# Carter Riverfront













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## Phase I

- History, Culture, and Demographics
- Existing Regulatory Conditions
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- Interviews

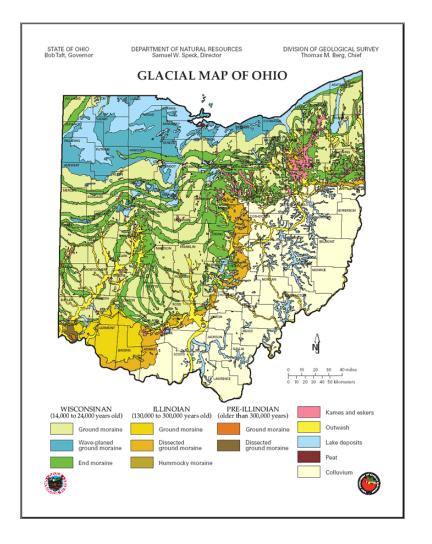
## Phase II

- Team A Recommendations
- Team B Recommendations



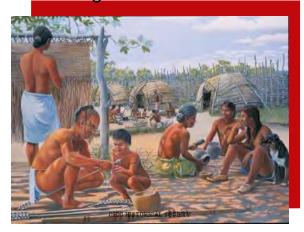
## Geological History

- "Great" Lake
   Maumee, 100s of
   millions of years ago:
   Legacy of minerals
- Wisconsin Glacier,
   12,500 years ago: Last
   Great Ice Age



## First Peoples

- First people Paleo-Indian People present as early as 13,000 BCE.
   Migrated perhaps 20,000 years ago during last Ice Age over Bering Strait.
- Archaic People Lasted until 1,000 BCE
- Adena, then Hopewell (Southeastern Ohio)
- Fort Ancient After 1,000 ACE (Southern Ohio)
- Whittlesey Focus (Northern Ohio)
  - Often confused with Erie to the east
  - · Were sedentary and agriculturally minded
  - "May have fallen victim European diseases or
  - European guns in the hands of invading Iroquois
  - from the east"



Late Woodland Cultures, Central Ohio (600-1200 ACE)

- **Iroquois Confederacy**, destroyed tribes "from the northern Great Lakes to the Ohio River although they established no settlements in Ohio until the 1740s"
- Mingoes (include Senecas, Cayugas, Mohawks and more)
  - Some located along Cuyahoga in 1740s for a bit
- 20,000 Persons Unlikely that "historic Indian population of Ohio ever exceeded 20,000 persons..."

# History

### 1700s & 1800s

1796 - Moses Cleaveland and party discovers Cleveland

1797 - Moses Cleaveland leaves and Lorenzo Carter becomes the first permanent white settler

1819 - 90-mile section of the Erie Canal was opened.

1820s - People were moving further away from the swamps of the Cuyahoga.

1833 - Joel Scranton purchased the "Scranton Flats", a parcel of land west of the Cuyahoga River and operated a farm on the land, along what became Scranton Avenue.



Doel Duranton

## 1900s

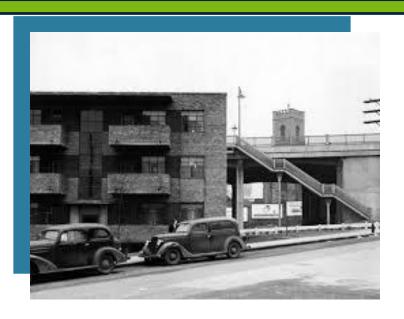
1900s - Live and vibrant entertainment district

1935 - Lakeview Terrace, under the Public Works Administration, began construction on 22 acres of land west of the river at the mouth of the Cuyahoga overlooking Whiskey Island.

1939 - The Valleyview Homes were built on 75 acres of land on the bluff below Walworth Run.

1952 - Cuyahoga River catches on fire again near Jefferson and West Third Street.

1959 - The opening of the St. Lawrence Seaway, September 7.





Phase I - History

Phase I - History

1970s - Old River Road many business closed and eventually reopened in the 1980s as trendy bars.

1976 - Cleveland Heritage Park was presented to the city as a public park and museum as part of the Bicentennial.

1984 - Westbank Development publicized plans to build public parks, bicycle paths, footpaths, private housing, and retail.

1985 - Grove Court Condominiums was the first project completed of Westbank Development plan



# History

## 1900s & 2000s

1990s - Regional Transit Authority expands the rapid line from Terminal Tower to the Flats.

1990s - Nautica Stage built in the Flats.

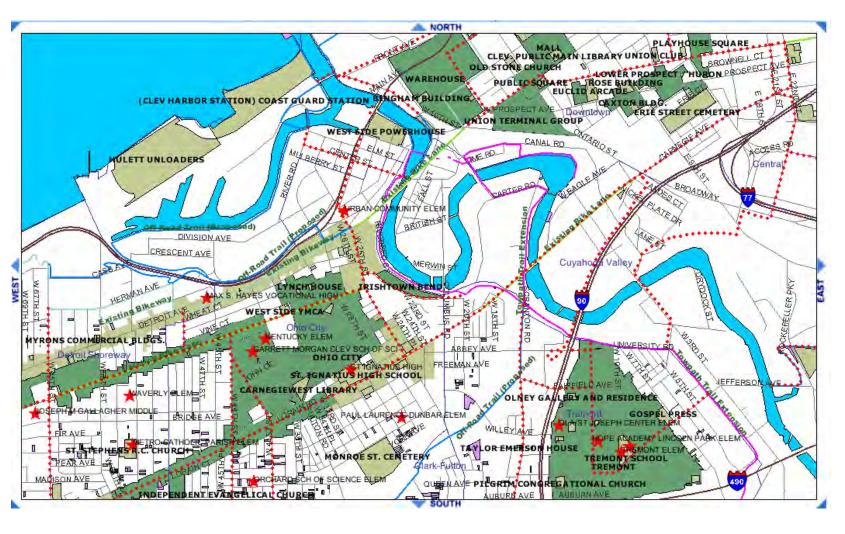
1996 - Rapid line from Tower City to the Flats was completed.

2005 - Plans to revitalize Cleveland Flats East Bank.

2012 - Flat Forwards



## **Connections**



LEGEND Bikepaths-Neighborhood

Connectors

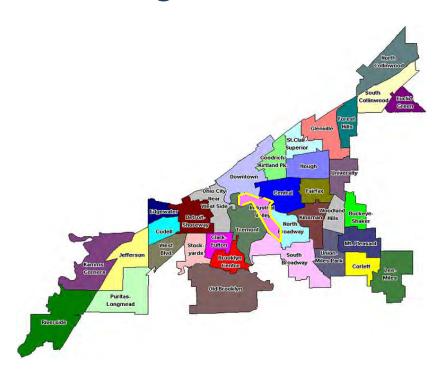
Neighborhood Connector

**Priority Bikepaths** 

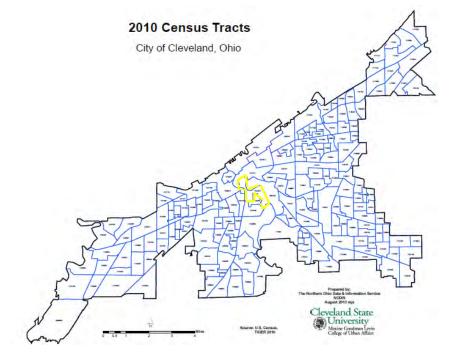
- City Trail Loop (Proposed)
- ✓ Euclid Corridor Bike
- Existing Bike Lane
- Existing Bikeway
- Off-Road Trail (Proposed)
- Proposed Bike Route
- Proposed Metroparks Connector
- // Towpath Trail Extension
- Riparian Setbacks
- ╆ School
- Landbank
  - Statistical Planning Area
- ✓ Freeway
- √ Street
- Individual Local Landmarks
- National Landmark
- PRO District
  - Lake/Rivers



## Cleveland Neighborhoods and Census Tracts



Map 1: 2010 Neighborhoods Source: http://www.nhlink.net/maps/



Map 2: 2010 Census Tracts
Source: http://urban.csuohio.edu/nodis/gis\_CTMaps.html

## **Population**

#### **Importance**

- Population history
- Increase, decrease, constant population

#### **Census Tract Highlights**

- Only 30% of population from 1950
- Majority white with some diversity
- Majority young adults, followed by middle – aged

#### **Neighborhood Highlights**

- Slight decrease in last decade
- Majority females
- Over half young adults

Population Demographics: Census Tract (1042.00)										
Year	Total	Males	Females	White	Black	Other race	Ages 0- 17	Ages 18- 34	Ages 35- 59	Ages 60+
										J
2010	1,143	595	548	589	417	137	258	477	329	79
2000	1,356	668	688	632	604	120	429	407	317	203
1070	1.600	701	010	1.500	1	20	F10	200	424	250
1970	1,600	781	819	1,560	1	39	519	388	434	259
1950	3,268	1,673	1,595	3,260	4	4	929	1,014	972	353

#### Population Demographics: Neighborhood (Cuyahoga Valley)

Year	Total	Males	Females	White	Black	Other race	Ages 0- 17	Ages 18- 34	Ages 35- 59	Ages 60+
2010	969	238	731	400	355	214	165	496	264	44
2000	992	215	777	484	485	23	114	416	405	57

### Education & Labor Force

#### **Importance**

- Business development possible jobs
- Housing development public vs. private schooling

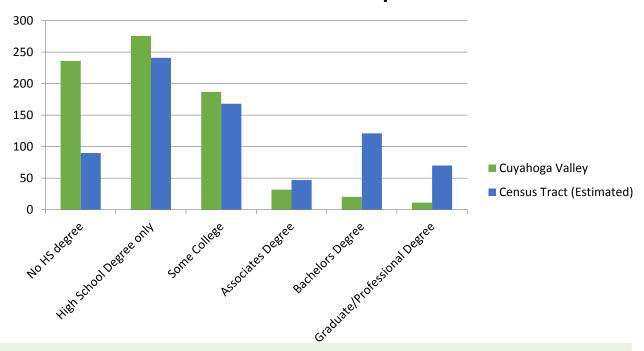
#### **Census Highlights**

- 100% K-12 students enrolled in public school
- Under associates degree majority spike in Bachelors Degree education
- 12% unemployment
- Over 70% drive to work, followed by 15% taking public transportation

#### **Neighborhood Highlights**

- Nearly 75% K 12 students in public schools
- Mainly under associates degree
- 33% unemployment
- Nearly 80% drive to work, followed by 9% walkińg

#### **Education Status of 25+ Population - 2010**



#### **2010 Transportation to work**

	Drove (%)	Public transportation (%)	Other (%)	Walked (%)	Worked at home (%)
Neighborhood	79	5	5	9	2
Census Tract	72	15	4	6	3 <b>1</b>

## **Poverty**

#### <u>Importance</u>

- Income history
- Retail development nearby incomes
- Funding options ex. New Market Tax Credit requires 20% poverty

#### **Highlights**

- Nearly 65% increase in median income over last decade
- Drop in those living below poverty
- Still high poverty rate
- 25% households have no car

#### Poverty & Income Information (Census Tract)

Year	Median household income (2010 USD)	Median family income (2010 USD)	Percent living below poverty
2010	31,544.00	20,139.00	37.12
2000	·	·	42.78
	19,012.00	12,571.00	
1970	48,240.00	34,465.92	20.4
1950	N/a	14,294.09	N/a

Sources: NEOCANDO; 1970 Census; 1950 Census

## Housing

Phase

Demographics

#### **Importance**

Housing development

#### **Highlights**

Over 50% rental in both categories

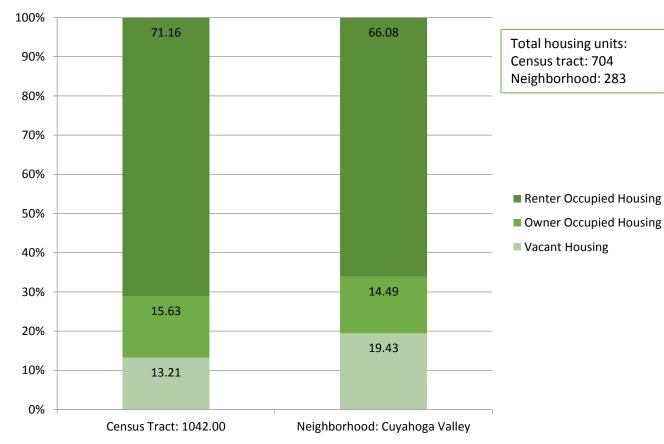
#### **Neighborhood Highlights**

- 70% housing built before 1939
- Roughly 3% built since 2000\*
- 32% single family housing
- 30% high rise apartments (50+ units)

#### **Census Tract Highlights**

- 66% housing built before 1939
- No housing built since 1979\*
- 42% small apartment complex (3 9 units)
- 24% single family housing

#### **Housing Ownership in 2010**



 <sup>\*</sup>Based on 2010 census data

## Housing and Homeless in Cleveland 2013



- 272 Chronically Homeless
- 405 Severely Mentally III
- 615 Chronic Substance Abuse
- 313 Veterans

Gap in Permanent Supportive Housing for Homeless:

295 units



## Housing Burdens in Cleveland



Housing Market Analysis (Rent, Own and Vacant [for Rent &Sale])

	0 & 1	2	3+	
	Bdrm	Bdrm	Bdrm	Total
TOTAL	15,015	39,691	55,954	110,660
Rents: Applicable FMRs (in				
<b>\$s)</b>	561	727	932	
Rents Affordable at 30% of				
50% of MFI (in \$s)	567	730	842	

# Housing Cost Burdens Household Income <=30% of Median Family Income

RENTERS	> 30% Cost Burden	>50% Cost Burden
_		
Elderly	4,494	2,984
Small Related	10,420	8,245
Large Related	3,280	2,390
All Others	7,580	6,040
OWNERS		
Elderly	3,933	2,548
Small Related	2,308	2,050
Large Related	839	659
All Others	1,974	1,665
TOTAL	34,826	26,581

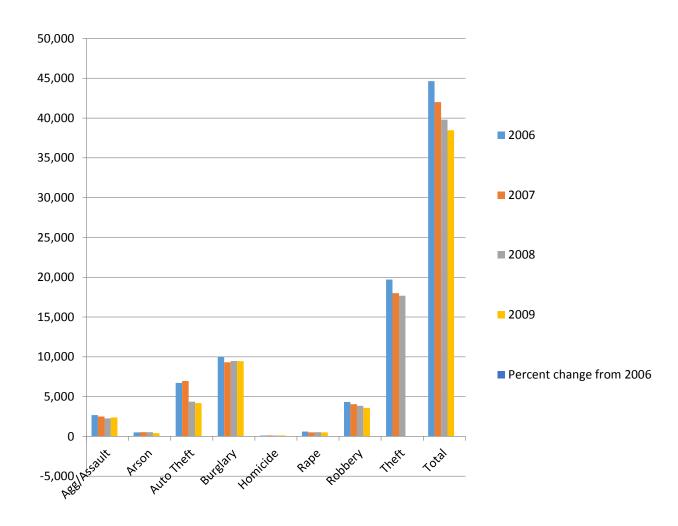
Household Income >30% to <=50% of Median Family Income

Renters	> 30% Cost Burden	>50% Cost Burden
Elderly	1,443	344
Small Related	4,259	579
Large Related	1,328	883
All Others	3,063	584
Owners		
Elderly	2,038	1,020
Small Related	2,470	1,220
Large Related	870	290
All Others	1,103	559
TOTAL	16,574	5,479

## Crime

# Phase I - Demographics

#### **Declining Criminal Offenses, Cleveland, 2006-2009**



## Crime

#### 2010 Crime Rates (per 100,000 persons)

	VIOLENT CRIMES	HOMICIDES	RAPES	ROBBERIES	AGGRAVATED ASSAULTS	NON- AGGRAVATED ASSAULTS	DOMESTIC VIOLENCE ASSAULTS
CENSUS TRACT 1042.00	1,241.38	0	137.93*	689.66	413.79	1,793.10	827.59
CLEVELAND CITY	1,506.95	18.9	107.1	804.63	576.32	2,308.05	1,440.17
	PROPERTY CRIMES	BURGLARIES	LARCENY- THEFTS	AUTO THEFTS	ARSONS	ILLICIT DRUG ARRESTS	ILLICIT DRUG POSSESSION ARRESTS
CENSUS TRACT 1042.00	11,862.07*	3,172.41*	6,758.62*	1,655.17*	275.86*	551.72	413.79
CLEVELAND CITY	5,931.02	2,467.06	2,499.82	877.2	86.94	998.41	647.89
	ILLICIT DRUG TRAFFICKING ARRESTS	OTHER ILLICIT DRUG ARRESTS	LIQUOR LAW VIOLATIONS	PART I CRIMES	PART II CRIMES		
CENSUS TRACT 1042.00	137.93	0.00	0.00	13,103.45*	6,620.69		
CLEVELAND CITY	350.53	0.00	95.76	7,437.96	8,337.60		

## Crime

Phase

- Demographics

#### **Priority Codes**

**Code 1=** Serious Threat top life.

**Code 2**= Threat to life and serious threat to property

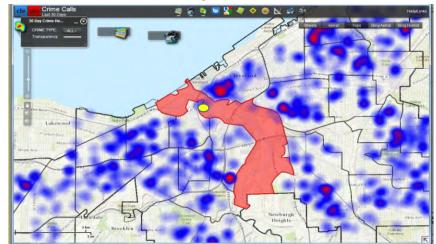
Code 3= Threat to property

Code 4= everything else

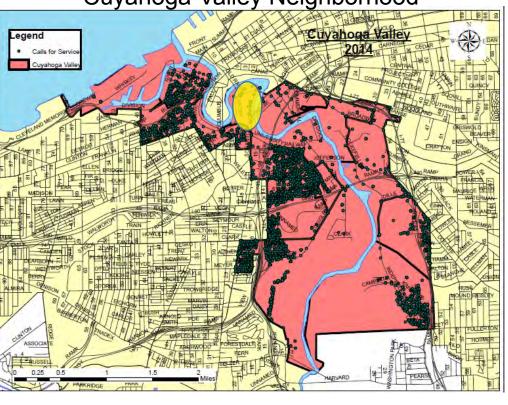
Code 5= non dispatched assignment

Priority Codes					Grand
1	2	3	4	5	Total
871	3,878	2,265	2,698	1,919	11,631

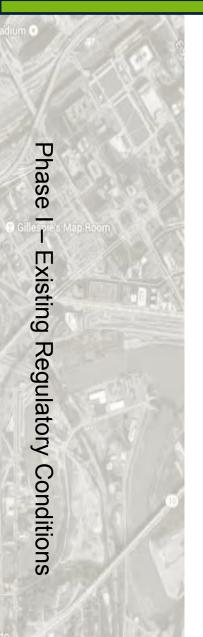
# Cleveland 30 Day Crime Heat Index (May 1, 2015)



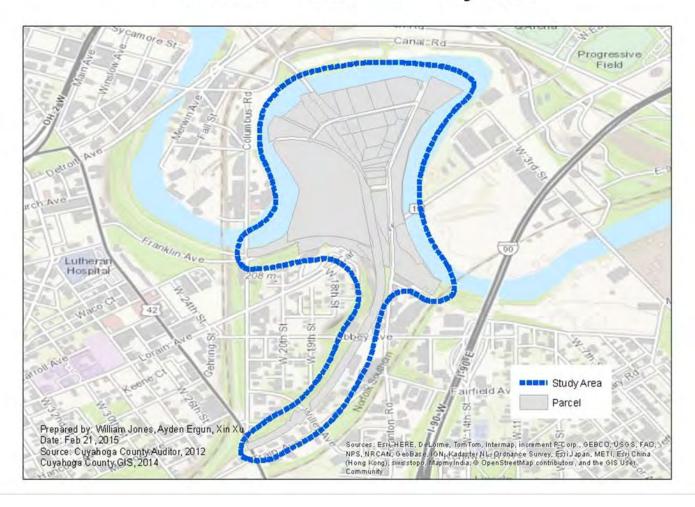
source: City of Cleveland Police GIS webs http://www.clevelandgis.org/pub/index.htm fig=crime.xml 2014 Calls for Service Cuyahoga Valley Neighborhood





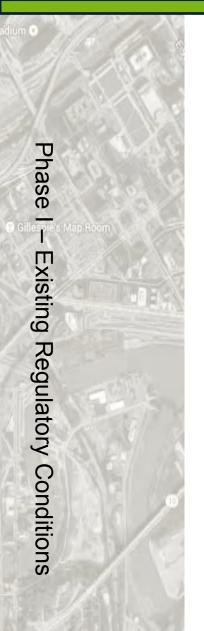


#### Scranton Peninsula Study Area



#### In the study area:

- 46 parcels
- 3,928,905.10 sqft
- 7 owners
- Zoning: General Industrial (GI)



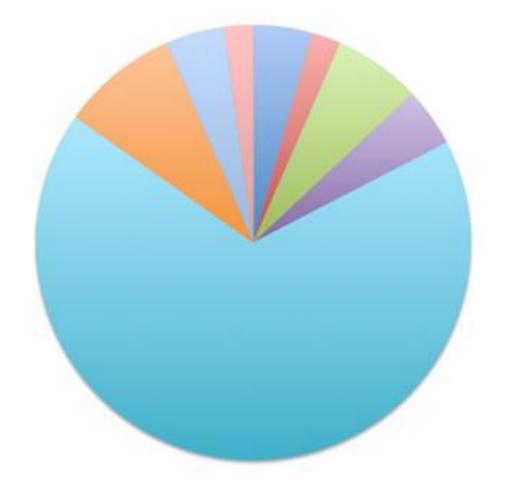
#### Scranton Peninsula Ownership Map



## Parcel Ownership

Phase I - Existing Regulatory Conditions

Owners	Total
Forest City	31
North Cuyahoga Valley Corridor	4
City of Cleveland	3
Board of Park Commissioners	2
Flats Industrial RR	2
Unknown	2
CEI CO	1
WestBank Development	1
Grand Total	46



# Phase I Existing Regulatory Conditions

# **Existing Conditions**

## Ownership by Area

Sum of Parcel Size GIS					
Row Labels	Total				
Forest City	2,402,881.03				
Flats Industrial RR	527,364.27				
North Cuyahoga Valley Corridor	490,343.07				
City of Cleveland	241,110.82				
WestBank Development	192,704.20				
Board of Park Commissioners	65,753.78				
Unknown	5,318.31				
CEI CO	3,429.64				
Grand Total	3,928,905.10				

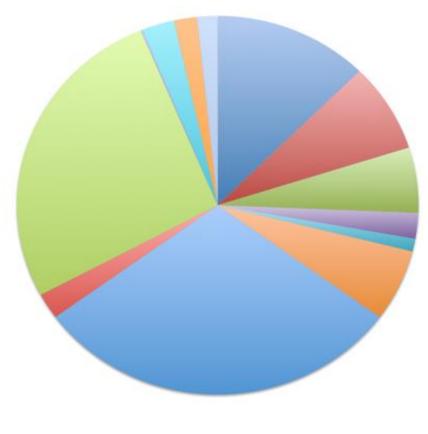


## County Appraisal Market Values

Row Labels	Count	Sum	% of Total
Forest City	31	\$9,729,400.00	98.78%
WestBank Development	1	\$105,700.00	1.07%
Board of Park Commissioners	2	\$10,100.00	0.10%
CEI CO	1	\$4,000.00	0.04%
City of Cleveland	3	\$-	0.00%
Flats Industrial RR	2	\$-	0.00%
North Cuyahoga Valley Corridor	4	\$-	0.00%
Unknown	2		0.00%
Grand Total	46	\$9,849,200.00	100.00%

## Land Use

Phase I - Existing Regulatory Conditions

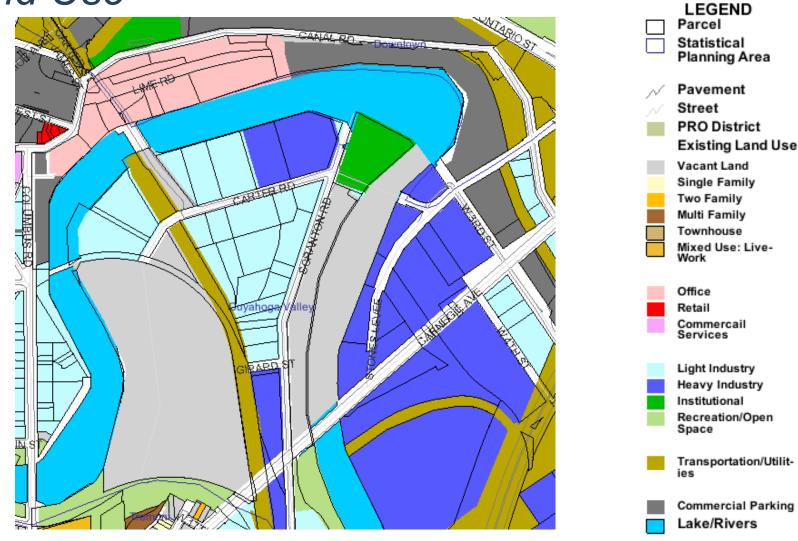


Land Use	Count of Parcel Number	Sum of Parcel Size GIS
Industrial vacant land	4	1,173,475.51
Missing	14	1,044,454.40
Charitable exemptions (hospitals,home for age, etc.)	4	490,343.07
Commercial truck terminal	4	298,391.18
Exempt property owned by municipality	3	241,110.82
Commercial vacant land	3	219,166.41
Other industrial structures	3	103,974.84
Manufacturing and assembly, light	2	86,888.09
Commercial warehouse (under 75,000 sq. ft.)	4	86,464.89
Small shops (machine, tool and die, etc.)	2	72,742.54
Telephone companies	1	64,402.60
Contract and construction service facilities	1	42,721.20
Nightclub restaurant	1	4,769.55
Grand Total	46	3,928,905.10

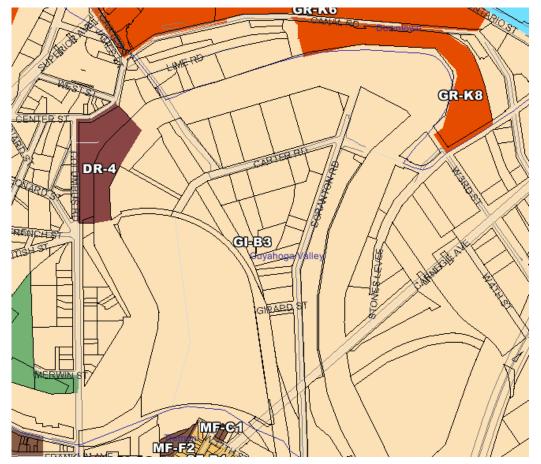
Existing Land Use

Phase

**Existing Regulatory Conditions** 



Zoning

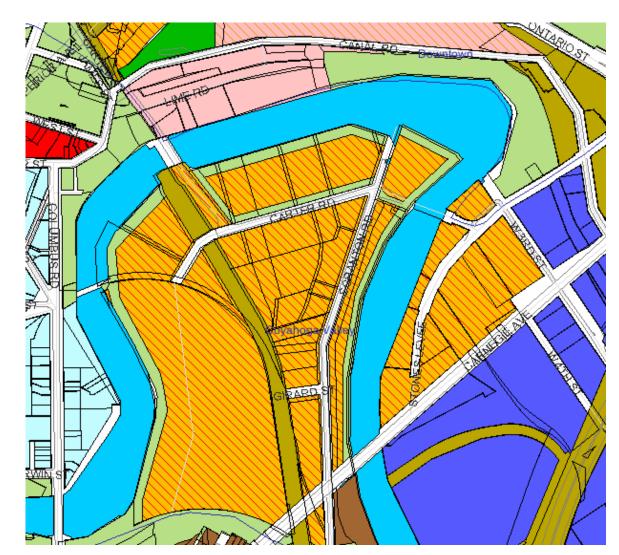


- § 345.04 General Industry Districts of the Cleveland, Ohio Code of Ordinances
  - Lists specific industrial land uses allowed within district
     Although variance can be granted, zoning change likely needed for redevelopment project.

## Citywide 2020 Plan

Phase

**Existing Regulatory Conditions** 



LEGEND Parcel Statistical Planning Area **Pavement** Street **PRO District** 2020 Citywide Plan Land Use Single or Two Family Townhouse Mixed Use: Mixed Use: Residential Mixed Use: Live-Work Multi Family Office Retail Commercail Services Light Industry Heavy Industry Institutional Recreation/Open Transportation/Utilit-Commercial Parking Lake/Rivers

### Existing Land Use





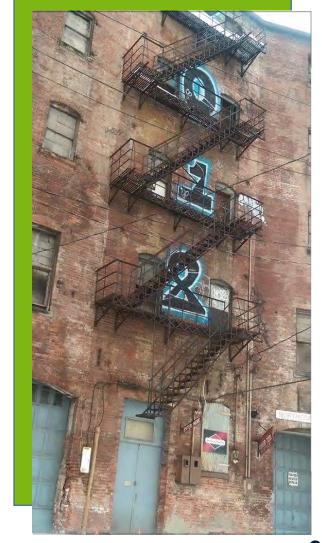
Phase I



### Physical Conditions Assessment







Phase I

### Streets and Streetscape







- All Streets are Paved
- Potholes some areas are severe
- Lanes are not clearly marked [faded]
- Sidewalks are not in good condition
- Not well lit at night
- Typical traffic signs: Railroad Crossing, Bike Lane, Stop signs, Speed limit, Towpath Trail
- No attractiveness to the streetscape
- No pedestrians on Scranton & Carter
- Overgrown vegetation

### Buildings







- Most buildings are vacant
- Some if not most are not accessible to people with disabilities [no ramps, street level entries are hard to reach (ADA regulations)]
- The storefronts are mostly boarded up
- Structure of buildings seems to be in bad conditions due to cracks in the brick, paint chips, discoloring in the brick and/or siding
- Broken glass
- Building facades and storefront are not attractive and are not welcoming
- Graffiti on some buildings, retaining walls and bridges
- Entrances to buildings are not greatly indicated

#### Site Assets



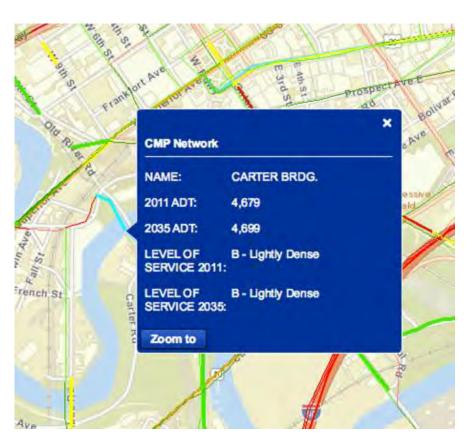
- Cuyahoga River
- Open space
- View of downtown Cleveland
- View of structures
- Exclusivity
- The surrounding infrastructure
- Identifiable edges [retaining walls, river, roads and bridges
- Towpath Trail
- Riverfront
- Bounded by hills

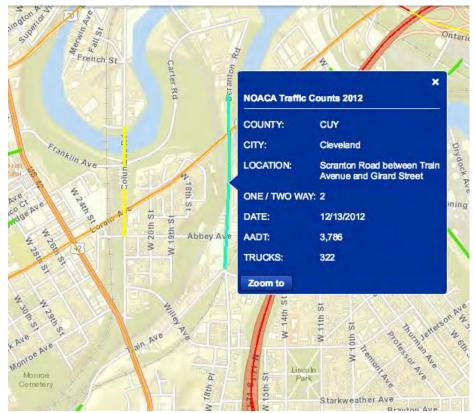
### Transportation Issues

- Wide driving lanes
- Limited pedestrian facilities
- Bicycle connectivity
- No transit access, low density

#### Vehicle Traffic

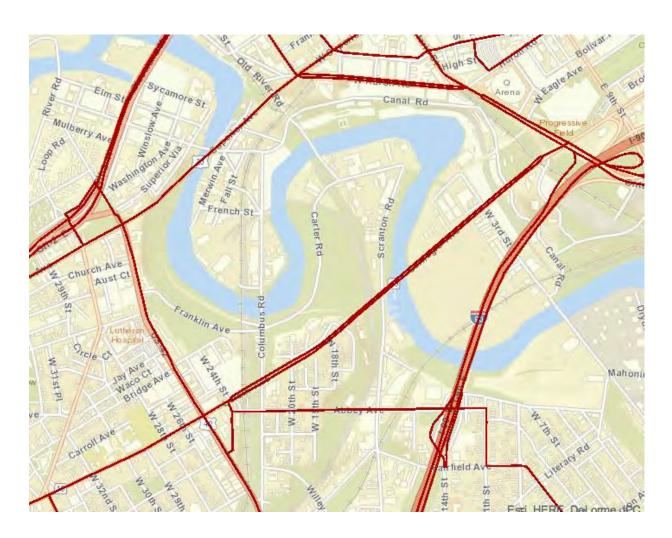






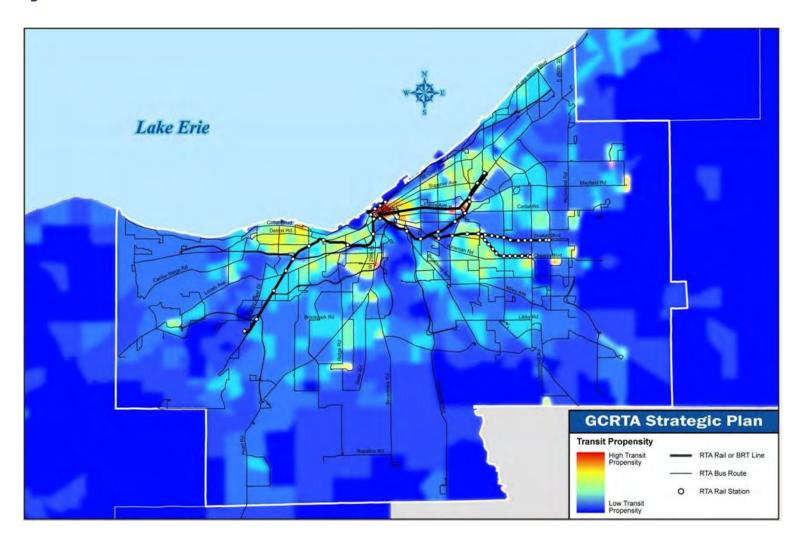
### Existing Transit Lines

Phase I Existing Physical Conditions



### Transit Propensity





### **Driving Lanes**

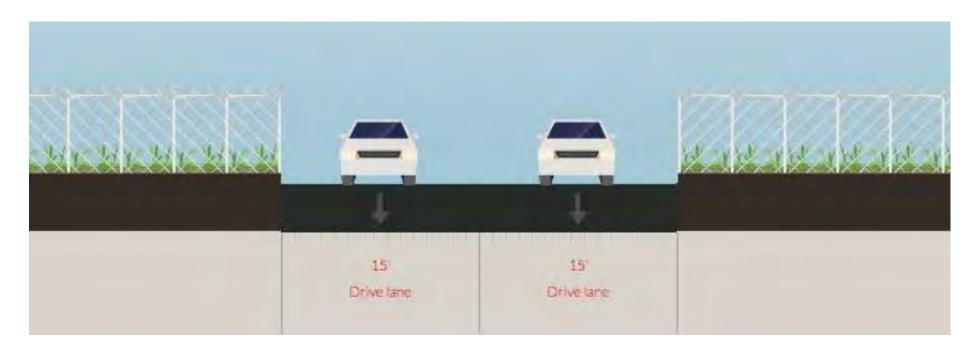
Phase I - Existing Physical Conditions



Wide driving lanes - 66' overall width

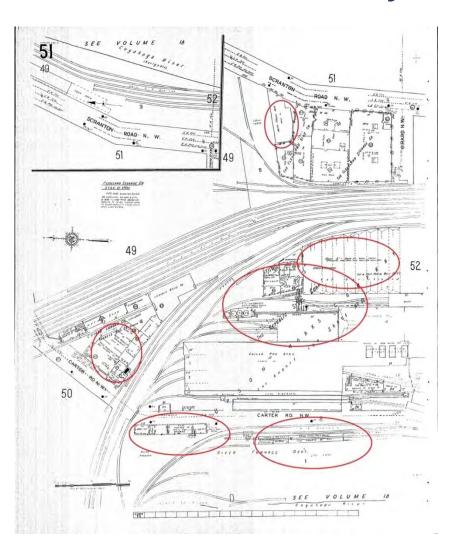
### **Driving Lanes**





**Carter Road** 

### Phase I Environmental Analysis Methodology



- Foundries
- Freight Depots
- Lumber Yards
- Machine Shops
- Coal Yards
- Paint Companies
- Mills
- Metal Fabrication
- Auto Truck repair
- Ore Yard
- Forge Shop
- Stamping Shop
- Auto Lacquer Spray Shop

### Phase I Environmental Analysis



#### Phase 1 Brownfield Assessment

Between 20-40 acres of contamination

 Estimated clean-up cost of between \$1.7m for cap-in-place and 27.9m for 10 ft excavation and clean fill.

### Phase II Environmental Analysis



<u>Areas A, C, F and J</u> look to be good for residential with some minor cleanups. Also as discussed with a restriction of no basements so then need 4' clean depth.

Of course than anything else con go with those as res being most restrictive.

Area H also clean enough for first floor res but with a couple isolated minor clean ups.

The other areas are not as easy to say.

<u>Areas G, I and K</u> will probably need 2 feet clean (so either fill on top or cut and then 2' fill back) to say commercial first floor and then could be res or anything above.

<u>Area B</u> will be 2' fill for commercial first floor or 4' fill for res first floor. Areas L & E will be same as B.

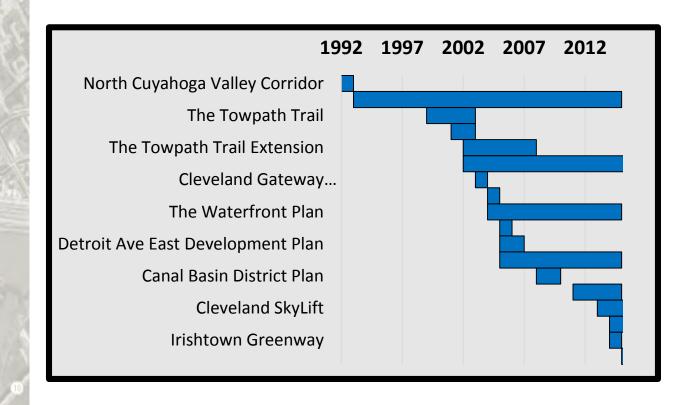
<u>Area F</u> probably also the same as B but still checking and may depend on further tests. Could be ok for first floor res with some isolated 4' cut & fills (not whole area) but again wont know that right away.

Bottom line Areas G and I seem to have some lower issues that wont allow first floor res even with a 4' clean depth (fill or cut & fill). Area K maybe, but need more tests.



### **Design Plans**

### Local and Regional Plans



#### **THEMES:**

- Parks, Open Space,
  Outdoor Recreation,
  and Trails
- Lake and Riverfront
   Development &
   Access
- Connections & Transportation
- Neighborhood
   Development, Retail,
   and Industry
- Funding & Support

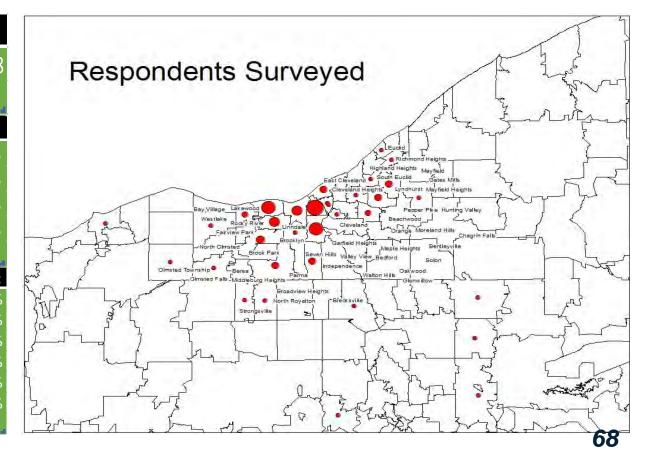


### Process and Demographics

Locations: West Side Market, Rivergate Park, and Merwin's Wharf

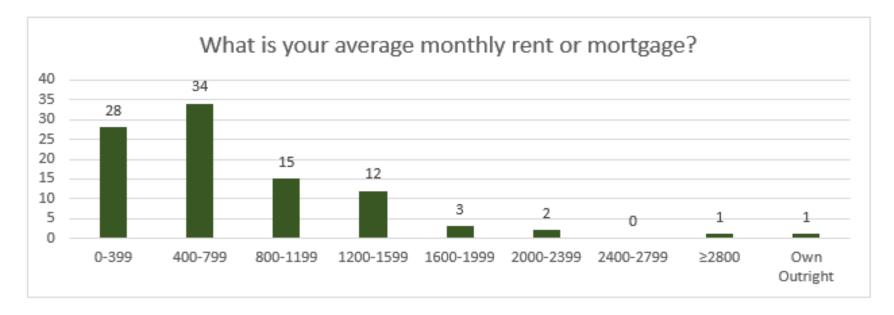
Timing: March through April, 2015—9am to 7pm

Age	18-24	25-34	35-44	45-54	55-64	≥65 7	<b>Total</b>
Number	17	22	20	25	15	9	108
Percent	16%	20%	19%	23%	14%	8%	
<b>Housing Status</b>				umb	er	Perc	ent
Own					37	,	34%
Rent					<b>6</b> 3		58%
Live Rent-Free					7	,	6%
Homeless					1		1%
Total					108		
<b>Education Level</b>					Ν	umber	Percent
< High School						5	5%
High School Graduate or E				uivaler	ncy	14	13%
Some College, no Degree						22	20%
Associates or 2 Year Degr						17	16%
Bachelor's or 4 Year Degr						29	27%
<b>Graduate or Professional</b>				egree		21	19%
Total						100	

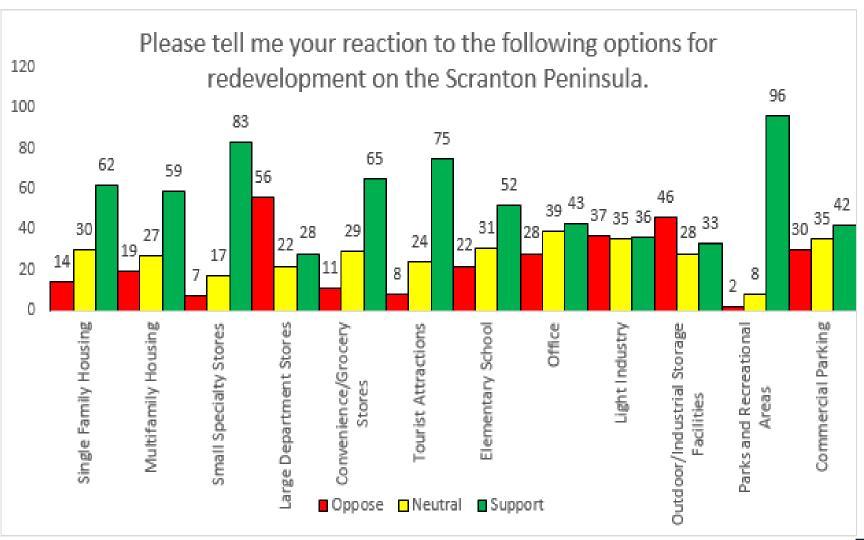


### Process and Demographics

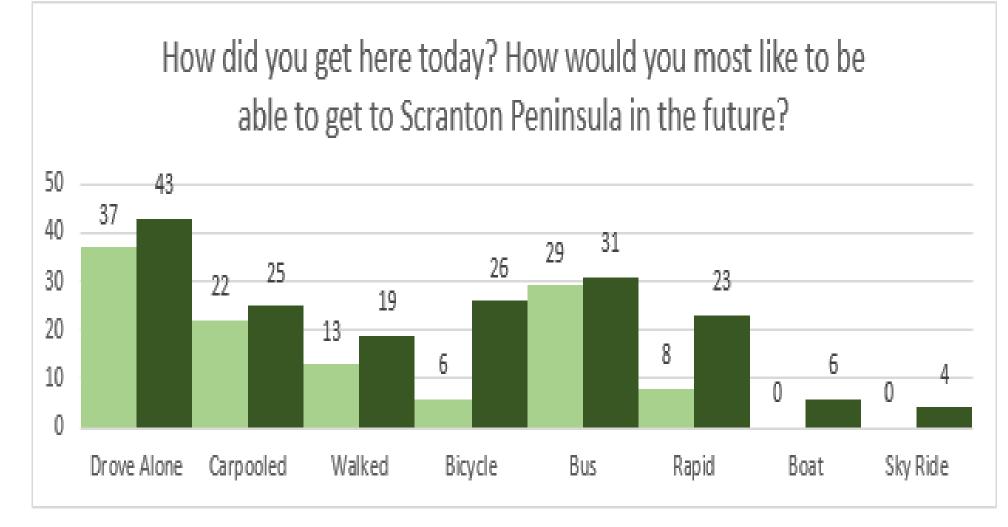




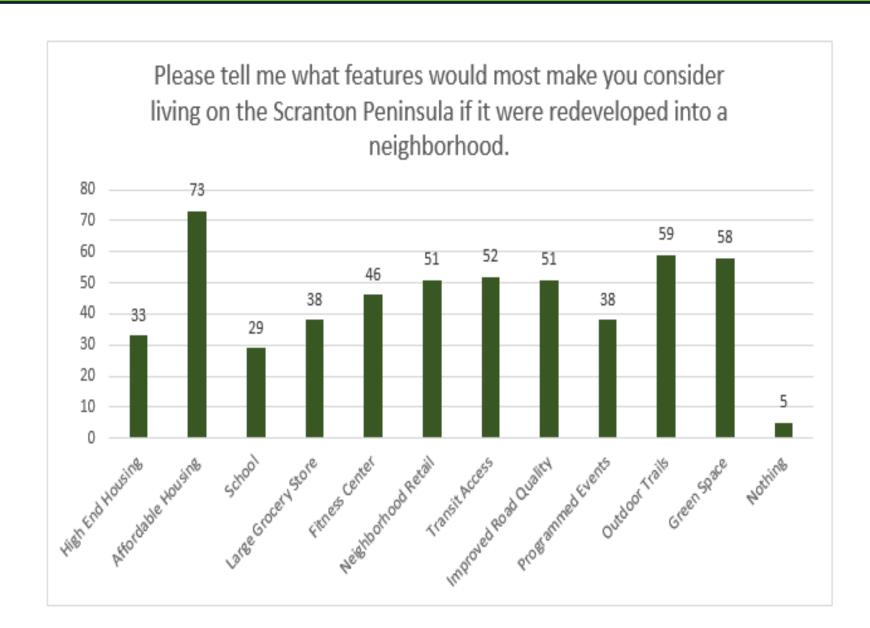
### Key Results



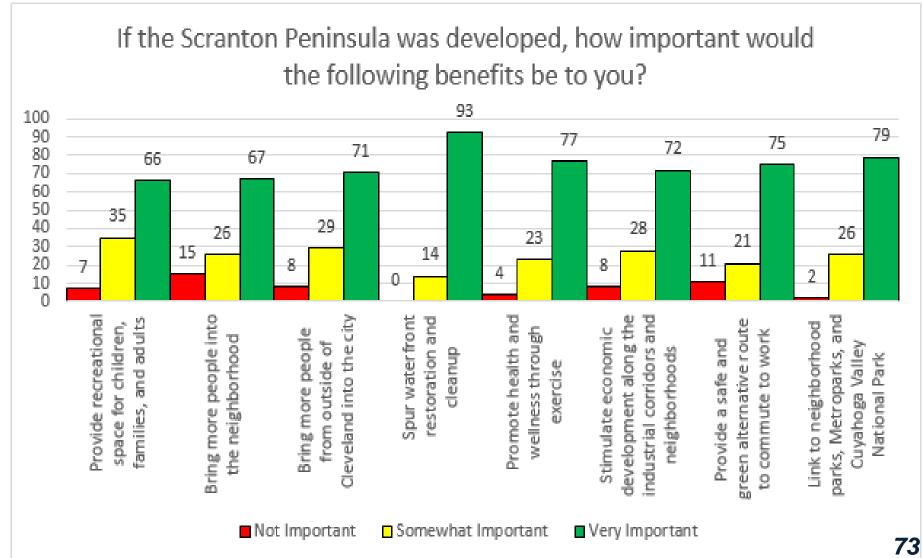
Key Results

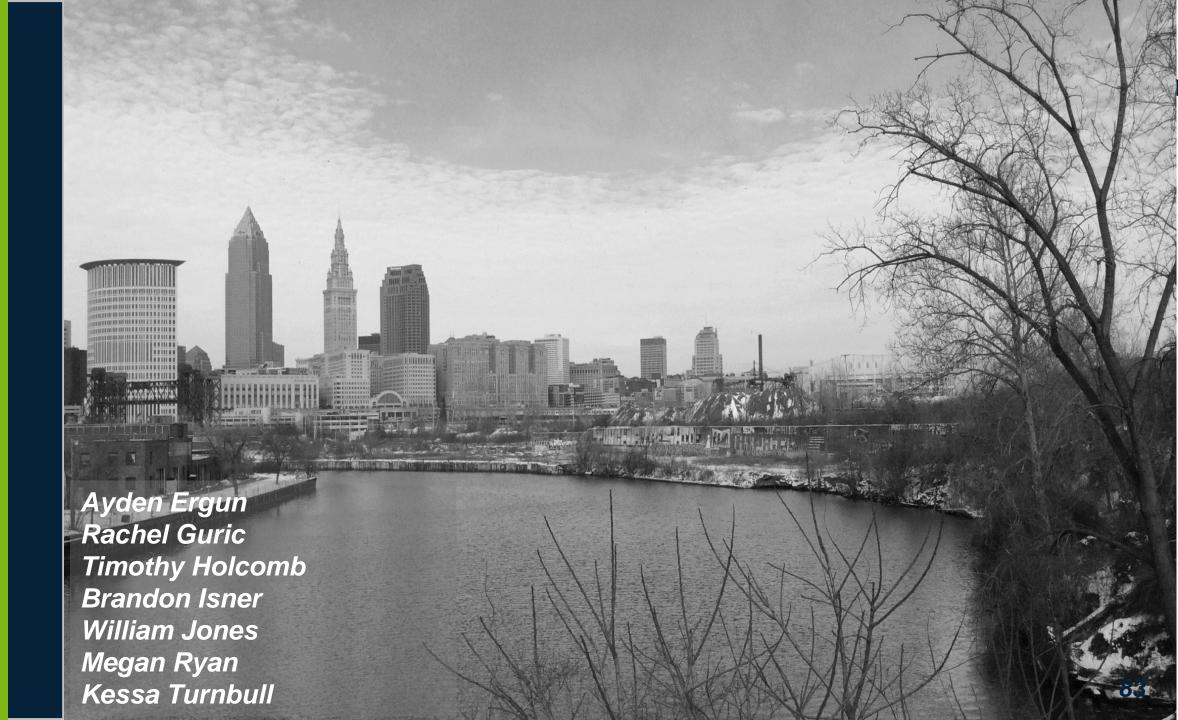


Key Results



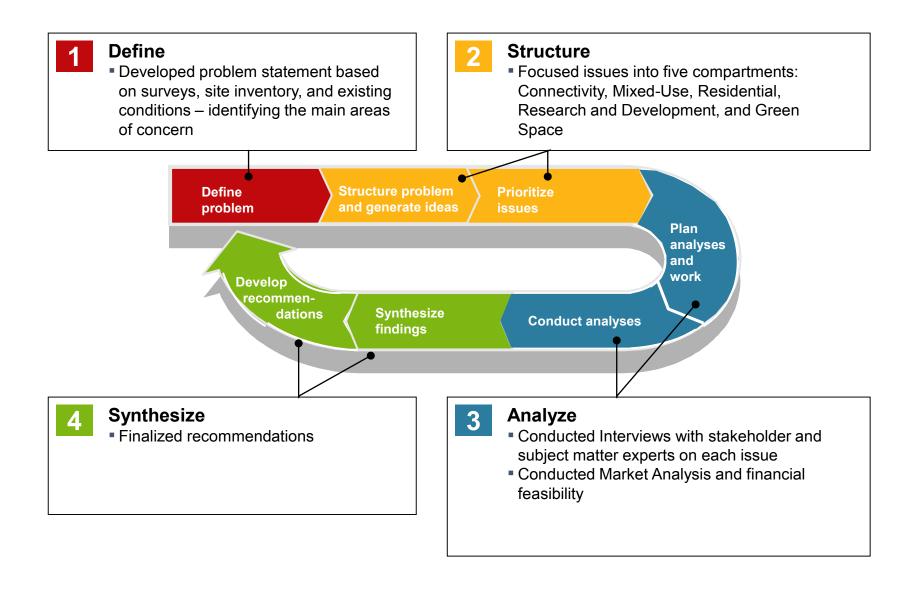
Key Results





## Methodology

Carter Riverfront Development Contents



### Methodology

#### Problem Statement

How to redevelop the Scranton Peninsula in an Economically, Environmentally, and Socially Sustainable and Equitable manner, that CONNECTS neighborhoods, PROVIDES access to the Flats and river, and CREATES a sense of place where Clevelanders come to live, work, and play.

### Methodology

#### Problem Statement

#### **Economic profitability**

- Research and development center
- Mixed-Use: Retail and Office Space
- Place-making

#### Environmental sustainability

- Green bulkheads
- Green Space

#### Social equity

- Affordable housing and multimodal transportation center
- Access to the Riverfront

#### Connectivity

Increased street network and alternate transportation methods

## Site Plan





### Site Plan

#### Phased Site Plan



Graffiti Park

Water Retention

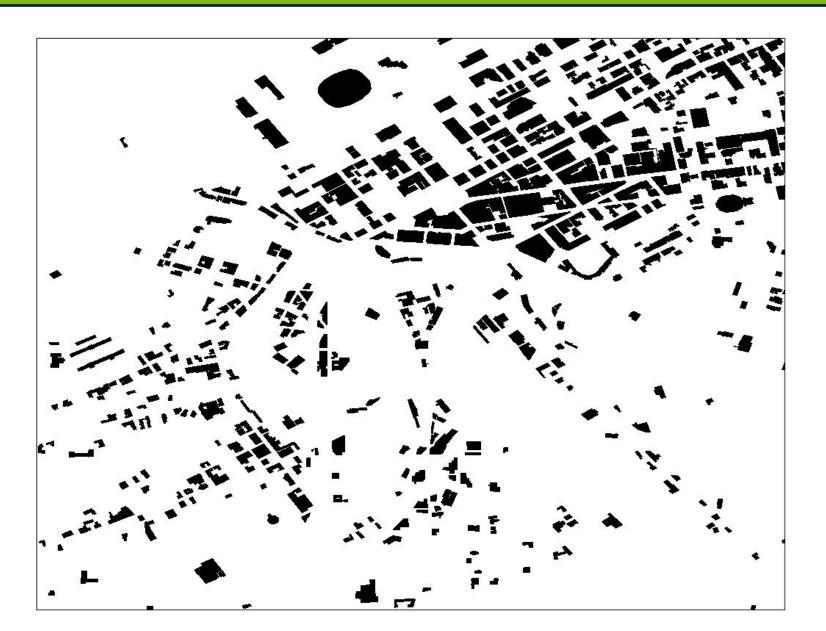
Townhomes

- Add Boulevard
- •Research & Development (with parking lot)
- Apartments
- \*Add Boardwalk
- \*Built Riverfront Mixed Use Buildings
- Create temporary surface parking lot
- ·Build Inner Mixed Use Buildings (on top of parking lot)
- · Parking Garage within Mixed Use Development



## **Building Figure Ground**





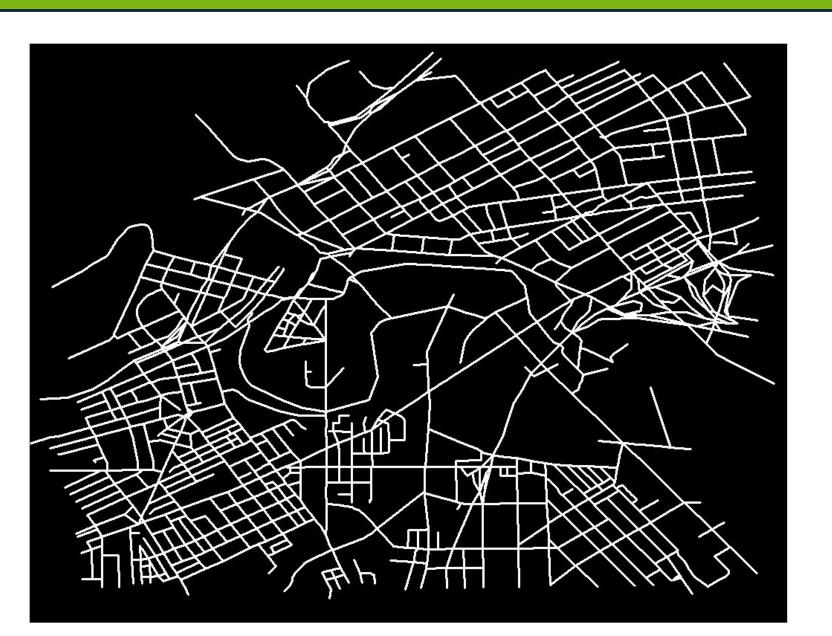
## **Building Figure Ground**





## Street Figure Ground





## Street Figure Ground





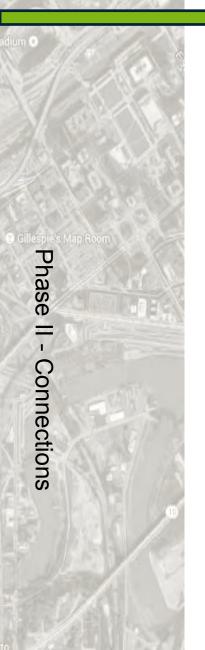
### **Bike and Pedestrian Connections**





- Trail infrastructure in the Flats has seen major investment in recent years.
- The Carter Riverfront area is a sort of crossroads for two major trails.
- This investment opens up the Carter Riverfront for easy connections to nearby neighborhoods and future residents of the riverfront.

# **Bike and Pedestrian Connections**





## **Bike and Pedestrian Connections**





- Proposed trail would provide for intersection of the Lake Link and Tow Path trails.
- Would create a connection to the existing trails for residents of Downtown, Tremont, Duck Island and Ohio City
- At only about 800 ft., this trail would play off planned infrastructure.
- The trail would allow for public access to green space both on the Peninsula and throughout the Lake Link and Towpath trails

# Phase II - Connections

## **Bike and Pedestrian Connections**

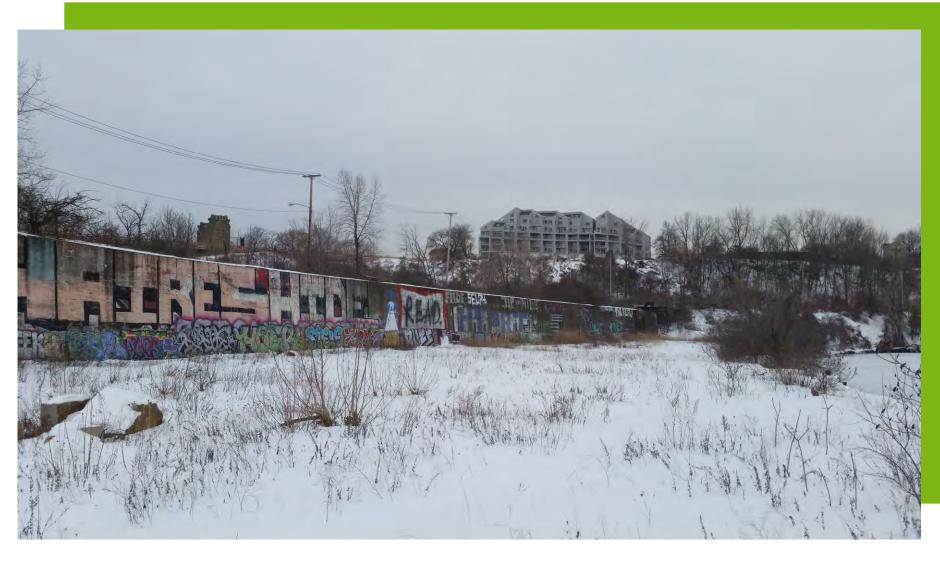


- New trail will provide two-way path for bikes and pedestrian path.
- Bike portion will be 10 ft. wide, while the pedestrian path will be 8 ft. wide, with a connection to the new Carter Rd. at the train tracks.
- A stronger focus on connections for urban bike commuters who seek connections to nearby neighborhoods as well as Towpath and Lake Link trails.
- Trail will directly abut the Cuyahoga River and proposed green space.
- Approx. .5 miles
- Cost: Approx. \$4 million.

# New Green Space

Graffiti Park





# New Green Space

#### Graffiti Park



- Investment in public green space will give nearby residents a reason to visit the Carter Riverfront.
- Providing open green space accessible to Carter Riverfront residents as well as visitors traveling on all three trails.
- Cost: approx. \$5 million.

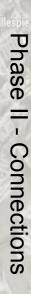
# **New Green Space**

#### Graffiti Park

Phase II - Connections



 Embracing the existing graffiti wall as a point of Cleveland pride and a place making tool.

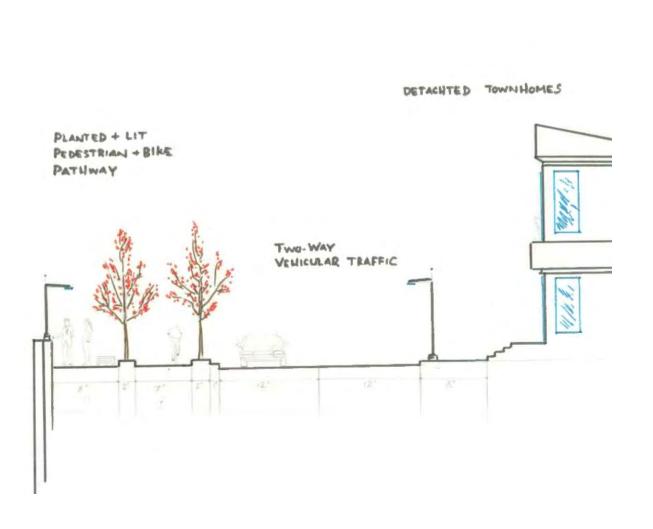




- Current road conditions are not sufficient for the urban neighborhood proposed in the plan.
- Road will need to be widened accounting for sidewalks, bike path, and lighting.

# **Carter Road Improvements**





- Proposed redesign accounts for bike, pedestrian and car traffic.
- Begins at Columbus and Carter Rd., ending at Carter Rd. bridge.
- Will accommodate all forms of traffic between nearby Westside neighborhoods, industrial trucks and future Carter Riverfront residents.
- Widening on the West side of Carter Road will require infill of ditch abutting the graffiti wall.
- .5 miles
- Cost: aprox. \$5 Million.

# Phase II - Connections

# **Scranton Road Improvements**



- Scranton Rd. Portion provides for accommodations of R&D traffic with basic road improvements and the addition of sidewalks.
- Directly abuts R&D facility and the green space related to the existing towpath trail.
- .3 miles
- Cost: approx. \$4 Million



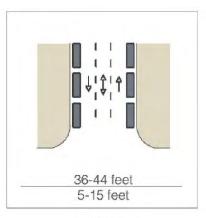
#### Mixed Use

Phase II - Mixed Use

Mixed Use Zoning | Mixed use zoning sets standards for the blending of residential, commercial, cultural, institutional, and where appropriate, industrial uses. Mixed use zoning is generally closely linked to increased density, which allows for more compact development. Higher densities increase land-use efficiency and housing variety while reducing energy consumption and transportation costs. The mixed use buildings that result can help strengthen or establish neighborhood character and encourage walking and bicycling. (American Planning Association, 2006)

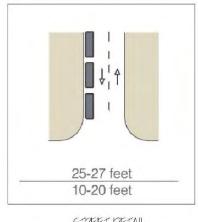
#### North Pointe District





STREET DETAIL

CARTER ROAD • OLD RIVER ROAD • SCRANTON ROAD



STREET DETAIL

RIVER POINTE DRIVE •

#### North Pointe District

#### **Building H**

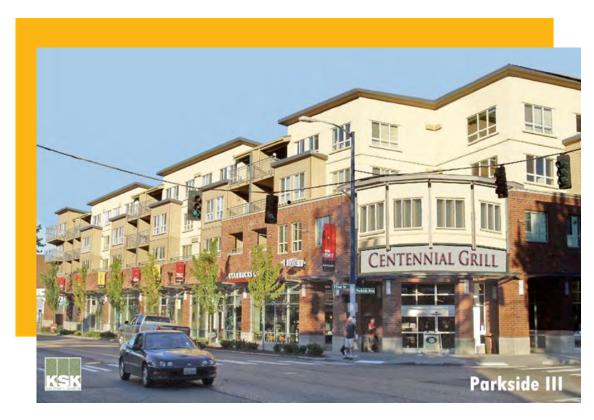
Sidewalk-fronted spaces

#### **Ground Floor**

- ½ Retail Space
- ½ Covered Parking

#### Floors Two, Three + Four

- One, Two + Three Bedroom apartment homes
- Featuring balconies, large windows, efficient layouts



(photo courtesy of KSK Architects, Philadelphia)

#### North Pointe District

#### **Building J**

- Sidewalk-fronted spaces
- Multi-styled façade
- More open + airy than the other structures
- Total river + skyline views

#### **Ground Floor**

- ½ Retail Space
- ½ Covered Parking

#### Floors Two, Three + Four

- One, Two + Three Bedroom apartment homes
- Featuring balconies, large windows, efficient layouts



(Photo courtesy of Envision Utah)

#### North Pointe District

#### Buildings A - C - D

- Sidewalk-fronted spaces
- More squared concept than other structures
- Located on North Pointe District

#### **Ground Floor**

- ½ Retail Space
- ½ Covered Parking

#### Floors Two, Three + Four

- One + Two Bedroom apartment homes
- Featuring balconies, large windows, efficient layouts



(Vista Q - Photo courtesy of Garrett Gourlay, Architect)

#### North Pointe District

#### **Building B**

- One story retail
- Modern, industrial look
- Located in North Pointe District

#### **Ground Floor**

- 100% Retail Space
- Retail shops + restaurants open directly to riverwalk, creating opportunities for outdoor cafes and programming



(Photo courtesy of OMNIPLAN, from bizjournals.com)

## **Mixed-Use Financials**

#### North Pointe District

Phase	
II - Financial	
Feasibility	

		EXPENSES			
ITEM	COST/SQFT	FOOTPRINT SQFT	STORIES	SQFT	TOTAL
New Construction Costs					
Mixed-Use					
Building A	\$162.86	81,323	4	325,292	\$52,977,055.12
Building B	\$162.86	29,542	1	29,542	\$4,811,210.12
Building C	\$162.86	87,547	4	350,188	\$57,031,617.68
Building D	\$162.86	43,390	4	173,560_	\$28,265,981.60
			Total	878,582	\$143,085,864.52

## Mixed-Use Financials

#### North Pointe District

Phase II - Financial Feasibility

		REVENUE			
ITEM	RENT/SQFT	FOOTPRINT SQFT	STORIES/UNITS	SQFT	TOTAL
ew Construction Costs					
Mixed-Use					
Building A				\$-	
Residential	\$2	81,323	3	243,969	\$4,684,205
Retail	\$18	81,323	0.5	40,662	\$585,526
Parking (201 Spaces)	\$1	81,323	0.5	40,662_	\$312,280
		Total	4	325,292	\$5,582,011
Building B					
Retail	\$10	29,542	1	29,542_	\$236,336
		Total	1	29,542	\$236,336
Building C					
Residential	\$2	87,547	3	262,641	\$5,042,707
Retail	\$18	87,547	0.5	43,774	\$630,338
Parking (216 Spaces)	\$1	87,547	0.5	43,774_	\$336,180
		Total	4	350,188	\$6,009,226
Building D					
Residential	\$2	43,390	3	130,170	\$2,499,264
Retail	\$18	43,390	0.5	21,695	\$312,408
Parking (107 Spaces)	\$1	43,390	0.5	21,695_	\$166,618
		Total	4	173,560	\$2,978,290
lixed Use Total Gross Revenue			Total	878,582	\$14,805,862

### North Pointe District

Phase II -

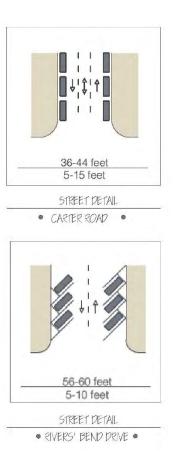
Financial Feasibility

			EXPENSES	6		
ITEM		COST/SQFT	FOOTPRINT SQFT	STORIES/UNIT S	SQFT	TOTAL
New Construction Costs						
Mixed-Use II						
Building H		\$163	172,350	4	689,400	\$112,275,684.00
Building J		\$163	65,374	4	261,496_	\$42,587,238.56
				Total	950,896	\$154,862,922.56
			REVENUE			
ITEM		RENT/SQFT	FOOTPRINT SQFT	STORIES/UNIT S	SQFT	TOTAL
Gross Revenue						
Mixed-Use II						
Building H						
Resi	dential	\$2	172,350		517,050	\$9,927,360
	Retail	\$18	172,350		172,350_	\$2,481,840
			Total	4	689,400	\$12,409,200
Building J				_		
Resi	dential	\$2	65,374		196,122	\$3,765,542.40
	Retail	\$18	65,374		65,374_	\$941,385.60
			Total	4	261,496	\$4,706,928
				Total	950,896	\$17,116,128

## River's Bend Apartments

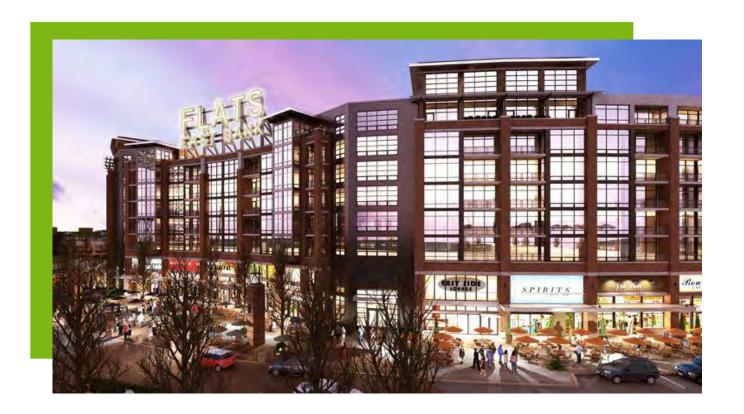
- Takes advantage of waterfront views
- Half of ground floor dedicated to indoor parking
  - Building F: 59 spaces
  - Building E: 82 spaces





### River's Bend Apartments

- 2 luxury apartment buildings
- 94,920 Sqft & 132,656 Sqft of total space
- 4 Stories
- Ability to turn into condos in the future



## Mixed-Use Financials

River's Bend Apartments

	EX	(PENSES			
ITEM	COST/SQFT	FOOTPRINT SQFT	Stories/Uni ts	SQFT	TOTAL
New Construction Costs					
Luxury Apartments					
Building F	\$162.86	23,730	) 4	94,920	\$15,458,671.20
Building E	\$162.86	33,164	1 4	132,656	\$21,604,356.16
			Total	227,576	\$37,063,027.36
	RI	EVENUE			
ITEM	RENT/SQFT	Footprint	Stories/Uni ts	SQFT	TOTAL
Gross Revenue					
Luxury Apartments					
Building F					
Apartments	\$2.00	23,730	3.5	83,055.00	\$1,594,656.00
Parking (59 Spaces)	\$0.80	23,730	0.5	11,865	\$91,123.20
		Tota	I 4.0	94,920	\$1,685,779.20
Building E					
Apartments	\$2.00	33,164	3.5	116,074	\$2,228,620.80
Parking (82 Spaces)	\$0.80	33,164	0.5	16,582	\$127,349.76
		Tota	l 4.0	132,656	\$2,355,970.56
			Total	227,576	\$4,041,749.76

## **Mixed-Use Financials**

## **Parking Lots**

		EXPENSE	S		
ITEM	COST/SQFT	FOOTPRINT SQFT	STORIES/UN ITS	SQFT	TOTAL
New Construction Costs					
Parking Lots					
Garage	\$84.11	30,625	4	122,500	\$10,303,475
Surface Lot 1	\$0.40	38,958	1	38,958	\$15,583
Surface Lot 2	\$0.40	16,878	1	16,878_	\$6,751
			Total	178,336	\$10,325,809

		REVENUE			
ITEM	RENT/SQFT	FOOTPRINT S SQFT	STORIES/UNI TS	SQFT	TOTAL
New Construction Costs					
Parking Lots					
Garage	\$0.80	30,625	4	122,500	\$940,800.00
Surface Lot 1	\$0.60	38,958	1	38,958	\$224,398.08
Surface Lot 2	\$0.60	16,878	1_	16,878	\$97,217.28
			Te	otal	\$1,262,415.36



#### Carter Townhomes

Carter Town Homes | An assembly of townhomes within the Carter Riverfront Master Plan. Just steps from Graffiti Park, the Towpath Trail, the Northside District and the rest of Downtown Cleveland, this community will be the premier choice for inner-city living.

#### Carter Townhomes

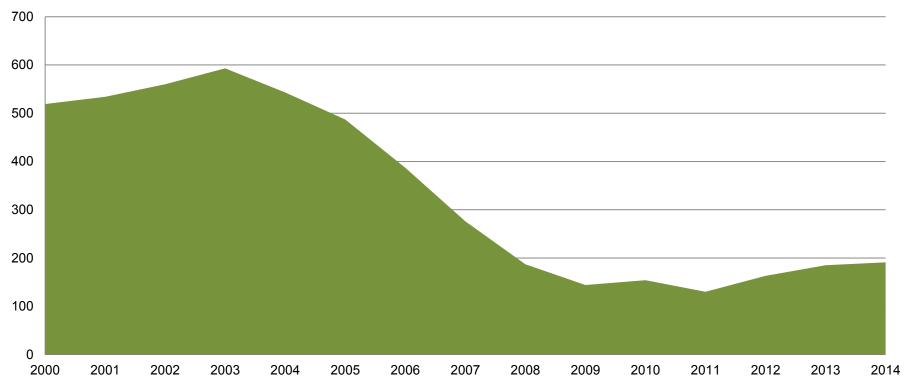
# Phase II – Carter Townhomes

#### 213 townhomes

- Single and two-family configurations
- Street frontage
- Alley-accessed garages

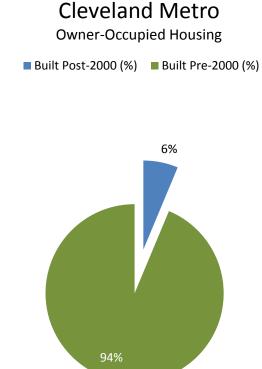




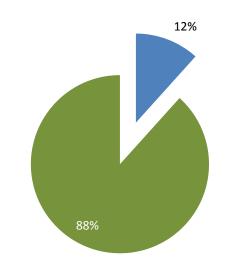


# Phase II - Carter Townhomes

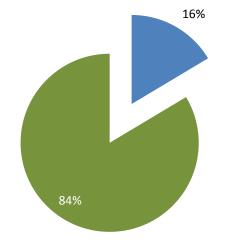
# **Townhomes Development**











#### Carter Townhomes

Phase II





#### **Financials**

U	
Phase	lap Room
=	
Carter Townhome	
Tow	
ohn	
me	

	EXP	ENSES			
ITEM	COST/SQFT F	OOTPRINT Storie SQFT nits		SQFT	TOTAL
New Construction Costs					
Townhomes					
Townhomes	\$125.00	1,000	3	3000_	\$375,000.00
		Total	2	13 Units	\$79,875,000.00

		RE	EVENUE			
	ITEM	RENT/SQFT	Footprint	Stories/U nits	SQFT	TOTAL
Sales						
Townhom	ies					
213 Units	3	\$135.00	1000	3	3000_	\$405,000.00
Total				Т	otal	\$86,265,000.00

**Total Profit** 

\$6,390,000 <sub>125</sub>



## **Burning River Innovations**

Burning River Innovations | A state-of-the-art Research and Development facility focused on modernization and innovation of manufacturing technology. A place where creative, technical, and brilliant minds meet to propel Cleveland's manufacturing industry forward.

Where Manufacturing Innovation, Education, and Commerce Meet.

## **Burning River Innovations**

- 120,240 Sq/ft Facility
  - Designated researcher parking
  - Connected to the Tow-path Trail
  - Nested along the Cuyahoga
- Close Proximity to Cleveland's Manufacturing Industries in the Flats
- Flexible one-story space with research labs and office space



## **Burning River Innovations**











## **Burning River Innovations**

	2012 Business Patterns for Cleveland Metro Area									
Industry	Region employees 2012	Total Establishments	Avg employment per establishment	National Employment	National Location Quotient	State Employment	State Location Quotient			
'Total'	905,925		•		_	4,548,143				
Scientific Research and Development Services	2,376	116	20.48	627,097	0.48	18,118	0.66			
Development in the Physical, Engineering, and Life Sciences	2,357	112	21.04	590,594	0.51	17,942	0.66			
Research and Development in Biotechnology	374.5	25	14.98	81,380	0.59	1,941	0.97			
Development in the Physical, Engineering, and Life Sciences (except	2,065	87	23.74	509,214	0.52	16,001	0.65			
Research and Development as a whole	7,173	340	80	1,808,285	0.51	54,002	0. <b>G</b>			

**Source:** https://www.census.gov/econ/cbp/index.html

# Research and Development

### **Burning River Innovations**

# Industry Growth in the Cleveland Metro-area compared to Nataional Growth for Research and Development between 2008 and 2012

	National	Industrial Mix	Regional	
Industry Code Description	Growth Share	Share	Growth Share	Total Growth
Scientific Research and				
Development Services	-79	58	472	451
Research and Development in the				
Physical, Engineering, and Life				
Sciences	-78	67	461	449
Research and Development in				
Biotechnology	-7	-29	236	200
Research and Development in the				
Physical, Engineering, and Life				
Sciences (except Biotechnology)	-74	139	193	258

**Source:** https://www.census.gov/econ/cbp/index.html

# Phase II - Burning River Innovations

# Research and Development Facility

### **Financials**

	EXPENSES	<u> </u>		
COST/SQFT	FOOTPRINT SQFT	STORIES/UNI TS	SQFT	TOTAL
\$160	120,240	) 1	120,240_	\$19,238,400
		Total	120,240	\$19,238,400
	REVENUE			
RENT/SQFT	FOOTPRINT SQFT	STORIES/UN TS	SQFT	TOTAL
\$20	120,240	) 1	120,240 <b>Total</b>	2,404,800 2,404,800
	\$160	COST/SQFT FOOTPRINT SQFT  \$160 120,240  RENT/SQFT FOOTPRINT SQFT	\$160 120,240 1 Total  REVENUE  RENT/SQFT FOOTPRINT STORIES/UNI SQFT TS	COST/SQFT         FOOTPRINT STORIES/UNI SQFT         SQFT           \$160         120,240         1         120,240           Total         120,240         1         120,240    REVENUE  RENT/SQFT  FOOTPRINT STORIES/UNI SQFT  TS  \$QFT  120,240  1 120,240  1 120,240  SQFT



### Assumptions & Methodology

Sources - Per square foot construction costs:

- For Commercial Real Estate:
  - RSMeans QuickCost Estimator
    - Q3 2012 data
    - CPI Inflation Calculator to adjust costs
  - Developer Input
- For Town Houses
  - Crookston Homes Cost to Build Calculator

### North Pointe District

FEASIBILITY						
Mixed Use						
Gross Revenue		\$14,805,862.40				
Loss Allowance & Vacancy (5%)		-\$740,293.12				
Effective Gross Revenue		\$14,065,569.28				
Operating Costs (35%)	_	-\$5,182,051.84				
Net Operating Income	=	\$8,883,517.44				
Value		\$143,085,864.52				
	Cap Rate	6.21%				

### North Pointe District

FEASIBILITY					
Mixed Use II					
Gross Revenue		\$17,116,128.00			
Loss Allowance & Vacancy (5%)		-\$855,806.40			
Effective Gross Revenue		\$16,260,321.60			
Operating Costs (35%)	_	-\$5,990,644.80			
Net Operating Income	_	\$10,269,676.80			
Value		\$154,862,922.56			
	Cap Rate	6.63%			

### River's Bend Apartments - Financials

FEAS	FEASIBILITY					
Luxury Apartments						
Gross Revenue		\$4,041,749.76				
Loss Allowance & Vacancy (5%)		-\$202,087.49				
Effective Gross Revenue		\$3,839,662.27				
Operating Costs (35%)		-\$1,414,612.42				
Net Operating Income		\$2,425,049.86				
Value		\$37,063,027.36				
	Cap Rate	6.54%				

### **Parking Lots**

FEASIBILITY					
Parking Lots					
Gross Revenue		\$1,262,415.36			
Loss Allowance & Vacancy (5%)		-\$63,120.77			
Effective Gross Revenue		\$1,199,294.59			
Operating Costs (35%)		-\$441,845.38			
Net Operating Income	_	\$757,449.22			
Value		\$10,325,809.40			
	Cap Rate	7.34%			

# Research and Development Facility

### **Financials**

FEASIBILITY				
Research Park				
Gross Revenue		\$2,164,320.00		
Loss Allowance & Vacancy (5%)		-\$108,216.00		
Effective Gross Revenue		\$2,056,104.00		
Operating Costs (35%)		-\$757,512.00		
Net Operating Income		\$1,298,592.00		
Value		\$16,508,952.00		
	Cap Rate	7.87%		

### **Financials**

FE/	ASIBILITY	
Urban Campground		
Gross Revenue		\$974,550.00
Loss Allowance & Vacancy (5%)		-\$48,727.50
Effective Gross Revenue		\$925,822.50
Operating Costs (35%)	_	-\$341,092.50
Net Operating Income	<u> </u>	\$584,730.00
Value		\$1,158,000.00
	Cap Rate	50.49%



The Urban Jungle

As Stevenson describes to the Observer:
"You'll wake up the next morning. Your
friends have just finished their normal
rounds at bars, a few reruns of late night
TV. They'll ask, 'Hey, what did you do last
night?" (Alberts, 2013)





### The Urban Jungle

### The Towpath Trail

- Extends 100 miles south to New Philadelphia
- Four existing, yet primitive, campground along the stretch

Positioned within Graffiti Park, on the West Bank of the Scranton Peninsula.

- 30 tent sites
  - Each with power source
  - Each with USB
- 20 cabins
  - Tumbleweed Tiny Houses
- Four RV sites





(photo courtesy of Moonshine & Mayhem)

### Concept

Phase II - Urban Campground

Annual U.S.
Spending in
Motor Vehicles
+ Parts
Industry:
\$340 Billion

Annual U.S.
Spending in
Pharmaceutical
Industry:
\$331 Billion

Camping: \$143 Billion Annual U.S. Spending in Outdoor Industry: Biking: \$646 \$81 Billion Billion Trail Sports: \$81 Billion

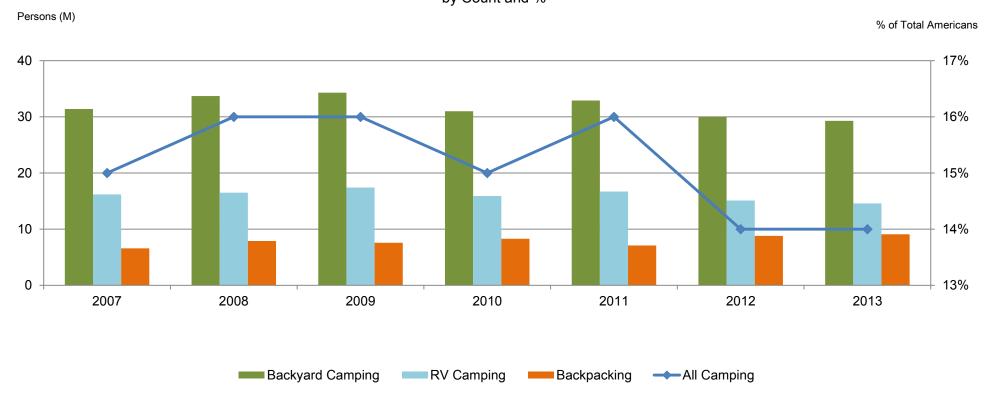
Source: The Outdoor Industry Association, 2012

145

### Concept



### U.S. Campers, Annually by Count and %



Concept



Revenue Assumptions						
	#	\$	%			
Tent Site/Day		25				
Cabin/Day		75				
RV Site/Day		75				
Operational Days	365					
Cons	truction (	Costs				
	#	\$	%			
Tent Site	30	7,000				
Tiny Houses	20	40,000				
RV Site	4	12,000				
Lodge	1	100,000				
Total		1,158,000				





### **Financials**

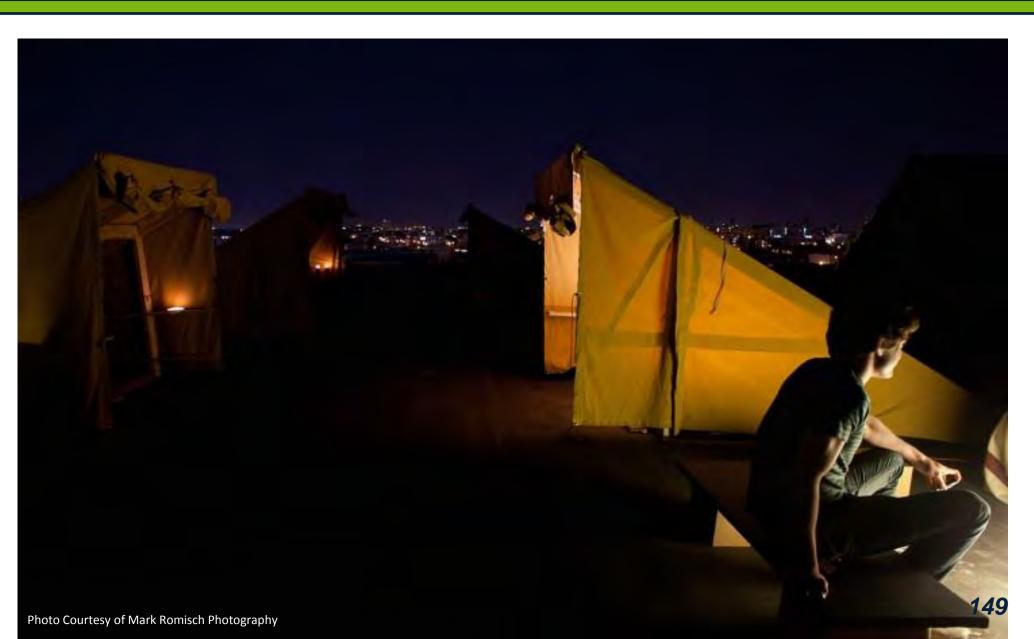
Phase II - Urban Campground

Revenue	1	2	3	4	5
Tent Sites	·	273,750	279,225	284,810	290,506
Less Vacancy		(109,500)	(111,690)	(113,924)	(116,202)
Total		164,250	167,535	170,886	174,303
Tiny Houses		547,500	558,450	569,619	581,011
Less Vacancy		(109,500)	(111,690)	(113,924)	(116,202)
Total		438,000	446,760	455,695	464,809
RV Site		109,500	111,690	113,924	116,202
Less Vacancy		(21,900)	(22,338)	(22,785)	(23,240)
Total		87,600	89,352	91,139	92,962
NOI		689,850	703,647	717,720	732,074
Expenses	1	2	3	4	5
Property Tax	1,250	1,276	1,303	1,330	1,358
Employee Salary	-	100,000	102,100	104,244	106,433
Water/Sewer	5,000	5,105	5,212	5,322	5,433

Expenses	1	2	3	4	5
Property Tax	1,250	1,276	1,303	1,330	1,358
Employee Salary	-	100,000	102,100	104,244	106,433
Water/Sewer	5,000	5,105	5,212	5,322	5,433
Electric	2,500	2,553	2,606	2,661	2,717
Reserve Fund	-	13,797	14,073	14,354	14,641
Insurance	12,080	12,334	12,593	12,857	13,127
Total Expenses	20,830	135,064	137,887	140,769	143,710

Cash Flow	1	2	3	4	5
NOI	-	689,850	703,647	717,720	732,074
Less Expenses	(20,830)	(135,064)	(137,887)	(140,769)	(143,710)
Less Debt Service	(61,861)	(61,861)	(61,861)	(61,861)	(61,861)
Cash Flow	(82,691)	492,924	503,899	515,090	526,503











### Water Retention Area

Phase II

Storm Water Retention





# Stormwater Management

### Water Retention Area



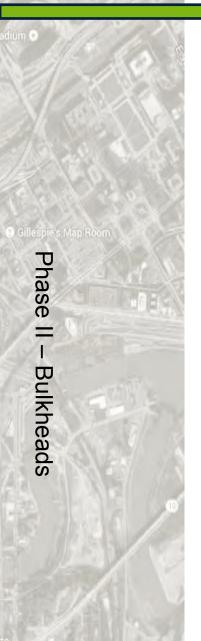
Source: http://www.stormwaterpartners.com/lid/Techniques/bioretention.html

"To turn this location around from being known as the river that caught fire to being the greenest development in Cleveland would really be something." – Stakeholder Interview



Source: http://www.docaitta.com/2011/03/gardening-when-water-retention-isnt-bad.html

# **Bulkheads**











# **Brownfield Remediation Funding**



Brownfield Remediation Funding Help (total costs: \$10,890,000)*				
Funder	Name	Maximum Amount	Requirements	
Federal EPA	Revolving Loan Fund Grant	\$200,000	max. 3 total sites per year for borrower	
Federal EPA	Revolving Loan Fund	\$1 million no - low interest	20% match 5 year loan	
JobsOhio	Revitalization Grant	\$1 million	Create 20+ jobs	
JobsOhio	Revitalization Loan	\$500K - \$5 million	Create 20+ jobs 10-15 year loan	
Ohio Water Development Authority	OWDA loan	\$5 million 2% or less interest	10 year loan	
State of Ohio	Ohio Brownfield Fund	\$5 million below market interest	10 year loan	

\*Based on \$5sq.ft. with a 2,718,000 sq.ft. area of not remediated land.

# **Economic Development Funding**









hio Development Services Agency

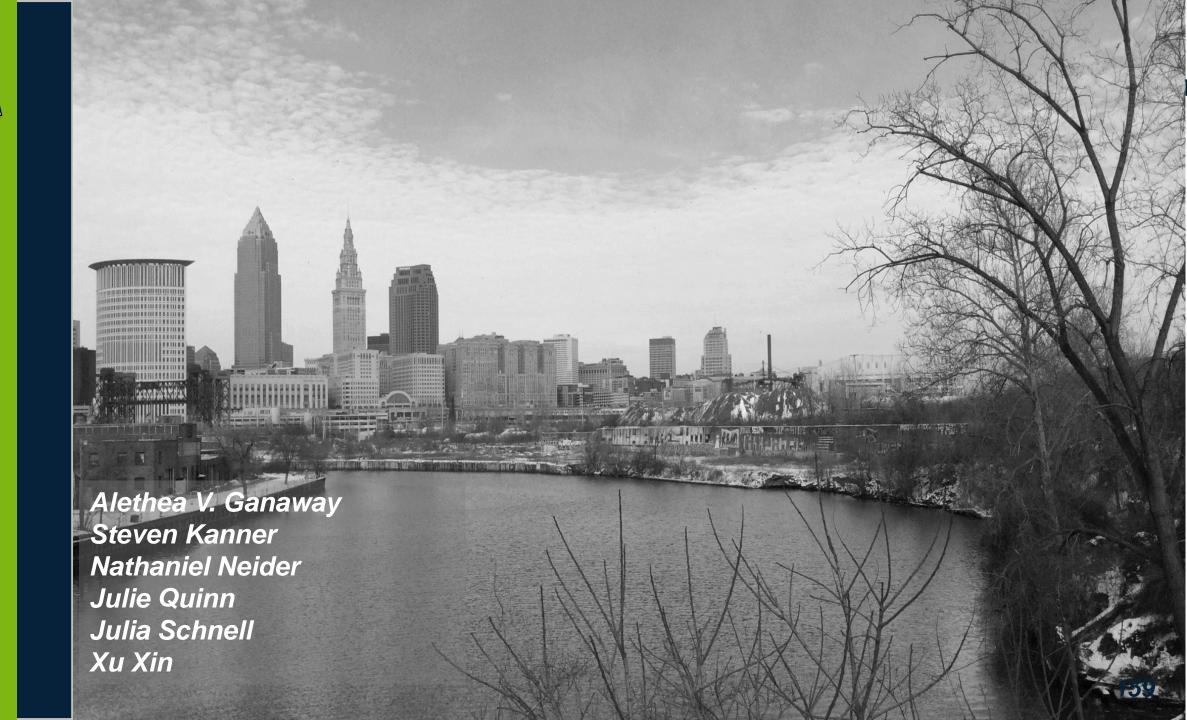
# **Private Funding Opportunities**











# **Development Principles**



### We seek to develop an area that will include some or all of the following attributes for visitors, workers and residents:

- A neighborhood where everyone feel safe and secure
- An area that is aesthetically and artistically innovative, exciting, and inviting
- A neighborhood that strives to meet LEED-ND standards
- A reasonable rate of return for the developers, investors and managers of the properties in the community
- An attractive community for both single and family households wishing to live here
- An innovative work environment that allows employment opportunities for both high tech and low tech workers at both high end and livable income ranges

# **Development Principles**



- A community that fosters cooperativeness through encouraged and deliberate neighborhood interaction and cooperative housing and businesses
- Land, building and people that interact in a sustainable and healthy environmental fashion.
- A place where innovative high- and low-tech practices are sought in regards to energy use and promoting a clean environment
- An area that interacts, appreciates and makes use of the Cuyahoga River in an enjoyable and environmentally sustainable fashion
- An area that has an ample percentage of open and non-built upon space. One that encourages considerable tree coverage.
- A community that welcomes low, medium and high income people, of all backgrounds, to live, work and play.

Phase II - Development Principles

# **Development Principles**

### **SWOT** Analysis

proximity  • Urban feel and excitement  • River life and commerce  • Large tracts of empty or underutilized land  • Single ownership  • City firehouse in good	<ul> <li>Brownsfields</li> <li>environmental</li> <li>contamination</li> <li>Low quality of public</li> <li>infrastructure</li> <li>Lack of adjacent</li> <li>public transit</li> <li>Confusing roadways</li> <li>Lack of reusable</li> <li>buildings</li> </ul>
growing  • Active Community  Development  Corporations  • Continuing and growing environmental movement  • Tow and other path presence and	Threats  Continuing income inequality in Greater Cleveland  Low gas prices (threatens lower car use rates)  Excessive environmental clean-up costs  Lack of public funding to support affordable housing  Perceptions of safety

### Meeting the SWOT Challenges Leed ND Mixed uses Walkable streets and paths Open space Co-op Business & Housing Models Co-op live/work space for artists Co-op academic and job incubator **Employment Opportunities** · High-tech office/lab building • Low-tech greenhouse/certified kitchen Safety • Programming for public spaces Lighting Live/work neighborhood (24 hours) Mixed Housing Market rate townhouses Mixed-income apartments Luxury apartments

Aesthetics

• Public boardwalk accessing river

Art park & artist studios

Public walking paths



# Sustainability

### LEED - ND



### **History**

- Leadership in Energy and Environmental Design (LEED) certification of the early 2000s
- 2010, U.S. Green Building Council, Natural Resources Defense Council and the Congress for the New Urbanism, roll out LEED-Neighborhood Development (LEED-ND)
- Take the best of Smart Growth's concern with density and place, New Urbanism's concern with form and the environmental movement's traditional need for less pollution and more efficient energy use

# Sustainability

LEED - ND

### LEED ND: Neighborhood Pattern & Design

ND: Use land efficiently; Make biking and walking convenient

Extensive boardwalks, the Tow Path Trail, and walking paths/sidewalks are planned for Carter; Compact development is an integral part of the development which will lead to an inviting environment for pedestrians.

### ND: Foster diversity in neighborhoods

Live-work space for artists, retail, office, light industrial will be included; A range of housing types and price points, along with an open environment for the public should lead to a diverse range of people making use of the Scranton Peninsula.

ND: Minimize off-street parking; Locate parking at rear, side, or underneath buildings

Live-work space for artists, retail, office, light industrial will be included; A range of housing types and price points, along with an open environment for the public should lead to a diverse range of people making use of the Scranton Peninsula.

### ND: Create mixed-use and community spaces

There will be a park (which will function as the neighborhood center), river access, a rec center, walking paths, retail shops and a boardwalk; All of which will encourage use of community spaces; The closest grocery store is about 1.25 miles away; There are a plethora of schools, both public and private, within a few miles.

# Phase II – Sustainability

# Sustainability

LEED - ND

### LEED ND: Smart Location & Linkages

ND: Responsibly remediate brownfields and contamination

Scranton Peninsula has significant environmental pollution from past land uses that will need extensive clean-up through remediation. Phase 1 and 2 testing has been performed on the site.

ND: Design with nature and protect soils from erosion

Boardwalks and walking paths follow the river bank; There are some steep slopes that will have to be considered whether they merit protection; Progressive storm water management will be employed; Scenic views of the Cuyahoga River encompass the viewshed.

ND: Connect neighborhoods; Make housing and jobs a priority

Within the neighborhood there will be orderly streets with easy access for walking, biking and car use; Outside of the development, there are confusing streets that will need additional way-finding strategies. Housing, office and light industrial are planned as the dominant features of Carter Riverfront.

ND: Promote public transit and reduce auto-dependence

There are no bus or transit lines within the immediate vicinity. Increase urban residential density to encourage the expansion of public transit options provided by the City of Cleveland.

### Sustainability

#### LEED - ND

#### LEED ND: Green Infrastructure & Buildings

ND: Prerequisites and credits for energy efficiency, water efficiency, and certified green buildings; Conserve water, energy, waste production

Carter Riverfront will use the latest and highest environmentally friendly standards available for construction of the development.

ND: Reduce construction pollution and wind/water erosion

Instead of few bright street lamps, more structures with less wattage will be installed, making sure that the light is directed primarily downward.

ND: Reuse buildings and manage environmental impacts

One building will be reused, while the other few building still remaining will be demolished due to deteriorating conditions.

ND: Promote neighborhood-wide energy efficiency; encourage the expansion of tree canopies and use of green roofs; reuse waste

There will be extensive use of photovoltaic solar energy, installing extensive PV coverage over parking lots; Pending adequate wind levels, one or more wind generators will be built as part of the project to power the area's street lamps.

### **Examples of Solar Roofs** over Parking Lots



picture source: http://inhabitat.com/solar-forestcharging-system-for-parking-lots

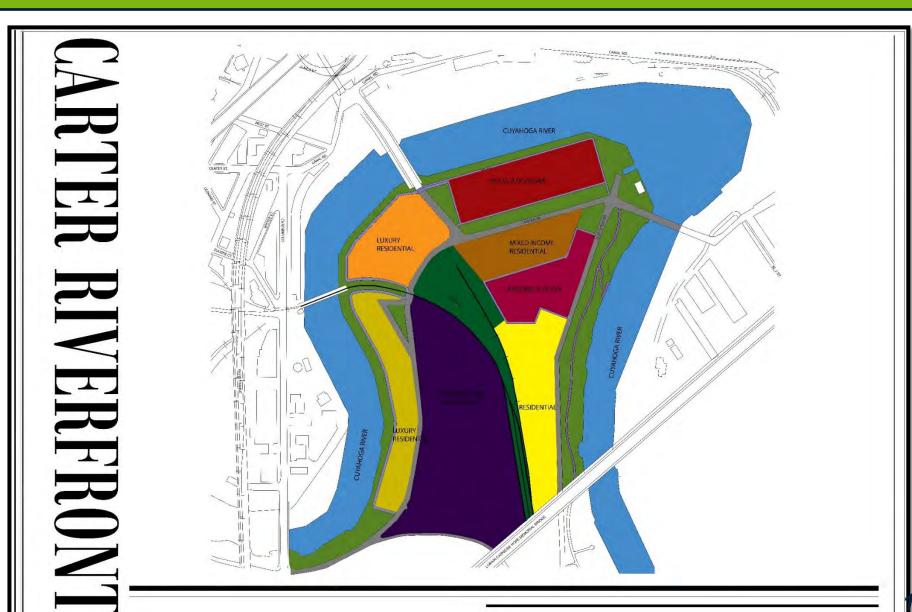


picture source: http://www.basinandarrangewatch. org/Solar-The-Solution html



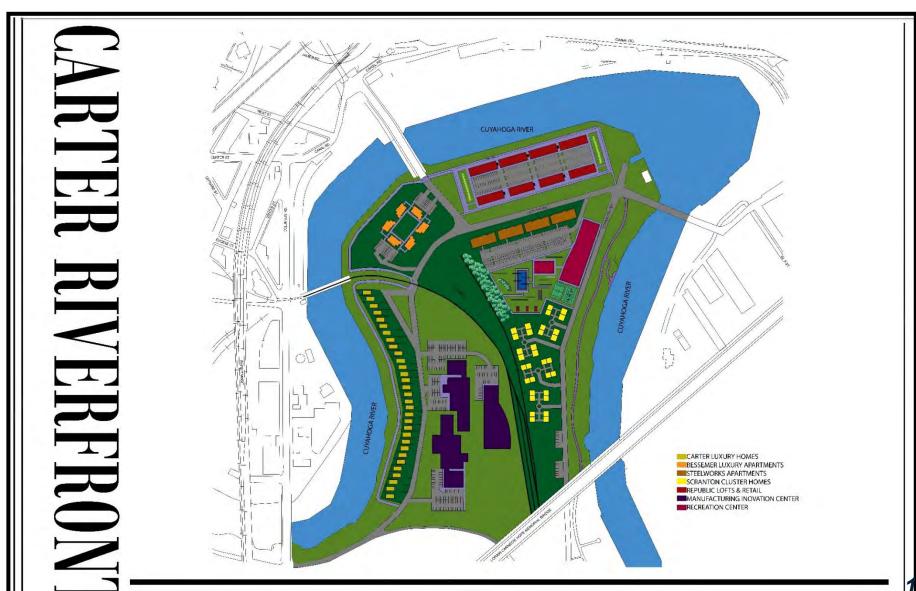
picture source: http://www.nature.org/photos-and-video/mojave-solar-photo-gallery.xml





Phase II Site Design

### Site Plan

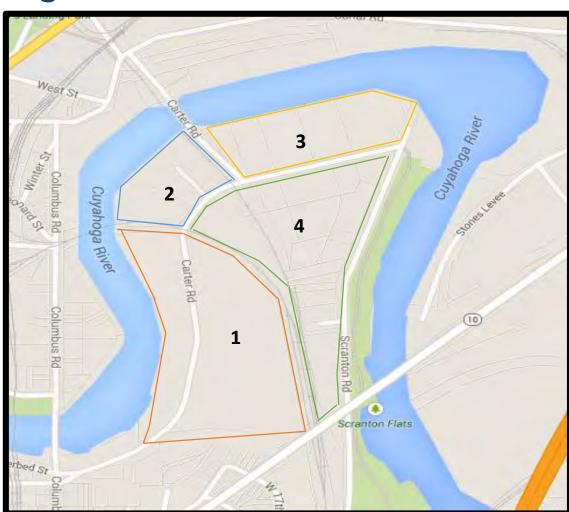


### **Highest and Best Use**

#### **HBU** Rankings

Phase II

Site Design



#### **Quadrant 1:**

Light Industry
Office
Parking Lot

#### **Quadrant 2:**

Green Space Luxury Housing Apartments

#### **Quadrant 3:**

Retail Restaurant Apartments

#### **Quadrant 4:**

Rec Center Apartments Townhouses

## **Rent Analysis**

Phase II - Site Design

### Residential, Retail, Commercial

Rent Analysis											
Building	GLA	# Units	SQFT/Unit	Rent/SQFT	Rent						
The Republic Live/Work	156,000										
Loft Co-Op	52,000	24	2,167	\$9.00	\$1,625						
Retail	104,000	20	5,200	\$15.00	\$6,500						
The Steelworks Apts.	110,605										
1-Bedroom	22,121	32	700	\$1.15	\$805						
2-Bedroom	55,302	61	900	\$1.15	\$1,035						
3-Bedroom	33,181	30	1,100	\$1.15	\$1,265						
The Bessemer Luxury Apts.	75,648										
2-Bedroom	41,606	35	1,200	\$1.75	\$2,100						
3-Bedroom	34,042	24	1,400	\$1.75	\$2,450						
Manufacturing Innovation Center	134,948	6	22,491	\$20.00	\$37,486						
TOTAL:	477201	262	Potentia	I Gross Rent:	\$ 5,429,354						

## **Cost Analysis**

#### Construction & Remediation

Total Costs										
SQFT	Square Feet	# Stories	# Buildings	Total SQFT	Brownfield Costs	Construction Costs	Total Cost			
The Republic Lofts & Retail	8,500 7,500 8,000	3	8	102,000	\$2,443,417	\$12,462,222	\$14,905,639			
The Steelworks Apartments	8,642	4	4	138,272	\$62,414	\$6,928,484	\$6,990,898			
The Bessemer Luxury Apartments	3,152	4	6	75,648	\$1,780,140	\$4,532,768	\$6,312,908			
Manufacturing Innovation Center	134,948	1, 1, 2	3	134,948	\$3,938,236	\$21,591,680	\$25,529,916			
Carter Luxury Homes	1,200	2	32	76,800	\$2,667,535	\$15,360,000	\$18,027,535			
Scranton Cluster Homes	1,024 1,296	2	24 8	49,152	\$535,808	\$9,830,400	\$10,366,208			
Rec Center Renovation*	41,998	1	1	41,998		\$6,089,710	\$6,089,710			
Parking**	78,459			78,459			\$191,248			
Greenspace**	493,765			493,765			\$3,313,712			
TOTAL:		91	732,554	\$ 11,507,038	\$ 80,942,464	\$ 95,954,462				
*no remediation needed			**construction	& brownfield costs	occur together					

Phase II – Site Design

### **Arts & Culture**

#### Art Park & Arts Education Center











## Reuse of Buildings

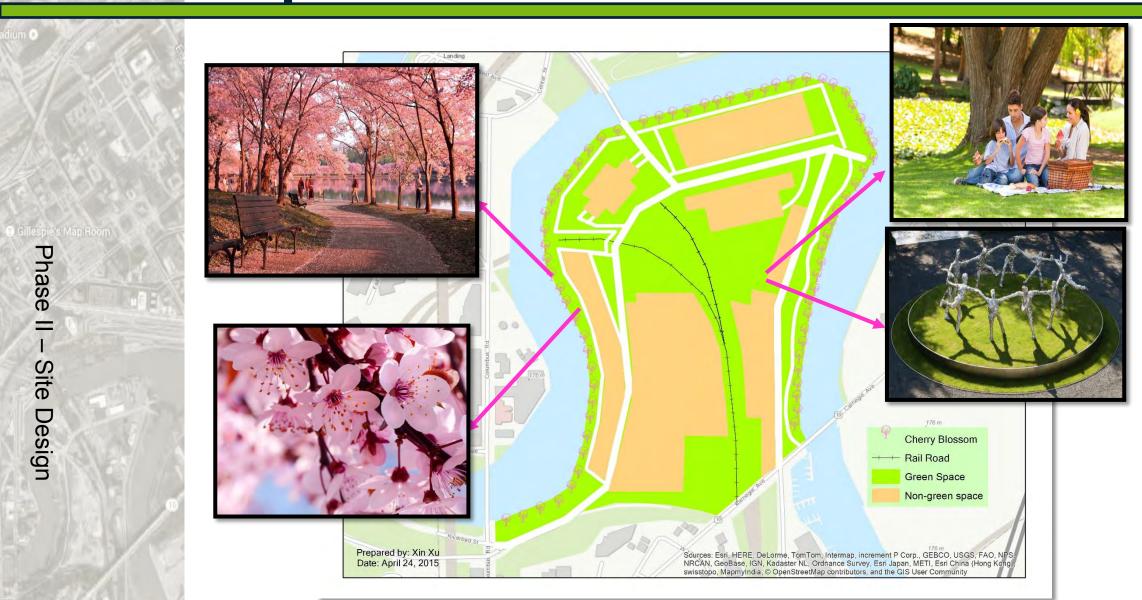
#### Recreation Center







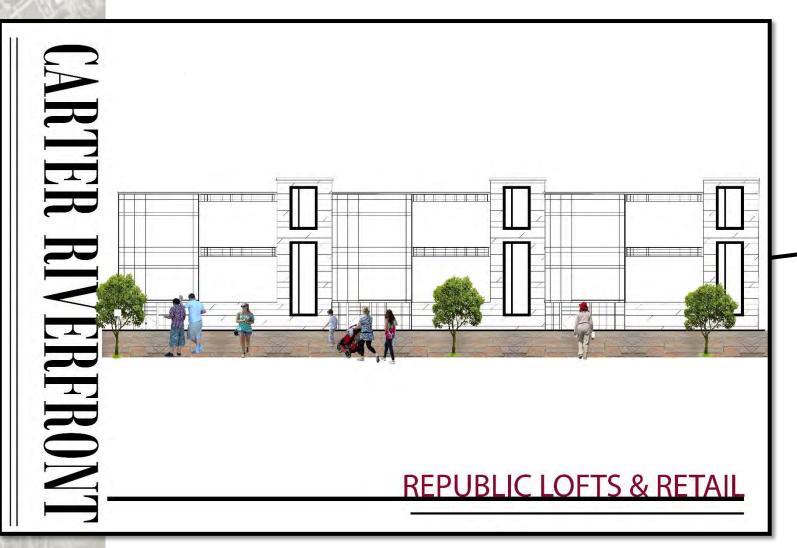
## Green Space

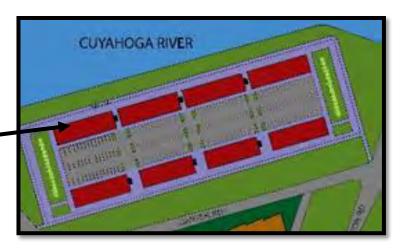




#### Phase I

Phase II - Site Design



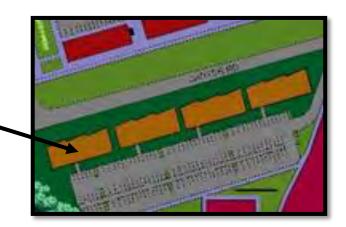


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#### Phase I

Phase II - Site Design

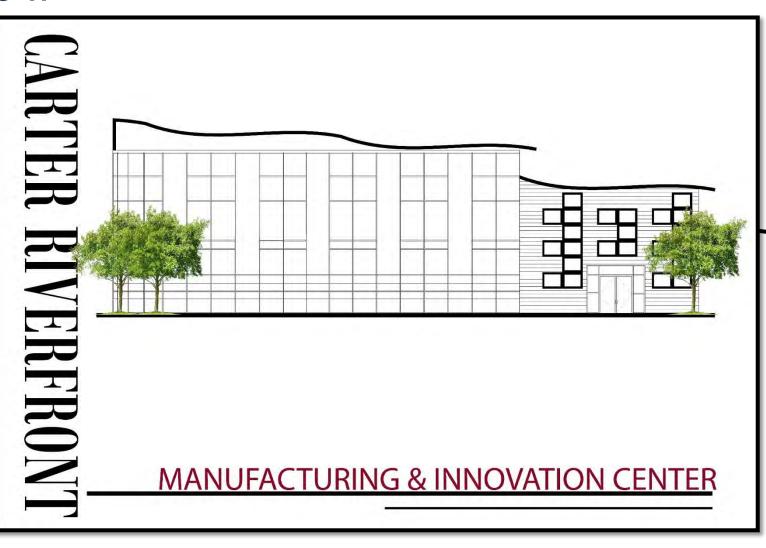




#### Phase II

Phase II

Site Design

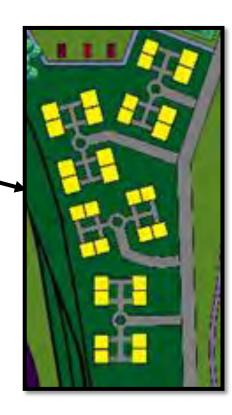




#### Phase III

Phase II - Site Design

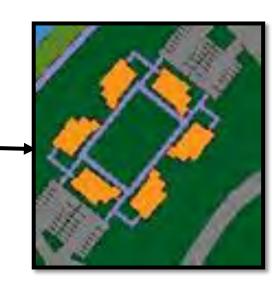




#### Phase III

Phase II - Site Design





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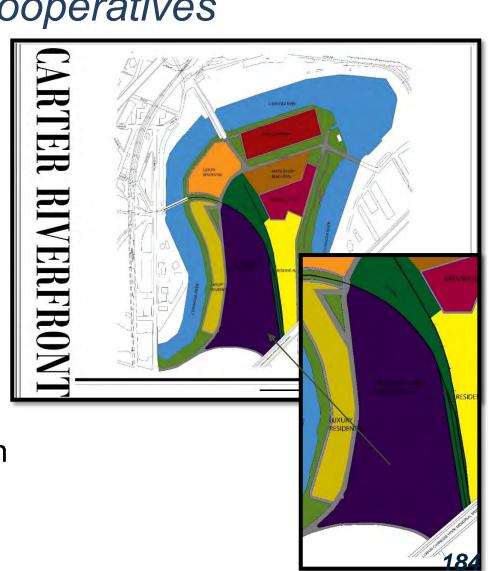


### **Carter Riverfront Center**

### Innovation in Manufacturing and Cooperatives

#### **Premier destination for:**

- Research
- Education
- Cutting edge industry standards:
  - supply chain management
  - advanced fibers research development and manufacturing
- Initiating cooperative concepts and business
- Worker training, within the city, region and state

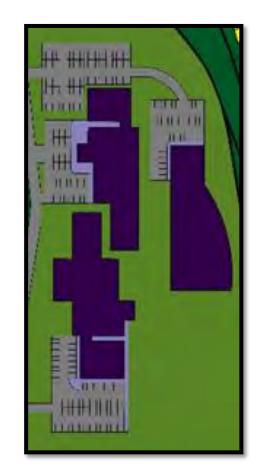


### **Carter Riverfront Center**

### Innovation in Manufacturing and Cooperatives

#### Three Buildings at the CRCIMC

- Building One (on eastside) houses R&D, Laboratory, High-tech, Center for Cooperatives (CFC) and academic staff
- Buildings Two and Three built on spec to house two or more low-tech worker owned and operated cooperative businesses



### **Carter Riverfront Center**

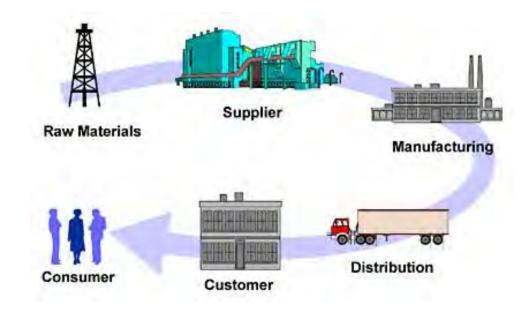
### Innovation in Manufacturing and Cooperatives

#### **BUILDING ONE:**

**Research & Development for New Supply Methods** 

**Traditional Supply Chain Methods** 





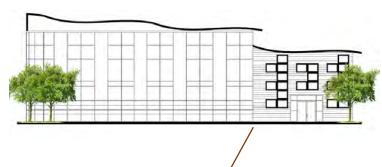
### Innovation in Manufacturing and Cooperatives

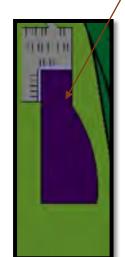
#### **BUILDING ONE:**

Phase II -

Innovation

Academic and Industry Collaboration













Cuyahoga Community College's Additive Manufacturing Program is a pioneer in Northeast Ohio's Additive Manufacturing training and workforce along development with their industry partners.



### Innovation in Manufacturing and Cooperatives

#### **Center for Cooperatives (CFC)**

Produce scholarly research

Promote co-op ventures in housing, food

and business

2012
International Year of
Co-operatives

Picture Source: Government of the Republic of Trinidad and Tobago website, http://www.molsmed.gov.tt/CooperativesIY C2012Awards/tabid/456/Default.aspx

## Innovation in Manufacturing and Cooperatives

**Buildings Two & Three:** 

**Examples of Worker Owned Cooperatives** 

**Opportunity Threads** 



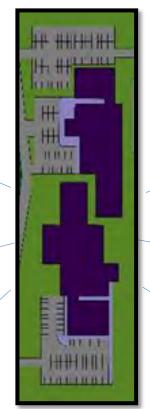
**Bix Box Farms** 

Phase II – Innovation



Circle of Life Caregiver Cooperative





Once Again Nut Butter



**Evergreen Cooperative Laundry** 



**New Era Windows** 





Phase II - Transportation

#### Improved Multimodal Access on Carter Road



Phase II - Transportation

#### More Defined Sidewalks on Western Side



#### Road Diet and Widened Sidewalks on Scranton



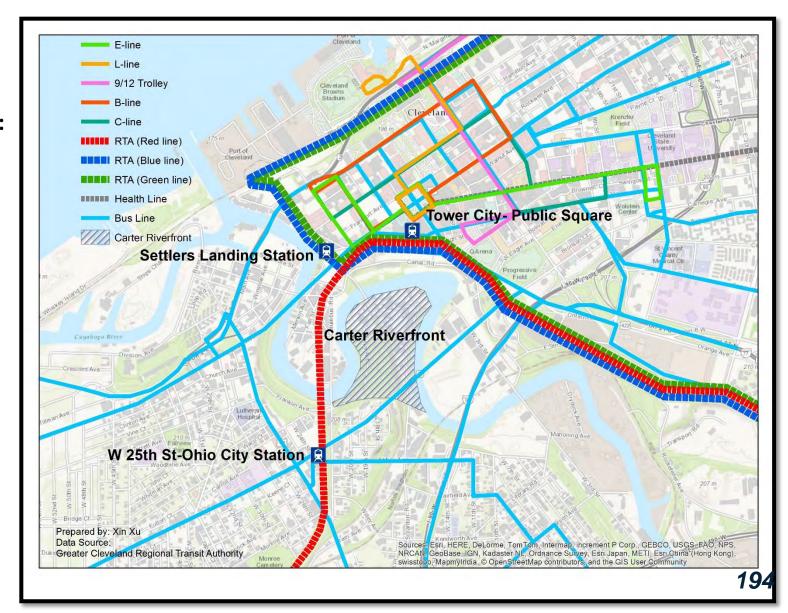
#### Public Transit

#### **Major Transit Station:**

Settlers Landing Station

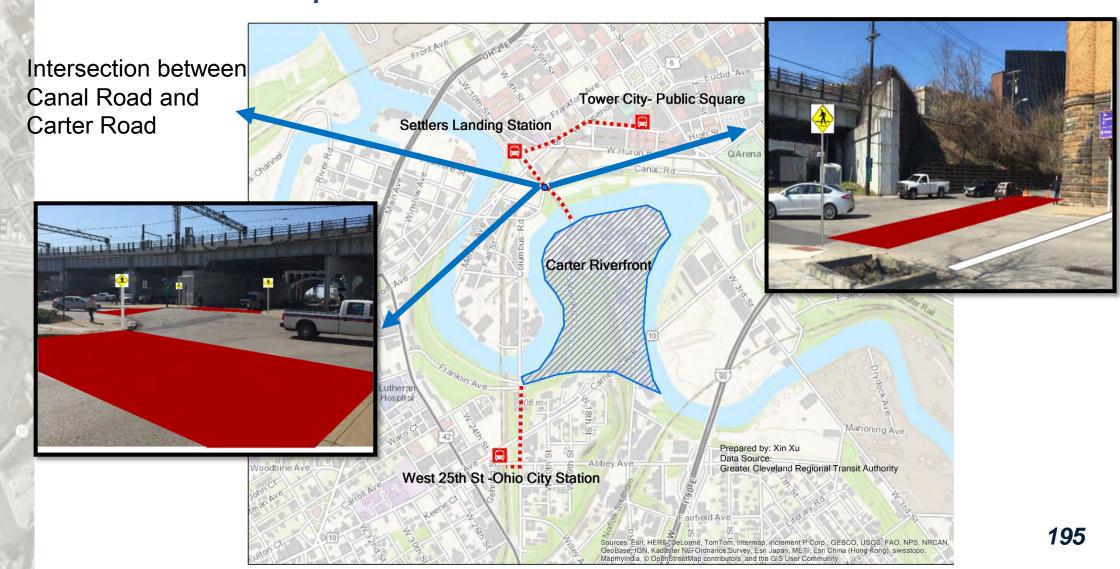
Tower City-Public Square

W 25<sup>th</sup> St- Ohio City Station

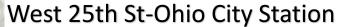


Phase II – Transportation

### Pedestrian Path Improvements

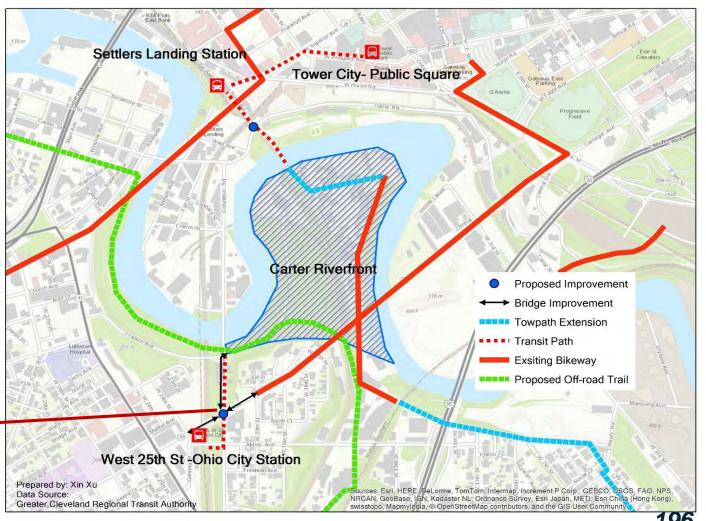


#### Bikeway Connection Improvement









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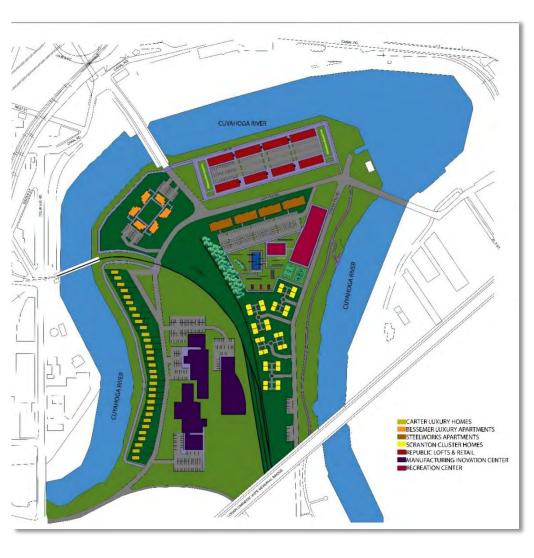
# Questions



### **Site Plans**







# Thank You

