

Village of Cuyahoga Heights



Master Plan

June, 2002

Revised December, 2007

Prepared by the Cuyahoga County Planning Commission

**VILLAGE OF CUYAHOGA HEIGHTS
MASTER PLAN COMMITTEE**

June, 2002

Revised December, 2007

**(Chapter 7, Focus Area 6, as outlined in
Village Council Resolution 2006-142, effective August 9, 2006)**

Master Plan Committee (2002)

Katherine M. Unger, Chair Person
George M. Suhy, Council Representative
Michael Masaveg, Community Resident
Thomas Sample, Community Resident
Oliver Vaccher, Community Resident
Cathy Zmija, Community Resident

VILLAGE OF CUYAHOGA HEIGHTS MASTER PLAN

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Prepared by

Cuyahoga County Planning Commission
323 Lakeside Avenue West, Suite 400
Cleveland, Ohio 44113
(216) 443-3700 - (216) 443-3737 (FAX)

Paul A. Alsenas, Director
James M. Kastelic, Deputy Director
Richard J. Sicha, Project Manager

Planning Staff

James Danek, Senior Planner
Melinda Burt, Planner

Report Production Staff

Judith L. Bohanek, Production Specialist
Daniel Meaney, GIS Manager
Robin W. Dunn, GIS Specialist

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CHAPTER ONE

STRATEGIC PLANNING GOALS AND PRIORITIES

INTRODUCTION

One of the most important elements in the development of a master plan is the formulation of community goals. Goals are broadly worded statements that express a vision of what a community desires to be in both the short-term and long-term. The goals act as a guide for future decision making, providing broad direction to the Village Council, which is responsible for adopting land use controls such as zoning regulations; the Planning Commission, which administers the planning and zoning regulations; and the courts, which must judge the fairness and reasonableness of the regulations. In addition, the goals are a method through which the private sector, such as landowners, developers and business owners, can know the intentions of the Village and be guided accordingly.

Based upon the input received from Master Plan Committee members at a meeting on May 31, 2001, a series of five categories of community goals have been drafted. These goals, along with more detailed community planning objectives and policies, will be incorporated into various sections of the master plan.

These goals should be carefully reviewed by the elected officials of Cuyahoga Heights and the community-at-large. Understanding the goals and arriving at a general agreement now will greatly assist Cuyahoga Heights in guiding later sections of this project, such as exploring options for future development.

ECONOMIC DEVELOPMENT

- ✓ Broaden the industrial base of the Village.
- ✓ Revitalize or replace existing industrial facilities that are currently underutilized or vacant, including environmental remediation as needed.

- ✓ Diversify economic activity in the Village by encouraging, at appropriate locations, uses such as offices, research space, and flex-space.
- ✓ Enhance the economic opportunities available in the vicinity of the Grant Avenue and Harvard Avenue interchanges of I-77.
- ✓ Promote the locational advantages and business opportunities of Cuyahoga Heights with respect to proximity to downtown Cleveland, University Circle, Cleveland Hopkins International Airport, the Cuyahoga Valley National Park, and Cleveland Metroparks' Ohio & Erie Canal Reservation.
- ✓ Identify and address the land use and traffic issues of East 49th Street south of the railroad bridge.
- ✓ Identify modifications to the current Village Planning and Zoning Code regulations, including use districts and supplemental regulations such as signage, parking, landscaping, buffers, riparian zones, and hillside protection to accomplish the planning goals.
- ✓ Identify modifications to the current Village Zoning Map to accomplish the planning goals.

HOUSING

- ✓ Analyze the potential of creating new housing options to serve specific portions of the population of the Village, such as families with children, empty nesters, and senior citizens.
- ✓ Ensure that homeowners and landlords are able to keep their residential properties in good condition.
- ✓ Maintain and improve the homeownership rate in the Village.

RECREATION

- ✓ Provide park and recreational opportunities to meet the needs of residents.

- ✓ Ensure that new development does not have a negative environmental impact such as flooding or erosion.

ENVIRONMENTALLY SENSITIVE AREAS

- ✓ Protect environmentally sensitive areas such as steep slopes, wetlands, watercourses, and floodplains from inappropriate alterations or development.

PUBLIC FACILITIES

- ✓ Ensure that a high level of Village services are maintained, and facilitate the delivery of these services, when appropriate, through the renovation, expansion, or relocation of facilities.

CHAPTER TWO

DEMOGRAPHICS

INTRODUCTION

Demographic analysis is an essential part of a comprehensive plan for a community. Identification of the current demographic and socio-economic characteristics occurring in the Village of Cuyahoga Heights, communities surrounding Cuyahoga Heights, and the Cleveland metropolitan region are vital, both for understanding the community and providing information that can be utilized for making policy decisions.

This chapter provides a profile of Cuyahoga Heights, examining information such as population and housing characteristics, educational attainment, school enrollment, income statistics, and employment characteristics. Past trends for selected data are included where applicable. For comparison purposes, data is also presented for Cuyahoga County and the nearby communities of Brooklyn Heights, Garfield Heights, Independence, Newburgh Heights, and Valley View.

LOCATION

The Village of Cuyahoga Heights is located in the southcentral portion of Cuyahoga County, approximately six miles from downtown Cleveland (*Map 2-1*). The Village is bounded on the north by Newburgh Heights and Cleveland, on the east by Cleveland and Garfield Heights, on the south by Independence and Valley View, and on the west by Brooklyn Heights and Cleveland.

Cuyahoga Heights has excellent access to major arterial roads, interstate highways, and airports. The main north-south streets through Cuyahoga Heights are Canal Road, East 49th Street, and East 71st Street. The main east-west streets are Grant Avenue and Harvard Avenue. Interstate 77 access is available directly at the Harvard Avenue and Grant Avenue interchanges, as well as the northbound ramp at the base of East 71st Street. Interstate 480 access is available at Rockside Road, which is about two miles from Grant Avenue.

From the Grant Avenue interchange of I-77, it is approximately twelve miles to the Ohio Turnpike and approximately thirteen miles to Cleveland Hopkins International Airport, with almost the entire route via interstate highways.

HOUSEHOLD AND POPULATION CHARACTERISTICS

Population Change

Cuyahoga Heights has always had a relatively small population, reaching its peak population of 866 in 1970. By 2000, the population had declined 30% to 599. The current population of about 600 is slightly less than the population of the Village in 1940 (*Appendix 2-A*). The situation of having a lower population in 2000 than in 1970 is also shared by the surrounding communities of Garfield Heights and Newburgh Heights, as well as Cuyahoga County. These declines are a reflection of the national pattern of smaller family sizes, as well as an increase in the number of one-person households due to changes in marriage/divorce patterns and longer life spans. These factors contribute to the overall loss of population in a community, even though the number of households may remain stable or actually increase.

Map 2-1, Community Map, Cuyahoga Heights, Ohio



Village of Cuyahoga Heights

In contrast, the 2000 populations of Brooklyn Heights and Independence have returned to about the same number of persons in 1970 after declining in the intervening decades. Valley View has had steady growth over the past sixty years, and has about 50% more persons in 2000 than in 1970. These communities also followed the pattern of fewer persons in each household, however new home construction brought residents into the community at a faster pace.

Due to the recent release of the U.S. Census data, population projections are currently under revision and are not available at the present time.

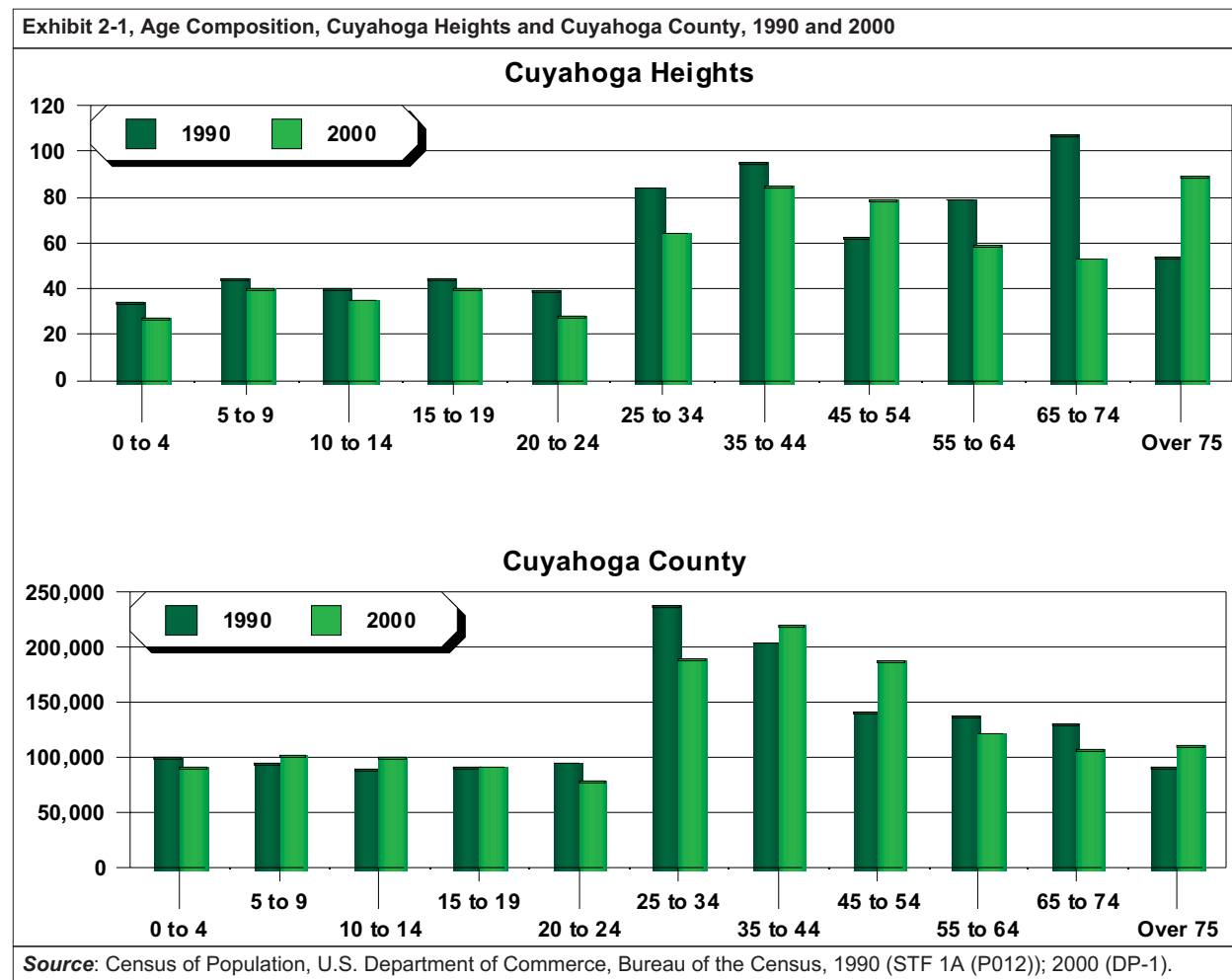
Age and Sex Composition

The rise in life expectancy and the aging “baby boom generation” — those persons born after

World War II through 1965 — have affected the increase in the median age over the last several decades at both the national and local levels. In Cuyahoga Heights, the median age rose from 40.6 in 1990 to 42.4 in 2000. In comparison, the median age countywide was 34.9 in 1990 and 37.3 in 2000.

Exhibit 2-1 and *Appendix 2-B* shows the population of Cuyahoga Heights and Cuyahoga County by age group for 1990 and 2000. Over this time period, only the 45-54 and 75+ age groups in Cuyahoga Heights gained population. In particular, the 75+ age group increased in number by 65%. More age groups gained population in Cuyahoga County from 1990 to 2000, including 5-9, 10-14, 35-44, 45-54, and 75+.

Of the 599 persons in Cuyahoga Heights recorded in the 2000 Census, 312 persons were female (53%)



and 287 were male (47%). These ratios are also the same when considering all persons age eighteen years and over. The ratio changes for persons age 65 years and over however, with 84 of the 142 persons (59%) being female.

Number of Households and Household Size

Although the population in Cuyahoga Heights declined by about 13% during the 1990's, the number of households remained almost steady. In 1990, there were 682 persons and 268 households. In 2000, there were 599 persons and 261 households. The differences in these changes are a reflection of larger trends, including the tendency toward small family sizes and the growing number of one-person households. During the same period, the population of Cuyahoga County declined about 1%, but the number of households increased about 1%.

The average household size in Cuyahoga Heights declined from 2.54 persons per household in 1990 to 2.30 persons per household in 2000. A similar trend existed for Cuyahoga County, with the average household size of 2.46 persons in 1990 declining to 2.39 persons in 2000. For families, the 1990 and 2000 Census results for both Cuyahoga Heights and Cuyahoga County were about three persons per family.

In terms of household size, about one-half of all households in Cuyahoga Heights in 1990 were comprised two or three persons, which is similar to the figure for Cuyahoga County (*Appendix 2-C*). In addition, in 1990 one-person households comprised about one-quarter all households in Cuyahoga Heights, compared to 30% in Cuyahoga County. Similar data from the 2000 Census has not yet been released.

Household Type

The U.S. Census defines family household as "... a householder and one or more other persons living in the same household who are related to the householder by birth, marriage, or adoption."

In 2000, of the 261 households in Cuyahoga Heights, 160 (61%) were family households (*Ap-*

pendix 2-D). Of these family households, 115 comprised married couples, 38% of whom had children under the age of eighteen. In addition, there were 45 single heads of households, one-half of whom had children under the age of eighteen. The remaining 101 households were considered nonfamily households, where the householder lived alone or with nonrelatives. Generally, when compared to Cuyahoga Heights in 2000, Cuyahoga County had a similar profile of households.

When the 1990 and 2000 data are compared, two trends in Cuyahoga Heights are evident. The number of family households declined from 198 to 160, and conversely, the number of nonfamily households rose from 70 to 101. A similar situation occurred in Cuyahoga County as a whole.

In 2000, households with one or more persons age 65 or older represented 40% of all households in Cuyahoga Heights, compared to 28% of all households in Cuyahoga County.

Race

Over time, Cuyahoga Heights has been a relatively racially homogenous community. According to the 2000 Census, more than 98% of the population was white (588 persons). Asian was the next most numerous race represented, with seven persons (1% of the population). Four persons responded to the Census that their lineage was two or more races.

Place of Birth

As of 2000, 84% of Cuyahoga Heights residents (503 persons) were born in the State of Ohio. Another 10% (58 persons) were born elsewhere in the United States, and 6% (38 persons) were foreign born.

HOUSING CHARACTERISTICS

Housing Type

The housing stock in Cuyahoga Heights is primarily comprised of single-family homes (*Exhibit 2-2* and *Appendix 2-E*). According to the 2000 Cen-

Village of Cuyahoga Heights

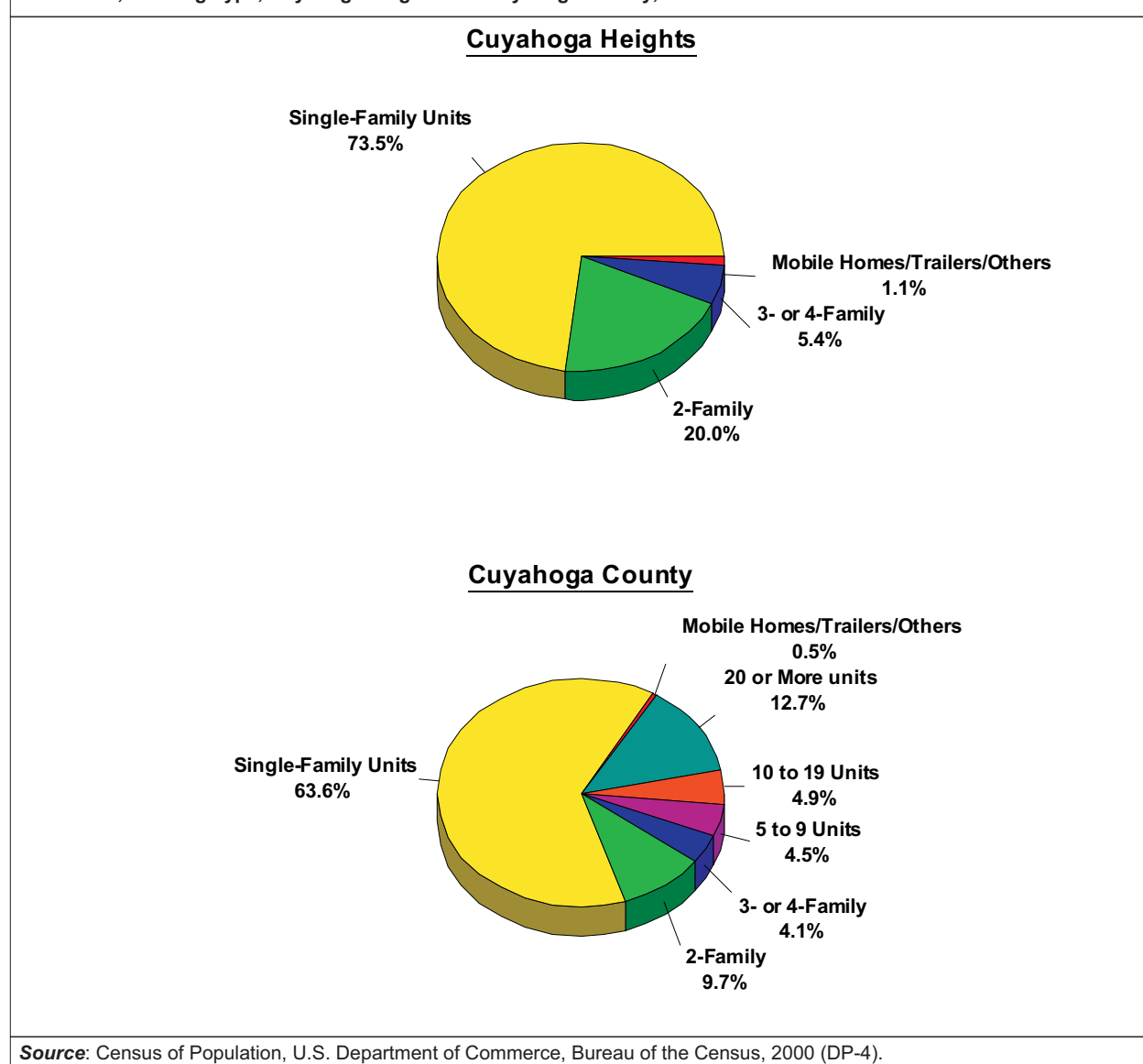
sus, 74% of all housing units were single-family. About 20% of the housing units are located in two-family structures, and about 5% of the housing units are located in structures with three or four units. Garfield Heights, Newburgh Heights, and Cuyahoga County as a whole have a significant mixture of single-family, two-family, and multi-family structures. In comparison, more than 95% of all housing units in Brooklyn Heights, Independence, and Valley View are single-family.

Number of Rooms

The 2000 Census reported that the median number of rooms for housing units in Cuyahoga Heights was 5.9 rooms, which are defined as living rooms, dining rooms, kitchens, bedrooms, finished recreation rooms, enclosed porches suitable for year-round use, and lodger's rooms.

This figure was similar to the median number of rooms in Newburgh Heights (5.5 rooms), Cuyahoga County (5.6 rooms) and Garfield Heights (5.7 rooms). In contrast the median number of rooms was larger in Brooklyn Heights (6.8 rooms),

Exhibit 2-2, Housing Type, Cuyahoga Heights and Cuyahoga County, 2000



Independence (6.8 rooms), and Valley View (7.0 rooms).

In addition, the variety of home sizes is limited in Cuyahoga Heights. More than 60% of the homes have either five or six rooms, while only one-quarter of the homes have seven or more rooms. A diversified mix of homes with various numbers of rooms broadens the appeal of the housing stock to various segments of the population.

New Residential Construction

According to the Cuyahoga County Auditor’s Office, during the period 1990-1999, three single-family homes were constructed in Cuyahoga Heights. During the same period, nearby communities reported varying levels of single-family home construction, including Newburgh Heights (1), Brooklyn Heights (51), Garfield Heights (66), Valley View (97), and Independence (326) (*Exhibit 2-3*).

Age of the Housing Stock

Generally, the housing stock in Cuyahoga Heights is older than in Cuyahoga County as a whole. According to the 2000 Census, 46% of the housing units in Cuyahoga Heights were built in 1939 or earlier, compared to 29% of all housing units in Cuyahoga County. A more detailed discussion of the age of the housing stock can be found in Chapter 3, *Land Use, Building Construction Dates* section.

Housing Occupancy and Ownership Status

The 2000 Census showed that of the total housing units in Cuyahoga Heights, 96% were occupied and 4% were vacant (*Appendix 2-F*). These rates were similar for Cuyahoga Heights based on the 1990 Census.

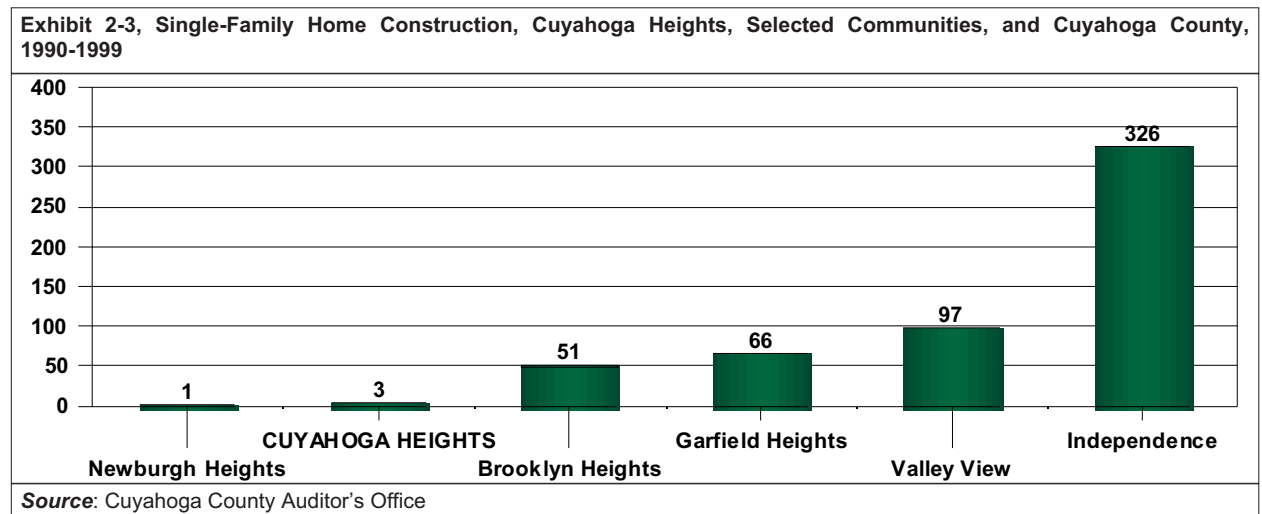
For the 2000 Census, of the 268 occupied housing units, 199 (74%) were owner-occupied and 69 (26%) were renter-occupied. There were no changes in the percentages of owner-occupied and renter-occupied units from the 1990 Census (*Appendix 2-F*). In contrast, Cuyahoga County as a whole showed an owner-occupancy rate just over 60%.

Home Sale Prices

Existing Single-Family Home Sales

The Housing Policy Research Program at Cleveland State University compiles data on an ongoing basis concerning the real estate market for existing single-family homes in Cuyahoga County (*Appendix 2-G*). Due to the low number of existing single-family home sales annually, it is only possible to make general statements about real estate market trends.

During the period 1992 through 2001, there were only two to seven sales of single family homes in Cuyahoga Heights annually. Brooklyn Heights, Newburgh Heights, and Valley View, fluctuated



in the 10 to 35 annual sales range. Independence was in the 65 to 90 annual sales range, and Garfield Heights was in the 375 to 530 annual sales range.

The median is defined as the middle number in a series. Therefore, the median sale price is the amount at which 50% of all sale prices are lower and 50% of all sale prices are higher. It is reasonable to conclude that the median sale price of existing single-family homes in Cuyahoga Heights is rising at a rate similar to Cuyahoga County as a whole. Due to the limited number of annual sales however, it is not possible to make year-by-year comparisons. For example, a steady trend in the real estate market in Cuyahoga Heights is that the median sale price rose above \$100,000 for the first time in 1997 and has stayed above that level through 2001, ranging from about \$102,000 to \$135,000. For comparison, during the period 1999 through 2001, the median sale price of an existing single-family home was generally in the \$70,000's in Newburgh Heights, \$80,000's in Garfield Heights, \$100,000's in Cuyahoga County as a whole, \$120,000's in Brooklyn Heights, \$170,000's to \$190,000's in Independence, and \$150,000's to \$220,000's in Valley View.

When examined by price category, existing homes sales in Cuyahoga Heights are occurring in a moderate price range (*Appendix 2-H*). For the period 1999-2001, 70% of sales were in the \$85,000-\$150,000 range. The following are results for the same period for nearby communities:

- ✓ 50% of sales in Newburgh Heights were in the \$65,000-\$85,000 range

Area	1990	2000	Percent Change
Cuyahoga Heights	\$304	\$508	67.1%
Brooklyn Heights	\$386	\$676	75.1%
Garfield Heights	\$352	\$555	57.7%
Independence	\$402	\$621	54.5%
Newburgh Heights	\$240	\$509	112.1%
Valley View	\$361	\$711	97.0%
Cuyahoga County	\$321	\$541	68.5%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 1A (H032)); 2000 (DP-4).

- ✓ almost 70% of sales in Garfield Heights were in the \$65,000-\$105,000 range
- ✓ 45% of sales in Cuyahoga County were in the \$65,000-\$125,000 range
- ✓ 80% of sales in Brooklyn Heights were in the \$105,000-\$200,000 range
- ✓ 60% of sales in Independence were in the \$150,000-\$250,000 range
- ✓ 50% of sales in Valley View were above \$200,000

Single-Family Homes - New Construction

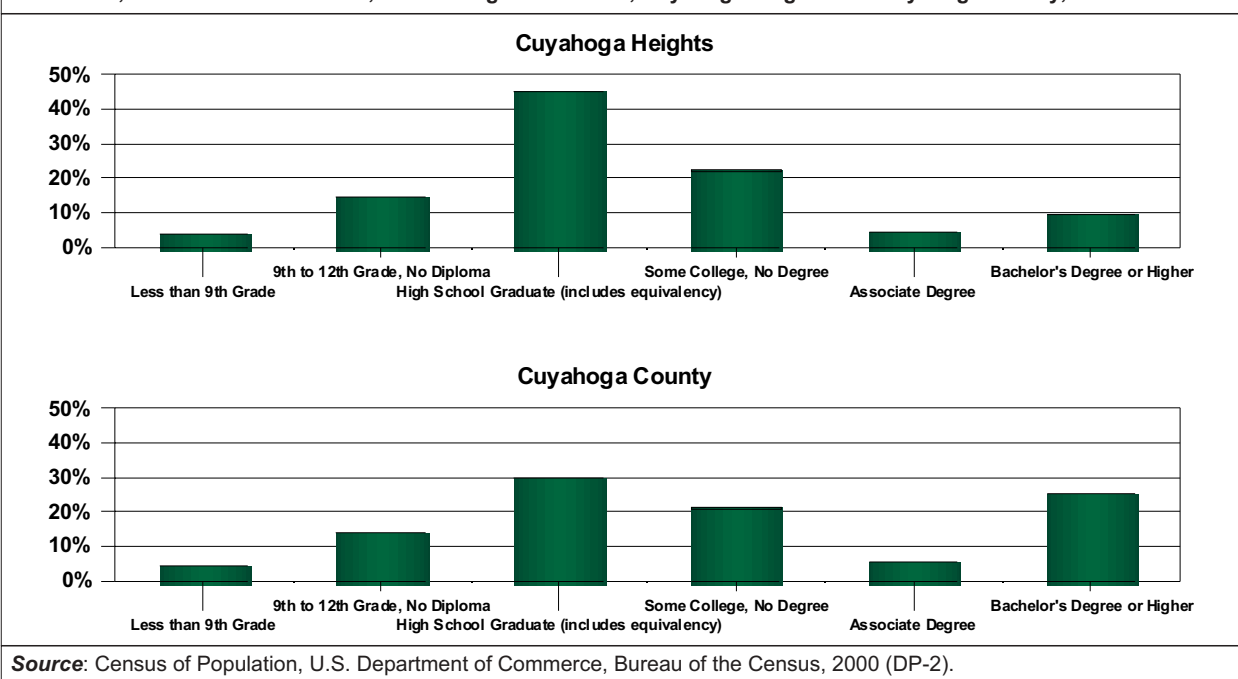
The Housing Policy Research Program at Cleveland State University also compiles data on an ongoing basis concerning the real estate market for new single-family homes in Cuyahoga County (*Appendix 2-I*). Due to the low number of new single-family home sales annually, it is only possible to make general statements about real estate market trends.

Cuyahoga Heights had only one new single-family home constructed during 1999-2001, which was in the \$65,000-\$85,000 price range. In nearby communities, Brooklyn Heights and Newburgh Heights had no new homes constructed, and Valley View had six. Garfield Heights had 41 new single-family homes built during 1999-2001, of which 75% were in the \$105,000-\$200,000 price range. Independence had 35 new homes built during the same period, with about one-third in the \$125,000-\$150,000 price range and about 40% in the over \$250,000 price range. Finally, 1,223 new single-family homes were built in Cuyahoga County during 1999-2001, with more than one-quarter in the \$150,000-\$250,000 price range and over one-third in the over \$250,000 range.

Contract Rent

The median monthly contract rent in Cuyahoga Heights in 2000 was \$508 (*Exhibit 2-4*). The median in Cuyahoga Heights was similar to the figure for Newburgh Heights, Garfield Heights, and Cuyahoga County as a whole. In Brooklyn Heights, Independence, and Valley View, the monthly con-

Exhibit 2-5, Educational Attainment, Persons Age 25 or Older, Cuyahoga Heights and Cuyahoga County, 2000



tract rent was \$100-\$200 higher than in Cuyahoga Heights.

over one-in-four residents to less than one-in-five residents.

EDUCATIONAL CHARACTERISTICS

Educational Attainment

A comparison of the 1990 and 2000 U.S. Censuses showed that the educational attainment levels for residents in Cuyahoga Heights are comparable to those of Cuyahoga County as a whole (*Exhibit 2-5* and *Appendix 2-J*).

As of 2000, 45% of all Cuyahoga Heights residents age 25 years or older had graduated from high school, which is above the Cuyahoga County level of 30%. Conversely, as of 2000, just under 10% of Cuyahoga Heights residents had earned a bachelor's degree or higher, which is below the Cuyahoga County level of 25%.

From 1990 to 2000, the number of residents with less than a ninth grade education or some high school education but no diploma declined in both Cuyahoga Heights and Cuyahoga County from

School Enrollment

The Cuyahoga Heights School District comprises the communities of Brooklyn Heights, Cuyahoga Heights, and Valley View. Total district enrollment has been steady, with current enrollment just below 800 (*Exhibit 2-6*). This enrollment level, which is approximately 10% to 15% below the levels of the mid- to late-1970's, indicates that the current school facilities will likely continue to handle the student population.

School Year	School Enrollment	Change	
		#	%
1997-1998	772	--	--
1998-1999	792	20	2.6%
1999-2000	794	2	0.3%
2000-2001	791	-3	-0.4%

Source: Ohio Department of Education, Interactive Local Report Card.

Village of Cuyahoga Heights

According to the 2000 Census, about 57% of the students in kindergarten through grade twelve lived in Valley View, about 30% of students lived in Brooklyn Heights, and about 13% of students lived in Cuyahoga Heights.

INCOME AND EMPLOYMENT CHARACTERISTICS

Income

During the 1990's, the income of households in Cuyahoga Heights and nearby communities increased at a rate faster than inflation. In addition, household incomes and family incomes in Cuyahoga Heights were higher than the incomes in Garfield Heights, and Newburgh Heights, as well as Cuyahoga County as a whole, but lower than in Brooklyn Heights, Independence, and Valley View (*Exhibit 2-7*).

Household income refers to all of the households in a community, including households having only one per-

son. In 1989, the median household income in Cuyahoga Heights was \$30,234. By 1999 that figure had risen to \$40,625. By adjusting the 1989 Cuyahoga Heights figure for inflation, the 1999 figure is \$1,385 above the amount that would be expected due to inflation. Nearby communities also outpaced inflation over the ten-year period, reaching a range of \$2,000 to \$5,500 in household income by 1999.

Family income includes only households where a head of household lives with one or more persons who are related to the head of household by birth, marriage, or adoption. Family income figures are higher than household incomes, due to the frequency of two wage earners in the same households. In 1989, the median family income in Cuyahoga Heights was \$32,917. By 1999 that figure had risen to \$54,167. By adjusting the 1989 Cuyahoga Heights figure for inflation, the 1999 figure is \$11,445 above the amount that would be expected due to inflation. Nearby

Exhibit 2-7, Median Household Income and Median Family Income, Cuyahoga Heights, Selected Communities, and Cuyahoga County, 1989 and 1999

Area	Median Household Income		Gain Above Inflation, 1989-1999	
	1989	1999	Dollar Amount	Percent
Cuyahoga Heights	\$30,234	\$40,625	\$1,385	3.5%
Brooklyn Heights	\$35,385	\$47,847	\$1,922	4.2%
Garfield Heights	\$28,694	\$39,278	\$2,037	5.5%
Independence	\$40,716	\$57,733	\$4,889	9.3%
Newburgh Heights	\$24,621	\$37,409	\$5,454	17.1%
Valley View	\$45,703	\$64,063	\$4,747	8.0%
Cuyahoga County	\$28,595	\$39,168	\$2,056	5.5%
Area	Median Family Income		Gain Above Inflation, 1989-1999	
	1989	1999	Dollar Amount	Percent
Cuyahoga Heights	\$32,917	\$54,167	\$11,445	26.8%
Brooklyn Heights	\$40,238	\$62,424	\$10,201	19.5%
Garfield Heights	\$34,322	\$47,557	\$3,012	6.8%
Independence	\$46,682	\$65,059	\$4,472	7.4%
Newburgh Heights	\$28,636	\$42,131	\$4,965	13.4%
Valley View	\$49,018	\$71,080	\$7,461	11.7%
Cuyahoga County	\$35,749	\$49,559	\$3,162	6.8%

Note: A ten-year inflation factor of 1.297861 was applied to the 1989 figures in order to adjust them to the equivalent 1999 level (U.S. Census Bureau, Public Information Office, May 20, 2002, *Note Concerning Consumer Price Index (CPI-U-RS) Values in the 1990 Demographic Profile, Tables DP-3, Footnote 4, and in Table DP-4, Footnote 6*).

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 3A (General Profiles)); 2000 (DP-3).

communities also outpaced inflation over the ten-year period, reaching a range of \$3,000 to \$10,000 in family income by 1999.

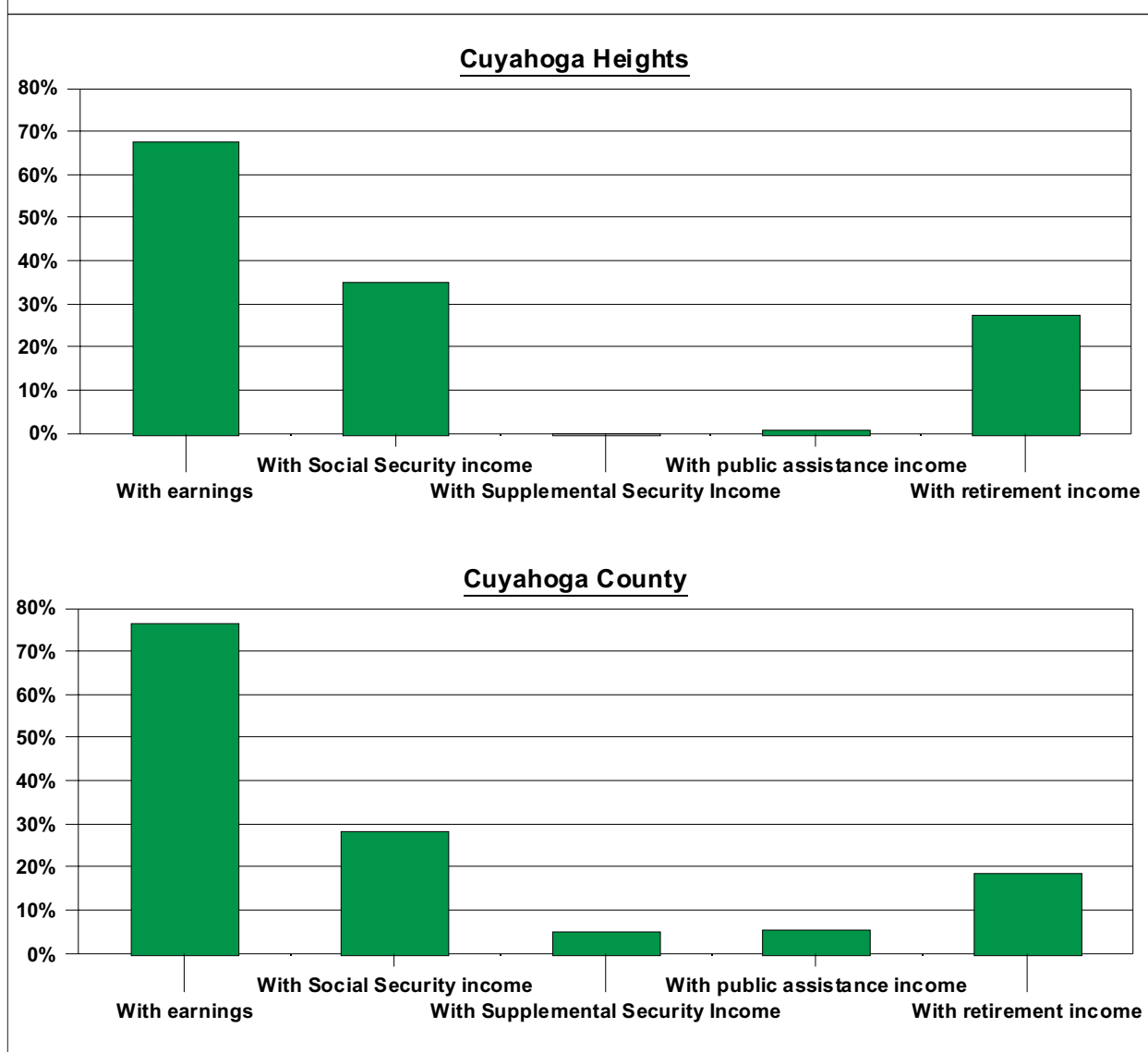
Source of Income

When compared to Cuyahoga County as a whole, a lower percentage of Cuyahoga Heights households have earnings as a source of income, and a higher percentage of households have Social Security and retirement benefits as sources of income. According to the 2000 U.S. Census, 68% of all households in Cuyahoga Heights received in-

come in 1999 from earnings, compared to 76% of all Cuyahoga County residents (*Exhibit 2-8* and *Appendix 2-K*).

In addition, 35% of households in Cuyahoga Heights received Social Security income during 1999, compared to 28% of households countywide. The level of households with retirement income was also higher in Cuyahoga Heights (27%) than for all Cuyahoga County households (18%). As part of 1999 income, less than 1% of

Exhibit 2-8, Source of Income, Cuyahoga Heights and Cuyahoga County, 1999



Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 2000 (DP-3).

Cuyahoga Heights households received public assistance, compared to 5% households countywide.

Employment Status

The potential labor force in Cuyahoga Heights in 2000, which included all persons age 16 years and older, consisted of 491 persons, of which 283 (58%) were part of the civilian labor force. The remaining 208 persons were not in the labor force, which included students, homemakers, retirees, and those persons not actively seeking employment.

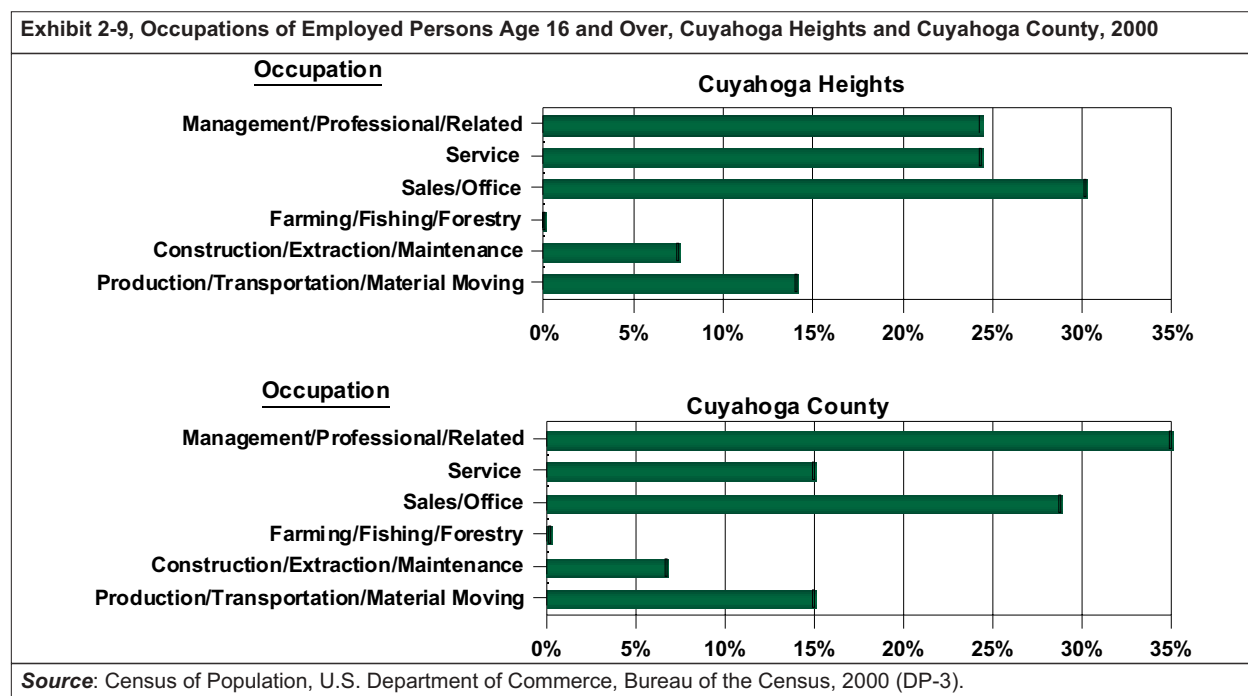
More than 96% of the civilian labor force (272 persons) was employed, a higher percentage than Cuyahoga County as a whole (94%). Of the total civilian labor force of Cuyahoga Heights, 54% were men and 46% were women.

As of the 2000 Census, the unemployment rate in Cuyahoga Heights was 3.9%, which compared favorably to Brooklyn Heights (1.4%), Independence (2.1%), Valley View (2.2%), Garfield Heights (5.9%), and Newburgh Heights (6.3%),

Occupational Composition,

The occupational composition of residents of Cuyahoga Heights shows similarities and differences to that of Cuyahoga County residents as a whole (*Exhibit 2-9* and *Appendix 2-L*). The categories in which Cuyahoga Heights residents were most frequently employed in 2000 were sales and office occupations; management, professional, and related occupations; and service occupations. These categories were also the most frequent countywide, as well as production, transportation, and material moving occupations.

Compared to all residents countywide in 2000, a lower percentage of Cuyahoga Heights residents were employed in management and professional occupations, and a higher percentage of Cuyahoga Heights residents were employed in service occupations.



APPENDIX TWO

Village of Cuyahoga Heights

Appendix 2-A, Population Change, Cuyahoga Heights, Selected Communities, and Cuyahoga County, 1940-2000									
Area	Population							Percent Change	
	1940	1950	1960	1970	1980	1990	2000	1940-1970	1970-2000
Cuyahoga Heights	674	713	796	866	739	682	599	28.5%	-30.8%
Brooklyn Heights	496	931	1,449	1,527	1,653	1,450	1,558	207.9%	2.0%
Garfield Heights	16,989	21,662	38,455	41,417	34,938	31,739	30,734	143.8%	-25.8%
Independence	1,815	3,105	6,868	7,034	6,607	6,500	7,109	287.5%	1.1%
Newburgh Heights	3,830	3,689	3,512	3,396	2,678	2,310	2,389	-11.3%	-29.7%
Valley View	753	998	1,221	1,422	1,576	2,137	2,179	88.8%	53.2%
Cuyahoga County	1,217,250	1,389,532	1,647,895	1,720,835	1,498,400	1,412,140	1,393,978	41.4%	-19.0%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1940-2000

Appendix 2-B, Age Composition, Cuyahoga Heights and Cuyahoga County, 1990 and 2000				
Age Groups	Population			
	Cuyahoga Heights			
	1990		2000	
	Number	Percent	Number	Percent
0-4	34	5.0%	27	4.5%
5-9	44	6.5%	40	6.7%
10-14	40	5.9%	35	5.8%
15-19	44	6.5%	40	6.7%
20-24	39	5.7%	28	4.7%
25-34	84	12.3%	64	10.7%
35-44	95	13.9%	85	14.2%
45-54	62	9.1%	79	13.2%
55-64	79	11.6%	59	9.8%
65-74	107	15.7%	53	8.8%
75+	54	7.9%	89	14.9%
Total	682	100.0%	599	100.0%
Age Groups	Cuyahoga County			
	1990		2000	
	Number	Percent	Number	Percent
	0-4	100,293	7.1%	90,996
5-9	95,303	6.7%	101,372	7.3%
10-14	89,843	6.4%	99,235	7.1%
15-19	90,162	6.4%	89,960	6.5%
20-24	94,679	6.7%	77,515	5.6%
25-34	238,040	16.9%	188,873	13.5%
35-44	203,606	14.4%	219,449	15.7%
45-54	140,952	10.0%	187,601	13.5%
55-64	138,196	9.8%	121,816	8.7%
65-74	130,507	9.2%	107,327	7.7%
75+	90,559	6.4%	109,834	7.9%
Total	1,412,140	100.0%	1,393,978	100.0%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 1A (P012)); 2000 (DP-1).

Village of Cuyahoga Heights

Appendix 2-C, Household Size, Cuyahoga Heights and Cuyahoga County, 1990				
Number of Persons	Cuyahoga Heights		Cuyahoga County	
	Households		Households	
	Number	Percent	Number	Percent
1 person	65	24.3%	169,946	30.2%
2 persons	99	36.9%	174,220	30.9%
3 persons	43	16.0%	91,826	16.3%
4 persons	30	11.2%	73,471	13.0%
5 persons	19	7.1%	34,130	6.1%
6 persons	10	3.7%	12,520	2.2%
7 or more persons	2	0.7%	7,130	1.3%
Total	268	100.0%	563,243	100.0%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990, (STF 1A (P027)).

Appendix 2-D, Household Type, Cuyahoga Heights and Cuyahoga County, 1990 and 2000				
	Cuyahoga Heights			
	1990		2000	
	#	%	#	%
Total Households	268		261	
Family Households	198	73.9%	160	61.3%
Married Households	152	76.8%	115	71.9%
Married Households with Children Under 18	60	39.5%	44	38.3%
Single Head of Household	46	23.2%	45	28.1%
Single Head of Households with Children Under 18	15	32.6%	23	51.1%
Nonfamily Households	70	26.1%	101	38.7%
Households with Persons 65 and Over	109	40.7%	106	40.6%
	Cuyahoga County			
	1990		2000	
	#	%	#	%
Total Households	563,243		571,457	
Family Households	370,083	65.7%	354,615	62.1%
Married Households	267,353	72.2%	242,389	68.4%
Married Households with Children Under 18	116,900	43.7%	102,182	42.2%
Single Head of Household	102,730	27.8%	112,226	31.6%
Single Head of Households with Children Under 18	60,339	58.7%	60,839	54.2%
Nonfamily Households	193,160	34.3%	216,842	37.9%
Households with Persons 65 and Over	160,760	28.5%	155,959	27.3%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 1A (P016 and P024/025)); 2000 (DP-1).

Village of Cuyahoga Heights

Appendix 2-E, Housing Type, Cuyahoga Heights and Cuyahoga County, 2000											
Area	Total Housing Units	Total		Detached		Attached		Units in 2-Family Structures		Units in 3 or 4 Family Structures	
		Single-Family Units		Single-Family Units							
		#	%	#	%	#	%	#	%	#	%
Cuyahoga Heights	280	206	73.6%	199	71.1%	7	2.5%	56	20.0%	15	5.4%
Brooklyn Heights	649	620	95.5%	615	94.8%	5	0.8%	23	3.5%	0	0.0%
Garfield Heights	13,000	10,427	80.2%	10,141	78.0%	286	2.2%	1,033	7.9%	102	0.8%
Independence	2,424	2,374	97.9%	2,360	97.4%	14	0.6%	26	1.1%	8	0.3%
Newburgh Heights	1,157	614	53.1%	567	49.0%	47	4.1%	416	36.0%	107	9.2%
Valley View	691	667	96.5%	661	95.7%	6	0.9%	16	2.3%	4	0.6%
Cuyahoga County	616,903	392,564	63.6%	354,973	57.5%	37,591	6.1%	59,729	9.7%	25,309	4.1%
Area	Total Housing Units	5 to 9 Units in Structure		10 to 19 Units in Structure		20 or More Units in Structure		Mobile Homes, Trailers, Others			
		#	%	#	%	#	%	#	%		
		#	%	#	%	#	%	#	%		
Cuyahoga Heights	280	0	0.0%	0	0.0%	0	0.0%	3	1.1%		
Brooklyn Heights	649	0	0.0%	0	0.0%	0	0.0%	6	0.9%		
Garfield Heights	13,000	428	3.3%	570	4.4%	53	0.4%	293	2.3%		
Independence	2,424	0	0.0%	0	0.0%	0	0.0%	16	0.7%		
Newburgh Heights	1,157	17	1.5%	3	0.3%	0	0.0%	0	0.0%		
Valley View	691	0	0.0%	0	0.0%	0	0.0%	4	0.6%		
Cuyahoga County	616,903	27,640	4.5%	30,125	4.9%	78,267	12.7%	3,214	0.5%		

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 2000 (DP-4).

Appendix 2-F, Housing Occupancy Status, Cuyahoga Heights and Cuyahoga County, 1990 and 2000									
Area	Total Housing Units	1990							
		Occupied		Vacant		Owner- Occupied		Renter- Occupied	
		#	%	#	%	#	%	#	%
Cuyahoga Heights	278	268	96.4%	10	3.6%	199	74.3%	69	25.7%
Cuyahoga County	604,538	563,243	93.2%	41,295	6.8%	349,057	62.0%	214,186	38.0%
2000									
Cuyahoga Heights	277	261	94.2%	16	5.8%	195	74.7%	66	25.3%
Cuyahoga County	616,903	571,457	92.6%	45,446	7.4%	360,980	63.2%	210,477	36.8%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 1A (H001, H002, and H003)); 2000 (DP-4).

Village of Cuyahoga Heights

Appendix 2-G, Existing Single-Family Homes, Median Sale Price and Number of Sales, Cuyahoga Heights, Selected Communities, and Cuyahoga County, 1992-2001

Area	Median Sale Price										Change 1992-2001	
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	\$	%
Cuyahoga Heights	\$94,450	\$49,500	\$76,000	\$73,500	\$98,000	\$110,000	\$110,000	\$120,000	\$101,800	\$135,000	\$40,550	42.9%
Brooklyn Heights	\$79,250	\$100,000	\$99,000	\$135,000	\$98,000	\$150,000	\$109,900	\$116,950	\$128,500	\$122,000	\$42,750	53.9%
Garfield Heights	\$64,500	\$66,000	\$69,000	\$73,000	\$75,000	\$79,000	\$80,000	\$83,900	\$87,050	\$90,500	\$26,000	40.3%
Independence	\$117,450	\$135,750	\$147,650	\$144,500	\$140,500	\$162,000	\$165,000	\$177,000	\$179,450	\$191,500	\$74,050	63.0%
Newburgh Heights	\$52,500	\$48,500	\$50,000	\$48,250	\$65,500	\$56,500	\$70,000	\$80,000	\$75,000	\$71,150	\$18,650	35.5%
Valley View	\$166,000	\$128,000	\$167,500	\$192,500	\$183,000	\$222,500	\$186,500	\$183,500	\$153,000	\$229,000	\$63,000	38.0%
Cuyahoga County	\$82,500	\$83,900	\$85,000	\$87,500	\$91,500	\$95,000	\$100,000	\$102,000	\$107,500	\$111,000	\$28,500	34.5%

Area	Number of Sales										Total
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	
Cuyahoga Heights	6	2	3	3	3	3	5	7	5	5	42
Brooklyn Heights	18	29	21	18	17	23	19	18	15	15	193
Garfield Heights	377	402	443	425	427	426	478	529	498	483	4,488
Independence	64	70	72	67	63	65	93	77	80	73	724
Newburgh Heights	23	19	34	28	32	24	17	21	24	14	236
Valley View	24	22	22	10	15	15	8	15	17	13	161
Cuyahoga County	14,289	15,080	15,868	15,118	15,818	15,987	18,113	18,112	16,753	16,805	161,943

Source: Housing Policy Research Program, The Urban Center, Maxine Levin College of Urban Affairs, Cleveland State University, 1992-2001.

Appendix 2-H, Existing Single-Family Homes, Sales by Price Category, Cuyahoga Heights, Selected Communities, and Cuyahoga County, 1999-2001

Area	Less Than \$45,000	\$45-65,000	\$65-85,000	\$85-105,000	\$105-125,000	\$125-150,000	\$150-200,000	\$200-250,000	Greater Than \$250,000	Total
Cuyahoga Heights	0	1	2	3	6	3	2	0	0	17
Brooklyn Heights	0	3	2	3	18	8	12	2	0	48
Garfield Heights	79	151	466	564	194	42	14	0	0	1,510
Independence	0	4	1	2	12	40	93	44	34	230
Newburgh Heights	6	12	34	13	0	1	0	0	0	66
Valley View	1	2	2	2	7	3	5	15	8	45
Cuyahoga County	5,154	4,424	7,634	8,195	7,407	6,342	6,360	2,657	3,497	51,670

Area	Less Than \$45,000	\$45-65,000	\$65-85,000	\$85-105,000	\$105-125,000	\$125-150,000	\$150-200,000	\$200-250,000	Greater Than \$250,000	Total
Cuyahoga Heights	0.0%	5.9%	11.8%	17.6%	35.3%	17.6%	11.8%	0.0%	0.0%	100.0%
Brooklyn Heights	0.0%	6.3%	4.2%	6.3%	37.5%	16.7%	25.0%	4.2%	0.0%	100.0%
Garfield Heights	5.2%	10.0%	30.9%	37.4%	12.8%	2.8%	0.9%	0.0%	0.0%	100.0%
Independence	0.0%	1.7%	0.4%	0.9%	5.2%	17.4%	40.4%	19.1%	14.8%	100.0%
Newburgh Heights	9.1%	18.2%	51.5%	19.7%	0.0%	1.5%	0.0%	0.0%	0.0%	100.0%
Valley View	2.2%	4.4%	4.4%	4.4%	15.6%	6.7%	11.1%	33.3%	17.8%	100.0%
Cuyahoga County	10.0%	8.6%	14.8%	15.9%	14.3%	12.3%	12.3%	5.1%	6.8%	100.0%

Source: Housing Policy Research Program, The Urban Center, Maxine Levin College of Urban Affairs, Cleveland State University, 1999-2001.

Village of Cuyahoga Heights

Appendix 2-I, New Construction of Single-Family Homes, Sales by Price Category, Cuyahoga Heights, Selected Communities, and Cuyahoga County, 1999-2001

Area	Less Than \$45,000	\$45-65,000	\$65-85,000	\$85-105,000	\$105-125,000	\$125-150,000	\$150-200,000	\$200-250,000	Greater Than \$250,000	Total
Cuyahoga Heights	0	0	1	0	0	0	0	0	0	1
Brooklyn Heights	0	0	0	0	0	0	0	0	0	0
Garfield Heights	0	3	2	4	9	13	9	0	1	41
Independence	0	3	2	0	4	11	1	1	13	35
Newburgh Heights	0	0	0	0	0	0	0	0	0	0
Valley View	0	1	1	2	0	0	1	0	1	6
Cuyahoga County	0	99	90	74	81	124	168	162	425	1,223

Area	Less Than \$45,000	\$45-65,000	\$65-85,000	\$85-105,000	\$105-125,000	\$125-150,000	\$150-200,000	\$200-250,000	Greater Than \$250,000	Total
Cuyahoga Heights	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Brooklyn Heights	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Garfield Heights	0.0%	7.3%	4.9%	9.8%	22.0%	31.7%	22.0%	0.0%	2.4%	100.0%
Independence	0.0%	8.6%	5.7%	0.0%	11.4%	31.4%	2.9%	2.9%	37.1%	100.0%
Newburgh Heights	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Valley View	0.0%	16.7%	16.7%	33.3%	0.0%	0.0%	16.7%	0.0%	16.7%	100.0%
Cuyahoga County	0.0%	8.1%	7.4%	6.1%	6.6%	10.1%	13.7%	13.2%	34.8%	100.0%

Source: Housing Policy Research Program, The Urban Center, Maxine Levin College of Urban Affairs, Cleveland State University, 1999-2001.

Appendix 2-J, Educational Attainment, Persons Age 25 or Older, Cuyahoga Heights and Cuyahoga County, 1990 and 2000

Area	Persons 25 Years of Age or Older	Less than 9th Grade		9th to 12th Grade, No Diploma		High School Graduate (includes equivalency)		Some College, No Degree		Associate Degree		Bachelor's Degree or Higher	
		#	%	#	%	#	%	#	%	#	%	#	%
1990													
Cuyahoga Heights	467	44	9.4%	91	19.5%	209	44.8%	79	16.9%	6	1.3%	38	8.1%
Cuyahoga County	943,924	72,536	7.7%	172,761	18.3%	291,883	30.9%	169,957	18.0%	46,969	5.0%	189,818	20.1%
2000													
Cuyahoga Heights	432	16	3.7%	63	14.6%	194	44.9%	98	22.7%	20	4.6%	41	9.5%
Cuyahoga County	936,148	41,967	4.5%	129,995	13.9%	281,264	30.0%	198,044	21.2%	49,465	5.3%	235,413	25.1%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 3A (P057)); 2000 (DP-2).

Village of Cuyahoga Heights

Source of Income	Cuyahoga Heights		Cuyahoga County	
	Number	Percent	Number	Percent
With earnings	182	67.7%	437,375	76.5%
With Social Security income	94	34.9%	161,939	28.3%
With Supplemental Security Income	0	0.0%	27,722	4.8%
With public assistance income	2	0.7%	30,050	5.3%
With retirement income	74	27.5%	104,655	18.3%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 2000 (DP-3).

Occupation	Cuyahoga Heights					
	1990		2000		Change 1990-2000	
	#	%	#	%	#	%
Management, professional, related occupations	49	16.3%	66	24.3%	17	34.7%
Service occupations	71	23.6%	66	24.3%	-5	-7.0%
Sales and office occupations	88	29.2%	82	30.1%	-6	-6.8%
Farming, fishing, and forestry occupations	4	1.3%	0	0.0%	-4	-100.0%
Construction, extraction, and maintenance occupations	31	10.3%	20	7.4%	-11	-35.5%
Production, transportation, and material moving occupations	58	19.3%	38	14.0%	-20	-34.5%
Total	301	100.0%	272	100.0%	-29	-9.6%

Occupation	Cuyahoga County					
	1990		2000		Change 1990-2000	
	#	%	#	%	#	%
Management, professional, related occupations	176,564	28.0%	220,939	34.8%	44,375	25.1%
Service occupations	80,681	12.8%	94,542	14.9%	13,861	17.2%
Sales and office occupations	217,686	34.6%	181,884	28.7%	-35,802	-16.4%
Farming, fishing, and forestry occupations	3,661	0.6%	606	0.1%	-3,055	-83.4%
Construction, extraction, and maintenance occupations	60,224	9.6%	42,211	6.7%	-18,013	-29.9%
Production, transportation, and material moving occupations	90,696	14.4%	94,237	14.9%	3,541	3.9%
Total	629,512	100.0%	634,419	100.0%	4,907	0.8%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 3A (General Profiles, Labor Force and Commuting)); 2000 (DP-3).

CHAPTER THREE

LAND USE

LAND USE INVENTORY

This section will outline the evolution of land use patterns in the Village of Cuyahoga Heights, as well as the natural features of the community. Specific historical information has been obtained from atlases, maps, and publications. For the 2001 data, land usage was determined through the use of Cuyahoga County Auditor's Office records, aerial photographs, and a field survey conducted by Cuyahoga County Planning Commission staff.

LAND USE EVOLUTION

Cuyahoga Heights was originally part of Newburgh Township and later Newburgh Heights. In the early 20th century farms began to be subdivided for residential neighborhoods, particularly north of Harvard Avenue, and residents differed in their views of the future of the community. An election in 1918 resulted in the creation of Cuyahoga Heights out of a portion of Newburgh Heights. The residential area remained as Newburgh Heights, and the agricultural and industrial area became Cuyahoga Heights.

The land uses in 1938 illustrate the dual intent of the community to pursue both agriculture and industry (*Exhibit 3-1*). About 60% of the total 2,000-plus acres in the Village had been developed as of 1938 (1,264 acres). The three largest land uses were industrial (451 acres), institutional/utilities/parks/public open space (335 acres - primarily the Southerly Wastewater Treatment Plant), and agriculture (177 acres). These three land use types totalled 45% of all acreage within the Village.

During the past sixty years, the continued expansion of the metropolitan area and the construction of the freeway system have had significant impacts on Cuyahoga Heights in terms of development (*Exhibit 3-1* and *Map 3-1*). As of 2001, the percentage of all land within the Village that had been developed rose to almost 88%. Industrial land uses remained the largest category, about 750 acres. The next largest land use was parks/recreation (320 acres - primarily the Cleveland Metroparks Ohio & Erie Canal Reservation), followed by utilities (276 acres - primarily the Southerly Wastewater Treat-

ment Plant). These three land use types totalled two-thirds of all acreage within the Village. In contrast, during the past sixty years agricultural land uses dropped to zero.

BUILDING CONSTRUCTION DATES

A review of the construction dates of existing buildings illustrates how residential and industrial uses developed by decade during the 20th century (*Exhibit 3-2*). For residences, one-third of the existing houses were built between 1900 and 1939. The major period of home construction occurred immediately after World War II, when 60% of the existing houses were built during the 1940's through the 1960's. There has been very little housing construction in the Village since 1970.

Industrial development also began in the early decades of the 20th century, and about 16% of the existing industrial buildings were constructed during the period 1900-1939. The primary period of industrial construction was the 1950's and 1960's, when one-half of the existing industrial structures were built. In the last generation, industrial construction has continued at a moderate rate, with over one-quarter of all existing industrial structures having been built since 1970.

The aging building stock of the Village presents several issues. The repair needs of houses must be continuously addressed in order to prevent code violations and keep the housing stock attractive in the real estate market for incoming purchasers. In addition, a lack of new housing or housing options to meet the needs of aging residents means that some residents will not remain—or can not remain—in the Village.

Aging industrial buildings are subject to market obsolescence due to factors such as repair needs; inadequate loading areas, parking, and vehicle circulation; low ceilings; inflexible interior layout; or specialized previous uses that make adaptation to new uses difficult. The only option to address obsolete industrial buildings is demolition and replacement, a process that may be com-

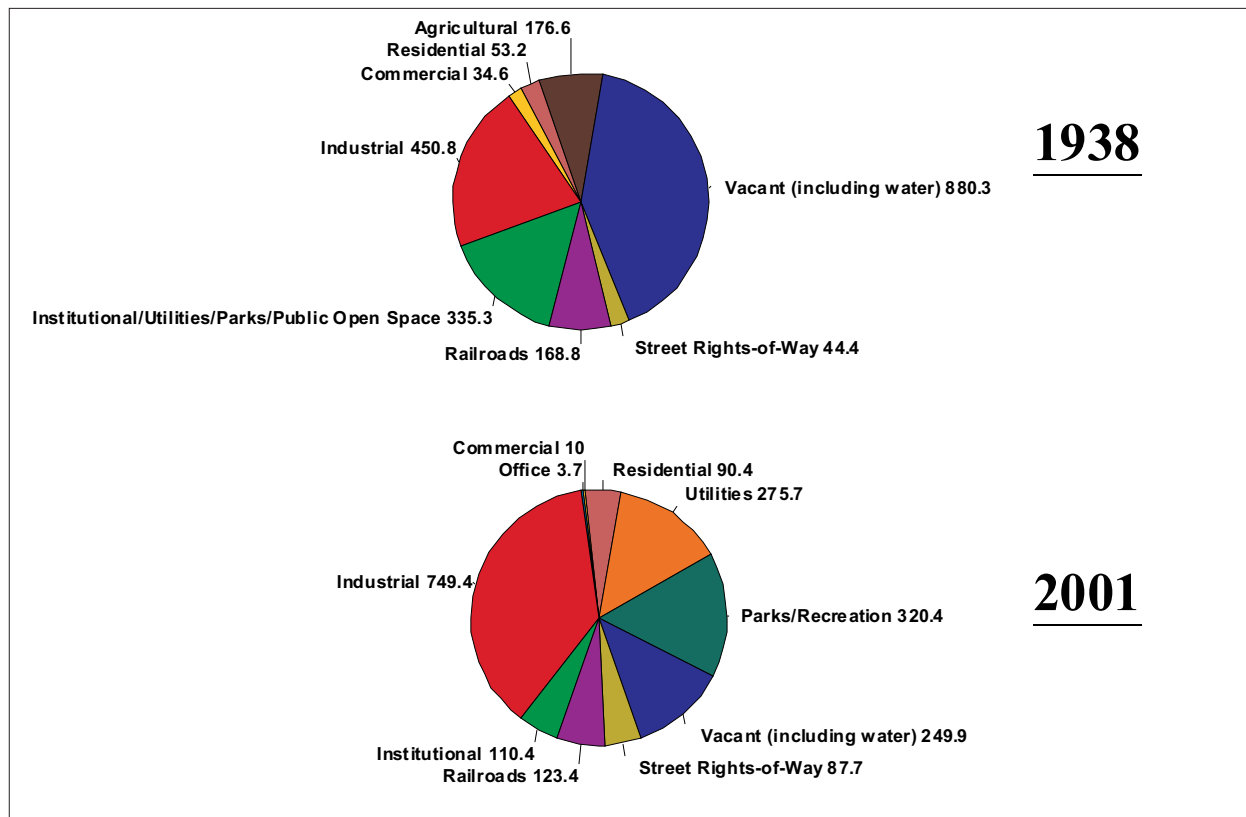
Village of Cuyahoga Heights

Exhibit 3-1, Land Use, Cuyahoga Heights, 1938 and 2001

Land Use	1938			2001		
	Acreage	Percent of Developed Acreage	Percent of Total Acreage	Acreage	Percent of Developed Acreage	Percent of Total Acreage
Agricultural	176.6	14.0%	8.2%	0.0	0.0%	0.0%
Residential	53.2	4.2%	2.5%	90.4	5.1%	4.5%
Commercial	34.6	2.7%	1.6%	10.0	0.6%	0.5%
Office	0.0	0.0%	0.0%	3.7	0.2%	0.2%
Industrial	450.8	35.7%	21.0%	749.4	42.3%	37.1%
Institutional/Utilities/Parks/Public Open Space	335.3	26.5%	15.6%			
Parks/Recreation				320.4	18.1%	15.9%
Institutional (including government, schools, and cemeteries)				110.4	6.2%	5.5%
Utilities				275.7	15.6%	13.6%
Railroads	168.8	13.4%	7.9%	123.4	7.0%	6.1%
Street Rights-of-Way	44.4	3.5%	2.1%	87.7	5.0%	4.3%
Total Developed Acreage	1263.7	100.0%	58.9%	1771.1	100.0%	87.6%
Vacant (including water)	880.3		41.1%	249.9		12.4%
Total Acreage	2144.0		100.0%	2021.0		100.0%

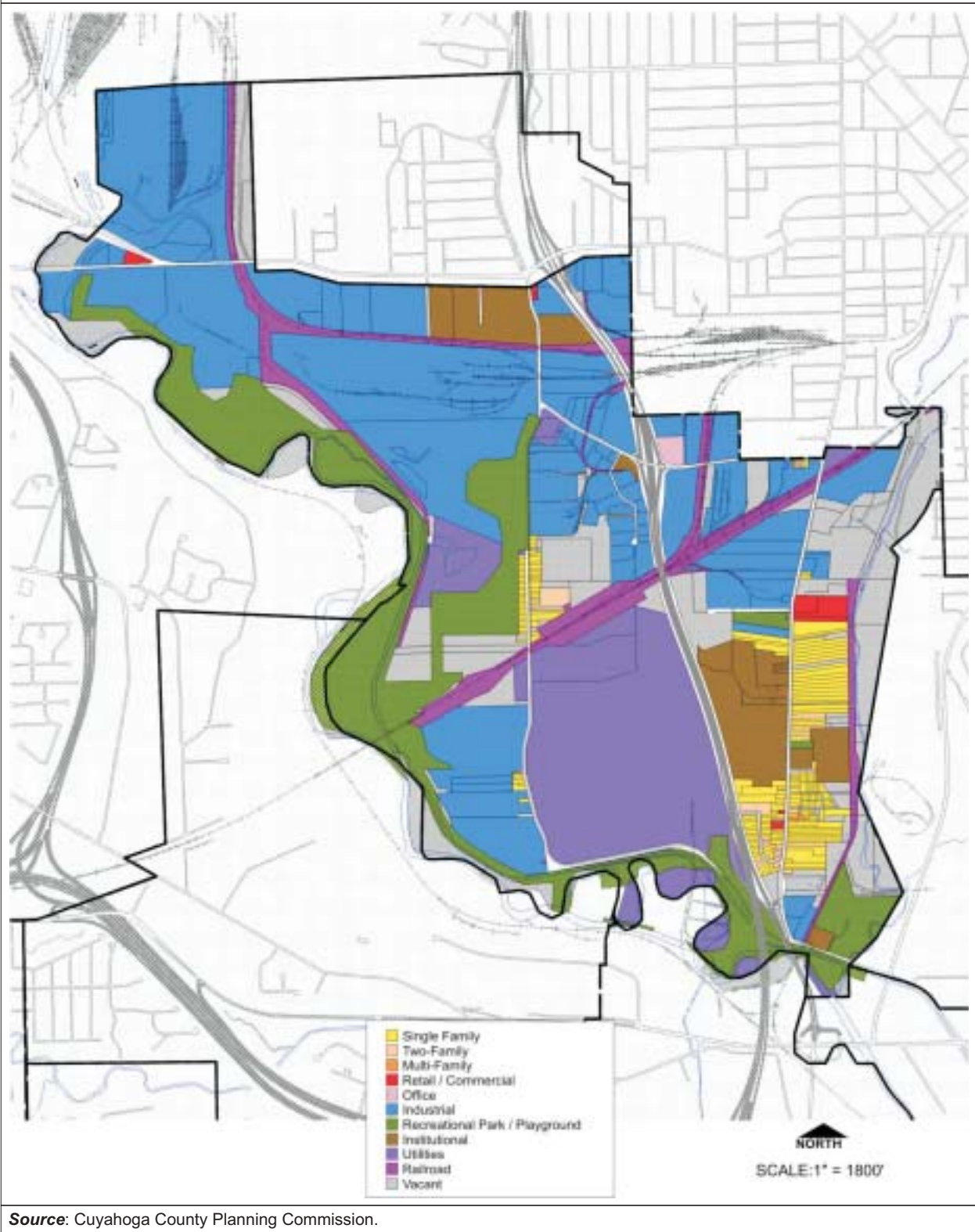
Total Acreage figures vary slightly due to different data sources.
Ohio & Erie Canal Reservation acreage (293.9) is estimated.
Street Rights-of-Way acreage for 2001 is estimated.

Sources: Population 1930-1940, W.P.A. Projects 17191 and 18246, Regional Association of Cleveland; Cuyahoga County Planning Commission, 2001



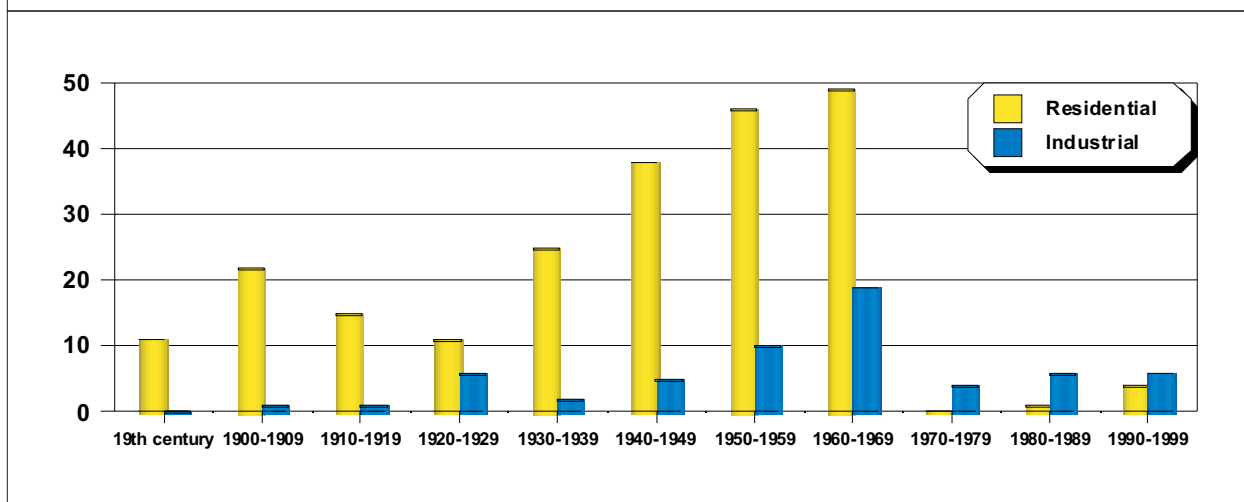
Village of Cuyahoga Heights

Map 3-1, Land Use, Cuyahoga Heights, 2001



Source: Cuyahoga County Planning Commission.

Exhibit 3-2, Building Construction Dates, Cuyahoga Heights



Date of Construction	Number of Existing Buildings	
	Residential	Industrial
19th century	11	0
1900-1909	22	1
1910-1919	15	1
1920-1929	11	6
1930-1939	25	2
1940-1949	38	5
1950-1959	46	10
1960-1969	49	19
1970-1979	0	4
1980-1989	1	6
1990-1999	4	6
Total	222	60

Sources: Cuyahoga County Auditor's Office, 2001

continuous rain, floodplains hold water that may otherwise flow to flood developed areas.

Map 3-2 shows areas considered floodplains by the Federal Emergency Management Agency, as provided by the Ohio Department of Natural Resources. The federal government utilizes a standard of measurement known as the 100-year floodplain, which is defined as the land area that has a one percent chance of being covered by flood water in any given year. Floodplains are regulated by the U. S. Army Corps of Engineers and the Federal Emergency Management Agency. Local regulations are outlined in Chapter 1466, *Flood Damage Prevention*, Building and Housing Code of the Codified Ordinances of Cuyahoga Heights.

plicated by the need to environmentally remediate buildings or surrounding acreage. In addition, the improvements in the freeway system over the past forty years also mean that industrial uses may not be the most appropriate solution for property that is now located adjacent to freeway interchanges.

Due to the topography of Cuyahoga Heights, the floodplains are confined to the areas adjacent to the two watercourses in the village. Along Mill Creek, the area prone to flooding is generally vacant bottomland, as well as Bacci Park and its vicinity. Along the Cuyahoga River, the area prone to flooding is generally vacant bottomland owned by various private industrial owners, or the Northeast Ohio Regional Sewer District. Much of this land is now part of the Cleveland Metroparks Ohio & Erie Canal Reservation. In general, flooding situations are not likely to cause significant property damage to structures.

NATURAL FEATURES

Floodplains

A floodplain is the relatively flat area or low land adjoining the channel of a river or stream which has been—or may be—covered by flood water. Floodplains are an important part of the stormwater management system. During periods of heavy or

Finally, the 100-year floodplain boundaries were revised by the Federal Emergency Management Agency, effective July 19, 2001. There are only minor changes between the 2001 boundaries and the 1981 boundaries, which was when the previous set of floodplain maps was issued. There is however, a noticeable increase in the base flood elevations between the 1981 and 2001 maps. For example, the base flood elevation in the vicinity of Bacci Park is five feet higher on the 2001 map. The base flood elevation is about four feet higher in the vicinity of the Southerly Wastewater Treatment Plant; about two feet higher in the vicinity of the CSX railroad trestle over the valley; and one to two feet higher in the vicinity of the CanalWay Center and Alcoa property. The base flood elevation is at the same level at old Harvard Avenue.

Wetlands

Wetlands are transitional areas between open water and dry land. The loss or degradation of wetlands can lead to serious consequences, including increased flooding when these natural water storage areas have been reduced in size or eliminated; species decline, extinction, or deformity; and decline in water quality. According to the 1994 report of the Ohio Wetlands Task Force, Ohio has lost more than 90% of its original wetland areas. Therefore, protecting remaining wetland areas is important. Development that impacts wetlands is regulated through the U.S. Army Corps of Engineers.

Wetland types range from lands that constantly have standing water to areas that only infrequently have standing water, such as portions of woods or fields. The length of time that standing water is present is the controlling factor in determining the type of plant and animal communities living in wetlands. Even when standing water is not present, wetlands can be identified by the type of soil and plants that are present.

Map 3-2 shows general areas considered to be wetlands, as provided by the Ohio Department of Natural Resources. Due to the steep topography of Cuyahoga Heights, the wetlands are generally confined to areas adjacent to Mill Creek and the Cuyahoga River or along the wooded slopes of the valleys. Although these areas would not be generally suitable for construction of buildings, activities such as filling would have an impact.

It is important to note that Map 3-2 provides general locations of areas that may be wetlands. Site specific verification of wetland conditions is required for development projects. In addition, new development within the village, as well as new development that has occurred upstream of Cuyahoga Heights in the watershed of the Cuyahoga River, may have changed the extent of the general wetland areas.

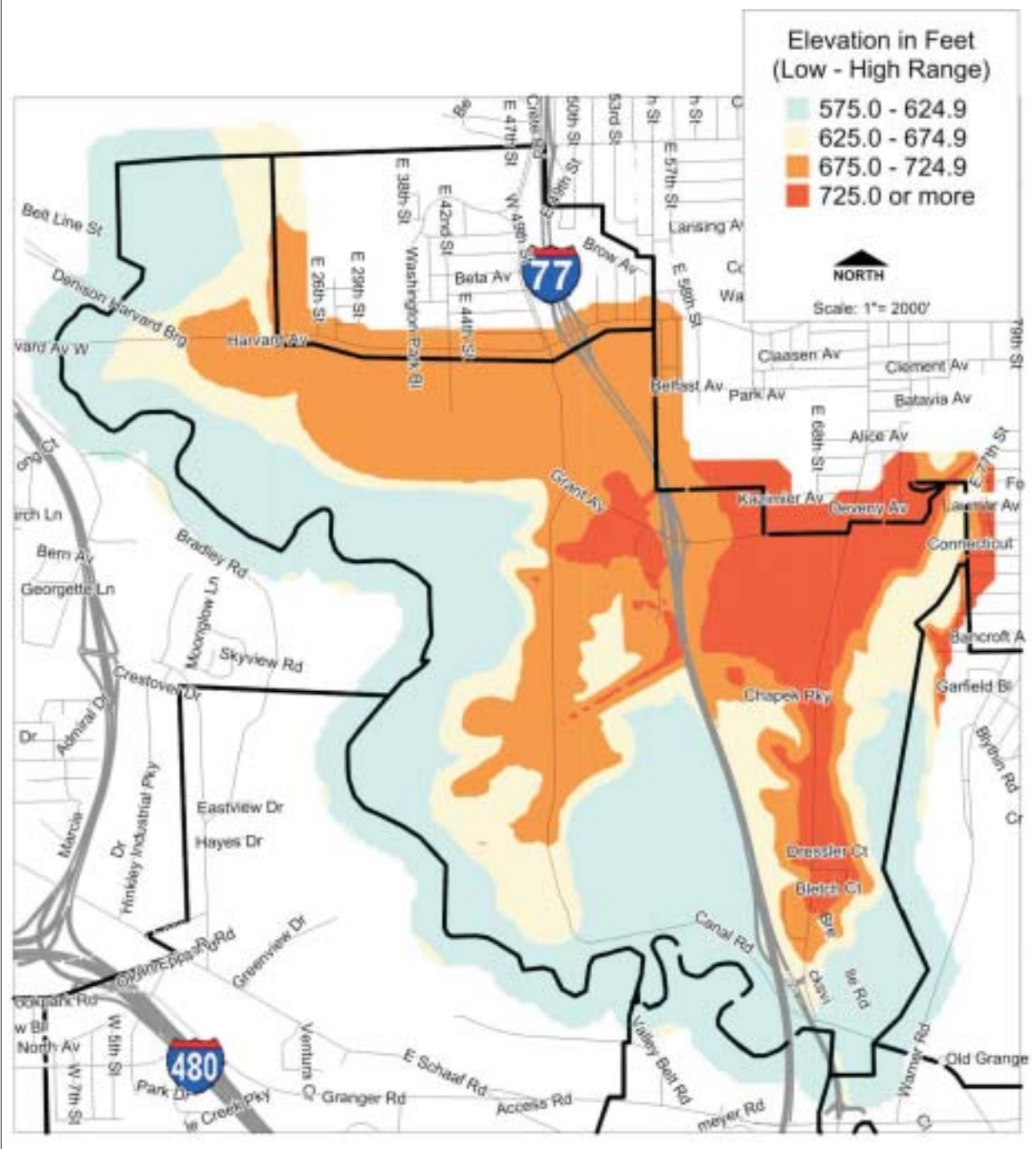
Steep Slopes

Steep slopes are generally defined as land with a slope of 12% or more. Areas of steep slopes usually have higher site preparation costs due to additional engineering work and construction such as cutting, filling, erosion control, and slope reinforcement. The numerous steep slopes in Cuyahoga Heights are part of the Cuyahoga River Valley and the Mill Creek Valley. *Map 3-2* shows topography changes in ten-foot increments, as provided by the U.S. Geologic Survey. The closer together that the topographic lines are arranged, the steeper the slope. This data does not reflect fill activities that have occurred in the past generation, such as the landfill west of Willow Parkway.

In terms of elevation, the highest portion of the village is the area along East 71st Street and Grant Avenue east of I-77 (*Map 3-3*). The terrain then drops steadily 100 to 150 feet into the Cuyahoga River and Mill Creek Valleys.

Village of Cuyahoga Heights

Map 3-3, Elevation, Cuyahoga Heights



Source: U.S. Geologic Survey, Digital Elevation Model (7.5 Minute Quadrangle)

CHAPTER FOUR

ECONOMIC DEVELOPMENT
AND MARKET ANALYSIS

INTRODUCTION

The industrial sector is the most important component of the economy of Cuyahoga Heights. The retention and expansion of this sector, as well as selected broadening into areas such as office uses, are important to maintaining the economic viability of the Village.

This chapter examines trends and conditions in terms of the regional market and looks at how those relate on a local level. The existing inventory of industrial establishments in Cuyahoga Heights is profiled, including square footage, property tax delinquency, and property currently for sale or lease. The amount of recent new commercial, office, and industrial space that has been developed in the area is reviewed, and the most recent traffic counts for both total vehicles and trucks is examined. The final section includes a listing of economic development incentives and programs that are available within Cuyahoga Heights.

Development and redevelopment strategies for specific industrial locations and corridors will be addressed in Chapter 7, *Alternative Development Plans*.

CURRENT REGIONAL CONDITIONS AND TRENDS

Industrial Market

Layoffs, weak manufacturing sectors, and failed technology companies have not significantly affected the national industrial market vacancy rate. The national industrial vacancy rate declined to 5.9% during the fourth quarter, 2000, dropping below 6% for the first time since 1985 (Grubb & Ellis, 2001). In the Cleveland area, overall industrial space vacancy at the end of 2000 was 8.9%, rising to 10.9% at the end of the second quarter, 2001. In the section of the metropolitan area that includes Cuyahoga Heights, which extends from the I-77/I-480 vicinity southward along the I-77 corridor to Summit County, the overall industrial space vacancy at the end of 2000 was 9.3%, rising to 13.0% at the end of the second quarter, 2001 (Col-

liers International, 2001). There has been a decline in the need for manufacturing and distribution space across a broad spectrum of industries, as demand for production has slowed and inventory levels have risen. It is anticipated that vacancy rates will not rise dramatically from the current levels. Specifically for Cuyahoga Heights, there is also the issue of the ongoing viability of the local steel industry.

For the near term, the Cleveland industrial market is predicted to have reduced activity and basically flat rents. Demand for industrial space however, is closely linked to larger economic trends such as retail sales, international trade flows, and manufacturing output, as opposed to employment growth (Grubb & Ellis, 2001). Fully developed communities such as Cleveland and inner ring suburbs have had a more difficult time attracting and retaining industries which favor large, single-story plant layouts and easily accessed interstate locations.

New industrial construction completed during 2000 in the Cleveland area totalled 1.9 million square feet. Speculative building projects are almost nonexistent, reflecting the conservative approach of local developers and lenders to have tenant agreements in place prior to construction. The majority of the new construction in the Cleveland area has involved buildings of 50,000 square feet or less (Colliers International, 2001).

Average asking industrial lease rates for metropolitan Cleveland range from \$5.39 per square foot for warehouse-distribution to \$9.62 per square foot for research and development-flex space (Grubb & Ellis, 2001). An estimate for average asking lease rates for warehouse-distribution space in the portion of the metropolitan area that includes Cuyahoga Heights is about \$4.50 per square foot (Colliers International, 2001).

A number of mergers, acquisitions, and bankruptcies in the metropolitan area have created excess industrial floor space, which may lower asking rental rents. In addition, reductions in lease rates and sale prices are beginning to be more prevalent, as a direct response to the slow economy. Similar to new construction, the majority of leasing of existing

buildings is occurring in the 50,000 square feet and under category.

Office Market

The office market vacancy rates, both nationally and for the metropolitan Cleveland area, are basically stable. At the end of 2000, the national vacancy rate was 10.4%, compared to 13.8% for the Cleveland area. At the end of the second quarter, 2001, the vacancy rate for metropolitan Cleveland was 14.0%. In the section of the metropolitan area that includes Cuyahoga Heights, which extends from the I-77/I-480 vicinity southward along the I-77 corridor to Summit County, the overall office space vacancy at the end of 2000 was 18.1%, decreasing to 17.1% at the end of the second quarter, 2001 (Colliers International, 2001).

In the near term, the 40 million square foot Cleveland office market shows little movement, with only a moderate demand for existing space, limited new construction, steady vacancy rates, and stable asking lease rates. Sublease opportunities continue to be a problem in the market, as some tenants have downsized or moved and given back significant portions of leased space. The vacancy rates listed above do not include occupied, but available, sublease space (Colliers International, 2001).

For the future, developers continue to have an optimistic view of the Cleveland area market, with almost one million square feet of planned construction. Some of this proposed construction has been delayed however, while developers wait to secure tenants prior to construction (Colliers International, 2001).

The lease rate for office space is influenced by whether the building is classified as either A, B, or C, which relates to design and functionality, year of construction, and building location:

- ✓ Class A buildings are usually new or only a few years old, with state-of-the-art functionality and architectural design, infrastructure, life safety, and mechanical systems. These buildings are also located in the most sought-after areas and typically command the highest rents.

- ✓ Class B buildings are usually highly functional, well-located facilities more than ten years old. These buildings generally have a less desirable design and infrastructure than Class A buildings, although a well-located Class B building can be renovated and reclassified as an A.
- ✓ Class C buildings are more than 25 years old and have not been renovated. Class C buildings are functionally and architecturally obsolete, located in less desirable areas, and have the lowest rents of the three classes. It is not likely that a Class C building could be rehabilitated to A status, regardless of its location.

Current average asking office lease rates for the metropolitan area of Cleveland are \$23.65 per square foot per year for Class A space and \$17.45 per square foot per year for Class B space (Grubb & Ellis, 2001). An estimate for average asking office lease rates for space in the portion of the metropolitan area that includes Cuyahoga Heights is about \$22.00-23.00 for Class A office space, \$18.00-\$19.00 for Class B office space, and about \$15.00 for Class C office space (Colliers International, 2001).

New Construction

Within the past five years, there has been a variety of new commercial, office, and industrial/warehouse construction in Cuyahoga Heights and nearby communities. *Exhibit 4-1* provides detailed information for the years 1996 through 2000. In the industrial/warehouse category, although Cuyahoga Heights has not had as many individual projects as other communities such as Garfield Heights or Valley View, the total construction valuation of almost \$28 million has been the highest. The data also shows that in the office category, Brooklyn Heights, Garfield Heights, and Independence have had 19 new projects valued at almost \$96 million. These three communities share the same locational attributes as Cuyahoga Heights, and it may be possible in the future to encourage office development at strategic locations in the Village.

Exhibit 4-1, New Construction, Commercial, Office and Industrial Space, Cuyahoga Heights and Selected Communities, 1996-2000						
	Commercial		Office		Industrial/Warehouse	
	Number of Permits	Construction Valuation	Number of Permits	Construction Valuation	Number of Permits	Construction Valuation
Cuyahoga Heights	0	\$0	0	\$0	6	\$27,845,000
Brooklyn Heights	0	\$0	3	\$2,398,000	5	\$2,760,000
Garfield Heights	2	\$3,134,540	7	\$4,804,000	20	\$17,581,348
Independence	3	\$29,333,000	9	\$88,769,000	0	\$0
Newburgh Heights	not provided					
Valley View	2	\$13,400,000	0	\$0	23	\$25,637,764

SOURCE: Building Departments of each community

LOCATIONAL FACTORS AFFECTING BUSINESS DISTRICTS

Locational factors, such as easy access to freeways and railroads, the presence of major arterial streets, high traffic volume, and established markets for the products offered, have been important in the development and growth of business districts. Cuyahoga Heights has these assets.

Accessibility

Cuyahoga Heights enjoys good access to major arterial roads, interstate highways, and airports. The main north-south roads are East 49th Street and East 71st Street. The main east-west arterial route is Grant Avenue. Harvard Avenue, part of which is not located in Cuyahoga Heights, serves a significant industrial district within the community. Interstate 77 access is directly available at the Brecksville Road (northbound only), Grant Avenue, and Harvard Avenue interchanges. Interstate 480 access is available via Interstate 77 or via Granger Road to East 98th Street/Transportation Boulevard. From the Grant Avenue interchange of Interstate 77, it is approximately 5 miles to downtown Cleveland, approximately 13 miles to the Ohio Turnpike and approximately 11 miles to Cleveland Hopkins International Airport, with the entire route via interstate highways.

Several existing Greater Cleveland Regional Transit Authority routes serve Cuyahoga Heights. Routes 10, 16 and 50 serve Harvard Avenue. Route 10 utilizes East 93rd Street, Woodhill Road, and East 105th Street to Lake Shore Boulevard. Route

16 uses East 55th Street and terminates near Cuyahoga Community College. Route 50 continues two directions. To the west, the route utilizes Pearl Road, Memphis Avenue, and West 117th Street, ending at the Gold Coast in Lakewood. To the east, the route uses Harvard Avenue and East 116th Street, terminating in University Circle. In addition, the 77F route provides limited “reverse commute” service on Grant Avenue west of Interstate 77, East 49th Street south of Grant Avenue, and Canal Road. This service includes two southbound buses in the morning and two northbound buses in the afternoon. Finally, Community Circulator Bus Route 805, which serves the Slavic Village area of Cleveland, also includes East 71st Street as far south as the Cuyahoga Heights Village Hall as part of its route.

Traffic Volume

Total Vehicles

The major intersections in Cuyahoga Heights carry a significant amount of traffic. The 2000 Cuyahoga County Engineer’s Office Annual Report of Intersection Vehicle Counts contains twenty-four hour estimates of total vehicle volume, showing the three most recent counts. The dates of the most recent intersection counts in Cuyahoga Heights range from 1993 to 2000.

The most heavily traveled intersections involve the Interstate 77 interchanges (*Map 4-1*). For example, the various segments of Harvard Avenue between Washington Park Boulevard and East 55th Street carry between 17,000 and 25,000 vehicles per day. The Brecksville Road/East 71st Street interchange carries about 18,000 vehicles per day, and the Grant Avenue interchange has about 12,000 vehicles per

day. Intersections with lower vehicle counts include Grant Avenue/East 71st Street (9,500 vehicles), Harvard Avenue/Harvard-Denison Bridge (9,000 vehicles), Canal Road/East 71st Street (7,500 vehicles), and Grant Avenue/East 49th Street (6,500 vehicles).

Exhibit 4-2 provides greater detail for the traffic counts by displaying the number of vehicles traveling on various segments of streets. Overall, the Village shows situations of both rising and declining traffic counts. For example, comparing the most recent count to the third most recent count shows traffic increases along Grant Avenue at East 49th Street, Interstate 77, and East 71st Street, as well as the vicinity of Canal Road and East 71st Street. On Harvard Avenue, traffic has increased east of the freeway interchange, but has dropped dramatically west of the interchange all the way to Jennings Road. The variations in traffic trends from the 1980's to the present are primarily attributable to changes in employment locations within Cuyahoga Heights and nearby areas in surrounding communities.

Trucks

Trucks are also a major component of the total vehicles in Cuyahoga Heights. The *2000 Cuyahoga County Engineer's Office Annual Report of Intersection Vehicle Counts* contains twenty-four hour estimates of truck volume, showing the three most recent counts. The dates of the most recent intersection counts in Cuyahoga Heights range from 1993 to 2000. In this report, truck traffic is listed as the "percent of all vehicles." This percentage can be multiplied by the vehicle volume count to convert it to an estimated number of trucks.

Exhibit 4-3 provides greater detail for the truck counts by displaying the estimated number of trucks traveling on various segments of streets. Roughly, about 17% of all traffic in the Village is trucks. Similar to total vehicles, the Village shows situations of both rising and declining truck counts.

Generally, the most heavily traveled intersections for trucks involve the Interstate 77 interchanges. For example, the various segments of Harvard Avenue between Washington Park Boulevard and East 55th Street carry 3,500-4,500 trucks per day (about

15%-25% of all vehicles). The Grant Avenue interchange has about 2,000 trucks per day (about 15%-20% of all vehicles). Intersections with lower truck counts include Grant Avenue/East 71st Street (900-1,000 trucks per day, about 10% of all vehicles), Grant Avenue/East 49th Street (800-1,500 trucks, about 15%-25% of all vehicles), Old Harvard Avenue (800-900 trucks, about 30% of all vehicles), and Canal Road/East 71st Street (400-700 trucks, about 6%-9% of all vehicles).

Comparing the most recent count to the third most recent count shows truck increases along Grant Avenue at East 49th Street, Interstate 77, and East 71st Street. On Harvard Avenue, truck traffic has increased significantly east of the freeway interchange, but has dropped dramatically in the vicinity of old Harvard to Jennings Road. As with total vehicles, the variations in truck traffic trends from the 1980's to the present are primarily attributable to changes in employment locations within Cuyahoga Heights and nearby areas in surrounding communities.

EXISTING INDUSTRIAL AND OFFICE SPACE INVENTORY

Overall, there are approximately 72 manufacturing, warehouse/storage, and office properties in Cuyahoga Heights. These structures occupy approximately 11.5 million square feet of space (*Exhibit 4-4*). As of September, 2001, a total of 12 properties with about 1 million square feet of space is actively on the market for sale or lease, representing about 9% of all space. This percentage is relatively consistent with the regional real estate market information discussed earlier, however it does not take into consideration vacant space or chronically underutilized space that is not on the market. In addition, there are 34 non-residential parcels within the Village that are delinquent in the payment of property taxes.

Exhibit 4-5 displays specific information about the properties currently available for sale or lease. Generally, entire properties are available, reflecting the one tenant status of many buildings. One of the

Village of Cuyahoga Heights

Map 4-1, Twenty-four Hour Vehicle Volume Counts, by Intersection, Cuyahoga Heights



SOURCE: Cuyahoga County Engineer (Most recently available counts shown)

Village of Cuyahoga Heights

Exhibit 4-2, Twenty-four Hour Vehicle Volume Counts, Cuyahoga Heights											
Major Street/ Minor Street	Station #	Twenty-Four Hour Vehicle Volume Count						Change Between Most Recent and Second Most Recent		Change Between Most Recent and Third Most Recent	
		Most Recent Volume		Second Most Recent Volume		Third Most Recent Volume		#	%	#	%
		Vehicle Volume	Date	Vehicle Volume	Date	Vehicle Volume	Date				
Canal Road											
east of East 71st Street	360	9,929	07/20/94	8,344	07/22/86	6,125	03/08/83	1,585	19.0%	3,804	62.1%
west of East 71st Street	360	3,770	07/20/94	4,214	07/22/86	2,646	03/08/83	-444	-10.5%	1,124	42.5%
East 49th Street											
north of Grant Avenue	1141	5,036	04/16/96	6,497	07/24/91	6,189	07/16/87	-1,461	-22.5%	-1,153	-18.6%
south of Grant Avenue	1141	5,550	04/16/96	6,047	07/24/91	4,780	07/16/87	-497	-8.2%	770	16.1%
north of Harvard Avenue	100	6,948	05/31/00	8,415	09/01/93	7,927	07/31/89	-1,467	-17.4%	-979	-12.4%
south of Harvard Avenue	100	7,024	05/31/00	9,465	09/01/93	7,708	07/31/89	-2,441	-25.8%	-684	-8.9%
East 71st Street											
north of Canal Road	360	7,486	07/20/94	5,188	07/22/86	4,997	03/08/83	2,298	44.3%	2,489	49.8%
north of Grant Avenue	93	10,098	04/19/96	8,644	07/31/89	8,767	07/22/86	1,454	16.8%	1,331	15.2%
south of Grant Avenue	93	8,000	04/19/96	5,772	07/31/89	8,029	07/22/86	2,228	38.6%	-29	-0.4%
north of I-77 ramp	1655	2,857	07/20/94	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
south of I-77 ramp	1655	4,717	07/20/94	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Grant Avenue											
east of East 49th Street	1141	6,334	04/16/96	5,515	07/24/91	5,726	07/16/87	819	14.9%	608	10.6%
west of East 71st Street	93	8,964	04/19/96	7,662	07/31/89	8,096	07/22/86	1,302	17.0%	868	10.7%
east of I-77 east ramp	1509	12,758	04/18/96	12,627	07/16/87	11,361	07/16/84	131	1.0%	1,397	12.3%
west of I-77 east ramp	1509	12,256	04/18/96	10,860	07/16/87	10,136	07/16/84	1,396	12.9%	2,120	20.9%
east of I-77 west ramp	1510	12,481	04/17/96	10,529	07/16/87	10,184	07/16/84	1,952	18.5%	2,297	22.6%
west of I-77 west ramp	1510	10,038	04/17/96	7,885	07/16/87	7,708	07/16/84	2,153	27.3%	2,330	30.2%
Harvard Avenue											
west of East 49th Street	100	14,405	05/31/00	23,430	09/01/93	24,242	07/31/89	-9,025	-38.5%	-9,837	-40.6%
east of East 49th Street	100	19,145	05/31/00	29,630	09/01/93	26,818	07/31/89	-10,485	-35.4%	-7,673	-28.6%
west of East 55th Street	212	21,791	09/03/93	21,449	08/16/90	18,234	07/16/87	342	1.6%	3,557	19.5%
eastbound acr. Harv-Den Bridge	625	11,963	06/26/00	17,385	08/31/92	22,371	08/16/90	-5,422	-31.2%	-10,408	-46.5%
westbound on "Old" Harvard	625	2,857	06/26/00	4,473	08/31/92	5,411	08/16/90	-1,616	-36.1%	-2,554	-47.2%
east of Jennings Road	1132	3,126	06/04/99	3,891	07/07/92	6,304	08/01/89	-765	-19.7%	-3,178	-50.4%
west of Washington Park Blvd.	185	15,434	08/31/93	28,309	07/31/89	30,134	07/23/86	-12,875	-45.5%	-14,700	-48.8%
east of I-77 east ramp	1508	27,728	09/02/93	22,358	08/16/90	22,618	07/16/87	5,370	24.0%	5,110	22.6%
west of I-77 east ramp	1508	28,024	09/02/93	23,348	08/16/90	26,960	07/16/87	4,676	20.0%	1,064	3.9%
east of I-77 west ramp	1507	19,872	05/31/00	27,724	09/02/93	23,335	08/16/90	-7,852	-28.3%	-3,463	-14.8%
west of I-77 west ramp	1507	20,570	05/31/00	31,126	09/02/93	26,551	08/16/90	-10,556	-33.9%	-5,981	-22.5%
Interstate 77											
entering northbound at East 71	1655	2,790	07/20/94	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
exiting northbound at East 71	1655	1,366	07/20/94	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
exiting northbound at Grant	1509	6,941	04/18/96	5,944	07/16/87	5,727	07/16/84	997	16.8%	1,214	21.2%
entering northbound at Grant	1509	3,261	04/18/96	2,475	07/16/87	2,134	07/16/84	786	31.8%	1,127	52.8%
exiting southbound at Grant	1510	2,773	04/17/96	2,895	07/16/87	2,206	07/16/84	-122	-4.2%	567	25.7%
entering southbound at Grant	1510	8,067	04/17/96	5,870	07/16/87	4,850	07/16/84	2,197	37.4%	3,217	66.3%
exiting northbound at Harvard	1508	8,075	09/02/93	7,297	08/16/90	9,919	07/16/87	778	10.7%	-1,844	-18.6%
entering northbound at Harvard	1508	4,932	09/02/93	3,644	08/16/90	4,533	07/16/87	1,288	35.3%	399	8.8%
exiting southbound at Harvard	1507	5,404	05/31/00	4,017	09/02/93	3,615	08/16/90	1,387	34.5%	1,789	49.5%
entering southbound at Harvard	1507	9,443	05/31/00	11,904	09/02/93	10,697	08/16/90	-2,461	-20.7%	-1,254	-11.7%

Source: Cuyahoga County Engineer's Office Annual Report of Intersection Vehicle Counts, Cuyahoga County Engineer's Office, 2000

Village of Cuyahoga Heights

Exhibit 4-3, Twenty-four Hour Truck Volume Counts, Cuyahoga Heights														
Major Street/Minor Street	Station #	Twenty-Four Hour Truck Volume Count									Change Between Most Recent and Second Most Recent		Change Between Most Recent and Third Most Recent	
		Most Recent Truck Volume			Second Most Recent Truck Volume			Third Most Recent Truck Volume			#	%	#	%
		Estimated Number	% Of All Vehicles	Date	Estimated Number	% Of All Vehicles	Date	Estimated Number	% Of All Vehicles	Date				
Canal Road														
east of East 71st Street	360	695	7%	07/20/94	1,001	12%	07/22/86	613	10%	03/08/83	-306	-30.6%	83	13.5%
west of East 71st Street	360	339	9%	07/20/94	548	13%	07/22/86	344	13%	03/08/83	-209	-38.1%	-5	-1.4%
East 49th Street														
north of Grant Avenue	1141	806	16%	04/16/96	650	10%	07/24/91	866	14%	07/16/87	156	24.0%	-61	-7.0%
south of Grant Avenue	1141	1,166	21%	04/16/96	665	11%	07/24/91	1,004	21%	07/16/87	500	75.2%	162	16.1%
north of Harvard Avenue	100	417	6%	05/31/00	421	5%	09/01/93	317	4%	07/31/89	-4	-0.9%	100	31.5%
south of Harvard Avenue	100	1,686	24%	05/31/00	1,893	20%	09/01/93	848	11%	07/31/89	-207	-10.9%	838	98.8%
East 71st Street														
north of Canal Road	360	449	6%	07/20/94	623	12%	07/22/86	500	10%	03/08/83	-173	-27.9%	-51	-10.1%
north of Grant Avenue	93	909	9%	04/19/96	605	7%	07/31/89	526	6%	07/22/86	304	50.2%	383	72.8%
south of Grant Avenue	93	880	11%	04/19/96	577	10%	07/31/89	642	8%	07/22/86	303	52.5%	238	37.0%
north of I-77 ramp	1655	57	2%	07/20/94	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
south of I-77 ramp	1655	425	9%	07/20/94	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Grant Avenue														
east of East 49th Street	1141	1,520	24%	04/16/96	882	16%	07/24/91	1,260	22%	07/16/87	638	72.3%	260	20.7%
west of East 71st Street	93	986	11%	04/19/96	766	10%	07/31/89	729	9%	07/22/86	220	28.7%	257	35.3%
east of I-77 east ramp	1509	2,169	17%	04/18/96	1,389	11%	07/16/87	1,591	14%	07/16/84	780	56.1%	578	36.4%
west of I-77 east ramp	1509	2,206	18%	04/18/96	1,303	12%	07/16/87	1,318	13%	07/16/84	903	69.3%	888	67.4%
east of I-77 west ramp	1510	2,122	17%	04/17/96	1,790	17%	07/16/87	1,528	15%	07/16/84	332	18.5%	594	38.9%
west of I-77 west ramp	1510	2,008	20%	04/17/96	1,577	20%	07/16/87	1,310	17%	07/16/84	431	27.3%	697	53.2%
Harvard Avenue														
west of East 49th Street	100	3,601	25%	05/31/00	4,920	21%	09/01/93	3,151	13%	07/31/89	-1,319	-26.8%	450	14.3%
east of East 49th Street	100	4,403	23%	05/31/00	5,630	19%	09/01/93	3,218	12%	07/31/89	-1,226	-21.8%	1,185	36.8%
west of East 55th Street	212	2,615	12%	09/03/93	2,359	11%	08/16/90	1,459	8%	07/16/87	256	10.8%	1,156	79.3%
eastbound acr. Harv-Den Bridge	625	2,153	18%	06/26/00	2,782	16%	08/31/92	3,132	14%	08/16/90	-628	-22.6%	-979	-31.2%
westbound on "Old" Harvard	625	800	28%	06/26/00	1,387	31%	08/31/92	1,461	27%	08/16/90	-587	-42.3%	-661	-45.2%
east of Jennings Road	1132	907	29%	06/04/99	1,128	29%	07/07/92	1,639	26%	08/01/89	-222	-19.7%	-733	-44.7%
west of Washington Park Blvd.	185	2,315	15%	08/31/93	4,246	15%	07/31/89	3,013	10%	07/23/86	-1,931	-45.5%	-698	-23.2%
east of I-77 east ramp	1508	4,159	15%	09/02/93	2,683	12%	08/16/90	2,262	10%	07/16/87	1,476	55.0%	1,897	83.9%
west of I-77 east ramp	1508	4,764	17%	09/02/93	3,269	14%	08/16/90	2,966	11%	07/16/87	1,495	45.7%	1,798	60.6%
east of I-77 west ramp	1507	3,974	20%	05/31/00	4,436	16%	09/02/93	3,734	16%	08/16/90	-461	-10.4%	241	6.4%
west of I-77 west ramp	1507	4,731	23%	05/31/00	5,291	17%	09/02/93	4,514	17%	08/16/90	-560	-10.6%	217	4.8%
Interstate 77														
entering northbound at East 71	1655	363	13%	07/20/94	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
exiting northbound at East 71	1655	55	4%	07/20/94	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
exiting northbound at Grant	1509	1,319	19%	04/18/96	773	13%	07/16/87	859	15%	07/16/84	546	70.7%	460	53.5%
entering northbound at Grant	1509	815	25%	04/18/96	470	19%	07/16/87	512	24%	07/16/84	345	73.4%	303	59.2%
exiting southbound at Grant	1510	666	24%	04/17/96	666	23%	07/16/87	375	17%	07/16/84	-0	-0.0%	290	77.5%
entering southbound at Grant	1510	1,210	15%	04/17/96	939	16%	07/16/87	825	17%	07/16/84	271	28.8%	386	46.8%
exiting northbound at Harvard	1508	1,131	14%	09/02/93	1,459	20%	08/16/90	1,389	14%	07/16/87	-329	-22.5%	-258	-18.6%
entering northbound at Harvard	1508	1,036	21%	09/02/93	692	19%	08/16/90	771	17%	07/16/87	343	49.6%	265	34.4%
exiting southbound at Harvard	1507	1,243	23%	05/31/00	844	21%	09/02/93	795	22%	08/16/90	399	47.3%	448	56.3%
entering southbound at Harvard	1507	1,511	16%	05/31/00	1,548	13%	09/02/93	1,605	15%	08/16/90	-37	-2.4%	-94	-5.8%

Source: Cuyahoga County Engineer's Office Annual Report of Intersection Vehicle Counts, Cuyahoga County Engineer's Office, 2000

largest facilities on the list at almost 300,000 square feet of space, the former Cotton Club plant, is currently under contract for sale to a new owner. The lease asking rates, ranging from about \$3.00-\$4.25 per square foot, are somewhat below the current average rate for the area of \$4.50 per square foot noted by Colliers International, which is due at least in part to the age of the buildings in Cuyahoga Heights.

Exhibit 4-6 contains a detailed list of the 24 parcels—either with buildings or vacant land—that are currently delinquent on a total of \$708,565 in prop-

erty taxes. This information does not indicate whether a property owner is not making payments at all or has arranged a repayment schedule to clear the delinquency. The three largest delinquent amounts involve LTV Steel (\$521,653), Standard Oil Company or BP (\$33,824), and two parcels owned by NR Company (\$24,877).

Village of Cuyahoga Heights

Exhibit 4-4, Industrial and Office Space Inventory, Cuyahoga Heights, 2001						
Street	Number of Properties (Square Feet)	Total Floor Space (Square Feet)	Floor Space Available for Lease or Sale (Square Feet)	Percent	Property Tax Delinquency	
					Number of Properties	Amount
Chapek Parkway	1	138,331	0	0.0%	0	\$0
East 49th Street (north of railroad overpass)	8	2,656,784	0	0.0%	3	\$283,907
East 49th Street (south of railroad overpass)	3	458,748	297,595	64.9%	2	\$54,864
East 71st Street (Grant Ave. to Chapek Pkwy.)	10	1,165,672	94,300	8.1%	1	\$8,605
Grant Avenue (east of I-77)	6	826,725	175,945	21.3%	0	\$0
Grant Avenue (west of I-77)	10	453,544	184,300	40.6%	4	\$16,178
Grant Parkway	1	50,292	0	0.0%	0	\$0
Harvard Avenue (east of I-77)	3	271,744	150,000	55.2%	0	\$0
Harvard Avenue (east of I-77 - rear)	1	255,357	0	0.0%	0	\$0
Harvard Avenue (west of I-77)	13	4,689,653	19,620	0.4%	1	\$3,726
Nikky Boulevard	1	22,560	0	0.0%	0	\$0
Willow Parkway	15	500,735	69,300	13.8%	0	\$0
Other Locations	not applicable	not applicable	not applicable	not applicable	23	\$15,536
Total	72	11,490,145	991,060	8.6%	34	\$382,816

Source: Cuyahoga County Auditor's Office, July, 2001; Cuyahoga County Planning Commission, August, 2001

Exhibit 4-5, Property for Sale or Lease, Non-Residential Parcels, Cuyahoga Heights, August, 2001						
Ref	Parcel	Address	Land Use	Status	Space Available (Square Feet)	Asking Terms
E	521 18 007	4922 East 49 St.	Food/Drink Processing	Sale/under contract	297,595	100% of property \$5,995,000 - asking price
F	522 10 018	4540 East 71 St.	Heavy Industry (Cuy. Foundry)	Lease	60,000	100% of property \$1.00 - \$1.25/sf - improvements needed
F	522 10 018	4540 East 71 St.	Light Industrial (AFLAC)	Lease	17,800	100% of property \$4.00/sf
G	522 10 019	4558-80 East 71 St.	Light Industrial	Lease	16,500	20% of property \$5.00/sf -warehouse; \$10.00/sf - office (gross)
D	522 07 005	5301 Grant Ave.	Light Industrial	Lease	184,300	100% of property not provided
I	522 01 006	5711 Grant Ave.	Office	Sale	35,945	100% of property not provided
H	522 01 005	6551 Grant Ave.	Light Industrial	Lease	140,000	43% of property \$3.25/sf
K	521 05 004	550 Harvard Ave.	Truck Terminal	Sale or Lease	19,620	100% of property \$9,000/month (about \$5.50/sf)
J	522 03 001	5300 Harvard Ave.	Light Industrial	Sale or Lease	150,000	100% of property \$3.00/sf or \$2,800,000 purchase
A	522 08 036	4540 Willow Pkwy.	Light Industrial	Sale or Lease	25,000	100% of property \$4.50/sf or \$937,500 purchase
B	522 08 039	4582 Willow Pkwy.	Light Industrial	Lease	35,300	100% of property \$4.25/sf
C	522 08 032	4501 Willow Pkwy.	Light Industrial	Lease	9,000	25% of property \$3.50/sf
Total					991,060	

Source: Cuyahoga County Planning Commission

Village of Cuyahoga Heights

Exhibit 4-6, Property Tax Delinquency, Non-Residential Parcels, Cuyahoga Heights					
Parcel	Address	Land Use	Amount of Delinquent Property Tax	Owner	City of Tax Mailing Address
521 01 001	Harvard Ave	Heavy Industry	\$521,653	LTV Steel	Cuyahoga Heights Ohio
521 11 012	East 49 St.	Vacant Land	\$66	Board Of Park Commissioners	Cuyahoga Heights, Ohio
521 11 014	East 49 St.	Vacant Land	\$104	Board Of Park Commissioners	Cleveland Ohio
521 16 004	4700 East 49 St.	Light Industrial	\$3,279	Northeast Ohio Regional Sewer District	Cleveland Ohio
521 12 002	4300 East 49 St.	Vacant Land	\$18,539	United States Steel Corp. (AS&W Corp.)	Cuyahoga Heights, Ohio
521 13 013	East 49 St.	Vacant Land	\$2,653	Board Of Park Commissioners	Cleveland Ohio
521 16 002	4850 East 49 St.	Bulk Oil Storage Facility	\$25,504	Standard Oil Co.	Chicago, Illinois
521 17 002	4850 East 49 St.	Vacant Land	\$3,729	Standard Oil Co.	San Antonio, Texas
521 18 007	4922 East 49 St.	Light Industrial	\$23,962	NR Co.	Maple Heights, Ohio
521 18 012	East 49 St.	Vacant Land	\$915	NR Co.	Maple Heights, Ohio
521 18 013	4922 East 49 St.	Food/Drink Processing	\$993	Cotton Club Bottling Company	Maple Heights, Ohio
522 02 008	4950 Harvard Ave.	Light Industrial	\$4,591	BP Exploration & Oil, Inc.	Cuyahoga Heights Ohio
522 07 005	5307 Grant Ave.	Light Industrial	\$15,226	5307 Grant LLC	Cleveland Ohio
522 08 041	Willow Pkwy.	Vacant Land	\$14	Newburgh & South Shore RR	Cuyahoga Heights, Ohio
522 09 007	4521 Willow Pkwy.	Light Industrial	\$6,956	Victory Tube Co.	Cuyahoga Heights, Ohio
522 11 009	4747 East 49 St.	Utility	\$70,683	Northeast Ohio Regional Sewer District	Cleveland Ohio
522 12 001	East 71 St. (near I-77)	Vacant Land	\$1,451	New York Central RR	Cuyahoga Heights, Ohio
522 18 006	4972 East 71 St.	Party Center	\$2,368	Lodge No. 16 24 67 Corp.	Cuyahoga Heights, Ohio
522 19 001	East 71 St.	Vacant Land	\$407	P P Properties, Inc.	Cuyahoga Heights, Ohio
522 24 016	5000 East 71 St.	Vacant Land	\$189	General Chemical Corp.	Parsippany, New Jersey
522 24 027	East 71 St. (Rear)	Vacant Land	\$731	Warner Hill Development Co.	East Palestine, Ohio
522 25 006	East 71 St. (Rear)	Vacant Land	\$1,367	Warner Hill Development Co.	East Palestine, Ohio
522 25 007	East 71 St. (Rear)	Vacant Land	\$1,376	Warner Hill Development Co.	East Palestine, Ohio
522 26 012	East 71 St. (Rear)	Vacant Land	\$1,809	Warner Hill Development Co.	East Palestine, Ohio
	24 Total		\$708,565		

Source: Cuyahoga County Auditor's Office, April, 2002

ECONOMIC DEVELOPMENT INCENTIVES AND PROGRAMS

There are a number of business incentives and programs that are available to businesses in Cuyahoga Heights through the Cuyahoga County Department of Development and the State of Ohio.

Cuyahoga County Department of Development

As a member of the Cuyahoga Urban County, Cuyahoga Heights, and businesses located in or moving to Cuyahoga Heights, are eligible to receive technical assistance and/or participate in any of the following programs offered by the Cuyahoga County Department of Development.

Storefront Renovation Program

The Storefront Renovation Program assists businesses and property owners with interior and exte-

rior improvements to their buildings through low interest loans, as well as grants for architectural services. This program is funded through Federal Community Development Block Grant Funds. Commercial buildings must be 1) located in designated Improvement Target Areas (ITA's) within Cuyahoga Urban County communities, or 2) qualify individually, based upon a point scoring system administered by the Cuyahoga County Department of Development, as having significant repair needs. (Note: Cuyahoga Heights has no ITA's. Buildings would be eligible to qualify individually).

Eligible *exterior improvements* include brick re-pointing and cleaning, painting, roof replacement, window and door replacement, and awning installation. The cost for signage may be included when the signage is affixed to the structure and building code improvements are made. Up to 20% of the total project cost may be applied to improvements to parking lots and sidewalks.

Interior improvements that are permitted include code items, such as electrical, plumbing, heating, and structural repairs.

Program Financing

Grants for architectural services are not to exceed \$2,000 or 8% of material and labor costs.

Loans of up to \$75,000 per parcel are made at negotiated, below prime, fixed interest rates for twelve years with monthly payments beginning six months after the loan closing.

Economic Development Loan Program

The Economic Development Loan Program provides low-interest loans to qualified businesses for business expansion for the purpose of creating additional jobs for Cuyahoga County residents and stimulating expansion of the community's tax base. This program is funded through Federal Community Development Block Grant Funds.

Business Financing

- ✓ This program offers long term, fixed-rate financing at interest rates lower than conventional financing. The interest rate could be as low as 4%. This provides a lower debt service on overall financing and decreases the cash flow burden. The program fills a financing gap by attracting private investment that would not have ordinarily occurred.
- ✓ Loans can be approved from a minimum of \$35,000 to a maximum of \$350,000. Loans do not exceed 40% of the total project cost. Loan terms are typically five to seven years on equipment, and up to fifteen years on land and buildings.
- ✓ Loans are used for fixed asset financing, such as acquisition of land, buildings, capital machinery and equipment, and construction, expansion, or conversion of facilities. Loans can also be used for infrastructure work related to business development, such as installation of an access road. Loans can not be used to refinance debt, purchase inventory, pay other non-capital costs, or for speculative projects.

- ✓ Loans may be used with other private and public funds. The County will take a subordinated collateral position to a bank provided there is adequate collateral (up to 90% Loan to Value ratio).

Business Requirements

- ✓ For-profit commercial, retail, industrial, or service businesses that expand or move to Cuyahoga County qualify for consideration if they are registered to do business in Ohio.
- ✓ Within three years of the loan closing, businesses are required to create one new, full-time, permanent job for every \$35,000 loaned.
- ✓ The business must provide a minimum of 10% equity. The business owner or majority stockholder must provide a personal guarantee for the loan amount.
- ✓ A majority of the jobs created must be available to lower income persons, as defined by the federal government. The business must execute a first source hiring agreement with Cuyahoga County's Department of Work & Training.

Program Requirements

- ✓ When loan funds are used for construction, federal prevailing wage rates must be paid and an environmental review by the Cuyahoga County Department of Development must be conducted. The business must include qualified minority and female providers of services, materials, and equipment in its procurement process.

Competitive Municipal Grant Program

The Cuyahoga County Department of Development allocates some of the Federal CDBG funds it receives to Cuyahoga Urban County communities for eligible community development activities through the Competitive Municipal Grant Program.

Benefits

- ✓ This program enables local communities to tailor development activities to local needs.
- ✓ Funds can be used for a variety of activities, such as infrastructure improvements, community fa-

cility renovation, and neighborhood service programs.

- ✓ Up to \$150,000 is awarded to a community on a competitive basis.

Eligibility

- ✓ Activities must benefit low-and moderate-income households, eliminate or prevent conditions of slums and blight, or meet another urgent community development need.

Program Requirements

- ✓ An application must be completed and submitted prior to the annual submission deadline.
- ✓ The community must conduct a public hearing to obtain citizen input and adopt a resolution authorizing submission of the application.

Application Ranking

When ranking applications, the Cuyahoga County Department of Development considers a number of factors, including:

- ✓ Leverage other public and private funds,
- ✓ Have a high ratio of direct beneficiaries to project cost,
- ✓ Include minority and women’s business enterprise participation,
- ✓ Include municipal assurances of affirmative action in fair housing,
- ✓ Include proactive measures that remove barriers to affordable housing,
- ✓ Have demonstrated a capacity to properly administer the grant,
- ✓ Have a high level of citizen interaction in the planning process, and
- ✓ Contains a long term, permanent improvement that is measurable and sustainable.

Cuyahoga County Brownfields Redevelopment Fund

Administered by the Cuyahoga County Department of Development, the Brownfields Redevelopment Fund is specifically designed to overcome environmental barriers to reuse and obtain full use of underutilized commercial/industrial properties. This program, which became operational in 1999, is funded by a partnership that includes the Board of Cuyahoga County Commissioners, the State of Ohio, local governments, and private lending and philanthropic institutions.

Benefits

- ✓ Clean up and reuse of property will create and/or retain jobs.
- ✓ Up to \$1 million is awarded per project.
- ✓ For loans made on properties for which the local government hold title, Cuyahoga County will subsidize a specific percentage of the project costs. For Cuyahoga Heights, the subsidy is 30%.
- ✓ Funds can be used for a variety of activities, including property appraisals, land acquisition, site clearance, demolition, and Phase I and II environmental testing, remediation, and costs associated with obtaining a Covenant Not to Sue under the Ohio Voluntary Action Program if such a covenant is sought.

Eligibility

- ✓ Sites with prior commercial or industrial usage which are eligible for the Voluntary Action Program (VAP) of the State of Ohio qualify for the program.
- ✓ Locations with housing, no prior development, or solid waste facilities do not qualify.

Program Requirements

- ✓ Eligible applicants are local governments of Cuyahoga County, Cuyahoga County, nonprofit community development corporations, and private developers/businesses.

State of Ohio Incentives and Programs

Community Reinvestment Area Designation

Community Reinvestment Areas are designated areas in which property owners can receive tax incentives in the form of tax exemptions on eligible new investments. The designation allows local officials to encourage new investment and revitalization of the building stock of the community, specifically targeting commercial, industrial, and/or residential property.

A municipality may designate an exemption of up to 100% of the assessed value of real property improvements for up to 15 years on new construction; up to twelve years on major renovation projects of at least \$5,000 for commercial, industrial, and residential properties of three or more units; and up to ten years on major renovation projects of at least \$2,500 for residential properties of one or two units. Under specific circumstances involving commercial and/or industrial properties, local board of education approval of the exemption is required. The tax incentives involve only new investment in real property; existing taxable property remains taxable at the current level.

At least thirteen communities in Cuyahoga County offer Community Reinvestment Area designations. Communities with Community Reinvestment Areas located in proximity to Cuyahoga Heights include:

- ✓ Brooklyn: various abatement percentages for various number of years in specific areas, with various eligibility combinations of new construction and/or renovation for residential, commercial, and/or industrial property
- ✓ Cleveland: various combinations of abatement percentages and number of years citywide for residential new construction and renovation
- ✓ Parma: 100% abatement citywide for residential, commercial, and/or industrial property; eight years for new construction and five years for renovation

- ✓ Valley View: 75% abatement citywide for commercial and industrial new construction and renovation, with the number of years based upon the number of full-time jobs created.

Ohio Enterprise Zone Program

Enterprise zones are designated areas in which businesses can receive tax incentives in the form of tax exemptions on eligible new investments. The designation allows local officials to negotiate individually with businesses to encourage new investment and serve as an economic development tool. To be eligible, a business must agree 1) to retain or create employment, and 2) establish, expand, renovate, or occupy a facility located in an Enterprise Zone. Any type of business, except retail, may receive incentives. Communities work with the Cuyahoga County Department of Development to finalize an application for the creation of a zone, and the Board of County Commissioners petitions the State of Ohio to make the designation. This program is administered by the Office of Tax Incentives of the Ohio Department of Development.

Businesses may receive up to a 75% exemption of the assessed value of real property improvements and/or personal property for up to 10 years. Businesses are also eligible for state franchise tax benefits through this program. The tax incentives involve only new investment in real or personal property; existing taxable property remains taxable at the current level. Companies must finalize an Enterprise Zone Agreement prior to project initiation and should apply to the municipality or the county for local property tax exemptions.

At least fifteen communities in Cuyahoga County offer Enterprise Zone certifications, including Cuyahoga Heights. Communities with Enterprise Zone certifications located in proximity to Cuyahoga Heights include:

- Bedford: entire community.
- Bedford Heights: most of community.
- Cleveland: most of community.
- Garfield Heights: entire community.
- Maple Heights: entire community.
- Oakwood: most of community.
- Solon: western portion of community.
- Valley View: entire community.

Relationship to Personal Property Taxes

The personal property tax is a tax levied annually by the State of Ohio. It is often referred to as the “inventory” tax, although that is not its official name. Personal property is defined as every tangible thing which is owned, except real property. Tangible personal property includes machinery and equipment, furniture and fixtures, small tools, supplies, and inventory held for manufacture or resale (Real property is defined as land, growing crops, all buildings, structures, improvements, and fixtures on the land). The value of the personal property is determined by the business filing the return, based upon requirements of the Ohio Revised Code and the Ohio Administrative Code, as well as rulings and guidelines set forth by the Ohio Department of Taxation.

The personal property tax rate is the same as the real property tax rate. Therefore, communities with high rates for real property taxes will also have correspondingly high personal property tax rates. The only way to reduce the tax owed by a business is through the State of Ohio’s Enterprise Zone program, under which a community can abate a specified portion of the personal property tax due for a specified number of years on specified items, such as the purchase of new equipment.

166 Direct Loan

This program provides loans to companies for land and building acquisition, expansion or renovation, and equipment purchases. Preference is given to industrial projects. This program is administered by the Office of Financial Incentives of the Ohio Department of Development. Businesses may receive up to 30% of total eligible fixed costs (\$1 million maximum, \$350,000 minimum), although a higher loan amount or modified loan terms may be granted in distressed areas of the state. Companies receive two-thirds of the prime rate, fixed for five to fifteen years. In order to be eligible, companies must show repayment and management capabilities and must create or retain one job for every \$15,000 received.

166 Regional Loan Program

Similar to the Direct Loan Program, the 166 Regional Loan Program provides loans to companies for land and building acquisition, expansion or renovation, and equipment purchases, as well as for other project-related soft costs. The program targets

state financial assistance to industrial companies for smaller projects and is administered by the Office of Financial Incentives of the Ohio Department of Development. The regional program funds between 30% to 40% of total eligible fixed costs up to \$350,000, and features a negotiable interest rate for a term of five to fifteen years. As in the 166 Direct Loan Program, companies must show repayment and management capabilities, but must create or retain one job for every \$35,000 received. Locally determined fees may also apply.

Buckeye Fund Loan Program

The Buckeye Fund blends the 166 Direct Loan with the Ohio Enterprise Bond Fund programs and provides up to 75% of any one project’s total fixed asset costs. This program is administered by the Office of Financial Incentives of the Ohio Department of Development. Owner-occupied companies which are engaged in commerce, manufacturing, research and development, or distribution are eligible to receive dollars in which to acquire land and buildings, renovate existing buildings, acquire new and/or used machinery and equipment, and for other project-related soft costs.

Companies must create or retain one job per \$35,000 received within three years after project completion. A non-refundable application fee of \$1,500 is required as well as additional service fees.

Business Development (412) Account

This program makes grant dollars available for job creation and retention and provides funds to induce companies to move forward in a project in a community where the investment would not otherwise have occurred. Dollars are available for infrastructure improvements, on-site or off-site, including water, sewer, road, and rail improvements. The program is administered by the Office of Business Development of the Ohio Department of Development, and companies must coordinate with a Business Development Representative to apply for this funding.

Companies primarily engaged in manufacturing, research and development, high technology, corporate headquarters, and distribution are eligible to apply. All other public and private sources of financing must be considered before the use of 412

funding is considered. Each project must create or retain jobs.

Issue 1 (Clean Ohio Fund)

This program, which will start in 2002, will provide grants for various projects such as remediating brownfields, preserving farmland, building hiking trails or bikeways, and other environmental projects in Ohio. Approximately \$200 million for conservation projects and \$200 million to clean up brownfields is available statewide over several years. Dollars will be distributed to each county in the state and further among the state's 19 public works districts. Conservation projects will be administered by the Ohio Department of Natural Resources after selection by a local committee, while brownfields projects will be governed by the respective Ohio Public Works Commission's local Public Works Integrating Committee. Local communities, counties, and non-profit organizations are eligible to apply.

Linked Deposit Program

This program is a mechanism for financing certain projects via a private lending institution. It helps to create and retain jobs, while providing fixed assets and working capita for small businesses. The program is administered by the Public Affairs Office, Treasurer of the State. Companies receive a fixed rate 3% below the current lending rate for a term of two years, with a possible extended term approved by the financial institution. Businesses must have an Ohio headquarters and no divisions out of state; must create one job for every \$25,000 received; have 150 or less employees; and operate as a nonfranchised company. The borrowing entity must also be the same entity saving and/or creating jobs.

Mini Loan Guarantee Program

This program provides a loan guarantee for fixed assets and equipment to be used to start up or expand existing small businesses. It is administered by the Office of Minority Financial Incentives of the Ohio Department of Development. This program helps to increase the work force and encourages business development and/or growth through low interest rates. Companies must have fewer than 25 employees to be eligible for this program, and businesses owned by minorities and women are tar-

geted. Projects of \$100,000 or less can be financed through this program for up to 10 years.

Minority Direct Loans, Ohio Department of Development

This program provides loans for the purchase or improvement of fixed assets for state-certified minority-owned businesses. This program is administered by the Office of Minority Financial Incentives of the Ohio Department of Development. It encourages growth of both small, minority- and women-owned businesses in Ohio. This program provides loans of up to 40% of the total project cost at a fixed rate of 4.5% for up to fifteen years. Companies must be certified as minority business enterprises, have equity, and demonstrate repayment ability and management capacity. Businesses must also create one job for every \$35,000 received and must be at least 51% minority-owned and controlled.

Ohio Enterprise Bond Fund

This program provides long-term, fixed rate, tax-exempt and taxable bonds for financially healthy industrial and commercial businesses that are creating jobs in Ohio. This program is administered by the Office of Tax Incentives of the Ohio Department of Development. A minimum of \$1 million and maximum of \$10 million may be used for acquiring land and buildings, new construction, renovation, acquiring machinery and equipment, and project-related soft costs.

A non-refundable application fee of \$1,500 is required, as well as a \$20,000 commitment. Companies must also submit an application and provide a mandatory 10% owner cash equity and one-year debt service reserve.

Ohio Export Tax Credit

Businesses may receive a non-refundable franchise tax credit for exporting their products or services into the international marketplace. Corporate or individual taxpayers who increase Ohio payroll or Ohio capital expenditures are also eligible for this tax credit. This program is administered by the International Trade Division of the Ohio Department of Development. Businesses must complete and attach the Tax Export form to their annual income or franchise tax filing. The credit is based on the aver-

age increase in export sales during the two years prior to the year in which the credit is claimed. Businesses may claim a 10% credit of pre-tax profit from an increase in export sales, as long as either Ohio payroll or property values increase by 10% over the previous three years. Increases less than 10% receive a proportionately reduced credit.

Ohio Industrial Training Program

This program provides orientation, training for new or current workers and instructors, management techniques training, statistical process control training, and linkage with related programs. Administered by the Office of Industrial Training of the Ohio Department of Development, this program provides up to 50% of funding for orientation, training, and management programs. Improved labor/management relations, job creation and retention, and a better educated workforce are the benefits of this program.

Businesses must be a manufacturing or manufacturing-related company and must apply through one of the twelve statewide offices in order to become eligible for this highly competitive program.

Ohio Job Creation Tax Credit

Businesses receive state and municipal tax credits that minimize capital expenditures which encourage business retention and expansions within the state. This program is administered by the Office of Tax Incentives of the Ohio Department of Development. Businesses are required to create at least 25 new, full-time jobs within three years of operation and to maintain operations at the project site for twice the term of the credit. On new, full-time employees, businesses receive a refundable tax credit against corporate franchise/income tax withheld.

Companies should fill out an application and consult with a Business Development Representative or Governor's Regional Economic Development Representative during the application and approval process. Companies must also appear before the Ohio Job Creation Tax Credit Authority when its project is being reviewed by the Authority.

Ohio Manufacturing Machinery & Equipment Investment Tax Credit

Companies receive a non-refundable corporate franchise tax credit or an individual tax credit on purchases of qualified new or retooled machinery and equipment located in Ohio. This program is administered by the Office of Tax Incentives of the Ohio Department of Development. This program encourages expansion of existing business operations and supports additional investment in the state. Businesses may receive a 7.5% tax credit on machinery and equipment investment, increased up to 13.5% in a designated "Priority Investment Area."

A "notice of intent" form with the Office of Tax Incentives is required for participation in this program, and the credit is based on the amount of the investment in excess of the company's base three-year annual average.

Pollution Prevention Loan Program

This program assists manufacturing businesses with the acquisition or renovation of machinery and/or equipment for the prevention of pollution. Administered by the Office of Financial Incentives of the Ohio Department of Development, this program provides between \$25,000 to \$350,000, covering up to 75% of eligible costs. The participation of a private lender is required, and 10% owner equity is mandatory to participate in the loan program. Businesses must demonstrate job retention as a result of the project.

Research and Development Sales Tax Exemption

This program provides a sales tax exemption for machinery and equipment used in research and development. It is administered by the Technology Division of the Ohio Department of Development. Companies are encouraged through this financial incentive to produce and perfect the technologies and products of the future. Qualified research includes "pure" research (scientific or technological inquiry and experimentation in the physical science) and "directed" research (research conducted to design, create, or formulate new or better products, equipment, or manufacturing processes).

Companies must complete the required certification form from the State of Ohio and submit it to the vendor at the time of the machinery or equipment purchase.

Roadwork Development 629

This program makes grant dollars available for public roadway improvements, including engineering work. Funds should act as a catalyst for additional development and revitalization of affected communities and serve as an inducement for a project to take place in a community where it would not have otherwise occurred. This program is administered by the Office of Business Development of the Ohio Department of Development.

Local governments must coordinate with a Business Development Representative, and all other public and private sources of financing must be considered before the use of 629 funding is considered. Companies primarily engaged in manufacturing, research and development, high technology, corporate headquarters, and distribution are eligible to apply.

Scrap Tire Loan & Grant Program

This program provides dollars for the acquisition of land and buildings, new construction, renovation of existing buildings, acquisition or renovation of machinery and/or equipment. All projects must have a focus on the recycling of scrap tires. This program is administered by the Office of Financial Incentives of the Ohio Department of Development.

Companies may receive from \$50,000 to \$250,000, not to exceed 30% of eligible costs for projects. Applicants that meet certain criteria may be eligible for limited grant funding. A private lender is required, and 10% owner equity is mandatory to participate in the loan program.

SBA 504 Loan Program.

This loan program is available to small businesses, as defined by the Small Business Administration. Dollars are issued for the acquisition of land and buildings, new construction, renovation, acquisition of machinery and equipment, and for other project-related soft costs. The program is coordinated by the Ohio Statewide Development Corporation and is part of the Fixed Asset Lending Programs.

Manufacturing, commercial, and retail businesses may receive a minimum of \$50,000 and up to \$750,000 for projects, not to exceed 40% of the eligible project costs. Companies are required to pay a \$500 application fee and must create one job per \$35,000 granted within two years after the project starts.

Tax Increment Financing

This program administered by the Office of Tax Incentives of the Ohio Department of Development permit service payments-in-lieu of real property taxes to finance public infrastructure improvements. Up to 75% of the value of real property taxes within the designated area can be exempted for up to ten years. Typically, notes or bonds are used to finance the specified project. Counties, municipalities, and townships are eligible to apply, but must, by resolution or ordinance, declare improvements to a parcel of real property located within its jurisdiction to be a public purpose.

Urban & Rural Initiative Grant Program

This program provides grants for land acquisition, infrastructure improvements, renovation of existing buildings, and for brownfield site remediation. Grants range from \$500,000 to \$1 million depending on the population of the area in which the eligible applicant is located. The program is administered by the Office of Business Development of the Ohio Department of Development.

Counties, municipalities, and townships, as well as nonprofit economic development organizations and community improvement corporations, are eligible to apply. A \$500 application fee is required and grantees must comply with Ohio's prevailing wage rates for construction, renovation, and installation as determined by the Ohio Bureau of Employment Services. Review and approval is required from several entities within the Ohio Department of Development for grant dollars.

Voluntary Action Program

This program encourages redevelopment of contaminated sites by providing substantial real and/or personal tangible property tax incentives. It is administered by the Office of Tax Incentives of the Ohio Department of Development. A municipality may grant a property tax exemption of up to 100%

for up to ten years on the value of real and/or personal tangible property improvements.

The business or property owner must have participated in the Ohio Environmental Protection Agency's Voluntary Action Program and received a "Covenant Not to Sue." The business or property owner must apply to the appropriate municipality or the county, receive approval, and execute a formal incentive agreement in order to participate.

Water Pollution Control Loan Fund (WPCLF)

This program provides financial and technical assistance to protect and improve the quality of Ohio's rivers, streams, lakes, and other water resources. The WPCLF offers below-market interest rate loans including long-term loans (up to 20 years) at the standard rate, short term loans (up to five years) at a reduced rate for small construction

projects, loans for planning and design, and a minimum interest rate loan for communities of high economic need. The WPCLF program also offers interest rate discounts for special activities such as municipal compliance maintenance, water conservation, and construction of non-conventional technologies.

The Division of Environmental and Financial Assistance (DEFA), within the Ohio Environmental Protection Agency, manages the program. To be considered for WPCLF financing, the proposed activity must result in a water quality benefit. A community must have the technical expertise and managerial capability needed to plan, design, and build the proposed project or hire an engineering firm to assist with planning, design and construction supervision. A nomination/application form is required.

CHAPTER FIVE

**PUBLIC FACILITIES,
INFRASTRUCTURE, AND RECREATION**

INTRODUCTION

The first portion of this chapter will inventory the existing public buildings within the Village. The infrastructure section will discuss the current condition of the street, water, and sewer networks and outline scheduled improvements. The final section will inventory the existing parks within the Village.

INVENTORY OF EXISTING PUBLIC BUILDINGS

Village Hall - 4863 East 71st Street

The Village Hall was built in 1953 on a parcel about 3.5 acres in size. The building is about 18,100 square feet in size and houses the Village administrative offices. The adjacent Village swimming pool was built in 1956, with two splash pools added more recently.

The Master Plan Committee has indicated the Village Hall facility is satisfactory for the Village's needs. Current efforts include minor interior improvements and changes to improve space efficiency.

The Village Engineer has indicated that the swimming pool facility is in satisfactory condition and no major capital improvements are planned.

John Bohdan Service Center - 7200 Canal Road

This 22,482 square foot structure serves as a garage and maintenance facility for the service and recreation departments. The original building, 12,790 square feet in size and built in 1977, was expanded by 9,692 square feet in 1997.

One project planned at the service center is the relocation of the road salt bin to a location northwest of the service garage. This project, with an estimated cost of \$70,000, has not been scheduled for a specific year.

Fire Station - 5480 Grant Avenue

The fire station and police station occupy a parcel about 1.6 acres in size. The fire station, built in about 1931, is approximately 11,680 square feet in size. The Village Engineer has indicated that the fire station is in satisfactory condition and no major improvements are planned.

Police Station - 5480 Grant Avenue

The police station, built in 1961, is 6,970 square feet in size including garages. The Village has determined that the police station, due to its small size and layout, no longer meets the needs of the community. In February, 2001, R.C.U. Architects, Inc. completed a study for the Village concerning the police station, analyzing the current and future needs of the department for space and functions. The architects also examined the physical condition of the building and building code issues. The report estimated that a new facility with three-hour holding cells (no jail facility) should have about 13,800 square feet, with a construction cost estimate of \$1.8 million-\$2.0 million. In contrast, a new facility with a five-day jail facility should have about 15,300 square feet, with a construction cost estimate of \$2.0 million-\$2.3 million. Expansion/renovation of the existing facility was estimated at \$1.7 million-\$2.0 million.

In terms of possible locations, the architects documented the advantages and disadvantages of expansion/renovation at the present site, as well as three other locations within the Village: 5309 Grant Avenue (across the street from the present facility), East 71st Street (adjacent to the connection to Route 21 North), and East 71st Street (behind Village Hall on the swimming pool site). The report recommended construction of a new police station on East 71st Street adjacent to the connection to Route 21 North, due to the visibility of the site and creation of an anchor for the southern entrance into the Village near residences, schools, and Village Hall. The Master Plan Committee has indicated that the Village intends to move forward with the plan when a site is selected and

a financing plan is finalized, although no specific timetable has been set. When the new police facility is complete, the current building could be examined for reuse for other Village administrative needs and/or community uses.

INVENTORY OF EXISTING INFRASTRUCTURE

The overall condition of the roads, culverts, bridges, waterlines, and sewer system in Cuyahoga Heights, as rated by the Village Engineer, is shown in *Exhibit 5-1*. The sections of the infrastructure in the community that are most in need of repair include approximately less than one center line mile of roads, four culverts, 8,000 linear feet of waterlines, and 1,000 linear feet of storm sewers.

Capital improvements scheduled during the years 2002-2004 by the Cuyahoga County Engineer's Office consist of four road and bridge projects totaling almost \$4.8 million (*Exhibit 5-2*). Three of the projects involve Harvard Avenue, while one project involves Grant Avenue. In addition, the Village has scheduled two capital improvement projects for 2002, totaling \$540,000. One project is the resurfacing of East 42nd Street, and the other project is sewer work on Bletch Court.

One sewer issue in the Village, which is currently being examined, deserves additional description because of its possible impact on future economic development. The properties on Grant Avenue east of the railroad overpass are served by a combined sewer, which means that stormwater and wastewater are removed as part of one pipe. At times, this area under the railroad overpass has problems with flooding and pavement undermining.

This combined sewer discharges to another sewer north of Grant Avenue, known as the Burke Brook Culvert, which flows northward to the Cuyahoga River. Under the Newburgh & South Shore Railroad tracks, north of Copper & Brass Sales, Inc., the pipe changes from 54 inches in diameter to 36 inches in diameter. During periods of sudden,

heavy rain, the smaller pipe can not handle the volume of water it receives from the larger pipe. The result is water flowing down the slope on the west side of Copper & Brass Sales, Inc. onto Interstate 77, as well as water backing up in the 54-inch pipe, leading to flooding along Grant Avenue. The Village Engineer has indicated that the local district office of the Ohio Department of Transportation is reviewing the situation as it relates to the freeway.

In order to reduce or eliminate the flooding problems along Interstate 77 and Grant Avenue, it is recommended that a joint sewer project be undertaken with the Ohio Department of Transportation, the Northeast Ohio Regional Sewer District, and the Village of Cuyahoga Heights to review the condition and capacity of the Burke Brook Culvert and to replace sections of the sewer as needed to increase capacity. An application for State Issue 2 funding would have broad support, because the flooding condition affects Interstate 77 in addition to Grant Avenue.

The Cuyahoga County Engineer has scheduled resurfacing of Grant Avenue from East 49th Street to East 71st Street in 2003. The road project will probably be completed before the sewer project has been completed. Nevertheless, the existing condition of the sewers along Grant Avenue should be investigated by videotape inspection before the Grant Avenue resurfacing project, so that any new pavement will not be disturbed by sewer repairs. Permanently solving the flooding problem on Grant Avenue is crucial to having the appropriate infrastructure in place to encourage investment in properties.

PARK AND RECREATION FACILITY INVENTORY

There are a total of six parks, outdoor recreation areas, and indoor recreation facilities in Cuyahoga Heights. Bacci Park, the facilities at Village Hall, and Klima Gardens are owned and maintained by the Village. Settlers Bluff Picnic Area occupies land owned by American Steel & Wire Corporation and is maintained by Cleveland Metroparks. The indoor and outdoor facilities at the high school and elementary school are owned and maintained by the

Village of Cuyahoga Heights

Exhibit 5-1, Infrastructure Conditions, Cuyahoga Heights, 2001								
Component	Replacement Cost	Repair Cost	Units	Condition				
				Excellent	Good	Fair	Poor	Critical
Roads	\$12,200,000	\$3,700,000	7.2 center line miles	0.5	3.2	2.8	0.7	0.0
Bridges	\$0	\$0	0	0	0	0	0	0
Culverts	\$900,000	\$500,000	7	0	0	3	4	0
Water Distribution	\$4,200,000	\$800,000	39,200 linear feet	200	3,000	28,000	8,000	0
Wastewater Collection	\$9,200,000	\$2,000,000	47,000 linear feet	1,000	23,000	23,000	0	0
Stormwater Collection	\$1,800,000	\$400,000	13,000 linear feet	0	2,000	10,000	1,000	0
Total	\$28,300,000	\$7,400,000						

Infrastructure Condition Rating System
 Excellent - No repair required.

Good - Infrastructure still functioning as originally intended but may require some minor repairs and/or upgrading to meet current design standards.

Fair - Infrastructure still functioning as originally intended but requires repairs to continue functioning as originally intended and/or to meet current design standards.

Poor - Infrastructure contains a major deficiency and will require repair to continue functioning as originally intended and/or upgrade to meet current design standards.

Critical - Infrastructure item either not functioning as originally intended or is not functioning at all times and will require significant upgrade to meet current design standards.

Source: Cuyahoga Heights Engineer

Exhibit 5-2, Three-Year Capital Improvement Plan, Cuyahoga County Engineer, Cuyahoga Heights, 2002-2004					
Location	Project	Source of Funding	2002	2003	2004
Harvard Avenue (West Community Line to Harvard-Denison Bridge)	Resurface	Cuyahoga County Engineer	\$266,600		
		Cuyahoga Heights			
Bletch Court (entire length)	Combined sewer connector	Cuyahoga Heights	\$500,000		
East 42nd Street (entire length)	Resurface	Cuyahoga Heights	\$40,000		
Harvard Avenue Bridge No. 82 (Bridge over Cuyahoga River)	Rehabilitation	Federal		\$1,162,000	
Grant Avenue (East 49 Street to East 71 Street)	Resurface	Federal		\$1,848,000	
		Cuyahoga County Engineer			
Harvard-Denison Bridge No. 83 (entire length of high level bridge)	Rehabilitation	Federal			\$1,501,500
		Cuyahoga County Engineer			
Total			\$806,600	\$3,010,000	\$1,501,500

Source: Cuyahoga County Engineer, September 2001; Cuyahoga Heights Engineer, October, 2001

Cuyahoga Heights Board of Education. The final park is the Cleveland Metroparks Ohio & Erie Canal Reservation, which includes slightly less than 300 acres in Cuyahoga Heights that are managed through lease agreements and easements. Excluding the Metroparks Reservation, the remaining parks and outdoor facilities occupy approximately 32.9 acres. The facilities are well maintained. An itemization of facilities at each location is contained in *Exhibit 5-3*.

The National Recreation and Park Association (NRPA) is an organization that undertakes research and recommends guidelines for the quantity, types, and design of recreation facilities located in parks (*Recreation, Park and Open Space Standards and Guidelines*, 3rd ed., 1987). The Village parks compare favorably to these national guidelines. For example, the NRPA recommends a total of 6.25-10.5 acres of park and recreation land for every 1,000 residents. Currently in Cuyahoga Heights, the five local parks and recreation facilities would be acceptable for a population of about 3,000 to 5,000 residents. Not included in this calculation is the Metroparks Canal Reservation with its Ohio & Erie

Canal Towpath Trail, which runs the length of Cuyahoga Heights and is used by many residents and employees.

Recommendations

- ✓ Repair the basketball backboards and rims at the elementary school and Village Hall.
- ✓ Replace the grass under the play equipment at Klima Gardens to a base material of rubber chips or wood chips.
- ✓ Replace the swing set seats at Settlers Bluff, which are currently missing.
- ✓ Test older playground equipment at the elementary school, Klima Gardens, Settlers Bluff, and Village Hall for lead paint content.
- ✓ Replace older playground equipment at the elementary school, Klima Gardens, Settlers Bluff, and Village Hall with desired new equipment.

Village of Cuyahoga Heights

Exhibit 5-3, Park and Recreation Facility Inventory, Cuyahoga Heights, 2001						
Location	Bacci Park	High School/ Elementary School	Klima Gardens	Settlers Bluff Picnic Area	Village Hall	Total
	Canal Road	East 71st Street	East 71st Street	East 49th Street	East 71st Street	
Acreage (approximate)	21.3	not applicable	4.5	5.5	1.6	32.9
Facilities						
Ball Field	2	1	0	1	0	4
Basketball Court	0	4	0	0	1	5
Bocci Ball Court	0	0	2	0	0	2
Fitness Center	0	1	0	0	0	1
Football Field	0	1	0	0	0	1
Horseshoe Pit	0	0	2	0	0	2
Jogging Track	0	1	0	0	0	1
Open Field	0	1	1	1	0	3
Pond	1	0	0	0	0	1
Soccer Field	1	0	0	0	0	1
Swimming Pool	0	1	0	0	1	2
Splash Pools	0	0	0	0	2	2
Tennis Court	0	0	0	0	0	0
Volleyball Court	0	0	1	0	0	1
Trails	No	No	No	Yes	No	--
Playground Facilities						
Base Material	Wood Chips	Rubber Chips	Grass	Sand/Pea Gravel	Rubber Chips	--
Balance Beam	0	0	0	1	0	1
Monkey Bars	0	3	1	0	1	5
Play Structure	1	2	0	1	1	5
Slide	0	2	0	0	0	2
Spring Animals	0	0	1	0	4	5
Swing Set	0	0	1	1	2	4
Other Facilities						
Benches	14	0	1	1	4	20
Bleachers	3	0	0	0	0	3
Bicycle Racks	0	0	0	0	1	1
Boardwalk	1	0	0	0	0	1
Drinking Fountains	3	0	0	2	0	5
Grills	2	0	0	8	0	10
Parking Areas	Yes	Yes	Yes	Yes	Yes	--
Pavilions	3	0	1	1	1	6
Picnic Tables	18	0	11 (visible outdoors)	15	4	48
Restrooms	Yes	High School	Yes	Yes	Yes	--
Source: Cuyahoga County Planning Commission, October, 2001						

CHAPTER SIX

**OHIO AND ERIE CANAL
NATIONAL HERITAGE CORRIDOR**

OHIO & ERIE CANAL NATIONAL HERITAGE CORRIDOR

This section summarizes the projects and impacts for Cuyahoga Heights that involve the Ohio & Erie Canal National Heritage Corridor, Cuyahoga Valley National Park, Ohio & Erie Canal Reservation of Cleveland Metroparks, Ohio & Erie Canal Scenic Byway, and the Cuyahoga Valley Scenic Railroad.

Background

The Ohio & Erie Canal, which opened for commercial navigation in 1832, was the first inland waterway to connect the Great Lakes at Lake Erie with the Gulf of Mexico via the Ohio and Mississippi Rivers. The Ohio & Erie Canal was part of a canal network in Ohio that was one of America's most extensive and successful systems during a period in history when canals were essential to the growth of the United States. In addition, the Ohio & Erie Canal spurred economic growth in Ohio that lifted the state from near bankruptcy to the third most economically prosperous state in just twenty years.

North Cuyahoga Valley Corridor Concept Plan

In 1992, the Cuyahoga County Planning Commission (CPC) published the *North Cuyahoga Valley Corridor Concept Plan*, which examined the Ohio & Erie Canal, Cuyahoga River Valley, and adjacent neighborhoods from the northern boundary of the Cuyahoga Valley National Park (CVNP) at Rockside Road to Lake Erie at downtown Cleveland. The report emphasized the Cuyahoga Valley as a unifying element in the metropolitan area, replacing the traditional perception of the valley as an east-west dividing line.

The national significance of the valley is clear:

The lower Cuyahoga Valley has been one of the main physical features of the region for thousands of years. It has been the location for villages, encampments, and burial sites of prehistoric cultures, including the mound builders. In the mid-18th century, it became important in French and British fur trading. Both Benjamin Franklin and George Wash-

ington predicted a preeminent role for the Valley in the westward expansion of America due to its size and location. Settlement by New Englanders began in the 1790's, and the mouth of the river was selected by Moses Cleaveland as the location for the principal city of the Connecticut Western Reserve.

Successive technological advances in the 19th century brought a canal, railroads, and shipping. With the benefits of a geographic location midway between extensive deposits of natural resources, access to land and transportation networks, and the evolution of interrelated industries such as oil, chemicals, and paint; sewing machines and clothing; and iron, steel, fasteners, machine tools, automobiles, and shipbuilding, the lower Cuyahoga Valley emerged as the setting for one of the most significant examples of industrialization and urbanization in America.

The *Concept Plan* presented projects under the six main topics of economic development, heritage education, transportation, recreation, open space, and environmental policy statements. Several projects have an impact on Cuyahoga Heights.

Identification of locations and economic incentives to retain and expand existing light industry and attract new industrial development, such as various areas in Cuyahoga Heights.

Emphasis of the need for a steady long-term commitment of funds to ensure proper construction and maintenance of the essential infrastructure resources of the area, such as the major streets in Cuyahoga Heights.

Creation of a bicycle transportation network extending through the Cuyahoga Valley, to take advantage of opportunities to explore the distinctive lake, river, and canal environments, the industrial and engineering heritage of the Valley, and the architecture and history of Cleveland

neighborhoods and suburban communities. *This network is the existing and future segments of the Ohio & Erie Canal Towpath Trail and its neighborhood linkages.*

Preservation of tracts of land in the vicinity of Cuyahoga Heights as a habitat preservation area. *This project is the new Cleveland Metroparks Ohio & Erie Canal Reservation.*

Showcasing the 45-foot waterfall on Mill Creek with the addition of observation decks. *Cleveland Metroparks has undertaken this project and is currently working with other partners to create a trail linking the Mill Creek waterfall with Garfield Park Reservation. In addition, a bikeway connection is being considered that would link Garfield Park Reservation in Garfield Heights to the Towpath Trail.*

Extension of the Cuyahoga Valley Scenic Railroad excursion train into downtown Cleveland. *The route for this project involves the railroad track immediately to the west of the Cuyahoga River. The project continues under negotiation with CSX.*

National Heritage Corridor Designation

The Ohio & Erie Canal National Heritage Corridor received official federal designation from the U.S. House of Representatives and the U.S. Senate on October 4, 1996, and President Clinton signed the legislation on November 12, 1996.

The Ohio & Erie Canal is one of a few Heritage Corridors designated in the country, following the Illinois & Michigan Canal in Illinois, the Blackstone River Valley in Massachusetts and Rhode Island, and the Delaware & Lehigh Navigation Canal in Pennsylvania.

The federal legislation cites four purposes for the designation:

- ✓ to preserve and interpret significant historic and cultural lands, waterways, and structures within the corridor;
- ✓ to encourage economic development;
- ✓ to provide a management framework to assist the state, local communities, and nonprofit organizations in preparing and implementing a corridor management plan, as well as develop policies and programs to preserve and interpret the cultural, historic, natural, recreation, and scenic resources of the corridor; and
- ✓ to authorize the Secretary of the Interior to provide financial and technical assistance to the state, local communities, and nonprofit organizations in preparing and implementing a corridor management plan.

The boundaries of the corridor generally follow the route of the Ohio & Erie Canal from Cleveland to Dover, through the Cuyahoga and Tuscarawas River valleys (*Map 6-1*). The route of the Ohio & Erie Canal includes the metropolitan areas of Cleveland and Akron, the Cuyahoga Valley National Park, canal towns such as Clinton and Canal Fulton, the Tuscarawas River valley, and rural communities such as Bolivar and Zoar. This is an area where four million people live within sixty miles of the Corridor.

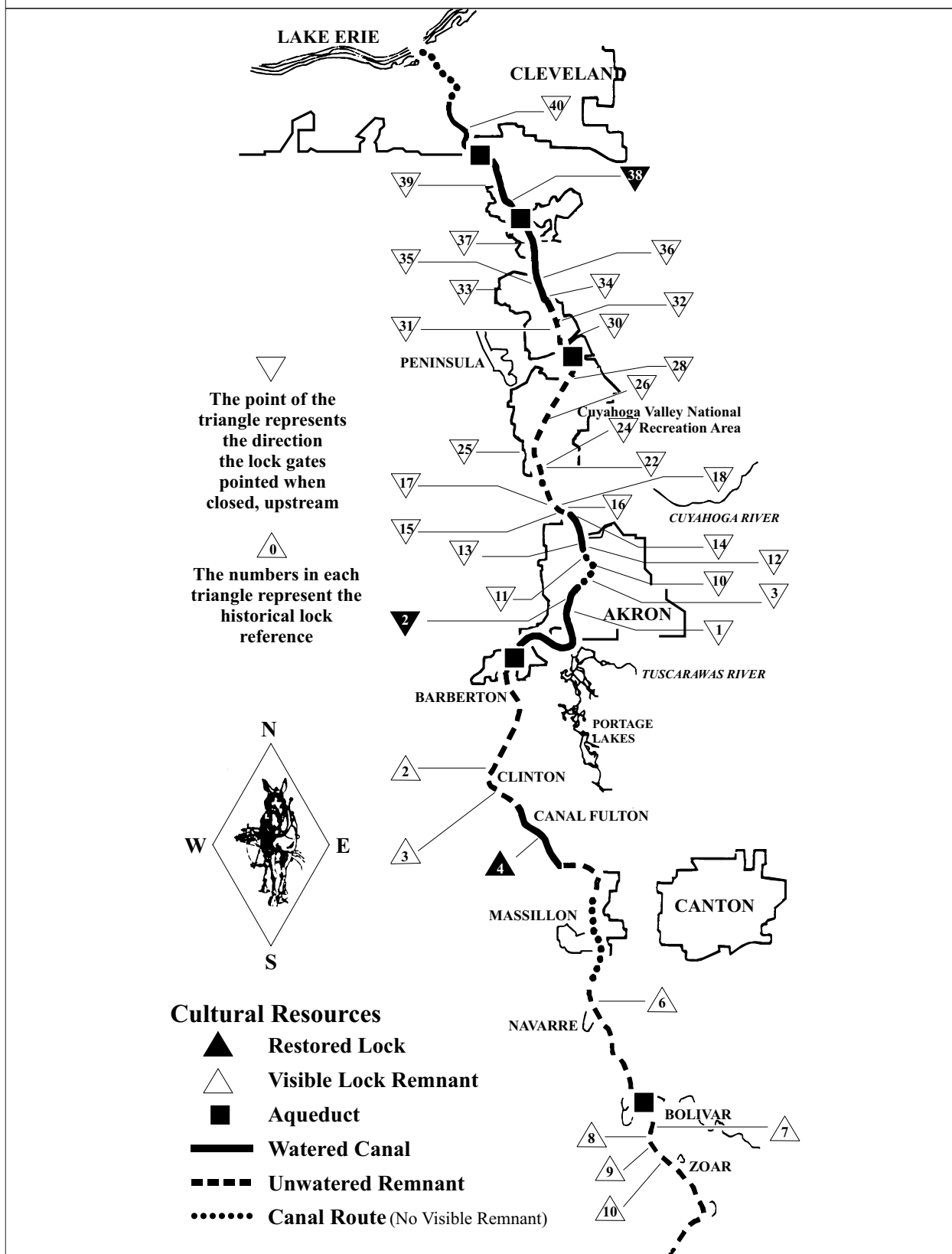
The creation of the National Heritage Corridor does not impose regulations on local communities. In addition, the designation does not create an owned and operated unit of the National Park Service. The intent of the National Heritage Corridor is to provide recognition and influence in order to foster cooperative effort and leverage funds.

The Ohio & Erie Canal National Heritage Corridor legislation permits annual funding of up to \$1 million in federal funds, to be matched at least 1:1 by state, local, and/or private funds. A total of \$10 million in federal funding is available over the life of the corridor legislation, which expires on September 30, 2012.

The legislation established the Ohio & Erie Canal Association as the management entity responsible for 1) ensuring that the management plan is prepared (which was approved by the U.S. Department

Village of Cuyahoga Heights

Map 6-1, Ohio & Erie Canal National Heritage Corridor



of the Interior in 2000); 2) assisting communities and organizations to voluntarily develop policies and programs within the heritage corridor; and 3) overseeing the expenditure of federal funds. The Association is a new nonprofit organization recently formed through a collaboration between two existing nonprofit organizations, the Cleveland-based Ohio Canal Corridor and the Akron-based Ohio & Erie Canal Corridor Coalition.

In addition, the legislation established a 21-member volunteer advisory committee, the Ohio & Erie Canal National Heritage Corridor Committee, to provide advice and technical assistance to the Ohio & Erie Canal Association. Members of this Committee represent the corporate community, tourism, historic preservation, park districts, county planning agencies, local communities, state government, and the National Park Service.

Scenic Byway Designation

During 1996 the Ohio Department of Transportation announced that the Ohio & Erie Canal Scenic Byway had been designated as the first official Scenic Byway in Ohio. In June, 2000, the route was designated by the Federal government as a National Scenic Byway. The route focuses on the path of the canal for approximately 110 miles, from its original northern terminus in downtown Cleveland to Dover, Ohio. The route traverses all or part of four counties: Cuyahoga, Summit, Stark, and Tuscarawas.

The application process for the scenic byway designations was managed by the Ohio & Erie Canal Scenic Byway Task Force. This group includes the membership of the four county engineers, four county planning agencies, the National Park Service, Cuyahoga Valley Communities Council, Ohio Canal Corridor, and the Ohio & Erie Canal Corridor Coalition. The Task Force also received input from an Advisory Council, whose 100-plus members represented a variety of community interests from throughout the byway route.

The byway utilizes a combination of state routes, county roads, and local roads (*Maps 6-2A and 6-2B*). Within Cuyahoga County several routes are used, which form a loop. Coming northward, the

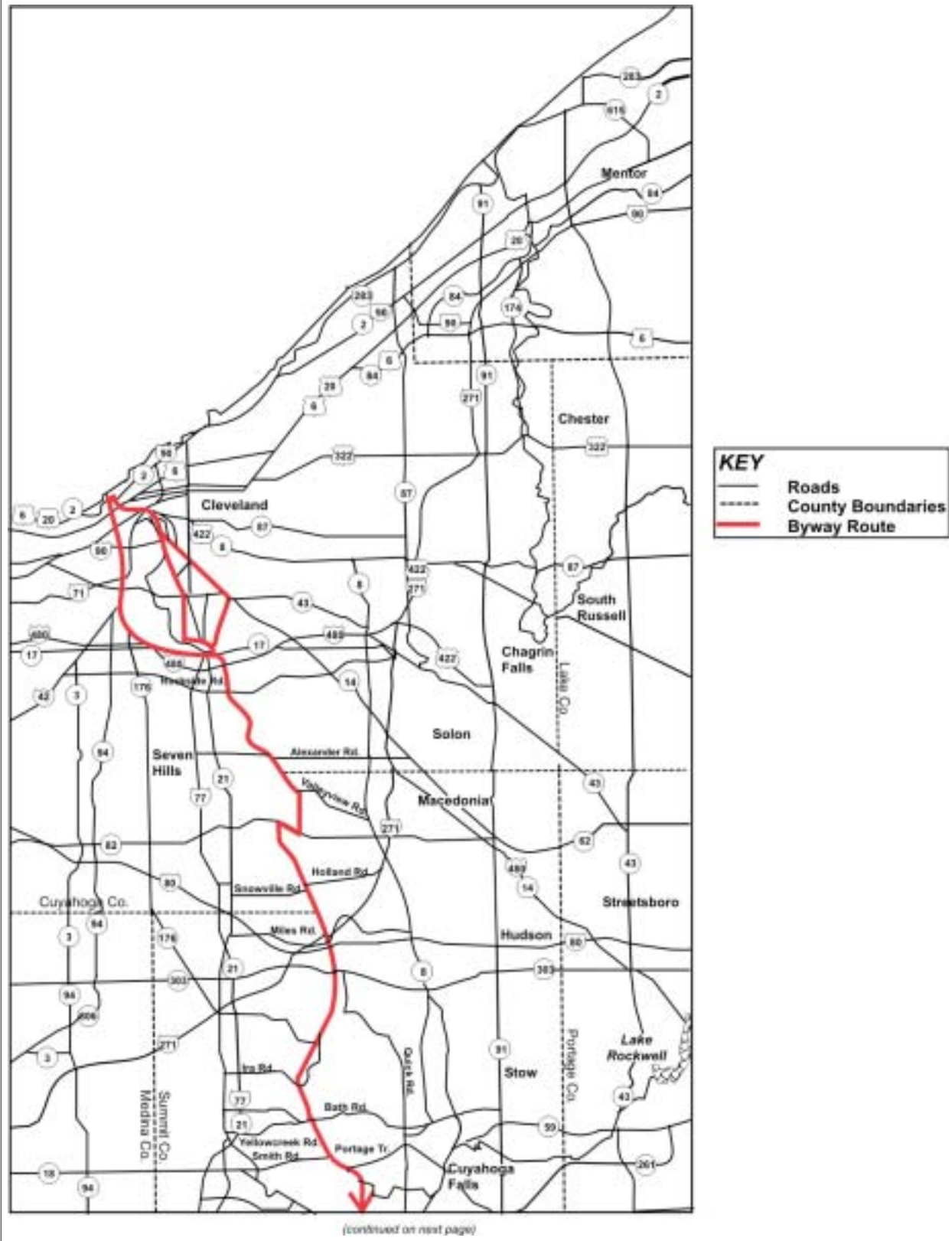
byway is located on Canal Road as it enters Cuyahoga County from Summit County. The byway continues northward on Canal Road until it splits into three separate routes to highlight the connection between the Ohio & Erie Canal, the Cuyahoga River Valley, and the different ethnic urban neighborhoods that abut the valley. The separate routes all reach the same terminus, the original outlet of the Ohio & Erie Canal at downtown Cleveland, which was located on the east bank of the Cuyahoga River approximately under the Detroit-Superior Bridge. The Central Route continues northward on Canal Road, East 49th Street, and Independence Road toward downtown Cleveland. The Eastern Route splits from Canal Road at Warner Road, utilizing Warner Road and Broadway Avenue to reach downtown Cleveland. The Western Route splits from Canal Road at Granger Road, utilizing Granger Road, Schaaf Road, Broadview Road, and Pearl Road/West 25th Street to reach downtown Cleveland.

Scenic byway designation offers an opportunity for a community such as Cuyahoga Heights to promote and protect its unique relationship to the Ohio & Erie Canal, Cuyahoga River Valley, and Mill Creek Valley through tourism, economic development, and resource conservation. A byway may be described as roads that provide an enjoyable and relaxing experience for drivers. In addition, the route highlights scenic, historic, natural, cultural, recreational, and/or archaeological qualities of an area. The benefits of scenic byway designation include new tourism opportunities, identification on official highway maps, state and national marketing and promotion, economic and community development opportunities, and possibly additional funding for maintenance of the scenic byway route.

An example of the benefits of designation has already occurred. In the late 1990's, the Federal Highway Administration awarded the State of Ohio \$400,000. Of this total, the Ohio Department of Transportation used \$160,000 to manage its scenic byway program. The remaining \$240,000 was awarded to the Task Force through the Summit County Engineer's Office. These funds were matched by a total of \$60,000 from the four county engineers' offices, for a grand total of \$300,000. These funds are being used to create a visitors map

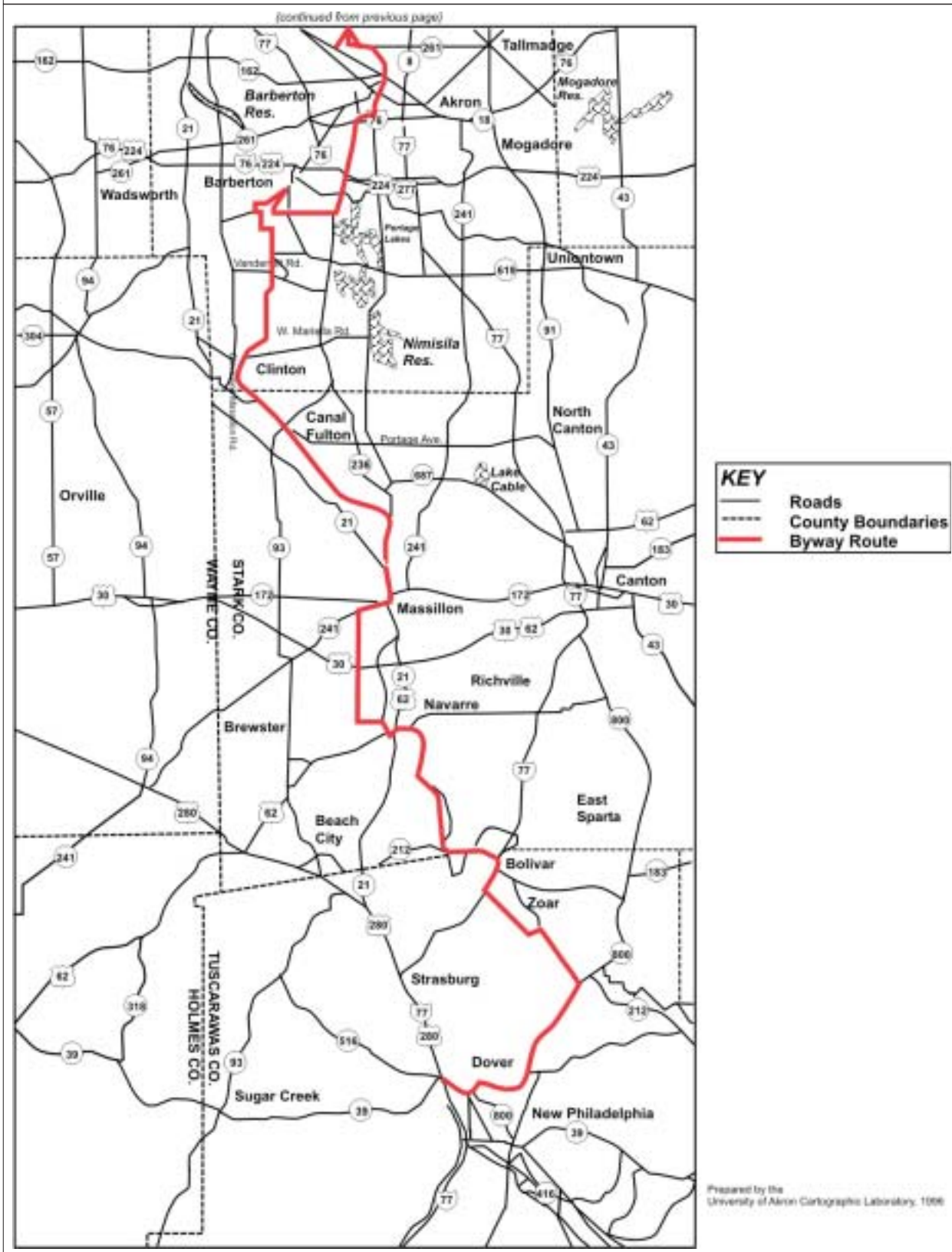
Village of Cuyahoga Heights

Map 6-2A, Ohio & Erie Canal Scenic Byway (Northern Section)



Village of Cuyahoga Heights

Map 6-2B, Ohio & Erie Canal Scenic Byway (Southern Section)



and guide for the byway, as well as to design, fabricate, and install signage marking the byway route through the four counties and 37 communities. The maps and signs are anticipated to be in place during 2002. The purpose of using the funds for these two projects is to bring public exposure to the byway by guiding visitors along the route, as well as to specific destinations.

Cleveland Metroparks - Ohio & Erie Canal Reservation

Overview

The Ohio & Erie Canal Reservation, opened in August, 1999, was established by Cleveland Metroparks as its fourteenth reservation (*Map 6-3*). Several hundred acres of land along the Ohio & Erie Canal and the Cuyahoga River in the communities of Valley View and Cuyahoga Heights are managed through lease agreements and easements. Major property owners have cooperated to make their land available for park/recreation facilities, cultural and historic interpretation, and wildlife management include the Aluminum Company of America (ALCOA), Birmingham Steel (formerly American Steel & Wire), BP America, FirstEnergy (formerly Cleveland Electric Illuminating Company), the Northeast Ohio Regional Sewer District (NEORS), and the State of Ohio. The activities within the reservation focus on trails, picnicking, wildlife management, urban fishing opportunities in the canal, and outdoor education programs.

Canal Reservation All Purpose Trail

One of the highlights of the new reservation is the extension of the Ohio & Erie Canal Towpath Trail. The current trail in the Cuyahoga Valley National Park (CVNP) extends for approximately 22 miles from Akron northward to Rockside Road. During 2000, the Towpath Trail in the CVNP attracted approximately 1.3 million users.

In 1998-99, Metroparks constructed an additional 4.5 mile segment of ten-foot wide paved trail from Rockside Road northward to the area below Birmingham Steel (formerly American Steel & Wire) in Cuyahoga Heights (approximately East 49th Street and Grant Avenue). The \$2.3 million project was funded through the federal Intermodal Surface Transportation Efficiency Act (ISTEA-Surface

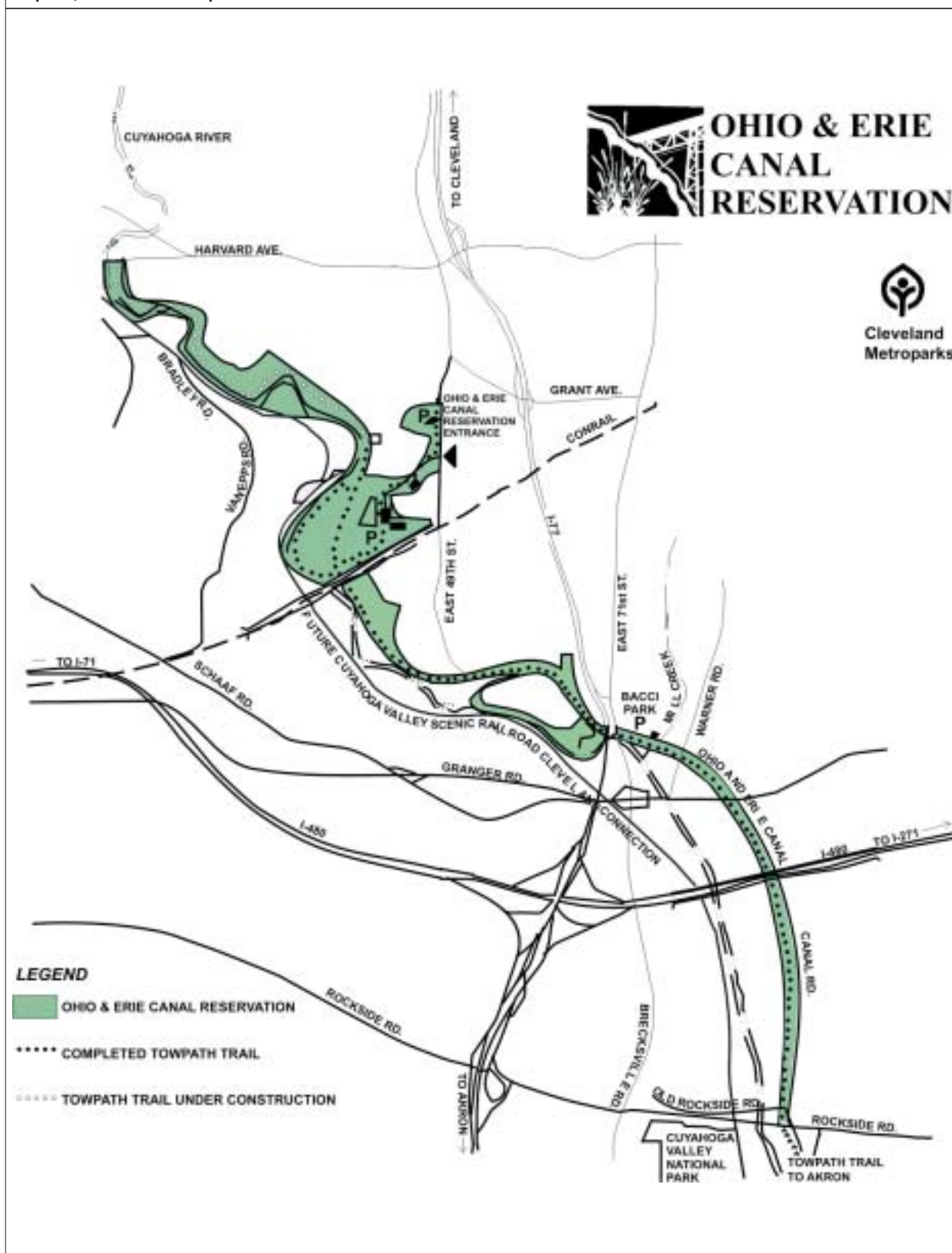
Transportation Program, Enhancement Program) and Cleveland Metroparks. Overall, the Canal Reservation had about 163,000 trail users during 2000, which was just its first full calendar year of operation. In 2002, the Metroparks opened approximately 1.6 miles of trail, leading from the current terminus of the trail northward to Harvard Avenue, where a parking area of less than ten spaces has been added on the south side of the street. This \$1.7 million project includes the trail, restoration of eroded canal banks, overlooks, a footbridge, a boardwalk, wayfinding signage, interpretive graphics, and other amenities.

Regional Connections to Canal Reservation Trail

The trail in the Ohio & Erie Canal Reservation is also part of a much larger bikeway plan. At some point in the future, Cleveland Metroparks intends to undertake an additional segment to link the Harvard Avenue vicinity to the Cleveland Metroparks Zoo. Long-term plans are also being formulated to complete the trail route to downtown Cleveland by continuing northward from the Harvard/Jennings area past LTV Steel and through the Tremont neighborhood of Cleveland to reach the Flats. The Cuyahoga County Planning Commission led a study completed in early 2002, that outlined appropriate, specific alignment and design alternatives, as well as cost considerations. At the Flats, the Towpath Trail route would intersect with the Cleveland Lakefront Bikeway, a partially completed bikeway that will eventually connect Edgewater Park on the west side with the Flats, downtown Cleveland, and the east side locations of Gordon Park, the Cultural Gardens, University Circle, Bratenahl, and Wildwood Park. The western section of the Lakefront Bikeway is scheduled to be implemented during 2003.

To the south of the existing Towpath Trail in the CVNP, various agencies and organizations are working to create a continuous bikeway that would extend beyond Zoar, Ohio. Zoar Village, a 19th century utopian community with an extensive grouping of architecturally and historically significant buildings, is also near the southern endpoint for the National Heritage Corridor. Finally, planning is also underway for a

Map 6-3, Cleveland Metroparks - Ohio & Erie Canal Reservation



cross-state bikeway, the Ohio-to-Erie Trail, with the anticipated endpoints being Cincinnati and Cleveland. The National Heritage Corridor route being implemented from Zoar to Cleveland is anticipated to be the preferred route through northeast Ohio.

Cuyahoga Valley Scenic Railroad

The Cuyahoga Valley Scenic Railroad (CVSR), formerly the Cuyahoga Valley Line Railroad, began operations in 1975. During the mid-1980's, the track utilized by the CVSR was purchased by the National Park Service. The rail line was originally constructed from Cleveland to Akron in the late 19th century, as the first north-south route through the Cuyahoga Valley. The rail line, from Rockside Road in Independence to Howard Street in Akron, was listed on the National Register of Historic Places in 1985. The CVSR operates first-generation diesel locomotives and streamlined passenger coaches. CVSR maintains a regular schedule of trips, utilizing stops in Akron, near Stan Hywet Hall & Gardens, near Hale Farm & Village, Peninsula, Boston Store, Station Road Bridge, Canal Visitors Center, and the northern terminus of the line just south of Rockside Road in Independence. Access to the station in Independence is via Canal Road to Old Rockside Road in Valley View.

The CVSR operates special seasonal, holiday, and educational trips in addition to its regular 20-mile and 52-mile excursions. The total ridership of about 85,000 in 1999 rose to more than 100,000 during 2000. The long-range plan for the CVSR includes extension of the line southward to Canton and northward to downtown Cleveland.

Development Impacts

Traffic Impact

The recreation and heritage projects in the vicinity of Cuyahoga Heights, such as the Cleveland Metroparks Canal Reservation, the Towpath Trail, and the Scenic Byway, will all make use of Canal Road/East 49th Street as a main north-south travel route. Although not all traffic will utilize the entire length or same portion of Canal Road or East 49th Street, an overall traffic increase should be anticipated.

For example, the three entrances or parking areas associated with the Metroparks Canal Reservation were used by more than 148,000 vehicles during 2000 (*Exhibit 6-1*). The main park entrance, Whittlesey Way on East 49th Street, was used by 84,000 vehicles during 2000. This figure represents about a 4% increase in vehicles above the most recent traffic count of 5,550 for East 49th Street south of Grant Avenue, which was conducted by the Cuyahoga County Engineer in 1996.

For the Metroparks, vehicle counts peaked in 2000 during the four months of May through August, when 47% of all traffic occurred, or the equivalent of about 570 vehicles per day. In comparison, the lowest vehicle counts in 2000 occurred in January, February, November, and December, when 19% of all traffic occurred, or the equivalent of about 235 vehicles per day.

The number of vehicles that will use Canal Road/East 49th Street as part of the Scenic Byway is difficult to estimate at this time, although the overall impact should be substantially less than the traffic generated by the Metroparks Canal Reservation. For example, if the Central Route of the Scenic Byway, which uses Canal Road/East 49th Street in Cuyahoga Heights, eventually generates 10,000 vehicles per year, the estimated average number of vehicles per hour of daylight, year round, would be about two. As with the traffic generated by the Metroparks Canal Reservation, the number of vehicles would be expected to vary due to the season of the year and day of the week.

Potential Development Impact

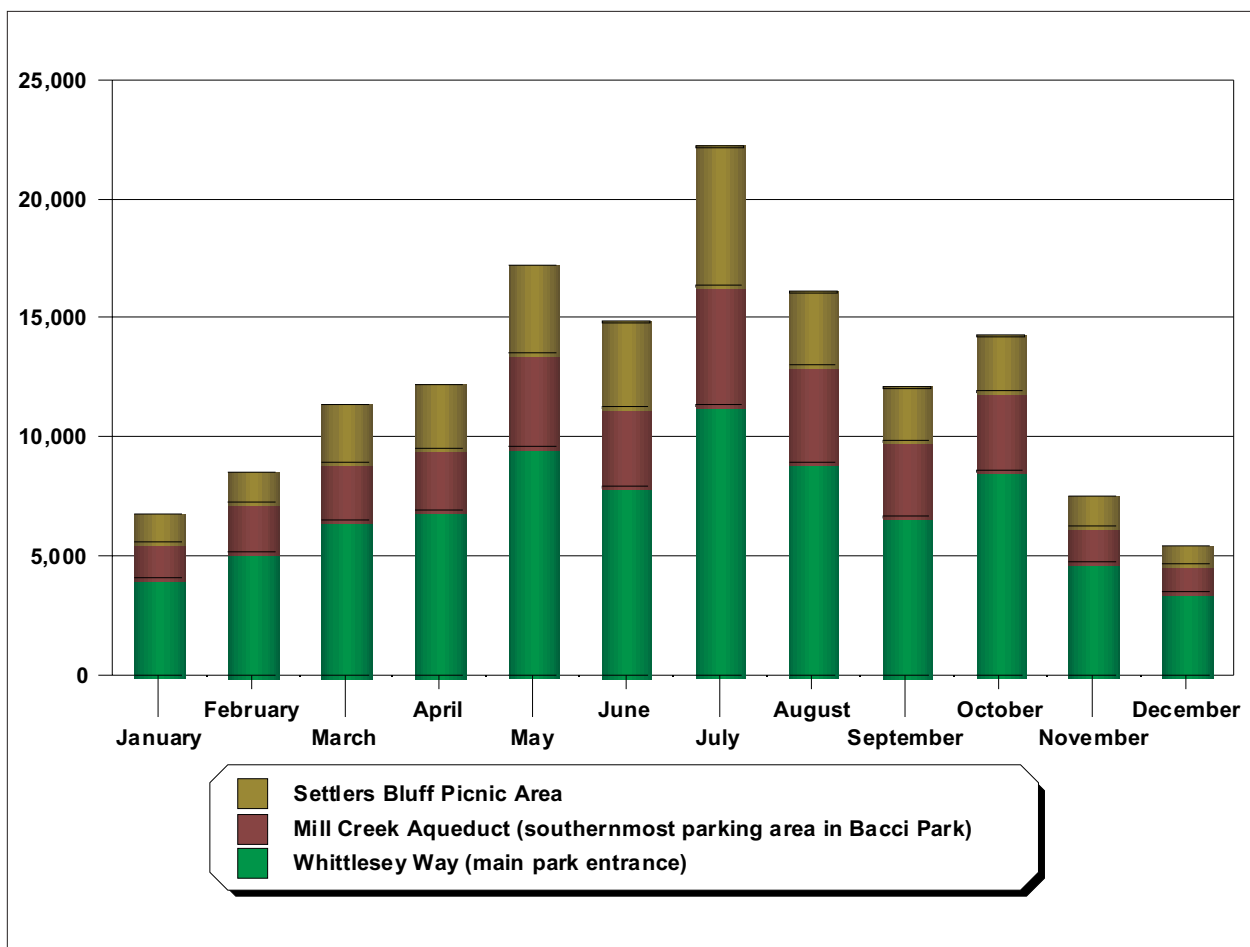
The future presence of the Cleveland Metroparks Canal Reservation, the Towpath Trail, and the Cuyahoga Valley Scenic Railroad, all at Harvard Avenue near the Cuyahoga River and Jennings Road, may create development opportunities for Cuyahoga Heights and Cleveland properties located near these activities. The potential plans are discussed in more detail in Chapter 7, *Alternative Development Plans*.

Village of Cuyahoga Heights

Exhibit 6-1, Metroparks Canal Reservation, Vehicle Count, 2000

	Whittlesey Way (main park entrance)	Mill Creek Aqueduct (southernmost parking area in Bacci Park)	Settlers Bluff Picnic Area	Vehicle Total by Month
January	4,119	1,480	1,188	6,787
February	5,145	2,107	1,299	8,551
March	6,474	2,456	2,449	11,379
April	6,907	2,614	2,693	12,214
May	9,626	3,928	3,669	17,223
June	7,890	3,414	3,539	14,843
July	11,366	5,013	5,870	22,249
August	8,901	4,157	3,059	16,117
September	6,676	3,150	2,276	12,102
October	8,632	3,290	2,325	14,247
November	4,735	1,534	1,240	7,509
December	3,487	1,195	701	5,383
Vehicle Total by Location	83,958	34,338	30,308	148,604

Source: Cleveland Metroparks, October, 2001



CHAPTER SEVEN

ALTERNATIVE DEVELOPMENT PLANS

INTRODUCTION

Within Cuyahoga Heights are areas of special interest because of the potential for future development or redevelopment. For these specific areas, more detailed analyses have been conducted in order to assess the impacts and benefits of possible development options. The areas studied are listed below and illustrated on *Map 7-1*.

Focus Area 1: Harvard Avenue at Old Harvard Avenue

Focus Area 2: East 49th Street South of BP Oil

Focus Area 3: East 49th Street North of Railroad Embankment

Focus Area 4: Grant Avenue Corridor West of I-77

Focus Area 5: Grant Avenue Corridor East of I-77

Focus Area 6: East 71st Street South of Chapek Parkway

FOCUS AREA 1: HARVARD AVENUE AT OLD HARVARD AVENUE

Introduction

This focus area includes several parcels extending westward from the Y-shape intersection of Harvard Avenue, Old Harvard Avenue, and the Harvard-Denison Bridge. The western limit of the focus area is property owned by LTV Steel.

The purpose of this analysis is to review potential development alternatives for the parcels, which are currently underutilized.

Property Ownership

The focus area includes four parcels totaling approximately 5.7 acres (*Exhibit 7-1*).

Land Use

The 1948 generalized land use map of Cuyahoga County in the possession of the Cuyahoga County Planning Commission shows that the parcels were industrial or vacant land. For example, CJ Rogers Transport owned one parcel beginning about 1930. Today, the parcels are either industrial or commercial in use (*Exhibit 7-2*).

Zoning

All of the parcels are zoned Industrial (Chapter 1248), which allows a variety of industrial uses, as well as retail, wholesale, commercial, and warehouse uses.

Traffic Counts

Traffic counts conducted by the Cuyahoga County Engineer's Office show that the number of total vehicles and trucks are decreasing on Old Harvard Avenue. One factor contributing to the decline is the recent opening of the Jennings Freeway.

The most recent traffic counts for Old Harvard Avenue, conducted in 1999 and 2000, counted approximately 3,000 vehicles in a 24-hour period. Just under 30% of the total vehicles were trucks. The 1999 and 2000 vehicle counts are about 50% below the counts recorded in 1989 and 1990, while the truck counts decreased about 45% during the same period. The closure of LTV Steel, which has occurred since the most recent counts, will likely reduce future counts further. Detailed traffic count information is displayed in Chapter 4, *Economic Development and Market Analysis*.

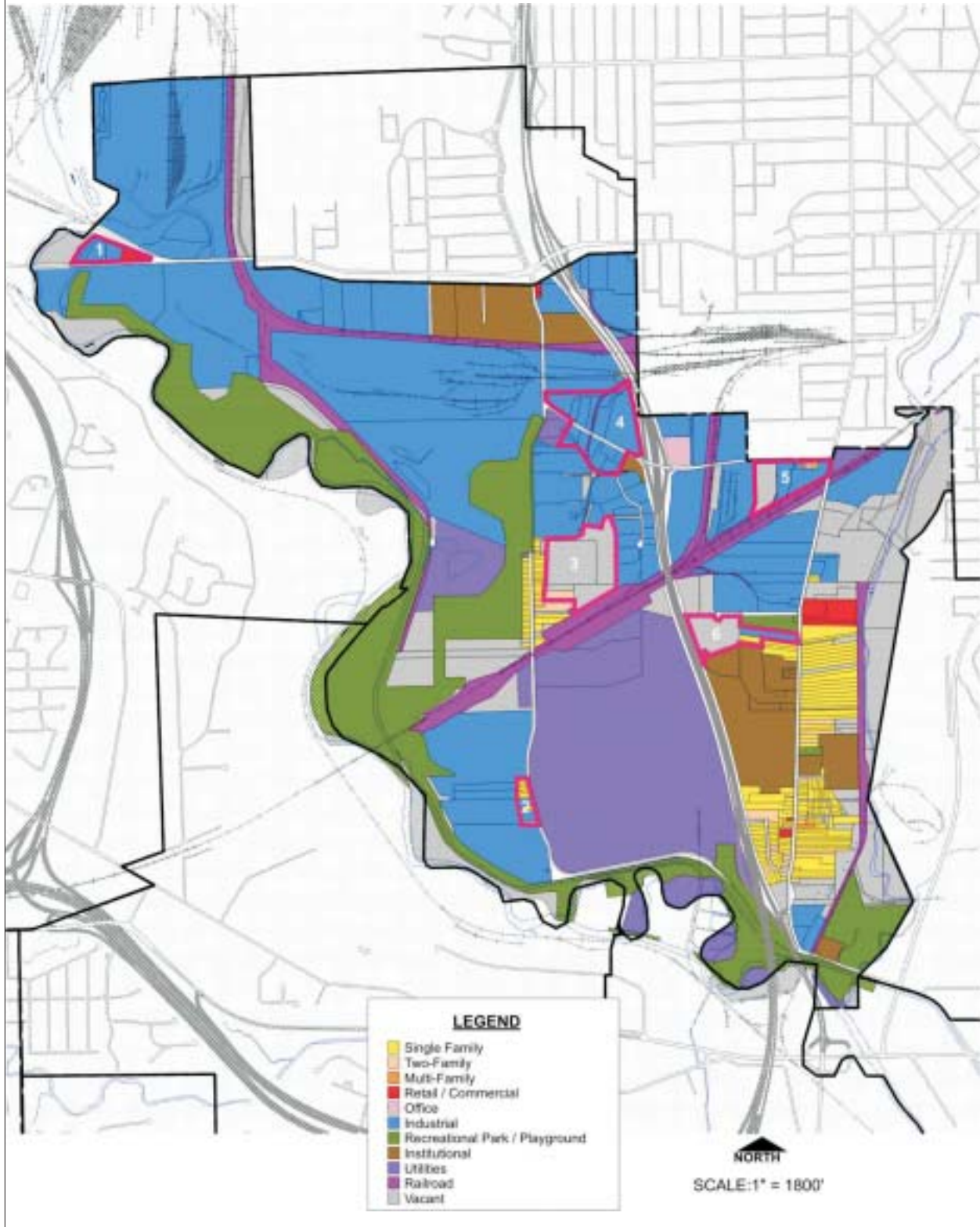
Development Alternatives

Considering the current surrounding land uses and freeway access, one possible alternative is to redevelop the parcels for more efficient **office and/or light industrial uses**.

A second alternative is to have the parcels purchased by an organization or agency, remove the existing buildings, and convert the parcels into a wooded area. The purpose of this alternative would be to serve as a **natural area** leading to the Towpath Trail at the Cuyahoga River and the future potential rail stop for the Cuyahoga Valley Scenic Railroad.

Village of Cuyahoga Heights

Map 7-1, Focus Areas, Cuyahoga Heights



Village of Cuyahoga Heights

Exhibit 7-1, Focus Area 1, Parcel Data

Address	Parcel Number	Owner	Date of Transfer	Occupant	Building Date	Acreage	Estimated Market Value
901 Harvard Avenue	521-02-004	Tritsraolis Investments	2-19/86	vacant Mr. Hero	1969	0.28	\$275,000
811 Harvard Avenue	521-02-003	Stephen & Clara Buriss	1-24/84	Ajax Bituminous Paving	1920	1.03	\$66,714
711 Harvard Avenue	521-02-007	Ajax Bituminous Paving	8-6/80	Specialized Construction	1983 and 1990	1.64	\$355,000
619 Harvard Avenue	521-02-005	Ajax Bituminous Paving	11-6/92	vacant CJ Rogers Transport	1953	2.73	\$135,000
Total						5.68	\$831,714

Sources: Cuyahoga County Auditor's Office, April 2002; Village of Cuyahoga Heights

Exhibit 7-2, Focus Area 1, Land Use



Source: Cuyahoga County Engineer's Office, 1999

Office/Light Industrial Alternative

If the parcels were redeveloped, the area could support a 31,900 square foot light industrial building, along with a three story office building with a footprint of 6,000 square foot (18,000 square feet). This example of new development would total 49,900 square feet (*Map 7-2*).

Parking standards used for the above conclusion are two parking spaces per 1,000 square feet of industrial space and four parking spaces per 1,000 square feet of office space.

The proposed development would generate approximately \$72,000 annually in combined income tax and property tax revenue for the Village, compared to the estimated \$4,000 in revenue generated by the current businesses (*Exhibit 7-3*). After estimating the cost of providing services to the new development, it is anticipated that the net fiscal impact to the Village would be about \$15,000, plus about \$27,600 in property tax revenue to the school district.

There are several reasons why a small office building may be a better choice for the east end of the area than a second light industrial building. First, the proximity of the site to two freeways, I-77 at Harvard Avenue and the recently completed Jennings Freeway at Harvard/Denison provides excellent access to the site. Second, if any office development is preferred, it may be better to locate it on the high end of the site, where there is good visibility for the building and a major intersection. Finally, an architecturally interesting building of several stories in height with attractive landscaping would serve to create a visual focal point for the area. This type of building would likely have multiple tenants such as small companies or professional firms. A small deli or restaurant might be a possible first floor tenant.

It is estimated that the proposed new development would generate slightly over 400 vehicle trips per day. These new trips would increase vehicle traffic on Old Harvard Avenue about 15% above the 1999/2000 levels, but traffic would remain below the 1992 levels.

Streetscape Improvements

As part of any development of this focus area, Old Harvard Avenue should be upgraded with streetscape improvements that include street trees on both the north and south sides of the street, along with a five-foot wide sidewalk on the north side of the street. The creation of a pedestrian path along Old Harvard Road will make it possible for employees of Alcoa and other nearby companies to more easily and safely reach the Towpath Trail.

Natural Area Alternative

A second alternative is to have the parcels purchased by a nonprofit organization or public agency, remove the existing buildings, and convert the parcels into a wooded area. The purpose of this alternative would be to serve as a natural area leading to the Towpath Trail at the Cuyahoga River and the future potential rail stop for the Cuyahoga Valley Scenic Railroad. The parcels would not have any trails, picnic areas, parking area, or visitor facilities. The parcels would be revegetated and returned to a natural wooded area.

This alternative would emphasize the transition between the industrial uses on Harvard Avenue and the natural areas along the Cuyahoga River. The alternative would not produce tax revenue however, because there would be no employees on the site, and the parcels would become tax exempt for property taxes.

Streetscape Improvements

The streetscape discussion outlined in the Office/Light Industrial Alternative would also apply to this alternative.

FOCUS AREA 2: EAST 49TH STREET SOUTH OF BP OIL

Introduction

This focus area includes seven residential parcels located on the west side of East 49th Street, generally in front of the former Cotton Club Bottling Company facility. The residential parcels are separated by two driveways that serve the industrial plant.

Village of Cuyahoga Heights

Map 7-2, Focus Area 1, Development Alternative



Village of Cuyahoga Heights

Exhibit 7-3, Focus Area 1, Development Impact Analysis			
Focus Area 1: Old Harvard Avenue at Harvard/Denison Bridge	Alternative 1	Alternative 2	Alternative 3
	Light Industry and Office	Passive Green Space	Existing Conditions
Site Characteristics			
Total Site Acreage	5.68	5.68	5.68
Total Site Square Footage	247,421	247,421	247,421
Building footprint (sq ft) - light industry	31,900	-	-
Number of stories - light industry	1	-	-
Total building square footage - light industry	31,900	-	12,338
Building footprint (sq ft) - office	6,000	-	-
Number of stories - office	3	-	-
Total building square footage - office	18,000	-	-
Number of dwelling units	-	-	-
Potential land value of site	\$388,800	\$388,800	\$388,800
Potential building value of site - light industry	\$1,636,470	-	\$442,914
Potential building value of site - office	\$1,376,100	-	-
Total potential value of site	\$3,401,370	\$388,800	\$831,714
Total number of residents	-	-	-
Total number of employees	118	-	6
Environmental Impacts			
Sewage Flow (gallons/day)	9,670	-	774
Water Consumption (gallons/day)	11,244	-	900
Solid Waste Production (tons/day)	0.1420	-	0.0083
Traffic: trips generated per weekday	421	-	75
Revenues			
Estimated avg annual employee income - light industry	\$29,970	-	\$29,970
Estimated avg annual employee income - office	\$47,020	-	-
Median household income	-	-	-
Income tax revenues - Village	\$66,767	exempt	\$2,697
Property Tax Revenues - Village	\$5,258	exempt	\$1,286
Property Tax Revenues - School	\$27,640	exempt	\$6,759
Total Village Revenues	\$72,025	-	\$3,983
Expenditures			
Cost to provide services*	\$56,968	-	\$2,960
NET FISCAL IMPACT - VILLAGE	\$15,057	\$0	\$1,023

*Municipal service expenditure categories include general government, public safety, public health and welfare, public works, statutory and unclassified (special reserve funds), and recreation.

The purpose of this analysis is to review potential development alternatives for the residential parcels.

Property Ownership

The focus area includes seven residential parcels totaling approximately 1.9 acres, plus approximately 0.8 acres of land that is part of the acreage of the large industrial plant (*Exhibit 7-4*).

Land Use

The 1948 generalized land use map of Cuyahoga County in the possession of the Cuyahoga County Planning Commission shows that the parcels were residential surrounded by vacant land. The former Cotton Club Bottling Plant was built in 1954, and the BP Oil facility was built in 1954 and 1957 (*Exhibit 7-5*).

Village of Cuyahoga Heights

Exhibit 7-4, Focus Area 2, Parcel Data

Address	Parcel Number	Owner	Date of Transfer	Building Date	Acreage	Estimated Market Value
4880 East 49th St.	521-18-002 and 003 and 014	Sheryl Lemiec	10-1/75	1940	0.29	\$101,514
4884 East 49th St.	521-18-011	Charles Rini	2-13/70	1920	0.24	\$81,800
4886 East 49th St.	521-18-004	Irma Schab	7-26/62	1962	0.21	\$99,714
4888 East 49th St.	521-18-005	James and Lois Henley	10-7/81	1913	0.11	\$72,714
4890 East 49th St.	521-18-006	NR Company	10-28/70	1940	0.44	\$94,200
4912 East 49th St.	521-18-008	Pedrag & Zivka Pejanovic	6-25/93	1941	0.22	\$80,714
4922 East 49th St.	521-18-007 and 009	NR Company	7-14/53 and 9-24/53	1954	est. 0.84	est \$29,100
4936 East 49th St.	521-18-010	NR Company	2-18/72	vacant land	0.36	\$17,000
Total					2.71	\$576,756

Sources: Cuyahoga County Auditor's Office, April 2002

Exhibit 7-5, Focus Area 2, Land Use



Source: Cuyahoga County Engineer's Office, 1999

Zoning

Along this section of East 49th Street, the first 200 feet of land are zoned Residential (Chapter 1246), which allows a specific list of uses: single-family houses, two-family houses, churches, schools, libraries, municipal buildings, playgrounds, and parks.

Traffic Counts

Traffic counts conducted by the Cuyahoga County Engineer's Office show that the number of total vehicles and trucks are relatively steady on East 49th Street south of Grant Avenue.

The total number of vehicles for each of the three most recent counts (1996, 1991, and 1987) have been in the 5,000 - 6,000 range. At the time of the same three counts, the number of trucks varied from about 700 - 1,100, representing about 10% - 20% of all vehicles.

On East 49th Street south of Grant Avenue there are a number businesses and facilities that generate traffic, such as several factories, the BP Oil facility, the Northeast Ohio Regional Sewer District facility, and the vacant Cotton Club Bottling Plant. It is not possible to determine, based on the available data, the exact vehicle counts at the parcels in this focus area. In addition, traffic counts in the vicinity will change again when the Cotton Club plant obtains a new tenant. Detailed traffic count information is displayed in Chapter 4, *Economic Development and Market Analysis*.

Development Alternative

If the vicinity of the focus area is not considered suitable in the long-term for a small group of houses surrounded by industrial and public utility uses, the most likely redevelopment option for the residential parcels would be as **light industrial uses or office uses**.

Light Industrial Alternative

If the parcels were redeveloped, the area could support a total of about 38,600 square feet of light industrial space, divided into buildings of approximately 21,000 square feet and 17,600 square feet (*Map 7-3*). The overall acreage of the area, 2.71 acres, would have a building coverage of

approximately 33%, which is consistent with a commonly used standard of 30% - 35%.

Building setback standards used for the above conclusion are 30 feet for the front, as measured from the edge of the road right-of-way, and 10 feet for the side and rear, as measured from the property lines of adjacent owners.

The proposed buildings were placed at the northern and southern ends of the focus area for the benefit of the large industrial property owner in the rear. The proposed placement of new buildings will maximize the street visibility for the rear property, as well as allow for improvements to the current industrial driveway configuration.

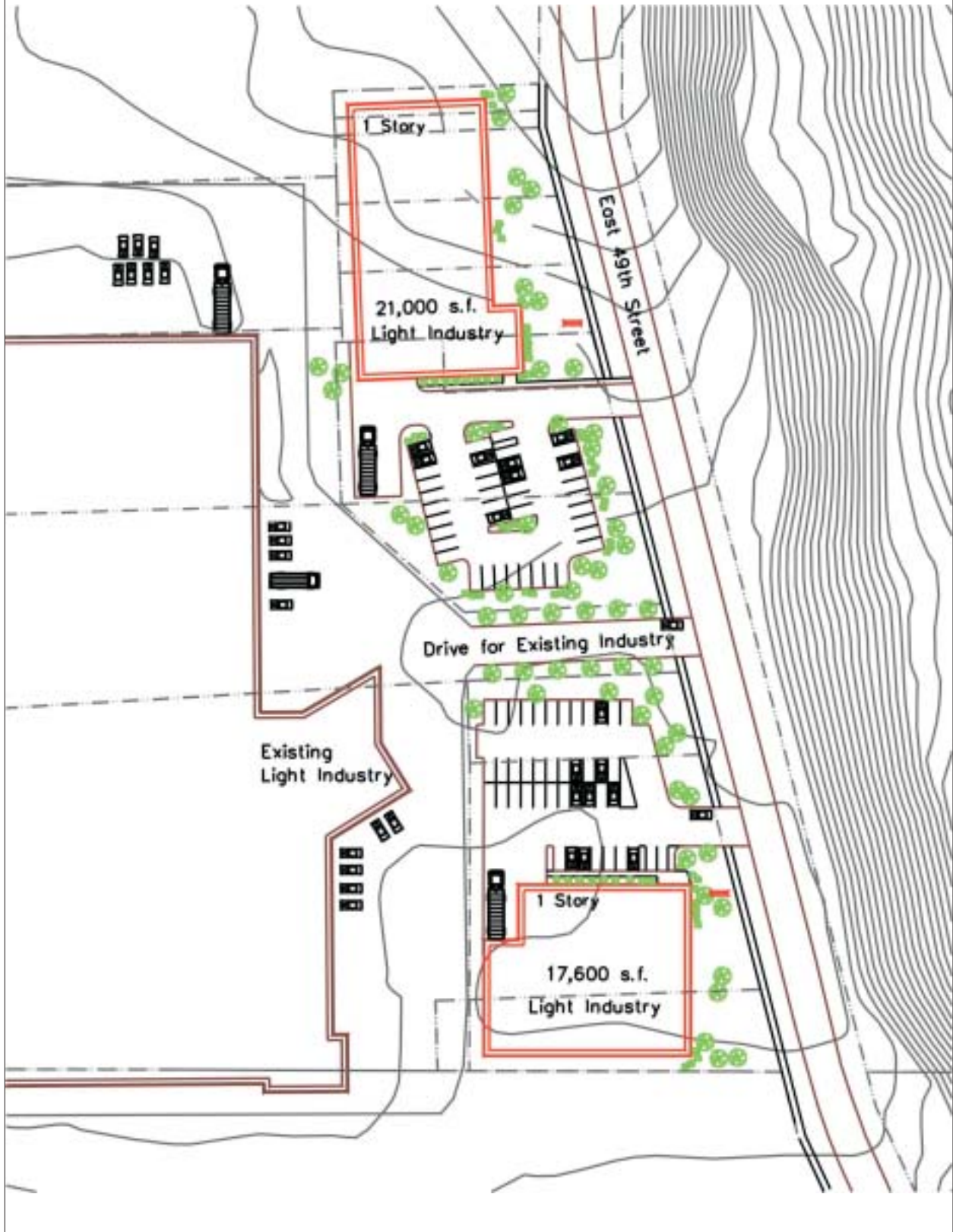
Parking standards used for the above analysis are two parking spaces per 1,000 square feet of industrial space for the northern building (42 spaces) and about 2.4 spaces per 1,000 square feet of industrial space for the southern building (43 spaces).

The proposed redevelopment would consolidate the two existing driveways leading to the industrial complex in the rear into one driveway with a 50-foot right-of-way and two lanes of pavement totaling 28 feet in width. Driveways for the two proposed buildings would be directly from East 49th Street.

The present property owner of the rear industrial plant, NR Company, currently owns about 60% (1.64 acres) of the total 2.71 acres in the focus area. The parcels owned by NR Company include all the land needed for the southern building except for one property situated in the proposed parking lot (521-18-008). For the northern building, NR Company owns the land that would be occupied by the proposed parking lot (521-18-007 and 521-18-006).

The proposed development would generate approximately \$38,000 annually in combined income tax and property tax revenue for the Village, compared to the estimated \$2,300 in revenue generated by the current residences (*Exhibit 7-6*). After estimating the cost of providing services to the new development, it is anticipated that the net fiscal impact to the Village would be about \$7,500, plus about

Map 7-3, Focus Area 2, Light Industrial Development Alternative



Village of Cuyahoga Heights

Exhibit 7-6, Focus Area 2, Development Impact Analysis			
Focus Area 2: E. 49th Street, west side, south of BP Oil facility	Alternative 1	Alternative 2	Alternative 3
	Light Industry	Office	Existing Conditions
Site Characteristics			
Total Site Acreage	2.71	2.71	2.71
Total Site Square Footage	118,252	118,252	118,252
Building footprint (sq ft)	38,600	19,000	-
Number of stories	1	2	-
Total building square footage	38,600	38,000	-
Number of dwelling units	-	-	6
Potential land value of site	\$176,150	\$176,150	\$137,614
Potential building value of site	\$1,980,180	\$2,905,100	\$422,142
Total potential value of site	\$2,156,330	\$3,081,250	\$559,756
Total number of residents	-	-	14
Total number of employees	77	114	-
Environmental Impacts			
Sewage Flow (gallons/day)	9,959	3,039	910
Water Consumption (gallons/day)	11,580	3,534	1,400
Solid Waste Production (tons/day)	0.1065	0.1140	0.0245
Total trips generated per day: weekday	269	418	57
Revenues			
Estimated avg annual employee income	\$29,970	\$47,020	-
Median household income	-	-	\$41,995
Income tax revenues - Village	\$34,705	\$80,404	\$1,470
Property Tax Revenues - Village	\$3,333	\$4,763	\$865
Property Tax Revenues - School	\$17,522	\$25,038	\$4,484
Total Village Revenues	\$38,038	\$85,167	\$2,335
Expenditures			
Cost to provide services*	\$30,554	\$56,239	\$5,538
NET FISCAL IMPACT - VILLAGE	\$7,484	\$28,928	-\$3,203

*Municipal service expenditure categories include general government, public safety, public health and welfare, public works, community development, recreation, and debt service.

\$17,500 in property tax revenue to the school district.

It is estimated that the proposed new development would generate about 270 vehicle trips per day. These new trips would increase vehicle traffic on East 49th Street south of Grant Avenue about 5% above the 1996 level, but traffic would remain below the 1991 level.

Office Alternative

If the parcels were redeveloped, the area could support a total of about 38,000 square feet of office space, divided into two-story buildings of approximately 20,000 square feet and 18,000 square feet (*Map 7-4*). The overall acreage of the area, 2.71

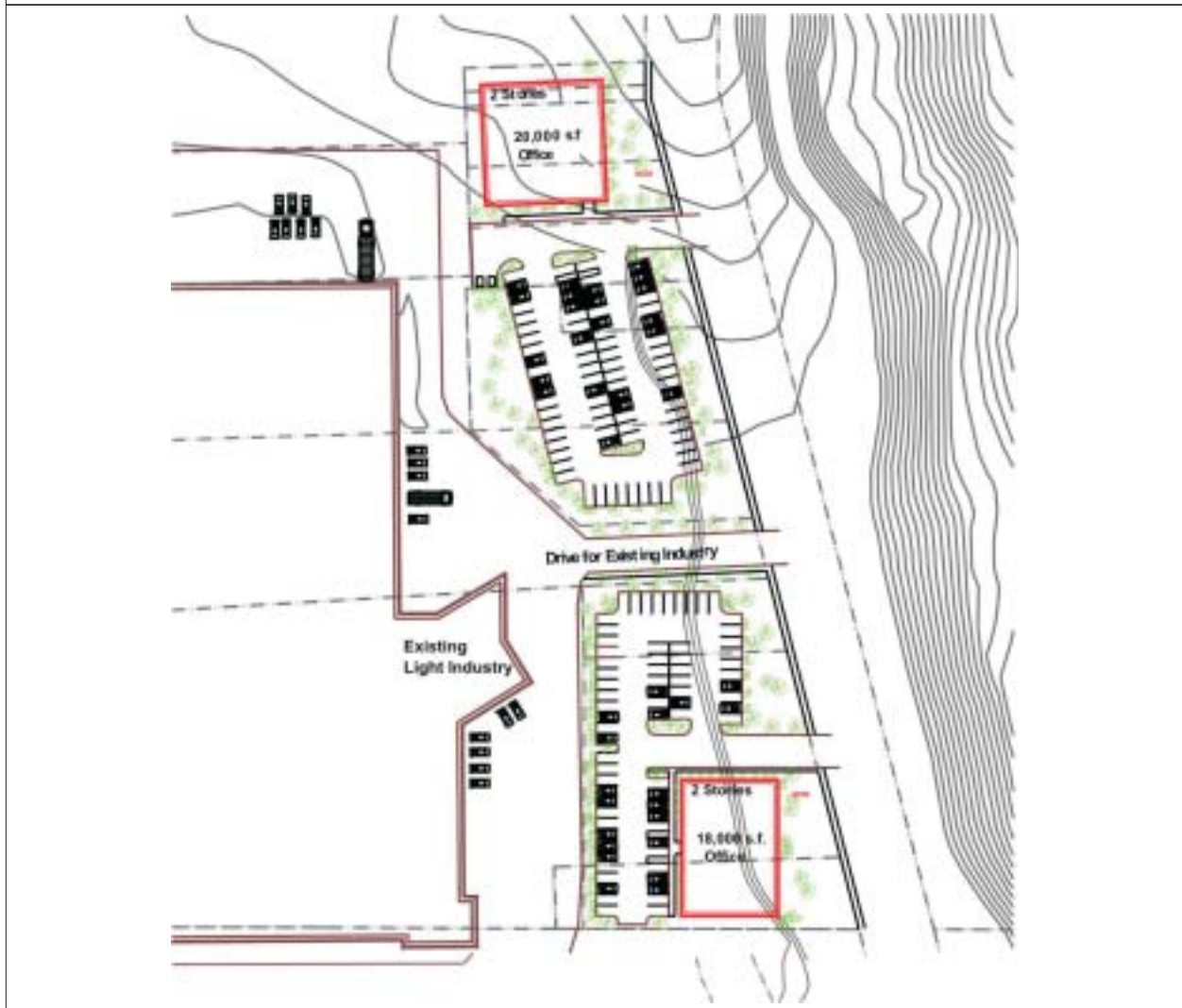
acres, would have a building coverage of approximately 16%.

Building setback standards used for the office alternative are similar to the light industrial alternative.

The proposed buildings were placed at the northern and southern ends of the focus area for the benefit of the large industrial property owner in the rear. The proposed placement of new buildings will maximize the street visibility for the rear property, as well as allow for improvements to the current industrial drive configuration.

Parking standards needed for the office alternative are higher than for the light industrial alternative.

Map 7-4, Focus Area 2, Office Development Alternative



The office analysis includes four parking spaces per 1,000 square feet of office space for the northern building (82 spaces) and southern building (72 spaces).

Similar to the light industrial alternative, the existing driveways for the industrial complex would be consolidated, and the proposed office buildings would have driveways directly from East 49th Street. The present property owner of the rear industrial plant, NR Company, currently owns the majority of the property that would be needed for the proposed development.

The proposed development would generate approximately \$85,000 annually in combined income tax

and property tax revenue for the Village, compared to the estimated \$2,300 in revenue generated by the current residences (Exhibit 7-6). After estimating the cost of providing services to the new development, it is anticipated that the net fiscal impact to the Village would be about \$29,000, plus about \$25,000 in property tax revenue to the school district.

It is estimated that the proposed new development would generate about 420 vehicle trips per day. These new trips would increase vehicle traffic on East 49th Street south of Grant Avenue about 10% above the 1996 level, rising to about the 1991 level.

FOCUS AREA 3: EAST 49TH STREET NORTH OF RAILROAD EMBANKMENT

Introduction

This focus area includes a number of parcels located behind the residences on the east side of East 49th Street, north of the railroad embankment. The focus area extends east and north to the existing light industrial properties.

The purpose of this analysis is to review potential development alternatives for the parcels, which are currently vacant land.

Property Ownership

The focus area includes five parcels totaling just under 27 acres (*Exhibit 7-7*).

Land Use

The 1948 generalized land use map of Cuyahoga County in the possession of the Cuyahoga County Planning Commission shows that the parcels were vacant land. A United States Geological Survey map of the same period shows that the area was a ravine about 50 to 60 feet in depth. It appears that the ravine drained to the south, and that the natural drainage pattern was disrupted by the construction of the railroad embankment in the early 20th century. More recently, the ravine has been filled (*Exhibit 7-8*).

Several of the parcels were owned during the 1940's through 1960's by National Smelting and later Apex Smelting. More recently, the area has been filled. Prior to any construction on the site, environmental and engineering testing should be conducted to verify that there are no environmental hazards and that the land is suitable as a building site.

Zoning

Along this section of East 49th Street, the first 1,000 feet of land are zoned Residential (Chapter 1246), which allows a specific list of uses: single-family houses, two-family houses, churches, schools, libraries, municipal buildings, playgrounds, and parks.

Parcel 522-08-004, which occupies the northern and eastern portion of the focus area, including the CEI easement area, is zoned Industrial (Chapter 1248), which allows a variety of industrial uses, as well as retail, wholesale, commercial, and warehouse uses.

Traffic Counts

Traffic counts conducted by the Cuyahoga County Engineer's Office show that the number of total vehicles and trucks are relatively steady on East 49th Street south of Grant Avenue.

The total number of vehicles for each of the three most recent counts (1996, 1991, and 1987) have been in the 5,000 - 6,000 range. At the time of the same three counts, the number of trucks varied from about 700 - 1,100, representing about 10% - 20% of all vehicles.

On East 49th Street south of Grant Avenue there are a number businesses and facilities that generate traffic, such as several factories, the BP Oil facility, the Northeast Ohio Regional Sewer District facility, and the vacant Cotton Club Bottling Plant. In addition, traffic counts in the vicinity will change again when the Cotton Club plant obtains a new tenant. Detailed traffic count information is displayed in Chapter 4, *Economic Development and Market Analysis*.

Landfill

The land area in this focus area is primarily a former landfill operated by the family. The site is most commonly known as the Nicky Boulevard Landfill, although other names over time include the Apex Smelting Site and the J&L Steel Disposal Site. The landfill was in operation before 1968, and operations ceased in 1988. The landfill was officially closed in accordance with Ohio Environmental Protection Agency (OEPA) rules in January, 1999, when the agency issued the Closure Certification Approval Letter.

Due to the fact that this landfill operated prior to the establishment of OEPA, no certainties can be provided regarding materials that may have been buried at the site by the current owner or previous owners. In addition, it is unknown at this time if the

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Exhibit 7-7, Focus Area 3, Parcel Data

Address	Parcel Number	Owner	Date of Transfer	Building Date	Acreage	Estimated Market Value
East 49th St.	522-08-004	Boyas Excavating Inc.	9-16/70	vacant land	9.16	\$280,600
East 49th St.	522-08-026	Boyas Excavating Inc.	9-16/70	vacant land	11.65	\$356,800
4569 East 49th St.	522-11-001	Boyas Excavating Inc.	4-11/77	vacant land	1.04	\$5,400
4603 East 49th St.	522-11-002	Walter Attewell	8-21/51	vacant land	1.45	\$31,320
East 49th St.	522-11-010	Boyas Excavating Inc.	9-14/70	vacant land	3.66	\$90,800
Total					26.96	\$794,020

Sources: Cuyahoga County Auditor's Office, April 2002

Exhibit 7-8, Focus Area 3, Land Use



Source: Cuyahoga County Engineer's Office, 1999

site has a potential for methane or leachate problems.

In addition, any construction activity on a landfill needs to be approved through a specific OEPA approval process known as *Rule 13*. To date, no *Rule 13* permit has been approved for construction of an “occupied building” on top of a landfill. *Rule 13* permits have been approved for items such as the construction of roads, parks, golf courses, and “unoccupied buildings” (such as concession stands). The Boyas property under development in Garfield Heights received a *Rule 13* permit that is within the latter category. The actual buildings planned for that development will not be located directly above fill material.

Due to the regulatory requirements, future development of the landfill in this focus area will depend upon an analysis of the landfill contents, assessment of potential problems, and development of appropriate solutions. A second potential option, depending upon the cost and logistics, would be to completely excavate and remove the existing landfill material and replace it with clean fill.

Development Alternatives

Considering the current surrounding land uses and the large size of the focus area, a mixed use development would be a productive solution.

One possible alternative would be to redevelop the parcels for single-family and two-family detached housing directed at an “active adult” market, meaning adults age 55 and over. This alternative would also include an assisted living facility, as well as one light industrial building.

A second alternative would be to redevelop the parcels for single-family and two-family detached housing without an assisted living facility, and still include several light industrial buildings.

Active Adult Housing/Assisted Living/Light Industrial - Alternative 1

If the parcels were redeveloped in this manner, the area could support 69 detached housing units, an assisted living facility with 116 units, and 26,500 square feet of light industrial space (*Map 7-5*). The

CEI easement of electric transmission towers occupies approximately three acres, meaning that the available developable land is about 24 acres.

Active Adult Housing

The housing occupies approximately 16 acres. It includes 49 single-family units of about 1,500 square feet, and 10 side-by-side two-family structures (20 units) of about 1,300 square feet each. All units would be one story or one-and-one-half stories in height, have front porches, and have an attached two-car garage. The square footage for the garage would be in addition to the living space. *Map 7-5* illustrates single-family lots that are 50 feet wide and 110 feet deep. The two-family structures are on lots 35 or 39 feet wide and varying from 108 to 150 feet in depth. All houses are situated at least 250 feet from the railroad track on the embankment.

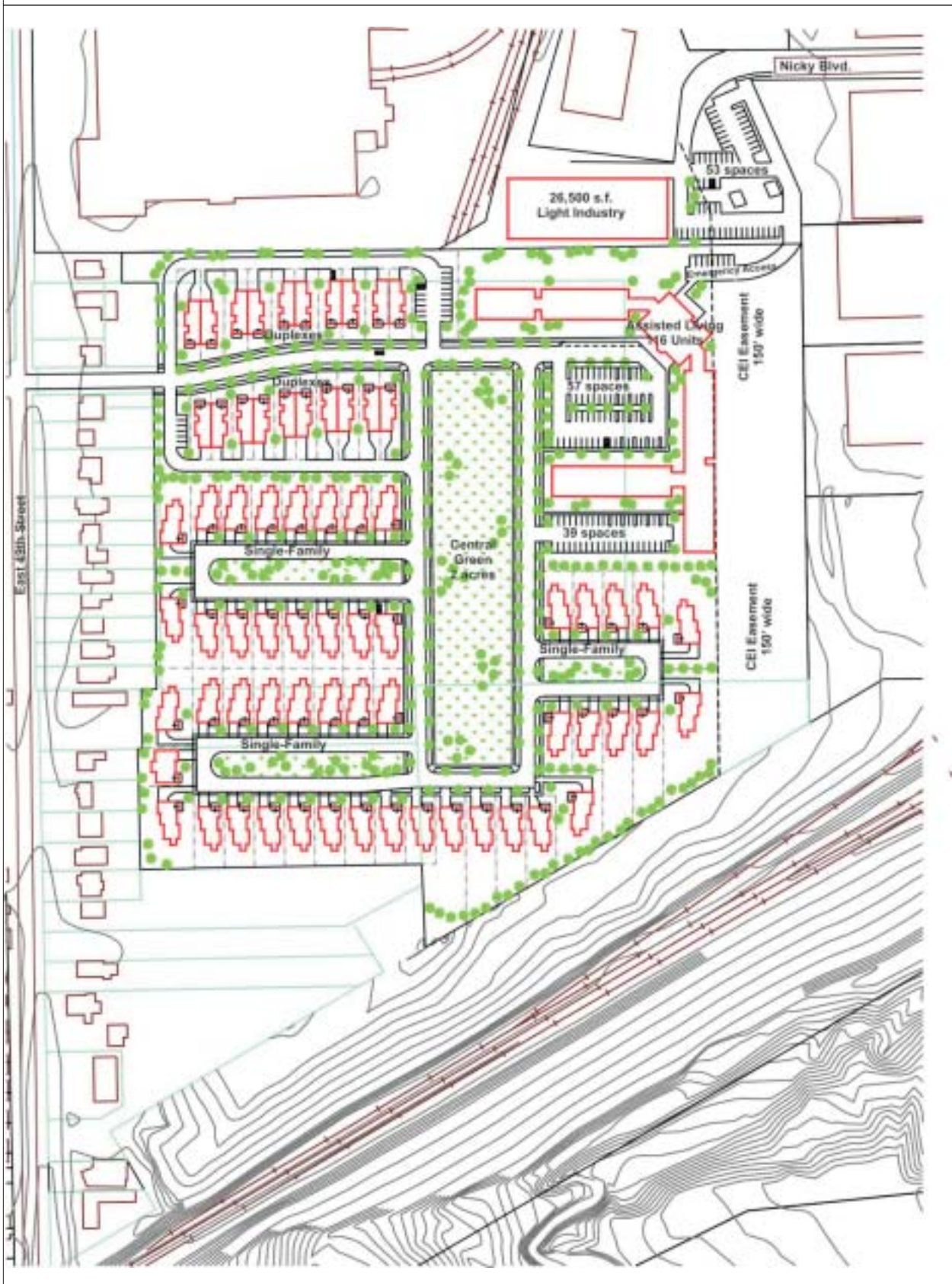
The physical arrangement of the housing development would create a pedestrian friendly neighborhood. For example, the proposed short streets of houses would be oriented around a two-acre central green. The entire development would have five-foot wide sidewalks, in order to encourage walking within the neighborhood and as a connection to the Metroparks Canal Reservation across the street. The two-family homes, located along the entrance drive, would have their driveway access from the rear. Guest parking would be provided near the two-family homes, and the twenty-four foot wide streets would also be wide enough to allow guest parking at the single-family homes.

The single-family homes would be priced at approximately \$160,000, and each unit in the two-family homes would be priced at about \$120,000. At the above selling prices, a single-family home could be afforded by a household with an income of at least \$64,000, and a two-family home could be afforded by a household with an income of at least \$45,000. If a household could make a larger than normal downpayment, such as using part or all of the proceeds from the sale of a current residence, then the needed annual income would be lower.

As part of a required monthly fee charged to each household, a management company would be responsible for services such as exterior building

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Map 7-5, Focus Area 3, Development Alternative 1



maintenance, landscaping maintenance, and snow removal.

Housing for Older Persons

The federal Fair Housing Act prohibits discrimination on the basis of familial status. The Act lists three exemptions in which housing may legally exclude families with children: 1) State and federal elderly housing programs; 2) Housing solely occupied by persons age 62 and over; and 3) Housing for persons age 55 and over.

The Fair Housing Act definition of housing for persons age 55 and over was amended by the Housing for Older Persons Act of 1995. Housing intended, and operated, for occupancy by persons age 55 and over is exempt from the familial status provisions of the Fair Housing Act if:

1. At least 80% of the occupied units are occupied by at least one person age 55 years or older;
2. The housing development publishes and adheres to policies and procedures that demonstrate the intent to offer housing for persons age 55 years and older; and
3. The housing development complies with rules issued by the federal government for verification of occupancy.

Active Adult Housing - Definition

The real estate marketing name for cluster housing intended for persons age 55 and over (no children permitted) is Active Adult.

Active Adult Housing Developments in Northeast Ohio

The following three items are examples of Active Adult housing developments. In each of these developments, residents pay a monthly fee for upkeep of any common facilities such as a clubhouse, recreation facilities, and grounds care. The presence of activities and facilities directed toward persons age 55 and older is an important component of complying with the federal regulations.

Exhibit 7-9, Greenbriar at River Valley, Seneca Model, North Royalton, Ohio



Greenbriar at River Valley, North Royalton, Ohio. This is a gated community of about 55 lots built by U.S. Home Corporation bordering the Rocky River. The development offers detached single-family homes priced in from \$179,950 to \$225,700. There are a total of five floor plans that can be built as

one-story ranches or two-story homes, ranging from 1,300 to 2,100 square feet in size. The homes have three or four bedrooms (all with the master bedroom downstairs), two full bathrooms, and two car garages. Some homes have lower-level walk-outs, with balconies on the upper level to provide views (*Exhibit 7-9*).

Amenities include a 7,000 square foot clubhouse with health club, spa, pool, tennis, bocci courts, computer lab, resident lounge, and an on-site activities director. The development also includes jogging/walking trails.

The development has been ranked as one of the 100 Best Master-Planned Communities in America by Where to Retire magazine.

The development is located on Bennett Road, just south of Drake Road. The telephone number is 440.230.0675. Images of the model homes are available on the U.S. Home Corporation website. Click on "Active Adult Communities" on the home page. The site provides information on Active Adult developments by U.S. Home in eleven states.

Athenian Village, North Royalton, Ohio. This development is part of a combination independent living, assisted living, and nursing facility campus built by Gaitanaros Healthcare Enterprises.

The independent living development offers two-unit buildings divided by a garage. The 64 homes are priced from \$158,500 to about \$225,000. There are a total of four models, all built as one-story homes, with variations created through options and upgrades. The size ranges from 1,250 to just under 1,500 square feet in size. The homes have

two bedrooms, two full bathrooms, and one car garages (*Exhibit 7-10*).

Amenities include the use of the exercise and dining facilities at the nursing home, jogging/walking trails, and a playground for use by grandchildren.

The development is located on West 130th Street, south of Sprague Road, roughly opposite Whitney Road. Images of the development and homes are available on the Gaitanaros website, Click on “Athenian Village” on the home page.

Avenbury Lakes, Avon, Ohio. This is a private community built by Scaletta Development Corporation in Avon. The 146-acre development offers 349 cluster homes priced at \$177,900 to \$269,900. About 45% of the total site has been reserved as open space, including ponds, woods, and wetlands (*Exhibit 7-11*).

Amenities include a 10,000 square foot clubhouse, indoor and outdoor swimming pools, tennis, community garden, putting green, and trails.

The development has been received at least nine awards, including the 2000 top award for the best condominium or cluster home community in Northern Ohio from both the Home Builders Association of Greater Cleveland and the North Coast Building Industry.

The development is located on Jaycox Road, north of Detroit Road. The telephone number is 440.937.9300. Images of the development and homes are available on the Scaletta Development Corporation website, Click on “Avenbury Lakes” on the home page.

Assisted Living Facility

Map 7-5 illustrates a two-story assisted living facility with 116 total units situated on about four acres.

Exhibit 7-10, Athenian Village, North Royalton, Ohio



Exhibit 7-11, Avenbury Lakes, Red Admiral Two Family Home, Avon, Ohio



An assisted living facility is a setting in which each resident has a small private apartment, but utilizes the services and facilities offered to assist them with activities of daily living. For example, meals would be served in a main dining room, and staff would handle house-keeping and laundry duties, as well as provide services such as transportation to medical appointments. A nurse would also be on duty to assist with duties such as ensuring that each resident is taking the proper dose of their medications on schedule. A regular schedule of activities, as well as field trips, are also provided. A community room within the facility could also be

utilized by residents of the entire neighborhood for activities or family gatherings.

The proposed assisted living facility is shown with parking equal to about one space per unit. Although most residents will not own an automobile, the parking needs to accommodate employees and visitors. In addition, an emergency access drive is also provided from Nicky Boulevard to the rear of the facility. This rear drive would improve access to the emergency medical squad located at the fire station and also serve as a delivery entrance for vehicles such as food service.

Light Industrial

Finally, *Map 7-5* shows a 26,500 square foot light industrial building at the end of Nicky Boulevard, with associated parking, located on about two acres. Similar to the way in which the 150-foot wide CEI easement would serve as a buffer between the proposed housing and the rear of the existing light industrial buildings on Willow Parkway, this proposed light industrial building at the end of Nicky Boulevard could create an attractive transition between industrial and housing uses.

Parking standards used for the proposed development were two spaces per 1,000 square feet of industrial space. In addition, the parking area would

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Exhibit 7-12, Focus Area 3, Development Impact Analysis - Alternatives 1 and 2			
Focus Area 3: E. 49th Street, East Side, North of Railroad Overpass	Alternative 1	Alternative 2	Alternative 3
	Mixed Use	Mixed Use	Existing Conditions
Site Characteristics			
Total site acreage	26.96	26.96	26.96
Total site square footage	1,174,378	1,174,378	0
Total industrial building square footage	26,500	26,500	-
Number of dwelling units	185	81	-
Total potential value of site	\$21,022,138	\$14,435,699	
Total number of residents	237	142	0
Number of school-aged children	0	13	
Total number of employees	103	53	0
Environmental Impacts			
Sewage Flow (gallons/day)	25,476	16,051	0
Water Consumption (gallons/day)	32,475	22,125	0
Solid Waste Production (tons/day)	0.575	0.321	0
Total trips generated per day: weekday	674	659	0
Revenues			
Income tax revenues - Village	\$49,567	\$43,674	0
Property Tax Revenues - Village	\$32,481	\$22,297	\$1,279
Property Tax Revenues - School	\$169,627	\$115,836	\$6,695
Total Village Revenues	\$82,048	\$65,971	\$1,279
Expenditures			
Cost to provide services*	\$138,221	\$75,542	0
NET FISCAL IMPACT - VILLAGE	-\$56,173	-\$9,571	\$1,279
*Municipal service expenditure categories include: general government, public safety, public health and welfare, public works, community development, recreation and debt service.			

accommodate the bases of two CEI transmission towers, as well as space for the emergency access drive leading to the rear of the assisted living facility.

Economic Impact

As part of determining the economic impact of the proposed development, several assumptions have been made concerning the income sources of residents, and thus whether they would be paying the Village income tax. Any changes in these assumptions would affect potential revenues. For the assisted living facility, it is assumed that no residents would be earning wages. Due to the fact that the single-family and two-family units would be occupied by persons age 55 and over, it is assumed that 50% of the residents would be earning wages and 50% would not be earning wages.

The proposed development would generate approximately \$82,000 annually in combined income tax

and property tax revenue for the Village, compared to the estimated \$1,300 in revenue generated by the current vacant land (*Exhibit 7-12*). After estimating the cost of providing services to the new development, it is anticipated that the annual net fiscal impact to the Village would be a negative \$56,000, however there would be an additional \$169,600 in annual property tax revenue to the school district.

It is estimated that the proposed new development would generate slightly under 700 vehicle trips per day. These new trips would increase vehicle traffic on East 49th Street about 13% above the 1996 level and about 3% over the 1991 level.

Cluster Housing/Light Industrial - Alternative 2

If the parcels were redeveloped in this manner, the area could support 81 detached housing units and 26,500 square feet of light industrial space (*Map 7-6*). The CEI easement of electric transmission towers occupies approximately three acres, mean-

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Map 7-6, Focus Area 3, Development Alternative 2



ing that the available developable land is about 24 acres.

Cluster Housing

The housing occupies approximately 18 acres. It includes 57 single-family units of about 1,500 square feet, and 12 side-by-side two-family structures (24 units) of about 1,300 square feet each.

Many of the characteristics of the development would be similar to Alternative 1, such as building height, front porches, attached two-car garages, and lot size. The same pedestrian friendly neighborhood would also be created, with a central green and side-walks.

As in Alternative 1, the single-family homes would be priced at approximately \$160,000, and each unit in the two-family homes would be priced at about \$120,000. At the above selling prices, a single-family home could be afforded by a household with an income of at least \$64,000, and a two-family home could be afforded by a household with an income of at least \$45,000. If a household could make a larger than normal downpayment, such as using part or all of the proceeds from the sale of a current residence, then the needed annual income would be lower.

As part of a required monthly fee charged to each household, a management company would be responsible for services such as exterior building maintenance, landscaping maintenance, and snow removal.

As part of Alternative 2, a 5,000 square foot clubhouse is included as part of the housing development. This building, with kitchen facilities, an outdoor pavilion, and outdoor space situated on about two acres, could be utilized by residents of the entire neighborhood for activities or family gatherings. Scheduling and maintenance would be the responsibility of the management company.

One significant difference from Alternative 1 is that these units would not be restricted to persons age 55 and over. A development of this type however, is likely to attract “empty nesters” in that age bracket, as well as younger couples with no children, and individuals. Another type of household that could be

attracted to these units is single parents with child. In Alternative 2, it is estimated that the housing development could have approximately 30 - 35 children.

Light Industrial

As in Alternative 1, *Map 7-6* shows a 26,500 square foot light industrial building at the end of Nicky Boulevard, with associated parking, located on about two acres, which could be used to create an attractive transition between industrial and housing uses. The parking standards are the same as outlined in Alternative 1, and the parking area would accommodate the bases of two CEI transmission towers.

Economic Impact

As part of determining the economic impact of the proposed development, an assumption has been made concerning the income sources of residents, and thus whether they would be paying the Village income tax. Any changes in this assumption would affect potential revenues. Due to the fact that the single-family and two-family units would not be restricted to age 55 and over, it is assumed that 100% of the residents would be earning wages.

The proposed development would generate approximately \$66,000 annually in combined income tax and property tax revenue for the Village, compared to the estimated \$1,300 in revenue generated by the current vacant land (*Exhibit 7-12*). After estimating the cost of providing services to the new development, it is anticipated that the annual net fiscal impact to the Village would be about a negative \$9,500, however there would be an additional \$115,800 in annual property tax revenue to the school district.

It is estimated that the proposed new development would generate about 650 vehicle trips per day. These new trips would increase vehicle traffic on East 49th Street about 11% above the 1996 level and about 2% over the 1991 level.

**FOCUS AREA 4: GRANT AVENUE
(I-77 TO EAST 49TH STREET)**

Introduction

This focus area includes thirteen industrial parcels located on both the north and south sides of Grant Avenue from I-77 to East 49th Street.

The purpose of this analysis is to review the potential alternative of encouraging the entire redevelopment of the focus area into office space.

Property Ownership

The focus area contains thirteen industrial parcels totaling approximately 25 acres (*Exhibit 7-13*). On the north side of Grant Avenue, eight parcels total approximately 18 acres of land, while on the south side of Grant Avenue, five parcels total about seven acres. Twelve of the parcels are located on Grant Avenue, and one parcel is located on Willow Parkway.

Land Use

Cuyahoga County Auditor’s records indicate that the parcels began to develop with industrial uses during the 1920’s. The 1948 generalized land use map of Cuyahoga County in the possession of the Cuyahoga County Planning Commission shows that the area was fully developed as an industrial area by that date (*Exhibit 7-14*).

Zoning

All of the parcels are zoned Industrial (Chapter 1248), which allows a variety of industrial uses, as well as retail, wholesale, commercial, and warehouse uses.

Traffic Counts

The most recent traffic count, done in 1996, showed approximately 10,000 vehicles on Grant Avenue immediately west of I-77. These vehicles would have been traveling to and from destinations on Grant Avenue, Willow Parkway, and East 49th Street. At the time of the same count, the number of trucks was approximately 2,000, representing about 20% of all vehicles.

Exhibit 7-13, Focus Area 4, Parcel Data				
Address	Parcel Number	Owner	Date of Transfer	Estimated Market Value
North Side				
5301 Grant Ave.	522-07-005 and 006	5301 Grant LLC	1-26/2000	\$ 2,638,200
5207 Grant Ave.	522-07-002	Legacy Property Investments	1-12/1997	\$ 590,600
5209 Grant Ave.	522-07-009	5301 Grant LLC	1-26/2000	\$ 40,914
Grant Ave.	522-07-001	Newburgh & South Shore	11-24/1986	not available
5201 Grant Ave.	522-06-019	Precision Investment Group	1-21/2000	\$ 461,714
5171 Grant Ave.	522-06-017	Laurel Realty Co.	11-8/1962	\$ 930,000
4919 Grant Ave.	522-06-018	Eldon Kabb	10-1/1986	\$ 390,000
4911 Grant Ave.	522-06-001to 004	Alfra Corporation	10-12/1971	\$ 738,914
Estimated Market Value - North Side				\$ 5,790,342
Estimated Acreage - North Side: 18.0				
South Side				
4400 Willow Pkwy.	522-08-022	3D Real Estate Partners, Inc.	7-29/1998	\$ 344,314
5350 Grant Ave.	522-07-004	Allen E. Jordan	11-17/1986	\$ 150,600
5324 Grant Ave.	522-07-007 and 008	Detroit-Pittsburgh Motor Freight, Inc.	1-19/1978	\$ 190,000
5200 Grant Ave.	522-06-013	Balon Management Co.	6-27/1985	\$ 265,800
5150-80 Grant Ave.	522-06-014	Frederick J. Spann	5-26/1981	\$ 273,000
Estimated Market Value - South Side				\$ 1,223,714
Estimated Acreage - South Side: 7.0				
Source: Cuyahoga County Auditor’s Office, April 2002				

Exhibit 7-14, Focus Area 4, Land Use



Source: Cuyahoga County Engineer's Office, 1999

Reviewing the traffic counts from the East 49th Street end of Grant Avenue illustrates a lighter traffic pattern. The most recent traffic count, done in 1996, showed approximately 6,300 vehicles on Grant Avenue immediately east of East 49th Street. At the time of the same count, the number of trucks was approximately 1,500, representing about 25% of all vehicles.

Detailed traffic count information is displayed in Chapter 4, *Economic Development and Market Analysis*.

Brownfields

Based upon state and federal databases, as displayed in the Cuyahoga County Planning Commission's online Brownfields Geographic Information System, there are several properties within the fo-

cus area that may have environmental issues. Underground storage tanks are probably located on 5213, 5301, and 5324 Grant Avenue. It is unclear whether the tanks have a leakage problem. In addition, current or former occupants of buildings at 5171, 5201, and 5207 Grant Avenue either used, disposed of, or released into the environment federally regulated substances as part of their production processes. These situations are not necessarily a violation of federal regulations, but are simply a report that handling of specific federally regulated substances occurred.

Development Alternative

The area is currently a mix of light industrial, warehouse, and truck terminal uses. These uses developed during the 1920's through 1960's, before and during the time period when the Willow Freeway existed, which predated its upgrade to Interstate 77.

Although businesses continue to occupy the buildings, the area exhibits a number of physical characteristics that hinder efficient function. Grant Avenue contains two lanes of pavement as part of a 60-foot public right-of-way, and widening is not feasible due to the location of front walls of buildings at or near the edge of the right-of-way. The location of loading areas in the front portions of some buildings create difficult truck turning movements. The original parcel configuration was arranged in coordination with a railroad spur of the Newburgh & South Shore Railway, which has only minimal service today. In addition, economic weakness in the area is illustrated by the fact that as of July, 2001, owners of four of the thirteen parcels in the focus area were delinquent in the payment of property taxes.

Due to the issues outlined above, a potentially viable redevelopment option would be **office use**. The industrial uses were built before the development of the interstate highway system and therefore, before an interstate interchange was constructed at Grant Avenue. The insertion of the highway is a reason to re-evaluate the land uses that are appropriate for the area.

If the parcels were redeveloped, the area could support a total of about 421,500 square feet of office space, using buildings with various number of stories and footprints of approximately 10,000 - 20,000 square feet each (*Map 7-7*). The total square footage of the proposed buildings ranges from 32,000 - 80,000 square feet. This range would provide flexibility to attract tenants seeking several thousand square feet to an entire building, while keeping the overall size of spaces within the range that is attractive in the northeast Ohio office market. There are, of course, many variations to this specific scheme that would be feasible.

This proposal suggests building heights varying from two to five stories in order to accomplish several goals. First, the tallest buildings, suggested for five stories, would be located closest to the freeway. The tall buildings would create visibility for the development from the freeway and also make efficient use of the most valuable parcel. In addition, there would be the opportunity to create a restaurant on the first floor of a building, similar to the Cooker

Bar & Grille on the first floor of the Crown Centre office building in Independence. Moving west along Grant Avenue toward East 49th Street, the buildings would gradually decrease to a height of two stories. This lower height is more appropriate for the East 49th Street end of the street because it is similar to the height of the adjacent light industrial buildings along East 49th Street. The lower height buildings would also provide an attractive transition between the taller buildings and the natural areas of the Metroparks Reservation in the Cuyahoga River Valley.

To facilitate development in sections over time, the proposed office development was arranged using some of the existing parcel lines. For example, the property at the northwest corner of Grant Avenue and the I-77 interchange was proposed for two office buildings. Overall, eight parcels on the north side of Grant Avenue could be redeveloped as three sections, and five parcels on the south side of Grant Avenue could be redeveloped as two sections (*Map 7-7*).

As part of the redevelopment, it is recommended that the right-of-way width for Grant Avenue be increased from 60 feet to 80 feet. The conversion from industrial to office uses would increase traffic, and additional right-of-way would make it possible to install left turn lanes at specific locations or a continuous middle turning lane. Even with three lanes of pavement, there would be adequate room to provide a sidewalk on both sides of the street, plus a wide treelawn and street trees. The redevelopment to office use would also significantly increase the number of employees in the area, and a pedestrian connection along Grant Avenue to East 49th Street and the Metroparks Reservation would be an important amenity to employees.

The wider right-of-way should also be combined with the creation of front setback regulations that move the buildings away from the edge of the right-of-way. This would improve vehicular circulation, and enhance the appearance of the area by providing space for landscaping in front of the buildings. For example, on *Map 7-7*, the buildings are situated approximately 30 - 40 feet behind the edge of the proposed wider right-of-way.

Map 7-7, Focus Area 4, Development Alternative 2



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The proposed land use change also means that there would no longer be a need for the railroad spur through the area. *Map 7-7* indicates that the narrow corridor of acreage occupied by the railroad was not included as part of the redevelopment of a specific parcel, although it could be incorporated into adjacent parcels.

Parking standards used for the above analysis were four parking spaces per 1,000 square feet of office space, which totaled about 1,676 spaces for the entire area.

The proposed development would generate approximately \$947,000 annually in combined income tax and property tax revenue for the Village, compared to the estimated \$402,000 in revenue generated by the current industrial uses (*Exhibit 7-15*). After es-

timating the cost of providing services to the new development, it is anticipated that the net fiscal impact to the Village would be about \$323,000, plus about \$289,000 in property tax revenue to the school district. For the purposes of comparison, the existing uses and proposed uses are analyzed as if occupancy is at 100%.

The analysis indicates that the proposed development may substantially decrease the amount of daily sewage flow and water consumption from present levels. Therefore, the proposed office uses would not put an additional burden on the water and sewer infrastructure.

It is estimated that the proposed new development would generate about 4,600 vehicle trips per day, which would be an increase of 1,500 vehicles above

Exhibit 7-15, Focus Area 4, Development Impact Analysis		
Focus Area 4: Grant Avenue, west of I-77	Alternative 1	Alternative 2
	Office	Existing Conditions
Site Characteristics		
Total Site Acreage	25	25
Total Site Square Footage	1,089,000	1,089,000
Industrial Space (sq ft)	0	365,144
Number of employees	0	730
Warehouse Space (sq ft)	0	90,692
Number of employees	0	116
Office Space (sq ft)	421,500	12,801
Number of employees	1,265	38
Potential land value of site	\$2,433,686	-
Potential building value of site	\$33,130,774	-
Total potential property value (land and building)	\$35,564,460	\$7,014,057
Environmental Impacts		
Sewage Flow (gallons/day)	33,712	98,313
Water Consumption (gallons/day)	39,200	114,317
Solid Waste Production (tons/day)	1.265	1.1382
Total trips generated per day: weekday	4,641	3,136
Revenues		
Estimated avg annual employee income	\$47,020	various
Income tax revenues - Village	\$892,205	\$391,722
Property Tax Revenues - Village	\$54,972	\$10,028
Property Tax Revenues - School	\$288,997	\$52,717
Total Village Revenues	\$947,177	\$401,749
Expenditures		
Cost to provide services*	\$624,059	\$365,637
NET FISCAL IMPACT - VILLAGE	\$323,118	\$36,112
*Municipal service expenditure categories include general government, public safety, public health and welfare, public works, community development, recreation, and debt service.		

the present uses. These new trips would increase vehicle traffic on Grant Avenue east of East 49th Street about 25% above the 1996 level.

FOCUS AREA 5: GRANT AVENUE (I-77 TO EAST 71TH STREET)

Introduction

This focus area includes two separate sections of parcels located on the south side of Grant Avenue from I-77 to East 71st Street.

The purpose of this analysis is to review the potential alternative of new light industrial space as infill development on vacant land owned by Columbia National Corporation, as well as the redevelopment of the Benjamin Moore Company site and adjacent residential properties.

Property Ownership

The focus area contains seven parcels totaling approximately 10.5 acres (*Exhibit 7-16*). The potential Columbia National infill project involves one parcel, while the potential Benjamin Moore project involves one industrial parcel and five residential parcels.

Land Use

The 1948 generalized land use map of Cuyahoga County in the possession of the Cuyahoga County Planning Commission shows that the area was already developed with industry and homes by that date (*Exhibit 7-17*). Cuyahoga County Auditor's Office records indicate that the specific structures in the focus area were generally built during the 1910's and 1920's.

Zoning

All of the parcels are zoned Industrial (Chapter 1248), which allows a variety of industrial uses, as well as retail, wholesale, commercial, and warehouse uses.

Traffic Counts

The most recent traffic count, done in 1996, showed approximately 12,800 vehicles on Grant Avenue

immediately east of I-77. These vehicles would have been traveling to and from destinations on Grant Avenue and East 71st Street. At the time of the same count, the number of trucks was approximately 2,200, representing about 17% of all vehicles.

Reviewing the traffic counts from the East 71st Street end of Grant Avenue illustrates a lighter traffic pattern. The most recent traffic count, done in 1996, showed approximately 9,000 vehicles on Grant Avenue immediately west of East 49th Street. At the time of the same count, the number of trucks was approximately 1,000, representing about 11% of all vehicles.

Detailed traffic count information is displayed in Chapter 4, *Economic Development and Market Analysis*.

Brownfields

Based upon state and federal databases, as displayed in the Cuyahoga County Planning Commission's online Brownfields Geographic Information System, there are no properties within the focus area that are officially listed as having environmental issues. The official listings however, do not necessarily mean that a property is free of environmental problems. For example, a vacant property may not appear on the listings because several of the databases pertain to the use of federally regulated substances as part of current production processes, such as many chemicals. Therefore a property owner may be aware of problems on the site that have been documented by private consultants on behalf of the owner, but the property would not appear on databases of sites with environmental issues.

Development Alternative

The area is currently a mix of industrial and residential uses, which developed from the 1910's onward. Although businesses continue to occupy the buildings, the area exhibits a number of physical characteristics that hinder efficient function. Near the railroad overpass, Grant Avenue contains two lanes of pavement as part of a 60-foot public right-of-way. The railroad overpass can not however, accommodate an additional lane without re-

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Exhibit 7-16, Focus Area 5, Parcel Data						
Address	Parcel Number	Owner	Date of Transfer	Building Date	Acreeage	Estimated Market Value
Columbia National Vacant Land						
6700 Grant Ave.	522-10-002	Columbia National Corporation	8-2/1990	vacant land	est 5.5	\$ 250,114
Total					est 5.5	\$ 250,114
Benjamin Moore and Houses						
4400 East 71st St.	522-10-005, plus 012 through 014	Benjamin Moore Company	7-25/1918 and later	various	est 4.3	\$ 871,000
6914 Grant Ave.	522-10-006	Roylene Woodrick-Sample	4-20/1999	1915	0.11	\$ 74,914
6922 Grant Ave.	522-10-008 and 007	Roylene Woodrick-Sample	4-20/1999	1920	0.24	\$ 76,514
6926 Grant Ave.	522-10-009	Raymond & Patricia Smosarski	10-1/1969	1910	0.12	\$ 67,400
6930 Grant Ave.	522-10-010	Stella Scafaro Trust	3-27/2001	1903	0.12	\$ 65,600
7004 Grant Ave.	522-10-011	Bernadette Baracz	8-16/1951	1910	0.12	\$ 67,914
Total					est 5.0	\$ 1,223,342
<i>Source:</i> Cuyahoga County Auditor's Office, April 2002						



building. Further east, Grant Avenue contains two lanes of pavement as part of a 50-foot public right-of-way, except near East 71st Street, where a right turn lane onto southbound East 71st Street has been added. Widening the street is not feasible due to the location of front walls of buildings at or near the edge of the right-of-way, as well as the railroad overpass abutments. The location of the building front walls close to the street also creates visibility problems for drivers and difficult truck turning movements.

The focus area currently serves as an industrial district, and it is recommended that the area continue as such, with new development as **light industrial uses**. In addition, the area is not considered suitable in the long-term for the small cluster of houses currently surrounded by industrial utility uses, and future redevelopment should include removal of the homes.

If the parcels were redeveloped, the Columbia National vacant land could support a total of about 80,000 square feet of light industrial space on about 5.5 acres (*Map 7-8*). The Benjamin Moore property and the adjacent homes could support a total of about 70,000 square feet of light industrial space on about 5.0 acres (*Map 7-8*). The new development represents a building coverage of approximately 30% - 32% on the parcels, which is consistent with a commonly used standard of 30% - 35%.

For much of the focus area, the community boundary line between Cleveland and Cuyahoga Heights is the center of Grant Avenue, meaning that the right-of-way is situated in two communities. In its 1991 *Civic Vision 2000 Citywide Plan*, the Cleveland City Planning Commission proposed that the vacant area on the north side of Grant Avenue be developed with industrial uses. During 2002 and 2003, the Cleveland City Planning Commission will be updating this plan.

As part of the redevelopment, it is recommended that the right-of-way width for Grant Avenue be increased from its current 50 and 60 feet to approximately 80 feet. A future increase in the width of the right-of-way, as well as widening of the pavement itself, could occur entirely on the Cuyahoga Heights side of the street or in both communities. For exam-

ple, the street could be configured to create two extra-wide lanes, to install left turn lanes at specific locations, or to install a continuous middle turning lane. Even with three lanes of pavement, there would be adequate room to provide a sidewalk on both sides of the street, plus a wide treelawn and street trees.

The wider right-of-way should also be combined with the creation of front setback regulations that move the buildings away from the edge of the right-of-way. New development could add 300 employees to the area, plus additional truck traffic. The setback would improve vehicular safety and circulation, as well as enhance the appearance of the area by providing space for landscaping in front of the buildings. For example, on *Map 7-8*, the buildings are situated approximately 30 - 40 feet behind the edge of the proposed wider right-of-way.

Parking standards used for the above analysis were four parking spaces per 1,000 square feet of office space, which totaled about 190 spaces for the Columbia National vacant land and about 140 spaces for the Benjamin Moore property and adjacent homes.

The proposed Columbia National development would generate approximately \$78,700 annually in combined income tax and property tax revenue for the Village, compared to the estimated \$350 in revenue generated by the current vacant land (*Exhibit 7-18*). After estimating the cost of providing services to the new development, it is anticipated that the net fiscal impact to the Village would be about \$15,200, plus about \$35,400 in property tax revenue to the school district.

The proposed redevelopment of Benjamin Moore and the adjacent homes would generate approximately \$68,800 annually in combined income tax and property tax revenue for the Village, compared to the estimated \$4,100 in revenue generated by the current vacant industrial property and residences (*Exhibit 7-18*). After estimating the cost of providing services to the new development, it is anticipated that the net fiscal impact to the Village would be about \$13,200, plus about \$30,700 in property tax revenue to the school district. It is estimated that the proposed new developments would generate a

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Map 7-8, Focus Area 5, Development Alternative



Exhibit 7-18, Focus Area 5, Development Impact Analysis				
Focus Area 5: Grant Avenue, east of I-77	Columbia National Vacant Land		Benjamin Moore and Houses	
	Light Industry	Existing Conditions	Light Industry	Existing Conditions
Site Characteristics				
Total Site Acreage	5.5	5.5	5	5
Total Site Square Footage	239,580	239,580	217,800	217,800
Industrial Space (sq ft)	80,000	0	70,000	105,275
Number of employees	160	0	140	0
Number of dwelling units	0	0	0	10
Total number of residents	0	0	0	21
Potential land value of site	\$250,114	\$250,114	\$193,200	-
Potential building value of site	\$4,104,000	0	\$3,591,000	-
Total potential property value (land and building)	\$4,354,114	\$250,114	\$3,784,200	\$1,223,343
Environmental Impacts				
Sewage Flow (gallons/day)	20,640	0	18,060	1,365
Water Consumption (gallons/day)	24,000	0	21,000	1,866
Solid Waste Production (tons/day)	0.2208	0	0.1932	0.0368
Total trips generated per day: weekday	558	0	488	66
Revenues				
Estimated avg annual employee income	\$29,970	0	\$29,970	-
Median household income	-	-	-	\$41,995
Income tax revenues - Village	\$71,928	0	\$62,937	\$2,450
Property Tax Revenues - Village	\$6,730	\$348	\$5,849	\$1,670
Property Tax Revenues - School	\$35,381	\$1,829	\$30,750	\$8,777
Total Village Revenues	\$78,658	\$348	\$68,786	\$4,120
Expenditures				
Cost to provide services*	\$63,488	0	\$55,552	\$8,085
NET FISCAL IMPACT - VILLAGE	\$15,170	\$348	\$13,234	-\$3,965

*Municipal service expenditure categories include general government, public safety, public health and welfare, public works, community development, recreation, and debt service.

combined total of about 1,050 vehicle trips per day. These new trips would increase vehicle traffic on Grant Avenue west of East 71st Street about 11% above the 1996 level.

FOCUS AREA 6: EAST 71ST STREET SOUTH OF CHAPEK PARKWAY

Note

Information shown in italics (*italics*) reflects the incorporation of Village Council Resolution 2006-142, effective August 9, 2006. Information shown in a strikethrough format (~~strikethrough~~) is no longer applicable.

Introduction

This focus area includes several parcels located south and west of Klima Gardens and Chapek Parkway. ~~The purpose of this analysis is to review a potential housing development alternative for the parcels.~~

Property Ownership

The focus area includes all or part of four parcels totaling approximately 13.2 acres (*Exhibit 7-19*).

All or part of several more parcels have been added to the focus area, generally extending the boundaries to the north and west edges of St. Mary's Cemetery and extending westward to I-77 (Exhibit 7-19 not updated).

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Exhibit 7-19, Focus Area 6, Parcel Data

Address	Parcel Number	Owner	Date of Transfer	Building Date	Acreage	Estimated Market Value
west end Chapek Pkwy.	522-12-004	3320 Woodland Ave Ltd	8-12/98	vacant land	est 9.40	\$ 393,400
4664 East 71st St.	522-13-007 & 019	Electric Welder Repair, Inc.	5-16/83	1953	2.77	\$ 352,314
4668 East 71st St.	522-13-008	William & Robert Baumann	10-27/81	vacant land	0.69	\$ 7,700
4680 East 71st St.	522-13-018	Alan & Mary Lou Kalish	7-20/2000	vacant land	0.34	\$ 5,800
Total					est 13.20	\$ 759,214

Sources: Cuyahoga County Auditor's Office, April 2002

Note: Exhibit not revised.

Exhibit 7-20, Focus Area 6, Land Use



Source: Cuyahoga County Engineer's Office, 1999

Land Use

The 1948 generalized land use map of Cuyahoga County in the possession of the Cuyahoga County Planning Commission shows that the parcels were vacant land. A United States Geological Survey map of the same period shows a slope about 60 to 70 feet in height located on the south side of Chapek Parkway and extending southward toward the cemetery. At some point in the past, fill material extended the top of the slope to the west and south. More recently, additional fill material has been added at the terminus of Chapek Parkway (*Exhibit 7-20*).

Zoning

The focus area is zoned Office Building, Research Laboratory and Light Manufacturing (Chapter 1249).

~~The focus area is zoned Industrial (Chapter 1248), which allows a variety of industrial uses, as well as retail, wholesale, commercial, and warehouse uses.~~

Traffic Counts

Traffic counts conducted by the Cuyahoga County Engineer's Office show that the number of total vehicles and trucks has fluctuated on East 71st Street south of Grant Avenue.

The total number of vehicles for each of the three most recent counts (1996, 1989, and 1986) has been in the 6,000 - 8,000 range. At the time of the same three counts, the number of trucks varied from about 600 - 900, representing about 10% of all vehicles.

Development Alternative

The evolution of land uses on East 71st Street south of Chapek Parkway has resulted in the presence of adjacent land uses consisting of a community recreation facility, a small industrial use, and residences. ~~All of these parcels are zoned Industrial (Chapter 1248). Furthermore, fill material being added in the vicinity of the terminus of Chapek Parkway will make additional acreage available for development. This area is also zoned Industrial (Chapter 1248).~~

In 2006, "the Master Plan Committee determined that having an Alternative Development Plan for residential structures was not appropriate for land on East 71st Street south of Chapek Parkway due to the unknown composition of the underlying soil as a result of the area previously being a landfill" (Resolution 2006-142).

This position was endorsed by the Planning and Zoning Commission and Village Council. Resolution 2006-142 makes the following revision to the master plan:

"Considering the current surrounding land uses, it is recommended that existing homes on East 71st Street all be zoned residential. Chapek Parkway shall be developed as an economic hub and zoned Office Building, Research Laboratory and Light Manufacturing use district"

Map 7-9 has not been revised to reflect the expanded boundaries of the focus area or the potential arrangement of office, research, and/or light manufacturing structures. Similar examples of building density exist in the discussions for Focus Areas 1, 2, 4, 5, 7, and 8.

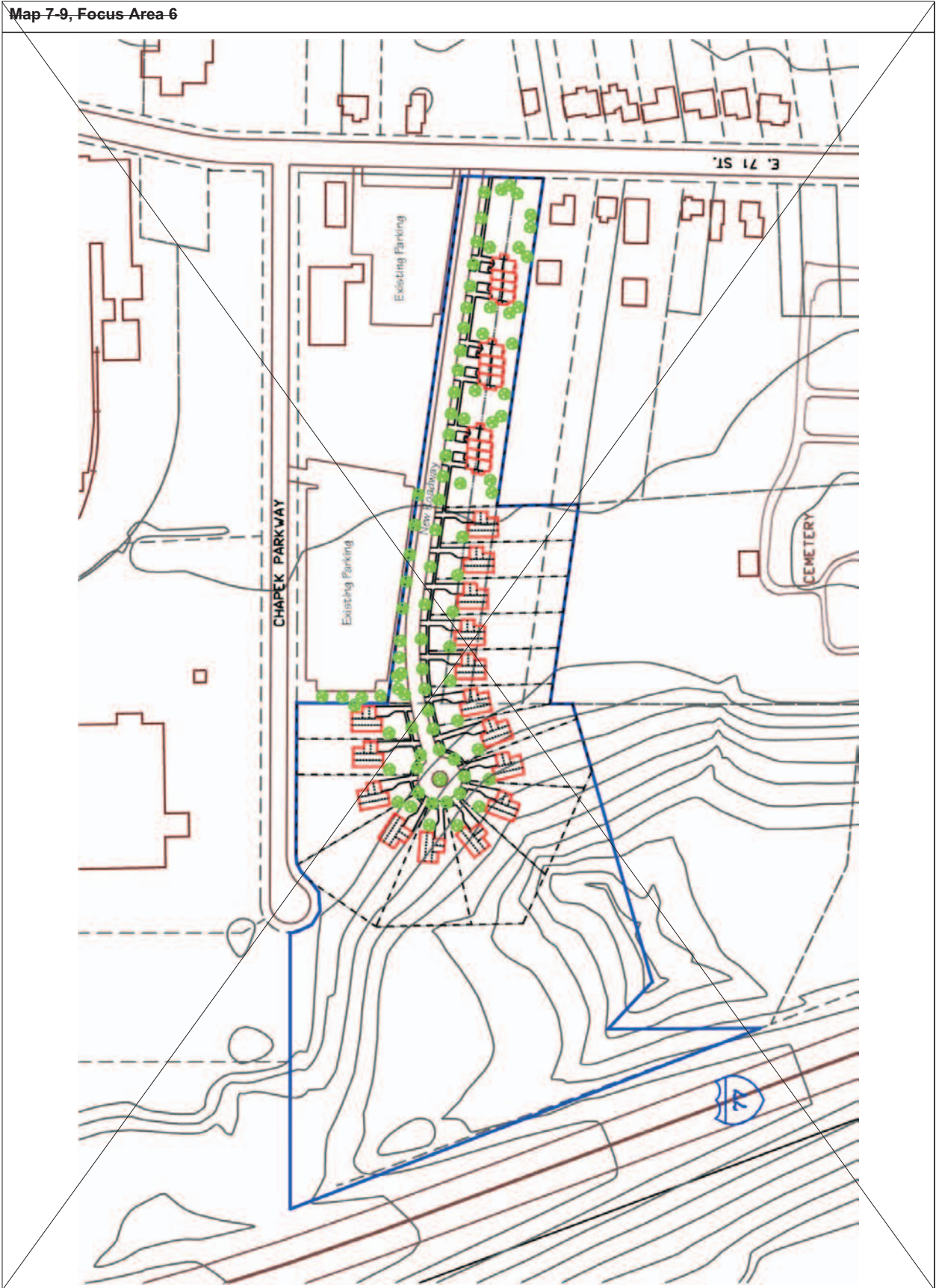
~~Considering the current surrounding land uses, it is recommended that a limited amount of new housing development be created in the focus area (*Map 7-9*). The entire focus area is approximately 13.2 acres in size.~~

New Street

Due to the southward and westward expansion of the focus area, a new access drive or street from Chapek Parkway will probably be needed. Its location will be determined when development proposals are reviewed.

~~As part of the proposed development, a cul-de-sac would be created to serve the new housing. The roadway would replace the small industrial building located at 4664 East 71st Street. This new street would allow Chapek Parkway to be used solely for access to the Klima Gardens parking lot and the industrial properties on that street. The proposed right-of-way would be 50 feet in width, which would include two lanes of pavement. A sidewalk~~

Map 7-9, Focus Area 6



would serve the new homes and connect to East 71st Street. It is suggested that the new street be situated as far north as possible, which would provide the maximum amount of distance from the street to the house at 4668 East 71st Street. In addition, the proposed road is situated off-center within the right-of-way, which would provide a more generous depth of treelawn for the proposed townhomes and the easternmost single-family homes. The proposed right-of-way occupies a total of about 1.3 acres.

Townhouses

Along the south side of the new street, it would be possible to develop approximately 12 townhouses arranged in several small groups on a total of about 1.1 acres. The first group of units could be set back sufficiently from East 71st Street to provide a buffer to the house at 4668 East 71st Street. The townhouse units would be approximately 1,600 square feet in size and would be priced at about \$130,000. At this selling price, the home could be afforded by a household with an annual income of at least \$52,000.

In order to assure exterior maintenance of the buildings and grounds, a management company would be responsible for services such as exterior building maintenance, landscaping maintenance, and snow removal. A required monthly fee should be charged to each household.

It is estimated that the townhouse development could have approximately two children residing there.

Single-Family Homes

Near the end of the new street, it would be possible to develop approximately 15 single-family homes on a total of about 5.1 acres. The proposed homes would occupy the area at the end of Chapek Parkway that has already been filled. The homes could be arranged to take advantage of the views to the west across the Cuyahoga River valley, but be set back from the edge of the slope so as not to be highly visible from below. A possible guide for the development of these properties could be the Shady Ridge Lane development in Brooklyn Heights, which is off Schaaf Road.

The single-family homes would be approximately 2,400 square feet in size and would be priced at about \$225,000. At this selling price, the home could be afforded by a household with an annual income of at least \$90,000.

It is estimated that the single-family home development could have approximately seventeen children.

Vacant Land Adjacent to I-77

The contours of the land between the end of Chapek Parkway and I-77 continue to change due to grading and the addition of clean fill. The area includes an access road from Chapek Parkway to the two billboards adjacent to the freeway, which allows vehicles to inspect and service the billboards. When filling and grading is complete, this area should be revegetated in order to correct the present erosion and water runoff problems.

Between the rear property lines of the proposed single-family homes at the end of the cul-de-sac and I-77 is approximately 5.7 acres of land. This area is situated below the current area of fill. The area includes an access road from Chapek Parkway to the two billboards adjacent to the freeway, which allows vehicles to inspect and service the billboards. Due to the poor access and proximity to freeway noise, this area would not be considered buildable. This area should be revegetated in order to correct the present erosion and water runoff problems.

Economic Impact

Exhibit 7-21 has not been revised to reflect the development impact of office, research, and/or light manufacturing structures. Similar examples of the development impact of office and light industrial buildings exist in the discussions for Focus Areas 1, 2, 4, 5, 7, and 8.

The proposed development would generate approximately \$15,000 annually in combined income tax and property tax revenue for the Village, compared to the estimated \$3,900 in revenue generated by the current properties (*Exhibit 7-21*). After estimating the cost of providing services to the new development, it is anticipated that the annual net fiscal impact to the Village would be about a negative \$7,000; however, there would be a net gain of about

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\$43,700 in annual property tax revenue to the school district above the current level.

It is estimated that the proposed new development would generate about 200 vehicle trips per day more than the current uses. These new trips would not have a significant impact on the amount of vehicular traffic on East 71st Street.

Exhibit 7-21, Focus Area 6, Development Impact Analysis					
Focus Area 6	Townhouses	Single-Family Homes	Vacant Land Adjacent to I-77	Development Total	Existing Conditions
Site Characteristics					
Total site acreage	1.1	5.1	5.7	11.9	13.2
Total site square footage	47,916	222,156	248,292	518,364	574,992
Total industrial building square footage	0	0	0	0	16,000
Number of dwelling units	12	15	0	27	0
Total potential value of site	\$1,560,000	\$3,811,111	\$79,800	\$5,450,911	\$759,214
Total number of residents	21	36	0	57	0
Number of school-aged children	2	17	0	19	0
Total number of employees	0	0	0	0	6
Environmental Impacts					
Sewage Flow (gallons/day)	1,365	2,340	0	3,705	774
Water Consumption (gallons/day)	2,100	3,600	0	5,700	900
Solid Waste Production (tons/day)	0.037	0.063	0	0.100	0.008
Total trips generated per day: weekday	70	144	0	214	20
Revenues					
Income tax revenues - Village	\$2,940	\$3,676	0	\$6,616	\$2,697
Property Tax Revenues - Village	\$2,409	\$5,886	\$123	\$8,419	\$1,174
Property Tax Revenues - School	\$12,497	\$30,530	\$639	\$43,667	\$6,169
Total Village Revenues	\$5,350	\$9,562	\$123	\$15,035	\$3,871
Expenditures					
Cost to provide services*	\$8,076	\$13,844	0	\$21,920	\$2,381
NET FISCAL IMPACT - VILLAGE	-\$2,726	-\$4,282	\$123	-\$6,885	\$1,490
Note: The proposed right-of-way for the new street would occupy about 1.3 acres, which represents the difference between Development Total (11.9 acres) and Existing Conditions (13.2 acres).					

CHAPTER EIGHT

FINAL DEVELOPMENT PLAN

INTRODUCTION

The Final Development Plan connects the results of discussions with the Master Plan Committee, as well as the content of each chapter of the master plan, to the community goals and priorities developed at the beginning of the project (Chapter 1). The following narrative illustrates the continuity of thought that exists from the formulation of priorities, to the creation of conceptual ideas, through detailed analysis of potential development plans, as well as plans that would improve the quality of life for Village residents.

Note

Information shown in italics (*italics*) reflects the incorporation of Village Council Resolution 2006-142, effective August 9, 2006. Information shown in a strikethrough format (~~strikethrough~~) is no longer applicable.

ECONOMIC DEVELOPMENT

The goals emphasize broadening the industrial base of the Village by revitalizing or replacing existing industrial facilities, diversifying economic activity by encouraging the development of other uses such as office space, and capitalizing on the locational advantages of the I-77 interchanges.

The infrastructure analysis (Chapter 5) discusses the sewer problem that causes flooding along Grant Avenue east of I-77, the need for a review in the near future of the condition and capacity of the combined sewer, and the need to implement a permanent solution to this complex problem in order to have the appropriate infrastructure in place to encourage property investment.

The Focus Areas (Chapter 7) provide detailed information on the potential economic impact of the development or redevelopment of specific tracts of land.

Focus Area 1 reviewed the revitalization of the triangular shaped point of land located between old

Harvard Avenue and the east end of Harvard-Denison Bridge. The plan illustrated the possibilities of replacing the existing buildings with approximately 18,000 square feet of office space in a three-story building, plus about 32,000 square feet of light industrial space.

Focus Area 2 considered the replacement of the houses located on East 49th Street in front of the large industrial complex at 4922 East 49th Street. The plan illustrated the possibility of developing two buildings with a total of about 39,000 square feet of light industrial space, or two two-story buildings with a total of about 38,000 square feet of office space. Both options also included enhancements to the entrance to the rear industrial complex.

Focus Area 3 outlined a potential new housing development on vacant land and a former landfill roughly bounded on the west by East 49th Street, the north by Nicky Boulevard, the east by Willow Parkway, and the south by the railroad embankment. As part of the development concept, the plan illustrated one new light industrial building of approximately 26,500 square feet located at the northeast corner of the development site at the terminus of Nicky Boulevard.

Focus Area 4 described the complete redevelopment of both sides of Grant Avenue from I-77 to East 49th Street. As market forces allow, the industrial buildings would be replaced with office buildings, which would capitalize on the I-77/Grant Avenue interchange location for these new uses. To take greater advantage of the freeway location, the buildings nearest the freeway would be four- and five-stories in height, reducing to two-stories near East 49th Street. The plan outlined the possibility of over 420,000 square feet of office space spread over eight buildings.

Focus Area 5 reviewed the potential for additional light industrial development on the south side of Grant Avenue east of the railroad overpass. The plan illustrated approximately 80,000 square feet of light industrial space on the vacant parcel owned by Columbia National, and about 70,000 square feet of light industrial space on the parcel

currently occupied by Benjamin Moore and five houses.

~~Focus Area 6 outlined a potential new housing development on land south and west of Chapek Parkway and Klima Gardens. Access for the proposed development would be from a new cul-de-sac from East 71st Street. The new housing could include both townhouses and single-family homes.~~

Due to concerns about the existing soil conditions south of Chapek Parkway as a location for new housing, Focus Area 6 was changed in 2006 to an area for potential development of office, research, and light industrial buildings extending to the south and west of Chapek Parkway. Although specific details such as the number and size of future buildings are not known at this time, similar examples of building density and economic impact exist in the discussions for Focus Areas 1, 2, 4, 5, 7, and 8.

HOUSING

The goals focus on analyzing the potential of creating new housing options to serve specific portions of the population of the Village, such as families with children, empty nesters, and senior citizens.

Focus Area 3 outlined two options for creating new housing within the Village on vacant land and a former landfill roughly bounded on the west by East 49th Street, the north by Nicky Boulevard, the east by Willow Parkway, and the south by the railroad embankment. One development option included a total of 59 single-family and ten side-by-side two-family detached houses directed at an “active adult” market, meaning adults age 55 and over. The houses would be about 1,300 square feet. This plan also included a 116-unit assisted living facility.

The second development option included a total of 57 single-family and twelve side-by-side two-family detached houses. The target market for this option would be one-person or two-person households, such as single persons or couples whose grown children are on their own (“empty nesters”). The single-family houses would be about

1,500 square feet and the units in the two-family homes would be about 1,300 square feet.

The pricing for the homes would be similar for both options, approximately \$160,000 for the single-family homes and \$120,000 for units in the two-family homes. As part of a required monthly fee charged to each household, a management company would be responsible for services such as exterior building maintenance, landscaping maintenance, and snow removal. Finally, the development of new for-sale housing will also increase the overall homeownership rate within the Village.

~~Focus Area 6 described the potential for developing new housing on land south and west of Chapek Parkway and Klima Gardens. The area for the proposed development would include removal of one small industrial building, vacant industrial land, and part of the rear of several residential properties.~~

As part of the proposed development, a cul-de-sac would be created to serve the new housing. The roadway would replace the small industrial building facing East 71st Street. This new street would allow Chapek Parkway to be used solely for access to the Klima Gardens parking lot and the industrial properties on that street. The proposed right-of-way would be 50 feet in width, which would include two lanes of pavement, as well as a sidewalk. In addition, the new street could be situated to provide the maximum amount of distance from the houses on East 71st Street.

~~In terms of new housing, along the south side of the new street, it would be possible to develop approximately twelve townhouses arranged in several small groups. The townhouse units would be approximately 1,600 square feet in size and would be priced at about \$130,000. In order to assure exterior maintenance of the buildings and grounds, a management company would be responsible for services such as exterior building maintenance, landscaping maintenance, and snow removal. A required monthly fee should be charged to each household.~~

~~Near the end of the new street, it would be possible to develop approximately fifteen single-family~~

homes. The homes could be arranged to take advantage of the views to the west across the Cuyahoga River valley, but be set back from the edge of the slope so as not to be highly visible from below. A possible guide for the development of these properties could be the Shady Ridge Lane development in Brooklyn Heights, which is off Schaaf Road. The single-family homes would be approximately 2,400 square feet in size and would be priced at about \$225,000.

RECREATION

The goals emphasize providing park and recreational opportunities to meet the needs of residents.

The recreation inventory and analysis (Chapter 5) notes that for a community of its size, the Village parks compare favorably in quantity, type and design to the national guidelines published by the National Recreation and Park Association (NRPA).

Chapter 6 summarizes projects and impacts for Cuyahoga Heights that involve the Ohio & Erie Canal National Heritage Corridor, the Cuyahoga Valley National Park, Cleveland Metroparks Ohio & Erie Canal Reservation, the Ohio & Erie Canal Scenic Byway, and the Cuyahoga Valley Scenic Railroad. The Metroparks Reservation and its Towpath Trail offer outstanding park and recreation opportunities for both residents and employees within the Village. As future development is undertaken, particularly in Focus Areas 1, 3, and 4 (Chapter 7), connections should be made from the new development directly to these amenities. In addition, the Village should market these features to potential developers, who in turn should market them to their potential office tenants, light industrial tenants, and homebuyers.

ENVIRONMENTALLY SENSITIVE AREAS

The goals emphasize the protection of environmentally sensitive areas such as steep

slopes, wetlands, watercourses, erosion prone locations, and floodplains.

The Land Use analysis (Chapter 3) includes specific discussions and maps of natural features, including floodplains, wetlands indicators, and steep slopes, which can be used as a guide for future development.

The placement of buildings and parking areas in the new development proposed for Focus Area 1 (Chapter 7) takes into consideration the sloping nature of the site. In addition, a greenspace for employees is included on the west end of the property, adjacent to the wooded slope.

PUBLIC FACILITIES

The goals relate to maintaining a high level of Village services, as well as the renovation, expansion, or relocation of facilities when appropriate

The infrastructure and public facility analysis (Chapter 5) summarizes the issues concerning a potential new police station, and provides the details for a sewer improvement project to solve the flooding problems along Grant Avenue and Interstate 77. The timing of this sewer project is important, due to the fact that the Cuyahoga County Engineer has scheduled the same section of Grant Avenue for resurfacing in 2003.

Long-term economic development on Grant Avenue, both west and east of Interstate 77, should include improvements to the public right-of-way. Focus Areas 4 and 5 (Chapter 7), recommend improvements such as increasing the width of the overall right-of-way. This action is particularly important west of Interstate 77, where the appearance of the area, as well as the traffic demands of future office development, may benefit from a third lane of pavement, landscaping in the right-of-way, and sidewalks to connect to the nearby Metroparks Canal Reservation.

CHAPTER NINE

STRATEGIC MANAGEMENT PLAN

INTRODUCTION

This chapter discusses implementation strategies to carry out the recommendations outlined within the master plan. In order for Cuyahoga Heights to successfully reach its goals, it will require an ongoing, concerted effort by the local elected officials, board and commission members, and citizens.

ADOPT THE MASTER PLAN

The formal adoption of the master plan by the Village is a basic step to the successful implementation of the policies and recommendations of this document. The formal adoption of the plan enables the Village Council and Planning & Zoning Board to make decisions on issues based upon clearly stated long-range goals and policies that have formal support.

The master plan also serves as a practical, working guide. For example, near-term decisions on specific issues and situations can be made within the framework of long-term goals. For example, local officials should look to the master plan for guidance when making decisions such as amendments to the zoning code, review of development proposals, and capital improvement projects.

REVIEW THE MASTER PLAN PERIODICALLY

A master plan should not be viewed as a one-time effort or permanent document. This document was created to provide guidance to address current issues. A master plan should be one part of a continuous planning process. This plan attempts to forecast future changes in the Village, but unforeseen economic, technological, and social conditions are valid reasons for future amendments to the master plan. Proposed amendments to the master plan should be considered whenever elements of the plan become unworkable due to unanticipated changes in the community. In addition, the master plan should be reviewed in its entirety ev-

ery five to seven years to determine if changes to the plan are warranted.

CREATE PUBLIC AWARENESS OF THE MASTER PLAN

Distribution of the master plan is critical to ensuring its success. At a minimum, copies of the plan should be available to the Mayor, Building Department, Village Engineer, Village Council, and the Planning & Zoning Board. In addition, copies should be available to businesses, residents, and landowners. A copy could also be placed on deposit at the Cuyahoga County library branch most often patronized by Cuyahoga Heights residents. Ultimately, the effectiveness of the plan depends upon the extent to which it is read, understood, used, and respected.

AMEND THE ZONING CODE AND MAP

The Village's Planning and Zoning Code and zoning map form the legal basis for regulating development. A well organized, comprehensive, and up-to-date code improves the zoning administration process, addresses some of the current development issues, and should result in better quality development.

General changes to the zoning code should include:

- ✓ creation of a separate use chapter to permit office building development, as outlined in the Focus Area discussions (Chapter 7);
- ✓ creation of a separate use chapter to permit an assisted living facility, as outlined in one of the alternatives for Focus Area 3 (Chapter 7);
- ✓ creation of a separate use chapter to address land uses such as parks, schools, cemeteries, and public buildings;

- ✓ revision of Chapter 1246 (Residence Districts) in order to accommodate the type of potential new housing development outlined in Focus Areas 3 and 6 (Chapter 7), or creation of new regulations to accommodate those types of residential development;
- ✓ creation of regulations concerning parking, landscaping, and buffers, as noted in the Focus Area discussions (Chapter 7);
- ✓ creation of a provision within the parking regulations to grant authority to the Planning & Zoning Board to require an applicant to provide a traffic impact study for a proposed project, which would be reviewed by both the Village Engineer and the Planning & Zoning Board;
- ✓ creation/revision of stormwater management regulations to meet the new federal requirements administered by the U.S. Environmental Protection Agency that will go into effect on March 10, 2003;
- ✓ removal of obsolete language; and
- ✓ revision of the zoning map for the Village to reflect current land use patterns and accommodate the development proposals outlined on the focus area discussions.

RECOMMENDATIONS BY CHAPTER

Chapter 4 - Economic Development and Market Analysis

Hire a part-time or full-time economic development professional to work with property owners and Village officials to address the needs of existing businesses, market existing properties to potential tenants, and to work with developers on new development projects. The person hired could either be an in-house employee, or a commercial real estate specialist retained through a private firm. Nearby communities that are competitors to Cuyahoga Heights, such as Brooklyn Heights, Garfield

Heights, and Independence, all have persons who fill this capacity for their communities. An economic development specialist whose purpose is to represent the interests of the Village and market the opportunities that are available in the Village announces that the community is serious about economic development. In addition, the economic development specialist can work with county and state staff to effectively use the economic development incentives and programs that are available, such as those outlined in Chapter 4. For more information on economic development specialist positions at various communities in Cuyahoga County, see Exhibit 9-A in the appendix at the end of this chapter.

Join the First Suburbs Consortium. As an older, fully developed community that shares many of the concerns and issues of the First Suburbs Consortium (FSC) communities, Cuyahoga Heights may be interested in exploring membership in this organization. FSC is a council of governments currently consisting of fourteen Cuyahoga County communities located adjacent to or near the City of Cleveland. Among its projects, the FSC works to change state policies and practices that have promoted development on “greenfields” and outmigration of businesses and residents from urban core communities, while virtually ignoring the impact on older communities. FSC has rapidly become an influential organization within the statewide political scene. The website for FSC is www.firstsuburbs.org.

Chapter 5 - Public Facilities, Infrastructure and Recreation

Public Buildings

Continue to finalize a site and financing plan for the new police station.

When the new police facility is complete, **examine the current police facility for potential reuse** for other Village administrative needs and/or community uses.

Infrastructure

Inspect the sewers on Grant Avenue east of Interstate 77 prior to the Cuyahoga County Engi-

neer's scheduled 2003 road resurfacing project, and make any needed repairs.

Work with the Ohio Department of Transportation and the Northeast Ohio Regional Sewer District to **review the condition and capacity of the Burke Brook Culvert**, as well as the flooding issues on the adjacent section of Interstate 77. The current condition and capacity issues of this sewer contribute to the flooding problems along Grant Avenue east of Interstate 77.

Submit an application through the State Issue 2 program to replace sections of the Burke Brook Culvert to increase capacity and relieve flooding. An application for this project may have broad support, because the flooding problem directly affects an interstate highway. The application would be made to the District One Public Works Integrating Committee (DOPWIC) for funding

Parks

Implement the following work items at recreation locations:

- ✓ Repair the basketball backboards and rims at the elementary school and Village Hall.
- ✓ Replace the grass under the play equipment at Klima Gardens to a base material of rubber chips or wood chips.
- ✓ Replace the swing set seats at Settlers Bluff, which are currently missing.
- ✓ Test older playground equipment at the elementary school, Klima Gardens, Settlers Bluff, and Village Hall for lead paint content.
- ✓ Replace older playground equipment at the elementary school, Klima Gardens, Settlers Bluff, and Village Hall with desired new equipment.

Chapter 6 - Ohio & Erie Canal National Heritage Corridor

Cuyahoga Heights is situated at the center of a number of recreation and open space resources that are important on the metropolitan, regional, and national levels. The following items summarize the various designations and activities.

The Village should continue to have an ongoing working relationship with the Ohio & Erie Canal Association, which is the overall management entity for the National Heritage Corridor, as well as Ohio Canal Corridor, which is the primary non-profit organization in the north end of the corridor. The website for the Ohio & Erie Canal National Heritage Corridor is www.canalwayohio.org. The website for Ohio Canal Corridor is www.ohiocanal.org.

Ohio & Erie Canal Scenic Byway

This driving route through the National Heritage Corridor has been designated as a scenic byway at both the national level by the Federal Highway Administration and at the state level by the Ohio Department of Transportation. In Cuyahoga Heights, the byway includes Canal Road/East 49th Street as part of its route. Visitor route maps will be available and signage marking the route will be installed in mid-2002. Signage locations have been coordinated with the Village. Route maps will be available at the Cleveland Metroparks Canalway Center. More information on the scenic byway can be obtained at www.canalwayohio.org and www.byways.org.

Cleveland Metroparks - Ohio & Erie Canal Reservation

This park was officially opened in the summer of 1999. One of the highlights of the new reservation is the paved all-purpose trail situated on the towpath of the Ohio & Erie Canal. As of 2002, the trail will be open to old Harvard Avenue. Within the next three to six years, it is anticipated that the trail will be completed to downtown Cleveland. Eventually, this trail will become part of a bike-way network extending the length of the National Heritage Corridor, and in a larger project, part of the Ohio-to-Erie cross-state bikeway. More information on the Canal Reservation is available at www.clmetparks.com.

Cuyahoga Valley Scenic Railroad

The scenic railroad has steadily increased its ridership each year. In the near future the line will extend to Canton. When that project is complete, the railroad would like to create a boarding stop in the vicinity of old Harvard Avenue. Until the long-term goal of providing service into downtown Cleveland is accomplished, the station at Old Rockside Road will continue to be the main station at the north end of the railroad. More information on the Cuyahoga Valley Scenic Railroad is available at www.cvsr.com.

Development Impacts - Traffic

The recreation and heritage projects involving the Metroparks Canal Reservation, the Towpath Trail, and the Scenic Byway will all make use of Canal Road/East 49th Street as a main north-south travel route. Although the increase in traffic is not likely to be heavy enough to be of concern, the Village should continue to work with Cleveland Metroparks to monitor the situation.

Chapter 7 - Focus Areas

Please refer to the six specific focus area discussions in Chapter 7.

APPENDIX NINE

Village of Cuyahoga Heights

Exhibit 9-A. Survey of Municipal Departments Engaging in Economic Development Activities, Selected Communities in Cuyahoga County				
City	Contact Person	Staff Capacity/Percent of Staff Time Devoted to Economic Development Activities	Type of Economic Development Focus	General Activities
Bedford 2000 Population: 14,214	Position is Vacant at this Time/Department to be Reorganized City of Bedford 65 Columbus Road Bedford, OH 44146 Phone: (440) 232-1600			
Bedford Heights 2000 Population: 11,375	Mr. Tony Provenzale, Director Department of Economic Development City of Bedford Heights 5661 Perkins Road Bedford Heights, OH 44146 Phone: (440) 786-3240	- Director (50% of time) - Two part time positions	Industrial	Ombudsman. Liaison to the Chamber of Commerce. Provide outreach and information to businesses. Meet informally and on a rotating basis with all businesses. Compile and distribute information on state and local programs to businesses. Administer jobs program.
Berea 2000 Population: 18,970	Mr. Cyril Kleem, Administrator Ms. Linda Marginian, Program Coordinator Department of Community Development City of Berea 11 Berea Commons Berea, OH 44017 Phone: (440) 826-5802	- Administrator - Program Coordinator - Events Coordinator	Commercial Industrial Office Retail Residential	Focus is on business retention, expansion, and recruitment as well as community development. Administer Enterprise Zone, CRA, and Tax Abatement programs. Administer "Action Line" database of citizen complaints; track resolution of complaints. Promote "Keep Berea Beautiful". Work with Downtown Berea and area merchants on promotional events, such as the Harvest Fest, Sidewalk Sales, Kids Fest and other events to draw people to Berea. Administer commercial programs that provides new merchants with a rebate on lease payments for a given amount of time and provide grants for streetscape and signage improvements, up to a given amount. Administer housing programs that provide residents with a 20% rebate, up to \$1,000, to improve their homes.
Cleveland Heights * 2000 Population: 49,958	Ms. Kim Steigerwald, Assistant Director Department of Planning and Development City of Cleveland Heights 40 Severance Circle Cleveland Heights, OH 44118 Phone: (216) 291-4857	- Assistant Director (90% of time) - Commercial District Coordinator (95% of time) - Development Planner (10% of time)	Commercial Office	Administer the Commercial Revolving Loan and the Storefront Renovation Programs utilizing CDBG funds. Continually inventory/track available commercial and office space within the City. Network with merchant associations and act as a liaison between merchants and the City. Facilitate/promote development. Publish Business Review, a publication advertising commercial and office vacancies in the City. The publication is distributed to over 1,200 people, including realtors and brokers on a quarterly basis. Work with developers to facilitate projects.

Village of Cuyahoga Heights

Exhibit 9-A (continued)				
City	Contact Person	Staff Capacity/Percent of Staff Time Devoted to Economic Development Activities	Type of Economic Development Focus	General Activities
Euclid * <i>2000 Population: 52,717</i>	Mr. Robert Gliha, Assistant Director Department of Community Services and Economic Development City of Euclid 585 East 222nd Street Euclid, OH 44123 Phone: (216) 289-8147	- Director - Assistant Director - 2 staff persons	Commercial Industrial	Promote industrial/commercial development through the storefront renovation, tax abatement, CRA, and Enterprise Zone programs. Grantwriting. Program implementation. Liaison to the Chamber of Commerce, State of Ohio, departments, and businesses. Developed a web site promoting the City and the economic development opportunities available to businesses.
Fairview Park <i>2000 Population: 17,572</i>	Mr. James Kennedy, Director Department of Public Service and Economic Development City of Fairview Park 20777 Lorain Road Fairview Park, OH 44126 Phone: (440) 356-4412	- Director (65%+ of time) - Economic Development Coordinator (60% to 75% of time)	Commercial Office Retail	Focus is on business retention, expansion, and recruitment. Assist new businesses. Provide outreach to businesses. Provide/distribute promotional and program information. Prepare grant applications. Process tax abatement applications. Inventory/track available commercial/office space. Network with state and local officials, developers, real estate brokers, etc. Involved in city-related acquisition and redevelopment of property. Promote the County Department of Development programs to businesses. Implement streetscape projects. Administer the Summer Exterior Maintenance Program, which surveys the exterior condition of all residences.
Garfield Heights <i>2000 Population: 30,734</i>	Ms. Noreen Kuban, Economic Development Director Department of Economic Development City of Garfield Heights 5407 Turney Road Garfield Heights, OH 44125 Phone: (216) 475-5484	- Director - Building Inspector (part time - 20 hours) - Legal Secretary (part time)	Commercial Industrial	Undertake grantwriting, implementation of grants, and public hearings for grants. Two staff members are officers with the Chamber of Commerce. Serve as a liaison between the City and area businesses. Inventory businesses and track in-migration and out-migration of businesses. Promote both City programs and County Department of Development programs to businesses. Undertake storefront inspections.
Independence <i>2000 Population: 7,109</i>	Ms. Tricia Kontak, Executive Assistant to the Mayor Mayors Office of Economic Development City of Independence 6800 Brecksville Road Independence, OH 44131 Phone: (216) 524-4131	- Executive Assistant to the Mayor	Office	Focus is on business retention, expansion, and attraction. Monitor businesses on Rockside Road. Undertake marketing, outreach, and promotion strategies. Work with brokers and developers.
Lakewood * <i>2000 Population: 56,646</i>	Mr. Frank Pietravola, Director Mr. Jeff Rink, Assistant Director Department of Planning and Development City of Lakewood 12650 Detroit Avenue Lakewood, OH 44107 Phone: (216) 529-6634	- Director (50% - 60% of time) - Assistant Director (80% of time) - Administrative Assistant (40% of time)	Commercial Industrial Office Residential	Focus is on business retention, expansion, and recruitment. Provide one-on-one outreach to businesses as well as coordination with the Chamber of Commerce. Inventory/track available commercial and office space within the City as well as business issues and needs. Network with and act as a liaison between businesses and the City. Promote/facilitate development. Provide/promote information on available programs to businesses. Grantwriting.

Village of Cuyahoga Heights

Exhibit 9-A (continued)				
City	Contact Person	Staff Capacity/Percent of Staff Time Devoted to Economic Development Activities	Type of Economic Development Focus	General Activities
Maple Heights <i>2000 Population:</i> 26,156	Ms Martine M. DiVito, Manager Department of Economic Development City of Maple Heights 5353 Lee Road Maple Heights, OH 44137 Phone: (216) 587-9041	- Director (80% of time) - Occasional part-time assistance	Commercial Industrial Office Residential	Coordinate City projects. Provide outreach, coordination, and facilitation of information on available programs to businesses. Provide technical assistance to businesses. Serve as a liaison between the public and the private sector.
Olmsted Falls <i>2000 Population:</i> 7,962	Ms. Rosanne Jones, Director Department of Economic Development City of Olmsted Falls 26100 Bagley Road Olmsted Falls, OH 44138 Phone: (440) 235-5550	- Director (part time - 20 hours+)	Commercial Industrial Office	Both the Mayor and the Economic Development Director are City representatives on the Joint Economic Development District Committee and on the Chamber of Commerce. Prepare grant applications for city projects. Liaison for the traffic study. Involved in city-related land acquisition, land disposition, leasing, and development projects. Will be providing assistance with promotion and expansion of existing businesses, as well as with the attraction of new businesses.
Parma * <i>2000 Population:</i> 85,655	Mr. Michael McGinty, P.E., Director Department of Community Development City of Parma 6901 West Ridgewood Drive Parma, OH 44129 Phone: (440) 845-8444	- Director (varies)	Commercial Industrial Office Residential	Perform a variety of administrative, technical, and professional duties in the preparation and implementation of economic development plans, programs, and services. Plan, develop, and manage programs and strategies designed to attract and retain businesses within the City. Work with small "Mom and Pop" businesses to ensure they remain viable. Also focus on the attraction and retention of residents to the City, as well as maintaining and improving the quality of homes through the use various local and county programs.
Solon <i>2000 Population:</i> 21,802	Ms. Peggy Weil, Economic Development Manager Department of Planning and Development City of Solon 34200 Bainbridge Road Solon, OH 44139 Phone: (440) 349-6327	- Manager (100% of time) - Secretary (part time)	Commercial Industrial Office	Perform a variety of administrative, technical, and professional duties in the preparation and implementation of economic development plans, programs, and services. Plan, develop, and manage programs and strategies designed to attract and retain businesses within the City. Maintain databases of available building inventories, available sites and buildings, area businesses, and other information (utilities, taxes, zoning, transportation, community services, financing tools, etc.). Prepare promotional material. Manage the Business Visitation and Enterprise Zone programs.
Strongsville <i>2000 Population:</i> 43,858	Mr. Eugene P. Magocky, Director Department of Economic Development City of Strongsville 18688 Royalton Road Strongsville, OH 44136 Phone: (440) 238-5720	- Director (100% of time) - Secretary (part time)	Industrial	Focus is on industrial development, including retention, expansion, and recruitment. Provide/distribute promotional information on the City, as well as information on economic development programs. Respond to interested developers and businesses. Complete necessary reports for State and County economic development programs, such as the tax abatement program. Attend all related City and economic development committee meetings.

Village of Cuyahoga Heights

Exhibit 9-A (continued)				
City	Contact Person	Staff Capacity/Percent of Staff Time Devoted to Economic Development Activities	Type of Economic Development Focus	General Activities
Warrensville Heights <i>2000 Population: 15,109</i>	Mr. Brad D. Sellers, Community Liaison Director Department of Economic Development City of Warrensville Heights 4301 Warrensville Center Road Warrensville, OH 44128 Phone: (216) 518-2774	- Community Liaison Director (100% of time) - Economic Development Director (100% of time)	Commercial Industrial Office Residential	Focus is on commercial, industrial, and residential development and redevelopment. Prepare grant applications for economic development activities, infrastructure projects, senior and youth services, etc. Provide/distribute promotional information on the City, as well as information on economic development programs and incentives. Provide outreach to area businesses with an emphasis on the attraction of new businesses and the retention of current businesses.
Westlake <i>2000 Population: 31,719</i>	Mr. Robert Parry, Director Department of Planning and Economic Development City of Westlake 27216 Hilliard Boulevard Westlake, OH 44145 Phone: (440) 871-3300	- Director (10%+ of time) - Assistant Director (10%+ of time)	Industrial Office Retail	Provide/distribute promotional information on the City, as well as information on economic development programs and incentives. Inventory/track/distribute information on available land and building space. Administer Community Reinvestment Area (CRA), Enterprise Zone, and Industrial Revenue Bond programs. Staff to the Commercial Improvement Corporation board, the Community Reinvestment Area Housing Council, and the Tax Incentive Revenue Council. Market City and available programs at trade shows and through publications.
*City is an "entitlement" and thus receives Community Development Block Grant (CDBG) funding directly from the U.S. Department of Housing and Urban Development (HUD).				
NOTE: Information for the City of Cleveland and the Cuyahoga County Department of Development was not included due to the large scale of their economic development departments.				