

**VAN AKEN DISTRICT**  
a connection plan: **APPENDIX** Pattern Book 2016

PROJECT	21139.000	03/23/16
MEETING LOCATION	PROJECT NO.	MEETING DATE
MEETING LOCATION	Christ Episcopal Church	Stakeholder Meeting #1
ISSUED BY	Neal Billetdeaux	
PARTICIPANTS		REPRESENTING
	See attached	

DISCUSSION

1. Introductions/Van Aken District Update
  - Welcome and introductions by A. Klavora.
  - N. Billetdeaux provided an overview of the project. The intent is to provide a Pattern Book with concepts, ideas and recommendations for the Van Aken District to be used as it develops over time. The goal is to enhance multimodal connectivity to and within the district as well as to develop a consistent identity.
  - J. Braverman provided an update on the status of work within the Van Aken District and RMS planning.
    - The Van Aken District is intended as a mixed-use downtown development that connects to regional transit and surrounding neighborhoods.
    - Road construction is almost complete; some minor work remaining.
    - Review of Northfield-Warrensville TLCI study and its relevance to this project with respect to connectivity and non-motorized infrastructure.
    - The Farnsleigh Road Streetscape is funded with anticipated construction in 2018. This plan will inform development of the Farnsleigh streetscape.
  
2. Project Overview + Goals
  - N. Billetdeaux reviewed the draft guiding vision and project goals (attached). The stakeholders all agreed with the statements as written.
  - It was noted that this project would focus on the public realm; the right-of-way and the pedestrian environment behind the curb line. It is not a land use plan and will not make recommendations for privately-owned land.
  - Items to be considered include elements such as bicycle infrastructure, seating, landscaping, signage/wayfinding, lighting, stormwater management, green infrastructure and public art.
  
3. Existing Conditions
  - C. Brintnall reviewed the existing conditions inventory and analysis including:
    - Land use
    - Zoning
    - Existing right-of-way
    - Traffic volumes
    - Transit network
    - Access management

- Bicycle Network
- Existing sidewalks

#### 4. Travel Path Exercise

The Stakeholder group was asked to participate in an exercise to document how they travelled to and through the District by vehicle, bicycle and on foot. Major destinations were also noted.

#### 5. Opportunities

C. Brintnall introduced the idea of gateways and showed potential gateway locations. These locations will be determined as the project evolves.

The concept of street typologies was introduced. This is a way to characterize streets within the district by proposed primary street function and adjacent land use. Nonmotorized and public realm elements will be aligned with specific street typologies.

C. Brintnall led a group discussion on what the Stakeholders would like to see in the District based on their experience and observations from other locations. This included:

- Landscape buffers
- Outdoor dining – year round?
- Integrated streets – bikes, pedestrians, transit and cars
- Human scale and harmony
- Special features – interactive water, art, things to see and do
- Safe bicycle infrastructure – separated bikes and pedestrians
- Green infrastructure
- Public art – iconic vs not (e.g. fairy doors in Ann Arbor), permanent and temporary
- Education/interpretation (e.g. stormwater management)
- Wellness – distance markers on walking routes
- Announce the center at Chagrin/Warrensville/Northfield; the heart of the district
- Signage and wayfinding
- Lighting – pedestrian scale, guide people through the district, feature lighting, special areas, as art + function
- Excite people on the streets to draw them into the interior of the district
- Enhance Thornton Park entrances on Farnsleigh and Warrensville Center
- Public spaces integrated with commercial
- Outward vs inward focus
- Landscape – beyond mundane (e.g. Michigan Ave in Chicago), 4 seasons?
- “Soft” program/temporary-pop up uses (e.g. 2015 beer gardens in parking lots)
- Materials – texture, color, use to reduce speed
- Consider maintenance, long term durability
- Furnishings – dog waste bags, bike racks, trash – lead to brand identity

#### 6. Next steps – Idea Generation

- Stakeholder Meeting #2 – May 10<sup>th</sup> or 11<sup>th</sup>
- Community Meeting #1 – TBD in June

## Van Aken District Connections Plan

### Guiding Vision

Create a vibrant, transit-oriented, mixed-use community for Shaker Heights.

### Project Goals

- 1) Engage the Shaker Heights community and key stakeholders in a process to develop a shared vision for the appearance, feel and sense of place in the Van Aken district.
- 2) Define an aesthetic for the public realm that establishes a unique identity and promotes sense of place.
- 3) Identify strategies, amenities and context-sensitive improvements that:
  - Promote walkability and the creation of a dynamic pedestrian environment
  - Support bicycle travel with appropriate facilities/infrastructure
  - Integrate transit within the district
  - Activate public/civic spaces
  - Seek to beautify district with landscape and special features
  - Engage development to create a vibrant, mixed-use environment
- 4) Identify district gateways and prepare a wayfinding and signage framework to inform visitors and define the district.
- 5) Develop a placemaking action plan and pattern book to guide and inform future development within the district.

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# Van Aken District Connections Plan

Stakeholder Meeting #1 Sign-In Sheet

3/23/2016

PLEASE INITIAL

Core Project Team	Email	3/23/2016
Consultant team	Neal.Billetteaux@smithgroupjir.com	NB
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Shaker Heights Development Corporation	Nick.Fedor@shakerdevcorp.com	NK
NOACA	awasserman@mpo.noaca.org	RN
RMS	LPalmisano@rmscorporations.com	
Stakeholders [THORNTON PARK NEIGHBORHOOD ASSOCIATION]	JOE MACDONALD	
Shaker Heights Recreation	Alex Nichols	3/23/2016
Shaker Public Works	Patti Speese	AS - Planning@yahoo.com B.W. / M. / M. / M.
Shaker Communications & Marketing	Vicki Blank	VB
	Julie Voyzey (alternate)	JB
Shaker CPC Working Group, ABR	Jim Neville	JB
Shaker CPC Working Group, Landmark Commission	Tom Starinsky	
University Hospitals	Sarah O'Keefe	SK
	Mary Beth Levine	MBL
Tower East	Mary Mraz, E2G	MB
RTA	Maribeth Feke	
	Valerie Shea (alternate)	VS
Trike Shaker	Austin McQuan	
Chagrin-West merchant	Erica Weiss, Juma	
Shaker Plaza merchant	Kimberly Beckwith, Marc Anthoni Spa	
Christ Episcopal Church	Reverend Peter Faass	
Sussex Association	Mike Parsons	
	Erin Barker-Brown (alternate)	
Thornton Park Neighborhood Association	Kara Girvin	
Winstlow Historic District	Susie Zimmer	
	Bob Zimmer (alternate)	



PROJECT	21139.000	MEETING DATE
MEETING LOCATION	PROJECT NO.	MEETING PURPOSE
ISSUED BY		
PARTICIPANTS		REPRESENTING

Van Aken District Connections Plan

05/11/16

Shaker Community Center

Stakeholder Meeting #2

Neal Billetdeaux

See attached

DISCUSSION

1. Introductions/Van Aken District Update
  - Welcome and introductions by A. Klavora.
  - N. Billetdeaux provided an overview of the project. The intent is to provide a Pattern Book with concepts, ideas and recommendations to enhance multimodal connectivity to and within the Van Aken District as well as to develop a consistent identity. It is important to think about the District in terms of how it will be, not how it is today.
  
2. RMS Overview
  - L. Palmisano provided an overview of the proposed RMS development with an emphasis on what this district wants to be. Their vision is that this is an extension of the Shaker neighborhoods. They want it to be permeable and accessible to all modes.
  
3. District Connections - Overview
  - The RMS development is a very important component of the Van Aken District. This project is looking at a bigger area that includes and surrounds RMS.
  - A summary of the Travel Path Exercise from Stakeholder Meeting #1 was provided:
    - Multiple modes of travel to/from the district
    - Multiple routes used to/from the district
    - Numerous destinations
    - Some vehicle conflict points/difficult road crossings
    - Safety can dictate route/mode to destinations
  - The topic of "What ties a district together?" was discussed with an introduction to the concept of street typologies – an approach to classify street segments by adjacent land use and functional emphasis. Such a classification will allow us to develop recommendations that are specific to anticipated street type and use.
  - Appropriate types of bicycle infrastructure were reviewed for all of the district streets.
    - Bike Share
      - o Phase 1 is being implemented in downtown Cleveland and University Circle this summer. There is value in capitalizing on this initiative by considering the same Bike Share technology in the Van Aken District.
    - Van Aken Core
      - o Focus on both bicycle and pedestrian facilities and safety.
    - Van Aken & Farnsleigh (west)

- Bike May Use Full Lane signage vs. a buffered bike lane, which would require removing parking. General consensus to not remove parking on Van Aken or Farnsleigh; consider multiuse side path on north side of Farnsleigh.
  - Farnsleigh (East) and Belvoir
    - There is adequate room from Warrensville to Thornton Park for a buffered bike lane or consider a multiuse side path on north side if that becomes part of the Farnsleigh plan.
    - Belvoir to the east is narrow and should be identified as a bike route; no stripping or signage needed.
  - Warrensville Center Road
    - Eastside Greenway recommended a multi-use side path; this can be considered if there is adequate space.
  - Northfield Road
    - There is adequate space for various types of bicycle infrastructure; coordinate with the Northfield-Warrensville TLCI study.
    - Important to make non-motorized connection to Van Aken/Warrensville intersection.
  - Lomond Blvd and Winslow Road
    - Both are very narrow, low volume residential streets; identify as a bike route with no stripping or signage necessary.
- 4. District Elements
  - C. Brintnall reviewed various site elements that can serve to define a district including:
    - Lighting
    - Hardscape
    - Landscape
    - Art
    - Signage and
    - Furnishings

Many of these were identified in the Stakeholder Meeting #1 discussion.
  - Three benchmark projects were presented that demonstrated how these elements can serve to define a district. The concept of style was also introduced noting that this can range from a traditional to a contemporary aesthetic.
  - L. Palmisano presented an overview of the approach to style that is being considered for the RMS development. It was noted that the Van Aken District should be compatible with the RMS aesthetics but does not have to use the same.
  - The Stakeholder group was asked to participate in a dot vote exercise to document;
    - Their aesthetic preference on a continuum of traditional to contemporary, and
    - Their first, second and third preference on the site elements that can define a district.
- 5. Streetscape Typologies
 

The group was asked to review the streetscape typologies presented. Discussion included:

  - Chagrin not a great bike route – doesn't fit with ROW.
  - Warrensville north should not be only a vehicle emphasis – it connects to Thornton Park, the Middle School, residential uses and Sussex area.
  - Winslow okay as balanced – need to enforce speed limit.

- Question about how Shaker will manage maintenance – DPW Director noted they have 2 dedicated staff for landscape maintenance; consider benchmarking how other districts handle this.
- Need to also consider winter maintenance – snow clearing.
- Consider establishing a business improvement district; this is a characteristic of many health commercial districts.
- Public wi-fi is an important amenity.
- Consider small or unexpected art elements – i.e. dog bowls at Starbucks in Seattle.
- Need to make sure public understands this project extends beyond the limits of the RMS development.

#### 6. Next Steps

- Community Meeting #1
  - Monday, June 20 at 7:00 PM
  - Stephanie Tubbs Jones Community Building
  - 3450 Lee Road, Shaker Heights
- Stakeholder Meeting #3 - TBD

# Van Aken District Connections Plan

Stakeholder Meeting #2 Sign-In Sheet

5/11/2016

PLEASE INITIAL

Core Project Team (kickoff meeting, project progress/strategy meetings as needed)		5/11/2016
Consultant team	Neal Billetdeaux, SmithGroup JJR	<i>NB</i>
Consultant team	Chad Brintnall, SmithGroup JJR	<i>CB</i>
Consultant team	Nancy Lyon Stadler, Parsons Brinckerhoff	✓
Consultant team	Bryan Evans, Studio Graphique	✓
City of Shaker Heights Planning	Joyce Braverman	✓
City of Shaker Heights Planning	Ann Klavora	<i>AK</i>
City of Shaker Heights Economic Development	Tania Menesse	✓
City of Shaker Heights Economic Development	Katharyne Starinsky	✓
Shaker Heights Development Corporation	Nick Fedor	✓
NOACA	Alison Wasserman	✓
NOACA	Ryan Noles (alternate)	
RMS	Luke Palmisano	<i>LP</i> ✓
RMS	Joe Carrino (alternate)	
<b>Stakeholders (3 stakeholder meetings in conjunction with CPT)</b>		5/11/2016
Bike Shaker	Austin McGuan	
Chagrin-West merchant	Erica Weiss, Juma	
Christ Episcopal Church	Reverend Peter Faass	
RTA	Maribeth Feke	<i>MF</i>
RTA	Valerie Shea (alternate)	
Shaker Communications & Marketing	Vicki Blank	<i>VB</i>
Shaker Communications & Marketing	Julie Voyzey (alternate)	<i>JV</i>
Shaker CPC Working Group, ABR	Jim Neville	<i>JN</i>
Shaker CPC Working Group, Landmark Commission	Tom Starinsky	
Shaker Heights Recreation	Alex Nichols	<i>AN</i>
Shaker Heights Recreation	Bill Murray (alternate)	
Shaker Plaza merchant	Kimberly Beckwith, Marc Anthoni Spa	
Shaker Public Works	Patti Speese	<i>PS</i>
Sussex Association	Mike Parsons	
Sussex Association	Erin Barker-Brown (alternate)	✓
Sussex Association	Reed Carpenter (alternate)	✓
Thornton Park Neighborhood Association	Kara Girvin	
Thornton Park Neighborhood Association	Joe MacDonald <del>XXXXXXXX</del>	✓
Tower East	Mary Mraz, E2G	<i>JG</i>
University Hospitals	Sarah O'Keeffe	✓
University Hospitals	Mary Beth Levine <i>ALTERNATE</i>	✓
Winslow Historic District	Susie Zimmer	<i>SRZ</i>
Winslow Historic District	Bob Zimmer (alternate)	

*FFM  
Gifford*

*Rick Santich*



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ISSUED BY		
PARTICIPANTS		REPRESENTING

Van Aken District Connections Plan  
 Christ Episcopal Church  
 Neal Billetdeaux  
 See attached

DISCUSSION

1. Introductions/Van Aken District Update
  - Welcome and introductions by A. Klavora.
  - J. Braverman provided an update on the status of work within the Van Aken District
    - RMS is planning to initiate site demolition this fall.
    - Planning for the Farnsleigh Road Streetscape is underway.
  
2. Community Meeting #1 Summary
  - N. Billetdeaux provided a summary of Community Meeting #1 held on June 20, 2016.
    - 68 people in attendance.
    - The presentation included an overview of the project goals along with details of the RMS development.
    - Following the presentation, the attendees circulated in 15 minute intervals through four stations including:
      - o Station #1: Getting to the District where attendees documented their bicycle/pedestrian routes and destinations on individual 11x17 maps.
      - o Station #2: Bicycle Friendly Design where attendees commented on proposed bicycle infrastructure for the district and suggested locations for bike hoops, bike share, bike lockers, a bike station and bike repair stops.
      - o Station #3: Shaker Mad Libs where attendees completed "Mad Lib" phrases around topics such as creating strong identity, easy access and what is most important.
      - o Station #4: Creating a District where attendees were ask to vote on preferred styles of lighting, signage, furnishing, hardscape, landscape and art and to prioritize the importance of these elements.
  
3. Green Infrastructure Overview
  - N. Billetdeaux provided an overview of green infrastructure including a description of specific elements and benefits.
  - Opportunities to incorporate green infrastructure into the public realm within the Van Aken District were identified.
  
4. Signage + Wayfinding
  - B. Evans provided an introduction to signage and wayfinding noting that there is a hierarchy of signage, with several types available, and briefly reviewed design criteria. The selection of sign types and locations is generally related to the size and complexity of the area to be addressed.

- It was observed that the Van Aken District is not that large and the decision points are relatively limited leading to a recommendation of using three primary sign types:
    - Gateway signs
    - Vehicular signs (Directional)
    - Pedestrian signs (Kiosks)
  - Two concepts for Gateway signs were displayed with the recommendation that these will be further developed in conjunction with the RMS branding strategy.
  - Klavora announced that street names were being identified for the streets internal to the RMS development and the City is considering branded street signs for the district.
5. Van Aken District Framework Plan Review
- C. Brintnall reviewed the elements of the Van Aken District Framework Plan which includes the following elements:
    - Proposed gateway locations at the following intersections:
      - Warrensville Center/Farnsleigh
      - Van Aken/Farnsleigh
      - Chagrin/Farnsleigh/Lomond
      - Warrensville Center/Chagrin
      - Warrensville Center/Northfield
    - A multi-use path on the east side of Warrensville Center Road to provide regional north-south connectivity to the Van Aken District.
    - A multi-use path on the north side of Van Aken Boulevard and Farnsleigh Road to provide regional east-west connectivity and a link to Thornton Park.
    - Community Collectors provide corridors from the surrounding neighborhoods to the core of the district.
    - Primary Sidewalk Connectors highlight important pedestrian links within the district connecting people with retail destinations
    - Pedestrian Connectors indicate pedestrian routes into the central core of the Van Aken District.
  - Group discussion and recommendations followed:
    - Shift the Warrensville Center/Farnsleigh gateway north to the Thornton Park entry off of Warrensville Center
    - Shift the Warrensville Center/Chagrin gateway east to Tower East
    - Add sidewalk connectors from Warrensville Center/Chagrin to Tower east and along new Northfield from Warrensville Center to the cemetery.
6. Next Steps
- Van Aken Beer Garden - tonight
  - Community Meeting #2 - Thursday September 29 at 7:00 PM  
Community Building, 3450 Lee Road
  - Submit Draft Van Aken Pattern Book - Tuesday, October 25
  - City Planning Commission - Tuesday, November 1
  - City Council - Monday, November 28



# Van Aken District Connections Plan

## *Community Meeting #1*

### *Meeting Summary*

Monday, June 20<sup>th</sup>, 7:00-9:00

Stephanie Tubbs Jones Community Building

3450 Lee Road

Shaker Heights, OH

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### Meeting Purpose:

1. Provide an overview of the Van Aken District Connections Plan and recap work completed to date.
2. Provide an opportunity to engage the community in creating a placemaking action plan for the Van Aken District.

### Summary

Mayor Leiken welcomed the 68 people in attendance (see attached sign-in) and provided a brief introduction to the project and meeting logistics.

N. Billetdeaux/SGJJR and L. Palmisano/RMS provided an overview presentation of the project with the goals of:

- Creating a vibrant, transit-oriented, mixed-use community for Shaker Heights
- Identifying strategies to achieve this including:
  - Promote walkability
  - Support bicycle travel
  - Integrate transit
  - Activate public/civic spaces
  - Seek to beautify district
  - Engage development to create a vibrant, mixed-use environment
- Identifying gateways and concepts for wayfinding and signage

The presentation covered topics including:

- Goals and Objectives
- Details of the RMS development
- Potential bicycle infrastructure on various road corridors
- Potential site elements – lighting, hardscape, landscape, art, signage and furnishings

The presentation was followed by attendees circulating in 15 minute intervals through four stations with the following summaries. Photographs of many of the meeting boards are attached.

### Station 1: Getting to the District

Attendees were directed to document how their bicycle/pedestrian routes, destinations and potential gateways on individual 11x17 maps of the area. This information will be analyzed and used to prioritize gateway locations and bicycle/pedestrian improvements.

### Station 2: Bicycle Friendly Design

- A. Attendees were asked to comment on proposed bicycle infrastructure for the Van Aken, Farnsleigh, Warrensville Center, Northfield and Winslow, Lomond, Belvoir corridors (comments attached).
- B. Attendees were asked to identify locations for bike hoops, bike share, bike lockers, bike station and bike repair stops. The following is a summary of attendee preferences.
  - Bike hoops were most preferred around the bus transfer station, the center of the RMS development and at the parcel east of Warrensville Center, south of Farnsleigh.
  - Bike share was most preferred around the Blue Line shelter.

# Van Aken District Connections Plan

- Bike lockers were most preferred around the Blue Line shelter and in the proposed RMS parking deck.
- Bike stations were most preferred around the bus transit shelter and the proposed RMS parking deck.
- Bike repair stops were most preferred around the RMS development, the north side of the Van Aken/Farnsleigh intersection, the southeast corner of Chagrin/Warrensville Center and in Thronton Park.

## Station 3: Shaker Mad Libs

Attendees were asked to complete phrases in several “Mad Lib” sentences around topics of 1) creating strong identity, 2) easy access and 3) what is most important in the district (comments attached).

## Station 4: Creating a District

Attendees were asked to dot vote on generally preferred styles of lighting, signage, furnishings, hardscape, landscape and art and to prioritize the importance of these elements. Summaries and preferred images from each of these stations follows.

A. Lighting: There was a preference for a contemporary style of lighting as opposed to traditional or modern styles.



B. Signage: There was a preference for clear messaging and wayfinding as opposed to strictly identity signs.



C. Furnishings: There was a preference for flexibility and a mixture of materials in a contemporary style.



D. Hardscape: There was a preference for a mixture of materials and colors that clearly defined space and could be maintained over time.



## Van Aken District Connections Plan

E. Landscape: There was a preference for street trees and planting beds that provide shade, a variety of spaces and interest and separate pedestrians from the street.



G. Art: There was a preference for a wide range of options with an emphasis on interactive elements that engaged pedestrians.



Of the seven elements shown, the top three were prioritized with respect to their importance in creating a district as 1) Lighting, 2) Signage and 3) Landscape.

### Next Steps

The project schedule was shared with the attendees noting that there will be another community meeting in October to present the draft recommendations for all of the various elements discussed.

# PLEASE SIGN IN

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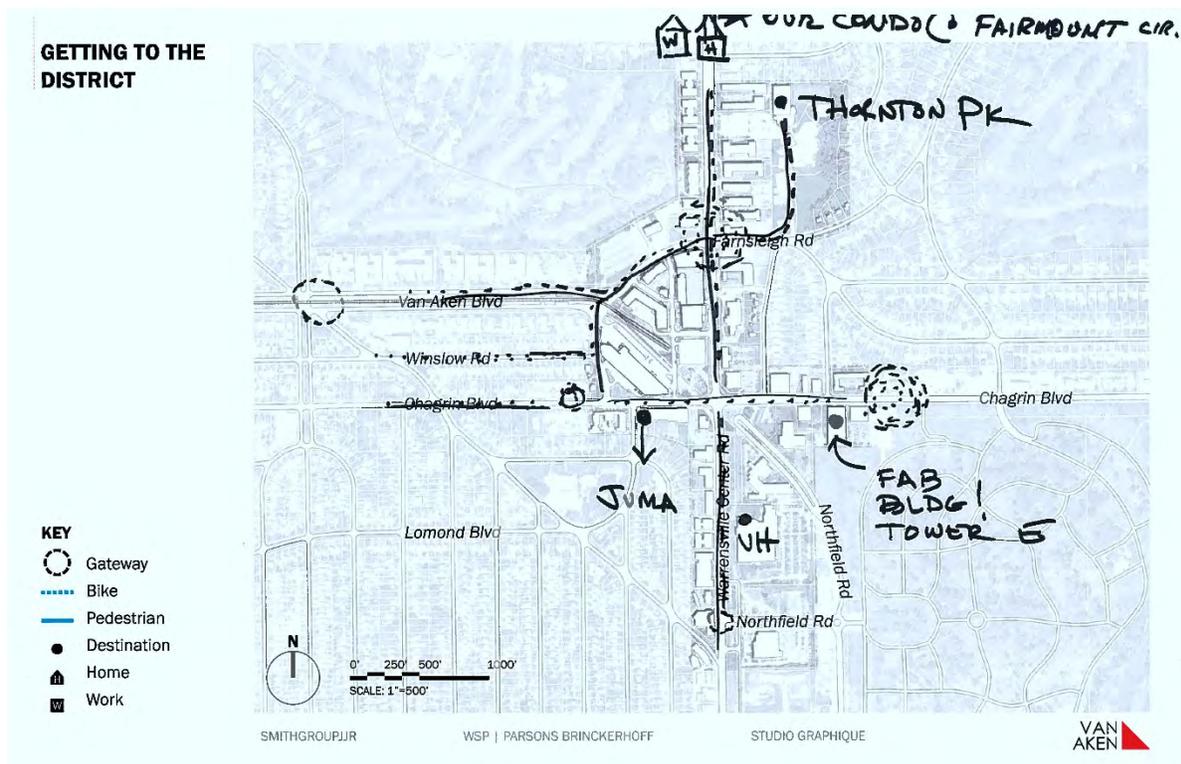
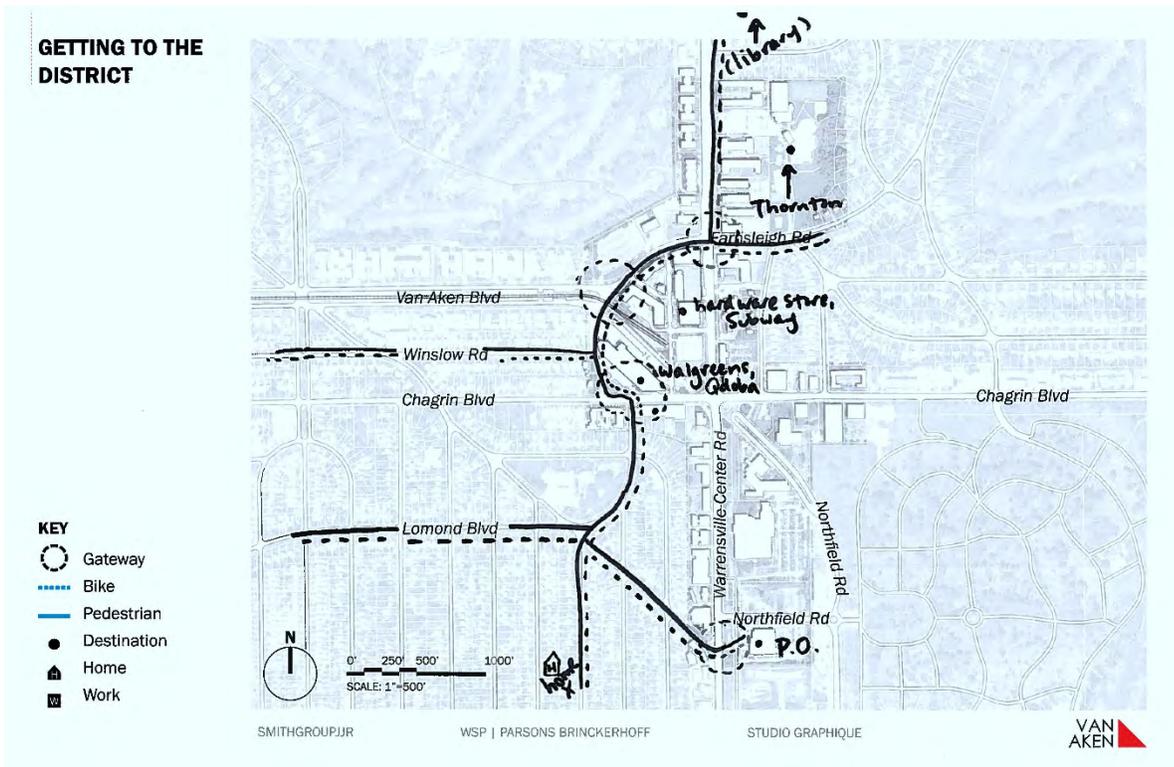
# Van Aken District Connections Plan

## Community Meeting #1 Photographs



# Van Aken District Connections Plan

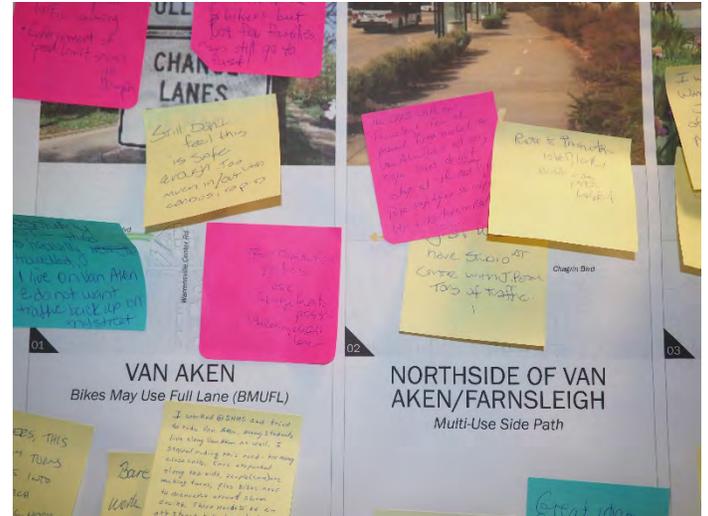
Community Meeting #1 – Station 1: Getting to the District (examples)



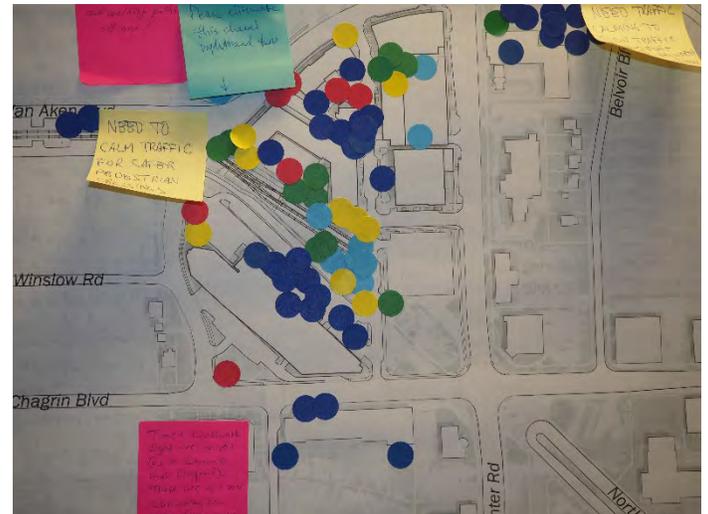
# Van Aken District Connections Plan

## Community Meeting #1 – Station 2: Bicycle Friendly Design

### Proposed Bicycle Infrastructure



### Proposed Bicycle Elements/Locations



# Van Aken District Connections Plan

## Bicycle Friendly Design

### Van Aken

Suggest Bikes May Use Full Lane (BMUFL) signage

- Essential
- Sharrows ok with 25 mph speed limit (lower speed limit)
- Full lane (least desirable)
- For drivers, this effectively turns 2 lanes into 1 lane, which causes traffic, merging and accidents
- Bare minimum, work with police to enforce it
- I worked at SHHS and tried to ride Van Aken. Many students live along Van Aken as well. I stopped riding this road- too many close calls. Cars are parked along the side, people (cars) are making turns, plus bikes need to maneuver around storm drains. There needs to be an off street bike lane to be safe
- For commuter routes, use change lanes to pass, with biking use all lanes
- Must incorporate traffic calming
- Enforcement of speed limit-7 cars go 50 mph
- "Bikes may use full lane" signage is great for lycra bike use, but not for families. Cars still go too fast
- Absolutely not-this is heavily traveled. I live on Van Aken and do not want traffic back up on my street
- Still don't feel this is safe enough. Too much in/out with condos, rapid

### Northside of Van Aken/Farnsleigh

Suggest Multi-Use Side Path

- All of the bike facilities ideas are great
- Good
- I need protected path to be able to ride
- Feel much safer this way. Very appropriate for this corridor
- Multi-use is ideal as it is safer
- Great idea for bikes or walkers
- Good idea. Second this idea
- Yes! We have studio at center with J. Pistone. Tons of traffic
- The cross walk on Farnsleigh from the present Fresh Market to Van Aken is not very safe. Cars do not stop at the red light. Bike safety is so important. Put a "no turn on red" sign.

### Warrensville Center

Suggest Multi-Use Side Path per Eastside Greenway recommendations

- Yes! Very appropriate for this corridor. Berm protected bike lane best
- Great. Ditto
- This is essential to bring in the Shaker residents from the northern side!! North of Farnsleigh, South Woodland
- The Warrensville part, from Farnsleigh to the Shaker Blvd. bike route is difficult. Needs to have an off street bike lane to be safe. Now I put my bike on the car to go three blocks
- Good idea. Too many cars now on Warrensville Rd. I second this
- Tie into University Heights TLCI plan
- As long as it doesn't cause issues for drivers
- Preferred
- Warrensville needs this

# Van Aken District Connections Plan

- We must lose the stigma at the right side of the tracks (east north) versus the wrong side at the tracks (south west). Warrensville must link the two
- Need a safer way to bike/walk along Warrensville
- Multi-use paths along north side of Van Ake nans west side of Warrensville are critical for Fernway and Malvern neighborhoods to access Van Aken district
- I work on Warrensville by J. Pistone, tons of kids bike north south from Shaker Middle School to Thornton pool

## Northfield

Suggest Buffered Bike Lanes or Multi-Use Side Path; Multi-Use Side Path on new Northfield; Coordinate with Northfield-Warrensville Multi-Modal Connectivity Plan

- Bike lanes or multi
- Prefer using Northfield verses Warrensville for bike route (from south); Winslow an option for neighborhood
- Seems like correct solution
- Buffered bike lanes and side paths would be great where possible; plantings to reduce water runoff
- Will repair be stopped
- Northfield all bikes good, little traffic, heavier to the south

## Winslow, Lomond, Belvoir

Suggest Identify as Neighborhood Bike Routes

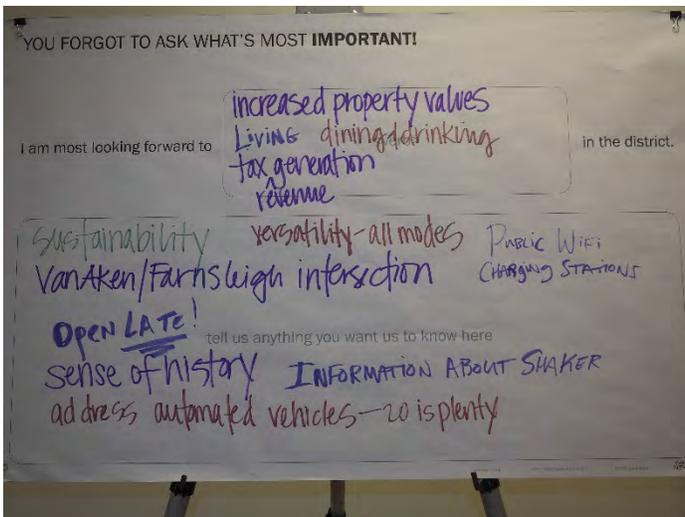
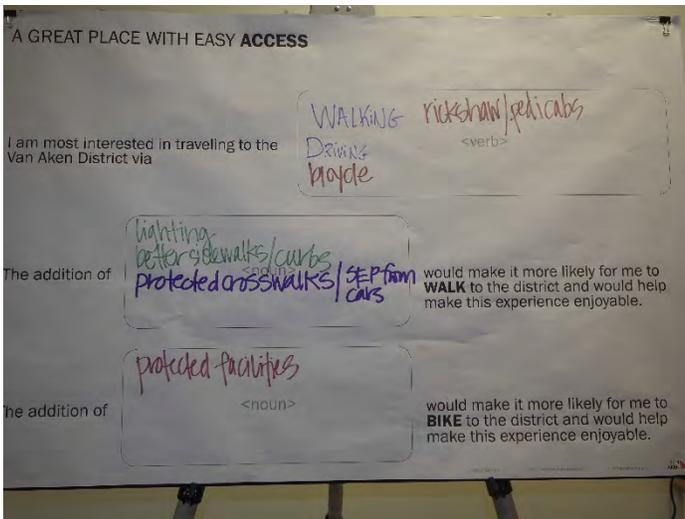
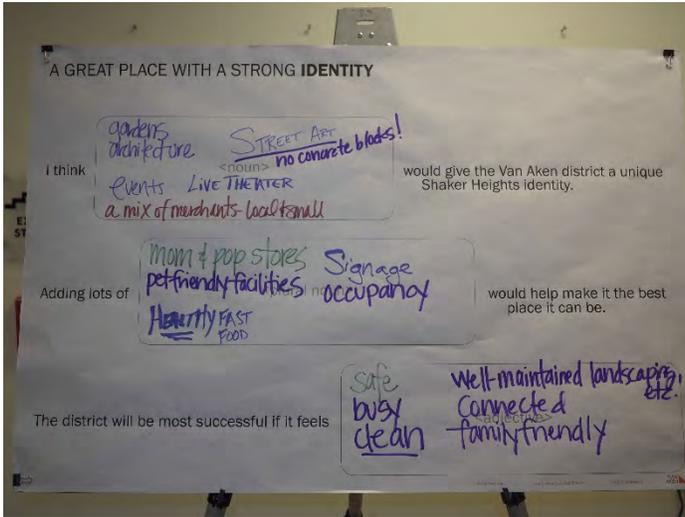
- Too narrow for special lanes
- Neighborhood streets around the district are very narrow and are heavily trafficked with autos. City needs to better control on street parking and traffic use. Bike not safe
- Add Fernway, include light at Lee/Fernway intersection to connect one way to Fernway to Van Aken district
- Good, quiet route. Good signage for quite streets
- Will Bicycle Boulevard still exist? (bike stations/repair stops might hurt their business)
- Winslow is too out of the way for many neighborhoods
- Good candidates for a bike boulevard network
- Incorporate wayfinding signage

## Other comments

- Timed crosswalk signs are helpful (as at Lomond and Chagrin). These are all over Washington D.C. metro area – makes safer.
- Combine bicycle and walking paths all over!
- Need to calm traffic for safer pedestrian crossing @ Farnsleigh, Van Aken, Helen, Halworth, Colton.
- Yield to ped/bike at this crossing (Van Aken/Farnsleigh); please eliminate the righthand turn lane.
- I realize Belvoir came of of Eastside Greenway, but bulk of traffic from east travels Halworth and Halburton.
- Space for kids to play
- Provide for kids to play in Shaker
- Spontaneous children's climbing structures
- Dog friendly + patio/cafes
- Please put one (bike locker) at rapids stations in the district.
- Provide drinking fountains.
- Artistic bike racks are rarely functional.
- Dog parks – need 1

# Van Aken District Connections Plan

Community Meeting #1 – Station 3: Shaker Mad Libs (summary follows)



# MAD LIBS™

## van aken district connections plan

*58 Mad Libs were completed at the Van Aken Connections Plan public meeting on June 20, 2016*

**1. I think \_\_\_\_\_ would give the Van Aken district a unique Shaker Heights identity.**

Most common responses: iconic art and trees/gardens  
Multiple responses: historic markers/information, water feature/fountain, local stores  
Unique perspectives: sense of clean funkiness, pet-friendly

our people  
public art, gardens  
iconic artwork, historical markers/info  
unique restaurants  
people friendly  
signage  
trees  
local stores  
lighting  
gardens  
independent small businesses  
park-like pods  
historical  
middle + upper middle class residents  
performance/meeting spaces  
the park  
art  
consistent feel  
contemporary architecture  
design  
signs  
brewery  
art/architecture

color  
great signage  
interactive water feature  
cycling and arts  
fountain  
variety of quick lunches  
sustainable development  
trees, greenery, great looking landscapes, etc.  
fountain w/ original Shaker elements  
fresh, new, contemporary design  
local, independently-owned businesses  
art  
as many trees/plantings as possible  
art  
bookstore  
lots of art  
unique shopping/dining  
a truly good civic square  
people  
a theater w/ kids movies

art  
sense of clean funkiness (not Coventry/Cedar Lee, but Fairmount/Taylor)  
public art and temporary installations, murals  
local merchants, craft shops  
historical story boards  
pet friendly facilities (restaurant patios/dog park)  
art & history storyboards  
aggressive landscaping  
landscaping  
art  
beer  
gardens  
architecture  
events  
a mix of merchants (local and small)  
street art  
no concrete blocks  
live theater

2. Adding lots of \_\_\_\_\_ would help make it the best place it can be.

Most common responses: trees/gardens, unique shops

Multiple responses: programming

Unique perspectives: places to sit and eat ice cream, anything but parking

trees  
healthy food stores  
green space, outdoor eating  
housing options  
directions  
elegant landscaping  
bike facilities  
easy walking access  
restaurants  
unique shops  
green spaces  
restaurants  
creative arts galleries, better  
restaurants  
established  
people  
greenscaping  
restaurants  
gardens  
restaurants  
stores  
traffic calming  
bike/pedestrian infrastructure

landscaping  
light/plants  
unique boutiques/dining  
unique retail  
flowers/greenery  
green space  
small shops  
trees  
restaurants/small shops that  
meet the needs of residents  
seating and reasons to sit  
(giant chess board, lighted  
benches, kids climbing areas)  
anything but parking  
activity  
(programmed/spontaneous)  
mom & pop stores  
trees/plantings  
trees/plants  
foliage  
restaurants  
local businesses  
parks/greenspace

parking sink strategy  
plants  
places to sit and eat ice cream  
venues  
trees, shops  
opportunities for interactions  
Shaker character (brick)  
local art  
successfully profitable  
businesses, movie  
nights/concerts  
shops  
well-maintained landscaping  
trees  
quality eateries  
people  
music  
mom and pop stores  
pet friendly facilities  
signage  
occupancy  
healthy fast food

**3. The district will be most successful if it feels \_\_\_\_\_.**

Most common responses: safe, welcoming, friendly, family-friendly, comfortable  
 Multiple responses: part of the neighborhood, authentic/real, attractive, vibrant/active  
 Unique perspectives: sense of history

like it's always been there	dense	like a neighborhood gathering place
family friendly, creative, sense of history	welcome	mixed and very intense, convivial
woven into the community, not an island	inviting	not too many kids hanging out; Shaker Square was great until shoplifting and loafing closed it
like an extension of the neighborhood	cohesive/appropriate	family-friendly
vibrant and accessible	purposeful (rest, retail)	like home
like a neighborhood connected	convenient and accessible but lovely	pedestrian-friendly
like a gathering place	inviting, friendly, vibrant	lively and safe
lively	open and green/cool (reduce asphalt and concrete)	family-friendly
safe and attractive	"Shaker personality"	city-ish
comfortable	safe, comfortable/ stores are viable to residents' needs	local with a regional draw
safe and welcoming	both family-friendly and hip-urban	safe
safe, beautiful, friendly (like Eton)	real	natural/authentic
vibrant	safe and authentic	lively
unique	welcoming	inviting/pedestrian-friendly
welcoming	shady, cooler, walkable, sit-able	like a neighborhood
welcoming/inviting	like a place to spend time with family/friends	alive
inviting	well-lit, safe, welcoming,	safe
like a town center	attractive, familiar (similar to other parts of Shaker)	busy
casual/comfortable	welcoming	clean well-maintained landscape, etc.
active		connected
prioritized for the pedestrian, safely walkable		family friendly

**4. I am most interested in traveling to the Van Aken District via \_\_\_\_\_.**

Note: there were many multiple mode responses

Walking: 48%  
 Biking: 40%  
 Driving: 29%  
 RTA: 13%  
 Rickshaw/Pedicabs

5. The addition of \_\_\_\_\_ would make it more likely for me to WALK to the district and would help make this experience enjoyable.

Most common responses: multi-use paths, wide sidewalks, safer crosswalks, ped signals

Multiple responses: shoveled sidewalks in winter, lighting, benches

Unique perspectives: water bottle filling station

plowed paths in winter

multi-use paths

multi-use paths

multi-use paths

ice cream store

lighting

not too much traffic

benches

benches

signage

lower car speeds

safe street crossing

grass

lighting/crosswalks

multi-use paths

green space

fewer streets

protected crosswalks, wide

sidewalks

traffic calming

short crosswalks

safety lighting and walks

services

attractive wayfinding/paths

green space

nice public bathrooms

multi-use paths

mid-block crosswalks

lit walkways

better cross walks, walk signals

that count seconds

safe cross walks

water bottle-filling stations

Sidewalks + curb

comfortable/shady in summer,

shoveled sidewalks in winter

landscape/ crosswalks with

pedestrian friendly signals

reliable signs, timed cross

walks, more sidewalks

congregation areas

better walking paths on

Warrensville

a safer way to cross Farnsleigh

at Key Bank

good restaurants/bars

clearly marked private walking

paths, separate cars from

walkers when possible

clean pavement

landscaping

street lights (safety)

paths

ped signals that default to

walk (not don't walk, like now)

updated crosswalk timing &

signals

traffic calming, wider

sidewalks

countdown walk signals

lighting

better sidewalks/curbs

protected crosswalks/separate

from cars

**6. The addition of \_\_\_\_\_ would make it more likely for me to BIKE to the district and would help make this experience enjoyable.**

Most common responses: multi-use/bike paths, bike lanes, bike racks

Multiple responses: bike repair stations

Unique perspectives: security, lighting

separated bike infrastructure  
 multi-use paths (bike/foot)  
 bike shop/co-op  
 bike paths  
 dedicated and protected lanes  
 coffee house  
 paths and lanes  
 not too many cars  
 off-road paths  
 bike stops and repair stops  
 signage  
 courteous drivers  
 bike lanes  
 security  
 dedicated, protected  
 infrastructure  
 multi-use paths

bike lanes  
 activity  
 bike racks  
 off-street paths  
 safe bike storage, kid friendly  
 clearly marked bike routes  
 bike routes/racks  
 protected bike lanes  
 Warrensville bike lanes  
 designated bike lanes  
 secure bike stations, minor  
 repair stations  
 traffic calming  
 bike lane/multi-use trail  
 bike racks  
 easily accessible bike racks,  
 pleasant walking areas

bike lanes  
 special safe bike paths/racks  
 bike paths on Warrensville  
 safe bike paths  
 separated bike paths  
 festivals or craft stores  
 bike paths on Warrensville  
 bike paths/hoops  
 lighting  
 multi-use paths  
 bike path on Van Aken  
 bike path  
 bike shop  
 covered bike parking  
 protected facilities

**7. I am most looking forward to \_\_\_\_\_ in the district.**

Most common responses: eating and drinking

Multiple responses: hanging out, entertainment/events, shopping

Unique perspectives: local businesses, affordable office space

sense of place  
 hanging out  
 dining, hanging out  
 upscale ambiance  
 new retail options  
 outdoor dining  
 eating and drinking  
 shopping and living  
 sitting out in the sun  
 increased property value  
 more shoppers  
 action, no more talk  
 engaging more dialogue  
 living  
 vibrancy  
 dining  
 eating  
 eating  
 living  
 sitting on a patio at a café  
 enjoying a cold beverage  
 helping slow traffic on  
 Winslow

new people  
 family dining (something other  
 than Pizzazz)  
 living near  
 healthy convenient food  
 spending time  
 eating lunch  
 retail  
 affordable office space for  
 small businesses  
 cohesiveness  
 local businesses  
 entertainment as a third space  
 for my family  
 living  
 maximal tree cover/plantings  
 to improve health/skin  
 protection  
 concerts and movies  
 biking to, patronizing stores  
 tax revenue generating  
 festivals, outdoor art, music  
 dining and drinking

living  
 more people, eating places,  
 shops  
 people  
 neighborhood-like  
 entertainment, shopping,  
 dining/ enhanced property  
 values/ well-maintained,  
 clean, landscaping  
 discovering new things  
 growth  
 living, dining, shopping  
 eating (restaurant/local bar)  
 eating  
 drinking a glass of wine after  
 work  
 eating  
 shopping and eating  
 variety  
 increased property values  
 living  
 dining and drinking  
 tax revenue generation

8. Tell us anything else you want us to know here: \_\_\_\_\_

- Opportunities to incorporate green infrastructure
- Art: RTA station art and gardens
- Name something after O.P. or M.J. Van Sweringen
- Must be very upscale in appearance to reflect Shaker values. Must not look like Warrensville/Cedar in University Hts.
- Affordable housing
- I hope the district is designed for the future and tries to lessen the dependence on cars. Even if it means making tough choices regarding the right of way that might be unpopular because of driving majority
- RTA should promote Rapid use for travelling to district
- Want to be able to sit outside in summer AND winter. Need fire pit, shady trees, comfortable seating
- How will traffic be controlled?
- We need to help people find their way.
- Flowerscaping like Eton, art shows/beerfests
- Must attract resident who can afford the kind of retail intended
- Prototypes show very "dull" structures
- Bike/pedestrian access is the best way of making the district connected, rather than an island.
- Make friends with neighboring communities, condos, etc.
- Appeal to all ages
- The connection to Sussex, Thornton Park, and Van Aken Blvd neighborhoods is critical. Density of housing and jobs in the district as well. People make the place, otherwise just a glorified shopping center
- Make it so a large portion of residents and visitors bike, walk, use RTA to district is critical.
- Cross the street at Farnsleigh without cars ready to run you over.
- A diverse set of stores
- Please don't forget us a little farther north—tons of middle school kids, Thornton families, bike/walk to J. Pistone, etc.
- Great opportunity for our city to have a city center anchor on the eastern side of the city
- Shopping and services must include necessities not just luxuries.
- Place for indoor and outdoor theater and concerts
- Bring food trucks during construction. Beer. Should be a place to have a beer after work.
- Sustainability is most critical for all of the development
- Needs to be brightly lit and safe when the sun goes down. Public restrooms!
- Programming is the most important piece - this will activate the space, which will benefit businesses and keep people coming back
- Tax abatement for the new construction homes in order to compete with other cities
- Also contain walking areas, new businesses that have awnings/rain and sun protection. LED lighting facing down; minimize concrete; parking should be interspersed with trees and stormwater control
- The traffic signals at crosswalks are auto-oriented. Pedestrians should not have to push the button to get cross signal. The entire city should be programmed to automatically change for peds—this would be bike and ped friendly
- I want to be able to shop close to home—birthday presents, books, dinner—and not have to leave Shaker. Somehow prevent the downward trend seen in Shaker Towne Centre.
- Stay open late
- A small intimate live music area
- Revisit the look of Warrensville near the parking garage/behind the businesses
- I have been involved in planning for automated vehicles. Plan for auto-autos - slow speed, 20 mph, plan curb space for pick up/drop off
- I live overlooking the Shaker Country Club golf course so I think the Farnsleigh apartments will be a great place for new residences.
- A place for parking strollers would be great. Also, a place for children to climb (big ceramic turtle, dinosaur, etc.).
- Van Aken District should have a venue that no other community has. A great retail space, a great new family affordable restaurant. People. Walkable, playable
- Fun, friendly, artistic environment
- Mayfield Village positioned amphitheater so that evening sun is in the eyes of the audience (west) - total bummer and disappointment in planning
- Activities for kids is desirable, and unique things
- I am very concerned with traffic on Van Aken and Farnsleigh. Bikers should not cause increased traffic for drivers.
- I live on Lytle. I imagine a neighborhood that is akin to parts of Brooklyn Hts, Carroll Gardens, etc. Bring back the movie theater, make signs that tell Shaker history or note famous people who grew up here.
- Add a little urban grittiness or unexpected element like wall art/sign; rooftop patios; lights in trees or string lights
- A pleasant bar would be really nice
- Sustainability

- Versatility – all modes
- Van Aken/Farnsleigh intersection
- Open late
- Sense of history
- Information about Shaker
- Address automated vehicles – 20 is plenty
- Public wi-fi
- Charging stations\*

# Van Aken District Connections Plan

Community Meeting #1 – Station 4: Creating the District

Preferred Styles



Priorities





# Van Aken District Connections Plan

## *Community Meeting #2*

### *Meeting Summary*

Monday, September , 7:00-9:00  
Stephanie Tubbs Jones Community Building  
3450 Lee Road  
Shaker Heights, OH

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### Meeting Purpose:

1. Provide an overview of the Van Aken District Connections Plan and recap work completed to date.
2. Provide an opportunity to engage the community in creating a placemaking action plan for the Van Aken District.

### Summary

Mayor Leiken provided a brief introduction to the project and meeting logistics.

N. Billetdeaux/SGJJR provided an overview presentation of the project with the goals of:

- Creating a vibrant, transit-oriented, mixed-use community for Shaker Heights
- Identifying strategies to achieve this including:
  - Promote walkability
  - Support bicycle travel
  - Integrate transit
  - Activate public/civic spaces
  - Seek to beautify district
  - Engage development to create a vibrant, mixed-use environment
- Identifying gateways and concepts for wayfinding and signage
- The presentation covered topics including:
  - Community Meeting #1 Summary
  - Green Infrastructure Overview
  - Signage and Wayfinding
  - Public Art
  - Van Aken District Framework Plan

### Community Meeting #1 Summary

- N. Billetdeaux provided a summary of Community Meeting #1 held on June 20, 2016.
  - 68 people in attendance.
  - The presentation included an overview of the project goals along with details of the RMS development.
  - Following the presentation, the attendees circulated in 15 minute intervals through four stations including:
    - Station #1: Getting to the District where attendees documented their bicycle/pedestrian routes and destinations on individual 11x17 maps.
    - Station #2: Bicycle Friendly Design where attendees commented on proposed bicycle infrastructure for the district and suggested locations for bike hoops, bike share, bike lockers, a bike station and bike repair stops.
    - Station #3: Shaker Mad Libs where attendees completed “Mad Lib” phrases around topics such as creating strong identity, easy access and what is most important.
    - Station #4: Creating a District where attendees were ask to vote on preferred styles of lighting, signage, furnishing, hardscape, landscape and art and to prioritize the importance of these elements.

### Green Infrastructure Overview

- N. Billetdeaux provided an overview of green infrastructure including a description of specific elements and benefits.
- Opportunities to incorporate green infrastructure into the public realm within the Van Aken District were identified.

# Van Aken District Connections Plan

## Public Art

- N. Billetdeaux introduced the topic of public art in the Van Aken District noting that art is critical in creating a sense of place and providing an attraction that invites people to an area and provides a reason for them to return.
- Public art can be provided in numerous media including sculpture, murals, water and light. It can also be incorporated as permanent or temporary installations.
- Several potential locations for public art were presented.

## Signage + Wayfinding

- B. Evans provided an introduction to signage and wayfinding noting that there is a hierarchy of signage, with several types available, and briefly reviewed design criteria. The selection of sign types and locations is generally related to the size and complexity of the area to be addressed.
- It was observed that the Van Aken District is not that large and the decision points are relatively limited leading to a recommendation of using three primary sign types:
  - Gateway signs
  - Vehicular signs (Directional)
  - Pedestrian signs (Kiosks)
- Two concepts for Gateway signs were displayed with the recommendation that these will be further developed in conjunction with the RMS branding strategy.
- A. Klavora announced that street names were being identified for the streets internal to the RMS development and the City is considering branded street signs for the district.

## Van Aken District Framework Plan

- C. Brintnall reviewed the elements of the Van Aken District Framework Plan which includes the following elements:
  - Proposed gateway locations at the following intersections:
    - Warrensville Center/Farnsleigh
    - Van Aken/Farnsleigh
    - Chagrin/Farnsleigh/Lomond
    - Warrensville Center/Chagrin
    - Warrensville Center/Northfield
  - A multi-use path on the east side of Warrensville Center Road to provide regional north-south connectivity to the Van Aken District.
  - A multi-use path on the north side of Van Aken Boulevard and Farnsleigh Road to provide regional east-west connectivity and a link to Thornton Park.
  - Community Collectors provide corridors from the surrounding neighborhoods to the core of the district.
  - Primary Sidewalk Connectors highlight important pedestrian links within the district connecting people with retail destinations
  - Pedestrian Connectors indicate pedestrian routes into the central core of the Van Aken District.
- Street cross-sections for Van Aken Boulevard, Farnsleigh Road, Warrensville Center Road (2) and Chagrin Boulevard were presented showing existing conditions and how the proposed elements could be incorporated into the public realm.

## Group Discussion

- Group discussion followed the presentation and attendees were invited to view boards representing the various aspect of the recommended plan.
  - Generally, very positive comments about improving connectivity and pedestrian safety in the Van Aken District.
  - There were several comments in support of separating pedestrians from bicycles.
  - There was interest in when this would be implemented.

## Next Steps

- Submit Draft Van Aken Pattern Book - Tuesday, October 25
- City Planning Commission - Tuesday, November 1
- City Council - Monday, November 28

# Van Aken District Connections Plan



**Community Meeting #2 – Sign In**  
Thursday, September 29<sup>th</sup>, 7:00-9:00  
Stephanie Tubbs Jones Community Building

Name

E-mail

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# Van Aken District Connections Plan

**Community Meeting #2 – Sign In**  
Thursday, September 29<sup>th</sup>, 7:00-9:00  
Stephanie Tubbs Jones Community Building

Name

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Barbara Truitt

Anabel McGuan

CAROL STRANG

Delaney Hunter

Caroline Barni

JOE MACDONALD

James Elder

Michael Morris

Miriam Bone

Lillian Harper

KEVIN LEESON

Tania Menese

Melda Graves

Rose Wong

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# Van Aken District Connections Plan

**Community Meeting #2 – Sign In**  
Thursday, September 29<sup>th</sup>, 7:00-9:00  
Stephanie Tubbs Jones Community Building

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AUSTIN McGUAN

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Blank lined area for E-mail entries





# **VAN AKEN DISTRICT CONNECTIONS PLAN**

*STAKEHOLDER MEETING #1*



SMITHGROUP JJR

WSP | PARSONS BRINCKERHOFF

STUDIO GRAPHIQUE

# AGENDA

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- 01** Project Overview + Goals
- 02** Existing Conditions
- 03** Travel Path Exercise
- 04** Opportunities
- 05** Next Steps

# 01 *PROJECT OVERVIEW + GOALS*

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## **Connections Plan Update**

- Road Construction
- Development Update
- GCRTA Summary
- Other Planning Efforts



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SHAKER HEIGHTS, OH

A historic city in  
search for a historic  
downtown.







VAN AKEN DISTRICT VISIONING: BECOME THE COMMERCIAL EXTENSION OF THE SHAKER NEIGHBORHOODS



18 ACRES OF SITE CONTROL IN PHASE 1



PHASE 1 PLAN



















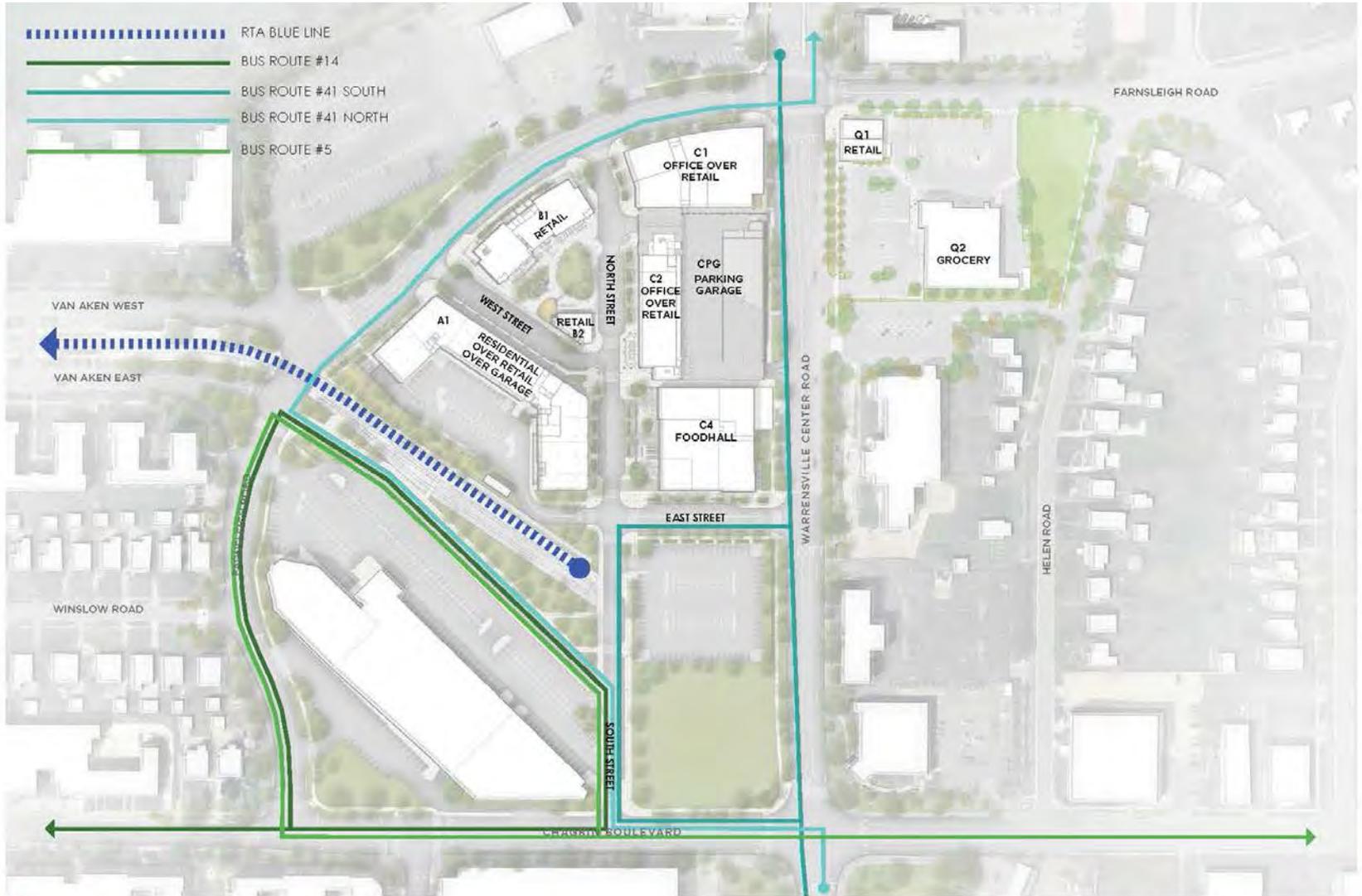
VIEW OF THE LIVING ROOM LOOKING NORTH





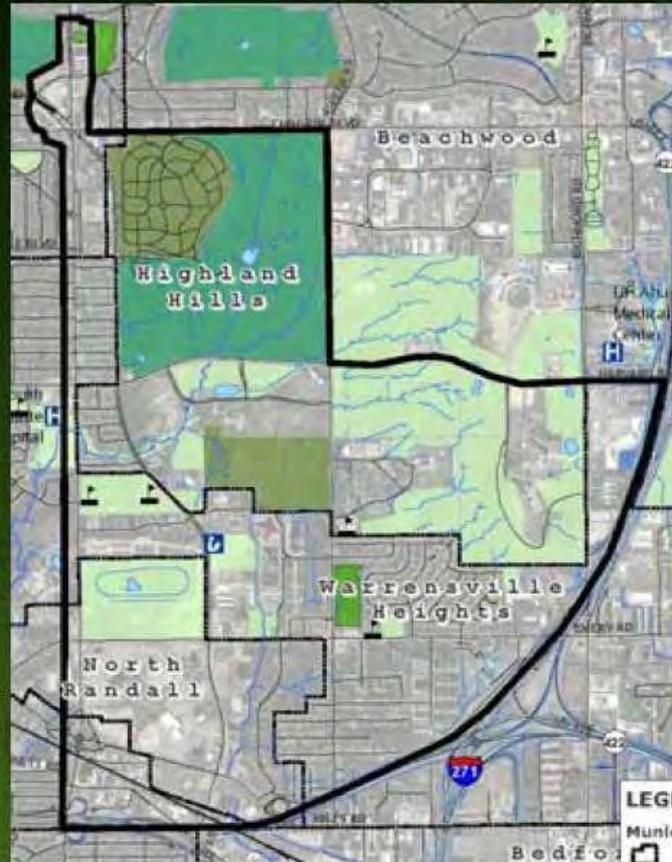
VAN  
AKEN

BIALOSKY  
CLEVELAND

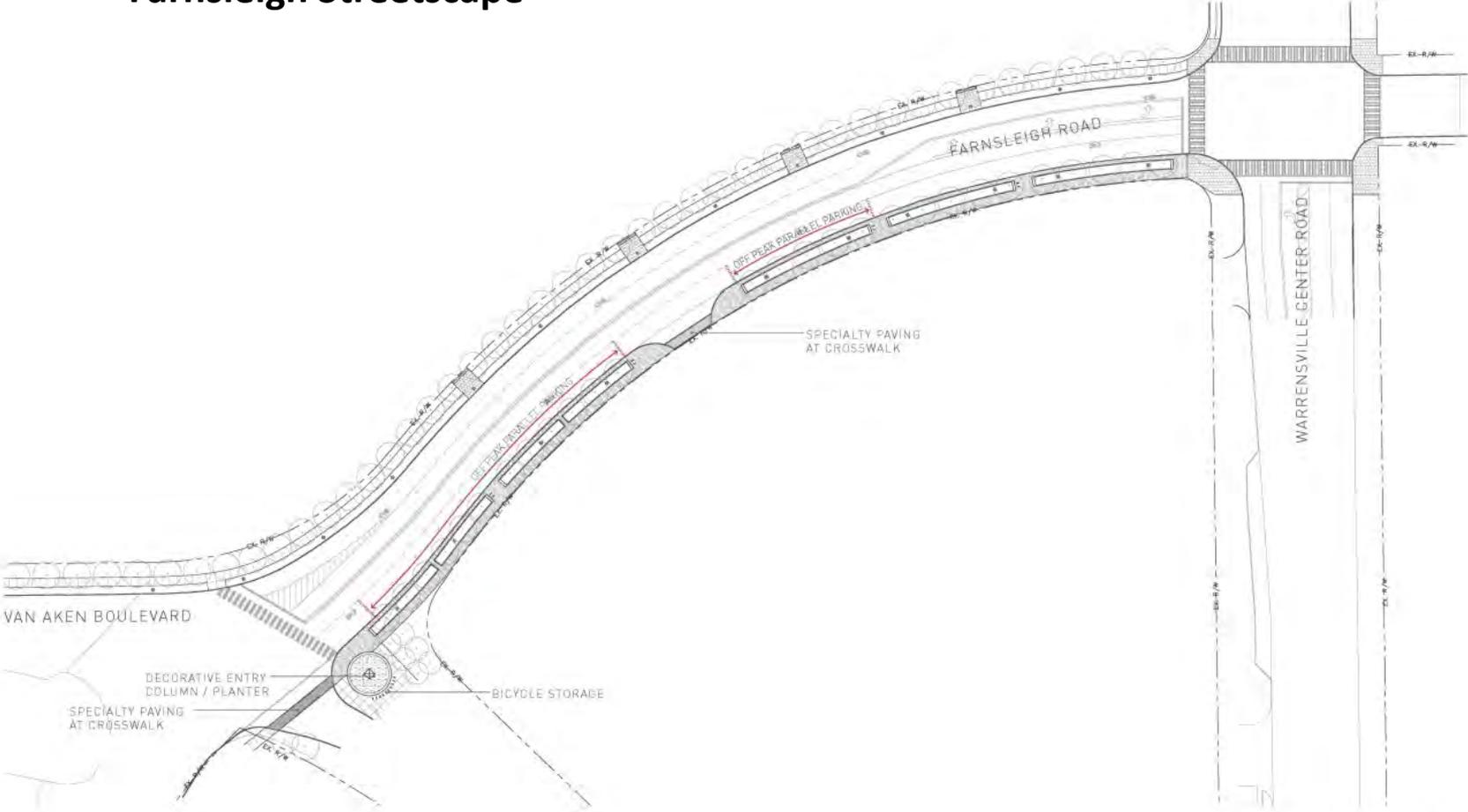


NOT TO SCALE

# Northfield-Warrensville Center Corridor Multi-Modal Connectivity Plan



# Farnsleigh Streetscape



FARNSEIGH ROAD STREETScape

©2018 Shawco Holdings

Streetscape Concept  
Date: 03/11/18

VAN AKEN BOULEVARD

CHAGRIN BOULEVARD

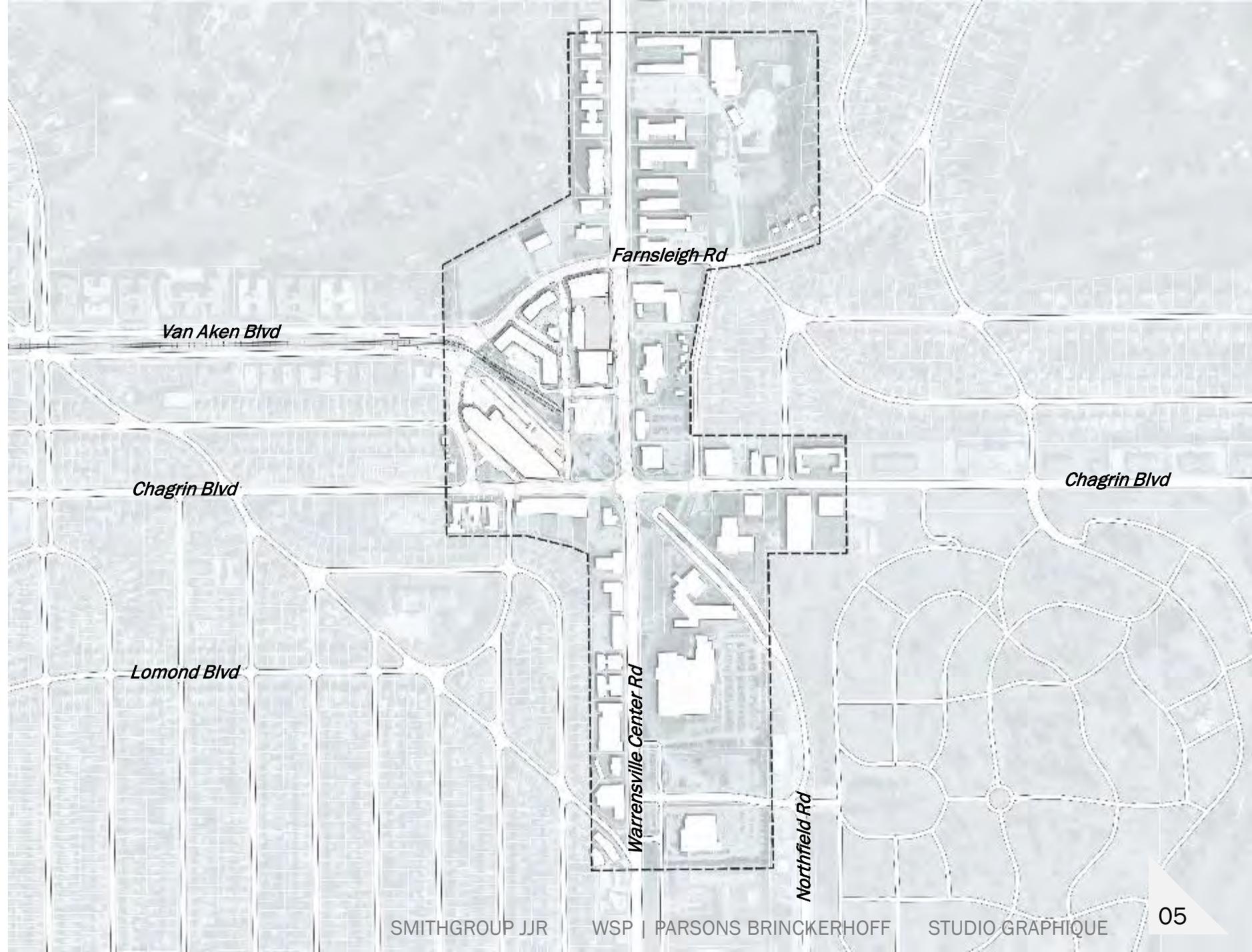
WARRENSVILLE CENTER ROAD

EXISTING DISTRICT



# VAN AKEN DISTRICT

- Regional Transit Hub
- +/- 120 Acres
- Commercial/Community Anchors
- Redevelopment
- RMS
- Other Opportunities



*GUIDING VISION*

Create a vibrant, transit-oriented, mixed-use community for Shaker Heights.

## GOALS

Engage the Shaker Heights community and key stakeholders in a process to develop a shared vision for the appearance, feel and sense of place in the Van Aken district.

Define an aesthetic for the public realm that establishes a unique identity and promotes sense of place.

Identify strategies, amenities and context-sensitive improvements that:

- Promote walkability and the creation of a dynamic pedestrian environment
- Support bicycle travel with appropriate facilities/infrastructure
- Integrate transit within the district
- Activate public/civic spaces
- Seek to beautify district with landscape and special features
- Engage development to create a vibrant, mixed-use environment

## GOALS

Identify district gateways and prepare a wayfinding and signage framework to inform visitors and define the district.

Develop a placemaking action plan and pattern book to guide and inform future development within the district.

# BENCHMARKS PEDESTRIAN ELEMENTS



*BENCHMARKS  
PEDESTRIAN ELEMENTS*



BENCHMARKS  
BICYCLE INFRASTRUCTURE



# BENCHMARKS SIGNAGE & WAYFINDING



# BENCHMARKS GREEN INFRASTRUCTURE & LANDSCAPE



## 02 *EXISTING CONDITIONS*

---

Land Use

Zoning

Right of Way

Traffic

Transit

Access Management

Bicycle Connectivity

Sidewalks

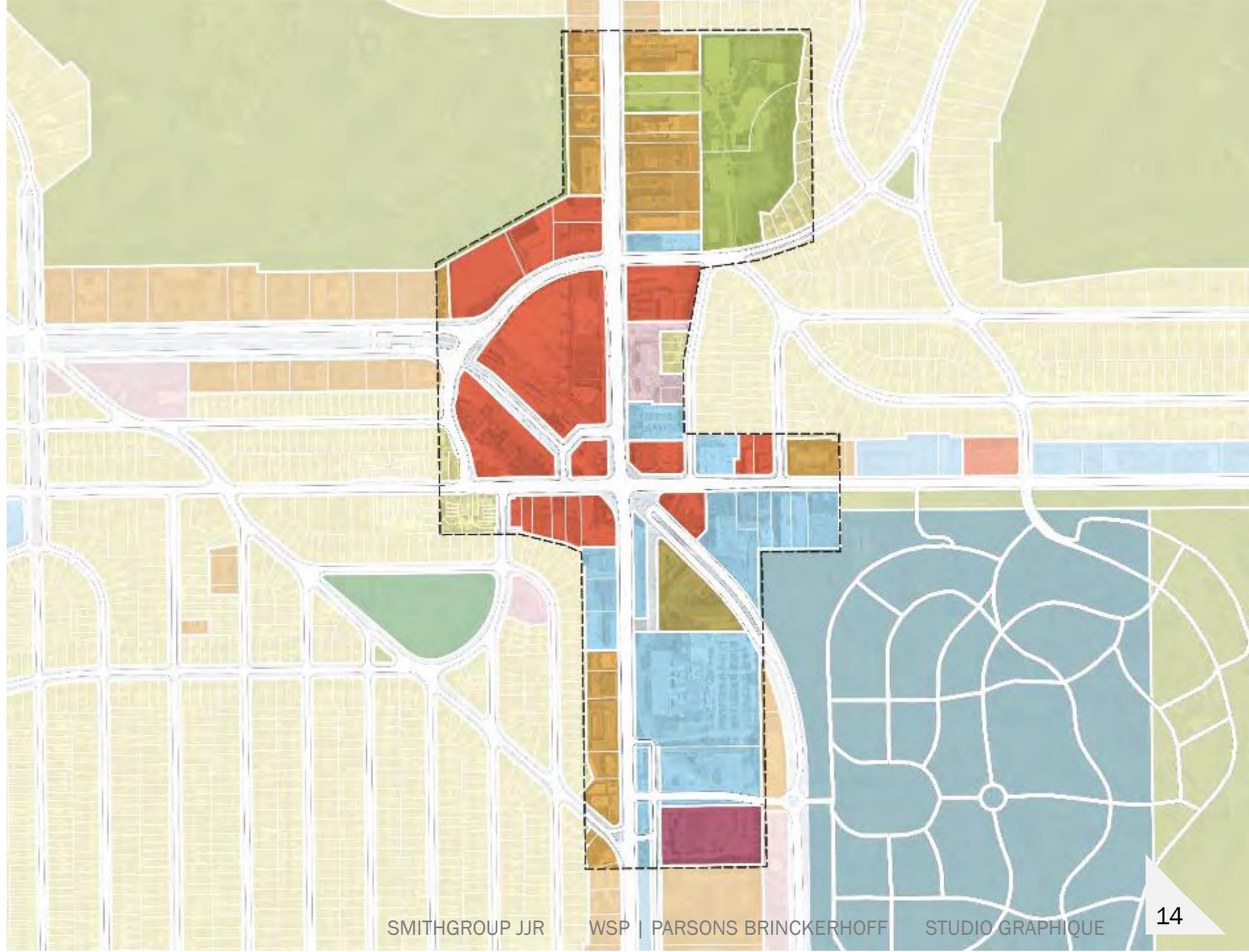
# LAND USE

Record of current uses that reflect existing patterns of development

- Influences Users
- Supporting Infrastructure
- Patterns of use (Where)
- Periods of activity (When)

## KEY

- |                    |            |
|--------------------|------------|
| Golf Course        | Religious  |
| Commercial Retail  | Cemetery   |
| Residential        | Office     |
| Senior Residential | Government |
| Apartment Housing  | Education  |



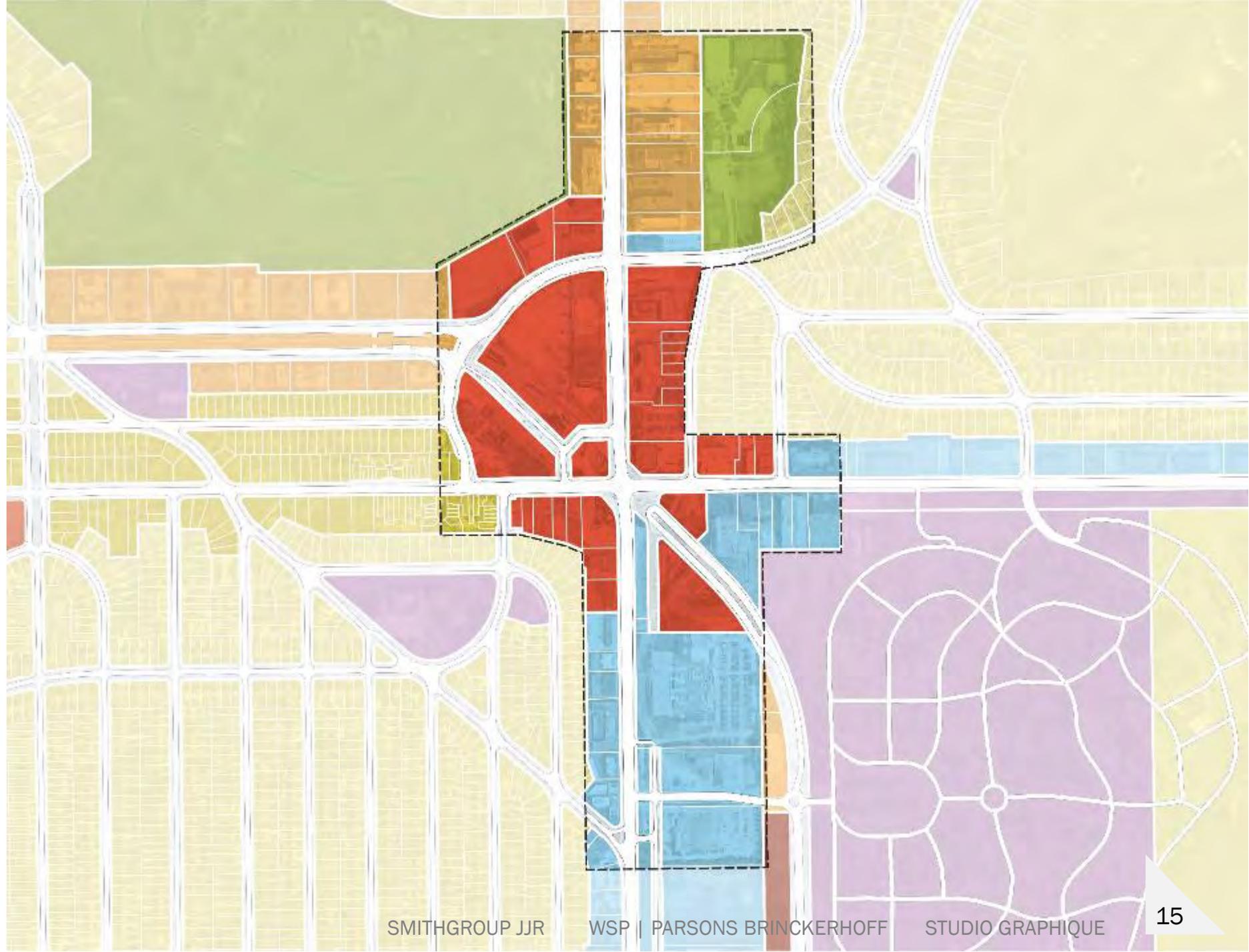
# ZONING

Record of regulated/permitted uses that affect future patterns of development

- Influences Users
- Supporting Infrastructure
- Patterns of use (Where)
- Periods of activity (When)

## KEY

Residential	Golf Course
Two Family	Office
Apartment Housing	Local Retail
Commercial - Retail	Commercial - General
Public Use - General	

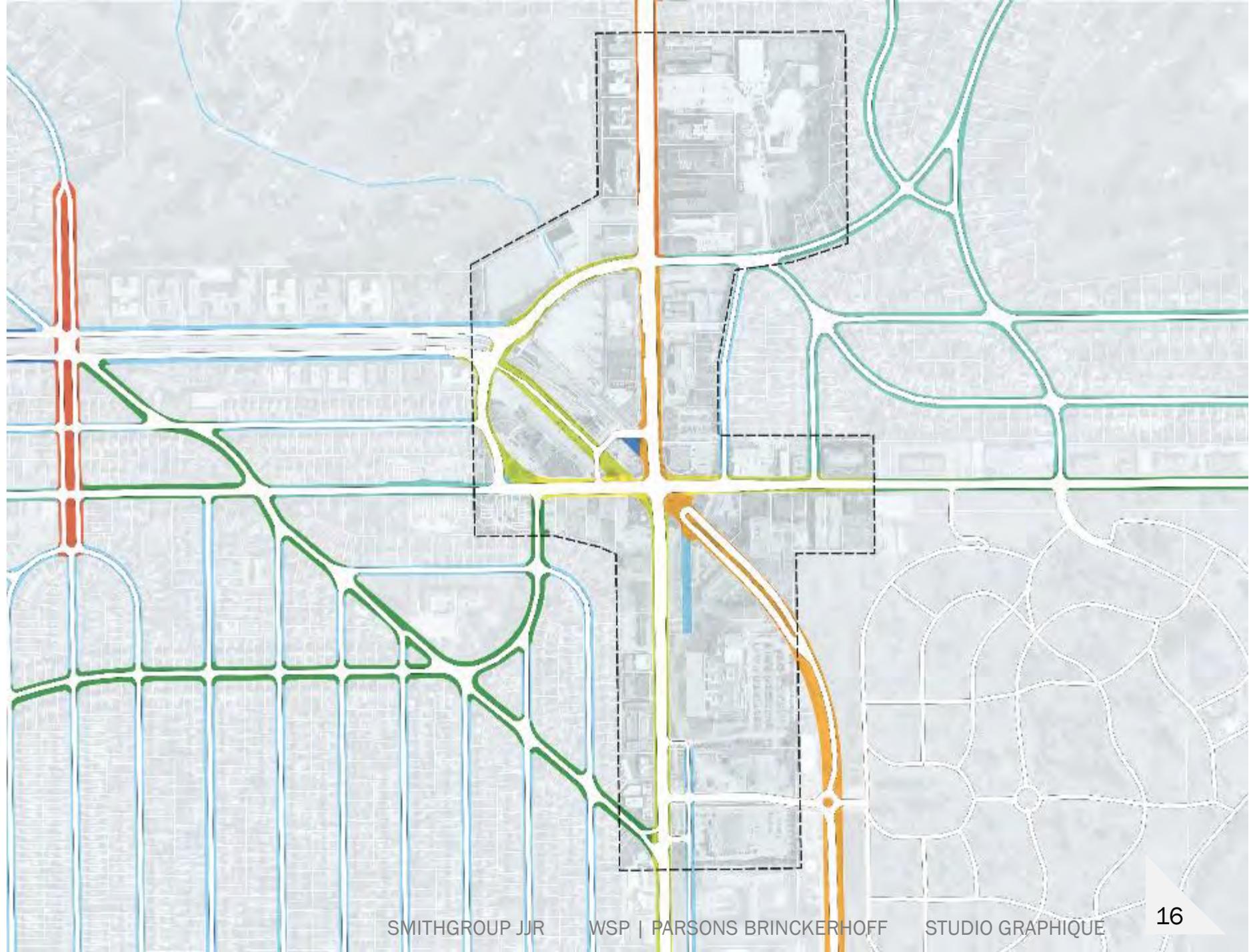


## *RIGHT OF WAY*

- Varied widths, generally correspond with 'volume'
- 'Palette' within which to make public improvements
- Develop synergies with adjacent development
- Special opportunities

### KEY

40'	90'
50'	100'
60'	110'
70'	120'
80'	

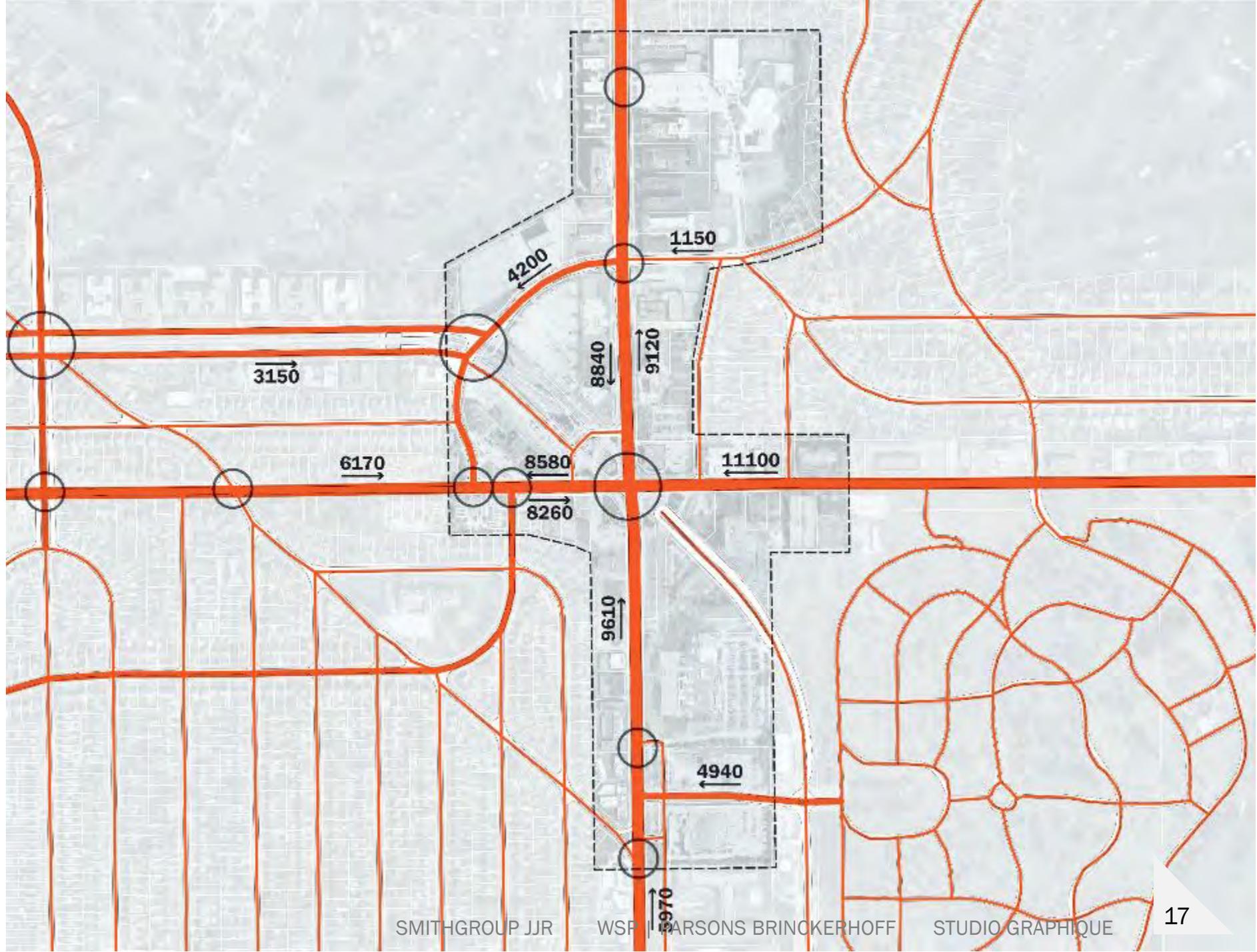


# TRAFFIC

- Regional Crossroads
- Average Daily Trips (ADT)
- Signalized Intersections

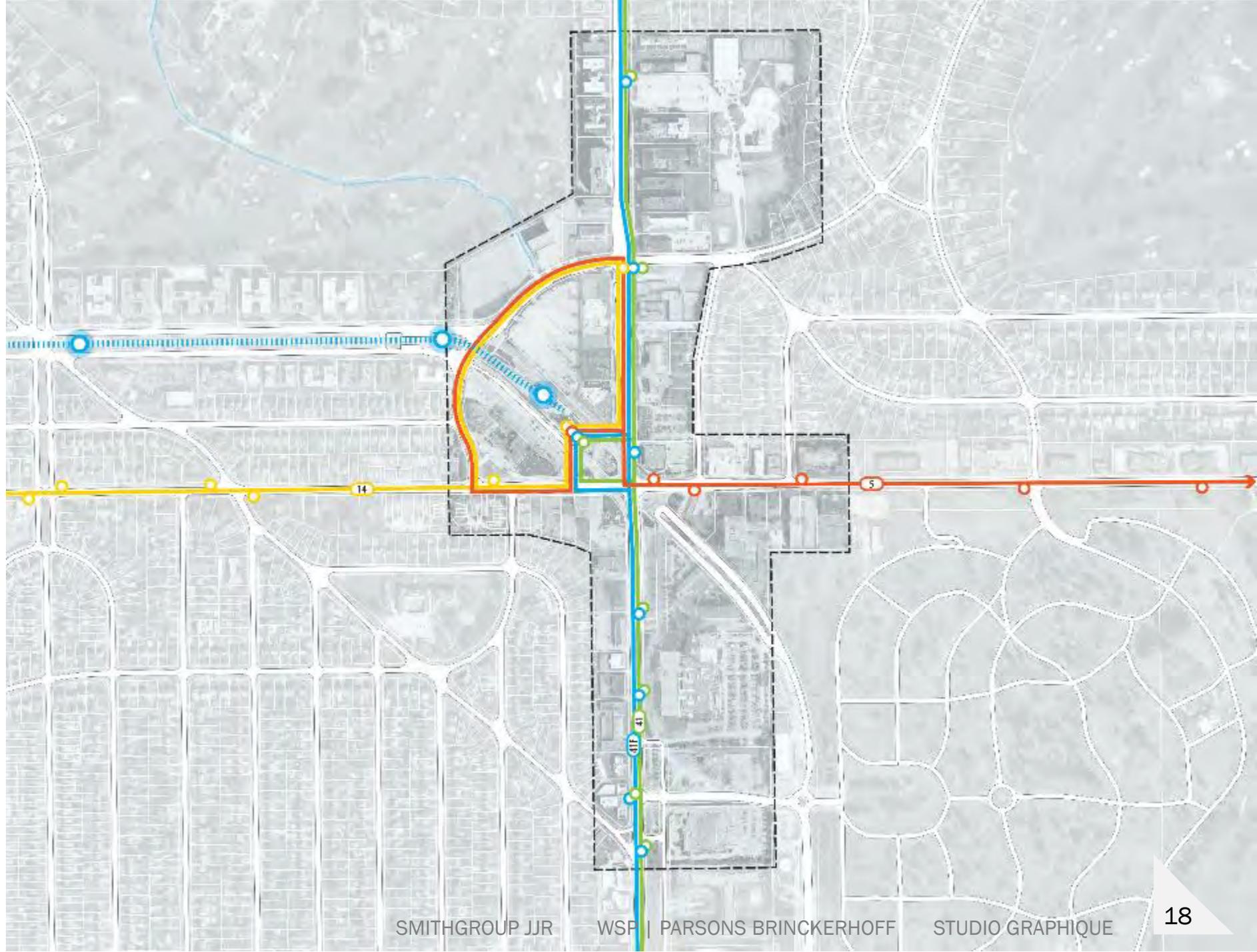
## KEY

- Vehicular Circulation
- Signalized Intersection



# TRANSIT

- Transit 'Hub'
- RTA  
Rail - Blue Line  
Bus Service



## KEY

- |         |                   |
|---------|-------------------|
| Bus 14  | RTA Rail Stations |
| Bus 5   | Bus Stops         |
| Bus 41F | Blue Line         |
| Bus 41  |                   |

# ACCESS MANAGEMENT

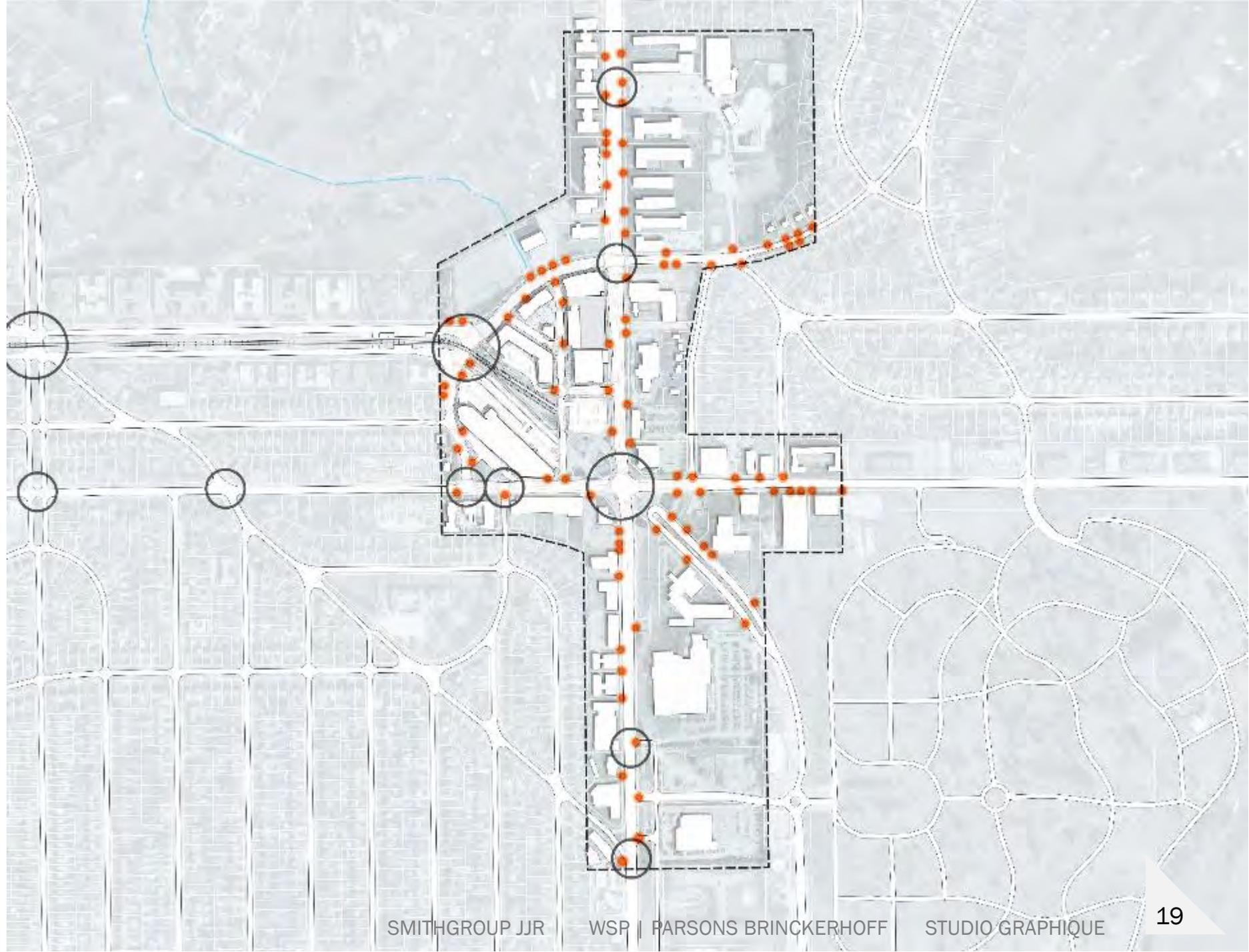
- Manage conflicts between motorized transportation and non-motorized users

Bicycles  
Pedestrians

- Redundancies

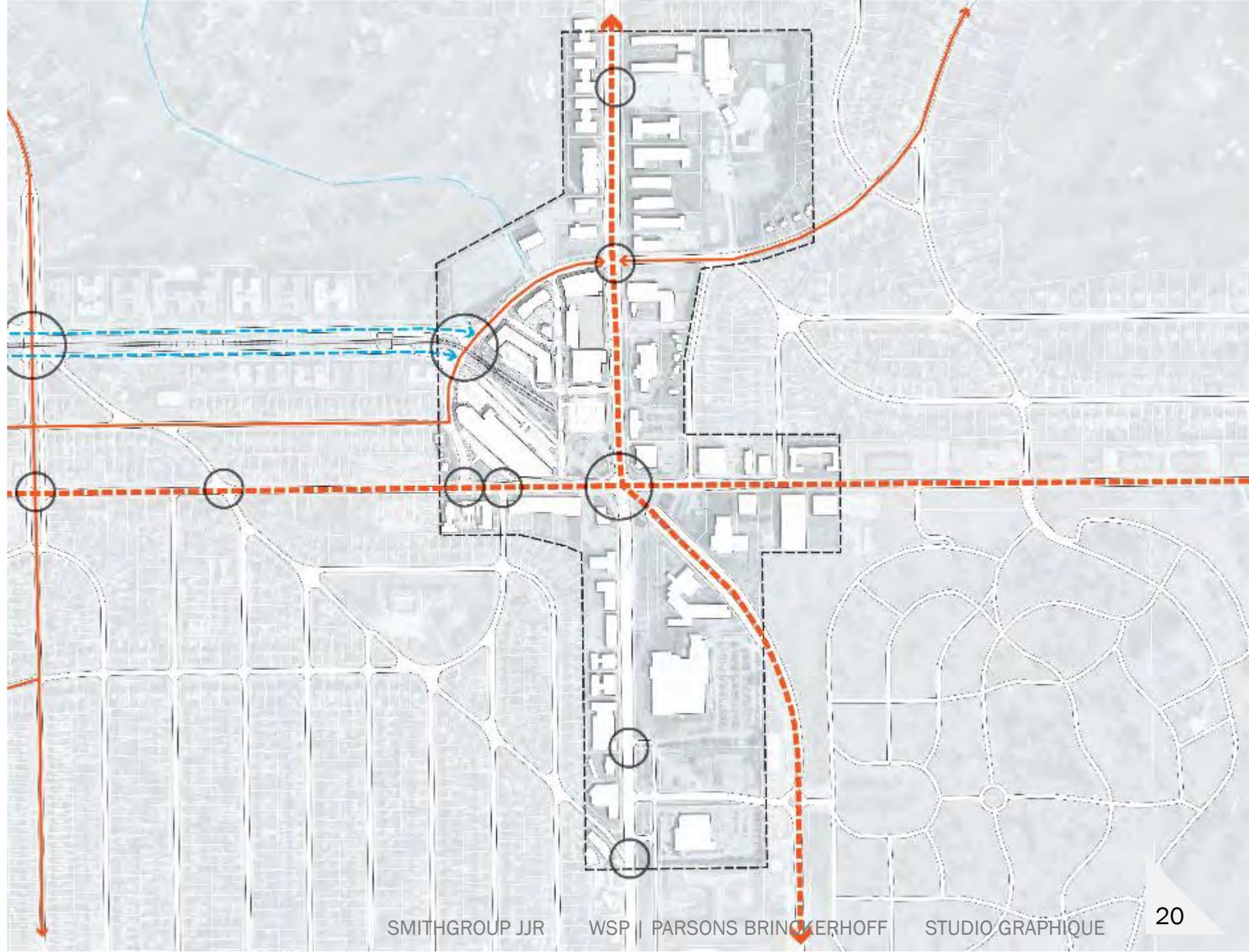
## KEY

- Existing Curb Cuts
- Signalized Intersections



# BICYCLE CONNECTIVITY

- Regional network
- On/Off-Road Routes



## KEY

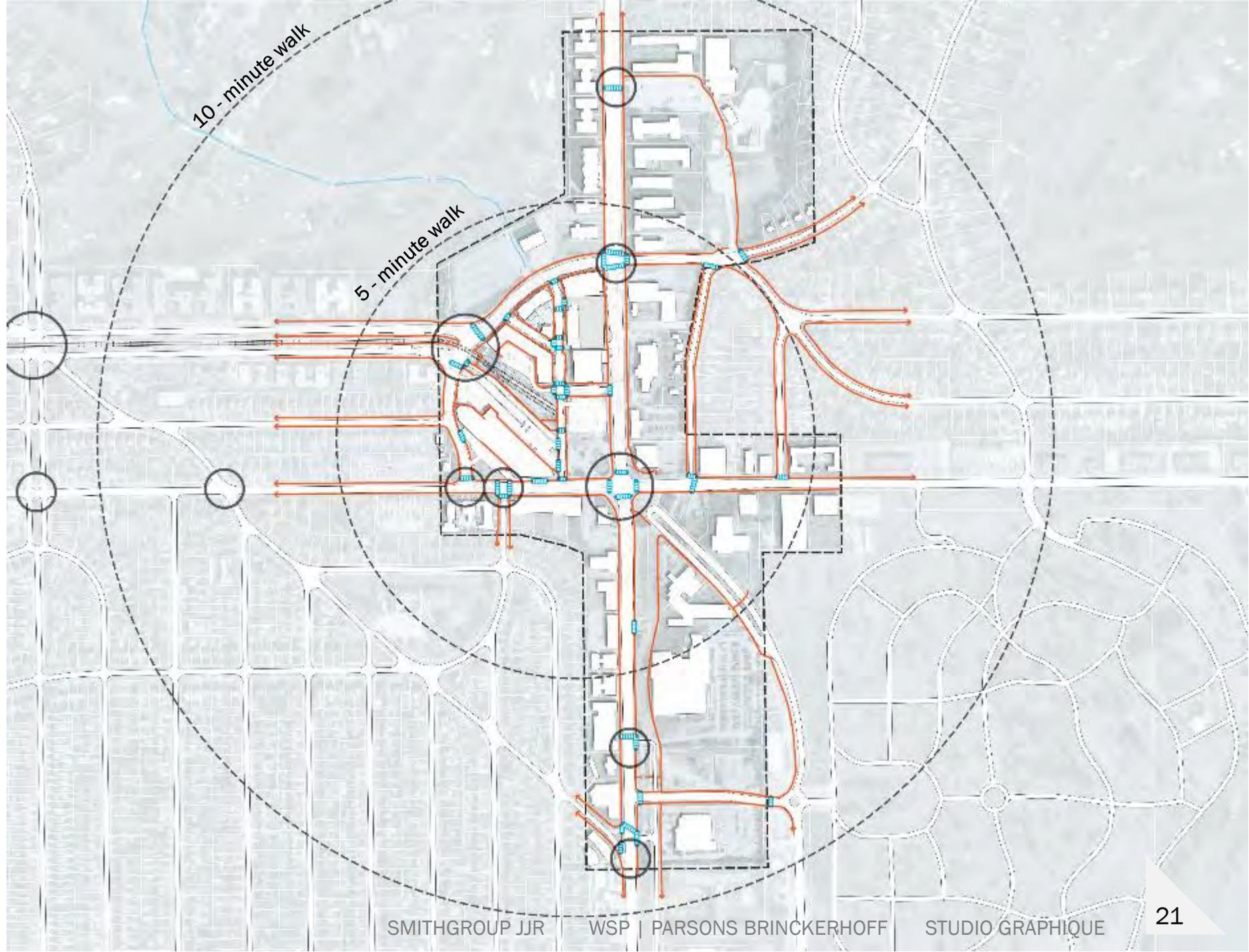
- NOACA Regional Priority Bike Route
- On Road Bike Networks
- Proposed BMUFL

# SIDEWALKS

- Vital to supporting 'Local' trips within district and from adjacent neighborhoods
- Safety

**KEY**

- Walks
- ▬ Indicated Crosswalk
- Signaled Intersection



## 03 TRAVEL PATH EXERCISE

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## 04 OPPORTUNITIES

---

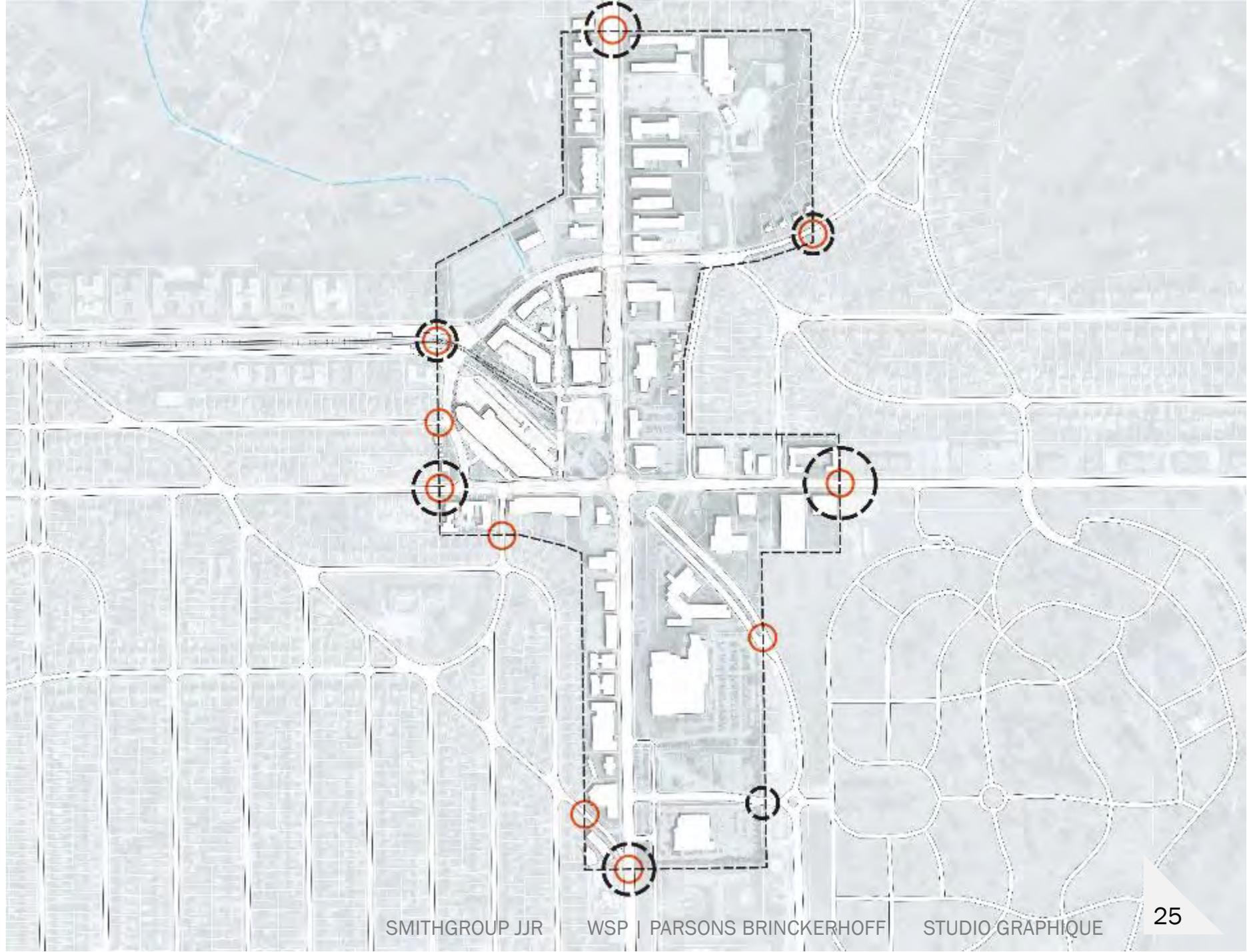
Places that Perform  
Spaces to Enhance  
Opportunities for Transformation

# GATEWAYS

- Define District
- Affected by modality
  - Route
  - Scale
  - Information

## KEY

- ⊙ Vehicular Gateway
- Pedestrian Gateway



**DRAFT**  
**STREETSCAPE**  
**TYOLOGIES**

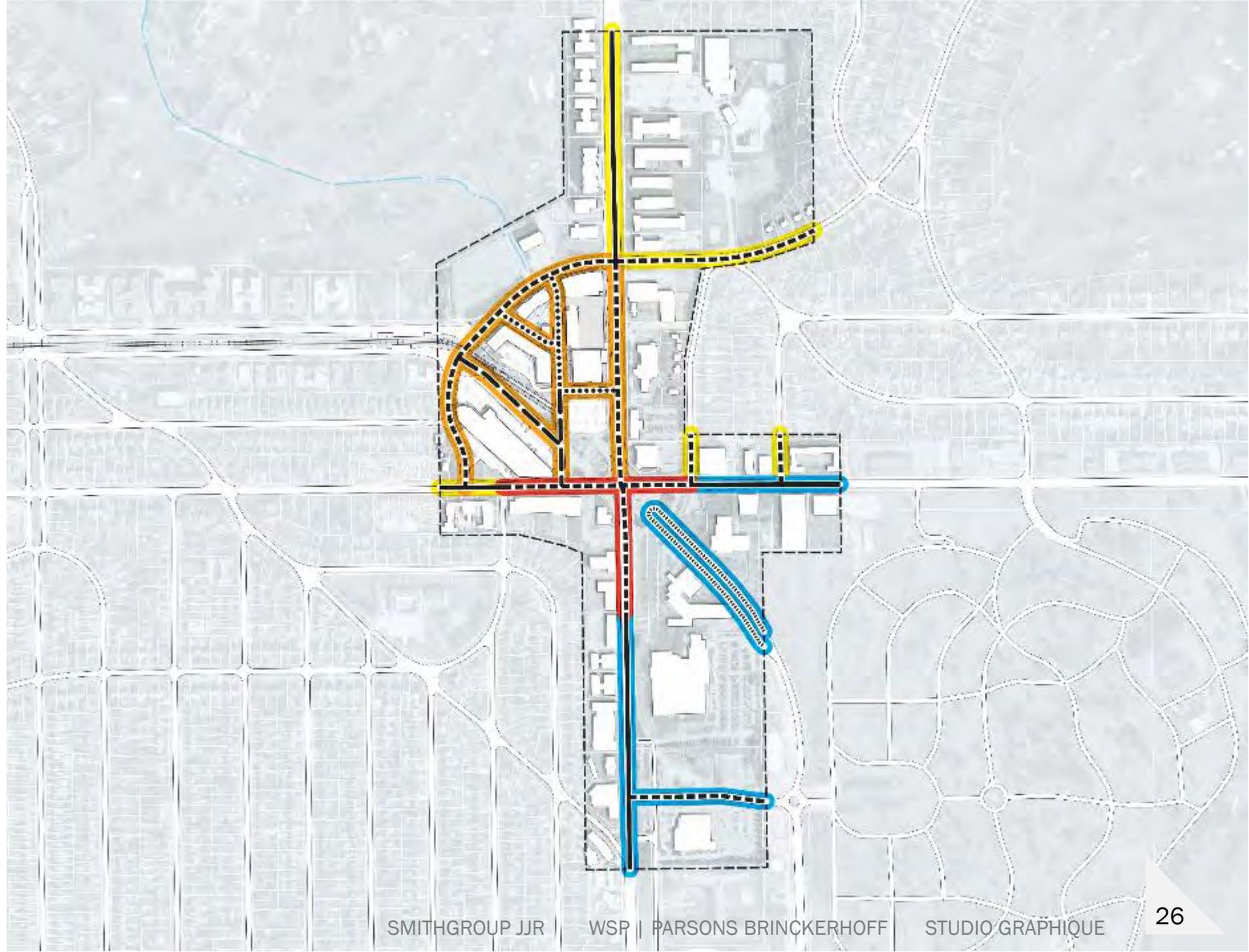
**KEY**

**FUNCTIONAL EMPHASIS**

- Vehicle
- ▤ Bicycle
- - - Balanced
- ▬ Transit
- Pedestrian

**FRONTAGE CONTEXT**

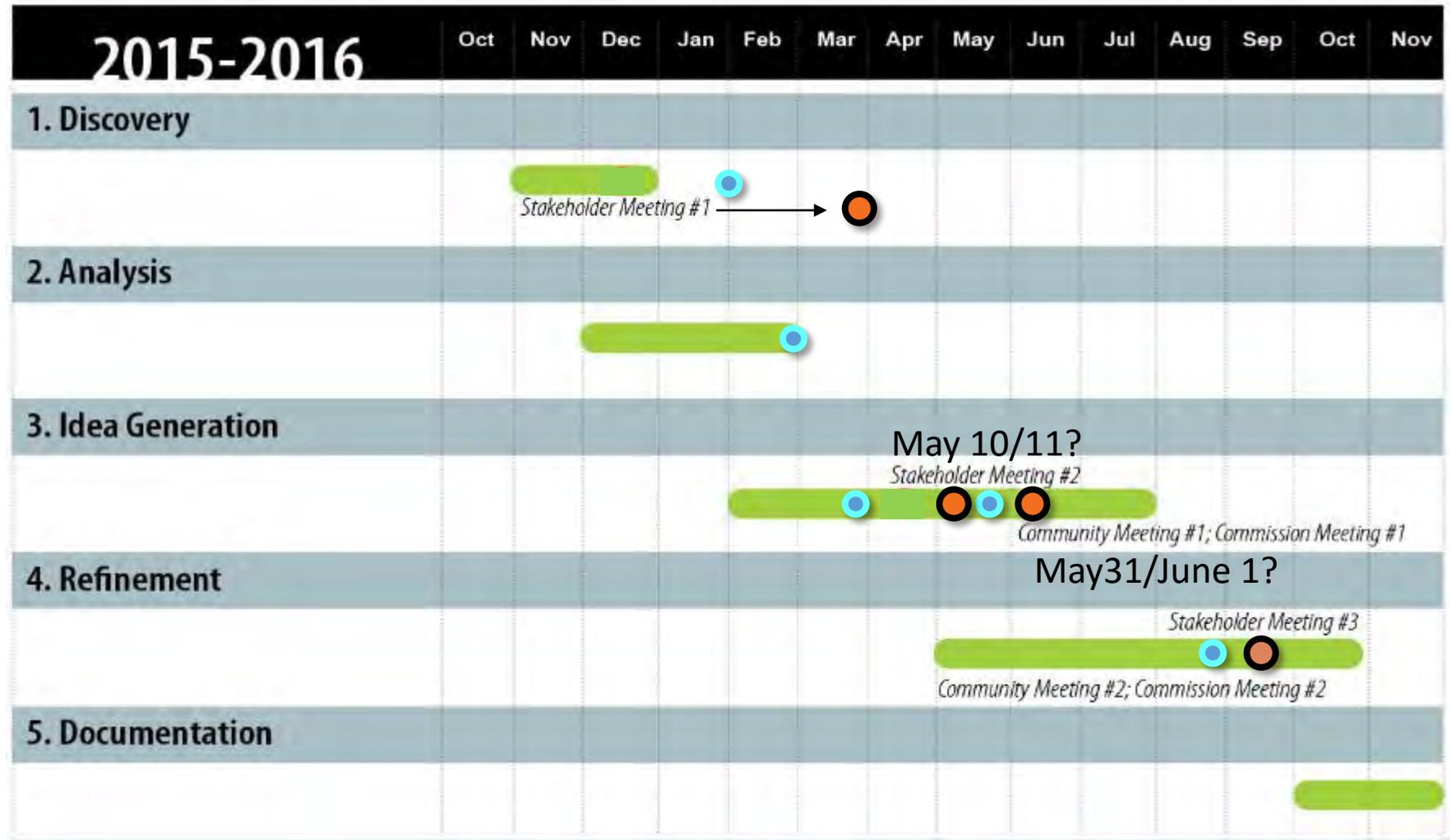
- Red Commercial
- Orange Mixed Use
- Blue Office
- Yellow Residential
- Green Public



# 05 *NEXT STEPS*

---

# SCHEDULE



- Project team meetings
- Stakeholder meeting





# **VAN AKEN DISTRICT CONNECTIONS PLAN**

*STAKEHOLDER MEETING #2*

*May 11, 2016*



SMITHGROUP JJR

WSP | PARSONS BRINCKERHOFF

STUDIO GRAPHIQUE

# Agenda

---

- 01** Introductions/Van Aken District Updates
- 02** RMS Fly-through
- 03** District-wide Connections - Overview
- 04** District-wide Elements
- 05** Style / Aesthetics
- 06** Street Typologies
- 07** Next Steps

## 02 RMS Fly-Through

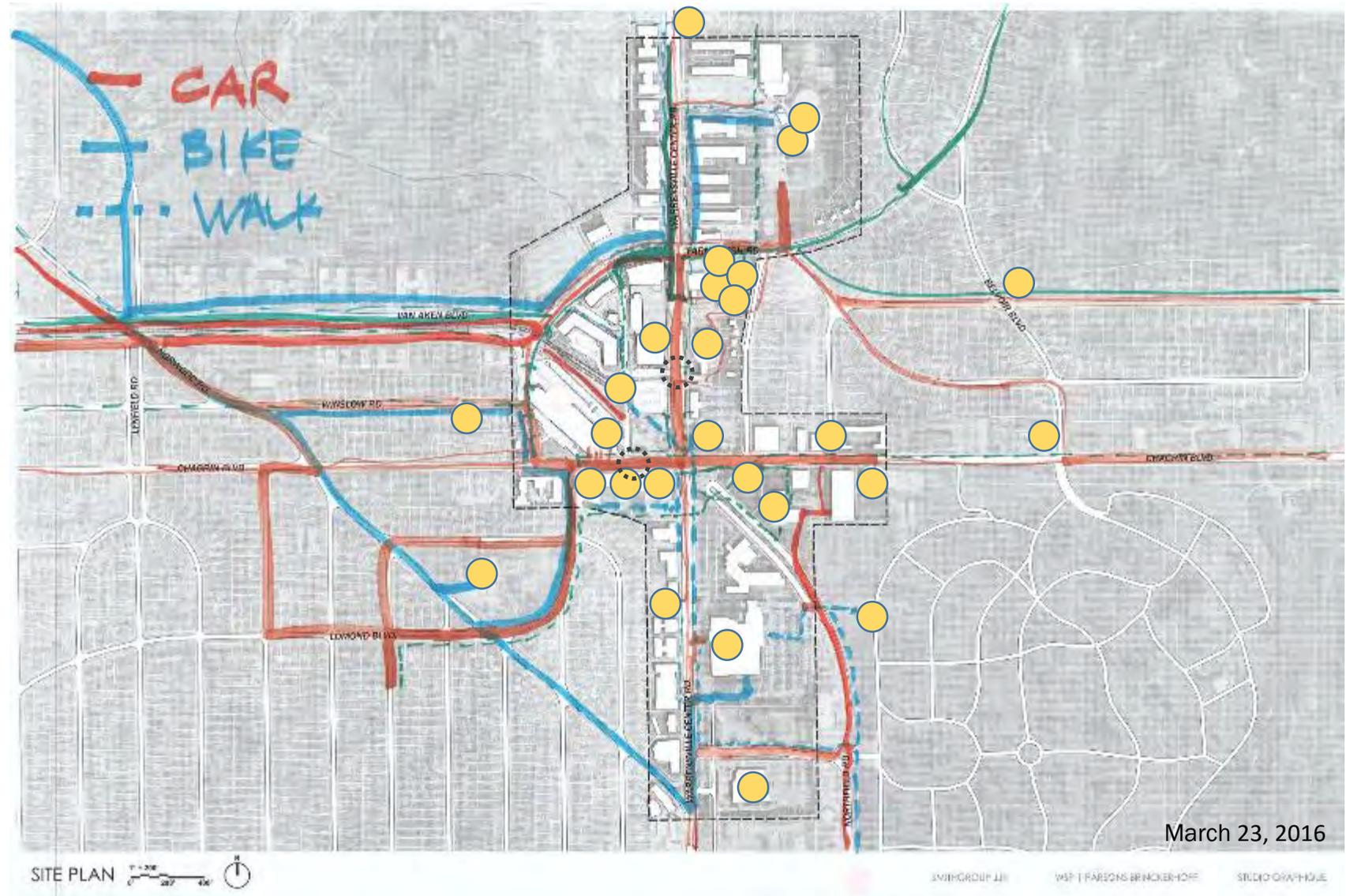
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## 03 *District Connections Overview*

---

## SUMMARY OF TRAVEL PATH EXERCISE

- Multiple modes of travel to/from district
- Multiple routes used to/from district
- Numerous destinations ●
- Some vehicle/pedestrian conflict points; difficult road crossings ○
- Safety can dictate route/mode to destinations



*DISTRICT  
CONNECTIONS*



## 04 *District-Wide Elements*

---

# What ties a district together?

program  
site elements  
theme/style

# PROPOSED STREETSCAPE TYPOLOGIES

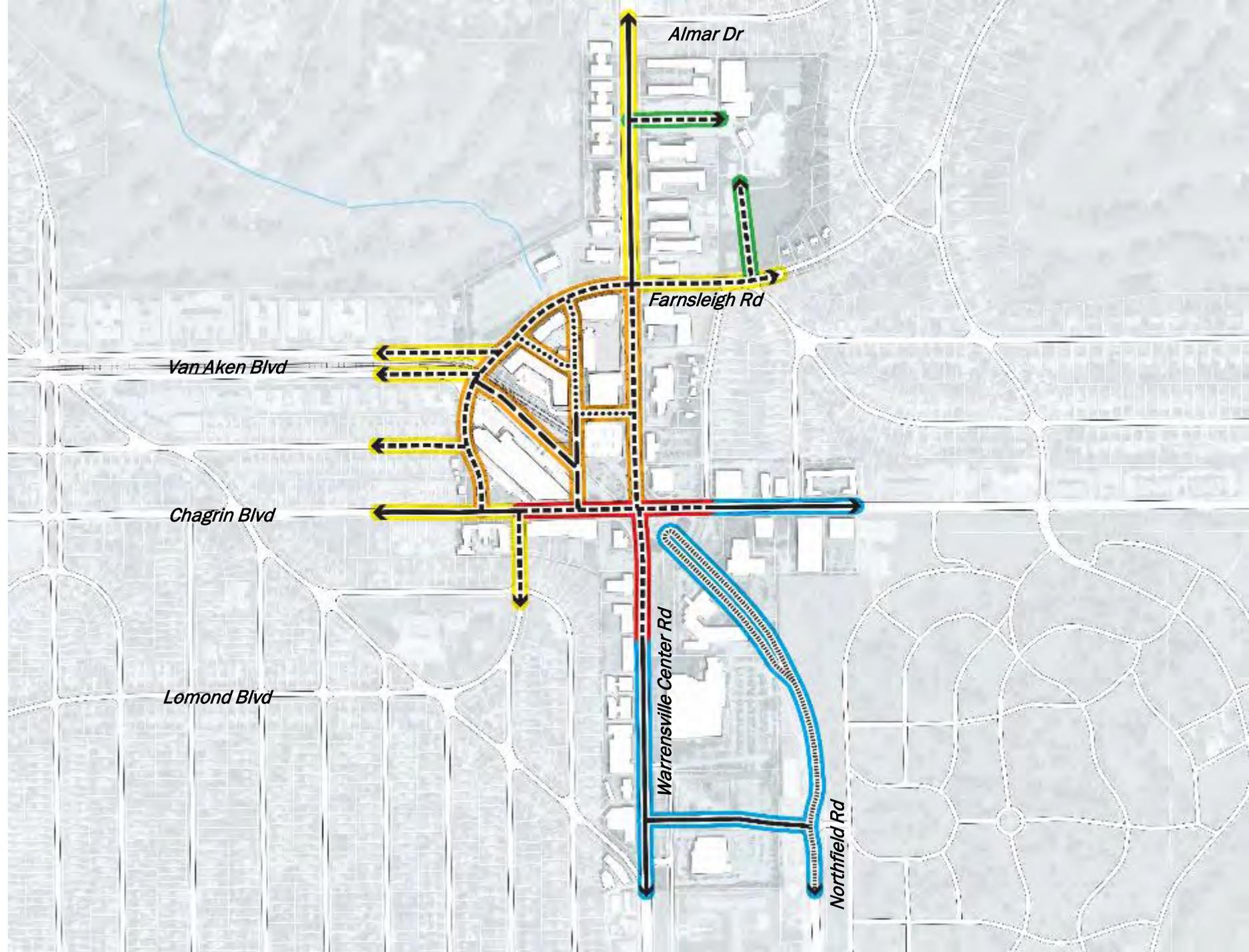
## KEY

### FUNCTIONAL EMPHASIS

- Vehicle
- ▤ Bicycle
- - - Balanced
- ▬ Transit
- Pedestrian

### FRONTAGE CONTEXT

- Red Commercial
- Orange Mixed Use
- Blue Office
- Yellow Residential
- Green Public



# program BICYCLE INFRASTRUCTURE

Sharrow - "Share the road"



Bike Lane



Buffered Bike Lane



Protected Bike Lane



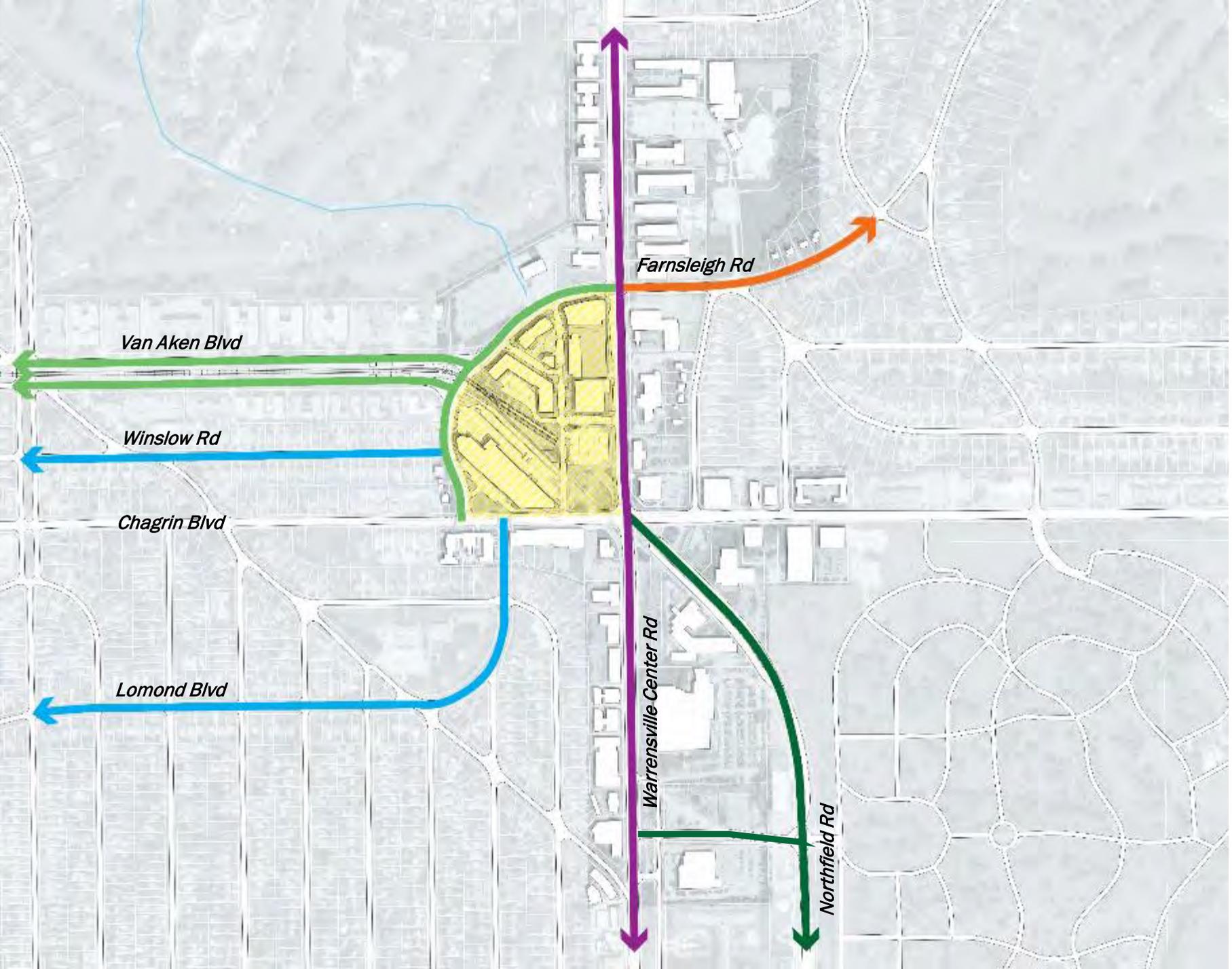
2-way Protected Bike Lane (cycletrack)



Bikes May Use Full Lane



program  
BICYCLE INFRASTRUCTURE



**KEY**

-  Van Aken District Core
-  Van Aken & Farnsleigh (west)
-  Lomond & Winslow
-  Warrensville Center
-  Farnsleigh (east) & Belvoir
-  Northfield

program  
BICYCLE INFRASTRUCTURE



Van Aken District Core



Multi-Use Trail



Bicycle Parking



Bicycle Station



Bicycle Parking



Bicycle Repair

# program

## PEDESTRIAN INFRASTRUCTURE



Van Aken District Core



Fitness Loops



Pedestrian Amenities

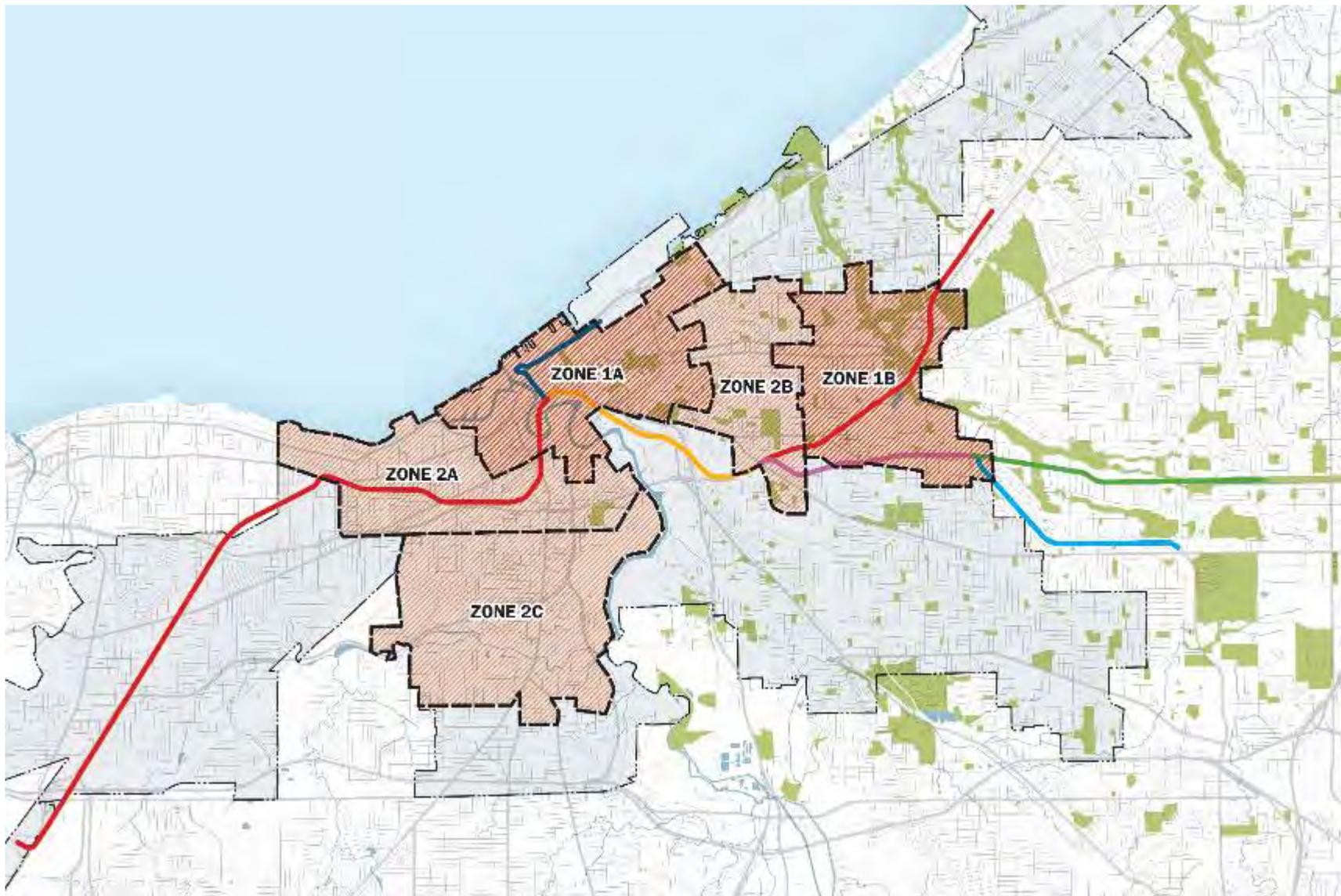


Safety - Pedestrian Crossings



Street Festivals

# program CLEVELAND BIKE SHARE



- Bike Cleveland +
- Cuyahoga County Department of Sustainability
- NOACA grant for Phase 1
- 250 bikes/30 stations in Downtown + University Circle



program  
CLEVELAND BIKE SHARE

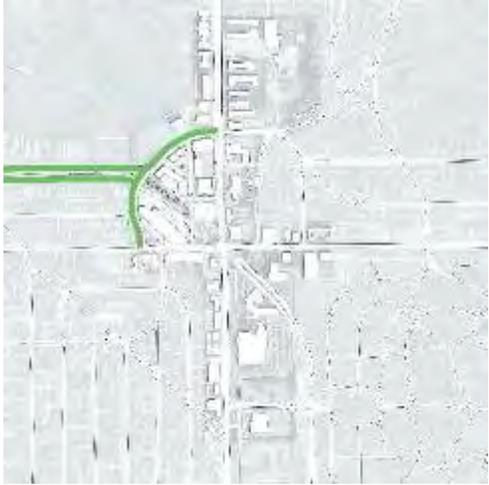


Technology allows connections to multiple destinations through combination of bike share and transit



# program

## BICYCLE INFRASTRUCTURE



Van Aken & Farnsleigh (west)

- City plans show BMUFL signage on Van Aken
- Can on-street parking be removed?
- Buffered Bike Lane



Buffered Bike Lane



Shaker Boulevard

# program

## BICYCLE INFRASTRUCTURE



Eastside Greenway: Belvoir Blvd.

### Farnsleigh (east) & Belvoir

- Eastside Greenway recommended a buffered bike lane on Belvoir north of Shaker Blvd.
- Farnsleigh (east):
  - 42' wide to Halworth – Buffered Bike Lane
  - 26' wide to Belvoir – Designated Bike Route



Buffered Bike Lane

# program BICYCLE INFRASTRUCTURE



## Warrensville Center Road

Eastside Greenway recommended a multi-use side path trail on Warrensville Center Road.  
East side/West side?



Eastside Greenway: Warrensville Center



Multi-Use Side Path Trail

# program

## BICYCLE INFRASTRUCTURE



### Northfield Road

Coordinate with Northfield-Warrensville TLCI study

- Bike Lane
- Buffered Bike Lane
- Multi-Use Side Path
- Connect to Chagrin



Bike Lane



Multi-Use Side Path Trail



Buffered Bike Lane

program  
BICYCLE INFRASTRUCTURE



**Lomond Blvd. & Winslow Road**

Single-family Residential:

- Lomond +/- 28' wide
- Winslow +/- 24' wide
- Designated Bike Route



Lomond Blvd.

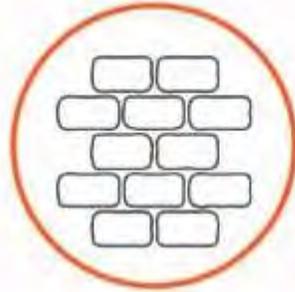


Winslow Road

# site elements



LIGHTING



HARDSCAPE



LANDSCAPE



BICYCLES



ART



SIGNAGE



FURNISHINGS

benchmarks

# LISLE MAIN STREET – LISLE, IL



LIGHTING



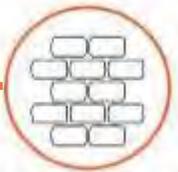
LANDSCAPE



SIGNAGE



FURNISHINGS



HARDSCAPE

benchmarks

# INDIANAPOLIS CULTURAL TRAIL – INDIANAPOLIS, IN



benchmarks  
POWELL STREET – SAN FRANCISCO, CA



# 05 *Style/Aesthetics Discussion*

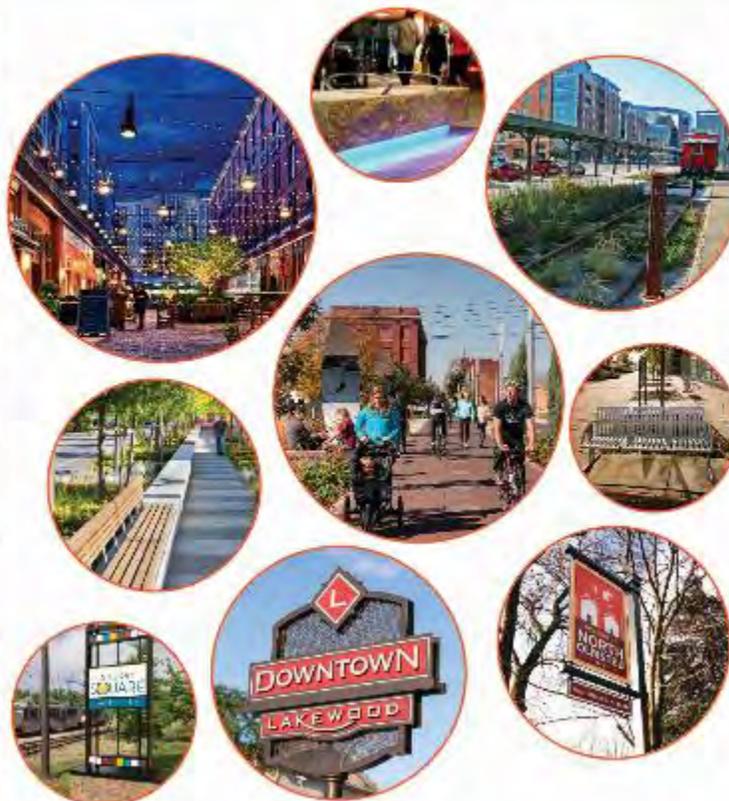
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# theme/style

## traditional

## hybrid

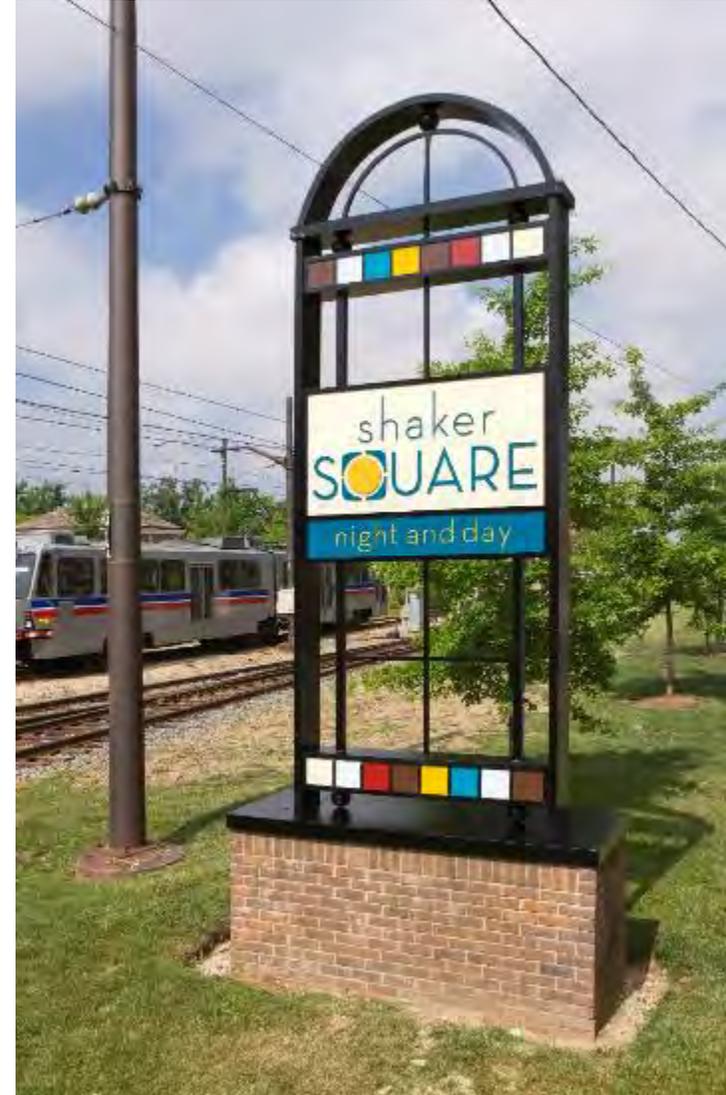
## contemporary



theme/style  
TRADITIONAL



theme/style  
HYBRID



theme/style  
CONTEMPORARY



- Dot voting exercise on:
  - 1 – aesthetic preference on continuum from traditional to contemporary
  - 2 – what are the most important elements that define a district

## 06 *Streetscape Typologies*

---

# STREETSCAPE TYPOLOGIES: Discussion

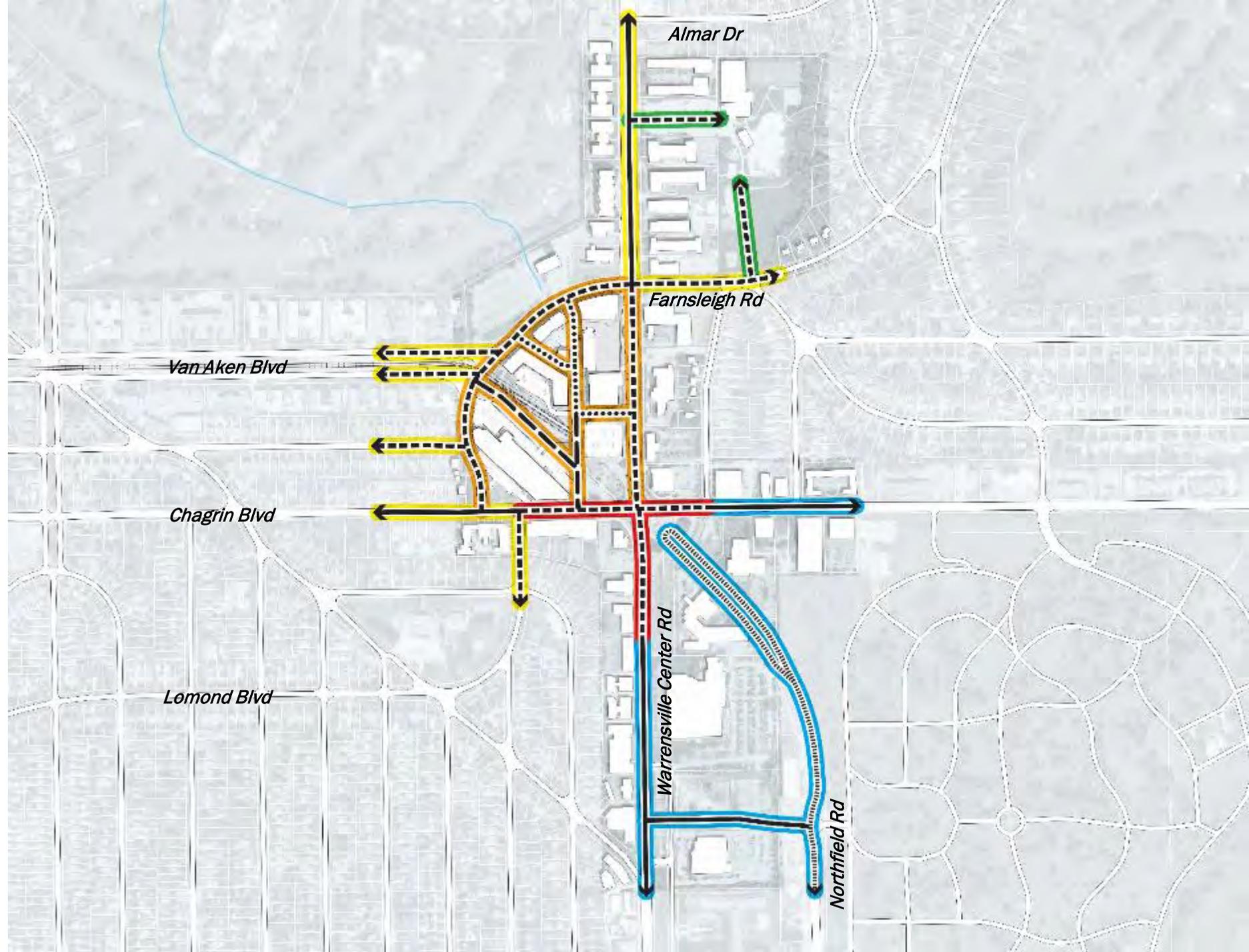
## KEY

### FUNCTIONAL EMPHASIS

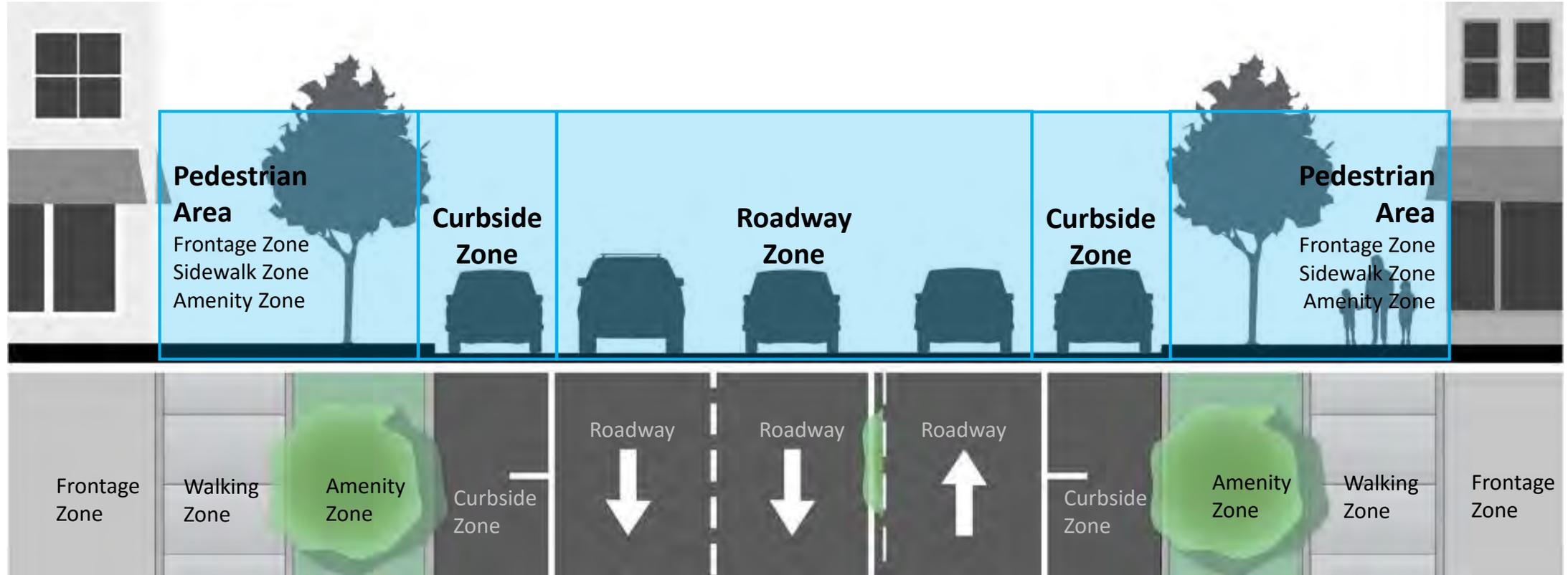
- Vehicle
- ▤ Bicycle
- - - Balanced
- ▬ Transit
- Pedestrian

### FRONTAGE CONTEXT

- Red Commercial
- Orange Mixed Use
- Blue Office
- Yellow Residential
- Green Public



# STREETSCAPE TYPOLOGIES



## Pedestrian Area

- Sidewalk / pedestrian thru
- Outdoor retailing
- Café seating
- Driveways
- Porches, stoops, yards
- Street trees
- Street furniture

## Roadway Zone

- Travel lanes
- Turn lanes
- Medians
- Bus lanes
- Bicycle lanes
- Mid-block Crossings

## Curbside Zone

- On-street parking
- Curbside loading
- Bus zones
- Bicycle corrals
- Protected bike lanes
- Rain gardens/LID.

# STREETSCAPE TYPOLOGIES



## Pedestrian

- Patron / pedestrian access
- Business support (loading, deliveries)
- Parking

## Transit

- Bus/train operations and movement
- Stops/stations (boarding, disembarking)

## Vehicle

- Trucks and traffic
- Transit movement

## Bicycle

- Bicycle facilities

## Balance

- Multi-modal connector
- No over-riding emphasis

# STREETSCAPE TYPOLOGIES: Discussion

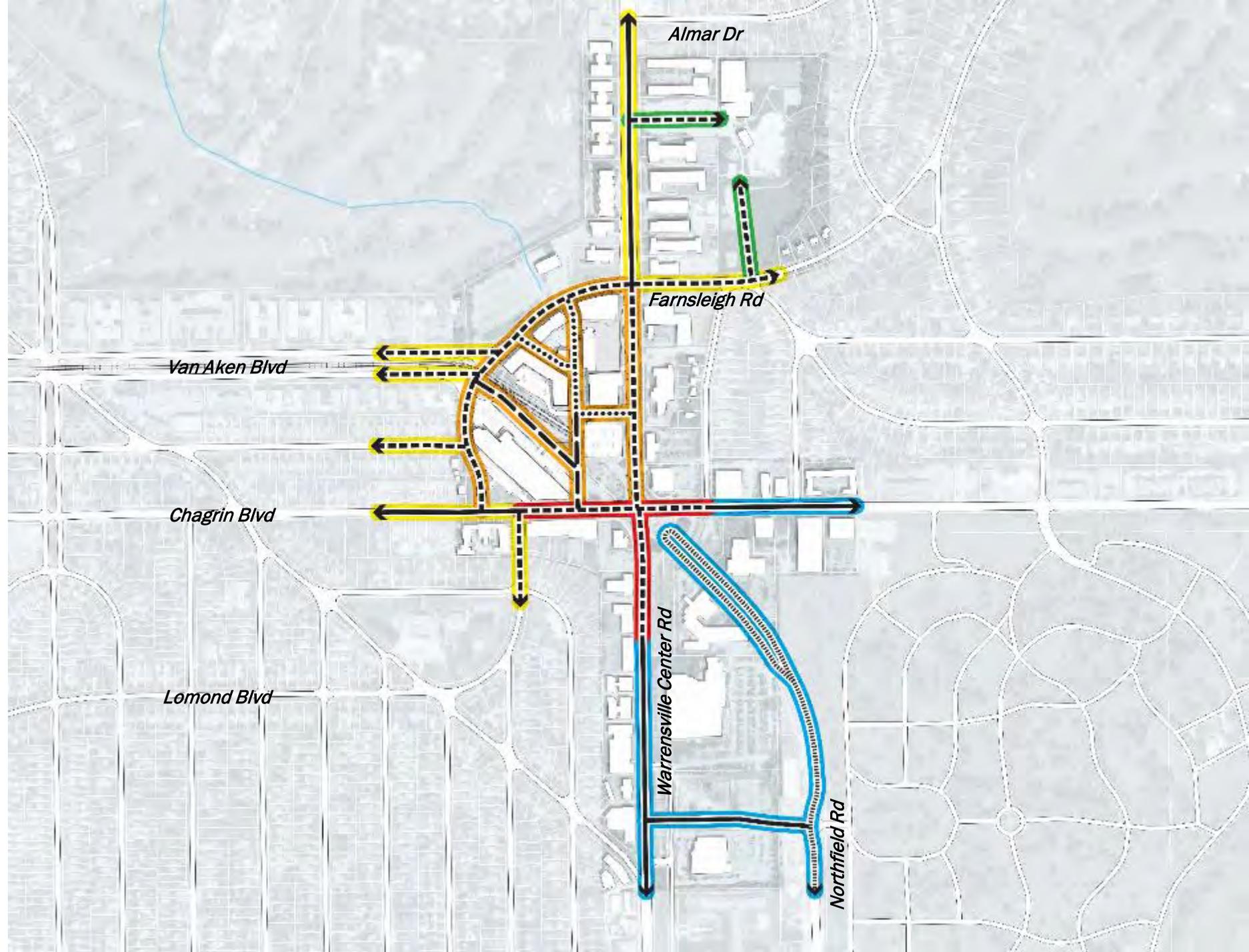
## KEY

### FUNCTIONAL EMPHASIS

- Vehicle
- ▤ Bicycle
- - - Balanced
- ▬ Transit
- Pedestrian

### FRONTAGE CONTEXT

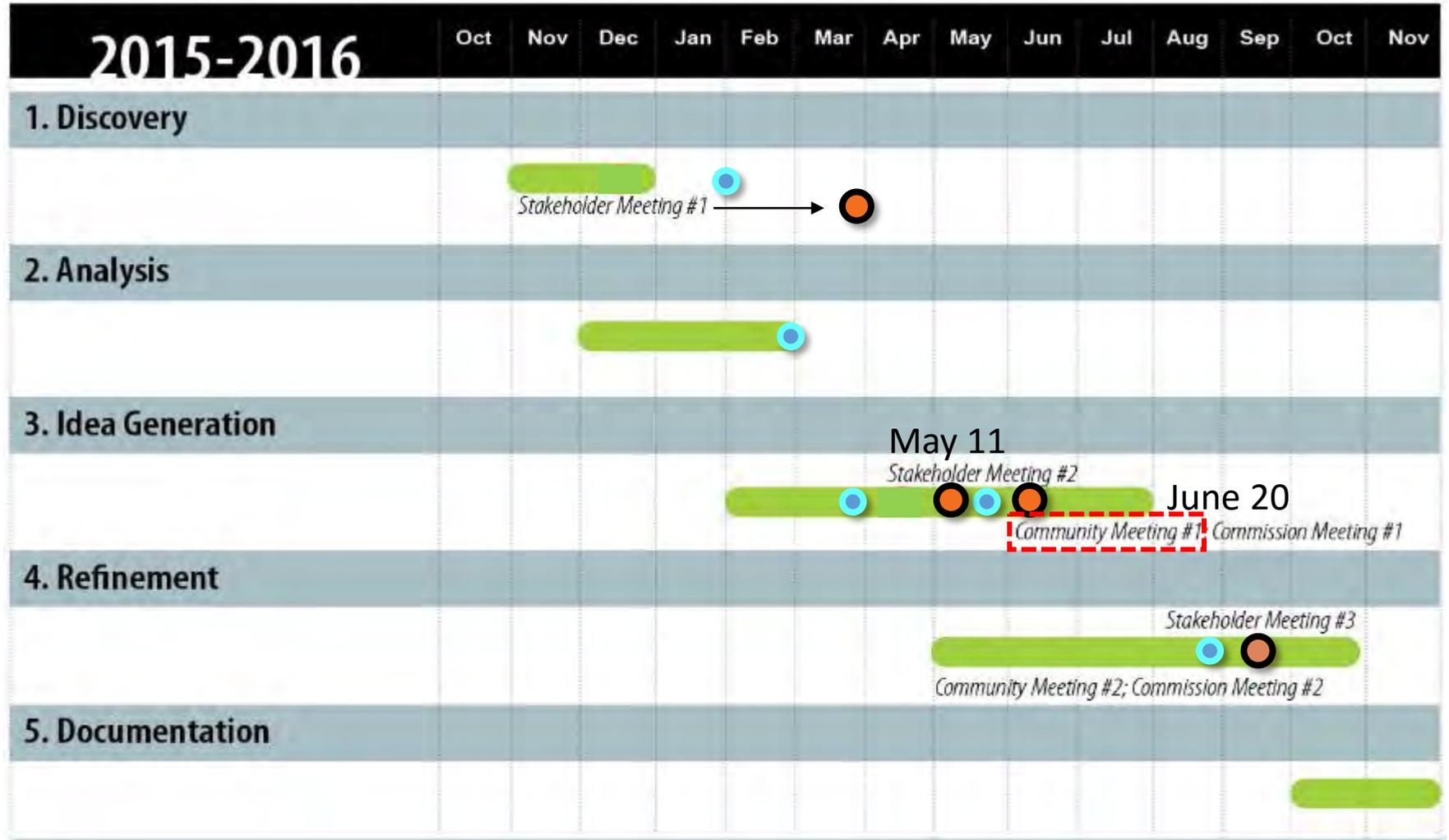
- Red Commercial
- Orange Mixed Use
- Blue Office
- Yellow Residential
- Green Public



## 07 *Next Steps*

---

# SCHEDULE



- Project team meetings
- Stakeholder meeting





# **VAN AKEN DISTRICT CONNECTIONS PLAN**

*STAKEHOLDER MEETING #3*

*SEPTEMBER 9, 2016*



SMITHGROUP JJR

WSP | PARSONS BRINCKERHOFF

STUDIO GRAPHIQUE

# Agenda

---

**7:00–7:30** Open House

**7:30–8:15** Welcome/Introductions  
Presentation

- Community Meeting #1 + Stakeholder Summary
- Green Infrastructure Overview
- Signage + Wayfinding
- Van Aken District Framework Review

Next Steps

**8:15-9:00** Open House

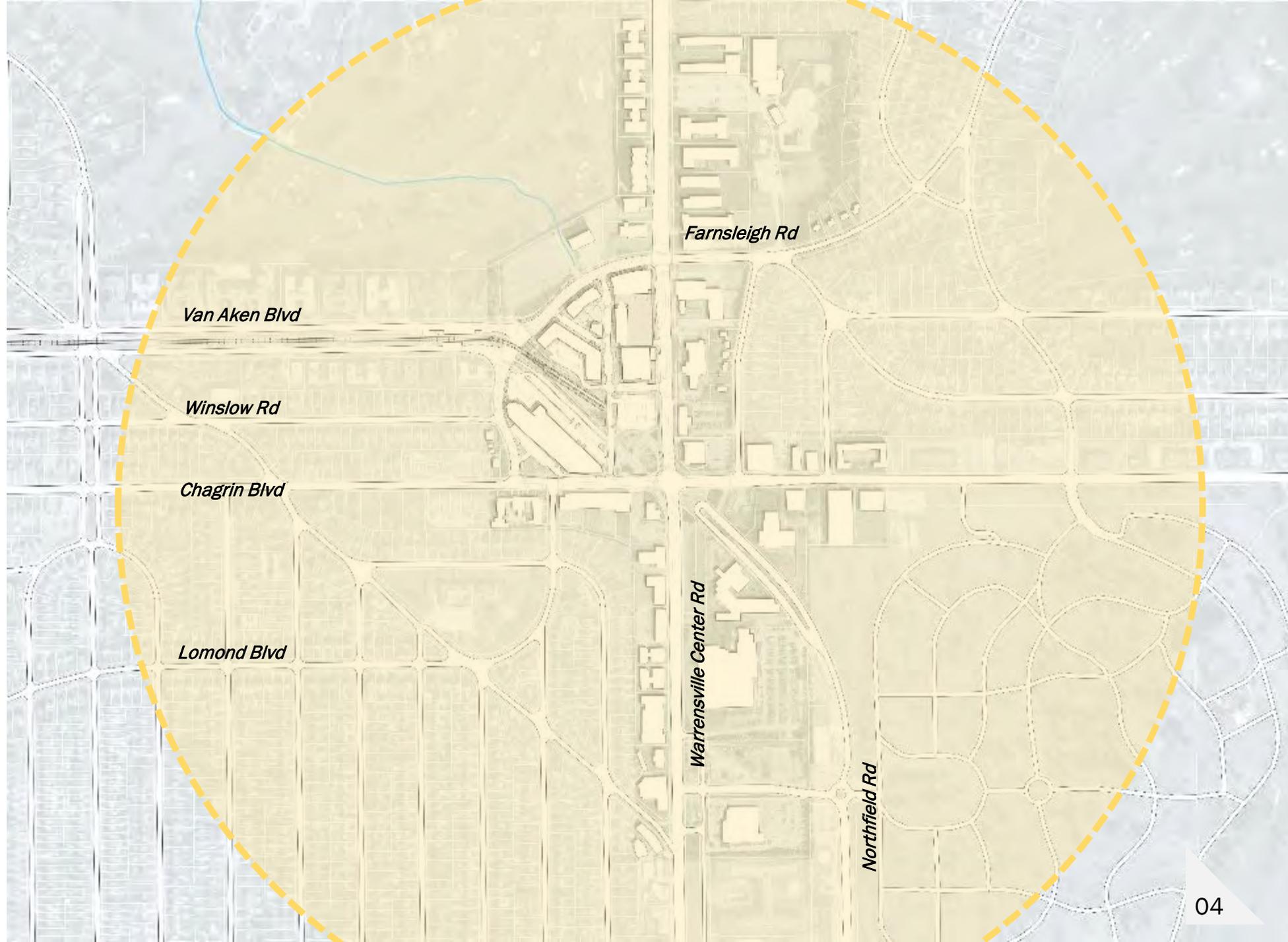
# 02 COMMUNITY MEETING #1 SUMMARY

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# VAN AKEN DISTRICT

*Guiding vision:*

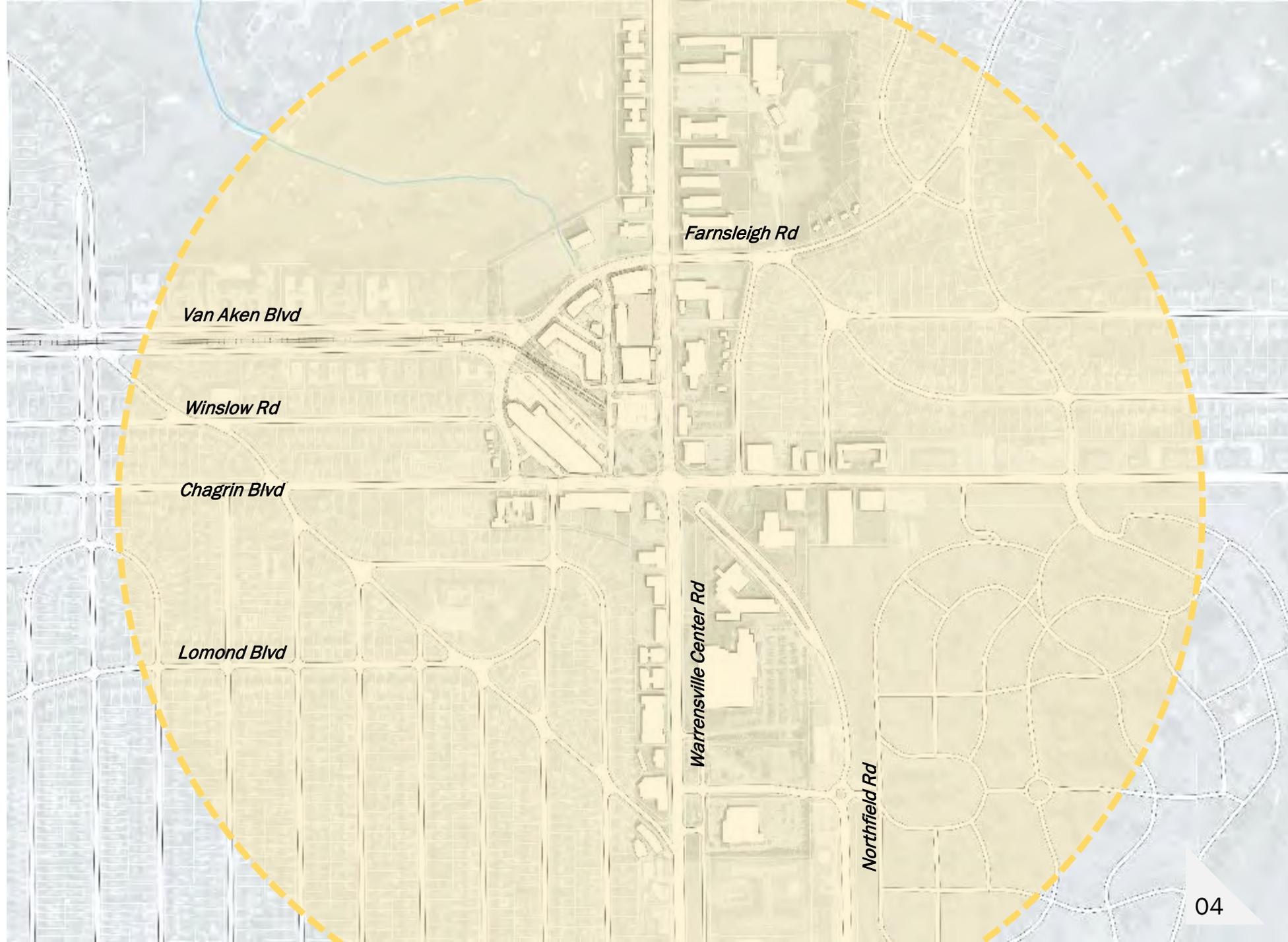
- Create a vibrant, transit-oriented, mixed-use community for Shaker Heights



# VAN AKEN DISTRICT

## Guiding vision:

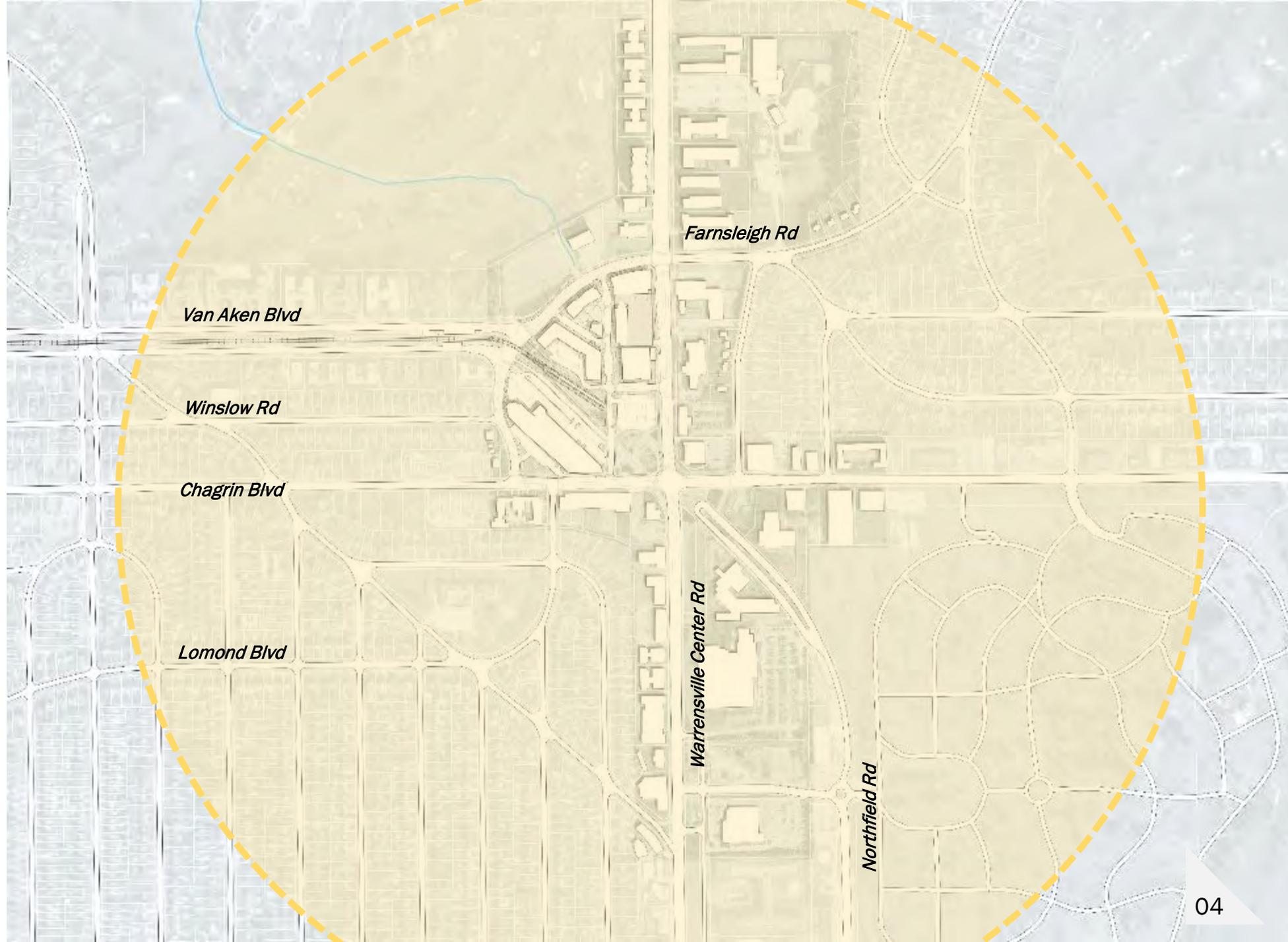
- Create a vibrant, transit-oriented, mixed-use community for Shaker Heights
- Identify strategies:
  - Promote walkability
  - Support bicycle travel
  - Integrate transit
  - Activate public/civic spaces
  - Seek to beautify district
  - Engage development to create a vibrant, mixed-use environment



# VAN AKEN DISTRICT

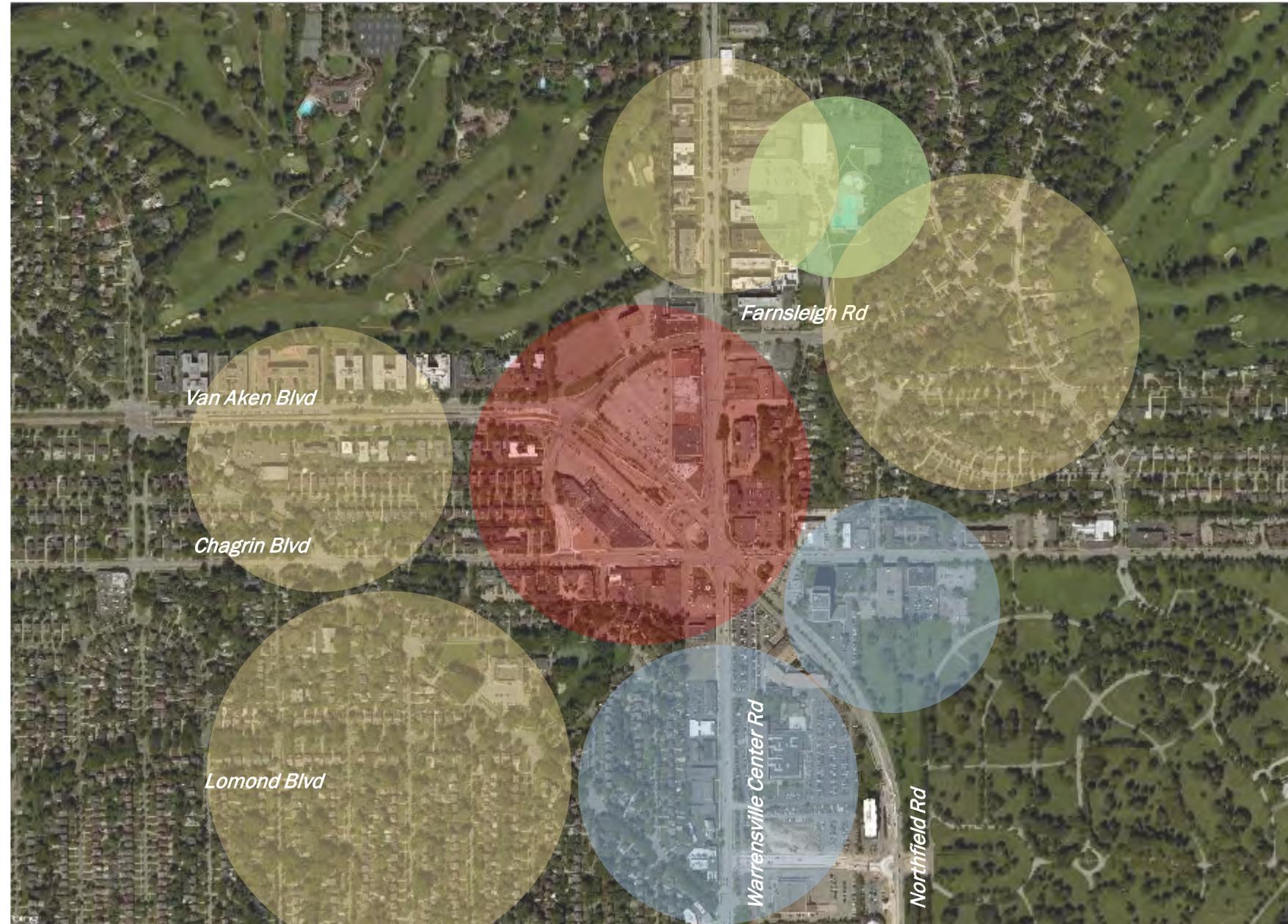
## Guiding vision:

- Create a vibrant, transit-oriented, mixed-use community for Shaker Heights
- Identify strategies:
  - Promote walkability
  - Support bicycle travel
  - Integrate transit
  - Activate public/civic spaces
  - Seek to beautify district
  - Engage development to create a vibrant, mixed-use environment
- Identify gateways, wayfinding and signage



## DISTRICT-WIDE CONNECTIONS

- Mix of land uses
  - Retail/mixed use
  - Office
  - Residential neighborhoods
  - Recreation
- Multiple modes of travel to/from district
- Multiple routes used to/from district
- Numerous destinations



# BICYCLE INFRASTRUCTURE

Sharrow - "Share the road"



Bike Lane



Buffered Bike Lane



Protected Bike Lane



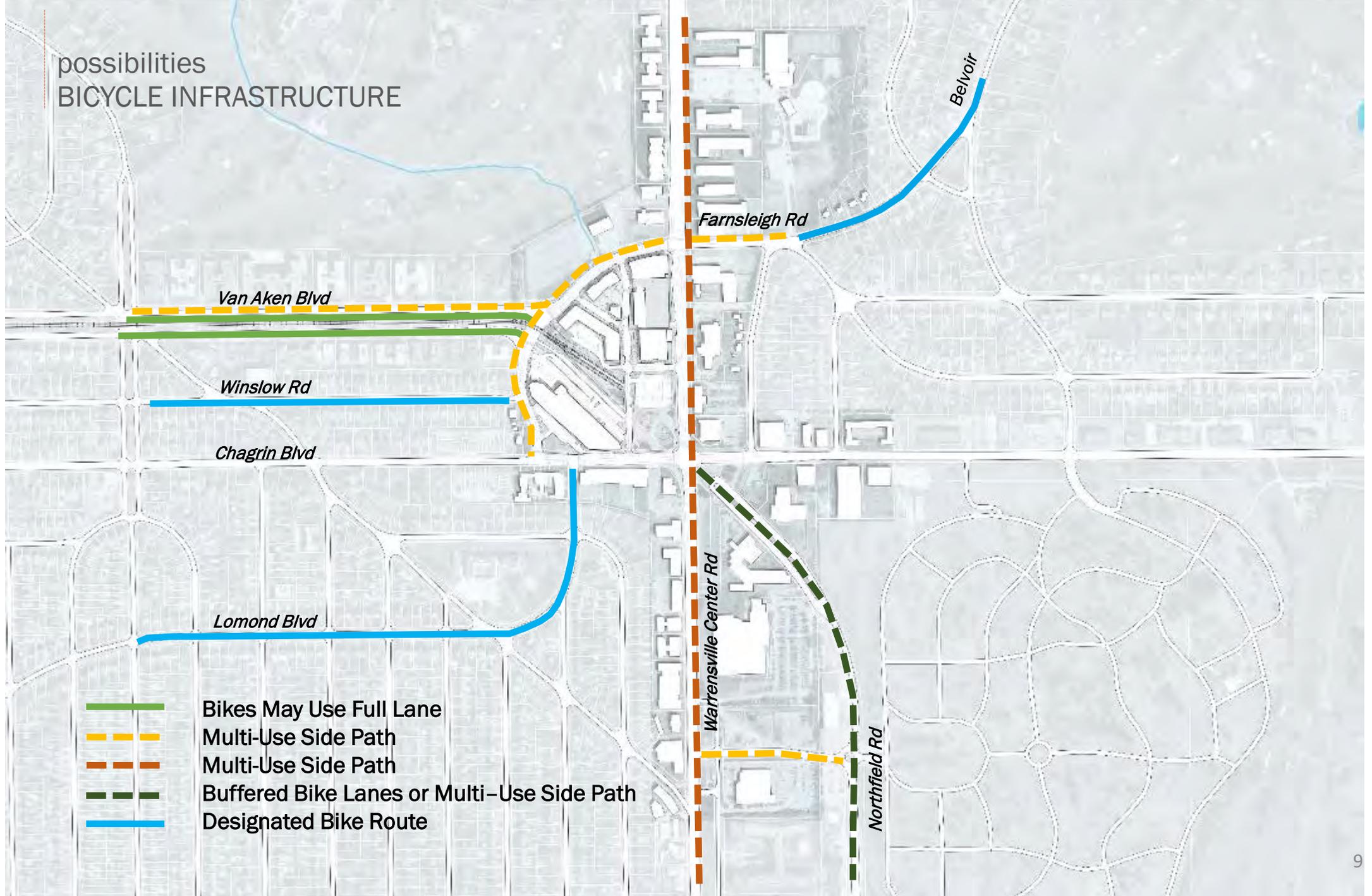
2-way Protected Bike Lane (cycletrack)



Bikes May Use Full Lane



possibilities  
BICYCLE INFRASTRUCTURE



1

# GETTING TO THE DISTRICT

## KEY

-  Gateway
-  Bike
-  Pedestrian
-  Destination
-  Home
-  Work



# 1

## GETTING TO THE DISTRICT



## GETTING TO THE DISTRICT



## GETTING TO THE DISTRICT



## GETTING TO THE DISTRICT









**VAN AKEN**

*Bikes May Use Full Lane (BMUFL)*



**NORTHSIDE OF VAN AKEN/FARNSLEIGH**

*Multi-Use Side Path*



**WARRENSVILLE CENTER**

*Multi-Use Side Path; Per Eastside Greenway Recommendations*



**NORTHFIELD**

*Buffered bike Lanes or Multi-use Side Path; Multi use side path on new Northfield, coordinate with Northfield Warrensville Study*



**WINSLOW, LOMOND, BELVOIR**

*Neighborhood Bike Route*



3

A GREAT PLACE WITH A STRONG **IDENTITY**

I think

<noun>

would give the Van Aken district a unique Shaker Heights identity.

Adding lots of

<plural noun>

would help make it the best place it can be.

The district will be most successful if it feels

<adjective>

4



LIGHTING



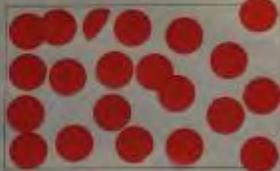
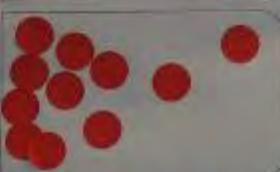
SIGNAGE



FURNISHINGS



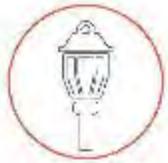
CREATING A DISTRICT

			●
LIGHTING	SIGNAGE	FURNISHINGS	
			
			
			
			
			

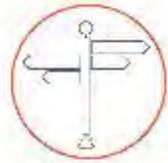
**CREATING A DISTRICT**

SMITHGROUP JJR | WSP | PARSONS BRINCKERHOFF | STUDIO GRAPHIQUE

4



LIGHTING



SIGNAGE

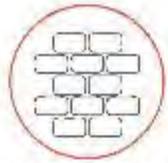


FURNISHINGS



CREATING A DISTRICT

4



HARDSCAPE



LANDSCAPE



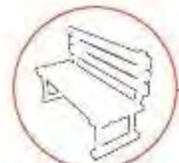
ART



CREATING A DISTRICT



ART



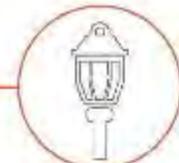
FURNISHINGS



LANDSCAPE



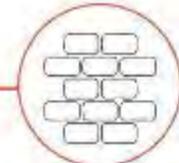
SIGNAGE



LIGHTING



BICYCLES



HARDSCAPE

## CREATING A DISTRICT

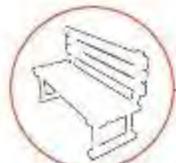
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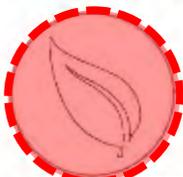
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ART



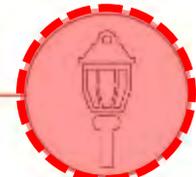
FURNISHINGS



LANDSCAPE



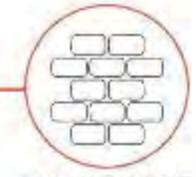
SIGNAGE



LIGHTING



BICYCLES



HARDSCAPE

2

1

3

# CREATING A DISTRICT

# 03 GREEN INFRASTRUCTURE

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# GREEN INFRASTRUCTURE & LANDSCAPE



# What is Green Infrastructure?

**Green Infrastructure** is a flexible term, and it has been used differently in different contexts . . . The EPA intends the term to generally refer to . . .

*Practices that use or mimic natural processes to infiltrate, evapotranspire, or reuse. . . runoff on the site where it is generated.*

Source: US EPA



# Green Infrastructure Benefits

Benefit	Reduces Stormwater Runoff				Increases Available Water Supply	Increases Groundwater Recharge	Reduces Salt Use	Reduces Energy Use	Improves Air Quality	Reduces Atmospheric CO <sub>2</sub>	Reduces Urban Heat Island	Improves Community Livability					Improves Habitat	Cultivates Public Education Opportunities
	Reduces Water Treatment Needs	Improves Water Quality	Reduces Grey Infrastructure Needs	Reduces Flooding								Improves Aesthetics	Increases Recreational Opportunity	Reduces Noise Pollution	Improves Community Cohesion	Urban Agriculture		
Practice																		
Green Roofs	●	●	●	●	○	○	○	●	●	●	●	●	◐	●	◐	◐	●	●
Tree Planting	●	●	●	●	○	◐	○	●	●	●	●	●	●	●	●	◐	●	●
Bioretention & Infiltration	●	●	●	●	◐	◐	○	○	●	●	●	●	●	◐	◐	○	●	●
Permeable Pavement	●	●	●	●	○	◐	●	◐	●	●	●	○	○	●	○	○	○	●
Water Harvesting	●	●	●	●	●	◐	○	◐	◐	◐	○	○	○	○	○	○	○	●



Yes



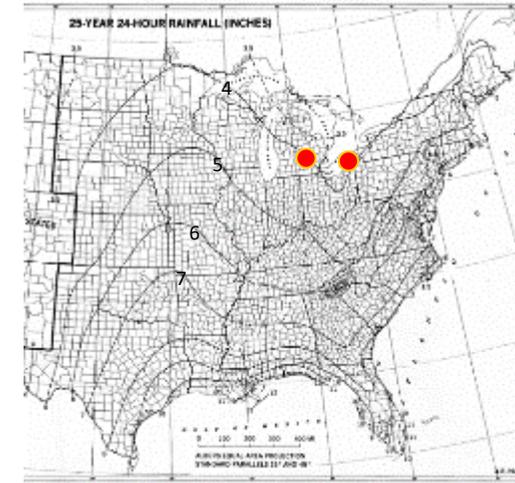
Maybe



No

# Total number of rain events over 100 years in Ann Arbor, MI

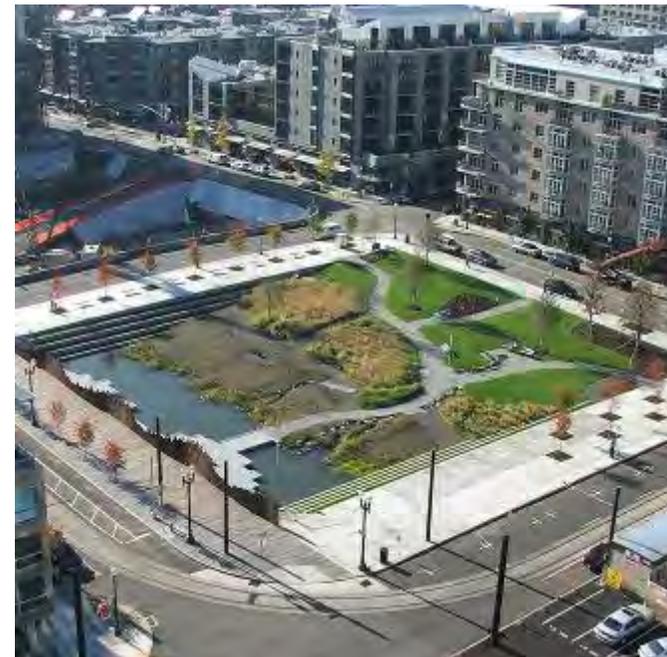
	January	February	March	April	May	June	July	August	September	October	November	December	
<b>Water Quality</b>	0"	1882	1579	1631	1461	1331	1174	1070	1065	1092	1229	1536	1798
	0.5"	75	76	114	139	156	167	152	136	156	111	119	107
	1.03"	6	6	11	17	21	24	19	25	18	9	7	9
	1.2"	3	2	6	4	4	9	12	12	9	7	6	5
	1.31"	3	4	4	10	12	17	8	8	13	11	5	3
	1.51"	4	2	3	5	8	8	6	9	7	3	3	
	1.72"		1		2	4	5	8	4	3	5	3	
<b>Flood Risk</b>	1.87"		3	1	1	4	6	5	4	2	5	2	1
	2.26"		1	1	1	2	1	4	1	2	2	1	
	2.75"						2	1	1		1		
	3.13"						2		1				
	3.6"								1	1			
	3.98"												
	4.36"								1				
<b>Total</b>	<b>1973</b>	<b>1647</b>	<b>1771</b>	<b>1640</b>	<b>1542</b>	<b>1415</b>	<b>1285</b>	<b>1268</b>	<b>1303</b>	<b>1383</b>	<b>1682</b>	<b>1923</b>	
<b>Percent</b>	<b>10.5%</b>	<b>8.9%</b>	<b>9.4%</b>	<b>8.7%</b>	<b>8.2%</b>	<b>7.5%</b>	<b>6.8%</b>	<b>6.7%</b>	<b>6.9%</b>	<b>7.3%</b>	<b>8.9%</b>	<b>10.2%</b>	



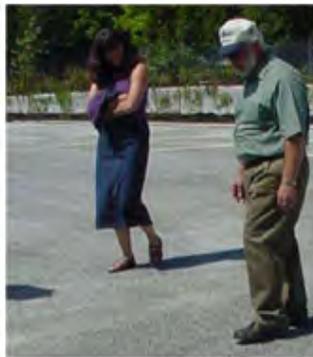
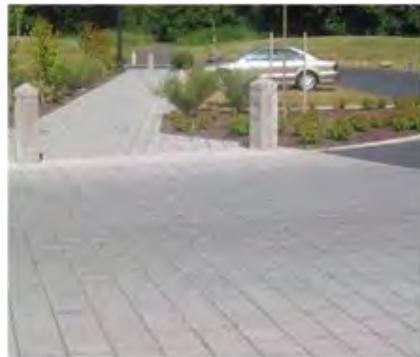
Rainfall Frequency Analysis  
U.S. Department of Commerce

# Find the Sweet Spot for the Greatest Benefit

	Event	Rainfall	Avg. Annual Rainfall Managed
Water Quality	first flush	0.5	76.69%
		1.03	93.73%
		1.2	95.82%
		1.31	96.78%
		1.51	97.96%
		1.72	98.71%
Flood Risk	2-year	1.87	99.07%
	5-year	2.26	99.57%
	10-year	2.75	99.81%
	15-year	3.13	99.90%
	25-year	3.6	99.96%
	50-year	3.98	99.98%
	100-year	4.36	99.99%
	>100-year	> 4.36	100.00%



# Tools



# Infiltration Planters



Miller Road Rain Gardens  
Ann Arbor, MI



Portland State University  
Portland, OR

# Infiltration Planters



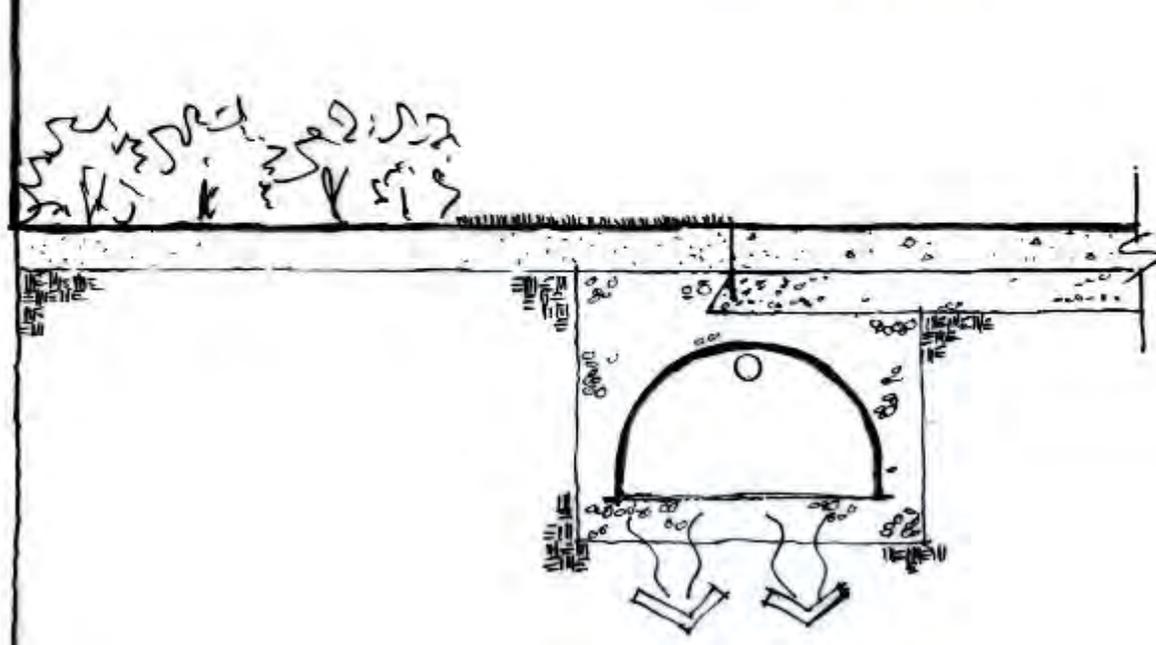
State Street Parking Lot,  
Battle Creek, MI



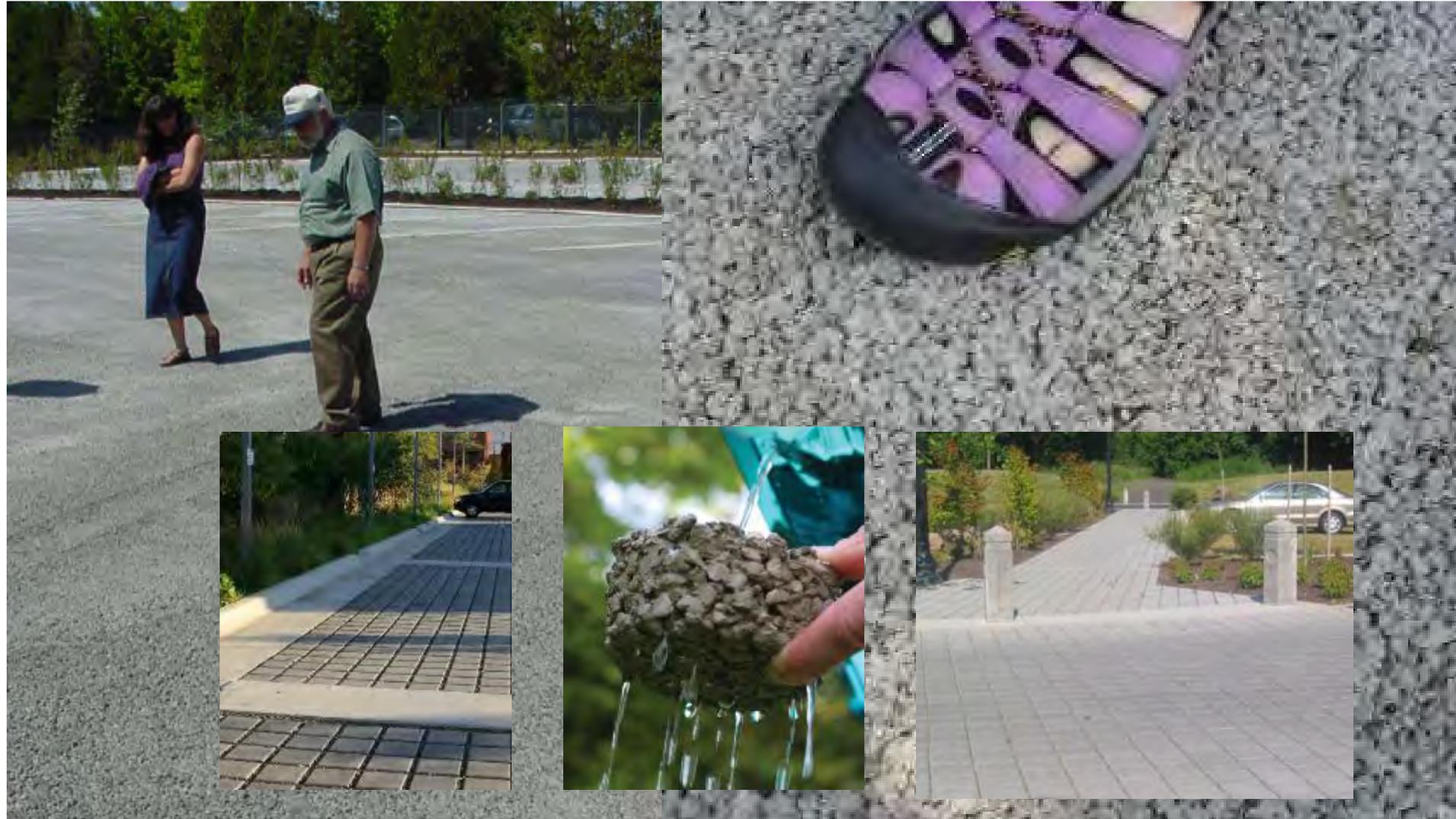
# Infiltration Chambers



Infiltration chambers can add additional detention capabilities in very urban conditions.



# Porous Pavement



# Green Roofs



**Green Roofs** have been used in Europe for over 25 years to control runoff volume, improve air and water quality, and promote energy conservation. **Green roofs are particularly effective in highly impervious cities and other urbanized areas** in controlling runoff at the source. In the United States, and particularly in the mid-west, green roofs are becoming more widely used. Chicago requires green roofs on any project receiving public assistance, and the Ford Rouge Plant is one of the biggest green roof applications in the world.

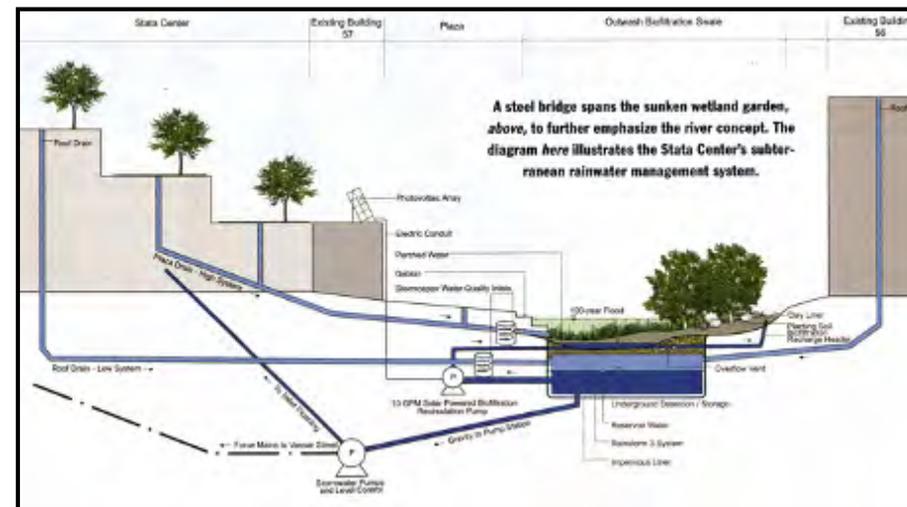


In a recent study at MSU, a green roof with 1.5” of plant medium intercepted 70% of the rain that fell on it over a 14 month period. Green Roof Stormwater Retention; Journal of Environmental Quality.

# Water Harvesting



Office Scale



District Scale



Residential Scale



# Opportunities

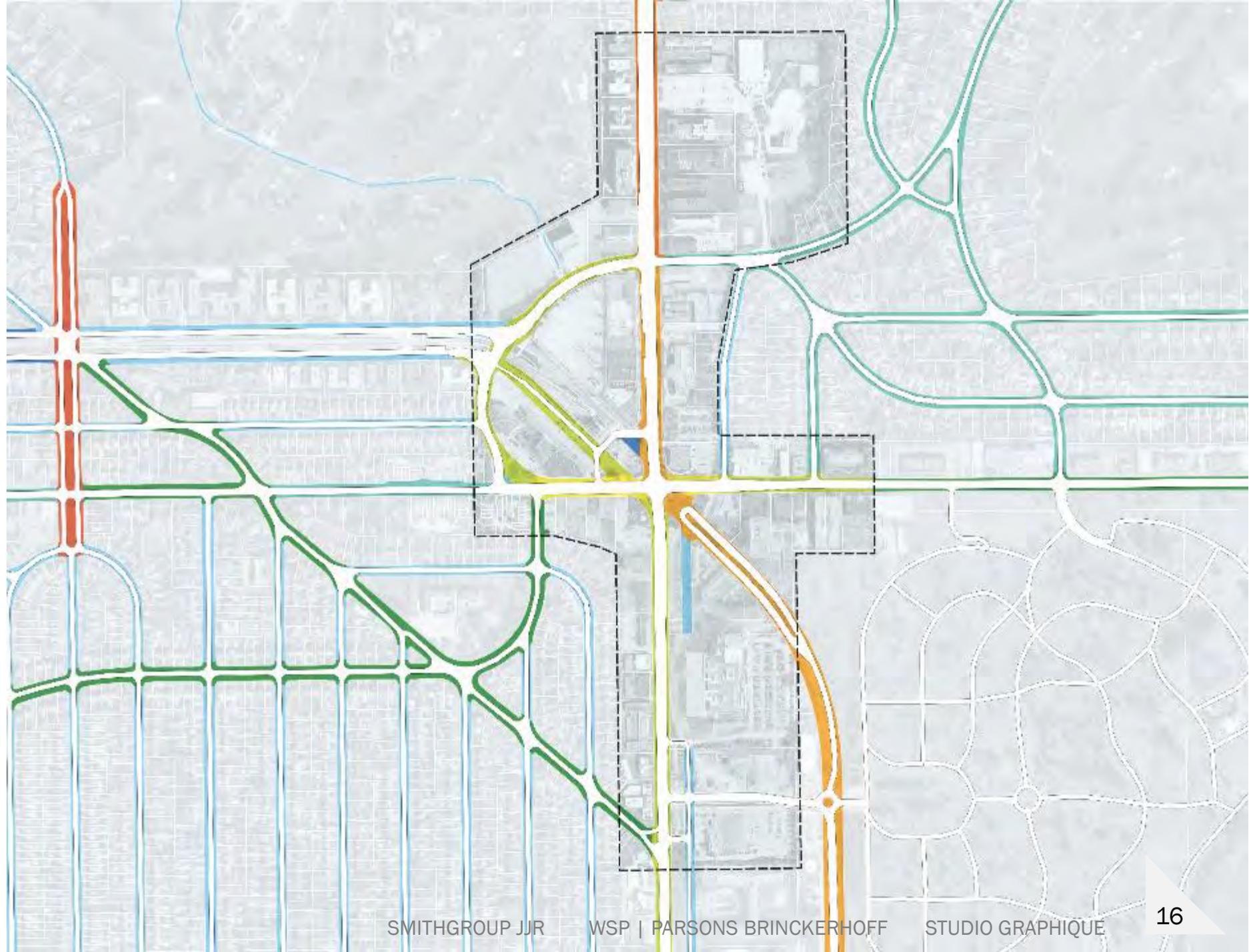


## *RIGHT OF WAY*

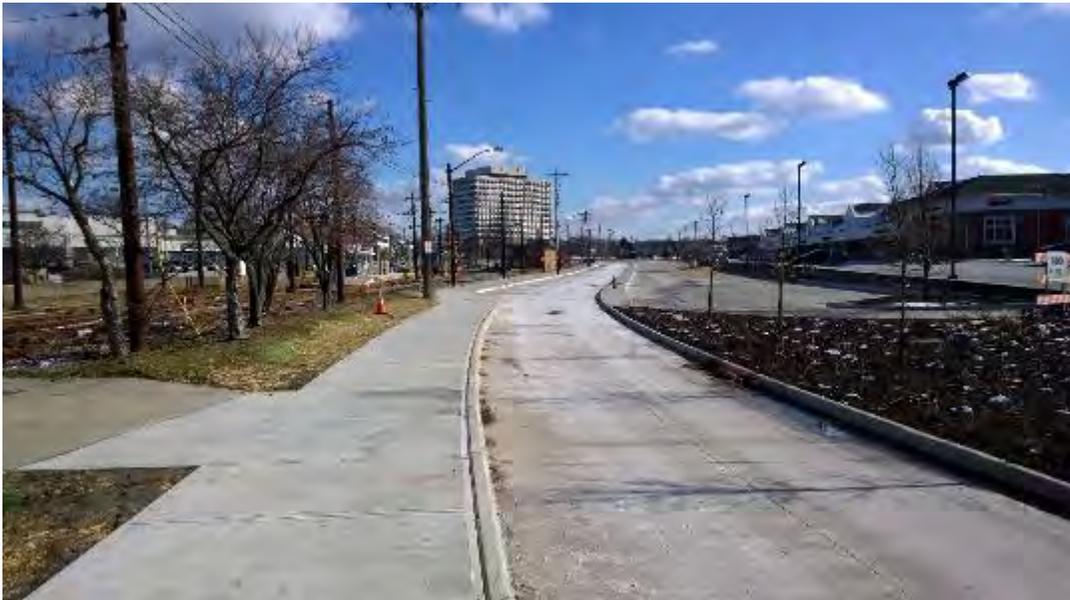
- Varied widths, generally correspond with 'traffic volume'
- 'Palette' within which to make public improvements
- Develop synergies with adjacent development
- Special opportunities

### KEY

40'	90'
50'	100'
60'	110'
70'	120'
80'	



# Farnsleigh Rd.



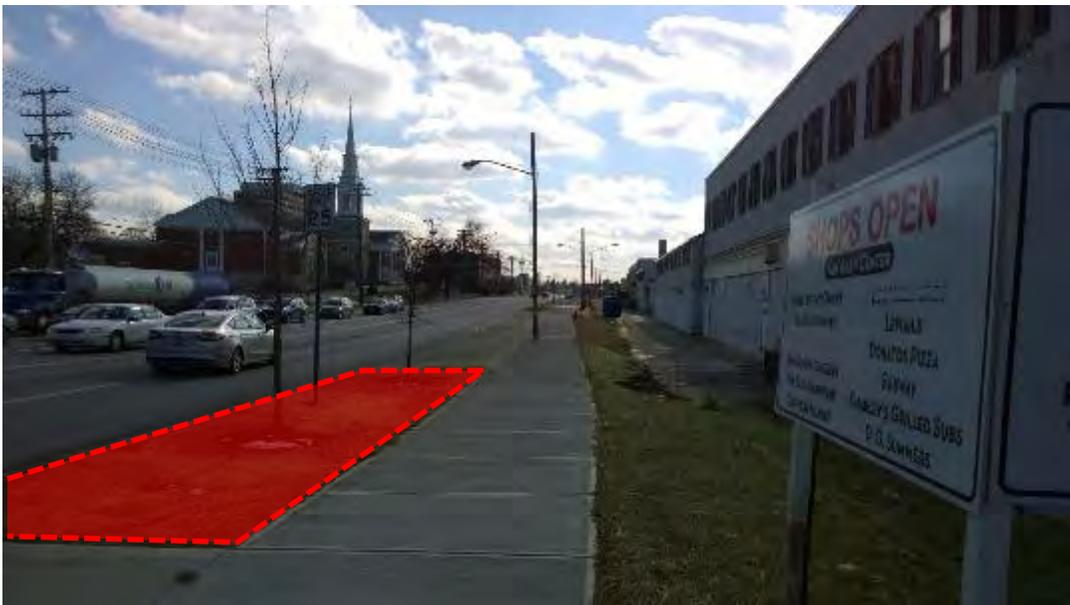
Transit Drive

# Farnsleigh Rd.



Transit Drive

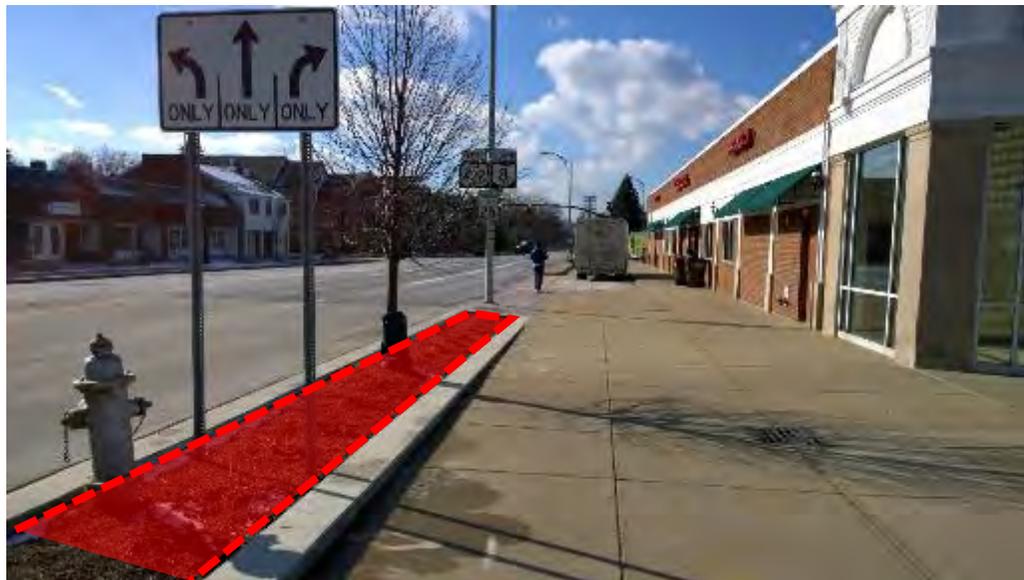
# Warrensville Center Rd. – north of Chagrin



# Warrensville Center Rd. – south of Chagrin



# Chagrin Blvd



# 04 SIGNAGE + WAYFINDING

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# VAN AKEN DISTRICT WAYFINDING PROGRAM PROJECT FRAMEWORK

# PROGRAMMING OBJECTIVES

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## The *Vehicular* Wayfinding Program should:

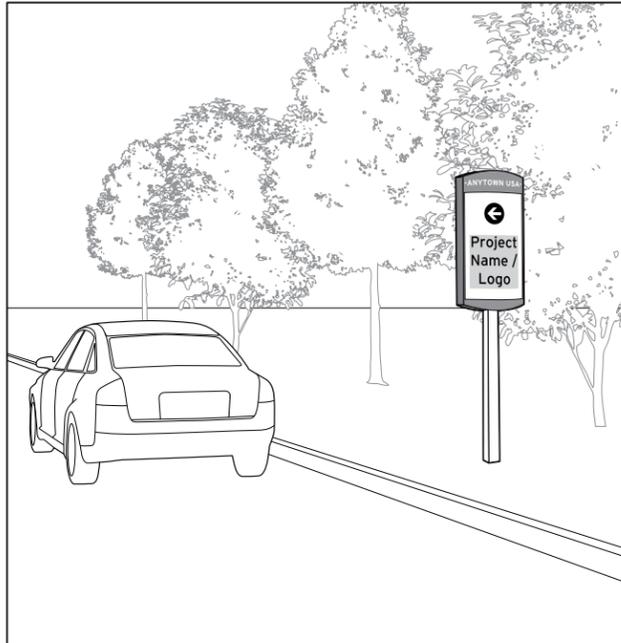
- > **Wayfinding should be based on well-traveled roads that are recognized by GPS devices and major destination directions.**
  - If two paths/directions are available, select the best experience visually to enhance sense of place.
  - Signs should be placed on paths/directions that are selected only. Back roads and short-cuts are for local travelers.
- > **Provide clear, intuitive information and messages with specific directives:**
  - Primary Directive: information for the vehicular traveler to destination specific parking.
  - Secondary Directive: identification for destinations not clearly marked.
- > **Sign Content Policy to be developed to instruct the City on who and what is allowed to be identified on Community Wayfinding signs.**
- > **Community-based Wayfinding program should compliment DOT/ MUTCD (Department of Transportation/Manual for Uniform Transportation Control Devices) required directional, informational and regulatory signage and not confuse or detract from this Federal Standardized sign system.**
- > **Be designed for first time visitors and residents alike. To enhance the sense of place and create a great first impression.**

## The *Pedestrian* Wayfinding Program should:

- > **Provide clear, intuitive information and messages:**
  - To pedestrian travelers as they enter/exit parking areas and transit stops.
  - At active decision points within the heavily visited districts and neighborhoods.
  - At points where connectivity is perceived to be limited between districts and neighborhoods.
- > **Be organized to compliment visitor mapping systems.**
  - These mapping systems should be used exclusively by destinations throughout the City.
- > **Be enhanced with the use of technology for both pre-visit and real time GPS/WiFi/Cell based navigation.**
  - Potential uses may include touch screen kiosks and NFC Chips.
- > **Market the assets of the Downtown to aid visitors in discovery, understanding and connection to place at a human scale.**
- > **Allow for a more expansive view of the Downtown Districts while considering connectivity information to neighborhoods and districts beyond.**
- > **Be designed for first time visitors and residents alike. To enhance the sense of place and create a great first impression.**

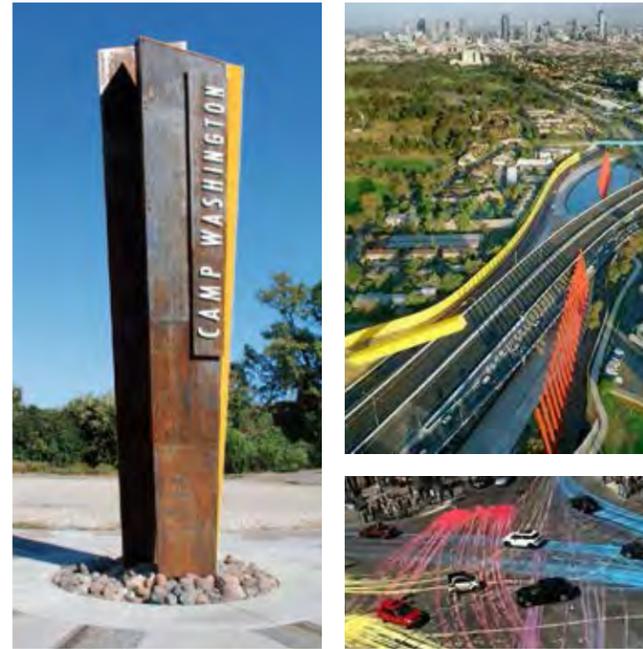
## TRAILBLAZER

A trailblazer is a sign featuring a singular direction to one destination. Trailblazer signage is usually installed on the primary roadway(s) that provide the most direct route and in close proximity to the destination.



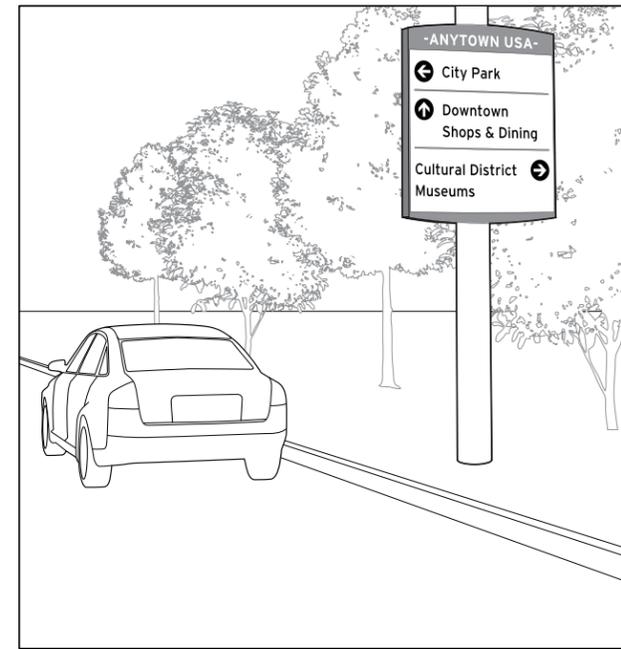
## GATEWAY ELEMENTS

Gateway signs announce arrival when entering into an area, such as districts and neighborhoods. They are often placed at points where one psychologically feels as if they have arrived rather than jurisdictional boundaries.



## PRIMARY VEHICULAR DIRECTIONAL SIGNS

A sign intended to provide primary directional information. Typically it conveys more than one direction and information is presented sequentially starting with right-turn, left-turn then straight-ahead.



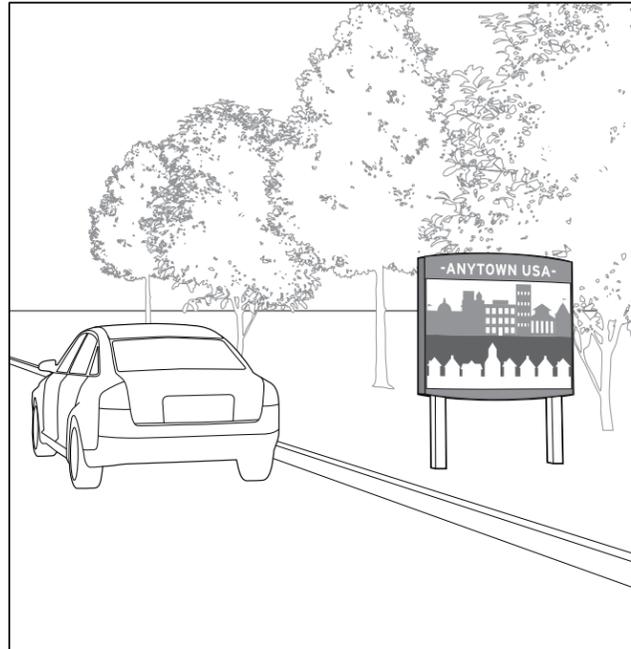
## NEIGHBORHOOD/DISTRICT IDENTIFICATION SIGNS

Neighborhood/district identification signs are similar in purpose to gateway elements in that they announce arrival into a specific area. But the scale differs significantly; they're much smaller than gateway elements.



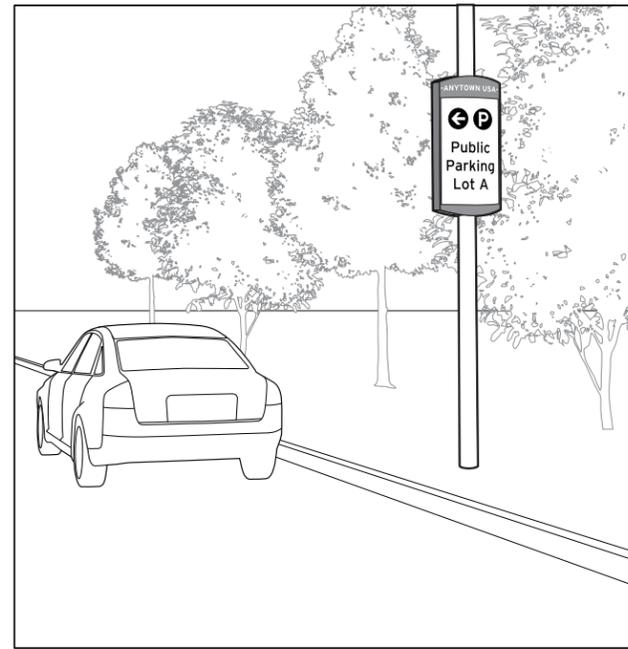
## IDENTIFICATION SIGNS

A sign intended to provide identification for a specific landmark, city assets or point of interest.



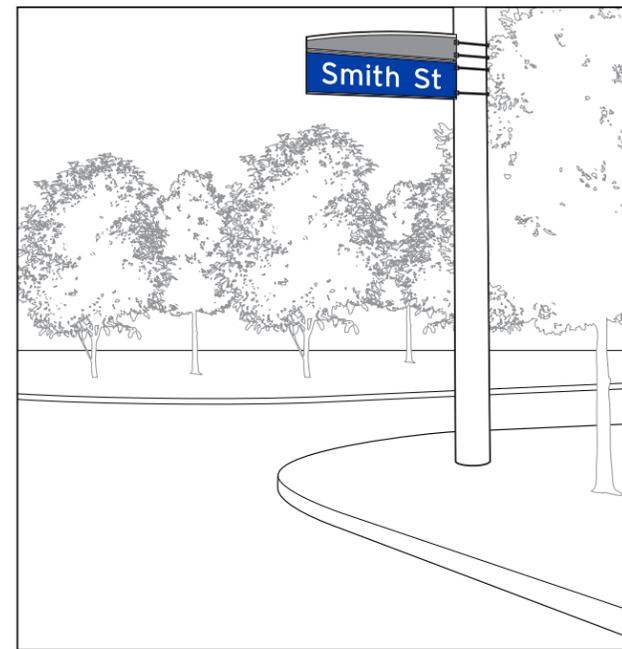
## PARKING IDENTIFICATION SIGNS

A sign intended to identify and direct vehicular traffic to public parking areas.



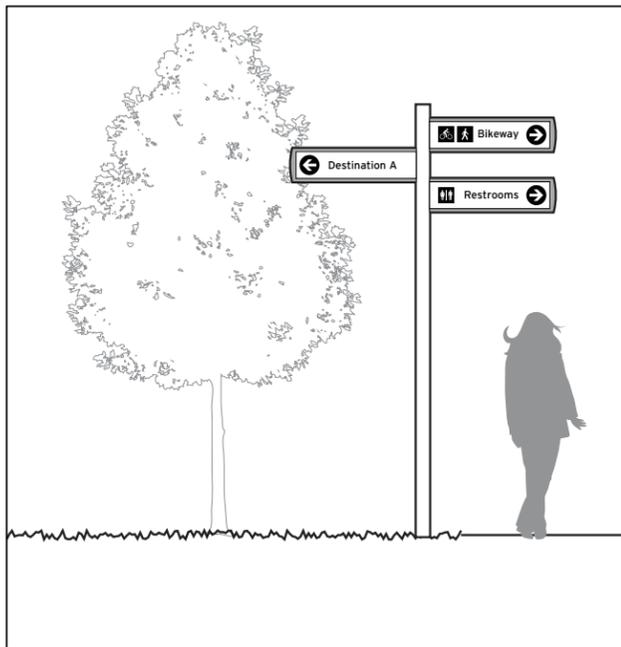
## BRANDED STREET SIGNS

A branded element included with the street signs that ties the signs in with the rest of the wayfinding system. The branding element can also be used to identify neighborhoods or districts within a city.



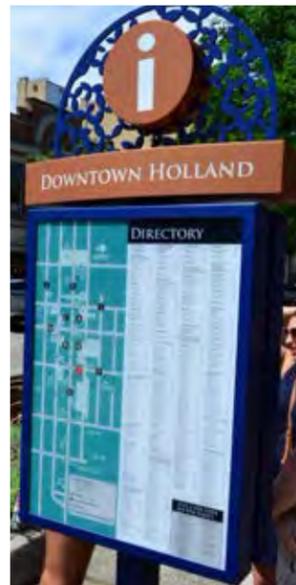
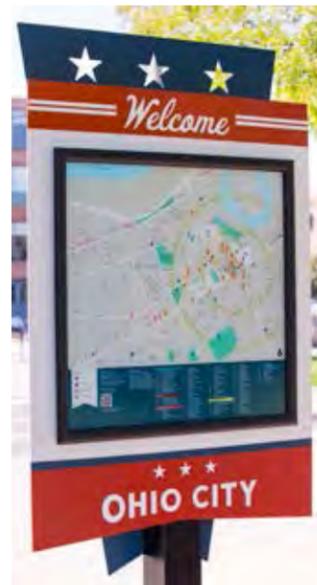
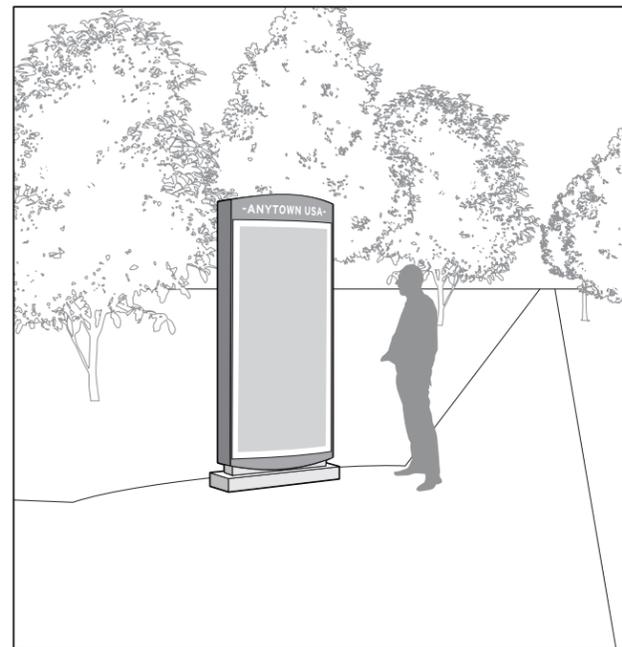
## PEDESTRIAN MULTIDIRECTIONAL SIGNS

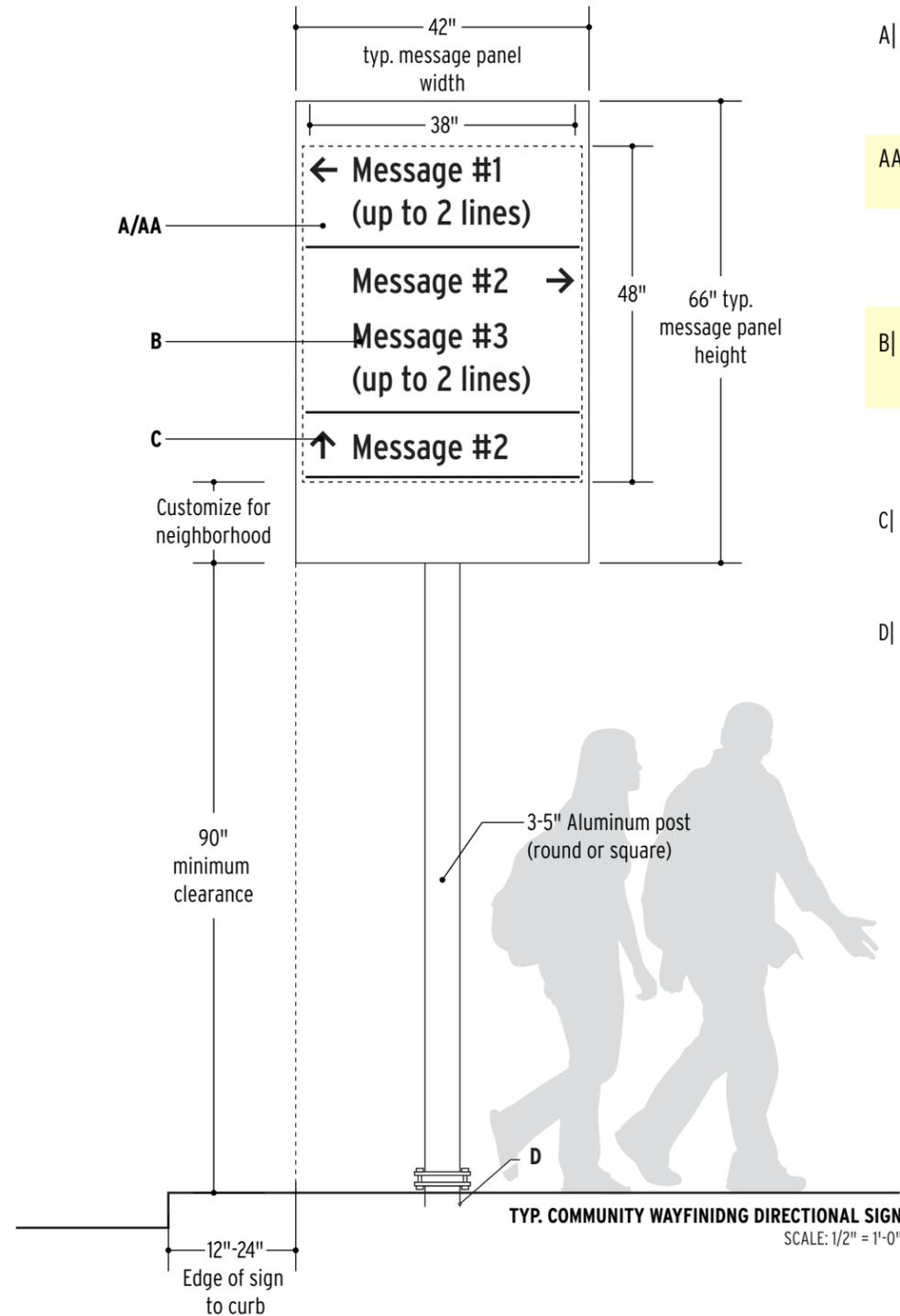
A smaller-scale sign intended to provide directional information to specific places at a pedestrian level.



## ORIENTATION KIOSKS

A sign including a map of the surrounding area intended to provide pedestrians with orientation information between the sign location and a larger area. Locations of interpretive signs, walking distances in time increments, and points of interest may also be included on the map.





**GENERAL GUIDELINES**

A| Background and graphics to be retro-reflective using high-intensity prismatic vinyl (graphics may be printed on diamond grade reflective sheeting)

AA| Message Quantity: < 35MPH  
Max. four (4) destinations **Typ. of urban conditions**

Message Quantity: > 35MPH  
Max. three (3) destinations

B| Font size: < 35MPH  
4" Copy Height **Typ. of urban conditions**

Font size: > 35MPH  
5-6" Copy Height

C| Arrow Style:  
San Serif  
"Placed with directive"

D| Break-away pole connection/foundation as approved by DOT/FHWA

**DESIGN CRITERIA**

> **USER FRIENDLY** | Text, graphics and mapping is legible and uncomplicated

> **AESTHETICS** | Harmonious in all respects, enduring design and appropriate scale

> **MAINTAINABLE** | Cleanable, repairable surfaces, information easily changed or added, low maintenance and durable

> **VANDAL RESISTANT** | No exposed access points, tamper proof screws and bolts, strong structures that are securely installed

> **ORIENTATION** | Signs oriented for the greatest visibility for users. Landscaping and other structures should enhance and not interfere with the visibility of the sign

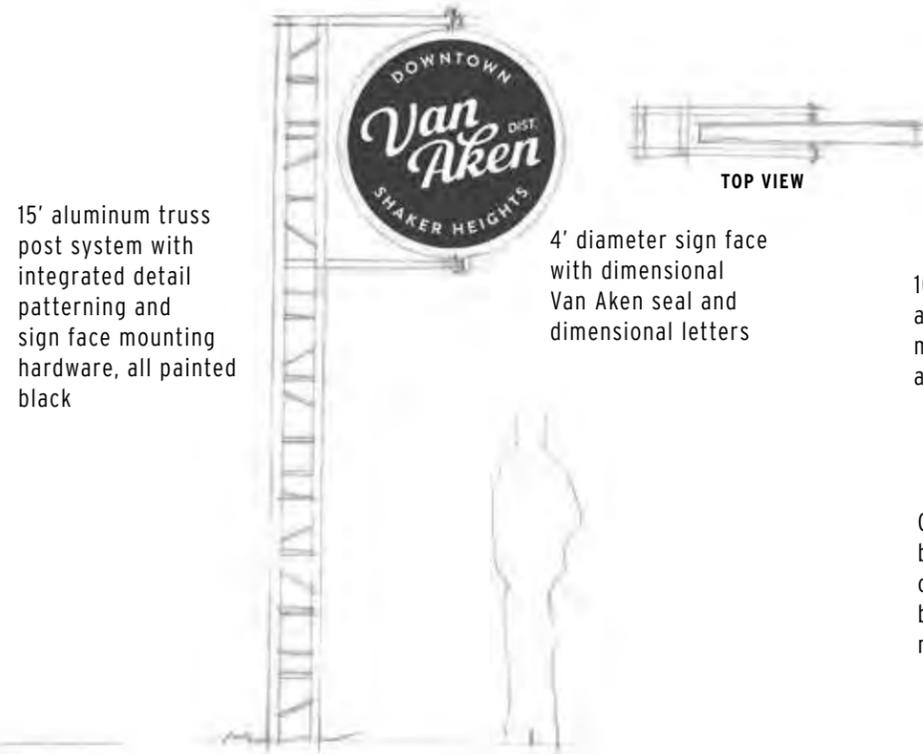
> **CONSISTENCY** | Sign/element design are consistent throughout the sign system and easily recognized as information hubs throughout the City

> **SYSTEM** | This program must consider the use of all wayfinding tools and not simply signage

DESIGN CONCEPTS



GATEWAY SIGN CONCEPT A



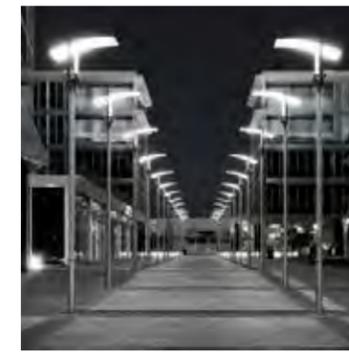
GATEWAY SIGN CONCEPT B

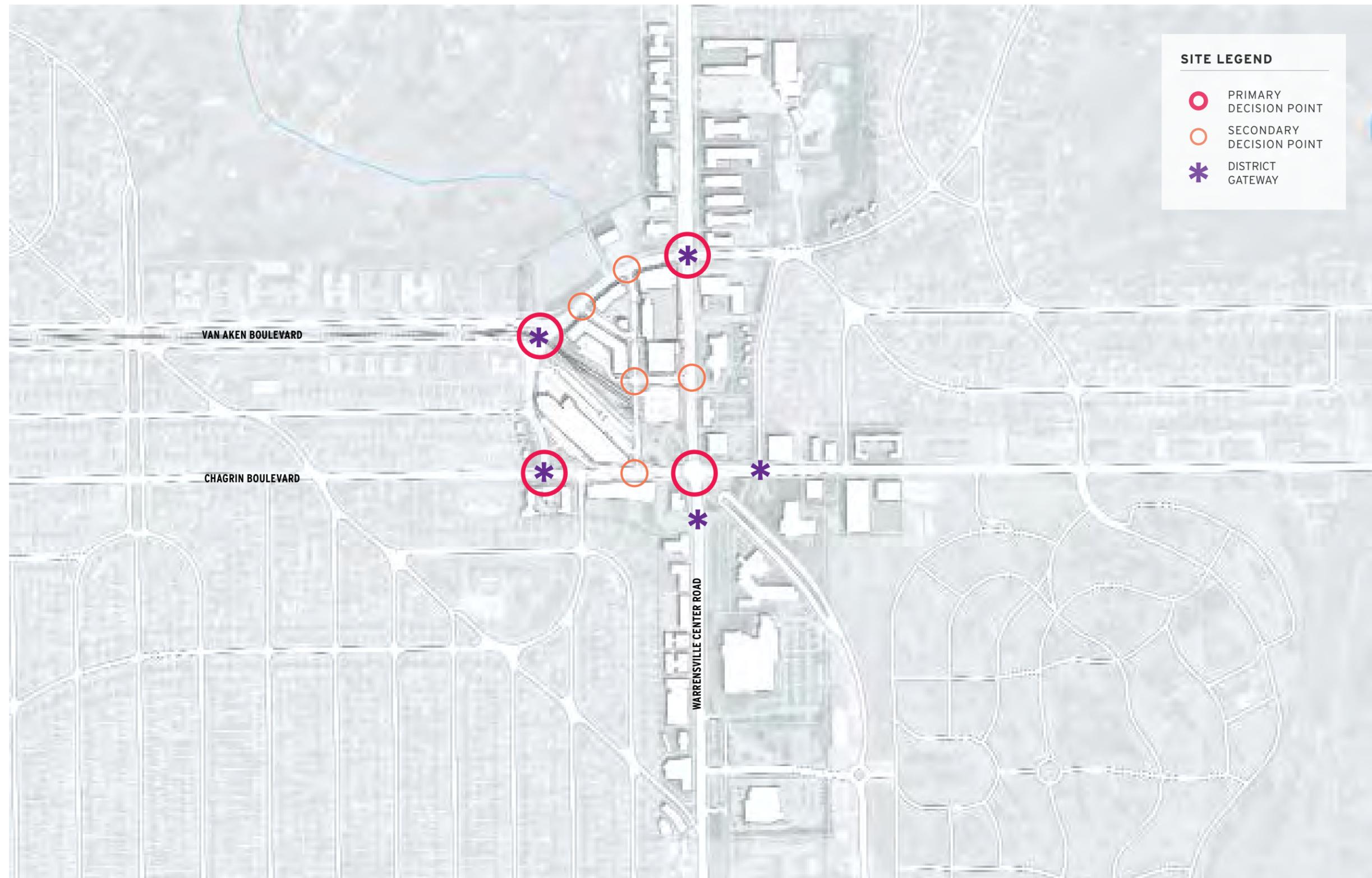


GATEWAY SIGN CONCEPT C



COLOR PALATTE



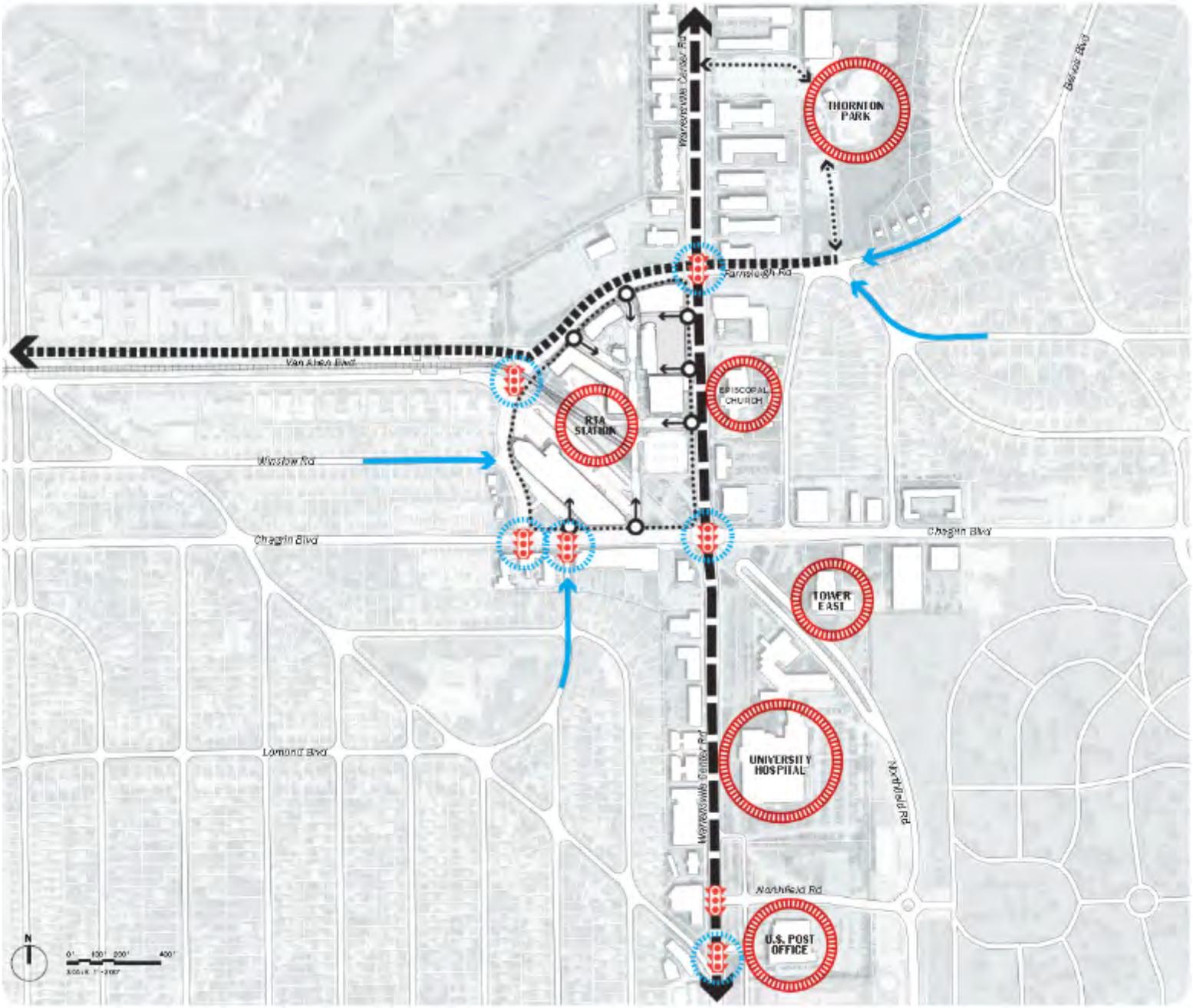


# 05 *VAN AKEN DISTRICT FRAMEWORK*

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# VAN AKEN DISTRICT FRAMEWORK

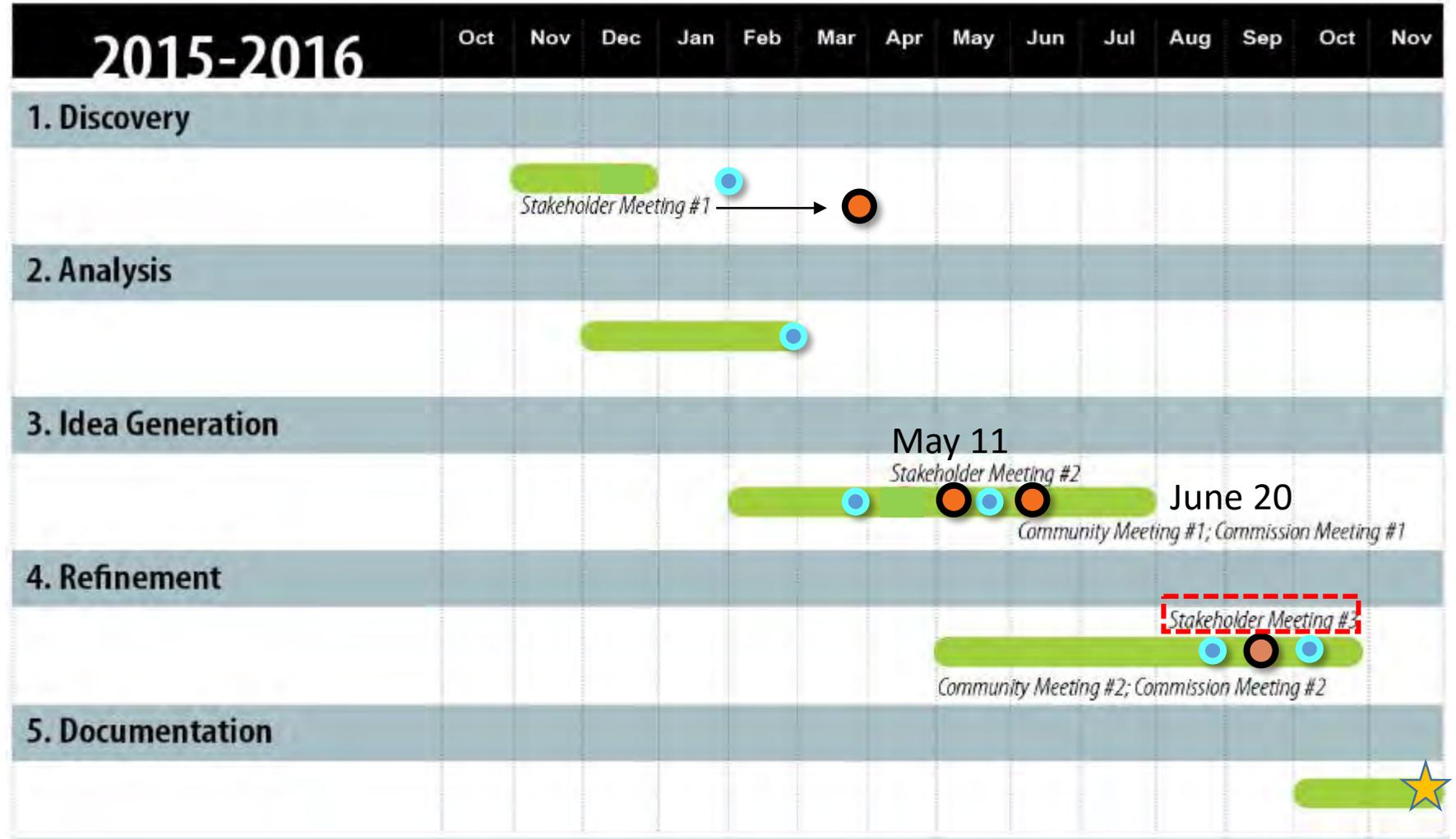
- KEY**
-  Community Anchor
  -  Gateway
  -  Traffic Light
  -  Multi-Purpose Path
  -  Multi-purpose Path
  -  Sidewalk
  -  Community Collector



## 06 *NEXT STEPS*

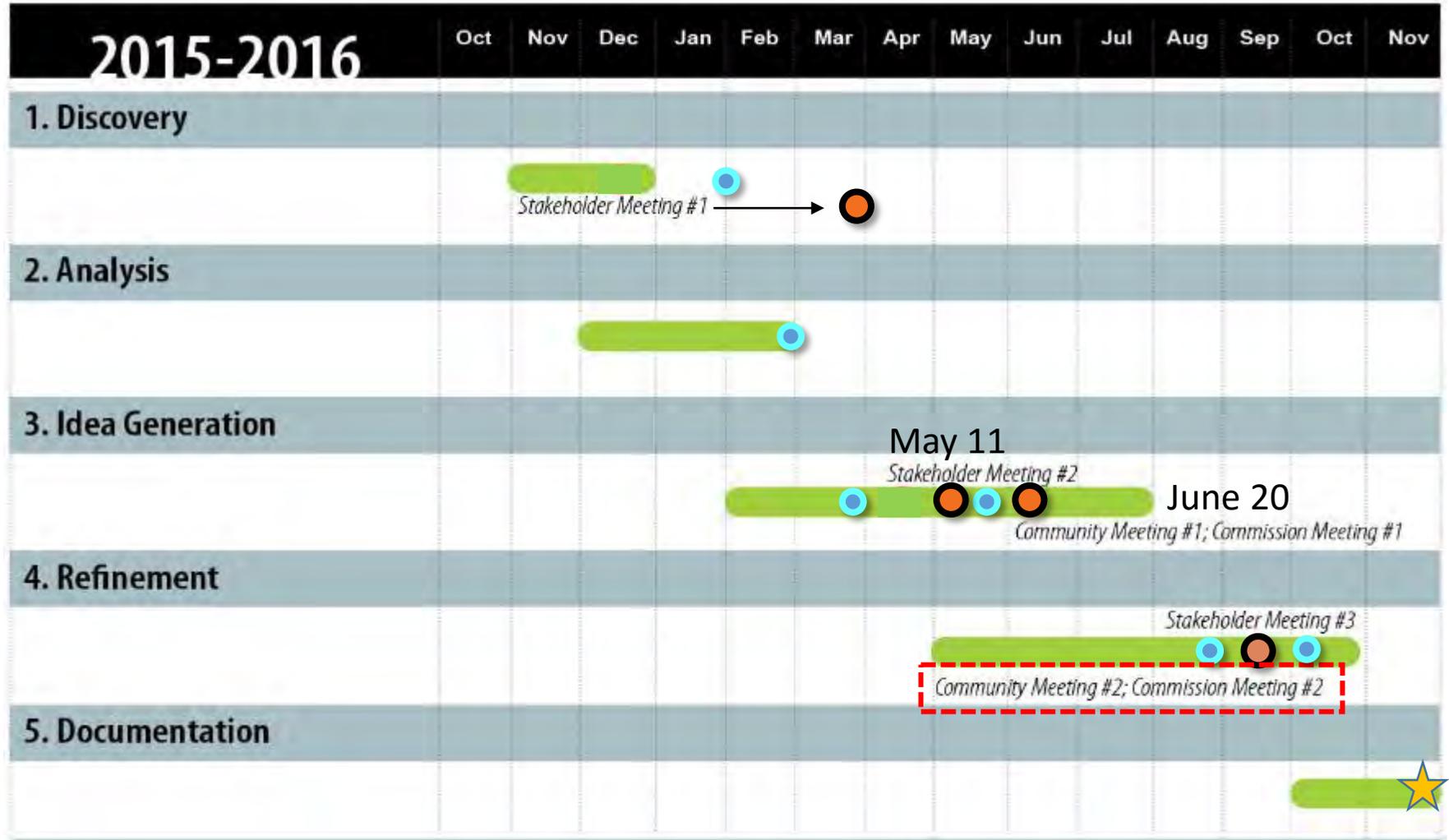
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# SCHEDULE



- Project team meetings
- Stakeholder meeting

# SCHEDULE



- Project team meetings
- Stakeholder meeting





# **VAN AKEN DISTRICT CONNECTIONS PLAN**

*COMMUNITY MEETING #1*

*June 20, 2016*



SMITHGROUP JJR

WSP | PARSONS BRINCKERHOFF

STUDIO GRAPHIQUE

# Agenda

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- 01** Project Overview + Goals
- 02** RMS Development
- 03** District-wide Connections
- 04** District-wide Elements
- 05** Audience Participation
- 06** Group Discussion + Next Steps

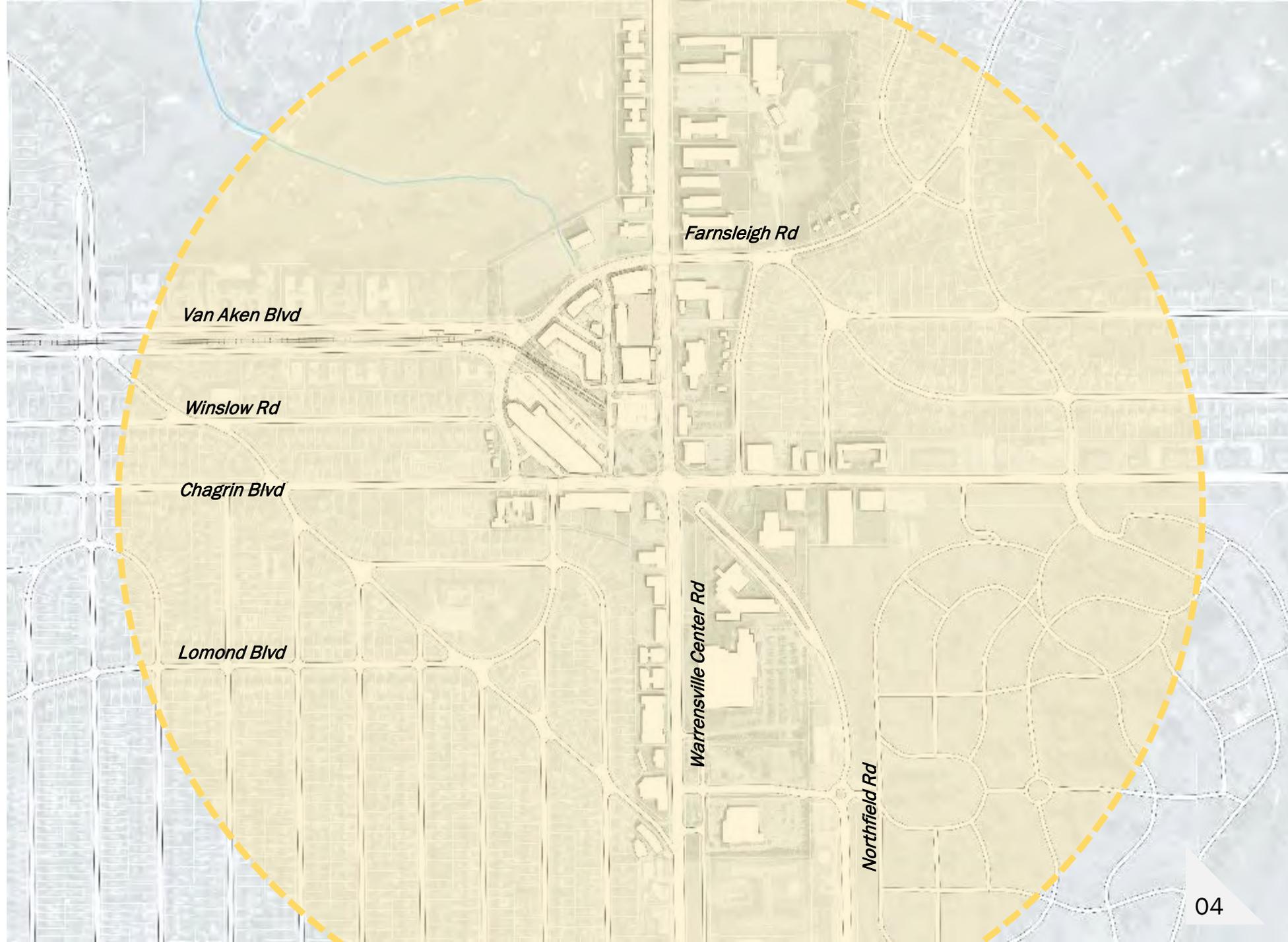
# 01 *PROJECT OVERVIEW + GOALS*

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# VAN AKEN DISTRICT

*Guiding vision:*

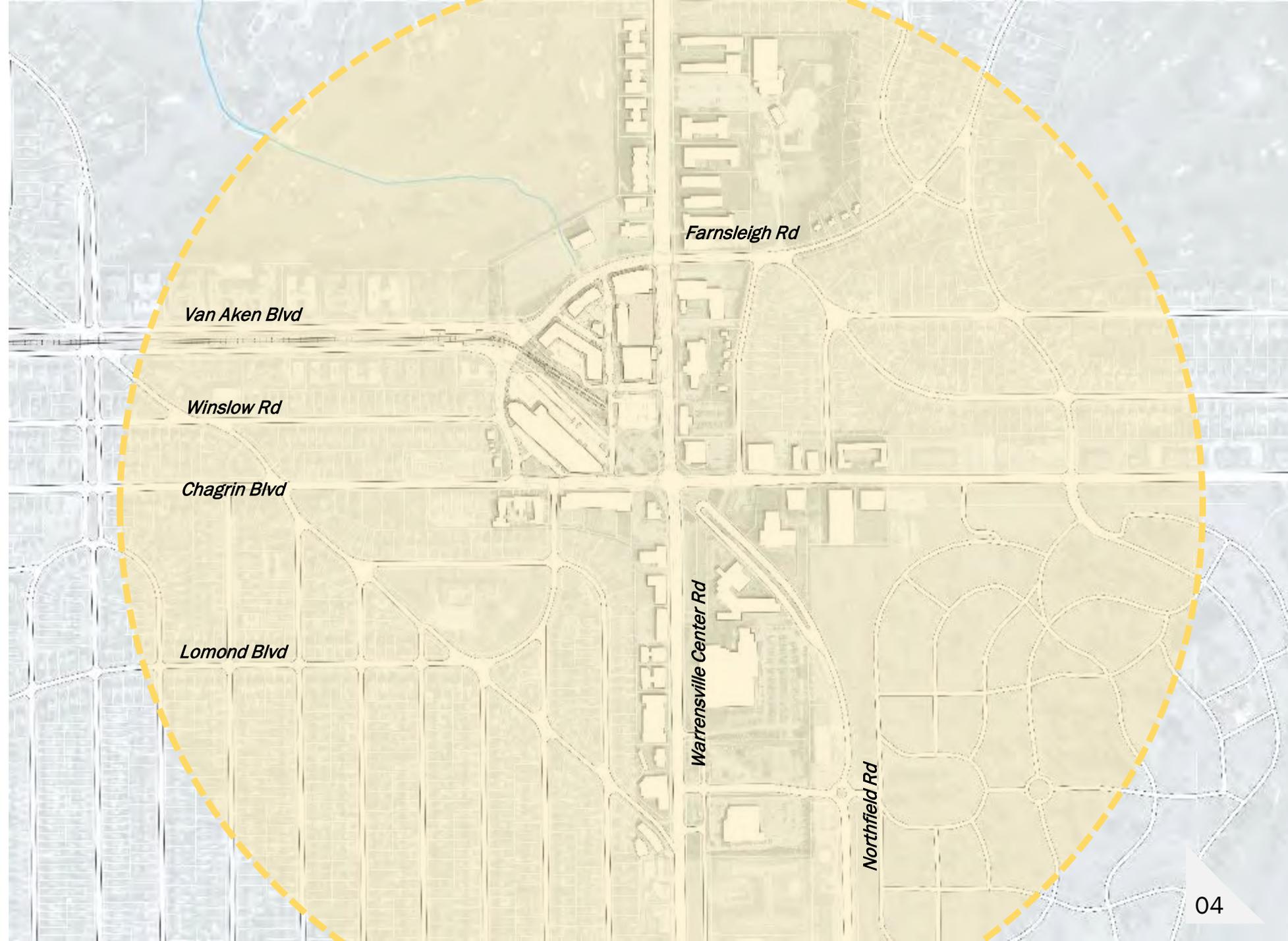
- Regional transit hub and travel corridor
- Commercial/community anchors + neighborhoods
- Redevelopment
  - RMS
  - Others



# VAN AKEN DISTRICT

*Guiding vision:*

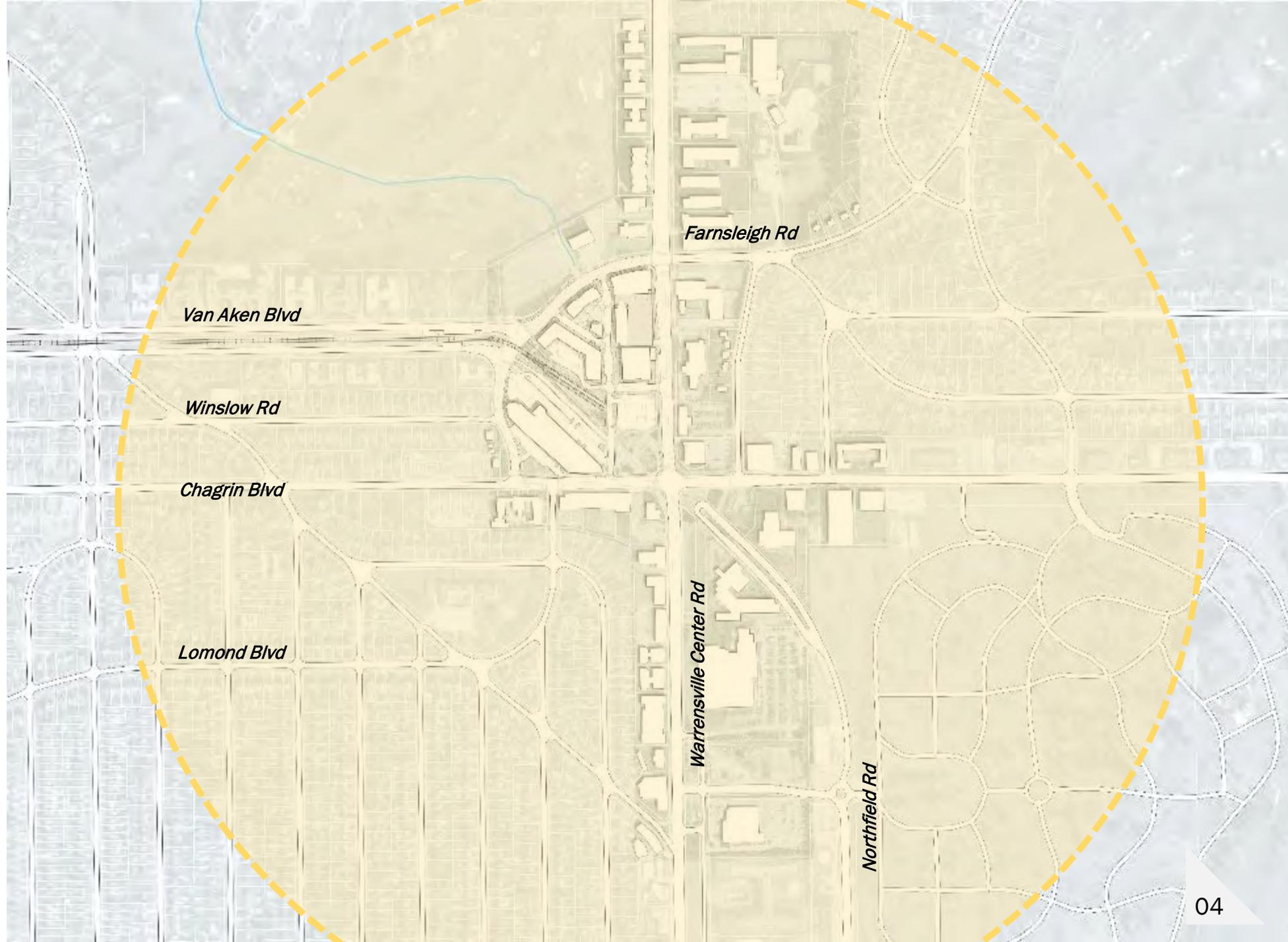
- Create a vibrant, transit-oriented, mixed-use community for Shaker Heights



# VAN AKEN DISTRICT

## Guiding vision:

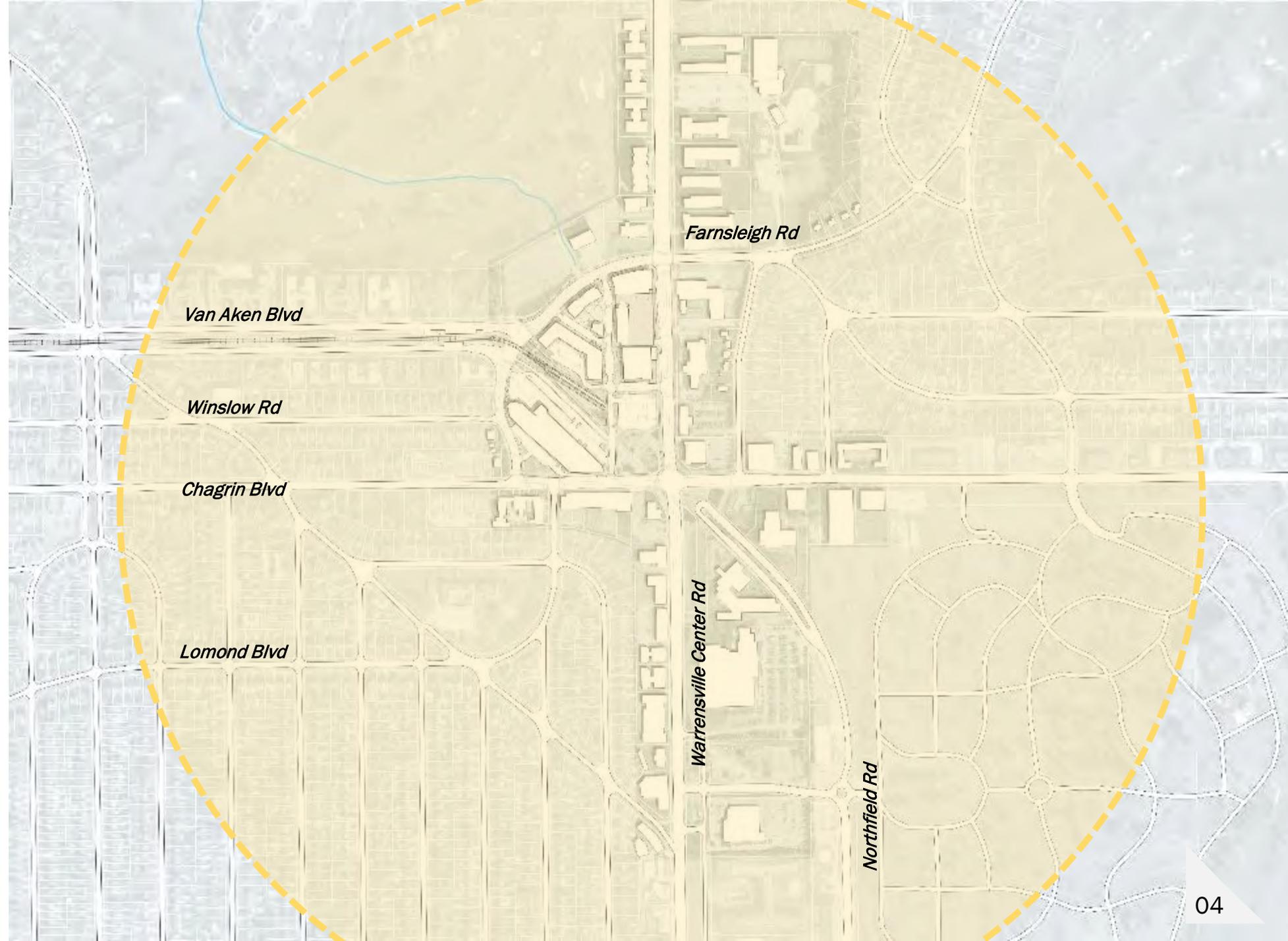
- Create a vibrant, transit-oriented, mixed-use community for Shaker Heights
- Identify strategies:
  - Promote walkability
  - Support bicycle travel
  - Integrate transit
  - Activate public/civic spaces
  - Seek to beautify district
  - Engage development to create a vibrant, mixed-use environment



# VAN AKEN DISTRICT

## Guiding vision:

- Create a vibrant, transit-oriented, mixed-use community for Shaker Heights
- Identify strategies:
  - Promote walkability
  - Support bicycle travel
  - Integrate transit
  - Activate public/civic spaces
  - Seek to beautify district
  - Engage development to create a vibrant, mixed-use environment
- Identify gateways and concepts for wayfinding and signage



## 02 *RMS Development*

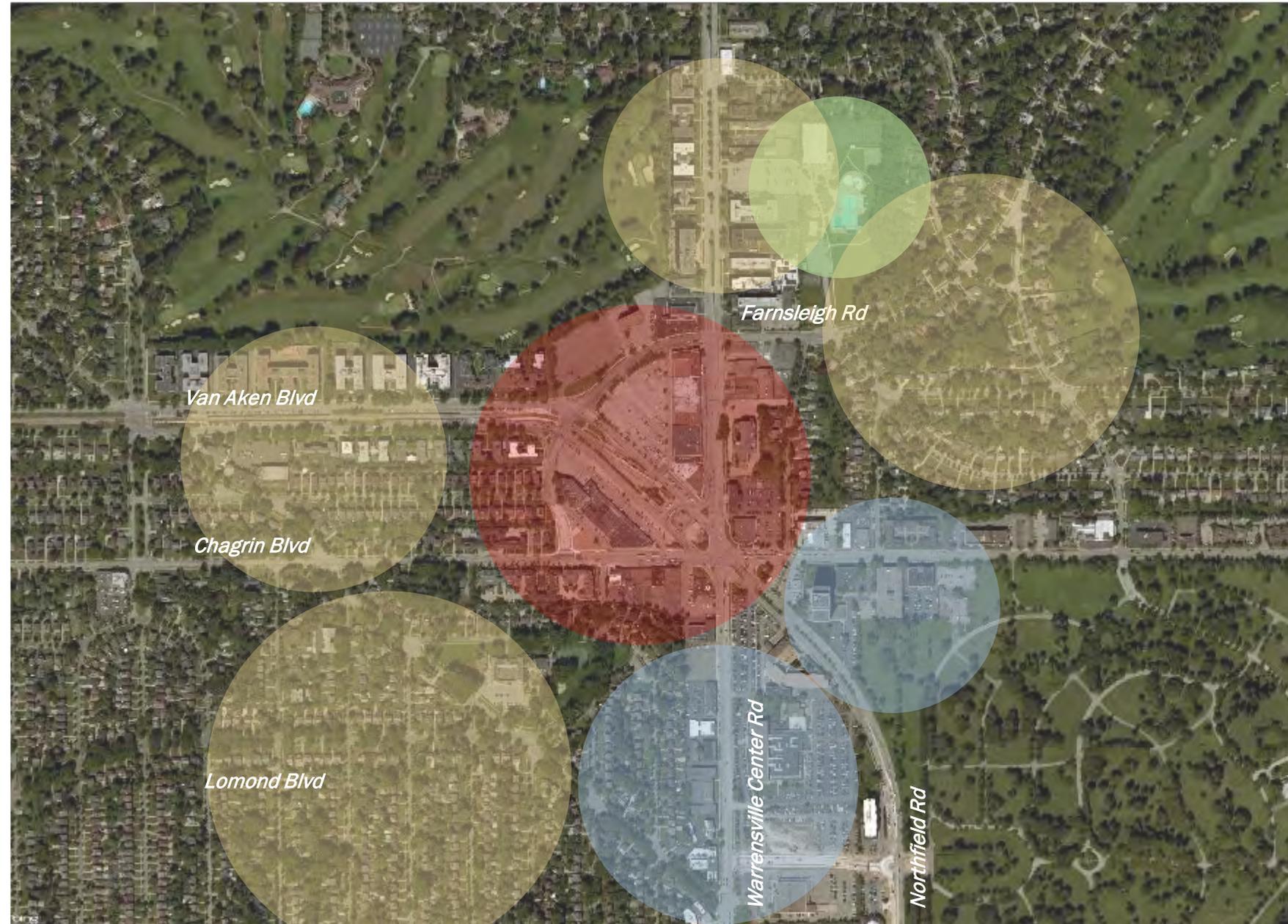
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## 03 *District Connections Overview*

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## DISTRICT-WIDE CONNECTIONS

- Mix of land uses
  - Retail/mixed use
  - Office
  - Residential neighborhoods
  - Recreation
- Multiple modes of travel to/from district
- Multiple routes used to/from district
- Numerous destinations



## 04 *District-Wide Elements*

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# What ties a district together?

program  
site elements  
theme/style

# BICYCLE INFRASTRUCTURE

Sharrow - "Share the road"



Bike Lane



Buffered Bike Lane



Protected Bike Lane



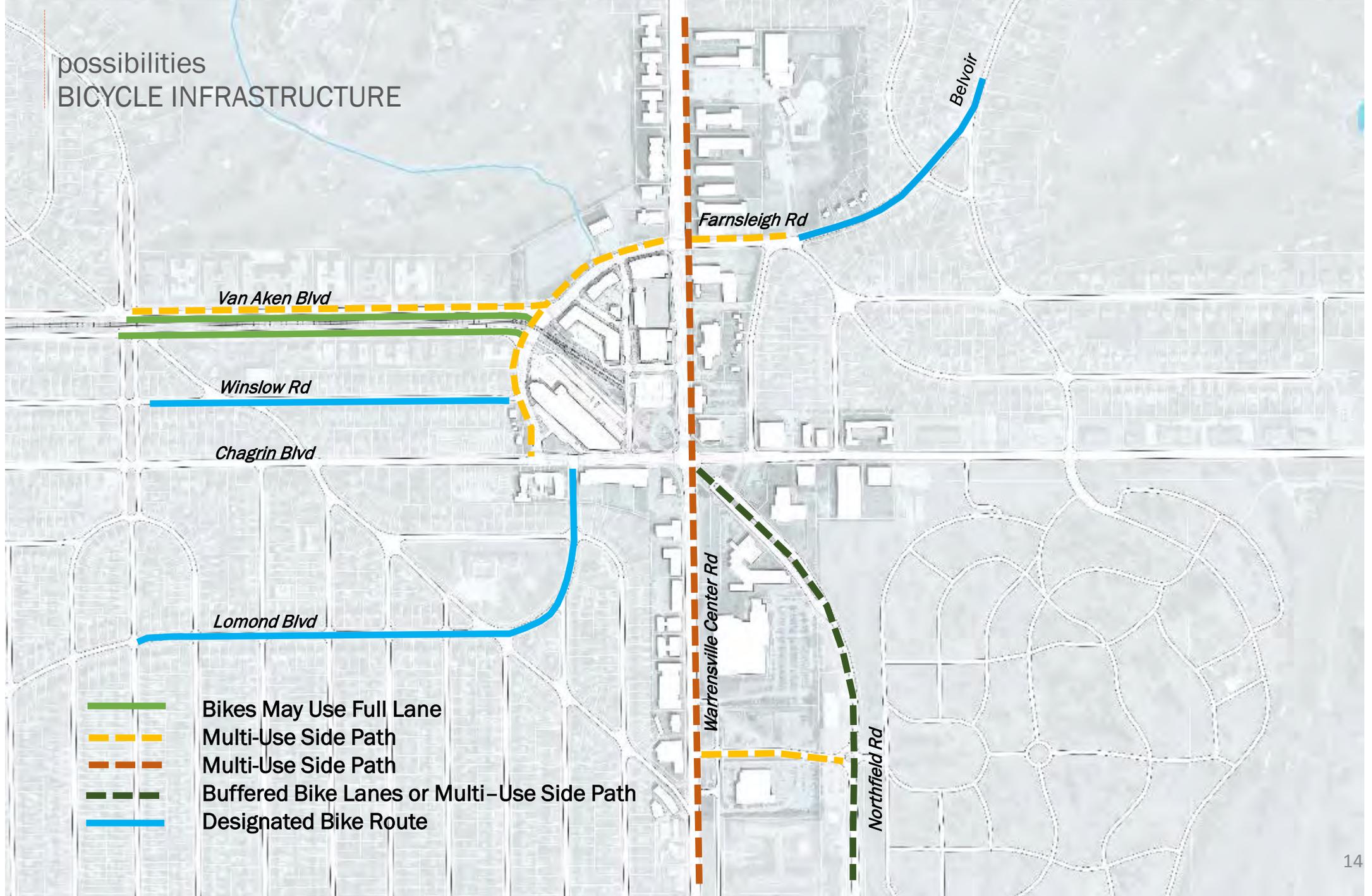
2-way Protected Bike Lane (cycletrack)



Bikes May Use Full Lane



possibilities  
BICYCLE INFRASTRUCTURE



possibilities  
BICYCLE INFRASTRUCTURE



Van Aken Blvd

- City plans propose Bikes May Use Full Lane (BMUFL) signage on Van Aken Blvd



Existing sign on Shaker Boulevard



Van Aken Boulevard

possibilities  
BICYCLE INFRASTRUCTURE



### Van Aken Blvd & Farnsleigh Road

- Exploring potential for a multi-use side path on north side of Van Aken and Farnsleigh from Chagrin to Thornton Park



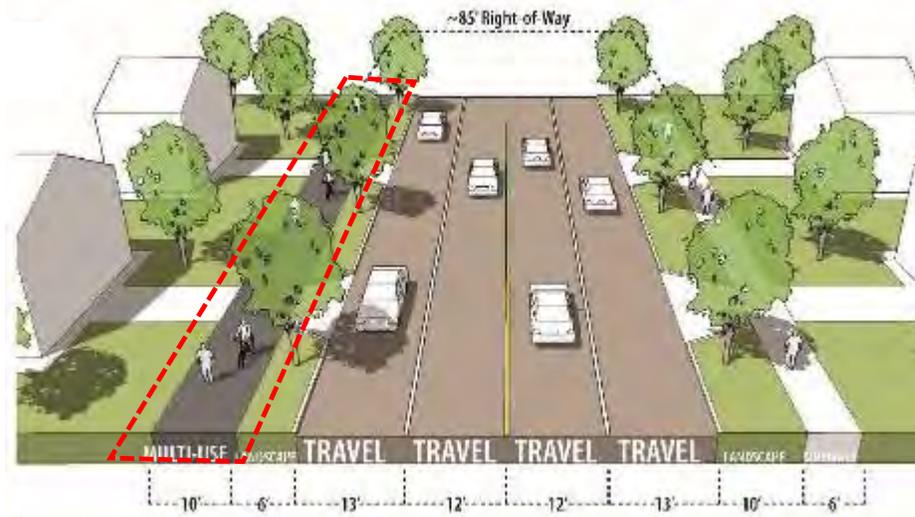
Multi-Use Side Path

# possibilities BICYCLE INFRASTRUCTURE



## Warrensville Center Road

- Eastside Greenway recommended a multi-use side path on Warrensville Center Road.
- East side/West side?



Eastside Greenway: Warrensville Center



Multi-Use Side Path

possibilities  
BICYCLE INFRASTRUCTURE



### Northfield Road

- Old Northfield – buffered bike lanes or multi-use path; connect to Chagrin
- Coordinate with Northfield-Warrensville TLCI Study
- New Northfield – multi-use path on north side



Multi-Use Side Path

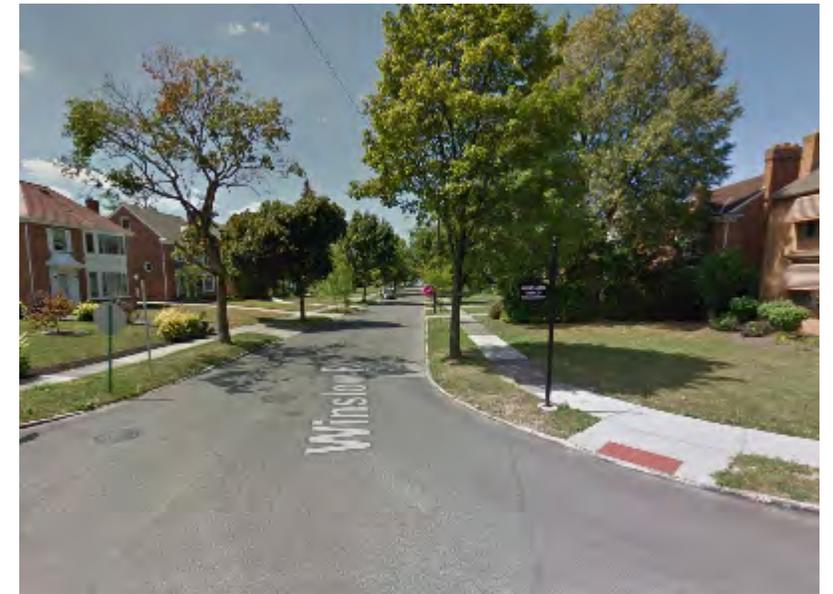


Buffered Bike Lane

possibilities  
BICYCLE INFRASTRUCTURE



Lomond Blvd.



Winslow Road

### Lomond Blvd, Winslow Road and Belvoir Blvd

Single-family residential neighborhoods:

- Lomond +/- 28' wide
- Winslow +/- 24' wide
- Belvoir +/- 26' wide
- Designated Bike Route



Belvoir Blvd.

# BICYCLE INFRASTRUCTURE



**Bicycle Racks** – individual or clusters



**Bicycle Parking** – greater capacity



**Bicycle Lockers** – security, protection from weather



**Bicycle Station** – indoor security + repair, showers?

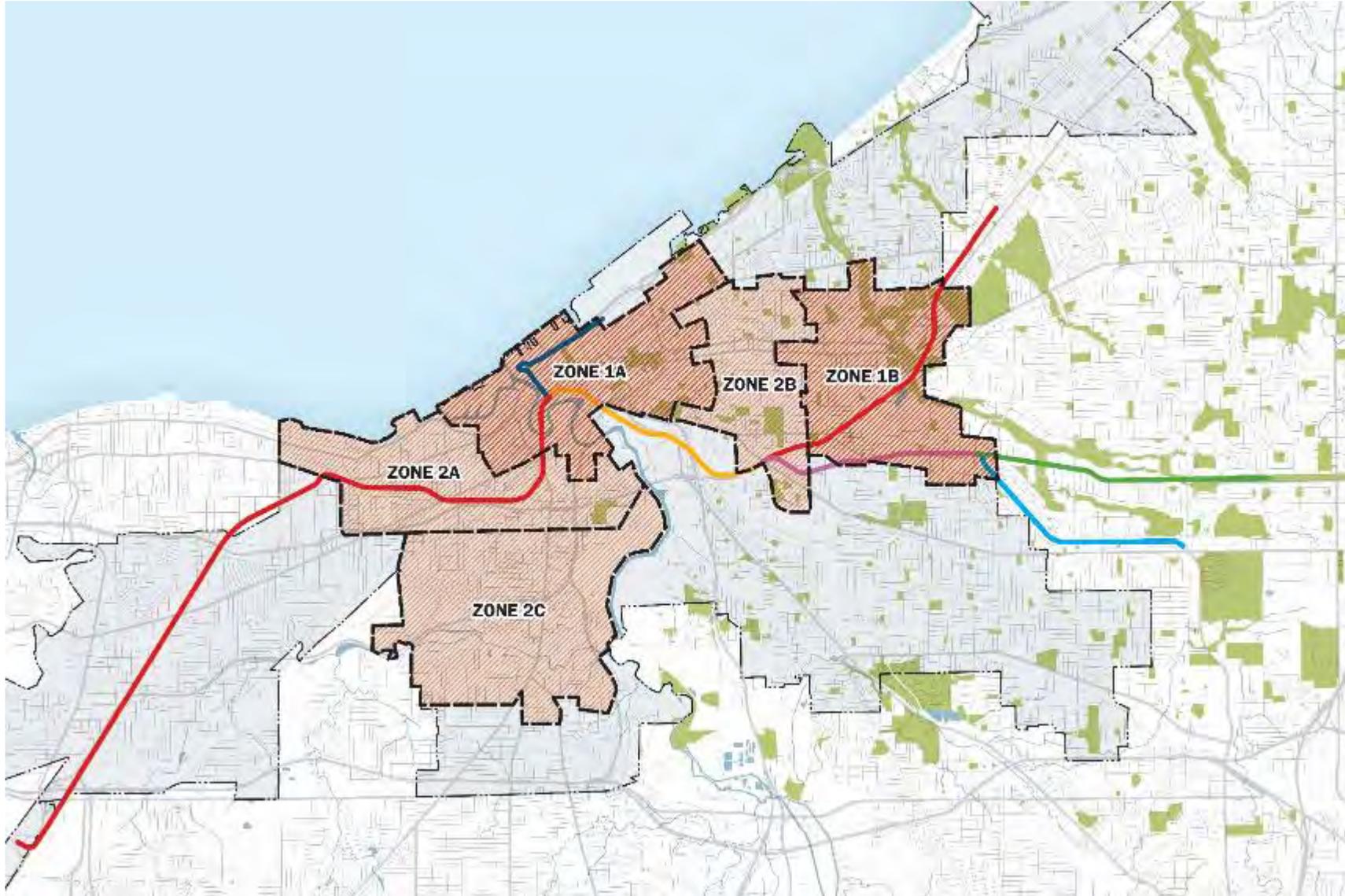


**Bicycle Repair** – basic bicycle repairs + maintenance



**Covered Bicycle Parking** – protection from weather

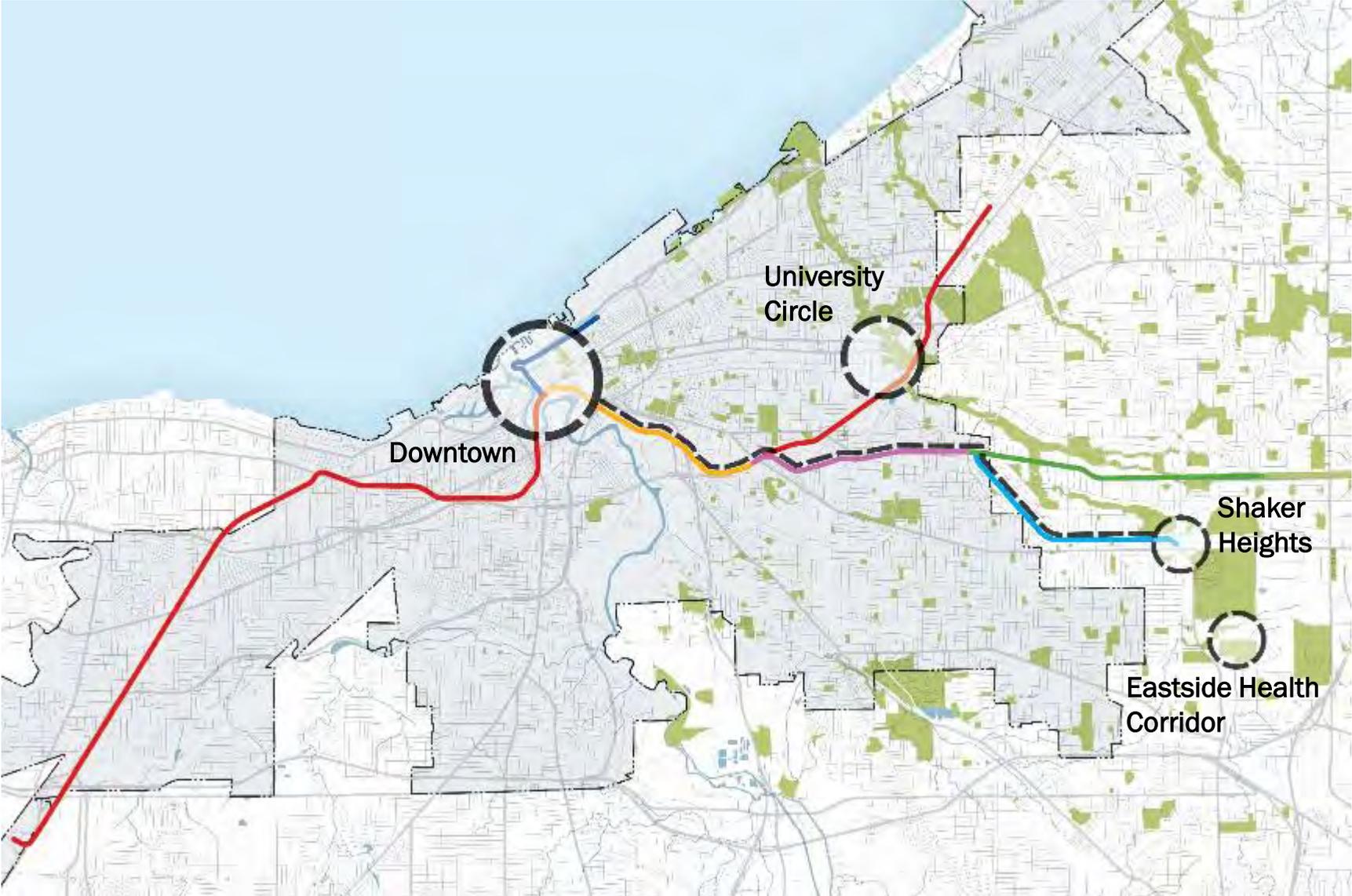
# CLEVELAND BIKE SHARE



- Bike Cleveland +
- Cuyahoga County Department of Sustainability
- NOACA grant for Phase 1
- 250 bikes/30 stations in Downtown + University Circle



# CLEVELAND BIKE SHARE



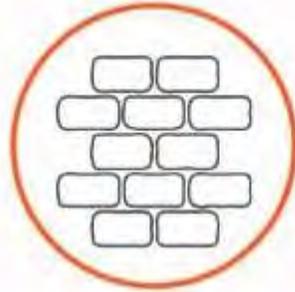
Technology allows connections to multiple destinations through combination of bike share and transit



site elements



LIGHTING



HARDSCAPE



LANDSCAPE



BICYCLES



ART

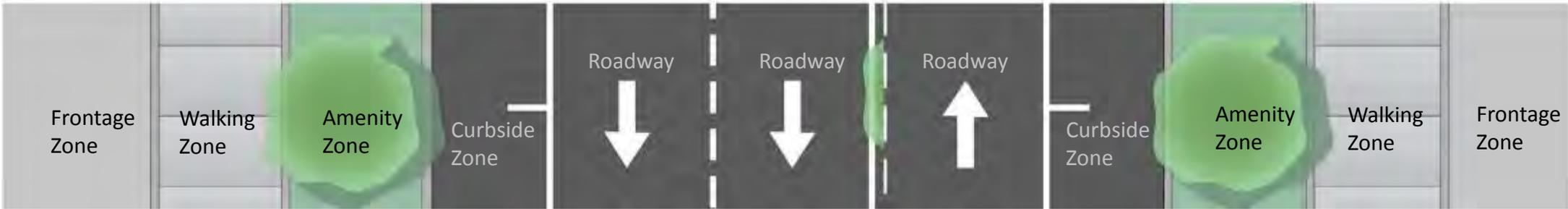
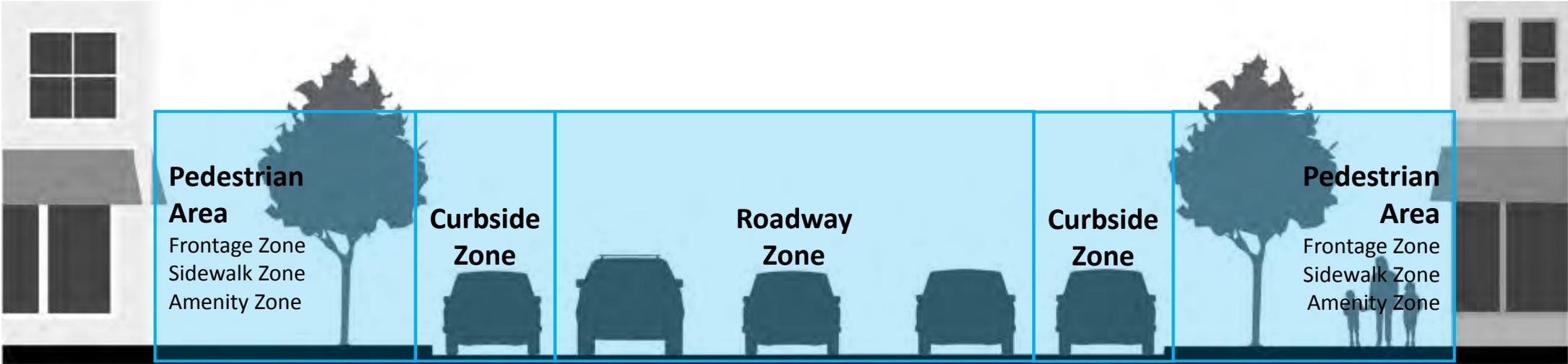


SIGNAGE



FURNISHINGS

# PUBLIC REALM



## Pedestrian Area

- Sidewalk / pedestrian thru
- Outdoor retailing
- Café seating
- Driveways
- Porches, stoops, yards
- Street trees
- Street furniture

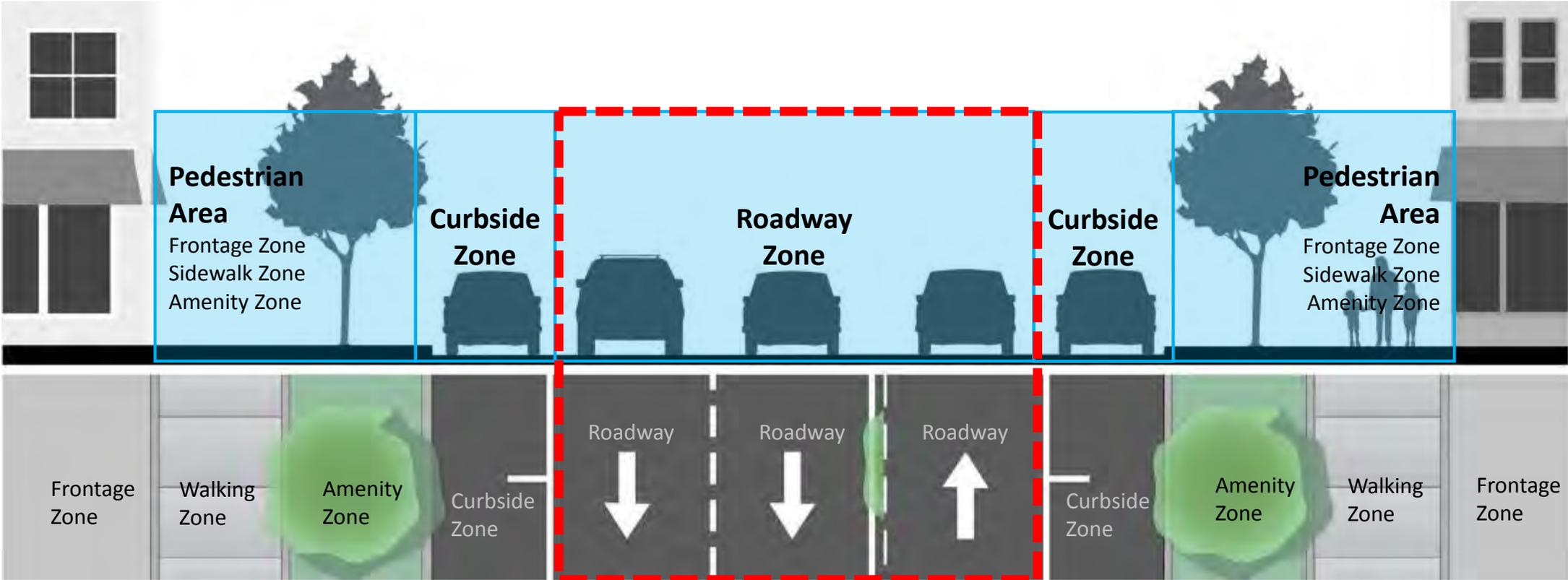
## Roadway Zone

- Travel lanes
- Turn lanes
- Medians
- Bus lanes
- Bicycle lanes
- Mid-block Crossings

## Curbside Zone

- On-street parking
- Curbside loading
- Bus zones
- Bicycle corrals
- Protected bike lanes
- Rain gardens/LID.

# PUBLIC REALM



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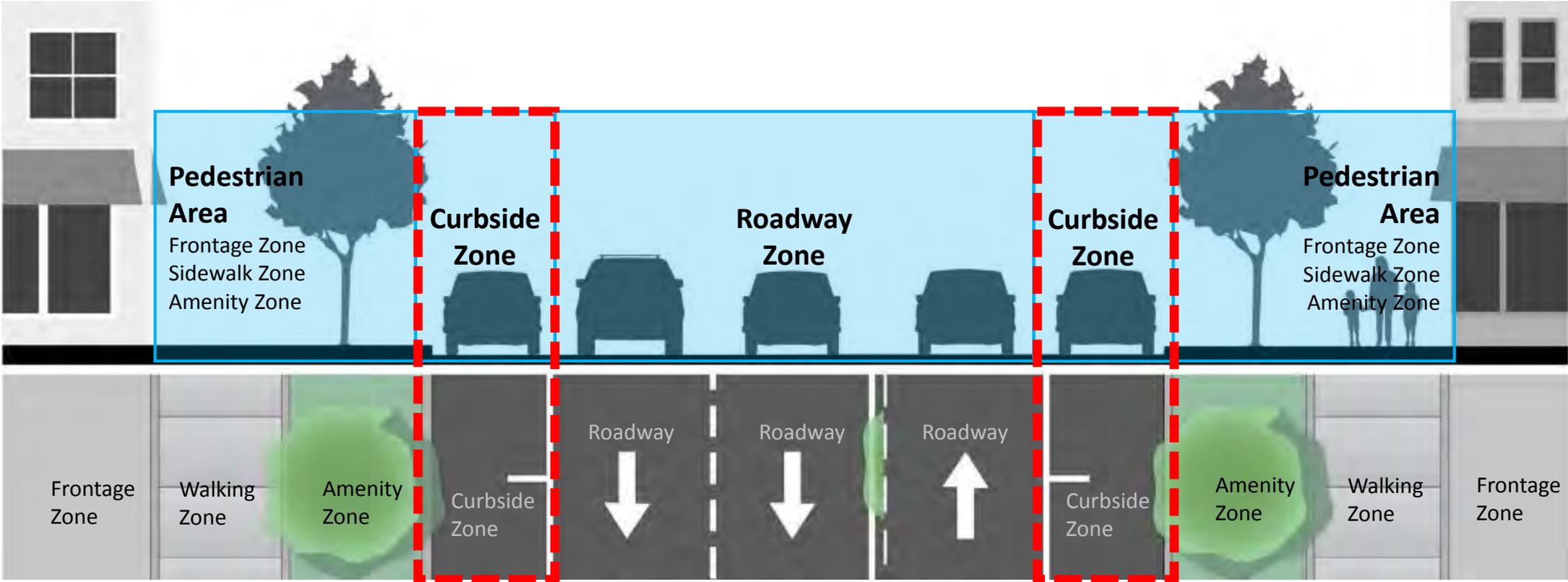
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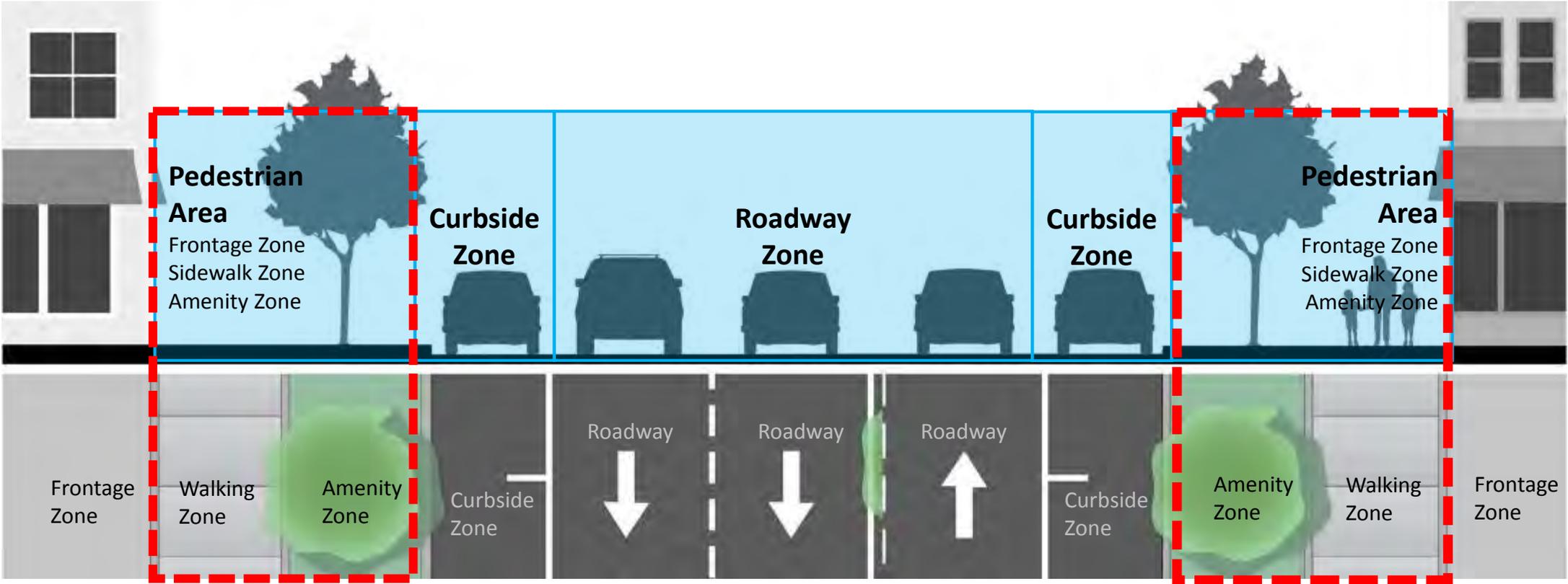
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benchmarks

LISLE MAIN STREET – LISLE, IL



benchmarks  
INDIANAPOLIS CULTURAL TRAIL – INDIANAPOLIS, IN



## 05 Audience Participation

---

*audience participation*  
**STATIONS**

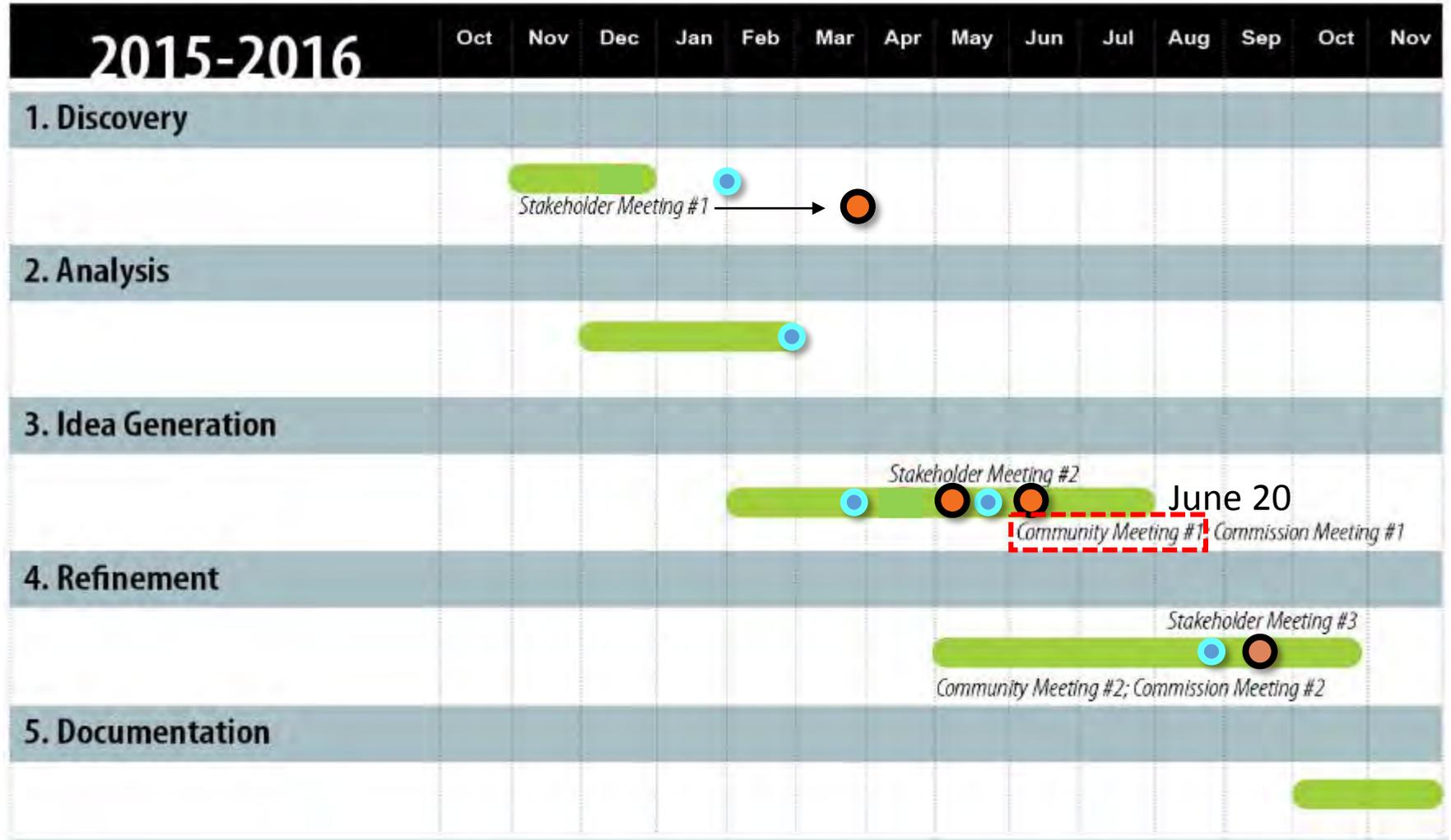
1. Getting to the District
  - Document bicycle/pedestrian routes, destinations, potential gateways
2. Bicycle Friendly Design
  - Comment on potential bicycle infrastructure
  - Location of preferred bicycle amenities
3. Shaker Mad Libs
  - What is important to you?
4. Creating a District
  - Dot vote on prioritizing elements – 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> priority
  - Dot vote on specific amenities



## 06 *Group Discussion + Next Steps*

---

# SCHEDULE



- Project team meetings
- Stakeholder meeting



# **VAN AKEN DISTRICT CONNECTIONS PLAN**

*COMMUNITY MEETING #1*



SMITHGROUP JJR

WSP | PARSONS BRINCKERHOFF

STUDIO GRAPHIQUE





# VAN AKEN DISTRICT CONNECTIONS PLAN

*COMMUNITY MEETING #2*  
*SEPTEMBER 29, 2016*

**7:00–7:30** Open House

**7:30–8:15** Presentation

**8:15–9:00** Open House

<http://shakeronline.com/departments/planning/van-aken/a-connections-plan-for-the-van-aken-district>



# Agenda

**7:00–7:30** Open House

**7:30–8:15** Welcome/Introductions

Presentation

- Community Meeting #1 + Stakeholder Summary
- Green Infrastructure Overview
- Signage + Wayfinding
- Public Art
- Van Aken District Framework Plan

Next Steps

- City Planning Commission, 11/1/16
- City Council, mid-November (TBD)

**8:15–9:00** Open House



# 02 COMMUNITY MEETING #1 SUMMARY

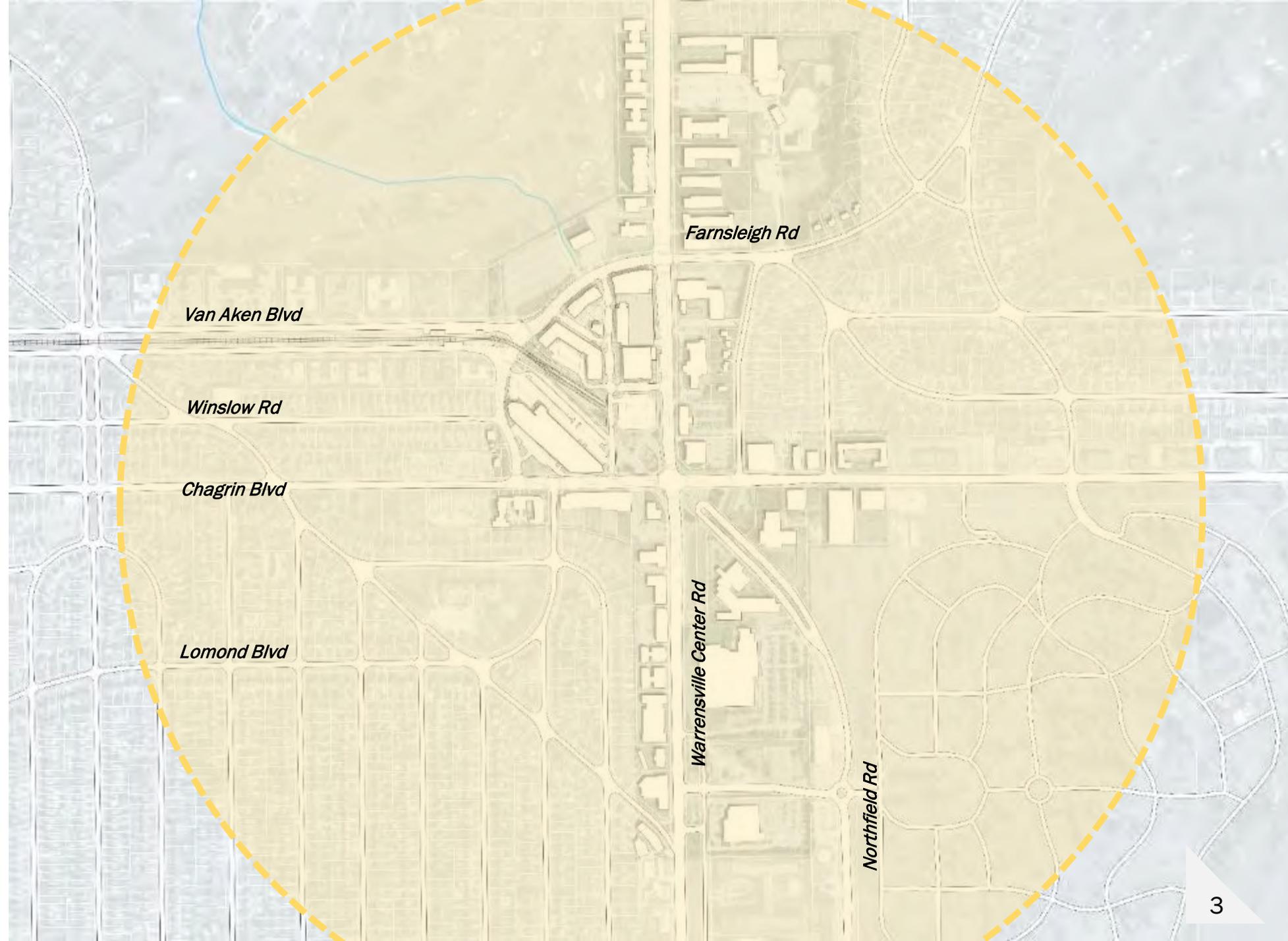
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*JUNE 20, 2016*

# VAN AKEN DISTRICT

## Guiding vision:

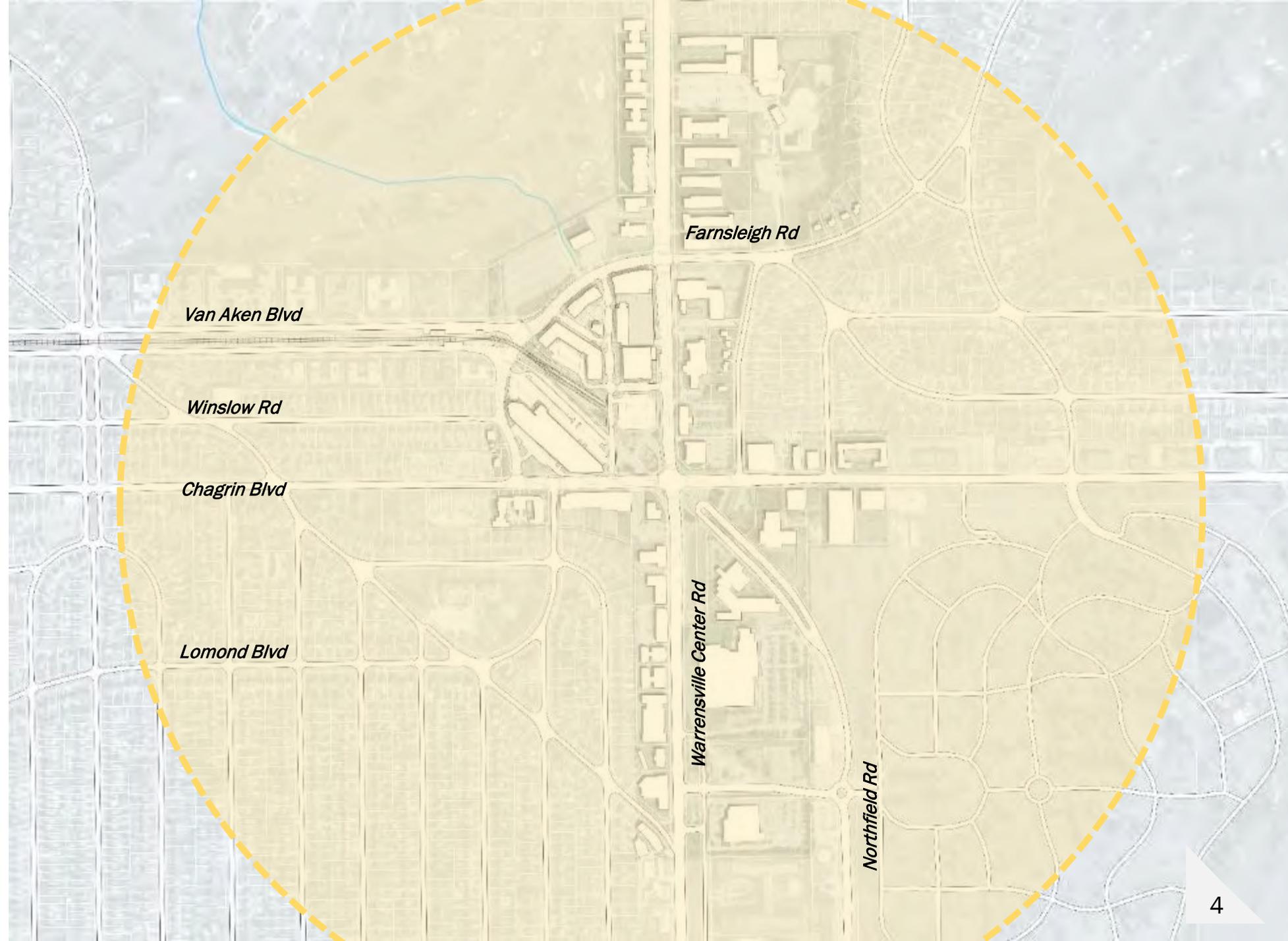
- Create a vibrant, transit-oriented, mixed-use community for Shaker Heights



# VAN AKEN DISTRICT

## Guiding vision:

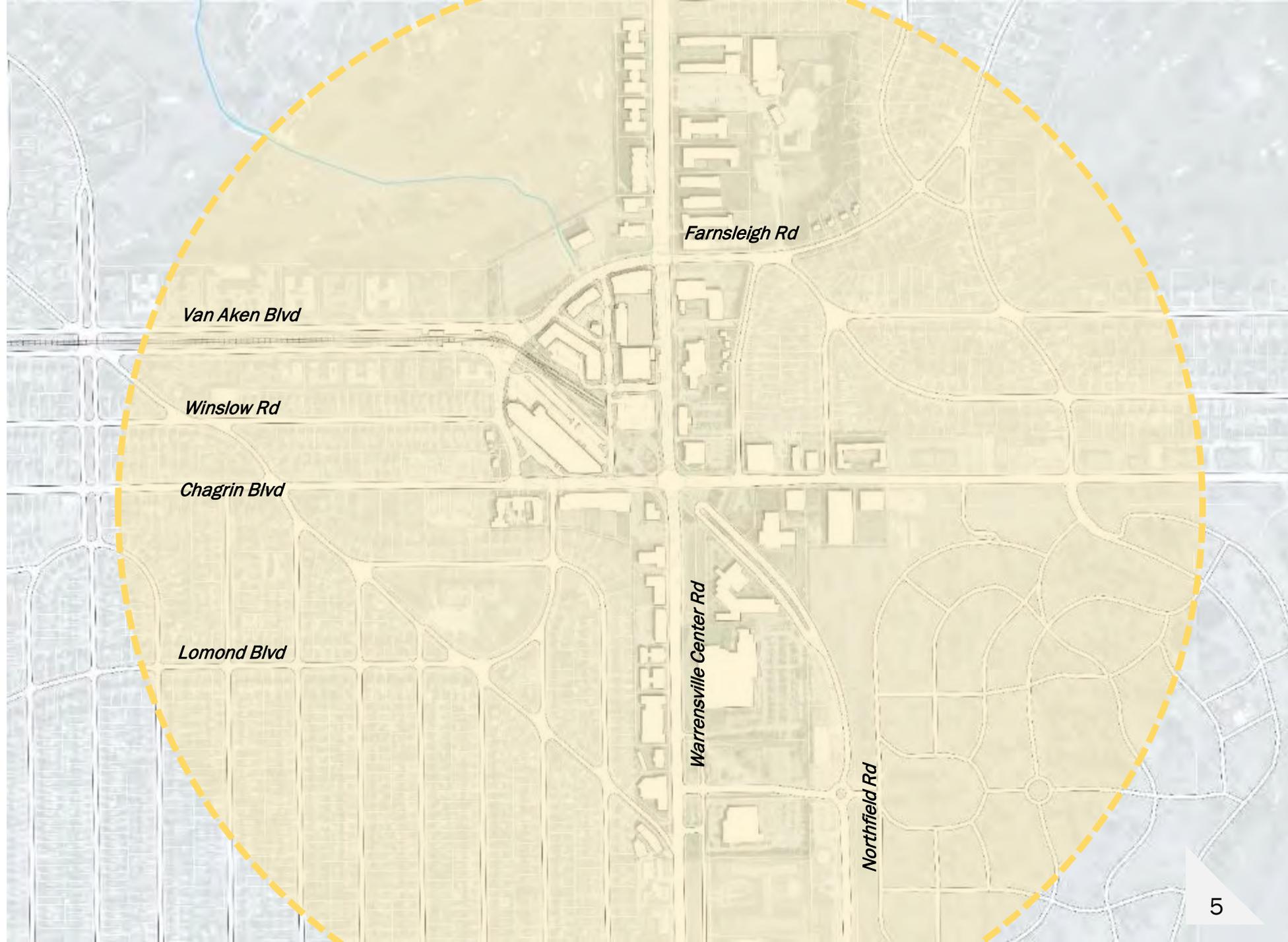
- Create a vibrant, transit-oriented, mixed-use community for Shaker Heights
- Identify strategies:
  - Promote walkability
  - Support bicycle travel
  - Integrate transit
  - Activate public/civic spaces
  - Seek to beautify the district
  - Engage development to create a vibrant, mixed-use environment



# VAN AKEN DISTRICT

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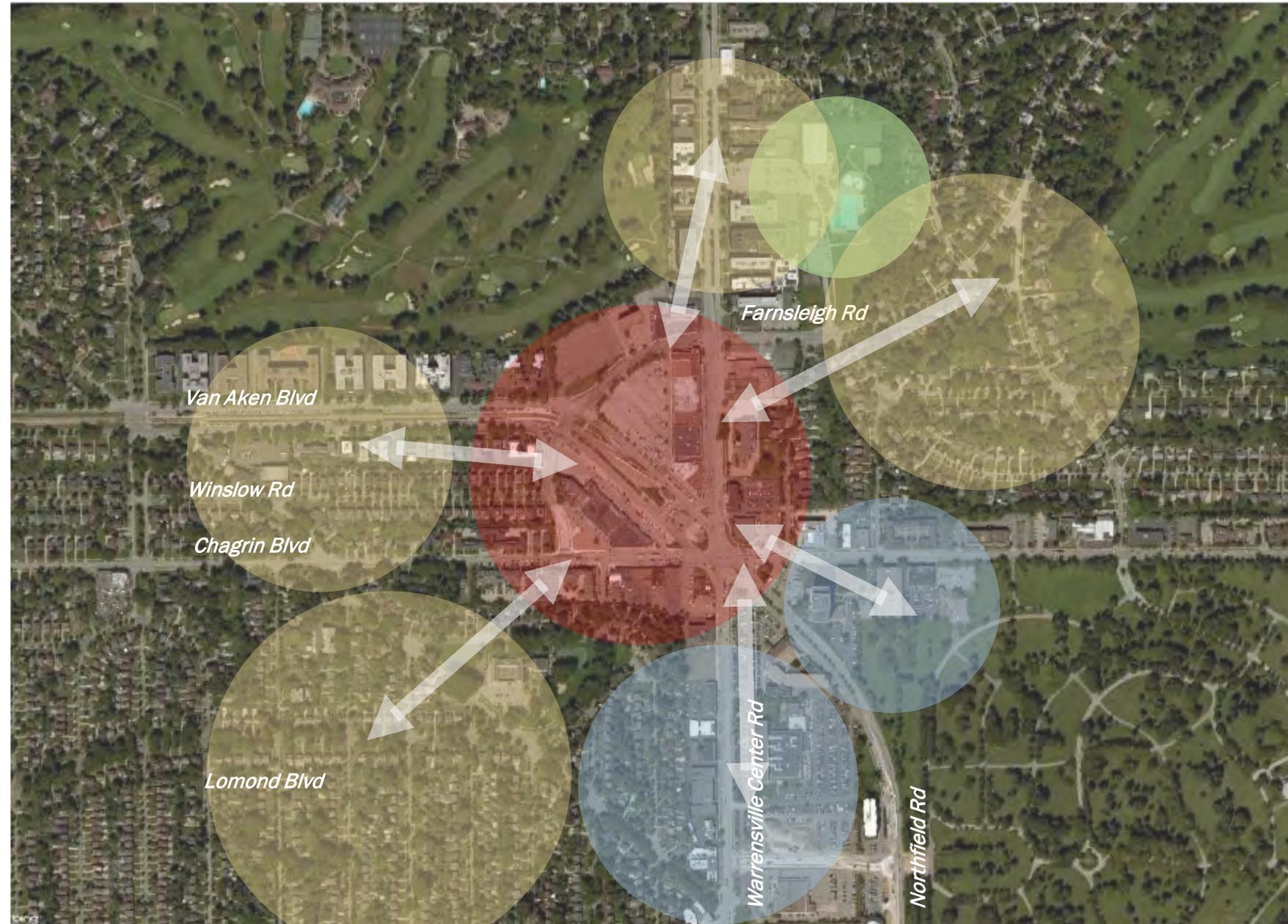
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  - Support bicycle travel
  - Integrate transit
  - Activate public/civic spaces
  - Seek to beautify district
  - Engage development to create a vibrant, mixed-use environment
- Identify gateways, wayfinding and signage



# VAN AKEN DISTRICT

## District-Wide Connections

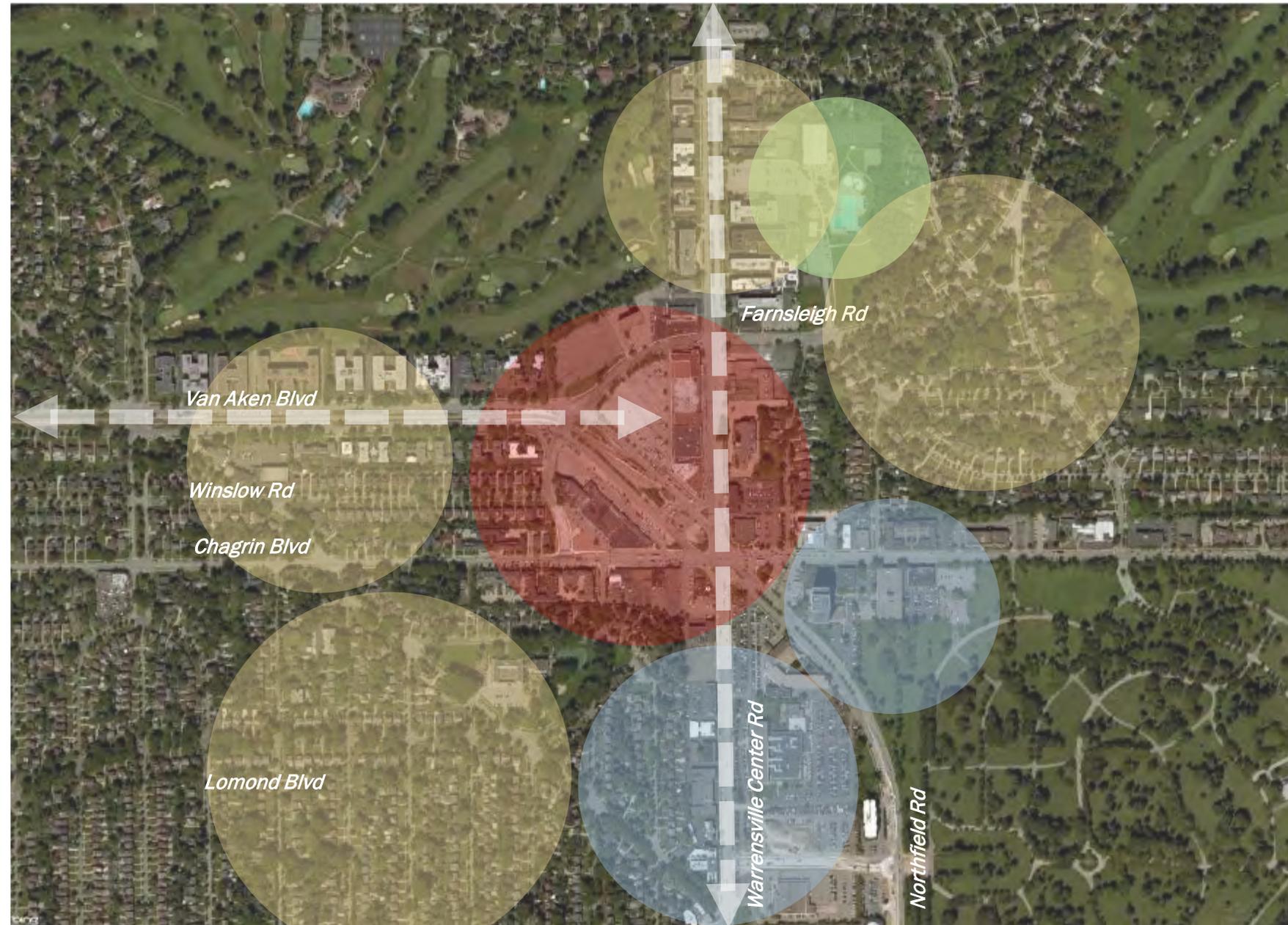
- Mix of land uses
  - Retail/mixed use
  - Office
  - Residential neighborhoods
  - Recreation
- Multiple modes of travel to/from district
- Multiple routes used to/from district
- Numerous destinations



# VAN AKEN DISTRICT

## District-Wide Connections

- Mix of land uses
  - Retail/mixed use
  - Office
  - Residential neighborhoods
  - Recreation
- Multiple modes of travel to/from district
- Multiple routes used to/from district
- Numerous destinations



# COMMUNITY MEETING #1

June 20, 2016

## 1. Getting to the District

- Document bicycle/pedestrian routes, destinations, potential gateways

## 2. Bicycle Friendly Design

- Comment on potential bicycle infrastructure
- Location of preferred bicycle amenities

## 3. Shaker Mad Libs

- What is important to you?

## 4. Creating a District

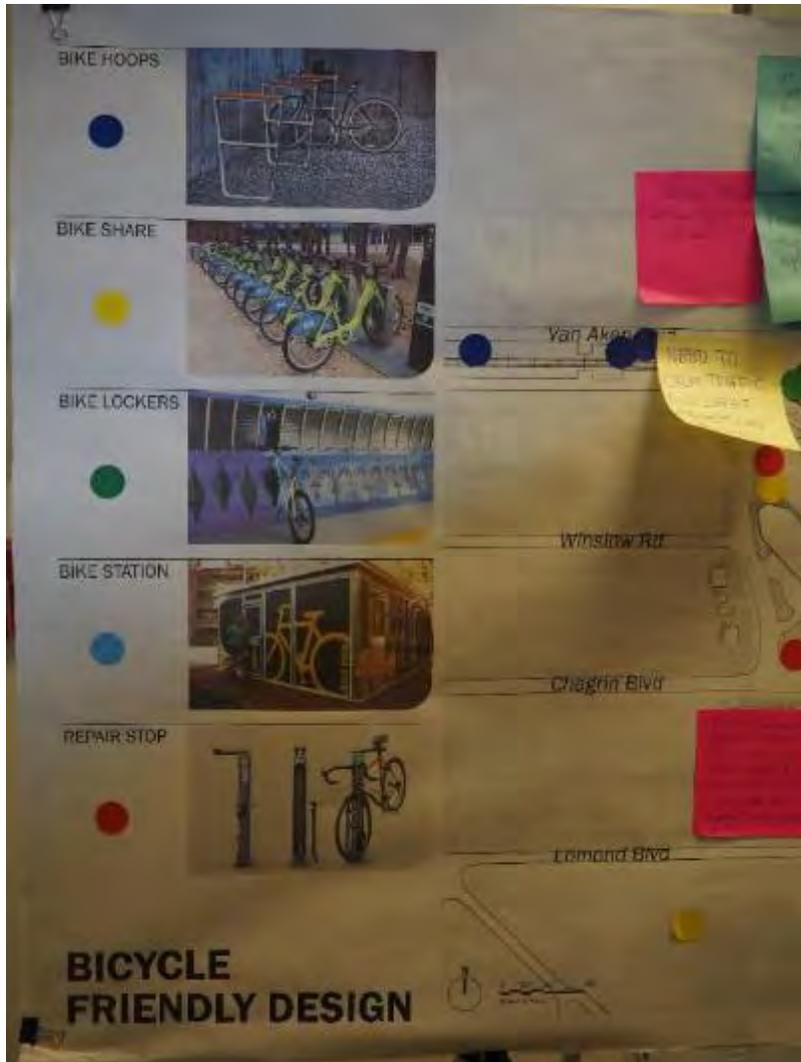
- Dot vote on prioritizing elements – 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> priority
- Dot vote on specific amenities



1



2





3



### Shaker Heights Identity:

iconic art, trees/gardens...sense of clean funkiness, pet friendly

### Making it a great place:

trees/gardens, unique shops... places to sit, eat ice cream, anything but parking

### Feeling/atmosphere:

safe, welcoming, friendly, authentic...sense of history

### Increasing walkability:

multi-use paths, wide sidewalks, safe crosswalks...water bottle filling station

### Increasing bike access:

multi-use paths, bike lanes, bike racks + stations...security, lighting

### Excited for:

eating and drinking...local businesses, affordable office space

4

		
LIGHTING	SIGNAGE	FURNISHINGS
		
		
		
		
		

**CREATING A DISTRICT**

4



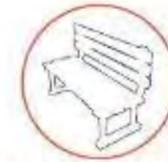
LIGHTING

Contemporary as opposed to traditional or modern; pedestrian scale



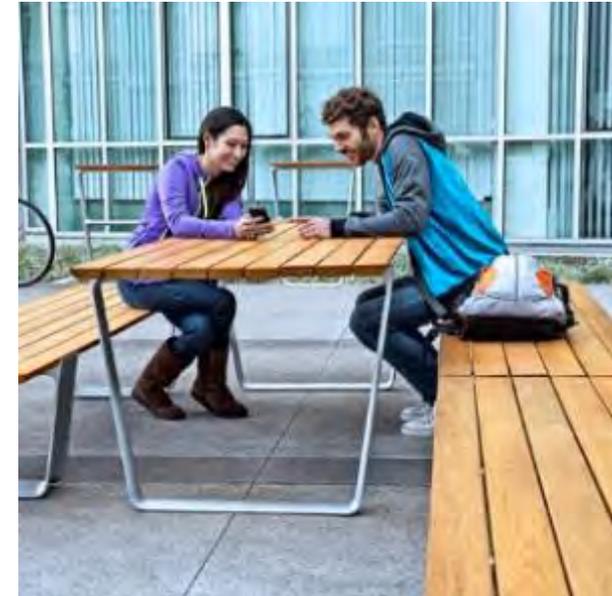
SIGNAGE

Clear messaging and wayfinding; not just identity



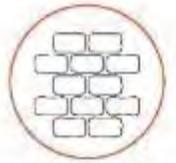
FURNISHINGS

Flexibility and mixture of materials; contemporary



**CREATING A DISTRICT: PREFERENCES**

4



HARDSCAPE

Mixture of materials and colors that clearly define space; durable



LANDSCAPE

Street trees/planting beds that provide shade; separate pedestrian from street



ART

Wide range of options with emphasis on interactive elements



## CREATING A DISTRICT: *PREFERENCES*



ART



FURNISHINGS



LANDSCAPE



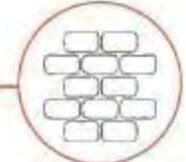
SIGNAGE



LIGHTING



BICYCLES



HARDSCAPE

## CREATING A DISTRICT: *PRIORITIES*

4



ART



FURNISHINGS



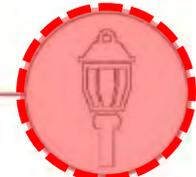
LANDSCAPE

3



SIGNAGE

2

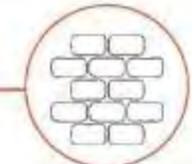


LIGHTING

1

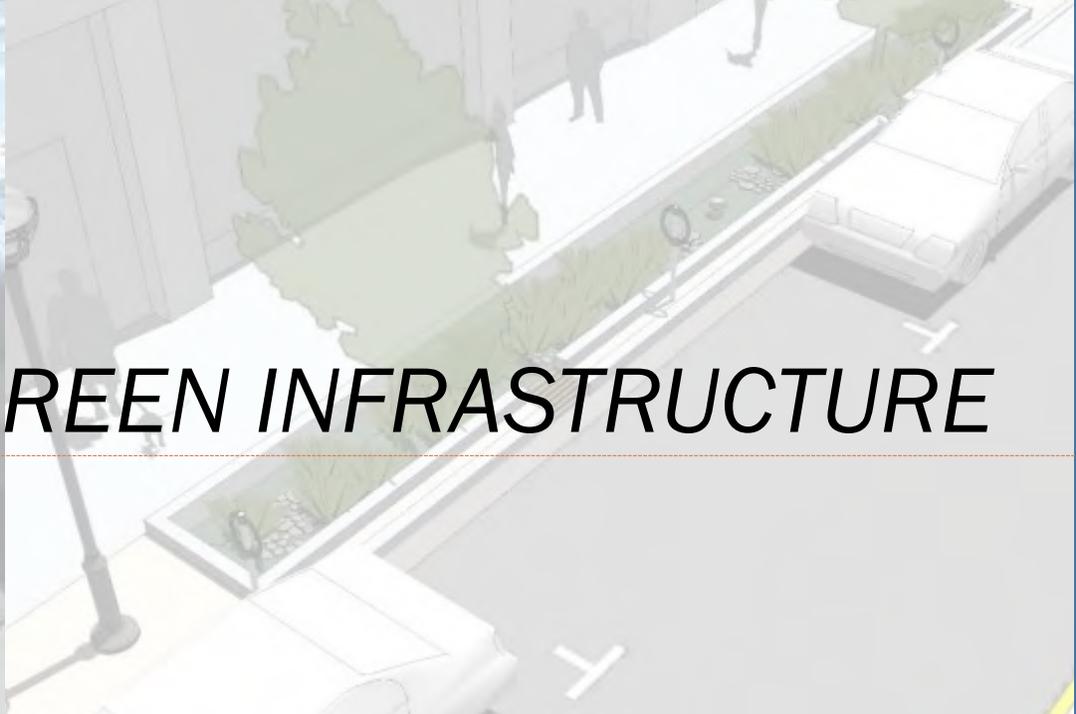


BICYCLES

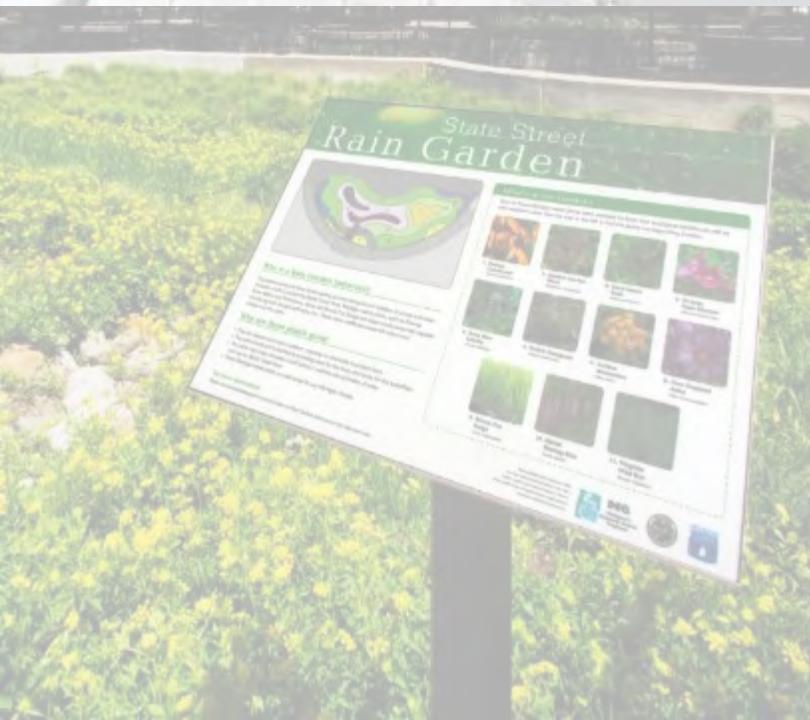


HARDSCAPE

## CREATING A DISTRICT: *PRIORITIES*



# 03 GREEN INFRASTRUCTURE



# What is Green Infrastructure?

*Green Infrastructure* is a flexible term, and it has been used differently in different contexts . . . The EPA intends the term to generally refer to . . .

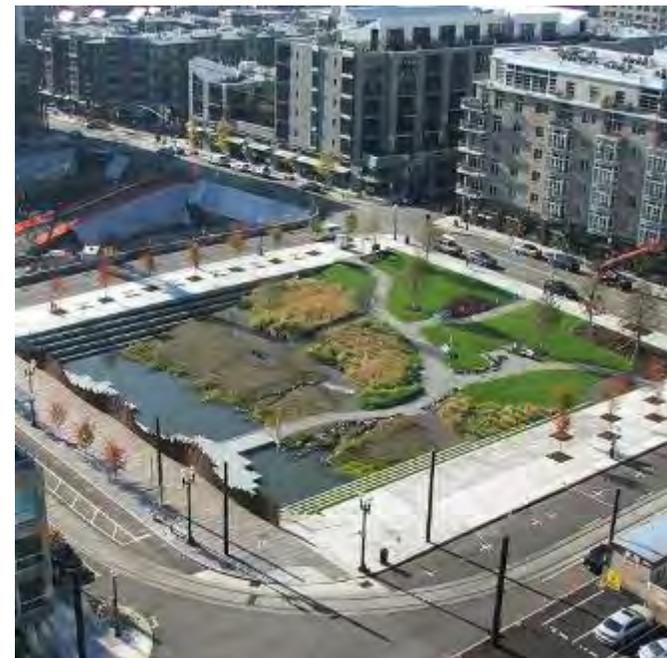
*Practices that use or mimic natural processes to infiltrate, evapotranspire, or reuse. . . runoff on the site where it is generated.*

Source: US EPA



# Find the Sweet Spot for the Greatest Benefit

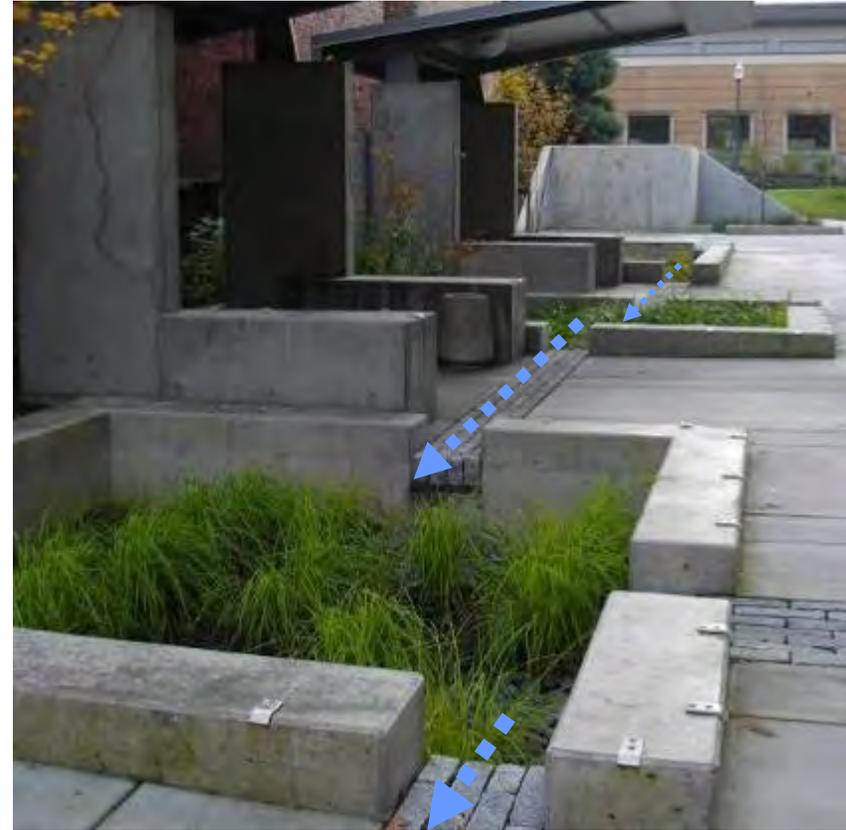
	Event	Rainfall	Avg. Annual Rainfall Managed
Water Quality	first flush	0.5	76.69%
		1.03	93.73%
		1.2	95.82%
		1.31	96.78%
		1.51	97.96%
		1.72	98.71%
Flood Risk	2-year	1.87	99.07%
	5-year	2.26	99.57%
	10-year	2.75	99.81%
	15-year	3.13	99.90%
	25-year	3.6	99.96%
	50-year	3.98	99.98%
	100-year	4.36	99.99%
	>100-year	> 4.36	100.00%



## Tools: Infiltration Planters



Miller Road Rain Gardens  
Ann Arbor, MI



Portland State University  
Portland, OR

# Tools: Infiltration Planters



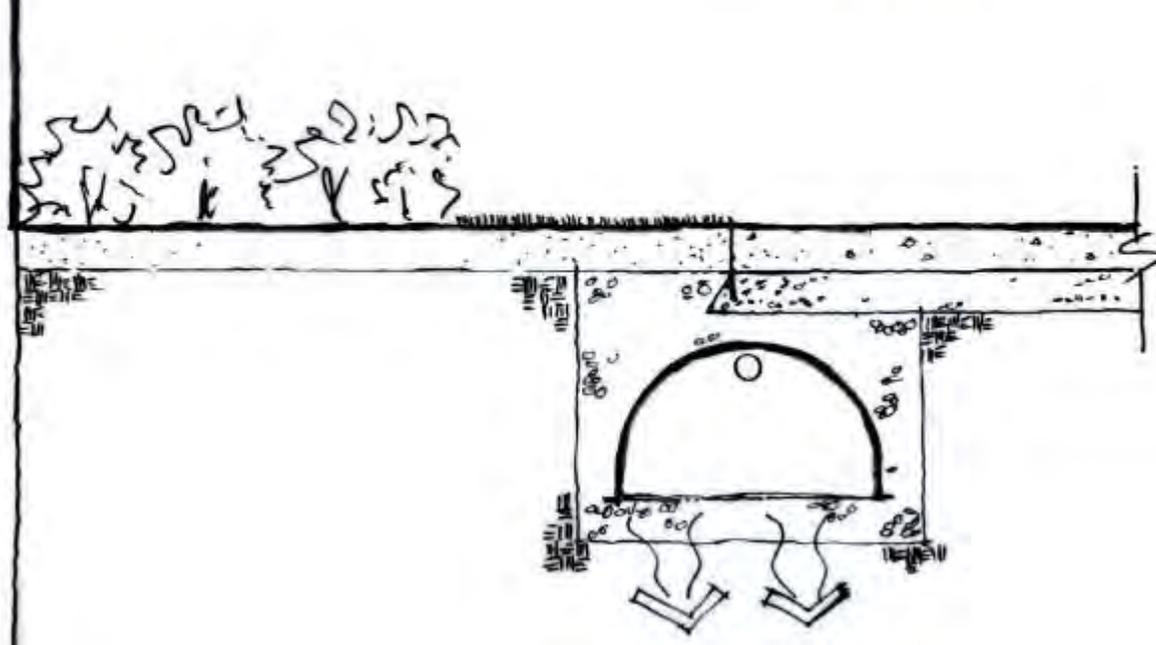
State Street Parking Lot,  
Battle Creek, MI



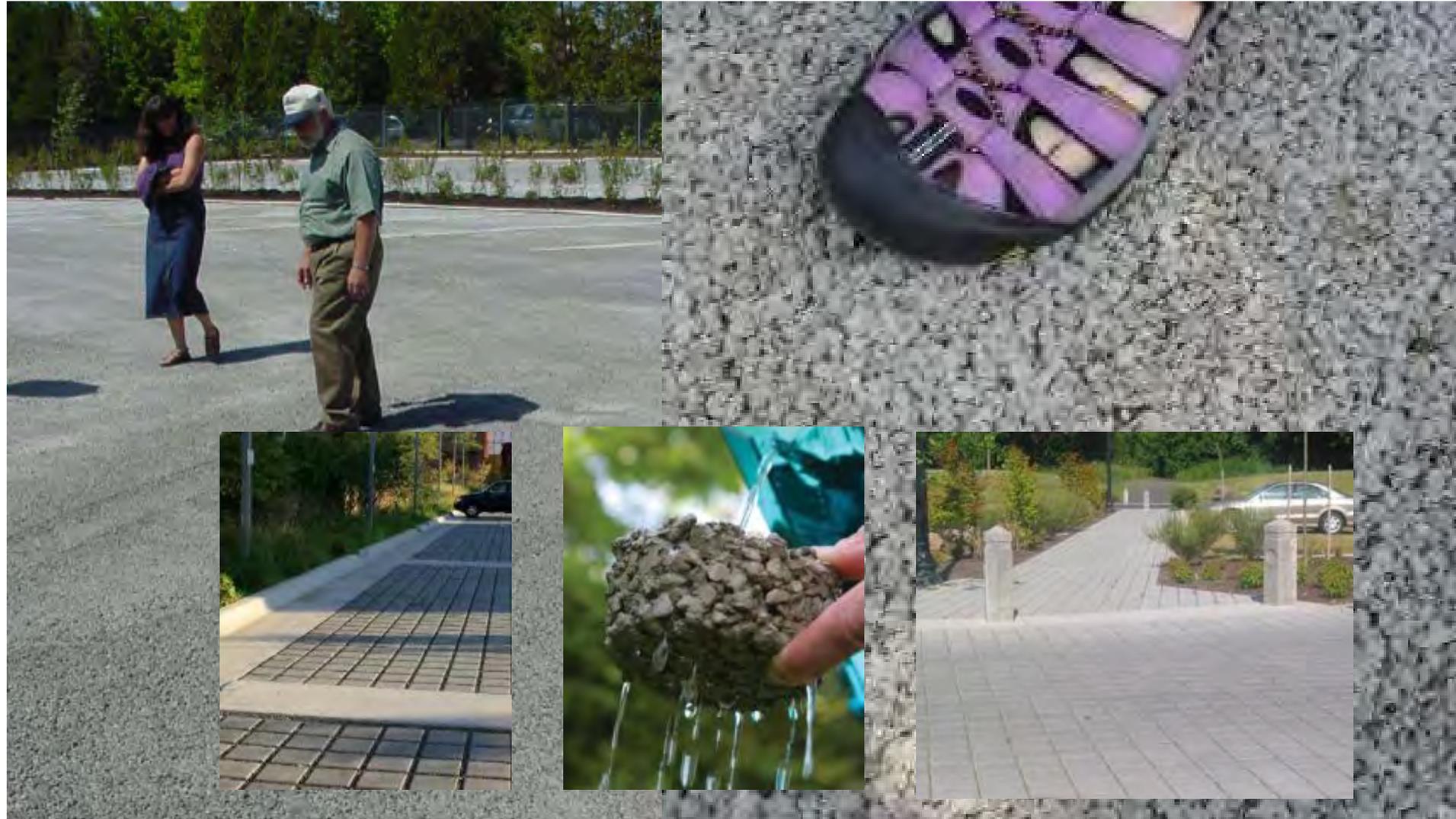
# Tools: Infiltration Chambers



Infiltration chambers can add additional detention capabilities in very urban conditions.



# Tools: Porous Pavement



# Tools: Green Roofs



**Green Roofs** have been used in Europe for over 25 years to control runoff volume, improve air and water quality, and promote energy conservation. **Green roofs are particularly effective in highly impervious cities and other urbanized areas** in controlling runoff at the source. In the United States, and particularly in the mid-west, green roofs are becoming more widely used. Chicago requires green roofs on any project receiving public assistance, and the Ford Rouge Plant is one of the biggest green roof applications in the world.

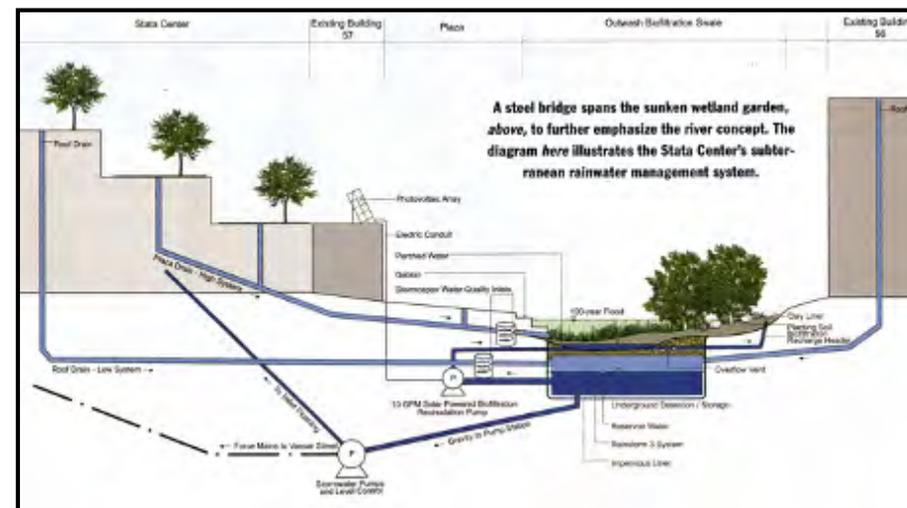


In a recent study at MSU, a green roof with 1.5" of plant medium intercepted 70% of the rain that fell on it over a 14 month period. Green Roof Stormwater Retention; Journal of Environmental Quality.

# Tools: Rainwater Harvesting



Office Scale



District Scale



Residential Scale



# Opportunities for Green Infrastructure

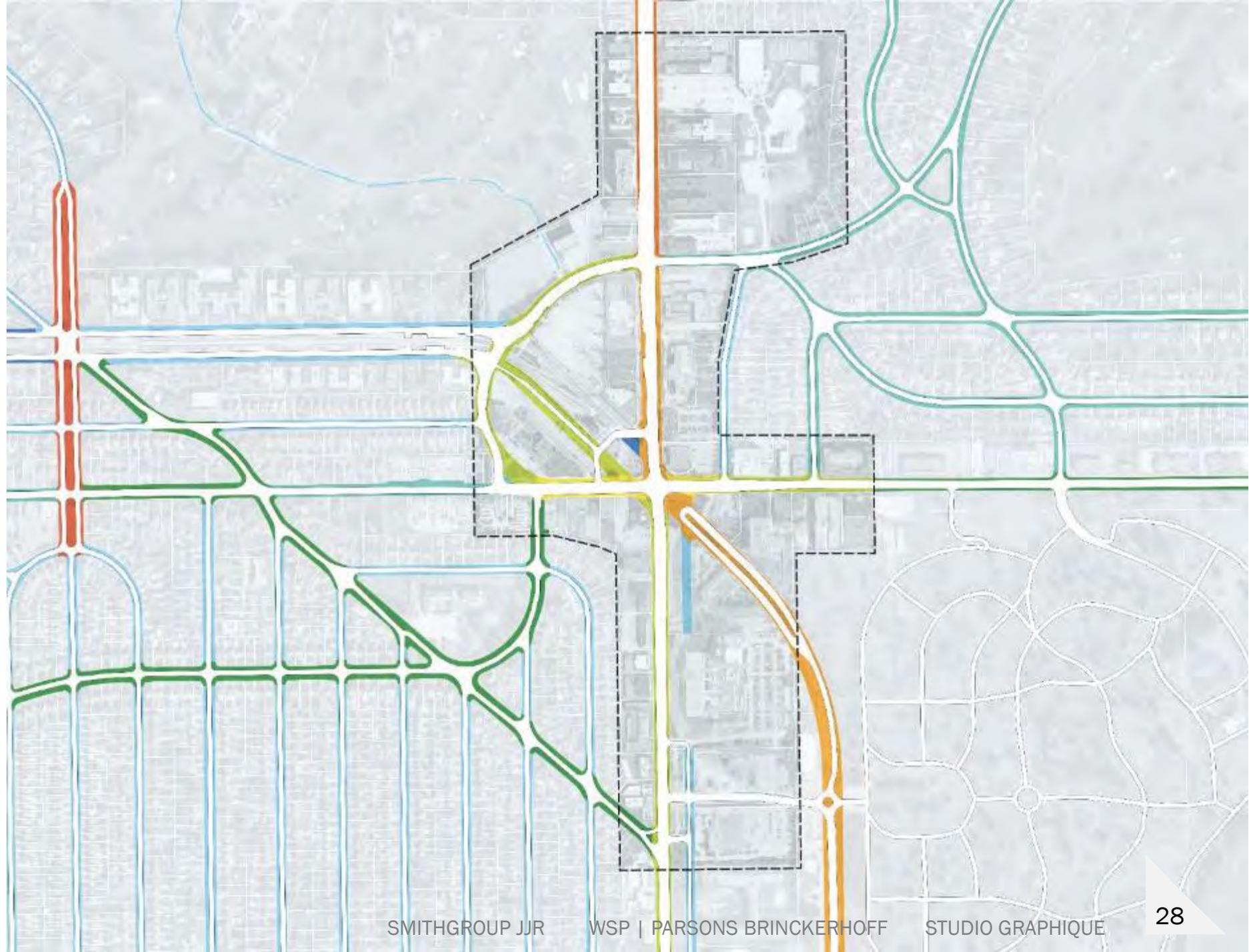


## RIGHT OF WAY

- Varied ROW widths, generally correspond with traffic volume
- Vehicles utilize a majority of existing ROW
- Colored areas show what remains outside of roadways

### KEY

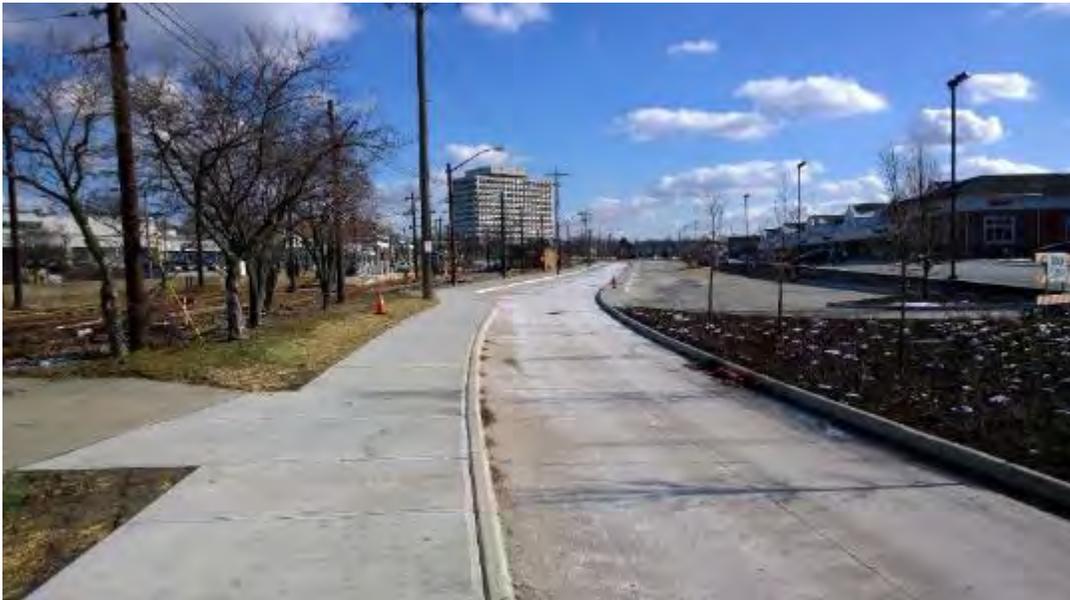
40'	90'
50'	100'
60'	110'
70'	120'
80'	



# Farnsleigh Rd.

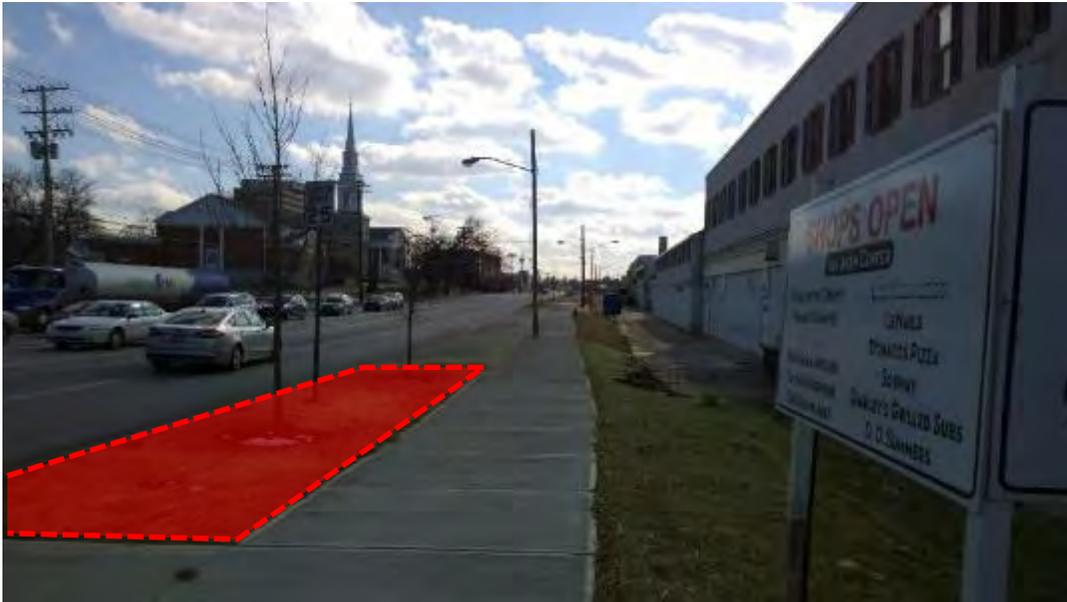


Consider potential to extend beyond ROW



Transit Drive

# Warrensville Center Rd. – north of Chagrin



Consider potential to retrofit

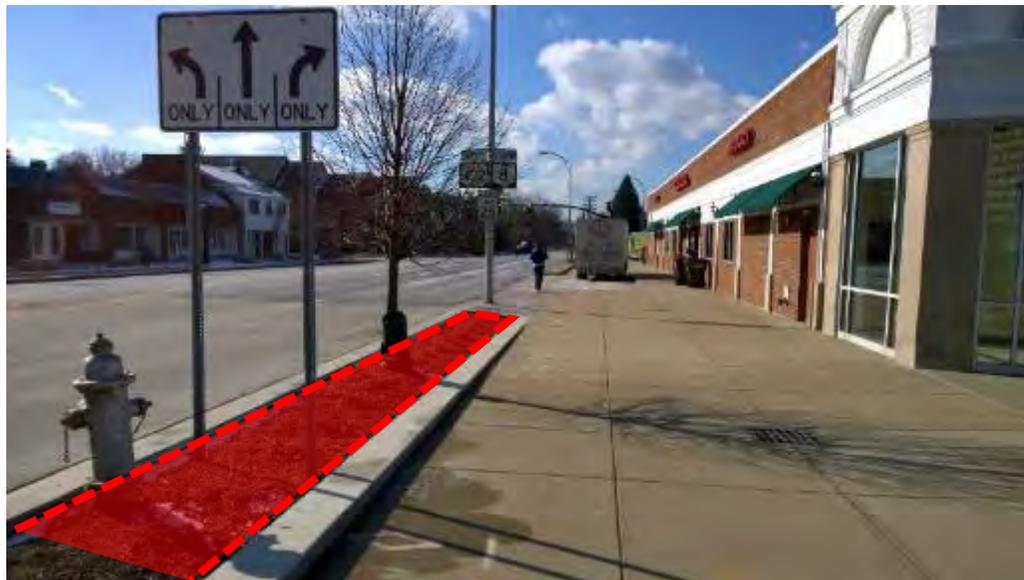
# Warrensville Center Rd. – south of Chagrin



Consider potential to extend beyond ROW



# Chagrin Blvd



Consider potential to retrofit





## 03 PUBLIC ART

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*VAN AKEN DISTRICT: PUBLIC ART*  
*Endless Opportunities: Sculpture*



*VAN AKEN DISTRICT: PUBLIC ART*  
*Endless Opportunities: Murals*



# VAN AKEN DISTRICT: PUBLIC ART

## *Endless Opportunities: Water*



*VAN AKEN DISTRICT: PUBLIC ART*  
*Endless Opportunities: Light*



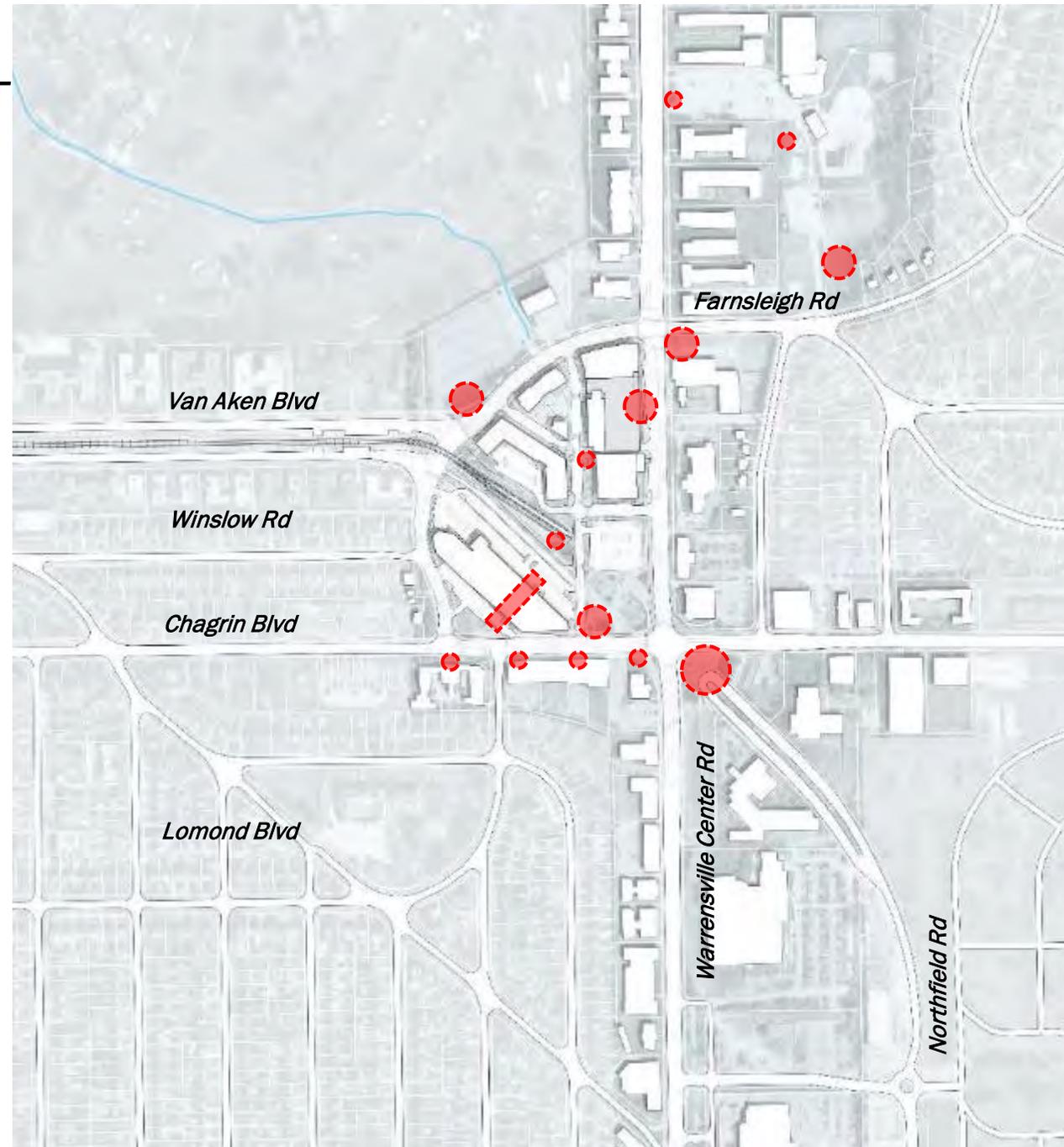
# VAN AKEN DISTRICT: PUBLIC ART

## *Endless Opportunities: Interactive*



# VAN AKEN DISTRICT: PUBLIC ART Potential Locations

- Permanent + Temporary
- Ephemeral/Changing
- Pop up
- Surprise + Delight





## 04 SIGNAGE + WAYFINDING

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# VAN AKEN DISTRICT SIGNAGE



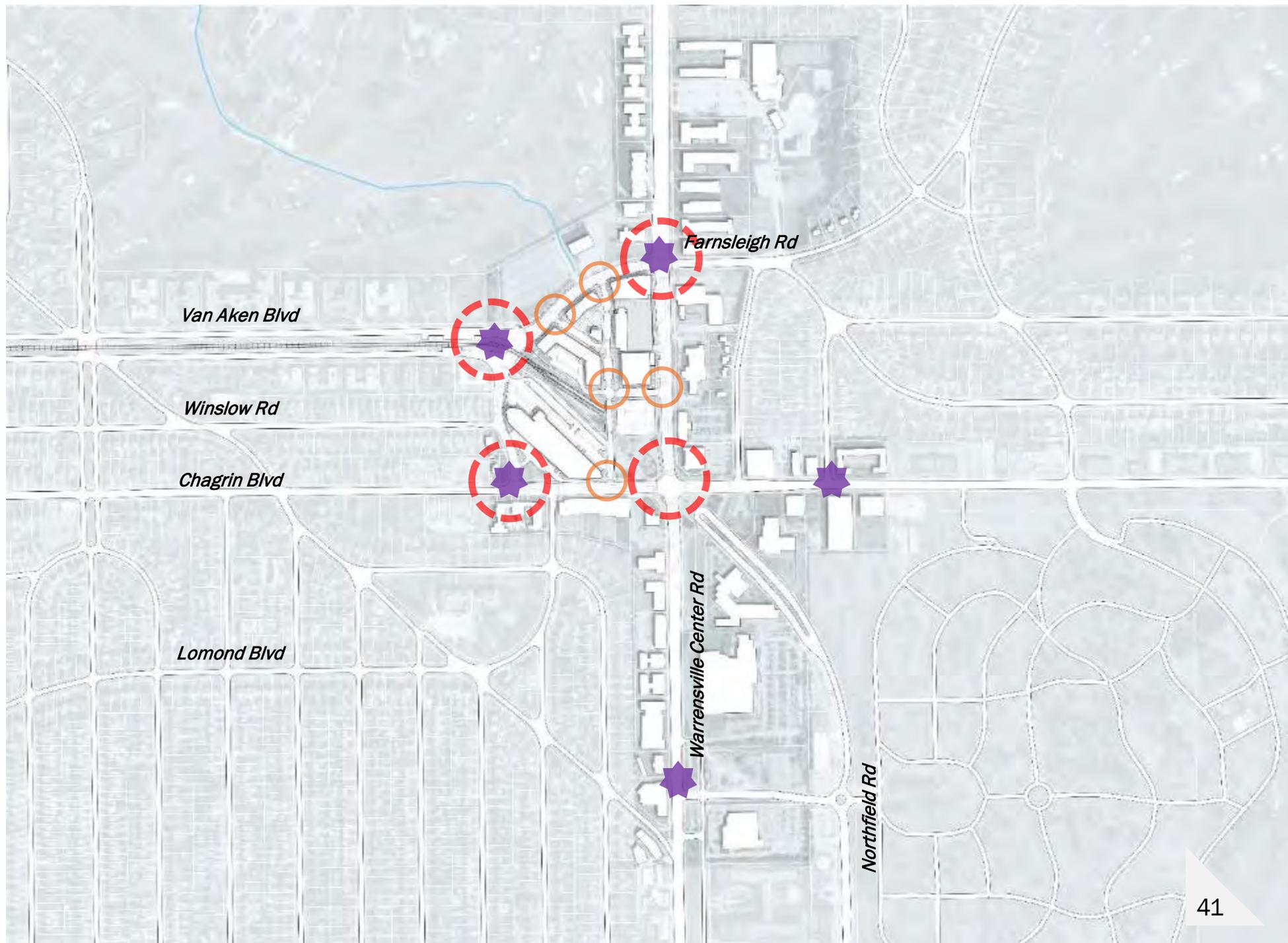
Primary Decision Point



Secondary Decision Point



District Gateway



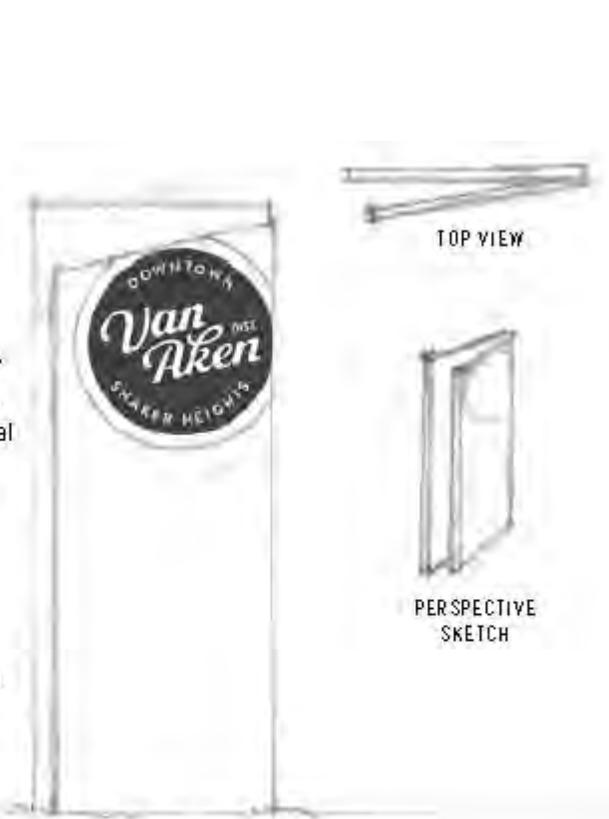
# Gateway Sign Concepts



Concept A



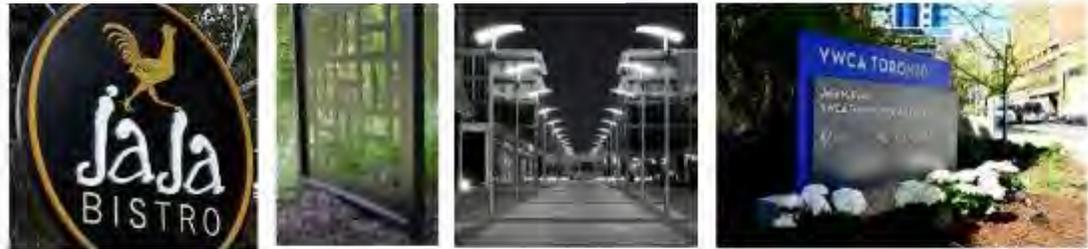
Concept B



Concept C



COLOR PALLETTE





# 05 VAN AKEN DISTRICT FRAMEWORK PLAN

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# VAN AKEN DISTRICT CONNECTIONS FRAMEWORK PLAN

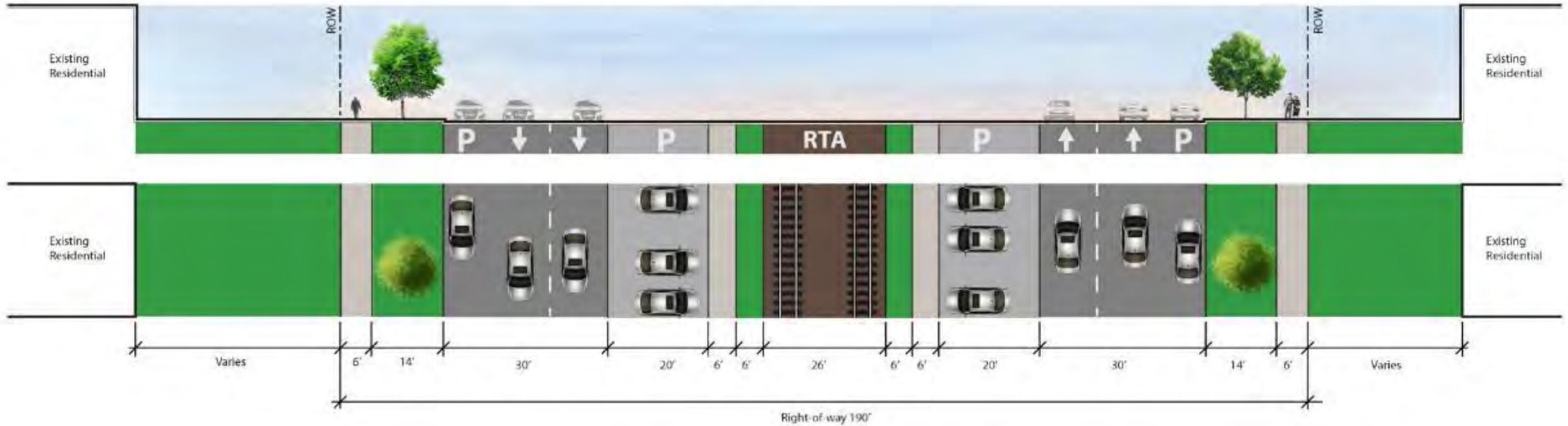
- KEY**
-  Community Anchor
  -  Gateway
  -  Traffic Light
  -  Multi-Purpose Path
  -  Multi-purpose Path
  -  Sidewalk
  -  Community Collector



# VAN AKEN BLVD

## Existing Conditions

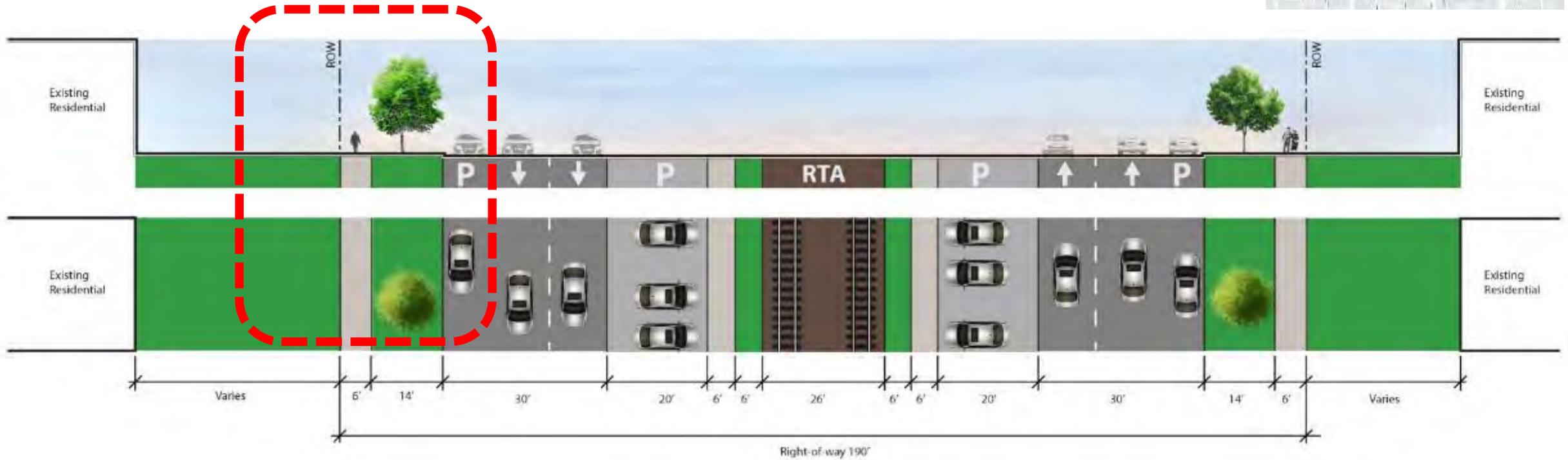
(looking east)



# VAN AKEN BLVD

## Existing Conditions

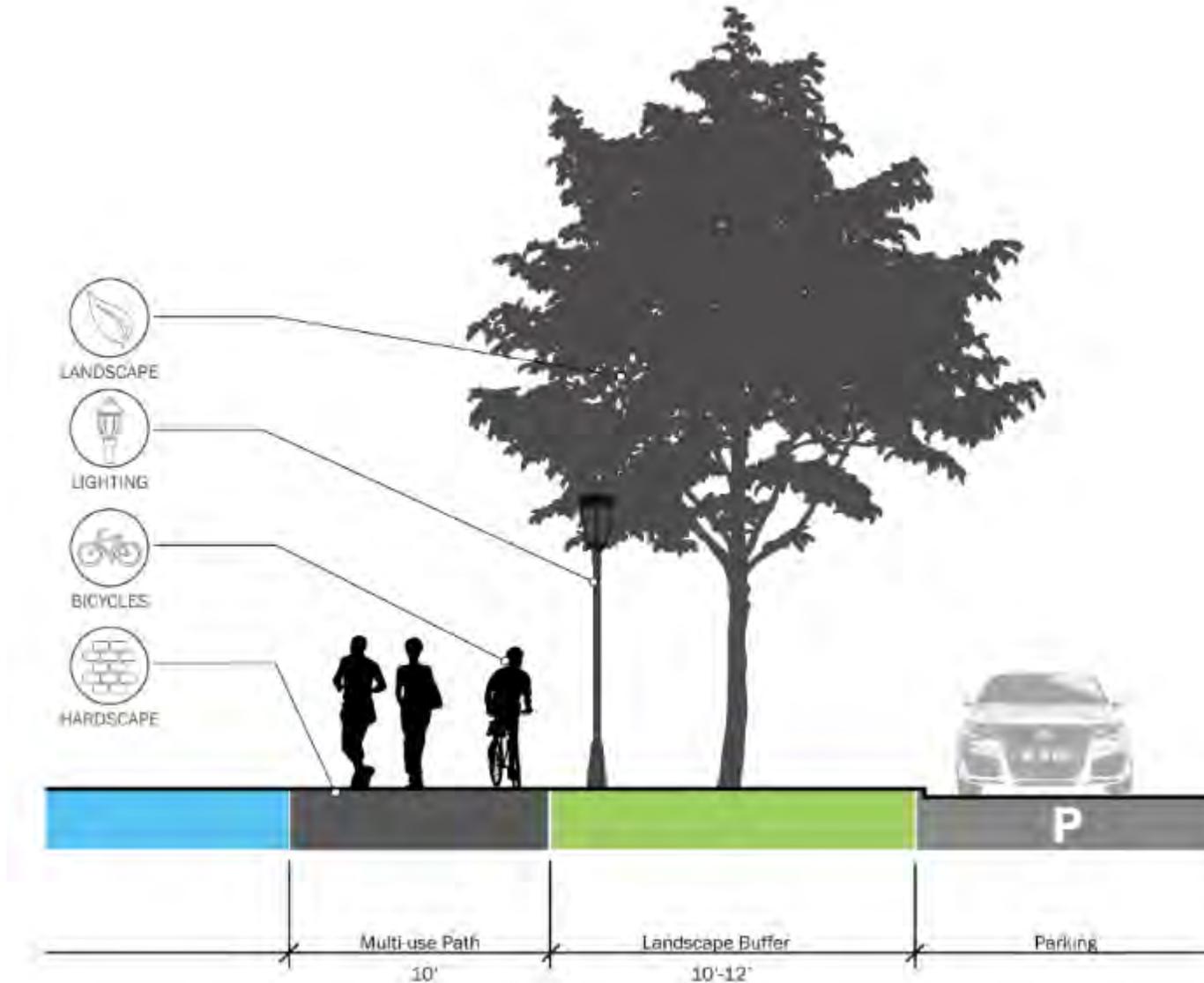
(looking east)



# VAN AKEN BLVD

Proposed

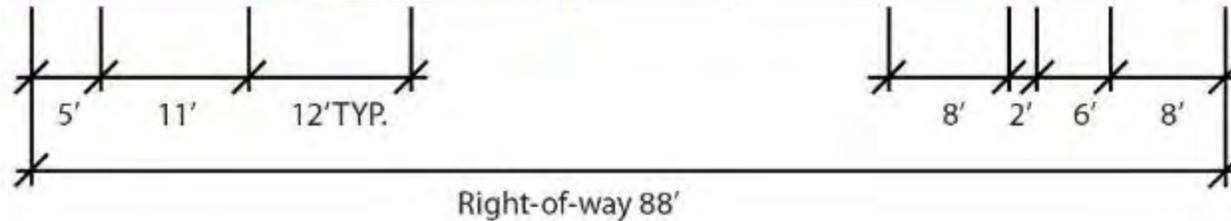
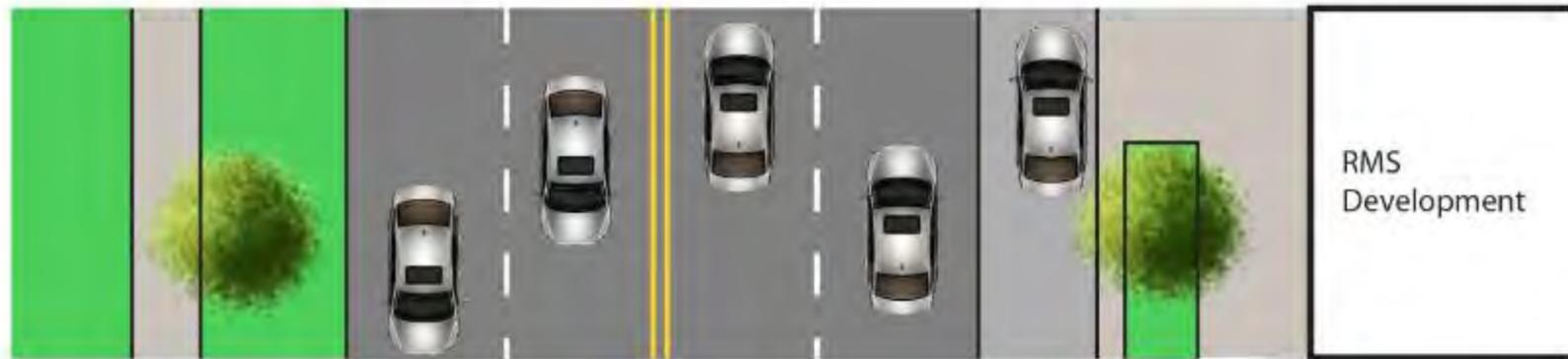
(looking east)



# FARNSLEIGH RD

## Existing Conditions

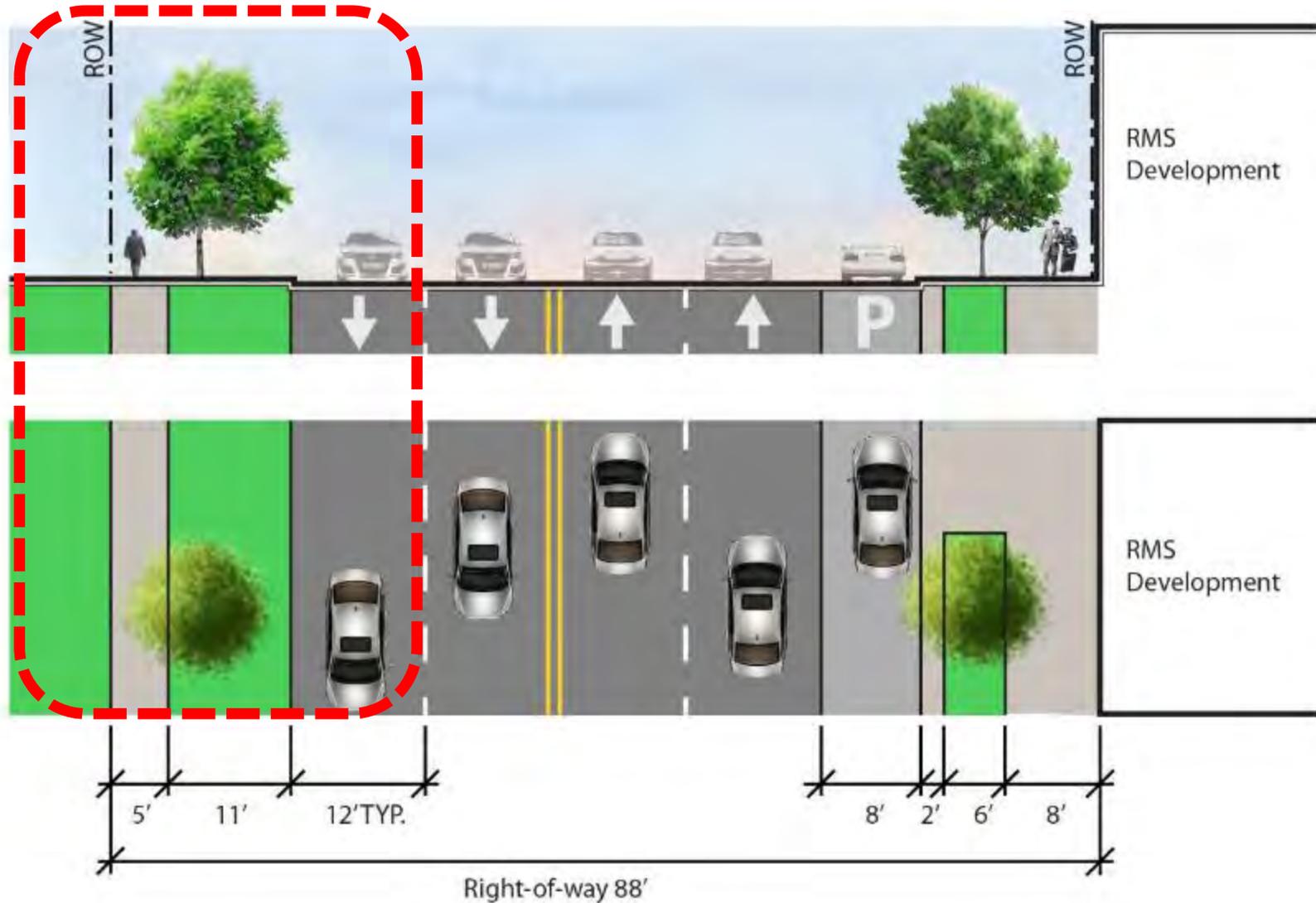
(looking northeast)



# FARNSLEIGH RD

## Existing Conditions

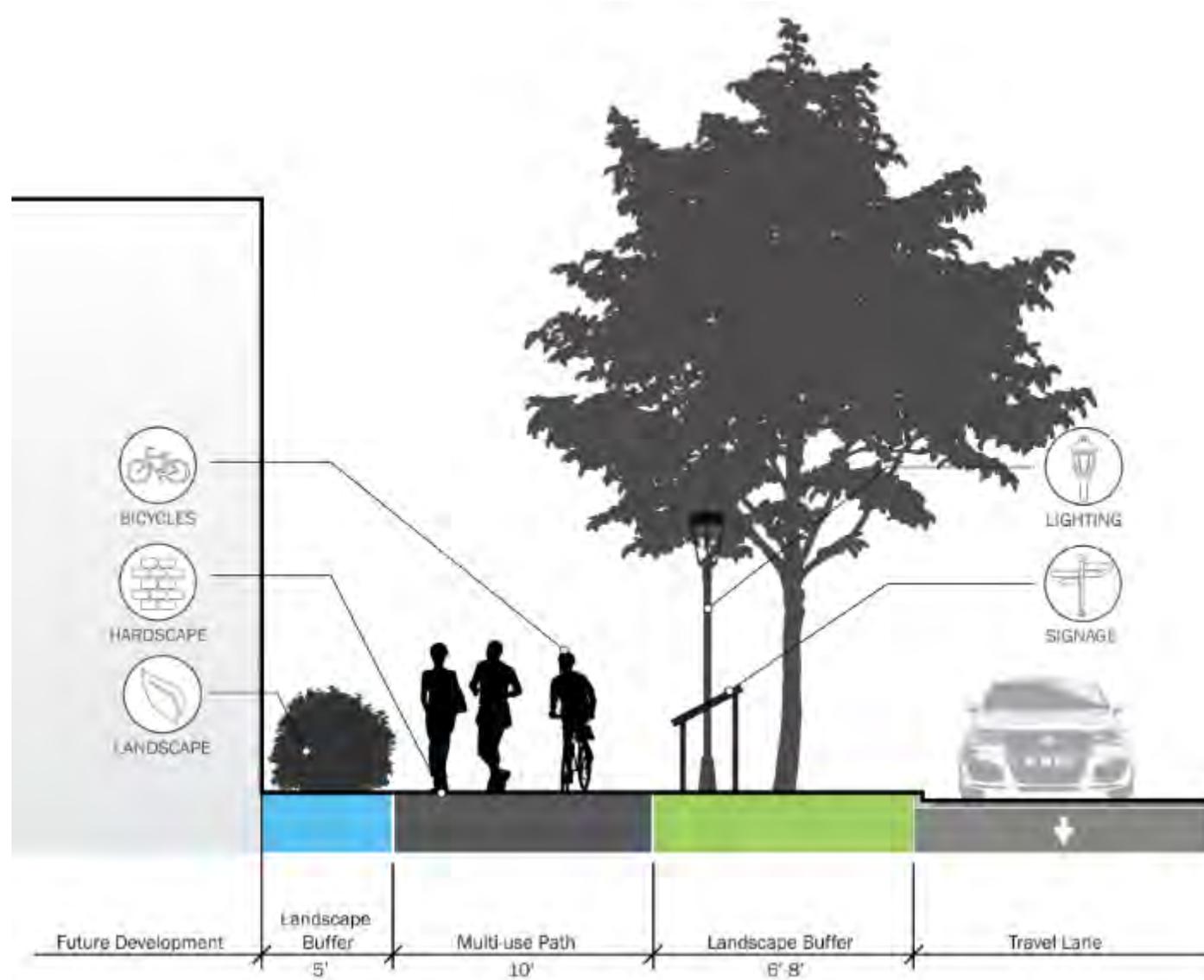
(looking northeast)



# FARNSLEIGH RD

Proposed

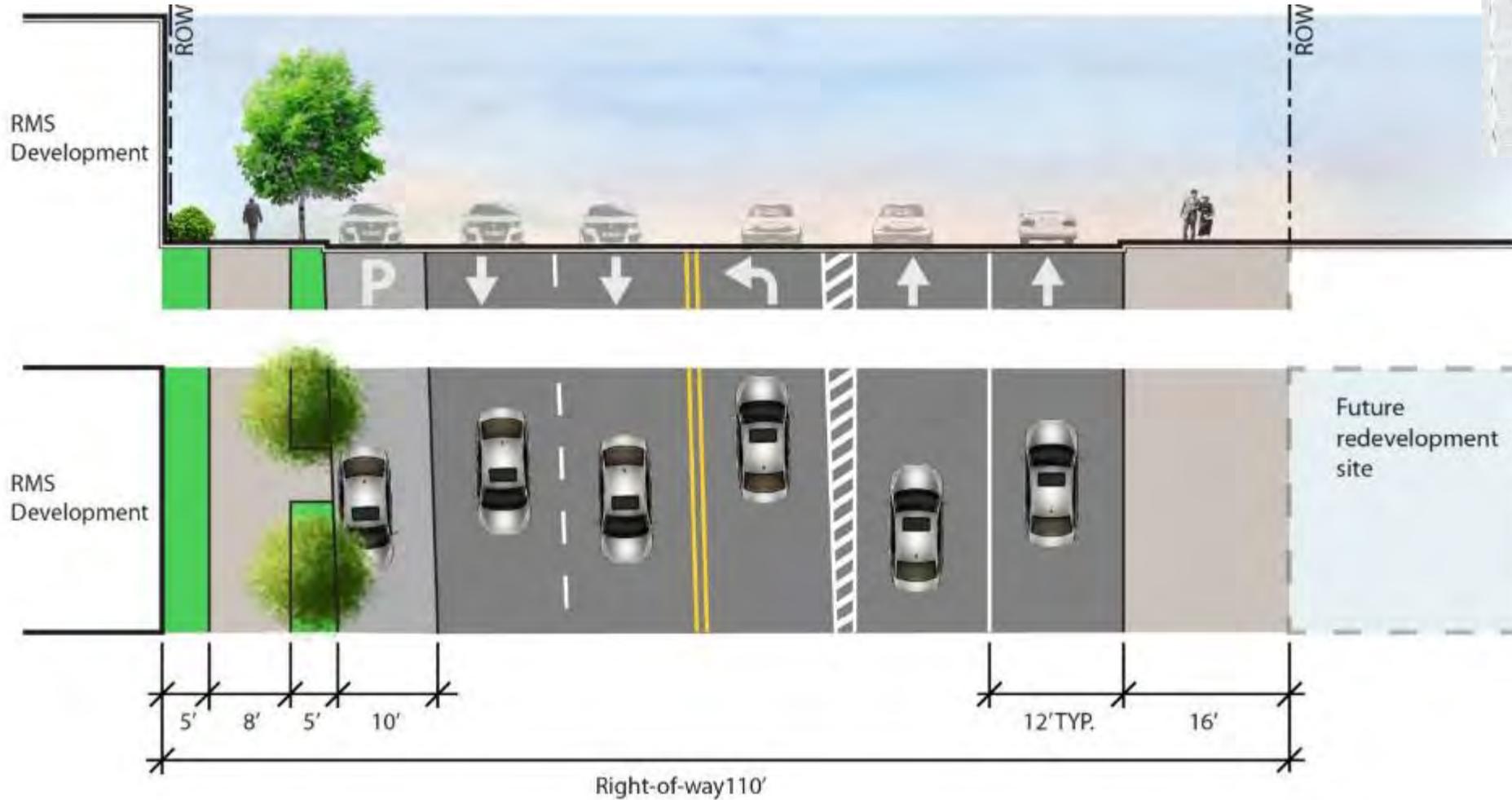
(looking northeast)



# WARRENSVILLE CENTER RD (NORTH)

## Existing Conditions

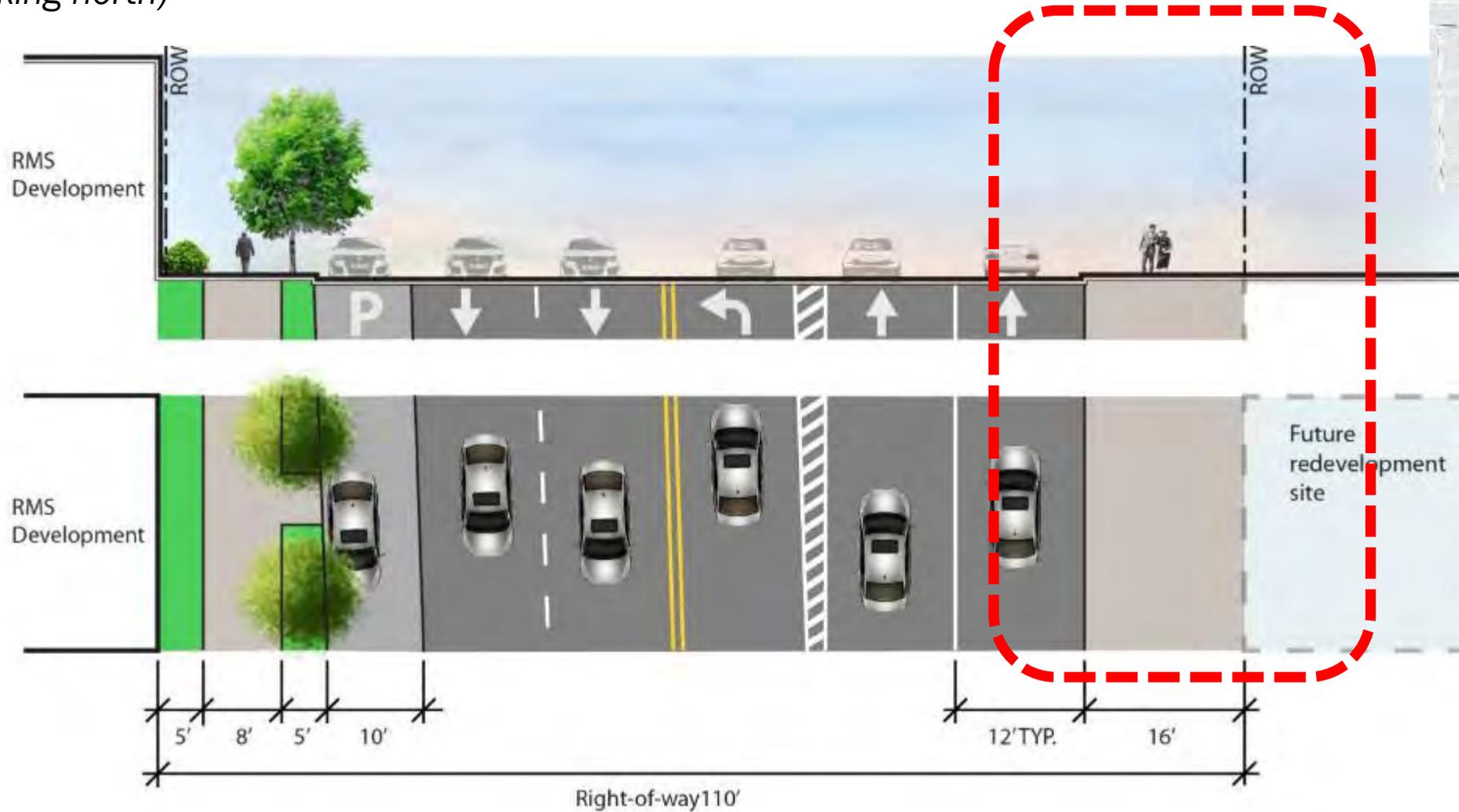
(looking north)



# WARRENSVILLE CENTER RD (NORTH)

## Existing Conditions

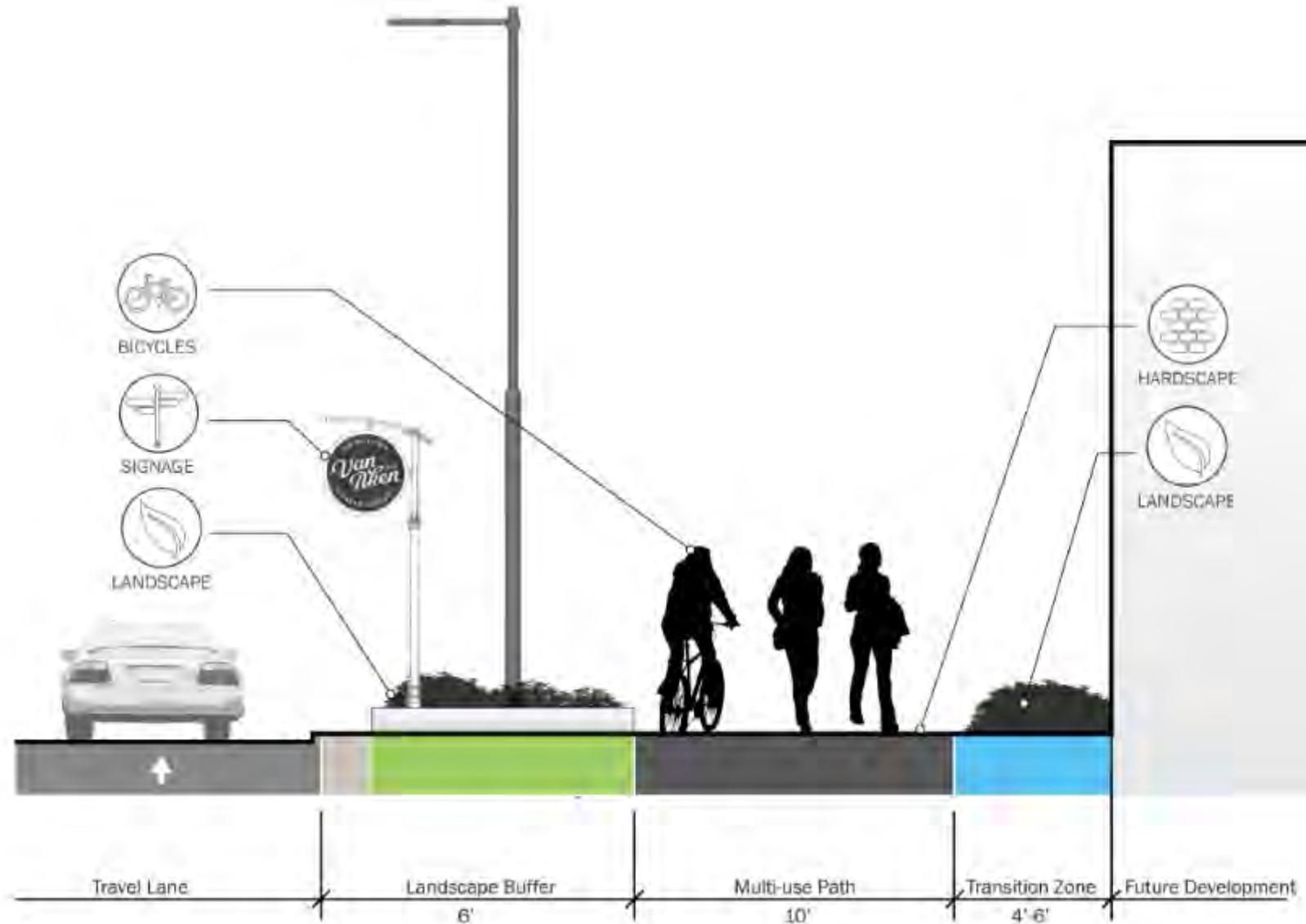
(looking north)



# WARRENSVILLE CENTER RD (NORTH)

Proposed

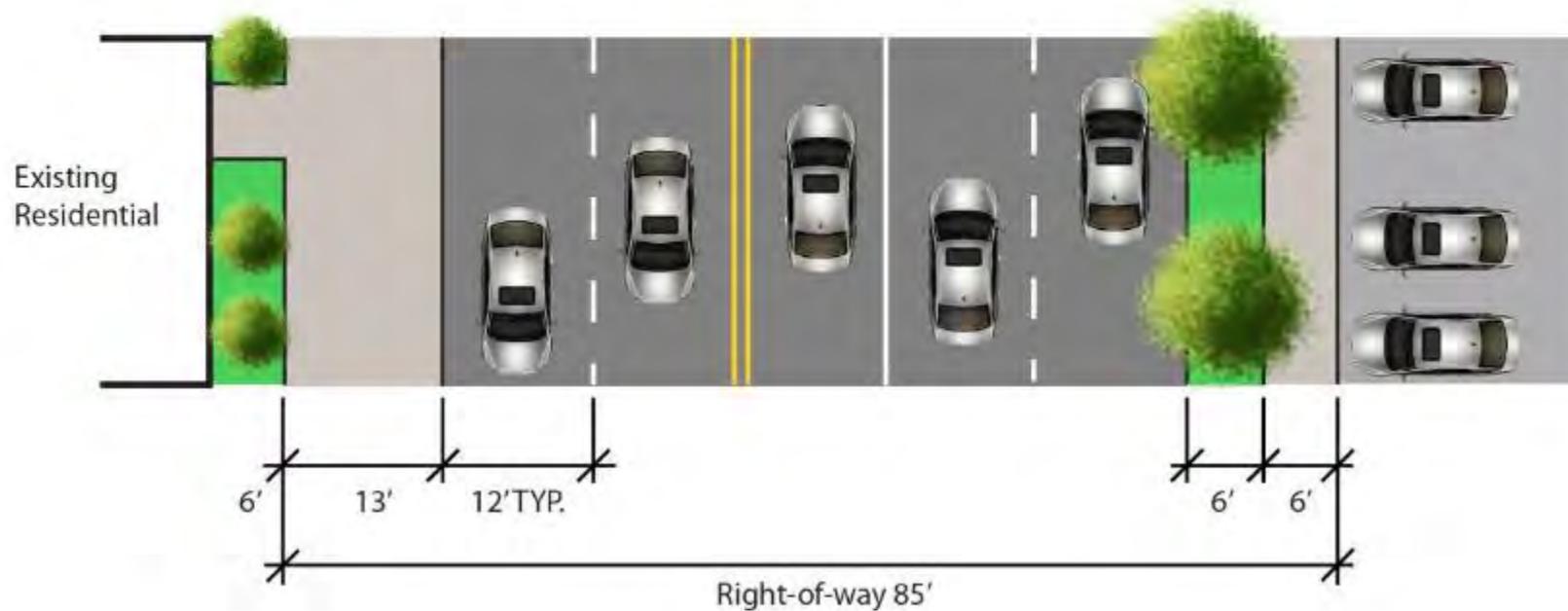
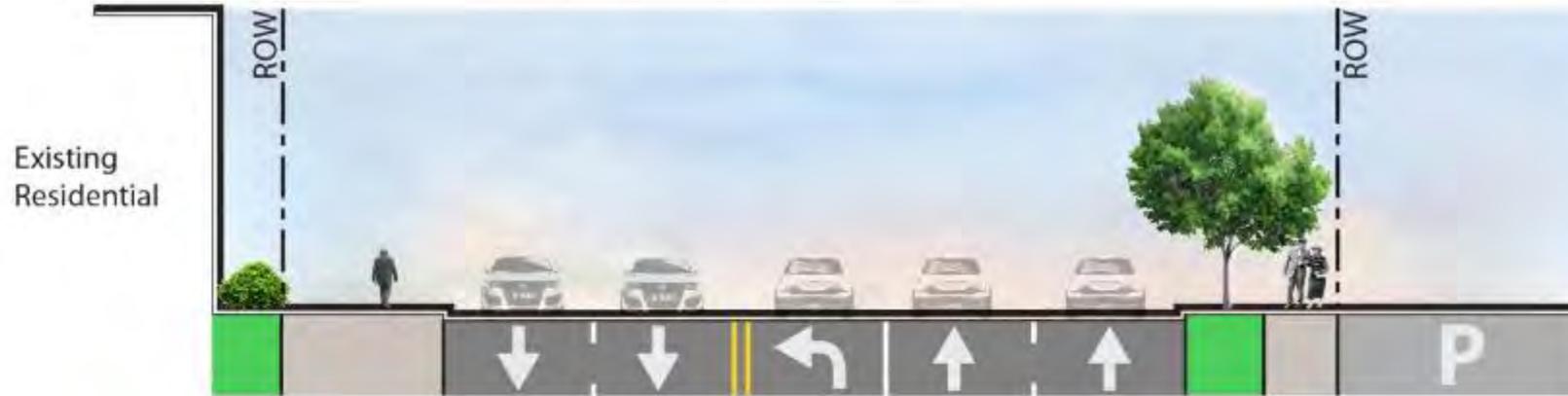
(looking north)



# WARRENSVILLE CENTER RD (SOUTH)

## Existing Conditions

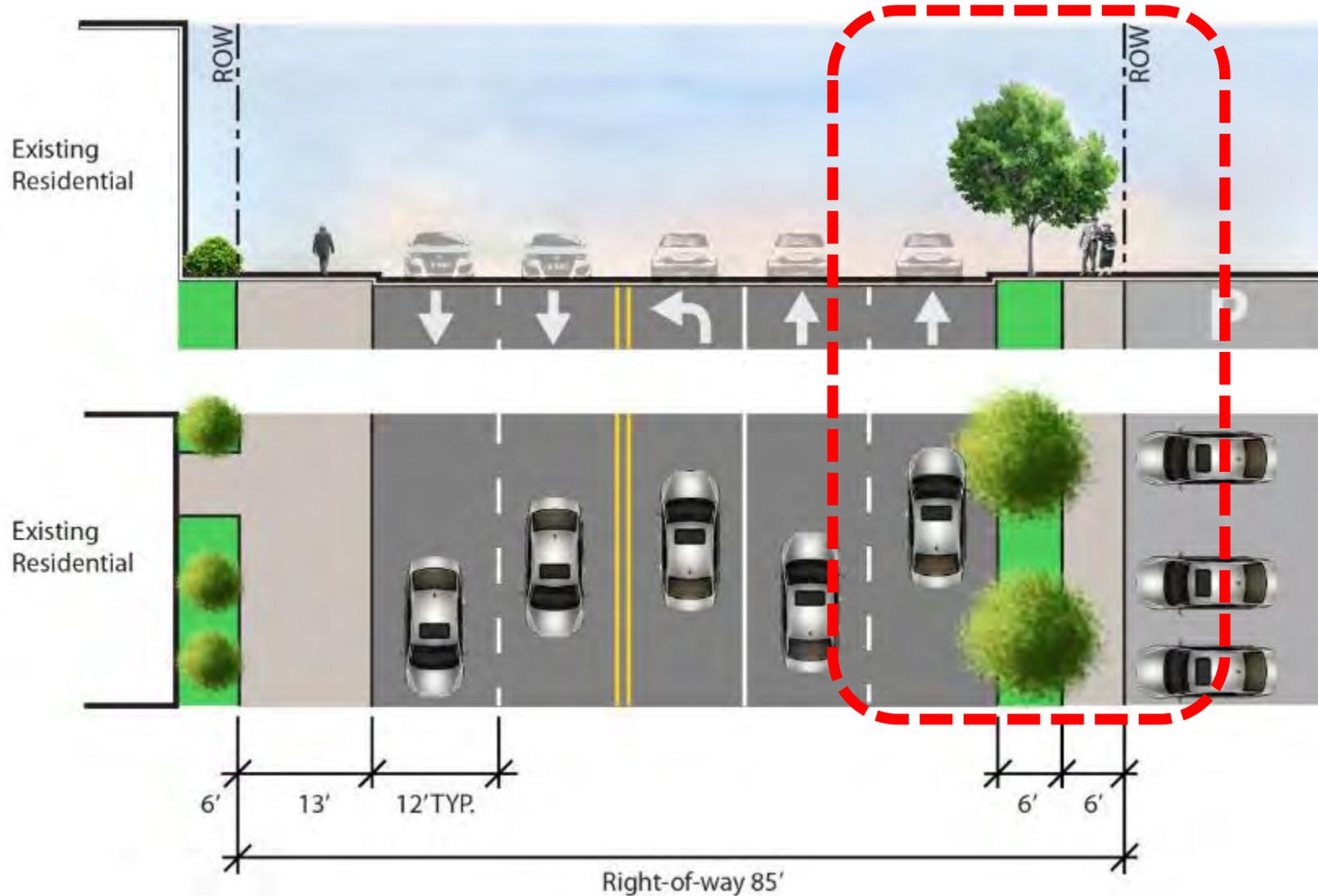
(looking north)



# WARRENSVILLE CENTER RD (SOUTH)

## Existing Conditions

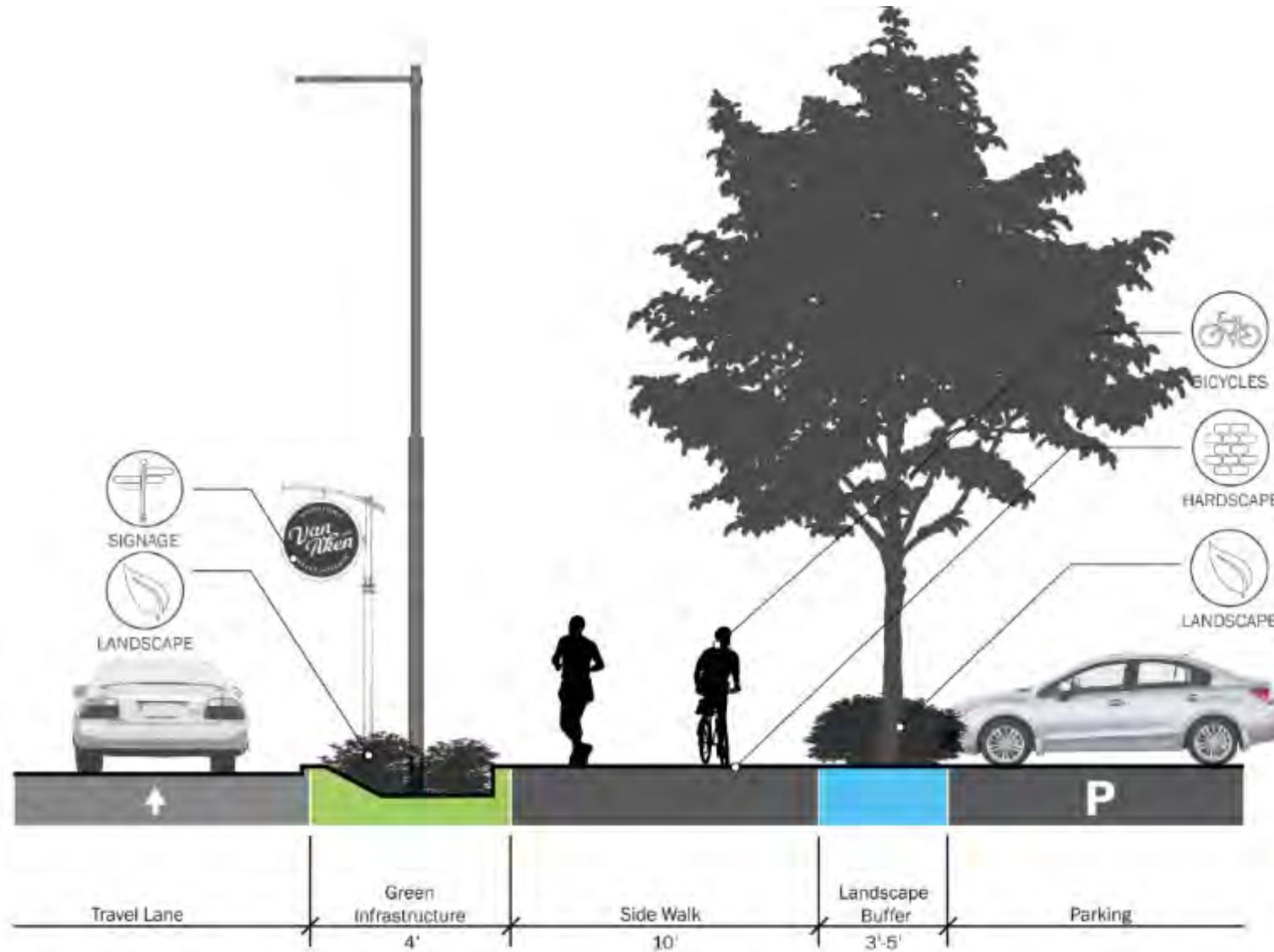
(looking north)



# WARRENSVILLE CENTER RD (SOUTH)

Proposed

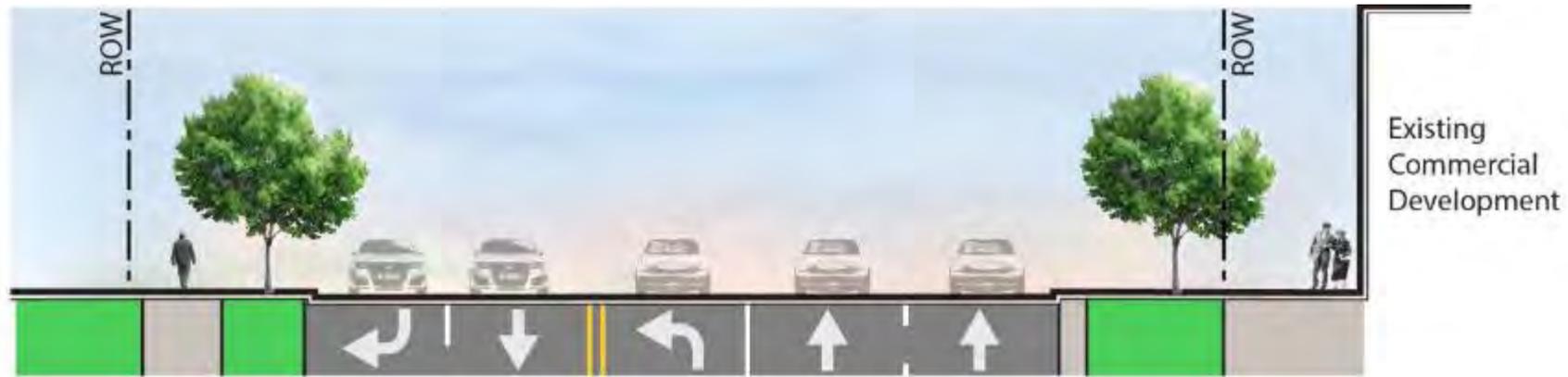
(looking north)



# CHAGRIN BLVD

## Existing Conditions

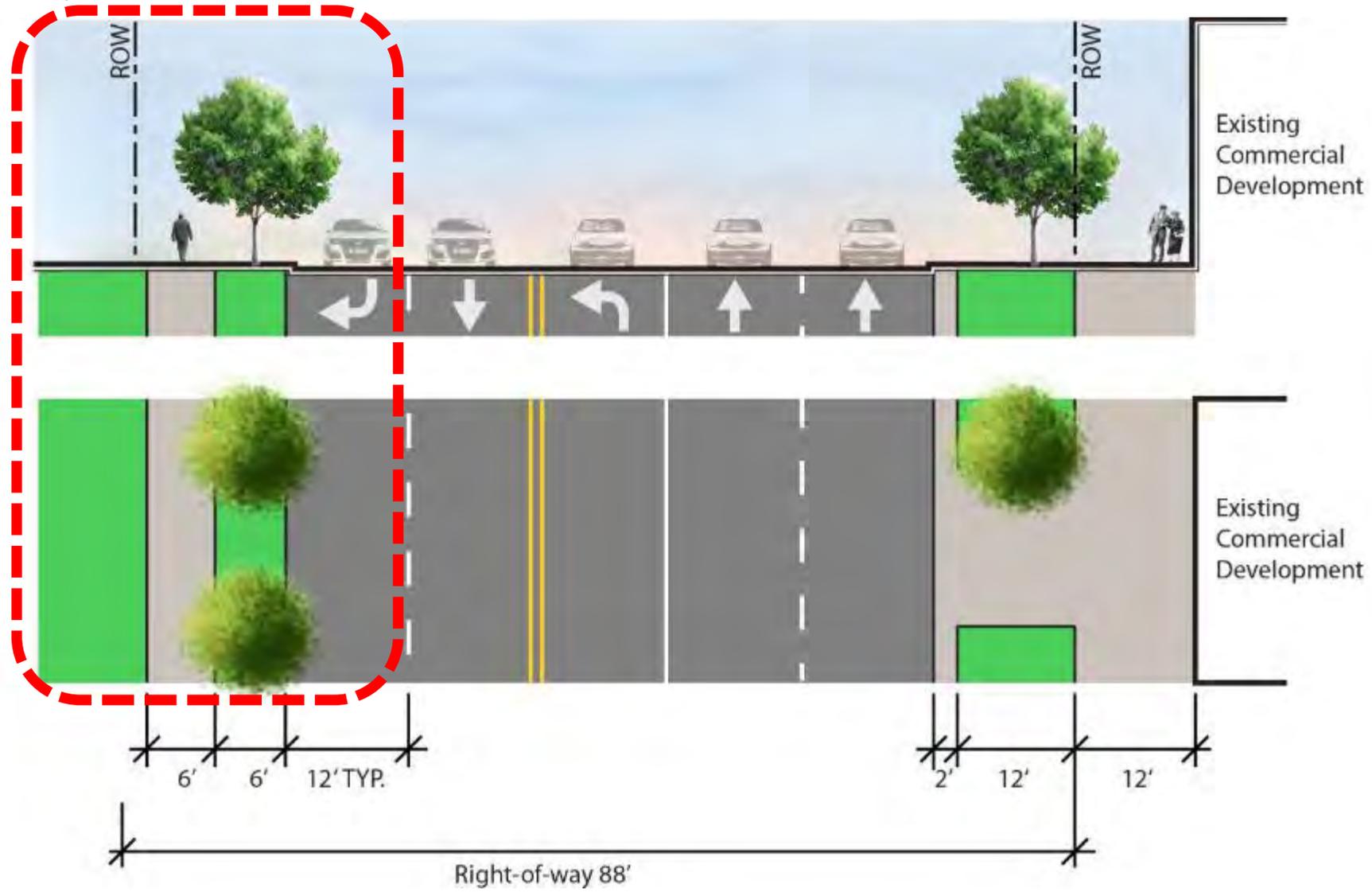
(looking east)



# CHAGRIN BLVD

## Existing Conditions

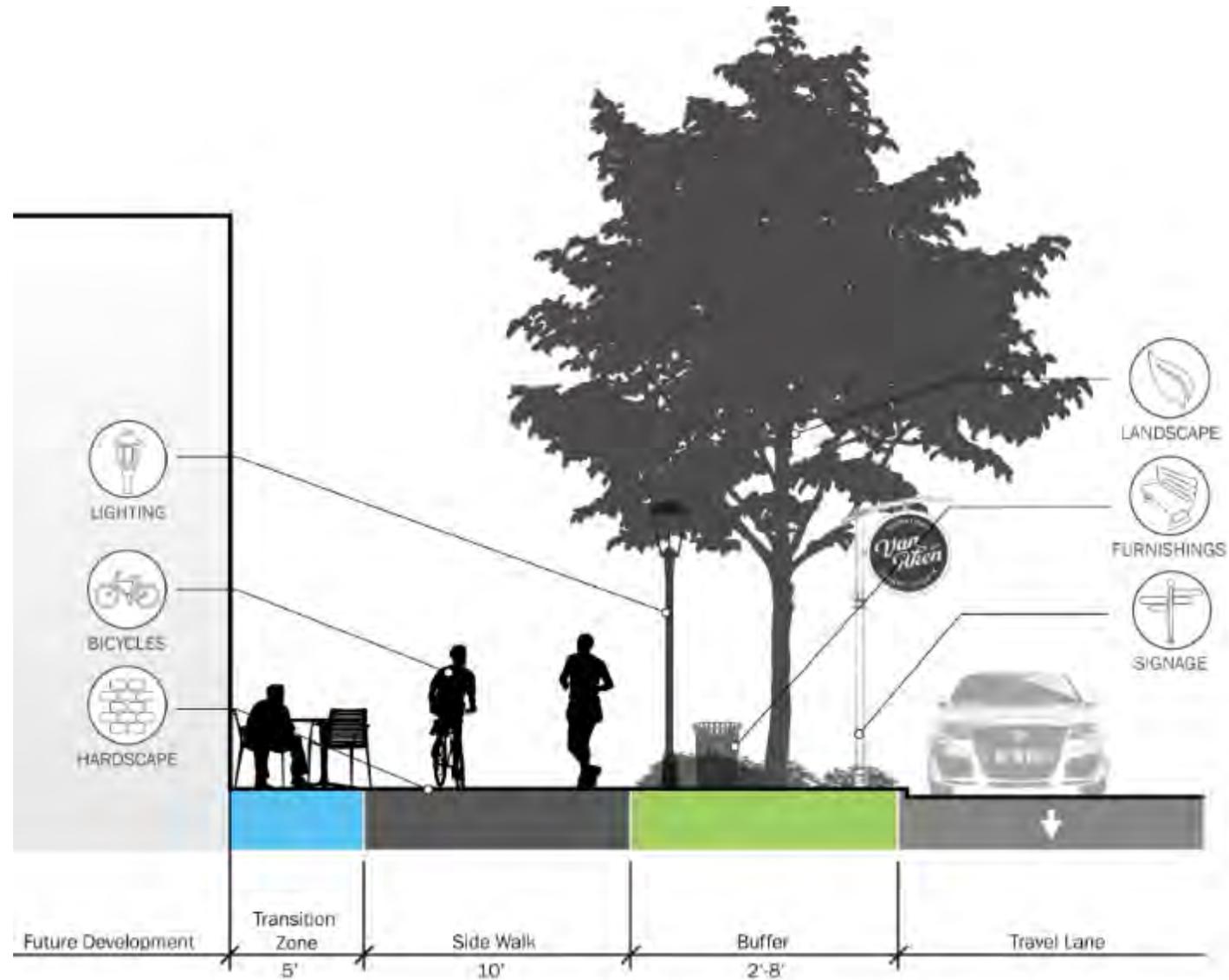
(looking east)



# CHAGRIN BLVD

Proposed

(looking east)





## 06 *PATTERN BOOK*

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## Green Infrastructure

### DESCRIPTION & INTENT

Everum quis aut labor apererimus aliamque voluptatibus iur adipsus voluptatis dolore sum etibus dilectuste eptatempus qui od unt voles ipsanda que volorest, volorenibus abortiae eum a illicipi debita qui cupus. Ducia vendit voluptat. Ria delectat voluptatis ea conet fugit ute quundi re necta nus aut iam que pliqui conseqno voluptaquo et exerferpsis nobit evendunt labororper aborpore eos aliquatia nemquia siti delictis simulant.

### USE & APPLICATION

Int ex exero blaбору mquissindt am, aut qui sus is aut laborerorem rendandem este natibus eossequatio inumquam fuga. Ut eribus mirit, quamus. Ria delectat voluptatis ea conet fugit ute quundi re necta nus aut iam que pliqui conseqno voluptaquo et exerferpsis nobit evendunt labororper aborpore eos aliquatia nemquia siti delictis simulant, vercian demparibus.

### cost considerations

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### RELATED DESIGN ELEMENTS

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- Must, cus non conectempe estis mo quaspid enisquam eatu evelit ut quatus, quia com nones quiamus cuptaqui vollenis essitis aut quidele sdatiis explitae ne pel expliaci debita cum et aplet esclis quidellaut modi a nobitior sendes exerunt, que quis sequi ut vanem rerspecti idebitatem et quodi.

### design guidelines

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- Eriam, te in nis in pel int magnis alictium que lametur audae debit.
- Miodipsum ex estrum con repta aut volone volorest volupta illite persperias et enditam, offic to quisqui.
- DEsit aut magniendant quatur, odigenihicto et emnist porrovit quam, quisicimil eos simenet minverovid.
- Erenum nuscid ut, et occus aute derspel ilibusam andandus et fuga.
- Nam con etum, ut exerrumquis eos autaspient et qustqui bustiam, conseqno iducim quunti reseque pos nones.
- Int ex exero blaбору mquissindt am, aut qui sus is aut laborerorem rendandem este natibus eossequatio.
- inumquam fuga. Ut eribus mirit, quamus.
- Puditatem. Qia nonsedia ipsandebis si...

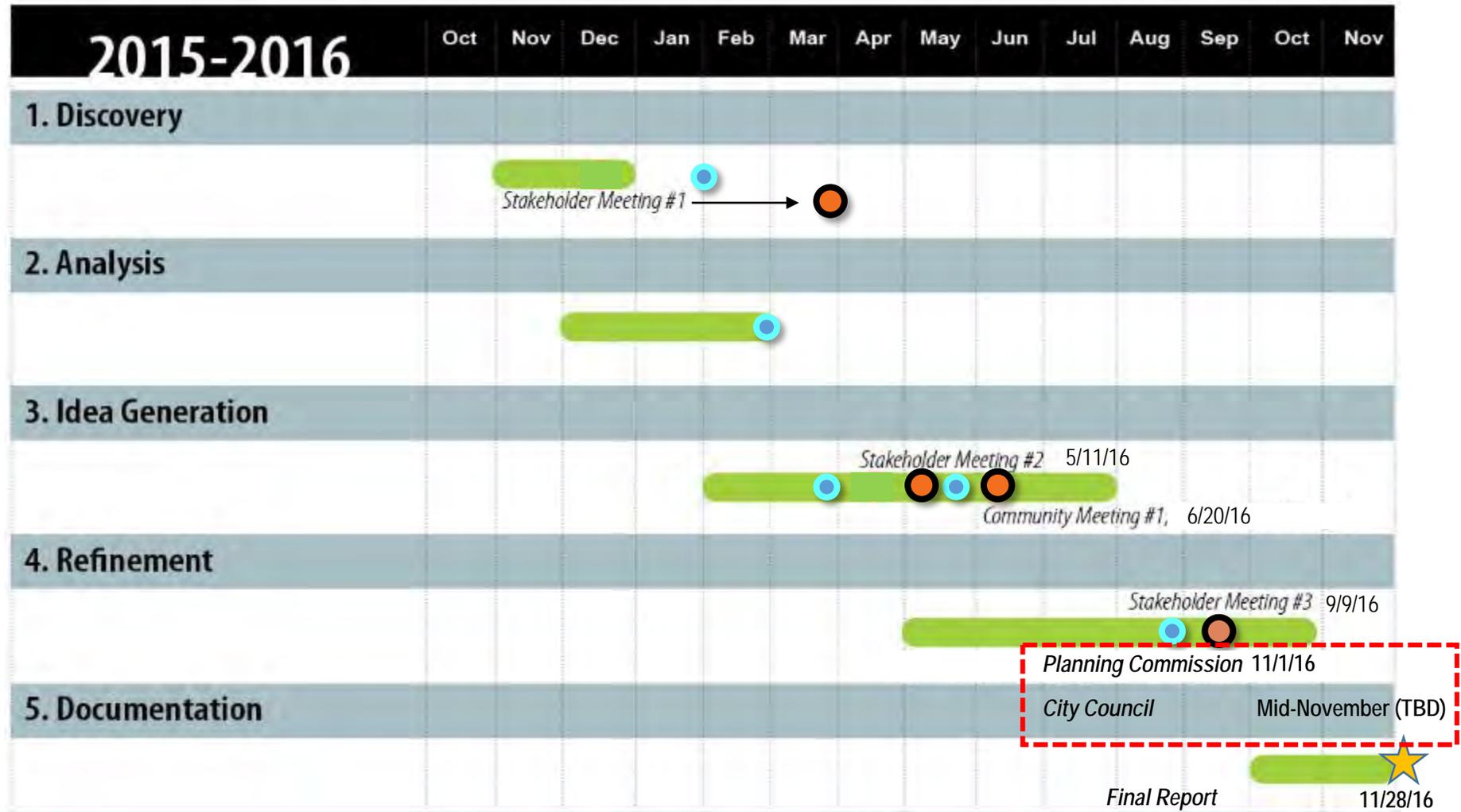




## 06 *NEXT STEPS*

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# SCHEDULE



- Project team meetings
- Stakeholder meeting



# VAN AKEN DISTRICT CONNECTIONS PLAN

*COMMUNITY MEETING #2  
SEPTEMBER 29, 2016*

**7:00–7:30** Open House

**7:30–8:15** Presentation

**8:15–9:00** Open House

<http://shakeronline.com/departments/planning/van-aken/a-connections-plan-for-the-van-aken-district>

