. Collectively, these areas represent 212 acres of land designated for future retail use (plus additional acreage for districts which extend into Regions VI and VIII, as shown on Maps 38 and 44).

The citywide retail market study also identified

the opportunity to develop a regional shopping mall near the intersection of West 117th and Berea. Although this development would reduce the outflow of retail expenditures from west side neighborhoods (and capture expenditures by residents of nearby suburbs), it is excluded from the land use plan because portions of the required site are currently occupied by well-established industries employing several hundred individuals.

Major portions of Lorain, Detroit, and Clark Avenues — and to a lesser extent several of the north-south roads in Region VII — formerly in scattered and marginal retail use, are proposed for “commercial service” use (businesses that serve other businesses or infrequent shopping needs), totaling an additional 93 acres.



*The Gordon Square Arcade, built in 1920 and renovated in 1988 at a cost of \$3.7 million, anchors the West 65th and Detroit retail district.*

The proposed shopping districts and associated development opportunities, as shown on Map 39, are as follows. (See page 40 for a description of district categories).

- 1 - **Westown Square Area:** consolidation, renovation and retail mix improvements for businesses along Lorain Avenue, complementing the recently developed Westown Square shopping center, to upgrade the existing community-level shopping district;
- 2 - **Stockyards (West 65th/Storer/Denison/Ridge):** redevelopment of industrial property for expansion of the existing shopping center — complemented by consolidation, renovation and retail mix improvements of businesses along Denison Avenue (primarily in Region VI) — to upgrade and expand the community-level shopping district anchored by an existing discount department store;
- 3 - **Lorain Avenue/West 98th Street:** consolidation, renovation and retail mix improvements to upgrade the existing neighborhood-level shopping district;
- 4 - **Gordon Square Arcade Area (West 65th and Detroit):** consolidation, renovation, infill development and retail mix improvements to upgrade the existing neighborhood-level shopping district, anchored by the historic Gordon Square Arcade;
- 5 - **Clifton Boulevard Area (West 110th Street to West 117th Street):** renovation of existing retail space to upgrade the small-scale neighborhood and “specialty” shopping district, with shops and restaurants serving a market which includes relatively affluent residents of the nearby Edgewater and Lakewood “Gold Coast” areas; and
- 6 - **Fairwood Shopping Center Area (West 140th and Lorain):** consolidation, renovation and retail mix improvements to upgrade the existing neighborhood-level shopping district.

## INDUSTRY\*

**Current Conditions.** Industrial development in Region VII occupies 729 acres and is the source of nearly 12,000 jobs (as of 1985) — over 15% of all manufacturing jobs in the City. Manufacturing employment in Region VII withstood the deep economic recession of the early 1980's particularly well, experiencing a job loss of only 10% between 1979 and 1985. This relative stability may be due to the diversity of employment in Region VII, with 13 categories of employment each representing less than 15% of the area's manufacturing job base.

Within Region VII, industrial development is focused principally along two rail lines which run in a northeast-southwest direction. One line traverses the Stockyards/Train Avenue area (through the West 65th and Clark intersection), and the other traverses the WEBCO (Western-Elmwood-Berea) industrial area to the north.

Several large vacant and under-utilized industrial properties, including the 465,000-square foot Eveready plant, are located between West 58th and West 76th Streets between Detroit Avenue and Edgewater Park. Another land use issue is presented by the mixture of industry and housing along Madison Avenue from West 65th Street to Berea Road. On the north side of Madison Avenue, pockets of housing restrict opportunities for industrial expansion; while on the south side, pockets of industry detract from the predominantly residential environment.

**Recommendations.** The land use plan for Region VII reflects a proposed reduction in industrial land area to 694 acres from a 1985 total of 729 acres. Most of this reduction is attributable to potential housing development near Edgewater Park.

Overall, the industrial planning strategy most applicable to Region VII is one which advocates the retention and strengthening of existing industries, such as those in the WEBCO area. The



**Citywide Plan** supports a targeting of infrastructure improvements and financial incentives in Region VII to encourage the retention and expansion of viable industries. Redevelopment and re-use of current or former industrial property should be limited to those sites which offer unique opportunities for high-quality residential or retail development and which account for relatively few industrial jobs.

In the mixed-use industrial/residential portions of Madison Avenue, the land use plan proposes exclusively industrial use generally along the north side of the street and residential, retail and commercial service use along the south side.

Among the opportunities for future industrial development in Region VII are the following (as shown on Map 39):

- 1 - light industrial development of a vacant 7.7-acre site on the north side of Detroit Avenue between West 110th Street and and Berea Road;
- 2 - light industrial development of an 11-acre site along Walworth Avenue, between West 44th Street and Junction Road, currently a mixture of vacant parcels and inappropriately-located houses; and
- 3 - light industrial development of several small residential and vacant sites along the north side of Madison Avenue between West 65th Street and Berea Road.

## RECREATION

**Current Conditions.** City-operated recreation facilities in Region VII include 24 ball diamonds, 12 playgrounds, 9 tennis courts, 9 basketball court areas, 3 outdoor pools, 3 recreation centers (with indoor pools) and a covered ice rink. The largest recreation site in the Region is the 167-acre Edgewater State Park. Municipal playgrounds serving local residents are supplemented by 11 playgrounds located at public elementary school sites.

The Michael Zone Recreation Center (West 65th and Lorain), built in 1982, is the City's newest indoor recreation facility. Its ample 18-acre site permits installation of the outdoor facilities necessary to create a full-service community center (with several such facilities opening in 1990). In contrast, the nearby Clark Recreation Center (West 58th and Clark) is the City's oldest (built in 1906) and is limited in its efficiency by a small building area (10,200 square feet), an extremely small site (1/3 acre, with no parking) and an under-sized pool (24' x 60').

Finally, the Cudell Recreation Center (West 100th and Detroit) features one of four indoor-outdoor pools in the City (with sliding glass walls). The 36,000-square foot center, built in 1963 and in need of substantial repair, also offers an adjacent specialized facility — the Cudell Fine Arts Center — renovated in stages during the 1980's at a cost of \$320,000.

The outdoor pools at Mercedes Cotner Park (West 95th Street, two blocks south of Denison Avenue) and Lake Park (West 85th and Detroit) are standard-size pools (42' x 75') built in 1965. Repair needs were estimated in 1986 at \$273,000 for Cotner Pool and \$243,000 for Lake Pool. The pool at Halloran Park (West 117th and Linnet) was rebuilt and enlarged (56' x 82') in 1989. Also at the Halloran site, one of the City's two indoor ice rinks was renovated at a cost of over \$600,000.

**Service Area Issues.** Although the 23 municipal and public school playgrounds are fairly well distributed across the Region's 8.5-square mile area, the closing of two schools and the presence of numerous arterial roads create several gaps in service area coverage (as shown on Map 8).

The most significant instances of under-service with respect to playgrounds occur in 1) the area south of Madison Avenue between West 93rd and West 106th Streets (formerly served in part by the closed Willard School), 2) the triangular area west of the intersection of Detroit and Lake Avenues, 3) the area south of I-71 on either side of Bellaire Avenue (potentially served by the



*Edgewater Park, purchased by the City in 1894 and operated by the State since 1978, provides the only lakefront beach on the west side of Cleveland. (LOCATION: West Boulevard and the West Shoreway).*

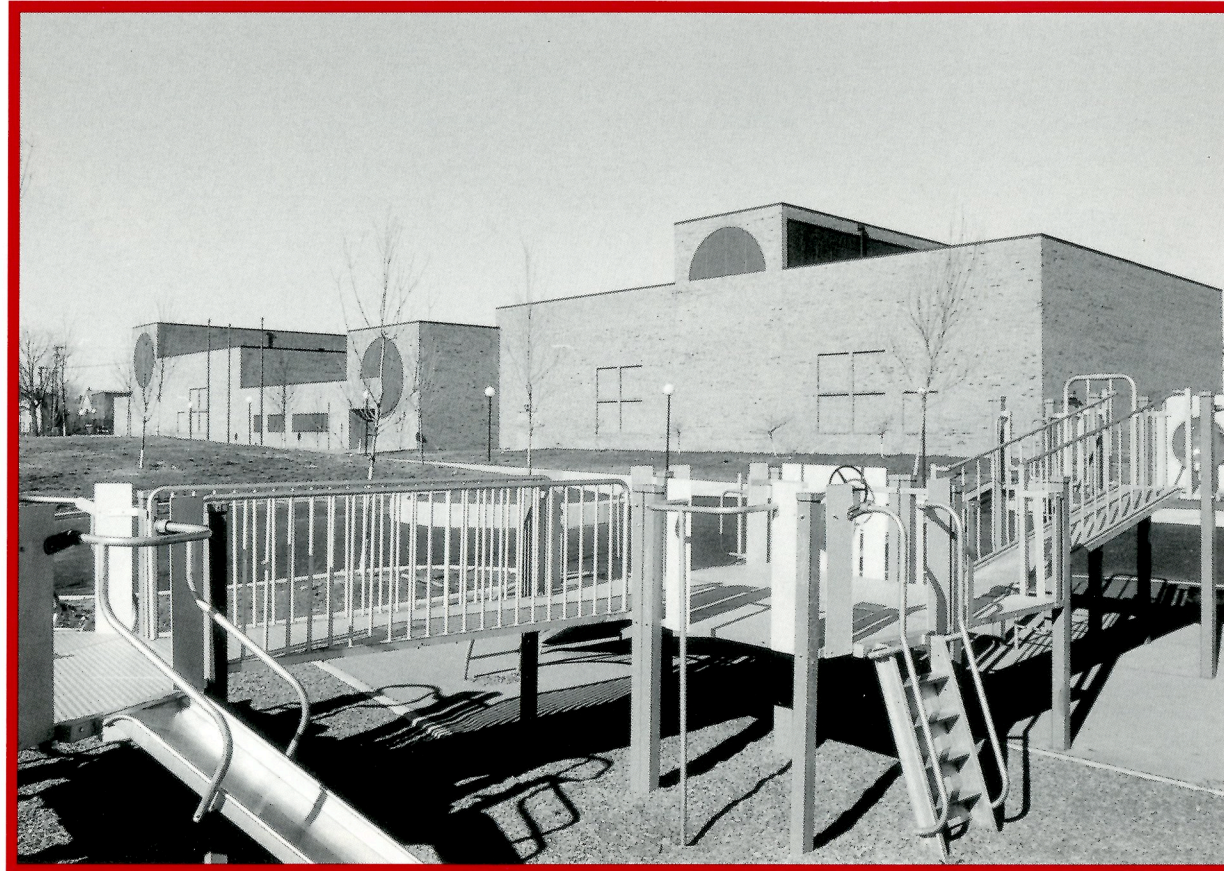
passive recreation site on Brookfield Road between West 130th Street and Bellaire Road), and 4) the area east of West 65th Street, between Clark and Denison Avenues.

With respect to swimming pool facilities, the 74,000 residents of Region VII would be adequately served by four pools on the basis of the recommended 20,000-person service area standard. (See Map 9). The six pool sites currently located in Region VII could, therefore, be consolidated to ensure higher levels of maintenance and programming. Lake Pool, located just a half-mile east of the Cudell indoor/outdoor pool, presents the most obvious opportunity for consolidation.

With respect to indoor recreation centers, the Cudell Center principally serves residents of Region VII (although its location is somewhat north of the center of its optimal service area), while the Zone Center also serves Region IV, to the west. (See Map 10). The presence of the under-sized and antiquated Clark Recreation Center, less than a third of a mile from the new Zone Recreation Center, represents the most obvious opportunity for recreation facility consolidation in Cleveland. If the Clark facility is closed, its architectural and historic character warrant serious consideration for adaptive re-use.

**Land Use Issues.** An opportunity to expand the outdoor activity area at Mercedes Cotner Park





Outdoor equipment was added in 1989 to create a full-service recreation facility at the City's Michael Zone Center. (LOCATION: West 65th and Lorain).

(formerly Sunrise Park) is presented by a vacant and incompatibly-located industrial building on the east side of the current site. The future land use map for Region VII reflects the potential expansion.

### COMMUNITY FACILITIES

**Existing Conditions.** Located within Region VII's boundaries are four fire stations, one police station (1st District) and three library branches. (See Map 39). Planning issues relevant to these facilities are highlighted below.

**Fire Stations and Police Stations.** Fire Station #33, at West 117th and Linnett, has recently been renovated. Station #23, at West 98th and Madison, is scheduled for renovation in the near future.

Station #24, located at West 44th and Clark, was recently renovated and re-opened. The present site is located in the extreme northeast corner of its primary response area. A location to the south and west would provide improved coverage to areas in the western and southern portions of the prime service area, including West

73rd Street between Ridge Road and I-71. It would also complement the proposed Stockyards area retail expansion.

Station #38, located on Bellaire Road east of West 130th Street, is also located in the northeast corner of its prime response area. Presently, Station #38 is located only 1.2 miles from Station #33 at West 117th and Linnett. A site to the south and west of the existing Station #38 would provide a more standard distance between those two stations and would provide better coverage to the area near West 150th Street, south of Puritas Avenue. (See Map 11).

The 1st District Police Headquarters, located near the western boundary of the Region, at West 130th and West Avenue, has recently been renovated.

**Libraries.** With three branches located within an 8.5-square mile area, the 74,000 residents of Region VII are well-served by library facilities. The newest facility, built in 1980, is the Eastman Branch, located at West 115th and Lorain. In addition, the landmark Lorain Branch (West 83rd and Lorain), built in 1912, was remodeled in 1985. The third branch, the Walz Branch, is located at West 80th and Detroit. (See Map 14).

future development. (See "Recommendations" below).

With respect to the rapid transit system, use of the West 65th/Madison station, in the vicinity of West 65th and Lorain, is hindered by its lack of visibility from either major street.

**Proposed Improvements.** Proposed transportation improvements for Region VII are intended to improve north-south traffic flow, spur development in the Stockyards and Lorain/West 65th areas, and increase transit use. Major proposals include the following:

- widening of West 65th Street;
- providing a more direct connection between West 65th Street and Ridge Road;
- providing access from West 65th Street to I-90 (and from Ridge Road to I-71 in Region VI);
- renovating the West 117th/Madison and Triskett rapid stations; and
- evaluating relocation and renovation alternatives for the West 65th/Madison and West 98th/Detroit rapid stations.

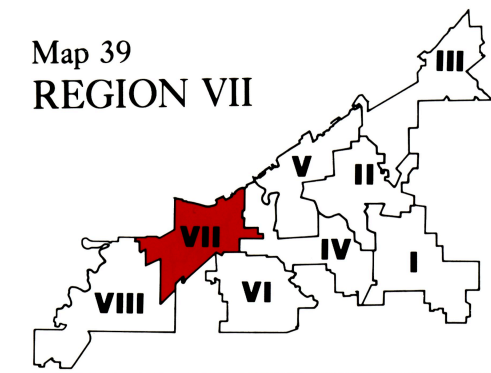
For a complete listing of potential projects, see the Chapter entitled "Transportation."

### TRANSPORTATION

**Existing Conditions.** East-west traffic in Region VII is served by three freeways (I-90, I-71 and the Shoreway) and RTA's rapid transit Red Line. The 1978 opening of I-90, which bisects the Region, has reduced traffic on such east-west arterials as Lorain Avenue, while increasing traffic on north-south routes which connect with the freeway interchanges.

One major north-south route which lacks access to the freeway is West 65th Street. Because West 65th Street is the principal route to the Stockyards, a major retail area targeted for expansion, its lack of freeway access is a potential impediment to





## COMMUNITY RESOURCES

### DEVELOPMENT AREAS

- HOUSING
- RETAIL
- INDUSTRIAL/OFFICE

### HISTORIC DISTRICTS

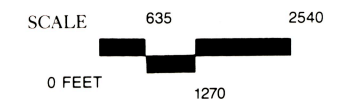
- NATIONAL REGISTER
- CLEVELAND LANDMARK
- POTENTIAL

### COMMUNITY FACILITIES

- POLICE STATION
- FIRE STATION
- LIBRARY
- SCHOOLS
  - ELEMENTARY
  - JUNIOR HIGH
  - HIGH SCHOOL
  - MAGNET SCHOOL
  - SPECIAL SCHOOL

### RECREATION

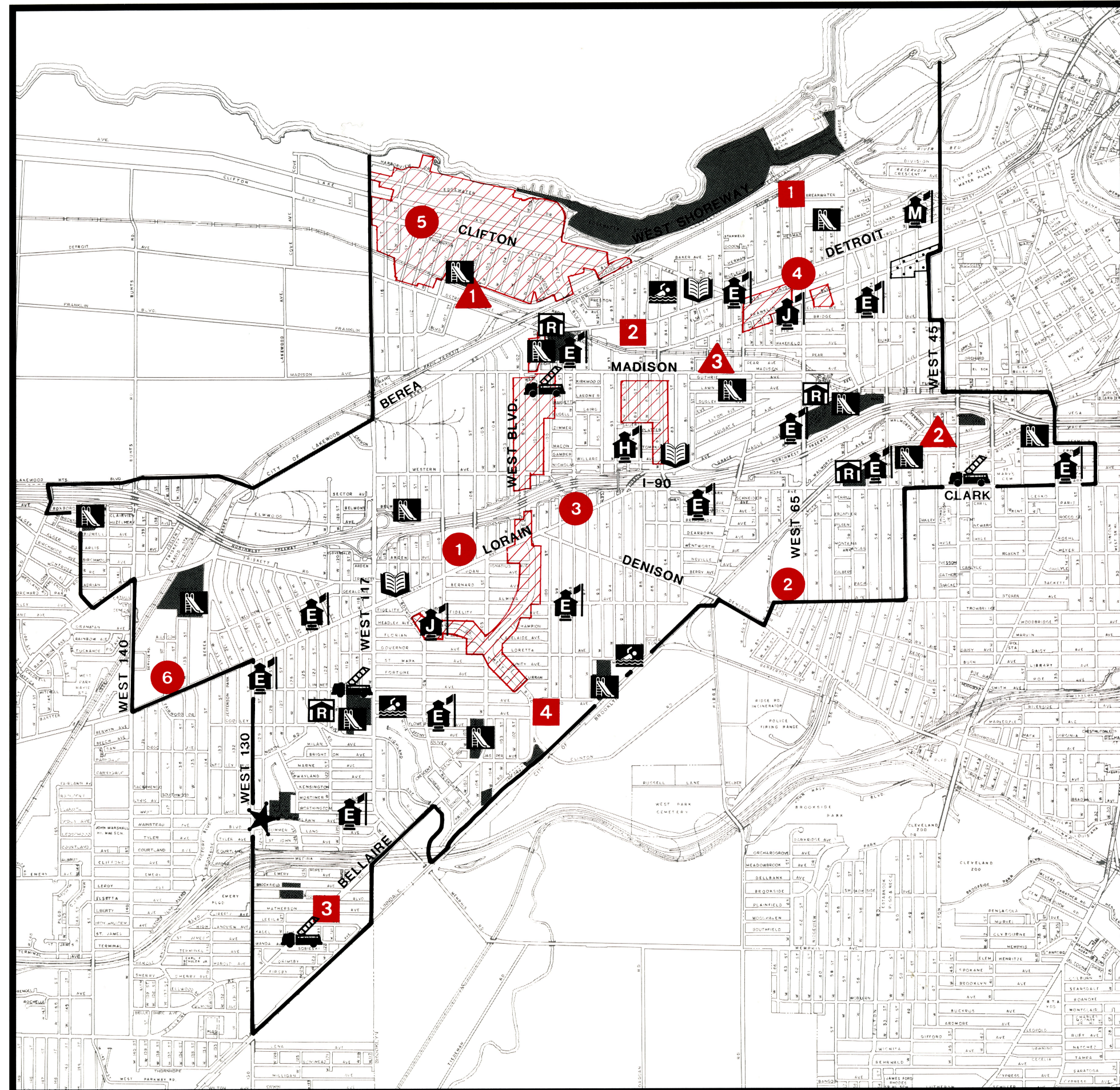
- PARKS
- RECREATION CENTERS
- POOLS
- CITY PLAYGROUNDS



CLEVELAND  
CIVIC VISION  
CITYWIDE PLAN

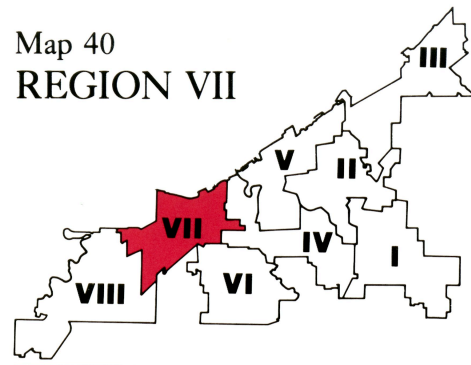


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Map 40  
REGION VII



## EXISTING LAND USE

- ONE- & TWO-FAMILY
- MULTI-FAMILY
- OFFICE
- COMMERCIAL
- LIGHT INDUSTRY
- HEAVY INDUSTRY
- RECREATION/  
OPEN SPACE  
(◊ GREENHOUSE)
- INSTITUTIONAL
- TRANSPORTATION/  
UTILITIES
- VACANT

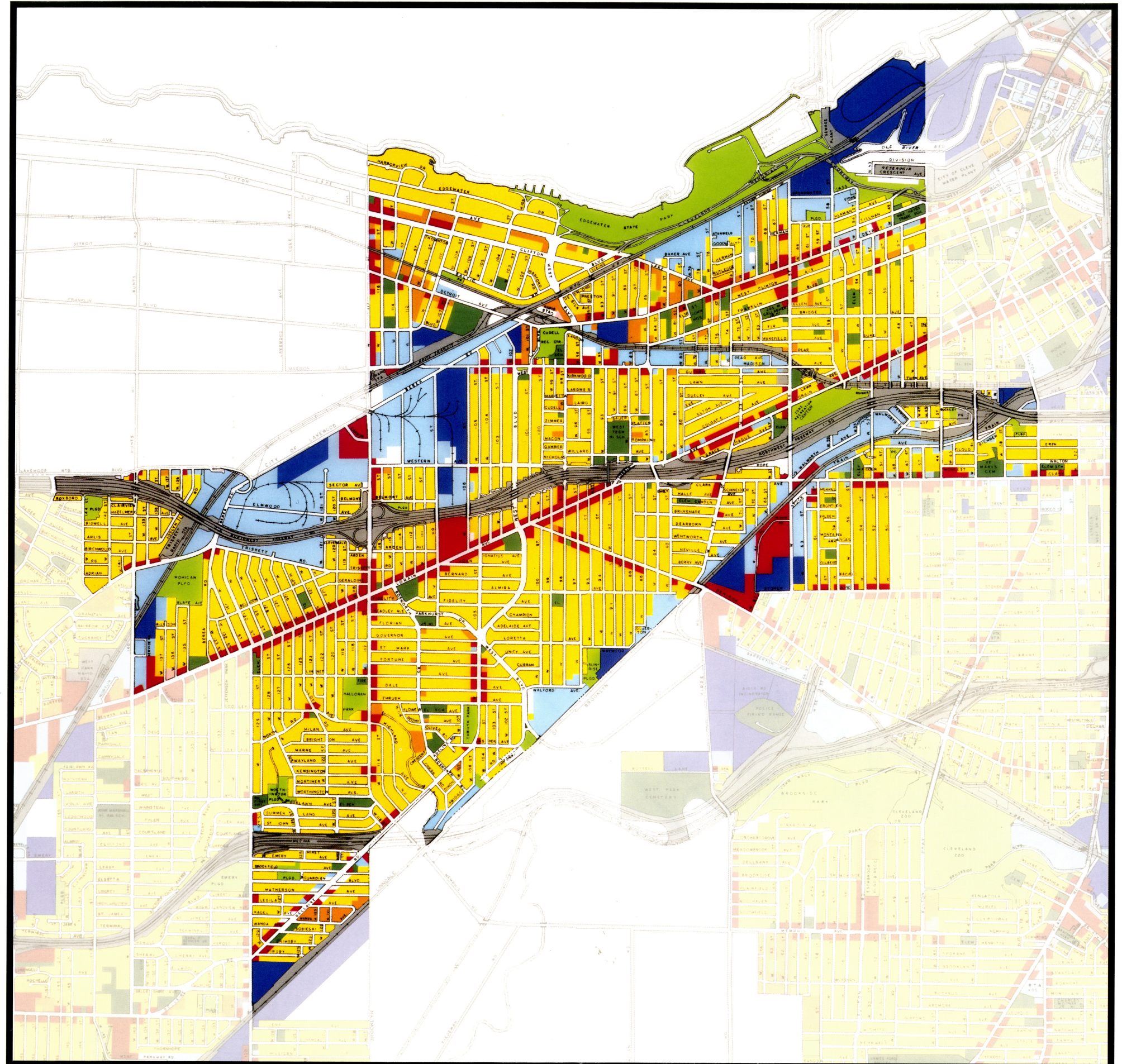
SOURCE: 1986 surveys and aerial photos



CLEVELAND  
CIVIC VISION  
CITYWIDE PLAN

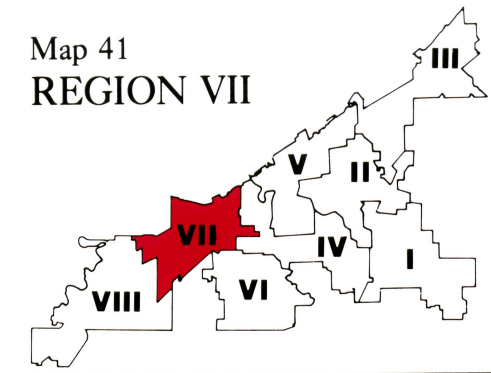


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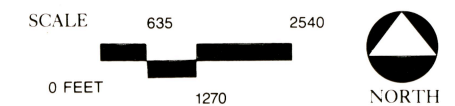


Map 41  
REGION VII



## FUTURE LAND USE

- ONE- & TWO-FAMILY
- MULTI-FAMILY
- OFFICE
- RETAIL
- COMMERCIAL SERVICES
- \* OFFICE/  
LIGHT INDUSTRY
- LIGHT INDUSTRY
- HEAVY INDUSTRY
- RECREATION/  
OPEN SPACE  
(◇ GREENHOUSE)
- INSTITUTIONAL
- TRANSPORTATION/  
UTILITIES
- MIXED LAND USE



CLEVELAND  
CIVIC VISION  
CITYWIDE PLAN



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