Cleveland's Bicentennial Celebration

unknown
Celebration 200!

THE OFFICIAL
COMMEMORATIVE
PROGRAM OF
CLEVELAND'S
BICENTENNIAL
CELEBRATION

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Special thanks to these volunteers, staff members, and others who made Celebration 200! possible:

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Official bicentennial greetings

Toasting the past, charting the future
by Carlo Wolff

Cleveland celebrates its first 200 years in a festive and thoughtful manner.

Celebration 200!
A guide to the festivities of the Bicentennial Weekend

Rediscovering the waterfront
by Michael King

Appropriately, much of the focus of the city's birthday celebration—and its legacy—is on the shores where Cleveland discovered Cleveland.

Cleveland firsts
A surprising list of the many inventions pioneered by Clevelanders through the ages.

In a neighborhood of Cleveland
by Jeff Hagan

Downtown may be the hub of the city's gliemmering development, but the neighborhoods are where the living is.

Cleveland—a city built on strong neighborhoods
A comprehensive guide to the city's thirty-six neighborhoods.

Raising the Titanic
by J.E. Vacha

A fascination for the arts buoyed Cleveland in its darkest hours.

Cleveland before Cleveland
The exhibit at the Cleveland Museum of Natural History tells a story much older than 200 years.

The bicentennial year in review
A look at what's happened—and what's still to come.

Learning the legacy
by Dan Rourke
An array of educational tools encourages all Clevelanders to know the past and imagine the future.

ON THE COVER:
A jackknife bridge in Cleveland's Flats, one of the seven permanently lit as a legacy of Cleveland's Bicentennial.

photo by: Douglas A. Salin
Design: Epstein Design Partners Inc.
One article cannot sum up the whole of Cleveland’s neighborhood experience. The quiltwork of towns, villages and municipalities that make up the present map of the city is varied, and loyalties to neighborhoods are often sacred. To some, the neighborhood is all about nostalgia—“remember whens” about the old days of penny candy at the corner store—while to others it’s about new brick, fresh mortar and a laying of new foundations.

While the glamour of Cleveland’s Bicentennial year is drawing hundreds of thousands of people to the waterfront—with its new museums, an extended transit line and the Celebration 200! birthday bash—Clevelanders will still return at the end of the day to their homes in the city’s thirty-six neighborhoods, those living parts of the city that have distinctive attitudes, environments and heritages.

Which is why the Bicentennial Commission placed a decisive emphasis on the neighborhoods, sponsoring such programs as Trees For Tomorrow, a planting of 10,000 saplings throughout the city by Clean-Land Ohio. Sixty youth are participating in the City Year Cleveland program, in which students ages seventeen to twenty-three work in needy urban areas, earning tuition for higher education by teaching, working in soup kitchens and building new homes.

But neighborly altruism isn’t only for college students: the KeyBank-sponsored Neighbors Make the Difference program encourages city-wide volunteerism. Together with local non-profit agencies, the Bicentennial Commission is promoting the value of community service and saluting unsung heroes on a monthly basis. These people and their stories highlight the difference one person can make in the lives of others.

For example, after losing their son to AIDS, Harriet and Nathan Shenker decided to help other HIV-positive men and women. Working as a team, the couple volunteers at the Open House, a non-profit agency for persons with HIV.

While the Shenkers are just one example, Neighbors Make the Difference stresses the fact that everyone can play a role in making the community a better place, says David T. Abbott, executive director of the Bicentennial Commission. “While our goal would be to have every Clevelander give 200 hours of service in honor of the Bicentennial, the Neighbors Make the Difference program salutes all those who take the time to play an active role in the lives of others.”

Beautification and clean-up programs all
year have been encouraging Clevelanders to get involved with both the formal community organizations and institutions and the informal neighborhood associations that make the small but all-important differences between dismal streets and vibrant neighborly blocks. “The city already has one of the highest rates of volunteerism in the country,” says Bicentennial Commission co-chair Robert Gillespie. Likewise, Cleveland is often in the top five communities nationally that donate the most per capita to charitable organizations, and The Cleveland Foundation is the nation’s second largest community foundation.

The faces and places of the city are beautifully captured in some of the photographs of Images of the Heart, a handsome large-format book published earlier this year for the Bicentennial. For that book of images, more than forty photographers scoured the city for the heartwarming pictures that best capture the energy of the city’s citizens and denizens. For its part, the Western Reserve Historical Society, in University Circle, organized a Peoples of Cleveland exhibit that explores the diverse ethnic groups that call Cleveland home. In September, its What’s Cooking Cleveland exhibit celebrates pierogis, gnocchi, soufflés, falafel and chop suey. And all through the summer, the Bicentennial Caravan makes stops at the community festivals and neighborhood celebrations where these foods are enjoyed by Clevelanders of all colors and races.

The Bicentennial Caravan (also sponsored by KeyBank) is meant to encourage Clevelanders—and those from surrounding communities—to rediscover the history and diversity that is unique to our city. On June 1, for example, the Caravan joined residents of the Detroit-Shoreway neighborhood in celebrating the seventy-fifth anniversary of Gordon Square Arcade, where visitors marveled at the wealth of history found in this multicultural neighborhood. Home to the first Romanian church in the United States, Detroit-Shoreway also includes a large, active Hispanic population.

At another Caravan stop a week later, a “nationality plaza” stage was added at the Clifton Arts and Musicfest to incorporate the sights and sounds of Africa into the musical lineup that already included jazz, big band, rock-a-billy and blues.

In addition to highlighting a neighborhood’s history, the Caravan praises individuals whose efforts make their community a better place to live: activists such as Ruth Ketteringham of Brooklyn Centre, who serves as neighborhood historian, and Sandy Rutkowski and Jean Brandt of Tremont, who faithfully organize and orchestrate the monthly Tremont Artwalk. More than just a series of festivals, though, Caravan is a showcase of the promise and potential that exists in each neighborhood.

Perhaps the most impressive neighborhood Bicentennial program is the building of forty-nine new homes in the Fairfax neighborhood. Known as Bicentennial Village, the project truly exemplifies the synergy that can be achieved in a neighborhood when various forces—governmental, business, individual—unite for a common, positive end. But it was not the Bicentennial that created such neighborhood-level proactive effort; the spirit for aggressive self-improvement has long been a trademark of Cleveland’s neighborhoods, many of which are larger than surrounding suburbs but lack the bureaucratic structure and authority of an autonomous entity. Each neighborhood has its honor roll of dedicated residents; its banner of organizational achievements; its success stories to tell.

Here we focus on three of those neighborhood tales—Bicentennial Village; a strong woman who refused to watch her neighborhood decay; and a group of individuals who realized they had to let their children play in order to keep them from harm—letting these three stories serve as microcosms for the kind of self-determination that persists throughout the distinct neighborhoods of Cleveland. If not for the work of individuals and organizations like these over the years, there would be much less to celebrate about Cleveland’s Bicentennial.

it takes a village

For decades, the only structures built anywhere near the Fairfax neighborhood have been the figurative “walls” around it—a railroad track bisects the southern side, while commercial and institutional interests along east/west corridors like Carnegie Avenue have gobbled up several north/south through-streets, turning thor-
oughfares into dead-ends.

That's all about to change with Bicentennial Village, a community development initiative sponsored by National City Bank and The Cleveland Clinic Foundation. The project will concentrate an investment of $12 million into the core of the Fairfax neighborhood, from which, planners hope, more development and revitalization will radiate. Designed as a Bicentennial legacy project, the initiative combines new housing, rehabilitation of current homes, and institutional and commercial improvements.

Fairfax is home to a number of long-standing community anchors, including Karamu House Performing Arts Theatre and the large-congregation Antioch and Olivet Baptist churches. Seen as “assets” by the urban planners, these institutional “anchors” will be linked with other institutions such as the Cleveland Clinic and the Cleveland Play House to create fresh opportunities for Fairfax residents.

Ambitious does not begin to describe the scope of the revitalization plans for the area. The grassroots rebuilding of the neighborhood is obvious from the red, white and blue flags planted in the ground at key intersections that proclaim “Open House” and a whole lot more about the rebirth of the neighborhood.

Forty-nine new Victorian-style homes, consistent with the styles of the 400 existing homes in the area, are being built in the neighborhood, including sixteen to be constructed for low-income residents by Greater Cleveland Habitat for Humanity and its volunteers. Bicentennial Village houses range in price between $96,900 and $128,900. To foster community life and keep more “eyes on the street,” the houses all have front porches. Some of the homes have bedrooms with cathedral ceilings,

Two quilt projects reflecting neighborhood residents' personal heritage were initiated by the Cleveland Bicentennial Commission (left). Habitat for Humanity volunteers are building sixteen new houses in the Fairfax neighborhood (right).
bathrooms with twin sinks and luxurious oval bathtubs, and two-car garages. LTV Steel is a strong supporter of the project: the Habitat homes in Bicentennial Village are built with LTV's pioneering steel beams (instead of wood beams).

Nearly 200 owner-occupied, absentee-landlord and vacant homes will undergo repair and renovation. At least five storefront renovations or commercial expansions are planned, including a $5 million investment in the expansion of the Inner City Nursing Home, renovations at Karamu House and the construction of a new medical center and a church. An east/west cut-through street will link neighborhood institutions and shorten unusually long streets.

The idea, according to Patricia Choby, the Bicentennial Village project coordinator for the Fairfax Renaissance Development Corporation, is to address the area's needs house by house, structure by structure. Neighborhood laborers have been hired to help in the construction and rehabilitation, with the goal that those workers will be sufficiently trained for full-time jobs after Bicentennial Village is completed in 1997.

Other efforts will visually soften structural features of area institutions; street-level windows will be added to the Health Museum, and Karamu House will unveil a sculpture garden to honor Cleveland-born poet Langston Hughes. Sidewalks and parking lots at area churches will receive the kind of attention that recently helped polish the downtown Warehouse District's image.

Jackson believes that Bicentennial Village will have a positive impact on the rest of the neighborhood. "I think it will empower the people to see what they can do, and that they can own homes," she says. And Cleveland home owners will become the legacy the Bicentennial Commission has hoped for: a national model for urban revitalization.

fannie lewis holds her ground

Hough Avenue begins, ironically, where Commerce Avenue ends.

In its heyday, Hough was home to major league baseball at League Park and two major league private schools, Laurel and University. But by the 1960s, Hough had become plagued with the usual urban ills: crime, drugs, poverty and numbness. Positive outcomes need steady incomes, and Hough had too few of those.

In the 1950s, Hough had a population of more than 80,000 within its two square miles. But in 1966 a riot left four dead, and the neighborhood shocked. By 1980 the population had dropped to 26,000, and today the neighborhood has fewer than 20,000 residents.

But now, three decades later, Chester commuters should notice that there's something new in Hough: new housing construction has popped up on both sides of the street. Using ten-year tax abatement as an incentive, 250 new homes are ready for buyers—homes ranging from Habitat for Humanity structures to houses selling for over half a million dollars. Throughout the neighborhood, the smell of fresh lumber has replaced memories of stinging tear gas. In what once resembled a quarantined area...
now stands a subdevelopment, Lexington Village, with 277 townhouses as tidy and pristine as, well, the suburbs. (The Cleveland Foundation and Famicos Development Corporation were instrumental in this accomplishment.)

At the center of the revitalized Hough—and symbolic of its determination to rise again from the ashes of the riots—is Fannie Lewis, the ward seven councilwoman who has represented the neighborhood since her election in 1979 as a reform-minded ally of Dennis Kucinich. She has angered and upset many, but no one argues she hasn’t been a passionate, driven advocate for the people of her neighborhood.

When Fannie Lewis arrived in Hough from the South in 1951, Hough was already the victim of neglect and racism. “The worst place in the world,” she describes it. “I cried for two years—I was trying to get away from segregation and discrimination in the South. When I got to Cleveland, I found it was no better. And that’s why I was angry.”

Still is, many would say.

Lewis found herself a divorced mother of five, living at the edge of economic instability. “Unless you have been to a point where you have no hope, you can’t imagine what it’s like,” she says of this time.

It took a precinct committeewoman to break her out of her despair. “She asked me to go to meetings I didn’t want to go to,” says Lewis. “She volunteered me for everything she could think of. I guess she saw the strength in me.” She got Lewis involved in political work, as well, having her canvassing the streets and going door-to-door with flyers. “That’s when politics was sure ‘nuff politics,” she says.
I guess I enrolled in every government program that came through Hough,” Lewis says; but funding for many of these programs would often be cut off in midstream. “I began to understand the only reason money came and went was who held elected office.”

By the time Lewis learned the game and got elected, after several tries, “the only people that were left in Hough were those who couldn’t get out. It was a dumping ground from one end of the ward to another.”

Much of the land in Hough had fallen to the City’s ownership. Remembering fondly the more spacious surroundings of her childhood in the South, her first goal, says Lewis, “was to start giving land away” to make bigger yards and room for garages. While advocating for her ward, she also earned a reputation for running the neighborhood with an iron fist, in a style she freely describes as “abrasive.”

“There’s a joke about needing a visa to get into her ward, she’s so dominant and dictatorial about what goes on,” says Roldo Bartimole, a thirty-year city hall observer and reporter.

“There are certain things I want to know about what goes on in the neighborhood, and I demand to know,” says Lewis of the visa joke. “We won’t allow people to disrespect us. Don’t call us ‘those folks in Hough.’”

Naturally, Lewis wants to play a large role in determining where Federal Empowerment Zone dollars go. She has seen other schemes that sought to impose solutions from without, including plans suggested years ago to turn much of Hough into a golf course. For that scheme, land was already being acquired when would-be developers happened upon the wrong street: hers. “I’m going feet first out of this house,” she exclaimed.

There are some obstacles to progress in Hough, most of which have been around a long while. “All our houses are touched by the drug problem,” says Lewis. “I tell people, if you’re scared to call the police, call me. I’m the one out here on Front Street.”

At age seventy-one, Lewis shows few signs of slowing down to spend time with her fourteen grandchildren and three great grandchildren, although she plans to rent a bus to take them to visit family property in the South. Before sheretires, though, there are a few items left on her agenda, including redeveloping the Richmond Brothers building on East 55th and creating a museum to honor League Park. Fannie Lewis, with her indefatigable pride and support for her neighborhood, is a legacy herself in this Bicentennial year.

a mission in acting

The Near West Theatre, by involving the children and students of the Ohio City community, brings theater to the neighborhood, and the neighborhood to the theater. Its mission is more than an act, though.

To say the Near West Theatre was put together with rubber bands and glue is only half right. Unfortunately, it was just glue, the wrong kind, that inspired the organization’s beginnings.

Two decades ago, glue-sniffing among teens had alarmed church leaders with the West Side Ecumenical Ministry (WSEM), so they sought out programs to keep young people occupied. They also wanted adults to see young people who had something positive to offer the community. In 1978 the church leaders founded the Near West Side Community Theatre (located at West 38th Street and Bridge Avenue), and hired Stephanie Morrison-Hrbek, a teacher with experience in modern dance, singing and other theater arts, to run it. Its mission is two-fold: “to provide opportunities for personal growth and community through the theatre arts, and to make theatre accessible primarily for residents of the near west side of Cleveland.”

The Near West Theatre (after a professional staff was added, it dropped the word “community”) accomplished something even Hollywood generally hasn’t: they actually cast Puerto Ricans as Puerto Ricans. Its version of West Side Story—a tale of gang violence set in a neighborhood teeming with racial tension—was made all the more poignant by the fact that it mirrored the world just outside the door and down the fire escape from its Ohio City location.

Many of NWT’s productions trawl similarly troubled waters, including Don’t Bother Me, I Can’t Cope, produced this past spring.

“I Can’t Cope was infused with the kids’ experience with violence,” says Morrison-Hrbek. Children entered the stage carrying signs bearing hate words, including offensive racial slurs and derogatory statements about appearances.

“It was so empowering,” says Morrison-Hrbek. “I hate that word, but it really was. It literally gave them a voice.”

A program in the arts provides an opportunity to reach the community on a deeper level than a program like midnight basketball, says Morrison-Hrbek, and that is the rationale behind NWT. “You get inside
Cleveland's spirit can be seen in its children, as captured in this photograph for the Images of the Heart commemorative picture book.

people’s hearts, in their spirits, with theater.” NWT typically puts on musicals which allow the theater to cast more children. Other youth serve as “front of the house” workers and help build sets, operate sound equipment, plan publicity and perform other supporting tasks.

“Yesterday afternoon, there were fifteen teenagers [at the theater] doing a bulk mailing,” Morrison-Hrbek said recently. “They really had a sense of ownership about this place. There is a relationship between the neighborhood and what’s going on on the stage. That’s a community theater.”

Part of its community nature can be found in the diverse backgrounds of its participants. The cast and crew of one recent production included first names like Jyoti, Abner, Manesha, Quantika, Tiffany, Nahim, Angel, Hannibal, Brook, Fatima and Fulgencio.

“I think that this neighborhood is just so unique,” says Morrison-Hrbek. “There is something special about this neighborhood and its diversity and its vitality and its struggle.”

Jeff Hagan is a freelance writer living in Cleveland.

Happy 200th Birthday, Cleveland!

The Fannie Mae Cleveland Partnership Office is proud to support the Bicentennial Village. We are committed to working with you to build thriving neighborhoods throughout the community.
cleveland
a city built on strong
neighborhoods

a comprehensive guide
to the city’s thirty-six neighborhoods
is a cultural mosaic. It embraces a variety of peoples, landscapes and experiences. In many ways, Cleveland is a collection of smaller cities, each with a distinct identity that together create a dynamic, eclectic city.

The origin of many Cleveland neighborhoods can be traced to the early and middle portions of the nineteenth century. Shortly after the city's founding by Moses Cleaveland in 1796, settlement began at the mouth of the Cuyahoga River, northwest of Public Square, near the area now known as the Warehouse District. However, because of swampy conditions and the resulting outbreaks of malaria, settlement quickly "leapfrogged" to areas of high ground.

In fact, by 1820 the area's largest settlement, with 756 residents, was located near the present intersection of Broadway and Harvard Avenues—then known as the Village of Newburgh. Records show that
only 606 people were living in the nearby “Village of Cleveland” in that year. Newburgh was annexed to Cleveland in 1873.

Other areas of very early settlement included Ohio City, which incorporated as a village in 1836 and was annexed to Cleveland in 1854, and Old Brooklyn (formerly the Village of South Brooklyn), which began developing in the 1830s and was the site of the area’s first greenhouse (in 1887), before being annexed to Cleveland in 1905.
Later in the nineteenth century, industrial development along the Cuyahoga River led to settlement of such areas as Tremont (site of the short-lived “Cleveland University” between 1851 and 1853) and Slavic Village (also known as “Warszawa”). Settlement later spread outward from the region’s center to such areas as Hough (incorporated as the Village of East Cleveland in 1866 and annexed to Cleveland in 1872), Edgewater (incorporated as the Village of West Cleveland in 1871 and annexed to Cleveland in 1894), and Glenville (incorporated as a village in 1870 and annexed to Cleveland in 1902 and 1905).

Cleveland continued to expand its territory in the twentieth century by annexing the adjacent communities of Collinwood (in 1910), Euclid-Green (in 1914 and 1926), West Park (in 1923) and Miles Heights (in 1928 and 1932).

The final wave of residential development in Cleveland moved through the...
city's outer neighborhoods in the two decades following World War II. This post-War development characterizes portions of the Riverside, Kamm's Corners and Puritas-Longmead neighborhoods on the far west side, and portions of the Lee-Harvard Miles and Euclid-Green neighborhoods on the city's east side.

Today, Cleveland comprises thirty-six neighborhoods, each serviced by at least one community development corporation. While we celebrate the sum of Cleveland this bicentennial year, a closer look at its various parts provides an understanding of the city's amazing diversity and the commitment of its citizens to improve the quality of their lives. ★
Cleveland's neighborhoods

Cleveland is a cultural mosaic of thirty-six neighborhoods, many larger than the surrounding suburbs.

key for maps

- firestation
- high school
- other schools
- playground
- police
- pool
- rec center
- landmark
- parks

CLEVELAND NEIGHBORHOODS
The present neighborhood of Brooklyn Centre was settled in the 1820s along Pearl Street. Spurred by the extension of a streetcar line along the street in 1869, a substantial business district developed around the intersection of Pearl Road and Denison Avenue – an area which remains the neighborhood’s commercial center.

The Village of Brooklyn was incorporated in 1889 and annexed to the City of Cleveland in 1890 and 1894. Although the oldest remaining houses in the Brooklyn Centre neighborhood date from the mid-19th century, most residential development occurred between 1900 and 1915. Today, a number of architecturally significant houses line Archwood, Denison and Mapledale avenues in the locally designated Brooklyn Centre Historic District.

During the 1980s, ongoing residential renovation was complemented by construction of an architecturally noteworthy fire station, followed by the renovation of several existing businesses. The new Brooklyn Centre shopping plaza, located on Pearl Road, will further strengthen the retail district.

After incorporating in 1838 as the Village of Brighton, the area now called Brooklyn was re-absorbed by the Township one year later and remained in that status until 1889, when the Village of South Brooklyn was incorporated. South Brooklyn was annexed to Cleveland in 1905. The rest of Old Brooklyn was part of Cleveland by 1927.

The trip between South Brooklyn and Cleveland was shortened in 1905 when the Pearl Road street car line was extended south across the Big Creek Valley. The area now known as Brookside Park became the permanent home of the Cleveland Zoo in 1908.

During the late 1880s, the area around Schaaf Road was one of the first in the Midwest to grow vegetables in greenhouses. By the 1920s, the neighborhood was one of the nation’s leading producers of greenhouse vegetables. Today, some former greenhouse sites are used for contemporary housing.

Commercial development in Old Brooklyn intensified during the 1920s, particularly along Pearl, Broadview and State roads. Residential development continued at a significant pace from the early part of the century through the 1960s, and experienced a resurgence during the late 1980s, particularly in the South Hills and Jennings Road areas. Today, housing values in Old Brooklyn remain among the highest in Cleveland.
Originally part of Newburgh and Shaker townships and annexed to Cleveland in 1913 and 1915, the Buckeye-Shaker neighborhood developed principally between 1900 and 1930. During these decades, the Buckeye Road area attracted the largest Hungarian population outside of Hungary and became known as Cleveland’s “Little Hungary.”

Shaker Square, developed between 1927 and 1929 by the Van Sweringen brothers at the point where the two lines of the Shaker Rapid diverge, is one of the nation’s earliest and most architecturally distinguished examples of a planned shopping center. Adjacent to Shaker Square are over 3,000 units of high-quality multi-family housing, the largest such concentration in the city.

South and east of Shaker Square is the Ludlow neighborhood, which lies in both Cleveland and Shaker Heights and was part of the larger Van Sweringen development. This area is known nationally for its Tudor architecture, curving streets and generous green spaces. To the northwest of Shaker Square is the Larchmere retail district and Fairwood neighborhood.

During the 1960s and 1970s, racial and economic change, accompanied by increasing property repair needs in the Buckeye section of the neighborhood, resulted in the establishment of grass-roots organizations committed to stabilizing that part of the neighborhood. The Buckeye-Woodland Community Congress and Bank on Buckeye were among the most active and innovative neighborhood organizations operating in Cleveland during the 1970s and early 1980s. In the early 1990s, the development of a 120,000-square foot shopping center near East 116th and Buckeye (in the Woodland Hills neighborhood) and an upsurge in storefront renovation activity caused renewed optimism for the neighborhood’s future.

**Population:** 15,676
**Average Sale Price of a Single-family Home:** $60,395
**Median Contract Rent:** $326

**Councilpersons:**
- Kenneth L. Johnson
- Patricia J. Britt
- Odelia V. Robinson

**Community Development Corporations:**
- Buckeye Area Development Corporation – 491-8450
- Friends of Shaker Square – 751-9204

**Shopping Areas:**
- Shaker Square
- Larchmere Blvd
- Buckeye Rd

**Schools:**
- Buckeye Woodland Elementary – 231-2611
- Harvey Rice Elementary – 231-2411
- Shaker Heights High School – 295-4200
- Benedictine High School – 231-1282

**Parks:**
In the 1840s and 1850s, German settlers farmed the land in the portion of East Cleveland Township now known as Central. Significant residential development began in the 1880s when Austro-Hungarian and Italian immigrants and Jewish immigrants from Poland and Russia began arriving to work in the nearby foundries and steel mills. After the turn of the century, the European immigrants in Central were joined by African Americans migrating from the rural South.

Between 1910 and 1920, Central was the most heavily populated neighborhood in Cleveland. During the Great Depression of the 1930s, housing deterioration and overcrowding transformed Central into the city’s most distressed neighborhood. Government officials and community leaders responded with programs which resulted in the nation’s first housing projects, including Olde Cedar Estates, built in 1936. Central is now the site of approximately 4,000 public housing units, representing 35% of all CMHA-owned units.

“Slum clearance” activities associated with urban renewal of the 1950s and 1960s resulted in replacement of much of Central’s older housing with freeways and institutions, and the population plummeted in result. Recent new-home construction such as Central Commons is turning this trend around.

Economic activity in Central remains relatively strong. The “Midtown Corridor” along Central’s northern border has an employment base of nearly 15,000 in a diverse mix of businesses. The “Maingate” area is the region’s largest concentration of wholesale food distributors. A common advantage shared by all businesses in Central is the proximity to the heart of the region’s freeway system.
Originally part of Brooklyn Township, the Detroit-Shoreway neighborhood was absorbed by the City of Cleveland between 1854 and 1894 through annexations of Ohio City, Brooklyn Township and the Village of West Cleveland. Detroit Street (now Detroit Avenue), a major route leading westward from the City, became the neighborhood's primary commercial artery. Housing for middle-income families developed along the north-south streets intersecting Detroit, while the neighborhood's larger, more architecturally distinguished homes were built along Franklin Avenue to the immediate south. Detroit-Shoreway's population peaked in 1920 at 41,500.

Beginning in the late 1890s, industries such as Union Carbide and Michigan Southern rail lines located near Lake Erie. Also near the turn of the century, industries began to develop further to the south, along the rail lines running through the Walworth Run Valley (generally parallel to Train Avenue). The Detroit-Shoreway neighborhood has been home to a succession of ethnic groups, beginning with the Irish and German settlers of the 19th century. After the turn of the century, these early settlers were outnumbered by immigrants arriving primarily from Italy and Romania. In more recent years, these groups have been joined by Hispanics and migrants from the Appalachian region.

Significant population loss in Detroit-Shoreway occurred between 1960 and 1980, as population fell from 36,500 to 20,741. Housing demolition necessitated by the construction of I-90 (which opened in 1978) contributed to this loss of population.

Revitalization efforts in the neighborhood have included the renovation of the Gordon Square Arcade (West 65th and Detroit), the addition of an outdoor recreation complex at the Zone Recreation Center and the development of new townhouses and apartments in the vicinity of West 70th and Detroit through the efforts of Our Lady of Mt. Carmel church.
Cleveland was founded in 1796 when Moses Cleaveland landed on the east bank of the Cuyahoga River. Cleveland remained a small village until 1827 when it became the northern terminus of the Ohio & Erie Canal. The Flats became a wholesale district and the area at the top of the hill (now the Warehouse District) developed as the central business district and a residential area.

As the city grew, development pushed eastward. From the 1870s to the turn of the century, numerous mansions were built along Euclid Avenue, which became known as Millionaires' Row. Few of these buildings remain, as further commercial expansion hastened abandonment of Euclid as a residential street. Public Square, conceived in 1796 as an open space for a traditional New England town, has gone through a series of major improvements that continue to the present.

In 1903 the Group Plan was adopted to coordinate the construction of new buildings. The plan was implemented with the development of the Federal Building (1910), County Courthouse (1911), City Hall (1916), Public Auditorium (1925), Library (1925), Board of Education Building (1930) and the Mall (1935). The Mall, Public Hall and Municipal Stadium (1931) were incorporated into the Great Lakes Exposition in 1936 and 1937, showcasing the strengths of the Great Lakes and attracting 7 million visitors.

The 52-story Terminal Tower was completed in 1927 and the train station opened in 1929. Terminal Tower remained the tallest building in Cleveland until the Society Tower opened in 1991.

Establishment and expansion of Cleveland State University and the redevelopment of the Erieview Urban Renewal area had major impacts on Downtown in the 1960s and 1970s. During the 1980s and early 1990s, revitalization of Downtown continued with the renovation of the Playhouse Square theater district, redevelopment of the Flats for entertainment, renovation of the Terminal Tower complex into a mixed-use development, renovation of Warehouse District buildings for housing, development of North Coast Harbor for open space and museums and the development of the Gateway Sports Complex.
After its annexation to Cleveland in 1872, Fairfax underwent a period of rapid residential development which continued until about 1920. During the neighborhood's prime, such streets as Cedar and Quincy were lined with thriving retail businesses, attractive single-family houses and a number of ornate apartment buildings.

Euclid Avenue became the site of many of Cleveland's largest and most architecturally distinguished churches. Among the earliest remaining examples is the Euclid Avenue Congregational Church at East 96th Street, a Gothic/Romanesque building constructed in 1872.

Fairfax is also home to three nationally recognized institutions. The Cleveland Clinic, established in 1921, now ranks as Cleveland's largest private employer. Just to the west, at East 86th and Euclid, is the Cleveland Play House, founded in 1915 and expanded in 1983 to incorporate three state-of-the-art theaters under a single roof. Finally, Karamu House is an interracial theater and arts center which dates from 1917 (and has been located at its present site since 1949).

Although the first of Fairfax's residents were New Englanders and European immigrants, middle-income African Americans had become the dominant group as early as 1930. By 1970, 96% of the neighborhood's residents were African-American. Between 1950 and 1980, an exodus of many middle-income households reduced the population of Fairfax from its peak of over 39,000 to less than 13,000. Household incomes and housing values in 1990 had fallen to less than half of the citywide average.

The Cleveland Clinic and Church Square shopping center are factors which strengthened the market for private development in Fairfax. Beacon Place will add 92 single-family homes and townhouses. Forty-nine additional new homes are being built in Fairfax's Bicentennial Village.
In the 1870s, most of the land north of Detroit Avenue (the area's principal roadway) was occupied by three large farms. On the south side of Detroit Avenue, the Children's Aid Society and the Eliza Jennings Home (founded by the YWCA to treat indigent and incurably ill women) occupied land donated from the estate of Eliza and Simeon Jennings.

By the 1890s, the neighborhood had begun to acquire a suburban character. While a number of substantial landholdings remained between Detroit and Lake avenues, several side streets north and south of Detroit had been subdivided for single-family houses. Land between Lake Avenue and Lake Erie had been developed into estates of five to ten acres for the residences of many of Cleveland's wealthiest citizens. The Edgewater neighborhood was annexed to Cleveland in 1894.

By the second decade of the 20th century, most of the estates had been subdivided into smaller parcels. The houses which replaced the old estates form the greatest concentration of higher-priced housing in the city.

Between 1900 and 1920, modest houses were built in proximity to the industries which located along the Lake Shore and Michigan Southern rail lines. Also during this time, numerous apartment buildings were developed along Detroit and Clifton avenues and, later, along Lake Avenue and West Boulevard. Housing stock is as diverse as those who live there.

The Cudell neighborhood became part of Cleveland in 1904. The neighborhood was named after architect Frank E. Cudell, a German immigrant who bequeathed his large estate to the city in 1916. The tower which stands on the property today, just east of the Cudell Recreation Center, is a memorial to him from his wife, Emma.

Cudell developed as a working-class neighborhood in the first two decades of the 20th century. During this period, industry developed along the Lake Shore and Michigan Southern rail lines which paralleled Berea Road. By the early 1920s, the development of spurs off the main rail line had allowed industry to expand south of Berea Road. Many of the industries located there manufactured automobile or paper-related products.
As Cudell’s population increased, retailers followed. In 1928, Sears, Roebuck and Company built one of its two Cleveland department stores at 10900 Lorain Avenue. The massive building served the neighborhood until it closed in 1985. Today, the site is occupied by the Westown Square shopping center, constructed in 1987.

Following a period of gradual population decline between 1930 and 1960, Cudell’s population fell from 16,466 in 1960 to 11,355 in 1980. Much of the loss resulted from the construction of I-90, which removed approximately 450 residential structures in the southern portion of the neighborhood.

West Boulevard neighborhood was incorporated into the City of Cleveland in two phases. The area north of Almira Avenue was annexed to Cleveland in 1873. The principal portion of West Boulevard was incorporated in 1902, as part of the Village of Linndale, before the City of Cleveland annexed most of that community one year later. Leonard Case, founder of Case Institute, owned the 2,000-acre farmland encompassing what is now the street West Boulevard.

West Boulevard was designed as a north-south thoroughfare connecting Edgewater Park with Brookside Park. The winding roadway’s 130-foot right-of-way is one of the city’s widest. Its broad tree lawns provide a park-like setting for hundreds of solid, well-kept houses.

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

The one- and two-family housing which now characterizes the neighborhood (many featuring peaceful porches) dates predominantly from 1900 to 1930.

Between 1910 and 1930, the population of West Boulevard jumped from 4,574 to a peak of 22,910. Over the next 50 years, the neighborhood’s population remained extremely stable, decreasing by less than 1,000 persons. During the 1970s, population decline accelerated, with the loss of 3,791 residents. Between 1980 and 1990, however, the rate of loss slowed significantly.

Recreation Facilities:
Sunrise Pool –
West 95th and Maywood
Cudell Recreation Center –
1910 West Blvd
Cudell Fine Arts Center –
10013 Detroit Ave

Shopping Areas:
West 98th and Lorain
West 117th and Detroit/Clifton
Westown Square –
West 110th and Lorain
Lorain Avenue between West
85th and West Blvd

Parks:
Edgewater State Park –
off Memorial Shoreway
Cleveland Lake Front Park –
8701 Lakeshore Blvd
Mohican Park –
West 131st and Triskett
Halloran Park and Skating Rink –
West 117th and Linnet
Tuland Park –
West 144th and Roxboro Ave
Mercedes Cotner Park –
West 95th south of Denison Ave

CLEVELAND NEIGHBORHOODS
Originally part of Brooklyn Township, Ohio City was incorporated as a municipality on March 3, 1836, just two days before the incorporation of the “rival” City of Cleveland. It was annexed to Cleveland in 1854. The area’s location near the mouth of the Cuyahoga River attracted settlers from New England and, later, from Ireland and Germany, seeking jobs at the docks, mills, foundries, distilleries and bottling works. “Whiskey Island” (site of an 1830s whiskey distillery), “The Angle” (north of Detroit Avenue and east of West 28th) and “Irishtown Bend” (south of Detroit Avenue and east of West 25th) became early settlements of the Irish immigrants, many of whom occupied hastily erected tarpaper shacks.

Housing in Ohio City dates principally from the late 19th century. The predominantly Victorian-style one- and two-family buildings range from modest working class houses to the luxurious residences on portions of Franklin Boulevard and Clinton Avenue. The commercial district at Lorain and West 25th was first established in 1840 as “Market Square.” The Pearl Street Market, a one-story wooden building built in 1868, was replaced by the present West Side Market, which was built in 1912. Ohio City’s population climbed from just over 4,000 in 1850 to 33,000 in 1910. During the following six decades, the neighborhood’s population declined gradually to 20,000 in 1970 and then—following a city-wide trend (and due to the construction of I-71 and I-90)—fell sharply to under 13,500 in 1980. Also during the 1970s, the neighborhood’s population began to diversify as the proportion of non-white residents rose from 7% to 30%. The proportion of Hispanic residents rose to nearly 19% by 1980 and to over 25% in 1990.

Countering population loss, however, has been the rediscovery of the area’s historic architecture and slow but steady residential and commercial restoration activity, including rehabilitation of the landmark West Side Market. Construction of the Market Plaza shopping center and the Franklin Green townhouses, as well as development of the Nautica entertainment complex on the west bank of the Flats, has also added new vitality to the neighborhood.
Originally a part of East Cleveland Township, the present Hough neighborhood was first settled in 1799. Residential development intensified after the area's incorporation in 1866 to the Village of East Cleveland.

During the latter half of the 19th century, as Euclid Avenue was transformed into Millionaires' Row, the Hough community to the north of Euclid Avenue became home to Cleveland's most prosperous residents as well as several exclusive private schools. An often-overlooked landmark in Hough is League Park, at East 66th and Lexington, the home of major league baseball in Cleveland from 1891 to 1946.

Housing deterioration began to take hold in the 1930s as owners of Hough's relatively large houses were forced to defer maintenance and take boarders. Overcrowding and deterioration worsened in the 1950s as urban renewal and freeway construction displaced thousands of lower-income African-American residents from nearby Central. The proportion of African-American residents in Hough climbed from 14% in 1950 to over 75% in 1960.

Frustration over worsening living conditions and increasing joblessness mounted during the 1960s and finally erupted on July 18, 1966 in seven days of riots. An exodus of middle-income residents from Hough resulted in the population plummeting from 76,000 in 1960 to under 20,000 in 1990.

Despite the persistence of poverty and widespread deterioration, the 1980s and early 1990s witnessed signs of rebirth in Hough. The neighborhood, with the City of Cleveland and various banks working with the Hough Area Partners in Progress, has evolved stronger and richer than imagined. This partnership has taken the time to continuously evaluate the neighborhood and its goals. The restoration of confidence in Hough's future is symbolized by the 277-unit Lexington Village townhouse complex, at East 79th and Hough, construction of numerous stately, single-family homes and the new, 100,000-square-foot Church Square shopping center at East 79th and Euclid.

Population: 19,715
Median Housing Value: $23,742
Median Contract Rent: $157
Councilperson: Fannie M. Lewis
Community Development Corporation: Hough Area Partners in Progress – 229-4277

Recreation Facilities:
Thurgood Marshall Recreation Center – 8611 Hough Ave
League Park Pool – East 66th and Lexington

Shopping Areas:
Addison and Superior
Church Square – East 79th and Euclid

Schools:
East High School – 431-5361
Martin Luther King Jr. High School – 431-6858
Charles Orr Elementary – 791-6120

Museums:
African-American Museum – 791-1700

Parks:
Rockefeller Park – MLK, Jr. Drive

CLEVELAND NEIGHBORHOODS
The Industrial Valley has been part of the City of Cleveland since 1850.

A primary reason for the industrial development in Cleveland was excellent transportation which made for easy flow of raw materials in and finished products out.

American Steel and Wire, a subsidiary of U.S. Steel, made Cleveland the wire capital of the world. Republic Steel, formed in the 1930s by merging smaller companies, including Cleveland's Corrigan-McKinney, was a major Cleveland employer until 1984 when it was acquired by LTV Steel.

In 1870, John D. Rockefeller established the Standard Oil Company and made Cleveland the center of the American refining industry until his monopoly was broken up by the courts. The Grasselli Co., which became part of DuPont, established in 1866 a large plant in the Industrial Valley which supplied needed chemicals to the refineries but which later broadened its base to supplying a wide range of industrial chemicals.

Tremont was annexed to Cleveland in 1867. Prior to the opening of Tremont Elementary School in 1910, Tremont was known as “University Heights” (due to Cleveland University, which operated in the neighborhood from 1851 to 1853), and later as “Lincoln Heights.” This name commemorated the neighborhood’s two Union Army camps during the Civil War.

Cleveland University and scenic views of the Cuyahoga River attracted some of the region’s most prosperous residents in the late 19th century. The Central Viaduct (built in 1888 and demolished in 1939) provided the first direct link across the river to Downtown. This opened Tremont to an influx of Eastern European immigrants seeking housing close to jobs in the fledgling steel industry. More recently, a sizable Hispanic community has settled in Tremont.

Between 1960 and 1980 the neighborhood’s population plummeted to just above 10,000 as freeway construction and physical deterioration resulted in the demolition of hundreds of houses. The freeway construction also further isolated the neighborhood which already was separated from much of the rest of the city by the valleys of the Cuyahoga River.

The small-town character fostered by this isolation, along with the unique mix of architectural styles and proximity to Downtown, has spurred a renewed interest in urban living in the neighborhood. New market-rate housing projects are currently under construction.
Annexed to Cleveland in 1873, the Kinsman area developed in response to a freight rail line connecting Cleveland and Pittsburgh. Land along East 79th Street, south of Woodland Avenue, became the site of numerous factories associated with the metals industry. Foremost among these was the Van Dorn Company, which was established in 1878 as the Cleveland Wrought Iron Fence Company.

Extension of streetcar lines along Kinsman Road and Woodland Avenue in the 1860s and 1870s combined with the local manufacturing activity to spur development of modest houses for the area's factory workers. This early development, occurring well before establishment of the city's first zoning code in 1929, resulted in many juxtapositions of industry and housing.

In 1959, the Garden Valley Estates, a 130-acre, 650-unit housing development, was built as part of the first urban renewal projects in the state of Ohio. Other elements of the urban renewal project included removal of commercial stores from Kinsman Avenue, renovation of private homes on a number of streets and the filling of Kingsbury Run Valley for playfields, two elementary schools and a community center.

The Woodland Hills neighborhood, annexed to Cleveland in 1913, developed principally between 1900 and 1930. During these decades, the predominantly Hungarian Buckeye Road area became known as Cleveland's "Little Hungary."

The 116-acre Woodland Hills Park (now Luke Easter Park) was acquired in 1900 as part of a plan for park development.

In 1927, St. Luke's Hospital moved to East 116th and Shaker Boulevard. In 1929, Benedictine monks were given charge of the St. Benedict Parish on East Boulevard (now Martin Luther King, Jr. Drive). In the same year, Benedictine High School, established in 1927, moved to 10510 Buckeye. A new high school building was constructed in 1940 and a new abbey in 1952.

During the 1960s and 1970s, racial and economic change, accompanied by increasing property repair needs in the Buckeye-Woodland neighborhood, resulted in the establishment of grass-roots organizations committed to stabilizing the neighborhood.

A recent upturn in storefront renovation activity and the development of a 120,000-square foot shopping center near East 116th and Buckeye are causes for renewed optimism.
The area now known as Mt. Pleasant remained predominantly rural until after 1900 when it was subdivided to accommodate European immigrants moving east from the densely-developed neighborhoods near Downtown Cleveland. During the mid-1920s, Kinsman Avenue became the institutional and commercial center of a growing Jewish community, and East Boulevard (now Martin Luther King Jr. Drive) became the site of many stately homes, most of which remain today.

Between 1920 and 1930, the neighborhood’s population tripled, rising from 14,000 to 42,000. Unlike other east side Cleveland neighborhoods which underwent racial change in the 1960s and 1970s, Mt. Pleasant has been home to significant numbers of African-American residents since the turn of the century. It is reported that, in 1893, a contractor unable to pay cash wages compensated his African-American employees with vacant lots in a subdivision near Kinsman Road between East 126th and East 130th streets. By 1907, approximately one hundred African-American families had settled in Mt. Pleasant. By 1970, over 95% of the neighborhood’s residents were African-American.

Mt. Pleasant is the most residentially developed neighborhood in the city with almost 64% of its land use devoted to housing. The average for Cleveland is 34%.

Today development of a new shopping plaza at East 143rd Street and Kinsman, construction of market-rate single-family houses in the Kingsbury Run area, and the presence of many well-maintained homes provide evidence of the neighborhood’s continued vitality.

corlett

The present neighborhood of Corlett was originally part of Newburgh and Warrensville townships. The Newburgh portion of the neighborhood was annexed to the City of Cleveland in 1909. The remainder of today’s Corlett became part of the city when East View Village was annexed in 1917.

Most of the current buildings along East 131st Street date from the 1920s, when the neighborhood experienced its most rapid development.

Among the more historically significant buildings in the East 131st Street area are...
the Boys’ Club at East 131st and McLeer, built in 1926 as the Sokol Tyrs Hall (a recreational and educational society for Czech immigrants) and the Corlett School, built in 1915 at East 131st and Corlett. The school and neighborhood may have been named after early Irish settlers Eliza and Harriet Corlett, both principals in the Cleveland Public Schools in the 1890s.

A dramatic change in the racial makeup of the neighborhood occurred in the 1960s, with the non-white population increasing from 8.4% of the population in 1960 to 84.1% in 1970. In recent decades, an aging housing stock and declining employment in the steel industry began taking its toll on the Corlett neighborhood.

In the early 1990s, the development of a new shopping plaza at East 131st and Miles and the construction of new single-family and townhouse units between Harvard and Miles Avenue, near Martin Luther King Boulevard, have brightened prospects for Corlett’s future.

lee-harvard miles

The area which now forms Cleveland’s extreme southeast corner existed as the Village of Miles Heights between 1927 and 1932. The Village secured a place in history in 1929 by electing Ohio’s first African-American mayor, Arthur R. Johnston.

It was not until the 1940s and 1950s that the Lee-Harvard Miles area began to experience intense development. Racial change occurred during the 1960s as the neighborhood’s non-white population increased from 30% in 1960 to 93% in 1970.

Because of its relatively late development, Lee-Harvard Miles is characterized by housing and shopping areas which are among the most contemporary in the City of Cleveland. The Lee-Harvard Shopping Center was developed in 1949 and underwent an expansion of an additional 70,000 square feet in the early 1990s. Just to the south, two market-rate townhouse developments were constructed during the late 1980s.

The area’s largest development site is the 114-acre Cleveland Industrial Park, created by city government in 1981. The park takes advantage of the neighborhood’s proximity to I-480 and its interchanges with Lee Road and Broadway Avenue.

Recreation Facilities:

- Alexander Hamilton Recreation Center - 13200 Kinsman Rd
- John F. Kennedy Recreation Center - 17300 Harvard Ave
- Glendale Pool - East 149th near Glendale
- YMCA-Broadway - 11300 Miles Ave

Shopping Areas:

- Lee-Harvard Shopping Center
- Kinsman Rd
- East 131st and Miles

Schools:

- Whitney Young Middle School - 283-5220
- John F. Kennedy Senior High - 921-1450
- Charles Dickens Elementary - 921-8558
- Paul Revere Elementary - 341-2172
- Miles Elementary - 641-2019
- Corlett Elementary - 295-2590

Parks:

- Frederick Douglass Park - East 151st and Miles
- Kerrush Park - Lee near Tarkington
- Luke Easter Park - MLK, Jr. Drive and Kinsman

CLEVELAND NEIGHBORHOODS
North Collinwood became part of the City of Cleveland in 1910 and 1912. The area was first settled in 1812. Settlement increased with the establishment of numerous vineyards; by the 1870s, Collinwood had become the largest shipping point in the nation for grapes.

In the 1870s, Ursuline nuns opened Villa Angela, a boarding school and academy. In 1876 they opened a school for boys, St. Joseph's Seminary, at the same location. The two schools merged in 1990.

By the 1890s, industrial development accelerated rapidly following construction of the Collinwood Rail Yards, a major switching center for the Lake Shore and Michigan Southern (later the New York Central) Railroad. Residential development expanded. Many Italian immigrants moved south of the tracks while North Collinwood saw a great influx of Slovenian immigrants.

In 1894 Euclid Beach Amusement Park, which was patterned after New York's Coney Island, was opened. It closed in 1969. Its prominent gateway arch, a Cleveland landmark, still remains. Parts of Euclid Beach have been incorporated into the Cleveland Lakefront State Park.

After World War II, the rise of freeways and the movement of heavy industry out of the nation's northeast and midwest regions resulted in the abandonment of many rail-oriented industrial properties in Collinwood. A big population loss occurred in the 1950s as houses were acquired for the construction of I-90. In 1990, both incomes and housing values were above the city average.

South Collinwood, like North Collinwood, became part of the City of Cleveland in 1910 and 1912.

In 1921, the Fisher Body Co. opened an...
automobile body plant at East 140th Street and Coit Road. By 1924 the plant employed 7,000 people and in 1926 Fisher Body became a division of General Motors. During World War II the plant made parts for tanks and employed 14,000 people. Land values in the Five Points area (the five-legged intersection of St. Clair, East 152nd and Ivanhoe) were the third highest in the city, exceeded only by those in Downtown and University Circle. In the 1980s, the large Fisher Body plant was closed.

In 1990 the population of South Collinwood was approximately half African-American and half white. Recent efforts to improve the Five Points retail district, and to make it a focal point of both communities, have included the construction of a new fire station and development of a new McDonalds.

euclid-green

Originally a portion of the Village of Euclid, the present Euclid-Green neighborhood was annexed to Cleveland in 1914 and 1926. The hillside which rises up from Euclid Avenue to the southeast divides the neighborhood into two distinct sections. The hillside is actually one of the beach ridges left as Lake Erie receded 14,000 years ago from its height of 200 feet above its present level.

The portion of the neighborhood at the bottom of the hill (the area along Euclid Avenue and the rail lines) developed predominantly during the 1920s.

A second wave of construction occurred during the 1950s and 1960s as the area near the top of the hill was developed. The predominance of contemporary single-family development makes this area one of the city’s most “suburban-like” neighborhoods.

Non-white population in the Euclid-Green neighborhood climbed from approximately 2% in 1970 to 82% in 1990. Euclid-Green is the only city neighborhood to increase in population between 1980 and 1990, going from 7,993 to 8,089. This change is attributed to a slight increase in average household size.

Recreation Facilities:
Grovewood Pool –
East 164th St and Grovewood
R.S. Taylor Playground –
Melville and Nottingham
Belvoir Park – Belvoir Blvd
Humphrey Playground –
East 161st and Grovewood

Shopping Areas:
Old World Plaza – East 185th St
Euclid Beach Master’s Plaza –
East 165th and Lake Shore
Five Points –
East 152nd and St. Clair

Schools:
Collinwood High School –
451-8782
Henry W. Longfellow
Elementary – 451-5372
Margaret Spellacy Jr. High –
531-2872
Villa Angela/St. Joseph High
School – 481-8414

Parks:
Wildwood State Park
Euclid Beach
Cleveland Lakefront State Park
The North Broadway neighborhood formed one of the earliest settlements in Cuyahoga County, with New Englanders first arriving in the area in 1796. The construction of the Ohio and Erie Canal, the Sault-St. Marie Canal and the Cleveland and Pittsburgh Railroad in the first half of the 19th century led to industrial growth in the Broadway area.

The arrival of heavy industries was accompanied by the addition of numerous rail lines which divided the Broadway neighborhood into several distinct sub-areas.

The 1870s brought a large influx of Czech and Polish immigrants to work in the nearby iron and steel mills. These immigrants constructed the small working-class cottages that are typical of North Broadway. Commercial development occurred primarily during the late 19th and early 20th centuries along Broadway.

From 1950 to 1980, business activity decreased, especially along secondary retail streets. The focal point of retail activity in the neighborhood remains the Broadway Avenue area. A multi-million dollar retail complex is proposed for the site of the former Woolen Mills.

The 1870s brought a large influx of Czech and Polish immigrants to South Broadway to work in the nearby iron and steel mills. The Poles formed their own settlement near Tod Street (today East 65th Street) and Fleet Avenue in the area now known as “Slavic Village.” Fleet and Broadway Avenues, as well as East 65th and East 71st Streets, developed at that time as the main commercial streets in the neighborhood. The neighborhood reached its peak population during the 1920s.

During the 1950s and 1960s, South Broadway experienced substantial out-migration, following the general trend toward suburbanization in Greater Cleveland.

One of the largest housing developments in the city’s recent history is proposed for the site of the former State of Ohio Development Center on Turney Road. “Mill Creek” is a 200+ unit subdivision designed to fit into the existing neighborhood by respecting Cleveland’s traditional architecture and acknowledging the surrounding natural environment.
At the time of its incorporation in 1870, the Village of Glenville was a semi-rural area known as the "garden spot of Cuyahoga County" because of its numerous vegetable farms. The community's scenic qualities and lakeshore sites also attracted many of the region's wealthiest residents. Nationally, Glenville was known as a center of horse racing and, later, auto racing. The track was built in 1870 at the Northern Ohio Fairgrounds and operated until 1908, when it was moved to North Randall. The Village of Glenville was annexed to Cleveland in 1905.

Residential and commercial development in Glenville was most intense during the period between 1900 and 1930. East 105th Street emerged as the center of business activity, and its many fine stores earned it the title of Cleveland's "gold coast." The street also became a prime address for religious institutions.

In the late 1980s and early 1990s the neighborhood's prospects brightened with development of the East Side Market, Glenville Plaza and the North Park Place housing subdivision—all in the vicinity of East 105th and St. Clair—as well as the Sebe Young scattered site housing development in the Superior Avenue area.

The current Forest Hills Parks neighborhood, once part of Glenville Village, began as a resort complex developed by John D. Rockefeller in 1873. Although the resort lasted only a year, the estate served as the Rockefeller family's summer home until 1917.

Residential and commercial development in Forest Hills Parks was most intense from 1910 to 1930. Over the next forty years, the population of Forest Hills Parks remained relatively stable. Between 1950 and 1970, the racial makeup of the neighborhood changed dramatically as the African-American population increased from 0.3% to 98.0% of the total population.

In the late 1980s, signs of retail and residential revitalization became evident with development of a 65,000 square-foot supermarket and 40-unit townhouse complex at Lakeview and Superior Avenues (recently re-named "Garrett Square" in memory of inventor Garrett A. Morgan). Development of single-family homes intensified during the early 1990s.
The St. Clair-Superior neighborhood began to urbanize in the 1870s and 1880s, following the area's annexation to the City of Cleveland. Industries located north of St. Clair Avenue attracted Slovenian and Lithuanian immigrants in addition to smaller numbers of Croatians, Germans and Poles. The Slovenian and Lithuanian communities settled along St. Clair and Superior Avenues respectively.

Population in the St. Clair-Superior neighborhood peaked at over 38,000 in 1920 and then declined gradually until the 1970s when the loss accelerated. Despite this loss, property conditions remain good on many blocks, which are characterized by well-manicured front lawns and urban gardens. The neighborhood has become more heterogeneous in recent decades. African-American residents now comprise over half of St. Clair-Superior's population.

Recent developments in the neighborhood include the renovation of the closed Hodge School at East 74th and Korman for a mixed-use development and a $2 million improvement project at Gordon Park, which included the construction of five lighted ball diamonds.

The Goodrich-Kirtland Park neighborhood became part of the city when Cleveland Township was annexed in 1850. The area began to urbanize in the 1870s and 1880s. Area industries attracted Slovenian and Lithuanian immigrants in addition to Croatians, Germans and Poles.

Members of the Croatian Community developed St. Paul's Catholic Church at East 40th and St. Clair in 1904 and St. Nicholas' Byzantine Catholic Church at its present East 34th and Superior site in 1913.

Population in the neighborhood peaked at over 29,000 in 1910 and fell to 4,500 by 1990, as residences were replaced by industrial and commercial uses. The neighborhood has seen a slight increase in the African-American population and the development of a sizable Asian-American community along Payne Avenue.
The Stockyards neighborhood is named after the livestock yards located in the area in the earlier part of this century. Owned by the Cleveland Union Stockyards Company, the yards themselves (pens, troughs, brick walkways and bidding areas) comprised over sixty acres of land and in 1920 were the nation's seventh largest livestock yards. The stockyards grew and prospered until the post-World War II era, when the livestock industry began to move westward and trucking replaced rail transportation. The yards finally closed in 1968. A large part of the area was redeveloped as a shopping center.

The Irish and the Germans were the first groups of immigrants to live in the area, followed later by Czechs, Slovaks, Poles and Italians. All peoples were drawn to the area because of the industries which had developed along the rail lines that ran through the Walworth Run valley, notably the Pilsner Brewing Company and the Cleveland Union Stockyards Company.

Recently, along with other neighborhoods on the near-west side, Stockyards has become home to a portion of Cleveland's Hispanic community.

The Clark-Fulton neighborhood was first settled by German immigrants during the mid-nineteenth century. The Germans were followed by Czechs, Italians, Slovaks and Poles. These immigrants were attracted to the area to work in the nearby industries in the Flats as well as the breweries that developed along Train Avenue. Portions of the area were annexed to Cleveland in 1867 and 1873.

Commercial districts in the Clark-Fulton area developed during the late 19th and early 20th centuries to serve the growing immigrant population. The single- and two-family residences that characterize the neighborhood today date principally from the late 19th century.

The Scranton Road portion of the neighborhood is dominated by the MetroHealth Medical Center, which was established at its present location in 1889 as the City Hospital.

The Clark-Fulton area was changed dramatically during the 1960s and 1970s by the construction of I-71 and I-90, which separate and isolate the neighborhood from surrounding areas. In recent decades, the neighborhood has become home to much of Cleveland's Hispanic community.

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**Population:**
- (Stockyards): 8,482
- (Clark/Fulton): 13,103

**Average Sale Price of a Single-family Home:**
- (Stockyards): (Median Housing Value) $27,800
- (Clark/Fulton): $31,502

**Median Contract Rent:**
- (Stockyards): $237
- (Clark/Fulton): $225

**Councilpersons:**
- Helen Knipe Smith
- Timothy J. Melena
- Patrick J. O'Malley

**Community Development Corporation:**
- Clark-Metro Development Corporation – 741-9500
- Stockyards Area Development Association – 631-1270

**Recreation Facilities:**
- Meyer Pool – West 30th and Meyer
- Clark Recreation Center – 5706 Clark Ave
- Gilbert Community Center – West 59th and Gilbert
- Lincoln Jr. Park

**Shopping Areas:**
- Stockyards – West 65th and Denison
- West 25th and Clark

**Schools:**
- Lincoln-West High School – 631-1505
- Scranton Rd. Elementary – 621-2165
- Thomas Jefferson Jr. High – 631-5962
- Clark Elementary – 631-2760

**Parks:**
- Roberto Clemente Park
- Storer Park
The origin of the present Union-Miles neighborhood can be traced to the old village of Newburgh, which held the distinction of being the region’s largest settlement at the start of the 19th century. The nearby “village of Cleveland,” plagued by swampy conditions and an outbreak of malaria, was relegated to the status of a “small village on the lake about six miles from Newburgh” — a settlement which benefited from its location on higher ground.

Among the area’s first settlers were Judge James Kingsbury, who built a house and sawmill along the stream now known as Kingsbury Run near the present intersection of East 93rd and Union, and Charles Miles Sr., for whom a portion of the area was named. The present Miles Park Historic District (one block north of East 93rd and Miles) is the site of four institutional buildings and ten houses which date from the late 19th and early 20th centuries.

Steel mills which were first developed in the 1850s and 1860s in the vicinity of East 91st and East 93rd streets drew an influx of Irish and Welsh immigrants, followed in the late 19th century by Slovenian, Romanian and Czech immigrants. Between 1910 and 1930, the local population swelled from 11,000 to 28,000; by 1940, Cleveland was home to the largest Slovenian population outside of Slovenia. Racial change occurred in the 1960s and 1970s as the neighborhood’s non-white population increased from approximately 10% in 1960 to over 90% in 1980.

In recent decades, an aging housing stock and declining employment in the steel industry began to take its toll on the Union-Miles neighborhood. The exodus of many middle-income families resulted in reduced population and income levels. The neighborhood is the site of an innovative “child-designed” playground developed in the late 1980s in the Kingsbury Run Park. More recently, a number of market-rate housing projects in and around the neighborhood have enhanced prospects for further development and revitalization in Union-Miles.
The University neighborhood includes both the University Circle and Little Italy areas. It became part of the City of Cleveland when portions of East Cleveland Village and East Cleveland Township were annexed to the City in 1872 and 1892 respectively.

In 1799, Nathaniel Doan established a tavern and hotel at the present intersection of East 107th and Euclid. “Doan’s Corners” grew rapidly as a stopping point for travelers between Cleveland and Buffalo.

The area’s modern history began in the 1880s with the donation of 75 acres of wooded parkland to the city by industrialist Jeptha Wade and the relocation to the area of Western Reserve College and the Case School of Applied Science. Other major institutions soon followed, including the Cleveland Museum of Art, the Cleveland Museum of Natural History, Severance Hall and University Hospitals of Cleveland.

Just north of the institutions, land along Wade Park Avenue and Magnolia Drive became the site of numerous stately residences, many of which were occupied by trustees of the institutions.

Today, University Circle – with sixty cultural, educational, medical, social service and religious institutions clustered in a 614-acre campus setting – is unique in the world with respect to the number and diversity of its institutions.

Little Italy is a compact neighborhood focused along Mayfield Road and tightly bounded by the hills of Lake View Cemetery on the east and north, the former Nickel Plate Railroad on the west and Case Western Reserve University on the south. In the late 19th century, Italian immigrants were drawn to the area principally by opportunities for employment as stone cutters at the Lake View Marble Works.

The area north of Mayfield Road was densely developed with modest wood-frame houses by 1895. The area south of Mayfield was developed between 1905 and 1915. The Feast of the Assumption, a four-day annual celebration sponsored by the Holy Rosary Church, attracts crowds of up to 100,000 in a single night.

**Population:** 8,444
**Median Housing Value:** $34,832
**Median Contract Rent:** $263

**Councilpersons:**
- Patricia J. Britt
- Craig E. Willis

**Community Development Corporation:**
University Circle Incorporated - 791-3900

**Recreation Facility:**
Alta House Recreation Center - 12510 Mayfield Rd

**Shopping Area:**
Little Italy – Mayfield Rd

**Schools:**
- Case Western Reserve University – 368-2000
- Cleveland Institute of Art – 421-7000
- Cleveland Institute of Music – 791-5000
- Cleveland Music School Settlement – 421-5806

**Museums:**
- Cleveland Children’s Museum – 791-5437
- Cleveland Museum of Art – 421-7340
- Cleveland Museum of Natural History – 231-4600
- Western Reserve Historical Society – 721-5722
- Cleveland Botanical Gardens – 721-1600

**Parks:**
- Lake View Cemetery – Mayfield and Kenilworth
- Wade Park – East Blvd and Wade Oval
- Ambler Park – MLK Jr. Drive and Ambleside
Cleveland’s final major territorial expansion occurred in 1923 with the annexation of the neighboring municipality of the Village of West Park. Originally a part of Rockport Township and named for early settler Benjamin West, the former 12.5-square mile village stretched from West 117th Street to the Rocky River, south of the City of Lakewood. Today, in addition to Kamm’s Corners, it includes the neighborhood areas of Jefferson, Puritas-Longmead and Riverside.

kamm’s corners
The Kamm’s Corners shopping district, located at the intersection of Lorain Avenue and Rocky River Drive, was named for local grocer Oswald Kamm. The area first developed in the 1870s with a small cluster of houses and a few shops. Two decades before the development of Kamm’s Corners, Lorain “Street” was already established as the principal east-west route for travel between Cleveland and points west.

During the first two decades of the 20th century, development was spurred by establishment of “interurban” rail transit service along Lorain Avenue. It was the extension of the Cleveland Electric Railway Company’s streetcar line to Kamm’s Corners in 1923, however, that boosted development of the neighborhood most dramatically.

The Kamm’s Corners neighborhood grew at a steady pace from 1920 through 1960. Today, some of the city’s highest housing values are found in the Kamm’s neighborhood, with a median value over 60% higher than the city average.

Although examples of the streetcar-oriented retail buildings can be found in the neighborhood, later development provided the neighborhood with a number of contemporary shopping plazas including Warren Village at Warren and Edgecliff, Kamm’s Plaza at Rocky River and Lorain, and K-Mart Plaza at West 150th and Lorain. Ample recreation opportunities are afforded neighborhood residents by the Metropark’s Rocky River Reservation which forms the neighborhood’s (and city’s) western border.

riverside
Residential development in Riverside accelerated after World War II, as the neighborhood’s population increased from 1,422 in 1940 to 9,715 in 1960. Hopkins International Airport, established in 1925 south of Brookpark Road near the Rocky River Valley, has grown to encompass 1,250 acres of land. Its growth also necessitated the annexation of portions of Brook Park Village in 1946 and 1960 and a portion of Riveredge Township in 1992.

The presence of Hopkins International Airport has influenced development patterns in the area. Recently a program has been undertaken for safety reasons by the airport to acquire homes immediately to the north for a “buffer zone.” This program, along with the acquisition of houses for the construction of I-480, resulted in a net loss of 300 housing units in Riverside between 1970 and 1990, despite the recent new housing construction in the vicinity of Grayton Road and Puritas Avenue.

Hopkins, NASA’s Lewis Research Center and the I-480 interchange at Grayton Road, however, provide opportunities for development which can capitalize on the proximity of these economic generators.

Population:
(Kamm's): 20,422
(Riverside): 6,602
(Jefferson): 20,124
(Puritas-Longmead): 15,611

Average Sale Price for a Single-family Home:
(Kamm's): $91,470
(Riverside): $63,597
(Jefferson) (Median): $59,000
(Puritas-Longmead): $53,106

Median Contract Rent:
(Kamm's): $317
(Riverside): $200
(Jefferson): $322
(Puritas-Longmead): $283

Councilpersons:
David M. McGuirk
Dale Miller
Joseph J. Zone

Community Development Corporations:
Kamm’s Corners Development Corporation: 252-6559
Westown Community Development Corporation: 941-9262
Bellaire-Puritas Development Corporation: 671-2710
During the first two decades of the 20th century, development in West Park was spurred by establishment of "interurban" rail transit service connecting Downtown Cleveland with cities to the south and west via Lorain Avenue. Access to the area was further improved by extension of the Cleveland Electric Railway Company's streetcar line to West 17th Street in 1913 and then to Kamm's Corners in 1923.

Extension of the streetcar line past West 17th spurred development in the Jefferson neighborhood. Both retail and residential development accelerated rapidly during the 1920s. Retail buildings constructed at or near the street line, in order to maximize their convenience to the streetcars, continue to define the character of this portion of Lorain Avenue today. Between 1920 and 1930, Jefferson's population increased from 3,944 to 17,725.

The population of Jefferson also jumped after World War II as areas west of West 140th Street began to develop. These new developments began to take on a more suburban character. Newer shopping plazas, with unified parking in front, were developed at Fairwood Plaza at Lorain and West 136th and Puritas Plaza (Marc's Plaza) at Puritas and West 150th. The construction of I-90 and I-71, which cross through the north and south ends of the neighborhood, have also created better access and opportunities for office, retail and industrial development.

At the end of the 19th century, before West Park was a village, real estate developer George Linn founded Linndale, which was much larger than the present day Linndale, and which covered parts of the West Boulevard neighborhood, as well as the northeast section of the Puritas-Longmead neighborhood. Linndale prospered briefly as a railroad town—site of the western station where trains changed their steam locomotives for electric engines before entering Cleveland.

Some of the earliest known black settlers in West Park arrived in the 1910s, many coming from Atlanta. Many of the African-American porters who worked on the trains settled in the vicinity of the station and established a small African-American enclave in the otherwise predominantly white west side of Cleveland.

Rail lines have served to influence the land use patterns in the neighborhood, as three industrial parks were developed along their lengths. The rail lines and industrial areas have also acted to separate the various residential areas in the neighborhood from one another. Most construction in the neighborhood occurred after World War II. Between 1940 and 1960, the population of Puritas-Longmead increased from 5,430 to its peak of 21,027.

Opportunities for future industrial and office development are presented by the proximity of Hopkins Airport and the NASA Lewis Research Center.
The City of Cleveland is committed to new and renovated housing in a variety of price ranges for a diverse population.

Living in Cleveland Center is a local nonprofit agency established in 1983 to promote home ownership in the city.

Financial Institutions

The City of Cleveland has developed an agreement with the following financial institutions to provide products, services and financing to Cleveland's neighborhoods and residents:

- Bank One Cleveland 269-2265
- Charter One Bank 566-5300
- Fannie Mae 687-9797
- Fifth Third Bank (800) 972-3030
- First National Bank of Ohio 382-5000
- Huntington National Bank 515-6000
- KeyBank (formerly Society National) 689-3000
- National City Bank 476-2424
- Star Bank 573-7171

Cleveland Neighborhoods is presented with the support of:

- Rockwell Automation
- Allen-Bradley
- Reliance Electric

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