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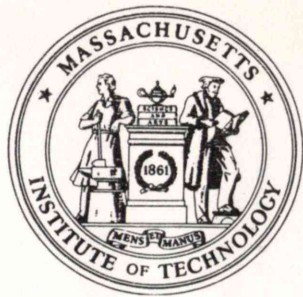
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# ERIEVIEW

CLEVELAND OHIO

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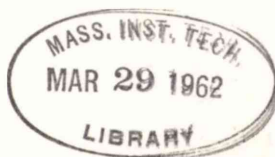
# ERIEVIEW

## CLEVELAND OHIO

AN URBAN RENEWAL PLAN FOR DOWNTOWN CLEVELAND

PREPARED FOR THE CITY OF CLEVELAND, OHIO BY  
I. M. PEI & ASSOCIATES, ARCHITECT & PLANNERS  
385 MADISON AVENUE, NEW YORK 17, NEW YORK

GENERAL NEIGHBORHOOD RENEWAL PLAN OHIO R-31 (G.N.), URBAN RENEWAL PLAN OHIO R-36



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Gift of Office of the Mayor



**TO THE PEOPLE OF CLEVELAND:**

This brochure is the story of Erievue, one of the largest downtown urban renewal projects in the nation.

The Erievue project means the fulfillment of years of dreams, plans, and hopes for the rebirth of Cleveland.

Through Erievue, Cleveland, in partnership with the Housing and Home Finance Agency of the Federal Government and enterprising private capital investors, can build a new and greater city.

Under this program, a large downtown area will be reclaimed and redeveloped to give the core of our city a vigorous, vibrant, pulsating heart.

In the world setting of today, a project like Erievue means even more. It towers as a symbol of our system of government—under which a free people can work with their government officials to improve their communities.

For you—the people of Cleveland—Erievue represents not only a bold vision, but a practical and realistic means, whereby we, working together, can uplift our economy and better ourselves. By redeveloping the central city, we revitalize all of Greater Cleveland.

Thus, we work—with courage... with determination... with faith—to achieve our highest aspirations as a growing, thriving, prosperous city.

Cleveland's future is your future!

*October, 1961*

*Anthony J. Celebrezze  
Mayor*





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## ERIEVIEW PLAN

The panoramic view of downtown Cleveland (opposite) shows a new commercial and residential development which is destined to have a central role in the future of the city. It is a 163-acre complex of office buildings, public buildings, apartment units and hotel-motel, all combined under a single comprehensive plan, to provide for Cleveland's needs for years ahead, and to rescue and beautify what is now a derelict neighborhood in the middle of the city.

Its name is Erieview, and its site—filling the wide angle between East Ninth Street and Euclid Avenue, and spreading northward toward the lake shore—is of crucial importance to Cleveland. For it is an area toward which many of the city's interests and vital activities converge. The intersection of East Ninth and Euclid, from which the whole complex springs, is one of Cleveland's busiest. Nearby stand the office buildings of the business district. Just to the north, the city's public buildings cluster about their mall. Ranged along Euclid are Cleveland's big department stores.

Erieview came about through careful analysis of the city's future requirements. Cleveland is growing. It needs new office space, and it needs substantial amounts of new housing in the downtown area. To prevent buildings from spawning haphazardly

and formlessly, the city called for a comprehensive plan to bring the widely diverse elements into harmony within a setting of architectural distinction.

In every way, Erieview is closely linked to the life of the surrounding city. Indeed the location of existing activities in the downtown area has determined the arrangement of buildings within the plan. The big new Federal Office Building to the west directly adjoins the municipal center, while the imposing concentration of offices at the heart of Erieview naturally reflect and extend on a higher plane the predominant interests of the downtown business district.

In its spacious arrangement, Erieview is beautiful as well as useful. Long low silhouettes are interrupted by the clean vertical accents of taller buildings. Quiet, treelined residential streets open into malls and bustling plazas. Around nearly every corner lie sunny lawns and parklike gardens. On the shore side, a broad grassy terrace, built out over the shoreline railway tracks, brings Clevelanders for the first time close to the natural beauties of their lake in the downtown area. And high above them all rises a forty-story office building, the architectural hub of the whole plan.

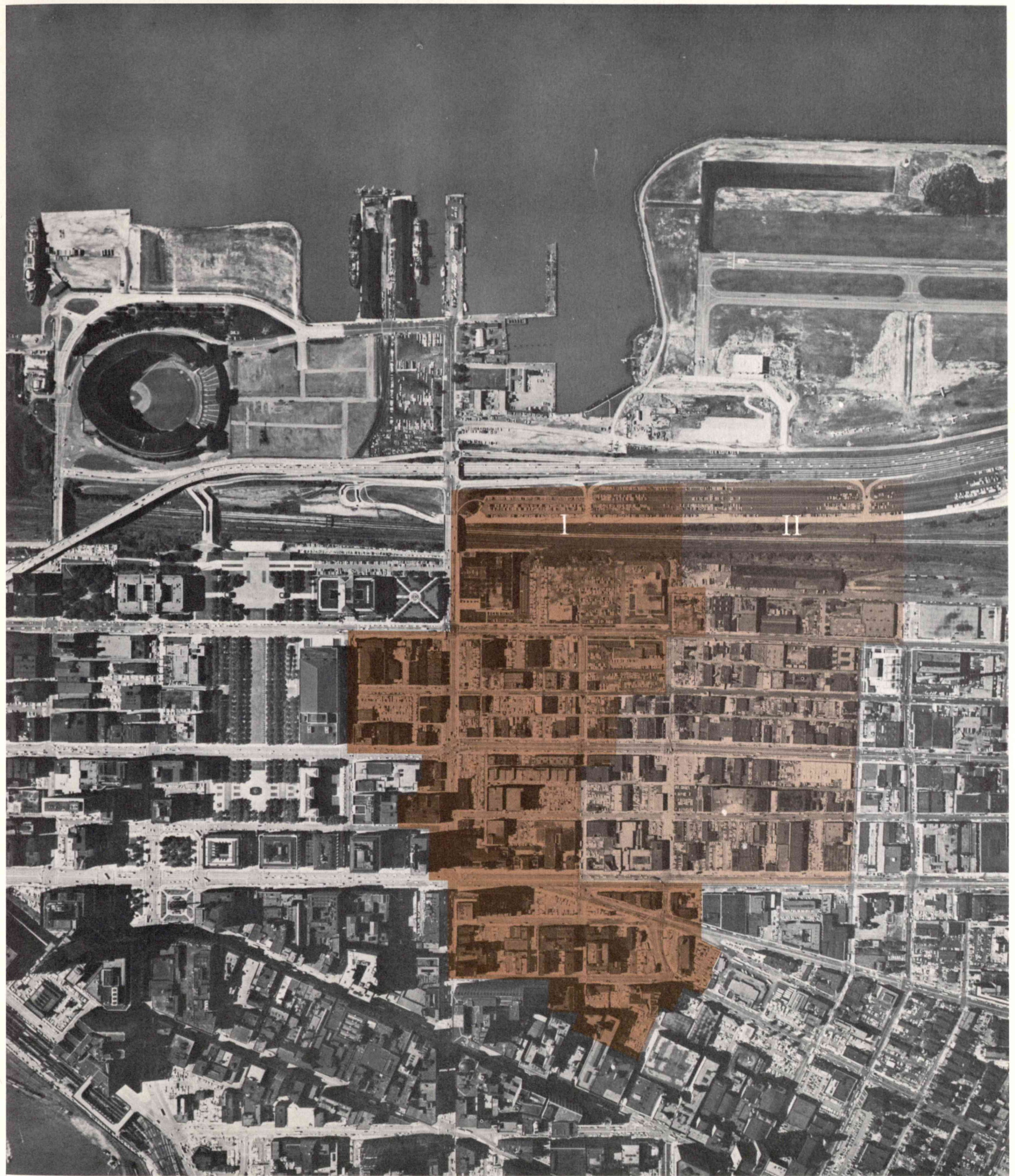
Such is Erieview, a place that is pleasant to work in, to shop in, or merely to stroll through—a center of civic beauty that the people of Cleveland can be proud of, and enjoy.

There is little cause for pride in the way the Erieview site looks today. This choice piece of real estate, with its incomparable location, lies fallow and blighted. The view from the air (right) shows the area cluttered with small makeshift parking lots, a sure sign of urban decay. The scattered buildings are mostly dilapidated houses, warehouses and workshops for light industry. To the north, the area is effectively cut off from contact with the lake by the railroad tracks at the foot of the bluff.

What has happened here has happened also in many other U.S. cities: decay, abandonment and death at the core, while life moves out along the expanding periphery of the city toward the suburbs. Countering this ruinous trend, downtown districts are gradually and systematically being rehabilitated on a large scale. In Cleveland, this is Erieview's paramount purpose: to renovate the core of the city, to improve the use and yield of the land to a level worthy of its location, and to spread its rejuvenating influence—like ripples from a stone dropped in a pool—to neighboring blocks.

In terms of the combined factors of scope, variety and its impact on the city, Erieview is undoubtedly the most ambitious project so far undertaken under the Federal Urban Redevelopment Program. Its construction will proceed in two phases: Project I (dark tan area in photograph at right) and Project II (light tan area). The total project will bring more than \$250 million of construction into the city, and will cost the city about \$10 million. At present, the Erieview site produces \$480,000 in tax revenue. When Erieview is finished, the same site will provide a yearly return of \$2,900,000.







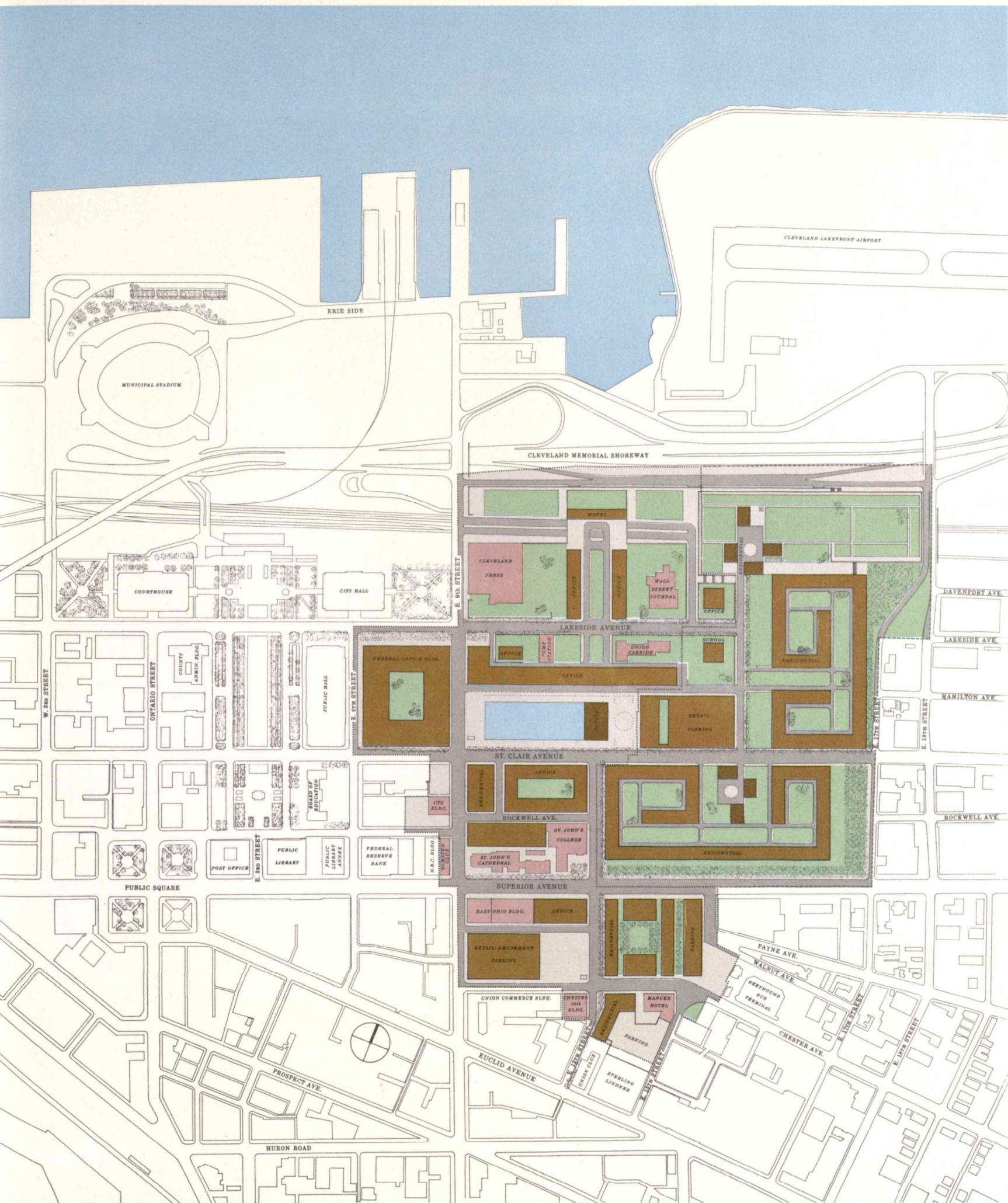
## SITE PLAN

The plan for Erieview evolved out of several earlier public and private studies. In addition to the many new buildings (indicated in brown, opposite), the plan provides for the retention of a number of existing structures (pink on plan). Among these are the Cleveland Press, Wall Street Journal, Union Carbide and East Ohio buildings, as well as the St. John's Cathedral and College group.

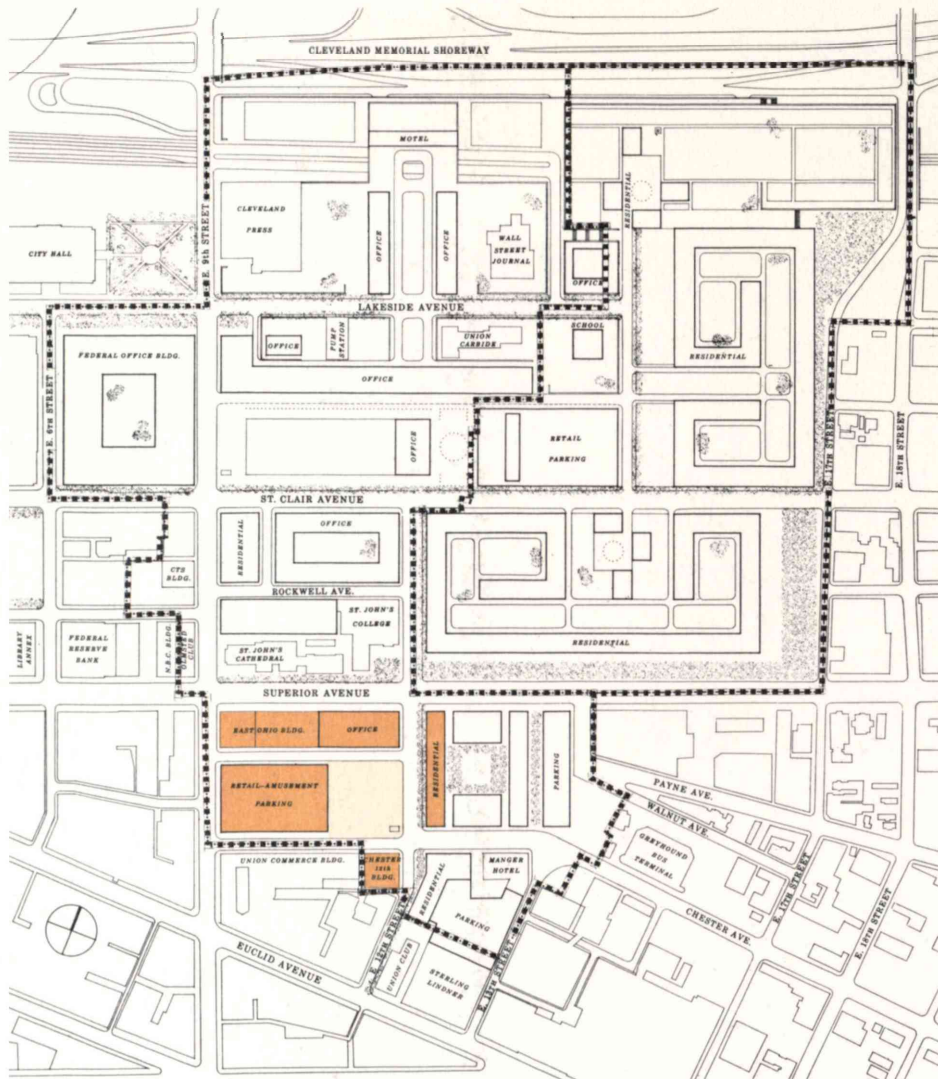
Major elements of the plan are organized within a simplified street network (dark grey) and are carefully related to existing land uses in adjacent areas. St. Clair Avenue and East 12th Street are the main streets of Erieview. St. Clair, extending east from the Mall, crosses 9th Street and leads past the central office tower, with its plaza and reflecting pool (blue rectangle), into the heart of the new residential community. East 12th Street gives access from the south, proceeding north from Euclid Avenue past a paved plaza (light grey in plan) to intersect St. Clair Avenue at the foot of the office tower. On the far side of the tower, a broad mall flanked by two new streets extends the 12th Street axis to the entrance of the motel, which is built on a landscaped terrace projecting over the railroad tracks.

It is notable that in the Erieview, more than half the total land area is given over to open lawns, tree-lined malls and parks (green areas in plan) so as to provide an orderly and attractive setting for the buildings and a pleasant environment for the people who occupy them.









**TWELFTH STREET SQUARE** Walking along East Twelfth Street from Euclid Avenue between the high walls of buildings overshadowing the street, a pedestrian rounds the corner, and an impressive vista suddenly opens up before him. Ahead, East Twelfth leads his view straight to the forty-story office tower. Directly to his left lies a spacious sunny square (opposite page), bright with fountains, umbrellas of outdoor restaurants, and crowds of shoppers. The shoppers are attracted by the smart specialty stores on the ground floor of a new arcaded retail building which borders the plaza on the west (see area plan above).

From East 9th Street this same square can be reached through a shop-lined arcade, which runs through the middle of the retail building. There is a 1,100-car garage on the building's upper four levels. Shoppers who come into town by automobile and park in this garage merely have to walk the few steps to Euclid to continue their shopping.

The Twelfth Street Square is a meeting place in the middle of the city for entertainment, shopping, strolling or dining, removed from traffic.

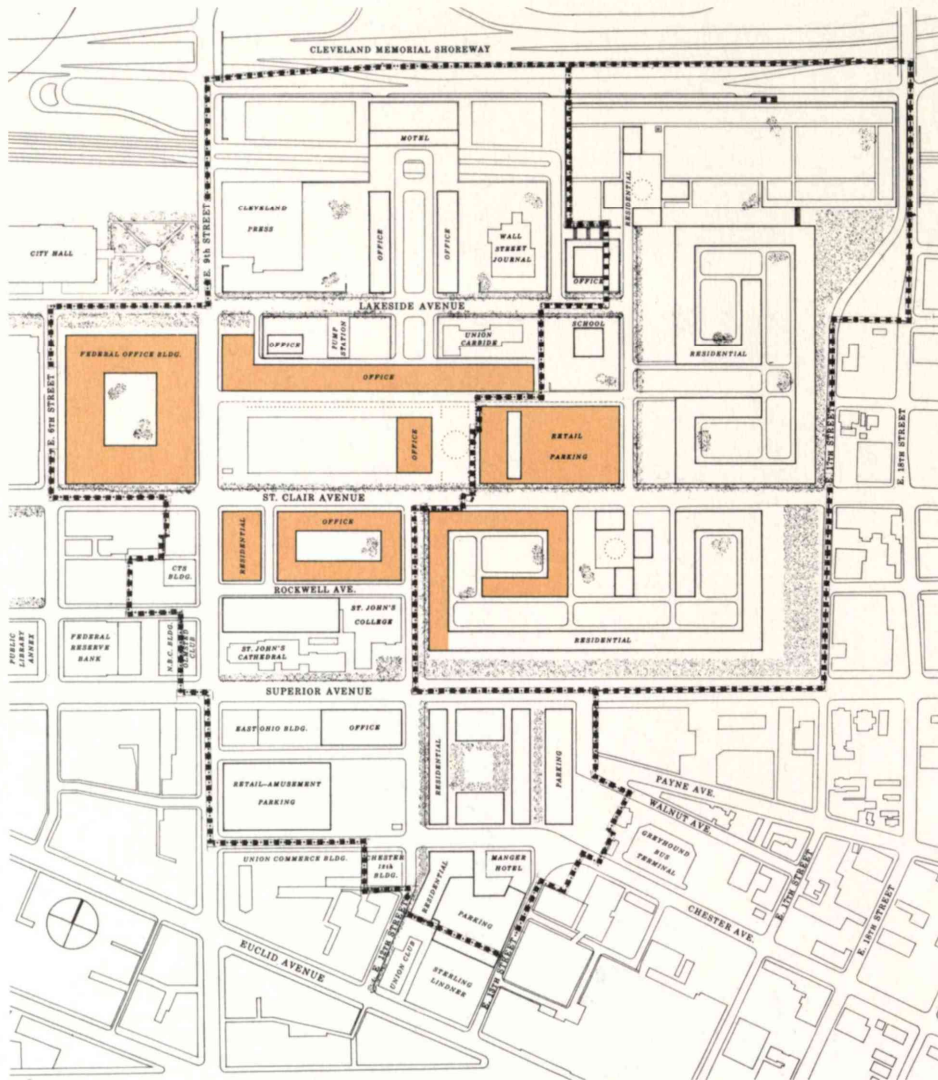
The Square is bounded on the north by a low arcaded office building. Two existing buildings—the Union Commerce Building and the Chester Twelfth Building—will close off the square to the south. And on the east, across East Twelfth, will stand a twenty-story apartment building. Its lofty facade will be matched in a 400-unit apartment-hotel facing Chester and extending south on East Twelfth Street toward Euclid.





*Aerial view of Twelfth Street and the new Square. Union Commerce Building and Chester Twelfth Building in the foreground.*





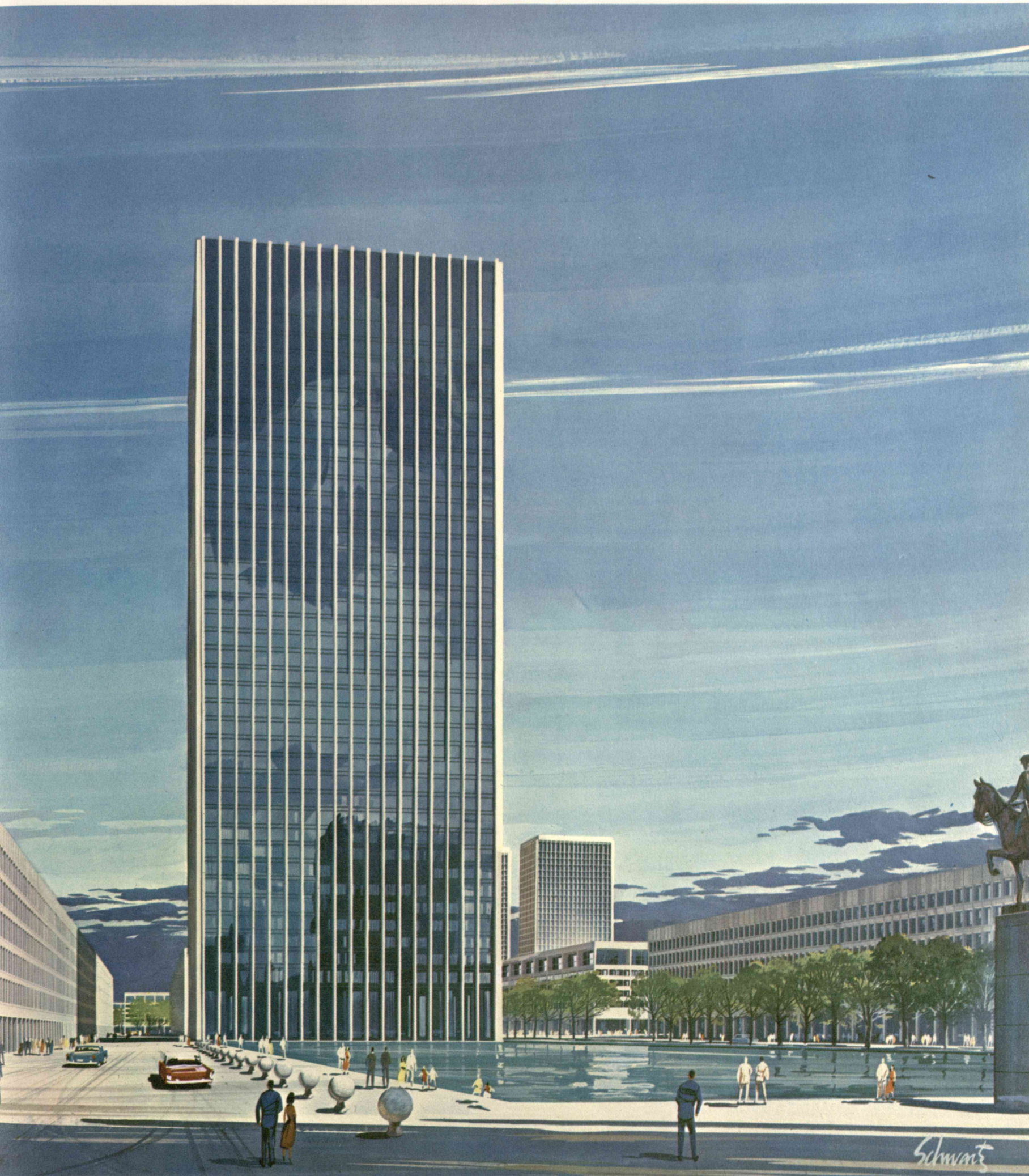
**PLAZA** The Erieview office tower (right) is the dominating structure and the focal point of the entire plan. It stands at the crossing of the two main routes of approach—East Twelfth and St. Clair Avenue, and its forty-story profile thrusts high above the skyline, a dramatic landmark for the city.

The tower stands at one end of its own monumental plaza. A long reflecting pool, extending to East Ninth Street, lends majesty and repose, as well as openness, to the setting. And the office buildings flanking it are kept long and low as an enclosing framework for the plaza and as a contrast to the office tower.

No office building in any other U.S. city will attract attention so immediately and so unequivocally as the Erieview Tower. It stands at the hub of an entire downtown redevelopment project designed to complement it, service it and heighten its importance—a setting unequalled by any office building in the U.S. It will appeal particularly to tenants who require large areas of office space and a location of dominance and prestige in the heart of the city.

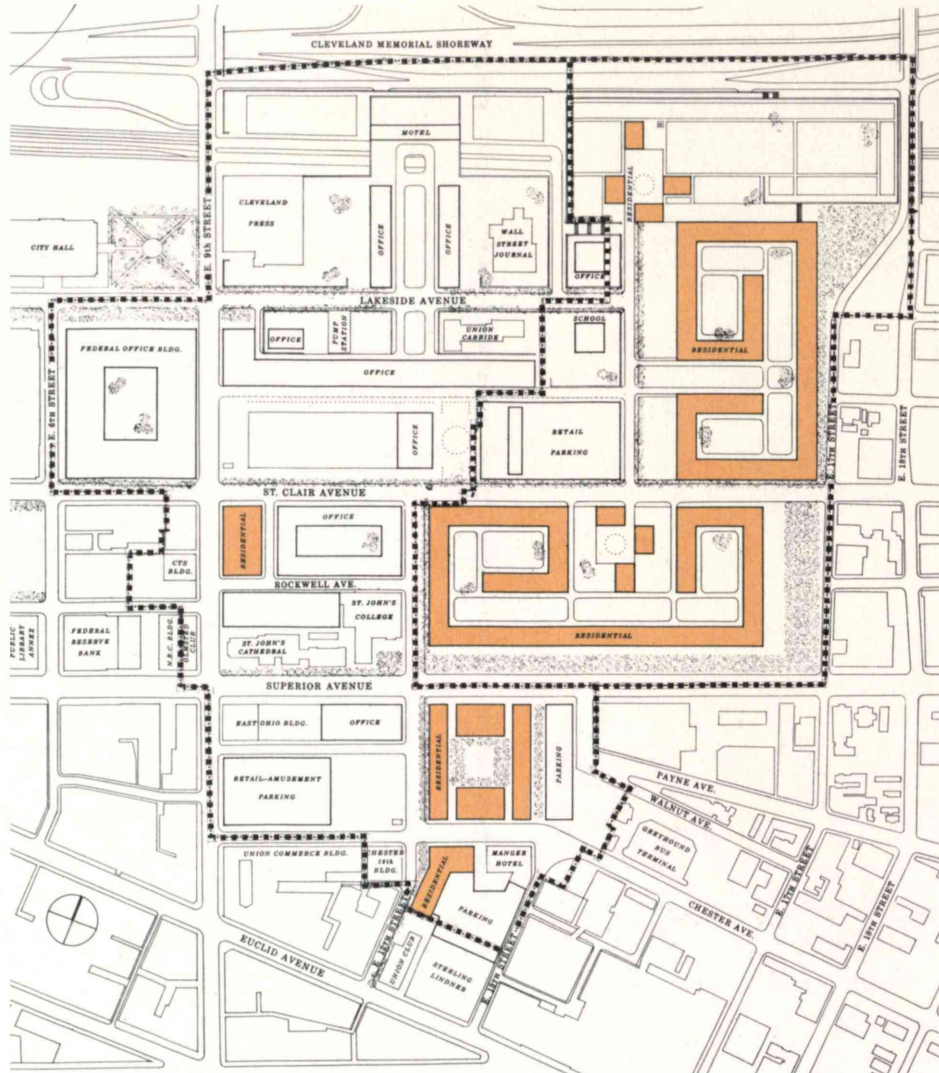
On the west side of East Ninth, at the opposite end of the plaza from the Tower, is the new Federal Office Building (see plan above). It is a major structure in the Erieview plan, and its location, close to the public mall, brings it into appropriately intimate contact with City Hall and other public buildings there. Behind the tower, on its eastern side, will stand another low building—a shopping center to serve the new residential community. It will have adequate parking space on its upper floors, which is in addition to the parking garage under the Plaza.





*The Erieview Office Tower, reflecting pool and plaza surrounded by office buildings, looking East from East Ninth Street.*





**RESIDENTIAL COMMUNITY** Erieview's residential community provides dwellings for families who wish to return to the advantages of city life. In Erieview's elegant apartments they can enjoy all the services and conveniences available to them in Erieview itself, and the downtown area which is within easy walking distance. At the same time, because of the community's landscaped spaciousness and its location on the east of the development (see map above), removed from the chief centers of traffic, the apartments have the benefit of quiet and charm. The community includes a small elementary grade school.

A block away from Euclid Avenue stand three 20-story apartment buildings. One of them directly overlooks the Twelfth Street Square.

A 30-story luxury apartment house topped by a fine dining facility will occupy the site on Ninth Street between St. Clair and Rockwell. The building will face the reflecting pool.

The most unusual buildings in the community are two long, six-story structures whose ground plans form a classical geometric design. Presenting an orderly facade to the street, they look inward upon landscaped courtyards at either end, creating local neighborhoods, each centering on its own parklike quadrangle.

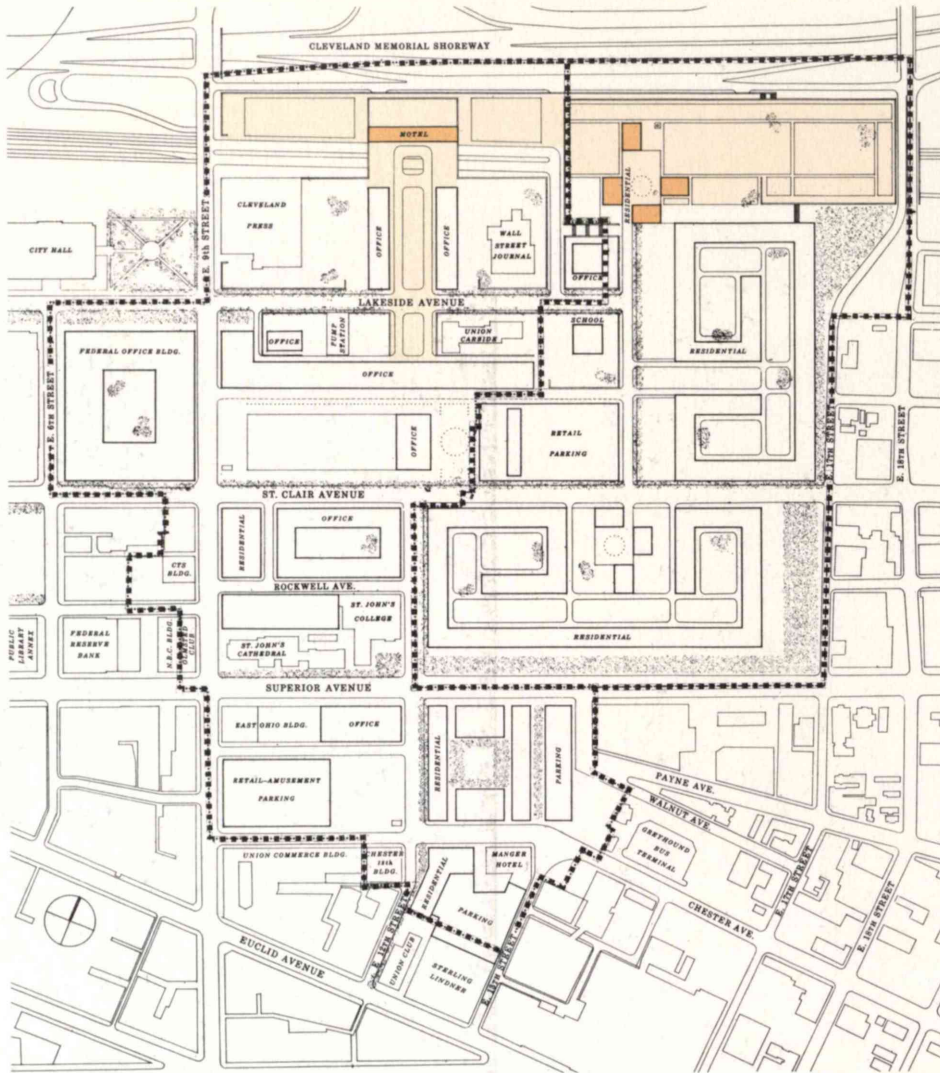
More of Erieview's luxurious apartments are located in seven towers, grouped (right) at opposite ends of the new residential street. These 30-story buildings will combine the utmost in elegance and in spaciousness with the unmatched view over the city, the waterfront and the lake.





*One of the clusters of apartment towers in the residential community, looking South to St. Clair Avenue.*





**LAKEFRONT SKYLINE** For impressiveness and beauty no view of Erieview (shown on right) compares with the one from the lake, with its clean vertical and horizontal surfaces, its airy open spaces between.

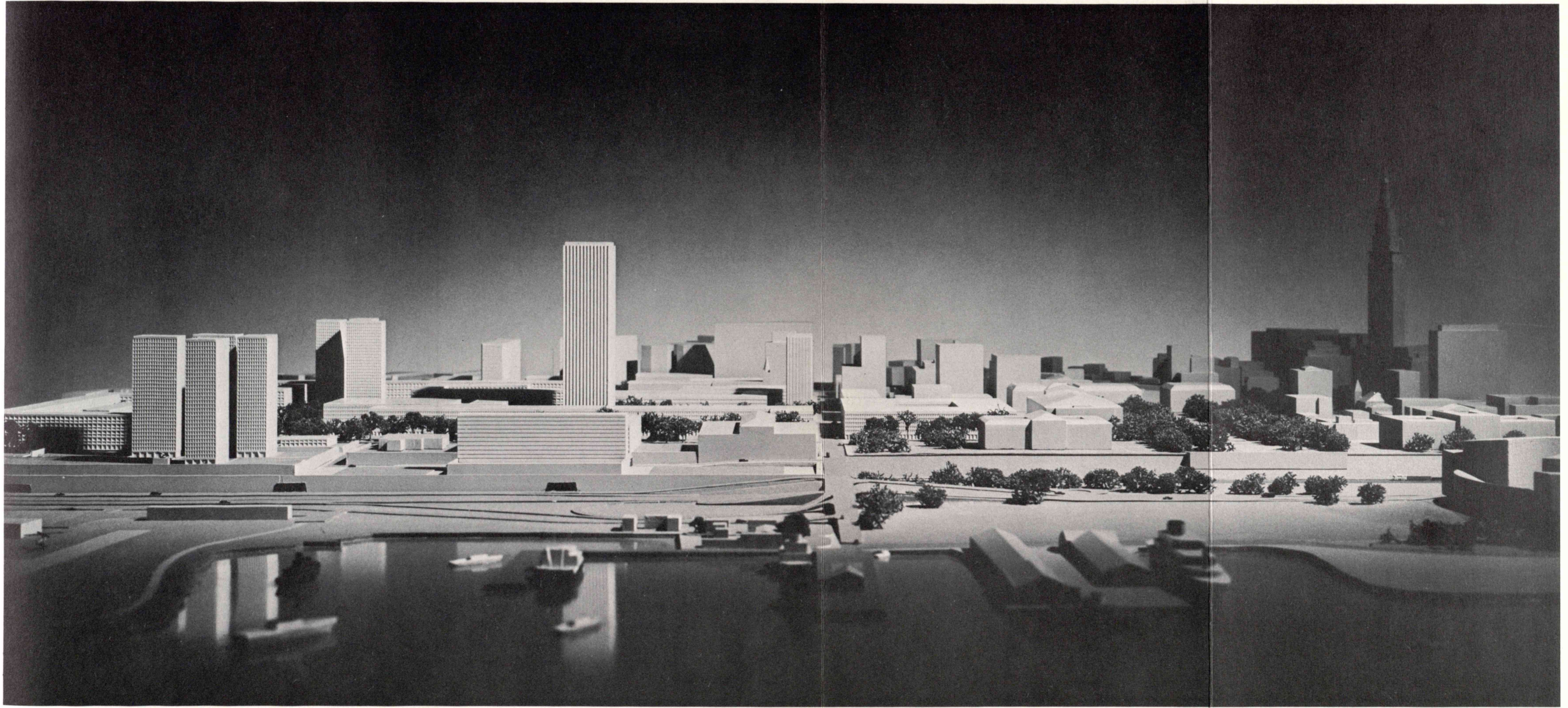
The building which immediately catches one's eye is, of course, the central office tower, dominating the scene and unifying the entire complex of buildings. In front of the tower, close to the waterfront is the new 600-room hotel-motel, which commands a magnificent view of the city and the lake. A terrace built out over the railway track extends for the full width of the Erieview project. Two buildings will stand upon it: the nearest of the residential towers (left in opposite picture) and the hotel-motel. The rest of the terrace will be landscaped as a public park for Clevelanders and as an appropriate setting for the hotel-motel, for tourist movement and convention activities. Beneath the terrace and screened from the lake will be a two-level garage with room for 2,000 automobiles above the 2,400 spaces in the existing parking lot below.

From the lake the terrace clearly defines the elevation on which Erieview stands. It also opens the city to the lake and conceals the intervening ugliness of the railway tracks.

Downtown Cleveland has always been close to the waterfront. But except for the civic mall and the stadium almost no downtown construction has exploited the city's lakeside location. Erieview for the first time puts Cleveland in possession of her waterfront by facing out over the lake, a fitting expression of the vitality of a great and growing city.



MODEL BUILT BY I. M. PEI & ASSOCIATES MODEL SHOP









The Erieview Plan is an outgrowth of planning research produced over the last few years by the City Planning Commission, Department of Urban Renewal and Housing, Traffic and Engineering Divisions and other Departments of the City of Cleveland, the Cleveland Development Foundation, as well as other supporting civic groups. Added to this basic information were extensive studies by I. M. Pei & Associates in collaboration with their consultants. Great care was taken that the results of these studies should be fully reflected in Erieview. In its final form, the Plan has been integrated with the surrounding areas of the city. It conforms with the goals recommended by the City Planning Department in its report, *The Downtown Plan*, which was adopted in November 1959.

Renewal of the Erieview area is the first step toward revitalization of the Cleveland core. Results of the basic planning research for Erieview are outlined and illustrated in the following section.

Consultants to I. M. Pei & Associates:

Real Estate	Real Estate Research Corporation—Chicago
Traffic	Barton-Aschman Associates, Inc.—Chicago
Engineering	Barber, Magee and Hoffman—Cleveland



## BUILDING CONDITIONS IN ERIEVIEW

In order to qualify for Federal urban renewal assistance, an urban renewal area must be so seriously deficient in terms of its buildings and environment that public action is needed to eliminate deterioration and to prevent it from spreading. Preliminary studies, confirmed by later inspections, reveal that serious deficiencies do exist in the Erieview project area. Most of the buildings, for example, are over a half century old and are not fireproof.

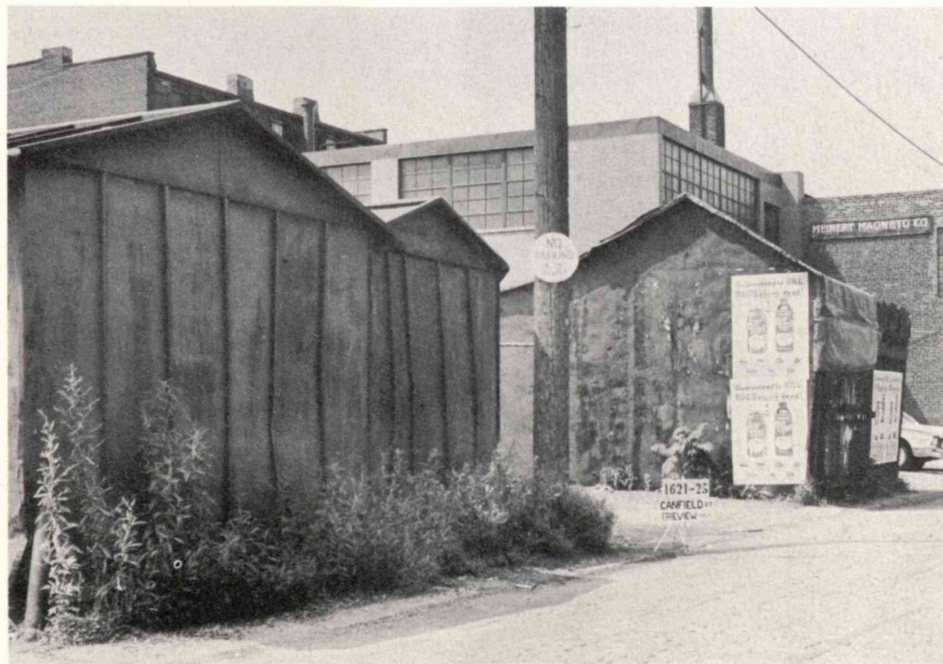
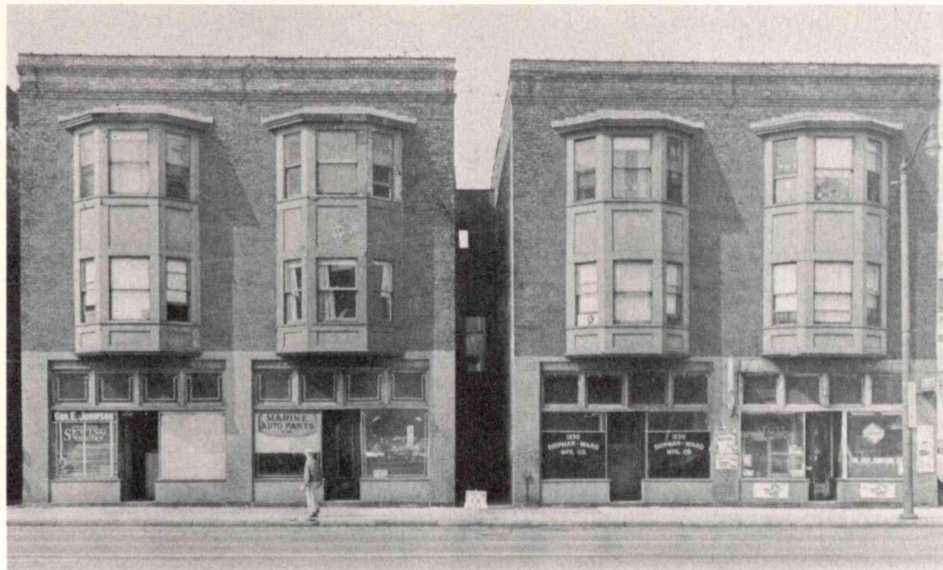
During the summer of 1960 a team of Cleveland building and housing inspectors were assigned to conduct a thorough building-by-building survey of the 237 structures within the Erieview area. Their inspections established the predominantly substandard and marginal quality of the buildings. Each structure was cited, on an average, with five City of Cleveland Housing or Building Code violations. A building was declared substandard if it met one or more of the following conditions:

1. Needs major repairs or extensive minor repairs.
2. Has inadequate original construction or alterations.
3. Has inadequate or unsafe basic building utilities or facilities.
4. Has obsolete building layout or inadequate preventive or protective facilities against fires.

Of the 237 structures in Erieview, 169—71.3 per cent—are substandard by these criteria. These substandard structures are fairly evenly spread throughout the project area. Sixty-eight buildings in good or fair condition are interspersed amid the substandard structures. Ten of them are proposed for retention, since they will be in harmony with the proposed land uses. Since the rest are so scattered and their function incompatible with the land use proposals of the Urban Renewal Plan, they will have to be razed.









**EXISTING LAND USE** The land on which the Erieview project will rise now contains a hodge-podge of unrelated uses. Interspersed throughout the area are dozens of makeshift parking lots and weed-covered open lots. 287 separately owned parcels are included within its boundaries. On these, 237 buildings are located, 169 of which were found to be substandard.

Some 595 business concerns and 150 dwelling units are located within these structures. Dwelling units are found for the most part in deteriorated two-family or multi-family structures or in the upper stories of retail or service stores.

Business concerns presently located within Erieview range through a wide variety of activities such as light manufacturing, trucking, warehousing, wholesaling, retailing, personal and business sales and services, printing and publishing, automotive servicing, commercial offices, dining and entertainment activities. An unusually high percentage of the project area is devoted to surface parking areas which are for the most part unsurfaced and poorly maintained commercial lots.

Many concerns are located in old 4- 5-story loft structures which have been converted for the special needs of the present occupants. Some are located in formerly residential structures, while a small number are found scattered in relatively new structures.

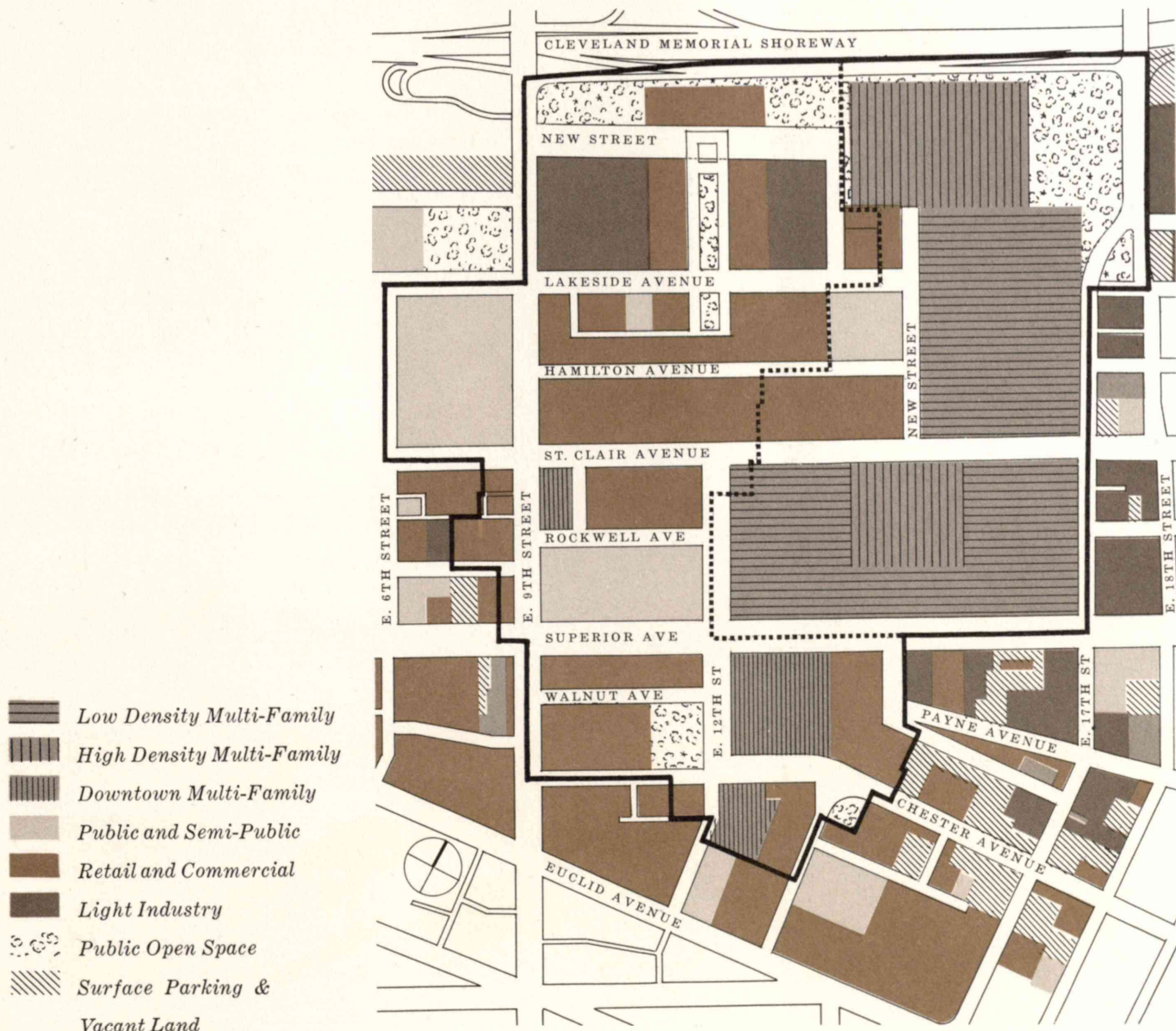




**PROPOSED LAND USE** Some fifty-one net acres of Erieview's total area of 163 acres will be devoted to multi-family residential use. This will be further increased by more than twenty acres of public parks and open space, where none exist today.

There are three general types of residential structures. Firstly: a low density multi-family grouping—a series of six-story, low-rise apartments with arcades and public areas at appropriate locations on the ground level. Secondly: high density multi-family structures—two clusters of thirty-story apartment towers located at the ends of a new residential street. Thirdly: the “downtown multi-family” grouping, so-named because of its close relationship with the commercial core of downtown Cleveland. To complete the new downtown residential community, a school and town center with retail, professional, recreational and parking facilities is proposed, located centrally within the residential areas.

Other land use proposals include expansion of the St. John Cathedral and College; a site for a Federal office building; some 3,000,000 square feet of private office space; a new hotel-motel and an arcade containing specialty retail; entertainment and dining facilities; an improved street pattern which reduces the present street network by six acres, and parking structures at key points throughout the development.





## TRAFFIC CIRCULATION AND PARKING

The functional reorganization of land uses in a downtown site such as Erieview is largely dependent upon the internal street arrangement. At present, in this 163-acre site, there are too many local streets which divide the land into small blocks. Furthermore, these streets are clogged with all types of traffic. The reorganized street network proposed in Erieview will simplify circulation of traffic in and around the area and will create large blocks of land suitable for redevelopment. The modifications involve the closing of all or part of ten streets and nine alleys; the widening and realignment of seven existing streets; the creation of five new streets. Six acres of downtown land will thus be recovered for resale and will become part of new taxable real estate.

Erieview's internal street network is effectively tied into the major arterials servicing the entire downtown area (see opposite map). Within Erieview, St. Clair and Superior Avenues remain as major east/west streets. The alignment of St. Clair will be improved by removing the 50-ft. jog at East 9th Street. These two arterials join the improved Chester Avenue arterial via East 12th Street.

East 9th Street continues as a north/south arterial bordering the western boundary of Erieview. Along the eastern boundary of Erieview, East 17th and East 18th Streets are proposed as a second north/south arterial. This one-way pair will connect directly with the Cleveland Memorial Shoreway on the north and the inner belt central interchange on the south. It will provide a badly needed north/south arterial in the eastern section of downtown Cleveland.






By closing a short stretch of Lakeside Avenue within Erieview, truck traffic is diverted around the residential community. All north/south through traffic (now using East 12th and East 14th Streets) is encouraged to use the peripheral arterials described above; namely, East 9th Street and the proposed East 17th and 18th Street arterial. Access to the hotel-motel on the terrace will be provided by a new roadway which leads east from East 9th Street and joins Lakeside Avenue. From this new access street, ramps will lead to the parking levels beneath the terrace.

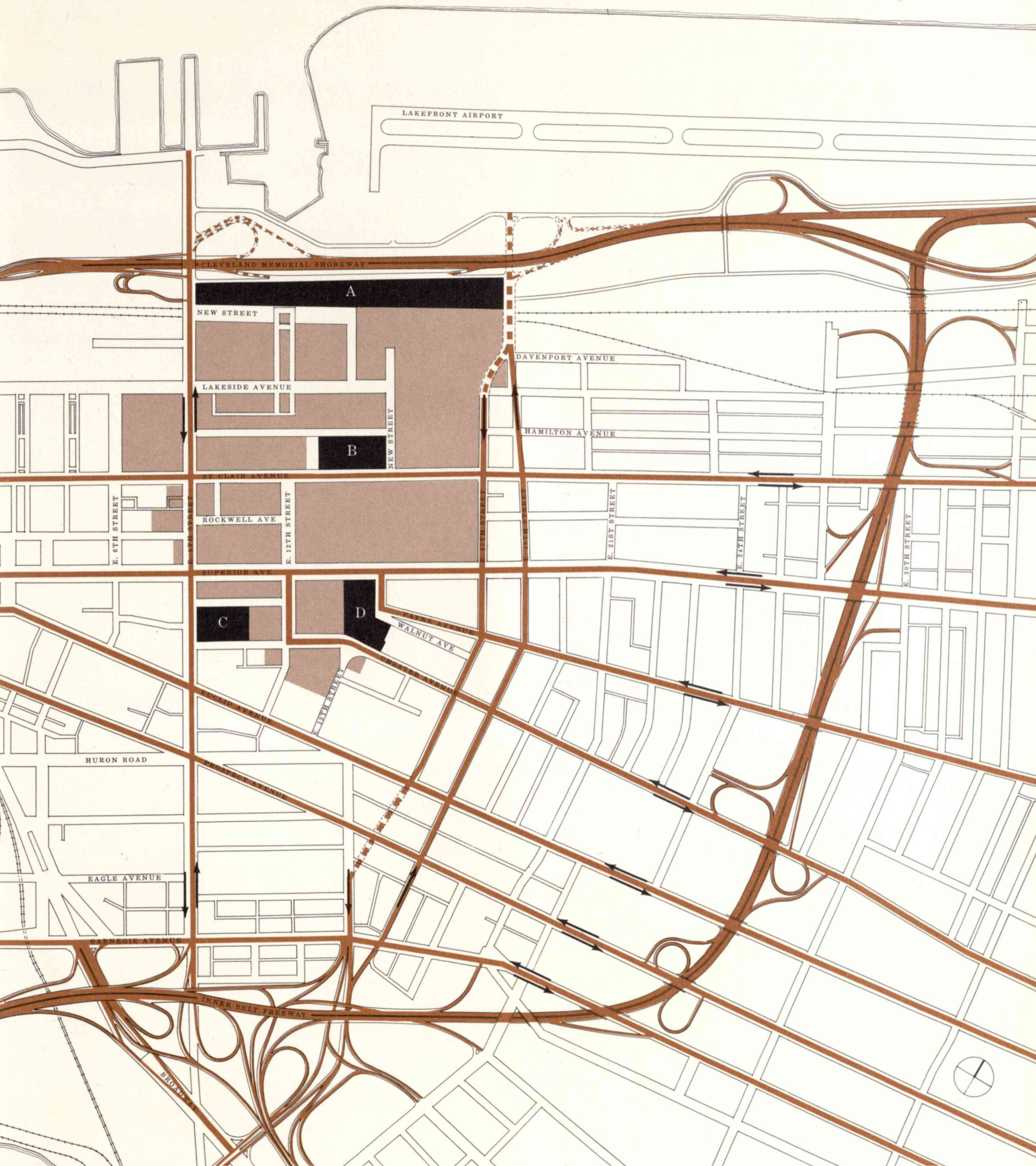
### *Parking*

Some 7,000 off-street parking spaces in garage structures will be provided within the Erieview development. They have been located along the arterials so as to minimize congestion on local streets. On the opposite map, the location of garages is shown. Parking levels A under the terrace will add 2,000 to the existing supply of 2,400 parking lot spaces on the ground below. This garage is directly accessible from the Shoreway Drive. Parking structures B, C and D are entered from the St. Clair and Superior Avenue arterials.



LAKE ERIE

-  Major Arterials
-  Proposed Arterials
-  Freeways
-  Parking Structures
-  Erievue





## URBAN RENEWAL STANDARDS AND CONTROLS

In order to insure the proper development of Erieview, renewal standards have been written in the form of design controls. Development proposals will be judged on the basis of the merit of the design and conformity to the Erieview Plan. A developer's building design, once accepted, must be built according to the approved plans.

The urban design objectives of Erieview are outlined below.

### *Land Use*

The primary uses are shown in the map (opposite). There is flexibility, however, in the arrangement of commercial and residential uses in the downtown multi-family areas. Office buildings may include parking garages. In some instances parking garages may be substituted for office buildings according to later requirements.

### *Height*

This is an important design objective. It is to achieve a constant height on certain important streets, and to enclose plaza areas with buildings of uniform height. Controls are therefore specific for all new structures. It is essential that the office tower, being the focal point of Erieview, be at least forty stories high and that both clusters of residential towers be at least thirty stories high.

### *Setbacks*

In addition to height, setbacks are also defined for most of the new structures. This will enforce a common line of facades reaching to a common cornice line. In order to achieve this, the Plan specifies setbacks along certain streets.

### *Density*

The number of people occupying the multi-family apartment building and the residential towers is controlled on the basis of a maximum number of units per site or per tower. Low density multi-family buildings are limited to sixty families per acre.

### *Coverage*

Building coverage requirements for non-residential parcels range from fifteen to one-hundred percent of their site areas. The low density and high density multi-family areas are limited to thirty percent and twenty-five percent coverage, respectively. There is no limitation for the downtown multi-family use parcels.

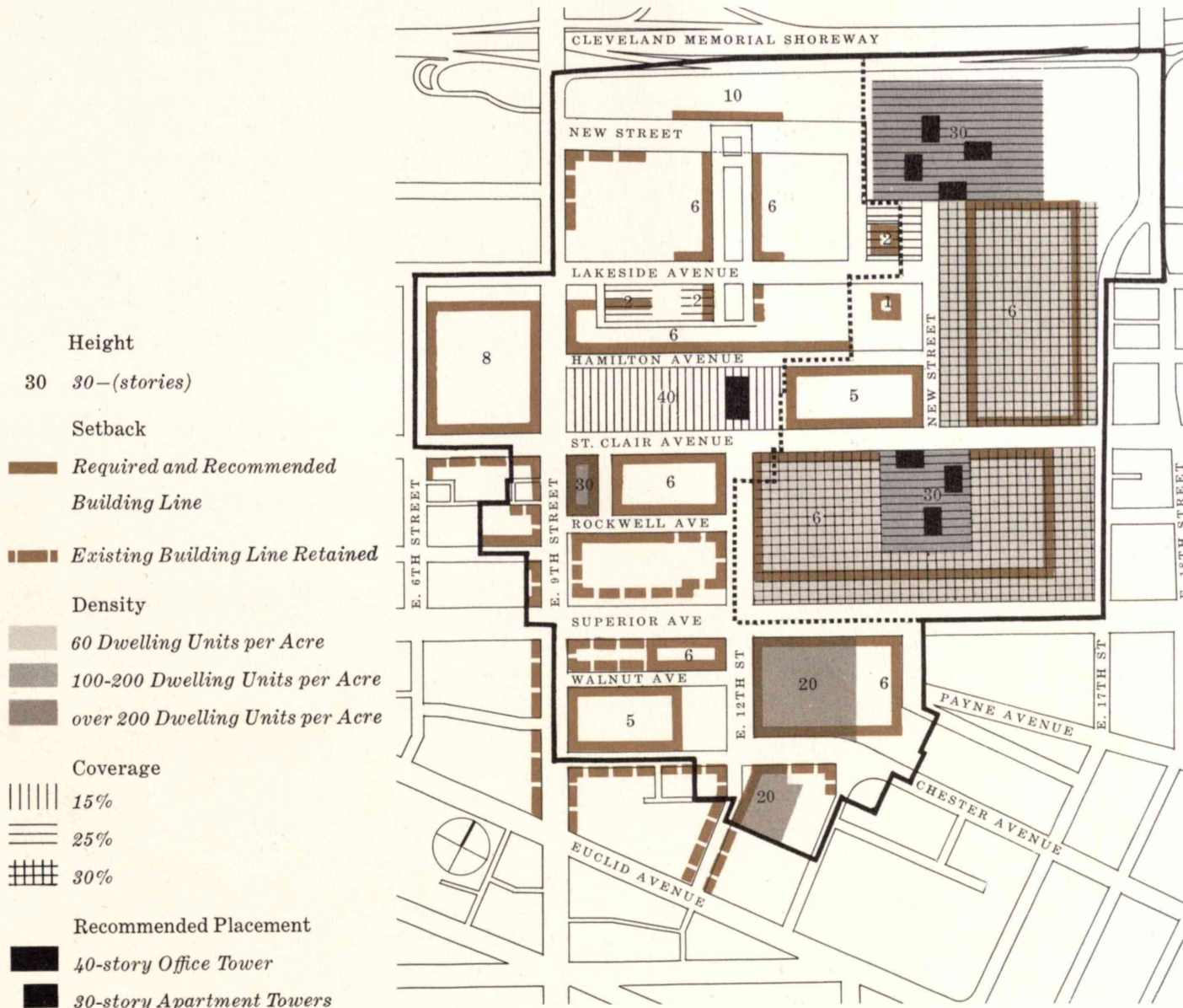


## Parking

Curb parking will not be allowed on any street within Erieview. All parking facilities in Erieview will be in garages, underground or above ground. Surface parking facilities adjoining existing buildings to be retained in the Erieview Plan will continue to exist, provided that they be paved and screened. Loading docks for new buildings must be adequate to their needs and located on the building site off the street.

All residential areas are required to have one off-street parking space for each dwelling unit except for efficiency units, where the ratio is one-half to one. This need not be provided on the site if it can be demonstrated that the residents are adequately served by an adjacent garage.

Off-street parking will be required for all office and commercial structures. (One space for each 1,000 square feet of net office space and one space for each hotel-motel room.) Again, it need not be provided on the site itself, if it can be demonstrated that parking is available nearby without disturbing the over-all parking needs of the downtown area.





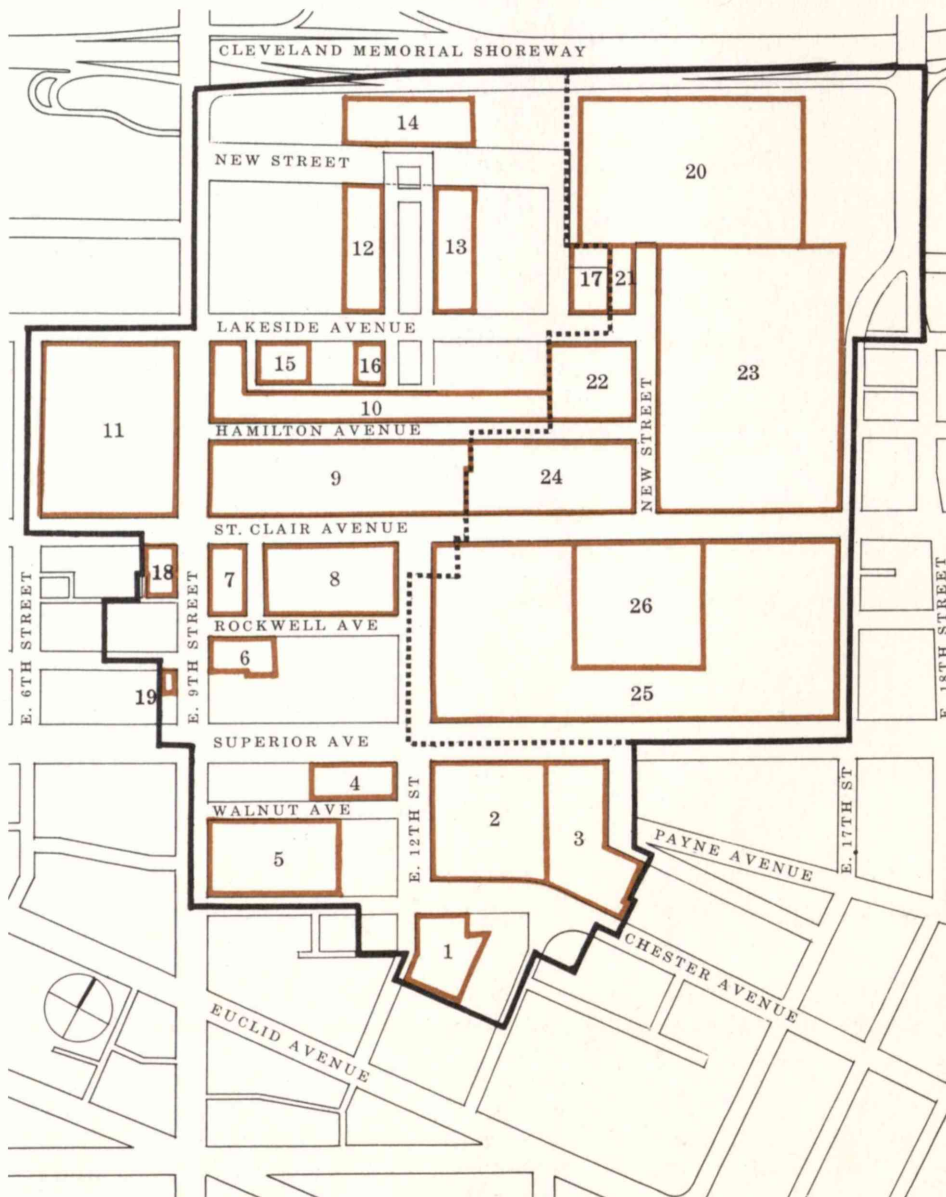
## LAND DISPOSITION

The existing properties and structures within the Erieview Project are to be acquired by the City of Cleveland, their tenants relocated, the structures demolished, site improvements installed, and the land finally resold to developers according to a carefully staged program. Each resale parcel will be sold at its properly appraised reuse value and will carry standards and controls to insure that its development will be in accord with the over-all Plan.

The 158 separate parcels now located in Project I will be acquired, assembled into 19 parcels and sold for redevelopment. Later, the 129 separately owned parcels, now located in Project II, will be acquired, assembled into 7 larger parcels and sold for redevelopment as listed on the opposite page.

These 26 disposition parcels in Projects I and II are intended to be sold and redeveloped as separate parcels. It is quite possible at the actual time of disposition, however, that conditions may dictate their further sub-division or consolidation.

Acquisition of land by the city for plazas, parks, new streets and parking structures will be scheduled as required to encourage the development of the Erieview Plan.





PROJECT I DISPOSITION

Disposal Parcel No.	Reuse	Approx. Dimensions	Area (sq. ft.)
1	Downtown Multi-Family Residential	(irregular)	59,142
2	Downtown Multi-Family Residential	399 x 436	173,964
3	General Retail (Parking)	(irregular)	90,293
4	General Retail (Office)	300 x 133	39,900
5	General Retail (Retail and Parking)	461 x 264	121,704
6	Private Institution	(irregular)	36,026
7	Downtown Multi-Family Residential	145 x 270	39,150
8	General Retail (Office)	517 x 270	139,583
9	General Retail (Office)	893 x 270	241,029
10	General Retail (Office)	(irregular)	153,820
11	Public Institution (Fed. Office)	497 x 593	294,511
12	General Retail (Office)	105 x 421	44,173
13	General Retail (Office)	105 x 403	42,280
14	General Retail (Hotel-Motel)	480 x 155	74,400
15	General Retail (Office)	221 x 176	39,117
16	General Retail (Office)	100 x 175	17,500
17	General Retail (Office)	144 x 165	23,760
18	General Retail (Parking)	115 x 167	19,048
19	General Retail	53 x 80	4,240

PROJECT II DISPOSITION

Disposal Parcel No.	Reuse	Approx. Dimensions	Area (sq. ft.)
20	High Density Multi-Family	680 x 470	319,600
21	General Retail (to be attached to no. 17 in Project I)	(irregular)	31,209
22	Public Institution (School)	300 x 275	82,500
23	Low Density Multi-Family	700 x 940	658,000
24	General Retail (Shopping & Parking)	550 x 250	137,500
25	Low Density Multi-Family	(irregular)	703,000
26	High Density Multi-Family	400 x 425	170,000



## PROJECT DATA

### ERIEVIEW PROJECT DATA

Item	Project I		Project II		Total (GNRP)*	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Streets	28.3	31.1	16.3	7.4	44.6	38.5
Residential	1.6	7.4	4.0	43.5	5.6	50.9
Commercial	33.1	28.8	12.7	3.8	45.8	32.6
Industrial	19.3	7.5	26.3	0.0	45.6	7.5
Public Institutions	10.2	7.1	7.8	1.7	18.0	8.8
Private Institutions	3.5	4.3	0.0	0.0	3.5	4.3
Public Parks	0.0	9.8	0.0	10.7	0.0	20.5
<b>Total</b>	<b>96.0</b>	<b>96.0</b>	<b>67.1</b>	<b>67.1</b>	<b>163.1</b>	<b>163.1</b>

### PROJECT FINANCING

Item	Project I	Project II	Total (GNRP)*
Land Acquisition	\$ 26,084,000	\$ 12,941,000	\$ 39,025,000
Demolition	855,000	615,000	1,470,000
Project Improvements	8,760,000	6,137,000	14,897,000
Project Administration	2,929,000	1,422,000	4,351,000
<b>Gross Project Cost</b>	<b>\$ 38,628,000</b>	<b>\$ 21,115,000</b>	<b>\$ 59,743,000</b>
Land Disposition Proceeds	\$ 23,172,000	\$ 5,815,000	\$ 28,987,000
<b>Net Project Cost</b>	<b>\$ 15,456,000</b>	<b>\$ 15,300,000</b>	<b>\$ 30,756,000</b>
Federal Share	\$ 10,304,000	\$ 10,200,000	\$ 20,504,000
Local Share	\$ 5,152,000	\$ 5,100,000	\$ 10,252,000
Federal Relocation Grant	\$ 805,000	\$ 600,000	\$ 1,405,000

### MARKET STUDY FINDINGS WITH RESPECT TO PROPOSED ERIEVIEW DEVELOPMENT PROGRAM

Item	Indicated Demand	Demand Time Period	Erieview Program		Total (GNRP)*
			Project I	Project II	
Downtown Housing (Short Range)	1,800-2,100 D.U.	1960-1963	1,800 D.U.	0	1,800 D.U.
Downtown Housing (Long Range)	6,000-7,000 D.U.	1960-1970	0	3,700 D.U.	3,700 D.U.
Net Rentable Office Space**	5,000,000 sq. ft.	1960-1975	4,600,000 sq. ft.	100,000 sq. ft.	4,700,000 sq. ft.
Transient Facilities	1,000 Rooms	1960	600 Rooms	0	600 Rooms
Retail Space	350,000 sq. ft.	1960-1970	126,000 sq. ft.	137,000 sq. ft.	263,000 sq. ft.
Parking—All Day	7,500 cars	1960-1970	4,300 cars	2,600 cars	6,900 cars†
Parking—Short Term	1,000 cars	1960-1970			
	Anticipated Private Construction††		\$130,580,000	\$64,100,000	\$194,680,000
	Anticipated Public Construction		\$ 48,000,000	\$ 280,000	\$ 48,280,000
	<b>Total</b>		<b>\$178,580,000</b>	<b>\$64,380,000</b>	<b>\$242,960,000</b>

\* (Erieview) General Neighborhood Renewal Plan

\*\* Includes Private and Public

† Does not include the 2400-car capacity Municipal Lakefront Parking Lot nor on-site parking for apts. or offices.

†† Does not include land costs.





Date Due		
OCT 31 1983		

Pei, I.M. & Associates. 784.7g27  
 Erieview, Cleveland, Ohio C 63g

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