New Development Projects

Euclid Corridor

The project involved a total reconstruction of Euclid Avenue from Public Square to beyond University Circle (approx. 6.4 km east of downtown), and included bus-only lanes with center-median station boarding, priority signaling, and fast commute times. In addition to transit and road improvements, the transportation project also invested heavily in the Euclid Avenue streetscape, rebuilding the street from storefront to storefront, removing old vaults and streetcar tracks, and building new sidewalks, lighting, and landscaping. The project is expected to spur investments in residential, retail, office, and mixed-use redevelopments, including over 4,000 residential units along the corridor.

The Flats

Wolstein's FLATS plans include a complete demolition of the current east bank, realignment of Old River Road, and the construction of hundreds of apartments, townhouses, and retail over parking, connections to the RTA Waterfront Line, and a new office building that is being pitched as the new home for the local Defense Finance and Accounting Service office, scheduled to add over 500 jobs in Cleveland over the next two years. The east bank redevelopment plan was approved and the developer is currently demolishing properties on the riverfront. Wolstein and Bob Corna, announced a partnership to unite East Bank plan Stonebridge Development, and debuted a new development plan for the neighborhood. There will be several large pedestrian bridges built over the Cuyahoga River, and the developers intend to market the area as "***The Flats***", without regard to east/west, as they have stated the rest of the country still knows the area by its full name. Home to condominium towers known as Stonebridge, the developers of this project wish to extend high-rise towers throughout the west bank area on current surface parking lots, eventually building out to several thousand housing units on the West Bank, in addition to the several hundred included in Wolstein's East Bank Proposal.

Cleveland's Main Street, Euclid Avenue, after reconstruction n June 2010

The Flats

The Avenue District

Avenue District

Located immediately east of Erieview Tower on the site of several parking lots on East 12th Street, the development is slated to include over 400 condominiums, including lofts, townhomes, penthouses, street-level retail, garage parking, and pedestrian friendly sidewalks and streets.

East 4th Street

MRN Ltd has bought most of the buildings along East 4th Street and is currently installing street retail such as high-end clothing, restaurants and coffee shops with outdoor seating, hundreds of loft apartments in the upper levels, and an upscale martini bar/bowling alley/restaurant created by the founders of Gameworks, called the Corner Alley.

Lakefront

In 2004, The Cleveland City Planning Commission completed plans for a *lakefront revitalization* to stimulate national interest in the City of Cleveland as an exciting place to live. These include thousands of housing units, retail shops, public parks, connections to the light rail waterfront line, an 18 hole golf course, office buildings, a boardwalk, and other amenities. Cleveland's current industrially-oriented lakefront is slated to become a thing of the past, and a new, public-minded and recreational lakefront will rise in its place. The chief roadblock to the implementation of this plan is the relocation of the Port of Cleveland to an area west of the river, as well as converting of Ohio Route 2, better known as the ***Cleveland Memorial Shoreway*** to a low-speed, at-grade Boulevard. The Shoreway is currently an expressway that currently blocks downtown from the lakefront, separating lakefront developments and reducing pedestrian access. The boulevard will enable substantially more intersections with north-south streets stretching from Edgewater Park at the city's western border through downtown and east to Gordon Park.

Stark Enterprises Project

Robert Stark Enterprises spoke of assembling a coalition of developers to redevelop large areas of downtown and to inject a large number of residents, workers, and retail into the long-languishing district. He identified an area that he coined the "Y" of Downtown Cleveland. The bottom of the Y is Forest City-owned Scranton Peninsula. The upper right of the Y reaches along Euclid Avenue, where revitalization is already under way via the Euclid Corridor Transportation Project, and the other arm of the Y is the Historic Warehouse District, currently choked by a surplus of surface parking lots. Stark plans to build on the 21 acres of surface parking lots that have prevented the area from becoming a true urban neighborhood. On the largest area of parking, within the block bounded by Superior Avenue, West 3rd Street, St. Clair Avenue and West 6th Street, Stark will build phase one of his developments. Phase I will be a $1 billion multi-building, mixed-use development of retail, offices, housing, and structured parking.

Convention Center

Cleveland is working on a long term replacement for its outdated convention center, currently located underground beneath Mall B, a grassy open space stretching from North Coast Harbor through the Civic Center District. Plans vary from replacing the current center beneath the mall to construction of an addition to Forest City-owned Tower City Center.

Others

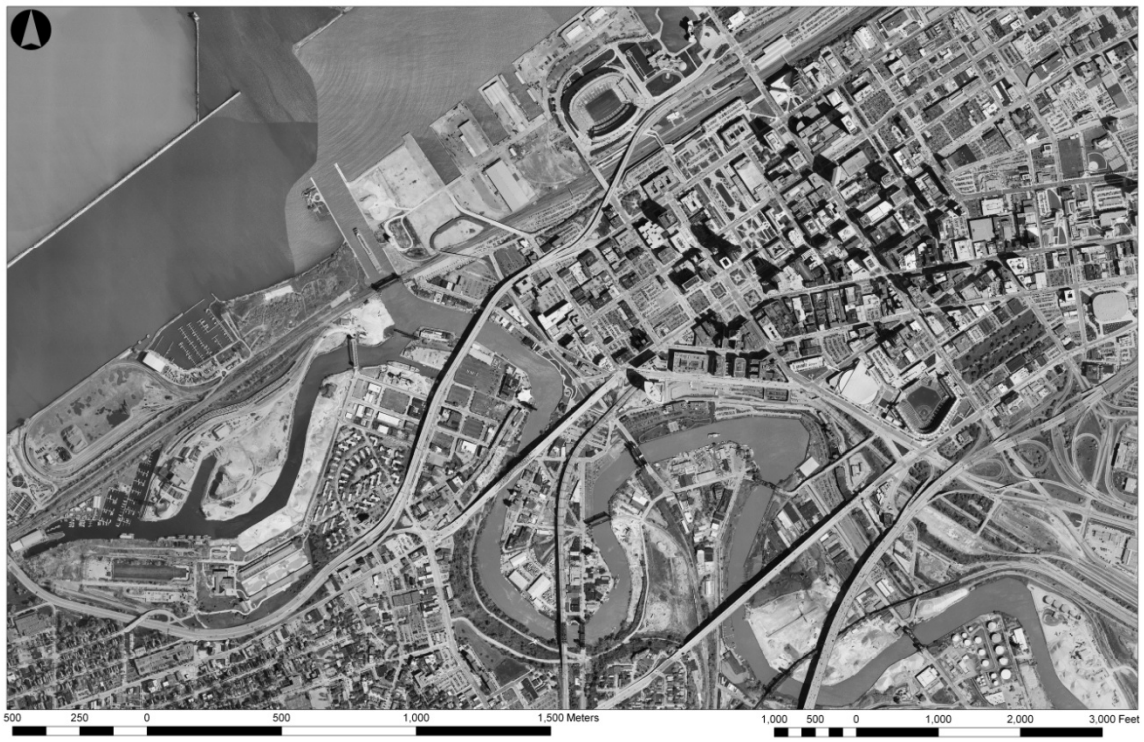
In Public Square, a large surface parking lot will be the new site of a 21-story office tower being built. 515 Euclid Avenue, a parking garage, is slated to become a 28+ story condominium tower. Tower City Center continues to attract downtown shoppers, and Forest City Enterprises says they are waiting for the downtown housing market to mature before it plans housing developments on its Scranton Peninsula, across the Cuyahoga River from Tower City.

Additional developers have floated ideas for developing the peninsula and areas surrounding the Flats with housing as well. Quicken Loans, owned by Cavaliers owner Dan Gilbert, and has opened a large online loan center downtown near the arena, with hopes to employ over 600 people when fully staffed. New housing condo/apartment projects are frequently announced, and Cleveland is projected to increase its downtown population to over 20,000 by 2010.

Chapter-4 : SITE ANALYSIS

The project site, located in Downtown Cleveland, sits surrounded by a complex network of rail and roadway infrastructure. At approximately 10 acres, the site is bound by the Memorial Shoreway (State Route 2) to the north and west, East 9th Street to the East, and the Cleveland Mall and Convention Center to the South. Currently located on the site is an existing Amtrak Station, the East 9th Street Waterfront Line Station, and a small pedestrian bridge running down the back side of the Convention Center that spans the Amtrak and Industrial tracks to the south, connecting Downtown to Cleveland Browns Stadium. There are six tracks running East/West through the site. The northernmost set of rail tracks is dedicated to the RTA Waterfront Line, the middle set of rail tracks to Amtrak, and the southernmost tracks are dedicated to CSX. A small surface vehicle parking lot, serving Amtrak passengers, sits between the Amtrak station and the East 9th Street Waterfront Station.

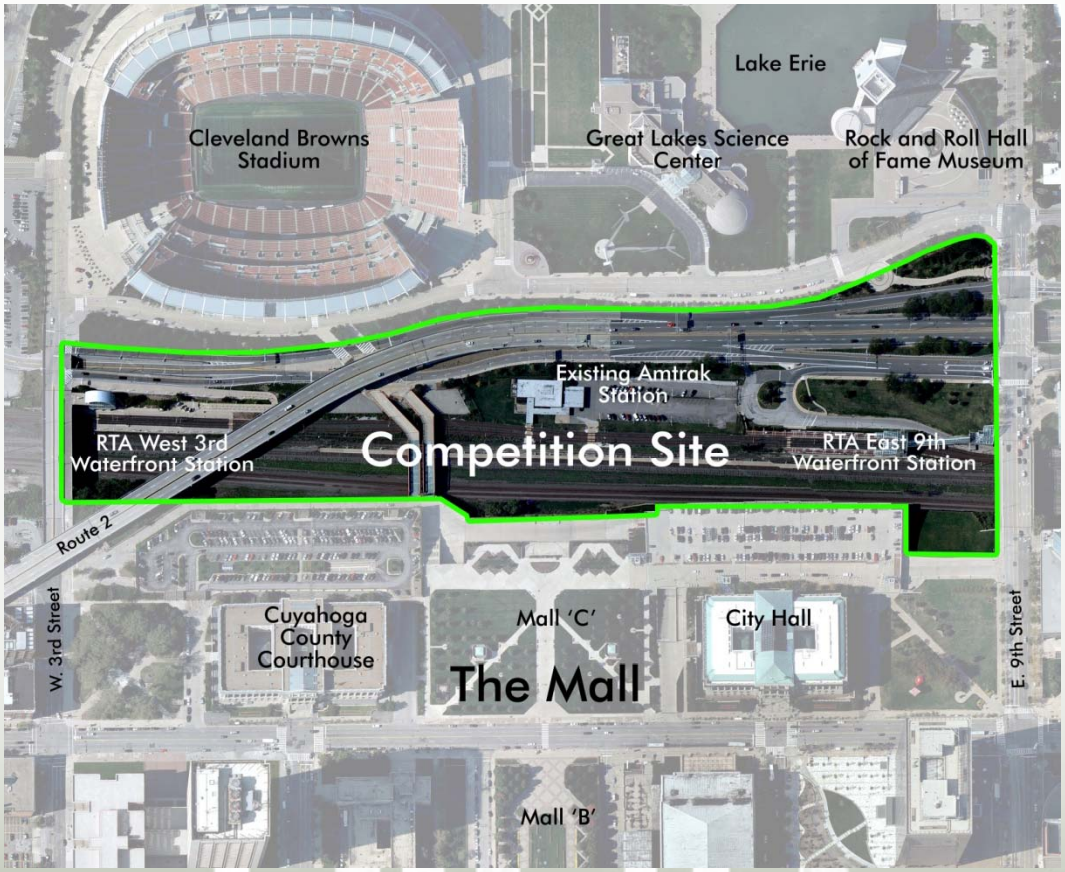
The Mall and Civic Center is elevated fifty feet above the competition site. This relationship between the Downtown Cleveland and its Lakefront presents a number of sectional issues and opportunities in exploring how a new Multi- Modal Transportation Center could reinvent the way Cleveland connects and relates to North Coast Harbor and Lake Erie.



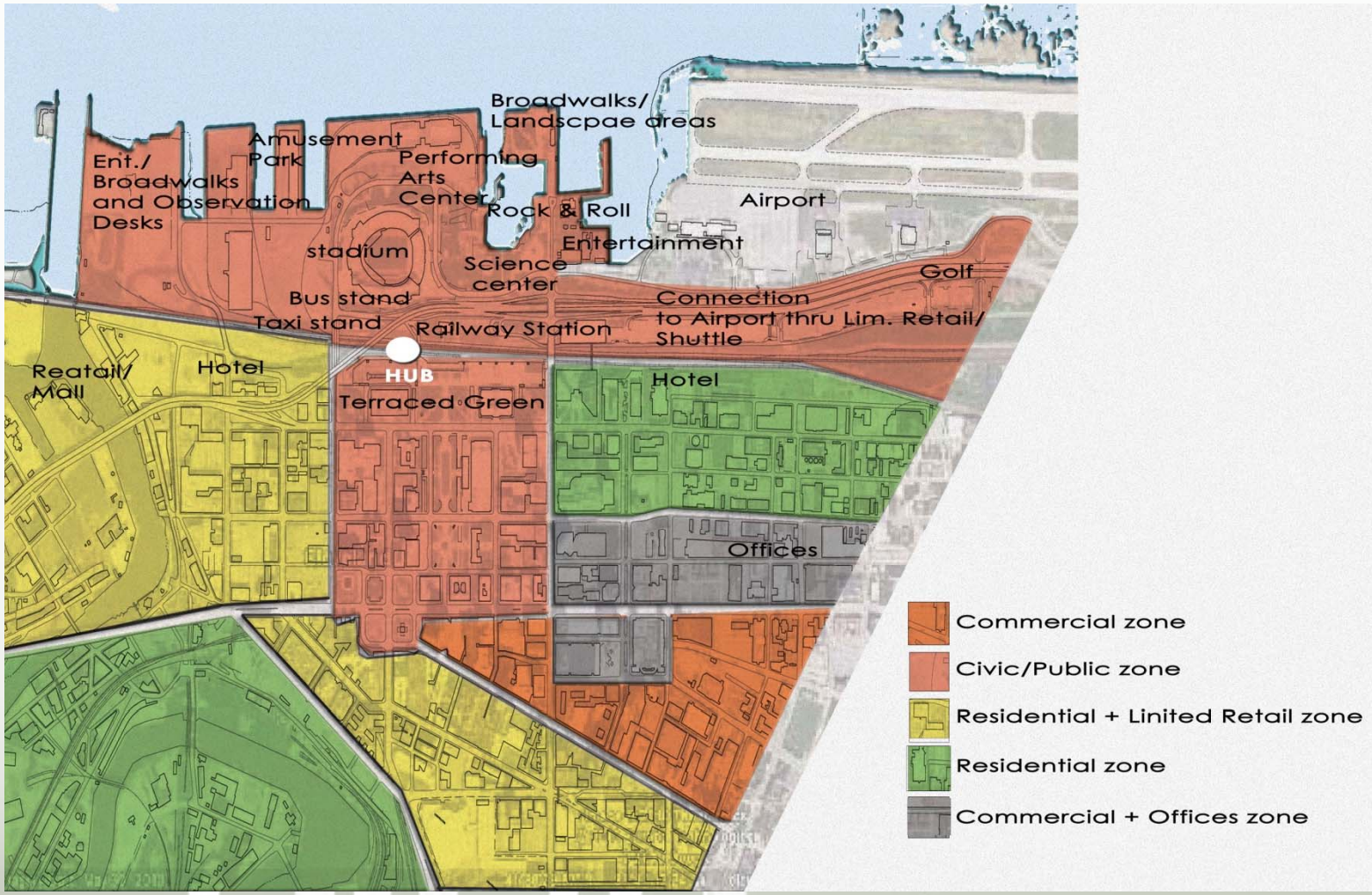
SITE

4.1 Site and its surroundings

Existing Features on the Site



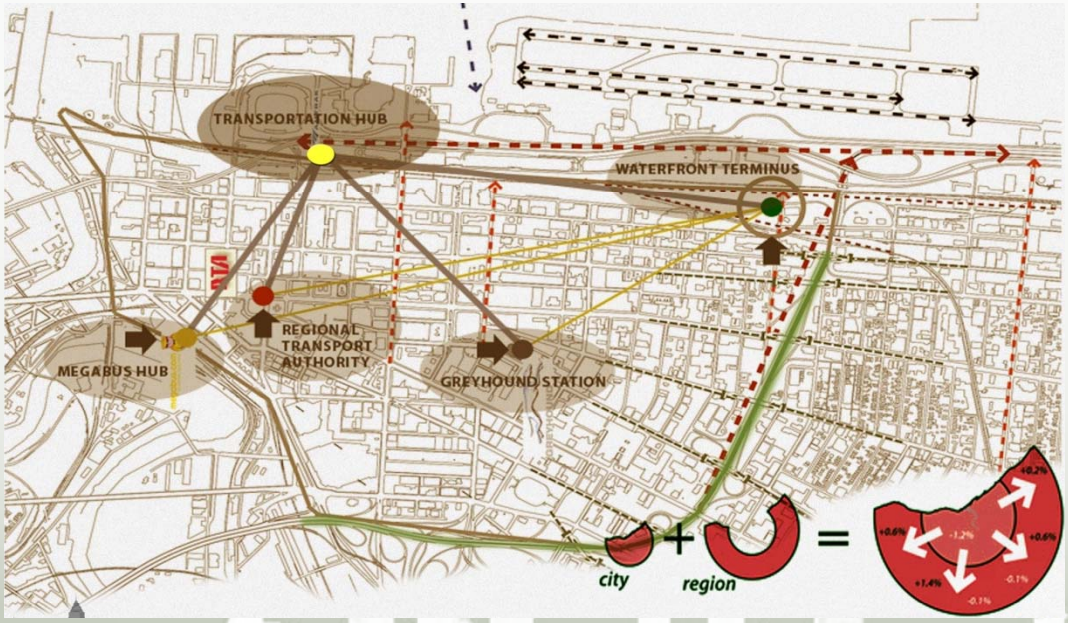
Developments surrounding the Site

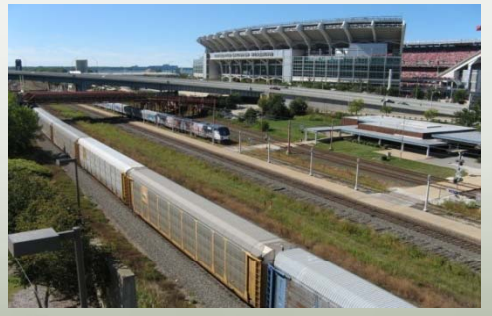


4.2 Existing Transport Networks

The site stands amidst a number of overlapping, but independent transportation networks. There is a series of Highways and roads leading to the existing residential areas. The existing Railway Station in fully functional, even though difficult to access as the Highways divide it front he rest of the developments.

There is a also a network of recently introduced High Speed trains, along with the freight and passenger railways. The complaint of traffic jams and congestions due to the overlapping of these networks is very common . Downtown Cleveland has actually become famous for long hours of waiting that the residents have to face everyday. The pedestrian and bicycle remain dangerous and not properly worked out.





4.3 Topography and existing Level Differences

4.4 Lake-views and City-scapes

Chapter-5: CASE STUDIES

5.1 Kyoto Station, Kyoto (Japan)

Master-planned & designed by ***Hara Hiroshi***

Kyōto Station is the most important transportation hub in Kyoto, Japan. It has Japan's second-largest train station building (after Nagoya Station) and is one of the country's largest buildings, incorporating a shopping mall, hotel, movie theater, Isetan department store, and several local government facilities under one 15-story roof, including the tourist information centre. It also housed the Kyoto City Air Terminal until August 31, 2002. Right in the front of the Kyoto Station is the main Kyoto bus station where you can catch buses to most parts of Kyoto.

Front Façade, Kyoto Station

This new Kyoto Station occupies an area of downtown almost four hectares. The land stretches along the east-west of the city and forms a rectangle of length of 470 meters between the quarters at the foot of the hills and the new commercial hub and technology.

Kyoto is a city in the central part of the island of Honshū, Japan. It has a population close to 1.5 million. Formerly the imperial capital of Japan, it is now the capital of Kyoto Prefecture, as well as a major part of the Osaka-Kobe-Kyoto metropolitan area. The key industry of Kyoto is information technology and electronics. Tourism also forms a large base of Kyoto's economy. The city's cultural heritages are constantly visited by school groups from across Japan, and many foreign tourists also stop in Kyoto.

Kyoto, Japan

Pedestrian Entrance, Kyoto Station

History of Kyoto Station

The first Kyoto Station opened for service by decree of Emperor Meiji on February 5, 1877. It was replaced by a newer, Renaissance-inspired facility in 1914, which featured a broad square leading from the station to Shichijo Avenue. Before and during World War II, the square was often used by imperial motorcades when Emperor Showa traveled between Kyoto and Tokyo: the image of Kyoto Station with its giant Rising Sun flags became a well-known image of the imperial era. This station burned to the ground in 1950 and was replaced by a more utilitarian concrete facility in 1952.

The current Kyoto Station opened in 1997, commemorating Kyoto's 1,200th anniversary. It is 70 meters high and 470 meters from east to west, with a total floor area of 238,000 square meters. Architecturally, it exhibits many characteristics of futurism, with a slightly irregular cubic facade of plate glass over a steel frame. The architect was Hiroshi Hara.

Kyoto, one of the least modern cities in Japan by virtue of its many cultural heritage sites, was largely reluctant to accept such an ambitious structure in the mid-1990s: The station's completion began a wave of new high-rise developments in the city that culminated with the 20-story Kyocera Building. For this, there are opinions criticizing the station design for taking part in breaking down the traditional cityscape.

Aside from the main building on the north side of the station, the Hachijō-guchi building on the south side was built to house Tōkaidō Shinkansen which started operation in 1964. The underground facilities of the station, including the shopping mall Porta beneath the station square, was constructed when the subway opened in 1981.

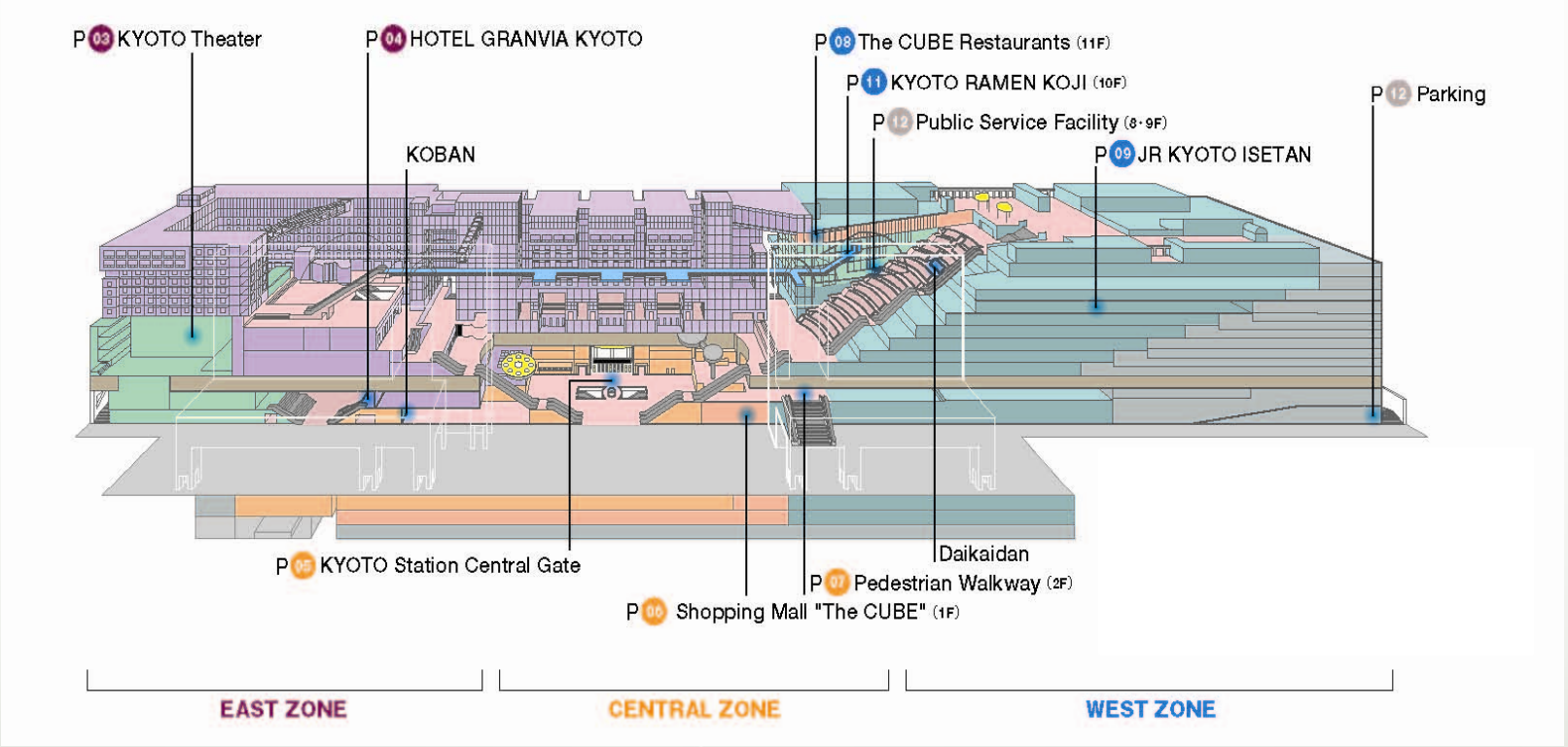
First Station of Kyoto, 1877

Second Station of Kyoto, 1914

Third Station of Kyoto, 1952

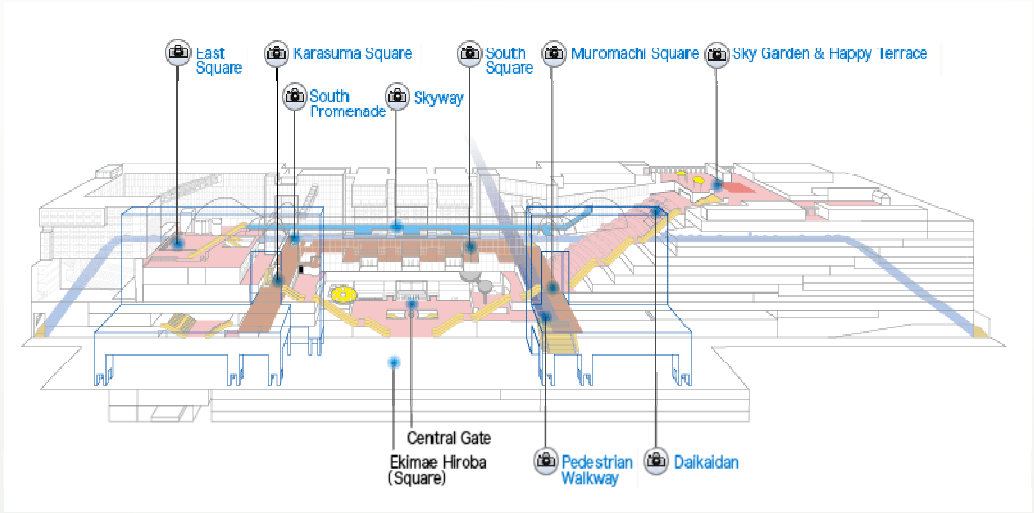
Planning Concept and Basic Layout

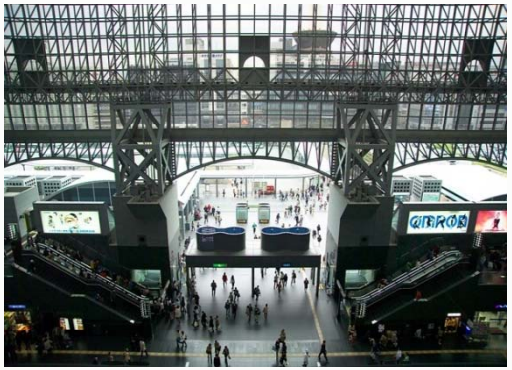
The concept of Kyoto Station Reconstruction Project was " **Kyoto- a Gateway to history…**". Based upon this concept, GRID PATTERN, a characteristic of the Heisankyo, was incorporate din design. The main gates, as the symbols of Gateway were arranges at Karasuma Square and Muromachi Square. V-shaped terraces spread towards east and west. Since center part is covered by the atrium made of glass and metal, extensive inner space reflects the sky and the outside is assimilated into the sky.



There is one side platform and four island platforms serving eight tracks for the Tōkaidō Line (Biwako Line, JR Kyoto Line) and Kosei Line at ground level, three dead-end platforms serving four tracks for the San'in Line (Sagano Line) to the west of platform 0 at ground level, and two dead-end platforms serving three tracks to the south of platform 7 at ground level. There are two island platforms serving four tracks for the Shinkansen, which are elevated. The total height of the structure is 59.8 m, the length is 47 m (east-west) and the width is from 60-80 m(north-south).

The matrix of the project consists of a dense mesh of pillars that mark the set of paths and public spaces inside. If the structural component has an important role in the design of interior spaces to the building, the outside surfaces are uniform and designed primarily with materials that reflect light, such as iron and glass. On the square outside the station a cascade of glass surfaces polygonal emphasizes access to and form a set of mirrors that reflect the movement in the vault of heaven.





As in most of the stations of the latest generation Japanese, the new Kyoto station for high speed trains and metro lines connected to large commercial spaces that form the main component of the building. The party station and connected to the world of travel has been in second place in the development of a complex program of work for not only travelers but also those who want to be distracted, stop or occupy their time by making purchases.

Lines in Kyoto Station

Kyōto Station stands a very well organized example for the simultaneous functioning of a number of different transport modes, like trains, buses, High speed Bullet Trains.

The station is served by the following railway lines:

- Central Japan Railway Company (JR Central)
  - Tōkaidō Shinkansen
- West Japan Railway Company (JR West)
  - Tōkaidō Main Line (Biwako Line and JR Kyoto Line)
  - San'in Main Line (Sagano Line)
  - Nara Line
- Kintetsu
  - Kyoto Line
- Kyoto Municipal Subway
  - Karasuma Line

Chapter-6 : FORMULATION OF DESIGN PROGRAMME & REQUIREMENTS

The program requirements for Project 2009: Lakefront Station should be used as a guideline to help define what the facility needs to accomplish. The problem encourages exploring innovative planning strategies that further the discussion around transportation, public space, and the role each will play within the transit facility. While detailed rail planning is incredibly complex, entrants should propose infrastructure planning solutions that solve basic problems on a conceptual/schematic level.

Waiting Area for Amtrak/High Speed Rail Approximately 15,000 sf (seating for 200)

Waiting Area for Commuter Rail/Waterfront Line Approximately 7,500 sf (Seating for 100)

Ticket Sales Area 10,000 sf While each individual transportation provider may have their own sales staff and counter spaces, the ticket sales for all multi-modal programming will be in one location.

VIP Waiting Lounge 5,000 sf The VIP waiting lounge will be a secure waiting room with access granted only to those with memberships.

Visitors Center 5,000 sf

Rental Car Desks (2 separate offices) 4,000 sf Rental car pick up and drop off should happen either on-site or on the North Coast Harbor side of the Multi-Modal Transit Facility.

Commuter Bike Facility 12,000 sf The Commuter Bike program permits enough space for indoor bicycle parking for 100 bicycles, separate Men & Women Locker Rooms, Check-in/Reception, Bicycle Repair Shop, and two closed administrative office.

Rail Platforms and Tracks

Taxi Stand

Parking Spaces

(40) Short Term

(1,000) Long Term *see note below

(10) Spaces for Curbside Pick Up / Drop Off

*If the long term spaces are not provided for on-site, convenient handicap access must be provided from the parking lot entrance level of the Multi-Modal Transportation Center to the Parking Facility serving the Transportation Center.

Bus

Greyhound

(12) 70' Bus Bays

Megabus

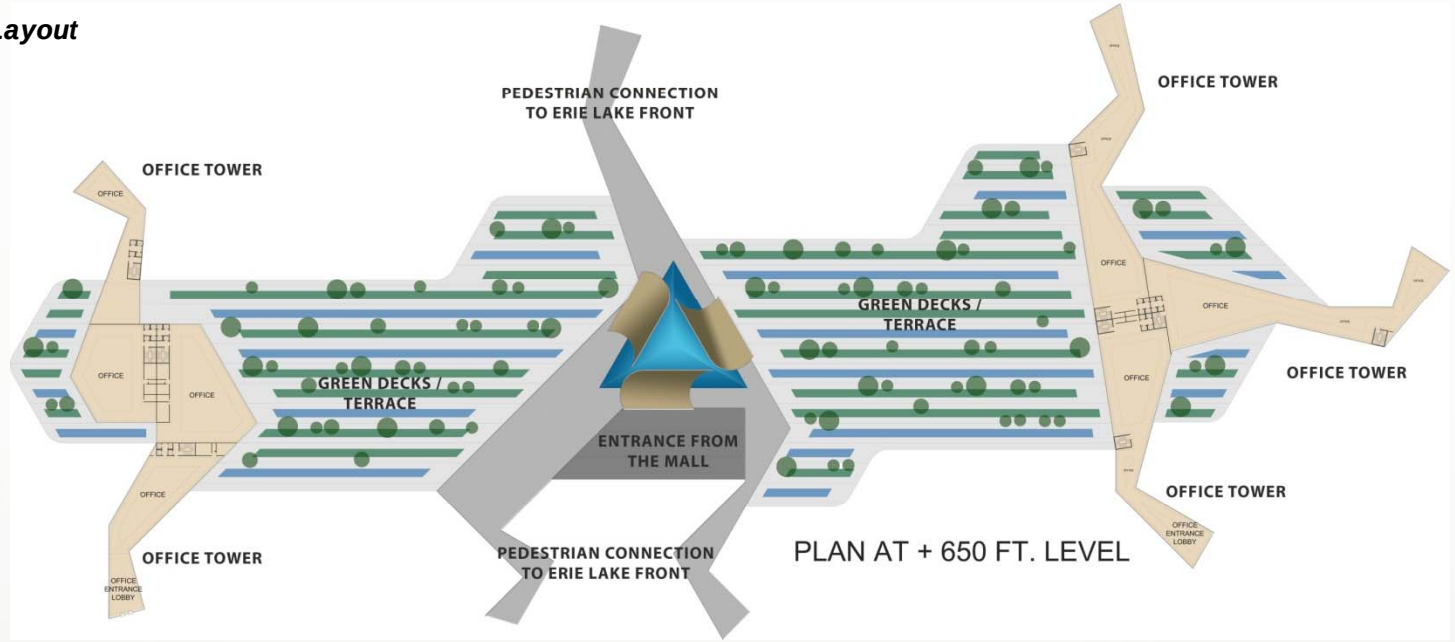
(1) 70' Bus Bay

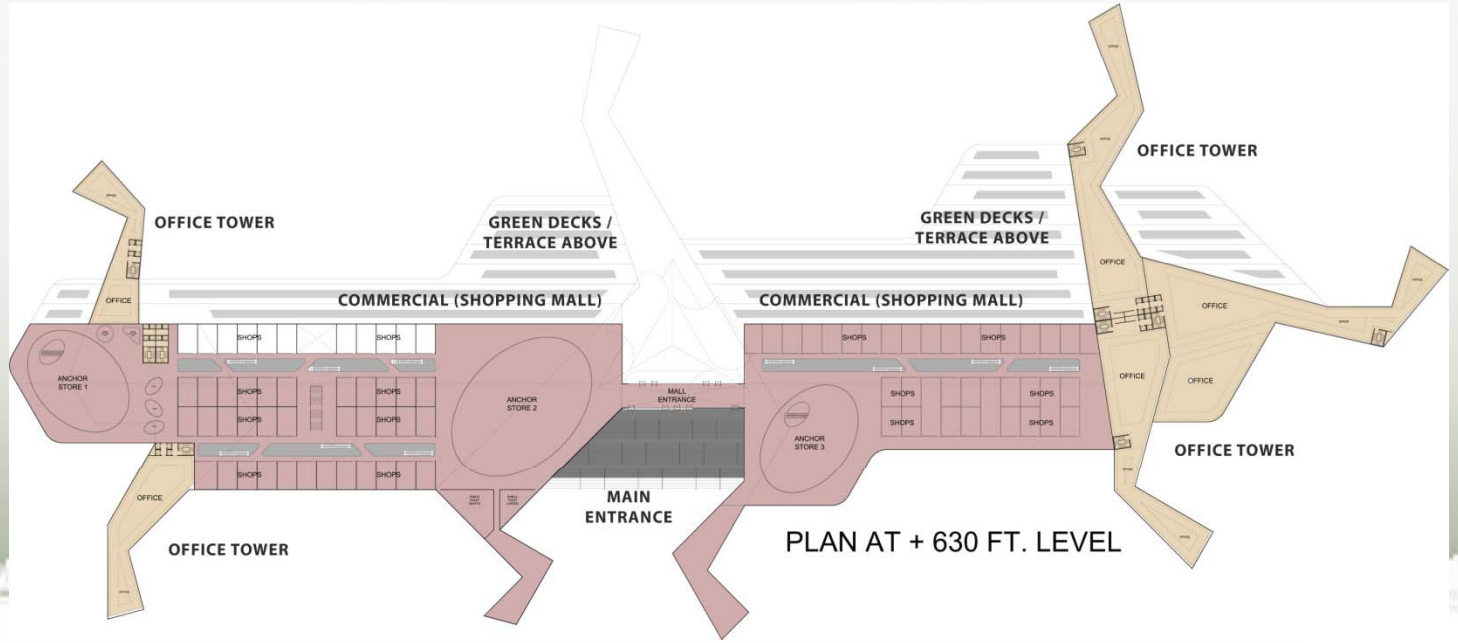
Retail

Retail Vendors Food Vendors

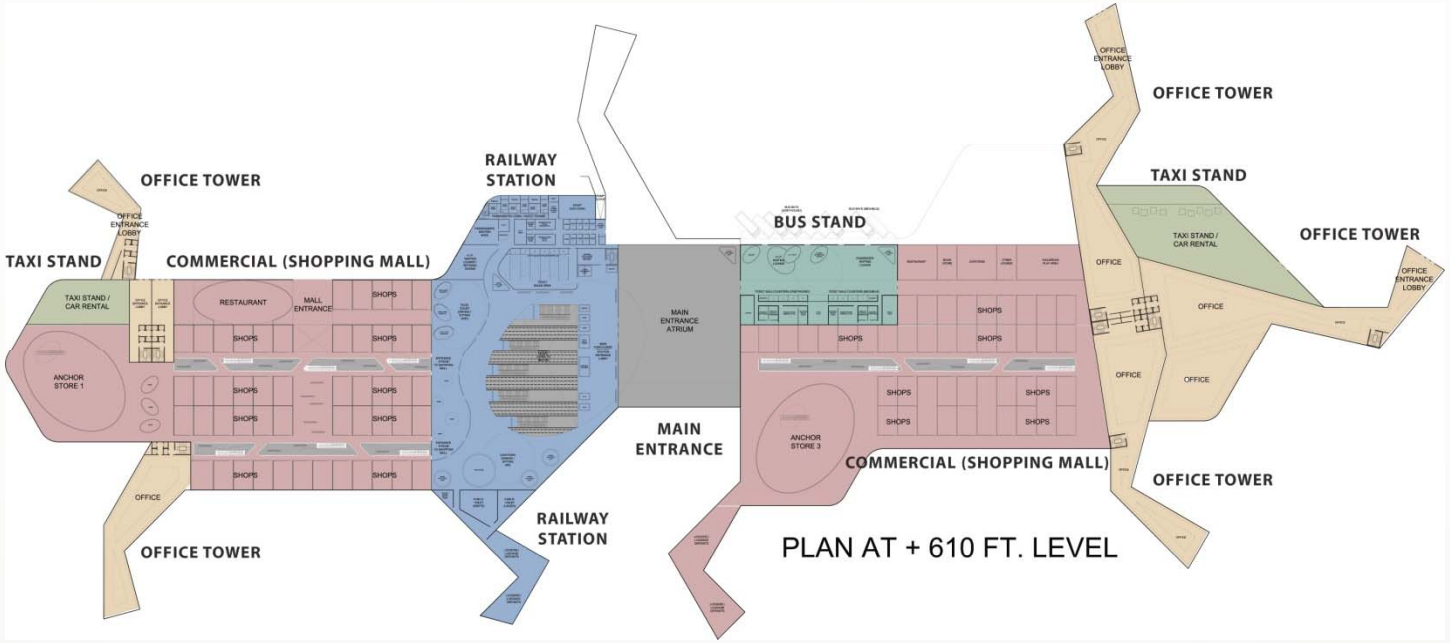
Chapter-8 : DESIGN SOLUTION FOR TRANSPORTATION HUB

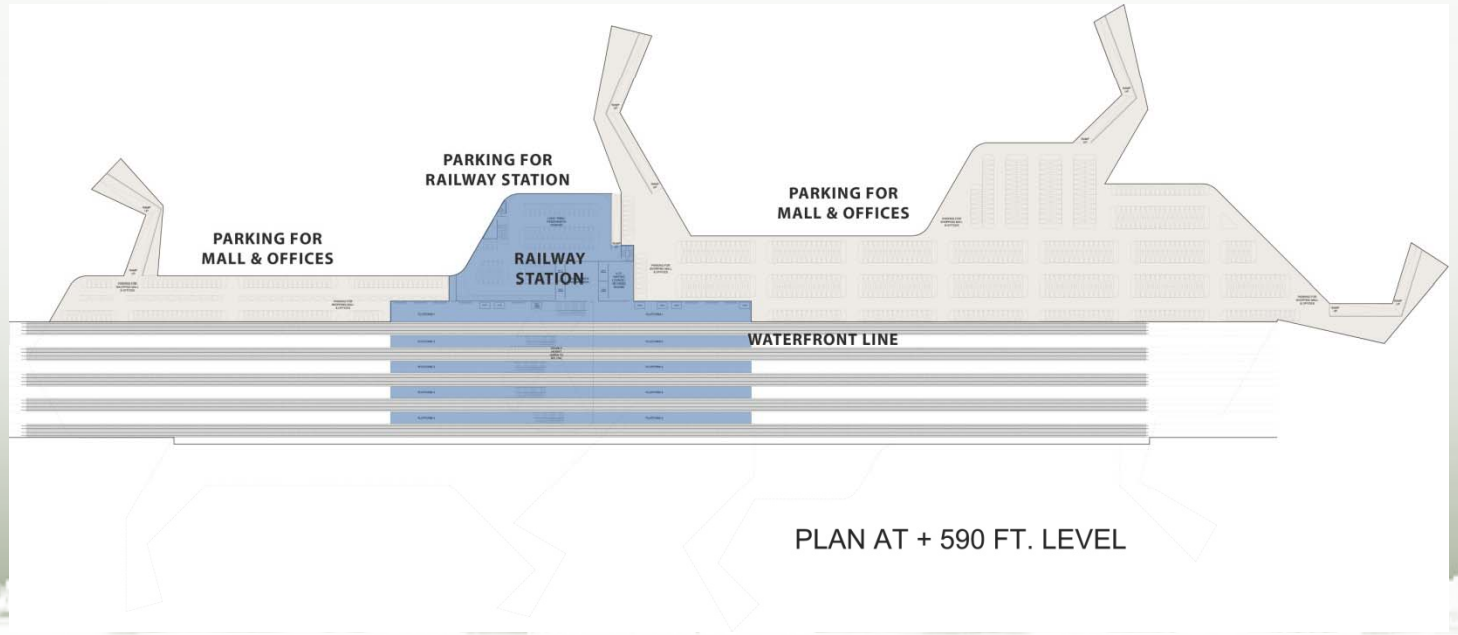
Basic Layout





TRANSPORTATION HUB





TRANSPORTATION HUB

Basic View of the Proposed Transportation Hub