

# REGION IV

**The West Side Market, the restaurants and shops of Slavic Village, the century homes of Ohio City, the Broadway shopping district and the Flats entertainment district are among the positive images commonly associated with Cleveland's Region IV. Challenges to the area, however, are posed by incompatible mixtures of industry and housing, weakened neighborhood shopping districts and the repair needs associated with an aging housing stock. The Citywide Plan seeks to capitalize on the area's unique assets through a strategy which emphasizes consolidation and strengthening of retail districts, continued housing rehabilitation and the elimination of serious land use conflicts.**

## LOCATION

Region IV is an 8.9-square mile area located on either side of the Cuyahoga River, situated to the south and west of Downtown Cleveland. Its boundaries are drawn generally to include City Council Wards 12 and 14 (as in effect from 1981-1991). Region IV encompasses principal portions of the Ohio City, North Broadway and South Broadway neighborhoods and significant portions of the Tremont and Union-Miles Park neighborhoods (shown on Map 20 as "Statistical Planning Areas"). Other neighborhood areas within Region IV include Slavic Village, St. Hyacinth and Warner-Turney, as well as the west bank of the Flats-Oxbow area.

## NEIGHBORHOOD HISTORIES

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

**Ohio City.** Originally a part of Brooklyn Township, Ohio City was incorporated as a municipality on March 3, 1836, just two days before the incorporation of the "rival" City of

Cleveland. The area's location near the mouth of the Cuyahoga River attracted settlers from New England and, later, from Ireland and Germany, seeking jobs at the docks, mills, foundries, distilleries and bottling works.

"Whiskey Island" (site of an 1830's whiskey distillery), "The Angle" (north of Detroit Avenue and east of West 28th Street) and "Irishtown Bend" (south of Detroit Avenue and east of West 25th Street) became early settlements of the Irish immigrants, many of whom occupied hastily-erected tarpaper shacks. The name Whiskey Island soon took on added significance with the opening of thirteen saloons catering to the local laborers.

The religious and communal needs of the growing Irish population were served by St. Patrick's Church, established in 1853 at West 36th and Bridge, and St. Malachi's Church, established in 1868 at West 25th and Washington. Both churches remain today as anchors of the near west side community.

German immigrants were also responsible for the establishment of two present-day landmarks on the near west side — Lutheran Medical Center, established in 1896, and St. Ignatius High School, established in 1886 as a Jesuit college (later to become John Carroll University). After debating a move to the suburbs, in 1976 the high school made a commitment to remain in the neighborhood and to undertake a major expansion.

Housing in Ohio City dates principally from the late 19th century. The predominantly Victorian-style one- and two-family buildings range from modest working class houses to the luxurious Franklin Boulevard and Clinton Avenue residences which formed the west side equivalent of Euclid Avenue's "Millionaire Row." Franklin Circle, established in 1836 as one of only two examples of radial street planning in Cleveland, is now a focal point of the nationally-designated Ohio City Historic District.



*The retail district anchored by the historic West Side Market, built in 1912, has been strengthened by the recent development of Market Plaza. (LOCATION: West 25th and Lorain).*

Prior to its annexation in 1854, Ohio City competed fiercely with Cleveland for dominance in local commerce. Citizens of the two cities actually came to blows in the 1837 "Bridge War" after Ohio City residents attempted to destroy the newly-constructed Columbus Street Bridge, which allowed farmers and other travelers to by-pass Ohio City en route to Cleveland.

The commercial district at Lorain Avenue and West 25th Street (then Pearl Street) was first established in 1840 as "Market Square." The district was strengthened in 1868 by the construction of a one-story wooden building housing the Pearl Street Market. In 1912, the market was replaced by the present West Side Market, an ornate municipally-owned building

which was recognized in 1973 as a National Register Historic Landmark. After extensive renovations during the 1980's, the market continues to draw customers from throughout the metropolitan area to its 185 stands.

Ohio City's population climbed from just over 4,000 in 1850 to 33,000 in 1910. During the following six decades, the neighborhood's population declined gradually to 20,000 in 1970 and then — following a citywide trend (and due to the construction of I-71 and I-90) — fell sharply to under 13,500 in 1980. Also during the 1970's, the neighborhood's population began to diversify as the proportion of non-white residents rose from 7% to 30% and the proportion of Hispanic residents rose to nearly 19% by 1980.



Countering the trend toward a reduced population, however, was the re-discovery of Ohio City during the 1970's by middle-income households attracted by historic architecture and the diversity of urban living. The resulting residential restoration progressed slowly but steadily and has been bolstered in recent years by rehabilitation of the West Side Market, expanded storefront renovation and development of the Market Plaza shopping center.

Revitalization efforts in the near west side neighborhood are led by the Ohio City Redevelopment Association, established in 1974; the Near West Housing Corporation, established in 1981 (now incorporating the former Near West Neighbors in Action and the local Neighborhood Housing Services organization); and the Stride for Pride organization, established in 1989.

**Clark-Fulton.** Situated just south of Ohio City, the Clark-Fulton neighborhood was first settled by German immigrants during the mid-nineteenth century. The Germans were followed by Czechs, Italians, Slovaks and Poles. These immigrants were attracted to the area to work in the nearby industries in the Flats as well as the breweries that developed along Train Avenue. Originally part of Brooklyn and Newburgh Townships, portions of the area were annexed to Cleveland in 1867 and 1873.

Commercial districts in the Clark-Fulton area developed during the late 19th and early 20th centuries to serve the growing immigrant population. Businesses flourished principally along Pearl Street (today West 25th Street), which served as a major north-south travel route between Ohio City and Cleveland on the north and Old Brooklyn on the south.

Walton Avenue, which runs parallel to and north of Clark Avenue, was originally intended to serve as the major east-west thoroughfare. However, as wealthier residents began to construct larger frame homes on Walton, Clark Avenue became the major east-west travel route and the area's second

most intensely developed commercial district. To the north and south of Clark Avenue, the single- and two-family residences that characterize the neighborhood today date principally from the late 19th century.

Several of the religious and fraternal institutions which were established during this time continue to serve the neighborhood's residents. These include St. Michael's church on Scranton Road, originally a German parish; St. Procop's on West 41st Street, serving the Czech population; and St. Rocco's and Blessed Sacrament, serving the local Italian community.

The Scranton Road portion of the Clark-Fulton neighborhood is dominated by the MetroHealth Medical Center, which was established at its present location in 1889 as the City Hospital. As a result of several major expansions, the hospital has grown to the present 42-acre campus, including the recent development of an ambulatory care center on two city blocks between Scranton Road and West 25th Street.

Physical development patterns in the Clark-Fulton area were also changed dramatically during the 1960's and 1970's by the construction of I-71 and I-90. These highways acted to separate and isolate the area from the surrounding Ohio City, Tremont and Archwood-Denison neighborhoods. Most severely impacted is the Queen-Barber neighborhood, a mixed residential/industrial area bordered by I-90, Train Avenue and West 25th Street. Widespread physical deterioration and demolitions threaten the viability of this neighborhood.

As a result of the highway construction and the general trend toward suburbanization, the Clark-Fulton neighborhood has experienced substantial population loss and associated physical decline. The area's population fell from its peak of over 37,000 in 1920 to approximately 23,000 in 1980.

The Clark-Metro Development Corporation (CMDc) was formed in 1975 and merged with the Clark-Fulton Civic Association in 1984 in an

effort to meet the broad range of challenges facing the neighborhood. Today, CMDc focuses its efforts on revitalization of the area's commercial and industrial districts. The Clark-Fulton-Denison United organization, established in 1984, and the Clark-Fulton Center of Merrick House coordinate revitalization activities related to housing and social services.

**Broadway/Slavic Village.** The North and South Broadway neighborhoods, originally part of Newburgh Township (organized in 1814), formed one of the earliest settlements in Cuyahoga County, with New Englanders first arriving in the area in 1796. Newburgh's early growth resulted from its location on high ground, away from the mosquito-infested lowlands of the Cuyahoga River

valley, as well as from its proximity to the fast-flowing Mill Creek, which provided the fresh water and power necessary to support development of the area's first industries, a grist mill and saw mill.

The construction of the Ohio and Erie Canal, the Sault-St. Marie Canal and the Cleveland and Pittsburgh railroad in the first half of the 19th century led to industrial growth and increased commercial trade in the Broadway area, including the establishment of several steel mills. By the mid-1870's, most portions of the original Newburgh Township had been annexed to Cleveland.

The arrival of heavy industries was accompanied by the addition of numerous rail lines which



*Metrohealth Medical Center, established in 1889 as City Hospital, is expanding west to West 25th Street, with the development of an ambulatory care facility. (LOCATION: Trowbridge and Scranton).*



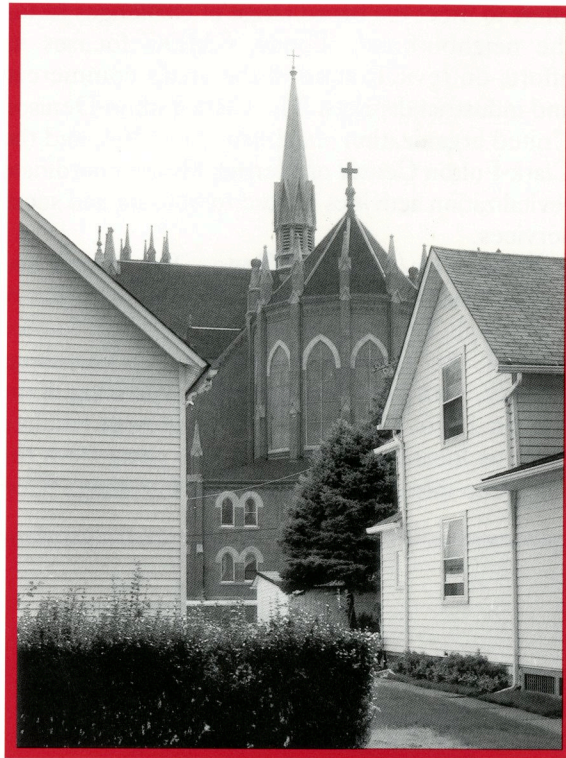
divided the Broadway neighborhood into several distinct sub-areas. These rail lines and their many spurs also contributed to the establishment of a development pattern characterized by incompatible mixtures of housing and industry.

The 1870's also brought a large influx of Czech and Polish immigrants to work in the nearby iron and steel mills. These immigrants constructed the small working-class cottages that are typical of the neighborhood, particularly in the North Broadway area. Originally both the Czechs and Poles settled in the vicinity of Croton Street. The Poles later formed their own settlement near Tod Street (today East 65th Street) and Fleet Avenue in the area now known as Slavic Village and designated nationally as the "Warszawa Historic District." The large residential areas to the north and south of Fleet Avenue developed after the turn of the century to house the growing Polish population.

Many churches and national halls, established in the late 19th century to serve the Czech and Polish immigrants, retain their headquarters in the Broadway area. These include St. Stanislaus Church, built in 1891 at East 65th and Forman, and Our Lady of Lourdes, built in 1891 at East 55th and Broadway.

Commercial development in the Broadway and Slavic Village neighborhoods occurred primarily during the late 19th and early 20th centuries along Broadway and Fleet Avenues, as well as along East 65th and East 71st Streets. Broadway, in particular, was a major travel route that acted as a catalyst for local commercial development. The route served as a stage coach line connecting Cleveland with Pittsburgh and, years later, served as a streetcar line connecting southeast Cleveland with Downtown.

At its peak in the 1920's, the intersection of East 55th and Broadway was rivaled only by Downtown Cleveland and the East 105th and Euclid area for the vitality of its entertainment and commercial activity. By the 1970's, the focal point of the district had shifted to the Aetna Road area, where



*St. Stanislaus, established in 1881, is one of a number of churches founded in the Broadway area by eastern European immigrants. (LOCATION: East 65th and Forman).*

a modern discount department store and supermarket are now located.

Fleet Avenue developed primarily at the turn of the century with Polish-owned businesses intermingled with single- and multi-family dwellings. The business district continued to flourish and prosper between 1920 and 1940, during which time the Polish settlement reached its peak population.

During the 1950's and 1960's, the Broadway and Slavic Village areas experienced substantial out-migration, following the general trend toward suburbanization in greater Cleveland. As a result, in the 1970's, business activity also decreased, particularly in the secondary retail districts along East 65th and East 71st Streets. By 1980, the area's population had fallen to approximately 33,000 from its peak of 78,000 in 1920. During this time period, the Czech and Polish populations declined and the area experienced an in-migration of Appalachians, Puerto Ricans and Serbians.

During the late 1970's and early 1980's, several organizations became active in coordinating community-based revitalization activities in the Broadway neighborhood. These include the Slavic Village Association, established in 1978; Broadway

Development Corporation, established in 1977; Citizens to Bring Back Broadway, established in 1979; Broadway Area Housing Coalition, established in 1984; and University Settlement, established in 1926 (primarily as a settlement house providing social and recreational programs).

## POPULATION

**Past Trends.** Between 1950 and 1985, the population of Region IV fell by half, from 122,812 to 61,724. During this same period, the number of households declined by 29.5% to 24,870 as the average household size fell from 3.3 in 1950 to 2.5 in 1985. Almost 10% of the Region's residents in 1985 identified themselves as Hispanic, with the great majority of those living on the west side of the Cuyahoga River. The Region's 1985 average household income of \$18,014 was 8.5% below the citywide average.

**Projections.** Recommendations of the **Citywide Plan** are designed to stabilize population throughout the City. If, however, trends experienced during the 1980's were to continue, Region IV's population would decline by 17.4% between 1985 and the year 2000. In

**Table 20**  
**DEMOGRAPHIC CHARACTERISTICS 1950 - 2000**  
**Region IV**

	1950	1960	1970	1980	1985*	1990**	1995**	2000**
<b>Population</b>	122,812	110,027	92,189	65,753	61,724	57,693	54,109	50,983
<b>% Under Age 19</b>	29.5	34.9	36.5	32.5	31.1	31.3	31.5	31.9
<b>% Over Age 65</b>	7.9	11.0	11.1	13.1	14.5	14.7	13.6	12.2
<b>% Non-White</b>	0.8	1.1	2.5	12.1	14.3	20.0	26.3	34.4
<b>Households</b>	35,244	33,129	30,383	25,314	24,870	24,094	23,212	21,915
<b>Average Size</b>	3.3	3.2	3.0	2.6	2.5	2.4	2.3	2.3
<b>Average Income‡</b>	—	—	—	—	\$18,014	\$18,870	\$18,823	\$18,489

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

**Table 21**  
**HOUSING CHARACTERISTICS 1950 - 1985**  
**Region IV**

	1950	1960	1970	1980	1985*
<b>Number of Units</b>	35,855	34,758	32,232	29,014	28,639
<b>% Vacant</b>	1.9	4.7	5.7	12.8	**
<b>% Owner-Occupied</b>	43.1	43.6	42.6	45.4	48.6

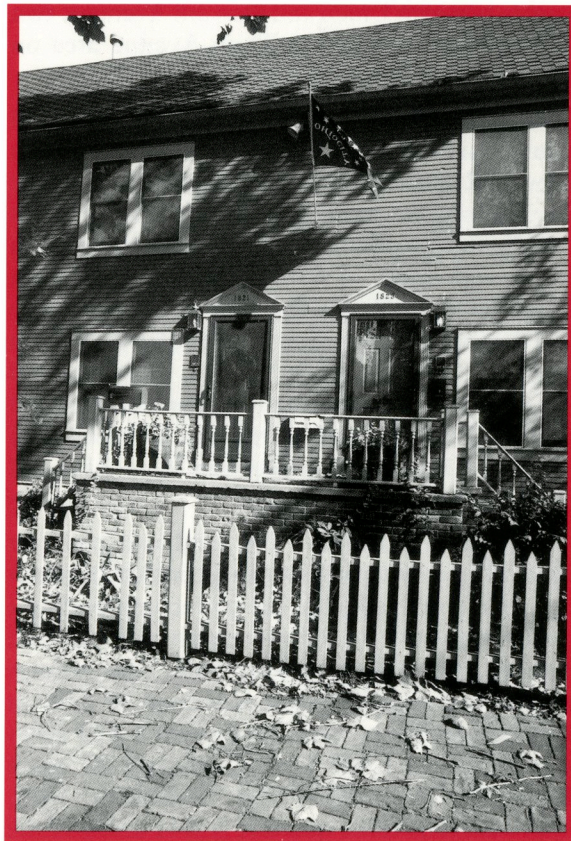
\*estimated \*\*data not available  
Sources: U.S. Census; The Urban Center, Cleveland State University; Cleveland City Planning Commission.



the year 2000, the population of Region IV is projected to be composed of 50,983 residents living in 21,915 households, with an average household size of 2.3 persons. While the number of Hispanics in the Region is expected to drop by 1,800, the number of blacks is expected to rise by approximately 9,000 and constitute 25% of the population (compared to 4.7% in 1985). Incomes in the Region are projected to remain fairly stable.

## HOUSING

**Current Conditions.** Region IV is the site of some of the City's oldest and most densely



*Ohio City's distinctive architecture and proximity to Downtown generate continuing interest in residential restoration.*

developed neighborhoods, including Ohio City, whose proximity to Downtown and distinct architectural character have generated widespread residential restoration. In 1985, there were approximately 28,600 housing units in Region IV, of which 43% were located in two-family dwellings (the highest percentage in the City).

The percentage of housing in substandard condition in Region IV (approximately 35% of all 1-4 unit structures) is above the citywide average, as is the vacancy rate, which was 12.8% in 1980. The \$18,914 median value of a single-family house in 1985 was substantially below the City average of \$27,400. Finally, the 1,786 subsidized units under Cuyahoga Metropolitan Housing Authority management is the second highest number in any Region of the City.

**Recommendations.** The housing revitalization strategy in Region IV should emphasize moderate rehabilitation in the South Broadway and Clark-Fulton neighborhoods along with substantial rehabilitation in the North Broadway and Ohio City neighborhoods. Elements of both strategies, however, will be necessary to an extent in each neighborhood.

In addition, several key sites have been identified for potential development of new housing. Most of these sites are currently under-utilized industrial sites, a number of which offer excellent views of Downtown and Lake Erie. Sites identified for housing redevelopment in Region IV include the following (as listed on Map 30):

- 1 - The 65-acre Scranton Road peninsula, currently occupied by dilapidated and under-utilized industrial buildings and proposed for mixed-use development, including housing;
- 2 - sites west of Broadway Avenue in the vicinity of the Morgan Run valley, currently occupied by gravel and industrial operations and proposed for single-family housing;
- 3 - incompatible industrial uses within residential neighborhoods in the Fulton Road area, pro-



*Vacant and marginally-used land on the Scranton Road peninsula offers the opportunity to develop a mixed-use residential community just across the river from the new Tower City Center. (LOCATION: Carter and Scranton Roads).*

posed for single-family housing;

- 4 - the Irishtown Bend area (west bank of the Cuyahoga River, between the Detroit-Superior Bridge and Columbus Road), currently vacant and proposed for multi-family housing; and
- 5 - a one-acre vacant site within the Ohio City Historic District on Fulton Road near Franklin Circle, currently under development for a townhouse development.

## COMMERCIAL

**Current Conditions.** Commercial development in Region IV occupies 246 acres of land and approximately 2.7 million square feet of floor area located principally along 12 major roads.

Retail districts in Region IV are characterized by older, densely-built commercial areas, including the historic centers of activity in the Ohio City and Broadway neighborhoods. While the Region's 13% commercial floor area vacancy rate is slightly lower than the citywide average of 14.4%, several of the retail districts are in a state of serious decline.

The most severe instances of deterioration are found on the periphery of local retail districts, including segments of West 25th Street and Detroit, Lorain and Clark Avenues on the City's near west side and portions of Broadway, Harvard Avenue, East 65th and East 71st Streets and Warner Road on the City's near southeast side.

Despite these conditions, several viable shopping districts remain in both the eastern and



western portions of the Region, including Ohio City (West 25th and Lorain), the Broadway shopping area, Slavic Village (along Fleet Avenue), Silverman's Shopping Center (East 64th and Harvard) and Clark Avenue/West 25th Street.

Recent retail development in these districts will provide additional shopping opportunities for Region IV residents. These developments include 1) a new supermarket and 16,000-square foot shopping plaza in the Broadway shopping district, 2) the 22,500-square foot Market Plaza shopping center across from the historic West Side Market in Ohio City and 3) expansion of a local supermarket in the Clark Avenue area, along with clearance of deteriorated buildings to permit development of several franchise restaurants.

**Recommendations.** The Region IV land use

plan reflects a strategy of consolidation, renovation and infill development proposed to establish two community-level shopping districts and three smaller neighborhood-level shopping districts, supplemented by a number of convenience centers. Collectively, these areas represent 189 acres of land designated for future retail use.

The majority of the remaining former retail frontages — along portions of Harvard, Broadway, Detroit, Lorain and Clark Avenues and West 25th Street — are designated for "commercial services" (businesses that serve other businesses or serve infrequent shopping needs), totaling an additional 108 acres.

The proposed shopping districts and associated development opportunities, as shown on Map 30, are as follows. (See page 40 for a description of

district categories).

- 1 - Ohio City (West 25th and Lorain):** consolidation, renovation, retail mix improvements and infill development to upgrade the existing community-level and "specialty" shopping district, including the potential addition of a contemporary supermarket (attracting suburban customers and Downtown employees by capitalizing on the regional draw of the West Side Market);
- 2 - Fulton Road:** renovation and infill development to enhance the current "mixed-use" retail/residential district;
- 3 - Clark Avenue/West 25th Street Area:** consolidation, retail mix improvements, renovation and infill development to upgrade the existing neighborhood-level shopping district;
- 4 - Broadway (East 55th Street to Aetna Road):** consolidation, renovation and infill development to upgrade the existing community-level shopping district;
- 5 - Slavic Village (Fleet Avenue):** renovation and infill development to upgrade the existing neighborhood-level and "specialty" shopping district (attracting regional customers to the area's Eastern European shops and restaurants); and
- 6 - Silverman's Shopping Center (East 64th and Harvard):** infill development in the vicinity of the existing shopping center to upgrade the relatively small-scale neighborhood-level shopping district.

## INDUSTRY

**Current Conditions.** Region IV, which straddles the Cuyahoga River generally south and west of Downtown, encompasses the geographic and historic center of Cleveland's heavy manufacturing industries. Primary metals (including the LTV Steel plant) and fabricated

metal products accounted for over 55% of the area's 12,827 manufacturing jobs in 1985, with employment levels of 4,216 and 2,939 respectively.

Because these heavy industries consume relatively large amounts of land, Region IV represents 24% of the City's industrial land area (1,595 of 6,783 acres) but only 17% of its manufacturing jobs. The largest concentrations of industry in Region IV include 1) the Flats-Oxbow area from the mouth of the Cuyahoga River to I-90, 2) the Industrial Valley area along the Cuyahoga River south of I-90, 3) the Bessemer/East 55th/East 65th area, north of Broadway, 4) the Southeast Improvement Association area, roughly between Union and Harvard Avenues, east of Broadway, and 5) the Train Avenue area on either side of West 25th Street.

Land use conflicts between poorly-located industry and housing are more prevalent on both sides of Region IV than in any other part of the City. Among the more severe situations are those found in the Queen-Barber area (west of West 25th Street and north of I-90), a portion of North Broadway (in the Praha/Bragg/East 50th area), the St. Hyacinth neighborhood (particularly between East 61st and East 65th Streets), along the rail line south of Union Avenue between East 71st and East 80th Streets, and in the Clark-Fulton area (south of Clark Avenue between West 31st and West 44th Streets).

**Recommendations.** The land use plan for Region IV focuses on eliminating conflicts between industrial and residential use by recommending a gradual transition to the more viable use in each instance. On a Region-wide basis, the recommendations result in a net reduction of 12% in industrial land use, from the current 1,595 acres to a proposed 1,403 acres (including 41 acres designated for office/light industrial use). Approximately three quarters (1,041 acres) of the future industrial land is reserved for use by heavy industry.



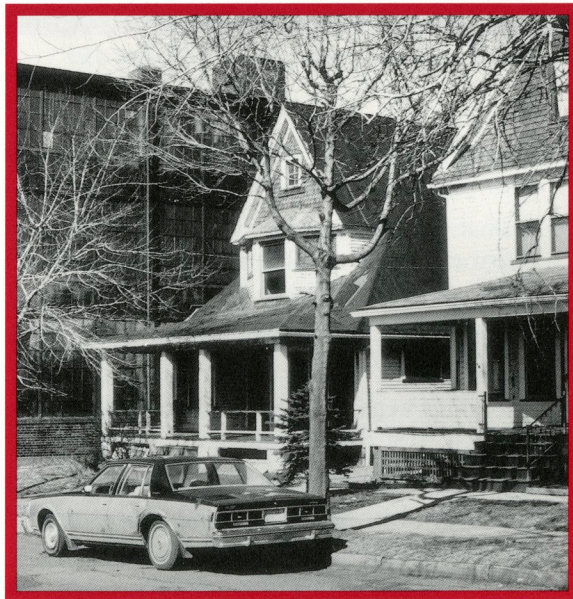
*Construction of a new shopping plaza demonstrates the continued viability of retailing in the Broadway neighborhood. (LOCATION: Broadway and Cable).*



Among the areas proposed for eventual redevelopment to residential use include several pockets of industry located in the midst of such neighborhood areas as 1) St. Hyacinth, particularly on portions of East 65th Street, 2) the Union-Aetna area on portions of East 71st, 76th and 78th Streets and 3) the Clark-Fulton area in numerous locations between West 31st and 44th Streets.

In addition, 65 acres of industrial and vacant land on the Scranton Road peninsula are designated for a mixed-use development, potentially including residential, retail and recreational uses in conjunction with the retention of water-related industrial uses.

Two significant opportunities for industrial development in Region IV are created by recommendations to eliminate residential uses on sites which are considered more suitable for industrial use. It is important to note, however, that any rezoning necessary to permit industrial use should occur only after a viable redevelopment proposal



*Land use conflicts between industry and housing are more prevalent in Region IV than in any other part of the City. (LOCATION: East 61st and Belford).*

has been presented and a suitable relocation plan has been established. Specifically, the two principal industrial development opportunities are as follows (as listed on Map 30):

- 1 - 9.4 acres of residential property and an additional 32.6 acres of under-utilized industrial property west of East 55th Street and south of Bower Avenue, proposed for office/light industrial park use (to capitalize on opening of the new I-490 bridge), and
- 2 - 40.6 acres of residential and under-utilized industrial property in the Queen-Barber area, west of West 25th Street between I-90 and Train Avenue, proposed for industrial park development.

## RECREATION

**Current Conditions.** City-operated recreation facilities located within Region IV include 11 playgrounds, 9 ball diamonds, 7 basketball court areas, 4 tennis courts, 3 outdoor pools and an indoor pool/recreation center (Stella Walsh on the Region's east side). These facilities are supplemented by 7 elementary school playgrounds, an indoor pool at Lincoln West High School and a YMCA at West 32nd and Franklin.

Nearly a million dollars was allocated for replacement (in 1989) of the deteriorated outdoor pools at Warsaw and Regent Parks in the Broadway neighborhood with a larger pool (45'x82') at the Warsaw Park site (near East 64th and Harvard). The pool at Regent Park was removed in 1989. On the west side of the Region, outdoor pools at the Greenwood and Meyer sites are both of moderate size (42'x75') and were found to be in need of significant repair in a 1986 analysis (\$169,000 and \$230,000 respectively).

**Service Area Issues.** Distribution of municipal and school district playgrounds in Region IV results in three relatively large under-served areas (as shown on Map 8). On the east side, these areas include the St. Hyacinth neighborhood (east



*A little-known waterfall along the Mill Creek is part of an area proposed for passive recreation use. (LOCATION: Broadway and Warner).*

of East 55th Street and north of the Bessemer industrial area) and the area just west of Warner Road, at the City's southern boundary. The St. Hyacinth neighborhood was formerly served by the playground at Tod School (demolished in 1988).

On the west side of the Region, the closing of Sackett School has removed the playground serving a large area between Fulton and Scranton Roads from Clark Avenue to Woodbridge Avenue.

On the east side of Region IV, the one outdoor pool (Warsaw) and one indoor pool (at the Stella Walsh Recreation Center) are both located in the area's southern section. With respect to planning standards, this results in a higher level of service in the neighborhoods south of Union Avenue and less than optimal service in the area north of Union Avenue.

On the west side of the Region, Greenwood and Meyer pools provide adequate coverage to all neighborhoods. However, travel distances to the indoor facilities at the Zone Recreation Center (West 65th and Lorain) exceed planning standards for residents in the West 25th Street area. This service gap is partially filled by the YMCA at West 32nd and Franklin and would be further addressed by community use of the indoor facilities at Lincoln West High School (West 30th Street south of Clark Avenue).

**Land Use Issues.** The land use plan for Region IV reflects creation of a passive recreation area along Mill Creek on a current landfill site (east of East 73rd Street and about two blocks south of Harvard Avenue). If this passive park area were to be continued through the former Cleveland Developmental Center site (as proposed in the



Region I land use plan), it would provide a link to the Metroparks' Garfield Park Reservation. Another recreational corridor proposed in the Region IV land use plan would provide public access to the west bank of the Cuyahoga River around portions of the Scranton Road and Main Avenue peninsulas in the Flats-Oxbow area.

### COMMUNITY FACILITIES

**Overview.** The river valley which divides Region IV geographically also acts as a boundary for the service areas of many of the Region's community facilities. Located within Region IV are four library branches and four fire stations. In addition, the Harvard Yards service complex is located just outside the Region in Cuyahoga Heights. Planning issues relevant to these facilities are highlighted below.

**Fire Stations.** In addition to the four fire stations located within Region IV, another station is located just across its border within Region VII at West 44th and Clark (Station #24). Station #21, located at Scranton Road and the Eagle Avenue Bridge, was recently renovated. The City has also relocated Station #11 from the Miles Park area (at East 91st and Walker) to the intersection of Broadway and Marble.

Station #21, which primarily serves the Flats, is located in the northern portion of its primary service area. A relocation to the south would better serve the Tremont neighborhood and the adjacent Industrial Valley but could pose problems for maintaining adequate service to Downtown's Flats-Oxbow North district. (See Map 11).

**Libraries.** The four libraries located in Region IV (Broadway, Carnegie West, Fleet and South) are evenly distributed between both sides of the Cuyahoga River. Except for the area around Warner Road, all parts of the Region appear to be adequately served, and substantial portions of the Region fall within overlapping service areas. One of the Region's branches, the South Branch

on Scranton Road, has a very low service area population and is in proximity to two other branches (the Jefferson Branch in Tremont and Brooklyn Branch in Archwood-Denison), also with low service area populations. (See Map 14).

**Service Facilities.** Although no Public Service Department facilities are situated within Region IV, the Harvard Yards service facility is located just beyond its boundary in Cuyahoga Heights. Presently, this facility is overcrowded, inefficiently utilized, functionally obsolete and in poor physical condition.

The Department of Finance has determined that it would require excessive financial resources to upgrade the facility to modern standards. Relocating some or all of the functions at the Harvard Yards complex to other district service centers is the most feasible option for addressing current deficiencies.

### TRANSPORTATION

**Existing Conditions.** For twelve years after the closing of the Clark-Pershing Bridge in 1978, there was no direct connection between the east and west sides of Region IV. The 1990 opening of the I-490 bridge over the Cuyahoga River re-establishes a transportation link between the two sides of the Region.

With the opening of the I-490 bridge, an increasing volume of traffic from west of the Cuyahoga River will be channeled to the East 55th Street/I-490 interchange as the principal point of entry to Cleveland's east side, by-passing the Downtown inner-belt. This may result in undesirably high traffic volumes on neighborhood commercial and residential streets in the Broadway area because of the lack of available major east-west arterials. (See "Proposed Improvements" below).

On the west side of Region IV, traffic congestion occurs on such main roads as West 25th Street, Scranton Road and Lorain Avenue, which are used



*A proposed extension of Bessemer Road is intended to eliminate industrial traffic on residential streets. (LOCATION: East 65th Street).*

by Downtown commuters from the south and west. Truck traffic, en route from near west side industrial areas to the freeway system, also negatively impacts residential areas in the neighborhood of Scranton Road, Clark Avenue and West 44th Street.

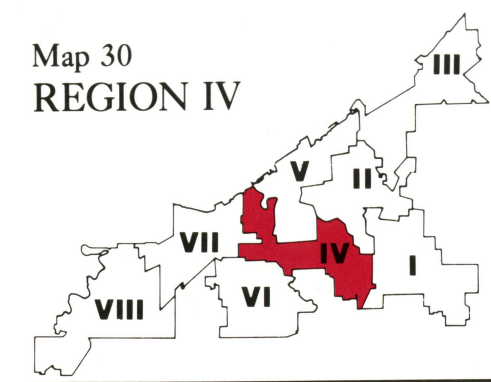
**Proposed Improvements.** The transportation improvements proposed for Region IV are intended to expand freeway access within the Region (particularly to industrial areas), minimize traffic impacts on residential areas, and provide improved traffic flow to Downtown. Major improvements include the following:

- constructing a 4-lane roadway to connect the East 55th/I-490 interchange with either Shaker Boulevard or another east-west arterial;

- extending Bessemer Road westward from East 65th Street to East 55th Street;
- evaluating the extension of Union Avenue westward from Broadway to Independence Road, providing access to I-77;
- improving and/or widening portions of Train and Lorain Avenues;
- extending Vega Avenue westward from Fulton to West 41st Street; and
- relocating and redeveloping the West 25th Street rapid transit station and renovating the East 55th Street station.

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





## COMMUNITY RESOURCES

### DEVELOPMENT AREAS

- HOUSING
- RETAIL
- INDUSTRIAL/OFFICE

### HISTORIC DISTRICTS

- NATIONAL REGISTER
- CLEVELAND LANDMARK
- POTENTIAL

### COMMUNITY FACILITIES

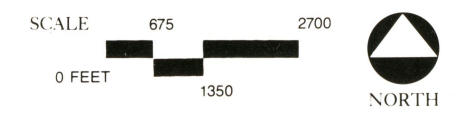
- POLICE STATION
- FIRE STATION
- LIBRARY

### SCHOOLS

- ELEMENTARY
- JUNIOR HIGH
- HIGH SCHOOL
- MAGNET SCHOOL
- SPECIAL SCHOOL

### RECREATION

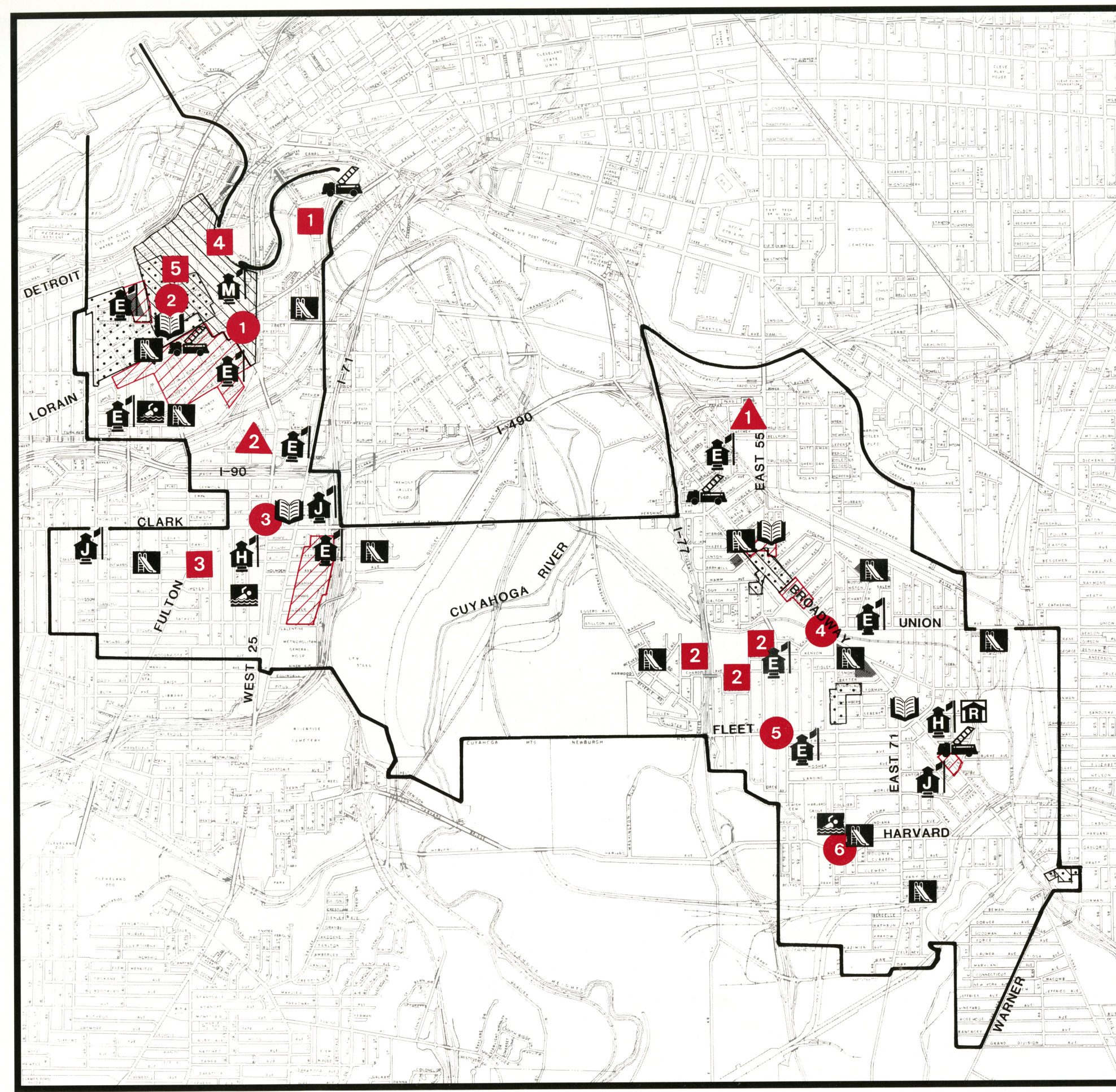
- PARKS
- RECREATION CENTERS
- POOLS
- CITY PLAYGROUNDS



CLEVELAND  
CIVIC VISION  
CITYWIDE PLAN

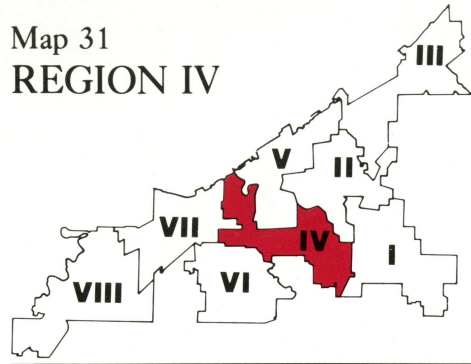


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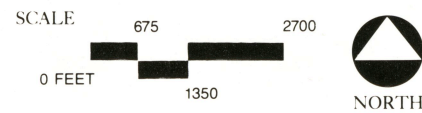
Map 31  
REGION IV



## EXISTING LAND USE

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

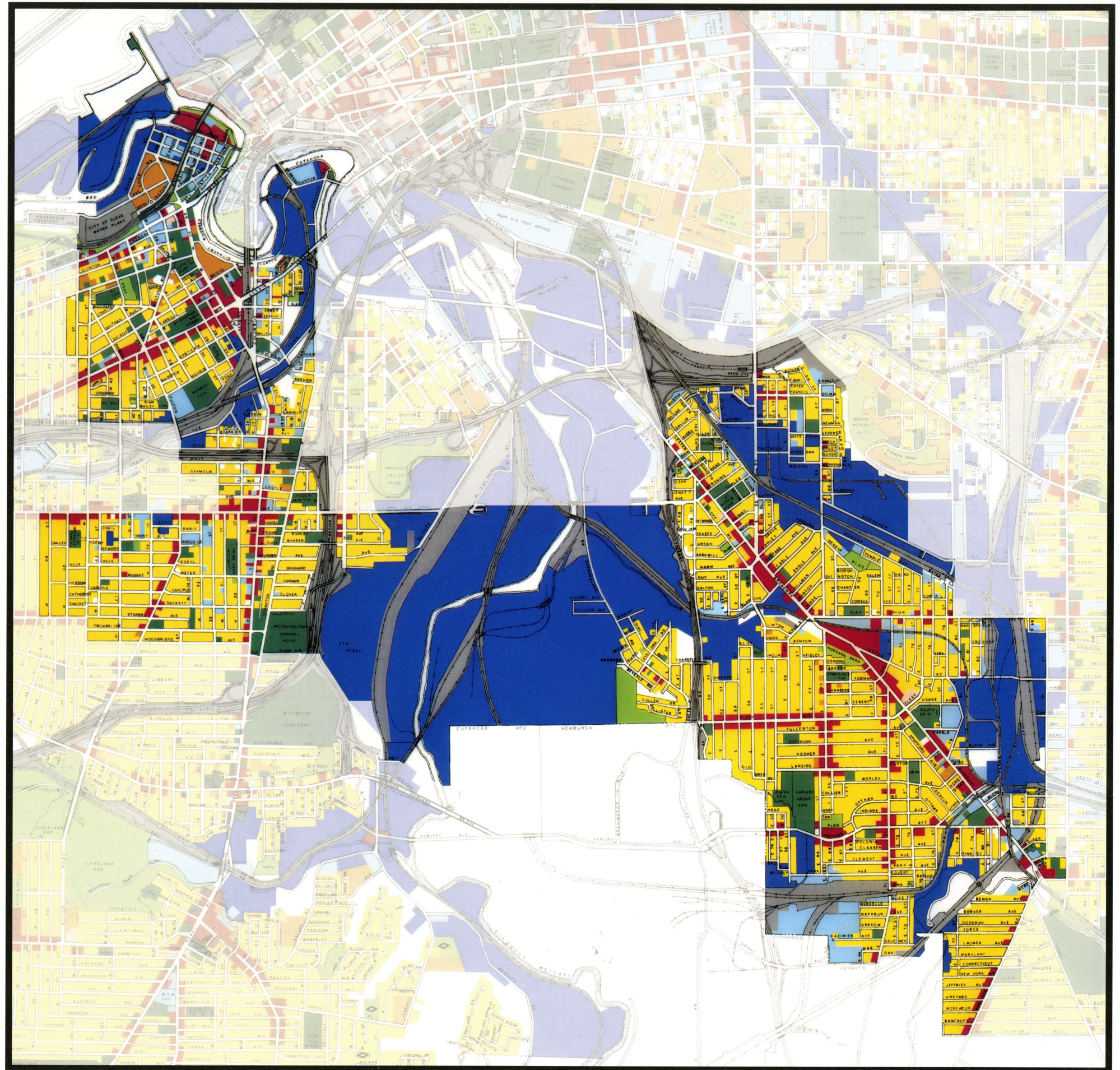
SOURCE: 1986 surveys and aerial photos



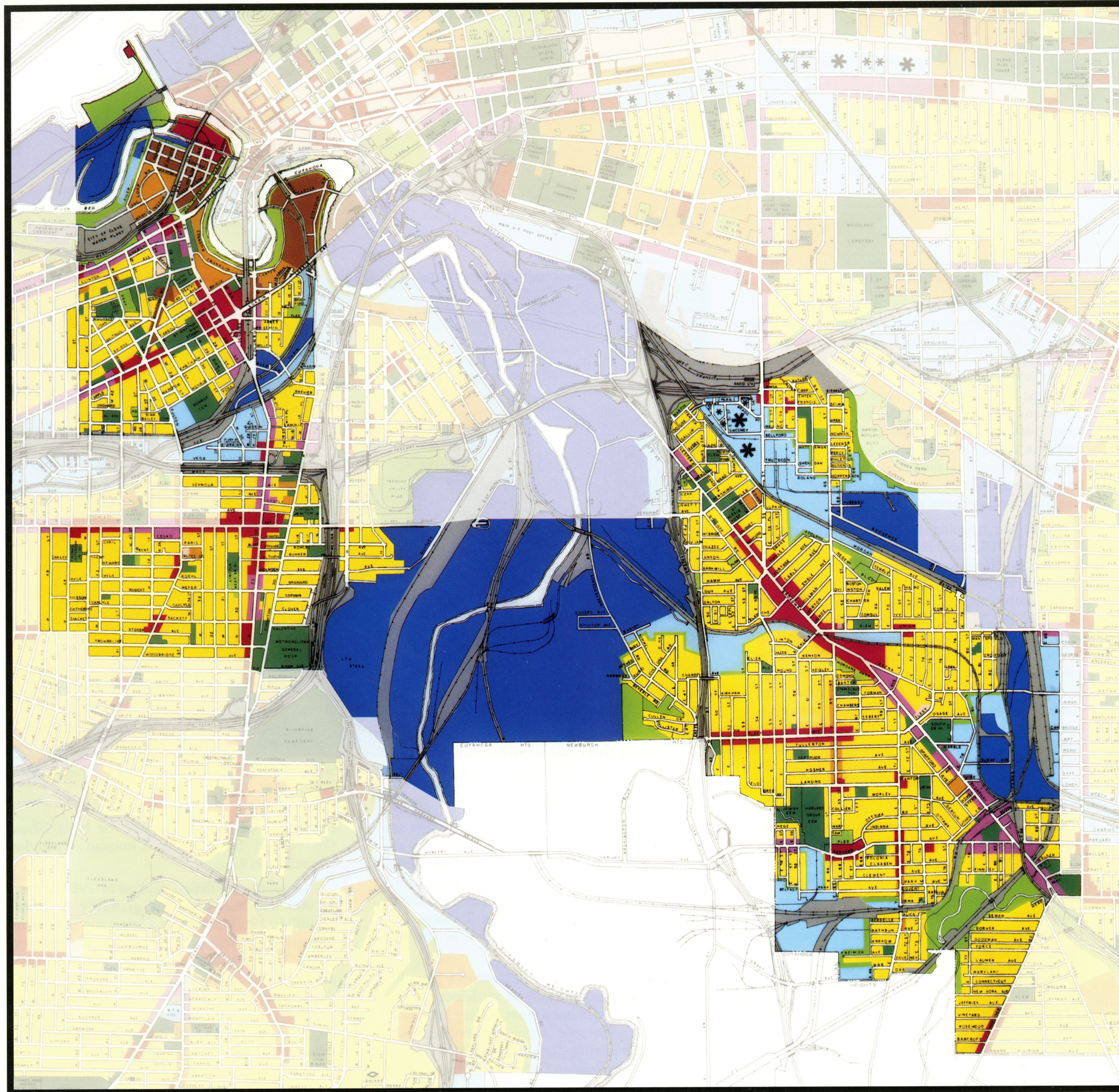
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CITYWIDE PLAN



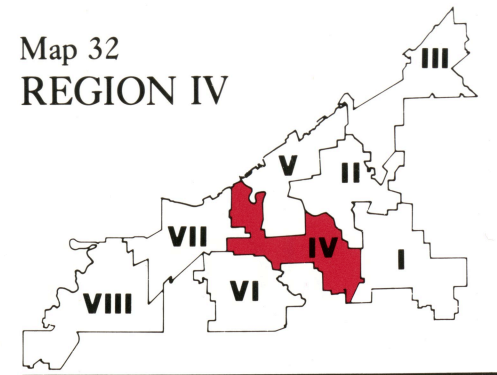
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Map 32  
REGION IV



## 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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