



CITY OF CLEVELAND

Mayor Justin M. Bibb

Cleveland City Planning Commission

July 24, 2026

****PLEASE MUTE YOUR MICROPHONE****

Erika Anthony, Commission Chair

Calley Mersmann, Director

Evelyn Rueda, Administrator

Agenda: July 24, 2026

CENTRAL EAST DESIGN REVIEW

- New Committee Member Nomination – Christine Meske, PLA, LEED AP
 - Midline High-Level Master Plan (INFORMATION ONLY)
 - EC2026-020 – 6515 Carnegie Ave Demolition

DOWNTOWN/FLATS DESIGN REVIEW

- DF26-008 – Cleveland Amphitheatre

PUBLIC ART DESIGN REVIEW

- ART26-006 – Midnight Forum of Centrum Kolossio Temporary Installation
 - ART26-008 – CCF Light Path Public Art

MANDATORY LEGISLATIVE REFERRALS – PRESENTATIONS

- Ord. No. 766-2026 – East Stokes Project Encroachments

ADMINISTRATIVELY APPROVED MANDATORY LEGISLATIVE REFERRALS

- Ord. No. 747, 759, 760, 761, 762, & 770-2026

SPECIAL PRESENTATIONS (INFORMATION ONLY)

- Parks & Rec Master Plan Updates

DIRECTOR'S REPORT & ADJOURNMENT





Cleveland City Planning Commission

P R E A M B L E

In compliance with notification requirements of Ohio's open meeting law and section 101.021 of the Codified Ordinances of Cleveland, Ohio, 1976, notice of this meeting has been publicly posted.

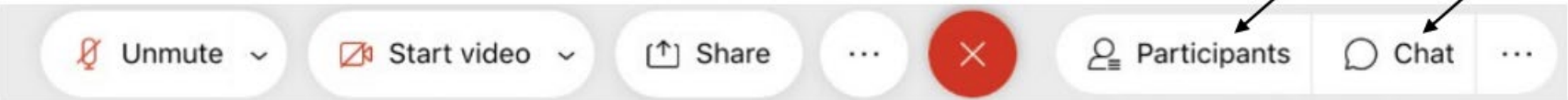
All boards and commissions under the purview of the City Planning department conduct their meetings in a manner modeled after Robert's Rules of Order. Actions during the meeting will be taken by voice vote. Recusals from any vote due to a conflict of interest should be stated for the record prior to the taking of any vote.

In order to ensure that everyone participating in the meeting has the opportunity to be heard, we ask that online participants use the raise hand feature before asking a question or making a comment. The raise hand feature can be found in the participants panel on the desktop and mobile version and activated by clicking the hand icon. Please wait for the Chair or facilitator to recognize you and be sure to select unmute and announce yourself before you speak. When finished speaking, please lower your hand by clicking on the raise hand icon again and mute your microphone.

We will also be utilizing the chat feature to communicate with participants. The chat feature can be activated by clicking the chat button located on the bottom of the Webex screen.



CALL-IN USERS CAN UNMUTE BY USING *6





Cleveland City Planning Commission

P R E A M B L E

All meeting activity is being recorded via the Webex platform.

These proceedings are also being live streamed via YouTube.

All requests to speak on a particular matter submitted through proper channels have been considered. We have also received emails from those who have provided written comment on a particular matter. Proper channels for comments are listed below.

Communication with members of this body must follow proper channels for consideration.

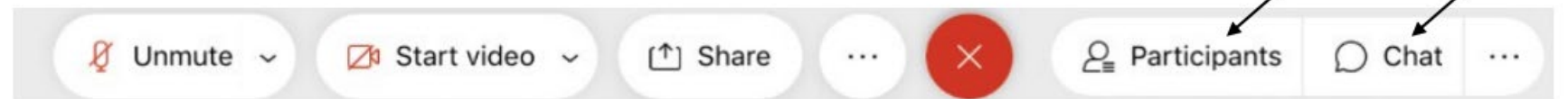
Any comments received by the **Wednesday 12:00 pm** deadline are collected by City Planning staff and disseminated to the Commission members prior to any scheduled meeting.

PROPER CHANNELS FOR PUBLIC COMMENT

- Sending an e-mail to the cityplanning@clevelandohio.gov address with a comment or a letter
- Calling and/or leaving a message at 216-664-2210
- Sending a letter or dropping off comments at City Hall (601 Lakeside Avenue, Suite 501, Cleveland, OH 44114)



CALL-IN USERS CAN UNMUTE BY USING *6



July 24, 2026



MEETING RULES AND PROCEDURES

- The Chair will call each agenda item and then each applicant will be invited to proceed through their presentation.
- Each presentation should be completed prior to questions and comments from the Commission in order to facilitate a smooth presentation.
- Once the presentation has concluded, the Chair will ask Planning staff to summarize Design Review Advisory Committee recommendations (if applicable) and any public comments received.
- Public comments received through the proper channels by the deadline are distributed to Commission members prior to the meeting. Staff will also identify any members of the public present and scheduled to speak.
- Public comment is allowed at the discretion of the Chair and any individual providing public comment is permitted two (2) minutes to speak to the agenda item in which they have an interest.
- The Chair will then request a recommendation from staff, if applicable.
- The Commission will then begin deliberations and project review.
- Any Commission member, except the Chair, may make a motion at any point after an agenda item has been called.



Cleveland City Planning Commission

PROTOCOL FOR PUBLIC COMMENTS

This meeting of Cleveland's City Planning Commission is a lawful meeting that follows the following policies regarding public commentary, per Section 605.04 of the Codified Ordinances:

- a) No person, with purpose to prevent or disrupt a lawful meeting, shall do any act which obstructs or interferes with the due conduct of such meeting.
- b) Members of the public may provide public comment if required by law, in accordance with our rules, and sometimes at the discretion of the chair.
 - Disruptions include, but are not limited to, speaking out of turn and/or making loud utterances that interfere with the due conduct of this lawful meeting, and may constitute a misdemeanor and a violation of Section 605.04.
- c) If this meeting is substantially disrupted, the Chair will call for a recess, and the room will be cleared.
 - Persons who violate the City Ordinances and commit misdemeanors may be subject to prosecution.
- d) When this body is able to return from recess, then in compliance with the Ohio Open Meeting Act, if applicable, and Section 101.021 of the Codified Ordinances, the meeting will be open to the public.

Cleveland City Planning Commission

Call to Order and Roll Call



CITY OF CLEVELAND
Mayor Justin M. Bibb

July 24, 2026

Erika Anthony, Chair

July 24, 2026

August Fluker, Vice Chair

Charles Slife, Council Member

Dr. Denise McCray-Scott

Andrew Sargeant

Anthony Whitfield

Cleveland City Planning Commission

Approval of Minutes from Previous Meeting



CITY OF CLEVELAND
Mayor Justin M. Bibb

July 24, 2026

Meeting Summary: July 10, 2026

July 24, 2026

CONDITIONAL USES & ZONING REFERRALS

- Wireless Telecommunication Tower @ 3182 E82nd St

NEAR WEST DESIGN REVIEW

- ✓ PRJ26-026927 - W 61st Homes at Home Commons

NORTHEAST DESIGN REVIEW

- PRJ26-011433 - 6313 St. Clair Demolition

PUBLIC ART DESIGN REVIEW

- ✓ ART26-004 - Destination Cleveland Murals Across the City - Collinwood

MANDATORY LEGISLATIVE REFERRALS – PRESENTATIONS

- ✓ Ord. No. XXX-2026 – Norfolk Southern Rail Road Project

SPECIAL PRESENTATIONS (INFORMATION ONLY)

- i Comprehensive Citywide Plan Research – Suprita Vishnuvajhala, Keithley Fellow
 - i North Coast Update – Scott Skinner & Jason Russel, NCWDC
 - i Midline Project Overview – Site Readiness Fund Team

DIRECTOR’S REPORT & ADJOURNMENT

CPC Ruling:

- ✓ Approved as Presented
- ✓ Approved with Conditions
- Postponed
- ✗ Failed to Pass
- i For Information Only

Cleveland City Planning Commission

Central East Design Review



CITY OF CLEVELAND

Mayor Justin M. Bibb

July 24, 2026

New Committee Member Nomination – Christine Meske, PLA, LEED AP

July 24, 2026

Registered Landscape Architect with solid work experience in site design, ranging from commercial mixed-use and public works to recreational and private residential projects.

Creatively and skillfully guides the process from feasibility study and concept design through project coordination and construction administration. Combines finessed design savvy with strong attention to detail to successfully plan and implement projects that build community and meet client goals.

Currently **Owner / Principal Landscape Architect** of Boulevard Studios LLC, Macedonia, Ohio.

Midline High-Level Master Plan

July 24, 2026

Project Representative: Site Readiness Fund Team

Approval: For Information Only



THE MID LINE

Business
District &
Greenway



Master Plan Introduction

JULY 24, 2026

City Planning Commission

Objectives

JULY 24, 2026



- I. Introduce Midline Project & Partners**
- II. Recap our Work to Date**
- III. Share Master Plan Overview & Preview Design Guidelines**
- IV. Outline Path Forward & Open Dialogue with CPC**

Who We Are



Site Readiness
FOR GOOD JOBS FUND

Midline Business District lead

Site Assembly, Cleanup, Business Development

Established by the City of Cleveland in 2023, the Site Readiness for Good Jobs Fund (SRF) is a nonprofit dedicated to reactivating disinvested industrial land to create good jobs.

Our mission is to prepare 1,000 acres to generate 25,000 accessible jobs for Clevelanders, advance sustainability, enhance neighborhood vitality, and build paths to economic mobility and community wealth.

L | A | N | D

Midline Greenway lead

Public Spaces & Trail, Marketing, Engagement

LAND studio is a catalyst, convener, and collaborator. For more than thirty years, we have managed a wide range of public art installations, cultural programming, and civic space development projects across the City of Cleveland.

Our mission is to create places and connect people through public art, sustainable building and design, collaborative planning, and dynamic programming.



The Opportunity

- ⚙️ **Industry disruption and reshoring** creating unprecedented growth potential across sectors
- ⚙️ **3,500+** acres of abandoned and underutilized industrial land within Cleveland



The Challenge

- ⚙️ Redeveloping brownfields is **risky, time-consuming, costly, and legally complex**
- ⚙️ **Lack of shovel-ready sites** large enough for modern industrial users to bring good jobs to Cleveland



The Solution

- ⚙️ Mayor Bibb + City Council created **the Site Readiness Fund** to de-risk, reduce time, and lower costs
- ⚙️ SRF will reactivate **1,000 acres** to create **25,000 jobs** accessible to Clevelanders

We Work within a Strong Network of Partnerships



CLEVELAND
Foundation



Site Readiness
FOR GOOD JOBS FUND

L | A | N | D



Team
neo



fund for our
economic
future



Merritt Chase
Landscape
Architecture



utile



PORT
CLEVELAND

“Site Readiness” Goes Beyond Acquisition & Cleanup

Community & Workforce Engagement



Planning



Demo Permits



Construction Permits



Site Identification
and Acquisition



Remediation
and/or Demo

Construction

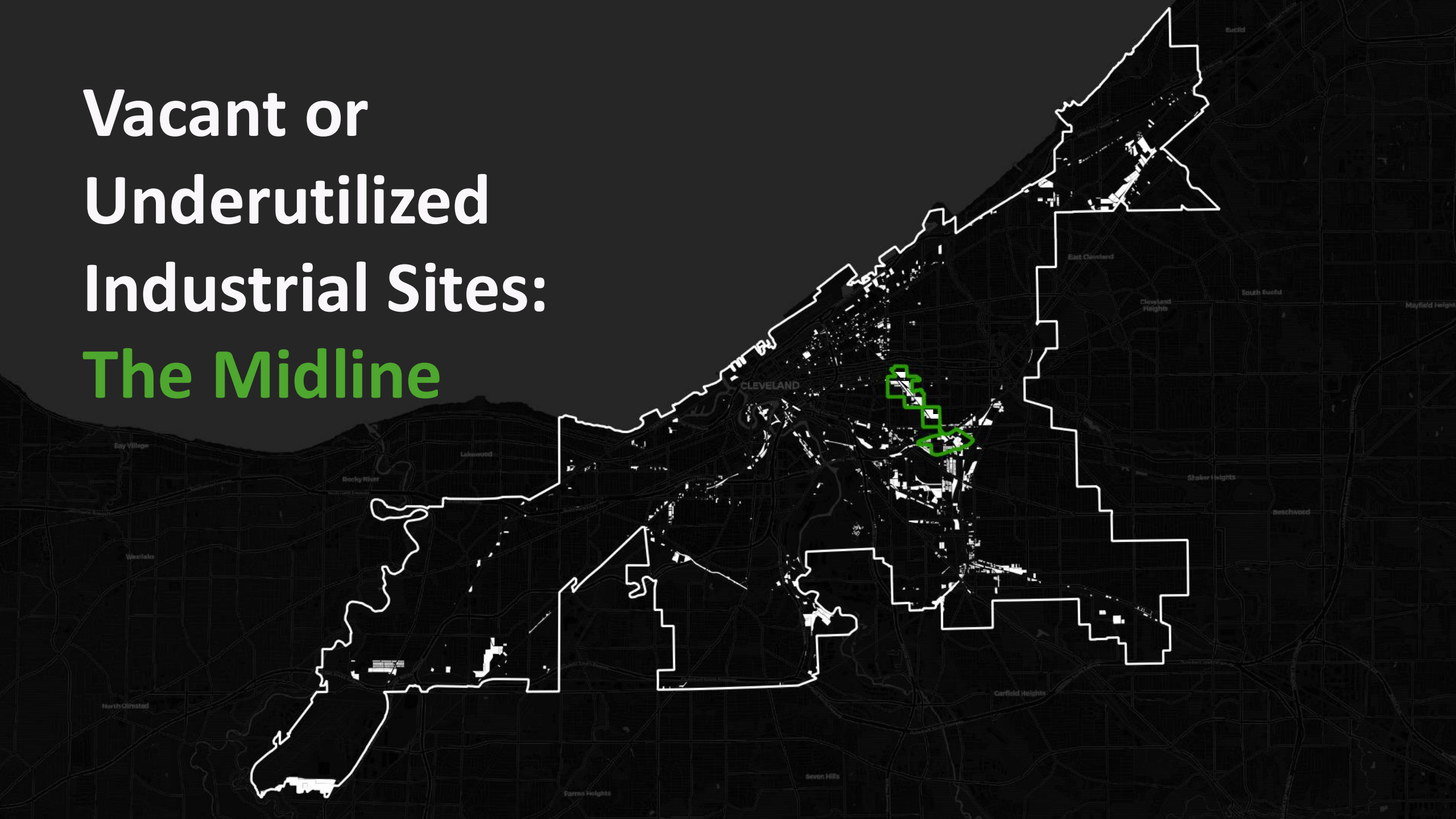
Employment &
Operations

Vacant or Underutilized Industrial Sites

Source: UrbanAI, City of Cleveland



Vacant or Underutilized Industrial Sites: The Midline



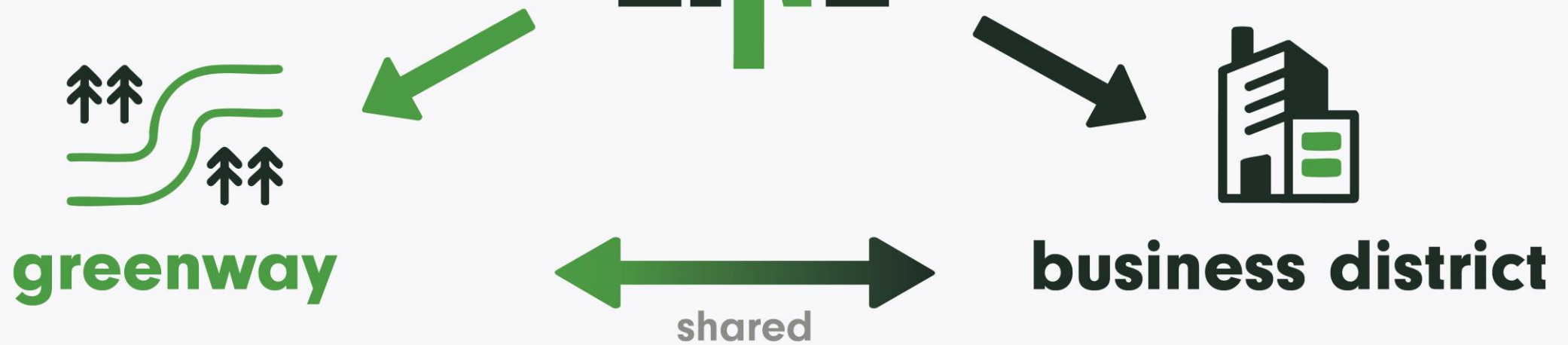
The Midline



The Midline aims to repair economic & environmental harms — decades in the making — by reclaiming polluted land to create a connected employment district with vibrant public spaces for Clevelanders.



THE MID LINE



The Business District

is Cleveland's largest-ever industrial redevelopment project.

Spanning more than 350 acres, it will turn 200+ acres of disinvested land into employment hubs, creating **2,500+ good jobs**.

Strategically located between Downtown and University Circle, it bridges a gap in economic opportunity for Cleveland's near east neighborhoods.



Up to 21 DEVELOPMENT SITES

1.5M+ SQ FT NEW-TO-MARKET

\$100M ANNUAL TAX REVENUE



THE MIDLINE



The Greenway

transforms former barriers into connections.

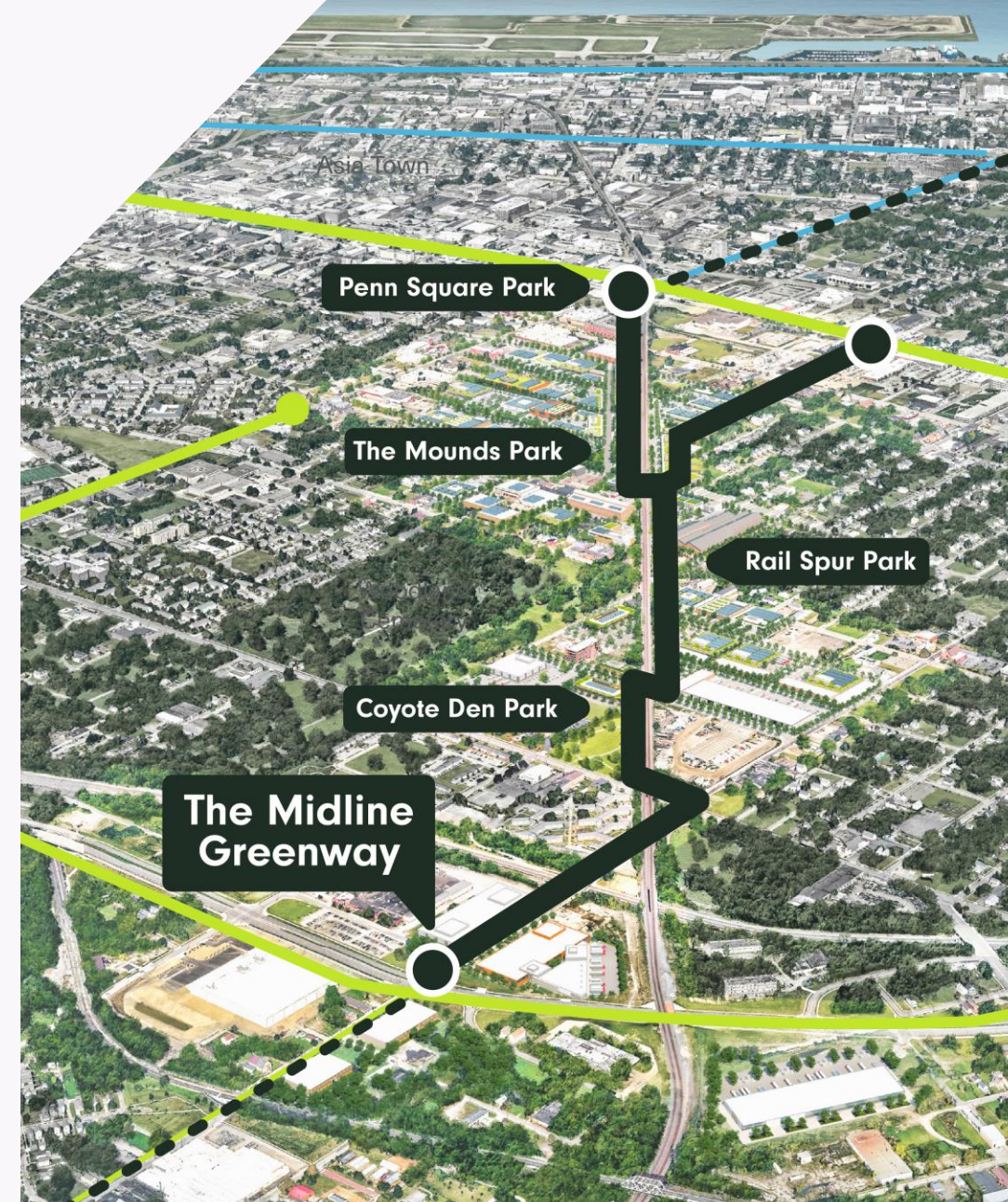
This multi-use trail between Euclid Avenue and Opportunity Corridor links neighborhoods in the heart of Cleveland to four new parks, nearby jobs, and RTA bus and rail stations. It will create public spaces that bring residents, workers, and visitors together across the corridor.



2+ MILES OF MULTI-USE TRAILS

9.5 ACRES OF PUBLIC SPACE

115K RESIDENTS WITHIN A 15 MIN
WALK, BIKE, OR TRANSIT



THE MIDLINE



Downtown Cleveland

Northcoast Waterfront Development

LAKE ERIE

Cleveland Metroparks CHEERS

LAKEFRONT BIKEWAY

MIDWAY BIKEWAY

E55TH BIKEWAY

ST. CLAIR-SUPERIOR

Cleveland State University

Penn Square Park

The Cleveland Foundation

E. 66TH STREETSCAPE

CENTRAL

HOUGH

University Circle

E. 55TH STREET

The Mounds Park

Rail Spur Park

EUCLID AVENUE + THE HEALTHLINE

Cleveland Clinic

Coyote Den Park

The Midline Business District

FAIRFAX

2 MILES FROM UNIVERSITY CIRCLE

Case Western University

The Midline Greenway

GARDEN VALLEY

OPPORTUNITY CORRIDOR

E79TH STREET

5+ Years of Work to Date

The Idea Takes Shape

Refining the Concept

Acquiring Sites

Uniting Efforts

Planning & Engagement

2018-2022

2023

2024

2025

2026

- **2018 Extended Core Job Zone:**

As part of Opportunity Corridor Planning, the City, BBC, and the Fund for Our Economic Future identify area for potential job creation

- **2022 East Side Trail Design**

Exploration: Midtown Cleveland and LAND studio work with Cornell architecture students

- **2022 Parcel Feasibility Study**

supported by Sisters of Charity and the NEA

- **Site Readiness Fund (SRF)**

established by Mayor Bibb and City Council to reactivate disinvested land for good jobs

- **Conceptual East Side Trail**

Design: Midtown Cleveland and LAND studio bring on Merritt Chase

- **SRF acquires 7000 Central**

and begins other acquisitions along corridor, conducting environmental assessments and engineering studies

- **Local Workforce Strategy:**

USEDA grant to the Fund for Our Economic Future brings together City of Cleveland, SRF, and Greater Cleveland Works to address social determinants of work

- **SRF and LAND studio join forces with the City of Cleveland**

to advance combined vision

- **USDOT** grant to SRF funds market analysis, strategic planning, and community engagement for the Midline

- **Ohio Department of Development**

grants awarded for environmental assessments & cleanup

- **Community Engagement and Steering Committee:**

Hosting workshops, project tours, creating community steering committee

- **Master Planning:**

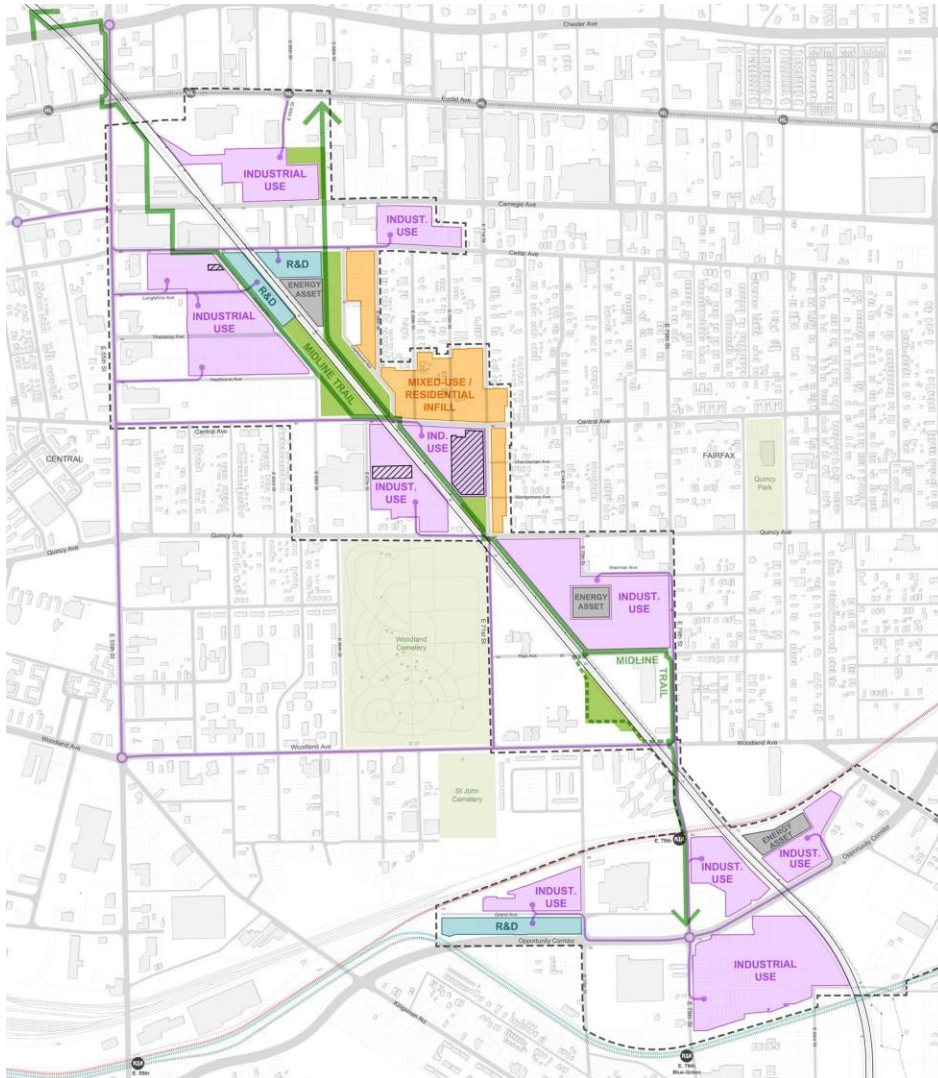
Merritt Chase and Utile developing land use plan and site test-fits, schematic design for open spaces and trail

- **Design Guidelines:**

City Planning staff, SRF, and Utile creating form-based standards to advance world-class district

Master Plan Purpose & Process

Midline Master Plan Purpose



Master Plan Purpose

- Promote a visually appealing and coherent 21st century business district across industrial buildings, associated open space, the Midline Greenway, and the broader public realm.
- Understand developable square footage and requirements for industrial use (building dimensions, truck access)
- Establish clear expectations for site planning and design quality to guide SRF's conversations with companies and developers
- Thoughtfully buffer industrial development and existing residences
- Coordinate utilities and site requirements (power, rail road easements, stormwater)
- Ensure a feasible Greenway route
- Create a path for new zoning that matches the vision

Master Plan Elements

Today's Overview

**Greenway
Trail Route**

Open Spaces

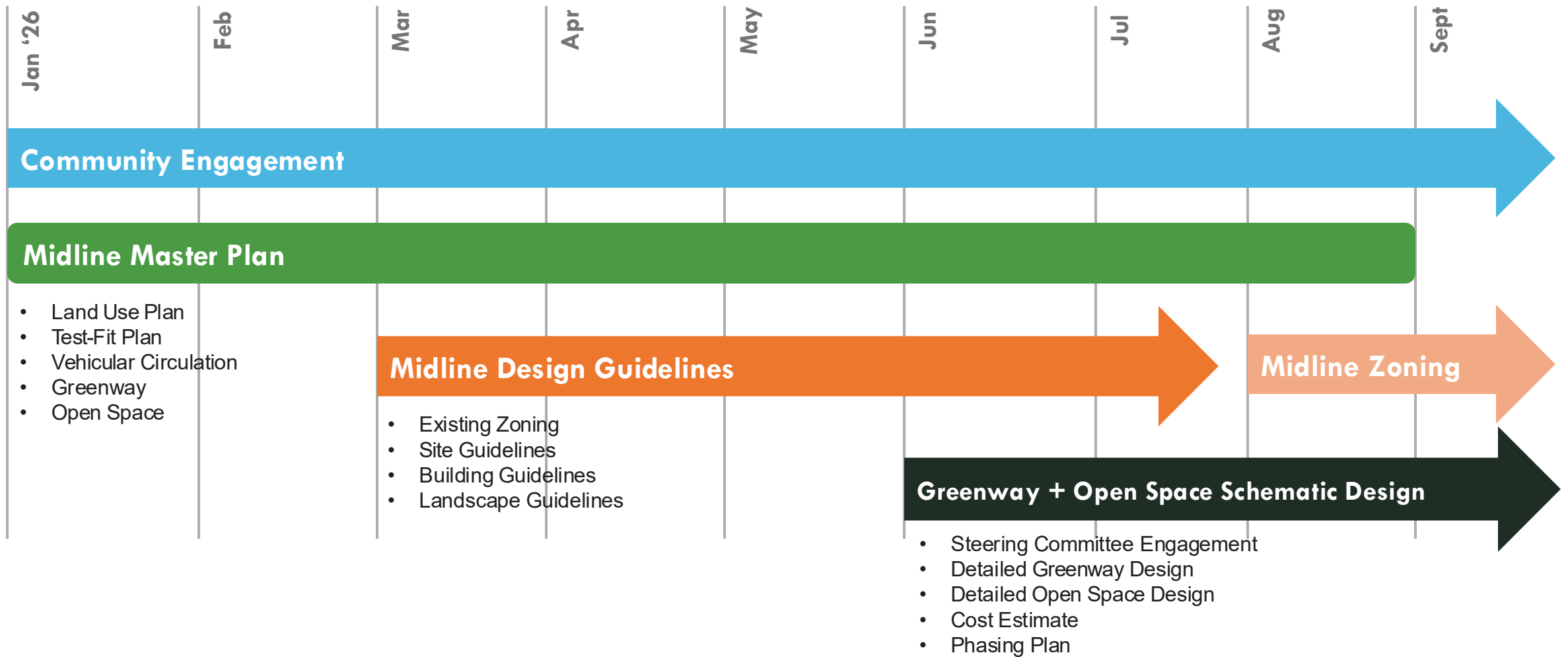
**Land Use
Plan**

**Site
Test-Fits**

**Vehicular
Circulation**

**Design
Guidelines**

Deeper Dive on August 7th



Developing a vision for the Midline, **Together**



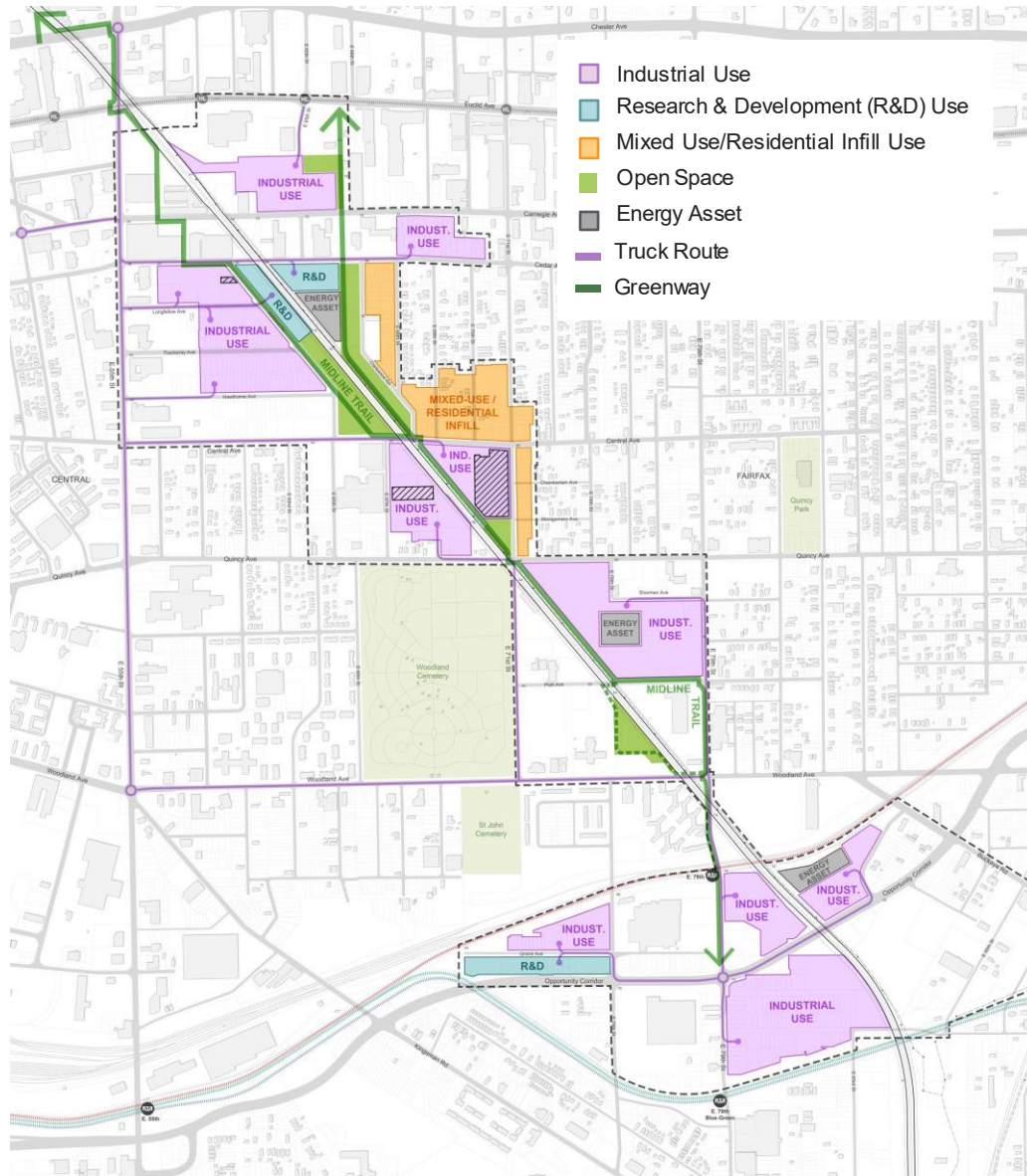
- Community Steering Committee
- Information Sessions
- Ward 5 Resident Engagement
- East Tech ACE Class
- MAGNET Summer Academy Student Bike Tours
- Industry Roundtable
- Midline Trolley Tours
- Public Survey
- And more to come!

Midline Steering Committee

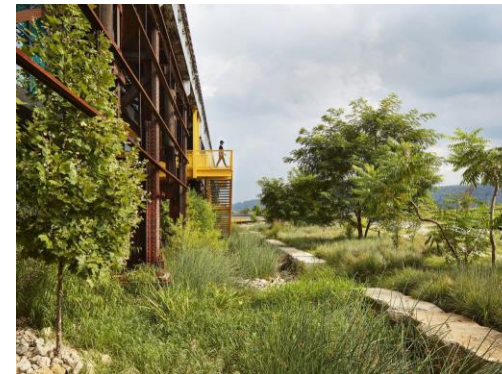
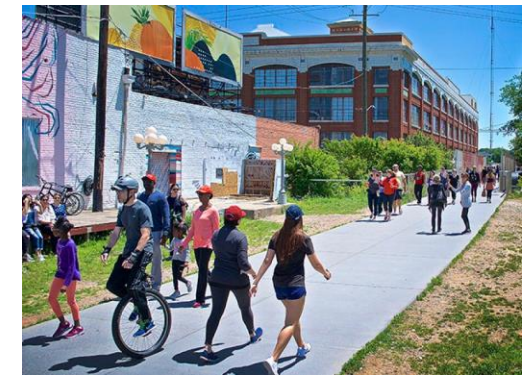
The Midline Steering Committee includes Central neighbors and faith leadership, and representatives from the City of Cleveland (Planning, Development, and MOCAP), Burten Bell Carr, Fairfax Renaissance, Midtown Cleveland, and other partners.



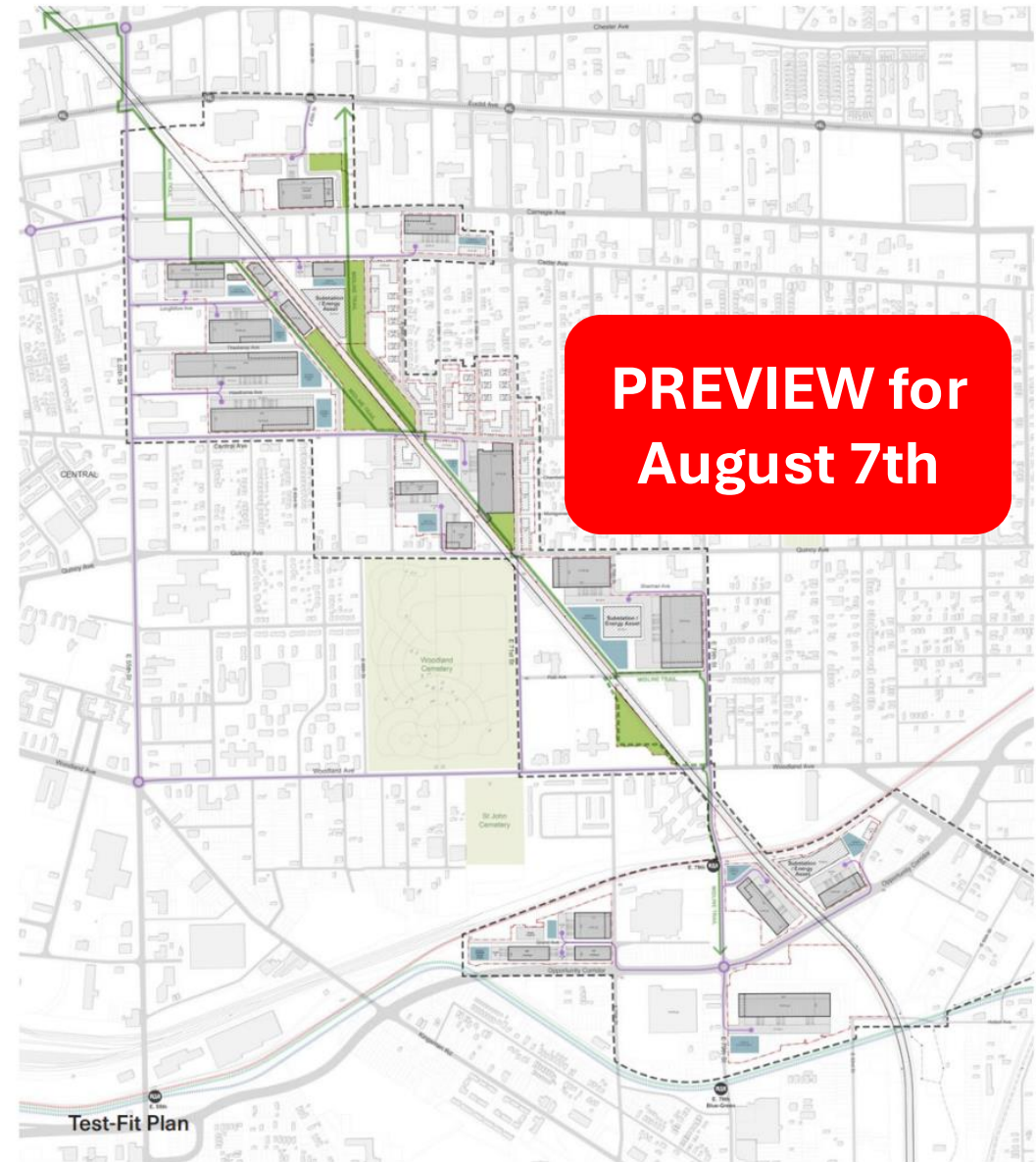
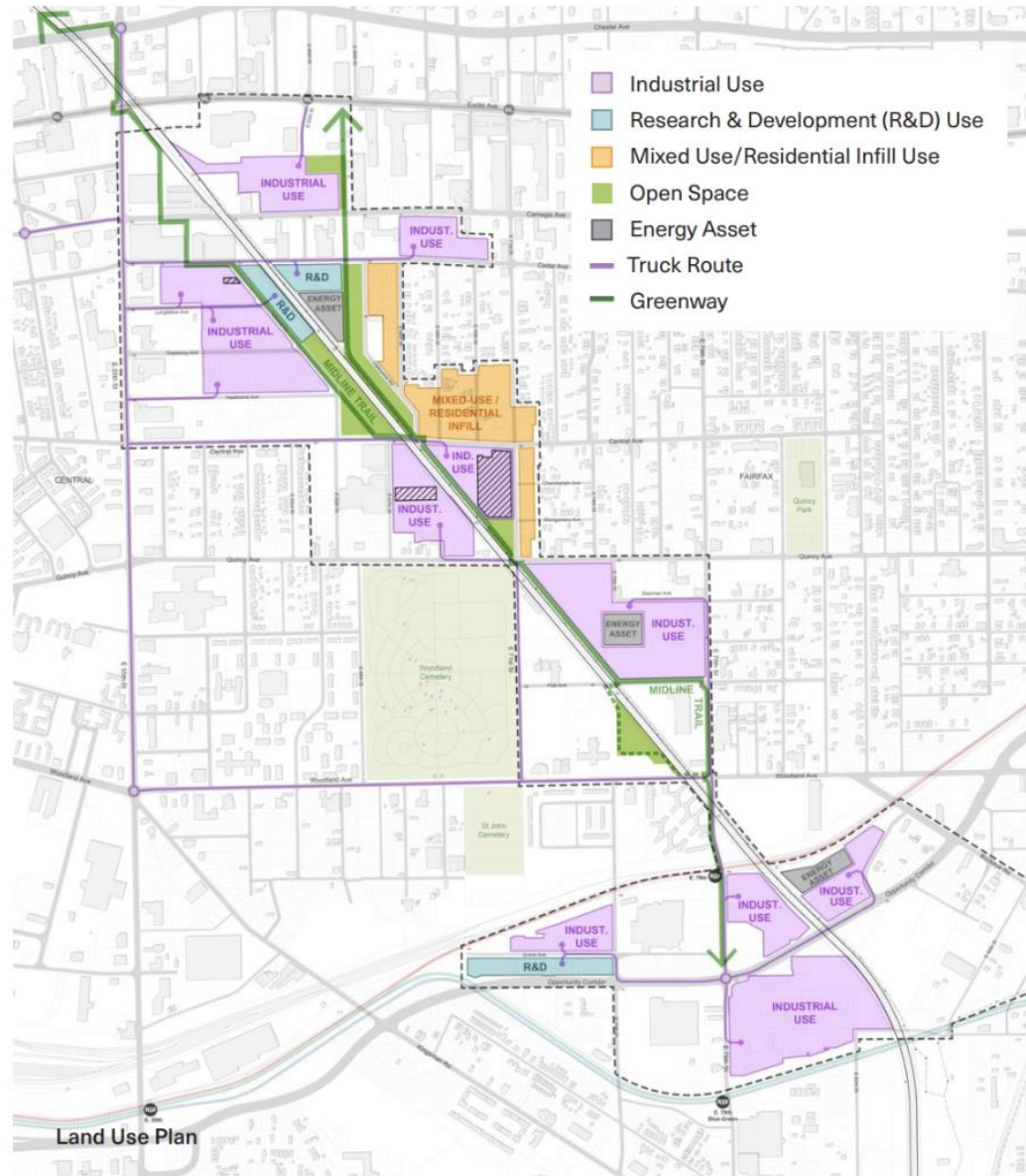
Midline Master Plan Land Use Plan



Midline Master Plan Greenway and Open Spaces



Midline Master Plan
Land Use and Test-Fit Plans

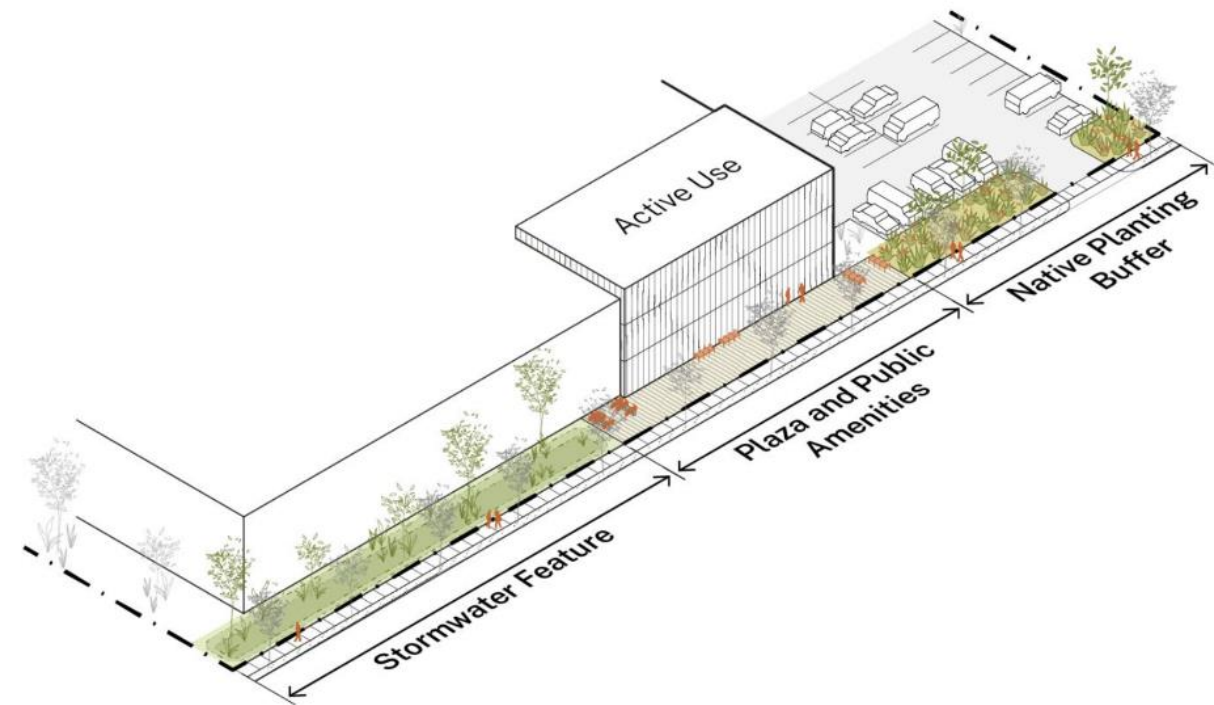


Design Guidelines Preview

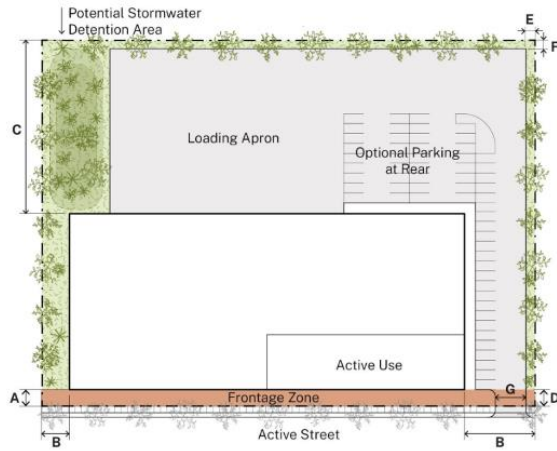
Why Design Guidelines?

PREVIEW

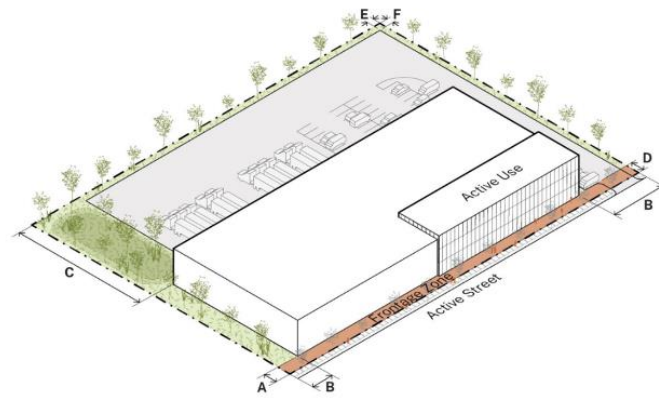
- > Establish clear expectations for site planning and **design quality** to guide SRF's ongoing conversations with companies and developers
- > Promote a **visually appealing and coherent 21st century business district** across industrial buildings, associated open space, the Midline Trail, and the broader public realm
- > Establish draft dimensional standards that can inform a **new zoning overlay or version of the Form-Based Code** specific to the Midline Business District
- > Collaborate with City Planning staff to **align recommendations with citywide Form-Based Code efforts**; delineate which elements should be in zoning code versus 'guidelines' negotiated site-by-site



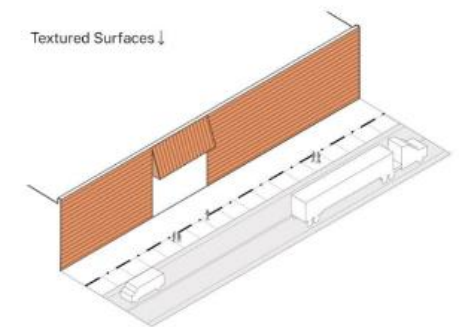
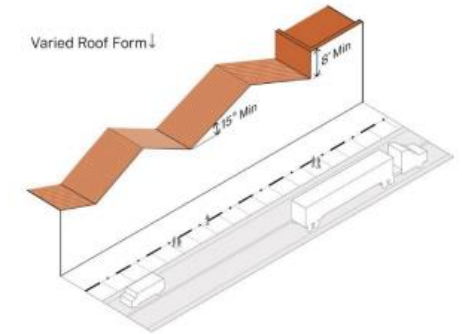
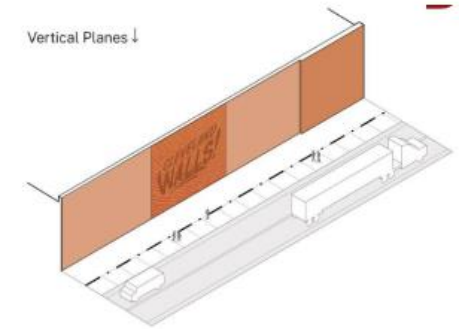
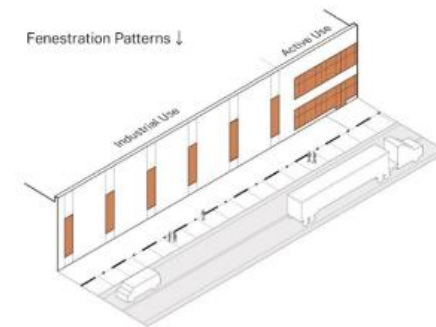
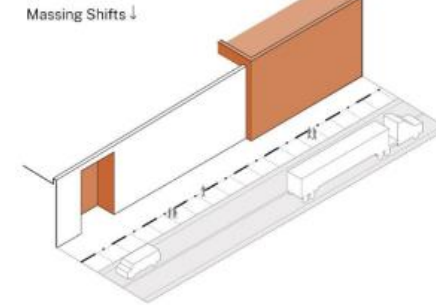
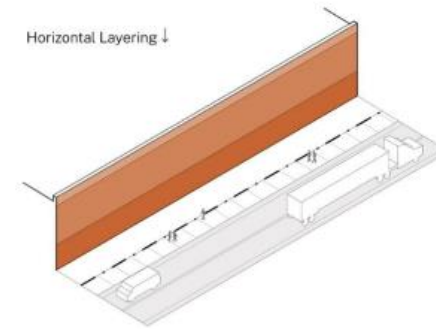
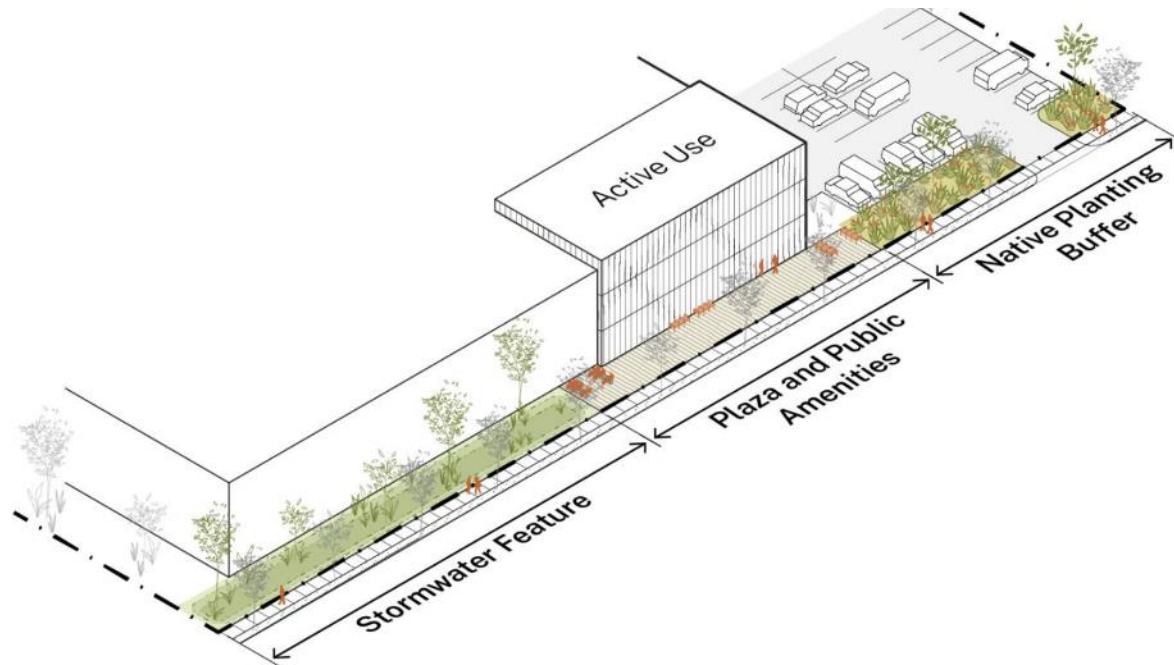
PREVIEW



Site Plan



Site Aerial



Use Districts

Zoning Districts

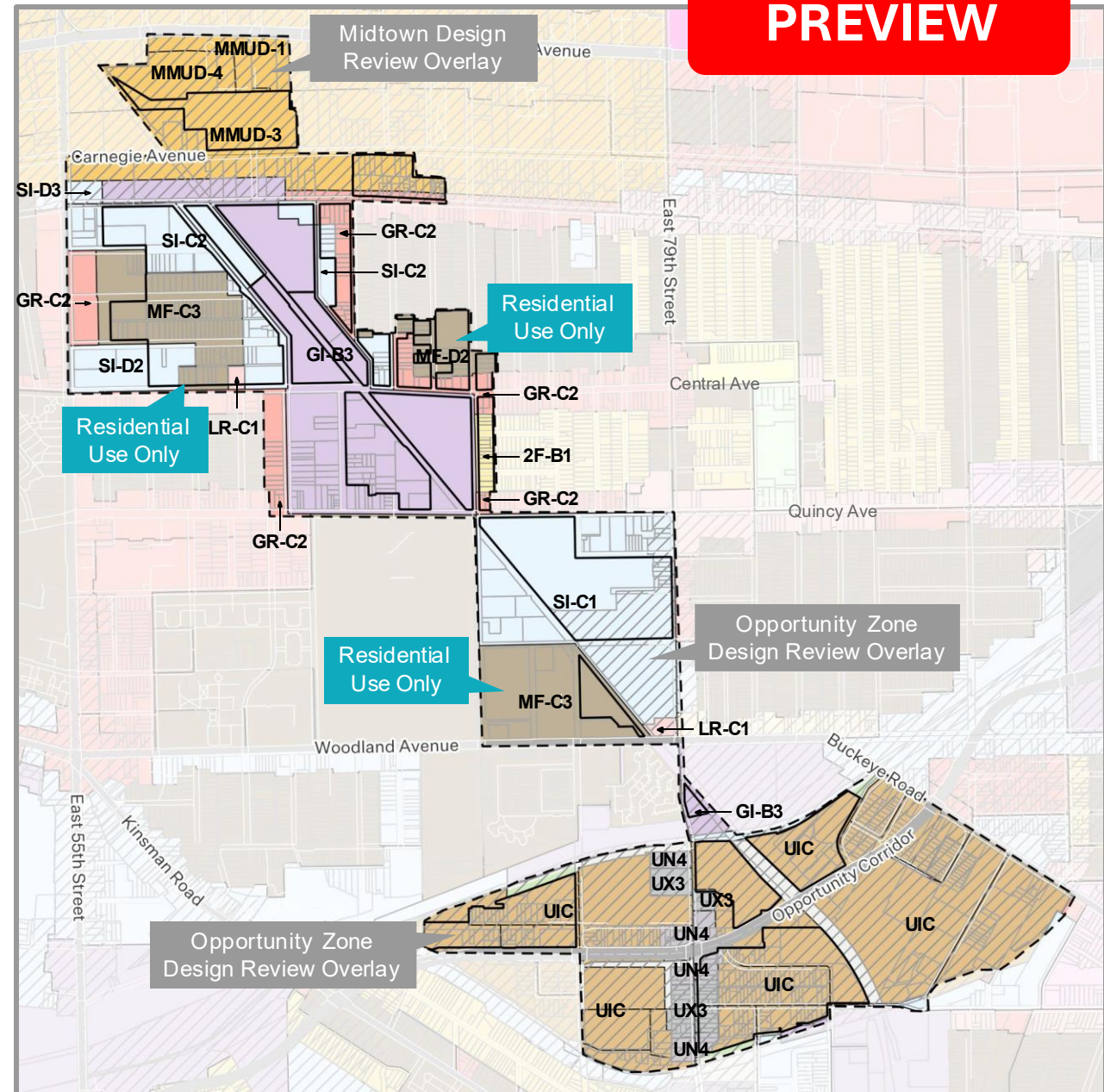
- GI:** General Industry
- SI:** Semi-Industry
- GR:** General Retail
- LR:** Local Retail
- MMU 1, 3, 4:** Midtown Mixed Use 1, 3, 4
- MF:** Multi-Family
- 2F:** Two-Family

FBC Zoning Districts

- UIC:** Urban Innovation Campus
- UN4:** Urban Node 4
- UX3:** Urban Flex 3

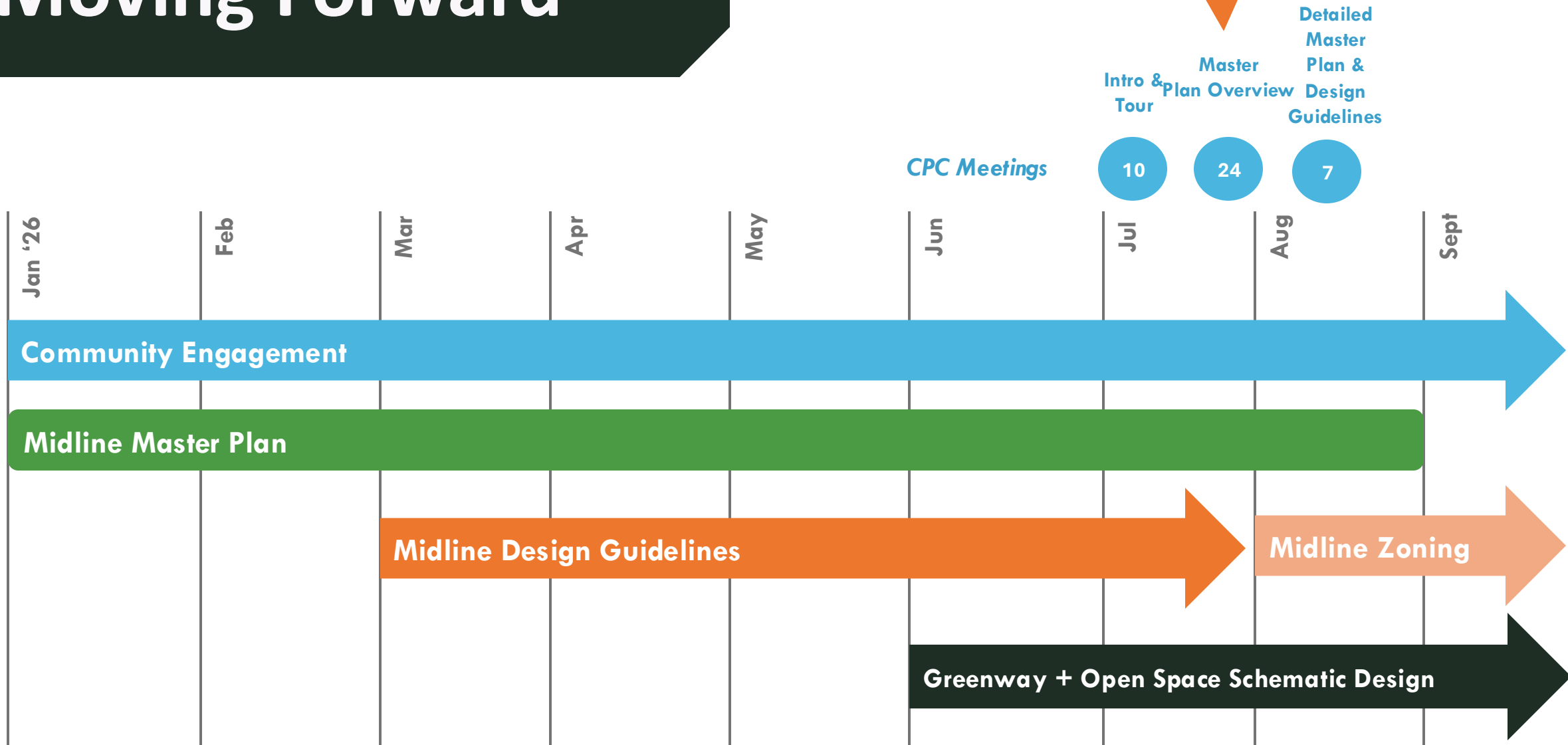
— Study Area

PREVIEW



Moving Forward

We are here!



Thank you!



EC2026-020 – 6515 Carnegie Ave Demolition

July 24, 2026

Project Address: 6515 Carnegie Ave

Type: Demolition

Project Representative: Jake Wetherill

Approval: Final



City of Cleveland

Justin Bibb, Mayor

City Planning Commission

Cleveland City Hall | 601 Lakeside Avenue, Room 501

Cleveland, Ohio 44114 | T: 216-664-2210

Planning Commission: Design Review Application

Note: Review the CPC Design Review/Landmarks Viewer to determine which application to complete.

DATE: 6/3/2026

PROJECT NAME: 6515 Carnegie Ave. Demolition

PROJECT ADDRESS/LOCATION: 6515 Carnegie Ave. Cleveland, OH 44103

CONTACT PERSON (for design review): Brandon Kline

COMPANY: Geis Construction

PHONE: 216.870.3992

EMAIL: brandon@geisco.net

OWNER & COMPANY: CCLRC CLEVELAND IX LLC

ARCHITECT/ CONTRACTOR: Geis Construction

PROJECT TYPE: ☐ New Building ☐ Rehabilitation ☐ Addition ☐ Parking
☐ Sign ☐ Public Art ☒ Other Demolition

Does this project include demolition? ☒ Yes ☐ No

USE TYPE: ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Mixed-Use

Review Level: ☐ Conceptual ☐ Schematic Design ☒ Final Design Development

I, the undersigned, have received a copy of the Cleveland City Planning Commission's "Design Review: A Guide for Applicants" and agree to follow its guidance in proceeding through the design review process for the subject project.


Signature and date

(For staff use only)

Received by:

Design Review District Name:

Assigned Review Case Number:

****Please note, depending on project type level of review in a design review district, approvals may vary. Housing Units 5 and under, signs, additions, renovations, alterations, and other small scale work may be subjected to internal approvals after review, if qualified.**

6/3/2026

City of Cleveland
City Planning Commission

To whom it may concern:

Geis Construction is seeking approval for demolition of the existing buildings at 6515 Carnegie Ave., parcel no. 11812015. This parcel consists of 10.31 acres, and contains approximately 112,000 sf. of industrial buildings, 91,000 sf. of paved drive lanes and parking lot, and an associated rail spur off the adjacent Norfolk Southern Cleveland Line. Primary frontage is along Carnegie Ave., with the remainder of the site bounded by E 61st Pl. and the Norfolk Southern line to the West, Ceylon Ct. to the North, and the property at 6545 Carnegie Ave. to the East.

The property has been used for industrial purposes since at least 1913, with many of the existing structures on site being built by the previous occupant, American Sugar Refining / Allen Sugar Company. The present-day rail spurs on site were constructed in 1994. None of the structures on site are listed on the National Register of Historic Places, nor are any known to be historically or architecturally significant. The portions of the building along the street frontage were constructed with zero setback from the property line, and contain no pedestrian access or glazing, closing off the building to its surroundings. Similarly, a security fence encircles the remaining perimeter, isolating the site and detracting from the character of the surrounding neighborhood.

While there is interest in the location of this site from several industrial users, the constantly added-on construction of the existing building creates many small, difficult to utilize interior spaces, and an inefficient overall site layout. Moreover, the building is limited to its existing three truck loading docks, with no room or provisions for expansion.

While prospective occupants are not currently interested in utilizing the existing rail spurs, our demolition proposal seeks to keep a portion of them in place, in case future users may find them necessary.

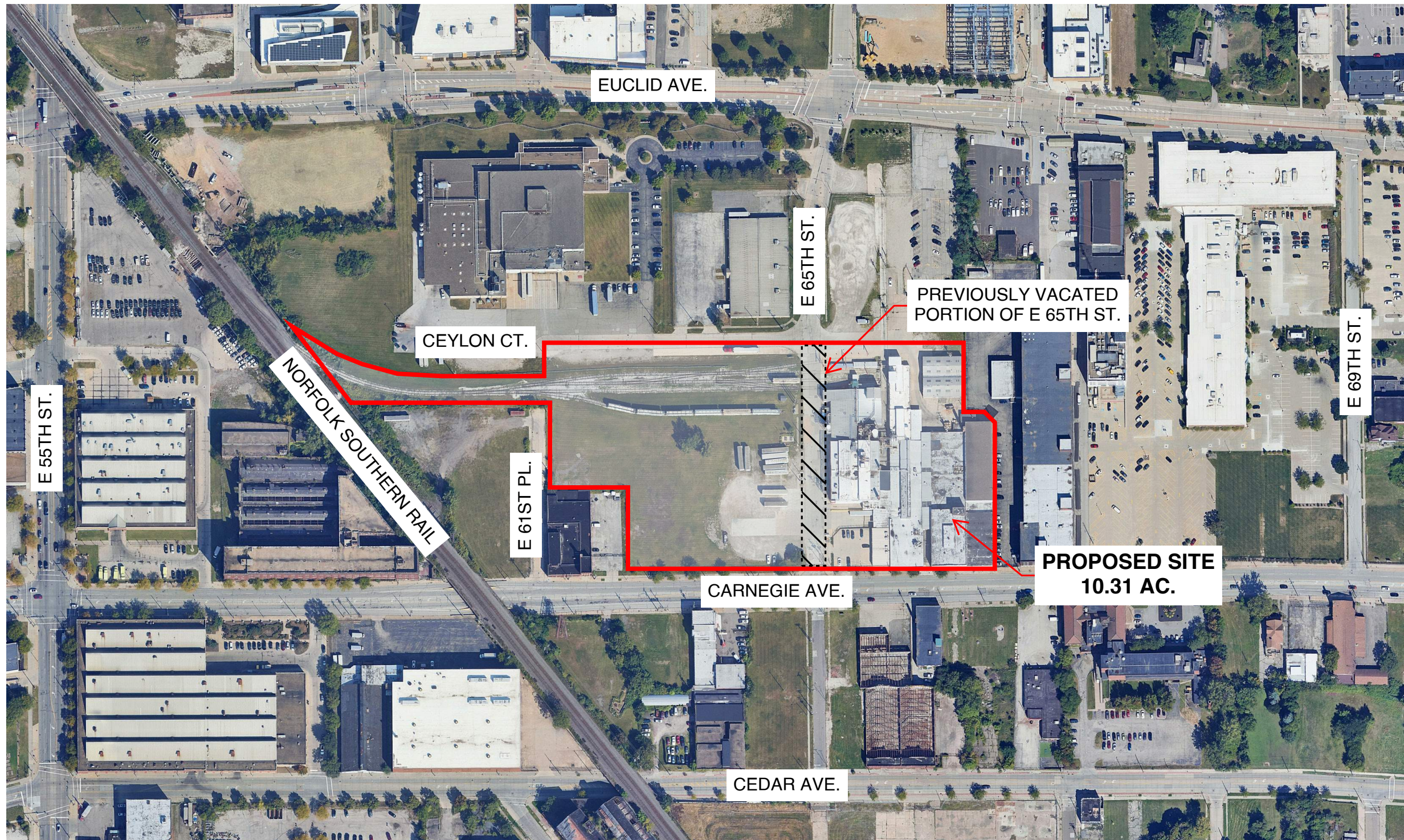
There are no known structural issues with the existing buildings which would warrant their demolition, however an environmental site assessment conducted in November, 2025 has identified several areas of possible hazardous contamination which may exist on site.

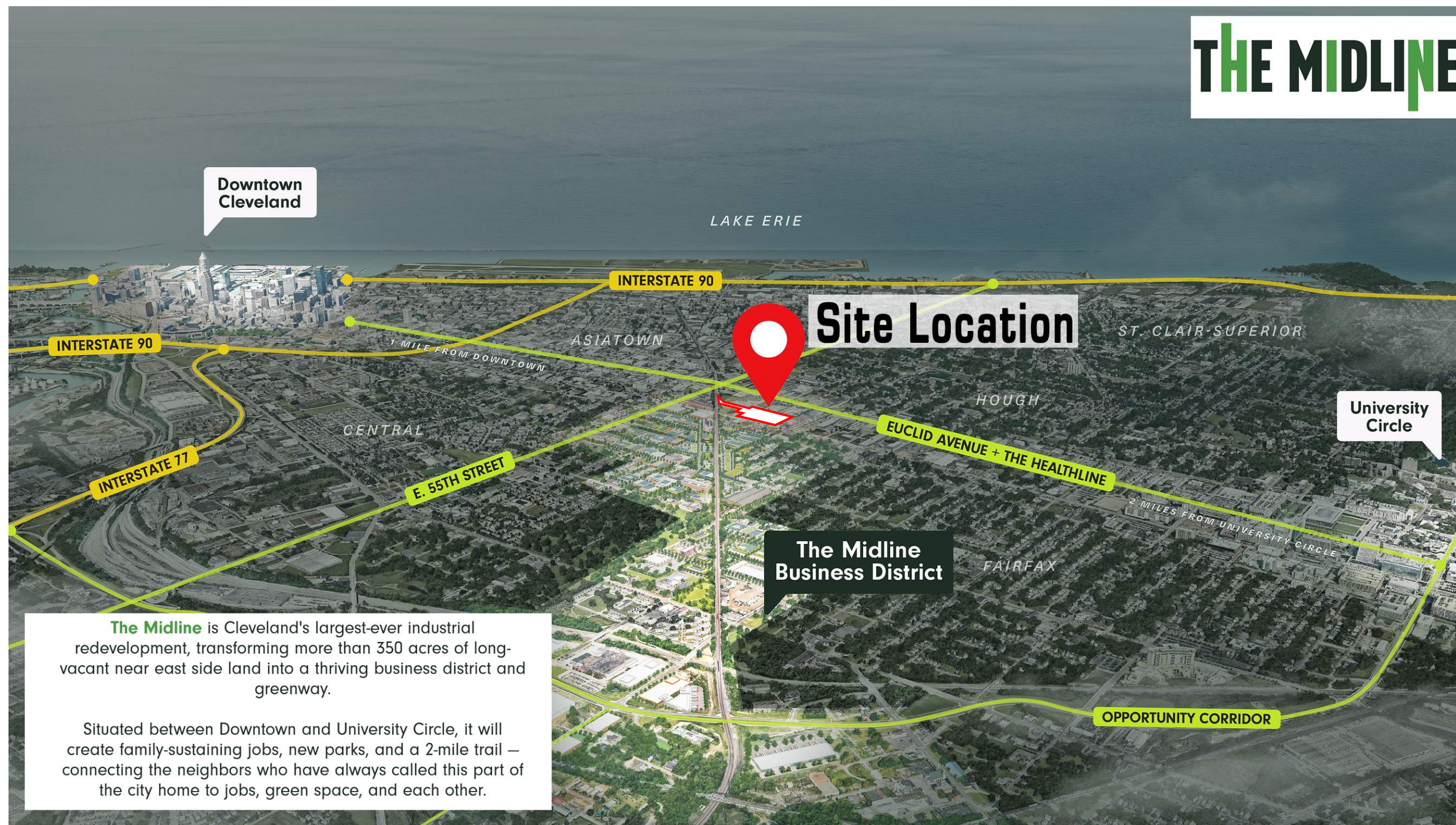
Proposed demolition is to include all structures on site, as well as approximately 78,000 sf. of pavement and a portion of the rail spur, as detailed in the attached site demolition plan. The purpose of the proposed demolition is to rework utilities, prepare the site with rough grading and seed with positive drainage, and market the site as “pad ready”, to be able to move a project forward once a new industrial user comes along.

As demonstrated in the proposed future site plan, a new project will seek to engage the streetscape along Carnegie Avenue in a much more impactful way, and create a more flexible, efficient, and aesthetically pleasing project, which will enhance the character of the Midtown Neighborhood.

Sincerely,
Brandon Kline

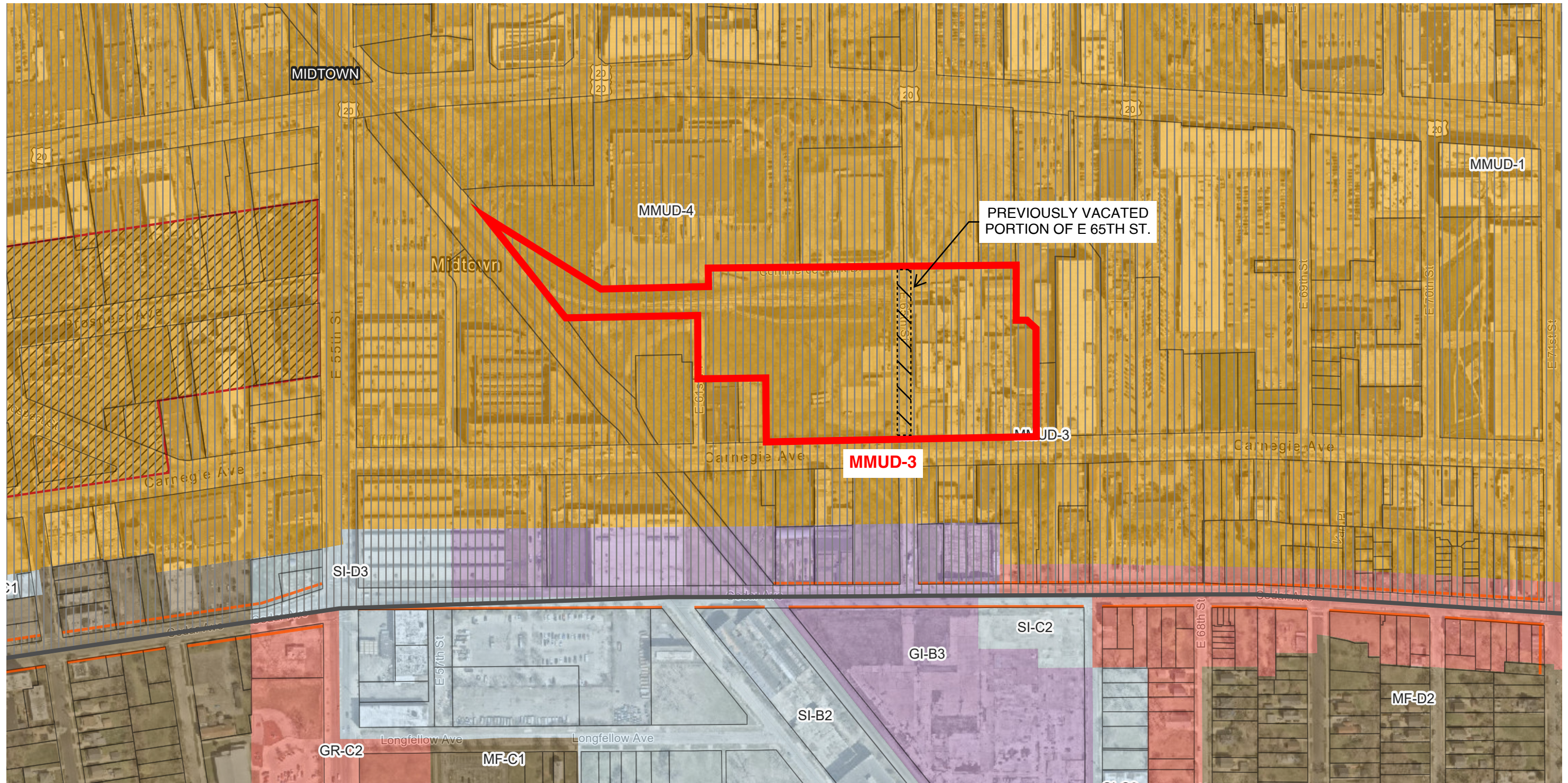
A handwritten signature in black ink, appearing to read 'Brandon Kline', with a horizontal line drawn through the middle of the signature.





The Midline is Cleveland's largest-ever industrial redevelopment, transforming more than 350 acres of long-vacant near east side land into a thriving business district and greenway.

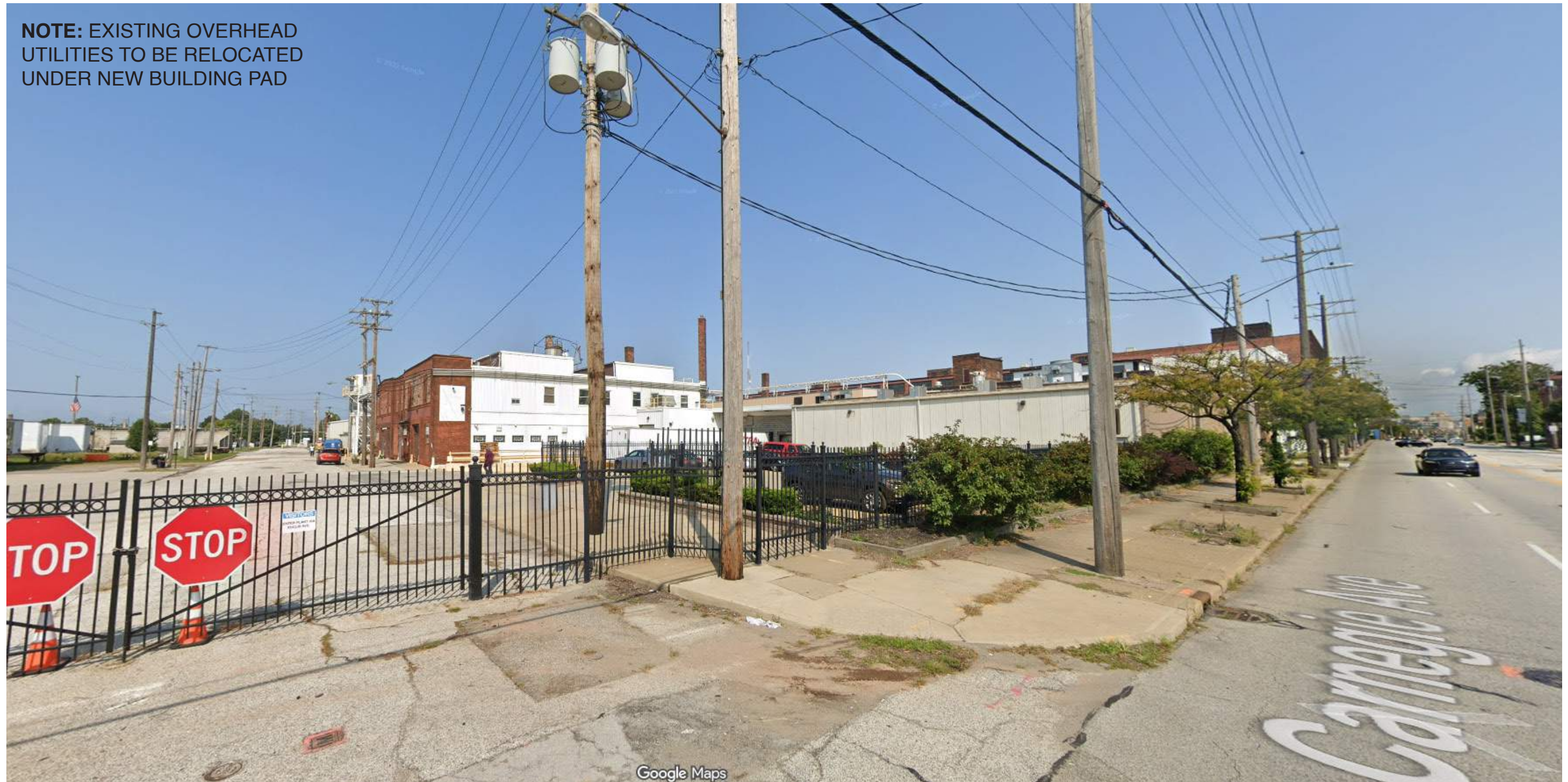
Situated between Downtown and University Circle, it will create family-sustaining jobs, new parks, and a 2-mile trail — connecting the neighbors who have always called this part of the city home to jobs, green space, and each other.



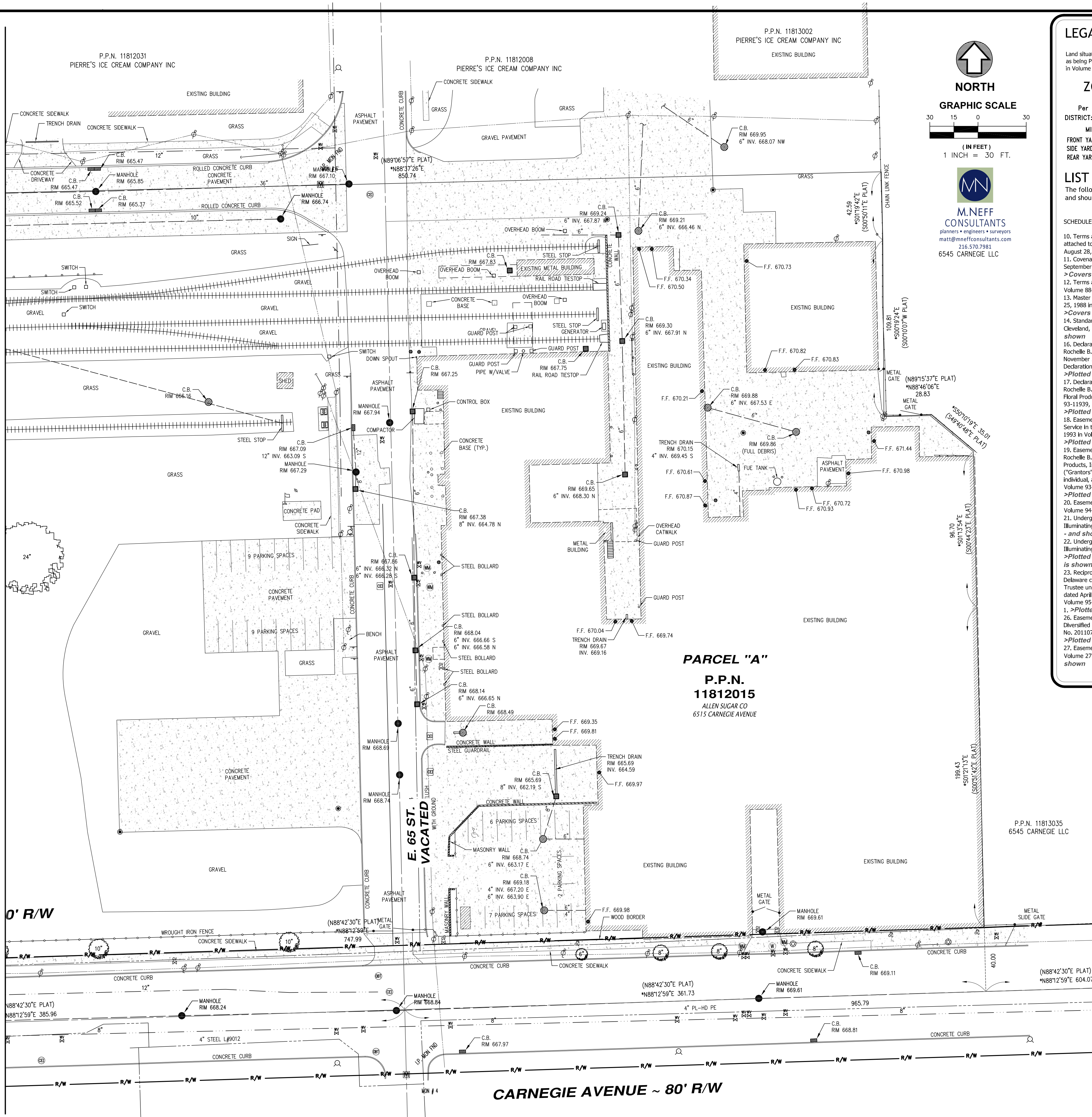




NOTE: EXISTING OVERHEAD
UTILITIES TO BE RELOCATED
UNDER NEW BUILDING PAD







LEGAL DESCRIPTION

Land situated in the City of Cleveland, County of Cuyahoga and State of Ohio and known as being Parcel "A" in the "Lot Consolidation for 6227 & 6515 Carnegie Avenue" recorded in Volume 374 of Maps, Page 30, of Cuyahoga County Records.

ZONING DATA

Per City of Cleveland Building Dept.

DISTRICT: MMUD-3

MINIMUM YARD REQUIREMENTS

FRONT YARD - 30' SETBACK LINES
SIDE YARD - 10' RES. & 25' NON RES.
REAR YARD - 10' RES. & 25' NON RES.

LIST OF POSSIBLE ENCROACHMENTS

The following list of encroachments is only the opinion of this surveyor and should not be interpreted as complete listing. - None Apparent

SCHEDULE B - SECTION II ITEMS:

10. Terms and Conditions in Agreement for Sale of Land attached to Quit Claim Deed dated August 8, 1986 and recorded August 28, 1986 in Volume 86-5506, Page 24. >Plotted - and shown
11. Covenants, conditions and restrictions contained in Official Deed, recorded September 29, 1987 in Volume 87-6460, Page 61
12. Terms and conditions contained in Official Quitclaim Deed, recorded April 25, 1988 in Volume 88-1765, Page 60 >Plotted - and shown
13. Master Agreement between City of Cleveland and Mid-Town Corridor, recorded April 25, 1988 in Volume 88-1765, Page 69
14. Standard Easement Through Air Space for Electric Facility granted to the City of Cleveland, recorded November 7, 1991 in Volume 91-7261, Page 49. >Plotted - and shown
16. Declaration of Easements by and among Allen Sugar Company, an Ohio corporation, Rochelle B. Roth, individually and Royal Ice Cream Co., an Ohio corporation, recorded November 2, 1993 in Volume 93-11939, Page 28 as amended by First Amendment to Declaration of Easements, recorded February 6, 1995 in Volume 95-00856, Page 32. >Plotted - and shown
17. Declaration of Easements by and among Allen Sugar Company, an Ohio corporation, Rochelle B. Roth, individually and Royal Ice Cream Co., an Ohio corporation and Hill Floral Products, Inc., an Ohio corporation, recorded November 2, 1993 in Volume 93-11939, Page 44. >Plotted - and shown
18. Easement for the Maintenance of a Water Main for the Purpose of Supplying Water Service in the City of Cleveland granted to the City of Cleveland, recorded November 2, 1993 in Volume 93-11939, Page 56. >Plotted - and shown
19. Easement Agreement by and among Allen Sugar Company, an Ohio corporation, Rochelle B. Roth, individually, Royal Ice Cream Co., an Ohio corporation, Hill Floral Products, Inc., an Ohio corporation
20. Easement granted to Consolidated Rail Corporation, recorded April 22, 1994 in Volume 94-03939, Page 41. >Plotted - and shown
21. Underground Facilities Easement Agreement in favor of Cleveland Electric Illuminating Company, recorded June 7, 1994 in Volume 94-05567, Page 56. >Plotted - and shown
22. Underground Facilities Easement Agreement in favor of Cleveland Electric Illuminating Company, recorded June 7, 1994 in Volume 94-05568, Page 9. Exhibit A >Plotted from Vol. 94-05568 Pg 9 - Exhibit A (Legal Description) and is shown.
23. Reciprocal Easement Agreement by and among Allen Sugar Company, Inc., a Delaware corporation, Royal Ice Cream Co., an Ohio corporation, and Rochelle Roth, Trustee under Revocable Trust Agreement dated April 21, 1994 for the benefit of Rochelle Roth, recorded February 6, 1995 in Volume 95-00856, Page 51 and re-recorded February 6, 1995 in Volume 95-01499, Page 1. >Plotted - and shown
26. Easement Agreement by and between 6519 Carnegie Avenue, LLC and Schaffer Diversified Corporation (F/K/A Iowa Realty, Inc.), recorded July 18, 2011 in Instrument No. 201107080212.
27. Easements, Restrictions and Setback Lines in Plat Volume 265 of Maps, Page 19 Plat Volume 271 of Maps, Page 70, Plat Volume 367 of Maps, Page 86. >Plotted - and shown

November 25, 2025

This survey is made for the benefit of:

Rocket Close, LLC
First American Title Insurance Company
American Sugar Refining, Inc., a Delaware corporation

I, Richard J. Kole, Professional Land Surveyor do hereby certify to the aforesaid parties, as of the date set forth above that I have made a survey of a tract of land described as follows:

1. This is to certify that this map or plot and the survey on which it is based were made in accordance with the "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA and NSPS in 2021, and includes items 1, 2, 3, 4, 7, 8, 9, 11(b) and 13 of Table A thereof. Pursuant to the Accuracy Standards as adopted by ALTA and NSPS and in effect on the date of this certification, undersigned further certifies that in my professional opinion, as a land surveyor registered in the State of Ohio, the Relative Positional Accuracy of this survey does not exceed that which is specified therein.

2. The accompanying survey was made on the ground and correctly shows: (i) a fixed and determinable position and the location of the land described herein and all buildings, structures and other improvements situated on the above premises, including the position of the point of beginning (to the extent applicable); (ii) all driveways or other curb cuts along any street or alley upon which the land abuts; (iii) the location and name of all public and private streets or alleys located thereon or adjacent thereon, all of which are public unless otherwise noted; (iv) the location and dimension of all unrecorded easements, paths, rights-of-way and party walls to the extent visible thereon or with respect to which the undersigned has knowledge; and (v) the location of all encroachments onto or from the Mortgaged Property. There are no visible encroachments, discrepancies, conflicts, shortages in area or boundary line conflicts on the subject property or upon adjacent land abutting said property except as shown hereon. The accompanying survey was made in accordance with laws and/or Minimum Standards of the State of Ohio and forms a mathematically closed figure.

The property described herein is the same as the property described in First American Title Insurance Company Commitment No. C000129428 with an effective date of October 22, 2025, 8:00 AM at 07:59 AM and that all easements, covenants and restrictions referenced in said title commitment or apparent from a physical inspection of the site or otherwise known to me have been plotted hereon or otherwise noted as to their effect on the subject property.

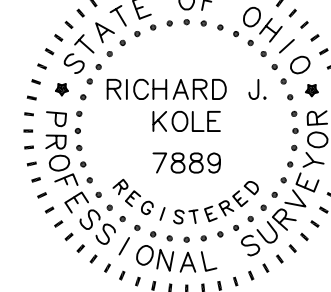
The Property has direct access to Carnegie Avenue & E. 61st Street, all dedicated public streets or highways.

5. The total number of striped parking spaces on the subject property is 31, with 1 designated handicap spaces. (All striping was faded at time of survey.)

6. All above ground evidence of utilities servicing the subject property is shown hereon and all utility services to the Mortgaged Property either enter the Mortgaged Property through adjoining public streets, or this survey shows the point of entry and location of any utilities which pass through or are located on adjoining private land to the extent visible or known to the undersigned.

The field work was completed on July 19, 2025.

Date of Plat or Map: November 24, 2025



Prepared by:
R.M. KOLE & ASSOC. CORP.
Surveyors • Consultants • Planners • Engineers • Architects
5316 Ridge Road • Cleveland, Ohio 44129
Phone 440.885.7137 • Fax 440.885.7139
www.kolesurvey.com

Dimensions shown hereon are expressed in feet and decimal parts thereof. Monuments were found or set as indicated hereon. Bearings shown are to an assumed meridian and are for the sole purpose of describing the relative angular value between lines, all of which I certify to be correct to the best of my knowledge and belief.

Richard J. Kole 6/25/25
Richard J. Kole, Reg. Surveyor #7889 Date

O.U.P.S. NOTE

Call TWO WORKING DAYS
BEFORE YOU DIG
OHIO UTILITIES PROTECTION SERVICE
IN OHIO - 800-362-2784
OUT OF OHIO - 216-744-5191
NON-MEMBERS MUST CALL DIRECTLY

UTILITY NOTES

The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

Ohio Utilities Protection Service (OUPS) Reference Numbers:
A524503663-00A

Date Contacted: Sep 4, 2025 at 1:31 PM

UTILITIES NOTIFIED:

COT
CEI
CWOP
CWP
EGO
JOBP
LVT
MCIP
MNT
OBFP
ONCP

RESPONSE DATE:

CLEVELAND TRAFFIC - CITY
ILLUMINATING CO
CLEVELAND WATER - CITY/ONE
CLEVELAND WATER POLLUTION/ONEC
ENBRIDGE GAS OHIO
JOB 8 LLC C/O ZAYO GROUP
LUMEN (LEVEL 3)
MCI TELECOMMUNICATIONS INC
GAS SECURE INTEGRATION
AT&T - OHIO
EVERSTREAM SOLUTIONS /NORTHERN

FLOOD ZONE DESIGNATION

ZONE X

FLOOD INS RATE MAP NO.

33035C0069F

COMMUNITY PANEL NO. 390104

AUGUST 15, 2019

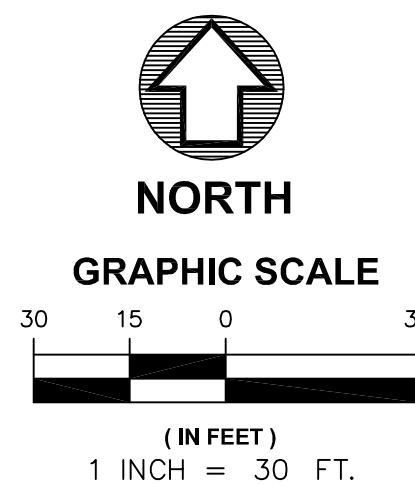
R.M. KOLE & ASSOC. CORP.

5316 RIDGE ROAD
PARMA, OHIO 44129
PHONE 440.885.7137 - FAX 440.885.7139
www.kolesurvey.com

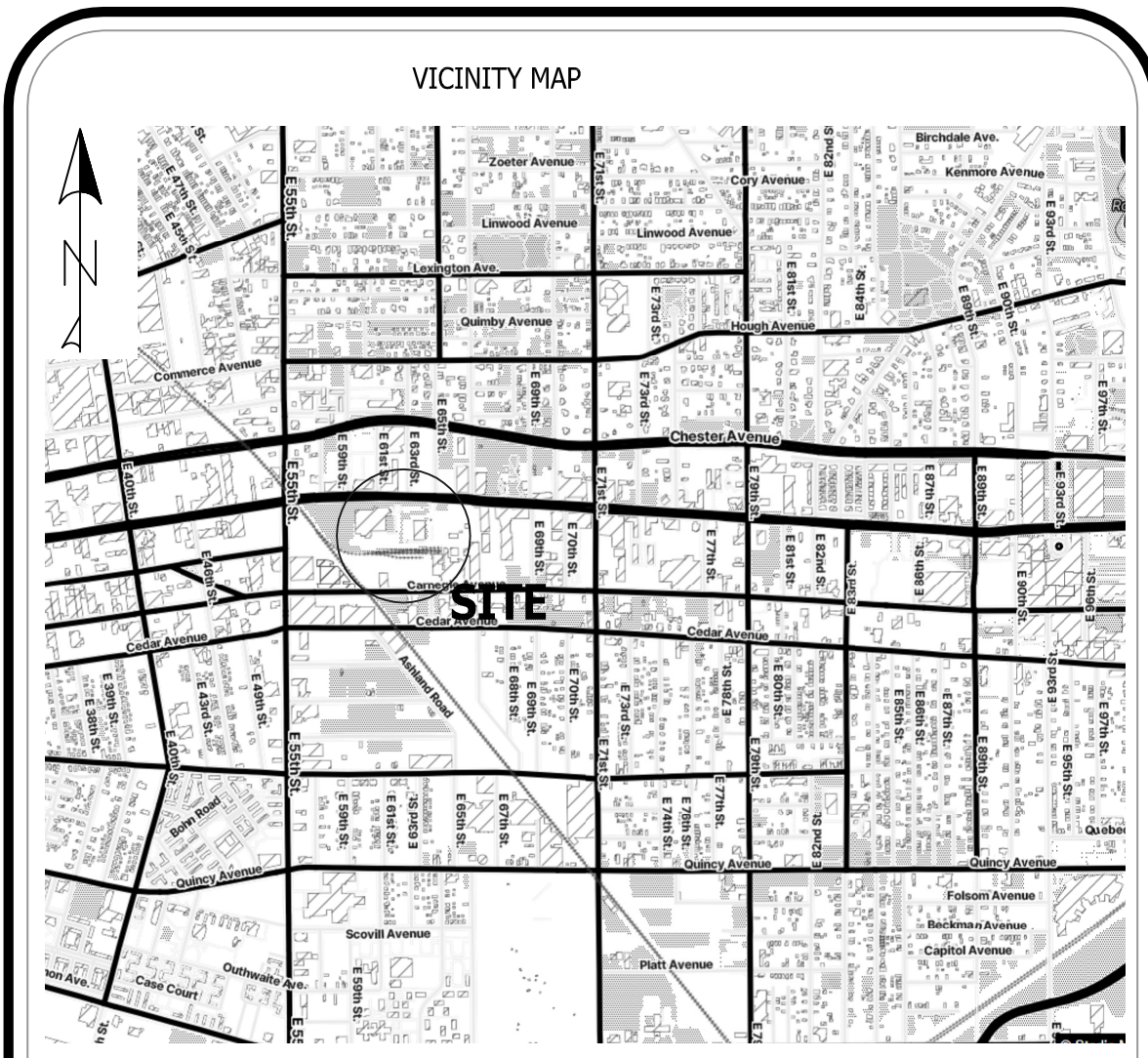
DATE NOVEMBER 26, 2025 SHEET 1 OF 3

ALTA/ACSM LAND TITLE SURVEY OF:
6515 CARNEGIE AVE
CLEVELAND, OH 44103

TITLE COMMITMENT NUMBER
C000129428
FILE NO.
25218



- SYMBOL LEGEND**
- HYDRANT
 - WATER VALVE
 - WATER MANHOLE
 - WATER METER MANHOLE
 - STORM MANHOLE
 - CATCH BASIN - SQUARE
 - CATCH BASIN - ROUND
 - CURB INLET
 - POWER POLE
 - POWER / LIGHT POLE
 - LIGHT POLE / CONC. BASE
 - TRAFFIC SIGN
 - FLAG POLE
 - SPOT LIGHT
 - GUY WIRE
 - BOLLARD
 - CLEAN-OUT
 - ELECTRIC TRANSFORMER
 - C.E.I. MANHOLE
 - C.E.I. VAULT
 - ELECTRIC PANEL
 - O.B.T. MANHOLE
 - GAS VALVE
 - GAS TONE
 - HANDICAP



SURVEY COORDINATOR	REVISIONS
	No. Date
	1 Land Area 9-3-25



R.M. KOLE & ASSOC. CORP.

5316 RIDGE ROAD
PARMA, OHIO 44129
PHONE 440.885.7137 - FAX 440.885.7139
www.kolesurvey.com

DATE NOVEMBER 26, 2025 SHEET 2 OF 3

Basis of Bearings

State Plane Grid North, NAD 83 (2011), Ohio North Zone, Tied by GNSS to O.D.O.T. VRS.

Note: Bearings are shown using GPS(1) and Per Title Commitment (Plat) "Lot Consolidation for 6227 & 6515 Carnegie Avenue" recorded in Volume 374 of Maps, Page 30, of Cuyahoga County Records.

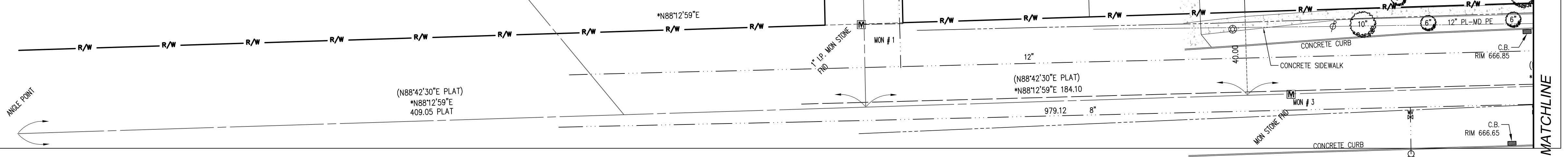
Vertical Datum

Navd 88, derived from GNSS observations through the O.D.O.T. VRS.

Land Area

Deed: N/A

Calculated:
447,849.57 SQ. FT.
10.2812 ACRES



SEE SHEET 1

MATCHLINE



GEIS COMPANIES
10020 Aurora-Hudson Rd
Streetsboro, Ohio 44241
PH: (330) 528-3500
FX: (330) 528-0008
www.geisco.net

DATES AND REVISIONS

6/4/2026 9:19:02 AM

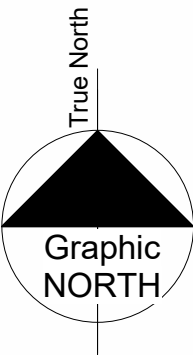
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SITE REDEVELOPMENT

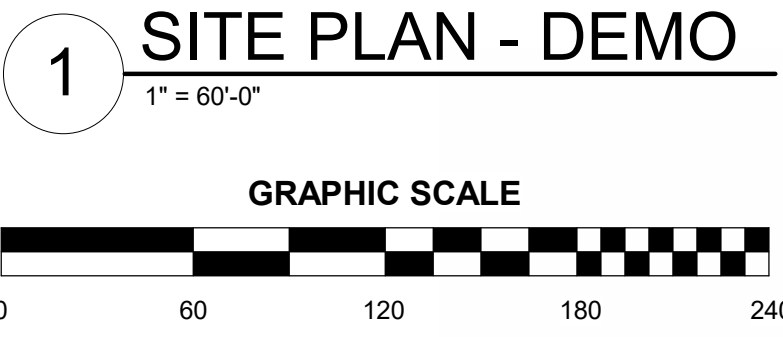
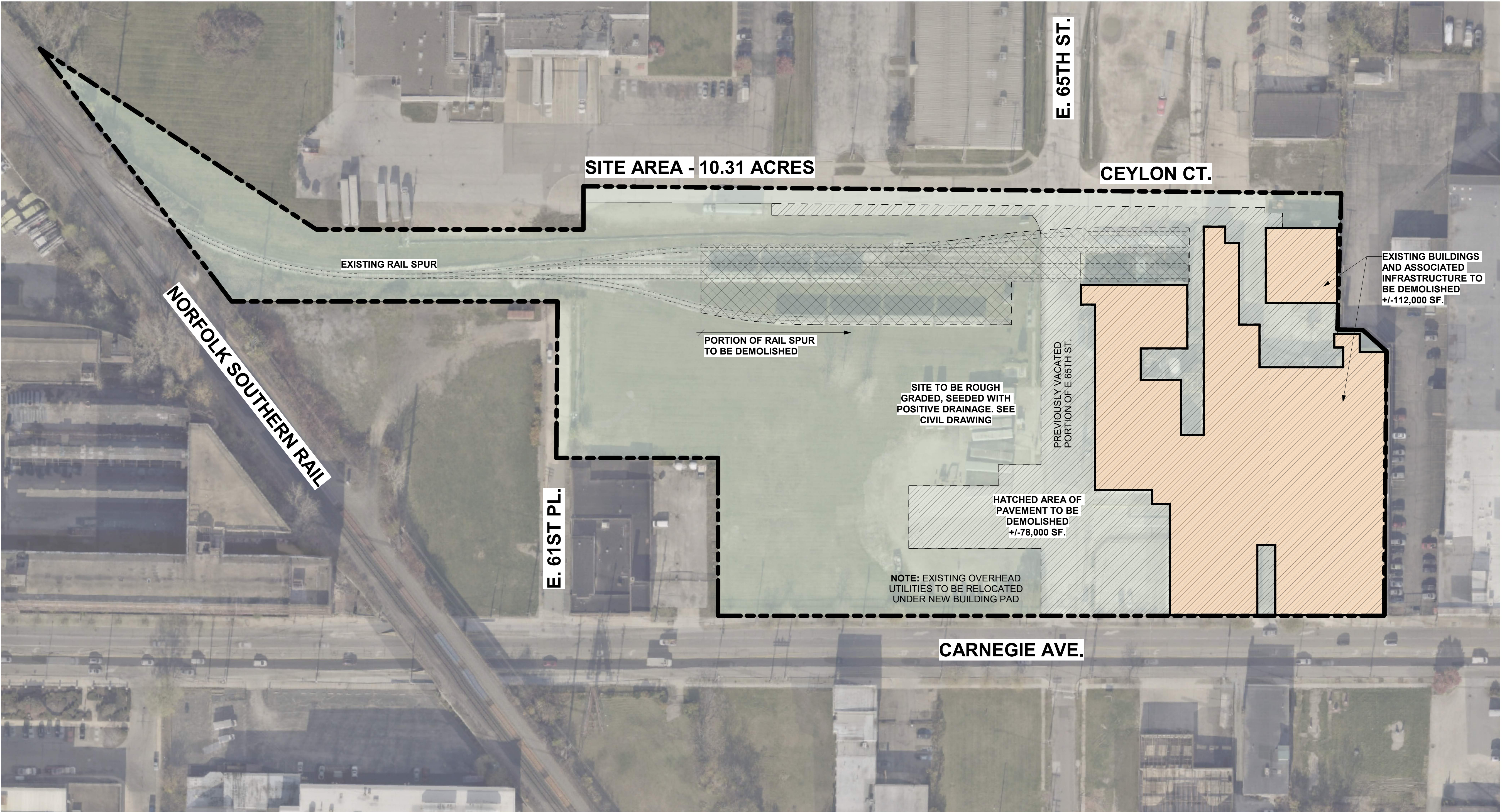
6515 CARNEGIE AVE.
CLEVELAND, OH

Drawn By
Checked By
Project Number

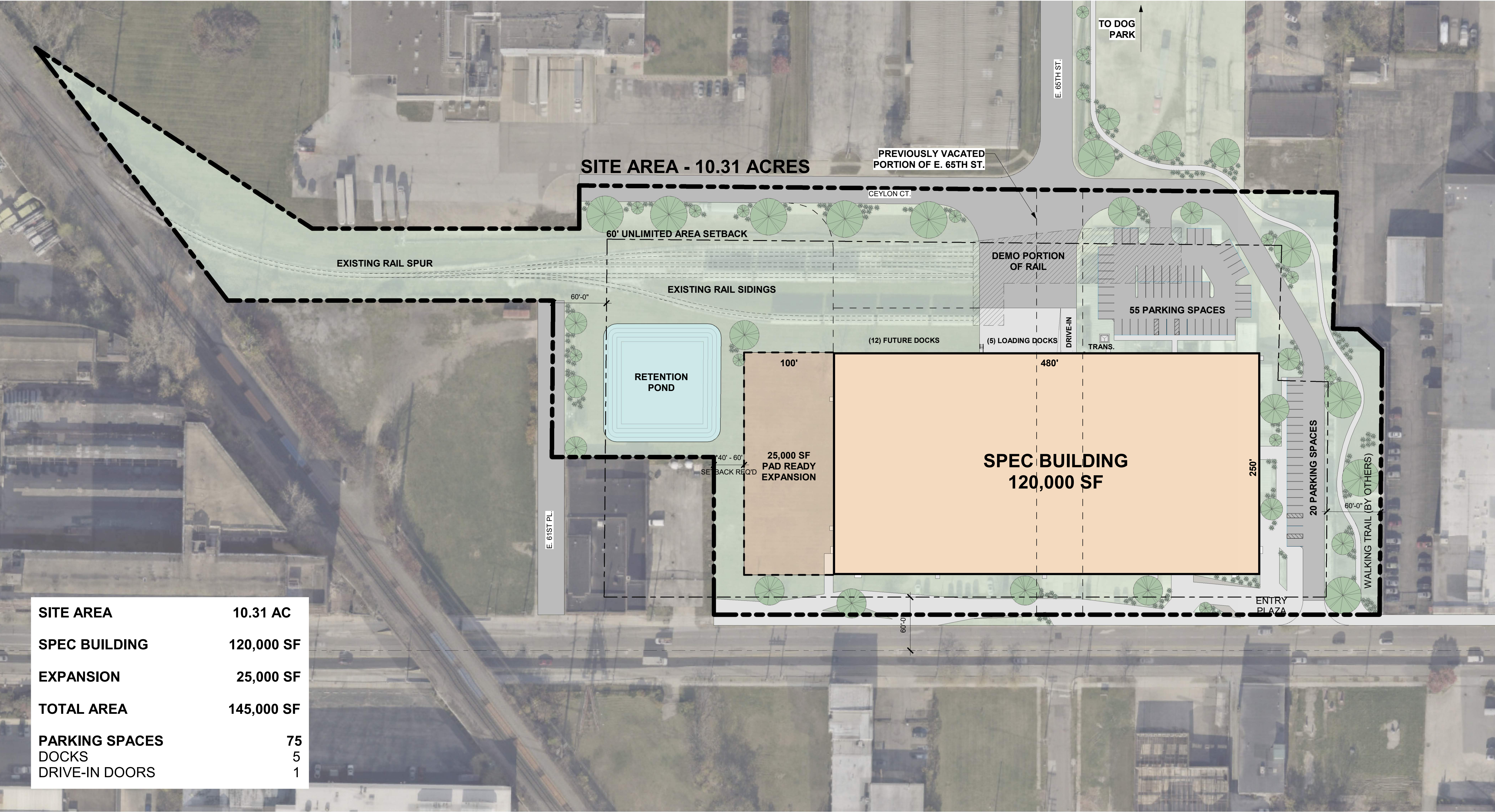


SITE DEMO PLAN
DRAWING NO:

A-001



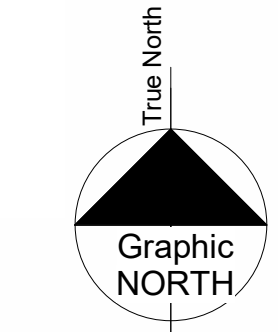
NOTE: POTENTIAL MAX BUILD
DEVELOPMENT SHOWN FOR
REFERENCE ONLY



1 SITE PLAN
1" = 60'-0"

GRAPHIC SCALE

0 60 120 180 240



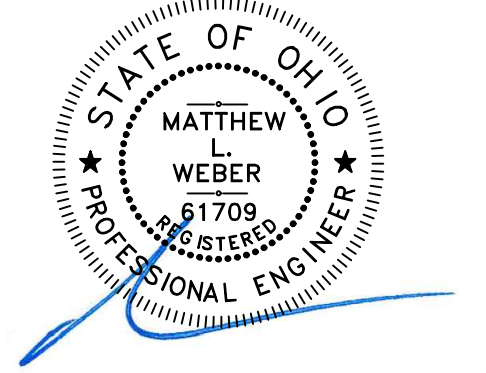
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WILL BE PROVIDED
FOR ALL
CHANGES THESE
CHANGES ARE
NOT IN THE
BASE BID.

120k SPEC BUILDING

6515 CARNEGIE AVE.
CLEVELAND, OH

Drawn By
Checked By
Project Number



Reg. No.: 61709

CLIENT:

GEIS CONSTRUCTION

10020 AURORA-HUDSON RD.
STREETSBORO, OHIO
JEN DIASIO
PHONE: (216) 218-3507

OWNER:

GEIS CONSTRUCTION

10020 AURORA-HUDSON RD.
STREETSBORO, OHIO
JEN DIASIO
PHONE: (216) 218-3507

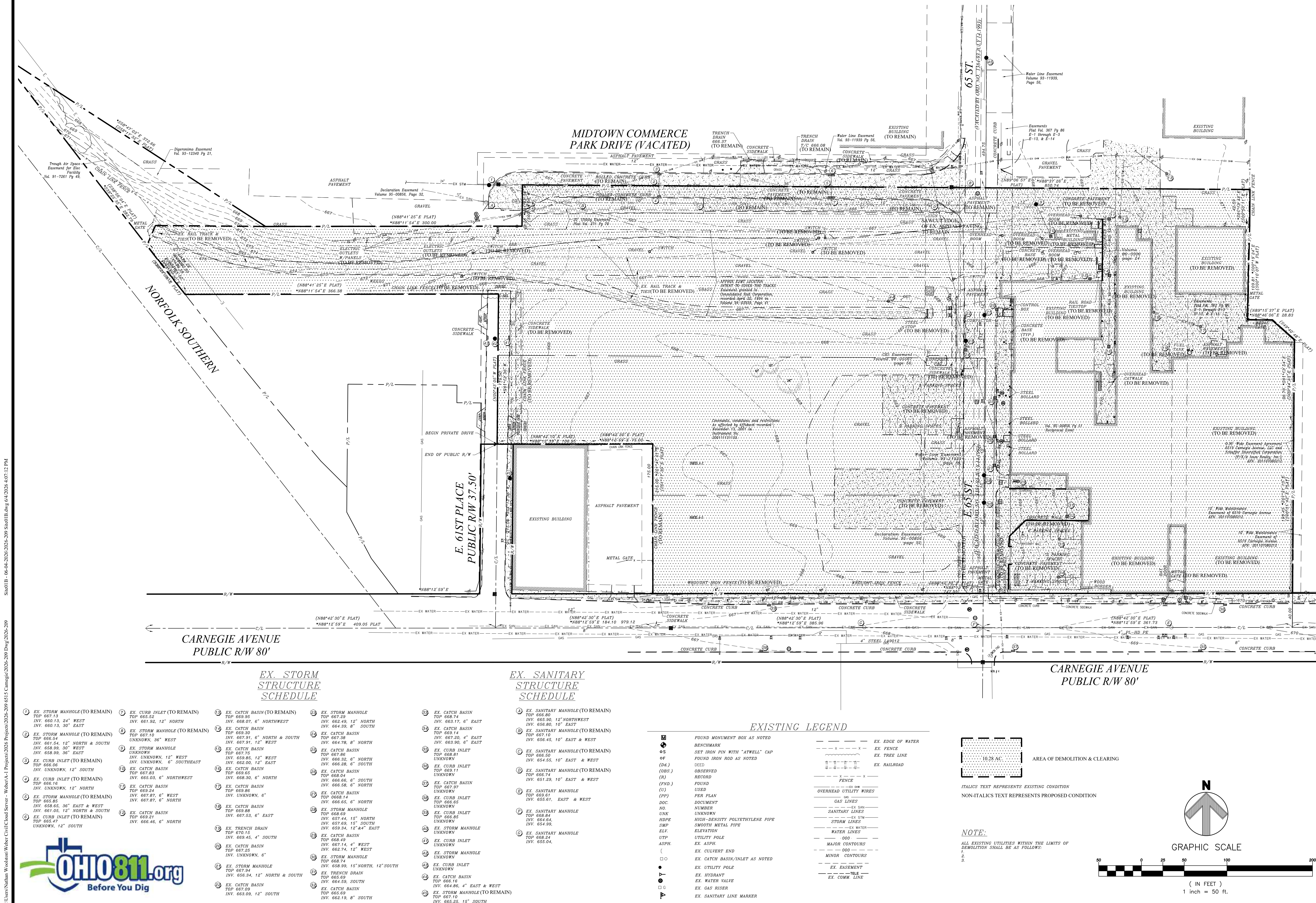
Issue Date

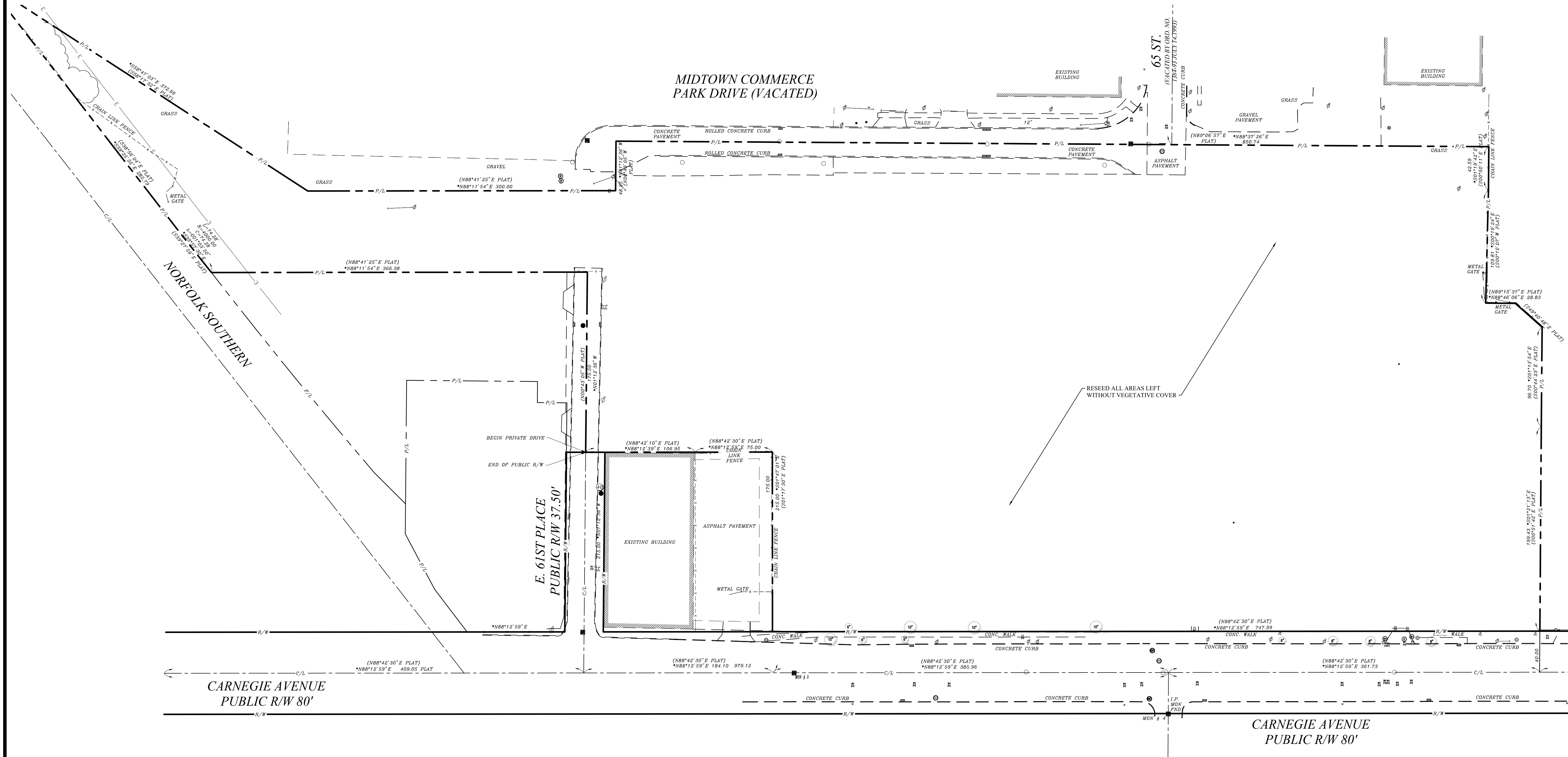
05-29-2025	
06-04-2026	

6515 CARNEGIE
SITE DEVELOPMENT
6515 CARNEGIE AVE., CLEVELAND, OHIO

DEMOLITION PLAN

C101A
Project No. 2026-209



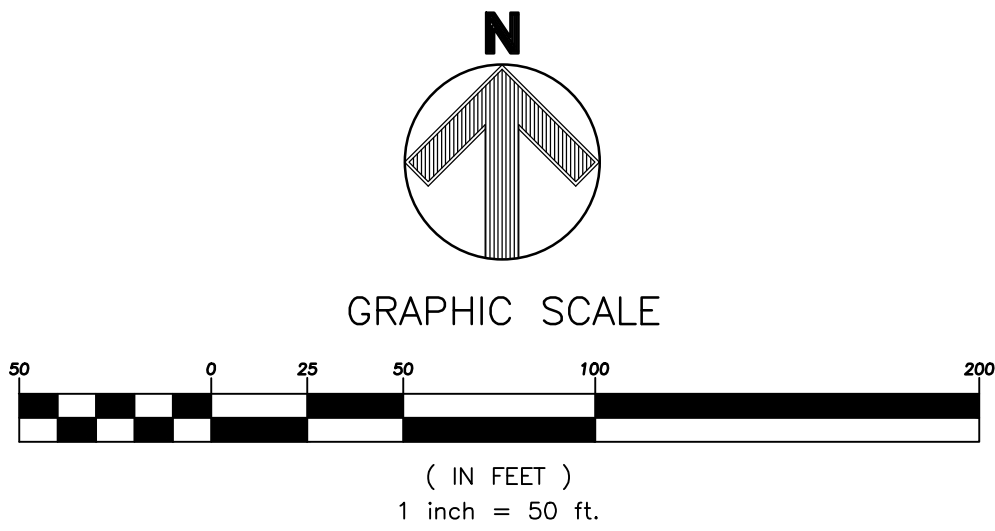


SITE DATA	
USE DISTRICT	= MMUD-3
SITE AREA	= 10.28 AC.
BUILDING SETBACKS:	
FRONT YARD	= 30'
SIDE YARD	= 10'
REAR YARD	= 10'
NUMBER OF PARKING SPACES:	
REGULAR PARKING SPACES	= N/A
HANDICAP PARKING SPACES	= N/A
TOTAL PARKING SPACES	= N/A

FLOOD ZONE
FLOOD ZONE "X" PER FLOOD INSURANCE
RATE MAP NUMBER 39 035C 0069 F
EFFECTIVE DATE AUGUST 15, 2019

LEGEND

ITALICS TEXT REPRESENTS EXISTING CONDITION
NON-ITALICS TEXT REPRESENTS PROPOSED CONDITION



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matt@webercivil.com

STATE OF OHIO

MATTHEW WEBER

61709

REGISTERED PROFESSIONAL ENGINEER

Reg. No.: 61709

CLIENT:

GEIS CONSTRUCTION

10020 AURORA-HUDSON RD.
STREETSBORO, OHIO
JEN DIASIO
PHONE: (216) 218-3507

OWNER:

GEIS CONSTRUCTION

10020 AURORA-HUDSON RD.
STREETSBORO, OHIO
JEN DIASIO
PHONE: (216) 218-3507

6515 CARNEGIE
SITE DEVELOPMENT
6515 CARNEGIE AVE., CLEVELAND, OHIO

Issue Date

05-29-2025
06-04-2026

SITE PLAN

C102

Project No. 2026-209



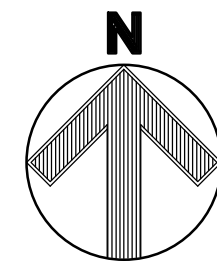
EX. STORM STRUCTURE SCHEDULE				EX. SANITARY STRUCTURE SCHEDULE			
1 EX. STORM MANHOLE TOP 667.13 INV. 660.13, 24" WEST INV. 660.13, 30" EAST	7 EX. CURB INLET TOP 665.52 INV. 661.52, 12" NORTH	13 EX. CATCH BASIN TOP 669.95 INV. 668.92, 6" NORTHWEST	23 EX. STORM MANHOLE TOP 667.59 INV. 668.49, 12" NORTH INV. 664.39, 8" SOUTH	33 EX. CATCH BASIN TOP 668.74 INV. 668.17, 6" EAST	43 EX. CATCH BASIN TOP 669.14 INV. 667.50, 4" EAST INV. 663.90, 6" EAST	49 EX. CATCH BASIN TOP 668.80 INV. 665.90, 12" NORTHWEST	59 EX. CATCH BASIN TOP 668.74 INV. 668.80, 10" EAST
2 EX. STORM MANHOLE TOP 666.54 INV. 661.54, 12" NORTH & SOUTH INV. 658.99, 30" WEST INV. 658.99, 30" EAST	8 EX. STORM MANHOLE TOP 667.10 UNKNOWN, 36" WEST	14 EX. CATCH BASIN TOP 669.30 INV. 667.91, 6" NORTH & SOUTH INV. 667.91, 12" WEST	24 EX. CATCH BASIN TOP 667.30 INV. 664.78, 8" NORTH	34 EX. CATCH BASIN TOP 669.14 INV. 667.50, 4" EAST INV. 663.90, 6" EAST	44 EX. CATCH BASIN TOP 668.80 INV. 665.90, 12" NORTHWEST	54 EX. CATCH BASIN TOP 668.80 INV. 665.90, 12" NORTHWEST	64 EX. CATCH BASIN TOP 668.80 INV. 665.90, 12" NORTHWEST
3 EX. CURB INLET TOP 666.06 INV. UNKNOWN, 12" SOUTH	9 EX. STORM MANHOLE TOP 667.75 INV. UNKNOWN, 12" WEST INV. UNKNOWN, 6" SOUTHWEST	15 EX. CATCH BASIN TOP 667.75 INV. 669.85, 12" WEST INV. 662.00, 12" EAST	25 EX. CATCH BASIN TOP 667.75 INV. 666.32, 6" NORTH INV. 666.32, 6" SOUTH	35 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	45 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	55 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	65 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST
4 EX. CURB INLET TOP 666.16 INV. UNKNOWN, 12" NORTH	10 EX. CATCH BASIN TOP 667.83 INV. 668.03, 6" NORTHWEST	16 EX. CATCH BASIN TOP 667.83 INV. 668.03, 6" NORTHWEST	26 EX. CATCH BASIN TOP 668.04 INV. 666.66, 6" SOUTH INV. 666.66, 6" NORTH	36 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	46 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	56 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	66 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST
5 EX. STORM MANHOLE TOP 665.85 INV. 658.95, 36" EAST & WEST INV. 661.05, 12" NORTH & SOUTH	11 EX. CATCH BASIN TOP 667.84 INV. 667.87, 6" WEST INV. 667.87, 6" NORTH	17 EX. CATCH BASIN TOP 668.86 INV. UNKNOWN, 6"	27 EX. CATCH BASIN TOP 668.14 INV. 666.56, 6" NORTH	37 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	47 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	57 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	67 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST
6 EX. CURB INLET TOP 665.47 UNKNOWN, 12" SOUTH	12 EX. CATCH BASIN TOP 667.09 INV. 666.46, 6" NORTH	18 EX. CATCH BASIN TOP 668.86 INV. 667.53, 6" EAST	28 EX. CATCH BASIN TOP 668.14 INV. 666.56, 6" NORTH	38 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	48 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	58 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	68 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST
		19 EX. TRENCH DRAIN TOP 670.15 INV. 669.45, 4" SOUTH	29 EX. CATCH BASIN TOP 668.04 INV. 666.66, 6" SOUTH INV. 666.66, 6" NORTH	39 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	49 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	59 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	69 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST
		20 EX. CATCH BASIN TOP 667.25 INV. UNKNOWN, 6"	30 EX. STORM MANHOLE TOP 668.74 INV. 668.74, 12" WEST	40 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	50 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	60 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	70 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST
		21 EX. STORM MANHOLE TOP 667.94 INV. 656.34, 12" NORTH & SOUTH	31 EX. TRENCH DRAIN TOP 665.69 INV. 664.59, SOUTH	41 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	51 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	61 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	71 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST
		22 EX. CATCH BASIN TOP 667.09 INV. 663.09, 12" SOUTH	32 EX. CATCH BASIN TOP 665.69 INV. 664.59, SOUTH	42 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	52 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	62 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST	72 EX. CATCH BASIN TOP 668.80 INV. 668.80, 10" EAST

EX. SANITARY STRUCTURE SCHEDULE

1 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	9 EX. SANITARY MANHOLE TOP 667.10 INV. 656.45, 10" EAST & WEST	17 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	25 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST
2 EX. SANITARY MANHOLE TOP 667.10 INV. 656.45, 10" EAST & WEST	10 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	18 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	26 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST
3 EX. SANITARY MANHOLE TOP 667.10 INV. 656.45, 10" EAST & WEST	11 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	19 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	27 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST
4 EX. SANITARY MANHOLE TOP 667.10 INV. 656.45, 10" EAST & WEST	12 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	20 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	28 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST
5 EX. SANITARY MANHOLE TOP 667.10 INV. 656.45, 10" EAST & WEST	13 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	21 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	29 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST
6 EX. SANITARY MANHOLE TOP 667.10 INV. 656.45, 10" EAST & WEST	14 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	22 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	30 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST
7 EX. SANITARY MANHOLE TOP 667.10 INV. 656.45, 10" EAST & WEST	15 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	23 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	31 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST
8 EX. SANITARY MANHOLE TOP 667.10 INV. 656.45, 10" EAST & WEST	16 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	24 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST	32 EX. SANITARY MANHOLE TOP 668.80 INV. 665.90, 12" NORTHWEST

LEGEND

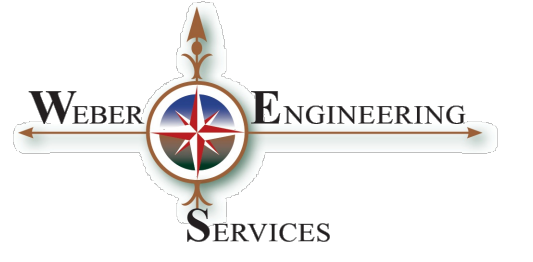
ITALICS TEXT REPRESENTS EXISTING CONDITION
NON-ITALICS TEXT REPRESENTS PROPOSED CONDITION



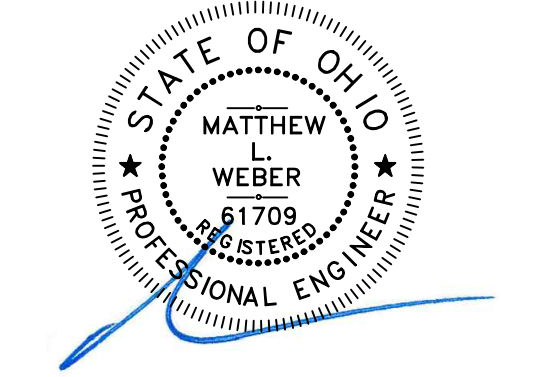
GRAPHIC SCALE



(IN FEET)
1 inch = 50 ft.



2555 Hartville Rd., Suite B
Rookstown, OH 44172
www.WeberEngineeringServices.com
330-329-2037
matt@webercivil.com



Reg. No.: 61709

CLIENT:

GEIS
CONSTRUCTION

10020 AURORA-HUDSON RD.
STREETSBORO, OHIO
JEN DIASIO
PHONE: (216) 218-3507

OWNER:

GEIS
CONSTRUCTION

10020 AURORA-HUDSON RD.
STREETSBORO, OHIO
JEN DIASIO
PHONE: (216) 218-3507

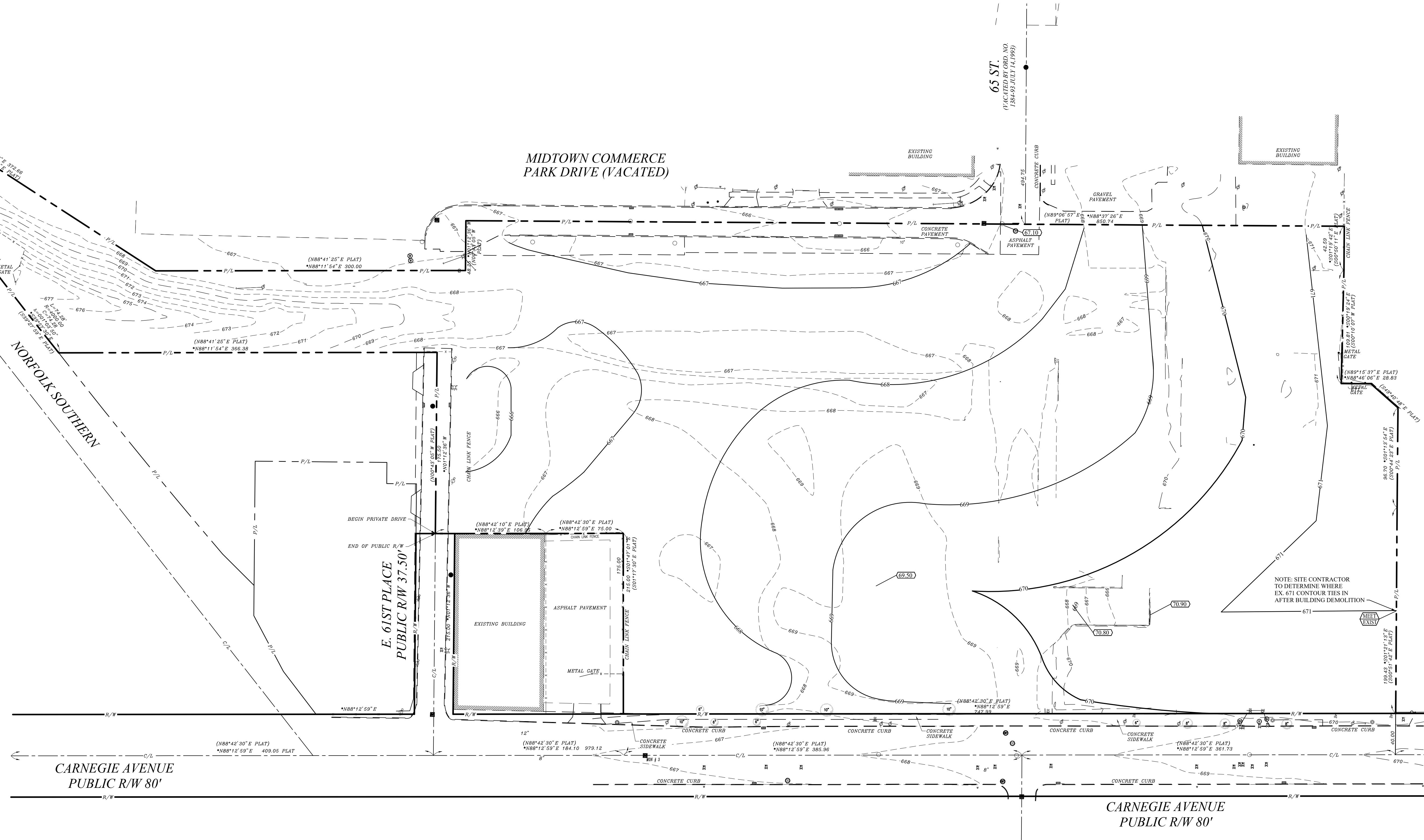
Issue Date

05-29-2025
06-04-2026

6515 CARNEGIE
SITE DEVELOPMENT
6515 CARNEGIE AVE., CLEVELAND, OHIO

UTILITY
PLAN

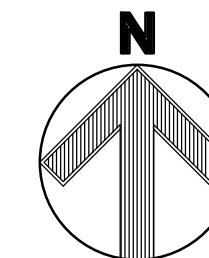
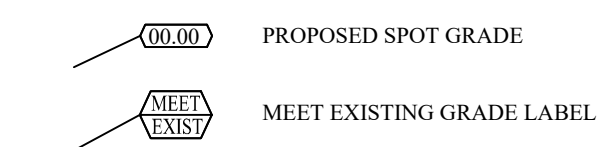
C103
Project No. 2026-209



LEGEND

ITALICS TEXT REPRESENTS EXISTING CONDITION

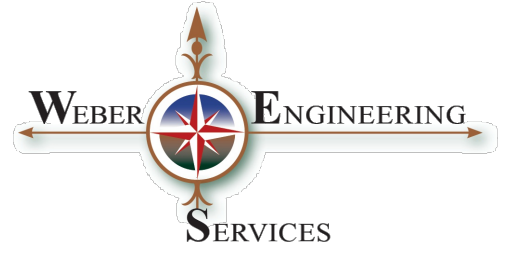
NON-ITALICS TEXT REPRESENTS PROPOSED CONDITION



GRAPHIC SCALE



(IN FEET)
1 inch = 50 ft.



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Issue Date

05-29-2025
06-04-2026

6515 CARNEGIE
SITE DEVELOPMENT
6515 CARNEGIE AVE., CLEVELAND, OHIO

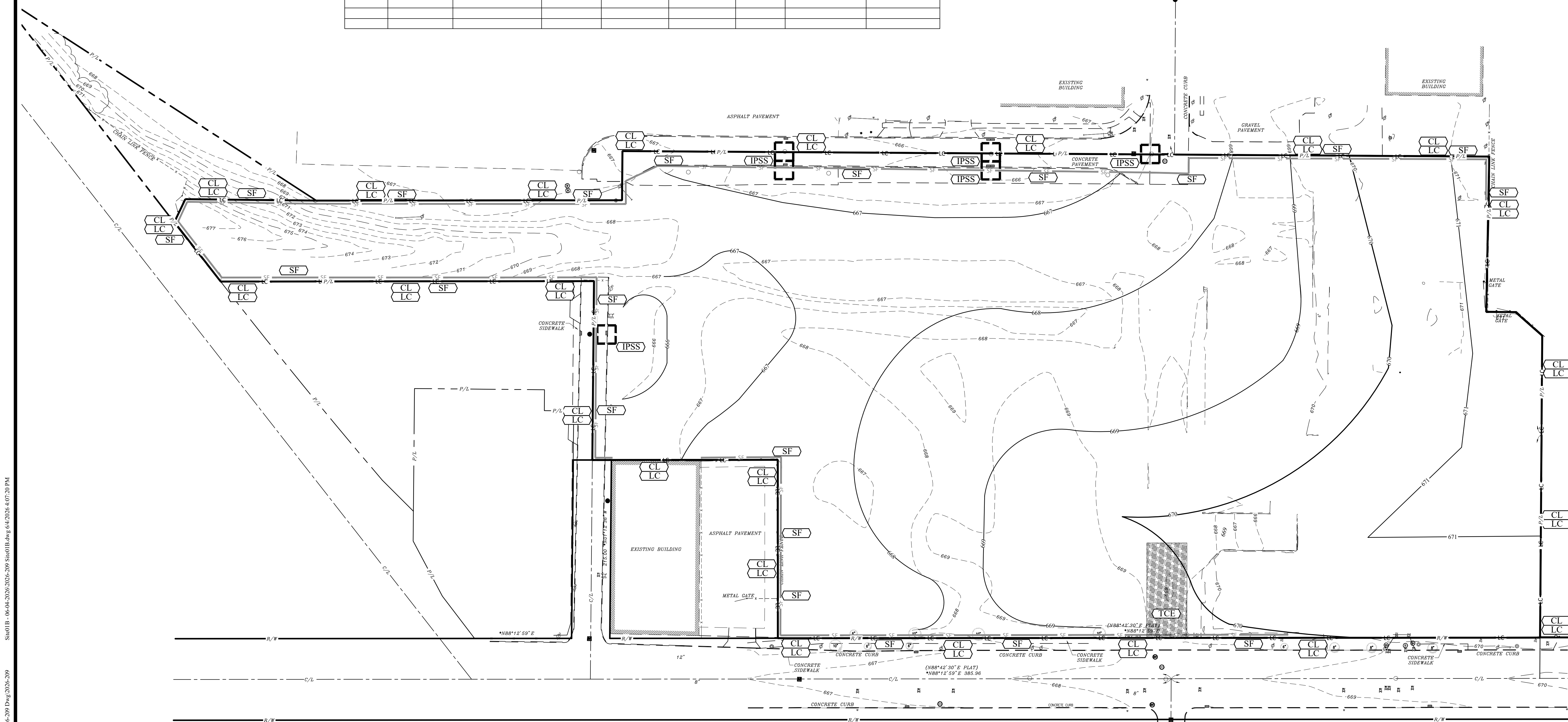
GRADING
PLAN

C104
Project No. 2026-209

INSPECTION CHECKLIST

INSPECTIONS SHALL BE MADE ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS AFTER ANY STORM EVEN GREATER THAN ONE-HALF INCH OF RAIN PER 24 HOUR PERIOD

DATE	INSPECTOR	WEATHER CONDITIONS	RAINFALL AMOUNT	SEDIMENT DISCHARGE	DISCHARGE LOCATION	BMPS FAILED	ADDITIONAL BMPS NEEDED	CORRECTION MADE



SWP3 AMENDMENT ACTIVITIES

GRADING DATE

SITE STABILIZATION DATE

SWP3 AMENDMENT DATE

SWP3 RESPONSIBLE PARTY

COMPANY NAME
CONTACT NAME
COMPANY STREET ADDRESS
CITY, STATE ZIP CODE
CONTACT PHONE NUMBER

GEIS CONSTRUCTION
ANDY MEERMANS
10020 AURORA-HUDSON ROAD
STREETSBORO, OH 44241
(216) 218-3517

ESTIMATED CONSTRUCTION DATES

START DATE
END DATE

07-05-2026
10-05-2026

SWP3 PREPARED

06-04-2026

FLOOD ZONE

FLOOD ZONE "X" PER FLOOD INSURANCE
RATE MAP NUMBER 39 035C 0069 F
EFFECTIVE DATE AUGUST 15, 2019

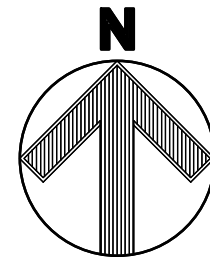
ALL OFF-SITE BORROW OR SPOIL AREAS SHALL BE REQUIRED TO BE PERMITTED BY A SEPARATE NOI AND RELATED SWP3.

TAG HATCH/SYMBOL SWP3 BMP

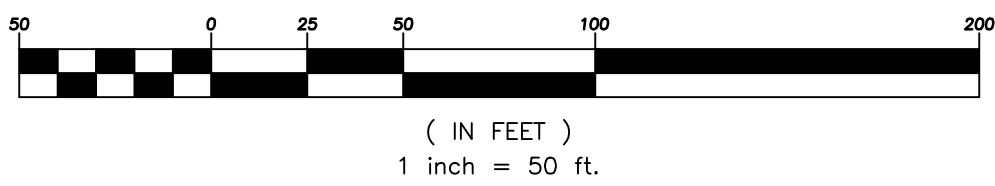
CL LC	LC	CLEARING LIMITS, LIMITS OF CONSTRUCTION
TCE	TCE	TEMPORARY CONSTRUCTION ENTRANCE
VF TW DMP	VF	VEHICLE FUELING, TOXIC WASTE AND DUMPSTER LOCATION
IP	IP	INLET PROTECTION (SEE DETAIL ON SHT. C109)
IPSS	IPSS	INLET SILT SACK PROTECTION (SEE DETAIL ON SHT. C109)

TAG LINE SWP3 BMP

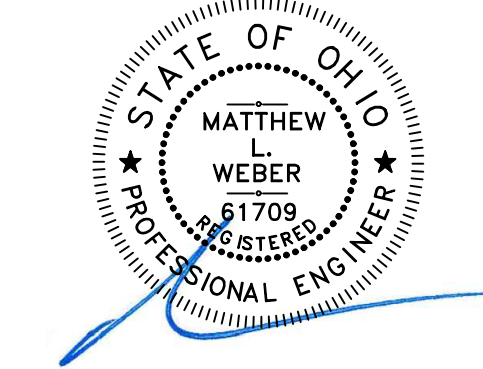
SF	SF	SILT FENCE
CFS	CFS	12" COMPOST FILTER SOCK MAY BE SUBSTITUTED FOR SILT FENCE AT CONTRACTORS DISCRETION
OP	OP	OUTLET PROTECTION



GRAPHIC SCALE



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Issue Date

05-29-2025
06-04-2026

6515 CARNEGIE
SITE DEVELOPMENT
6515 CARNEGIE AVE., CLEVELAND, OHIO

SWP3

C105

Project No. 2026-209



EC2026-020 – 6515 Carnegie Ave Demolition

July 24, 2026

CEDRAC Recommendations:

CEDRAC tabled this item on 6/11, and after a second review on 6/25 recommended final approval, and suggested salvaging the historical terracotta material for potential reuse in redevelopment of the site.

City Planning Staff Recommendations:

Demolition was postponed on 6/26 to allow applicant to present the full Midline Project Master Plan proposal before bringing individual sites to CPC for approval.

Staff is in support of this demolition, as it aligns with the master plan proposed today.

Cleveland City Planning Commission

Downtown/Flats Design Review



CITY OF CLEVELAND
Mayor Justin M. Bibb

July 24, 2026

DF26-008 – Cleveland Amphitheatre

July 24, 2026

Project Address: 1900 W. 3rd Street

Type: New Construction – Commercial

Project Representative: Nora Romanoff, Bedrock; Joshua Haney, DLR Group

Approval: Schematic

CITY PLANNING COMMISSION: Conditions of Conceptual Approval

- Provide a **transportation management plan** to address mobility concerns around **parking locations, walking times, sidewalk conditions**
 - Draft Transportation Management Plan now included.
- Show preliminary plans for **short and long-term signage and wayfinding** that will expand with the continued development of the surrounding area
 - Not shown.
- Include details on **ornamental signage** around the site [**perimeter treatment**]
 - Preliminary details provided.
- Provide **program use diagrams for a variety of potential event types** showing seating orientation for different use cases
 - Not shown.
- Invite venue operator to provide an **economic evaluation** to estimate the expected **impact to the music venue ecosystem** in Cleveland
 - Not included.

CLEVELAND AMPHITHEATER

CITY PLANNING | SCHEMATIC DESIGN | JULY 9, 2026

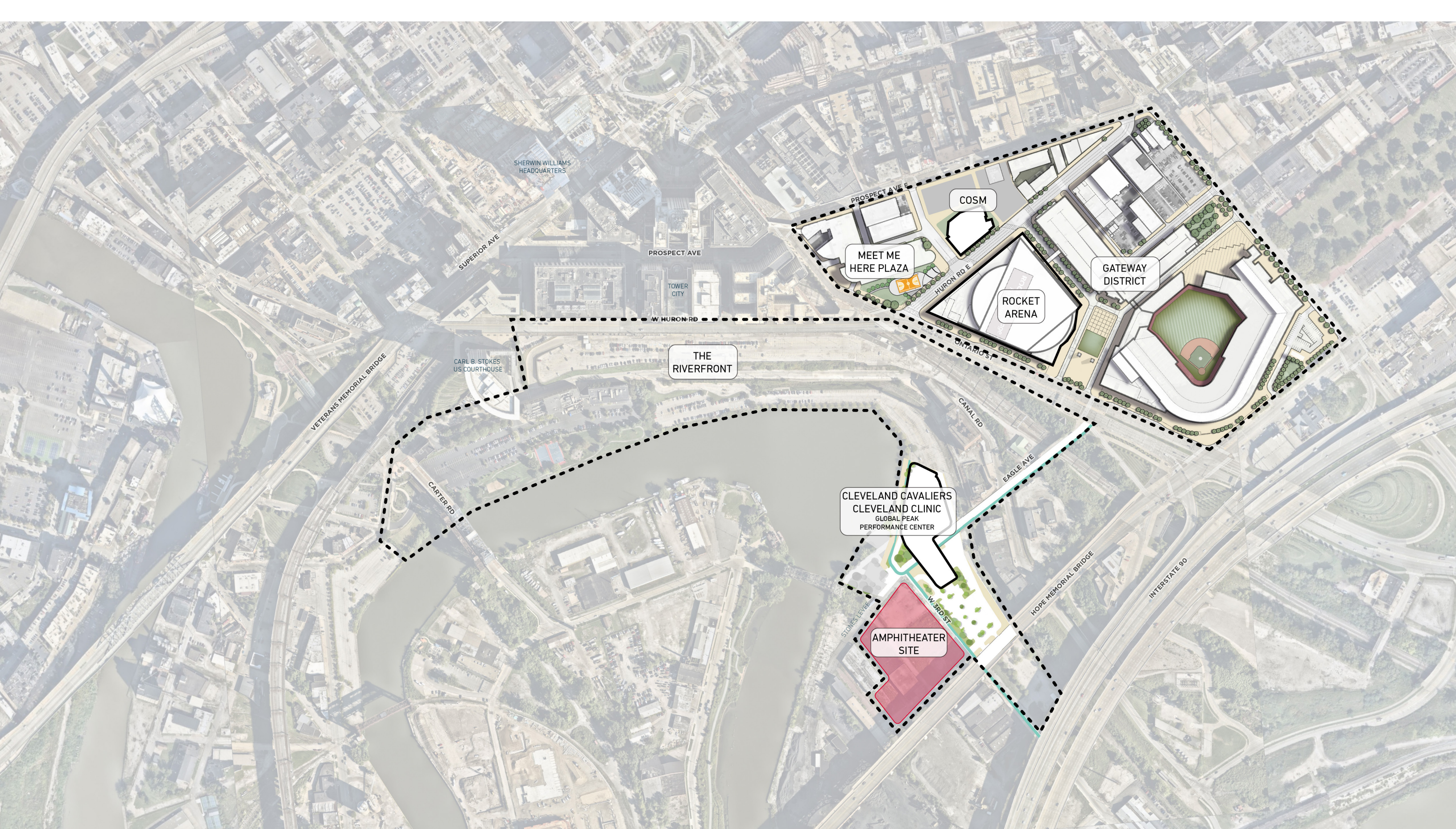
 BEDROCK

 DLR GROUP

MKSK

 OSBORN
ENGINEERING







MKSK



1 CLEVELAND CAVALIERS CLEVELAND CLINIC GLOBAL PEAK PERFORMANCE CENTER



2 CLEVELAND CAVALIERS CLEVELAND CLINIC GLOBAL PEAK PERFORMANCE CENTER



3 CLEVELAND CAVALIERS CLEVELAND CLINIC GLOBAL PEAK PERFORMANCE CENTER

CLEVELAND AMPHITHEATER

EXISTING CONDITIONS PLAN

JULY 9, 2026



④ CLEVELAND CAVALIERS & CLEVELAND CLINIC GLOBAL PEAK PERFORMANCE CENTER

CLEVELAND AMPHITHEATER

EXISTING CONDITIONS PLAN

JULY 9, 2026



1 CLEVELAND WHISKEY



2 CLEVELAND WHISKEY



3 DASH MART & THE LANDING



1 CENTRAL AVE VIEW TO THE WEST



2 DASH MART & THE LANDING PARKING LOT



3 CENTRAL AVE VIEW TO THE EAST



1 FROM NORTHEAST CORNER AT PROPOSED ENTRY PLAZA



2 FROM SOUTHEAST CORNER AT PROPOSED VIP ENTRY



3 FROM SOUTHWEST CORNER OF SITE



1 NORTHEAST CORNER LOOKING EAST TOWARDS EAGLE AVE.



2 AERIAL FROM WEST



3 AERIAL FROM EAST

PHOTOS COURTESY OF DRONE OHIO

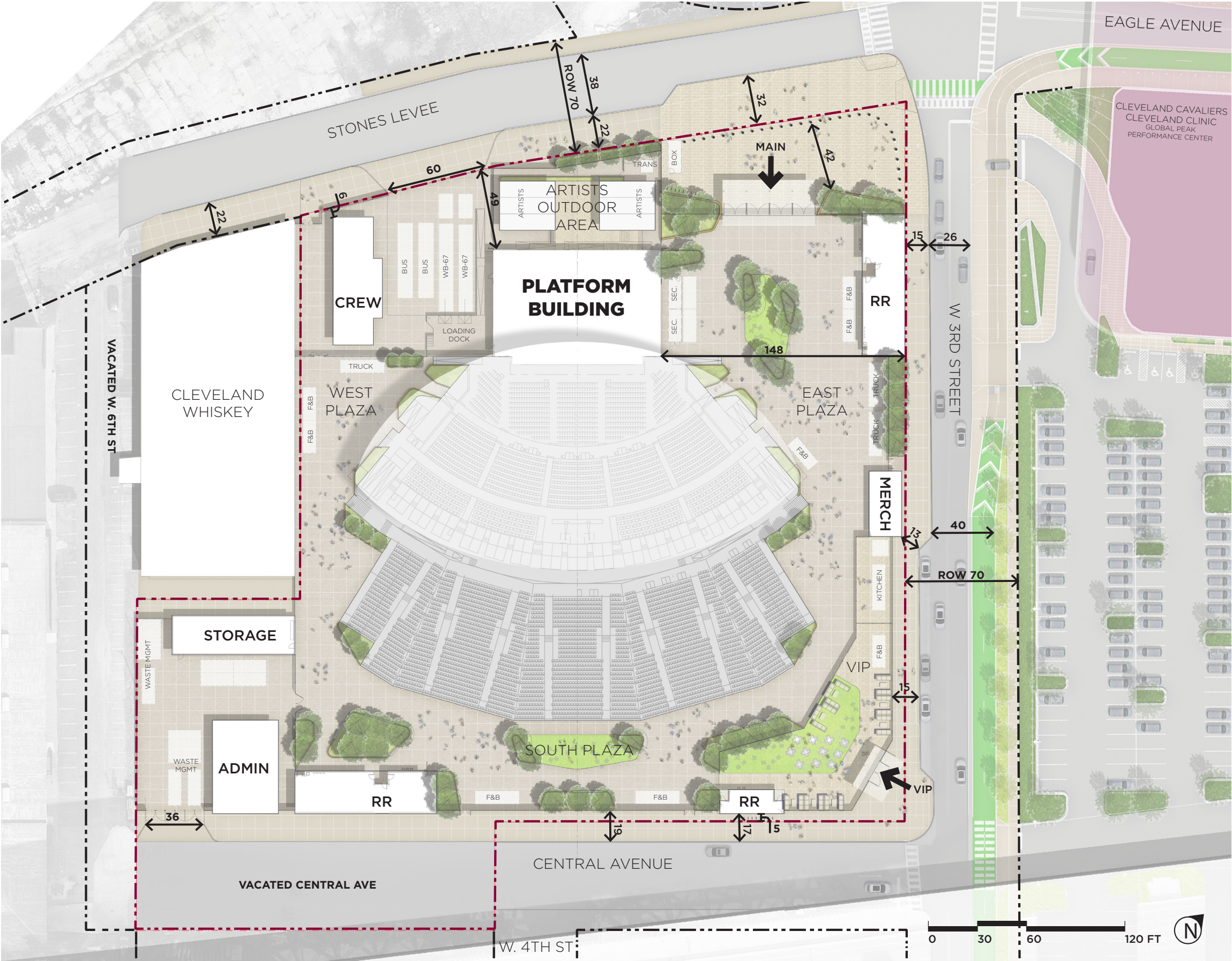


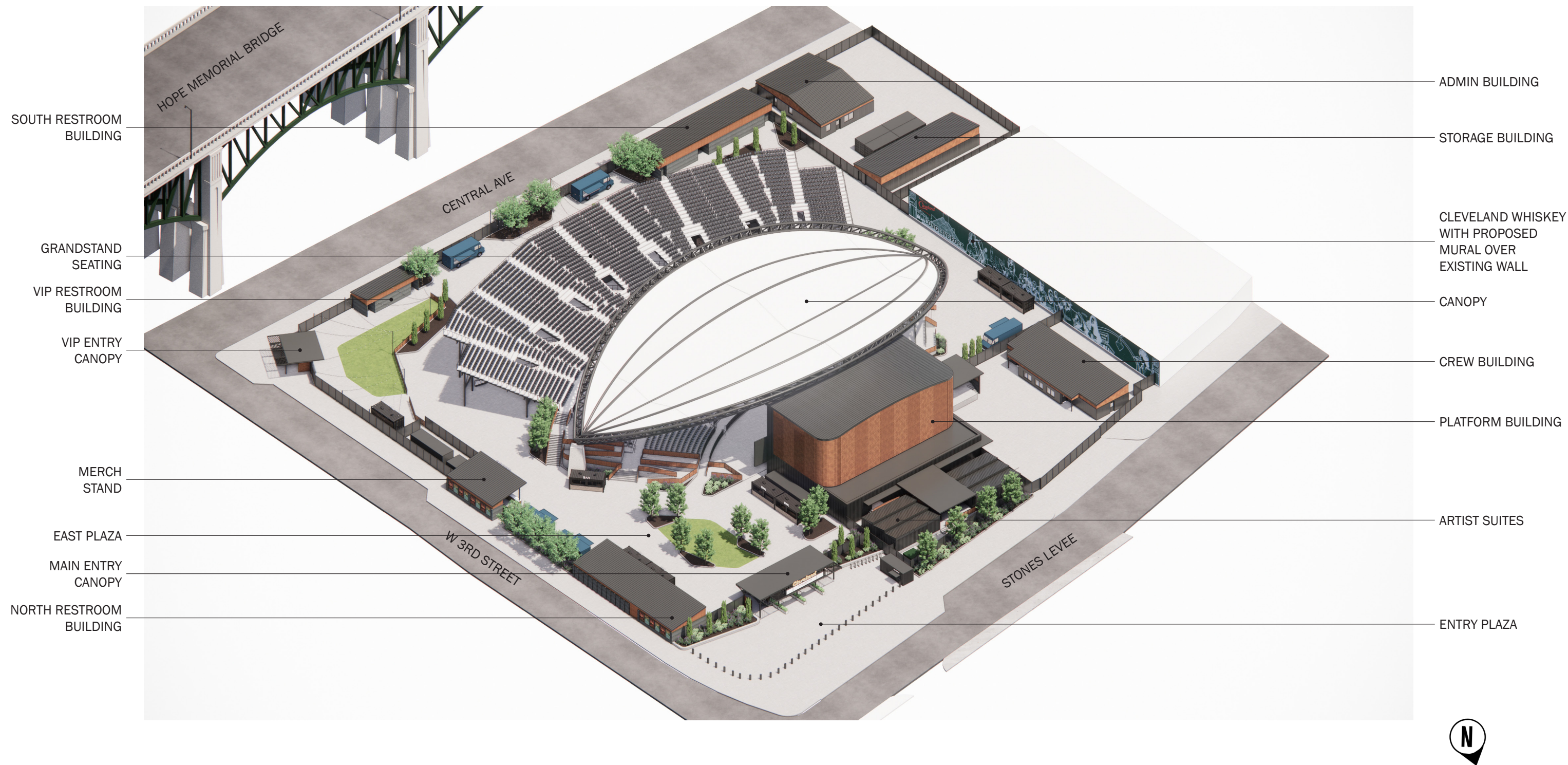
1 AERIAL FROM STONES LEVEE LOOKING EAST TOWARDS EAGLE AVE.

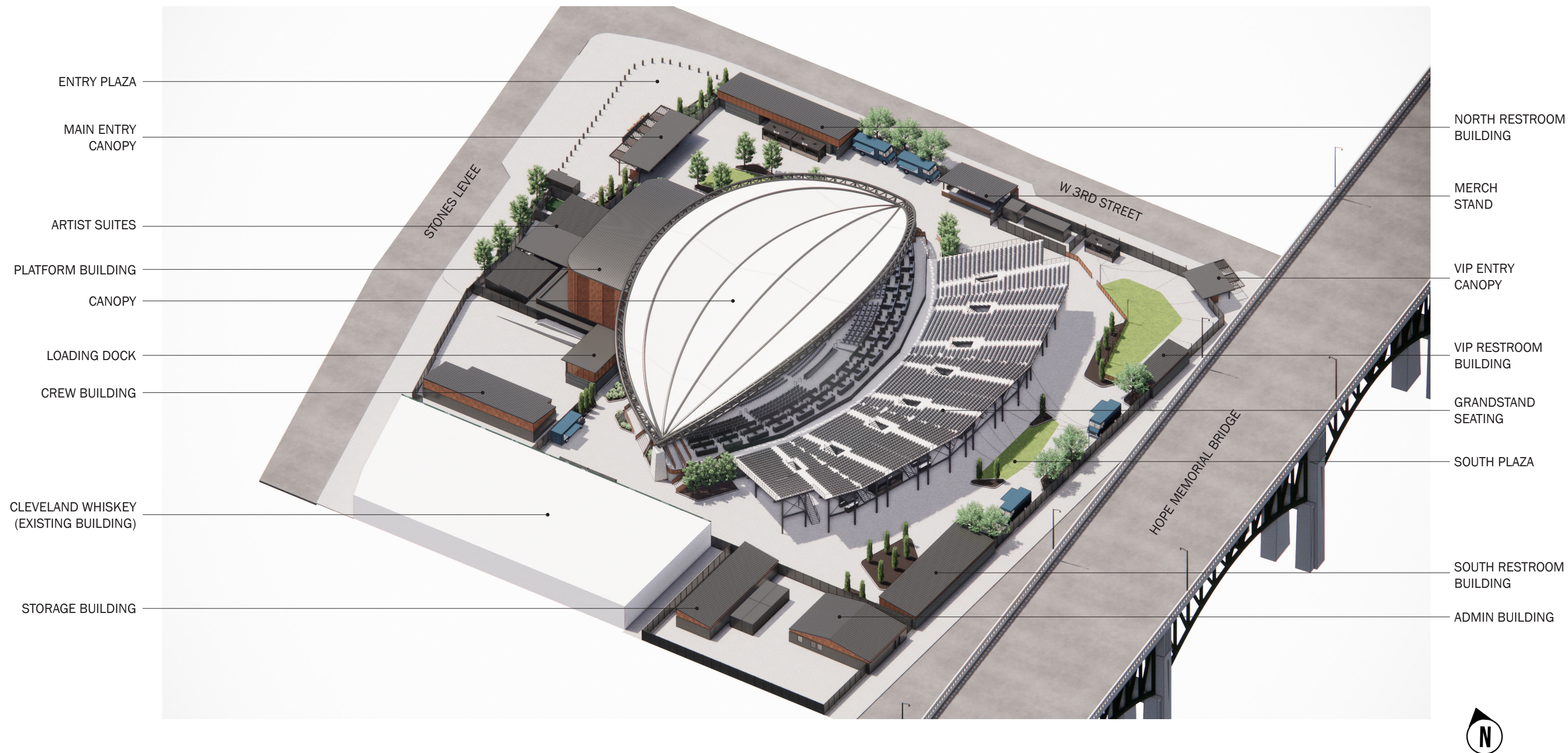


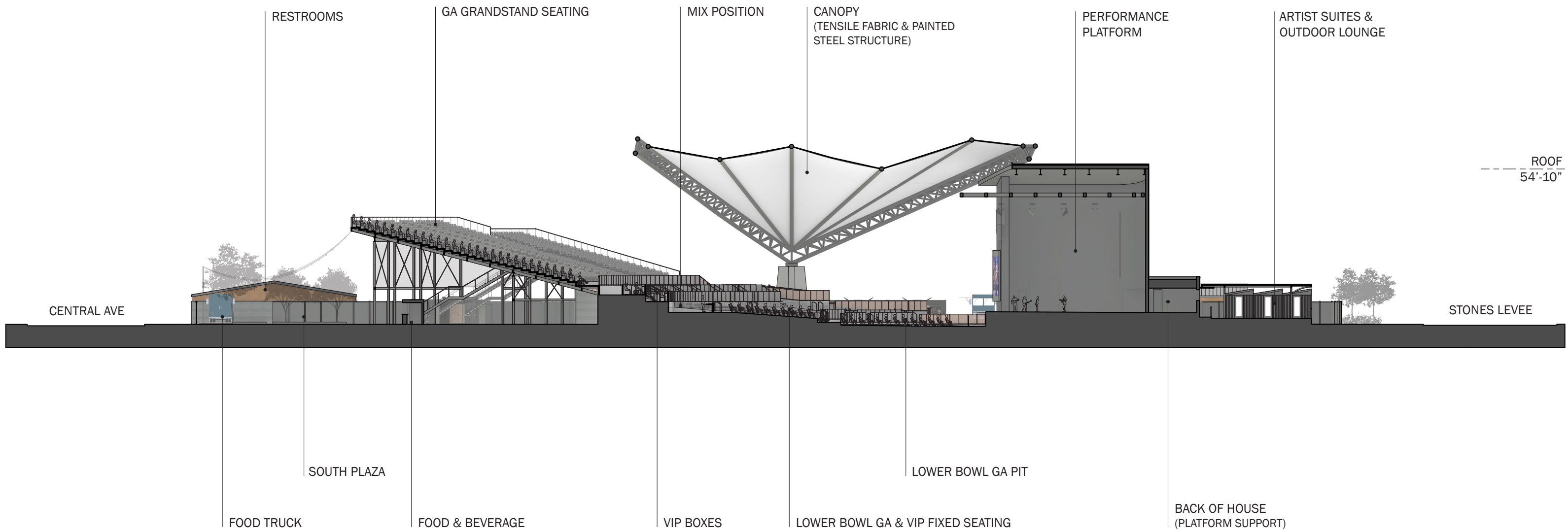
2 AERIAL FROM EAST

PHOTOS COURTESY OF DRONE OHIO

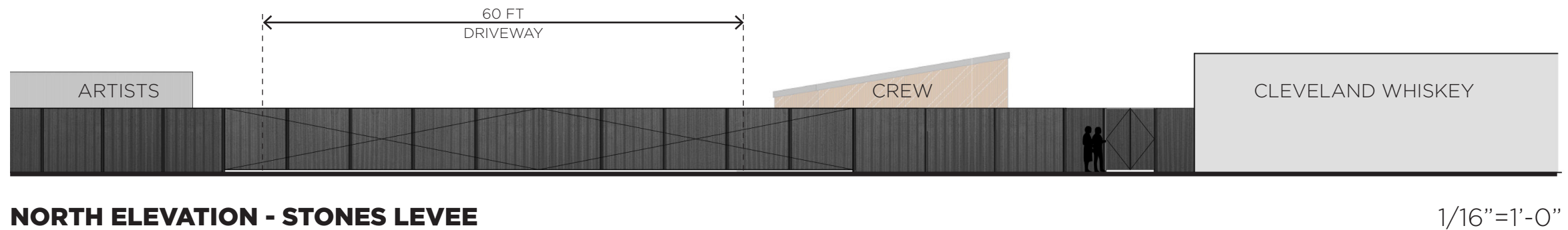
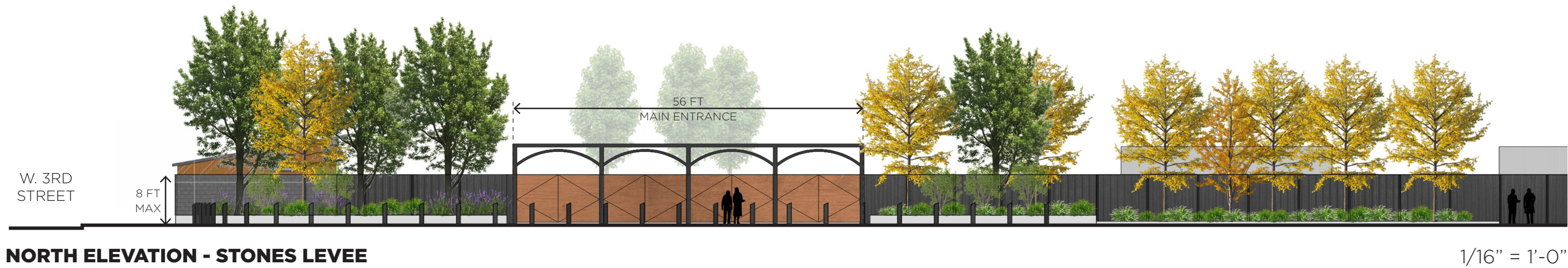




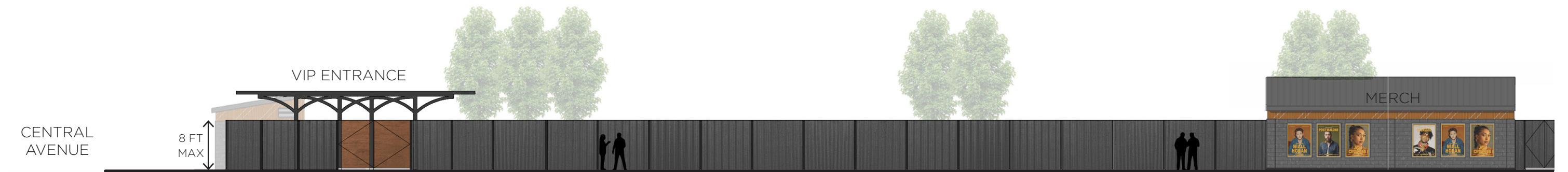




SITE SECTION A-A



*SEE ARCHITECTURAL ELEVATIONS FOR
BUILDING MATERIALITY INFORMATION



EAST ELEVATION - W 3RD STREET

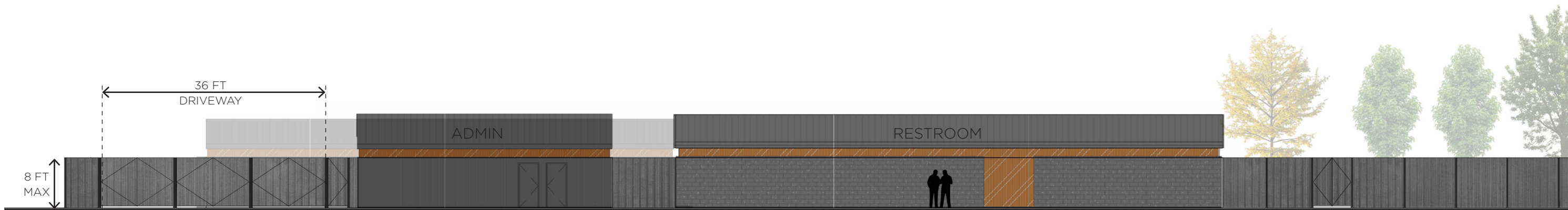
1/16" = 1'-0"



EAST ELEVATION - W 3RD STREET

1/16"=1'-0"

*SEE ARCHITECTURAL ELEVATIONS FOR
BUILDING MATERIALITY INFORMATION

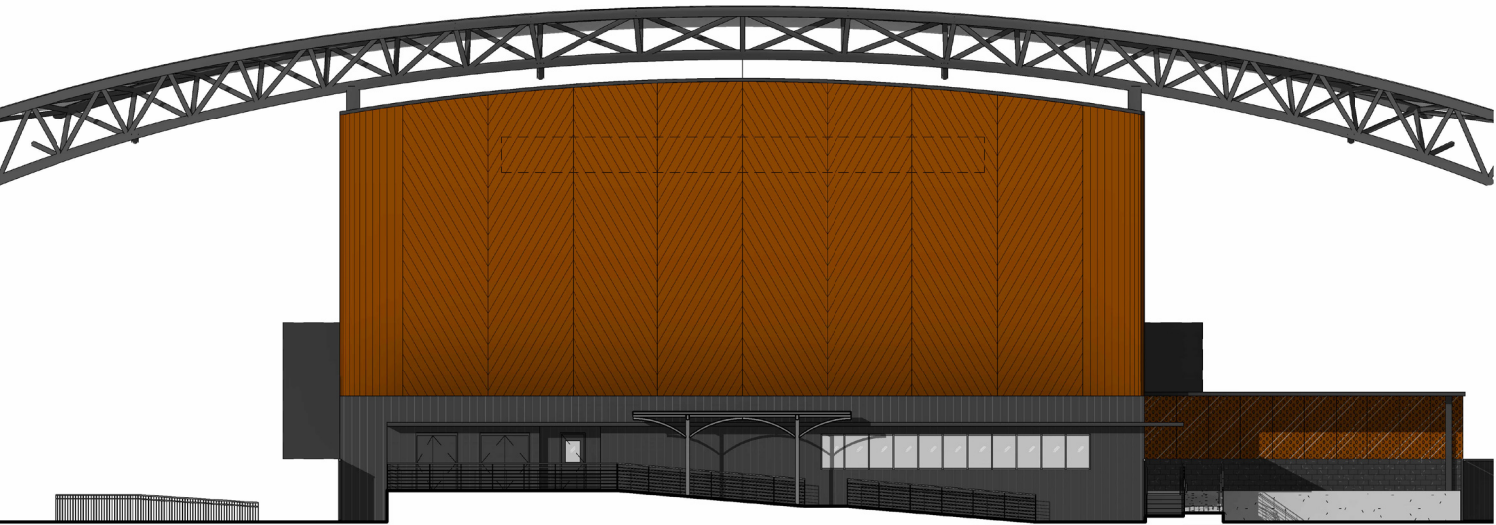


SOUTH ELEVATION - CENTRAL AVENUE



SOUTH ELEVATION - CENTRAL AVENUE

*SEE ARCHITECTURAL ELEVATIONS FOR
BUILDING MATERIALITY INFORMATION



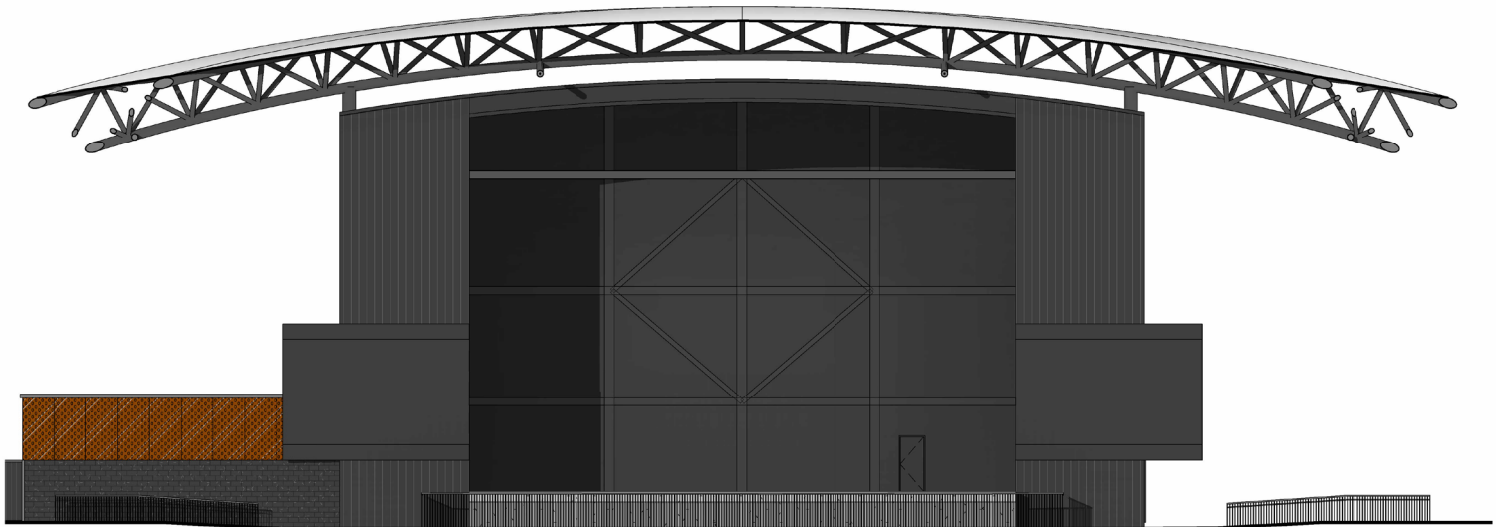
NORTH ELEVATION



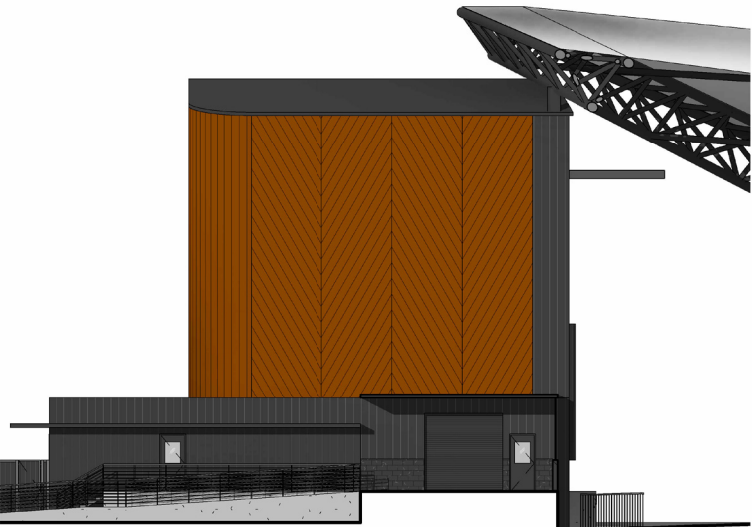
EAST ELEVATION



FORMED METAL WALL PANEL
WEATHERED STEEL



SOUTH ELEVATION

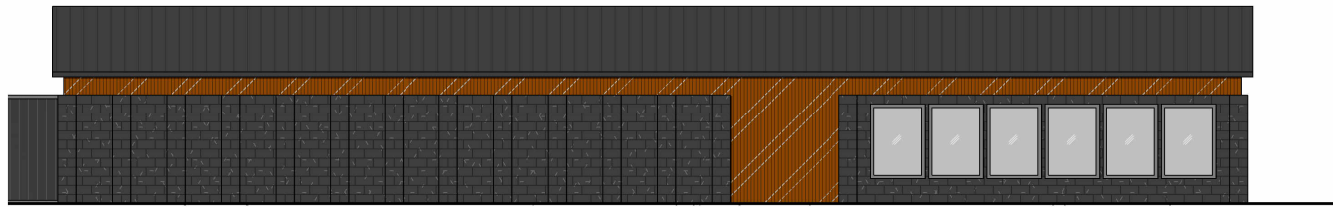


WEST ELEVATION

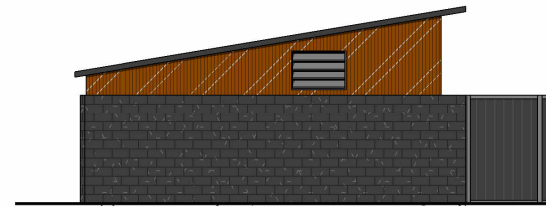


FORMED METAL WALL PANEL
DARK GRAY

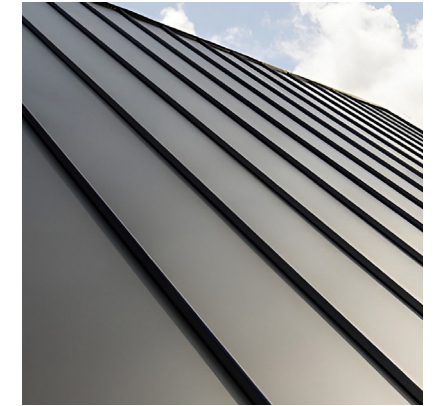




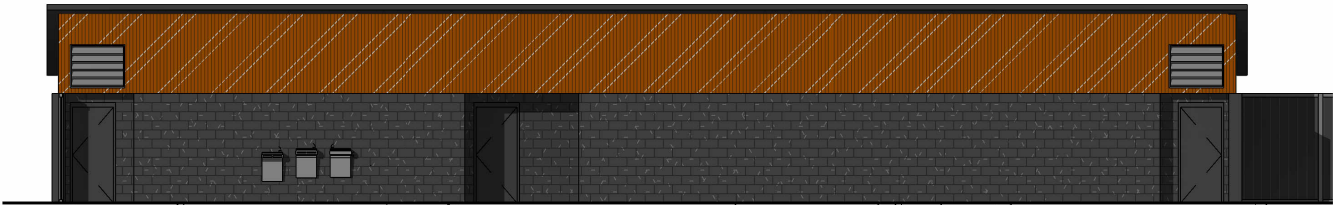
NORTH RESTROOM
EAST ELEVATION



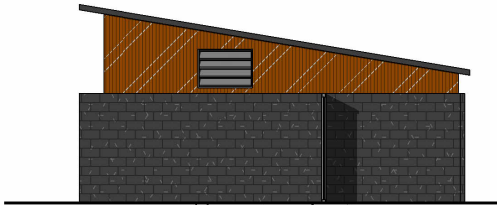
NORTH RESTROOM
NORTH ELEVATION



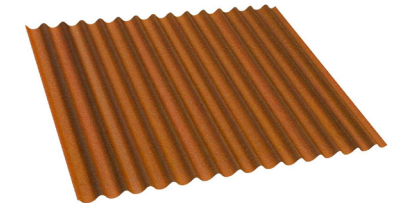
STANDING SEAM ROOF
DARK GRAY



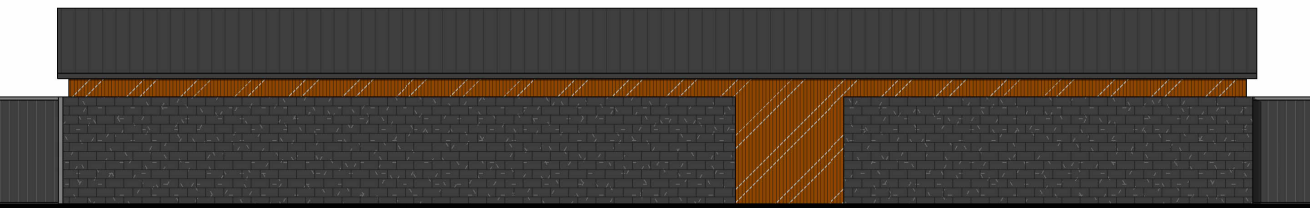
NORTH RESTROOM
WEST ELEVATION



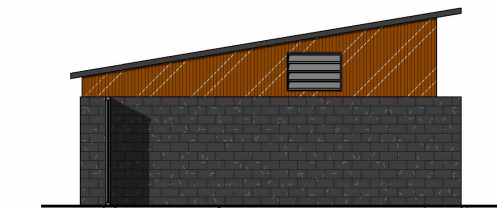
NORTH RESTROOM
SOUTH ELEVATION



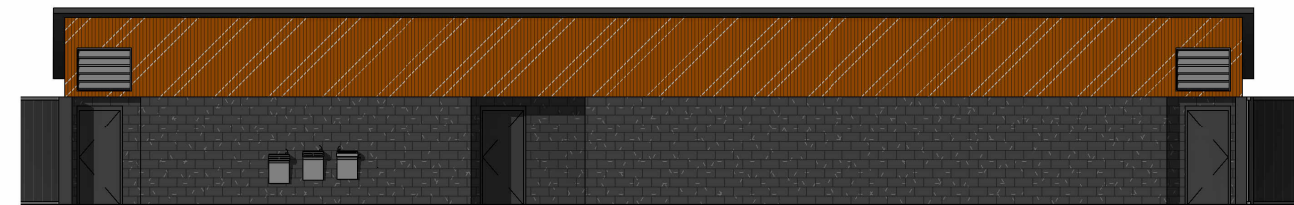
CORRUGATED METAL PANEL
FAUX-WEATHERED STEEL



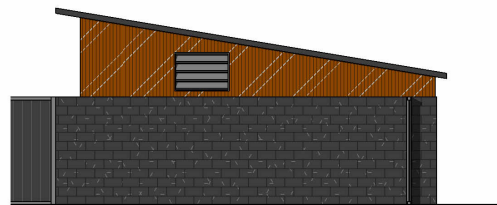
SOUTH RESTROOM
SOUTH ELEVATION



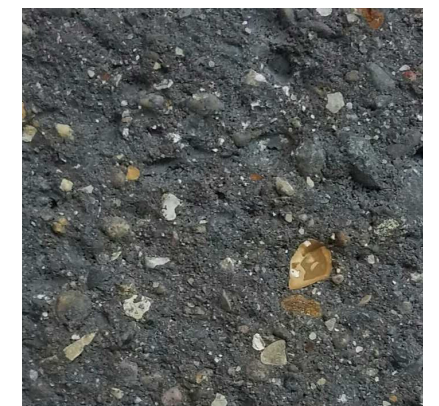
SOUTH RESTROOM
EAST ELEVATION



SOUTH RESTROOM
NORTH ELEVATION

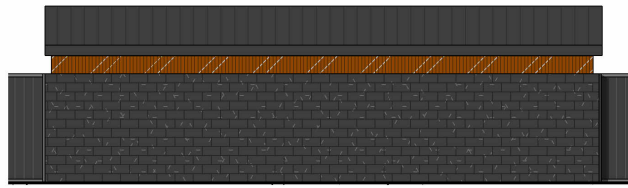


SOUTH RESTROOM
WEST ELEVATION



CMU
'CHARCOAL'

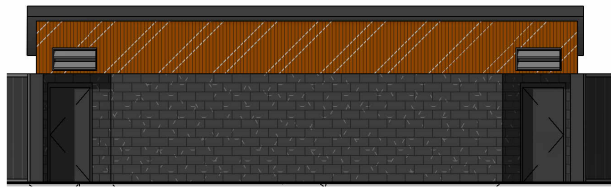




VIP RESTROOM
SOUTH ELEVATION



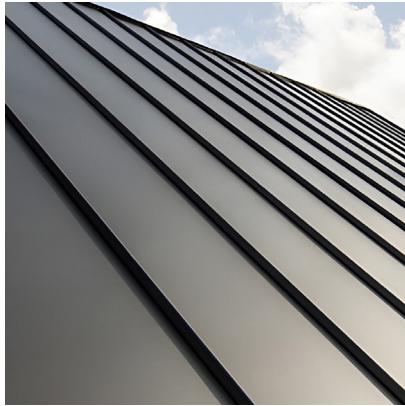
VIP RESTROOM
EAST ELEVATION



VIP RESTROOM
NORTH ELEVATION



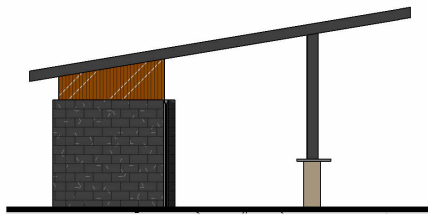
VIP RESTROOM
WEST ELEVATION



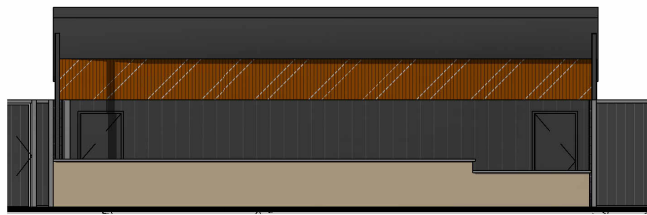
STANDING SEAM ROOF
DARK GRAY



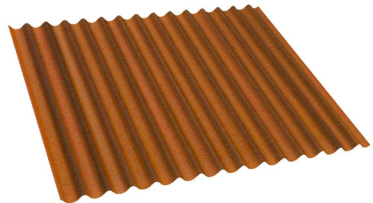
MERCH STAND
EAST ELEVATION



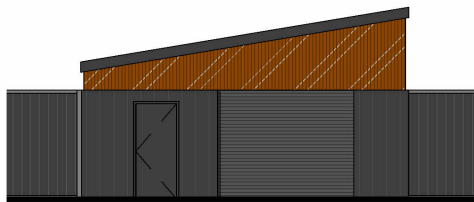
MERCH STAND
NORTH ELEVATION



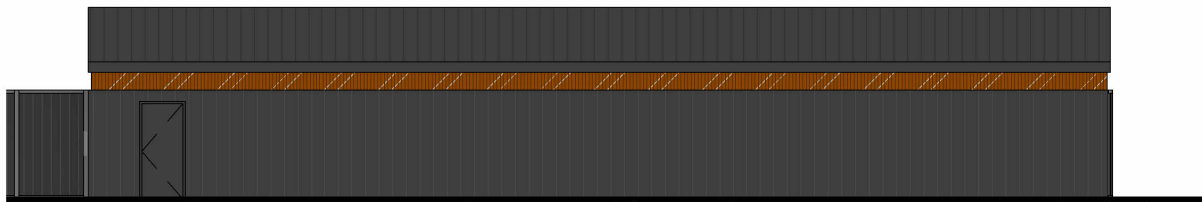
MERCH STAND
WEST ELEVATION



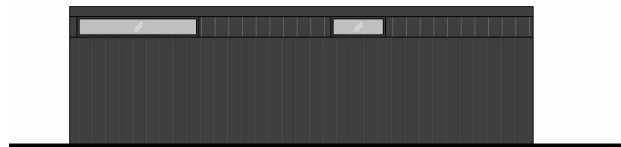
CORRUGATED METAL PANEL
FAUX-WEATHERED STEEL



STORAGE BUILDING
EAST ELEVATION



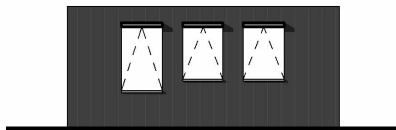
STORAGE BUILDING
SOUTH ELEVATION



ARTIST SUITE
SIDE ELEVATION



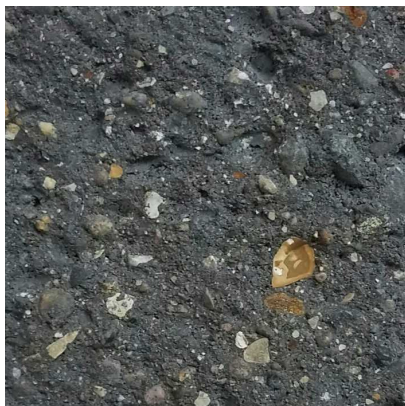
ARTIST SUITE
FRONT ELEVATION



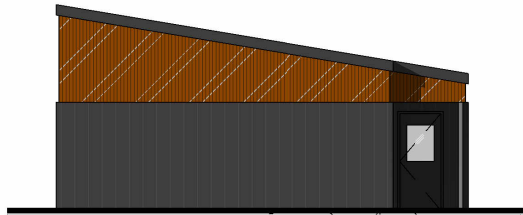
BOX OFFICE
FRONT ELEVATION



FORMED METAL WALL PANEL
DARK GRAY



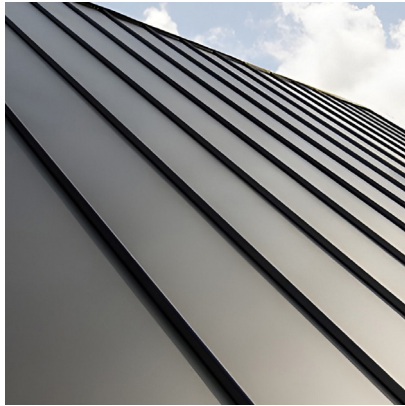
CMU
'CHARCOAL'



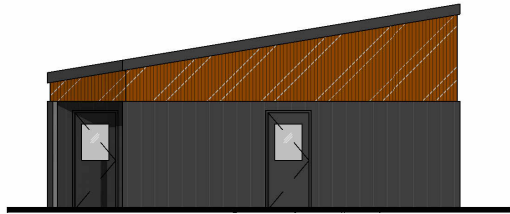
CREW BUILDING
SOUTH ELEVATION



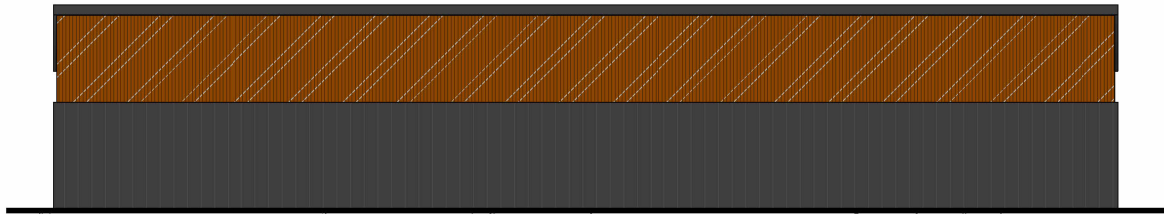
CREW BUILDING
EAST ELEVATION



STANDING SEAM ROOF
DARK GRAY



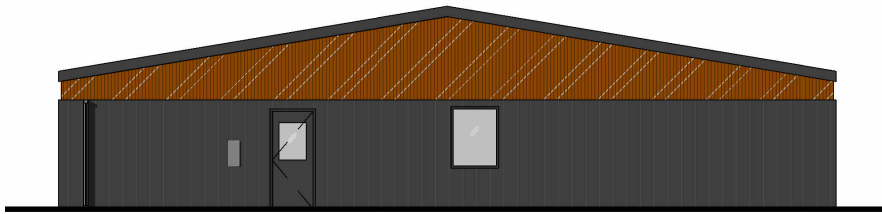
CREW BUILDING
NORTH ELEVATION



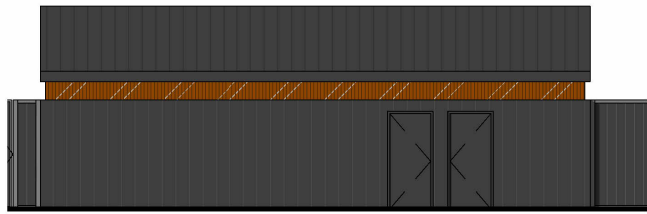
CREW BUILDING
WEST ELEVATION



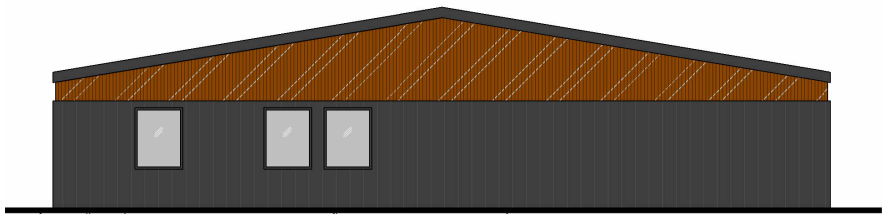
CORRUGATED METAL PANEL
FAUX-WEATHERED STEEL



ADMIN. BUILDING
EAST ELEVATION



ADMIN. BUILDING
SOUTH ELEVATION



ADMIN. BUILDING
WEST ELEVATION

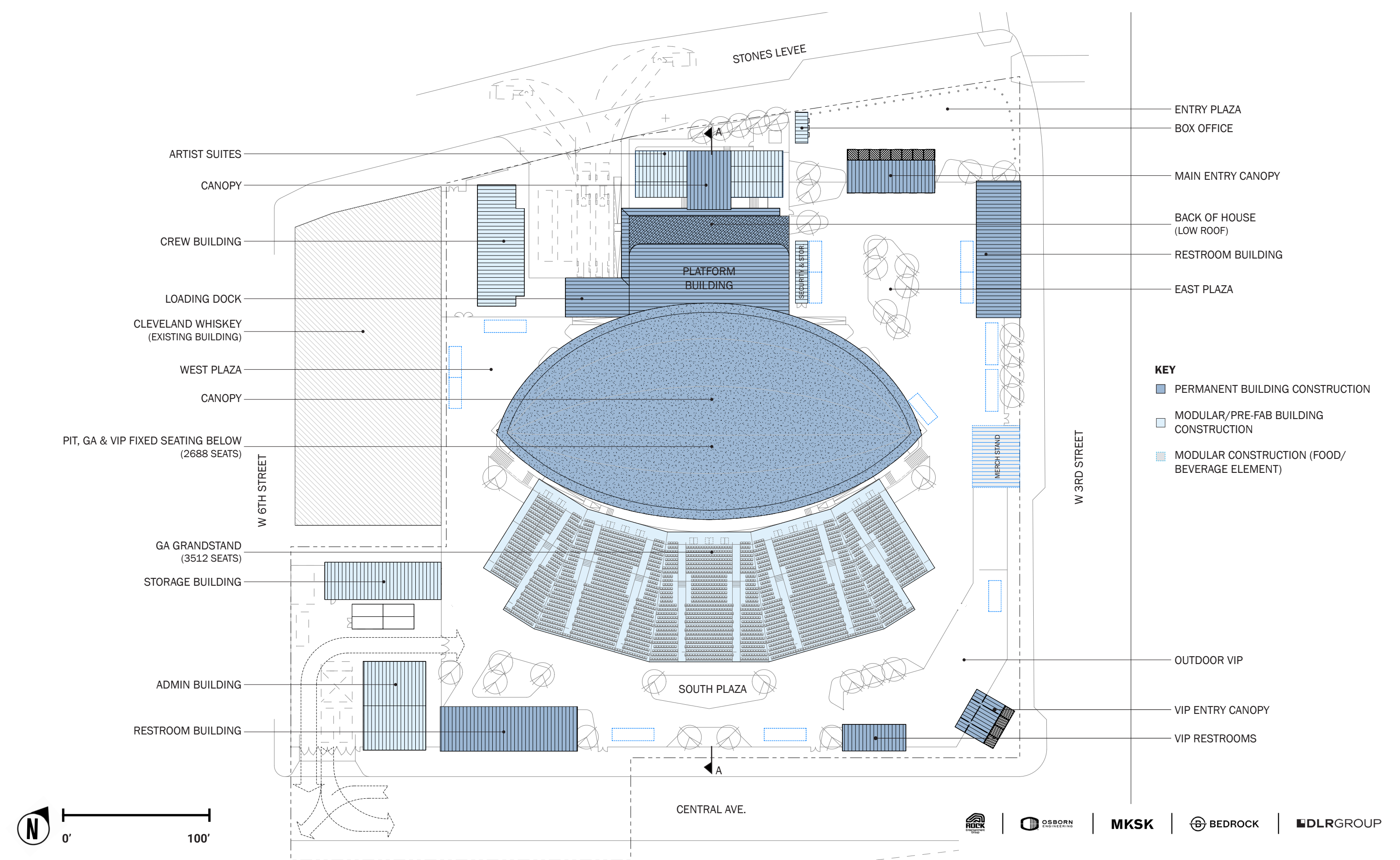


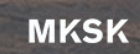
ADMIN. BUILDING
NORTH ELEVATION



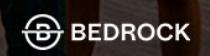
FORMED METAL WALL PANEL
DARK GRAY

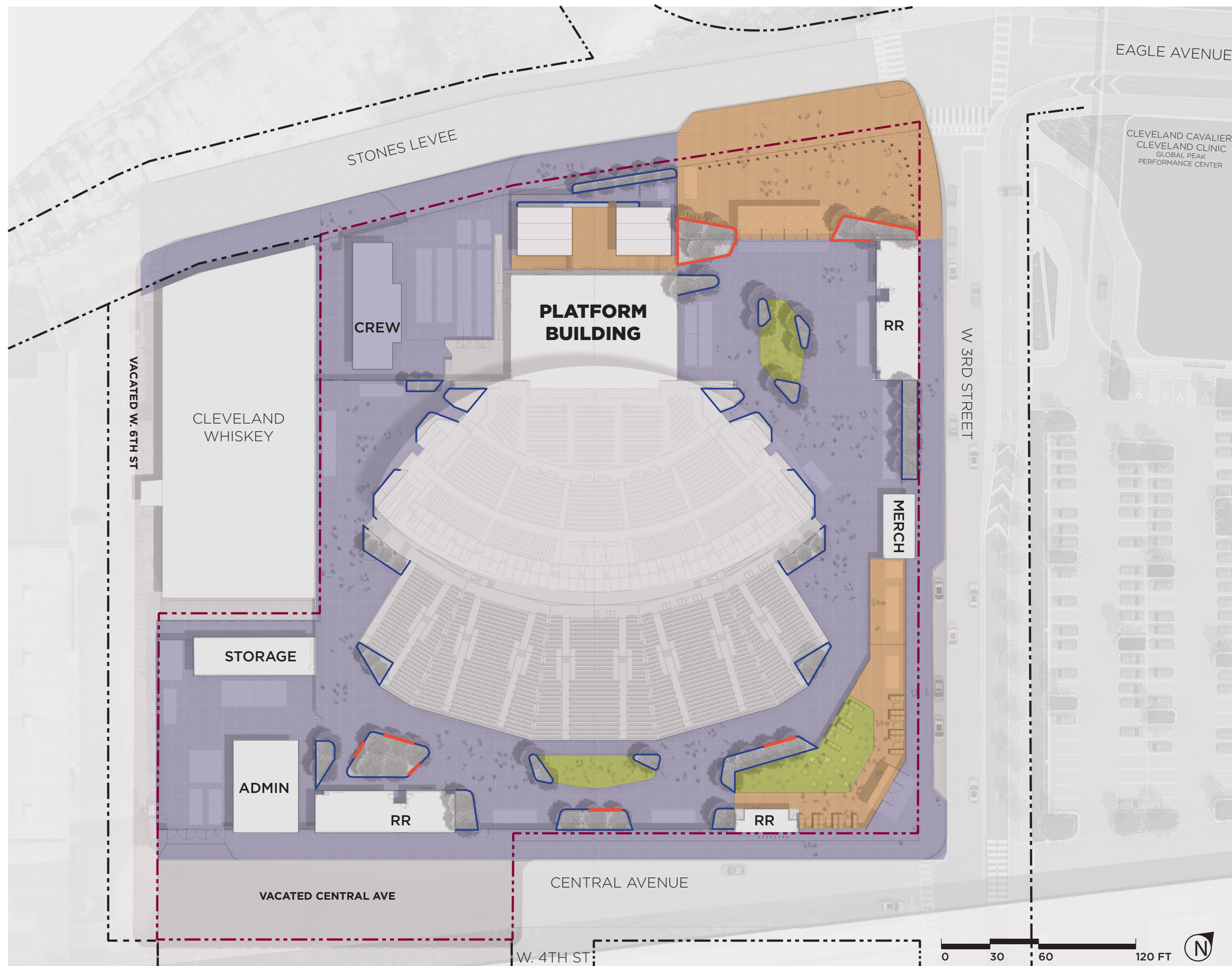












- HARDSCAPE MATERIALS KEY**
- Micro-Etched Concrete
 - Light Broom Finish Concrete
 - Synthetic Turf
 - Asphalt
 - CIP Concrete Seatwall
 - CIP Concrete Planter Curb

- Amphitheater Project Boundary
- ROW Line

MKSK

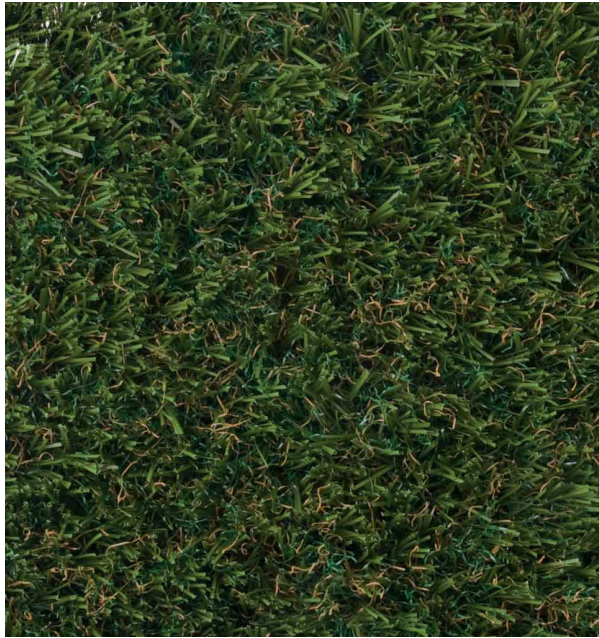
JULY 9, 2026



Micro-Etched Concrete
Heavy Duty, Sawcut Joints



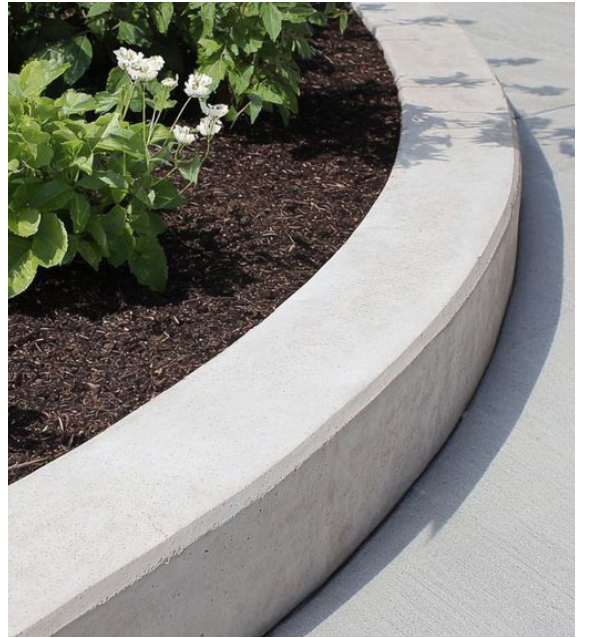
Light Broom Finish Concrete
Heavy Duty, Sawcut Joints



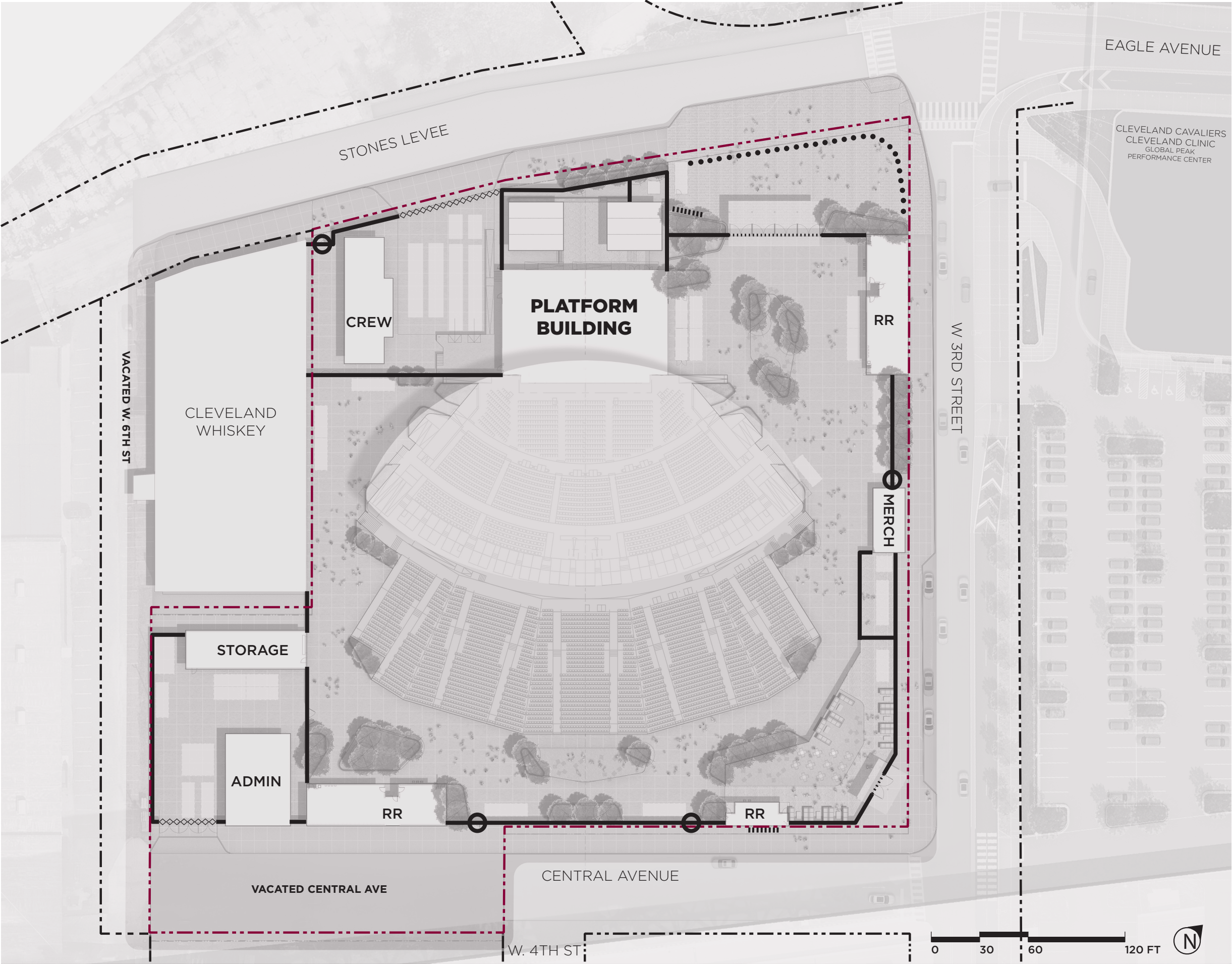
Synthetic Turf
ForeverLawn Fusion Pro



CIP Concrete Seatwall
Formliner Finish, Boardform Pattern



CIP Concrete Planter Curb
Chamfered Edge, Rubbed Finish



- SITE FURNISHINGS KEY**
- Security Bollard
 - ||||| Bicycle Rack
 - Steel Perimeter Fence - 8 Ft Ht
 - Egress Gate Locations
 - ◇◇◇◇ BOH Vehicular Gate - to match fence
 - Entry Gates - Refer Architectural Plans

- Amphitheater Project Boundary
- - - - - ROW Line



Security Bollard
Reliance Foundry Halvard M30
with R-7314 Cover, Powdercoated



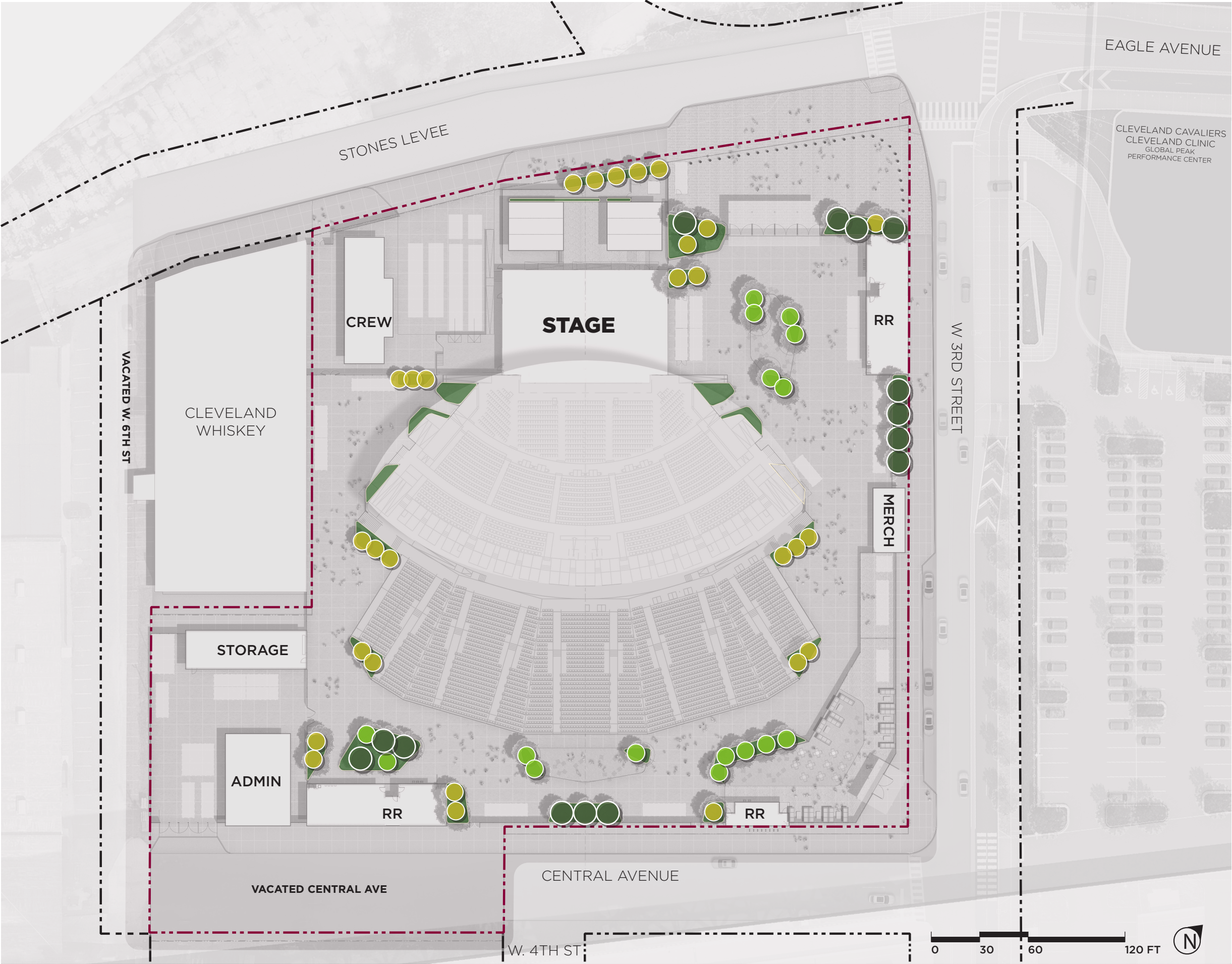
Bicycle Rack
Vestre Forum
Embedded Mount



Litter Receptacle
Landscape Forms Lakeside



Steel Perimeter Fence - 8 ft
Colormax Steel Privacy Fencing System
Egress Gates w/Panic Bar



LANDSCAPE KEY

- Deciduous Trees**
- 'Ulmus americana 'Princeton'
 - 'Liquidamber styraciflua 'Slender Silhouette'
 - Gingko biloba 'Princeton Sentry'

- Perennials**
- Carex
 - Coreopsis
 - Liriope muscari 'Variegata'
 - Nepeta
 - Rudbeckia hirta

- Amphitheater Project Boundary
- ROW Line



Princeton Elm
Ulmus american 'Princeton'



American Sweetgum
Liquidambar styraciflua 'Slender Silhouette'



Columnar Ginkgo Tree
Ginkgo biloba 'Princeton Sentry'



Sedges
Carex



Tickseed
Coreopsis



Catmint
Nepeta



Variegated Lilyturf
Liriope muscari 'Variegata'



Black-Eyed Susan
Rudbeckia hirta

LANDSCAPES™ FUSION PRO

PRODUCT SPECIFICATIONS

Components	Specifications
YARN TYPE	Primary: Nylon monofilament Secondary: Textured nylon monofilament
YARN COLOR	Primary: Verde/Lime/Tan Secondary: Field/Olive Green
YARN COUNT	Primary: 8800/8 Secondary: 4950/9
TUFTING CONSTRUCTION	Dual yarn, same row
BLADE HEIGHT	1 3/8"
TUFTING GAUGE	3/8"
FACE WEIGHT	45 oz.*
TOTAL PRODUCT WEIGHT	100 oz.*
BACKING	Three-layer premium backing including BioCel™ polyurethane and geotex nonwoven fabric
SEAMING	Micromechanical bonding
INFILL	3 lbs. +/- of rounded psf. (depending on application)

* Product heights shown may have a variance of 1/8" and product weights shown may have a variance of 2%.

Grass without limits.®

8007 Beeson St., Louisville, OH 44641
866.992.7876 | landscapesbyforeverlawn.com

LandScapes
by ForeverLawn®

M1836 Rev.1

ForeverLawn Synthetic Grass System

Installed over aggregate with perimeter boards

LandScapes
by ForeverLawn®

Adjacent surface such as sidewalk, patio, deck, wall, or other

LandScapes™ by ForeverLawn® Synthetic Grass

Infill
As required or recommended

Premium three-layer backing

Proprietary backing system with micromechanical seaming technology

Staples
1" long, 1/4" crown galvanized staples spaced every 3"

Screw or wedge concrete anchor

Ground-contact treated lumber or plastic nailer board
Typically 2x2 or 2x4 mounted 3/4"-1" below adjacent surface and secured with concrete fasteners

Existing sub-base

6" spiral galvanized spikes

1" of 3/8" clean angular stone, compacted

Sprinkler
Optional, not a ForeverLawn product

3" of 3/4" clean angular stone, compacted

ForeverLawn®

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8007 Beeson St., Louisville, OH 44641

microsite.caddetails.com/1148

By	G. Swartz	06/24
Scale	Not to scale	
Drawing No.	M1578	



Calspan Test No.: BR00173
Test Standard: ASTM F2656-20
Impact Condition Designation: M30
Client: Reliance Foundry
Model: R-1030-M30
Product Rating: M30 – P1

July 6, 2023

To whom it may concern:

This letter is to certify that the subject barrier, the model R-1030-M30 provided by Reliance Foundry, was tested to the requirements of the ASTM standard F2656-20, with M30 impact condition designation. This was the standardized Test Method for Vehicle Crash Testing of Perimeter Barriers, at the time the barrier test was performed.

Testing performed at Calspan Corporation, on June 29 2023, for Reliance Foundry. The Reliance Foundry, model R-1030-M30 was impacted by a medium duty truck, weighing 6793 kg (14,975 lbs.) travelling at 45.2 kph (28.1 mph). Post-test measurements of the dynamic movement of the test vehicle's payload (truck bed) show that the left and right, leading edge of the truck bed, were stopped at 1.326 meters and 1.230 meters respectively, before the leading edge (reference line) of the impacted test article. As such, based on the test vehicle mass, impact velocity and penetration into the protected zone, the barrier rating per the ASTM standard F2656-20, is M30 – P1.

Calspan accredited to ISO/IEC 17025:2017 to perform ASTM F2656-20 testing by Perry Johnson Laboratories Accreditation, Inc. (PJLA) under Certificate Number L20-602-R1 and Accreditation Number 76654.

Respectfully,

David Casey

David Casey

Test Director

Safer Highways...Safer Skies

Aerospace Sciences | Crash Research | Flight Research | Transportation Research

Halvard R-1030-M30 Crash Rated Bollard



General Description:

Reliance Foundry's Halvard M30 Crash-Rated Bollards protect pedestrian areas from vehicle intrusions. These ASTM F2656-20 M30 P1 certified, anti-ram bollards stop vehicles up to 15 000 lbs at 30 mph within 3.3 ft. With easy installation and pre-assembly, no welding or bolting is required. Enhance their look with decorative covers.

For more information on bollard post installation, please visit: www.reliance-foundry.com/bollard/installation-bollards

Specifications:

Total Height: 69 5/16" [1760]
Height above grade: 39 3/4" [1010]
Height below grade: 29 1/2" [750]
Body Diameter: 10 3/4" [273]
Weight: 755 lbs [343 kg]
Material: Steel

Finish Options:

- Galvanized
- Primed (Red)

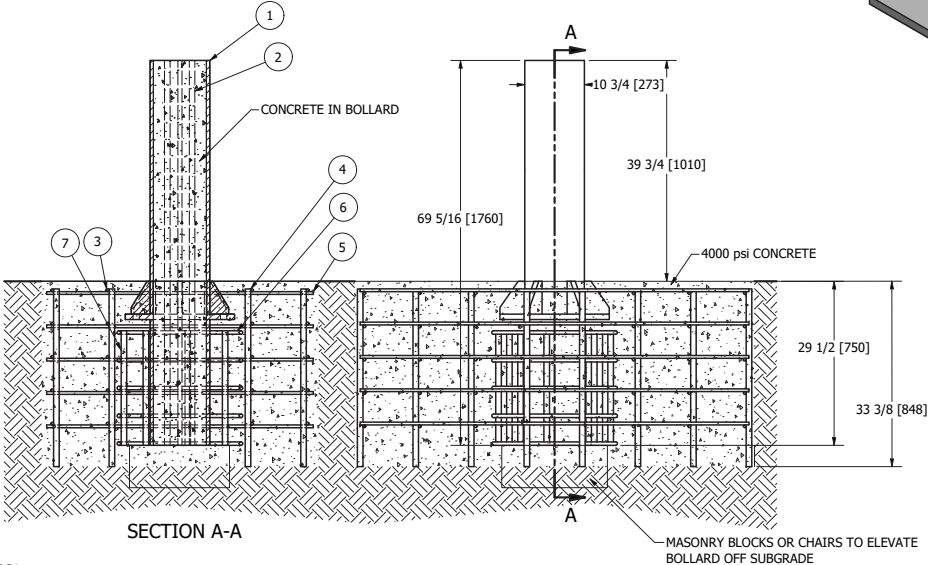
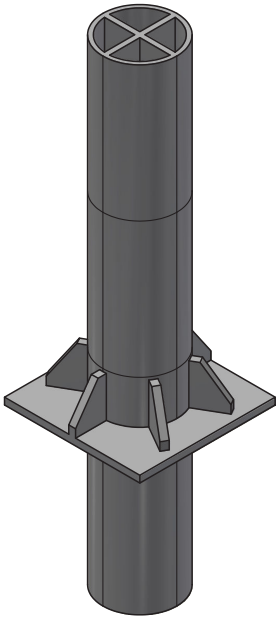
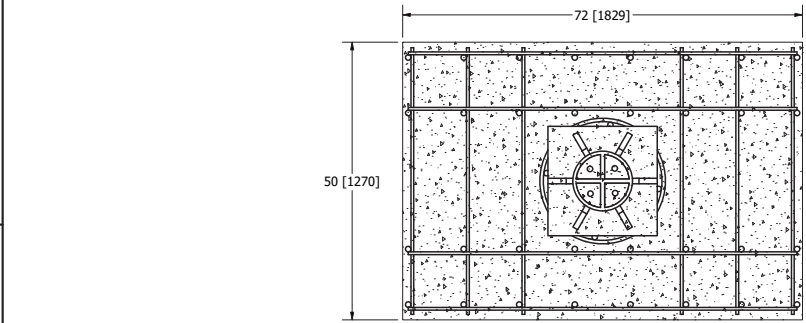


Unit 207, 6450 - 148 Street, Surrey, BC V3S 7G7, Canada
1-877-789-3245 info@reliance-foundry.com
www.reliance-foundry.com

TITLE
Halvard R-1030-M30 Crash Rated Bollard

SIZE C DWG NO R-1030-M30_public REV A10

NOT TO SCALE (UNLESS OTHERWISE SPECIFIED: DIMS ARE IN INCHES [MILLIMETERS]) SHEET VER: R1 SHEET 1 OF 1



Notes:

- Embedment details are for reference illustration only. Minimum foundation sizes depend on local soil conditions, weather conditions, and engineering requirements.
- Bollard is provided as shown, with parts listed below. Concrete foundation and/or installation not provided by Reliance Foundry.
- This drawing is not drawn to scale. Dimensions provided herein is for reference only. Please consult Reliance Foundry sales professionals if any dimension is critical to your particular installation.
- Reliance Foundry reserves the right to amend design and specifications without prior notice for product improvement.

PARTS LIST				
ITEM	QTY	PART NUMBER	DESCRIPTION	WEIGHT (lbs)
1	1	R-1030-M30	Halvard R-1030-M30	755
2	4	Rebar Size#8	Rebar Size#8 - 69 5/16" Length (included with bollard)	15.4
3	20	Rebar Size#4	Rebar Size#4 - 70" Length (not included)	3.9
4	32	Rebar Size#8	Rebar Size#8 - 32" Length (not included)	7.2
5	30	Rebar Size#4	Rebar Size#4 - 48" Length (not included)	2.7
6	8	Rebar Size#8	Rebar Size#8 - 20 5/8" Length (not included)	4.6
7	5	Rebar Size#5	Rebar Size#5 - 21 3/8" ID Circular Tie (not included)	1.9

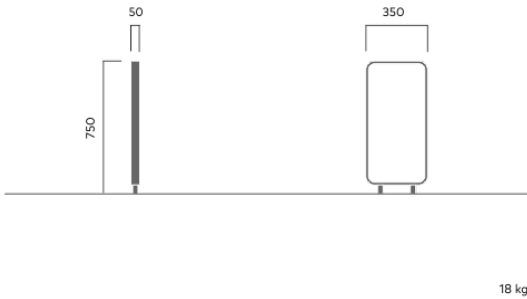
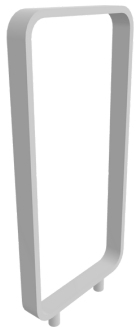
COPYRIGHT RESERVED THIS PLAN DRAWING AND DESIGN ARE, AND AT ALL TIMES REMAIN, THE EXCLUSIVE PROPERTY OF RELIANCE FOUNDRY CO. LTD.

FORUM bicycle rack

2584C

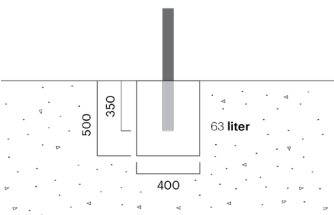
Designed by
Tore Borgersen, Michael Olofsson, Espen Voll

Forum bicycle rack is available in narrow and wide versions. It is
sturdily built and provides good support for up to two bicycles.



Anchoring/assembly

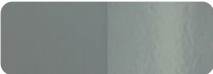
Type C - Concreting



Primary material

Powder-coated aluminum

Aluminum profiles with powder coated surface.
We provide a 15 year adhesive guarantee for
varnish on our products. Corrosion class C5-M



15 mm

Sustainability

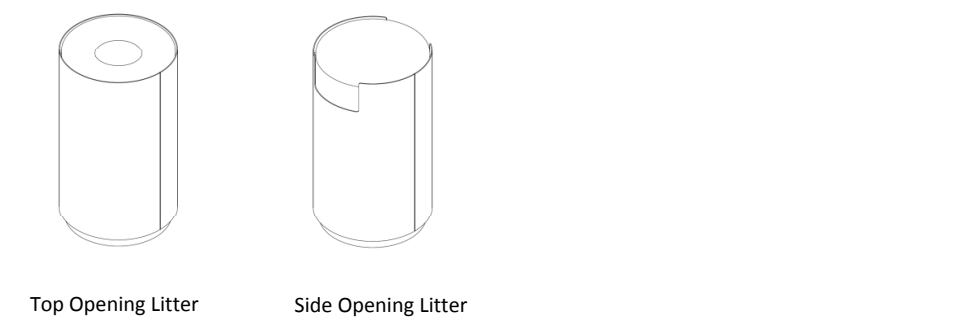
Indicators	Global warming	Total energy used	Recycled materials
Unit	kg CO2	MJ	%
Cradle to Gate A1-A3	21.49	360.56	70.63

Certifications



Warranty

- Lifetime warranty against rust
- 15 year warranty on powder coating
- 15 year warranty on wood
- Spare parts always available

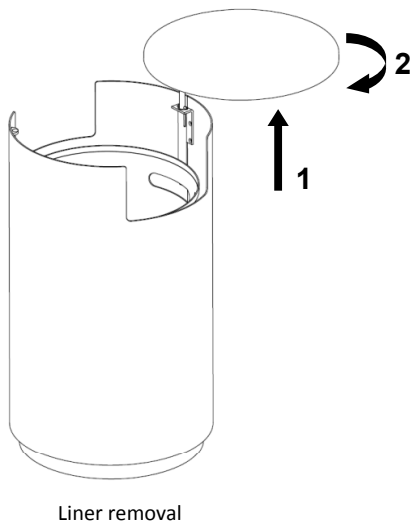
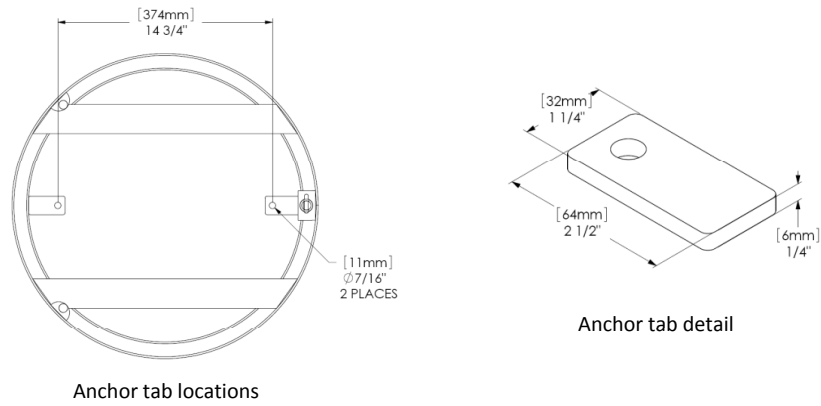


INSTALLATION:

For Surface Mount Unit:

1. Place the unit in the desired position.
2. Lift lid and remove liner.
3. Mark holes and move unit.
4. Drill holes and anchor unit according to the anchor manufacturer's instruction.

- Tools Required
- Unit ships fully assembled. Freestanding unit can be set in place.
 - Safety glasses
 - For Surface Mount option – non-corrosive anchoring hardware, quantity (2) per unit, maximum Ø3/8" [9mm], length determined by anchoring requirements and site conditions.

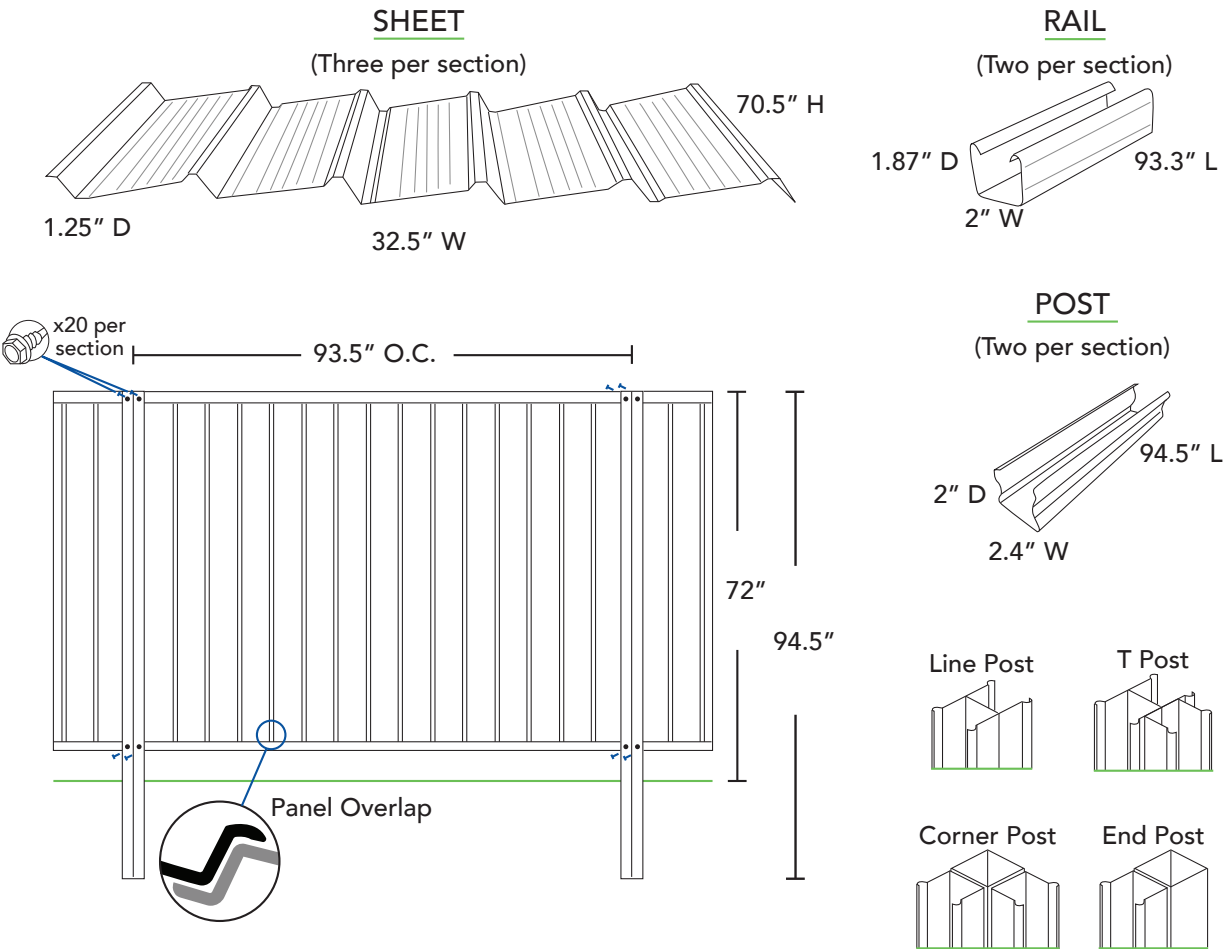


ASSEMBLE WITH CARE! Pangard II® Polyester Powdercoat is a strong, long-lasting finish. To protect this finish during assembly, place unwrapped powdercoated parts on packaging foam or other non-marring surface. Do not place or slide powdercoated parts on concrete or other hard or textured surface – this will damage the finish causing rust to occur. Use touch-up paint on any gouges in the finish caused by assembly tools.

Date: October 2010
U.S. Patent Nos. D550,420; D543,329; D550,419; D543,330



COLORMAX FENCE DETAIL



EASY TO MAINTAIN, GOOD LOOKING, DURABLE, FIRE RESISTANT, AND BETTER PRIVACY & SAFETY.

When it comes to choosing a fence, we understand that it's not just how great the fence looks that matters -- but also how well it does its job, and how much time and effort it takes to ensure it stays up to the task.

EASY TO MAINTAIN.

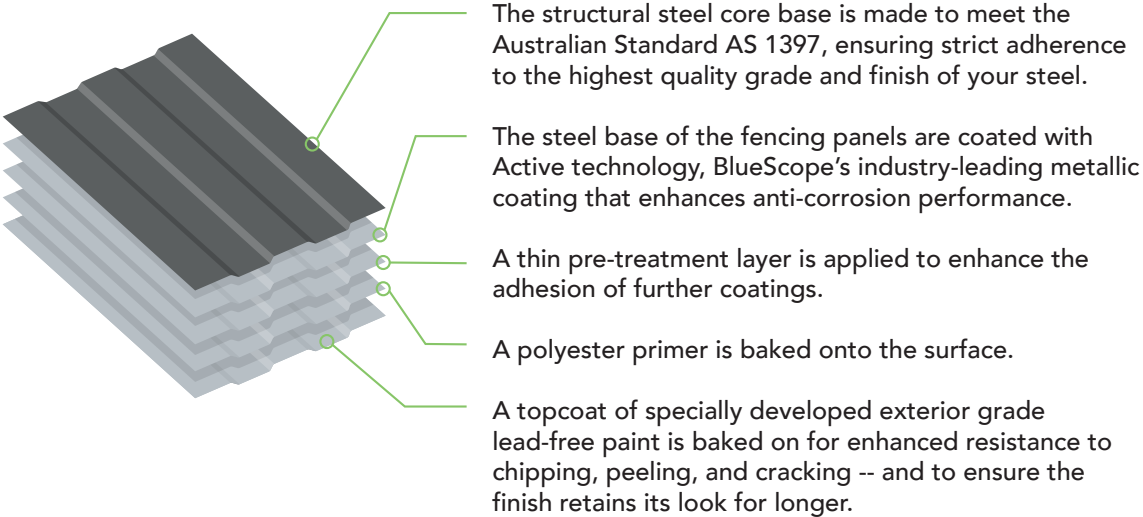
We understand you want to choose a fence that is easy to maintain, so you're free to enjoy your weekends.

Fifty years of innovation in ColorMax steel ensures that there's no need to be spending your time painting, oiling, or maintaining your fence.

To ensure the maximum life and appearance from your ColorMax steel fence, we recommend you simply hose it down -- removing any debris -- at least every 6 months. It's that easy!

GOOD LOOKING.

With sleek lines and no exposed railings, ColorMax steel looks great on both sides of the fence. If you're looking to make it a little more personalized to fit your style, you can also add a lattice top or wood accents on the top and/or bottom of your steel fence panels. **Make it your own!**





2/35 Alster N

A vertically running wood pattern with robust grains. The boards are evenly rowed with inconspicuous joints.

Dimensions

Series	Uses	Dimensions (mm)	Ordernumber
C	100	▲ 4500 × ► 3850	C2035
F	50	▲ 4500 × ► 1000	F2035

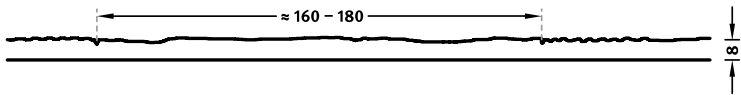
100
100-timer formliners are supplied in an individual dimension within the maximum indicated sizes.

50
The specified width of the 50-timer formliner is a fixed dimension and ensures the continuity of the structure in the case of linear patterns. The longitudinal direction of the pattern is variable and can be ordered from 1 m up to the maximum dimension in 10 cm steps.



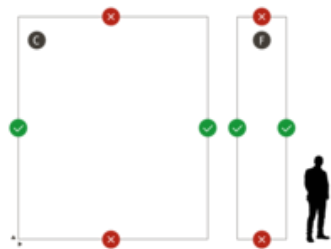
Section Drawing

The drawing illustrates the cross-section of our formliner.



Profile Continuity

Profile continuity is guaranteed at the respective maximum dimensions of the formliner. Joint lines may occur when sections are joined. Visibility varies depending on the pattern.



Important note: To guarantee homogeneity of the concrete surface, it is not recommended to mix the series.

Material

MATERIAL	RECKLI PUR-Elastomer
TEMPERATURE LIMIT	max. 65 °C
WEIGHT	≈ 11 kg/m²
DIMENSIONAL TOLERANCES	See Formliner Properties page for details

TREE PRESERVATION PLAN: N/A



**Northeast Ohio
Regional Sewer District**

April 6, 2026

John Lillash, PE
Osborn Engineering
1111 Superior Avenue Ste 2100
Cleveland, OH 44114

Re: 1900 West 3rd Street – Cleveland
Title V Stormwater Management Review Applicability

Dear Mr. Lillash,

The Northeast Ohio Regional Sewer District (NEORS) is in receipt of plans for the construction of a project at 1900 West 3rd Street in Cleveland. The project will require post-construction stormwater management per local regulations. The project will discharge stormwater to the Cuyahoga River and within the NEORS Stormwater Service Area.

Based on preliminary information, the referenced project:

- ☒ Will be subject to review by the NEORS under Title V – Stormwater Management Code.
- ☐ Will not be subject to review by the NEORS under Title V – Stormwater Management Code.

If you have any questions, please feel free to contact me at ext. 6881.

Kind Regards,

A handwritten signature in blue ink, appearing to read "Jeffrey Jowett", with a stylized flourish at the end.

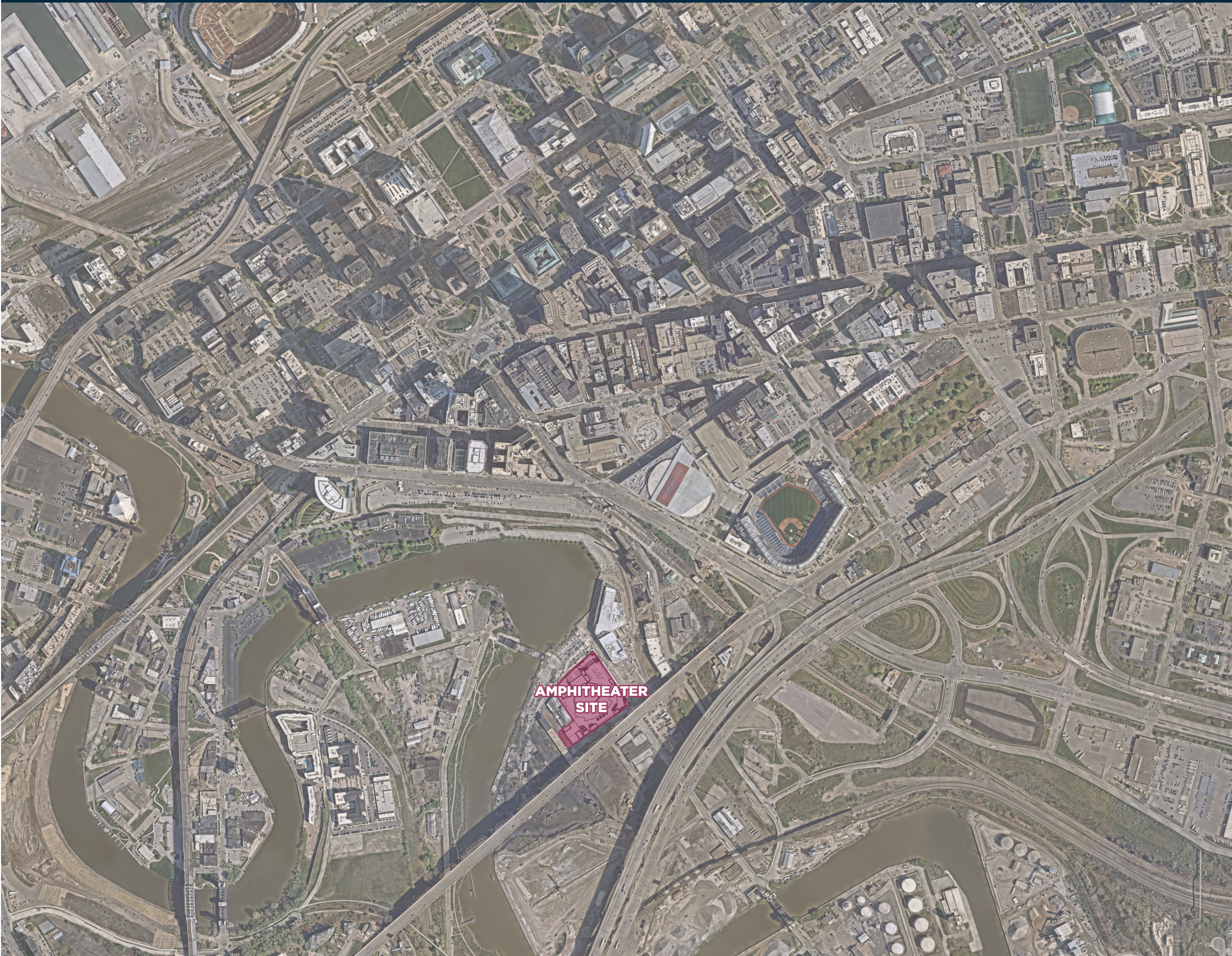
Jeffrey Jowett,
Community Discharge Permit Program Manager

cc:
Adam Davenport, City of Cleveland
Elie Ramy, Cleveland WPC



BEDROCK | RIVERFRONT AMPHITHEATER

TRANSPORTATION MANAGEMENT PLAN



INTRODUCTION

The following Transportation Management Plan outlines a mobility framework to support successful access and operations for the Riverfront Amphitheater project. The plan highlights travel routes for all modes, access points, anticipated transportation needs, and potential operational strategies for integrating a new riverfront amphitheater into Cleveland’s entertainment district. This plan references comparable music venues locally and across the country to better understand anticipated event operations, attendee travel patterns, parking demand, circulation, and access needs in the local Cleveland context.

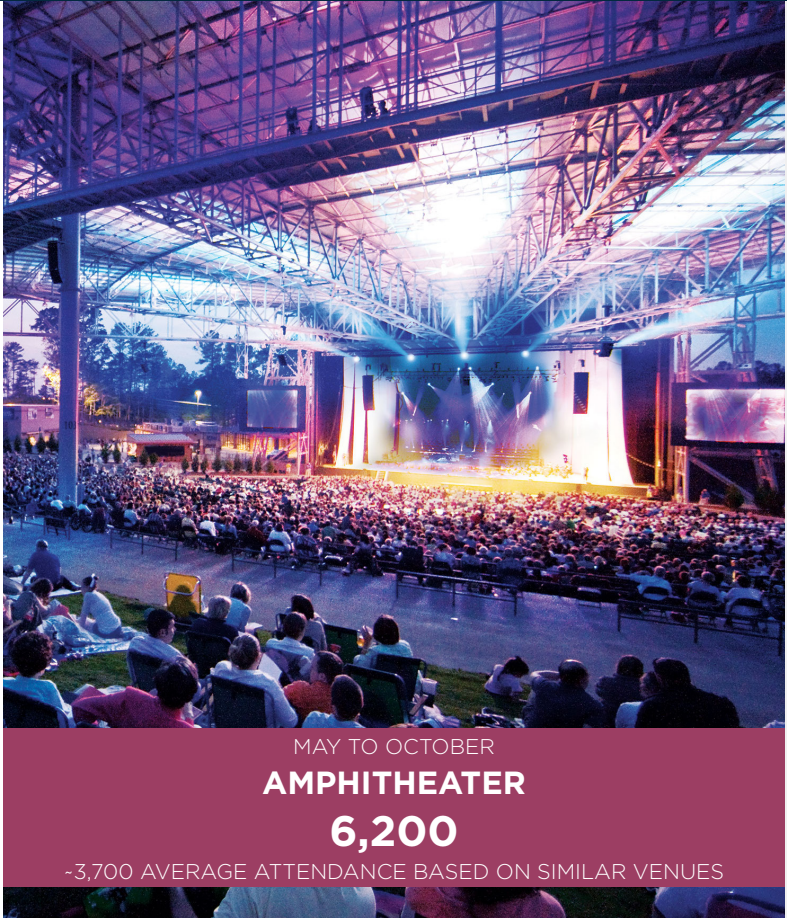
As both a local destination and a regional attraction, the amphitheater will draw visitors from across the city and surrounding communities while contributing to the riverfront’s continued growth as a vibrant entertainment, recreation, and cultural destination. The venue’s location adjacent to a robust and expanding transportation network, including vehicular routes, parking resources, pedestrian connections, bicycle access, and transit opportunities, provides a strong foundation for implementing the transportation management plan’s recommendations. The existing infrastructure within the Central Business District, already tested for large events, will play a critical role in ensuring safe and efficient movement before and after events.

The data collection and analysis show that the existing infrastructure network can already support amphitheater operations, while proposed improvements, such as Eagle Avenue and the Cuyahoga Riverwalk, enhance connectivity among the venue, downtown Cleveland, surrounding neighborhoods, and the broader riverfront district. By aligning with the Riverfront Master Plan and the City of Cleveland, the Amphitheater Transportation Management Plan supports the vision of a dynamic 18-hour and 15-Minute City with strong, connected, accessible, multimodal, and human-scaled waterfronts. Through this coordinated mobility approach, the amphitheater can accommodate event-day demand while providing a seamless visitor experience that supports the long-term success of the Cuyahoga Riverfront and Gateway Entertainment District as a premier gathering place for residents and visitors alike.



Figure 1
Transportation Management Plan - DRAFT

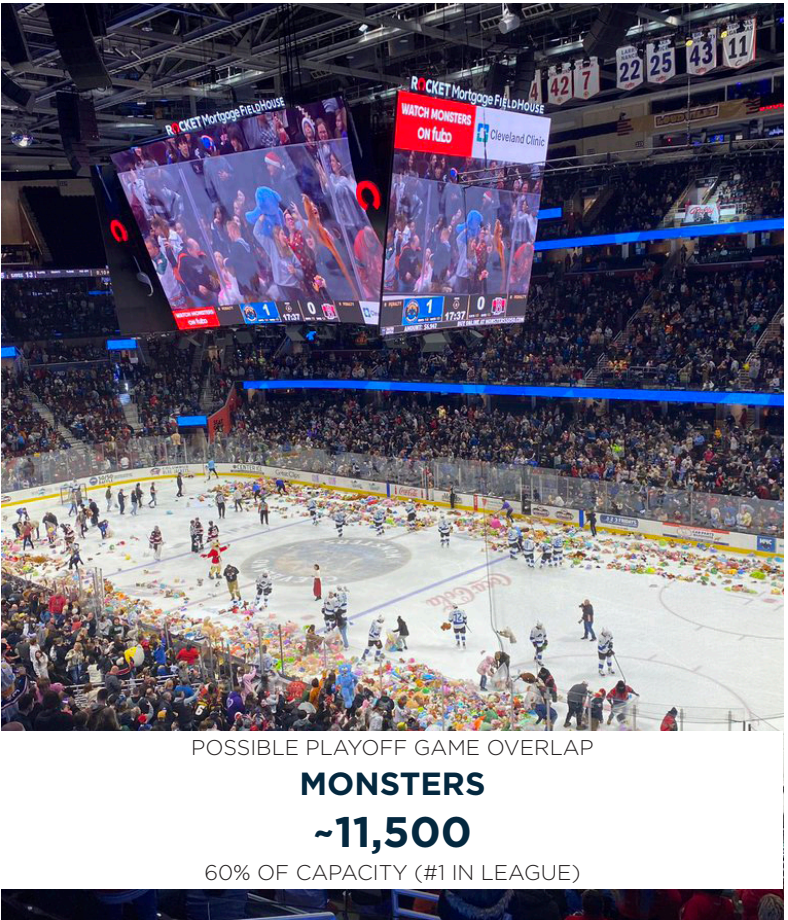
INTRODUCTION | ADJACENT EVENTS + HISTORICAL AVERAGE ATTENDANCE



ADJACENT EVENTS + HISTORICAL ATTENDANCE

Other downtown venues, such as Progressive Field and Rocket Arena, regularly draw fans and visitors to the entertainment district year-round. While seasons and attendance vary by venue, the Guardians and Cleveland’s future WNBA team have the greatest potential for event overlap with the amphitheater season, which typically runs from May through October. Understanding the transportation needs and demands for these events is essential to creating a seamless experience for visitors attending a summer concert or a Guardians game on the same evening. Together, these events demonstrate the district’s strong existing draw and the significant number of attendees already visiting downtown Cleveland to support local businesses, restaurants, and entertainment venues nightly.

NBA + AHL Season have limited overlap with Amphitheater operations.



Baseball + WNBA Games overlap with Amphitheater operations



For a decade Cleveland had two concert venues on opposite banks of the River

HISTORICAL CONTEXT

Cleveland previously had two concert venues on opposite banks of the River. The Time Warner Cable Amphitheater, which opened in 2001 and closed in 2011 after ten years of operation, had a capacity of approximately 5,000 spectators.

The aerial to the left depicts the site in May 2010.

INTRODUCTION | DOWNTOWN CONCERT AND THEATER SPACES CAPACITY



ROCKET ARENA
~13,500



JACOBS PAVILION
5,000



AMPHITHEATER
6,200



HOB
~2,500



COSM
~1,500



GLOBE IRON
~1,200

CLEVELAND VENUES CAPACITY

When comparing the amphitheater to other entertainment venues in Cleveland, expected mobility needs can be gauged by the capacities and sizes of existing venues. The proposed amphitheater's seating capacity is similar to that of the previous venue at this site and to Jacobs Pavilion, an outdoor entertainment space on the West Bank of the Flats, providing a local reference for trade area, visitor habits, and concert demands.

INTRODUCTION | SIMILAR VENUES + CAPACITY



**EVERWISE AMPHITHEATER
(INDIANAPOLIS)
6,000**



**LEADER BANK PAVILION
(BOSTON)
5,800**



**AMPHITHEATER
(CLEVELAND)
6,200**

SIMILAR VENUES CAPACITY

The amphitheater is comparable to other Live Nation venues with similar capacities, ranging from approximately 5,000 to 6,200 attendees. These venues provide relevant benchmarks and comparable scenarios for understanding anticipated operations, attendance, and visitor demand associated with the amphitheater.



**SKYLA CREDIT UNION AMPHITHEATRE
(CHARLOTTE)
5,060**



**THE RED HAT AMPHITHEATER
(RALEIGH)
5,051**

INTRODUCTION | SIMILAR VENUES + AVERAGE ATTENDANCE



EVERWISE AMPHITHEATER
(INDIANAPOLIS)
4,026



LEADER BANK PAVILION
(BOSTON)
3,713



AMPHITHEATER
(CLEVELAND)
3,700*

*AVERAGE ATTENDANCE BASED ON SIMILAR VENUES

SIMILAR VENUES AVERAGE ATTENDANCE

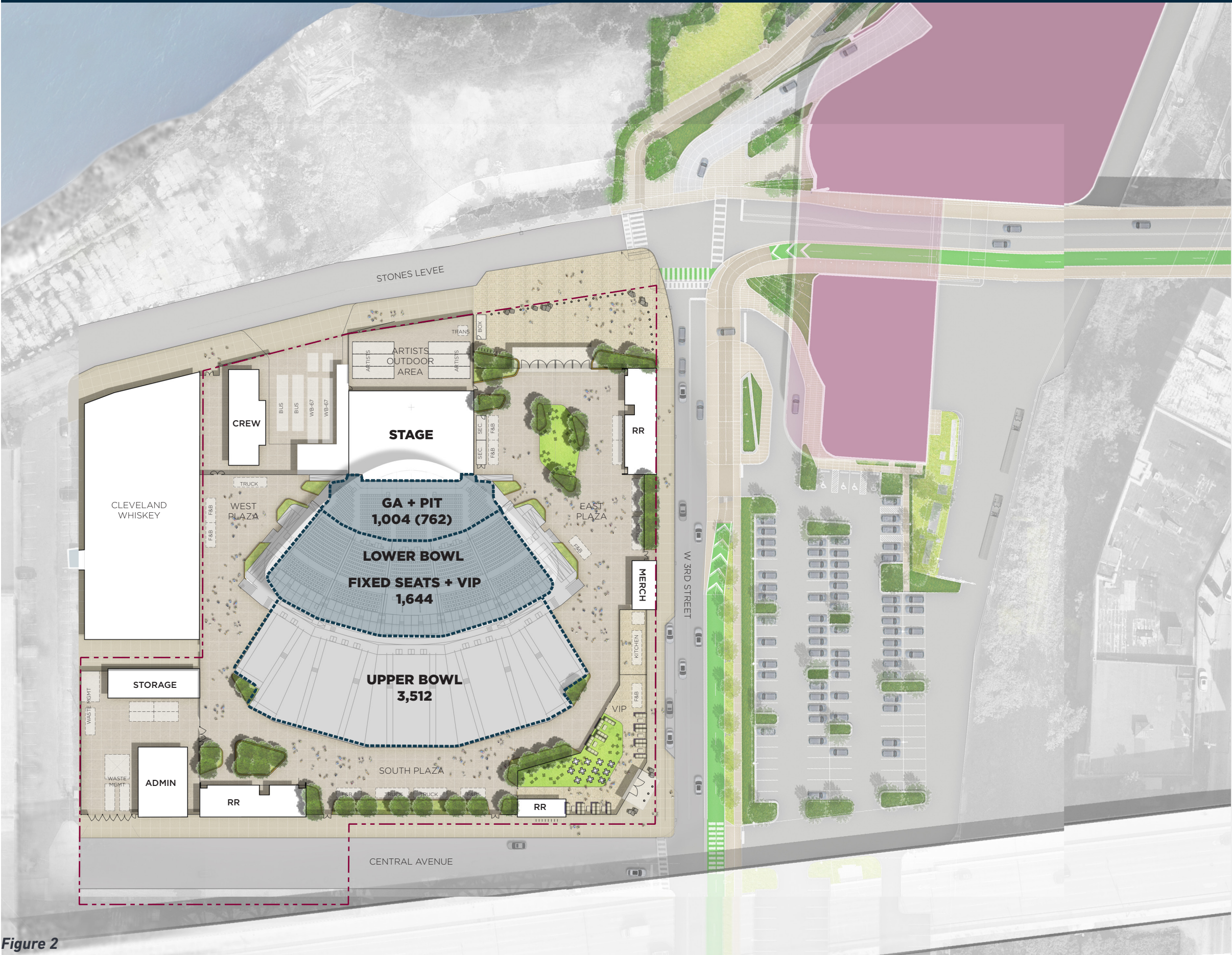
Average attendance reflects the typical number of attendees at an event, not the venue's maximum capacity. Using averages from comparable venues of similar scale in similar markets nationwide, an average event attendance of approximately 3,700 was assumed for the proposed riverfront amphitheater for planning and analysis purposes.



SKYLA CREDIT UNION AMPHITHEATRE
(CHARLOTTE)
3,400



THE RED HAT AMPHITHEATER
(RALEIGH)
3,628



CAPACITY

Total Capacity: ~6,200 (5,918 Seated)

Lower Bowl (GA PIT): 1,044 SRO (762 Seated)

Lower Bowl Fixed Seats (GA + Premium): 1,342

Lower Bowl VIP (Decks + Boxes): 302

Upper Bowl: 3,512

OPERATION

Months of Operation

Mid-May to Mid-October

Estimated Average Number of Events Per Year: 43

Hours of Operation

Opening Staff Arrival: 7am

Band Arrival: Varies

Gates Open: 6:35pm, Avg Fan Entry Time is 7:11pm

Concert Begins: 8pm-8:15pm

Encore/Last Song: 10:39pm, latest 11:15pm

Band Departure: Varies

Closing Staff Departure: Varies

Event Staff

Total Number of Event Staff at Peak: Similar venues average 73 event staff per show

Figure 2

Mode Split

Full Capacity - 6,200
Vehicle Alone or Carpool (85%) - 5,270
Rideshare (10%) - 620
Other (5%) - 310

Average Capacity - 3,700
Vehicle Alone or Carpool (85%) - 3,145
Rideshare (10%) - 370
Other (5%) - 185

Parking + Rideshare Demand Based on Mode Split

1 Car per 4 Fans Driving to Venue
Full Capacity - Approximately 1,317 Spaces
Average Capacity - Approximately 786 Spaces

2 Fans per Rideshare Vehicle
Full Capacity - Approximately 310 Vehicles
Average Capacity - Approximately 95 Vehicles

LIVE NATION ESTIMATED PARKING DEMAND

Based on transportation patterns and survey data, approximately 74% of attendees arrived by personal vehicle (driving themselves or with a friend), 12% arrived in larger carpools of three or more passengers, 8% used taxi or rideshare services, 5% walked, biked, or used scooters, and 1% arrived via subway or metro services at similar Live Nation venues.

For events at the proposed Riverfront Amphitheater, these travel patterns have been consolidated into broader transportation assumptions, with approximately 85% of attendees expected to arrive by personal vehicle and the remaining 15% by rideshare, transit, walking, biking, or other alternative transportation options. This reflects a conservative approach while acknowledging the variety of transportation choices available to attendees at an urban venue of this type.

Based on transportation patterns observed at comparable Live Nation amphitheaters, an average private vehicle occupancy of one vehicle per 4 attendees was identified, with rideshare demand based on an occupancy of 3 attendees per vehicle. These numbers were utilized as the baseline assumption because they represent a more conservative approach than local requirements. The Live Nation standard assumes one vehicle per every 4 attendees, compared to the City of Cleveland requirement of one vehicle per every 6 attendees, resulting in a higher estimated parking demand, based on event attendees driving or carpooling to the venue. Parking and ride-share calculations were evaluated under two event scenarios: a full-capacity event with approximately 6,200 attendees and an average attendance event with approximately 3,700 attendees, with these numbers further broken down by the mode splits shown above.

CITY OF CLEVELAND ZONING CODE REQUIREMENTS - SECTION 349.04 REQUIRED PARKING SPACES

Arenas, armories, assembly halls, auditoriums, concert halls, convention halls, dance halls, exhibition halls, gymnasiums, indoor theaters, pool or billiard halls, stadiums and similar indoor amusement or recreation uses.

1 for each 6 seats or total parking area equal to 3 times the gross floor area, whichever is greater. Where there are no fixed seats each 24 inches of bench or pew shall be considered 1 seat. Where there are no seats, benches or pews, each 20 square feet of ground or floor area usable for seating shall be considered 1 seat.

5,918 Seats = 986 Parking Spaces Required (1 parking space for every 6 seats)

-115,000 SF Gross Floor Area = 345,000 SF Parking Area = 985 Spaces (350 SF Space)

CUYAHOGA RIVERFRONT MASTER DEVELOPMENT PLAN (MDP) RECOMMENDATIONS + STRATEGIES

The MDP serves as a guiding framework for the riverfront, emphasizing that parking strategies should not only address demand, but also support the vision for a connected, pedestrian-oriented district. The approach should build upon the existing urban context and the network of parking assets already available throughout the Central Business District that support major destinations such as Progressive Field and Rocket Arena. The following elements from the MDP highlight the goal of creating a multimodal, human-scaled environment that strengthens connectivity, encourages alternative transportation options, and reduces emphasis on vehicular travel.

Vision

Develop downtown Cleveland as a 15-minute neighborhood that positions Cleveland towards becoming an 18-hour city.

Urban Design Principles - Mobility

Leverage transit access and adjacency to the Central Business District to create an interconnected multimodal transportation network that shifts mode use and reduces reliance on the automobile.

Parking and service access should minimize the impact on mobility, streets, and the public realm.

Architecture Guidelines for Private Development

Leverage transit access and adjacency to create an interconnected multimodal transportation network and reduce demand for vehicular parking. Parking strategies should prioritize efficiency, aesthetics,

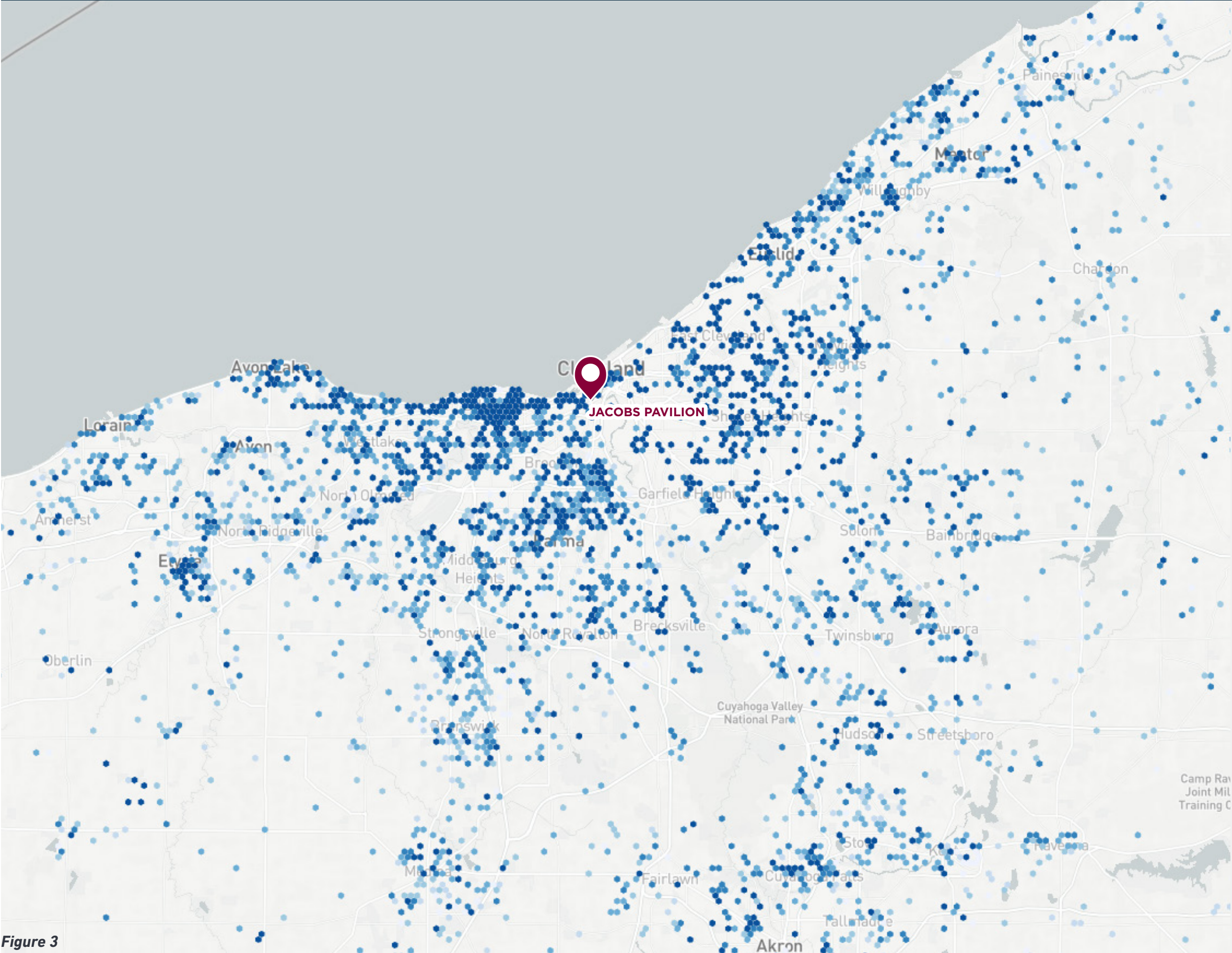
Building Program - Use + Location

Locate parking structures in key locations to maximize efficiency, reduce vehicular travel through the district, and increase shared parking between daytime and nighttime uses.

Parking - Needs + Location

Due to the proximity of the site to multi-modal transportation hubs and regional publicly available parking resources, parking demand is anticipated to be lower in this area of development compared to other neighboring districts.

A district-wide approach should be taken to decouple parking strategies, create a distributed network of parking, and promote the Transportation Demand Management (TDM) Program Standards which will increase the use of multi-modal transportation and alleviate overall parking demand.



COMPARABLE CONCERT TRADE AREA

This map illustrates where visitors are traveling from to attend events at Jacobs Pavilion. Darker areas represent the strongest audience draw, highlighting the communities with the highest concentration of attendees. This demonstrates that a venue of this type serves as a regional destination, attracting visitors from across the region who rely on multiple regional highways and local transportation networks to access the site.

Figure 3
Transportation Management Plan - DRAFT

INTERSTATE HIGHWAY ARRIVAL - FIGURE 4

Sporting events typically create concentrated arrival peaks around scheduled start times, such as the first pitch, whereas concert arrivals are more spread out as attendees arrive over a longer period. Multiple highway access routes and exits within downtown Cleveland accommodate the wide range of visitors coming from different directions throughout the region and help smooth the overall arrival pattern across the system. Multiple arrival points also allow attendees to park at garages near restaurants, bars, and other destinations in the Central Business District that they may visit before a concert at the Riverfront Amphitheater.

INTERSTATE HIGHWAY DEPARTURE - FIGURE 5

Concert departures usually occur right after the show, though they tend to be more spread out than at sporting events. Multiple departure routes connect to regional highways, enabling visitors to reach nearby neighborhoods and surrounding communities in Cuyahoga County and beyond. These routes serve attendees traveling directly home after the concert, either by personal vehicle or rideshare.

LOCAL ARRIVAL + DEPARTURE - FIGURE 6

Local access, whether from the highway or from adjacent neighborhoods, is also critical. The amphitheater’s location within the flats and adjacent to the Central Business District creates a two-tiered circulation network for visitors, separating upper (orange) and lower (blue) traffic patterns that support local access, including rideshare operations. This layered circulation network helps distribute traffic across a wide area while providing efficient connections between the venue, nearby destinations, and surrounding neighborhoods for personal vehicles and rideshare services.

AMPHITHEATER SITE | INTERSTATE HIGHWAY ACCESS: ARRIVAL

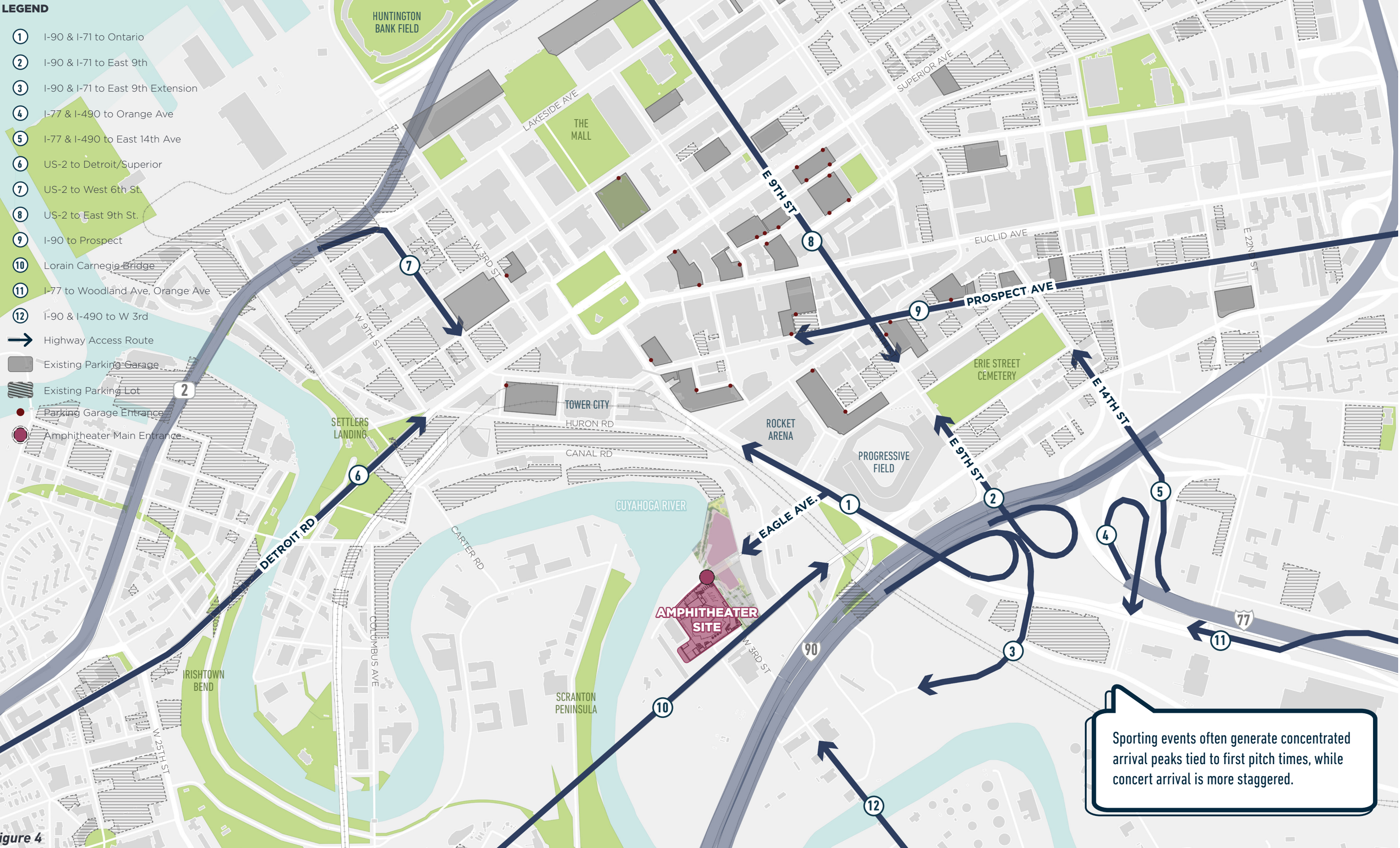


Figure 4
Transportation Management Plan - DRAFT

AMPHITHEATER SITE | INTERSTATE HIGHWAY ACCESS: DEPARTURE

LEGEND

- ① Ontario to I-90 & I-71
- ② East 9th to I-90 & I-71
- ③ East 9th/Extension to I-77 & I-490
- ④ East 14th to I-77 & I-490
- ⑤ Ontario/Orange Ave to I-77 & I-490
- ⑥ Detroit/Superior to US-2
- ⑦ West 3rd St. to US-2
- ⑧ East 9th St. to US-2
- ⑨ Prospect to I-90
- ⑩ Lorain Carnegie Bridge
- ⑪ W 3rd to I-90 & I-490

- ➔ Highway Access Route
- Existing Parking Garage
- Existing Parking Lot
- Parking Garage Entrance
- Amphitheater Main Entrance

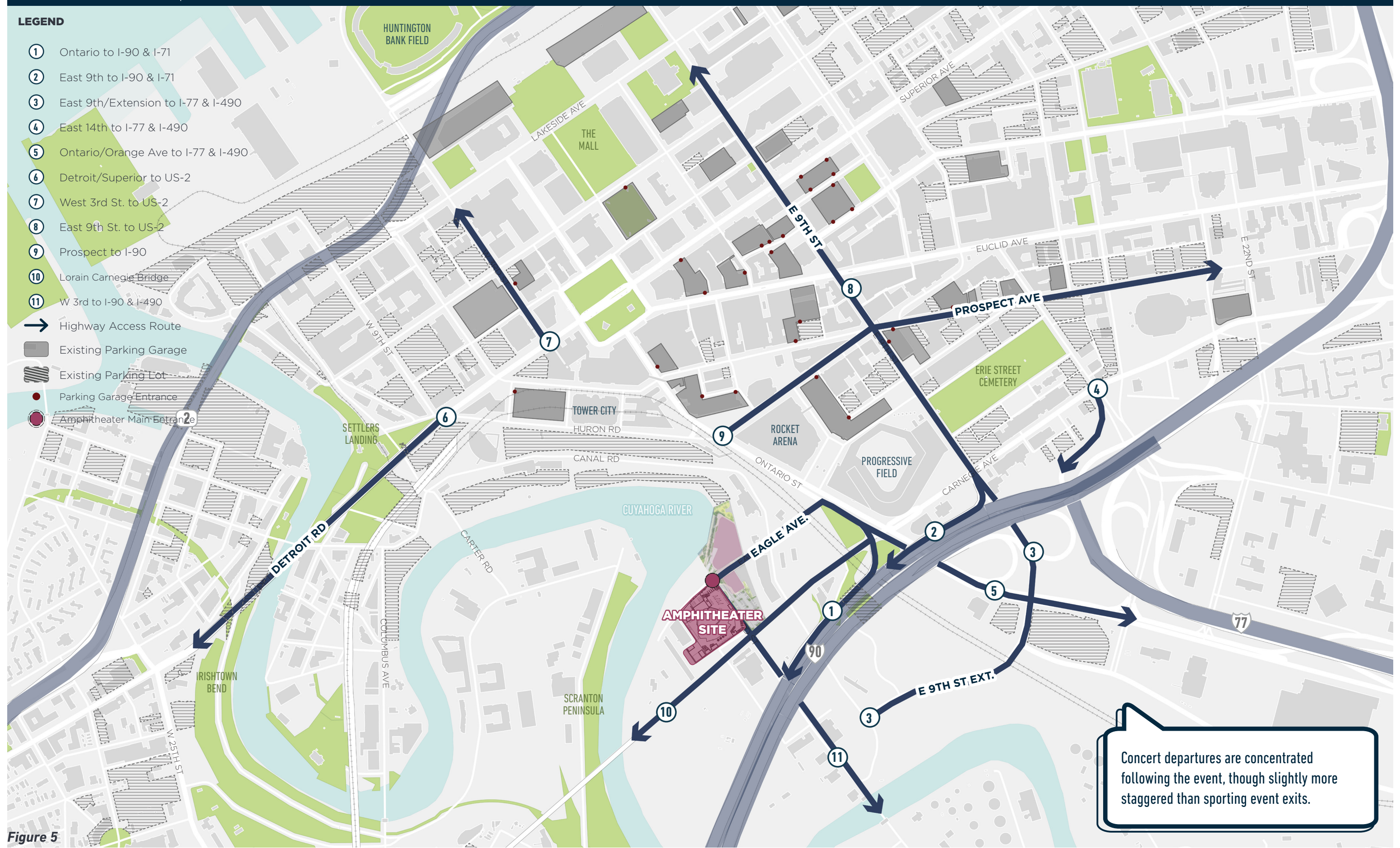


Figure 5
Transportation Management Plan - DRAFT

Location allows for a separated upper (orange) and lower (blue) traffic pattern for local access including rideshare.



Figure 6
Transportation Management Plan

PARKING ASSETS - FIGURE 7, 8, 9

The parking distribution throughout downtown and the surrounding entertainment district provides visitors with a variety of options, including both parking garages and surface lots within a 5-, 10-, and 15-minute walk of the amphitheater site. This range of available parking supports attendees who are driving directly to downtown for a concert, as well as visitors who may want to park once and explore nearby destinations before or after an event.

In April 2022, Rich & Associates Parking Consultants was tasked with preparing a Downtown Cleveland Parking Assessment. The analysis covered four Rich & Associates-defined districts (Downtown, River, Lake, and Entertainment), encompassing 57 blocks adjacent to the Riverfront Amphitheater site. For each district, Rich & Associates inventoried the existing parking supply and evaluated land uses using publicly available data to assess parking demand and supply by district and across all four areas collectively. The Downtown, River, Lake, and Entertainment district boundaries, data, and analysis collected through this study are being carried forward as a baseline for this transportation plan to understand and assess adjacent parking assets available to concert attendees. The Erie Street District was added to address additional parking available to accommodate potential parking demand for events occurring concurrently with Guardians games.

Based on data from the 2022 Rich and Associates Downtown Cleveland Parking Assessment, the four defined districts, combined with publicly available data for the Erie District, provide approximately 35,000 parking spaces in public and private lots and garages throughout Downtown. This mix of assets and locations offers a wide range of parking options not only for Riverfront Amphitheater guests but also for various visitors to downtown for MLB, WNBA, dinner, or theater events.

ESTIMATED PARKING DEMAND - FIGURE 10

According to the 2022 Rich and Associates Downtown Cleveland Parking Assessment, on a typical evening with 80% building occupancy and no major events at Rocket Arena or Progressive Field, about 11,000 parking spaces are available across the four nearby districts. This availability provides nearly two parking spaces per amphitheater guest at full capacity. For a sold-out event at the Riverfront Amphitheater, the estimated demand, based on mode splits and one vehicle per 4.5 guests, is 1,175 spaces. This means that the parking capacity in the surrounding districts on a normal evening is almost ten times the actual need for such an event.

Note: The net parking demand data shown on this map come from Rich & Associates’ analysis and do not account for the Erie District. The analysis assumes an 80% building occupancy based on current usage at 7:00 pm and does not include any Cleveland Guardians games at Progressive Field.

Within the Entertainment District are two significant facilities. Rocket Arena, the home court of the Cleveland Cavaliers and Cleveland’s future WNBA team, and Progressive Field, which is the home field for MLB’s Cleveland Guardians. As mentioned in the earlier analysis of adjacent events, the MLB and WNBA seasons overlap with the proposed concert season from May to October. The following page will display what the effect of parking demand for these events will have on the availability of the proposed Riverfront Amphitheater for visitors.

ESTIMATED PARKING DEMAND - FIGURE 11

Cleveland Guardians Demand - Rich and Associates Data

Based on the Rich & Associates report, parking demand in the Entertainment District with an event at the 19,430-seat Rocket Arena totals 6,867± spaces. Similarly, an evening event at the 35,000-seat Progressive Field would increase parking demand by 11,550± spaces. Based on this breakdown, the transportation management plan uses the following assumptions for adjacent-event demand. Cleveland Guardians = ~11,000 Parking Spaces, WNBA = ~3,000 Parking Spaces (based on average attendance being 1/2 of Cavaliers current attendance)

The Rich & Associates study did not include the Erie District boundary or parking assets in its analysis; however, based on adjacency, experience, and historical observation, it can be assumed that Guardians ticketholders have parked here and will continue to do so for baseball games. To reflect this context, the Transportation Management Plan used a conservative estimate that 1/3 of total Cleveland Guardians parking demand could be absorbed in the Erie District, leaving the remaining 2/3 of parking demand to be captured within the remaining four districts (11,000 total demand: 3,750 or 1/3 in the Erie District and 7,500 or 2/3 in the Lake, River, Downtown, and Entertainment Districts). Based on this analysis using the previous typical evening as the baseline, the 11,000 parking spaces available adjacent to the Riverfront Amphitheater are reduced to 3,500 spaces.

On evenings with a Guardians game, the 3,500 parking spaces available across the four nearby districts represent approximately 0.5 parking spaces per amphitheater guest at full capacity. For a sold-out event at the Riverfront Amphitheater, the estimated demand, based on mode splits and one vehicle per 4.5 guests, is 1,175 spaces. This means that the parking capacity in the surrounding districts on a normal evening is still almost two times the actual need for such an event. If the average attendance of 3,700 guests is used as the baseline, based on the same mode split and vehicle occupancy, only 700 spaces may be required.

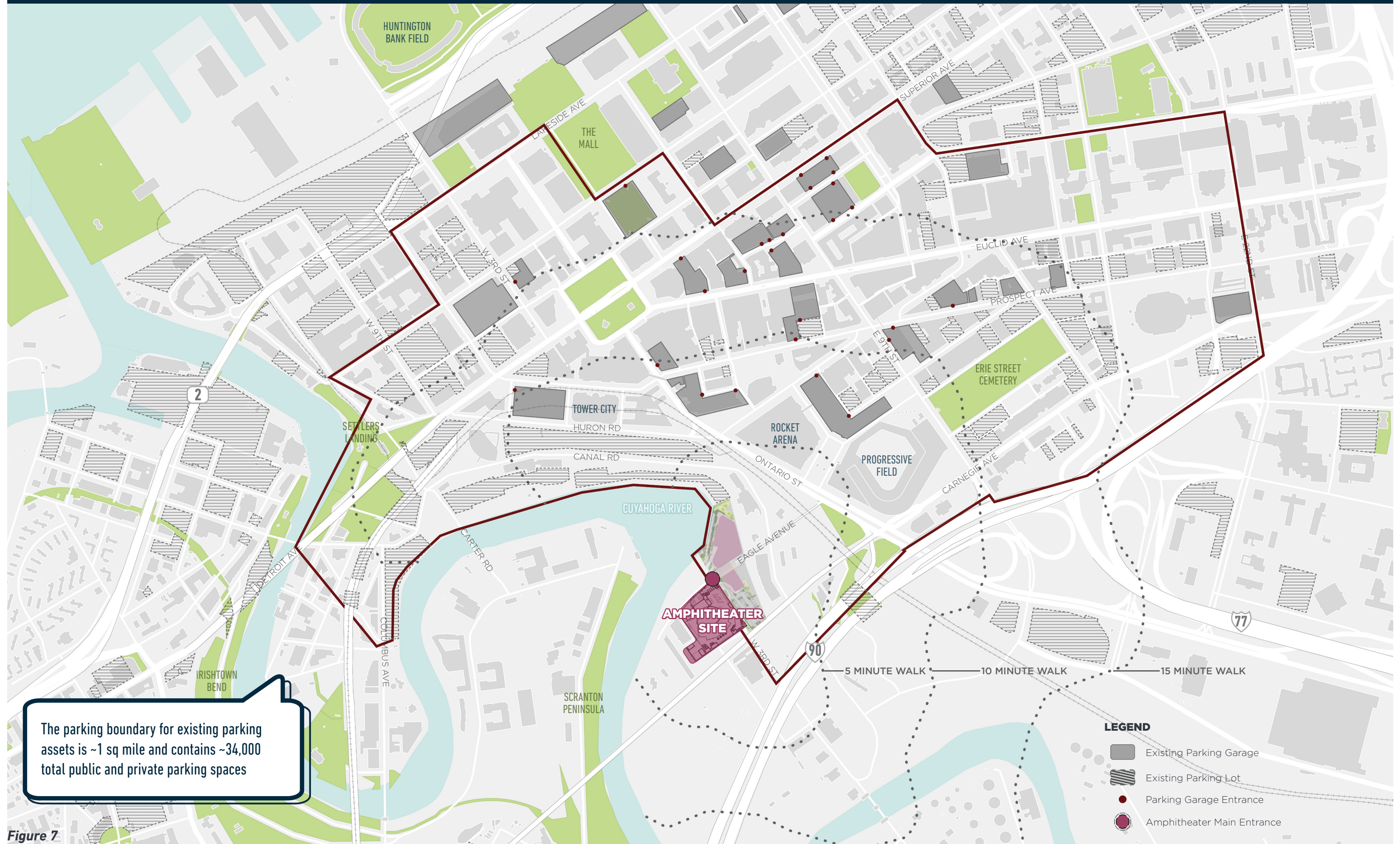


Figure 7  Transportation Management Plan



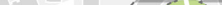
Figure 8  Transportation Management Plan - DRAFT



Figure 9
Transportation Management Plan - DRAFT

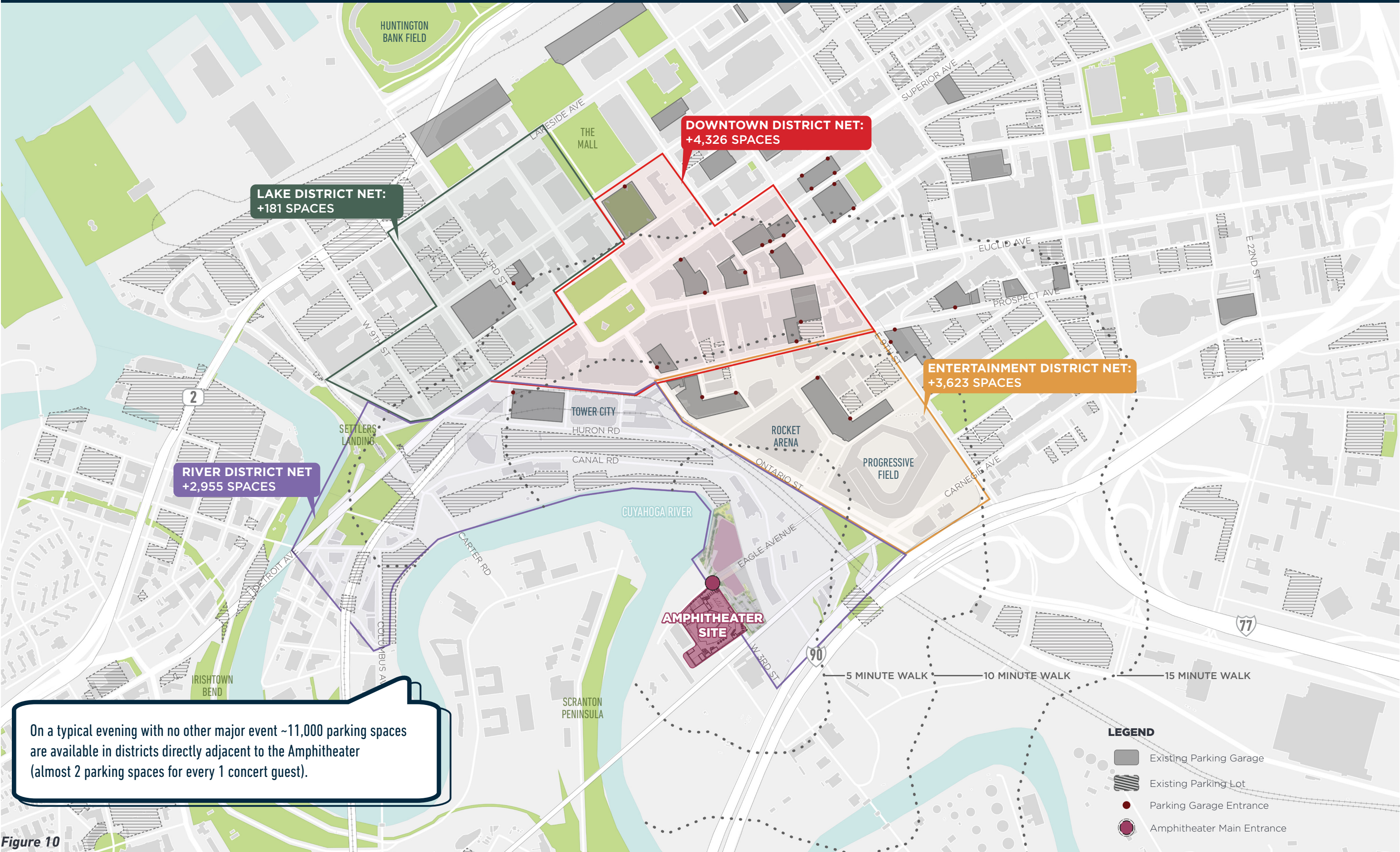


Figure 10
Transportation Management Plan - DRAFT

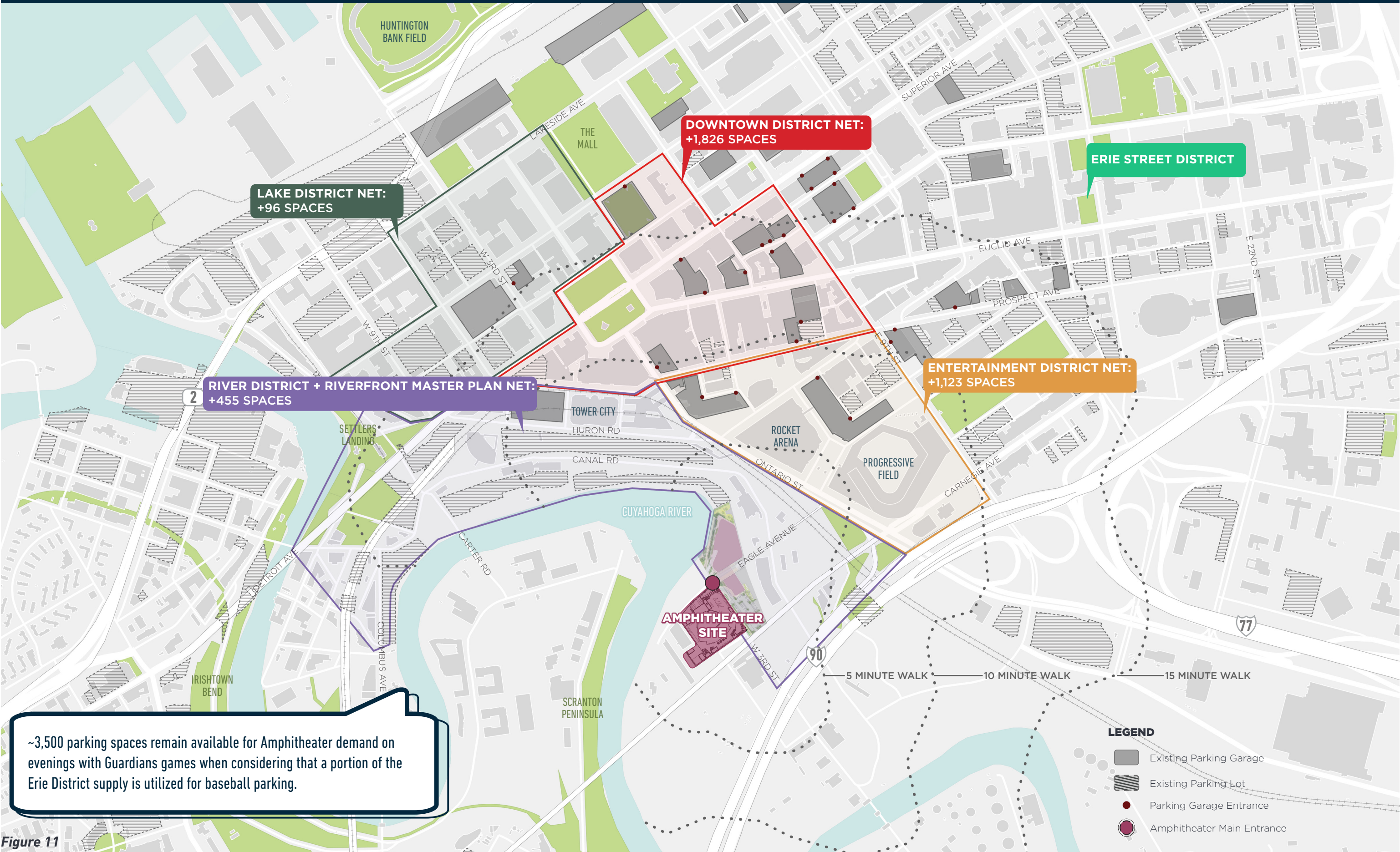


Figure 11
Transportation Management Plan - DRAFT

TRANSIT ACCESS + ARRIVAL/DEPARTURE - FIGURE 12

The RTA rail and bus system provides additional transportation options to support access to the amphitheater, with multiple transit stops, routes, and modes within a convenient distance. The closest stops are along Ontario Street adjacent to Progressive Field, while Public Square and Tower City serve as major transit hubs offering broader regional connections. Both hubs are within a 15-minute walk of the site, allowing patrons to use public transportation and the local street and sidewalk network to travel to and from concerts.

BIKE, SCOOTER, PEDESTRIAN ROUTE ACCESS - FIGURE 13

Due to its location adjacent to the Central Business District, the amphitheater is accessible via the downtown street network, which offers a variety of sidewalks, trails, and bike-lane connections, including major regional routes such as the Towpath Trail, Red Line Greenway, and Memorial Bridges Loop Trail. These connections link visitors on foot, bike, or scooter to the site from nearby parking garages, attractions, entertainment destinations, and surrounding neighborhoods, creating a connected, accessible amphitheater that supports the Riverfront Master Plan vision by providing multimodal access to and from the venue.

BIKE, SCOOTER, PEDESTRIAN ROUTE DISTANCE - FIGURE 14

The map illustrates common routes connecting visitors to bus lines, transportation hubs, parking areas, and nearby entertainment destinations, showing a typical walk and the overall pedestrian experience when traveling to the amphitheater from downtown destinations. These walking distances are comparable to those at similar downtown events and venues, reflecting the site's accessibility and proximity to existing downtown parking and entertainment assets.

Closest Bus Stops are along Ontario Street adjacent to Progressive Field on Route 19. Route 8, Tower City, and Public Square are close alternatives.

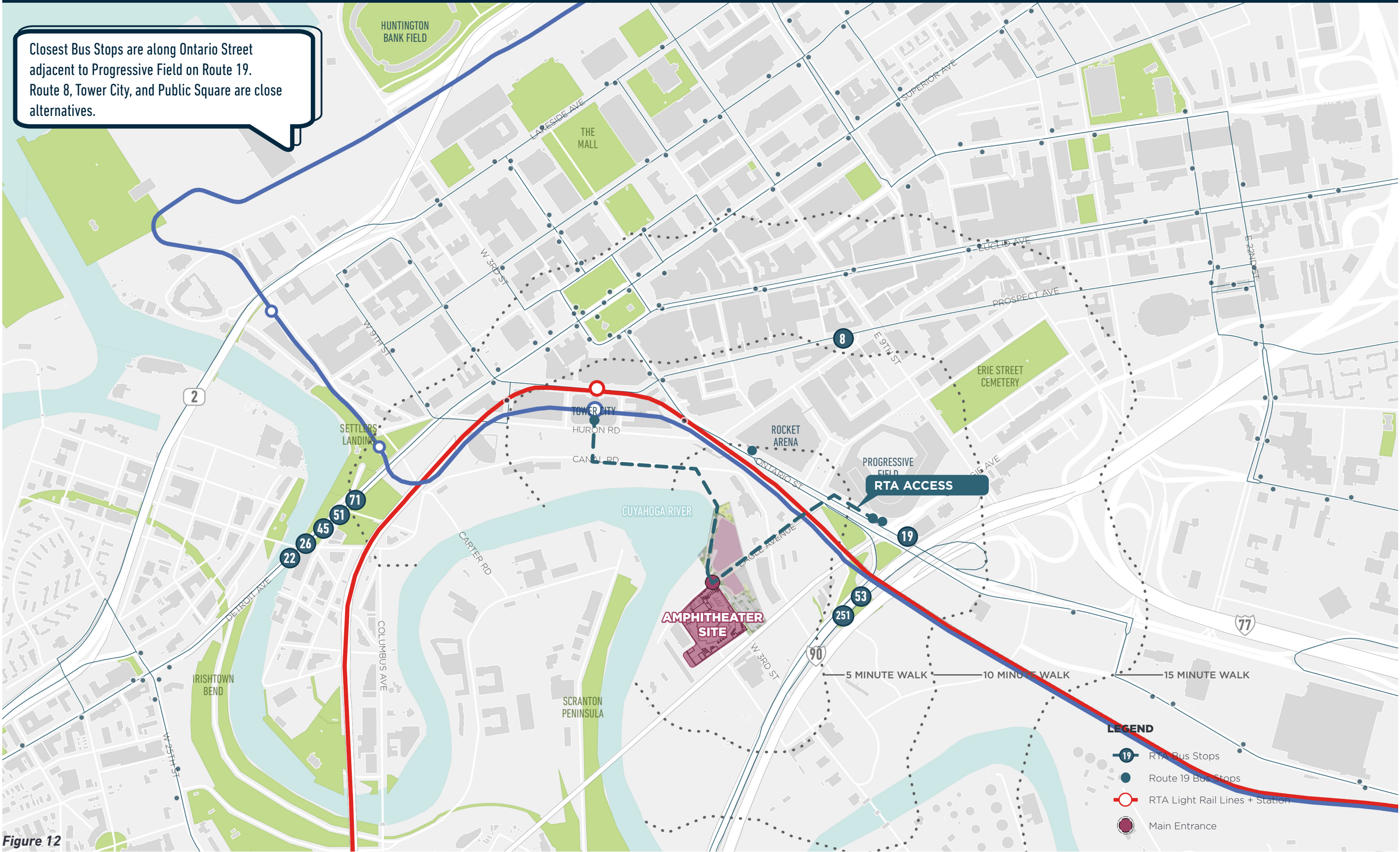


Figure 12
Transportation Management Plan - DRAFT

AMPHITHEATER SITE | BIKE, SCOOTER, PEDESTRIAN ROUTES + ACCESS

LEGEND

- ① Slavic Village Downtown Connector
- ② W 3rd Cycle Track
- ③ Ohio + Erie Canal Towpath Trail
- ④ Memorial Bridges Loop Trail
- ⑤ RedLine Greenway
- ⑥ Lakefront Bikeway / Lake Link Trail

- Existing Trail
- Future Trail
- Separated Bike Lane
- Bike Lane
- Shared Lane
- Shared Use Path
- Riverwalk

- Existing Parking Garage
- Existing Parking Lot
- Parking Garage Entrance
- Amphitheater Main Entrance

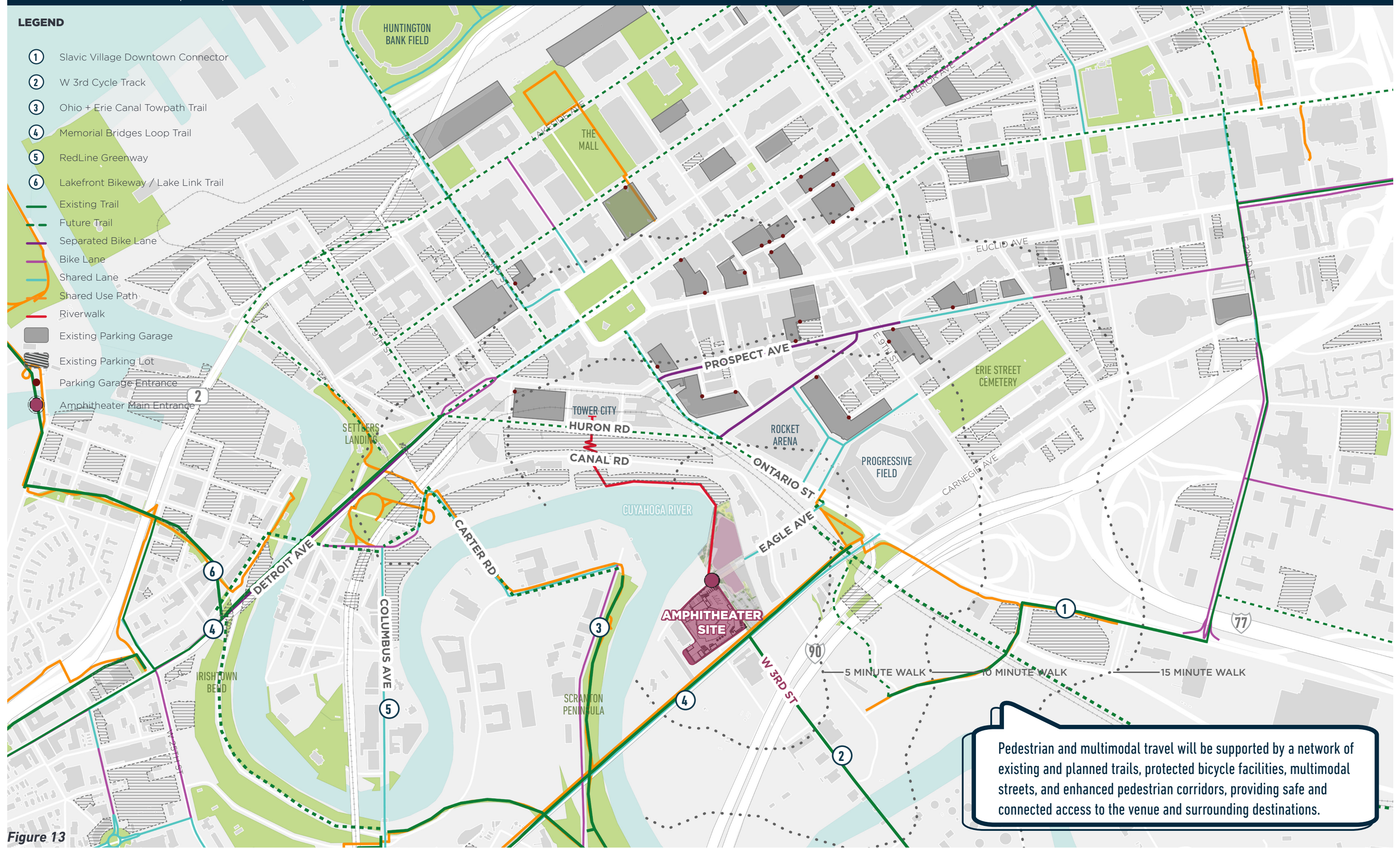
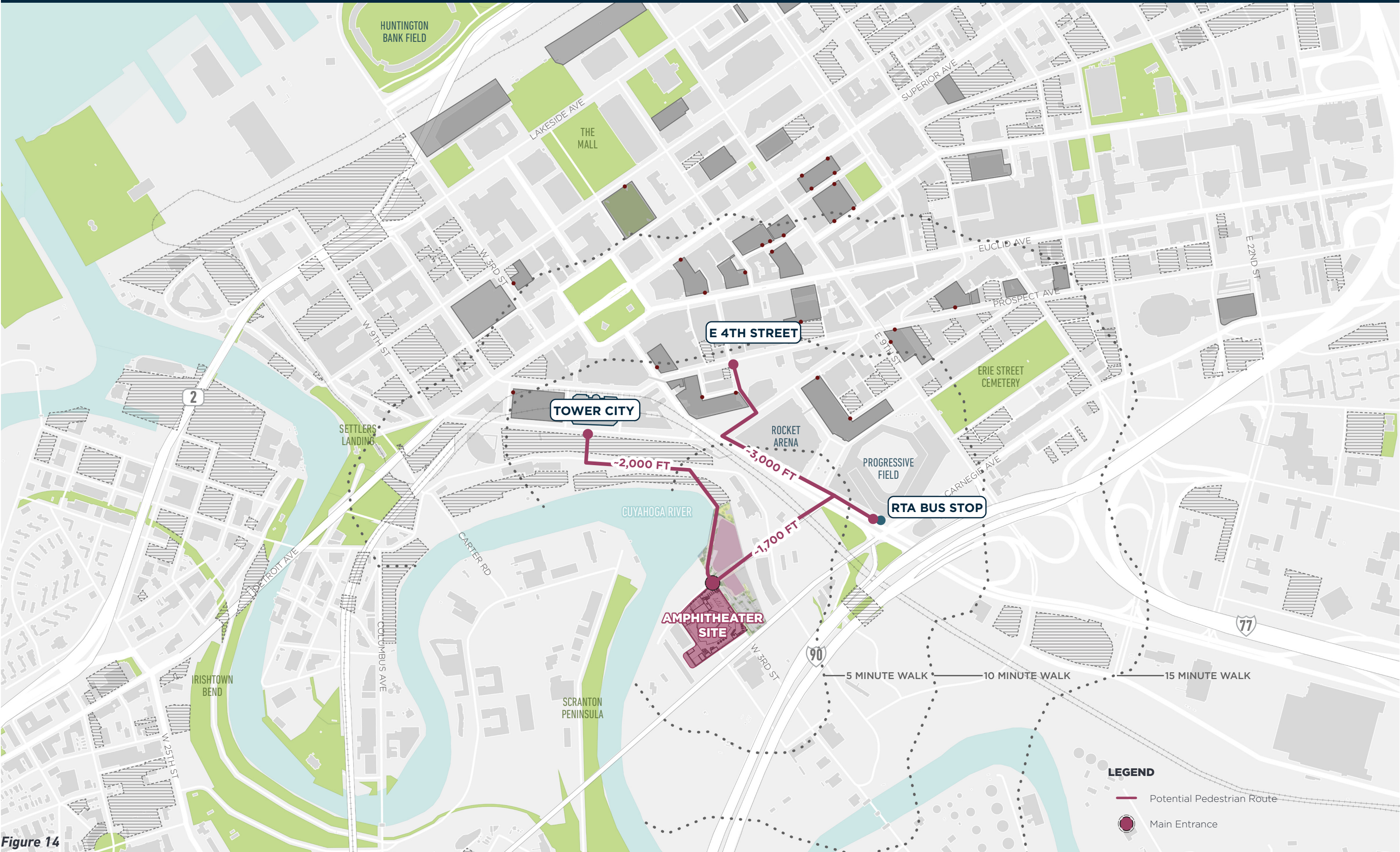
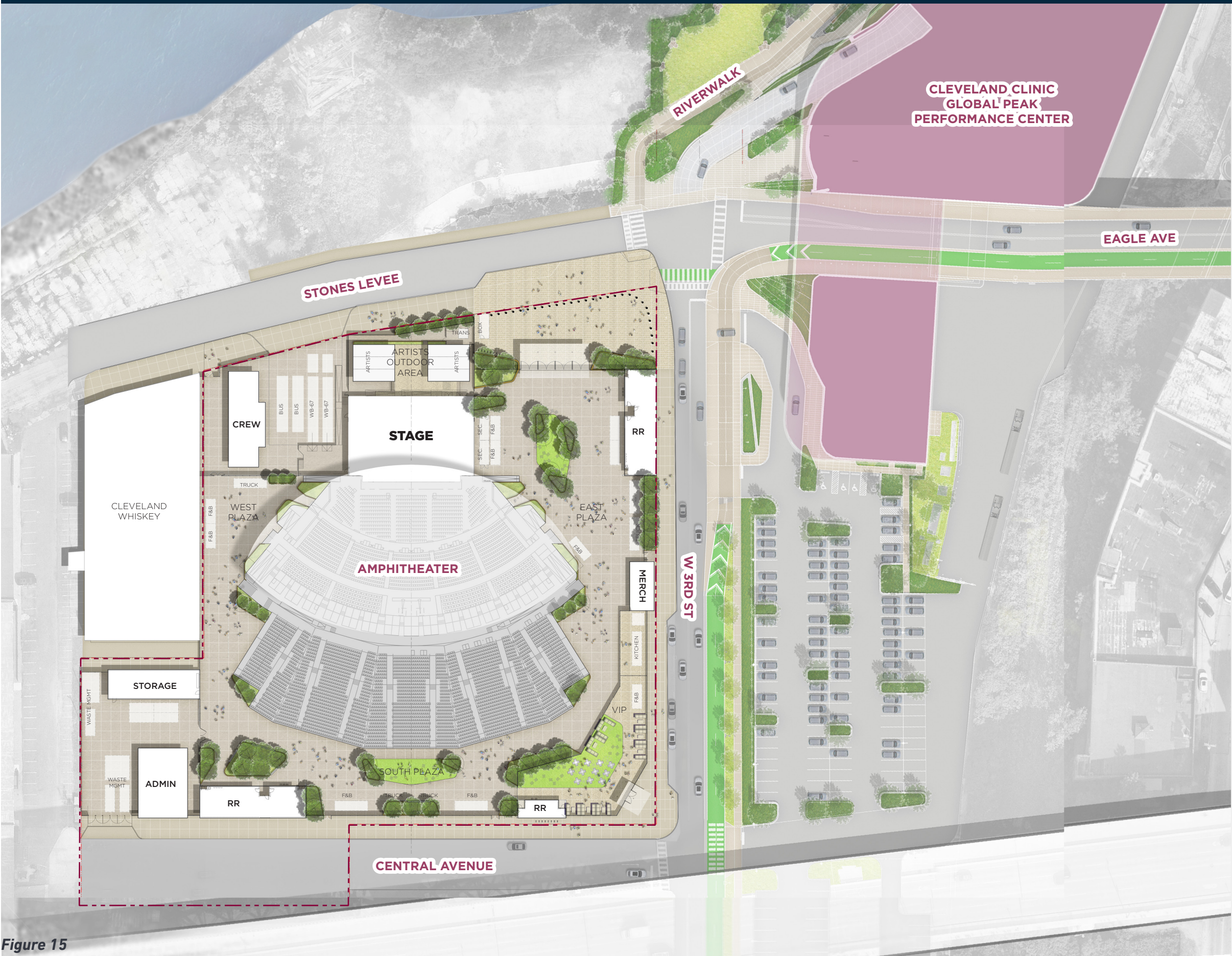


Figure 13
Transportation Management Plan - DRAFT

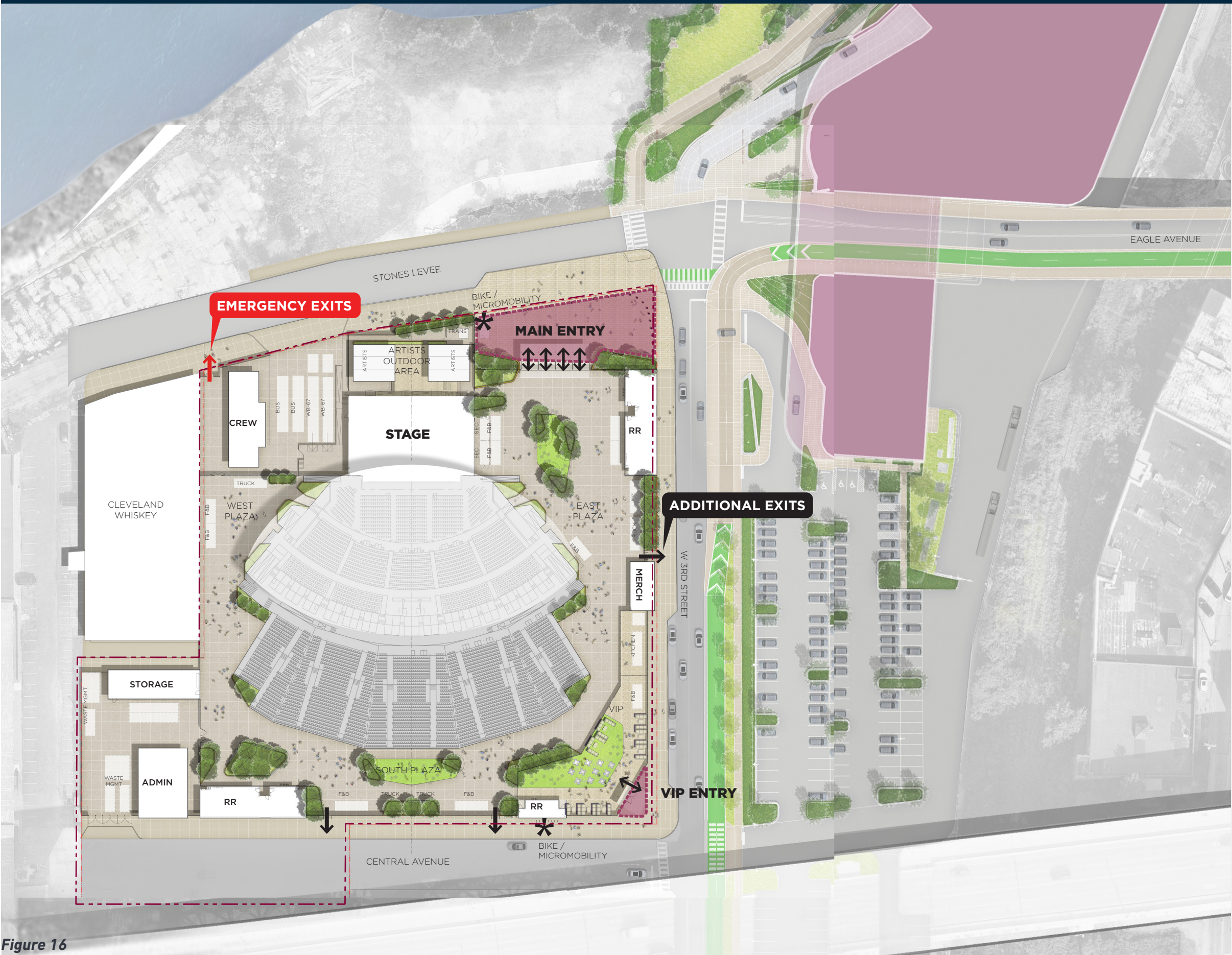




CONCEPTUAL SITE PLAN

The amphitheater site is positioned with multiple points of access from Eagle Avenue, Stones Levee, West 3rd Street, and Central Avenue. The Riverwalk provides a direct pedestrian connection to the amphitheater, while the adjacent Cleveland Clinic Global Peak Performance Center further contributes to the surrounding activity and amenities envisioned as part of the Cuyahoga Riverfront Master Plan.

Figure 15
Transportation Management Plan - DRAFT



PEDESTRIAN ACCESS POINTS

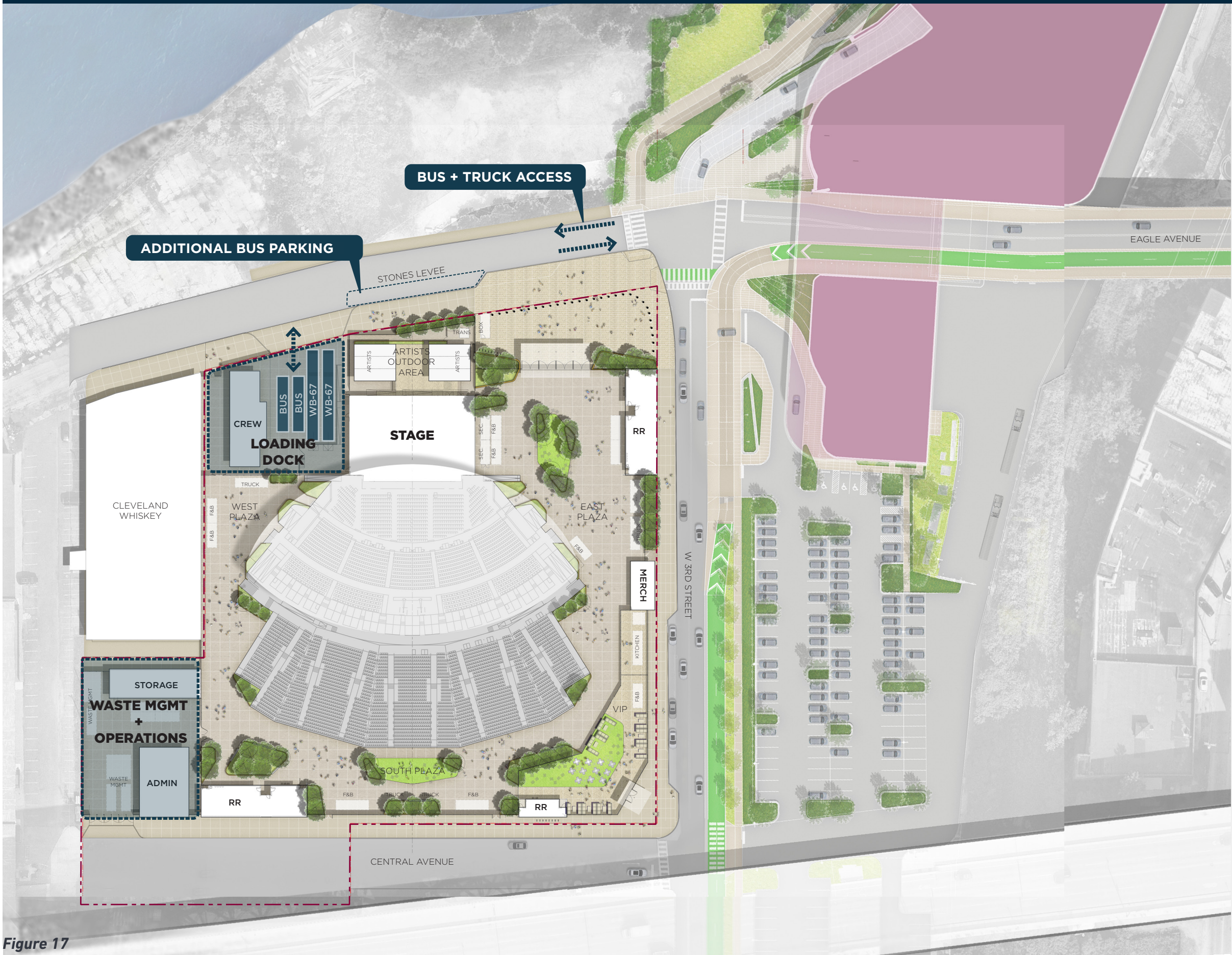
The main entry to the venue is at the northeast corner of the site, near the intersection of West 3rd Street, Eagle Avenue, and Stones Levee. The VIP entrance is at the southeast corner of the site, with additional emergency and one-way exits along all four sides of the venue. These access points support efficient circulation throughout the site before, during, and after events.

LEGEND

- ↔ Entry and Exit Points (VIP + GA)
- ➔ Exit Only
- ➔ Emergency Exit Only



Figure 16
Transportation Management Plan - DRAFT

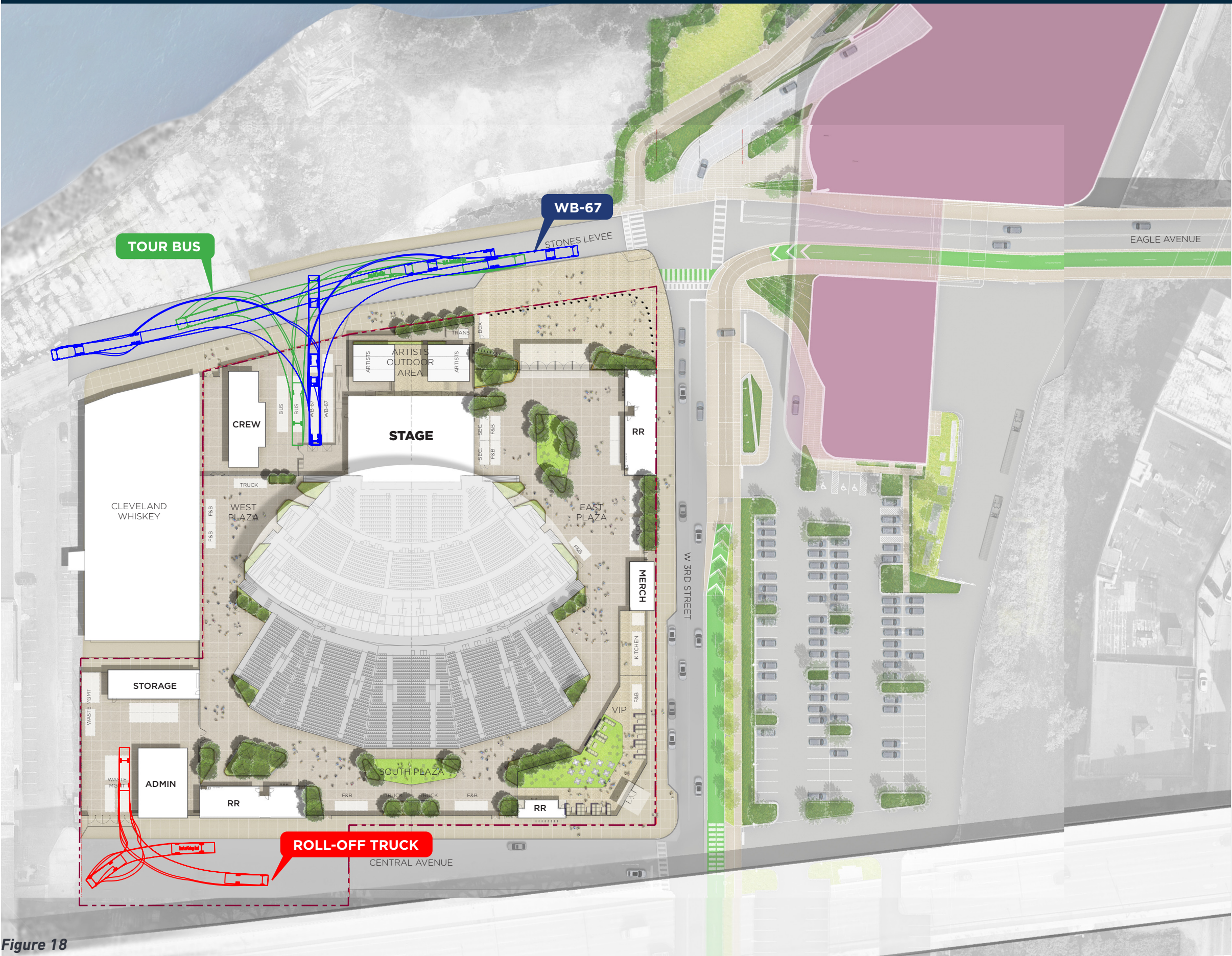


VEHICULAR ACCESS

Performer bus access and operational truck access to the venue are provided via Stones Levee. A dedicated loading dock and bus parking area are located on the north side of the site to support event operations. The waste management and administration building is strategically located on the southwest corner of the site, keeping necessary operational functions accessible while separated from the primary visitor experience.



Figure 17
Transportation Management Plan - DRAFT



TRUCK MANEUVERABILITY

This diagram depicts the required turning radii for both buses and operational trucks traveling between the loading and management areas of the site and the surrounding roadway network. The movements demonstrate how the site layout accommodates the necessary vehicle circulation and access needed to support venue operations.



Figure 18
Transportation Management Plan - DRAFT

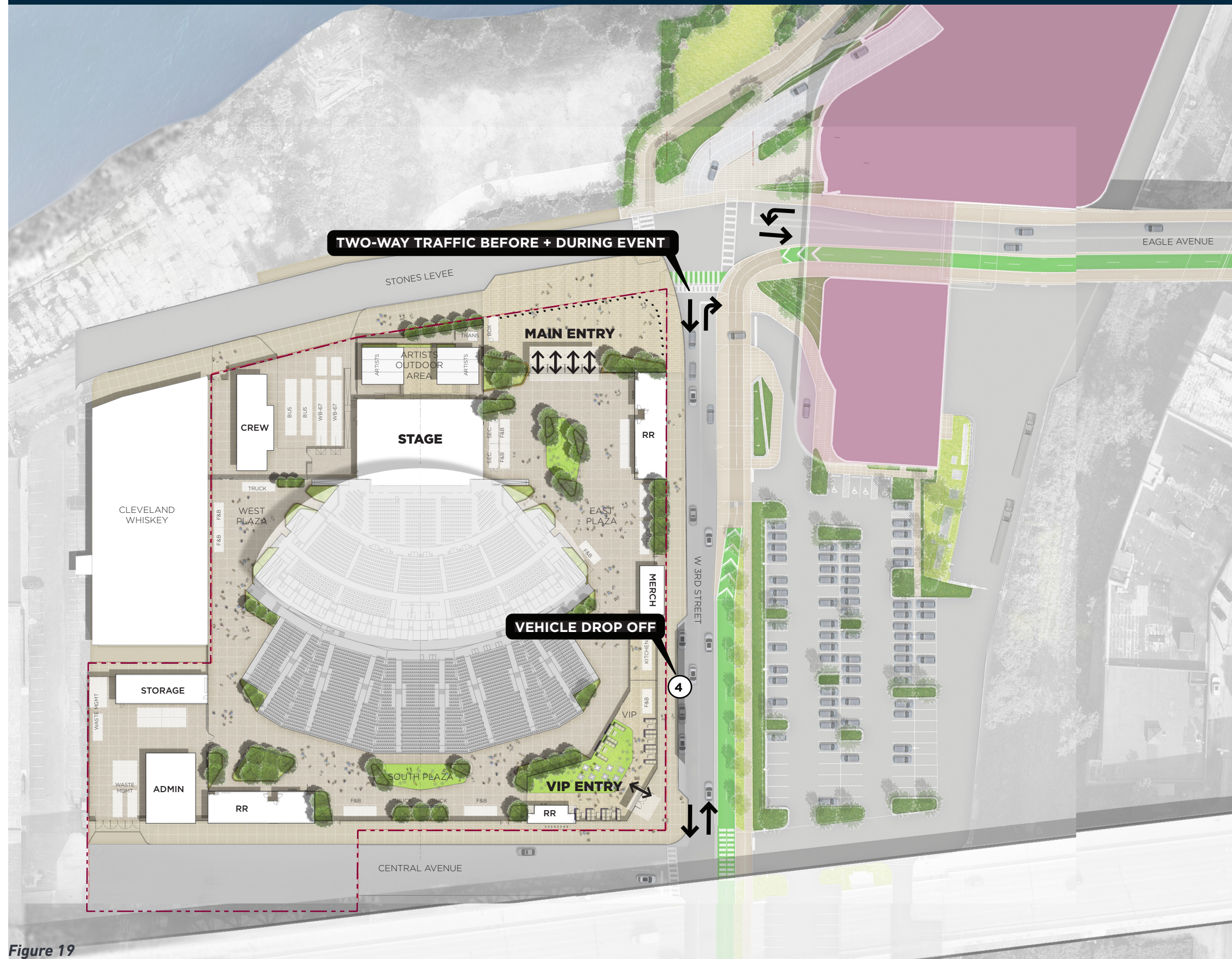
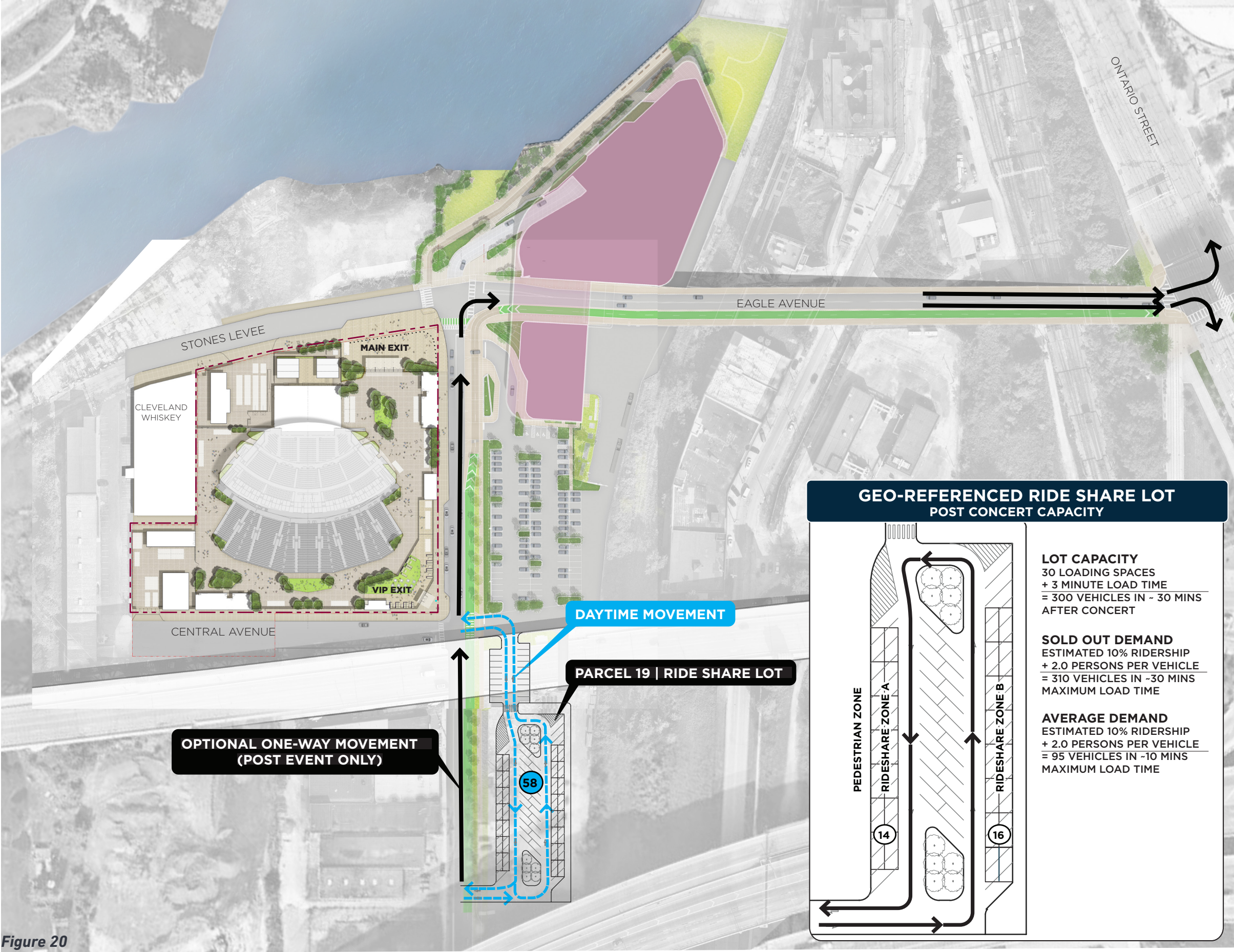


Figure 19
Transportation Management Plan - DRAFT

VEHICULAR DROP-OFF BEFORE EVENT

Two-way traffic is maintained along Eagle Avenue and West 3rd Street before events to support continued circulation around the site. Designated drop-off areas are provided along the east side of the venue to accommodate visitor access to both the main entrance and VIP entry points.



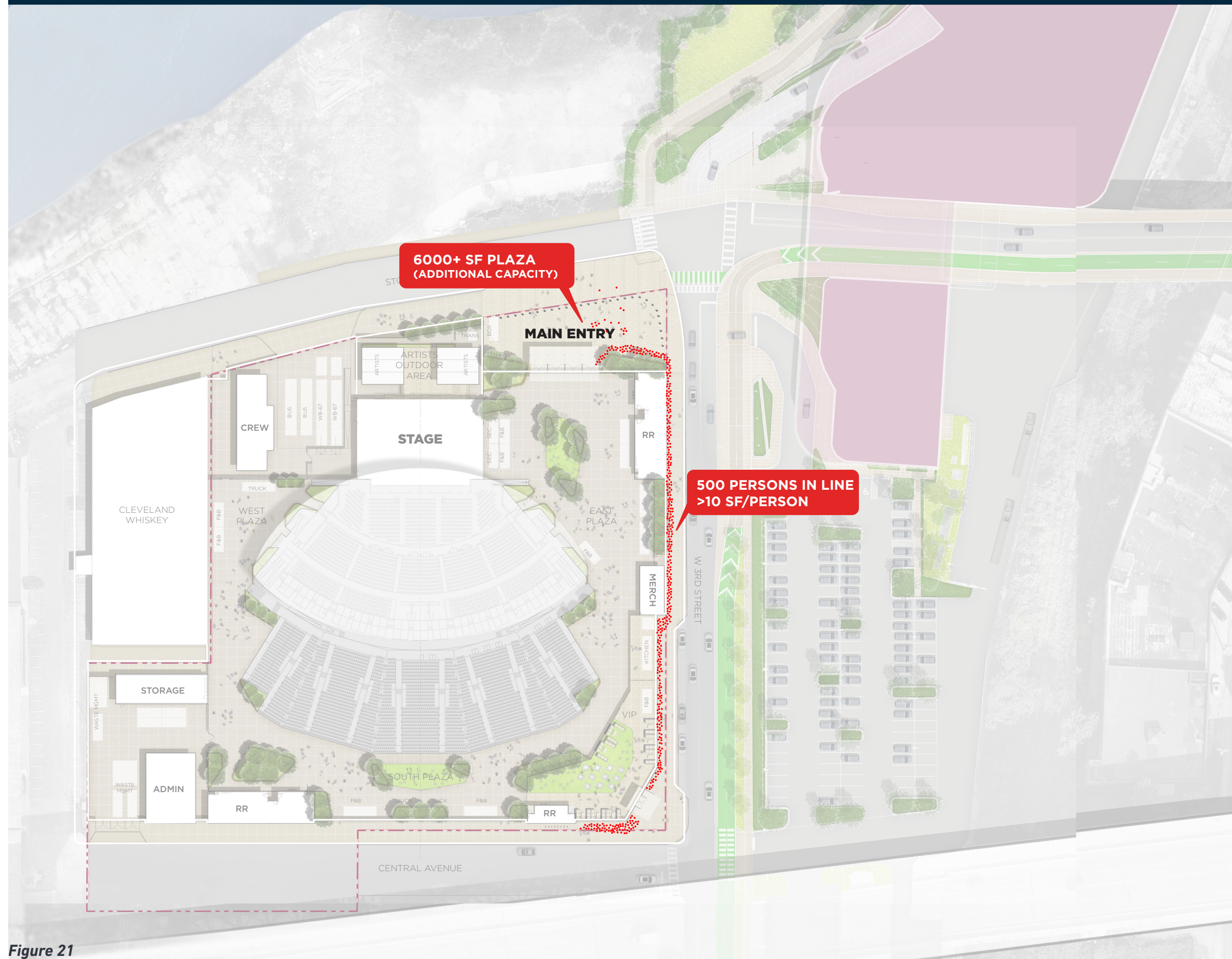


VEHICULAR DROP-OFF AFTER EVENT

Following events, Eagle Avenue is converted to support one-way traffic flow, directing vehicles north along West 3rd Street and exiting east along Eagle Avenue. Crosswalks at the intersection of Eagle Avenue and West 3rd Street are temporarily closed on the south and east sides to guide pedestrians away from vehicle movements and maintain a continuous, safe traffic flow. The rideshare lot is designed to accommodate both typical daytime circulation and one-way post-event operations. When not in use for events, the lot provides an additional 58 parking spaces, while also supporting dedicated rideshare operations during event periods.



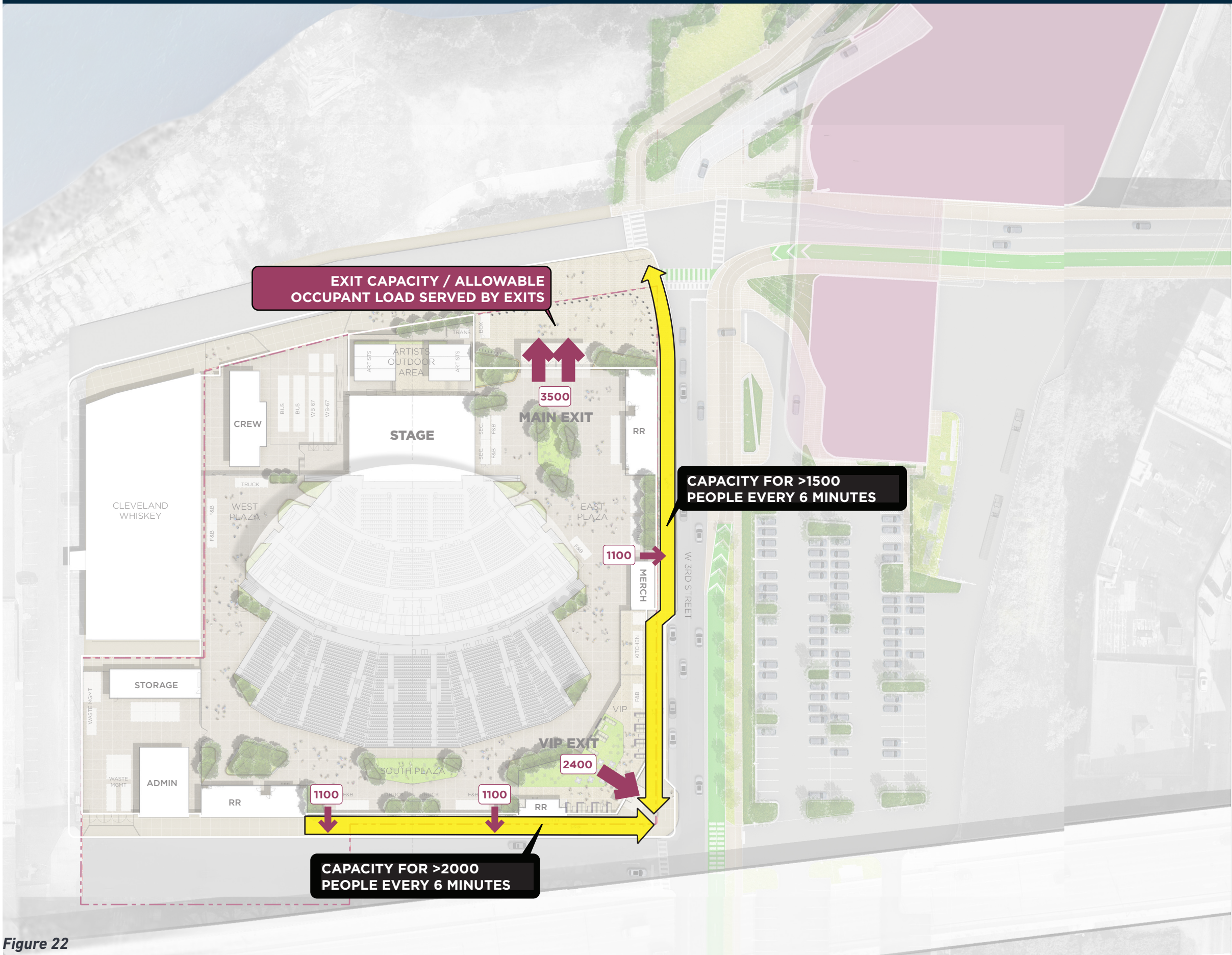
Figure 20
Transportation Management Plan - DRAFT



PEDESTRIAN QUEUING BEFORE EVENT

The sidewalk capacity along the east side of the site provides adequate space for attendee queuing prior to gates opening for events. This area supports organized pedestrian circulation while maintaining safe and efficient access into the venue.

Figure 21

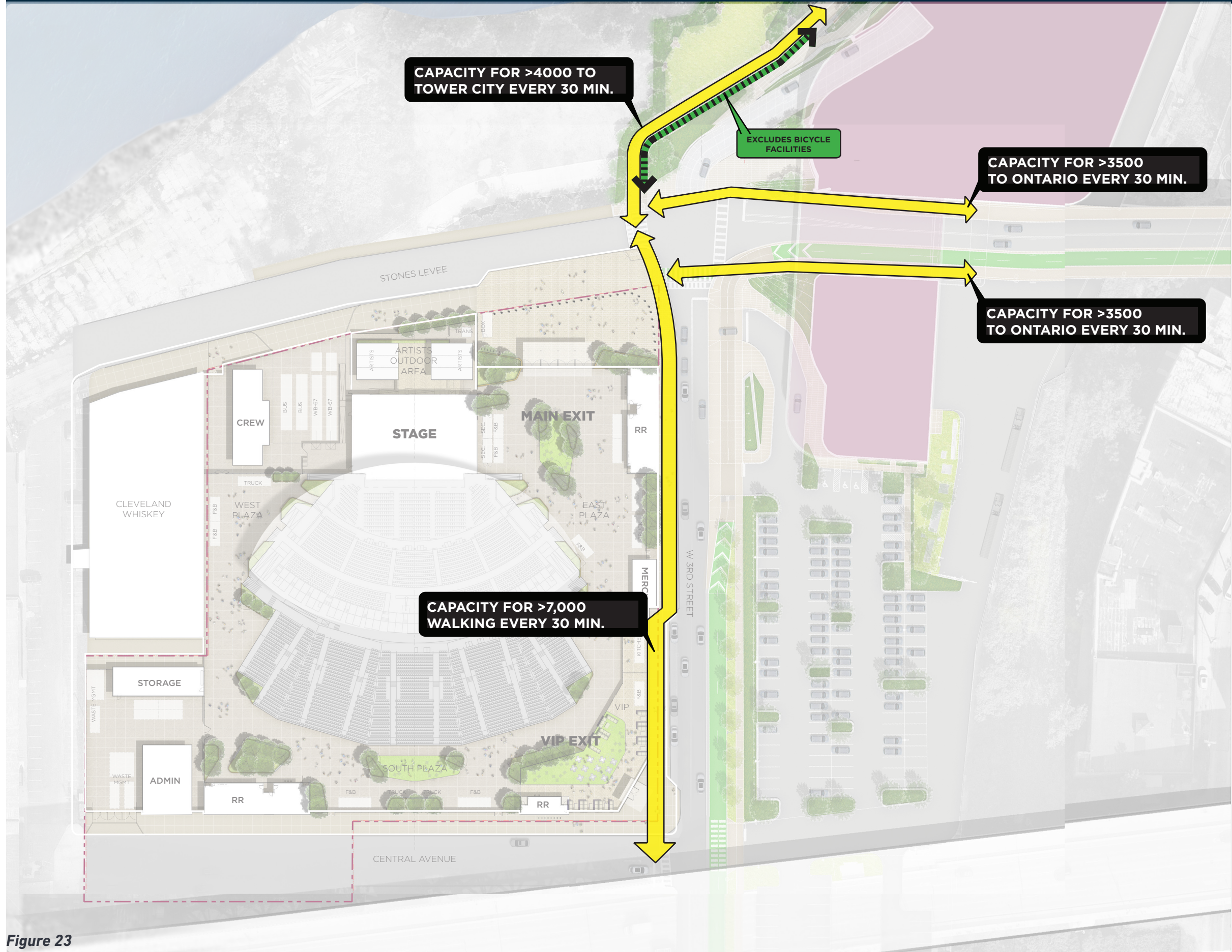


PEDESTRIAN MOVEMENT AFTER EVENT

Pedestrian movements exiting the site are supported through multiple access points located on the north, east, and south sides of the venue, allowing patrons to efficiently disperse after events. The surrounding sidewalk capacity is designed to accommodate attendee volumes and support the consistent flow of pedestrians leaving the venue over peak exit periods.



Figure 22
Transportation Management Plan - DRAFT



PEDESTRIAN MOVEMENT AFTER EVENT

The primary pedestrian access routes, including the West 3rd Street and Eagle Avenue sidewalks as well as the Riverwalk, provide sufficient capacity to accommodate attendees exiting the venue. These routes support efficient pedestrian flow and distribution away from the site following events.



Figure 23
Transportation Management Plan - DRAFT

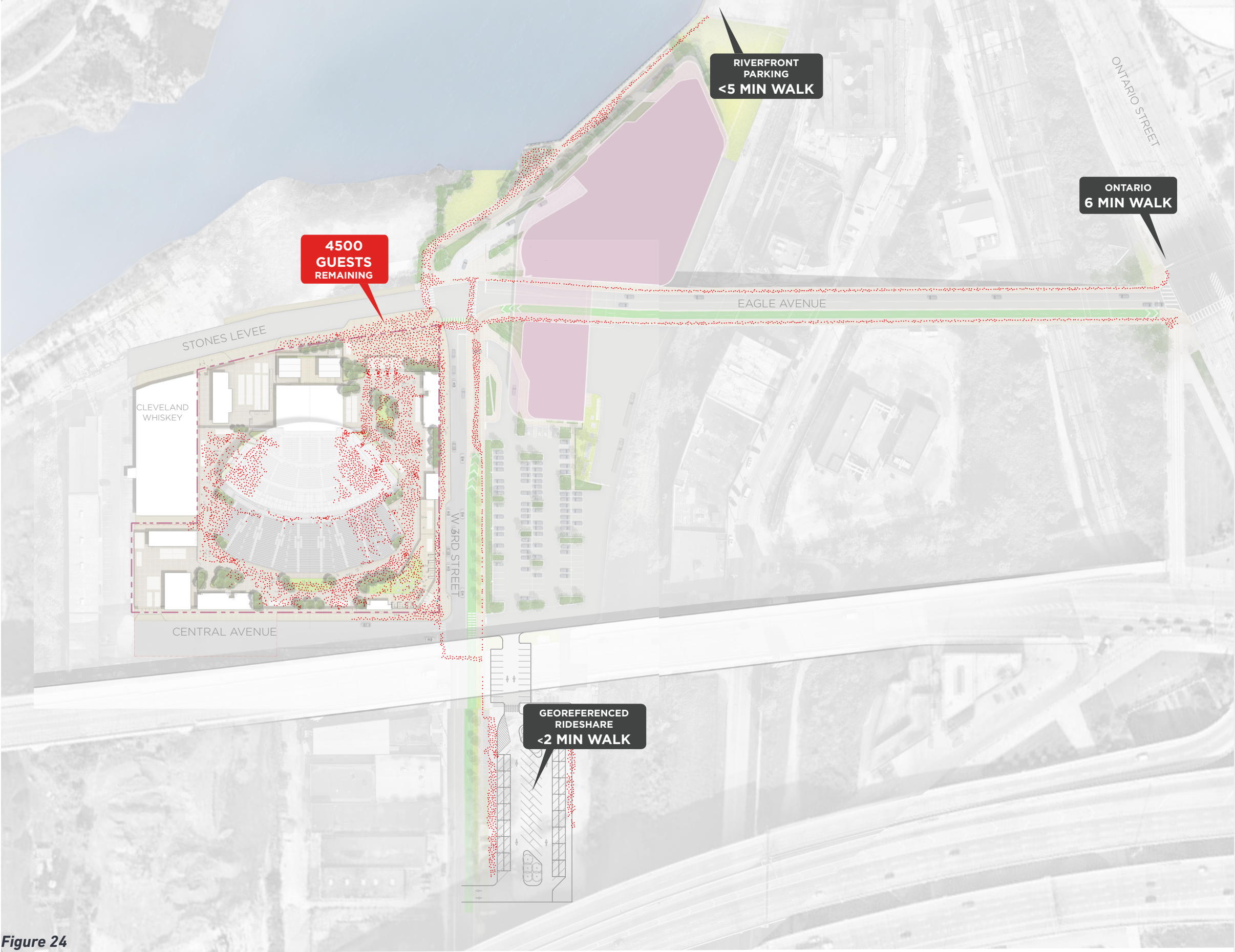


Figure 24
Transportation Management Plan - DRAFT

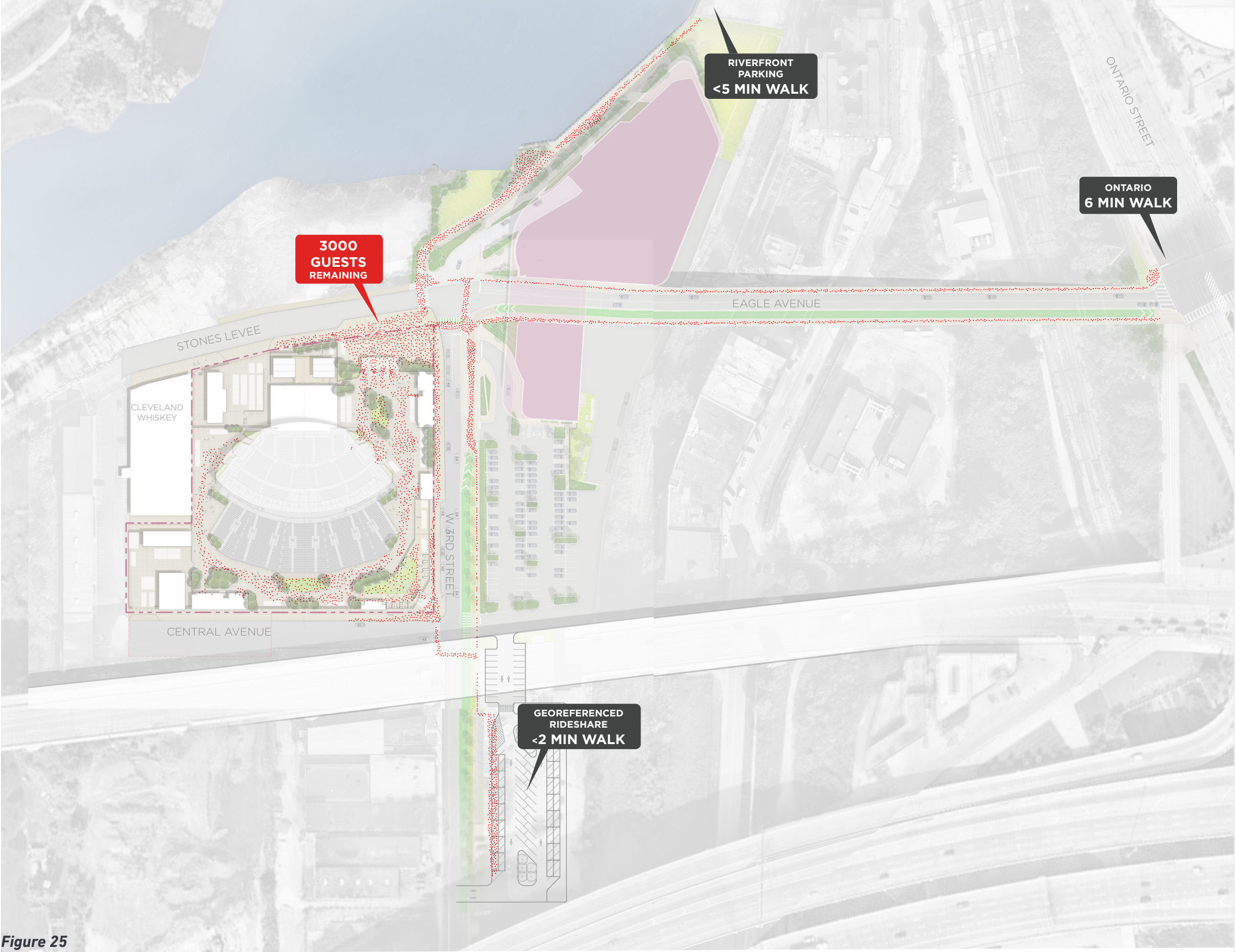


Figure 25
Transportation Management Plan - DRAFT





Figure 26
Transportation Management Plan - DRAFT



CITY OF CLEVELAND
Mayor Justin M. Bibb

Cleveland City Planning Commission

Cleveland Amphitheatre

Staff Report

July 9th & 24th, 2026



CITY PLANNING COMMISSION: Conditions of Conceptual Approval

- Provide a **transportation management plan** to address mobility concerns around **parking locations, walking times, sidewalk conditions**
 - Draft Transportation Management Plan now included.
- Show preliminary plans for **short and long-term signage and wayfinding** that will expand with the continued development of the surrounding area
 - Not shown.
- Include details on **ornamental signage** around the site [**perimeter treatment**]
 - Preliminary details provided.
- Provide **program use diagrams for a variety of potential event types** showing seating orientation for different use cases
 - Not shown.
- Invite venue operator to provide an **economic evaluation** to estimate the expected **impact to the music venue ecosystem** in Cleveland
 - Not included.

DOWNTOWN/FLATS: Conditions of Schematic Approval

- 1) Provide further **transparency & pedestrian interaction for fencing treatment** at W.3rd St., and reconsider the use of dark metals where there is potential for contact with people [to avoid **burns**].
- 2) Review with City the opportunity to **vacate or otherwise utilize Central Ave** in order to shift the overall project at least **20' to the South** [to better accommodate queuing areas].
- 3) **Stones Levee to be treated as pedestrian environment** capable of handling heavy-duty traffic, and documentation provided from Cleveland Whiskey and [Mid-Continent Coal & Coke] confirming that the proposed design is acceptable to their operations. (Reference made to Ludlow Alley at Nationwide Arena).
- 4) Further review of the **Transportation Management Plan** and it's successful conclusion [which may indicate the need to shift the project 20' south, or to increase the frontal plaza internally to the site to accommodate queuing].

PUBLIC REALM
EXPERIENCE

Fencing /
Perimeter
Treatment

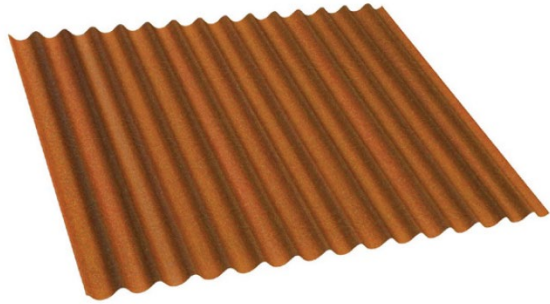
Loading, Trash,
& Storage Areas



Steel Perimeter Fence - 8 ft
Colormax Steel Privacy Fencing System
Egress Gates w/Panic Bar



CMU



CORRUGATED METAL PANEL
FAUX-WEATHERED STEEL



DF26-008 – Cleveland Amphitheatre

July 24, 2026

DFDRAC Recommendations:

DFDRAC recommended schematic approval on 7/9/26 with the following conditions:

1. Provide further transparency & pedestrian interaction for fencing treatment at W.3rd St., and reconsider the use of dark metals where there is potential for contact with people [to avoid burns].
2. Review with City the opportunity to vacate or otherwise utilize Central Ave in order to shift the overall project at least 20' to the South [to better accommodate queuing areas].
3. Stones Levee to be treated as pedestrian environment capable of handling heavy-duty traffic, and documentation provided from Cleveland Whiskey and [Mid-Continent Coal & Coke] confirming that the proposed design is acceptable to their operations. (Reference made to Ludlow Alley at Nationwide Arena).
4. Further review of the Transportation Management Plan and it's successful conclusion [which may indicate the need to shift the project 20' south, or to increase the frontal plaza internally to the site to accommodate queuing].

City Planning Staff Recommendations:

Planning staff agrees with DFDR Recommended Conditions, with emphasis on the importance of ADA accommodations, micromobility, and perimeter/queuing treatments.

Cleveland City Planning Commission

Public Art Design Review



CITY OF CLEVELAND
Mayor Justin M. Bibb

July 24, 2026

ART26-006 – Midnight Forum of Centrum Kolossio Temporary Installation

July 24, 2026

Project Address: Settler's Landing/Merwin Ave.

Type: Public Art

Project Representative: David Biro, Midnight Art Club

Approval: Final



Midnight Art Club

MOCAP Application

Contact Information:

David Biro

Midnight Art Club, Inc. 501(C)3 non-profit organization 3100 Carroll Ave.
Cleveland, Ohio 44113 mac@midnightartclub.com 216-712-5220

Resume/Previous Works:

Our mission at Midnight Art Club is to combine large scale installations with immersive experiences to connect the mind & the body, uplift the community, and demonstrate Cleveland's artistic talents. We strive to create a supportive, vibrant, and inclusive artistic community.

Examples our work can be found on our website at:

www.midnightartclub.com

Summary of Project:

The Midnight Forum of Centrum Kolossio. A large scale art installation that serves as center for theatrical programming and public activity. ***Renders are Below***

- Weight
 - Centrum Kolossio : ~15,000lbs
- Dimensions
 - Centrum Kolossio: 80ft length x 80ft width x 18ft height

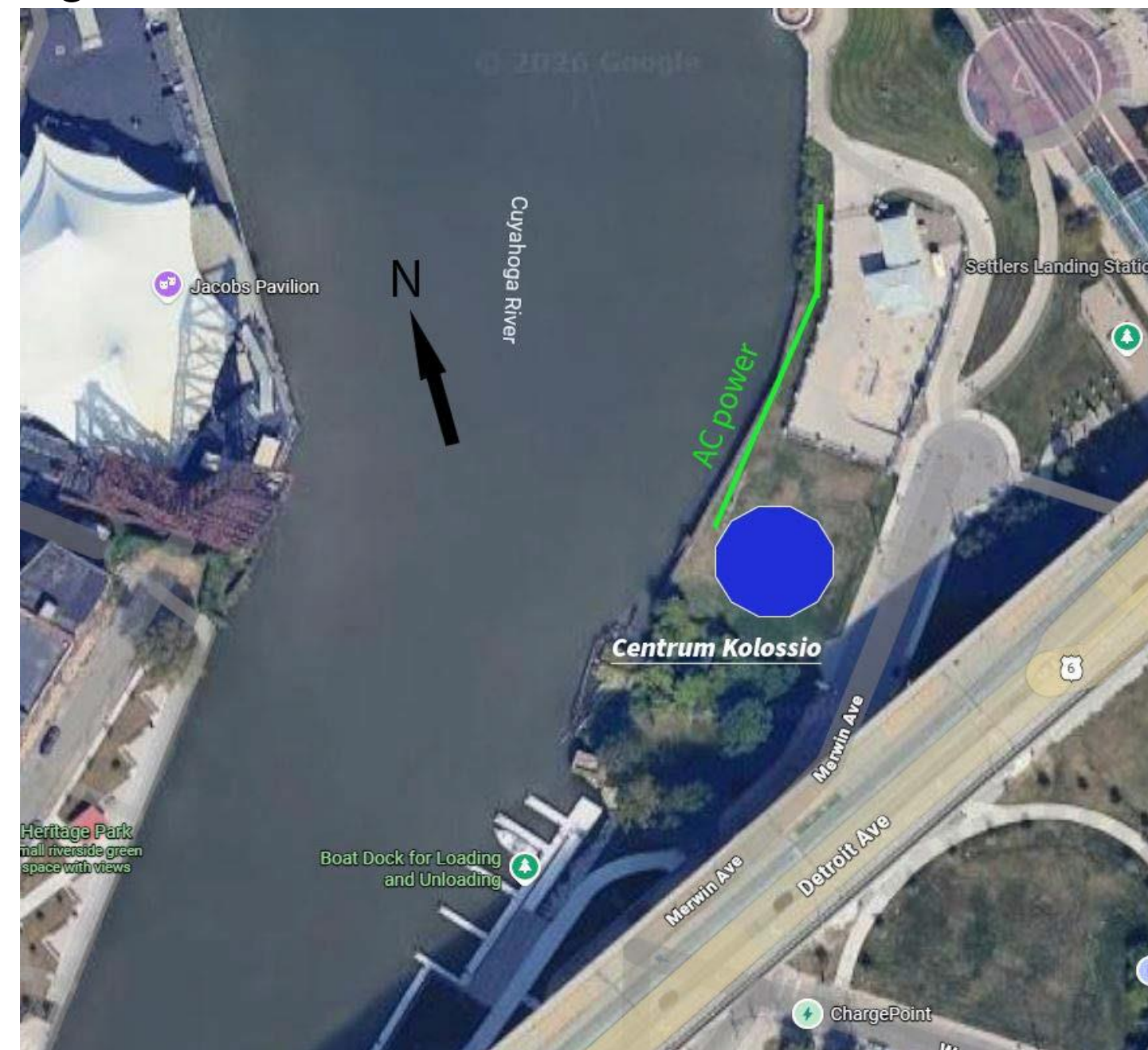


Midnight Art Club

Summary Continued

- Foundation
 - There will be no foundation required.
 - Upon completion of the engineering report will determine what, if any, anchoring is needed.

Site Map:



Site map description:

- The Midnight Forum is situated on the south side of the Cuyahoga River within Settlers Landing Park. Its entire footprint is 75 ft x 75 ft, which is about .129 acre of park space.
- The installation will be offset 10-15ft from the street and about 10ft from the steel sheet river wall.
- There is a local power box ~300ft from the installation on the outside of NEOSD pump station that will supply power for LED lighting of the installation.
- The art installation will be able to be viewed and entered in from all sides.



Midnight Art Club

Installation & Removal Requirements

- The art installation will be constructed over the period of 3 days.
- The art will be staged within its designated footprint area.

Installation & Removal Requirements Continued:

- The area will be fenced off temporarily while construction is taking place.
- We will need to reserve designated street parking along Kenilworth Ave while the installation and removal is taking place.

Delivery Process:

- Each installation will be delivered using a 26ft box truck and a flat bed trailer.

Timeline for Exhibit:

- Our ideal weather window opens at the beginning of August and extends through the end of September.
- We are targeting a build start date of late August, *to be determined* and completing no later than the last week of September or *to be determined*.
- Midnight Forum would be on display to the public for 4-14 days after on or about *To Be Determined* depending on weather.

Maintenance:

- Midnight Forum Complex will be checked and monitored on a daily basis by organizational staff.

Landscape Remediation Plan:

- After striking the installation, we will assess the condition of the grass and if grass has been damaged or dead, we will hand till the ground and spread new grass seed along with hay / boundary layer to protect seed.
- We are trying to minimize our impact to landscape by limiting our display window.

Scope of Work:

- Installation of Centrum Kolossio art installation at Settlers Landing to be determined on favorable weather between August 1st to Sept 30th. Installation will commence over a 3 day period. Strike or de-installation will take 2 days.



Midnight Art Club

Renders:



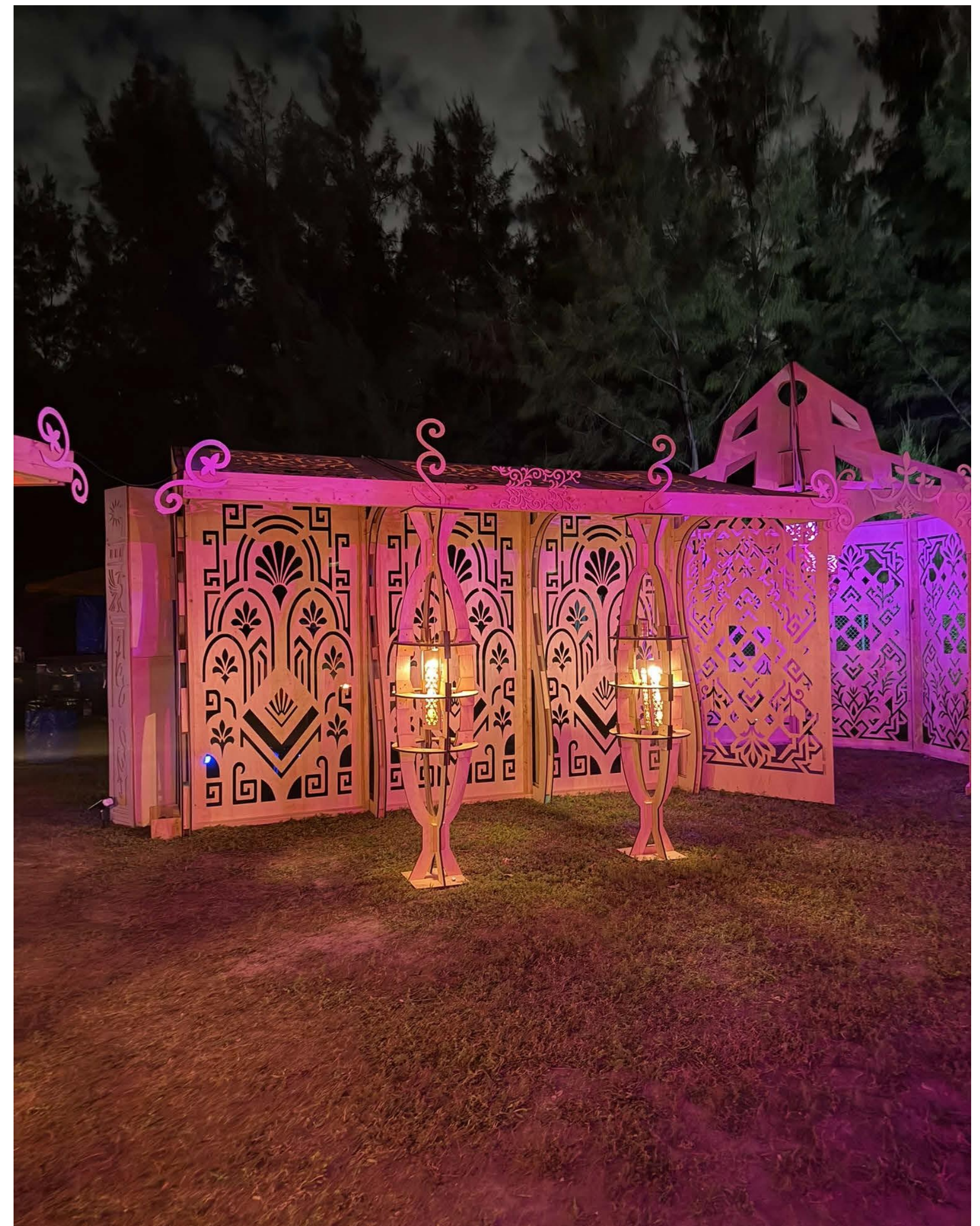


Midnight Art Club





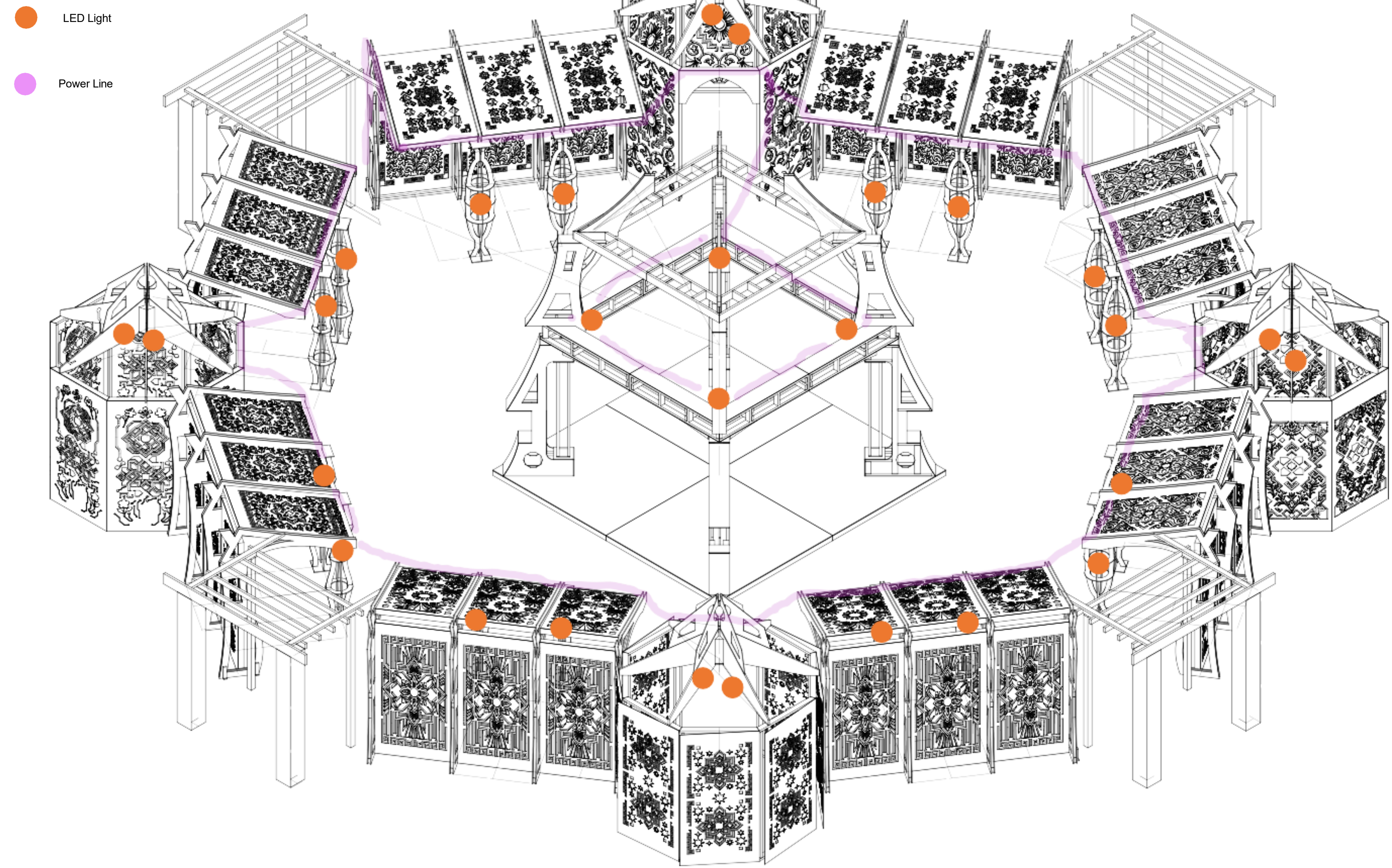
Midnight Art Club



Centrum Kolossio Art Installation

Materials: Pine Plywood and Pine Dimensional Lumber

Dimensions: 75ft Length x 75 Width



Centrum Kolossio Layout

Scale 1:50



ENTERTAINMENT
ENGINEERING
CONSULTANTS

5/13/2026

Midnight Art Club, Inc
3100 Carroll Ave.
Cleveland, Ohio 44113
ATTN: David Biro

Entertainment Engineering Consultants, LLC
6104 S. Helena St.
Spokane, WA 99223

Centrum Kolossio

EEC Project #: 26.446.01

Dear David,

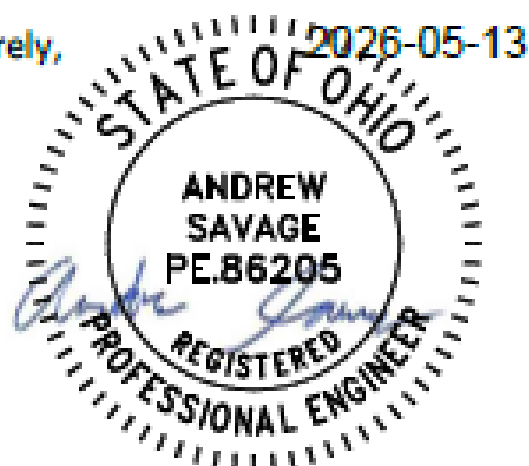
We have completed our review of the attached structures according to the provisions of the 2024 Ohio Building Code.

A stability only review was performed on 3 scenic structures comprised of treated lumber designed to be temporarily installed at 1516 Merwin Ave, Cleveland, OH 44113 between August and September 2026 for a duration of less than 6 weeks. Our review has determined that the structures are capable of resisting all design loads found on the general notes and represents a safe design. A Stability only review does not review the strength of members or connections but rather only reviews wind loading and overturning and sliding resistance of structures assuming they act as one rigid body.

A High Wind Action Plan has been included with this report and shall be strictly adhered to for the duration of the event. The structures has a minimum 1.5 factor of safety vs overturning or sliding in a maximum wind speed of a 40mph 3-second gust.

I trust this information is suitable for your needs at this time. Please direct any questions to myself or my office as necessary.

Sincerely,



Andrew L. Savage, P.E.
OH Registration No.: 95116

Entertainment Engineering Consultants, LLC
6104 S. Helena St.
Spokane, WA 99223



ENTERTAINMENT
ENGINEERING
CONSULTANTS

5/13/2026

GENERAL NOTES

EVENT LOCATION: 1516 MERWIN AVE, CLEVELAND OH 44113

EVENT DATES: AUGUST-SEPTEMBER 2026

REFERENCED CODES AND STANDARDS

1. 2024 OHIO BUILDING CODE
2. ASCE 7-22 'MINIMUM DESIGN LOADS AND ASSOCIATED CRITERIA FOR BUILDINGS AND OTHER STRUCTURES'
3. ASCE 37-14 'DESIGN LOADS ON STRUCTURES DURING CONSTRUCTION'
4. ANSI E1.21-2024 'ENTERTAINMENT TECHNOLOGY - TEMPORARY STRUCTURES USED FOR TECHNICAL PRODUCTION OF OUTDOOR ENTERTAINMENT EVENTS'
5. ANSI E1.2-2021 'ENTERTAINMENT TECHNOLOGY - DESIGN, MANUFACTURER AND USE OF ALUMINUM TRUSSES AND TOWERS'

DESIGN LOADS

1. DEAD LOAD: SELF WEIGHT OF STRUCTURE
2. WIND LOAD:
 - a. RISK CATEGORY: II
 - b. SERVICE WIND SPEED: 68.1MPH (BASED ON 109MPH BASIC WIND SPEED, REDUCED PER ASCE37-14)
 - c. HIGH WIND ACTION PLAN: 40MPH
 - d. EXPOSURE: C
 - e. INSTALLATION DURATION: 6 WEEKS OR LESS
3. RIGGING LOADS: SEE ATTACHED DRAWINGS
4. SEISMIC LOAD: NOT REVIEWED DUE TO THE TEMPORARY NATURE OF THE STRUCTURE

ALUMINUM

1. FABRICATION AND ERECTION OF STRUCTURAL ALUMINUM SHALL CONFORM TO THE ALUMINUM DESIGN MANUAL - 2020
2. STRUCTURAL ALUMINUM SHALL BE ALLOY 6061-T6 (U.N.O.)
3. ALL WELD FILLER SHALL BE 4043 (U.N.O.)
4. ALL WELDING MUST CONFORM TO AWS D1.2

STEEL

1. FABRICATION AND ERECTION OF STRUCTURAL STEEL SHALL CONFORM TO THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION 16TH EDITION.
2. ALL WELDING MUST CONFORM TO AWS D1.1
3. ALL PIPES AND ROUNDS ARE MIN. A53 GR.B.
4. BOLTS AND FASTENERS ARE MIN. A490 (GR. 8)

FOUNDATIONS

1. THE STRUCTURE IS ASSUMED TO BE INSTALLED ON LEVEL GROUND.

Entertainment Engineering Consultants, LLC
6104 S. Helena St.
Spokane, WA 99223



5/13/2026

OPERATIONS MANAGEMENT PLAN

ONE OR MORE COPIES OF THIS OPERATIONS MANAGEMENT PLAN MUST BE POSTED CONSPICUOUSLY ON SITE. THE OPERATIONS MANAGEMENT PLAN MUST BE AVAILABLE TO ALL CREW, STAFF AND AUTHORIZED PUBLIC INSTITUTIONS (POLICE DEPT., FIRE DEPT., BUILDING DEPT., ETC.)

EVENT COMMENCEMENT

1. AN EVENT IS DEFINED TO COMMENCE AT THE INITIAL PREPERATION, INSTALLATION OR ASSEMBLY OF EQUIPMENT AND CONCLUDE AFTER COMPLETE DISASSEMBLY AND REMOVAL OF EQUIPMENT AND PERSONNEL.
2. PRIOR TO THE COMMENCEMENT OF ANY USE OF THE STRUCTURE, THE INDIVIDUAL(S) HAVING AUTHORITY MUST DESIGNATE A RESPONSIBLE PERSON WHO IS IN CHARGE OF IMPLEMENTING ALL ITEMS IN THIS OPERATIONS MANAGEMENT PLAN.
3. PRIOR TO THE COMMENCEMENT OF ANY EVENT A MEETING MUST BE HELD BETWEEN THE RESPONSIBLE PERSON AND THE VENUE, STAGE MANAGER, OWNER OR STAGING COMPANY TO DISCUSS THE IMPLEMENTATION OF ALL ACTIONABLE ITEMS. CRITERIA LEADING TO EVENT CANCELLATION MUST BE CLEARLY DEFINED SUCH THAT IMMEDIATE ACTION MAY BE PERFORMED DUE TO ENVIRONMENTAL CONDITIONS SUCH AS WIND, SNOW, OR RAIN.

HIGH WIND ACTION PLAN

1. THE HIGH WIND ACTION PLAN SHALL BE IN PLACE FOR THE ENTIRE EVENT DURATION.
2. AN ANEMOMETER MUST BE SECURED TO THE HIGHEST ELEVATION STRUCTURE IN THE IMMEDIATE AREA FOR THE PURPOSE OF MONITORING ON-SITE WIND SPEEDS.
3. WEATHER MUST BE CONTINUOUSLY MONITORED VIA NOTICES AND REPORTS ISSUED BY THE NATIONAL WEATHER SERVICE OR LOCAL WEATHER AUTHORITIES AS WELL AS ON-SITE ANEMOMETER READINGS.
4. WIND SPEEDS LISTED BELOW ARE DEFINED AS A 3-SECOND GUST.
5. WHEN WIND SPEEDS ARE EXPECTED TO EXCEED 20MPH: ASSEMBLE ALL PERSONNEL RESPONSIBLE FOR INACTING ACTIONABLE ITEMS IN THIS MANAGEMENT PLAN AND KEEP ON PERSONNEL ON ALERT.
6. WHEN WIND SPEEDS ARE EXPECTED TO EXCEED 40MPH: IMMEDIATE AREA SHALL BE EVACUATED OF ALL PERSONS. A SAFE DISTANCE MUST BE MAINTAINED AWAY FROM THE STRUCTURES UNTIL SUCH TIME THAT WINDS HAVE SUBSIDED.
7. FAILURE TO FOLLOW THE HIGH WIND ACTION PLAN MAY RESULT IN INJURY OR DEATH OF PERSONS AND DAMAGE TO EQUIPMENT OR PROPERTY.

SEISMIC ACTION PLANS

1. IN THE EVENT OF AN EARTHQUAKE OF ANY MAGNITUDE THE EVENT SHALL BE POSTPONED UNTIL SUCH TIME THAT ALL STRUCTURES AND EQUIPMENT MAY BE VISUALLY INSPECTED BY A COMPETENT PERSON ON SITE.
2. IF A SEISMIC EVENT OF ANY MAGNITUDE OCCURS WHILE STRUCTURE IS NOT IN USE, THE STRUCTURE SHALL BE VISUALLY INSPECTED BY A COMPETENT PERSON ON SITE PRIOR TO USAGE.



Centrum Kolossio

Project Description

This project includes a stability only review of a series of scenic structures comprised of treated lumber and other various materials.

Design Codes

- 2024 Ohio Building Code
- ASCE 7-22 'Minimum Design Loads and Associated Criteria for Buildings and Other Structures'
- ANSI E1.2 - 2021 'Entertainment Technology - Design, Manufacture and Use of Aluminum Trusses and Towers'
- ANSI E1.21 - 2020 'Entertainment Technology - Temporary Structures Used for Technical Production of Outdoor Entertainment Events'
- ASCE 37-14 'Design Loads on Structures During Construction'

General Design Factors of Safety (U.N.O.)

	<u>Steel</u>	<u>Aluminum</u>
Yield	$\Omega_{d,y} := 1.67$	$\Omega_{d,y} := 1.65$
Rupture	$\Omega_{d,r} := 2$	$\Omega_{d,r} := 1.95$

Assumptions

Additional assumptions may be located in the body of the calculations.

- Wind Exposure is C for High Wind Action Plan, Exposure C for service
- Risk Category II

Engineer: ALS
EEC Project #26.446.01

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Design Loads - Wind



Address:
1516 Merwin Ave
Cleveland, Ohio
44113

ASCE Hazards Report

Standard: ASCE/SEI 7-22
Risk Category: II
Soil Class: Default
Latitude: 41.496344
Longitude: -81.7011
Elevation: 581.8211866470179 ft
(NAVD 88)



Wind

Results:

Wind Speed	109 Vmph
10-year MRI	75 Vmph
25-year MRI	81 Vmph
50-year MRI	88 Vmph
100-year MRI	92 Vmph
300-year MRI	102 Vmph
700-year MRI	109 Vmph
1,700-year MRI	116 Vmph
3,000-year MRI	121 Vmph
10,000-year MRI	131 Vmph
100,000-year MRI	151 Vmph
1,000,000-year MRI	171 Vmph

Data Source: ASCE/SEI 7-22, Fig. 26.5-1B and Figs. CG.2-1-CC.2-4, and Section 26.5.2
Date Accessed: Wed May 13 2026

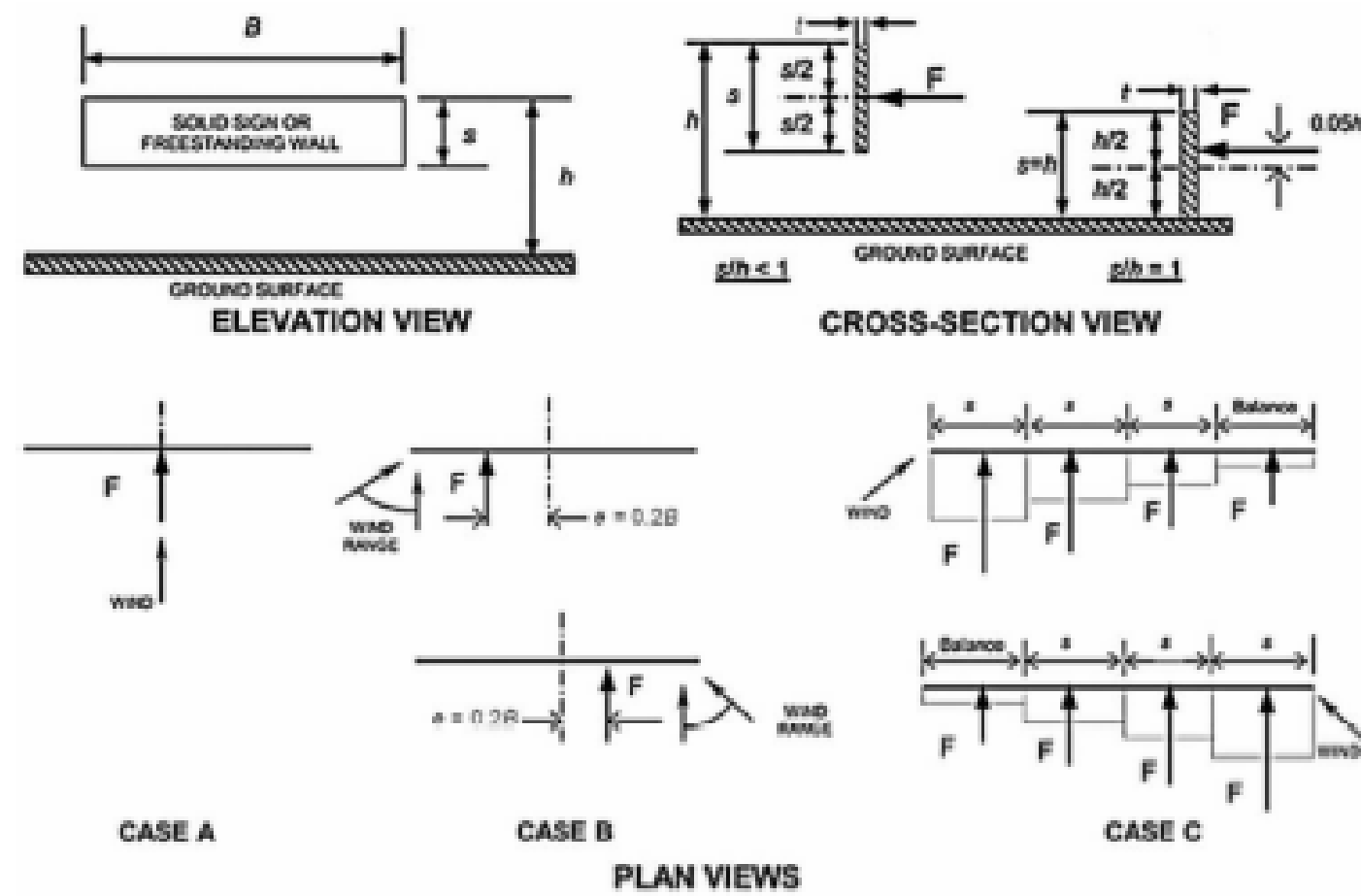
Ground Elevation of site (ft) $EL := 0$

Risk Category is II.

Determination of Velocity Pressure - ASCE 7-22 Section 26

Basic Wind Speed (MPH) (based on ASCE Hazards Map)	$V_{basic} := 109$
2024 IBC Wind Load Reduction for structures that include a High Wind Action Plan	$red := .65$
Service Wind Speed (MPH)	$V_{service} := \sqrt{red \cdot .6 \cdot V_{basic}^2} = 68.07$
High Wind Action Plan Wind Speed (MPH)	$V_{hwap} := 40$
Maximum height of evaluation	$h := 19.2 \cdot ft$
Velocity Pressure Coefficient	$K_{z,s} := .89$
Velocity Pressure Coefficient (Exp C)	$K_{z,hwap} := .89$
Topographic factor	$K_{dt} := 1$
Wind directionality factor	$K_d := .85$
Ground Elevation Factor	$K_e := e^{-0.0000362 \cdot EL} = 1$
Gust-effect factor	$G_e := .85$
Velocity Pressure (Service) IBC 2024 26.10-1	$q_{z,s} := .00256 \cdot K_{z,s} \cdot K_{dt} \cdot K_d \cdot K_e \cdot V_{service}^2 \cdot psf = 8.974 \text{ psf}$
Velocity Pressure (HWAP) IBC 2024 26.10-1	$q_{z,hwap} := .00256 \cdot K_{z,hwap} \cdot K_{dt} \cdot K_d \cdot K_e \cdot V_{hwap}^2 \cdot psf = 3.099 \text{ psf}$

Determination of Sign Wind Pressures - ASCE 7-22 Section 29.3



Force Coefficients, C_f , for Case A and Case B

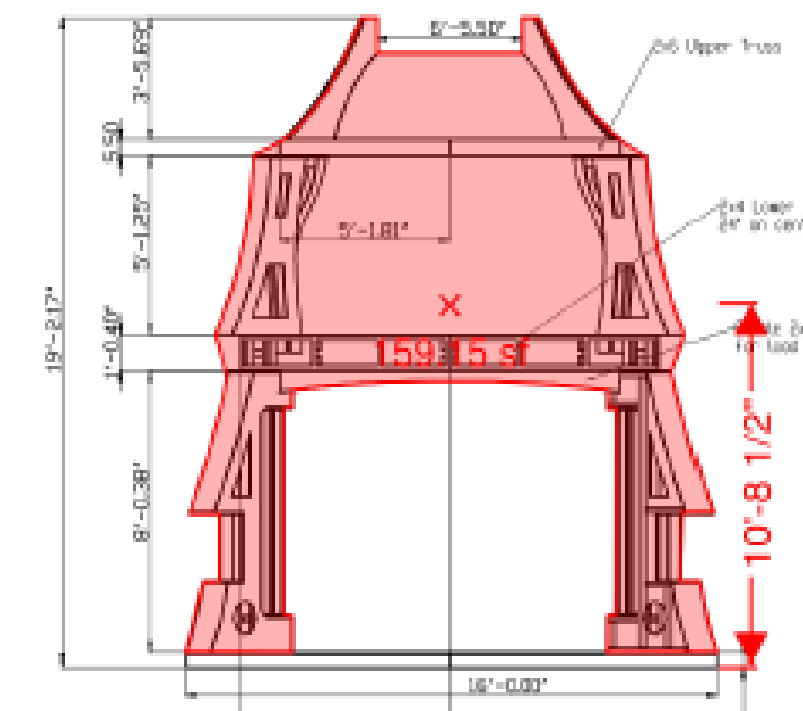
Clearance Ratio, s/h	Aspect Ratio, B/s											
	≤ 0.05	0.1	0.2	0.5	1	2	4	5	10	20	30	≥ 45
1	1.80	1.70	1.65	1.55	1.45	1.40	1.35	1.35	1.30	1.30	1.30	1.30
0.9	1.85	1.75	1.70	1.60	1.55	1.50	1.45	1.45	1.40	1.40	1.40	1.40
0.7	1.90	1.85	1.75	1.70	1.65	1.60	1.60	1.55	1.55	1.55	1.55	1.55
0.5	1.95	1.85	1.80	1.75	1.75	1.70	1.70	1.70	1.70	1.70	1.70	1.75
0.3	1.95	1.90	1.85	1.80	1.80	1.80	1.80	1.80	1.80	1.85	1.85	1.85
0.2	1.95	1.90	1.85	1.80	1.80	1.80	1.80	1.80	1.85	1.90	1.90	1.95
≤ 0.16	1.95	1.90	1.85	1.85	1.80	1.80	1.85	1.85	1.85	1.90	1.90	1.95

Taken from ASCE 7-22 Figure 29.3-1

Case A

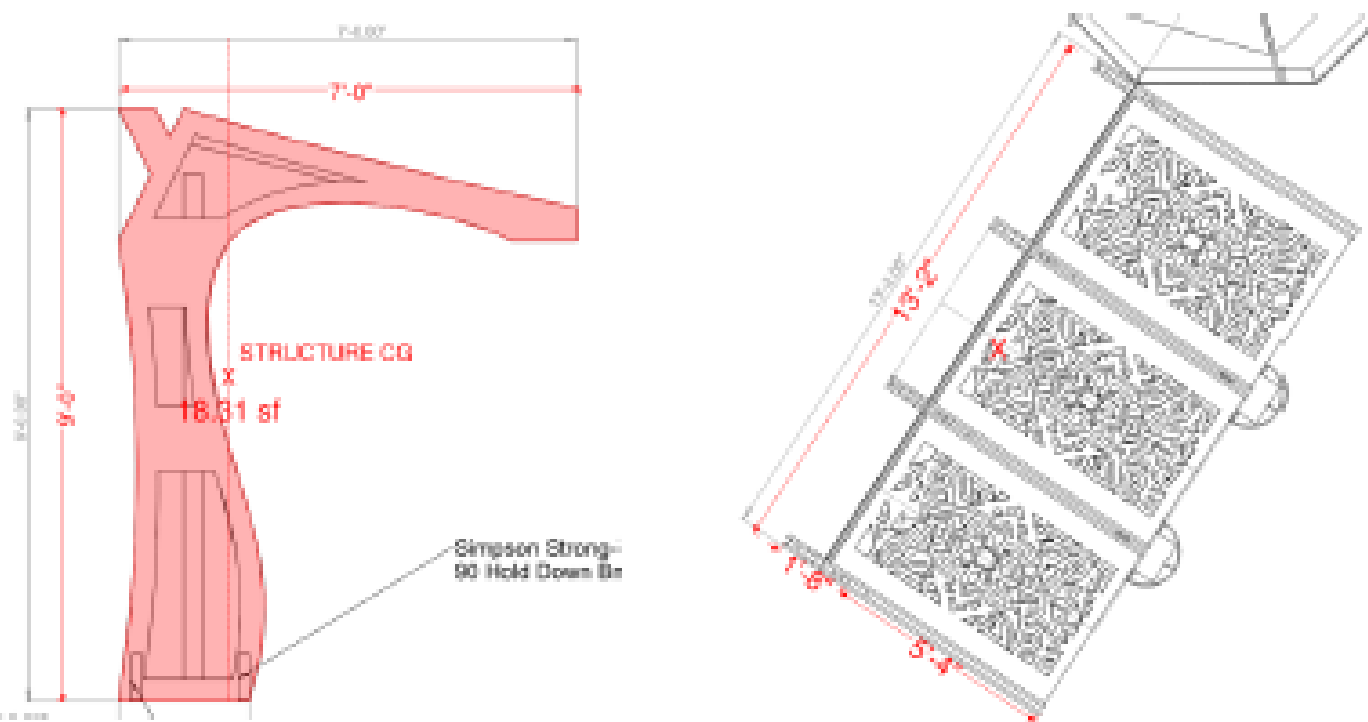
Top of Sign Height	$h_s := 15.5 \cdot ft$
Vertical Dimension of sign	$s := 7.25 \cdot ft$
Width of sign	$B := 12.5 \cdot ft$
Aspect Ratio (B / s)	$aspect := \frac{B}{s} = 1.724$
Clearance Ratio (s / h)	$clearance := \frac{s}{h} = 0.468$
Force Coefficient	$C_f := 1.75$
High Wind Action Plan Sign Pressure	$q_{sign_hwap} := q_{z_hwap} \cdot G_e \cdot C_f = 4.609 \text{ psf}$
Service Sign Pressure	$q_{sign_s} := q_{z_s} \cdot G_e \cdot C_f = 13.348 \text{ psf}$

Centrum Structure Stability



Dimensions of structure	$h_{st} := 19.2 \text{ ft}$
	$b_{st} := 16 \text{ ft}$
	$d_{st} := 16 \text{ ft}$
Weight of structure	$wt_{st} := 12000 \text{ lbf}$
Weight of ballast	$wt_{ballast} := 4 \cdot (0 \text{ lbf}) = 0 \text{ lbf}$
Area of scenic	$A_{scenic} := 159.2 \text{ ft}^2$
Wind on scenic	$wind_{scenic} := (q_{sign_hwap} \cdot A_{scenic}) = 733.785 \text{ lbf}$
Overtuning moment	$M_{ot} := 10.75 \text{ ft} (wind_{scenic}) = 7.888 \text{ kip} \cdot ft$
Restoring moment	$M_{res} := \frac{d_{st}}{2} (wt_{st}) = 96 \text{ kip} \cdot ft$
	$\frac{M_{res}}{M_{ot}} = 12.17$
Sliding calculations	
Forces on structure	$p_{slide} := (wind_{scenic}) = 733.785 \text{ lbf}$
Self-Weight of structure	$p_{slide_resistance} := (wt_{st} + wt_{ballast}) \cdot 0.4 = (4.8 \cdot 10^3) \text{ lbf}$
	$\frac{p_{slide_resistance}}{p_{slide}} = 6.541$

Centrum Structure Stability (Supporting Walls)



Dimensions of wall

$h_{wall} := 9\text{ ft}$

$b_{wall} := 13.2\text{ ft}$

$d_{wall} := 7\text{ ft}$

Weight of wall

$wt_{wall} := 2000\text{ lbf}$

Weight of ballast

$wt_{ballast} := (0\text{ lbf}) = 0\text{ lbf}$

Area of wall

$A_{wall} := (h_{wall} \cdot b_{wall}) = 118.8\text{ ft}^2$

Wind on wall

$wind_{wall} := (q_{sign_hwap} \cdot A_{wall}) = 547.573\text{ lbf}$

Overtuning moment

$M_{ot} := \frac{h_{av}}{2} \cdot (wind_{wall}) = 5.257\text{ kip} \cdot ft$

Restoring moment

$M_{res} := \frac{d_{av}}{2} \cdot (wt_{wall}) = 16\text{ kip} \cdot ft$

$\frac{M_{res}}{M_{ot}} = 3.044$

Sliding calculations

Forces on structure

$p_{slide} := (wind_{wall}) = 547.573\text{ lbf}$

Self-Weight of structure

$p_{slide_resistance} := (wt_{wall} + wt_{ballast}) \cdot 0.4 = 800\text{ lbf}$

$\frac{p_{slide_resistance}}{p_{slide}} = 1.461$

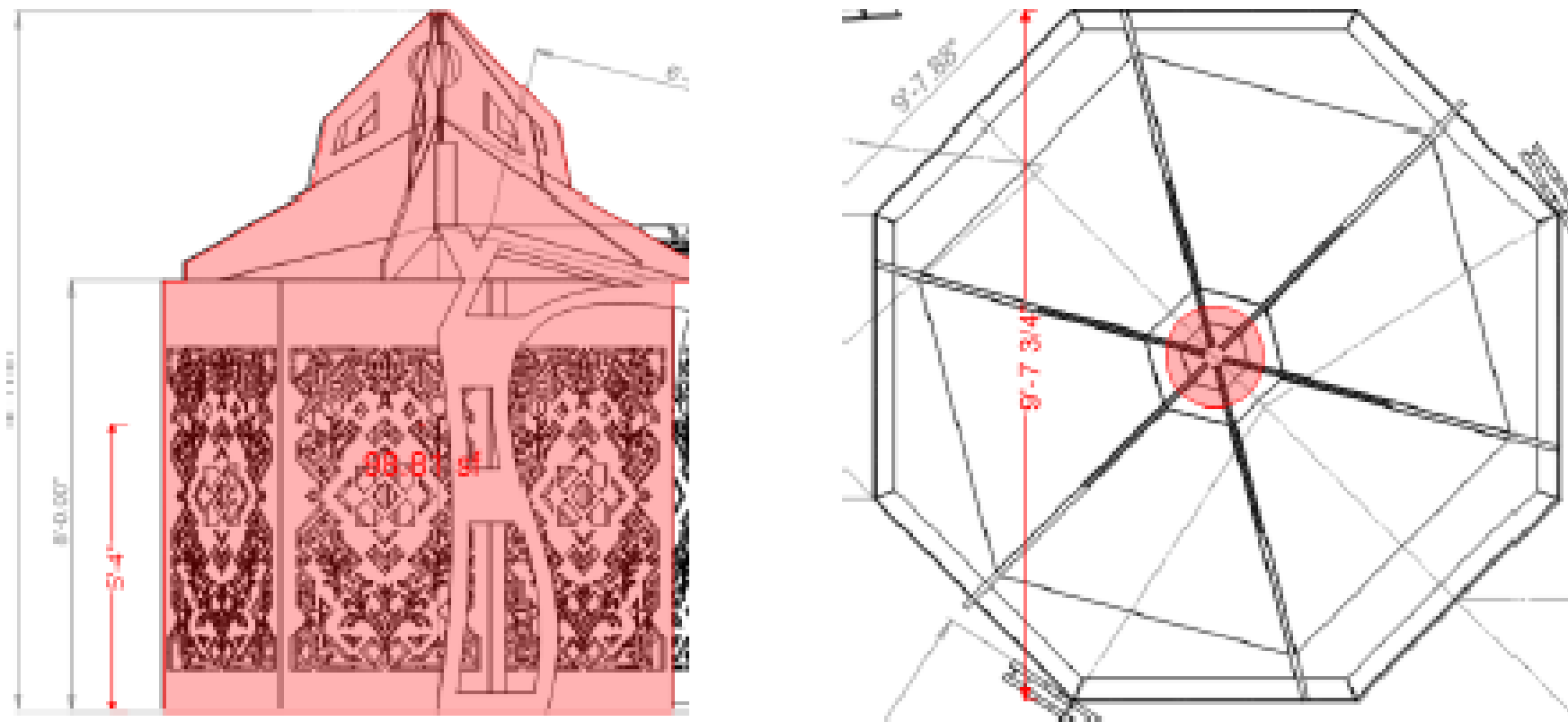
$M_{ot_flat} := 9\text{ ft} \cdot 12\text{ ft} \cdot q_{sign_hwap} \cdot 4.5\text{ ft} = 2.24\text{ kip} \cdot ft$

$T_{anchor} := 500\text{ lbf}$

$T_{anchor_X_pos} := \frac{M_{ot_flat} \cdot 1.5}{19\text{ in} \cdot 4} = 0.531\text{ kip}$

$T_{anchor_X_neg} := \frac{\frac{M_{ot_flat} \cdot 1.5}{19\text{ in}} - wt_{wall}}{4} = 0.031\text{ kip}$

Centrum Structure Stability (Temple)



Dimensions of structure

$$h_{str} := 12.9 \text{ ft}$$

$$b_{str} := 9.7 \text{ ft}$$

$$d_{str} := 9.7 \text{ ft}$$

Weight of structure

$$wt_{str} := 3000 \text{ lbf}$$

Weight of ballast

$$wt_{ballast} := (0 \text{ lbf}) = 0 \text{ lbf}$$

Area of scenic

$$A_{scenic} := 99 \text{ ft}^2$$

Wind on scenic

$$wind_{scenic} := (q_{sign_hwp} \cdot A_{scenic}) = 456.311 \text{ lbf}$$

Overturing moment

$$M_{ot} := 5.3 \text{ ft} (wind_{scenic}) = 2.418 \text{ kip} \cdot \text{ft}$$

Restoring moment

$$M_{res} := \frac{d_{str}}{2} (wt_{str}) = 14.55 \text{ kip} \cdot \text{ft}$$

$$\frac{M_{res}}{M_{ot}} = 6.016$$

Sliding calculations

Forces on structure

$$p_{slide} := (wind_{scenic}) = 456.311 \text{ lbf}$$

Self-Weight of structure

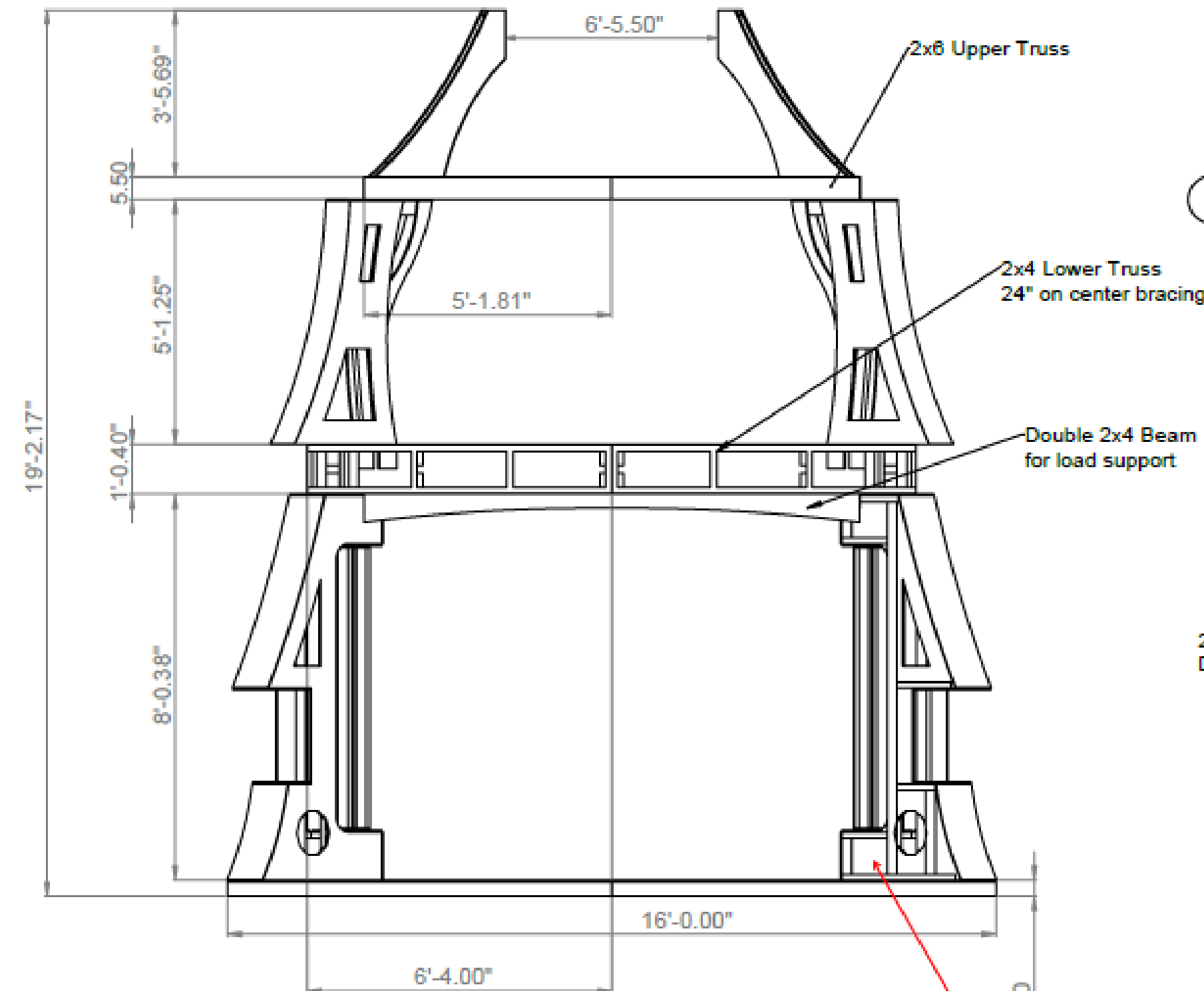
$$p_{slide_resistance} := (wt_{str} + wt_{ballast}) \cdot 0.4 = (1.2 \cdot 10^3) \text{ lbf}$$

$$\frac{p_{slide_resistance}}{p_{slide}} = 2.63$$

Centrum Art Installation
Scale 1:15
Dimensions in Feet & Inches

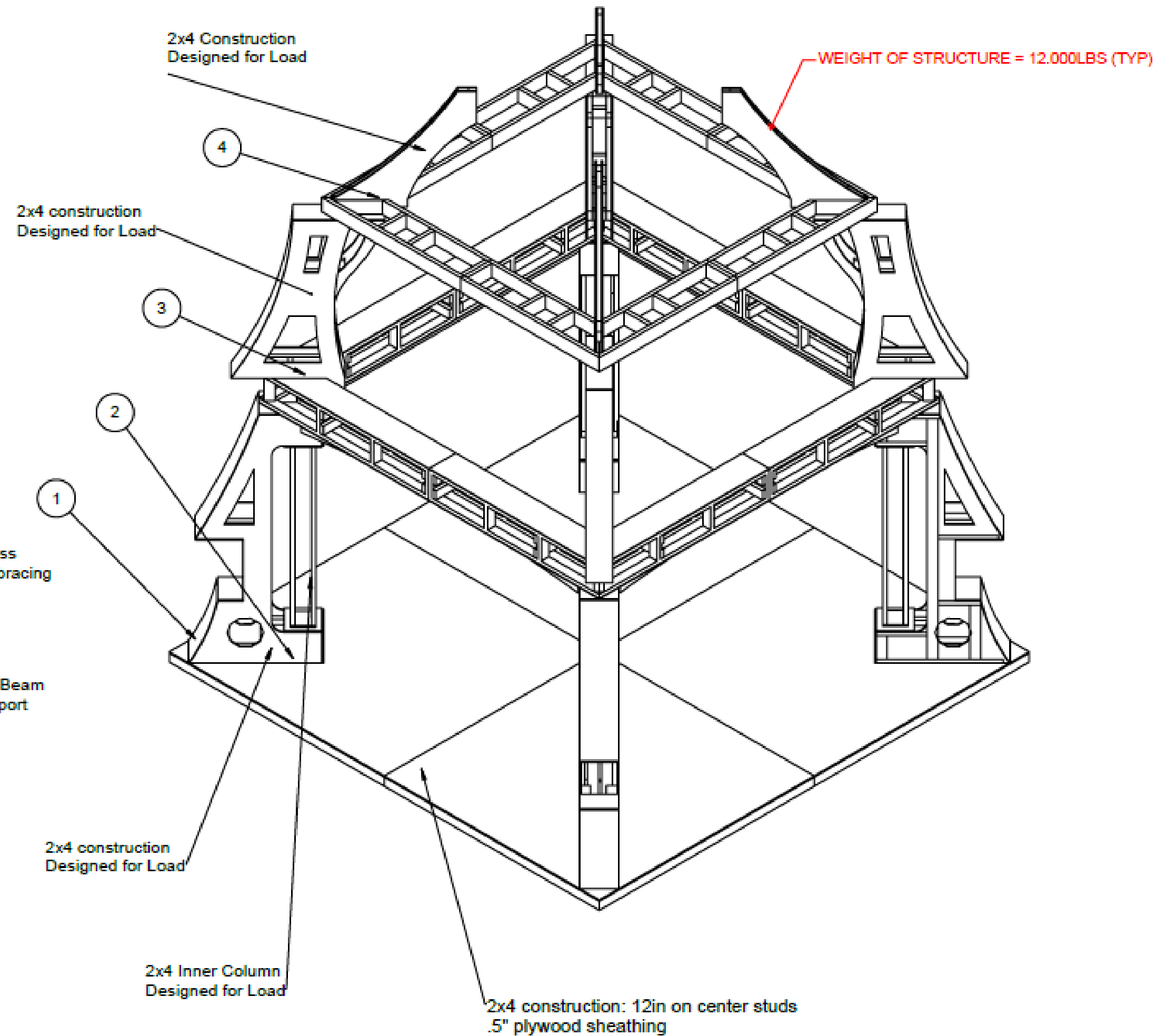
Design Notes:

- #9, #10, #12, 5/16" construction fasteners to be used.
- 2x4 and 2x6 pine dimensional lumber
- .5" Sande Hard Plywood Marine Grade
- .5" Plytanium Sheathing Plywood for flat deck
- All spans over 8 feet have double stud construction
- Traditional framing construction guidelines followed.



NO ADDITIONAL BALLAST
REQUIRED. SELF-WEIGHT OF
STRUCTURE PROVIDES MIN. 1.5
FACTOR OF SAFETY VS
OVERTURNING AND SLIDING (TYP)

- 1 : Corner Ground Anchor Point:
American Earth Anchor 36-48" Depth
- 2: Lower Main Frame Fastened to Flat Plywood Base
- 3: 90 L Metal Bracket to fasten Mid-Corner Frame to Lower Truss
- 4: 90 L Metal Bracket to fasten Upper Corner Frame to Upper Truss



NO.	DATE	REVISION	BY	CHKD	APP'D
1	01/15/2024	1	JD	JD	JD
2	01/15/2024	2	JD	JD	JD
3	01/15/2024	3	JD	JD	JD
4	01/15/2024	4	JD	JD	JD
5	01/15/2024	5	JD	JD	JD
6	01/15/2024	6	JD	JD	JD
7	01/15/2024	7	JD	JD	JD
8	01/15/2024	8	JD	JD	JD
9	01/15/2024	9	JD	JD	JD
10	01/15/2024	10	JD	JD	JD
11	01/15/2024	11	JD	JD	JD
12	01/15/2024	12	JD	JD	JD
13	01/15/2024	13	JD	JD	JD
14	01/15/2024	14	JD	JD	JD
15	01/15/2024	15	JD	JD	JD
16	01/15/2024	16	JD	JD	JD
17	01/15/2024	17	JD	JD	JD
18	01/15/2024	18	JD	JD	JD
19	01/15/2024	19	JD	JD	JD
20	01/15/2024	20	JD	JD	JD
21	01/15/2024	21	JD	JD	JD
22	01/15/2024	22	JD	JD	JD
23	01/15/2024	23	JD	JD	JD
24	01/15/2024	24	JD	JD	JD

Centrum Kolossio Art Installation

Scale 1:15

Engineering Notes:

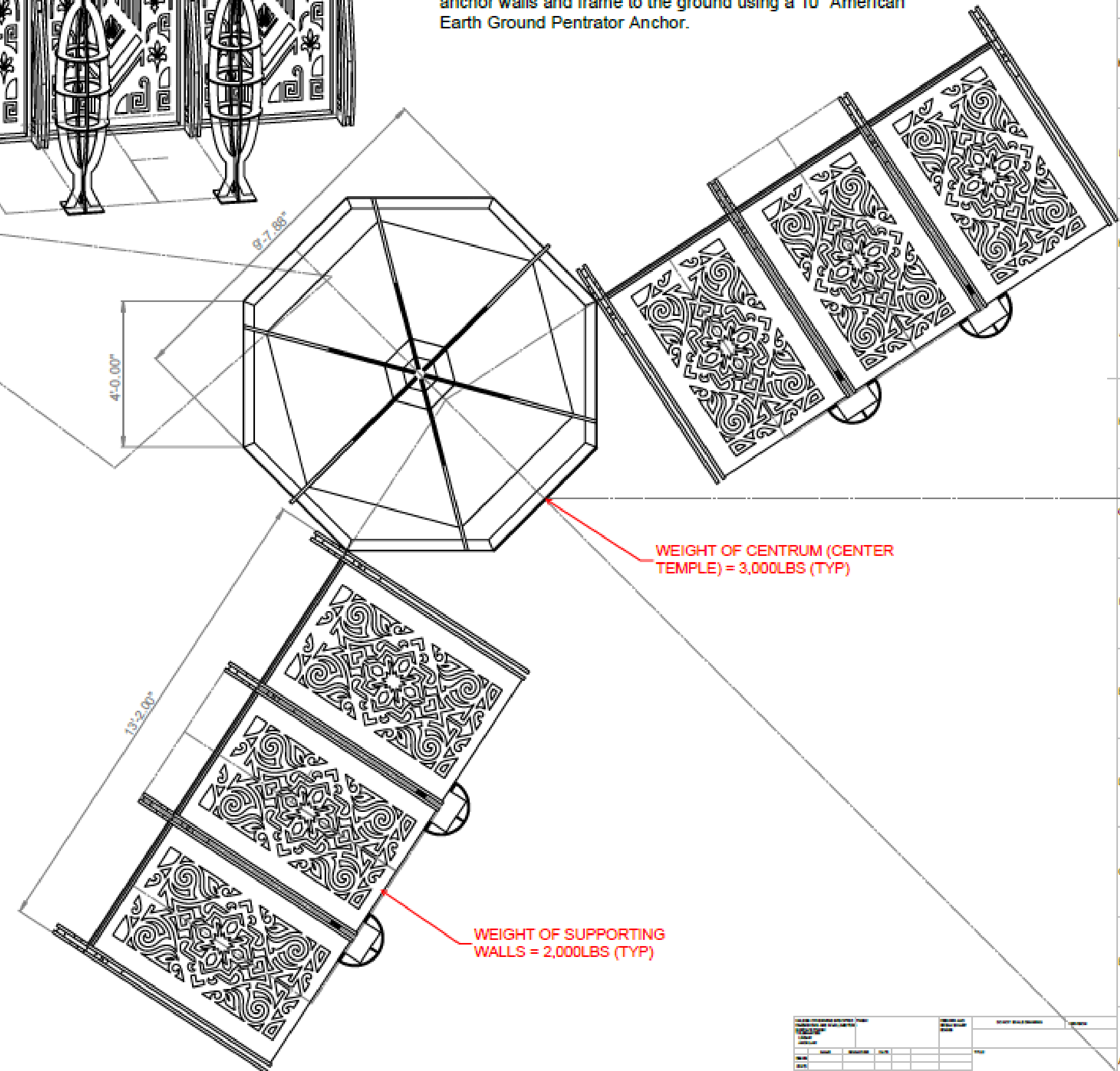
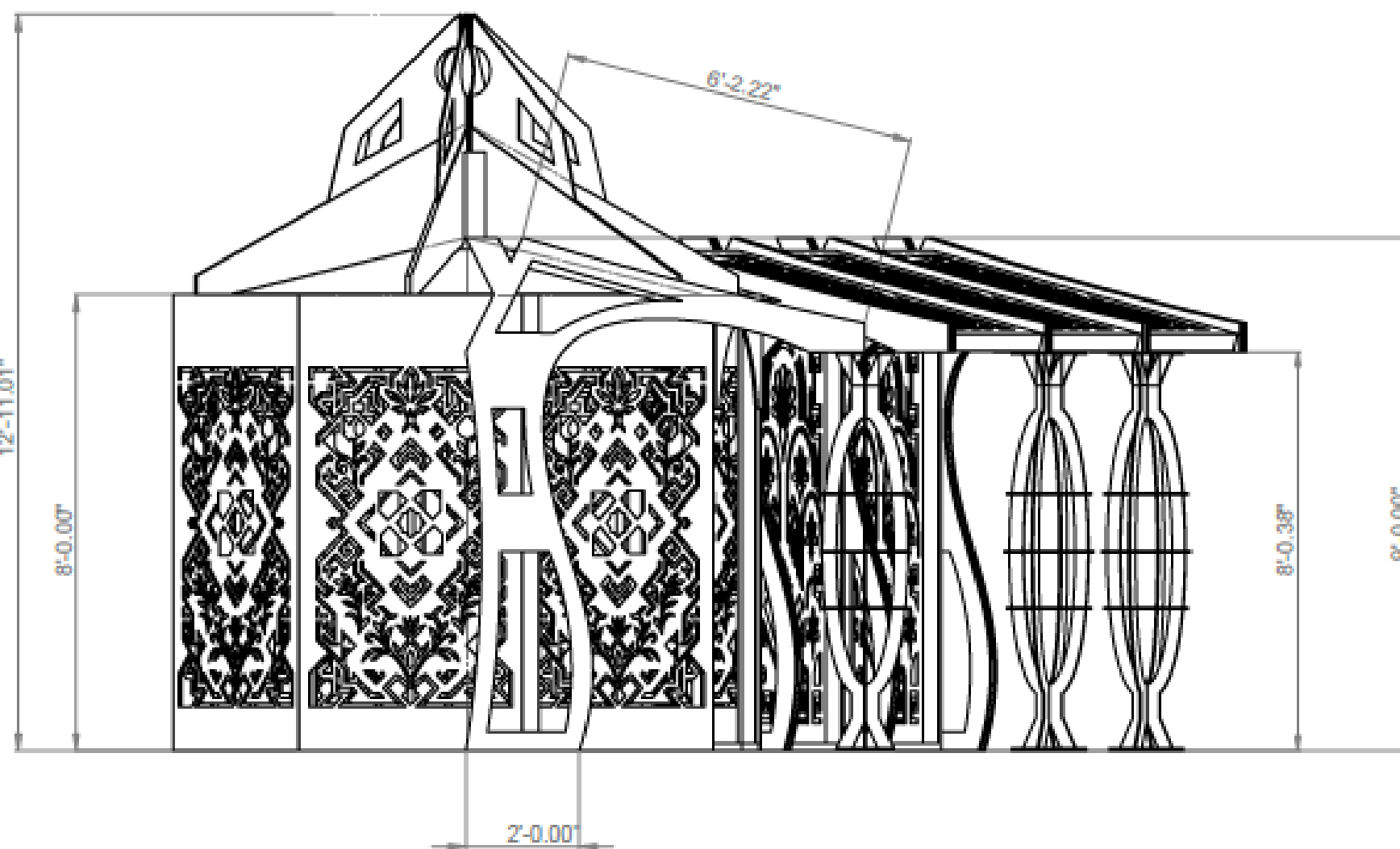
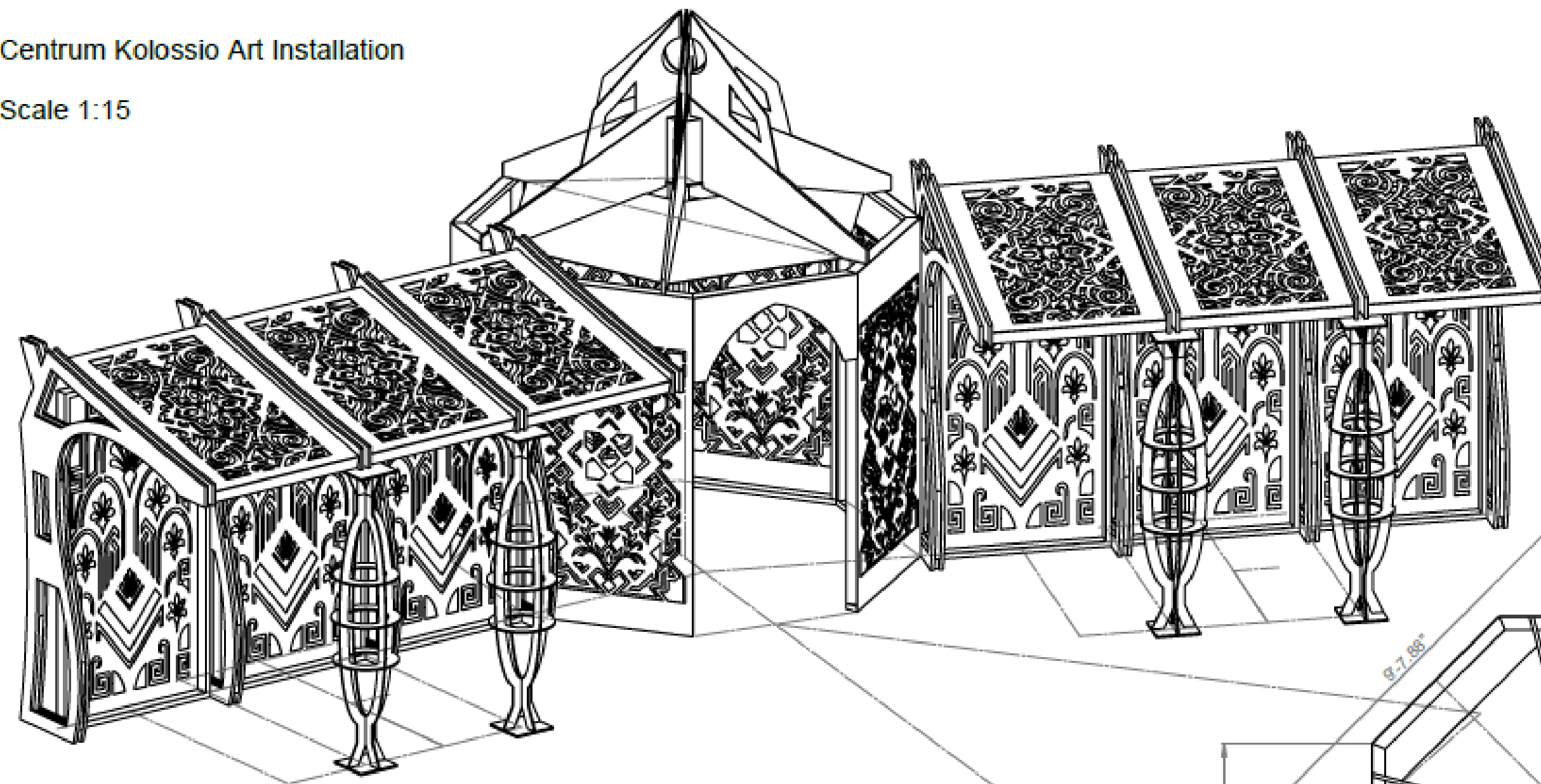
There are 4 of these assemblies that form a circle. They are each independently built.

All the frames within this structures are built with 2x4 and 2x6 dimensional pine lumber.

Each frame is built around standard construction guidelines.

#9 - 2.5" , #9 - 3.125" construction screw T25 fasteners used.

90 L Anchor Simpson Strong-Tie brackets to be used to anchor walls and frame to the ground using a 10" American Earth Ground Penetrator Anchor.

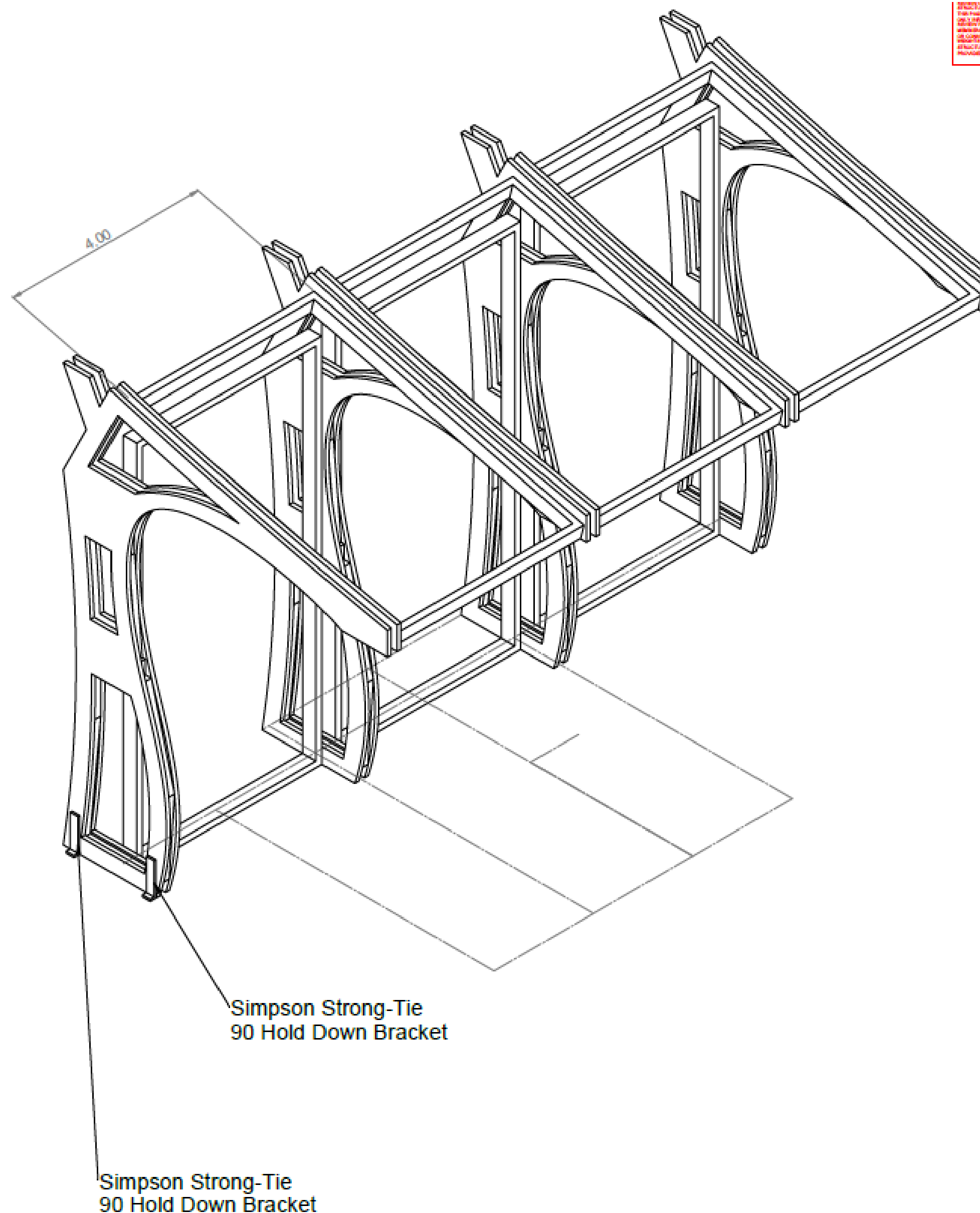
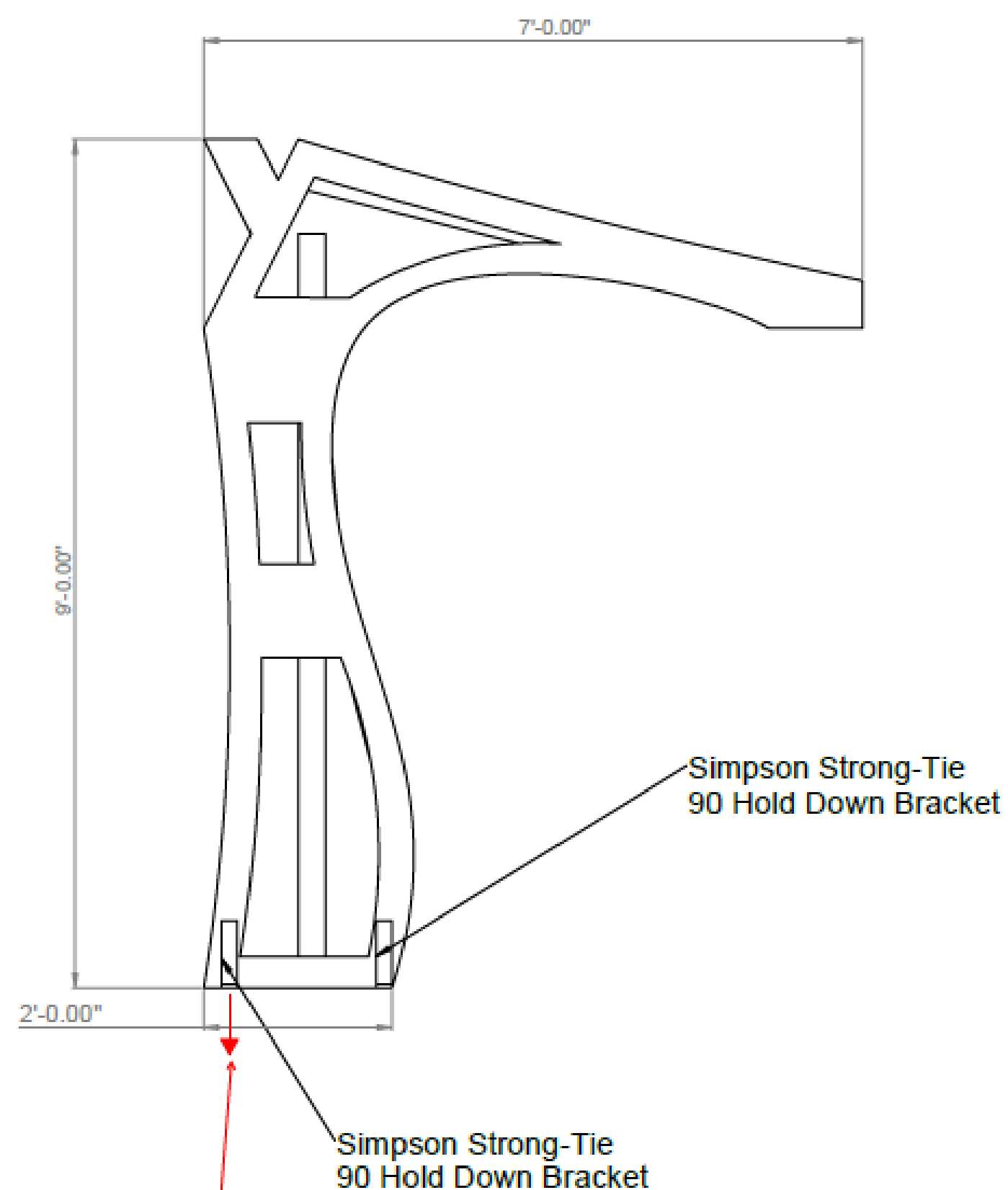


NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	2x4 LUMBER	100	LF	1.50	150.00
2	2x6 LUMBER	50	LF	2.50	125.00
3	90 L ANCHOR	10	EA	20.00	200.00
4	10" ANCHOR	10	EA	10.00	100.00
5	CONSTRUCTION SCREW	1000	EA	0.10	100.00
6	CEMENT	10	BA	10.00	100.00
7	PAINT	10	GA	10.00	100.00
8	GLASS	10	EA	10.00	100.00
9	WALLS	10	EA	10.00	100.00
10	ROOF	10	EA	10.00	100.00
11	BASE	10	EA	10.00	100.00
12	CEMENT	10	BA	10.00	100.00
13	PAINT	10	GA	10.00	100.00
14	GLASS	10	EA	10.00	100.00
15	WALLS	10	EA	10.00	100.00
16	ROOF	10	EA	10.00	100.00
17	BASE	10	EA	10.00	100.00
18	CEMENT	10	BA	10.00	100.00
19	PAINT	10	GA	10.00	100.00
20	GLASS	10	EA	10.00	100.00
21	WALLS	10	EA	10.00	100.00
22	ROOF	10	EA	10.00	100.00
23	BASE	10	EA	10.00	100.00
24	CEMENT	10	BA	10.00	100.00
25	PAINT	10	GA	10.00	100.00
26	GLASS	10	EA	10.00	100.00
27	WALLS	10	EA	10.00	100.00
28	ROOF	10	EA	10.00	100.00
29	BASE	10	EA	10.00	100.00
30	CEMENT	10	BA	10.00	100.00
31	PAINT	10	GA	10.00	100.00
32	GLASS	10	EA	10.00	100.00
33	WALLS	10	EA	10.00	100.00
34	ROOF	10	EA	10.00	100.00
35	BASE	10	EA	10.00	100.00
36	CEMENT	10	BA	10.00	100.00
37	PAINT	10	GA	10.00	100.00
38	GLASS	10	EA	10.00	100.00
39	WALLS	10	EA	10.00	100.00
40	ROOF	10	EA	10.00	100.00
41	BASE	10	EA	10.00	100.00
42	CEMENT	10	BA	10.00	100.00
43	PAINT	10	GA	10.00	100.00
44	GLASS	10	EA	10.00	100.00
45	WALLS	10	EA	10.00	100.00
46	ROOF	10	EA	10.00	100.00
47	BASE	10	EA	10.00	100.00
48	CEMENT	10	BA	10.00	100.00
49	PAINT	10	GA	10.00	100.00
50	GLASS	10	EA	10.00	100.00
51	WALLS	10	EA	10.00	100.00
52	ROOF	10	EA	10.00	100.00
53	BASE	10	EA	10.00	100.00
54	CEMENT	10	BA	10.00	100.00
55	PAINT	10	GA	10.00	100.00
56	GLASS	10	EA	10.00	100.00
57	WALLS	10	EA	10.00	100.00
58	ROOF	10	EA	10.00	100.00
59	BASE	10	EA	10.00	100.00
60	CEMENT	10	BA	10.00	100.00
61	PAINT	10	GA	10.00	100.00
62	GLASS	10	EA	10.00	100.00
63	WALLS	10	EA	10.00	100.00
64	ROOF	10	EA	10.00	100.00
65	BASE	10	EA	10.00	100.00
66	CEMENT	10	BA	10.00	100.00
67	PAINT	10	GA	10.00	100.00
68	GLASS	10	EA	10.00	100.00
69	WALLS	10	EA	10.00	100.00
70	ROOF	10	EA	10.00	100.00
71	BASE	10	EA	10.00	100.00
72	CEMENT	10	BA	10.00	100.00
73	PAINT	10	GA	10.00	100.00
74	GLASS	10	EA	10.00	100.00
75	WALLS	10	EA	10.00	100.00
76	ROOF	10	EA	10.00	100.00
77	BASE	10	EA	10.00	100.00
78	CEMENT	10	BA	10.00	100.00
79	PAINT	10	GA	10.00	100.00
80	GLASS	10	EA	10.00	100.00
81	WALLS	10	EA	10.00	100.00
82	ROOF	10	EA	10.00	100.00
83	BASE	10	EA	10.00	100.00
84	CEMENT	10	BA	10.00	100.00
85	PAINT	10	GA	10.00	100.00
86	GLASS	10	EA	10.00	100.00
87	WALLS	10	EA	10.00	100.00
88	ROOF	10	EA	10.00	100.00
89	BASE	10	EA	10.00	100.00
90	CEMENT	10	BA	10.00	100.00
91	PAINT	10	GA	10.00	100.00
92	GLASS	10	EA	10.00	100.00
93	WALLS	10	EA	10.00	100.00
94	ROOF	10	EA	10.00	100.00
95	BASE	10	EA	10.00	100.00
96	CEMENT	10	BA	10.00	100.00
97	PAINT	10	GA	10.00	100.00
98	GLASS	10	EA	10.00	100.00
99	WALLS	10	EA	10.00	100.00
100	ROOF	10	EA	10.00	100.00

Side Wall Assembly Scale 1:8 All dimensions in Feet

Materials:
 -.50" Sande Hard Plywood Marine Grade
 -2x4 Pine Dimensional Lumber

Notes:
 -No Spans greater than 8ft.
 -Standard framing construction
 -#9 fasteners with at least 1" grip depth
 - Simpson Strong-Tie HTT Holddown bracket for ground anchoring.



HOLD DOWN ANCHORS REQUIRE 500LBS
 UPLIFT REISSTANCE ASSUMING (4) TOTAL
 ANCHORS, (1) PER FRAME (TYP)
 INCLUDES 1.5 FACTOR OF SAFETY

ART26-006 – Midnight Forum of Centrum Kolossio Temporary Installation

July 24, 2026

DFDRAC Recommendations:

DFDRAC recommended final approval as presented on 7/9/26, with commendation for the project's beauty.

City Planning Staff Recommendations:

Staff is in support of this temporary installation.

ART26-008 – CCF Light Path Public Art

July 24, 2026

Project Address: 2202 E. 105th St.

Type: Public Art

Project Representative: Ellen Rudolph, Cleveland Clinic

Approval: Final

East 105th Street & Euclid Proposed Public Art Installation

Cleveland Clinic Buildings + Design

July 24, 2026



Project Summary

Cleveland Clinic proposes a public sculpture installation by Oscar Tuazon for the green space outside the Cole Eye Institute. *Light Path* addresses connection and placemaking through three large wooden rings positioned along the park's pathways. The welcoming structures will act as both gateways and framing elements, encouraging movement while creating opportunities for reflection. The natural material and organic shape will complement the surrounding landscape and provide a thoughtful contrast to the building's rectilinear architecture.

Part of a growing vibrant community corridor, the 105th Street and Euclid Avenue intersection enjoys increased activity from nearby residential developments, the Martin L. King, Jr. Library branch and the Meijer grocery store. By introducing interactive public art that can serve as a landmark at this location, Cleveland Clinic contributes to the cultural and civic vitality of its thriving neighborhood and demonstrates the organization's continued investment in Ward 6.



Public Art Location



Corner of East 105th St and Euclid Ave
outside of Cleveland Clinic Cole Eye
2022 E 105th St, Cleveland, OH 44106
[satellite image not updated since
building construction completed]

Current Site Conditions



View from southwest corner of East 105th Street and Euclid Avenue looking towards the Cole Eye building.

Oscar Tuazon

(b. 1975, Seattle, WA; lives, Los Angeles, CA)

Cleveland Clinic Public Art Proposal:

Light Path

Three Alaskan Yellow Cedar glue-laminated timber rings

Approximately 18' diameter each



Oscar Tuazon

(b. 1975, Seattle, WA; lives, Los Angeles, CA)

Cleveland Clinic Public Art Proposal:

Light Path

Three Alaskan Yellow Cedar glue-laminated timber rings

Approximately 18' diameter each



Overall view of public art installation facing east

Oscar Tuazon

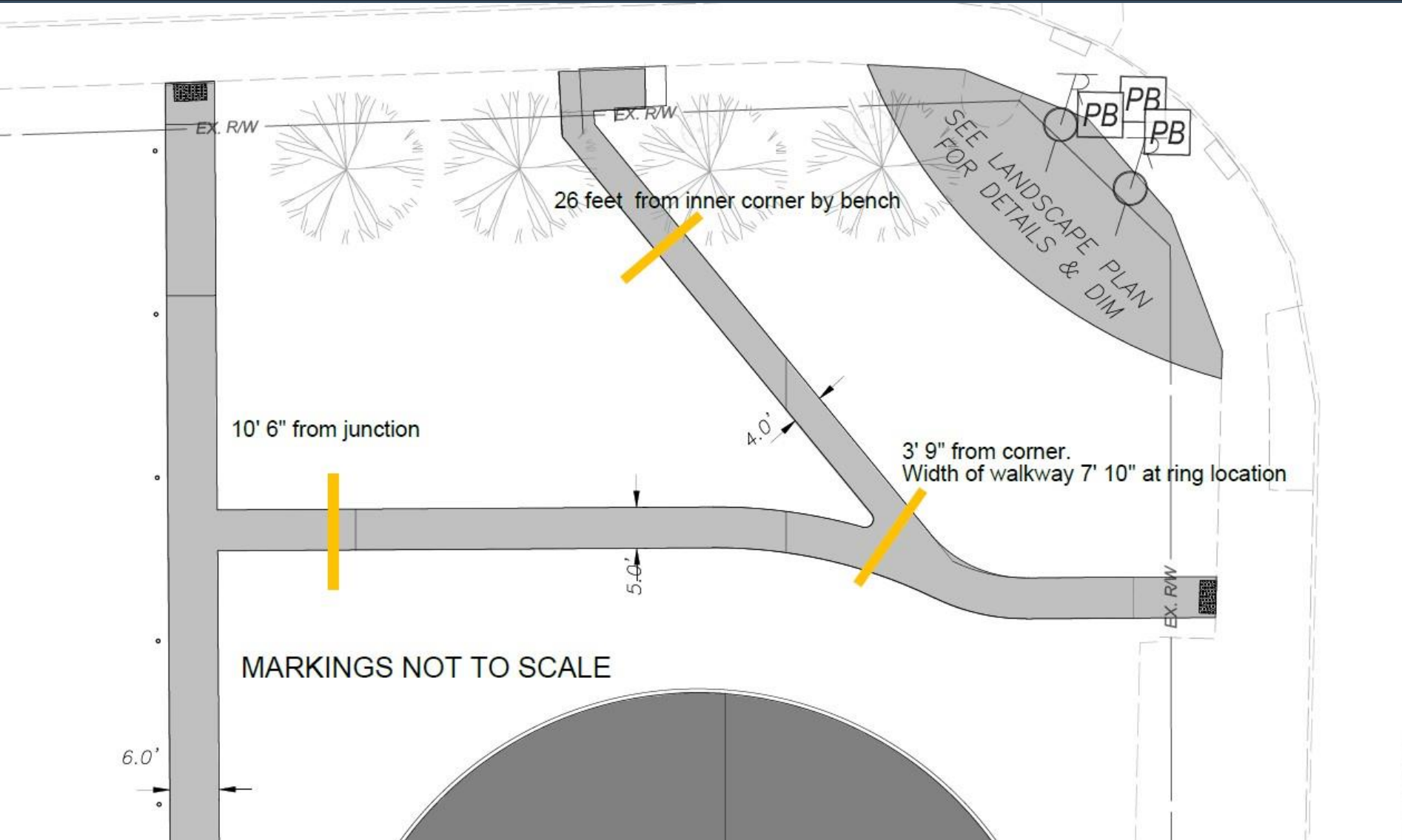
(b. 1975, Seattle, WA; lives, Los Angeles, CA)

Cleveland Clinic Public Art Proposal:

Light Path

Three Alaskan Yellow Cedar glue-laminated rings

Approximately 18' diameter each



Proposed locations of the three timber rings within the site. Map is oriented with Euclid Avenue on the top (North) and East 105th Street to right (East)

Oscar Tuazon

(b. 1975, Seattle, WA; lives, Los Angeles, CA)

Previous *Growth Ring* Installation Examples



Growth Rings, 2019
Central Wharf Park, Boston



Growth Rings, 2021
Parque Ibirapuera, São Paulo, Brazil

Oscar Tuazon

(b. 1975, Seattle, WA; lives, Los Angeles, CA)



Cleveland Clinic Public Art Proposal:

Light Path

Three Alaskan Yellow Cedar glue-laminated rings
Approximately 18' diameter each

MATERIALS, DURABILITY, MAINTENANCE

- Fabricator: Unalam
- Material: Alaskan Yellow Cedar Glulam; considered to have minimum 50-year lifespan
- Exterior finish: Sansin 3-coat application (for marine- and land-based use)
- Maintenance to be performed by Cleveland Clinic art preparators:
 - Annual cleaning
 - Clearcoat application every 3-5 years
 - Repairs and spot cleaning as needed

Project Support Received

- Cleveland City Council President and Ward 6 Councilman Blaine Griffin
- University Hospitals, partial owners of the W.O. Walker building on the southeast corner of E 105th St. & Euclid Ave.
- Ronald McDonald House on the northwest corner of E 105th St. & Euclid Ave.
- Letters of support from Mt. Sinai Health Foundation and the Cleveland Public Library, Martin L. King, Jr. Branch (Euclid Ave.)

ART26-008 – CCF Light Path Public Art

July 24, 2026

DRAC Recommendations:

This project is not located in a design review district.

City Planning Staff Recommendations:

Staff is in support.

Cleveland City Planning Commission

Mandatory Legislative Referrals – Presentations



CITY OF CLEVELAND
Mayor Justin M. Bibb

July 24, 2026

Ord. No. 766-2026 (introduced by Council Members Howse-Jones, Griffin, Bishop, and Santana – by departmental request) Authorizing the Director of Capital Projects to issue a permit to UC City Center LLC to encroach into the public rights-of-way of Chester Avenue, Martin Luther King Jr. Drive, and Stokes Boulevard.

July 24, 2026



CITY OF CLEVELAND
Mayor Justin M. Bibb

City Planning Commission

Richard J. Switalski, PE

Administrative Manager

Mayor's Office of Capital Projects

Division of Engineering & Construction

Friday, July 24, 2026



Ordinance No. 766-2026

Encroachment permit

Authorizing the Director of Capital Projects to issue a permit to UC City Center LLC to encroach into the public rights-of-way of Chester Avenue, Martin Luther King Jr. Drive and Stokes Boulevard.

The overhang and balconies for the Circle Square East Stokes building project encroaches into the public rights-of-way of Chester Avenue, Martin Luther King Jr. Drive and Stokes Boulevard.



Ordinance No. 766-2026

Location Map
Proposed location of balcony
encroachments

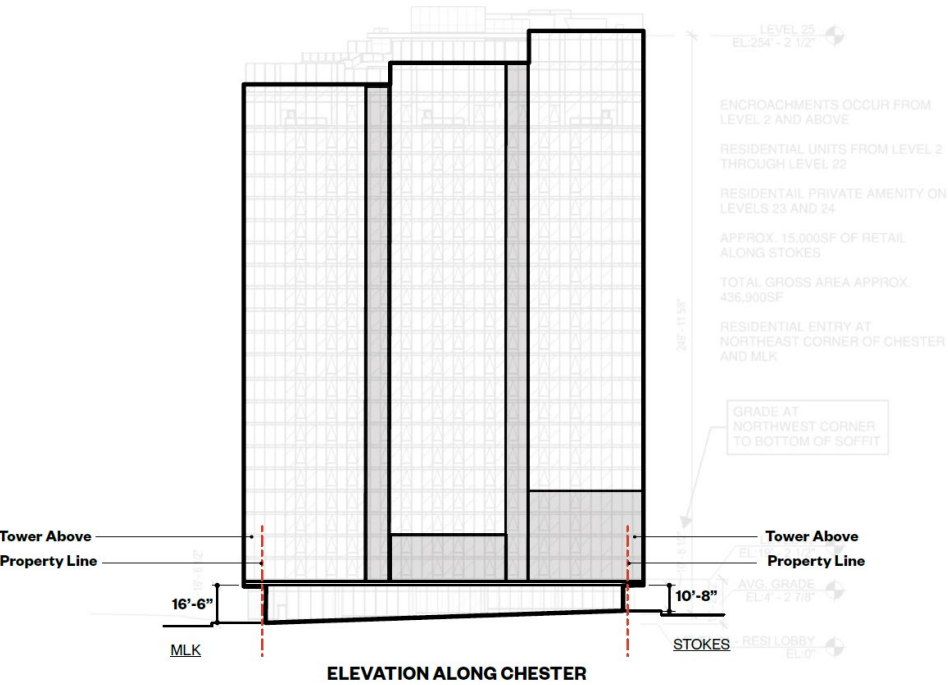


Ordinance No. 766-2026

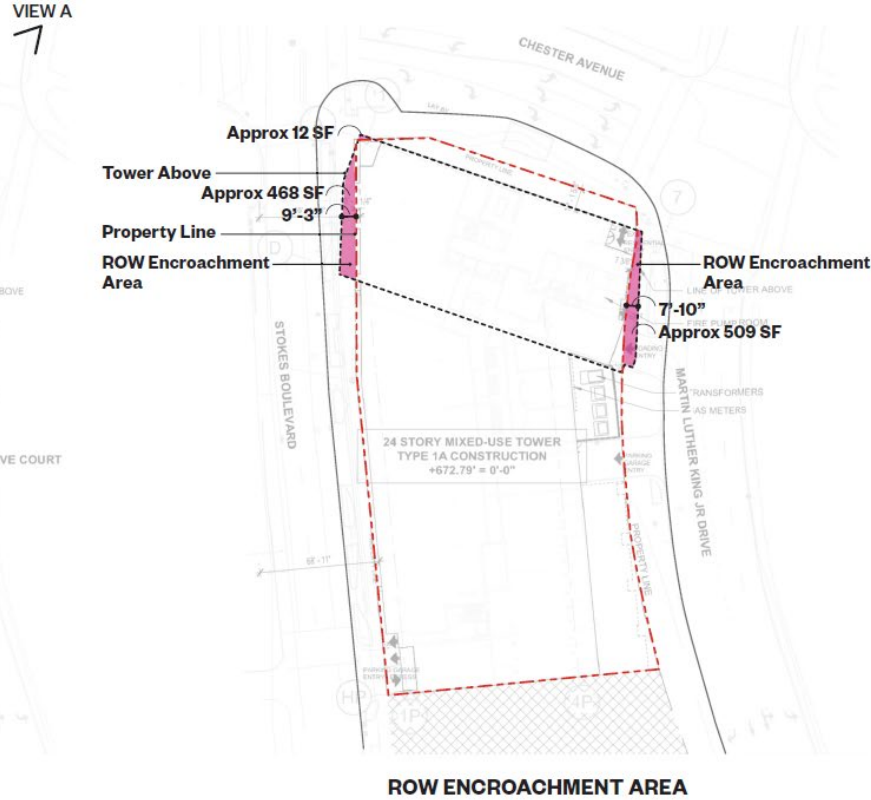
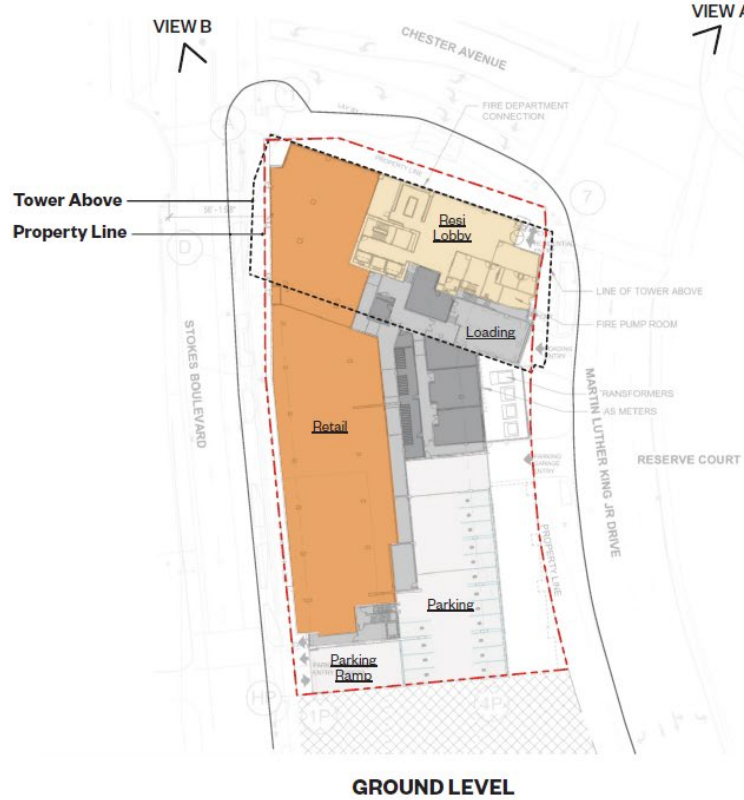


Ordinance No. 766-2026

Balcony encroachment plans



PLANS ROW Encroachments



SCB
Architecture, Planning,
Interior and Urban Design

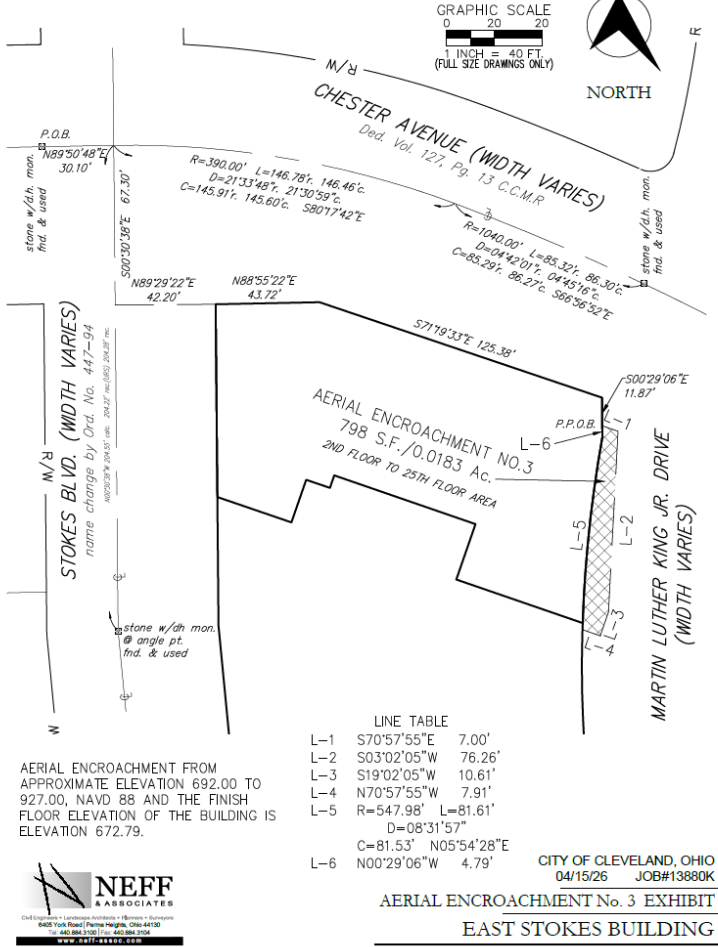
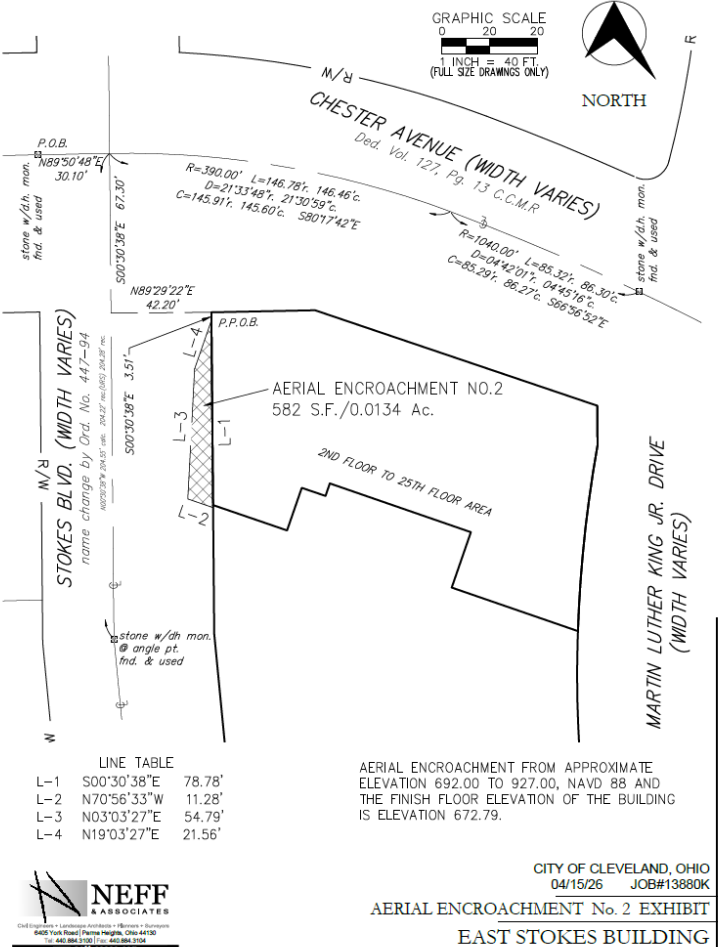
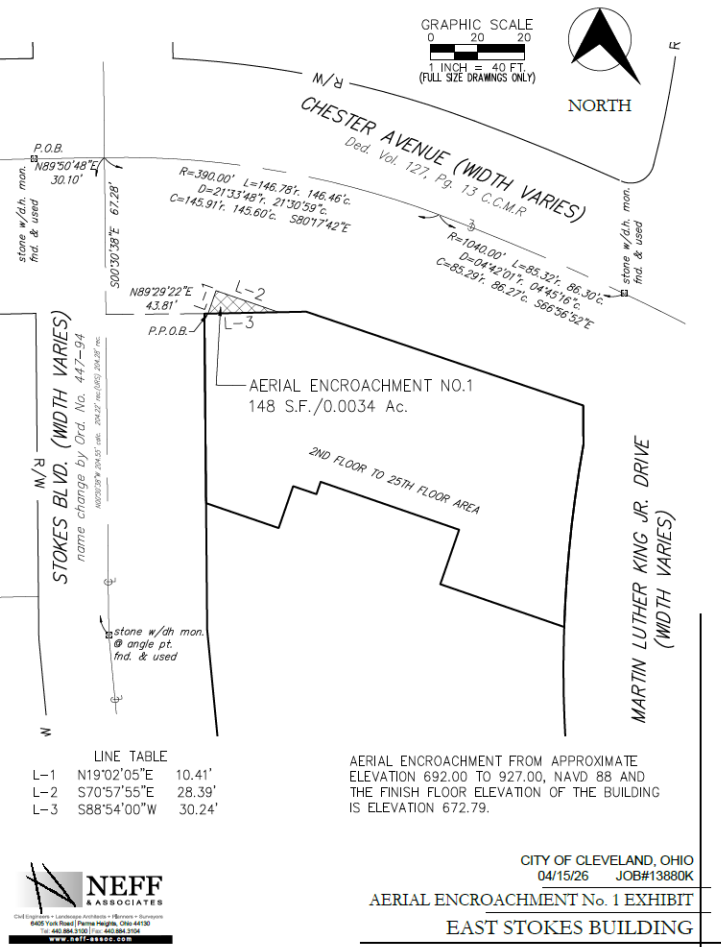
02.26.2026

Page 4



Ordinance No. 766-2026

Encroachment Maps



Ordinance No. 766-2026

- a) This application proposes three limited right-of-way (ROW) encroachments. The encroachments occur only at Levels 2 and above, where the building cantilevers into the public right-of-way. All structural columns, foundations, and the ground-floor building footprint remain entirely within the private property limits, ensuring that the public realm at grade is preserved and fully accessible.
- b) The East Stokes project is part of a larger, city-supported master plan that advances increased density, economic activity, and housing opportunities within the Circle Square district. The development is positioned to support the surrounding medical, academic, and cultural institutions that define University Circle while reinforcing Cleveland's broader urban growth and sustainability goals.
- c) Phase 2 of East Stokes anticipates an office tower with a height of 250 feet. To create adequate tower separation, Phase 1 has been located at the north end of the block oriented in the east–west direction. This placement preserves appropriate spacing between Phase 1 and 2. In order to achieve a functional and constructible floor plate, Phase 1 needed to extend approximately 9 and 8 feet into the right-of-way on the east and west sides.



Questions & Feedback?



Cleveland City Planning Commission

Administratively Approved Mandatory Legislative Referrals



CITY OF CLEVELAND
Mayor Justin M. Bibb

July 24, 2026

Ord. No. 747-2026 (introduced by Council Members Davis, Bishop, Santana, and Griffin – by departmental request) To change the name of a portion of Scranton Road to Eagle Avenue.

July 24, 2026

Ord. No. 759-2026 (introduced by Council Members Santana, Bishop, and Griffin – by departmental request) To vacate a portion of an unnamed alley south of Train Avenue, between West 56th Street and Cantor Avenue.

July 24, 2026

Ord. No. 760–2026 (introduced by Council Members Griffin, Bishop, and Santana – by departmental request) To vacate a portion of East 81st Street.

July 24, 2026

Ord. No. 761-2026 (introduced by Council Members Griffin, Bishop, and Santana – by departmental request) To vacate a portion of Mount Carmel Road.

July 24, 2026

Ord. No. 762-2026 (introduced by Council Members Davis, Bishop, Santana, and Griffin – by departmental request) To vacate all of the unnamed alley, south of Abbey Avenue.

July 24, 2026

Ord. No. 770-2026 (introduced by council Members Starr, Howse-Jones, Bishop, July 24, 2026

Santana, an Griffin – by departmental request) Giving consent to the Norfolk Southern Corporation to proceed with the improvement of replacing the Superior Avenue Railroad Bridge and railroad track and replacing and repositioning support columns under the bridge on Superior venue located north of Central Avenue S.E. to East 26th Street at no cost to the city; and authorizing the Director of Capital Projects to enter into any agreements relative to the improvement.

This legislation was previously reviewed and approved by CPC on 7/10/26.

Cleveland City Planning Commission

Special Presentations (For Information Only)



CITY OF CLEVELAND
Mayor Justin M. Bibb

July 24, 2026

Special Presentations – For Information Only

Parks & Rec Master Plan Updates – Alex Nichols, Director

July 24, 2026



CITY OF CLEVELAND
Mayor Justin M. Bibb

City of Cleveland

Parks and Recreation Master Plan Updates



Agenda

- I. Departmental Overview
- II. Core Initiatives and 2025 Progress
- III. 2026 Goals and Initiatives

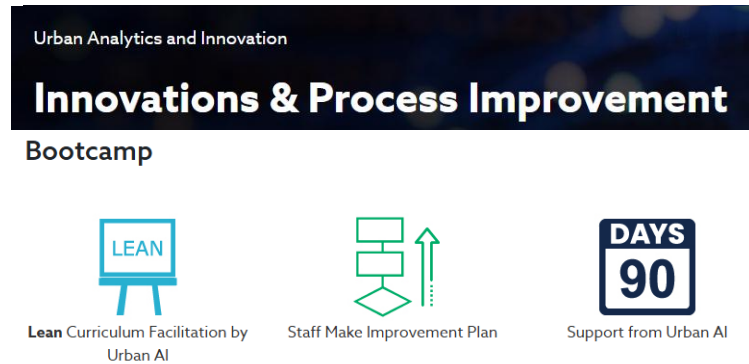


Core Initiatives and 2025 Accomplishments

Improved Marketing Functions



Refining Permitting Processes



Improving Operations through Grow-No-Mow Pilot



Core Initiatives and 2025 Accomplishments

Implemented Urban Forestry Tree Inventory



Cityworks Asset Management System Maintenance Tracking



Implemented Professional Development



NATIONAL RECREATION
AND PARK ASSOCIATION



OHIO PARKS AND
RECREATION ASSOCIATION



2026 Goals and Core Initiatives

Pilot Summer Day Camp

Summer Camp

NEW!



DAY CAMP

This day camp provides City of Cleveland's youth with a safe, enriching summer experience focused on STEM exploration, creativity, arts, social-emotional development, teamwork and FUN. Each week includes a theme, goals, daily activity samples, SEL (social-emotional learning) focus, and a Friday celebration/challenge. This program is a great way for youth between the ages of 7 and 15 years to stay active and involved during the summer.

EJ Kovacic NRRC | Ages 7-15
M, T, W, Th, F | 9:00 AM - 4:00 PM

Estabrook NRRC | Ages 7-15
M, T, W, Th, F | 9:00 AM - 4:00 PM

Michael Zone NRRC | Ages 7-15
M, T, W, Th, F | 9:00 AM - 4:00 PM

Zelma George NRRC | Ages 7-15
M, T, W, Th, F | 9:00 AM - 4:00 PM

Right of Way Tree Inventory Continues



Develop Facility Use Policy



2026 Goals and Core Initiatives

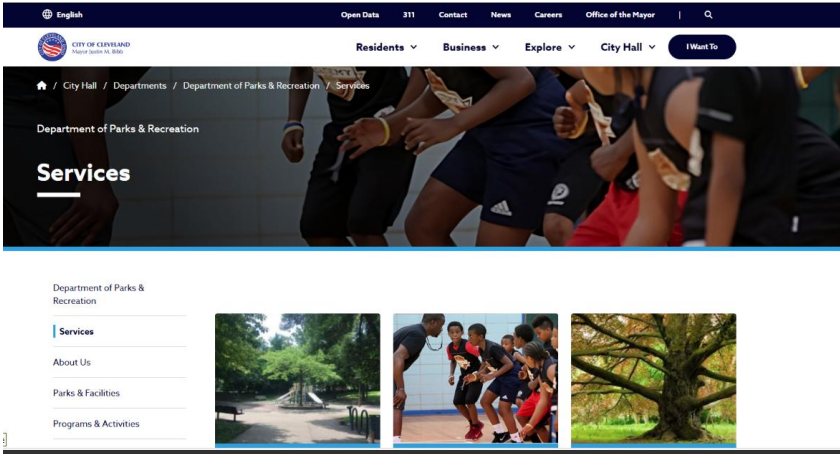
Pilot Literacy Camps for Spring Break



Improve Aquatics Operation

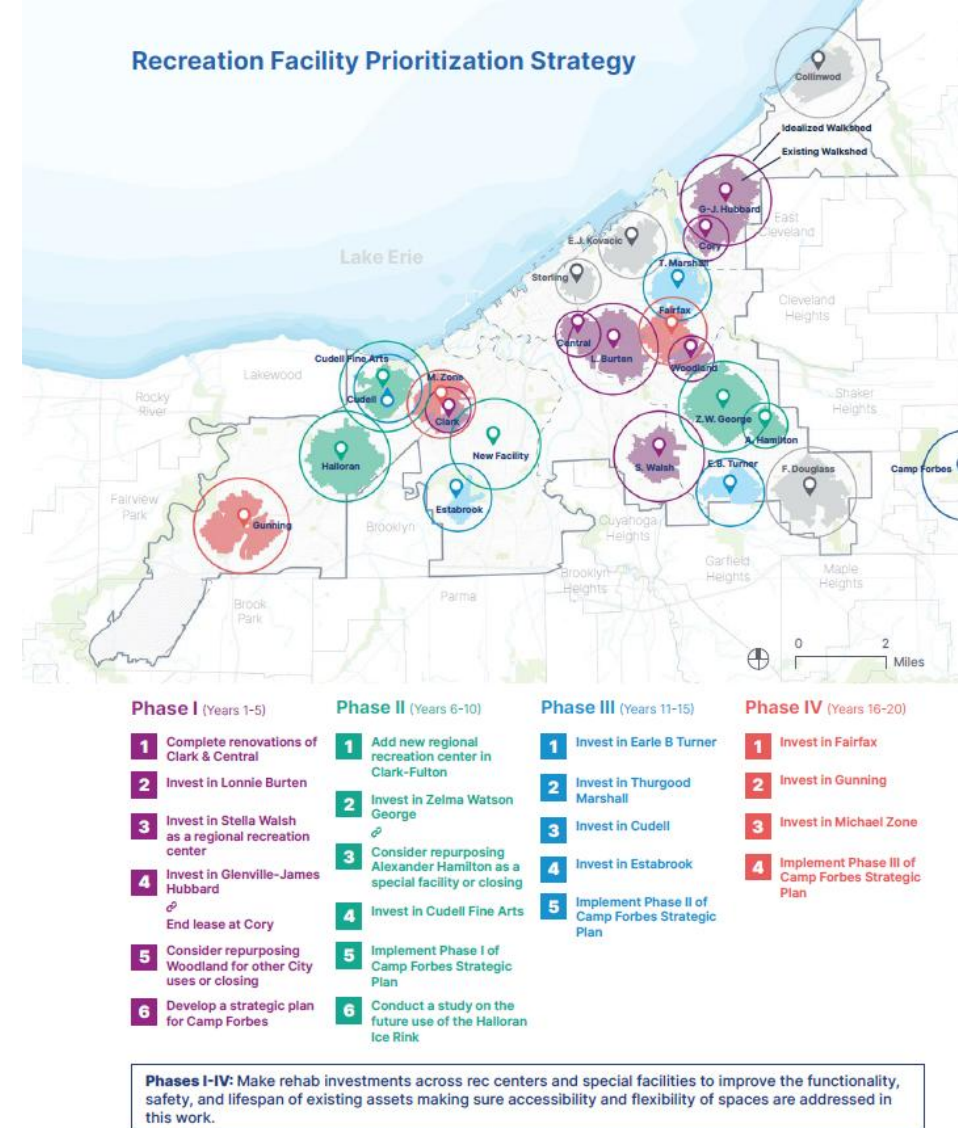


Develop Parks and Recreation Webpages



Master Plan Progress

- Completed renovation of Clark
- Renovations starting at Lonnie Burten
- Strategic Plan for Camp Forbes to begin
- Glenville “Glow Up” to begin



Questions

Cleveland City Planning Commission

Director's Report



CITY OF CLEVELAND
Mayor Justin M. Bibb

July 24, 2026

Cleveland City Planning Commission

Adjournment



CITY OF CLEVELAND
Mayor Justin M. Bibb

Next Meeting: August 7, 2026