

*City of Shaker Heights*



Warrensville/Van Aken Transit-Oriented Development Plan

**Final Report**

*April 28, 2008*

## i | Executive Summary

The Warrensville/Van Aken (WVA) Transit-Oriented Development (TOD) Plan implements the call to revitalize the district that was explored in the Strategic Investment Plan (2000). That Plan recommended reconstructing the Warrensville/Van Aken/Chagrin intersection, improving transit connections and transfer points, redeveloping existing strip shopping centers into a mixed use downtown, and improving pedestrian connections between the station and surrounding areas.

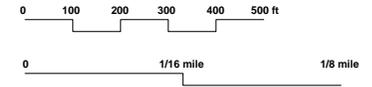
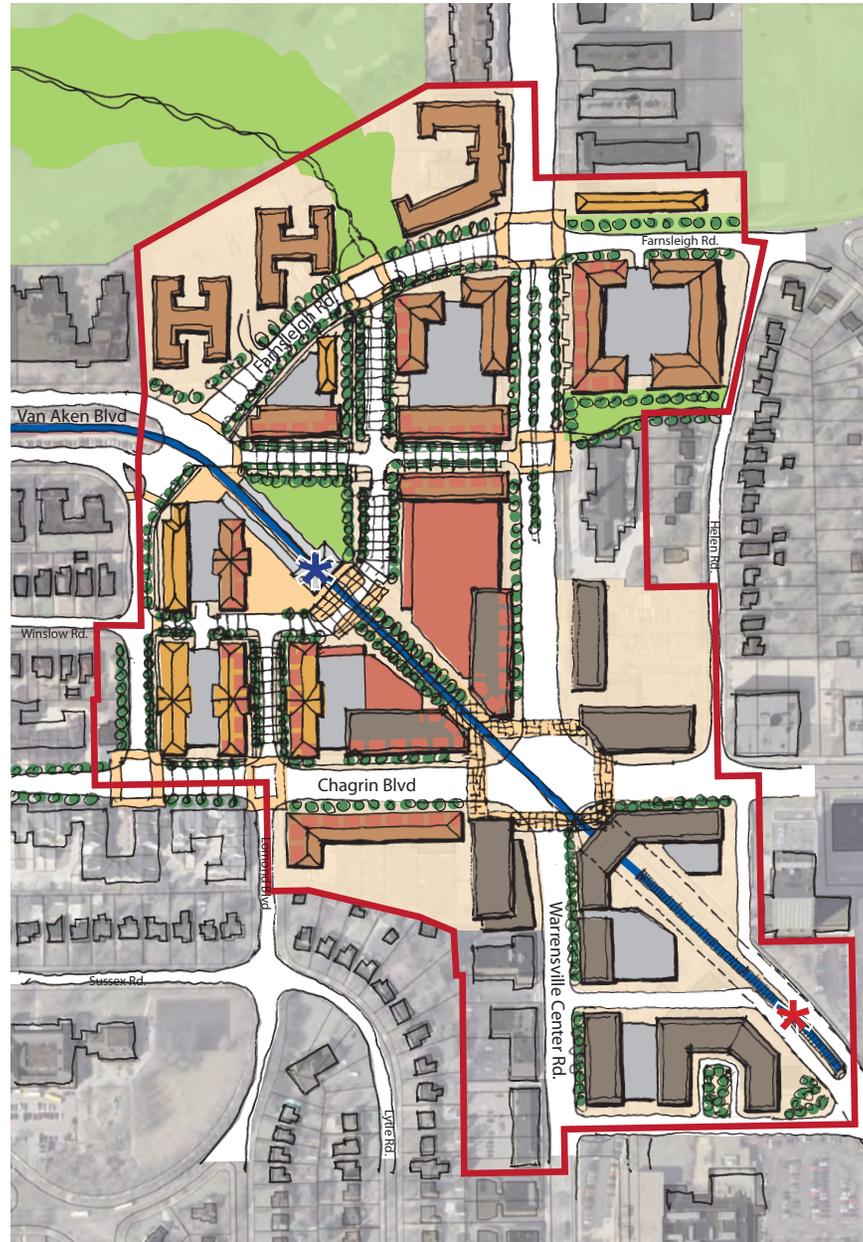
There is tremendous potential to improve transit and the arterial road system and to reconnect both to land use - the legacy of the City's original, historic development plan. An important objective of the Warrensville/Van Aken Transit-Oriented Development Plan is to reinvent this intersection as an important meeting place and a central node within the City.

### Study Area

The Warrensville/Van Aken study area encompasses land in all quadrants of the Warrensville Center Road/ Van Aken Boulevard/Chagrin Boulevard intersection. The area within a 1/2 mile radius around the intersection is included in the study area.

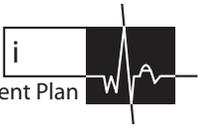
### Work Program

The WVA TOD Plan was completed in three phases over 4 months within a framework of collaboration. The work program was organized around three public workshops that provided the structure for collaborating with a variety of stakeholders.



Urban Design Plan  
31 March, 2008

- Study Area Boundary
- Rapid Transit (Blue Line)
- Retail at Grade
- Retail
- Office
- Apartments
- Townhouses
- Parking Garages
- Park/Green Space
- ★ Transit Station
- ★ Intermodal Station



### Study Goals & Vision

The City's Terms of Reference for the WVA TOD Plan identified a number of goals, including:

1. Transform the Warrensville/Van Aken district into an exciting, urban, pedestrian friendly district;
2. Design a safer and more efficient road layout and traffic pattern;
3. Create an intermodal transportation center that enhances the transit experience now and accommodates system expansion in the future;
4. Evaluate utility relocation needs;
5. Evaluate and address vehicular access and parking needs;
6. Add better pedestrian and bicycle connections between the station and the mix of uses in the surrounding area;
7. Increase the visibility of transit to positively influence the residential and business location decision-making processes; and,
8. Respect and strengthen the historic context and urban design of the surrounding neighborhoods.

### Roads and Traffic

The WVA Development Plan sets out a program of calming a dangerous intersection and connecting the surrounding community to a new vibrant mixed-use district. The plan calls for closing Van Aken Boulevard and Northfield Road where they intersect with Chagrin Blvd and Warrensville Center Road creating a four way intersection.

### Transit

The Blue Line will be extended through the intersection to a new end-of-the-line intermodal station in the southeast quadrant next to the University Hospital office building. The current Farnsleigh Station will be relocated to the center of the new district.

### The Urban Design Plan

The design intent of the WVA Plan is to extend the Shaker tradition of transit planning. Buildings are located to reinforce the edges of streets and public spaces with uses that range from primarily residential and mixed use in the area bordering Farnsleigh Road, to office and mixed use near the main intersection, to a retail focus in the center. The central focus of the district is a park intended as an amenity for residents and a meeting and gathering place for employees and shoppers. Parking will be located in multi-level structures in the centers of most blocks with buildings and active uses facing the adjacent streets and spaces.

The major changes that will take place include:

- Changing the six-way intersection at Chagrin and Warrensville into a standard four-way intersection;
- Reconfiguring Van Aken to extend straight east between Farnsleigh and Warrensville;
- Reconfiguring Northfield to connect with Warrensville near the Post Office;
- Maintaining the rapid transit line in its current diagonal configuration; and,

- Extending the rapid transit line through the Chagrin/Warrensville intersection to a new transit/bus terminal near the University Hospitals Administrative building,

### The Program

The initial program for development illustrated in the Plan includes:

1. 160,000- 200,000 s.f. of retail,
2. 500-600 residential units,
3. 250,000-500,000 s.f. of office,
4. an intermodal transit facility
5. parking to meet development needs
6. on-street parking where possible

A comparison of the program with the amount of development illustrated in the proposed plan and outlined on the block-by-block basis indicates that the program goals have been realized.

### Implementation

The implementation strategy includes 10 recommendations for bringing the plan to fruition as well as a discussion of the phasing of the plan, related costs and a review of funding sources.