Final Report

Warrensville/Van Aken

Intermodal Transit Center Program Plan

Submitted to:

City of Shaker Heights

Greater Cleveland Regional Transit Authority

Submitted by:

PARSONS BRINCKERHOFF

Baker

BIALOSKY + PARTNERS ARCHITECTS

Adopted by Shaker Heights City Council June 28, 2010

APPENDIX A: SPACE PROGRAM

Table A-1: Space Program for Intermodal Transit Center

Warrensville / Van Aken TLCI										
Space Planning Analysis - Version 3.8										
March 8, 2010										
		Qt.	**Size**		**Subtotal**		**Occupants**	**Adjacency**	**FF&E**	**Comments**
Interior spaces										
Public										
	Vestibule	2	50	SF	100	SF	N/A	Direct - Waiting area & platforms	1 Vestibule with Fire Alarm Control Panel	
	Waiting/Seating Area*	1	500	SF	500	SF	20	Direct - Information, Police, TVM, toilets, vestibules	Public Phones (2), Seating (10)	Includes ticket and food vending machine areas
	Information Area w/ Security Desk*	1	160	SF	160	SF	2	Direct - Indoor waiting area	Enclosed desk area w/ door	Includes media circulation center
Private										
	Supervisor's Room*	1	360	SF	360	SF	4	Visual & Direct - Majority of bus & rail platforms Indirect - Driver's break room	4 work stations (w/ power, data and voice) and 1 open counter	Includes brochure storage and transaction counter to waiting area.
	Driver's Break Room	1	180	SF	180	SF	4	Direct and Visual - Supervisor's office	Base wall cabinets, Vending machines (2), Microwave oven, Television, Sink	
	Staff Toilet Room	2	80	SF	160	SF	1	Direct - Driver's break room	Toilet & sink per room	
Service										
	Mechanical Room/AC & DHW	1	180	SF	180	SF	N/A	Direct - Exterior access (preferred)		
	Electrical / IT Server & Telephone Room*	1	120	SF	120	SF	N/A	Direct - UPS & IT server room Indirect - Building core/central (preferred) Indirect - Building core/central (preferred)	Independent air conditioning and fire suppression systems for IT functions.	Includes Uninterrupted Power Supply (UPS)
	Storage Area*	1	200	SF	200	SF	N/A	Indirect - Information area	Racks	Exterior access. Includes janitors closet and floor sweeper storage.
Exterior spaces										
Public										
	City Bus Bays (40' Bus)	5	80	FT	400	FT	N/A	Direct - Indoor waiting area & rail platform		
	Articulated Bus Bays (60' Bus)	2	100	FT	200	FT	N/A	Indirect - Indoor waiting area & rail platform		
	Platform Seating (Exterior)	7	32	SF	224	SF	40	Direct - Loading platforms	8 Seats / bay	
	Transit Center Seating (Exterior)	4	32	SF	128	SF	16	Direct - Transit center		Area does not include track right of way
	Transit Platform (Bus & Rail)	2	3,570	SF	7,140	SF	N/A	Direct - Indoor waiting area & bus bays	W/ DF track	
	North West Transit Canopy	1	7,350	SF	7,350	SF	N/A	Direct - Over platforms and loading area		
	South East Transit Canopy	1	6,080	SF	6,080	SF	N/A	Direct - Over platforms and loading area		
	Pedestrian Canopy	1	4,050	SF	4,050	SF	N/A	Direct - Over walkway adjacent to Northfield extension		
	Building Canopy	1	7,100	SF	7,100	SF	N/A	Direct - Over ITC outdoor waiting area		
	Kiss & Ride / Taxi Stand	5	250	SF	1,250	SF	N/A	Indirect - Indoor waiting area & loading platforms		
	Bicycle Racks (8 cycles/rack)	2	8	FT	16	FT	N/A	Indirect - Headhouse		
Private										
	Facility Maintenance Parking	2	250	SF	500	SF	N/A	Indirect - Service access (if one exists)		
	Rail Storage Tracks	1	300	FT	300	FT	N/A	Direct - After crossover (XO)		
	Rail Cross Over(s)	2	N/A		N/A		N/A	Direct - Rail platforms		#8 Double crossover (DXO) between live track and platform zone and a #8 crossover (XO) between live track and storage / yard track.
	Electrical Substation	1	1,500	SF	1,500	SF	N/A	Direct - Track Direct - Track		Truck access from roadway
Service										
	Trash Storage	1	100	SF	100	SF	N/A	Direct - Recycling storage & delivery/pick-up bay	Small dumpster	Screened area
	Recycling Storage	1	50	SF	50	SF	N/A	Direct - Trash storage & delivery/pick-up bay		
	Subtotal climate controlled space		**1,960**							
	20% Net to gross*		392							
	Total climate controlled space		**2,352**							
	* Indicates space(s) is not independent. Associated spaces are referenced in comments column.									
	** Net to gross area multiplier includes circulation and wall depth.									

APPENDIX B: STATION ELEVATIONS

Figure B-1: South Elevation and Enlargement of Intermodal Transit Center Building Concept

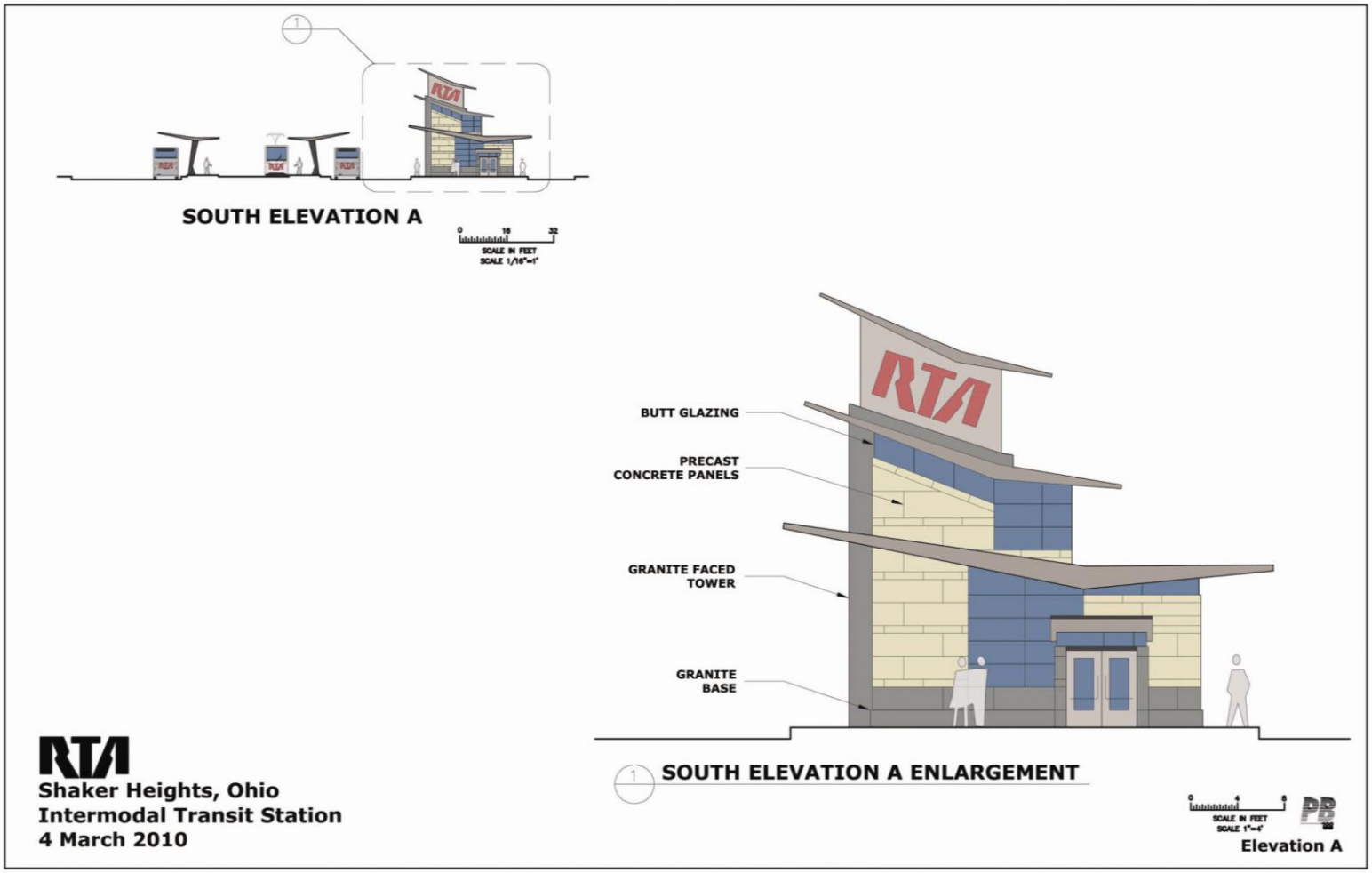


Figure B-2: North Elevation and Enlargement of Intermodal Transit Center Building Concept

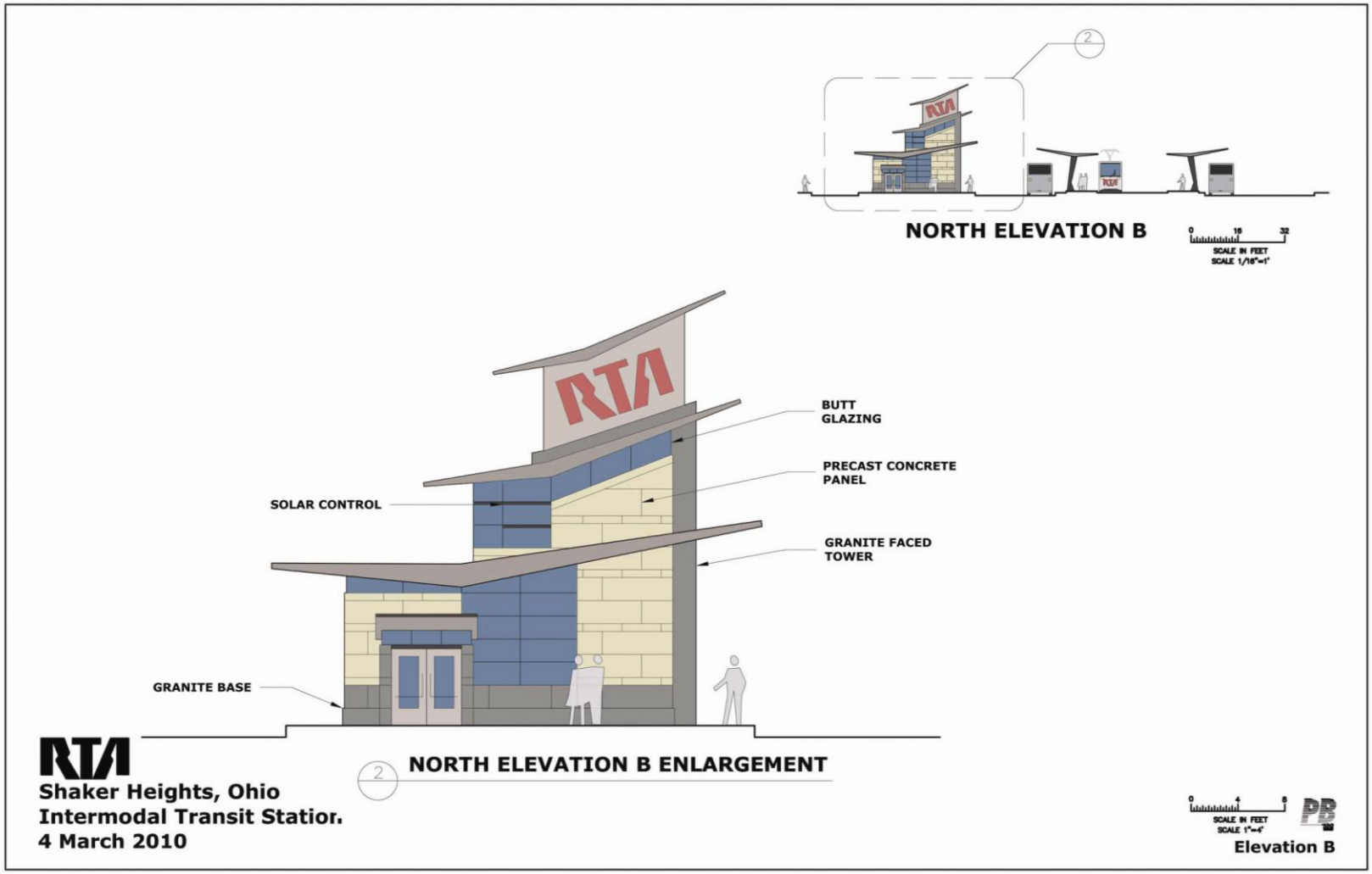


Figure B-3: East Elevation and Enlargement of Intermodal Transit Center Building Concept

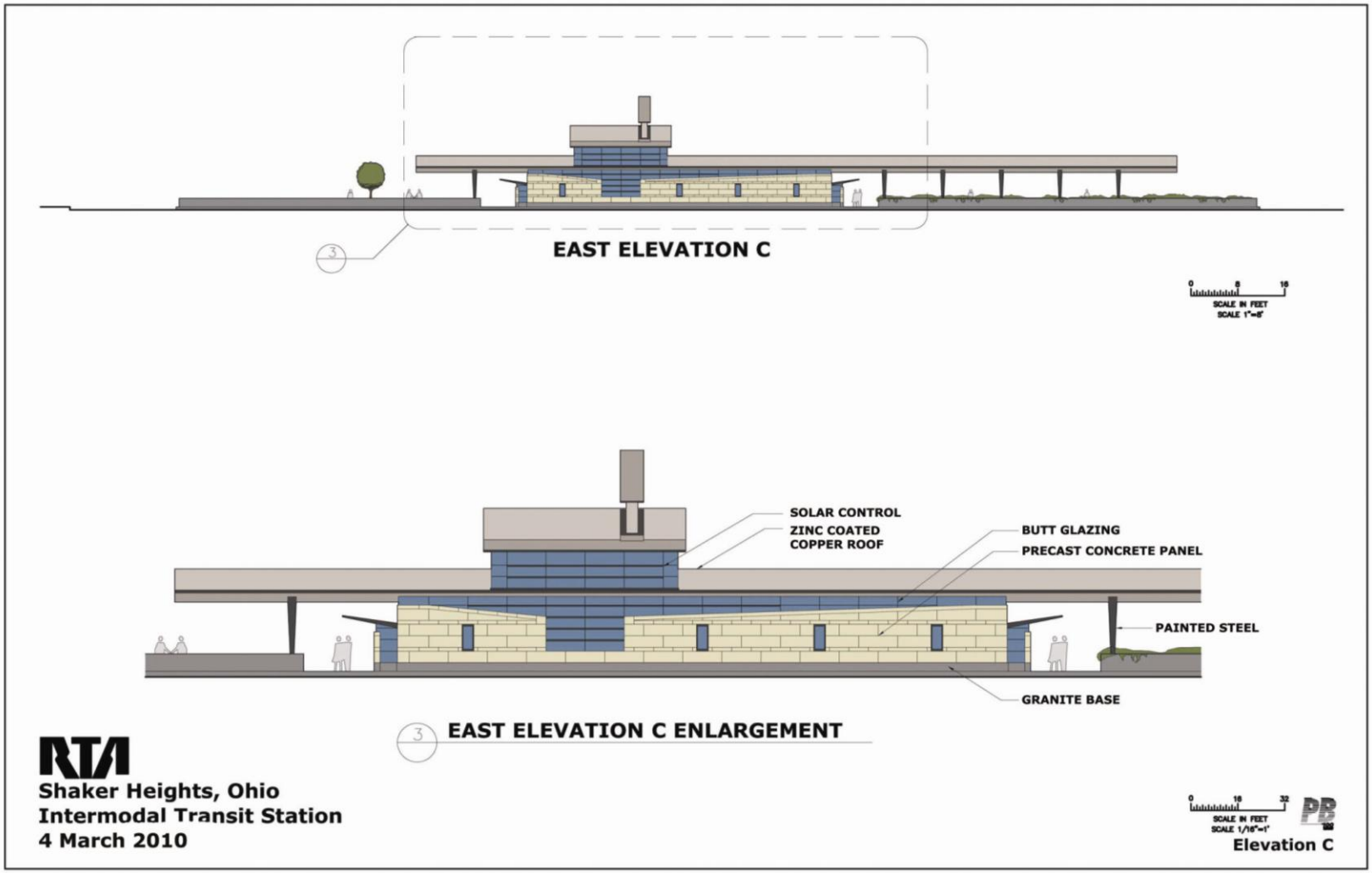
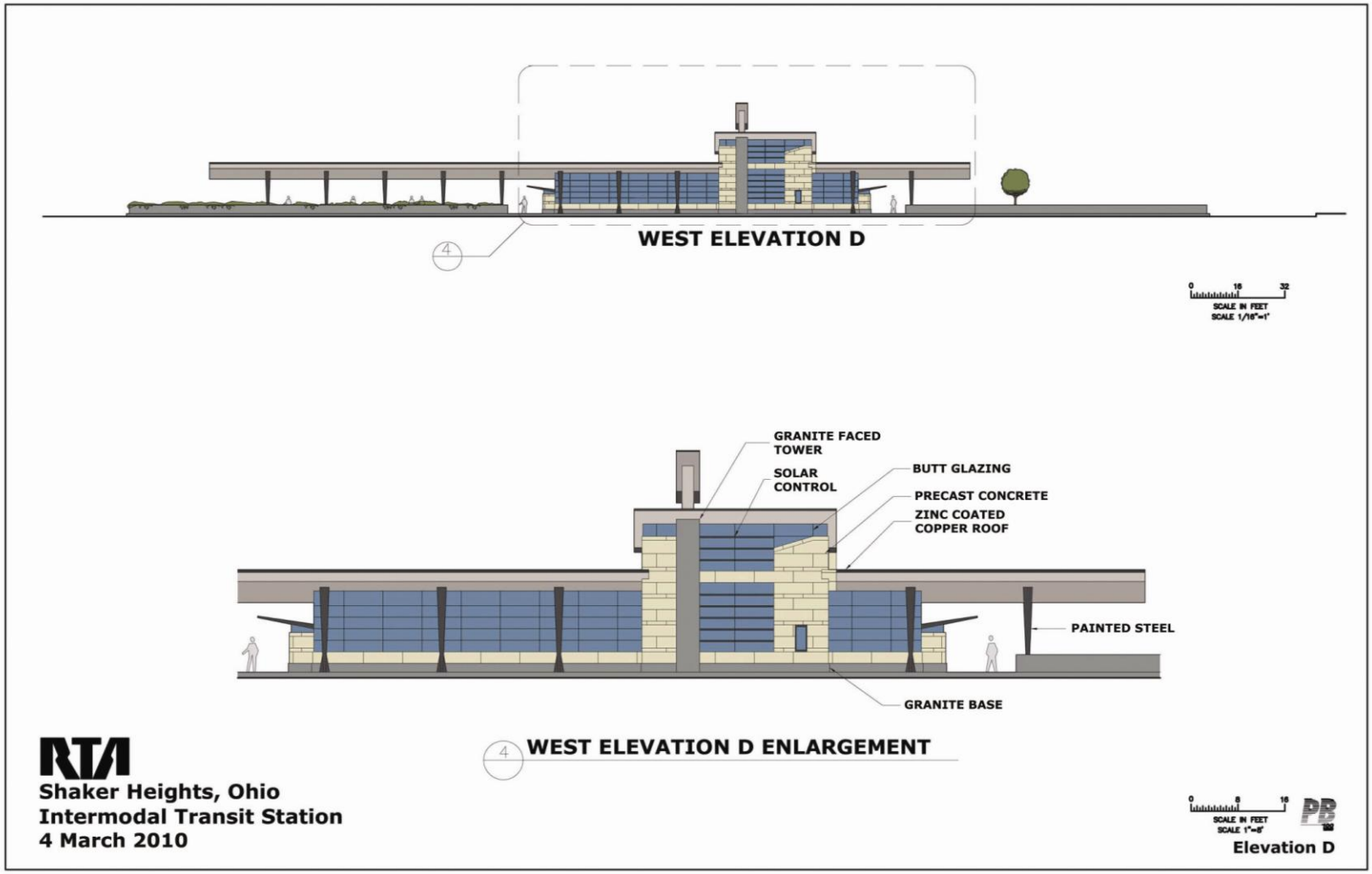


Figure B-4: West Elevation and Enlargement of Intermodal Transit Center Building Concept



APPENDIX C: PARKING

PARKING DEMAND METHODOLOGY

ITC-Related Parking Demand

Recent transit boarding statistics and transfer information for the existing Warrensville-Van Aken Station is not available. Given that ITE's parking generation rates are based on daily boardings, they were not used to estimate parking demand for the ITC. The *NOACA 2007 Transit Network Guide* provides information on fixed route transit service in the NOACA region, including an inventory of the park-and-ride lots and vehicle counts for each lot. This data was used to estimate parking demand for the ITC. Parking data for every Red Line, Blue Line and Green Line rail station was compared. Given the variability in stations, from large park-and-ride lots at terminal stations to small middle-of-the-line stations with linear parking spaces, a list of comparable facilities to the planned ITC was developed. Comparable facilities were selected based on land use, proximity to regional arterials, and anticipated station function and vehicle attraction, and are shown in Table C-1. The number of occupied spaces at similar facilities ranges from approximately 100 to 300, with an average of about 150. For planning purposes, it is reasonable to expect demand for approximately 200 spaces at the ITC. Although this parking analysis process was completed independent of GCRTA, provision of 200 spaces is consistent with their station planning criteria.

TOD-Related Parking Demand

Parking demand for the planned development is based on the parking generation rates and guidelines for urban development in ITE's *Parking Generation, 3rd Edition*. The parking generation rates for land uses at urban sites assume access to transit; consequently, they are appropriate for estimating parking demand related to the development at this site. The proposed TOD plans identify two potential land uses: office and retail. These land uses are only present in Development Levels 2 and 3. The Station Plan does not include any new development.

Office

ITE's parking generation data for General Office is available for both suburban and urban sites on a weekday. Given the nature of the proposed development, the urban data best represents the Warrensville-Van Aken station location so it was used to predict parking demand for the site. Parking demand may be estimated using a number of methods: the average rate (2.40 vehicles per 1,000 SF gross floor area), the range of rates (1.46-3.43), 85th and 33rd percentile rates (2.97 and 2.12, respectively) or the rate equation ($P = 1.73x + 108$). The rate equation was

not used because it over-predicts parking demand for sites of approximately 200,000 SF or less gross floor area. The results of the parking demand projections are provided in Table C-2.

Table C-1: Parking at Comparable GCRTA Rail Stations

Rail Station	Rail Line	Total Spaces	Occupied Spaces	Percent Occupied
Green Road	Green	820	508	62%
Warrensville	Green	112	99	88%
Windermere (Stokes)	Red	410	192	47%
Superior	Red	91	30	33%
West Blvd (Cudell)	Red	112	66	59%
West 117th (Madison)	Red	146	134	92%
Triskett	Red	669	317	47%
Westpark	Red	351	144	41%
Puritas	Red	558	247	44%
Brookpark	Red	1283	498	39%
Brookpark (west)	Red	322	304	94%
Average		**443**	**231**	**59%**
Average w/o Brookpark		**363**	**193**	**57%**
Average w/o Brookpark & Green		**306**	**154**	**56%**

Table C-2: Estimated Parking Demand by Land Use

Land Use and Development Level	Average		85th Percentile		33rd Percentile	
	Rate	Spaces	Rate	Spaces	Rate	Spaces
Development Level 2						
Office (114.4 KSF)	2.40	275	2.97	340	2.12	243
Retail (42.4 KSF)	2.65	112	3.35	142	2.26	96
Development Level 3						
Office (215.0 KSF)	2.40	516	2.97	639	2.12	456
Retail (99.0 KSF)	2.65	262	3.35	332	2.26	224

Note: Rates are based upon vehicles/1000 SF gross floor area (GFA)

Retail

Parking demand for the retail land use was estimated using ITE's data for Shopping Center, which was the best available representation for the project site. Data is provided for December and non-December parking demand. Non-December rates were used based on the anticipated retail developments (small shops, ancillary uses) and the expectation that such uses would not experience parking demand spikes in December. Monday-Thursday data was used based on the nature of the development and higher weekday transit use. Unfortunately, the Shopping Center data was not separated into suburban and urban models. However, the reference does report that shopping centers with access to transit services have lower peak parking demand than sites without transit access. The reference also says that based upon limited data, the range of reduced parking demand for sites with transit services ranged from <1% to 8% less than sites without transit services. As a result, the parking generation rates likely over-estimate parking demand. As with the office parking demand analysis, the retail analysis is based on the average rate (2.65 vehicles per 1,000 SF gross floor area), the range of rates (1.33-5.58), and the 85th and 33rd percentile rates (3.35 and 2.26, respectively).

PARKING RESEARCH AND REFERENCES

The parking study for this project incorporated a number of appropriate parking resource materials, as described below. Some of the older documents were used as an historic reference rather than a design guide, given the recent, developing emphasis on TOD and the associated changes to parking standards.

Parking Generation, 3rd Edition, *Institute of Transportation Engineers (ITE).* This document is the best source for parking demand data by land use type. As with any traffic projection reference, ITE cautions to use the document as a guide, incorporating engineering judgment into the decision-making process. This edition offers land use data separated into five area types: central business district, central city (not downtown), suburban center, suburban and rural. Parking demand varies between area types based on associations with shared parking, transit availability (quantity and quality), pedestrian friendly design, parking restrictions and management policies, and multi-stop trip making. Land use in urban settings with transit availability was used to estimate parking demand for this study.

NOACA 2007 Transit Network Guide. This document contains information about fixed route transit service and the number of buses operating in the NOACA region. It provides estimates of weekday ridership by route, along with a ridership comparison between 2006 and 2007. An

inventory of the park-and-ride lots in the NOACA region and a count of vehicles in each lot are also included. This document was used to estimate GCRTA's parking demand.

Parking Management Best Practices, *Todd Litman.* This reference provides a variety of parking management strategies and implementation tactics, stressing the cumulative effect of parking strategies. Individual strategies typically reduce parking requirements by five to 15 percent while a cost-effective, integrated parking management program can often reduce parking requirements by 20 to 40 percent and improve user convenience. A comprehensive strategy may help achieve larger planning objectives, such as supporting more compact development, encouraging use of alternative transportation, and increasing development affordability.

Parking Spaces Community Places: Finding the Balance through Smart Growth Solutions[1], *EPA***.** This guide demonstrates the impact of parking decisions on development patterns and the environmental, financial and social impact of parking policies. Potential strategies for balancing parking with other community goal and case studies that demonstrate successful use of those strategies are provided.

Special Report on Parking and TOD: Challenges and Opportunities[2], *Caltrans*. This report addresses parking for transit oriented development, based on a statewide report of key TOD projects and their significant issues.

Reforming Parking Policies to Support Smart Growth Toolbox/Handbook: Parking Best Practices & Strategies for Supporting Transit-Oriented Development in the San Francisco Bay Area, *Metropolitan Transportation Commission.* This handbook was developed as a resource for communities interested in planning and implementing parking policies and programs that are supportive of Smart Growth and TOD.

MacArthur BART Transit Village Shared Parking, *Alameda County Congestion Management Agency.* This document, developed under the Transit Oriented Development Technical Assistance Program, studied the concept of shared parking at a BART station with adjacent, on-site retail and commercial land use. The goal was to determine if shared parking would be mutually beneficial to the both the developer and BART.

Parking for Transit-Oriented Development. This report at ITE's 2008 Annual Meeting studied the effects of parking at stations on transit ridership, traffic congestion, and revenue generation, providing examples and best practices in select North American cities.

---

[1] *http://www.epa.gov/smartgrowth/pdf/EPAParkingSpaces06.pdf*
[2] *http://transitorienteddevelopment.dot.ca.gov/PDFs/Parking%20and%20TOD%20Report.pdf*

American Planning Association's Flexible Parking Requirements. This reference provides recommendations to assist with the creation of flexible parking regulations, given the variability of parking within different communities. It is a valuable resource for cities establishing parking requirements that reflect local characteristics and provide the flexibility required to encourage innovation in development practices. This is a fairly dated document that introduces the concept of flexible parking.

Park-and-Ride Planning and Design Guidelines, *Robert J. Spillar, P.E.* This document provides planning and design guidelines for the development of park-and-ride facilities.

Shared Parking*, Urban Land Institute*. This report establishes a methodology for shared parking analysis and presents the findings of 22 years of research. It is a good resource for cities developing parking requirements for specific projects, land uses, and combinations of land uses. However, the methodology is fairly labor intensive.

APPENDIX D: BICYCLE AND PEDESTRIAN FACILITIES

BICYCLE FACILITIES

Bicycling to transit stations increases the mobility of non-motorized travelers and the reach of the transit and bicycling network which may help reduce automobile dependency. Studies show that cycling is less sensitive to distance than walking. A recent study presented at the Transportation Research Board's 2009 annual meeting reported that the number of bicycle parking spaces was positively associated with transit ridership.[3] Similar results were found for bicycle lanes and high attraction stations, or those with a mix of land uses, presence of sidewalks, and high quality transit service. The report states that the combination of positive features has a synergistic effect on ridership, but that a critical mass must be reached in bicycle facilities and other factors (e.g. low crime rates, availability of both bus and rail services) in order for significant results to occur. The implication of the study is that development of bicycle infrastructure and amenities in combination with other transit-friendly features at the Intermodal Transit Center is likely to have a positive impact on ridership.

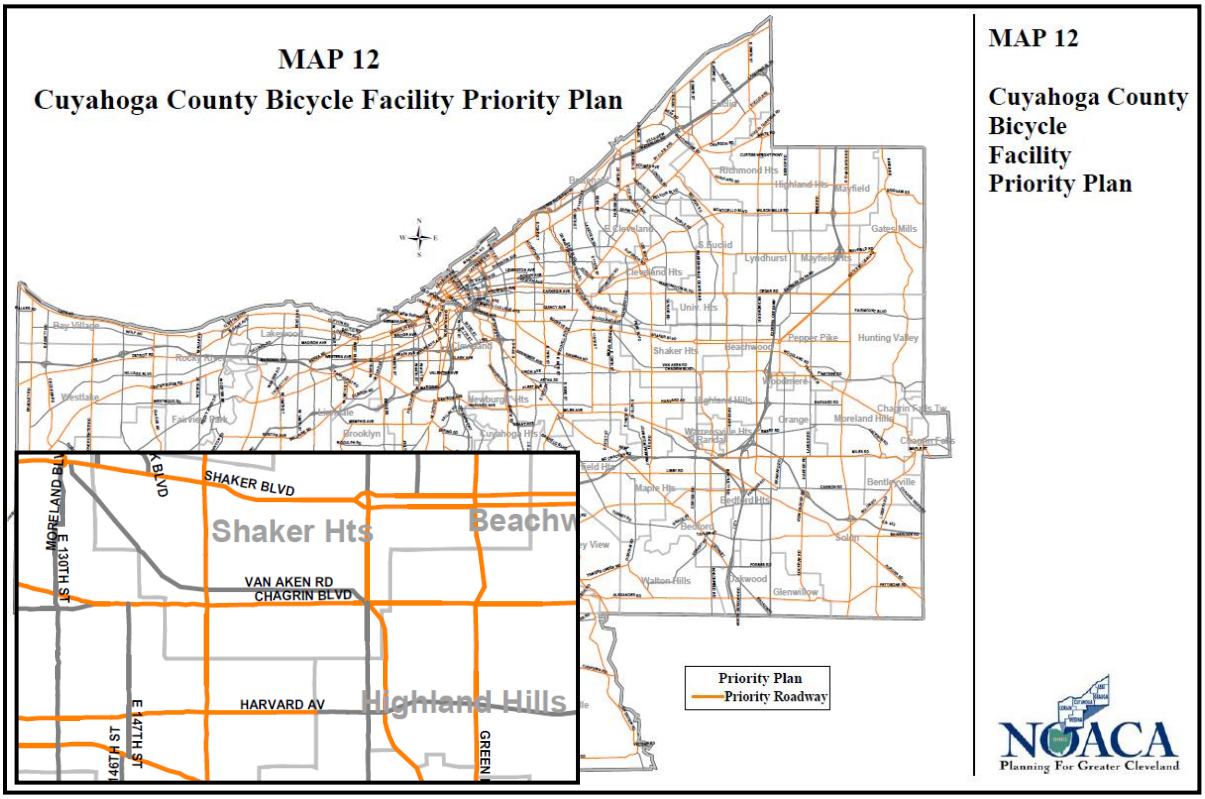


Figure D-1: NOACA Bicycle Facility Priority Plan for Cuyahoga County

[3] Schwartz, Rodriguez, and Golden. *Environmental Determinants of Bicycling to Rail Stations in Chicago.*

The purpose of the pedestrian and bicycle access plan is to connect the proposed Intermodal Transit Center with the community in a way that safely and appropriately accommodates bicycle and pedestrian traffic traveling in, through and to the study area. In addition, it must comply with the Northeast Ohio Areawide Coordinating Agency's (NOACA) *Regional Bicycle Transportation Plan*. This plan establishes priority routes for bicycle travel in the NOACA region and requires that roadway projects on those routes include bicycle facilities if constructed with NOACA-attributable funding. The priority routes located in and near the study area are shown in Figure D-1. In June 2008, NOACA published the *Shaker Heights On-Road Bicycle Route Network Plan*. It is a supplement to their Priority Plan that identifies alternate bicycle routes through Shaker Heights on lower-volume, more bicycle-friendly roadways. This network is illustrated in Figure D-2.

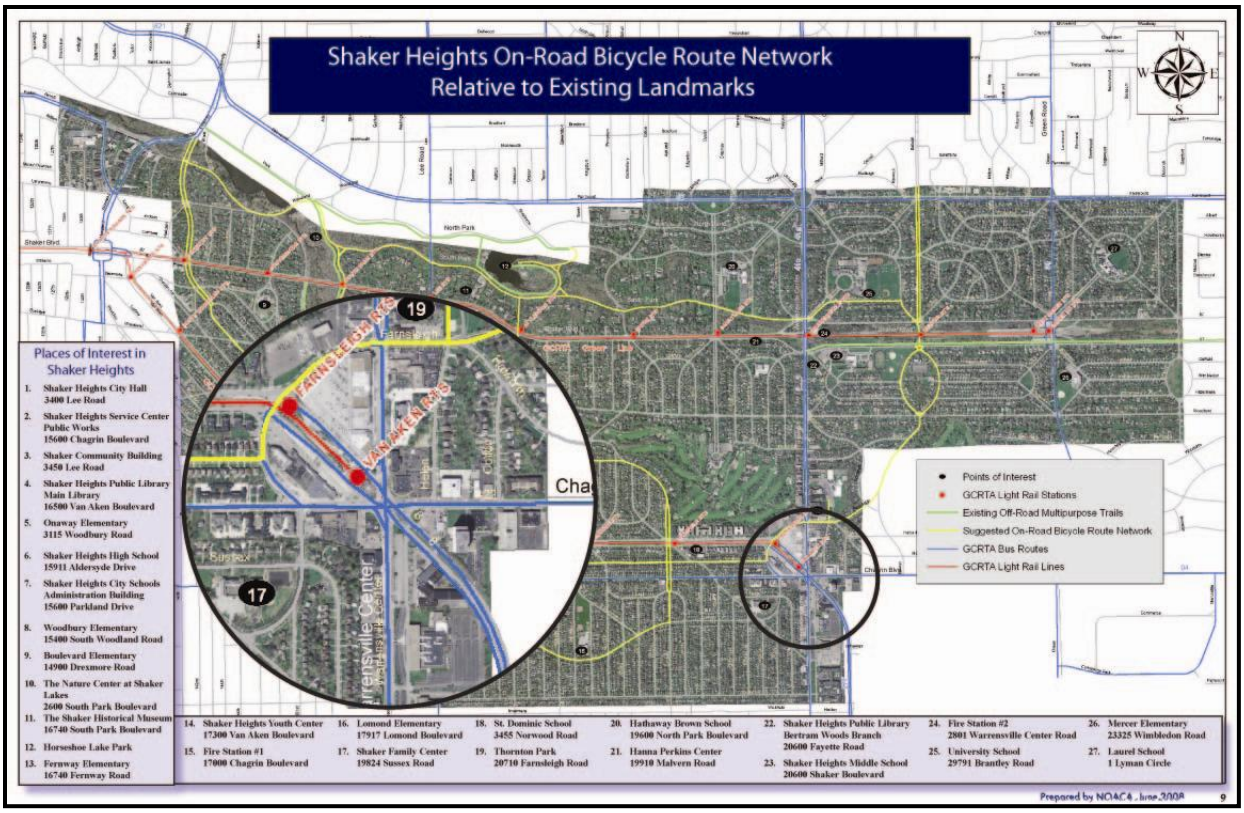


Figure D-2: Shaker Heights On-Road Bicycle Route Network

Given the proximity of the study area to the neighboring communities of Beachwood and Highland Hills, it is necessary to facilitate bicycle connections to routes identified in both the *Shaker Heights On-Road Bicycle Network Plan* and the *NOACA Regional Priority Transportation Plan*. As such, bicycle connections should be made to Chagrin Boulevard, Northfield Road, and the Warrensville Center Road/Chagrin Boulevard intersection, in addition to connections to

adjacent neighborhoods and the proposed redevelopment area defined by the *Warrensville/Van Aken TOD Plan*. Given the site's proximity to Thornton Park and the residential developments in the area, the plan should accommodate a wide range of bicyclist skill levels with on road and off road facilities. Signage and pavement markings should be consistent with the guidelines established in *Shaker Heights On-Road Bicycle Route Network Plan*.

Potential Bicycle Treatments

Bicycle facility is a general term denoting improvements and provisions that accommodate or encourage bicycling, including parking and storage facilities, and shared roadways that are not specifically designated for bicycle use. Bikeway is a generic term for any road, street, path or travel way that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. A bicycle lane is a portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. A shared-use path is a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and is either within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users.

Appropriate bicycle facility design references include the *Manual on Uniform Traffic Control Devices 2009 Edition*, American Association of State Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, AASHTO's "Green Book" and ODOT's *Location and Design Manual*. In addition, ITE's *Innovative Bicycle Treatments* and numerous other resources identify treatments to address specific issues that may be encountered within a bicycle facility network (including limited right-of-way), such as:

- Sharrows
- Cycle tracks
- Bike lanes
- Protected bicycle paths (off road multi-use trails)
- Colored bicycle lanes and bicycle boxes in high-conflict zones
- Bicycle crossings (Toucan crossings, elephant footprint crossings)
- Bicycle signals and bicycle detection (video, microwave, inductive loops)
- Signage (share the road, bike route, beacons, special signing to alert drivers and cyclists to potential hazards)

- Bicycle parking including bicycle stations/multi-modal centers and on-street bicycle parking
- Stairway ramps and rails
- Continuous drain (replaces storm drain grates)
- Tactile ground surface indicators (for vision-impaired on shared-use paths)

The various types of bicycle facilities accommodate bicyclists of varying skill levels. Experienced riders are comfortable sharing the road with motorized vehicles on a designated bike route, while riders of all skill levels would feel comfortable and safe on a shared-use path. Given the purpose of the ride and the skill level of the rider, bicycle commuters (typically skilled bicyclists) are more likely to choose to travel on the road and recreational cyclists may be more likely to prefer shared-use paths. Given that bicycle commuters are an expected component of the transit rider population, accommodations for more experienced bicyclists would be appropriate. However, given the potential attraction of the surrounding TOD to all levels of bicyclists, it would also be appropriate to provide facilities that accommodate less experienced cyclists, as feasible. Given the characteristics of the ITC site and the surrounding area, bicycle facilities that would be most appropriate are bicycle lanes, signed bicycle routes, signed shared roadways, sharrows on full use lanes with wider travel lanes, as possible.

It is important to provide bicycle amenities in and around the ITC to encourage transit use by bicyclists. Appropriate amenities for the ITC include sheltered bike parking facilities (covered bike racks). Bicycle parking should be located adjacent to the building entrance that they serve. Additionally, bicycle parking areas should be located in a public area within easy viewing distance from a main pedestrian walkway but placed in a manner that avoids conflicts with pedestrians and does not obstruct pedestrian access or movements.

Consideration could be given to developing a bike station within the surrounding TOD. Bike stations are sometimes called bike-transit centers, enabling bicycling and other alternatives to be an integral part of the transportation system. Bike stations typically include secure and covered bicycle parking facilities, bicycle information (maps, travel information, tourist information, etc.), restrooms, and they often provide often provide locker room facilities with showers. Additional services bike stations may provide are: bike rental, bike repair shop, bicycle and commute sales and accessories, and access to environmentally-clean vehicle sharing. It is possible to outsource the bike station to companies that run such facilities.

PEDESTRIAN FACILITIES

All transit riders are pedestrians at some point in their trip, so pedestrian facilities, connections and amenities are important for all users of the Intermodal Transit Center. The *Warrensville/Van Aken TOD Plan* states, "A high quality pedestrian realm is a critical element in promoting transit ridership, and at the same time can have considerable economic benefits for an area." In accordance with the Institute of Transportation Engineers' *Transportation Planning Handbook, 3rd Edition*, pedestrian facilities should be designed with the following provisions:

- Sidewalks of sufficient width to accommodate anticipated volumes based on adjacent land uses.
- Protection from traffic, particularly where sidewalks are adjacent to high volume roadways.
- Intersection design should facilitate both vehicular and pedestrian movements with geometric dimensions that reduce pedestrian crossing distances and provide median refuge islands, where possible.
- Street trees are an essential element in a high-quality pedestrian environment. They provide shade and they give a sense of enclosure to the sidewalk environment, thereby enhancing the pedestrian's sense of walking in a protected environment.
- Pedestrian scale design for elements such as signage and street lighting. Streetscape components, including street furniture, vistas and landmarks, should be incorporated to help make walking routes interesting.
- Continuity and connectivity within and between pedestrian facilities.
- Appropriate vertical clearance above sidewalks for streetscape elements (trees, signs, landscaping, awnings, and other obstructions).
- Conformance with ADA requirements.

Area and site mapping was used to assess pedestrian travel patterns within the project site and the surrounding area, with a focus on connections between the Intermodal Transit Center, adjacent residential neighborhoods, and the surrounding commercial district and its planned redevelopment. Pedestrian accommodations for the ITC will include a connected sidewalk network, safe and suitable pedestrian crossings, and streetscape amenities to enhance the pedestrian environment. The pedestrian connections are centered on the Intermodal Transit Center, with connections to the surrounding commercial and residential areas. Key pedestrian facilities include clearly identified pedestrian paths that provide direct and visible access to and between destinations, sufficiently wide sidewalks, clear signage and wayfinding provisions, and minimization of conflicts between pedestrians and motor vehicles. The streetscape environment should be comfortable, inviting, and provide a sense of security.

Specific and pedestrian treatments and accommodations that are appropriate for the ITC and the surrounding TOD are listed below. These features will combine to provide a pedestrian realm that is walkable, inviting and safe:

- Short pedestrian crossings at intersections (90° crosswalk orientation)
- Curb extensions
- Pedestrian refuge areas
- Wide sidewalks
- Sidewalks and connections that provide direct travel paths between the ITC, the parking areas, and the TOD.
- Streetscape elements, such as benches, landscaping, planters, public art
- Careful placement of streetscape elements that consider pedestrian movements and flow, and avoid the creation of sidewalk obstacles and obstructions.
- Areas of visual interest
- Wayfinding signage
- Pedestrian-scale lighting
- Special paving treatments and sidewalk pavement design
- Buffer the pedestrian path from the path of moving vehicles through the use of space and physical barriers, such as landscaping and sidewalk set back from edge of roadway
- Line of sight visibility between pedestrian origins and destinations

APPENDIX E: CONCEPTUAL COST ESTIMATE

MAIN SUMMARY

Warrensville/Van Aken Intermodal Station Plan Concept		GSF	TOTAL	COST/SF
Site access and parking			$5,593,100	
Station (sitework)			$3,827,740	
Rail/traffic/signals			$14,854,438	
Station envelope			$583,252	$247.98
Station interiors		2,352	$375,360	$159.59
Sub-total			**$25,233,890**	
Design and engineering fees	12%		$3,028,067	
Owners contingency	30%		$7,570,167	
Trades sub-total			**$35,832,124**	
Markups				
General conditions and requirements	1	LS	$2,750,000	
Insurance	1%		$358,321	
Bonds	1.2%		$429,985	
Building permit	1%		$358,321	
Sub-total			**$39,728,752**	
GC overhead and profit	3%		$1,191,863	
ESTIMATED CONSTRUCTION COST, MAR 2010			**$40,920,614**	
Escalation to March 2014	12.6%		$5,155,997	
Assume 3% annum inflation				
ESTIMATED CONSTRUCTION COST, MAR 2014			**$46,000,000**	

APPENDIX F: PUBLIC MEETING COMMENTS

Comment cards from 1/21/10 public meeting:

- Please consider how bicycle use fits in with all of the alternatives. A dedicated bike path is the best alternative.
- I would like the intermodal station to be located where the planned Farnsleigh station (not the existing station) is. This would save $50 million, relieve congestion in the Chagrin/Warrensville intersection.
- Please consider exteriors similar to Cleveland Clinic building on Carnegie. Single row offices before parking.
- Please retain architecture similar to the rest of Shaker.
- Please reference my comment on the pink track sheet about the end-of-line station just beyond the big intersection, effect on the propensity of traffic utilization of the intersection.
- Much too delayed a project to be able to save current communities and riders. You are diddling with taxpayer money while homes burn.
- Love the idea of a modern, forward-looking multi-vehicle station! I hope that Shaker Heights will talk with Bob Stark about multi-use developments based on what he has done with Eton Collection and Crocker Park.
- Make it small to being. You can enlarge later when business picks up. You gotta be more commercial NOW, and head everyone towards burgeoning areas.
- Please make sure tell people what initials (TOD, PB) stand for during presentations.
- Given the large supply of office space in the Greater Cleveland area, how do you think you will find tenants for offices at this location?
- Why is a station "needed"? If you live in Shaker north of Chagrin, you board the train at your corner.
- Recommend design be improved to provide better integration with Tower East building when viewed from Chagrin Blvd. Also, station project seems too large. I do not believe 90k SF retail and 190k SF office space will be rentable at rents around $25/SF (typical of new construction). Tower East is not fully rented, and the city is losing tenants every day.