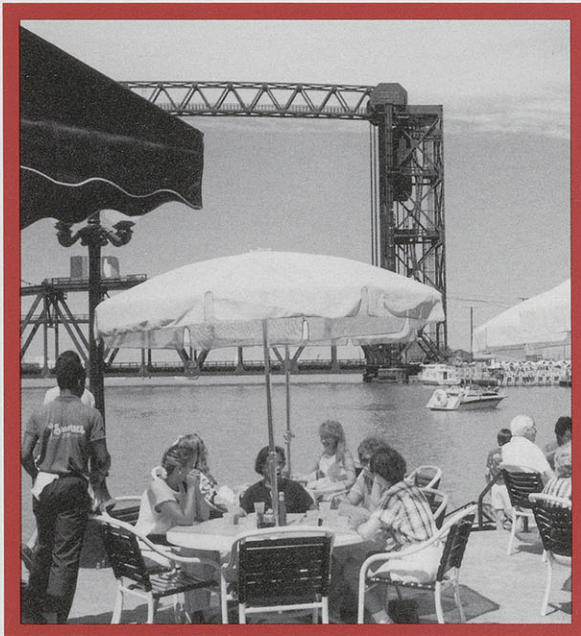


PLANNING AREA III

FLATS OXBOW NORTH



Shooter's Restaurant in The Flats

The Flats Oxbow North district is a 320-acre area on both sides of the Cuyahoga River. The district extends from the river mouth and Whiskey Island on the north to Columbus Road on the south and from West 25th Street on the west to West 10th Street on the east. The district includes three sub-areas: Old River Road and the Columbus Road Peninsula on the east bank and the Main Avenue Peninsula on the west bank.

Development History

Flats Oxbow North and its companion district, Flats Oxbow South, comprise Flats Oxbow, a dynamic mixed-use area with an unusual blend of industry, warehouses, entertainment, and restaurant uses. Flats Oxbow is the oldest part of the city of Cleveland and contains the site on which Moses Cleaveland and his surveying party landed on July 22, 1796 and the site of Lorenzo Carter's cabin, built the next year. This building was the first permanent structure in the city and

marked the beginning of European-American settlement of Cleveland.

Cleveland grew slowly during the first several decades and, by 1820, had a population of only 606 people. Most were concentrated in and around the Flats Oxbow area. The construction of the Ohio and Erie Canal between 1825 and 1832 brought change and growth to the city. Connecting Cleveland and Portsmouth on the Ohio River, the canal enabled the city to develop as a commercial and industrial center.

The Cuyahoga Steam Furnace Company located on the Main Avenue Peninsula, was Cleveland's first manufacturing firm. Incorporated by the State of Ohio in 1834, the company presaged the intensive industrialization of Flats Oxbow. To the south, on the Columbus Road Peninsula, James Clark and his associates attempted the city's first planned industrial district. Begun in the early 1830s, this district was known as Cleveland Center and featured a unique radial street pattern. Though several of the proposed streets and the focal point, Gravity Place, were constructed, the real estate venture collapsed in 1837.

Cleveland's growth as a manufacturing center began in earnest in the 1850s, following the development of the city's first railroad lines and the opening of the Soo Canal connecting Lake Michigan to the lower Great Lakes. Between 1850 and 1900, the city's industrial base grew rapidly and Flats Oxbow emerged as a diversified manufacturing, wholesaling, and distribution center. The district counted among its largest firms Sherwin Williams and White Manufacturing (later White Sewing Machine Company), both established in 1866, and Lamson & Sessions, established in Cleveland in 1869.

Flats Oxbow continued to prosper as an industrial district for the next 100 years. Change in the district's economy began to be felt in the 1970's as a result both of the decline in the area's traditional manufacturing and distribution activities

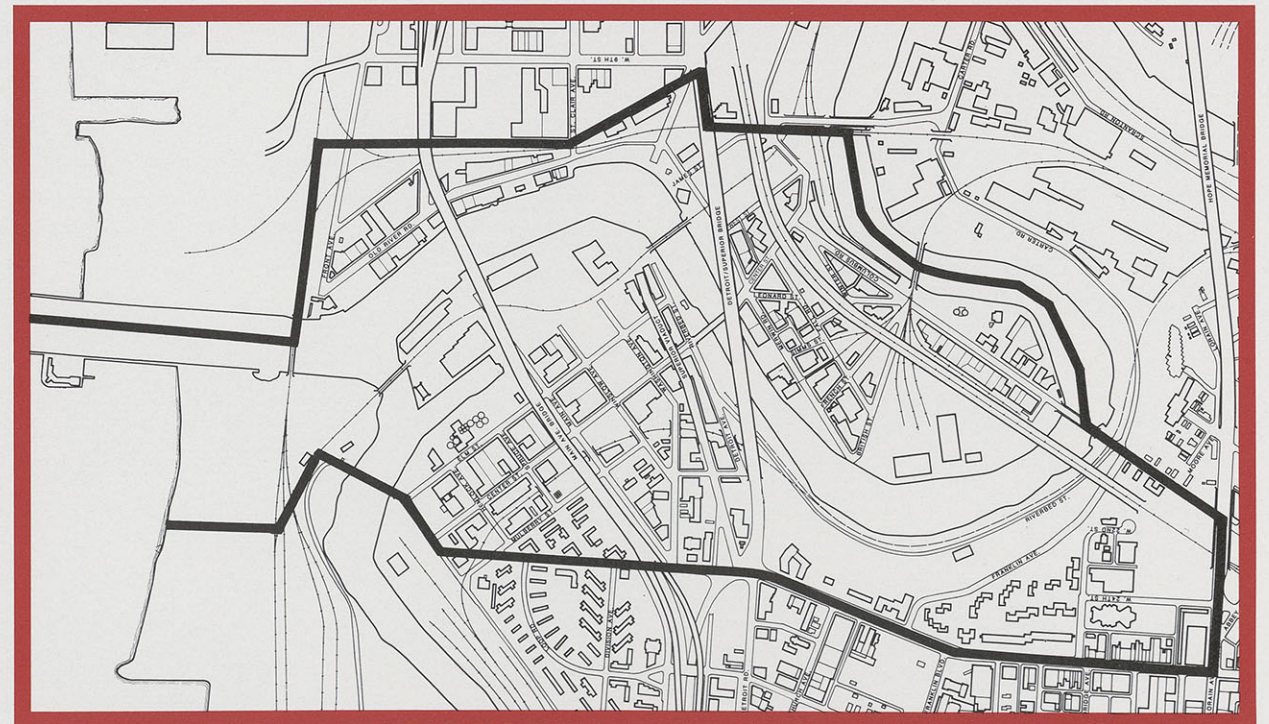
and the growth of popular interest in this waterfront area as an entertainment and recreation center. During this period, Flats Oxbow saw both the demolition of industrial landmarks, such as the White Sewing Machine Company buildings, and the reclamation of derelict shoreline for Heritage Parks I and II.

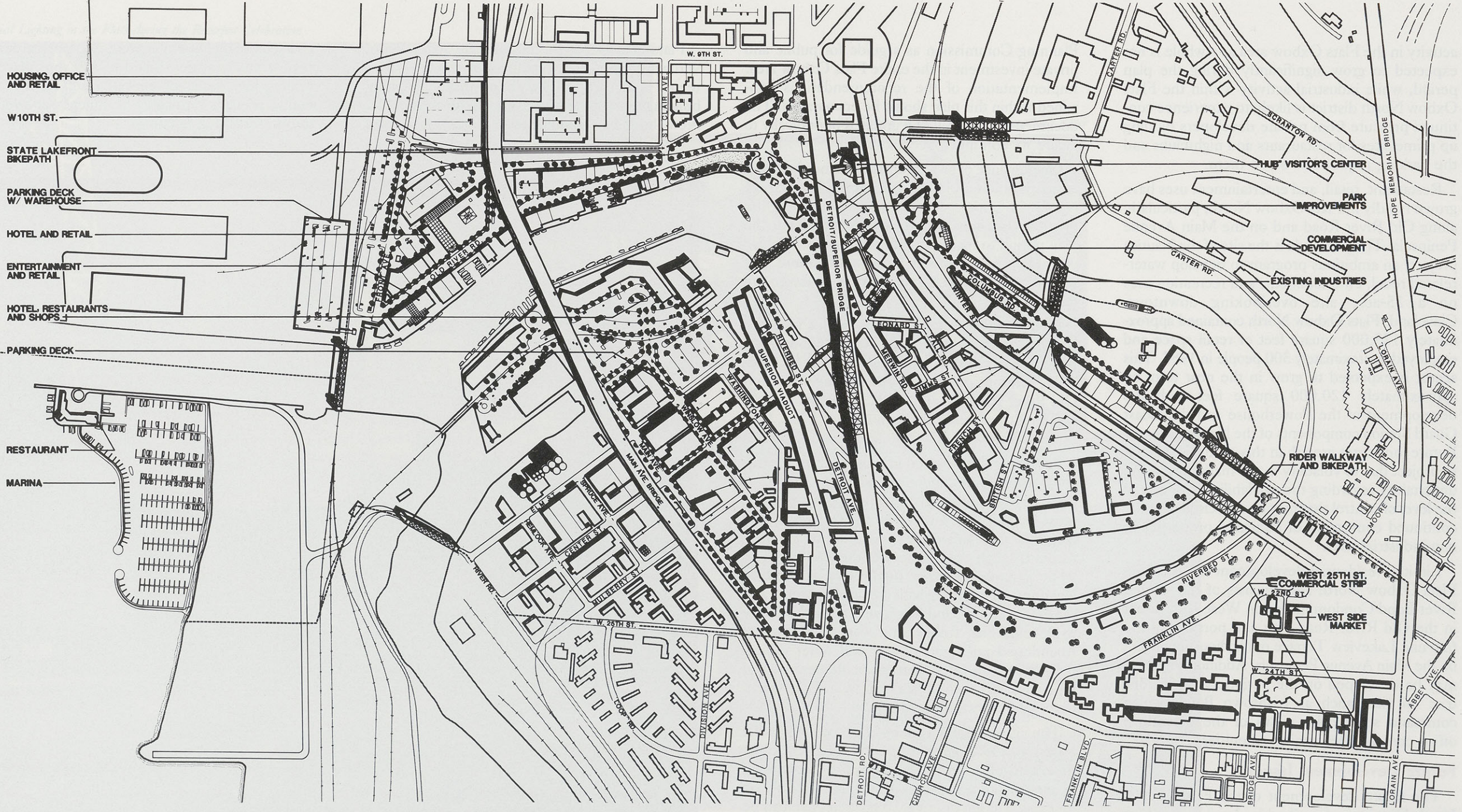
Through the 1970s and 1980s, Flats Oxbow has seen the growth of entertainment and restaurant uses along both sides of the Cuyahoga River, replacing shipping, manufacturing, and distribution firms that once occupied this river frontage. Beginning slowly at first, these non-industrial uses have grown rapidly in number, scale, and quality in recent years. As a result, the issue of maintaining an appropriate balance between industrial

and non-industrial uses has emerged as a critical development issue in this district.

Development Trends

Flats Oxbow North is an area undergoing rapid and often uncontrolled change from a district dominated by industrial uses to one which has the opportunity to become a unique, vital mixed-use district which includes restaurant and entertainment uses alongside manufacturing, wholesaling and distribution firms. According to a study conducted by the Flats Oxbow Association, manufacturing firms in the Flats Oxbow area as a whole dropped by 12% between 1981 and 1985 while wholesaling, retailing, and service industries grew by 3, 5, and 4%, respectively. Industrial





activity in the Flats Oxbow area as a whole is not expected to grow significantly during the plan period, while industrial activity within the Flats Oxbow North district is likely to experience continued pressure from private developers bidding up prime sites for restaurants and nightclubs and the parking required to serve them.

Restaurant, retail, and entertainment uses have grown rapidly in Flats Oxbow North, particularly along Old River Road and on the Main Avenue Peninsula. The peninsula is the site of the Nautica project, an ambitious program to develop water-related retail, entertainment, and recreation uses on a 25-acre site overlooking downtown Cleveland. Flats Oxbow North contained approximately 125,000 square feet of retail space and employed approximately 300 people in 1987. This sector is expected to grow in the near term by approximately 120,000 square feet with the development of the Powerhouse and the Coast Guard Station components of the Nautica project. Future long-term growth in this sector is difficult to project due to volatility in the marketplace and uncertainty regarding the availability of sites and the level of control that may be exercised over the continued conversion of industrial properties to non-industrial uses.

Limited residential development exists within Flats Oxbow North and consists of the 47-unit River Bend Condominiums on West 10th Street in the Old River Road area and portions of the 620-unit Lakeview Terrace public housing project on the Main Avenue Peninsula. Additional housing may be developed on the periphery of this district on sites such as Irishtown Bend, which command spectacular views of the downtown office core or offer similar amenities.

Future Development Issues

The future development of the Flats Oxbow North District is described in detail in the *Flats Oxbow Long Range Development Plan*, a masterplan study prepared by the Flats Oxbow Association and adopted in 1986 by the Cleveland City

Planning Commission as a guide for public and private investment in the entire Flats Oxbow area. Implementation of the recommendations contained within this plan should be encouraged. The document itself should be updated periodically to insure its continued accuracy.

Maintenance of an appropriate balance between industrial and non-industrial uses in Flats Oxbow North is a critical development issue facing the district. Care must be exercised throughout the plan period to insure that the unique, mixed-use character of the district is maintained and that industrial uses which require river frontage are retained.

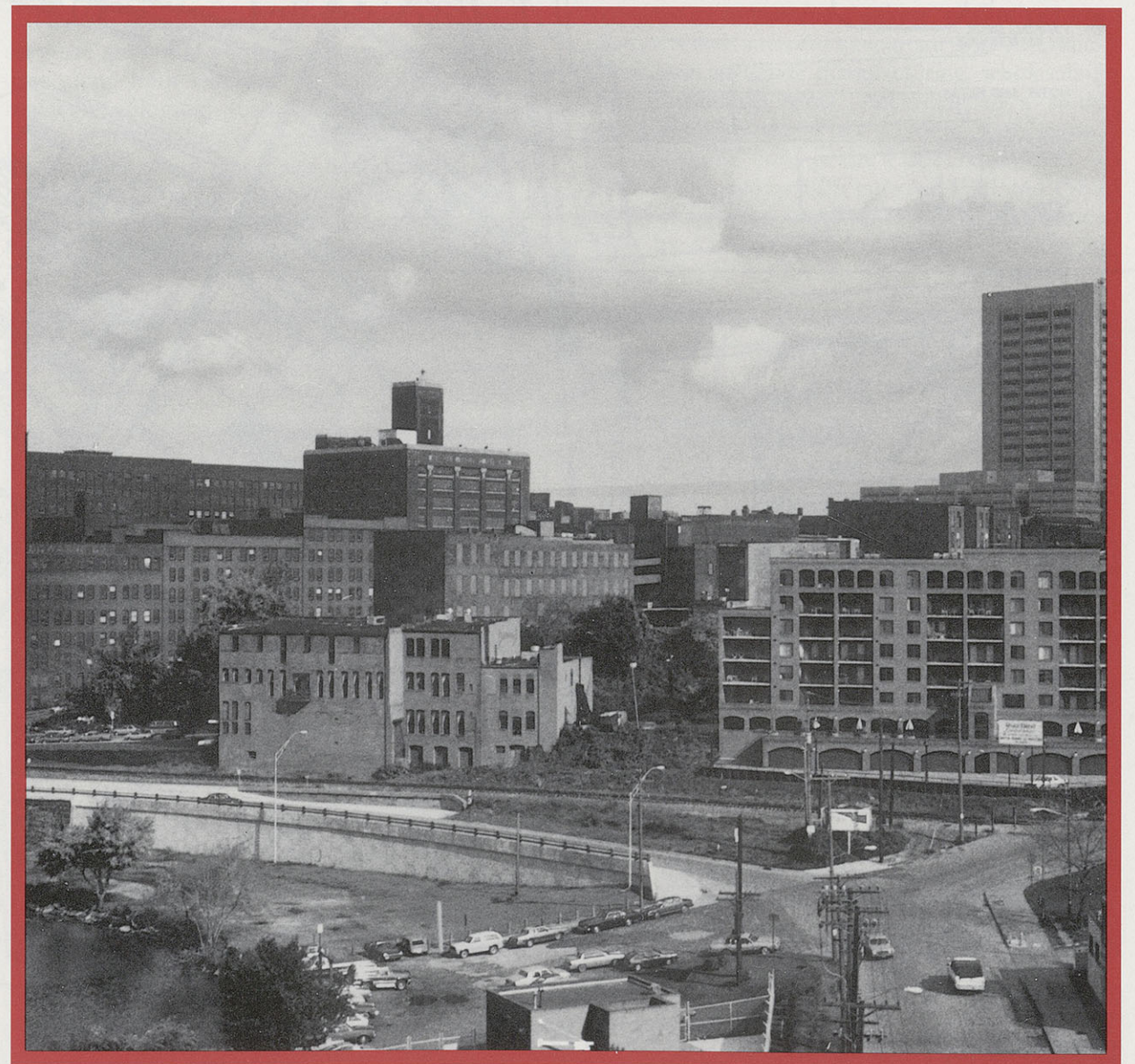
Private development in the district must be supported with improvements to the public infrastructure. Near-term projects include road, sidewalk, lighting, and streetscape improvements on Old River Road, Front Street, Canal Road, and Center Street, and the reopening of West 10th Street from St. Clair Avenue to Front Street.

Parking is very limited in Flats Oxbow North. Until the development of parking structures becomes economically feasible, parking needs must be met with surface lots. The city should continue to regulate off-street parking requirements through enforcement of the Zoning Code while assembling major public lots at strategic locations and working with area stakeholders and the Greater Cleveland Regional Transit Authority to develop bus, trolley, and water taxi service. Abandoned rail rights-of-way and other critical properties within the district should be acquired for use as part of the Flats Oxbow trolley system described elsewhere in this plan.

The city supports a policy of preserving public access to the edge of the Cuyahoga River. As described elsewhere in this plan, a network of bikepaths and pedestrian promenades should be developed along the river. This objective can be accomplished by providing public access through private developments and by acquiring property along the river for public open space.

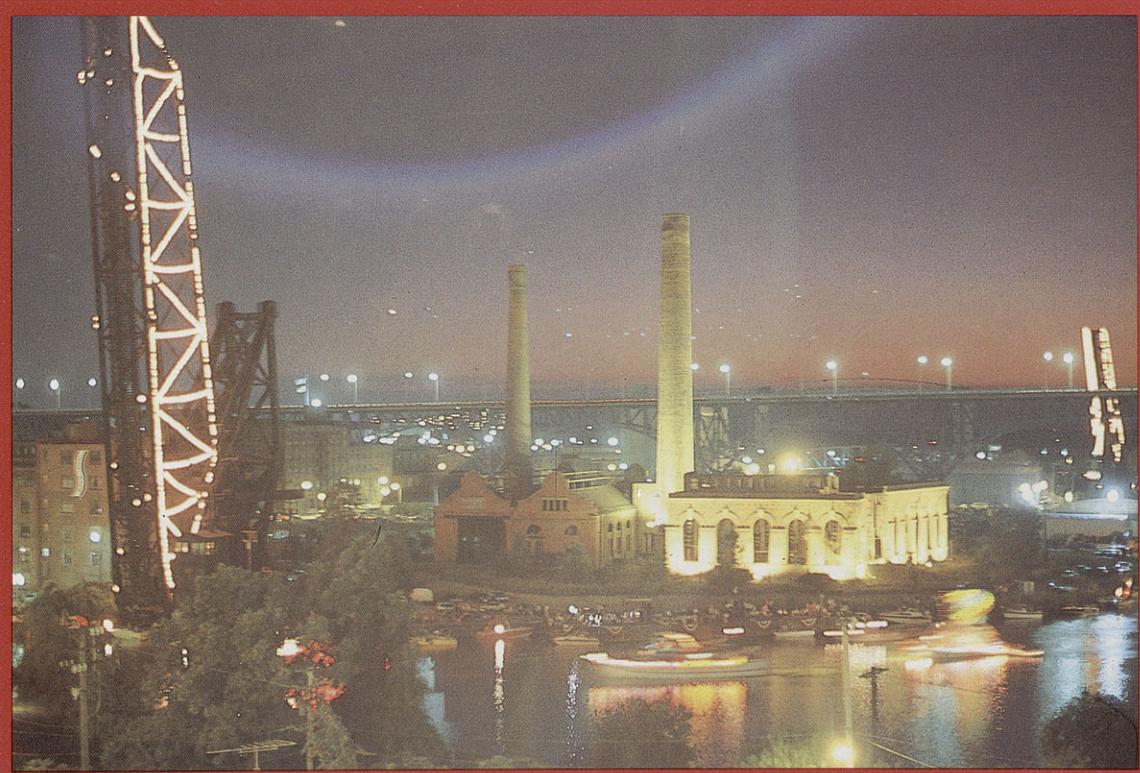
Flats Oxbow North has a unique collection of vernacular industrial buildings of the late nineteenth and early twentieth centuries. Existing buildings should be preserved wherever possible. New buildings should respect the scale and

character of their surroundings. Appropriate design review mechanisms should be put into place to insure a high quality of renovation and construction and to prevent capricious or unnecessary demolition of existing buildings.



View of Old River Road and proposed Settler's Landing Park in the Flats

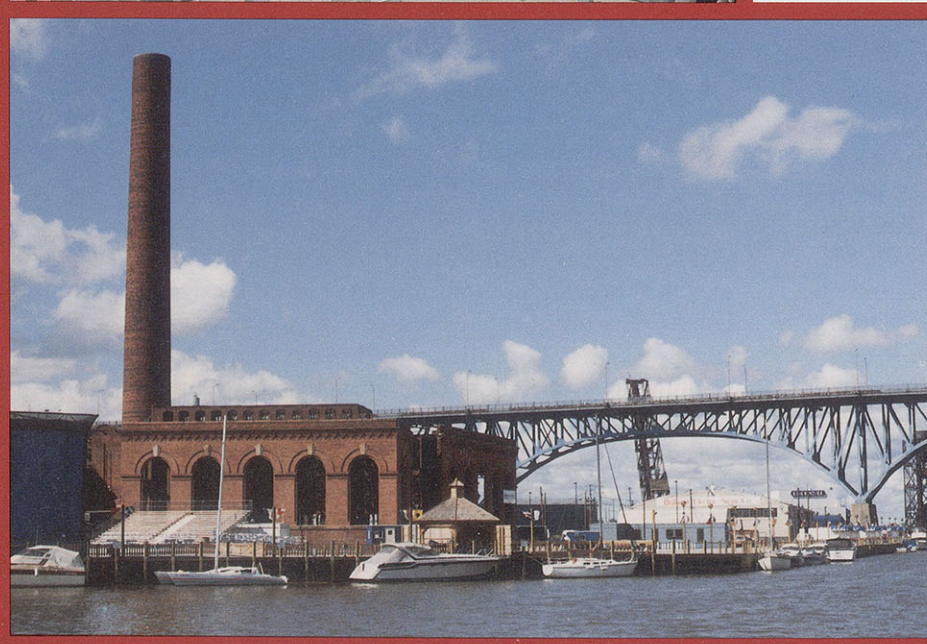
Special Lighting in the Flats during the Riverfest Celebration



Dining Terrace on the Bank of the Cuyahoga River



Heritage Park II on the West Bank of the Cuyahoga River



Historic Powerhouse in The Flats

FLATS OXBOW SOUTH

The Flats Oxbow South District is a 246-acre area on both sides of the Cuyahoga River in the far southwest corner of downtown. The district straddles the Cuyahoga River and includes the following subareas: the Scranton Road Peninsula on the west bank of the river and the West 3rd Street Peninsula on the east bank of the river.

Development History

The Flats Oxbow South District shares with its companion, Flats Oxbow North, a rich industrial and commercial history dating to the earliest years of the city's development. Unlike Flats Oxbow North, however, this district has yet to experience the development pressures for non-industrial uses seen to the north.

The district retains its historic industrial character. Major industries include manufacturing, a large cement factory, and storage yards for construction materials.

Although the district has yet to experience pressures for redevelopment, two events occurred in the mid-1980s which suggest that redevelopment pressures will be felt in the future, particularly on the Scranton Road Peninsula. The first event was the opening in 1986 of Grove Court Condominiums on a spectacular site overlooking the downtown office core. Although the project itself experienced a series of difficulties, it indicated the suitability of residential development on carefully selected sites in the district. The second event was the proposal made by the Flats Oxbow Association that the Scranton Road Peninsula be comprehensively redeveloped. The Association acknowledged that large portions of the peninsula are underutilized and unlikely to be redeveloped for industrial use and recommended that the peninsula be redeveloped for residential and commercial use, retaining those industries that require river frontage or access for rail transportation.

Development Trends

Little new development has occurred in Flats Oxbow South in recent years, though the Scranton Road Peninsula, opposite the Tower City District, is likely to face pressures similar to those seen in Flats Oxbow North. This unique site is surrounded on three sides by the Cuyahoga River and has commanding views of the downtown office core. At the center of the site is the abandoned Federal Steel and Wire factory. This facility contains approximately one million square feet and occupies approximately one-third of the peninsula. Though approximately 65-acres in size, this area is unusual in that it is controlled by a limited number of property owners.

Industrial activity within Flats Oxbow South is expected to remain relatively stable, particularly on the West 3rd Street Peninsula. Reduction of industrial activity on the Scranton Road Peninsula is dependent upon comprehensive redevelopment of the site and is unlikely to occur in the incremental manner found on River Road and on the Main Avenue Peninsula. The pattern of existing land ownership and the scale of parcels on the Scranton Road Peninsula mitigate against such an accidental and uncontrolled transformation taking place.

Retail development within the district is limited to Jim's Steakhouse on the river and Design Union. No other retail uses of any significance currently exist on either peninsula. Future development of retail uses within Flats Oxbow South depends upon the comprehensive redevelopment of the Scranton Road Peninsula and is not likely to occur on the West 3rd Peninsula during the plan period.

Residential development within Flats Oxbow South likewise is limited. Concentrated on a bluff overlooking the Scranton Road Peninsula, the existing housing stock consists of the 46-unit Grove Court Condominiums and several frame workers' cottages. Any future residential development within Flats Oxbow South will be located

on the Scranton Road Peninsula and on sites adjacent to Grove Court Condominiums and will occur as a result of a comprehensive redevelopment plan.

Future Development Issues

Like its companion district to the north, Flats Oxbow South is the subject of the *Flats Oxbow Long Range Development Plan*, a masterplan study prepared by the Flats Oxbow Association and adopted by the Cleveland City Planning Commission in 1986 to guide public and private development decisions. Implementing the recommendations contained within this plan and maintaining the plan as an up-to-date reflection

of area development priorities are critical to the successful long term development of Flats Oxbow South.

Maintaining the balance between industrial and nonindustrial uses, though not currently a problem in the Flats Oxbow South, is likely to become a critical issue should the Scranton Road Peninsula be redeveloped for residential, office, and retail development as suggested both in the *Flats Oxbow Long Range Development Plan* and in the subsequent studies prepared for the Downtown Plan and described in Volume II. Care must be exercised in carrying out comprehensive redevelopment to insure that existing businesses — particularly those dependent upon river frontage





— are incorporated within the proposed redevelopment or appropriately relocated and that adequate buffering is employed to separate housing from the remaining industrial uses.

Improvements must be made to roads and bridges within Flats Oxbow South. Of particular concern is the Eagle Street Ramp between Scranton Road and Ontario Street. Due to the length of its bridge structure, this bridge is extremely expensive to repair or replace. Alternative alignments not requiring as lengthy a bridge structure should be evaluated thoroughly. In addition, redevelopment of the Scranton Road Peninsula will require extensive infrastructure improvements, including the relocation of Scranton Road to a more efficient alignment in the center of the peninsula.

Flats Oxbow South should be incorporated within the proposed Flats Oxbow Trolley System described elsewhere in this plan. Abandoned rail rights-of-way and bridges should be acquired by the city for use in this system.

Public access to the riverfront will continue to be an important long-term development issue in the Flats Oxbow South District. Waterfront properties in the district should be incorporated within the proposed network of bikepaths and pedestrian promenades described elsewhere in this plan. Building setbacks from the river's edge should be incorporated in any comprehensive redevelopment of the Scranton Road Peninsula to ensure that public access to the water's edge is maintained throughout the site.

Flats Oxbow South, like its companion to the north, has a unique collection of vernacular industrial buildings. Existing buildings of merit should be incorporated within any comprehensive redevelopment of the Scranton Road Peninsula. Appropriate design review mechanisms should be established to insure a uniformly high quality of renovation and redevelopment within the district and to prevent capricious or unnecessary demolition of existing buildings.



ONTARIO/E. 9TH ST. GATEWAY

The Ontario Gateway is a 97-acre area located south of the Euclid/Prospect and Playhouse Square districts. The district is bounded by Huron Road and Prospect Avenue to the north, Carnegie Avenue to the south, Ontario Street to the west, and East 14th Street to the east. East 9th Street runs through the center of the district.

Development History

The Ontario Gateway District is the entrance to downtown Cleveland from the south. Though long considered the backdoor to the city, the Ontario Gateway is now a highly visible and readily accessible site as a result of the construction of the city's freeway network in the 1950s and 1960s. Interstate Routes 71, 77, and 90 converge on the district and some of the region's highest vehicular traffic volumes are found on the arterial roads within it.

Development of the Ontario Gateway District began in 1826 with the purchase by the city of property to create the Erie Street Cemetery. Located on East 9th Street (Erie Street) between Erie and Sumner Avenues, the cemetery was the city's principal public burial ground until the opening of the Woodland Cemetery in 1853, and remains an important downtown open space.

In 1856, the Cleveland City Council approved the site for a public market at the intersection of Ontario Street, Woodland Avenue, and Broadway Avenue. A market building was constructed on the site the following year and lasted until replaced in 1867. The market continued to function, despite repeated complaints regarding its physical condition and impact upon traffic circulation, until 1949 when it was destroyed by fire.

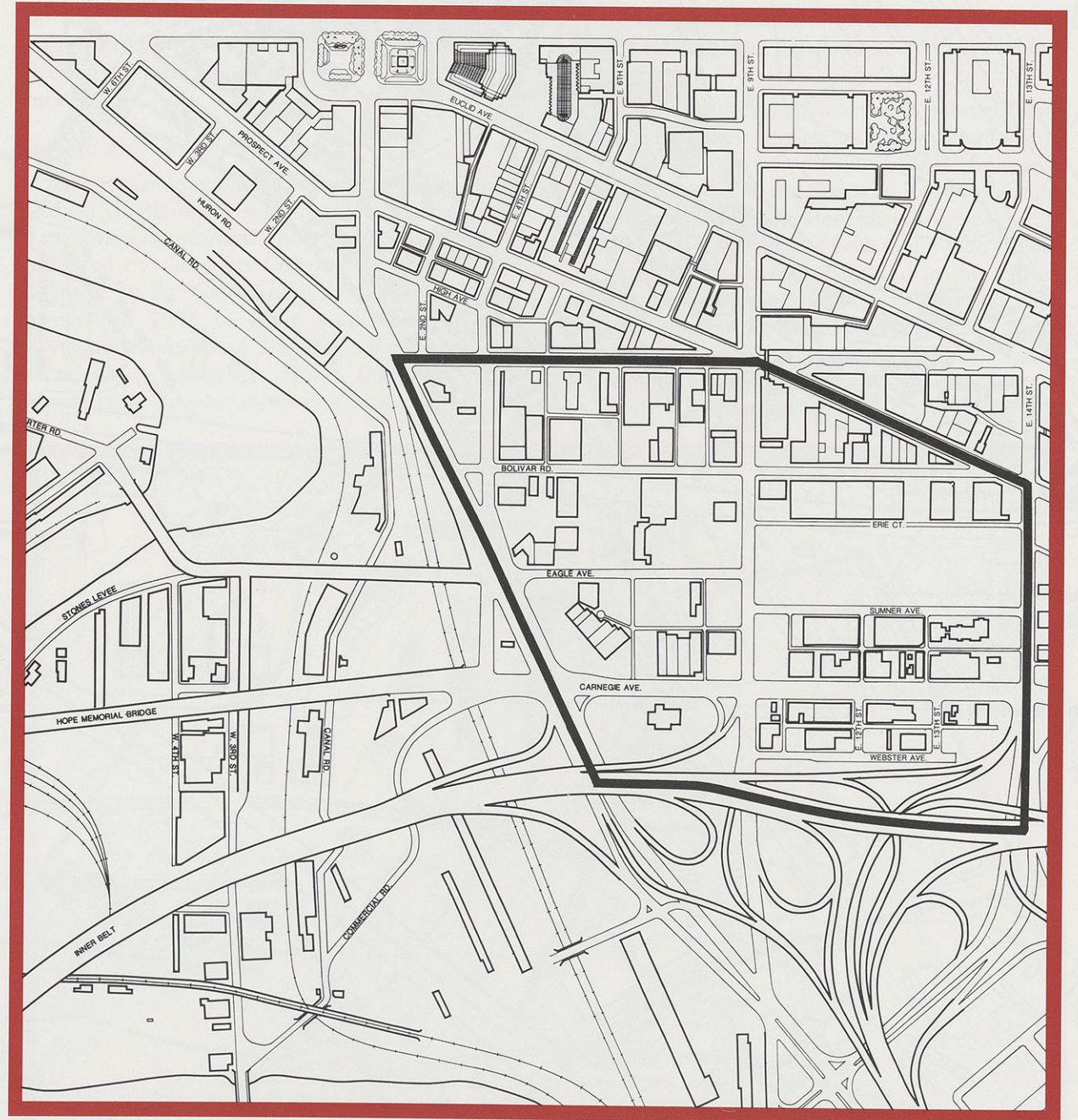
The development of the Central Market was followed in 1891 by the construction of the far more substantial Sheriff Street Market on East 4th Street (Sheriff Street) between Huron and Bolivar roads. This market, privately built and operated by the Sheriff Street Market and Storage Com-

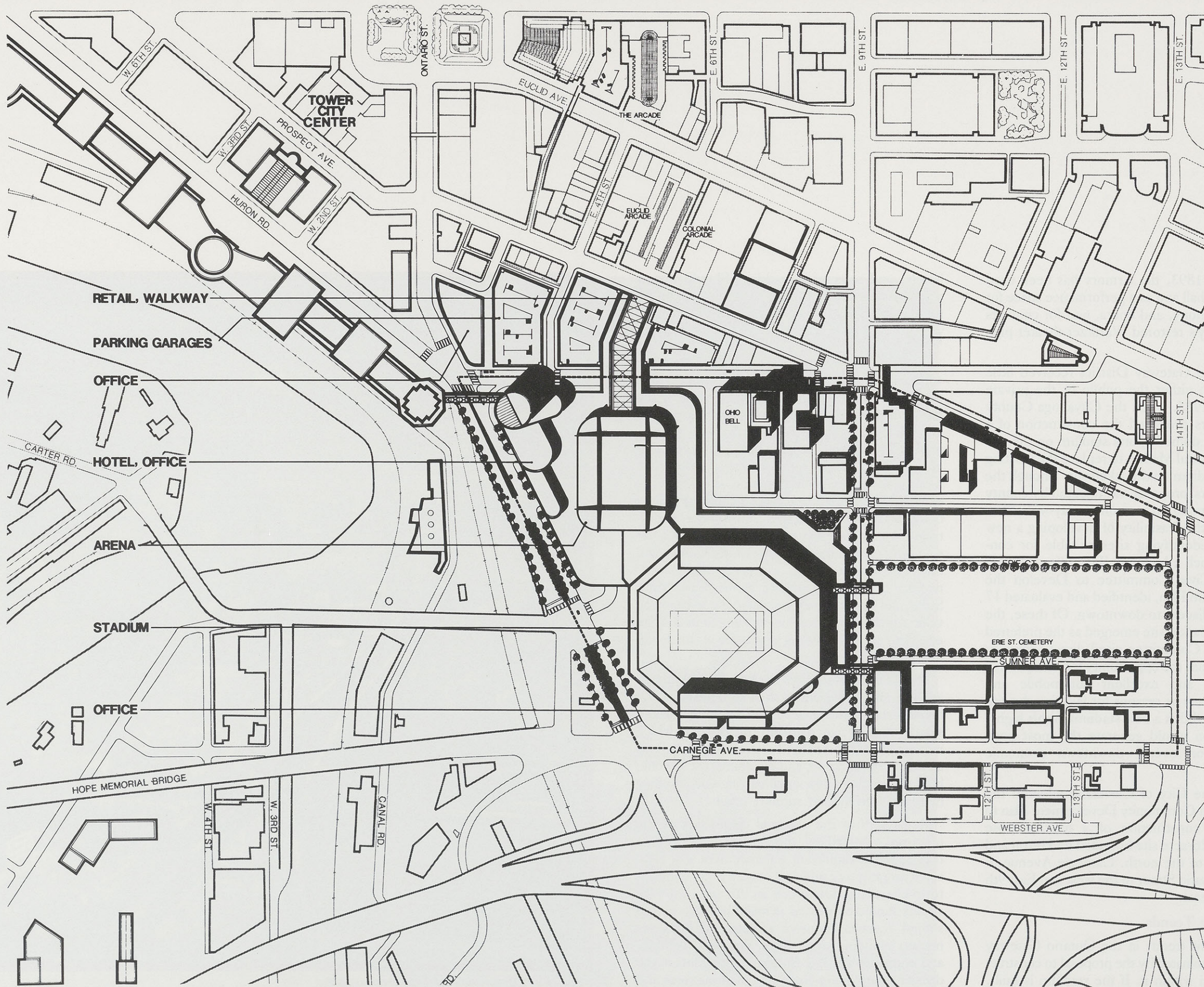
pany, featured two six-story towers providing cold storage facilities and between them, a block-long market pavilion under a great domed skylight. The market was substantially damaged by fire in 1930, resulting in the demolition of the north tower and the market pavilion. The south tower continued to be used for market activities until 1936 when it was converted to use for parking and automobile storage. The Sheriff Street Market was reopened as the new Central Market in 1950 following the destruction of the original Central Market the year before.

As the result of the development of the Central and Sheriff Street Markets, the Ontario Gateway District saw the development of related cold storage and food wholesaling and distribution firms in the immediate vicinity of the markets. Much of this development occurred in the late 19th and early 20th centuries and was concentrated west of East 9th Street.

Other development, not related to the markets, occurred elsewhere in the district. On Huron Road at East 9th Street, the Caxton Building was developed in 1903 to house the Caxton Company, a commercial printing and graphic arts firm. Adjacent to it, the Ohio Bell Building was built in 1927. Until the construction of the Terminal Tower in 1930, this building was the tallest in Cleveland. It replaced the Huron Road Hospital (1879) and the Empire Theater (1904) and still today marks the southern extent of the East 9th Street office corridor.

On Prospect Avenue, adjacent to the Playhouse Square District, the 600-room Hotel Winton was constructed in 1927. One of the leading hotels of its day, the Winton was renovated and renamed the Carter Hotel in 1932 and, following World War II, was known as the Pick-Carter Hotel. In the early 1970's, following a fire and in response to declining business, the Pick-Carter was converted to Carter Manor, a 280 unit subsidized elderly housing development. At the eastern corner of the district lies Grays Armory, home of the Cleveland Grays and the last remaining nineteenth century public assembly space in downtown Cleveland.





CIVIC
VISION
DOWNTOWN
PLAN

DISTRICT
14
**ONTARIO / E. 9TH ST.
GATEWAY
DEVELOPMENT PLAN**

CITY
PLANNING
COMMISSION
ROOM 520 CITY HALL - CLEVELAND, OHIO
554-2210

DOCUMENT NO. 814
DRAWN BY C.P.C. 8/88

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Dedicated in 1893, the Armory has been used both as a drill hall and as a performance space for theater, symphony, and opera, and for concerts on the Armory's restored Wurlitzer theater pipe organ.

The Ontario Gateway District received little attention from either the public or the private sectors until 1985, when the Cuyahoga County Commissioners proposed the construction of a multi-purpose domed sports stadium on the site of the new Central Market to replace the existing Municipal Stadium on the lakefront. Though the Commissioners' proposal was rejected by county voters, the proposal led to a community-wide effort to determine the feasibility of developing a new stadium and identifying sites suitable for construction of such a building. This effort, carried out by the Civic Committee to Develop the Domed Stadium Plan, identified and evaluated 17 sites in and adjacent to downtown. Of these, the new Central Market site emerged as the preferred location. The Committee cited direct access to rail public transit, the opportunity for joint parking development, and excellent automobile and pedestrian access as reasons for favoring the site and determined that a new stadium in this highly visible location would generate the most positive impact on overall downtown economic development.

In 1986, the City of Cleveland adopted the Central Market Community Development Plan to facilitate the construction of a multi-purpose stadium on a 26-acre site bounded by Huron and Bolivar roads to the north, Carnegie Avenue to the south, Ontario Street to the west and East 9th Street to the east.

Development Trends

Development trends in the Ontario Gateway District are dominated by the proposal to construct a new stadium within it. If the stadium is built, sites surrounding it are likely to be developed with related uses such as an arena for professional basketball, soccer, and hockey; one or more

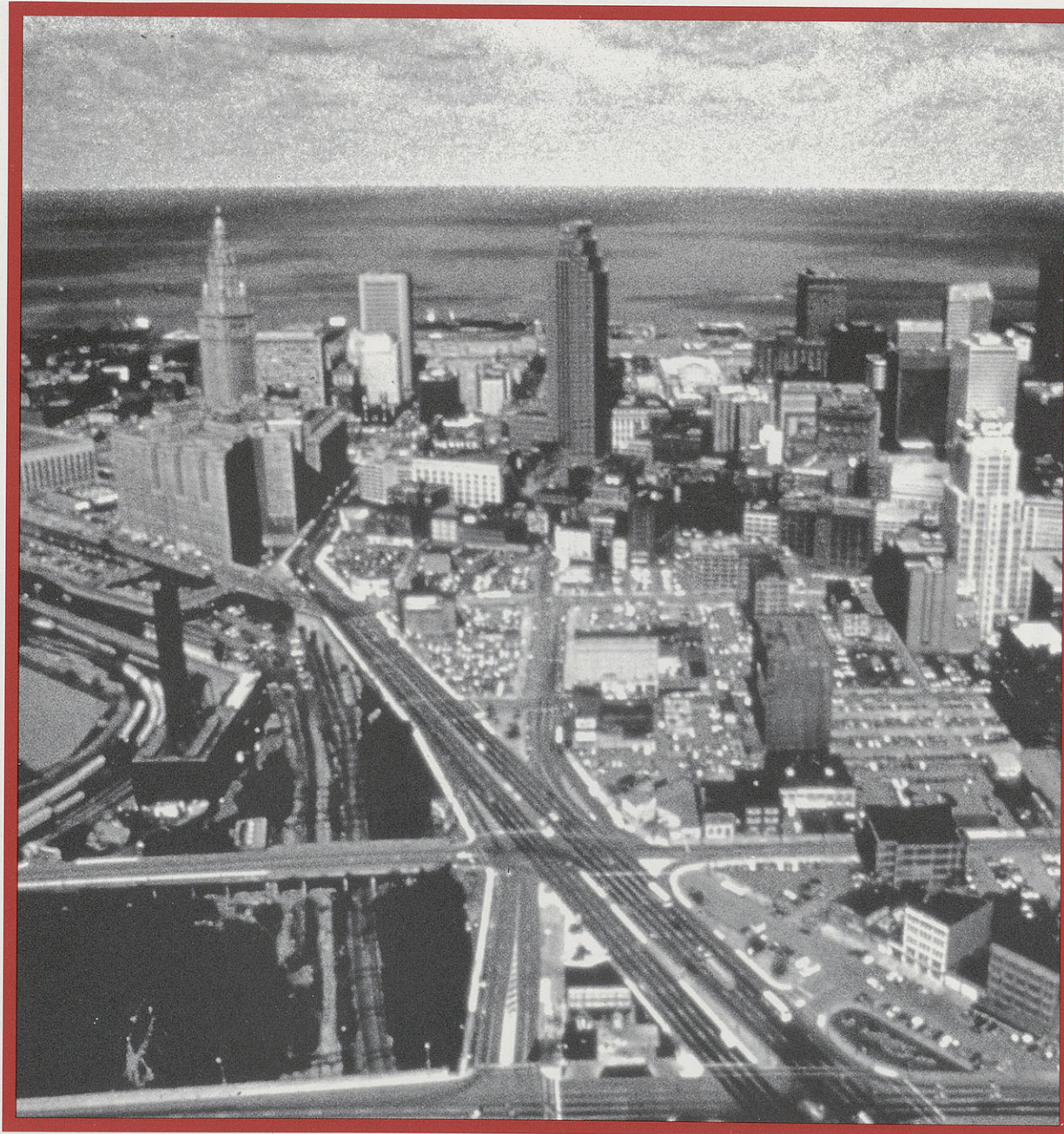
hotels; and structured parking. Should a new stadium not be built, the site is suitable for redevelopment as a planned mixed-use district.

Future Development Issues

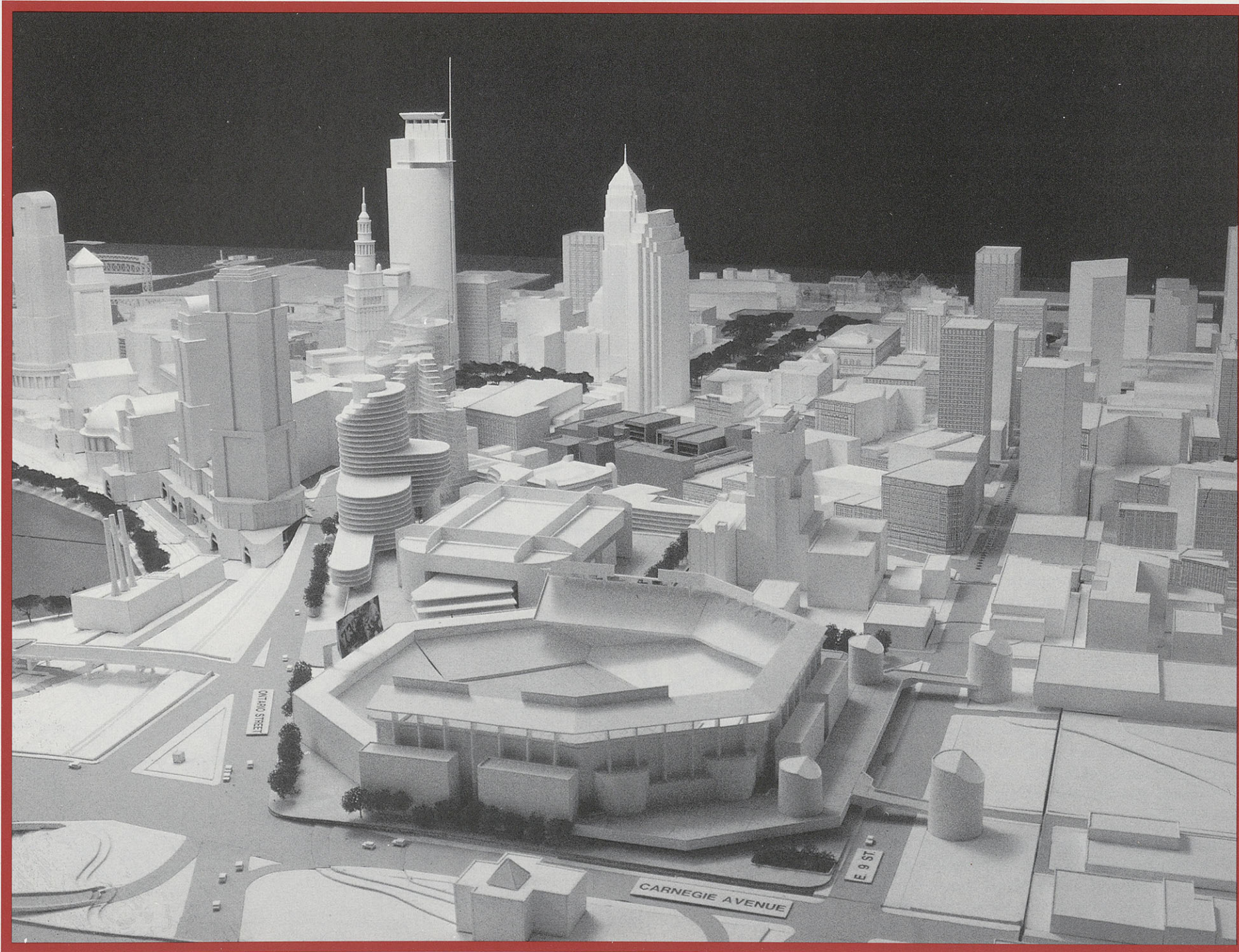
Successful development of a new stadium, whether domed or open air, will require that careful attention be given to the design of the facility in order to insure that it is well integrated into the existing urban fabric of downtown and that issues of pedestrian and vehicular circulation within and around the site are properly addressed. The new stadium should be designed as an inviting, exciting urban building and not a concrete pillbox better located on a rural site. Second-level pedestrian connectors must be developed to link the stadium to the adjacent Tower City Center and the rapid transit station within it. Similar connectors must be developed across East Ninth Street and Huron Road to separate pedestrian and vehicular traffic and provide convenient pedestrian access to existing parking structures in the downtown office core.

Should the new stadium not be built, a thorough analysis should be undertaken to determine the highest and best use of this strategically-located site. A well-designed mixed-use district, which may include an arena and related hotel facilities as well as office, retail, and residential uses, would be preferable to a district consisting only of office buildings and limited support retail.

Regardless of the eventual disposition of the proposed new stadium, the Ontario Gateway District requires significant enhancement if it is to serve properly as a principal entranceway to downtown Cleveland. Ontario, East 9th and East 14th streets should be treated as major boulevards and should receive intensive streetscape improvements, including street trees, upgraded lighting, and improved signage. Surface parking lots in the district should be upgraded by planting trees and other landscaping, improving signage, and installing better lighting.



Aerial view of Ontario/East 9th Street Gateway District



Downtown Model with proposed concept for a stadium, arena, and hotel in the Ontario/East 9th Street Gateway District

CLEVELAND STATE UNIVERSITY

The Cleveland State University District is a 214-acre area located in the southeast corner of downtown. It is bounded by Superior Avenue to the north, the Innerbelt to the south and east, and East 18th Street to the west.

Development History

The Cleveland State University District is dominated by the 70-acre campus of Cleveland State University. Comprising most of the land between Carnegie Avenue and Payne Avenue and between East 18th Street and the Innerbelt, the University campus defines the development of this district.

The University was established in 1965 and has grown rapidly from nine acres and three buildings to approximately 70 acres and 3.3 million square feet of building space. The University in 1987 had a student population of approximately 18,000, a full-time work force of 1,500, and a part-time and adjunct staff of 500. The University offers undergraduate and graduate degree programs in eight colleges and 49 departments. Over 97% of the student body commutes. The core of the campus is located between Euclid Avenue and Chester Avenue, from East 18th Street to the Innerbelt. Extensive outdoor playing fields are located to the north between Chester Avenue and Payne Avenue, while the site of the university's convocation center is located to the south between Prospect Avenue and Carnegie Avenue from East 18th Street to East 22nd Street.

Euclid Avenue runs through the center of the campus and has along it the district's most significant architecture. Developed in the late nineteenth and early twentieth-century as part of Millionaire's Row, Euclid Avenue retains three examples from this era: the Howe Mansion (1894), the Samuel Mather Mansion (1910), and Trinity Cathedral (1907). The mansions have been renovated and incorporated in the University campus. Prospect Avenue, paralleling Euclid

Avenue to the south, likewise contains remnants of nineteenth and early twentieth century development, including the Brough-Armstrong-Rust House (1863), the YWCA Building, known now as the Harbor Light Mission (1908), the YMCA Building (1912), and the offices of the noted local architectural firm of Walker and Weeks (1926). Superior Avenue is the northern boundary of the district. Between 1907 and 1920, the south side of this street was developed with multi-story loft manufacturing buildings, the most significant of which is the Tower Press Building (1907). Although none of the remaining buildings is significant in its own right, the grouping is a handsome assemblage of early twentieth century vernacular industrial architecture. Immediately south of the Tower Press Building, the city built the Central Police Station (1926) and Cuyahoga County built the Criminal Courts Building (1930). These buildings continued to function as the heart of the community's criminal justice system until the Cuyahoga County Justice Center in the Mall/Public Square District was completed in 1977.

Development Trends

Cleveland State University anticipates continued growth of its campus during the plan period. The University expects to complete development of the convocation center and the playing fields, resulting in the net reduction of existing industrial space in the district and the creation of two significant community assets. In addition, the University anticipates new facilities to accommodate its graduate programs and meet the need for additional classroom, office, and research space. These new facilities are likely to be built within the existing campus core between Euclid Avenue and Chester Avenue and on the south side of Euclid Avenue.

The proposed convocation center will seat 13,000 people and serve the University's need for athletic, academic, and meeting space. A new parking garage is proposed between East 21st Street and East 22nd Street, adjacent to the center. Initially developed for 500 cars, this ga-

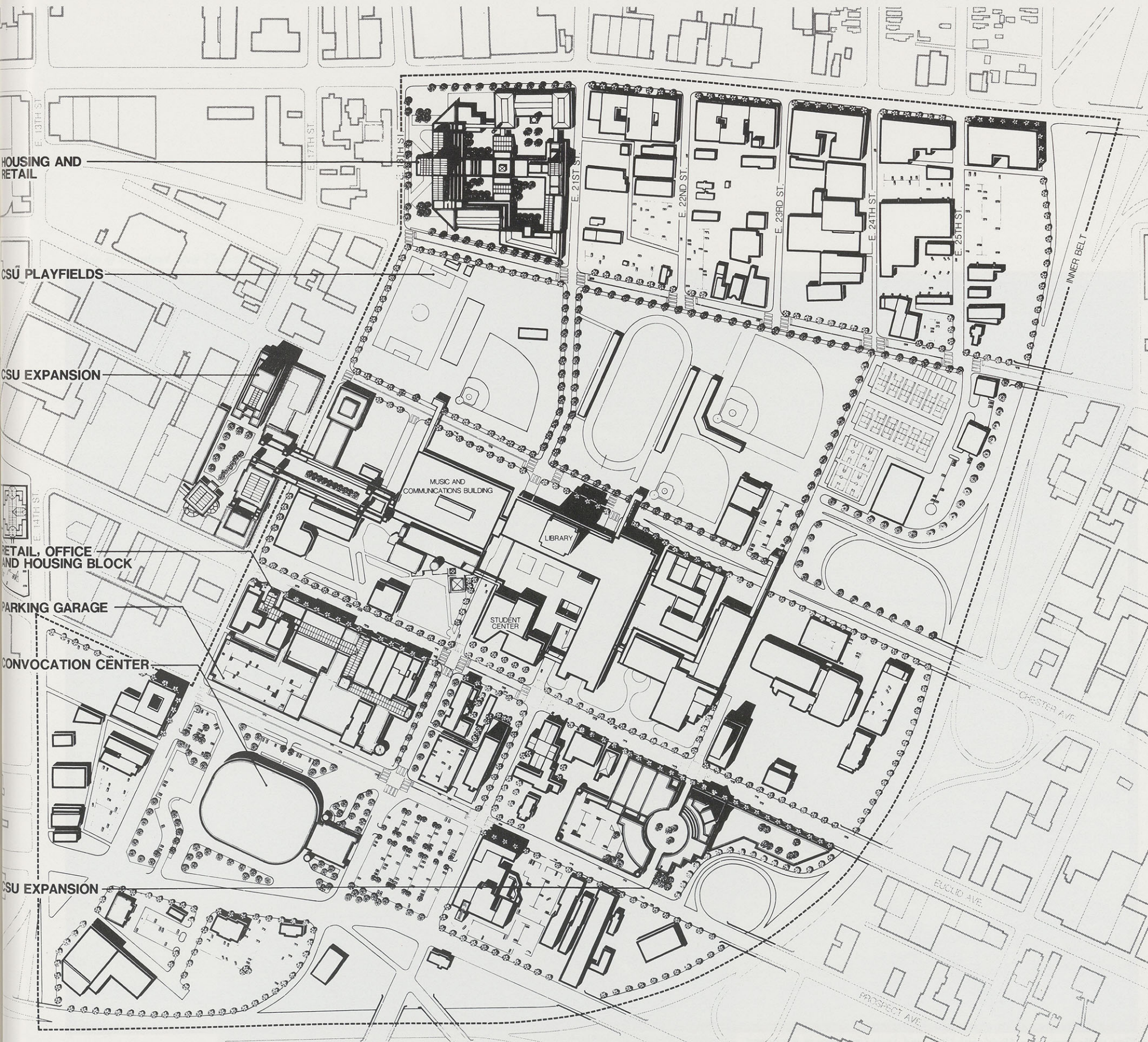
rage may be expanded in the future to meet the growing need for off-street parking. To facilitate traffic flow to the convocation center from the Innerbelt, the University proposes that East 21st Street be realigned between Carnegie Avenue and Prospect Avenue.

The University playing fields, north of Chester Avenue, will include a soccer field, three baseball fields, tennis courts, a running track, and a football field. In addition to serving the athletic needs of the University, these playing fields will form a

grand, 28-acre central park around which additional University and private development can take place.

The block bounded by East 17th Street and East 18th Street between Euclid Avenue and Chester Avenue is a critical linchpin between the existing University campus and the adjacent Playhouse Square District. The University proposes that this site be developed as a new graduate school campus that would include the Colleges of Business, Law, and Urban Affairs, a multi-





disciplinary graduate library, and structured parking for up to 1,200 cars.

Private office space in the Cleveland State University District is very limited. There are two Class C buildings in the district with a total of 122,000 square feet of space. Both were built prior to 1920 and experience high vacancy rates and low rental rates, reflecting the age and quality of this space and its location outside the downtown office core. Private office space in the district is not expected to grow during the plan period.

Retail space activity in the Cleveland State University District is focused along Euclid Avenue and is oriented to the university student and employee population. The district in 1987 had 300,000 square of retail space in 29 stores employing approximately 1,000 people. Restaurants, convenience shops, and specialty stores characterize the district's retail offerings.

The opportunity exists to enhance the quality and quantity of retail in the district during the plan period. The block between Prospect Avenue and Euclid Avenue from East 18th Street to East 21st Street is the heart of the district's existing retail base. Strategically located between the core of the University campus north of Euclid Avenue and the convocation center site south of Prospect Avenue, this area can be strengthened as a retail center by renovating ground floor spaces, providing additional off-street parking, and developing pedestrian connectors through the block to link the campus core with the convocation center.

Housing in the Cleveland State University District is limited to approximately 280 units of low and moderate-income housing found in the YMCA, and Harbor Light Mission and the 250 units of university housing developed in the former Holiday Inn at Euclid Avenue and East 22nd

Street. The opportunity exists to expand the housing market in the Cleveland State University district by developing sites at the perimeter of the campus. Sites north of Payne Avenue, overlooking the University's playing fields, offer the greatest potential for the development of university-related housing designed to meet the needs of faculty, staff, and students.

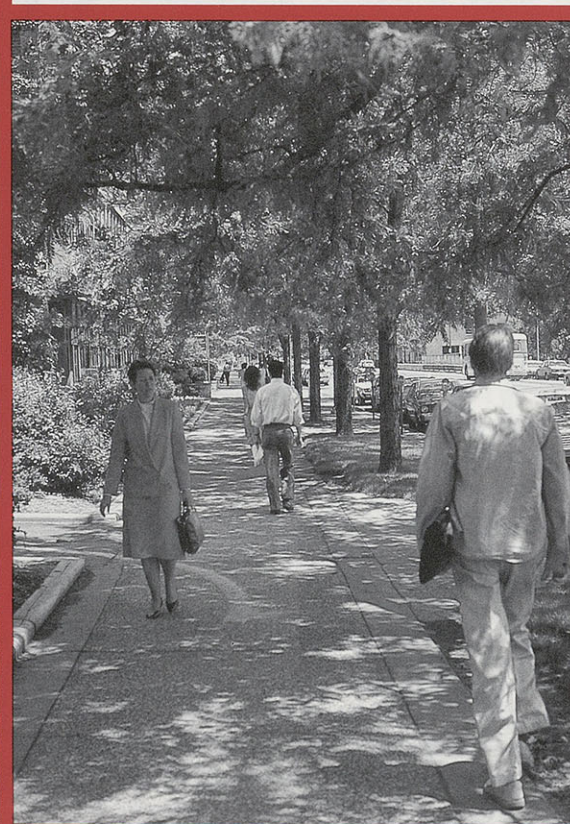
Future Development Issues

As the Cleveland State University development program matures, several future development issues emerge as critical to the long-term success of the university and its campus. Providing off-street parking and improving the quality of public transportation are the two most important such issues. As development of the playing fields and convocation center take place, inexpensive surface parking lots will be absorbed. These resources eventually must be replaced by developing additional parking structures and by improving the public transit system to provide students and staff with a convenient, attractive alternative to driving.



View of the Downtown Model with Cleveland State University in foreground

View of Cleveland State University Campus with Athletic Facilities in foreground



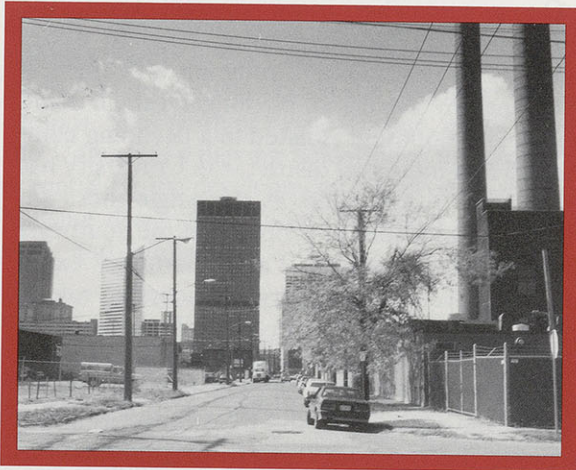
Pedestrian walkway on the C.S.U. Campus



Cleveland Marshall College of Law

On a somewhat more abstract level, the University will face a growing need to better integrate its development program with the rest of downtown Cleveland. No longer a small island of new development isolated in a declining commercial and industrial district, the University has emerged in recent years as the single most important redeveloper of property in the southeast quadrant of downtown. The opportunity exists for the University to assume a leadership role in the coming years and to become the catalyst for high-quality residential and commercial development on its boundaries. Of particular importance in the coming years is the physical relationship between the University and its neighborhood to the west, the Playhouse Square District. The opportunity exists to undertake cooperative development efforts which will strengthen both districts and result in a truly vital urban environment.

LAKE SIDE INDUSTRY



Lakeside Industry Area

The Lakeside Industry District is a 135-acre district located north of the campus of Cleveland State University and east of the East 9th Street/Erievue office district. The district is bounded by the Conrail tracks and Burke Lakefront Airport to the north, Superior Avenue to the south, East 18th Street to the west, and the Innerbelt Freeway (I-90) to the east.

Development History

The Lakeside Industry District was developed originally as a residential and industrial community in the years following the Civil War. Heavy industrial firms, such as Otis Steel Company and the U.S. Pipe and Foundry Company, were established north of Lakeside Avenue along the rights-of-way of the New York Central (Lakeshore and Michigan Southern) Railroad and the Pennsylvania (Cleveland and Pittsburgh) Railroad. New York Central maintained a major rail yard and roundhouse in the district. Railway Express and other freight handling firms were located adjacent to these yards. In 1926, the Cleveland News built its new headquarters in the district, at the corner of East 18th Street and Superior Avenue. Described at the time as one of the most modern and

efficient newspaper publishing plants in the country, the building is now headquarters of the Cleveland Plain Dealer.

Residential development was concentrated south of Lakeside Avenue and consisted largely of single-family frame or masonry houses on 30-foot city lots. In the early 1930s, Cleveland's Chinese community, displaced from neighborhoods around Public Square by the development taking place there, settled on Rockwell Avenue between East 21st and East 24th Streets. This area continues to be known as Cleveland's Chinatown.

The character of the Lakeside Industry District changed dramatically in the years following World War II. Rail yards were abandoned, though the rail lines they served were maintained and continue to function as part of the Conrail system. The Otis Steel Company property and other heavy industrial firms were taken for the construction of the Innerbelt Freeway (I-90), while residential properties south of Lakeside Avenue gave way to light manufacturing, distribution, and service firms in contemporary single-story buildings.

Development Trends

The Lakeside Industry District is expected to remain a viable mixed-use light industrial and commercial services district through the plan period. The district is not expected to experience significant new office, retail, or residential development during this period.

Future Development Issues

The Lakeside Industry District is well suited to its current function. Conveniently located adjacent to the downtown office core and accessible to the region's freeway network, the district will continue to be an attractive location for businesses serving downtown firms or engaged in regional distribution. Area businesses surveyed in 1986 cited the district's location, land costs, zoning, building quality, site flexibility, and security as major positive aspects of the Lakeside Industry District. Negative factors included "red



EXISTING AND PROPOSED LAND USE



light” uses, the lack of off-street parking, poor road surfaces, inconsistent street lighting, illegal dumping, and the lack of zoning enforcement.

In order to maintain Lakeside as a viable light industrial and commercial services district, basic capital improvements should be made including road resurfacing and curb replacement, sidewalk repair and replacement, and improved street lighting. Off-street parking needs should be addressed through the development of realistic off-street parking requirements in cooperation with area businesses and property owners. The area’s image and identity should be enhanced through the use of appropriate signage which announces the existence of the Lakeside Industry District.

Chinatown, located on Rockwell Avenue since the early 1930s, is hemmed in by industry and has no room for expansion. The Chinese merchants have indicated a desire to relocate Chinatown to a neighborhood area on Payne Avenue east of the Innerbelt. Such a relocation would allow industries in the district to expand and create additional off-street parking.

**CIVIC
VISION
DOWNTOWN
PLAN**

DISTRICT **LAKESIDE INDUSTRY
DEVELOPMENT PLAN**

**CITY
PLANNING
COMMISSION**
ROOM 520 CITY HALL - CLEVELAND, OHIO
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