

Signed

Wm. H. Prasse	E. H. Reker
Ed Prasse	Henry Prasse
L. Kirchner	Henry Huges
F. Kaestle	Wm. Miller
W. F. Eckert	Chas. Elbrecht
George J. Eckert	J. G. Whigham
John Dahler	Albert E. McFarland
Jesse Dorsh	Chas. Havre
James Crane	Wm. Libby
R. H. Maxwell	F. W. Thorp
Henry Eckert	Henry Finkemeier
J. W. Clark	John G. Urban
F. R. Shepard	William Martin
J. H. Hussong	J. H. Bilkey
Henry Schwentker	T. W. Frances
Wm. T. Arnos, Justice of Peace	

2. Safety - Set up rules for prohibiting certain offenses against the preservation of peace, good order, and good morals.
3. Salaries.
4. Prohibit the running at large of certain animals; horses, cows, chickens.
5. The need for sidewalks.
6. Regulation of traffic.
7. The Budget for 1918.

\$	500.00	General Fund
	300.00	Health
	800.00	Safety
	<u>1,000.00</u>	Public Service Fund
\$	2,600.00	Total for 1918

MAYORS 1918 - 1967

Election to be held on October 13, 1917, 15 days from said petition, said election to be held at the South Euclid Town Hall on Green Road. Polls to be open 5:30 Central Standard Time

Resolution adopted Sept. 29, 1917

Trustees, J. Sulzer, A. J. Clark, John L. Fielitz, Louis Harms, Clerk.

On October 13, 1917 it was duly recognized as the Village of South Euclid. On November 6, 1917 a regular election was held to choose the village officials with 290 people voting.

Mayor	-	Ed C. Foote
Clerk	-	Paul Prasse
Treasurer	-	Jesse Dorsh
Marshal	-	J. H. Bilkey
Council	-	D. P. Hannan
		O. H. Whigham
		Wm. Miller
		Henry Faust
		D. E. Fierbaugh
		Fred W. Shepherd
Assessor	-	J. W. Hussong

School Board: - Dr. G. I. Bauman, E. H. Lepelmeier, B. E. Luster, M. A. Gates, W. R. Carson.

On January 7, 1918 the first meeting of the Council was held for organization at the South Euclid School House on Green Road. After organization, their first business included the following subjects: -

1. Transportation: Voted to ask the Cleveland & Eastern Railway Company not to increase the fare rate from Lee Road to Green Road.



Mayor Edward C. Foote

EDWARD C. FOOTE, Mayor 1918-1922

The challenge of Ed Foote's administration was to turn a farming crossroads into a village. During 1918, council's first problem was road

improvements. Mayfield road was unimproved and Green Road was a mud hole from one end of the city to the other during the spring time. Gradually the ditching was improved and cinders placed on some of the bad sections. Jack Bilkey was given the job of keeping the roads in repair at 50¢ an hour. He must have initially worked long hours because he submitted his first bill for \$480.65 on August 20, 1918. On October 15 of that year the council recognized the seriousness of the Spanish Flu epidemic and appointed Jack Bilkey the temporary Health Officer. Committees were formed to take care of roads, sidewalks, lights and building codes. Dr. J.E. Rowland was appointed Health Officer. Thus ended the first year of South Euclid with some progress made in making life in the village more pleasant.

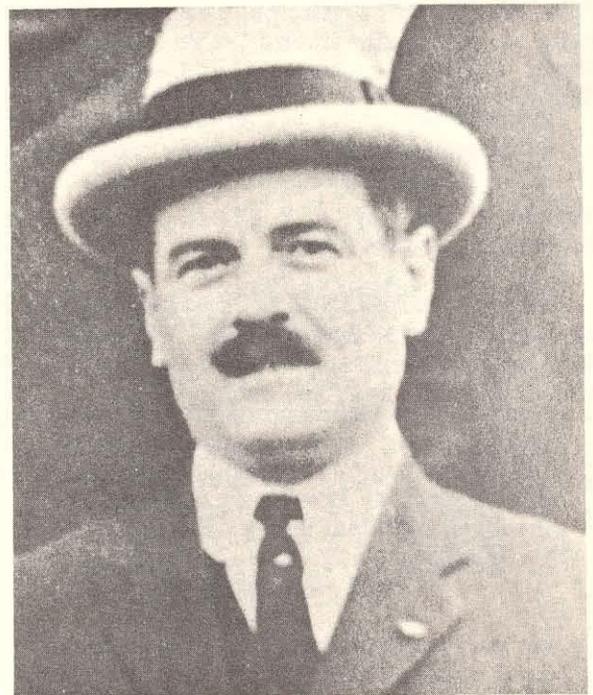
The School Board requested council to take action forbidding a "Game of Chance" to be played in some of the stores in South Euclid and that "loafing of boys and girls around the corners without parent's consent after 8 P.M. be forbidden. There was no action taken on either request.

In 1919 Jesse Dorsh resigned as treasurer and William T. Arnos was named successor. After purchasing a road scraper for \$86.00, they were ready for road improvements. The stone companies were given permission to remove stone beneath Green Road. Also in 1919 they created a sewer district for South Euclid. The main sewer was routed down Nine Mile Creek with the outlet on Ivanhoe Road. Sidewalks were built on Green Road. Bayard, Wilmington, Whitford, Stonehaven, Miramar, Stillmore, Wyncote and Verona Roads were improved.

On August 20, 1919 the council passed an ordinance for the purpose of procuring land for the village on Mayfield Road just east of Sheffield Road. The Citizens League had backed the proposal for the acquisition of the nineteen-acre Marian K. Stage property on the northwest corner of Mayfield and Green Roads to be divided as follows:

- Board of Education - 7-1/2 acres, later to be Victory Park School.
- Village of South Euclid - 2 acres, planned for a Village Hall site in front of Victory Park School. The city still owns this parcel of land including the War Memorial and gardens.
- The Group Plan Realty Co. - 9-1/2 acres, which is the present business frontage.

Ordinances were passed to obtain city water for South Euclid and water mains on Green Road and both sides of Belvoir Boulevard from Mayfield to Cedar Road. With city water and the mains installed, lights were then placed on the village main streets. On December 16, 1919 council took an option to purchase the Public Hall site from Marian K. Stage for \$2500 and later consummated the sale with an additional \$4,728.78. Victory Drive abutting the Town Hall site was then graded. During 1920 more streets were improved, water mains and sidewalks installed. Street lights were added along Mayfield Road. The first Zoning Commission, including members Earle Martin, Kenneth R. Taylor, F. J. Langer, G. H. Knappenberger and Clay P. Hellwig was established to protect property values.



Mayor Charles Havre

CHARLES HAVRE - Mayor 1922-1928

When Charles Havre was installed as Mayor, the Village was undergoing growing pains. Continuing to press for completion of the improvements that we already started, the new Mayor's first obstacle was the cession of one large block of land from South Euclid to Cleveland Heights which included today's Quarry Drive, Keystone and Northampton. South Euclid's first gas station was erected in May 1922 in front of the M. D. Stone property. Mayor Howard of the village of Idlewood (University Heights) asked South Euclid to help pay for lights on Cedar

Road. The old Town Hall was repaired and water added. House numbers and street signs then began to appear.

On June 21, 1923 the first Traffic Policeman, J. A. Faulkner was placed at Mayfield and Green. Being a dangerous job, council was soon asked to purchase a traffic semiphore for this intersection.

The city had its sewer system in use in 1925. With more roads paved, South Euclid was then served by the Chesterland and the Cain Brothers Bus Companies. In 1927, the Village acquired its first electrical signal traffic light at Green and Mayfield. On February 10, 1925 South Euclid legally went on Eastern Standard Time.

During the 20's South Euclid attained state-wide reputation from its all champion basketball teams. Boys and girls teams were in every class. The Tennant Girls, playing under boy's rules, met all challengers. The Tennant Boys played anybody, anywhere, anytime. The Sperry and Davis Hardware team took care of the rest. John Welser, constituting the Athletic Department of the South Euclid Brush High School, found time to coach almost all basketball teams in town. The South Euclid High School boy's Class A Basketball team had a record of seventeen straight victories in the Cuyahoga County Class A. League during 1923, 1924 and 1925. Stars of the team were "Mac" Palermo, Tony Nichols, Tommy Crebbins and Johnny Bailey. The Class B team was also an excellent team at that time. Ernst Hugel, Robert Thorp, Cleo Knappenberger, Bob Keberdle, John Palermo, Steve Musto, John Rowland and Alfred Scholtz were the mainstays.

When the late Calvin Coolidge became President of the United States, South Euclid had eight registered Democrats. The KuKlux Klan burned a fiery cross and held a bedsheet parade at Mayfield and Green without a policeman in sight. Every Saturday evening the South Euclid Band gave a concert in front of the Green Road School on Mayfield Road.

The Arnos Block located on the southeast corner of Green and Mayfield Roads, was completed in 1924 and was three stories high. South Euclid also had a Chamber of Commerce. The Woodman Hall (Quiggan Heating Company) boasted the best dance floor between South Euclid and Chardon. Saturday evening dances were lively successes. Jim Hannan was the unofficial mayor of Bluestone. Lew Henderson ran a blacksmith shop at the corner of Mayfield Road and Sheffield, which he rented from Lawrence Kirchner, to supply needs of farmers remaining in business.

The Euclid Railroad at Bluestone was anticipating a rapid transit over the Belt line to downtown Cleveland. At this time the Belvoir Boulevard area was a big problem for village officials. William T. Arnos, South Euclid pioneer from 1905, became an outcast for trying to convince the village officials that Belvoir Boulevard would someday become one of the most beautiful residential streets in South Euclid. They usually walked out on him when he would start describing the Boulevard extending from Shaker Heights to Euclid Avenue.



Mayor C. H. Quackenbush

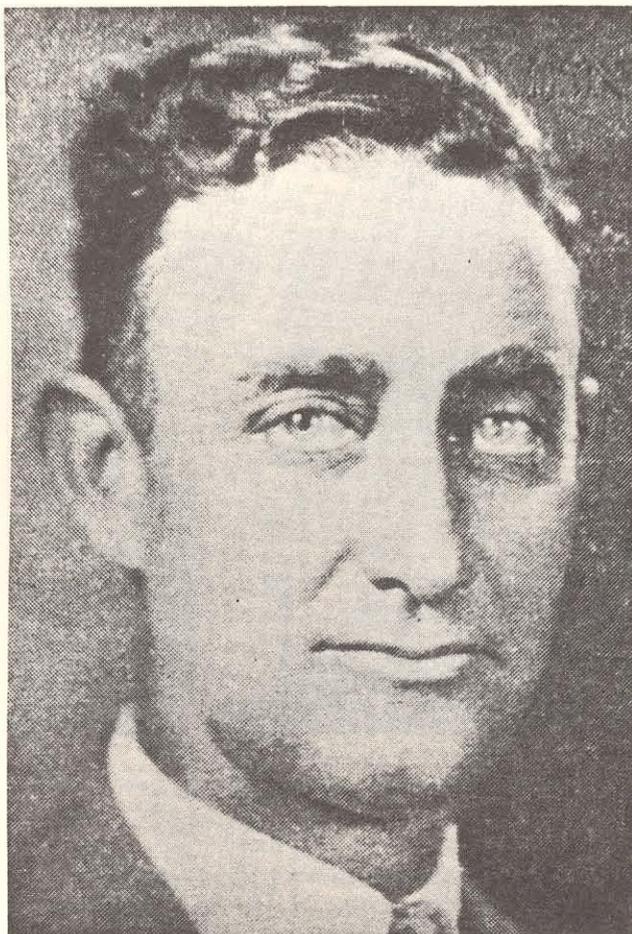
C. H. QUACKENBUSH - Mayor 1928-1930

South Euclid boasted of a flying Mayor, C. H. Quackenbush reported to be a millionaire, who actually owned and flew an airplane. He made the front page of hundreds of newspapers when he flew his plane from California to Cleveland to attend a South Euclid Council meeting. Because of business obligations he was absent from South Euclid much of the time and Frank Smith was then the acting Mayor.

The East Ohio Gas Company began laying its first gas mains in South Euclid in 1928. The first gas served was a mixed gas (water gas) from the Diamond Alkali plant at Fairport, Ohio. Several years later mixed gas was discontinued with the incoming use of natural gas.

South Euclid was heading into a real financial problem. All real estate companies in town wanted the sewer, water, sidewalks and paving installed, on credit, in their allotments so they could sell the lots and have the purchaser pay the bill. The scheme failed when sufficient people failed to buy the lots or build homes.

In August 1929 Council passed a resolution to acquire more land to establish a county road, later to be known as Belvoir Boulevard. Arnos's dream was coming true.



Oliver H. Whigham, Mayor

OLIVER H. WHIGHAM, Mayor 1930-1932

By 1930 South Euclid was heading deep into the Great Depression. Many of its residents were members of the building trades and all building had stopped. People either had difficulty or could not pay their taxes causing some to lose their homes. The South Euclid Savings and Loan Company had to close all withdrawals in order to save the institution and protect various properties. The citizens then had no access to their savings to help

them during the emergency. Price of all goods and foodstuffs steadily declined with little or no money to take advantage of the bargains. Mayor Whigham kept the village running the best he could during these hard times.



Douglas G. Oviatt, Mayor

DOUGLAS G. OVIATT - Mayor 1932 - 1945

Mayor Oviatt led South Euclid through its most critical period. He became Mayor when the Depression was at its worst, seeing that South Euclid received WPA help from the government wherever practical and thus obtained jobs for many that held families together. Slowly work began to increase. In spite of all the adversities, the village grew and by 1940 the census indicated South Euclid attained 6,146 residents. This was sufficient for the village to become a city. In June 1941, South Euclid officially became a city with a five day celebration: "Howdy Neighbor", a parade, Treasure Hunt, display of Homes, a banquet and other special events sponsored by the various organizations.

South Euclid, with the rest of the country, was soon thrown into War. The Mayor, City Council and all the residents extended their energies to help the war efforts and set up committees to implement the various phases.

The basement of the old post office building on Rushton Road was used as headquarters for the various defense committees and programs. Rationing Boards were established in one of the store buildings in the Brott Block. All of the city citizens including the youngsters did their part in the War effort. Civilian Defense, Red Cross, Scrap and Salvage Collections, Neighborhood Fronts, the sale of War Bonds and War Stamps and work in the defense plants of eastern Cuyahoga County were all part of this effort. South Euclid citizens sent more than four hundred of its sons and daughters into the Armed Forces by 1944. The "old Town Hall" was active almost twenty-four hours a day, seven days a week. Routine duties of municipal government were almost crowded into a corner by the activities of the Civilian Defense headquarters, the Rationing Board headquarters and the meetings of the many wartime Civilian Defense Committees. In order to relieve the congestion at the South Euclid City Hall, the Council had established what was known as the South Euclid War Center at 4443 Mayfield Road in the heart of South Euclid Business District.

South Euclid's war plants may have been small, however, they produced exceptionally fine machine tool products for the Ordinance Department of the U.S. Army.

South Euclid pioneered the "Neighborhood Front" movement with the second Neighborhood Front unit of the nation being organized in the South Euclid City Hall by Mr. Albert Cornsweet. It was the Belvoir-Terrace Neighborhood Front and in time every neighborhood was organized into a Block Plan to carry on the collection of tin cans, scrap, grease and rubber and to keep the residents informed how best they could help in the war effort. Rationing Board No. 18-22 watched over the supplies of various commodities and handled the ration books for meat, canned goods, sugar, shoes and gasoline. Air Raid Wardens patrolled the streets at night; the Red Cross set up a Blood Donor's committee in addition to their regular projects. A Rescue Squad was organized under the direction of Howard Snelling, consisting of men of all ages and professions. Mrs. Karl N. Keller was Director of the Neighborhood Fronts. Auxiliary Firemen were organized and trained to assist the regular firemen in case of a disaster.

The citizens of South Euclid did an outstanding job of buying War Bonds and War Stamps. The sale of War Bonds at the South Euclid Post Office averaged approximately

\$25,000.00 a month with about \$6,000.00 more per month being spent for War Stamps. The A.W.V.S. operated a War Bond and War Stamp booth in the Wheeler 5¢ to \$1 Store with Mrs. Mary Ellis in charge. There were seven War Bond Drives.

Reverend David S. Lamb, pastor of the South Euclid Methodist Church, maintained a regular weekly news letter service to more than four hundred men and women in the service. He continued this project until the end of the war with letters sent to virtually every man and woman in the service from this area, regardless of religion. In all, more than 30,000 pieces of literature were mailed. Another faithful group were the Blue Star Mothers, organized on February 19, 1943 with Mrs. Ethyle Culp as President. Their purpose was to help in the war effort by rolling bandages, sending gift packages to service men and women and volunteer work at the Crile, Marine and Brecksville Hospitals. After several years of excellent work, they finally disbanded in 1949 and gave a gift of \$50.00 to the South Euclid War Memorial Fund Committee.

At the end of the war, South Euclid mourned her 23 sons who were killed or missing. The men lost in World War II include:

William Bailey	George R. Gruehl
Kenneth Baker	Jack F. Hageman
Howard Bennington	John C. Lanese
Marino Carfagna	Theodore Maillet
Thomas F. Conroy	Jack R. Mason
Franklin Curtiss	Edmund D. Montagano
Howard W. Davis, Jr.	Gordon J. McKnight
Walter Dzieranowski	Norman W. Peters
John J. Eberling	Richard Petersen
John H. Eckert	Wm. B. Renkenberger
Betram D. Feinman	John Salvatora
Wm. J. Tartler	

On Sunday, September 11, 1949 at Memorial Park at Mayfield and Victory Park Drive, the South Euclid Memorial Fund Committee under Michael A. Montagano, Chairman, presented the South Euclid War Memorial to the City honoring the above. Addresses at the dedication of the War Memorial were given by Reverend David S. Lamb and Honorable Frank J. Lausche, Governor of Ohio. The presentation of the War Memorial was preceded by a parade headed by L. C. Maxwell, Grand Marshal.



South Euclid Memorial Park

South Euclid also mourned her sons who were killed or missing in action during the Civil War, Spanish American War, and World War I. The men who were lost in these wars include

Civil War 1861-1865

Color Sergeant Frank Prasse, a member of the Union Army, killed in action at the Battle of Chancellorsville

Spanish American War 1898-1899

Frank Weigand

World War I 1917-1918

Sergeant S. P. Whalen, 37th Division. Killed in action in France, August 18, 1918.

Corporal William C. Fark, Co. C, 38th Infantry, Wounded October 9th, 1918 and died as result of wounds on August 3, 1919.

Private Henry F. Faust, Co. B, 308th Military Police. Died of lobar pneumonia at Le Mans, France on March 3, 1919.

Private Arthur H. Fielitz, 33rd Co, 158th Depot Battalion, Died at Camp Sherman, Ohio.

Memorial Trees were planted by the South Euclid-Lyndhurst Chamber of Commerce, on May 29th, 1924 in front of Victory Park School. The bronze markers were placed at the trees at a later date in memory to the men who lost their lives during World War I. On November

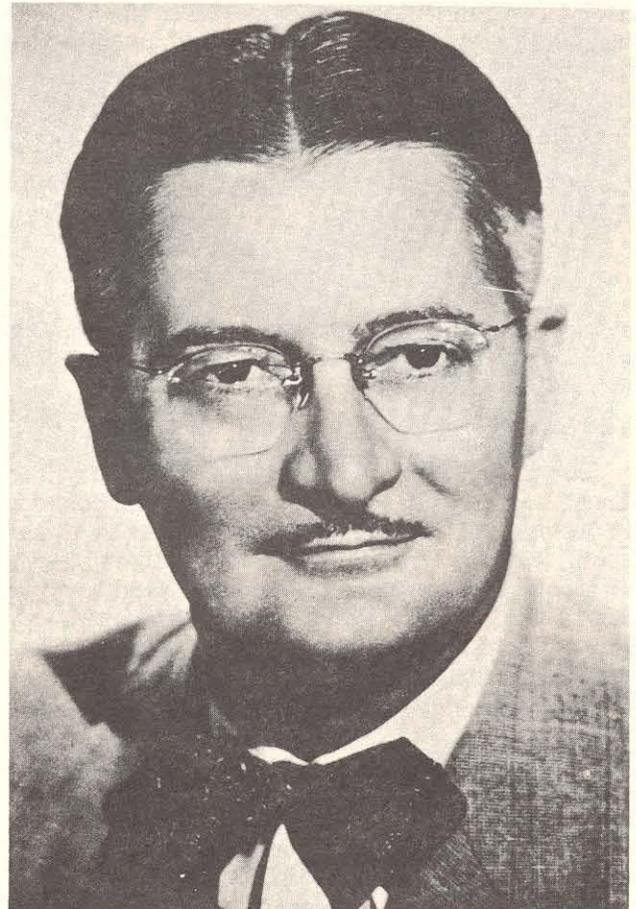
12, 1956 a Memorial Plaque was placed in the South Euclid City Hall with the following message for the men who lost their lives in the Korean War.

In memory of our men and women from South Euclid who served in the Korean Conflict 1950-1953 and in particular honoring

Paul Monroe	U.S. Army
Chester Fibich	U.S. Army

Vietnam War:

Hospital Corpsman Thomas A. Conklin
who made the Supreme Sacrifice



Mayor Lloyd N. Reynolds

LLOYD N. REYNOLDS, Mayor 1946-1948

When Peace came in 1945, the City of South Euclid had badly worn equipment with few experienced operators left. In the fall of that year Lloyd N. Reynolds was elected mayor. Mayor Reynolds promoted a levy for the purchasing of a Dodge Truck Pumper for the Fire Department. Cost of the pumper was approxi-

mately \$11,000. The levy was passed by the voters and the pumper was put into service in 1947 and is used today as an extra vehicle by our Fire Department.

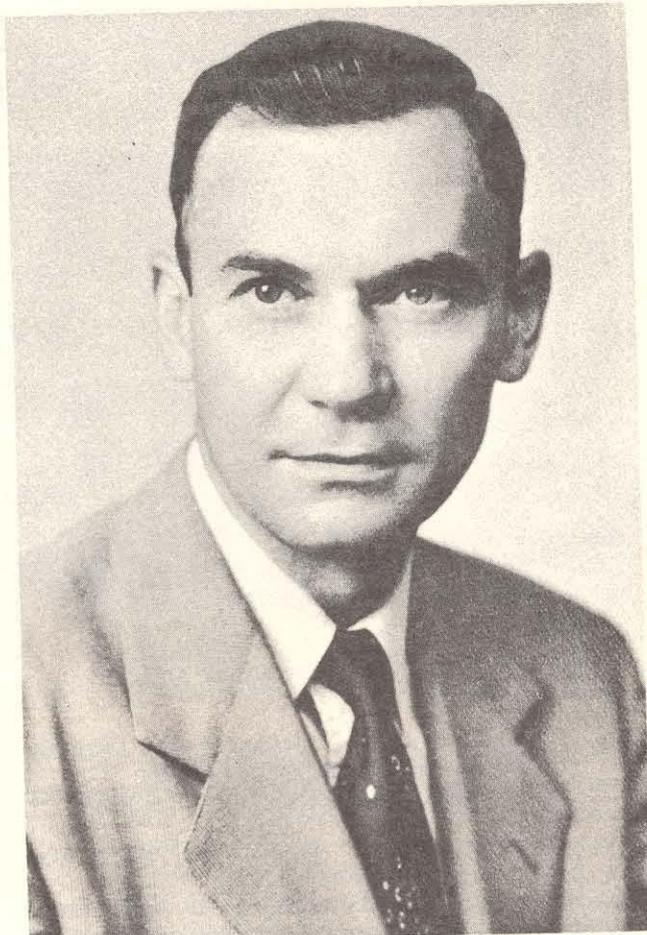
From 1898 until 1926 South Euclid was served by an interurban street car line "The Cleveland and Eastern Traction Co." Although service was good, the automobile and bus competition made it obsolete in the 20's and subsequently went out of business. For two years following World War II the citizens were served by ancient buses from the end of the street-car line at Mayfield and Warrensville Center Road. In 1947 the bus system was bought out by the Redifer Bus System who offered direct service to Cleveland's Public Square with a ten year exclusive franchise with no transfer privileges to any C.T.S. line. This was opposed by a majority of the council who favored a CTS operated bus with transfer privileges to all parts of Cleveland. A proposal was made that South Euclid go into the bus business with CTS operating the buses and giving transfers to the CTS lines. There was opposition against using any city money to enter into the "Utility Business" although it was argued the proposal would reduce fares and transfers and yet provide South Euclid with CTS service on Cedar and Warrensville Center Roads where Redifer was not prepared to furnish service. Notre Dame College had to hire Special CTS buses for their students.

Mayor Reynolds proposed and had special nose-in parking lanes installed in front of the Brott and Arnos buildings to try and rid Mayfield Road parking because of the traffic congestion.

GEORGE J. URBAN, Mayor 1948-today

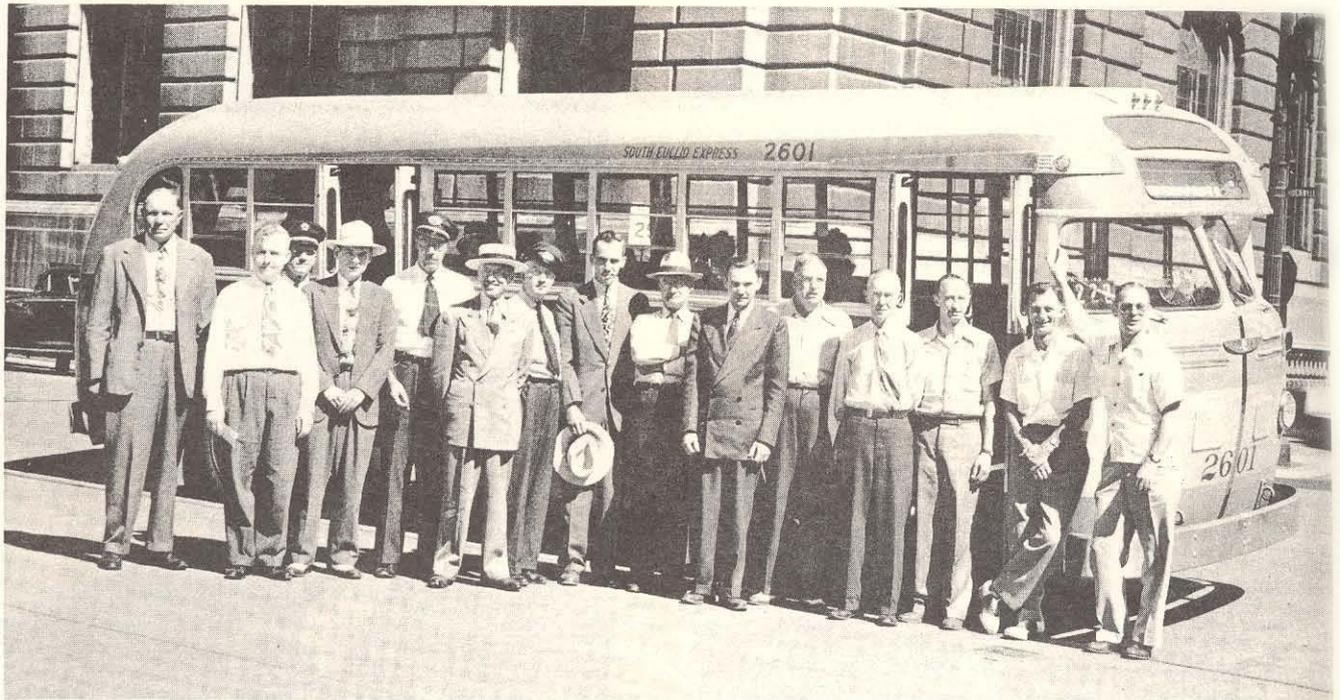
In 1948 South Euclid bought four buses and started through bus service to the Cleveland Public Square. The people of South Euclid and Notre Dame College saved both time and money. In 1949 the CTS bought out the South Euclid line and have served the city since. Also in 1949 the first paving projects were started since the 20's. Colony and Eastway Roads were the first to be paved. The city was in a period of tremendous growth with demands for more services and utilities. During the period from 1946 to 1950 the population doubled with 15,432 in 1950 and again doubled by 1966 with a population now of approximately 30,500.

There were no city parks in the city in 1948. At that time the Mayor and Council instructed the city solicitor (Law Director), L. J. McGurk, to bid on all the sheriff sale properties offered



Mayor George J. Urban

by the county in South Euclid after telling the audience bidding that it was for South Euclid Park purposes. The outcome was gratifying with numerous pieces purchased at \$10.00 even though the city had to pay the county and school taxes. With help from Lowell Starkey and the late E. A. Plazer, the city started to plan the 21 acre Bexley Park, the 11 acre Quarry Park and in 1963 Mr. Sam Weiser donated 9 acres to the city along Nine Mile Creek north of Princeton Boulevard for park purposes. A park board was established by council in 1962 and has since guided the development of our parks. A shelter house, donated by the South Euclid Lions Club, was erected in Quarry Park. This park now contains a swimming pool, tennis courts, baseball diamonds, a picnic area and play fields. The shelter house in Bexley Park was donated by the South Euclid-Lyndhurst Kiwanis Club. Bexley Park also contains a swimming pool, baseball diamonds and play fields. In 1966 a permanent Band Stand was erected by donations from the Federation of Musicians Union Local No. 4, The South Euclid Lions Club, The South Euclid-Lyndhurst Kiwanis Club

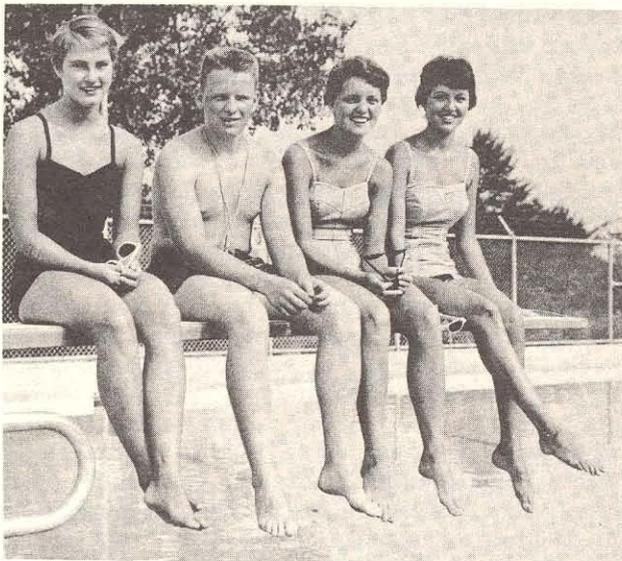


Left to right - Martin Schmies, Larry McGurk, Driver, Godfrey Hoffmeyer, Bus Driver, Inspector, Bus Driver, Unknown, Unknown, George Urban, Sam Monda, Ed Hahn, Dwight Charles, Will F. Reiff, Jr., Thurston Rowland

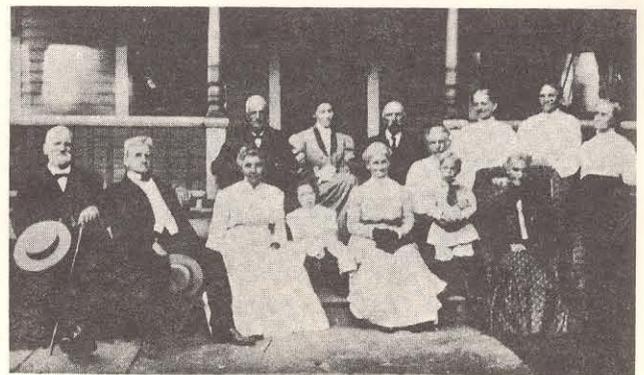
South Euclid's First Bus - 1948

and by popular subscription in the memory of the late Councilman, Anthony Carlone. Councilman Carlone had played an important part through the years on the program for South Euclid Day which has been held on the first Sunday in August. South Euclid Day has been a very popular affair during the summers with a parade, sporting events, swimming exhibitions,

concessions, educational displays and the evening program. The evening program included special entertainment ending with a display of fireworks. Attendance numbering 15,000 people have been present during the evening program. The tradition of South Euclid Day or South Euclid Homecoming Day has prevailed for many



South Euclid Pool Scene



First Row Front: Mr. Quilliams (Road named for him, Dr. Burton, Mrs. Gebauer, Alda Hussong, Mrs. Mayme Spencer (Sam), Adria Hussong, (Harvey Hussong on lap), Margaret McFarland
Second Row: J. H. Hussong, relative of Dr. Burton, Wm. Telling, Mrs. Mary Ann Ruppel (Wm.), Mrs. Wm. Telling, Mrs. Quilliams

Homecoming - South Euclid - 1888



Left to Right: Earl Burt; Kenneth Ried; Harvey Hansen -- Service Department - 1938

years. The oldest record of one is a picture of early South Euclid people taken on the occasion of a South Euclid Homecoming in 1888. Other summer events for many years are the South Euclid Lions Club Carnival and The South Euclid-Lyndhurst Kiwanis Ox Roast held on the City property in front of Victory Park School. Swimming during the summer was very popular. Another swimming pool was built at Victory Park School on land purchased from the school board so all South Euclid children could walk to the pools. In 1966 the water was heated and swim classes provided.

In 1949, the council negotiated the purchase of eight acres on both sides of Monticello Boulevard for our Service Department's development. After a bond issue for such was passed by the voters, a 100 ton capacity incinerator was built in 1954. The modern service garage followed as did modern equipment and more personnel. For eight consecutive years, South Euclid has won a distinguished Achievement Award in the National Cleanest Town Contests. This was accomplished under the direction of Walter DePasquale. The latest Cleanest Achievement Award was presented to the City in Washington D.C. on February 21, 1967.

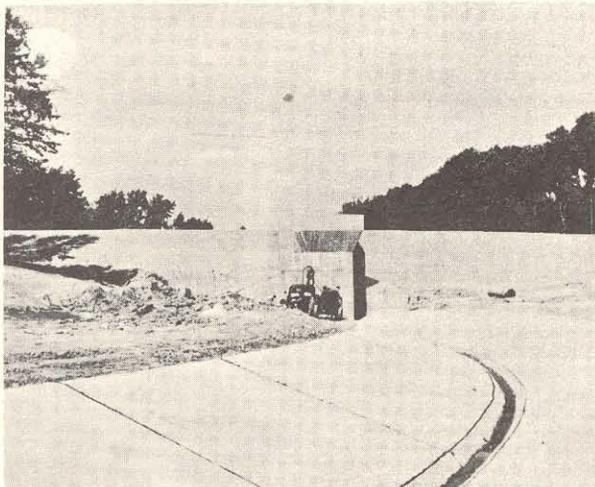
Until 1948, the city was served by a combination Service-Safety Director: Ed Larson under Mayor Oviatt and Eric Pickersgill under Mayor Reynolds. In 1948, the duties were split into two parts with the Safety Director being a part-time employee. Robert Moorehead was Safety Director from 1948 to 1952, Joseph C. Schulte was Safety Director from 1952 to 1954. Gary H. Gold has been Safety Director since 1954. Robert Moorehead started to expand the police



Belvoir-Mayfield Flood - June 1, 1959

and fire departments to keep pace with the growing population. This was continued by Joseph Schulte who reorganized the Fire Department from a Volunteer group with only three regulars to a full time well equipped department with today's 36 men. Interim Chief Henry Meyer, who has been with the Cleveland Fire Department for 35 years, was hired by Joseph C. Schulte. When Gary H. Gold became Director, expansion of personnel and equipment continued in both the fire and police departments with the present chiefs having been sworn in during this time. In 1948 we established our own police and fire radio station on the same frequency as the Cleveland Heights department. The system continues today with new equipment costing \$40,000, having been put into service in 1965.

In 1939, a Charter Commission submitted a charter that failed to receive a favorable vote by the citizens. Another Charter Commission was elected in 1952 and its recommended charter adopted in 1953. Since then several amendments have been adopted and in 1964 a Charter Review Commission was elected that proposed eight amendments that were adopted in 1965. In December 1951 Mayor Urban conducted the last Mayor's court in South Euclid as our current Municipal Court was in operation in January 1952. Lawrence J. McGurk, the former Justice of the Peace and City Law Director, from 1948 to 1951, became our first municipal Judge in South Euclid. He was succeeded in 1959 by Judge Jerome Klein who holds the position to-day.



Langerdale Retention Basin - dam site

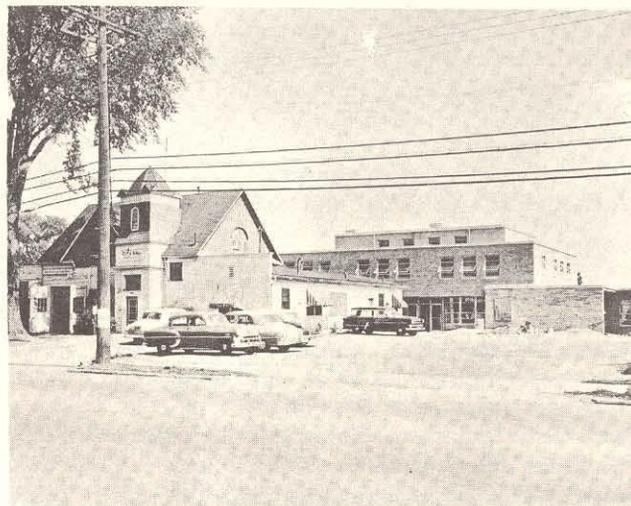
In the early 30's South Euclid was in debt approximately \$4,000,000. in bonds and the assessed value of all property in the village was about \$11,000,000. Lester Askue, was first a Councilman in the 30's and in 1943 became our City Clerk and Finance Director. With an excellent banking background, he ably advised council. No debts were forgiven and with the "Gallagher Act" plus FHA aid our \$4,000,000 debt was paid in full by 1954. Clarence Lewis has continued Mr. Askue's policies since his retirement in 1960.

Young children caught fish in Euclid Creek in the 1920's until the stream became too polluted for the fish to live in. Flooding became more frequent and severe as more homes, driveways, roads and streets and impervious areas increased the rain runoff. South Euclid started to correct as much of the flooding and pollution as was in their power. House to house surveys were made in the 1950's to find and repair improper and incorrect sewer connections. In 1957 a \$900,000. Bond issue was passed to correct drainage defects and flooding. Fish once again lived in Euclid Creek. The largest project undertaken for flooding relief was the Langerdale Retention Basin. This project was held up for years by Court action and finally built and completed in 1966. The city also aided homeowners in flooding areas. In these critical areas, outside connections are provided gratis when the owner pays for installing overhead plumbing inside his home. This aid to homeowners in critical areas prevails today.

The original zoning regulations in South Euclid, passed in the 1920's, had grown obsolete in many

places by 1950. The Regional Planning Commission re-wrote the Ordinances and in 1963 the City hired Alan Foneroff to perform a "701" study with 2/3 Federal Funds and the city paying 1/3. Zoning is for the benefit of all the citizens in the community. Parking became a problem near many businesses. In 1963, the city established public parking on both sides of Green Road south of Mayfield. In 1966, the large Stanhope parking lot at Warrensville Center and Cedar Road was opened. The one and a quarter million dollar Monticello Boulevard Bridge was built across Euclid Creek by the County in 1955 thus opening a new area. This provided a traffic thoroughfare connecting Wilson Mills, Green Road and Monticello Blvd.

The old Town Hall had outlived its usefulness and was replaced by a new modern Municipal Center in November 1954. The building currently houses the administrative offices, including Building Department, Finance Department, offices of the Commissioners of Roads and Parks, Sewers and Properties, Refuse Disposal and the Police and Fire Departments complete with the firemen dormitory. Council Chamber and Court, Offices for the Judge and Law Director and their staffs are also included in the building. The building was constructed at a cost of \$500,000. where the previous \$1500. valued Town Hall existed. The old Town Hall was built in 1899. The current City Hall was dedicated in January 1955.



Old City Hall and New