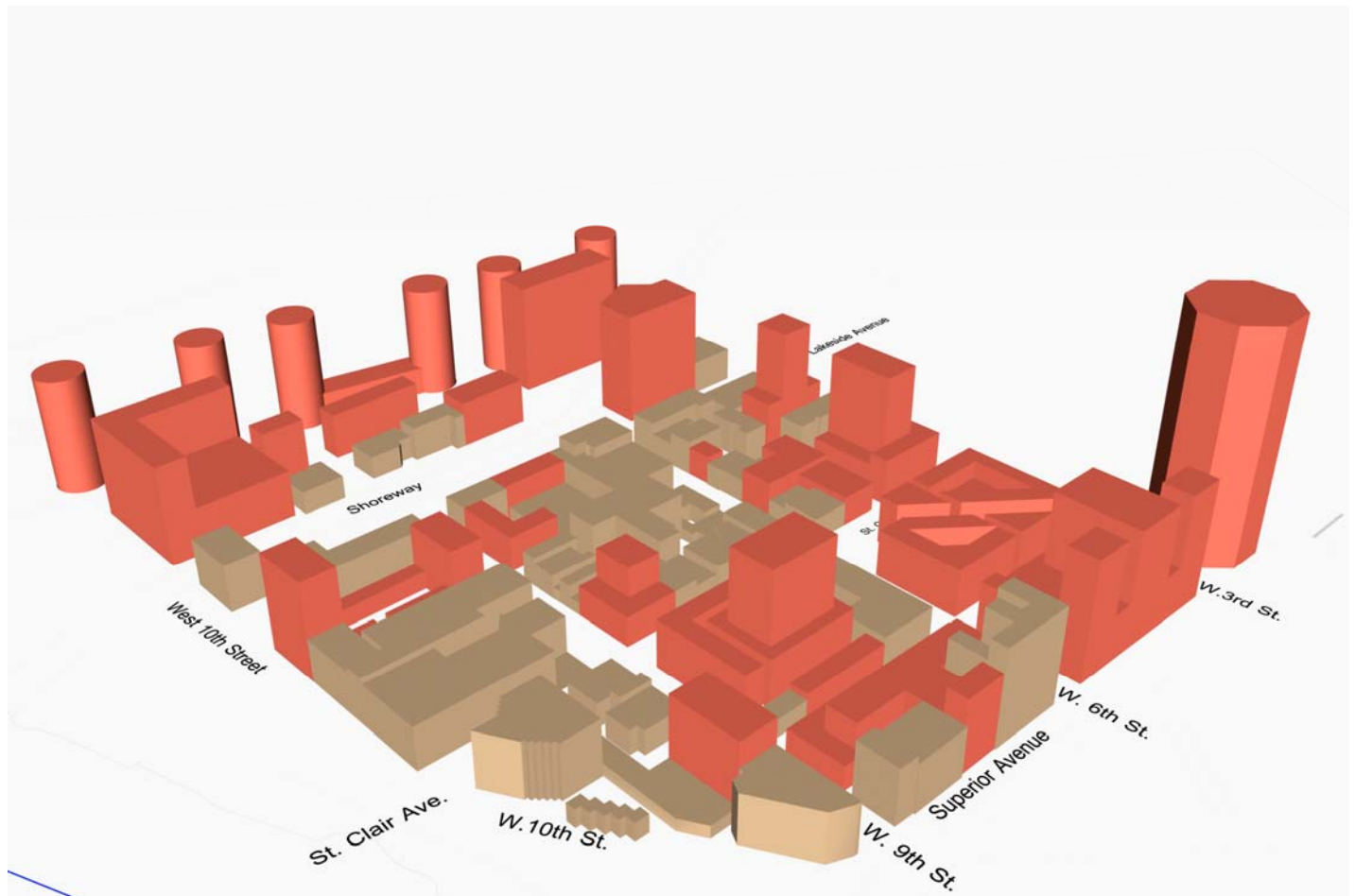


HISTORIC WAREHOUSE DISTRICT MASTER PLAN



Prepared for

**Historic Warehouse District Development Corporation
Cleveland, Ohio**

March 2002 Revision



SANDVICK ARCHITECTS INC.

1265 WEST SIXTH STREET • CLEVELAND, OHIO 44113 • PHONE (216) 621-8055 • FAX: (216) 687-1814

TABLE OF CONTENTS

Forward	1
Preface	2
The Vision.....	3-4
Master Plan Summary.....	5-6
Block Numbers Map BN-1	5a
Block one.....	7-12
Block two	13-17
Block three.....	18-20
Block four.....	21-23
Block five	24-25
Block six	26-27
Block seven	28-30
Block eight.....	31
Master Plan	33
Master Plan Summary.....	34
Concept Plan CP-1.....	34a
Proposed Projects.....	35
Existing Building Stories Map.....	35a
New Development Project Numbers Map.....	35b
New Development Project Status Map	35c
New Construction Development Project Proposed Stories	35d
Proposed Projects.....	36-46
Parking Study	47
Current Parking map	47a
Proposed Parking map.....	47b
Parking Study	48-55

FORWARD
MARCH 2002 REVISION

Following the presentation of the 2001 Revision of the Historic Warehouse District Master Plan to the City of Cleveland Planning Department, Sandvick Architects was asked to add two new areas to the plan. Although these areas are not within the boundaries of the district, the block between the District and Public Square, sometimes known as “Jacob’s Block”, and the area to the north of Front Street over the bluffs have been included in this revision. They are noted as Blocks 9 and 10, respectively. Integration of Block 9 into the study prompted Sandvick Architects to re-evaluate the adjacent Block 8, also not in the District, but included in the previous revision. Block 8 has been completely redesigned as a linkage between the District and Public Square. All tables and text have been updated to reflect these additions and changes. The entire text has been edited to also include changes and project completions within the District since the last revision.

March, 2002

PREFACE

Members of the Board of Trustees of The Historic Warehouse District Development Corporation have written this update of the Master Plan for Cleveland's Historic Warehouse District. The project was put together under the leadership of Jonathan Sandvick of Sandvick Architects, Inc. This plan is to give direction to the next phase in the economic revitalization of this dynamic historic neighbor in downtown Cleveland.

Board of Trustees

Jonathan Sandvick, Chairman
Victor Pascucci, Vice-Chairman
Daniel Mullinger, Treasurer
Jack Ott, Secretary

James Behrens
Willis Boyer
Tom Brenner
Lee Chilcote
Councilman Joe Cimperman
John Coyne
Martin Elson
Maribeth Feke
John Falsone
William Gould
Michael Haas
Ric Hammitt
David Hartt
David Jablonski
John Kastellic
David Lehmer
Sheldon Lewin
Michael Miller
Carl Monday
Richard Parker
Tom Parras
Richard Sheehan
Stephen Sims
Laural Taylor
Richard Wilkenson
Lee Zalud

Executive Director

Tom Yablonsky

Sandvick Architects, Inc.

Jonathan Sandvick
Gary Gezann

THE VISION

Imagine the 21st_Century in downtown Cleveland, west of Public Square and above the Flats: Looking out at North Coast Harbor and the Port of Cleveland lays an urban, historic neighborhood, containing the best in quality amenities. Adjacent to and walking distance of Gateway, Tower City, the Civic Center and the central business district, the **Historic Warehouse District** is uniquely situated to take full advantage of all downtown Cleveland has to offer.

Mixed Use Neighborhood

As a mixed-use neighborhood, the District relies on a variety of employment and entertainment venues for its economic viability. The area, one of the City's safest neighborhoods, attracts those from all backgrounds. Home to art galleries, law firms, a variety of restaurants and nightclubs, and those in the design sector, almost 7,500 residents also live in the District. Within close proximity to the new Federal Court and stadium and the proposed new convention center, these markets will have a significant impact on the District's economic success. Newly created green space and multi-purpose paths within the borders improve the quality of life for residents and workers, and make the District a more livable community.

Accessibility

The District is conveniently accessible from all area interstates as well as Hopkins International and Burke Lakefront Airports. Public transportation, including four rail stations, are within a few short blocks. A new transportation hub proposed for the outskirts of the neighborhood will help to make the District accessible to all visitors. Linkages to the proposed bike path and a host of urban parks located at the neighborhoods periphery mean that green space is available to those seeking to get away from the stresses of urban life.

Residential Choices

A variety of residential choices, ranging from rehabilitated loft-style apartments to townhouses and condominiums, are available in the heart of this vibrant urban core. Be it retail, dining, entertainment, culture, recreation, or those going to and from work in the District, activity can be found 24 hours a day. The Historic Warehouse District Development Corporation (HWDDC) has attracted much needed residential amenities such as a grocery store, drug store and a dry cleaner, among others.

When considering the housing opportunities in the District, two images of the neighborhood come to mind:

- Maintaining rehabilitated loft spaces, open and spacious, that combine the creativity of the 21st century with that of the 19th.
- Spectacular new condominiums, townhouses, and apartments capturing unique views of Cleveland's bustling waterfronts, or the hidden tranquility of pedestrian alleys where a quick peek off the main streets conveys a sense of charm and contentment.

Business Opportunities

Many business opportunities inspiring the entrepreneur, exist in Cleveland's original neighborhood:

- A unique mix of cafes, bistros, and fine dining catering to the resident, visitor and tourist.
- New hotels capitalize on the District's closeness to the Federal Court, sports arenas, and cultural attractions.
- Stores and galleries offering the finest in clothing, furniture and artistic endeavor
- Unique office space for established and entrepreneurial businesses offering immediate access to Cleveland's business community and government center.

An Architectural Treasure

The Warehouse District is an architectural treasure that highlights Cleveland's place in the world. Providing authentic 19th century character, the neighborhood is a showcase for the City's industrial heritage and cultural diversity. The District acts as an interpretive center that tells the story of Cleveland's rich history of civic, commercial, and industrial achievement. This neighborhood of community firsts becomes the primary place to experience the full renaissance of the City and is a special place to live.

MASTER PLAN SUMMARY

The **Historic Warehouse District** of Cleveland has been a part of the remarkable redevelopment process of the last decade. Most of the remaining buildings in the district have been refurbished or adapted for new uses, especially for housing in converted warehouses. Retail and office uses have followed. Only seven existing buildings remain vacant and several of these are in the proposal stages of adaptive reuse conversion. Although it may seem that revitalization efforts for the district are nearing completion, one must notice that nearly half of the land is currently used for surface parking. This valuable land, close to the center of Downtown Cleveland, is the focus of twenty-one of the twenty-nine projects proposed in this **Master Plan** for redevelopment of the district. The remaining projects involve expansion of existing projects, a hotel project and office conversion already underway, and the adaptive reuse of the seven remaining vacant structures.

If implemented, these twenty-nine projects would result in:

- Over 4,800 new housing units
- A gain of over 11,600 parking spaces
- Over 276,000 square feet of new retail space at ground-level on primary streets

HOUSING UNITS

Block	Existing Units	Proposed Units	Total Units
1	205	302	507
2	101	318	419
3	93	555	648
4	220	120	340
5	498	501	999
6	-0-	545	545
7	97	384	481
8	-0-	588	588
9	-0-	-0-	-0-
10	-0-	1,500	1,500
Totals	1,214	4,813	6,027



BN-1
2002

BLOCK NUMBERS

MASTER PLAN

THE HISTORIC WAREHOUSE DISTRICT DEVELOPMENT CORP.

SANDVICK ARCHITECTS INC.
 SUITE 201 PARK PLACE
 1265 WEST SIXTH STREET CLEVELAND, OHIO 44113
 (216) 621-9055 FAX NO. (216) 667-1814



© 2002 SANDVICK ARCHITECTS INC.

RETAIL SQUARE FOOTAGE

Block	Existing	Proposed	Total
1	79,200	44,300	123,500
2	68,800	35,700	104,500
3	58,600	44,200	102,800
4	22,800	17,100	39,900
5	40,200	34,900	75,100
6	7,100	48,000	55,100
7	-0-	31,900	31,900
8	-0-	122,100	122,100
9	-0-	33,500	33,500
10	-0-	-0-	-0-
Totals	276,700	356,300	633,000

BLOCK ONE

Block One is bounded by Lakeside Avenue on the north, St. Clair Avenue on the south, West 3rd on the east and West 6th on the west.

ASSETS – Relative to other areas of the District, this block has a large percentage of its original buildings intact. However, this block, too, has missing teeth (historic buildings) and resulting parking lots. To date, there are 169 housing units in Block One, located in the Hat Factory, the Grand Arcade, 425 Lakeside.

Completed restorations include the following nine buildings:

- Waring Block
- Kendall (Ace Shoe)
- Blair
- Grand Arcade
- Cort Shoe (Tobacco Works)
- Hat Factory
- 425 Lakeside
- Lakeside Place
- Painters Building

In addition, a new infill building empathic to the historic character and architecture of the district was constructed between the Cort Shoe Building and Liberty Textile Building called West Sixth Place. In the block are five food/beverage/entertainment facilities (Greek Isle Restaurant/Coffee house in the Grand Arcade/ The Spot/The Spy Bar/Barristers/Lakeside Place Coffee House.

A small food/beverage market has opened on Sixth Street, offering basic amenities to residents and office workers in the Warehouse District. A variety of other retail exists such as the Art Gallery/Office Supplies, etc.

The housing is fully occupied and very strong. In fact, the Grand Arcade's 92 housing units are presently being converted from rental to for-sale condominiums, further evidencing the strength of the housing market.

Near future projects for development is the Erie Building, a historic preservation/adaptive re-use for approximately 30 apartments.

West Fourth Street is a narrow internal street offering a wonderful opportunity to create an intimate residential/pedestrian domain with a friendly cobble stone street (stone pavers appear to remain below the existing asphalt topping).

NEEDS – Before residential development takes place on West 4th Street, major improvements should be made to improve its appearance.

1. West 4th Street – Lighting and security, a modified streetscape program and the stripping of West 4th Street's surface to expose its original stone pavers, are several suggestions.
2. Parking – Parking is a problem. Without additional parking, significant development of this block is unlikely.
3. Vacant Building Development – Development of vacant buildings, of which there are three (Liberty Textile/Erie/Pratt & Bolt). Recently, Liberty Textile, one of the most extraordinary and important historic structures of the district, had significant façade repair, but is not completed. It remains vacant and distressed. Liberty Textile's visual prominence on W. 6th Street, though recently improved, continues to create a negative image impact for the Warehouse District.
4. Historic Restoration – Full historic Restoration of occupied and improved, but not fully sensitive historically or architecturally correct façade treatments such as the Ball Building, where the storefronts have been filled in with inappropriate wood panels.

5. Missing Buildings – Parking lots provide much needed parking, but are also disruptive and incongruent with the original historic and architectural character of this block.
6. Cleaning of Buildings – A lesser issue, but one of concern, are the rear and side facades of buildings, which often are not cleaned, even on some completed restorations. The cleaning of even the lesser, non-mainstreet facades negatively affects the image of the district.
7. Housing – Achieving additional new quality housing units.
8. Lighting the Buildings

STRATEGY AND IMPLEMENTATION – Objectives can be achieved by cooperation of private/public groups. Each building owner can mount historic lighting on buildings. The City will plant trees if developers provide the tree pits. Sidewalks can be replaced as part of each project.

Development of vacant buildings

The development of the three vacant buildings is the highest priority of this block, as these buildings present the most negative image of the block and tend to suppress property values and the desirability to live and work here.

The preferred development option is as housing on upper level floors for Liberty Textile/Pratt & Bolt and Erie. On lower levels, Liberty Textile should be retail on West 6th Street. Erie and Pratt & Bolt should be housing on first floor on West 4th Street. Parking is a problem for development, however, because each of these buildings are relatively small and they should not be required to achieve additional parking for the district as a condition of their development.

Future larger projects in the District, particularly new construction projects, should typically provide additional parking to the Warehouse District equal to what they individually require. Liberty/Erie/Bolt & Pratt should be developed sensitive to their original historic character.

1. West 4th Street
 - a. Strip the asphalt down to the stone pavers and repair as required
 - b. Limit vehicular access to required service access and residents
 - c. Provide street lighting on the buildings. Seek City support for street improvements. Seek private developer to focus on housing on this street.
2. Parking – Create new structured parking. Two locations have particularly strong potential
 - a. West 3rd Street lot to the south of Lakeside Place and north of Marion Building
 - b. The northwest corner of St. Clair and West 3rd Street
3. Vacant Buildings
 - a. The vacant buildings should be fully restored in keeping with the historic character of the district.
4. Full Historic Restoration – A number of buildings are not fully rehabilitated to be architecturally sensitive to its original architectural character.
 - a. The Ball Building storefronts should be restored to original historic and architectural configuration.
 - b. The Waring Block while rehabilitated and fully occupied, architecturally could be even dramatic with the reinstatement of its cornice.
 - c. Marion Building much improvement to this building has occurred recently. The full historic restoration should be encouraged,
5. Missing Buildings – Development of parking lots
 - a. Achieve structured parking where possible
 - b. Achieve first floor retail on main streets, West 6th, West 3rd and St. Clair

- c. The mission is to fill in the vacant lots with development that matches the height/scale and architectural character of original adjacent structures. Where the developed parcels are big enough, heights higher than adjacent properly context could be exceeded with sufficient setbacks from the main streets.
6. Cleaning of Buildings – Sides and rear of buildings should be understood as important to the visual image of the historic district. Therefore, cleaning of the brick/masonry on side and rear facades should be encouraged.
 7. New Housing – The priority of development is to achieve new housing units.

Implementation of the above objectives needs to be public/private cooperation. Design review/zoning review/Landmarks Commission can help insure proper architecture and historic sensitivity as well as appropriate uses. Public Financial incentives particularly for housing and structured parking are probably required. The City could facilitate the streetscape improvements proposed for West 4th Street.

THE BUILDINGS

1. LAKESIDE PLACE (L & N Gross Building, 1917)

- ◆ Parcel (09-001)
- ◆ Condition: Excellent (1990 renovation)
- ◆ 100,000 sq. feet, 4 floors

Lakeside Place, restored in 1990, is a 100,000 sq. ft. office building. Situated near the Justice Center and the County Courthouse, Lakeside Place is ideally situated for law firms. The 1917 building was constructed to support several more floors; therefore possible future developments may include additional office space or residential lofts. However, historic concerns could limit these initiatives. A vertical addition could be achieved by setting the new work back from the historic façade so that it is not visual from pedestrian view.

2. WEST 3RD PARKING LOT – PROJECT 3

- ◆ Parcels (09-060, 09-028)

A parking garage is proposed next to Lakeside Place. Additional floors above the garage may contain residential lofts. It is suggested that the garage be set back from West 4th Street to allow trees on the street to complement the proposed residential nature of the Erie Building. First floor retail is proposed on West 3rd Street and housing on first floor of 4th Street should be explored. Up to 93 housing units with approximately 160 parking spaces is proposed.

3. MARION BUILDING (1912)

- ◆ Parcel (09-027)
- ◆ Condition: good
- ◆ 90,000 sq. ft., 7 floors rehabilitated.

The Marion Building is occupied with offices, retail, and restaurant on the 1st floor.

4. LAWYERS BUILDING (WOHL'S HUNGARIAN BLDG., 1903) 1280 West 3rd Street

- ◆ Parcel (09-026)
- ◆ Condition: good
- ◆ 2 floors, 8,000 sq. ft.

The Lawyers' Building, constructed in 1903 in a domestic Dutch Baroque architectural style, is an oddity among the District's commercial buildings. In the first part of the 20th century, this building housed the Alexander and Julius Wohl's Hungarian Restaurant, a popular eating spot.

5. ST. CLAIR/WEST 3RD STREET PARKING – PROJECT 6

- ◆ Parcels (09-025, 09-024)

Excellent location for much needed structured parking. Should have retail on 1st floor along West 3rd and St. Clair and ideally housing on 1st floor on West 4th Street. Housing is suggested for above the parking garage. Up to 252 housing units with approximately 440 parking spaces is proposed.

6. GRAND ARCADE PHASE I (1883)

- ◆ Parcel (09-022)
- ◆ Currently 49 residential units; approximately 75 residents
- ◆ Condition: Excellent (1992 renovation)
- ◆ 5 floors, 81,000 sq. ft.

The Grand Arcade, renovated in 1992, is a five story residential building with first floor retail presently being converted to condominiums from rental housing. Should be completed in year 2000. Suggest that rear and side masonry be cleaned (West and North Elevations).

GRAND ARCADE PHASE II(1883)

WARING BLOCK (1855) – Grand Arcade Phase II

7.

- ◆ Parcel (09-021)
- ◆ Currently 15 employees/34 residential units (approx. 50 residents)
- ◆ Condition: Excellent – renovated in 1994.
- ◆ 4 floors, 24,000 sq. ft. – has retail/restaurant on the 1st floor.

Recommend reinstating original historic cornice on St. Clair 7 West 6th elevation.

8. ACE SHOE CO. (1881) 1313-17 West 6th Street– Grand Arcade Phase II

- ◆ Parcel (09-033)
- ◆ Currently 9 residential units/5 employees/approximately 14 residents
- ◆ Condition: Excellent, 1994 renovation
- ◆ 4 floors, 11,000 sq. ft.

The Ace Shoe Company Building was constructed in 1881. It is now part of the completed Grand Arcade II restoration project, and contains residential lofts and retail space. Presently being converted to condominiums.

9. BLAIR BLOCK (1868) 1303-09 West 6th Street– Grand Arcade Phase II

- ◆ Parcel (09-034)
- ◆ Currently 8 employees/ 6 residential units/approximately 9 residents.
- ◆ Condition: Excellent
- ◆ 4 floors, 17,000 sq. ft.

Originally housing a variety of grocery and dry goods firms, the Blair Block, built in 1868, is one of the District's finest examples of post-civil War commercial architecture. It is now part of the Grand Arcade II restoration project.

The Grand Arcade project Phase I & II was completed in 1994. This project consists of the consolidation of the Grand Arcade, Waring Block, Ace Shoe Bldg., and the Blair Block into four residential buildings with first floor retail. Currently, Grand Arcade units are being market as for-sale condominiums.

10. PARKING LOT (BETWEEN BLAIR BLOCK AND LIBERTY TEXTILE) – PROJECT 5

- ◆ Currently: surface parking
- ◆ Condition: Good
- ◆ Proposed – New housing (18 units) and 1st floor retail.

In addition, structured parking and/or an set back 6-story housing tower could be possible with a preliminary potential for 18 units with approximately 270 parking spaces.

11. LIBERTY TEXTILES (1873), 1277-81 West 6th Street – PROJECT 4

- ◆ Parcel (09-037)
- ◆ Vacant
- ◆ Condition: Major violations
- ◆ 4 floors, 21,000 sq. ft.

Early tenants of the Liberty Textiles Building, constructed in 1873, included a millenary, sheetings, a bag company, and a candy company (J.H. Phelps Co.). This building is a fine example of Renaissance Revival architecture. Recently the building received significant façade repair, but the building still requires major work to be completed, and remains vacant. Housing conversion for the project on upper floors is preferred (up to 10 residential units). Other options are office or bed and breakfast with retail on the first floor.

12. WEST SIXTH PLACE (completed infill building)

- ◆ Parcel (09-058, 09-036)
- ◆ Office
- ◆ Condition: excellent, new construction, 10,200 sq. ft.

This building has been designed in accordance with the Secretary of Interior Standards, and very empathic to the historic architecture of the district.

13. CORT SHOE, (Tobacco Works, 1880), 1261-65 West 6th Street

- ◆ Parcel (09-040)
- ◆ Currently office use – upper floors 60 employees/1st floor club – 15 jobs.
- ◆ Condition: Excellent
- ◆ 16,000 sq. ft., 4 floors

Early tenants of the Cort Building, constructed in 1880, include the Cleveland Tobacco Works and the Jaskulch Tobacco Co. The building is named after the Cort Shoe Company, a tenant from 1941 until 1968. The cornice, lost in an 1899 fire, was replaced in a 1985 façade renovation. An historic preservation adaptive reuse project was completed in 1995 for office use on upper floors and a nite club on first floor.

14. PARKING (Between Hat Factory & Cort Shoe Buildings) – PROJECT 1

- ◆ Parcel (09-041)
- ◆ Surface parking spaces
- ◆ Condition: Good
- ◆ Status: Proposed to be converted to for-sale housing (up to 5 units) with retail on 1st floor.

15. HAT FACTORY (Hart & Co., Bldg., 1888), 1235 – 39 West 6th Street

- ◆ Parcel (09-042)
- ◆ Currently 50 residents – retail (1st floor)
- ◆ Condition: good
- ◆ 43,500 sq. ft., 6 floors

The Hart and Company Building, constructed in 1888, was nearly destroyed by the same fire that damaged the Cort Building in 1899. The first tenant, Hart and Company, was a prominent millenary establishment. Renovation of the 53,200 sq. ft. Hart & Co. Building was completed in 1985, and renamed the Hat Factory. The building currently contains first floor retail and 33 residential lofts.

16. BALL BUILDING (1883), 1223-39 West 6th Street

- ◆ Parcel (09-043)
- ◆ Condition: good
- ◆ 28,000 sq. ft., 4 floors

The Ball Building, constructed in 1883, displays engraved designs carved by steam-powered engraving tools unique to Cleveland. The Ball Building, rehabilitated in 1982, currently is occupied with office space and first floor retail. The reinstatement of original historic storefront is strongly recommended.

17. STONE BLOCK (1902), 1216-30 West 6th Street (425 Lakeside Building)

- ◆ Parcel (09-002)
- ◆ 75 residents (46 apartment units)
- ◆ Condition: Excellent
- ◆ 90,000 sq. ft., 6 floors

The Stone Block, built in 1902 is a good example of turn of the century commercial architecture. Its first major tenant was the Printz-Biederman Company, a manufacturer of women's fashions. Residential lofts on floors 6-3 with 46 units, first floor retail/office and second floor office are completed for the currently restored Stone block.

18. ERIE BUILDING (Erie-Magnate Building) – PROJECT 2

- ◆ Parcel (09-031)
- ◆ Vacant
- ◆ Condition: Major violations
- ◆ 6 floors, 45,000 sq. ft.

Residential use is proposed for the Erie Building of approximately 18 units with first floor retail. Is currently under construction.

19. BOLT & PRATT BUILDING

- ◆ Occupancy: Marginal use
- ◆ Condition: Major Violations
- ◆ One story, 2,250 sq. ft.

Proposed use is housing (up to 6 units)

20. WEST 4TH STREET TOWNHOUSES (proposed) – PROJECT 6

- ◆ Parcels - (09-023, 09-029)

This prime location is proposed for a residential tower, built over structured parking for up to 440 cars. The tower could add about 250 new residential units to the District. First floor retail would face St. Clair Avenue and West Thrid Street.

BLOCK TWO

Block Two is bounded by Lakeside Avenue on the north, St. Clair Avenue on the south, West 6th on the east and West 9th Street on the west.

ASSETS – With the conversion of the Bradley Building into loft apartments, this block witnessed the District’s first adaptive reuse project. The Hoyt Block Phase I, another highly visible rehabilitation project, consists of 63,000 square feet of office and retail space. Completed in 1996, Worthington Square Apartments (formerly the George Worthington and Gilcrest Buildings) and URS Consultants (the Joseph and Feiss Building) have significantly added to the mixed-use nature of the District.

The master plan for this area includes retail uses and office use and 436 housing units. At present, 140 housing units have been achieved with the potential for 294 additional housing units projected. A central courtyard, which will create a focal point for the project, has also been planned.

NEEDS – Much redevelopment has occurred since 1993. Many of the buildings have been or are in the process of being rehabilitated. However, areas of blight still remain in this block, most notably along West 9th Street between Johnson Court and Lakeside Avenue. Currently the RTA has rehabilitated the Root-McBride Building and has constructed a new infill building between the Root-McBride and Worthington Garage. Both the Tackaberry Trunk Building, which is undergoing renovation, and the RTA project help to stimulate positive activity throughout. Johnson Court attracts reinvestment of the small-scale buildings such as has occurred with the 2-story building to the West of the New York Coach Building with the creation of the nightclub.

THE BUILDINGS –

1. **BRADLEY BUILDING (1887)**
2. **COBB BUILDING (1884)**
 - ◆ Condition – Minor violations
 - ◆ Parcels (09-044, 09-045)
 - ◆ 38 apartments, office space and ground floor retail
 - ◆ 109,000 square feet, eight floors

A complex of three buildings, the Bradley Building was built in 1887, with the Root-McBride and Cobb’s Buildings built in 1884. The top two stories of the Bradley Building were added in the early 1900’s. Renovated in 1984, the building became the District’s first adaptive reuse project with office, residential and retail space.

3. **ROOT-MCBRIDE BUILDING (1884), 1230-1250 West 6th Street**
 - ◆ Parcels (09-003, 09-046, 09-055, 09-056, 09-057, 09-059)
 - ◆ Condition – Complete historic restoration adaptive reuse for office
 - ◆ 78,000 square feet, 6 floors
4. **NEW YORK COACH BUILDING (Mill Building, 1874), 1266 W. 6th Street**
 - ◆ Parcels (09-047, 09-048, 09-050)
 - ◆ Condition – 09-047 portion, good; historic restoration complete
 - ◆ 20,000 square feet, three floors, rear portion, two floors

6. HOYT BLOCK (1874) , 604-14 St. Clair Avenue

- ◆ Parcels (09-020, 09-019)
- ◆ Condition – Good
- ◆ 37,000 square feet, four floors

7. GARRETSON BUILDING (1875), 604-14 St. Clair Avenue

- ◆ Parcels (09-020, 09-019)
- ◆ Currently 270 employed
- ◆ Condition – Good
- ◆ 23,000 square feet, four floors

The 1987 rehab project consisted of two buildings, the Hoyt Block and Garretson's Building. Hoyt Block was built in 1874 for James Madison Hoyt and his son, Colgate. This building, one of the few remaining stone commercial blocks in Cleveland, had one of the first hydraulic elevators in the City. The Hoyt Block contains offices and first floor retail.

Garretson's, the second building in this project, was constructed in 1875 and named after Hiram Garretson, a partner in Hanna, Garretson and Company, the forerunner to the Hanna Empire. Renovated in 1987, Garretson's Building has been converted into a four-story atrium serving the Hoyt Block.

8. URS CONSULTANTS (Joseph and Feiss Building) (1878), 624-702 St. Clair Avenue

- ◆ Parcel (09-018)
- ◆ Condition – good
- ◆ 40,000 square feet, five floors

HOYT BLOCK, PHASE II

Hoyt Block Phase II consisted of the rehabilitation of the remaining buildings on the north side of St. Clair Avenue. The project combined the Gilcrest and George Worthington Buildings to create 52 residential lofts. The residential component of this project is known collectively as Worthington Square. A courtyard was proposed but not fully completed.

9. WORTHINGTON SQUARE (Gilcrest Building) (1873), 800 St. Clair Avenue

- ◆ Parcel (09-016)
- ◆ 52 apartments, ground floor retail
- ◆ Condition – good

A glass company, a spice company and several clothing companies occupied the Gilcrest Building, built in 1873, in its early years. Two turn-of-the-century tenants altered the second floor windows in non-matching styles. Like its neighbor, the Joseph and Feiss Building, this structure was rehabilitated in 1996 and combined with the George Worthington Building, and contains 52 loft style apartments.

10. WORTHINGTON SQUARE (George Worthington Building) (1882), 802 St. Clair Avenue

- ◆ Parcels (09-015, 09-051, 09-052, 09-053)
- ◆ 52 apartments, ground floor retail
- ◆ Condition – rehabilitated
- ◆ 47,000 square feet, five floors

An excellent example of 1880's architecture, the Worthington Building housed the City's oldest wholesale hardware company, the George Worthington Company. Presently, the building houses loft style apartments with ground floor retail.

PROPOSED PROJECT 11

A row of six existing buildings on the east side of West 9th Street is combined together to become proposed **Project 11**. This would be a combination of retail on the first floors, with approximately 35 housing units on the upper floors. The buildings to be combined into this project are:

- **Takaberry Trunk**
- **Bloch Block**
- **Miller Building**
- **Lakeland Temporary**
- **Seaport Building**

9. TACKABERRY TRUNK (1903) 1267 W. 9th Street – PROJECT 11

- ◆ Parcel 09-007
- ◆ Condition – Undergoing rehabilitation
- ◆ 24,000 square feet, five floors
- ◆ 3 housing units proposed

Currently, the Tackaberry Trunk Building is undergoing rehabilitation. When completed, the building may house ground floor retail with office space above. It is suggested that this be housing instead.

10. BLOCH BLOCK (1868), 1273 W. 9th Street– PROJECT 11

- ◆ Parcels (09-009, 09-008)
- ◆ Condition: Major violations
- ◆ Four floors, 17,000 sq. ft.
- ◆ 2 housing units proposed

Built on the site of the Mariner's Church, the Bloch Block was constructed for S.H. and E. Bloch's wholesale liquor business. The building was partially renovated in 1986.

11. MILLER BUILDING (1880), 1281 w. 9th Street– PROJECT 11

- ◆ Parcel (09-010)
- ◆ Condition: Major violations
- ◆ Four Floors, 10,000 sq. ft.
- ◆ 2 housing units proposed

The Miller Building built in 1880 originally housed a succession of clothing companies. Sunshine and Kaufman, at one time one of the most successful cloak and suit factories in Cleveland, was one of the tenants.

12. LAKELAND TEMPORARY (1880), 1285 w. 9th Street– PROJECT 11

- ◆ Parcel (09-011)
- ◆ Condition: Major violations
- ◆ Two floors, 5,000 sq. ft.
- ◆ 2 housing units proposed

13. NEWMAN BUILDING, (1873), 1293 W. 9th Street– PROJECT 11

- ◆ Parcel (09-012)
- ◆ Currently five employed
- ◆ Condition – major violations
- ◆ Four floors, 15,000 sq. ft.
- ◆ 3 housing units proposed

14. SEAPORT BUILDING, 1299 W 9th Street– PROJECT 11

- ◆ Parcel (09-013)
- ◆ Condition: Major violations
- ◆ 7,000 sq. ft., two floors
- ◆ 2 housing units proposed

15. WORTHINGTON GARAGE (1968), 711 Lakeside Avenue – PROJECT 8

- ◆ Parcels (09-004, 09-003, 09-056, 09-057, 09-059)
- ◆ Condition – Good
- ◆ 103,000 square feet, two floors

The Worthington Garage, originally built to serve the employees of the George Worthington Company, now provides parking for the residents and workers of the Bradley Building and other neighboring buildings. The Worthington Garage can be extended vertically six floors to allow for 170 additional parking spaces and approximately 42 residential units.

16. HOWLAND’S BUILDING (Harry Weinraub, 1868), 1276-78 W. 6th Street

- ◆ Parcel (09-049)
- ◆ Condition – historic restoration
- ◆ Two floors, 4,500 sq. ft.

Built in 1868, the Howland’s Building was named after James Howland, an undertaker whose business was located in this structure. In the 1880’s and 1890’s the building was the site of the Hotel Vanker. The first floor contains a restaurant, with offices on upper floors.

17. CAMPUS SWEATER COMPANY BUILDING (Fred’s), 1280 W. 6th Street

18. CLEVELAND CUTLERY, 1925

- ◆ Parcel (09-049)
- ◆ Condition – Minor violations
- ◆ Two floors

A rehabilitation of the Campus Sweater Company Building includes ground floor retail and a nightclub on the 2nd floor.

19. APARTMENT BLOCK, Corner of West 9th and St. Clair – PROJECT 13

- ◆ Parcel (09-014)

A housing project (for sale type) with structured parking and 1st floor retail is proposed. This might contain up to 40 housing units and 100 parking spaces.

19. KELLER BLOCK (Marshall-Magnate Building)(1880), 1211 W. 9th Street– PROJECT 7

- ◆ Parcel (09-005)
- ◆ Under adaptive reuse construction
- ◆ Condition: Major violations
- ◆ 61,500 square feet, six floors

Historic rehabilitation/adaptive reuse for 41 residential units is under construction, with a 2002 completion date.

20. CLOAK FACTORY – PROJECT 9

- ◆ Parcel (09-003)
- ◆ Under construction, nearly complete
- ◆ Condition: Under restoration
- ◆ Six stories, 83,000 sq. ft.
- ◆ 12 housing units; retail on ground floor

The HWDDC proposed residential development of this narrow building is nearly completed. Retail is planned for the first floor, opening on Lakeside Avenue, with residential apartments above.

21. CORNER OF WEST NINTH STREET AND JOHNSON COURT, THE PARKING LOT BEHIND THE KELLER BLOCK – PROJECT 10

◆ Parcel (09-006)

Residential project with approximately 48 housing units is proposed. A six story building with retail on the first floor facing West 9th Street and a courtyard park to the rear is proposed.

22. COURTYARD WAREHOUSE HOUSING PROJECT – PROJECT 12

◆ Five stories, 161,000 sq. ft.

This project will include structured parking for 101 vehicles in lower levels on Johnson Avenue, with 100 housing units above. Two garden courtyards will be included within the interior of the existing surrounding buildings.

BLOCK THREE

Block Three is bounded by St. Clair Avenue to the north, Superior Avenue to the south, West 6th Street to the east and West 9th Street to the west.

ASSETS - Primarily located in the Rockefeller Building, the 820 Building, and the Johnson Block, this block contains the largest concentration of office space in the District. The Johnson Block, the Burgess Building and the 820 Building exhibit some of the District's finest rehabilitation projects. Large amounts of surface parking exists along West 9th and St. Clair. These open parcels provide an opportunity for several large-scale residential projects and new structured parking.

Frankfort Avenue running east and west through Block 3 has similar qualities as West 4th Street and provides the District with another opportunity for small-scale residential development.

NEEDS - As mentioned above, a large portion of Block 3 consists of surface parking that visually harms the urban continuity of the District. The multiple ownerships of the empty parcels on the northwest corner of the block has greatly discouraged any redevelopment. Currently, both sides of Frankfort Avenue are fronted with parking.

STRATEGIES AND IMPLEMENTATIONS

The majority of development on Block Three must consist of new construction. The northwest corner of the block would require the use of eminent domain to provide a future developer with a usable piece of land for new residential construction. This project would most likely take place after most of the District's existing buildings are redeveloped.

A streetscape improvement plan, similar to those suggested for Johnson Court and West 4th Street, should be implemented on Frankfort Avenue. Low scale housing projects are proposed for the vacant property on both sides of Frankfort.

THE BUILDINGS –

1. CHAMBERLAIN BLOCK, (1854), 1352-1400 West 6th Street

- Parcel (10-029)
- Condition: Good
- 25,000 square feet, four floors

2. JOHNSON BLOCK (1853)

- Parcel (10-050)
- Condition - Good
- Four floors, 26,000 sq. ft.

3. JOBBERS BLOCK (1853)

- Parcels (10-049)
- Condition - Good
- 17,000 square feet, four floors

4. SHANMAN BUILDING (1880), 1396 West 6th Street

- Parcels (10-048)
- Condition - Good
- 20,000 square feet, four floors

The Shanman Building's façade was rehabilitated in 1990. Presently the entire inside of the building is being renovated for future leasing.

Along with the Hilliard Block, the Johnson Block is a rare example of pre-Civil War architecture in Cleveland. Over the years, these buildings housed dry goods and clothing stores, publishers and printers, offices, restaurants, carriage makers, milliners and furriers. Jobber's Block is one of the few surviving stone clad buildings in Cleveland. Levi Johnson, builder of the City's first lighthouse, built Johnson Block. Chamberlain Block, the northern-most building in the group, was constructed for the banking firm of Wick, Otis and Brownell. Chamberlain, Johnson and Jobbers Blocks were collectively rehabilitated in 1989. They contain first floor retail and three stories of offices.

5. L. F. AND S. BURGESS GROCERS (1874), 1406 West 6th Street

- Parcels (10-045)
- Condition - Good
- 16,000 square feet, four floors

The Burgess Grocers Building is an excellent example of Italianate commercial architecture. Black and white marble floors, leaded glass, and hand-painted murals were original features of this building. The Burgess Building, rehabilitated in 1986, contains a first floor retail establishment and three floors of offices.

6. ROCKEFELLER BUILDING (1903), 614 Superior Avenue

- Parcel (10-016)
- Condition – minor violations
- 346,000 square feet, twelve and sixteen floors

The Rockefeller Building is one of the finest examples of the Chicago School of Architecture in Cleveland. It was commissioned by John D. Rockefeller to accommodate Cleveland shipping and banking interests. When completed, it was the tallest structure in the city. Rehabilitated in 1976, the Rockefeller Building is currently the District's largest office building. The exterior has undergone through façade restoration.

7. PERRY-PAYNE BUILDING (1887) 730-50 Superior Avenue

- Parcel (09-018)
- Condition - Excellent
- 114,000 square feet, eight floors

The Perry-Payne Building, designed by architects Cudell and Richardson was completed in 1888. Its original interior skylight atrium and large windows were state-of-the-art in the 1880's. The building is named for Henry B. Payne, a prominent lawyer and railroad executive, and his wife, Mary Payne. The building housed lake shipping and iron companies. Renovated in 1996, the Perry-Payne Building is home to 93 residential lofts and ground floor retail.

8. 820 BUILDING (Brotherhood of Railroad Trainmen) (1921), 820 Superior Avenue

- Parcel (10-019)
- Condition - good
- 45,850 square feet, 10 floors

Originally constructed in 1921 to house the headquarters of the Brotherhood of Railroad Trainmen , a large and influential union, the 820 Building was the last major building constructed in the Warehouse District until the 1990s. The Building was renovated in 1985 and contains offices.

9. HILLIARD BLOCK (1849), 1415 West 9th Street

- Parcel (10-020)
- Condition -Good
- 14,000 square feet, three floors

The oldest building in the Warehouse District, the Hilliard Block was constructed in 1849 to house Hilliard and Hayes, a dry goods and grocery business. Its long gable roof, side parapets, stone piers and lintels

mate it an excellent example of pre-Civil War commercial architecture. Having undergone a complete rehabilitation in 1986, the building currently houses offices. The first floor contains retail space and medical services.

10. NATIONAL LAND TITLE BUILDING, 623 St. Clair Avenue – PROJECT 14

- Parcel (10-028)
- Condition – Good
- One floor

While the building is in good condition, its architectural character is not empathetic to the historic district. This building could be demolished for a future development.

11. LITTLE BAR AND GRILL, 614 Frankfort Avenue

- Parcel (10-039)
- Two floors, 7,900 sq. ft.

12. HYDRA (1854), 820 Frankfort Avenue

- Parcel (10-039)
- One floor, 3,800 sq. ft.

13. PARKING GARAGE, FRANKFORT AVENUE – PROJECTS 15 and 16

- Parcel (10-017)

A parking garage has been discussed for the currently under-used parcel between the Rockefeller and Perry-Payne Building. The building should have first floor retail.

A parking garage to service the Perry-Payne Building, the 820 Building, and the Hilliard Block is probably the best use of the northwest corner of West 9th Street and Frankfort Avenue (Parcel 10-041). First floor retail should be included. New housing could be staged above the structured parking. The proposed projects (15 and 16) would combine to include up to 120 housing units and structured parking for approximately 992 vehicles.

14. HWDDC ACTION AREA – PROJECT 14

- Parcels (10-021, 10-022, 10-024, 10-025, 10-026, 10-027, 10-040, 10-060)

An extensive residential and parking project is proposed by HWDDC for the large, under-used northwest corner of St. Clair, West 9th Street and Frankfort Avenue. The residential building is to front St. Clair Avenue and West 9th Street and Frankfort Avenue with the parking garage occupying the interior of the site. First floor retail is proposed for the building. The proposed project would have up to 315 housing units with about 1,112 parking spaces in a structured garage.

BLOCK FOUR

Block Four is bounded by St. Clair Avenue on the north, West 9th Street on the east, Superior Avenue on the south and West 10th on the west.

ASSETS –This block witnessed the District’s first renovation project in 1975 with the rehabilitation of the Western Reserve Building. The District’s first major new construction projects since 1921 occurred with the completion of the Western Reserve II Building and the Crittenden Garage in 1990. Since 1990: Crittenden Court Apartments, Kirkham Place Townhouses; first for sale housing in Warehouse District within a few years, Block Four’s greatest asset is its location. The natural topography offers striking views of the Cuyahoga River and the Flats.

NEEDS –The vacant parcels in the northwest corner of the block are currently undeveloped. Development over the Crittenden Garage.

Strategies and Implementation – The site at the corner of West 10th and St. Clair should be developed. The Crittenden Garage was built to support a structure above. HWDDC would strongly encourage the construction of a new hotel on this site.

THE BUILDINGS –

1. KIRKHAM PLACE TOWNHOUSES, West 10th Street

- ◆ 6 units, 3 stories, 875 sq. ft. each

Kirkham Place Townhouses completed in 1998 became downtown Cleveland’s first fee-simple residential units to be constructed in over 100 years.

2. THE LORENZO CARTER (1853), 1370-74 West 9th Street

- ◆ Parcel (14-001)
- ◆ Condition – Good
- ◆ 22,000 square feet, four floors

The Lorenzo Carter, Gram’s and Hart Buildings are known together as the Lorenzo Carter. The Lorenzo Carter Building was built for William Hart, a cabinetmaker. Constructed in 1853, this building received major exterior alterations in 1869. The Lorenzo Carter Building, rehabilitated in 1986, contains offices and first floor retail. Although the front façade of this building was rehabilitated in 1986, the rear is in need of additional work.

3. GRAM’S BUILDING (Part of Lorenzo Carter)

- ◆ Parcels (14-001)
- ◆ Condition – Good
- ◆ Four floors, 17,000 sq. ft.

HWDDC would strongly recommend the refinement of the mansard roof on Gram’s Building.

4. HART BUILDING, 1374 West 9th Street

- ◆ Parcels (14-025)
- ◆ Condition – Good
- ◆ Currently six residential units for sale
- ◆ Five floors, 12,000 sq. ft.

In 1869, the Hart Building, a tin-clad wood frame building, filled the nine-foot alley next to Lorenzo Carter. Exterior rehabilitation occurred in 1986, yet the mansard roof still needs additional renovation work.

5. PARISH-WORTHINGTON BUILDING (1854), 1382 West 9th Street

- ◆ Parcels (14-002)
- ◆ Condition – Good
- ◆ Four floors, 17,600 sq. ft.

The Parish-Worthington Building considered part of the Crittenden Block was rehabilitated in 1991 and contains offices and first floor retail.

6. CRITTENDEN BLOCK (1868), 1382 West 9th Street

- ◆ Parcel (14-002)
- ◆ Condition – Good
- ◆ Four floors, 24,000 sq. ft.

The Crittenden Block was built in 1868 for a leading Cleveland jeweler, N.E. Crittenden. Other early tenants included wholesale boot and shoe, spice, millinery, and drug companies. The building was renovated in 1990. The Crittenden Block contains offices with first floor retail.

7. CRITTENDEN GARAGE (1990), 1382 West 9th Street- PROJECT 17

- ◆ Parcels (14-004, 14-009, 14-023, 14-024)
- ◆ Condition – Good
- ◆ 614 spaces

Constructed in 1990, the Crittenden Garage was built to service employees of the Western Reserve II. The garage was constructed to support a building above and would offer a developer a unique site for apartment or hotel uses. **Project 17** proposes that the surface parking portion of the Crittenden Garage facing on West 9th Street be replaced with a twelve-story building containing up to 120 housing units.

8. WESTERN RESERVE II, 91990), 1468 West 9th Street

- ◆ Parcels (14-010, 14-011)
- ◆ Condition – Good
- ◆ 17,000 square feet, eight floors

Completed in 1990, Western Reserve II is a modern addition to the Western Reserve Building. The addition contains eight floors of office and retail space.

9. WESTERN RESERVE BUILDING (1891), 1462-68 West 9th Street

- ◆ Parcel (14-012)
- ◆ Condition – Good
- ◆ 145,000 square feet, eight floors

The Western Reserve Building, designed by Daniel Burnham, was built in 1891 for Samuel Mather, with Pickands, Mather and Company as the primary tenant. Part of the Settler's Landing Project, the Western Reserve Building was renovated in 1975 and contains eight floors of office and retail space. Unfortunately, the Western Reserve Building's exterior is slowly decaying. The owners of the building undertook a study to rehabilitate the building's exterior and HWDDC would urge the building owner's to follow up on the study's recommendations.

10. RIVERBEND CONDOMINIUMS

Technically, the 40 Unit River Bend Condominiums lie outside the Warehouse District. However, the residential nature and the proximity of the condominiums influence the District.

11. **CRITTENDENT COURT APARTMENTS (1995), 1382 West 9th Street**

◆ Parcels (14-028, 14-002, 14-003)

The first apartment building constructed in downtown Cleveland in over 30 years, the Crittenden Court Apartments was completed in 1996. This 208-unit building also contains ground floor retail. An archaeological dig that was conducted in the fall of 1994 revealed that historically the site was home to pharmaceutical interests. The dig also uncovered the foundations of two 1830's houses.

BLOCK FIVE

Block Five is bounded by Main Avenue (Main Avenue Bridge) on the north, St. Clair Avenue on the south, West 9th Street on the East, and West 10th Street on the west.

ASSETS – This Block is occupied by three large, brick former warehouse buildings with brick exteriors, all occupying parcels extending down the hillside from West 9th Street to West 10th Street, and four paved parking lots. The parking lots largely serve occupants of the buildings, but two are open to the general public.

Block Five has sidewalk landscaping trees and attractive decorative fencing, where appropriate, along West 9th and West 10th. Streets.

There is an important point of historical interest in addition to the former warehouse buildings. It is the site where Cleveland Main Lighthouse stood in the 19th century, near what is now the corner of West 9th Street and Main Avenue. The steps that led to the lighthouse remain. A fitting historical tribute, perhaps a sculpture and a small visitor-friendly park with benches at the site, all provided by a public/private partnership, would provide an interesting highlight to traffic on the Main Avenue ramp as it slows and enters the District at the West 6th Street-Lakeside intersection.

A station for the RTA Waterfront rail line is located across West 10th Street from the National Terminals Buildings. It offers low-cost, convenient transportation to National Terminals residents wanting to travel to the Terminal Tower area or the East 9th Street government and business centers, or to Cleveland Hopkins Airport and other Cleveland destinations served by RTA. Bridgeview residents may find the Settler's Landing station nearer and more convenient at the west lower level of the building.

NEEDS-Successful residential development is completed or well underway in two buildings in Block Five, but more commercial utilization of available space is needed. The National Terminals building has commercial space on the first floor facing West 10th Street, but it is only partially occupied. There is greater occupancy and retail success during the height of the summer traffic in the Flats.

Traffic flow and improved pedestrian safety, particularly on streets leading into and out of the Warehouse District and into the Flats, needs attention. The need is especially visible during rush hours, on weekend evenings, and when there are events at Cleveland Browns Stadium, Jacobs Field, and Gund Arena. Traffic backups are well known and documented. Rush hour traffic occurs as downtown workers cut through the Flats from the suburbs to park in the Warehouse District to get to their offices in the morning. Later in the day, the reverse occurs.

Heavy traffic caused by professional sports and entertainment events taxes Warehouse District Streets. West St. Clair Street, West 10th Street, Main Avenue, and West 9th Street are heavily affected in Block Five. Also affected are Front Avenue and West 10th Street, between St. Clair and West Superior, which funnel traffic into Block Five. Appropriate action, including improved traffic control lights and signs, and improved street pedestrian aids by the City of Cleveland Traffic Engineering Department could alleviate the situation.

THE BUILDINGS –

1. OTIS TERMINALS, (Bridgeview Apartments) 1300 West 9th Street.

- ◆ Actually four separate interconnected buildings, Otis Terminals has undergone restoration and conversion to residential, with completion in 2000; restaurants and other retail uses are found in the West 9th Street level.
- ◆ Built in 1911, expanded 1918, by the William Edwards Co., ad wholesale grocery business.
- ◆ Parcels (13-004, 130-005)
- ◆ Various levels, 6 to 9 Floors, 68,900 sq. ft.
- ◆ 249 Apartments (approximately 500 residents)
- ◆ Interior parking for residents on lower levels, 217 spaces plus 10 handicap spaces
- ◆ 3 retail spaces
- ◆ Condition: Excellent

2. W. BINGHAM BUILDING, 1278-1298 West 9th Street- PROJECT 18

The proposal for this project would see this large warehouse converted to 321 housing units with 331 parking spaces within the existing building.

- ◆ Eight floors, no restoration, with limited business use including first-level civic offices, upper floors largely used for commercial storage or vacant.
- ◆ Built in 1915 for the Bingham Company, a Cleveland hardware firm. The building was the largest single unit for hardware merchandising in the world.
- ◆ Parcel 13-003
- ◆ The Bingham Building is the largest building in the Warehouse District that remains to be restored and developed. It is currently in the final stages of a feasibility study and pre-bid drawings.
- ◆ Condition: Good

3. NATIONAL TERMINALS, 1200 West 9th Street.

- ◆ Multi-level warehouse building with six floors fronting on West 9th Street and extending to West 10th Street. Restoration and conversion to 250 residential units and retail use was completed in 1997.
- ◆ Built in 1916 for the West 9th Terminals Company; from the mid-1920's to the 1980's it was home to the National Terminals Company.

4. PARKING LOT Between Bingham Building and National Terminals Apartments, West 9th Street – PROJECT 19

The proposal for this project would see this parking lot filled with a new housing project. The east end of the project would have first floor retail facing West 9th Street. Housing would be on all floors above. The west end would have retail on the ground floor, several floors of structured parking and twin housing towers rising above. Between these two east-west building structures would be a series of townhouse apartments and a public garden on the rooftop of a large structured parking garage for about 809 vehicles. There would be about 17 townhouse units and another 163 housing units in the end buildings.

BLOCK SIX

Block Six is bounded by Front Street on the north, West 9th on the east, the Main Avenue Bridge to the south, and West 10th to the west.

ASSETS – Like Blocks Four and Five, Block Six benefits from its topography. Views to Lake Erie and the Cuyahoga River are a significant asset to any new residential development here. The block also has two existing buildings in good condition. The Renaissance Building is considered a completed restoration.

NEEDS:

1. Most of the block is covered by surface parking and therefore is under-utilized.
2. Art American Building is not fully restored.
3. Lacks cohesive connection with the East Bank Flats Area Entertainment District.
(Has a large unrelieved sea of parking separating the Warehouse District and the Flats.)
4. It is anticipated that the multi-purpose path connecting to the Cuyahoga Valley Recreation Area and North Coast Harbor area will pass through this block.

STRATEGIES AND IMPLEMENTATION:

- ◆ In general, the large parcels of surface parking should be developed for high use residential with structured parking below with first floor retail.
- ◆ Structural parking should be shielded and attractively expressed.
- ◆ The focus of new construction should be on home ownership type housing where possible.
- ◆ The Art American Building should be restored to original historic character.
- ◆ Support and help facilitate the achievement of a multi-purpose path to Cuyahoga Valley Recreation area and North Coast Harbor.
- ◆ Implement an enhanced streetscape and provide first floor retail where possible to provide a better pedestrian connection between the Flats and the Warehouse District.
- ◆ Total potential new housing in block six is 250 to 600 units

THE BUILDINGS –

1. RENAISSANCE BUILDING (1880)

- ◆ Parcel (12-001)
- ◆ Currently 38 employed
- ◆ Condition: Good
- ◆ 21,000 sq. ft., 3 floors
- ◆ The Renaissance Bldg., restored in 1986, consists primarily of office space.
- ◆ This should be considered for conversion to residential use.

2. ART AMERICAN BUILDING (1912)

- ◆ Parcel (12-003)
- ◆ Condition: Minor violations/Good condition
- ◆ 4 floors, 40,000 sq. ft.
- ◆ The Art American Building, while in good condition, needs to achieve an exterior restoration including cleanup of the masonry. Long term the preferred use of the building is housing with first floor retail, although commercial use is acceptable.

PROPOSED PROJECTS

HOUSING PROJECT (proposed)-PROJECT 21

- ◆ Parcel (12-002)
- ◆ A residential condominium building of 45 units, with first floor retail is proposed for vacant parcel directly south of the Renaissance Building. A small park will fill out the remaining space north of the Art American Building.

EXISTING NORTHWEST PARKING LOT- PROJECT 20

- ◆ It is envisioned that this structure may be in the range of 20-stories in height.
- ◆ The housing at this site will need appropriate acoustical shielding from the adjacent Main Avenue Bridge. Approximately 500 housing units could be built in this space.
- ◆ The Warehouse District will need to add parking in order to support this project and replace lost surface parking presently servicing the Warehouse District. Therefore, structured parking is proposed here with 1,440 parking spaces.
- ◆ The site is ideal for structured parking for several reasons:
 - a. The site sits down below the bluff therefore shielding the parking from the majority of the Warehouse District.
 - b. The parking structure also can serve as a platform to raise the housing above the Main Avenue Bridge to offer views to south.
- ◆ Approximately five (5) levels of parking is envisioned to provide parking for the proposed housing and retail of this development. In addition, it needs to replace lost parking presently serving the District and provide some additional parking to aid future development, particularly, a proposed new construction development to the south of the existing Renaissance Building.
- ◆ The preference for primary uses on this site are in order of preference:
 - a. New for-sale housing
 - b. New luxury housing
 - c. Hotel
 - d. Entertainment
 - e. Office
- ◆ Parking structure should be attractively shielded.
- ◆ On the north and west face of the garage housing should be located with retail on the first floor along the street faces.
- ◆ Parcels (12-00-1, 12-004)

This parking lot located at the southeast corner of W. 10th Street and Front Avenue provides an excellent opportunity to achieve several key objectives for the Warehouse District Development.

- a. Achieve a large residential use density with a range of 500 housing units. Preferably these housing units will be condominium home ownership type. With the extraordinary views of Lake Erie and the Cuyahoga River as well as convenience to Downtown amenities, this site is one of the best housing development sites in the City.

BLOCK SEVEN

Block Seven is bounded by Front Avenue to the north, West 3rd to the east, Lakeside Avenue to the south, and West 9th to the west. The block is bisected by the Main Avenue Bridge.

ASSETS – The Bardons and Oliver Building has recently been renovated for apartments. Most of the units take advantage of the unobstructed lake views. The Courthouse Square Building on the southeast corner of the block has also been renovated.

With the existing views of Lake Erie and downtown Cleveland, the parcels along Front Avenue offer the District a prime location for large-scale residential development.

NEEDS:

The Main Avenue Bridge bisects the block and leaves behind an excess of surface parking and unusable space. The bridge also creates a noise problem that must be addressed in the designs of any future residential construction.

STRATEGIES AND IMPLEMENTATION:

THE BUILDINGS –

1. **CROWN BUILDING** (Courthouse Square) 1915, 304-20 Lakeside Avenue
 - ◆ Parcel (08-002, 08-003)
 - ◆ Condition: Good
 - ◆ 102,000 sq. ft., 7 floors
 - The Crown Building was built in 1915 for the owners of Cleveland's now defunct Bailey Department Store. Courthouse Square, restored in 1990, took advantage of its proximity to the County Courthouse and the Justice Center. The building consists of 100,000 sq. ft. of office and retail space.
2. **CROWN ANNEX BUILDING** (1919) , **HWH Building (Worldcom)– PROJECT 25**
 - ◆ Parcels (08-010, 08-003)
 - ◆ 91,000 sq. ft., 7 floors
 - ◆ Commercial use is proposed to continue for the Crown Annex
 - ◆ First floor retail is also proposed.
 - ◆ This building changed ownership in 1999 and is now the HWH Worldcom Building.
3. **HOTEL SITE– PROJECT 26**
 - ◆ Parcel (08-005)
 - ◆ Former building razed – excavation has been filled, construction halted, and grass planted.

4. BARDONS & OLIVER BUILDING (1899, 1912)

- ◆ Parcel (08-006)
- ◆ Condition: good
- ◆ 87 units
- ◆ 4 floors, 6 floors, 94,000 sq. ft.
- ◆ The Bardons & Oliver Buildings have been renovated into apartments.

PROPOSED PROJECTS

APARTMENTS – PROJECTS 22, 23, and 24

Parcels (02-007, 08-008, 08-009, 08-010)

Three large apartment buildings are proposed for the south side of Front Avenue. Small parks lining with the axis of West 6th Street, are proposed between the two apartment buildings and to the west of the proposed office/hotel. This park will provide Warehouse District residents with a view of the docks and Lake Erie.

The proposed apartment buildings would contain both housing and parking as follows:

- Project 22 – approximately 60 housing units with about 90 parking spaces
- Project 23 – approximately 60 housing units with about 100 parking spaces
- Project 24 – approximately 264 housing units with about 848 parking spaces

BLOCK EIGHT

Block Eight is bounded by St. Clair Avenue to the north, West 3rd Street to the east, Superior Avenue to the south, and West 6th Street to the west. Frankfort Avenue, in an east/west direction, bisects the block in half.

ASSETS – This block’s greatest asset is its proximity to Public Square. Although this block is not included in the official National Register District, this block has several implications for the District. Due to the large amount of underused land on this block, any new developments could have serious implications for the Warehouse District.

NEEDS -This block is currently underdeveloped and consists of surface parking. The southern block should serve as the connection to Public Square and the entry to the Warehouse District. Newly constructed buildings on this block must also make the height transition of tall skyscrapers at Public Square to the lower scale buildings of the Warehouse District.

STRATEGIES AND IMPLEMENTATION – Until new infill construction is built, screening of surface parking should be enforced. Because of the size of the block, it affords a number of creative opportunities for future development. Described in brief below are some of the development strategies that HWDDC would favor.

The northern block could be subdivided into two blocks by an extension of West 4th Street to Frankfort Avenue. This will create an intimate, secondary street system within the grid of streets. If the street is extended, the western block can be developed as townhouses fronting West 6th Street and the newly extended West 4th Street. It should be noted that if West 4th Street is not extended, HWDDC would not be opposed to the construction of townhouses.

If the block between St. Clair and Frankfort Avenues remains intact, HWDDC would recommend the construction of a tower in the middle of the block with a low base around the block’s perimeter. HWDDC feels it is important that the low scale, pedestrian nature of West 6th Street and St. Clair Avenues remains intact. For this reason, HWDDC would encourage taller buildings on West 3rd Street as well as new construction that could occur on the Public Square side of the block.

Although earlier plans called for the development of a public park on the southwest corner of West 6th and St. Clair, this is no longer an option as such a venture would not be economically feasible.

The southern block would present a developer with an opportunity to construct a large-scale building that would relate to the buildings found at Public Square and Superior Avenue. A variety of uses would be appropriate for this block including office, hotel, residential, retail and parking.

This block also offers an excellent opportunity to achieve structured parking and is considered a high priority on this site. In general, where the development parcels are large enough to develop an efficient parking structure, it should be achieved with the mission of replacing any lost parking and providing additional parking for any needs created by the development of the parcel. Parking should be designed to achieve additional parking to help provide for future developments which do not have the ability to achieve efficient parking on their sites.

The preferred development options for these sites contain housing with structured parking that is visually shielded with retail on the 1st floor front public streets.

The existing building on the southwest corner of West 3rd Street and St. Clair should have the metal cladding removed and historically rehabilitated and adaptively reused for housing on upper floors and retail on the 1st floor. The other building in this block, the former RTA/Greyhound Bus Building has been recently razed, allowing for future development of this site

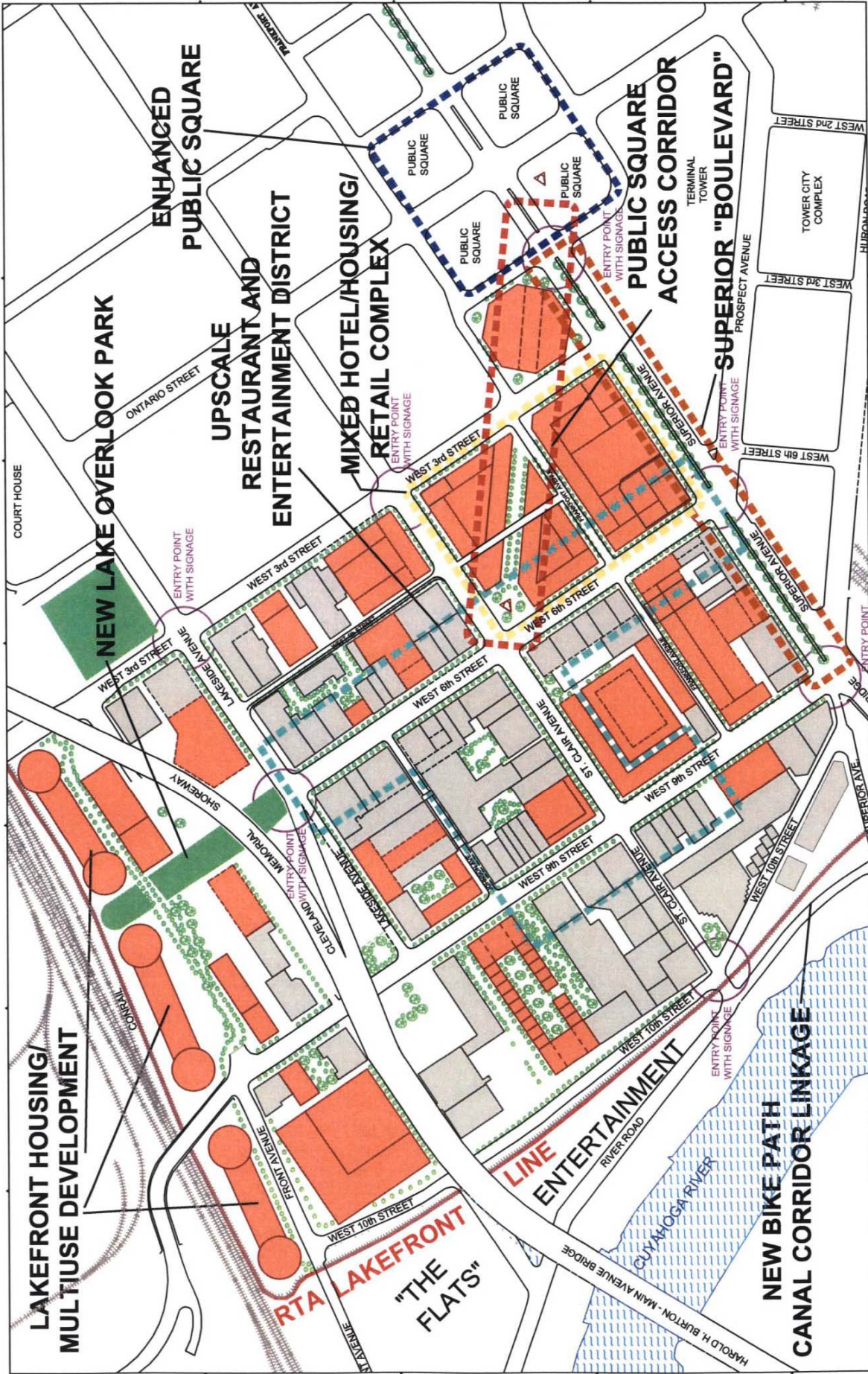
The existing parking garage at the northeast corner of Superior Ave., and West 6th Street is inefficient and deteriorating and should be removed as new development comes on line.

MASTER PLAN

SUMMARY **MASTER PLAN**

This Master Plan for the Historic Warehouse District of Cleveland proposes twenty-nine separate projects for the continued redevelopment of the district. The main thrust of these projects would be to utilize the many surface parking lots for new buildings. First-floor street fronts would provide new retail spaces. Parking would be in structures to the rear. Upper floors would be primarily used for new housing, but may also be used for offices, depending on the market demand. Maps CG-1, Proposed Use Ground Floor, and CU-1, Proposed Use Upper Floors, illustrate the proposed location of these uses. Also shown (CG-1) is a proposed new Hike/Bike way, as well as new landscaping and proposed parks and green spaces. Notable is the widening and streetscaping changes to West Fourth Street, a Lighthouse Park at West Ninth Street near the Main Avenue Bridge, and a larger “focal-point” park at the northern end of West Sixth Street overlooking the lake. Map LS-1 is a detail of the proposed landscaping.

The numbered areas on map DP-1 reference projects proposed in this study. Some of these are proposed changes of use in existing buildings (2, 6, 8, 9, 18, and 21). Most, however, propose new construction. Although this is not an architectural design study, we strongly recommend that all new construction be a harmonious reflection of the historic nature of the district, both in scale and character. Map DP-2 shows the current status of the twenty-nine proposed projects. Map DP-3 gives the proposed story height for these projects.



<p>CP-1</p> <p>2002</p>	<p>CONCEPT PLAN</p>	<p>MASTER PLAN</p>	<p>THE HISTORIC WAREHOUSE DISTRICT DEVELOPMENT CORP.</p>	<p>SA SANDWICK ARCHITECTS INC. SUITE 201 PARK PLACE 1285 WEST SIXTH STREET CLEVELAND, OHIO 44113 (216) 621-8055 FAX NO. (216) 687-1814</p>
-------------------------	---------------------	--------------------	--	--

PROPOSED PROJECTS

This Master Plan includes twenty-nine proposed projects. An attempt has been made to blend new structure heights with existing building heights. (Shown in Map EB-1). Proposed building heights of new structures are shown in Map DP-3. The Project locations are shown in Map DP-1. Map DP-2 shows the current project status. Some are in the construction phase, while others are under consideration or recently proposed.



EB-1



**EXISTING BUILDINGS
STORIES**

MASTER PLAN

**THE HISTORIC
WAREHOUSE DISTRICT
DEVELOPMENT CORP.**

SANDVICK ARCHITECTS INC.
SUITE 201 PARK PLACE
1265 WEST SIXTH STREET CLEVELAND, OHIO 44113
(216) 621-8055 FAX NO. (216) 687-1814





DP-1
2002

NEW DEVELOPMENT
PROJECT NUMBERS

MASTER PLAN

THE HISTORIC
WAREHOUSE DISTRICT
DEVELOPMENT CORP.

SA
SANDVICK ARCHITECTS INC.
SUITE 201 PARK PLACE
1285 WEST SIXTH STREET CLEVELAND, OHIO 44113
(216) 421-8055 FAX NO. (216) 667-1814



DP-2

2000

**NEW DEVELOPMENT
PROJECT STATUS**

MASTER PLAN

**THE HISTORIC
WAREHOUSE DISTRICT
DEVELOPMENT CORP.**

SANDWICK ARCHITECTS INC.
SUITE 201 PARK PLACE
1286 WEST SIXTH STREET CLEVELAND, OHIO 44113
(216) 821-8025 FAX NO. (216) 867-1814



- A** IN CONSTRUCTION
- B** IN DEVELOPMENT PHASE
- C** FUTURE DEVELOPMENT SITES

PROPOSED PROJECTS

PROJECT 1 - Townhouse Infill Building-New Construction

- **Location:** West 6th Street, East side
- **Current Use:** Parking Lot
- **Proposed Uses:** Townhouse Apartments, Retail
- **Stories:** 4
- **First Floor:** Retail
- **Upper Floors:** Housing
- **Retail:** 3,300 square feet
- **Housing:** approximately 4 units
- **Parking:** None in building
- **Status:** Proposed

PROJECT 2 - Erie Building – Adaptive Reuse Conversion

- **Location:** West 4th Street, West side
- **Current Use:** Vacant Warehouse
- **Proposed Uses:** Retail, Apartments
- **Stories:** 6
- **First Floor:** Retail
- **Upper Floors:** Housing
- **Retail:** 7,635 square feet
- **Housing:** approximately 18 units
- **Parking:** None in building
- **Status:** Under construction

PROJECT 3 - Housing, Retail, Parking with Tower – New Construction

- **Location:** West 3rd Street, West side
- **Current Use:** Parking Lot
- **Proposed Uses:** Retail, Apartments, Structured Parking
- **Stories:** Front Section – 8 stories; Tower – 20 stories
- **First Floor:** Retail in front, structured parking in tower section
- **Upper Floors:**
 - Front Section-Housing on floors 2-8
 - Tower Section – Parking on floors 2-5, Housing on floors 6-20
- **Retail:** 4,708 square feet
- **Housing:** approximately 135 units
- **Parking:** approximately 160 spaces
- **Status:** Proposed

PROJECT 4 - Liberty Textile Building – Adaptive Reuse Conversion

- **Location:** West 3rd Street, East side
- **Current Use:** Vacant
- **Proposed Uses:** Retail, Apartments
- **Stories:** 4 stories
- **First Floor:** Retail
- **Upper Floors:** Housing
- **Retail:** 5,400 square feet
- **Housing:** approximately 10 units
- **Parking:** None in building
- **Status:** Proposed

PROJECT 5 - Housing, Retail, Parking – New Construction

- **Location:** Between West 3rd Street and West 4th Streets
- **Current Use:** Parking Lot
- **Proposed Uses:** Retail, Apartments, Structured Parking
- **Stories:** 6 stories
- **First Floor:** Retail in front, structured parking rear
- **Upper Floors:**
Front Section-Housing on floors 2-6
Rear Section – Parking on floors 1-6
- **Retail:** 4,400 square feet
- **Housing:** approximately 18 units
- **Parking:** approximately 270 spaces
- **Status:** Proposed

PROJECT 6 - Housing, Retail, Parking – New Construction

- **Location:** St. Clair Ave., between West 3rd & West 4th Streets
- **Current Use:** Parking Lot
- **Proposed Uses:** Retail, Apartments, Structured Parking
- **Stories:** 8 story parking, 9 to 20 story housing
- **First Floor:** Retail on W.3rd St.& St. Clair Ave., Housing on W.4th St., structured parking to the rear
- **Upper Floors:**
St. Clair Ave. & W. 3rd. St. Section-Housing on floors 2-8
W. 4th St. Section – Housing on floors 1-6
Rear Section – Parking on floors 1-8; Housing in tower, floors 9-20
- **Retail:** 5,400 square feet
- **Housing:** approximately 252 units
- **Parking:** approximately 440 spaces
- **Status:** Proposed

PROJECT 7 - Marshall-Magnate Building (Keller Block) – Adaptive Reuse Conversion

- **Location:** SE Corner of Lakeside Avenue and West 9th Street
- **Current Use:** Vacant Building
- **Proposed Uses:** Apartments
- **Stories:** 6 stories
- **First Floor:** Housing
- **Upper Floors:** Housing on floors 2 - 6
- **Retail:** None
- **Housing:** approximately 41 units
- **Parking:** None in Building

PROJECT 8a - Structured Parking – Rehabilitation Construction
PROJECT 8b - Housing above Parking – New Construction

- **Location:** Between Lakeside Ave. & Johnson Ave.
- **Current Use:** Structured Parking currently under rehabilitation
- **Proposed Uses (Project 8b):** Apartments
- **Stories:** Currently 6 stories; **8b:** 6 stories on Lakeside end; 20 story central tower behind
- **First Floor:** Structured parking
- **Upper Floors:**
Front Section-Housing on floors 1-6
Rear Section – Parking on floors 1-2
Tower Section – Housing on floors 6 - 20
- **Retail:** None
- **Housing:** approximately 42 units
- **Parking:** approximately 170 spaces
- **Status:** Under construction, completion in 2002

PROJECT 9 - Cloak Factory – Adaptive Reuse Conversion

- **Location:** Between Lakeside Ave. & Johnson Ave.
- **Current Use:** Vacant Building
- **Proposed Uses:** Apartments
- **Stories:** 6 stories
- **First Floor:** Housing
- **Upper Floors:** Housing
- **Retail:** None
- **Housing:** approximately 12 units
- **Parking:** None
- **Status:** Under construction, nearly completed

PROJECT 10 - Housing, Retail, Parking – New Construction

- **Location:** Corner of West 9th Street & Johnson Avenue
- **Current Use:** Parking Lot
- **Proposed Uses:** Retail, Apartments with courtyard park
- **Stories:** 6 stories
- **First Floor:** Retail on W.9th St.; Housing on Johnson Ave.
Upper Floors: Housing
- **Retail:** 8,560 square feet
- **Housing:** approximately 48 units
- **Parking:** None
- **Status:** Proposed

PROJECT 11 - Housing, Retail – Adaptive Reuse Conversion

- **Location:** West 9th Street, East side
- **Current Uses:** Retail, Office, Vacant
- **Proposed Uses:** Retail, Apartments
- **Stories:** Varies from 2,4 and 5 stories
- **First Floor:** Retail
- **Upper Floors:** Housing
- **Retail:** 21,777 square feet
- **Housing:** approximately 35 units
- **Parking:** None
- **Status:** Proposed

PROJECT 12 – Courtyard – Adaptive Reuse Conversion

- **Location:** Johnson Avenue
- **Current Use:** Retail, Vacant
- **Proposed Uses:** Structured Parking, Apartments
- **Stories:** 5 stories
- **First Floor:** Structured parking
- **Upper Floors:** Parking on floors 1-?; Housing on floors ?-?
- **Retail:** None
- **Housing:** approximately 100 units
- **Parking:** approximately 101 spaces
- **Status:** Proposed

PROJECT 13 - Housing, Retail, Parking – New Construction

- **Location:** NE Corner of West 9th Street and St. Clair Avenue
- **Current Use:** Parking Lot
- **Proposed Uses:** Retail, Apartments, Structured Parking
- **Stories:** 6 stories
- **First Floor:** Retail on street fronts, structured parking rear
- **Upper Floors:** Housing on floors 6-10 in tower; parking behind on floors 1-5
- **Retail:** 5,400 square feet
- **Housing:** approximately 30 units
- **Parking:** approximately 327 spaces
- **Status:** Proposed

PROJECT 14 - Housing, Retail, Parking with Tower – New Construction

- **Location:** Remainder of block bounded by St. Clair Ave., Frankfort Ave., West 6th Street & West 9th Street
- **Current Use:** Parking Lot
- **Proposed Uses:** Retail, Apartments, Structured Parking
- **Stories:** St. Clair & W. 9th St. Building -6 stories; Frankfort Ave. Building – 4 stories; Interior building - 5 stories with 15 story tower above
- **First Floor:**
W. 9th & St. Clair Ave. Building - Retail
Frankfort Ave. Building – Housing
Interior Building - Structured parking
- **Upper Floors:**
W. 9th & St. Clair Building -Housing on floors 2-8
Frankfort Ave. Building – Housing on floors 1-4
Interior Building – Parking on floors 1-5; Housing in Tower floors 6-20
- **Retail:** 25,360 square feet
- **Housing:** approximately 350 units
- **Parking:** approximately 1,112 spaces
- **Status:** Proposed

PROJECT 15 - Housing, Retail, Parking – New Construction

- **Location:** Frankfort Avenue, between West 6th Street & West 9th Street
- **Current Use:** Parking Lot, Structured Parking Garage
- **Proposed Uses:** Retail, Apartments, Structured Parking
- **Stories:** 4 stories on street faces; 5 story parking behind
- **First Floor:**
Retail on W. 6th St. & W. 9th St.
Housing on Frankfort Avenue
Structured parking behind
- **Upper Floors:**
Front Section-Housing on floors 2-4
Rear Section – Parking on floors 1-5
- **Retail:** 13,500 square feet
- **Housing:** approximately 76 units
- **Parking:** approximately 240 spaces
- **Status:** Proposed

PROJECT 16 - Housing, Retail, Parking – New Construction

- **Location:** St. Clair Avenue
- **Current Use:** Parking Lot
- **Proposed Uses:** Retail, Apartments, Structured Parking
- **Stories:** 12 stories on St. Clair; 5 stories behind
- **First Floor:** Retail in front, structured parking rear
- **Upper Floors:**
Front Section-Housing on floors 2-12
Rear Section – Parking on floors 1-5
- **Retail:** 5,400 square feet
- **Housing:** approximately 44 units
- **Parking:** approximately 248 spaces
- **Status:** Proposed

PROJECT 17 - Housing, Retail – New Construction

- **Location:** West 9th Street, West side
- **Current Use:** Parking Lot
- **Proposed Uses:** Retail, Apartments
- **Stories:** 12 stories
- **First Floor:** Retail
- **Upper Floors:** Housing on floors 2-12
- **Retail:** 17,100 square feet
- **Housing:** approximately 120 units
- **Parking:** None in building
- **Status:** Proposed

PROJECT 18 - Bingham Building – Adaptive Reuse Conversion

- **Location:** West 9th Street
- **Current Use:** Offices
- **Proposed Uses:** Retail, Apartments, Structured Parking
- **Stories:** 8 stories on W. 9th St.; 12 stories behind
- **First Floor:** Retail in front, parking rear inside
- **Upper Floors:**
 - Front Section-Housing on floors 2-8
 - Rear Section – Parking on floors 1-5
- **Retail:** 10,400 square feet
- **Housing:** approximately 321 units
- **Parking:** approximately 331 spaces
- **Status:** Feasibility study complete, pre-bid stage

PROJECT 19 - Housing, Retail, Parking – New Construction

- **Location:** West 9th Street, West side
- **Current Use:** Parking Lot
- **Proposed Uses:** Retail, Apartments, Structured Parking
- **Stories:** 10 stories on W. 9th St.; 15 stories on W. 10th St., variable townhouse stories between
- **First Floor:** Retail on W. 9th St & W. 10th St., townhouses with first floor parking
- **Upper Floors:**
 - W. 9th St. Section-Housing on floors 2-10
 - W. 10th St. twin towers – Housing on floors 2-15
 - Townhouse housing between
- **Retail:** 29,500 square feet
- **Housing:** approximately 180 units
- **Parking:** approximately 809 spaces
- **Status:** Proposed

PROJECT 20 - Housing, Retail, Parking – New Construction

- **Location:** SE corner of West 10th Street & Front Avenue
- **Current Use:** Parking Lot
- **Proposed Uses:** Retail, Apartments, Structured Parking
- **Stories:** 20 stories on north and west edge; 5 story structured parking
- **First Floor:** Retail on W. 10th St. & Front Ave.; structured parking behind
- **Upper Floors:**
 - Front Section-Housing on floors 2-20
 - Rear Section – Parking on floors 1-5
- **Retail:** 41,000 square feet
- **Housing:** approximately 545 units
- **Parking:** approximately 1,440 spaces
- **Status:** Proposed

PROJECT 21 - Housing, Retail, Parking – New Construction

- **Location:** West 9th St., West side
- **Current Use:** Parking Lot
- **Proposed Uses:** Retail, Apartments
- **Stories:** 10 stories
- **First Floor:** Retail
- **Upper Floors:** Housing on floors 2-10
- **Retail:** 7,000 square feet
- **Housing:** approximately 45 units
- **Parking:** None in building
- **Status:** Proposed

PROJECT 22 - Housing, Retail, Parking – New Construction

- **Location:** Between West 6th Street & West 9th Street, north of Shoreway
- **Current Use:** Parking Lot
- **Proposed Uses:** Apartments, Structured Parking
- **Stories:** 8 stories
- **First Floor:** Structured parking
- **Upper Floors:** Parking on 2; Housing on floors 3-8
- **Retail:** None
- **Housing:** approximately 133 units
- **Parking:** approximately 100 spaces
- **Status:** Proposed

PROJECT 23 - Housing, Parking – New Construction

- **Location:** Between West 6th Street & West 9th Street, north of Shoreway
- **Current Use:** Parking Lot
- **Proposed Uses:** Apartments, Structured Parking
- **Stories:** 8 stories
- **First Floor:** Structured parking
- **Upper Floors:** Parking on 2; Housing on floors 3-8
- **Retail:** None
- **Housing:** approximately 60 units
- **Parking:** approximately 100 spaces
- **Status:** Proposed

PROJECT 24 - Housing/Hotel, Retail, Parking – New Construction

- **Location:** Between West 3rd Street & West 6th Street, north of Shoreway
- **Current Use:** Parking Lot
- **Proposed Uses:** Apartments or hotel, Structured Parking
- **Stories:** 20 stories
- **First Floor:** Structured parking
- **Upper Floors:** Parking on 2-5; Housing on floors 6-20
- **Retail:** None
- **Housing:** approximately 285 units
- **Parking:** approximately 400 spaces
- **Status:** Proposed

PROJECT 25 - Office – Conversion

- **Location:** West 3rd Street, West side
- **Current Use:** Office
- **Proposed Use:** Telecommunications Operations
- **Stories:** 6 stories
- **First Floor:** Office
- **Upper Floors:** Office
- **Retail:** None
- **Housing:** None
- **Parking:** None
- **Status:** Completed

PROJECT 26 - Hotel, Retail – New Construction

- **Location:** Lakeside Avenue, North side
- **Current Use:** Vacant lot; grass
- **Proposed Uses:** Retail, Hotel
- **Stories:** 20 stories
- **First Floor:** Retail
- **Upper Floors:** Hotel
- **Retail:** approximately 32,000 square feet
- **Housing:** hotel rooms
- **Parking:** None in building
- **Status:** Construction halted, excavation back-filled, grass planted

PROJECTS 27a, 27b, 28a, 28b - Housing, Retail, Parking – New Construction

- **Location:** West 6th Street, St. Clair Avenue, Frankfort Avenue
- **Current Use:** Parking Lot
- **Proposed Uses:** Retail, Apartments, Structured Parking
- **Stories:** Interior building - 8 stories; block face buildings - 5 stories
- **First Floor:** Retail; Interior Building - Structured parking
- **Upper Floors:** Housing on floors 2-5
Interior Building – Parking on floors 1-5; Housing in floors 6-8
- **Retail:** 50,500 square feet
- **Housing:** approximately 346 units
- **Parking:** approximately 275 spaces
- **Status:** Proposed

PROJECT 29 - Housing, Retail, Parking – New Construction

- **Location:** Block within West 3rd Street, West 6th Street, St. Clair Avenue, Frankfort Avenue
- **Current Use:** Parking Lot, Structured Parking Garage
- **Proposed Uses:** Retail, Apartments, Structured Parking
- **Stories:**
St. Clair Ave. Building – 20 stories
W. 6th St. Building & W. 3rd St. Building – 12 stories
Interior building - 5 stories with 7-story tower above
- **First Floor:**
W. 6th & St. Clair Ave. & W. 3rd St. Building – Retail
Interior Building - Structured parking
- **Upper Floors:**
St. Clair Ave. Building – Housing on floors 2-20
W. 6th & W. 3rd St. Building – Housing on floors 2-8
Interior Building – Parking on floors 1-5; Housing in Tower floors 6-12
- **Retail:** 9,100 square feet
- **Housing:** approximately 242 units
- **Parking:** approximately 760 spaces
- **Status:** Proposed

PROJECT 28, 29, 30 – Underground Parking

- **Parking:** 2 levels below both blocks; approximately 1,600 spaces; linkage by underground or overhead pedestrian bridge to also serve office tower (Project 31)
- **Status:** Proposed

PROJECT 30 - Hotel, Retail, Parking – New Construction

- **Location:** Superior Avenue
- **Current Use:** Parking Lot, Structured Parking Garage
- **Proposed Uses:** Retail, Hotel, Structured Parking
- **Stories:** 10 stories
- **First Floor:** Retail, Interior Building - Structured parking
- **Second and Third Floor:** Meeting Rooms, 66,000 sq. ft.
- **Fourth – Tenth Floors:** Approximately 430 hotel rooms
- **Retail:** 59,800 square feet
- **Parking:**
- **Status:** Proposed

PROJECT 31 – Office Tower, Retail, – New Construction

- **Location:** Block within West 3rd Street, Public Square, Superior Avenue, Frankfort Avenue; “Jacob’s Block”
- **Current Use:** Parking Lot
- **Proposed Uses:** Offices, Retail
- **Stories:** 40 stories
- **First Floor:** Retail with open atrium
- **Second-Fourth Floors:** Offices with open atrium
- **Fifth – Fortieth Floors:** Offices; 45,000 sq. ft. per floor
- **Retail:** 33,500 square feet
- **Office:** 1,720,000 square feet
- **Parking:** None in building
- **Status:** Proposed

PROJECTS 32, 33, 34 - Housing, Parking – New Construction

Each building complex:

- **Location:** Between West 6th Street & West 9th Street, north of Shoreway
- **Current Use:** Parking Lot
- **Proposed Uses:** Apartments, Structured Parking
- **Stories:** 20 story towers with 8 story central building
- **First Floor:** Common areas; Structured parking, 69 spaces
- **Floors 2-5:** Parking – 568 spaces
- **Retail:** None
- **Housing:** approximately 500 units
- **Parking:** approximately 637 spaces
- **Status:** Proposed

PARKING STUDY




PK-1
2002

CURRENT PARKING

MASTER PLAN

THE HISTORIC
WAREHOUSE DISTRICT
DEVELOPMENT CORP.

SANDVICK ARCHITECTS INC.
SUITE 201 PARK PLACE
1285 WEST SIXTH STREET CLEVELAND, OHIO 44113
(216) 821-8005 FAX NO. (216) 887-1814



PARKING STUDY

Demand

The parking study calculates total demand for parking within the Historic Warehouse District by adding the demand generated by proposed uses in existing buildings to the demand that would be created by all of the proposed new projects. All calculations are based on the City of Cleveland zoning code parking requirements for each of three types of use:

Housing	1.5 parking spaces per housing unit
Office	1 parking space per 500 square feet of office use
Retail	1 parking space per 250 square feet of retail use

This Master Concept Plan proposes some use changes in existing buildings, but most will remain the same. Calculations are based on **Master Plan** uses in existing and proposed project buildings.

First, the square footage use for each floor of existing buildings is calculated, building-by-building and type-by-type. These three use square footages were totaled for each block in the study area. Parking demand for existing buildings was calculated for each block using the above zoning parking requirements.

MASTER PLAN PARKING DEMAND BY USE IN EXISTING BUILDINGS

Block	RETAIL		OFFICE		HOUSING		
	Sq. Ft.	Parking Spaces Needed	Sq. Ft.	Parking Spaces Needed	Units	Parking Spaces Needed	
1	79,200	317	230,300	461	205	308	
2	68,800	275	205,700	411	101	152	
3	58,600	235	443,000	886	93	140	
4	22,800	91	218,700	437	220	330	
5	40,200	161	-0-	-0-	498	747	
6	7,000	28	96,500	193	-0-	-0-	
7	-0-	-0-	164,800	330	97	146	
8	-0-	-0-	-0-	-0-	-0-	-0-	
9	-0-	-0-	-0-	-0-	-0-	-0-	
10	-0-	-0-	-0-	-0-	-0-	-0-	
Square Feet	276,600		1,359,000				
Total Spaces		1,107		2,718	1,214	1,823	5,648

The second step is to calculate the parking demand that would be generated by completion of the proposed projects in this Master Plan. Office use is not proposed for any of the new projects. The same floor-by-floor and building-by-building calculations are made for each of two use types. This is summarized for each block in the study area:

**MASTER PLAN PARKING DEMAND
BY USE
IN NEW BUILDINGS**

Block	Sq. Ft.	RETAIL	HOUSING	
		Parking Spaces Needed	Housing Units	Parking Spaces Needed
1	44,300	177	396	594
2	35,700	143	287	431
3	44,200	177	555	833
4	17,100	68	120	180
5	34,900	140	501	752
6	48,000	192	545	818
7	31,900	128	384	576
8	60,200	241	588	882
9	33,500	134	-0-	-0-
10	-0-	-0-	2,250	2,250
Totals	356,300	1,426	4,813	7,221

Combining the parking needed for existing buildings with the parking needed in the new project buildings yields the total parking needed in the district. This is shown below according to specific use types:

**MASTER PLAN PARKING DEMAND
BY USE
IN EXISTING AND NEW BUILDINGS**

	RETAIL Parking Spaces Needed	OFFICE Parking Spaces Needed	HOUSING Parking Spaces Needed	Total Needed
Existing Buildings	1,107	2,718	1,823	5,648
New Buildings	1,426	3,440	7,221	12,087
Total Parking Spaces Needed	2,533	6,158	9,044	17,735

Total demand by type by block is shown below:

**MASTER PLAN PARKING DEMAND
BY USE
IN EXISTING AND NEW BUILDINGS**

Block	RETAIL Parking Spaces Needed	OFFICE Parking Spaces Needed	HOUSING Parking Spaces Needed	TOTAL Parking Spaces Needed
1	494	461	761	1,716
2	418	411	629	1,097
3	412	886	973	2,271
4	159	437	510	1,106
5	301	-0-	1,499	1,800
6	220	193	818	1,231
7	128	330	722	1,180
8	241	-0-	882	1,123
9	134	3,440	-0-	3,574
10	-0-	-0-	2,250	2,250
Totals	2,533	2,718	9,044	17,348

Parking Supply

Most of the proposed 29 projects will replace existing surface parking lots with new buildings to be used for housing, retail, and structured parking. Generally, retail would be on the ground floor, along the most active street faces. Parking is suggested for the lower floors and as high as the eighth floor. Several projects would have parking for the lower floors as a part of a parking/housing tower complex located in the center of the block. Total supply would include all current parking not displaced by the proposed projects, plus all new parking, as follows:

**PARKING SUPPLY BASED ON RETAINED SPACES
AND
PROPOSED NEW PARKING**

Block	Existing - Parking Spaces	Removed = Parking Spaces	= Retained Parking Spaces	+ New Parking Spaces	=	Total Parking Spaces
1	475	435	22	705		727
2	340	170	170	371		541
3	850	850	-0-	2,104		2,104
4	572	72	500	-0-		500
5	633	275	358	210		568
6	332	332	-0-	1,440		1,440
7	323	250	73	1,038		1,111
8	920	920	-0-	2,635		2,653
9	920	920	-0-	-0-		-0-
10	920	920	-0-	3,100		3,100
Totals	4,445	3,322	1,123	11,603		12,726

Supply for Housing

Location of parking spaces is also an important consideration for new development. Successful new housing will require sufficient parking nearby. Ideally, parking for housing units should be in the same or a connected building. Also acceptable would be parking within the same block or directly across the street from the housing development.

Details of the number of housing units, both existing and proposed are totaled in the following table:

MASTER PLAN HOUSING UNITS IN EXISTING AND NEW BUILDINGS

Block	Existing Housing Units	Proposed Housing Units	Total Housing Units	Spaces Needed for Housing (Units X 1.5)
1	205	302	507	761
2	101	318	419	629
3	93	555	648	973
4	220	120	340	510
5	-0-	501	999	1,499
6	97	545	545	818
7	-0-	384	481	722
8	-0-	588	588	882
9	-0-	-0-	-0-	-0-
10	-0-	1,500	1,500	2,250
Totals	1,214	4,813	6,027	9,044

Following is an analysis of parking surpluses or deficits within the same block as the proposed housing projects:

**PARKING SURPLUS OR DEFICIT
BASED ON HOUSING UNIT NEEDS**

Block	Spaces Needed For Housing	Parking Spaces Available	Within-Block Surplus(+)/Deficit(-)
1	761	727	- 34
2	629	741	- 88
3	973	2,104	+1,131
4	510	500	- 10
5	1,499	568	- 931
6	818	1,440	+ 622
7	722	1,111	+ 389
8	882	2,496	+ 1,753
9	-0-	-0-	-0-
10	2,250	3,100	+ 850
Totals	9,044	12,726	+3,682

Blocks one (-34), two (-88) four(-10) and five (-931) have a deficit of proposed parking within the same block. Block one's deficit can be met by the surplus parking across the street in blocks seven (+389) or eight (+850). The deficit in block five similarly can be met by surpluses across the street in block six (+622). Currently, there is also a large parking lot just outside the study area west of West 10th Street that could also help to meet this demand from block five housing. It should be noted that during business hours, the need for housing-related parking would be about one-half of the overnight and weekend housing-related parking need, since at least 50% of the resident-owned vehicles are expected to leave for employment locations outside the District. Although it is desirable to provide two spaces per unit for potential condominium conversion of downtown rental housing, recent experience suggests that in-building demand for parking is less than one space (about 0.9 spaces) per unit. One explanation might be that downtown residents find less expensive parking for their second car at the fringe of the central business district.

Parking Supply for Retail and Office Needs

Parking for retail and offices is somewhat less sensitive to location than housing. Of the two, retail parking is the most sensitive. Customers prefer parking close to the retail front door. In downtown urban areas though, clients expect to park further away and deem it a “stroke of luck” to find a spot near the entrance. Time-of-day is also a consideration for understanding the parking needs within the Historic Warehouse District. The majority of retailers are restaurants and lounges. During the lunch period they are serving mostly office workers who have already parked for the day, often several blocks from their office in order to take advantage of lower parking rates. During the evening dinner and entertainment hours, parking can be found in spaces already vacated by daytime office workers. Valet parking utilizes some of these lots as a convenience service to further attract customers frequenting the fine restaurants and entertainment spots within the district. Many of the evening retail customers are residents of the Historic Warehouse District who already have reserved parking for their place of residence.

**PARKING NEEDED FOR
RETAIL AND OFFICE USES**

Block	Parking Spaces Needed For Retail	Parking Spaces Needed For Offices	Parking Spaces Total
1	494	461	945
2	444	24	468
3	412	886	1,298
4	159	437	596
5	301	-0-	301
6	220	220	440
7	128	120	248
8	241	-0-	241
9	134	3,440	3,574
10	-0-	-0-	-0-
Totals	2,523	5,771	8,304

Construction of a large underground parking facility beneath the development proposed in Block 8 could provide a surplus of about 1,750 parking spaces beyond that needed for housing proposed for the block. These spaces could help meet the office parking demands proposed for the tower in Block 9. Additionally, several parking garages and parking lots can be found adjacent to the study area. This includes a set of lots north of Front Avenue and between West 10th Street and River Road (409 spaces), in the Flats. Parking garages just outside the district include the Huntington Park County Garage, the parking garage (408 spaces) and lot (30 spaces) adjacent to the CEI Building on Public Square, and the parking lot north across the street from the Renaissance Hotel (141 spaces). Office workers and visitors may also find it desirable to park in the Cleveland Lakefront Municipal Lot or the Tower City lots and ride the RTA Lakefront Line to one of two stops convenient to the Historic Warehouse District.

There are also a number of on-street, metered parking spaces near the proposed retail fronts. Meter rates are seventy-five cents an hour, but are free after six in the evening and all day Saturday and Sunday. Though far from serving the retail needs of each block, these metered spaces do provide some convenient short-term parking near the entrances of several retail locations. Additional meters are located along West 10th Street and along Front Avenue, outside of the study area.

**PARKING METERS
AND RETAIL PARKING NEEDS**

Block	Spaces Needed For Retail	Meters
1	494	40
2	444	26
3	412	39
4	159	27
5	301	16
6	220	3
7	128	17
8	241	51
9	134	-0-
10	-0-	30
Totals	2,523	249

Summary

Although the projects proposed in this Master Plan will eliminate the majority of surface parking lots now found in the district, new structured parking facilities would provide up to **12,726 parking spaces** within the ten blocks included in this study. The total **4,813 housing units** would require **7,221 parking spaces**. Approximately **5,505 spaces** would then be available to help serve the office and retail parking requirements within the eight blocks of this Master Plan study. Office workers, retail employees, and retail customers would utilize these spaces and others just outside of the study area during daytime office hours. Retail customers could also use 249 short-term, one- and two-hour parking meters. Additional meters are found adjacent to the study area. Many parking spaces used by daytime workers and customers would likely be vacated for use by evening retail customers. The peak demand and most difficult time to find parking would be during the early weekday evening hours when restaurant and retail customers arrive prior to the departure of daytime office workers. Some of these evening patrons are residents of the district who already have parking with their housing unit.