

Cleveland Architecture Foundation

NEWSLETTER

Vol. 4, No. 3, Autumn 2024

CAF Lecture Update:

Dr. Mark Souther's live presentation on Cleveland's history of urban revitalization is scheduled for Thursday, **September 26th** at 5:30 pm at the **Union Club at 1211 Euclid Avenue**.

Souther's lecture is the first in our 2024 - 2025 Lecture Series and will provide HSW CEU's for attendees. Tickets are \$20 and include the speaker presentation, parking, beverages and light hors d'oeuvres. Formal announcements also appear in the AIA Cleveland weekly Newsletters.

Architects, planners and people with an interest in design and Cleveland's history will be enriched by CSU history professor Souther whose recent exceptional book is *"Believing in Cleveland: Managing Decline in the Best Location in the Nation."* Mark's book highlights post WWII in Cleveland and its efforts to implement urban renewal. Souther's book deals with the depth of issues, the roles of the parties involved and their responsibilities for failures and success.



Blunden Lecture Also Changed

William Blunden FAIA's fall lecture has been moved up one week from October 16 to **October 9th** at the Union Club. Mr. Blunden's Fall 2024 presentation will focus on small projects while his Spring 2025 lecture will feature large projects from his tenure as Campus Architect for the Cleveland Clinic.



REALLY Reimagining Downtown Cleveland

Barbara McQuade is a former US Attorney in Michigan after practicing law in Detroit and clerking for Judge Bernard Friedman on the US District Court. She served on the US Attorney General's Advisory Committee, was co-chair of the Terrorism and National Security Subcommittee, and was co-chair of the National Security Subcommittee.

McQuade made a presentation here in May organized by the local chapter of the League of Women's Voters, entitled "Attack From Within," the title of her new book. She spoke of Russia's intentional interference and attempts to sow discord in the US during the 2016 election campaign.

McQuade observed, "We live in a post-truth, post-shame world... If we disengage from the discourse, we give power to the disinformers... Our right to free speech is part of the problem which allows disinformation, misinformation and errors."

The "Reimagining of Downtown Cleveland" (RD) document that was produced in 2023 by the Greater Cleveland Partnership, the City of Cleveland, Destination Cleveland and Cuyahoga County is a political reimagining. It is simply PR.

It is not a reimagining developed by a collaboration of professional urban designers, architects, transportation planners and/or city planners. Its purpose is to attempt to convince us that the city, county, GCP and DC actually now care about downtown and now will act together responsibly to improve its quality.

The RD team claims to have "created Mayor Bibb's plan to reimagine Downtown Cleveland into an 18-hour, 15-minute neighborhood that weaves districts and surrounding neighborhoods into a seamless urban fabric. The goal is to attract modern economic activity and provide a world-



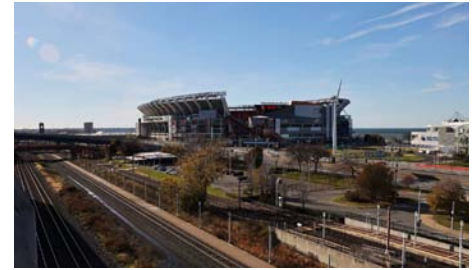
class experience for all who work, live, and play Downtown." The team claims to be responsible for "accelerating the transformation of the urban core." There is no real evidence of that yet.

"Nearly twenty years ago, our community responded to the post-9/11 recession and Great Recession with a series of strategies designed to reimagine and transform Downtown Cleveland from a 9-to-5 central business district into a diverse, vibrant, mixed-use neighborhood." While one could, it is not worth the effort to debate that.

"This collection of strategies reimaged Downtown as a walkable, transit-oriented neighborhood. Over a ten year period, this led to 32% population growth, 15.3% private sector job growth, and the conversion of over 5 million square feet of underutilized space in historic buildings to housing, hospitality, and other uses."

The population growth statistic is not relevant inasmuch as 10 years ago, the number of downtown residents was foundational in scale.

The REAL Reimagining of Downtown Cleveland



Above: James Corner Field Operations 2024 Lakefront Master Plan fragment
Left: The Centennial, a 1.2 million sf multi-tenant building vacant since 2008

Above: Cleveland is cut off from its Lakefront.

The conversion of five million square feet of “underutilized space” was the result of the loss of private sector jobs that caused multi-tenant office buildings to become vacant that were then converted to building standard apartments. That five million square feet once housed 15,000 - 17,000 jobs that are gone, making the team’s assertion about a 15.3% private sector job growth a fabricated illusion - a very large lie.

One of our community’s great weaknesses is the propensity of our so-called leaders to stretch the truth and manipulate circumstances in attempts to make themselves look good. Too often, they just lie via disinformation.

In our last Newsletter, we identified the irresponsible ‘study’ from Downtown Cleveland Inc. on downtown’s retail market and their attempt to present a road map intended to improve retail square footage consumption without first addressing and therefore understanding the actual size and demographic of those who shop downtown. This is like buying shoes without measuring the user’s feet.

Cleveland has lacked legitimate leadership in private and public sectors for decades. Cleveland State history professor Mark Souther has expertly chronicled Cleveland’s dismal leadership after WWII in his book, *“Believing in Cleveland: Managing Decline in ‘The Best Location in the Nation’”*.

Souther puts forth the irrefutable thesis that for seven decades, the act of believing in Cleveland was a sign of “managing decline” by providing slogans or developments that deflected local and outside attention from the city’s experience of its own deterioration/ transformation. Let’s call that The Lie Machine – with a 70-year legacy.

Souther presents a chronological catalog of failed administrations, botched urban renewal opportunities, failed city services, racial

unrest and riots, big plans after big plans, limited downtown revitalization, even more limited neighborhood renewal initiatives, deindustrialization, and transitioning from the nation’s sixth largest city at the return of the last century to, during a period of robust national growth, what *Forbes* magazine has called the worst city in the US.

Clevelanders are routinely lied to by non-profit and elected officials in the ‘selling’ of ‘improvements’ when our legitimate needs - for adequate criminal justice facilities, road and bridge repairs, neighborhood redevelopment, etc. - are overlooked in what have been Biblical examples of malfeasance.

The city has not capitalized on its lakefront, which is cluttered with water treatment, salt storage, shipping, sports and a tiny underperforming airport instead of recreational, upscale housing and entertainment occupancies that celebrate the lake and enable citizens to access and appreciate it.

The Reimagining document suffers from the same irresponsibility Souther identifies. And Kristen Hampshire’s article in the July 2024 issue of *Cleveland Magazine* “Reimagining Cleveland” is the same kind of blind cheerleading piece that keeps one’s eye on the aspirational ‘vision’ instead of the reality which will constrain and limit change because of its absence of facts.

On March 9, 2023, National Magazine Award reporter Matt Taibbi appeared before the House Select Subcommittee on the weaponization of the Federal Government to speak about his Twitter Files reporting on Elon Musk’s leaking of internal company documents to unsuccessfully allege a progressive bias.

During Taibbi’s testimony, Democratic Rep. Debbie Wasserman Schultz of Florida quoted from the code of the Society for Professional Journalists: “Journalists should avoid accepting spoon-fed, cherry-picked information if it’s likely to be slanted, incomplete, or designed to reach a foregone, easily disputed or invalid conclusion.” Ms. Hampshire’s article is guilty of echolalia – just repeating what someone else says that lacks accuracy and/or integrity.

Michael Deemer, CEO and President of Downtown Cleveland Inc. says, “One year after implementing this strategic vision, with leadership of the city, buy-in from civic, regional and county partners, local businesses and stakeholders, we are aligned and pushing in the same direction.” Nonsense.

Deemer claims that the DR team is “laser focused” to “make sure that we have a truly vibrant core that connects our two waterfronts – the lake and the river – and that we do everything we can to support the success of development initiatives.”

The current draft of our Lakefront Master Plan that does not even extend to the Cuyahoga River proves that we are most certainly **not** doing everything (anything?) we can to connect our two waterfronts.

The Lakefront

Let’s start right there. The Bibb administration’s current Lakefront Master Plan (LMP) is making no effort whatsoever to connect the two waterfronts. In fact, **the LMP is no lakefront master plan at all** – its scope is tragically addressing ONLY the 8-12 acres between the Browns’ stadium and the lake. It is NOT extending to the west to the river – as it should – or extending to the east – at all.

“Everything we can” to connect our waterfronts and support development initiatives would entail looking afresh at the downtown’s lakefront - all of it - and making definitive provisions to – at long last – make the bulk of downtown’s lakefront accessible to residents for recreation, housing, offices and retail.

If we ever recover any kind of a market for office space, it would be a terrific opportunity for live-work settings. And that means getting rid of – at long last – the underperforming Burke Lakefront Airport. And because it takes the FAA a long time to de-commission any airport, it is well past time to get those wheels moving - **now**.

In 1976, Johnny Carson joked, “I hear Lake Erie is the place fish go to die.” That may explain why in the latter part of the last century, optimizing access to Lake Erie was not a campaign issue in Cleveland, and why no one screamed when the

The Real Reimagining of Downtown Cleveland, cont'd



Above: Our essentially vacant Burke Lakefront Airport

Shoreway was extended and widened in 1953, physically cutting off residents from the lake.

If you live in Cleveland, you have gotten used to a discussion that goes nowhere every 15 years or so that talks about how tragic it is that Burke Lakefront Airport (BLA) cuts us citizens off from our lakefront. That the Reimagining Downtown document did not even bother to address that issue says something terribly lacking about its limited vision.

Communities east and west of Cleveland have managed to develop access to their lakefronts, though it must be acknowledged that these communities have not had a commercial port, airport, and industrial uses as obstacles. It appears that the new mayor and county executive have given lip services to accessing the lakefront – without committing or even hinting on the disposition of Burke Lakefront Airport.

County Executive Chris Ronayne has also skirted the BLA issue with his plan to promote water activities by building trails, public boardwalks and green space along the lakefront - none of which produce any revenue to pay for any of the improvements. He also mentions attracting water-related businesses to make Cleveland a “manufacturing center for water technology” – testing equipment? Not exactly a big market, Chris.

The 2011 Lakefront Master Plan from former mayor Frank Jackson left BLA completely in tact. Jackson was not known for his vision. Mayor Bibb has hired New York’s James Corner Field Operations to develop a lakefront master plan, due the end of 2024. But it is only a fragment of downtown’s lakefront!

They provided a “60%” plan for just the area north of the stadium, and Bibb has a consultant reviewing the “economic benefit analysis” of BLA which Bibb is now in favor of closing.

BLA was opened in 1949 on fill with its original purpose per the 1946 Cleveland Region Airport Plan to “cater primarily to amphibious plane operations and will have all the facilities for sea plane and hydroplane operations.” That never happened.

A major misperception of BLA is our Lie Machine’s prior assertions that Burke is a net economic benefit for the city. It is not. According to the Federal Aviation Administration’s Air Traffic Activity Data Base System (ATADS), Burke had 100,321 takeoffs and landings in 2000, which was its all-time peak. By 2010, that number was down to 53,987. In 2017, it had basically dropped off to 38,571. So between 2000 and 2017, Burke’s flight numbers dropped by **62 percent**. In 2021, BLA had 40,296 takeoffs and landings, the same as before the pandemic.

Those are striking numbers made even more striking by the fact that one third of those takeoffs and landings were actually for the pilot flight schools located at Burke, which have nothing to do with business, travel or the transport of goods.

During that same time period, Hopkins and the Cuyahoga County Airport in Richmond Heights also saw significant declines. According to ATADS, Hopkins had 331,899 operations in 2000 and 122,392 in 2017 – **down 63%!** The Cuyahoga County Airport dropped from 65,177 to 20,106 in that same period – **down 69%**. To put it another way, the three airports in Cuyahoga County had 497,397 takeoffs and landings in 2000 and 181,069 in 2017 - **down 64%!**

That means 361,328 fewer planes landed in this area last year than in 2000, so the old argument that Burke is needed as a “reliever” airport for Hopkins for when it gets too busy — a guffaw-inducing excuse Frank Jackson trotted out time and time again — is simply a foolishly incorrect interpretation of the numbers.

One more number has changed as well. The location of Burke Lakefront Airport in downtown Cleveland might have had some time advantages in 1970 when the city population was 750,000 - double what it is now. Less population means less traffic, and the downtown airport has less advantages on the time scale than it once had. On any given day, BLA resembles a ghost town.

Money for infrastructure improvements to finally render the lakefront accessible is now intended to be provided by the Shore-to-Shore Tax Increment Financing District which will allocate a portion of new property tax revenue generated by property value **increases**. The improvements have not been

Below: Cleveland’s Lakefront Master Plan is a tiny fragment of what our Lakefront Master Plan needs to be.



Above: Columbus, OH Scioto Mile Riverwalk Park

defined.

And the cratering of the values of our downtown commercial real estate buildings this year means that it will be a very long time before values rebound to even the recent past’s property values and resulting tax income levels, let alone increases.

Real estate investors are shedding downtown Cleveland office properties like the plague and taking deep losses in the process to rid themselves of underperforming downtown Cleveland assets. They clearly see the downtown office market getting much worse before it even stabilizes.

In late June, Moody’s released a report predicting that 25% of the nation’s downtown office market will be vacant by 2026, reducing property values by \$250 billion in what Moody’s characterizes as “property value destruction.”

The McKinsey Global Institute predicts a \$800 billion - \$1.3 trillion decline during that period. A poll by Jones Lang LaSalle Inc. finds that 85% of organizations in North America have implemented hybrid work and occupancy across the US is “stuck” at 50% of pre-pandemic levels.

Bibb has a study on BLA in progress. In the past, the city has tended to pay for studies on Burke that have unrealistically predicted future growth to justify keeping Burke open. In 1999, such a study predicted that Burke would have 132,000 flights by 2017. Again, BLA had 38,571 in 2017 – **71% less** than the study’s prediction.

Another study in 2007 said Burke would have 90,000 flights by 2016, even though the numbers had fallen between 2000 and 2006. Both studies suggested the city would need more hangers and new runways to keep up with the big growth, and that closing Burke would mean the region would lose \$81 million in economic impact because of the closure. History has made evident the utter nonsense of those studies.

Last year, those four local airports combined for 287,000 flights, **a drop of more than 50 percent from 2000**. In other words, we have serious extra airport capacity in the region. So why are our leaders pushing for the airlines to pay for another terminal at Hopkins? We already have the D Concourse gathering dust, which has been totally

The REAL Reimagining of Downtown Cleveland, cont'd

vacant since Continental left in 1986.

So closing Burke would have no effect on our overall airplane service infrastructure system. And let's not forget that it costs the city \$2M - \$3M per year to keep BLA open, which compares to the falsely alleged \$81 million economic impact BLS supposedly delivers.

Longtime Cleveland State University urban planning professor Norm Krumholz sees the BLA site as a good location for development and agrees that now is the right time for an economic analysis.

Former Clevelander and Ohio State University professor Ned Hill sees things the same way. "We might find out there are problems with building on some part of the 450 acres, and no problems on other parts," he said. "We might find out that there are some national real estate developers who think this is a great investment. And we might find out there is little market for a mixed-use development in Cleveland right now, and that a big park is all it could be. But we don't know what the answers to all those questions are until we look at them in a smart and open-minded way."

The city and NGO's need to stop lying about how important Burke is to the city economy. Remember also, Cleveland officials said Burke was going to draw extra flights into Cleveland during the Republican National Convention, the World Series, and the three NBA Finals. But the numbers prove the opposite: The flights into Burke were fewer during those special events than they were in the same months preceding those events.

Public Square

Ms. Hampshire's article states that the Sherwin-Williams HQ will provide a "landmark transformation" to Public Square.

Not a chance.

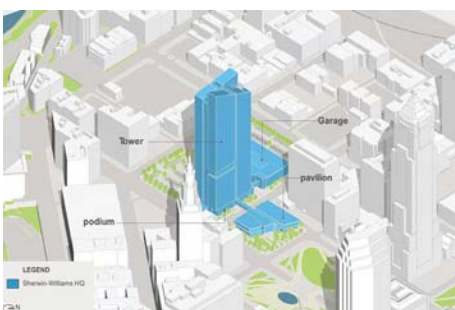
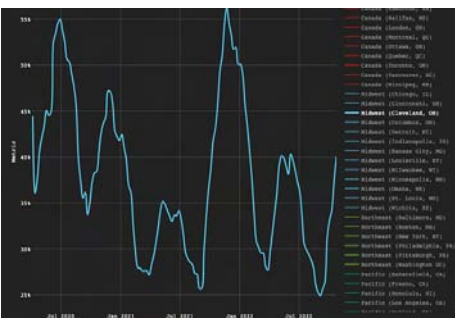
The tower's design is a huge disappointment to the architectural integrity of Public Square, which features strong stone buildings with some measure of architectural delineation and detail. Steven Litt has called S-W's HQ "bland and impersonal," noting that their failure to refine the design indicated that S-W "remains committed to the worst aspects of the design..."

S-W used the cheapest exterior material possible – glass, and has pulled the tower back from the square with an awkward too-small two-story tongue sticking out to the square which visitors cannot even use to access the building.

This is a spectacularly unfriendly design, which fails any compatibility test for the architectural context of Public Square. When architect Gyo Obata and SOHIO pulled their granite tower back from Public Square (to get the north



Above: Burke Lakefront Airport's 450 acres
Below: Public Square
Middle: 200 Public Square/ SOHIO/ Huntington's respectful massing
Lower: Berkley's Graph of Cleveland's Recovery at 42%
Bottom: Sherwin-Williams HQ Isometric



elevation to align with the Mall centerline and fountain = commendable urban design), at least they put a five-story mixed-use skylight-capped atrium as a grand entry vestibule to the tower to respect Public Square and the Soldiers and Sailors Monument just out their front door that provides a grand welcome set piece for visitors and staff.

And when the city's Downtown Design Review Committee (DDRC) objected to aspects of the S-W project's design, Frank Jackson's Planning Commission ran and hid in the bathtub so S-W could ignore the DDRC and build their weak and flawed preliminary design in a feat of civic arrogance and indifference.

The S-W project does not achieve anything that can be characterized as a 'landmark,' let alone something that is transformational. It simply fills Public Square's last missing tooth, and it does so without grace, compatibility or quality.

Ms. Hampshire quotes DCI President and CEO Deemer who says that downtown "will get a huge jolt of energy later this year when more than 4,000 employees move into Downtown."

As embarrassing as it is, someone needs to tell our DCI top executive that S-W's employees are already in and working downtown and are just moving their offices two blocks north.

How is it possible that he did not know that and could make such a foolish and incorrect statement?

Job Growth:

The RD team did not present what data could have possibly compelled them to make their false claim of a "15.3% increase in private sector jobs in the city center" in the last 10 years.

The five million square feet of vacated office buildings translates to 15,000 - 17,000 jobs **lost** during that period. With a previous pre-pandemic accounting of downtown employment at 90,000 jobs, that is a 19% job loss, with essentially all of it in the private sector. A 15.3% gain would mean that downtown added 13,770 new jobs, which is simply not a supportable assertion.

That is a 34% gap between the jobs that disappeared that created the many empty multi-tenant office buildings that have become building standard apartments and an alleged 15.3% gain asserted by the RD team. According to the Bureau of Labor Statistics, Cleveland added only 1700 jobs **in the last four years.**

The 2018 *Forbes*' Best Cities for Jobs listing ranked Cleveland 71st out of America's 71 most populous cities, with declining population, poor education and transit spending as contributing factors. Pittsburgh was #13. The Economic Innovation Group, a bipartisan public policy organization based in Washington, D.C. recently called Cleveland the most distressed large city in

The REAL Reimagining Downtown Cleveland, cont'd

the nation. In April, *Business Insider* ranked our metropolitan economy last out of 40 major markets.

As *Crain's* Jay Miller noted in his June 2018 article, those who see the region as underperforming began pointing to a few basic yardsticks, including the poverty rate and the lack of population growth. But most focused on the slow job growth that is underperforming the very modest goals set back in 2014. There are no new metrics that indicate we are making any real progress with job growth or our cheerleaders would be blasting it at full volume. We are clearly desperate for good news, and our leaders are apparently willing to resort to making it up.

The area of Downtown Cleveland east of Ontario Street experienced a **decrease of 9,000 jobs alone from 2005-2019** according to the Ohio Department of Jobs and Family Services.

While DCI has publicly claimed that Cleveland has 60% of its pre-pandemic downtown workers back, reputable sources put that 'recovery' at 36% - 42%.

A study by the School of Cities in a collaboration with the Institute of Governmental Studies at the University of California, Berkley and the University of Toronto put Cleveland at 61st of 62 metro areas, 36% recovered compared to pre-pandemic foot traffic. Columbus was 93% recovered. An October 2023 update of the study found that Cleveland jumped to 31st of the 66 cities analyzed.

The School of Cities study points out that nationally, "the urban core is no longer a bustling center of activity." That is painfully true of Cleveland. Downtown is no longer the business epicenter of the region.

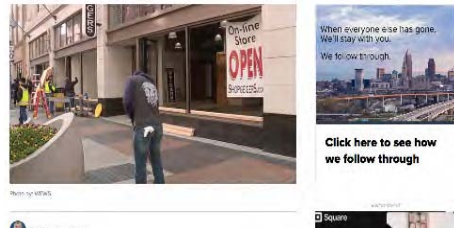
With five million square feet of its CBD lost to apartment conversions, approximately 20% of its downtown worker population no longer is employed downtown. In January 2023, the *Scene* reported that only 60% of downtown's offices are occupied, **and that is not every day**. The RD team is apparently unaware that Cleveland is *still* 15,700 jobs *behind* February 2020 levels.

A *Crain's* February 2024 article characterized Cleveland's job growth as "stagnant" – and that was based on metrics from the Greater Cleveland Partnership – hardly a bastion of objectivity and solid facts for many years now. Columbus last year added only 5,200 jobs, which for them was a disappointment as it was a decrease over prior years attributable to their shortage of available housing. Again, **Cleveland added only 1,700 jobs over the last four years**.



Above: Downtown Cleveland Event Parking
Below: Geiger's Closed Permanently After George Floyd Looting
Middle: Cleveland's Downtown Lakefront
Fourth: *Reinventing Downtown's Safety Solution*: 20 More Ambassadors
Bottom: Cleveland Browns Stadium & Amtrak Station

Geiger's to close indefinitely after looters vandalize store



ENVIRONMENT

SAFETY

- Innovate to ensure everyone feels safe downtown.
- Increase visible, uniformed presence, with emphasis on unarmed Neighborhood Safety Specialists. This includes hiring 20 additional DCA Ambassadors (1.2 yr)
- Expand the partnership between DCA and the Cleveland Police Department to increase capacity for co-deployment so that police response is accompanied by the Crisis Intervention Team and followed up with case management where needed (1.2 yr)
- Increase coordination with social service providers, including providing transportation to area treatment facilities for those in need (1.2 yr)

INFRASTRUCTURE FOR QUALITY OF LIFE

Align focus and investment on quality of life strategically and at a resident scale.

- Launch digital reporting system for DCA Ambassadors to notify City Hall of infrastructure damage, such as broken sidewalk ramps, nonfunctional streetlights, empty tree grates, etc. (1.2 yr)
- Install more protected stations throughout Downtown, prioritizing areas of high residential concentrations, to reduce car/walker on sidewalks (1.2 yr)

LIGHTING



"Downtown is for Everyone"

Yet another slogan.

Unfortunately, like its predecessors, it is offered by NGO talking heads and not given life organically. As Prof. Mark Souther observed, none of these slogans in the past have done anything other than enable their authors to delude themselves into believing that they help with the city's health, self-image or redevelopment.

Mayor Bibb made a major narrative out of his experience as a youth that downtown and the lakefront were for rich white people. To a great extent, not even rich white people could get to the lakefront downtown then or now, Bibb is correct in noting that the lakefront and riverfront have not been for everyone. And they should be.

But Downtown is **not** for everyone. And for all of its 'vision' and aspirations, the efforts of RD's team will not really change that in a significant or compelling way if they do not pursue a more dogmatic path to define improvements, engage and empower a capable critical thinking team of local design and planning professionals to achieve design excellence and put together with an RD team to develop a funding strategy that will actually work.

So far, there is not even any lip service that justifies hope that this is likely.

For the father who wants to bring his children to a Guardians game, he needs to be prepared to shell out an average of \$46 per ticket and pay \$20 - \$70 to park near the stadium. That's over \$200 for a family of four. Not everyone can afford that just to get in, let alone feed the family.

The average ticket to a Browns game is currently \$247.

To see the Columbus Clippers, tickets average \$15 and one can park immediately next to the stadium for \$4 - that totals \$64 for the four of us to get in. Comparative food and beverage costs are equally extreme and variant. My recent \$12 hamburger at Progressive Field was served to me on a bun with obvious green mold on it.

The RD notion that safety in downtown is assured by the Downtown Cleveland Inc.'s Ambassadors is simply laughable. Yellow jumpsuits with garbage cans on wheels have done and will do nothing for safety. Yet the RD team's solution to Cleveland horrific crime context – the sixth worst city in the US – is to add 20 more Ambassadors, which naturally would have been irrelevant in last July's shooting of nine people on West Ninth Street and this year's shootings in March and May which left one dead and four injured.

The RD plan seems to have no serious answer regarding downtown safety. Bibb has recently proposed a Raising Investment in Safety for Everyone (RISE) initiative – more jargon? - to add

The REAL Reimagining of Downtown Cleveland, cont'd

lighting, green space, seating, play space and public art to address safety – because these betterments will supposedly ‘draw business, generate traffic and contribute excitement to downtown,’ and therefore improve safety. But **every** research initiative on safety has concluded – **every** time – that safety has nothing to do with the number of police or such external measures. Safety is attained and crime is reduced with education and jobs.

The Bedrock-Cleveland Cavaliers-Cleveland Clinic Peak Performance Training Center planned for the riverfront is most assuredly not for everyone. The facility’s design turns its back on downtown, has no parking for visitors and actually makes the planned riverwalk a black hole with the indoor parking for wealthy Cavs players as the facade fronting on the riverwalk. So the complex’s most unfriendly occupancy is located at the pedestrian riverwalk where we should be encouraging our people – “everyone” – to experience. That is simply poor design.

While the developers claim credit for including a ramp to launch kayaks from, there is no place for kayakers to change clothes, store belongings in a locker or even utilize a public rest room. There is no indoor or outdoor refreshment element for the public to encourage anyone – everyone? - to descend or ascend the steep grade drop of the rebuild of Eagle Road.

This part of downtown and this project is only for rich athletes and Cleveland Clinic patients who have appointments. The entire facility and the public space it abuts is very far from “for everyone.” The notion that this project delivers what Dan Gilbert claims is a first step in creating a “growth-oriented neighborhood” is simply hubris.

And lest we forget Bedrock’s dismal track record of keeping their promises, one simply has to recall their promise that locating the casino in the Higbee building twelve years ago was just temporary while he built the new one on the river. Strike One.

And remember when Bedrock announced the riverfront project in August 2023, their first phase was going to include 35 acres, 3.5 million square feet of several residential towers, and 1.4 million square feet of mixed-use facilities that would include retail, hospitality, office, entertainment, community and commercial uses? And the scope has now been reduced from 35 to 12 acres. Strike Two.

Eight months later, the project’s first phase then was at least supposed to include a high-rise hotel and residential buildings that could include condos. And even that is now nowhere to be found, and we are down to 12 acres. Strike Three.

Retail



Top: Bedrock/ Cleveland cavaliers/ Cleveland Clinic Riverfront Performance Sports Training Facility Design
Second: Cleveland’s Downtown Ambassadors
Third: Aliza Sherman’s murder at Erieview in 2013 still unsolved
Fourth: West 9th Street July 2023 Shooting
Bottom: Crain’s Downtown Retail Headline



Downtown Cleveland Inc. provided a so-called ‘study’ of downtown retail in late 2023 that purported to be a roadmap to recovery to increase and diversify downtown retail for residents and visitors.

However, the so-called study was a disgrace, full of disinformation, irresponsible exaggerations and attempted conclusions drawn out of thin air with no regard to the actual number and demographic of downtown residents. DCI and their consultant Streetsense failed to address the hallmarks of any responsible retail study to determine needs and the ability of a given area’s users to support retail activity. When you fail to start with those facts, any attempt at conclusions is specious and irrelevant.

The DCI/ Streetsense ‘study’ alleged that the high vacancies in downtown retail were singularly attributable to the pandemic and hybrid work taking hold, which has reduced the number of downtown workers by half. Changes in how America shops, the low average household disposable income of downtown residents, and the devastating impact of the Healthline project on downtown retail were all overlooked by DCI.

DCI even failed to vet the outrageous and grossly overstated numbers in the Streetsense document that would have taken less than 30 minutes by anyone with a computer and Internet access. Professionally, this effort from one of the community’s most legible NGO’s failed to deliver the ‘comprehensive’ analysis it purports to contain and should signal a need for their board to make major changes.

Safety vs. Crime:

Cleveland has the sixth worst crime in the US. In Mayor Bibb’s 2024 State of the City speech, he mentioned that the city’s homicide rate went down in 2023 - he neglected to mention they went down by three - from 168 to 165.

He did not mention what he is doing about his police union’s **intentional** violation of the US Justice Department’s Consent Decree with the city due to their **refusal** to comply with US Justice Department’s demands for cultural retraining and putting in place new community policing procedures. Instead, Bibb boasted that he had ‘negotiated’ a 25% increase in pay for our police.

The Reimagining Downtown team has as their only solution to downtown safety the hiring of 20 more Ambassadors – the people with the yellow jumpsuits and garbage cans on wheels.

Since *every* study *ever* conducted *anywhere* has concluded that adding more safety forces has no positive effect on safety or crime, what are 20 more non-safety people with no authority or equipment going to accomplish? Nothing.

But in the June 3, 2024 issue of *Crain’s*, Mayor Bibb announced a new “multi-pronged approach

The REAL Reimagining of Downtown Cleveland, cont'd

to keeping the city safe this summer." Bibb has promised a "true all-of-government approach to addressing violent crime in the city of Cleveland."

Bibb, deputy police chief and the interim public safety director talked about more CPD staffing, partnerships with local, state and federal law enforcement and using new data-driven technologies to address crime prevention this summer.

Bibb says turning to "teammates and community leaders" will take "the heavy lift of dealing with the traditional uptick in summer crime" off of the police. This involves clergy and "violence interrupters" walking beats with the police. 'Violence interrupter' was not defined.

This will supposedly enable CPD officers to be able to work with other city departments to "fast-track the building and housing department to enforce code violations, contact the Department of Aging to help seniors in needs, and reach out to public works to address illegal dumping sites." Are these *really* causes of violent crime? Of course not. Bibb says that this will find out what is driving crime.

Bibb said the CPD will focus on "hotspot" areas of high rates of homicides, robberies and assaults. Have they not been doing this ordinarily?!

And CPD will finally roll out dash cams in every district – only two so far - and track gun purchases from the Crime Gun Intelligence Center, which was launched by ATF *eight years ago*. Better late than never.

Why are these initiatives only in play for the summer? Bibb and CPD need to openly address CPD's compliance with the USJD Consent Decree's requirements.

"Accelerated Effort?"

The RD team claims that they are delivering an accelerated effort to bring their 'vision' to reality. Not so. **If they are serious**, they should immediately organize and convene a series of urban design charrettes and bring together a team of top tier local design professionals to get serious about the various elements of a more responsible 'vision' so that specific improvements can be defined, conceptual costs determined, and priorities and funding established.

If the RD team is truly committed to an accelerated effort, they will immediately request that the FAA de-commission Burke Lakefront Airport. It is long past the point when any debate is necessary or appropriate. That land is simply too prominent and important to be consumed with a large facility that has no genuine use or benefit to the city and its citizens. **After all, our so-called leaders were already willing to give it**



Top: Sherwin-Williams HQ
Below: Sherwin-Williams HQ Public Square Setback
Lower: PPG Place; Pittsburgh; Philip Johnson; 1984
Bottom: John Hancock Tower, now named 200 Clarendon;
Boston; Harry Cobb of I. M. Pei; 1976



up to Amazon for their HQ2 initiative in 2019.

Chicago expanded its shoreline between 1920 and 1940. They built their fine riverwalk between 2001 and 2005. Given that Bibb is determined to not commercialize the lakefront, Chicago serves as an excellent example of an outstanding lakefront that has avoided such commercialization. And Chicago in 1986 did not succumb to Mayor Washington's push to build a new Soldier Field stadium on their lakefront. Cleveland failed that litmus test. Twice. Even Columbus has an excellent riverwalk. Scioto Mile Park opened to rave reviews in 2011.

Design Excellence:

If the RD team is seriously committed to reimagining downtown Cleveland, they need to immediately up the city's game on design excellence.

They need to reverse the community's trend line on design quality and project management that has been a downward trajectory for multiple decades. This means looking in earnest at the design talent here and applying meritocracy as the criteria for selecting design professionals for all downtown projects instead of race or sex which has not served to maintain - let alone elevate - our urban form and design quality.

That also means putting an end to the trend of hiring out-of-town architects for projects here and getting substandard results because our projects are too small to receive the top talent from those firms. Look at Case Western Reserve, CSU and Oberlin College for dozens of examples of this.

In 2006, former *Plain Dealer* art and architecture critic Steven Litt penned an article entitled "Design Excellence a Necessity," with a subtitle, "If Cleveland raised standards, city's image will improve." Litt added that any transformation "can't occur without a strong performance from architects, engineers and planners, and from the clients, patrons and elected officials who hire them."

"The problem is that Cleveland's slide in vitality, population and status since WWII has been accompanied by an equally long slide in design standards and achievement." He is correct. It is well past the time we should be continuing to shoot ourselves in our own foot with our own gun.

1. The **Sherwin Williams HQ** is two full steps below Key Tower in massing, detail (none) and materiality. It is remarkably unwelcoming. Try and get inside. S-W's new HQ is a D+ disappointment at Cleveland's most important destination – Public Square. The A+ Ameritrust Tower designed by Kohn Pederson Fox for Dick Jacobs on that site in 1991 that we never got painfully illustrates the degree of disappointment in S-W's lack of awareness and commitment to design excellence on the city's most important stage.

The REAL Reimagining of Downtown Cleveland, cont'd

KPF's work of architecture had an elegantly designed and articulated mass and envelope at the ground, middle and top with a curving glass façade element above its granite base that represented the sail of a boat on Lake Erie.

S-W's tower of glass - the cheapest of all exterior materials - has no detail or relevant or compelling design characteristics as Philip Johnson's glass PPG Place does in Pittsburgh with its articulated plan and elegant Wintergarden entry jewel that hosts many events. Even Harry Cobb's elegant Hancock Tower in Boston demonstrates how a simple glass shaft can be elegantly clad and detailed. S-W's tower is just a cereal box of a tower with a groove down the center and the same cliché angle at its top that the downtown Hilton hotel delivers. Ho Hum. It is a third rate building designed for a third rate city.

The S-W tower is also set back from the square with an awkward two-story tongue sticking out - to receive pedestrians? Even the city's weak Downtown Design Review Committee told S-W its design and scale needed to be improved, but S-W showed us all the finger and built it as originally submitted. Cleveland deserved more and did not get it.

The adverse impact on our design culture is that even when a body assembled and charged to try and defend our design culture objects to a mediocre design, and it is allowed it to proceed, it drags the design quality bar ever lower by failing the community's aspirations and intentions.

The RD team's vision and aspirations will amount to nothing if these challenges are not met effectively.

2. The Bedrock/ Cleveland Cavaliers/ Cleveland Clinic Riverfront Interdisciplinary Training Center's design puts the parking garage on the riverwalk with zero public amenities in the form of a refreshment center, rest rooms or lockers for kayakers.

This private facility takes up a big chunk of the downtown riverfront and does not make access to or from the river pleasant or safe with its continuous Eagle Ave. slope. It is not even ADA compliant. The curving facades in the renderings will apparently not be curved at all, but will be built using cheaper flat tangents to save money. The Planning Commission approved it anyway.

The Cavaliers had income of \$348 million last season with a profit of \$78 million.

The Cleveland Clinic took in \$64.3 Billion last year with a net income of \$14.5 Billion. *NEOTrans* estimates the cost of the facility to be \$75 million.

Dan Gilbert's net worth is estimated at \$7- \$8 Billion. The DDRC objected to the tangents and the misrepresentation of the curves on the renderings.



Above: Sherwin-Williams HQ; Pickard Chilton Architects
Below: Bedrock, Cavs/ Cleve. Clinic Performance Training Facility
Third: Public Square; James Corner Field Operations
Fourth: Medical Mart/ GCHI; LMN Architects
Fifth: Rock-n-Roll Hall of Fame Addition; PAU/ Cooper-Robertson



Can these organizations who are all obviously flush with cash not respect Cleveland enough to do this properly per their own design?

3. The **Hilton Downtown Cleveland Hotel's** arbitrary and silly shifts in the glass planes are the result of an architect's inability to integrate legitimate design character into the basic composition – and a city's ability to demand something more developed.

4. **The Public Square Renovation** gave us precast concrete benches, not granite. Their steel clips rusted the first month. The team failed to integrate a stage or any setting for public speaking or entertainment and have instead deposited a temporary element to at least recognize their oversight.

The failure of the team to coordinate with RTA the bus stops for the 1000 busses that go through Public Square each day that needed to be integrated resulted in Superior Ave. surviving as it has which is a painful display of our lack of leadership, cogent planning and project management. And the \$25 million project that we were promised was to be built with only private funds wasn't, and cost \$50 million.

The people we entrusted this project to actually published the design without even talking to the transit authority, forgetting about the 50+ transit stops at Public Square. The original 'vision' we were promised was a great urban green space for a variety of events and activities.

And again, the idea 'sold' is not delivered. There is no huge unified green space, so Superior Ave. was retained to cut through to provide needed bus passage and stops and the 'temporary' precast concrete barriers – finally removed eight years later - and ramped curbs permanently compromise and tarnish the design. And the temporary stage added after the fact?

4. **The Medical Mart/ Convention Center** debacle left us with a convention center that is the same size as the one we tore down - and we lost 500 garage spaces in the process. And to justify the project at the outset, we were told we *had* to have a much bigger convention center to be competitive in the event market. Again, the idea sold is not delivered - not even close!

Taxpayers never approved the project's funding which was handled by the three county commissioners. Taxpayers then replaced them with a council and county administrator instead.

It left us with an albatross of a Medical Mart that was never vetted by a team we paid millions, and a design that had no utility or survivability. That team botched the budget, eliminated the renovation of Public Auditorium and its connection to the convention center, reduced the convention center size and increased the promised not-to-exceed budget by 20% which translated into a 40% budget overrun, and left us

The REAL Reimagining of Downtown Cleveland, cont'd

with a facility that by their own definition is not competitive. 40%!

As it exists today after \$850 million, our convention center's size and competitiveness is still half to one-fourth that of our neighbors who all have adequate/ generous connected parking.

- a. Indianapolis = 937,000 sf; 9,400 pkg. spaces
- b. Columbus = 1,800,000 sf; 4,700 pkg. spaces
- c. Cincinnati = 750,000 sf; 5,000 pkg. spaces
- d. Pittsburgh = 1,500,000 sf; 700 parking spaces
- e. Cleveland = 410,000 sf; 0 parking spaces

5. **Rock-n-Roll Hall of Fame Expansion:** This design from the team of PAU and Cooper Robertson is 1) Totally out of scale with Pei's original building design; 2) Fails the compatibility test for materiality by failing to match or even compliment Pei's original white panels and 3) Unforgivably moves the entry away from the axis of the procession from its original location centered on the plaza off to the west to the addition. It appears that no one involved brought any appropriate measure of respect for Pei's building - imperfect that it may be - to come up with a sympathetic and compatible response for \$136 million.

6. Cuyahoga County's decision to move the **County's Detention Center** to Garfield Heights is yet another glaring example of the stupidity of our elected officials. County Administrator Chris Ronayne's idea to move the county's jail facilities to Garfield Heights adds a senseless burden of inconvenience and added expense for the next 50 years to an already over-taxed community.

A majority of people who most often need to utilize these facilities are the lower tier socio-economic citizens of the county, many of who rely on public transportation. Consequently, if the needs of the county's citizens - let alone the community's Police and prosecutorial staff - matter at all, this facility needs to be located very near Public Square, the site of the city's only real multi-modal transit center. There is ample space behind Terminal Tower for such a facility and Bedrock is begging for potential occupancies.

The additional traffic would bolster downtown retail which is what Tower City was designed and built for and enhance use of the proposed riverfront development. And the Federal Courthouse is already there at Huron and Superior.

Ronayne's idea indicates that as the county's chief administrator, he is incapable of dogmatically approaching such a significant site selection process with the kind of responsible dogma the decision deserves - despite his education, thus further eroding the design consciousness of the region. Over the next 50 years, this mistaken move will add over one billion additional dollars to the burden of citizens just to manage the time, effort and



Above: Downtown Cleveland Port
Below: Cleveland Planning Commission Approves S-W HQ Despite Problems with Design
Third: Stagnant Jobs in Cleveland Headline
Fourth: Clevelanders Want Jobs Protest
Bottom: Forbes Ranks Cleveland Last for Job Growth

Cleveland commission gives first approvals to Sherwin-Williams' HQ plans, though has problems with portions

Updated: Jul. 20, 2021, 7:07 p.m. | Published: Jul. 20, 2021, 4:53 p.m.



Business and income growing, but jobs stagnant: GCP report compares Cleveland to peer cities

Updated: Feb. 13, 2024, 3:28 p.m. | Published: Feb. 13, 2024, 8:51 a.m.



Cleveland ranks dead last as worst city for jobs by Forbes



Click here to see stories with Hope and Heart.

expense of moving people back and forth to a downtown justice center. Ronayne belongs in the Hall of Shame.

Empower Design Review Boards:

From the Cleveland Planning Commission's website: "In order to protect property values and enhance the character and visual image of Cleveland's neighborhoods and downtown, certain proposals for construction, exterior alterations, building demolitions and signs in the City of Cleveland must undergo a process known as 'design review'... A design review advisory committee, made up of design professionals and representatives of the local community, has been established for each of the seven regions. These committees review the design of development proposals and make recommendations for approval or disapproval to the City Planning Commission, which takes final action on approval or disapproval of the design."

Cleveland's Downtown Design Review Advisory Committee was originally called the Fine Arts Advisory Committee and was established in the 1970's to oversee design quality on important projects. Design Advisory Review Committees (DRAC) are *advisory only* to the Landmarks Commission. That has been a problem because the LC is a political entity that has been vulnerable in the past to political interference and mismanagement.

If RC is serious, this needs to change. **Now.**

Only qualified individuals should be appointed to the city's Design Review Committees, Board of Zoning Appeals and Landmarks Commission. And the city's DRAC's need to be more than an advisory function that have been routinely ignored. The point of establishing the DRAC's was to protect and improve the community's vernacular and design culture. When you allow people and developers to ignore their input, you are causing and enabling the decline in the design quality in our community. Steven Litt has been clear and critical about it all.

If the RD team is truly serious about improving downtown, the Downtown DRAC needs to have its input **enforceable** so that the Landmarks Commission cannot knee-cap them as they have done time again, delivering mediocre results.

In the latest assault on design excellence, Cleveland councilman Kerry McCormack has proposed legislation to eliminate the vetting of candidates for the Landmarks Commission by the three architectural/ preservation organizations as identified in Ordinance No. 161 passed in 1976, and instead allow himself to appoint representatives. It has worked for 48 years so far. No City Council representative has the background and expertise to identify and vet capable candidates for the Landmarks Commission. This attempted power grab must be voted down along with McCormack.

SAVED: LESKO'S CASE ELEMENTARY SCHOOL

New Bridge Expands with Healthcare Training Initiative:

Previously told to close 14 schools to address its deficit, Case Elementary School at 4050 Superior Ave. has sat vacant since 2020.

Designed in 1970 by one of Cleveland's esteemed architects Nicholas Lesko FAIA, the school's design reflects the prevalent concern at the time for safety in urban schools. Much like Cuyahoga Community College's Metro Campus, Lesko designed a fortress exterior and turned the students inward around a magnificent skylight-capped courtyard.

Lesko's 66,000 square foot building will enable New Bridge Cleveland to bring an educational resource back to the St. Clair neighborhood and expand its offerings. The nonprofit's mission is to train under-resourced communities in Cuyahoga County in healthcare careers by providing free acute training and certifications.

New Bridge is currently training phlebotomists, cell processors and medical assistants. Every year, the nonprofit receives over 1,000 applications for 150 training courses, says Bethany Friedlander, New Bridges' president and CEO. More than 300 students enroll every year.

"We have approximately thirteen people who want every seat in the organization, which is wonderful but also means that we have to be thoughtful about who is getting in," says Friedlander.

New Bridge, founded in 2010, prioritizes selecting candidates who are emotionally and psychologically ready for the training program and aims to build on students' empathy and passion for healthcare. With the expansion in a diverse neighborhood, the nonprofit is hoping to increase diversity in the healthcare field by being able to accept more applicants.

The masonry building will be renovated into a workforce training center, which will include an affordable daycare center for students who are single mothers and need childcare services. Friedlander says the lack of affordable childcare is one of the main reasons why the nonprofit loses students.

"We're hoping to be able to use the rent structure to make it as affordable as possible," says Friedlander. "[Our students] can go downstairs and take [their] baby and go outside and sit on a picnic bench and have lunch with your baby and then come back to your class. That is so moving to me."

Most of the students at New Bridge are female, with 88% of them being women of color and about 90% of those being mothers. Friedlander says about third of New Bridge's students have had some post-secondary education, but many never got the opportunity to return to school due



Above & Below: Case Elementary School by Nicholas Lesko FAIA



to financial issues.

"Sometimes it's because they aren't totally sure what they want to do in terms of their career," Friedlander says. "So, they want sort of a low-risk opportunity to get training and have that become meaningful in terms of employment right away."

Friedlander says that 84% of New Bridge students graduate and 80% of those students will go to work in three hospital systems - MetroHealth, Cleveland Clinic and University Hospitals.

With its new establishment in Case Elementary's former building, New Bridge will be focusing on students' need for success in both academic and personal sectors of their lives. New Bridge seeks to be a resource to its community with goals of distributing fresh produce every summer, providing blood pressure and diabetes checks on the weekends and bringing Metro's mammogram bus to the center once a quarter.

"It's really about health equity and full health," says Friedlander. "If the family isn't healthy, if the individual isn't healthy, they cannot make the patients healthy. [There are] really hard choices women are forced to make."

The CMSD has struggled with its inventory of school buildings as enrollment has declined. One of the city's other outstanding elementary school designs was not as fortunate as Case Elementary. Giddings Elementary School on East 71st Street was completed in 1969 and was serving 275 students when it was closed in 2012.

Lesko was a top architect specializing in school design, winning over 75 national, state and local design awards. His most distinguished projects include Olmsted Falls Middle School, Green High School, Bedford High School and Stadium and Wooster High School.

New Bridge is planning a \$7.5 million renovation project which is expected to begin construction in 2025.

NOTRE DAME UPDATE

Notre Dame College in South Euclid closed abruptly at the end of its 2024 spring semester. Talks with Cleveland State University had dragged on through the end of 2023 and were ultimately unsuccessful in transferring the land and facilities for an eastern campus for CSU. A few weeks later in early May, the College put the 48-acre property up for sale. In late July, Cleveland Soccer Group, also known as Cleveland Pro Soccer, put in an offer to purchase the entire property for its headquarters and training facilities for both teams.



Above: Former Notre Dame Campus Aerial

CSG plans to invest \$193 million in the total project and is seeking \$60 million in public funds to finance a downtown stadium, which would also be used year-round for local college and high school sporting events, concerts and festivals.

Cleveland Soccer Group's Cofounder and CEO, Michael Murphy, said bringing soccer to the Cleveland area has been a two-year journey; "We've been on this journey now to bring professional soccer to Cleveland for over two years, and part of it is obviously where are you going to play, the stadium, the facility, and we have plans for that have been very public now and we're excited moving those along," Murphy said.

Murphy said the plan is for the team's professional training facility to sit on the college's campus. "So it's really an opportunity for example, what the Browns are to Berea or the Cavs currently are to Independence," Murphy said. "You know, soccer, professional soccer can be to a community in Northeast Ohio as well. We've looked at dozens of sites for professional training facilities, and we really like Notre Dame College. We think it's got some great attributes."

He also said the urge to use Notre Dame's former campus hits close to home for him. His parents are from South Euclid, and he grew up in University Heights.

Murphy said the new soccer stadium would be located South of the Gateway District. "It's currently owned by the Ohio Department of Transportation," Murphy said. "We're talking a six-minute walk from home plate or an eight-minute walk from midcourt kind of, to midfield. And that's where we hope to build the stadium for professional soccer in Cleveland."

Murphy said the endeavor to bring a women's professional soccer team to Northeast Ohio has been met with a plethora of support from the public.

CLEVELAND IS LOSING CHURCHES IN 2024



Above: Euclid Ave. Congregational United Church of Christ lost to fire in 2010

Mature communities occasionally loses a church to fire or storm. But 2024 has been extreme.

The Notre Dame Cathedral fire in Paris on April 15, 2019 caught the world off guard that such a significant medieval cathedral could be so heavily damaged by fire.

And in mature communities where inner city congregations have seen their second-, third- and fourth-generation families move further out from the center city, urban congregations become less dense and less stable, vulnerable to deferred maintenance and closure.

In 2010, Cleveland lost the Euclid Avenue Congregational United Church of Christ (1887) to a freak lightning strike that became an inferno. This church adopted a mission sixty years ago to serve its inner city neighborhood as suburban flight became widespread. The church developed an ambitious community outreach program, created the Hough House Service Center, a day care center and a program for chemically dependant mothers.

The well-proportioned Romanesque building with its rounded arches, corbelling and pyramid-capped towers was an architectural landmark, surrounded by the expanding Cleveland Clinic who acquired the site for its campus after the fire. But Cleveland has had a record number of church losses so far in 2024, and a number of those lost are landmarked works of architecture.

Below: Calvary Church, Charles Schweinfurth; 1890



Above: Calvary Church after the storm damage

Calvary Church:

On August 2023, an EF-1 tornado ripped the roof and structure off of the 143-year old New Life at Calvary Church at E. 79th St. and Euclid Ave. The church was designed by noted Cleveland architect Charles Schweinfurth and the 36 stained glass windows were made by Louis Comfort Tiffany and John LaFarge, with the frescos created by Schweinfurth's brother, Julius.

Construction began on the Romanesque stone church in 1888 and was completed in 1890. In May 1891 the church was incorporated as Calvary Presbyterian Church. By 1900 the congregation had doubled in size and a gymnasium was added to the structure - the first church in Cleveland to add a gym. While the Calvary congregation initially was entirely made up of the city's wealthy and elite white population, the church took a stance against segregation early on and welcomed everyone to the neighborhood church.

In the 1950's, as most of the white population began moving east and the Black population moved into Fairfax, Calvary quietly became a mixed-race congregation - becoming one of the first in Cleveland to have integrated services - and continued its standing mission of spirituality, neighborhood improvement, and community involvement.

In 2011 Calvary Presbyterian and Glenville New Life Presbyterian Churches entered a two-year

Below: Iglesia De Dios Pentacostal I. M. Church, Feb. fire



Above: Iglesia De Dios Pentacostal I. M. Church after Feb. fire

partnership before merging in June 2013 into one congregation, New Life At Calvary.

The church is faced with repairing the massive damage and replacing the missing roof caused by last fall's tornado and storms. The church became known for its youth programs, free hot meals, taking care of the needy, and its continued stance on social justice for everyone. The congregation opened a Justice Line for residents to anonymously report crimes in the neighborhood. The church's insurance is estimated to cover half of the projected \$6.5 million in repairs needed.

Iglesia De Dios Pentacostal M. I. Church:

On February 29, this urban Asiatown Goodrich-Kirtland Park neighborhood church built in 1868 was severely damaged by a fire that was ruled accidental. The church became the city's first Hispanic church in 1954 and had recently completed a renovation project. The Cleveland Fire Department ruled the fire at Iglesia De Dios Pentacostal M.I. on E. 36th Street accidental/unintentional.

The fire destroyed the sanctuary, its roof and the church's bell tower that was removed after the fire for safety reasons. There is a gap between the church's insurance and the estimated cost of repairs. The congregation has not determined if it can rebuild or must relocate, and is temporarily worshipping at a sister church in Linndale. Pastor Ariel Santiago said leaders are still discussing the

Below: Miles Pentecostal Determine Church after Fire



CLEVELAND LOSING CHURCHES IN 2024, cont'd



Above: St. Theodosius Russian Orthodox Cathedral before fire

future of the damaged church.

Miles Pentecostal Determine Church:

Miles Park Methodist Church was founded by Lyman Ferris in 1832 in Newburgh Township. The congregation initially met in a farmhouse near Harvard Avenue and East 71st Street before relocating to Newburgh's town hall. In 1841, the church received a plot of land at Miles Park Avenue and present-day East 91st Street from the Theodore Miles's estate that became the site for a new frame church in 1850.

As the steel industry expanded in the neighborhood during the 1850's, the congregation's size grew as the neighborhood became the city's largest with an influx of Irish and Welsh immigrants. The area around E. 93rd and Union became known as "Irishtown."

The original church was moved to East 92nd Street and Walker Avenue in 1872 to make room for a larger church building. A new building for Miles Park United Methodist Church was constructed between 1872 and 1883 in the Gothic Revival architectural style. In 1882, a labor strike changed the neighborhood significantly as Polish and Slovak strikebreakers displaced the original Irish and Welsh inhabitants.

The church lost its 85-foot-high steeple to a fire in 1925, and the interior was renovated with a more contemporary design in 1937. Despite

Below: St. Theodosius Russian Orthodox Cathedral on fire



Above: St. Theodosius Russian Orthodox Cathedral Interior before

these changes, the church building remained part of the Miles Park Historic District, which was added to the National Register of Historic Places in 1974. The church's significance witnessed and participated in the evolution of its community from its establishment and growth to its decline.

The Union-Miles Park neighborhood began to decline in the 1960's due to broader shifts in urban development and economic challenges. The Miles Park Methodist Church congregation disbanded in 1978, and the church building was sold to the predominantly African-American congregation of Allen Chapel-Missionary Baptist Church in 1979. Later, the church was sold to the Pentecostal Determine Church of God congregation. In 2020, the closed church's roof failed, causing the congregation to relocate.

On March 28, a fire destroyed the former Pentecostal Determine Church of God which had been condemned. The church was destroyed and the city demolished what was left for safety reasons. City records do not record the identity of the architect.

St. Theodosius Russian Orthodox Cathedral:

On May 28, 2024, the landmark Saint Theodosius Russian Orthodox Cathedral in Tremont caught fire. According to Cleveland firefighters, the cause of the fire was ruled accidental and was caused by roofers who were welding copper. The Chief of the 4th Battalion has estimated the damage at

Below: St. Theodosius Russian Orthodox Cathedral on fire



Above: Fairmount Temple

\$1 million. The fire broke out around 3:30 PM EST and fire crews fought to put out the fire in an effort to save the temple.

Priest Jan Cizmar and other local clergy, faithful, and neighbors began removing and preserving holy items from the Cathedral. The resulting instability of the large central dome prompted the removal of the form and a temporary closure to keep out the elements.

The church was founded in 1896 by Russian immigrants and built between 1911-1912 to the design of architect Frederick C. Baird, which he modeled after the Church of Our Saviour Jesus Christ in Moscow. It is listed on the National Register of Historic Places.

St. Theodosius drew national attention when a wedding scene was shot in the cathedral for the 1978 blockbuster film, "The Deer Hunter," starring Academy Award winners Robert De Niro and Meryl Streep. The 13 copper domes depict the 12 disciples and Jesus Christ. The church was renovated in the 1950's and again with a \$500k investment in 1999. It is not known if the insurance of the church and the roofing contractor will be adequate to fund the necessary repairs, but it is anticipated that the church will be restored.

Fairmount Temple:

Fairmount Temple began with the founding of the

Below: Fairmount Temple Fire



CLEVELAND LOSING CHURCHES IN 2024, cont'd



Above: Temple-Tifereth Israel, Beachwood

Euclid Avenue Temple in 1912. As the congregation's members moved east, after a lengthy court battle with Beachwood over the zoning on their property, they built Fairmount Temple in 1956 and sold their Euclid Avenue facility to Liberty Baptist Church. Percival Goodman from New York designed Fairmount Temple with local architect Sigmund Braverman.

On April 13, the temple's sanctuary suffered an electrical fire. Portions of the complex were cleaned and returned to use. The Mandel Sanctuary was not. The server technology assets and Cantor Music Library were also lost.

While the temple conveyed to members, "We are definitely restoring Fairmount Temple's facility!" on March 7, they then announced the merger of Anshe Chesed Fairmount Temple and The Temple-Tifereth Israel.

The two prominent Reform congregations, each

Below: Nativity of the Blessed Virgin Mary Parish; June 2024



Above: Nativity of the Blessed Virgin Mary Sanctuary

with histories dating back to the mid-1800s, create a new, unified Reform congregation, Congregation Mishkan Or, which translates to 'dwelling place of light.' The vote to unify was the culmination of an 18-month exploration process, initiated and guided by lay leaders from both temples. The congregations, which include approximately 2,000 families combined, officially united on July 1.

In June, the City of Beachwood today entered into an agreement with Anshe Chesed Fairmount Temple to buy the temple's 17-acre property at 23737 Fairmount Boulevard for \$8 million.

Said Mayor Justin Berns, "By purchasing this land, we, the city, hold the reins of its future. Rather than negotiating with a self-interested developer, most likely offering a binary choice, we will, instead, engage in a public process to determine its best use."

It is unlikely that the synagogue's facilities will be salvaged and restored.

Nativity of the Blessed Virgin Mary Parish:

As the Slovak neighborhood in the Kinsman neighborhood grew, work opportunities at the American Steel & Wire plant nearby resulted in many families moving south. Residents petitioned Bishop Ignatius Hortsman to establish a Slovak Roman Catholic parish in their Newburgh neighborhood which was then organized in 1903 at 9614 Aetna Ave.

Father Valclav Chaloupka lead the parish for 47 years which saw a schoolhouse designed by Emile Ulrich erected on the original church site in 1915. The congregation's growth saw architect William Jansen retained to design a larger church, which was completed in 1927. Jansen designed 27 other Catholic churches in Northeast Ohio, including St. Vitas church in the St. Clair-Superior neighborhood.

Jansen's design featured Lombard-Roman style red brick with stone trim and dual towers flanking a grand front entry with vibrantly painted domed ceilings and towering arched stained glass windows in the sanctuary.

The church had over 1200 members in the 1940's



Above: Nativity of the Blessed Virgin Mary Sanctuary Interior

with three priests and a convent. In the 1950's, many members moved to the suburbs though a loyal contingent continued to return to worship. The school closed in the 1970's.

The Slovak population dwindled and by 1990, Nativity Church had only 30 members. The church closed permanently on December 27, 1992 and has sat vacant since, decaying and vandalized. The stained glass windows were removed and installed in a Lorain County church.

The property was sold several times since closing but nothing saved the facility. In response to neighbors' complaints, the City of Cleveland bought the church in 2023 and finally demolished the church in July 2024.

Former parishioners asked the city to preserve the contents on the cornerstone. Inside, the parishioners, city officials, and the demolition crew discovered old papers and coins preserved from 1927.



Above & Below: Nativity of the Blessed Virgin Mary Demolition; July 2024



CALL HASLAM'S BLUFF!

Jimmy and Dee Haslam have been involved in a high-stakes game of Stadium Poker that they started a year ago. They want either a \$1 billion renovation of the existing lakefront stadium that is only 25 years old, or a new \$3.6 billion dollar domed stadium and sports village in Brookpark next to the airport. And they do not want to pay their fair share in either case.

The Browns say they want to be "bold and innovative." What they are not is smart. They are being morally reprehensible - not just as citizens of Greater Cleveland. Their proposed abandonment of downtown Cleveland and its inevitable effects on the urban core exposes that they have no sense of their role in our community except as a selfish-merchant extracting the maximum revenue from the community for their product.

Haslams hired HKS Inc., the architects for the \$5.5 billion SoFi Stadium in LA that team owner Stan Kroenke paid for **all by himself** to do preliminary renderings for the Brookpark facility. SoFi was built for both the LA Rams and LA Chargers and includes a 6,000-seat event venue.

SoFi was supposed to be one of the new breed of stadiums with an integrated mixed-use sports village of food and beverage, hotel, entertainment, retail, hospitality and housing occupancies. Four years after completion, the only thing surrounding SoFi stadium are surface parking lots.

The preliminary HKS design that Haslams have trotted out shows an irresponsible 140-acre surface parking lot for 20,000 cars which Haslams intend to use to pick the pockets of fans for \$94 million over 30 years. The roads leading to Brookpark - I-90, I-71 - are not sized or shaped to accommodate surges of 20,000 cars to and from a game day event. The single exits from each mean disaster for fans. Think Blossom - with twice the cars! - where for over 50 years, fans have suffered from an unaddressed traffic nightmare.

Haslams need to pay for all infrastructure upgrades required to manage the stormwater runoff from 140 acres of asphalt which represents an ecological nightmare and what the EPA calls a "threat to clean water." A 4.5" rainfall which happens every two years here will dump over 17 million gallons of water - 2.3 million cubic yards - on Haslams' asphalt. Jimmy and Dee need more land for a retention lake to hold the volume of water they will be required to provide.

And 20,000 spaces are not enough. The lakefront stadium is served by GCRTA that saves thousands of fans the need to drive and park downtown. Can Haslams afford a spur off of the airport rapid to give fans the same benefit in Brookpark?

SoFi's 'village' is nowhere to be seen after four years. They have been able to draw good crowds for events, but with a city nine times that of Cleveland with 12.5 million people and a facility hosting two NFL teams, their development called Hollywood Park which is supposed to include



Above: SoFi Stadium; Inglewood, CA; HKS, Inc.
Below: Proposed Browns Brookpark Stadium & Sports Village; HKS, Inc.



900,000 square feet of retail, 800,000 square feet of office space, 2,500 new residential units, a luxury hotel with over 300 rooms, 25 acres of public parks, playgrounds, open space, a lake, and pedestrian, bicycle, and mass-transit access for future services sounds far less ridiculous than Haslams'. But four years later, it is still nowhere.

The Haslams have not shown any renderings apparently on what spending \$1 billion to 'renovate' the lakefront stadium would possibly look like. The Haslams claim that they have spent \$154 million on the facility since they bought the team in 2012.

Of the original construction cost of \$289 million (over \$500M today), the city was on the hook for \$165 million with the team, the NFL and the State of Ohio picking up \$112 million. Cleveland has paid \$281 million in principal and interest through 2021 according to *Signal Cleveland's* audit, plus \$52 million in repairs and \$21 million on property taxes, insurance and professional services, plus \$28M since 2016 on additional repairs for a total of \$378 million.

Cleveland Mayor Bibb put together a \$461M incentive package to keep the team on the lakefront and Haslams then released even more renderings of Brookpark and told everyone that they were concerned only with their fans' experience and wanted to be "bold and innovative," and are leaning towards Brookpark.

There is no infrastructure in Brookpark to handle the vehicle traffic and stormwater runoff their project would deliver, nor is there a market for additional mixed-use real estate in that part of the community which is still suffering from a massive overbuild of commercial space that began over two decades ago. Great Northern Mall, five miles away, is on life support with owners praying for a public/ private partnership to add six hotels, apartments, condos and a medical hub.

Haslams only have 176 acres to work with. They do not have enough land to waste 140 acres on surface parking lots, build the stadium and a sports "village" and still have enough room for the stormwater retention lake they will require.

And Haslams' Brookpark venture has magically crept from \$2.1 billion to \$3.6 billion with the mixed-use facilities and infrastructure upgrades Haslams don't think they should pay for.

The Haslams say that they are only willing to put up \$1.2 billion for half of the stadium and expect public bonds to fund the balance which would be paid back using tax revenues from the development. Yet they are talking about seeking tax abatement from Brookpark. Published reports list Haslams' worth at \$14.4 billion.

This is simple. Just say 'No.'

Let's not give them ANY public money, abatement or subsidy for this development that will be so damaging to our fragile urban center. Then we can

CALL HASLAMs' BLUFF, cont'd.



all focus on what any legitimate needs are for the lakefront stadium.

Ken Silliman, former chair of the Gateway Economic Development Co. who recently published a 600-page memoir-stadium expose on Cleveland's chaotic history with sports stadiums, participated in a panel discussion on June 26 at the Cleveland Public Library on the Browns Stadium issue along with stadium economists.

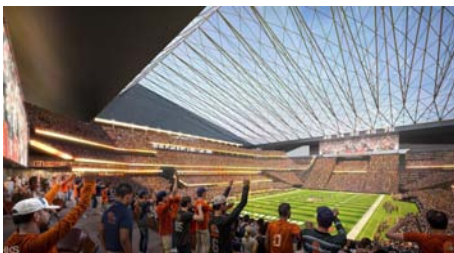
Silliman suggests that the city and fans encourage the Haslams to reframe the Browns' lakefront stadium in the historical vein of Boston's Fenway Park or Chicago's Wrigley Field. Silliman noted that the sin tax used for stadium maintenance has never been adjusted for inflation since 1990, which he suggested upping.

Silliman also observed that the lakefront stadium does not need \$1 billion – or anything close to it - it is in good repair for its age. Its predecessor lasted 66 years with virtually zero maintenance.

The recent panel discussion at the Library with two other visiting stadium economics experts Brad Humphreys and Victor Matheson offered opinions and facts with a single conclusion: Erecting a multi-billion Brookpark dome and surrounding village would not make Cleveland a wealthier city as some have been touting.

Humphreys, an economics professor at the University of Alberta, stated, "There's zero evidence in 30 years of peer-reviewed academic research that a professional sports team in a city generates any substantial jobs, raises wages, raises income, raises property taxes... What professional sports are good at is moving economic activity around to different parts of the city."

Browns' revenue in 2022 was \$545 million with a profit of \$106 million. The Haslams paid \$987 million for the Browns in 2012. As of August 2023, the Browns are worth \$4.62 billion.



Above & Below: Proposed Browns Brookpark Stadium & Sports Village; HKS, Inc.

Browns stadium fight all about enriching team's owners: Brent Larkin

Updated: Aug. 11, 2024, 9:58 a.m. | Published: Aug. 11, 2024, 9:59 a.m.



Haslam Sports Group released renderings of a domed stadium in Brook Park Wednesday. Columnist Brent Larkin writes that efforts to get a domed stadium aren't about what's best for fans, but really about enriching Browns owners Jimmy and Dee Haslam. (Photo provided by HKS) HKS



Below: Haslam's Proposed 2021 lakefront development



According to *Forbes*, Haslams are worth \$14.4 billion today, live in Knoxville, TN and own the Columbus Crew and part of the Milwaukee Bucks.

Haslams' rent for the lakefront stadium has been a shameful \$250k/ year, while the city pays \$600k/ year in property taxes because the Browns are a for-profit business. The stadium does not need a \$1B makeover. It is something the Haslams **want** and expect us to pay half when the average Browns ticket is already \$247.

A significant issue that the Haslams seem to have not properly considered is that even if they get over half the money from public sources and spend \$3.5 billion, and put together a new domed stadium in Brookpark with adequate access and parking with scores of restaurants, hotels, sports bars, housing and retail spaces, they might create a destination for 8-10 football games and 2-4 concerts a year. To survive, such a development requires a larger population with above-average household incomes than Cleveland has.

Haslams' Brookpark development will siphon off revenue and jobs from downtown's food and beverage establishments that are already challenged in winter months. This will play out over years with the city core's lifeblood dripping away each year.

People from the east side will not drive to the far west side for such assets except on game/ concert days. We have had only 20 stadium events **in the past 20 years**. Indianapolis with its domed stadium has had only 31- Detroit only 21 – in 20 years! It is not the facility that is the red flag – it is the size and demographic of our small market. The only reason we drive to Hopkins is to get our flights.

What downtown provides Browns fans with that Brookpark will not are the ability to park in different locations at variable price points, and quality urban experiences of East 4th Street, the Warehouse District, Playhouse Square, the lakefront, and the Flats.

And anything that Haslams do in Brookpark will injure downtown's assets. Within a certain period of time, establishments in those neighborhoods will begin to turn over, jobs will decrease and if Haslams' development is at all well done and successful, unless Greater Cleveland finally begins to add significant jobs and population, downtown businesses will thin out and go away and we will have even more ground floor vacancy downtown.

The Haslams want to play real estate developer – at our expense. Their previous attempt to propose a ridiculous urban development around the stadium demonstrated that they have no idea how to plan, design and stage development based on our market's needs and our ability to absorb space. The mistakes they will make will prove fatal to their development *and* downtown. It is only a question of time. Call their bluff.

SPOTLIGHT: THE HASLAMS LACK DESIGN & CIVIC AWARENESS

The Billionaire Haslams Ask for Another Huge Handout:

In the July 2024 issue of *Architectural Record*, Pansy Schulman examined the various proposals for sports mega developments, their financing and their civic and economic outcomes.

Browns owners Jimmy and Dee Haslam have threatened to move the Browns to Brookpark next to Hopkins Airport to a new domed stadium even if Cleveland plays ball with them downtown. The Haslams also own the Columbus Crew soccer team and a share of the Milwaukee Bucks NBA team. *Forbes* reports their net worth at \$14.4 Billion.

SoFi Stadium by HKS in Inglewood, CA delivered a privately funded 70,000-seat year-round stadium for the LA Rams and the San Diego Chargers for a whopping \$5.5 billion. The stadium is *supposed* to anchor a 298-acre neighborhood being developed with offices, retail and thousands of apartments adjacent to a 25-acre public park.

SoFi owner Stan Kroenke who made his money developing shopping centers is estimated by *Bloomberg* to be worth \$19.6 billion. SoFi hosted the Super Bowl in February 2022 and the College Football National Championship in January 2023. Across the street, Steve Ballmer has privately funded a new \$2B Intuit Dome arena for the LA Clippers basketball team scheduled to open this fall.

A dozen other stadium complexes are currently in play throughout the US. This new exploded model is built upon the perceived success of the original interurban sports complex, Camden Yards in Baltimore. The building standard moved beyond the old model as a fortress surrounded by parking lots by attempting to achieve a design compatibility and quality to integrate with and revitalize the surrounding neighborhoods. There is no surrounding neighborhood in Brookpark.

With upscale designs and promises of jobs and increased revenue, team owners are attempting to bargain for massive public subsidies and support for increasingly large urban districts. Political subdivisions are afraid to resist out of fear that their teams will 'steal away into the night' like a Benny Mardones song as Art Model did with the Browns before the 1996 NFL season.

The Las Vegas \$1.2 billion baseball stadium by Bjarke Ingels Group to lure the Oakland Athletics is part of a master plan that includes an on-site hotel and casino. The project's planned construction commencement in 2026 and its \$380 million taxpayer assistance is being challenged to stop the financing deal by a teacher and union-backed group, Schools Over Stadiums.

The \$1.9B Vegas Allegiant Stadium by Manica was subsidized with \$750 million in public



Top: SoFi Stadium; Inglewood, CA; HKS, Inc.; 2020
Second: Intuit Dome; Inglewood, CA; AECOM; 2024
Third: Camden Yards; Baltimore; RTKL/ HOK Sport/ Janet Marie Smith; 1992
Fourth: Allegiant Stadium; Las Vegas; Manica; 2020
Fifth: Las Vegas Baseball Stadium for Oakland As; BIG; 2028



Top: St. Petersburg's Tampa Bay Devil Rays Stadium; Populous; 2028
Below: Nashville's Nissan Stadium; Populous; TBD



spending. The population of Las Vegas is 656,274. Cleveland's is 361,607. The greater Las Vegas area's population is 2,953,000 and has been growing at 2% per year. The population of Cleveland's metropolitan area is 1,771,000 with very little change year-to-year.

St. Petersburg's \$1.3B Populous-designed stadium for the Tampa Bay Devil Rays includes the development of surrounding 86 acres to include hotel, restaurants, affordable housing and a new African American History Museum. The city council is currently undecided since the developers have asked the city and county to pay half the cost.

Nashville's new 60,000-seat Nissan Stadium for the Tennessee Titans is conceived as the hub of a 338-acre riverfront "stadium village" that will include affordable housing and a multi-modal boulevard.

The largest subsidy in US history is a \$1.2 billion public contribution to the \$2.1 billion Kansas City Stadium – also by Manica. The population of the greater Kansas City areas is 2.2 million.

Since the 1980's, team owners and government officials have argued that revenue generated from the sports venues will 'spill over' into the surrounding community. But research of decades of investments has indicated that public investment in such initiatives far exceeds the returns to local communities. And while Camden Yards has even trademarked itself as "The Ballpark That Forever Changed Baseball," the 1996 study

SPOTLIGHT: THE HASLAM'S LACK DESIGN & CIVIC AWARENESS, cont'd

by Johns Hopkins University's economists Bruce Hamilton and Peter Kohn found that while the Orioles received an average 40% increase in ticket sales that made the team one of the most profitable in all of baseball, Maryland netted only \$3 million per year in tax revenue and job creation in exchange for an annual taxpayer expense of \$14 million. The area around Camden Yards today has fewer jobs than it did in 1998.

Prominent economists in 2022 surveyed 30 years of data and the purported link between stadium construction and urban renewal and concluded that the "near-universal consensus evidence that sports venues do not generate large positive effects in local economies." Further, they found that the negative externalities of large sports facilities – traffic, crowds, noise, litter and crime – mitigate any positive effects.

While the \$5.5 billion SoFi Stadium was privately financed by Rams owner Stan Kroenke, the promises of reviving the surrounding Inglewood community after four years have yet to 'trickle down,' particularly to residents who have been pushed out by rampant speculation. Between 2016 and 2022 in Inglewood, average rents spiked by 59% vs. 17% across the region. The median price of Inglewood homes climbed 90% from \$345k to \$655k.

Schulman observes, "In moving their sights from pleasure domes to entire districts, bundling infrastructure upgrades and community spaces into the deal, developers have found a clever way to ask for more."

The San Diego Chargers moved to L.A. in 2017 when residents voted against funding a new stadium.

Some communities have pushed back.

Alexandria, VA said 'no' to a bill looking for \$2 billion in public funds and \$100 million in direct public subsidies for a 'visionary sports and entertainment development' for the Washington Wizards and Washington Capitals as part of the Potomac Yards development.

In Chicago, the Bears are not having an easy time getting \$1.4 billion in public funding towards their \$4.7 billion stadium and a surrounding development of restaurants, retail and more on prime lakefront land. While Mayor Johnson has been encouraging, community leaders and Governor Jay Pritzker are not game.

In the May 13 issue of *Crain's Cleveland Business*, Joe Scalzo noted cities that are pushing back on stadium funding. In April, Missouri voters rejected 58% - 42% a 3/8-cent sales tax hike to provide \$2 billion for renovations to Arrowhead Stadium for the Kansas City Chiefs and a new stadium for the Kansas City Royals.

In May 2023, Tempe, AZ voters vetoed a proposed entertainment district that would



Above: Chicago Bears Stadium & Development Proposal; Manica
Below: Kansas City Arrowhead Stadium/ Neighborhood Proposal; Manica



Above: J. C. Bradbury, PhD
Below: *The American Prospect* Headline



include a \$2.1 billion Phoenix Coyotes arena and entertainment complex for the NHL. A nonpartisan think tank's analysis found that for every \$2.71 invested in the district, Tempe would receive only \$1 in tax revenue.

Also in May, *Pro Football Talk* ran a story with the headline, "The Ship Might Be Sailing on Taxpayer Funding For NFL Stadiums," adding, "It's becoming more clear that elected officials are becoming less inclined to burn political capital by giving public funds to privately-owned football teams."

J. C. Bradbury, professor of economics, finance and quantitative analysis at Kennesaw State University and economists Dennis Cook and Brad Humphreys were quoted in the May *Crain's* article after a comprehensive review of over 130 stadiums on the economic impact of sports teams and stadiums; "**Stadiums don't pay off.** The home cities aren't any wealthier. They don't have more jobs. They don't have higher income. They don't earn higher wages than cities without them. Most of the spending at these stadiums is reallocated money."

And Bradbury found that a major event like the Super Bowl or Final Four "doesn't even come close to covering the public price tag... Economists aren't skeptical. The debate is over." Remember we were told that the 2016 RNC would leave behind an economic benefit of \$300 million? The expenses per the CSU Economics Department were over \$100M and the income was \$40M.

The Associated Press reports that from 1990-2023 on 57 votes on US stadium and arena proposals, 35 were approved and 22 were rejected.

Editor of the website *Field of Schemes* Neil DeMause observes, "This (opposition) is not completely new, but there's definitely a bit more awareness of the fact that ... there are unanimous studies saying that **there's no possible way taxpayers will ever get their money back.**"

Both Nashville and Buffalo kicked in public funds – but without a public referendum. Buffalo is kicking in an unprecedented \$850 million for the \$1.7 billion new stadium for the Buffalo Bills – the largest public subsidy in the history of the NFL. The average household income of an African American in Buffalo is only \$28,000.

Local and state taxpayers are now in the deal to build a new stadium 10,000 seats smaller than the existing 72,000 seat Highmark Stadium with no roof which will not support ancillary development 11 miles from the heart of town in one of the smallest NFL markets. Team owner Terry Pegula is worth \$8 billion and paid \$1.4B for the team in 2014 which is now worth \$3.4B. Pegula wanted the new stadium to be 100% funded by the public, and he threatened to take

SPOTLIGHT: THE HASLAMS LACK DESIGN & CIVIC AWARENESS, cont'd

the team to Austin, Portland or London.

With a NY governor from Buffalo, she announced the deal with Erie County kicking in \$250 million, New York State putting up \$600M and the NFL and the Bills paying only \$550M. Governor Hochul served up the BS that the project will create 10,000 jobs (over a two-year period only), and “New Yorkers can rest assured that their investment will be recouped by the economic activity the team generates.”

That is a very large lie. The next day, Hochul admitted that \$418M of the \$600M will come from disputed tax revenue yet to be collected from the Seneca Nation, the casino-driven Native American nation.

Haslams are pressing the city, county and state to pay for half of the cost of either a \$1 billion renovation of the existing Browns stadium – How is that even remotely possible?! – or \$2.4 billion for a new roofed stadium and the associated infrastructure and mixed-use improvements at a Brookpark site next to Hopkins Airport.

Cleveland Municipal Stadium was completed in 1931 and its demolition was completed in the spring of 1997 – a life span of 66 years. The new Browns Stadium opened in 1999 at a cost of \$283 million and was renovated in 2014 and 2015 for another \$120 million.

Critical Thinking NOT from the City, County, GCP or DCI:

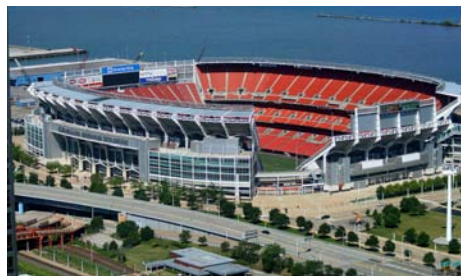
In a unicorn-level rare example of critical thinking, *Cleveland.com* and *The Plain Dealer* have worked together to propose an unprecedented concept of regionalism to pay for not only replacement sports facilities for **all** of our teams AND a replacement airport, but the renovation of those new facilities for the next 40 years.

In a July 7 article by Zachary Smith and Lucas Daprile, the pair proposed a quarter-percent sales tax to be managed by a special commission which would generate \$20.1 billion over 40 years that would also relieve minor league teams here of their debt. For a community to even forge a conversation about regionalism that has for seven decades seen its leaders fail to even acknowledge the idea, the proposal brings into focus the opportunities lost to think and act in unison for the betterment of all in NEOH.

Smith and Daprile’s sales tax would grow with inflation which, per the Ohio Department of Taxation, would have generated \$165.5 million in 2023. State legislation will be required to create the district which would incorporate the core counties of the Cleveland-Akron sports and airport market – Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Stark and Summit counties. And if the Legislature requires a vote of the new district’s residents, it would be a simple



Top: Proposed New Buffalo Bills Stadium; Populous; 2026
Second: Jacobs Field/ Progressive Field; HOK Sports; 1994
Third: Gund Arena/ Rocket Mortgage Fieldhouse; Ellerbe Becket Architects; 1994
Bottom: Browns Stadium; HOK Sports; 1999



yes or no, not county by county. Cleveland is the smallest city in the US supporting teams in three major sports, and Smith and Daprile point out that with our “stagnant” population growth, we risk losing one of our teams without a vehicle to develop and maintain state-of-the-art facilities.

The pair assumed a 5% interest rate on bonds to finance the projects based on the recommendation of the Ohio Association of Public Treasurers and as evidenced by rates on current and recent public projects and their bond sales. The pair assumed a 2.5% rate of inflation, our 10-year average. The pair budgeted for a new facility and one major renovation in the 40 years except for a new 12,500-seat stadium for the proposed women’s professional soccer team at \$150 million because the team does not yet exist.

This *should* compel the National Women’s Soccer League to establish a team here.

The pair assumed that the Haslams’ proposed \$2.4 billion dome was a valid cost and with all of these sports facilities, assume a 50-50 split with the facility commission and the team owners.

The Browns stadium cost \$284 million in 1999 and its last major renovation cost \$120 million. So based on a \$2.4 billion new stadium, the pair budgeted just over \$1 billion for a major renovation down the road, and they followed the same metrics for the Cavaliers and Guardians.

They budgeted \$1.3 billion for the Guardians’ new facility. Tampa Bay is planning a \$1.3 billion facility; Oakland is planning a \$1.5 million stadium in Las Vegas and Utah proposed \$900 million to get a MLB stadium and team. One hitch is that the Guardians now have a lease until 2036, and construction will be more expensive in the future so the pair budgeted 2.5% inflation annually to have \$1.9 billion ready for the 2040 ballpark. The pair set aside \$2.2 billion – the public’s share at \$1.1 billion – to later upgrade the Guardians’ future home.

For the Cavaliers, they projected \$1.5 billion for a 2040 facility, based on the Detroit arena that opened in 2017 for \$863 million for the Pistons and Red Wings. In total, the three sports facilities are projected to cost \$11 billion for initial construction and mid-life renovations. For taxpayers paying half the bill, the commission would pay \$9.3 billion to cover bond payments over 40 years for 50% of the initial constructions and the 50% renovations.

Smith and Daprile assumed that the sports facility commission would assume the full cost of running, improving and paying the debt of Canal Park (Akron Rubber Ducks), Classic Auto Group Park (Lake County Captains) and Crushers Stadium (Lake Erie Crushers). The pair identified the current cost of operating the stadiums and adjusted their budget for inflation going forward.

Taking Care of Hopkins Too

Currently, Cleveland has to convince the airlines to shoulder the financial burden for improvements at Hopkins. Considering the 63% drop in passenger traffic in the last 17 years, it is unlikely that the airlines will do much more than contribute to the city’s proposed first phase of improvements at \$138 million as they agreed.

Smith and Daprile propose to make Hopkins a more competitive and attractive place for the airlines to do business and at the same time, gain the region a voice in how its major air transport hub is managed. Hopkins’ current annual operating budget is \$130 million. It is owned by the City of Cleveland and managed by a city enterprise fund, relying on \$35 million annually from the airlines for aviation-related costs for passenger flights, including landing fees,

THE HASLAMs, cont'd

arrival fees, rent, utilities, federal inspection fees, terminal area apron charges and tie-downs.

The airport also relies on income from concessions, parking and federal money. The city is not entitled to profit on the airport and airport revenue cannot be co-mingled with the city's general fund.

While the city views the airport as a significant asset, under the facilities commission plan, the city must give up control of the airport, which while a potential political dogfight, relieves the city of the headaches of running the facility and negotiating with the airlines to fund projects. It also takes away from city hall the awarding of huge contracts to architects, engineers and contractors who in the past have been major contributors – legal and otherwise – to politicians.

Cleveland.com reported in November that the city thinks that the terminal rebuild will cost \$2.9 billion, with the first phase costing \$1.1 billion. Under Smith and Daprile's plan, the cost of airport construction and maintenance would be paid for by the new sales tax and the airport's non-aviation revenue sources. The facility commission would also absorb the \$1 million annually that the Akron-Canton Airport now charges airlines, adjusted for inflation.

Sin tax money was not factored into the pair's projects, except to fund the demolition of the existing facilities or help team owners fund maintenance obligations for the existing facilities.

It is interesting that the first genuine example of Critical Thinking on community needs and regionalism comes not from the public or NGO sectors, but even outside the excessive number of NGO's here who have been asleep at the wheel for so long. **Bravo to Smith and Daprile!**



Above: Cleveland.com's Zachary Smith (L); Plain Dealer's Lucas Daprile (R)
Below: Jimmy & Dee Haslam



SPOTLIGHT: St. Ignatius of Antioch Catholic Parish

Established in 1902 by Cleveland's third Catholic bishop, Ignatius Horstmann, St. Ignatius was specifically founded as NOT a 'nationality' parish as had been – and continues to be – the custom. The neighborhood which at the time was just outside the city limits featured a predominantly native born mixed population of second or third generation of Irish and German heritage.

At the church's first meeting, the new parish honored Bishop Ignatius Horstmann, the founder, by adopting the saint's name for their congregation and learning that the bishop had approved \$25k for a church/ school building. The brick structure designed by Edwin J. Schneider who would later design St. Colman Church was completed in 1905.

Cleveland was growing as an industrial powerhouse and by 1920 was the fifth largest city in the country, earning a reputation as one of the most progressive and beautiful cities in the nation.

Its diverse ethnic population made the city a world power in shipbuilding, iron and steel manufacturing and the manufacture of auto and aviation parts. The city's wealth and progressive attitude was also expressed in its civic, commercial and religious architecture during this time.

Daniel Burnham's Group Plan produced the country's first large-scale group of civic buildings outside of Washington, DC: Federal Courthouse (1911), Cleveland Public Library (1925), Cleveland City Hall (1916), Cleveland Public Hall (1922), and the Cleveland Board of Education (1930).

The first large scale grouping of commercial buildings was contributed by the Van Swearingen brothers with the main train depot and ten other buildings, anchored by the 52-story Terminal Tower, completed in 1930.

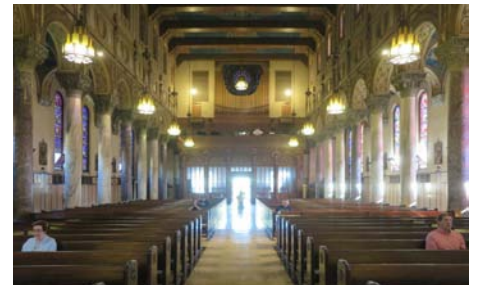
The St. Ignatius Church was one of six grand Catholic churches constructed in the diocese by Archbishop Joseph Schrembs who from 1921 – 1945 established 27 parishes in Cleveland and 55 in the balance of the diocese. Those grand churches include St. Ignatius, St. James in Lakewood, St. Aloysius, St. Vitus, St. Mary Seminary, and St. Paul's Shrine.

But it was parish priest Father Thomas A. Hanrahan who was responsible for the planning, design, funding and construction of St. Ignatius. Hanrahan is credited with the design of the church which reflects the dominance in America of the trend from the turn of the century to the great depression of employing "academic eclecticism" in design which saw architects distilling styles, plans, forms and details from past historic buildings and mixing these influences in individual buildings.

Hanrahan sailed for Europe in April 1923 to search for prototypes for St. Ignatius. He was greatly impressed by the famous St. Paul's Outside-the-Walls basilica in Rome. He selected Boston's Edward T. P. Graham and Cleveland's F. Stillman Fish as his architects for a fee of \$47,761. Graham also visited



Above: St. Ignatius of Antioch;
Below: St. Ignatius Original Sanctuary Front
Row Three: St. Ignatius Original Sanctuary Rear
Row Four: St. Ignatius Current Sanctuary
Row Five: St. Ignatius Current Sanctuary Rear



St. Ignatius of Antioch Catholic Parish, cont'd.

St. Paul's Outside-the-Walls in a trip to Rome and suggested that St. Paul's large size was "impractical" for St. Ignatius to serve as a direct model, but that aspects of St. Paul's and other 4th and 5th century Christian churches could be adopted and reinterpreted in the design of St. Ignatius which Graham and Fish did with great care.

The rose window over the main entry on Lorain Rd., the elegant campanile tower and decorative surfaces inside and out are designed in the spirit of Byzantine and Romanesque styles and were influenced by Hanrahan.

The shape and layout of St. Ignatius is a classic basilica form which had become the classic form for churches after Constantine's Edict of Milan in 33 AD which made Christianity a legitimate religion.

This form was adopted from Roman Imperial buildings such as the Flavian Palace and the Cathedral of Trier, which have the entrance at one end and a semicircular half-dome apse at the other. The fundamental change from the Imperial audience halls to the form of the Early Christian basilica was the replacement of the Imperial throne with the Christian altar.

Graham and Fish gave the church a recessed tripartite entrance, supported by slender tall columns. The massing of the building, the rounded arches over its various door and window openings and the blind arcade of the front façade are Romanesque.

The tall 54-foot high ceiling of St. Ignatius over 13 bays of the nave rests on a wall pierced by 26 window openings in the clerestory. The nave's upper wall sits on a grand arcade, supported by 24 columns made of various Italian marbles.

Each column is crowned by a decorative plaster capital with the pattern repeated every fourth column. The lower side aisles flanking the nave reflect the classic three-tiered basilica plan as found in early Christian churches in Rome and Ravenna.

The half-dome apse of the sanctuary reinterprets the tree of life motif taken from the St. Clement basilica in Rome, which contains the holy relics of St. Ignatius. At the edge of the sanctuary, the ceiling reflects Jesus' family tree beginning with Jesse, father of King David.

The church is clad with Indiana limestone over a Pittsburgh steel structural frame. The high ceiling is supported by columns of Italian marble topped with capitols of Constantinian design. A 210-foot tall campanile bell tower is the exterior's most prominent set piece.

The aisle widths are similar to S. Maria Maggiore though at St. Ignatius, the architects purposely used the plan to accommodate the American tradition of stationary pews to maintain unobstructed views of the altar.



Above: Vestibule, St. Ignatius of Antioch
Below: Apse Exterior, St. Ignatius of Antioch



Below: Basilica of St. Paul Outside-the-Walls, Rome
Bottom: Basilica of St. Paul Outside-the-Walls Interior, Rome



As the neighborhood around St. Ignatius grew, the flanking aisles were fitted with pews as by the mid-century, the church was among the largest in the diocese. Approximately 40 years ago, as the city's population dropped, the flanking aisle pews were removed to its original design.

In 2000, pews at the rear of the nave were removed and the Verona marble baptismal font was moved from a small baptistery room on the east of the nave under the tower and placed in the center of the new gathering area. As congregants enter, they bless themselves with the water, a symbol of absolution and a reminder of their own baptism.

The church's interior finishes reflect those of Early Christian churches. Fischer & Jirouch Co. executed antique ivory bas-relief images over the side altars and flanking the chancel arch, between 1930-1950.

The altars and communion rails are executed in gold-colored marbles with decorative brass fittings on the altar fronts. The sanctuary floor is cream-colored limestone. Aisle flooring is purple slate and several marbles, with the wall wainscot below the windows using red Verona marble, trimmed with purple marble with white, gold and black marbling.

The church's stained glass was executed by F. X. Zettler of Munich at a cost of \$26,700 and reflects 20th century eclecticism. Early Christian churches did not incorporate stained glass, but technical advances made its use possible in 12th and 13th century Gothic churches. The glass in St. Ignatius is comprised of small pieces of glass heavily dominated by deep ruby and cobalt colors with little clear or white glass to dampen the effect.

Construction of the lower level began in 1925 and this lower church was formally opened on December 11, 1927. Construction continued above for another two years until the market crash in October 1929. For the first two years, the congregation worshiped in the lower level sanctuary until funds and construction enabled the completion of the church above.

The simplicity of the apse has been interpreted as the impact of the market crash, though the architects' design of the altar reflects a simple stone finish and it appears to have been built as designed. The half-dome of the apse was refinished in 2000 by the Winterich Co., the same firm that constructed it originally.

The church was nearing completion in 1930 as Father Hanrahan's health was failing. He passed away from pneumonia after a six-week illness in April 1930. Bishop Schremb's blessing saw that Father Hanrahan's funeral was the first service held in the upper sanctuary on November 9, 1930, which saw the \$762,684 project formally dedicated.

Greyhound Update:

Greyhound and Barons Bus will move from downtown Cleveland to Brookpark Rapid Station



It had appeared that Greyhound's arrivals and departures would move from its moderne station on Chester Avenue to the Tubbs Jones Multi-Modal Transit center to East 21st and Carnegie Avenue. But in pairing operations with Barons Bus which operates in partnership with Greyhound, the inability to provide adequate customer facilities at the Tubbs Jones site has caused the team to now relocate 12 miles west to a new station that will be constructed on the parking lot at the Brookpark Rapid Station.

According to RTS spokesman Robert Fleig, the new transit center will be large enough to allow customers to purchase tickets, board, disembark and wait for buses. "An agreement between Barons Bus and GCRTA is currently under review and being processed through normal procedures," he said. Timing of completion is unknown.

Earlier this year, the Playhouse Square Foundation purchased the Greyhound landmark with the intention to develop it into a mixed-use development. The sleek Streamline Moderne station opened in 1948 and was added to the National Register of Historic Places in 1999.

Cleveland City Councilman Kerry McCormack said he liked the Tubbs Jones Transit Center location, at E. 22nd St., better. "I think it would be a great amenity for students," he said. "Ideally, you want these things in the central city, connected to the population base and employment center," said McCormack, who represents downtown on city council.

Fleig said officials are looking for a way to keep some intercity bus service downtown. "Ensuring public transit access to downtown remains an important focus for the City of Cleveland and RTA," he said. "We are actively pursuing opportunities with partners to provide curbside stops downtown." The Brookpark rapid station is the last stop on the Red Line rapid before Cleveland Hopkins International Airport. In addition, it's a stop on three bus routes, including the 54 (Brookpark to Rockside), the 78 (W. 117th to Puritas) and the 86 (Rocky River Drive).

POSITION OPEN:

Director of Development:

Our original Chairperson of our Fundraising Initiative has sadly been lost to cancer.

CAF is in need of a mature individual with the ability to donate 4-8 hours per week on CAF's development, grantmaking and fundraising tasks.

If you are interested, please contact us for a copy of the position description which we will gladly email to you.

Thank you.

Info@ClevelandArchitectureFoundation.org

SPOTLIGHT:



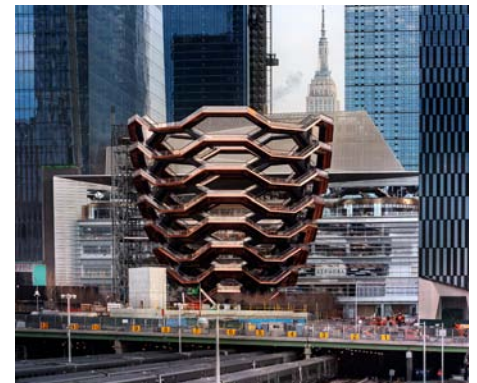
Above: Tower East, Shaker Heights; Walter Gropius; 1968
Below: St. Adalbert Roman Catholic Church; William Ginther; 1911



Heatherwick Update

In our last issue, we reviewed Thomas Heatherwick's recent "Humanise" book. The English designer has gained international attention - and criticism - for his projects including The Vessel, 1000 Trees, Little Island, the new London double-decker bus and Google's London HQ.

Adrian Walker in an article in *Dezeen*, has defended Heatherwick, arguing that the AD world needs practitioners like him who take risks and approach design in a less orthodox manner: "Heatherwick set the cat among the architectural pigeons for sure with the publication of his *Humanise* book last autumn. Reviewing it in *The Guardian*, Oliver Wainwright really weighed in, attacking "Heatherwick's simplistic aesthetic philosophising".



"Wainwright makes the same mistake of which he accuses Heatherwick: he misses the point. The Humanise movement, he says, focuses on the outward appearance of buildings at the expense of "much more crucial issues" that concern the inhabitants of buildings; ceiling height, ventilation, insulation."

Walker: "The reasons why I enthusiastically praise and promote Heatherwick's work and consider him one of the most important figures working today are manifold.

One: craftsmanship. The book's subtitle reads: "A Maker's Guide to Building Our World". Many an architect draws things - buildings, even - without enough practical knowledge of how they will go together, how they will actually stand up.

Thomas Heatherwick is different. He is a craftsman, familiar with a range of techniques and materials including wood, metal, plastics and clay. He is the owner of "intelligent hands", a concept described by David Savage in his 2018 book, and more recently by Charlotte Abrahams and Katy Bevan.

Two: Heatherwick is an explorer, an adventurer, a rule breaker, a game changer, a risk taker. He makes ideas happen. We need people like this, and how many are practising architecture today?"

Perhaps, possibly, definitely not enough.

TRANSITION: CSU/ Wolstein Center Update:

Cleveland State University's dire financial condition due to a dramatic falling enrollment has caused the university to face reality regarding its 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.

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 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 activities generate an average of \$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 WC 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, 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 that one too!

In 2023, with a \$40 million deficit looming and enrollment having dropped from 17k students to under 14k, CSU invited developers to propose construction of the replacement arena and came up with a short list. Those discussions are now on an ice cold back burner.

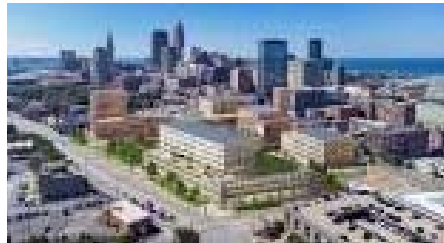
The CSU Master Plan also calls for 'remodeling' Rhodes Tower, the campus 1971 vertical stasis point, to be converted to 500 dorm rooms along with a completely new exterior - an expense that will never pay for itself. Rhodes Tower currently houses the campus library, classrooms and offices.

CSU staff report problems with the building's elevator service and rest rooms being closed for nine months. The university won a Brownfield grant to abate asbestos fireproofing in the building.

CSU has transferred ownership of Rhodes Tower to Euclid Ave. Development Corp., the university's real estate arm, which is intended to make the school eligible for historic tax credits.



Above: Wolstein Center
Below: CSU's proposed "Partnership District"



Above: CSU's imagined new "Gateway" 5,000-seat fieldhouse
Below: Rhodes Tower in 1971
Right: Proposed Rhodes Tower "Renovation"
Bottom Right: Fenn Tower



The university has 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.

What also does not make sense is CSU's proposed conversion of Rhodes' classroom, library and office space to dorms to be followed by the proposed construction of two new buildings west of Rhodes Tower for classrooms, labs and collaborative spaces for students – the program elements of Rhodes Tower, and another building to be constructed for student housing – without any evidence that there is demand for any and all of this student housing for a commuter school with significant contraction in its enrollment.

The demolition of instructional space for dorms followed by construction of new instructional space effectively doubles the taxpayers' cost for CSU's occupancy for these elements of their program and uses.

CSU's Fenn Tower, a 400-room freshman dormitory facility, was assessed over spring break and found to be in need of structural repairs. CSU has responded by closing the building. The university invested \$20 million to renovate the building in the 1990's for dormitory use. It was originally a hotel and social club.

It appears that CSU's management and maintenance of its campus and its ability to project its future and plan realistically for it have been and continue to be significantly impaired. CSU officials told *Signal Cleveland* that they have \$350 million in deferred maintenance needs. The State has budgeted \$16 million for CSU in this biennium budget. That is a loud message.



SPOTLIGHT: HASLAM'S Poker Game and Their Design Errors:

Jimmy and Dee Haslam have been involved in a high-stakes game of Stadium Poker that they started a year ago. They want either a \$1 billion renovation of the existing lakefront stadium that is only 25 years old, or a new \$3.6 billion dollar domed stadium in Brookpark next to the airport. And they don't want to pay for but a fraction of the cost of either option.

Haslams' Design Errors:

Jimmy and Dee Haslam appear to be poor managers of design.

The Brookpark site they chose to examine is too close to Hopkins Airport.

For their Brookpark Stadium, the Haslams must excavate a massive hole down **eight stories below grade** so the roof is compliant with the FAA's requirements for takeoffs and landings at Hopkins next door. That is a bad choice for a stadium site.

Their renderings show massive stairs up to enter the facility which implies that vertical movement requirements will be far more substantial than at the lakefront. Climbing up to go down is hardly fun or 'best for the fans.'

The renderings feature sloping flat roofs that present the appearance of an inexpensive industrial building - an inappropriate brand identity. Stadium design has been elevated in recent years not just in the US but around the world thanks to the increasing popularity of world cup soccer.

When our lakefront stadium was built, HOK - now called Populous, was the recognized world leader in the design of such facilities. The field is now much more crowded. And virtually every other stadium reflects more creative, organic forms that reflect the motion of action on the playing field.

The Browns' assertion that the Brookpark facility would enable the community to bid on college playoffs, Big Ten Championships, Final Four and other major events is wishful thinking. With ten of the Big 10 schools' stadiums seating more than Haslams' planned 65,000 seats, hosting a Big 10 Championship game is beyond unlikely. Even Iowa seats over 69,000. And with the exception of Penn State's Beaver Stadium, **every one was constructed before 1929**. And by the way, Cleveland has no skin in the Big Ten game.

The Haslams want someone else to pay \$1 - \$1.4B for the mixed-use development, \$40 million for infrastructure and half of the \$2.4B for the dome. While Jimmy and Dee are worth \$14.4 Billion themselves, they are only willing to put up \$1.2 billion - 8% of their bankroll.

Neither the state, County or City should be funding such a dome facility OR commercial



Above: SoFi Stadium; Inglewood, CA; HKS
Below: SoFi Stadium surrounded by parking lots



Above: Proposed Browns' Brookpark Dome & Village
Below: Proposed Browns' Brookpark Entry Steps



mixed-use developments, let alone those of such a magnitude.

This kind of commercial real estate development is far beyond the kind of public-private partnerships being advocated elsewhere. Who is the landlord? The developer pays to build the project, collects the rent, pays the debt service and maintains the property. Haslams want the benefits of such a development with none of the responsibilities to fund and maintain it that accompany it.

The County's foray with the Downtown Hilton Hotel has been a failure as the County has been forced to not only pay for the construction but to also pay their tenant Hilton the difference between their actual revenue and their pro-forma! And taxpayers have never been told if Hilton's rent even covers the construction costs and debt service. Given the community's history with these deals, it is unlikely.

Though they have been free releasing multiple renderings of the proposed Brookpark stadium, the Haslams have not revealed renderings of the proposed "renovation" of the lakefront stadium. When they do, outrage can be anticipated.

The Haslams found a local engineer to assert that even with a massive renovation, the lakefront stadium would not last beyond 15 years. Municipal Stadium lasted 66 years with virtually no maintenance whatsoever.

The Browns' lakefront stadium is only 25 years old and received a \$120 million renovation ten years ago. Haslams claim that they have spent over \$154 million of their own money since acquiring the team in 2012. The City of Cleveland has spent \$28 million since 2016 on repairs - ramps, lighting, fire alarms, and security.

But the Haslams have conjured up a remarkable Wish List for the lakefront stadium of Biblical proportions:

1. They want to completely dig out the south and east ends of the stadium to create a 360-degree service level. That is the tail wagging the dog. The stadium's original architects, HOK, had designed 14 stadiums and renovated four others at the time our stadium was planned.

HOK spun off their sports practice in 2009 and re-branded that new firm Populous which has now completed 235 such facilities around the world. If the Haslams are attempting to allege a planning deficiency in the layout of service facilities of our lakefront stadium, the attorneys for Populous would probably like to hear about it.

And to suggest such a massive and costly

HASLAM'S Poker Game & Design Errors, cont'd.

undertaking for deliveries and support personnel is simply not rational - particularly at the level and position that conflicts with largest volume of pedestrian traffic - unless one is simply trying to inflate a project budget without justification.

2. The Haslams want to demolish second level decks on both the east and west ends (!) and in their place locate even more massive video boards and 'gathering spaces.' The Haslams already have their fingerprints on the 2014 renovations that substantially enlarged the video boards. Reducing fan capacity and revenue-generating seating further for more revenue-generating advertising assets is not in the best interests of the fans.

3. The Haslams want to connect the north and south ends of the stadium with new walkways. Why? The 2014 renovations expanded food and beverage offerings substantially on both sides that make this unnecessary.

4. The Haslams want to renovate existing suites and club spaces. Fine.

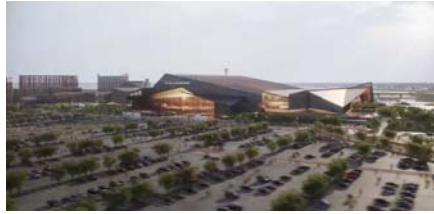
5. The Haslams want to build massive glass curtainwalls on the north and south sides of the stadium from the ground up to the roof canopy, thus creating a new facade. This is more absurd than the full-height glass curtainwall added to the north face of the Fieldhouse that was then obscured by the horizontal lattice elements suspended right behind them on the interior. At least the Fieldhouse has a fan circulation ring around the seating bowl that can peek out.

The justification for rejecting this foolish idea is that there is nothing to see behind the glass except the existing structure and there is no fan occupancy on the inside at that point of the facility that will benefit from a view out through a 90' high glass curtainwall.

The stadium does not need a new dress. And a tenant paying only \$250,000 a year in rent does not get to pick out an expensive new one simply because he/ she wants a new dress. It will not put more "W's" in the Win column.

6. The assertion that a land bridge from Mall C to the lakefront will cost \$250 million is simply bullshit. It is 500 feet from Mall C to the Jim Brown statue at the southeast corner of the stadium. A 100' wide bridge of 500 feet will cost between \$150 - \$700/ square foot, depending on the materials used. So a 50,000 square foot bridge should cost between \$7.5 million and \$35 million.

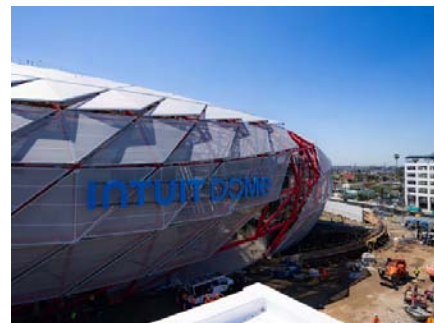
With budget corrections for eliminating the absurd proposed excavation of the east and south lower levels of lakefront stadium, correction of the land bridge budget from \$250 million to \$35 million and the elimination of Haslams' new glass facade dress, it appears that the actual true and legitimate needs for the full renovation the lakefront stadium for the next 40+ years is more like \$250 million instead of \$1 billion. Surprise. Bibb has already covered the City's half.



Above: Haslam's Brookpark dome's industrial shed design
Below, Top: Chicago Bears proposed Stadium, Manica
Below, Middle: Intuit Domed Stadium, Los Angeles, AECOM
Below, Bottom: Santiago Real Madrid Stadium Renovation; GMP Architekten



Above: Allegiant Stadium; Los Vegas; Manica, HNTB
Below: Intuit Stadium; Inglewood, CA for LA Clippers; AECOM



How is it that we tolerate such important matters being polluted with specious concepts and irresponsible cost projections? We should not.

Why Not Dome the Lakefront Stadium?

What the Browns are NOT discussing is adding a dome to the lakefront stadium. There is no question that it is an intriguing design and engineering challenge. But the Hamburg, Germany-based GMP Architekten firm won an international design competition in 2017 to add a dome to the historic amphitheater in Verona, Italy.

GMP devised a retractable fan-shaped membrane structure with an elliptical compression ring since the requirements dictated that the solution involve minimal impact on the 2000-year old building, a UNESCO World Heritage Site.

Shortly after the competition awarded GMP the first prize, a change in the city's administration saw enthusiasm for the project diminished, and it is yet incomplete. GMP has designed numerous stadium projects around the world.

If Haslams will not call GMP Architekten, Bibb should make the call and come up with his own list of appropriate improvements. After all, the City of Cleveland owns the facility and is Haslams' landlord.

Below: Verona Arena Roof Competition Winner; GMP Architekten

