

STB

FD

33388

2-2-98

K

CITIES

2/3

MEMORANDUM

To: Gregory M. Sponseller, Director of Law & Prosecutor
From: Paul I. McCumbers, Jr., Dir. of Public Safety/Service
Date: January 28, 1998
Subject: Front Street/Bagley Road Traffic Counts

As part of a November 19, 1996 Traffic Signal Warrant Study that was done by Traff-Pro Consultants, Inc., all intersections in the City of Berea were reviewed and traffic counts performed. The following information is from that report, and a copy of the particular pages are attached for your review:

The average traffic flow at the Front Street crossings was 10,613 vehicles per day.

The average traffic flow at the Bagley Road crossings was 17,135 vehicles per day.

PIM

/kao

attachment (2)



File: LINDBERG WK1

Intersection of: LINDBERGH BOULEVARD and BAGLEY ROAD

Project: 96-025 MWS

rev. Mar. 1995

Date: APR. 26, 96 Day: FRI. Comments:

Data entry by: DAK

Date entered: JUL-30-96

Weather: MOSTLY CLOUDY Recorder(s): G. LEPISTO

HOURLY FACTOR: 1.68

MONTHLY FACTOR: 0.88

COMBINED FACTOR: 1.445

TRAFF - PRO CONSULTANTS, INC.

28917 EUCLID AVENUE

WICKLIFFE, OHIO 44092

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Figure 8

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Page 8

TURNING MOVEMENT SUMMARY

File: DEPOTENT.WK1

Municipality: BERE A

Intersection of: FRONT and FIRST/DEPOT

Date: JUNE 5, 96 Day: WE/TH Comments:

Project: 95-025

rev: Mar. 1995

Data entry by: DAK

Date entered: JUL-30-96

Weather: MOSTLY SUNNY

Recorder(s): TQ

Weather: MOSTLY SUNNY							Recorder(s): TQ		Data entry by: DAK														Date entered: 200 00 00														TOTAL		TOTAL		PEAK HOUR FACTOR			
TIME	FRONT							FRONT							TOTAL NORTH	FIRST						DEPOT						TOTAL EAST	TOTAL ALL															
	FROM NORTH							FROM SOUTH								FROM EAST						FROM WEST																						
	R	S	L	TOTAL	TRK	BUS		L	S	R	TOTAL	TRK	BUS			R	S	L	TOTAL	TRK	BUS		L	S	R	TOTAL	TRK			BUS		WEST	DIREC	north	south	east	west							
BEGINS																																												
06:00																																												
07:00	20	171	19	210	1	1		30	480	97	607	1	6	817	14	5	37	56	1	1		18	14	13	45	0	3	101		918	0.719	0.882	0.778	0.66										
08:00	23	224	40	287	0	3		21	327	74	422	3	4	709	42	10	73	125	0	1		12	18	30	60	0	5	185		894	0.932	0.647	0.822	0.75										
09:00	20	188	31	239	1	0		23	271	21	315	2	2	554	27	10	45	82	1	0		12	5	26	43	0	2	125		879	0.919	0.365	0.932	0.82										
10:00																																												
11:00	36	236	29	301	4	1		38	248	54	340	5	2	841	35	11	54	100	0	0		17	7	21	45	0	2	145		788	0.836	0.904	0.758	0.75										
12:00	54	295	52	401	4	2		23	266	57	352	3	4	753	45	27	81	153	0	0		36	18	19	71	1	4	224		977	0.955	0.317	0.807	0.74										
1:00	26	291	30	347	4	0		27	329	80	436	3	3	783	24	14	60	98	0	0		30	21	32	83	0	1	181		964	0.933	0.908	0.845	0.89										
2:00																																												
3:00	35	315	30	380	5	2		18	278	87	383	5	4	763	43	11	122	176	4	3		32	16	25	73	1	1	249		1012	0.826	0.903	0.898	0.83										
4:00	30	526	33	589	0	1		26	313	51	390	5	6	979		17	144	184	2	1		23	11	30	64	0	4	248		1227	0.582	0.947	0.852	0.72										
5:00	42	567	30	639	2	1		15	307	59	381	5	3	1020		25	153	216	0	0		22	9	28	59	0	2	275		1295	0.913	0.866	0.667	0.73										
6:00																																												
7:00																																												
8:00																																												
9:00																																												
TOTALS	286	2813	294	3393	21	11		227	2819	580	3626	32	34	7019	291	130	769	1190	8	6		202	117	224	543	2	24	1733		8752														
ADT	432	4253	445	5130	1%			343	4262	877	5483	2%		10813	440	197	1163	1799	1%			305	177	339	821	5%		2620		13233														

HOURLY FACTOR: 1.68

MONTHLY FACTOR: 0.9

COMBINED FACTOR: 1.512

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Figure #

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Page #

1

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Wickliffe, Ohio 44092
(216) 944-6444

SIGNAL WARRANTS

FIG. NO.:

2

INT. NO.:

24

COND- ITION	NO. LAKE	ADJUSTED HOURLY VOLUMES			WARRANT #1				WARRANT #2				WARRANT #3			
		MAJOR ST 2-WAY	MINOR ST 1-WAY	MINOR ST 1-WAY	100%		80%		100%		80%		1 HR		4 HR	
					MAJ	MIN	MAJ	MIN	MAJ	MIN	MAJ	MIN	PEO	PEO	PEO	PEO
NORM	2+	X	X	X	500	150	400	120	750	75	600	60	190	100		
	1				600	200	480	160	900	100	720	80				
70%	2+				350	105	280	84	525	53	420	42	95	50		
	1				420	140	336	112	630	70	504	56				
MID-1AM																
1AM-2AM																
2																
3																
4																
5																
6																
7		817	56	45	X		X		X		X					
8		709	125	60	X		X	X		X	X	X				
9		554	82	43	X		X		X		X					
10																
11		641	100	45	X		X		X	X	X	X				
NOON-1PM		753	153	71	X	X	X	X	X	X	X	X				
1PM-2PM		783	98	83	X		X		X	X	X	X				
2																
3		763	176	73	X	X	X	X	X	X	X	X				
4		979	184	64	X	X	X	X	X	X	X	X				
5		1020	216	59	X	X	X	X	X	X	X	X				
6																
7																
8																
9																
10																
11																
HOURS MET					4	4	5	5	5	5	7	7				
WARRANT SATISFIED ?					NO		NO		NO		NO					

• CONDITION IS DETERMINED BY ENVIRONMENT: USE 70% VALUES IF 85 PERCENTILE SPEED EXCEEDS 40 MPH ON THE MAJOR APPROACH OR IF LOCATION IS IN THE BUILT-UP AREA OF AN ISOLATED COMMUNITY WITH A POPULATION OF LESS THAN 10,000.

•• THE PEDESTRIAN VOLUME CAN BE REDUCED BY 50% IF THE PREDOMINANT WALKING SPEED IS BELOW 3.5 FEET PER SECOND.

WARRANT #3 (MINIMUM PEDESTRIAN VOLUME)

Gap analysis made during period from _____ to _____

Number of vehicles during analysis period: _____

Pedestrian crossing time (1): _____

Number of gaps greater than (1) during period: _____

Approximate vehicular speed: _____

Number of pedestrians crossing during period: _____

Warrant Satisfied ? _____ YES-NO

WARRANT #4 (SCHOOL CROSSING)

On approved school route ? _____ YES-NO

Gap analysis made during period from _____ to _____

Number of vehicles during analysis period: _____

Pedestrian crossing time (1): _____

Number of gaps greater than (1) during period: _____

Approximate vehicular speed: _____

Number of children crossing during period: _____

Warrant Satisfied ? _____ YES-NO

WARRANT #5 (PROGRESSIVE MOVEMENT)

Major street is: _____ ONE WAY-TWO WAY

Distance to nearest signal in each direction on major street: _____ and _____

Time space diagram (attached) shows that this location can be implemented into a system: _____ YES-NO

Warrant Satisfied ? _____ YES-NO

WARRANT #6 (ACCIDENT HAZARD)

Adequate trial of less restrictive measures: _____ YES-NO

Number of accidents per year of a type which could be prevented by signalization: _____

80% of warrant #1 or #2 satisfied: _____ YES-NO

Will signalization disrupt progressive movement ? _____ YES-NO

Warrant Satisfied ? _____ YES-NO

WARRANT #7 (SYSTEMS)

Both streets are considered major routes: _____ YES-NO

At least 800 VPH during weekday peak hours: _____ YES-NO

At least 800 VPH for any 5 hrs. on a Saturday or Sunday: _____ YES-NO

Warrant Satisfied ? _____ YES-NO

WARRANT #8 (COMBINATION)

Warrants numbered 1 and 2 are each met at the 80% level: YES-NO

INTERSECTION: _____ FRONT STREET AND FIRST STREET/DEPOT STREET
LOCATED IN CITY/VILLAGE/RURAL: _____ CITY OF BEREA
NO. OF LANES PER APPROACH: N _____ 1 _____ S _____ 1 _____ E _____ 1 _____ W _____ 1
PRESENTLY SIGNALIZED ? YES-NO _____ YES DOES 70% WARRANT APPLY ? _____ NO
MAINTAINING AGENCY _____

CO. CITY RTE. _____ SECT. _____
CONSULTANT: TRAFF-PRO
PROJ. NO. 96-025 CALC. BY: _____
FILE NO. FROF001

INTERSECTION FRONT STREET & FIRST STREET/DEPOT STREET

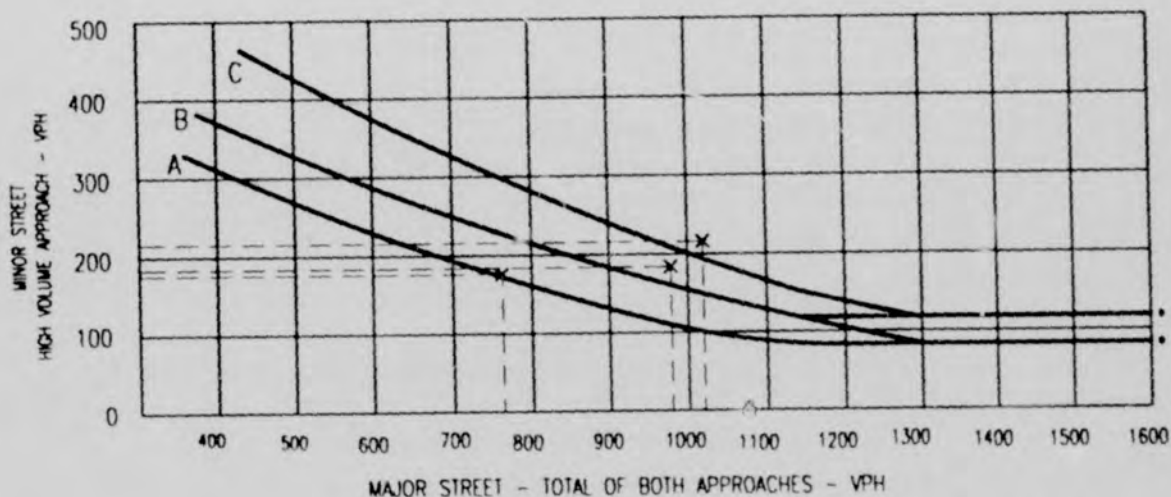
LOCATED IN CITY / VILLAGE / RURAL CITY OF BEREA

NO. OF LANES PER APPROACH: N 1 S 1 E 1 W 1

PRESENTLY SIGNALIZED? YES-NO YES 70% WARRANT APPLY? NO

FOUR HOUR VOLUME WARRANT.

- ☒ A= 1 LANE & 1 LANE
☐ B= 2 OR MORE LANES & 1 LANE
☐ C= 2 OR MORE LANES & 2 OR MORE LANES



*NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES.
 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

		BEGINNING HOUR															
		6AM	7	8	9	10	11	NOON	1PM	2	3	4	5	6	7	8	9
MAJOR 2 WAY			817	709	554		641	753	783		763	979	1020				
MINOR 1WAY			56	125	82		100	153	98		176	184	216				
MINOR 1WAY			45	60	43		45	71	83		73	64	59				
HRS. MET			NO	NO	NO		NO	NO	NO		YES	YES	YES				

WARRANT SATISFIED? NO

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**SIGNAL WARRANT #9
 FOUR HOUR VOLUMES**

INT. NO.:

FIG. NO.:

INTERSECTION FRONT STREET & FIRST STREET/DEPOT STREET

LOCATED IN CITY / VILLAGE / RURAL

CITY OF BEREA

NO. OF LANES PER APPROACH:

N

1

S

1

E

1

W

1

PRESENTLY SIGNALIZED?

YES-NO

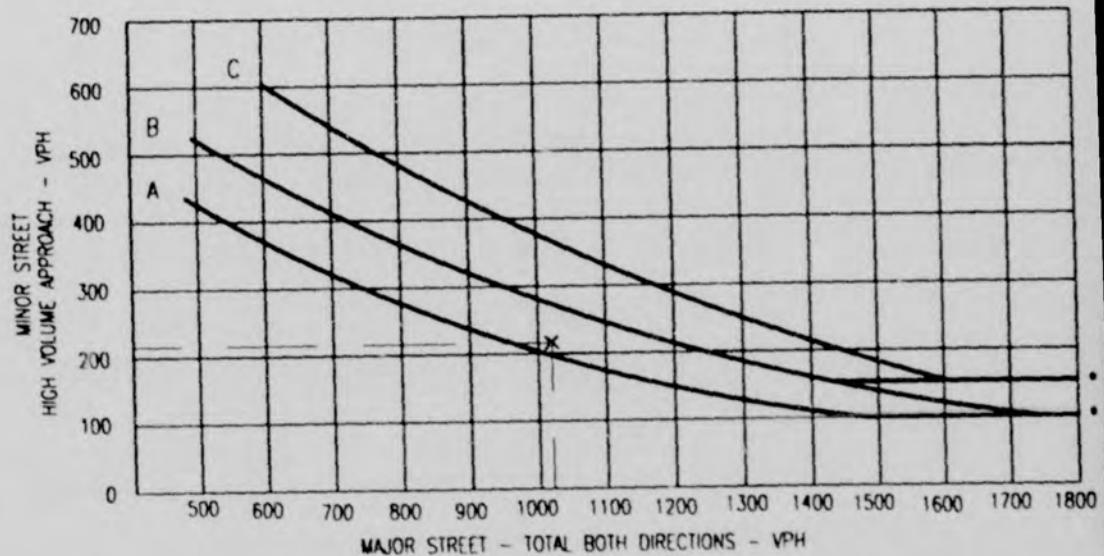
YES

70% WARRANT APPLY?

NO

PEAK HOUR VOLUME WARRANT

- ☒ A= 1 LANE & 1 LANE
☐ B= 2 OR MORE LANES & 1 LANE
☐ C= 2 OR MORE LANES & 2 OR MORE LANES



*NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES.
 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

BEGINNING HOUR														
	6AM	7	8	9	10	11	NOON	1	2	3	4	5	6	7
MAJOR 2 WAY		817	709	554		641	753	783		763	979	1020		
MINOR 1WAY		56	125	82		100	153	98		176	184	216		
MINOR 1WAY		45	60	43		45	71	83		73	64	59		
HRS. MET		NO	NO	NO		NO	NO	NO		NO	NO	YES		

WARRANT SATISFIED? YES

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 Wickliffe, Ohio 44092
 (216) 944-8444

**SIGNAL WARRANT #11
 PEAK HOUR VOLUME**

INT.

FIG

ATTACHMENT J

COMMUNITY REINVESTMENT AREA
REPORT

CITY OF BERE, OHIO

**COMMUNITY REINVESTMENT AREA
REPORT**

for the
CITY OF BERE, OHIO

June, 1994

Prepared By:
Planning Resources, Inc.
140 Public Square
Cleveland, Ohio 44114

TABLE OF CONTENTS

- I. DESCRIPTION OF THE CRA BOUNDARIES
- II. DESCRIPTION OF THE COMMUNITY REINVESTMENT AREA
 - A. Existing Land Use
 - B. Zoning
 - C. Inventory of Historic Structures
 - D. Socio-Economic Characteristics
 - E. Housing Characteristics and Conditions
 - F. Private Reinvestment in the CRA

- III. SUMMARY

APPENDICES

- A. Historic Inventories
- B. Census Data

The information contained in this report is copyrighted, and has been developed exclusively for the party named above by Planning Resources Incorporated. This information, research and methodologies used are the properties of Planning Resources Incorporated, and reproduction and/or use of the contents of this report in whole or in part is prohibited without the express written consent of Planning Resources Incorporated.

I. DESCRIPTION OF CRA BOUNDARIES

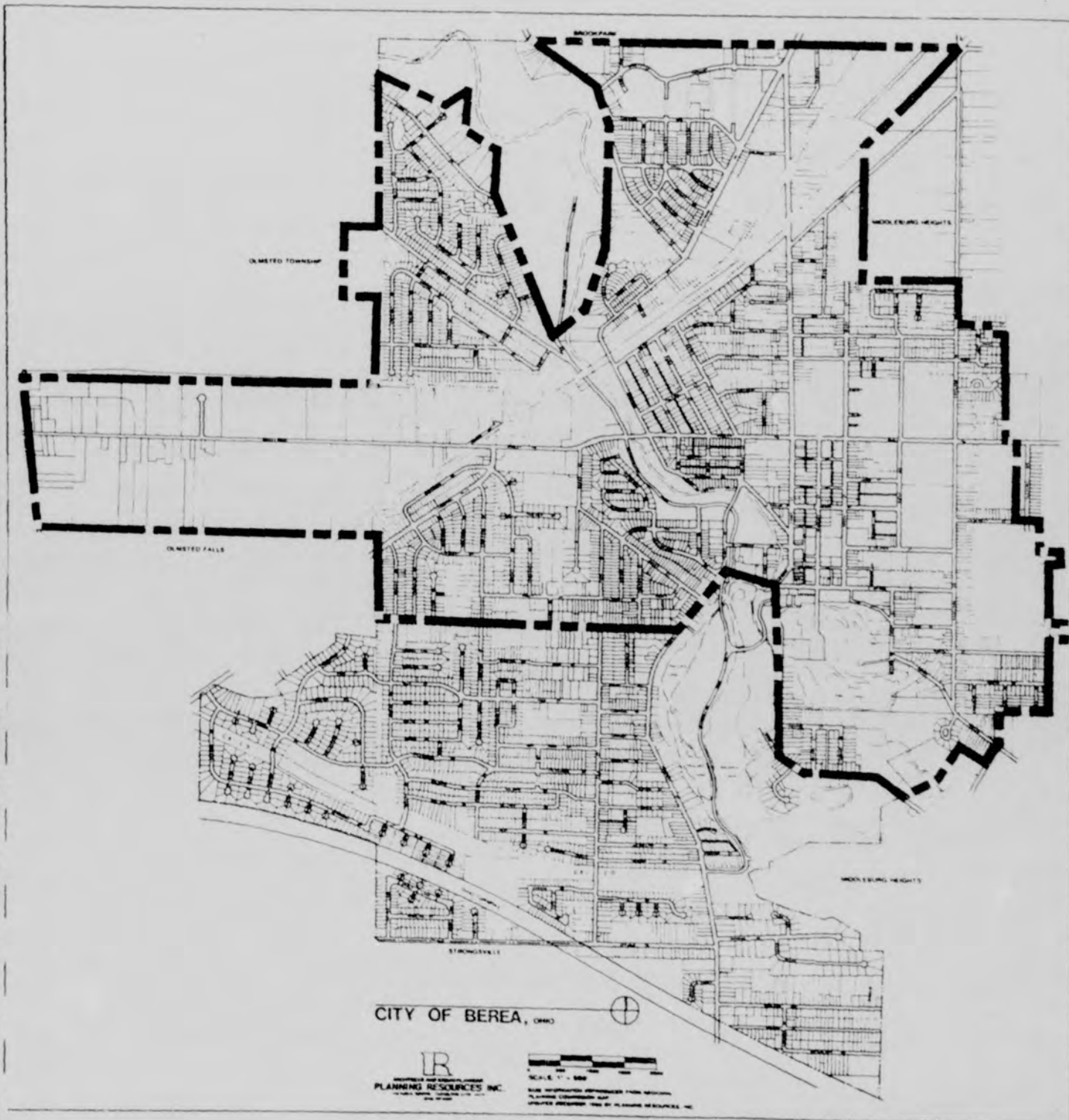
The City of Berea has undertaken a review of housing conditions and structures within the following described area to determine if the construction and repair of housing, commercial, and industrial facilities or structures are discouraged, in order to assess the establishment of a Community Reinvestment Area (CRA) in accordance with Section 3735.65 of the Ohio Revised Code.

The boundaries of the proposed CRA are described generally below using recognizable physical features. Please note that the CRA boundaries described below are intended to include all properties which directly abut or face the boundary of the CRA, but are outside of the described area. The CRA Boundary Map (Map 1) illustrates the proposed area.

In general, the Community Investment Area includes the following Census Tracts: 1341, 1342.03, 1342.04 and 1343. The CRA includes all areas of the city, except the Metroparks - Rocky River Reservation and the Berea Wastewater Treatment Plant, that are north of West Avenue, Prospect Avenue, and West Bridge St, and east and north of Riverside Drive. The CRA Boundary is generally described as follows:

Beginning at a point on the municipal boundary which is the intersection of the centerline of Brookpark Road and Grayton Road; thence following municipal boundary and said centerline of Brookpark Road east to its intersection with the Conrail railroad tracks; thence southwest along municipal boundary and said railroad tracks; thence continuing south along the municipal boundary; thence continuing east along the municipal boundary to the intersection of the centerline of Eastland Road; thence south along the municipal boundary and the Eastland Road centerline to its intersection with the centerline Wendy Drive; then east along the municipal boundary; thence south following said municipal boundary (until parallel with the southern end of Andrew Street), thence continuing east along municipal boundary (until just east of the southern end of Fuller Street); then continuing south along the municipal boundary across Fowles Road and continuing along Eastland Road; thence following municipal boundary in a northwesterly direction; thence continuing along said municipal boundary in a southwesterly direction until its intersection with the centerline of Riverside Drive; thence following said Riverside Drive centerline in a northeasterly direction to its intersection with the centerline of Main Street; thence continuing north along the centerline of Riverside Drive to its intersection with the centerline of W. Bridge Street; thence west along the W. Bridge Street centerline to its intersection with the centerline of Prospect Street; thence southwest along the Prospect St. centerline to its intersection with the centerline of West Ave; thence west along the West Avenue centerline to its intersection with the municipal boundary; thence north along the municipal boundary; thence west along the municipal boundary; thence north along the municipal boundary and the

PROPOSED CRA BOUNDARIES



centerline of Lewis Road; thence east following the municipal boundary along the south side of the Conrail tracks; thence north along the municipal boundary, crossing Barrett Road to the Metroparks-Rocky River Reservation; thence southeast along the property line of the Metroparks to the intersection with the western property line of the Berea Wastewater Treatment Plant, thence south along said property line to its intersection with Barrett Road, thence southeast along the Barrett Road centerline to its intersection with the centerline of Metropolitan Park Boulevard; thence east from that intersection crossing the Rocky River; thence north following the property line of the Metroparks to its intersection with Grayton Road; thence following the Grayton Road centerline in a northwesterly direction to the place of the beginning; and including all properties outside of the above described area that are directly abutting and/or facing the above described boundaries.

II. DESCRIPTION OF THE COMMUNITY REINVESTMENT AREA

A. Existing Land Use

The proposed Community Reinvestment Area (CRA) contains a mixture of land uses, including single family and multiple family residential, commercial, office, industrial, recreation/open space and vacant land. The CRA contains the City's Central Business District, as well the campus of Baldwin-Wallace College and the older residential neighborhoods that developed around the sandstone quarries in the late nineteenth and early twentieth centuries. Two rail lines cross the CRA from the southwest to the northeast creating a physical barrier that funnels traffic through underpasses on both sides of North Rocky River. The abrupt change in elevation on both sides of the Rocky River forms another physical barrier between neighborhoods. The physical barriers isolate individual neighborhoods.

The total CRA comprises approximately 2,167 acres. Residential uses occupy 39% of the total land area of the CRA. The early central neighborhoods developed on the urban street grid pattern, while the neighborhoods which developed between 1950-1974 follow a more suburban pattern of curved streets and cul-de-sacs. Approximately 127 acres (6%) are commercial. Retail services occupy the bulk of the commercial land which is largely concentrated in the central business district. Industrial operations occupy nearly 8% of the CRA land area. The large manufacturing operations are clustered between the two rail lines which converge at the switching yard. Light industrial and some heavy industrial uses are located along the West Bagley Road Industrial Corridor. Recreation and open space uses occupy 7% of the total land area. Public/institutional uses comprise approximately 10% of the CRA land area, largely due to the Baldwin-Wallace College campus. Vacant land comprises nearly 19% of the CRA land area. The majority of the vacant land is located on both sides of Bagley Road west of the Conrail tracks. Street and railroad right of ways occupy about 8% of the CRA land area.

Generalized Existing Land Use (1990)
CRA

Land Use	Acres	Percent
Single Family Residential	822	38%
Multiple Family Residential	30	1%
Commercial	127	6%
Office	59	3%
Recreation/Metroparks	150	7%
Public/Institutional	217	10%
Light Industrial	57	3%
Heavy Industrial	108	5%
Vacant Open Land	422	19%
R.O.W.	175	8%
TOTAL LAND AREA	2,167	100%

Overall, approximately 80% of the land area of the CRA has been developed. Most of the vacant land is along Bagley Road and is zoned for industrial uses. Little opportunity exists for development of new residential housing without consideration of annexation, or for the accommodation of new commercial uses without consideration of redeveloping older commercial or mixed-use areas.

An Existing Land Use Map for the entire City, completed as part of the *Berea Comprehensive Plan*, is available at City Hall.

All traditional municipal services including water, sanitary and storm sewers, gas, and electric service are available to all areas within the proposed CRA.

B. Zoning

The City does not anticipate any changes to the existing zoning classifications as a result of the establishment of the CRA area. The CRA area includes the following zoning districts: R-SF-A, R-SF-B, R-T, MF-MD, MF-HD, R-O, N, CC, G, LI, and GI. Existing zoning

classifications permit single family and multiple family residential uses, townhomes, residence-office uses, neighborhood commercial uses, commercial centers, general commercial uses, and light industrial and general industrial uses. The uses to be designated as eligible for tax exemption will be consistent with the zoning regulations applicable to the CRA.

C. Inventory of Historic Structures

The historic buildings of Baldwin-Wallace College and the adjacent residential neighborhoods enrich the physical character of the CRA area and the City as a whole. Berea's early commerce and its civic institutions have shaped the City's Central Business District and surrounding neighborhoods. The City's history is expressed in the scale and the character of the central business district, Baldwin-Wallace College, and its surrounding neighborhoods.

Berea's central neighborhoods developed in the late nineteenth and early twentieth centuries around the sandstone quarry and markets in the center of town. There are 4 buildings in the CRA, in addition to the Lyceum Village Square and German Wallace College area, which are eligible for listing on the National Register for Historic Places. There are approximately 27 buildings and 1 structure of architectural significance in the CRA which are listed on the Ohio Historic Inventory as eligible for National Register designation. These buildings are located east of Rocky River Drive. Many are in close proximity to Baldwin Wallace College. The inventory sheets are attached in Appendix A.

D. Socio-Economic Characteristics

The following statistics were obtained from the 1990 Census of Housing Characteristics and General Characteristics of the Population for the City of Berea and the census tracts that make up the proposed CRA.

The 1990 Census showed that there were 12,541 people residing within the proposed CRA, or about 66% of the City's entire population. However, 76% of the total number of persons with incomes below poverty resided within the proposed CRA. In addition, approximately 86% of the City's black population, and 69% of all persons over 65 years of age resided within the CRA.

Per capita income and average household income for the CRA were both below the overall per capita income and household income levels for the City. The CRA also had a higher percentage of households classified as having low and moderate incomes (LMI). There were 4,735 households in the City with low and moderate incomes. Approximately 3,386 low and moderate income households, or 72% of the total resided within the CRA.

Summary of Socio-Economic Characteristics

	CT 1341	CT 1342.03	CT 1342.04	CT 1343	CRA Total	City of Berea	CRA % of City
Population	1,066	2,921	4,144	4,410	12,541	19,051	66%
Per Capita Income	\$13,555	\$14,988	\$14,854	\$11,858	\$13,721	\$14,867	92%
Household Income	\$35,151	\$38,712	\$35,176	\$35,767	\$36,234	\$39,061	93%
Persons Below Poverty	52	117	214	176	559	739	76%
LMI Households	22%	26%	28%	24%	27%	25%	
Black Persons	391	88	105	284	868	1,014	86%
Persons 65+	182	317	852	426	1,777	2,578	69%

E. Housing Characteristics and Conditions

Housing characteristics are an indicator of an area's physical condition. As the table below indicates, the proposed CRA has a higher percentage of renter occupied units and a lower percentage of owner occupied units than the City as a whole. Approximately 70% of the total number of vacant units in the City are located within the CRA.

Housing Units - 1996

	City of Berea		CRA Area	
Owner Occupied	4,898	67.7%	2,809	60.0%
Renter Occupied	2,138	29.5%	1,727	36.9%
Vacant	206	2.8%	146	3.1%
Total Units	7,242	100.0%	4,682	100.0%

The value of owner occupied housing is also a measure of a neighborhood's marketability and reinvestment in housing. The median value for single family homes ranged from \$64,300 (CT 1341) to \$77,300 (CT 1343) for the census tracts within the CRA compared to \$74,600 for the City as a whole. The median value of homes was lower in 3 of the 4 census tracts than for

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Robinson/2005

the City as whole. (See Appendix B for maps of census data by census tract.)

The age of the City's housing stock is another indicator of housing conditions. The costs of maintenance and rehabilitation generally increase sharply as housing ages beyond 40 years. Approximately, 19% of the City's housing stock was built in 1939 or earlier. Approximately 24% of the housing units within the CRA were built prior to 1940. Over 81% of the pre-1939 housing units in the City are located within the proposed CRA. Approximately 30% of all occupied housing units in Berea are over 40 years old, while over 37% of the occupied housing units in the CRA are over forty years old.

A wind-shield survey of residential exterior conditions was completed by Planning Resources, Inc. in August of 1992 as part of the *Berea Comprehensive Plan*. The survey evaluated exterior rehabilitation needs which are generally indicative of interior needs as well. This survey classified buildings based on four categories: (1) Sound, (2) Minor Deficiencies, (3) Major Deficiencies, and (4) Substandard. In general, residential buildings classified as having minor deficiencies show signs of neglect or postponed maintenance, but this has little or no effect on a building's structural condition. Buildings classified as having major deficiencies generally exhibit extensive exterior defects and conditions that are not correctable through normal maintenance, and involve a structural element such as a sagging roof ridge/rafters, cracked foundation, etc. A building classified as substandard exhibits an extensive accumulation of defects to a point where major structural elements are adversely impacted and the cost of repairs usually exceeds the market value of the property.

The table below illustrates, by census tract, the condition ratings for residential buildings within the CRA. The table shows that overall housing conditions within the CRA as good, but that they are not as good as the City as a whole. The CRA contains 57.7% of all of the residential structures surveyed, but contains over 75% of the buildings with minor deficiencies and over 78% of the buildings with major deficiencies. All 13 substandard residential buildings are located within the CRA.

Major rehabilitation needs and deficiencies and substandard conditions were visible in the CRA Area in residential areas adjacent to commercial and industrial activities bounded by Depot Street and the Conrail tracks, North Front Street, and Riverside Drive. Major deficiencies and substandard conditions were visible in 40% of the housing units in this area. Traffic noise, and competition with commercial uses have discouraged reinvestment in the existing housing in that area. Building with frontage on Front Street, North Rocky River Drive and Depot Street are now being converted to office and commercial uses.

Building Conditions Survey (August 1992)

Census Tract	Condition				
	Sound	Minor	Major	Substandard	Total
1341	204	43	3	0	250
1342.03	736	71	16	7	830
1342.04	885	161	41	5	1092
1343	631	173	27	1	832
CRA Total	2,456	448	87	13	3,004
Percent	81.7%	14.9%	2.9%	0.4%	100.0%
City Total	4,482	592	111	13	5,203
CRA % of City Tot.	54.8%	75.7%	78.4%	100.0%	57.7%

As is typical of small cities, there are several pockets of residential homes scattered throughout the CRA area that need rehabilitation and maintenance assistance. Other neighborhoods that exhibit maintenance needs include the Riverside Drive area between Coe and Baldwin Lakes, and the neighborhoods east of Coe Lake along East Center, East Bridge, Eastland and Waverly Street. Another neighborhood found to have several homes with maintenance needs is bounded by Riverside, Grayton and Emerson. All of these neighborhoods have also been designated by Cuyahoga County as Improvement Target Areas (ITAs).

The survey indicated that 86% of Berea's housing stock is well maintained. Visible rehabilitation needs are concentrated in the central neighborhoods, which are within the proposed CRA, where structures are generally older and require more maintenance. Census Tract 1342.04 has the highest number and percentage of housing units that have major deficiencies or are substandard. Census Tract 1343 has the highest percentage of residential structures with minor deficiencies (20.8%).

Because of the limited land available for new residential construction, Berea needs to consider programs, including the establishment of a CRA, to address housing conditions and maintenance needs in the older residential neighborhoods to achieve stability and ensure that long range viability of its housing units for future generations.

Cuyahoga Urban County Improvement Target Area Study

The Cuyahoga County Planning Commission and the Cuyahoga County Department of

Development performed a condition survey¹ of all residential and commercial structures, and streets in Berea in 1991-1992 for the purpose of designation of Improvement Target Areas (ITAs). Five property elements for residential structures and eight property elements for commercial structures received a numerical score based on whether minor, moderate or major deficiencies were noted. The property received a total score. Properties with scores over the threshold score were determined to be substandard. Properties with scores below the threshold were determined to be sound or in need of only minor repair. The table below presents the total number of substandard properties in the City and CRA as identified by Cuyahoga County.

ITA Survey 1991-1992
Total Number of Substandard Properties²

Structure Type	1-3 Family	Multiple Family	Comm/Office	Total
Berea	418	1	42	461
CRA ³	323	1	40	364
Percent in CRA	77%	100%	95%	79%

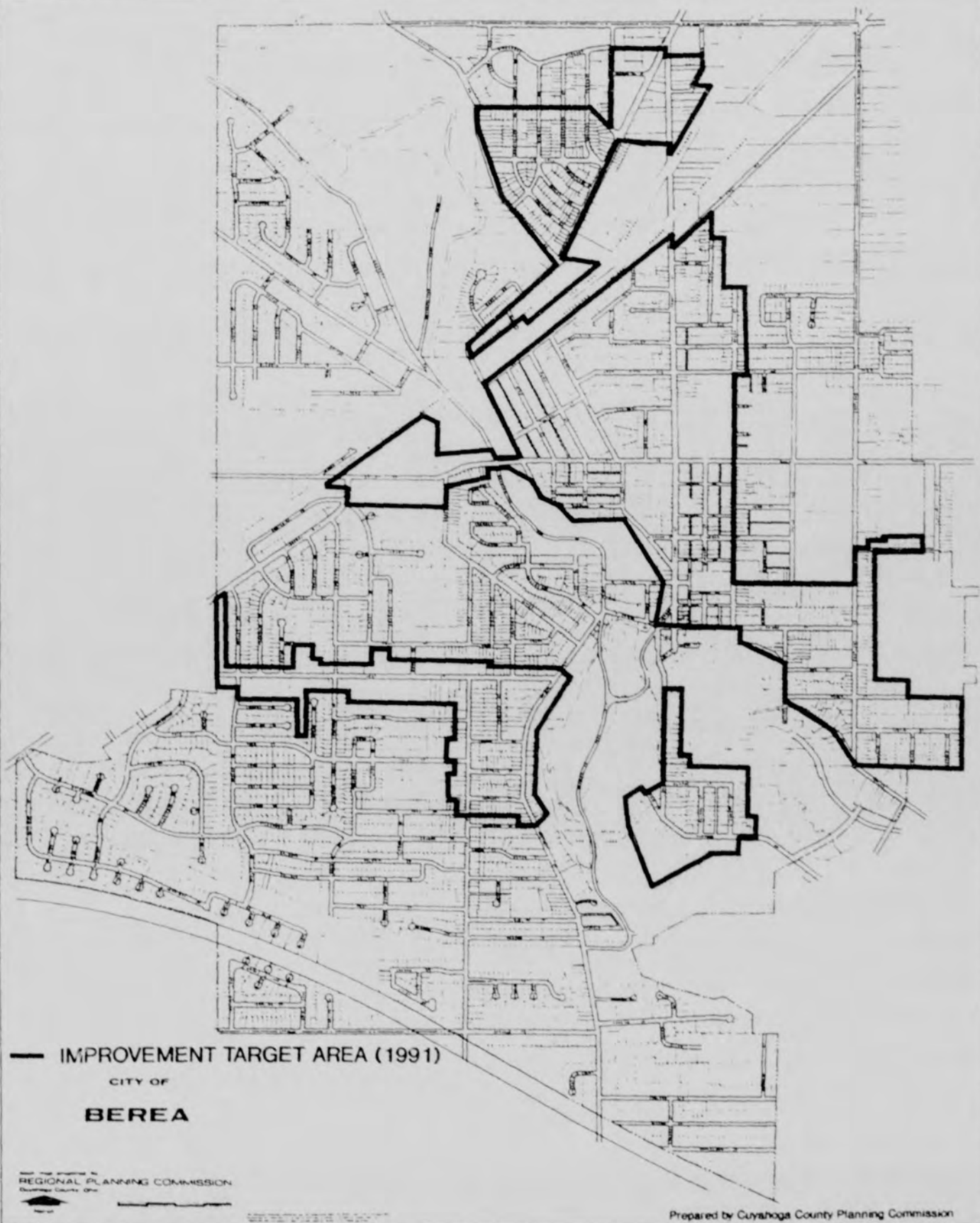
As the table above indicates, there are 364 substandard properties within the proposed CRA. Almost 89% of the substandard properties identified within the CRA are 1-3 family residences. Approximately 79% of all identified substandard properties in the City are located in the CRA and 95% of all identified substandard commercial properties are located within the CRA.

Areas with significant concentrations of substandard properties (20 or more substandard properties within a 50 acre area) were designated as ITAs. Map 2 illustrates the designated ITAs within the City of Berea. Note that the locations of the ITAs closely correspond to the neighborhoods identified by the Planning Resources, Inc. survey as having concentrations of properties with maintenance and rehabilitation needs. The proposed CRA includes the majority of the designated ITA areas.

¹The County utilized a methodology of comprehensive and standardized field surveys and mathematical standards to identify blighted areas. This methodology was developed by the Cuyahoga County RPC in 1984. The methodology was approved by the U.S. Department of Housing and Urban Development (HUD) in 1984.

² Cuyahoga County Planning Commission, *Cuyahoga Urban County Improvement Target Area Study*, 1992.

³ This number does not include those substandard structures which directly abut or face the proposed CRA boundary.



Maps which illustrate the results of the Cuyahoga County ITA building and right-of-way surveys are available at City Hall.

E. Private Reinvestment in the CRA Area

A review of building permits issued for the last 5 years indicates the need for the City to continue to take aggressive steps to encourage private reinvestment and revitalization in the residential neighborhoods within the CRA. Private reinvestment is needed to preserve the City's existing housing stock rather than allowing the abandonment and deterioration of housing. The lack of attention toward housing maintenance and public improvements accelerates the possibility of neighborhood deterioration.

- * New housing construction permits in the CRA declined by 46% between 1992 and 1993.
- * Over 90% of all demolitions between 1989-1993 were within the CRA.
- * The total value of all single-family residential construction and renovation/rehabilitation permits issued in the City between 1989-1993 equals \$17,431,935. However, only 20% of this value, or \$3,504,587, was invested in the renovation and rehabilitation of existing homes within the CRA area.
- * At least \$5 million dollars of additional private investment is needed for renovation and rehabilitation within the CRA to correct just the exterior housing deficiencies identified the Planning Resources, Inc. housing condition survey in August of 1992.

III. SUMMARY

The establishment of a CRA was proposed in the *Berea Comprehensive Plan* after an extensive analysis of housing, land use and economic conditions to strengthen private incentives for maintenance and reinvestment in the City's older neighborhoods. New construction in the outlying suburbs during the 1990's will continue to pull middle income households from older communities, such as Berea, leaving behind a growing surplus of existing housing which is in need of continual maintenance to prevent future blight and deterioration. In addition, noise, traffic, land use conflicts, and other environmental risks associated with adjacent industrial and commercial activities has accelerated the decline of the older, central residential neighborhoods in the CRA area, and has created a blighting influence.

The limited number of vacant land tracts and improved highway access to more rural communities has limited new housing construction in the City to only 200 units during the past decade. The City must pro-actively preserve its existing housing stock by encouraging private reinvestment. It is reasonable to assume that the older housing stock will require more maintenance than newer structures. More maintenance translates into additional costs for

property owners. Maintenance attention must be focused on the older housing units before the costs get too high. Existing housing must be regenerated through new investment to maintain a steady appreciation of value. Older housing must be rehabilitated and worn-out structures must be replaced in order to revitalize neighborhoods.

Existing retail buildings need to be upgraded, but demand for downtown retail space has not been strong enough to support revitalizing older commercial space. The visible deterioration of older buildings fosters public perceptions of a dying downtown. Most small businesses lack the resources to finance the purchase or renovation of older commercial space in the downtown. Marginal industrial uses exist between Depot Street and the rail line. Adjacent residential properties are blighted by the encroachment of industrial and warehouse uses because there is no defined buffer that separates the two districts.

The proposed CRA area exhibits social, economic, and physical characteristics that are by comparison more severe than for the City as a whole. A higher percentage of older housing coupled with a higher percentage of households with lower incomes has led to greater concentrations of housing deficiencies in the CRA. The area does qualify for designation as a Community Reinvestment Area.

Appendix A

National Register of Historic Places in Ohio

PIR Format

As of 4/9/92

Berea CRA

Berea District 7 School
323 E. Bagley Road
4/3/75

Berea Union Depot
30 Depot Street
11/21/80

Buehl House
118 E. Bridge Street
4/30/76

Lycem Village Square and German Wallace College
Seminary Street
10/29/75

Wheeler, John, House
445 S. Rocky River Drive
12/01/78

Label
Appendix
BA

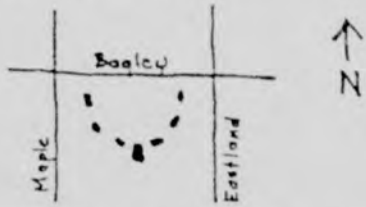
OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. CUY-1704-15		4. Present Name(s) Berea Fine Arts Club		1. No. 1704-15
2. County Cuyahoga		5. Other Name(s) Berea District School #7		
3. Location of Negatives WRHS				
6. Specific Location 323 Bagley Road		15. Thematic Category D, G	28. No. of Stories 1	2. County Cuyahoga
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1914	29. Basement? Yes ☒ No ☐	
8. Site Plan with North Arrow		19. Architect or Engineer	30. Foundation Material Coursed ashlar	
		20. Contractor or Builder	31. Wall Construction Brick	4. Present Name(s) Berea Fine Arts Club
9. Coordinates Berea		21. Original Use, if apparent School	32. Roof Type & Material Hip/Slate	
Lat. _____ Long. _____ U.T.M. Reference 17 429630 4580260		22. Present Use Fine Arts Club	33. No. of Bays Front 3 Side 1	
Zone _____ Easting _____ Northing _____ 10. Site ☐ Building ☒ Structure ☐ Object ☐		23. Ownership Public ☐ Private ☒	34. Wall Treatment Brick/Stone trim	5. Other Name(s) Berea District School #7
11. On National Register? Yes ☒ No ☐		24. Owner's Name & Address, if known Berea Fine Arts Club	35. Plan Shape Rectangular	
12. Is It Eligible? Yes ☐ No ☐		25. Open to Public? Restricted Yes ☒ No ☐	36. Changes (Explain in #42) Addition ☒ Altered ☐ Moved ☐	
13. Part of Estab. Yes ☐ No ☒		26. Local Contact Person or Organization	37. Condition Interior Very Good Exterior Very Good	
14. Hist. Dist.? No ☒ Potent'l? No ☐		27. Other	38. Preservation Underway? Yes ☒ No ☐	
15. Name of Established District			39. Endangered? By What? Yes ☐ No ☒	
12. Further Description of Important Features			40. Visible from Public Road? Yes ☒ No ☐	
Small brick structure with a slate hip roof and a gabled central bay that features a gabled cupola with an open balustraded belfry. The roof is of imbricated slate with corbeled chimneys. Wide eaves project over groups of tall 1x1 double-hung windows. There is a central entrance with double paneled doors flanked by brick piers. A recent addition has been constructed at the rear.			41. Distance from and Frontage on Road 40'	
13. History and Significance				
This brick building was built in 1914 to replace a wooden structure on the site. In 1935, the Berea Fine Arts Club, founded in 1933, bought the school for \$596. They use it as their headquarters and for exhibits and live productions. The building is a combination of Queen Anne elements and a Prairie Style form.				
14. Description of Environment and Outbuildings				
The building faces a heavily trafficked road leading into Berea. There are some older houses and a new school nearby. There is a parking lot at the rear.				
15. Sources of Information		46. Prepared by Fisher		
Holzworth, Grit & Greatness, 1970, pg. 90.		47. Organization WRHS		
Cuyahoga County Atlases.		48. Date 11-77		
		49. Revision Date(s)		

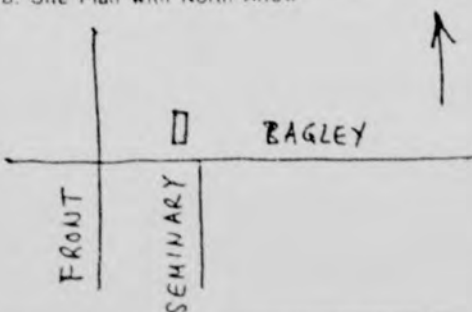
OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. CUY-1703-15		4. Present Name(s) United Methodist Childrens Home		1. No. 1703-15	
2. County Cuyahoga		5. Other Name(s)			2. County Cuyahoga
3. Location of Negatives WRHS					
6. Specific Location Bagley between Maple & Eastland.		16. Thematic Category D, N, P		25. No. of Stories 2	
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1928, 1932, 1935, 1938		29. Basement? Yes ☒ No ☐	
8. Site Plan with North Arrow 		18. Style or Design Colonial eclectic		30. Foundation Material Concrete	
9. Coordinates Berea Lat _____ Long _____ U.T.M. Reference 17 429 280 458 0140		19. Architect or Engineer		31. Wall Construction Wood frame	
10. Zone Easting Northing Site ☐ Structure ☐ Building ☒ Object ☐		20. Contractor or Builder		32. Roof Type & Material Gable/Asph. shingl	
11. U. National Register? Yes ☐ No ☒		21. Original Use, if apparent Childrens Home		33. No. of Bays Front Side	
12. Is It Eligible? Yes ☒ No ☐		22. Present Use Childrens Home		34. Wall Treatment Brick veneer	
13. Part of Estab. Hist. Dist.? Yes ☐ No ☒		23. Ownership Public ☐ Private ☒		35. Plan Shape Rectangular	
14. District Potent'l? Yes ☐ No ☒		24. Owner's Name & Address, if known		36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐	
15. Name of Established District		25. Open to Public? Yes ☐ No ☒		37. Condition Interior _____ Exterior Good	
42. Further Description of Important Features The complex is composed of a series of large brick residential structures arranged in a semicircle. The buildings are vaguely Colonial in detail, with gable roofs, narrow cornices, shuttered windows, balustraded porches, pedimented entrances, and large corbeled chimneys. Their proportions, however, are too large for a correct rendition of the style.		26. Local Contact Person or Organization		38. Preservation Underway? Yes ☒ No ☐	
43. History and Significance This was the site of the German Methodist Orphan Asylum, which dated from the mid 19th Century and which reflected the strong German Methodist community in Berea. The present complex of buildings was begun in 1928 and not completed until the 1950's. The monumental grouping of structures is unusual, yet lends a sense of community.		27. Other 		39. Endangered? By What? Yes ☐ No ☒	
44. Description of Environment and Outbuildings The Children's Home is located along Bagley Road, a heavily traveled road leading into Berea. There is a modern church, a high school, and various college buildings nearby.		46. Prepared by Fisher		40. Visible from Public Road? Yes ☒ No ☐	
45. Sources of Information Holzworth, Grit & Greatness, 1970, pg. 102. Cuyahoga County Atlases.		47. Organization WRHS		41. Distance from and Frontage on Road	
		48. Date 11-77		49. Revision Date(s)	
				5. Other Name(s)	

OHIO HISTORIC INVENTORY

Historic Preservation Office
Ohio Historical Society
Columbus, Ohio 43211

1. No. CUY-4-15		4. Present Name(s) Carnegie Science Hall	
2. County Cuyahoga		5. Other Name(s) Ladies' Hall, Baldwin University	
3. Location of Negatives WRHS			
6. Specific Location Baldwin-Wallace Campus E. Bagley Road at Seminary Street		16. Thematic Category Architecture 19th/Education	28. No. of Stories 2-1/2
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1882 and 1905	29. Basement? Yes ☒ No ☐
8. Site Plan with North Arrow 		18. Style or Design Stick Style-Chateausque	30. Foundation Material stone
		19. Architect or Engineer	31. Wall Construction sandstone
		20. Contractor or Builder	32. Roof Type & Material hip & gable/shingle
		21. Original Use, if apparent Dormitory	33. No. of Bays Front 11 Side 3
		22. Present Use Classroom Building	34. Wall Treatment coursed ashlar
		23. Ownership Public ☐ Private ☒	35. Plan Shape rectangular
		24. Owner's Name & Address, if known Baldwin-Wallace College Berea	36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☒
		25. Open to Public? restricted Yes ☒ No ☐	37. Condition Interior ☐ Exterior excellent
		26. Local Contact Person or Organization College historian	38. Preservation Underway? Yes ☒ No ☐
		27. Other Surveys in Which Included	39. Endangered? By What? Yes ☐ No ☒
9. Coordinates UTM 287803 Lat. 41° 22' 23" Long. 81° 51' 06" Berea			40. Visible from Public Road? Yes ☒ No ☐
10. Site ☐ Building ☒ Structure ☐ Object ☐			41. Distance from and Frontage on Road 50' x 100'
11. On National Register? Yes ☐ No ☒			
12. Is it Eligible? Yes ☐ No ☒			
13. Part of Estab. Hist. Dist.? Yes ☐ No ☒			
14. District Potent'l? Yes ☐ No ☐			
15. Name of Established District			
42. Further Description of Important Features Unusual combination of masonry structure and Stick style gables. Building dismantled and moved approx. 3/4 mile from old Baldwin University campus in 1905. Old campus taken by quarries.			
43. History and Significance Baldwin Institute founded 1844; Baldwin Univ. 1855. Ladies' Hall built 1878-1882. Moved and named Carnegie Science Hall in 1905. Good example of late 19th century college architecture. Re-erected by donation of Andrew Carnegie.			
44. Description of Environment and Outbuildings Stands in park-like campus among several other sandstone college buildings of late 19th century style. Possible college architectural district.			
45. Sources of Information Johnson, Cuyahoga County (1879), 202. Baldwin-Wallace College catalogs.		46. Prepared by Johannesen	
		47. Organization WRHS	
		48. Date 8/74	
		49. Revision Date(s)	

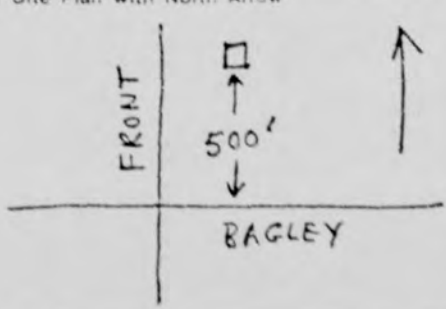
CUY-4-15 Cuyahoga

Carnegie Science Hall

Ladies' Hall, Baldwin University

OHIO HISTORIC INVENTORY

Historic Preservation Office
Ohio Historical Society
Columbus, Ohio 43211

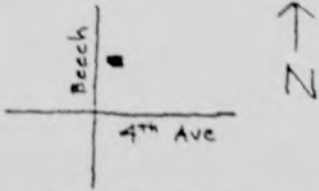
1. No. CUY-5-15		4. Present Name(s) Wheeler Hall	
2. County Cuyahoga		5. Other Name(s) Recitation Hall, Baldwin University	
3. Location of Negatives WRHS			
6. Specific Location Baldwin-Wallace Campus Front Street		16. Thematic Category Architecture 19th/Education	
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1892	
8. Site Plan with North Arrow 		18. Style or Design Richardsonian Romanesque	
		19. Architect or Engineer	
		20. Contractor or Builder	
		21. Original Use, if apparent classrooms	
		22. Present Use classrooms	
		23. Ownership Public ☐ Private ☒	
		24. Owner's Name & Address, if known Baldwin-Wallace College Berea	
9. Coordinates UTM 287805 Lat. 41° 22' 26" Long. 81° 51' 07" Berea		25. Open to Public? restricted Yes ☒ No ☐	
10. Site Building ☒ Structure ☐ Object ☐		26. Local Contact Person or Organization College historian	
11. On National Register? Yes ☐ No ☒		27. Other Surveys in Which Included	
12. Is It Eligible? Yes ☒ No ☐			
13. Part of Estab. Yes ☐ No ☒			
14. District Potent'l? Yes ☐ No ☐			
15. Name of Established District			
42. Further Description of Important Features Main entrance Romanesque arch. Two round towers, conical roof. East and west gables with stepped parapets. Originally contained nine classrooms and assembly hall. Interior remodeled in 1967.			
43. History and Significance Built in 1892 as Recitation Hall, main classroom building for Baldwin University. Baldwin-Wallace founded 1913. Named Wheeler Hall after John Wheeler, first Baldwin Univ. president, 1855-1870.			
44. Description of Environment and Outbuildings Stands in park-like campus among several other sandstone college buildings of late 19th century style. Possible college architectural district.			
45. Sources of Information Baldwin-Wallace College catalogs.		46. Prepared by Johannesen	
		47. Organization WRHS	
		48. Date 9/74	
		49. Revision Date(s)	

CUY-5-15 Cuyahoga

Wheeler Hall

Recitation Hall, Baldwin University

OHIO HISTORIC INVENTORY

1. No. CUY-1710-15		4. Present Name(s)		1. No. 1710-15
2. County Cuyahoga		5. Other Name(s) Brown, S.H., Residence		
3. Location of Negatives WRHS		16. Thematic Category C		2. County Cuyahoga
6. Specific Location 400 Beech		17. Date(s) or Period 1870		
7. City or Town If Rural, Township & Vicinity Berea		18. Style or Design Stick Style vernacular		4. Present Name(s)
8. Site Plan with North Arrow		19. Architect or Engineer		
		20. Contractor or Builder		
		21. Original Use, if apparent Residence		
9. Coordinates Lakewood		22. Present Use Residence		28. No. of Stories 2
Lat. Long. U.T.M. Reference		23. Ownership Public ☐ Private ☒		
10. Zone Easting Northing		24. Owner's Name & Address, if known		29. Basement? Yes ☒ No ☐
11. National Register? Yes ☐ No ☒		25. Open to Public? Yes ☐ No ☒		30. Foundation Material Coursed Ashlar
12. Is it Eligible? Yes ☒ No ☐		26. Local Contact Person or Organization		31. Wall Construction Wood Frame
13. Part of Estab. Yes ☐ Hist. Dist.? No ☒		27. Other Surveys in Which Included		32. Roof Type & Material Gable/Asph. shing.
14. District Potent? Yes ☐ No ☒				33. No. of Bays Front 3 Side
15. Name of Established District				34. Wall Treatment Clapboard
				35. Plan Shape L Shaped
				36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐
				37. Condition Interior Exterior Good
				38. Preservation Underway? Yes ☒ No ☐
				39. Endangered? By What? Yes ☐ No ☒
				40. Visible from Public Road? Yes ☒ No ☐
				41. Distance from and Frontage on Road 40'
42. Further Description of Important Features				5. Other Name(s) Brown, S. Residence
Tall wood frame house with the wide eaves and narrow moldings, the L shaped plan with a corner entrance, and the vertical proportions and 2x2 windows characteristic of the Victorian vernacular. The horizontal belt courses at the first and second floor lintels, however, recall the Stick Style of the latter part of the 19th Century.				
43. History and Significance				
The 1874 Atlas does not show a house on this site, although the local historical society has dated it 1870. The 1903 Atlas shows it belonging to S.H. Brown, and the 1927 Atlas to August Hagele.				
44. Description of Environment and Outbuildings				
The structure faces a quiet side street, with several large trees on the property and newer houses on all sides.				
45. Sources of Information				
Cuyahoga County Atlases.				
46. Prepared by Fisher				
47. Organization WRHS				
48. Date 11-77				
49. Revision Date(s)				

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. CUY-1702-15		4. Present Name(s) 109 Beech, 301 Front		1. No. 1702-15
2. County Cuyahoga		5. Other Name(s)		2. County Cuyahoga
3. Location of Negatives WRHS				4. Present Name(s) 109 Beech, 301 Front St.
5. Specific Location (1) 109 Beech & East Grand (2) 301 Front Street		16. Thematic Category C		28. No. of Stories 2-1/2
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period ca. 1880		29. Basement? Yes ☒ No ☐
8. Site Plan with North Arrow (1) (2)		18. Style or Design Stick Style		30. Foundation Material Stone
		19. Architect or Engineer		31. Wall Construction Wood Frame
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 17 42 88 60 45 79 91 0		20. Contractor or Builder		32. Roof Type & Material Hip/Gable/Slate
Zone Easting Northing 10 Site ☐ Structure ☐ Building ☒ Object ☐		21. Original Use, if apparent Residence		33. No. of Bays Front 3 Side 3
11. On National Register? Yes ☐ No ☒		22. Present Use Residence		34. Wall Treatment Siding/Shingles
12. Is It Eligible? Yes ☒ No ☐		23. Ownership Public ☐ Private ☒		35. Plan Shape Irregular
13. Part of Estab. Yes ☐ No ☒		24. Owner's Name & Address, if known		36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐
14. District Potent? Yes ☐ No ☒		25. Open to Public? Yes ☐ No ☒		37. Condition Interior _____ Exterior Good
15. Name of Established District		26. Local Contact Person or Organization		38. Preservation Underway? Yes ☒ No ☐
16. Further Description of Important Features Stick Style houses with hip roofs, slate shingles, corbeled chimneys, and iron cresting. Walls have wooden belt courses with imbricated shingles in the wainscot. Elaborate Eastlake porches with brackets, spindled cornices, turned columns, and carved gables. Tall double-hung windows and some small stained glass panels.		27. Other (2) 		39. Endangered? By What? Yes ☐ No ☒
43. History and Significance These two houses typify several structures in Berea that represent the transition between the earlier Eastlake mode and the later Stick Style and Queen Anne styles. Both remain virtually intact.		40. Visible from Public Road? Yes ☒ No ☐		41. Distance from and Frontage on Road 50'
44. Description of Environment and Outbuildings (1) stands on a quiet side street near the campus of the old German Wallace College. (2) stands on the main street of Berea's downtown, across from a northern campus of Baldwin-Wallace College.		45. Sources of Information Cuyahoga Co. Atlases Personal Observation		46. Prepared by Fisher
		47. Organization WRHS		48. Date 10-77
		49. Revision Date(s)		5. Other Name(s)

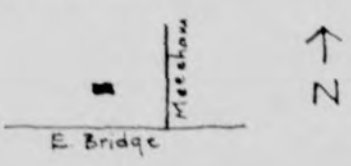
OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

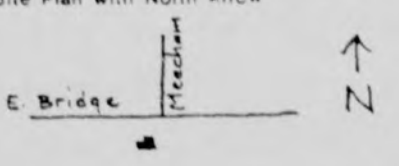
1. No. <u>CUY-1696-15</u> 2. County <u>Cuyahoga</u> 3. Location of Negatives <u>WRHS</u>	4. Present Name(s) <u>Baldwin-Wallace Women's Gymnasium</u> 5. Other Name(s) <u>Baldwin-Wallace Gymnasium</u>	1. No. <u>1696-15</u> 2. County <u>Cuyahoga</u> 4. Present Name(s) <u>Baldwin-Wallace Gymnasium</u>
6. Specific Location <u>Beech across from School Street</u> 7. City or Town <u>Berea</u> If Rural, Township & Vicinity 8. Site Plan with North Arrow 9. Coordinates <u>Berea Quadrangle</u> Lat. _____ Long. _____ U.T.M. Reference <u>17 428920 4579840</u> Zone _____ Easting _____ Northing _____ 10. Site ☐ Structure ☐ Building ☒ Object ☐ 11. National Register? Yes ☐ No ☒ 12. Is It Eligible? Yes ☒ No ☐ 13. Part of Estab. Yes ☐ No ☒ 14. District Potent'l? Yes ☒ No ☐ 15. Name of Established District _____	16. Thematic Category <u>D.G</u> 17. Date(s) or Period <u>1913-14</u> 18. Style or Design <u>Progressive Mode</u> 19. Architect or Engineer _____ 20. Contractor or Builder _____ 21. Original Use, if apparent <u>Gym</u> 22. Present Use <u>Gym</u> 23. Ownership Public ☐ Private ☒ 24. Owner's Name & Address, if known <u>Baldwin-Wallace College</u> 25. Open to Public? Restricted Yes ☒ No ☐ 26. Local Contact Person or Organization _____ 27. Other Surveys in Which Included _____	28. No. of Stories <u>2</u> 29. Basement? Yes ☒ No ☐ 30. Foundation Material <u>Stone</u> 31. Wall Construction <u>Sandstone</u> 32. Roof Type & Material <u>Hip/Shingle</u> 33. No. of Bays Front <u>4</u> Side <u>7</u> 34. Wall Treatment <u>Random Ashlar</u> 35. Plan Shape <u>Rectangle</u> 36. Changes Addition ☒ Altered ☐ Moved ☐ (Explain in #42) 37. Condition Interior <u>Good</u> Exterior <u>Good</u> 38. Preservation Underway? Yes ☒ No ☐ 39. Endangered? By What? Yes ☐ No ☒ 40. Visible from Public Road? Yes ☒ No ☐ 41. Distance from and Frontage on Road <u>50'</u>
42. Further Description of Important Features <u>Large stone structure with a broad hip roof and shed-roof dormers on the side elevations. Under wide eaves are paired 6x6 double-hung windows with a common lintel. Central hip roof vestibule with double-doors under a dressed stone lintel. Side elevation with tripartite windows. New rear addition with a domical roof.</u>		5. Other Name(s)
43. History and Significance <u>In 1913, the German Wallace College and Baldwin University merged to form Baldwin-Wallace College. This structure was built as the school's gym the next year. It is an interesting example of the Progressive mode's horizontality applied to a large structure.</u>		
44. Description of Environment and Outbuildings <u>The building faces a quiet residential street with the campus of B-W to one side. A brick school was demolished next to it in 1977.</u>		
45. Sources of Information <u>Holzworth, Grit & Greatness, 1970, pg. 97.</u> <u>Cuyahoga County Atlases.</u>		46. Prepared by <u>Fisher</u> 47. Organization <u>WRHS</u> 48. Date _____ 49. Revision Date(s) _____

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. CUY-1714-15		4. Present Name(s)		1. No. 1714-15
2. County Cuyahoga		5. Other Name(s) Meacham, N.D., Residence		
3. Location of Negatives 1045		15. Thematic Category C, I		2. County Cuyahoga
6. Specific Location 131 East Bridge		17. Date(s) or Period ca. 1820		
7. City or Town If Rural, Township & Vicinity Berea		18. Style or Design Federal		4. Present Name(s)
8. Site Plan with North Arrow		19. Architect or Engineer		
		20. Contractor or Builder		28. No. of Stories 2
		21. Original Use, if apparent Residence		
9. Coordinates Berea		22. Present Use Residence		29. Basement? Yes ☒ No ☐
Lat. _____ Long. _____		23. Ownership Public ☐ Private ☒		30. Foundation Material Random Ashlar
U.T.M. Reference		24. Owner's Name & Address, if known		31. Wall Construction Post & Beam
17 420940 4579580		25. Open to Public? Yes ☐ No ☒		32. Roof Type & Material Gable/Asph. shing.
Zone Easting Northing		26. Local Contact Person or Organization		33. No. of Bays Front 5 Side 2
10 Site Building ☒ Structure Object ☐		27. Other Surveys in Which Included		34. Wall Treatment Shingle
11 National Register? Yes ☐ No ☒		28. Other Surveys in Which Included		35. Plan Shape Rectangular
12 Is It Eligible? Yes ☒ No ☐		29. Other Surveys in Which Included		36. Changes (Explain in #42) Addition ☐ Altered ☒ Moved ☐
13 Part of Estab. Hist. Dist.? Yes ☐ No ☒		30. Other Surveys in Which Included		37. Condition Interior _____ Exterior Fair
14 District Potent? Yes ☒ No ☐		31. Other Surveys in Which Included		38. Preservation Underway? Yes ☒ No ☐
15. Name of Established District		32. Other Surveys in Which Included		39. Endangered? By What? Yes ☐ No ☒
42. Further Description of Important Features		40. Visible from Public Road? Yes ☒ No ☐		41. Distance from and Frontage on Road 60'
Five bay Federal house with the typical shallow roof, narrow frieze, and partial gable returns. 6x6 double-hung windows with simple fluted surrounds. Sidelighted entrance with a broken pediment that is a recent alteration. The original clapboard has been covered with shingles. The side wing is probably a later addition.				3. Other Name(s) Meacham, N.D., Residence
43. History and Significance		46. Prepared by Fisher		
The 1874 Atlas lists this house belonging to N.D. Meacham. He was the treasurer of the Berea Agricultural Society in 1872 and probably related to E. Meacham, an early settler in Berea. The house is one of the few Federal style houses in the area. The house has an 1853 plaque by the door.		47. Organization WCHS		
44. Description of Environment and Outbuildings		48. Date 11-77		49. Revision Date(s)
The structure stands on a quiet residential street with newer houses on all sides. The house is set relatively far back from the road with several trees on the land.		45. Sources of Information		
Holzworth, Grit & Greatness, 1970, pg. 105, 139. Cuyahoga County Atlases.				

OHIO HISTORIC INVENTORY

1. No. CUY-1715-15		4. Present Name(s)		1. No. 1715-15
2. County Cuyahoga		5. Other Name(s)		
3. Location of Negatives CRHS		Watson, D.R., Residence		
5. Specific Location 136 East Bridge		16. Thematic Category C		2. County Cuyahoga
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period ca. 1840		
8. Site Plan with North Arrow 		18. Style or Design Greek Revival		
		19. Architect or Engineer		4. Present Name(s) Watson, D.R., Residence
		20. Contractor or Builder		
		21. Original Use, if apparent Residence		
9. Coordinates Lat. _____ Long. _____ U.T.M. Reference 17 42 00 00 4 57 9 53 0		22. Present Use Residence		5. Other Name(s) Watson, D.R., Residence
Zone Easting Northing		23. Ownership Public ☐ Private ☒		
10. Site Building ☒ Structure ☐ Object ☐		24. Owner's Name & Address, if known		
11. On National Register? Yes ☐ No ☒		25. Open to Public? Yes ☐ No ☒		6. Other Name(s) Watson, D.R., Residence
12. Is It Eligible? Yes ☒ No ☐		26. Local Contact Person or Organization		
13. Part of Estab. Yes ☐ No ☒ Hist. Dist.? No ☒		27. Other Surveys in Which Included		
14. District Yes ☒ Potent? No ☐		28. No. of Stories 1-1/2		7. Other Name(s) Watson, D.R., Residence
15. Name of Established District		29. Basement? Yes ☒ No ☐		
		30. Foundation Material Random Ashlar		
		31. Wall Construction Brick		8. Other Name(s) Watson, D.R., Residence
		32. Roof Type & Material Gable/Asph. shing.		
		33. No. of Bays Front 5 Side		
		34. Wall Treatment Brick/Wood Trim		9. Other Name(s) Watson, D.R., Residence
		35. Plan Shape 1. shared		
		36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐		
		37. Condition Interior _____ Exterior Good		10. Other Name(s) Watson, D.R., Residence
		38. Preservation Underway? Yes ☒ No ☐		
		39. Endangered? By What? Yes ☐ No ☒		
		40. Visible from Public Road? Yes ☒ No ☐		11. Other Name(s) Watson, D.R., Residence
		41. Distance from and Frontage on Road 40'		
42. Further Description of Important Features Brick Greek Revival house with a shallow gable roof, wide frieze, and partial returns on the facade. Central entrance with flanking windows. Stone lintels and lug sills on first floor openings. Side gabled wing with separate entrance and window. Ashlar basement with stone stoop and porch. Asphalt roofing a later alteration.				
43. History and Significance The 1874 Atlas lists D.R. Watson living in this house. He sold dry goods, groceries, and clothing in Berea and was the mayor from 1872 to 1873. The house is one of the best examples of the Greek Revival style in Berea.				
44. Description of Environment and Outbuildings The house faces a quiet residential street near the downtown of Berea. The houses adjacent to it date from a variety of later periods.				
45. Sources of Information Holzworth, Grit & Greatness, 1970, pg. 200. Cuyahoga County Atlases				
46. Prepared by Fisher				
47. Organization CRHS				
48. Date 11-77 49. Revision Date(s)				

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. CUY-1713-15		4. Present Name(s) Berea Historical Society		1. No. 1713-15	2. County Cuyahoga		
2. County yahoga		5. Other Name(s) Brown, John, Residence					
3. Location of Negatives IRMS							
6. Specific Location Last Bridge & Coe		16. Thematic Category C		28. No. of Stories 2	29. Basement? Yes ☒ No ☐		
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1860				30. Foundation Material Plain Coursed ashl	
8. Site Plan with North Arrow		18. Style or Design Greek Revival				31. Wall Construction Sandstone	
		19. Architect or Engineer		32. Roof Type & Material Hip/Asph. shingle			
		20. Contractor or Builder		33. No. of Bays Front 3 Side 2			
		21. Original Use, if apparent Residence		34. Wall Treatment Dressed Stone			
9. Coordinates Berea		22. Present Use Offices		35. Plan Shape Square			
Lat. Long.		23. Ownership Public ☐ Private ☒		36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐			
U.T.M. Reference		24. Owner's Name & Address, if known Berea Historical Society		37. Condition Interior Exterior Very Good			
1 7 4 2 8 9 3 0 4 5 7 9 5 3 0		25. Open to Public? Restricted Yes ☒ No ☐		38. Preservation Underway? Yes ☒ No ☐			
Zone Easting Northing		26. Local Contact Person or Organization		39. Endangered? By What? Yes ☐ No ☒			
10. Site Building ☒ Structure ☐ Object ☐		27. Other		40. Visible from Public Road? Yes ☒ No ☐			
11. On National Register? Yes ☐ No ☒				41. Distance from and Frontage on Road 30'			
12. Is It Eligible? Yes ☒ No ☐							
13. Part of Estab. Hist. Dist.? Yes ☐ No ☒		14. District Potent? Yes ☒ No ☐		5. Other Name(s) Brown, John, Residence			
15. Name of Established District		42. Further Description of Important Features Large square stone house with a shallow hip roof, a central brick chimney, and three dressed stone elevations. The windows have stone lintels and projecting lug sills with minimal surrounds. The paneled, sidelighted door has Tuscan pilasters and a transom light. The rear elevation is treated with random ashlar, as is the rear service wing.					
43. History and Significance This house is said to have been built in 1860 by John Brown. Architecturally, it is an interesting combination of Greek Revival detail and Italianate forms such as the square plan and hip roof. It is perhaps the most elegant house in Berea.		44. Description of Environment and Outbuildings The structure stands at the corner of a residential street and a side alley. There is a commercial front across the alley and several smaller uses nearby.		45. Sources of Information Berea Historical Society files, Mrs Ghering, 10-77. Cuyahoga County Atlases.			
46. Prepared by Fisher		47. Organization IRMS		48. Date 11-77			
49. Revision Date(s)							

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. CUY-1690-15		4. Present Name(s) Ghering Residence		1. No. 1690-15	
2. County Cuyahoga		5. Other Name(s) Hasenflug, A., Residence			2. County Cuyahoga
3. Location of Negatives WRHS					
6. Specific Location 244 Eastland		16. Thematic Category C		28. No. of Stories 2	
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1875			29. Basement? Yes ☒ No ☐
8. Site Plan with North Arrow 		18. Style or Design Italianate		30. Foundation Material Stone	
		19. Architect or Engineer		31. Wall Construction Wood Frame	
		20. Contractor or Builder		32. Roof Type & Material Gable/Slate/Shingle	
		21. Original Use, if apparent Residence		33. No. of Bays Front 5 Side	
		22. Present Use Residence		34. Wall Treatment Clapboard	
		23. Ownership Public ☐ Private ☒		35. Plan Shape Irregular	
9. Coordinates Berca Quad. Lat. _____ Long. _____ U.T.M. Reference 17 4 29 4 10 4 5 7 9 4 4 0		24. Owner's Name & Address, if known The Gherings - (same)		36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐	
Zone Easting Northing		25. Open to Public? Yes ☐ No ☒		37. Condition Interior _____ Exterior Very Good	
10. Site Building ☒ Structure Object ☐		26. Local Contact Person or Organization		38. Preservation Underway? Yes ☒ No ☐	
11. Civ. National Register? Yes ☐ No ☒		27. Other Surveys in Which Included		39. Endangered? By What? Yes ☐ No ☒	
12. Is it Eligible? Yes ☒ No ☐				40. Visible from Public Road? Yes ☒ No ☐	
13. Part of Estab. Yes ☐ Hist. Dist. ? No ☒				41. Distance from and Frontage on Road 40'	
14. District Potent'l? Yes ☐ No ☒					
15. Name of Established District					
42. Further Description of Important Features Tall wood frame house with steep gabled roof and wide eaves. Tall 2x2 windows with gabled architraves and shutters. Two entrances on facade with gabled architraves that face a front porch with brackets. Imbricated slate shingles on some roof surfaces. Porch posts and solid railing probably a later addition.					
43. History and Significance Although this house does not appear on the 1874 Atlas, the owners claim that it was built the following year by Anton Hasenflug. He owned 64 acres of land and a house to the south of this one in 1874.					
44. Description of Environment and Outbuildings The structure faces a newly paved road with some more recent residential and institutional buildings nearby.					
45. Sources of Information Cuyahoga County Atlases Interview with owner - 10-77.					
46. Prepared by Fisher					
47. Organization WRHS					
48. Date 10-77 49. Revision Date(s)					

1. No.
1690-15

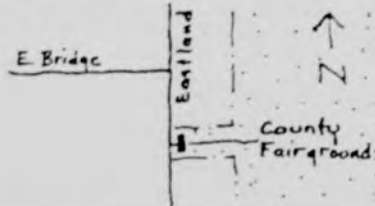
2. County
Cuyahoga

4. Present Name(s)
Ghering Residence

5. Other Name(s)
Hasenflug, A., Residence

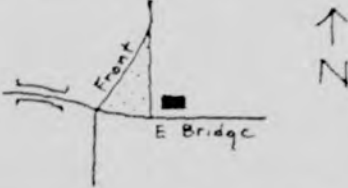
OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. CUY--1691-15		4. Present Name(s) Cuyahoga County Fairgrounds Gate		1. No. 1691-15	
2. County Cuyahoga		5. Other Name(s)			2. County Cuyahoga
3. Location of Negatives WRHS					
6. Specific Location Eastland south of East Bridge Street		16. Thematic Category D	28. No. of Stories	4. Present Name(s) Cuyahoga County Fairgrounds Gate	
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1929	29. Basement? Yes ☐ No ☐		
8. Site Plan with North Arrow 		18. Style or Design	30. Foundation Material Concrete		
9. Coordinates Berea Quad. Lat. _____ Long. _____ U.T.M. Reference 17 429410 4579440		19. Architect or Engineer	31. Wall Construction Iron		
Zone Easting Northing		20. Contractor or Builder	32. Roof Type & Material		
10. Site ☐ Building ☐ Structure ☒ Object ☐		21. Original Use, if apparent Gate	33. No. of Bays Front Side		
11. National Register? Yes ☐ No ☒		22. Present Use Gate	34. Wall Treatment		
12. Is it Eligible? Yes ☒ No ☐		23. Ownership Public ☒ Private ☐	35. Plan Shape		
13. Part of Estab. Yes ☐ Hist. Dist? No ☒		24. Owner's Name & Address, if known Cuyahoga County	36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐		
15. Name of Established District		25. Open to Public? Yes ☒ No ☐	37. Condition Interior _____ Exterior Good		
42. Further Description of Important Features Metal gate with a segmentally-arched extrados and a round-arched intrados. Central iron finial above solid name plaque and flanking roundels ensconced in iron filigree. Paired corner posts with urns resting upon flared capitals. Bases of flared concrete.		26. Local Contact Person or Organization		5. Other Name(s)	
43. History and Significance This gate was erected in 1929 on the Cuyahoga County Fairgrounds. The first fair was held in 1896. The gate is an interesting cross between the more elaborate Victorian styles and the Classical revivalism popular in 1929.		27. Other Surveys in Which Included			
44. Description of Environment and Outbuildings Gate stands on a wide country road that has recently become developed. There are several trees and fair buildings behind.		28. Distance from and Frontage on Road 25'			
45. Sources of Information Rose, Cleveland, 1950, pg. 506. Holzworth, Grit & Greatness, 1970, pg. 106.		46. Prepared by Fisher		6. Other Name(s)	
		47. Organization WRHS			
		48. Date 10-77 49. Revision Date(s)			

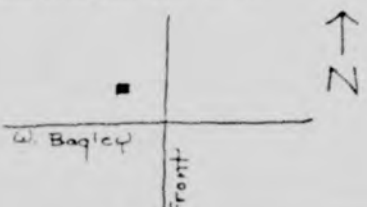


OHIO HISTORIC INVENTORY

1. No. CUY-1694-15		4. Present Name(s) Union Commerce Bank		1. No. 1694-15
2. County Cuyahoga		5. Other Name(s)		
3. Location of Negatives IPHS				2. County Cuyahoga
6. Specific Location 40 Front Street		16. Thematic Category D.C.		
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period ca. 1925		4. Present Name(s) Union Commerce Bank
8. Site Plan with North Arrow 		18. Style or Design Renaissance Revival		
		19. Architect or Engineer		3. No. of Stories 3
		20. Contractor or Builder		
		21. Original Use, if apparent Bank		29. Basement? Yes ☐ No ☐
		22. Present Use Bank		30. Foundation Material Concrete
		23. Ownership Public ☐ Private ☒		31. Wall Construction Skeletal Frame
		24. Owner's Name & Address, if known Union Commerce Bank		32. Roof Type & Material Flat/Gravel
				33. No. of Bays Front 4 Side 6
				34. Wall Treatment Dressed Plain Ashl
				35. Plan Shape Rectangle
				36. Changes (Explain in #42) Addition ☐ Altered ☒ Moved ☐
				37. Condition Interior Fair Exterior Very Good
				38. Preservation Underway? Yes ☒ No ☐
				39. Endangered? By What? Yes ☐ No ☒
				40. Visible from Public Road? Yes ☒ No ☐
				41. Distance from and Frontage on Road On sidewalk
9. Coordinates Berrea Quad. Lat. Long. U.T.M. Reference 17 4 28 6 5 0 4 5 7 9 5 7 0 Zone Easting Northing 10. Site Building ☒ Structure Object ☐ 11. National Register? Yes ☐ No ☒ 12. Is It Eligible? Yes ☒ No ☐ 13. Part of Estab. Yes ☐ No ☒ 14. District Potent'l? Yes ☐ No ☒ 15. Name of Established District				
42. Further Description of Important Features Large rectangular stone-faced structure with a solid parapet, a dentiled cornice, and a series of large round-arched windows on the first floor with elongated voussoirs. An uncoursed stone watertable acts as the first floor sill. There is a corner metal clock and an entrance to the upper floors at the side. The interior has been remodeled.				
43. History and Significance This structure is perhaps the most prominent of the commercial structures in the downtown area of Berea. It is also a good example of the restraint of the Renaissance Revival style. The bank was built on the site of Berea's early hotel, the Nukes Hotel.				
44. Description of Environment and Outbuildings The building stands on a corner lot with several older commercial structures on one side and a new complex of shops across the street. It faces small park.				
45. Sources of Information Holzworth, Grit & Greatness, 1970, pg. 38.				
46. Prepared by Fisher				
47. Organization WRHS				
48. Date 10-77 49. Revision Date(s)				

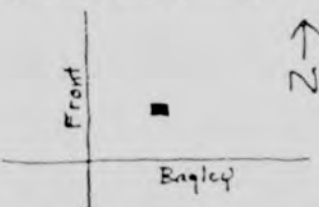


OHIO HISTORIC INVENTORY

1. No. <u>CUY-1693-15</u>		4. Present Name(s) <u>Bishop Realtors</u>		1. No. <u>1693-15</u>	
2. County <u>Cuyahoga</u>		5. Other Name(s)			2. County <u>Cuyahoga</u>
3. Location of Negatives <u>WRHS</u>					
6. Specific Location <u>279 Front</u>		16. Thematic Category <u>C</u>		2. County <u>Cuyahoga</u>	
7. City or Town If Rural, Township & Vicinity <u>Berea</u>		17. Date(s) or Period <u>ca. 1895</u>			4. Present Name(s) <u>Bishop Realty</u>
8. Site Plan with North Arrow 		18. Style or Design <u>Classical Revival</u>		4. Present Name(s) <u>Bishop Realty</u>	
9. Coordinates Berea Quad. Lat. _____ Long. _____ UTM Reference <u>17 428620 4500290</u>		19. Architect or Engineer			4. Present Name(s) <u>Bishop Realty</u>
10. Zone Easting Northing <u>17 428620 4500290</u>		20. Contractor or Builder		4. Present Name(s) <u>Bishop Realty</u>	
11. National Register? Yes ☐ No ☒		21. Original Use, if apparent <u>Residence</u>			4. Present Name(s) <u>Bishop Realty</u>
12. Is it Eligible? Yes ☐ No ☒		22. Present Use <u>Offices</u>		4. Present Name(s) <u>Bishop Realty</u>	
13. Part of Estab. Yes ☐ Hist. Dist.? No ☒		23. Ownership Public ☐ Private ☒			4. Present Name(s) <u>Bishop Realty</u>
14. District Potent'l? Yes ☐ No ☒		24. Owner's Name & Address, if known <u>Bishop Realty</u>		4. Present Name(s) <u>Bishop Realty</u>	
15. Name of Established District		25. Open to Public? Yes ☒ No ☐ <u>Restricted</u>			4. Present Name(s) <u>Bishop Realty</u>
42. Further Description of Important Features Large symmetrical brick structure with a broad hip roof, tall chimneys, hipped dormers, a bracketed eave, and wide 1x1 double-hung windows. Central bay has sidelighted entrance and a projecting window above. Full front porch with balustraded railing, Tuscan columns, and bracketed cornice. Foundation of rusticated coursed ashlar.		26. Local Contact Person or Organization		4. Present Name(s) <u>Bishop Realty</u>	
43. History and Significance This house, said to be the work of New York architect Stanford White, is a good example of the transition from the horizontality of the Prairie Style to the symmetrical restraint of the Classical Revival. Both styles were common to the late 19th and early 20th Century.		27. Other Surveys in Which Included			4. Present Name(s) <u>Bishop Realty</u>
44. Description of Environment and Outbuildings The building stands on a corner lot at the intersection of two heavily trafficked roads. There are several trees and shrubs on the land.		40. Visible from Public Road? Yes ☒ No ☐		4. Present Name(s) <u>Bishop Realty</u>	
45. Sources of Information <u>Cuyahoga Co. Atlases</u> <u>Interview with owner.</u>		41. Distance from and Frontage on Road <u>60'</u>			4. Present Name(s) <u>Bishop Realty</u>
		46. Prepared by <u>Fisher</u>		4. Present Name(s) <u>Bishop Realty</u>	
		47. Organization <u>WRHS</u>			4. Present Name(s) <u>Bishop Realty</u>
		48. Date <u>10-77</u>		4. Present Name(s) <u>Bishop Realty</u>	
		49. Revision Date(s)			4. Present Name(s) <u>Bishop Realty</u>



OHIO HISTORIC INVENTORY

1. No. CUY-1695-15		4. Present Name(s) The Philura Gould Baldwin Memorial Library		1. No. 1695-15	
2. County Cuyahoga		5. Other Name(s)			2. County Cuyahoga
3. Location of Negatives WRHS					
6. Specific Location corner Front & Bagley Rd.		16. Thematic Category C.G	28. No. of Stories 2	4. Present Name(s) Baldwin Memorial Library	
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1893	29. Basement? Yes ☒ No ☐		
8. Site Plan with North Arrow 		18. Style or Design Richardson Romanesque	30. Foundation Material Stone		
		19. Architect or Engineer	31. Wall Construction Stone		
		20. Contractor or Builder	32. Roof Type & Material Hip/Shingle		
		21. Original Use, if apparent Library	33. No. of Bays Front 4 Side 2		
		22. Present Use Library	34. Wall Treatment Random Ashlar		
		23. Ownership Public ☐ Private ☒	35. Plan Shape Rectangle		
		24. Owner's Name & Address, if known Baldwin-Wallace College	36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐		
9. Coordinates Berca Quad. Lat. _____ Long. _____ U.T.M. Reference 17 428710 4580310		25. Open to Public? Restricted Yes ☒ No ☐	37. Condition Interior Good Exterior Very Good		
10. Zone Easting Northing Site ☐ Structure ☐ Building ☒ Object ☐		26. Local Contact Person or Organization	38. Preservation Underway? Yes ☒ No ☐		
11. National Register? Yes ☐ No ☒		27. Other Surveys in Which Included	39. Endangered? By What? Yes ☐ No ☒		
12. Is It Eligible? Yes ☒ No ☐			40. Visible from Public Road? Yes ☒ No ☐		
13. Part of Estab. Yes ☐ Hist. Dist. No ☒			41. Distance from and Frontage on Road 100'		
14. District Potent'l? Yes ☒ No ☐		42. Further Description of Important Features Small stone structure with a broad hip roof and a large wall dormer on the facade. This has a central round-arched window with several smaller rectangular hoodmolded windows below. Corner round-arched entrance with squat Romanesque column and stone steps. Stone cornice with stone dentils continues along the back. Side semi-circular bay window.		5. Other Name(s)	
15. Name of Established District					
43. History and Significance This structure was dedicated on June 14, 1894. It served as the library for Baldwin University after the campus was moved from the south side of Berea. The building was named after the grand-daughter of the college's founder, John Baldwin. It is a good example of its style.					
44. Description of Environment and Outbuildings The structure stands on a corner lot, in front of the other college buildings. There are several large trees nearby.		45. Sources of Information Holzworth, Grit & Greatness, 1970, pg. 183.			
		46. Prepared by Fisher			
		47. Organization WRHS			
		48. Date 10-77	49. Revision Date(s)		

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. CUY-1700-15		4. Present Name(s) Baldwin Wallace Conservatory of Music		1. No. 1700-15
2. County Cuyahoga		5. Other Name(s)		
3. Location of Negatives WRHS		Kulas Musical Arts Building		2. County Cuyahoga
6. Specific Location corner of Front & East Center Street		16. Thematic Category D.G.		
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1912		28. No. of Stories 3
8. Site Plan with North Arrow		18. Style or Design Jacobethan		
		19. Architect or Engineer		29. Basement? Yes ☐ No ☒
9. Coordinates		20. Contractor or Builder		30. Foundation Material Stone
Lat. Berea Quad. Long.		21. Original Use, if apparent Music Conservatory		31. Wall Construction Stone/Brick
U.T.M. Reference		22. Present Use Music Classroom Bldg.		32. Roof Type & Material Flat/Gravel
1. 17 4. 2 8 6 5 0 4. 5 7 9 7 3 0		23. Ownership Public ☐ Private ☒		33. No. of Bays Front 11 Side
Zone Easting Northing		24. Owner's Name & Address, if known		34. Wall Treatment Random Ashlar
10. Site ☐ Building ☒ Structure ☐ Object ☐		25. Open to Public? Restricted Yes ☒ No ☐		35. Plan Shape Rectangular
11. Nat'l. Register? Yes ☐ No ☒		26. Local Contact Person or Organization		36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐
12. Is It Eligible? Yes ☒ No ☐		27. Other Surveys in Which Included		37. Condition Interior Good Exterior Good
13. Part of Estab. Yes ☐ No ☒ Hist. Dist.?		14. District Potent'l? Yes ☐ No ☒		38. Preservation Underway? Yes ☒ No ☐
15. Name of Established District				39. Endangered? By What? Yes ☐ No ☒
42. Further Description of Important Features		43. History and Significance		40. Visible from Public Road? Yes ☒ No ☐
Large masonry structure with a dressed stone parapet that contains a carved name plaque and a central gabled section. Below is a random ashlar facade with 1x1 double-hung windows with minimal surrounds. Entrance has a basket-handle or four-centered arch set within a dressed stone surround. Rear section faced with light brick.		The building was built as the Nast Conservatory of Music, named after Wm. Nast. He was the first president of Baldwin-Wallace College and a leader in the German Methodist Movement. Its present dedication is to E.J. Kulas for his support to the musical arts. The school is considered to be one of the best in the country, with a large collection of Bach material.		41. Distance from and Frontage on Road 20'
44. Description of Environment and Outbuildings		46. Prepared by Fisher		5. Other Name(s) Kulas Hall
The structure stands on a corner lot along the main street in Berea. There are commercial structures on both sides and the BW campus behind.		47. Organization WRHS		
45. Sources of Information		48. Date		
Rose, Cleveland, 1950, pg. 715, 816. Holzworth, Grit & Greatness, 1970.		49. Revision Date(s)		

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1. No. CUY-1706-15		4. Present Name(s)		1 No. 1706-15
2. County Cuyahoga		5. Other Name(s)		
3. Location of Negatives W&Hs		French, P.; Asling, J.E., Residence		2 County Cuyahoga
6. Specific Location 21 Henry		16. Thematic Category C		
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1868		3 No. of Stories 2
8. Site Plan with North Arrow		18. Style or Design Italianate		
		19. Architect or Engineer		29. Basement? Yes ☒ No ☐
		20. Contractor or Builder		30. Foundation Material Random Ashlar
9. Coordinates Berea Lat. Long. U.T.M. Reference 17 428310 4579640		21. Original Use, if apparent Residence		31. Wall Construction Stone
Zone Easting Northing		22. Present Use Residence		32. Roof Type & Material Hip/Asph. shingle
10. Site Building ☒ Structure Object ☐		23. Ownership Public ☐ Private ☒		33. No. of Bays Front 3 Side 3
11. National Register? Yes ☐ No ☒		24. Owner's Name & Address if known		34. Wall Treatment Rock-faced ashlar
12. Is It Eligible? Yes ☒ No ☐		25. Open to Public? Yes ☐ No ☒		35. Plan Shape Square
13. Part of Estab. Hist. Dist.? Yes ☐ No ☒		26. Local Contact Person or Organization		36. Changes (Explain in #42) Addition ☒ Altered ☐ Moved ☐
14. District Potent? Yes ☐ No ☒		27. Other Surveys in Which Included		37. Condition Interior Exterior Good
15. Name of Established District		28. Preservation Underway? Yes ☒ No ☐		38. Endangered? By What? Yes ☐ No ☒
42. Further Description of Important Features		40. Visible from Public Road? Yes ☒ No ☐		
Square sandstone structure with a shallow hip roof, a wide frieze, and paired brackets. Double-hung windows with dressed stone lintels and lug sills. Hip-roofed front porch with screening infill. Central entrance flanked by elongated 2x2 windows. Rear shed-roof lean-to probably a later addition.		41. Distance from and Frontage on Road 25 ft		
43. History and Significance		45. Prepared by Fisher		3 Other Name(s) French-Asling Residence
P. French was a real estate agent and justice of the peace in Berea. H.E. French was the first vice-president of the Library Association, founded in 1883. John Asling, born in Canada, came to Berea in 1870. He established and presided over the West Cuyahoga County Fair Association, was a county sheriff from 1897 to 1900 and a county commissioner from 1900 to 1902.		47. Organization W&Hs		
44. Description of Environment and Outbuildings		48. Date 11-77		
The house is shielded from a heavily trafficked road by a dense growth of shrubs and evergreens. There is a new fire station and houses from a variety of periods nearby.		49. Revision Date(s)		
45. Sources of Information Holzworth, Grit & Greatness, 1970, pg. 75, 105, 122, 189. Cuyahoga County Atlases.				

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1. No. CUY-1708-15		4. Present Name(s)		1708-15 Cuyahoga
2. County Cuyahoga		5. Other Name(s)		
3. Location of Negatives		McBride, Alexander, Residence		
6. Specific Location 50 N. Rocky River Drive		16. Thematic Category C		28. No. of Stories 1-1/2
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1868		29. Basement? Yes ☒ No ☐
8. Site Plan with North Arrow 		18. Style or Design Gothic Revival		30. Foundation Material Brick
9. Coordinates Lat. Berea Long. U.T.M. Reference 17 42 18 54 0 45 7 9 9 6 0		19. Architect or Engineer		31. Wall Construction Brick
10. Site ☐ Structure ☐ Building ☒ Object ☐		20. Contractor or Builder		32. Roof Type & Material Gable, Asph. shing.
11. National Register? Yes ☐ No ☒		21. Original Use, if apparent Residence		33. No. of Bays Front ☐ Side 4
12. Is it Eligible? Yes ☒ No ☐		22. Present Use Residence		34. Wall Treatment Brick/Stone trim
13. Part of Estab. Yes ☐ No ☒ Hist. Dist.? No ☒		23. Ownership Public ☐ Private ☒		35. Plan Shape Irregular
14. District Potent? Yes ☐ No ☒		24. Owner's Name & Address, if known		36. Changes (Explain in #42) Addition ☒ Altered ☐ Moved ☐
15. Name of Established District		25. Open to Public? Yes ☐ No ☒		37. Condition Interior ☐ Exterior Good
42. Further Description of Important Features Small brick Gothic Revival structure with a steep gable roof, a wide frieze and eaves, and a gabled dormer with a pointed arch window. This detail is repeated on the facade, which has two lancet windows under a pointed-arch brick hoodmold, an iron balcony with a railing in a lyre pattern, and two full length glass doors with stone sills. A large modern addition is at the rear.		26. Local Contact Person or Organization		38. Preservation Underway? Yes ☒ No ☐
43. History and Significance Alexander McBride was Berea's first resident physician and mayor of the town in 1867. The house is one of the few Gothic Revival houses in Berea.		27. Other Surveys in Which Included		39. Endangered? By What? Yes ☐ No ☒
44. Description of Environment and Outbuildings The house is perched on a knoll with several large trees immediately adjacent to the building itself. There is a river valley across the street and houses from a variety of periods nearby.		46. Prepared by F. Isher		40. Visible from Public Road? Yes ☒ No ☐
45. Sources of Information Holzworth, Crit & Greatness, 1970, pg. 173. Cuyahoga County Atlases.		47. Organization WCHS		41. Distance from and Frontage on Road 50'
		48. Date 11-71		49. Revision Date(s)

McBride, Alexander, Residence

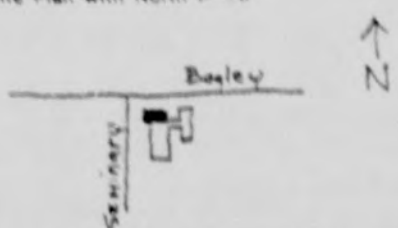
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1. No. CUY-1712-15		4. Present Name(s)		1. No. 1712-15
2. County Cuyahoga		5. Other Name(s)		
3. Location of Negatives THS		Diner, F., Residence		2. County Cuyahoga
6. Specific Location 515 Rocky River Drive		16. Thematic Category C		
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period ca. 1870		3. Present Name(s) Diner, F.
8. Site Plan with North Arrow		18. Style or Design Italianate vernacular		
		19. Architect or Engineer		
		20. Contractor or Builder		
9. Coordinates Lakewood Quad.		21. Original Use, if apparent Residence		4. Present Name(s) Diner, F.
Lat. Long. U.T.M. Reference 17 428100 4531060		22. Present Use Residence		
10. Zone Easting Northing		23. Ownership Public ☐ Private ☒		5. Other Name(s) Residence
11. National Register? Yes ☐ No ☒		24. Owner's Name & Address, if known		
12. Is it Eligible? Yes ☒ No ☐		25. Open to Public? Yes ☐ No ☒		
13. Part of Estab. Yes ☐ No ☒		26. Local Contact Person or Organization		
14. District Potent? Yes ☒ No ☐		27. Other Surveys in Which Included		
15. Name of Established District		28. No. of Stories 2		
16. Further Description of Important Features		29. Basement? Yes ☒ No ☐		
Brick gabled house with steep slate roofs, wide eaves, and brick chimneys. 2x2 segmentally-arched windows with working shutters and arched stone lintels. Narrow, segmentally-arched entrance with a transom light. Side wing with a recessed porch and separate entrance. Foundation and front stoop of coursed ashlar.		30. Foundation Material Coursed ashlar		
		31. Wall Construction Brick		
		32. Roof Type & Material Gable/Slate		
		33. No. of Bays Front 6 Side		
The house has a plaque dating it at 1871. The 1874 Atlas shows the house and 8 acres belonging to F. Diner. In 1903, it belonged to H. Diner, and in 1927 it belonged to H. Diener (sic.). It is an interesting combination of a Greek Revival plan and Italianate forms and details.		34. Wall Treatment Brick/Stone Trim		
		35. Plan Shape L Shaped		
The structure stands at the top of a rise along a heavily trafficked road leading into Berea. There are several new subdivisions nearby. The lot itself is well shaded and maintained.		36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐		
		37. Condition Interior ☐ Exterior Very Good		
Sources of Information Cuyahoga County Atlases.		38. Preservation Underway? Yes ☒ No ☐		
		39. Endangered? By What? Yes ☐ No ☒		
Prepared by Fisher		40. Visible from Public Road? Yes ☒ No ☐		
		41. Distance from and Frontage on Road 40'		
Organization THS		42. Date 11-77		
		43. Revision Date(s)		

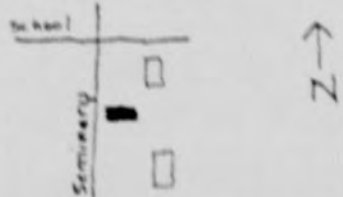
OHIO HISTORIC INVENTORY

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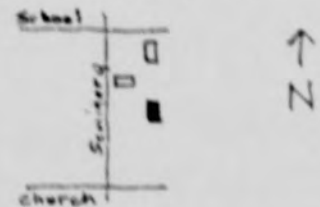
1. No. CUY-1692-15		4. Present Name(s) St. Thomas Episcopal Church		1. No. 1692-15	
2. County Cuyahoga		5. Other Name(s)			2. County Cuyahoga
3. Location of Negatives WRHS					
6. Specific Location 224 Seminary & Bagley		16. Thematic Category C.N.		28. No. of Stories 29. Basement? Yes ☒ No ☐	
7. City or Town if Rural, Township & Vicinity Berea		17. Date(s) or Period 1893			30. Foundation Material Stone
8. Site Plan with North Arrow		18. Style or Design Richardson Romanesque		31. Wall Construction Stone	
		19. Architect or Engineer			32. Roof Type & Material Cable/Shingle
		20. Contractor or Builder		33. No. of Bays Front 1 Side 4	
9. Coordinates Berea Quad.		21. Original Use, if apparent Church			34. Wall Treatment Rusticated Ashlar
Lat. Long.		22. Present Use Church		35. Plan Shape Rectangle	
U.T.M. Reference		23. Ownership Public ☐ Private ☒			36. Changes (Explain in #42) Addition ☒ Altered ☐ Moved ☐
1 7 4 2 8 8 0 0 4 5 8 0 2 5 0		24. Owner's Name & Address, if known		37. Condition Interior Exterior Good	
Zone Easting Northing		25. Open to Public? Restricted Yes ☒ No ☐			38. Preservation Underway? Yes ☒ No ☐
10. Site Building ☒ Structure ☐ Object ☐		26. Local Contact Person or Organization		39. Endangered? By What? Yes ☐ No ☒	
11. Unilateral Register? Yes ☐ No ☒		27. Other Surveys in Which Included			40. Visible from Public Road? Yes ☒ No ☐
12. Is it Eligible? Yes ☒ No ☐				41. Distance from and Elevation on Road 50'	
13. Part of Estab. Hist. Dist.? Yes ☐ No ☒					
14. District Potent? Yes ☐ No ☒					
15. Name of Established District					
42. Further Description of Important Features Small stone church with a steep gable roof and a parapet gable with a gabled wall steeple. This has a round-arched opening above a large circular window and a lower Palladian motif containing a central pointed-arch window. Corner gabled entrance vestibule of wood. Side windows paired under dressed stone lintels. Rusticated ashlar walls in alternating wide and narrow courses. Modern addition on two sides.					
43. History and Significance This church is constructed with the locally quarried sandstone. Its architecture is reminiscent of the massive weightiness of the Richardsonian tradition, although its central pointed-arch window contradicts that impression. The rear additions were added in the 1960's and 1970's.					
44. Description of Environment and Outbuildings The building stands on a corner lot, across from the Baldwin-Wallace campus. It faces a side residential street.					
45. Sources of Information Cuyahoga Co. Atlases.					
46. Prepared by Fisher					
47. Organization WRHS					
48. Date 10-77					
49. Revision Date(s)					



OHIO HISTORIC INVENTORY

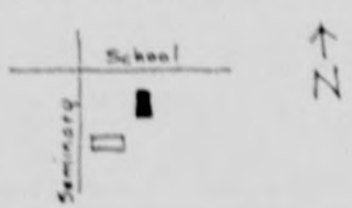
1. No. CUY-1697-15		4. Present Name(s) Lindsey Crossman Chapel		1. No. 1697-15	
2. County Cuyahoga		5. Other Name(s) German Methodist Church, B-W College chapel			2. County Cuyahoga
3. Location of Negatives WHS					
6. Specific Location Seminary near School St.		16. Thematic Category C.N.		28. No. of Stories 1	
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1872			29. Basement? Yes ☒ No ☐
8. Site Plan with North Arrow 		18. Style or Design Romanesque Revival			
9. Coordinates Berea Quad. Lat. _____ Long. _____ U.T.M. Reference 17 42 8 7 8 0 4 5 7 9 7 9 0		19. Architect or Engineer		31. Wall Construction Sandstone	
10. Zone Eastings _____ Northings _____ Site Building ☒ Structure Object ☐		20. Contractor or Builder			32. Roof Type & Material Gable/Slate
11. National Register? Yes ☒ No ☐ Part of Estab. Yes ☒ No ☐ Hist. Dist. Yes ☐ No ☐		21. Original Use, if apparent Church			
12. Is It Eligible? Yes ☐ No ☐ District Potent? Yes ☐ No ☐		22. Present Use Church		34. Wall Treatment Dressed stone	
13. Name of Established District Lyceum Village Square		23. Ownership Public ☐ Private ☒			35. Plan Shape Rectangle
42. Further Description of Important Features Rectangular stone church with a central tower. This has a broad spire, angle buttresses, circular and round-arched louvers, and a recessed round-arched entrance portal. The windows are round-arched with circular or quatrefoil trans- oms. Side bays expressed by vertical bands of stone. Corner pinnacles on facade. Interior recently remodeled.		24. Owner's Name & Address, if known Baldwin-Wallace College			
43. History and Significance The Emmanuel Methodist-Episcopal Church was organized in 1856. Later known as the German Methodist Church, they jointly constructed the church in 1872 with the German Wallace College. The college came into complete ownership in 1949, and it was renamed the Lindsey Crossman Chapel in 1953.		25. Open to Public? Yes ☒ No ☐ Restricted		37. Condition Interior _____ Exterior Good	
44. Description of Environment and Outbuildings The chapel stands on a wooded quadrangle, surrounded by other college buildings.		26. Local Contact Person or Organization			38. Preservation Underway? Yes ☒ No ☐
45. Sources of Information National Register form. Holzworth, Grit & Greatness, 1970.		27. Other Surveys in Which Included National Register			
46. Prepared by Fisher		40. Visible from Public Road? Yes ☒ No ☐		41. Distance from and Frontage on Road 25'	
47. Organization WHS		48. Date 10-77			5. Other Name(s) German Methodist Church
49. Revision Date(s)					

OHIO HISTORIC INVENTORY

1. No. CUY-1698-15		4. Present Name(s) Marting Hall		1. No. 1698-15
2. County Cuyahoga		5. Other Name(s) Baldwin-Wallace College Memorial Building		
3. Location of Negatives WRWS		6. Specific Location Seminary near School St.		2. County Cuyahoga
7. City or Town If Rural, Township & Vicinity Berea		16. Thematic Category C, G		
8. Site Plan with North Arrow 		17. Date(s) or Period 1895		4. Present Name(s) Marting Hall
9. Coordinates Berea Lat _____ Long _____ U.T.M. Reference 17 4 2 8 8 0 0 4 3 7 9 7 6 0		18. Style or Design Richardson Romanesque		
10. Building ☒ Structure ☐ Object ☐		19. Architect or Engineer Godfrey Fugman		2. County Cuyahoga
11. Educational Register? Yes ☒ No ☐		20. Contractor or Builder		
12. Is It Eligible? Yes ☐ No ☐		21. Original Use, if apparent Main classroom bldg.		4. Present Name(s) Marting Hall
13. Part of Estab. Yes ☒ No ☐ Hist. Dist.? No ☐		22. Present Use Administrative bldg.		
14. District Potent? Yes ☐ No ☐		23. Ownership Public ☐ Private ☒		2. County Cuyahoga
15. Name of Established District Lyceum Village Square		24. Owner's Name & Address, if known Baldwin-Wallace College		
42. Further Description of Important Features Large stone structure with octagonal lantern, corner pin- nacles, and several parapet gable roofs and wall dormers. Second floor round-arched windows with stone voussoirs. Central round-arched entrance flanked by series of engaged Romanesque columns. Above is a name plaque and a semi- circular projection with a conical roof. Partial cornice has stone dentils.		25. Open to Public? Yes ☒ No ☐ Restricted		4. Present Name(s) Marting Hall
43. History and Significance Built as the main classroom building of German-Wallace College, the struc- ture employs locally quarried stone and is a good example of the late phase of the Richardson Romanesque style. The college was founded in 1864 to promote the German culture. The building was renamed Marting Hall in 1938.		26. Local Contact Person or Organization		
44. Description of Environment and Outbuildings The structure stands on a wooded quadrangle surrounded by other college buildings dating from various periods.		27. Other Surveys in Which Included National Register		4. Present Name(s) Marting Hall
45. Sources of Information National Register form. Holzworth, Grit & Greatness, 1970.		28. No. of Stories 29. Basement? Yes ☒ No ☐ 30. Foundation Material Masonry 31. Wall Construction Stone 32. Roof Type & Material Gable/Shingle 33. No. of Bays Front 5 Side 34. Wall Treatment Random Ashlar 35. Plan Shape Rectangle 36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐ 37. Condition Interior Very Good Exterior Very Good 38. Preservation Underway? Yes ☒ No ☐ 39. Endangered? Yes ☐ No ☒ By What? 40. Visible from Public Road? Yes ☒ No ☐ 41. Distance from and Frontage on Road 100'		
46. Prepared by Fisher		47. Organization WRWS		4. Present Name(s) Marting Hall
48. Date 10-77		49. Revision Date(s)		

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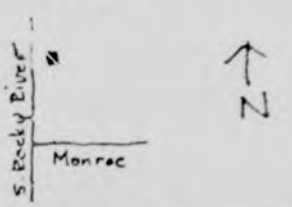
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1. No. CUY-1699-15		4. Present Name(s)		1. No. 1699-15
2. County Cuyahoga		5. Other Name(s)		
3. Location of Negatives WRHS		Dietsch Hall		
6. Specific Location corner of Seminary & School Street		16. Thematic Category C.G.		2. County Cuyahoga
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1899		
8. Site Plan with North Arrow 		18. Style or Design High Victorian Gothic		
		19. Architect or Engineer		4. Present Name(s) Dietsch Hall
		20. Contractor or Builder		
		21. Original Use, if apparent Dormitory		
		22. Present Use Classrooms		5. Other Name(s) Dietsch Hall
		23. Ownership Public ☐ Private ☒		
		24. Owner's Name & Address, if known Baldwin-Wallace College		
9. Coordinates Lat. Beres Quadrangle Long. U.T.M. Reference 17 4 8 8 1 0 4 5 7 9 8 2 0		25. Open to Public? Restricted Yes ☒ No ☐		6. Date 10-77
Zone Easting Northing 10. Site Building ☒ Structure Object ☐		26. Local Contact Person or Organization		
11. National Register? Yes ☒ No ☐ 12. Is it Eligible? Yes ☐ No ☐		27. Other Surveys in Which Included National Register		
13. Part of Estab. Yes ☒ Hist. Dist. No ☐ 14. District Potent? Yes ☐ No ☐		28. No. of Stories 2-1/2		7. Date 10-77
15. Name of Established District Lyceum Village Square		29. Basement? Yes ☒ No ☐		
		30. Foundation Material Stone		
		31. Wall Construction Sandstone		8. Date 10-77
		32. Roof Type & Material Hip/gable/slate		
		33. No. of Bays Front 5 Side 3		
		34. Wall Treatment Random Ashlar		9. Date 10-77
		35. Plan Shape/ectangle		
		36. Changes (Explain in #42) Addition ☐ Altered ☒ Moved ☐		
		37. Condition Interior ☐ Exterior ☒ Good		10. Date 10-77
		38. Preservation Underway? Yes ☒ No ☐		
		39. Endangered? By What? Yes ☐ No ☒		
		40. Visible from Public Road? Yes ☒ No ☐		11. Date 10-77
		41. Distance from and Frontage on Road 100'		
42. Further Description of Important Features Large stone structure with a hip roof and flared eaves. The dormers have high hip roofs or steep gables with pointed-arch windows. Brackets under main eaves. Three lancet windows arranged in stepped fashion on upper floor. Central entrance with pointed-arch transom and quatrefoil window. Other windows are double-hung and grouped in pairs.				12. Date 10-77
43. History and Significance Part of the original German Wallace College, the dormitory was built in 1899. It was named after its principle donor. In the 1903 atlas, it is listed as a "ladies school". The building was altered into an administration building in 1933 and a classroom building in 1970.				
44. Description of Environment and Outbuildings The building stands on a corner lot with college buildings to one side and residences dating from about the same time on the other. The land is wooded and well maintained.				
45. Sources of Information National Register form. Kolsworth, Crit & Greatness, 1970. Cuyahoga Co. Atlases		46. Prepared by Fisher		13. Date 10-77
		47. Organization WRHS		
		48. Date 10-77		

OHIO HISTORIC INVENTORY

1. No. CUY-1701-15		4. Present Name(s) Berea United Church of Christ		1. No. 1701-15
2. County Cuyahoga		5. Other Name(s) First Congregational Church		
3. Location of Negatives OHUS		6. Specific Location corner of Seminary & Church Street		2. County Cuyahoga
7. City or Town If Rural, Township & Vicinity Berea		16. Thematic Category C		
8. Site Plan with North Arrow 		17. Date(s) or Period 1856		4. Present Name(s) Berea United Church of Christ
9. Coordinates Berea Quad. Lat _____ Long _____ U.T.M. Reference 17 4 28 7 3 0 4 5 7 9 6 7 0		18. Style or Design Gothic Revival		
10. Zone Easting Northing Site ☐ Structure ☐ Building ☒ Object ☐		19. Architect or Engineer		5. Other Name(s) First Congregational Church
11. Un. National Register? Yes ☐ No ☒		20. Contractor or Builder		
12. Is it Eligible? Yes ☒ No ☐		21. Original Use, if apparent Church		
13. Part of Estab. Yes ☐ No ☒ Hist. Dist.? Yes ☐ No ☒		22. Present Use Church		
14. District Potent? Yes ☐ No ☒		23. Ownership Public ☐ Private ☒		
15. Name of Established District		24. Owner's Name & Address, if known		
42. Further Description of Important Features Rectangular brick church with a corner entrance tower. Broach spire stands on brick buttressed tower with stone caps and inset louvers. Pointed-arch recessed portal and pointed-arch windows with brick hoodmolds. Large central pointed-arch window overgrown with ivy. Modern brick addition on side and rear.		25. Open to Public? Yes ☒ No ☐ Restricted		5. Other Name(s) First Congregational Church
43. History and Significance The First Congregational Church of Berea was organized on June 9, 1855. With Rev. Stephen Cook as the first minister, the building was dedicated on March 6, 1856.		26. Local Contact Person or Organization		
44. Description of Environment and Outbuildings The church stands on a corner lot, facing the wooded campus of Baldwin-Wallace College. The downtown area is one block away.		27. Other Surveys in Which Included		
45. Sources of Information Holzworth, <u>Men of Grit & Greatness</u> , 1970, pg. 144.		28. No. of Stories 1		
		29. Basement? Yes ☒ No ☐		
		30. Foundation Material Masonry		
		31. Wall Construction Brick		
		32. Roof Type & Material Gable/Shingle		
		33. No. of Bays Front 2 Side 5		
		34. Wall Treatment Brick/Stone Trim		
		35. Plan Shape: Rectangle		
		36. Changes (Explain in #42) Addition ☒ Altered ☒ Moved ☐		
		37. Condition Interior _____ Exterior Good		
		38. Preservation Underway? Yes ☐ No ☒		
		39. Endangered? By What? Yes ☐ No ☒		
		40. Visible from Public Road? Yes ☒ No ☐		
		41. Distance from and Frontage on Road 20'		
		46. Prepared by Fisher		
		47. Organization OHUS		
		48. Date 10-77 49. Revision Date(s)		

OHIO HISTORIC INVENTORY

1. No. CUY-1716-15		4. Present Name(s)		1. No. 1716-15
2. County Cuyahoga		5. Other Name(s)		
3. Location of Negatives MHS		Stone, F.. Residence		
6. Specific Location 193 S. Rocky River Drive		16. Thematic Category C		2. County Cuyahoga
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period ca. 1860		
8. Site Plan with North Arrow 		18. Style or Design Italianate vernacular		
		19. Architect or Engineer		4. Present Name(s)
		20. Contractor or Builder		
		21. Original Use, if apparent Residence		
		22. Present Use Residence		3. No. of Stories 2
		23. Ownership Public ☐ Private ☒		
		24. Owner's Name & Address, if known		
9. Coordinates Lat. <u>Berea</u> Long. <u></u> U.T.M. Reference 17 428630 4578950		25. Open to Public? Yes ☐ No ☒		29. Basement? Yes ☒ No ☐
10. Site Building ☒ Structure ☐ Object ☐		26. Local Contact Person or Organization		
11. National Register? Yes ☐ No ☒		27. Other Surveys in Which Included		
12. Is It Eligible? Yes ☒ No ☐		30. Foundation Material Brick		31. Wall Construction Brick
13. Part of Estab. Yes ☐ Hist. Dist.? No ☒		32. Roof Type & Material Hip/Asph. shingle		
14. District Potent? Yes ☐ No ☒		33. No. of Bays Front 3 Side 3		
15. Name of Established District		34. Wall Treatment Brick/Wood Trim		35. Plan Shape Square
		36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐		
		37. Condition Interior <u>Good</u> Exterior <u>Good</u>		
42. Further Description of Important Features Square brick structure with a shallow hip roof, narrow eaves, and wide unadorned frieze. Double-hung windows with stone lintels and sills. Central sidelighted entrance. Side entrance. Front gable porch with wide bargeboards and tapered columns is a later addition.		38. Preservation Underway? Yes ☒ No ☐		5. Other Name(s) Stone, F.. Residence
43. History and Significance F. Stone was on the Board of Directors of the Cleveland Stone Company. The firm was one of several that merged to form one of the largest sand-stone companies in the world. The house is an interesting mixture of the Italianate form and window and door details from the Greek Revival period.		39. Endangered? By What? Yes ☐ No ☒		
44. Description of Environment and Outbuildings The structure faces a wooded nar. that was formerly a quarry site. It is surrounded by houses that date from a variety of periods.		40. Visible from Public Road? Yes ☒ No ☐		
45. Sources of Information Holzworth, Grit & Greatness, 1970, pg. 75. Cuyahoga County Atlases.		41. Distance from and Frontage on Road 40'		46. Prepared by Fisher
		47. Organization MHS		
		48. Date 11-77		
		49. Revision Date(s)		



OHIO HISTORIC INVENTORY

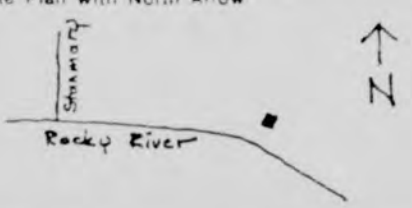
Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. CUY-1717-15		4. Present Name(s)		1. No. 1717-15
2. County Cuyahoga		5. Other Name(s)		
3. Location of Negatives RHS		Parker, Dr. H., Residence		
6. Specific Location 137 S. Rocky River Drive		16. Thematic Category C.		2. County Cuyahoga
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period ca. 1870		
8. Site Plan with North Arrow 		18. Style or Design Italianate vernacular		
9. Coordinates Lat. Beria Long. U.T.M. Reference 17 42 8 6 5 0 4 5 7 8 8 3 0		19. Architect or Engineer		4. Present Name(s)
10. Zone Easting Northing Site Building Structure Object		20. Contractor or Builder		
11. National Register? Yes No 12. Is It Eligible? Yes No		21. Original Use, if apparent Residence		
13. Part of Estab. Yes No Hist. Dist.? No		22. Present Use Residence		5. Other Name(s)
14. District Potent'l? Yes No		23. Ownership Public Private		
15. Name of Established District		24. Owner's Name & Address, if known		
42. Further Description of Important Features Tall gabled house with an imbricated slate roof and wide eaves above simple sided surfaces. Tall 2x2 windows have rectangular and gabled hoodmolds. Side hip-roofed wing has entrance recessed under a roof projection supported on a chamfered column. The house is painted red with white trim.		25. Open to Public? Yes No		Parker, Dr., Residence
43. History and Significance This structure is listed as belonging to Mrs. Parker in 1874. She was the wife of Dr. H. Parker. He was the treasurer of the Berea Library Association and probably a professor at Baldwin University, once located across from this house.		26. Local Contact Person or Organization		
44. Description of Environment and Outbuildings The house faces a wooded valley with several newer houses on three sides.		27. Other Surveys in Which Included		
45. Sources of Information Holzworth, Grit & Greatness, 1970, pg. 27. Cuyahoga County Atlases.		46. Prepared by Fisher		6. Other Name(s)
		47. Organization MHHS		
		48. Date 11-77 49. Revision Date(s)		



OHIO HISTORIC INVENTORY

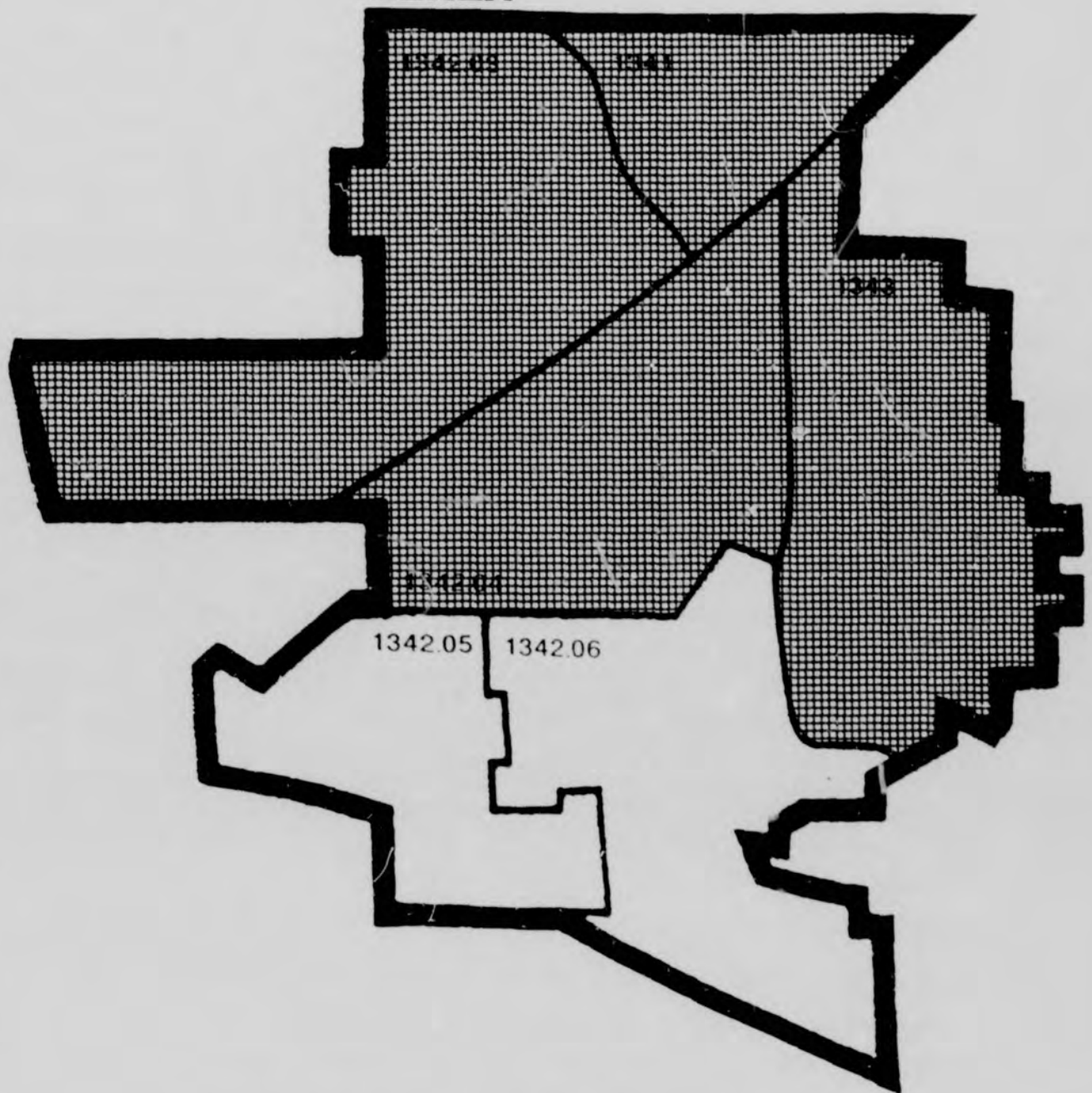
Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

1. No. CUY-1721-15		4. Present Name(s) Whitney, John, Residence		1. No. 1721-15
2. County Cuyahoga		5. Other Name(s) Wheeler, John, Residence		
3. Location of Negatives CRHS				
6. Specific Location 445 South Rocky River Dr.		16. Thematic Category C	28. No. of Stories 2	2. County CUYahoga
7. City or Town If Rural, Township & Vicinity Berea		17. Date(s) or Period 1834	29. Basement? Yes ☒ No ☐	
8. Site Plan with North Arrow		18. Style or Design Federal/Italianate	30. Foundation Material Coursed ashlar	
		19. Architect or Engineer	31. Wall Construction Brick	4. Present Name(s) Whitney Residence
9. Coordinates Berea		20. Contractor or Builder Jonathan Vaughn	32. Roof Type & Material Hip/Asph. shingle	
Lat _____ Long _____ U.T.M. Reference 17 429 10 457 10 6 10		21. Original Use, if apparent Residence	33. No. of Bays Front 5 Side 3	
10. Building ☒ Structure ☐ Object ☐		22. Present Use Residence	34. Wall Treatment Common bond	5. Other Name(s) Wheeler - Wallace Residence
11. National Register? Yes ☐ No ☒		23. Ownership Public ☐ Private ☒	35. Plan Shape Rectangular	
12. Is It Eligible? Yes ☒ No ☐		24. Owner's Name & Address, if known John Whitney 445 S. Rocky River Drive	36. Changes (Explain in #42) Addition ☒ Altered ☐ Moved ☐	
13. Part of Estab. Yes ☐ Hist. Dist. No ☒		25. Open to Public? Yes ☐ No ☒	37. Condition Interior Good Exterior Good	
14. District Potent? Yes ☐ No ☒		26. Local Contact Person or Organization	38. Preservation Underway? Yes ☒ No ☐	
15. Name of Established District		27. Other Surveys in Which Included	39. Endangered? By What? Yes ☐ No ☒	
42. Further Description of Important Features		40. Visible from Public Road? Yes ☒ No ☐		
Rectangular brick house with a hip roof, cupola, and wide wooden cornice with pendant brackets. 6x6 windows with vermiculated stone lintels and sills. Central bay with entrances on both floors. Rear gabled wings of brick and wood frame construction. Front hip-roof porch with Tuscan columns and screening a later addition. Central interior stairhall.				
43. History and Significance		41. Distance from and Frontage on Road 70'		
This house is said to have been built by early Berea builder, Jonathan Vaughn in 1834. In 1855, Rev. John Wheeler bought it. He was the first president (1855-1872) of Baldwin University and taught mental and moral science there. In 1870, it was purchased by George Wallace, brother of quarry owner and benefactor of German Wallace College, James Wallace.				
44. Description of Environment and Outbuildings				
The structure stands on a shaded lot across from a former quarry site, now a park. There are some more recent houses nearby.				
45. Sources of Information		46. Prepared by Fisher		
Holzworth, Grit & Greatness, 1970, pg. 27, 175, 176, 181. Cuyahoga County Atlases.		47. Organization CRHS		
		48. Date 11-77		
		49. Revision Date(s)		

Appendix B

1990 CENSUS TRACT

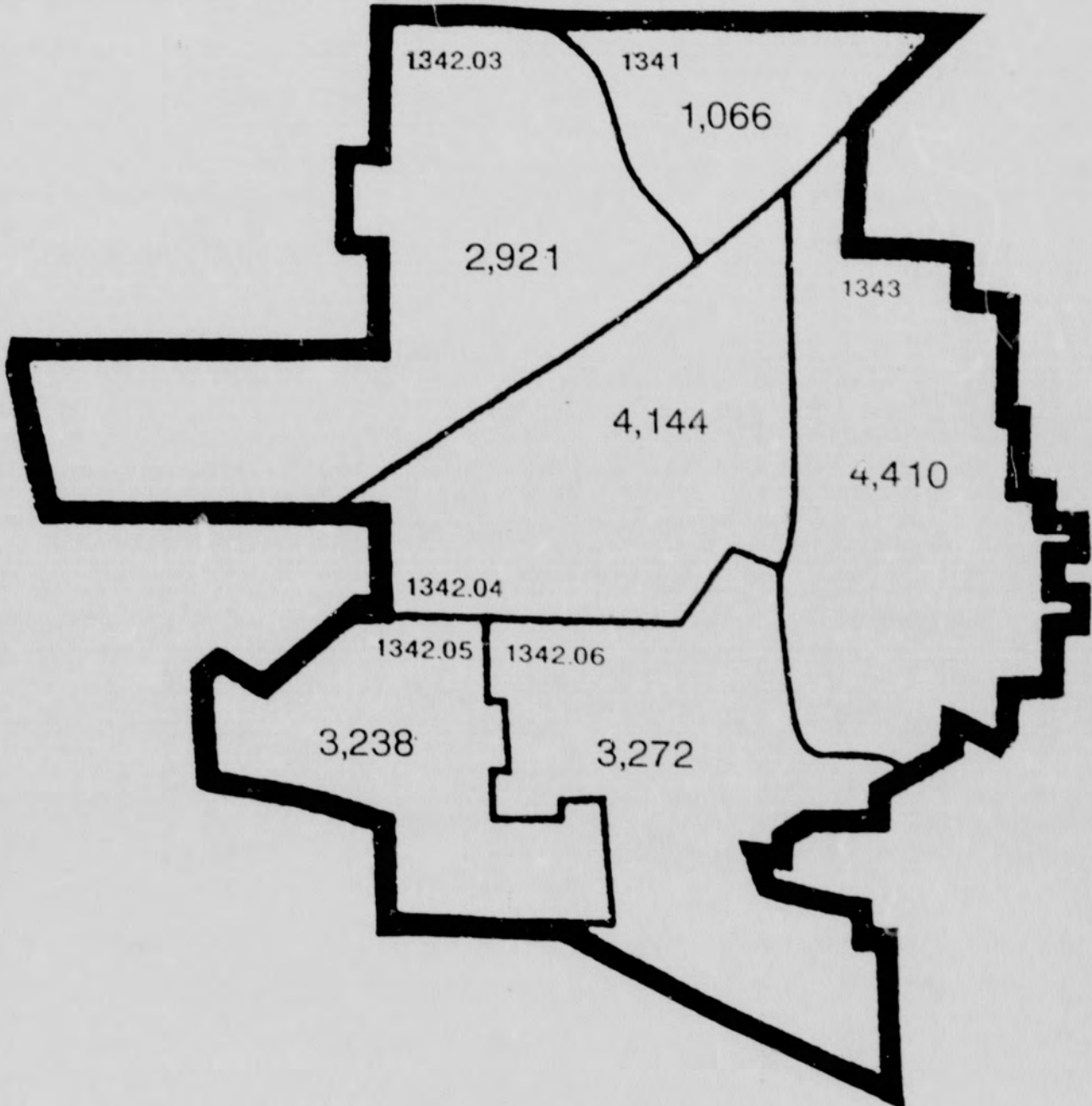
BEREA



CENSUS TRACTS INCLUDED IN THE PROPOSED CRA

1990 CENSUS TRACT

BEREA

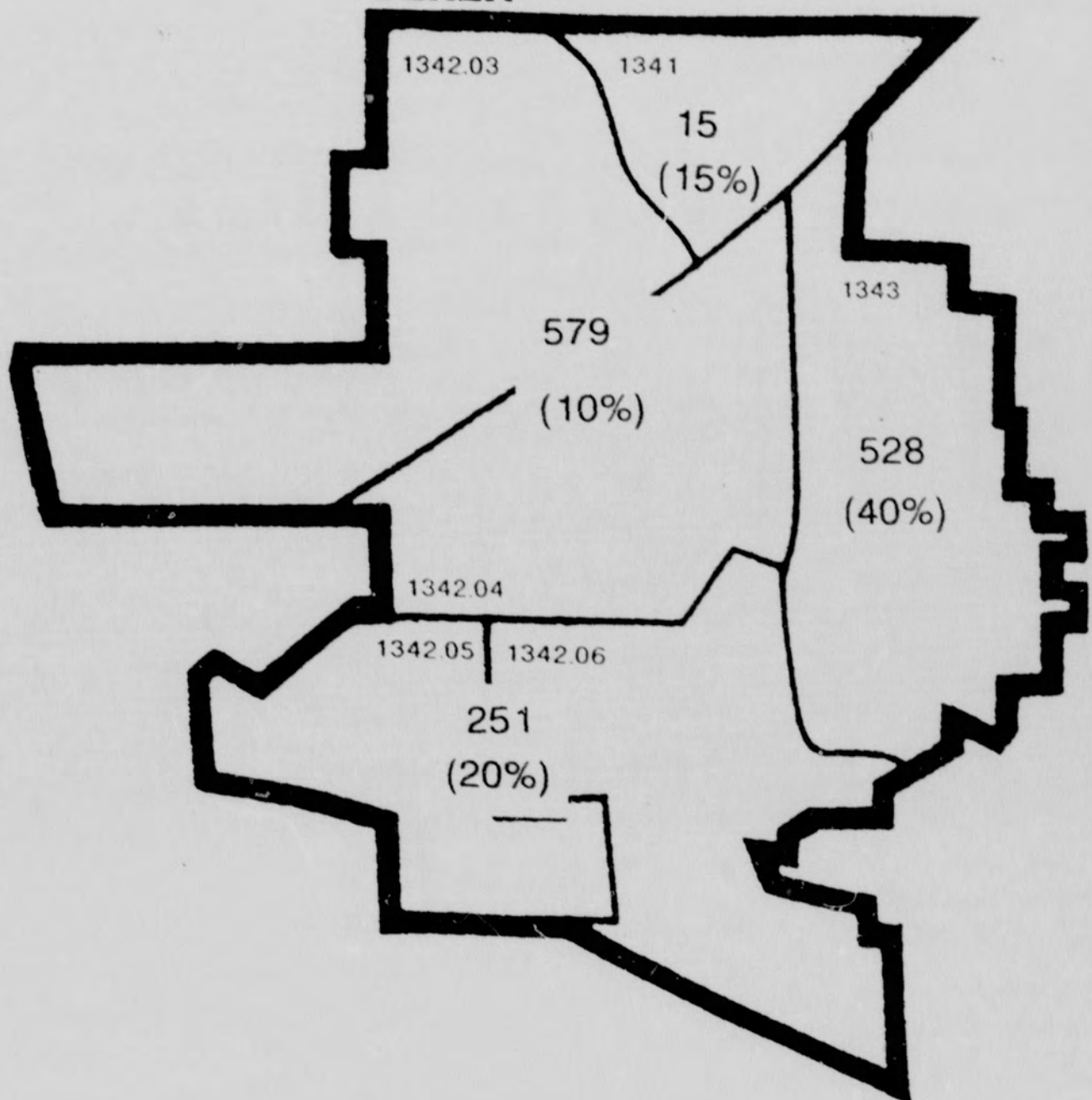


1990 POPULATION

BEREA	19,051
COUNTY	1,412,140

1990 CENSUS TRACT

BEREA

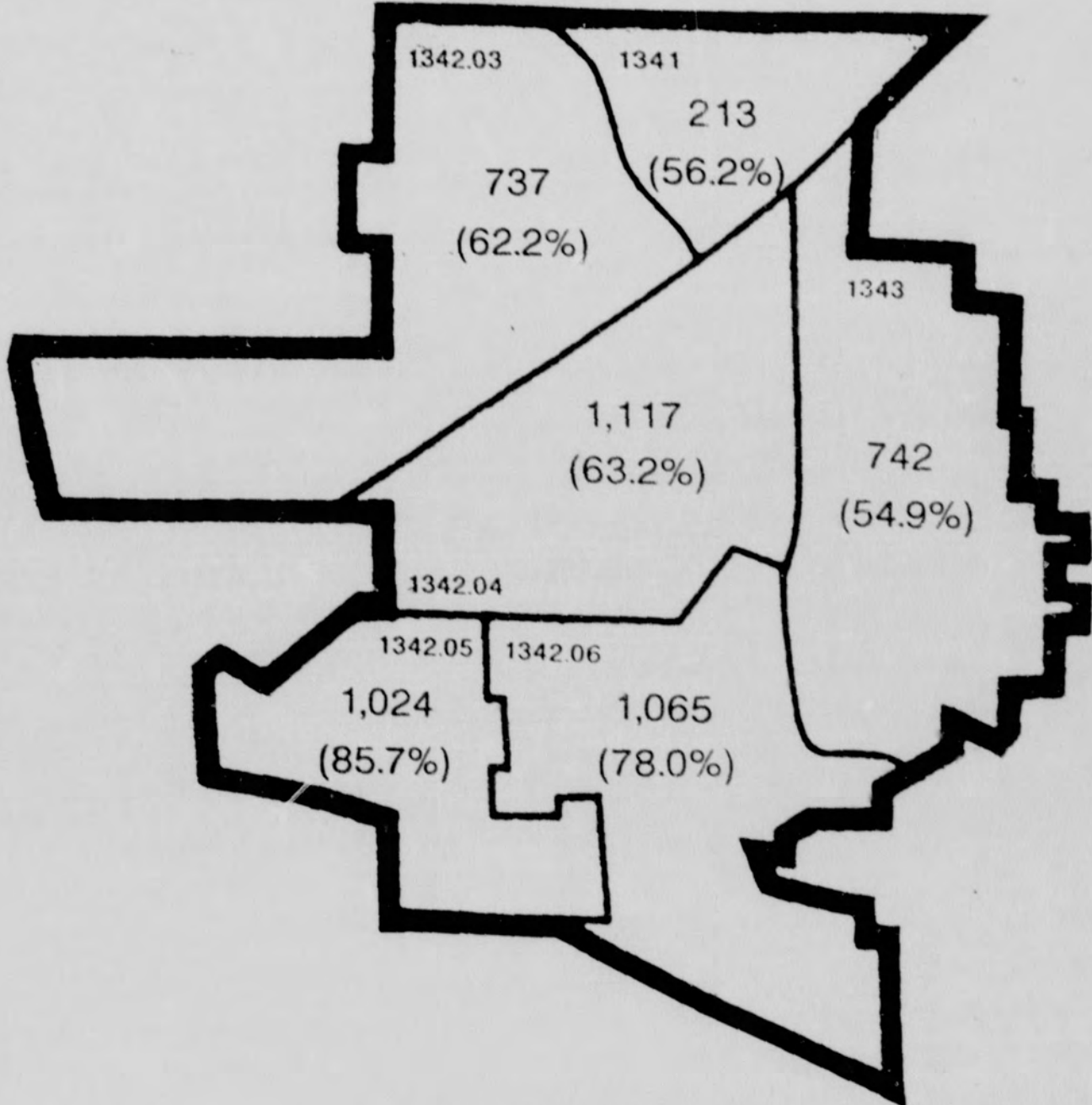


HOUSING BUILT BEFORE 1940

BEREA 1373

1990 CENSUS TRACT

BEREA

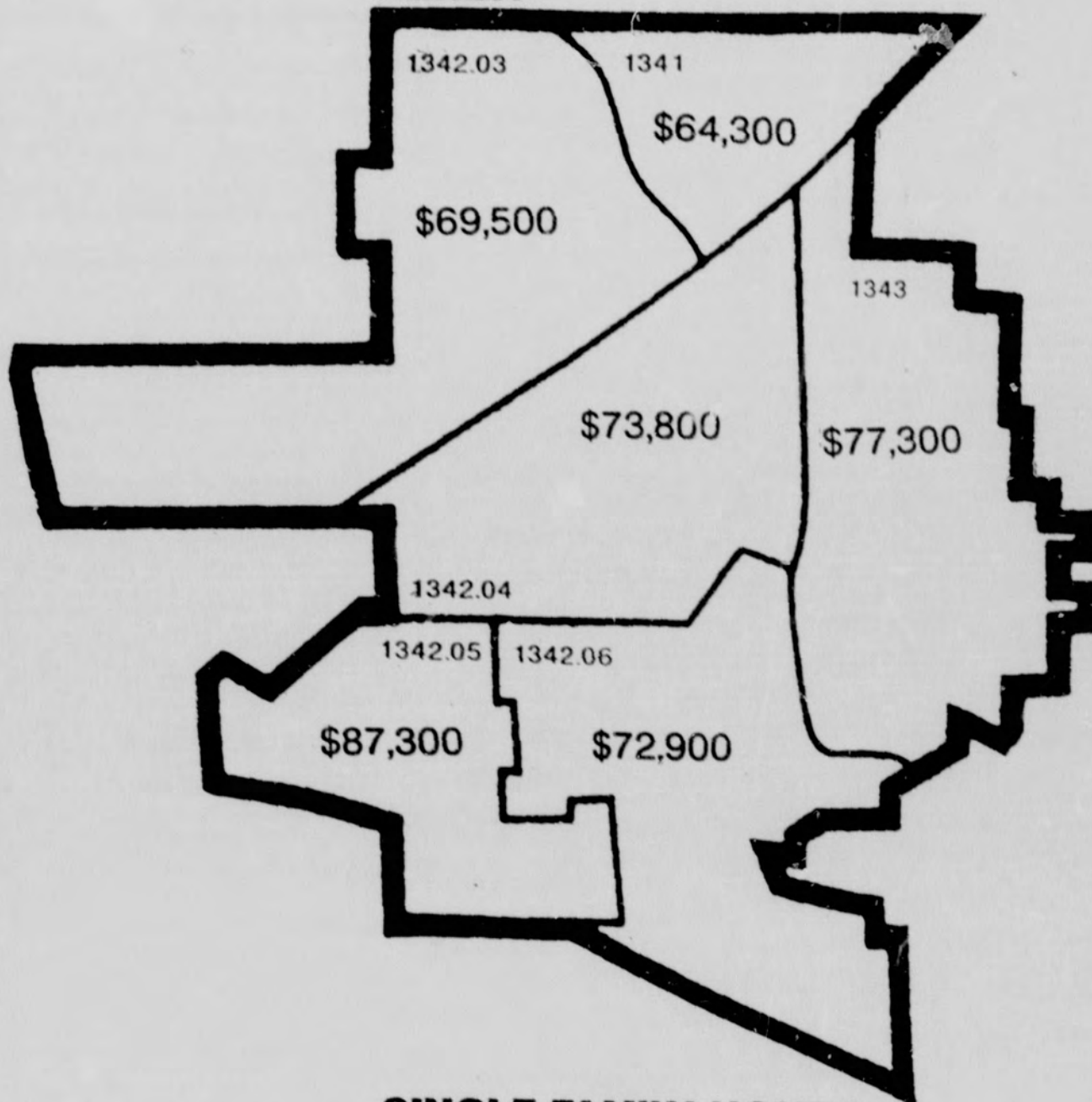


OWNER OCCUPIED HOUSING UNITS

BEREA	4,898 (67.6%)
COUNTY	349,057 (57.7%)

1990 CENSUS TRACT

BEREA

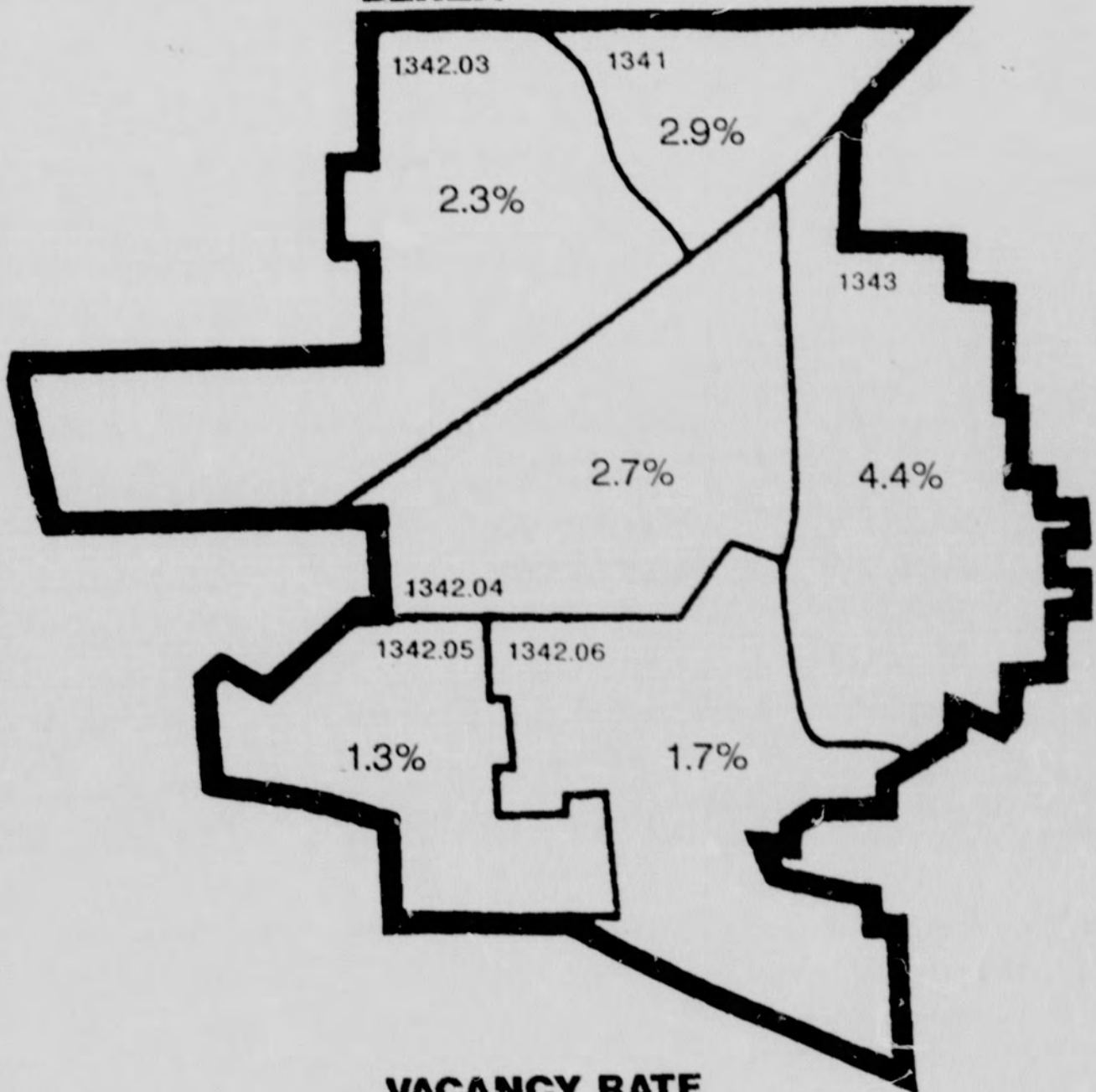


**SINGLE FAMILY HOMES
MEDIAN VALUE**

BEREA	\$74,600
COUNTY	\$72,100

1990 CENSUS TRACT

BEREA

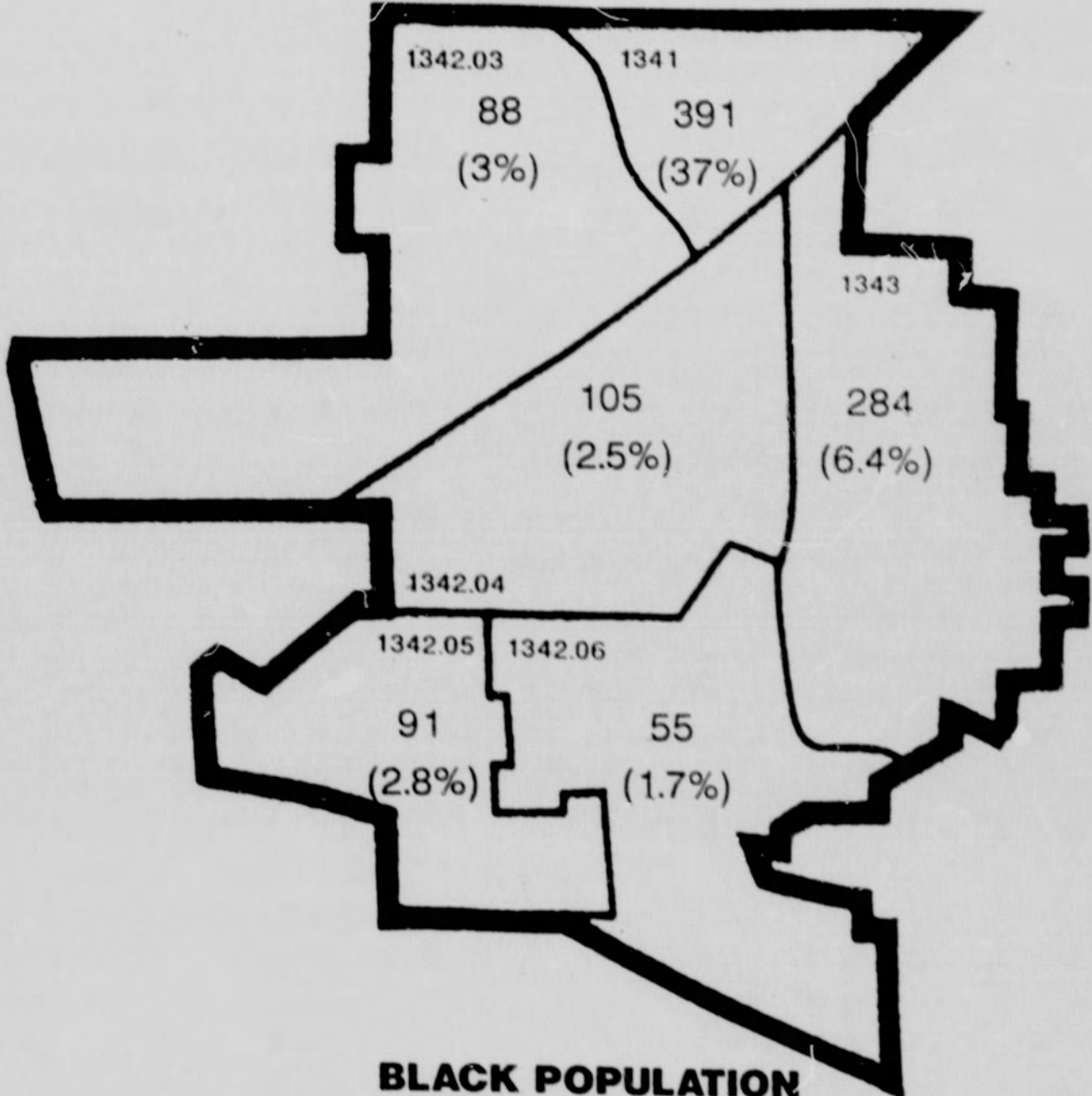


VACANCY RATE

BEREA	OVERALL VACANCY RATE 2.8%
COUNTY	OVERALL VACANCY RATE 6.8%

1990 CENSUS TRACT

BEREA

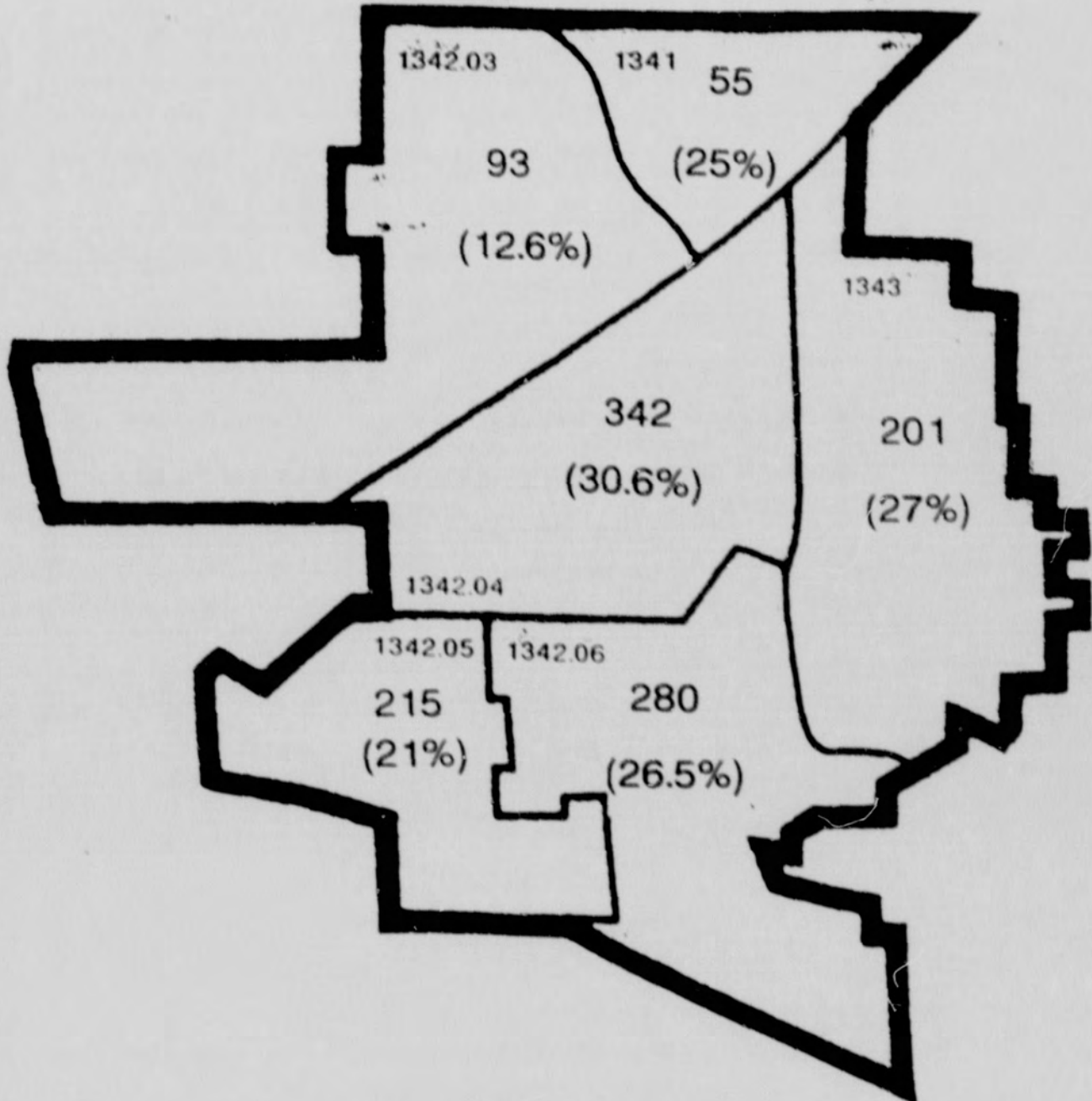


BLACK POPULATION

BEREA	1,014 (5.3%)
COUNTY	350,185 (24.8%)

1990 CENSUS TRACT

BEREA

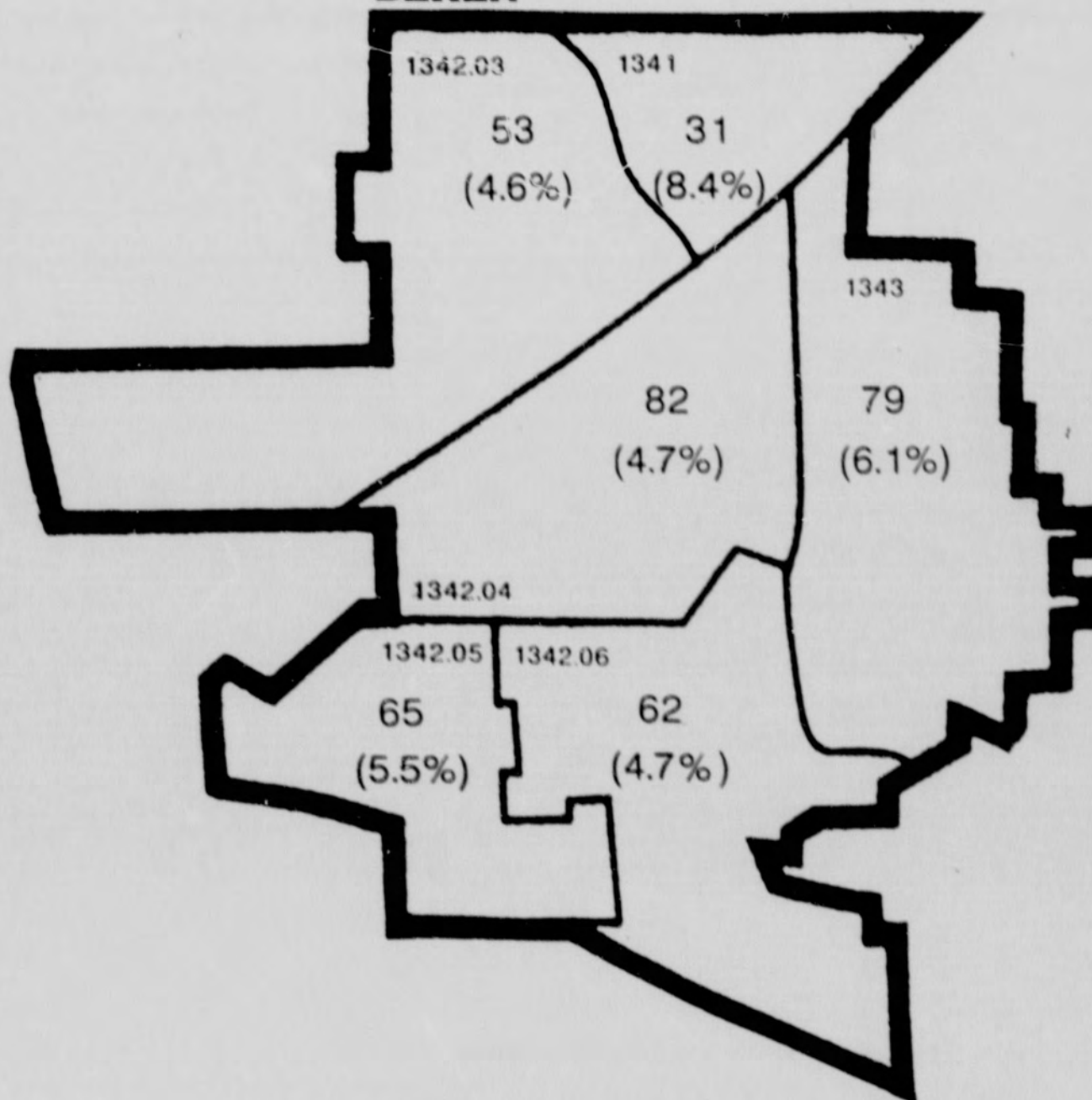


HOMEOWNERS OVER 65

BEREA 1186 (24.2 %)

1990 CENSUS TRACT

BEREA

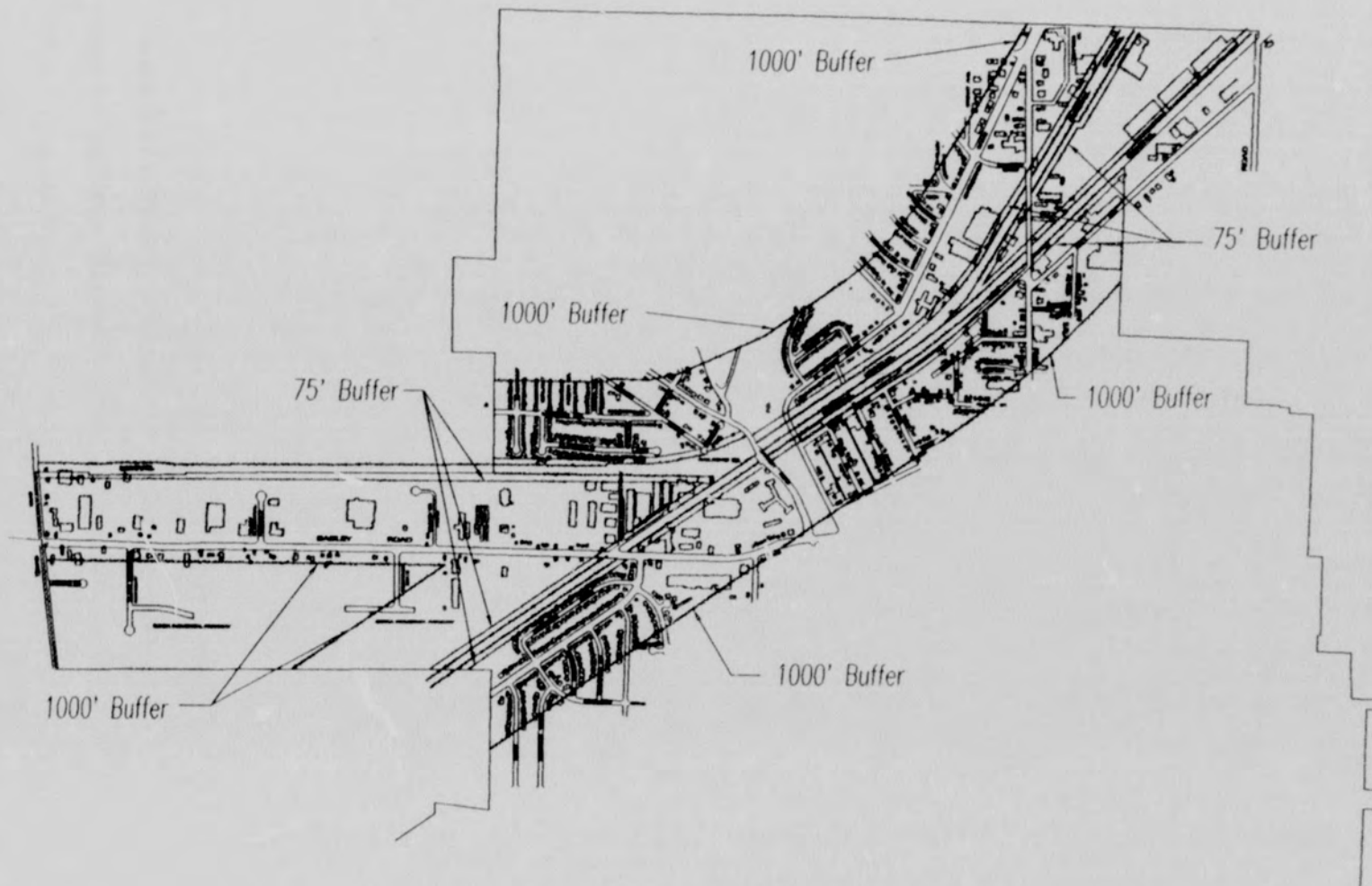


**FEMALE HEAD OF HOUSEHOLD
WITH CHILDREN**

BEREA	372 (5.2%)
COUNTY	51,987 (9.2%)

STB FD 33388 2-2-98 K CITIES 3/3

ATTACHMENT K



Number of Homes within 1000' Buffer - 1208 Homes
Number of Homes within 75' Buffer - 254 Homes

FRONT ST.

Bill's Truck
Rental

527.63'

161.21'

731.29'

Blaze
Construction

Dearborn

Chemix

Distance between Railroad Tracks

717.1'

FIRST AVE.

Medina Supply

Dhio Nut &
Bolt

Cleveland Browns



Albert Troietto

Albert J. Troietto, P.E.
City Engineer

I hereby state that this plan is
a true and accurate representation
of the area shown.

STB

FD

33388

1-14-98

K

CITIES

ENVIRONMENTAL
DOCUMENT

VILLAGE OF TILTON

P. O. Box 8008
201 W. 5th Street
Tilton, Illinois 61833
Conrad (Dutch) Wantland
(217) 442-4178



January 9, 1998

To Whom it may concern;

In response to the Finance Docket No. 33388:

The Village of Tilton has a major problem with the railroad adding 14 more trains, that would be crossing on 14th street crossing. We are now in a constant struggle in trying to keep the crossing open because of the 24 trains, plus the switching of cars, that is done on the 14th street crossing. We have tried to work with the railroad on many occasions to solve the problem, by adding 14 more trains a day the only solution would be for the CSX and Norfolk Southern to build a viaduct or overpass, over the 14th street crossing. It is very important that the crossing be left open, as that is the only East West street connecting the Central Park area, of Tilton with the emergency vehicles, such as ambulance and fire trucks and the police. To use the alternate route, add 5 to 10 minute on the response time, and as you know that could be a matter of life and death.

Your help on this problem would be greatly appreciated. Enclosed is a newspaper clippings stating some of the problem the Village of Tilton are having.

A handwritten signature in cursive script that reads "Conrad Wantland".

Conrad Wantland
Mayor of Tilton

More train traffic possible for Tilton

By JODI HECKEL
News-Gazette Staff Writer

TILTON — The village of Tilton could be seeing a lot more train traffic — and street traffic tie-ups — if a proposed railroad merger is approved.

Tilton Mayor Conrad "Dutch" Wantland told village board members on Thursday that the proposed merger would increase the number of trains traveling through the village daily to 41. About 24 trains now pass through the village each

day.

The increased traffic would be the result of a proposed acquisition of Conrail by the CSX and Norfolk Southern railroads.

The trains travel along the Norfolk Southern tracks between Tilton and Lafayette, Ind. The train traffic has generated complaints from residents that say trains block the railroad crossing at 14th Street and back up traffic for extended periods of time.

When that crossing is

blocked, they say the only way to get between the east and west sides of town is over the G Street overpass or by taking the Catlin-Tilton Road on the north side of town.

"It will just close that road more," Wantland said. "Right now, it's a problem. Adding 17 more trains will really be a problem. We were looking for help, not something to close it more. That's a major east-west road for our emergency vehicles — our police, our fire, our

ambulance. Nothing short of an overpass would cure the situation."

Wantland said he received information about the increase in train traffic from the Surface Transportation Board, which is conducting an environmental analysis of the effects the proposed acquisition will have. Wantland said he will request the railroads pay for a viaduct over the tracks to alleviate the

See TILTON, A-6

Tilton

Continued from A-1

problem.

Last January, village officials voted to raise the fine on railroads that block street crossings from \$5 per offense to \$500. But the village backed off the plan a month later, citing the cost of enforcing the ordinance.

Trustees decided to let prosecutors enforce a state law on the matter.

The Surface Transportation Board will make its decision on the acquisition in July.

In other business:

■ **Gutierrez asks for demolition help.** Michael Gutierrez, owner of Gutierrez Harley-Davidson, 1606 Georgetown Road, told the board he is plan-

ning to expand his business to the west. He said he is hoping to purchase the land at 5 W. 16th St., where Dyno-Tune is now located.

Gutierrez said he wants to build an addition onto his building that would extend 80 feet to the west and put a larger parking lot to the west of that where the Dyno-Tune business is located. He asked the village to help by removing the Dyno-Tune building.

"My request is not out of line because I can't receive money from the TIF or enterprise zone as some new businesses have," Gutierrez said.

He did not have a cost estimate for demolition.

The board expects to vote on the question at its February meeting.

ENVIRONMENTAL DOCUMENT



January 2, 1997

Office of the Secretary
Case Control Unit
Finance Docket No. 33388
Surface Transportation Board
1925 K Street, NW, Room 500
Washington, DC 20423-0001

Attn.: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing

Dear Ms. Kaiser:

I am writing on behalf of the Village of Wellington, Ohio, Mayor Barbara O'Keefe and Wellington Council Members regarding the proposed merger of CSX and Norfolk and Southern Railroads in an attempt to acquire certain Conrail properties. Obviously, any municipality that will be affected by this merger will have concerns as to how this proposed project will impact their community. This is why I am writing.

I feel that due to Wellington's proximity to the railroad, we will incur much greater environmental impacts than others. I am attaching a map so that you can better visualize the potential problems. As you can see, our Village is dissected by two state routes; Route 58 runs north and south, while Route 18 runs east and west. The point at which these two routes intersect is our central business district and the location of our only traffic light. There is already heavy traffic and by having the two state routes we experience a lot of truck traffic as well. Route 58 is classified as Lorain County's north-south corridor to Route 71.

Please note that the railroad in question intersects both Route 58 and Route 18 less than 1/4 mile away from our one traffic light, so needless to say, we currently experience significant disruption in traffic flow. With the proposed **increase** in trains traveling through Wellington of **14.5 -54.16** (Berea to Greenwich), traffic could be at a complete standstill for lengthy periods of time!!

Such disruption of traffic is more than just an aggravation or an inconvenience; this would contribute to loss of sales for downtown businesses and cause untimely delivery of services. While it is certainly frustrating for school bus drivers transporting children, employees trying to get to work and drivers trying to make deliveries, it is **dangerous for the people that require vital and immediate attention to be deprived of timely service by our police, fire and ambulance departments just because of train traffic.** Our town is **split in half by these railroads** with the police and ambulance on one side and the Fire Department on the other. Our Fire Department does have two small trucks housed on the other side of the tracks, but they would not provide adequate coverage for a house or business fire.

Wellington Fire Department is responsible for approximately 125 square miles of rural area in this southernmost part of Lorain County. The tracks running through town which include 7 crossings, do not present the only straining block for our department; there are 22 other crossings in our district that may need to be negotiated when traveling to the scene of a fire. Fire calls in 1997 totaled 362 as of December 29. These same circumstances prevail for our ambulance squad. Last year alone they made in excess of 700 runs. Both fire and ambulance are run by volunteers, so when the siren sounds it is imperative that those in town respond to the call. Depending on the seriousness of the call, police are often requested for traffic control at the scene. These **services are severely compromised by untimely arrivals due to train delays.**

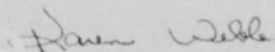
Another area of major concern is that of unguarded crossings. As previously mentioned, there are 29 crossings that need to be negotiated in our area. One death is too many; Wellington has had 4 in the past 8 years! There were two fatalities in 1989 at the Barker Street Crossing. Most recently in 1992, 4 teenagers were involved in a car/train accident that resulted in two deaths. With the proposed **increase** in the number of trains from **14.5 -54.16**, we feel such **risk is elevated.** It took the deaths of two young men to get lighted crossings gates at the Webster Road crossing; we do not want to experience such tragedy again. We want to feel safer knowing that our residents and those simply passing through and not familiar with the area, are better protected.

We would be remiss if we failed to mention our concern over the transporting of hazardous materials through our area. Again, **proximity** to the railroad places us at **greater risk** should there be **derailment.** We have approximately 4100 residents living within a 2 mile radius. Based on the product, wind direction and the weather, our Safety Services Director has determined that if a spill occurred at any of the crossings within the Village, 2/3 of the residents would need to be evacuated.

Finally, we are concerned with the quality of the crossings. We currently undergo approximately 4-5 crossing repairs per year; with the additional track being laid, the amount of repairs are likely to increase. The increased traffic will cause a rapid deterioration of the road which has a substantial impact on the community when crossings are closed for repairs. The **condition** of the **recently installed track** at the North Main Street crossing is **deplorable** and no trains have even traveled over it yet!! These railways should be required to install state of the art crossings if their proposed project is accepted.

In summary, I would like to reiterate that the very location of our small community to the proposed railway **burdens** us with the potential for **increased safety concerns and environmental degradation**. We urge the Board to carefully analyze our concerns and would certainly welcome you to visit Wellington and witness first hand the magnitude at which our everyday lives are currently impacted by the railway. In viewing our community, you no doubt would realize our concern and the scope of potential environmental problems confronting us in the event of a hazardous cargo spill. We **implore** you to **help us preserve the safety and well being of our community and its residents**.

Sincerely,



Karen Webb, Clerk Treasurer
Village of Wellington

KW/ml

Encl.

THIS IS JUST THE IMMEDIATE DOWNTOWN AREA
OF THE VILLAGE OF WELLINGTON.



COMPLIMENTS OF
THE WELLINGTON
CHAMBER OF COMMERCE
P.O. BOX 42
WELLINGTON, OHIO 44090
PHONE 216/647-2222

This is a detailed black and white map of the Wellington, Ohio area. The map shows the town of Wellington at the center, surrounded by several other municipalities: Camden to the north, Pittsfield to the northeast, Brighton to the west, Rochester to the southwest, and Huntington to the south. The map includes a grid of roads, with major highways like 34, 511, 30, 45, 58, 18, 46, 38, 71, 43, 42, 162, and 39 clearly marked. Key landmarks and features include the Lorain County Metro Park in the northeast, Findley State Park in the south, and the Wellington High School. The map also shows various smaller roads, cemeteries, and local businesses. The overall layout is a typical municipal map used for local planning and navigation.

[illegible]

This is a detailed map of Lorain County, Ohio, showing its various townships and geographical features. The map is bounded by Huron County to the west, Medina County to the south, and Ashland and Wayne Counties to the north. Major towns and cities labeled include Camden, Pittsfield, Wellington, Brighton, Rochester, and Huntington. Key roads shown include State Routes 34, 511, 160, 30, 45, 58, 71, 18, 46, 64, 5, 43, 42, 162, and 38. Notable landmarks include the Lorain County Metro Park, Findley State Park, and the Lorain County Fairgrounds. The map also shows numerous smaller roads, cemeteries, and local businesses. A scale bar at the bottom indicates distances in miles.

This is a detailed map of Lorain County, Ohio, showing its various townships and geographical features. The map is bounded by Huron County to the west, Medina County to the south, and Seneca County to the east. Major towns and cities labeled include Camden, Pittsfield, Wellington, Brighton, Rochester, and Huntington. Key roads shown include State Routes 34, 511, 160, 30, 45, 58, 71, 18, 46, 64, 5, 43, 42, 162, and 38. Notable landmarks include the Lorain County Metro Park, Findley State Park, and the Lorain County Fairgrounds. The map also shows numerous smaller roads, cemeteries, and local businesses. A scale bar at the bottom indicates distances in miles.

CAMDEN

PITTSFIELD

WELLINGTON

BRIGHTON

44090

WELLINGTON

ROCHESTER

ROCHESTER

44851

HUNTINGTON

44880

Penfield

Findley State Park

Findley Lake

State Game Farm

Wellington High School

Lorain County Metro Park

Wellington Village and Township Hall

Brighton Park

Brighton Township Hall

Rochester Village and Township Hall

Huntington Township Hall

Cemeteries

Roads

Scale

CAMDEN

PITTSFIELD

WELLINGTON

BRIGHTON

44090

WELLINGTON

ROCHESTER

ROCHESTER

44851

HUNTINGTON

44880

Penfield

Findley State Park

Findley Lake

State Game Farm

Wellington High School

Lorain County Metro Park

Wellington Village and Township Hall

Brighton Park

Brighton Township Hall

Rochester Village and Township Hall

Huntington Township Hall

Cemeteries

Roads

Scale

This is a detailed map of Lorain County, Ohio, showing its various townships and geographical features. The map is bounded by Huron County to the west, Medina County to the south, and Ashland and Wayne counties to the north. Major towns and cities labeled include Camden, Pittsfield, Wellington, Brighton, Rochester, and Huntington. Key roads shown include State Routes 34, 511, 160, 30, 45, 58, 71, 18, 46, 64, 5, 43, 42, 162, and 38. Notable landmarks include Lorain County Metro Park, Findley State Park, Findley Lake, and the Wellington High School. The map also shows numerous smaller roads, cemeteries, and local businesses. A scale bar at the bottom indicates distances in miles.

This is a detailed map of Lorain County, Ohio, showing its various townships and geographical features. The map is bounded by Huron County to the west, Medina County to the south, and Ashland and Wayne Counties to the east. Major towns and cities labeled include Camden, Pittsfield, Wellington, Brighton, Rochester, and Huntington. Key roads shown include State Routes 34, 511, 160, 30, 45, 58, 71, 18, 46, 64, 5, 43, 42, 162, and 38. Notable landmarks include the Lorain County Metro Park, Findley State Park, and the Lorain County Fairgrounds. The map also shows numerous smaller roads, cemeteries, and local businesses. A scale bar at the bottom indicates distances in miles.

This is a detailed map of Lorain County, Ohio, showing its various townships and geographical features. The map is bounded by Huron County to the west, Medina County to the south, and Seneca County to the east. Major towns and cities labeled include Camden, Pittsfield, Wellington, Brighton, Rochester, and Huntington. Key roads shown include State Routes 34, 511, 160, 30, 45, 58, 71, 18, 46, 64, 5, 43, 42, 162, and 38. Notable landmarks include the Lorain County Metro Park, Findley State Park, and the Lorain County Fairgrounds. The map also shows numerous smaller roads, cemeteries, and local businesses. A scale bar at the bottom indicates distances in miles.

This is a detailed map of Lorain County, Ohio, showing its various townships and geographical features. The map is bounded by Huron County to the west, Medina County to the south, and Seneca County to the east. Major towns and cities labeled include Camden, Pittsfield, Wellington, Brighton, Rochester, and Huntington. Key roads shown include State Routes 34, 511, 160, 30, 45, 58, 71, 18, 46, 64, 5, 43, 42, 162, and 38. Notable landmarks include the Lorain County Metro Park, Findley State Park, and the Lorain County Fairgrounds. The map also shows numerous smaller roads, cemeteries, and local businesses. A scale bar at the bottom indicates distances in miles.

[illegible]

STB

FD

33388

1-14-98

K

CITIES



West Piedmont Planning District Commission

One Starling Avenue
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Martinsville, VA 24114
Phone: (540) 638-3987
Fax: (540) 638-8137

E-Mail: WPPDC@Kimbanet.COM

Serving Franklin, Henry, Patrick, and Pittsylvania Counties - Cities of Danville and Martinsville - Town of Rocky Mount - Since 1970

ENVIRONMENTAL DOCUMENT

January 7, 1997

CENTRAL ADMINISTRATIVE UNIT

REC'D: 1/14/98

DOCUMENT # 1/16/98 2:59:09 PM

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
Washington, DC 24023

Re: Finance Docket No 33388
CSX & Norfolk Southern -- Control & Acquisition
Conraid

Dear Ms. Kaiser:

We have received a delivery of the volumes of the Draft EIS relative to the reference docket, correct in accord with the subsequent notice letter of December 19, 1997, clarifying: 1) dates of the procedural schedule; and 2) arrangement of the volumes compiling the Draft EIS.

Our interest in the Draft EIS and the overall action that our region should at least be maintained with the level of services and access to rail line that we now have. We would not want the control and acquisition action to result in any additional filings for abandonment's by the rail company serving our region.

We appreciate this opportunity to comment on the Draft EIS. If we have additional comments we are aware that they must be delivered on or before February 2, 1998.

Sincerely,

Robert W. Dowd
Executive Director

STB

FD

33388

1-12-98

K

CITIES

Hillsborough County
City-County
Planning
Commission

**THE
PLANNING
COMMISSION**

ENVIRONMENTAL DOCUMENT



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Chairman

January 5, 1997

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Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

Robert B. Hunter, AICP
Executive Director

RE: Docket No. 33388, "Proposed Conrail Acquisition"

Dear Mrs. Kaiser:

The Hillsborough County City-County Planning Commission has reviewed the draft Environmental Impact Statement, Docket No. 33388, "Proposed Conrail Acquisition." The Commission concurs with the findings of this report, namely, that this project will have no environmental impacts in Hillsborough County, with the exception of an increase in hazardous waste transport between Winston, FL and Plant City, FL (Site Id. C-403).

Consistent with the preliminary mitigation recommendation by the Surface Transportation Board's Section of Environmental Analysis (SEA), the Planning Commission would like to recommend that, at a minimum, CSX be required to bring the rail segment into compliance with Association of American Railroads (AAR) key route standards and practices prior to any increase in the transport of hazardous waste.

Thank you for the opportunity to comment on this project. Should you have any questions, future correspondence concerning this project should be directed to Shawn C. College, Senior Environmental Planner at (813) 272-5940.

Sincerely,

Robert B. Hunter,
Executive Director

601 E. Kennedy, 18th Floor
P.O. Box 1110
Tampa, Florida 33601-1110
813/272-5940
FAX 813/272-6258
FAX 813/272-6262
Internet E-Mail:
planning@ccnet.org

CC: Phil Waldron, City Manager
Plant City, FL



recycled paper

STB

FD

33388

1-12-98

K

CITIES

SLOVER & LOFTUS

ATTORNEYS AT LAW

1224 SEVENTEENTH STREET, N. W.

WASHINGTON, D. C. 20036

WILLIAM L. SLOVER
C. MICHAEL LOFTUS
DONALD G. AVERY
JOHN H. LE SEUR
KELVIN J. DOWD
ROBERT D. ROSENBERG
CHRISTOPHER A. MILLS
FRANK J. PERGOLIZZI
ANDREW B. KOLESAR III
JEAN M. CUNNINGHAM
PETER A. PFOHL

January 12, 1998



BY HAND DELIVERY

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN: STB Finance Docket No. 33383
1925 K Street, N.W.
Washington, D.C. 20423-0001

**ENVIRONMENTAL
DOCUMENT**

Re: Finance Docket No. 33388
CSX Corporation and CSX Transportation Inc.,
Norfolk Southern Corporation and Norfolk
Southern Railway Company -- Control and Operating
Leases/Agreements -- Conrail Inc.
and Consolidated Rail Corporation.

Dear Ms. Kaiser:

The Cities of East Chicago, Indiana; Hammond, Indiana; Gary, Indiana; and Whiting, Indiana (collectively, the "Four City Consortium" or the "Four Cities") hereby request that the Board's Section of Environmental Analysis ("SEA") provide them with additional information concerning the train speed inputs used by SEA's environmental contractor in calculating vehicle delay times at certain at-grade rail/highway crossings in the Four Cities area that will be adversely impacted by the Applicants' operating plans after the Conrail control transaction is consummated. The vehicle delay times calculated by SEA's contractor are included in the Draft Environmental Impact Statement ("DEIS") in the above proceeding served on December 12, 1997.

The information requested is necessary to enable the Four City Consortium to provide meaningful comments with respect to the DEIS's analysis of the environmental impacts of the Conrail transaction on the Four Cities region. Such comments are due on February 2, 1998. The information requested may also be useful in facilitating a negotiated solution to the problems raised by the Four Cities, as suggested by SEA, which would avoid

Elaine K. Kaiser
January 12, 1998
Page 2

the necessity for asking the Board to impose environmental mitigating conditions.

On October 21, 1997, the Four City Consortium filed Comments and Requests for Conditions in this proceeding which described certain negative environmental impacts from the Applicants' proposed division of Conrail. The negative impacts result primarily from Applicants' plans to move more traffic over line segments containing numerous highway/rail grade crossings. The Four Cities' Comments propose an Alternative Routing Plan that was developed to mitigate these negative environmental and related impacts, while requiring only minimal adjustments to the Applicants' proposed operating plans.

In the DEIS, SEA recognizes the concerns raised by the Four City Consortium, and recommends that the Applicants consult with the Four Cities and other appropriate parties to address the potential traffic delay and safety concerns raised by the Four Cities with respect to certain rail/highway grade crossings. (DEIS, Volume 3A, Chapter 5 at page IN-85.) The Four Cities and the Applicants are in the process of attempting to negotiate a mutually-acceptable agreement for measures to address these problems (which may include aspects of the Alternative Routing Plan). The first meeting of the parties for this purpose took place last Friday, and further meetings will be held in the near future.

One of the principal issues in dispute between the Four Cities and the Applicants is the amount of delay time that is or would be incurred by vehicles at certain rail/highway grade crossings in the Four Cities region that are impacted by the Applicants' operating plans. Crossing delay times are influenced heavily by train length and speed, among other factors. In order to be able to comment intelligently on the DEIS and respond to the Applicants' contentions, it is critical for the Four Cities to know what train speeds and other assumptions were used by the SEA's environmental contractor in developing crossing delay estimates for these crossings.

The DEIS indicates that SEA has analyzed 15 at-grade rail/highway grade crossings in the Four Cities area for vehicle delay. (*Id.*, Volume 3A, Chapter 5 at page IN-84.) The Four Cities' consultant has inquired informally of SEA's environmental contractor as to the inputs used to calculate delay times for these crossings, including the train speeds used. However, the contractor would not divulge the specific train speeds or other assumptions used in developing delay times for the 15 crossings studied.

Accordingly, the Four City Consortium requests that SEA furnish it with the following inputs and assumptions used by SEA's environmental contractor in calculating the crossing delay times for the 15 grade crossings studied:

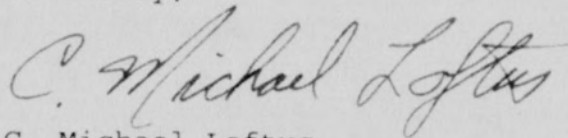
1. A list of all grade crossings in the Four Cities that were evaluated.
2. For each crossing evaluated (please provide the data separately for pre-and post-acquisition):
 - a. The number of trains assumed to use the crossing daily.
 - b. The train lengths assumed.
 - c. The train speeds assumed and the manner in which those train speeds were determined (if actual speeds, the source of the information concerning such speeds; if not actual speeds the basis for the speeds (e.g., FRA data, railroad timetable) and any adjustments made to approximate more closely actual speeds.
 - d. Any assumptions as to train weight and power (drawbar horsepower).
 - e. Average Daily Vehicular Traffic.
 - f. The number of vehicle lanes in each direction.
 - g. The number of tracks at the crossing.
 - h. The warning devices at the crossing.

In order to be able to make meaningful use of this information both in the settlement discussions with the Applicants and in preparing comments on the DEIS, the Four Cities respectfully request that it be provided to their undersigned counsel at the earliest practicable date. If SEA is unable to provide all of the data requested in a timely manner, the most critical items of information needed by the Four Cities are the

Elaine K. Kaiser
January 12, 1998
Page 4

pre- and post-acquisition train lengths and train speeds used in conducting the crossing delay studies.

Sincerely,

A handwritten signature in cursive script that reads "C. Michael Loftus".

C. Michael Loftus
An Attorney for the Cities of
East Chicago, Indiana; Hammond,
Indiana; Gary, Indiana; and
Whiting, Indiana (collectively,
The Four City Consortium)

CAM:mfw

cc: Hon. Vernon A. Williams
Dennis G. Lyons, Esq.
Richard A. Allen, Esq.
Paul A. Cunningham, Esq.

STB

FD

33388

1-12-98

K

CITIES



COUNTY OF ANDERSON

Anderson County Development Standards Department

Historical Courthouse

Phone: (864) 260-4719 - Fax: (864) 260-4044

County Administrator

Joey R. Preston

Clerk of Council

Linda N. Goff

Council Members

William A. Floyd

Chairman

G. Fred Tolly

Harvie E. Banister

Clint Wright

J. Mike Holden

ENVIRONMENTAL DOCUMENT



January 7, 1998

Office of the Secretary

Case Control Unit - Finance Docker No. 33388

Surface Transportation Board

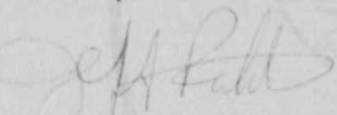
1925 K Street N. W.

Washington, DC 20423-0001

Dear Secretary:

Thank you for the opportunity to comment on the Proposed Conrail Acquisition (Finance Docket No 33388). After reviewing the Draft Environmental Impact Statement, Anderson County offers no comment on the issue.

Sincerely,


Jeff Ricketson, AICP
Planning Division Director

cc: Mr. Joey Preston, Anderson County Administrator
William B. West, Senior Planner

Attention:

Ms. Elaine K. Kaiser
Environmental Project Director
Environmental Filing

STB

FD

33388

1-9-98

K

BUSINESS

ENVIRONMENTAL
DOCUMENT

140 Violet Drive
Pickerington, OH 43147-1244
January 7, 1998



Chairperson, Surface Transportation Board
Case Control Unit, STB Finance Docket No. 33388
1925 K Street, NW
Washington, DC 20423-0001

Dear STB Chairperson:

I am among some 55 Conrail signal department employees who will be trying to fit in somewhere if the buyout of Conrail is approved on July 23, 1998. I cannot in my own mind understand why the CSX Corporation (CSX) and Norfolk Southern Corporation (NS) would choose to close our excellent System Signal Shop/School/Service Desk complex in Columbus, Ohio. I know personally that Conrail's Signal Engineering Department feels strongly that our shop in Columbus can provide a great benefit to the new rail systems as we have been for over 20 years to our own system.

From bidding for signal work outside of Conrail in recent years, we know that we are competitive with other shops throughout the country. Why then would NS/CSX choose to close one of Conrail's most valuable assets? From the viewpoint of NS/CSX, it is simply a financial decision. It's cheaper! NS traditionally contracts out its signal wiring work (except for a small shop in Roanoke, VA), and CSX has a shop in Savannah, GA.

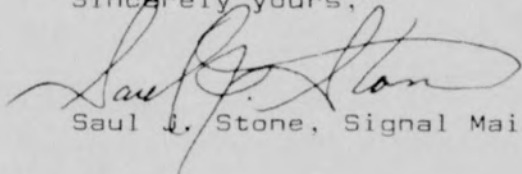
My argument is that both the Chessie System and Norfolk Southern are making a bad decision. We were told that this was a "bean counter" decision. How foolish and tragic that a company would think short-term in an area that requires long term planning for a railroad to operate smoothly year in and year out.

Conrail's success story was partly the result of our system shop and school's cooperative effort to work with both engineering and field forces to create a signal control system capable of handling high speed high volume freight traffic. In 1976 the biggest problem was rebuilding into one railroad what had been six bankrupt railroads. The American taxpayer pumped billions into the Consolidated Rail Corporation. Much of the rail and signal system was in disrepair, freight was delivered late, and business was poor. Our government envisioned a future rail system for the northeast that could again provide economically for our countries transportation needs. Our system shop and training center was vital in that transition.

The Conrail signal system today includes tens of thousands of electrified highway/rail crossing systems, interlockings (signal and switching control systems), and many other control systems that have been engineered, built, and wired at our shop. Today these control systems allow us to compete successfully with other carriers and with the trucking industry. The dream that Congress envisioned in 1976 has been more than fulfilled--it has been surpassed!

With Conrail's state-of-the-art train/truck intermodal systems, we help eliminate some of the highway nightmares that seem to worsen every year and thus threaten our economic wellbeing. If these systems fail to provide reliable service for future generations, can we then look back to a time when two railroads decided to make the most money with the least investment? It is my dream that the two railroads purchasing Conrail will not try to fix something that already works very well. Help keep our system shop/school/service desk complex in Columbus, Ohio open for business. Protect one of Conrail's most valuable assets from being written off as a liability. RSVP.

Sincerely yours,



Saul J. Stone, Signal Maintainer

P.S. We have recently celebrated at our shop over 900 days injury free!

Encl: Copy of our shop brochure.

cc:

The Honorable George V. Voinovich, Governor, State of Ohio
The Honorable John H. Glenn, U.S. Senator, State of Ohio
The Honorable Michael DeWine, U.S. Senator, State of Ohio
The Honorable Deborah Pryce, Congresswoman, State of Ohio
The Honorable David Hobson, Congressman, State of Ohio
The Honorable Gregory S. Lashutka, Mayor, City of Columbus, Ohio
Mr. John Snow, CEO, CSX Corporation
Mr. David Goode, CEO, Norfolk Southern Corporation
Mr. W.D. Pickett, President, Brotherhood of Railroad Signalmen
Mr. F.E. Mason, Vice President, Brotherhood of Railroad Signalmen
Mr. Roland E. McKenzie, General Chairman, BoFRS
Mr. Eldon Luttrell, Vice General Chairman, BoFRS

CONRAIL COMMUNICATION &



SIGNAL SHOP



THE CONRAIL SYSTEM SIGNAL SHOP

Our C&S Shop has provided quality Signal products to Conrail customers for over 20 years.

Now we want to offer you the same quality signal products and services at a competitive cost.

We have a customer-oriented facility that is capable of installing, rebuilding, manufacturing, or fabricating any signaling apparatus or system that you may require. The Conrail Communication & Signal Shop will comply with all required specifications and standards.

From wiring of complete interlocking systems using the latest technology and/or standard relay logic to rebuilding any style relay, switch machine, or wayside signal, we will work hard to meet your signaling needs.

We invite you to contact us for more information on what products are available, or for a tour of our facility in Columbus, Ohio. You will find our products to be of the highest quality, our prices competitive, and deadlines that keep you, our customers, satisfied.



CONRAIL'S SHOP STANDS READY
TO SERVICE YOUR NEEDS!

Please contact either of the gentlemen listed below. They will be glad to talk to you concerning your signaling needs.

Mr T.D. Harris, Engr. C&S Shop
614-771-2165

Mr W.P. Hernan, Supv. C&S Shop
614-771-2166

SECTIONS:

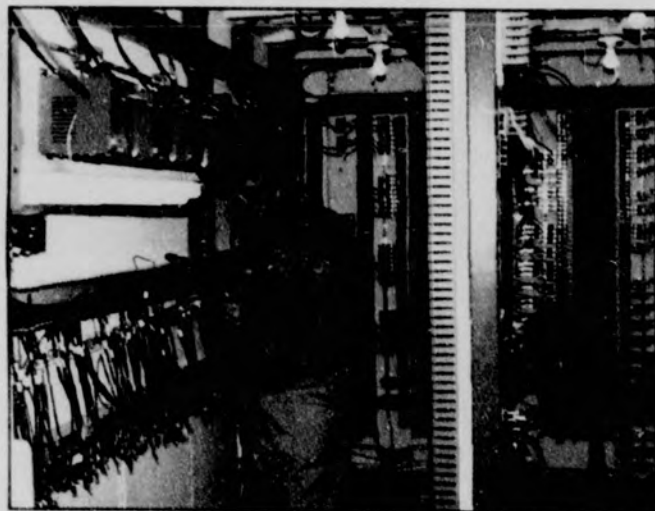
- | | |
|---|---------------------------|
| 1 | WIRING SECTION |
| 2 | SWITCH AND SIGNAL SECTION |
| 3 | RELAY SECTION |
| 4 | TRAINING CENTER |
| 5 | RESEARCH AND DEVELOPMENT |

THE WIRING SECTION

The Wiring Section of the C&S System Signal Shop has evolved into one of the premiere Wiring Shops in the country.

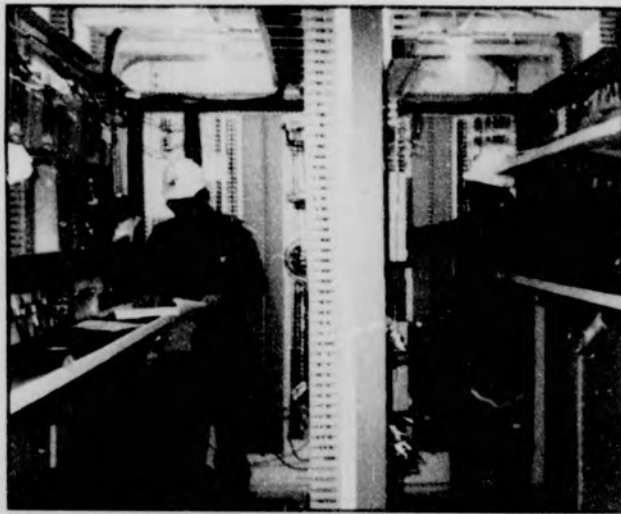


Over thirty skilled employees can build and install any type of system from a conventional Style "C" warning system to a microprocessor based multiple switch/signal interlocking system. We can wire it for you!

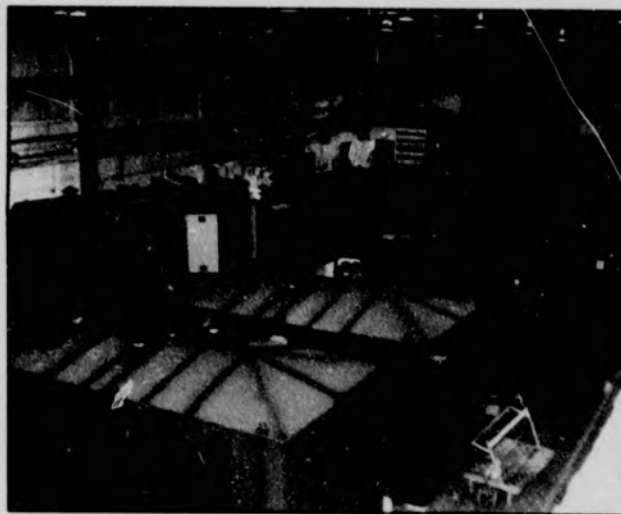


Our Shop can provide you with any type or size of signal case or bungalow used for wayside signal locations.

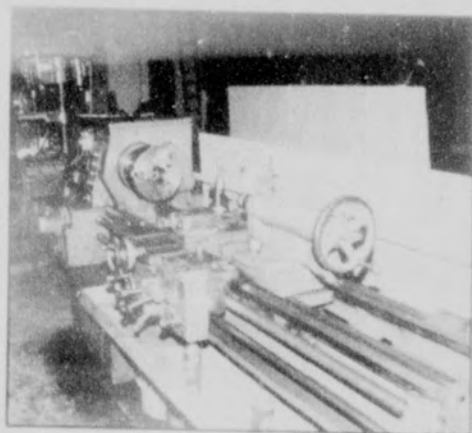
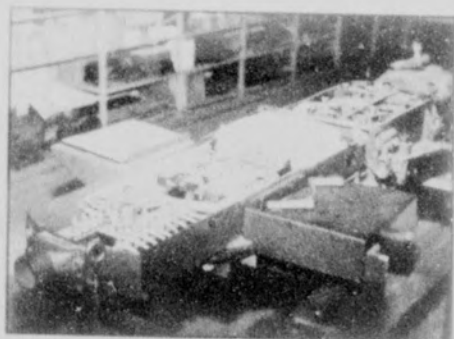
Conrail's specifications require "Cor-Ten" steel for most signal locations. However, the Conrail System Signal Shop will be glad to provide you with the case or bungalow that you choose, whether it be aluminum, Corten, or stainless steel.



We will deliver.



THE SWITCH AND SIGNAL SECTION



THE RELAY SECTION

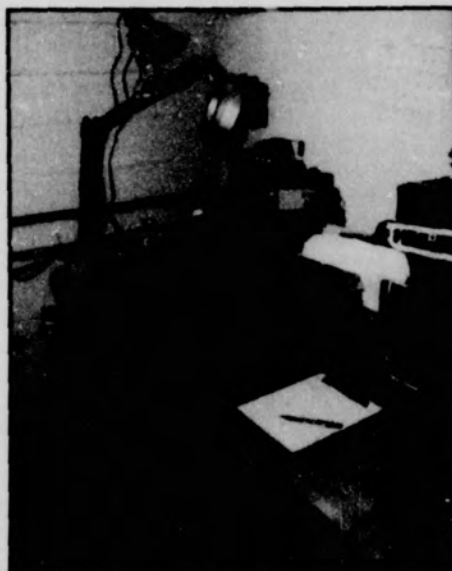
Skilled craftsmen in our relay section provide a high quality product that meets or exceeds the manufacturer's specifications, for a lot less than the manufacturer's new cost.



These experienced employees are capable of rebuilding virtually any style of electro-magnetic relay found in the Railroad Industry.



This experience also extends to uncommon relays not available anywhere else. Another feature incorporated into the relay section by shop management is the ability to respond to emergencies quickly, through a total team effort.



Our goal is to keep your System operating safely and reliably, as we will meet current FRA standards and the railroad industrys' requirements.



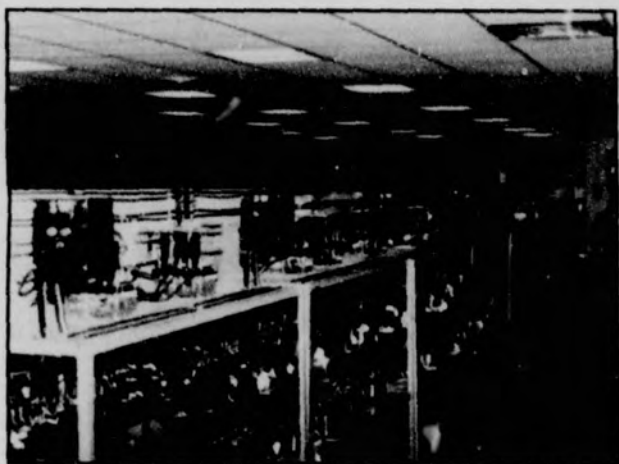
THE COMMUNICATION AND SIGNAL TRAINING CENTER.

The Training Center is an integral part of the Communication & Signal Shop. Established in 1976 in a joint effort with the Brotherhood of Railroad Signalmen, we provide nine separate training



sessions. Depending on the course, our classes are divided into one, five, or ten day sessions.

The C&S Training Center offers three classrooms, and a large workshop which provides "hands-on training" in basic signaling and on the latest technology.



Outdoor facilities include a working interlocking, a hot bearing detector, pole line, highway crossing warning devices and several types of signals.

Presently there are two full-time instructors providing technical training for Maintainer/Signalmen, Foremen, Inspectors, and Supervisors from across the Conrail system and other railroads.



The ten-day courses offered by the Training Center are:

Session I- 5 days of pole climbing, 5 days of basic signal work.

Session II- Basic electricity, automatic signal systems, batteries, switches, FRA & Conrail rules, and more.

Session III- More advanced railroad signaling, trouble-shooting, testing and maintaining interlockings.

Session IV- Microprocessor based equipment used in all aspects of railroad signaling.



The five-day courses offered by the Training Center are:

Field Management Seminar- Improving communications and employee performance.

False Proceed Seminar- Prevention and investigation of false proceed signals.

Power Safety Training- Safe work on high energy circuits (over 300 volts). CPR- training for adult/ children/ and infant.

The two Instructors have many years of field experience and are thoroughly trained in all aspects of railroad signaling. The Instructors receive additional training by attending manufacturers' and company sponsored seminars.

RESEARCH AND DEVELOPMENT

Another service Conrail can offer is in the area of research and development. Over the past few years Conrail has invested a substantial amount of time and money on specialized equipment. This equipment has been used to test the integrity of many products supplied to the railroad industry and for those products developed on Conrail. From these test results you can analyze the failure mode of any particular device, whether safe or unsafe, and determine the corrective action that is necessary to ensure safe, reliable operation of vital signal equipment.

Conrail = Quality!!



Call now!

614-771-2165

or

614-771-2166

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1-7-98

K

PUBLIC

ENVIRONMENTAL DOCUMENT

January 5, 1998



Ms. Elaine F. Kaiser
Surface Transportation Board
Section of Environmental Analysis
1925 K. Street, NW
Washington, DC 20423-0001

Re: Conrail/NSRR Merger

This letter is to reiterate a vigorous protest against proposed plans to as much as treble freight train travel through the suburbs north and west of Cleveland, Ohio.

The safety, environment and real estate values of such cities as Westlake, Rocky River, Lakewood and Cleveland are already severely and adversely impacted by trains currently traversing them; to greatly increase the flow of trains for the financial benefit of the railroads, but to the detriment of the residents of these suburbs would be unconscionable.

The proposal should be rejected!

Sincerely,

Frank Westerman

F. G. Westerman
20800 Beaconsfield Blvd.,
Rocky River, OH-44116

ENVIRONMENTAL
DOCUMENT

R.E: PROPOSED ACQUISITION
OF CONRAIL BY NORFOLK SOUTHERN
RAILROAD. DRAFT EIS.

1/3/98



MS. ELEANOR K. KAISER
DIRECTOR :

WE ARE OPPOSED TO INCREASED
RAIL TRAFFIC THROUGH LAKWOOD, ROCKY RIVER,
AND BAY VILLAGE, OFF OF NORFOLK AND SOUTHERN
LINE.

CONGRESSMAN KUCINICH SHARES THIS
OPINION AND IS FIGHTING TO RESTRICT ANY
ADDITIONAL RAIL TRAFFIC.

Yours Truly

A handwritten signature in dark ink, appearing to read "William J. Jones".

Jonas
600 Debbington Dr.
Bay Village, OH
44140-1919

ENVIRONMENTAL
DOCUMENT

January 7, 1998

Office of the Secretary
Case Control Unit
Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N. W.
Washington, D C. 20423-0001



Subject: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Community notification

Attn: Elaine K. Kaiser
Environmental Project Director
Environmental Filing

Good day,

Thank you for your letter directed to me as alderman on the Danville City Council on the above subject, giving notice that comments from the public are welcome. The following comments are submitted not as an alderman but as a property owner and resident of Danville at 311 East 3rd Street, Danville, IL.

My husband, Bill, and I share environmental and rail traffic concerns. Our property at 311 East 3rd Street (7.6 acres) abuts the Norfolk Southern Railroad bed northeasterly approximately 865 feet, between East 3rd Street and South Street, Danville.

Since our purchase of this property we have been very concerned about several areas the Draft Environmental Impact Statement addresses.

SAFETY:

A. Grade Crossing Safety

1. I challenge the number of trains the railroad indicated that run daily on the Norfolk-Southern line between Lafayette, Indiana and Tilton, Illinois.

2. Considering an engineer must actually see a red or green light before proceeding, the 3rd Street crossing (No. 479864Y) is blocked with gates down frequently each day. There have been several times that the 3rd Street crossing has been blocked for more than one hour and forty-five minutes (1' 45") and many, many times in excess of 20 minutes. The blocking of the 3rd Street crossing jeopardized our personal safety and compromises the integrity of our home in case of fire or other emergency. Our home within the city limits on the east side of the railroad bed, however the fire hydrant that would be used in case of a fire is west of the tracks. Blocked crossing - we have a big problem.

When the crossing has been blocked by a train for more than twenty (20) minutes we have called 911 to file a report and complaint. We have filed complaints with different departments in the City of Danville government: mayor, fire chief, police chief, and public works director, to no avail. **My personal feeling is: the railroad companies make up a multi-billion dollar empire with powerful P.A.C. support. When a gray-haired grandma calls 911 to complain about a train blocking 3rd Street in Danville, the railroad personnel smile at each other, say "So.....who cares!" and goes back to the "big board" in Atlanta.**

East 3rd Street is a **major artery for pedestrian and automobile traffic** traveling from South Gilbert Street east and then south/west to South View Middle School on Ninth Street and into a dense residential area. One solution to trains blocking the 3rd Street crossing is to build an overpass east on Fourth Street, from South Gilbert across the tracks to Highland Blvd.

Safety: you bet'cha I am concerned if rail transportation increases without the improvement of scheduling and/or building an overpass across the NS railroad bed.

3. I suggest that you secure documentation of fatalities at grade crossing in the Danville area.

TRANSPORTATION:

A: I realize whether we are in a **bull or bearish economy** the transportation of hard goods increases each year. The semi tractor/trailer industry can not move the products with as much efficiency as the railroads. I have no objection to the expansion of the railroads only if they solve the problem areas listed on your Proposed Acquisition Fact Sheet, i.e. safety, traffic, air quality, water quality, noise, cultural/historical resources and energy with **safety being the number one issue.**

AIR QUALITY:

A: With the increase in trains/diesel units, how much diesel effluent will be put into the air? Here I have special concerns since I am asthmatic and must continually medicate for irritants and allergens. The effluent particles invade homes and increase household chores with the homemaker continuously fighting dirt and dust deposits. How many additional tons of effluent will be discharged into the air adding to our pollution problems.

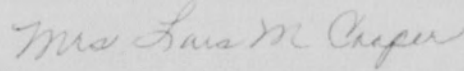
ENVIRONMENTAL IMPACT:

A: The steel in the rail bridge that spans the Vermilion River appears to be flaking. The integrity of this structure brings serious questions of safety. Will there be repair work done on this structure **before** increased rail traffic?

B: We walk in our woods frequently. We found bundles of railroad ties abandoned on our property along with remnants of steel beams. Will there additional environmental problems left un-corrected?

Thank you for allowing me to submit my comments on the Norfolk Southern and CSX Proposition. If I can furnish further information please write, phone or Email. A public hearing would negate mis-information that gets passed along during the finalization of proposition such as the NS/CSX/Conrail merger.

Respectfully,

A handwritten signature in cursive script, appearing to read "Mrs. Lois M. Cooper".

Mrs. Lois M. Cooper

311 East 3rd Street
Danville, IL 61832-7201
Email: lcooper@soltec.net
Phone: 1-217-446-7058

STB

FD

33388

1-7-98

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BUSINESS

ENVIRONMENTAL
DOCUMENT

WOMEN LIKE US

TO: Elaine K. Kaiser, Chief, Section of Environmental Analysis,
Surface Transportation Board

FROM: *Brenda Lee Richardson*
Brenda Lee Richardson, MSW
Consultant

DATE: January 5, 1998

RE: Comments on CSX & Norfolk Southern-Control & Acquisition



I would like to request a community meeting in Anacostia to discuss the proposed Conrail Acquisition. I have reviewed the information that you were so kind to send me through the mail. However, there are several issues that I am extremely concerned about:

- First, a community of color will be disproportionately exposed to poorer air quality with potential increase from 23.9 trains to 30.8 trains per day if this project is approved. This becomes an environmental justice issue that needs to be addressed.
- Secondly, if the air quality in this already distressed community is impaired what kind of responsibility will the company take for the eminent impact this will have on the public health of our children, seniors, HIV/AIDS population, cancer population, etc.?
- Thirdly, I am concerned about the safety measures as it relates to the public.
- Fourthly, the potential for noise pollution will increase and ultimately adversely impact this community. What kind of measures will be taken to deal with this issue as it relates to the health of the community?
- Fifthly, we certainly do not need anymore highway congestion in Southeast than we already have. The EIS does not clearly articulate how this will be addressed.
- How many residents from Ward 8 will be employed through this effort? As a proponent of environmental stewardship, my responsibility is to look at this issue as it relates to environmental justice, economic development and public health.

3008-24th Place, S.E. Washington, D.C. 20020 (202) 678-1978

Our natural resources in distressed urban communities are quite limited when we look at quality of life issues. I am concerned that the real issues that will ultimately impact the people that live and work near the railways are the ones who will ultimately suffer in the name of efficiency. Again, I would like to recommend a public hearing in Ward 8 at Young's Memorial Church where Rev. Herbert B. Chambers is the Pastor. He would be happy to open his doors to afford you an opportunity to address the community's concerns. Should you require any further information regarding this matter, please do not hesitate to contact me on (202) 678-1978.

Your attention and consideration in this matter is deeply appreciated.

cc: Councilmember Sandra Allen (Ward 8)
Councilmember David Catania (At-Large)
Damon Whitehead, Earthjustice Legal Defense Fund
Eric Olson, Natural Resource Defense Council
Robert Nixon, Earth Conservation Corps
Dorothea Ferrell, Barry Farm Public Housing Development
Rev. Herbert B. Chambers, Young's Memorial CDC
Rhoda Burwell, United for Change CDC
Robert Boone, Anacostia Watershed Society
Chris Niles, Surface Transportation Planning Project Washington
Regional Network/Intersect
Frazier Walton, Jr., Kingman Park Civic Association
Bev Baker, U.S. EPA/Anacostia Liaison

Belknap Freeman, PE

5 January 1998

119 HICKORY LANE
ROSEMONT, PENNSYLVANIA 19010

(610) 527-0146

Office of the Secretary
Case Control Unit
Finance Docket No, 33388
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

ENVIRONMENTAL
DOCUMENT



Attention Elaine K. Kaiser
Environmental Project Director
Environmental Filing

Re: Proposed Conrail Acquisition Draft Environmental State.

Dear Madam:

In conjunction with the window of February 2nd for response of comments on the above mentioned environmental statement, it would be appreciated if I might be in receipt of a copy of the draft Environmental Impact Statement to the Surface Transportation Board in respect to the Norfolk Southern and CSX acquisition of Conrail.

Thanking you in advance,

Yours truly,

A handwritten signature in cursive script, appearing to read "Belknap Freeman".



ENVIRONMENTAL
DOCUMENT

davis group

21360 CENTER RIDGE ROAD SUITE 101
TEL. 216 333 9665 FAX 333 9667
CLEVELAND, OHIO 44116-3286

JAN. 5, 1998

RE: FD 33388

STB -

Surface Transportation Board
Section of Environmental Analysis

RE: The Above proposal. We discourage
the passing of this proposal.

this is outrageous to increase this
in residential areas!

We oppose this from passing as
residents of Bay Village, Ohio + Homeowners

Mr Christopher S. HUND
456 CLAUDE RD

Mrs. Christopher S. HUND
BAY VILLAGE OHIO 44140



MANUFACTURERS REPRESENTATIVES EXTERIOR + INTERIOR SITE FURNISHINGS

A Division of InnerSpace Systems Incorporated

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INDIANA DEPARTMENT OF NATURAL RESOURCES

LARRY D. MACKLIN, DIRECTOR

Division of Historic Preservation
and Archaeology
402 W. Washington St., Room W274
Indianapolis, Indiana 46204
E-mail: dhpa_at_dnr@indiana.state.in.us
(317) 232-1646
(317) 232-0693 FAX

January 2, 1998

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW, Suite 700
Washington, D.C. 20423

Dear Mr. Williams:

We have reviewed the Environmental Assessment for the proposed acquisition and control of Conrail at Willow Creek and Alexandria in Madison and Porter counties, Indiana [FINANCE DOCKET #33388]. This review has been conducted pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. Section 470f) and implementing regulations found at 36 C.F.R. Part 800.

As long as the project remains within areas disturbed by previous construction, no known historic buildings, structures, districts, objects, or archaeological sites listed in or eligible for inclusion in the National Register of Historic Places will be affected by this project. However, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that work must stop and that the discovery must be reported to the Division of Historic Preservation and Archaeology within two (2) business days. Additionally, in the event that artifacts or features are discovered during the implementation of the federally assisted project, activity, or program and a plan has not been developed, it is the federal agency's responsibility to contact the Advisory Council on Historic Preservation in accordance with 36 C.F.R. Section 800.11(b)(2). Thank you for your cooperation.

Very truly yours,

for Larry D. Macklin
State Historic Preservation Officer

LDM:SLW:RSW:smg

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"EQUAL OPPORTUNITY EMPLOYER"



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NORTHEAST OHIO FOUR COUNTY REGIONAL PLANNING & DEVELOPMENT ORGANIZATION

969 Copley Road, Akron, Ohio 44320-2992

(330) 836-5731 • Fax (330) 836-7703

Christopher Smeiles, Chairman

Joseph Hadley, Jr., Executive Director

INTERGOVERNMENTAL REVIEW MEMORANDUM

TO: Elaine K. Kaiser, Environmental Project Director
FROM: Sylvia Chinn-Levy, Intergovernmental Review Coordinator
DATE: December 29, 1997
SUBJECT: Intergovernmental Review Initiation



PROJECT TITLE: Proposed Conrail Acquisition - Draft EIS

PROJECT RAI NO: OH971217-0198-DEIS

CENTRAL ADMINISTRATIVE UNIT

REC'D: 1/5/98

DOCUMENT # 1/5/98 348.2311

INTERGOVERNMENTAL REVIEW COMMITTEE MEETING: January 15, 1998

NEFCO has received the above mentioned project for initiation into the Intergovernmental Review (IGR) Process. According to the adopted IGR procedures, the NEFCO staff will initially review the project, gather comments from interested parties in the affected areas and present this information to the IGR Committee for consideration at **9:30 a.m., in the NEFCO Conference Room, on the date listed above.**

The IGR Committee recommendation will then be made to the NEFCO General Policy Board for official action, with the results of this meeting forwarded to your organization for IGR termination.

If you have any further questions concerning the Intergovernmental Review of your project, please feel free to call me.

Serving as the Area Clearinghouse for Summit County

STB

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1-2-98

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CITIES

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Serving as the Area Clearinghouse for Summit County