



Project 2009: **Lakefront Station**

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1.0 Overview

1.1 Welcome

Welcome to the third annual Cleveland Design Competition - **Project 2009: Lakefront Station**. The Cleveland Design Competition is an annual, open, anonymous, single-stage ideas competition founded as a tool for generating ideas around under-utilized sites and exhibiting the talent of emerging designers on Cleveland's built and unbuilt environment.

1.2 Introduction

"...Just as the decisions made about automobiles and highway systems in the 1950's have determined the infrastructure of the United States ever since, the decisions made today about alternative transportation will affect the American way of life for years to come..." (Andréa White-Kjoss)

With the construction of the Ohio and Erie Canal, connecting Lake Erie at Cleveland with the Ohio River at Portsmouth in the early 1800's, the City of Cleveland became an important northern port city for the movement, manufacturing and distribution of goods throughout the Midwest. The primacy of the early transportation network of interstate canals and river/lake shipping would be short-lived, but its affect on the trajectory for growth of Great Lakes cities like Cleveland would be enduring. After the 1850's, canal use declined and railroad mileage increased through Cleveland, making the City an important port and manufacturing center within an extensive national transportation network.

In 1834, Cleveland's first urban railway provided rail service from the east side of Cleveland to Downtown's Public Square. By the mid-1800's, interurban commuter rail service and intercity industrial and passenger rail increased in the City establishing rail shipping and travel as the primary mode of transportation within and throughout Northeast Ohio. Cleveland remained an important rail hub until after World War II when transportation for most industrial shipping and personal travel shifted from the nation's rail lines to the growing interstate highway system. Today, many of the same industrial rail lines still carry goods through the City, Amtrak operates two intercity passenger lines, and the Greater Cleveland Regional Transit Authority provides an extensive network of buses and limited commuter rail service throughout Cuyahoga County.

Recently, rising fuel costs and considerable interest in sustainable transportation has led to substantial federal commitment to upgrading America's rail system for the twenty-first century. This investment by the federal government has spurred a number of proposals for passenger rail service across the country. The details in these proposals vary in scope and timeline, but all must appropriately consider their role in contributing to a complete national network of sustainable communities. In the State of Ohio, the Ohio Hub plan re-establishes Cleveland as an important rail hub in Ohio, for travel throughout the Midwest and to cities on the East Coast. By utilizing rail to strengthen connectivity, these new multi-modal transportation networks - and the facilities that serve them - will help reinforce the social and economic sustainability of the American City.

1.3 The Challenge

Project 2009: Lakefront Station challenges entrants to propose designs for a Multi-Modal Transportation Center in Downtown Cleveland at the north end of the historic Mall. This new transportation center will provide the city with a state-of-the-art rail station ready to support high speed passenger rail service, a facility capable of integrating and balancing the needs of various transportation modes, and a pedestrian connector from the Mall to Cleveland's lakefront. The current site configuration creates a confusing juxtaposition of infrastructure, smaller transit facilities, rail lines, and largely un-useable residual land. Solutions for a new multi-modal transit facility must evaluate the relationships between infrastructure, facility, adjacent development opportunity, and pedestrian wayfinding to develop uniquely integrated design and planning strategies. The site provides a number of sectional issues and opportunities in exploring how this new Multi-Modal Transportation Center will redefine and enhance the connection from Downtown to North Coast Harbor and Lake Erie. Successful solutions must provide the city with a connection to Cleveland's history as an important rail hub and prepare the city for the next evolution of transportation. Linked into a High Speed Passenger Rail network, Downtown Cleveland would be an important national rail center among a network of connected American cities, a fitting gateway to the City of Cleveland.

Designs for the new Multi-Modal Transportation Center must:

- Balance the requirements of each mode of transportation and resolve the complex infrastructure program with innovative facility planning strategies.
- Establish a significant pedestrian connection from The Mall to North Coast Harbor. This connection must provide 24-hour, public access from Downtown to the Lakefront.
- Illustrate an understanding of the existing facilities on the site and justify their use, removal, and/or adaptation.
- Illustrate an understanding of the existing road and highway alignments on the site and justify their use, removal and/or adaptation.
- Evaluate adjacent planning initiatives, and, where appropriate, incorporate influential planning concepts into the planning strategy for the multi-modal transportation center.
- Provide a cohesive plan that incorporates all existing rail programming with provisions for future High Speed Rail service.
- Ensure maximum accessibility for users with a variety of disabilities. All station program functions and platforms must be handicap accessible and provide access from both North Coast Harbor and Downtown Cleveland.

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

RTA Waterfront Line	Platform #1
Regional Commuter Rail	Platform #2
Intercity High Speed Rail	Platform #3
Intercity High Speed Rail	Platform #4

Rail Tracks Served:

RTA Waterfront Line	Tracks 1 & 2 (Platform #1)
Regional Commuter Rail	Tracks 3 & 4 (Platform #2)
Intercity High Speed Rail	Tracks 5 & 6 (Platform #3)
Intercity High Speed Rail	Tracks 7 & 8 (Platform #4)
Industrial Rail	Tracks 9 & 10

Taxis

(10) Taxi Stand

Auto

(1,050) 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

For the purposes of this competition, entrants must assume:

- The creation of a High Speed Rail Network that establishes Cleveland as an important Midwest Rail Hub.
- The tracks coming into the site provide enough access from off the site without additional incoming parallel tracks. High Speed Rail will work with existing Freight Operators to utilize existing Rail Infrastructure.
- The completion of the new Cleveland Convention Center and Medical Mart. Operating details and facility design is current being developed for this project. Any updates regarding this project can be found at the Resource page of the Competition Website. The proximity to the Multi-Modal Transportation Center, the existing Convention Center and any publicly available solutions for new renovation/addition should be considered while developing a solution for the Transportation Center.

1.6 Cleveland Rail Stations

“Make no little plans; they have no magic to stir men’s blood” (Daniel Burnham, 1903)

After the incorporation of Cleveland’s first urban transportation rail service in 1834, the city established itself as an important Midwest rail hub. By the end of 1851, over 64,000 passengers had ridden the CC & C railroad and by 1853 Cleveland was connected to Pittsburgh, New York City, Chicago, and St. Louis.¹ In 1866, Union Depot - a 600’ long rail depot with a 96’ tower on its south façade - was built to replace previous depot that had burnt to the ground. By the 1890’s, Cleveland had become a major national rail center, and Union Depot was too small for the number of people coming into Cleveland daily.

The first formal plan placing a Lakefront Station on the competition site, the 1903 Group Plan, was proposed by Daniel Burnham, leading a team of designers including John Carrere and Arnold Brunner. The group plan proposed a new union station at the north end of a large mall, bringing visitors to Cleveland into a Civic Center anchored at its corners by four grand institutional palazzi. Ultimately, a competing plan for a union station on Public Square was completed in 1928 as part of the Union Terminal Tower Complex, leaving the proposed train station at the north end of the Mall unrealized.²

In 1976, Amtrak built a station north of the Mall and south of the Shoreway (Route 2). The station currently serves the Lake Shore Limited and Capitol Limited routes between Chicago and New York/Boston and Washington D.C.³ In conjunction with the City’s bicentennial celebration in 1996, Greater Cleveland RTA completed a light rail Waterfront line parallel to the Amtrak service with stations at West Third and East Ninth Streets.

¹ *Cleveland, A Concise History*: pg 51

² A train station still exists as a part of the Tower City mixed-use development, but is unable to easily accommodate the needs of high speed rail service and other transportation uses.

³ As of 2009, four daily routes between Washington D.C. and Chicago (Capitol Limited) and Boston/New York and Chicago (Lake Shore Limited)

A new multi-modal transportation center would provide the traffic to activate the vast space and stimulate re-development of the mall's long (east and west) edges. The clarity and strength of the Group Plan has been preserved, even though the key element, a train station, was never implemented.⁴ This important public space will play a critical role in how Downtown Cleveland connects to Lakefront Station - Cleveland's Multi-Modal Transportation Center.

In 2002, the City of Cleveland adopted a planning document titled "Connecting Cleveland: The Lakefront Plan" as part of the City's Master Plan. This plan, largely an effort to provide a development framework for the Lakefront, reaffirmed the competition site as the desired location for a future multi-modal transit center. While technology and transportation has evolved dramatically over the past 100 years, the future location for this Lakefront Station has remained consistent with Burnham's 1903 plan. Unlike the Group Plan's proposal, any future northern terminus to the mall would not turn its back on the waterfront. Just as the Group Plan was a "big plan" for the monumental core of one of America's capitals, proposals for a new station must look beyond the current condition of transportation, connectivity, and civic identity to the next 100 years of influence transportation will have on Downtown Cleveland.

1.7 Downtown Cleveland

Over \$2 billion in capital projects are slated for the downtown Cleveland area alone over the next few years. Currently, downtown Cleveland is one of a few city neighborhoods gaining population. Between 1990 and 2000 downtown's population grew, by 28%, for the first time in forty years to nearly 6,000 residents. By 2005, population downtown had grown by an additional 30% with a projected population by 2010 of 20,000.

In recent years, downtown development has followed this population trend. A variety of residential, office, infrastructure, and mixed-use projects have been planned and developed over the past few years. Two major projects are currently being planned for sites immediately adjacent to the Cleveland Design Competition site; both of which will have a significant impact on how a Multi-Modal Transit Facility would be utilized.

Immediately north of the 2009 Cleveland Design Competition site, the Port Authority has begun a planning exercise for their lakefront property. Initial conceptual plans for this property suggest three distinct Lakefront Districts phased over many years. The first phase, including over 850,000 feet of mixed-use development around North Coast Harbor, is conceived as a new, year round, urban, maritime district. While still in the early planning stages at the launch of the 2009 Cleveland Design Competition, the planning for Lakefront Districts will evolve quickly over the course of the competition. Conceptual plans have already begun hinting at a Multi-Modal Transit Center located on the competition site.

⁴ Today, the Group Plan is largely intact, flanked by the Metzenbaum Federal Courthouse (1910), Cuyahoga County Courthouse (1912), Cleveland City Hall (1916), Public Auditorium (1922), Cleveland Public Library (1925), and Board of Education building (1931).

Immediately south of the site, towards the City's Civic Center, MMPI and Cuyahoga County are planning a new Convention Center and Medical Mart. The current plans call for the renovation of the Public Auditorium, which sits east of Mall B, the renovation and expansion of the existing convention center, and the addition of a four story Medical Mart building immediately adjacent the Convention Center. The developers of this \$425 million dollar construction project hope to have the first phase open by 2010, with the complete facility in operation by 2013. The current Convention Center houses over 375,000 sf of usable space with most of the exhibition space located under Mall B. The renovation and addition to the existing convention center will require Mall B to be raised above its current elevation by approximately ten feet to accommodate current clear height standards for convention exhibition space. It is suggested that entrants take this into account when looking at how the Multi-Modal Transportation Facility will connect to downtown and the Mall.

1.8 Cleveland, Ohio

Cleveland is located on the southern shore of Lake Erie, one of the country's largest fresh water resources. Founded in 1796 near the mouth of the Cuyahoga River, Cleveland became a manufacturing center owing to its location at the head of numerous canals and railroad lines. The city has a total area of 82.4 square miles (213.5 km²), of which, 77.6 square miles (201.0 km²) is land and 4.8 square miles (12.5 km²) is water.

As of the 2000 Census (prepared by the United States Census Bureau), the city proper had a total population of 478,403. There were 478,403 people, 190,638 households, and 111,904 families residing in the city. The Cleveland-Elyria-Mentor Metropolitan Statistical Area which in 2000 ranked as the 23rd largest in the United States with 2,250,871 people.

The racial makeup of the city proper was 50.99% Black or African American, 41.49% White, 1.35% Asian, 0.30% Native American, 0.04% Pacific Islander, 3.59% from other races, and 2.24% from two or more races. 7.26% of the population was Hispanic or Latino of any race. Ethnic groups include Germans (9.2%), Irish (8.2%), Poles (4.8%), Italians (4.6%), and English (2.8%).

2.0 Schedule

Competition Announcement	October 5 th , 2009 (Monday)
Jury Announcement	October 23 rd , 2009 (Friday)
Questions Deadline	November 9 th , 2009 (Monday)
Questions Responses	November 16 th , 2009 (Monday)
Registration Deadline	December 1 st , 2009 (Tuesday)
Late Registration Deadline	December 11 th , 2009 (Friday)
Submission Deadline	December 18 th , 2009 (Friday)
Juried Review	TBA
Reception & Exhibition	TBA, January 2010

3.0 Entry Requirements

3.1 Eligibility

All interested parties, including multi-disciplinary teams, are invited to enter unless specifically excluded. Entrants may submit as an individual or as a member of a team. Individuals and team members are not permitted to submit as an organization or firm. Firm names or logos associated with any submission will be disqualified. Team Submissions must designate a primary contact person for communication purposes only. Architects, engineers, landscape architects, urban planners, artists, students and others are all encouraged to enter. Exclusions: Members of the Advisory Committee are enjoined from participating in the competition. No jury member may advise or assist a competitor in any way. If it is determined that a competitor is in any material way related to a member of the Advisory Committee or a member of the jury, that competitor's project will be disqualified.

3.2 Anonymity

This competition requires individuals and teams to register on the competition website prior to submission. Upon confirmation of registration, entrant(s) will be assigned a unique Identification Number. **The Juried Review is an anonymous process. Other than the Unique Identification Number provided to entrant(s) by the Competition Organizing Committee, submissions are to bear no marks of logo, insignia, or writing that identify their authorship.** The Unique Identification Number must be marked only in the locations defined in sections *3.3 Material Submission Requirements* and *3.4 Electronic Submission Requirements*. Failure to comply with this requirement will result in disqualification.

3.3 Material Submission Requirements

Entrants must submit (2) 24" x 36" boards in portrait format. The boards are to be of light-weight foam core and to have a maximum thickness of 0.5". International entrants are not required to submit mounted boards and may choose to submit 24" x 36" rolled sheet presentation materials instead. The unique Identification Number provided in the registration confirmation must be clearly marked on the back of each submission board/sheet.

Entrants are encouraged to include on submission boards: a brief conceptual statement describing the project, site sections, renderings, diagrams, and drawings that communicate the intent of the submission. Please note, physical models will not be accepted. Because it is the intent of the 2009 Cleveland Design Competition to exhibit winning entries, presentation boards must easily lie flat against an easel or wall. Materials submitted will not be returned to the owners at the conclusion of the 2009 Cleveland Design Competition.

3.4 Electronic Submission Requirements

Presentation boards must be accompanied by a compact disc or USB memory stick containing electronic PDF files of both presentation boards. PDF's are to be 24" x 36" at 150 dpi resolution. Electronic submissions must only include PDF files of the submitted boards, and are to comply with the anonymity requirements defined in section 3.2 *Anonymity*. **Files submitted electronically must be named:**

09-Cleveland Design Competition – *(Unique Identification Number)* - 01
09-Cleveland Design Competition – *(Unique Identification Number)* - 02

Materials, compact discs, and USB memory sticks submitted will not be returned at the conclusion of the 2009 Cleveland Design Competition.

3.5 Fees

Individual & Team Entries

\$50.00 : Registrations received by December 1st, 2009

\$75.00 : Registrations received between December 2nd and December 11th

Studio Entries

(Universities may enter up to 15 students per studio fee)

\$300.00 : Studio registrations received by December 1st, 2009

\$400.00 : Studio registrations received between December 2nd and December 11th, 2009

Entry fee must be paid at the time of registration. Entrants will not be issued a Unique Identification Number until they have completed both registration and the payment process via the competition website.

www.clevelandcompetition.com/registration.html

4.0 Questions & Answers

Entrants may seek further clarification of the information presented here by submitting questions to the competition advisors via email at questions@clevelandcompetition.com before November 9th, 2009. Answers to questions will be compiled into a question/answer document that will be available on November 16th, 2009, and will not be mailed or emailed directly to questioner. Any changes to the Competition Brief resulting from answers to the questions will become a part of a revised document that will be posted on the competition website.

5.0 Deadline

All submissions must be received in Cleveland, Ohio, no later than 5:00pm (EST) on December 18th, 2009. Submissions postmarked before December 18th, 2009, but received after December 18th will be disqualified.

Mail or deliver entries to:

ATTN: Cleveland Design Competition
C/o Cleveland Urban Design Collaborative
820 Prospect Avenue, 2nd floor
Cleveland, Ohio 44115

Note: Deliveries submitted in person must be done so between 11:00 a.m. – 5:00 p.m., Monday-Friday, before 5:00 p.m. on December 18th, 2009. Entrants are solely responsible for ensuring their entry arrives on time. The competition and its Advisors assume no responsibility for the condition in which materials arrive.

6.0 Awards & Jury

6.1 Awards

The jury will award three cash prizes.

First Prize: \$5,000
Second Prize: \$2,000
Third Prize: \$1,000

Any additional projects deemed deserving of recognition by the jury will be a part of a public exhibition and publication at the conclusion of the competition. When available, the location and length of the exhibition will be announced on the competition website (<http://www.clevelandcompetition.com/exhibition.html>). Please review section 7.0 *Rules and Regulations* for ownership and copyright information pertaining to competition submissions.

6.2 Jury

Announcement of competition jurors will be on October 23rd, 2009. Please refer to the Competition Webpage for further updates regarding the jury for **Project 2009: Lakefront Station**.

6.3 Selection Process

Competition submissions will be judged by a jury comprised of national and regional design professionals in disciplines that complement the competition's objectives and challenges. Members of the jury will judge submissions based solely upon material submitted. An alternate juror will replace jury members who cannot attend the meeting(s) of the jury. Jury alternates will be selected by the Advisory Committee and announced on the competition website. Members of the Advisory Committee will observe each jury meeting to ensure impartial enforcement of the competition's regulations.

7.0 Rules & Regulations

7.1 Ownership and Copyright

Materials submitted for the competition become the property of the Cleveland Design Competition, and may be retained for exhibition, publication, and promotion purposes. The Cleveland Design Competition reserves the right in its retention of ownership of all competition materials to utilize submissions in any exhibition, publication, or promotional endeavor, and without compensation to the entrants. Each competitor will retain full copyright of all materials submitted unless otherwise stated.

7.2 Advisory Committee

Project 2009 is administered by a committee comprised of Cleveland architecture professionals Michael Christoff and Bradley Fink with advisory support from Greg Peckham of Cleveland Public Art, and Steve Rugare of Kent State University's Cleveland Urban Design Collaborative. The Advisory Committee for this years competition is responsible for the creation of the competition brief created for distribution. The Advisory Committee is also responsible for the enforcement of the competition rules and procedures. All communication pertaining to the competition should be directed through Competition Advisors Michael Christoff and Bradley Fink by email at info@clevelandcompetition.com. The Competition Advisors will examine all submissions to ensure compliance with the competition presentation requirements.

Advisory Committee:

Michael Christoff, *Competition Co-founder/Organizer*
Bradley Fink, *Competition Co-founder/Organizer*
Greg Peckham, *Competition Advisor*
Steve Rugare, *Competition Advisor*

8.0 Competition Partners & Sponsors

The Advisory Committee would like to once again thank the partners and sponsors for Project 2009. Without their support, the 2009 Cleveland Design Competition would not be possible. Partners and Platinum Level Sponsors are recognized below. The full list of partners & sponsors will be available on the competition website (www.clevelandcompetition.com/sponsors).

Competition Partner:



Competition Awards Sponsor:



Platinum Sponsor:

Cleveland Mall Plaza
Beautification Fund