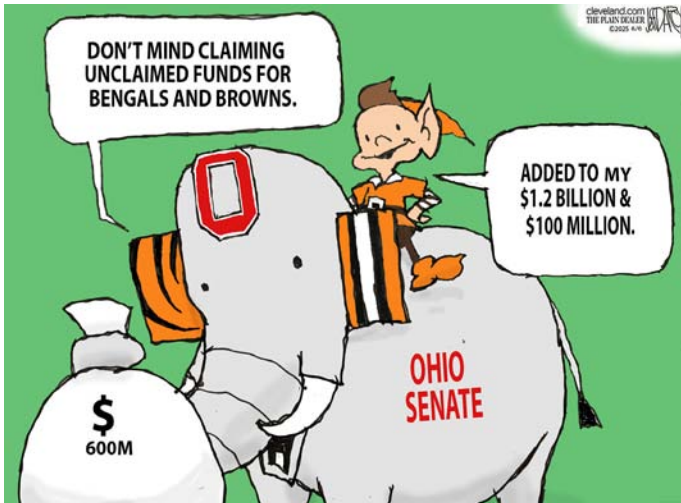


NEOH BETRAYED BY STATE LEGISLATORS, BROWNS, GCP:



The Haslams' move of the Cleveland Browns to Brook Park is a civic and moral failure and a betrayal that will hurt Cleveland and NEOH in more ways than one - and for a very long time.

A May 28 article in *Crain's Cleveland Business* observed that the "ongoing legal battle between the Cleveland Browns and the City of Cleveland isn't just a sports story – it's an example of leadership failure that's costing taxpayers while benefiting no one except lawyers." The May 21 *Cleveland.com* podcast "criticizes everyone involved in the embarrassing civic mess."

"At issue is the Browns' planned move to Brook Park and the city's attempt to use the Modell Law – named after former owner Art Modell, who moved the original Browns to Baltimore – to prevent it. A judge recently allowed the Browns to file an amended lawsuit challenging the constitutionality of the law, despite the city's objections."

But the real calamity of this tug-of-war is that an overwhelming percentage of citizens want the Browns to play their games downtown on the lakefront, while the Haslams greased the palms of lawmakers in Columbus who agreed to allow a huge chunk of the domed stadium's projected cost to be paid for with the State's unclaimed funds kitty. This betrayal of the public trust and the enrichment of billionaires at the expense of the public is the pathos of this saga.

A decision of this magnitude should NOT be left to those in Columbus. A decision of this magnitude should be made only by our community's taxpayers whose money the folks in Columbus throw around. But the Haslams knew that a public vote would go against them and require them to revert to their Plan B to stay downtown. And this would reject their Brook Park scheme and keep them from getting their hands on the additional \$94 million they project they will pull in just for parking cars in Brook Park.

Dee Haslam's presence on the board of the Greater Cleveland Partnership surely influenced the region's chamber of commerce to sell its soul to the devil and endorse the team's leaving our urban center. If the GCP board had members with a legitimate or even basic understanding of the dynamics of urban form, and a conscience that compelled them to think and act in an ethical manner in the interest of their constituents, they would have not made such a cowardly and damning endorsement.

But then GCP has always behaved as a whore for someone in recent decades. They endorsed their landlord's invisible site behind and below Terminal Tower as their preferred site for the Rock-n-Roll Hall of Fame when they were tenants on the second floor of Terminal Tower. Fortunately, architect I. M. Pei had enough drag to point out that GCP's proposed site was a disaster with regard to visibility and accessibility, so that reckless and transparent move by GCP was fortunately circumvented.

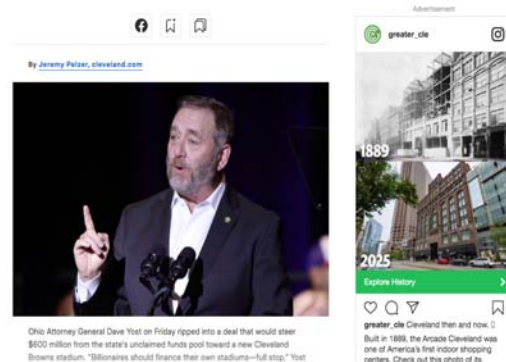
GCP pushed the narrative for the GOP Convention here in 2016, lying to us that the event would net \$300 million to the region. It delivered \$40M according to the statisticians at CSU.

GCP told us to renovate Public Square and that it would cost \$25 million and would involve no public money. The project cost \$50 million and was paid for almost entirely with taxpayer money.

GCP is always in favor of spending taxpayer money without a vote of the taxpayers. GCP's fingerprints are on the unvetted and purposeless \$800M Medical Mart disaster and the new Convention Center that was supposed to substantially enlarge the existing facility so we could be competitive with Columbus, Pittsburgh and Indianapolis. Thanks to the terrible design and management of the project, we ended up with a useless Medical Mart, and a convention center that was exactly the same size of the one we tore down, minus the 500-car parking garage we eliminated. It is an \$850M mistake and the principals have escaped accountability.

Ohio AG Dave Yost rips \$600M unclaimed funds grab to help build new Browns stadium

Updated: Jun. 27, 2025, 8:06 p.m. | Published: Jun. 27, 2025, 7:52 p.m.





The lawsuits over the Browns' Brook Park move is proof of leadership failure -- and it's costing taxpayers

Updated: May 28, 2025, 12:35 p.m. | Published: May 28, 2025, 11:49 a.m.



Cleveland leaders are failing in their roles to bring an end to the Browns stadium saga, with the Cavs and Guardians now working to build stadium maintenance



NEOH BETRAYED BY STATE LEGISLATORS, BROWNS, GCP:

We taxpayers then went on to build a 600-room downtown Hilton Hotel next door with zero additional parking for all three of those facilities. And thanks to the attorneys involved, taxpayers are on the hook when Hilton does not make their pro-forma every year to give them money for the difference so they have zero risk, zero incentive or any real obligation to succeed. We have had to pay our tenant millions twice so far.

And GCP has been the head cheerleader for every taxpayer giveaway without any citizen vote for hundreds of millions of dollars to constantly renovate and upgrade our football, baseball and basketball sports facilities.

But the true shame of the Browns' move to Brook Park is the disgraceful manner in which the Haslams spread their money in Columbus with campaign contributions to buy the Ohio House and Senate's give-away to the uber-rich Haslams (\$14.4 billion) of \$600 million by stealing it from the State's unclaimed funds kitty.

Again – a decision of enormous significance without a vote of the public. The public's support for the move to Brook Park was only 28% of those sampled in two separate surveys. But the bought-and-paid-for legislators in Columbus decided that their pockets stuffed with Haslams' cash were more important than the wishes and well-being of the citizens of Cuyahoga County. They simply dismissed the profound negative impacts to Cleveland with the move by the Haslams.

And the back-door deals – one after another - with GCP and their cronies reek of dishonesty, just like the Browns' funding from the State. These so-called 'leaders' have failed our community for too many years while we continue to lead the nation only in child poverty and being dead last in job growth year after year.

No wonder their back-door attempt to court the Amazon HQ2 project was an enormous failure because our team lacked critical thinking skills and we could not put together a workable site of adequate size to accommodate those 30,000 jobs. And when Intel came sniffing a few years later, we STILL had no arrow in the very same quiver. And today we *still* don't. Columbus and Syracuse put the answers and assets together and are reaping the job growth and economic rewards while we flatline.

County Executive Chris Ronayne and Mayor Justin Bibb are the only players with clean hands and the interests of taxpayers in this stadium debacle. They alone acted with the interests of the majority of citizens of our community. The damage to the downtown CBD, our food and beverage businesses here and those workers will not be on *their* hands. Remember the many villains when it is time to vote.

The *Crain's* article noted that the Guardians and Cavaliers are sitting down to solve the problem with the inadequate Gateway tax receipts to keep pace with the maintenance obligations of their facilities, and are doing so without the Browns around the campfire.

The Columbus Dispatch letter to the editor from Eric May of Columbus politely called the Haslams' raid on Ohio's unclaimed funds a "sleight-of-hand trick bad for Ohio."

The Columbus lawmakers' repulsive act of giving the billionaire Haslams money from the state's unclaimed funds kitty demonstrates the reprehensible way in which this has unfolded with the Haslams' political contributions greasing their gift for a project that citizens do not want, that will hurt the community economically, socially and culturally and that none of the local political leaders want.

This perversion painfully demonstrates how broken our political culture and public funding system is here in Ohio - a true cesspool.

Republican senator Jerry Cirino from Kirtland is at the head of the class of the disreputable legislators who created this gift for the Haslams. Eric May labeled Cirino's move a "sleight-of-hand tactic to provide a handout to Mr. Haslam" and not a good use of taxpayer money.

Plain Dealer and *Cleveland.com* editor Chris Quinn called out Ohio lawmakers for their sleaze in giving the Haslams a get-out-of-jail free card on the Modell law:

"In the middle of the night Tuesday into Wednesday, at the 11th hour of writing the state's next two-year budget, our sleazy lawmakers rewrote the Art Modell law to say it only applies if

DRURY HOUSE IS NEXT ON CCF'S LIST OF CLEVELAND'S ARCHITECTURAL TREASURES TO DESTROY



a team leaves the state. No discussion. No hearings. No chance for Cleveland to object. No shame."

"Single subject? How can you possibly argue that the Art Modell law is budgetary? But lawmakers have been violating the constitution for so long and so boldly that they no longer even consider the legality."

"... Will we ever wake up to the fact that we live in a state that is boiling with crooked lawmakers who repeatedly violate their oaths to uphold our constitution? Or will we keep telling ourselves that the water is just fine?"

Tom Suddes of MSN observed, "Officially, the budget is called House Bill 96. But given the measure's highest profile outlay, it should be called the Dee and Jimmy Haslam Wealth Protection Act."

Bill DeMora in the *Columbus Dispatch* wrote, "I recently introduced legislation that would ban any public money from going to professional sports franchises unless they have a winning record in three of their previous five seasons."

"The Public Access to Professional Sports Act would also require any franchise that leaves the city where they play to pay back every cent of public money to the taxpayers."

The Haslams and state lawmakers have brought their toxicity to Cleveland.

"We do not create the work. I believe we, in fact, are the discoverers."

Glenn Murcutt; 1936 -

The Cleveland Clinic's penchant for destroying Cleveland's most significant architectural landmarks appears to be approaching yet another two chapters.

In 2023, the Clinic demolished native son Philip Johnson's only Cleveland building, the Cleveland Play House. Later that year, the Clinic demolished the former exceptional TRW Headquarters in Lyndhurst, designed by Dirk Lohan, grandson of Mies van der Rohe.

Reliable sources reported earlier this year that now the Clinic plans to demolish the Franchester estate and with it, the significant legacy of the Bolton family in NEOH. The Franchester mansion has been owned by CCF since the Northrop Grumman merger in 2002 when TRW gifted the property to CCF. In the years since, CCF has maintained the residence for guests and events.

Now a reliable source has reported that the Clinic also plans to also demolish the historic Drury Mansion at 8615 Euclid Ave.

Designed by the distinguished Cleveland architectural firm of Meade & Hamilton, the Francis Drury Mansion was completed in 1912 and the 34-room 25,000 square foot structure served as the home of Francis Edison Drury until 1926. Drury was an industrial innovator and foundry owner who lived in the residence until moving to the equally grand Gates Mills mansion Cedar Hill Farm, now part of Gilmour Academy.

The red brick residence features recessed arches, an orange slate roof, Elizabethan chimneys, timbered gables, and dark wooden Tudor designs framing the windows and door. A large, crenulated brick

tower rises above the home. The interior consists of carved woodwork, decorative plasterwork, ornate ceilings, elegant furnishings, and fine art. A giant staircase with oak newels dominates the entryway. The dining room ceiling has plaster reliefs of flowering trees. The mansion was featured in a 1915 issue of *Architectural Record*.

In 1915, Drury purchased the 5-acre F.A. Arter estate across the street. That property was transformed into "The Oasis," a formal garden with reflecting pools, waterfalls, a lily pond, greenhouses, a pagoda, an amphitheater, and a flower-lined path. The formal gardens were highlighted in the 1921 issue of *Country Life Magazine*. The landscaping was designed by landscape architects, Vitale Brinckerhoff and Geiffert.

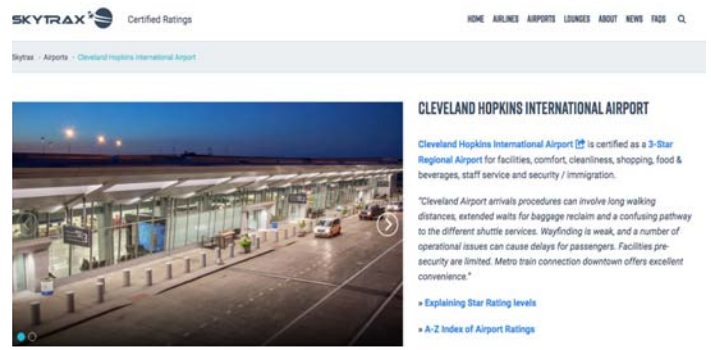
In 1924, Drury sold the home to Francis Thrall King, the acting president of the Cleveland Museum of Art. The garden land was donated to the Cleveland Play House to build a new theatre complex. The King family remained in the home until 1937.

On 11 June 1939, the exclusive Drury Club acquired the house. In 1946, the Florence Crittenton Home, a maternity home for unmarried mothers and their children, purchased the property. The home housed 15 unwed mothers during their pregnancy, a part-time nursing staff, and a visiting physician. In 1973, the Crittenton Home leased the mansion to a program focused on parole violators.

In 1989, Cleveland Clinic (CCF) acquired the property for use as an event and conference center, renaming it the Foundation House.



Above: Vilnius, Lithuania Airport; Zaha Hadid Architects



Above: Hopkins Airport Just Ranks Only Three Stars

CLEVELAND'S AIRPORT DESIGN HAS SERIOUS PROBLEMS:

Vilnius Lithuania is a city of 546,000 with a metropolitan area of 817,000. Cleveland is a city of 360,000 people with a metropolitan area of 1.3 million – 2.86 million, depending on how wide you cast the net. The design for the Vilnius Airport makes Cleveland look like we are just pretending with the proposed airport replacement design – and in actuality, we are.

But then the Vilnius Airport's design has been developed by Zaha Hadid Architects, one of the foremost architectural firms on the planet. Ours has been hatched by firms of far lesser skill.

In our previous Newsletter, we stated that the design of Cleveland's Hopkins Airport presented by the city requires a complete do-over due to its lack of design integrity and failure to align with the current standards for airport design and amenities.

The design presented by Mayor Bibb is a boring box with a full-height glass wall facing southeast where the current smart garage is. There is no grand welcoming hearth space, no adequate canopy to shelter dropoffs, no substantial amenities, no soft, calming forms, no quality materials and nothing that says 'welcome' to visitors and our own travellers. There is nothing to indicate that the Corgan architects from Dallas are aware of the evolving trends in airport design to marry comfort with efficiency and hospitality design, despite an ample budget to enable it.

The May/ June issue of *Building Design & Construction* features an article, "Airports Take Flight with Passenger-Centric Upgrades and Additions."

In it, Ken Miller of HOK Seattle observed, "passenger volumes have nearly doubled every decade since the 1970s."

Below: Cleveland Hopkins Replacement Airport; Corgan Architects, Dallas



Gensler's Director of Aviation and Transportation Ty Osbaugh AIA reinforces the fact that airport design and construction today involves improving passenger comfort and convenience; "Airports are evaluating the global landscape of 'world class' as the barometer instead of simply good U.S. airport."

Osbaugh observes that renovations and expansions are striving to create a "sense of place" that eases passengers' comfort levels. These objectives have clearly NOT been on the list of required outcomes for Hopkins' replacement.

Todd Temple, Operations Manager for Hensel Phelps – the industry's largest aviation sector general contractor by revenue – offered a list of relevant trends today:

- Growing popularity of mass timber
- Demand for self-drop baggage
- Sensory and yoga rooms
- Quiet spaces
- Improved amenities
- Automated screening and exit lines
- Dynamic signage
- Biometrics for passenger check-in and TSA screening
- Non-passenger facing systems/ independent carrier baggage systems

Cleveland's airport project is so far below the airport design baseline that exists today – not just for major airports, but for ALL airports, that **a complete do-over by a top tier firm is an absolute necessity.**

Examples of relevant airport designs under construction or recently completed include:

Below: Jewel Changi Int'l Airport; Singapore; Moshe Safdie



Below: San Francisco Milk Int'l Airport Terminal 1; HKS-Woods Bagot-ED2-KYA Joint Venture Architects



CLEVELAND'S AIRPORT DESIGN HAS SERIOUS PROBLEMS, cont'd



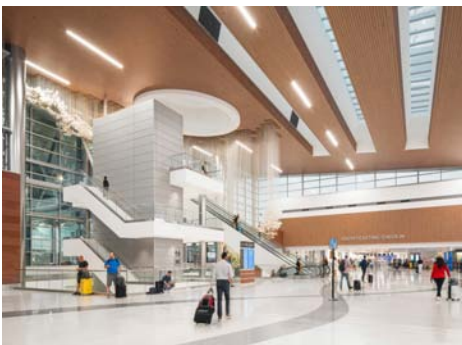
Above: Seattle-Tacoma Int'l Airport, Concourse D; HOK
Below: Nashville Int'l Airport; Fentress Architects



Above: Seattle-Tacoma Int'l Airport; HOK Architects
Below: Orlando Int'l Airport Terminal C; Fentress Architects & HNTB



Above: Seattle-Tacoma Int'l Airport; HOK Architects
Below: Orlando Int'l Airport Terminal C; Fentress Architects & HNTB



Above: Tampa Airside Terminal D; Gensler & HNTB
Below: Newark Liberty Int'l Airport; Grimshaw Architects



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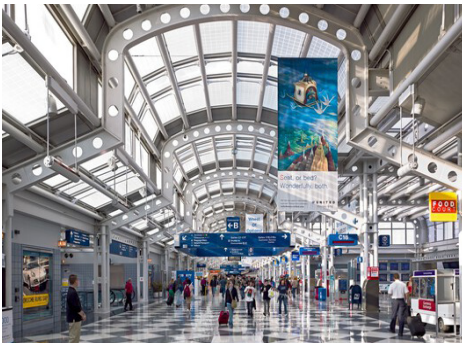
Above: Portland Int'l Airport; ZGF Architects
Below: Chicago Int'l Terminal at O'Hare; Studio Gang, Studio ORD



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Above: O'Hare Int'l Airport United Terminal; Helmut Jahn (1988)
Below: Helsinki Finland Int'l Airport; ALA Architects



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Below: Helsinki Finland Int'l Airport; ALA Architects



Above: O'Hare Int'l Airport United Bridge; HOK
Below: Helsinki Finland Int'l Airport; ALA Architects



CLEVELAND'S AIRPORT DESIGN HAS SERIOUS PROBLEMS, cont'd



Above: LaGuardia Int'l Airport, Terminal B; HOK
Below: JFK Int'l Airport Terminal 1; Gensler



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Below: JFK Int'l Airport Terminal 1; Gensler



Above: LaGuardia Int'l Airport, Terminal B; HOK
Below: JFK Int'l Airport Terminal 1; Gensler



Above: Charlotte-Douglas Int'l Airport; Gresham Smith
Below: Columbus John Glenn Int'l Airport; Gensler & Moody Nolan



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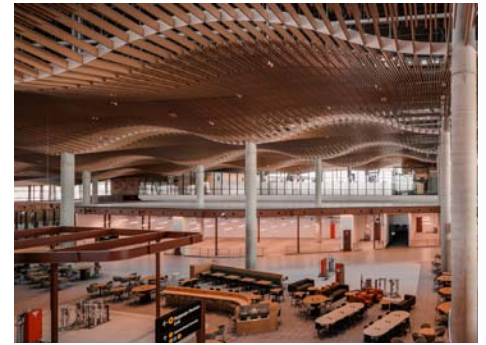
Above: Red Sea Int'l Airport; Saudi Arabia; Sir Norman Foster
Below: Western Sydney Int'l Airport; Zaha Hadid Architects



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Below: Vilnius, Lithuania Int'l Airport; Zaha Hadid Architects



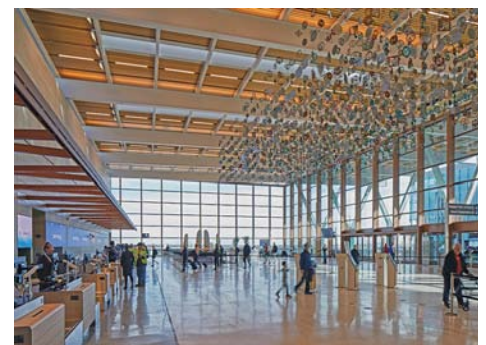
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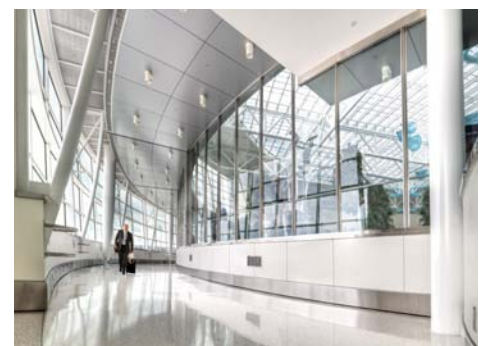
Above: Kansas City Int'l Airport; SOM
Below: Indianapolis Int'l Airport; HOK



Above: Kansas City Int'l Airport; SOM
Above: Indianapolis Int'l Airport; HOK



Above: O'Hare Int'l Airport United Bridge; HOK
Above: Indianapolis Int'l Airport; HOK



CLEVELAND'S AIRPORT DESIGN HAS SERIOUS PROBLEMS, cont'd



Above Beijing Int'l Airport; Sir Norman Foster
Below & Bottom: Beijing Daxing Int'l Airport; Zaha Hadid Architects & ADP Ingenierie



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Below & Bottom: Beijing Daxing Int'l Airport; Zaha Hadid Architects & ADP Ingenierie

