

Franchester Estate Doomed by Cleveland Clinic?



The Cleveland Clinic appears to be determined to continue its callous destruction of Cleveland's architectural masterworks.

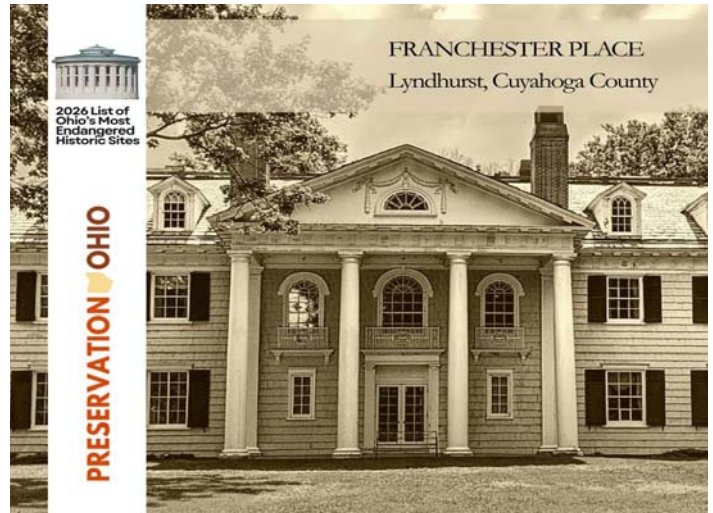
After demolishing Philip Johnson's Cleveland Playhouse in October 2023, the Clinic also demolished the exceptional TRW/ Northrop Grumman Headquarters designed by Dirk Lohan, grandson of Mies Van der Rohe. At that time, *NEOTrans* reported that while the TRW HQ on the Bolton Estate was being demolished, the Franchester residence would be preserved by the Clinic. But now, rumors persist that the Clinic is planning to demolish Franchester, the history-rich estate of former congresswoman Francis P. Bolton.

Franchester was gifted to the Clinic by TRW as it was being acquired by Northrop Grumman in 2002. The Clinic has utilized Franchester as a guest residence and events center for prominent visitors, though in recent years, it has stopped maintaining the house to an acceptable standard. The not-for-profit Clinic's annual revenue of \$12 billion has seen net operating expenses of approximately \$10 billion, necessitating the Clinic's continuation of its building boom internationally to maintain its non-profit status.

Franchester was the home of Chester C. and Frances P. Bolton. Chester Castle Bolton was born in Cleveland in 1882, the oldest of five sons. Chester's father, Charles Bolton was a prominent local industrialist - Hanna Mining - and business leader, and his mother Julia was the daughter of William Castle, who had served as Mayor of Cleveland in 1855-57.

Chester Bolton attended University School in Shaker Heights and went to Harvard, returning to Cleveland in 1907 when he married Frances Payne Bingham, who also came from a long line of Cleveland industrialist and philanthropic families. Early in their marriage, the couple purchased land in Lyndhurst for their home. Chester engaged his Harvard roommate architect Prentice Sanger to design the Georgian Revival frame colonial for their home.

Construction of Franchester was completed in 1917. The 27,300-square-foot home is positioned on a southwestern parcel of the 110-acre farm that abutts Mayfield Country Club. Bolton began his political career as a Lyndhurst councilman, then in the Ohio Senate, followed by terms in the US Congress. Early during his public



service, Bolton cultivated a deep interest in breeding Guernsey dairy cattle. He began raising the cattle on his land in Lyndhurst, building his herd to nearly 200 head at Franchester Place.

Chester Bolton passed away in 1939 while serving his fifth term in the House of Representatives. Frances was elected to complete the term and went on to represent Ohio's 22nd District for another 29 years until her defeat in 1968. Throughout both careers, Franchester Place served not only as a dairy farm but as a gathering place for business and political events hosted by the Boltons. Though she maintained other homes, Frances continued her legal residence at Franchester Place until her death in 1977.

The Franchester colonial revival residence is noted for an unusual feature: A living room decorated with paneling from an English manor house once occupied by 19th Century renowned British Royal Navy officer Lord Nelson and Lady Hamilton.

The house and large working farm were noted for its herd of prize Guernsey cattle. Franchester figured in the Boltons' generosity to the community when they donated a tract of adjoining land for the creation of Hawken School. Near relations built grand houses nearby. The property is heavily wooded, and notable for its extensive stonework, lawns, and gardens. The house itself is a distinguished survivor, an evocative remnant of a lifestyle that is now appears threatened by the Clinic.

On 2-3-26, Charles Bolton requested that the Clinic reconsider its decision to demolish Franchester, proposing potential uses for the property. Clinic CEO Tomislav Mihaljevic responded the next day, informing Bolton, "While we are evaluating our entire real estate portfolio, we do not have plans for the demolition of the residence. We would love to find the appropriate solution for the residence and will gladly explore various options." The Clinic is also rumored to be poised to demolish the historic Drury Mansion on Euclid Avenue. We will all stay tuned.

NEORSD's SHADY DEALINGS ON SHAKER LAKES

"They promised to save this lake:" Sewer district's shocking reversal ignites community fury

Updated: Jul. 26, 2025, 6:30 a.m. | Published: Jul. 26, 2025, 6:30 a.m.



The bridge over the spillway at Lower Lake is a social gathering place and beauty spot on the roughly 1-mile of dirt trails, multi-use paths and sidewalks around the body of water. After saying it would preserve this lake, the Northeast Ohio Regional Sewer District is breaking its promise and wants to destroy it. Steven Litt, cleveland.com



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Goodbye, Shaker Lakes? Northeast Ohio Regional Sewer District recommends draining Lower Shaker Lake in stunning reversal

News



The manner in which NEORSD has handled the issues associated with maintaining – or not – the Shaker Lakes in the last few years has been a disgrace. Whether NEORSD's conduct has been a product of dishonesty or incompetence, neither alternative is acceptable.

NEORSD, by threatening to withhold contribution for the dam repair, previously wiping out Horseshoe Lake, delivering instead a rough meadow, while promising instead to maintain the balance of the Shaker Lakes. Now, NEORSD has come back, alleging its modeling was flawed and alleging it must now also destroy the balance of the lakes, and will pay for no other solution.

In early December, Cleveland attorney Erin Flanagan – also a Cleveland Heights resident - penned a blistering recap of the conduct of the Northeast Ohio Regional Sewer District concerning the Shaker Lakes and prior public assertions and agreements which NEORSD has now reneged on.

Flanagan has stated, "This past summer, the Northeast Ohio Regional Sewer District (NEORSD) confirmed plans to begin construction in January 2026 that will bulldoze more than 25 acres, fell more than 1,000 trees, and pave an access road through the bed of Horseshoe Lake. Branded as "stormwater management," the project would erase a historic landscape that has shaped Cleveland Heights and Shaker Heights for nearly two centuries. It can still—and must—be stopped. Residents must insist on lawful review and the preservation of a nationally protected landscape."

"The Shaker Lakes are not utility containment projects. They are part of a federally recognized historic landscape: the Shaker Village Historic District, listed on the National Register of Historic Places since 1980. That protection predates NEORSD itself, and came decades before NEORSD introduced its "Regional Stormwater Management Program" and self-defined "Doan Brook Corridor." NEORSD is now attempting to impose engineered conveyance structures over an existing park system—the very landscape that the National Register designation was meant to preserve."

"NEORSD is an overlay, not a steward—a modern sewer-infrastructure district superimposed on a pre-existing public park and heritage landscape. Created in the 1970s to handle wastewater and runoff, it was never empowered to redesign or erase public reservoirs that have served generations for recreation, wildlife, and civic identity."

"The deeper problem is accountability. NEORSD's board is appointed, not elected; it answers upward to state auditors, not outward to local voters. That is the difference between community stewardship and bureaucratic control. The Shakers built their reservoirs for shared life and purpose. NEORSD manages pipes and drainage. Horseshoe Lake deserves the first kind of care, not the second."

"In 2020, under a claimed "emergency," NEORSD breached the Horseshoe Lake dam and drained the reservoir without completing the federal review required under the National Historic Preservation Act (NHPA). Since then, the basin has deteriorated while sediment from the breach continues to erode and bury portions of the protected Horseshoe-Lower Lake riparian landscape. The damage is real—but not irreversible."

"Now NEORSD proposes to remove the Lower Lake dam—a legally questionable step that the Ohio Department of Natural Resources has not required or recommended in its most recent inspection report."

"The Shaker Lakes' stone millwork, contours, and 19th-century design remain beneath the surface. With lawful oversight and informed restoration, the lakes can again serve as open, reflective centers within the protected Shaker Lakes landscape."

"The Section 106 review required by the NHPA must occur before any action affecting a protected site, yet it was never completed. Both the U.S. Army Corps of Engineers and the Ohio State Historic Preservation Office (SHPO) have long recognized federal involvement, which should have triggered that process. The Advisory

NEORSD's SHADY DEALINGS ON SHAKER LAKES



Council on Historic Preservation (ACHP) still has time to fulfill its duty—in public view, not after the fact.”

“Local governments must now show diligence, not deference. The Section 106 process guarantees community participation in federally linked projects. It should have begun years ago—and must be completed before any further permanent work proceeds.”

“The mayors and councils of Cleveland Heights and Shaker Heights owe the public, and the city of Cleveland as landowner, full transparency. “Trusting” the sewer district is not oversight. Approving NEORSD’s plan to replace a historic reservoir with engineered containment zones would sacrifice both history and habitat. Our community once saved these lakes from a freeway. Today’s challenge is to rescue them from neglect and bureaucratic overreach. True public stewardship demands daylight, diligence, and the courage to question those who act in our name.”

At the end of January, Shaker Heights and Cleveland Heights hired the law firm of McCarthy Lebit Crystal & Liffman to review NEORSD’s recommendation to remove the Lower Lake dam (above right) and drain 200 additional acres. The two municipalities believe that NEORSD’s judgement that the dam lacks adequate storm management and flood control characteristics and benefits to justify the cost of its repair is, in fact, incorrect. The independent legal review will scrutinize the facts behind the sewer district’s recommendation and must proceed quickly so the dam’s problems can be addressed in a timely manner. A news release announcing the hiring said officials in both cities want a “clear and complete understanding of the relevant information and how it impacts the decisions which must be made.”

Shaker Heights Mayor David Weiss said residents deserve a thorough process for determining the lake’s future: “Lower Lake is a valued and shared asset, and our collective residents deserve a careful, thorough, and transparent process as we consider its future,” Weiss said. “By working collaboratively with Cleveland Heights, engaging specialized expertise, and exploring all possible

alternatives, we are ensuring that decisions are grounded in sound information, fiscal responsibility, and a genuine understanding of community priorities.”

CAF UPDATE:

Lecture Series: We are currently working to fill out our 2026 Lecture Series, and we are open to suggestions.

Archive Update: We continue to digitize color photographs and drawings of significant NEOH architecture. We are in the process of engaging interns to develop metadata to render them searchable online. We are also constructing a searchable database of Cleveland architects and their significant works. This is a substantial task involving an external consultant.

Video Interviews: Due to the pandemic and staffing changes at the Cleveland Public Library, our collaboration with CPL slowed but anticipatess re-starting as CPL hires a new manager of the Digital Collections Department and three to four support staff members. Our next planned video interview will be with Ron Reed FAIA and Vince Leskosky FAIA.

Neighborhood Tours: We anticipate starting up our bus tours of historic neighborhoods which were suspended due to COVID.

Encyclopedia of Cleveland History: We continue to provide CWRU with color photographs of significant buildings both already in the ECH as well as those that are deserving or were constructed after 1990 when the ECH’s original photographer Eric Johannesen passed away.

Officers: William T. Eberhard AIA, IIDA; President
David H. Ellison AIA; Vice President & Treasurer
John Roush AIA; Archive Chairman
www.clevelandarchitecturefoundation.org

CSU Takes Another Stab at Demolishing Wolstein:

Cleveland Soccer Group and CSU Push Separate Soccer Stadium Efforts



Cleveland State Approves Talks on Soccer Stadium Plan



Cleveland State University is making yet another attempt to justify the demolition of its 34-year old Wolstein Center, the school's arena and conference center. In August the CSU Board of Trustees voted to begin negotiations with the United Soccer League (USL) and USL Cleveland on a proposal that would replace the Wolstein arena with a sustainable, multipurpose venue. The Board's action did not indicate what its plans are now to accommodate its teams and functions that have used Wolstein.

The new stadium would host men's and women's professional soccer, amateur sports, concerts, festivals, commencements and community events designed to draw year-round activity downtown.

CSU officials emphasized the project remains in the early stages and no contracts have been signed. Construction, if approved, is not expected to begin for at least two to three years, allowing time to identify new spaces for staff and for CSU's men's and women's basketball teams.

In 2019, *NEOTrans* reported that Cleveland's USL soccer stadium would be located on a "forlorn spit of land south of the Inner belt highway" downtown.

Cleveland State University's dire financial condition due to falling enrollment has caused the university to previously face reality regarding its 2022 over-reaching \$650 million Campus Master Plan which called for the demolition of Wolstein Center and the construction of a new 5,000-seat arena and indoor tennis facility north of campus.

As we have previously observed, in November 2022, CSU announced its intention to demolish Wolstein Center due to its age and size. It turned out that the university never could fill the building's 13,610 seats and thought somehow that the state would fund their irresponsible master plan to enable them to trash the Wolstein facility and in its place construct an 800,000 sf building for which there was no need or demand as a "Partnership District" on 85 acres in a downtown at a time with over 2.5 million square feet of vacant office space and over 500,000 sf of vacant retail space.

It is appropriate to note that unlike the University of Pennsylvania in Philadelphia, CSU has no meaningful traction with the business or institutional communities in NEOH. Penn's efforts generate an average of over \$2 billion annually in economic development in greater Philadelphia outside of the university.

At the time of the release of the CSU Master Plan, the vacant lots around the Wolstein Center had been untouched for 20 years, and they still are. CSU has claimed that it cannot attract events to WC because its HVAC system has not been maintained. Shame on CSU!

In June 2024, the Cleveland Charge – the Cavaliers' G League team, announced that they were abandoning CSU and the Wolstein Center for their games and signed a six-year agreement to play their games at Public Auditorium. The Charge committed to pay for \$3 million of improvements to Public Auditorium. CSU missed out on that one too!

In 2023, with a \$40 million deficit looming and enrollment having dropped from 17k students to 13k, CSU invited developers to propose construction of a replacement arena north of campus and came up with a short list. Those discussions went on an ice-cold back burner.

The university had Ernst & Young assessing if the commuter school actually has any demand for additional student housing on campus. With a 20% enrollment drop and a college with few - if any - signature programs to draw students from outside the area, it is doubtful. Results from E+Y's efforts have not been made public.

However, CSU is not the only suitor for a pro soccer initiative in Cleveland. The Cleveland Soccer Group is looking to construct a \$50 million 10,000-seat stadium on 13.6 acres in the Gateway District. CSG plans to break ground before the end of the year when they plan to announce the names of the two new teams - a men's Major League Soccer Next Pro franchise and a Cleveland team in a new Women's Premier Soccer League Pro league. It would seem unlikely that Cleveland can support two competing soccer teams, which makes one wonder if CSU is not a bit late to this game also.

CSU Takes Another Run at a Campus Master Plan



CSU Takes Another Run at a Campus Master Plan

Only three years ago, CSU adopted an overly ambitious Master Plan for its downtown campus which required a \$650 million investment at a time when its enrollment was dropping and it was projecting a \$40 million deficit.

Now, CSU wants to take another run at it according to a new article in *Crain's Cleveland Business* and is soliciting qualifications proposals from real estate development consultants on its 85-acre main campus. CSU's Board approved an RFQ on November 20 which requests the evaluation of every building and land parcel the university owns. The process anticipates the potential repurposing of existing buildings, redeveloping sites, selling or leasing certain assets.

Fenn Tower Renovation

In 2022, CSU spent \$153 million – thanks to the Port Authority – to purchase The Edge and the Langston apartment developments adjacent to their main campus. The university then shuttered Fenn Tower (above left), the high-rise dormitory when exterior masonry issues raised safety concerns. Now the university is planning a \$50 million Biomedical Discovery Complex (above right) – a project Pres. Bloomberg says will both modernize the university's research footprint and showcase it to the city.

But her comments indicate their primary motivation is to upgrade their image on Euclid Avenue where the existing science building reflects the college's typical 1970's architectural indifference.

The biomedical project is to include the renovation of Fenn Hall's fourth floor into state-of-the-art biomedical labs – why not redo the existing underutilized science labs? – along with a 'major' mediocre exterior addition on Euclid Avenue supposedly designed to give CSU a more visible presence in Cleveland's growing health-innovation corridor.

When complete, the project will tie together the Science Building,

the Science and Research Center with Fenn Hall in an effort to develop a new collaboration hub into what CSU hopes becomes its research front door. A glamorous project it is not. Construction is expected to start in summer 2026, with students and faculty moving into the new space in early 2028.

Phase I will include facility renovations that will result in the creation of 20,000 square feet of research lab space, specifically focused on biomedical science and engineering. It is next to the Science Building, 2399 Euclid Ave. CSU is receiving \$32 million in state capital funding with the remainder to be secured through 'philanthropic contributions.' Phase II of the Biomedical Discovery Complex, still in the planning phase, is expected to enhance the new labs with high-tech classrooms, plus presentation and collaboration facilities. CSU needs to raise the last \$18 million itself.

Built originally in 1903 as a private club that closed immediately after its opening Christmas party, the Art Deco Fenn Tower previously served as a residence hall, and the home for the entirety of CSU's predecessor, Fenn College. Closed in summer of 2024 for repairs, Fenn Tower is expected to reopen in August 2026 as a first-year residence hall with a "newly updated façade, renovated student rooms, strengthened infrastructure, redesigned secure resident-only entrances, as well as multiple spaces for students to gather, study and relax."

CSU claims that the renovated residence hall rooms will provide sustainable and energy-efficient modern spaces for 400 students in 177 residential rooms with new bathrooms, and updated sleeping and living areas.

Additionally, there will be expanded community spaces on each floor to support academic and social engagement. Enhanced security and privacy will be provided through a residents-only entrance. Public spaces will also receive significant upgrades, including a restored first floor lobby, student lounges, study areas, a movie theatre, and a third-floor game room and ballroom to support residential programming and community-building initiatives.

CSU Eliminates Programs, Kills Student Radio

CSU's Latest Program Eliminations Injure Our Design Culture

Cleveland State University's recent elimination of 22 programs due to declining enrollment represents another blow to the already fragile design culture of NEOH. In addition to its nursing doctorate and MBA programs, CSU wiped out programs in the design, preservation, environmental and urban studies fields. In January 2025, CSU also eliminated three athletic programs.

Those programs eliminated now include:

- Urban Studies & Public Affairs, PhD
- Linguistics, BA (suspended)
- Historic Preservation certificate
- Historic Preservation graduate certificate
- Urban Economic Development and Finance graduate certificate
- Urban Economic Development graduate certificate
- Urban Studies, MS (dual degree exchange program)
- Environmental Studies 4+1 BA/MA (completing the program in five years, with dual bachelor's and master's degrees)
- Environmental Studies accelerated JD/MA
- Environmental Studies, MA

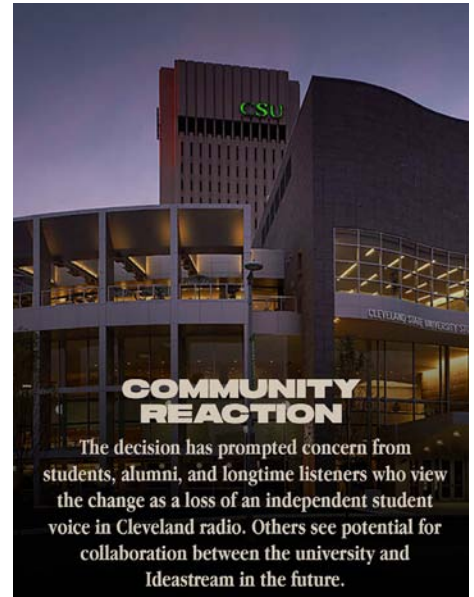
With Kent State University's architecture school 50 miles away and lacking a strong program, faculty and leadership, CSU has at least been a dim ray of light for scholarship and programming in the fields to remind those who care deeply about our environment, our architecture, our neighborhoods, our city center and our urban design that they are not alone. An effort to grow the ranks of those interested and concerned in these areas in our community suffers a blow when these programs are diminished or discarded altogether.

KSU's architecture program is ranked #123 nationally. Ohio State's program is ranked #68, while the University of Cincinnati's program is ranked #38 in the US.

At least Case Western Reserve University still offers a BA in Pre-architecture for those looking for a learner's permit. CWRU's catalog states, "The Pre-Architecture Program introduces the student to the forms, history, and functions of architecture as well as to the studio skills relevant to its practice."

"The program is designed to provide a background for undergraduate students who plan to continue architectural studies at the graduate level, as well as for those interested in the study of architecture as part of a liberal or technical education."

"Pre-architecture may be chosen only as a second major. The double major is required so that the perspectives provided by this interdisciplinary program may be complemented by a concentrated disciplinary experience. For a student who completes a Bachelor of Science degree (BS, BSE, or BSN), pre-architecture may serve as the sole major for a BA degree."



CSU Kills Student-Run Radio with 24-Hour Notice

Cleveland State University 'permanently discontinuing' 22 academic programs



The concern with CSU is that with the elimination of these programs, CSU becomes increasingly less relevant to the community. CSU President Laura Bloomberg's tenure has been underwhelming. The university's enrollment has shrunk from 17k to 14k since 2018. Bloomberg actually stated that she is not interested in a relationship with Cleveland's business community. That would have gotten you fired at Penn. Who does she imagine might hire her graduates?

A responsible educator would want to know the skill sets its business communities require to survive and grow. It is absurd for a learning institution's leader to not have an earnest interest in and a commitment to identifying the skill sets needed by the service area's employers. **It is one of many factors that explains why Cleveland is last in the nation in job growth.**

CSU is reopening four programs including art history, chemistry, museum studies and education. New graduate programs for the fall of 2025 include:

- Accounting Analytics graduate certificate
- Biology, MS (new concentration)
- Biomedical Engineering, accelerated BS/MS BME
- Environmental Science, MS (new concentration)
- Transdisciplinary Health, Science & Technology, Ph.D.
- Veterinary Social Work certificate

New undergraduate programs for the fall of 2025 include:

- Broadcasting minor
- Computational and Applied Modeling certificate
- Computational Biology certificate
- Computational Biology minor
- Educational Studies minor
- Exercise Science, B.S. (added concentration)
- Marketing Analytics certificate
- Mortgage Banking certificate

Bloomberg's new brand identity for the university unveiled earlier this year is "We are Cleveland State University." How creative. How powerful - How disappointing.

Cleveland State University 'permanently discontinuing' 22 academic programs



CSU Kills its Student-Run Radio:

In another move that has alienated students, in October CSU abruptly shut down its student-run alternative radio station – WCSB – and did so in a callous and offensive manner by having police escort students out of their facility after less than a 24-hour notice of the closing. The station was replaced with Ideastream-controlled jazz programming operating under CSU's radio license.

The sudden move left students scrambling to preserve decades of music and memorabilia inside the studios. "We had less than 24 hours of notice to pack up 50 years of history – and now they're going to kick us out of the station," said General Manager Alison Bomgardner, who was on-air when police arrived to escort the staff out of the building.

"It was a feeling of shock because I didn't see the transmitter turn off," Bomgardner explained. "The only way I knew it turned off is people were saying they can't hear my voice on air anymore. To hear my own perspective and my own opinions be silenced by smooth jazz and boring music sucks as a general manager of an alternative station."

CSU claimed that the stealth abrupt ending was attributable to non-disclosure agreements between Ideastream and CSU due to the university's airwave license for the station.

CSU President Laura Bloomberg spun the change as not being CSU's idea, explaining that Ideastream approached the college several months ago about taking over the FM signal for jazz programming. In exchange, the school would supposedly strengthen its relationship for student opportunities for hands-on experience at Ideastream, such as paid and for-credit learning opportunities like internships in journalism, television, radio production, marketing and graphic design.

As a result of the partnership, CSU student fees would no longer support WCSB, so the move was also about money. As a result, John Carroll University's WJCU and Case Western Reserve University's WRUW are now the area's only local college radio stations.

CSU Kills Student-Run Radio with 24-Hour Notice



Ironically, the closing announcement occurred on World College Radio Station Day. If the CSU-Ideastream partnership bears fruit, it will be a success in an empty field of other CSU endeavors. But their heavy-handed and abrupt boot-'em-out-with-no-notice transition tactic looks too much like Gestapo behavior.

For context, CSU President Laura Bloomberg who made the move to kill WCSB, has a base salary of \$477,000. She was given a \$117,000 bonus by the Board which she agreed to forgoe, given the college's financial difficulties, which makes her bonus puzzling.

CSU Lawsuit Accuses CSU of Silencing Criticism with Radio Transfer

A January lawsuit from a nonprofit comprised of former staff and supporters of CSU's student radio station has been filed against CSU, President Laura Bloomberg and the college's board of trustees. The suit asserts that the college's transfer of the station license to Ideastream is a violation of free speech, open government and property rights.

The suit was filed by the free speech law firm of Speech Law, claiming that CSU President Bloomberg "grew weary of the independent voices at WCSB, their nonconformist attitudes, their complaints about university operations, and their protests against University policy."

The suit alleges that university officials held secret deliberations

over the station's fate and ultimately agreed to "shut it down, take over the signal and transfer it to another broadcaster."

The university's October 3 transfer of WCSB to Ideastream Public Media was done via a "flash cut," so that the station's signal, which had previously come from campus, instead began originating from Ideastream's Idea Center. This left students unable to continue broadcasting, the lawsuit states.

The agreement between CSU and Ideastream gives Bloomberg and the university "ultimate authority over programming," including the ability to "preempt any Ideastream programming they found objectionable" and to reject content "detrimental to the image of Cleveland State University," the lawsuit states.

After the board's Oct. 3 vote to transfer the station, Bloomberg summoned CSU student and former WCSB General Manager Alison Bomgardner to a Zoom meeting to notify her of the station transfer. Bomgardner was at the station when the flash cut occurred.

After Bloomberg's Zoom meeting with Baumbardner, "Dr. Bloomberg called the police on her students, who had not committed any crime or violated any campus rules," the suit states. "On her orders, campus police forced the students out of their space, banned them from returning, and threatened them with arrest if they did not comply."



CLE AIRPORT REPLACEMENT DESIGN STILL DEMANDS A REBOOT



In 20, 50 or 100 years, historians will ask “What was the Rubicon moment that most clearly signifies Cleveland’s epic failure as a city?”

Unfortunately, there are a few examples to choose from: MOCA’s squandering a terrific site that could have made contemporary art legible to the community, the Medical Mart/ Convention Center Fiasco, the unending pattern of public subsidies for the perpetual construction and ‘renovation’ of sports facilities, losing our population and jobs for decades while the community’s so-called leaders just sat there and did nothing, or the Browns moving to Brook Park?

No. It will instead be the lost opportunity that happens every 100 years to re-brand the city with a new airport that failed to reflect the highest design standards in the industry at the time, with a design that also failed to represent the city’s industrial and creative strengths over the last century, and failed to reflect pride in our community with its character and quality and failed to be a best-of-class example of how to greet and welcome people coming to our town.

Nope. The Mayor and the City are speeding ahead with a disgraceful below-mediocre airport design that fails every litmus test for airport design standards today.

The design of Cleveland’s replacement airport presented by Mayor Bibb in May fails completely to meet the standards for airport design in the world today. The complex replacement project’s architect, Corgan from Dallas, had designed a large rectangular box with small curving scallops to the shape of the roof, presumably attempting to symbolize a short chop of Lake Erie.

And it is not as if Cleveland’s primary airport is just a few votes from the top. According to JD Power’s survey of nearly 30,000 travelers, **Hopkins ranks last or second last in every category.**

Strike One: The replacement design for Hopkins lacks a central hearth space with daylight and nature to provide travelers with a legitimate respite area. This kind of ‘hearth’ space is found in EVERY new airport design of the last twenty years in every corner of the

world. But not in our proposed replacement design. As Gensler’s Director of Aviation and Transportation Ty Osbaugh said, airports are striving to create a “sense of place” that eases passengers’ comfort levels. The Corgan Hopkins design presented fails to do that.

Voted the world’s best airport that last two years, Singapore’s Jewel Changi International Airport (above right) is actually, thanks to its rich hearth space and amenities, characterized as a “a nature-themed entertainment and retail complex” surrounded by and linked to the airport.

Aimed at creating an uplifting experience, the airport’s central hearth space features a lush green five-story “Forest valley housing 3,000 trees and 60,000 shrubs that live in high-altitude forests.” It also sports a 130’ high “Rain Vortex” waterfall – the largest and tallest indoor waterfall in the world.

The airport also contains a 150,000 square foot “canopy park” with recreational and leisure attractions: a topiary walk, a suspension bridge, bouncing and walking nets, four discovery slides as well as stores by Apple, Zara, Uniqlo, Nike, Adidas, Fila and New Balance. Jewel also includes a food court, supermarket and a cinema complex that includes an IMAX theatre. You will not find *even one* of those amenities in the Hopkins replacement design.

Strike Two: Cleveland’s replacement airport design apparently has no significant amenities: The standard in the airport market segment today requires a rich array of amenities to entertain and soothe travelers and visitors. The top airport amenities for today are:

- Biometric Screening
- Personalized Passenger Services
- Wellness and Relaxation Zones
- Sleeping Pods and Rest Areas
- Improved Airport Lounge Amenities
- On-site Childcare
- Automated Baggage Handling Systems
- Interactive Art Installations
- Sustainability Initiatives
- Virtual and Augmented Reality Experiences

CLE AIRPORT REPLACEMENT DESIGN STILL DEMANDS A REBOOT



1. San Francisco International Airport: Reading Room, 24-hour Yoga room, XpressSpa for manicures and pedicures, Aquarium, Scavenger Hunts, Excellent fashion such as Gucci and Coach.

2. Chicago O'Hare International Airport: One of the largest dinosaur skeletons in the world – 72' long and 40' high, Aircraft Exhibit, Kids Interactive Playground, Deep Dish Chicago Pizza.

3. Chicago O'Hare New International Terminal: Studio Gang, Studio ORD (above right): Family Lounge, Mothers Rooms, Yoga Room, Airport Art, Interfaith Room, Hilton Hotel = Sports Bar, Gas-light Club, Café Mercato, Andiamo Dining, UPS Store.

4. San Diego International Airport: Arts Exhibits = quality paintings, breathtaking photography, and even live entertainment. The performing arts program includes dance, theater and music, Saworski crystal 'Taxonomy of a Cloud.'

5. Burlington International Airport, Vermont: Common areas are furnished with couches, coffee tables and rocking chairs; Yoga studio with showers, Rooftop Gardens with benches and picnic tables, Observation Tower.

6. Hong Kong International Airport: Hong Kong's airport is unique in that it offers weary travelers the chance to hit the golf course for nine holes. Equipment rental and luggage storage are offered so you can enjoy yourself even if you have no clubs with you. There is plenty of shopping with over 280 stores, and a Children's Area and Discovery Center that will keep the little ones occupied for those long layovers.

7. Vancouver International Airport: Architectura, now STANTEC + HNTB: Green Wall 55' tall with over 27,000 plants, Aquarium with over 5,000 sea creatures, Nature Path and Forest, Waterfall, Pond, Totem Poles.

8. Heathrow Airport, London: Terminal 2 = Foster + Partners; Terminal 3 = Grimshaw Architects; Terminal 6 = HOK: High fashion stores such as Dolce & Gabbana, Prada, Tiffany & Co., Chanel and Dior, Italian Bistros throughout, Gordon Ramsey Plane Food. Com-

plimentary beauty services, such as make up touch-ups, massages and mini-facials are also offered. Voted best food and beverage in 2024 by *Food & Wine* magazine. The airport has a huge central hearth plaza between two terminal wings with daylight and 60' tall palm trees.

9. Munich Airport, Munich: Murphy/ Jahn: Voted the best airport in the world by London's Skytrax Institute based on surveys of 14,000 world travelers due to entertainment options, its quiet zones and decor: Live music, multiple Lounges, a Rooftop Terrace, Bavarian treats, a brewery and beer garden, and even an ice-skating rink in the winter.

10. Changi Airport, Singapore: Get some exercise and stretch out from your flight at the indoor nature trails, or relax by the butterfly garden. Adults and children alike love the world's largest airport slide. The slide is about 40 feet high and great for rejuvenating after a long flight. There is also a movie theater with free shows and a rooftop Jacuzzi where you get a complimentary drink!

10. Amsterdam Airport Schiphol: KAAAN Architecten: Dutch meals, Asian cuisine, Mediterranean tapas and a seafood and wine bar. Casino or just relax in a lounge or a sleeping pod. There are also "Yotels", which are like a mini hotel room complete with a shower and a bed if you end up being there longer than you planned.

11. Tampa Airside Terminal D: Gensler & HNTB: Central Video feature, Central Dining, Marketplace, Mezzanine Lounges, Shopping, Automated People Mover.

Other airports with a noteworthy commitment to design excellence and amenity delivery include Nashville International Airport – Fentress Architects; Portland International Airport – ZGF Architects; JFK International Airport Terminal 1 – Gensler; Charlotte-Douglas International Airport – Gensler + Moody Nolan; and Indianapolis International Airport – HOK.

Strike Three: The Corgan design for Hopkins lacks basic fundamental elements necessary for the safety and convenience of its passengers and visitors. There is no adequate covered zone for

CLE AIRPORT REPLACEMENT DESIGN STILL DEMANDS A REBOOT



drop-offs. We are Cleveland where our weather is often unfriendly. We should not have to tell our airport architects that. The proposed design presents **even less cover** than the existing airport – so **we are truly going backwards with Corgan's weak design**. Pittsburgh's new just-opened terminal (above) illustrates how to shelter passengers at pickup and drop-off. But even more serious is that fact that our people overseeing this project are so clueless that they failed to demand such an obvious design correction before approving an inadequate design.

Strike Four: The Corgan design reflects an absence of symbolism of any kind.

No Nature, reflecting Cleveland's history as "The Forest City:" There is nothing memorable or attractive about Corgan's design. There is no connection at all with green nature or water as so many airports are incorporating today in major ways.

There is no apparent commitment to design excellence.

There is nothing that reflects the proud history or significance of Cleveland. Unlike the expansion of the redesigned Cleveland Museum of Natural History, there is nothing Corgan's design that is symbolic of Cleveland or its history.

There is no reflection of Cleveland's contribution to the Industrial Age: There is nothing that makes legible a positive association with Cleveland's profound contribution to the Industrial Age – by incorporating structural steel which could/ should be used in an expressive manner. Chicago's new O'Hare Terminal D (above right) illustrates how design excellence can be reflected in airport design.

In Cleveland, SOM of Chicago, has designed a number of so-so projects in the 1970s and 1980s: 1100 Superior, National City Center, Eaton Center – now 1111 Superior and the CWRU Law School. SOM's commitment to design excellence has had a stronger trajectory in the last three decades. The firm has designed a new terminal at Chicago O'Hare International Airport that incorporates "orchard-inspired columns and curvilinear structural elements, informed by Midwest rivers."

"Our vision for the new Concourse D considers the entire passenger journey from curb to gate," said SOM design partner Scott Duncan. "From skylit spaces to orchard-inspired columns, every element contributes to a bright, easy-to-navigate environment designed to elevate the travel experience and leave a lasting impression of O'Hare."

Renderings of the interior show a circular space lined with two mezzanines and topped with an oculus. Mezzanines are clad in a light wood. Retail stores and passageways line the perimeter and seating and plantings hug the interior. Elsewhere in the concourse, white, structural support beams splay out to support a curved roof. According to the team, the curvilinear lines of the concourse were informed by "the oxbow bends of Midwestern rivers".

A look at the top ten airports in the world reflects a uniform commitment to an uplifting user experiences – **that quality that is completely missing from the Hopkins replacement design** - no matter where in the world the facility is:

Start Over before it is too late! But it appears that it already is too late!

But Cleveland is steaming forward with its incompetent design team and incompetent administrative/ management team. The design for Hopkins' replacement is sophomoric and too far below a standard that repositions Cleveland as a destination city. **This one-every-hundred-years opportunity is being squandered because we have not required a more inspiring amenity-rich design that at least meets the new standards for convenience, efficiency, hospitality and beauty, prevalent around the world today.**

It is past time for City Hall to step up and demonstrate a commitment to design excellence and take the time to begin again and the moment it looks as though the team around the campfire does not have the skills to pull this off (that moment has already arrived for may of us!), pull the string and get a new architect with serious experience doing outstanding airports!

Proceeding with the weak design that has been presented simply puts another nail in Cleveland's coffin that buries the past century's

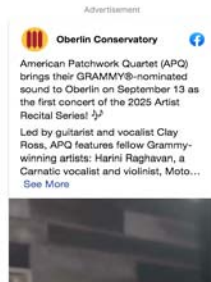
CLE AIRPORT REPLACEMENT DESIGN STILL DEMANDS A REBOOT

Cleveland Hopkins ranks last among same-size airports in J.D. Power study

Updated: Sep. 19, 2024, 1:09 p.m. | Published: Sep. 18, 2024, 6:00 a.m.



Cleveland Hopkins finished last among similarly sized airports in a recent customer satisfaction study by J.D. Power. The Plain Dealer



ture as, despite massive spending and repeated attempts, project after project demonstrates our inability to achieve real design excellence in our architecture. Just as our Airport Director tried to stick to his guns on the potential risks of the Browns' irresponsibly tall stadium design, **let us see an equally resilient demand for design excellence on the Hopkins replacement!**

J. D. Powers Ranks Hopkins Last:

We picked up a distinguished professional recently who was arriving to give a presentation to our foundation's supporters. We were embarrassed at the design and condition of our airport. There was nothing that reflected any pride of place. Those few people movers that had not been removed were closed off with police tape. Rest rooms were closed. Floors were filthy. There was nothing that spoke of pride in Cleveland – in any way. At the ticketing level, there is not a single seat where one can wait for arriving passengers near the escalators and stairs to the garage and trains. Not one. Trying to pick up arrivals in a car was a cluster-f*#k of orange cones, closed lanes, only two lanes for traffic and only two curb sections jam for all of the airport's passengers to fight through.

In early September, it was announced that J. D. Power has ranked Hopkins as worst in customer satisfaction of all US airports serving 5-10 million passengers each year. They are not wrong. And the team that is running this enterprise is the very team that has accepted a design for the airport's replacement facilities that is below mediocre.

In the Power 2025 North American Airport Satisfaction Survey for "medium" airports, Hopkins fell from 15th last year to the bottom 17 this year, receiving only 611 out of 100 points.

Steven Litt, former art and architecture critic at *the Plain Dealer*, commented on the Hopkins replacement design in June: "The airport project is shaping up as typical of today's impersonal corporate modern architecture. It's one of many signals in Cleveland that the era of star architects, or "starchitects," such as Frank Gehry, Cesar Pelli and Lord Norman Foster, who gave their projects a signature look, is over."



"The blander, depersonalized appearance of glassy new towers, such as the Sherwin Williams headquarters, or the Lumen apartments at Playhouse Square, is more typical now."

"The wave roof is appealing and easy to understand, but it also feels a bit facile and simplistic... The waves have a monotonous rhythm and don't look integral with the rest of the structure below them. The design could use more dynamism, and something to make the roof click with the rest of the structure as if it were an integral part of it and not simply glued on top."

Litt observed that the airport director Bryant Francis pledged that the design will only get better in the coming months. In the seven months since, it has not.

City after city announces airport projects that reflect a genuine commitment to design excellence, leaving Cleveland in the dust. The most recent announcement came from Ethiopia's Bishofyu International Airport by Zaha Hadid Architects (above).

Bibb and his team need to stop and do a re-set on the Hopkins replacement design. It is simply too terrible to move forward any further. New talent is likely required to properly reimagine what this exceptional opportunity represents. The Corgan airport redesign is not just a disappointment – it is a disgrace. Cleveland cannot afford culturally or economically to piss away billions of dollars on yet another architectural disgrace.

CHINA, CHIPS & US EXPORT CONTROLS



China is working in earnest to unseat the United States as the world's technological superpower. Jake Sullivan who sat in the West Wing of the White House for 12 years was our national security advisor and was determined to not let that happen.

Sullivan's background is remarkable. Growing up in Minnesota, he memorized all of the world's capitals before the age of 14 and by 35, had traveled to 112 of those countries as Secretary of State Hillary Clinton's close advisor. A Rhodes Scholar and polished debater, he speaks in polished paragraphs like his former boss, Barack Obama. His reputation is one of depth and substance.

In his office was a memento of a hush-hush meeting last January with his counterparts from Japan and the Netherlands that gives form to a Japanese parable where a father teaches his three sons a lesson by handing each one an arrow. He instructs them to each break their arrows, rendering the arrows useless. The father then ties the three arrows together and asks each son to break the bound arrow. They cannot. The story teaches that strength comes from unity.

The three nations met to hatch a plan to keep the world's most advanced semiconductors and the machines that make them out of the hands of the Chinese. Sullivan had previously believed that free trade with China was the way to seed peace and prosperity in the world. But a decade ago, Sullivan saw that President Xi Jinping had used advanced chips from the US to power supercomputers that surveilled Muslim minorities and trained AI systems to enhance its military capabilities.

At the same time, the Chinese military's armed forces had conspicuously expanded its military drills off the coast of Taiwan, which produces most of the world's advanced semiconductors. The prospect of China invading Taiwan – it will be able to do so by 2027 – would be disastrous to the US and many others in creating a devastating shortage of the best chips, impacting everything from smartphones to medical devices to weapons. China has made no secret of its lust for Taiwan and its interest in deposing the US as the world's premier technological superpower. Sullivan's top priority was keeping that from happening.

While America's Nvidia designs the most powerful chips – graphics processing units – in the world, they are fabricated with products from an interconnected global supply chain. Most of the equipment in Taiwan comes from the Netherlands, Japan and the US. The US has begun blocking its most advanced chips from being exported to China. But this barrier can be overcome if China can buy the machinery elsewhere to make its chips.

In the meeting with Sullivan and his colleagues from Japan and the Netherlands in January, the three men defined the precise nature of each country's controls and how long they would have to act. When they left, Sullivan gave each the broken arrow maquette as a reminder of the risks and costs of backing out.

As Biden left the White House, the odds of Sullivan continuing were not strong, though he was the longest serving national security adviser in almost 20 years. None of Trump's national security advisers made it past two years. In May, Trump installed Marco Rubio as our national security advisor, valuing politics over knowledge, capability and experience in an area where Trump inverted the right criteria.

When the history of Biden's four years in the White House is written, the pandemic, the disastrous withdrawal from Afghanistan and the ongoing wars in Gaza and the Ukraine will figure prominently, as will the US technology competition with China.

Sullivan saw his mission: "If technology is being used more for ill than good, if the rules of the road are being set by authoritarian competitors, if the technologies of the future are invented elsewhere and not here, that's going to mean less security, less jobs and less productivity in the United State. I don't want to see that world." Yet there are those that fear isolating China will compel them to accelerate their own technologies. Others feel that in our haste to stand up to one authoritarian regime, we may end up courting others.

Sullivan credits Jennifer Harris, a policy planner at the State Department, with challenging his previous views about free trade – "a hands-off approach" – and globalization. Harris had been focusing on how China was hollowing out US industries by dumping money and stolen American IT into our own competitors. Harris told Sul

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livan that the US needed to hit back.

When Hillary lost to Trump in 2016, Sullivan spent time at the Carnegie Endowment for International Peace, researching, conducting interviews and writing “extensively.” Sullivan realized that he was guilty of having a blind spot: While the US was shipping jobs overseas, we were also providing China with access to sensitive technologies. By the time he joined Biden’s 2020 campaign, he believed that securing the US lead in emerging technologies was the best path to create American jobs and rebuff China’s competitive threat.

Six months into Biden’s term, Sullivan gave a talk in DC’s historic Mayflower Hotel to hundreds of tech executives and government officials. He began his talk with a history of the past few decades of technological development. The first wave was the Internet’s proliferation, which seemed to represent a democratizing vehicle for the world. The second wave was when authoritarian regimes used technology to spy, harass and suppress billions of people. During the second wave, China created a vast surveillance and censorship network and began investing heavily in “hard infrastructure” – semiconductor manufacturing, which the US had taken for granted for too long.

Sullivan warned the crowd that if the US did not band together with its friends and act, the outlook would “grow darker.” The world now needs a third technology wave shaped by leadership from the US. Sullivan said that the question was “whether we can reboot and ensure that critical and emerging technologies work for, not against, our democracies and our security.” Sullivan had already established a new directorate at the National Security Council that focused on advanced chips, quantum computing and other cutting-edge technologies. To compete with China, the US needed a team at the NSC dedicated to that, just like the US had teams dedicated to counterterrorism and climate change.

One month after Sullivan’s call for a digital revolution, the Taliban seized control of Kabul, the US was in the midst of withdrawing from 20 years in Afghanistan and a suicide bomber at the airport where Afghan refugees were being evacuated killed 183 people, including 13 US Service members. In September 2020, US intel-



Abobe: Jake Sullivan

ligence revealed a major Russian military exercise along the Ukrainian border, which was a preview of the invasion that followed. Sullivan’s mild but determined demeanor hardened.

Sullivan got Tarun Chhabra, a former Obama NSDC official who had spent time leading think tanks, to lead the new NSC office. Sullivan monitored the group closely and added Commerce Secretary Gina Raimondo to the team.

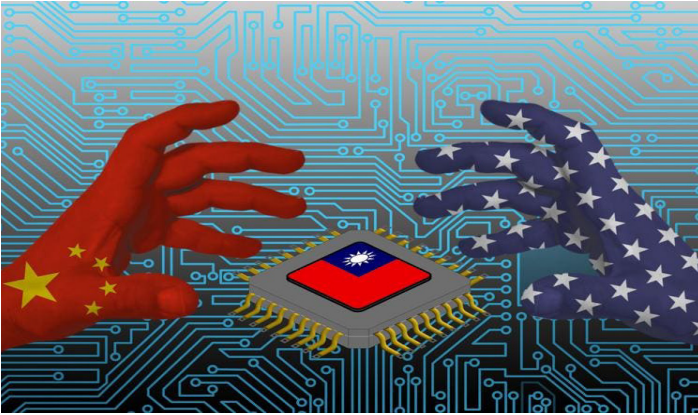
In 2019, the Trump administration added China’s telecom giant Huawei to the Commerce Department’s off-limits entity list, believing it was a conduit to the Chinese government. In 2020, Trump’s people invoked the obscure foreign direct product rule, which prohibited Huawei from accessing not only US companies’ chips but foreign chips made with US technology or software, which meant basically everything.

The Biden administration looked to take matters a step further to create an unprecedented blockage

Survey:

By Votes of 57%-24% and 61%-28%, people want the Browns Stadium to be in Downtown Cleveland.

CHINA, CHIPS & US EXPORT CONTROLS



that would keep the most powerful chips from Nvidia and AMD out of Chinese supercomputers. But the US needed other allies to make the blockage durable. Over secure calls, Sullivan discussed parallel controls with Japan and the Netherlands, focusing on the Dutch firm ASML, the only company in the world that makes the extreme ultraviolet lithography machines used to etch microscopic patterns onto leading-edge chips.

The US regularly asks its allies to do a lot of different things, but Sullivan's direct involvement was key. Peter Harrell, former senior director for international economics at the NSC and the National Economic Council observes, "Hearing about something in a sustained way from the national security advisor really signals seriousness." To get any agreement over the edge, Harrell observes, it was sometimes "easier, and indeed necessary, for the US to act first."

In October 2022, the Commerce Department moved ahead with dramatic new export controls. China accused the US of working to "maintain its sci-tech hegemony" and retaliated with its own restrictions. But the US controls gave cover to allies by constraining any company anywhere whose technology required US components, software or workers to construct.

The Dutch and Japanese implemented their serious controls on semiconductor manufacturing equipment, including the ASML DUV machines and nearly two dozen Japanese products. In addition to the Biden administration's objective of keeping sensitive technology out of China's hands, they also wanted to promote the US technology ecosystem everywhere else.

As the world's largest democracy, India seemed a logical first target. And India has battled its next-door neighbor China over border disputes. India would make a worthy ally in resisting China's interest to "reunify" Taiwan. But India's government was persistently abusing technology to increase online censorship – it has led the world in Internet shutdowns since 2016, and has used spyware to hack journalists and dissidents.

Biden had tried to make nice with India prime minister Narendra

Modi with potential collaboration on Micron semiconductor assembly, GE jet engine production and NASA space missions. But the carrots had no effect. From Jason Pielemeier, former State Department special advisor and current executive director of the nonprofit Global Network Initiative, "If anything, India has continued to move in that direction that's against US foreign policy interests with respect to tech."

One week after Modi's meeting with Biden, Czech authorities arrested a man hired by India to assassinate a US citizen – a vocal critic of Modi and his government - in New York City. The hired man who was subsequently indicted by the US Justice Department was a "senior field officer" for India with "intelligence" responsibilities who listed his employer's address as the complex housing India's intelligence agency. The White House simply "expressed concerns" about the allegations quietly, drawing criticism that the US trade and diplomatic efforts with India "tied its hands."

Sullivan has acknowledged that the US should resist wagging its finger at other governments, "particularly given the fact that we've got plenty of work to do with respect to our own democracy." Sullivan continued launching tech partnerships with other countries, notwithstanding the trade-offs they involve.

Vietnam is considered at the top of the list for the worst example of digital freedom in the world with its mirror example of China's Internet censorship and its practice of arresting activists critical of the government. But in 2024, the White House struck a deal to develop Vietnam's semiconductor ecosystem that compelled Hanoi to officially recognize the US as one of its top diplomatic partners.

In early 2025, Sullivan brokered a \$1.5 billion investment between Microsoft and Abu Dhabi's AI giant G42. The G42 technology was built atop Huawei technology. Sullivan required that no deal with any US company would be possible unless G42 cut its ties to China. His ultimatum worked.

Microsoft president Brad Smith believes that Sullivan built the most comprehensive technology and national security strategy in US his

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tory, in part because it entails the value in bringing new parts of the world into the technology and security orbits of the US.

In a phone call with Biden last spring, Xi Jinping warned that if the US continued to inhibit China's technological development, China would not "sit back and watch." So China imposed restrictions on its mineral exports used in the manufacture of semiconductors and it has sucked up older chips and manufacturing equipment it is still permitted to buy. China has recently been the top buyer of ASML and a number of Japan's chip companies.

As might expected, a vibrant black market for banned chips has emerged in China. *The New York Times* has reported that Chinese companies have set up new corporations to evade US export controls, enabling those with ties to the Chinese military to obtain small numbers of Nvidia's high-powered chips. And Nvidia has developed new China-specific chips that are within US export requirements.

China is determined to be competitive in the technology wars. Since 2014, China has invested \$100 billion in its domestic chip market. Sullivan points out that it was not the world the US found itself in when it awakened to its technology vulnerability. Nor was it "the world we created through our export controls."

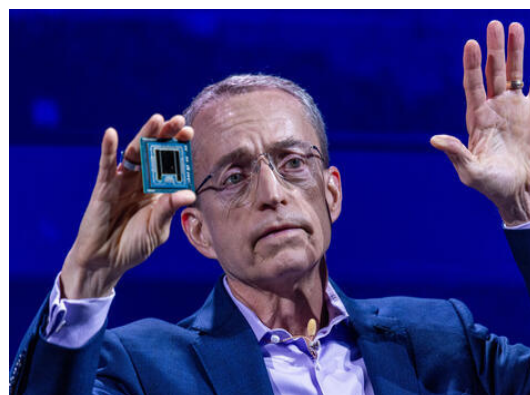
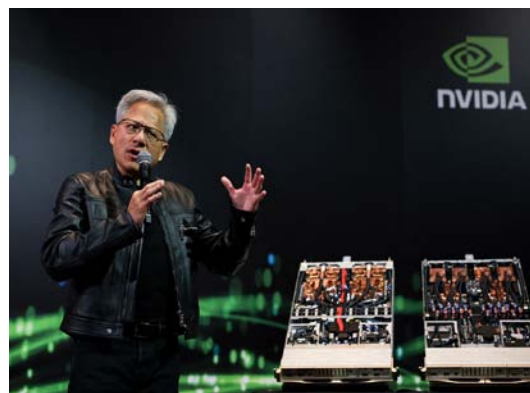
Intel CEO Pat Gelsinger estimates that there is a "10-year gap" between the most powerful chips being made by Chinese chipmakers like SMIC and the ones Intel and Nvidia are working on due to US export controls.

But Martijn Rasser, managing director of Datenna, a leading intelligence firm focused on China, says "It's probably one of the biggest achievements of the entire Biden administration." Rasser believes that the impact of US export controls alone "will endure for decades."

The more challenging benchmark will be whether the US export control actions on high technology will usher in an era of progress in the world dominated by democratic values.



Above: Microsoft President Brad Smith
Middle: Nvidia CEO Jensen Huang
Bottom: Intel CEO Pat Gelsinger



Sheila Ford Hamp's Renovation Plan for the Detroit Lions' Ford Field Establishes Haslams' Brook Park Project as Truly Second Class:

In August, Detroit Lions owner Sheila Ford Hamp announced a dramatic \$2.6 billion renovation of Ford Field which she presented as her "last wish for retirement."

Ford's announcement was received by the Detroit media as a combination of Mid-Atlantic architectural flair and cutting edge sustainability that was heralded as not only a transformation that would redefine the future of the Lions' team but also the very concept of what a football stadium can be in the 21st century.

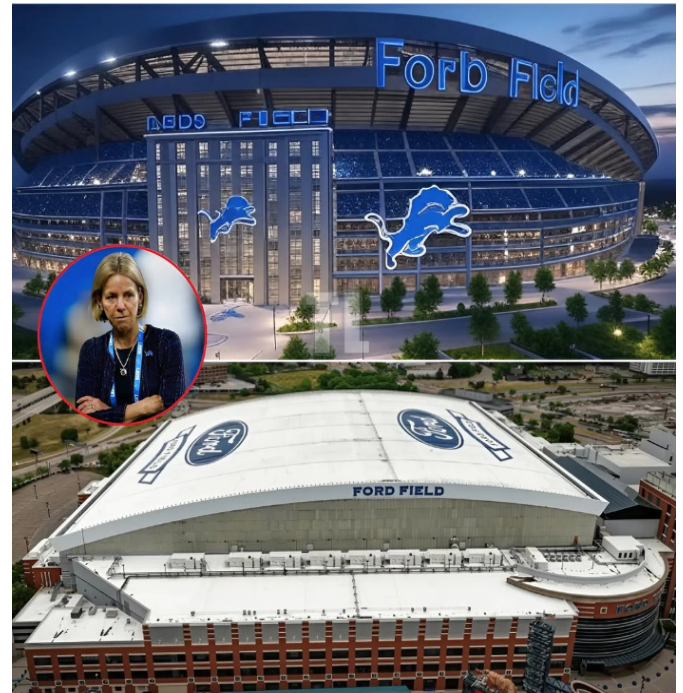
Ford Hamp's goal is to leave the franchise stronger and more innovative than when she found it and the scope of work she has put together and her willingness to fund it guarantees she will achieve her goals.

With the Haslams in Brook Park, there is no dynamic vision, no innovation and no willingness to pay for it as is the case with Ford Hamp, who, unlike the Haslams, is genuinely concerned with her legacy for her city: "This is my last wish before I step away," she said, her voice filled with emotion. "Ford Field will not only be a place for football, but a place that reflects Detroit's resilience, innovation, and future. It will be a stadium for the people, powered by the people." **Haslams' Brook Park stadium embodies none of that.**

Ford Hamp's renovation scope has four major components: Redesigned luxury suites for premium experiences, interactive augmented reality (AR) features that will immerse fans in new ways, and tech-forward seating designed for comfort, inclusivity, and connectivity. On top of those elements to elevate the fan experience, the most laudable aspect of her thinking is the commitment to sustainability. Ford Hamp wants "the greenest stadium in the NFL," and has pledged to implement carbon-neutral initiatives, solar energy expansions, and advanced water recycling systems.

Architectural renderings reveal sweeping new design elements that blend sleek Mid-Atlantic curves with Detroit's industrial character. The repetitive bent flat plates of the Brook Park stadium design for the Browns reflect low-cost design and construction that virtually all stadiums avoid. The revamped Detroit stadium exterior will feature glass facades, rooftop gardens, and LED-lit panels that change colors to reflect community events and team pride. Inside, fans can expect a stadium that feels alive – literally - with interactive AR walls that allow them to relive historic Lions plays, track player biometrics in real time, or even compete against virtual recreations of their favorite stars.

One of the most significant features is the immersive AR fan experience. Using either stadium-provided smart glasses or personal devices, spectators will be able to see stats, replays, and even 3D holograms projected onto the field. Imagine watching Amon-Ra St. Brown's routes play out live in augmented form, or Jared Goff's



throwing mechanics displayed as real-time overlays. The goal is not just to watch the game but to feel as though fans are part of the action - a blending of sports, technology and entertainment that will likely set a new benchmark for stadium experiences worldwide.

The luxury suites will also receive a complete overhaul, with Ford Hamp stressing that exclusivity does not have to mean excess. Suites will feature locally sourced sustainable materials, AI-driven personal service, and panoramic AR projection walls that allow fans to customize their view of the game. "Luxury in Detroit means responsibility," she said. "We want our premium experiences to model how high-end can also be eco-friendly."

Sustainability, however, is where the project truly aims to make history. Ford Field already has a reputation for forward-thinking design, but the renovations will push boundaries even further. The stadium will double its solar coverage, generate enough renewable energy to power events year-round, and implement waste-to-energy systems that minimize environmental impact. Advanced rainwater capture and recycling systems are expected to reduce water consumption by over 60 percent, while partnerships with local environmental organizations will ensure the stadium serves as a hub for green innovation.

None of this forward thinking is coming from the Haslams to be incorporated into their Brook Park facility.

Ford Hamp's announcement drew widespread praise from environmental groups, who hailed the Lions for prioritizing the plan-

Sheila Ford Hamp's Renovation Plan for the Detroit Lions' Ford Field Establishes Haslams' Brook Park Project as Truly Second Class:

et alongside the game. "This is what leadership looks like," one advocate said. "The Lions are showing that sustainability and sports can coexist—and thrive."

Still, the massive price tag has raised eyebrows. Some critics questioned whether \$2.6 billion should be spent on luxury renovations when Detroit continues to grapple with housing, education, and infrastructure challenges. Ford Hamp addressed these concerns head-on, emphasizing that the project includes significant community investment. Job training programs, youth STEM education initiatives, and local business partnerships are all part of the plan. "This is not just a stadium for football," she insisted. "It's a stadium for Detroit."

We are not hearing any of this kind of thinking either from either of the Haslams who are too busy shaking down the public to pay for their stadium, the huge infrastructure scope and the resulting costs needed to get their fans to their expensive ticket venue to deliver their nine-figure profits.

Detroit players, too, reacted with enthusiasm. Defensive lineman Aidan Hutchinson said, "When you walk into Ford Field now, it already feels special. But with this? Man, it's going to be the best place in the world to play. We'll have no excuses — it's going to push us to be the best."

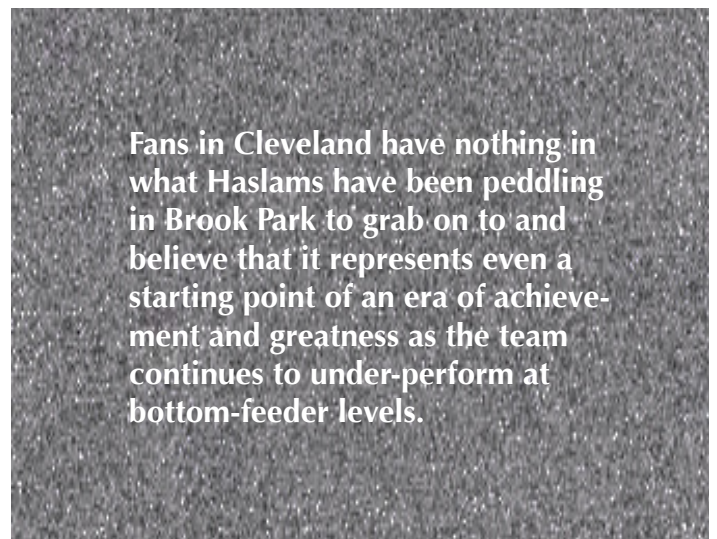
Executives from rival teams reacted to Ford Hamp's announcement in whispers that her renovation will inspire a new wave of stadium innovation across the league. Ford Hamp's narrative made the Haslams' and the Browns' bluster about their Brook Park design feel like junior high school football here. "Detroit just raised the bar," one insider remarked. "This isn't just about football—it's about the future of live entertainment."

Sheila Ford Hamp's renovation represents both the culmination of her leadership and the beginning of a new era for the Lions. Though she declined to give an exact timeline for her retirement, her framing of the project as her "last wish" was poignant, underscoring its significance.

For a city, like Cleveland, that has endured decades of sporting heartbreak, her investment signals belief - not just in the team, but in the city of Detroit itself. **Haslams' abandonment of Cleveland for Brook Park signals the opposite here.**

When Sheila Ford Hamp stood at the podium, she didn't just unveil a renovation. She unveiled a vision: a future where football, community, and innovation come together under one roof. And for Lions fans, it was more than enough to believe that the next era of greatness is already being built.

Fans in Cleveland have nothing in what Haslams has been peddling in Brook Park to grab on to and believe that it represents even a starting point of an era of achievement and greatness as the team continues to under-perform at bottom-feeder levels.



THE BROWNS OVERSUPPLY OF PANTS-ON-FIRE LIES:



There is a substantial difference between a slight exaggeration and a pants-on-fire lie. Jimmy and Dee Haslam, the Browns and Haslam Sports Group have all been guilty of both in pushing for the relocation of the Browns to their proposed in-ground stadium in Brook Park.

Their approach to the challenges they have faced in 2025 has resulted in more than inflated PR and has instead provided a steady stream of bold-faced lies.

Location:

The proposed Browns domed stadium and mixed-use complex in Brook Park is located 1.3 miles from the nearest active runway of Cleveland Hopkins International Airport. This contiguity has been a chief concern from some airport and state officials, who have challenged its development due to potential safety issues related to the stadium's height and its impact on air traffic and operations not to mention other vital questions and developments that have not been answered or addressed.

Of course, Jimmy Haslam and his buddies in the State legislature and the US Congress feel otherwise. One comment from the state was that no doubt fed to them by the Browns was that other football stadiums and event complexes were near airports, too. But that was actually just another lie. Even so, the Haslams got ODOT to reverse their permit denial.

But just so the facts are clear:

- The next closest major sports facility to an airport is Churchill Downs in Louisville, Kentucky where the Kentucky Derby and other horse racing events are held. The distance between Louisville International airport and the racetrack is 3.3 miles, which translates to a 10-minute drive or 40-minutes with public transit.
- Third closest is Allegiant Stadium in Las Vegas where the NFL Raiders play. The distance between Harry Reid International Airport and the stadium is 3.6 miles, which translates to a 10-minute

Report says Browns short 10,000 game-day parking spaces in Brook Park; suggests nearby businesses as solution



Click here for stories we've followed through on and to submit your ideas.



drive or 45 minutes with public transit.

- Fourth is the Footprint Center in Phoenix, Arizona – home arena of the NBA Phoenix Suns and the WNBA Phoenix Mercury. Distance between Phoenix Sky Harbor airport and the arena is 4.2 miles, which is a 15-minute drive and 30-minutes via public transit.
- The final closest mega-venue to an airport venue is the Wells Fargo Center in Philadelphia, PA. – where both the NBA Philadelphia 76'ers and the NHL Philadelphia Flyers call home, The distance between the arena and Philadelphia International is: 6.1 miles – a 10-minute drive and 60-minutes on public transit.

Those are the facts.

Coordinating with Hopkins Airport Replacement:

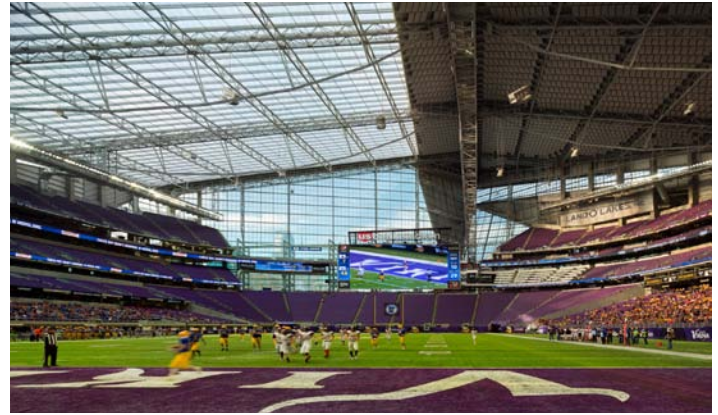
Another challenge that the Haslam Sports Group and the State of Ohio have deliberately ignored is the massive multi-phase \$1.6 Billion (\$3B?) Cleveland Hopkins International Airport reconstruction, which might bring our airport into the 21st Century, and has already allegedly been fully designed and approved.

The Hopkins construction will continue through 2032 and will include a new terminal built on the site of the current parking garage, a new parking garage and a new ground transportation center. The new Hopkins will be over twice the size of the existing one with an expanded check-in lobby, a larger baggage claim area, and a new international customs facility.

Now, let's get real here. Will the reconstruction of a 24/7 international airport will not in any way be hampered by the building of Haslam's Dome-a-Rama complex a mile away? You don't think it's going to obstruct traffic on three interstates – 1-71, 1-480, and the I-80 Ohio Turnpike and all major routes to the airport?

The Browns Have Also Lied About the Brook Park Stadium's Design:

BROWNS BS ON THEIR BROOK PARK STADIUM'S DESIGN:



In a community with a design culture that has diminished substantially in the last three decades, the Browns have found it necessary to present what they have come up with in an overly enthusiastic light. This has, however, led to a series of exaggerations, false claims and outright BS in presenting and describing the stadium's design.

The Browns' stadium design in Brook Park is nothing special. That is a problem – for some of us. The design standards for NFL stadiums have improved significantly in the last ten years and the design by HKS does not pass today's sniff test. **The design from HKS and Haslams is just a big dark orthogonal shed with a translucent roof.** Ho hum.

It is a series of flat bent planes that make the building quick, easy and inexpensive to build. That is not the criteria you will find in use at **any** other stadium, except the HKS-designed stadium for the Minnesota Vikings.

The glass-like roof is not unique, it may not effectively buffer the stadium from aircraft noise, and it will not end up looking like the renderings. If you need proof, look at the HKS renderings for the U.S. Bank Stadium in Minneapolis (above left) and compare them with the project as built (above right).

The rendering makes the glass roof look like the entire roof is transparent and look light as a feather with nothing structural to hold it up. This was not honest presentation work by HKS. The HKS design is unfortunate because it comes at a time when all other sports facilities of such scale around the world are reflecting genuine design excellence in one way or another.

The Browns' hyped attributes are a mix of dishonest claims and features that are nothing special – double the bathrooms, 12,000 parking spaces (still not enough for 75,000 seats) – and nothing more!! The TFC YouTube video replays the Haslams' claims about the year-round activity that has never materialized at **ANY** of the ten other existing domed stadiums in the US.

The video from TFC Stadiums is titled, "Why Cleveland Browns' New \$1BN Stadium CHANGES the NFL." How so? Despite the

dozens of brazen assertions contained in the video, they never even attempt to substantiate the ridiculous claim that the Brook Park stadium would change the NFL in **ANY** way - because it won't.

The video claims the stadium design to be "a fundamental rethinking of what a football venue can be." The proof? "70,000 seats."

Wow. It is pretty pathetic that all the Browns have to champion their outrageous thesis is their seating capacity. With virtually all NFL stadiums seating about 65,000, cramming in 5,000 to 10,000 more seats hardly represents a "fundamental rethinking of what a football venue can be." It should also be noted that 13 of the NFL's stadiums today *already* seat 70,000 - or more.

The Browns' video refers the 80' below grade design as something "that revolutionizes the fan experience" because thanks to its recessed design, "every fan has an unobstructed view of the field."

That is pure, unadulterated hogwash. *Every* fan at the current lake-front stadium has unobstructed views. That is your pitch? Find me a facility in the NFL with sight line obstructions. That is not a point of difference in this day and age! The Browns hold nothing back in their continuing mix of misinformation and disinformation.

The ETFE translucent roof: "Natural light will flood the playing surface" - just like the Minnesota Vikings and SoFi stadiums that HKS designed nine years ago or the Allianz Arena in Munich. ETFE is a plastic coating developed by DuPont decades ago for wire coatings in the airline and aerospace industries.

The UK's Biodome at the Eden Project 23 years ago made the material legible to the architectural community. While ETFE weighs much less than glass, it still needs to be held in place with frames to be supported. Burger's Zoo in Arnheim, Germany was the first ETFE project - in 1982, 44 years ago.

The Tennessee Titans new stadium project by Manica Architecture features ETFE spanning 660 feet. Manica also utilized it at the Allegiant Stadium in Las Vegas (P. 47, left). The Shed Arts Facility by Diller Scofidio & Renfro in New York City's Hudson Yards also employs ETFE to reduce weight since the enclosure's envelope - walls

BROWNS BS ON THEIR BROOK PARK STADIUM'S DESIGN:



and roof - roll open and closed for different performances.

A summary of other BS claims from the Haslams' TFC video include:

"Luxury field level suites." Just like Progressive Field? That is hardly revolutionary. How will the fans see over the players standing on the sidelines for the whole game?

"Massive oblong video boards." Like every other stadium.

"Cutting Edge Artificial Turf." Like virtually any Division One college stadium.

Brook Park is supposedly "creating a new entertainment hub for NE Ohio." Time will tell. The number, scale and quality of restaurants - and their survivability - in the mixed-use part of the development will have a Biblically significant bearing on whether the Haslams' dream becomes a hub - of any kind - or consequence.

Because of the stadium's design, a Browns game is "transformed from a 3-hour event to a full day experience." Time will tell. At the moment, that is nothing more than a Haslam aspiration.

"Easy access from all directions." Doubtful. That will depend on the effectiveness of road and rail infrastructure improvements that taxpayers will likely be responsible for so the billionaire Haslams can keep as much of their money as possible.

Given that the Browns totally punted on even thinking about the level and type of infrastructure needed to enable fans to access their playground, let alone develop a responsible plan to develop consensus with NOACA and the State on those upgrades and who should participate - and to what extent - in paying for all of this work, the Browns claim about easy access is fundamentally dishonest.

"Public transportation remains a viable option for fans." Not yet it doesn't. Not by a long shot. Not without massive and costly infrastructure improvements. And GCRTA has made it painfully clear that a new and necessary rapid station at Haslams' site will not

receive any funding from them.

"Multiple hotels. 400+ Residential Units. Entertainment venues."

"12,000 - 14,000 Parking Spaces... avoiding mass surface lots." But the parking IS shown to be precisely that via mass surface lots! This is blatant disinformation - intentional lies.

"Walking paths and greens spaces..." And who will be responsible for maintaining those green spaces? Those paths lead fans and customers - who spend money to experience Haslams' stadium and the retail and entertainment occupancies around it, so Haslams should pay to construct them and maintain them. But they booted that back to Brook Park who may go broke trying.

"...Sets a new standard for stadium development in the 21st century." **Not even close.** Sheil Ford Hamp in Detroit now owns that one.

"At 2.4 billion dollars, the project is a catalyst for regional economic transformation." **It is very unlikely that a development that provides a small number of low-wage jobs - which already exist - will transform any part of NEOH. The nation's economists that focus on sports facilities have ALL said that the Haslams' claims for economic benefits are nonsense.** The short-term construction jobs will be nice, but they will not produce an economic transformation for NEOH.

"The projected economic impact justifies this investment (between public and private)." This opinion is also overwhelmingly not shared by a majority of fans because 1). It is a lie, and 2). This is simply a movement of economic activity from downtown and the lakefront to Brook Park - it is not a new positive impact.

"Annual direct spending in Cuyahoga County is expected to reach \$1.2 billion," with 89% - \$966 million, generated on site. **The nation's economists that focus on sports facilities have ALL said that the Haslams' claims for economic benefit are nonsense.** And the majority of that spending will go into the Haslams' pockets, which does not benefit Cuyahoga County, its citizens or taxpayers.

BROWNS BS BROOK PARK STADIUM'S DESIGN: INFRASTRUCTURE COSTS AT \$130M

Brook Park, Browns make their pitch for \$70.3 million in state transportation money



On Wednesday, representatives for Brook Park and Haslam Sports Group made their case for \$70.3 million in state money for public infrastructure improvements around the future stadium site.

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BROWNS 2025 SCHEDULE



The project will provide “constant economic activity throughout the year.” Maybe to a very minor extent, but from Day One, the Haslams have exaggerated the likelihood and number of major events, which has been noted by every stadium expert out there.

“The facility is projected to attract 1.2 million visitors annually.” The Browns currently rank 28th in the NFL with 541,000 ‘visitors’ in 2025.

The top sports economists across the country have dismissed Haslams’ projections as inflated and unrealistic. With 75,000 seats, that amounts to only 16 events annually. It is hard to spread out those events to honestly support a claim for year-round activity with 349 open dates.

“5,400 Permanent jobs will be created.” This is pure horse manure.

The stadium jobs are existing jobs. And they are far from permanent. They are simply being moved from Cleveland to Brook Park. Other low-wage jobs for the hotel and retail elements will simply be reallocating the local employment base, not adding growth or new jobs. And these are not 24/7/365 jobs. And the 5,400 number is simply delusional.

Someone working part-time for 16 games or events a year is not a permanent job. Neither are the retail jobs. There is a reason why the Browns have never released their alleged Economic Impact Study. Any capable economist will rip it to shreds. We asked them for it. There has been no response.

Stadium entry will be enabled by facial authentication technology with an average entry time of just two seconds per ticket. That is standard now.

“State-of-the-art materials minimize environmental impact.” Where? In what way? How is the facility being heated? Where do we put our coats when we arrive?

When the Browns stadium opens in 2029 “it will represent Cleveland’s vision for the future of sports entertainment from the frictionless markets in the concourse to the premium chalet trailers

for pre-game experiences.” Is this supposed to eliminate tailgating – a Browns tradition?

“Premium spaces combine luxury with authenticity...” What does that even mean?

When completed in 2029, “it will be a landmark achievement in stadium design.” **No, it will not! There is absolutely nothing about the HKS design that will establish the Brook Park stadium as a landmark in stadium design.**

Infrastructure:

In August, Rich Exner in *cleveland.com* reported that the Browns are in discussions with GCRTA to try and have taxpayers fund a new rail station next to the Brook Park stadium. But a Browns spokesman said that discussions are not yet far enough along to discuss money and sources of funding.

In 2017, RTA spent \$17 million to renovate the nearby Brookpark Station. That station is a bit less than a mile from the proposed Brook Park stadium site – the same distance the Tower City RTA station is to the current lakefront stadium. At a very minimum, the Browns need to acquire a fleet of shuttle buses for their fans.

Public meetings have identified the perceived infrastructure needs to include the following:

Edward Orcutt, the mayor of Brook Park, and Dennis Albrecht, the project contractor from Osborn Engineering, have presented updates, which have included:

- Planned changes to exit ramps and roadways to accommodate increased traffic.
- Widening and building additional pedestrian pathways.
- Revising zoning laws to allow for offsite, after-hours event parking north and northeast of the stadium.

The Browns' Attempt to Reverse PR Disasters With a \$100M Olive Branch



- Constructing a new RTA stop to serve the stadium.

Following this, there were additional slide presentations that identified:

Buildable Units (BU):

- BU1: I-71 North exit ramp improvements — \$1.2 million
- BU2: I-71 South exit ramp improvements — \$21.8 million
- BU3: Snow Rd. ring road connector — \$9.8 million
- BU4: SR-291 Engle Road — \$1.7 million (safety concerns with one-way roads)
- BU5: Ring Road improvements — \$14.6 million
- BU6: Pedestrian Bridge — \$14.9 million (supports offsite parking north/northeast of site)

The Summary of written comments from NOACA staff reflects:

- Offsite parking: Development to provide only 12,000 to 13,000 spaces; unclear where necessary off-site parking will be located.
- Multijurisdictional coordination is preferred to address increased traffic.
- RTA Red Line is a mile from the proposed site; Even NOACA agrees that a dedicated RTA stop or Browns shuttle service is needed.
- Accessibility features, especially for the pedestrian bridge, not addressed.



- A comprehensive traffic study is needed (especially for airport/stadium congestion).
- Concerns raised about aquatic life impairment in Big Creek watershed.
- Regional air quality concerns related to congestion.

The Browns' Attempt to Reverse PR Disasters With a \$100M Olive Branch:

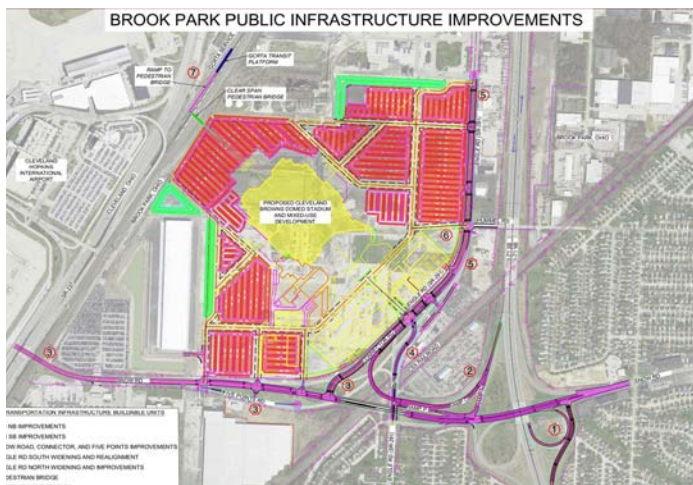
Having overcome the objections from Hopkins Airport and ODOT to the height of their BP stadium, the Browns still needed to overcome the City's Modell lawsuit which prohibited a sports team from leaving town without offering the team for sale or otherwise mitigating the adverse economic impacts to the city.

Their solution was to negotiate with Mayor Bibb a \$100 compromise - that is actually closer to \$75 - \$80 million in net present value dollars, depending on exactly when the Haslams and Browns make payments - to pay for the demolition of the lakefront stadium and provide additional monies over time.

The Haslams and the Browns have put an end to their fight with a settlement of \$100 million – more like \$75 million in present value dollars - from the Haslams which buys them a measure of guilt relief for abandoning the city and its lakefront. Thanks to the mid-October agreement, the Browns via Haslam Sports Group will, over time, contribute money to demolish the 1995 lakefront stadium and contribute to the lakefront's redevelopment as follows:

- HSG was to pay the City of Cleveland \$25 million by December 1, 2025.
- HSG will pay to demolish Huntington Bank Field at the lakefront to a development-ready condition at an estimated cost of \$30 mil-

Browns Infrastructure Omissions & Costs;



lion.

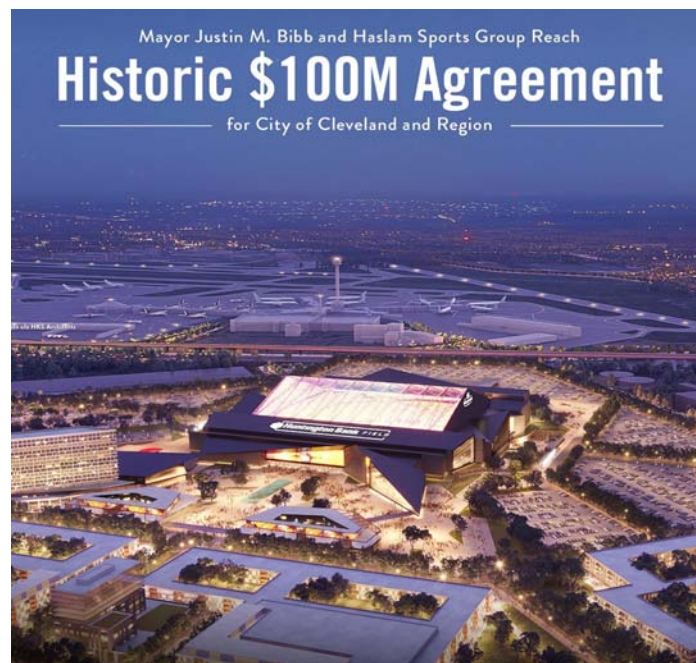
- HSG will begin on January 1, 2029 to pay the City of Cleveland \$5 million each year until 2033, totaling \$25 million.
- Once the existing lakefront stadium lease ends, HSG will ‘invest’ no less than \$2 million each year for ten years in “mutually agreed Community Benefit Projects” to the tune of \$20 million – present value = \$15M?
- Both parties agreed to support infrastructure projects relating to road and air travel relating to the Brook Park stadium project, the modernization/ replacement of Cleveland Hopkins Airport, the development of the Cleveland lakefront, including the Burke Lakefront Airport property.

HSG's contribution represents 0.005% of Haslams' net worth or 0.03% - not 3%, 0.03% - of the Brook Park development project's cost, excluding infrastructure costs. The Haslams got rid of the cloud hanging over their heads with both parties voluntarily dismissing all lawsuits with prejudice related to the relocation of the Browns' Huntington Bank Field to Brook Park.

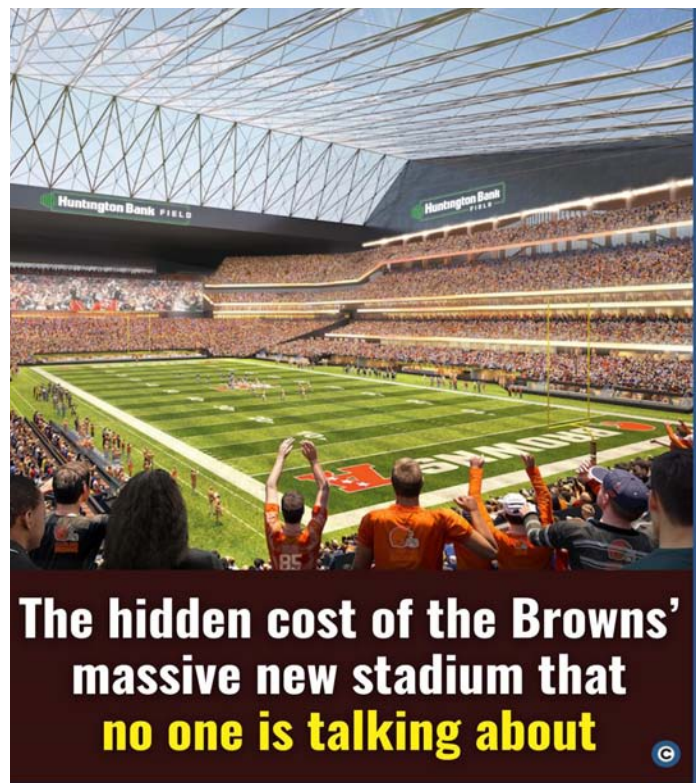
In July, Cleveland, working with the nonprofit North Coast Waterfront Development Corporation and commercial broker CBRE, issued an RFQ to develop 50 acres of our lakefront, including the 22-acre stadium site.

In December, the City selected Browns' favorite DiGeronimo Companies as the project manager for the lakefront redevelopment project, the same contractor Haslams have building their Berea development. Because the lakefront land is dirt reclaimed from Lake Erie, the city cannot sell the land so Cleveland is proposing 75-year land leases with a pair of 50-year extensions.

To enable the lakefront's development, Cleveland has proposed a relocation of the Shoreway into a multimodal boulevard with a new land bridge over the boulevard and railroad tracks with new access



roads, sidewalks, bike paths and streetscaping at a cost of \$450 million, of which HSG's \$50M is 11%. The city already has \$130 million in federal grants, \$20 million from the state and \$134 mil-



The Browns Have Brook Park Bending Over To Cover Their Butt:

The initial press releases in 2023 from the Haslams and the Browns on the possibility of building a domed stadium in Brook Park stated that the team planned to build 20,000 parking spaces in order to shake \$93 million from fans for parking over the next 20 years. There are those who have suggested that the inability of the Haslams to harvest substantial parking revenue at the lakefront was *the* driving force leading them to Brook Park.

But it has now been discovered that the Haslams did not buy enough land for their stadium in Brook Park, its necessary parking and the mixed-use elements they will have a developer provide. And Brook Park mayor Ed Orcutt is rolling up his sleeves to have his community of 18,600 middle class residents take on massive utility, site development and additional parking construction obligations – instead of the Browns – the principal beneficiaries of all this additional work.

The September 8 issue of *Crain's Cleveland Business* stated that Haslams' 176-acre site can hold only 12,000 – 14,000 parking spaces, making it short by 6,500 – 10,000 spaces on game days. Perhaps the Haslams need to adjust their appetite for mixed-use development to accommodate the primary activity for the property's development.

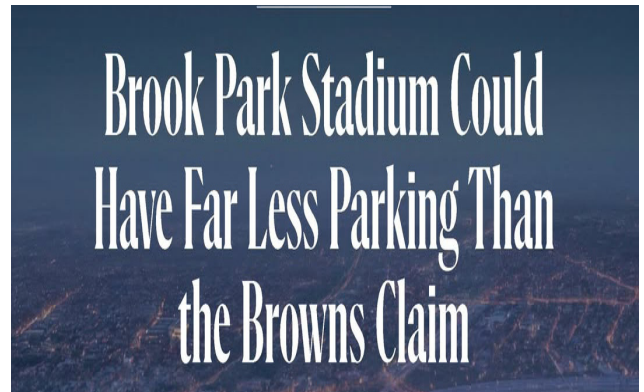
The new stadium for the Washington Commanders is being designed to seat 60,000 fans with 25,000 cars – double the capacity of Haslams' parking lots – for fans.

Orcutt has volunteered to have his city change their zoning laws to establish 'entertainment parking' zones that will allow nearby industrial uses to park cars for Haslams' customers. Orcutt has also approached nearby vacant or underutilized buildings, "offering to "smash it down, repave, stripe and do profit sharing " as part of an agreement" to deliver enough spaces to met Haslams' game day needs. Why isn't this all on the Haslams and the Browns?

Orcutt's goal is to keep the Browns' game day traffic volume away from his residential neighborhoods and push it towards Brook Park Road. He is also counting on the RTA station north of Haslams' site to provide another option, though the Haslams are naturally begging everyone else to pay for a new rapid station at his doorstep. At a NOACA presentation in late August, RTA's deputy general manager of engineering and project management Mike Schipper said that they will not be providing ANY money for a new station in Brook Park.

Orcutt admits he is concerned about traffic flow, particularly on weeknights when a game or concert event could conflict with regular commuter traffic. He optimistically recalls when Ford had 16,000 employees at the site every day. But they were spread over three shifts, mayor.

Brook Park, NOACA and the State are doing Haslams work for them by taking the lead on a modification study of I-71 and Snow Road which includes widening entrance and exit ramps, as well as looking at the tangle of roads called 'Five Points' to replace them with a single boulevard that connects Engle and Snow Roads with a flyover ramp (\$\$\$\$) on I-71 to further improve access. Orcutt is also saying



that Brook Park will add sidewalks along Brook Park Road and build a pedestrian bridge at Hummel Road which the city will close to vehicles on game/ event days.

Brook Park has a population of 18,600, is 11 square miles and has an annual operating budget of \$35M - \$40M and an annual capitol budget of \$3.9 million. Its average household income is \$77k annually. Mentor's is \$83k annually. Cleveland Heights' is \$72,300 annually.

Who Will Own the Brook Park Stadium?

The Haslams just want the income from the Brook Park stadium. They do not even want to have to maintain it.

Haslam said that he wanted the same Sin Tax revenue sharing deal that the Cavs and Indians got. But those facilities were built by and owned by Gateway. His act in Brook Park bears no similarity. And the Brook Park stadium cannot be construed to be an urban redevelopment initiative as Gateway was labeled to get the sin tax to pass the second time around.

The Haslams are doing their own thing in Brook Park with a handout from State legislators who got campaign contributions from the Haslams to grease the flow of State money. So this is simple:

If it is a \$2.4 billion stadium and the State is kicking in 25%, then Haslams own 50% the state owns 25% with Brook Park trying to pick up the last 25% and those three parties should be responsible to pay their proportionate share for whatever maintenance and real estate tax obligations present themselves.

If Brook Park is rich enough and dumb enough to also cover the Haslams' fannies for what is currently exposed since they only want to contribute \$1.2 billion of their \$14 billion in assets, then Brook Park can also own their proportionate share of the maintenance obligations – and taxes, which will tax their poor citizens and turn their city into a ghost town in short order. It is doubtful that the legislators in Columbus thought that far ahead when they schemed to steal – er, appropriate - \$600M from Ohio's unclaimed funds kitty for the Haslams.

Haslams Agree to Pay \$100M to Bury the Hatchet with Cleveland & Escape the Obligation to Own & Maintain Their Stadium

Local voters and political leaders have been overwhelmingly opposed to the Browns moving to Brook Park and if it went to a vote, the Haslams would need proctologists just to count the votes.

Haslams Escape the Obligation to Maintain & Repair Their Stadium:

In early December, Haslam Sports Group transferred the property to the City of Brook Park, signaling their success in avoiding the responsibility to own, pay taxes on and maintain the property. County records show the transfer of the 177.7 acres was completed December 12, 2025.

A Browns spokesperson characterized the transaction as a step in the process toward creating the community authority that will eventually own the stadium.



Development: The Browns and city of Cleveland strike a \$100M settlement to help fund the stadium move and lakefront revival. *By Ken Prendergast, NEOTrans*

In a move that will dismiss all of Cleveland's lawsuits against the Browns' new Brook Park stadium, the two sides agreed on a settlement that will pay the city \$100 million, which will go toward future lakefront projects.

Upfront: In the settlement, the Haslam Sports Group will pay the city \$25 million by Dec. 1, 2025. It will also pay the estimated \$30 million to help fund the teardown of the current lakefront stadium.

Long-term Payments: Beginning in 2029, the Haslam Sports Group will make annual payments of \$5 million to the city until 2033.

- Once the current lease of the lakefront stadium is terminated, the Haslam Sports group will also be required to invest \$2 million per year for the next decade in community benefit projects that are mutually agreed upon.
- Overall, the Browns' owners will pay and invest at least \$45 million over the next decade, once the lease at the current stadium is terminated.

Moving Forward Together: Both Cleveland and the Haslam Sports Group will support infrastructure plans related to air and road travel for multiple locations.

- The Brook Park Stadium mixed-use project.
- The modernization of the Cleveland-Hopkins International Airport.
- Redevelopment of the Browns Lakefront site and Burke Lakefront Airport property.

Cleveland Mayor Justin Bibb: "I'm proud to deliver this historic deal to the residents of the City of Cleveland. My administration, with the Haslams' support, will finally unlock the full potential of our lakefront, benefiting all residents and attracting new investment to the City."

Landmark Church of the Saviour Closes Sanctuary to Begin Emergency Repairs



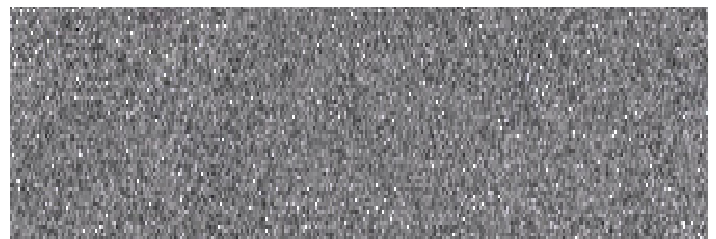
The landmark Church of the Saviour Church on Lee Rd. in Cleveland Heights discovered - by accident - significant structural issues with its sanctuary and has closed the sanctuary, removed pews and erected scaffolding to effect emergency repairs. It is anticipated that the repairs may take between one and two years to complete. In the interim, the church will hold its worship services in the social hall at the south of the property.

In early December, when the church's Organist climbed the scaffolding erected to enable the pipe organ restoration at the sanctuary's southeast corner to see how work was progressing, he noticed that something did not look right with the stone work on the nave's massive arches.

The church immediately called in structural engineers and contractors to offer opinions on the severity of the problem. They discovered substantial movement of the exterior walls and arches, which are bowing outward from the load of its roof structure.

The east wall with the sanctuary's primary stained glass window was 4" out of plumb at the top. The analysis and recommendation of the structural engineer have dictated the \$2M+ scope of work which the church and the regional Methodist office believe they will be able to pay for.

The impressive neo-Gothic church was designed by John W. C. Corbusier and completed in 1928.



THE HASLAMs ARE JUST PLAIN GREEDY:



The Haslams do not want to pay for the cost of the stadium that the Browns will use to play their games. They only want to pay half. They think the public should pay for the rest of its cost while they can keep ALL of the revenue.

So they made a bunch of 'political contributions' in Columbus and our legislators came up with a plan to appropriate \$600 million for the state's Unclaimed Funds Trust.

The Haslams want to keep **ALL** of the money from sales of the price-increased tickets.

The Haslams now want to institute Personal Seat Licenses everywhere there is a decent seat to take even more money from fans.

The Haslams want to keep **ALL** of the money from parking - \$93 million over 20 years.

The Haslams do not want to even pay to provide enough parking spaces to accommodate the fans coming to the games. So instead of building structured parking to accommodate the volume of cars (like the Cincinnati Bengals and Ohio State have), or cutting back on their mixed use development land use, they have Brook Park scrambling around trying to figure out how to accommodate the actual number of cars coming on game days. That is greed.

The Haslams do not want to pay for ANY of the infrastructure improvements needed for fans to get to their stadium. They want the public to pay for ALL of those improvements. Yet only the Haslams get a return on those investments. That is greed.

The Haslams do not want to have ANY obligations to maintain their stadium so their team can play and they can rake in their gate receipts. They want Brook Park – a small suburban community of 18,124 middle-class residents with an average annual household income of \$67k - to shoulder all of those responsibilities and costs. That is greed.

The Haslams also want to hedge their bets on the \$1.2B mixed-use part of their Brook Park plan. In December 2024, Haslams

announced that Lincoln Property Co. will “partner” to develop the site’s mixed use mix - in phases. Lincoln’s press release claimed “The mixed-use entertainment district surrounding the stadium will be developed across multiple phases and will ultimately include 300,000 square feet of retail, two upscale hotels, 1,100 apartments, and 500,000 square feet of office.”

Phase One, which is planned to deliver along with the stadium in 2029, will include 450 hotel rooms; 575 apartments; 96,000 square feet of traditional retail, suited for unique food & beverage and shopping destinations; and 137,000 square feet of experiential retail, which will include a team store, and other experience-based retail concepts that will drive year-round activation and community involvement.”

Lincoln has repeated Haslams’ bogus claims of 3,300 new jobs created and an annual \$1.2B economic benefit that have been discredited by others, including CAF. The partnership details regarding percentage of ownership, relative equity contributions and related details have still not been disclosed.

