



2001 NEIGHBORHOOD MASTER PLAN



Cudell Improvement, Inc.

C U D E L L / E D G E W A T E R

C O N T E N T S

THE CONTEXT FOR PLANNING	1
The Cudell/Edgewater Neighborhood	1
Purpose of the Master Plan	1
Process and Participants	2
Previous Studies	3
West 117th Street	3
Former Fifth Church of Christ Scientist	6
Detroit Avenue	6
Lorain Avenue	7
Housing	10
Historic Districts	10
EXISTING CONDITIONS	12
Neighborhood Demographics	13
Zoning and Land Use	19
Residential	23
Commercial	34
Industry	37
Institutions and Open Space	39
Traffic and Parking	41
Crime and Safety	46
Current Development	54
NEIGHBORHOOD GOALS.....	56

PLAN RECOMMENDATIONS	57
Summary of Recommendations	58
Development Priorities	60
West Tech/Lorain Avenue	60
Clifton Boulevard	64
Detroit Avenue	67
West 117th Street	72
Industrial Area	72
Neighborhood-wide	75
Planning and Analysis	76
West Tech/Lorain Avenue	76
Madison Avenue	76
Industrial Area	77
Neighborhood-wide	78
Neighborhood Preservation	81
Housing Maintenance	81
Commercial Maintenance	82
Public Properties	82
Safety	82
 NEIGHBORHOOD PRIORITIES	 83
 IMPLEMENTATION/WORK PLAN	 88
 APPENDIX	 93
Community Forum No. 1	93
Community Forum No. 2	96
Community Forum No. 3	97

Cudell/Edgewater

The Context for Planning

Introduction



Cudell Improvement, Inc. identified the need to develop a collaborative master plan for Cudell and Edgewater because, although the two neighborhoods are different in terms of housing and demographics, they face similar challenges and share many common resources and opportunities.

Cudell grew as a working class neighborhood in the early part of the 20th century, as industry developed along the Lake Shore and the Michigan Southern rail line that paralleled Berea Road. Spurs were created off the main line in the early 1920s, allowing industry to expand south of Berea Road. Cudell's population peaked in 1930 at 18,376 and gradually declined thereafter. Between 1960 and 1980, the neighborhood's population declined by 30%, due in part to the construction of I-90 which removed approximately 450 houses from the southern part of the neighborhood.

Edgewater was part of the Village of West Cleveland until it was annexed to Cleveland in 1894. By this time, the area had numerous large estates that were the residences of many of Cleveland's wealthiest citizens. By the 1920s, many of these large estates had been subdivided into smaller parcels that were developed for houses and apartments. Edgewater experienced its most intense period of growth between 1910 and 1930 when the neighborhood's population nearly tripled.

Today, the Cudell/Edgewater neighborhood has a stable residential population and housing that ranges from modest starter homes to some of the highest priced housing in the City of Cleveland. Residential, commercial, and industrial uses are located in close proximity to each other. The neighborhood is densely developed with few vacant properties.

Purpose of the Master Plan

Over the last 15 years, there have been a series of planning studies and initiatives developed to address problems or opportunities in the Cudell/Edgewater neighborhood. More recently, several significant development projects have begun or are in the pre-development stages, including the redevelopment of the former West Technical High School property for housing, the renovation of the West Boulevard/Cudell RTA station, retail development on Detroit, Lorain, and West 117th Street, and storefront rehabilitation in commercial areas throughout the neighborhood. With the wide range of planning and redevelopment efforts underway in different parts of the neighborhood, this Master Plan is intended as a comprehensive assessment of the neighborhood and its future development needs. The Master Plan will also fulfill the City of Cleveland's requirement that community development agencies throughout the City must have plans to support future funding requests for planning and capital improvement projects. The Urban Design Center of Northeast Ohio (UDC) assisted Cudell Improvement, Inc. in preparing this neighborhood-wide master plan that builds on the plans already

in place and coordinates the neighborhood's development objectives with emerging investment trends throughout the area. The planning process was an opportunity to take stock of recent achievements, identify current strengths and weaknesses, and define the short-range and long range development priorities. The goal of the plan was to develop a community-based vision for the future and consensus on the specific steps required to achieve this vision.

Process and Participants

The planning process was guided by a core Working Group, a project Steering Committee, and the community-at-large.

The Working Group compiled and analyzed information about the neighborhood and coordinated the Steering Committee and public input throughout the planning process.

The Steering Committee is a larger group of community leaders and stakeholders who oversaw the planning process and provided policy direction to the Working Group.

Initially, the UDC documented neighborhood conditions, collected data, and met with community stakeholders and the Working Group to establish the basis for the plan. Residents, business owners, and other members of the community-at-large provided input into the plan through an initial Community Forum where the broad goals for the future of the neighborhood were identified.

Next, the UDC met with the working group to outline a set of neighborhood development options that were presented at a second Community Forum. Community members reviewed the draft development options at the second forum and offered input on what they liked, what they did not think would work, and what was missing. Guided by this input, the UDC refined and expanded the development options and prioritized the options based on what members of the community thought was most important and what seemed most likely to be implemented given existing opportunities and constraints.

Finally, the UDC reviewed the draft development priorities with the Steering Committee and held a third Community Forum to achieve consensus on neighborhood priorities for inclusion in the final Neighborhood Master Plan. In total, more than 400 community members participated in the neighborhood master planning process. Cudell Improvement, Inc. used newsletters, mailed invitations, and newspaper advertisements and articles to publicize the Master Plan sessions.

Previous Studies

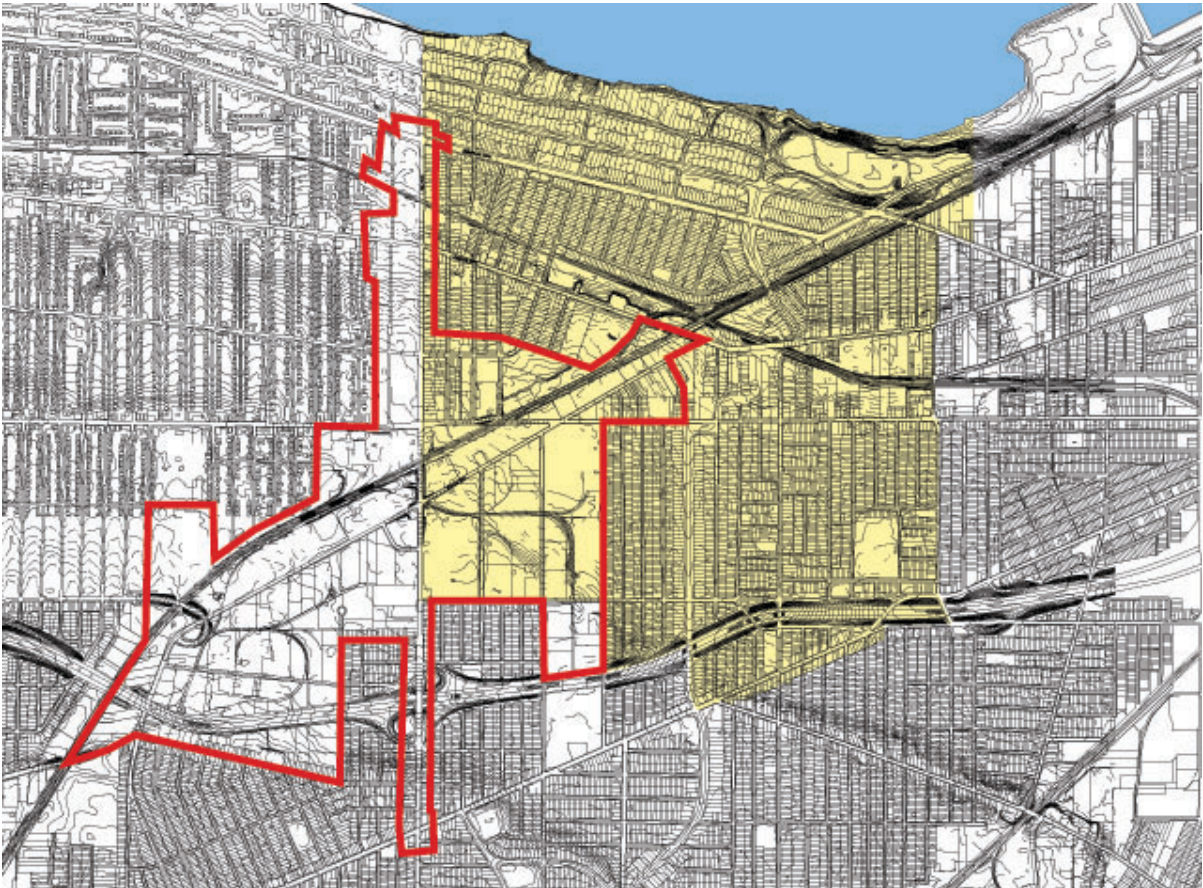
As the first step in the master planning process for the Cudell/Edgewater neighborhood, the UDC reviewed recent planning initiatives for the area. The following is a summary of these initiatives, that target specific sites, streets, areas, and issues in the neighborhood.

West 117th Street

West 117th Street, Berea Road, and the surrounding area presents the strongest opportunity for redevelopment in the Cudell/Edgewater neighborhood. The current mix of commercial and industrial uses, combined with proximity to the freeway and rail access, makes the area appealing to potential developers. A recent study looked at the redevelopment potential for West 117th Street/Berea Road corridors.

Berea Road and West 117th Street Corridors Economic Development Program, URS Greiner, 1998. This study examines redevelopment options for the industrial area that centers on Berea Road and West 117th Street, including sites in both Cleveland and Lakewood.

As part of the study, 73 industrial businesses in the area were surveyed. In 1998 when the survey occurred, 30% of these businesses were looking to expand their existing facilities and 11% were considering renovations. Only 10% were considering relocation. The study found



Berea Road-West 117th Street Study Area

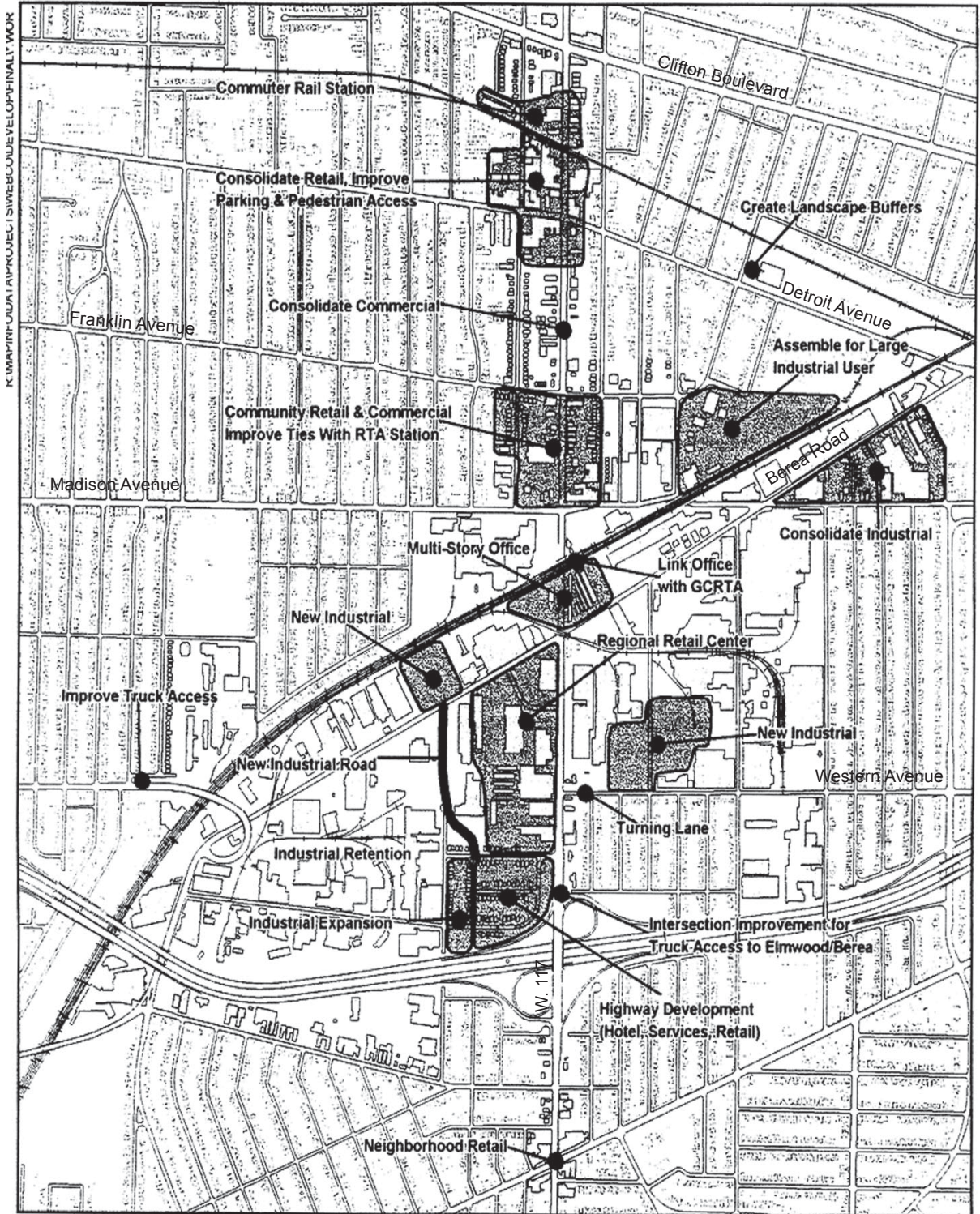
that the area is well-suited to industrial uses because of its freeway and rail access and because land and building costs are affordable, especially as compared to industrial parks in outlying suburban locations. Also, the study found that there are very few serious environmental problems with the industrial sites in the area. However, business owners have concerns about vandalism and safety.

The study found market support for the following types of redevelopment:

- There is strong market support for light manufacturing and distribution space in area. Ideally, redevelopment would be in the form of build-to-suit facilities of 100,000 square feet or less, with the flexibility to allow for business growth or contractions. The area's proximity to rail lines and I-90 are important for light manufacturing and distribution uses.
- Additional retail development could be supported in the area, including a large scale regional retail center of 250,000 to 750,000 square feet with five to ten anchors. Proximity to I-90 is important for this type of development. Additional community oriented retail could also be supported. This type of retail is not dependent on freeway access and could be tied to the RTA station at West 117th Street and Madison Avenue.
- Hotel development was found to be financially feasible, especially for a budget priced, extended stay hotel. The area's proximity to the airport, businesses, and public transportation all support this type of use. A hotel development would require freeway visibility and access. The study identified a residential area near I-90 and West 117th Street for a potential site for hotel development. However, the high cost of land assembly has been an obstacle to potential developers.

To accommodate the traffic generated by industrial and retail development, the study recommends the following:

- Eliminate on-street parking on West 117th Street; replace with off-street parking for commercial uses.
- Increase the turning radii of street corners in the industrial areas to better accommodate truck movements, especially at West 117th Street along Western Avenue. (Funding for improving the turning radii is currently being sought).
- Consider a street reconfiguration at Berea Road and Madison Avenue. (Construction is currently underway on this project).
- Widen Western Avenue at West 117th Street to accommodate a turning lane. (A study has been completed regarding the widening of Western Avenue and improvements to turning radii; funding for the work is currently being sought).
- Reconstruct the Madison Avenue/West 117th Street transit station and make related bus and parking improvements. (This recommendation is currently being implemented by the RTA.)



Development Program Components (from Berea Road & West 117th Street Corridors Economic Development Program, URS Greiner, 1998)

Former Fifth Church of Christ Scientist



Former Christian Scientist Church at West 117th Street and Lake Avenue

At the northern end of West 117th Street, the former Fifth Church of Christ Scientist building presents a unique development opportunity because of the site's proximity to the lake and to a high-income residential neighborhood.

Evaluation of Development Options, West 117th Street and Lake Avenue, D.B. Hartt, 1993. This study was conducted in response to the proposed demolition of the former Fifth Church of Christ Scientist structure to accommodate the expansion of an adjacent grocery store. There was opposition to the proposal because of the potential negative impacts that the expanded grocery store would have on the residential neighborhood along Lake Avenue. There was also concern about the loss of the historic church structure. The study recommended a partial demolition of the church, retaining the dome and three primary exterior facade walls. A grocery store expansion was proposed that would reuse the remaining portion of the historic building. This recommendation was not implemented. Currently, the church building is still owned by the grocery store, which has recently donated the property to the City. The property is zoned for single-family residential, a designation that many adjacent residents favor retaining. Cudell Improvement, Inc. and the Urban Design Center of Northeast Ohio will conduct a design charrette in the Fall of 2001 to explore potential new uses for the property.

Detroit Avenue



Mixed use development option for Detroit Avenue.

Detroit Avenue has a mix of uses, including retail, residential, recreation, and public transit. The studies for this area have focused on improving the retail mix and urban character of the street.

Detroit Avenue - West Boulevard to West 117th Street - Land Use Concept, Urban Design Center, 1999. This plan consists of streetscape improvements, bridge treatments, signage, and infill development to make the Detroit corridor a more attractive and cohesive mixed use environment.

Detroit Avenue Retail Analysis, Cudell Improvement, Inc., 1997. This report is a compilation of 1990 Census data for the trade area within a three mile radius of West 110th Street and Detroit Avenue. It also includes a list of businesses on Detroit Avenue between West 85th and West 117th Street. The trade area includes 164,164 people with a median household income of \$20,262 (in 1989).

Detroit Avenue-West 117th Retail Business Study, NOACA, 1985. This report assessed the feasibility of developing a new shopping center at the northeast corner of Detroit Avenue and West 117th Street. Although a significant number of existing business owners expressed interest in relocating to a new shopping center, the study found that the project was not feasible at the time due to the high costs of land assembly.

The report identified Detroit Avenue's weaknesses as a retail area, including the lack of pedestrian traffic and off-street parking. Also, the report found that shopping areas are diluted by too many non-retail uses. Many stores are functionally obsolete and existing businesses

have difficulty competing with larger stores and shopping centers. The area has insufficient street and parking lot lighting. Vandalism is a problem.

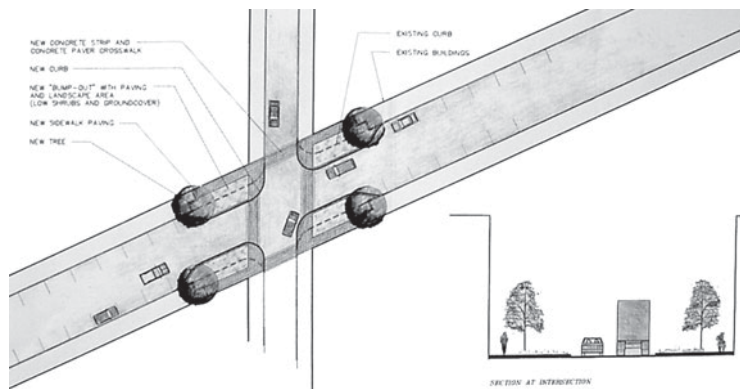
To overcome these challenges, the study recommended the creation of a strong business association and a coordinated advertising and promotional campaign. The study also recommended storefront improvements, better maintenance, and a program to assist business owners or developers to consolidate and modernize existing retail properties.

The stretch of Lorain Avenue in Cudell is part of eight miles of retail that stretch from downtown Cleveland to the airport. Sustaining a dynamic and appealing retail district over eight miles is challenging, and the section of Lorain Avenue in Cudell has numerous vacancies and underutilized properties. A number of studies were completed for Lorain Avenue in an effort to increase the viability of this area.

Lorain Avenue

Lorain Avenue Traffic Study, R.E. Warner and Associates, Inc., 2001, and Traffic Calming Plan, Pennoni Associates of Ohio Inc., 2000. This project looked at adding a series of “bump outs” along Lorain Avenue from the Clark Avenue/I-90 interchange to West Boulevard to slow traffic and create opportunities for landscaping. The plan also suggested narrowing the Lorain Avenue bridge over I-90 at Clark Avenue and sections of West 85th Street and Clark Avenue on a trial basis.

The plan is an initial effort to make Lorain Avenue a more pedestrian friendly retail district and it may lead to traffic changes at a larger scale, such as reconfiguring streets and consolidating interchanges. These larger scale changes would require a Major Corridor Study to examine the alternatives.



Bump-out study, Lorain Station Historic District Enhancement Project, Pennoni Associates, 2000.



Lorain Avenue storefronts.

Lorain Station Historic District-Place Marketing Strategy, Real Estate Planning Group, 1996. This marketing plan for the Lorain Station Historic District examined the Lorain Avenue commercial area between I-90 and West Boulevard. The study found that with improvements to the physical environment of the neighborhood and a focused marketing effort, the Lorain Station area could attract upscale shoppers from outside of the immediate area.

The study identified convenient access to I-90, several outstanding existing retailers, historic architecture, and an experienced neighborhood development corporation as the neighborhood's strengths. Weaknesses included a shortage of parking, buildings in need of repair, and a perception that the neighborhood is unsafe and in decline. The study recommended the following steps to revitalize the area:

1. Upgrade appearance of neighborhood with new sidewalks, curbs, and decorative paving.
2. Improve parking with directional signage, striping, decorative paving, and additional spaces.
3. Plant large trees on the streets which feed into Lorain Avenue.
4. Relocate utility lines to the rear of sites.
5. Promote the district with signage, landscaped entry points, and historic plaques.
6. Maintain and rehab existing buildings, including the rear elevations when parking is located behind the buildings.
7. Promote the use of tax credits for rehabbing historic buildings.
8. Build on the established antique area adjacent to Lorain Station.
9. Market Lorain Station as a place to live and work; encourage building owners to lease storefronts with apartments above as a single unit.
10. Promote Lorain Station to commercial real estate brokers by providing quarterly mailings that identify opportunities, provide information about events, and tell success stories.

Lorain Avenue Traffic Analysis, NOACA, 1993. The traffic analysis found that few commuters travel the full length of Lorain Avenue. Instead, motorists use Lorain Avenue to access the freeway or to go to a specific destination. The intersection at Lorain Avenue and West Boulevard poses a safety concern due to a high number of accidents.

Urban Redevelopment Options for the Corner of West 98th Street and Lorain Avenue, Thomas M. Evans, 1993. The study examined several redevelopment options for a four parcel, one-half acre site at the southeast corner of West 98th Street and Lorain Avenue. The options included (1) a traditional retail development with storefronts along the right of way line, (2) a strip style retail development that is set back from the street, and (3) a hybrid of the two. Estimated redevelopment costs ranged from \$640,000 for a strip style development to \$800,000 for a traditional or hybrid redevelopment. No specific option was recommended.

Lorain Avenue Parking Study, Cleveland City Planning Commission, 1989. This study looked at parking along Lorain Avenue between West 90th Street and West Boulevard. The study found a parking deficiency of 211 spaces based on the mix of commercial and retail uses on the street at that time. The highest deficiencies were found between West 96th to West 97th Street on the north side of Lorain Avenue, from West 97th to West 98th Street on both sides, and from West 99th Street to Denison on the south side.

The study found that many of the parking spaces in the area are not easily visible to potential patrons and that many of the parking areas are small, disjointed, and in need of improvements. The study recommended striping the parking lots to accommodate more cars and consolidating some of the smaller lots by eliminating barriers between them.

Civic Vision Region VII: Lorain Avenue Commercial Market Analysis, Halcyon Ltd., 1989. The market analysis looked at Lorain Avenue from West 58th to West 140th Street and recommended a shift in retail areas from a regional focus to a local market orientation. The study advocated a series of locally owned retail concentrations, each with a distinct identity along Lorain Avenue. For the section of Lorain Avenue in Cudell, the study recommended:

1. Modifying the retail mix to include more eating and drinking establishments.
2. Working with merchants to improve storefronts and retail presentations.
3. Encouraging on-going building renovations.
4. Providing maintenance basics such as trash removal and cleaner streets, sidewalks, storefronts, and display windows.
5. Providing technical assistance with leasing, occupancy, design and space planning, merchandising, display, and advertising.

Lorain Avenue Strategic Development Plan, Fleischman Architects, Inc. n.d. This report found that Lorain Avenue functions primarily as a feeder to I-90. Prior to the development of the interstate, Lorain Avenue carried regional traffic that supported local businesses. When the majority of this traffic was rerouted to I-90 in the 1960s, Lorain Avenue could not sustain as many retail businesses, leading to an increasing number of vacant and underutilized properties.

Challenges that will impact any Lorain Avenue redevelopment include a lack of street amenities and a variety of incompatible uses, including a high percentage of taverns, gas stations, and used car lots. Other problems include deteriorated and inappropriate signage, deteriorated building stock, and inadequate parking at West 98th Street.

The section of Lorain Avenue between West 90th and West 101st Streets was determined to be the most pedestrian-oriented area. The intersection of West 97th Street and Lorain was found to have the most economic strength.

Housing

The housing studies for the area focus on two areas: affordable rental housing and preservation techniques for historic residential neighborhoods.



Rowhouses on West 117th Street.

West Side Rental Housing Study Report, West Side Community Development Corporations, 1997. This study identified a shortage of family-sized, low-cost rental units on the west side of Cleveland. Cudell has 4,396 residential units, half of which are rental units. This is the second highest percentage of rental units in the City. Median housing values in Cudell are comparable to the City-wide median, but median rents are somewhat higher than City-wide rent levels. Affordability is an issue for low and moderate income households and the affordability gap is widening. Throughout the west side, there is a lack of larger, family-sized units and rising demand for these kind of units by low-income renters.

The study recommended that the Community Development Corporations (CDCs) lobby for more low-income tax credits to be available in urban areas. In the near term, the CDCs need to encourage and assist owners who are reluctant to put vacant units back on the market. Also, the CDCs should buy and rehab homes for lease/purchase. Over the longer term, CDCs should encourage new, cost-efficient housing and ownership models for low-income people, such as manufactured housing, condominiums, cooperatives, and row houses.

The Boulevard Neighborhoods of Cleveland, Cleveland Restoration Society, 1995. This publication provides home maintenance, rehab, and design advice to homeowners in three neighborhoods, including the historic West Boulevard neighborhood from Clifton Avenue to Jasper Avenue.

Historic Districts

There are two historic districts in the neighborhood, the Lorain Station Historic District and the Clifton Boulevard/West Boulevard Historic District.



Lorain Station.

The Lorain Station Historic District includes both sides of Lorain Avenue from West Boulevard to where I-90 crosses Lorain Avenue. The area was designated as a historic district because it has a concentration of architecturally significant commercial buildings and because the area played a historic role as a transportation corridor in the early part of the 20th century.



West Boulevard

The Clifton Boulevard/West Boulevard Historic District includes Clifton Boulevard from West 117th to Lake Avenue, and West Boulevard from Edgewater to the City limits in the south. This area was designated as a historic district based on the architectural quality and character of its residential architecture and because the area was laid out in accordance with the principles of the City Beautiful Movement that guided the development of several Cleveland neighborhoods in the early 1900s.

At community meetings, residents expressed support for the expansion of the historic districts. West 111th Street from Clifton Boulevard to Detroit Avenue was mentioned as a potential area for district expansion. Residents also suggested that the City install more traditional-looking light fixtures in the historic districts.



Landmark Districts

- Lorain Station Historic District
- Clifton Blvd/West Blvd Historic District



Cudell/Edgewater

Existing Conditions



As a basis for the Cudell/Edgewater Neighborhood Master Plan, the Urban Design Center conducted an assessment of existing neighborhood conditions. The findings are summarized in the following report and include:

Neighborhood Demographics: Census data are included in this report to provide a profile of neighborhood demographics and conditions. The most current census information is from 1990. Since Cudell/Edgewater is a fairly stable neighborhood in terms of population and demographics, some of the 1990 data remain useful for analyzing neighborhood conditions, especially where the data can be correlated with conditions observed in the field. When the 2000 census data become available, the 1990 numbers included in this report can serve as a benchmark for evaluating neighborhood changes and trends.

Zoning and Land Use: Current zoning classifications and land use patterns provide a basis for identifying redevelopment opportunities in the neighborhood. This section also includes an evaluation of neighborhood conditions by current land use.

Traffic and Parking: Access to the neighborhood and traffic patterns within the neighborhood, as well as parking issues, are reviewed in this section.

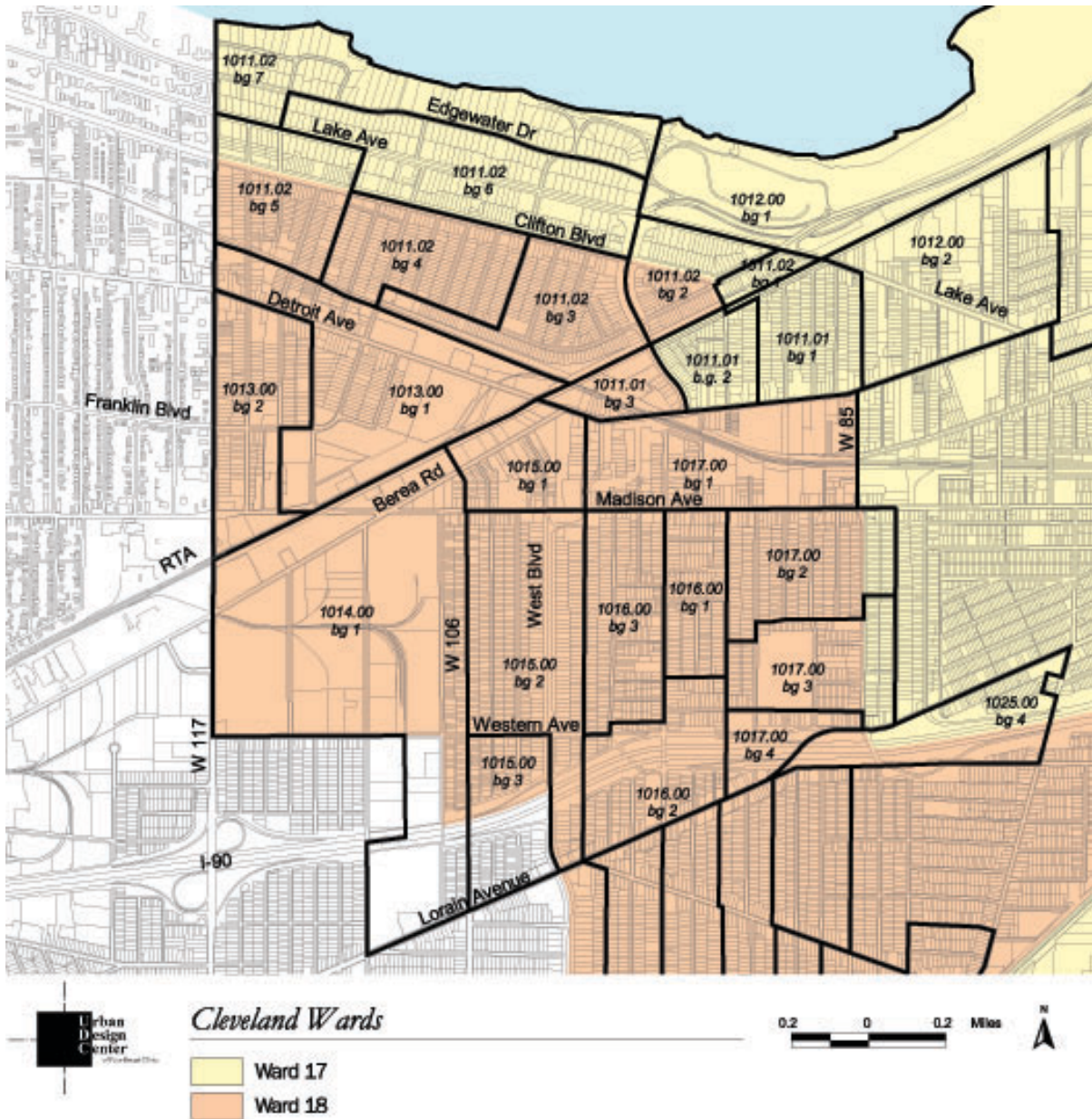
Crime and Safety: This section includes data on criminal activity in the neighborhood and safety issues raised by residents at the Community Forum.

Current Development Activity: This section includes an overview of current and recently completed development projects in the neighborhood.

Neighborhood Demographics

The Cudell/Edgewater neighborhood includes two wards, Ward 17 and Ward 18, and some or all of eight census tracts. Starting in 2002, the Cudell/Edgewater neighborhood will be in Wards 18 and 19.

The neighborhood has a population of 21,336 based on 1990 census data. Overall, 84% of neighborhood residents are white, although some parts of the neighborhood have greater racial diversity.



Cudell/Edgewater: Racial Data

Census Tract	Population	Race				
		White	Black	Native American	Asian	Other
1011.01, bg 1	1,007	84.11%	6.85%	1.19%	4.17%	3.67%
1011.01, bg 2	625	83.68%	5.44%	0.48%	6.72%	3.68%
1011.01, bg 3	274	55.11%	33.58%	1.46%	7.66%	2.19%
Total	1,906	79.80%	10.23%	1.00%	5.04%	3.78%
1011.02, bg 1	75	96.00%	4.00%	0.00%	0.00%	0.00%
1011.02, bg 2	443	88.71%	3.61%	0.45%	4.06%	3.16%
1011.02, bg 3	759	94.20%	3.43%	0.40%	1.58%	0.40%
1011.02, bg 4	934	94.22%	1.82%	0.86%	1.39%	1.71%
1011.02, bg 5	951	87.80%	7.57%	0.32%	2.00%	2.31%
1011.02, bg 6	1,499	91.13%	4.94%	0.07%	2.80%	1.07%
1011.02, bg 7	233	99.57%	0.00%	0.00%	0.43%	0.00%
Total	4,894	91.81%	4.25%	0.35%	2.15%	1.45%
1012.00 bg 1	1,674	79.03%	8.06%	1.37%	1.61%	9.92%
1012.00 bg 2	1,476	62.06%	16.19%	0.41%	12.80%	8.54%
Total	3,150	71.08%	11.87%	0.92%	6.86%	9.27%
1013.00, bg 1	1,458	82.99%	12.55%	0.55%	1.03%	2.88%
1013.00, bg 2	603	90.88%	5.14%	0.00%	1.49%	2.49%
Total	2,061	85.30%	10.38%	0.39%	1.16%	2.77%
1014.00, bg 1	595	92.94%	2.69%	0.00%	0.00%	4.37%
Total	595	92.94%	2.69%	0.00%	0.00%	4.37%
1015.00, bg 1	560	75.89%	2.50%	1.79%	6.96%	12.86%
1015.00, bg 2	1,807	88.99%	4.21%	0.28%	1.99%	4.54%
1015.00, bg 3	529	89.98%	4.35%	0.57%	0.19%	4.91%
Total	2,896	86.64%	3.90%	0.62%	2.62%	6.22%
1016.00, bg 1	662	88.07%	3.17%	1.06%	3.32%	7.85%
1016.00, bg 2	689	83.45%	6.10%	1.60%	3.05%	6.24%
1016.00, bg 3	1,297	88.28%	2.70%	0.46%	3.78%	12.10%
Total	2,648	86.97%	3.70%	0.91%	3.47%	9.52%
1017.00, bg 1	962	64.45%	16.74%	3.12%	7.48%	8.21%
1017.00, bg 2	1,313	86.82%	2.44%	1.22%	2.06%	7.46%
1017.00, bg 3	727	86.38%	2.61%	1.65%	2.89%	6.46%
1017.00, bg 4	66	81.82%	0.00%	0.00%	0.00%	18.18%
Total	3,068	79.60%	6.91%	1.89%	3.91%	7.69%
Total	21,218	83.98%	6.74%	0.82%	3.44%	5.59%

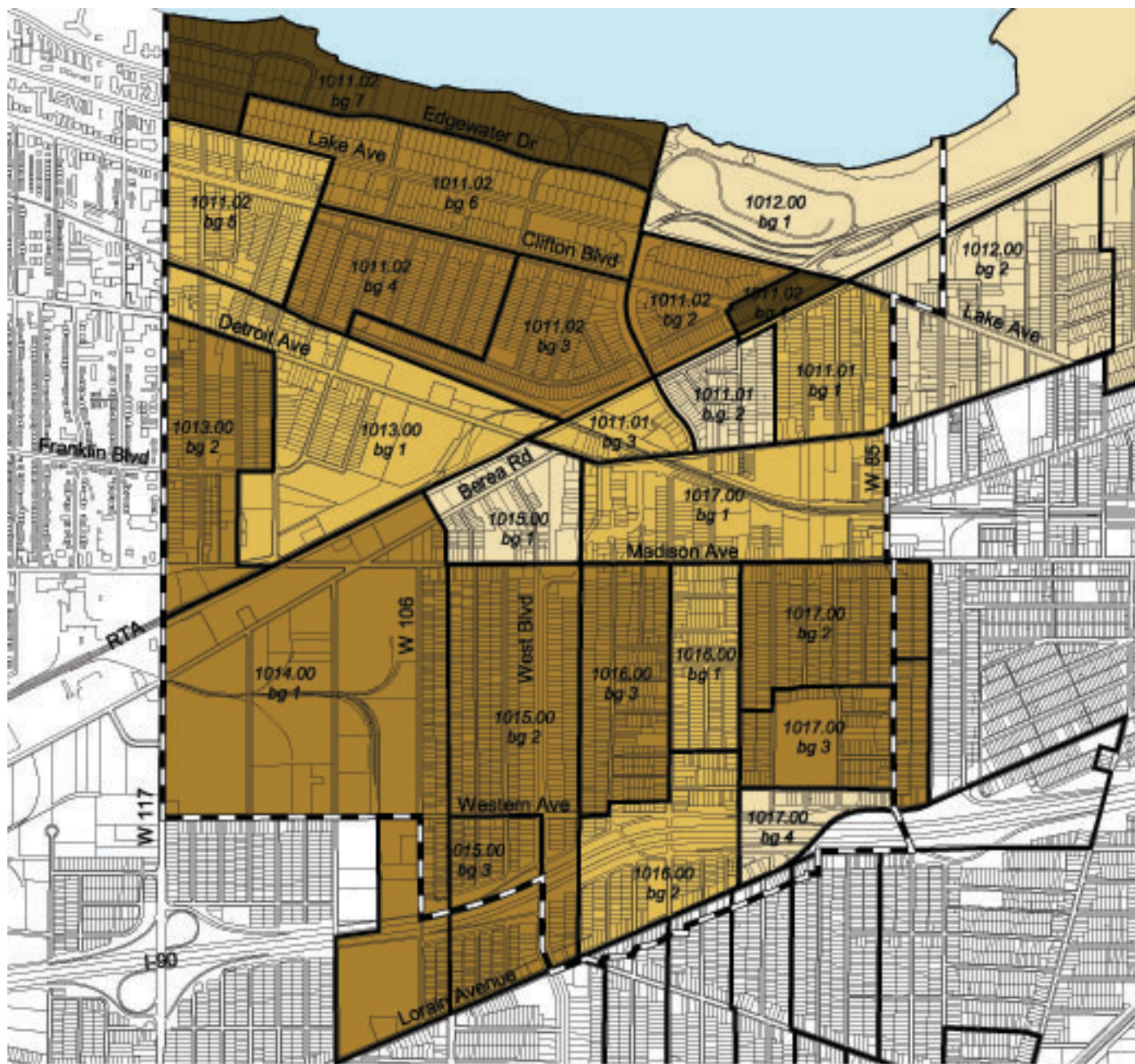
Source: 1990 Census

About half of the households in Cudell/Edgewater are non-family households, defined as one-person households or households made up of unrelated individuals. 32% of the households in the neighborhood are married couples and about half of these households have children under 18. Additionally, about 8% of the households in the neighborhood consist of single mothers with children under 18. The highest concentration of households with children occurs in the southwest and southeast corners of the neighborhood where between 50% and 60% of the households have children. Families with children are also concentrated in the central part of Cudell, where between 30% and 50% of the households have children.

Cudell/Edgewater: Household Composition

Census Tract	Number of Households	Household Composition						
		Married w/children under 18	Married, no children under 18	Male head w/children under 18	Male head, no children under 18	Female head w/children under 18	Female head, no children under 18	Non-family
1011.01, bg 1	336	23.51%	17.26%	1.79%	3.57%	17.56%	8.93%	27.38%
1011.01, bg 2	323	9.60%	16.10%	0.00%	1.86%	2.17%	4.33%	65.94%
1011.01, bg 3	123	18.70%	0.00%	5.69%	12.20%	6.50%	0.00%	56.91%
Total	782	17.01%	14.07%	1.66%	4.22%	9.46%	5.63%	47.95%
1011.02, bg 1	29	17.24%	17.24%	0.00%	17.24%	0.00%	0.00%	48.28%
1011.02, bg 2	219	8.22%	4.11%	4.57%	0.00%	8.22%	4.11%	70.78%
1011.02, bg 3	309	28.16%	25.24%	0.00%	0.00%	5.18%	5.18%	36.25%
1011.02, bg 4	463	10.58%	23.33%	4.32%	2.16%	2.16%	6.48%	50.97%
1011.02, bg 5	525	14.86%	13.14%	0.00%	0.00%	5.14%	0.00%	66.86%
1011.02, bg 6	956	5.86%	9.62%	0.00%	0.00%	0.94%	5.54%	78.03%
1011.02, bg 7	104	10.58%	45.19%	0.00%	10.58%	0.00%	0.00%	33.65%
Total	2,605	11.67%	15.66%	1.15%	1.00%	3.07%	4.15%	63.30%
1012.00 bg 1	799	15.89%	13.52%	2.25%	2.88%	9.39%	7.51%	48.56%
1012.00 bg 2	670	10.90%	7.61%	2.24%	4.33%	11.64%	5.67%	57.61%
Total	1,469	13.61%	10.82%	2.25%	3.54%	10.42%	6.67%	52.69%
1013.00, bg 1	818	7.46%	7.58%	1.71%	1.10%	7.95%	5.75%	68.46%
1013.00, bg 2	278	9.71%	16.55%	0.00%	3.24%	0.00%	15.11%	55.40%
Total	1,096	8.03%	9.85%	1.28%	1.64%	5.93%	8.12%	65.15%
1014.00, bg 1	198	35.35%	21.21%	4.55%	6.57%	11.11%	0.00%	21.21%
Total	198	35.35%	21.21%	4.55%	6.57%	11.11%	0.00%	21.21%
1015.00, bg 1	274	8.03%	10.58%	2.92%	0.00%	14.23%	10.95%	53.28%
1015.00, bg 2	608	32.73%	22.86%	2.80%	4.28%	11.51%	5.92%	19.90%
1015.00, bg 3	228	20.18%	27.19%	6.14%	0.00%	7.02%	2.63%	36.84%
Total	1,110	24.05%	20.72%	3.51%	2.34%	11.26%	6.49%	31.62%
1016.00, bg 1	234	22.22%	16.67%	3.85%	2.99%	11.11%	2.56%	40.60%
1016.00, bg 2	246	22.76%	29.67%	0.00%	2.44%	13.82%	2.85%	34.96%
1016.00, bg 3	414	32.61%	21.01%	0.00%	1.69%	6.28%	4.59%	31.88%
Total	894	27.18%	22.26%	1.01%	2.24%	9.62%	3.58%	35.01%
1017.00, bg 1	364	7.69%	9.07%	5.77%	1.65%	34.89%	5.77%	35.16%
1017.00, bg 2	506	16.80%	21.15%	5.14%	0.00%	4.74%	9.29%	42.89%
1017.00, bg 3	248	28.63%	29.84%	0.00%	4.84%	10.89%	10.48%	15.32%
1017.00, bg 4	19	57.89%	0.00%	0.00%	0.00%	0.00%	0.00%	42.11%
Total	1,137	17.15%	18.82%	4.13%	1.58%	15.66%	8.27%	34.39%
Total	9,291	16.14%	15.82%	2.09%	2.22%	8.43%	5.78%	49.61%

Source: 1990 Census



Median Household Income (in 1989)

- Under \$10,000
- \$10,000 to \$20,000
- \$20,001 to \$30,000
- Over \$30,000



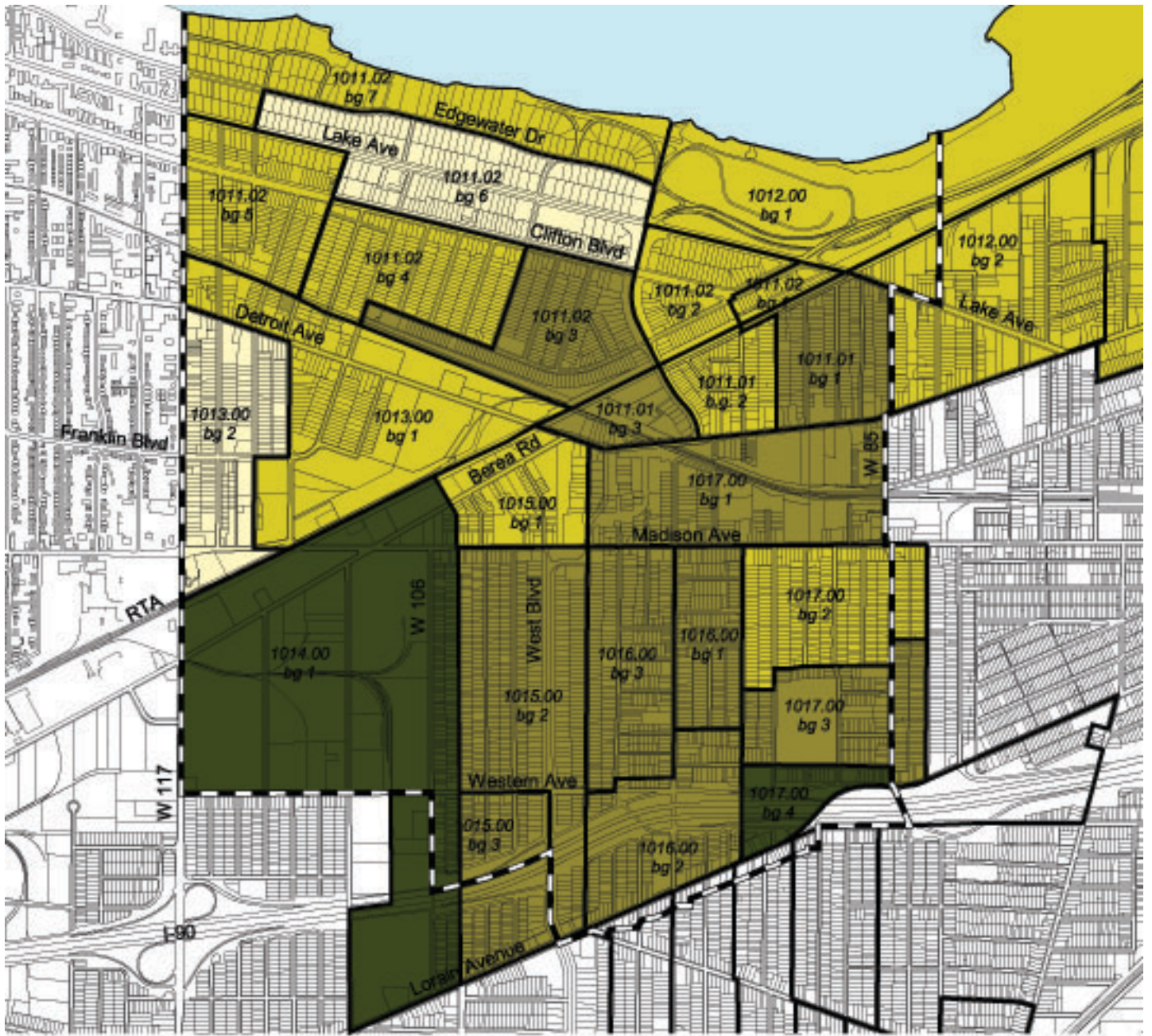
The median household income in 1989 was \$19,698 for Cudell and \$19,501 for Edgewater, compared to \$17,822 for the City of Cleveland as a whole. Incomes were highest in the northern part of Edgewater.

Household Incomes

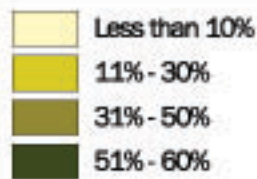
Census Tract	Number of Households	Median Household Income
1011.01, bg 1	336	\$ 15,000.00
1011.01, bg 2	323	\$ 7,362.00
1011.01, bg 3	123	\$ 14,141.00
Total	782	\$ 11,354.00
1011.02, bg 1	29	\$ 30,083.00
1011.02, bg 2	219	\$ 24,625.00
1011.02, bg 3	309	\$ 28,945.00
1011.02, bg 4	463	\$ 28,708.00
1011.02, bg 5	525	\$ 17,208.00
1011.02, bg 6	956	\$ 24,728.00
1011.02, bg 7	104	\$ 33,864.00
Total	2,605	\$ 26,208.00
1012.00 bg 1	799	\$ 8,774.00
1012.00 bg 2	670	\$ 9,522.00
Total	1,469	\$ 9,059.00
1013.00, bg 1	818	\$ 10,764.00
1013.00, bg 2	278	\$ 20,125.00
Total	1,096	\$ 13,136.00
1014.00, bg 1	198	\$ 25,750.00
Total	198	\$ 25,750.00
1015.00, bg 1	274	\$ 7,093.00
1015.00, bg 2	608	\$ 26,524.00
1015.00, bg 3	228	\$ 20,357.00
Total	1,110	\$ 19,593.00
1016.00, bg 1	234	\$ 11,838.00
1016.00, bg 2	246	\$ 18,214.00
1016.00, bg 3	414	\$ 22,500.00
Total	894	\$ 18,484.00
1017.00, bg 1	364	\$ 10,385.00
1017.00, bg 2	506	\$ 21,083.00
1017.00, bg 3	248	\$ 26,500.00
1017.00, bg 4	19	\$ 5,081.00
Total	1,137	\$ 15,953.00

9,291

Source: 1990 Census



Households with Children



Zoning and Land Use

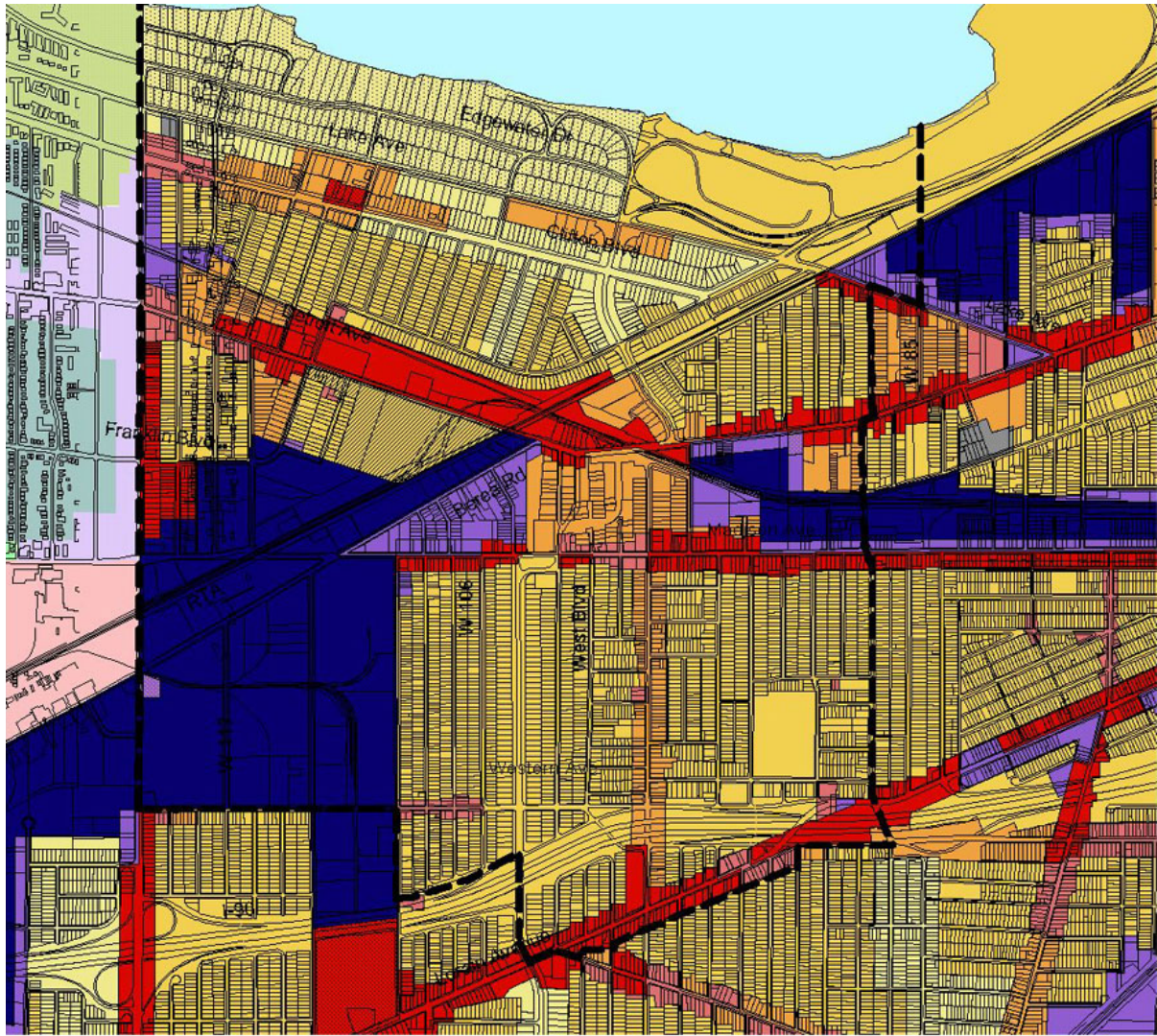
The Cudell/Edgewater neighborhood is approximately 1,840 acres or 2.87 square miles. 1,106 acres (60% of the total) is developed land. The remaining 40% consists of highways and street right-of-way. Edgewater is zoned primarily for residential uses, including single family housing and multi-family apartments. Edgewater also has land zoned for retail uses. The zoning in Cudell is more complex and includes single-, two-, and multi-family residential uses, commercial, office, and industrial uses, often in close proximity to one another.

Overall, 66% of the land in Cudell/Edgewater, excluding streets and Edgewater Park, is zoned for residential uses. Almost a quarter of the land is zoned for industrial uses, and the remainder is zoned for commercial uses, primarily consisting of general retail.

Cudell/Edgewater: Zoning Summary

	Land Area (acres)	% of Total
RESIDENTIAL		
Limited One Family	86.10	10%
One Family	55.78	7%
2-Family	321.25	38%
Limited Multi-Family	0.33	0%
Multi-Family	75.87	9%
Residence-Office	18.74	2%
Total	558.06	66%
COMMERCIAL USES		
Local Retail	13.83	2%
Shopping Center	0.94	0.1%
General Retail	69.54	8.2%
Total	84.31	10%
INDUSTRY		
Residential-Industry	1.38	0%
Semi-Industry	31.74	4%
General Industry	167.42	20%
Total	200.54	24%
PARKING DISTRICT	0.60	0%
	843.51	100.0%

The zoning in the adjacent section of Lakewood at West 117th Street is fairly consistent with that of the Cudell/Edgewater neighborhood. Most of West 117th Street is zoned for commercial/general business uses. The northern end of West 117th Street is zoned for high-density multi-family and the southern end for industrial uses.



Zoning Districts

0.2 0 0.2 Miles



Cleveland Zoning

- | | |
|--|--|
| | |
| | |
| | |
| | |
| | |
| | |
| | |

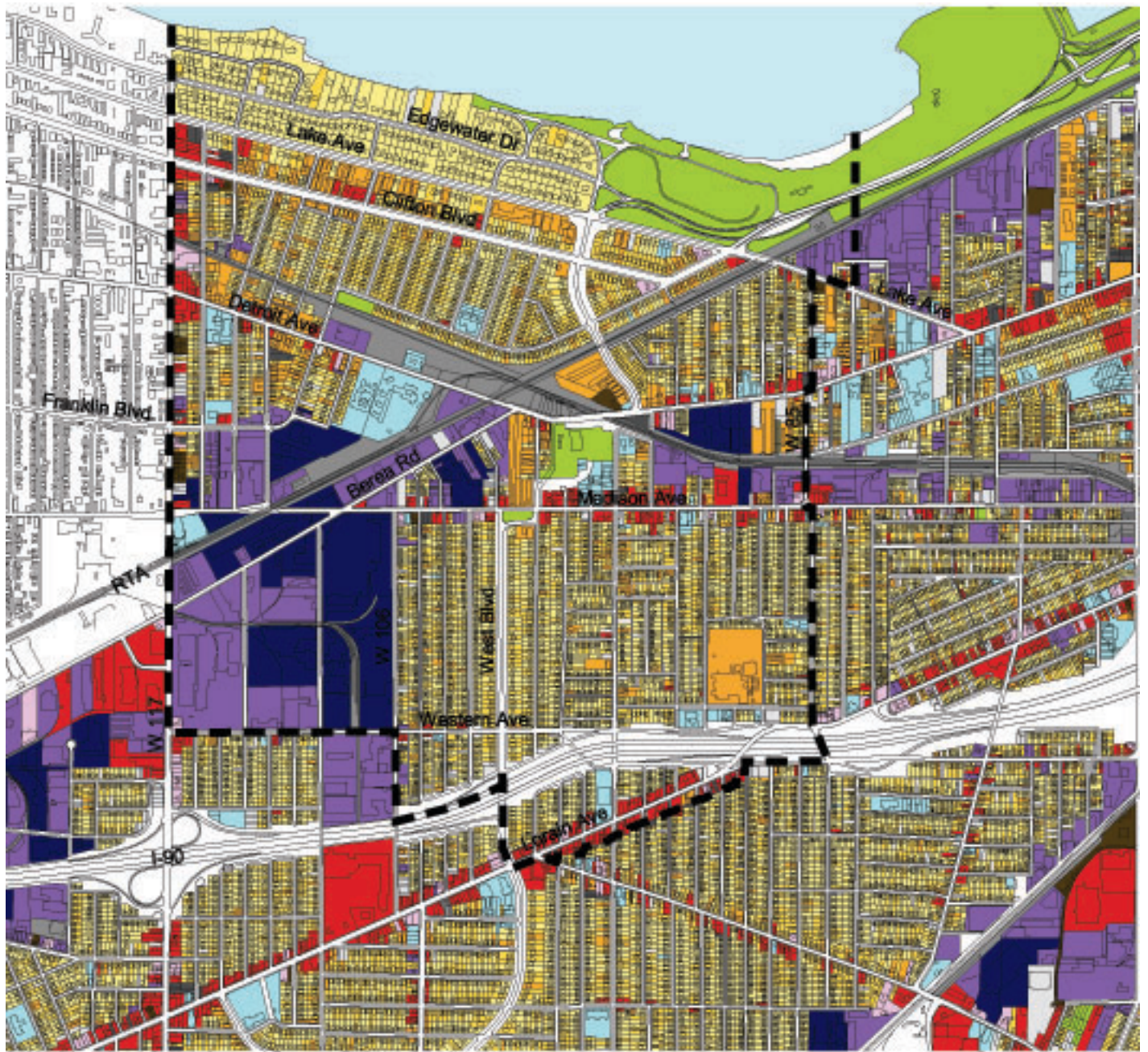
Lakewood Zoning

- | |
|--|
| |
| |
| |
| |
| |

Land use in the neighborhood is consistent with the zoning districts, with the exception that institutional uses are typically zoned residential. Also there is some encroachment of retail uses at the southern end of West 117th street on land zoned for industry. The City of Cleveland's zoning ordinance permits more restrictive uses within industrial districts. This allows industrial land to be converted to commercial or retail uses without requiring a zoning change.
















Land Use Summary

	No. of Parcels	Land Area (acres)	% of Total
RESIDENTIAL			
Single Family	2,474	316.94	29%
2-Family	1,336	162.05	15%
Multi-Family	338	76.81	7%
Total	4,148	555.80	50%
AMENITIES			
Institutional	105	56.93	5%
Recreation, Open Space	9	149.86	14%
Total	114	206.79	19%
COMMERCIAL USES			
Retail	221	40.02	4%
Office	17	3.48	0.3%
Commercial Services	30	6.91	0.6%
Commercial Parking	25	4.38	0.4%
Total	293	54.79	5%
INDUSTRY			
Heavy Industry	40	91.30	8%
Light Industry	35	99.36	9%
Transportation and Utilities	53	77.85	7%
Total	128	268.51	24%
VACANT LAND	144	20.05	2%
4,683 1,105.94 100.0%			



Existing Land Use



	Vacant land		Light industry
	Single family		Heavy industry
	Two family		Institutional
	Multi family		Recreation/Open space/Landscape
	Retail		Transportation/Public utilities
	Commercial services		Commercial parking
	Office		Unknown
	Mixed use		

Residential

There are approximately 12,720 housing units in the Cudell/Edgewater neighborhood. At the time of the 1990 Census, 90% of all units were occupied. In a housing survey conducted in 1997, the occupancy rate was found to be somewhat lower, but only buildings in Cudell, not in Edgewater, were surveyed. Vacancy rates appear to be fairly consistent throughout the neighborhood, except for a small area on West Boulevard north of Detroit Avenue where the vacancy rate was about 50% at the time of the 1990 Census. This area includes several apartment buildings on West Boulevard near the RTA transit station. Due to programmatic interventions provided by Cudell Improvement, Inc. and cooperative property owners, the vacancy level has been greatly reduced.

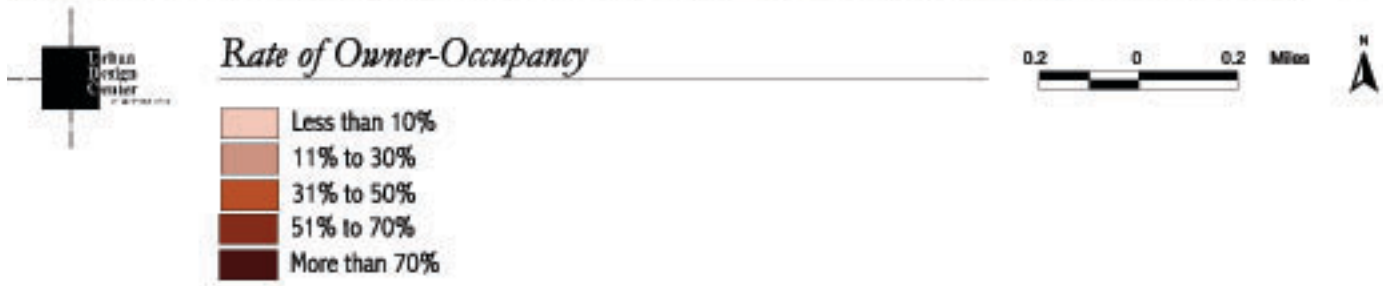
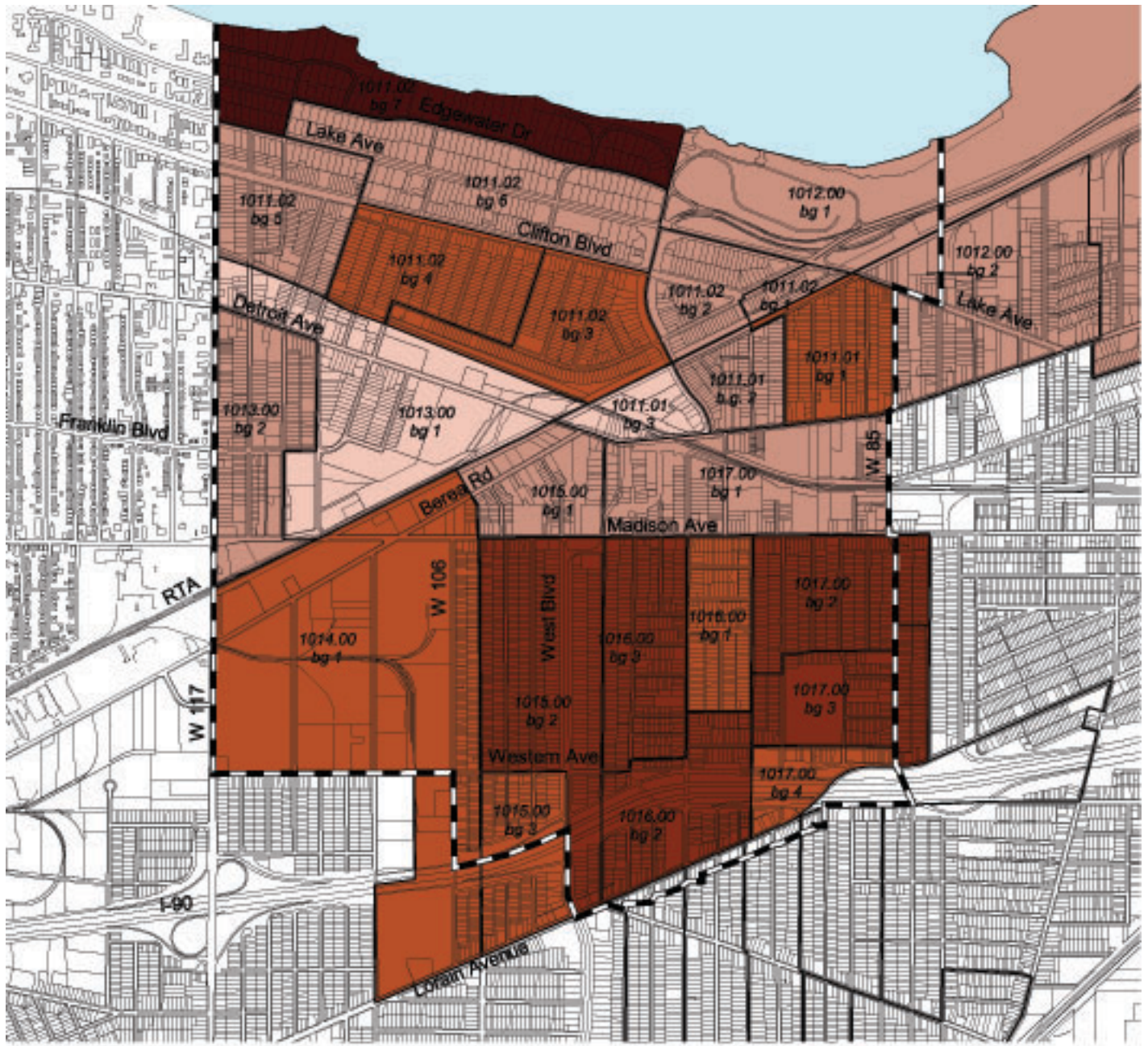
Based on 1990 Census data, there are 9,388 occupied housing units in the Cudell/Edgewater neighborhood and 31% of these units are owner-occupied. The rate of owner-occupancy is highest in Edgewater, north of Clifton Boulevard; over 90% of the housing units in this area are owner-occupied. Through the central portion of Cudell, in the residential area on either side of West Boulevard, the rate of owner-occupancy is between 50% and 60%. In the northwestern part of Cudell, between the railroad tracks and the rapid transit tracks, renters occupy the more than 90% of the housing units.

Community members have noted that current owner-occupancy levels in the neighborhood may actually be higher than indicated by the 1990 Census data. When the 2000 Census data are available, it will be possible to get a more accurate indication of current levels of owner-occupancy, as well as housing trends in the neighborhood over the past ten years.

Cudell/Edgewater: Vacancy Rates and Owner-Occupancy

Census Tract	Total Housing Units	Occupied	Vacant	Total Occupied Housing Units	Owner-Occupied	Renter-Occupied
1011.01, bg 1	392	90.31%	9.69%	354	43.50%	56.50%
1011.01, bg 2	342	92.98%	7.02%	318	21.38%	78.62%
1011.01, bg 3	342	47.95%	52.05%	164	0.00%	100.00%
Total	1,076	77.70%	22.30%	836	26.56%	73.44%
1011.02, bg 1	45	88.89%	11.11%	40	25.00%	75.00%
1011.02, bg 2	247	94.74%	5.26%	234	21.37%	78.63%
1011.02, bg 3	354	93.79%	6.21%	332	44.58%	55.42%
1011.02, bg 4	483	94.62%	5.38%	457	40.04%	59.96%
1011.02, bg 5	590	92.54%	7.46%	546	16.85%	83.15%
1011.02, bg 6	1,076	90.06%	9.94%	969	19.20%	80.80%
1011.02, bg 7	101	96.04%	3.96%	97	92.78%	7.22%
Total	2,896	92.37%	7.63%	2,675	28.37%	71.63%
1012.00 bg 1	893	89.25%	10.75%	797	23.09%	76.91%
1012.00 bg 2	719	90.54%	9.46%	651	16.59%	83.41%
Total	1,612	89.83%	10.17%	1,448	20.17%	79.83%
1013.00, bg 1	835	92.10%	7.90%	769	7.02%	92.98%
1013.00, bg 2	310	88.39%	11.61%	274	28.10%	71.90%
Total	1,145	91.09%	8.91%	1,043	12.56%	87.44%
1014.00, bg 1	254	85.43%	14.57%	217	45.16%	54.84%
Total	254	85.43%	14.57%	217	45.16%	54.84%
1015.00, bg 1	264	95.08%	4.92%	251	11.55%	88.45%
1015.00, bg 2	733	92.50%	7.50%	678	53.10%	46.90%
1015.00, bg 3	237	88.61%	11.39%	210	47.14%	52.86%
Total	1,234	92.30%	7.70%	1,139	42.84%	57.16%
1016.00, bg 1	282	88.65%	11.35%	250	46.80%	53.20%
1016.00, bg 2	258	91.09%	8.91%	235	51.49%	48.51%
1016.00, bg 3	439	94.08%	5.24%	413	61.74%	38.26%
Total	979	91.73%	7.97%	898	54.90%	45.10%
1017.00, bg 1	435	92.41%	7.59%	402	14.68%	85.32%
1017.00, bg 2	510	90.39%	9.61%	461	54.66%	45.34%
1017.00, bg 3	275	89.45%	10.55%	246	58.54%	41.46%
1017.00, bg 4	26	88.46%	11.54%	23	39.13%	60.87%
Total	1,246	90.85%	9.15%	1,132	40.99%	59.01%
	10,442	89.91%	10.07%	9,388	31.39%	68.61%

Source: 1990 Census



The Cudell/Edgewater neighborhood has a broad range of housing values. In 1999, the median sales price for single family homes ranged from \$42,000 in the southwestern part of Cudell to \$129,000 in Edgewater, north of Detroit Avenue.

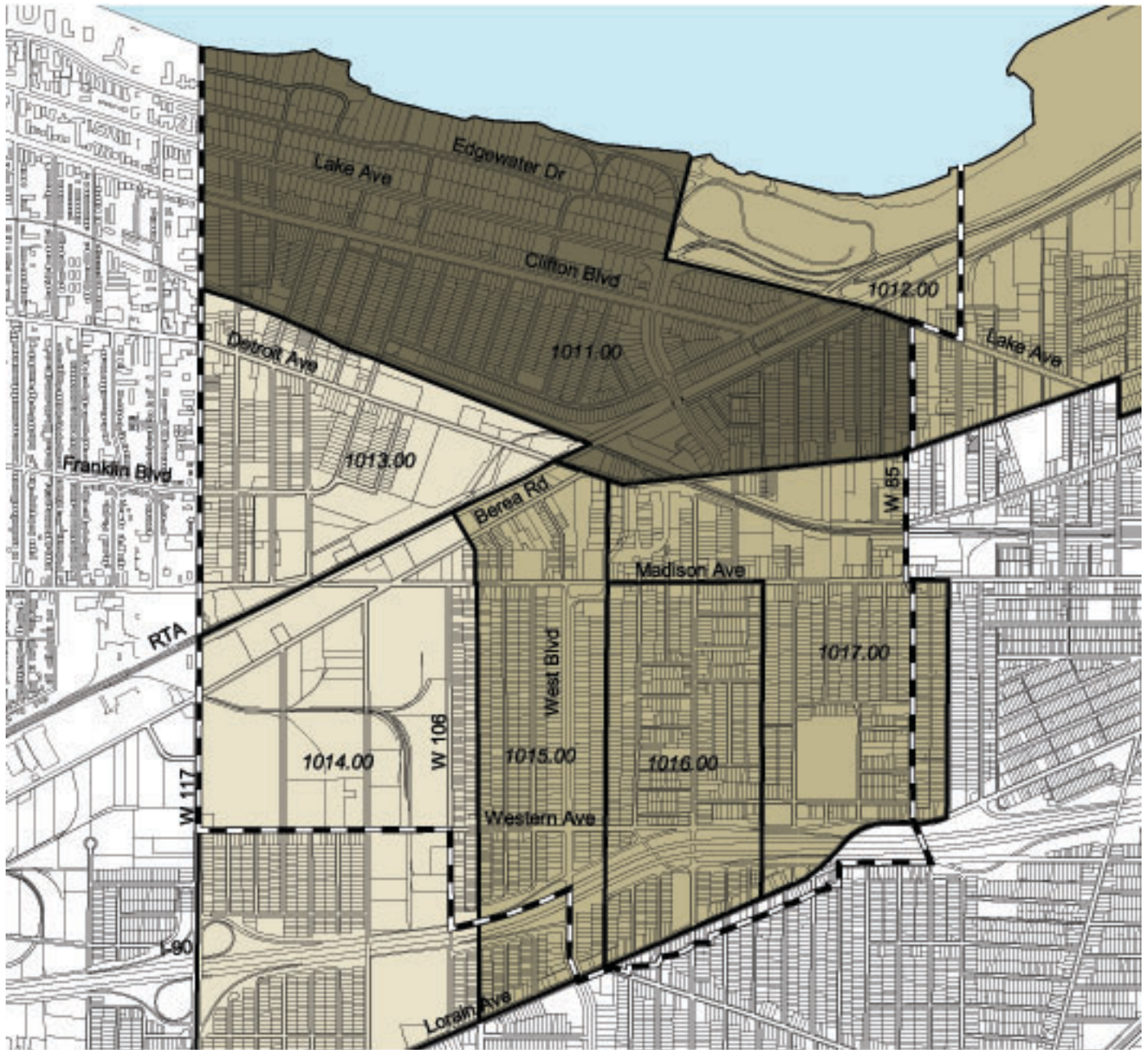
From 1990 to 1999, housing in the Cudell/Edgewater neighborhood increased in value at a rate of about 12.3% per year overall. However, the average annual appreciation in Cudell was significantly less than that of Edgewater; 6.4% and 16.4%, respectively. The lowest property appreciation was found in the southwestern part of Cudell, where much of the housing is adjacent to heavy industrial uses. The highest property appreciation occurred in Edgewater, north of Detroit Avenue.

Housing Appreciation (1990-1999)

Census Tract	Number of Houses Sold (1990-1999)	Average Annual Appreciation (1990-1999)	Median 1999 Sales Price
1011.00	414	15.8%	\$129,000
1012.00	126	9.2%	\$42,250
1013.00	77	0.8%	\$42,000
1014.00	304	3.0%	\$52,000
1015.00	277	5.6%	\$51,500
1016.00	258	8.8%	\$57,200
1017.00	221	6.2%	\$47,000
Total	1,677	7.3%	
Cudell	1,060	6.4%	\$51,500
Edgewater	491	16.4%	\$119,000
Total	1,551	12.3%	

Source: NODIS

At community meetings, residents had positive comments about housing appreciation in the neighborhood. Housing sales prices are increasing, the rental market is strong, and people are moving back into the neighborhood from the suburbs. Proximity to Lake Erie and good accessibility from the neighborhood to other parts of the City were cited as factors that contribute to property values.



Average Annual Housing Appreciation

- Greater than 10%
- 4-10%
- Less than 4%



Overall, housing throughout the neighborhood is well maintained. However, maintenance levels are uneven on many streets, ranging from meticulously maintained properties to those in very deteriorated condition. This is unfortunate because a few properties in obvious decline can have an adverse impact on an entire street. In general, properties that are immediately adjacent to industrial uses tend to be less well-maintained than other properties on the same block.

At community meetings, residents said that they want to see tougher code enforcement for housing maintenance. Some residents expressed support for instituting point-of-sale inspections. Limited design review for residential properties, particularly with regard to exterior paint colors, was suggested. The abundance of rental properties and absentee landlords in the neighborhood contributes to the maintenance problem. The area south of Madison Avenue, including Kirkwood, Larnder, and Laird Avenues was identified as having a high concentration of absentee landlords who do not maintain their properties to community standards. Residents said that housing adjacent to industrial areas tends to be less well-constructed and well-maintained than other housing in the neighborhood. Residential areas need to be protected from the negative impacts of nearby industry, including industrial fumes and traffic.

The UDC classified housing within the Cudell/Edgewater neighborhood into eleven smaller study areas, based on the distinct housing characteristics of each area. The eleven areas are mapped on page 32 and include:

1. *South of I-90*: The housing in the southern part of the neighborhood consists of single- and two-family homes with a generally good level of maintenance. This housing area is bounded by I-90 on the north and would benefit from enhanced landscaping along the freeway edge to buffer residents from traffic noise. The area is bounded by Lorain Avenue on the south. There may be opportunities to better integrate the housing and commercial uses in this area and to buffer the housing from the traffic and parking concerns associated with Lorain Avenue retail uses.



Area 2: Housing near Recreation Center

2. *Southeastern Cudell*: This area consists of solid, traditional housing, including smaller single- and two-family homes. Housing in this area has some maintenance problems, particularly between West 95th and West 98th Street. Although there are many meticulously maintained properties, they are interspersed with properties in deteriorated condition. Also, many houses have alterations that undermine the traditional architectural character of the area. There are several narrow, east-west lanes in this area that have an appealing scale and character. The redevelopment of the former West Technical High School property for apartments and townhouses will have a positive effect on property values in this area.

3. *Southwestern Cudell*: This is an area of mostly smaller homes. Maintenance levels are uneven and vary from street to street. Housing on the east side of West 106th Street is negatively impacted by the large scale industrial operations immediately across the street. There is little to buffer these residents from the noise, fumes, and traffic of the adjacent industrial uses. Based on code enforcement initiatives, trees have been densely

planted in an effort to create a buffer. West 105th Street has 18 inch tree lawns that are too narrow to support street trees. As a result, this street has a more stark appearance than other streets in the area. Some of the residents at the southern end of this area, which abuts I-90, have installed landscaping to buffer their homes from the freeway. This type of landscape treatment could serve as a model for public or private improvements in other residential areas near the freeway.



Area 3: Housing on West 105th Street



Area 3: Industry across from housing on West 106th Street

4. *West Boulevard:* The West Boulevard area is the north/south spine that unites the neighborhood and connects residents to Lake Erie and Edgewater Park. Deep tree lawns and double rows of trees create a cohesive residential neighborhood, despite the gap in housing along West Boulevard between Detroit and Madison Avenues. Housing in this area is generally well-maintained, although there are some deteriorated properties interspersed along the street. Housing has significant architectural character; the area is a historic district.



Area 4: West Boulevard Apartments



Area 5: Housing south of Berea Road.

5. *Housing pockets in industrial areas:* South of Berea Road in the western part of Cudell, there are two isolated pockets of housing within an industrial area. This housing is adversely impacted by adjacent industry and is in poor condition.
6. *Apartment cluster near Cudell Recreation Center:* A concentration of multi-family housing is located across from the Cudell Recreation Center, just south of the West Boulevard RTA station. Most notable among these properties is Oppmann Terrace, a historic brick rowhouse complex at



Area 6: Oppmann Terrace

West 101st Street between Madison and Detroit Avenues. The main building is a continuous row of 68 two-story units. The building is about 1,100 feet long, spanning the full length of the block between Madison and Detroit Avenues. There is a smaller section of the rowhouses immediately to the east, facing West Boulevard at Madison Avenue. Oppmann Terrace is a unique housing type in the neighborhood. The complex, as well as some of the other multi-family properties in the area, would benefit from a heightened level of maintenance and enhanced landscaping to highlight the buildings' architectural features.

7. *Northwestern Cudell:* This residential pocket, between the railroad and the RTA tracks, is a mixture of single-, two-, and multi-family properties. The northern edge of the area abuts a healthy retail area along Detroit Avenue. The southern edge of the area is adjacent to industrial uses. Houses that are immediately adjacent to the industrial properties are, for the most part, less well-maintained than properties elsewhere in the area. Also, the industrial uses have begun to encroach on the residential area; several single family parcels have been combined to provide parking for nearby industrial businesses. The area lacks an adequate buffer between housing and adjacent industrial uses and parking.



Area 7: West 115th Street



Area 7: Residential lots converted to parking for an adjacent industrial use

8. *Southern Edgewater:* This is a cohesive residential area with larger homes and generally good maintenance levels. There are some homes with maintenance problems, but the area has a smaller proportion of problem properties than in other parts of the Cudell/Edgewater neighborhood. There are many architecturally significant properties in this area. The eastern edge of the area is adjacent to Edgewater Park.
9. *Southeastern Edgewater:* This area contains some of the oldest housing in the neighborhood and consists of larger single- and two-family homes, many in need of repairs and maintenance. The stone bridges of the elevated Conrail tracks, designed by architect Charles Swinfurth, create an appealing edge at the northern end of this area. Edgewater Park and Lake Erie are immediately north of the train tracks.
10. *Clifton Corridor:* This mixed-use area includes apartments, single-family homes, and retail businesses. Residential properties tend to be well maintained and the commercial area is thriving.



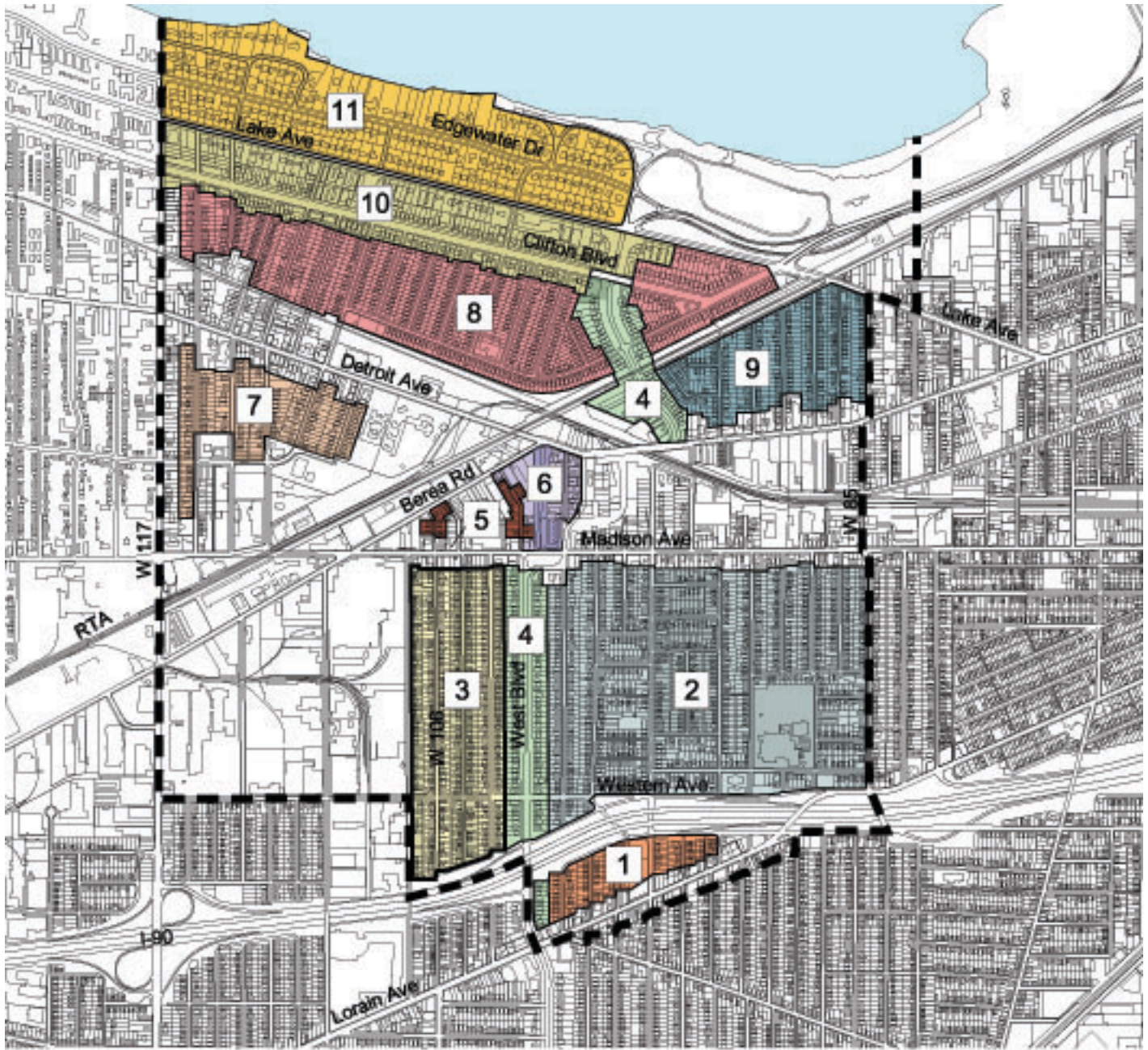
Area 9: West 95th Street and Desmond



Area 10: Clifton Blvd mixed use building












11. *Edgewater at the Lake*: This area includes consists of large, single-family homes. Maintenance levels are high and many houses have significant architectural character, although landscaping tends to be minimal.

There are numerous housing maintenance and improvement programs available to neighborhood residents through Cudell Improvement's Midwest Housing Partnership (MHP). However, at community meetings, residents said that more programs for home renovations and repair are needed and existing programs should be better publicized so that residents know what is available. The existing programs include housing code enforcement and financial assistance. The Code Enforcement Remedial Action program is administered by the MHP. The MHP recruits and trains volunteers to inspect the exteriors of houses in the neighborhood for code violations. Major violations are filed with the City's Division of Building and Housing. The MHP notifies owners of minor violations by mail along with a request for correction. Financial assistance programs, including a variety of grants and low interest loans, are summarized on page 33.



Housing Study Areas



- | | | | |
|---|--|---|---------------------------|
|  | 1. South of I-90 |  | 7. Northwestern Cudell |
|  | 2. Southeastern Cudell |  | 9. Southeastern Edgewater |
|  | 3. Southwestern Cudell |  | 8. Southern Edgewater |
|  | 4. West Boulevard |  | 10. Clifton Corridor |
|  | 5. Housing pockets in industrial areas |  | 11. Edgewater at the Lake |
|  | 6. Apartment cluster near Cudell Recreation Center | | |

Financial Assistance for Housing

Program	Used for	Type of assistance	Income limits?	Owner occupancy required?	Available in Cudell/Edgewater?
Afford-a-Home	Purchase & repair of 1 & 2 family homes	\$5,000 - \$10,000 deferred 2nd mortgage with 0% interest and a 30 year term	Yes	Yes	Cudell
Cleveland Action to Support Housing (CASH)	Housing rehabilitation	2nd mortgage loans with a 12 year term; interest is 60% of the current Fannie Mae rate; loans are made through 13 banks; borrowers must be creditworthy	No	No	Both
Fix-up Fund	Housing rehabilitation	\$500 to \$15,000 loans with fixed 5.99% interest rate and up to a 15 year term; no homeowner equity requirements	No	No	Cudell
Home Weatherization Assistance Program	Improving energy efficiency	Grants of approximately \$2,300 per unit	Yes	No	Both
Housing Enhancement Loan Program (HELP)	Interior and exterior maintenance, repairs, and improvements	Loans at 3% below market rates; no loan cap for 1 & 2 family homes; \$200,000 maximum loan for multi-family properties; 5 year loan term	No	No	Both
Paint Refund Program	Exterior painting	Grants of up to \$300	Yes	Yes	Both
Repair-a-Home	Code violations, exterior repairs, mechanical systems, safety repairs for 1-4 family homes	0-3% loans with a 30 year term	Yes	Yes	Both
Senior Housing Assistance Program	Health, safety, & emergency repairs	Small grants available to elderly and disabled homeowners	Yes	Yes	Both
Tool Loan Program	Home repairs and improvements	Free tool loan program administered by Lutheran Housing	Yes	No	Both
Ward 18 Emergency Grants	Emergency repairs	Loan or grant, depending on owner's circumstances, of up to \$3,000; only available to those who cannot qualify for conventional financing	Yes	Yes	Cudell
Ward 18 Loan Program	Exterior improvements to 1-4 family homes	Low interest loans of up to \$7,500; 3% interest rate for owner occupants; 7% rate for investors	No	No	Cudell
Land Bank Program	Building/enlarging a house or garage, adding a driveway, fence or landscaping	City-owned vacant lots acquired through tax foreclosure are available for \$1 (non-buildable lot) or \$100 (for buildable lot)	No	No	Both
Neighborhood Beautification	Neighborhood projects such as landscaping, tree planting, & park improvements	Grants of up to \$800 are available for design and implementation of neighborhood projects on public property, rebates of up to \$300 are also available for graffiti removal	No	n/a	Cudell

Commercial

The current conditions of retail areas in the neighborhood, including building maintenance, occupancy rates, and tenant mix, vary considerably. At community meetings, residents said that commercial properties need to be maintained to higher standards and property owners must be held responsible for the condition of their buildings. General maintenance, trash, landscaping, and lighting are areas that need improvement. Residents suggested a combination of heightened code enforcement and increased participation in the City's Storefront Renovation Program as ways to address this issue.

Residents are looking for more specialty shops, restaurants, and entertainment venues to create more distinctive neighborhood places. Similar types of retail should be concentrated in certain areas, such as regional "big box" retail on West 117th Street near the freeway, pedestrian-oriented specialty retail on the main streets, and convenience retail near residential areas. Residents would like to see big box retail as part of an anchored retail center (the Uptown Plaza shopping center in Solon was cited as an example) rather than a series of large stores surrounded by vast parking lots. Residents indicated their support for small, locally owned businesses and noted that neighborhood retail should have extended hours of operation. Vacancies in retail areas, especially on Lorain Avenue, are a problem. New incentives should be created to encourage retail development.

The main retail areas include:



Clifton Boulevard retail.

1. *Clifton Boulevard:* Clusters of retail activity occur along Clifton Boulevard, although retail uses are separated by single- and multi-family housing. The area has consistently good maintenance for commercial properties. Cudell Improvement, Inc. staff indicate that retail space on Clifton Boulevard is in high demand and the existing businesses are stable. Businesses include a grocery store, restaurants, a coffee house, gift stores, and convenience retail. Many Clifton Boulevard businesses draw customers from beyond the neighborhood boundaries; others primarily serve neighborhood residents.



Madison Avenue at West 98th Street.

2. *West 117th Street from Madison to Detroit Avenue:* The Madison Avenue/West 117th Street intersection has an RTA station across from a traditional storefront strip. The RTA station is scheduled for replacement. The storefront property is occupied but in poor condition. At Detroit Avenue and West 117th Street, there are a combination of locally owned businesses (mainly restaurants and vintage clothing stores) and national franchises (Walgreens, Pizza Hut, etc.). The west side of the intersection is in the City of Lakewood but the retail area is cohesive and the boundary between the two municipalities is invisible.

3-4. *Eastern end of Detroit and Madison Avenues:* These streets have numerous retail buildings but neither area functions as a retail node because individual stores and restaurants are isolated by the non-retail uses that surround them. The eastern end of Madison Avenue has several large scale industrial facilities and many traditional storefront buildings that are either vacant or occupied by office uses. The eastern end of Detroit

Avenue also has industrial, office, and institutional uses that separate the few retail businesses located in this area. Vacancies and maintenance levels are a concern on both streets.

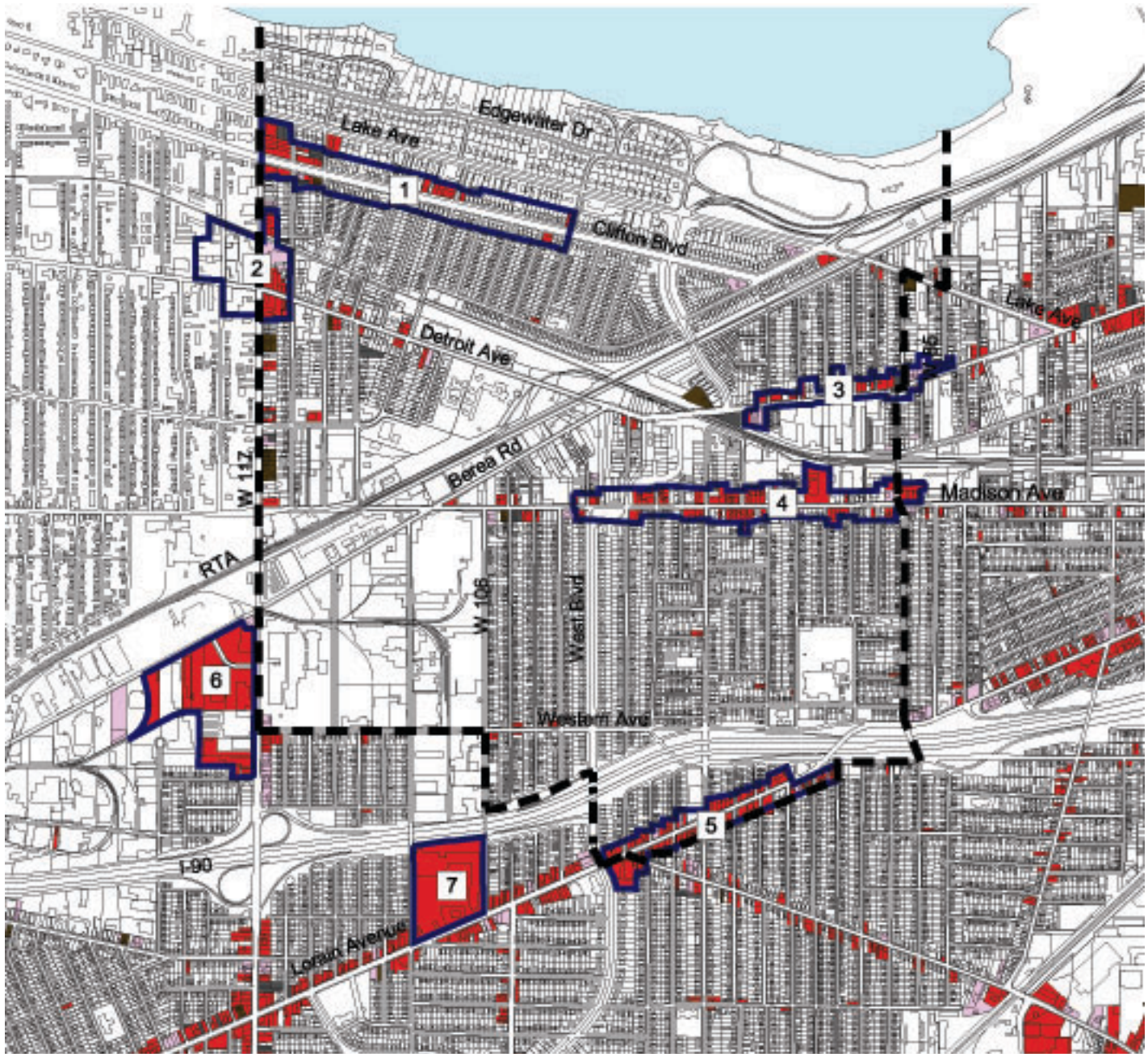
5. *Lorain Avenue:* Lorain Avenue is primarily retail for its full length through the neighborhood, but some properties are vacant, underutilized, and in poor repair. There is a retail node between West Boulevard and West 98th Street where the majority of the street's most viable retail businesses are concentrated.
6. *West 117th Street & Berea Road:* Just outside Cudell near I-90, there is a recently constructed, large scale regional retail development, anchored by The Home Depot which was the first big box location in the City of Cleveland.
7. *Westown Square:* This large strip mall development is located on Lorain Avenue.



Lorain Avenue and West 104th Street

Storefront Renovation Program To date, over 100 merchants and commercial property owners have used the City's Storefront Renovation Program. The program is implemented in the Cudell/Edgewater neighborhood by Cudell Improvement, Inc. and provides financial and design assistance for storefront improvements and signage. An additional eighteen projects are currently under construction. Program activity has been especially high on Lorain Avenue.

Location	Projects completed (1986 to date)	Project cost	Projects under construction (as of 1-01)	Estimated project cost
Detroit Avenue	23	\$544,021.02	3	\$106,400.00
Lorain Avenue	45	\$645,375.03	8	\$237,269.00
Madison Avenue	2	\$46,194.21	3	\$114,000.00
Other	33	\$698,066.25	4	\$111,097.00
Total	103	\$1,933,656.51	18	\$568,766.00



Retail Areas



1. Clifton Boulevard
2. West 117th St, Madison to Detroit Ave
3. Eastern end of Detroit Ave.
4. Eastern end of Madison Ave,
5. Lorain Ave
6. West 117th St & Beres Road
7. Westown Square

- Retail
- Commercial services
- Office
- Mixed use
- Commercial parking

Industry Industrial and warehouse uses are clustered along the railroad tracks that run diagonally through the neighborhood and along Berea Road. Industrial uses also occur outside of the neighborhood boundaries to the west of West 117th Street. Although there is a concentration of industry around Berea Road and West 117th Street, commercial and residential properties are also found in this area. Many of the industries in the neighborhood produce industrial goods or the machinery and equipment needed to produce such goods. Others sell and transport industrial goods. Two-thirds of the industries in the neighborhood are manufacturing industries.

The percentage of land occupied by industrial uses in the neighborhood has gradually declined, shifting to vacant or commercial uses. The conversion of industrial properties to commercial uses is most evident immediately to the west of the neighborhood boundary where industrial land has been redeveloped for retail, storage, and commercial services.

All industrial properties in the neighborhood are zoned for semi-industrial or general industrial uses. Semi-industrial zoning permits light manufacturing, storage, wholesaling, trucking, and other similar uses, including accessory parking and outdoor storage of unused materials. Industrial uses in this type of district can produce moderately objectionable noises, vapors, dust, and odors, but not beyond 50 feet of the premises. All uses permitted in a general retail business district are allowed in semi-industrial zones. General-industrial zoning permits heavy manufacturing, including the treatment of raw material, the outdoor storage of used or unclean materials, and wrecking and dismantling uses. No residences are located within general industry district.

Suburban areas, including Twinsburg, Macedonia, Streetsboro, Aurora, and Solon compete with Cudell for new industrial development and industrial expansion. The main attractions of the Cudell neighborhood to current business owners are access to highways and rail, and a solid and stable work force. Other attractions include the area's central location, diverse existing businesses, and relatively low occupancy costs. Crime is a problem though, especially vandalism, graffiti, and theft. Some business owners also experience conflicts with adjacent businesses and residential areas. Others have concerns about neighborhood maintenance and services such as trash and snow removal.



West 114th Street south of Berea Road.

The industrial area has excellent access, being ideally situated just north of I-90, but there are several streets within the area that require repairs and improvements in order to support existing industrial uses and to enable any potential redevelopment of the area. These streets, some of which are outside of the boundaries of Cudell but impact traffic and circulation in the neighborhood, were identified in the *Berea Road and West 117th Street Corridors Economic Development Program*, and include:

1. *West 117th Street*: This street is being completely reconstructed. Work is underway and is scheduled for completion in 2003.
2. *Berea Road*: This street needs to be reconstructed from West 117th Street to Detroit Avenue.
3. *Western Avenue*: This street needs to be reconstructed from West 117th Street to West 106th Street, including new pavement and curbs.
4. *West 106th Street*: This street also needs to be reconstructed from Western Avenue to Madison Avenue.
5. *West 110th Street*: This street needs to be resurfaced from Berea Road to Western Avenue; this work is currently under contract and will begin in 2001.
6. *Berea Road and West 117th Street Intersection*: A general truck movement problem occurs at this intersection.



Berea Road industry

Industrial buildings in the neighborhood are generally well maintained, although some of the buildings show signs of disinvestment. The area has seen some new construction in the last twenty years, but there has been relatively little rehabilitation due to the obsolescence of many of the older buildings, which can be cost-prohibitive to rehabilitate to meet current industry standards. Factors contributing to obsolescence include low ceilings, narrow column widths, wood floors, and/or multiple floors. While not ideal by current standards, many of the older buildings in the area remain in use and contribute significantly to the distinctive architectural character of the neighborhood.



Industrial storage

There are numerous sites in the area where hazardous chemicals have been used, identified as Resource Conservation and Recovery Information System (RCRIS) sites. There are also 22 sites that have underground storage tanks, identified as Bureau of Underground Storage Tanks Registry (BUSTR) sites. RCRIS and BUSTR sites do not necessarily pose an environmental concern. There is one Comprehensive Environmental Response, Compensation, and Liability Information (CERCLIS) site in the area on West 104th Street, south of Berea Road. A CERCLIS designation indicates that the site has known or suspected uncontrolled or abandoned hazardous wastes.

Institutions and Open Space



St. Rose of Lima, Detroit Avenue



Cudell Recreation Center, Fine Arts Building



Edgewater multi-purpose path

Institutions and open space contribute to the quality of life in the neighborhood. Institutions in the neighborhood include numerous churches, two Rapid Transit stations, and the Children’s Aid Society and the Eliza Jennings Home, both located on Detroit Avenue.

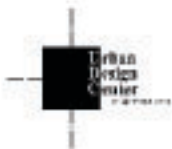
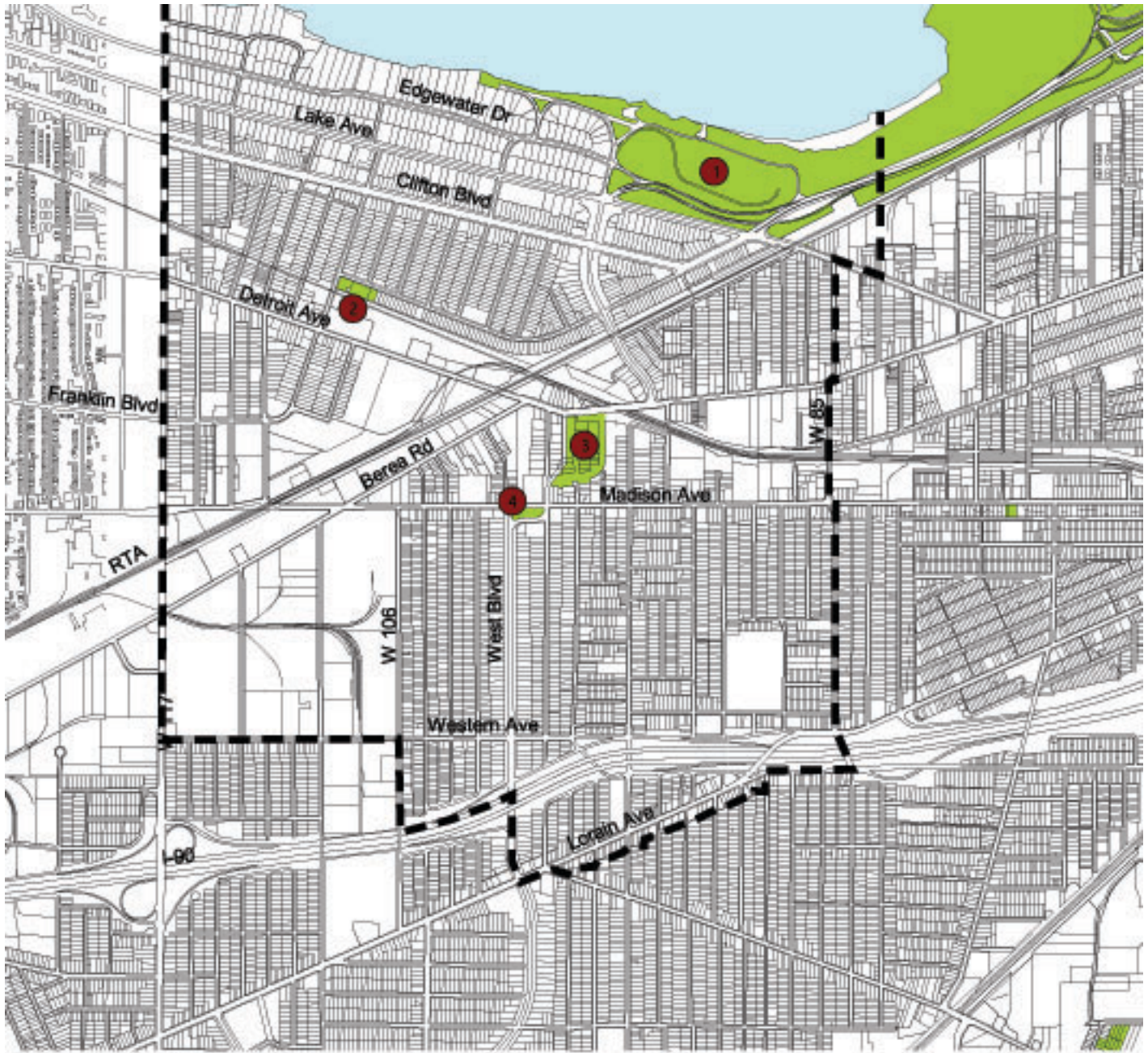
Parks and open space have the same zoning as adjacent land uses, typically single or two family residential. Edgewater Park and the Cudell Recreation Center are the two major green spaces in the neighborhood. There is also a playground on Baltic Road and a green space on Madison Avenue at West Boulevard. There will also be public green space incorporated into the West Tech redevelopment.

Work is underway on a variety of improvements to Edgewater Park. The Ohio Department of Natural Resources has provided \$2.3 million for improvements to the park, including resurfacing the existing paved path connecting Upper and Lower Edgewater and installing new fitness course exercise equipment. The path will be extended and a pedestrian crosswalk added to make a safe connection between Upper Edgewater and the residential area to the west of the park. The historic pavilion at Upper Edgewater will be rehabilitated and the existing public boat launch facility at Lower Edgewater will be replaced with new launch ramps. To date, the docks and boat launch facility have been completed and dedicated. Improvements are also planned for the Cudell Recreation Center. Funds have recently been allocated for the restoration of the Cudell clock tower and the painting of the Fine Arts Building.

Green space is not evenly distributed throughout the neighborhood. The southern part of the neighborhood, particularly south of I-90, is the most seriously underserved in terms of parks and open space. This deficiency is especially problematic since the southern part of the neighborhood has the highest percentage of households with children under 18.

At community meetings, residents said that the neighborhood lacks sufficient parks and green spaces. Green spaces should be connected by bike and walking paths, within the neighborhood and beyond. Residents recommended the establishment of links from Edgewater to the Flats and the towpath trail. Bike lanes were also suggested. There is also a need for more recreational programming in neighborhood parks.

Residents said that existing parks and green spaces need to be better maintained. The Cudell Recreation Center was identified as a problem area. Residents said that it needs to be better maintained and landscaped. Residents also said that the City should do a better job of maintaining trees and streets in residential areas. Vacant lots should be landscaped and maintained. Some residents indicated that they would like to see utility lines buried.



Parks and Open Space

- 1 Edgewater Park
- 2 Baltic Avenue Playground
- 3 Cudell Commons Recreation Facility
- 4 West Boulevard Island



Traffic and Parking

Much of the neighborhood's on-going vitality is due its accessibility to residents, businesses, and industry. From any where in the neighborhood, motorists can get to I-90 or Route 2 in less than five minutes. For neighborhood residents, this means a quick trip to their place of employment or to other destinations in the region. Approximately three-quarters of neighborhood residents who work outside of their homes are able to get to get to work in less than 30 minutes; 30% can get to work in less than 15 minutes.

Cudell/Edgewater: Commuting Times

Commuting Time	Total commuters	% of Total
Less than 5 minutes	227	2.62%
5-9 minutes	943	10.88%
10-14 minutes	1,544	17.82%
15-19 minutes	1,421	16.40%
20-24 minutes	1,956	22.58%
25-29 minutes	543	6.27%
30-34 minutes	1,035	11.95%
35-39 minutes	130	1.50%
40-44 minutes	152	1.75%
45-59 minutes	299	3.45%
60-89 minutes	79	0.91%
90 or more minutes	111	1.28%
Worked at home	224	2.59%
Total	8,664	100.00%

Source: 1990 Census

Most Cudell and Edgewater residents drive to work alone, although 15% car pool. 14% of residents use public transportation to get to work. The majority of these residents take the bus; less than one percent of residents take the Rapid to work. Almost 7% of residents walk to work, perhaps because residential areas are in close proximity to commercial and industrial uses in the neighborhood.

Cudell/Edgewater: Modes of Transportation

Census Tract	Transportation to Work							Total
	Drove Alone	Carpool	Bus	Rapid	Walked	Other Means	Worked at Home	
1011.01, bg 1	168	108	34	0	5	0	6	321
1011.01, bg 2	76	25	41	0	7	0	0	149
1011.01, bg 3	49	17	39	16	0	0	0	121
Total	293	150	114	16	12	0	6	591
1011.02, bg 1	10	10	5	0	0	0	0	25
1011.02, bg 2	153	37	28	0	0	0	0	218
1011.02, bg 3	285	64	71	0	23	0	16	459
1011.02, bg 4	375	79	109	0		0	10	573
1011.02, bg 5	283	76	78	0	43	16	0	496
1011.02, bg 6	830	54	107	27	55	0	19	1,092
1011.02, bg 7	58	23	11	0	0	0	0	92
Total	1,994	343	409	27	121	16	45	2,955
1012.00 bg 1	309	74	84	0	73	0	0	540
1012.00 bg 2	191	55	59	0	62	8	0	375
Total	500	129	143	0	135	8	0	915
1013.00, bg 1	283	74	130	18	77	0	0	582
1013.00, bg 2	175	51	29	9	16	0	14	294
Total	458	125	159	27	93	0	14	876
1014.00, bg 1	203	41	17	0	20	0	0	281
Total	203	41	17	0	20	0	0	281
1015.00, bg 1	86	7	15	0	21	0	0	129
1015.00, bg 2	455	157	48	7	6	12	19	704
1015.00, bg 3	145	34	6	0	14	0	0	199
Total	686	198	69	7	41	12	19	1,032
1016.00, bg 1	114	28	30	0	9	8	0	189
1016.00, bg 2	176	48	0	0	22	0	10	256
1016.00, bg 3	324	76	46	0	22	4	8	480
Total	614	152	76	0	53	12	18	925
1017.00, bg 1	115	56	40	0	13	7	8	239
1017.00, bg 2	252	75	35	0	53	7	0	422
1017.00, bg 3	232	19	18	0	37	8	7	321
1017.00, bg 4	0	0	0	0	11	0	0	11
Total	599	150	93	0	114	22	15	993
Total	5,347	1,288	1,080	77	589	70	117	8,568

Source: 1990 Census

There are four I-90 interchanges within or adjacent to the neighborhood (West 117th Street, West Boulevard, West 85th Street, and West 98th Street/Lorain Avenue). There are two Rapid Transit Stations (West 117th Street and Madison Avenue, West Boulevard and Detroit Avenue). Although there are several east/west arterials through the neighborhood, north/south access is fairly limited. The southern end of Cudell-Edgewater is physically separated from the rest of the neighborhood by I-90. Several streets and a pedestrian bridge span the interstate, but I-90 is a significant barrier between north and south parts of the neighborhood.

Although residents and business owners benefit from the neighborhood's accessibility, easy access to the freeway also has negative impacts. Residents can easily get to shopping areas in western or southwestern suburban locations and this seems to limit the shopping that they do in their neighborhood, resulting in underutilized retail areas that do not serve the majority of neighborhood residents. This effect is especially pronounced in the Lorain Avenue retail district where there are numerous vacancies and many marginal or non-retail uses. Residents, particularly from the northern part of the neighborhood, told us that they do not shop on Lorain Avenue.

Another negative impact of convenient freeway access is the volume of commuter traffic that exits the freeway and cuts through the neighborhood on residential streets. This effect is especially noticeable on and around West Boulevard and Detroit Avenue. Residents are concerned about heavy truck, bus, and automobile traffic near their homes. Residents identified the following traffic problem areas:

- Western Avenue at West 100th Street; West 85th Street at Lorain Avenue-high speed traffic exiting from the freeway
- Detroit Avenue and West 117th Street; West 117th Street at Western Avenue
- Bridge over I-90 at Lorain Avenue
- Starbucks parking lot-mornings and weekends
- West Boulevard and Madison Avenue-a difficult intersection to negotiate
- Clifton Boulevard and Lake Avenue, especially at rush hour, when high speed traffic exits the Shoreway onto these streets.

Traffic management, including better routing and traffic calming measures, would benefit residential areas by reducing the volume of traffic on residential streets. If the traffic can be encouraged to use the major arterials (Detroit Avenue, Madison Avenue, Lorain Avenue, and West 117th Street) this traffic could have a positive impact on the adjacent retail uses.



Starbucks on Clifton Boulevard

Residents are supportive of recent improvements to West Boulevard and said that landscaping and measures to slow traffic should be developed for other major streets in the neighborhood. However, some residents are skeptical of traffic diversions and traffic calming measures, noting that diverting traffic will move problems from one street to another and that traffic calming measures may tie up traffic and worsen the traffic problem. Residents seem united in their opposition to creating one-way streets to divert and slow traffic. Plans in process to narrow Madison Avenue at West 117th Street met with a mixed reaction from residents.

At community meetings, participants said that traffic improvements must be based on carefully thought out routing that make it easy and convenient for truck traffic to navigate the neighborhood. The goal is to make truck routes logical and convenient so that drivers will comply voluntarily rather than through strict police enforcement. Commuter cut-through traffic from the freeway needs to be reduced, or at least slowed down and routed to the major commercial streets in the neighborhood. The lack of major north/south streets forces many of the “freeway jumpers” onto residential streets. Better access to the north side of downtown from I-90 would reduce the amount of cut-through traffic that currently exits I-90 at West Boulevard to get to the Shoreway.

Residents said that the entry points into the neighborhood need to be examined to see how they can be made as attractive and vibrant as possible.



Parking



Lorain Avenue



Clifton Boulevard

At the community meetings, residents said that parking is not a serious problem and that no one avoids commercial areas in the neighborhood due to the lack of parking. However, business owners are concerned about limited parking, especially on Lorain Avenue. There are a few small, disconnected parking lots that serve the businesses on Lorain Avenue, many of which are only partially visible from the street. Several parking studies previously completed for Lorain Avenue recommended consolidating the smaller lots and improving the visibility and signage for these lots. Lorain Avenue parking would be more of an issue if the vacant and underutilized properties along the street were renovated for new businesses.

Parking along Clifton Boulevard was identified as a problem due to conflicts between retail parking and parking for nearby apartment residents. However, onstreet parking and offstreet lots are more readily available in this area than on Lorain Avenue.

Businesses on West 117th Street have offstreet parking for the most part, and the parking appears to be adequate. As part of improvements to West 117th Street currently underway, parking will only be permitted on the street in limited areas during off-peak hours due to traffic speed and volume.

Crime and Safety

At community meetings, residents expressed concern about crime, particularly drug activity. They want to see better street lighting and more police patrols to combat crime. Specific problem areas include:

- Detroit Avenue between West 80th and West 95th Streets
- Lorain Avenue between West 94th and West 98th Streets
- Madison Avenue between West 96th and West 103rd Streets (concentrated at Madison Avenue and West 101st Street)
- Detroit Avenue between West 110th and West 114th Streets (concentrated near Pager City)
- Detroit Manor (Detroit Avenue and West 111th Street)

Residents said that the numerous freeway interchanges in the neighborhood contribute to crime because drug dealers and burglars can get out of the neighborhood quickly to avoid police. Residents suggested a beat patrol on Lorain Avenue (although a beat patrol has been in place in the neighborhood for five years). Residents also asked for improved street lighting in all retail areas.

Many residents have concerns about the safety at the Edgewater Park. Safety is also a concern in other neighborhood parks, including the Cudell Recreation Center.

Rates of violent crime, including homicide, aggravated assault, rape, and robbery, have remained relatively constant over the last ten years, except for robberies which have increased in parts of Cudell and Edgewater. The northern part of Edgewater has crime rates that are significantly lower than the rest of the neighborhood and the City of Cleveland as a whole. The crime data on the next pages are from the Violence Information Network, a county-wide, computerized database of crime and violence records maintained by the Center on Urban Poverty and Social Change at Case Western Reserve University's Mandel School of Applied Social Sciences.

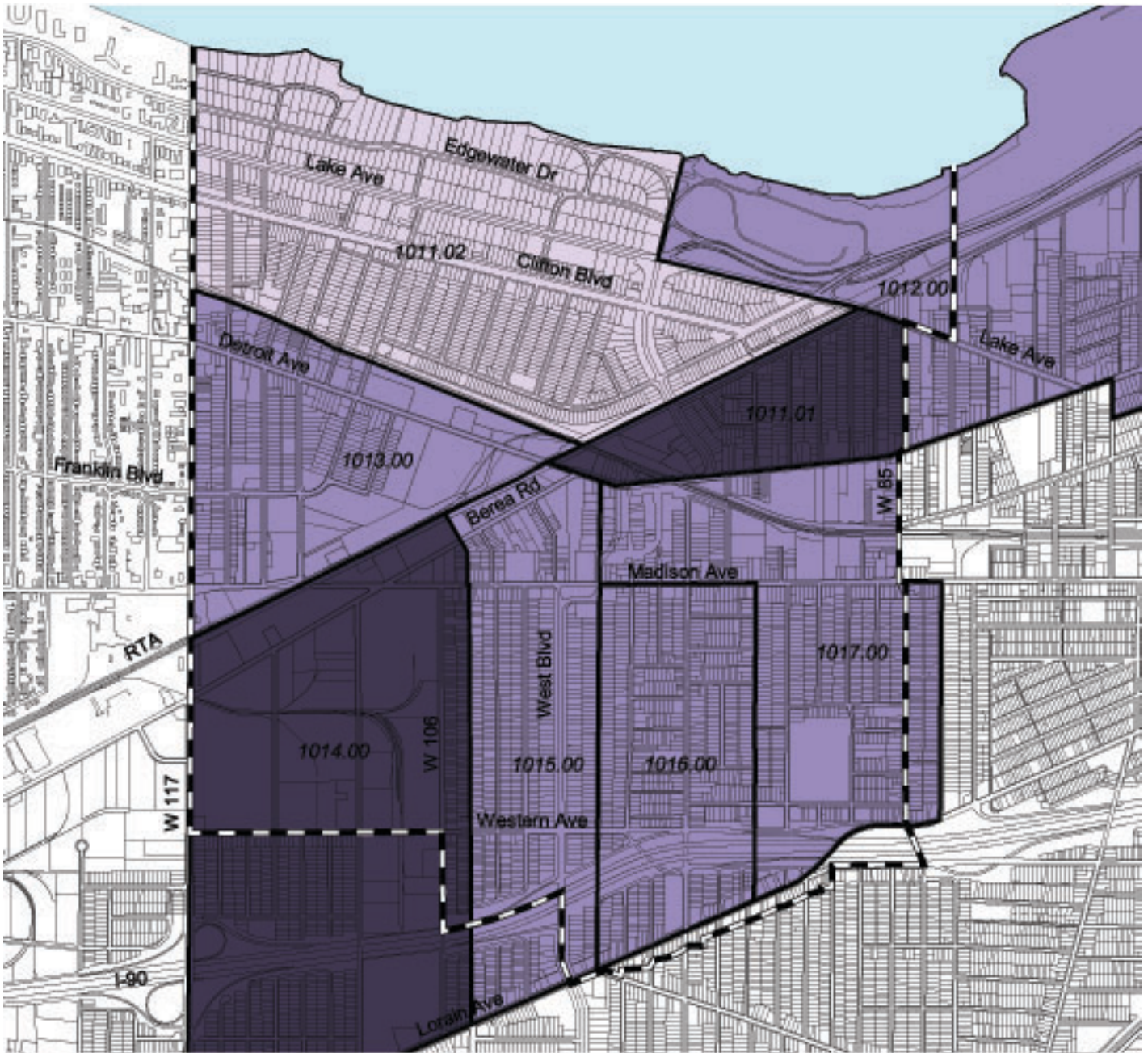
Violent Crime Rates

Total Violent Crimes per 1,000 Population									
Census Tract	1990	1991	1992	1993	1994	1995	1996	1997	1999
1014.00	17.68	19.47	15.44	15.42	13.58	22.79	15.80	16.19	19.05
1015.00	11.74	11.05	11.71	10.66	7.86	14.69	11.29	12.61	14.35
1016.00	10.57	15.86	6.77	13.52	11.56	13.42	14.54	11.89	13.36
1017.00	17.60	18.60	14.65	12.36	19.40	15.21	14.26	20.37	16.52
Cudell Total	14.40	16.25	12.14	12.99	13.10	16.53	13.97	15.26	15.82
1011.01	11.02	15.83	14.28	12.21	14.85	12.80	15.56	24.75	19.69
1011.02	6.74	7.14	8.13	9.31	5.83	8.63	5.21	6.78	4.65
1012.00	20.51	19.50	16.89	13.12	14.19	20.44	16.77	21.09	15.78
1013.00	17.95	15.05	12.59	17.89	10.57	11.53	19.25	13.91	12.75
Edgewater Total	14.06	14.38	12.97	13.13	11.36	13.35	14.20	16.63	13.22
Cleveland city	18.11	18.42	17.04	16.71	15.67	16.57	15.53	14.77	12.73

Total Aggravated Assaults per 1,000 Population									
Census Tract	1990	1991	1992	1993	1994	1995	1996	1997	1999
1014.00	3.98	7.96	3.53	3.52	4.38	6.14	6.58	6.56	3.63
1015.00	4.49	4.15	2.41	5.50	2.73	5.47	3.76	4.43	3.99
1016.00	4.15	5.29	2.63	5.63	2.61	4.85	5.22	5.20	5.50
1017.00	7.50	8.16	5.53	4.88	8.08	6.15	5.19	5.82	4.53
Cudell Total	5.03	6.39	3.53	4.88	4.45	5.65	5.19	5.50	4.41
1011.01	5.77	3.69	4.76	3.72	6.36	3.73	7.51	5.92	6.22
1011.02	1.63	1.63	1.83	2.43	2.21	1.40	1.20	1.40	1.16
1012.00	6.22	4.33	4.91	3.97	3.62	5.71	3.89	6.83	6.68
1013.00	6.79	2.43	4.36	5.32	4.32	3.36	6.74	4.80	3.92
Edgewater Total	5.10	3.02	3.96	3.86	4.13	3.55	4.84	4.74	4.49
Cleveland city	6.45	6.15	6.19	6.07	5.96	6.26	5.76	5.55	4.86

Total Robberies per 1,000 Population									
Census Tract	1990	1991	1992	1993	1994	1995	1996	1997	1999
1014.00	12.38	10.18	11.03	11.02	8.76	14.46	7.02	8.75	14.97
1015.00	6.91	6.22	7.23	3.78	4.78	7.86	6.50	5.80	8.37
1016.00	4.53	9.06	3.39	4.88	5.22	7.46	8.95	4.09	6.29
1017.00	8.15	7.83	7.49	5.20	8.41	7.12	7.13	12.29	9.07
Cudell Total	7.99	8.32	7.28	6.22	6.79	9.23	7.40	7.73	9.67
1011.01	4.20	11.08	5.82	7.96	7.42	8.53	5.90	17.22	11.40
1011.02	4.50	4.29	4.67	5.67	3.21	6.22	3.61	4.79	2.91
1012.00	10.25	12.07	9.21	7.63	8.15	13.22	10.48	12.48	6.98
1013.00	9.22	11.17	7.75	10.64	4.81	7.21	8.66	7.20	6.86
Edgewater Total	7.04	9.65	6.86	7.97	5.90	8.80	7.16	10.42	7.04
Cleveland city	9.65	10.11	8.84	8.66	7.95	8.70	8.24	7.75	6.60

Source: Cleveland Police Department, Crime Analysis Unit



Total Violent Crimes per 1,000 Residents in 1999

- Less than 5
- 5 to 19
- Greater than 19



Property crime, which includes burglary, arson, auto theft, and larceny, has decreased in Cudell and Edgewater over the last ten years, except for a slight upswing in 1999. Property crime rates are higher in Cudell and slightly lower in Edgewater than in the City of Cleveland as a whole.

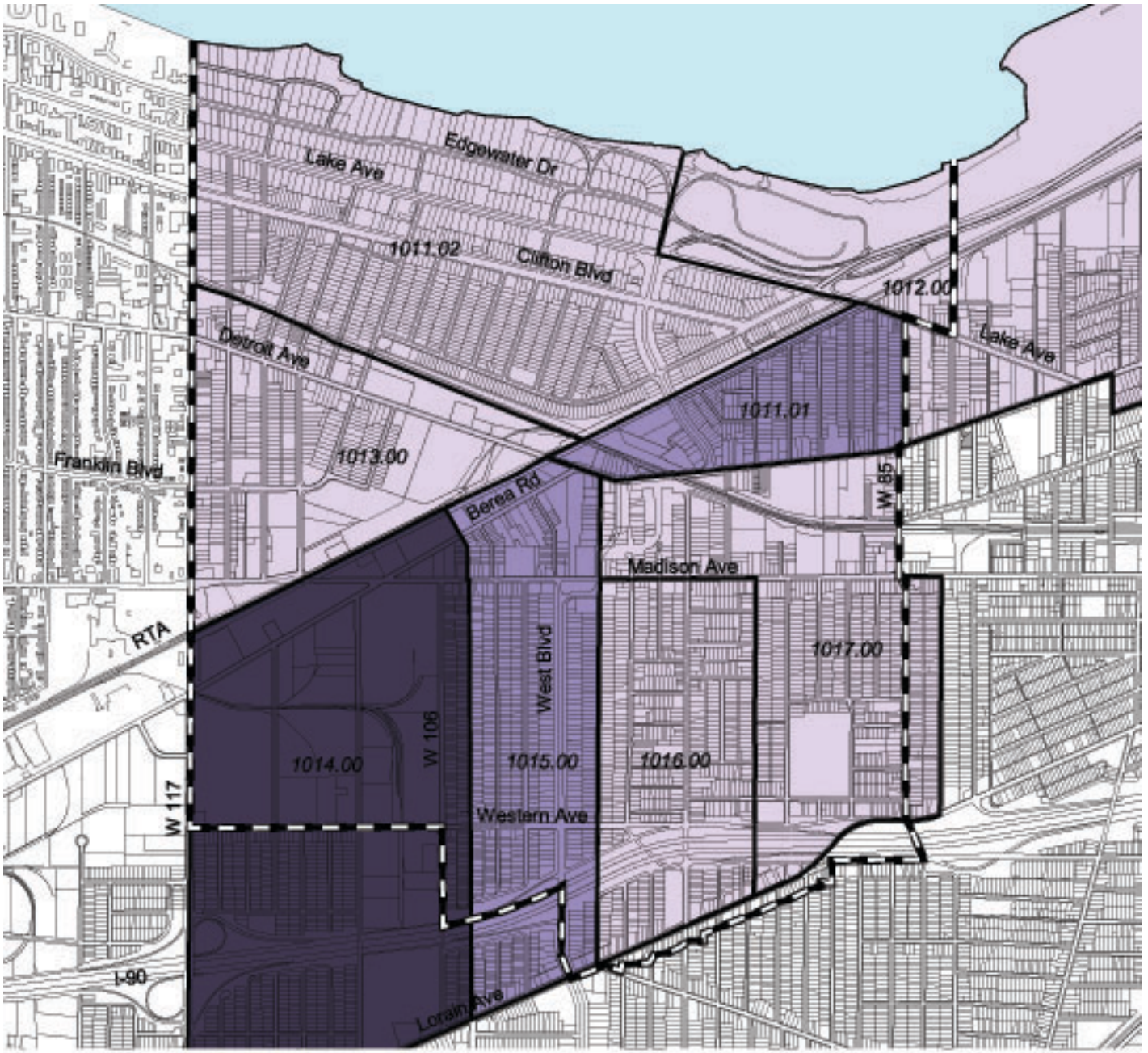
Property Crime Rates

Total Property Crimes per 1,000 Population									
Census Tract	1990	1991	1992	1993	1994	1995	1996	1997	1999
1014.00	127.76	146.01	122.66	133.07	105.57	119.65	100.93	101.07	107.95
1015.00	55.59	48.70	72.33	66.35	61.17	63.22	59.18	50.80	61.39
1016.00	46.83	52.88	44.02	48.81	33.93	39.52	51.08	44.21	49.14
1017.00	73.34	68.21	64.12	59.83	61.44	56.00	61.25	61.10	49.87
Cudell Total	75.88	78.95	75.78	77.01	65.53	69.60	68.11	64.29	67.09
1011.01	55.59	48.70	72.33	66.35	61.17	63.22	59.18	50.80	61.39
1011.02	46.83	52.88	44.02	48.81	33.93	39.52	51.08	44.21	49.14
1012.00	59.98	51.06	43.30	43.32	38.65	40.88	48.81	46.05	43.39
1013.00	73.34	68.21	64.12	59.83	61.44	56.00	61.25	61.10	49.87
Edgewater Total	58.93	55.21	55.94	54.58	48.80	49.90	55.08	50.54	50.95
Cleveland city	73.97	72.74	69.06	64.97	61.69	62.87	61.65	61.33	57.57

Auto Theft per 1,000 Population									
Census Tract	1990	1991	1992	1993	1994	1995	1996	1997	1999
1014.00	33.60	33.63	40.15	39.66	20.15	31.12	22.82	17.50	18.14
1015.00	12.09	14.16	14.47	12.72	10.25	16.40	15.39	7.84	19.13
1016.00	16.99	18.13	11.66	12.01	5.22	11.18	11.93	10.40	14.94
1017.00	18.58	19.58	17.90	12.68	13.58	14.89	16.20	11.64	14.57
Cudell Total	20.31	21.37	21.05	19.27	12.30	18.40	16.59	11.85	16.70
1011.01	7.87	7.39	12.16	6.37	5.83	6.40	8.59	10.76	15.54
1011.02	24.32	23.06	23.36	16.60	17.68	13.44	16.24	12.17	13.38
1012.00	13.36	11.45	9.83	11.90	12.38	8.12	14.67	8.32	13.66
1013.00	17.47	12.62	20.34	16.44	13.93	12.50	12.99	10.08	17.65
Edgewater Total	15.75	13.63	16.42	12.83	12.46	10.11	13.12	10.33	15.06
Cleveland city	22.37	20.69	20.95	19.80	17.46	17.66	16.93	14.44	15.23

Burglary per 1,000 Population									
Census Tract	1990	1991	1992	1993	1994	1995	1996	1997	1999
1014.00	24.76	19.03	15.44	23.35	19.71	17.97	21.94	24.50	21.32
1015.00	14.50	13.82	10.33	14.09	22.90	20.85	14.71	18.41	13.16
1016.00	13.60	13.22	22.20	18.77	10.44	11.93	13.05	14.12	14.15
1017.00	24.45	26.43	21.48	20.48	27.16	20.39	20.42	17.78	16.84
Cudell Total	19.33	18.12	17.36	19.18	20.05	17.78	17.53	18.70	16.37
1011.01	7.35	16.36	17.45	12.74	11.14	17.07	11.27	12.91	7.25
1011.02	19.82	15.31	16.05	21.26	19.89	21.27	15.24	12.37	13.96
1012.00	20.20	18.26	15.35	15.56	13.59	15.33	14.37	18.72	13.05
1013.00	27.17	18.45	32.93	22.72	19.70	18.74	19.73	16.79	18.63
Edgewater Total	18.63	17.09	20.45	18.07	16.08	18.10	15.15	15.20	13.22
Cleveland city	19.99	20.02	18.09	16.60	16.45	15.73	16.04	16.49	14.80

Source: Cleveland Police Department, Crime Analysis Unit



Urban Design Center
of Northeast Ohio

Total Property Crimes per 1,000 Residents in 1999

- Less than 50
- 50 to 100
- Greater than 100



Drug related crime arrests have increased dramatically in the last ten years in Cudell, Edgewater, and the City of Cleveland as a whole. The highest levels of drug trafficking arrests occur in the southern part of Edgewater, in an area just east of West Boulevard, bounded by Detroit Avenue on the south and the Conrail tracks on the north. Drug possession arrests are highest in the area around Detroit Avenue to the east of West Boulevard. Drug related crime rates elsewhere in Cudell and Edgewater tend to be lower than the rates for the City as a whole.

Drug-related crime appears to be relatively low along the eastern section of Lorain Avenue near the I-90 interchanges, although community members have said that this is an area where drug activity is a serious problem. This discrepancy may be due to the fact that the data reflect actual arrests for drug trafficking and drug possession and the perpetrators of drug-related crimes in this area may be more successful at avoiding arrest due to the easy access in and out of the neighborhood via I-90.

The neighborhood has numerous efforts underway to reduce crime, including nine crime watch block clubs, three apartment watches, three school programs, and three multi-family owners watches. There are beat patrols on Lorain, Detroit, and Madison Avenues, The Northwest Neighborhood Security Patrol and the Edgewater Homeowners' Association also aid in crime prevention.



Block club event

Drug-Related Crime Rates

Total Drug Arrests per 1,000 Population									
Census Tract	1990	1991	1992	1993	1994	1995	1996	1997	1999
1014.00	3.09	2.65	2.21	7.05	7.01	7.01	7.02	6.13	12.25
1015.00	1.38	0.69	2.41	1.72	3.42	4.44	7.53	10.23	14.35
1016.00	1.13	2.27	4.14	1.50	9.69	12.68	2.61	6.32	5.50
1017.00	6.84	3.26	9.76	13.98	9.38	16.83	3.57	23.28	12.95
Cudell Total	3.11	2.22	4.63	6.06	7.37	10.24	5.18	11.49	11.26
1011.01	6.82	4.22	3.70	9.56	7.42	2.67	1.61	12.91	17.10
1011.02	1.23	5.31	1.22	0.40	5.22	1.61	0.40	3.19	3.10
1012.00	15.54	6.50	5.83	9.15	12.38	14.43	18.26	20.50	36.41
1013.00	6.79	7.28	11.62	28.04	18.74	10.57	21.66	8.64	25.98
Edgewater Total	7.59	5.83	5.59	11.79	10.94	7.32	10.48	11.31	20.65
Cleveland city	13.58	15.98	15.06	14.81	15.96	16.94	15.66	17.41	21.85

Total Illicit Drug Possession Arrests per 1,000 Population									
Census Tract	1990	1991	1992	1993	1994	1995	1996	1997	1999
1014.00	2.21	1.33	2.21	4.41	1.75	1.31	4.39	1.75	8.16
1015.00	1.38	0.69	0.69	0.34	1.37	2.39	3.42	3.75	13.16
1016.00	0.76	1.89	3.39	1.50	1.12	2.98	0.75	2.97	5.50
1017.00	4.89	1.96	7.49	6.83	5.82	7.77	2.59	12.61	10.36
Cudell Total	2.31	1.47	2.31	1.47	3.44	3.27	2.51	3.61	9.30
1011.01	1.57	3.69	1.59	6.37	5.30	1.07	1.07	6.46	13.99
1011.02	1.02	3.88	1.02	0.40	1.41	0.20	0.20	2.00	2.52
1012.00	8.08	5.26	4.30	6.71	6.94	5.71	8.08	10.99	30.65
1013.00	6.31	7.28	9.68	22.24	13.45	3.84	7.22	5.28	24.02
Edgewater Total	4.25	5.03	4.15	8.93	6.78	2.71	4.14	6.18	17.80
Cleveland city	9.82	11.71	10.41	9.51	10.24	9.69	7.63	9.24	16.54

Total Illicit Drug Trafficking Arrests per 1,000 Population									
Census Tract	1990	1991	1992	1993	1994	1995	1996	1997	1999
1014.00	0.44	0.88	-	2.64	5.26	3.94	2.19	0.44	2.72
1015.00	-	-	0.34	0.34	1.71	-	2.05	2.39	0.40
1016.00	-	0.38	0.75	-	2.61	5.59	0.37	2.23	-
1017.00	0.65	0.65	1.30	5.20	1.29	6.15	0.32	4.53	2.27
Cudell Total	0.27	0.48	0.60	2.05	2.72	3.92	1.24	2.39	1.35
1011.01	2.10	0.53	2.12	3.19	1.59	-	0.54	5.38	3.11
1011.02	0.20	0.82	0.20	-	3.82	0.20	0.20	-	0.39
1012.00	6.22	1.24	1.23	2.44	5.13	6.61	7.19	5.64	4.86
1013.00	0.49	-	1.45	5.80	5.29	6.73	9.14	3.36	1.96
Edgewater Total	2.25	0.65	1.25	2.86	3.96	3.39	4.27	3.60	2.58
Cleveland city	2.27	2.60	3.29	3.30	4.69	6.03	6.08	5.19	1.98

Source: Cleveland Police Department, Crime Analysis Unit



Total Drug Crimes per 1,000 Residents in 1999

- Less than 6
- 6 to 25
- Greater than 25



Current Development



West Tech property

There are numerous development projects that are planned, in progress, or recently completed that will have a significant impact on the neighborhood, including:

West Tech: Plans are in progress to renovate the former West Technical High School building and grounds for housing. The project is located on Willard Avenue between West 89th and West 93rd Streets. It is being financed with funding from the City of Cleveland, the Ohio Department of Development, the Cleveland Development Partnership, tax exempt bonds from the State of Ohio (insured by the federal Department of Housing and Urban Development) and federal Historic Preservation Tax Credits, in addition to private funding. The first phase of the project will include the conversion of the historic school building into 184 apartments. Twenty to forty percent of the units will be affordable housing; the remainder will be market rate. Pre-construction activities on the first phase of the four year project, including asbestos abatement and demolition work began in Spring 2001. The second phase will consist of 40 new townhouses to the north of the school building that will be available for sale. The sports field on the north side of the school building will be eliminated as part of the second phase of construction, but there will be areas of public green space on the site. There was significant public input into the development of the project and the community decided that the entire site should be devoted to housing.

RTA Stations: A \$5 million renovation of the RTA station at West Boulevard and Detroit Avenue was recently completed and plans are being developed for a major renovation of the station at Madison Avenue and West 117th Street. At the community meetings, residents questioned why the two transit stations are not retail hubs for the neighborhood. The physical separation of the rail lines from the neighborhood are contributing factors. The Rapid runs through the former CTS railway right-of-way which is removed from the surrounding neighborhood by grade changes and other geographic features. This separation makes it more difficult to link retail uses to the transit stations. The RTA has tried to encourage joint development projects, but there has not been much response from retail developers.

Narrowing of Madison Avenue: Madison Avenue will be narrowed and realigned at West 117th Street, creating a more cohesive, pedestrian-friendly intersection. Currently, Madison Avenue widens between West 116th and West 117th Street in Cudell and between West 117th Street and Coutant Street in Lakewood. Narrowing Madison Avenue to a uniform width will simplify the intersection and create opportunities for streetscape improvements. This work, now in progress, will be completed in conjunction with the West 117th street reconstruction project and the reconstruction of the RTA station at the southwest corner of this intersection.

Reconstruction of West 117th Street: Major infrastructure repairs and improvements are in progress for West 117th Street from Edgewater Drive to I-71. Over a three year period, the street will be rebuilt and improved to better accommodate the traffic that this major arterial

carries. Work will include a new base and surface, curbs, gutters, sidewalks, and storm drainage.

New CVS stores: Two new CVS stores were recently completed in the Cudell neighborhood. Because both projects are located in Clifton Boulevard/West Boulevard Historic District, Cudell Improvement, Inc. was successful in getting the designs of these stores modified from the corporate prototype to styles that are better suited to the surrounding neighborhood.

AIDS Housing: The AIDS Housing Council has recently completed a residential complex on Detroit Avenue. The project includes 14 three-bedroom units that are rented at affordable rates to provide housing for AIDS victims and their families.

Proposed Bikeway: The County is working on a regional bikeway plan that includes a proposed bike route along West Boulevard through the center of the neighborhood. At the north end, the proposed route will connect to Lakewood, Rocky River, and points west via Clifton Boulevard or Lake Avenue. To the south, the route may connect to the Westpark neighborhood, the Big Creek area, Brookside Park, and the Metroparks Zoo.

Lorain Station Child Development Center: Cudell Improvement, Inc. has purchased a property at Lorain Avenue and West 93rd Street (next to the Coreno Shopping Center) and will develop this site as a 10,500 square foot daycare facility.

Residential Development: Cudell Improvement, Inc. has purchased a property at the intersection of Clifton Boulevard and West Boulevard. The property includes two houses, one of which has been sold and the other is for sale to someone who will restore it. Cudell Improvement, Inc. has also recently overseen the restoration of 9201 Lorain Avenue. This project was a historical restoration of a building for commercial space and housing. At the Community Forum, some residents expressed interest in new types of housing for the neighborhood, such as townhouses or cluster homes. The northeast corner of Detroit Avenue and West 110th Street was suggested as a potential site for townhouse development

Institutional Investment: In recent years, the Eliza Jennings Home and the Children's Aid Society have each invested \$5 million in their respective facilities on Detroit Avenue.

Former Fifth Church of Christ Scientist: There are no immediate plans for the former Fifth Church of Christ Scientist at West 117th Street and Lake Avenue. At community meetings, some residents said that the building should be preserved due to its architectural and historic significance. However, in its current condition, it is a detriment to the neighborhood. Some residents of the surrounding area strongly support the retention of the property's current zoning classification, which is single-family residential. However, residents have suggested a health club or a large bookstore as potential new uses for the property.



CVS at Madison Avenue and West Boulevard



Clifton Boulevard and West Boulevard

Cudell/Edgewater

Neighborhood Goals

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

1. **Development:** Enhance the appearance and function of the neighborhood through targeted design improvements and encourage the appropriate development or redevelopment of underutilized sites.
2. **Retail Areas:** Enhance the retail mix in commercial areas to better serve the needs of residents and to foster dynamic, appealing shopping districts.
3. **Industry:** Encourage industrial uses to remain and expand in the neighborhood while protecting residential areas from the adverse impacts of industry.
4. **Traffic & Access:** Improve the transportation network for optimal access to, from, and within the neighborhood by car, public transportation, bicycle, and on foot.
5. **Parking:** Develop balanced, area wide parking strategies to ensure that retail, residential, and industrial districts have convenient, safe, and attractive parking.
6. **Parks and Recreation:** Capitalize on the neighborhood's proximity to Lake Erie and expand the existing system of parks, open space, and recreational opportunities to enhance the quality of life for all neighborhood residents.
7. **Property Maintenance:** Increase maintenance levels for residential, commercial, industrial, and publicly owned properties.
8. **Safety:** Reduce criminal activity and combat the perception that parts of the neighborhood are unsafe.

Cudell/Edgewater

Plan Recommendations

The following plan recommendations were derived from field assessment, data analysis, and the findings of previous planning studies completed for the neighborhood. Neighborhood stakeholders, the Neighborhood Master Plan Steering Committee, and the community-at-large provided substantial input into the recommendations. A brief synopsis of each recommendation by project type and geographical area is followed by a more detailed description of each recommendation.

The intent of this plan is to identify the development priorities for the neighborhood--the catalytic projects that will spur neighborhood renewal beyond the boundaries of a given project site. The plan also identifies areas that require further study. The plan does not focus on day-to-day operations, such as housing maintenance, crime prevention, and commercial area support, because efforts to address these issues are already well-established in the neighborhood. Programs currently underway to encourage home maintenance, reduce crime, and stimulate the revitalization of commercial areas are detailed in the existing conditions section of this document. At the community meetings, residents had ideas for enhancing these existing efforts. These ideas are included in the Neighborhood Preservation Priorities section of the plan recommendations.

SUMMARY OF PLAN RECOMMENDATIONS

PROJECT TYPE	TARGET AREA	PROJECT	
Development Priorities	West Tech/Lorain Ave.	Potential reuse of the former Willard Elementary School at West 93rd Street and Willard Avenue, if this building becomes available	
		Development alternatives for vacant lot at 89th Street and Willard Avenue	
		Comprehensive parking plan for the Lorain Avenue commercial district	
		Pedestrian-friendly connection between West Tech area and Lorain Avenue	
		Lorain Avenue triangle (where the pedestrian bridge terminates) landscaped as public green space	
		Lorain Station childcare facility	
		Traffic study to assess feasibility of consolidating/removing interchanges	
		Clifton Boulevard	Facilitate the reuse/redevelopment of the former Fifth Church of Christ Scientist property and the adjacent retail strip
			Traffic calming on Clifton Boulevard
			Facilitate the redevelopment of the former B.P. Station site
Facilitate appropriate redevelopment of property owned by Cudell Improvement, Inc. at West and Clifton Boulevards			
Detroit Avenue	Infill residential development		
	Concentration of retail uses around the West Boulevard/Cudell RTA station		
	Clustered retail uses at key intersections		
	Streetscape improvements		
	Landscape plan for Cudell Commons Recreation Center		
Madison Avenue	Replacement/redesign of RTA station		
West 117th Street	Public off-street parking for businesses along West 117th Street; elimination of on-street parking on West 117th Street		

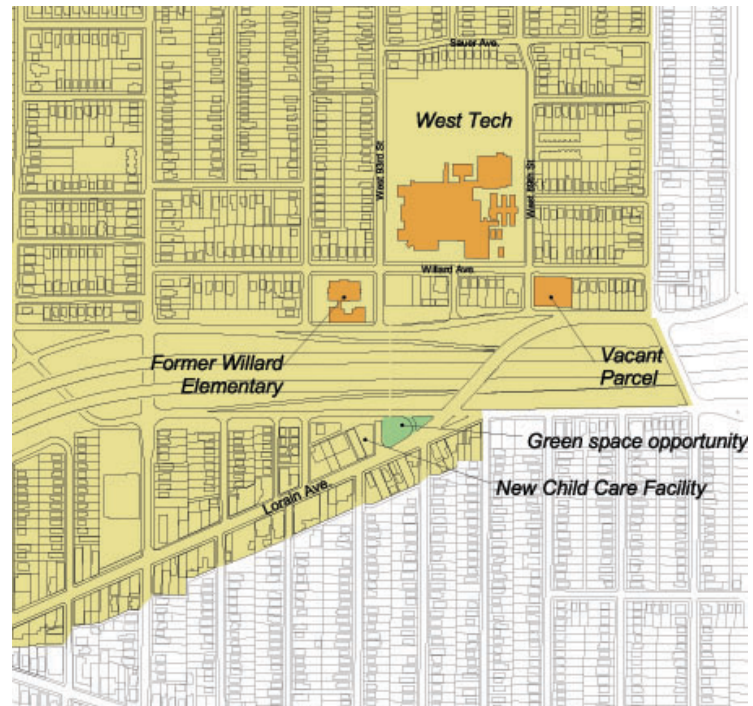
Industrial area	<p>Solicit proposals from developers for the redevelopment of three sites in the Berea Road/West 117th Street corridor:</p> <ol style="list-style-type: none"> 1. Berea/Madison/West 104th Street: consolidate, redevelop, and expand industrial district for light industrial/distribution/commercial use 2. West 114th Street and Western Avenue: redevelop two large underutilized/vacant parcels for industrial /distribution use 3. West 112th Street and Franklin Boulevard: assemble site for a large manufacturing facility for industrial or distribution use <p>Redevelop West 117th Street and Berea, in conjunction with the City of Lakewood, for office, mixed use, and parking</p> <p>Acquire and rehab Building 99 for office use</p> <p>Landscape plan for Building 99 as gateway to industrial area</p> <p>Western Avenue widening and improvements</p> <p>Enlarge turning radii of street corners in industrial areas</p>
Neighborhood wide	Coordinated design scheme for overhead bridges
Planning and Analysis	<p>West Tech/Lorain Ave. Zoning changes/financial incentives to establish live/work district on Lorain Avenue</p> <p>Madison Avenue Market study to determine what uses are most likely to be successful on the street.</p> <p>West 117th Street Marketing plan and design guidelines to capitalize on commercial development opportunities</p> <p>Industrial area Marketing plan to attract manufacturing uses Industrial streetscape design guidelines</p> <p>Neighborhood wide Guidelines for incorporating safety factors into design review</p> <p>Participation in the Innerbelt Study to improve regional traffic patterns that impact the neighborhood</p> <p>Development of consensus on bike route</p> <p>Designation of additional historic districts</p>

Development Priorities

The priorities for neighborhood development are those targeted investments that will have a positive and catalytic impact on the neighborhood beyond the boundaries of a given project.

West Tech/Lorain Avenue

The redevelopment of the former West Technical High School property as apartments and townhouses will bring 200 new households into the neighborhood and will incorporate approximately \$3.4 million in public funds as leverage for the private redevelopment. It is critical to maximize the impact of the public investment in the West Tech redevelopment to strengthen the surrounding neighborhood. This can be accomplished by encouraging development on the properties adjacent to the West Tech site and by directing the buying power of the new households in the neighborhood to the reinvigorated Lorain Avenue commercial district.



Former Willard Elementary

Adaptive reuse of the former Willard Elementary School: The former Willard Elementary School at West 93rd Street and Willard Avenue, just south of the West Tech project, is an opportunity for additional housing development, if the property were to become available. The building now houses a child care facility. A feasibility analysis would need to be conducted to determine if there is sufficient demand for additional housing in the area, whether the housing could be rental or condominiums, and whether the costs of rehabilitating the school building for housing would be justified by the projected project revenues.



Site at 89th Street and Willard Avenue

Development alternatives for the parking lot at 89th Street and Willard Avenue:

A half-acre parcel at 89th Street and Willard Avenue serves as a parking lot for an adjacent church. This site could be acquired and redeveloped, either as additional housing or as a public park. With either option, the southern edge of the site would be landscaped to buffer the view and noise of the freeway to the south of the site.

Additional new housing would expand the effort to create a broader range of housing options and attract new residents to the southeast corner of the neighborhood. The site could also be developed as a park. The site is large enough to accommodate a playground, a baseball diamond or a soccer field, thus relieving the deficiency of parks and green space in the southeast part of the neighborhood.

Comprehensive parking plan for the Lorain Avenue commercial district: The new housing development at West Tech will stimulate retail demand that should be directed toward the revitalization of the Lorain Avenue commercial district. Lorain Avenue is a historic district and the traditional architectural character of many commercial buildings on the street is well suited to specialty shops and restaurants that would serve new residents at West Tech as well as the existing residents of the surrounding neighborhood. The added retail demand will help to stimulate reinvestment in storefront improvements that will increase the appeal of the area.

The Lorain Avenue commercial district has parking deficiencies that will become more difficult if additional retail demand from the West Tech redevelopment leads to new and expanded businesses in storefronts that are currently vacant or underutilized. On-street parking is available along most of the Lorain Avenue and some commercial properties have small off-street parking lots, typically behind the buildings. However, parking is limited. Merchants find that the parking situation limits their ability to attract customers who expect convenient and safe parking. Many merchants believe that it will continue to be difficult to encourage reinvestment in properties along Lorain Avenue until the parking situation is addressed.

Some property owners on Lorain Avenue have addressed the parking deficiency for their own properties, most recently with a parking study that was completed for the buildings at the intersection of Lorain and Denison Avenues. While these efforts help to address the immediate concerns of the buildings involved, a parking plan needs to be developed that looks at the entire Lorain Avenue commercial district. A starting point for a Lorain Avenue parking plan would be the study completed by the Cleveland City Planning Commission in 1989, which identifies the parking needs based on retail square footage along the street. Consolidating some of the smaller lots into shared facilities and increasing the visibility of these parking areas will improve the parking situation on Lorain Avenue. However, it may be necessary to supplement the on-street parking and the rear parking lots with public parking lots and/or a parking garage that serve the entire street. A

comprehensive parking study for Lorain Avenue would identify the need for parking and the best location(s) for public parking facilities.

Pedestrian-friendly connection between the West Tech area and Lorain Avenue: I-90 is a significant barrier between the new housing at West Tech and the Lorain Avenue commercial area. Currently, the connection between West Tech and Lorain Avenue is either an unfriendly and under-used pedestrian bridge across the freeway or an indirect route via West 85th Street or West 98th Street.



Pedestrian bridge, south of I-90

A better connection between the areas to the north and south of the freeway would bring the new, higher income households moving into the West Tech development to Lorain Avenue and reconnect residents from south of side of I-90 to the northern part of the neighborhood. If a direct street connection could be reintroduced across the freeway, it would be an opportunity to enhance the retail area, improve access between the north and south parts of the neighborhood, stimulate retail development on Lorain Avenue, and add pedestrian and bicycle amenities to the neighborhood. More than just a street, the connection could be an attractive and inviting connection between north and south. This project, although potentially difficult and costly, would benefit local residents and help to re-establish Lorain Avenue as a viable retail district.

Federal transportation funds, available through the Transportation Equity Act for the 21st Century (the TEA 21 Program) could provide funds for this type of project. TEA 21 funds are available for projects that improve transportation conditions and funds are specifically earmarked for projects that provide enhancements to the pedestrian environment, encourage alternate transit modes, stimulate economic development, and enhance historic districts. The construction of a pedestrian-friendly street across I-90 would meet these criteria and have the additional advantage of helping to repair some of the damage to the neighborhood that was caused by the construction of the freeway.

An engineering study is needed to determine if it will be possible to re-establish a street across the freeway and the potential cost of the project. If the proposed street proves to be physically or financially infeasible, the existing pedestrian bridge should be replaced with a more attractive facility. Although the design of pedestrian bridges across freeways is governed by safety regulations, redesigning the bridge with different materials, architectural details, lighting, and landscaping at the entry points to the bridge would create a more appealing and pedestrian-friendly facility.

Landscape the triangle of land on Lorain Avenue where the pedestrian bridge terminates as a public green space: The triangular parcel of land on Lorain Avenue where the pedestrian bridge terminates could be landscaped as a green gateway to the Lorain Avenue commercial district and the Lorain Station Historic District. The southern part of the neighborhood is lacking in parks and green spaces and would benefit from a beautifully landscaped and well maintained gateway treatment.

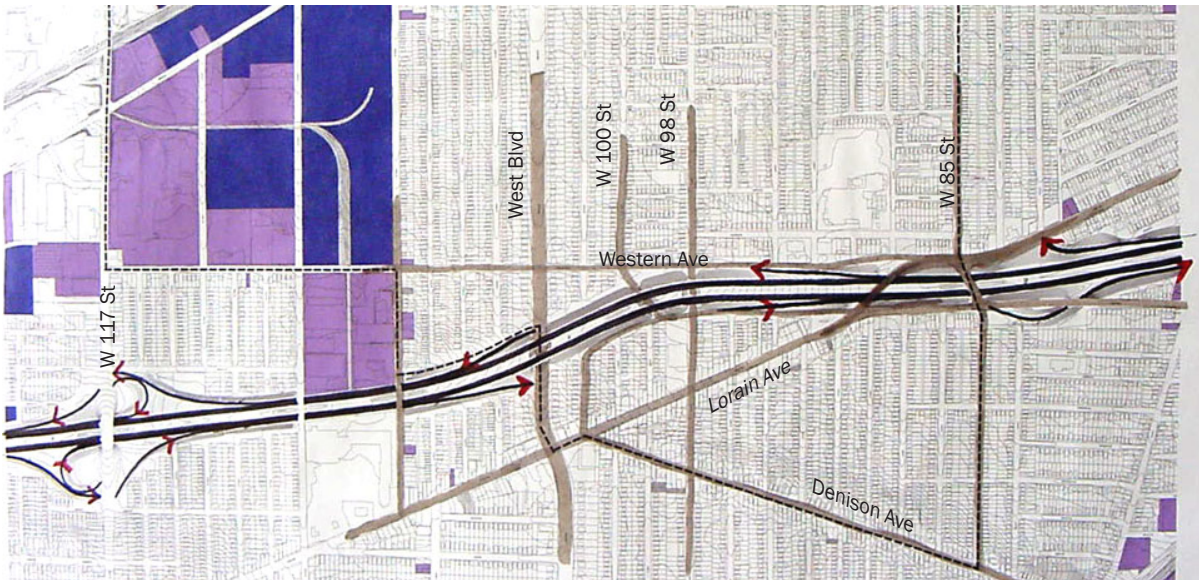


Site of Child Care Facility

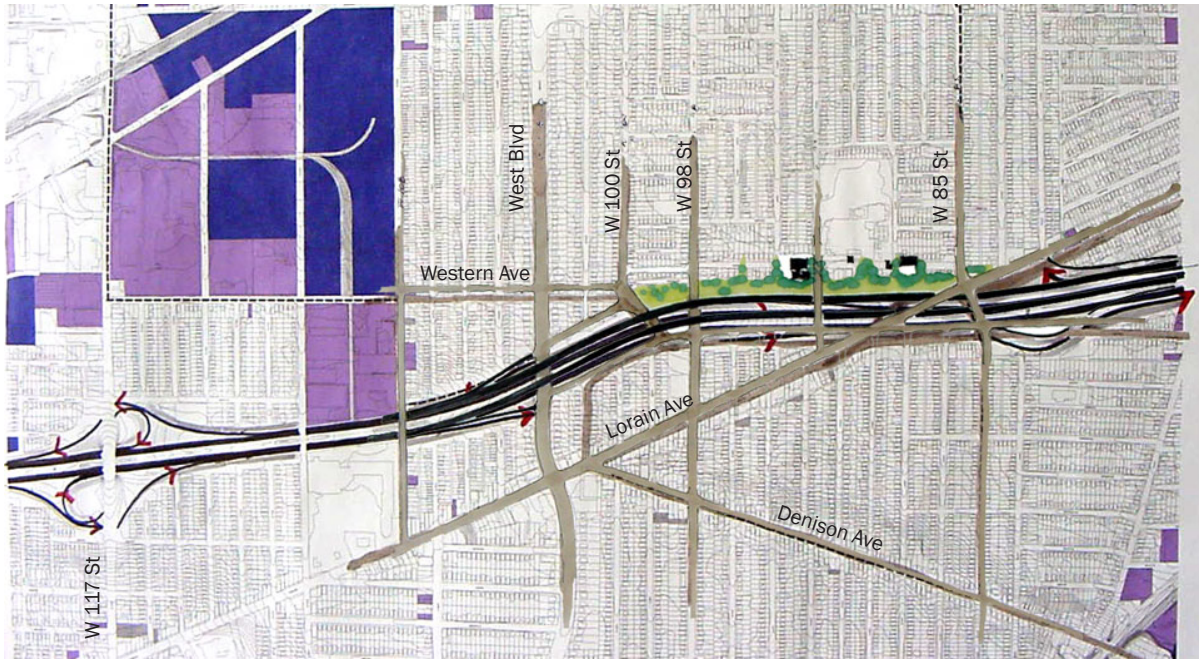
Lorain Station Child Care Facility: The proposed child care facility on Lorain Avenue at West 93rd Street is an important project because it will serve to further anchor the eastern end of Lorain Avenue in the neighborhood with substantial new investment. The facility is an opportunity to enhance the historic district with compatible new construction that reinforces the architectural character of the district.

Traffic study to assess the feasibility of consolidating I-90 interchanges: The four I-90 interchanges in close proximity to each other at the southern end of the neighborhood encourage commuters to get off the freeway and cut through the neighborhood, usually on residential streets. The interchanges also allow traffic to bypass the Lorain Avenue commercial district, undermining the vitality of Lorain Avenue businesses, and provide easy access for drug dealers who use the freeway to avoid arrest.

Reducing the number of interchanges in the neighborhood will help to stabilize the Lorain Avenue retail district while reducing the amount of cut-through commuter traffic and creating opportunities for landscape buffers to mitigate the noise and appearance of the freeway on adjacent residential neighborhoods and commercial districts. Specifically, if the interchanges at West Boulevard and West 98th Street were eliminated, cars would enter and exit the freeway only at the ends of the Lorain Avenue retail district at West 85th and West 117th Streets. Cut-through traffic would be reduced and Lorain Avenue could resume its historic role as a retail corridor, rather than its present primary function as a feeder road for I-90. Cudell Improvement, Inc. has been working with Pennoni Associates to explore the options for consolidating and reconfiguring the existing interchanges.



Current I-90 Interchanges



Proposed consolidation of I-90 interchanges

A traffic study would be needed in order to pursue this concept further. The traffic volumes and movements within the neighborhood would have to be analyzed to determine if ramps could be closed without having an unacceptable impact on local traffic flows.

Clifton Boulevard

Clifton Boulevard is a successful mixed use retail street with strong retail uses and a mixture of housing types ranging from single- to multi-family. Recommendations for this area focus on enhancing the existing character of the street and addressing specific problems and opportunities.



Facilitate the reuse/redevelopment of the former Fifth Church of Christ Scientist property and adjacent retail strip: The former Fifth Church of Christ Science at West 117th Street and Lake Avenue is a detriment to the neighborhood in its current condition. It may be possible for Cudell Improvement, Inc. to facilitate the adaptive reuse of the property for a use enhances the surrounding neighborhood. Redevelopment of the church site may also include the retail storefronts adjacent to the church along Clifton Boulevard.

If the current owner chooses not to pursue the redevelopment of the property, Cudell Improvement, Inc. has offered to initiate a Request for Proposals for redevelopment of the site, that would include the church, the retail building along Clifton Boulevard, and the parking area. The Neighborhood Preservation and Development Committee of Cudell Improvement, Inc. has recommended that the existing retail building should be rehabilitated and the original entrances along Clifton Boulevard be re-established. The Committee suggested creating boutique shops within the building, arranged around a central arcade and possibly including clothing and bookstores, art galleries, framing shops, specialty food stores, a pet store, an ice cream shop, or a donut shop. Other suggested uses were a furniture store or an upscale restaurant.

The Cleveland-Clifton Merchants Association also offered some suggestions regarding the site. The Merchants Association preferred to see the entire site redeveloped as a grocery store. Retention of the existing church and retail buildings was not a priority.

Although there is not consensus on this issue, many community residents would prefer to see the former church building rehabilitated for a new use. If the reuse of the historic church building is not feasible, Cudell Improvement, Inc. could facilitate the acquisition of the property and the demolition of the existing structure, creating a prime site for new development. A highest and best use study needs to be completed for the site, looking at the potential uses for the property both with and without the existing church building. The site of the church building is 0.31 acres. The site of the adjacent retail strip and parking is 1.6 acres.

Traffic calming on Clifton Boulevard: To enhance the character of Clifton Boulevard as an appealing place to live and shop, the speed of traffic on the street must be reduced. Clifton Boulevard is seven lanes wide in most places and this width appears to be in excess of what the traffic on the street requires. The wide, straight street encourages people to drive faster than the speed limit and creates an unfriendly environment for pedestrians who must cross multiple lanes of high speed traffic to get across the street.

Slowing the traffic will make the street safer for pedestrians and will enhance the retail uses on the street. A landscaped median down the center of the street would reduce the lanes of traffic and give pedestrians a place to pause while crossing the street. A median would

also enhance the appearance of the street, leading to increased property values for the adjacent retail and residential properties.

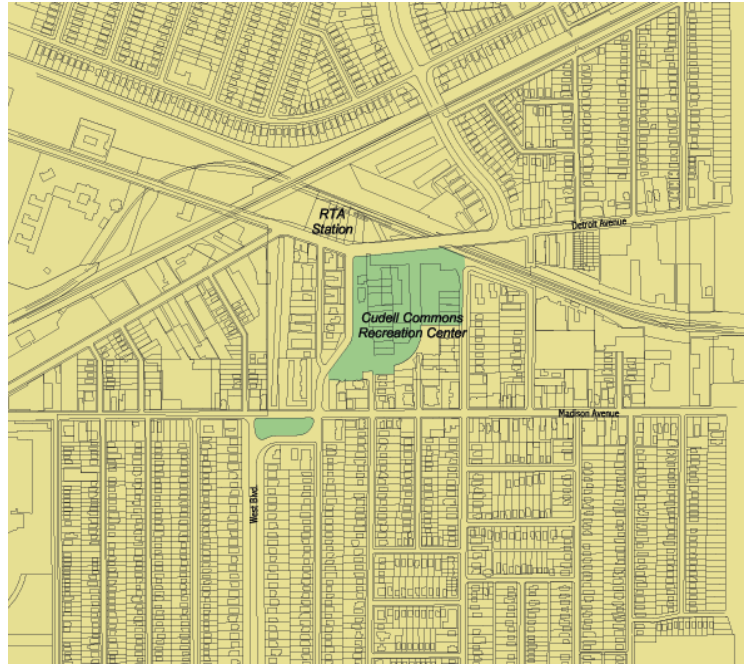
Some residents have expressed concern about adding a median to Clifton Boulevard. Residents were concerned about the maintenance of a landscaped median and about the possible loss of on-street parking on Clifton Boulevard. The median would only be an effective solution if it could be implemented without eliminating on-street parking on Clifton Boulevard, since on-street parking also helps to calm traffic and it is needed by adjacent retail and residential uses. A traffic study to assess traffic volumes on Clifton during peak periods would be necessary to determine whether traffic lanes could be removed to accommodate a median. If a landscaped median is not feasible, other traffic calming measures such as pedestrian crosswalks or the addition of bike lanes to the street should be considered.

Facilitate the appropriate redevelopment of the former B.P. Station site: The former B.P. Station site provides an opportunity to introduce a pedestrian-scale retail/mixed use development at Lake Avenue and Clifton Boulevard to anchor the eastern end of Clifton Boulevard. The property is privately owned, but Cudell Improvement, Inc. can support an appropriate zoning change for the site and conduct design review for any proposed redevelopment since the site is within a local historic district.

Facilitate the appropriate redevelopment of the property at West Boulevard and Clifton Boulevard: Cudell Improvement, Inc. purchased a residential property at the corner of West Boulevard and Clifton Boulevard. The property includes two houses and a vacant lot. One of the houses, facing West Boulevard, has been sold. The other house (a duplex facing Clifton Boulevard) and the vacant lot are on the market. The goal of Cudell Improvement, Inc. in acquiring this property was to gain control of a strategically important property in the neighborhood in order to ensure its appropriate redevelopment, which in this case includes rehabbing the duplex, if possible, and building new housing on the vacant lot. Redevelopment of this property is an opportunity to anchor the eastern end of the Clifton Boulevard Historic District and to expand the range of housing types available in the neighborhood.

Detroit Avenue

Detroit and Madison Avenues are the major east west routes at the center of the neighborhood. The intersection of these two streets with West Boulevard occurs at the geographic center of the neighborhood, the Cudell Commons.



Infill residential development: Infill residential development will reduce the gaps in the Detroit Avenue streetscape, create new housing products not currently found in the neighborhood, and stimulate increased demand for adjacent retail clusters. Higher density housing, such as rowhouses, are ideal for an urban, mixed use street like Detroit Avenue. Renovating historic buildings on the street for housing or offices will also contribute to the revitalization of the area.

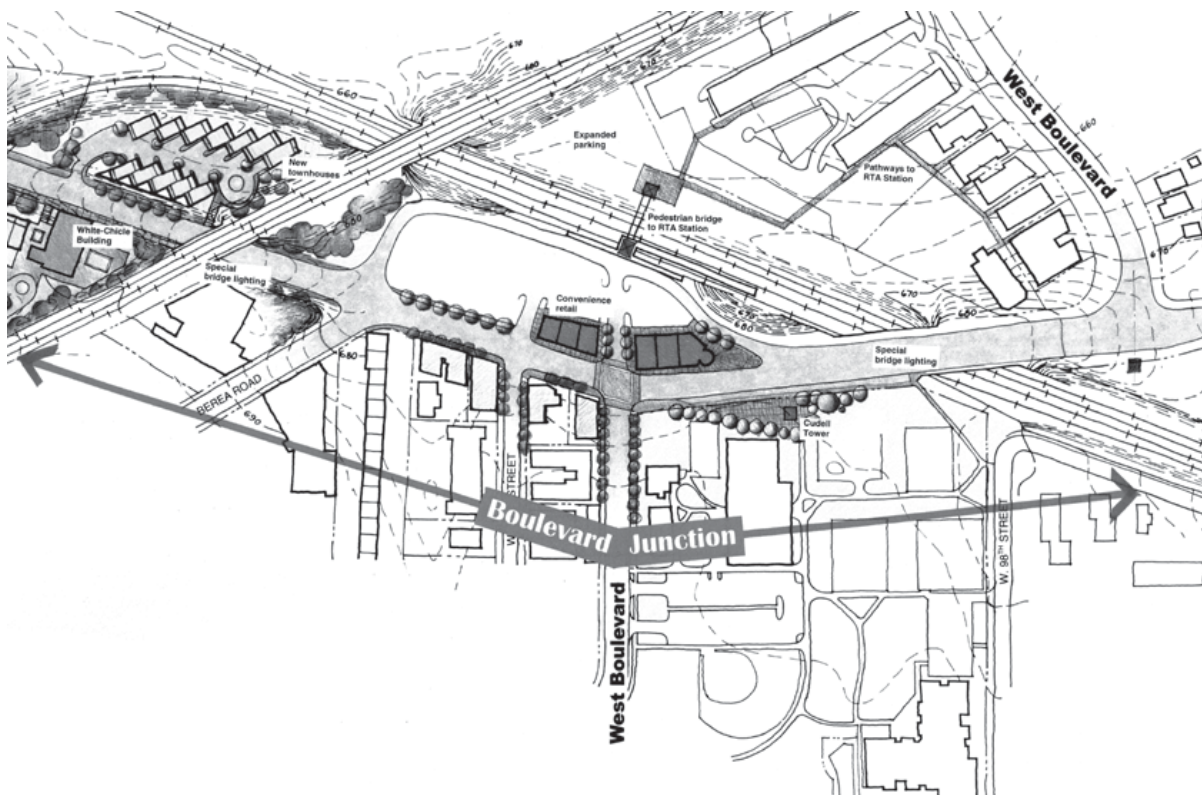




Potential retail development near RTA station

Concentration of retail uses around the West Boulevard/Cudell RTA station: The area around the Cudell Commons has all of the elements of a neighborhood hub. The facility is located at the heart of the neighborhood, and it is the link between the northern and southern parts of the neighborhood. Strengthening West Boulevard as the neighborhood's central spine and encouraging development around Cudell Commons will create a strong center for the neighborhood that has the potential to serve all of the neighborhood's residents.

The West Boulevard/Cudell RTA station on Detroit Avenue is an opportunity to concentrate retail uses that will benefit from the traffic generated by the transit station and the recreation center across the street. Retail uses on Detroit Avenue occur in several locations, but there is no clear retail focus or cluster, aside from the area around Detroit and West 117th Street. Clustering retail at the heart of the neighborhood will create a neighborhood destination, something that residents requested at the public forum when they expressed their desire for shopping districts, rather than for the dispersed retail found in the neighborhood now.





Potential retail/mixed use infill development

Clustered retail uses at key intersections: Clustering retail uses can be accomplished by rezoning key intersections for retail and mixed use development, with regulations governing setbacks, parking, and other requirements to ensure that new development respects the urban character of the street. Areas between the retail clusters are rezoned for other purposes, typically residential or office uses. Incentives can be developed to encourage businesses that are located outside of the designated retail clusters to move into the new retail areas. These existing businesses may also choose to remain outside of the designated retail areas, but when control of the property eventually changes hands, the underlying framework will be in place to ensure that redevelopment will be consistent with the neighborhood’s goals for the area. By creating retail clusters through rezoning, the neighborhood will develop desirable locations for operating a business so that retail establishments will choose to be in the cluster locations in order to take advantage of the market draw that a distinctive shopping district creates.

Streetscape Improvements: Streetscape improvements for the entire length of Detroit Avenue, from West 85th Street to West 117th Street, would improve the appearance of the area and unify the diverse mix of uses and building types found on the street. A plan for streetscape improvements should address trees, lighting, decorative paving, signage, and street furniture.

Landscape Plan for Recreation Center: The Cudell Commons is located at an important intersection that links the north and south parts of the neighborhood. There are several grant sources, including the Ohio Department of Natural Resources’ NatureWorks Program, that could be used to develop and implement a landscape plan. Matching funds could come from the City or funds could be raised locally, from business owners and residents to improve and maintain the facility to a higher standard than the basic level established by the Cleveland Parks Department.

Madison Avenue



Existing RTA station from Madison Avenue

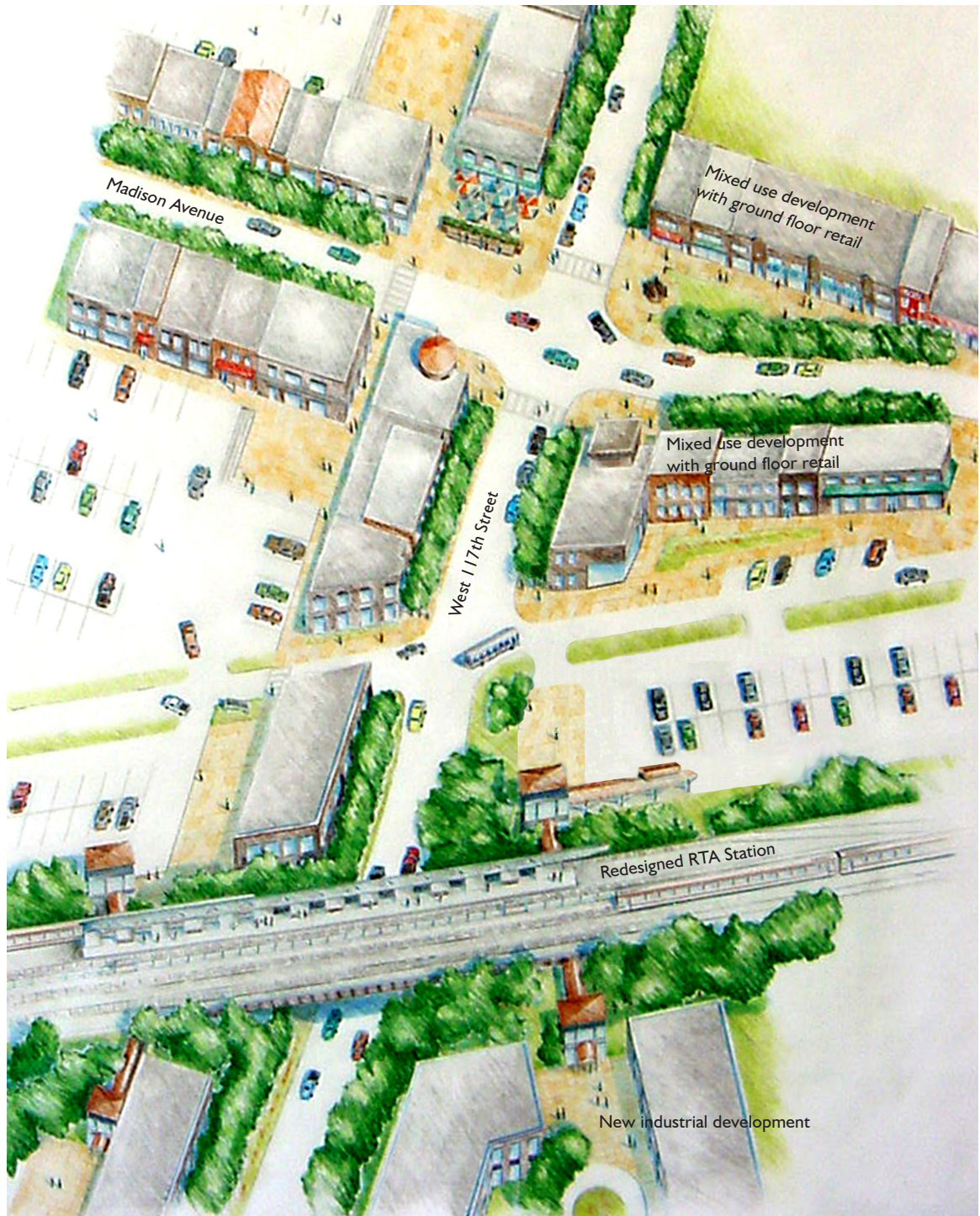
Replacement/redesign of RTA Station: The RTA station at West 117th Street and Madison Avenue is scheduled to be reconstructed. Currently, a parking lot for the RTA occupies the southeast corner of West 117th Street and Madison Avenue, with a bus shelter and a station building set back on the site and the train platform above on a bridge over West 117th Street. Plans are being developed to reconfigure the site to increase parking and landscaping opportunities and to combine bus and car traffic in an entrance to the station that is further from the intersection of Madison Avenue and West 117th Street.

This is a first step to improving the appearance and function of the existing station, and it should lead into a larger scheme where the role of a transit station as a generator of economic development is more fully realized. Over the longer term, the area around the station should be densely developed to take advantage of the traffic and activity generated by the station. The goal is to create a neighborhood hub around the station, rather than just a parking lot.

In this schematic drawing, the purple forms represent potential new residential and commercial development around the RTA station. The buildings establish a presence at the street, creating a well-defined corner at the intersection of West 117th Street and Madison Avenue. Parking is located behind the buildings. Creating this kind of mixed use node around the transit station can only be accomplished if the City of Cleveland and the City of Lakewood collaborate on a redevelopment plan for the intersection to address parking and land use issues jointly. Currently, plans have been prepared to reconfigure the parking area and bus stop in front of the RTA station to allow for more parking spaces and better bus circulation. As a future phase of improvements for the intersection, some of this parking in front of the RTA station could be relocated to multiple parking lots surrounding the intersection, in conjunction with a mixed use redevelopment scheme that addresses all four quadrants of the intersection.



Potential mixed-use redevelopment concept for the West 117th Street and Madison Avenue intersection



Illustrative drawing of potential mixed use development concept for RTA Station at Madison Avenue and West 117th Street

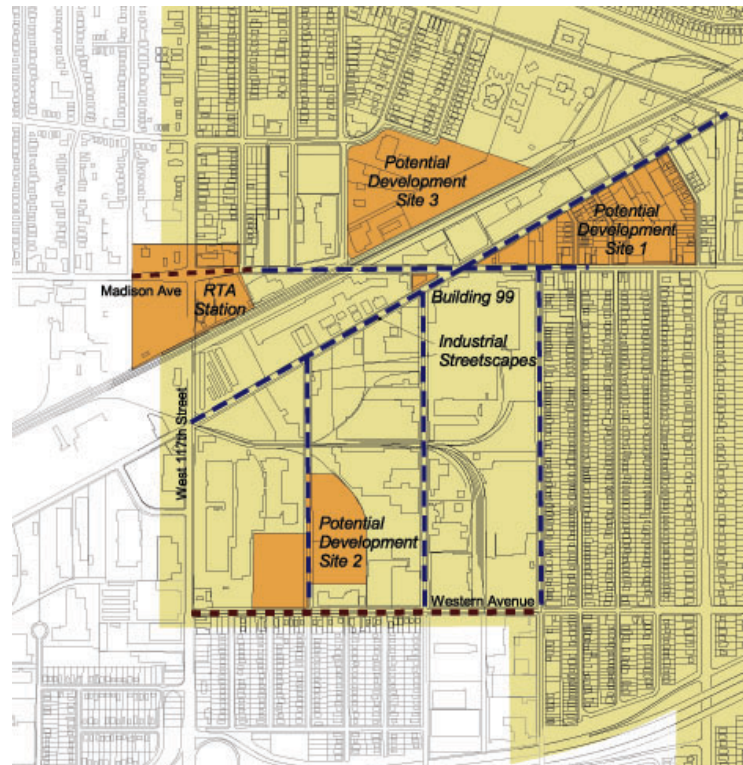
Reconfiguration of West 117th Street and Madison Avenue Intersection: Work is underway to narrow and realign Madison Avenue as it crosses West 117th Street. Narrowing the street will make it easier for pedestrians to cross while providing some land on the north and south sides of Madison Avenue for streetscape improvements and possibly for new development.

West 117th Street

Public off-street parking for businesses along West 117th Street; elimination of all on-street parking on West 117th Street: The Berea Road and West 117th Street Economic Development Program recommends that all on-street parking on West 117th Street be eliminated as a necessary condition for the long term success of the West 117th Street commercial corridor. Parking areas should be created at the rear of buildings wherever off-street parking is not currently available.

Industrial Area

The Berea Road and West 117th Street Corridors Economic Development Program identifies specific sites and opportunities for industrial redevelopment in the neighborhood. It also includes recommendations regarding infrastructure improvements, such as street widening, turning radii, and intersection adjustments, that are needed to support the retention of existing industry and to encourage new development. These recommendations should be implemented because the retention and expansion of industry is critical to the neighborhood's on-going economic health. However, the needs of industry must be balanced against quality of live issues impacting adjacent residential neighborhoods.



Solicit proposals from developers for the redevelopment of three sites in the Berea Road/West 117th Street corridors: The Berea Road and West 117th Street Corridors Economic Development Program identified nine sites in the study area for potential redevelopment. Three of these sites are in the Cudell neighborhood:

1. Berea Road/Madison Avenue/West 104th Street: The goal for this 17.7 acre, triangular shaped site is to consolidate, redevelop, and expand the industrial district for light industry, distribution, and commercial uses. The conceptual plan for the site provides for the development of two new industrial buildings totalling 42,000 square feet, a 28,000 square foot expansion of an existing building, and the reconstruction of 50,000 square feet of manufacturing space. The plan also includes 150,000 square feet of parking and would require the demolition of six industrial buildings and 26 homes. The estimated cost of redeveloping this site according to the conceptual plan was \$6.9 million (in 1998).
2. West 114th Street and Western Avenue: The plan for this site takes advantage of two large vacant/underutilized parcels which total 8.6 acres. The site could be developed for industrial and distribution uses. The site on the east side of West 114th Street is 5.5 acres and could accommodate an 82,000 square foot building with parking. Two or three smaller buildings could also be developed on the site but a large user is recommended because of the scarcity of sites in the area that could accommodate a large development. The site on the west side of West 114th Street could accommodate a 32,000 square foot building with parking, taking into account the building setback and buffering requirements needed due to the site's proximity to a residential neighborhood. The estimated redevelopment cost for this site was \$5.6 million (in 1998).
3. West 112th Street and Franklin Boulevard: The majority of this proposed redevelopment area is vacant or underutilized with outdoor storage. The 14.9 acre site is suitable for industrial or distribution use because of its size and potential for rail access. The site could accommodate a building of approximately 200,000 square feet with parking and dock/storage space, although it would require a major user to absorb the land assembly costs. As an alternative, a slightly smaller site could be assembled, leaving the two industrial firms currently located on the southwest corner of the site. The estimated redevelopment cost for the site was \$9.2 million (in 1998).

Redevelop West 117th Street and Berea Road, in conjunction with the City of Lakewood, for office, mixed use, and parking: The Berea Road and West 117th Street Corridors Economic Development Program recommends that office and mixed use development occur at West 117th Street and Berea Road. The study recommends that linkages to this development be created as part of plans to renovate the adjacent RTA station at Madison Avenue and West 117th Street. The conceptual plan for the Berea Road east of West 117th Street includes a 45,000 square foot building footprint for the proposed office/mixed use development.

The building will have up to three stories for a total of 135,000 square feet. A smaller office building was also included in the plan, to the west of West 117th Street in the City of Lakewood.



Building 99

Acquire and rehab Building 99 for office use: The former Glidden Paint Headquarters (Building 99) has been vacant since 1990. The building is part of a site that is ground-leased by Seibert Powder Coating. Seibert has a long term land lease by way of options and the company has made significant investments into the property, including the rehabilitation of existing buildings and some new construction.

A feasibility study and market analysis has been completed for Building 99. The study assessed demand in the area for multi-tenant office space to determine if space in a rehabilitated Building 99 would lease at high enough rates to make the rehabilitation financial feasible. Rehabilitation costs for the 19,000 square foot building would be approximately \$1.5 million. The study found that demand for office space was sufficient to justify the project and Cudell Improvement, Inc. is working with the property owner to see if a parcel containing Building 99 could be carved off from the rest of the site to enable the redevelopment to occur.



Seibert Powder Coating

Restoring Building 99 and returning it to active use would provide substantial benefits to the neighborhood. The building is in a highly visible location and its state of disrepair has a negative impact on the perception of the industrial area. The building blocks views of Seibert's investment and active operations on the rest of the site. The deteriorated appearance of Building 99 creates a perception that the industrial area is not successful, when in fact, there are numerous industrial operations that continue to thrive in the area.

Landscape plan for Building 99 as the gateway to the industrial area: A 2,600 square foot triangular parcel of land in front of Building 99 is currently vacant. If the building were rehabilitated for office uses, some of this land is likely to be needed for parking to supplement the larger parking area behind the building. The remainder of the site could be landscaped in a way that highlights the property as an entry into the industrial area and anchors the proposed industrial streetscape improvements (discussed on page 77).

Western Avenue widening and improvements: Because Western Avenue has heavy traffic and backups frequently occur as vehicles try to enter traffic on West 117th Street, the Berea Road and West 117th Street Corridors Economic Development Plan recommends the widening of Western Avenue and the addition of a right turn lane on Western Avenue at West 117th Street. The turning radius of the southeast corner of Western Avenue and West 117th Street should also be improved and the eastbound lane of Western Avenue from West 117th Street to West 114th Street should be widened. Widening the street would require the commercial business on the corner of West 117th Street and Western Avenue to be relocated. The study estimated the cost of these improvements at \$2.4 million, not including acquisition

costs. A plan is now in place for the proposed widening and it is being looked at for funding and property acquisition.

Enlarge turning radii of street corners in industrial areas: Truck movements in the industrial areas can be a problem because the semi-tractor trailers that serve the businesses in the area make wide turns and these movements are difficult on streets that were designed for automobile traffic. The Berea Road and West 117th Street Corridors Economic Development Program recommended that all corners in the industrial area be reconstructed with a 60 turning degree radius to better accommodate truck movements. Reconstruction of a corner was estimated to cost \$65,000, but it could be less if the work is completed in conjunction with other improvements.

Neighborhood-wide

Coordinated designs for overhead bridges: The neighborhood has six overhead bridges. Most of the bridges are dark and present an unappealing environment to pedestrians. Since the existing bridges have such a strong visual impact, developing a strategy to enhance these features would have a positive impact on the entire neighborhood.

The bridges are an opportunity for introducing public art into the neighborhood. Developing a coordinated design scheme for the overhead bridges would help to create a unified neighborhood identity and could change the bridges from barriers to neighborhood assets. A coordinated design scheme does not mean that all of the bridges would be the same, but that they would all reflect a common theme that is tied to the history or physical qualities of the neighborhood.

The first step in developing a bridge strategy would be to pursue funding for a design scheme, either through local foundations or the Ohio Arts Council. Specific artists, architects, and landscape architects could be invited to submit proposals for the bridge initiative or an open competition could be held, similar to the one currently underway for two bridges in University Circle. Public participation is critical to the bridge initiative since the goal of the project is to enhance the quality of life for residents while celebrating a prevalent physical feature of the neighborhood. Once a design scheme is developed for the bridges, funding for implementation, phased over multiple years, can be sought.

Community members at public meetings agreed that the bridges are a detriment to the neighborhood and most supported the concept of a bridge design initiative. However, many residents responded negatively to images from an earlier scheme for the bridges across Detroit Avenue that utilized neon lighting as a design treatment. Community members said that neon is not appropriate to the character of the neighborhood and asked that the bridge designs be more attuned to neighborhood characteristics.

Planning and Analysis

Planning and analysis projects include potential zoning changes, design guidelines, and market studies that may ultimately support neighborhood development but are not tied to specific development initiatives.

West Tech/Lorain Avenue

Zoning changes and financial incentives to establish a live/work district on Lorain Avenue: Even with the addition of new households in the neighborhood, there is still more retail square footage on Lorain Avenue than the neighborhood can effectively support. To reduce the number of underutilized retail buildings on Lorain Avenue, the street could be designated a live/work district. Existing zoning regulations may need to be modified; the City of Cleveland has recently adopted some policies that will make live/work uses possible in some contexts. Financial incentives could also be created to encourage the conversion of properties on Lorain to live/work uses.

The Lorain Avenue commercial district is part of eight miles of retail along Lorain Avenue, stretching from downtown to the airport. The vision of the local Community Development Corporations for Lorain Avenue is that each segment along the eight miles has its own identity. The segment of Lorain Avenue in Cudell could include specialty retail and restaurants, combined with an actively promoted live/work district.

Many of the properties along Lorain Avenue are well-suited for conversion to live/work spaces that could be occupied by telecommuters, residents with home offices, or home-based businesses, including home-based retail operations where walk in trade is permitted. Live/work conversions would benefit the neighborhood by creating a new housing option out of space that is currently underutilized. It would help to reduce the surplus of retail space in the neighborhood and, by adding residents to the area, it would create support for existing retail businesses. A concentration of live/work units also creates opportunity and demand for public space improvements because a large number of people living and working in their homes would create demand for gathering spaces where these new residents could interact with other community members.

Madison Avenue



Madison Avenue and West 91st Street

Madison Avenue has a complex mix of uses including retail, housing, institutions, and industry. These various uses currently do little to support or enhance each other. Retail uses and the majority of commercial properties on Madison Avenue occur between West Boulevard and West 85th Street, although some industrial uses and residential properties are interspersed within this area. There is a pocket of multi-family housing between West 105th Street and West Boulevard. Industrial uses on the street are concentrated between West 116th Street and West 102nd Street. West 117th Street and Madison has retail uses and the RTA station.

Before attempting to attract new investment for Madison Avenue, a market study needs to be conducted to determine what types of uses are most likely to be successful on the street. A market study would estimate the untapped demand for retail, industrial, office, or residen-

tial uses for the street and the surrounding neighborhood to determine the mix of uses that would be most likely to thrive in this location. Then, property could be rezoned and incentive programs could be developed to encourage the best mix of development for the area. The market study is especially important for the commercial segment of the street from West Boulevard to West 85th Street because this area has the most vacant and underutilized buildings and the most disjointed mix of land uses. Also, this area has not been included in any of the recent planning studies completed in the neighborhood. The industrial stretch of Madison Avenue is addressed in the preliminary development concepts in the Berea Road and West 117th Street Corridors Economic Development Program. Madison Avenue at West 117th Street will experience reinvestment as part of the reconstruction of the RTA station and the narrowing and realignment of Madison Avenue at this intersection.

Industrial Area

Marketing plan to attract manufacturing uses: The Berea Road and West 117th Street Corridors Economic Development Program was initially intended to define a series of discrete development projects that could be packaged and marketed to developers. Apart from a hotel development opportunity outside of the Cudell/Edgewater neighborhood boundaries, the study actually led to recommendations for marketing the industrial area in a broader, more general fashion. The study recommended:

- Broadening the local network to include other interested stakeholders, in addition to the major players who participated in the study, such as major utility companies, railroads, and the regional manufacturing community
- Refining “the product” being marketed by creating clear and separate identities for the industrial and retail components of the area
- Packaging specific development sites within the neighborhood and recruiting developers

Industrial streetscape design guidelines: To mitigate the impact of industrial operations on the surrounding neighborhood, industrial streetscape guidelines should be developed that improve the appearance of industrial properties and highlight the architectural and historic features of the industrial structures in the neighborhood. This effort will support and expand the design review efforts already in place in the industrial areas as part of the neighborhood’s Business Revitalization District.

Streetscape guidelines will include standards for paving, lighting, landscaping, and signage that will improve the appearance of industrial properties from the public right-of way while enhancing the architectural character and celebrating the industrial history of the neighborhood. The guidelines should address both public and private property and include standards for screening outdoor storage of industrial materials, and parking.

Neighborhood wide

Guidelines for incorporating safety factors into design review: Safety and crime prevention are important to residents and business owners throughout the neighborhood. While current safety watch and beat patrol efforts improve neighborhood safety, incorporating safety factors into design review will reduce the opportunities for crime to occur in the neighborhood, particularly in the Business Revitalization District and the Historic Districts where Cudell Improvement, Inc. has design review authority. Design guidelines can be adopted to address safety issues such as lighting, landscaping and fences, siting buildings for visibility and access, and natural surveillance techniques.

Participation in the Innerbelt Study: Traffic and access issues are especially critical to the Cudell/Edgewater neighborhood because the neighborhood is bordered by two major transportation routes, the Shoreway to the north and I-90 to the south. The three-year Cleveland Innerbelt Study, scheduled to be completed in 2002, is an opportunity for the neighborhood to participate in the potential reconfiguration of the freeway network that serves Downtown Cleveland. Some of the traffic problems that impact Cudell and Edgewater are not a result of conditions within the neighborhood, but of system-wide impacts. Traffic on I-90 should, ideally, stay on the freeway until reaching its destination. But commuters will often exit I-90 and cut through the neighborhood, usually on West Boulevard or Baltic Avenue, to get to the Shoreway if their destination is Browns Stadium, the Rock and Roll Hall of Fame, or other destinations at the northern side of downtown. This cut through traffic is considerable and it has a negative impact on the affected parts of the neighborhood. Traffic calming measures within the neighborhood could help to reduce the problem of high speed cut through traffic, but it will not be possible to entirely eliminate the problem without addressing traffic movement at a system-wide level. Improvements to the ways that the Innerbelt delivers drivers to their destinations throughout the downtown area will have a positive effect on the Cudell/Edgewater neighborhood by keeping through traffic on the freeway rather than on residential streets.

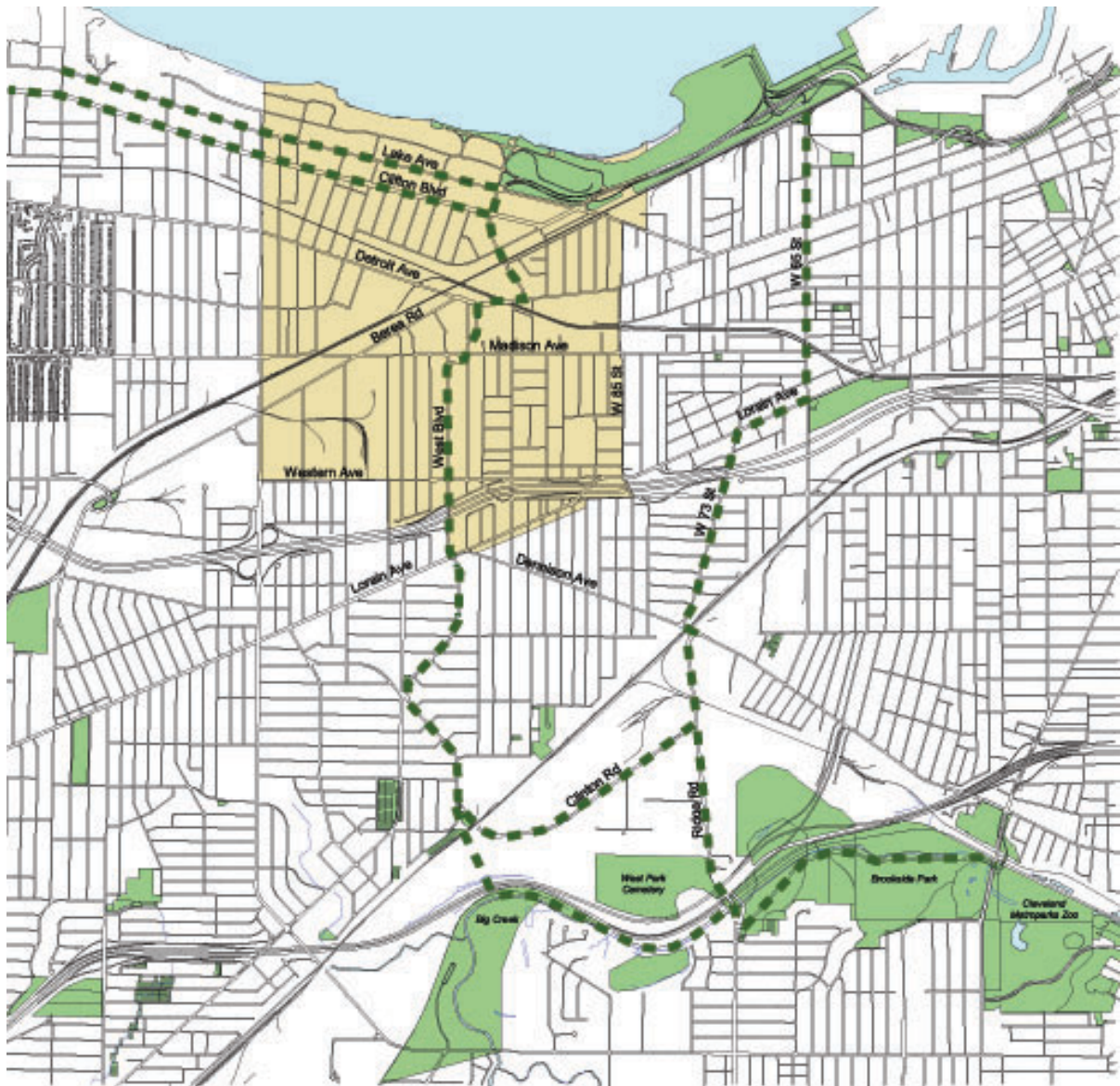
Development of consensus on bike route: Community members expressed strong support for bike paths and bike routes through the neighborhood, both for commuting and recreational purposes. In order to move this concept forward, there needs to be some consensus among neighborhood residents and elected officials about the preferred route for a bike facility.

West Boulevard is the preferred north/south route for bicycles in the neighborhood, due to the width of the street and its architectural and historic character. It has yet to be determined whether the facility would be a signed bike route, a designated bike lane, or an off-road bike path constructed on the tree lawns. A signed bike route or a designated bike lane are the most feasible options as they would be less difficult and expensive to implement than an off road path.

There are several potentially difficult areas for a bike route along West Boulevard, including the section of the street that jogs at Detroit Avenue and again south of Madison Avenue. The design of the bike facility, particularly if bike lanes or bike paths are being considered, would need to mitigate the potential danger of these transitional areas.

Links to the Cleveland lakefront bikeway, the City of Lakewood, the Metroparks, and other destinations must also be determined. Phase Two of the Cleveland Lakefront Bikeway is currently under development and will link the Rock and Roll Hall of Fame with Edgewater Park. The route can be extended south from Edgewater Park along West Boulevard and west on Clifton Boulevard or Lake Avenue. To the south, the bike route could follow West Boulevard to Clinton Road to Ridge Road, across I-77, and continue to the Cleveland Metroparks Zoo. However, Clinton Road carries fairly heavy industrial traffic and therefore is not ideal as a bike route. As an alternative, an off-road path could be extended from the southern end of West Boulevard, including a new pedestrian/bicycle bridge over I-77, to bring bicyclists to Big Creek and, via John Nagy Boulevard, to the zoo.

Once there is consensus on a preferred bike route, the project will need to be formally incorporated into City and County bike plans. The specifics of the route and the nature of the facility, whether it will be an on-street route, a bike lane, an off-street path, or some combination of these alternatives must then be determined before implementation can occur.



Potential bike route (indicated with green dashed line)

Neighborhood Preservation

Through the planning process, community members have identified the neighborhood development priorities and potential planning projects discussed in the previous two sections. Beyond encouraging new development and reinvestment in the neighborhood, community members are concerned about the more basic attributes that make up a stable, liveable neighborhood, such as property maintenance and safety. Considerable work is already underway to address the neighborhood goals of improving property maintenance and increasing safety, as described in the Existing Conditions section of this plan, but residents indicated at public meetings that they want to see additional attention focused on these areas.

Housing Maintenance

Ongoing housing programs: Although housing maintenance levels are generally good, deteriorated houses can be found throughout the neighborhood, often on streets where overall maintenance levels are high. In order to maintain the confidence of existing residents and keep the neighborhood attractive to prospective new residents, the efforts of Cudell Improvement's Midwest Housing Partnership Program should be continued and expanded, particularly with regard to monitoring housing conditions, pursuing housing code compliance with the City of Cleveland, and promoting financial assistance programs.

Expanded Technical Assistance: Some owners lack the information they need to make the best possible choices for their homes. In many cases, previous repair and remodeling work has compromised the appearance and condition of the housing stock. Over time, this has a tendency to erode the traditional architectural character of the neighborhood, making it less appealing to prospective new residents.

The Boulevard Neighborhoods of Cleveland Guidelines for Preserving Historic Architecture publication provides a wealth of information to help property owners maintain and preserve their homes. Information on specific topics could be extracted from this publication and be made available to homeowners on-line, by fax or mail, or at local hardware stores, so that residents can easily get the information they need to address a specific problem or concern. One-on-one technical assistance should also be widely available and aggressively promoted so that residents develop a habit of calling the Midwest Housing Partnership for advice on repairs and rehab issues.

Targeted promotion of programs to homeowners around the West Tech development: Specific attention should be focused on the housing that surrounds the West Tech redevelopment project. The West Tech site is surrounded on three sides by single and two-family housing. The West Tech redevelopment will result in increased demand and higher property values for the surrounding housing. Existing housing assistance programs should be marketed aggressively to these property owners since higher property values will create increased home equity for these property owners. These owners need to be encouraged to reinvest the added equity back into their properties, using the loan programs for home maintenance and improvements. Expanded technical assistance

should also be provided to property owners in this area to ensure that housing rehabilitation and improvements are completed to the same high standards as the West Tech project.

Commercial Maintenance

There has been good participation in the City's Storefront Renovation Program throughout the neighborhood. The on-going promotion of the storefront program is helping to improve commercial property maintenance levels on a building-by-building basis. The program is an opportunity not only to bring properties into compliance with the commercial maintenance code, but also to enhance their design through the technical assistance and design review that are part of the program.

At community meetings, residents and business owners expressed a need for more attention to commercial maintenance and marketing of retail areas, and recruiting of new businesses.

Public Properties

Participants at community meetings expressed concerns about the condition of neighborhood parks and recreation facilities. Many residents said that publicly owned properties should be maintained to a higher standard.

The Cudell Commons was specifically identified as a public facility in need of better maintenance, especially the Fine Arts Building which needs to be painted. The clock tower was also identified as needing repairs, but funds for this work have been approved and work will begin in the near future. Residents would also like to see better maintenance of City streets and freeway ramps in the neighborhood.

Safety

The neighborhood has nine crime watch block clubs, three apartment watches, and three school security programs. There are also beat patrols on Lorain, Detroit, and Madison Avenue, as well as the Northwest Neighborhood Security Patrol and the Edgewater Homeowners' Association Safety Patrol. These neighborhood based efforts contribute to the safety and the perception of safety in the neighborhood and should be continued and expanded. Cudell Improvement, Inc.'s work with the block clubs also helps to deal with specific community concerns on an on-going basis.

Cudell/Edgewater

Neighborhood Priorities

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, found on page 93.

The votes of community members and Steering Committee members were integrated into a combined priority list. Although the actual priorities for implementation will be impacted by many external factors, such as funding availability, willing developers, and other time-sensitive constraints, the highest priorities for the neighborhood, by project type, were identified as follows:

REAL ESTATE DEVELOPMENT	
1.	Facilitate the reuse/redevelopment of the former Fifth Church of Christ Scientist property and the adjacent retail strip
2.	Facilitate the appropriate redevelopment of the B.P. Station at Lake Avenue and Clifton Boulevard
3.	Clustered retail at key intersections on Detroit Avenue
4.	Replacement/redesign of the RTA station at Madison Avenue and West 117th Street
5.	Redevelopment of West 117 Street and Berea Road, in conjunction with the City of Lakewood, for office, mixed use, and parking
6.	Solicit proposals from developers for the redevelopment of three sites in the Berea Road/West 117 Street corridor
7.	Concentration of uses around West Boulevard/Cudell RTA station
8.	Potential reuse of the Willard Elementary School at West 93rd Street and Willard Avenue, if this property becomes available
TRANSPORTATION PLANNING	
1.	A pedestrian-friendly connection between the West Tech area and Lorain Avenue
2.	Traffic calming on Clifton Boulevard
3.	Western Avenue widening and improvement
4.	Traffic study to assess the feasibility of consolidating/removing I-90 interchanges
COMMERCIAL AREA STRATEGIES	
1.	Market study for Madison Avenue to determine what mix of uses is most likely to be successful on the street
2.	Clustered retail at key intersections on Detroit Avenue
3.	Streetscape improvements for West 117 Street between Madison Avenue and Clifton Boulevard
4.	Zoning changes/financial incentives to establish a live/work district on Lorain Avenue
5.	Public off-street parking for businesses along West 117 Street
6.	Comprehensive parking plan for the Lorain Avenue commercial district
7.	Detroit Avenue streetscape improvements
GREEN SPACE/QUALITY OF LIFE	
1.	Coordinated design scheme for overhead bridges
2.	Landscape plan for Cudell Commons Recreation Center
3.	Development of consensus on bike route
4.	Development of alternatives for vacant lot at West 89th Street and Willard Avenue



Real Estate Development Priorities



1. Former 5th Church of Christ Scientist
2. Former BP Station
3. Detroit Avenue Retail Clusters
4. Madison/West 117th Street RTA Station
5. Berea Road/West 117 Street Redevelopment
6. Industrial Redevelopment Sites
7. West Boulevard/Cudell RTA Station
8. Madison Avenue/West 117th Street RTA Station
9. Former Willard Elementary School



Transportation Planning Priorities



1. Pedestrian Friendly Connection
2. Traffic Calming on Clifton Boulevard
3. Madison Avenue/West 117th Intersection
4. Off-street Parking along West 117th Street
5. Western Avenue Widening
6. I-90 Interchanges



Commercial Area Priorities

1. Market Study for Madison Avenue
2. Clustered Retail on Detroit Avenue
3. West 117th Streetscape Improvements
4. Lorain Avenue Live/Work District
5. Off-street Parking for West 117th Street
6. Parking Plan for Lorain Avenue
7. Detroit Avenue Streetscape



Priorities: Green Space and Quality of Life

1. Overhead Bridges
2. Cudell Commons Landscape Plan
3. Bike Route
4. Willard Avenue Lot



Cudell/Edgewater

Neighborhood Master Plan: Work Plan

TARGET AREA	PROJECT	STATUS	NEXT STEPS	RESPONSIBILITY
REAL ESTATE DEVELOPMENT				
West Tech/Lorain Avenue	Potential reuse of the former Willard Elementary School at West 93rd Street and Willard Avenue, if this property becomes available Development alternatives for parking lot at 89th Street and Willard Avenue	Long term opportunity Short-long term opportunity	On-going monitoring of the building's status to gauge owner's interest in selling/redeveloping Initiate negotiations with property owner; seek funding to redevelop as a park or solicit proposal from developers for a housing redevelopment	Cudell Improvement Cudell Improvement
Clifton Boulevard	Lorain Station childcare facility Facilitate the reuse/redevelopment of the former Fifth Church of Christ Scientist property and the adjacent retail strip Facilitate the appropriate redevelopment of the B.P. Station at Lake Avenue and Clifton Boulevard Facilitate appropriate redevelopment of property owned by Cudell Improvement, Inc. at West Boulevard and Clifton Boulevard	Active project Active project Active project Active project	Design development, design review, construction; construction to begin in 2002 Conduct two highest and best use studies for the site—one with the church building and one without; prepare RFP and design guidelines for redevelopment Support appropriate zoning change Sell property to individual(s) for rehab	Consultant/Cudell Improvement City/Cudell Improvement Cudell Improvement Cudell Improvement
Detroit Avenue	Clustered retail at key intersections Infill residential development	Short term opportunity	Identify boundaries of desired retail clusters; initiate zoning changes that direct retail to these clusters with infill residential development, including residential development at 10717 Detroit Avenue	Cudell Improvement/City
Madison Avenue	Concentration of retail uses around the West Boulevard/Cudell RTA station Replacement/redesign of the RTA station at Madison Avenue and West 117th Street	Short-long term opportunity Active project	Work with RTA to assemble a development parcel; prepare design guidelines and an RFP for a retail development; market the site to potential developers Continued participation in the design of the new station; solicit developer interest in retail/mixed use development at perimeter of the station site; project to be completed in 2003	RTA/Cudell Improvement RTA/Cudell Improvement/City

TARGET AREA	PROJECT	STATUS	NEXT STEPS	RESPONSIBILITY
Industrial Area	Solicit proposals from developers for the redevelopment of three sites in the Berea Road/West 117th Street corridor (as recommended by the <i>Berea Road And West 117th Street Corridors Economic Development Plan</i>)	Short-long term opportunity	Identify prospective industrial developers/businesses for each site; initiate discussions with existing property owners to assist developers in assembling land, acquire and landbank residential properties as they become available	WEBCO, Cudell Improvement
	Redevelop the area adjacent to the RTA Station at West 117th Street and Berea Road, in conjunction with the City of Lakewood, for office, mixed use, and parking (as recommended by the Berea Road and West 117th Street Corridors Economic Development Plan)	Short-long term opportunity	Work with the City of Lakewood to assemble a development site; prepare design guidelines; identify prospective developers	Cudell Improvement, WEBCO, City of Cleveland, City of Lakewood, RTA
	Acquire and rehab Building 99 for office use	Active project	On-going negotiations to acquire property and secure tenants and financing; preparation of specifications for building rehab	Cudell Improvement, WEBCO, private sector
	Marketing plan to attract manufacturing uses (as recommended by the Berea Road and West 117th Street Corridors Economic Development Plan)	On-going activity	Involve a broader group of stakeholders in redevelopment plans (i.e. utility companies and railroads); refine the "product" with industry-oriented marketing materials; pursue firms that have relationships with existing industries	WEBCO, WIRE-Net, marketing consultant
TRANSPORTATION PLANNING				
West Tech/Lorain Avenue	Pedestrian-friendly connection between the West Tech area and Lorain Avenue	Short-long term opportunity	Engineering study that builds off of the Lorain Avenue Traffic Calming Plan, to determine whether a street can be reintroduced across I-90 and what the costs would be; explore funding sources for reconstructing street or replacing pedestrian bridge	Consultant
	Traffic study to assess feasibility of consolidating/removing interchanges	Short term opportunity	Traffic study of the Lorain Avenue corridor to assess the impacts of consolidating or eliminating I-90 interchanges	Consultant, City of Cleveland
Clifton Boulevard	Traffic calming on Clifton Boulevard	Short-long term opportunity	Traffic study to assess the impact of reducing the width of Clifton Boulevard or implementing other traffic calming interventions	Consultant

TARGET AREA	PROJECT	STATUS	NEXT STEPS	RESPONSIBILITY
Madison Avenue	Reconfiguration of Madison Avenue and West 117th Street intersection	In progress	Construction to occur in conjunction with replacement of West 117th Street	City of Cleveland/City of Lakewood/Cudell Improvement/WEBCO
Industrial Area	Western Avenue widening and improvement	Short term opportunity	Seek funding to widen Western Avenue and add a turning lane to better accommodate industrial traffic	City/WEBCO/WIRE-Net, Cudell Improvement
	Enlarge turning radii of street corners in industrial areas	Short term opportunity	Seek funding to improve turning radii to better accommodate industrial traffic, in conjunction with other area improvements	City/WEBCO
Neighborhood-wide	Participation in the Innerbelt Study to improve regional traffic patterns that impact the neighborhood	On-going activity	Provide input into the Innerbelt Study so that existing traffic patterns and their impacts on the neighborhood are factored into Innerbelt design improvements	Cudell Improvement/Community members
	Development of consensus on bike route	On-going activity	Refine bikeway route and submit preliminary plan to the County and NOACA for inclusion in regional bikeway plans; lobby for funding	Cudell Improvement, City
COMMERCIAL AREA STRATEGIES				
West Tech/Lorain Avenue	Comprehensive parking plan for Lorain Avenue commercial district	Short term opportunity	Complete a comprehensive parking assessment for Lorain Avenue that looks at current and potential commercial square footage along the street and determines the extent and locations of the parking shortages; develop a strategy to address the shortfall	Cudell Improvement, consultant
	Zoning changes/financial incentives to establish a live/work district on Lorain Avenue	Short-long term opportunity	Initiate discussion with City regarding zoning changes and possible incentives to establish a live/work district on Lorain Avenue; explore the possibility of using the Storefront Program to subsidize live/work conversions	Cudell Improvement
Detroit Avenue	Signage, utility pole treatments, and street trees to unify the street visually	Short-long term opportunity	Seek funding for improvements; refine preliminary design concept from Detroit Avenue land use study	Cudell Improvement/Consultant
	Clustered retail at key intersections on Detroit Avenue	Short term opportunity	Identify boundaries of desired retail clusters; initiate zoning changes that direct retail to these clusters with infill residential in between	Cudell Improvement/City
	Infill residential development			

TARGET AREA	PROJECT	STATUS	NEXT STEPS	RESPONSIBILITY
Detroit Avenue	Concentration of retail uses around the West Boulevard/Cudell RTA station	Short-long term opportunity	Work with RTA to assemble a development parcel; prepare design guidelines and an RFP for a retail development; market the site to potential developers	RTA/Cudell Improvement
Madison Avenue	Market study for Madison Avenue to determine what mix of uses is most likely to be successful on the street	Short term opportunity	Conduct a market analysis to determine what mix of uses is most likely to be successful on the street, given existing demographics and surrounding land uses	Marketing consultant
West 117 Street	Marketing plan and design guidelines to capitalize on commercial development opportunities	Short-long term opportunity	Prepare a marketing plan to identify the preferred locations for future retail development, along with design guidelines to help shape the configuration and appearance of any future development	Cudell Improvement, City of Lakewood
	Public off-street parking for businesses along West 117th Street; elimination of on-street parking on West 117th Street	Short term opportunity	Initiate/continue discussions with West 117th Street business owners to determine where parking shortages occur; develop a plan to address shortages with public parking facilities	Cudell Improvement, City of Lakewood
GREEN SPACE/QUALITY OF LIFE				
West Tech/Lorain Avenue	Develop alternatives for parking lot at 89th Street and Willard Avenue	Short-long term opportunity	Initiate negotiations with property owner; seek funding to redevelop as a park	Cudell Improvement
	Lorain Avenue triangle (where the pedestrian bridge terminates) landscaped as public green space	Short-long term opportunity	Organize merchants association and block clubs to volunteer time and resources to create a landscaped gateway; seek grant and private funding for design and construction costs	Cudell Improvement/Merchants Association
Detroit Avenue	Landscape plan for Cudell Commons Recreation Center	Short-long term opportunity	Seek grant and City funds for the design and implementation of a landscape plan; hire a landscape architect to prepare the plan; enlist the aid of residents and community groups in on-going maintenance	Consultant
Industrial Area	Landscape plan for Building 99 as gateway to industrial area	Short term opportunity	Include provisions for a landscaped gateway in development plans for Building 99; incorporate RTA bus stop in design concept	WEBCO, Cudell Improvement, WIRE-Net, Consultant

TARGET AREA	PROJECT	STATUS	NEXT STEPS	RESPONSIBILITY
Industrial Area	Industrial streetscape design guidelines	In progress	Create streetscape alternatives; develop incentive program to defray the costs of implementation	Consultant, WIRE-Net, Cudell Improvement, WEBCO
Neighborhood-wide	Coordinated design scheme for overhead bridges	Short-long term opportunity	Seek grant/foundation funds for bridge design development; prepare RFP	Consultant
	Expanded/additional historic districts	Short-long term opportunity	Conduct a neighborhood architectural survey to determine which areas are eligible for local or national landmark designation; pursue designations	Consultant
	Development of consensus on bike route	On-going activity	Refine bikeway route and submit preliminary plan to the County and NOACA for inclusion in regional bikeway plans; lobby for funding	Cudell Improvement, Cudell Improvement, City

Appendix

Summaries of Community Meetings

COMMUNITY FORUM No. 1

September 20, 2000

After a brief discussion of the master planning process by UDC staff, community members split into four groups to discuss issues related to:

- Housing
- Parks, Open Spaces, and Institutions
- Commercial and Industrial Uses
- Traffic, Transportation, and Parking

The main themes that came out of the Housing Group discussion were:

Higher maintenance standards: Residents want to see tougher code enforcement for housing maintenance. Some residents expressed support for instituting point-of-sale inspections. The abundance of rental properties and absentee landlords in the neighborhood contributes to the maintenance problem. The area south of Madison Avenue between West 95th and West 98th Street, including Kirkwood, Larnder, and Laird Avenues, was identified as having a high concentration of absentee landlords who do not maintain their properties to community standards. Residents also said that the City should do a better job of maintaining trees, streets, and sidewalks in residential areas. Vacant lots should be landscaped and maintained.

Safety and crime concerns: Residents are concerned about crime, particularly drug activity. They want to see better street lighting and more police patrols to combat crime. Problem areas identified by the group include:

- Detroit Avenue between West 80th and West 95th Streets
- Lorain Avenue between West 94th and West 98th Streets
- Madison Avenue between West 96th and West 103rd Streets (concentrated at Madison Avenue and West 101st Street)
- Detroit Avenue between West 110th and West 114th Streets (concentrated near Pager City)
- Detroit Manor (Detroit Avenue and West 111th Street)

Property values: Residents had positive comments on this issue; resale prices are increasing, the rental market is strong, and people are moving back into the neighborhood from the suburbs. Proximity to Lake Erie and good accessibility from the neighborhood to other parts of the City were factors that group members thought contributed to property values.

Renovation and repair programs: More programs for home renovations and repair are needed and existing programs should be better publicized so that residents know what is available.

Historic districts: Residents said they support the expansion of the historic districts and suggested that the City install more traditional-looking light fixtures in the districts. They also supported the creation of new districts.

Animal control: Loose dogs are a problem in some areas.

Infrastructure: Maintenance and improvements for existing infrastructure was a priority of residents. Some residents indicated that they would like to see utility lines buried.

Design review: Limited design review for residential properties, particularly with regard to exterior paint colors, was suggested.

The main themes from the Parks, Open Space, and Institutions Group included:

Edgewater Park as a neighborhood focal point: All four of the groups identified Edgewater Park as a “good place” but many residents have concerns about the accessibility, safety, and maintenance of the park.

Lack of green space: Residents said that the neighborhood lacks sufficient parks and green spaces.

Maintenance of parks and green space: Existing parks and green spaces need to be better maintained. The Cudell Recreation Center was identified as a problem area—it needs to be cleaned up, safety improvements need to be made, and the landscaping enhanced. The clock tower needs to be repaired. Residents consider the clock tower to be a neighborhood focal point and they are concerned about its condition and appearance. A suggestion was made to paint the Fine Arts Center using a period paint scheme.

Linkages: Green spaces should be connected through bike and walking paths, within the neighborhood and beyond—residents recommended the establishment of a link from Edgewater to the Flats. Bike lanes were also suggested.

Traffic calming and “greening” of major thoroughfares: Residents are supportive of recent improvements to West Boulevard; landscaping and measures to slow traffic should be developed for other major streets in the neighborhood.

Former Christian Scientist Church: Some residents said that the vacant church at West 117th and Lake Avenue should be preserved due to its architectural and historic significance. However, in its current condition, it is a detriment to the surrounding neighborhood.

Recreational activities: There is a need for more recreational programming in neighborhood parks.

Safety: Safety is a concern of many residents in neighborhood parks and open spaces.

The main themes from the Commercial, Retail, and Industrial Group were:

Enhance the retail mix: Residents are looking for more specialty shops, restaurants, and entertainment venues to create more distinctive neighborhood places.

Concentrations of retail uses: Similar types of retail should be concentrated in certain areas, such as regional “big box” retail on West 117th Street near the freeway, pedestrian-oriented specialty retail on the main streets, and convenience retail near residential areas. Residents indicated their support for small, locally owned businesses and noted that neighborhood retail should have extended hours for the convenience of residents.

Maintenance of retail buildings: Residents said that many commercial properties need to be maintained to a higher standard and that the property owners must be held responsible for the condition of their buildings. General maintenance, trash, landscaping, and lighting are all areas that need improvement. The group suggested a combination of heightened code enforcement and increased participation in the City’s storefront program as ways to address this issue.

Filling retail vacancies: Group members said that vacancies in retail areas, especially on Lorain Avenue, are a problem. New incentives should be created to encourage retail development. Group members noted that it can be difficult for retail business owners to find employees, especially from within the neighborhood. Residential units above retail spaces can be problematic due to the tenants that these units sometimes attract.

Crime in retail areas: Crime is a problem in some retail areas. Residents suggested a beat patrol on Lorain Avenue. (A beat patrol has actually been in place for five years). Residents also requested improved street lighting in all retail areas.

Industrial impacts: Residential areas need to be protected from the negative impacts of nearby industry, including industrial fumes and traffic. The group also discussed the need to rethink industrial streetscapes by creating features and signage that celebrate the unique buildings and other physical characteristics of these areas.

The main themes that came out of the Transportation, Traffic, and Parking Group discussion were:

Residential neighborhoods need to be protected from heavy traffic: Many residents are concerned about heavy truck, bus, and automobile traffic. Detroit Avenue traffic is of particular concern, but residents said that many streets are negatively impacted by motorists who exit the freeway to avoid congested areas and cut through the neighborhood at high speeds. The group identified the following problem areas:

- Starbucks parking lot—mornings and weekends
- West Boulevard and Madison Avenue—difficult intersection to negotiate
- Western Avenue at West 100th Street; West 85th Street at Lorain Avenue—high speed traffic exiting from the freeway
- Detroit Avenue and West 117th Street; West 117th Street at Western Avenue
- Residential Streets south of Detroit Avenue—negatively impacted by noise and heavy traffic
- Bridge over I-90 at Lorain Avenue

Traffic routing: Transportation group members said that traffic improvements must be the result of carefully thought out routing that makes it easy and convenient for heavy traffic, especially truck traffic, to navigate the neighborhood. By making the truck routes logical and convenient, drivers will comply voluntarily rather than through strict police enforcement. Commuter cut-through traffic from the freeway needs to be reduced, or at least slowed down and routed to the major commercial streets in the neighborhood. The lack of major north/south streets forces many of the “freeway jumpers” onto residential streets.

Traffic diversion/traffic calming: Transportation group members were skeptical of traffic diversions and traffic calming measures, noting that diverting traffic will move problems from one street to another and that traffic calming measures may just tie up traffic and make the problem worse. The Parks and Open Space group was much more receptive to the idea of traffic calming techniques although residents in this group and in the Housing group were opposed to creating one-way streets to divert and slow traffic. Group members were supportive of “greening” major thoroughfares and creating parkway environments like West Boulevard. Plans in process to narrow Madison Avenue at West 117th Street met with a mixed reaction from residents.

Crime: Residents said that I-90 contributes to crime because drug dealers and burglars can get out of the neighborhood quickly to avoid police.

Parking: Group members said that parking is not a serious problem and that no one avoids the neighborhood due to the lack of parking. However, business owners in the area are concerned about limited parking, especially on Lorain Avenue. Lorain Avenue parking would be even more of an issue if the

vacant and underutilized properties along the street were renovated for new businesses. Parking along Clifton Boulevard was identified as a problem due to conflicts between retail parking and parking for nearby apartment residents.

Transit Stations: The group discussed the two transit stations in the neighborhood and questioned why they are not retail hubs for the neighborhood. One explanation was that, on the west side of the City, the Rapid runs through the former CTS railway right-of-way which is physically separated from the surrounding neighborhood by embankments, ravines, and other topography. This separation makes it more difficult to link retail uses to the transit stations. The RTA has tried to encourage joint development projects, but there has not been much response from retail developers.

Following the break-out sessions, the groups came back together to share their ideas. Participants were encouraged to contact the UDC with additional comments. The UDC will prepare an existing conditions report and develop some preliminary recommendations in preparation for the second Community Forum, to be held in January.

COMMUNITY FORUM No. 2

January 17, 2001

At the second Community Forum, the UDC presented a series of potential development initiatives and asked participants to provide feedback as to what they liked, what they did not think would work, and what was still missing from the plan. A summary of the responses is as follows:

	Likes	Dislikes	What's missing?
Clifton Blvd	Median for Clifton Blvd (4)	Median for Clifton Blvd (4)	
	Traffic calming for Clifton Blvd	Narrowing Clifton Blvd concern about losing on-street parking	Cross walks for Clifton Blvd
	Clifton bikeway (2)		Euro-style roundabout at Clifton/Shoreway entrance; create a distinct sense of arrival at new Clifton historic district
Bikeways	Edgewater Park bikeway		Bikeway within neighborhood & connecting to Edgewater Park
	Bikeways--developing consensus on route (2)		
Parking	More parking for Lorain Ave		Off-street parking for Lorain Ave
	Creating parking plans		Definitive parking areas (like plan for Denison-Lorain triangle)
			Plans to reduce on-street parking on major streets
			Offstreet parking in older residential areas--remove houses from the middle of the block for parking areas
Industrial Areas	Industrial streetscapes (6)		
	Former Glidden headquarters (3)		
	Bridge treatments (5)	Detroit bridge concept--disliked neon (3)	
West Tech	Street connection from West Tech to Lorain (7)	Street connection from West Tech to Lorain (3)	West Tech development--need to concentrate on finishing what gets started and then ignored
		Parks south of West Tech--not housing	Demolition plan for the worst housing/retail; replace with urban parks
Madison Avenue	Market study for Madison Ave (4)	Market study for Madison Ave (sounds complicated)	Would prefer to see smaller renovation-based specialty stores on Madison vs big
	Madison Ave improvements		More attention to revitalization of Madison Ave; one of Cudell's most

	Likes	Dislikes	What's missing?
Retail	Increase retail		Cleveland zoning enforcement to protect and enhance retail districts (2)
	Live/work district for Lorain Ave (3)		Eliminate used car lots and auto mechanics
			Real investment strategy for W 117th-- anchor real estate, street beautification
			Outlet mall for the neighborhood
Traffic	Reducing ramps at I-90/West Blvd/Lorain Ave	Reducing exits on I-90 (6); seems wild, expensive, and doomed	Need to consider the impact of reducing ramps on industrial traffic while remaining sensitive to commercial and industrial needs
	Eliminating marginal road along I-90 to force more traffic to Lorain Ave		Rework existing W 85th St bridge to Clark Ave and Lorain Ave
Transit	W. 117th/Madison RTA station upgrade/gathering place (5)		Transit oriented development plan for Madison/W 117th St station
Public Facilities	Cudell Commons remodel		Cudell Improvement should paint its own building on Detroit & W 117th Street
Other			Role of local organizations or the City in leading or serving as a catalyst to make these things happen
			W 117th St/Giant Eagle fiasco
			Sidewalk replacement (old broken slippery slate) and curbs
			Vacant lot at West 110th St and Detroit
			Safety/police
			Focus on W. 98th St apartments (neglected)
			23 responses

COMMUNITY FORUM No. 3

18 April 2001

Update on the Master Plan

Ruth Durack explained that this is the third and final community forum of the master plan process. At this meeting, the community will help to prioritize the plan recommendations. The recommendations are based on input from the previous meetings, as well as field assessment and data analysis, the recommendations of previous studies conducted for the neighborhood, and the concerns and issues of local stakeholders. An existing set of existing programs address basic neighborhood concerns, such as property maintenance, business attraction and retention, design review, and crime preventions. The purpose of the plan is to build on these existing programs to encourage redevelopment of key sites and properties in the neighborhood.

Review of Draft Plan Recommendations

Terry Schwarz said reviewed the draft plan recommendations. The recommendations were divided into neighborhood development projects and planning and analysis projects.

Discussion/Refinement of Plan Recommendations

The community members in attendance were divided into three breakout groups to discuss the plan recommendations and to vote on their top priorities.

Group One:

The top five priorities of Group One were:

1. Facilitate the reuse/redevelopment of the former Christian Science Church property and adjacent retail strip (31 votes)
2. Facilitate the appropriate redevelopment of the B.P. Station at Lake and Baltic Avenues (26 votes)
3. A pedestrian-friendly connection between the West Tech area and Lorain Avenue (13 votes)
4. Traffic calming on Clifton Boulevard (11 votes)
5. Market study for Madison Avenue to determine what mix of uses is most likely to be successful on the street (7 votes)

Group Two:

Group Two was concerned about neighborhood retail. Group members said that, if there were places to shop in the neighborhood, they would shop locally. Bakeries, ice cream parlors, and shops that residents could walk to are needed in the neighborhood.

The top five priorities of Group Two were:

- 1-2. Streetscape improvements for West 117th Street between Madison Avenue and Clifton Boulevard, and Replacement/redesign of the RTA station at Madison Avenue and West 117th Street (tied at 15 votes)
3. Clustered retail at key intersections on Detroit Avenue (12 votes)
4. Market study for Madison Avenue to determine what mix of uses is most likely to be successful on the street (10 votes)
5. Reconfiguration of Madison Avenue and West 117th Street intersection, and Redevelopment of West 117th Street and Berea Road, in conjunction with the City of Lakewood, for office, mixed use, and parking (tied at 4 votes)

Group Three:

Community members in Group Three said that the plan needs more emphasis on simple amenities, such as public art, bike racks at the RTA stations and retail areas, and green space improvements. The simple things should be done first.

The top five priorities of Group Three were:

1. Market study for Madison Avenue to determine what mix of uses is most likely to be successful on the street (13 votes)
2. Facilitate the reuse/redevelopment of the former Christian Science Church property and adjacent retail strip (12 votes)
3. A pedestrian-friendly connection between the West Tech area and Lorain Avenue (6 votes)
4. Zoning changes/financial incentives to establish a live/work district on Lorain Avenue (5 votes)
5. Traffic calming on Clifton Boulevard

The plan needs to address funding options for the development priorities and planning and analysis projects.

Combined Vote Tabulations:

1. Facilitate the reuse/redevelopment of the former Christian Science Church property and adjacent retail strip (55 votes)
2. Market study for Madison Avenue to determine what mix of uses is most likely to be successful on the street (30 votes)
3. Facilitate the appropriate redevelopment of the B.P. Station at Lake and Baltic Avenues (26 votes)
4. A pedestrian-friendly connection between the West Tech area and Lorain Avenue (21 votes)

5. Clustered retail at key intersections on Detroit Avenue (20 votes)
- 6-8. Traffic calming on Clifton Boulevard, and
Replacement/redesign of the RTA station at Madison Avenue and West 117th Street, and
Streetscape improvements for West 117th Street between Madison Avenue and Clifton Boulevard
(tied at 15 votes)
- 9-10. Zoning changes/financial incentives to establish a live/work district on Lorain Avenue, and
Redevelopment of West 117th Street and Berea Road, in conjunction with the City of Lakewood,
for office, mixed use, and parking (tied at 5 votes)
11. Coordinated design scheme for overhead bridges (7 votes)
- 12-13. Reconfiguration of Madison Avenue and West 117th Street intersection, and
Public off-street parking for businesses along West 117th Street (tied at 6 votes)
- 14-15. Solicit proposals from developers for the redevelopment of Berea Road/Madison Avenue/West
104th Street for light industrial/distribution/commercial use, and
Western Avenue widening and improvement (tied at 5 votes)
- 16-17. Landscape plan for Cudell Commons Recreation Center, and
Designation of additional historic districts (tied at 4 votes)
- 18-22. Potential reuse of the Willard Avenue Elementary School at West 93rd Street and Willard Avenue,
and
Comprehensive plan for the Lorain Avenue commercial district, and
Solicit proposals from developers for the redevelopment of three industrial sites, and
Marketing plan and design guidelines to capitalize on commercial development opportunities for
West 117th Street, and
Development of consensus on bike route (tied at 3 votes)
- 23-25. Concentration of uses around West Boulevard/Cudell RTA station, and
Acquire and rehab Building 99 for office use, and
Marketing plan to attract manufacturing uses to industrial area (tied at 2 votes)
- 26-29. Development of alternatives for vacant lot at West 89th Street and Willard Avenue, and
Lorain Station childcare facility, and
Traffic study to assess the feasibility of consolidating/removing I-90 interchanges, and
Facilitate the appropriate redevelopment of the property owned by Cudell Improvement, Inc. at
West and Clifton Boulevard (tied at 1 vote)
- 30-38. Lorain Avenue triangle landscaped as public green space, and
Detroit Avenue streetscape improvements, and
Detroit Avenue infill development, and
Solicit proposals from developers for the redevelopment of West 114th Street and Western Avenue
for industrial/distribution use, and
Solicit proposals from developers for the redevelopment of West 112th Street and Franklin Boule-
vard for industrial or distribution use, and
Enlarge turning radii of street corners in industrial areas, and
Create design guidelines for incorporating safety factors into design review, and
Participate in the Innerbelt Study to improve regional traffic patterns that impact the neighborhood
(0 votes)