



Ward 5 Forgotten Triangle

Master Plan • Cleveland, Ohio

WARD 5 FORGOTTEN TRIANGLE

Master Plan

Prepared for

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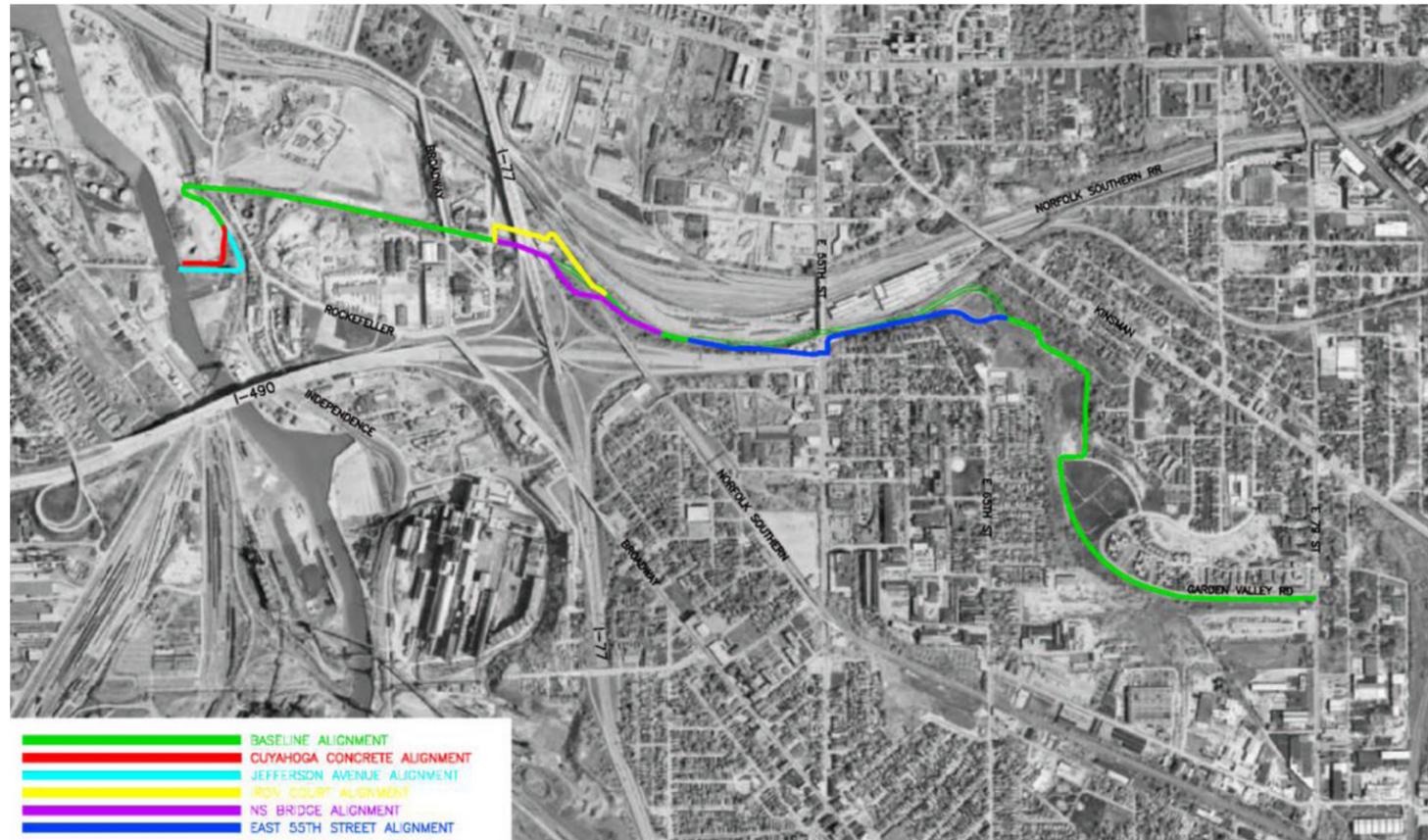
1. THE CONTEXT FOR PLANNING

Purpose and Goals of the Study The Forgotten Triangle neighborhood in Ward 5 has been a hub of heavy industry since the 1880s. Population and investment in the area have declined dramatically in recent years and the neighborhood has experienced abandonment and neglect. Today, the Forgotten Triangle represents a remarkable opportunity for neighborhood regeneration.

There is no current plan on record for the Forgotten Triangle. The *Ward 5 Forgotten Triangle Master Plan* seeks to remedy this situation through the input of residents, business owners, and other local stakeholders who have identified priorities and strategies for improving the physical and economic condition of the neighborhood.

The following goals were established for the Forgotten Triangle as result of meetings with the community:

- *Improve access to the neighborhood and circulation within it*
- *Re-establish neighborhood amenities around existing housing*
- *Identify opportunities for housing development and redevelopment*
- *Identify opportunities to support existing industries and encourage new businesses*
- *Achieve a balance between residential and industrial uses*



Kingsbury Run Greenway Plan (Wilbur Smith Associates)

Previous Studies and Current Plans The City of Cleveland's *Connecting Cleveland 2020 Plan* provides a planning framework for the entire city, with links to detailed neighborhood plans prepared at the local level. The Ward 5 Forgotten Triangle Plan will become adopted as part of the citywide plan. The *Connecting Cleveland* plan currently identifies the area of the Forgotten Triangle around the East 79th Street Rapid Transit station as a location for higher density housing. The land use component of the plan also shows potential townhouse development along Woodland Avenue and manufacturing/light industrial uses just south of the Triangle and East of East 55th Street.

The Kingsbury Run Greenway Plan was prepared by Wilbur Smith Associates in 2004. The plan documented the location and elevation of the old Kingsbury Run and established a proposed alignment for a walking trail and bike path through this area. The plan also included a cost estimate for restoring and re-opening the Sidaway Bridge. The total cost of the trail and bridge restoration was estimated to be \$7.62 million.

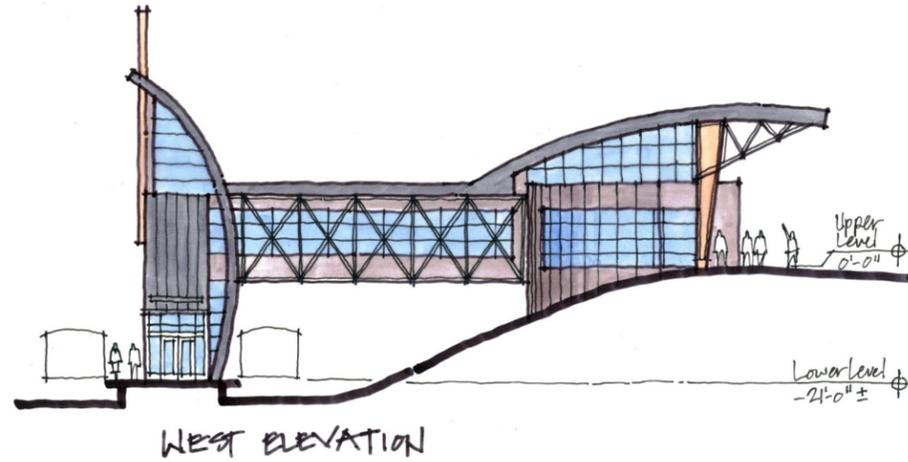
Mount Sinai Multiplex: Mount Sinai Baptist Church is developing plans for a multi-service complex adjacent to the existing church at 7211 Woodland Avenue. The proposed complex will house a childcare center, a charter high school, an adult education facility, a multi-media studio, a Christian bookstore, a restaurant/banquet hall, and a 2,500 seat theater.

East 55th Street RTA Rapid Station: Plans have been prepared to reconstruct the East 55th Street RTA station, just south of the Forgotten Triangle. The new station addresses the grade separation issue at this location by creating a multilevel station. Riders enter a surface-level station that bridges to the train platform in a way that better integrates the station with the neighborhood.

Site of the proposed Mount Sinai Multi-plex



New RTA Station at 55th Street



New RTA Station at 55th Street: Site Plan

Planning Methodology The Urban Design Center of Northeast Ohio and Richard L. Bowen & Associates collaborated on the Ward 5 Forgotten Triangle Master Plan. The plan was a three-phase process, beginning with an analysis of existing plans and current development trends in the neighborhood. This was followed by an extensive community-based process to define a shared vision for the future, and then by the development of a detailed master plan that will achieve this vision.

The planning process for the Ward 5 Forgotten Triangle Master Plan was directed by a three-tiered organization, including a core Working Group, a project Steering Committee, and the community-at-large:

- *The Working Group* consisted of the Executive Director and staff from Burten, Bell, Carr Development Corporation, planning staff from the City of Cleveland, and the consultant team from the Urban Design Center of Northeast Ohio and Richard L. Bowen & Associates. The working group compiled and analyzed information, and coordinated Steering Committee and public input throughout the process.
- *The Steering Committee* was a larger group of community leaders and stakeholders who oversaw the master planning process and provided policy direction to the Working Group. Steering Committee members are listed in the acknowledgements on page 25. The Steering Committee met at key points in the process to review the progress of the work, evaluate technical conclusions and emerging directions, and process the opinions and ideas put forward by the community-at-large. Community-wide input occurred during three public meetings held in each phase of the process.

The process was organized around a series of public forums. During these meetings the consultant team worked directly with the community, and members of the Working Group and Steering Committee, to secure agreement on development directions for the neighborhood and preferred design concepts for specific sites and public improvement projects. The results of these meetings become the basis for preparation of the plan.

The process began by collecting data about existing conditions in the neighborhood. The UDC prepared an updated base map of the BBC area, along with a series of maps of current conditions, including land use, zoning, recent and proposed development projects. Demographic data from the 2000 Census was compiled to provide an indication of population trends and key changes in the composition of the community. This process led to an overall understanding of the development potential of the neighborhood, including the area's strengths and problems to be addressed by the plan.

Based on community input and an analysis of existing conditions, the UDC prepared sketches of preliminary development options. These preliminary plans were reviewed with the Working Group, the Steering Committee and the community at large. The plans were then refined with an increased emphasis on neighborhood development potential and enhancement of the key streets in the area. The final plans were again reviewed with the Working Group, the Steering Committee, and the community, and the community's priorities for implementation were identified.



Housing area in the Forgotten Triangle

2. EXISTING CONDITIONS

Demographics The following demographic information is from the 2000 Census and Case Western Reserve University's Northeast Ohio Community and Neighborhood Data for Organizing (NEO CANDO) database. Because the boundaries of the Forgotten Triangle do not exactly correlate with the boundaries of census tracts, the census numbers are approximations, with adjustments based on the parts of the neighborhood that fall into each tract.

Population:

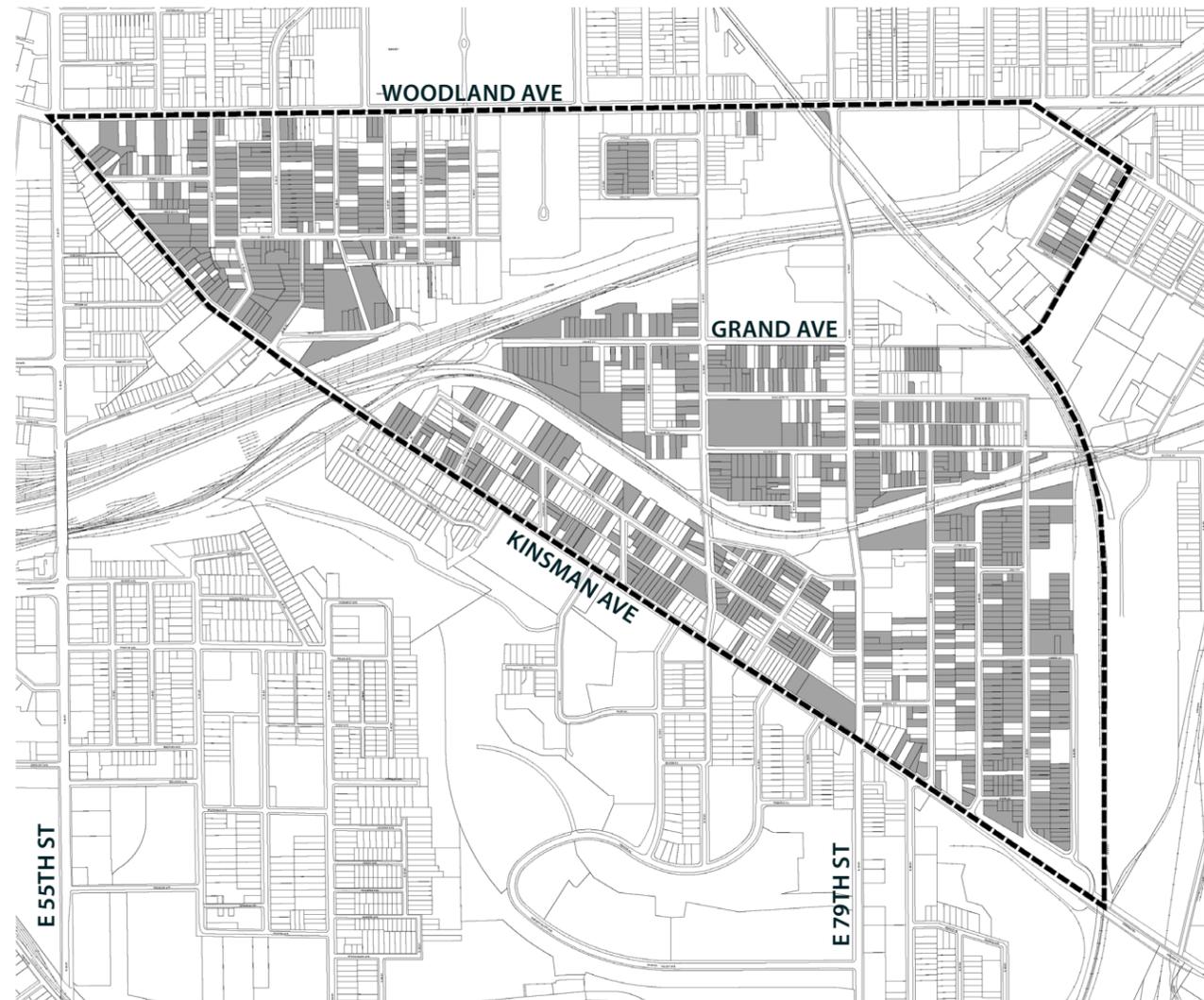
- *There are approximately 2,200 people living in the Forgotten Triangle.*
- *Neighborhood population has declined 26% since the 1990 Census.*
- *97% of neighborhood residents are African-American*
- *More than 60% of neighborhood residents are female.*
- *The average family size is 3.3 people.*
- *The median age of neighborhood residents is 20.1 years.*
- *Children and seniors make up about half of the total population; there are 960 residents under age 18 and 204 residents over age 65.*

Households and housing:

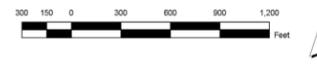
- *In total, there are 827 households in the Forgotten Triangle.*
- *There are approximately 1,050 housing units in the neighborhood*
- *At the time of the 2000 census, 20% of these units were vacant.*
- *Of the occupied housing units, approximately 18% are owner-occupied.*
- *Home sales in the Forgotten Triangle are lower than in the City of Cleveland overall; in the Triangle, there were 7.66 home purchase loans originated per 1,000 housing units in 2004. This compares to 34.54 home purchase loans per 1,000 housing units in the City of Cleveland during the same time period.*
- *The median value of single family homes within the Triangle in 2004 ranged from \$7,500 to \$27,500, depending on the census tract in which the house is located. The median value for all housing in the City of Cleveland in 2004 was \$65,100.*

Employment and Income:

- *There are approximately 300 residents of the Forgotten Triangle who work full or part time.*
- *Two-thirds of these residents drive to work, while one-third use public transportation.*
- *Approximately 67% of households in the neighborhood have incomes of less than \$15,000 per year (based on annual income in 1999).*
- *There are about 330 families in the neighborhood living below the poverty level.*



Vacant land in the Forgotten Triangle



Physical Conditions The Forgotten Triangle is characterized by small pockets of housing, separated by large areas of vacant land and numerous vacant and underutilized buildings. Some industrial uses remain in the Triangle, most notably Orlando Bread Company at Grand Avenue and East 77th Street, McTech Corporation at Grand Avenue and East 81st Street, and industrial uses along East 79th Street.

The street network through the Triangle is somewhat disconnected. Woodland and Kinsman Avenues provide a direct connection in the east/west direction, and East 55th is a direct route in the north/south direction, but each of these streets run past the Triangle, rather than through it. East 79th Street is the only major arterial to run through and to extend beyond the neighborhood in the north/south direction. There are no direct east/west routes that run through the heart of the Triangle, only roads at the edges.

The Triangle has excellent access to rapid transit, with stops for the RTA Red, Green, and Blue lines within walking distance for the majority of neighborhood residents. Major bus routes run along Woodland Avenue, Kinsman Avenue, East 55th Street and East 79th Street.

Rapid Transit and bus service in the Forgotten Triangle (Greater Cleveland RTA)

Major bus routes include East 55th Street and East 79th Street in the north/south direction; Kinsman Avenue and Woodland Avenue in the East/west direction

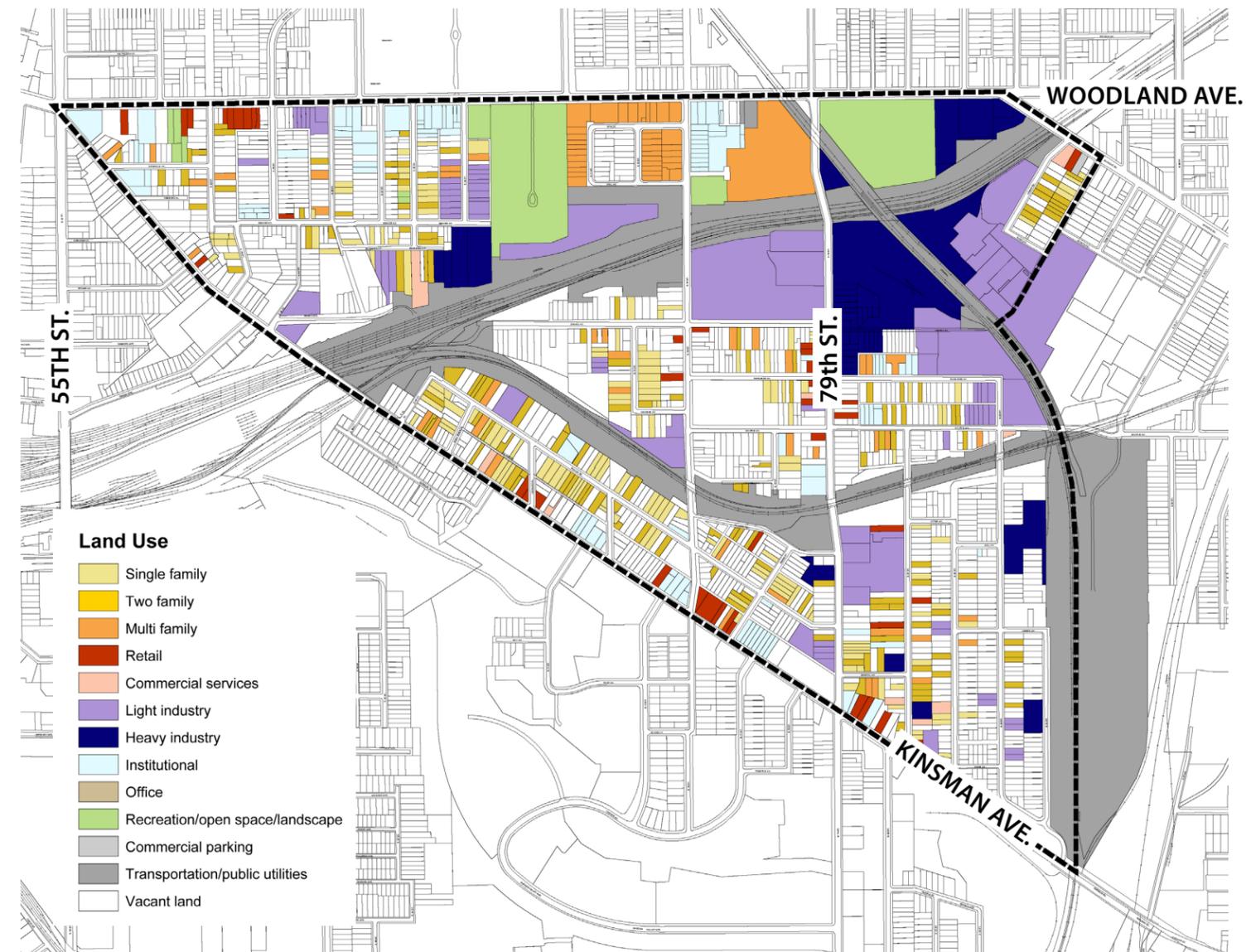


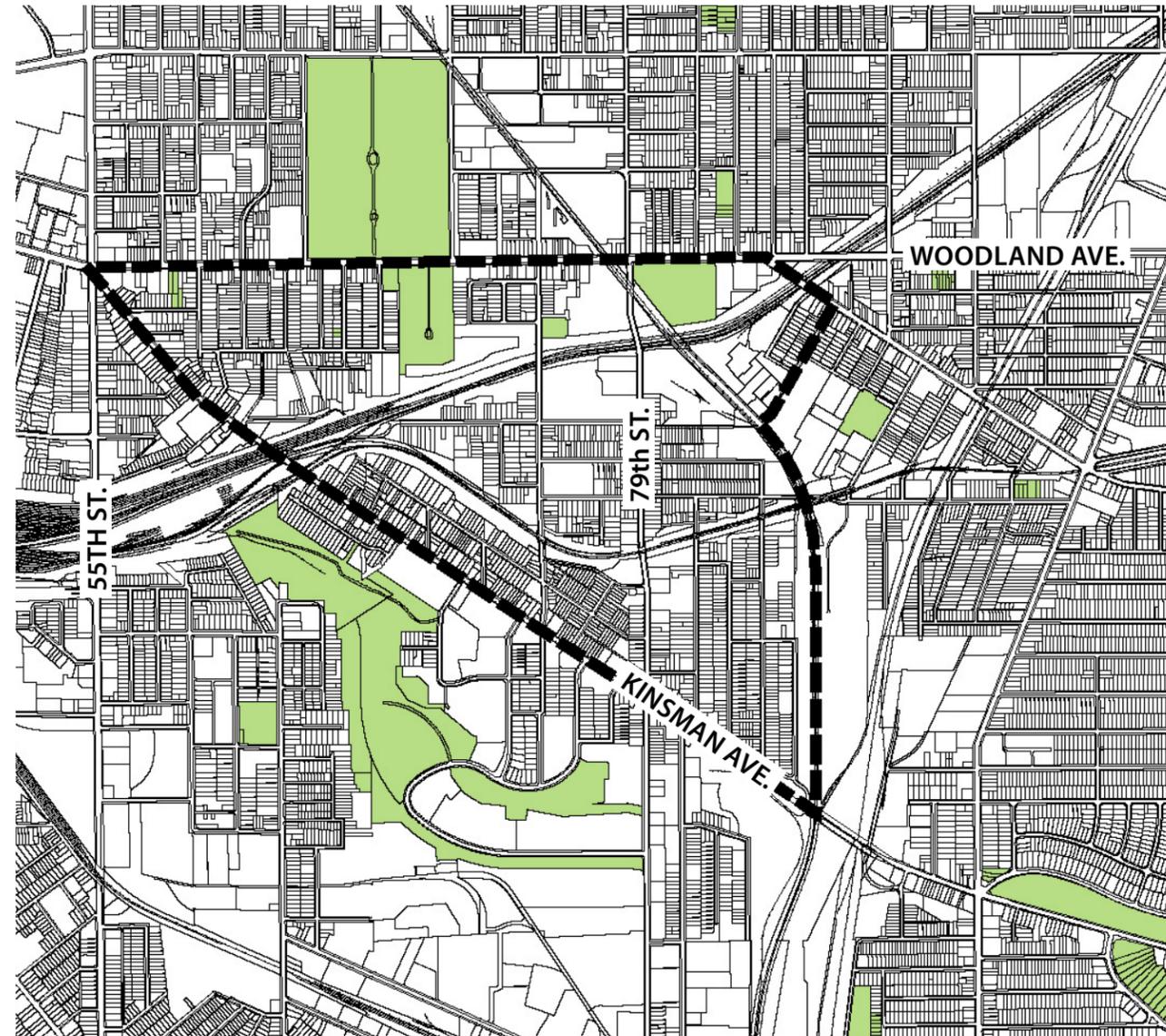


Land Use The study area for the *Ward 5 Forgotten Triangle Master Plan* is bounded by Woodland Avenue to the north, Kinsman Avenue to the south, East 55th Street to the west, and the railroad tracks to the east. The triangle encompasses approximately 392 acres of land, 31% of which (121 acres) is currently vacant.

There are 148 single family homes within the Triangle, primarily clustered into small groups of housing. Residential clusters tend to be separated by areas of vacant land or by the railroad tracks that cut through the neighborhood. There are also approximately 70 small apartment buildings in the neighborhood, primarily located along Woodland and Kinsman Avenues, and East 79th Street.

There is very limited retail in the neighborhood. Retail businesses are located on Woodland and Kinsman Avenues, and East 79th Street. Churches are a prominent land use. The neighborhood has 30 churches and religious buildings.





Existing parks and green space in and around the Triangle

Greenspace Network There are 22 acres of green space in the study area. The majority of this land consists of cemeteries. The cemeteries are largely separate from the rest of the neighborhood and do not function as integrated neighborhood amenities.

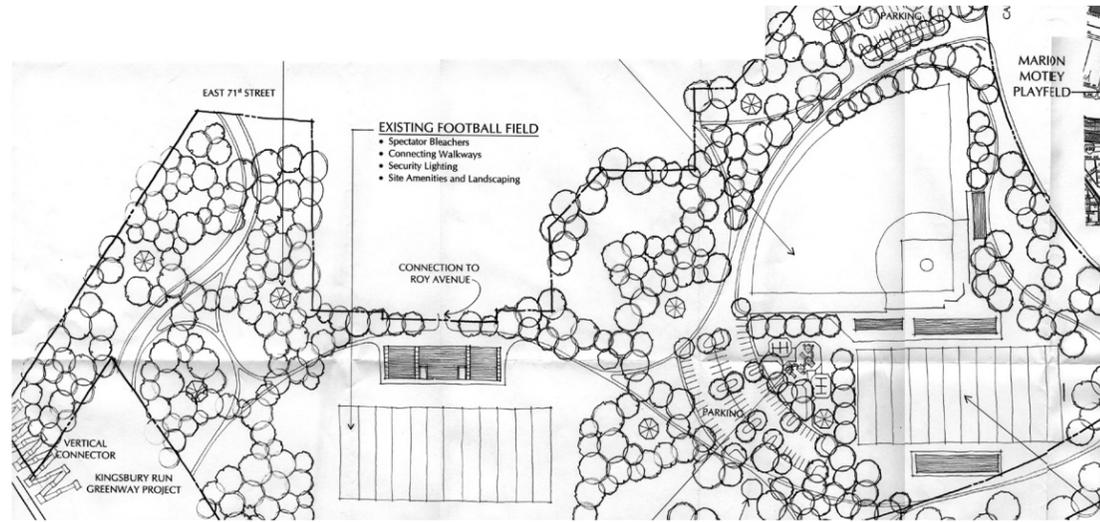
Plans have been prepared for improvements to Marion Motley Park, immediately south of the neighborhood. A new park, the Troy Lee James Cultural Garden, has been designed for a site on Kinsman Avenue at East 90th Street. Funding for these improvements is not yet available.



The Sidaway bridge



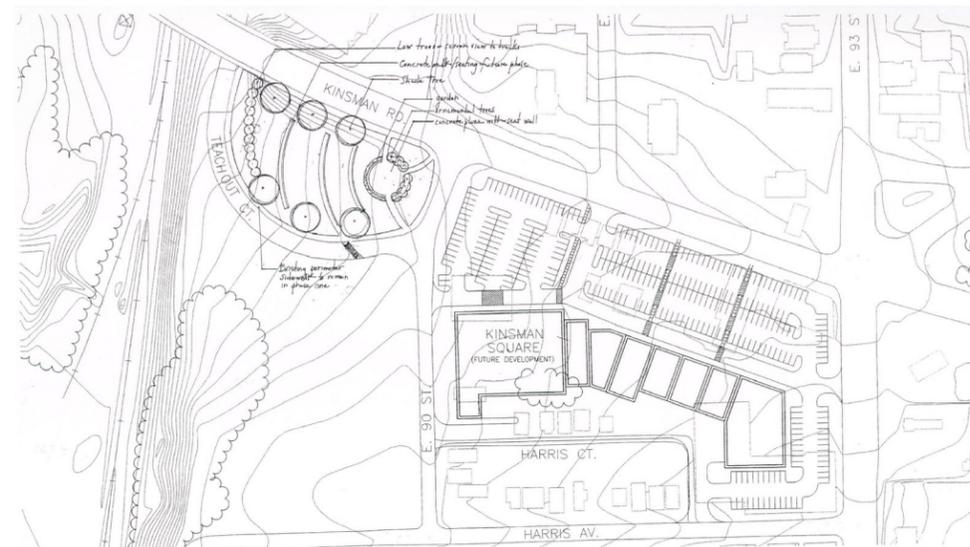
Otter Park



Existing Marion Motley Park (at right) and plans for improvements to the Park (above, City of Cleveland Parks Department)



Conceptual plan for the Cultural Garden at Kinsman Avenue and East 90th Street (Schmidt Copeland Parker Stevens)



Vacant lot in residential area used for recreation



Proposed Bridgeport Place retail development for Kinsman Avenue at East 72nd Street (Richard L. Bowen & Associates)



Bridgeport Place under Construction



New housing in the Minnie/Colfax area

Opportunity for future industrial redevelopment in the northeast corner of the neighborhood

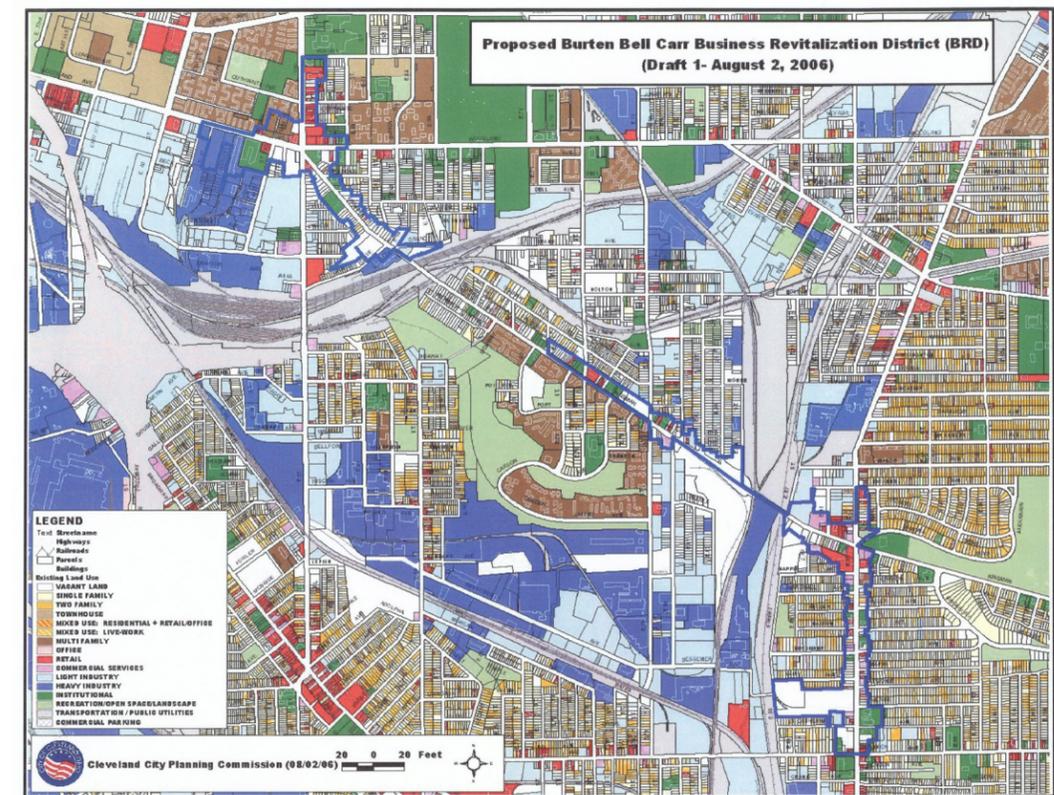


Development Potential The large number of vacant properties in the neighborhood present a significant opportunity for redevelopment. New housing construction has begun to occur within the Triangle, particularly in the area around Colfax Road between East 75th and East 79th Street. Housing rehabilitation is also underway along Woodland Avenue at 75th Street, where existing townhouses are being rehabilitated as for-sale units.

The Hemisphere Industrial Park is being developed immediately south of the triangle, and there is a large tract of industrial land that could be developed for new commercial or industrial use at the northeastern part of the Triangle, south of Woodland Avenue and east of East 79th Street. Orlando Bakery, a major industry within the Triangle intends to expand its facility in the current Grand Avenue location.

The Triangle currently has very few retail businesses, but a new \$2 million commercial Bridgeport Place development is being planned for Kinsman Avenue at East 72nd Street. Burten Bell Carr Development is the owner and developer of the site. The 13,200 square foot center will accommodate the new offices of Burten, Bell, Carr, as well as a general merchandise store and the new Garden Valley branch of the Cleveland Public Library.

The Burten, Bell, Carr Business Revitalization District (BBC BRD) was formed in early 2007 to review the designs of all proposed new-construction developments and major renovations to existing buildings along the main thoroughfares of Ward 5. The committee is charged with ensuring that new projects are aesthetically-pleasing and functionally-accessible to potential users. Through this process, the BBC BRD oversees that future development in the Ward 5 neighborhoods is held to the highest standard possible. Within the Kinsman Union neighborhood, this area includes the entire East 93rd Street corridor, and the old RTA site on Laisy Avenue.



New Business Revitalization District

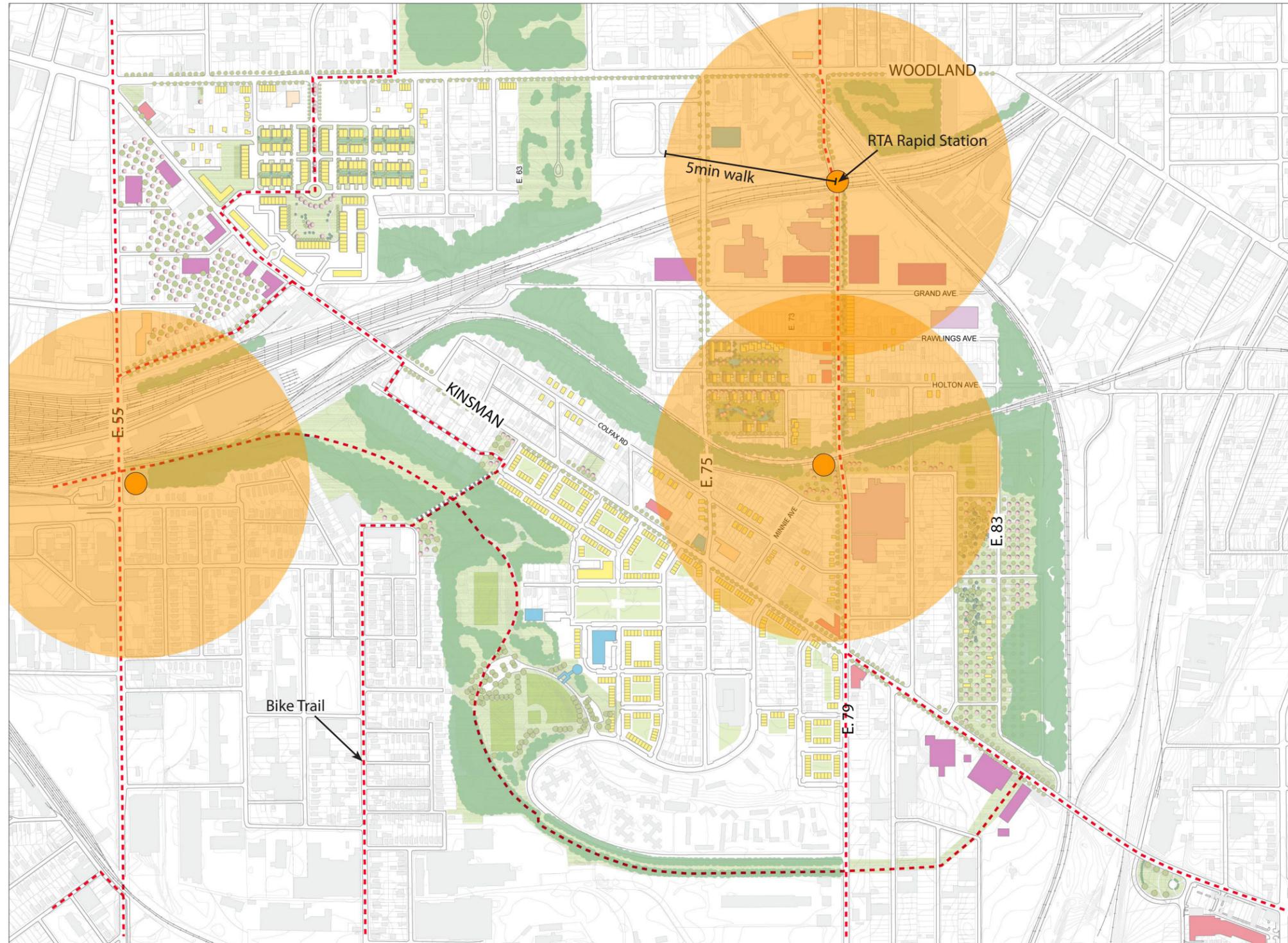
3. ECOLOGY & SUSTAINABILITY

The Forgotten Triangle has many characteristics that make it suitable for ecologically-friendly development. These include:

1. Good access to a range of public transportation options.
2. Close proximity to downtown Cleveland, thus reducing commute times.
3. Existing and future integration into the regional bike trail system.
4. Many existing structures are of solid construction and capable of rehabilitation, thus reducing construction waste.
5. Large quantities of open land that, with the correct guidelines, could be developed in an environmentally-conceous way.
6. Many sites that could provide areas for stormwater detention and infiltration.

Any new development within the Forgotten Triangle should seek to maximize these characteristics while also following the best practices suggested by LEED for Neighborhood Development. Some of these include:

1. Encourage infill construction
2. Promote pedestrian friendly environments
3. Utilize public transportation whenever possible
4. Reuse existing infrastructure
5. Conserve natural resources
6. Encourage brownfield reuse and cleanup
7. Utilize bicycle networks
8. Reduce automobile dependence
9. Encourage higher density, mixed-use development
10. Consider proximity to schools and work
11. Wetland avoidance, conservation and restoration
12. Reduction of stormwater runoff

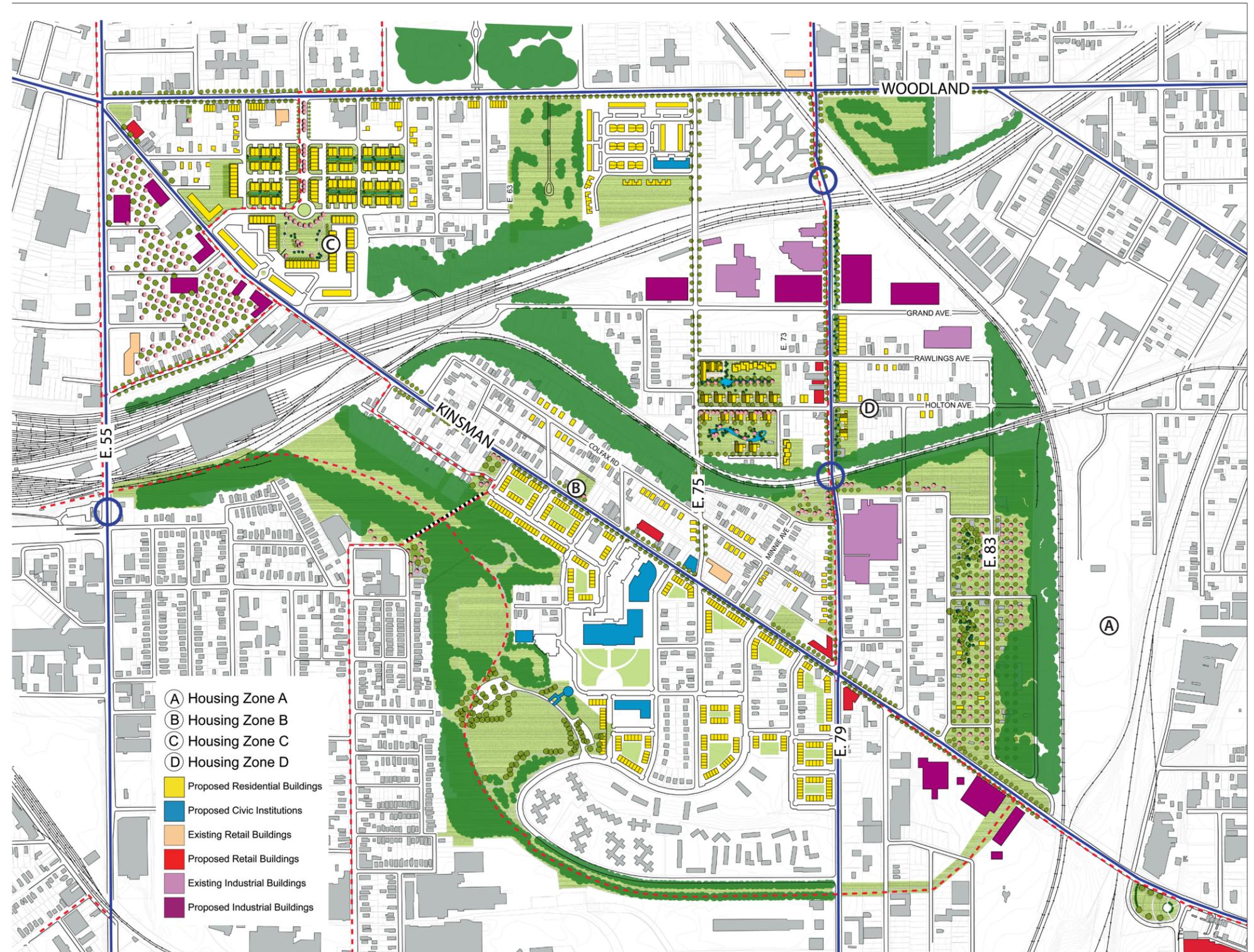


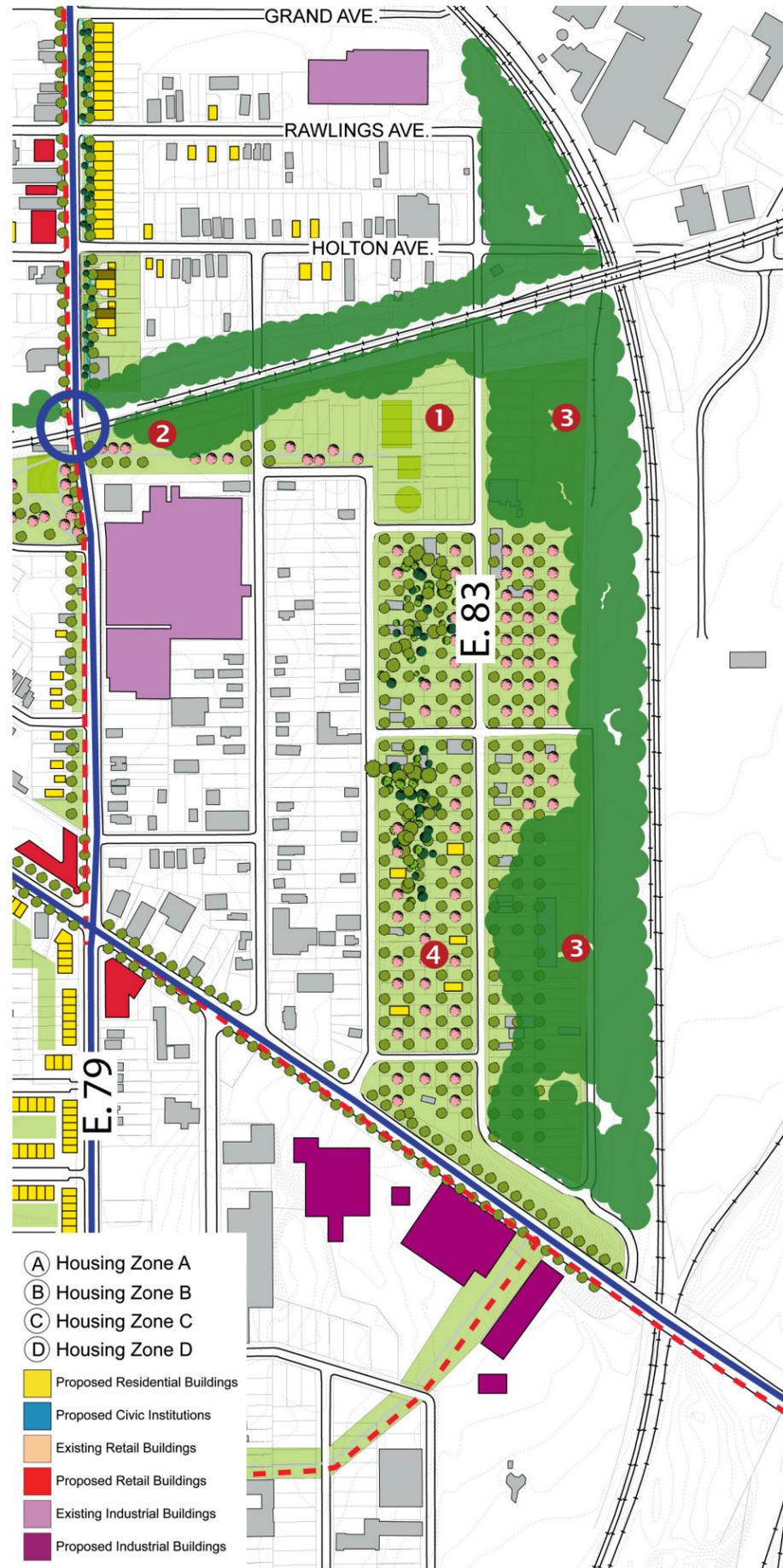
4. MASTER PLAN STUDY AREAS

The Forgotten Triangle is a neighborhood where a mix of uses, including housing and industry, can comfortably coexist. There is an abundance of vacant land that can be redeveloped to support a balanced mix of uses, and reinforce residential areas that are shielded from the adverse impacts of industry, such as heavy truck traffic and noise.

In many ways, the Forgotten Triangle is well-suited for residential uses. The neighborhood areas are situated in close proximity to Downtown Cleveland and the Midtown Corridor, as well as to I-490/I-77, providing easy access to Greater Cleveland and the region. Red, Green, and Blue Line RTA stops provide quick, direct transit connections to most of the region's major employment centers, including downtown, the airport, University Circle, and the Chagrin Boulevard corridor.

The surrounding neighborhood has a high concentration of public housing, but recent investments and planned improvements by the Cuyahoga Metropolitan Housing Authority will give the public housing a more neighborhood-oriented, less institutional character, creating a better setting for market-rate residential development. Neighborhood design guidelines





AREA A: Fort Higbee Fort Higbee, named for two streets that run through the area, is the southeast corner of the Forgotten Triangle. Fort Higbee is the least populated part of the Triangle. Housing is sparse and scattered. There are two churches in the area. There are no remaining commercial or industrial uses, although there are environmentally tainted sites that were formerly industrial.

As the area has depopulated, the Fort Higbee area has become remarkably green and wooded, seeming almost rural in places. This sense of greenery and open space is a unique defining characteristic of the area, providing residents with a feeling of being out in the country, while in the middle of the city. To preserve and build on this sense of openness, much of the vacant land in the Fort Higbee area could be reforested. Planting trees will help to remediate the polluted soils of former industrial sites while maintaining the wooded character residents value. The reforestation program could take the form of a city nursery for growing street trees. Currently, most of the city's street trees are purchased from nurseries in Lake County. Growing street trees in an inner-city location would produce a hardier stock, since the trees would be raised in the same urban conditions they will experience when transplanted to their permanent locations along Cleveland's streets. Also, a tree nursery is an orderly, well-cared for landscape, one that looks intentional, rather than haphazard. This appearance of order, plus the regular presence of nursery employees who take care of the tree seedlings, would help to discourage dumping and other illegal activities, while establishing an attractive residential setting.

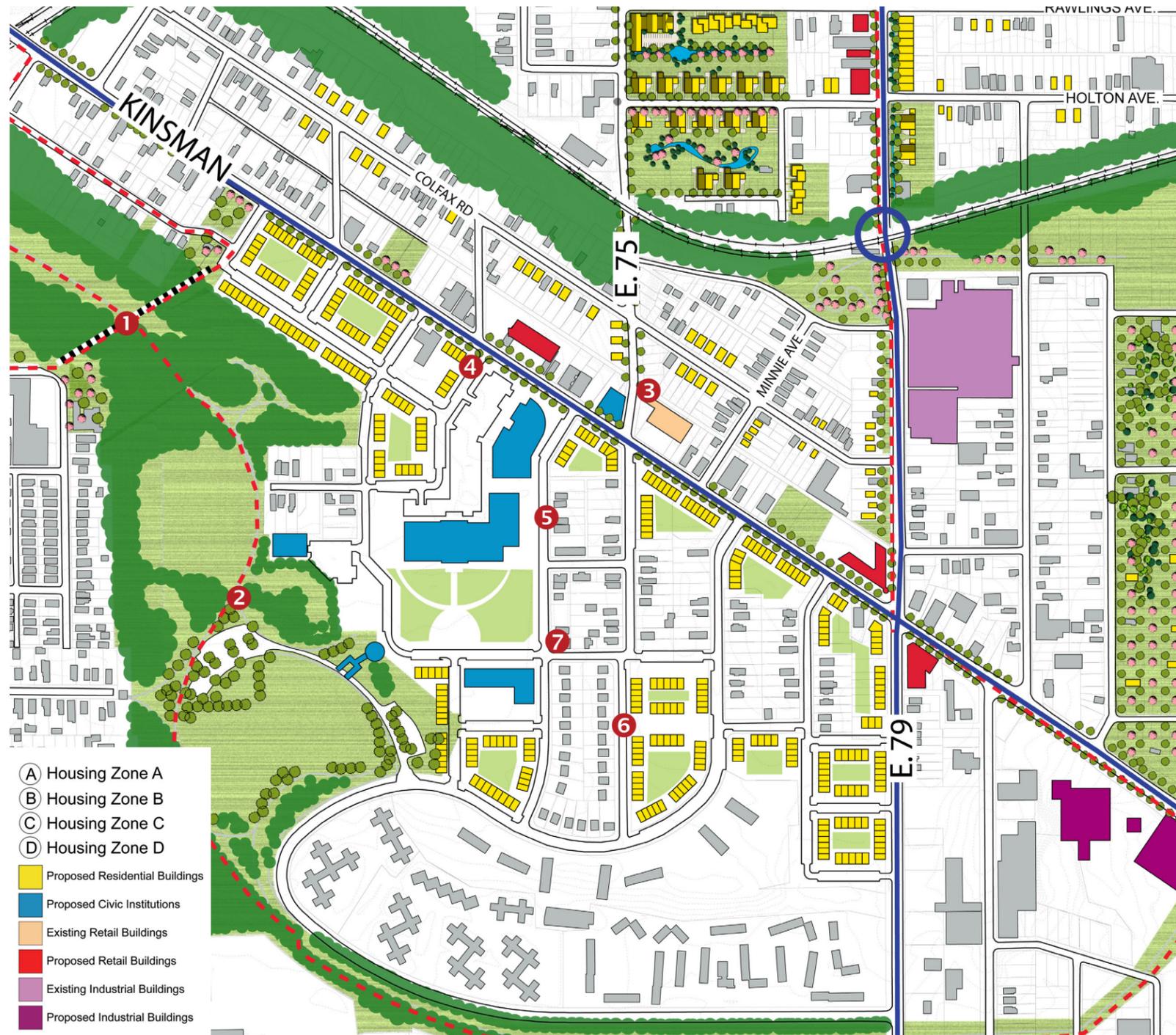
The large quantity of open space in the Fort Higbee area allows for significant stormwater infiltration. Its close proximity to Otter Park, 2 Rapid Transit lines and the regional bike trail network all help to minimize the ecological footprint of the area.

As demand for housing grows, new units could be constructed at the edge of the forest, maintaining the lower density that makes the area distinctive. Commercial or light industrial uses could also be accommodated in this area, if demand exists. The forest landscape could serve as a buffer between housing and commercial or industrial uses.

- 1 Otter Park
- 2 New path to Otter Park from East 79th Street
- 3 Urban tree nursery
- 4 Infill housing



Some of the vacant land in the Fort Higbee area could be used to grow street trees for the City of Cleveland. The trees would help to remediate environmental pollutants and create an attractive setting for existing housing and future development.



AREA B: Bridgeport Neighborhood The area of the Forgotten Triangle immediately north of Kinsman Avenue is the site of new market-rate residential development along Minnie Avenue and Colfax Road. Continuing this infill development will help to bring new households into the neighborhood. Residents in this area have convenient access to Rapid Transit and a nearby commercial plaza planned for Kinsman Avenue and East 72nd Street.

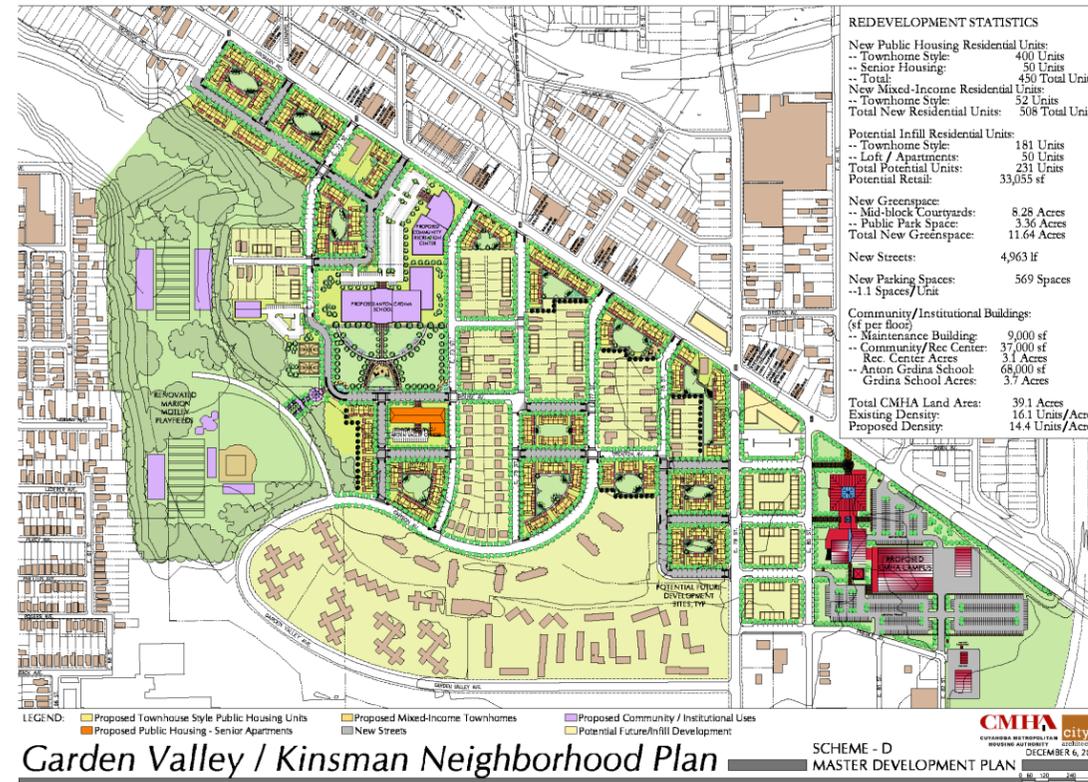
The Cuyahoga Metropolitan Housing Authority is planning major investments for the Garden Valley Estates on the south side of Kinsman, which will mix market rate and public housing units and create a less institutional, more neighborhood-oriented configuration. A new park is proposed at the center of Garden Valley Estates, the Anton Grdina Elementary School will be rebuilt by the Cleveland Municipal School District, and a new YMCA is planned.

Kinsman Avenue is currently the dividing line between the Forgotten Triangle and public housing to the south. A unified streetscape plan for both sides of Kinsman could help to bring the two sides of the street together. Strategically located breaks in the new Garden Valley townhouses proposed for the south side of Kinsman would allow views into the new development, and possibly encourage people living north of Kinsman to use the new park south of Kinsman, further reinforcing the sense of a larger neighborhood.

Another key opportunity for a neighborhood link, that would connect Triangle residents to a larger greenspace network, is the Sidaway Bridge (also known as the Swinging Bridge). Restoring this bridge across the Kingsbury Run valley would connect residents of the Forgotten Triangle to Marion Motley Park and the Kingsbury Run greenspace network. The bridge itself is a beautiful structure that could be illuminated as a key feature of the neighborhood's identity.

- 1 Sidaway Bridge
- 2 Marion Motley Park
- 3 Bridgeport Place
- 4 Unified Kinsman Avenue Streetscape
- 5 New configuration for Garden Valley Estates
- 6 New Park
- 7 Anton Grdina Elementary School

Cuyahoga Metropolitan Housing Authority Master Plan for Garden Valley Estates (CityArchitecture and Robert P. Madison International)



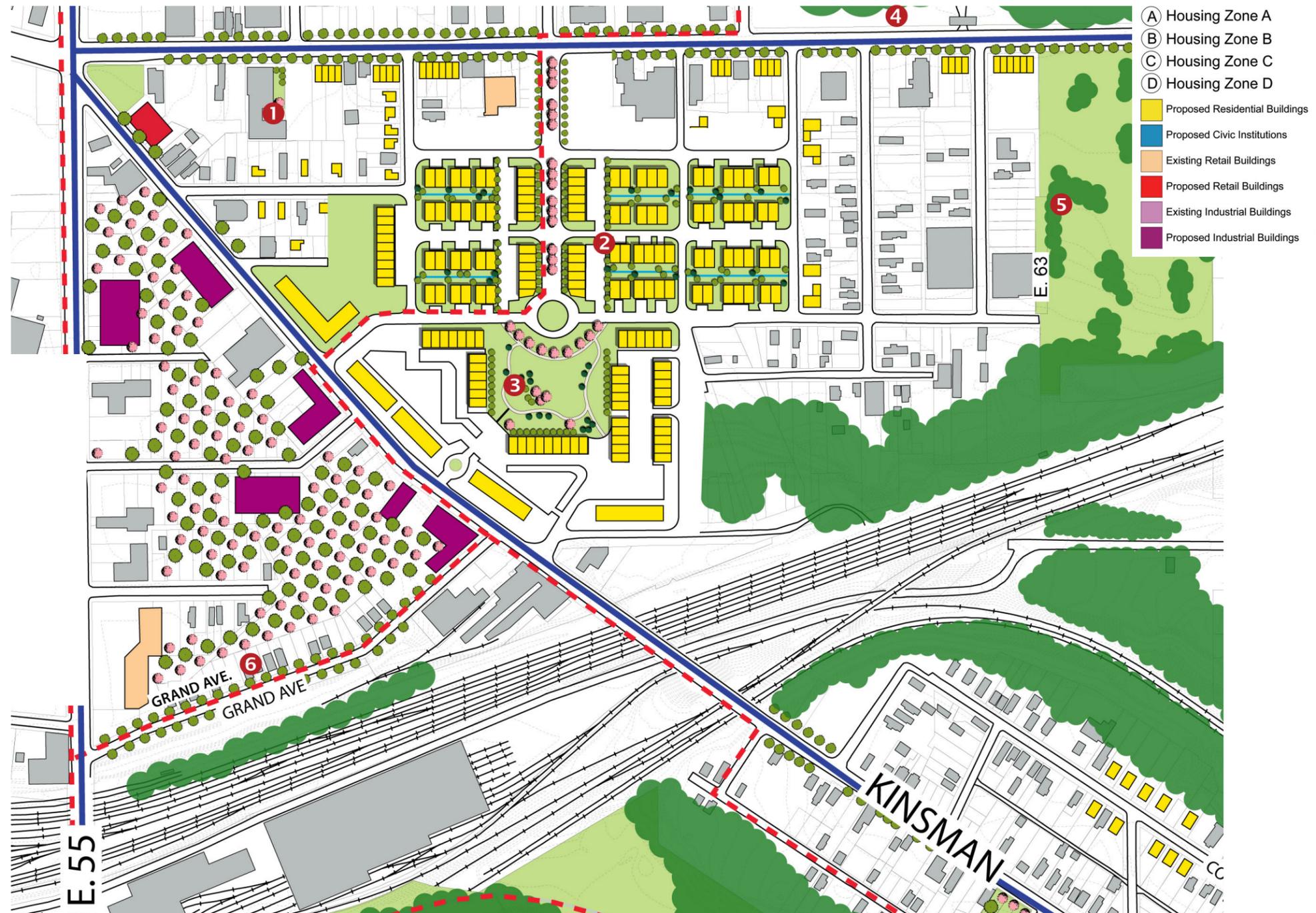
Land at the base of the Sidaway Bridge

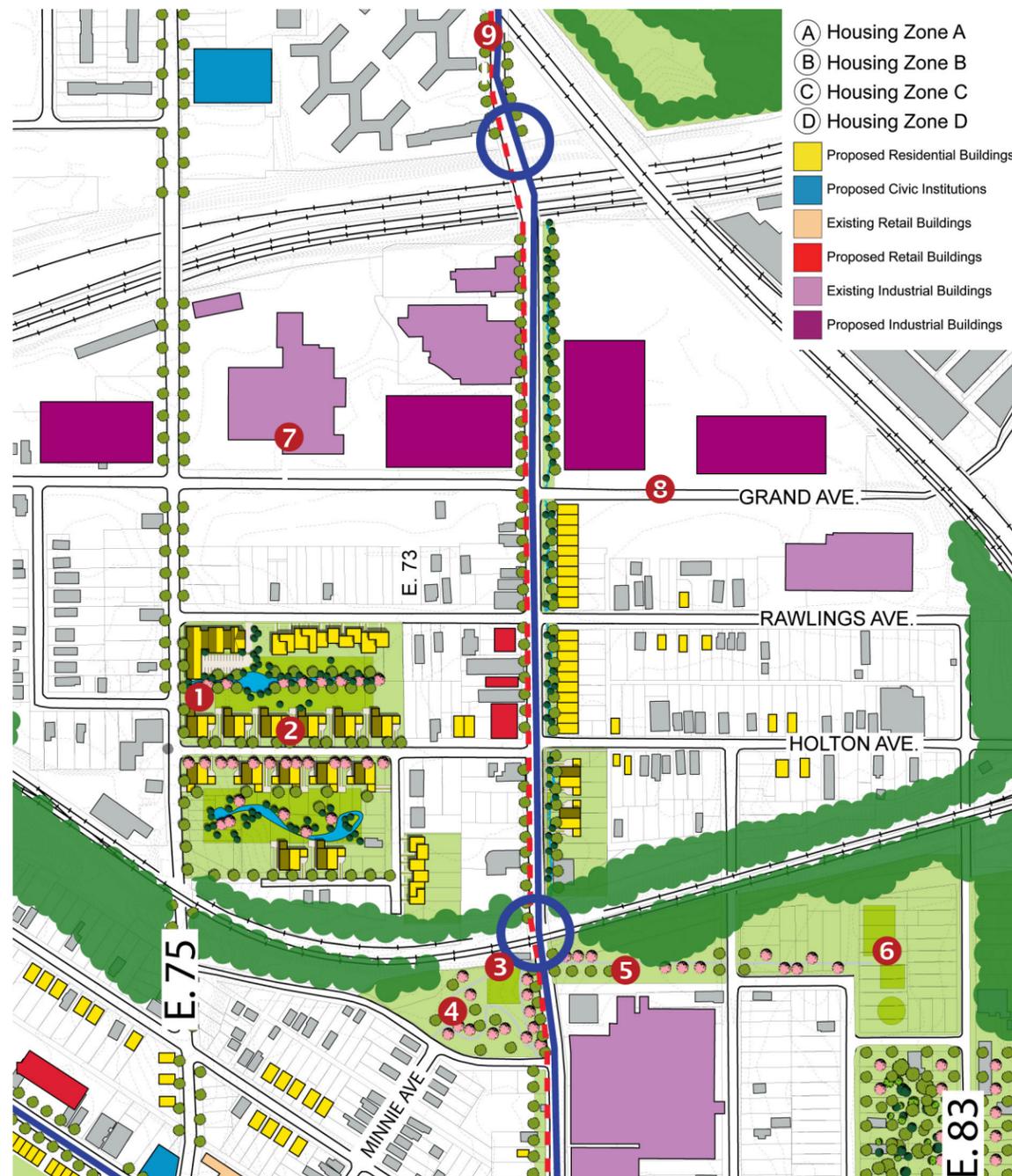


View across the valley

AREA C: The Point of the Triangle The northern part of the Triangle, south of Woodland Avenue, has numerous vacant residential parcels, many of which are in the city's landbank. Some of this land could be used to create a neighborhood park that would serve as an anchor for new infill housing in the area. Woodland, Saint John and Saint Joseph cemeteries are large expanses of green space in this area, but the cemeteries are cut off from the surrounding neighborhood and are limited in their use by local residents. A new park with a connection to Woodland Avenue could provide these residents with a community gathering space and a place for children to play. This would benefit existing residents and help create an attractive setting for new, higher density residential development. Street trees could be added to the section of Grand Avenue immediately east of East 55th Street ("Short Grand") to enhance the neighborhood and to buffer residents from the heavy vehicular traffic along this street. This section of Grand Avenue will also serve as the main pedestrian route between the neighborhood and the new East 55th Street RTA Rapid station.

The new development in this neighborhood could utilize bioswales and rain gardens as amenities and organizational elements.





AREA D: Transit Zone The area of the Forgotten Triangle around the East 79th Street Rapid Transit Station (Blue and Green Lines) is an opportunity for slightly higher density housing in the configuration of a transit-oriented development. Side-by-side duplexes were discussed at one of the community meetings as a marketable housing type that is currently under-represented in the neighborhood. A combination of duplexes and higher-density senior housing in this area could increase RTA ridership by providing more residents with convenient access to transit. The entrance to the East 79th Street Station could be enhanced with landscaping and lighting to make it safer and more inviting to transit riders. Some small convenience retail in or near the station would also enhance the transit experience, better connect the neighborhood to the station and be a benefit to nearby residents.

Situated between two RTA Rapid stations, and along the Bike Path, this site is one of the most connected in the city. Since much of this neighborhood is new construction it could incorporate stormwater detention areas as key organization components. For example, the new building constructed along the East 79th Street corridor could be set back to a distance that permitted the construction of a vegetated swale between them and the road. This neighborhood should also encourage the use of permeable pavement and rain barrels to minimize stormwater runoff.

The East 79th Street Red Line Station, north of Grand Avenue, is a more difficult station to connect to the surrounding neighborhood, because of the grade change and the configuration of the current station. However, the station's proximity to industries along Grand Avenue provides access for prospective employees. Orlando Baking Company is the main industry on Grand Avenue, but there are opportunities for additional industrial development in this area. Also, the proximity of housing in this area to the Red, Green and Blue lines gives residents quick and easy access to many of the major employment centers in the region. The large green space at the base of the transit station could be landscaped to serve as a neighborhood amenity, and a pedestrian oasis along East 79th Street. A pedestrian path from the transit station to Otter Park would provide more residents with access to this newly rebuilt neighborhood green space.

- 1 New senior housing
- 2 New side-by-side duplexes
- 3 Transit Station (Blue/Green lines)
- 4 Park at Transit Station
- 5 Path to Otter Park
- 6 Otter Park
- 7 Orlando Baking Company
- 8 Potential industrial infill development
- 9 Transit Station (Red line)



Vegetated Swale



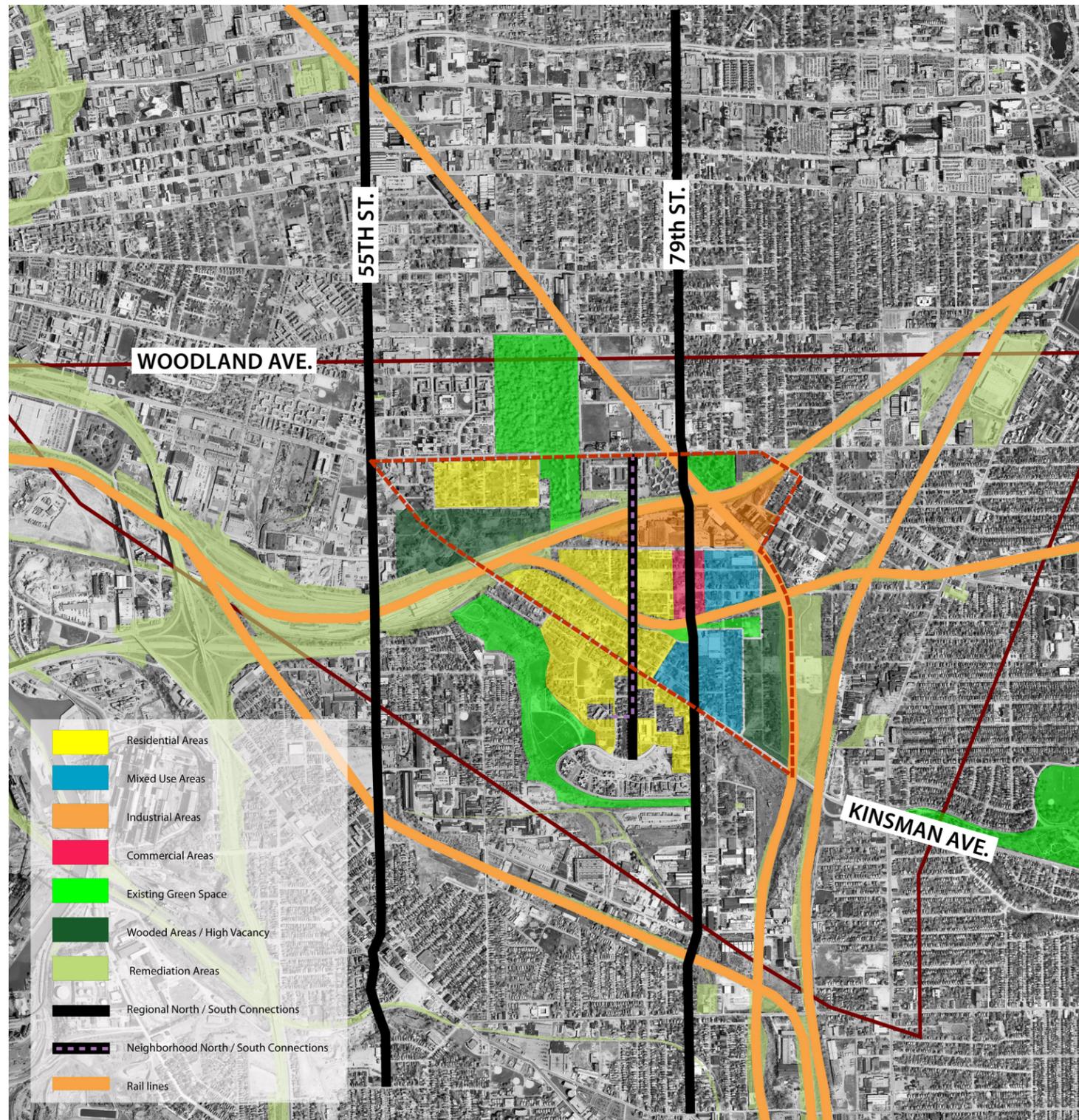
Higher density housing near RTA stations increases ridership and increase gives more residents access to transit



Transit stations should be safe and inviting

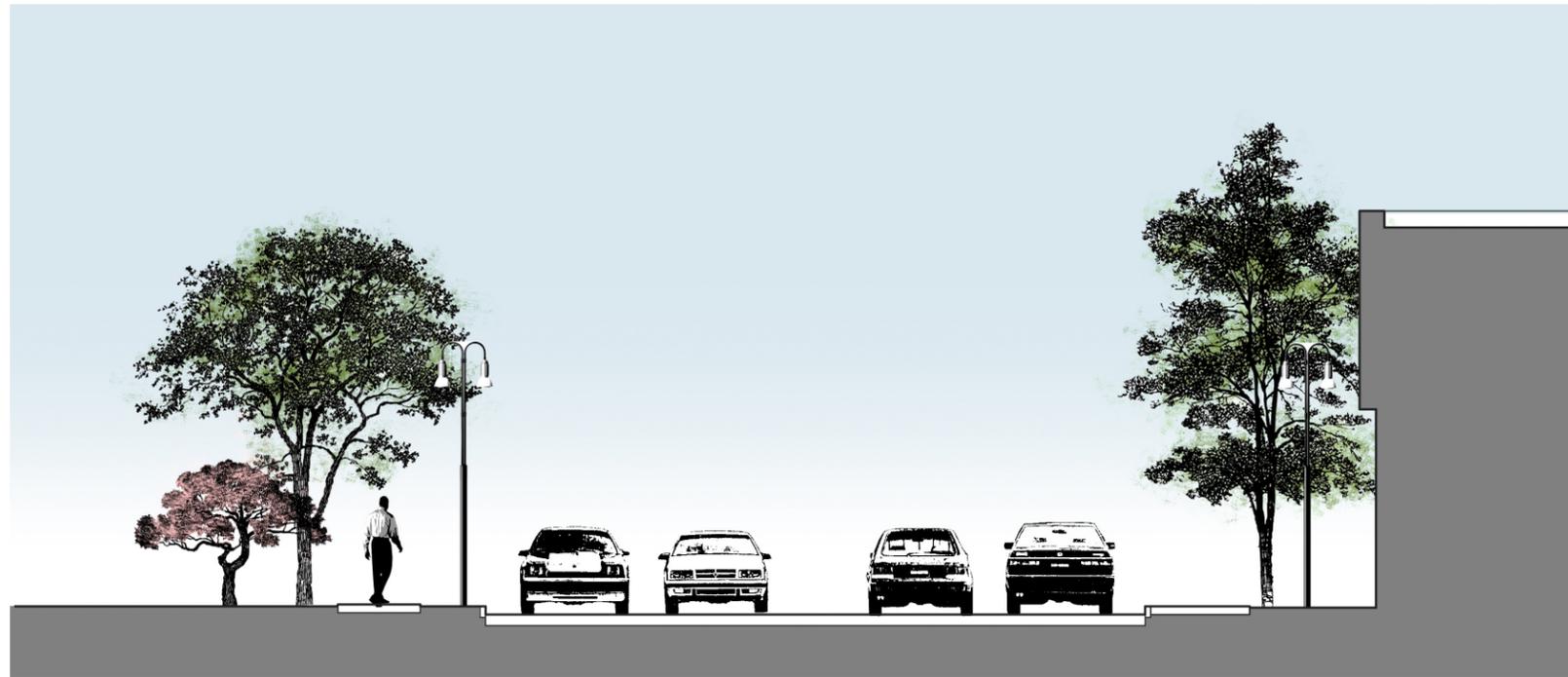
A mixture of side-by-side duplexes and senior-oriented apartment buildings would establish a community in proximity to transit (view looking south)





5. NEIGHBORHOOD CORRIDORS

The major streets in the Forgotten Triangle—Kinsman Avenue, Woodland Avenue and East 79th Street—have a major impact on local businesses, on perceptions of the neighborhood and on residents’ quality of life. This section discusses the character of the neighborhood corridors and provides ideas for enhancing the function and appearance of these streets. Improving lighting and pedestrian safety, establishing neighborhood identity, and creating opportunities for new development are the priorities for the major streets in the Triangle. Lighting and safety are priorities for the residential side streets.



Street trees could be located along the inside edge of the sidewalk (on private property, rather than in the public right-of-way)

Pedestrian-scale lighting could be located between the sidewalk and the curb, in the public right-of-way



Kinsman Avenue is the most active street in the Forgotten Triangle. It has heavy vehicular traffic and pedestrian activity, and it functions as the Triangle’s “main street.” A mix of land uses including retail, housing, churches, and industry occur along Kinsman Avenue. A cohesive streetscape plan could help tie these differing uses together.

Light poles and utility poles dominate the streetscape. Burying utilities underground would improve the appearance of the street, but this would be cost-prohibitive for such a long stretch of road. However, utility poles could perhaps be consolidated, reducing the overall number of poles that occur along the street. The tree lawns along Kinsman are fairly narrow and it would be difficult to support street trees in the public right-of-way. However, property owners could be encouraged to plant street trees along the inside edge of the sidewalk (on private property and more particularly on existing vacant land) to provide a better pedestrian environment. Industrial uses along Kinsman, such as the salvage yards that are located near Grand Avenue, could be encouraged to use more attractive and pedestrian friendly screening. Currently, chain link fence with plastic slats for opacity are the screening method most commonly used for these businesses. Masonry walls, or a combination of metal fencing and landscaping, are more neighborhood-friendly alternatives.

Better lighting along Kinsman was requested by the neighborhood to increase pedestrian safety at night. Pedestrian lighting could be installed along Kinsman to give the street a more cohesive appearance and increase safety. Residents also noted that many of the side streets off of Kinsman are very dark and would be enhanced by additional lighting.

Rehabilitating and re-opening the Sidaway Bridge could have a major impact on the appearance of Kinsman Avenue, since the northern end of the bridge is just south of Kinsman. The area at the approach to the bridge could become a park, providing a public setting for people to view and access the bridge.



Street trees, banners, and lighting in the tree lawns would enhance the appearance of Woodland Avenue; new and existing green spaces along the street also enhance the pedestrian and vehicular experience

Woodland Avenue carries a considerable amount of commuter traffic along the northern edge of the Forgotten Triangle to the eastern suburbs. Street trees and banners along Woodland could reinforce neighborhood identity in this highly visible location. Small parks along Woodland Avenue, such as a reading garden next to the library and a new community park at Woodland and East 63rd Street, would establish a green edge for the neighborhood, further reinforced by Woodland Cemetery, St. John Cemetery, and St. Joseph's Cemetery, all of which run along Woodland Avenue.

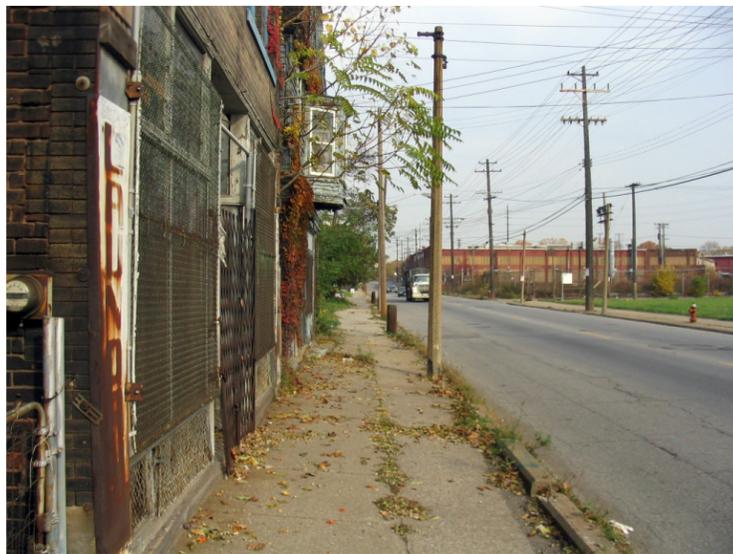
The intersection of Woodland Avenue, Kinsman Avenue, and East 55th Street is a major gateway into the Forgotten Triangle. The Post Office occupies the corner site, with a green area at the point where Woodland and Kinsman come together. Enhancing the landscaping and lighting at the point, and perhaps establishing some vertical element on the site, similar to the clock tower that formerly occupied the site, would make the gateway more prominent.



Lighting, landscaping, and crosswalks will reinforce the point of the Triangle as a key neighborhood gateway



East 79th Street carries a heavy volume of truck traffic that serves the industries at the northern edge of the Triangle, as well as industrial districts to the north and south. East 79th Street is also an important pedestrian route since the Blue, Green and Red Line Rapid Transit stations are all located along this street. The right-of-way along East 79th Street is very narrow, so widening sidewalks or adding street trees is not a practical option. However, zoning setbacks along the western edge of the street could be increased. Many of the buildings on the western side of the street are in poor condition and, as these sites are eventually redeveloped, a deeper setback, of 15 to 20 feet could be established. This would allow for a wider sidewalk and street trees, making the western side of the street more pedestrian-friendly. If the street needs to be widened at some point, part of this setback area could be used to accommodate the widening, provided that the widening did not eliminate the pedestrian-oriented amenities.



Existing buildings along the west side of East 79th Street; a deeper setback could be required as these sites are eventually redeveloped, allowing for a landscaped tree lawn



Industrial uses on the east side of East 79th Street



East 75th Street is fronted by a considerable amount of vacant land, some of which could be developed as higher density housing near the transit station (as described on page 16). East 75th Street is also adjacent to the newly renovated Hill Place townhouses. Pedestrian lighting and street trees along East 75th Street could become a template for residential street improvements elsewhere in the neighborhood.

Lighting and street trees could be installed along East 75th Street in conjunction with new housing development



East 75th Street looking north towards Hill Place



East 75th Street looking south



6. COMMUNITY PRIORITIES FOR IMPLEMENTATION

Priorities Through the Forgotten Triangle planning process, residents and other stakeholders in the neighborhood clearly articulated their top priority for the neighborhood. As a first and most necessary step, the neighborhood needs to be cleaned up and secured, so that dumping and abandonment are reduced. This would increase residents' confidence in their neighborhood and enhance the environment for new development.

Housing development is also a priority for the neighborhood. Increasing the population of the Triangle through new housing and new households will restore a sense of neighborhood, especially in blocks where many of the existing houses are vacant or have been demolished. Fort Higbee, the Beaver area, and the area directly north of Kinsman Avenue were identified as important areas for new housing development. Residents also supported the idea of an urban tree nursery in Fort Higbee, provided that the trees would enhance the residential setting and not preclude with new housing development.

Restoring the Sidaway Bridge and creating a green space at the foot of the bridge (just south of Kinsman Avenue) was an area of interest for some residents, but not an immediate priority for the neighborhood, given the high cost of implementation. Creating more opportunities for retail businesses in the neighborhood remains a priority, but residents recognize the positive impact that Bridgeport Place and Kingsbury Crossings, (a 60,000 square-foot new-construction shopping center proposed at the Southwest corner of Kinsman Road and East 93rd Street) will have when these commercial developments are complete. There was support for improving the streetscape of Kinsman Avenue and increasing street lighting on the main corridors, as well as some of the side streets which can be very dark at night. Replacing sidewalks, where necessary, was also determined to be a priority.

Action Steps

- Increase monitoring and enforcement efforts to reduce dumping in the neighborhood.
- Assemble land in priority areas for residential development.
- Contact Cleveland's City Forester to determine the feasibility of establishing a tree nursery in Fort Higbee.
- Conduct a street lighting and sidewalk audit for the neighborhood to determine where lighting levels need to be increased and sidewalks need to be replaced.
- Develop a detailed streetscape plan (with cost estimate) for Kinsman Avenue.

could be developed to articulate the community's vision for the Triangle

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