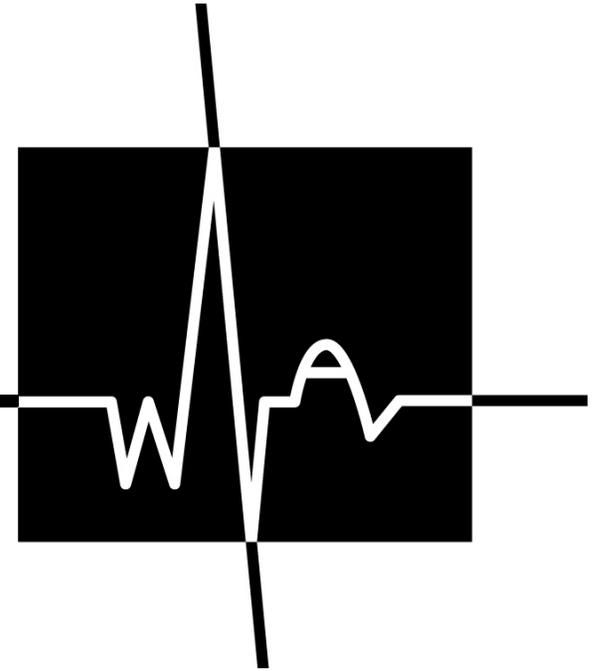




SHAKER
HEIGHTS



City of Shaker Heights



Warrensville / Van Aken TOD

Update
February, 2012



Existing Conditions



Warrensville/Van Aken Intersection Existing Conditions

- ❖ 45,000 cars/day
- ❖ 6 legs
- ❖ Confusing, congested, unsafe
- ❖ Many accidents:
 - #1 in city
 - #11 in county
 - #188 in state

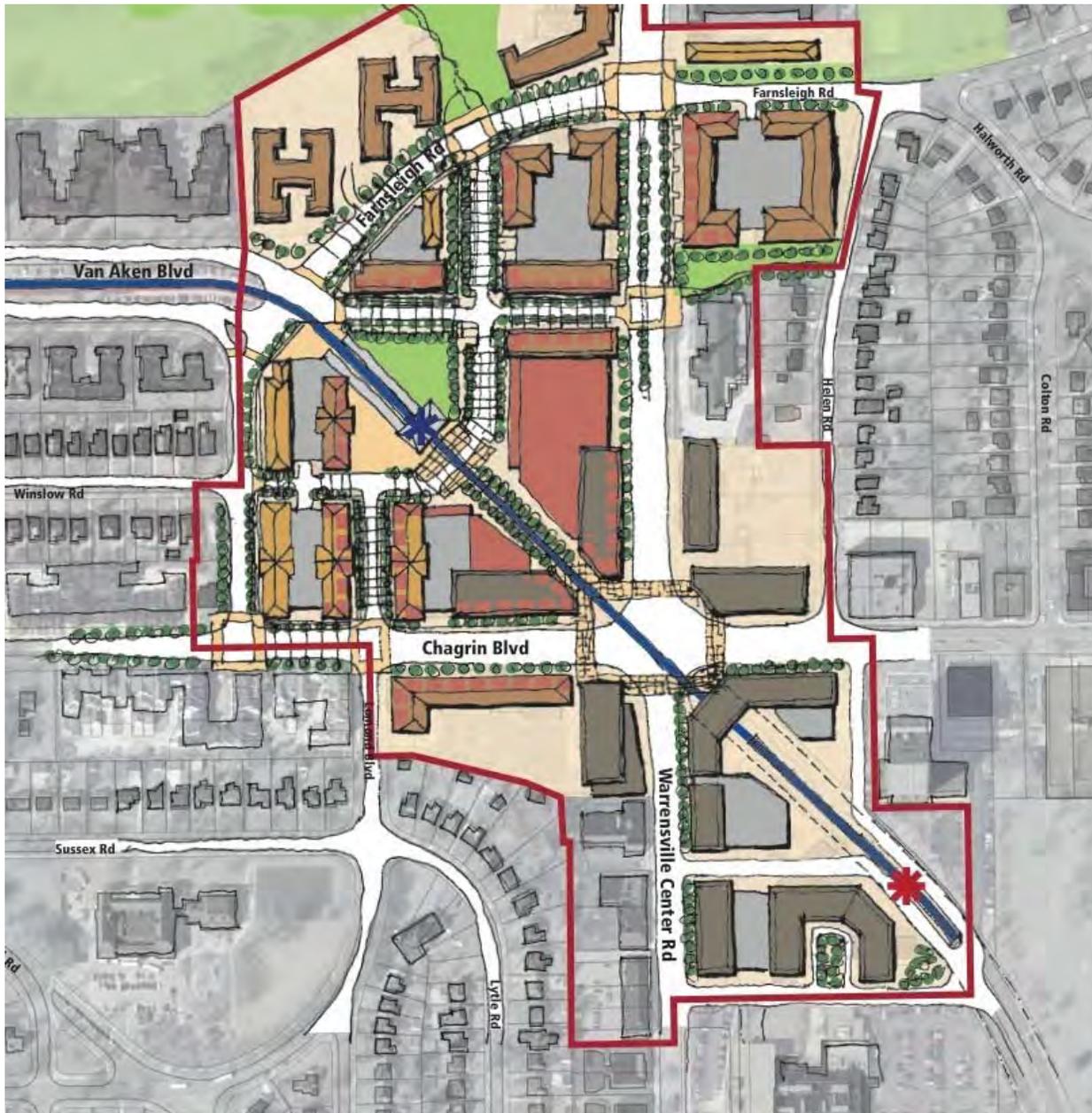


Public Participation



- ❖ Strategic Investment Plan (2000)
- ❖ Warrensville/Van Aken TOD Plan (2008)
- ❖ Intermodal Transit Center Program Plan (2010)
- ❖ Blue Line Extension Project (2010)
- ❖ Economic Development Plan (2010)
- ❖ Marketing Plan for Economic Development (2011)

WVA TOD Plan - 2008



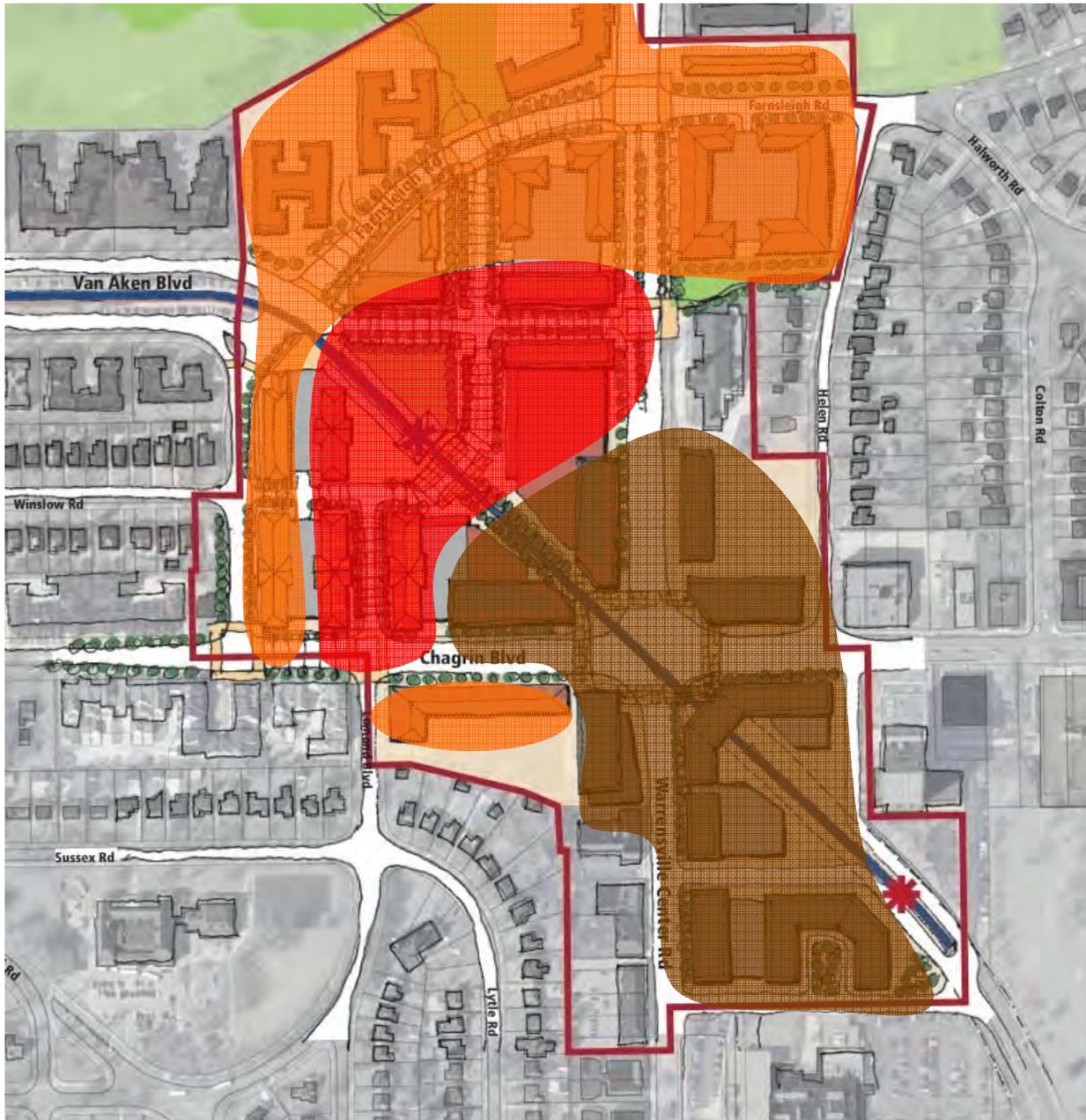
A vibrant mixed-use district:

- ❖ Reconfigure: 6 legs to 4 legs
- ❖ Close Van Aken
- ❖ Relocate Northfield
- ❖ Create regular development parcels
- ❖ Extend rapid transit
- ❖ Create intermodal center





Economic Development - \$300 million



 Residential (500-600 units)

 Retail (160,000 sf)

 Office (250,000 sf)

❖ Increase property tax & income tax

Phase I:

❖ Create jobs:

❖ Retain 3,000 jobs

❖ Create 1,000—1,500 jobs

❖ City benefit:

❖ \$11 million/year income and property tax

❖ State benefit:

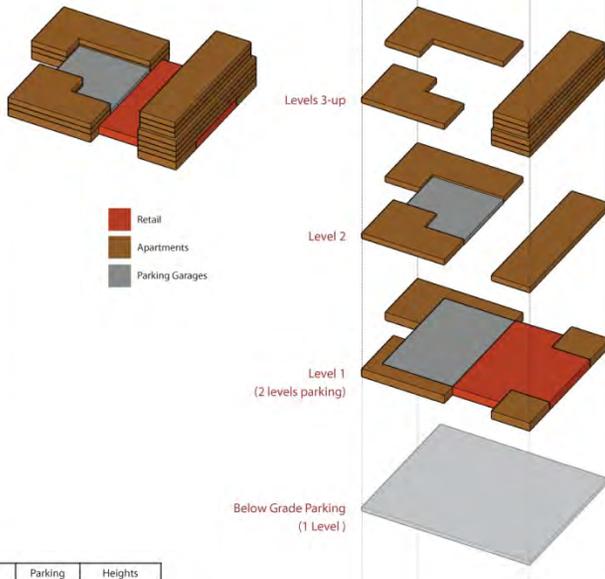
❖ \$5 - \$10 million/year income tax

Economic Development – Block by Block Analysis

Block by Block Analysis **F**
Warrensville/Van Aken Transit-Oriented Development Plan

Block 2

Located at the south west corner of Warrensville Center Road and Farnsleigh Road is a structure with two 3 1/2 story apartment buildings on Farnsleigh Road and an 8 story apartment building on the new Van Aken Boulevard extension. Retail occupies 1/2 of the site extending from the new retail street under the 8 story apartment building, and parking is at the center of the block.

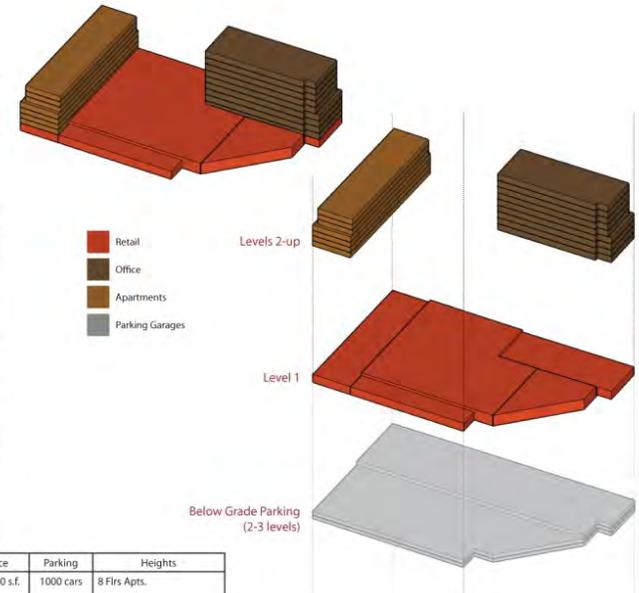


Site	Residential	Retail	Office	Parking	Heights
2	70 Apt. Units	35,000 s.f.	0	180 Cars	8 Flrs. Apts. 3+1 Parking

F City of Shaker Heights

Block 7

Located at the northwest corner of Chagrin Boulevard and Warrensville Center Road, this is a major retail site with an office tower above at the corner and an apartment building along the extension of Van Aken Boulevard. Retail is a large format with some at the base of the apartment building.



Site	Residential	Retail	Office	Parking	Heights
7	70 Apt. Units	100,000 s.f.	120,000 s.f.	1000 cars	8 Flrs Apts. 10 Flrs Off. 20 Ft Retail Parking (2 1/2 below grade)

Economic Development Project

- ❖ Positions Land for office development
- ❖ Opens up new opportunities for business expansion
- ❖ Jobs bring income tax to city; sales tax to state

Environmental

❖ Sustainable

❖ Improves air quality

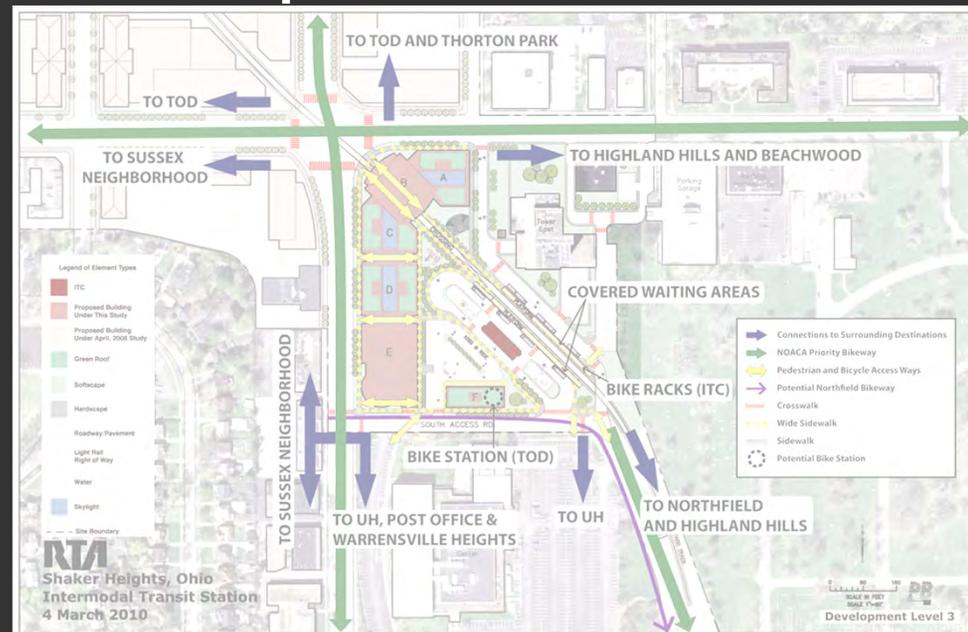
- Reduce pollutants
- Divert 600 trips/day from car to transit
- Reduce VMT 6M/year

❖ Walkable

❖ CMAQ eligibility approved

Multimodal

- ❖ Creates access to alternative modes of transportation
- ❖ Connects 5+ bus routes to rapid transit
- ❖ Connects park-n-ride autos to rapid transit
- ❖ Links pedestrians & bicycles
- ❖ Allows for future expansion



Cost/Funding Plan: Roads

❖ Estimated Cost: \$17.4 million

- \$18.5 million committed

❖ Funding Sources:

- \$4M State Safety Grant
(with County Engineer)
- \$2.3M City
(engineering, property acquisition)
- \$660,000 County
- \$7M NOACA
- \$500,000 2010 Appropriation
(Federal)
- \$4.3M Issue 1
- \$0.5M FHWA Grant

❖ Schedule

- Design/engineering 2010-2011
- Property acquisition 2012
- Construction 2013

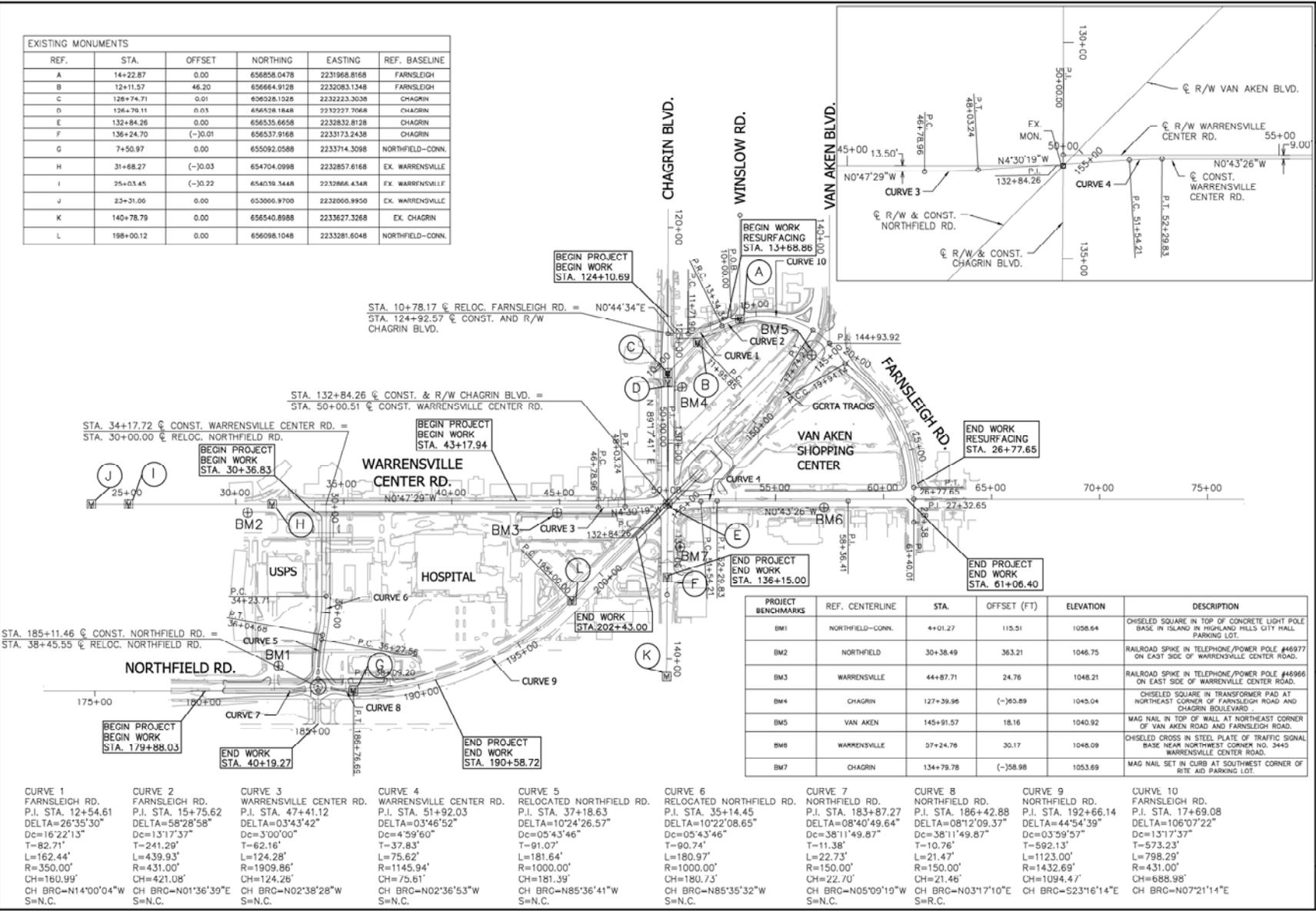


Road Reconfiguration

- ❖ ODOT: Stage 1 Plans approved
Stage 2 & 3 Plans submitted
- ❖ Preferred Alternative: Selected
- ❖ Environmental: Phase I complete
CE (Certified Environmental) complete
- ❖ ROW: Right of Way plans underway



REF.	STA.	OFFSET	NORTHING	EASTING	REF. BASELINE
A	14+22.87	0.00	656658.0478	2231968.8168	FARNSLEIGH
B	12+11.57	46.20	656664.9128	2232083.1348	FARNSLEIGH
C	128+74.71	0.01	656528.1028	2232223.3036	CHAGRIN
D	126+79.11	0.03	656528.1848	2232227.7068	CHAGRIN
E	132+84.26	0.00	656535.6658	2232832.8128	CHAGRIN
F	136+24.70	(-0.01)	656537.9168	2233173.2438	CHAGRIN
G	7+50.97	0.00	655092.0588	2233714.3098	NORTHFIELD-CORN.
H	31+68.27	(-0.03)	654704.0998	2232857.6168	EX. WARRENSVILLE
I	25+03.45	(-0.22)	654039.3448	2232866.4348	EX. WARRENSVILLE
J	23+31.06	0.00	653066.9700	2232066.9950	EX. WARRENSVILLE
K	140+78.79	0.00	656540.8988	2233627.3268	EX. CHAGRIN
L	198+00.12	0.00	656098.1048	2233281.6048	NORTHFIELD-CORN.



PROJECT BENCHMARKS	REF. CENTERLINE	STA.	OFFSET (FT)	ELEVATION	DESCRIPTION
BM1	NORTHFIELD-CORN.	4+01.27	115.51	1008.64	CHISELED SQUARE IN TOP OF CONCRETE LIGHT POLE BASE IN ISLAND IN HIGHLAND HILLS CITY HALL PARKING LOT.
BM2	NORTHFIELD	30+38.49	363.21	1046.75	RAILROAD SPIKE IN TELEPHONE/POWER POLE #46977 ON EAST SIDE OF WARRENSVILLE CENTER ROAD.
BM3	WARRENSVILLE	44+87.71	24.76	1048.21	RAILROAD SPIKE IN TELEPHONE/POWER POLE #46966 ON EAST SIDE OF WARRENSVILLE CENTER ROAD.
BM4	CHAGRIN	127+39.95	(-)-60.89	1043.04	CHISELED SQUARE IN TRANSFORMER PAD AT NORTHEAST CORNER OF FARNSLEIGH ROAD AND CHAGRIN BOULEVARD.
BM5	VAN AKEN	145+91.57	18.16	1040.92	MAG NAIL IN TOP OF WALL AT NORTHEAST CORNER OF VAN AKEN ROAD AND FARNSLEIGH ROAD.
BM6	WARRENSVILLE	57+24.76	30.17	1048.09	CHISELED CROSS IN STEEL PLATE OF TRAFFIC SIGNAL BASE NEAR NORTHWEST CORNER NO. 3440 WARRENSVILLE CENTER ROAD.
BM7	CHAGRIN	134+79.78	(-)-38.98	1053.69	MAG NAIL SET IN CURB AT SOUTHWEST CORNER OF RITE AID PARKING LOT.

CURVE 1 FARNSLEIGH RD. P.I. STA. 12+54.61 DELTA=26°35'30" Dc=162'22"13" T=82.71' L=162.44' R=350.00' CH=180.99' CH BRG=N14°00'04"W S=N.C.	CURVE 2 FARNSLEIGH RD. P.I. STA. 15+75.62 DELTA=58°28'58" Dc=3'00'00" T=241.29' L=439.93' R=431.00' CH=421.08' CH BRG=N01°36'39"E S=N.C.	CURVE 3 WARRENSVILLE CENTER RD. P.I. STA. 47+41.12 DELTA=03°43'42" Dc=5'59'60" T=62.16' L=124.28' R=1909.86' CH=124.26' CH BRG=N02°38'28"W S=N.C.	CURVE 4 WARRENSVILLE CENTER RD. P.I. STA. 51+92.03 DELTA=03°48'52" Dc=6'59'60" T=37.83' L=75.62' R=1145.94' CH=75.61' CH BRG=N02°36'53"W S=N.C.	CURVE 5 RELOCATED NORTHFIELD RD. P.I. STA. 37+18.63 DELTA=10°24'26.57" Dc=05'43'46" T=91.07' L=181.64' R=1000.00' CH=181.39' CH BRG=N85°36'41"W S=N.C.	CURVE 6 RELOCATED NORTHFIELD RD. P.I. STA. 35+14.45 DELTA=10°22'08.65" Dc=05'43'46" T=90.74' L=180.97' R=1000.00' CH=180.73' CH BRG=N85°35'32"W S=N.C.	CURVE 7 NORTHFIELD RD. P.I. STA. 183+87.27 DELTA=08°40'49.64" Dc=38'11'49.87" T=11.38' L=22.73' R=150.00' CH=22.70' CH BRG=N05°09'19"W S=N.C.	CURVE 8 NORTHFIELD RD. P.I. STA. 186+42.88 DELTA=08°12'09.37" Dc=38'11'49.87" T=10.76' L=21.47' R=150.00' CH=21.46' CH BRG=N03°17'10"E S=R.C.	CURVE 9 NORTHFIELD RD. P.I. STA. 192+66.14 DELTA=44°54'39" Dc=03'59'57" T=592.13' L=1123.00' R=1432.69' CH=1094.47' CH BRG=S23°16'14"E S=N.C.	CURVE 10 FARNSLEIGH RD. P.I. STA. 17+69.08 DELTA=106°07'22" Dc=13'17'37" T=573.23' L=798.29' R=431.00' CH=688.98' CH BRG=N07°21'14"E S=N.C.
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SCHEMATIC PLAN

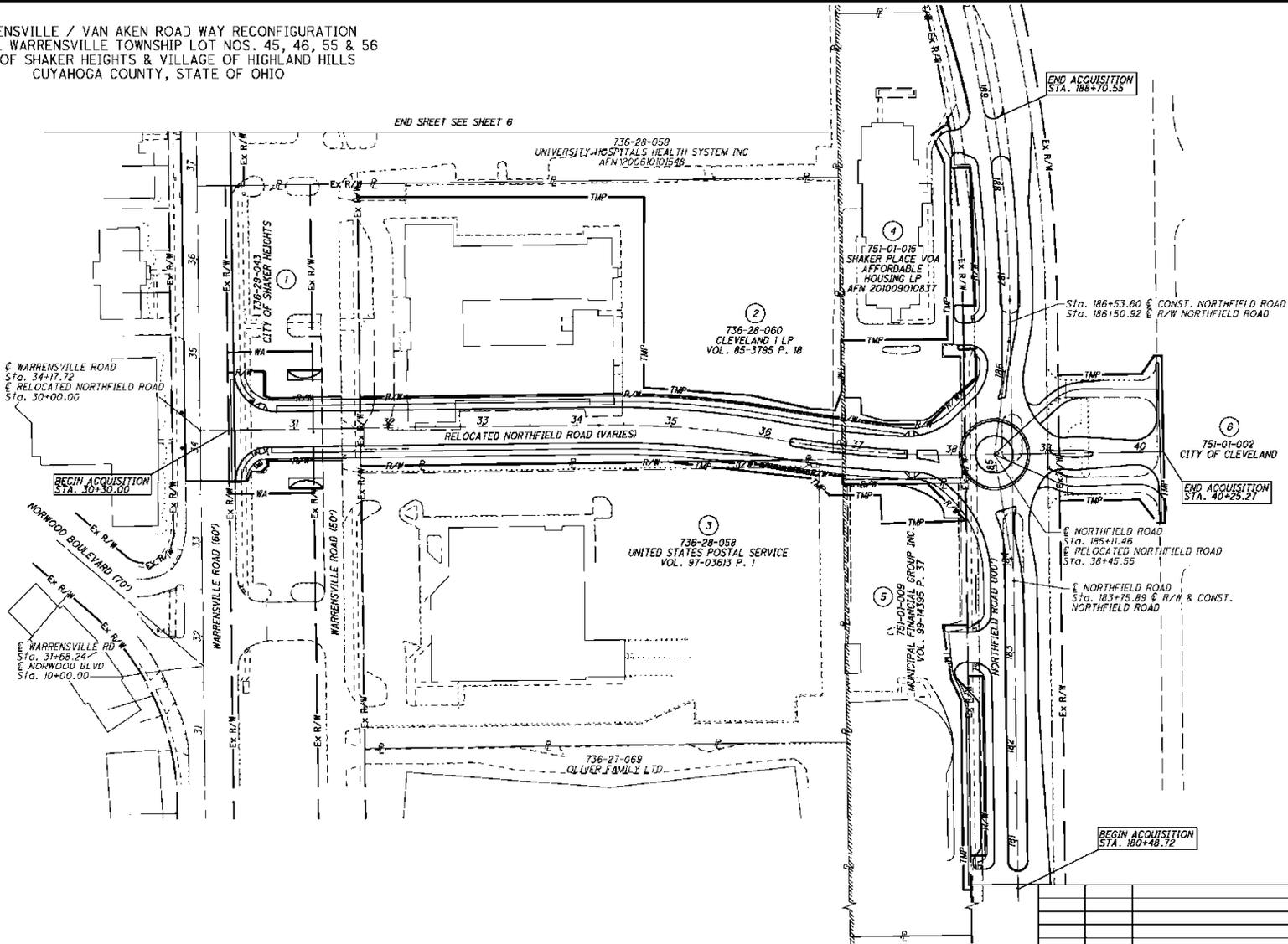
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2/89

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 CHECKED BY: JMM
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WARRENSVILLE / VAN AKEN ROAD WAY RECONFIGURATION
 ORIGINAL WARRENSVILLE TOWNSHIP LOT NOS. 45, 46, 55 & 56
 CITY OF SHAKER HEIGHTS & VILLAGE OF HIGHLAND HILLS
 CUYAHOGA COUNTY, STATE OF OHIO

END SHEET SEE SHEET 6



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PID NO. **85207**
 10' X 10' SHEET
 3/4" MAP SCALE
 1/4" REAL IN FEET

PROPERTY MAP

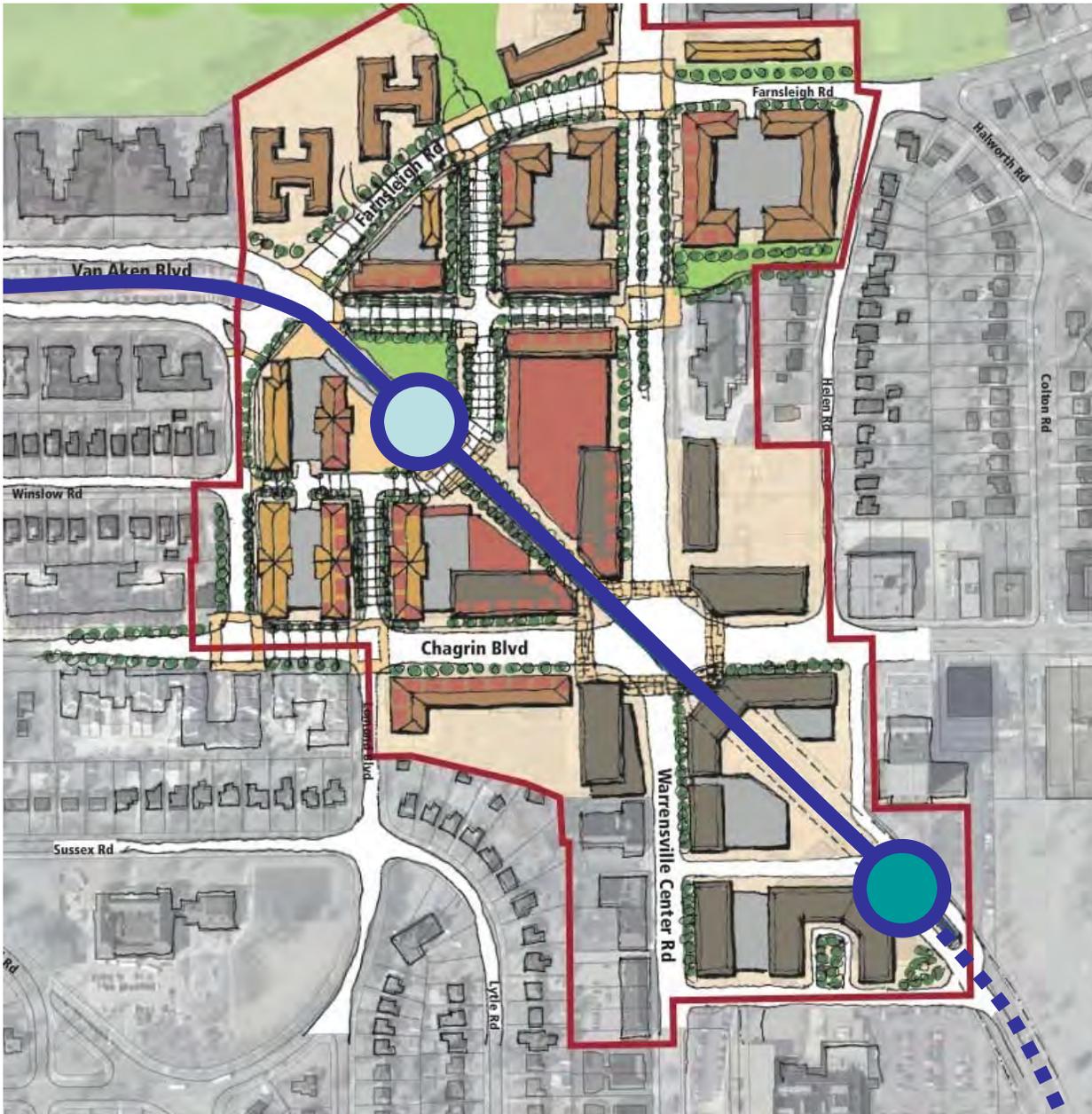
CUY - 422 - 8.88

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REV. BY	DATE	DESCRIPTION

DATE COMPLETED

Transit



-  Rapid Transit (Blue Line)
-  Possible Rapid Transit Extension
-  Rapid Transit Stop
-  Intermodal Transit Center

Intermodal Transit Center Plan

3 Levels of Development

❖ Level 1: Station Area

- Intermodal station
- 6 bus bays
- Surface parking
- Bike/pedestrian connectivity

❖ Level 2: Station + Development

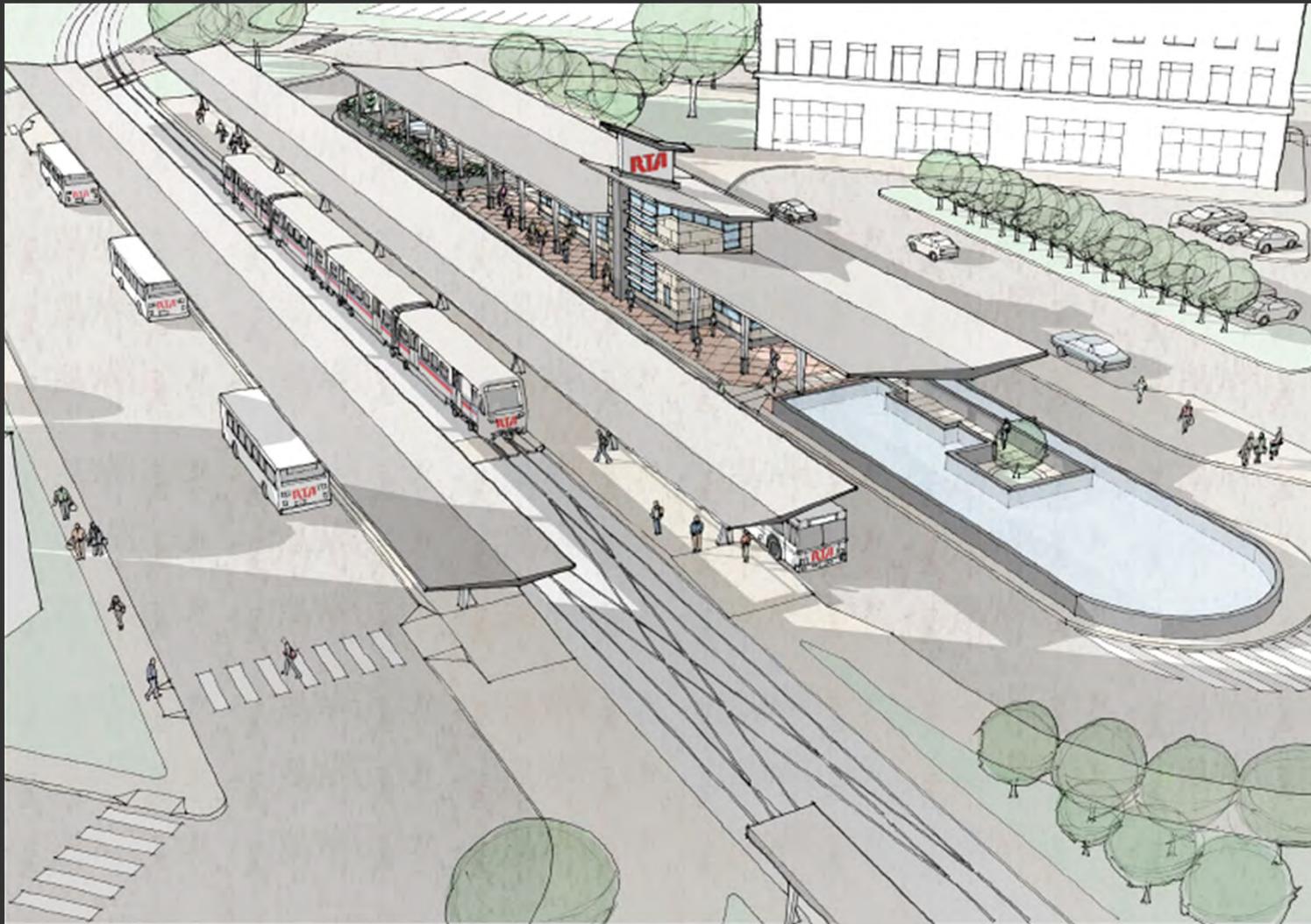
- Level 1 station area
- 40,000sf retail, 100,000sf office
- Surface parking
- Bike/pedestrian connectivity

❖ Level 3: Station + Development

- Level 1 station area
- 100,000sf retail, 215,000sf office
- Structure & surface parking



Station



Transit: Blue Line Extension Project

❖ NOI recorded in the Federal Register for Blue Line Extension (Vol. 75, No. 18 Thursday, January 28, 2010)

❖ Three Phases

- Alternatives Analysis
- Environmental Analysis
- New Starts Report/Apply for Funds

❖ Goals

- Improve transit connections
- Increase safety & efficiency of bus/rail intermodal connections
- Promote redevelopment with transit improvements
- Cost effectiveness & efficiency

BLUE LINE CORRIDOR EXTENSION STUDY



FINAL RECOMMENDATIONS

January 2012

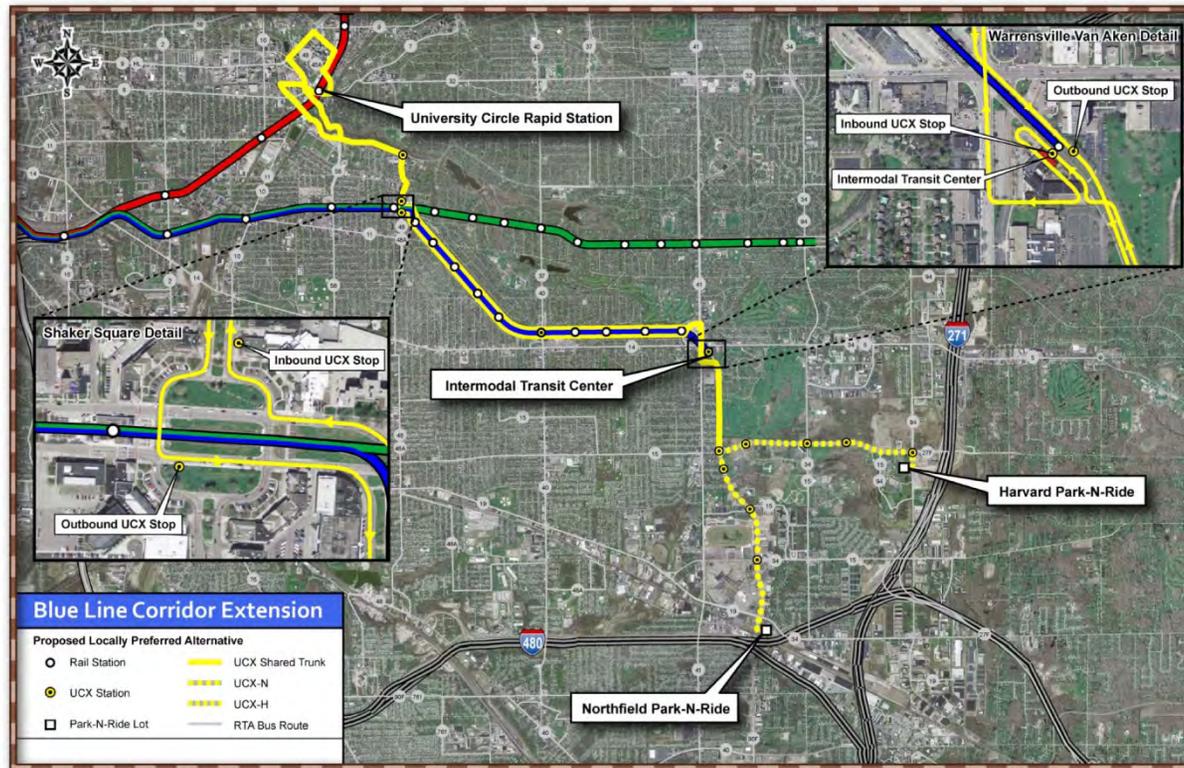


Recommendations



- Recommend Baseline Alternative as Locally Preferred Alternative
- Baseline Alternative Includes:
 - ▣ 0.3 mile Blue Line extension
 - ▣ Shaker Intermodal Transit Center
 - ▣ University Circle Express (UCX) direct bus service
 - ▣ Construction of Bus Stations
 - ▣ Construction of Park-N-Ride lots at both Northfield and Harvard

Recommended Alternative: Baseline



Cost/Funding Plan: Transit

Estimated Construction Cost: \$25.4 million (Shaker)
\$36.6 million (Total)

Funding Sources (possible):

- \$36.6M Transportation Reauthorization Bill, FTA Small Starts, TRAC, NOACA
- \$1.1M GCRTA (committed)

Schedule

- | | |
|-------------------------|-----------|
| ▪ Alternatives Analysis | 2011-2012 |
| ▪ NEPA | 2012 |
| ▪ Small Starts Process | 2013-2014 |
| ▪ Engineering | 2015-2016 |
| ▪ Construction | 2016-2017 |



Summary

The Warrensville/Van Aken project:

- ❖ Positions land for redevelopment
- ❖ Improves investment
- ❖ Creates jobs
- ❖ Connects modes of travel
- ❖ Improves environment & air quality

Schedule:

- ❖ ROW Acquisition 2012
- ❖ Road Construction 2013
- ❖ RTA Process 2012-2015