



*Union Miles*  
Neighborhood Master Plan



*April, 2004*

# *Union Miles* Neighborhood Master Plan



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# Contents

THE CONTEXT FOR PLANNING .....	1
The Union-Miles Neighborhood .....	1
The Union-Miles Development Corporation .....	3
History of the Neighborhood .....	3
Purpose of the Neighborhood Master Plan .....	4
Process and participants .....	4
Previous studies .....	5
Related projects .....	9
EXISTING CONDITIONS .....	10
Historic Properties .....	10
Demographics .....	14
ZONING AND LAND USE .....	23
Housing .....	27
Retail areas and commercial uses .....	30
Industry .....	32
Institutions .....	35
Open space .....	37
CRIME AND SAFETY .....	43
TRAFFIC AND TRANSPORTATION .....	52
NEIGHBORHOOD GOALS .....	55
PLAN RECOMMENDATIONS .....	56
Expand Opportunities .....	57
Improve physical condition and appearance .....	62
Consolidate vacant properties/ Concentrate new development .....	71
Connect residents to opportunities .....	80
Retain existing assets .....	90
PRIORITIES AND IMPLEMENTATION .....	93
APPENDIX .....	98



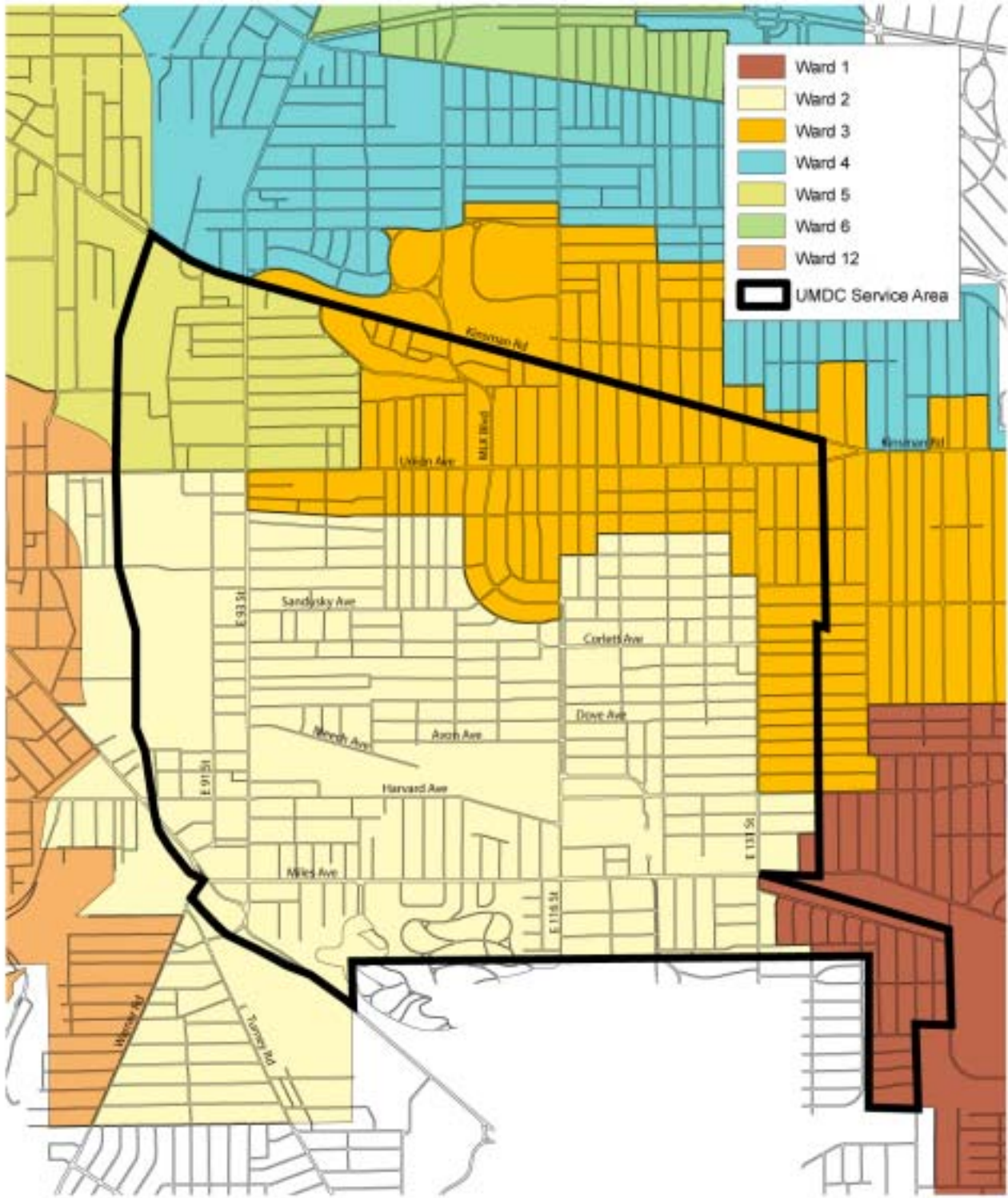
# The Context for Planning

## The Union-Miles Neighborhood

Union-Miles is located on Cleveland's southeast side. It is primarily a residential neighborhood with a predominantly African-American population. The neighborhood has a well-established industrial corridor along its western boundary and along Harvard Avenue. Retail is limited and is largely dispersed throughout the neighborhood, rather than being located in distinct shopping areas.

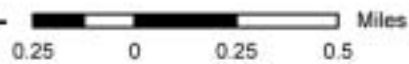
Vacant and underutilized properties are found throughout the neighborhood. Overall, there are approximately 1,400 vacant parcels in the neighborhood, totaling 224 acres or 11% of the neighborhood's total land area, plus 600 vacant or abandoned houses. Redeveloping these properties will be a major challenge, as well as a significant opportunity for the neighborhood. This plan seeks to identify the best ways to utilize the available land in the neighborhood to strengthen residential areas, increase parks and green space, support existing and future industries, and reinforce retail uses.

The Union-Miles neighborhood has the advantage of being near Downtown Cleveland and University Circle but, despite its proximity to key destinations, it is not easily accessed from elsewhere in the City. Geography, topography, and railroad lines isolate the neighborhood from the surrounding City and nearby suburbs. Negative perceptions about the neighborhood tend to reinforce the physical barriers. This plan looks for ways to reconnect the neighborhood to its surroundings and improve access to education, employment, retail, and recreation for all neighborhood residents.



## Council Wards

Union-Miles Neighborhood Master Plan





## **The Union-Miles Development Corporation**

The Union-Miles Development Corporation was formed in 1981 as a spin-off of the Union-Miles Community Coalition. The Coalition recognized the importance of housing to the long-term viability of the neighborhood and created the UMDC to encourage housing rehabilitation and development. Much of the initial funding for the UMDC came from a settlement agreement with Society National Bank to compensate for the bank's poor record of minority mortgage lending.

Housing development continues to be a major focus for the organization, although its scope also includes retail development and a strong commitment to community organizing and advocacy. The UMDC is working closely with the Cleveland Municipal School District on the district's facilities improvement program, which will impact nine public schools in the neighborhood. The UMDC service area includes most of Ward 2, as well as part of Wards 3 and 5. The service area is shown on page 2.

## **History of the Neighborhood**

The Union-Miles neighborhood was originally settled as the Village of Newburgh in 1798 and became Newburgh Township in 1815. Newburgh was the region's largest settlement in the early 19th century; it was even larger than the City of Cleveland at this time. Newburgh benefitted from its location on higher ground, away from the swampy conditions and resulting malaria outbreaks in Cleveland. Newburgh also benefitted from its proximity to Mill Creek. Clevelanders came to Newburgh in the summer to enjoy the better climate and the beautiful waterfall.

One of Newburgh's first settlers was Judge James Kingsbury. Kingsbury built a home and a sawmill along the stream that was eventually named for him, the Kingsbury Run near the present intersection of East 93rd Street and Union Avenue. Another early settler was Theodore Miles, a pioneer whose father had arrived in Newburgh from Hudson in 1806. Miles donated land for a village commons, which was created when Newburgh was platted in 1850. The commons was named Miles Park in 1877.

The First Congregational Church was formed in Newburgh in 1832. Steel mills appeared in the neighborhood in the 1850s and 1860s, in the vicinity of East 91st and East 93rd Streets. An influx of mostly Irish and Welsh immigrants arrived to work in the mills at this time. These workers lived in small houses near the mills, many of which are still standing today.

The City of Cleveland annexed Newburgh in 1873. In the late 19th century, Slovenian, Romanian, and Czech immigrants arrived in the neighborhood to work in the steel mills. Population grew from 11,000 in 1910 to a peak of 28,000 in 1930. Racial change occurred rapidly in the 1960s and 1970s. The neighborhood's African-American population increased from approximately 10% in 1960 to over 90% in 1980.

In recent years, the neighborhood's aging housing stock and declining employment in the steel industry have had a negative impact on the area. Many middle-income families have left the neighborhood and the steady decline in population and income levels has contributed to housing disinvestment and the disappearance of neighborhood shopping districts. Park improvements in the late 1980s and several new, market-rate housing developments in the 1990s have enhanced the prospects for further development and revitalization in the neighborhood.

### Purpose of the Neighborhood Master Plan

Preparing a neighborhood master plan serves two purposes. First, each neighborhood is required to have a master plan in order to qualify for certain kinds of funding and development assistance available through the City of Cleveland. Aside from this regulatory requirement, a master plan benefits a neighborhood by identifying and prioritizing what the residents, business owners, and other stakeholders want to see happen in their community. A plan illustrates what a community envisions as its future and defines and prioritizes the steps necessary to achieve the desired outcome.

A recurring issue in the Union-Miles plan is access. As previously stated, physical and social barriers have isolated the neighborhood from the surrounding City. Reconnecting the neighborhood to its surroundings will improve the quality of life for existing residents as well as increase its appeal to prospective residents and businesses.

### Process and Participants

The Neighborhood Master Plan process involved three levels of local participation. The first level is the **Working Group**, the technical team responsible for compiling and analyzing information and coordinating Steering Committee and public input throughout the process. The members of this group provided information on existing neighborhood plans, relevant studies, current private development initiatives, and programmed public improvements affecting the neighborhood. The second level is the **Steering Committee**, a larger group of community



leaders and stakeholders responsible for overseeing the master planning process and providing policy direction to the Working Group. The third level is the **Community at Large**. Public input was solicited at four community forums held in each phase of the planning process.

The Neighborhood Master Plan is a three-phase process that began with an analysis of existing plans and current development trends. This led to the definition of a shared vision for the future of the neighborhood and to the development of a master plan to achieve this vision. The UDC team worked directly with the community and members of the Working Group and Steering Committee to secure agreement on development direction and preferred design concepts for specific sites and public improvement projects.

### Previous Studies

Three previous studies, described below, have been prepared for the Union-Miles neighborhood:

- *the East 131st and Miles Retail District Plan,*
- *Miles Park East: A Neighborhood Vision,* and
- *Union-Miles Neighborhood Concept*



*East 131st Street and Miles Avenue*

*East 131st and Miles Retail District Plan:* This plan was prepared by Gould Associates Inc. in association with Barnes Wendling Cook and O'Connor, Inc. and Charles S. Davis and Associates, Inc. The plan was completed in August, 1991 and includes:

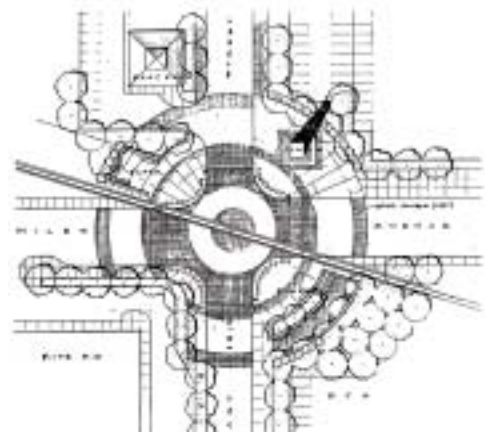
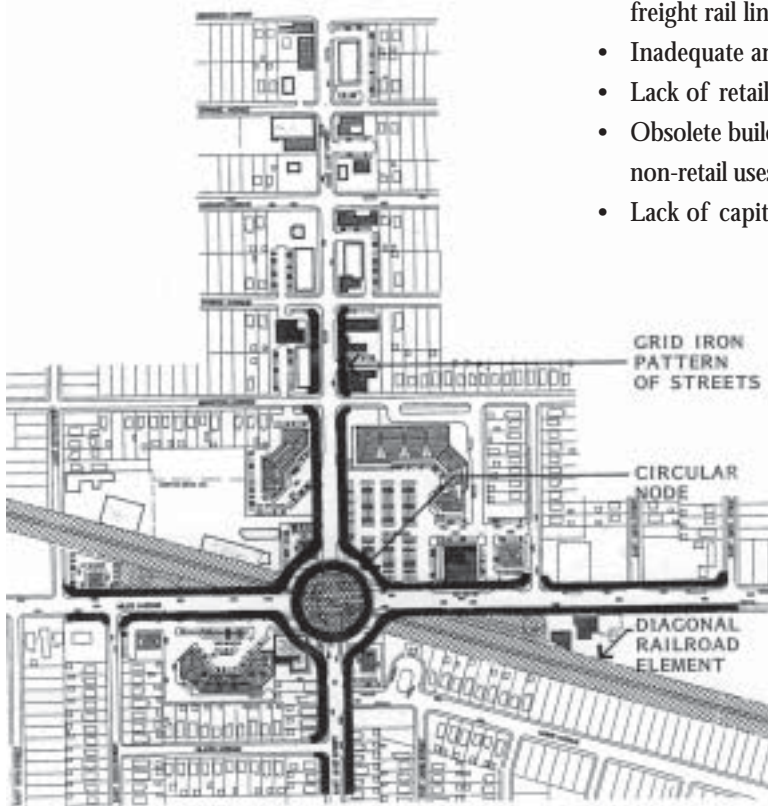
- a market study and development analysis for the primary study area, the intersection of East 131 Street and Miles Avenue, plus the blocks along Miles Avenue between East 127th and East 138th Streets and the blocks along East 131st Street between Caine and Benwood Avenues;
- an urban design and development plan for the primary study area; and
- a general assessment of the secondary study area, which extends from the intersection of Miles Avenue and East 131st Street west to East 111th Street.

The market study determined that the area could support an additional 81,000 square feet of retail space. Half of this area would be a full-service grocery with the remaining retail uses including an auto supply store, several restaurants, a bakery, women's apparel, a shoe store, beauty shops and barber shops, a bank, a rental center, and a dry cleaner.



The consultants identified the following problems in the area:

- Poor condition of existing buildings and sidewalks, vacant parcels, litter, vandalism
- Lack of security
- Poor traffic flow due to the design of the intersection and the freight rail line
- Inadequate and poorly located parking
- Lack of retail identity and cohesive architectural character
- Obsolete buildings and inappropriate conversion of storefronts to non-retail uses
- Lack of capital improvements by public and private sectors



*Gould Associates Inc.*

These problems were partially offset by the strengths of the neighborhood, including a high percentage of owner-occupants and the loyalty of residents toward their neighborhood.

The plan advocates the creation of a circular form at the intersection of East 131st Street and Miles Avenue. The circle motif is intended to create a distinct, pedestrian friendly identity for the area and to simplify traffic movements. The plan also recommends facade improvements, building renovations, and land clearance in the area surrounding the intersection.

*Miles Park East—A Neighborhood Vision:* This study was completed by Square One Architects in April, 1995. The study focuses on a part of the Union-Miles service area, from Harvard to Miles Avenue and from East 93rd to East 116th Street. The goals of the study were to stabilize existing conditions in the neighborhood, to identify ways to improve the quality of life in the neighborhood for existing and future residents, and to identify opportunities for new development.

Some housing in this area dates from the mid-nineteenth century; most was built prior to 1940. Railroad lines serving the nearby industrial valley cross the neighborhood. Crime, particularly drug trafficking, was identified as a problem in this area. The Gaylord/Pratt section of the neighborhood experienced the most crime problems. The study included three key recommendations:

1. *Localize residential areas* by breaking residential districts into blocks that can be easily monitored and maintained, creating a stronger sense of ownership and pride among residents.
2. *Focus traffic patterns* by identifying truck routes and screening them from residential areas. One-way streets and traffic loops were suggested to discourage cut-through traffic and reduce illegal drug activity.
3. *Develop and enhance amenities*, including neighborhood parks, pedestrian walkways, and streetscaping.

Specific recommended actions included:

- Rehabilitation of the Miles Park Historic District,
- Restoration of the historic housing along Gorman Avenue, with period street lights and paving for this area
- Cul-de-sacs for dead-end streets
- Infill housing on vacant residential lots
- New pocket parks for residential areas
- Landscaping for parking lots in commercial areas
- Expansion of rail rapid transit with two new stations in the neighborhood
- A new commercial town center along East 93rd Street between Harvard and Gorman Avenues
- A neighborhood-wide walking path parallel to Pratt Avenue

*Union-Miles Neighborhood Concept:* In 1998, the Union-Miles Development Corporation asked the Urban Design Center to develop a plan for improving the neighborhood around the historic Carnegie Library structure. At the time, the building was being renovated as the new home of the UMD. The UDC's recommendations focus on two key issues: the under supply of retail and convenience uses in the neighborhood and the lack of pedestrian friendly streets and open spaces.

The plan proposes mixed-use infill construction, with an increased proportion of residential uses along the major streets. Streetscape improvements and plantings create links between Miles Park, the historic churches and library, and a commercial node at Broadway and Miles. The plan also identifies the opportunity to develop a green space linking the neighborhood to the new Mill Creek trail system.



## Related Projects

At the northern end of the neighborhood, a revitalization plan has been developed for Kinsman Road. The plan includes storefront improvements, infill construction, and a streetscape improvements. The streetscape work is being implemented in conjunction with roadway reconstruction for Kinsman.

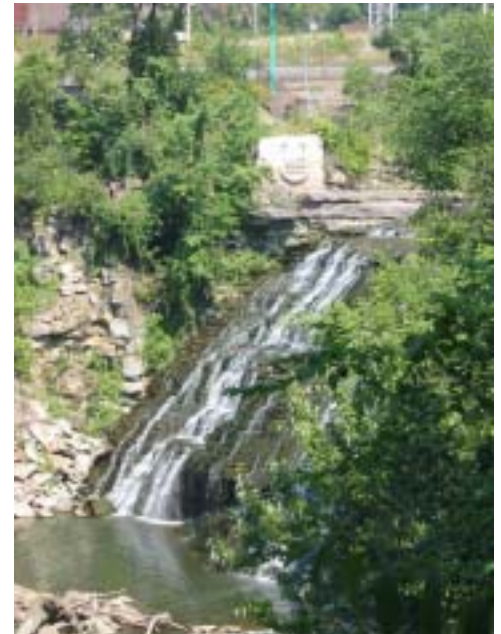


*Kinsman Avenue Revitalization Plan*

At the southern end of the neighborhood, a new park and a trail have been constructed at the Mill Creek waterfall. The new facility was dedicated in 2002 and provides an opportunity to strengthen the link between the Union-Miles neighborhood and the beautiful natural area at Mill Creek.



*Mill Creek Waterfall and trail*



# Existing Conditions



*Newburgh Town Hall (Ohio Historic Preservation Office)*

## Historic Properties

The Miles Park Historic District is listed on the National Register of Historic Places. This area is also a locally-designated historic district. The 2-½ acre district is the former public square for the Village of Newburgh. It includes four institutional buildings and ten houses, dating from the late 19th and early 20th centuries. (See map on page 13). The center of the district is Miles Park, an open green space dating from the 1850s that is flanked by the one-way boulevard streets of Miles Park Avenue. The historic Carnegie Library building, which is now home to the Union-Miles Development Corporation and a daycare center, is located at the eastern end of the green. Facing the park on the south side is the New Life Fellowship Church; at the northwest corner of the park is the Allen Chapel Missionary Baptist Church. These three buildings are the heart of the district and are notable for their historic and architectural character.



*Postcard of Carnegie Library, date unknown (Cleveland Memory Project, Cleveland State University Library)*

*Carnegie Library Building* The Carnegie Library Building (the UMDC building) stands on the former site of Newburgh Town Hall. After Cleveland annexed Newburgh, the Town Hall building became the second branch of the Cleveland Public Library, which opened in 1894. In 1904, this building was moved to 9213 Miles Road, where it stood for many years and was most recently used as a funeral home. The building was listed on the National Register of Historic Places. It was eventually demolished, however, and its Miles Avenue site is now in the City's landbank.

After the Newburgh Town Hall building was moved in 1904, a new library was constructed on the Miles Park site. The new library was paid for with a \$44,000 grant from Andrew Carnegie. The 13,800 square foot building was designed by Edward Tilton and completed in 1906. It was constructed of sandstone and patterned brick in the neo-classical revival style. The facade features massive stone columns, double wooden entry doors in a carved stone frame, and arched windows. The library was closed in 1987 and rehabbed for the Union-Miles Neighborhood Development Corporation in 2000.

*New Life Fellowship Church:* A church has been located on the site at 9114 Miles Park Avenue since 1832. The original church on the site was the First Congregational Church of Newburgh. In 1840, it became a presbyterian church. The present brick and stone building was constructed in 1872 in the Romanesque Revival style. It was originally known as the Miles Presbyterian Church. The church retains much of its original detailing on both the interior and the exterior.

*Allen Chapel Missionary Baptist Church:* A church has been located on this site at 9105 Miles Park Avenue since 1841. The original church was a wood frame building, which housed a methodist congregation. As the steel industry grew in the neighborhood in the 1850s, the size of the congregation increased. The original church was moved to the corner of East 92nd Street and Walker in 1872 to make way for the larger church now on the site. This new church was built between 1872 and 1883. The church is a red brick building in the high victorian gothic style. The facade has one large tower on the west that lost its steeple in 1925; the steeple added 85 feet to the height of the structure. The exterior remains a visual focal point of Miles Park. The interior was completely rebuilt in 1937 and retains little of its historic character.



*New Life Fellowship Church*



*Miles Park Presbyterian Church, circa 1920 (Ohio Historic Preservation Office)*



*Allen Chapel Church, today*

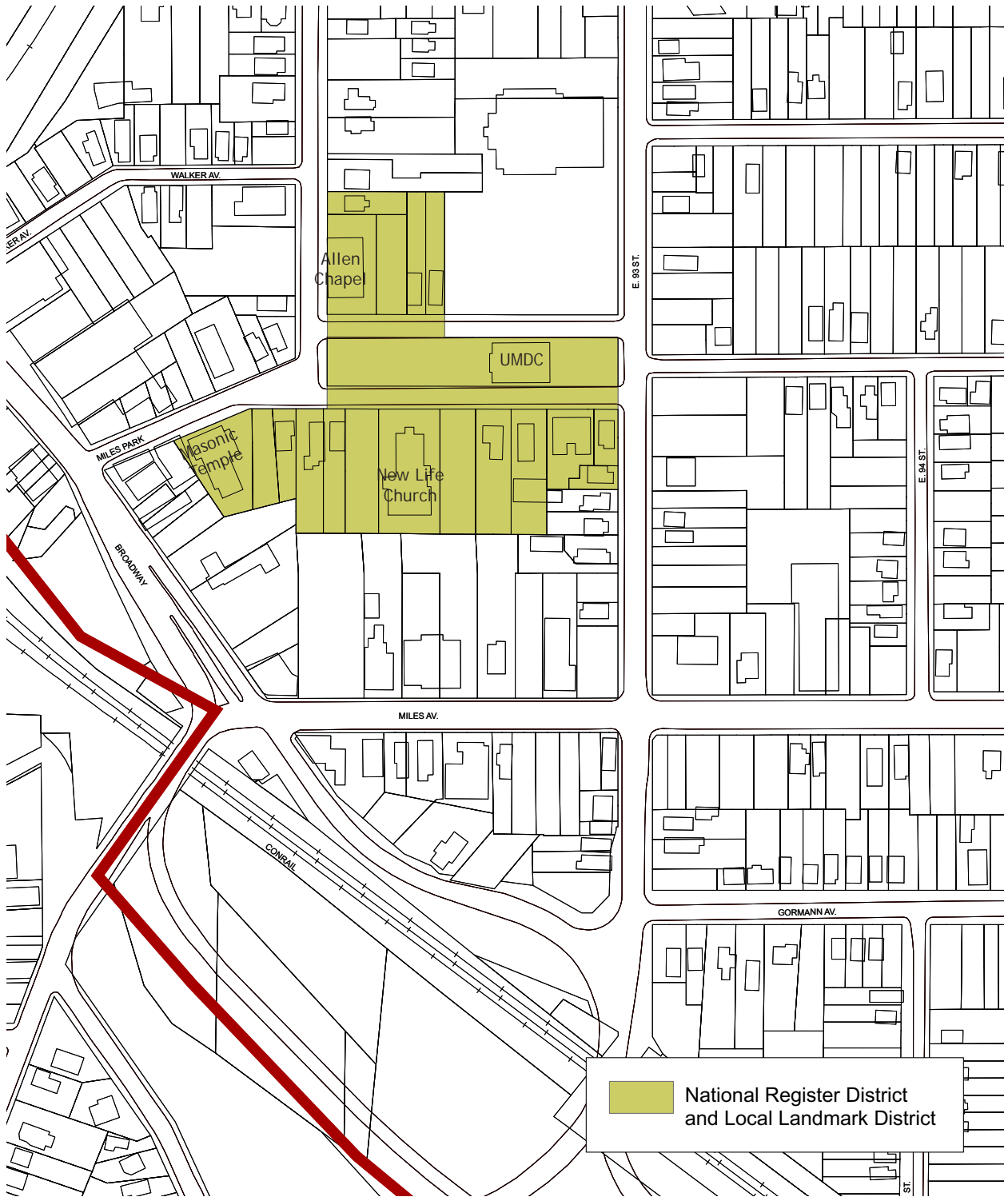


*Miles Avenue historic house*

There are other notable historic buildings in the neighborhood, including the Masonic Temple at 8910 Miles Park and the Newburgh Station Post Office at 8745 Broadway Avenue. Miles Avenue has many historic buildings, including a concentration of historic houses between East 104th and East 112th Street, the Skele Terrace apartment building at Miles and East 95th Street, and the Schaeffer Memorial Church at Miles and East 120th Street. There are four historically significant school buildings in the neighborhood: Nathan Hale Middle School (3588 Martin Luther King Jr. Drive), Paul Revere Elementary (10706 Sandusky Avenue), Charles Dickens Elementary (3552 East 131st Street), and Miles Elementary (11918 Miles Avenue).



*Paul Revere Elementary School*



## Landmark Districts

### Union Miles Neighborhood Master Plan





# Demographics

All data in this section are from the 2000 Census. Census tract boundaries do not precisely correspond to the UMDC service area, but they are near enough to give an accurate picture of the demographics of the neighborhood. The Union-Miles neighborhood encompasses all or most of fourteen census tracts. (See map on page 15).

## Population and Race

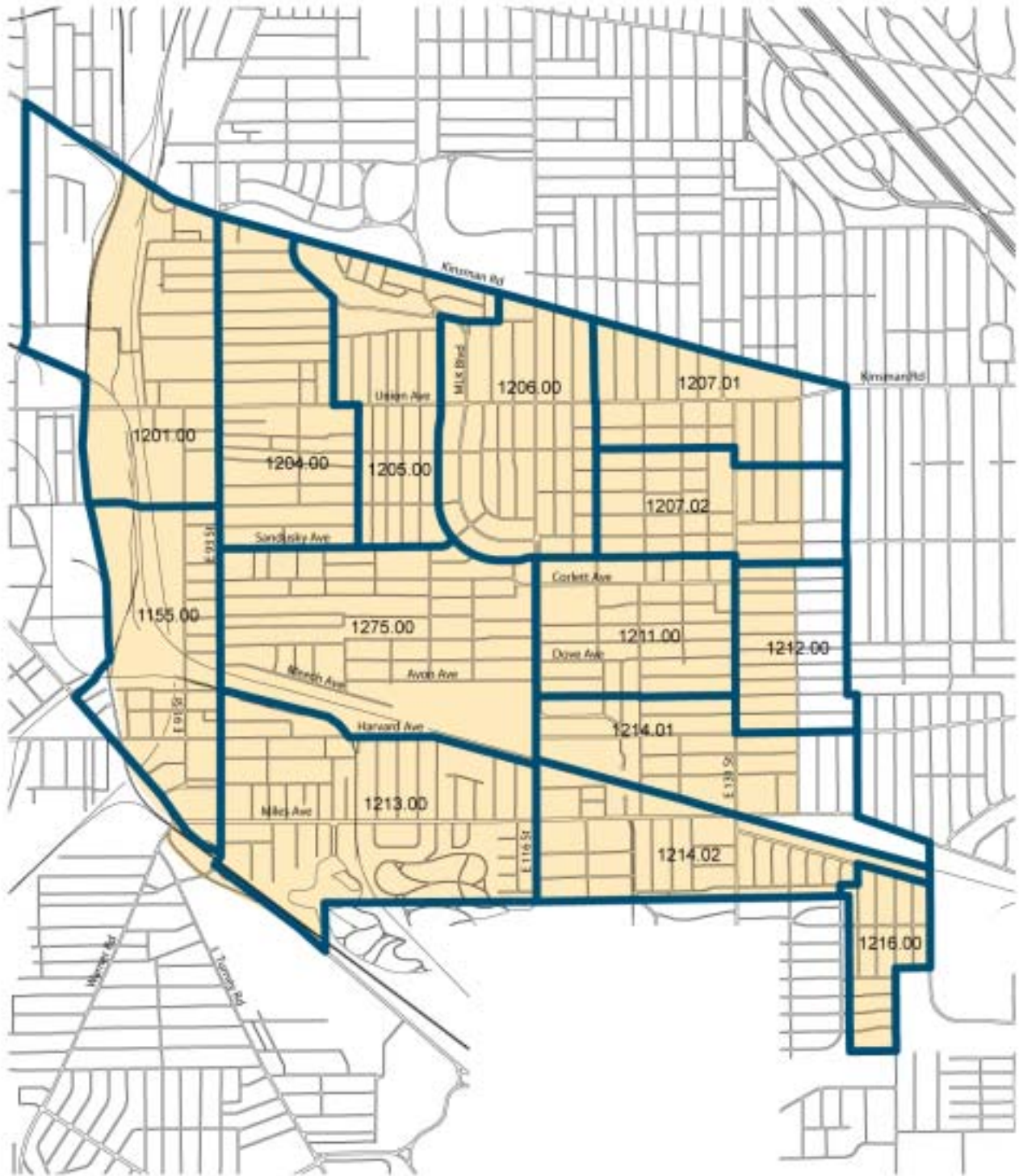
Total population of the UMDC service area is 37,592, an 11% decrease from the 1990 population. 96.5% of the residents of Union-Miles are African American, 3% are white, and less than 1% are Hispanic.

## Age and Household Composition

43% of the households in Union-Miles are families with children under 18. The average family size is 3.3 people. Approximately one-third of the families with children in the neighborhood are married-parent families. The remaining two-thirds are single-parent families. The majority of these single-parent families are female-headed households.

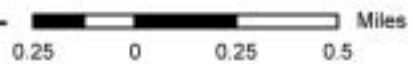
There are about 12,000 children under the age of 18 in the UMDC service area; about one-third of the neighborhood's population. 3,000 of the neighborhood's children are under age five and 9,000 are between five and seventeen years old. Families with children are distributed fairly evenly throughout the neighborhood, with a slightly larger concentration of children living in census tract 1204.00—the area just north of Sandusky Avenue and east of East 93rd Street.

There are about 4,700 neighborhood residents over the age of 65. This is 12% of the neighborhood's total population. Seniors live throughout the neighborhood but the highest concentration of older residents occurs at the eastern edge of the neighborhood in census tracts 1207.02, 1212.00, and 1216.00. (See map on page 17).



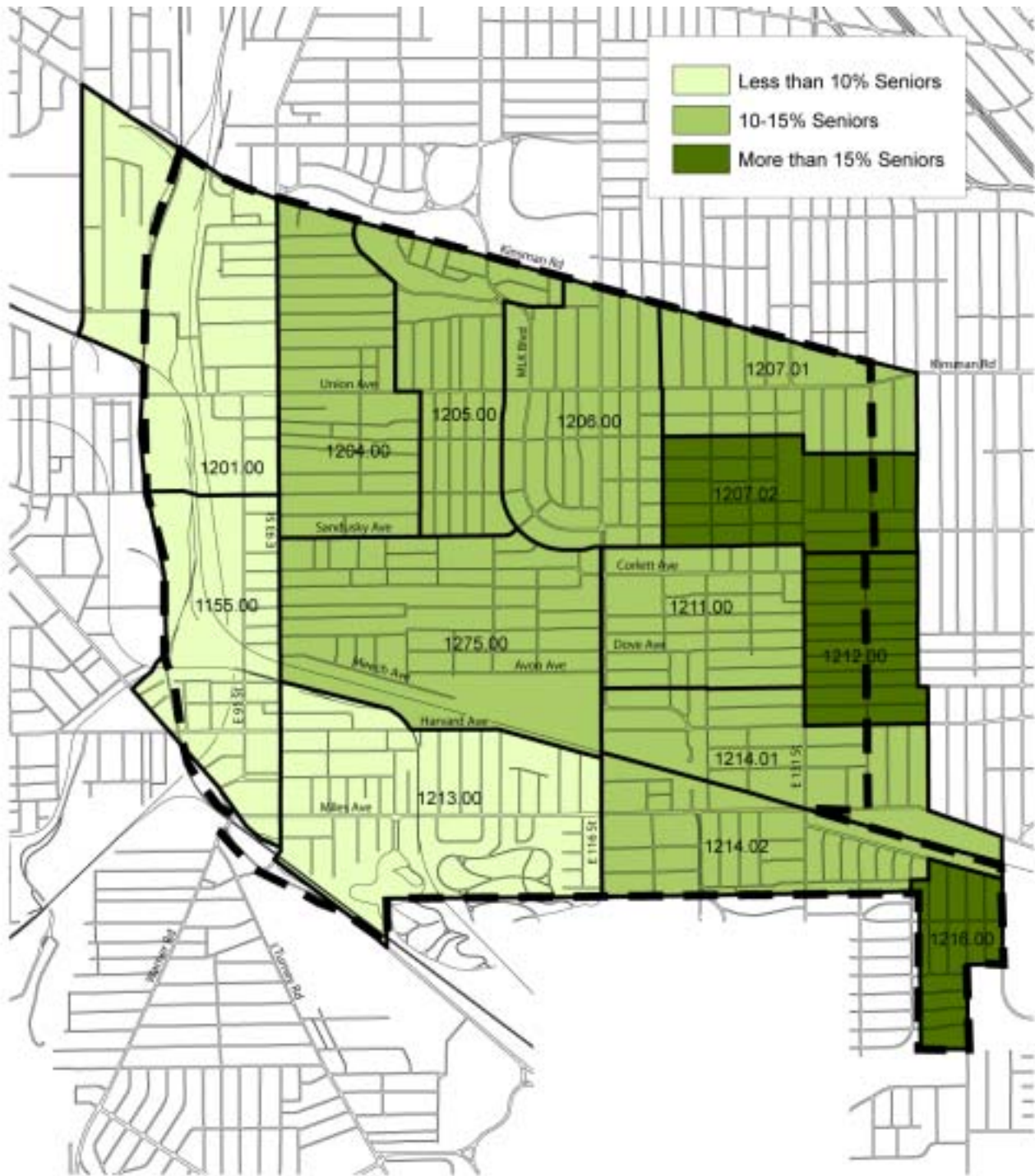
## Census Tracts

Union-Miles Neighborhood Master Plan



## AGE GROUPS

Location	Total population	Under 5 years		Age 5-17		Age 18-39		Age 40-64		Over 65	
		Number	% of total	Number	% of total	Number	% of total	Number	% of total	Number	% of total
Census Tract 1155	555	47	8.5%	136	24.5%	186	33.5%	137	24.7%	49	8.8%
Census Tract 1201	1,015	107	10.5%	304	30.0%	279	27.5%	237	23.4%	88	8.7%
Census Tract 1204	3,844	310	8.1%	1013	26.4%	1081	28.1%	1046	27.2%	394	10.3%
Census Tract 1205	3,318	279	8.4%	791	23.8%	877	26.4%	940	28.3%	431	13.0%
Census Tract 1206	4,384	357	8.1%	1057	24.1%	1269	29.0%	1154	26.3%	547	12.5%
Census Tract 1207.01	2,381	185	7.8%	572	24.0%	654	27.5%	621	26.1%	346	14.5%
Census Tract 1207.02	2,558	146	5.7%	597	23.3%	626	24.5%	769	30.1%	420	16.4%
Census Tract 1211	3,051	231	7.6%	756	24.8%	806	26.4%	848	27.8%	410	13.4%
Census Tract 1212	2,421	180	7.4%	542	22.4%	647	26.7%	611	25.2%	403	16.7%
Census Tract 1213	3,698	311	8.4%	1061	28.7%	1032	27.9%	946	25.6%	328	8.9%
Census Tract 1214.01	2,482	212	8.5%	590	23.8%	704	28.4%	678	27.3%	298	12.0%
Census Tract 1214.02	2,811	198	7.0%	696	24.8%	768	27.3%	826	29.4%	311	11.1%
Census Tract 1216	1,025	70	6.8%	224	21.9%	259	25.3%	307	30.0%	165	16.1%
Census Tract 1275	4,049	301	7.4%	957	23.6%	1068	26.4%	1224	30.2%	499	12.3%
<b>Union Miles Service Area</b>	<b>37,592</b>	<b>2934</b>	<b>7.8%</b>	<b>9296</b>	<b>24.7%</b>	<b>10256</b>	<b>27.3%</b>	<b>10344</b>	<b>27.5%</b>	<b>4689</b>	<b>12.5%</b>



## Percentage of Residents Over Age 65

Union-Miles Neighborhood Master Plan



### FAMILIES WITH CHILDREN

Location	Total population	Total households	Total families	Average family size	Families with children under 18 years	% of households with children
Census Tract 1155	555	208	135	3.21	80	38.5%
Census Tract 1201	1,015	355	246	3.43	165	46.5%
Census Tract 1204	3,844	1,410	918	3.45	585	41.5%
Census Tract 1205	3,318	1,164	882	3.28	515	44.2%
Census Tract 1206	4,384	1,578	1,110	3.3	690	43.7%
Census Tract 1207.01	2,381	925	589	3.27	346	37.4%
Census Tract 1207.02	2,558	930	666	3.24	370	39.8%
Census Tract 1211	3,051	1,082	767	3.34	459	42.4%
Census Tract 1212	2,421	883	628	3.2	358	40.5%
Census Tract 1213	3,698	1,186	860	3.63	581	49.0%
Census Tract 1214.01	2,482	889	640	3.28	386	43.4%
Census Tract 1214.02	2,811	948	711	3.42	419	44.2%
Census Tract 1216	1,025	398	256	3.27	147	36.9%
Census Tract 1275	4,049	1,449	1,068	3.26	622	42.9%
<b>Union Miles Service Area</b>	<b>37,592</b>	<b>13,405</b>	<b>9,476</b>	<b>3.33</b>	<b>5,723</b>	<b>42.7%</b>

### FAMILY TYPES

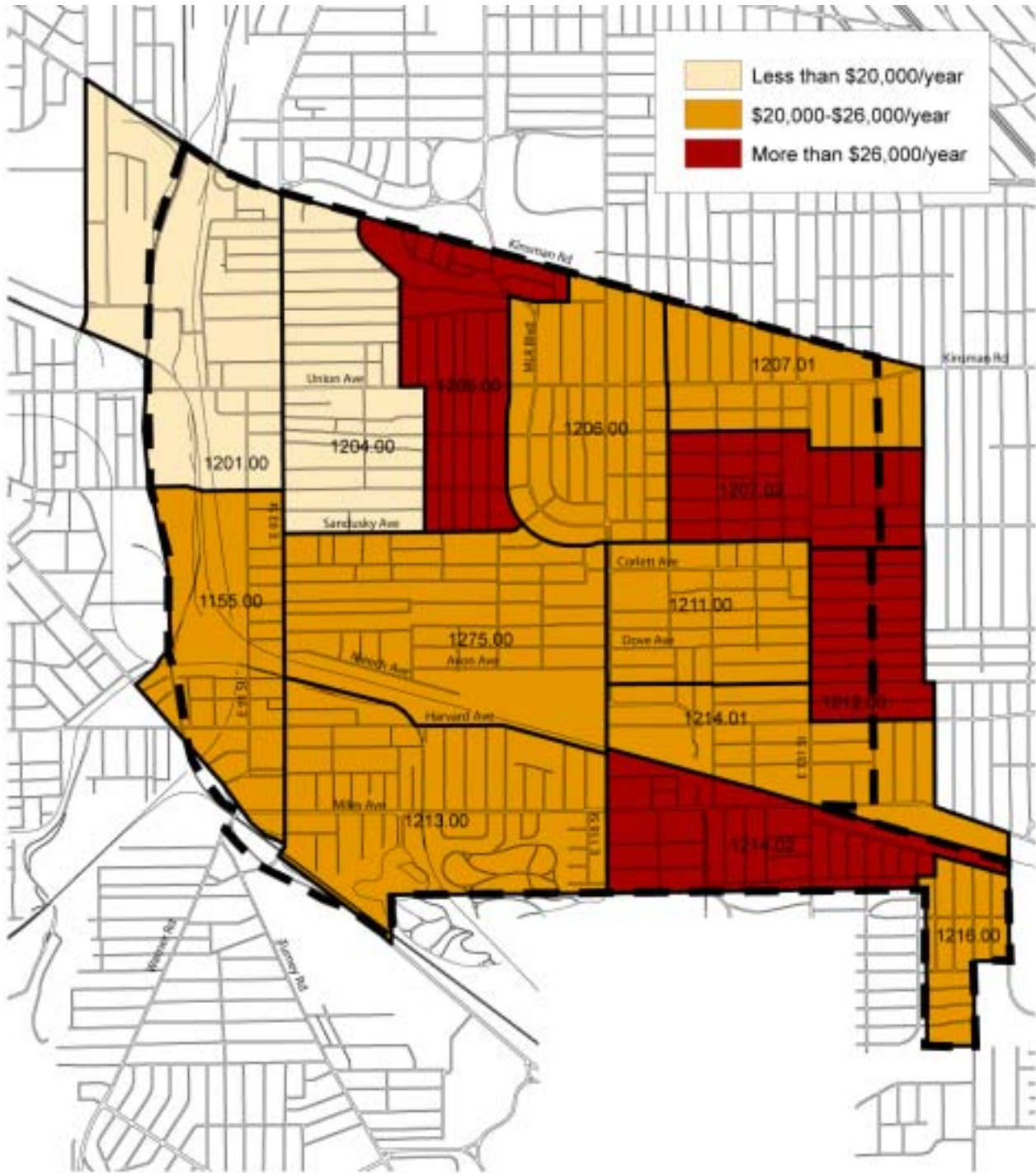
Location	Families with children under 18 years	Total married-parent families	% of married-parent families	Total single-parent families	% of single-parent families	% single dad	% single mom
Census Tract 1155	80	22	27.5%	58	72.5%	13.8%	86.2%
Census Tract 1201	165	34	20.6%	131	79.4%	13.0%	87.0%
Census Tract 1204	585	145	24.8%	440	75.2%	10.0%	90.0%
Census Tract 1205	515	154	29.9%	361	70.1%	13.6%	86.4%
Census Tract 1206	690	177	25.7%	513	74.3%	12.9%	87.1%
Census Tract 1207.01	346	91	26.3%	255	73.7%	12.2%	87.8%
Census Tract 1207.02	370	128	34.6%	242	65.4%	12.8%	87.2%
Census Tract 1211	459	134	29.2%	325	70.8%	12.9%	87.1%
Census Tract 1212	358	85	23.7%	273	76.3%	11.7%	88.3%
Census Tract 1213	581	160	27.5%	421	72.5%	10.0%	90.0%
Census Tract 1214.01	386	125	32.4%	261	67.6%	10.3%	89.7%
Census Tract 1214.02	419	159	37.9%	260	62.1%	10.4%	89.6%
Census Tract 1216	147	60	40.8%	87	59.2%	17.2%	82.8%
Census Tract 1275	622	178	28.6%	444	71.4%	10.8%	89.2%
<b>Union Miles Service Area</b>	<b>5,723</b>	<b>1,652</b>	<b>28.9%</b>	<b>4,071</b>	<b>71.1%</b>	<b>11.8%</b>	<b>88.2%</b>

## Income and Employment

The median household income (in 1999) for Union-Miles is \$24,006 and the per capita income is \$12,409. Neighborhood incomes are somewhat lower than in the City of Cleveland overall, where median household income is \$25,928 and per capita income is \$14,291. Neighborhood incomes are significantly lower than in Cuyahoga County, as a whole, where the median household income is \$39,168 and per capita income is \$22,272. The northwest corner of the UMDC service area has the lowest median household incomes. Highest neighborhood incomes are found just west of Martin Luther King Jr. Boulevard and at the western edge of the neighborhood. (See map on page 20)

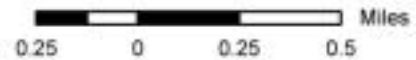
### INCOME

Location	Median household income (1999)	Per capita income (1999)
Census Tract 1155	\$21,563	\$9,327
Census Tract 1201	\$17,127	\$10,951
Census Tract 1204	\$19,720	\$9,905
Census Tract 1205	\$26,845	\$14,300
Census Tract 1206	\$23,963	\$11,771
Census Tract 1207.01	\$23,625	\$14,479
Census Tract 1207.02	\$30,893	\$14,235
Census Tract 1211	\$25,457	\$12,717
Census Tract 1212	\$26,280	\$15,054
Census Tract 1213	\$21,706	\$9,329
Census Tract 1214.01	\$24,048	\$13,329
Census Tract 1214.02	\$31,591	\$13,457
Census Tract 1216	\$23,550	\$15,876
Census Tract 1275	\$24,063	\$11,173
<b>Union Miles Service Area</b>	<b>\$24,006</b>	<b>\$12,409</b>
City of Cleveland	\$25,928	\$14,291
Cuyahoga County	\$39,168	\$22,272



## Median Household Income

Union-Miles Neighborhood Master Plan



Approximately 48% of Union-Miles residents age 16 and over are not currently in the work force. This figure includes all residents who are unemployed, retired, disabled, or full-time students—anyone who is not currently employed on a full-time or part-time basis. The remaining 52% of residents age 16 and over are currently employed. The percentage of people in the work force in Union-Miles is lower than in the City of Cleveland overall, where about 57% are employed. Overall, the highest percentage of employed residents live in the southeast corner of the neighborhood. The area with the highest percentage of residents not in the work force is the central section of the neighborhood, south of Sandusky and east of 93rd Street. (See map on page 22).

#### RESIDENTS IN THE LABOR FORCE

Location	Population 16 years and over	In the labor force	% in the labor force
Census Tract 1155	357	181	50.7%
Census Tract 1201	656	365	55.6%
Census Tract 1204	2,640	1,342	50.8%
Census Tract 1205	2,322	1,231	53.0%
Census Tract 1206	3,117	1,635	52.5%
Census Tract 1207.01	1,774	919	51.8%
Census Tract 1207.02	1,840	973	52.9%
Census Tract 1211	2,166	994	45.9%
Census Tract 1212	1,770	917	51.8%
Census Tract 1213	2,446	1,269	51.9%
Census Tract 1214.01	1,723	936	54.3%
Census Tract 1214.02	2,085	1,215	58.3%
Census Tract 1216	713	401	56.2%
Census Tract 1275	2,907	1,443	49.6%
<b>Union Miles Service Area</b>	26,516	13,821	52.1%
City of Cleveland	354,854	203,545	57.4%





**Percentage of Residents in Work Force**  
 Union-Miles Neighborhood Master Plan



# Zoning and Land Use

## Zoning

The majority of parcels in the Union-Miles neighborhood are zoned for residential uses. The western edge of the neighborhood is zoned for industry. Harvard Road, Meech Avenue, and Cassius Avenue are also zoned for industry. Retail zoning is limited, for the most part, to major thoroughfares, including East 91st Street, East 131st Street, and sections of Union, Harvard, and Miles Avenues. (See map on page 24).

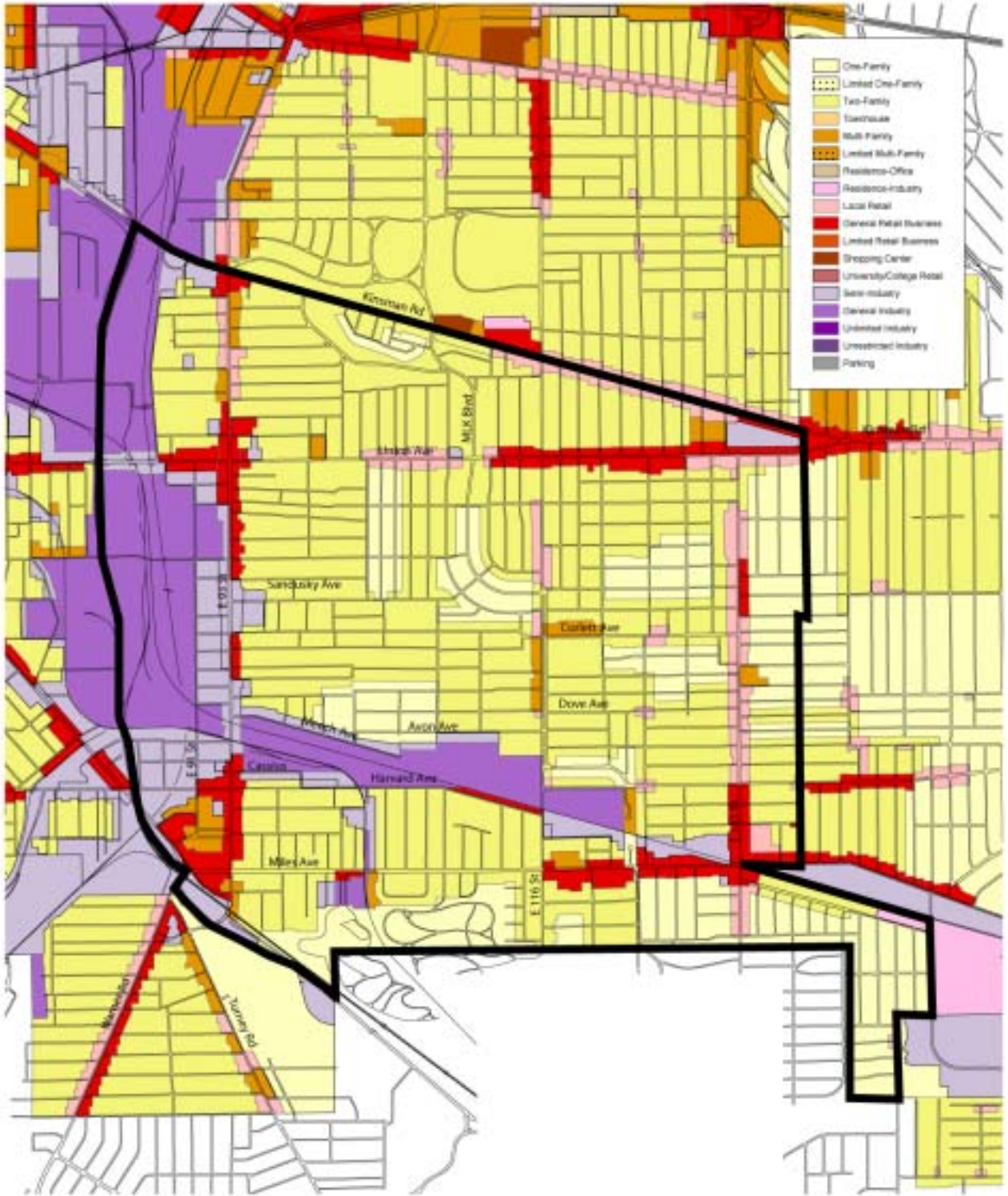
## Land Use Overview

Land use patterns are fairly consistent with the area's zoning. (See map on page 25). Single and two-family homes are the most prevalent land use in Union-Miles. The neighborhood appears to be underserved in terms of retail uses and green space. Although the major east/west arterials are zoned for retail, retail businesses are actually quite sparse in these areas. Key commercial corners, including the intersections of 91st Street and Miles Avenue and of 91st Street and Harvard Avenue, also lack retail concentrations. Instead, businesses are dispersed throughout the neighborhood in the form of corner stores.

Industry is concentrated along the railroad tracks at the western edge of the neighborhood and on either side of Harvard Avenue. The industrial district is cohesive and self contained, for the most part, although it is surrounded by a dense residential neighborhood immediately to the north and south.

The neighborhood has nine public schools, five private schools, 38 churches, and several service agencies, including the Salvation Army, the YMCA, and Center for Families and Children. The neighborhood has several large public parks but few smaller facilities. Based on the size of the neighborhood and the number of households living here, more parks are needed, especially smaller green spaces that can be located within easy walking distance of neighborhood residents. Calvary Cemetery provides an expanse of green at the southern edge of the neighborhood, but it is not easily accessible to most neighborhood residents.

There are 1,324 vacant parcels in the neighborhood. The total area of these properties is 224 acres, 11% of the neighborhood's total acreage. (See map on page 26). Currently, about 400 of these properties are in the City of Cleveland's landbank.

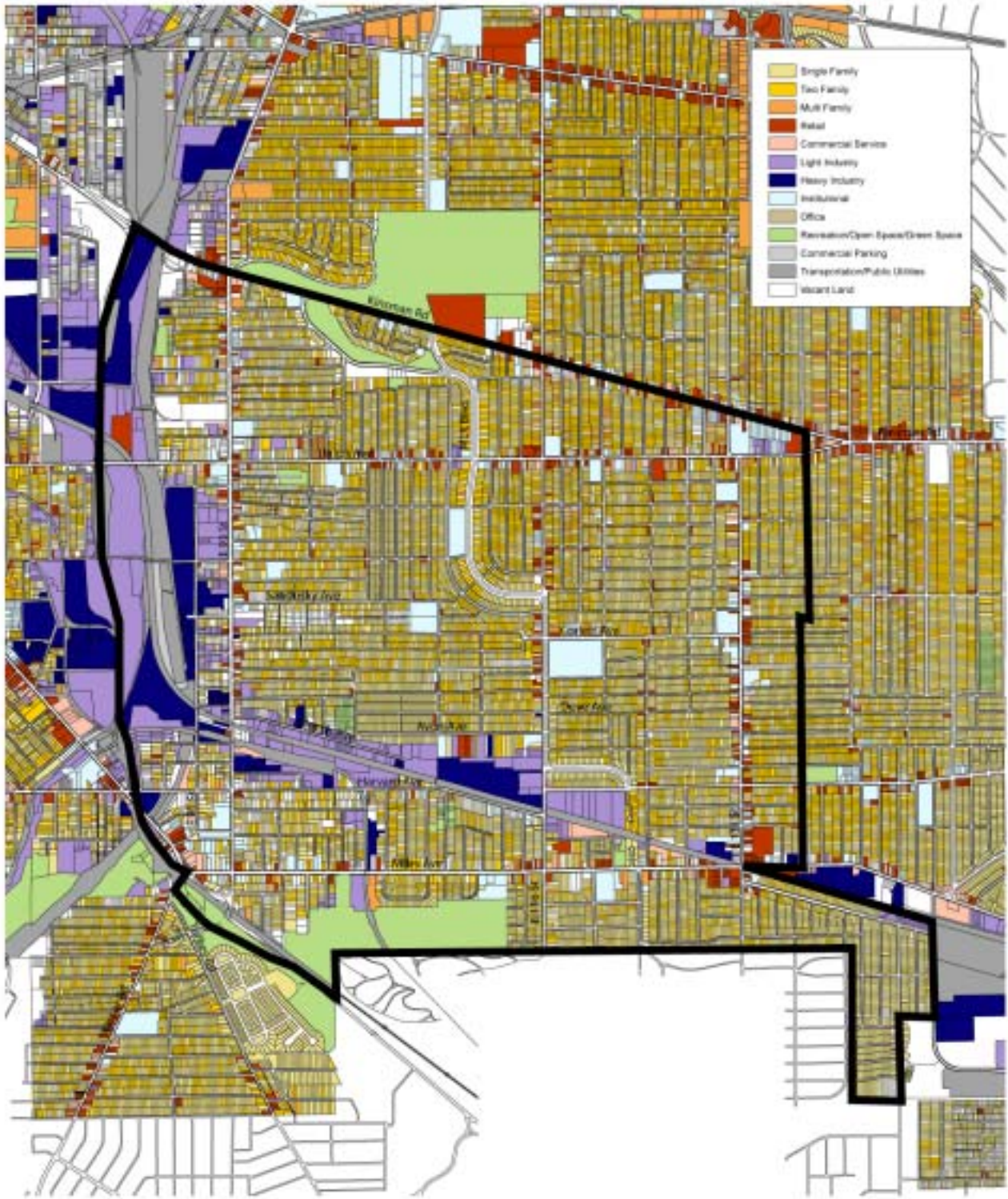


## Existing Zoning

Union-Miles Neighborhood Master Plan

0.25 0 0.25 0.5 Miles



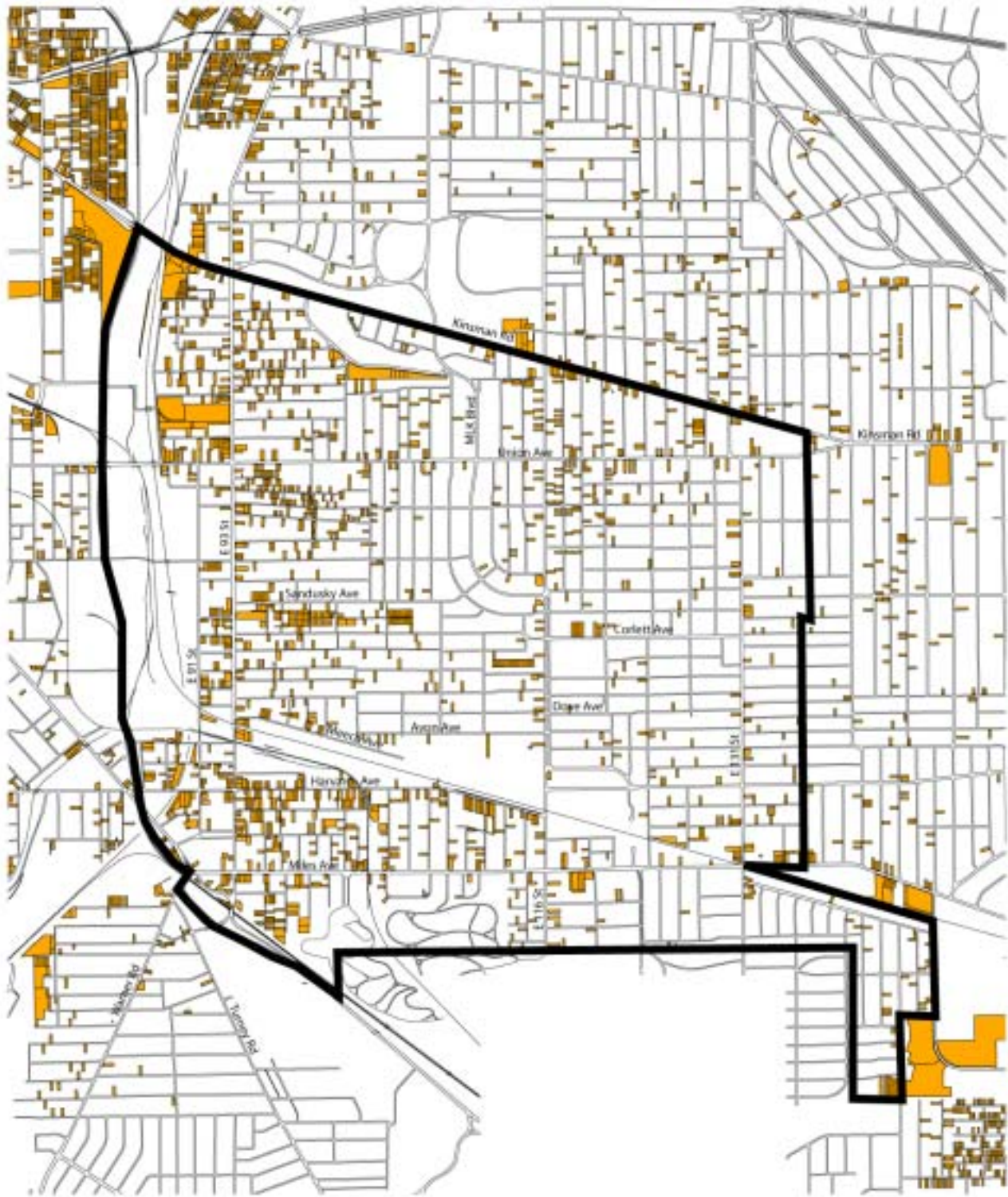


## Existing Land Use

Union Miles Neighborhood Master Plan

0.25 0 0.25 0.5 Miles





## Vacant Parcels

Union Miles Neighborhood Master Plan



## Housing

The majority of land in the Union-Miles neighborhood is devoted to residential uses. Union-Miles has a wide variety of housing types, including single-family, two-family, four flat, and apartment buildings. The neighborhood has stately, historic homes as well as new, suburban-style residences, with the majority of homes being smaller, modestly priced single-families. The median value of single-family homes in the neighborhood in 2000 was \$39,000 which is somewhat lower than the city-wide median value of \$48,400 and much lower than the county-wide median value of \$90,200.

There were approximately 1,200 vacant housing units in the UMDC service area at the time of the 2000 Census. This is 8% of the neighborhood's housing stock. The vacancy rate in Union-Miles is slightly lower than in the City of Cleveland as a whole, where about 10% of housing units were vacant at the time of the last census. There are 970 vacant residential parcels.

About half of the housing units in the neighborhood are owner-occupied, a percentage that has remained steady over the past twenty years. The total number of housing units in the neighborhood has decreased by about 700 over the same time period.

There are 7,045 single-family houses in the neighborhood. Approximately 800 of these houses are quite small—1,000 square feet or less. The smallest houses typically have only two-bedrooms and, for the most part, they are not faring well on the real estate market. These houses are often too small to accommodate a family and do not appeal to older empty-nesters because they require too much maintenance. Small houses are located throughout the neighborhood, but are concentrated near industrial areas and occur in the highest numbers between Union and Sandusky Avenues and between East 98th and East 105th Streets. (See map on page 29).

Housing maintenance levels vary dramatically, from new houses in excellent condition and carefully maintained older houses, to houses in an advanced state of deterioration. Maintenance problems are most pronounced in the neighborhoods that abut the industrial areas.



*Historic housing on Martin Luther King Jr. Boulevard*



*Housing in poor condition across from Harvard Avenue industry*



*Historic apartment block on Miles Avenue*



*Single-family housing*



*Two-family housing*

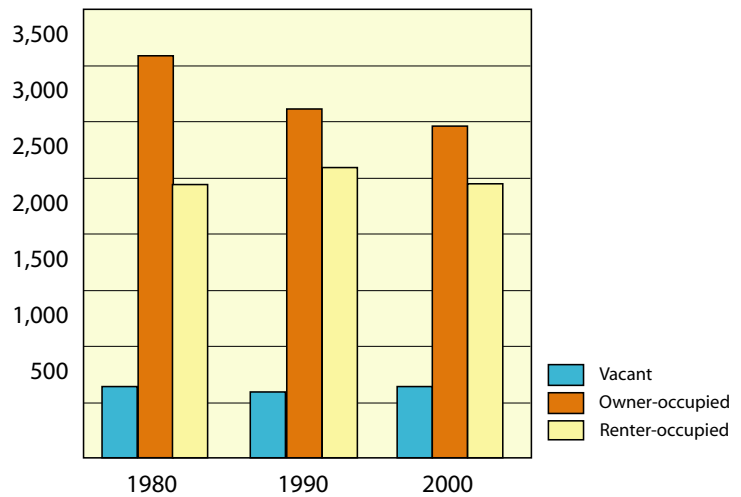


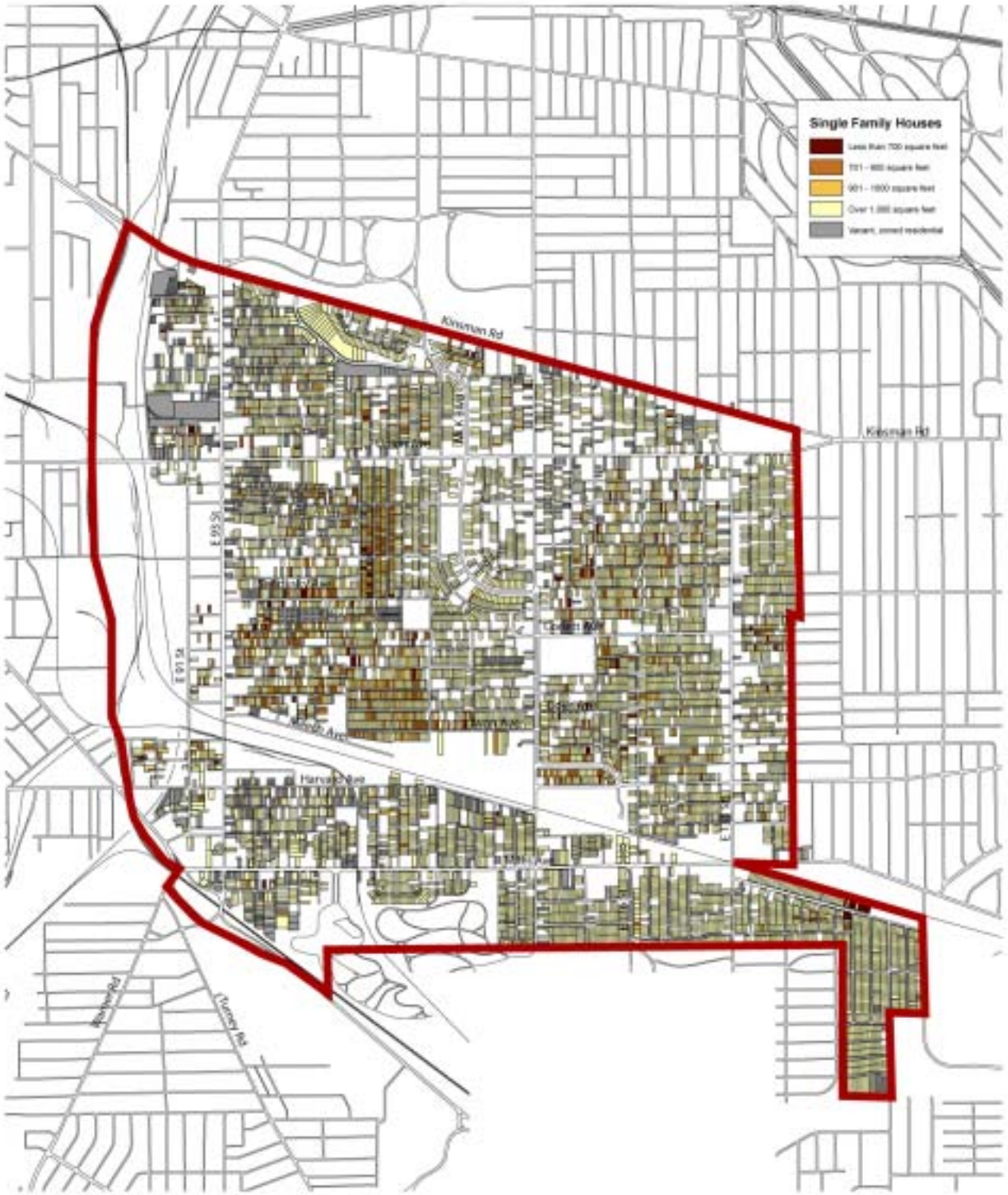
*Two-bedroom housing unit*

### HOUSING VACANCY

Location	Total housing units	Vacant housing units	% vacant
Census Tract 1155	234	8	3.4%
Census Tract 1201	373	28	7.5%
Census Tract 1204	1,597	140	8.8%
Census Tract 1205	1,276	93	7.3%
Census Tract 1206	1,835	168	9.2%
Census Tract 1207.01	1,092	138	12.6%
Census Tract 1207.02	1,015	89	8.8%
Census Tract 1211	1,186	77	6.5%
Census Tract 1212	974	76	7.8%
Census Tract 1213	1,326	102	7.7%
Census Tract 1214.01	968	60	6.2%
Census Tract 1214.02	1,007	61	6.1%
Census Tract 1216	429	28	6.5%
Census Tract 1275	1,602	128	8.0%
<b>Union Miles Service Area</b>	<b>14,914</b>	<b>1,196</b>	<b>8.0%</b>
City of Cleveland	215,844	21,290	9.9%
Cuyahoga County	616,903	37,628	6.1%

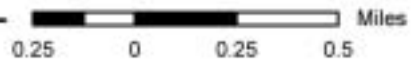
### HOUSING TENURE





## Size of Houses

Union-Miles Neighborhood Master Plan







*Vacant retail parcel on Union Avenue*



*Example of a corner store property*

## Retail Areas and Commercial Uses

Union-Miles lacks a defined retail district and, in general, is underserved in terms of commercial uses. The major arterials through the neighborhood still have many early 20th century commercial buildings and some retail uses, but there are numerous vacancies and marginal businesses. These arterials include Union and Miles Avenues in the east-west direction and East 93rd, East 116th (between Union and Dove Avenues), and East 131st Streets in the north-south direction.

One would expect to see retail uses concentrated at the higher volume traffic intersections. This is often not the case in Union-Miles, where retail is limited and key intersections have one or more vacant corners. The intersections with the greatest potential for commercial development, based on traffic volume, are:

- East 93 Street and Union Avenue  
*Check cashing, retail use, school parking lot, apartments*
- East 93 Street and Harvard Avenue  
*Gas station, outdoor church, vacant parcel, fish market*
- East 93 Street and Miles Avenue  
*Small restaurant, two vacant lots, convenient mart*
- East 116 Street and Union Avenue  
*Drug store, restaurant supply, gas station, school*
- East 116 Street and Miles Avenue  
*Fast food restaurant, laundromat, housing*
- East 131 Street and Miles Avenue  
*shopping strip, parking, industrial site, supermarket*
- Broadway and Miles Avenues  
*vacant sites, parking, building supply, car lot*

Instead of being concentrated in any one location, retail uses are dispersed throughout the neighborhood. There are more than thirty stand-alone retail properties in the neighborhood. These “corner store” operations are embedded within residential neighborhoods. Businesses include barber shops and beauty salons, mini-marts, and other convenience uses. Dispersed retail can be convenient, since most everyone in the neighborhood lives within walking distance of one or more of these businesses. However, residents at public meetings said that corner stores tend to have limited, low-quality merchandise, inflated prices, and poor property maintenance. Also, some of these businesses have become havens for crime.



## Commercial Properties

Union-Miles Neighborhood Master Plan





*Commercial Forge, East 93rd Street*



*Garland Corporation, East 91st Street, circa 1950*

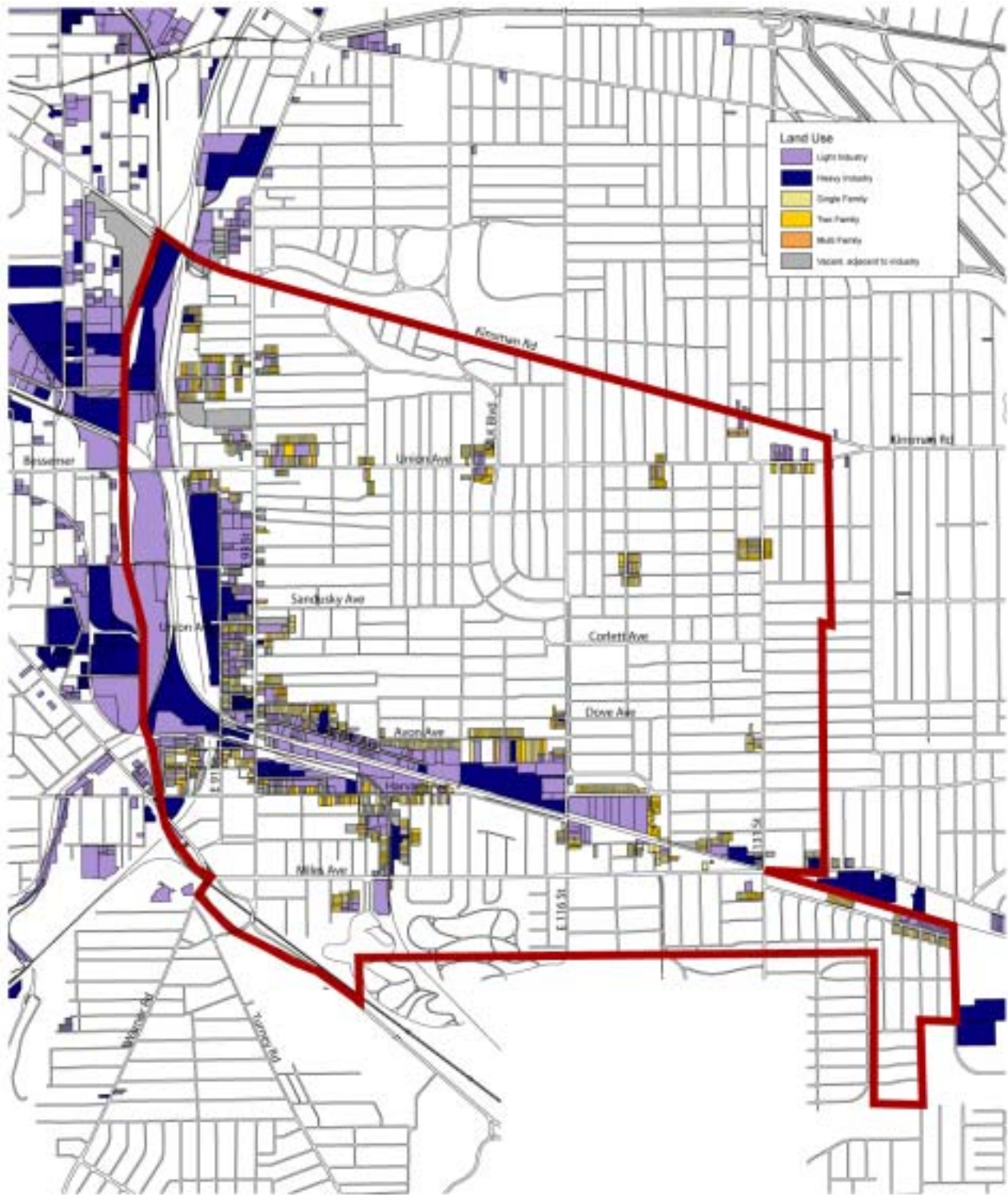
## Industry

The industrial district in Union-Miles is home to more than 30 companies. Major industries include the Garland Corporation, which manufactures roofing systems and products, the Waterlox Corporation, which manufactures varnishes and coatings, and Aramark, which provides uniforms and commercial laundry services. The range of industries in the area is diverse and includes metal working operations, machine shops, building materials manufacturers, chemical companies, manufacturers of coatings and finishes, and warehousing facilities.

Many of the industries in Union-Miles have been in the neighborhood for more than twenty years; some have been in place for much longer. The Rupp Forge Company has been in the neighborhood since 1914, the Waterlox Coatings Corporation since 1910, and the Day Piston Company since 1919. Many industries are family-owned and operated.

Some industries have made improvements and upgrades in recent years, mostly on the interior, including space renovations and equipment upgrades. Several existing industries have expansion plans, but most of these plans have been on hold due to the slow economy. Overall, businesses are holding steady, trying to retain their existing employees and facilities until the economy improves. Although a few businesses have closed in recent years, the majority are committed to staying in the neighborhood for the foreseeable future. Many companies have assembled the land they need to expand when conditions are right. The Garland Corporation, Broadway Wrecking, Eureka Screw Machine, and Perfection Metal are among the companies that have significant holdings of vacant land in the neighborhood. The City of Cleveland has also landbanked properties in the industrial areas of the neighborhood, including vacant parcels on East 93rd Street, Cassius Road, Richmond Road, and Meech Avenue.

Parking is a problem for some of the industries in the neighborhood. The oldest facilities were originally developed in the 19th and early 20th centuries, an era when most of the labor force used public transportation or lived nearby and walked to work. Today most employees drive, and some of the landlocked industries are looking for ways to provide safe and convenient parking.



## Industry and Housing

Union-Miles Neighborhood Master Plan





*Rail corridor at western edge of neighborhood*



*Waterlox parking, Meech Avenue*

Many of the industries no longer rely on the rail line for transporting materials, as most materials are transported by truck. However, there are some industries that still require rail access, so vacating rail lines and eliminating the numerous at-grade crossings through the neighborhood is not currently an option.

The industrial district has 104 vacant and underutilized properties but much of this land is not development-ready. The neighborhood does not have many seriously polluted properties, but most vacant properties have some brownfields issues. Infrastructure in the area is inadequate--particularly water and sewers. Services to some of the industries on the smaller side streets can be a problem. This is particularly an issue as far as snow removal; the smaller streets are not a high enough priority to be plowed promptly after a snowfall.

East 93rd Street, the neighborhood's major industrial corridor, is in poor condition. The street width is adequate to accommodate truck traffic, but the street itself is in need of complete reconstruction. Truck traffic is heavy in the industrial district, especially on East 93rd Street, East 91st Street, and Meech Avenue. Tight turning radii on neighborhood streets create problems for trucks. The Bessemer Extension and the Bessemer/I-490 connector are intended to move truck traffic from the industrial district just west of Union-Miles to I-490 and I-77. A third phase of the Bessemer Extension would reach into the Union-Miles neighborhood. This would help funnel truck traffic out of the neighborhood to the freeways and reduce the negative impacts of industry on nearby residential and commercial properties.

The industrial areas are immediately adjacent to residential neighborhoods. In some cases, homes are surrounded by industry. (See map on page 33). Residents, overall, are supportive of the industrial operations in their neighborhood. However, industries can have a detrimental effect on the property values of nearby residents, and conflicts between homeowners and industries do occur.

## Institutions

The Union-Miles neighborhood is home to 38 churches and religious institutions. There are two public library branches within the neighborhood: the Union branch at 3463 East 93rd Street and the East 131st Street branch at 3830 East 131st Street. There are several social and service organizations in the neighborhood, including the Salvation Army, El Hasa Temple, a Masonic Temple, and a YMCA. The neighborhood also has a post office, two health centers, a Center for Families and Children, and the W.E.B. Dubois Community Center. There are nine public schools, five private/parochial schools, and numerous daycare facilities and Headstart programs in the UMDC service area.

The schools and churches are distributed throughout the neighborhood and in many cases serve as community anchors. Many of the public schools are architecturally and historically significant buildings. Five are scheduled to be replaced in the next ten years as part of the Cleveland Municipal School District's facilities plan, including:

- Charles Dickens (Segment 4, 2005-08)
- Paul Revere (Segment 4, 2005-08)
- Nathan Hale (Segment 5, 2006-09)
- Miles Elementary (Segment 6, 2007-10)
- Woodland Hills (Segment 7, 2008-11)

All of these existing school buildings, except for Woodland Hills, are architecturally and historically significant. Although five new schools will provide a boost to the neighborhood, losing the four historic school buildings will be detrimental to the community's architectural character. Miles Park Elementary is scheduled to be replaced in a different location in Segment 2 (2003-06), although many Union-Miles residents are opposed to this proposal. John Adams High School will be constructed on the site of the former high school in Segment 1 (2002-05). Corlett (another historic school building) and Alexander Hamilton are both scheduled to be consolidated with other schools in 2011-12.



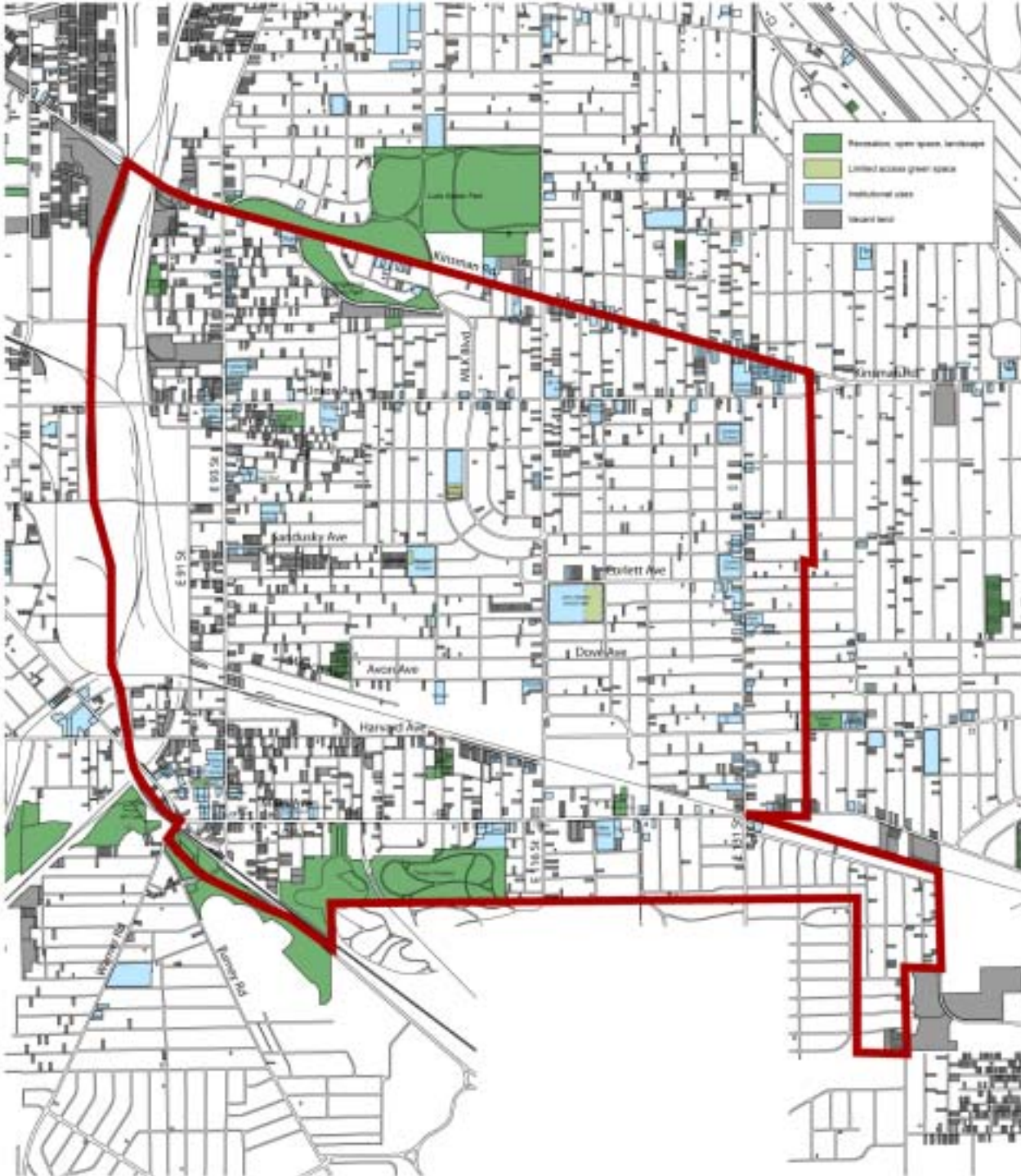
*Post Office, Newburgh Station*



*YMCA, Miles Avenue*

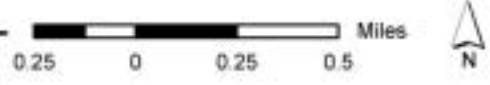


*Miles Park Elementary*



**Open Space and Institutions**

Union-Miles Neighborhood Master Plan





*Playlot: the Center for Families and Children*



*Neighborhood playground: Revere Elementary*



*Neighborhood park: Dove Park*

## Parks and Open Space

National standards for parks and recreation facilities recommend that, based on its overall acreage, the UMDC service area should have between 97 and 162 acres of developed open space. There are about 112 acres of open space in the neighborhood, but this figure includes Calvary Cemetery which, at 67 acres, accounts for more than half of the total open space.

There are more detailed standards for different kinds of open space, including standards for playlots, neighborhood playgrounds, neighborhood parks/playing fields, and major community parks. Recommended coverages for each kind of open space are described below and mapped on pages 38-40.

*Playlots*, which serve the youngest children, should be located within  $\frac{1}{4}$  mile of residential areas. Union-Miles has only two playlots—one in front of the UMDC building on Miles Park Avenue and the other behind the Center for Families and Children on Union Avenue. Both of these facilities belong to daycare centers and the public does not have unlimited access to them. Using the standard, Union-Miles is seriously underserved in terms of playlots and facilities for young children.

*Neighborhood playgrounds* are geared toward school-age children. These facilities are larger than playlots and should be located within a  $\frac{1}{2}$  mile radius of residential areas. Examples include the West 110th Street/Harvard Avenue playground, the Paul Revere Elementary School playground, and the playground at Easton Park. Based on the  $\frac{1}{2}$  mile standard, much of the neighborhood is also underserved in terms of playgrounds for grade school age children.

*Neighborhood parks* include playing fields and should be located within one mile of residential areas. There are four such facilities in or near Union-Miles, including Dove Park, which serves the central part of the neighborhood, Bisbee Park and Easton Park, which serve the northwest part of the neighborhood, and Gawron Park, which serves the eastern part of the neighborhood. In terms of coverage, Union-Miles is adequately served in terms of these larger park facilities.

*Major community parks* typically have an array of facilities including sports fields, a swimming pool, tennis courts, and a recreation center building. Major community parks are often intended to serve more than one neighborhood. The nearest community park is Luke Easter Park, just north of the UMDC service area.





**Playlots: 1/4 Mile Radius**

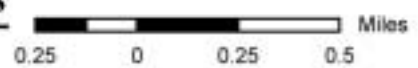
Union-Miles Neighborhood Master Plan

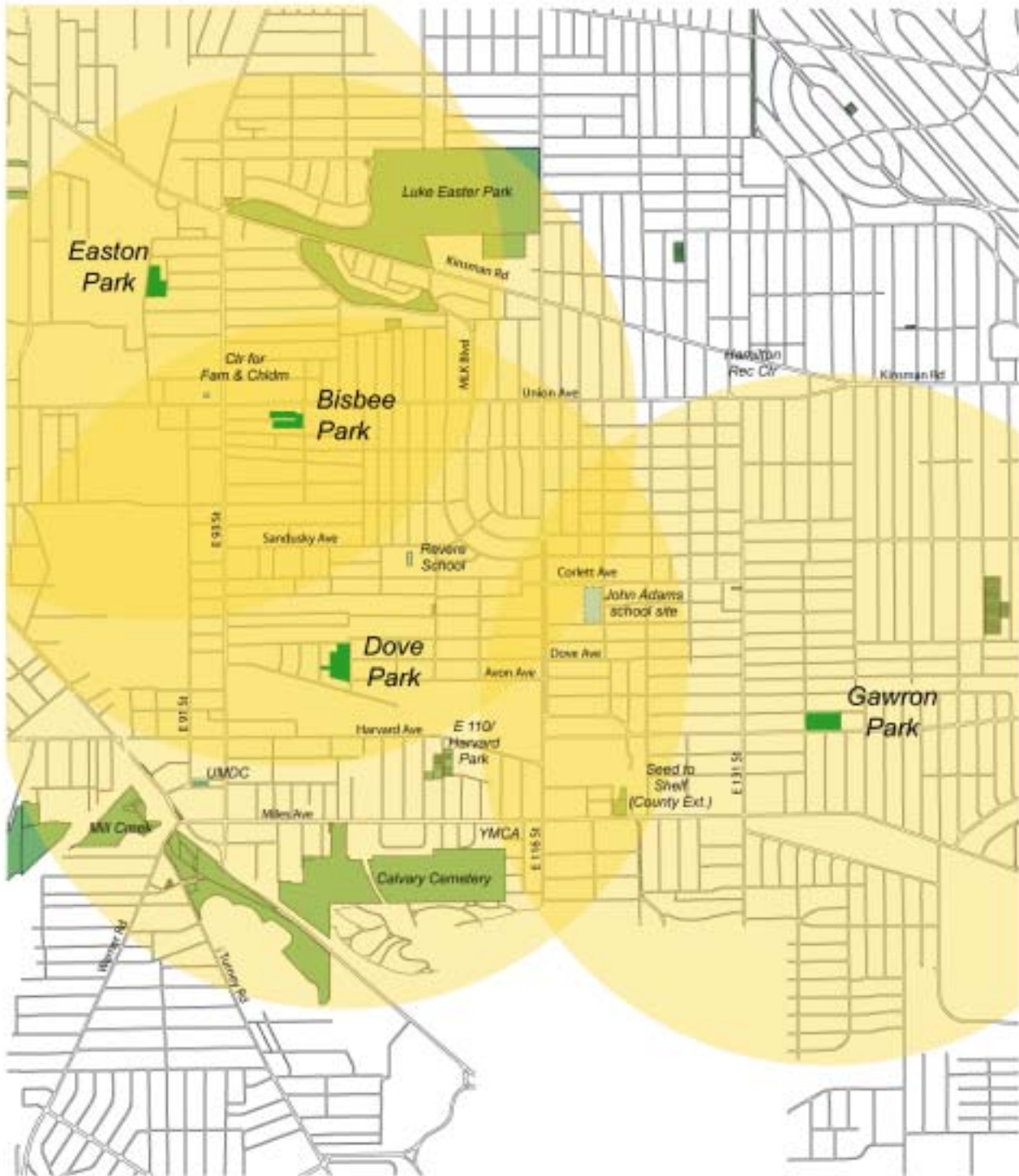




## Neighborhood Playgrounds: 1/2 Mile Radius

Union-Miles Neighborhood Master Plan





### Neighborhood Parks: 1 Mile Radius

Union-Miles Neighborhood Master Plan



Neighborhood Green Spaces		
Facility/Type	Service Area	Examples
Playlot	1/4 Mile	Miles Park
		Center for Families and Children
Neighborhood Playground	1/2 Mile	E. 110/Harvard Playground
		Revere Elementary Playground
		Easton Park
Neighborhood Park / Playfield	1 Mile	Dove Park
		Bisbee Park
		Gawron Park
		Easton Park
Major Community Park	Neighborhood +	Luke Easter Park
Urban Green Space/Open Space	Neighborhood +	Mill Creek
		Calvary Cemetery

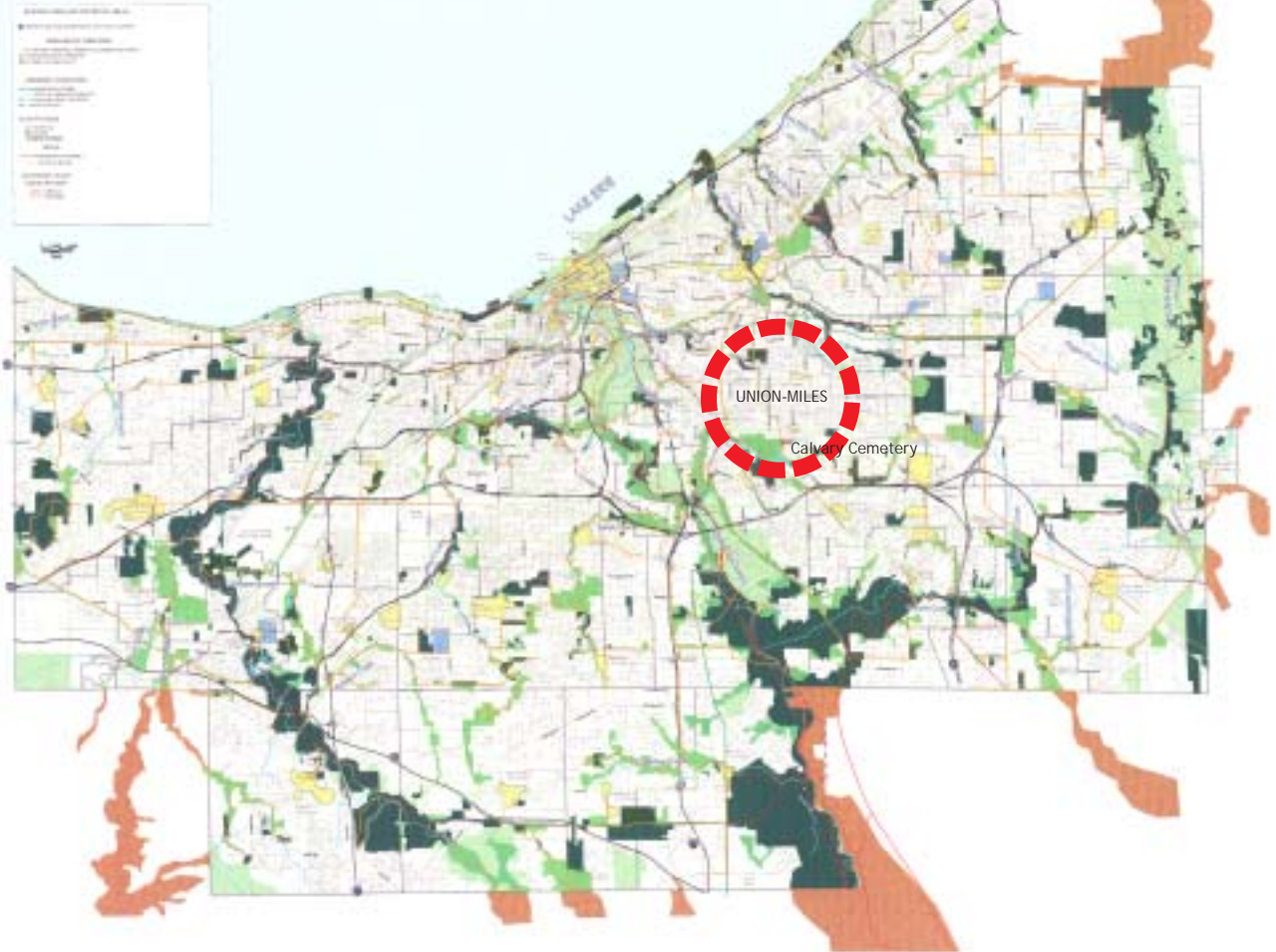
At community meetings, residents expressed a strong desire to have a recreation center in the neighborhood, within Ward 2. Although Ward 2 does not have a recreation center, the City of Cleveland’s standard for locating recreation centers is not tied to ward boundaries. Instead, the City’s standard is that they are to be located at two-mile intervals. The Stella Walsh, Zelma Watson George, and Alexander Hamilton Recreation Centers are located within two miles of all residents in the Union-Miles, so the City has no plans at this time to construct a recreation center in Ward 2.

Cuyahoga County has developed a regional green space plan, the “Greenprint.” (See map on page 42). This plan shows major green spaces within the County and identifies ways to link them with walking paths, bike routes and other “green connectors.” In the UMDC Service area, the plan only identifies Calvary Cemetery as a major green space, although Jack Rabbit Hill, Bisbee Park, Dove Park, and Easton Park should also be in this category. Harvard Avenue is identified in the plan as a potential green connector. Links to Mill Creek and the Towpath Trail from the neighborhood should also be considered. Currently, there is no funding to implement the County Greenprint, but connecting existing green spaces and making them more accessible to residents would benefit the Union-Miles neighborhood, where many residents do not use existing facilities and, in some cases, are not even aware of their existence.



*Jack Rabbit Hill*

CUYAHOGA COUNTY GREENPRINT - DRAFT



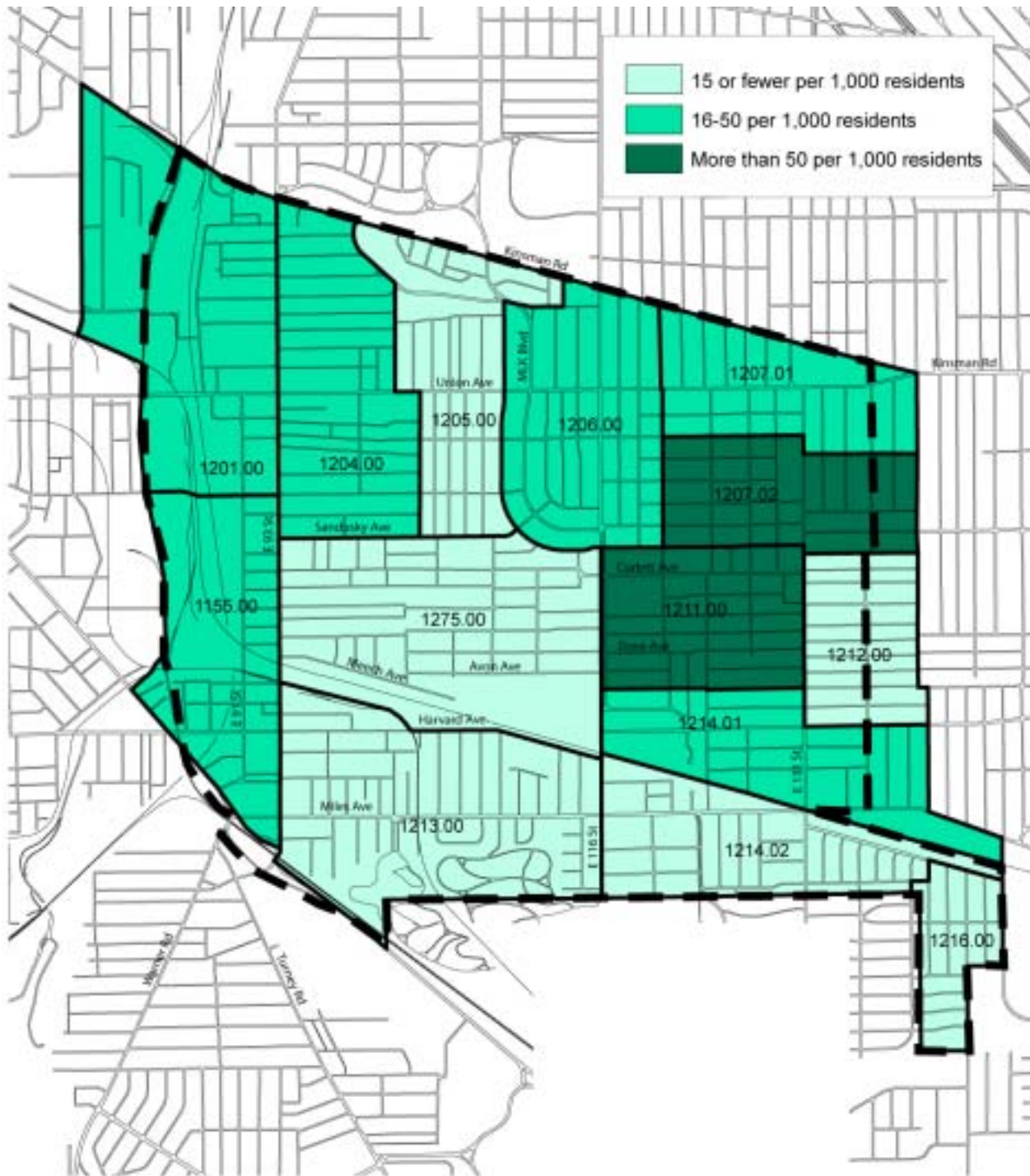
# Crime and Safety

Data on neighborhood crime are from the Cleveland Police Department, Crime Analysis Unit provided by the Center on Urban Poverty and Social Change at Case Western Reserve University. Statistics for the UMDC service area are from 2001 (the most recent year available) and were generated using the Cleveland Area Network for Data and Organizing.

The statistics include total numbers of crimes by census tract and the crime rate in each census tract measured as crimes per 1,000 people living in each tract. For violent crimes, property crimes, and other crimes, the crime rate is determined by the number of crimes *reported* to the Cleveland Police Department. For drug-related crimes, the figures reflect actual *arrests* for these crimes. Maps and detailed tables for each type of crime are found on pages 44-51.

Overall, the crime rate in Union-Miles is comparable to the City of Cleveland as a whole. The violent crime rate, which includes aggravated assault, homicide, rape, and robbery, is slightly higher in the UMDC service area than in the City as a whole. However, this is due to elevated rates of violent crime in just one area, east of East 116th Street and south of Union. Several areas of the neighborhood have violent crime rates substantially lower than the City as a whole.

Property crimes include arson, auto theft, burglaries, and larceny. Union-Miles has a slightly lower property crime rate than the City of Cleveland overall. Property crime rates are highest in the industrial district at the western edge of the neighborhood.



## Total Violent Crimes (2001)

Union-Miles Neighborhood Master Plan



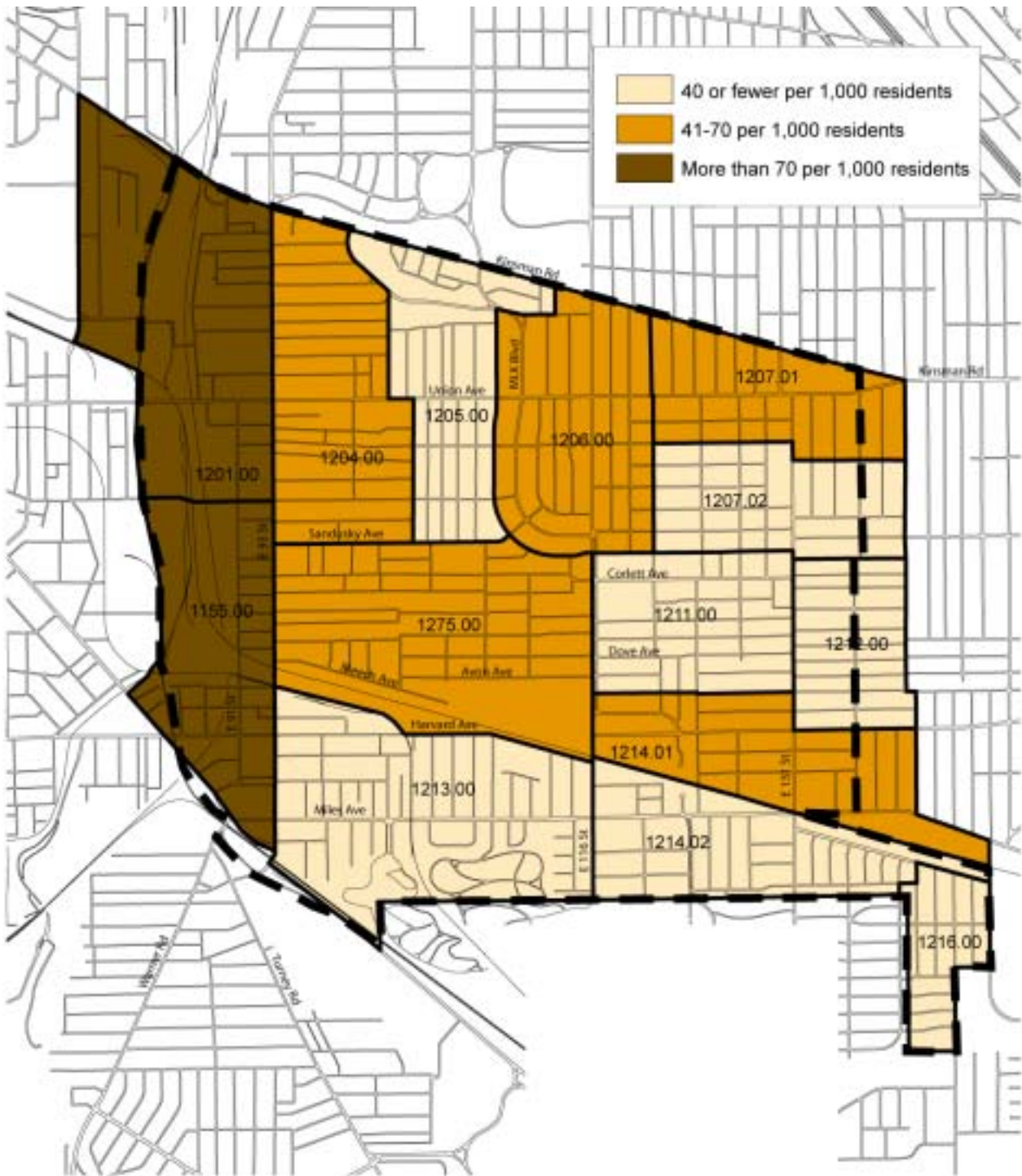
The “other” crimes category includes domestic violence, simple assault, and weapons law violations. Again, the crime rate in Union-Miles is roughly comparable to that of the City as a whole, except at the western edge of the neighborhood, where these crimes occur at nearly double the rate found in the rest of the City.

Drug crimes include possessing and trafficking in illicit drugs, as well as alcohol violations. The drug crime rate in Union-Miles is about 45% higher than in the City of Cleveland as a whole. Much of the drug activity appears to be concentrated at the western edge of the neighborhood, as well as at the eastern end of the neighborhood between Kinsman Road and Union Avenue.

#### VIOLENT CRIME, 2001

Location	Violent Crimes	Total Violent Crimes/ 1,000 Pop	Aggravated Assaults	Aggravate Assaults/ 1,000 Pop	Homicides	Homicides/ 1,000 Pop	Rapes	Rapes/ 1,000 Pop	Robberies	Robberies/ 1,000 Pop
Census Tract 1155.00	21	39.0	5	9.3	0	0.0	3	5.6	13	24.2
Census Tract 1201.00	43	42.6	14	13.9	0	0.0	3	3.0	26	25.8
Census Tract 1204.00	63	16.6	22	5.8	2	0.5	9	2.4	30	7.9
Census Tract 1205.00	24	7.3	11	3.4	0	0.0	2	0.6	11	3.4
Census Tract 1206.00	79	18.2	28	6.5	0	0.0	10	2.3	41	9.5
Census Tract 1207.01	48	20.4	16	6.8	0	0.0	4	1.7	28	11.9
Census Tract 1207.02	23	91.1	9	3.6	1	0.4	2	0.8	11	4.4
Census Tract 1211.00	30	99.2	6	2.0	0	0.0	7	2.3	17	5.6
Census Tract 1212.00	18	7.4	6	2.5	0	0.0	0	0.0	12	5.0
Census Tract 1213.00	44	12.0	19	5.2	1	0.3	2	0.6	22	6.0
Census Tract 1214.01	46	18.6	20	8.1	1	0.4	5	2.0	20	8.1
Census Tract 1214.02	40	14.4	20	7.2	1	0.3	3	1.1	16	5.8
Census Tract 1216.00	7	6.9	3	3.0	0	0.0	0	0.0	4	3.9
Census Tract 1275.00	40	10.0	18	4.5	1	0.3	3	0.8	18	4.5
<b>Union-Miles Total</b>	<b>526</b>	<b>14.2</b>	<b>197</b>	<b>5.3</b>	<b>7</b>	<b>0.2</b>	<b>53</b>	<b>1.4</b>	<b>269</b>	<b>7.2</b>
City of Cleveland	6,390	13.4	2,339	4.9	82	0.2	597	1.3	3,372	7.1





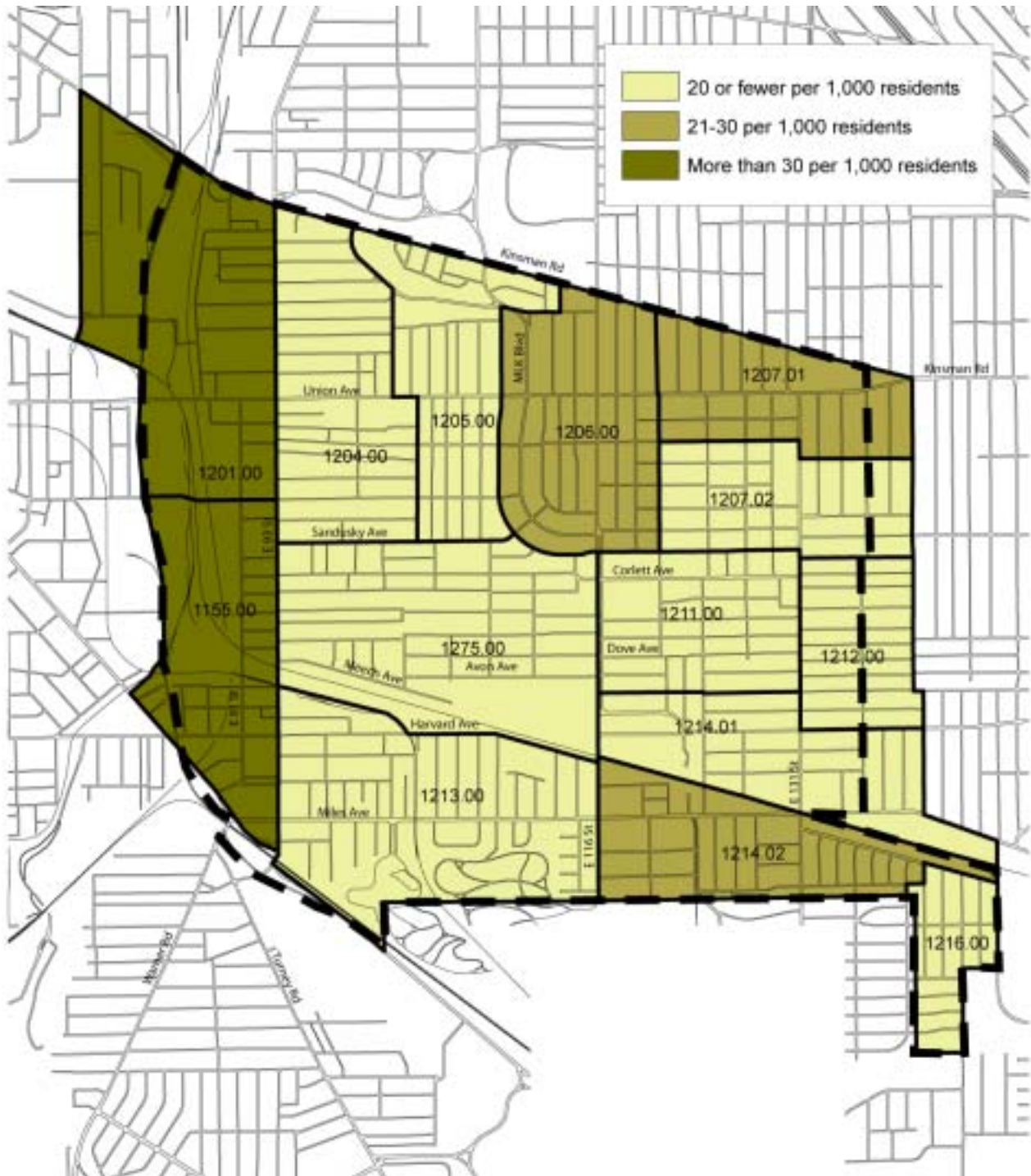
## Total Property Crimes (2001)

Union-Miles Neighborhood Master Plan



PROPERTY CRIME, 2001

Location	Total Property Crimes	Total Property Crime/ 1,000 Pop	Arson	Arson / 1,000 Pop	Auto Theft	Auto Theft / 1,000 Pop	Burglaries	Burglaries / 1,000 Pop	Larceny	Larceny/ 1,000 Pop
Census Tract 1155.00	69	128.3	2	3.7	21	39.0	21	39.0	25	46.5
Census Tract 1201.00	79	78.3	2	2.0	31	30.7	13	12.9	33	32.7
Census Tract 1204.00	177	46.6	1	0.3	51	13.4	65	17.1	60	15.8
Census Tract 1205.00	110	33.5	4	1.2	42	12.8	30	9.2	34	10.4
Census Tract 1206.00	190	43.8	9	2.1	47	10.8	51	11.8	83	19.1
Census Tract 1207.01	160	68.0	1	0.4	58	24.7	44	18.7	57	24.2
Census Tract 1207.02	75	29.7	0	0.0	18	7.1	32	12.7	25	9.9
Census Tract 1211.00	96	31.7	1	0.3	25	8.3	33	10.9	37	12.2
Census Tract 1212.00	71	29.6	0	0.0	11	4.6	26	10.8	34	14.2
Census Tract 1213.00	147	40.1	6	1.6	39	10.7	50	13.7	52	14.2
Census Tract 1214.01	134	54.3	4	1.6	42	17.0	32	13.0	56	22.7
Census Tract 1214.02	88	31.7	1	0.4	33	11.9	25	9.0	29	10.5
Census Tract 1216.00	26	25.6	1	1.0	6	5.9	8	7.9	11	10.8
Census Tract 1275.00	208	52.0	6	1.5	60	15.0	68	17.0	74	18.5
<b>Union-Miles Total</b>	<b>1,630</b>	<b>43.8</b>	<b>38</b>	<b>1.0</b>	<b>484</b>	<b>13.0</b>	<b>498</b>	<b>13.4</b>	<b>610</b>	<b>16.4</b>
City of Cleveland	28,357	59.6	474	1.0	6,975	14.7	7,908	16.6	13,000	27.3



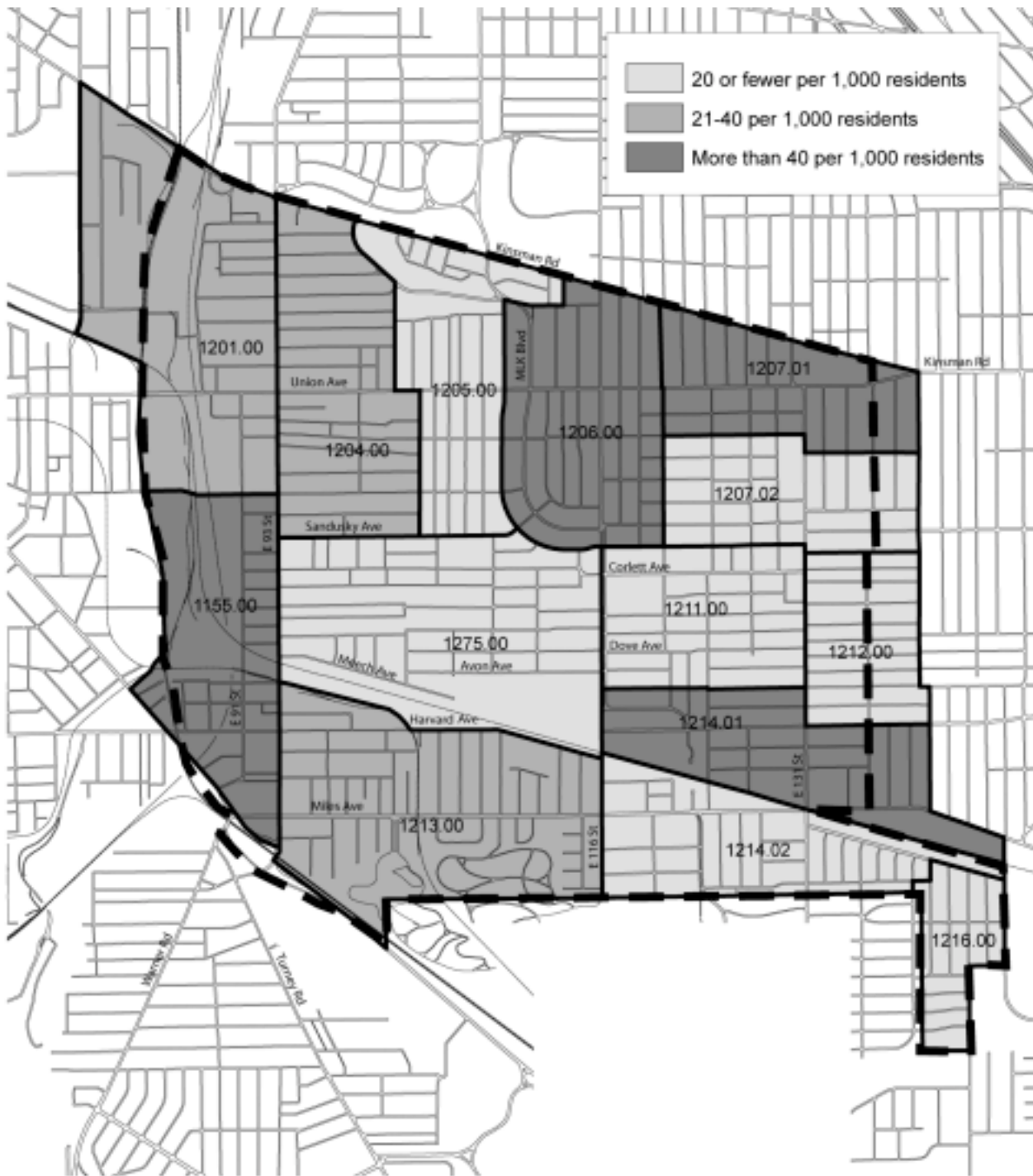
## Domestic Violence Reports (2001)

Union-Miles Neighborhood Master Plan



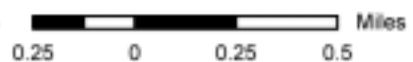
OTHER CRIME, 2001

Location	Domestic Violence	Domestic Violence/ 1,000 Pop	Simple Assault	Simple Assault/ 1,000 Pop	Weapon Law Violations	Weapon Violations/ 1,000 Pop
Census Tract 1155.00	17	31.6	34	63.2	1	1.9
Census Tract 1201.00	33	32.7	84	83.2	3	3.0
Census Tract 1204.00	71	18.7	165	43.5	5	1.3
Census Tract 1205.00	35	10.7	85	25.9	2	0.6
Census Tract 1206.00	98	22.6	221	51.0	20	4.6
Census Tract 1207.01	56	23.8	156	66.3	12	5.1
Census Tract 1207.02	38	15.1	53	21.0	2	0.8
Census Tract 1211.00	41	13.6	87	28.8	4	1.3
Census Tract 1212.00	42	17.5	74	30.8	3	1.3
Census Tract 1213.00	69	18.8	135	36.9	7	1.9
Census Tract 1214.01	39	15.8	97	39.3	13	5.3
Census Tract 1214.02	56	20.2	104	37.5	7	2.5
Census Tract 1216.00	16	15.8	28	27.6	1	1.0
Census Tract 1275.00	72	18.0	156	39.0	5	1.3
<b>Union-Miles Total</b>	<b>683</b>	<b>18.4</b>	<b>1479</b>	<b>39.8</b>	<b>85</b>	<b>2.3</b>
City of Cleveland	7,650	16.1	18,302	38.5	825	1.7



## Total Drug Crimes (2001)

Union-Miles Neighborhood Master Plan



DRUG CRIME ARRESTS, 2001

Location	Drug Arrests	Drug Arrests/ 1,000 Pop	Alcohol Possession Arrests	Alcohol Possession/ 1,000 Pop	Alcohol Trafficking Arrests	Alcohol Trafficking/ 1,000 Pop	Illicit Drug Possession Arrests	Illicit Drug Possession/ 1,000 Pop	Illicit Drug Trafficking Arrests	Illicit Drug Trafficking/ 1,000 Pop
Census Tract 1155.00	24	44.6	3	5.6	1	1.9	19	35.3	1	1.9
Census Tract 1201.00	27	26.8	1	1.0	1	1.0	18	17.8	7	6.9
Census Tract 1204.00	90	23.7	7	1.8	1	0.3	72	19.0	10	2.6
Census Tract 1205.00	38	11.6	8	2.4	0	0.0	29	8.8	1	0.3
Census Tract 1206.00	183	42.2	7	1.6	2	0.5	161	37.1	13	3.0
Census Tract 1207.01	134	57.0	8	3.4	1	0.4	119	50.6	6	2.6
Census Tract 1207.02	47	18.6	4	1.6	0	0.0	37	14.7	6	2.4
Census Tract 1211.00	61	20.2	0	0.0	2	0.7	48	15.9	11	3.6
Census Tract 1212.00	18	7.5	2	0.8	0	0.0	15	6.2	1	0.4
Census Tract 1213.00	93	25.4	1	0.3	2	0.6	82	22.4	8	2.2
Census Tract 1214.01	167	67.7	5	2.0	1	0.4	149	60.4	12	4.9
Census Tract 1214.02	51	18.4	6	2.2	0	0.0	40	14.4	5	1.8
Census Tract 1216.00	7	6.9	0	0.0	0	0.0	7	6.9	0	0.0
Census Tract 1275.00	43	10.8	1	0.3	3	0.8	33	8.3	6	1.5
<b>Union-Miles Total</b>	<b>983</b>	<b>26.4</b>	<b>53</b>	<b>1.4</b>	<b>14</b>	<b>0.4</b>	<b>829</b>	<b>22.3</b>	<b>87</b>	<b>2.3</b>
City of Cleveland	8,101	17.3	785	1.6	140	0.3	6368	13.4	808	1.7

# Traffic and Transportation

The Union-Miles neighborhood is near Downtown and University Circle, but getting to these destinations and to the outlying suburbs can be time-consuming for residents. East 93rd Street is a major north/south arterial through the neighborhood, but it does not extend all the way to University Circle. The roadway is in poor condition and has two at-grade railroad crossings in the neighborhood, which can increase travel times. Union, Miles, and Harvard Avenues are the main east/west arterials, but none of these routes provide a direct connection to downtown.

The neighborhood is generally well-served by public transportation, although a previously considered plan to extend the RTA's Rapid line into the neighborhood was not implemented, so residents lack direct rail access to Downtown, University Circle, and the airport. Bus lines operate on Kinsman Road, Union Avenue, Harvard Avenue, and Miles Avenue in the east/west direction. Buses also operate on East 93rd, East 116th, and East 131st Streets in the north/south direction. The Lee-Harvard Community Circulator connects the southeastern part of the neighborhood with the Lee-Harvard Shopping Center, Randall Park Mall, and other destinations.

Access to public transportation is critical because, based on the 2000 Census, about one-quarter of the households in Union-Miles do not own a car. Half of Union-Miles residents who work outside of their homes have a commute to work of 30 minutes or less. Not surprisingly, most residents who reported a commute time of 30 minutes or less have access to a car. About 10% of residents have a commute time of more than one hour and many of these residents rely on public transportation.



*Neighborhood bus routes*

### CAR OWNERSHIP

Location	Total households	No cars	% with no cars	1 or more	% with 1 or more cars
Census Tract 1155	211	75	35.5%	136	64.5%
Census Tract 1201	323	106	32.8%	217	67.2%
Census Tract 1204	1,410	478	33.9%	932	66.1%
Census Tract 1205	1,164	183	15.7%	981	84.3%
Census Tract 1206	1,578	454	28.8%	1,124	71.2%
Census Tract 1207.01	940	330	35.1%	610	64.9%
Census Tract 1207.02	915	120	13.1%	795	86.9%
Census Tract 1211	1,096	192	17.5%	904	82.5%
Census Tract 1212	869	161	18.5%	708	81.5%
Census Tract 1213	1,186	319	26.9%	867	73.1%
Census Tract 1214.01	891	217	24.4%	674	75.6%
Census Tract 1214.02	136	123	90.4%	13	9.6%
Census Tract 1216	401	76	19.0%	325	81.0%
Census Tract 1275	1,449	322	22.2%	1,127	77.8%
<b>Union Miles Service Area</b>	<b>12,569</b>	<b>3,156</b>	<b>25.1%</b>	<b>9,413</b>	<b>74.9%</b>



Travel times to destinations outside of Cleveland can be especially lengthy. This can have a detrimental impact on employment opportunities for neighborhood residents, since growing job centers in the outer suburbs of Cuyahoga County may be virtually inaccessible, especially to residents who rely on public transportation. About 57% of Union-Miles residents who work outside of their homes are employed within the City of Cleveland. 41% work outside of Cleveland but within Cuyahoga County. The remainder, about 2%, work outside Cuyahoga County. These employment patterns are fairly uniform throughout the neighborhood and are consistent with the broader employment trends in the City of Cleveland.

Travel within the neighborhood is also an issue. The Union-Miles area is especially large and residents at one end of the neighborhood may lack convenient access to shopping, recreation, and employment opportunities elsewhere in the neighborhood or just outside of neighborhood boundaries.



## Neighborhood Goals

Based on meetings with stakeholders, input from Steering Committee members and residents at community meetings, and an assessment of existing neighborhood conditions, the following goals were established for the Union Miles neighborhood:

1. **Expand opportunities** for residents of all ages and incomes to live, work, play, shop, and worship.
2. **Improve the physical condition and appearance** of buildings, open space, and infrastructure.
3. **Consolidate vacant properties** into development parcels for housing, industry, open space, and infrastructure.
4. **Concentrate new development** at catalytic locations,
5. **Connect residents to opportunities** and assets within the neighborhood and the surrounding City and suburbs.
6. **Retain existing assets**, including businesses, schools, institutions, and resources, and expand these types of uses within the neighborhood.



## Plan Recommendations

The following recommendations were developed through a series of public meetings at which neighborhood problems and opportunities were discussed and the goals for improving the neighborhood were identified. While the recommendations do not directly impact every property in the neighborhood, the plan seeks to identify development priorities that will promote the renewal of the entire neighborhood—those initiatives that will have an impact beyond the boundaries of a given project site.

Plan recommendations are interrelated. Improvements to housing, for example, will require expanded retail opportunities and green space development to be successful. While the neighborhood must move forward on all fronts to achieve its goals, the plan recommendations will need to be implemented in phases as funding becomes available. Recommendations range from smaller projects which will be easier to accomplish, to more long-range proposals, and include initiatives already begun by the UMDC.



*700 square foot house on Reno Avenue*

## Goal 1:

### EXPAND OPPORTUNITIES

**Target smallest houses for rehab or redevelopment.** As discussed earlier, Union-Miles has about 1,100 houses that are 1,000 square feet or smaller. Most of these houses were built in the last century to accommodate workers in nearby industries. Housing preferences have changed since then, and these small houses have lost their original market niche. Rehabbing properties to provide housing for small families and singles may be an option in some cases. Sample plans could be prepared and individual homes could be rehabilitated as demonstration projects, showing how these small houses may be adapted or expanded to better serve the needs of contemporary households. However many of these houses were constructed quickly and inexpensively and were not built to last for hundreds of years. In some cases, acquiring and demolishing some of the neighborhood's smallest houses would be the best alternative. These houses tend to be clustered together, making it feasible to assemble a group of properties that could be redeveloped for new housing or other purposes. (See map on page 29).



*Corner store on East 123rd Street*

**Convert corner stores to live/work units.** At community meetings, residents said that many of the freestanding retail businesses in the neighborhood—the “corner store” businesses—are not well-maintained and do not serve their needs. Wherever possible, the owners of these businesses should be encouraged to upgrade their properties and respond to the needs of residents. The UMDC has initiated a dialog between residents and business owners to facilitate this process. However, some business owners may be unwilling or unable to invest in their properties. In these cases, properties could be acquired for conversion to live/work units. The small retail buildings have many advantages for a live/work use. First, they are embedded in the residential areas of the neighborhoods, making them attractive for the “live” portion of a live/work use. Second, these buildings often have interesting architecture and flexible floor plans, making them ideal for someone who might want to run a business out of part of the property and reside in the rest. Converting some of the worst corner stores into live/work uses would eliminate the blighting influence these properties have on the neighborhood, while creating a new type of housing that is not currently available in Union-Miles.

**Jack Rabbit Hill.** Many residents have suggested Jack Rabbit Hill as a location for a park. The vacant, hilly area just east of East 93rd Street, between Sandusky and Way Avenues, is an ideal site for a park. It is surrounded by housing, but its proximity to East 93rd Street makes it easily accessible to the whole neighborhood. Because of the site's topography, there are clear views into the park from the street. This is essential for creating a sense of security for park users. There are numerous vacant lots in the area around Jack Rabbit Hill, so the park could potentially extend from East 93rd Street to Revere Elementary. A large park facility would create a desirable location for housing development. The park could be developed in conjunction with a housing rehabilitation and new construction program. (See housing recommendations on page 71).



*Jack Rabbit Hill*



*With landscaping, Jack Rabbit Hill would be a dramatic and beautiful natural area in the neighborhood.*



*Seed to Shelf Community Garden, Miles Avenue*



*Historic Miles Park*



*Miles Park today*

**Small parks and playgrounds.** The neighborhood lacks smaller green spaces, both playgrounds for children and passive parks for residents of all ages to enjoy. As discussed in the previous section on parks and recreation, the neighborhood is seriously under served in terms of these types of facilities. Because there is so much vacant and underutilized land in the neighborhood, finding locations for new green spaces should be fairly easy. Two or more adjacent vacant lots could be converted to a small park, tot lot, or community garden. Care must be taken in locating these small green spaces so they are convenient for residents and do not cause problems for adjacent property owners. The best place to start is with existing institutions. For example, the Union branch of the Cleveland Public Library on East 93rd Street has a large open lot adjacent to it that could be developed as a reading garden. Another example is Miles Park. This central green space was recently refurbished to be more in keeping with its historic appearance. Expanding the playground area and programming events in the space would increase its value as a community gathering spot.



*Cleveland Public Library, Union branch, with green space opportunity*



*Mozart Park in Boston appeals to people of all ages*

**Teen facilities.** There are no federal standards for park and recreation facilities geared specifically toward teenagers. However, teens need places where they feel welcome and can socialize with their peers. If a neighborhood lacks spaces for teens, they will find their own places to congregate, usually where no one really wants them to be. Teen-oriented facilities can be part of a larger park. Research has shown that teenagers want to be where people are; they want to see and be seen. They want a place of their own, although it can be part of a larger facility that serves other age groups as well. Teens need places to sit and talk, as well as places to engage in physical activity. About 2,200 teenagers live in the UMDC service area and their needs may be best served by park improvements that give them a place to go and make them feel welcome.

As a first step to understanding what kinds of green spaces will work best for neighborhood teens, meetings could be set up in conjunction with the public schools to talk to teens (and pre-teens) directly to find out what they would like. Then, existing parks can be retrofitted and new parks created to meet the needs of this under served population.





*Distressed housing*

## Goal 2:

### IMPROVE PHYSICAL CONDITION AND APPEARANCE

**Target the worst housing.** Promote existing home repair and rehabilitation programs to neighborhood residents, targeting the most deteriorated houses first. While there are many beautifully maintained houses in the neighborhood, nearly every street has examples of houses in terrible condition. These distressed houses undermine property values and reinforce negative perceptions of the neighborhood. Targeting the worst houses will help to bring every property up to a minimum standard of maintenance. Working with current property owners is the preferred way of achieving home improvements. However, in some cases houses have been abandoned or are too deteriorated to save. In these cases, the UMDC could work with the City to acquire and demolish deteriorated houses and landbank them for future development.



*Historic house on Miles Avenue*



*Historic apartment building with modifications that undermine its historic character*

**Target historic housing.** Union Miles has some of the oldest, most historic housing in the City. Although older houses require more maintenance than newer structures, they offer architectural character that gives the neighborhood distinctiveness. Working with the Cleveland Restoration Society, the UMDC can ensure that the owners of historic homes get the financial and technical assistance they need to preserve the neighborhood's oldest homes to the highest possible standards. Historic homes can be found throughout the neighborhood, but the Miles/Gorman Avenue area, and East 91st Street have the highest concentrations of historic single- and multi-family housing.



*Commercial property with recent storefront and signage improvements*

#### **Create a scattered site Business Revitalization District.**

The City of Cleveland's Storefront Rehabilitation Program is a valuable tool for encouraging businesses and commercial property owners to reinvest. Most of the City's storefront funds are expended in Business Revitalization Districts (BRDs). This puts the Union-Miles neighborhood at a disadvantage because its pattern of retail development is different from the rest of the City. A BRD is a *concentrated* area of retail. In Union-Miles, with the exception of the Miles Avenue and East 131st Street area, most of the retail is *dispersed* throughout the neighborhood in the form of corner stores. The UMDC could advocate for a new kind of BRD—a scattered site district that includes all of the freestanding retail businesses in the neighborhood. This would make it easier for existing business and property owners to access funds and technical assistance for facade and signage improvements.

In addition to assistance for physical improvements and maintenance, retail opportunities in the neighborhood could be improved by supporting efforts by residents to start their own businesses. The neighborhood lacks service businesses and convenience retail so residents are forced to go elsewhere to spend money. Training and financial support for local entrepreneurs would benefit all residents, by helping to create stable businesses whose owners are committed to investing in the community. The Urban League is developing a multi-cultural business center to train and support local entrepreneurs. UMDC could partner with the Urban League in a effort to establish more locally owned businesses in the neighborhood.

**Clean up the industrial district.** Industries tend to focus mainly on internal operations and consider cost and function to be a higher priority than aesthetics. As an unintended result, industrial districts can be unsightly. While most industries in Union-Miles maintain their properties at a basic level, very few properties are attractive, and numerous vacant and underutilized sites create a perception of decline and disinvestment.

In addition to the negative impacts on nearby residential areas, the appearance of industrial properties can also impact the bottom line of the companies in an industrial district. It can be difficult to attract employees to an industrial operation in a run-down looking area. Customers, suppliers, and business partners can also develop unfavorable perceptions of a business based on neighborhood appearance. So attention to the appearance of the industrial district should not be regarded as a “frill” but rather as an essential part of keeping the industrial district viable.

On page 92, there is a discussion of a proposed industrial district for the neighborhood. It is important to note that industry would not have free reign within the industrial district. Rather, industrial uses would be a priority, but individual industries would be held to a higher maintenance standard than is currently in evidence. An industrial streetscape plan could be developed to improve the appearance of the industrial streets in a way that would not undermine the ability of businesses to function. Typical streetscape elements, such as benches and planters, may not be appropriate for an industrial district. But low-maintenance landscaping, parking lot and fence standards, and lighting and signage guidelines would improve the appearance of the industrial district, making it a more pleasant place for the people who work and operate businesses there, as well as for the neighborhood residents who live nearby. Funds for industrial streetscape improvements could be included, for example, in the budget for the proposed reconstruction of East 93rd Street.



*Deteriorated industrial property on East 91st Street*



*Landscaping and attention to maintenance enhance this industrial property on Harvard Avenue.*



*Streetscape standards for fencing in an industrial neighborhood on Cleveland's west side.*

**Improve and maintain railroad crossings in the neighborhood.** Most of the railroad crossings in the neighborhood are at-grade crossings. These crossing areas endure a high volume of truck traffic and, as a result, tend to deteriorate very rapidly. Residents have initiated an effort to identify problem crossings and work with the City and the railroad companies to bring all at-grade crossings in the neighborhood up to a safe standard. The City maintains the approaches to the crossings and the railroad companies are responsible for the areas between the tracks and ten feet on either side. The highest construction standards should be used for the crossings in Union-Miles, utilizing metal plates between the tracks, to ensure that the neighborhood's streets are durable for trucks and safe for those in automobiles.

Overhead railroad bridges are less of an issue, because there are not many in the neighborhood and they tend to be located away from roadways and residential areas. The exception is the Booth Avenue Bridge. This bridge and the roadway beneath it are in poor condition. Booth Avenue has large potholes and an uneven road surface as it passes under the bridge. Water collects under the bridge and the whole area is dark and unsafe. Short-term remedies include repaving Booth Avenue and improving drainage, along with bridge repairs and new lighting under the bridge. A longer term solution would be to vacate the street and reconfigure the property for industrial uses.



*East 93rd Street railroad crossing*



*Booth Avenue Bridge*

**Reconstruct East 93rd Street.** East 93rd Street is a major thoroughfare in the Union-Miles neighborhood. The street is in poor condition and needs to be completely rebuilt. The reconstruction cost is estimated at \$4 to 5 million. The UMDC is working with the City to secure funding for the street replacement. The project is high on the City's priority list, but a project of this scale takes time to put together. Reconstruction will happen at the earliest in 2005; 2006-7 is more likely. Additional funds for streetscape enhancements would increase the impact of this project on the neighborhood and could help to stimulate private sector reinvestment in the corridor.





*Example of church lighting*



*Exterior lighting would turn local churches  
into neighborhood beacons.*

**Light the churches.** The numerous churches in Union Miles are community landmarks. Exterior lighting for religious buildings will make the community brighter and safer at night, and will highlight the dramatic architecture of many of these structures. Allen Chapel Missionary Baptist Church and the New Life Fellowship Church are two logical candidates for exterior lighting. Both buildings are on the National Register of Historic Places, and lighting their facades and steeples would provide much needed illumination for Miles Park. Grant funds or private donations could be secured to provide financial assistance for church lighting.

**Enhance church parking.** Most neighborhood churches have large parking lots that are only used, on average, one or two days per week. These parking lots are often fenced in for security reasons. The paving and fencing often creates an unattractive and unwelcoming appearance. Churches in commercial areas could be encouraged to allow nearby businesses to use their parking lots when church is not in session. Fences and landscaping design guidelines could be established for parking lots. For example, churches could be encouraged to install vinyl-coated chainlink fences, which are better looking and more durable than standard metal chainlink. Or they could be encouraged to replace fences with landscaping. Landscaping guidelines for parking lots could establish a minimum percentage (such as 20%) of a parking lot's surface area that should be landscaped. This would help to provide a garden setting for religious buildings that would enhance their appearance and their presence in the community.



*St. Luke's Church with parking, Union Avenue*



*Example of low-maintenance parking lot landscaping*





*Martin Luther King Jr Boulevard median*

**Beautify neighborhood gateways.** Entry points to the neighborhood should be made more attractive and welcoming with landscaping and signage. One prominent location is at East 116th Street and Martin Luther King Jr. Boulevard. There is a vacant property at the southwest corner of the intersection that could become the site of a major neighborhood gateway. Most residents and many people who do not live in the neighborhood drive through this intersection frequently, and a beautiful landscape display could become a neighborhood identifier and a point of pride for the community.

The median on MLK Boulevard is another gateway opportunity. A more dense planting of trees and hardy, low-maintenance landscaping could make this the neighborhood's signature street.



*East 116th Street and Martin Luther King Jr. Boulevard*



*Landscaped gateway, Letchworth, England*



*Large vacant site west of Revere Elementary*

## Goals 3-4:

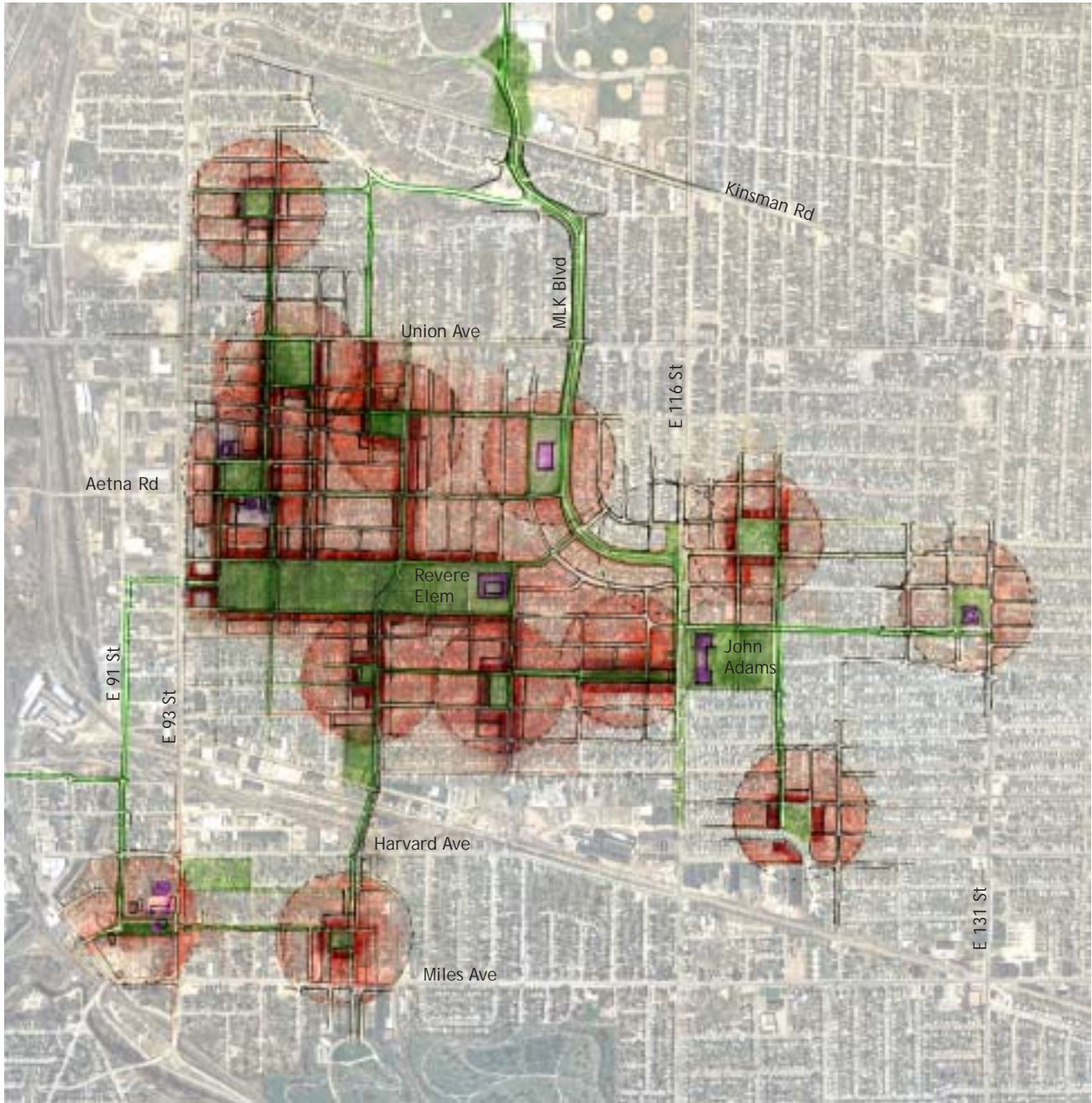
### CONSOLIDATE VACANT PROPERTIES/ CONCENTRATE NEW DEVELOPMENT

Goals 3 and 4 are interrelated, so recommendations that address these two goals are combined in this section to reduce repetition.

**New housing.** The Union Miles Development Corporation plans to construct 59 new houses in the neighborhood, as indicated in the organization's 2002-2005 Strategic Plan. 24 of these houses will be market-rate, 30 will be affordable (tax credit) homes, and five will be green-built homes, meaning that they will be highly energy-efficient and constructed of environmentally-friendly materials.

Although there are vacant lots throughout the neighborhood that are in the City of Cleveland's landbank and suitable for new housing construction, housing development should be concentrated in key locations for maximum impact. Proximity to a new or rehabilitated school will enhance the market appeal of new housing. Proximity to a new or existing park would also be an advantage.

The Union Miles neighborhood was founded as a residential area surrounding a public green space fronted by public buildings and churches. This "town square" model could provide an approach to residential development around new and existing green spaces and institutions in the neighborhood. For example, if a large new park is created between Revere Elementary and East 93rd Street (see page 59), existing housing that faces the park could be rehabilitated and new housing could be constructed, creating a neighborhood within the neighborhood with a broad market appeal.



*Potential residential nodes, centered on existing institutions and new or existing green spaces*



*Residential square*

Likewise, small neighborhood squares could be built throughout the neighborhood, providing a focal point for housing rehabilitation and new construction. Many of these green spaces could be developed using existing vacant lots, although in some cases, small or deteriorated housing could be acquired and demolished to make way for new housing and green space. Proximity to a church, school or other institution would give each of these mini town squares their own distinct identity and character.



*Potential new residential development, with a public green space surrounded by new and rehabbed housing and two existing churches.*



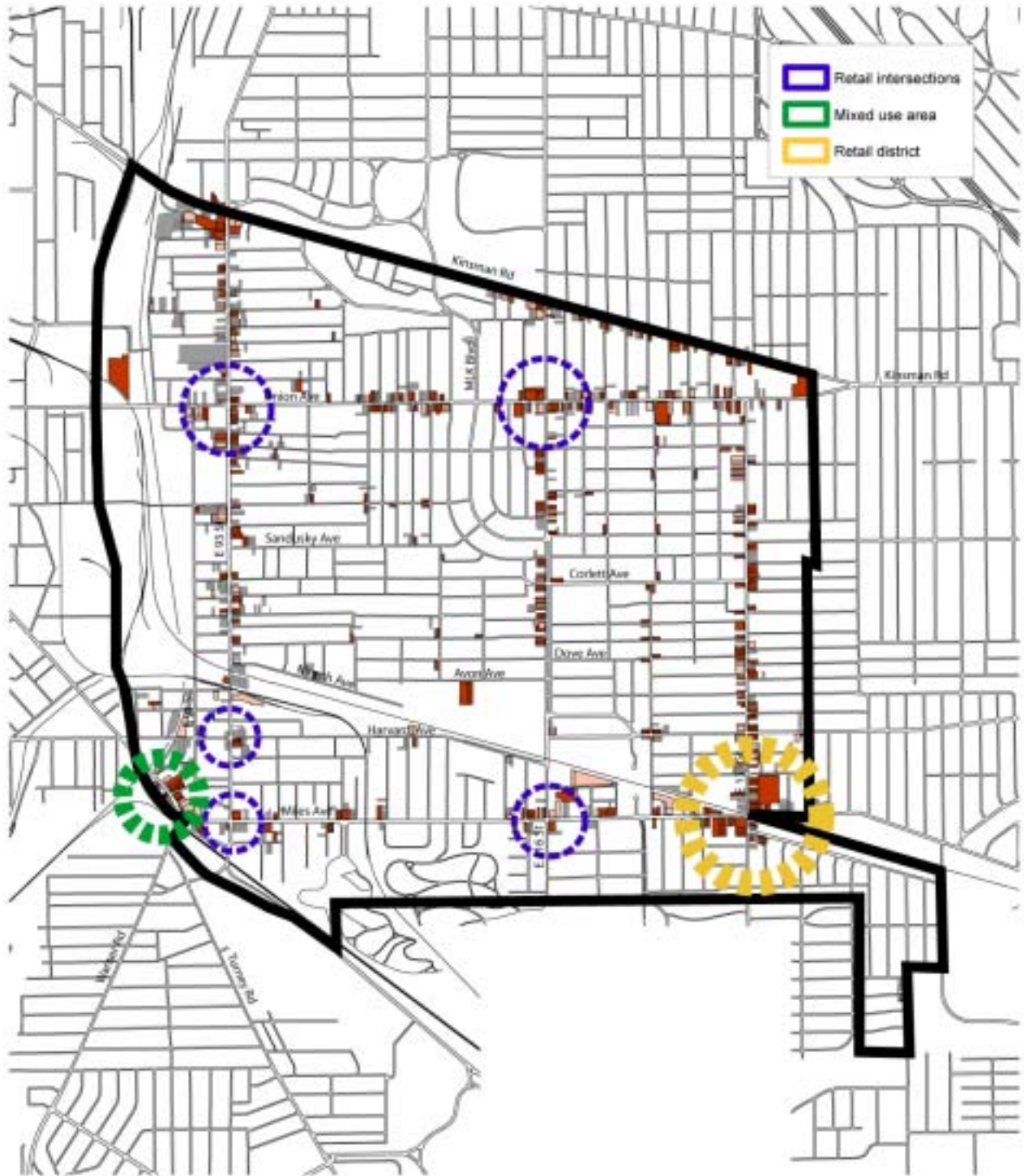


*Existing business at the intersection of East 93rd Street and Union Avenue*



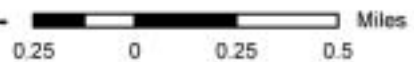
*CVS on Cleveland's west side: a rigorous design review process resulted in a building that is very compatible with its surroundings.*

**Focus retail development at busy intersections.** There are several high traffic intersections that could support additional neighborhood-oriented retail uses (drug store, restaurant, bank, convenience mart, etc.) These intersections include East 93rd Street and Harvard Avenue, East 93rd Street and Miles Avenue, East 116th Street and Miles Avenue, East 93rd Street and Union Avenue, and East 116th Street and Union Avenue. (See map on page 75). It is unlikely that any of these intersections would support a shopping center, but filling in the vacant corners with freestanding retail buildings would bring much needed businesses back into the neighborhood. Design review for retail development at these locations is essential, to ensure that any new development enhances the character of the neighborhood.



## Potential Retail Concentrations

Union-Miles Neighborhood Master Plan



**Enhanced retail district at East 131st Street and Miles Avenue.** The UMDC has been working to expand the retail district at East 131st Street and Miles Avenue, including the expansion of the existing supermarket and the addition of a bank and 55 units of senior housing. This would create a vital, focused commercial district for the neighborhood. Preliminary development plans include two new retail buildings totalling 40,000 square feet at the intersection of East 131st Street and Miles Avenue, replacing an existing commercial building. Plans also include a multi-story senior housing development at the intersection of Marston Avenue and East 135th Street, plus enhanced parking and landscaping for the entire block.





**Encourage mixed-use development at Broadway and Miles Avenues.** The Broadway and Miles intersection has the unique benefit of being close to Miles Park, the historic heart of the neighborhood. A mixture of housing and commercial development at this location would take advantage the proximity to Miles Park and Mill Creek, and would serve as a link between the two areas. Development at Broadway and Miles would be enhanced by a reconfiguration of Broadway, Avenue, narrowing the street to its earlier width. (See page 78-79). In addition, new crosswalks would make it easier for pedestrians to cross the street at this location, connecting Union-Miles residents to a new park and scenic overlook that is proposed for the south side of Broadway, at the Broadway/Warner Road intersection.



POTENTIAL DEVELOPMENT FOR THE INTERSECTION OF BROADWAY AND MILES AVENUES





*Intersection of Broadway and Miles Avenues in 1913 (Sanborn Fire Insurance Map).*



*Broadway and Miles intersection*

## Goal 5: CONNECT RESIDENTS TO OPPORTUNITIES

**Reconfigure Broadway and Miles Avenue intersection.** Broadway Avenue was altered to accommodate a freeway interchange that was never constructed. As a result, the street is unnecessarily wide where it intersects with Miles Avenue and Warner Road. This encourages high traffic speeds and creates a barrier between Union-Miles and the Mill Creek area. Restoring the roadway to its earlier configuration would simplify the intersection and help to restore the historic relationship between Miles Park and Mill Creek. It would also make it easier for Union-Miles residents to access green space and recreation opportunities in the Broadway Scenic Byway area. (See maps on pages 78 and 79)



*Calvary Cemetery*



*Housing on Union Avenue, adjacent to Bisbee Park*

**Expand and open up neighborhood parks and green spaces.** Several major green spaces are buried in residential areas, with little exposure to the surrounding community. Residents who live just a few blocks from these facilities may not use them because they are not easily accessible. Residents who live a little farther away may not even be aware of their existence.

For example, Bisbee Park is currently undergoing a \$500,000 makeover. Residents, particularly in the southern half of the UMDC service area do not use this park, and some do not even consider it part of their neighborhood. But when the work is completed, the park will offer a variety of recreation opportunities and will be a major amenity for the neighborhood. One way to increase the use of this park is to make it more visible. Bisbee Park is only accessible from Beacon Avenue, a cul-de-sac street just one block south of Union Avenue. If the park were expanded north to Union Avenue (see plan on page 82), all of the people who drive or ride the bus down Union Avenue everyday would become aware of the park's existence. Expanding the park would require the acquisition of 14 single- and two-family houses on Union Avenue, but this cost would be justified by the increased benefit provided to residents and could perhaps be offset by grant funds. Several vacant lots on Gibson Avenue to the south of the park could be acquired to expand the park in this direction as well, connecting the park in a more tangible way to the adjacent housing.

In a similar way, the Harvard/East 110th Street Park could be expanded north to Harvard Avenue, increasing its visibility and its physical presence in the neighborhood. Eight homes would have to be acquired and demolished to open the park to Harvard Avenue, although the new public housing on Harvard would remain. An additional eight houses at the western edge of the park could also be removed, opening views into the park from East 108th Street. (See plan on page 83).

### BISBEE PARK: POTENTIAL EXPANSION AREA



E 100th / HARVARD PARK: POTENTIAL EXPANSION AREA



Even Calvary Cemetery could be expanded to provide more access for residents to this beautiful green space. The cemetery could be expanded north toward Miles Avenue, giving it a more visible presence in the Union-Miles neighborhood. (See plan on page 85). The expansion could occur through a public/private partnership to create more public open space within the cemetery. The boundaries of the expansion area would need to be carefully delineated, as there is a concentration of some of the City's most historic housing in this area, as well as a number of new homes. However, there are also numerous vacant lots and dilapidated houses in the area; these properties could be acquired and consolidated for the cemetery expansion. In addition to providing greater access to the cemetery, the expansion would also provide an attractive setting for additional new housing, as infill construction in the existing historic neighborhood.



*Miles Avenue entrance, Calvary Cemetery*



*Cemetery from residential area*



*Historic housing near cemetery*



*East 96 Street, south of Miles Avenue*

CALVARY CEMETERY: POTENTIAL EXPANSION AREA





**Community Circulator.** Residents would be more likely to use nearby parks and retail areas if it were easier to get to them. While it would be preferable to have expanded shopping areas and a recreation center within the neighborhood, a Community Circulator would make it easier for residents to shop and to get to the three existing Recreation Centers that are just outside the Union-Miles area. These recreation centers are just far enough away that it can be difficult for residents, particularly children and seniors, to get to them. But they are just close enough to make it difficult to justify the expense of building a new facility within Ward 2. Also, the existing YMCA on Miles Avenue could be expanded, perhaps with reduced membership rates for neighborhood residents.

The Lee-Harvard Community Circulator serves the southeastern part of the neighborhood, connecting residents to Randall Park Mall, the Lee-Harvard Shopping Center, and the Murtis Taylor Multi-Service Center, among other destinations. A new circulator could connect residents to existing parks at the periphery of the Union-Miles neighborhood, including the soon to be renovated Bisbee Park and Easton Park at the northeast corner of the neighborhood, Gawron Park just west of the neighborhood, and Calvary Cemetery and Mill Creek to the southwest. A circulator could also transport residents to East 131 Street and Miles Avenue, where a new mixed-use shopping center is planned (see page 76).

**Martin Luther King Jr. Boulevard as the Boulevard of Learning.** Many of the neighborhood's schools are oriented toward Martin Luther King Jr. Boulevard. Although the elementary schools are dispersed throughout the neighborhood, all of the neighborhood children come together for middle school at Nathan Hale. Then they will move on to the new John Adams High School, also on MLK Boulevard. MLK Boulevard is physically and symbolically the path to higher education. It extends north to University Circle, linking neighborhood students to Case Western Reserve University and other University Circle institutions. Siting the new high school so its main entrance looks out onto MLK Boulevard will reinforce the link between high school and higher education. Physical improvements to this already attractive street, including additional landscaping, will help to draw students along the path of learning. More importantly, programmatic initiatives between the Cleveland School System and Case Western will help to pave the way for neighborhood children to continue their education in Cleveland's cultural and academic hub.



*Nathan Hale Middle School*



*Site of the new John Adams High School*

**Bikeways and Recreation Connections.** Broadway Avenue has been designated as a scenic byway, a key link to the Canal Corridor and the Cuyahoga Valley National Recreation Area. The UMDC has been working with neighboring community groups to develop a plan for enhancing the scenic byway. A network of walking paths and bikeways is proposed for the Broadway, Union-Miles, and Slavic Village areas. These paths will enable Union-Mile residents to enjoy the natural beauty and historic features of the Canal Corridor and will provide an amenity that will draw prospective new residents and development to the Union-Miles area.





*Bessemer Avenue as it enters Union-Miles*

**Bessemer Extension.** The Bessemer Extension is an initiative to expedite the movement of truck traffic out of industrial areas on the City's southeast side and onto I-77 and I-480. The Bessemer Extension will alleviate some of the adverse effects of industrial truck traffic on residential neighborhoods. The first phase of the Bessemer Extension involved widening and repaving Bessemer Avenue; this work is complete. The second phase, which is planned and funded but has not yet been constructed, will extend Bessemer Avenue from East 65th Street to East 55th Street, providing a more direct link for truck traffic to the freeway system. A third phase of the Bessemer Extension will extend into the Union-Miles neighborhood, possibly routing trucks along part of an unused the railroad right-of-way just west of East 91st Street and connecting to the Union-Miles industrial district at East 91st Street and Loren Avenue. (See map on page 92). The exact route has not been determined, but funds have been allocated to study this issue. The UMDC should actively support this effort, as it will have a positive effect on the neighborhood's residential areas and will increase the viability of the industrial district.



*Miles Park student artwork*

## Goal 6:

### RETAIN EXISTING ASSETS

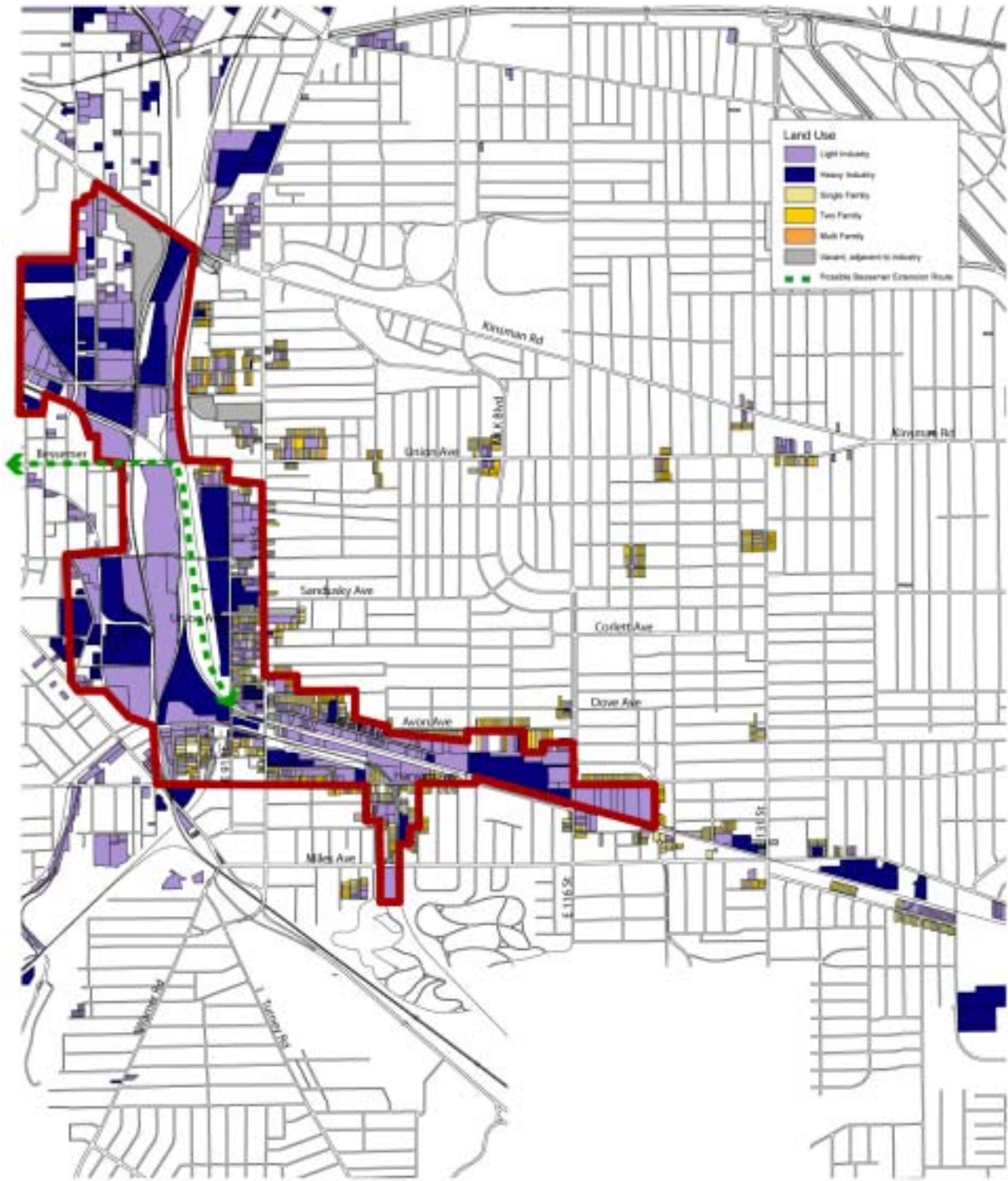
**Retain Existing Institutions.** Residents have made it clear that they do not want to lose anything else. Over the last 30 years, businesses, residents, and institutions have left the neighborhood. Retention of what remains is critical for neighborhood residents. This is especially true with regard to the public schools. Residents do not want to see existing schools removed from the neighborhood. The UMDC has organized an effort to retain Miles Park Elementary School, which is slated for relocation by the Cleveland Municipal School District. Efforts to retain other institutions are equally important. This effort would be supported in part by encouraging residents to fully utilize the services that the neighborhood institutions provide.



*Neighborhood industry*

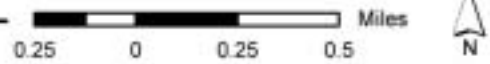
**Define an industrial district.** Industrial uses are concentrated along the East 91st/93rd Street corridor, as well as along Harvard, Meech, and Cassius Avenues. Defining an industrial district with specific boundaries would make it easier for industries to operate in the neighborhood, increasing the likelihood that existing businesses will stay and that new industries could be attracted here. An industrial district would also help to reduce the adverse impacts of industry on adjacent retail areas.

A rough boundary for an industrial district is shown on page 92. Within the industrial district, the needs of industry would prevail. Housing within the industrial district would be acquired over time, either by private industries or through eminent domain proceedings. These residential properties would be assembled into larger parcels to allow for the expansion of existing industry or the development of new industries. The properties would also be used to provide parking for industries and to establish a landscape buffer between the industrial district and the adjacent residential areas. Typically, houses that are located adjacent to industry have lower property values than those located elsewhere in the neighborhood. These houses also tend to be maintained to a lower standard. Acquiring these properties for industrial uses would benefit industries and the neighborhood as a whole, provided that people currently living within an industrial district are provided assistance with relocation. Establishing an industrial district could help speed up the process of converting some residential properties to industrial use and would allow the UMDC and the Southeast Improvement Area to provide more assistance with land assembly to industrial businesses. The delineation of an industrial district, however, should take into account the areas where industry and housing coexist without apparent adverse effects, such as on Avon Avenue, where housing right across the street from industry is well-maintained and continues to appreciate in value.



## Industrial District

Union-Miles Neighborhood Master Plan



# Priorities and Implementation

Steering Committee members and the community-at-large were asked to vote on their priorities for implementing the recommendations of the plan. A summary of their responses is included in the appendix, starting on page 102

Although both groups expressed their strongest support for recommendations aimed at improving the physical condition of the neighborhood, there were notable differences between the priorities of Steering Committee members and the community-at-large. The Steering Committee expressed some support for most of the plan recommendations, with the highest priorities being to target deteriorated housing in the neighborhood for rehabilitation or redevelopment and to create an enhanced retail district at East 131st Street and Miles Avenue. The community-at-large also expressed strong support for targeting deteriorated housing, but their highest priorities were to identify a location in Ward 2 for a new Recreation Center, to improve and maintain railroad crossings, to reconstruct East 93rd Street, and to define an industrial district. Responses from both groups are integrated into the combined priority list on the following page. Actual priorities for implementation will be impacted by many external factors, such as the availability of funds, the willingness of developers to pursue specific initiatives, and timing constraints.



### Highest Priorities for the Neighborhood

<b>Expand Opportunities</b>	
1.	Identify a location in Ward 2 for a Recreation Center
2.	Develop Jack Rabbit Hill as a community park
3.	Target smallest houses for rehab or redevelopment
<b>Improve Physical Condition</b>	
1.	Target deteriorated housing for rehab or redevelopment
2.	Spruce up the industrial district (tie)
2.	Improve and maintain railroad crossings (tie)
2.	Reconstruct East 93rd Street (tie)
<b>Consolidate Vacant Land / Concentrate Development</b>	
1.	Define an industrial district (tie)
1.	Focus retail development at high traffic intersections (tie)
3.	Create an enhanced retail district at East 131st Street and Miles Avenue
<b>Connect Residents to Opportunities and Assets</b>	
1.	Request an additional RTA Community Circulator

The Steering Committee and the community-at-large were also asked to identify the plan recommendations which would be easiest to accomplish. Although these recommendations may not be as critical to the long-term future of the neighborhood, having some successful projects in the short-term will create the momentum needed to sustain efforts to improve the neighborhood over the long term. Steering Committee members were somewhat divided in their opinions about which initiatives would be easiest to implement, with a few votes going to a variety of plan

recommendations. The community-at-large were more united in their opinions, with many in agreement that establishing recreation facilities for teens and enhancing neighborhood gateways would be relatively easy to implement. The combined list of short-term priorities are as follows:

#### Short-term Priorities for the Neighborhood

<b>Expand Opportunities</b>	
1.	Establish recreation facilities for teens
2.	Develop Jack Rabbit Hill as a community park
<b>Improve Physical Condition</b>	
1.	Enhance neighborhood gateways
2.	Target deteriorated housing for rehab or redevelopment
<b>Consolidate Vacant Land / Concentrate Development</b>	
1.	Create an enhanced retail district at East 131st Street and Miles Avenue
2.	Encourage mixed use development at Broadway and Miles Avenues
<b>Connect Residents to Opportunities and Assets</b>	
1.	Expand and open up neighborhood green spaces

PROJECT	STATUS	NEXT STEPS
High Priority Projects		
Identify a location in Ward 2 for a Recreation Center	Long term opportunity	<ol style="list-style-type: none"> <li>1. Meet with Councilman and Cleveland Parks and Recreation Department staff to determine the feasibility of a recreation center in Ward 2.</li> <li>2. Establish a building program and site requirements.</li> </ol>
Develop Jack Rabbit Hill as a community park	Short to long term opportunity	Apply for a <i>Neighborhood Connections</i> grant or other funding to upgrade the landscaping of the site right now and to begin the design process for a future park.
Target smallest houses for rehab or redevelopment	Long term opportunity	<ol style="list-style-type: none"> <li>1. Identify potential redevelopment zones based on highest concentrations of housing under 1,500 square feet.</li> <li>2. Create a database to track the status of properties within identified redevelopment zones.</li> <li>3. Acquire and landbank properties or assist private developers with land acquisition in identified redevelopment zones.</li> </ol>
Target deteriorated housing for rehab or redevelopment	On-going effort	<ol style="list-style-type: none"> <li>1. Identify the worst housing in the neighborhood.</li> <li>2. Create a database to help monitor these properties.</li> <li>3. Where possible, contact property owners to offer financial and technical assistance with rehabilitation.</li> <li>4. Work with City inspectors to pursue aggressive code enforcement.</li> <li>5. Identify properties requiring further action (i.e. nuisance abatement, receivership proceedings).</li> </ol>
Spruce up the industrial district (tie)	Short to long term opportunity	<ol style="list-style-type: none"> <li>1. Work with the Cleveland Industrial Retention Initiative (CIRI) and the Southeast Improvement Association (SIA) to convene a group of key industrial property owners to discuss improving the appearance of industrial areas.</li> <li>2. Consider developing design guidelines for industrial properties and streetscapes.</li> <li>3. Advocate for a city program to provide a financial incentive for exterior improvements to industrial properties.</li> </ol>
Improve and maintain railroad crossings (tie)	On-going effort	<ol style="list-style-type: none"> <li>1. Continue to work with the Cleveland Public Service Department to hold railroads accountable for the condition of crossings.</li> <li>2. Continue efforts to document and report substandard conditions at railroad crossings.</li> </ol>
Reconstruct East 93rd Street (tie)	Short to long term opportunity	<ol style="list-style-type: none"> <li>1. Work with Cleveland Public Service Department to provide neighborhood input and monitor progress on the reconstruction of East 93rd Street.</li> <li>2. Explore funding opportunities with the Northeast Ohio Area-wide Coordinating Agency (NOACA) for streetscape and pedestrian enhancements to East 93rd Street in conjunction with the reconstruction project.</li> </ol>

PROJECT	STATUS	NEXT STEPS
<b>High Priority Projects</b>		
Define an industrial district (tie)	Short to long term opportunity	<ol style="list-style-type: none"> <li>1. Work with residents and area industries to delineate the boundaries of the Union-Miles industrial district.</li> <li>2. Identify residential properties within the industrial district.</li> <li>3. Acquire and landbank these residential properties as they become available and assist local industries with land property acquisition within the industrial district, where appropriate.</li> </ol>
Focus retail development at high traffic intersections (tie)	On-going effort	<ol style="list-style-type: none"> <li>1. Identify properties available for redevelopment at key neighborhood intersections.</li> <li>2. Actively recruit new retail businesses to develop these sites.</li> <li>3. Establish a scattered-site Business Revitalization District with design review authority to ensure that new development is in keeping with community standards.</li> </ol>
Create an enhanced retail district at East 131st Street and Miles Avenue	On-going effort	Work with private developer(s) to acquire and redevelop this area for retail uses and senior housing.
Request an additional RTA Community Circulator	Short term opportunity	<ol style="list-style-type: none"> <li>1. Meet with neighborhood residents and institutions to identify key destinations to be connected by a Circulator Route. Meet with RTA officials to pursue the creation of a new</li> <li>2. Circulator.</li> </ol>
<b>Other Projects</b>		
Establish recreation facilities for teens	Short term opportunity	<ol style="list-style-type: none"> <li>1. Conduct meetings with teenagers and pre-teens to determine what types of recreation facilities would best meet their needs.</li> <li>2. Apply for a Neighborhood Connections grant or other funding to design teen-oriented facilities and to make teen-friendly improvements to existing facilities.</li> <li>3. Seek city funding, grants, and private donations for land acquisition (as needed) and development costs.</li> </ol>
Enhance neighborhood gateways	Short term opportunity	<ol style="list-style-type: none"> <li>1. Identify key sites for neighborhood gateways.</li> <li>2. Apply for a Neighborhood Connections grant or other funding to design and implement gateway treatments.</li> <li>3. Solicit private donations and in-kind contributions from businesses and organizations to assist with the implementation of gateway treatments.</li> </ol>
Encourage mixed use development at Broadway and Miles Avenues	Long term opportunity	<ol style="list-style-type: none"> <li>1. Participate in efforts to reconfigure the intersection at Broadway and Miles Avenues to create an enhanced and more accessible development site.</li> <li>2. Work with private property owners to promote a mixed use development plan.</li> </ol>
Expand and open up neighborhood green spaces	Short to long term opportunity	<ol style="list-style-type: none"> <li>1. Identify available sites adjacent to Harvard/East 110th Street Park, Bisbee Park, and/or Calvary Cemetery.</li> <li>2. Apply for a Neighborhood Connections grant or other funding to develop plans for expanding existing parks and green spaces teen-oriented facilities and to make teen-friendly improvements to existing facilities.</li> <li>3. Seek city funding, grants, and private donations for land acquisition (as needed) and development costs.</li> </ol>

# Appendix

**City of Cleveland Neighborhood Fact Sheet:**  
Union-Miles Park Statistical Planning Area.

**Meeting Summaries:**

Steering Committee, November 7, 2002

Neighborhood Summit, December 7, 2002

Community Meeting, April 24, 2003

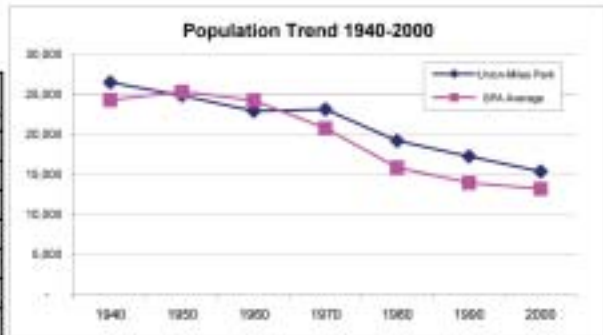
Steering Committee, January 28, 2004

Community Meeting, March 11, 2004

# Union-Miles Park

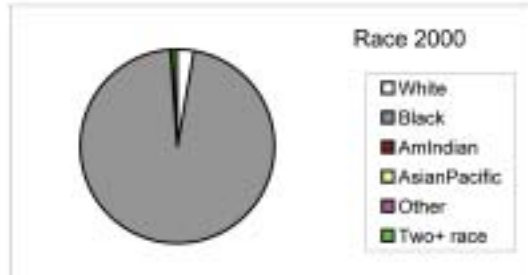
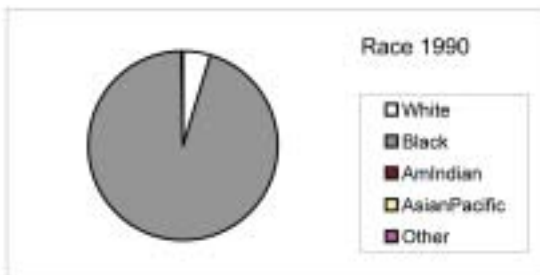
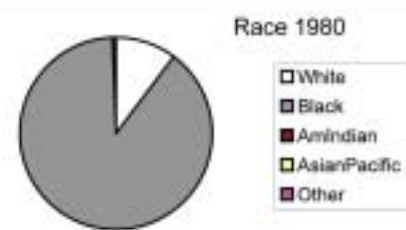
## POPULATION

YEAR	Miles Park	City wide	SPA Change%	City Change %
1940	26,584	878,338		
1950	24,948	914,808	-6.2%	4.2%
1960	23,010	876,050	-7.8%	-4.2%
1970	23,214	750,879	0.9%	-14.3%
1980	19,299	573,822	-16.9%	-23.6%
1990	17,338	505,616	-10.2%	-11.9%
2000	15,464	478,403	-10.8%	-5.4%



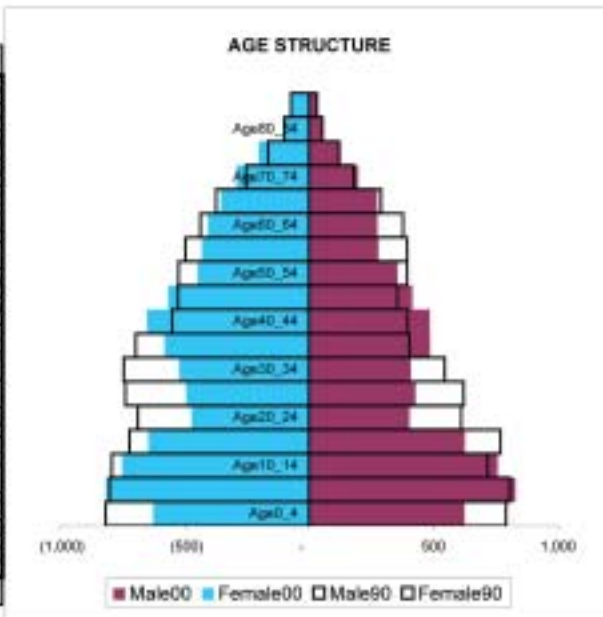
## RACE/HISPANIC ORIGIN

	1980	1990	2000	80-90 change%	90-00 change%
White	1,988	796	420	-60.0%	-47.2%
Black	17,208	16,480	14,854	-4.2%	-9.9%
AmIndian	25	26	18	4.0%	-30.8%
AsianPacific	10	8	14	-20.0%	75.0%
Other	68	28	31	-58.8%	10.7%
Two+ race			127		
Hispanic	177	58	100	-67.2%	72.4%



## AGE & SEX

Age	Male90	Male00	Female90	Female00
Age0_4	791	623	616	625
Age5_9	806	628	801	615
Age10_14	717	757	791	750
Age15_19	768	625	720	645
Age20_24	611	403	687	472
Age25_29	621	427	737	493
Age30_34	545	408	744	521
Age35_39	402	485	695	580
Age40_44	396	484	550	650
Age45_49	355	414	525	564
Age50_54	394	355	523	447
Age55_59	394	278	496	431
Age60_64	377	274	436	406
Age65_69	290	273	373	354
Age70_74	180	197	252	291
Age75_79	120	127	165	202
Age80_84	54	58	101	98
Age85P	32	33	73	73
<b>Total</b>	<b>7,853</b>	<b>7,049</b>	<b>9,485</b>	<b>8,415</b>

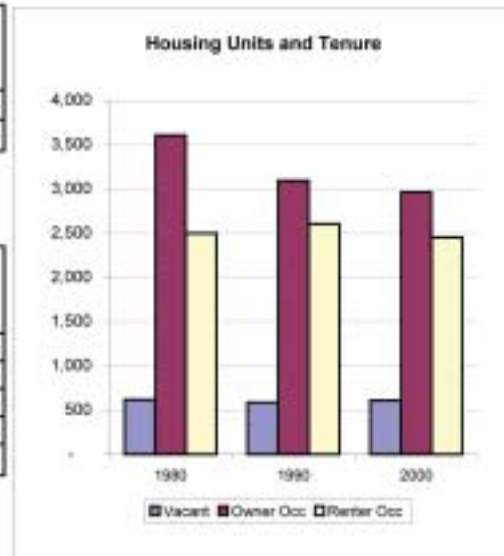


### FAMILIES & HOUSEHOLDS

	1980	1990	2000	80-90 change%	90-00 change%
Families	4,561	4,215	3,863	-7.6%	-8.4%
Households	6,107	5,699	5,417	-6.7%	-4.9%

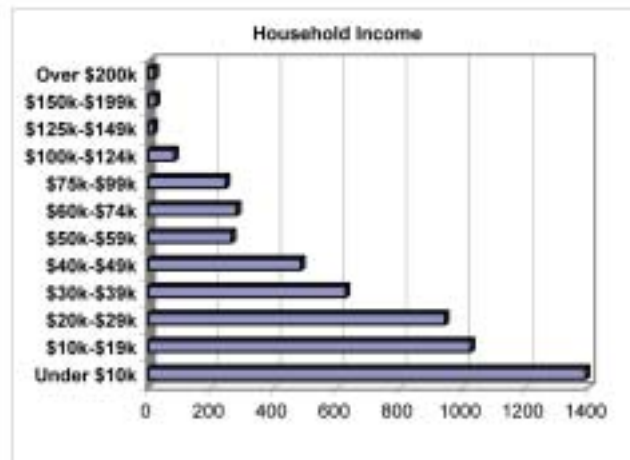
### HOUSING UNITS AND TENURE

	1980	1990	2000	80-90 change%	90-00 change%
Housing Units	6,726	6,285	6,027	-6.6%	-4.1%
Occupied	6,107	5,699	5,417	-6.7%	-4.9%
Vacant	619	586	610	-5.3%	4.1%
Owner Occ	3,607	3,094	2,964	-14.2%	-4.2%
Renter Occ	2,500	2,605	2,453	4.2%	-5.8%
Vacant%	9.2%	9.3%	10.1%		
Owner Occ%	53.6%	49.2%	49.2%		
Renter Occ%	37.2%	41.4%	40.7%		



### HOUSEHOLD INCOME

	Number	% SPA	% CITY
Under \$10k	1391	25.7%	21.0%
\$10k-\$19k	1025	19.0%	18.6%
\$20k-\$29k	943	17.5%	16.7%
\$30k-\$39k	627	11.6%	12.7%
\$40k-\$49k	485	9.0%	9.3%
\$50k-\$59k	265	4.9%	7.0%
\$60k-\$74k	281	5.2%	6.5%
\$75k-\$99k	246	4.6%	4.9%
\$100k-\$124k	82	1.5%	1.7%
\$125k-\$149k	16	0.3%	0.6%
\$150k-\$199k	23	0.4%	0.4%
Over \$200k	19	0.4%	0.7%
<b>Total</b>	<b>5403</b>	<b>100.0%</b>	<b>100.0%</b>



	SPA	City
Median Household Income	\$22,591	\$25,928
Median Family Income	\$26,406	\$30,286
Persons in Poverty	4856	122479

### HOUSING VALUES - 2000

	Houses	% SPA	% CITY
Under \$20k	88	3.6%	2.00%
\$20k- \$29k	150	6.1%	3.20%
\$30k-\$39k	233	9.4%	5.60%
\$40k-\$49k	491	19.9%	8.90%
\$50k-\$59k	365	14.8%	11.10%
\$60k-\$79k	825	33.4%	31.40%
\$80k-\$99k	205	8.3%	22.40%
\$100k-\$150k	79	3.2%	12.10%
\$150k-\$200k	6	0.2%	2.00%
\$200k-\$250k	17	0.7%	0.70%
Over \$250k	13	0.5%	0.70%
<b>TOTAL</b>	<b>2472</b>	<b>100.0%</b>	<b>100.00%</b>



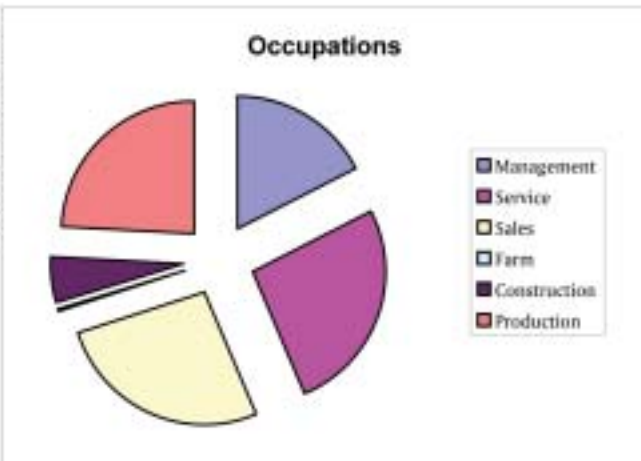
	SPA	CITY
Median Housing Value	\$56,443	\$71,100
Median Contract Rent	\$377	\$379

### HOUSING TYPE

Structure Type	Units	%SPA	%CITY
Single-Family	4263	70.6%	52.8%
Attached	610		
Detached	3653		
Multi-Family	1772	29.4%	46.7%
2 Units	1241		
3 or More	531		
Other	0	0.0%	0.5%
<b>Total</b>	<b>6035</b>		

### OCCUPATIONS

	Number	%SPA	%CITY
Management	804	17.6%	22.5%
Service	1188	26.0%	20.9%
Sales	1208	26.4%	26.7%
Farm	13	0.3%	0.1%
Construction	253	5.5%	7.5%
Production	1107	24.2%	22.3%
<b>Total</b>	<b>4573</b>	<b>100.0%</b>	<b>100.0%</b>





## **UNION MILES MASTER PLAN**

*Steering Committee Meeting*

November 7, 2002

Neighborhood priorities expressed by members of the steering committee include:

- \* Corner Stores
  - Poor quality goods/services
  - unsafe
  - violation: liquor, substances
  - may be a detriment
- \* Need to bring back retail that has left
  - poor maintenance
  - allowed businesses to decline
  - retail dollars are leaving the neighborhood
- \* “Greying” neighborhood
  - influx of children, grandkids
  - overall picture appears less stable
- \* Housing issues
  - Smaller homes difficult to market, expensive to maintain
  - Not fitting today’s demand
  - Too small even for a starter
  - Replacing 2 lots with 1 and larger unit
- \* Strategy Council Clean Up – 4 Saturdays in June. NO Dumping !! Need to certify/monitor dumping
- \* Industry
  - Interface with residential
  - Litter and trash – also on tracks
  - Bessemer Ext. and Kinsman Road in the spring 2003
  - Street maintenance from trucks
  - E. 93<sup>rd</sup> in serious state
  - Check rail status with A. Jackson
- \* Green space
  - Gorman’s Island: 93<sup>rd</sup> and Miles
  - 131<sup>st</sup> and Miles: NW corner
  - MLK and Harvard, nth to Farrington
  - 93<sup>rd</sup> and Harvard
  - Jack Rabbit Hill: Wade and Sandusky
  - Olman Park at Aetna, 80-82<sup>nd</sup> Streets
- \* Need a bank!

## **UNION-MILES MASTER PLAN**

*Neighborhood Summit*

December 7, 2002

Priorities for the neighborhood include:

\*Industrial Clean-up

- Glass
- Trash

\*Corner Store

- Clean up

\*Street re-paving

- Gaylord, not repaved since 1976

\*Things for kids to do:

- Basketball
- Football
- Baseball field

\*Park areas

- Recreation center

\*Jack Rabbit Hill for recreation – Wade & 93<sup>rd</sup>

\*75<sup>th</sup> & Broadway Senior Center is a good model

\*Tracks behind Pratt need clean-up

\*P.O. in area along Harvard, or off 93<sup>rd</sup>

\*Way – Sandusky on 98<sup>th</sup> is a good area for kids, vacant field, nature walk

\*Talk to DuBois, 12<sup>th</sup> District Rep.

\*Talk to Post Office

\*Need action out of the plan

\*Absentee ownership is an issue

\*Balance actions throughout the neighborhood

\*93<sup>rd</sup> & Gaylord house is a drug problem

\*One-way streets

\*116<sup>th</sup> & Harvard to 93<sup>rd</sup> for park

\*131<sup>st</sup> & Miles plaza

\*Street repaving

\*Harvard to School:

- Property could be used (Miles Park Elementary)

\*93<sup>rd</sup> bridge over train tracks

\*Seniors' complex, make housing available to young families

\*Need young professionals to revitalize the neighborhood

\*Retail on Miles because of traffic. Seniors need to be able to walk to services

\*Booth St: bad bridge

\*Ravine is a problem at 100<sup>th</sup> and Pratt

\*Beautification:

- Main streets
- Landscaping
- eg: 93<sup>rd</sup> & Gorman, 93<sup>rd</sup> & Miles—flowers
- Plans:
  - \* Island at MLK
  - \* Corlett area
  - \* Angelus, south to Harvard
  - \* 131<sup>st</sup>: NW corner

\*What about 93<sup>rd</sup>???

- Small green spaces, like at 108<sup>th</sup>
- 100 & Gaylord, thru to Harvard
- Improve corner stores: appearance and quality of goods
- Need action to convince residents to participate

## **UNION-MILES MASTER PLAN**

*Community Meeting*

April 24, 2003

Following a presentation by the Urban Design Center that covered potential improvements and development opportunities in the neighborhood, residents had the following comments:

\*It is difficult to prioritize; need to work on everything now; do it all!

\*Schools

- Work with what you have
- Keep historic school buildings wherever possible, but upgrade interiors to highest standards
- Expand/rebuild Miles Park Elementary on its current site
- Use schools for community functions after hours

\*Don't take anything else away from this neighborhood

- Need to restore retail and housing

\*Need VISION

- Programs for kids to envision a better future

\*Target historic housing for rehabilitation

- Including MLK, Miles, Gorman

\*Improve housing stock

- Target worst first

\*Recreation and community center

- Masonic Temple building will not work as a recreation center; the Masons organization still owns and uses this facility and is not interested in selling.
- Identify another location in Ward 2
- Programs for seniors and kids
- Sports, basketball courts
- Pool, track
- Classes, community room
- Like Gunning, Fairfax, Kennedy Recreation Centers

## UNION-MILES MASTER PLAN

*Steering Committee Meeting*

January 28, 2004

Following a review of the proposed plan recommendations, Steering Committee members were asked to vote for the three specific initiatives that are most important to the future of the neighborhood and should be the top priorities for implementation. The Steering Committee was also asked to vote for the three items that seem easiest to accomplish, in order to establish some short-term priorities for the neighborhood and the staff of the Union-Miles Development Corporation. The votes were as follows:

1. Target deteriorated housing for rehabilitation or redevelopment (5 votes).
2. Create an enhanced retail district at East 131<sup>st</sup> Street and Miles Avenue (4 votes).
3. Spruce up the industrial district (3 votes).
4. Target smallest houses for rehabilitation or redevelopment (2 votes), and  
Develop Jack Rabbit Hill as a community park (2 votes), and  
Establish recreation facilities for teens (2 votes), and  
Identify a location in Ward 2 for a Recreation Center (2 votes), and  
Create a scattered site business revitalization district (2 votes), and  
Establish MLK Boulevard as the "Boulevard of Learning" 2 votes.
10. Target historic housing with special assistance (1 vote), and  
Define an industrial district (1 vote), and  
Expand and open up neighborhood green spaces (1 vote), and  
Retain existing institutions (1 vote).

Although members of the Steering Committee expressed support for the remaining plan recommendations, none received any votes as being most important to the future of the neighborhood:

- Improve and maintain railroad crossings.
- Reconstruct East 93<sup>rd</sup> Street.
- Request an RTA Community Circulator.
- Light the churches.
- Convert corner stores for new residential uses.
- Orient housing toward existing assets.
- Orient housing toward newly created assets.
- Focus retail development at high traffic intersections.
- Encourage mixed use development at Broadway and Miles Avenues.
- Construct green spaces to enhance existing institutions.
- Enhance church parking.
- Establish bikeways and walking paths to nearby resources.
- Extend the Bessemer Extension.
- Construct small parks and playgrounds on vacant sites.

- Enhance neighborhood gateways.
- Reconfigure the Broadway and Miles Avenue intersection.

The Steering Committee identified the following projects as having the potential to be easiest to implement (each received 2 votes):

- Develop Jack Rabbit Hill as a community park.
  - Construct green spaces to enhance existing institutions.
  - Establish recreation facilities for teens.
  - Target deteriorated housing for rehabilitation or redevelopment.
  - Improve and maintain railroad crossings.
  - Reconstruct East 93<sup>rd</sup> Street.
  - Enhance neighborhood gateways.
  - Retain existing institutions.

## UNION-MILES MASTER PLAN

### *Community Meeting*

March 11, 2004

Following a presentation of all the proposed plan recommendations, community members were asked to vote for the three specific initiatives that are most important to the future of the neighborhood and should be the top priorities for implementation. Community members were also asked to vote for the three items that seem easiest to accomplish, in order to establish some short-term priorities for the neighborhood and the staff of the Union-Miles Development Corporation. The votes were as follows:

1. Identify a location in Ward 2 for a Recreation Center (6 votes), and  
Improve and maintain railroad crossings (6 votes), and  
Reconstruct East 93<sup>rd</sup> Street (6 votes), and  
Define an industrial district (6 votes).
5. Request an RTA Community Circulator (5 votes).
6. Develop Jack Rabbit Hill as a community park (4 votes), and  
Target deteriorated housing for rehabilitation or redevelopment (4 votes).
8. Target smallest houses for rehabilitation or redevelopment (3 votes), and  
Target historic housing with special assistance (3 votes), and  
Spruce up the industrial district (3 votes), and  
Light the churches (3 votes).
12. Convert corner stores for new residential uses (2 votes), and  
Orient housing toward existing assets (2 votes), and  
Orient housing toward newly created assets (2 votes), and  
Focus retail development at high traffic intersections (2 votes), and  
Encourage mixed use development at Broadway and Miles Avenues (2 votes).
17. Construct green spaces to enhance existing institutions (1 vote), and  
Create a scattered site business revitalization district (1 vote), and  
Enhance church parking (1 vote), and  
Establish bikeways and walking paths to nearby resources (1 vote), and  
Extend the Bessemer Extension (1 vote), and  
Retain existing institutions (1 vote).

Although residents expressed support for the remaining plan recommendations, none received any votes as being most important to the future of the neighborhood:

- Construct small parks and playgrounds on vacant sites.
- Establish recreation facilities for teens.
- Enhance neighborhood gateways.
- Create an enhanced retail district at East 131<sup>st</sup> Street and Miles Avenue.

- Reconfigure the Broadway and Miles Avenue intersection.
- Expand and open up neighborhood green spaces.
- Establish MLK Boulevard as the “Boulevard of Learning.”

Community members identified the following projects as having the potential to be easiest to implement:

1. Establish Recreation facilities for teens (8 votes).
2. Create an enhanced retail district at East 131<sup>st</sup> Street and Miles Avenue (6 votes).
3. Enhance neighborhood gateways (5 votes), and  
Encourage mixed use development at Broadway and Miles Avenues (5 votes), and  
Expand and open up neighborhood green spaces.