

**AMENDED AGENDA
PLANNING COMMISSION
CITY OF LAKEWOOD
12650 DETROIT AVENUE
SEPTEMBER 5, 2024**

Join Zoom Meeting

<https://us06web.zoom.us/j/85174825538?pwd=79oNlOLqncqKYBy72uwDbe1WxTOma7.1>

Meeting ID: 851 7482 5538

Passcode: 294782

**PRE-REVIEW MEETING
5:30 P.M.
AUDITORIUM**

REVIEW DOCKET ITEMS

**REGULAR MEETING
6:00 P.M.
AUDITORIUM**

- 1. ROLL CALL**
- 2. APPROVE THE MINUTES OF THE THURSDAY, AUGUST 1, 2024 MEETING**
- 3. APPROVE THE MINUTES OF THE TUESDAY, AUGUST 6, 2024 SPECIAL JOINT PC & ABR MEETING**
- 4. OPENING REMARKS**

OLD BUSINESS

PLANNED DEVELOPMENT

- 5. Docket No. 07-33-24
14501-14519 Detroit Ave.
Downtown Development**

Kolby Turnock, VP, CASTO, applicant requests approval of a Planned Development for a mixed-use development consisting of office, retail, commercial, and residential uses pursuant to Chapter 1156 – Planned Developments. The Property is in a C2, Commercial, Retail district. (Page 3)

COMMUNICATION

- 6. Docket 07-30-24
Communication from Planning and Development Staff
Complete Streets Initiative: Ordinance No. 11-2024**

At the June 17, 2024 City Council meeting, this item was referred to the Planning Commission for its review.

- Ordinance No. 11-2024 to enact Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood, to address the livability and safety needs of Lakewood by building upon efforts to promote an equitable multimodal transportation system.
(Page 46)

7. Docket 07-31-24
Communication from Planning and Development Staff
Complete Streets Initiative: Resolution No. 2024-42

At the June 17, 2024 City Council meeting, this item was referred to the Planning Commission for its review.

- Resolution No. 2024-42 to support the Complete Streets Initiative and to address the livability and safety needs of Lakewood by building upon efforts to promote an equitable multimodal transportation system.
(Page 57)

CONDITIONAL USE

8. Docket 08-34-24
13000 Athens Ave.
Screw Factory

David Ligas, Omni Lakewood Holdings LLC, applicant requests the review and approval of a conditional use permit for a mixed-use overlay district, pursuant to chapter 1135 – mixed-use overlay. The property is in an I, Industrial district. (Page 63)

PARKING PLAN

9. Docket 08-35-24
16003 Detroit Ave.
Huntington Bank

Joshua Gonsalves, Vocon, applicant requests the review and approval for a parking plan, pursuant to section 1143.09 – parking plan review. The property is in the C3, Commercial General Business district. (Page 68)

NEW BUSINESS

CONDITIONAL USE

10. Docket 09-36-24
18605 Detroit Ave.
Standard Wellness Co. LLC dba The Forest Lakewood

Joseph Andulics, Standard Wellness Co., applicant requests approval of a medical marijuana dispensary to allow adult use, pursuant to amended Schedule 1129.02 - permitted uses in commercial districts and Chapter 1165 Medical Marijuana Dispensaries, of the Codified Ordinances of the City of Lakewood and to permit Medical and Adult Use Marijuana Dispensaries in Commercial Districts. The property is in the C2, Commercial Retail district. (Page 82)

ADJOURN

“Individuals with disabilities, who require accommodations for participation in meetings, must request accommodations at least 3 business days ahead of the scheduled meeting. Contact [Michelle Nochta at \(216\) 529-5906 michelle.nochta@lakewoodoh.gov](mailto:michelle.nochta@lakewoodoh.gov).”



PLANNING COMMISSION

12650 Detroit Avenue • 44107 • (216) 529-6630 • FAX (216) 529-5907
www.onelakewood.com

Application Cover Page

Docket No.: 07-33-24

Permit No.: PC24-000038

Applicant Name: Kolby Turnock, V.P., CASTO Communities

Project Address: 14501-14519 Detroit Ave.

Project Name: Downtown Development

Proposal: The review and approval of a Planned Development Plan to allow for a mixed-use development consisting of office, retail, commercial, and residential uses pursuant to Chapter 1156 – Planned Developments.

**DOWNTOWN DEVELOPMENT
PLANNED DEVELOPMENT**

PERMITTED & CONDITIONAL USE TABLE

	USE AREA			
	A	B	C	D
RESIDENTIAL				
Multi-Family Dwellings			P	P
Mixed Use Structure	P	P		
Single-, Two-Family Residential				P
INSTITUTIONAL				
Trade/Vocational Schools	P*	P		
Colleges	P*	P		
Community Space / Public and/or Private Open Space	P	P		
Parking Facility as a Principal Use		P		
ENTERTAINMENT				
Indoor Commercial Recreation	P*	P		
Theaters, Banquet Hall, Party Center	P*	P		
Studios for Instruction	P*	P		
Museum/Art Gallery	P*	P		
FOOD AND BEVERAGE SERVICES				
Restaurant	P*	P		
Bar, Tavern, Nightclub	P*	P		
Outdoor/Seasonal Dining Facility	C	C		
PROFESSIONAL SERVICES				
Offices <i>Including</i> :				
Business, Medical, and Government	P	P		
Medical Clinics/Urgent Care Facility	P	P		
Media Production	P	P		
RETAIL/SERVICE USES				
General Retail <i>Including</i>:				
Book and Stationery Stores,	P*	P		
Apparel Stores,	P*	P		
Florists,	P*	P		
Antique Stores,	P*	P		
Sporting Good Stores (excluding firearm and ammo sales),	P*	P		
Jewelry Stores,	P*	P		
Second Hand and Resale Stores,	P*	P		
Specialty Gift Stores,	P*	P		
Retail Variety Stores,	P*	P		
Floor Coverings, and	P*	P		
Media Stores.	P*	P		
Service Retail, <i>Including</i>:				
Printing Services,	P*	P		
Shoe Repair,	P*	P		
Photographic and Digital Studios,	P*	P		
Tailoring, Dress Making, and Upholstery	P*	P		
Convenience Retail, <i>Including</i>:				
Bakeries, Grocery,	P*	P		
Supermarkets, and	P*	P		
Beverage Stores (including liquor and drug stores).	P*	P		
Hard Goods Retail <i>Including</i>:				
Furniture Sales,	P*	P		
Hardware and Locksmith Services,	P*	P		
Garden Supplies, Nurseries,	P*	P		
Lumber and Building Supplies,	P*	P		
Appliance Repair and Sales, and	P*	P		
Display and Showrooms for any Building Product.	P*	P		

**DOWNTOWN DEVELOPMENT
PLANNED DEVELOPMENT**

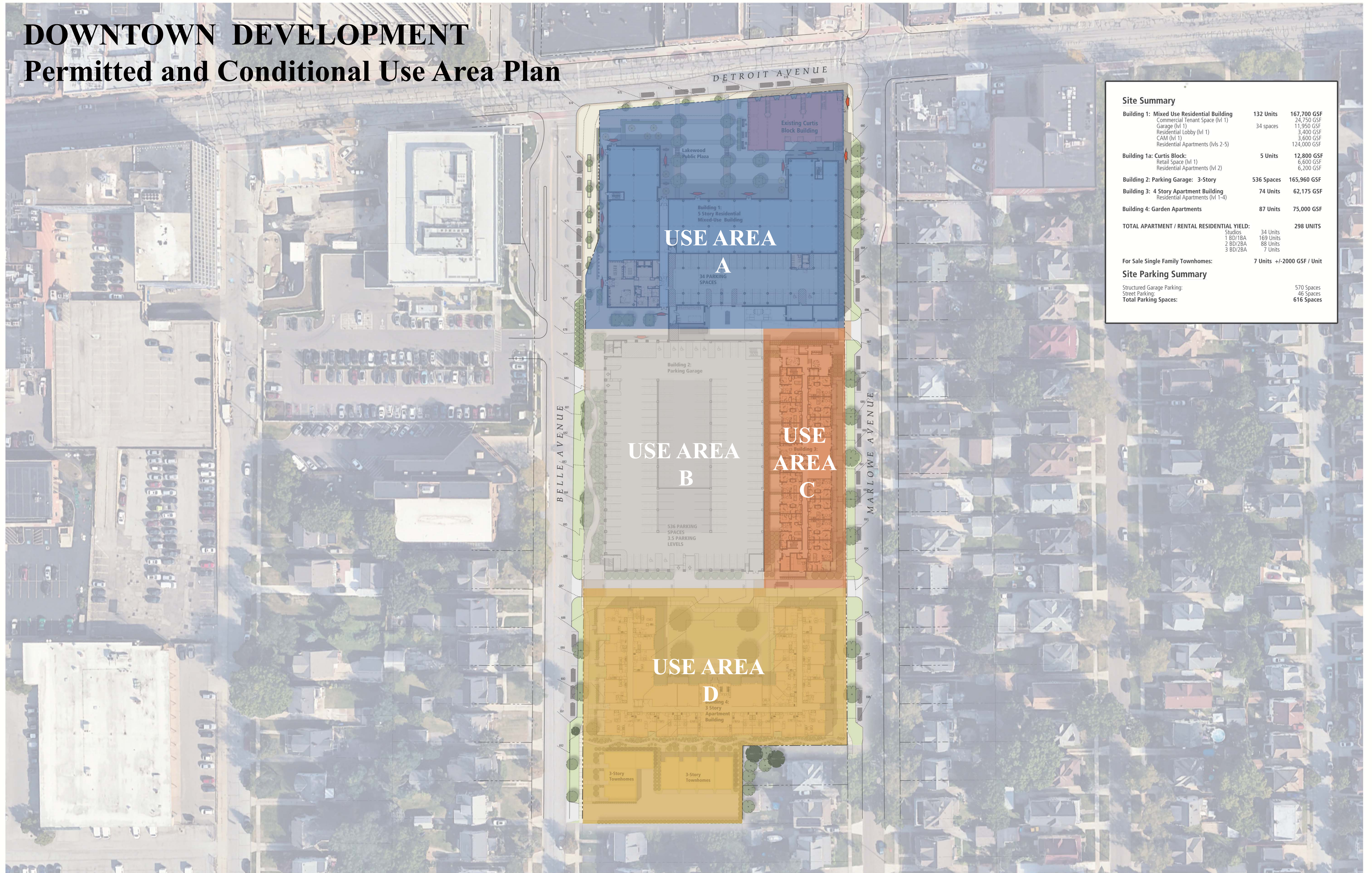
PERMITTED & CONDITIONAL USE TABLE

	USE AREA			
	A	B	C	D
Building Product.	P*	P		
Personal Care Services Including:				
Barber and Beauty Shops,	P*	P		
Cosmetology and Cosmetic Salons,	P*	P		
Diet Counseling Centers,	P*	P		
Electrolysis Services,	P*	P		
Fingernail and Tanning Salons, and	P*	P		
Massotherapy Services.	P*	P		
Other Retail / Services Including :				
Animal Clinics/Hospitals,	P*	P		
Veterinarian Offices, and	P*	P		
Grooming Services.	P*	P		
OTHER USES				
Hotel	C	P		
Groups/Convalescent/Nursing/Assisted Living		P	P	
Day-Care Centers (6+ children)	P*	P		
Leasing Office	P*	P	P	
Roof Top Gathering Space	P	P	P	P
Private Amenities Supportive of the Principal Use	P	P	P	P
Accessory Uses Incidental to the Principal Use	P	P	P	P

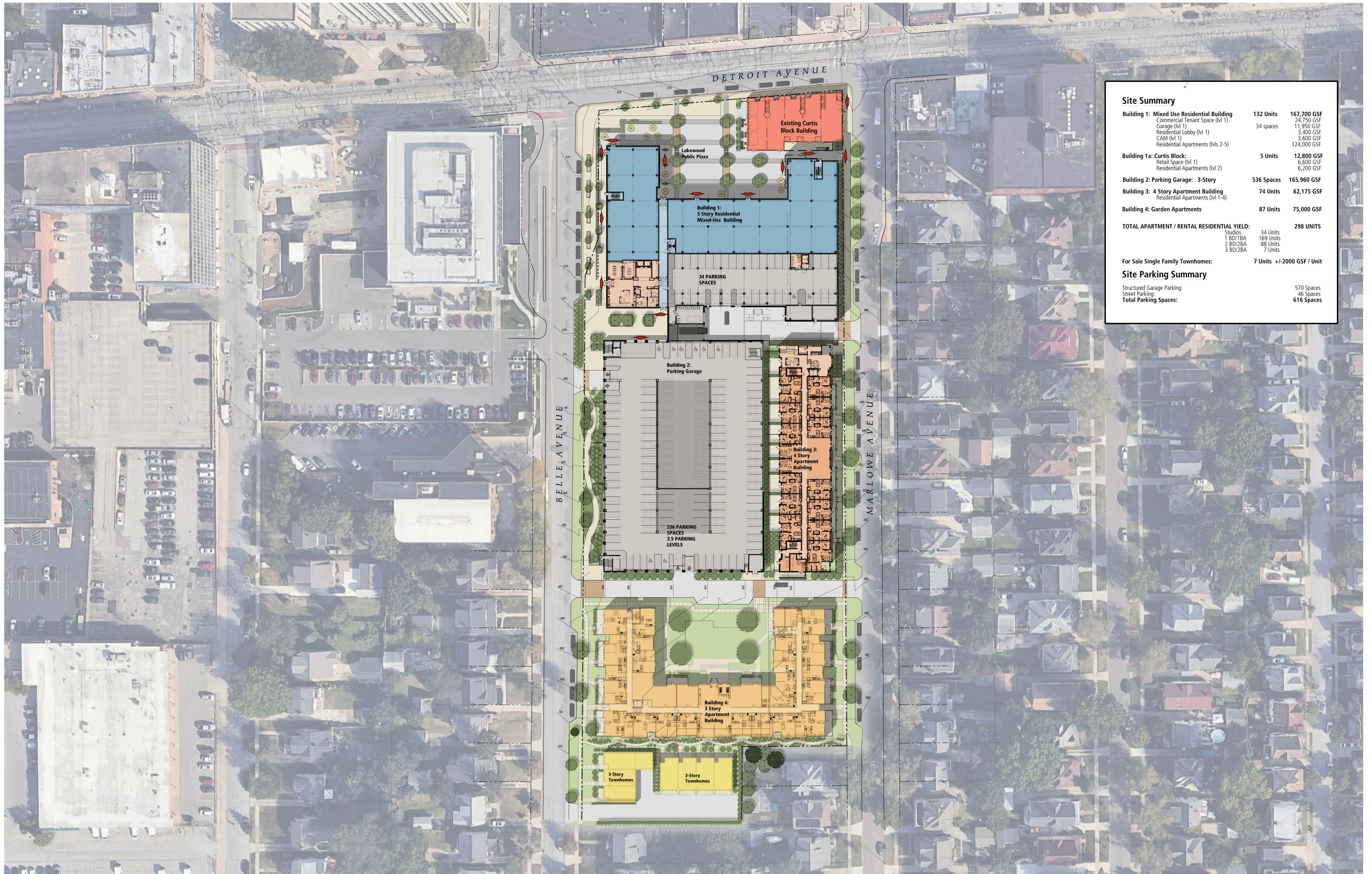
* Limited to the first floor of the building. Any Outdoor/Seasonal Dining Facility shall meet all requirements of the City of Lakewood at the time of application for such use.

DOWNTOWN DEVELOPMENT

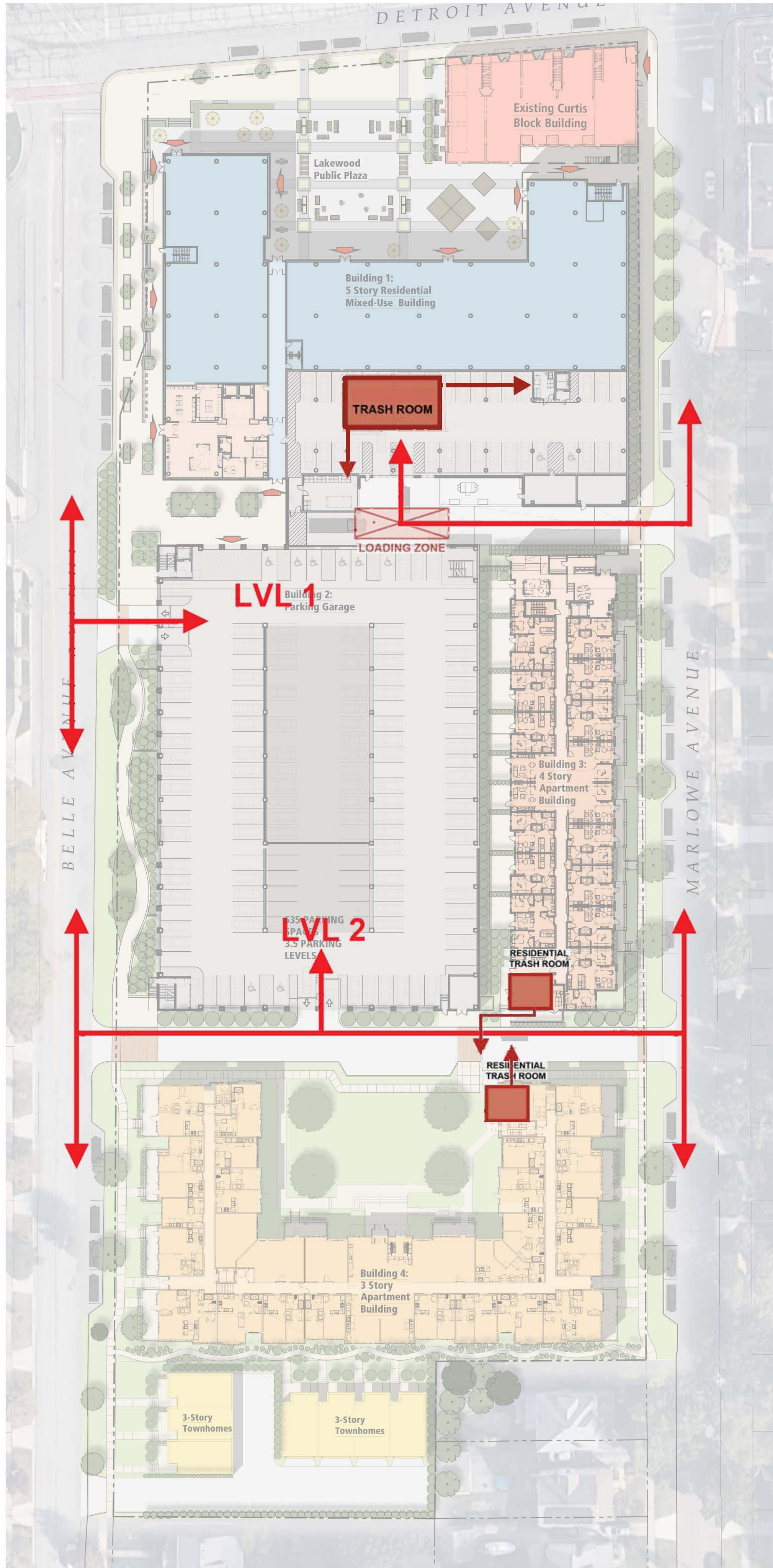
Permitted and Conditional Use Area Plan



Site Summary		
Building 1: Mixed Use Residential Building	132 Units	167,700 GSF
Commercial Tenant Space (W 1)		24,750 GSF
Garage (W 1)	34 spaces	11,950 GSF
Residential Lobby (W 1)		3,400 GSF
CAM (W 1)		3,600 GSF
Residential Apartments (lvs 2-5)		124,000 GSF
Building 1a: Curtis Block:	5 Units	12,800 GSF
Retail Space (W 1)		6,600 GSF
Residential Apartments (W 2)		6,200 GSF
Building 2: Parking Garage: 3-Story	536 Spaces	165,960 GSF
Building 3: 4 Story Apartment Building	74 Units	62,175 GSF
Residential Apartments (W 1-4)		
Building 4: Garden Apartments	87 Units	75,000 GSF
TOTAL APARTMENT / RENTAL RESIDENTIAL YIELD:	298 UNITS	
Studios	34 Units	
1 BD/1BA	169 Units	
2 BD/2BA	88 Units	
3 BD/2BA	7 Units	
For Sale Single Family Townhomes:	7 Units	+/-2000 GSF / Unit
Site Parking Summary		
Structured Garage Parking:		570 Spaces
Street Parking:		46 Spaces
Total Parking Spaces:		616 Spaces



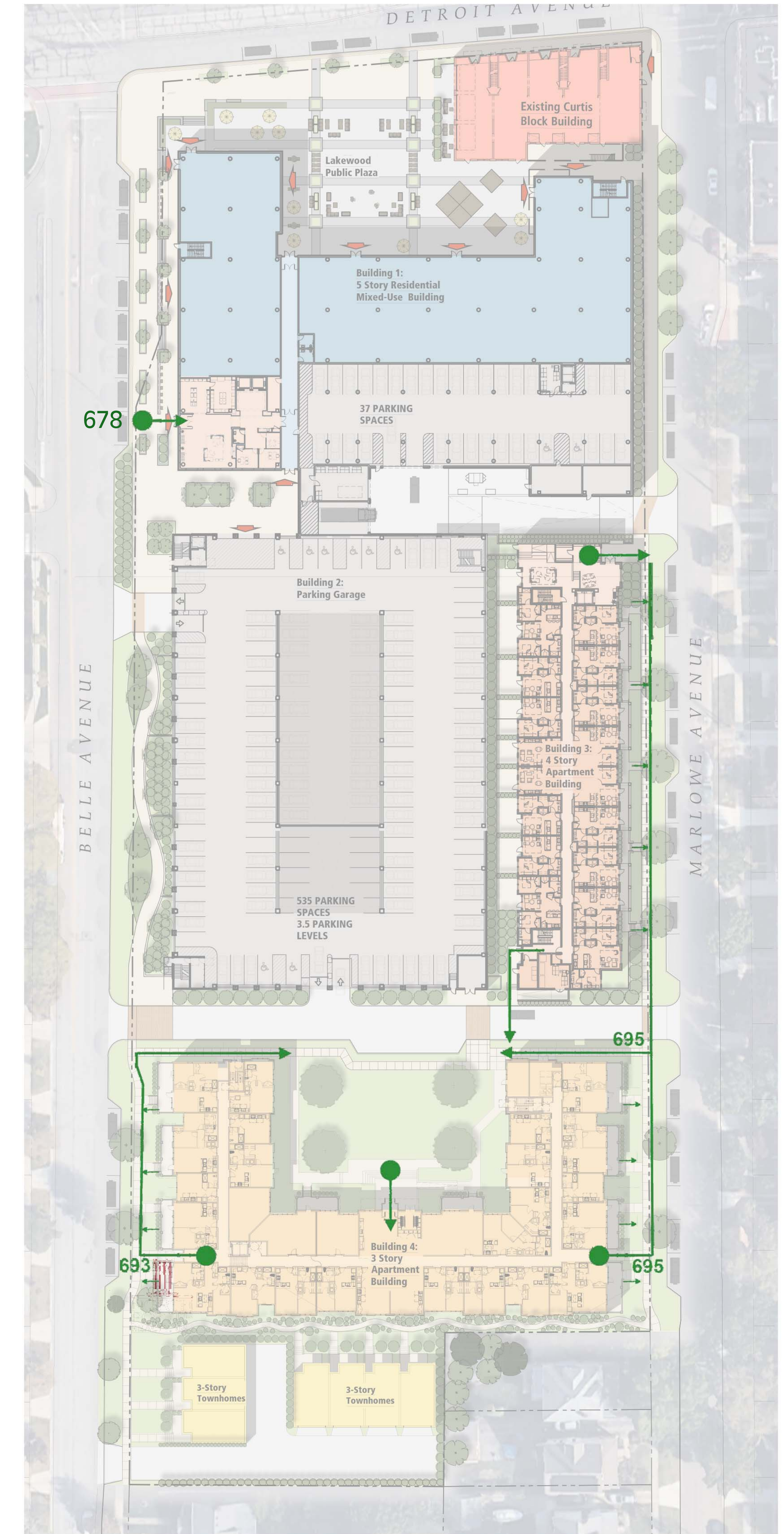
Site Summary		
Building 1: Mixed Use Residential Building	132 Units	167,700 GSF
Commercial Tenant Space (lvl 1)		24,750 GSF
Garage (lvl 1)	34 spaces	11,350 GSF
Residential Lobby (lvl 1)		3,400 GSF
CAM (lvl 1)		3,600 GSF
Residential Apartments (lvs 2-5)		124,000 GSF
Building 1a: Curtis Block:	5 Units	12,800 GSF
Retail Space (lvl 1)		6,600 GSF
Residential Apartments (lvl 2)		6,200 GSF
Building 2: Parking Garage: 3-Story	536 Spaces	165,960 GSF
Building 3: 4 Story Apartment Building	74 Units	62,175 GSF
Residential Apartments (lvl 1-4)		
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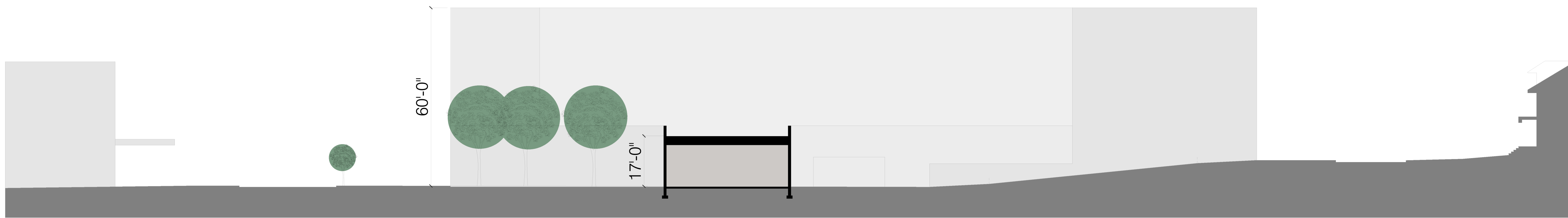
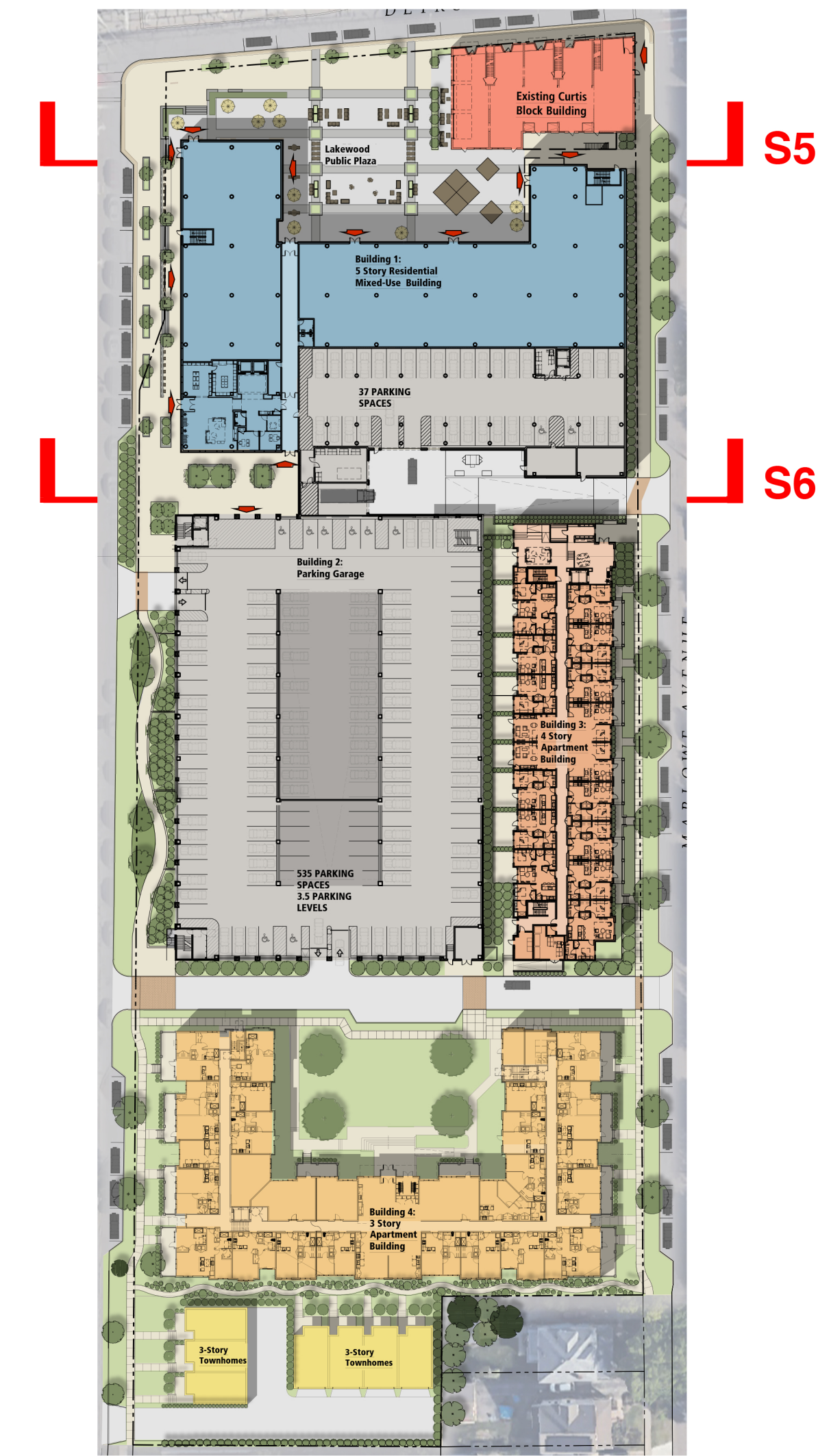
Automotive Circulation / Loading / Service



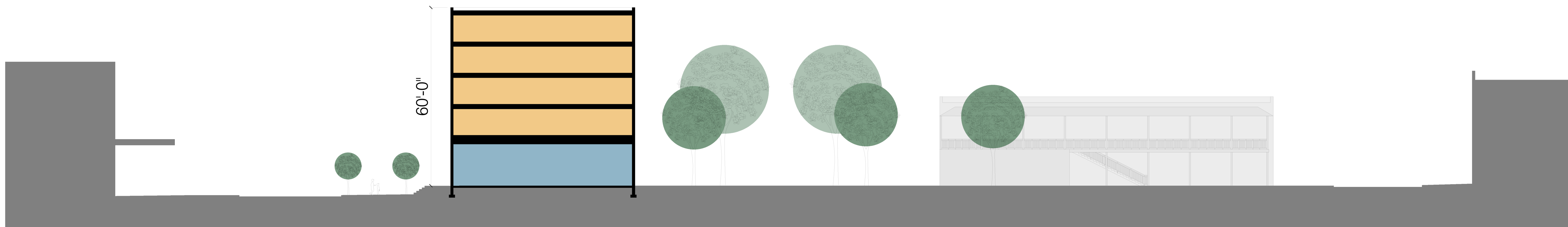
Circulation from Parking



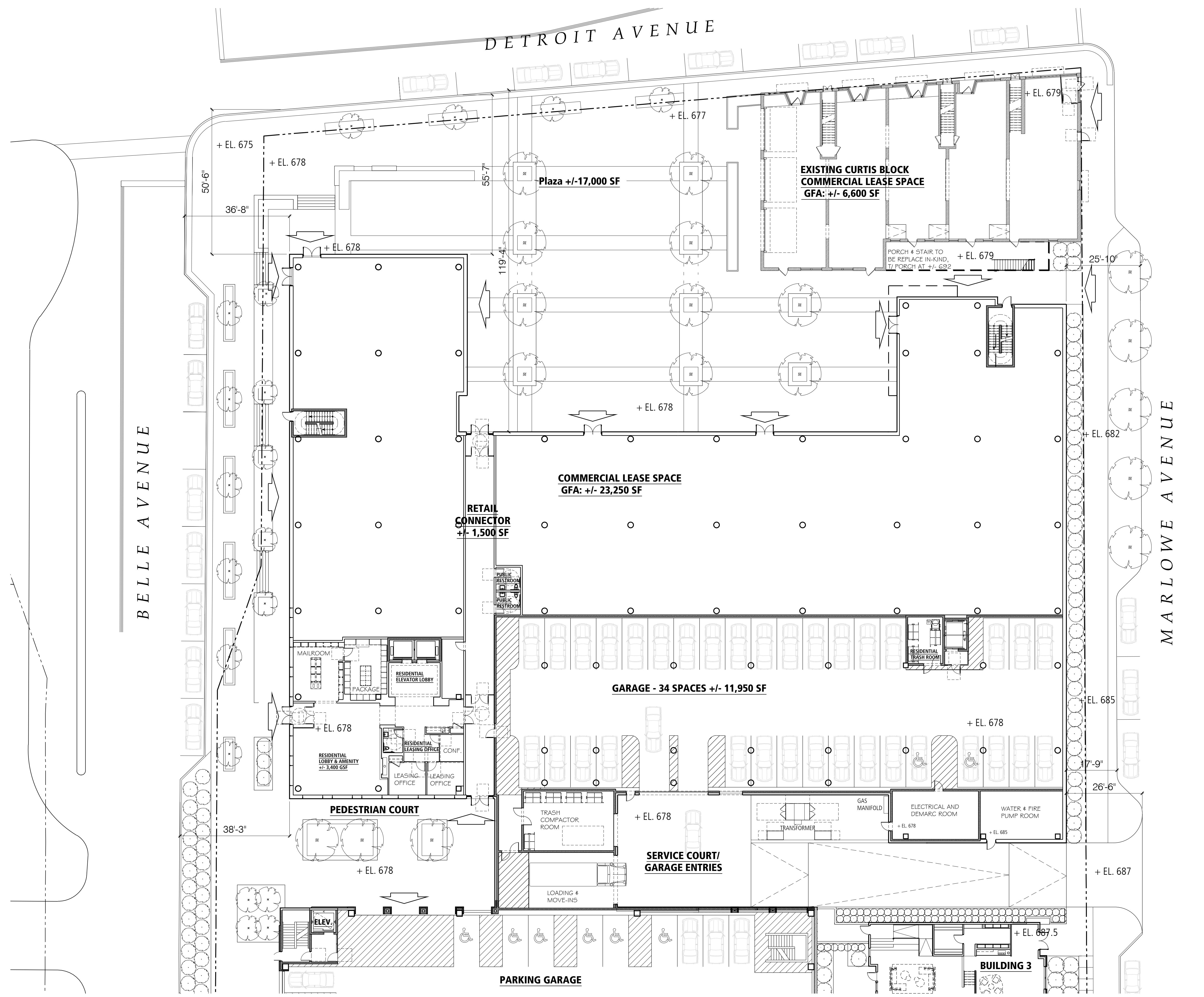
Residential Circulation



Site Section 6: Service Looking North

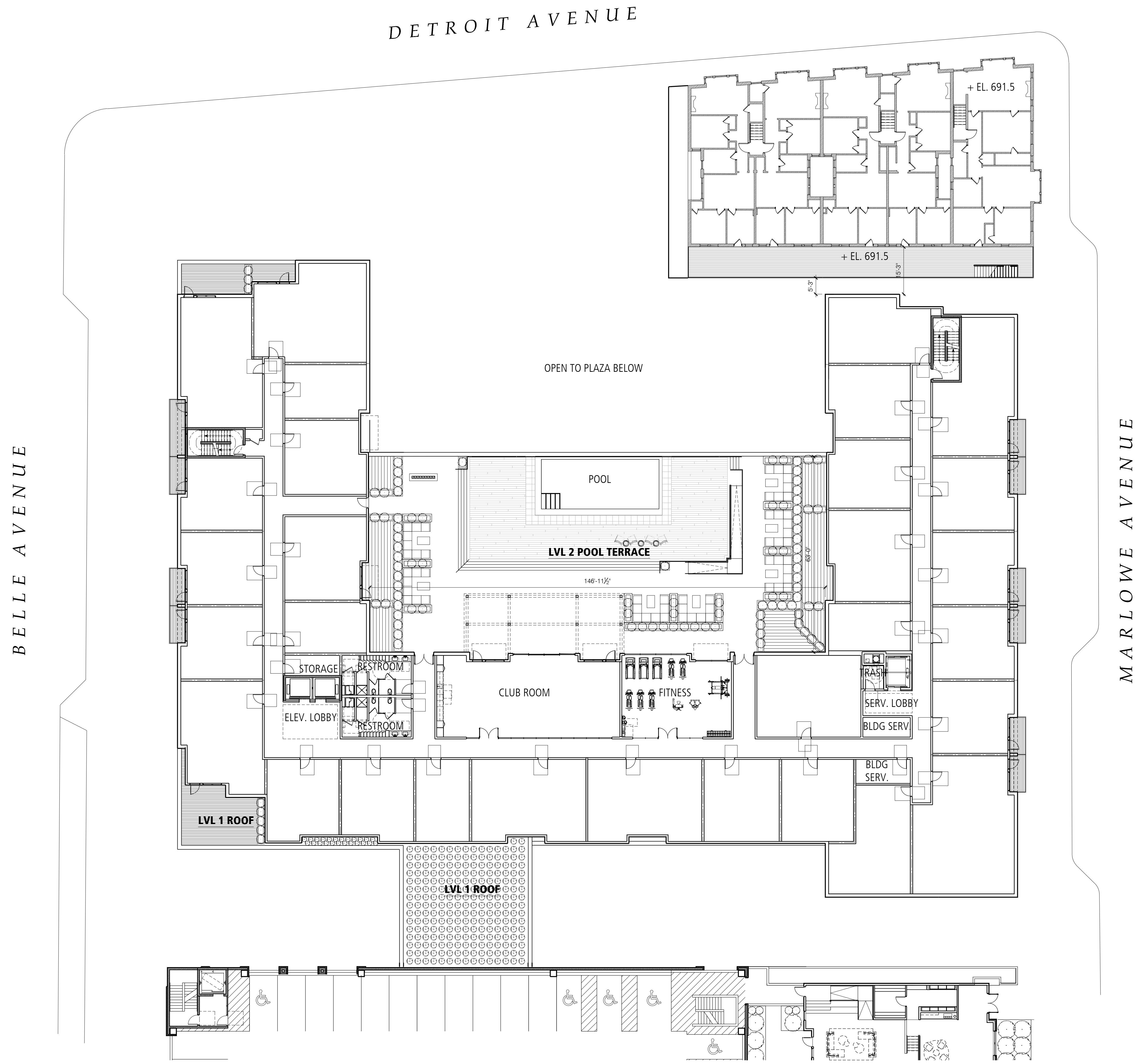


Site Section 5: Plaza Looking North



BUILDING 1	AREA	TABLE	CURTIS BLOCK	AREA	TABLE
LVL 1		43,700 GSF	LVL LL		6,586 GSF
GARAGE		11,950 GSF	STORAGE		6,256 GSF
COMMERCIAL TENANT		24,750 GSF	C.A.M.		330 GSF
RESIDENTIAL LOBBY		3,400 GSF	LVL 1		6,552 GSF
C.A.M.		3,600 GSF	LOBBY & AMENITY		6,244 GSF
			C.A.M.		308 GSF
LVL 2		31,000 GSF	LVL 2		6,208 GSF
RESIDENTIAL		21,500 GSF	RESIDENTIAL		6,118 GSF
AMENITY		2,900 GSF	C.A.M.		90 GSF
C.A.M.		5,850 GSF	UNITS		5
UNITS		30	TOTALS		
LVL 3		31,000 GSF	FLOOR AREA		19,346 GSF
RESIDENTIAL		25,750 GSF	RESIDENTIAL		6,118 GSF
C.A.M.		6,025 GSF	LOBBY & AMENITY		6,244 GSF
UNITS		35	STORAGE		6,256 GSF
LVL 4		31,000 GSF	UNITS		5
RESIDENTIAL		25,750 GSF	TOTALS		
C.A.M.		5,250 GSF	FLOOR AREA		167,700 GSF
UNITS		35	RESIDENTIAL		96,900 GSF
LVL 5		31,000 GSF	UNITS		132
RESIDENTIAL		23,900 GSF	COMMERCIAL TENANTS		24,750 GSF
C.A.M.		5,300 GSF			
AMENITY/DECK		1,800 GSF			
UNITS		32			

BUILDING 1 AREA TABLE	CURTIS BLOCK AREA TABLE		
LVL 1	43,700 GSF	LVL LL	6,586 GSF
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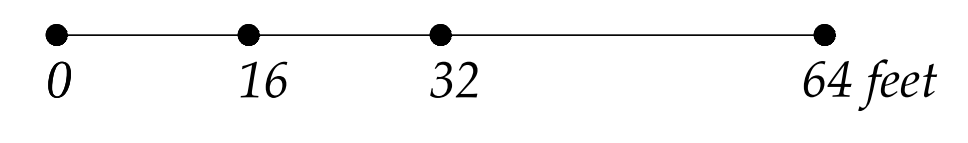




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TOTALS					
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RESIDENTIAL		96,900 GSF			
UNITS		132			
COMMERCIAL TENANTS		24,750 GSF			





Lakewood Downtown Redevelopment Site
Lakewood, Ohio

Corner of Detroit and Belle Ave. Looking Southeast

CASTO

DIMIT ARCHITECTS
architecture • interiors • urban design
EDGE LANDSCAPE ARCHITECTURE
August 2, 2024

DETROIT & BELLE AVE CORNER



Lakewood Downtown Redevelopment Site
Lakewood, Ohio





DETROIT AVE PLAZA



Lakewood Downtown Redevelopment Site
Lakewood, Ohio



DETROIT AVE PLAZA



Lakewood Downtown Redevelopment Site
Lakewood, Ohio

CASTO

EDGE PLANNING
LANDSCAPE ARCHITECTURE
URBAN DESIGN

DIMITARCHITECTS
architecture + interiors + urban design

DETROIT AVE PLAZA



Lakewood Downtown Redevelopment Site
Lakewood, Ohio

CASTO

EDGE PLANNING
LANDSCAPE ARCHITECTURE
URBAN DESIGN

DIMITARCHITECTS
architecture + interiors + urban design









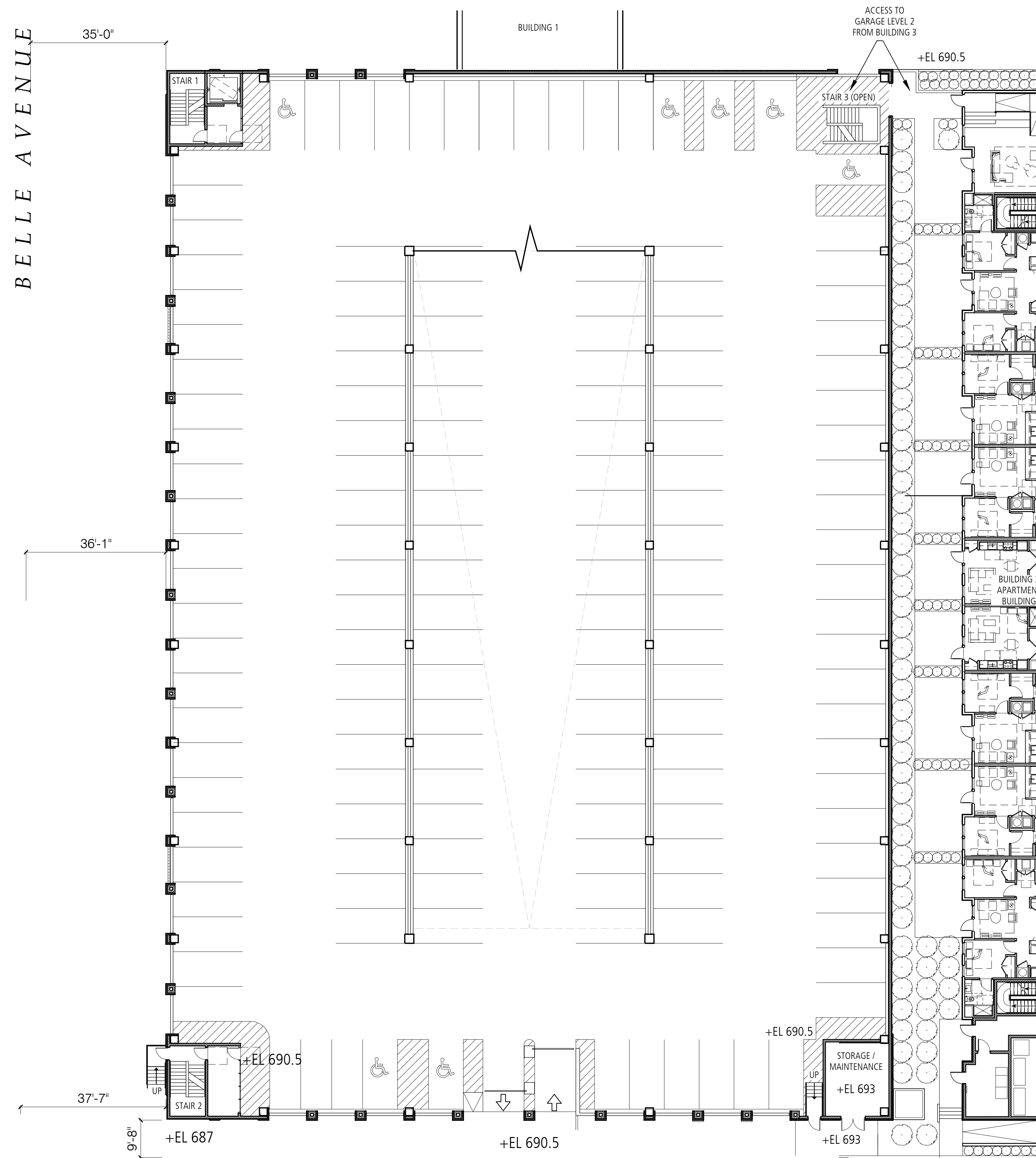
BELLE AVE RETAIL FRONTAGE



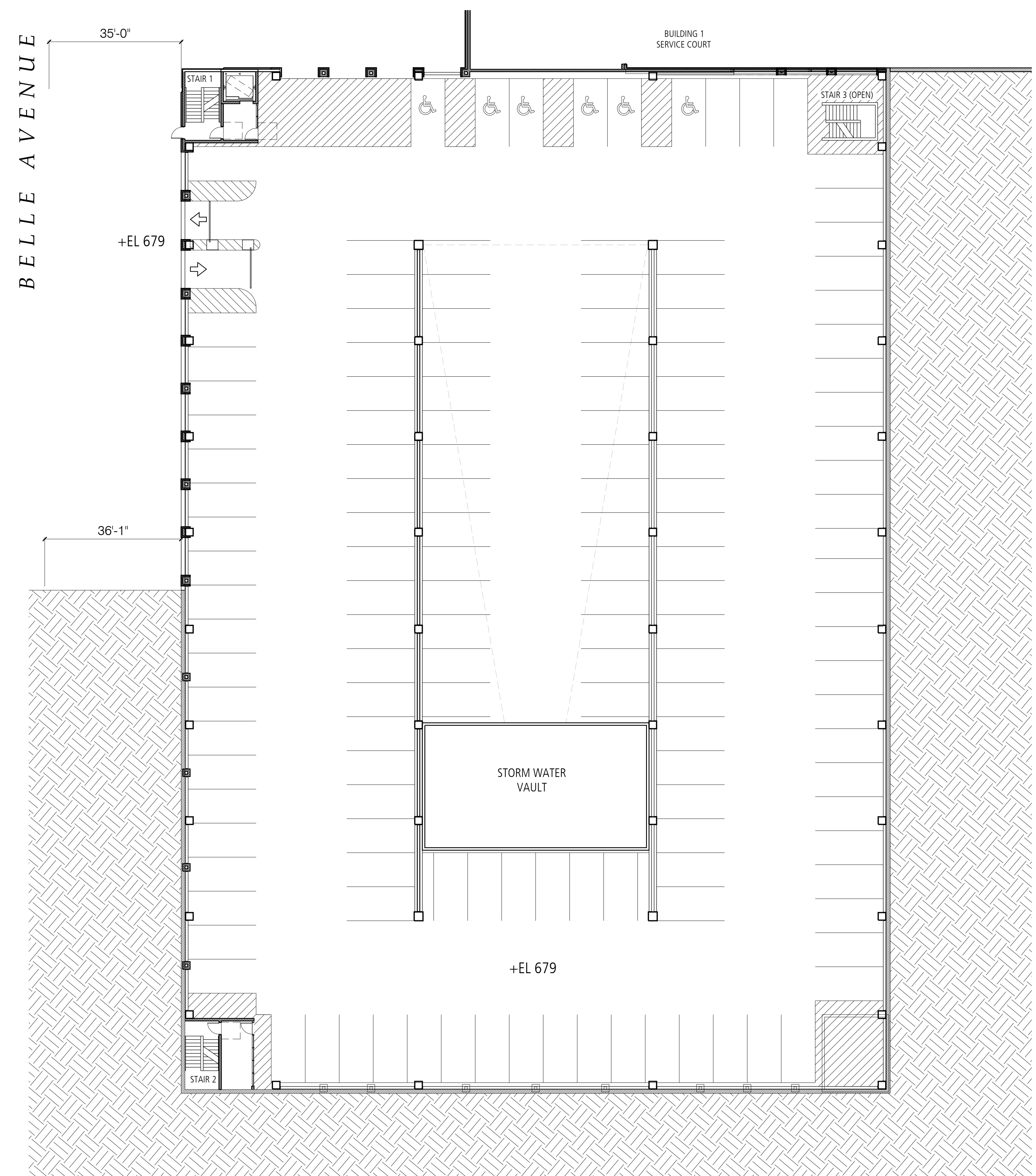
Lakewood Downtown Redevelopment Site
Lakewood, Ohio





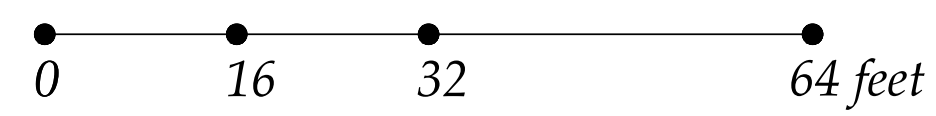


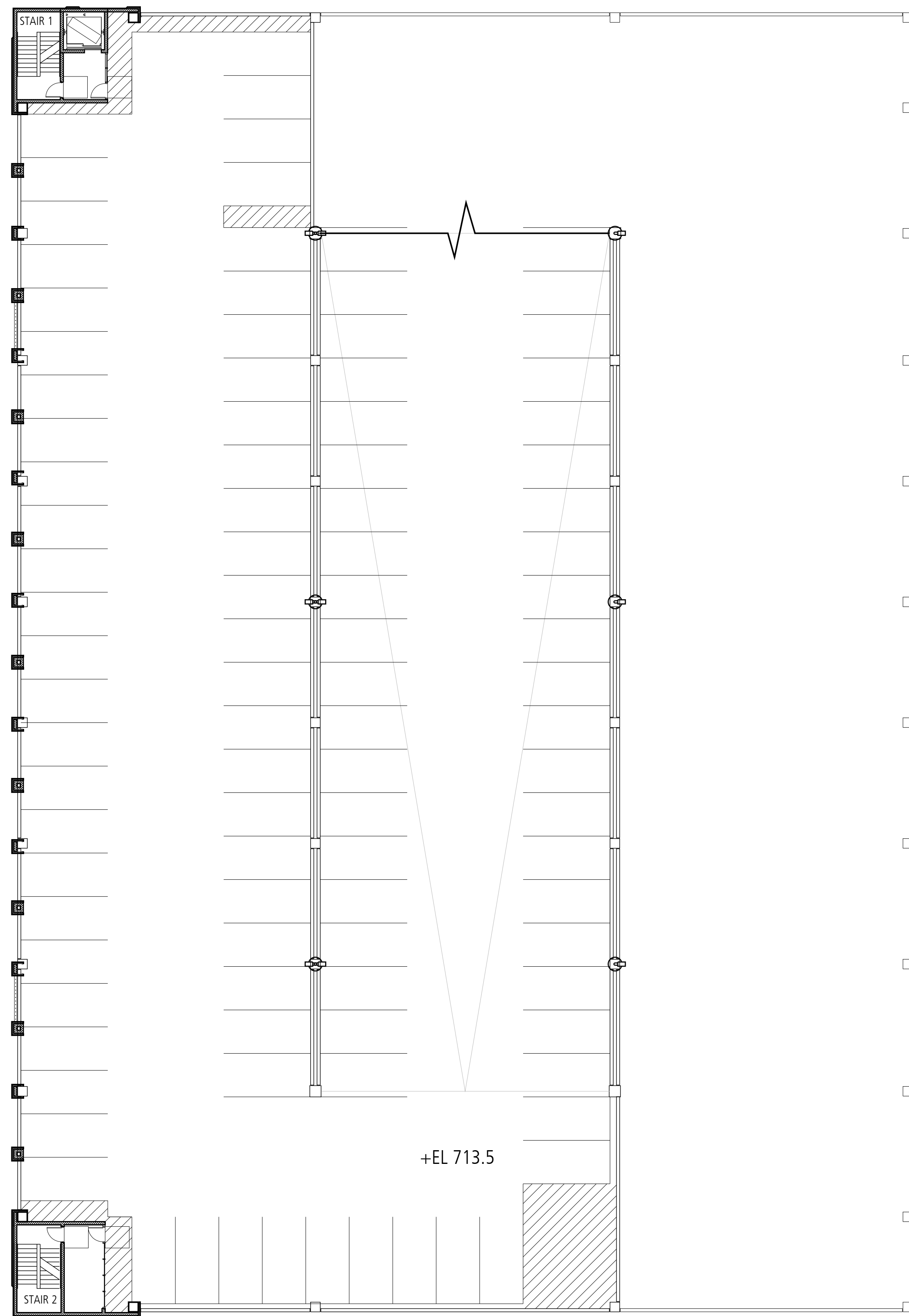
Level 02: 155 spaces
ELEVATION: +690.5



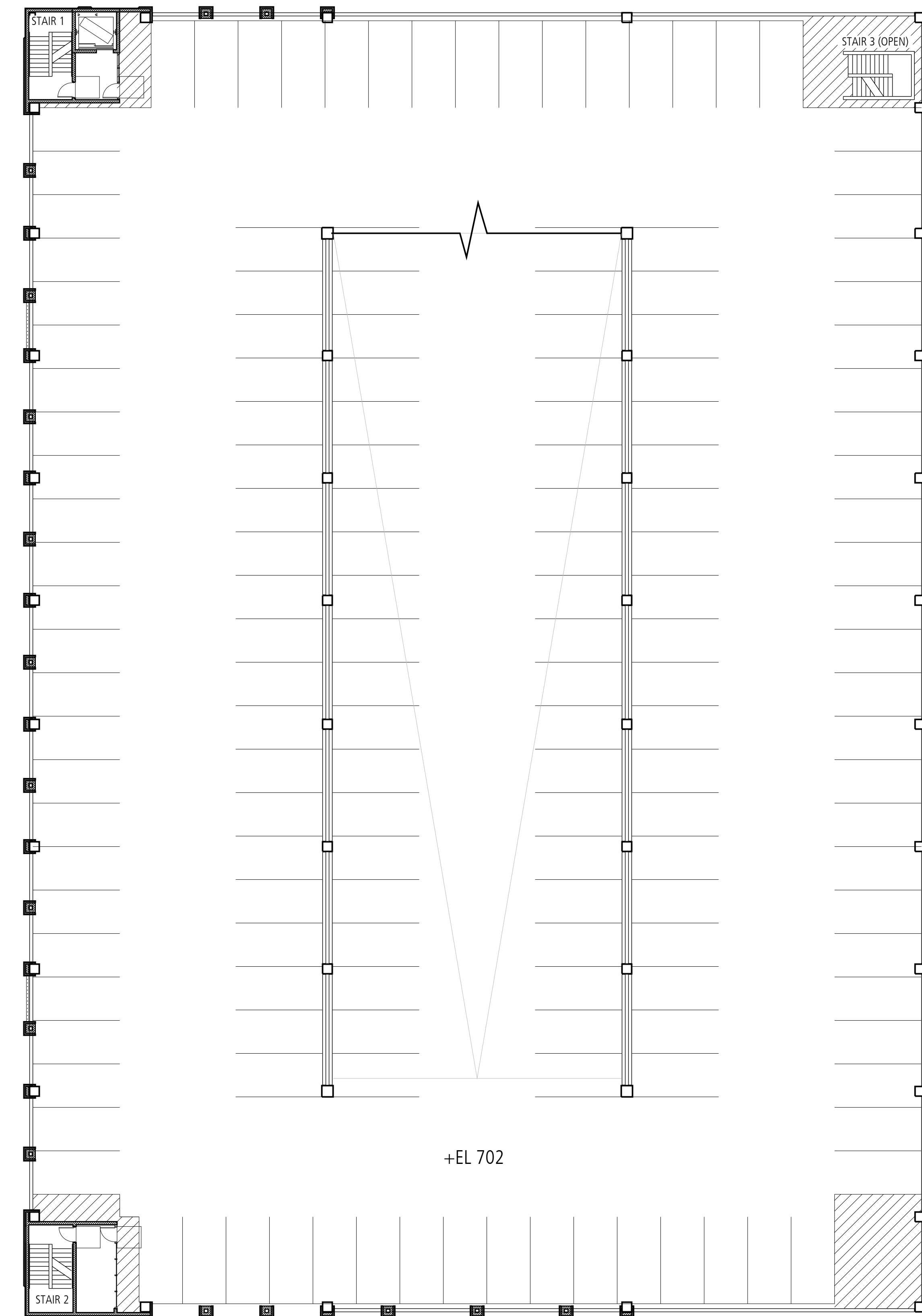
Level 01: 120 spaces
ELEVATION: +679

Parking Garage Plans : 536 SPACES (11 ADA - 2 VAN)





Level 04: 100 spaces
ELEVATION: +713.5



Level 03: 161 spaces
ELEVATION: +702



BELLE AVE ENTRY COURTYARD



Lakewood Downtown Redevelopment Site
Lakewood, Ohio

CASTO

EDGE PLANNING
LANDSCAPE ARCHITECTURE
URBAN DESIGN

DIMITARCHITECTS
architecture + interiors + urban design

BELLE AVE LINEAR PARK

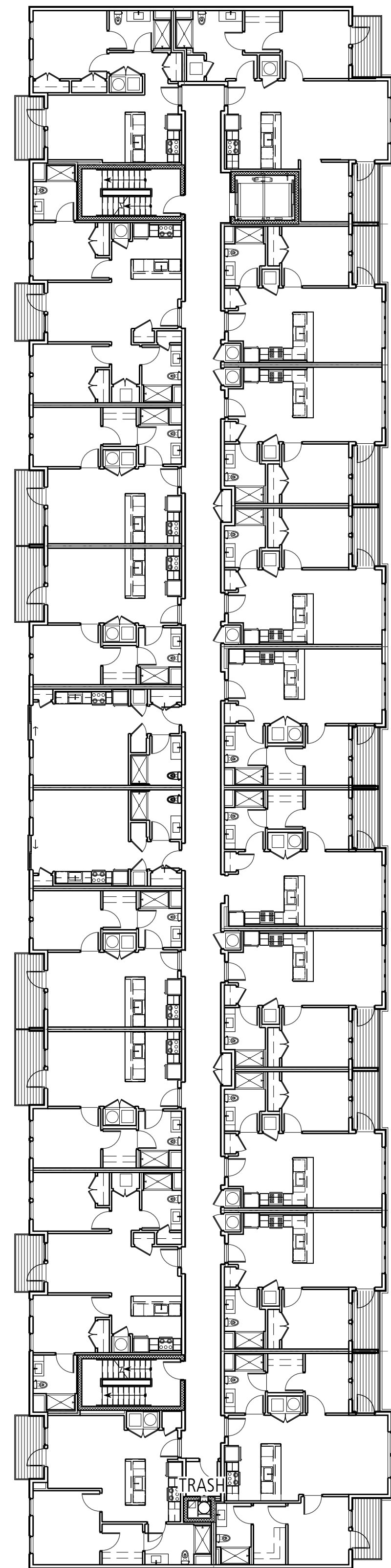


Lakewood Downtown Redevelopment Site
Lakewood, Ohio

CASTO

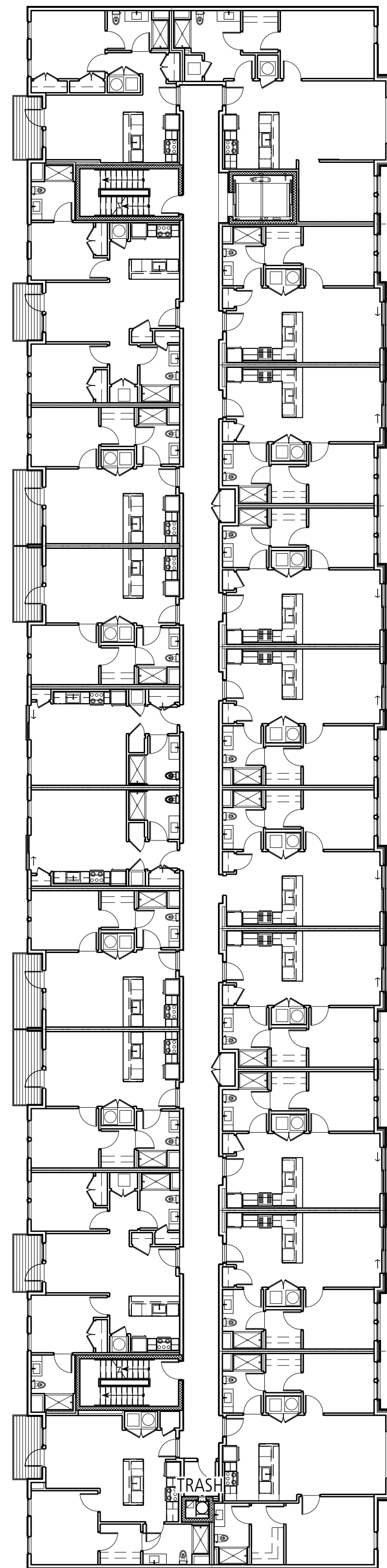
EDGE
PLANNING
LANDSCAPE ARCHITECTURE
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DIMITARCHITECTS
architecture + interiors + urban design



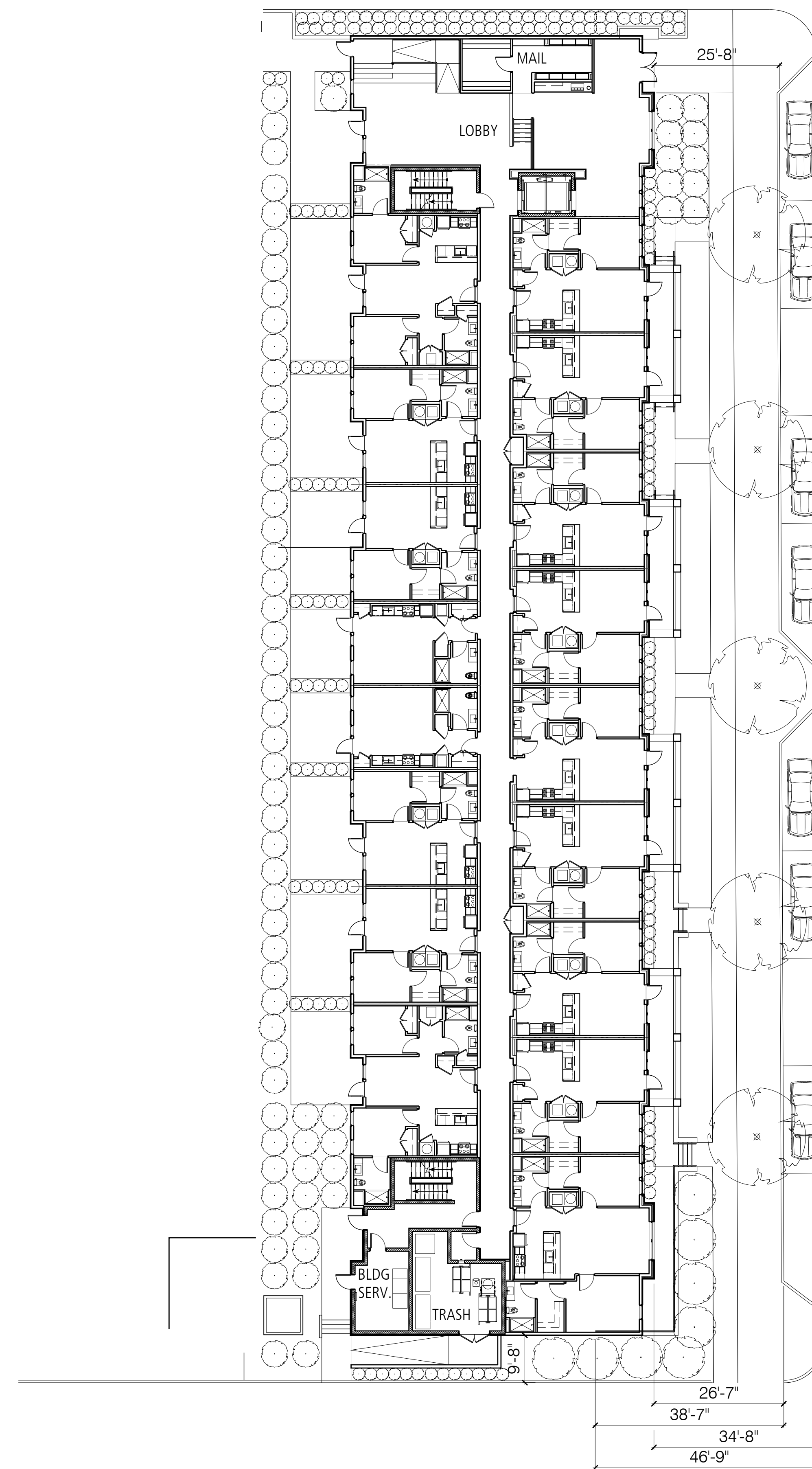
Level 04

1/16" = 1'-0"



Level 02-03

1/16" = 1'-0"



Level 01

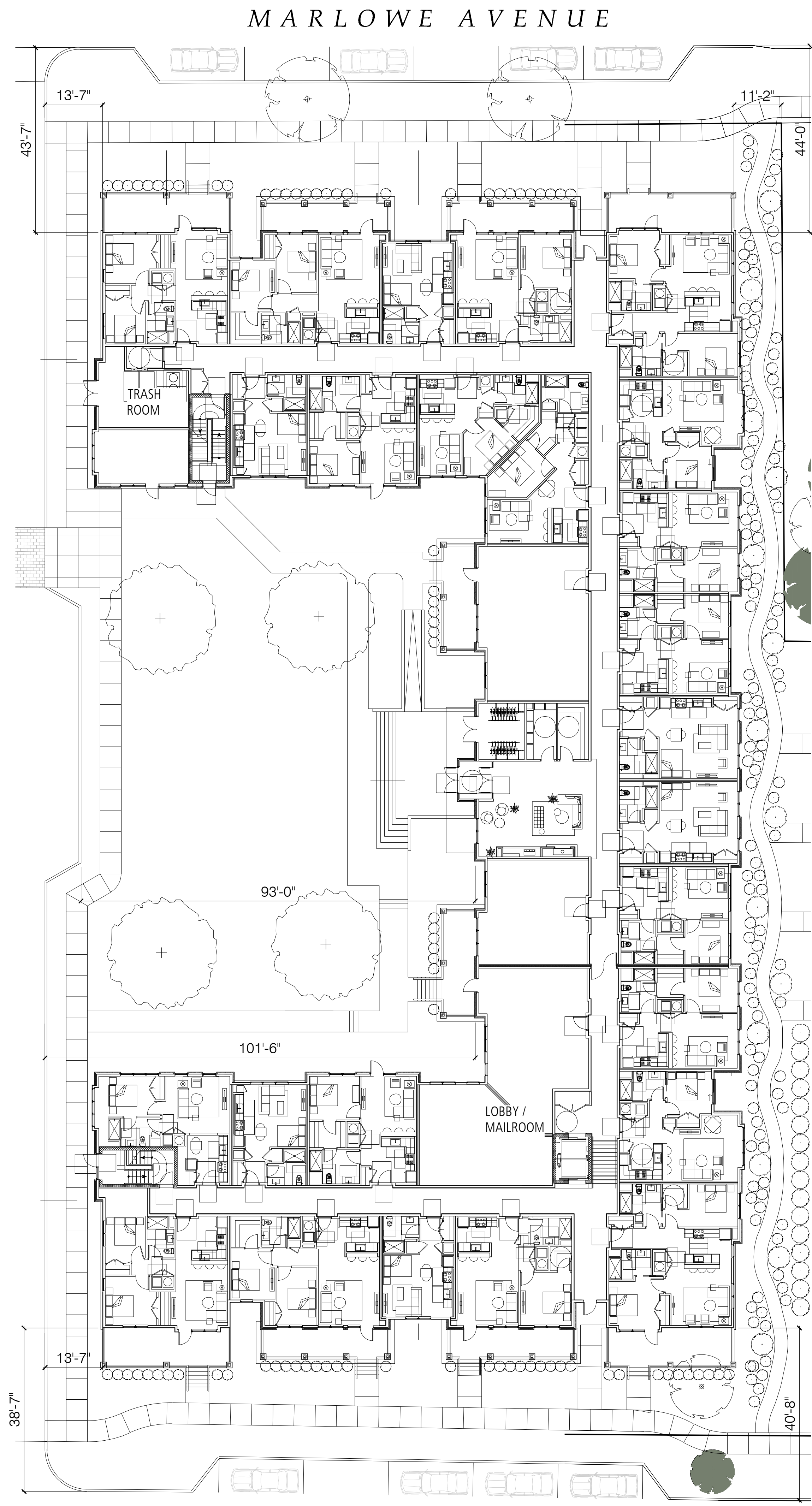
1/16" = 1'-0"

TOTAL UNITS LVL 1-4: 74

- STUDIO UNITS:	8 - 11%
- 1 BED UNITS:	44 - 59%
- 2 BED UNITS:	19 - 26%
- 3 BED UNITS:	3 - 4%







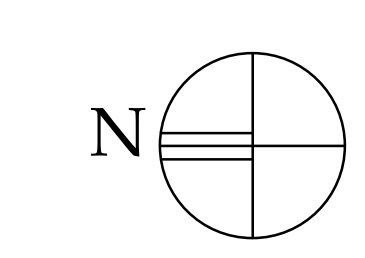
Level 01
 $\frac{1}{16}'' = 1'-0''$



Level 02
 $\frac{1}{16}'' = 1'-0''$



Level 03
 $\frac{1}{16}'' = 1'-0''$





West Elevation (Belle)
 $\frac{1}{8}'' = 1'-0''$

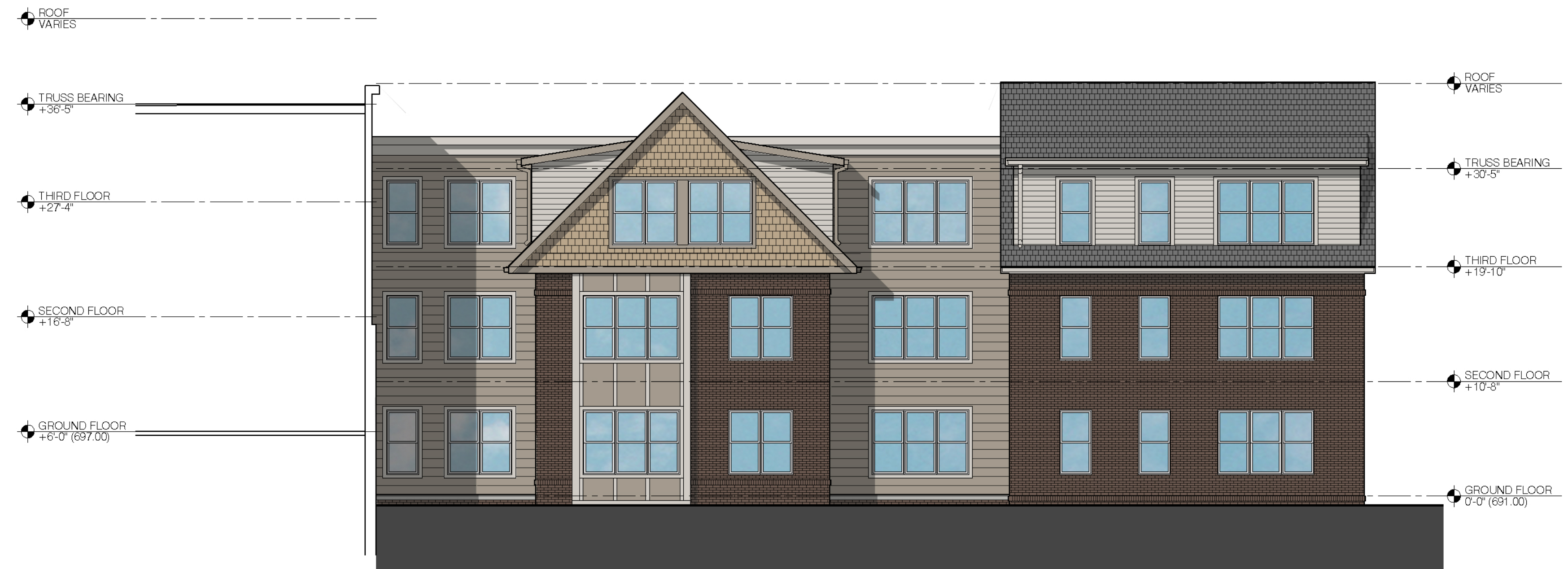


North Elevation
 $\frac{1}{8}'' = 1'-0''$



East Courtyard Elevation
 $\frac{1}{8}'' = 1'-0''$

North Courtyard Elevation
 $\frac{1}{8}'' = 1'-0''$



West Courtyard Elevation

$\frac{1}{8}'' = 1'-0''$



East Elevation (Marlowe)

$\frac{1}{8}'' = 1'-0''$



South Elevation

$\frac{1}{8}'' = 1'-0''$







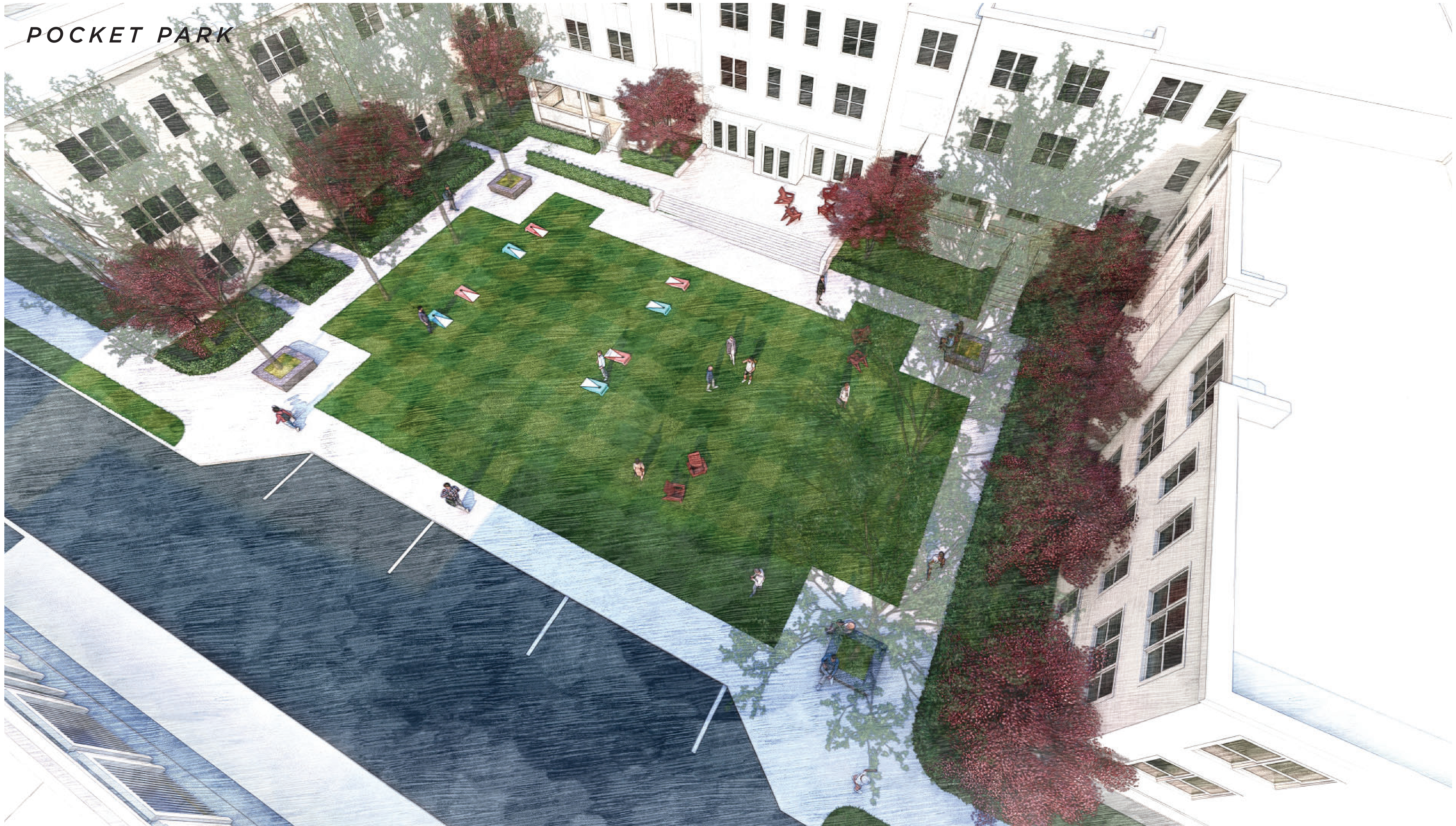
POCKET PARK



Lakewood Downtown Redevelopment Site
Lakewood, Ohio



POCKET PARK



Lakewood Downtown Redevelopment Site
Lakewood, Ohio





Lakewood Downtown Redevelopment Site
Lakewood, Ohio

Marlowe Ave. Looking Northwest Towards Building 4





Lakewood Downtown Redevelopment Site
Lakewood, Ohio

Aerial View from South East





Lakewood Downtown Redevelopment Site
Lakewood, Ohio

Aerial View from North East





PLANNING COMMISSION

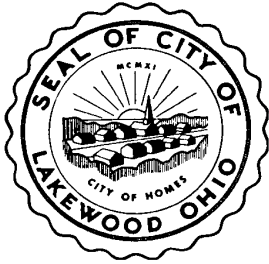
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Communication Cover Page

Docket No.: 07-30-24

Permit No.: PC24-000036

Project: Complete Streets Initiative: Ordinance No. 11-2024



PLANNING COMMISSION

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July 9, 2024

Planning Commission
Lakewood City Hall
12650 Detroit Avenue
Lakewood, Ohio 44107

Re: Docket No. 07-30-24
Complete Streets Initiative: Ordinance No. 11-2024

Dear Members of the Planning Commission:

The Department of Planning and Development staff will present a communication. At the June 17, 2024 City Council meeting, this item was referred to the Planning Commission for its review.

- Ordinance No. 11-2024 to enact Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood, to address the livability and safety needs of Lakewood by building upon efforts to promote an equitable multimodal transportation system.

Sincerely,

David Baas, Assistant Director



12650 DETROIT AVENUE 44107 216-529-6055

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Lakewood City Council
SARAH KEPPLER, PRESIDENT
JASON SHACHNER, VICE PRESIDENT

Council at Large
THOMAS R. BULLOCK III
TRISTAN RADER
SARAH KEPPLER

Ward Council
KYLE BAKER, WARD 1
JASON SHACHNER, WARD 2
CINDY STREBIG, WARD 3
CINDY MARX, WARD 4

June 3, 2024

Re: Ordinance to Enact Section 901.23 Complete Streets of the Lakewood Codified Ordinances

Dear Colleagues,

On April 15, 2024, City Council adopted Resolution 2023-73 that adopted the Active Transportation Plan and accompanying Safe Streets for All Plan (collectively, the “Active Transportation Plan”) which called for the adoption of a Complete Streets policies and legislation to ensure accountability measures for implementation. The Active Transportation Plan had the following Community Vision Statement:

Lakewood envisions a complete and connected network for people walking and biking that provides year-round access to local amenities, resources, and the regional bicycle and pedestrian network. Lakewood envisions a culture of respect for all roadway users, and bicycle and pedestrian infrastructure that is safe and comfortable for people of all ages and people with disabilities.

It is in line with the Active Transportation Plan and its bold Community Vision Statement that we bring forward this Ordinance to enact Section 901.23 Complete Streets of the Lakewood Codified Ordinances, to address the livability and safety needs of Lakewood by building upon efforts to promote an equitable multimodal transportation system. The Complete Streets Ordinance sets up an accountability structure to ensure that the City is meeting the laudable goals outlined in the Active Transportation Plan.

Moreover, the City and our School District are unique in that we do not provide school buses to bring students to school because we have neighborhood schools where most elementary and middle school students live within walking and/or biking distance to their respective school. It has proudly been called a “Walking School District.” The Active Transportation Plan provided data that the key issues impacting caregiver decisions to let a child walk or bike to school included “safety of intersections and crossings” at 61%, “speed of traffic along route” at 45%, and “convenience of driving” at only 13%. As such, the convenience of driving is not driving those decisions. Safety is. Moreover, 67% of fatal or serious injury pedestrian crashes and 40% of fatal or serious injury bicycle crashes happened within ¼ miles of schools and over 83% and 90% occurred within a ½ mile of schools. To be blunt, we owe it to the most vulnerable among us to do all we can to implement the safety infrastructure improvements outlined in the Active Transportation Plan, the Americans with Disabilities Act Transition Plan (adopted


November 20, 2023), and the Climate Action Plan (adopted May 1, 2023). Achieving the goals of these rich and complex documents will require a long-term intersectional approach designed to last beyond any one Council or Administration.

While many communities that enact Complete Streets Ordinances create a new volunteer committee or task force to oversee its implementation, the City already has a qualified body in the Planning Commission to take on the work. Section 7.2 of Lakewood’s Third Amended Charter (“Charter”) creates and provides structure to Lakewood’s Planning Commission. The Planning Commission is entrusted with many responsibilities under the Charter, but Section 7.2(g) outlines items that require “mandatory referral” to the Planning Commission. That section outlines that “nor shall any street be opened, widened, narrowed, relocated or vacated, or its use changed for any purpose whatsoever ... unless it has first been submitted to [Planning Commission] for report and recommendation.” Considering the Planning Commission’s Charter-bound duty to be consulted on any changes to our public rights of way and the goals of the Complete Streets Ordinance, they are well-suited and pre-positioned to fill this role. Moreover, besides having the expertise to do the work, the Planning Commission also has the capacity as they have gone from a high of 85 agenda items in 2017 to only having 37 in 2022 and 25 in 2023. *See* Planning & Development Department FY 2024 Budget Proposal.


The Complete Streets Ordinances seeks to have the City, before embarking on any transportation project, to come before Planning Commission and show the treatments called for in the Active Transportation Plan for each transportation project. If those treatments are not feasible, then the City must explain why in a public meeting before Planning Commission. This process will increase public participation, safety, and ensure that the City meets the lofty goals outlined in the Active Transportation Plan. We understand that this proposal creates a process that was not traditionally included in the City’s process of embarking on transportation projects and will require established protocols to be modified to accommodate the public input and accountability structure of the Active Transportation Plan, but we could think of no better reason than the safety of our most vulnerable users of our public rights of way to endeavor to make those changes. We look forward to working with the Administration, our colleagues, and the public on the Complete Streets Ordinance to create a safer and more equitable Lakewood.

We respectfully ask that this correspondence and the accompanying Complete Streets Ordinance be simultaneously referred to Planning Commission and the Committee that Council deems most advisable.

Sincerely,


Kyle G. Baker
Councilmember Ward 1


Sarah Kepple
City Council President


Cindy Streb
Councilmember Ward 3

AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council to enact Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood, to address the livability and safety needs of Lakewood by building upon efforts to promote an equitable multimodal transportation system;

WHEREAS, the main objectives of Complete Streets are to design, build, and maintain roads, including multi-use trails, that safely and comfortably accommodate all users of roadways of all ages and abilities, including pedestrians, bicyclists, shared mobility device users, motorcyclists, public transit and school bus riders, motorists, delivery and service personnel, freight haulers, and emergency responders;

WHEREAS, on April 15, 2024, City Council adopted Resolution 2023-73 that adopted the Active Transportation Plan and accompanying Safe Streets for All Plan which called for the adoption of a Complete Streets policies and legislation to ensure accountability measures for implementation;

WHEREAS, integrating sidewalks, low stress bicycle facilities, public transit amenities, and safe crossings in the initial design of a project spares the expense and complications of retrofits later;

WHEREAS, the City of Lakewood is committed to the creation of a network of Complete Streets that will encourage economic growth, increase property values, eliminate serious and fatal crashes through safety improvements, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on or roadways by allowing people to replace motor vehicle trips with sustainable transportation options while also improving the environmental and social well-being of citizens;

WHEREAS, the desired outcome of the Complete Streets Ordinance is to create an equitable, balanced, and effective transportation system that prioritizes access and safety for the most vulnerable road users, where every roadway user can travel safely and comfortably, and where sustainable transportation options are available to everyone;

WHEREAS, the desired outcome of Complete Streets Ordinance will enable access to destinations such as schools, parks, healthy food retail establishments, public transit, and other destinations that are critical for health equity;

WHEREAS, the goals of this Complete Streets Ordinance is to create a comprehensive, integrated, and connected transportation network that supports dense, sustainable development and provides livable communities; to ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system; and to provide context sensitive design flexibility for different types of streets, areas and users;

WHEREAS, the Complete Streets Ordinance is critical to achieving the goals of the Vision Zero commitment, which seeks to eliminate deaths and serious injuries from traffic crashes (City Council passed Resolution 19-9063 in 2019 in favor of achieving Vision Zero);

WHEREAS, the Complete Streets Ordinance is integral to achieving the goals of Lakewood’s Climate Action Plan, which seeks to reduce harmful air emissions from the transportation sector, among other measures;

WHEREAS, other cities nationwide, including Cleveland, Pittsburgh, Baltimore, Phoenix, and Baton Rouge, have adopted Complete Streets policies and legislation in furtherance of these guiding principles; and

WHEREAS, as set forth in Section 2.12 of the Third Amended Charter of the City of Lakewood, this Council by a vote of at least two thirds of its members determines that this ordinance is an emergency measure and that it shall take effect immediately and that it is necessary for the immediate preservation of the public property, health, and safety; now, therefore

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. That new Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood is hereby enacted, reading as follows:

Section 1. Definitions

For purposes of this ordinance, the following terms, not defined in the Codified Ordinances of the City of Lakewood, shall mean:

- (a) “Active Transportation” means being physically active for the purpose of transportation (typically biking or walking), and is distinct from being physically active for recreation.
- (b) “Active Transportation Plan” shall mean the Safe Streets for Lakewood Active Transportation Plan and Safe Streets for Lakewood Safety Action Plan adopted by Lakewood City Council on April 15, 2024 pursuant to Resolution Number 2023-73. The Active Transportation Plan shall be updated at least once every 10 years.
- (c) “Complete Streets” means the City’s commitment to ensure that, when possible:
 - a. Roads safely and comfortably accommodate users including pedestrians, bicyclists, mobility devise users, motorcyclists, public transit users and motorists; and
 - b. Roadway projects add to the prevalence of trees and vegetation across Lakewood, as well as best practices for stormwater management; and
 - c. Roadway projects use sustainable and recycled materials.

- (d) “Complete Streets Policy” means the guidance and procedures developed by the Director of Public Works and the Director of Planning and Development (or their respective designees) that address the inclusion of Complete Streets elements in all types of projects within in the public right-of-way, including new construction, reconstruction, rehabilitation, repair, restriping, and maintenance of transportation facilities and development projects and can include the Active Transportation Plan (and any further update to the Active Transportation Plan approved by City Council).
- (e) “Connectivity” means the level to which travel routes are safe, accessible, and convenient for road users to use across varying distances without gaps.
- (f) “Planning Commission” means the Lakewood Planning Commission as defined and authorized in Section 7.2 of the Third Amended Charter of the City of Lakewood.
- (g) “Safe design” means with the intent of protecting all road users from death or injury.
- (h) “Transportation Projects” mean any project for which the City is the project sponsor and is responsible for providing the scope of work including new construction, reconstruction, rehabilitation, repair, resurfacing, restriping and maintenance of transportation facilities and development projects.
- (i) “Vision Zero” means a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all
- (j) “Vulnerable road users” means road users at risk due to lack of external protections, including pedestrians, cyclists, scooter riders, motorcyclists, and those with mobility, vision, and/or hearing challenges.

Section 2. That the Director of Public Works and the Director of Planning and Development (or their designees) shall plan, prioritize, implement, and enforce policies and guidelines related to Complete Streets in all types of Transportation Projects within the public right-of-way. Unless plans to individually construct new Complete Streets elements exist, the implementation of Complete Street elements shall be evaluated for all types of Transportation Projects within the public right-of-way.

Section 3. That the design of capital investments and Transportation Projects shall prioritize the most vulnerable road users and follow transportation standards and guidelines as adopted by the Director of Public Works and Director of Planning and Development to align with the intent of Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood. The standards and guidelines shall be made publicly available on the City’s website and can include the current City Council approved version of the Active Transportation Plan. The City shall use the best and latest design guidelines, standards, and recommendations available when considering methods or providing development flexibility within safe design parameters and balanced design solutions between user and modal needs. A balanced approach considers aspects

such as street design and width, curb bump outs, raised crosswalks, desired operating speed, hierarchy of streets, connectivity, wayfinding signs and signal variation from a human scale for the needs and comforts of all users.

The City shall consider innovative or non-traditional design options where accepted design standards allow flexibility. Design criteria shall be based on the thoughtful application of engineering, architectural, and urban principles in addition to prescriptive guidelines. Best practices related to street design, construction, and operations can be found in, but are not limited to: Standards, including the following: The Ohio Manual of Uniform Traffic Control Devices (OMUTCD), The Policy on Geometric Design of Highways and Streets (“Green Book”), and the Americans with Disabilities Act (ADA) Standards for Accessible Design; Guidelines, including the following: Publications from ODOT, including the Location and Design Manual, Publications from the American Association of Highway Transportation Officials (AASHTO), Publications from the National Association of Transportation Officials (NACTO), including the Urban Street design guides, publications from the Transportation Research Board, including the Highway Capacity Manual, NOACA’s Street Design Guidelines and Trail Crossing Typology Guidance, Cuyahoga County Complete Streets Toolkit, and processes, policies, and guidance adopted through the Vision Zero Taskforce; and Plans adopted by the Lakewood Planning Commission, including the following: the 2019 Community Vision (updated with recommendations from the Resiliency Task Force), the Climate Action Plan, the ADA Transition Plan, and Active Transportation Plan, as well as in-progress and future planning efforts.

Section 4. That Complete Streets elements on Transportation Projects conducted by the City that do not affect sub base, curbs and sidewalks shall be limited to minimal impact elements if it has been determined through the advisory process outlined in Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood that additional elements are unnecessary or infeasible. Minimal impact elements that may be included are pavement markings and lane reconfiguration to accommodate bicycle facilities and/or public transit lanes, signage for cyclists or pedestrians and the use of sustainable materials. The Planning Commission shall be the body that oversees and provides advisory guidance on the Complete Streets Policy.

Section 5. By January 1, 2025, the Public Works Department and Planning and Development Department shall coordinate with the Planning Commission to adopt a process for capital improvement prioritization and project review based on the Vision Zero Guidelines and the Active Transportation Plan, and guided by values established in 2019 Community Vision (updated with recommendations from the Resiliency Task Force), and other road-way specific plans adopted by the City. The Planning Commission shall use said process to maintain a corridor-specific Complete Streets implementation list that identifies applicable Complete Street elements for priority corridors to transmit to the Department of Public Works to integrate into project scopes and to City Council for review prior to the final authorization of funding for said Transportation Project. This implementation list can include the current list outlined in the most current version of the Active Transportation Plan. This timeline shall be incorporated in the early stages of street design as not to hinder project timeline. Projects that are not able to accommodate the Complete

Streets elements specified by the Planning Commission shall follow the formal exemption process outlined in Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood.

The Planning Commission shall review and provide feedback on project scope and design for all Transportation Projects in the City and consider exemption requests as outlined in Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood.

The Planning Commission shall conduct a post-construction evaluation of completed Transportation Projects to assess effectiveness and collect community feedback for the annual report.

The Planning Commission shall review this Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood regularly and propose any necessary revisions (if revisions are deemed necessary).

Section 6. That exemptions for Transportation Projects to be considered include, but are not limited to, the following:

- (a) The Transportation Project involves a roadway on which non-motorized use is prohibited by law. In this case, an effort shall be made to accommodate active transportation users elsewhere;
- (b) Where the cost of accommodation is excessively disproportionate to the need or probable use. Financial hardship exists when compliance with Complete Streets policies and guidelines constitutes a minimum of twenty (20) percent of the total project cost;
- (c) Severe topographic or natural resource constraints;
- (d) There is documentation that there is an absence of use by all except motorized users now and in the future even if the street were a Complete Street;
- (e) Public transit enhancements when the street is not on a public transit route; and
- (f) The project scope and/or design does not meet the Complete Streets elements identified as relevant by the Planning Commission in the Complete Streets implementation list.

The Director of Public Works and Director of Planning and Development shall provide notice of all exemption requests to the Planning Commission and City Council. The Public Works and Planning and Development Departments must submit documentation to the Planning Commission indicating why the Transportation Project should be exempt. The documentation shall include how the Transportation Project will accommodate roadway users who will be adversely impacted by the exemption request.

Within 60 days of receiving an exemption request, the Planning Commission will review the exemption request, and provide comments to the Director of Public Works and Director of Planning and Development for determination, and the exemption request shall be made publicly available on the City's website. The Planning Commission shall hold at least one public hearing to receive and consider public input, which public hearing may be held as part of a regular monthly

Planning Commission meeting. If the Planning Commission rejects the exemption request, it shall go to City Council with 30 days for a final determination. If the Planning Commission accepts the exemption request by a majority vote of the present members, it is formally accepted.

Section 8. That all Transportation Projects approved under the Complete Streets Policy include provisions for an ongoing maintenance plan of the improvements. Alternative maintenance arrangements may be utilized to reduce the costs to the City for ongoing maintenance, such as maintenance agreements with adjacent property owners.

Section 9. That the Director of Public Works, and the Director of Planning and Development, with the advice and input from the Planning Commission shall provide an annual progress report to City Council, made readily available to the public, on the implementation of the Complete Streets Policy. The initial annual progress report shall be presented before Council on or about June 30, 2026. Thereafter, the annual report shall be prepared by the end of the second quarter of the following year and outline the previous year's accomplishments and list expected projects for the upcoming year. The annual report shall also serve to evaluate the performance and execution of the Complete Streets Policy. Evaluation of performance may be described by and shall include the following performance measures, if available:

- (a) Use data by transportation mode;
- (b) Pre- and post-project speed/crash data;
- (c) Feedback from the community;
- (d) Linear feet of sidewalks built and repaired;
- (e) Number of ADA accessible curb ramps built;
- (f) Miles of bicycle facilities built;
- (g) Number of bicycle amenities built by type;
- (h) Number of public transit accessibility accommodations built by type;
- (i) Number of curb bump outs installed;
- (j) Number and type of crosswalk and intersections improvements;
- (k) Number of public hearings held for Complete Streets projects;
- (l) Number of exemptions from Complete Streets Policy approved and for what reason;
and
- (m) Other relevant information from the Planning Commission's post-construction evaluation of completed Transportation Projects.

These measures must be compiled in partnership with relevant departments, including Public Works and Planning and Development, and reported to City Council and made available to the public on an annual basis.

Section 10. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Adopted: _____

Sarah Kepple, President of Council

Maureen M. Bach, Clerk of Council

Approved: _____

Meghan F. George, Mayor



PLANNING COMMISSION

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Communication Cover Page

Docket No.: 07-31-24

Permit No.: PC24-000037

Project: Complete Streets Initiative: Resolution No. 2024-42



PLANNING COMMISSION

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July 9, 2024

Planning Commission
Lakewood City Hall
12650 Detroit Avenue
Lakewood, Ohio 44107

Re: Docket No. 07-31-24
Complete Streets Initiative: Resolution No. 2024-42

Dear Members of the Planning Commission:

The Department of Planning and Development staff will present a communication. At the June 17, 2024 City Council meeting, this item was referred to the Planning Commission for its review.

- Resolution No. 2024-42 to support the Complete Streets Initiative and to address the livability and safety needs of Lakewood by building upon efforts to promote an equitable multimodal transportation system.

Sincerely,

David Baas, Assistant Director

A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council to support the Complete Streets Initiative and to address the livability and safety needs of Lakewood by building upon efforts to promote an equitable multimodal transportation system;

WHEREAS, the City of Lakewood has long been a proponent of accommodating all modes of transportation within the public right-of-way, including but not limited to travel by pedestrians, bicyclists, transit users, motorists, emergency and commercial vehicle operators, and includes people of all ages and abilities; and

WHEREAS, the City of Lakewood recognizes the importance of meeting the transportation needs of all its citizens by providing street networks that safely connect to all properties, creating a more livable and welcoming community to all citizens, regardless of age or ability; and

WHEREAS, the City of Lakewood was planned as a dense, walkable, streetcar community whereby public rights-of-way were designed with tree-lined streets, sidewalks, and other amenities to support public transit, vehicular, and active modes of transportation;

WHEREAS, the City of Lakewood is committed to the preserving and enhancing a network of streets that will continue to encourage economic growth, increase property values, eliminate serious and fatal crashes through safety improvements, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on or roadways by allowing people to replace motor vehicle trips with sustainable transportation options while also improving the environmental and social well-being of citizens;

WHEREAS, the City of Lakewood adopted a Safe Streets for Lakewood Active Transportation Plan and Safety Action Plan on April 15, 2024, by Resolution 2023-73, provides guidance and direction consistent and compatible with Complete Streets principles, and

WHEREAS, continued support of Complete Streets principles enhances and increases the overall capacity of the City's transportation network for all users; and

WHEREAS, the City of Lakewood recognizes that non-motorized transportation options are an important means of transportation, with significant benefits for the environment and public health; and

WHEREAS, the goals of Complete Streets are to preserve and enhance a comprehensive, integrated, and connected transportation network that supports dense, sustainable development and provides livable communities; to ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system; and to provide context sensitive design flexibility for different types of streets, areas and users;

WHEREAS, the incorporation of Complete Streets is critical to achieving the goals of the Safe Streets for All commitment, which seeks to eliminate deaths and serious injuries from traffic crashes;

WHEREAS, integrating sidewalks, low stress bicycle facilities, public transit amenities, and safe crossings in the initial design of a project spares the expense and complications of retrofits later;

WHEREAS, Complete Streets may include facilities and amenities, including but not limited to: sidewalks and pedestrian safety improvements such as medians, curb extensions and crosswalks; ADA (Americans with Disabilities Act) accessible curb ramps and accessible pedestrian signals; transit shelters and signs and improved pedestrian and bicycle access to transit stops and stations; bicycle detection at intersections and wide travel lanes, bike lanes, or shared use lanes; bicycle parking facilities; street trees, landscaping, street lighting, street furniture; pavement markings and signs; and adequate drainage facilities, including opportunities for storm water quality treatment facilities.

WHEREAS, as set forth in Section 2.12 of the Third Amended Charter of the City of Lakewood, this Council by a vote of at least two thirds of its members determines that this resolution is an emergency measure and that it shall take effect immediately and that it is necessary for the immediate preservation of the public property, health, and safety; now, therefore,

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. That the City of Lakewood supports Complete Streets principles.

Section 2. That the City of Lakewood Departments will consider Complete Streets principles in the transportation planning process for the design, construction, operation, and maintenance of new and reconstruction transportation projects in the public right-of-way. Specifically, the design and development of the transportation project should improve conditions for all users by:

- Considering accommodations for users of all ages and abilities and be sensitive to the context of the project setting. Complete streets are not a one size fits all; every project may look different.
- Designing context-appropriate facilities in accordance with available standards and guidance that best ensures safety and efficient operation for all users. The design of facilities for bicyclists, pedestrians and transit facilities should follow recognized design guidelines and standards, such as the Ohio Department of Transportation (ODOT) Multi Modal Design Guide, American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, AASHTO's Policy on Geometric Design of Highways and Streets, the Institute of Transportation Engineers (ITE) Context Solutions Guide, Americans with Disabilities Act Accessibility Guidelines, Public Right-of-Way Accessibility Guidelines (PROWAG), Federal Highway Administration (FHWA) Separated Bike Lane Design Guide, National Association of Transportation City Officials (NACTO) Design Guides and other recognized and acceptable design publications.

- Prioritizing safety equally for all modes of transportation. Safety improvements for any one mode will not be minimized to achieve an improved level of service for any one mode.
- Coordinating with adjacent jurisdictions to ensure consistency of facilities.
- Including the transit agency (if applicable) in the project development process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided.
- Demonstrating how the project advances multimodal connectivity and access to adjacent land uses and destinations within the corridor.
- Anticipating likely future demand for all modes and not preclude the provision of future improvements.
- Utilizing design criteria based on the thoughtful application of engineering, architectural and urban design principles such that all projects shall make the Region a more appealing, enjoyable, and sustainable place in which to live and work.
- Recognizing that street trees are a critical component of public infrastructure and shall be considered for all projects. Priority shall be given to native species and must be appropriate for the site.

Projects must consider bicycle, pedestrian and transit access improvements in the planning and design of their proposed project. In particular, sidewalks, bike facilities, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways should be designed, constructed, operated and maintained so that all modes and pedestrians, including people with disabilities, can travel safely and independently. Projects may not warrant consideration for complete streets elements if one or more of the following conditions are met:

- The project is limited exclusively to resurfacing or other maintenance type activities. In these cases pavement striping for bike lanes, crosswalks, signage or other low cost bicycle and pedestrian countermeasures should still be recommended.
- Bicyclists and pedestrians are prohibited by law from using the transportation corridor – or the proposed infrastructure is not covered by established Ohio Department of Transportation design guidance. In these instances, a greater effort may be necessary to accommodate bicyclists and pedestrians as an alternate to the transportation corridor.
- The cost of establishing bikeways or walkways that meet applicable standards would exceed 20% of the cost of the transportation components of the larger project or impart delays in project implementation that would cause a breach of existing consent decree or other timebound requirements. The cost percentage is not a target for expenditure; it is a benchmark for assessing when provision of bicycle or pedestrian facilities is too costly for consideration.
- There are extreme topographic or natural resource constraints.
- The project is located on a low-volume roadway (ADT is less than 1000) that is not projected to carry significant bicycle or pedestrian usage, or that does not carry or provide access to fixed route transit service.
- Existing infrastructure, major utility conflicts, and/or roadway alignment does not allow such improvements.
- Improvements are beyond the existing Right-of-Way.
- Improvements are not eligible under project funding requirements.

Exceptions to the Complete Streets Policy shall be documented in a manner deemed appropriate by the appropriate Department with supporting data which indicates the basis for the request.

Section 3. It is hereby found and determined that all formal actions of this Council concerning and relating to the adoption of this Resolution were passed in an open meeting of this Council, and that all deliberations of this Council and of any of its committees that resulted in such formal action, were in meetings open to the public, in compliance with all legal requirements including R.C. Section 121.22.

Section 4. This resolution is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, property, health, safety and welfare in the City and for the usual daily operation of the City for the reasons set forth and defined in the preamble to this ordinance, and provided it receives the affirmative vote of at least two thirds of the members of Council this resolution shall take effect and be in force immediately upon its adoption by the Council and approval by the Mayor, or otherwise it shall take effect and be in force after the earliest period allowed by law.

Adopted: _____

Sarah Kepple, President of Council

Maureen M. Bach, Clerk of Council

Approved: _____

Meghan F. George, Mayor



PLANNING COMMISSION

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Application Cover Page

Docket No.: 08-34-24

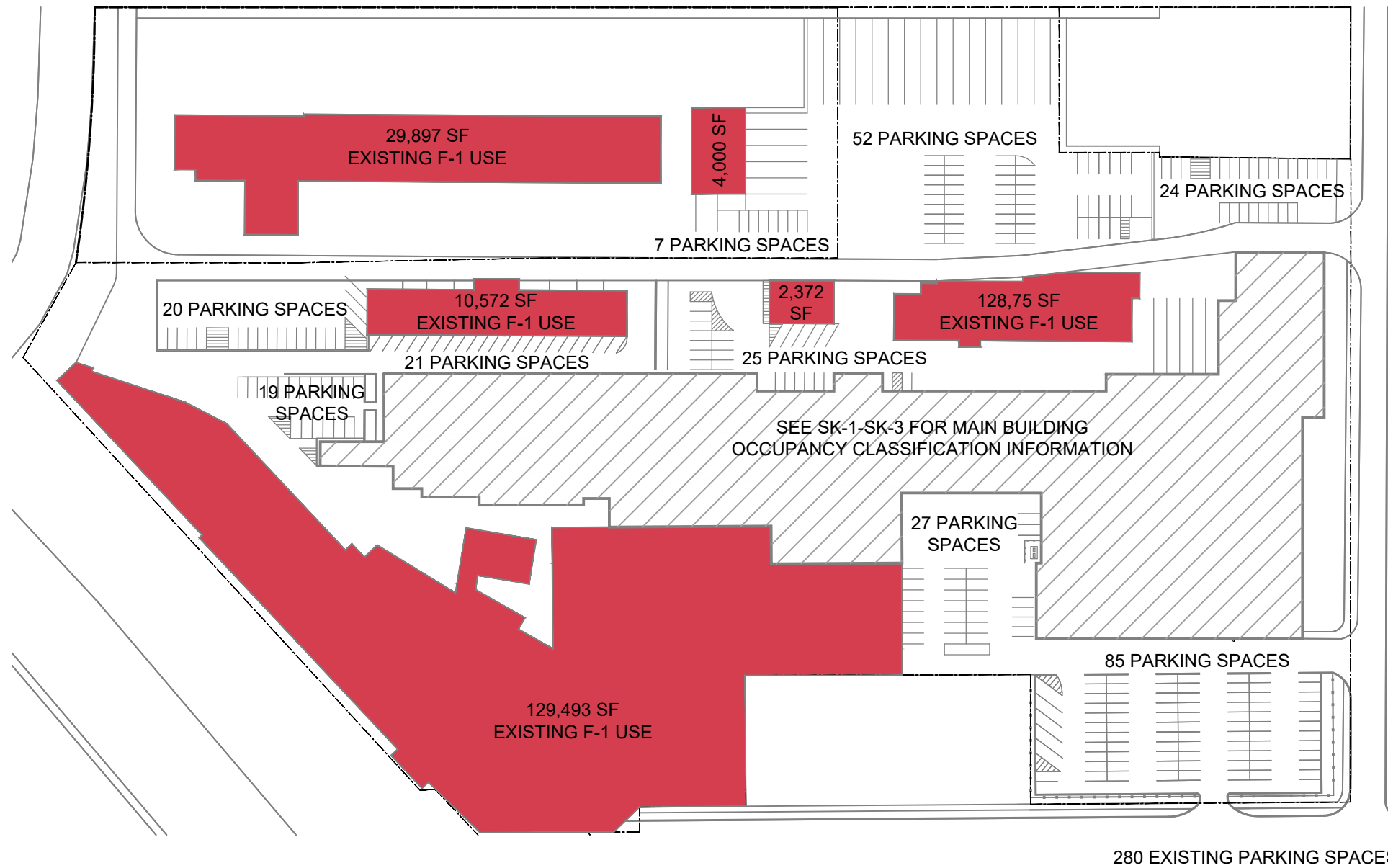
Permit No.: PC24-000039

Applicant Name: David Ligas, Omni Lakewood Ltd.

Project Address: 13000 Athens Ave.

Project Name: Screw Factory

Proposal: The review and approval of a conditional use permit for a mixed-use overlay district, pursuant to chapter 1135 – mixed-use overlay. The property is in an I, Industrial district.



TOTAL SITE OCCUPANCY CLASSIFICATION

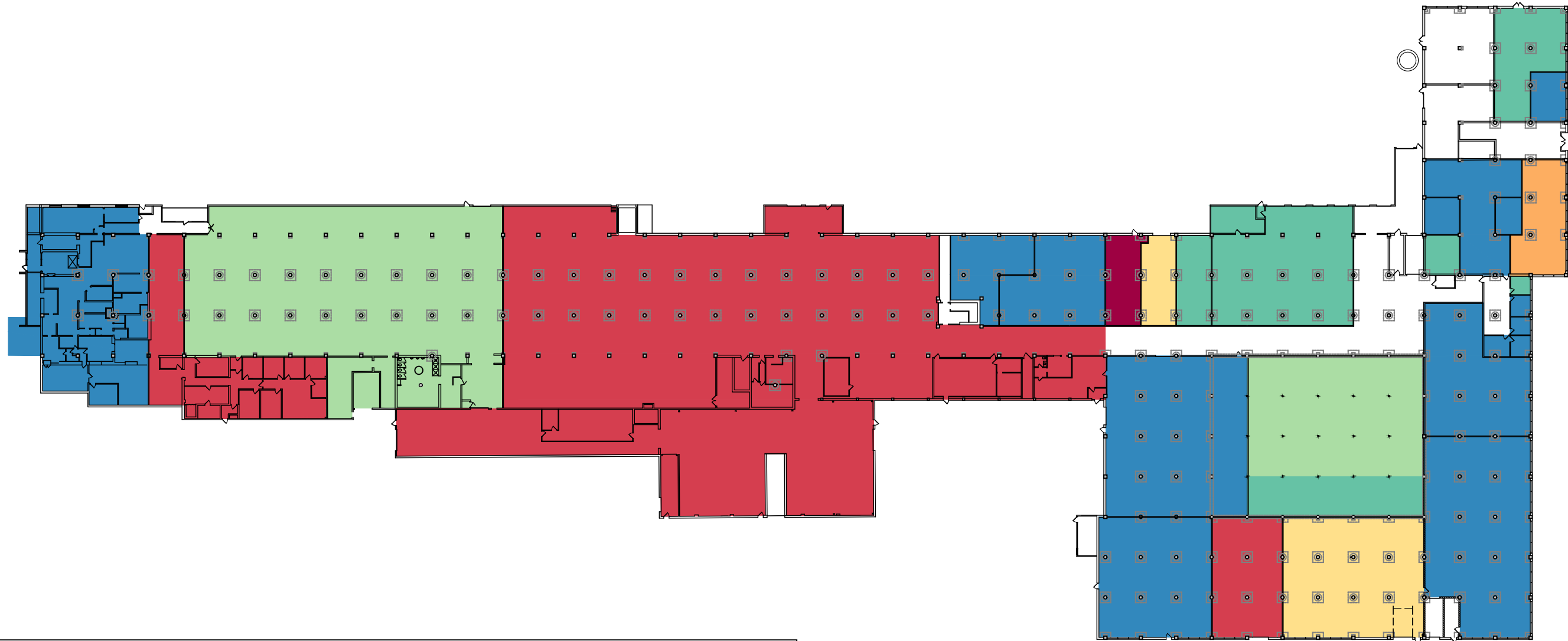
COLOR	CLASSIFICATION	AREA	NOTES
Orange	ASSEMBLY A-2	20,007 SF	BANQUET/ EVENT SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Red-Orange	ASSEMBLY A-3	8,602 SF	GYM SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Blue	BUSINESS	106,633 SF	OFFICES AND GENERAL BUSINESS USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Red	FACTORY F-1	251,533 SF	GENERAL INDUSTRIAL USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Dark Red	MERCANTILE	4,631 SF	GENERAL MERCANTILE SPACES CLASSIFIED AS "HARD GOODS AND SERVICE RETAIL" PER ORDINANCE 09-2024
Teal	STORAGE S-1	32,071 SF	MODERATE-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Light Green	STORAGE S2	32,565 SF	LOW-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Yellow	VACANT	20,682 SF	VACANT SPACE WILL LIKELY CONSIST OF BUSINESS OCCUPANCIES IN THE FUTURE

A THE LAKE ERIE BUILDING
EXISTING SITE PLAN
 SCALE: 1/128 = 1'-0"
 Project North 

LARSEN ARCHITECTS
 12815 DETROIT AVENUE, LAKEWOOD, OHIO 44107
 T. 216.221.2350
 F. 216.221.5670
 WWW.LARSENARCHITECTS.COM

**THE LAKE ERIE BUILDING
 MIXED USE OVERLAY**

JOB NO.	24090	SK-0
ISSUE:	1	
DATE:	2024.07.19	



1ST FLOOR OCCUPANCY CLASSIFICATION

COLOR	CLASSIFICATION	AREA	NOTES
Orange	ASSEMBLY A-2	1,763	BANQUET/ EVENT SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Orange	ASSEMBLY A-3	-	-
Blue	BUSINESS	35,350 SF	OFFICES AND GENERAL BUSINESS USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Red	FACTORY F-1	47,796 SF	GENERAL INDUSTRIAL USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Maroon	MERCANTILE	1,041 SF	GENERAL MERCANTILE SPACES CLASSIFIED AS "HARD GOODS AND SERVICE RETAIL" PER ORDINANCE 09-2024
Green	STORAGE S-1	11,323 SF	MODERATE-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Light Green	STORAGE S2	24,864 SF	LOW-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Yellow	VACANT	6,444 SF	VACANT SPACE WILL LIKELY CONSIST OF BUSINESS OCCUPANCIES IN THE FUTURE

A
 THE LAKE ERIE BUILDING
EXISTING 1ST FLOOR PLAN
 SCALE: 1/64 = 1'-0"

Project North

LARSEN ARCHITECTS

12815 DETROIT AVENUE, LAKEWOOD, OHIO 44107
 T. 216.221.2350
 F. 216.221.5670
 WWW.LARSENARCHITECTS.COM

**THE LAKE ERIE BUILDING
 MIXED USE OVERLAY**

JOB NO. 24090
 ISSUE: 1
 DATE: 2024.07.19

SK-1



2ND FLOOR OCCUPANCY CLASSIFICATION

COLOR	CLASSIFICATION	AREA	NOTES
Orange	ASSEMBLY A-2	13,519 SF	BANQUET/ EVENT SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Red	ASSEMBLY A-3	4,530 SF	GYM SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Blue	BUSINESS	37,881 SF	OFFICES AND GENERAL BUSINESS USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Red	FACTORY F-1	3,811 SF	GENERAL INDUSTRIAL USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Maroon	MERCANTILE	1,694 SF	GENERAL MERCANTILE SPACES CLASSIFIED AS "HARD GOODS AND SERVICE RETAIL" PER ORDINANCE 09-2024
Green	STORAGE S-1	9,496 SF	MODERATE-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Light Green	STORAGE S2	1,515 SF	LOW-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Yellow	VACANT	5,448 SF	VACANT SPACE WILL LIKELY CONSIST OF BUSINESS OCCUPANCIES IN THE FUTURE

A
 THE LAKE ERIE BUILDING
EXISTING 2ND FLOOR PLAN
 SCALE: 1/64 = 1'-0"

Project North

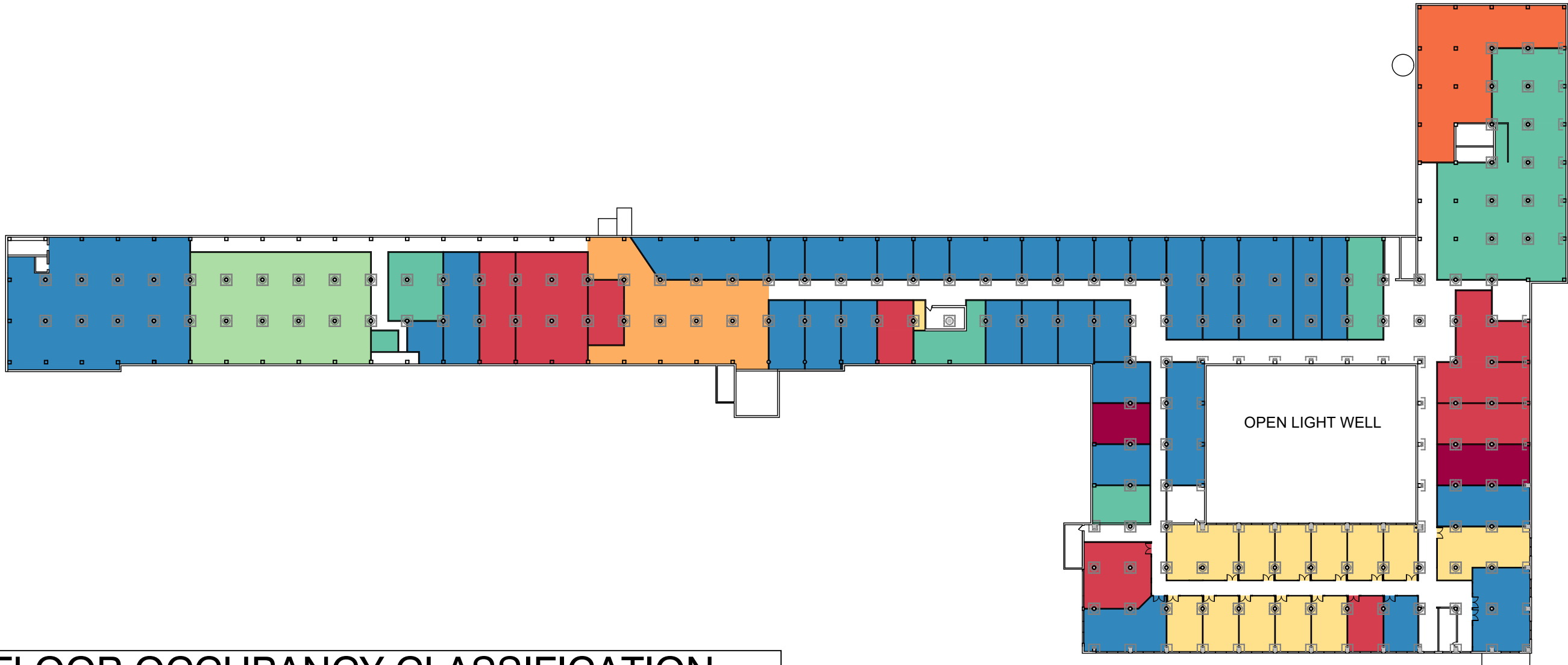
LARSEN ARCHITECTS

12815 DETROIT AVENUE, LAKEWOOD, OHIO 44107
 T. 216.221.2350
 F. 216.221.5670
 WWW.LARSENARCHITECTS.COM

**THE LAKE ERIE BUILDING
 MIXED USE OVERLAY**

JOB NO. 24090
 ISSUE: 1
 DATE: 2024.07.19

SK-2



3RD FLOOR OCCUPANCY CLASSIFICATION

COLOR	CLASSIFICATION	AREA	NOTES
Orange	ASSEMBLY A-2	4,725 SF	BANQUET/ EVENT SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Red	ASSEMBLY A-3	4,072 SF	GYM SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Blue	BUSINESS	33,402 SF	OFFICES AND GENERAL BUSINESS USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Red	FACTORY F-1	10,717 SF	GENERAL INDUSTRIAL USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Purple	MERCANTILE	1,896 SF	GENERAL MERCANTILE SPACES CLASSIFIED AS "HARD GOODS AND SERVICE RETAIL" PER ORDINANCE 09-2024
Green	STORAGE S-1	11,252 SF	MODERATE-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Light Green	STORAGE S2	6,186 SF	LOW-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Yellow	VACANT	8,790 SF	VACANT SPACE WILL LIKELY CONSIST OF BUSINESS OCCUPANCIES IN THE FUTURE

A
 THE LAKE ERIE BUILDING
EXISTING 3RD FLOOR PLAN
 SCALE: 1/64 = 1'-0"

Project North

LARSEN ARCHITECTS 12815 DETROIT AVENUE, LAKEWOOD, OHIO 44107 T. 216.221.2350 F. 216.221.5670 WWW.LARSENARCHITECTS.COM	THE LAKE ERIE BUILDING MIXED USE OVERLAY	
	JOB NO. 24090 ISSUE: 1 DATE: 2024.07.19	SK-3



PLANNING COMMISSION

12650 Detroit Avenue • 44107 • (216) 529-6630 • FAX (216) 529-5907
www.onelakewood.com

Application Cover Page

Docket No.: 08-35-24

Permit No.: PC24-000040

Applicant Name: Joshua Gonsalves, Vocon.

Project Address: 16003 Detroit Ave.

Project Name: Huntington Bank

Proposal: The review and approval for a parking plan, pursuant to section 1143.09 – parking plan review. The property is in the C3, Commercial General Business district.

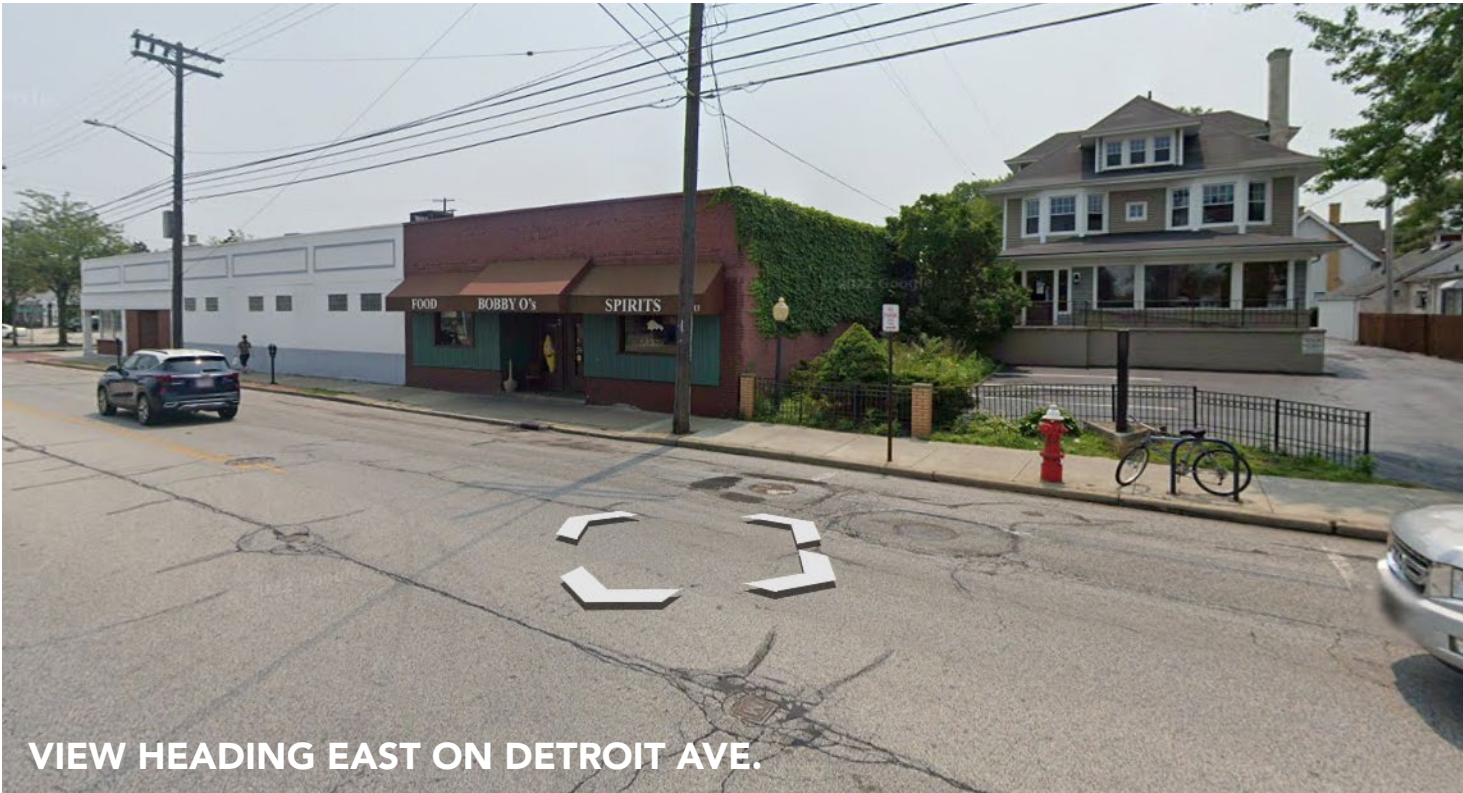


PLANNING COMMISSION - AUGUST 1, 2024
- PARKING PLAN REVIEW

PARCELS: 313-22-150, 313-22-001, & 313-22-002

HUNTINGTON NATIONAL BANK
16003 DETROIT AVE., LAKEWOOD, OHIO







We are requesting an exemption for 6 parking spaces over the maximum allowed spaces.

Minimum parking spaces: 1 spaces per 1,000 Sq Ft of GFA. Proposed GFA: 3,100 would equate to a minimum of 3 parking spaces.

Maximum parking spaces: 2.5 spaces per 1,000 Sq Ft of GFA. Proposed GFA: 3,100 would equate to a maximum of 8 parking spaces.

Proposing: 14 parking spaces

Section 1143.11 (below) allows for exemptions to the required parking maximums.

We will comply with the exemption listed in Section 1143.11.b.1 by:

- Reducing the impervious cover on the site pre-project versus post-project;
- Installing a grassed swale upstream of the proposed storm inlet; and

We will comply with the exemption listed in Section 1143.11.c.3 by:

- Providing a dedicated pedestrian pathway through the property
- Providing public seating along designed pathway near Orchard Grove

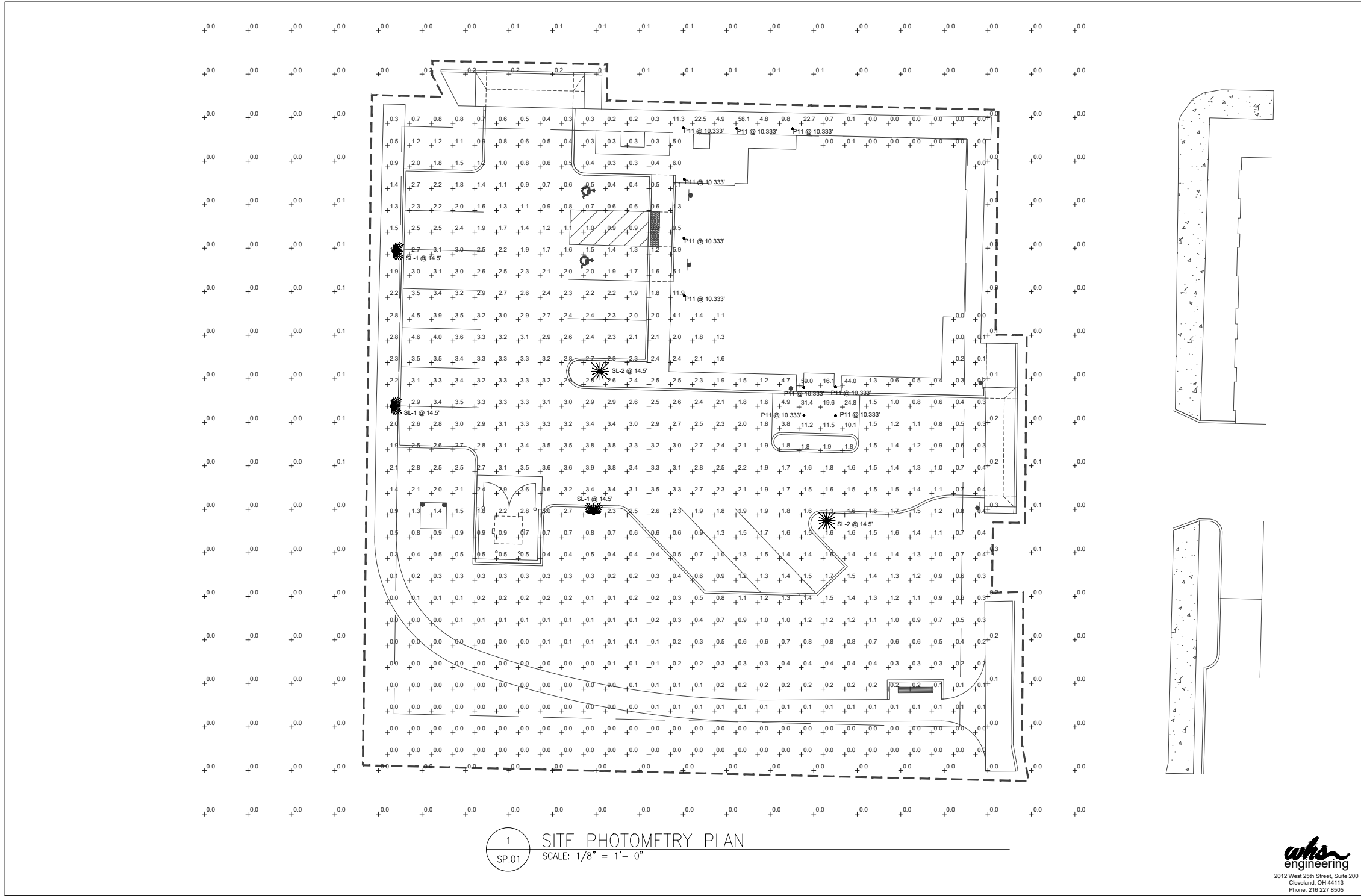
We will comply with the exemption listed in Section 1143.11.d by:

- Implementing an innovative landscaping plan - we intend to screen the southern property line from the residences to the south

1143.11 EXCEPTIONS TO REQUIRED MAXIMUMS.

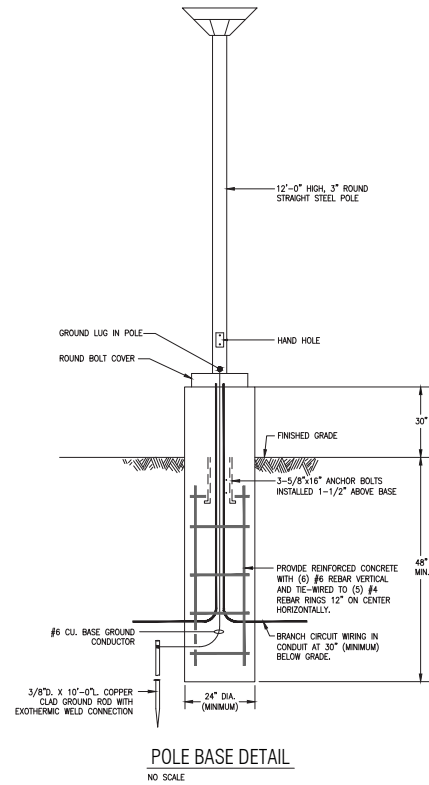
The number of parking spaces provided may exceed the maximum specified per the following options as determined by the Commission when reviewing an application to exceed the maximum number of parking spaces allowed per Section 1143.05.

- (a) One space increase for each space located in a parking structure.
- ▶ (b) Implementation of additional measures that control the flow of stormwater runoff on the project site pursuant to BMPs by:
 - ▶ (1) Providing and treating or controlling an additional volume above the computed Water Quality Volume (WQv) as determined by Chapter 1339. Post-Construction BMP exemptions mentioned in Chapter 1339 shall not apply to this section.
 - (2) Projects that disturb an area less than 8,000 square feet may use this exception.
- ▶ (c) Installation of a streetscape improvement for public use, which streetscape improvement shall require approval by the Architectural Board of Review, including, but not limited to:
 - (1) A transit waiting environment along an existing bus route:
 - A. The transit waiting environment shall take into consideration design guidelines for transit waiting environments produced by the local transit authority, and any other design guidelines or standards as recommended by the administration or City Council;
 - B. The location of the transit waiting environment is to be determined by the Director or such other persons as the Director may designate.
 - (2) Public art installation;
 - ▶ (3) Public pedestrian seating, street trees or decorative street lighting.
- ▶ (d) Implementation of an innovative landscaping plan, considered to be over and above the landscaping typically required by the Architectural Board of Review, with consideration given to plant, flower, and tree type, size, design, location and irrigation as part of the landscape plan.
- (e) Evidence that the property or business owner will make its parking lot available for shared parking with neighboring businesses.
(Ord. 86-14. Passed 1-20-2015.)



HUNTINGTON NATIONAL BANK | DETROIT & ORCHARD DEVELOPMENT

OVERALL SITE
Photometric Plan



Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	Input Power	LLF	Polar Plot
□	SL-1	3	COOPER LIGHTING SOLUTIONS - STREETWORKS (FORMERLY EATON)	PMM-SA1C-840-U-SL4-HSS	MESA POST TOP DECORATIVE LUMINAIRE (1) LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV SPILL LIGHT ELIMINATOR OPTICS WITH HOUSE SIDE SHIELD	16	273	59	0.9	
○	P11	10	FORMA LIGHTING	3499BB12-804022	Bullet 127 - Recessed - 4000K CRI80 - 22"	1	1785	18.9	0.9	
□	SL-2	2	COOPER LIGHTING SOLUTIONS - STREETWORKS (FORMERLY EATON)	PMM-SA1C-840-U-SMQ	MESA POST TOP DECORATIVE LUMINAIRE (1) LIGHTSQUARES WITH 16 LEDS EACH AND TYPE V MEDIUM OPTICS.	16	355	59	0.9	

Statistics			
Description	Avg	Max	Min
Off-Site	0.0 fc	0.3 fc	0.0 fc
Parking Lot	1.5 fc	58.1 fc	0.0 fc
Drive-Thru Canopy	19.4 fc	59.0 fc	1.8 fc

ILLUMINATION
BULLET - MINI
OUTDOOR RECESSED FIXED DOWNLIGHT
WET LOCATION - IP66 LED

PROJECT: _____ TYPE: _____ CATALOG NUMBER: _____

Measurements in () are metric equivalents.

1/2" NPT Adapter w/ Gasket to accept Conduit Connector (by leading contractor) Ensure to leave room for connector supply.

Integral Driver Compartment

Adjustable 38" - 1.80" Pressure Fit

7.50" (215)

5.90" (172)

5.90" (172)

2.72" (69)

DOWNLIGHT

- Recessed fixed downlight
- Die cast aluminum trim
- Powder coat finish

HOUSING

- Die-cast aluminum central housing
- Powder coat finish
- Dust and water seal gasket
- Ceiling Cut-Out - Ø4.65"

LED SOURCE

- Fixed-chargeable optic
- CREE

ELECTRICAL

- Integral LED driver included
- Primary wiring compartment with power supply
- Superior aluminum reflector
- Dimmable

MOUNTING

- Setting out pressure fit mounting clips
- Adjustable up to 1.80" max. ceiling thickness

LABELS

- Substitutable for wet location
- IP66 rated

ORDERING INFO

MODEL	WATTAGE	CRI / COLOR	BECAM	DRIVER / VOLTAGE	Finish
5911-1AA-T	80W LED	8027-8028 / 2700K	N - Narrow 10°	DMU Dimming Multiple	SS Steel
BULLET MINI	130 LED	8028-8029 / 3000K	M - Medium 30°	Forward/Reverse Phase (120V only)	
	1000lm	8040-8039 / 4000K	V - Very Wide 60°	0-10V-Wires Present (120-277V)	
	190 LED	8027-8028 / 2700K			
	Deluxed Lumens @ 3000K / 3000K	8040-8039 / 4000K			
	Narrow Beam	8028-8029 / 3000K			

Ordering Example: 5911-1AA-T-19C-8030-N-DMU-SS

©2023 LF ILLUMINATION LLD
We reserve the right to change or withdraw specifications without prior notice.

HEADQUARTERS
3000 Downing Avenue
Chattanooga, GA 31311

Telephone: 818-885-1335
Toll Free: 855-885-1335
Fax: 818-576-1335

www.lfillumination.com
rev 01/23

Project: _____ Catalog #: _____ Type: _____

Prepared by: _____ Notes: _____ Date: _____

Streetworks
PMM MESA
Decorative Area Luminaire

Product Features

- 150V VBI
- IP66
- FC

Product Certifications

- UL
- DLC
- IP66

Interactive Menu

- Order Information page 1
- Optical Distributions page 2
- Product Specifications page 4
- Energy & Performance data page 5
- Control Options page 10

Quick Facts

- Die-cast aluminum housing and door
- Lumens packages ranging from 3,000 - 29,000 lumens
- Choice of 13 high-efficiency, patented AccuLED Optics™
- Base casting slip fits over a standard 3" O.D. tenon
- Wall, single and dual-mount configurations available
- 10KV/10kVA surge protection standard
- LED fixture features a five-year warranty

Connected Systems

- Wavelinx Pro

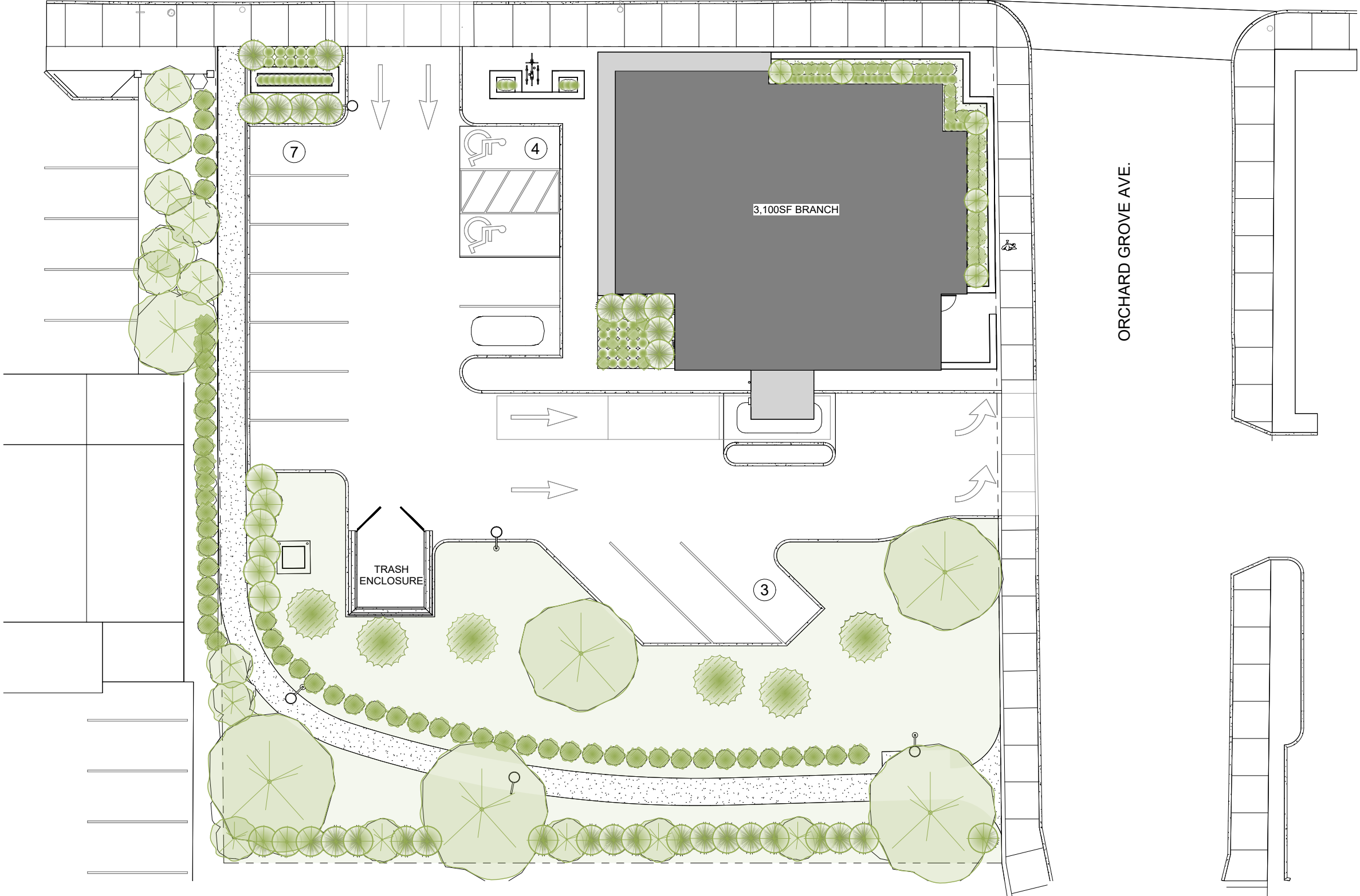
Dimensional and Mounting Details

COOPER Lighting Solutions

P59110223N page 1
Rev 1 October 2023



DESIGN DEVELOPMENT | Proposed Design | Site Plan



vocon.

**LET YOUR
SPACES SPEAK.**



AL FOOT CARE

NO PARKING ANY TIME



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Orchard Grove St





PLANNING COMMISSION

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Application Cover Page

Docket No.: 09-36-24

Permit No.: PC24-000041

Applicant Name: Joseph Andulics, Standard Wellness Co.

Project Address: 18605 Detroit Ave.

Project Name: Standard Wellness Co. LLC dba The Forest Lakewood LLC

Proposal: The review and approval of a medical marijuana dispensary to allow adult use, pursuant to amended Schedule 1129.02 - permitted uses in commercial districts and Chapter 1165 Medical Marijuana Dispensaries, of the Codified Ordinances of the City of Lakewood and to permit Medical and Adult Use Marijuana Dispensaries in Commercial Districts. The property is in the C2, Commercial Retail district.

THE FOREST

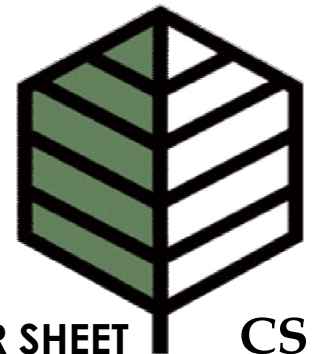


DRAWING INDEX - CONCEPT SET

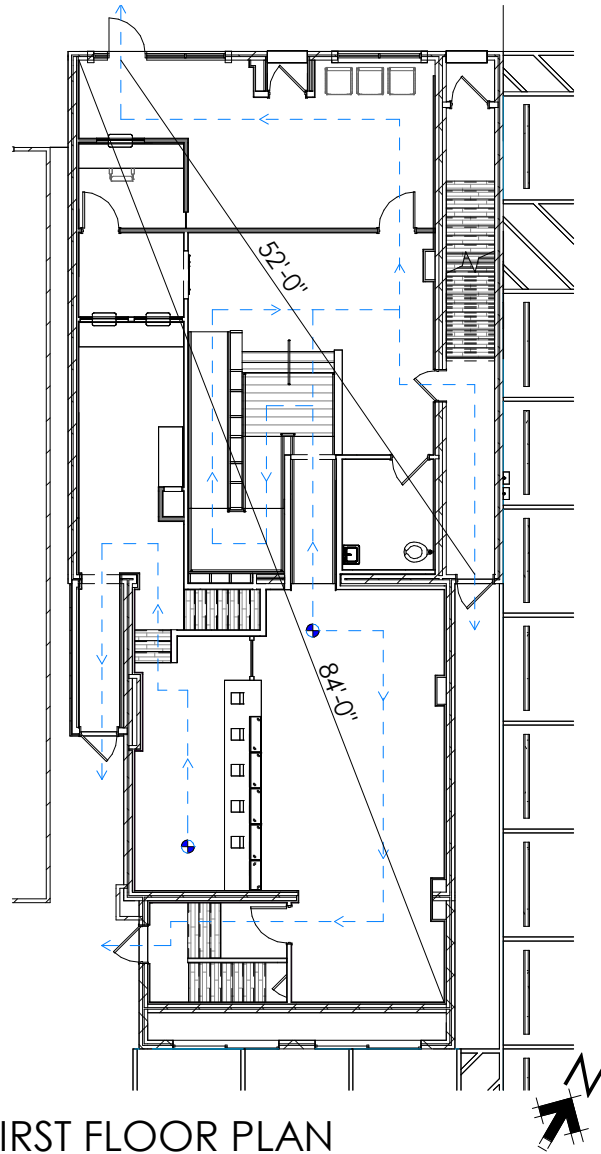
CS	COVER SHEET
LS-1	CODE ANALYSIS PLAN
A-1	LOCATION MAP
A-2	EXISTING PHOTOS
A-3	EXISTING FLOOR PLAN
A-4	PROPOSED SITE PLAN
A-5	PROPOSED FLOOR PLAN
A-6	EXTERIOR RENDERING
A-7	EXTERIOR RENDERING
A-8	EXTERIOR RENDERING
A-9	EXTERIOR RENDERING
A-10	INTERIOR RENDERING
A-11	INTERIOR RENDERING
A-12	PARTION AXON
A-13	OVERALL AXON

PROJECT DESCRIPTION

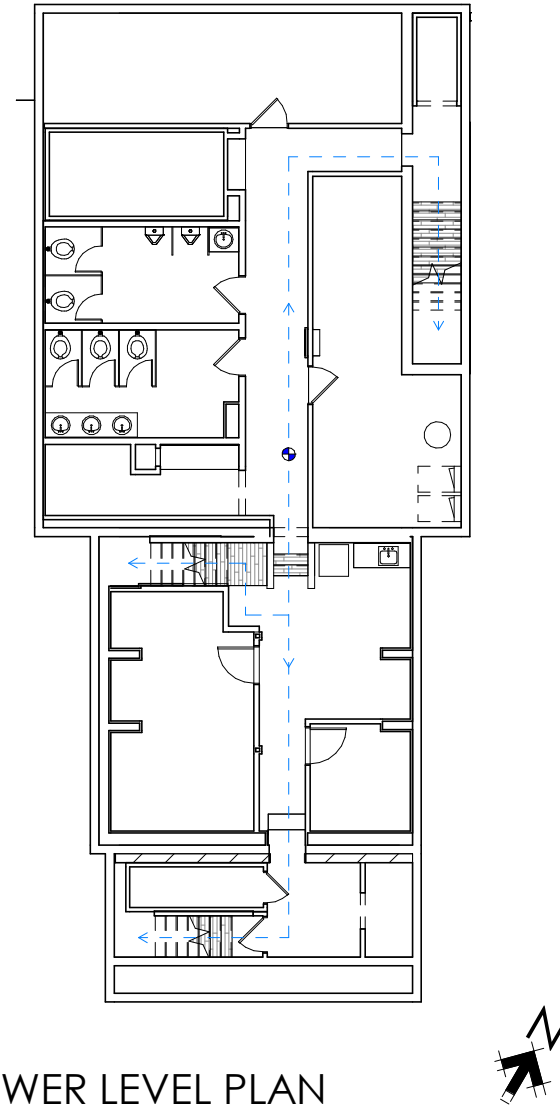
PROJECT DESCRIPTION



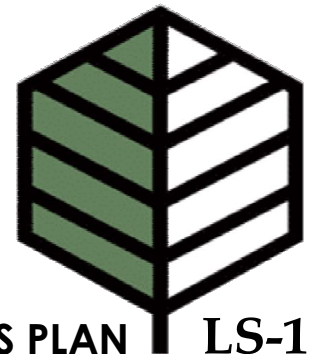
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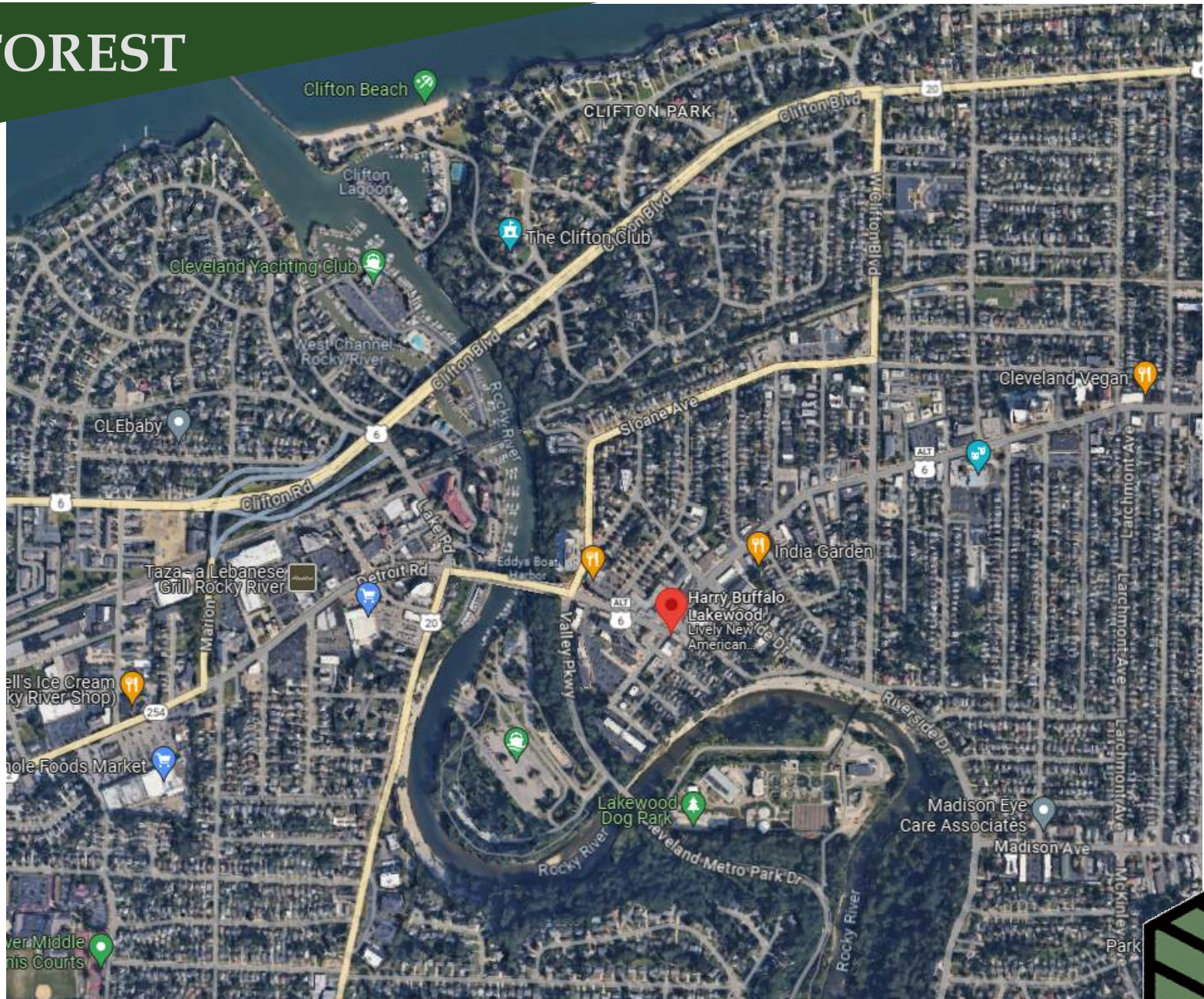
FIRST FLOOR PLAN



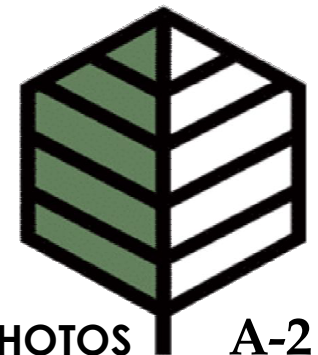
LOWER LEVEL PLAN



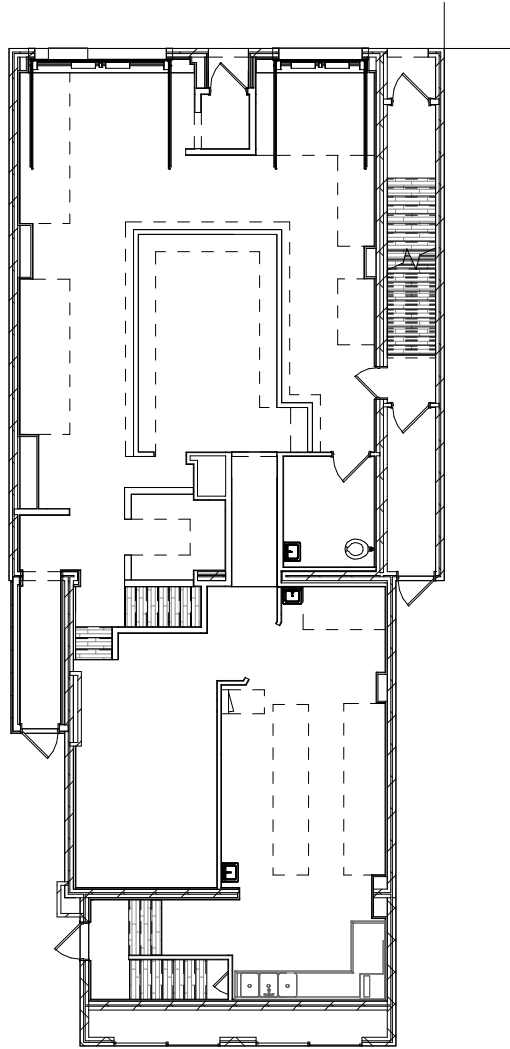
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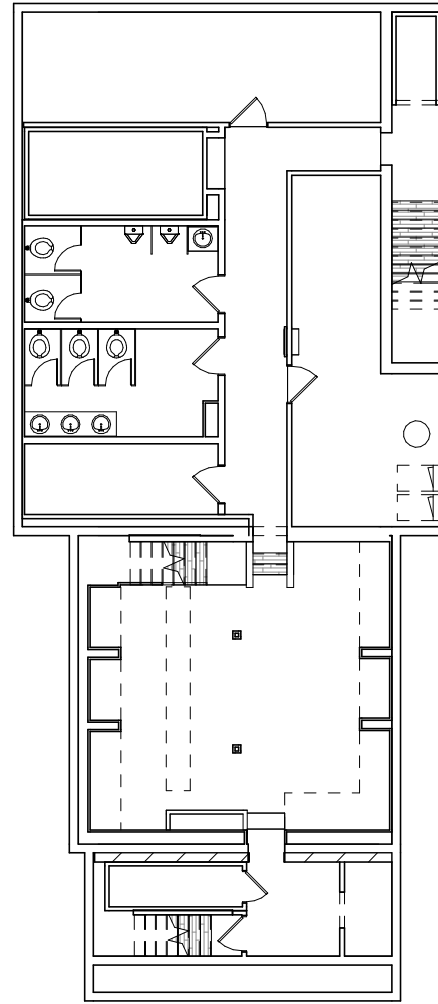
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THE FOREST



FIRST FLOOR PLAN

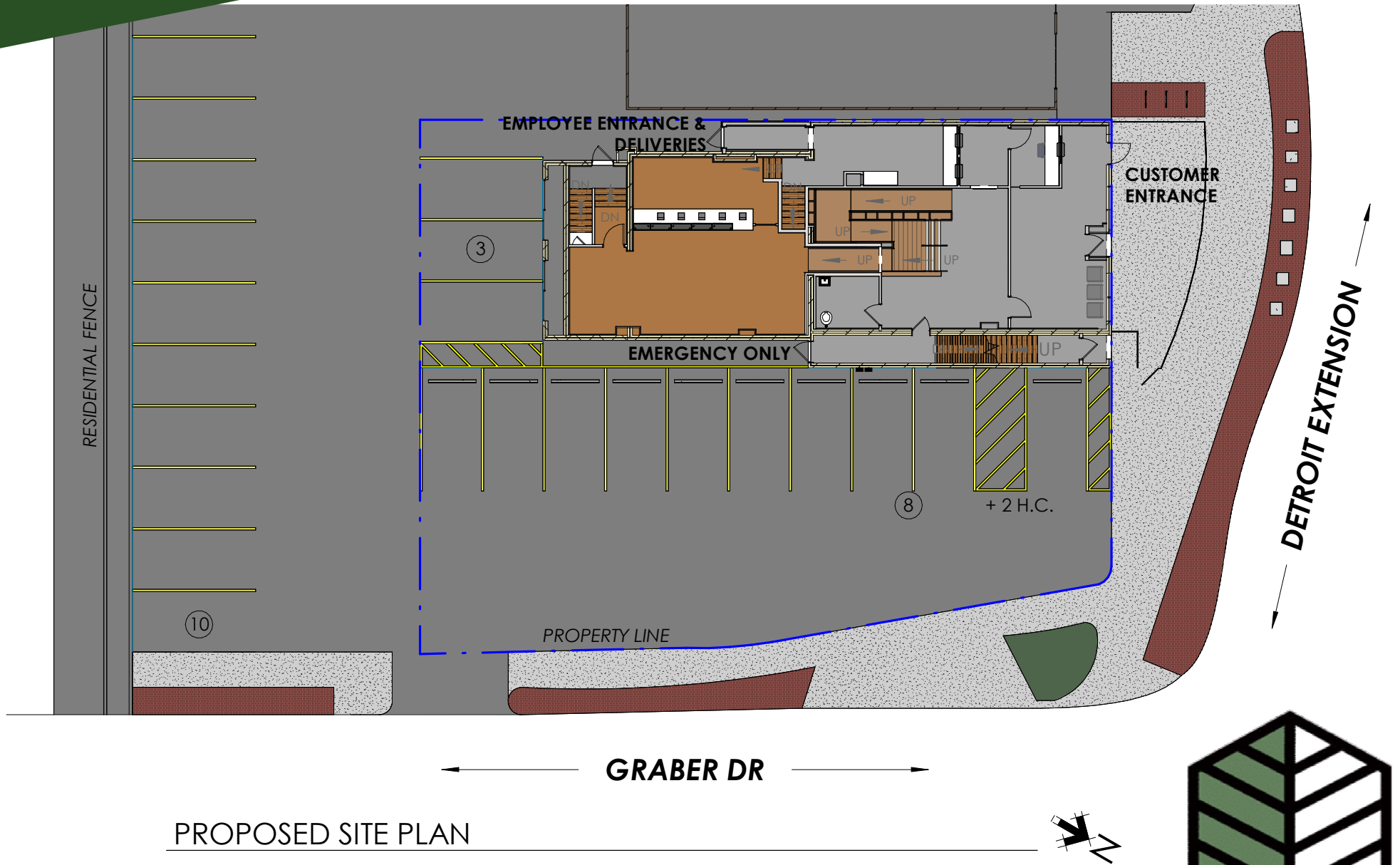


LOWER LEVEL PLAN



EXISTING FLOOR PLAN

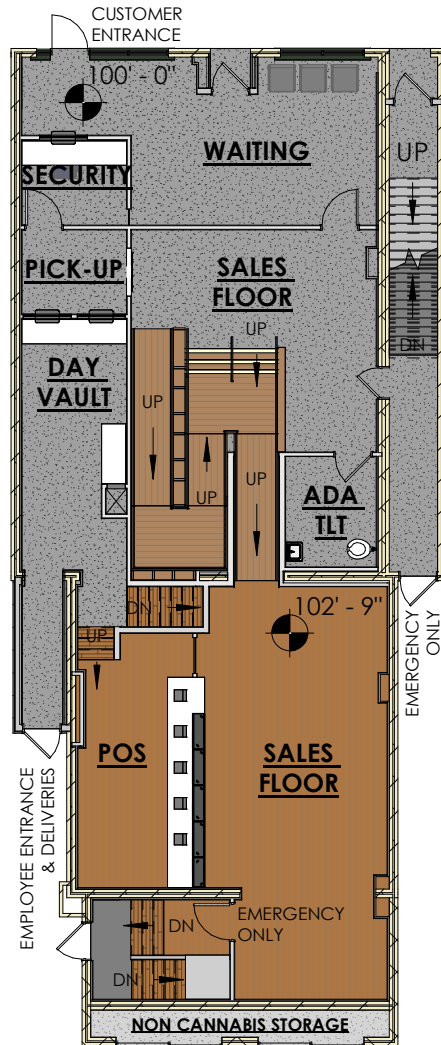
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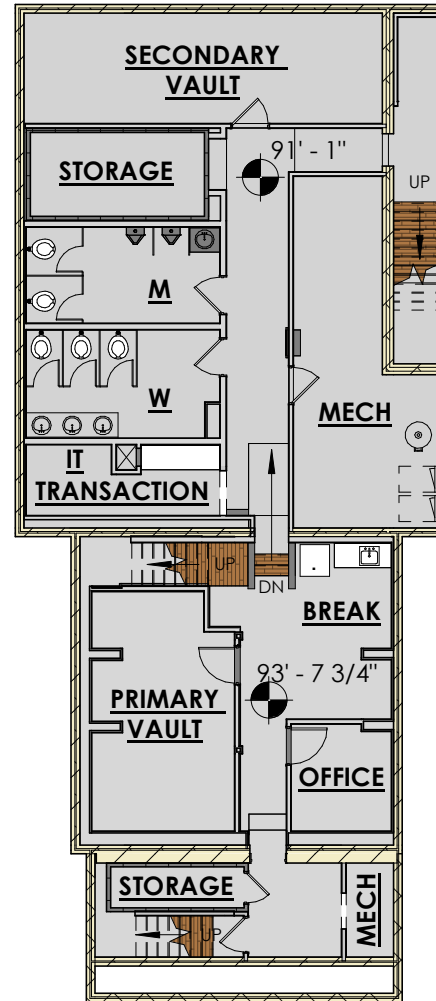
PROPOSED SITE PLAN



THE FOREST



FIRST FLOOR PLAN



LOWER LEVEL PLAN



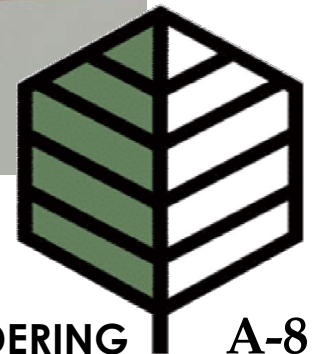
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ISOMETRIC VIEW



24071

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PARTIAL AXON | A-12

THE FOREST

