

**AMENDED AGENDA
PLANNING COMMISSION
CITY OF LAKEWOOD
12650 DETROIT AVENUE
TUESDAY, JULY 9, 2024**

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

REVIEW DOCKET ITEMS

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

Join Zoom Meeting

<https://us06web.zoom.us/j/86857483785?pwd=hPrGnYZDipKfMsK3TjRzo7ulxVTkaq.1>

Meeting ID: 868 5748 3785

Passcode: 079242

- 1. ROLL CALL**
- 2. APPROVE THE MINUTES OF THE JUNE 6, 2024 MEETING**
- 3. OPENING REMARKS**

OLD BUSINESS

CONDITIONAL USE

- 4. Docket 06-19-24
16000/15801 Detroit Ave.
Barry Buick Development**

Michael Christoff, Vocon, applicant requests approval for a mixed-use development on the former Barry Buick sites, pursuant to Section 1135 – mixed-use overlay. The property is located in the C3, Commercial General Business district. (Page 3)

COMMUNICATION

- 5. Docket No. 06-28-24
Communication from Planning and Development Staff
Residential Architectural Design Guidelines**

The Department of Planning and Development staff will present a communication regarding proposed Residential Architectural Design Standards for Architectural Board of Review proposals. (Page 46)

NEW BUSINESS

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 54)

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 65)

CONDITIONAL USE

8. Docket 07-32-24
1384 Hird Ave.
Fieldhouse at Studio West 117

Daniel Budish, West 117 Development Fieldhouse, LLC, applicant requests the review and approval for a conditional use permit to operate seasonal outdoor dining, pursuant to section 1129.13 – supplemental regulations for outdoor/ seasonal dining facility. The property is in the C3, Commercial General Business district. (Page 71)

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](mailto:michelle.nochta@lakewoodoh.gov) at (216) 529-5906 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.: 06-19-24

Permit No.: PC24-000030

Applicant Name: Michael Christoff, Vocon

Project Address: 16000/15801 Detroit Ave.

Project Name: Barry Buick Development

Proposal: Mixed-use development on the former Barry Buick sites, pursuant to Section 1135 – mixed-use overlay. The property is located in the C3, Commercial General Business district.

May 22, 2024

City of Lakewood
Architectural Board of Review / Planning Commission
12650 Detroit Avenue
Lakewood, Ohio 44107

To Whom it May Concern:

I am writing to authorize Vocon to submit plans and specifications for the Architectural Board of Review and Planning Commission for the Project located on Parcel 311-33-027 and Parcel 313-25-011 on behalf of Lakewood Detroit LLC.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Conzelman', with a long horizontal flourish extending to the right.

Mark Conzelman
NewBrook Partners

May 22, 2024

RE: Architectural Review Board / Planning Commission – Project Narrative

Project Name: Lakewood Detroit LLC
Project Location: 16000 Detroit Avenue & 15801 Detroit Avenue

Vocon Project No. 220508.00

16000 Detroit Avenue & 15801 Detroit Avenue Mixed-Use Development

The new mixed-use development located at 16000 Detroit Avenue & 15801 Detroit Avenue is situated on two adjacent sites comprising a total of 2.15 acres +/- (93450.83 sf). The site is situated on both the north and south sides of Detroit Avenue, between Rosewood Avenue to the east and Cranford Avenue to the west. The total project is approximately 124,824 gross square feet and will replace the currently vacant Buick car dealership.

The new development's ground floor addresses the street with 1,575 square feet of new retail, lobby, amenity space, and elevated residential units designed to complement the adjacent commercial district. The typical upper levels of both buildings are a mix of one-bedroom and two-bedroom units varying in size and offerings, giving the community several options in unit scale and affordability.

Design Approach: Enhancing Community Fabric in Lakewood, Ohio

Within Lakewood, Ohio's Commercial District, there's an opportunity to integrate modern elements with historical context, aiming to create an urban environment that aligns with the community's values and aspirations. Our proposed development consists of multifamily and mixed-use buildings, intending to address this opportunity through a contextually sensitivity and design quality.

Lakewood's Commercial District thrives on pedestrian activity, underscoring the importance of designing spaces conducive to human-scale interactions. The buildings prioritize pedestrian access, site continuity, and safety for residents and neighbors alike. Retail, lobby and amenity spaces are strategically located, and ground floors are activated with engaging storefronts to foster vibrant pedestrian corridors.

Contextual Integration and Adaptive Design:

Lakewood's architectural heritage, characterized by a mix of historic and modern structures, presents an opportunity for our development. Extensive site analysis and contextual research guided us to respect the scale, materials, and character of the surrounding built environment while meeting contemporary urban needs. Our design approach integrates traditional materials like brick and metal panels, blending into the district's historic fabric, while introducing modern elements to enhance the urban experience.

Parking and Mobility Solutions:

Our design incorporates discreet parking solutions at the rear of each building, internal parking opportunities, and dedicated bicycle parking facilities strategically located for accessibility and connectivity.

Quality of Design and Materiality:

Our design framework prioritizes design excellence and material integrity. Through evaluation of proportions, material properties, construction techniques, and environmental performance, we selected high-quality materials that enhance the buildings' aesthetic appeal, durability, sustainability, and resilience. Well-crafted masonry facades with depth of materiality and details, accents, and first-floor detail elements showcase a richness in building form and texture, elevating the architectural expression, and enriching the urban fabric of Lakewood's Commercial District.

Conclusion:

The design for the proposed multifamily and mixed-use buildings in Lakewood reflects a thoughtful and strategic approach to urban design and placemaking. By leveraging design rigor, contextual understanding, and a commitment to excellence, our aim is to create a development that enhances the community fabric.

Building Information Summary:

Building North: 16000 Detroit Avenue

Gross Area: 124,824 sf +/-

Retail Area: 1,573 sf +/-

1st Floor Lobby & Amenities: 3,879 sf +/-

Height: 48'-0"

Units: 66

Parking: 76

Building South: 15801 Detroit Avenue

Gross Area: 55,875 sf +/-

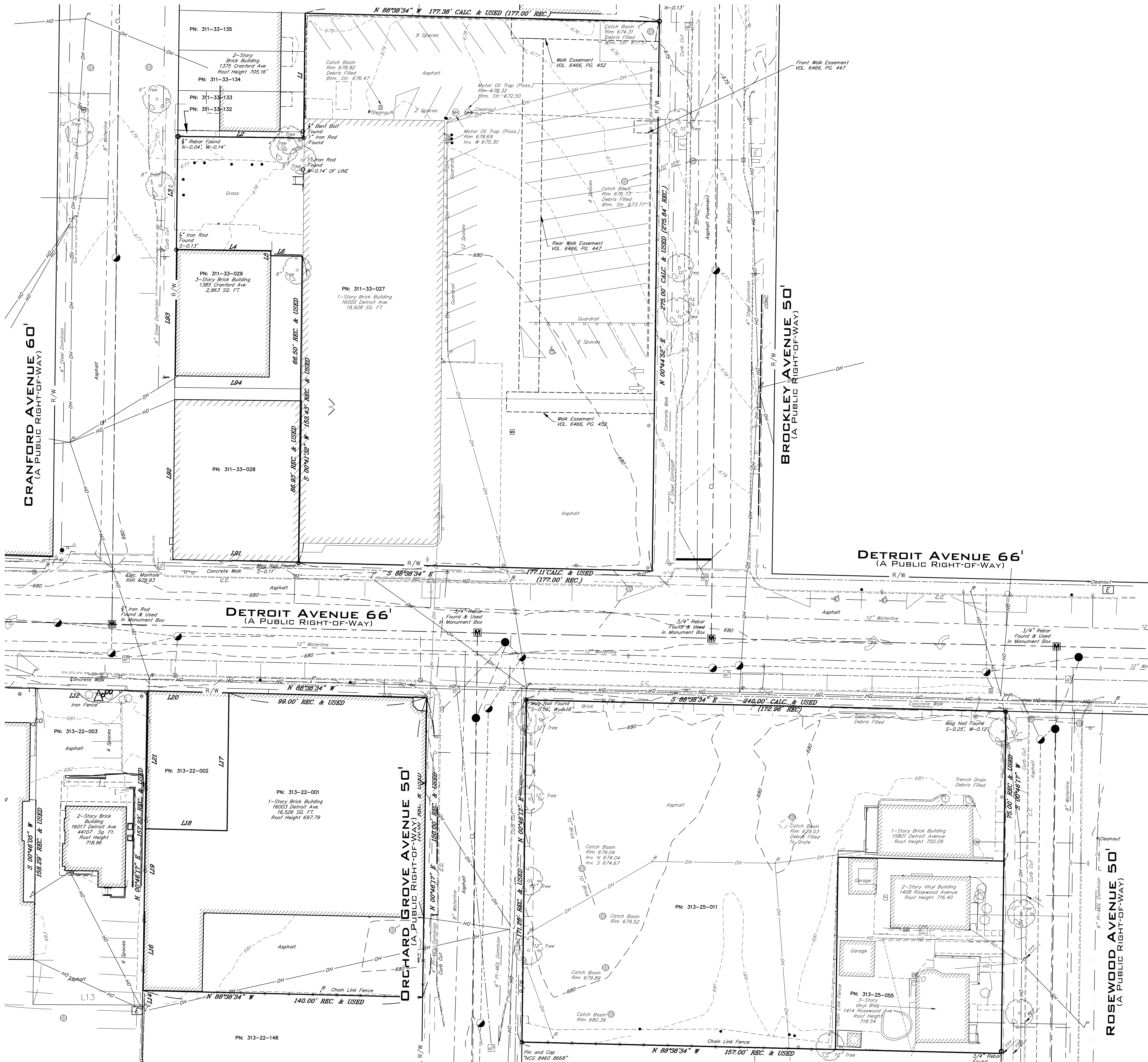
Retail Area: none

1st Floor Lobby & Amenities: 770 sf +/-

Height: 48'-0"

Units: 58

Parking: 77



LEGEND

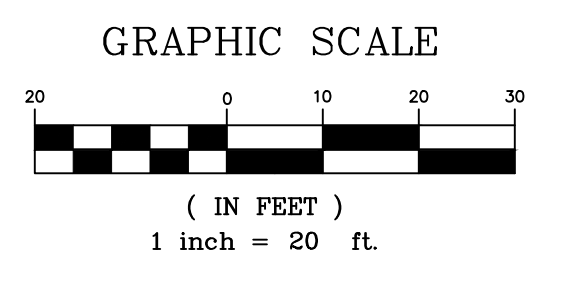
⊠	Monument Box Found	○	Spot Elevation Tag
●	Iron Pin or Pipe Found	○	Hydrant
⊕	5/8" Iron Pin Set and Capped Riverstone Company	⊕	Water Service Valve
⊕	P.K. Nail	⊕	Water Meter
⊕	Gas Meter	⊕	Reducer
⊕	Gas Valve	⊕	Storm Manhole
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⊕	Light Pole	⊕	Curb Inlet
⊕	Guy Anchor & Line	⊕	Catch Basin
⊕	Telephone Box	⊕	Property Line
⊕	Electric Box	⊕	Centerline
⊕	Cable Box		
⊕	Ballard		
⊕	Cleanout / Test Tee		

---	Original Sublot Line	---	Proposed
---	Original Lot Line	---	
---	Centerline	---	
---	Property Line	---	
---	Right-of-way Line	---	
---	Easement Line	---	
---	Railroad Tracks	---	

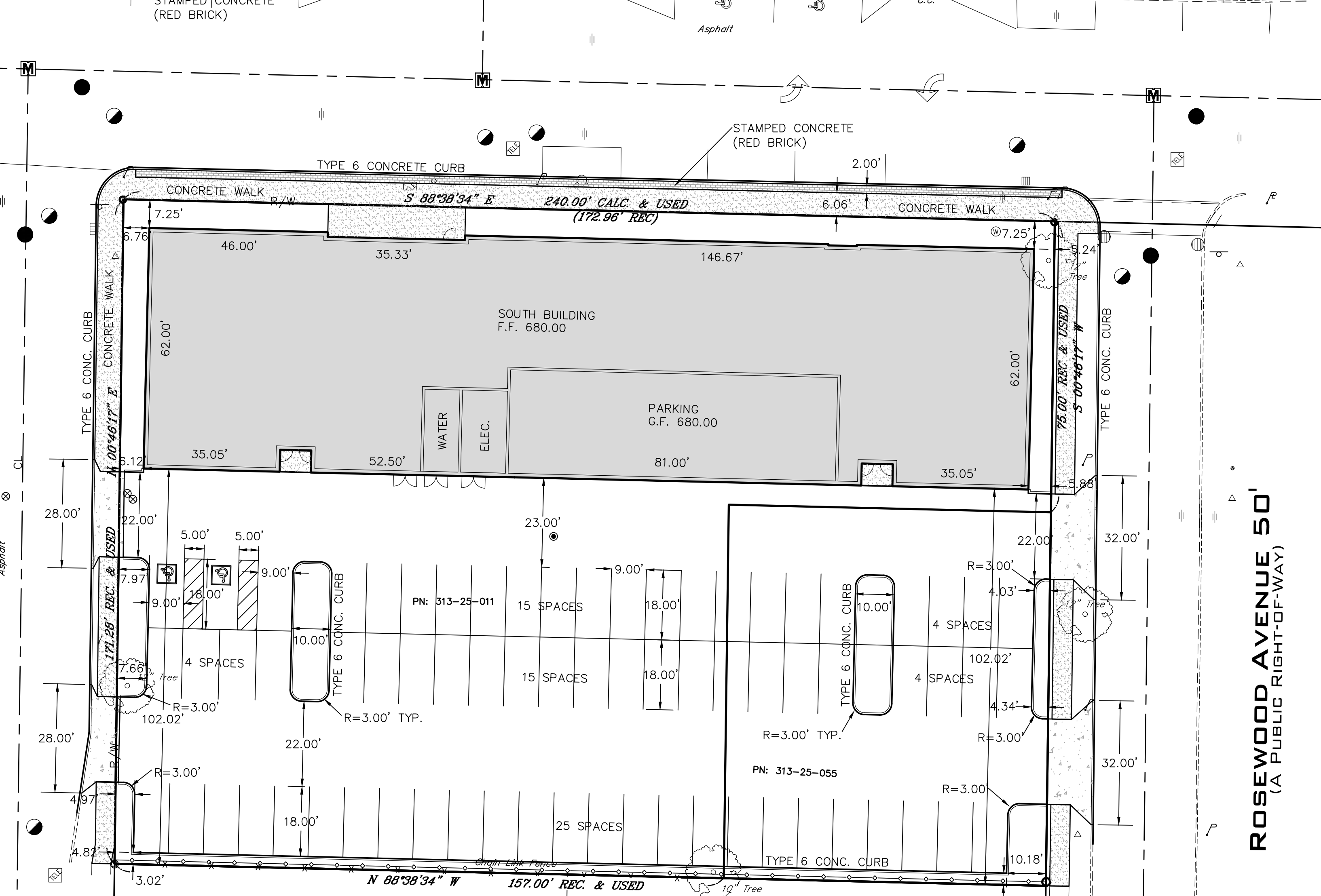
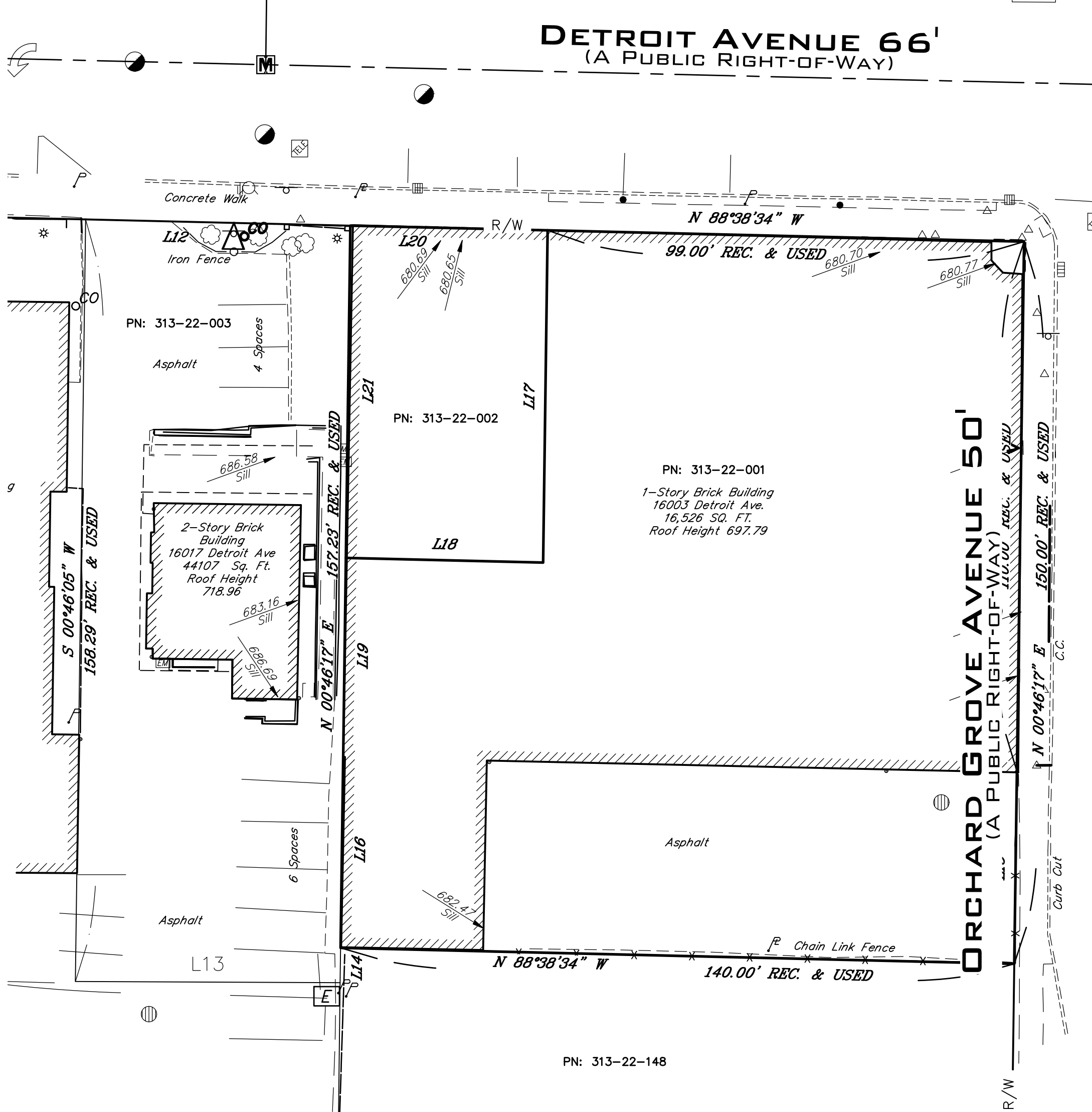
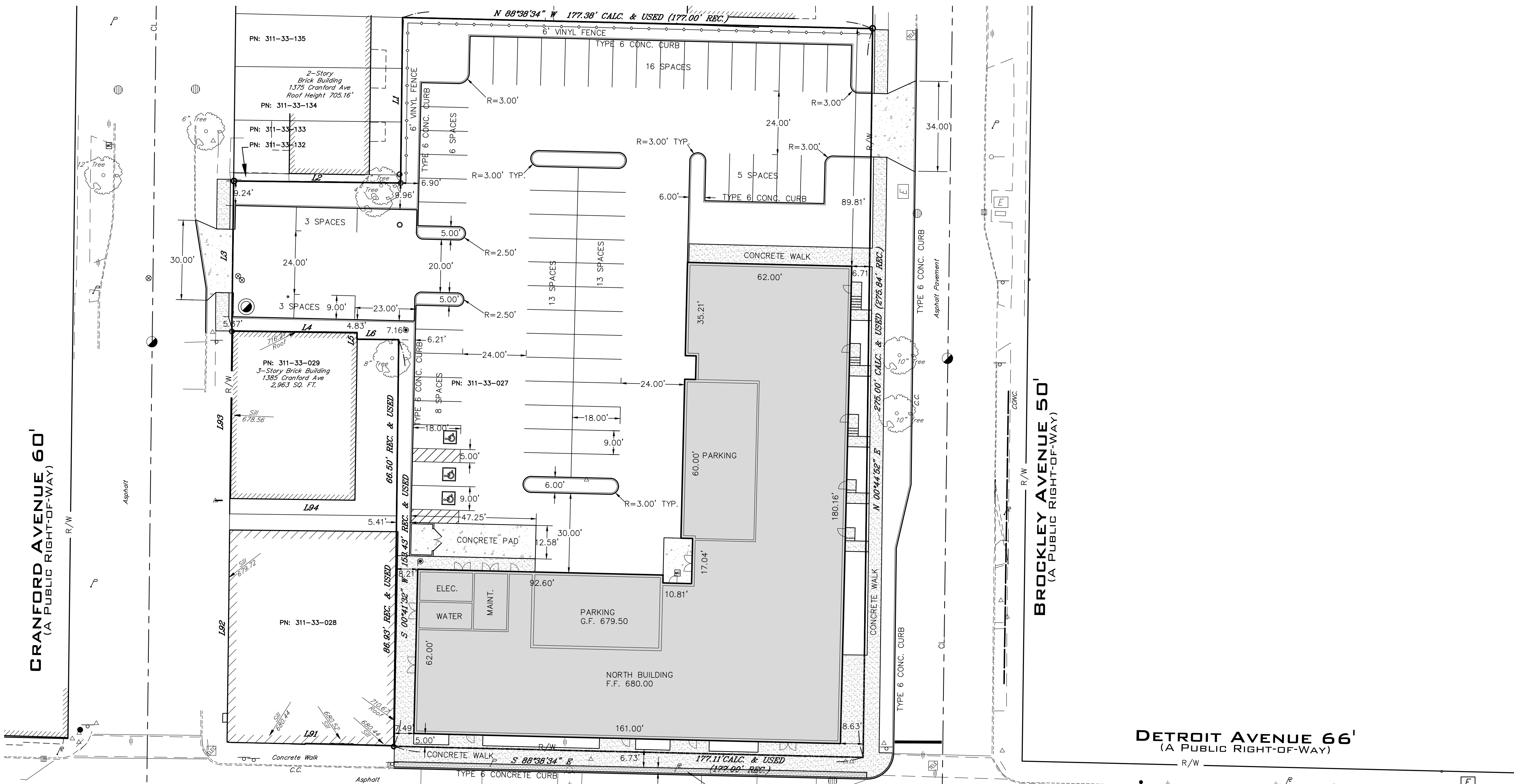
---	Existing	---	Proposed
---	Electric Line	---	
---	Gas Line	---	
---	Sanitary/Combination Sewer	---	
---	Storm Sewer	---	
---	Waterline	---	
---	Fence Line (Wooden)	---	
---	Fence Line (Chain-Link)	---	
---	Guardrail	---	

Ac.	Acres	L.C.A.	Limited Common Area
Adj.	Adjacent	L.F.	Lineal Feet
A.F.N.	Auditor's File Number	M.E.	Match Existing
Asp.	Asphalt	Meas./M.	Measured
B.F.	Basement Floor	MH	Manhole
B.W.	Bottom of Wall	Obs.	Observed
Calc./C.	Calculated	Pg.	Page
CB	Catch Basin	P.F.N.	Permanent Parcel Number
C.C.M.R.	Cuyahoga County Map Records	Prop.	Proposed
C.L.F.	Chain-Link Fence	Rec./R.	Record
Clr.	Clears	R/W	Right-of-way
C.O.	Clean Out	S.	Sanitary
Comb.	Combination	S.F.	Square Feet
Conc.	Concrete	S/L	Sublot
Conn.	Connection	Stm.	Storm
D.H.	Drill Hole	T.B.M.	Temporary Bench Mark To Be Removed
D.I.W.M.	Ductile Iron Water Main	T/C	Top of Curb
Elec.	Electric	Tele	Telephone
Elev.	Elevation	T.F.	Top of Footer
Encl.	Encroaches	T.T.	Test Tee
Ex.	Existing	T.W.	Top of Wall
F.F.	Finished Floor	Typ.	Typical
Gutter	Gutter	Vol.	Volume
Inv.	Invert	Wat	Water

SURVEY NOTE:
 SURVEY, BOUNDARY AND UTILITY INFORMATION WAS COMPLETED BY LANGAN AND PROVIDED TO THE RIVERSTONE COMPANY. THE ENGINEER IS NOT RESPONSIBLE FOR MISSING OR INCOMPLETE INFORMATION. THE ENGINEER RECOMMENDS CONTRACTOR VISIT SITE PRIOR TO CONSTRUCTION. CONTRACTOR SHALL FIELD VERIFY LOCATIONS, ELEVATIONS AND UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER AND OWNER OF ANY DISCREPANCIES IMMEDIATELY UPON DISCOVERY.



RIVERSTONE
 LAND SURVEYING - ENGINEERING - DESIGN
 3800 LAKESIDE AVENUE - SUITE 100
 CLEVELAND - OHIO - 44114
 PHONE: (216) 491-2000 FAX: (216) 491-9640
 WWW.RIVERSTONE.SURVEY.COM



LEGEND

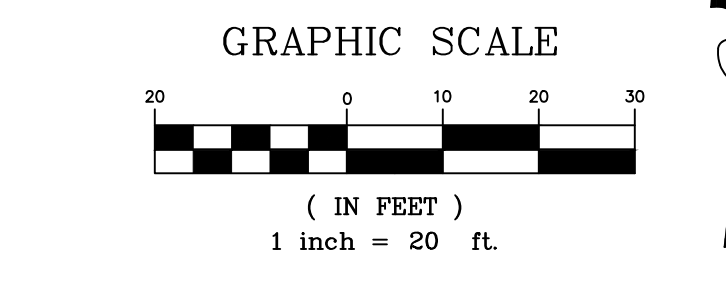
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⊙	P.K. Nail	⊙	Reducer
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⊙	Electric Box		
⊙	Cable Box		
⊙	Ballard		
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---	Ex. Parcel Line	---	Proposed
---	Original Sublot Line	---	Proposed
---	Original Lot Line	---	Proposed
---	Centerline	---	Proposed
---	Property Line	---	Proposed
---	Right-of-way Line	---	Proposed
---	Easement Line	---	Proposed
---	Railroad Tracks	---	Proposed

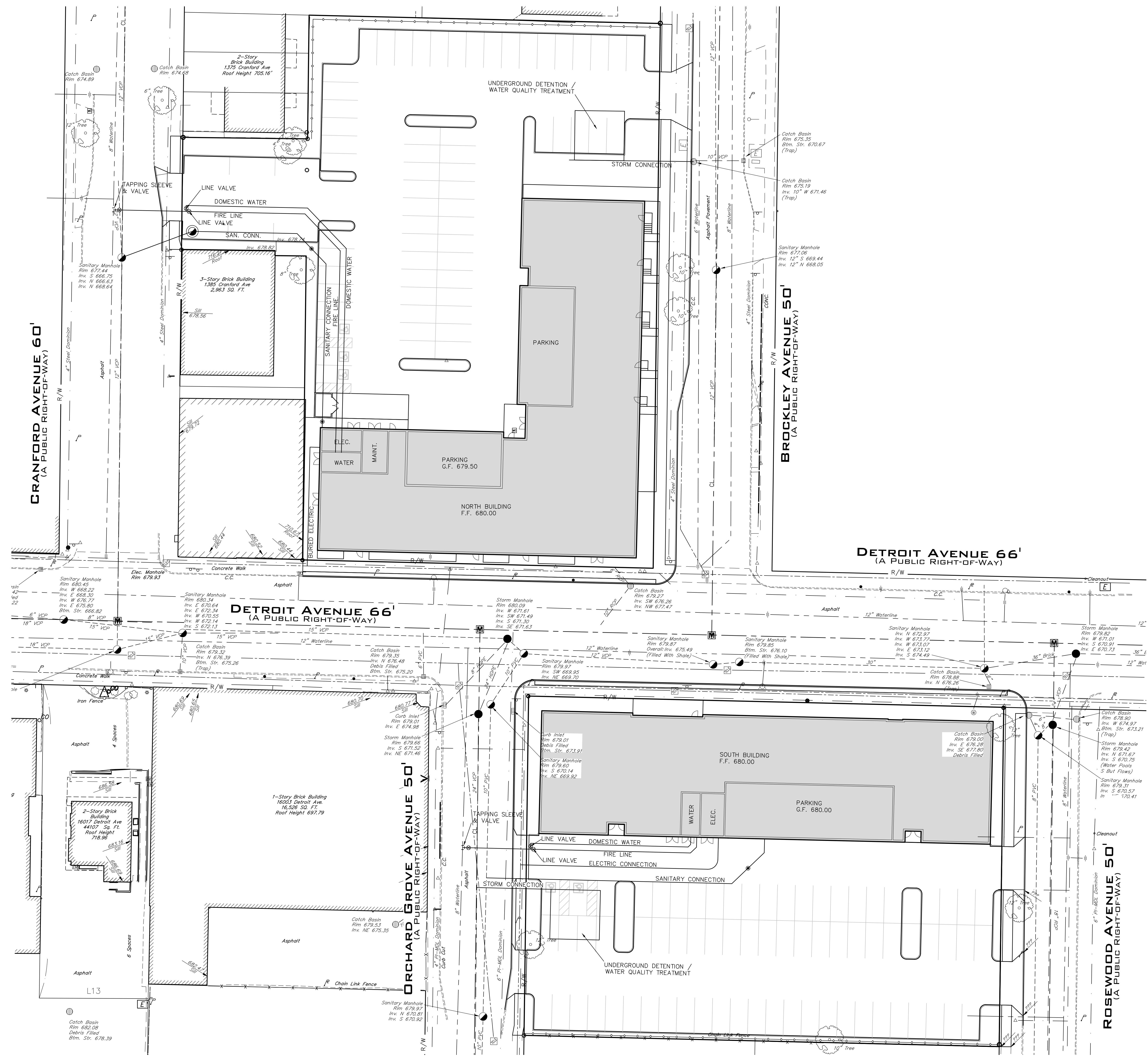
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---	Waterline	---	Proposed
---	Fence Line (Wooden)	---	Proposed
---	Fence Line (Chain-Link)	---	Proposed
---	Guardrail	---	Proposed

Ac.	Acres	L.C.A.	Limited Common Area
Adj.	Adjacent	L.F.	Lineal Feet
A.F.N.	Auditor's File Number	M.E.	Match Existing
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Calc./C.	Calculated	Pg.	Page
CS	Catch Basin	P.F.N.	Permanent Parcel Number
C.C.M.R.	Cuyahoga County Map Records	Prop.	Proposed
C.L.F.	Chain-Link Fence	Rec./R.	Record
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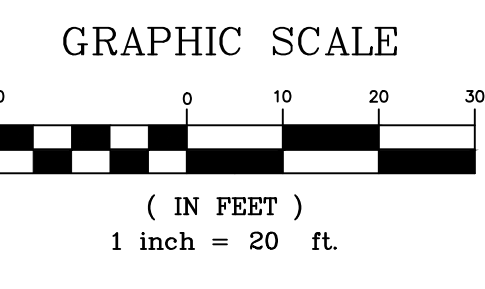


LEGEND

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⊙	Electric Box	○	Property Line
⊚	Cable Box	○	Centerline
●	Ballard		
●	Cleanout / Test Tee		

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—	Original Sublot Line	—	Electric Line
—	Original Lot Line	—	Sanitary/Combination Sewer
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vocon.

CITY OF LAKEWOOD ARB PLANNING SUBMISSION

newbrook
PARTNERS

TKG
THE KRUEGER GROUP



LAKWOOD DETROIT LLC

16000 & 15801 DETROIT AVENUE | LAKEWOOD, OH

AGENDA

- 01 Site Context
- 02 Master Plan
- 03 Floor Plans
- 04 Building Elevations
- 05 Wall Sections & Details
- 06 Renderings
- 07 Landscape Plan & Site Lighting

LAKWOOD- SITE CONTEXT



1. Brockley Avenue Looking South



2. Brockley Avenue & Detroit Avenue Intersection



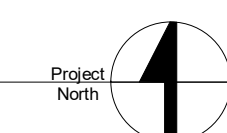
3. Rosewood Avenue Looking North



4. Rosewood Avenue & Detroit Avenue Looking West on Detroit Avenue



1 EXISTING CONTEXT LOCATION MAP
SCALE: 12" = 1'-0"



LAKWOOD- SITE CONTEXT



5. Cranford Avenue Looking South



6. Cranford Avenue & Detroit Avenue Intersection Looking East on Detroit Avenue



7. Orchard Grove Avenue & Detroit Avenue Looking East

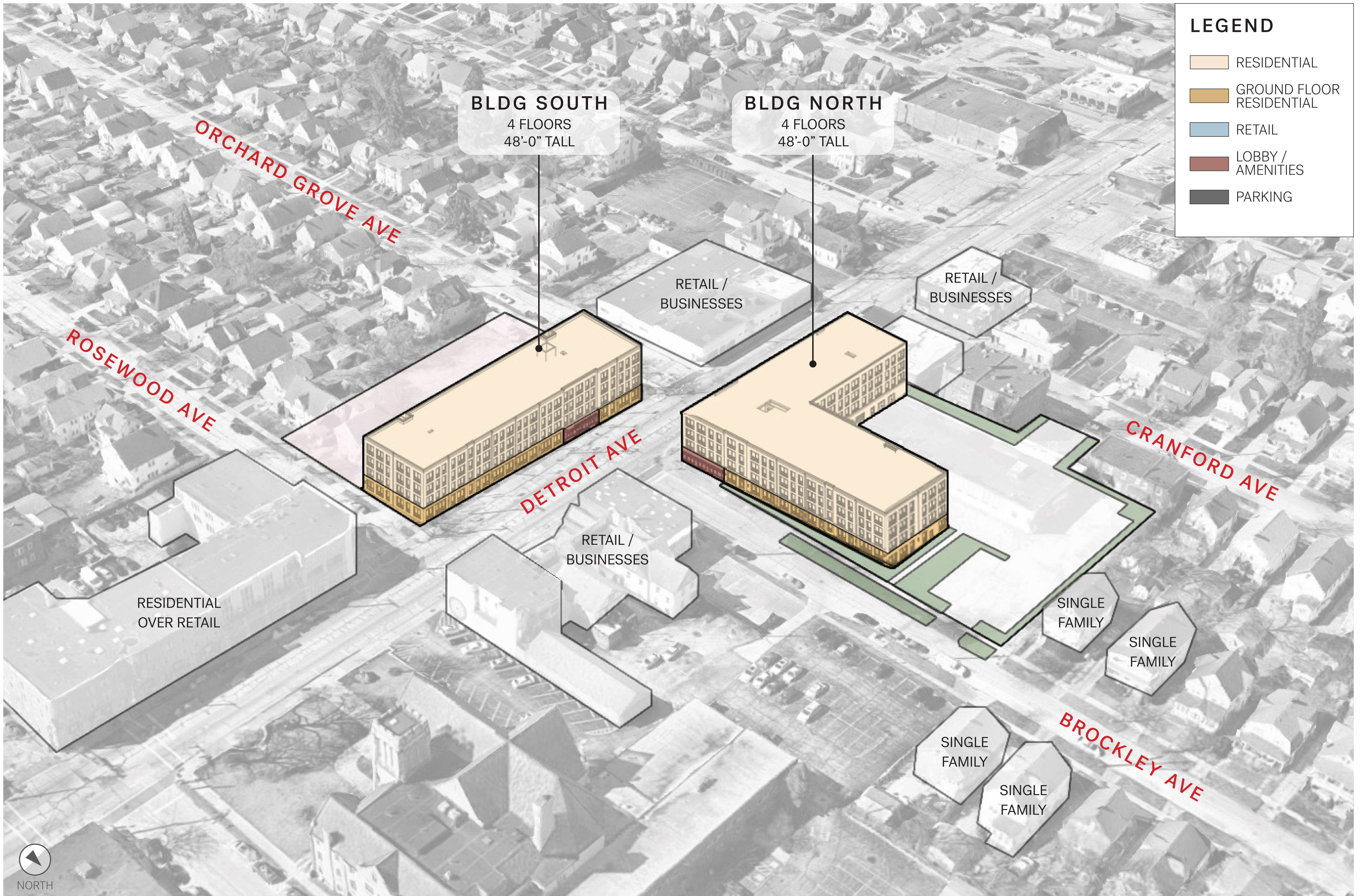


8. Orchard Grove Avenue Looking North



1 EXISTING CONTEXT LOCATION MAP
SCALE: 12" = 1'-0"





LEGEND

- RESIDENTIAL
- GROUND FLOOR RESIDENTIAL
- RETAIL
- LOBBY / AMENITIES
- PARKING

BLDG SOUTH
4 FLOORS
48'-0" TALL

BLDG NORTH
4 FLOORS
48'-0" TALL

RETAIL /
BUSINESSES

RETAIL /
BUSINESSES

RETAIL /
BUSINESSES

SINGLE
FAMILY

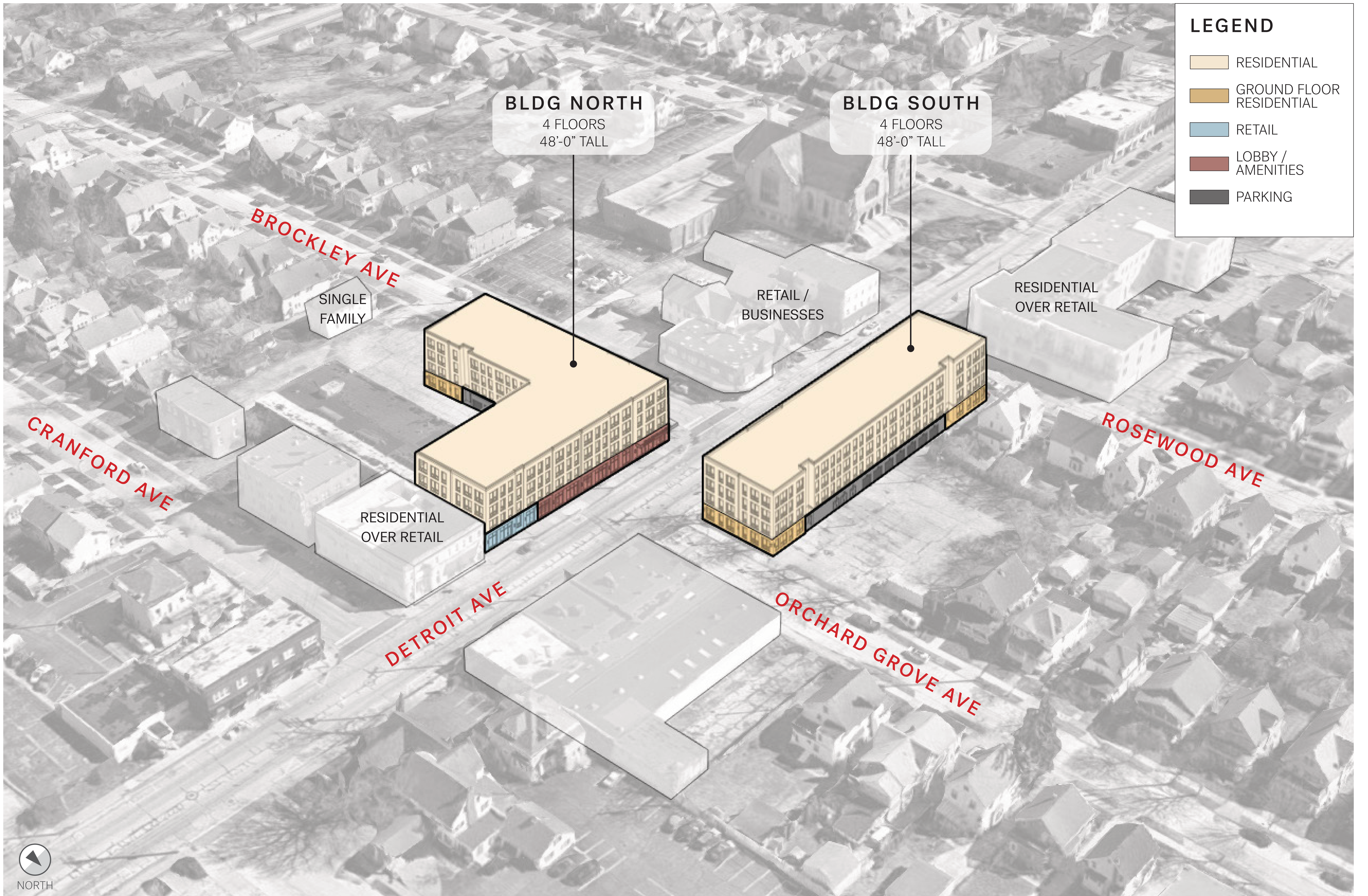
SINGLE
FAMILY

SINGLE
FAMILY

SINGLE
FAMILY

RESIDENTIAL
OVER RETAIL





LEGEND

- RESIDENTIAL
- GROUND FLOOR RESIDENTIAL
- RETAIL
- LOBBY / AMENITIES
- PARKING

BLDG NORTH
4 FLOORS
48'-0" TALL

BLDG SOUTH
4 FLOORS
48'-0" TALL

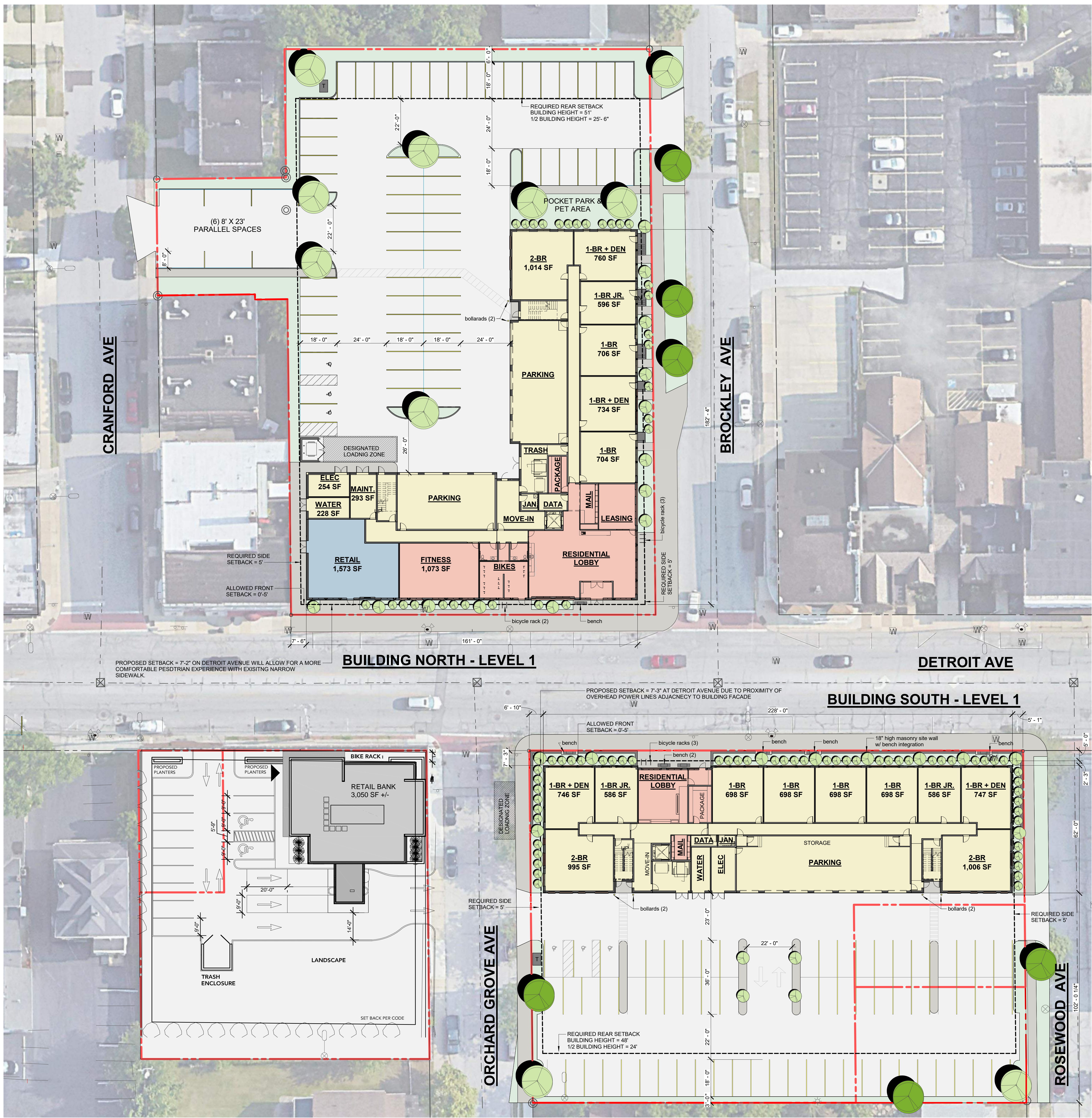
SINGLE FAMILY

RETAIL / BUSINESSES

RESIDENTIAL OVER RETAIL

RESIDENTIAL OVER RETAIL





GROSS BUILDING AREA

BUILDING - NORTH	
LEVEL 01 +680	17,148 SF
LEVEL 02	17,267 SF
LEVEL 03	17,267 SF
LEVEL 04	17,267 SF
TOTAL	68,949 SF

BUILDING - SOUTH	
LEVEL 01 +680	13,911 SF
LEVEL 02	13,988 SF
LEVEL 03	13,988 SF
LEVEL 04	13,988 SF
TOTAL	55,875 SF

TOTAL GROSS AREA 124,824 SF

BUILDING UNIT MIX

UNIT TYPE	UNIT SIZE	COUNT
BUILDING - NORTH		
1 BR	665-700 sf +/-	29
1 BR - DEN	760 sf +/-	8
1 BR - JR	600 sf +/-	16
2 BR - #1	1,000 -1,100sf +/-	13
TOTAL		66
BUILDING - SOUTH		
1 BR	665-700 sf +/-	28
1 BR - DEN	760 sf +/-	11
1 BR - JR	<varies>	8
2 BR - #1	1,000 -1,100sf +/-	11
TOTAL		58
TOTAL # OF UNITS		124

RESIDENTIAL LEASEABLE

BUILDING - NORTH	
LEVEL 01 +680	4,513 SF
LEVEL 02	14,954 SF
LEVEL 03	14,954 SF
LEVEL 04	14,954 SF
TOTAL	49,374 SF

BUILDING - SOUTH	
LEVEL 01 +680	7,458 SF
LEVEL 02	12,232 SF
LEVEL 03	12,232 SF
LEVEL 04	12,232 SF
TOTAL	44,154 SF

TOTAL LEASEABLE AREA 93,529 SF

UNIT MIX BY PERCENTAGE

UNIT TYPE	UNIT SIZE	PERCENTAGE	COUNT
1 BR	665-700 sf +/-	46%	57
1 BR - DEN	760 sf +/-	15%	19
1 BR - JR	<varies>	19%	24
2 BR - #1	1,000 -1,100sf +/-	19%	24
TOTAL # OF UNITS			124

PARKING COUNTS

BUILDING - NORTH PARKING	
Accessible Parking - 9'x18'	2
Accessible Parking - 11'x18' van	1
Covered Parking - 12'x20'	9
Parallel Parking - 23' x 8'	6
Standard Parking - 9'x18'	57
Building - North Total	75
BUILDING - SOUTH PARKING	
Accessible Parking - 9'x18'	3
Covered Parking - 12'x20'	7
Standard Parking - 9'x18'	63
Building - South Total	73
TOTAL PARKING PROVIDED	148

AMENITIES & BLDG SERVICES

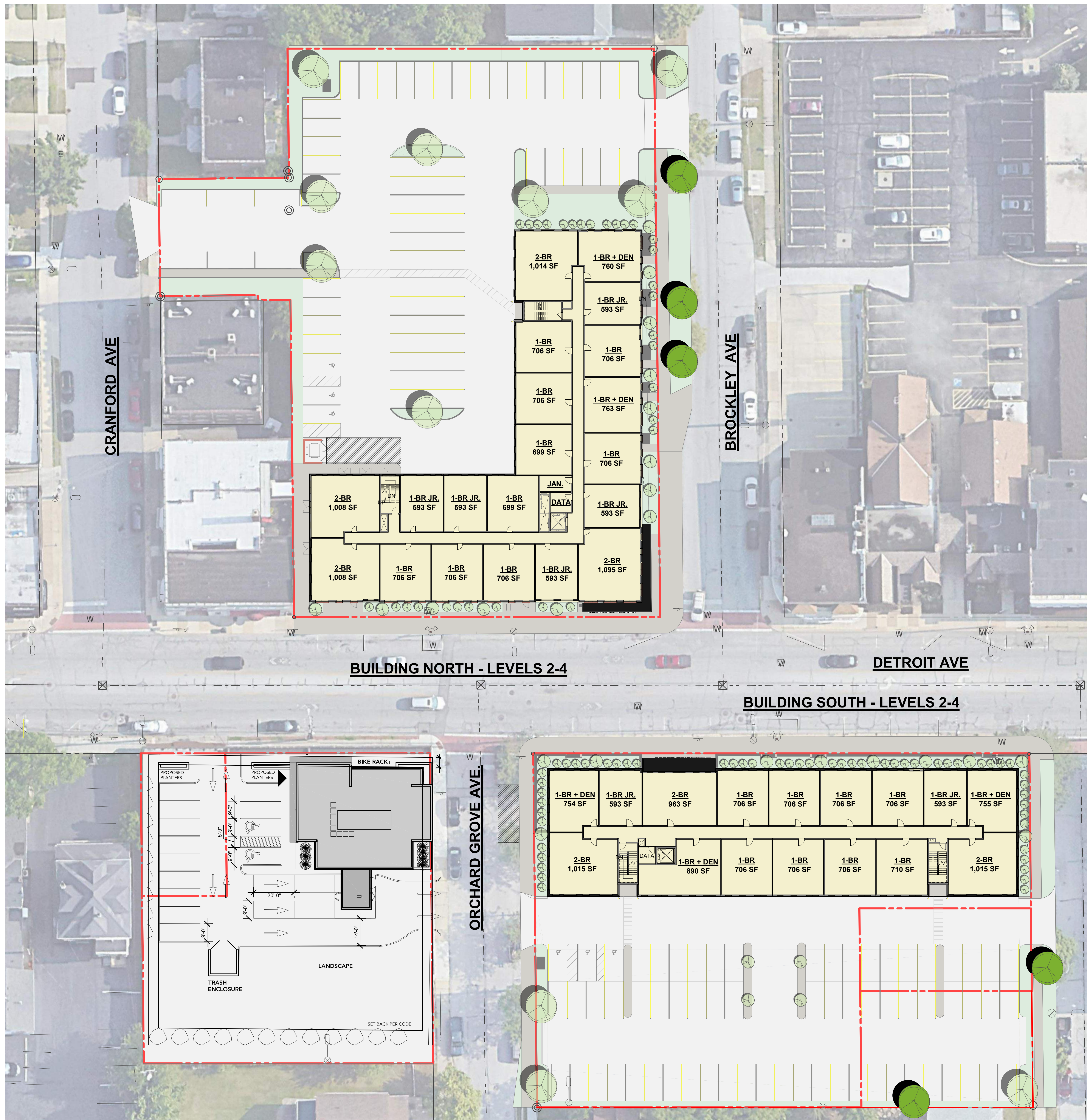
BUILDING - NORTH	
AMENITIES	2,116 SF
BUILDING SERVICES	1,387 SF
LOBBY	2,390 SF
PARKING	3,061 SF
RETAIL	1,573 SF
TOTAL	10,527 SF

BUILDING - SOUTH	
BUILDING SERVICES	1,240 SF
LOBBY	770 SF
PARKING	2,400 SF
TOTAL	4,410 SF

ZONING NOTES:

This project is being proposed as a Mixed Use Overlay within the C3 General Business District, under Chapter 1135 Mixed Use Overlay District.

- Requesting a conditional use permit for ground floor residential units as allowed through Section 1135.05 Principal and Conditionally Permitted Uses and Chapter 1161 Conditional Uses, Section 1161.02 General Standards for all Conditional Uses
- Section 1135.09 Minimum Yards
 - Requesting relaxation of the maximum 5' front yard setback on Detroit Avenue (Per base C3 Zoning District, Section 1129.06)
 - Proposing a 7'-2" front yard setback on Detroit Avenue for the North Building
 - Proposing a 7'-3" front yard setback on Detroit Avenue for the South Building
- Requesting relaxation of 10' landscaped buffer between the proposed Mixed Use Overlay and the adjacent R2 – Residential, Single and Two Family District.
 - Proposed 6'-0" landscape buffer along the north property line of the north building site with a 6' high opaque vinyl fence
 - Proposed 3'-0" landscape buffer along the south property line of the south building with a 6' high opaque vinyl fence.



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LEVEL 02	12,232 SF
LEVEL 03	12,232 SF
LEVEL 04	12,232 SF
TOTAL	44,154 SF

TOTAL LEASEABLE AREA 93,529 SF

UNIT MIX BY PERCENTAGE

UNIT TYPE	UNIT SIZE	PERCENTAGE	COUNT
1 BR	665-700 sf +/-	46%	57
1 BR - DEN	760 sf +/-	15%	19
1 BR - JR	<varies>	19%	24
2 BR - #1	1,000 -1,100sf +/-	19%	24
TOTAL # OF UNITS			124

AMENITIES & BLDG SERVICES

BUILDING - NORTH	
AMENITIES	2,116 SF
BUILDING SERVICES	1,387 SF
LOBBY	2,390 SF
PARKING	3,061 SF
RETAIL	1,573 SF
TOTAL	10,527 SF

BUILDING - SOUTH	
BUILDING SERVICES	1,240 SF
LOBBY	770 SF
PARKING	2,400 SF
TOTAL	4,410 SF

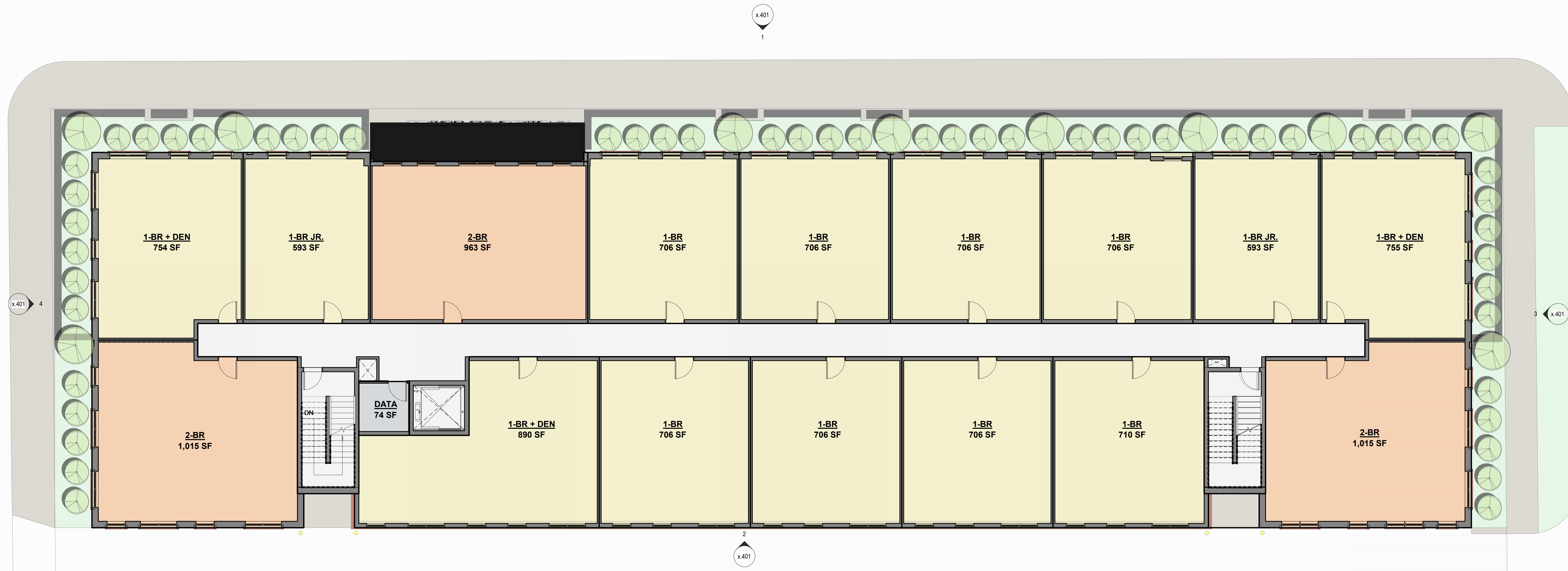
PARKING COUNTS

BUILDING - NORTH PARKING	
Accessible Parking - 9'x18'	2
Accessible Parking - 11'x18' van	1
Covered Parking - 12'x20'	9
Parallel Parking - 23' x 8'	6
Standard Parking - 9'x18'	57
Building - North Total	75
BUILDING - SOUTH PARKING	
Accessible Parking - 9'x18'	3
Covered Parking - 12'x20'	7
Standard Parking - 9'x18'	63
Building - South Total	73
TOTAL PARKING PROVIDED	148

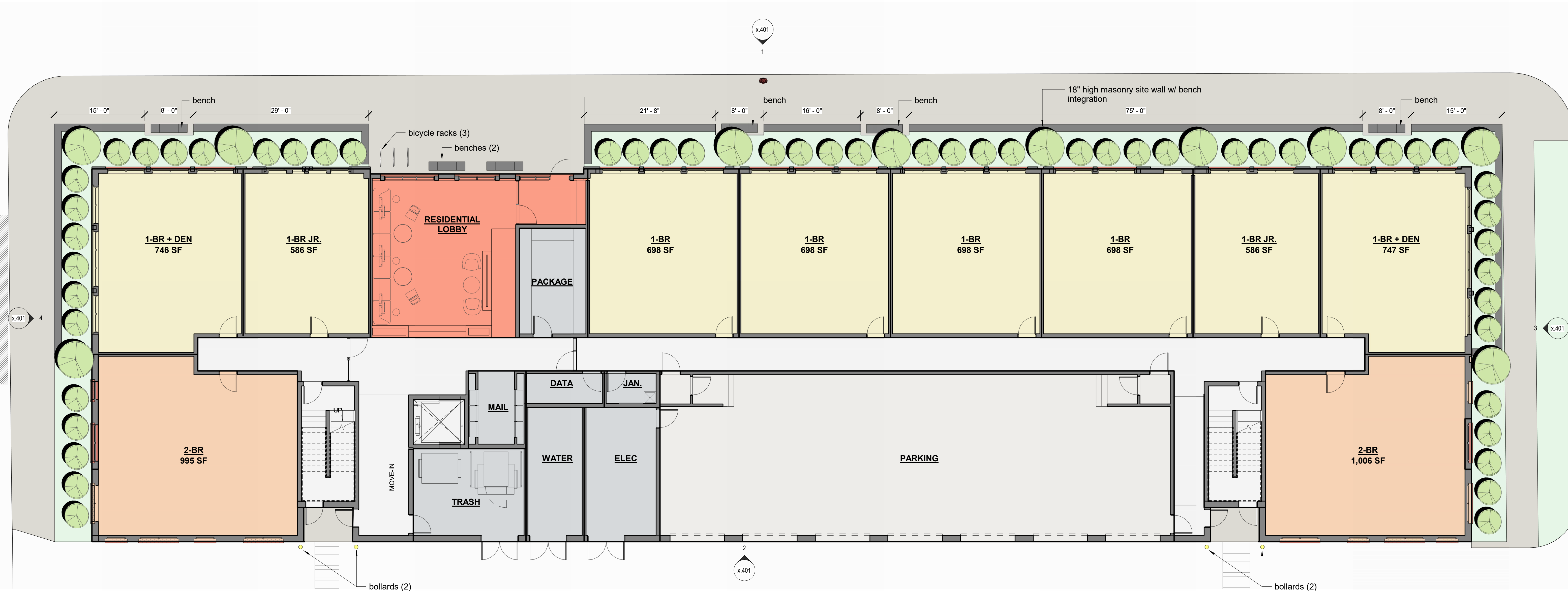
ZONING NOTES:

This project is being proposed as a Mixed Use Overlay within the C3 General Business District, under Chapter 1135 Mixed Use Overlay District.

- Requesting a conditional use permit for ground floor residential units as allowed through Section 1135.05 Principal and Conditionally Permitted Uses and Chapter 1161 Conditional Uses, Section 1161.02 General Standards for all Conditional Uses
- Section 1135.09 Minimum Yards
 - Requesting relaxation of the maximum 5' front yard setback on Detroit Avenue (Per base C3 Zoning District, Section 1129.06)
 - Proposing a 7'-2" front yard setback on Detroit Avenue for the North Building
 - Proposing a 7'-3" front yard setback on Detroit Avenue for the South Building
- Requesting relaxation of 10' landscaped buffer between the proposed Mixed Use Overlay and the adjacent R2 – Residential, Single and Two Family District.
 - Proposed 6'-0" landscape buffer along the north property line of the north building site with a 6' high opaque vinyl fence
 - Proposed 3'-0" landscape buffer along the south property line of the south building with a 6' high opaque vinyl fence.



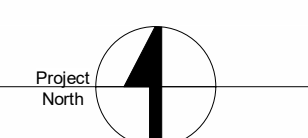
2 BUILDING SOUTH - TYPICAL UPPER FLOOR PLAN
 SCALE: 1/8" = 1'-0"

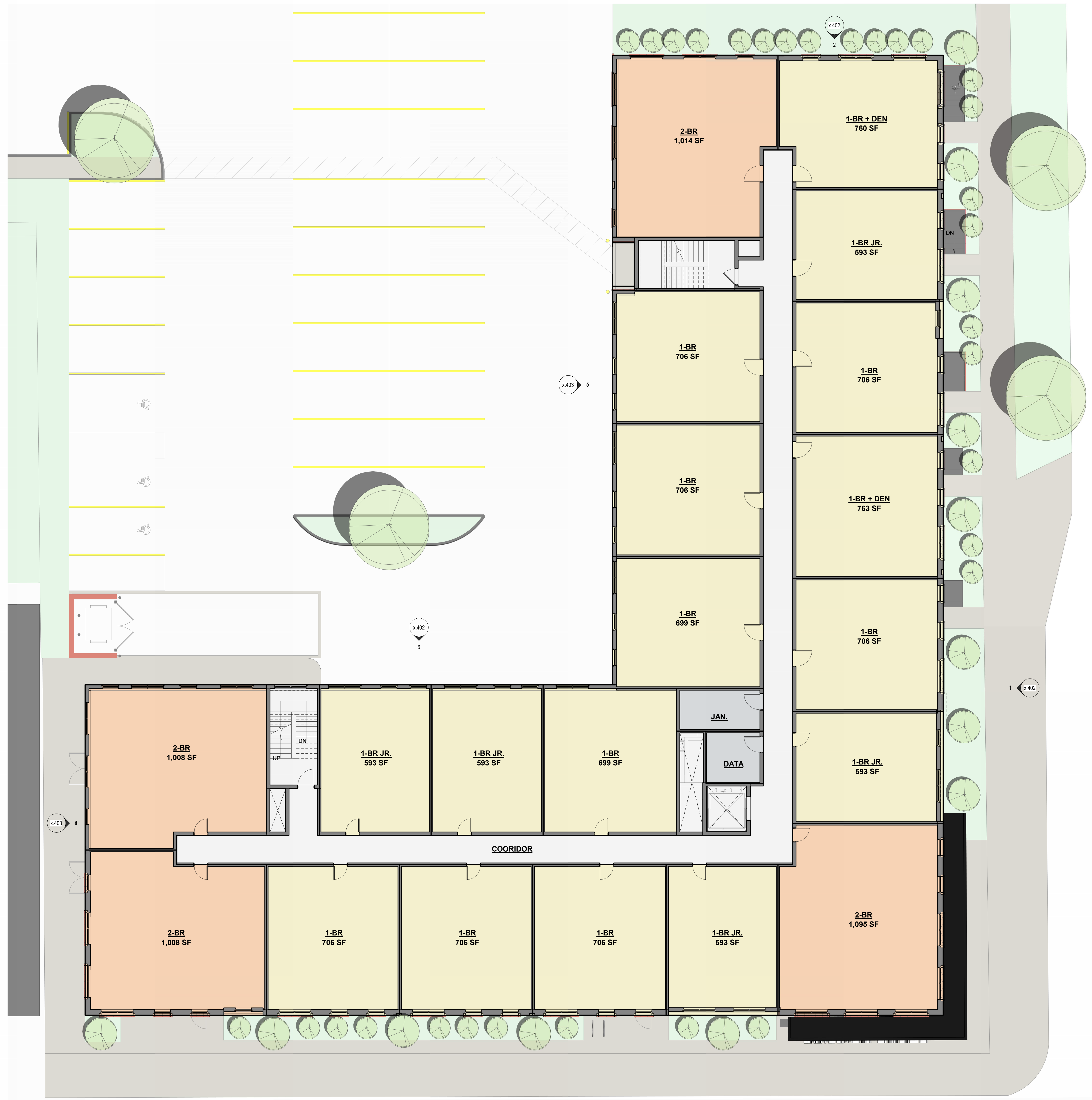


1 BUILDING SOUTH - FIRST FLOOR PLAN
 SCALE: 1/8" = 1'-0"



1 BUILDING NORTH - FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"





1 BUILDING NORTH - TYPICAL UPPER FLOOR PLAN
 SCALE: 1/8" = 1'-0"



4 BUILDING SOUTH - EAST ELEVATION
SCALE: 1/8" = 1'-0"



3 BUILDING SOUTH - WEST ELEVATION
SCALE: 1/8" = 1'-0"



2 BUILDING SOUTH - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



1 BUILDING SOUTH - NORTH ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR MATERIALS LEGEND	
	EXTERIOR MASONRY FACE BRICK, TYPICAL RUNNING BOND, EXTRUDED YANKEE HILL, OLD FORT COLOR: RED BRICK SIZE: MODULAR MORTAR: TBD
	EXTERIOR MASONRY FACE BRICK, SOLDIER COURSE, EXTRUDED YANKEE HILL, OLD FORT COLOR: RED BRICK SIZE: MODULAR MORTAR: TBD
	EXTERIOR CLADDING PACCLAD CONCEALED FASTENER METAL PANEL SYSTEM PROFILE: BOX RIB COLOR: GRAPHITE
	EXTERIOR CLADDING PACCLAD EXPOSED FASTENER METAL PANEL SYSTEM PROFILE: M-36 PANEL COLOR: GRAPHITE
	EXTERIOR DETAIL SMOOTH FIBER CEMENT TEXTURE: FLAT COLOR: CHARCOAL
	EXTERIOR DETAIL SMOOTH FIBER CEMENT, DETAIL TRIM TEXTURE: FLAT COLOR: CHARCOAL
	CANOPY METAL COMPOSITE MATERIAL (MCM) COLOR: BLACK
	COPING ALUMINUM COPING COLOR TO MATCH FC-1
	ALUMINUM STOREFRONT COLOR: BLACK GLAZING: TBD
	VINYL WINDOWS COLOR: BLACK GLAZING: TBD

NOTE: EXTERIOR LIGHT SHOWN IN ELEVATIONS: KITCHLER CYLINDER
2 LIGHT 12" TALL OUTDOOR WALL SCONCE

EXTERIOR MATERIALS LEGEND	
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NOTE: EXTERIOR LIGHT SHOWN IN ELEVATIONS: KITCHLER CYLINDER
2 LIGHT 12" TALL OUTDOOR WALL SCONCE



6 BUILDING NORTH - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



5 BUILDING NORTH - WEST ELEVATION 1
SCALE: 1/8" = 1'-0"



4 BUILDING NORTH - WEST ELEVATION 2
SCALE: 1/8" = 1'-0"



3 BUILDING NORTH - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



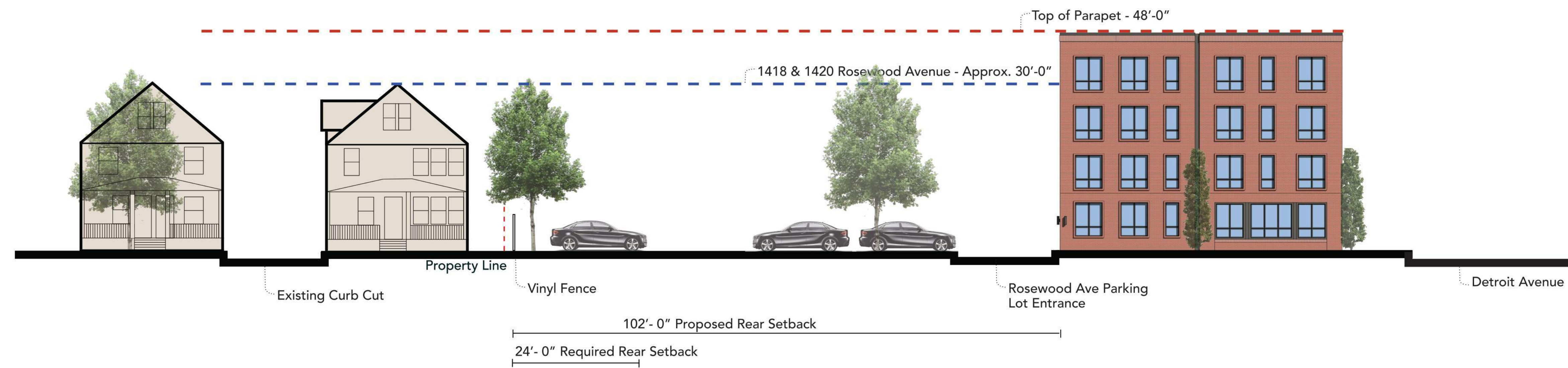
2 BUILDING NORTH - NORTH ELEVATION 2
SCALE: 1/8" = 1'-0"



1 BUILDING NORTH - EAST ELEVATION 1
SCALE: 1/8" = 1'-0"



Building South | Detroit Avenue Site Section



Building South | Rosewood Avenue Site Section



Building North | Brockley Avenue Site Section



Building North | Cranford Avenue Site Section



3 TYPICAL RESIDENTIAL WINDOW DESIGN - DETROIT AVE.
SCALE: 1/4" = 1'-0"

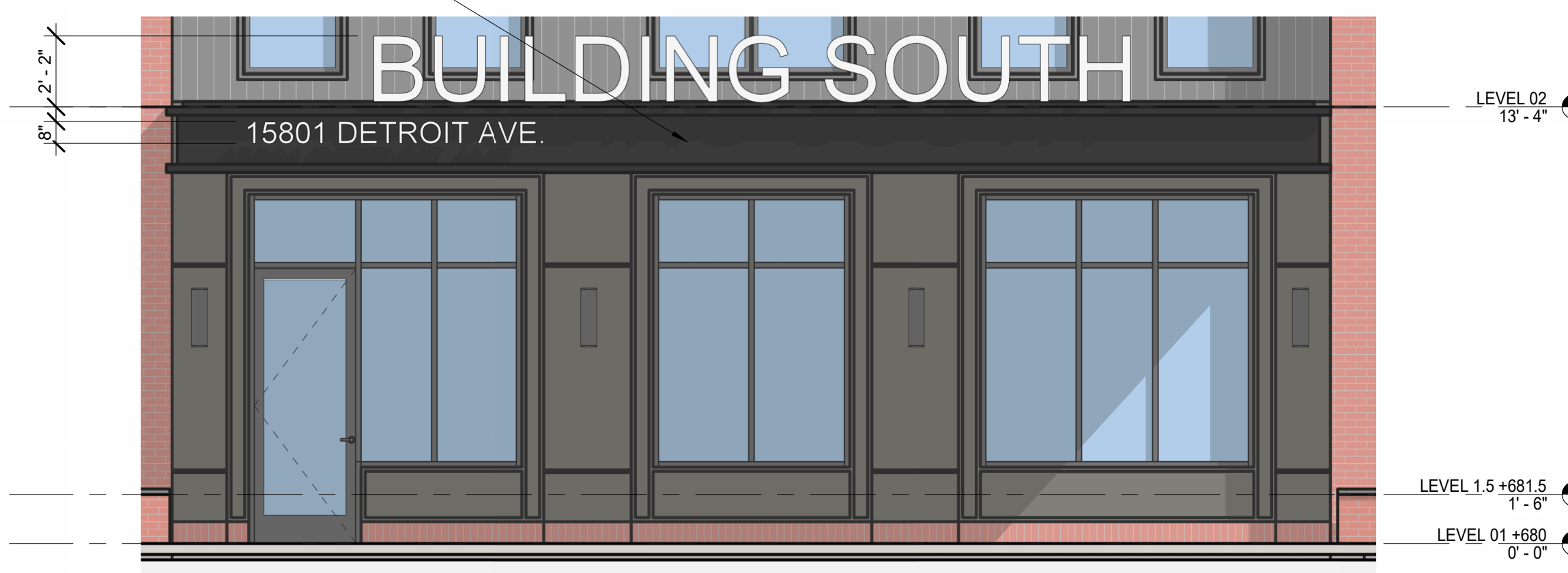
24" TALL X 3" DEEP REVERSE CHANNEL LETTERS .090 ALUMINUM CONSTRUCTION
LETTERS ARE TO BE SECURED USING A STRUCTURE OF FABRICATED BRACKETS AND BACKING RAIL WHICH WILL MOUNT TO THE CANOPY DECKING AND ALSO PERMIT FOR THE BASE OF THE LETTERS TO BE ELEVATED TO CLEAR THE PARAPET.
FINISH TBD OR MATCH THE CANOPY COLOR

8" TALL X 5" DEEP CHARACTERS MACHINED FROM SOLID ALUMINUM ATTACHMENT WILL BE USING PIN-MOUNTED LEGS AND STAND-OFFS FINISH TBD OR MATCH THE CANOPY COLOR

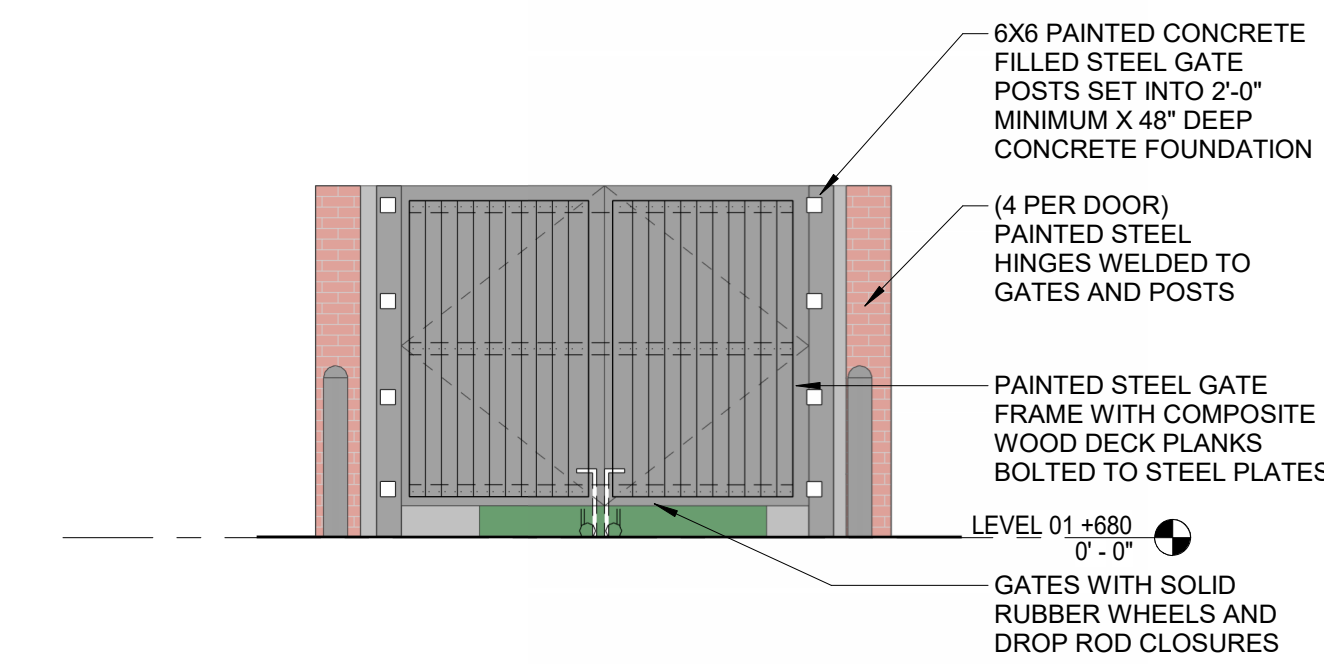


2 BUILDING NORTH - SIGNAGE
SCALE: 1/4" = 1'-0"

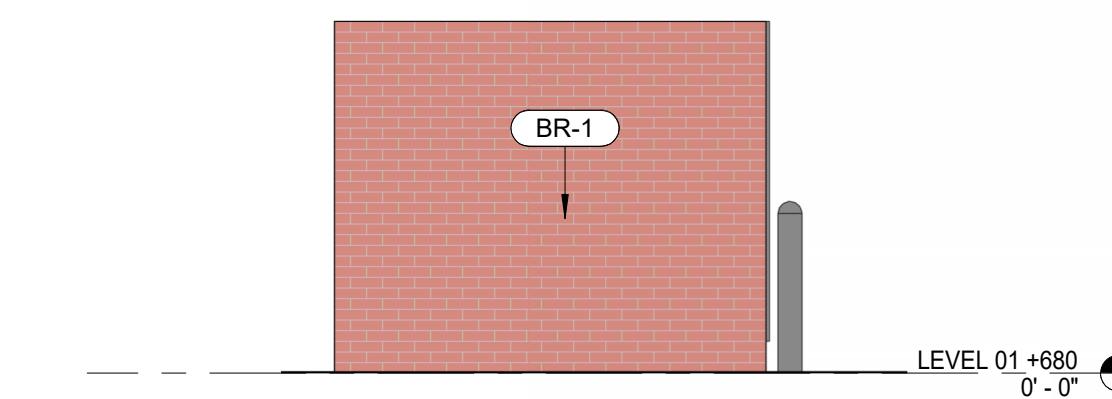
8" TALL X 5" DEEP CHARACTERS MACHINED FROM SOLID ALUMINUM ATTACHMENT WILL BE USING PIN-MOUNTED LEGS AND STAND-OFFS FINISH TBD OR MATCH THE CANOPY COLOR



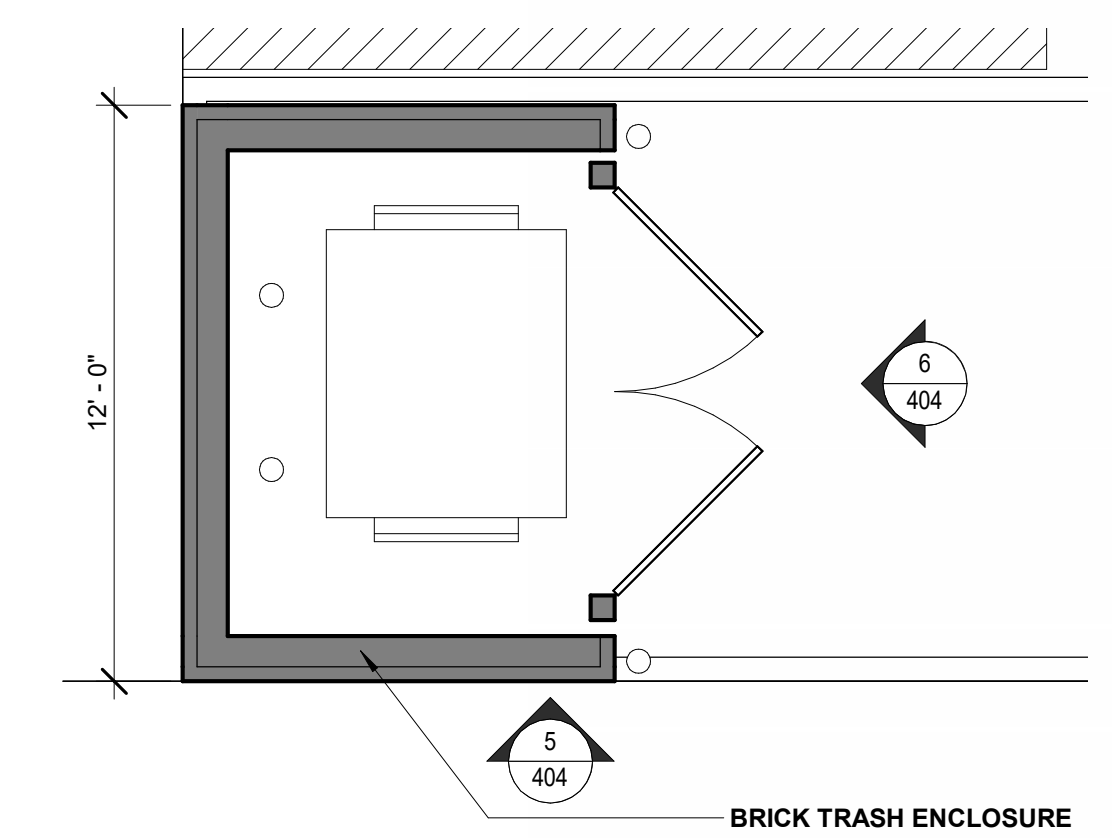
1 BUILDING SOUTH - SIGNAGE
SCALE: 1/4" = 1'-0"



6 BUILDING NORTH - TRASH ENCLOSURE ELEVATION
SCALE: 1/4" = 1'-0"



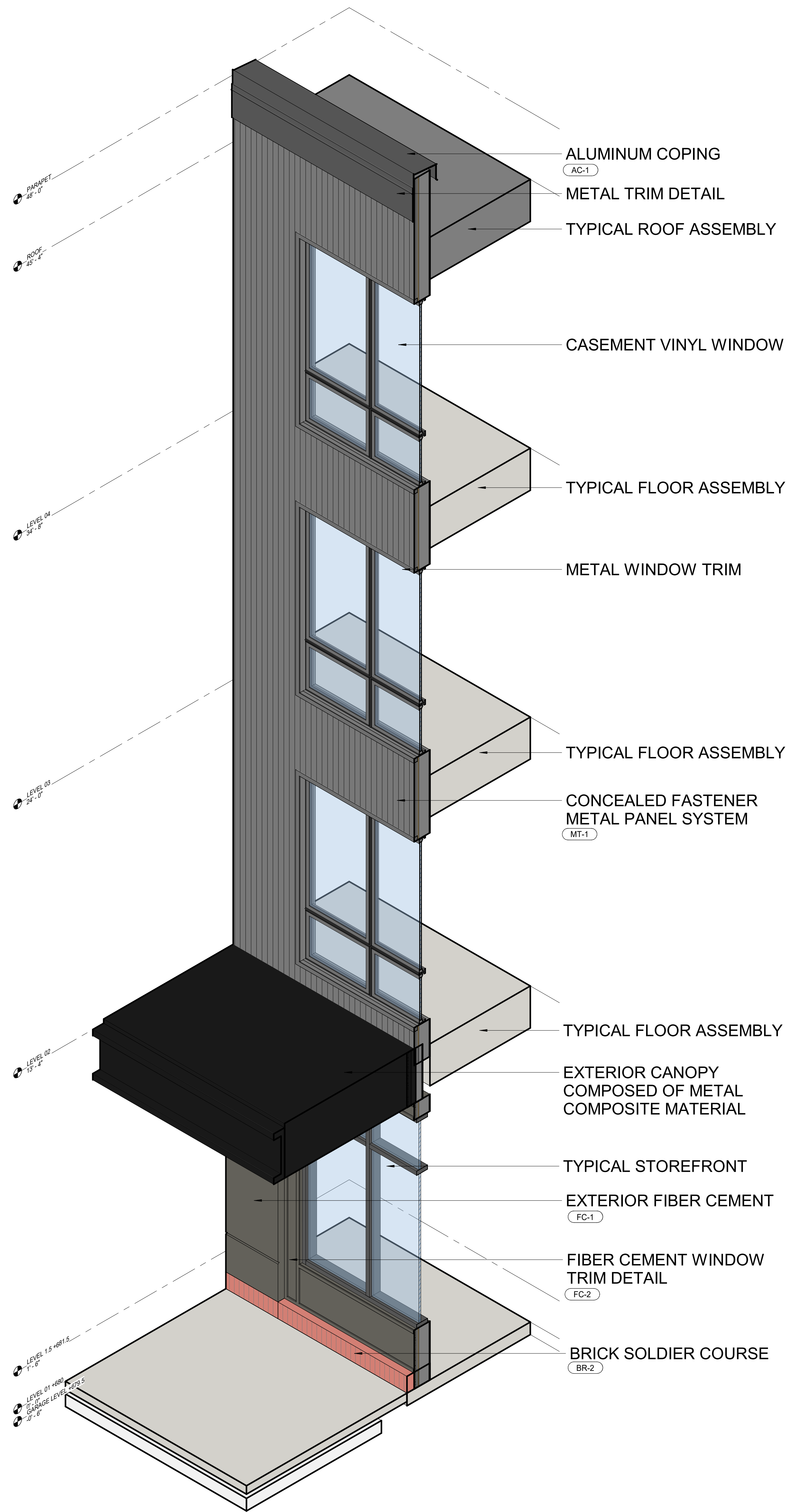
5 BUILDING NORTH - TRASH ENCLOSURE ELEVATION
SCALE: 1/4" = 1'-0"



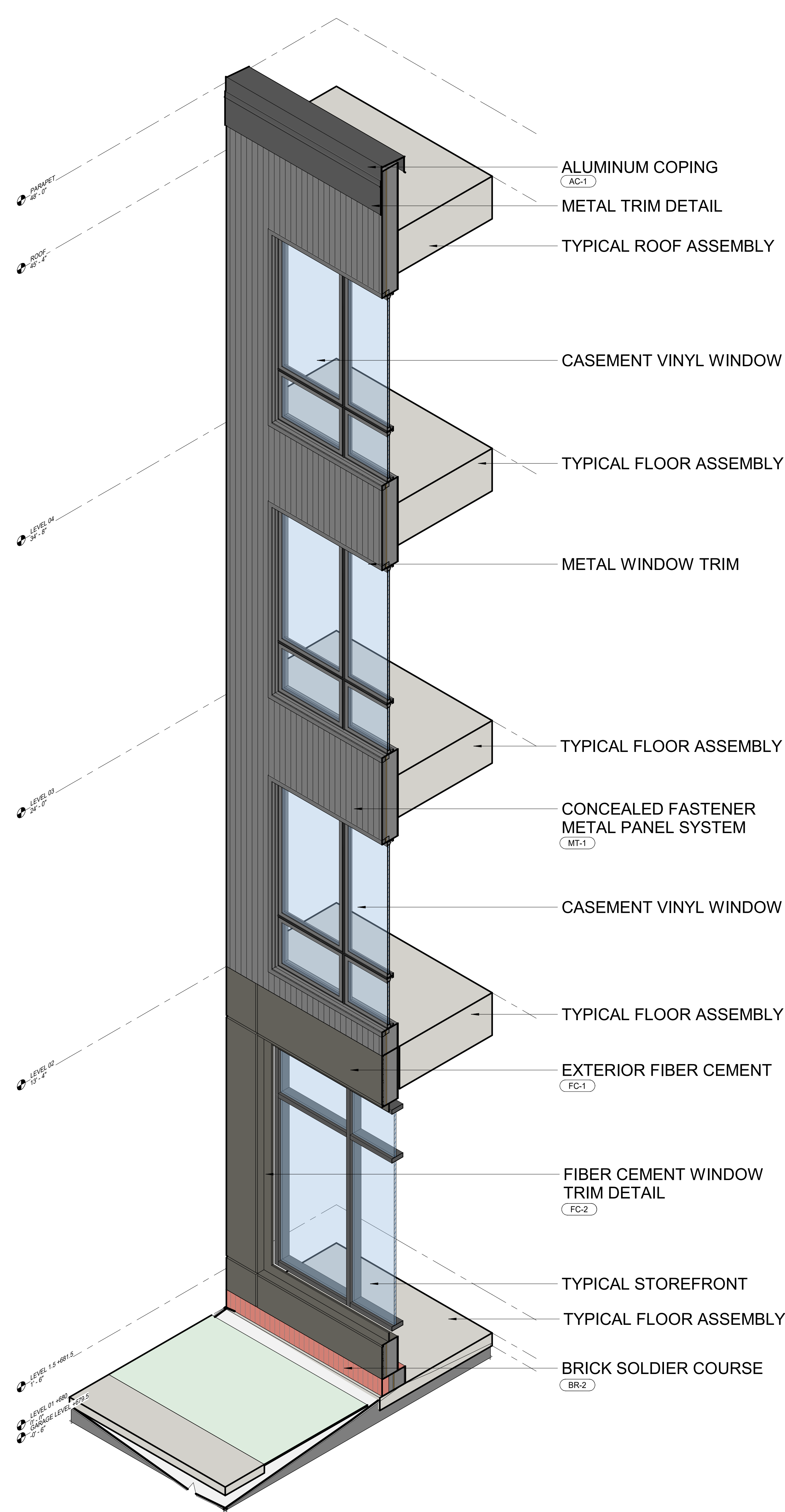
4 BUILDING NORTH - TRASH ENCLOSURE PLAN
SCALE: 1/4" = 1'-0"

EXTERIOR MATERIALS LEGEND	
	EXTERIOR MASONRY FACE BRICK, TYPICAL RUNNING BOND, EXTRUDED YANKEE HILL - OLD FORT COLOR: RED BRICK SIZE: MODULAR MORTAR: TBD
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	ALUMINUM STOREFRONT COLOR: BLACK GLAZING: TBD
	VINYL WINDOWS COLOR: BLACK GLAZING: TBD

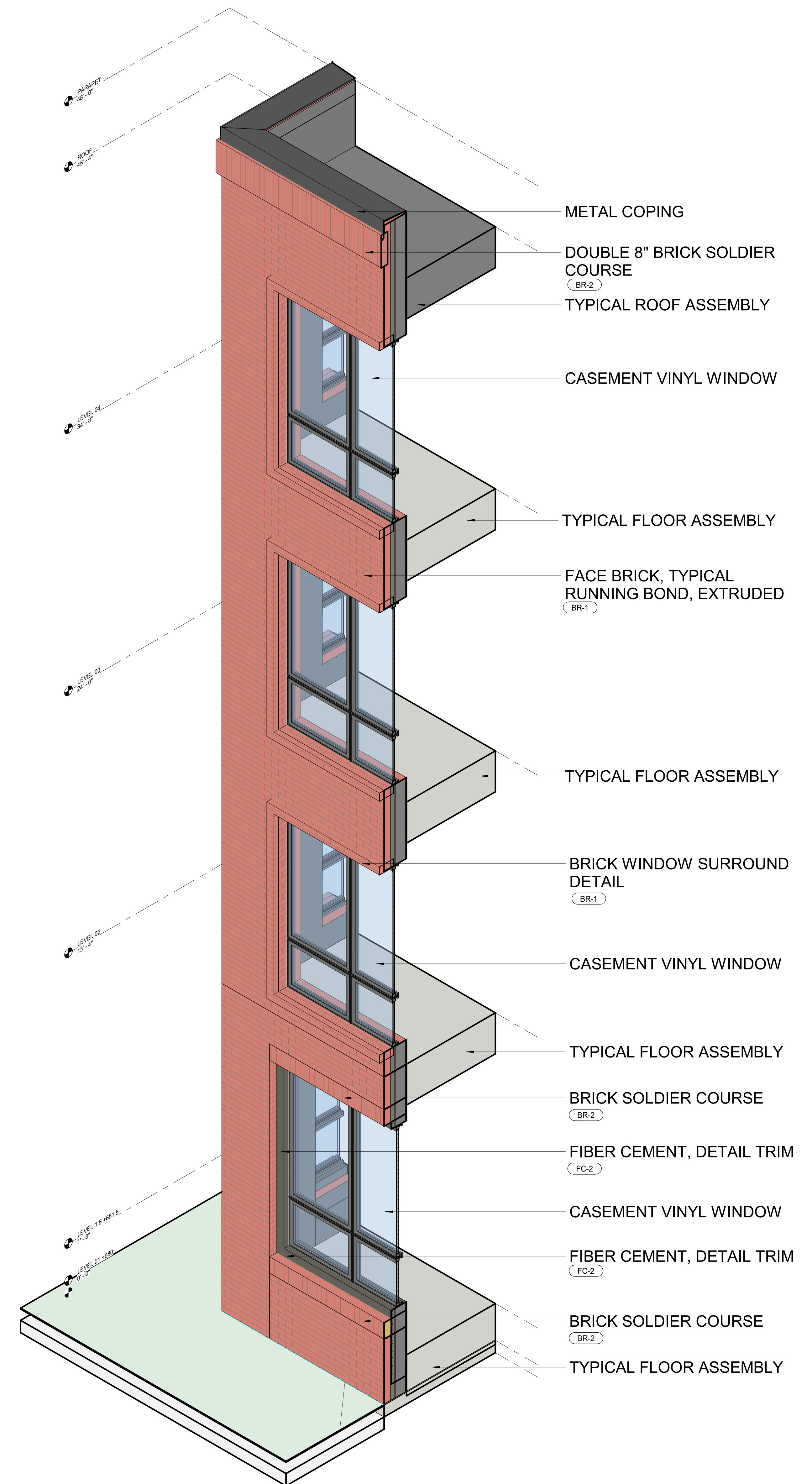
NOTE: EXTERIOR LIGHT SHOWN IN ELEVATIONS: KITCHLER CYLINDER
2 LIGHT 12" TALL OUTDOOR WALL SCONCE



1 TYPICAL STOREFRONT CANOPY - METAL PANEL WALL AXON
SCALE:



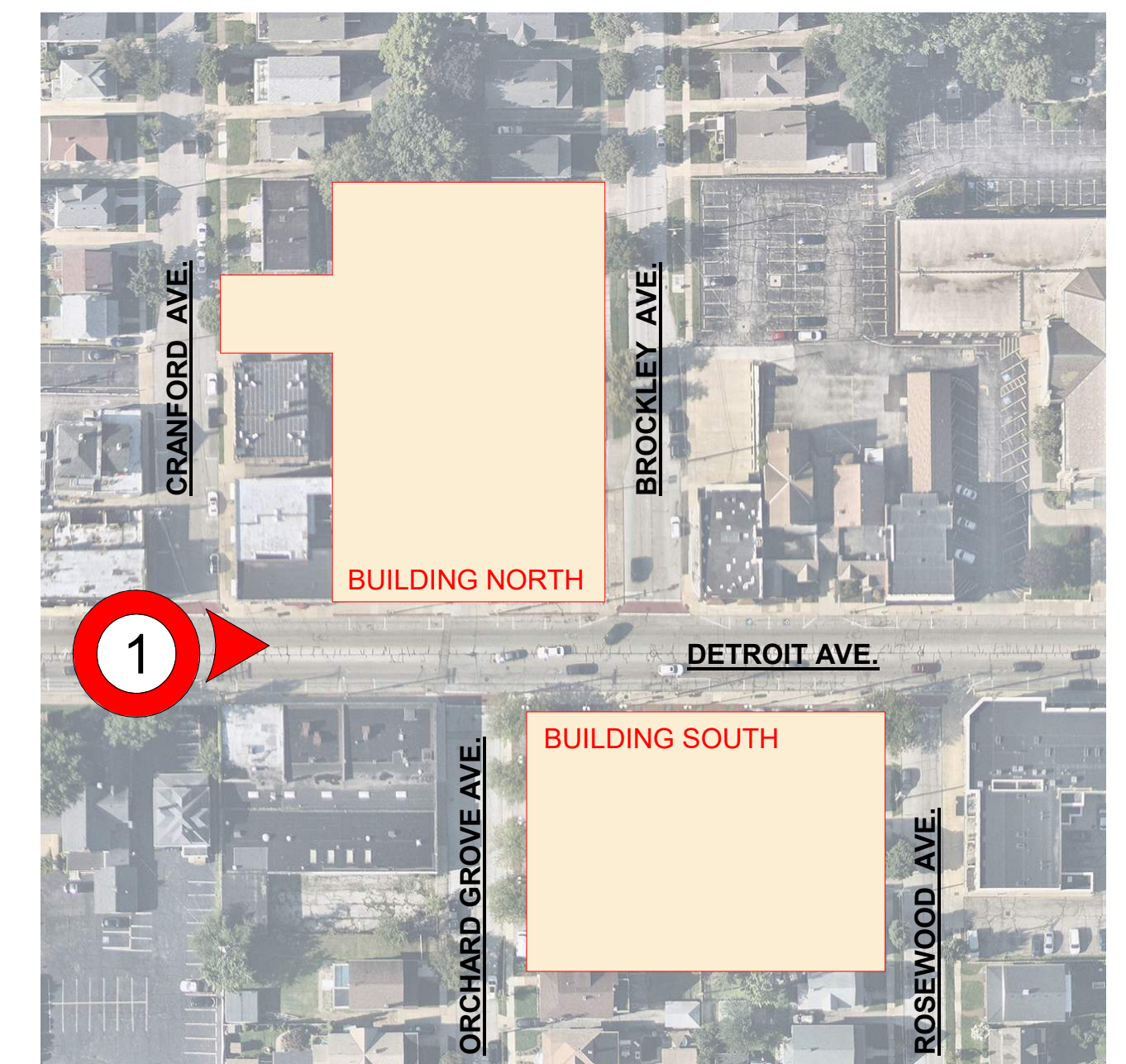
2 TYPICAL METAL PANEL FENESTRATION - WALL AXON
SCALE:



3 TYPICAL BRICK FENESTRATION - WALL AXON
SCALE:



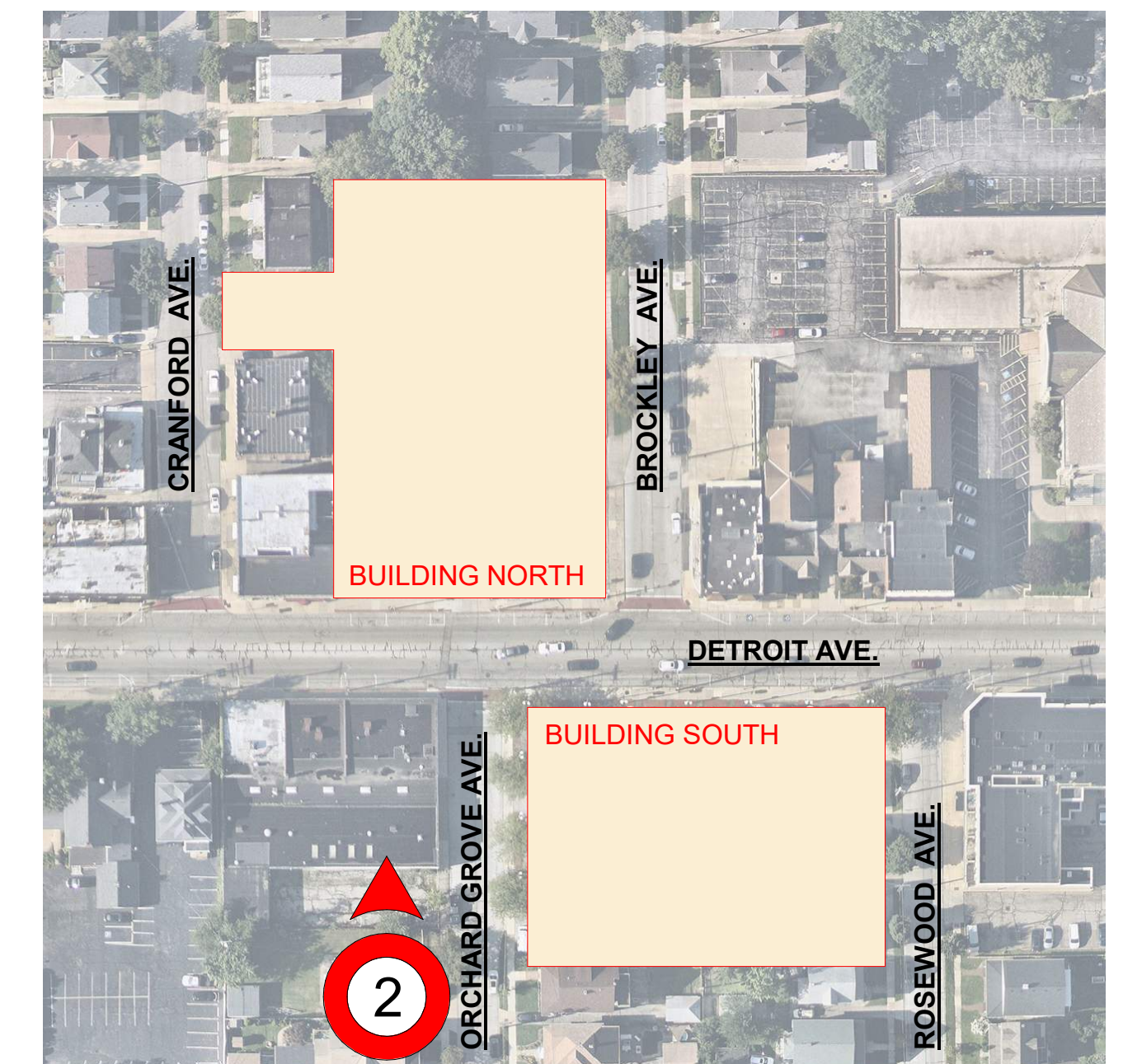
1. BUILDING NORTH & SOUTH - CORNER OF DETROIT AVENUE & CRANFORD AVENUE



1 EXISTING CONTEXT LOCATION MAP
SCALE: 1/2" = 1'-0"



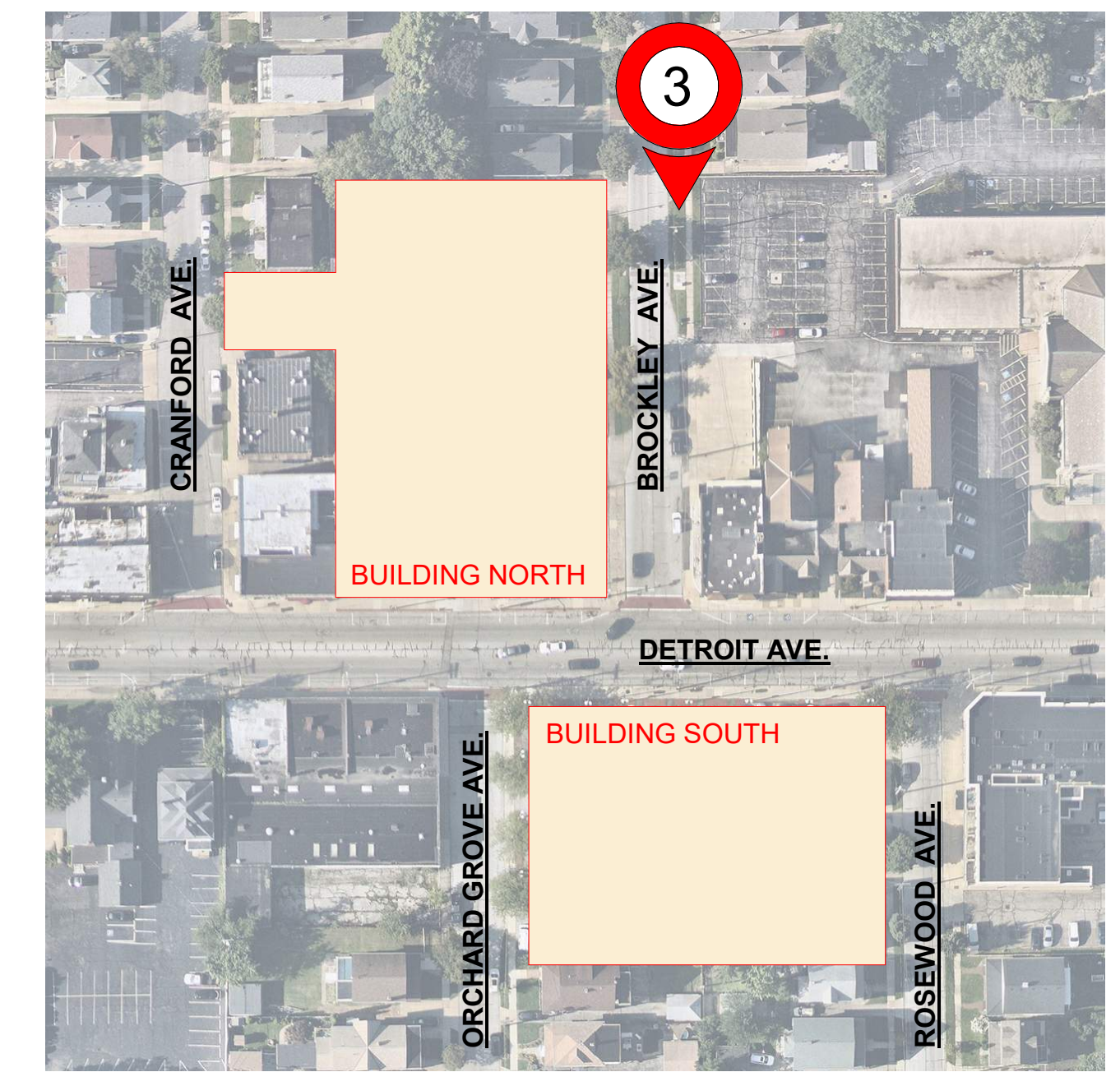
2. BUILDING NORTH & SOUTH - ORCHARD GROVE AVENUE LOOKING NORTH



1 EXISTING CONTEXT LOCATION MAP
SCALE: 12" = 1'-0"



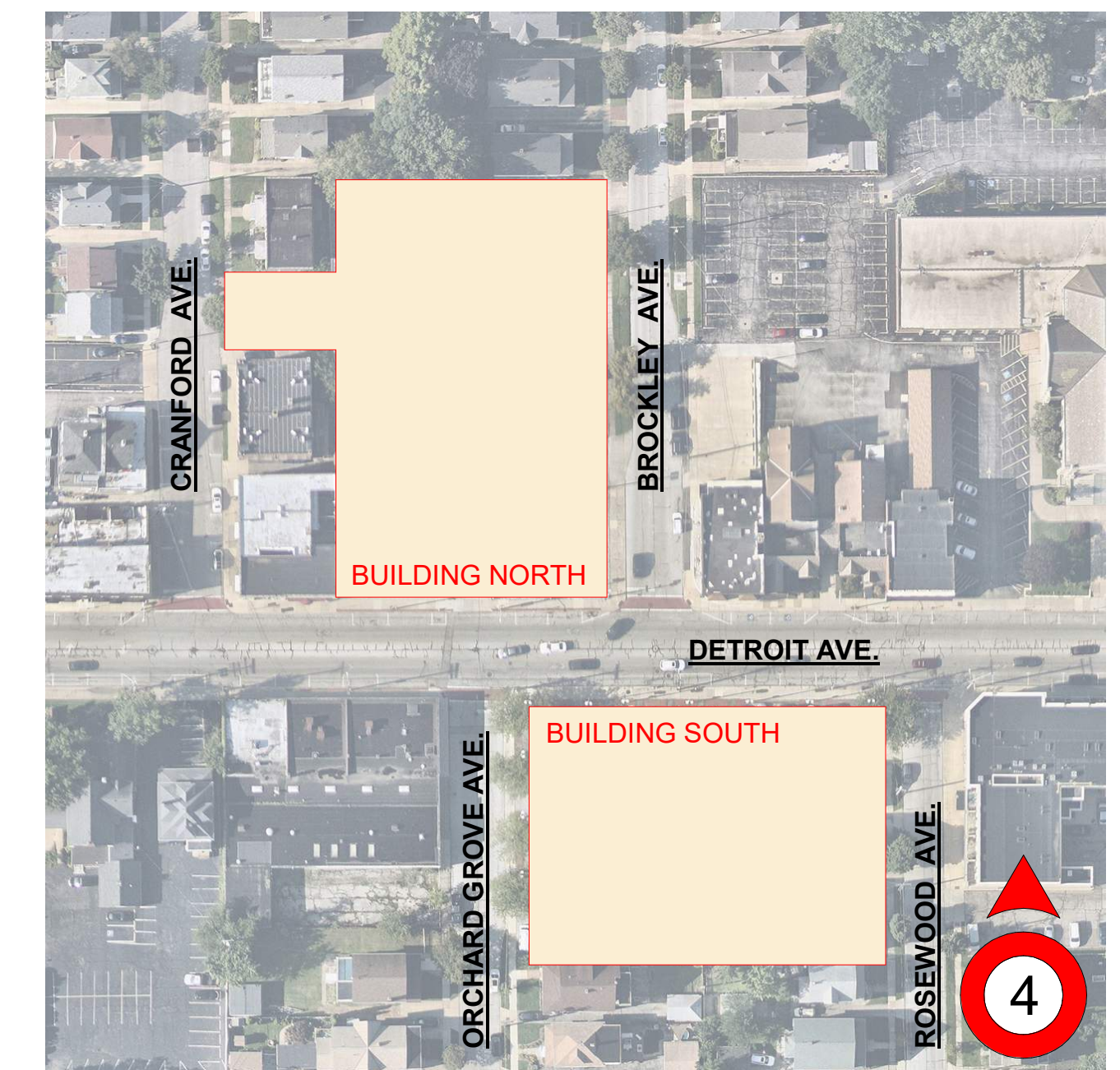
3. BUILDING NORTH & SOUTH - BROCKLEY AVENUE LOOKING SOUTH



1 EXISTING CONTEXT LOCATION MAP
SCALE: 1/2" = 1'-0"



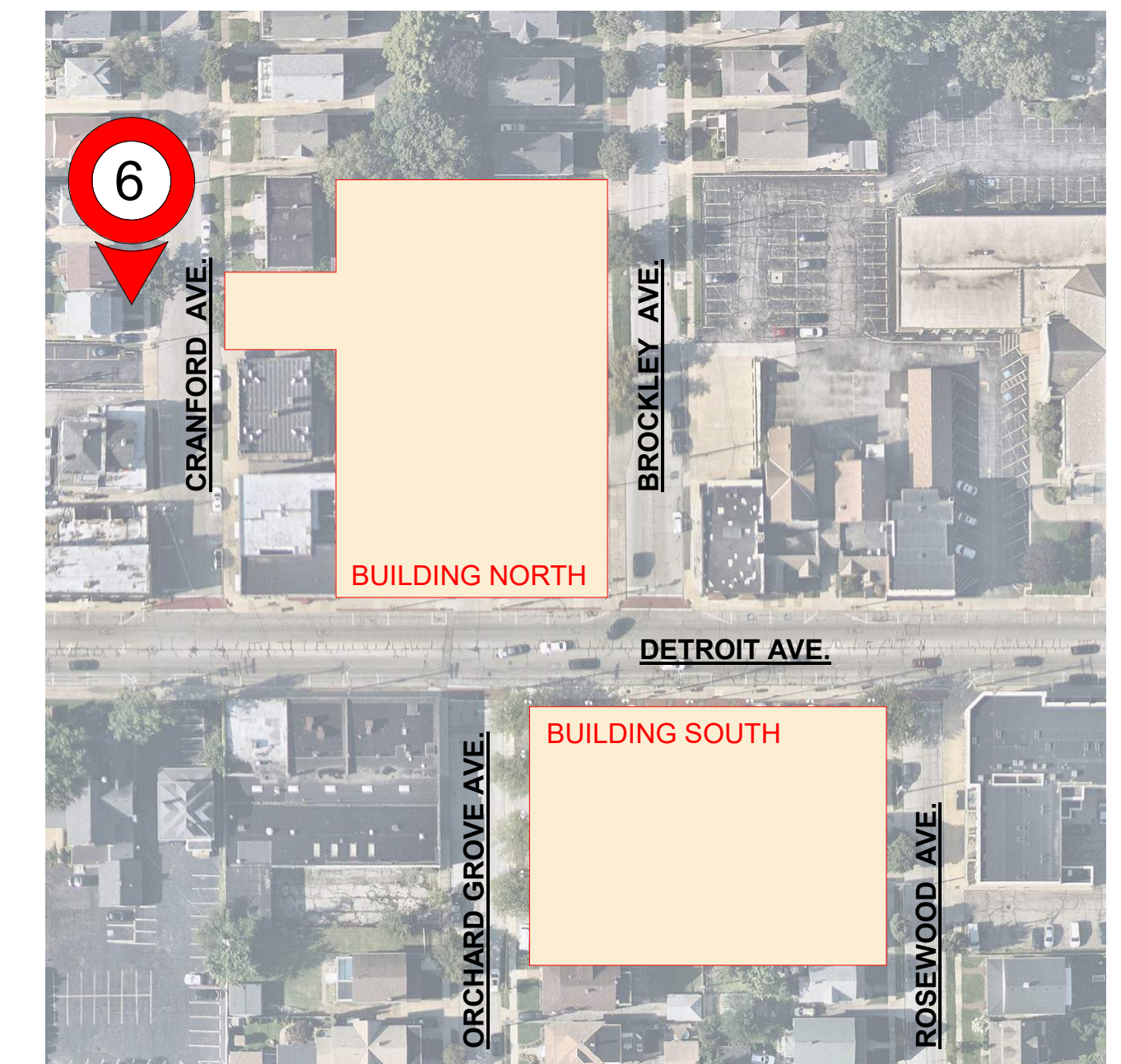
4. BUILDING SOUTH - ROSEWOOD AVENUE LOOKING NORTH



1 EXISTING CONTEXT LOCATION MAP
SCALE: 12" = 1'-0"



6. BUILDING NORTH - CRANFORD AVENUE LOOKING SOUTH

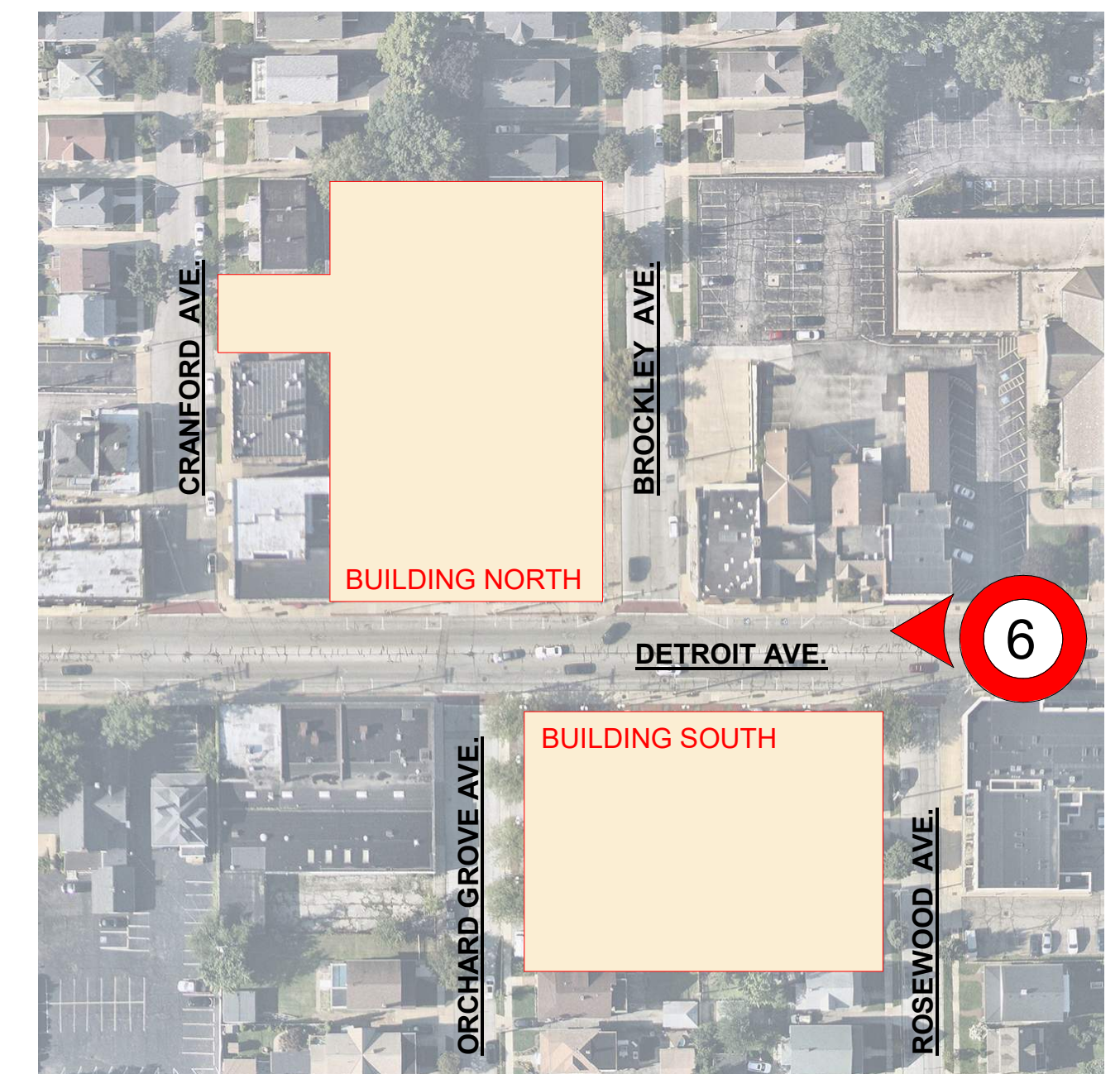


1 EXISTING CONTEXT LOCATION MAP
SCALE: 1/2" = 1'-0"





5. BUILDING NORTH & SOUTH - INTERSECTION OF ROSEWOOD AVENUE & DETROIT AVENUE



1 EXISTING CONTEXT LOCATION MAP
SCALE: 1/2" = 1'-0"



BUILDING SOUTH - WEST PERSPECTIVE



BUILDING SOUTH - EXTERIOR DETAIL STUDY



BUILDING SOUTH - SOUTH PERSPECTIVE



BUILDING NORTH - SOUTH ELEVATION



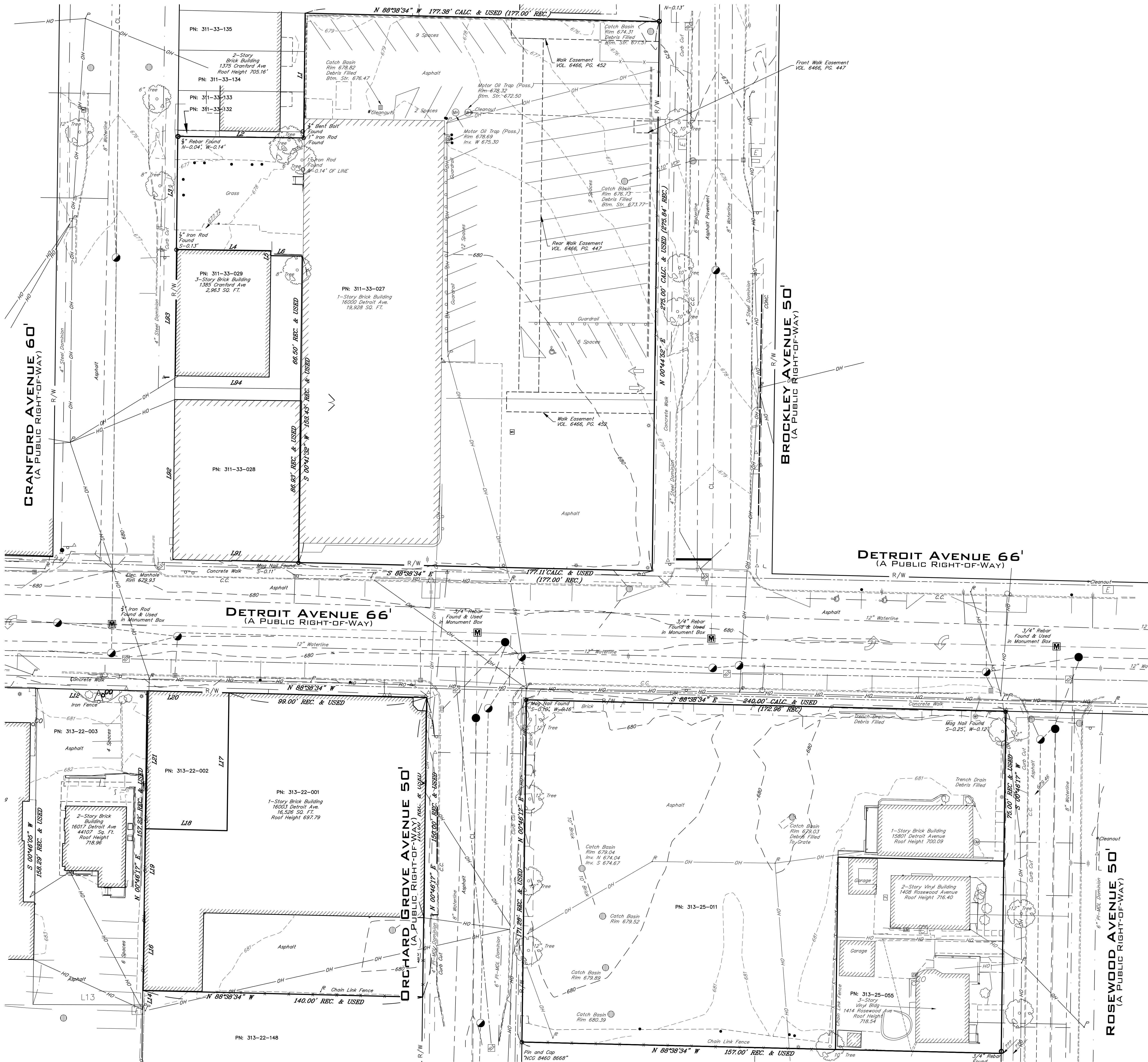
BUILDING NORTH - CORNER OF DETROIT AVENUE AND BROCKLEY AVENUE



BUILDING NORTH - VIEW LOOKING SOUTH ON BROCKLEY AVENUE



BUILDING NORTH - NORTHWEST PERSPECTIVE



LEGEND

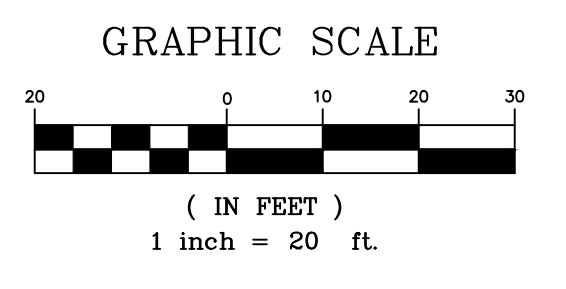
⊠	Monument Box Found	⊙	Spot Elevation Tag
○	Iron Pin or Pipe Found	⊕	Hydrant
⊕	5/8" Iron Pin Set and Capped Riverstone Company	⊖	Water Service Valve
⊕	Gas Meter	⊖	Water Valve
⊕	Gas Valve	⊖	Water Meter
⊕	Utility Pole	⊖	Reducer
⊕	Light Pole	⊖	Storm Manhole
⊕	Guy Anchor & Line	⊖	Sanitary Manhole
⊕	Telephone Box	⊖	Curb Inlet
⊕	Electric Box	⊖	Catch Basin
⊕	Cable Box	⊖	Property Line
⊕	Ballard	⊖	Centerline
⊕	Cleanout / Test Tee		

---	Original Sublot Line	---	Proposed
---	Original Lot Line	---	Proposed
---	Centerline	---	Proposed
---	Property Line	---	Proposed
---	Right-of-way Line	---	Proposed
---	Easement Line	---	Proposed
---	Railroad Tracks	---	Proposed

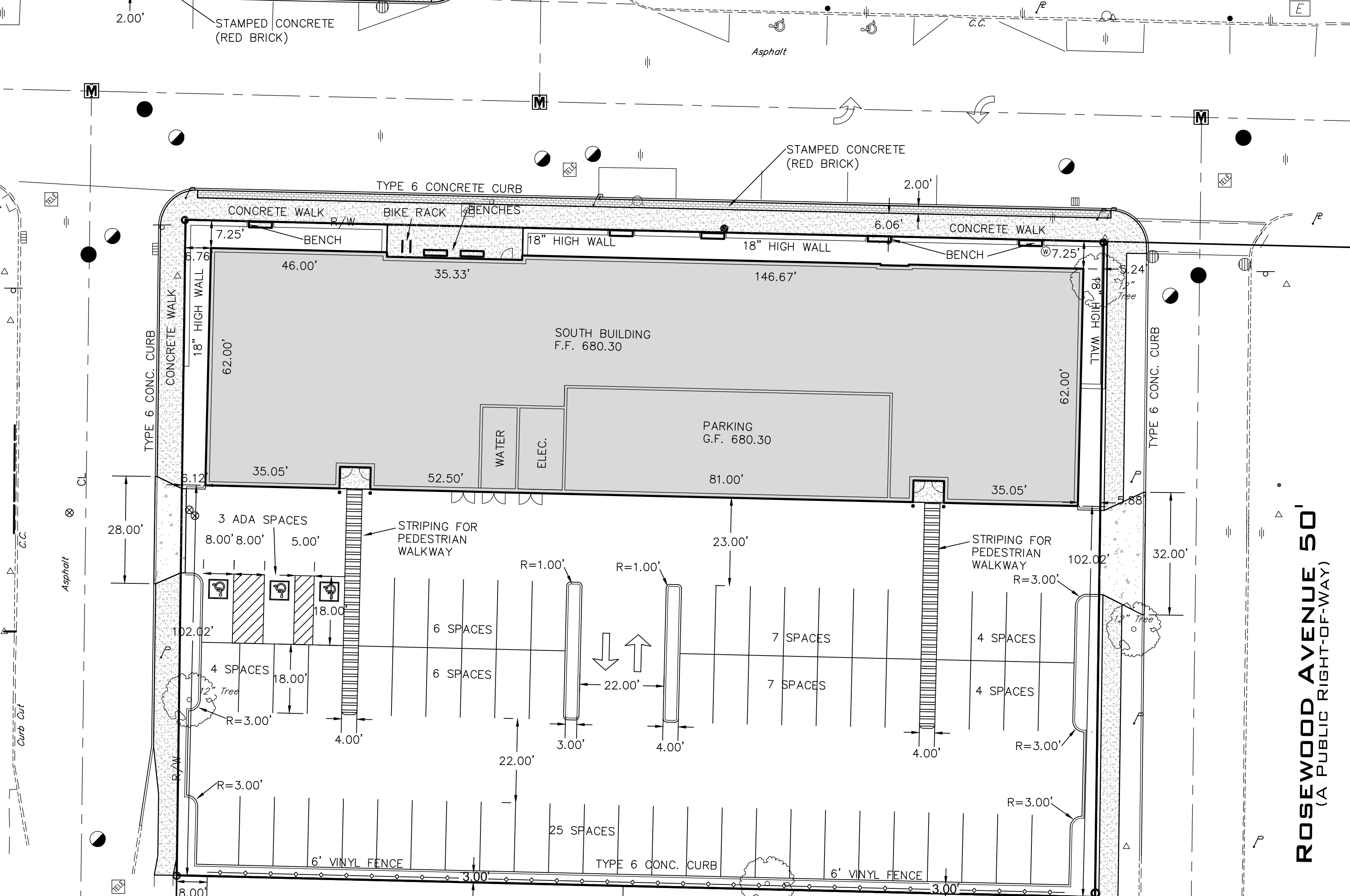
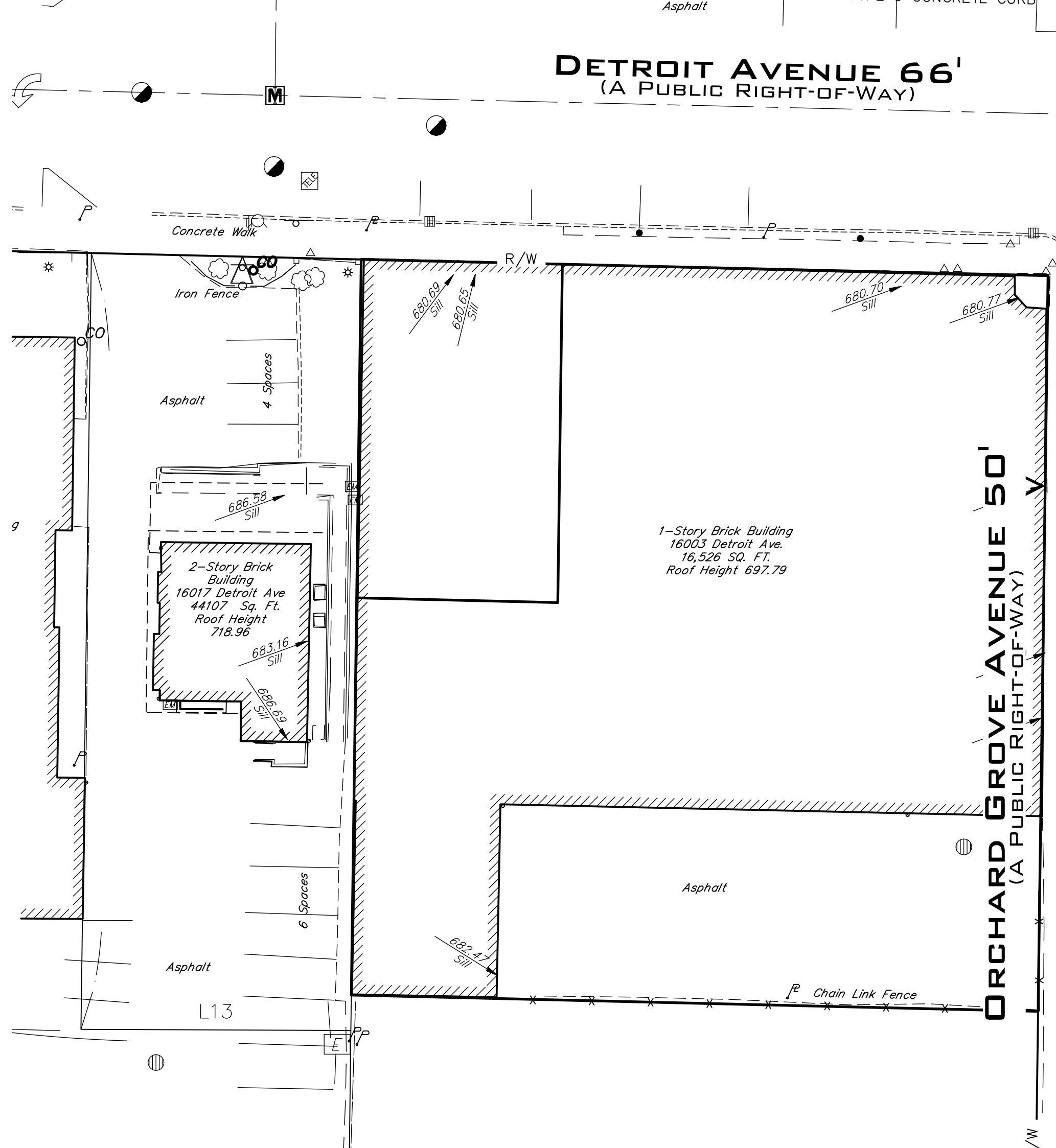
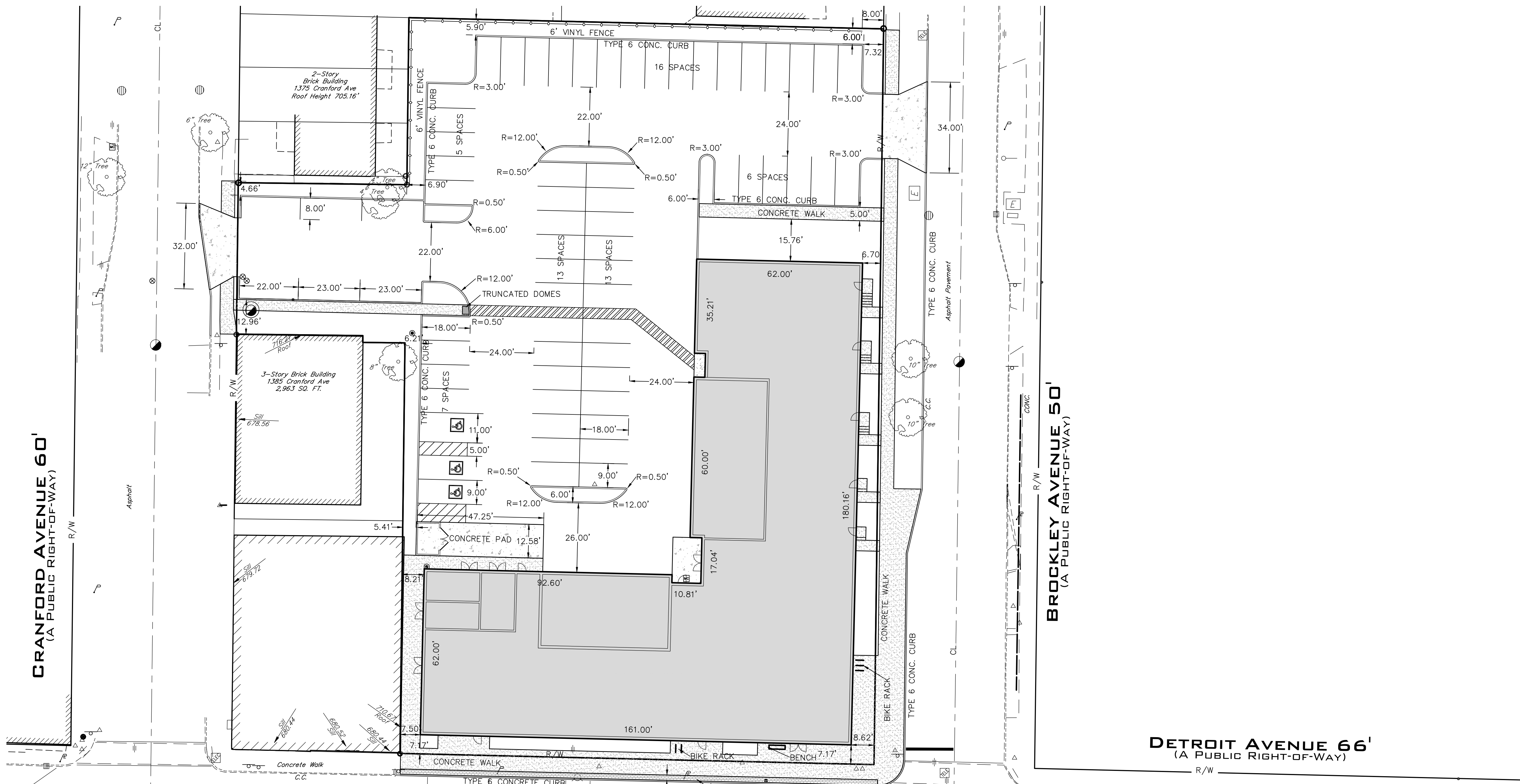
---	Electric Line	---	Proposed
---	Gas Line	---	Proposed
---	Sanitary/Combination Sewer	---	Proposed
---	Storm Sewer	---	Proposed
---	Waterline	---	Proposed
---	Fence Line (Wooden)	---	Proposed
---	Fence Line (Chain-Link)	---	Proposed
---	Guardrail	---	Proposed

Ac.	Acres	L.C.A.	Limited Common Area
Adj.	Adjacent	L.F.	Lineal Feet
A.F.N.	Auditor's File Number	M.E.	Match Existing
Asp.	Asphalt	Meas./M.	Measured
B.F.	Basement Floor	MH	Manhole
B.W.	Bottom of Wall	Obs.	Observed
Calc./C.	Calculated	Pg.	Page
CB	Catch Basin	P.F.N.	Permanent Parcel Number
C.C.M.R.	Cuyahoga County Map Records	Prop.	Proposed
C.L.F.	Chain-Link Fence	Rec./R.	Record
Clr.	Clears	R/W	Right-of-way
C.O.	Clean Out	S.A.	Sanitary
Comb.	Combination	S.F.	Square Feet
Conc.	Concrete	S/L	Sublot
Conn.	Connection	Stm.	Storm
D.H.	Drill Hole	T.B.M.	Temporary Bench Mark
D.I.W.M.	Ductile Iron Water Main	TBR	To Be Removed
Elec.	Electric	T/C	Top of Curb
Elev.	Elevation	Tele	Telephone
Encr.	Encroaches	T.F.	Top Of Footer
Ex.	Existing	T.T.	Test Tee
Ex.	Existing	T.W.	Top of Wall
F.F.	Finished Floor	Typ.	Typical
Gutter	Gutter	Vol.	Volume
Inv.	Invert	Wat	Water

SURVEY NOTE:
 SURVEY, BOUNDARY AND UTILITY INFORMATION WAS COMPLETED BY LANGAN AND PROVIDED TO THE RIVERSTONE COMPANY. THE ENGINEER IS NOT RESPONSIBLE FOR MISSING OR INCOMPLETE INFORMATION. THE ENGINEER RECOMMENDS CONTRACTOR VISIT SITE PRIOR TO CONSTRUCTION. CONTRACTOR SHALL FIELD VERIFY LOCATIONS, ELEVATIONS AND UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER AND OWNER OF ANY DISCREPANCIES IMMEDIATELY UPON DISCOVERY.



RIVERSTONE
 LAND SURVEYING - ENGINEERING - DESIGN
 3800 LAKESIDE AVENUE - SUITE 100
 CLEVELAND - OHIO - 44114
 PHONE: (216) 491-2000 FAX: (216) 491-9640
 WWW.RIVERSTONE.SURVEY.COM



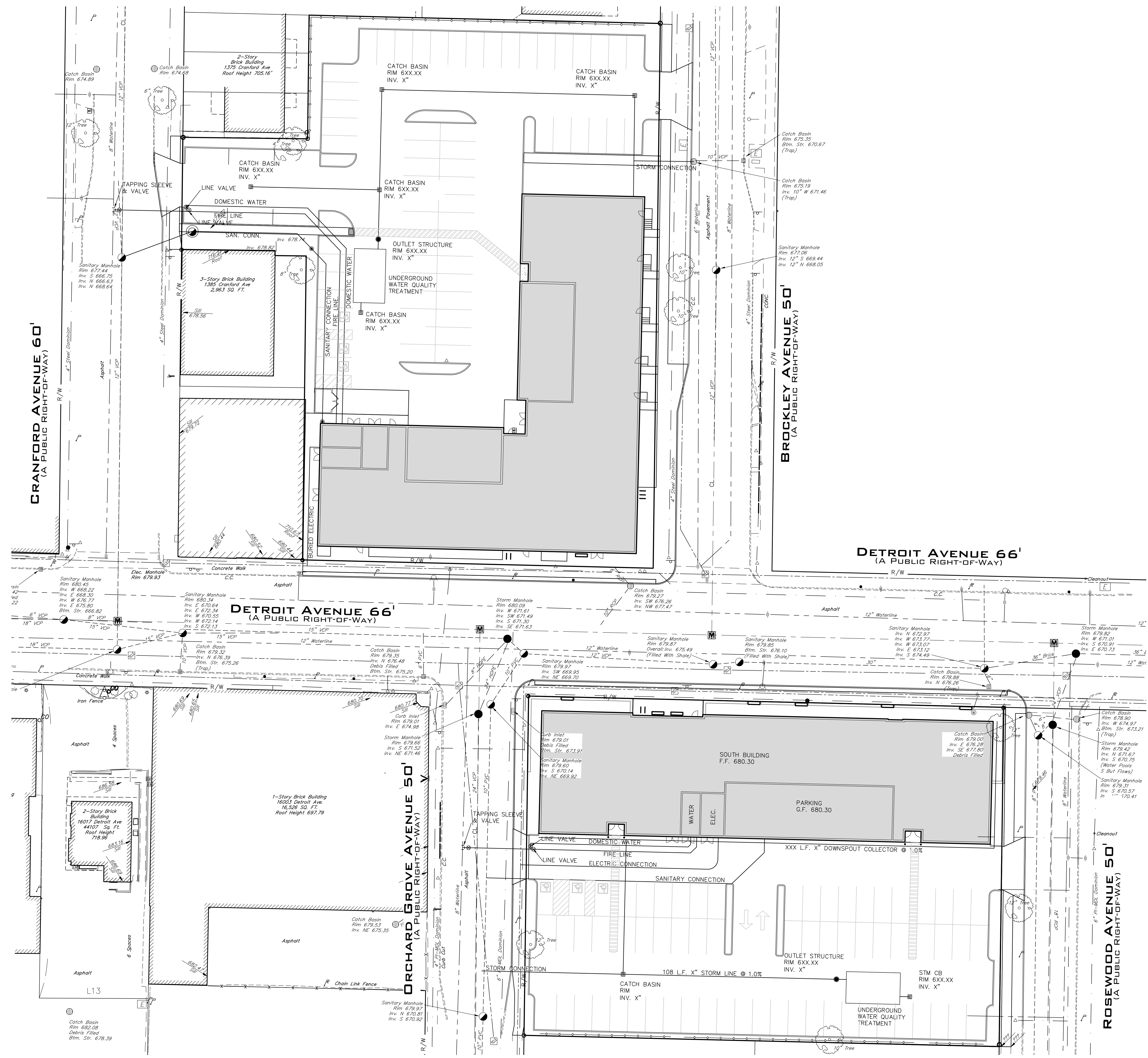
LEGEND

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⊙	Iron Pin or Pipe Found	⊙	Hydrant
⊙	5/8" Iron Pin Set and Capped Riverstone Company	⊙	Water Service Valve
⊙	P.K. Nail	⊙	Water Valve
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⊙	Telephone Box	⊙	Property Line
⊙	Electric Box	⊙	Centerline
⊙	Cable Box		
⊙	Ballard		
⊙	Cleanout / Test Tee		

---	Ex. Parcel line	---	Proposed
---	Original Sublot Line	---	Proposed
---	Original Lot Line	---	Proposed
---	Centerline	---	Proposed
---	Property Line	---	Proposed
---	Right-of-way Line	---	Proposed
---	Easement Line	---	Proposed
---	Railroad Tracks	---	Proposed

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Calc./C.	Calculated	Pg.	Page
CB	Catch Basin	P.F.N.	Permanent Parcel Number
C.C.M.R.	Cuyahoga County Map	Prop.	Proposed
Records	Chain-Link Fence	Rec./R.	Record
C.L.F.	Clears	R/W	Right-of-way
Cir.	Clean Out	Sq.	Square Feet
C.O.	Combination	S.F.	Square Feet
Comb.	Concrete	Stm.	Storm
Conn.	Connection	T.B.M.	Temporary Bench Mark
C.C.M.R.	Records	To Be Removed	To Be Removed
C.L.F.	Clears	T/C	Top of Curb
Cir.	Clean Out	Tele	Telephone
C.O.	Combination	T.F.	Top of Footer
Comb.	Concrete	T.W.	Top of Wall
Conn.	Connection	T.T.	Test Tee
C.C.M.R.	Records	Typ.	Typical
C.L.F.	Clears	Vol.	Volume
Cir.	Clean Out	Wat	Water
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
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C.C.M.R.	Records		
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C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
Comb.	Concrete		
Conn.	Connection		
C.C.M.R.	Records		
C.L.F.	Clears		
Cir.	Clean Out		
C.O.	Combination		
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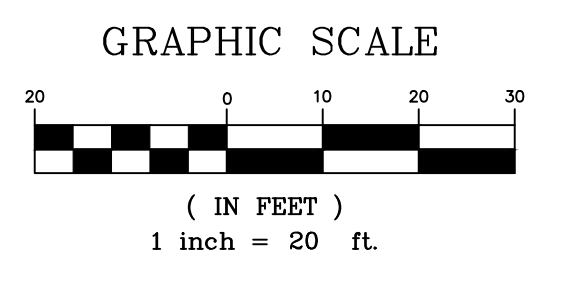
LEGEND

⊠	Monument Box Found	⊙	Spot Elevation Tag
○	Iron Pin or Pipe Found	⊕	5/8" Iron Pin Set and Capped Riverstone Company
⊕	Gas Meter	⊕	Hydrant
⊕	Utility Pole	⊕	Water Service Valve
⊕	Light Pole	⊕	Water Meter
⊕	Guy Anchor & Line	⊕	Reducer
⊕	Telephone Box	⊕	Storm Manhole
⊕	Electric Box	⊕	Sanitary Manhole
⊕	Cable Box	⊕	Curb Inlet
⊕	Ballard	⊕	Catch Basin
⊕	Cleanout / Test Tee	⊕	Property Line
⊕		⊕	Centerline

---	Ex. Parcel line	---	Proposed
---	Original Sublot Line	---	
---	Original Lot Line	---	
---	Centerline	---	
---	Property Line	---	
---	Right-of-way Line	---	
---	Easement Line	---	
---	Railroad Tracks	---	

---	Electric Line	---	Existing	---	Proposed
---	Gas Line	---		---	
---	Sanitary/Combination Sewer	---		---	
---	Storm Sewer	---		---	
---	Waterline	---		---	
---	Fence Line (Wooden)	---		---	
---	Fence Line (Chain-Link)	---		---	
---	Guardrail	---		---	

Ac.	Acres	L.C.A.	Limited Common Area
Adj.	Adjacent	LF	Lineal Feet
A.F.N.	Auditor's File Number	M.E.	Match Existing
Asp.	Asphalt	Meas./M.	Measured
B.F.	Basement Floor	MH	Manhole
BW	Bottom of Wall	Obs.	Observed
Calc./C.	Calculated	Pg.	Page
CB	Catch Basin	P.F.N.	Permanent Parcel Number
C.C.M.R.	Cuyahoga County Map	Prop.	Proposed
C.L.F.	Records	Rec./R.	Record
Clr.	Clears	R/W	Right-of-way
C.O.	Clean Out	San.	Sanitary
Comb.	Combination	S.F.	Square Feet
Conc.	Concrete	S/L	Sublot
Conn.	Connection	Stm.	Storm
D.H.	Drill Hole	T.B.M.	Temporary Bench Mark
D.I.W.M.	Ductile Iron Water Main	TBR	To Be Removed
Elec.	Electric	T/C	Top of Curb
Encl.	Enclosures	Tele	Telephone
Ex.	Existing	T.F.	Top Of Footer
Encl.	Enclosures	T.T.	Test Tee
Ex.	Existing	TW	Top of Wall
F.F.	Finished Floor	Typ.	Typical
Gutter	Gutter	Vol.	Volume
Inv.	Invert	Wat	Water



RIVERSTONE
 LAND SURVEYING - ENGINEERING - DESIGN
 3800 LAKEVIEW AVENUE - SUITE 100
 CLEVELAND - OHIO - 44114
 PHONE: (216) 491-2000 FAX: (216) 491-9640
 WWW.RIVERSTONE-SURVEY.COM



CA KF - Calamagrostis acutiflora 'Karl Foerster'
Karl Foerster Reed Grass



Vinyl fence



IL GL - Ilex Glabra 'Densa'
Dense Inkberry Holly



PA VI - Panicum virgatum 'Heavy Metal'
Heavy Metal Switchgrass

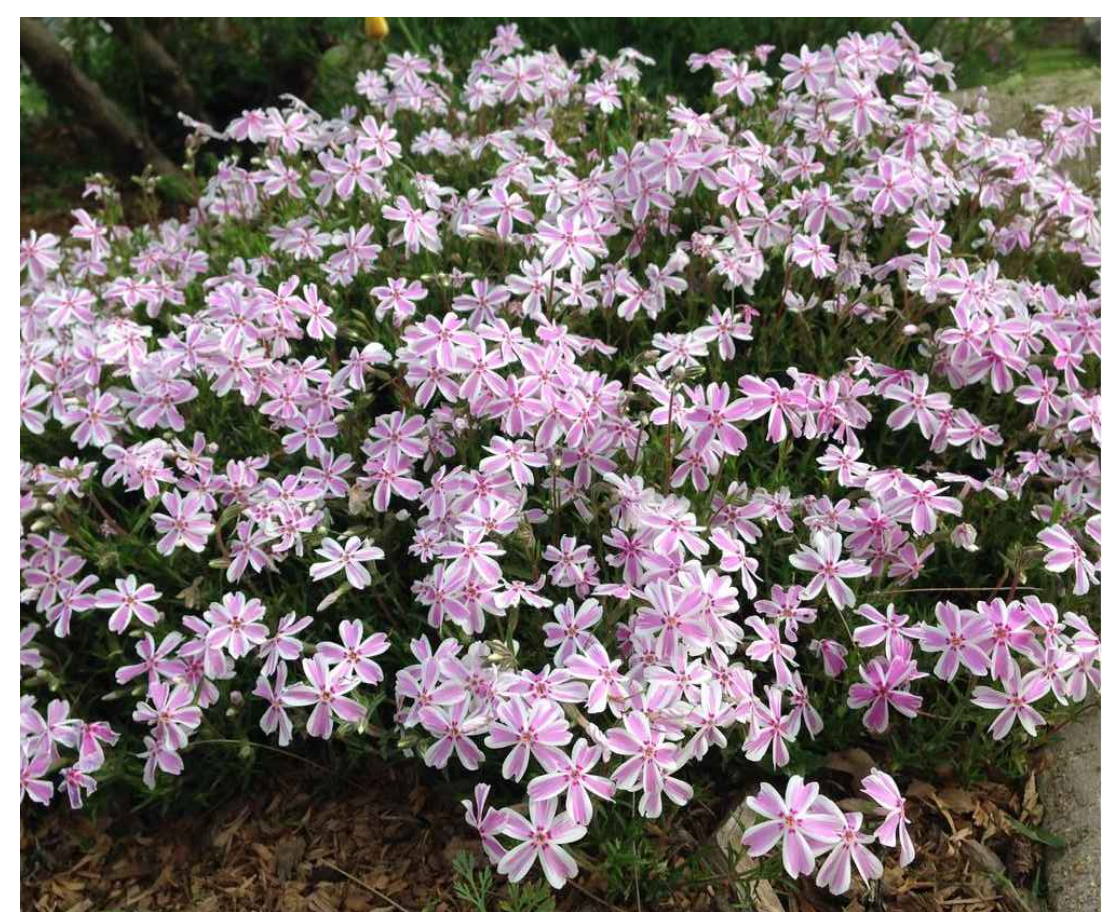


CL AL - Clethra alnifolia 'Ruby Spice'
Ruby Spice Summersweet



LI ST* - Liquidambar styraciflua 'Slender Silhouette'
Slender Silhouette Sweetgum

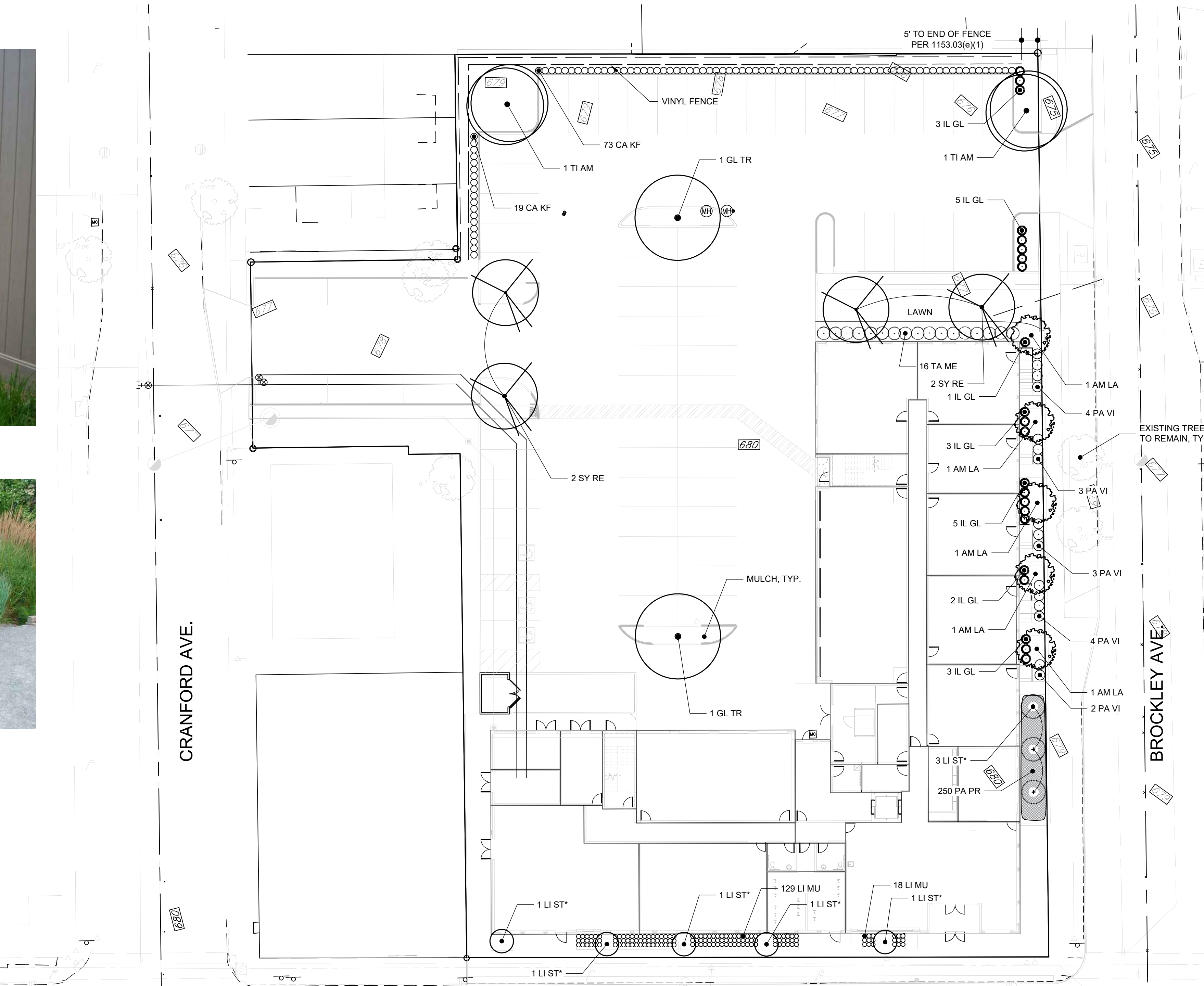
* Place LI ST centered on building columns as shown; verify in field



PH SU - Phlox subulata 'Candy Stripe'
Candy Stripe Moss Phlox



LI MU - Liriope muscari 'Variegata'
Variegated Liriope



GL TR - Gleditsia triacanthos 'Skyline'
Skyline Honeylocust



TI AM - Tilia americana
American Linden



SY RE - Syringa reticulata 'Ivory Silk'
Ivory Silk Tree Lilac



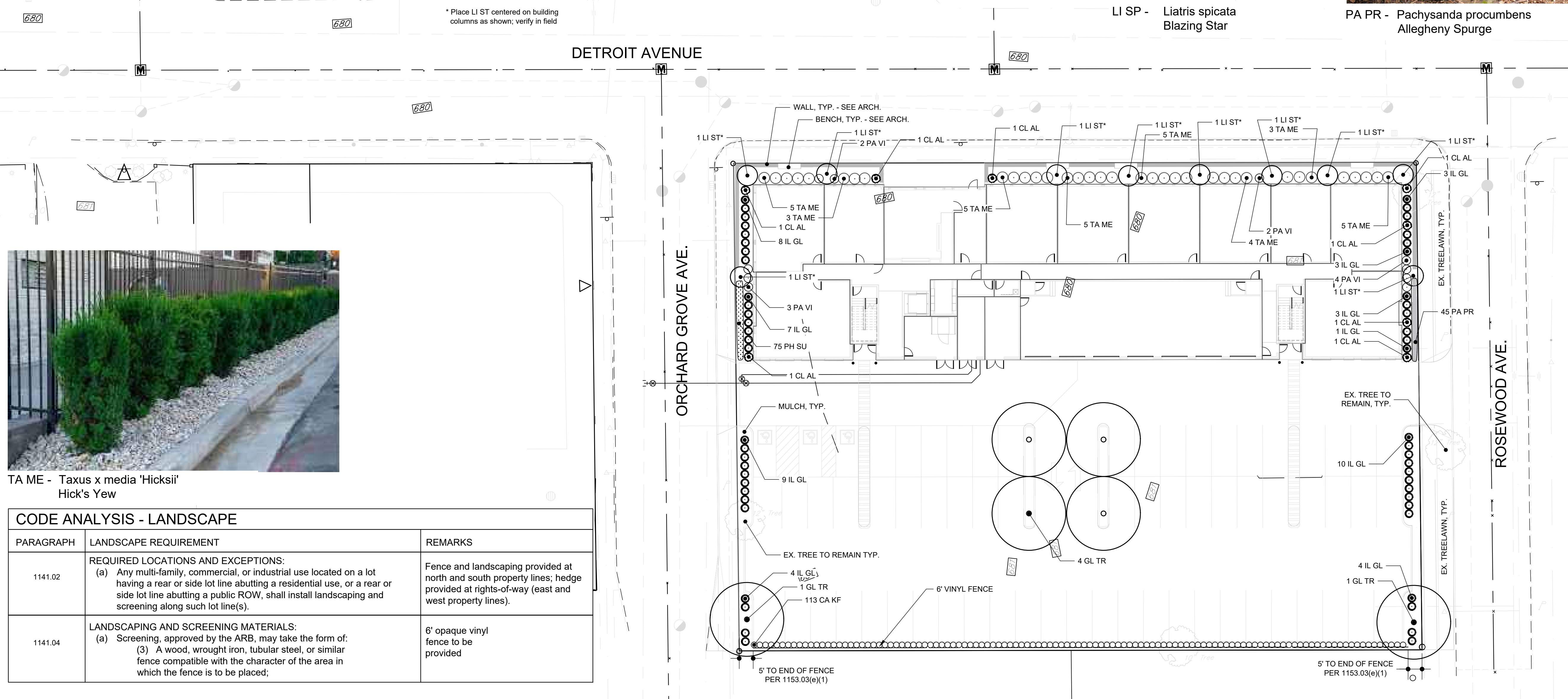
AM LA - Amelanchier laevis 'Lustre'
Lustre Allegheny Serviceberry



LI SP - Liatris spicata
Blazing Star



PA PR - Pachysandra procumbens
Allegheny Spurge

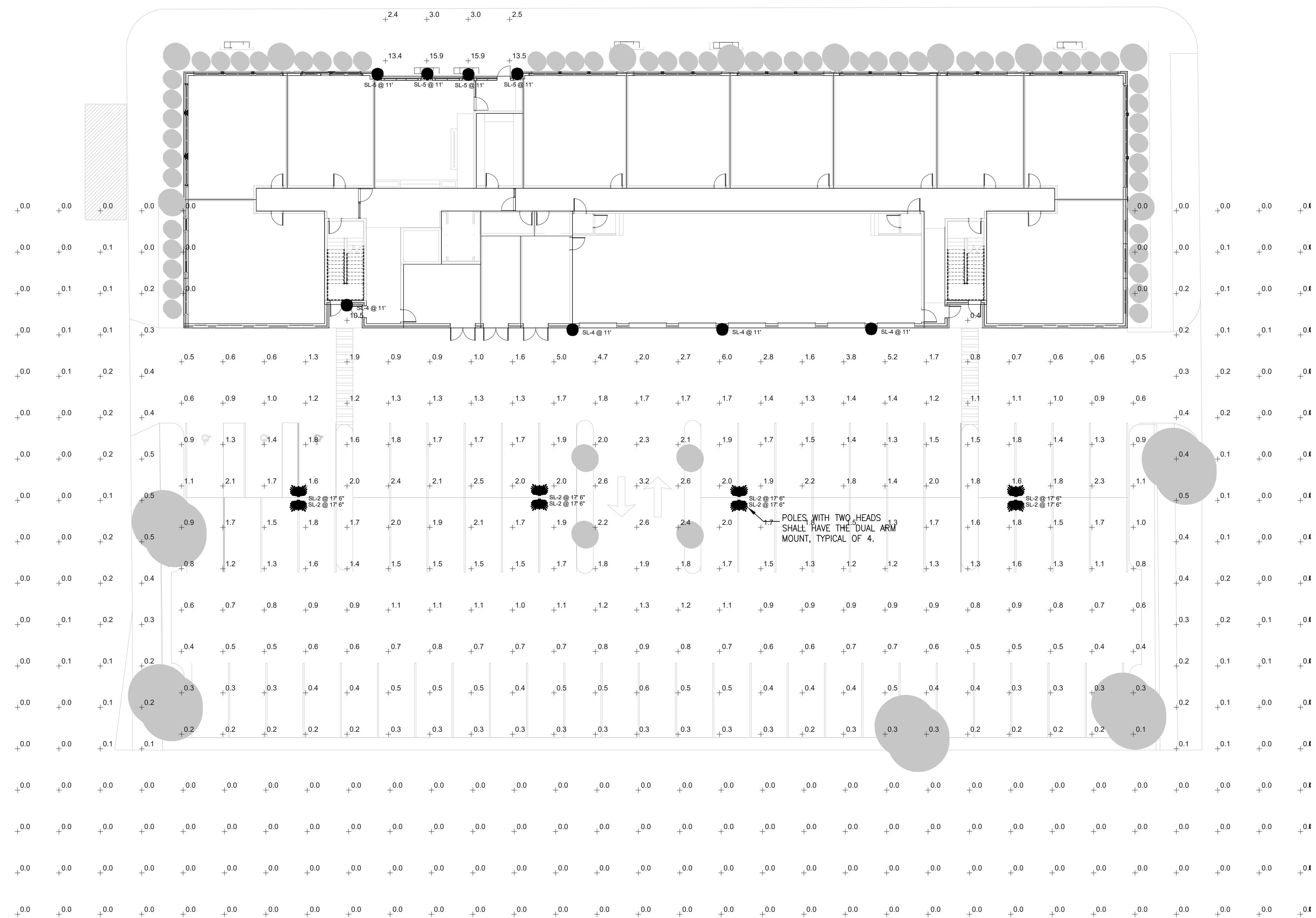


CODE ANALYSIS - LANDSCAPE

PARAGRAPH	LANDSCAPE REQUIREMENT	REMARKS
1141.02	REQUIRED LOCATIONS AND EXCEPTIONS: (a) Any multi-family, commercial, or industrial use located on a lot having a rear or side lot line abutting a residential use, or a rear or side lot line abutting a public ROW, shall install landscaping and screening along such lot line(s).	Fence and landscaping provided at north and south property lines; hedge provided at rights-of-way (east and west property lines).
1141.04	LANDSCAPING AND SCREENING MATERIALS: (a) Screening, approved by the ARB, may take the form of: (3) A wood, wrought iron, tubular steel, or similar fence compatible with the character of the area in which the fence is to be placed;	6' opaque vinyl fence to be provided

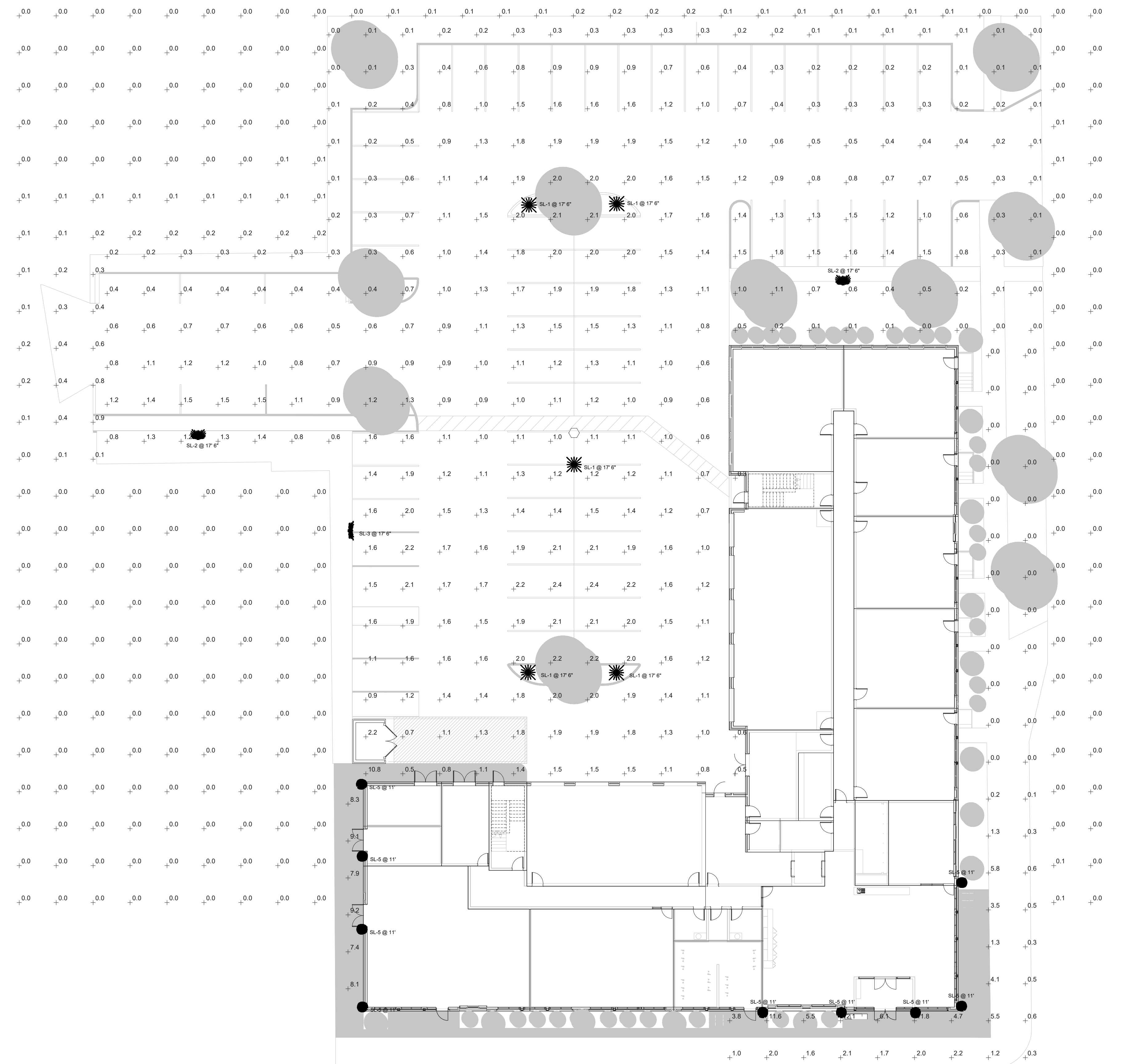
PREPARED BY:





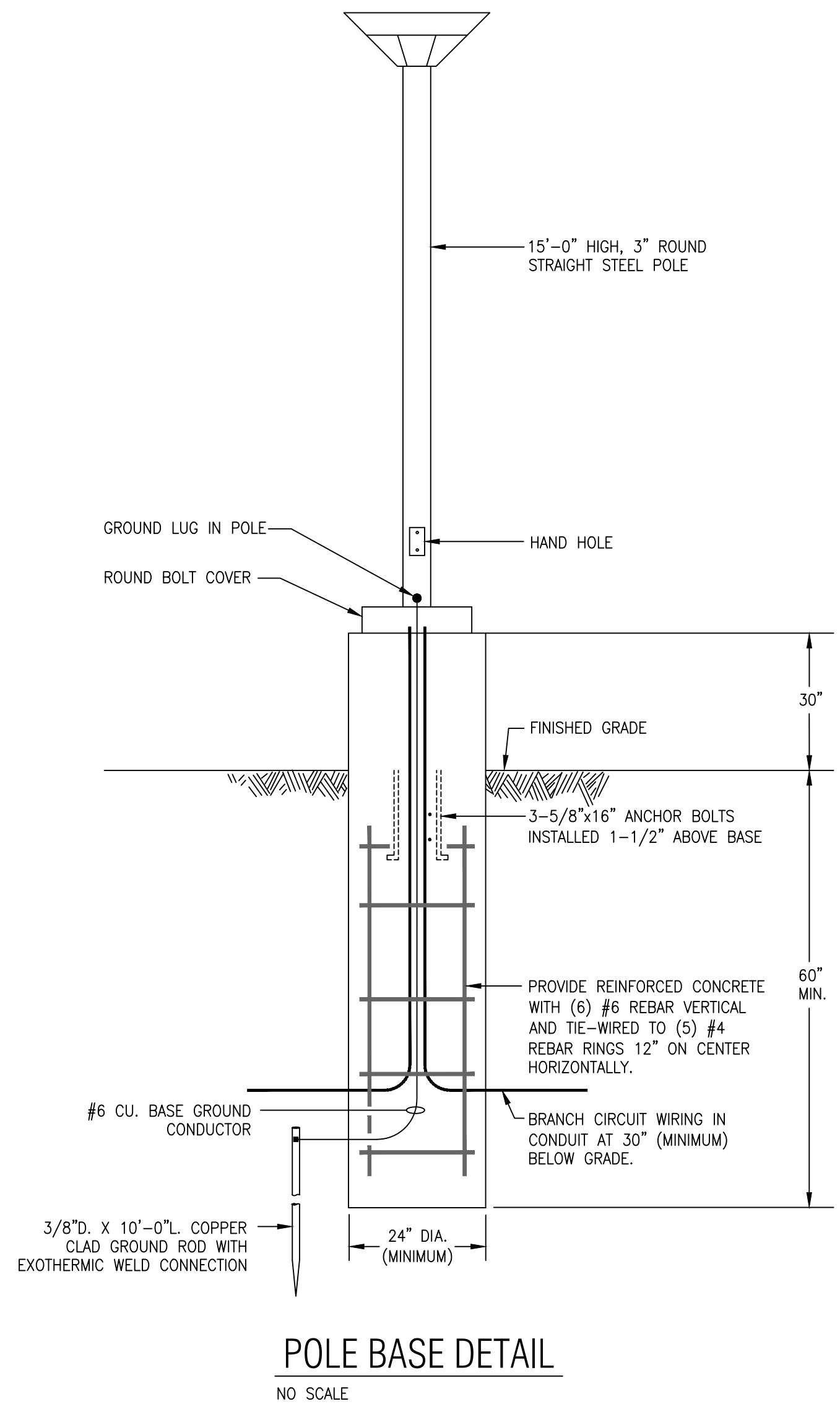
2
SP.01

SOUTH BUILDING PARKING LOT PHOTOMETRY PLAN
SCALE: 1/16" = 1'- 0"



1
SP.01

NORTH BUILDING PARKING LOT PHOTOMETRY PLAN
SCALE: 1/16" = 1'- 0"



Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power	Polar Plot
	SL-1	5	COOPER LIGHTING SOLUTIONS - STREETWORKS (FORMERLY EATON)	PMM-SA1C-840-U-5MQ	MESA POST TOP DECORATIVE LUMINAIRE. (1) LIGHTSQUARES WITH 16 LEDS EACH AND TYPE V MEDIUM OPTICS. MOUNTED ON A 15-FOOT POLE WITH A 2.5-FOOT CONCRETE BASE.	16	355	0.9	59	 Max: 2826cd
	SL-2	10	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 MOUNTED ON A 15-FOOT POLE WITH A 2.5-FOOT CONCRETE BASE.	16	273	0.9	59	 Max: 3266cd
	SL-3	1	COOPER LIGHTING SOLUTIONS - STREETWORKS (FORMERLY EATON)	PMM-SA1C-840-U-SL2-HSS	MESA POST TOP DECORATIVE LUMINAIRE. (1) LIGHTSQUARES WITH 16 LEDS EACH AND TYPE II SPILL LIGHT ELIMINATOR OPTICS WITH HOUSE SIDE SHIELD MOUNTED ON A 15-FOOT POLE WITH A 2.5-FOOT CONCRETE BASE.	16	270	0.9	59	 Max: 4911cd
	SL-4	4	COOPER LIGHTING SOLUTIONS - LUMARK (FORMERLY EATON)	ASWPLED1S-30W-4000K	SLIM WALL PACK, WATTAGE AND CCT SELECTABLE	98	40	0.9	30.4	 Max: 1662cd
	SL-5	15	LIGMAN	MV-30001-W-8030	Marvik 1 Surface facade luminaires	1	1047	0.9	10	 Max: 2361cd

Statistics			
Description	Avg	Min	Max
North Building Parking Lot	1.1 fc	0.0 fc	10.8 fc
North Building West Corridor	8.3 fc	7.4 fc	9.2 fc
North Lot Off Site	0.0 fc	0.0 fc	0.9 fc
South Building Detroit Entry	3.5 fc	0.0 fc	8.1 fc
South Building Parking Lot	1.1 fc	0.1 fc	6.4 fc
South Lot Off Site	0.0 fc	0.0 fc	0.5 fc
North Building Detroit Entry & East Side	0.7 fc	0.0 fc	12.5 fc

LIGMAN Outdoor | Surface facade luminaires | MARVIK

MARVIK 1 (MV-30001) (Version 2)



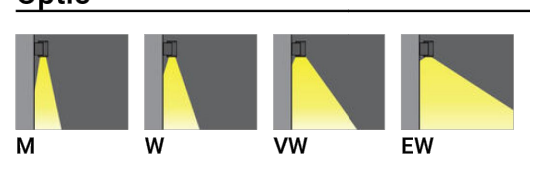
Product description
Ø75 - 200 mm - Down



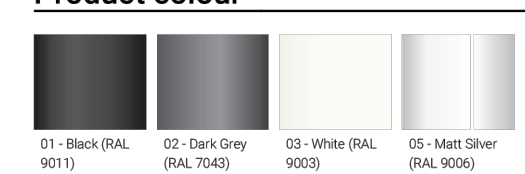
Luminaire Structure

- Die-cast aluminium housing and frame
- Pre-treated before powder coating ensuring high corrosion resistance
- Single cable entry
- Stainless steel fasteners in grade 304 with zinc flake coating (ZFC)
- Durable silicone rubber gasket
- High-efficiency optical reflector
- Clear toughened glass
- Integral control gear
- Optional surface mounting box for easy wiring or conduit connection when wiring from behind is not possible
- MARVIK luminaires with light and colder than 3000K CCT do not meet the ICA certification requirements

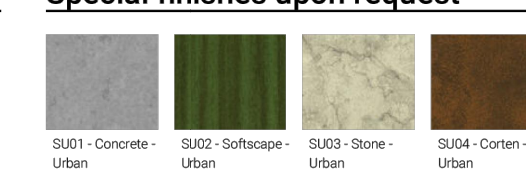
Optic



Product colour



Special finishes upon request



We reserve the right to make technical and design changes.
02/23, 21-06-2024
https://www.ligman.com/marvik-1-mv-30001/

THAILAND
LIGMAN Lighting Co., Ltd.
17/2 Moo 4 Moochong Bang Nam Piao,
24150 Chachoengsao - Thailand
info@ligman.com

Project	Catalog #	Type
Prepared by	Notes	Date



McGraw-Edison
GWC Galleon Wall
Wall Mount Luminaire

- Product Features**
- Light Absorbent
 - BAA
 - FADC

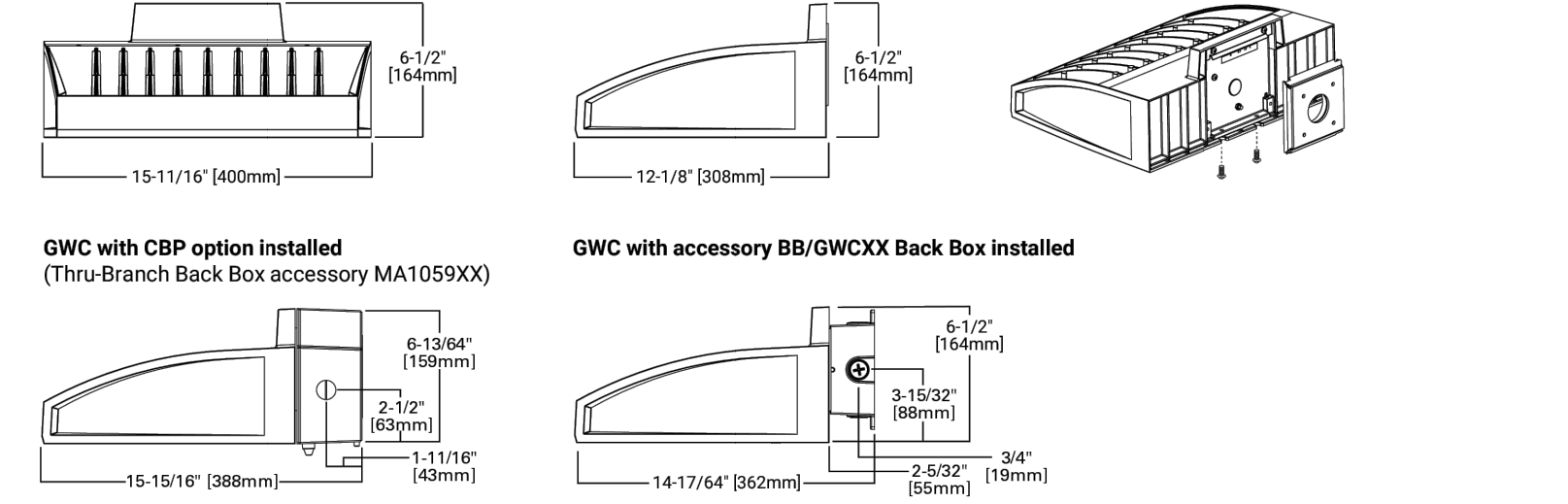
- Interactive Menu**
- Ordering Information page 2
 - Product Specifications page 2
 - Optical Configurations page 3
 - Energy and Performance Data page 4
 - Control Options page 6

- Product Certifications**
- DLC ULISTED
 - DLC ULIMITED
 - IESNA
 - CE
 - FC
 - IP66
 - IB
 - 5 YEAR

- Quick Facts**
- Choice of thirteen high-efficiency, patented AccuLED Optics
 - Downward and inverted wall mounting configurations
 - Eight lumen packages from 3,215 up to 17,056
 - Efficacies up to 154 lumens per watt

- Connected Systems**
- Wavelinx
 - Enlighted

Dimensional Details



NOTE:
1. See https://www.digitalsignage.com for further qualification. Not all product variations are DLC qualified.
2. ICA Certified for 800K CCT and warmer only.



PS60046EN page 1
February 26, 2024 6:14 PM

Project	Catalog #	Type
Prepared by	Notes	Date



Lumark AP
ASWP Adjustable Slim Wall Pack Series
Wall Mount Luminaire

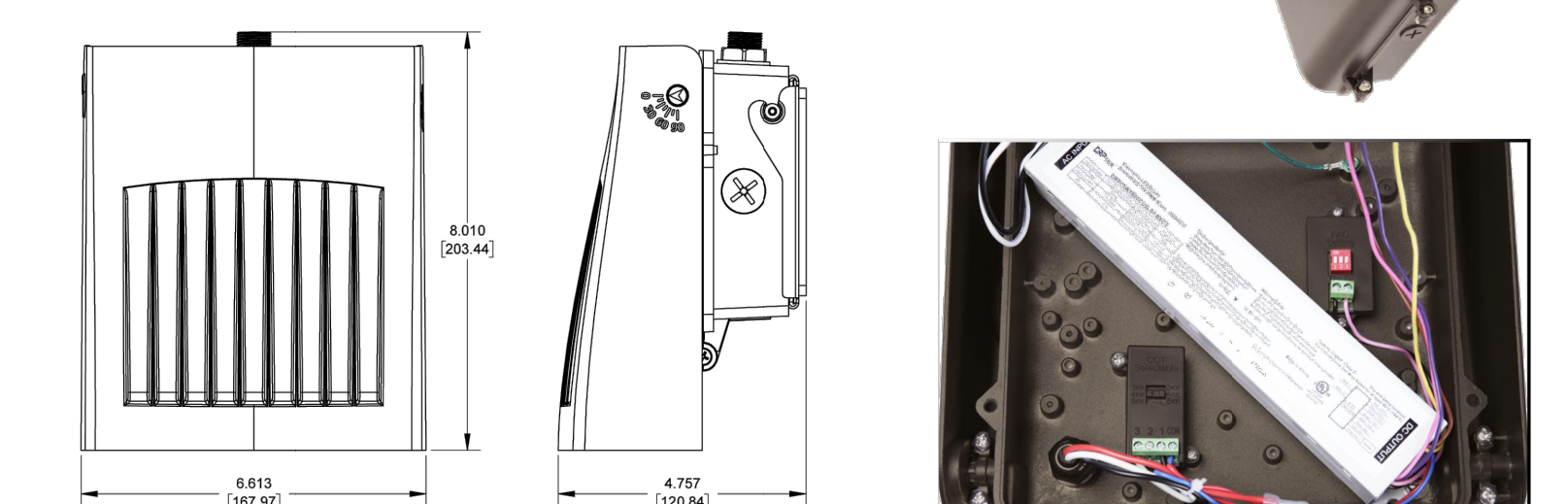
- Product Features**
- Selectable lumens
 - AccuLED
 - IESNA
 - CE
 - FC
 - IP66
 - IB
 - 5 YEAR

- Interactive Menu**
- Ordering Information page 2
 - Product Specifications page 2
 - Energy and Performance Data page 3

- Product Certifications**
- DLC ULISTED
 - DLC ULIMITED
 - FC
 - IP66
 - IB
 - 5 YEAR

- Quick Facts**
- Selectable configurations available
 - Lumen packages range from 2,100-10,200 lumens
 - Replaces 155W/375W HID equivalent
 - Efficacies up to 130 lumens per watt
 - Energy and maintenance savings up to 89%
 - Heat and impact resistant borosilicate glass lens

Dimensional Details



PS018022EN page 1
March 23, 2023

Project	Catalog #	Type
Prepared by	Notes	Date



Streetworks
PMM MESA
Decorative Area Luminaire

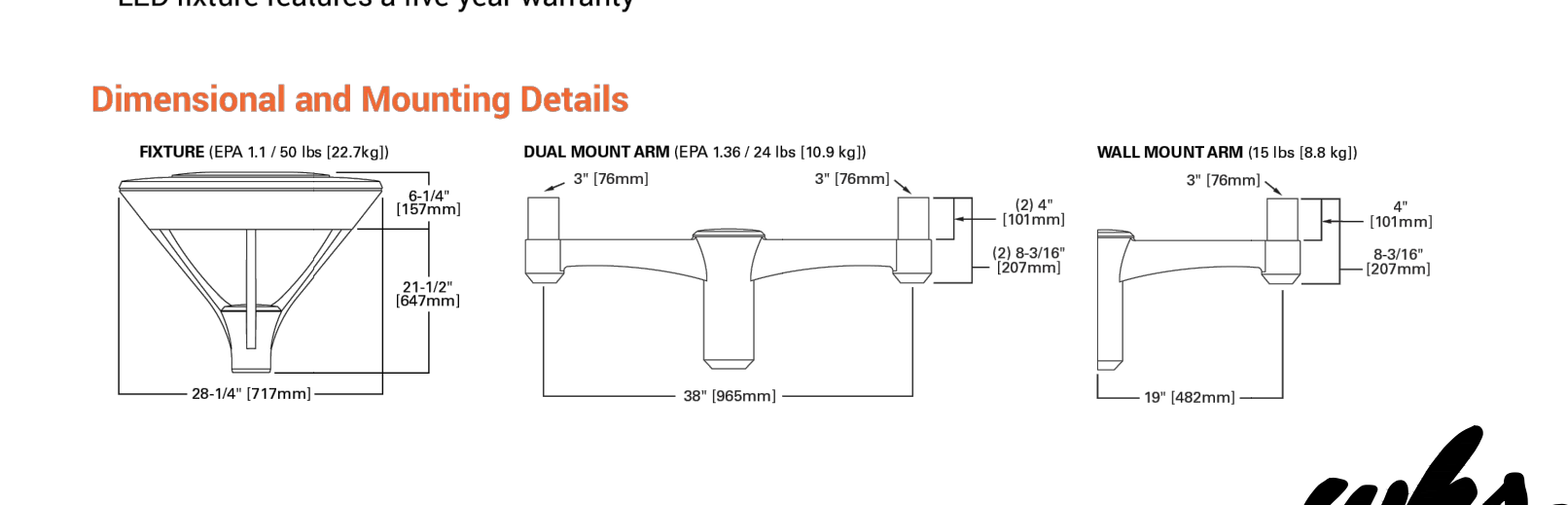
- Product Features**
- Light Absorbent
 - Light Absorbent

- Interactive Menu**
- Order Information page 2
 - Optical Distributions page 3
 - Product Specifications page 4
 - Energy & Performance data page 5
 - Control Options page 13

- Product Certifications**
- IESNA
 - CE
 - DLC ULISTED
 - DLC ULIMITED
 - IB
 - 5 YEAR
 - IP66
 - 1.5G VIB
 - IB
 - 5 YEAR
 - FC

- Quick Facts**
- Die-cast aluminium 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/10vKA surge protection standard
 - LED fixture features a five-year warranty

Dimensional and Mounting Details



who engineering
2012 West 25th Street, Suite 200
Cleveland, OH 44113
Phone: 216 227 8505



PLANNING COMMISSION

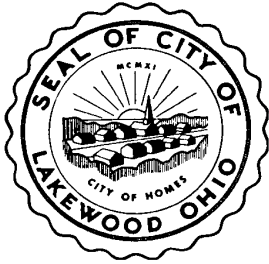
12650 Detroit Avenue • 44107 • (216) 529-6630 • FAX (216) 529-5907
www.lakewoodoh.gov

Communication Cover Page

Docket No.: 06-28-24

Permit No.: PC24-000023

Project: Residential Architectural Design Guidelines



PLANNING COMMISSION

12650 Detroit Avenue • 44107 • (216) 529-6630 • FAX (216) 529-5907
www.lakewoodOH.net

June 6, 2024

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

**Re: Docket No. 06-28-24
Residential Architectural Design Guidelines**

Dear Members of the Planning Commission:

The Department of Planning and Development staff will present a communication regarding proposed Residential Design Guidelines for Architectural Board of Review proposals. The goal of these guidelines is to assist applicants in understanding the goals of the Board. In addition, it will assist the Board in exemplifying how a proposal can be deemed “consistent, complimentary, and harmonious” in context with existing surrounding conditions. The proposed guidelines were presented to the Architectural Board of Review at its April 11, 2024 meeting.

Sincerely,

David Baas, Assistant Director



City of Lakewood, Ohio

RESIDENTIAL ARCHITECTURAL DESIGN STANDARDS

May 2024



CITY OF LAKEWOOD

12650 Detroit Avenue
Lakewood, Ohio 44107
www.lakewoodoh.gov

Purpose

These Design Standards offer examples to clarify and explain the architectural design standards pertaining to residential buildings as found in Chapter 1325 of the Codified Ordinances of the City of Lakewood (Codified Ordinances). It serves to describe the design standards and is used as a reference tool in order to better illustrate the application of the standards. The purpose of the standards are to:

1. Provide guidance to property owners, developers, architects, and contractors to aid in the preparation of appropriate plans for submittal. Following these standards creates “the best opportunity for success in an efficient manner.
2. Improve the quality, compatibility, and permanence in design found in Lakewood.
3. Encourage a harmonious development pattern where new construction, additions, and alterations respect and respond to the existing built and natural environments; and
4. Align proposals with the goals outlined in Lakewood’s Community Vision.
<https://www.lakewoodoh.gov/community-vision/>.

Applicability

The Design Standards referenced in this manual are applicable to all residential buildings in the city. The standards listed in this document are generally appropriate for all residential structures, but applicants should understand there are nuances for larger and more complex developments such as townhomes and multi-family developments. Generally, this does not include mixed use buildings that are commercially zoned. These Design Standards are required in addition to any other standards set forth in the Codified Ordinances, generally found in Chapters 1325, 1121, 1123, 1125, 1127, 1141, and 1153 (Codified Ordinances: https://codelibrary.amlegal.com/codes/lakewood/latest/lakewood_oh/0-0-0-72460). The implementation of these standards ensures that the goals and values of the community are reflected in each residential building.

Review Authority

A Design Review application must be submitted for review and approval by the Architectural Board of Review (ABR) whenever the following residential alterations are proposed:

1. Demolition of a residential building;
2. Construction of new residential buildings or additions that are directly visible and adjacent from the public right-of-way;
3. Construction and alterations to an accessory dwelling unit; including attached ADU’s or detached.
4. Alterations and renovations to existing residential buildings that are visible from the public right-of-way and are not consistent with these Architectural Standards, as determined by the Building Commissioner and ABR Chairperson or their designees; and/ or
5. Any painting or staining of previously unaltered masonry or covering thereof by other methods in whole or in part. See the requirements of Appendix A: Standards for Painting or Covering of Masonry Surfaces.

Properties located in a Historic District Overlay or individually designated as a Historic Property as set forth in Chapter 1134 of the Codified Ordinances are subject to separate standards. Property owners

and applicants considering alterations to a historic designated property must contact the City for additional information at (216) 529-6630 or planning@lakewoodoh.net.

The following items are not typically subject to review by the Architectural Board of Review unless referred by the Building Commissioner for standalone projects:

1. Solar/wind energy facilities;
2. Wireless telecommunications;
3. Rubbish structures/screening;
4. Fences;
5. Outdoor lighting plan;
6. Landscaping; and
7. Pools.
8. Repainting house
9. Replacing windows (unless new openings visible from street)
10. Roof repair/replacement
11. General repairs and maintenance provided it does not continue a non-conformity

*Administrative review may be considered for certain applications that offer minimal effect on the exterior of the property. The Secretary of the Architectural Board of Review and the Chairperson will determine if the alteration meets administrative review criteria. In the event it does not, the application will be forwarded for review by the Architectural Board of Review.

Design Standards

SITE DESIGN.

1. Site plans must clearly show the relationship of the residential building to the street, surrounding parcels and buildings, and immediate context.
2. New construction and additions must be located and oriented in a manner that complements the surrounding neighborhood.
3. Building placement and orientation is integral to the site design and the overall interaction with surrounding properties.
 - a. Buildings must be oriented with the primary façade and entry facing parallel to the principal street frontage, unless an alternative orientation is consistent with the majority of homes along the same block face.
 - b. For buildings located on corner lots, the secondary street frontage must be addressed with a compatible appearance of the principal street frontage but of less prominence.
4. Ground and wall-mounted equipment, including utility panels and meters, must not be located on a street-facing elevation.
5. Foundation landscaping, particularly along any street frontage, and the use of appropriate shade and ornamental trees is highly encouraged. Landscaping should include a mix of perennial, evergreen, and seasonal color.
6. All elements to be included in the design must be submitted: lighting components, parking lot design, landscaping elements, etc.

ARCHITECTURAL DESIGN COMPATIBILITY.

1. All new construction and alterations must complement and be compatible with the architectural patterns and context of structures in the immediate area.
2. The exterior materials, architectural style, and color scheme used in any addition or alteration of residential building must match or complement the exterior material, architectural style, and color scheme of the existing structure.

OVERALL FORM, MASSING, AND SCALE.

1. New residential buildings, additions, and alterations must be compatible in predominant form, mass, lot coverage, general character and in proportion and scale to other surrounding structures in the immediate area; however, some differentiation from adjacent homes is allowable.
2. For larger massed residential buildings, techniques such as stepping back upper stories, off-setting secondary masses, dividing facades into smaller components, or varying materials must be considered to reduce the perceived mass of the structure.
3. For visual variety, building massing for residential buildings should be varied by employing techniques such as but not limited to: bay windows, dormers, and varying planes or roof lines.
4. The combination of lots to create larger homes is discouraged unless the resulting residential building can meet these Design Standards and any other applicable regulation.
5. Any addition or alteration must be complementary to the principal structure.

STYLES AND FACADES.

1. Building design is not limited to any specific architectural style, however a residential building – including modern designs - must have a unified architectural style or unifying architectural elements that are complementary and compatible with the surrounding neighborhood.
2. Where appropriate, include bay windows and other architectural elements to provide relief to the façade of the building and to match the context of the surrounding area.
3. For new construction, alterations, and additions on a corner lot or where frontage is on multiple streets, façade details should extend to all frontage streets.
4. If the front façade of a residential development includes brick, stone, or simulated brick or stone material that extends to the edge of the front façade, these elements shall be extended around the corner to the side façade to provide an appropriate transition to the adjacent material.
5. Attempts should be made to limit use of surface mounted conduit. Where unavoidable, efforts should be made to conceal and locate on elevations not facing the street and paint to match surroundings.

ROOF DESIGN.

1. A roof's form, style, and material must be compatible with the chosen architectural style. For existing structures, the roof's form, style and material shall be harmonious and consistent with the neighborhood context.
2. Roofline variations may be used to demarcate primary building entrances, to break up larger massed front facades, and provide visual variety to the front façade of the home.
3. When appropriate to the roof design and surrounding context, overhangs must be present.

FRONT PORCH AND ENTRY.

Residential buildings must include a prominent front porch and entry, when appropriate for the architectural style. The front porch and entry form, style, and material must be compatible with the chosen architectural style of the home and shall be harmonious and consistent with the neighborhood context.

1. Columns and railings create much of the design character of a front porch. Traditional Lakewood railings are made up of a top rail, bottom rail, and balusters, which are the vertical pieces in between. Cable and horizontal railings are discouraged.
2. Pressure treated wood is acceptable for structural members only, not the finished material. Painting these finished materials is acceptable.
3. The permanent enclosure of a front porch, including a second story front porch, is not appropriate and will not be supported.
4. Compliance with Appendix B Front Porch Guidelines is required.
5. Additional considerations for front porches can be found in Appendix C: Lakewood Heritage Advisory Board Front Porches.

WINDOWS AND DOORS.

1. Windows and doors must be proportional in scale to the size of the building and to each other.
2. Vertical orientation is required unless an alternative orientation is necessary due to the architectural style or element.
3. Window and door placement and patterns should be consistent and fit with the overall architectural style of the building and the surrounding community.
4. Wherever possible, the first and second floor windows should be vertically and horizontally aligned with each other, particularly on the front elevation.
5. Blank walls on residential buildings that void of windows and doors are not appropriate.
6. Windows and doors should be used as architectural elements that add relief to the façade and wall surface.
7. When appropriate to the architectural style of the home, all front facing windows and doors must have consistent spacing and symmetry and a unifying architectural element or pattern, including but not limited to: sills, ledges, mullions, frames, trims, or spacing in relation to column patterns.
8. Appropriate trim around windows and doors is required.
9. The front door must face the street.
10. Excessive window glazing or reflective window glass is prohibited.
11. When utilized, shutters must be equal to the height of the window and half of its width. Shutters must be installed so the bottom of the shutter aligns with the top of the window lintel and bottom of the window sill.

EXTERIOR MATERIALS AND DECORATIVE DETAILS.

1. The combination of different materials must be appropriate to the surrounding area and existing building's architectural style and design.
2. Simulated finishes (e.g. artificial stone or concrete simulating stone or brick, or vinyl siding simulating wood) shall be of high quality that successfully mimics the natural material and be durable to the Northeast Ohio climate.

3. Foundations shall have the appearance of brick or stone through the use of split face blocks, brick veneer, burnished, parged, pressed concrete, etc. Exposed CMU and smooth faced concrete foundations are prohibited.
4. Wood trim should be painted and strictly staining is discouraged.
5. Columns must have appropriate trim at the base and capital.
6. Masonry is required on all chimneys.

GARAGES AND ACCESSORY STRUCTURES.

1. Garages and accessory structures must be secondary structures on the lot and shall not overshadow the primary building or residence. They must be complementary to the primary structure.
2. Detached or side or rear-oriented attached garages are preferred.
3. Street facing garages that are attached to the primary structure are discouraged and shall only be considered when no other alternative exists for the location and orientation of the garage. When permitted the garage shall comprise less than 50% of the ground floor building frontage. The garage shall not be permitted to be closer to the adjacent street than the ground floor building frontage.
4. Garage doors must be designed in a way that is compatible with the chosen architectural style of the rest of the home and surrounding properties.
5. Finish materials and colors must match or complement principal structure.

DEMOLITION.

Demolitions of residential buildings are regulated by Section 1133.09 of the Codified Ordinances. This section can be found at the following link.

https://codelibrary.amlegal.com/codes/lakewood/latest/lakewood_oh/0-0-0-73399.

Property owners and applicants considering a demolition property must contact the City for additional information at (216) 529-6630 or planning@lakewoodoh.net.



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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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www.lakewoodOH.net

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

www.lakewoodoh.gov

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

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

Application Cover Page

Docket No.: 07-32-24

Permit No.: PC24-000035

Applicant Name: Daniel Budish, West 117 Development Fieldhouse, LLC

Project Address: 1384 Hird Ave.

Project Name: Fieldhouse at Studio West 117

Proposal: The review and approval for a conditional use permit to operate seasonal outdoor dining, pursuant to section 1129.13 – supplemental regulations for outdoor/ seasonal dining facility. The property is in the C3, Commercial General Business.

FIELDHOUSE

SW STUDIO WEST 117

6/21/2024

To the Lakewood Planning Commission:

West 117 Development Fieldhouse, LLC, the owner of the Fieldhouse at Studio West 117 located at 1384 Hird Ave., humbly requests that the Lakewood Planning Commission grant an extension of the extended hours of operation for the exterior patio locations at the property.

This letter is intended to serve as a request to approve a renewal of the current outdoor dining approval for the property, which grants patio and rooftop outdoor dining area usage from 8:00am to 11pm Sundays through Thursdays and Fridays and Saturdays 8 am until 2:30 am.

A diagram indicating the distance of the patios to residential units is attached. This is a special location in Lakewood that is uniquely removed from surrounding residential, which lends well to the granting of these time exemptions.

The use of the outdoor patio spaces is critical for the continued success of the Studio West 117 Fieldhouse project, especially on Friday and Saturday nights.

Please feel free to reach out with additional comments or questions. Thank you very much for your consideration.

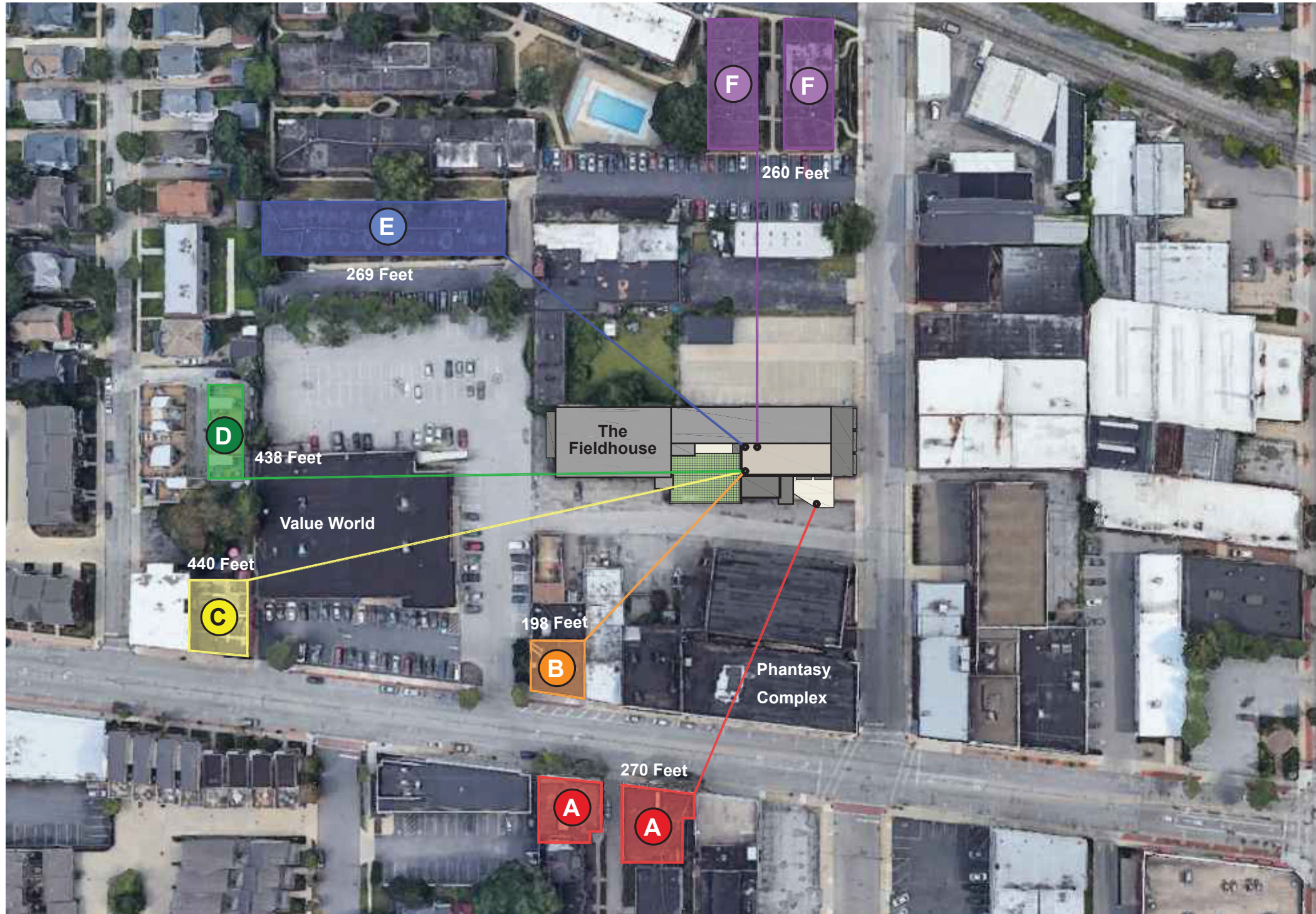
Sincerely,



West 117 Development Fieldhouse, LLC

Daniel Budish & Betsy Figgie, co-founders

The Fieldhouse @Studio West 117



 The Fieldhouse @ Studio West 117 - Adjacent Properties
Scale: Not to scale
NORTH

- A Highland Manor Apartments**
11821 & 11825 Detroit Avenue, Lakewood, OH 44107
Approx. 270' from nearest point of patio.
These apartments exist above existing retail.
Site lines & sound obscured by the Phantasy Complex.
- B Steyer Building Apartments**
11822 Detroit Avenue, Lakewood, OH 44107
Approx. 198' from nearest point of roof deck.
These apartments exist above Ohio Inn.
Site lines & sound partially obscured by adjacent building.
- C Cichowicz Building Apartments**
11906 Detroit Avenue, Lakewood, OH 44107
Approx. 440' from nearest point of roof deck.
These apartments exist above 5 O'Clock Lounge.
Site lines & sound obscured by Value World.
- D Rockport Townhomes**
1379-1391 Fry Avenue, Lakewood, OH 44107
Approx. 438' from nearest point of roof deck.
Site lines & sound obscured by Value World & Fieldhouse Complex
- E Lakewood Club Apartments**
11838- 11850 South Lane Drive, Lakewood, OH 44107
Approx. 269' from nearest point of roof deck.
Site lines & sound obscured by Fieldhouse Complex.
- F Lakewood Club Apartments**
1336-1342 South Lane Drive, Lakewood, OH 44107
Approx. 260' from nearest point of roof deck.
Site lines & sound obscured by Fieldhouse Complex.