

**AGENDA
PLANNING COMMISSION
CITY OF LAKEWOOD
12650 DETROIT AVENUE
AUGUST 1, 2024**

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

REVIEW DOCKET ITEMS

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

- 1. ROLL CALL**
- 2. APPROVE THE MINUTES OF THE TUESDAY, JULY 9, 2024 MEETING**
- 3. OPENING REMARKS**

OLD BUSINESS

PLANNED DEVELOPMENT

- 4. Docket 06-21-24
Irene & Donald Ave.
Donald & Thoreau Development**

Susan Broadwater, Beegan Architectural Design, applicant requests the conceptual review of a planned development consisting of seven townhouse units and three single-family houses, pursuant to section 1156 – planned development. The property is in an R2, Single and Two-Family district. (Page 3)

COMMUNICATION

- 5. 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 20)

6. 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 31)

NEW BUSINESS

CONDITIONAL USE

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

David Ligas, Omni Lakewood Ltd., applicant requests the review and approval of a conditional use permit for a mixed-use overlay district, pursuant to chapter 1135 – mixed-use overlay. The property is in an I, Industrial district.
(Page 37)

PARKING PLAN

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

Joshua Gonsalves, Vocon, applicant requests the review and approval for a parking plan, pursuant to section 1143.09 – parking plan review. The property is in the C3, Commercial General Business district. (Page 42)

ADJOURN

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



PLANNING COMMISSION

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Application Cover Page

Docket No.: 06-21-24

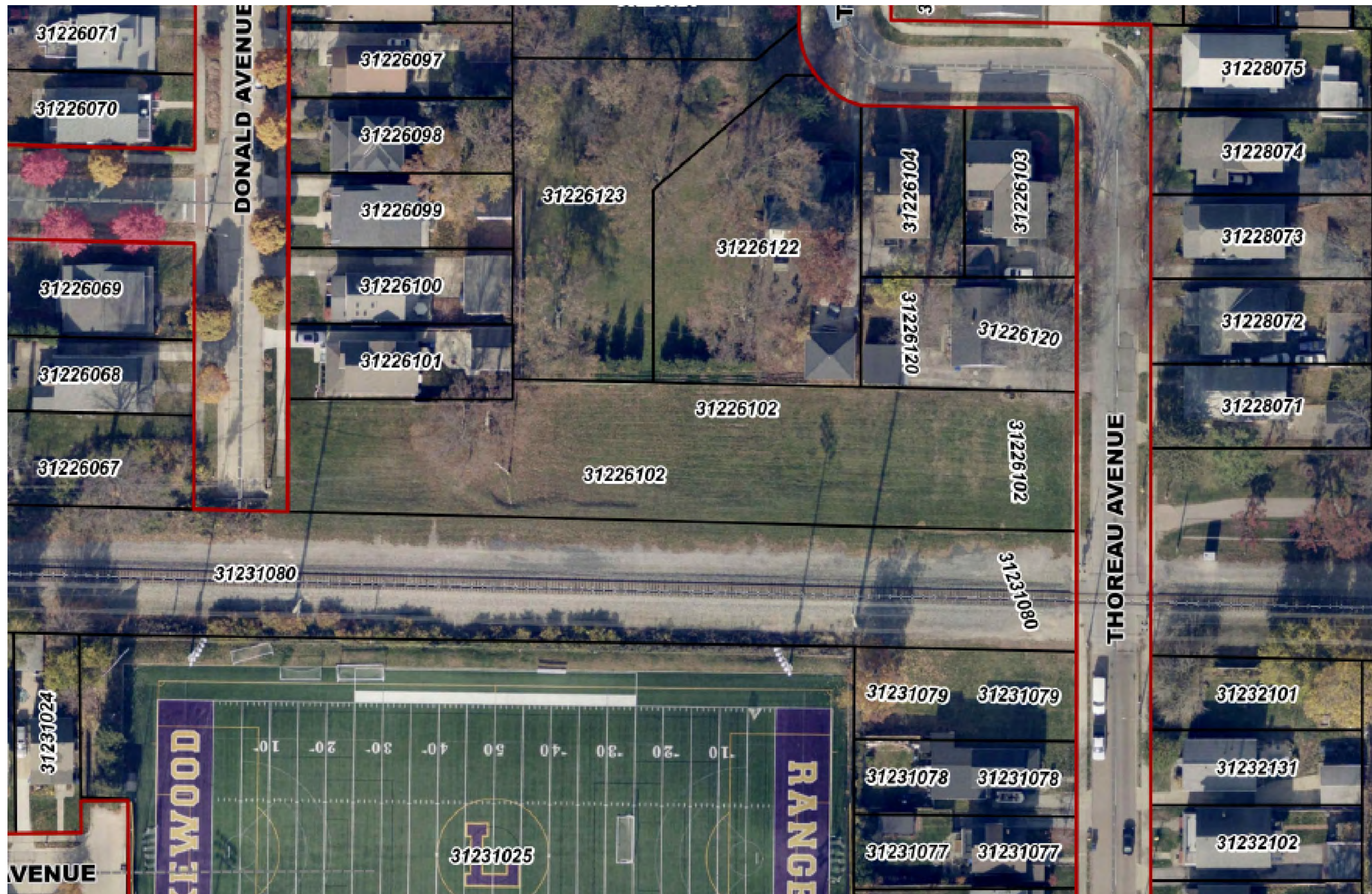
Permit No.: PC24-000031

Applicant Name: Susan Broadwater, Beegan Architectural Design

Project Address: Irene & Donald Ave.

Project Name: Residential Development

Proposal: Conceptual review of a planned development consisting of seven townhouse units and three single-family houses, pursuant to section 1156 – planned development. The property is in an R2 Single- and Two-Family district.



ENLARGED AERIAL
N.T.S.



VIEW TO WEST
N.T.S.



THOREAU TO NORTH
N.T.S.



THOREAU TO SOUTH
N.T.S.

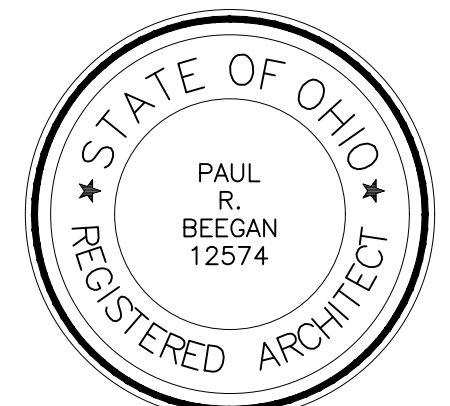


THOREAU FROM NORTH
N.T.S.



ACROSS THOREAU
N.T.S.

ISSUE	DATE	DESCRIPTION
1	07.18.24	abr & planning review



PAUL R. BEGAN, LICENSE #12574
EXPIRATION DATE: 12.31.2025

BEEGAN
ARCHITECTURAL DESIGN

15703 MADISON AVENUE
LAKEWOOD, OHIO 44107
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PAUL@BEEGAN-AD.COM

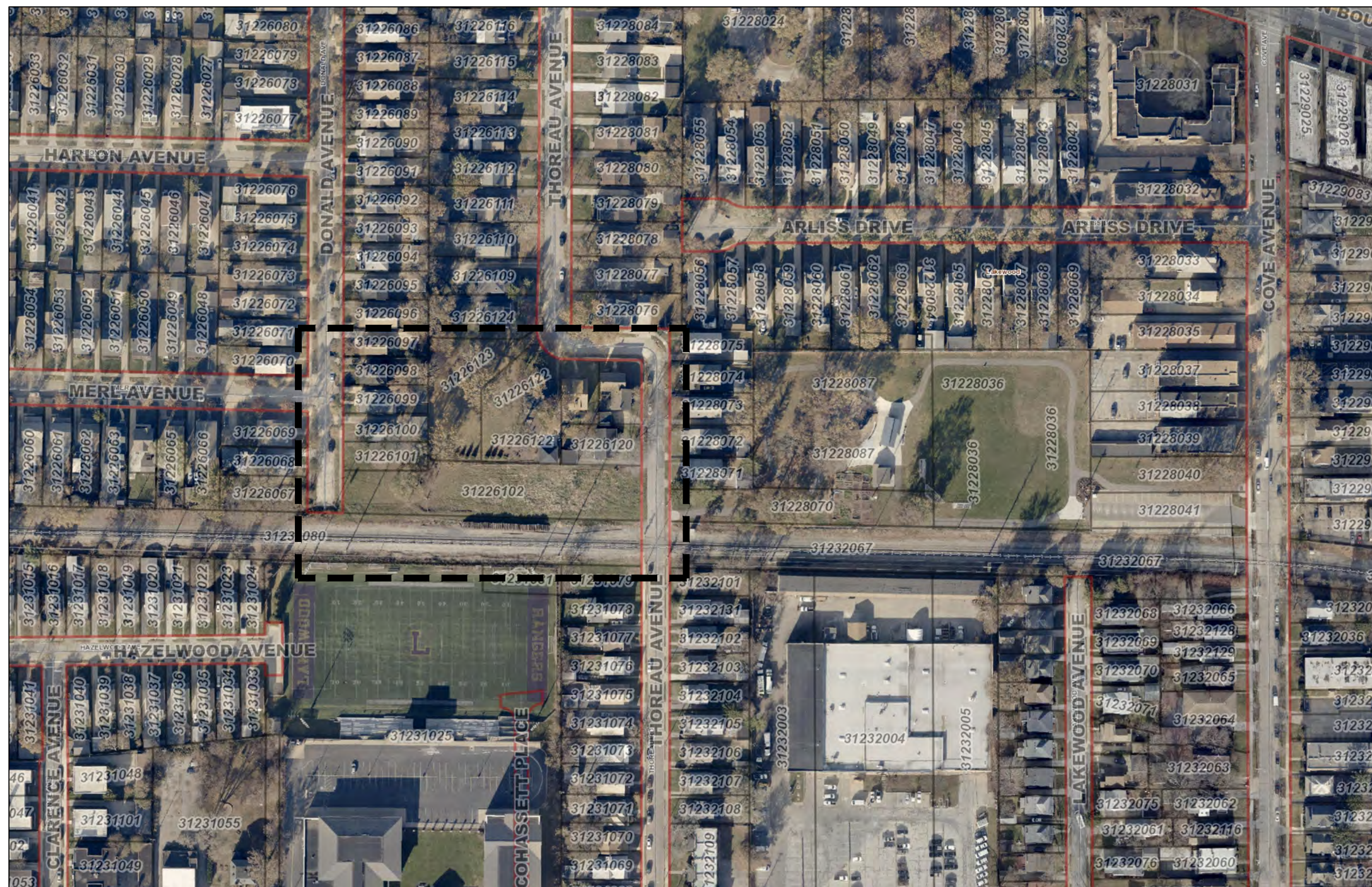
project no. 23-075

Hilane Realty
**Donald & Thoreau
Development**

ppn 312-26-102
lakewood, oh 44107

Site Context

A0



ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review



PAUL R. BEEGAN, LICENSE #12574
EXPIRATION DATE: 12.31.2025

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project no. 23-075

Hilane Realty
Donald & Thoreau
Development

ppn 312-26-102
lakewood, oh 44107

Architectural Site Plan

A1



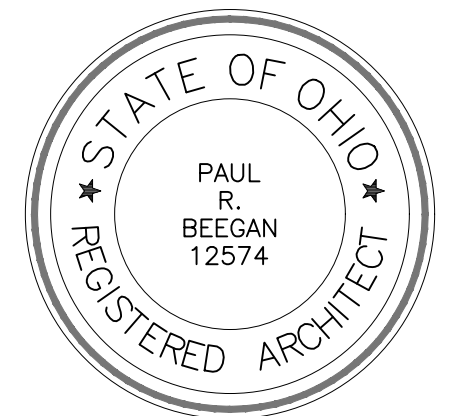
PROPOSED LOT SPLIT PLAN
1" = 20'-0"



GRAPHIC SCALE (FEET)
0 16' 32'



ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review



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project no. 23-075

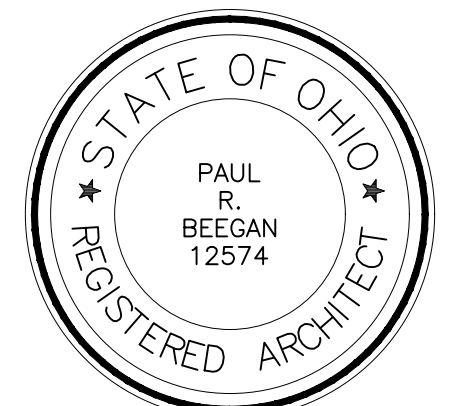
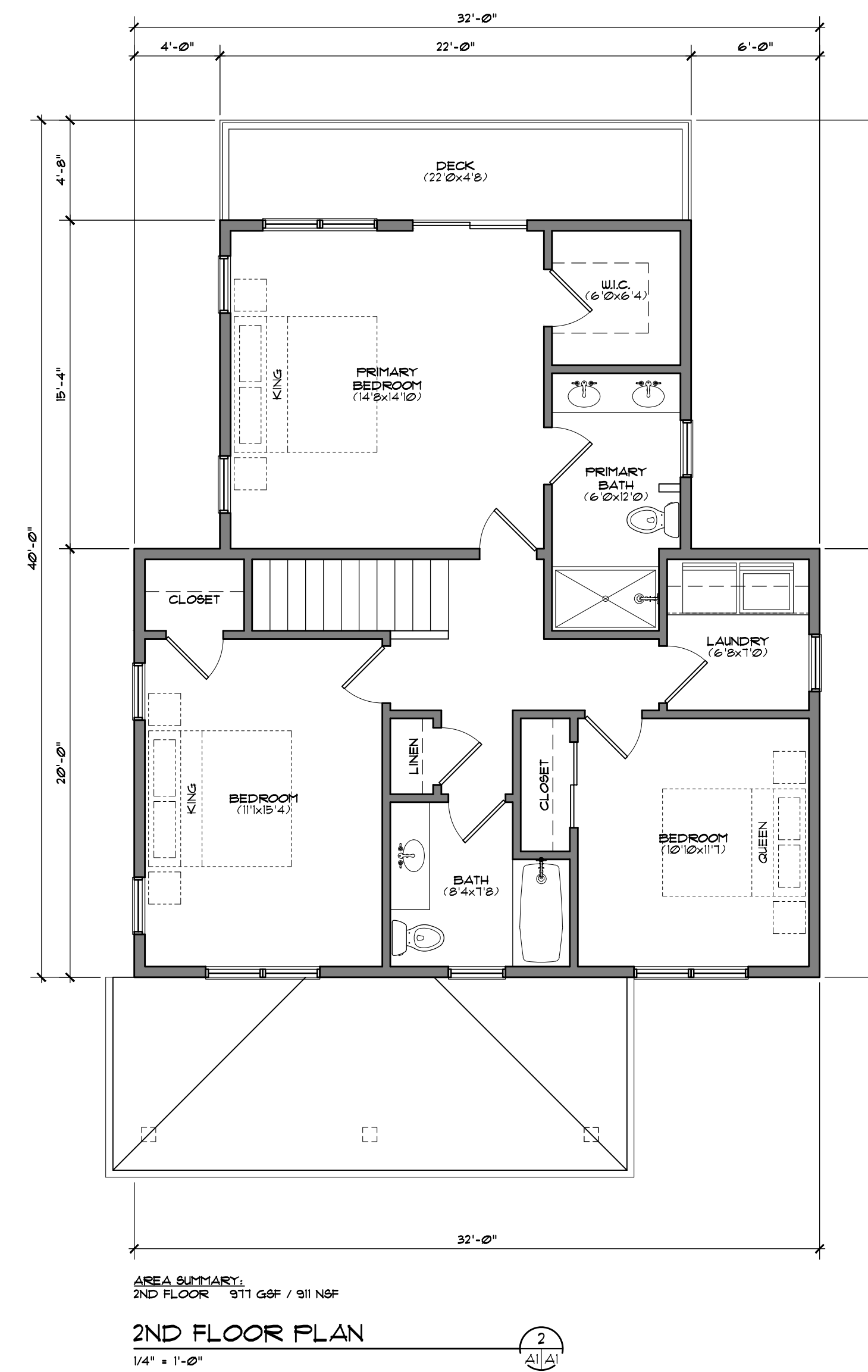
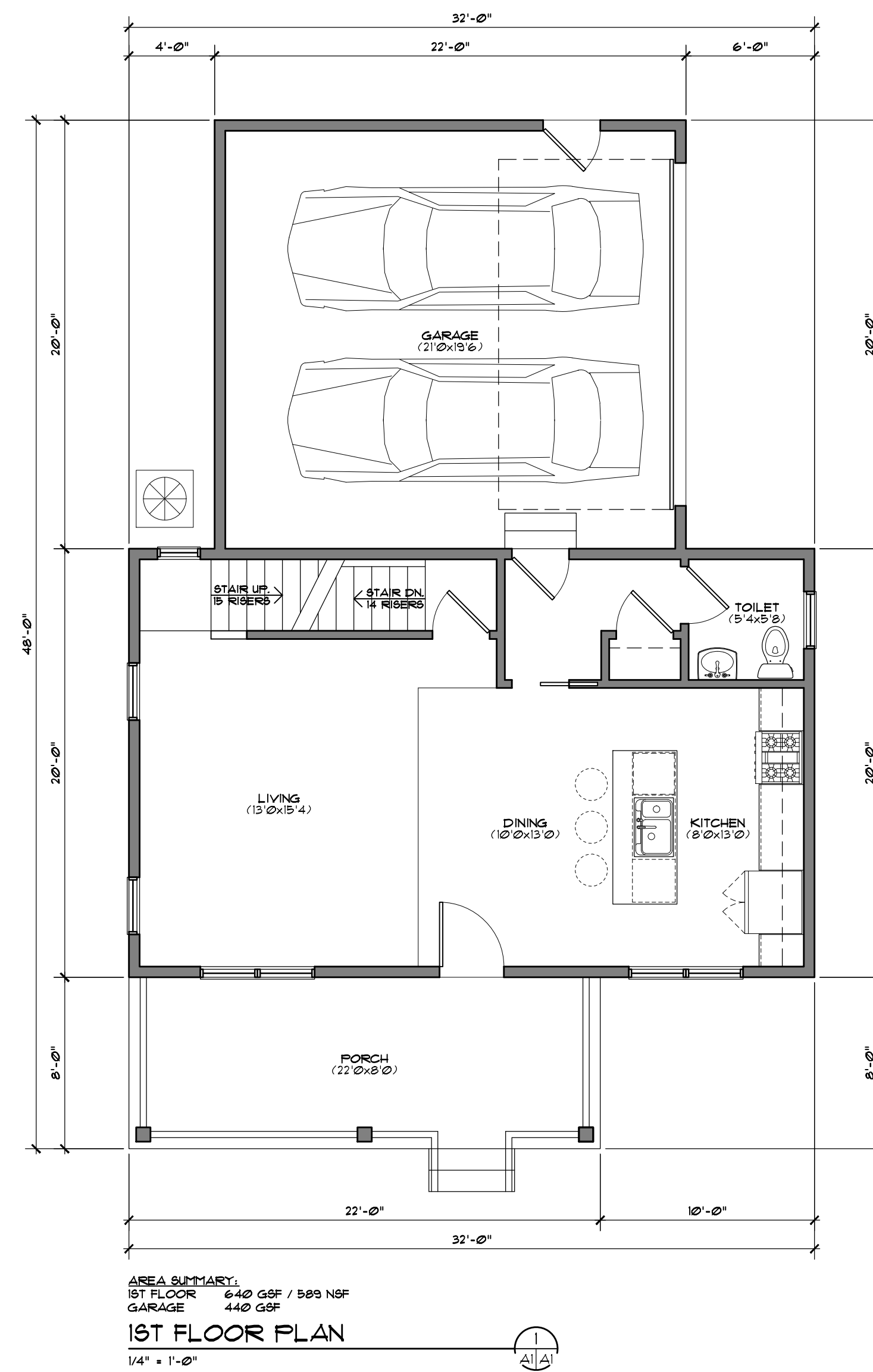
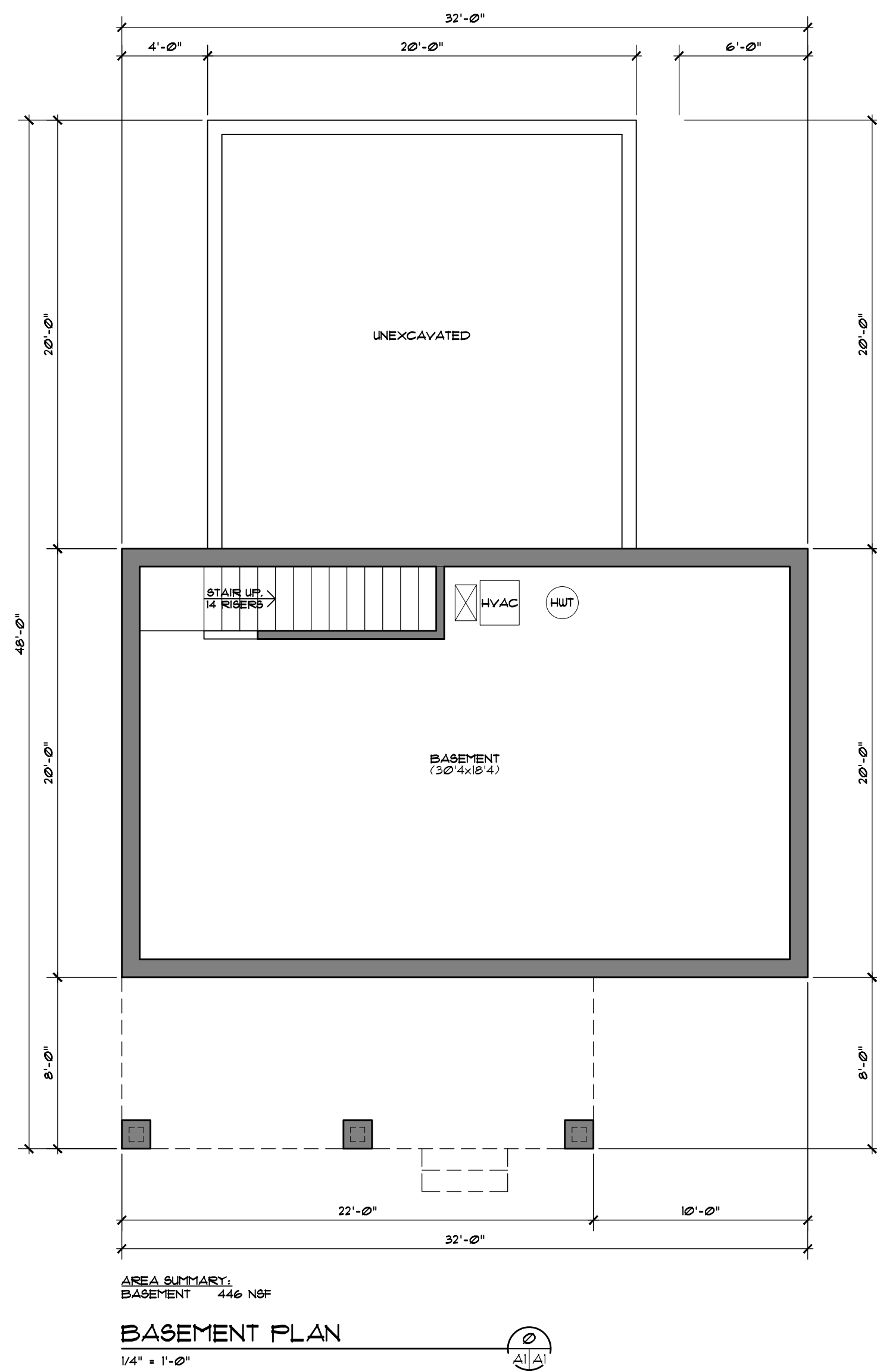
Hilane Realty
**Donald & Thoreau
Development**

ppn 312-26-102
lakewood, oh 44107

Preliminary Lot Split Plan

A2

ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review



PAUL R. BEGAN, LICENSE #12574
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project no. 23-075

Hilane Realty
**Donald & Thoreau
Development**

ppn 312-26-102
lakewood, oh 44107

Single-Family House
Floor Plans

A3

ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review

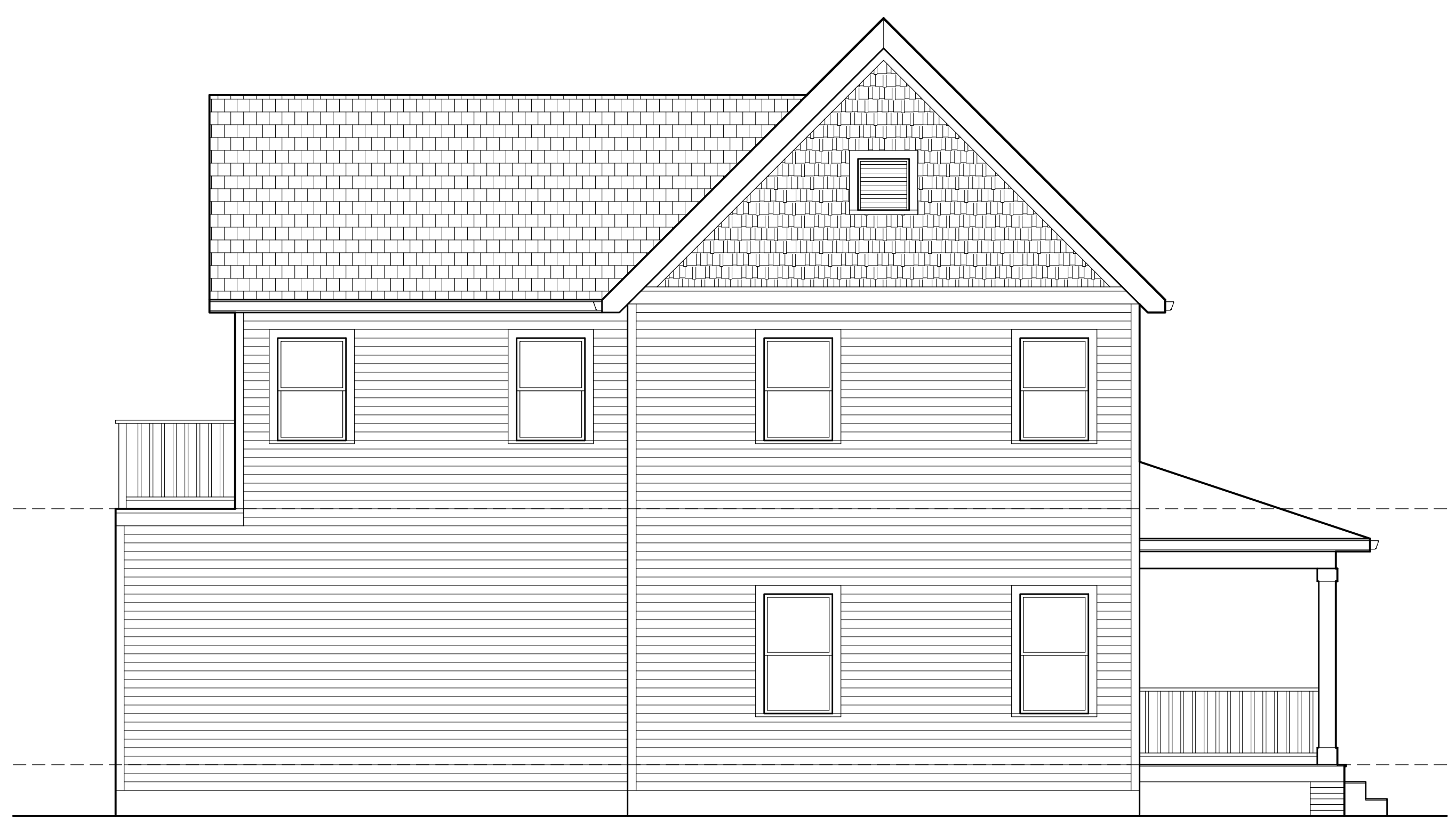


FRONT ELEVATION
1/4" = 1'-0" A
A1/A2



RIGHT SIDE ELEVATION
1/4" = 1'-0" B
A1/A2

- TOP OF ROOF
ELEV. 31'-2"
- MEDIAN ROOF
ELEV. 25'-8"
- ROOF EAVE
ELEV. 20'-2"
- 2ND FLOOR
ELEV. 12'-0"
- 1ST FLOOR
ELEV. 2'-8"
- GRADE
ELEV. 0'-0"

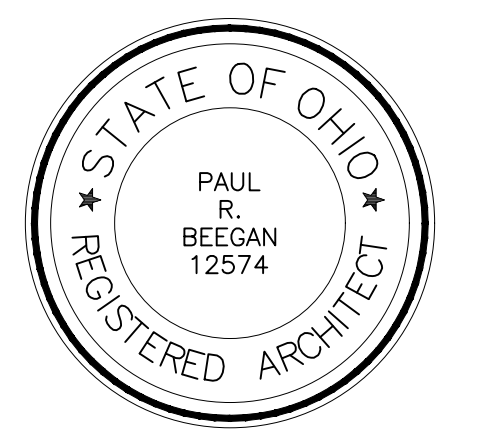


LEFT SIDE ELEVATION
1/4" = 1'-0" C
A1/A2

- TOP OF ROOF
ELEV. 31'-2"
- MEDIAN ROOF
ELEV. 25'-8"
- ROOF EAVE
ELEV. 20'-2"
- 2ND FLOOR
ELEV. 12'-0"
- 1ST FLOOR
ELEV. 2'-8"
- GRADE
ELEV. 0'-0"



REAR ELEVATION
1/4" = 1'-0" D
A1/A2



PAUL R. BEEGAN, LICENSE #12574
EXPIRATION DATE: 12.31.2025

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project no. 23-075

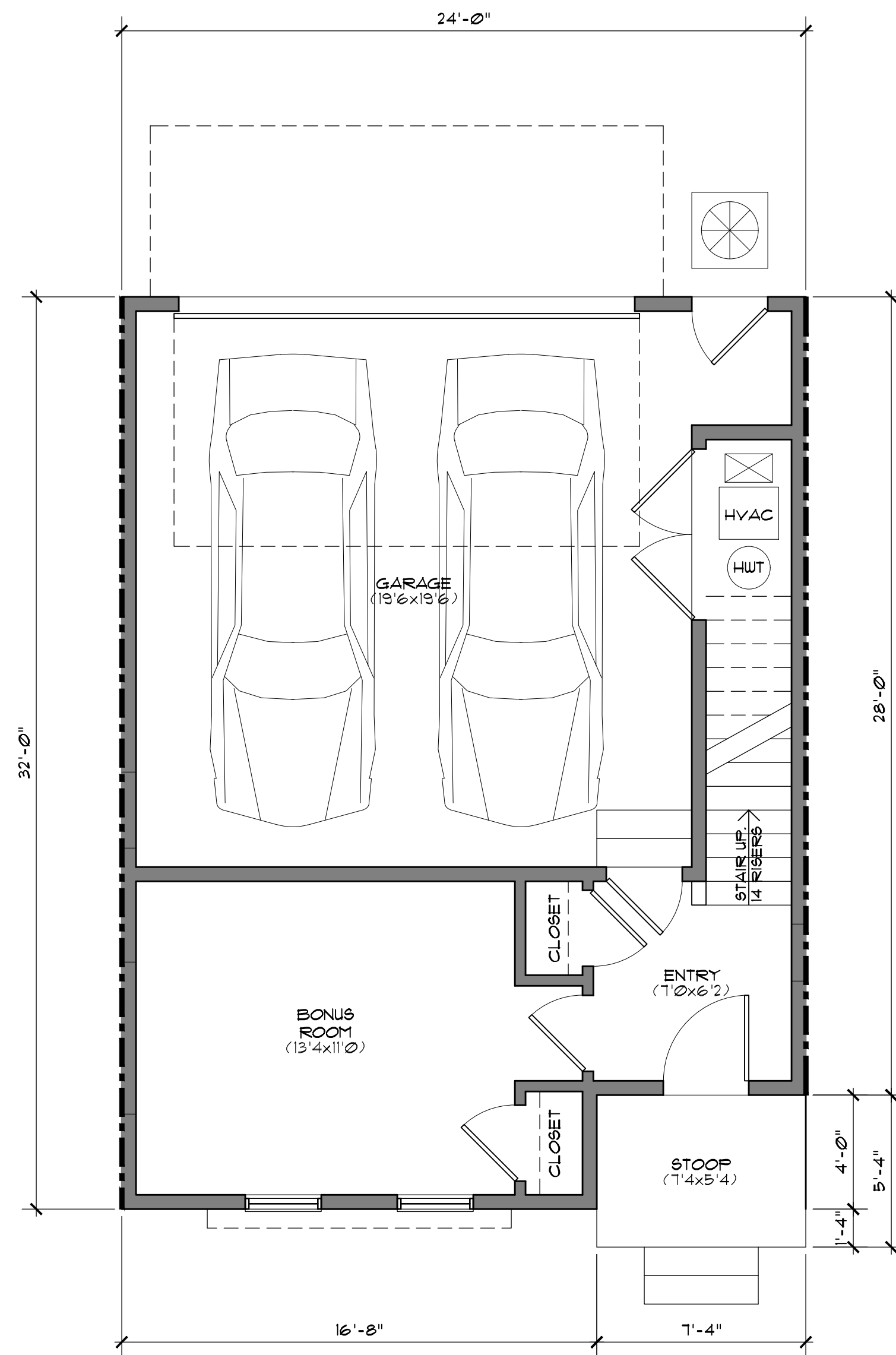
Hilane Realty
**Donald & Thoreau
Development**

ppn 312-26-102
lakewood, oh 44107

Single-Family House East
Exterior Elevations

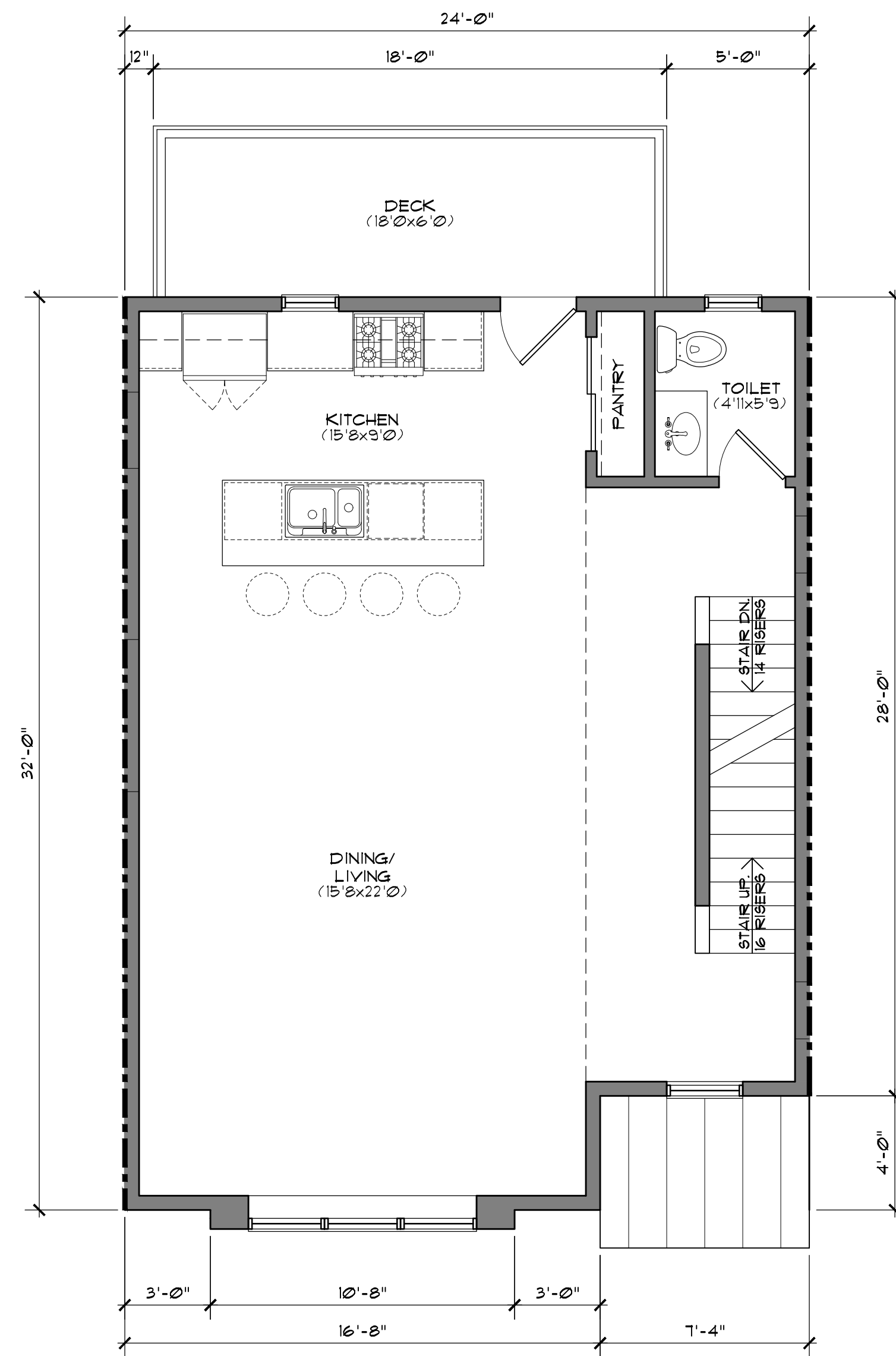
A4

ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review



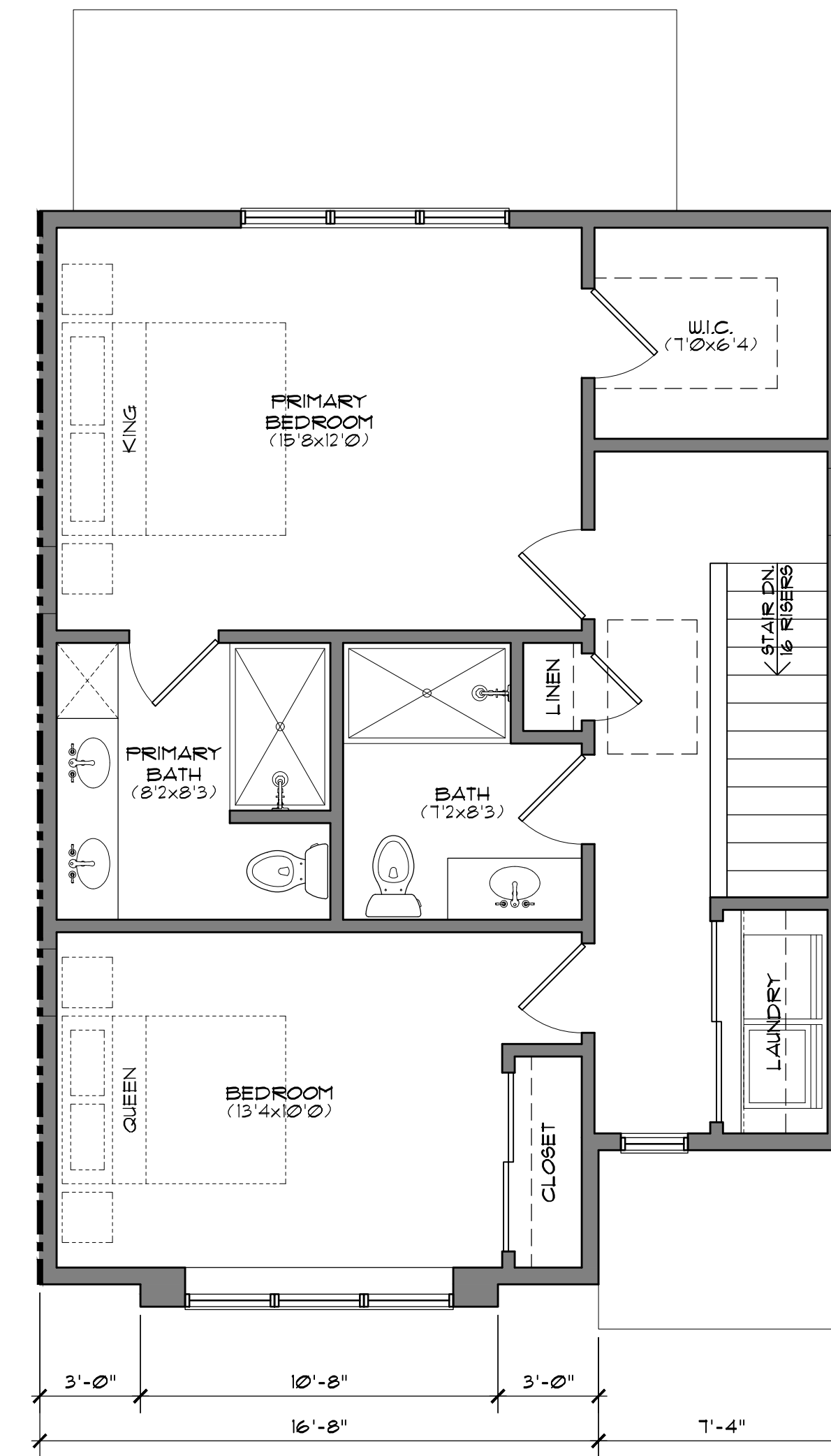
UNITS 7-10 AREA SUMMARY:
1ST FLOOR 259 GSF / 224 NSF
1ST FLOOR PLAN
1/4" = 1'-0"

1
A3/A3



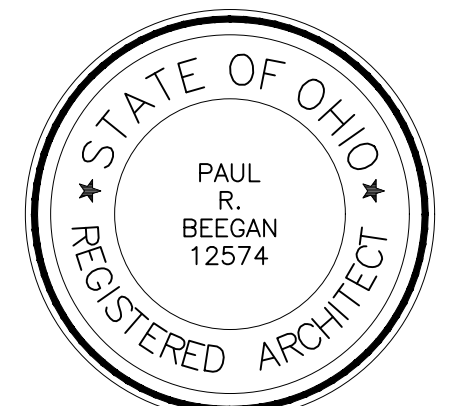
UNITS 7-10 AREA SUMMARY:
2ND FLOOR 193 GSF / 684 NSF
2ND FLOOR PLAN
1/4" = 1'-0"

2
A3/A3



UNITS 7-10 AREA SUMMARY:
3RD FLOOR 193 GSF / 684 NSF
3RD FLOOR PLAN
1/4" = 1'-0"

3
A3/A3



PAUL R. BEGAN, LICENSE #12574
EXPIRATION DATE: 12.31.2025

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project no. 23-075

Hilane Realty
**Donald & Thoreau
Development**

ppn 312-26-102
lakewood, oh 44107

Townhouses
Floor Plans

A5

ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review



LEFT SIDE ELEVATION
3/16" = 1'-0"
B

- TOP OF ROOF
ELEV. 40'-8"
- MEDIAN ROOF
ELEV. 35'-8"
- ATTIC LEVEL
ELEV. 30'-8"
- 3RD FLOOR
ELEV. 21'-4"
- 2ND FLOOR
ELEV. 10'-8"
- 1ST FLOOR
ELEV. 1'-4"
GRADE
ELEV. 0'-0"

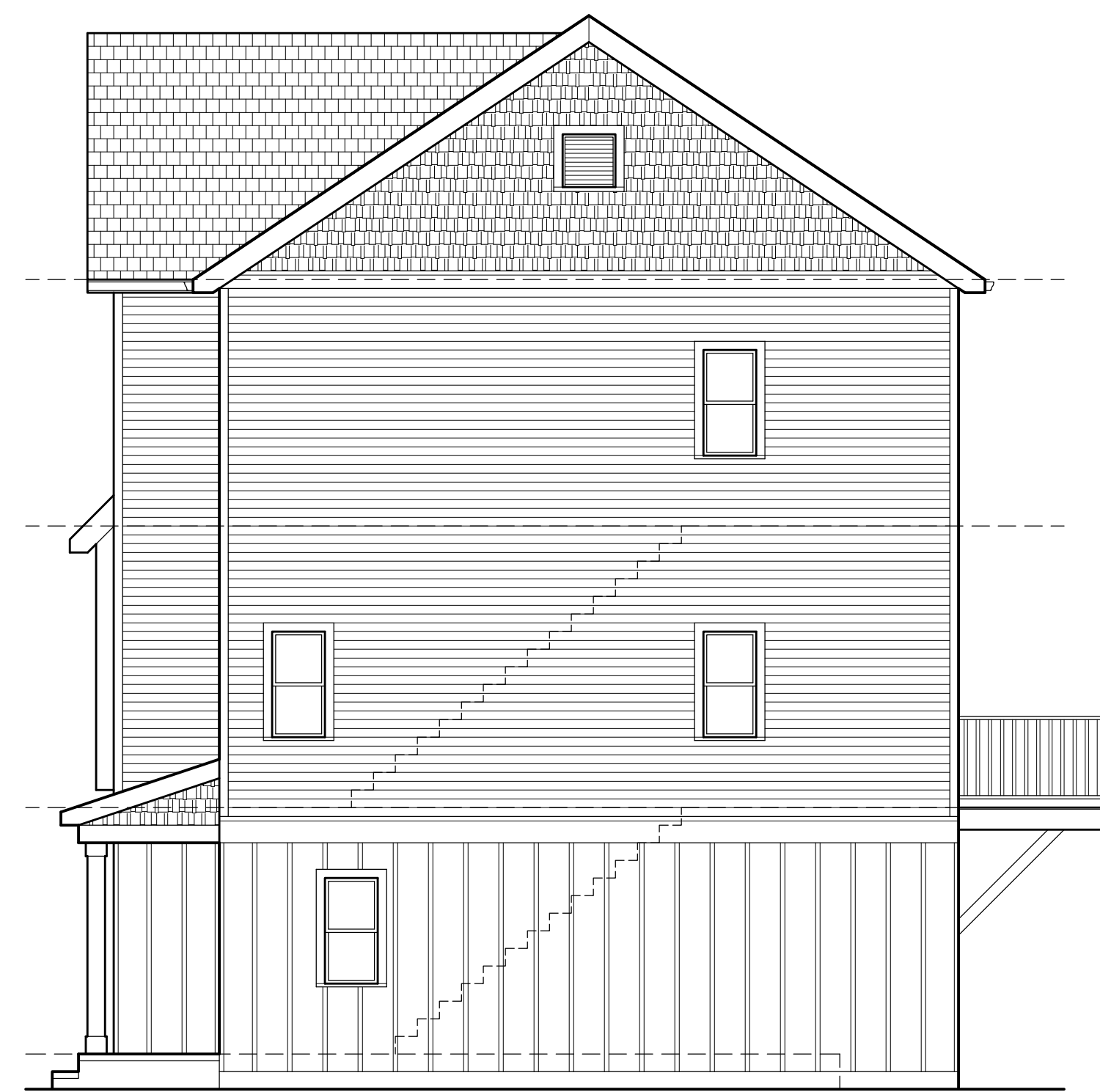


FRONT ELEVATION
1/4" = 1'-0"
A

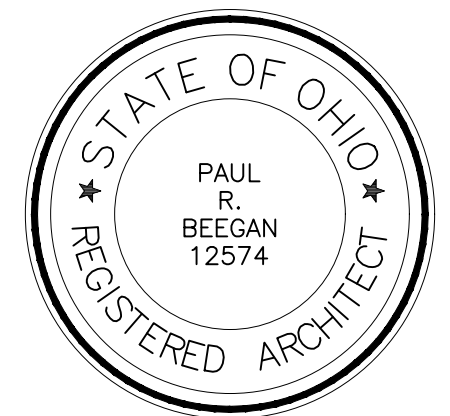


REAR ELEVATION
1/4" = 1'-0"
C

- TOP OF ROOF
ELEV. 40'-8"
- MEDIAN ROOF
ELEV. 35'-8"
- ATTIC LEVEL
ELEV. 30'-8"
- 3RD FLOOR
ELEV. 21'-4"
- 2ND FLOOR
ELEV. 10'-8"
- 1ST FLOOR
ELEV. 1'-4"
GRADE
ELEV. 0'-0"



RIGHT SIDE ELEVATION
3/16" = 1'-0"
D



PAUL R. BEEGAN, LICENSE #12574
EXPIRATION DATE: 12.31.2025

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project no. 23-075

Hilane Realty
Donald & Thoreau
Development

ppn 312-26-102
lakewood, oh 44107

Townhouses
Exterior Elevations

A6



VIEW AT EAST END
N.T.S.



VIEW TO WEST
N.T.S.

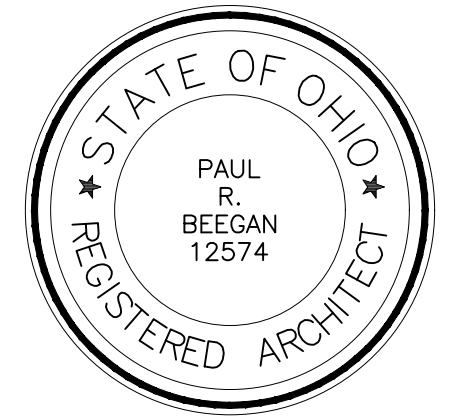


VIEW AT WEST END
N.T.S.



VIEW ACROSS CENTER
N.T.S.

ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review



PAUL R. BEGAN, LICENSE #12574
EXPIRATION DATE: 12.31.2025

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project no. 23-075

Hilane Realty
**Donald & Thoreau
Development**

ppn 312-26-102
lakewood, oh 44107

Townhouses
Project Renderings

A7

From: [Adam Conen](#)
To: susan.beegan-ad.com
Subject: Donald and Thoreau Development
Date: Wednesday, May 22, 2024 11:52:06 AM

Hi Susan – Please use this email as authorization for the City of Lakewood to access the property.

Thanks,

Adam Conen
Hilane Realty
(847) 942-1762

Dave Kermode
1286 Thoreau Road
Lakewood, OH 44107

June 3, 2024

City of Lakewood Planning Commission
12650 Detroit Avenue
Lakewood, OH 44107

Re: Docket No: 06-21-24

Members of the Planning Commission:

I am writing in response to the upcoming conceptual review of the proposed development intended for parcel 312-26-102. I reside at 1286 Thoreau Road in Lakewood and am the owner of the adjacent parcels immediately to the north of the proposed development, 312-26-122 and 312-26-123.

Based on the submitted plans, I have several significant concerns regarding the proposed development:

- The submitted plans offer no acknowledgement of the existing site topography, which slopes downward from southeast to northwest. The site plan and renderings appear to treat the overall parcel as if it were a generally level site with no indication of any necessary grading or planned site drainage. Lack of detail regarding site grading and drainage makes any assessment of resulting impact to adjacent properties impossible as presented.
- The proposed nine foot rear setback is well below the current rear setback requirements for an R-2 district. Further, the plans as presented appear to lack any planned landscape screening, instead placing only unscreened HVAC equipment at ground level along the northern parcel boundary. The limited setback would place the onus of any landscape screening on adjacent property owners.
- The proposed maximum building height of 45 feet is 10 feet over the current height limit for an R-2 district. Further, the plans as presented would result in approximately 8,800 square feet of unarticulated building façade in a sheer wall reaching up to 45 feet in height, located only nine feet from the parcel line, with only two planned six foot breaks between the three proposed townhouse buildings. The site plan as rendered also appears to place the proposed roadway at the grade of the railroad tracks on the southern extent of the property, which would result in an additional 10 feet of height assuming the walkout garage levels are built as presented with necessary changes to site grading and topography. Further, the eight planned north-facing fourth-floor decks would fall largely above the current height limits without any additional consideration of necessary changes site grading and topography to allow for the proposed development as illustrated.

The following details the proposed 45 foot façade that would rise only nine feet from the shared property line (sample structure as presented in the plans, plans include five additional units of similar design for 197.33 total linear feet of building wall apart from two six foot gaps).



The following images detail the proposed height variance (depicted in red) when viewed from my parcels (facing south).



45' Building Height
as Proposed



The following aerial imagery, taken from the approximate fourth floor height (including north facing roof decks) of the proposed development, depicts views looking north (first three images) and west/northwest (fourth image):





- The proposed development appears to run counter to the reported intent of the Planned Development guidelines from the City of Lakewood Planning and Zoning Code, which states (emphasis mine):

*1156.01 Purpose - (a) Planned Development (PD) zoning is intended to encourage orderly development and redevelopment of property, while allowing more flexibility and creativity in design to achieve high quality, integrated site planning not otherwise possible under the constraints of normal zoning requirements **without detriment to neighboring properties.***

*1156.02 Location of Planned Developments - (c) Grouping of uses permitted in other districts to create developments of compatible and mutually supportive activities is encouraged **provided there are adequate buffers to adjacent properties of other uses and designs to promote compatibility and transitions to adjacent properties.***

For the above reasons I am strongly opposed to proposed development as presented.

Thank you for your time and consideration. Please feel free to contact me with any questions.

Sincerely,
Dave Kermod



PLANNING COMMISSION

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

Communication Cover Page

Docket No.: 07-30-24

Permit No.: PC24-000036

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



PLANNING COMMISSION

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

July 9, 2024

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

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

Dear Members of the Planning Commission:

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

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

Sincerely,

David Baas, Assistant Director

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

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

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

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

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

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

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

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

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

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

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

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

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

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

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

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

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

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

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

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

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

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

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

Adopted: _____

Sarah Kepple, President of Council

Maureen M. Bach, Clerk of Council

Approved: _____

Meghan F. George, Mayor



PLANNING COMMISSION

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Application Cover Page

Docket No.: 08-34-24

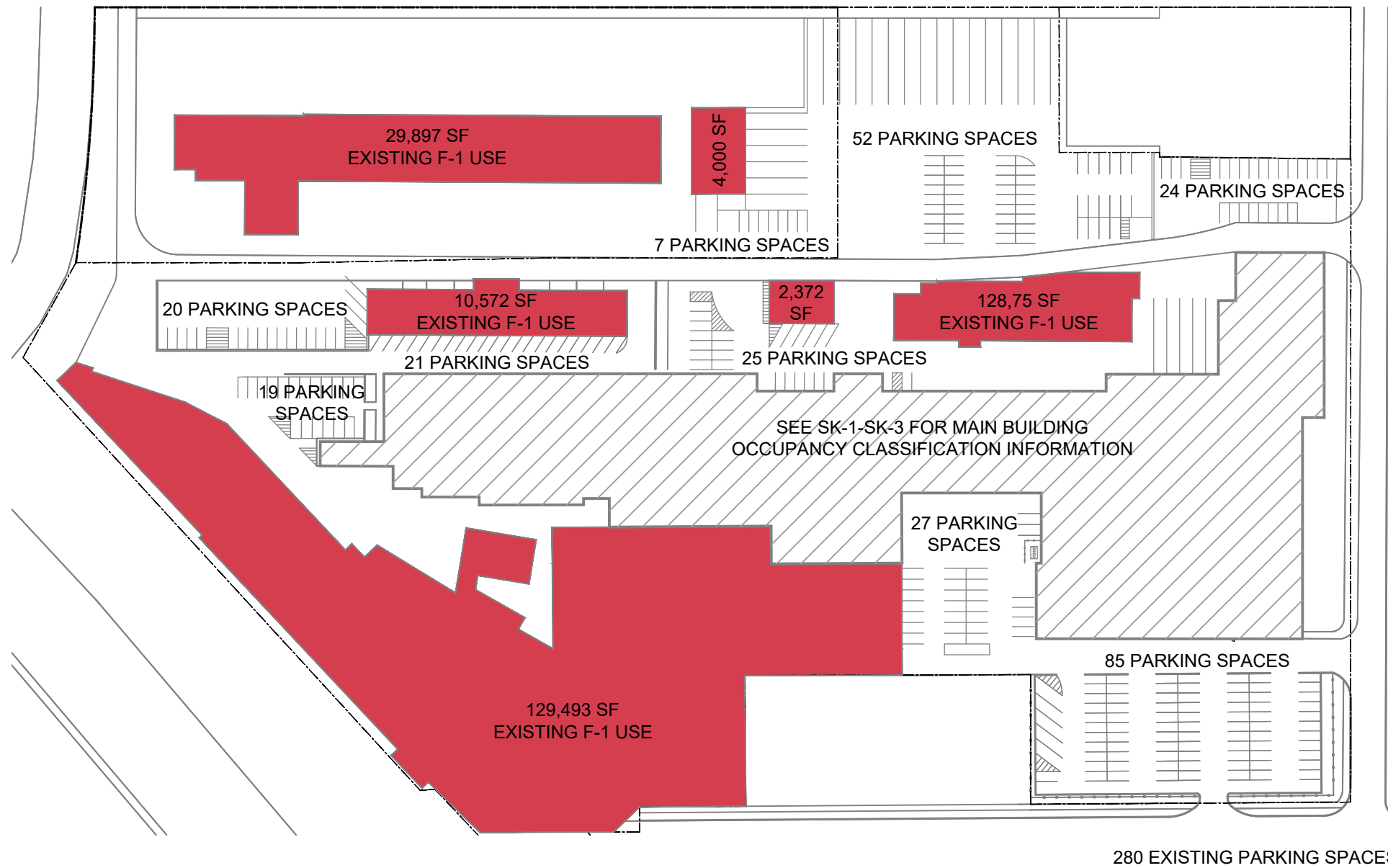
Permit No.: PC24-000039

Applicant Name: David Ligas, Omni Lakewood Ltd.

Project Address: 13000 Athens Ave.

Project Name: Screw Factory

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



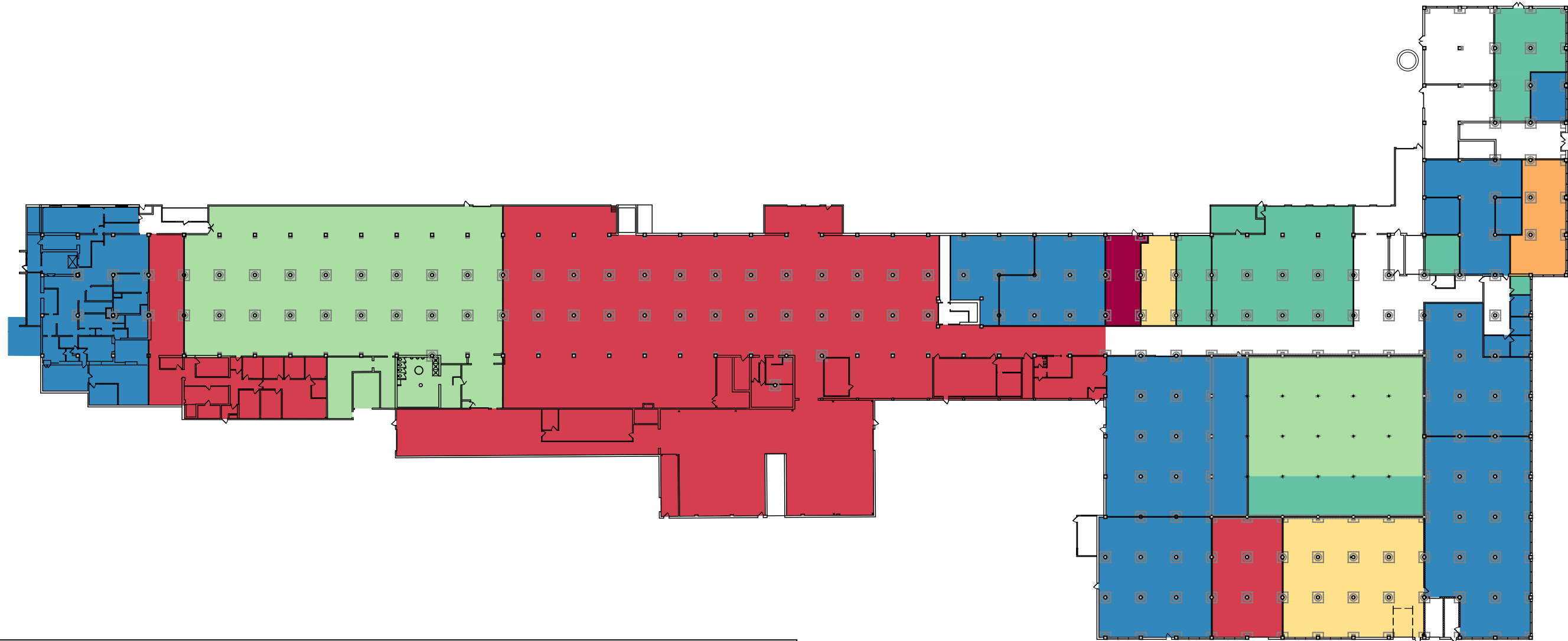
TOTAL SITE OCCUPANCY CLASSIFICATION

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

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

LARSEN ARCHITECTS
 12815 DETROIT AVENUE, LAKEWOOD, OHIO 44107
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THE LAKE ERIE BUILDING MIXED USE OVERLAY
 JOB NO. 24090
 ISSUE: 1
 DATE: 2024.07.19
SK-0



1ST FLOOR OCCUPANCY CLASSIFICATION

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

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

Project North

LARSEN ARCHITECTS

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**THE LAKE ERIE BUILDING
 MIXED USE OVERLAY**

JOB NO. 24090
 ISSUE: 1
 DATE: 2024.07.19

SK-1



2ND FLOOR OCCUPANCY CLASSIFICATION

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

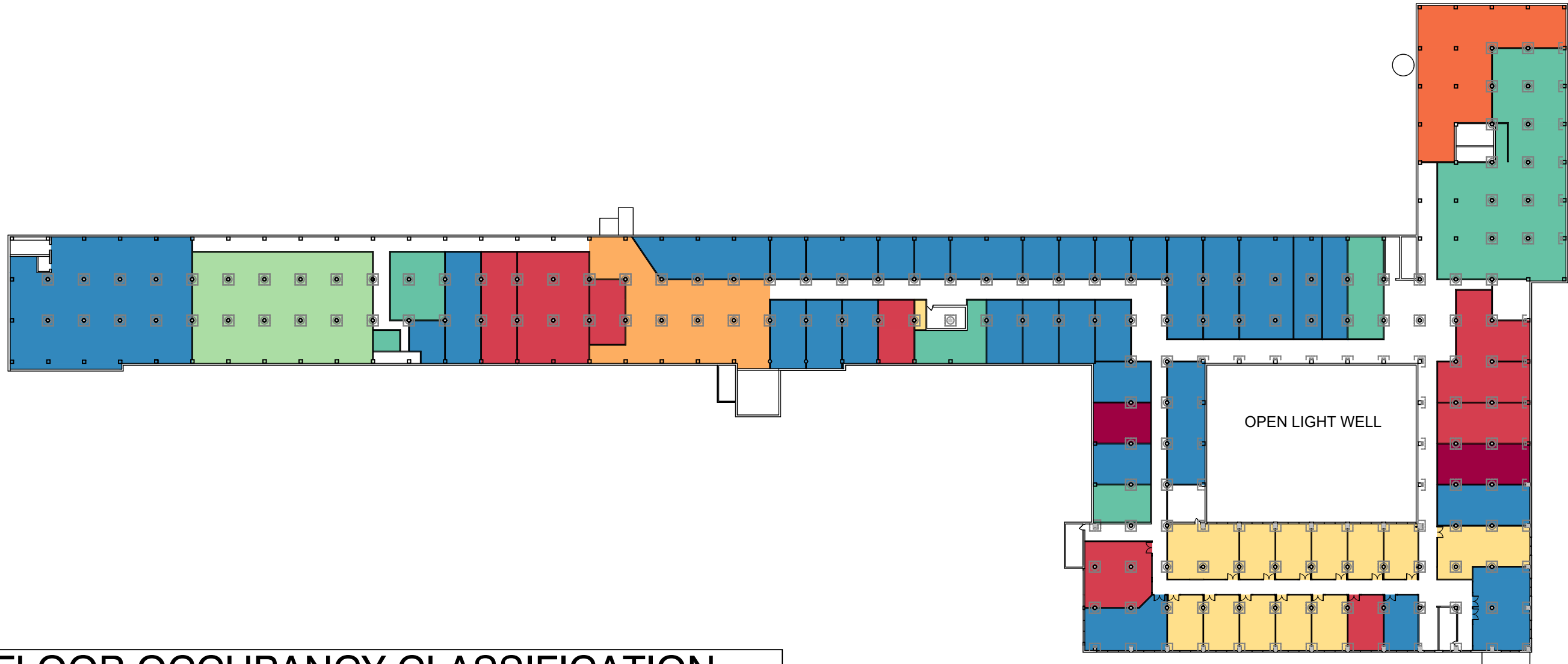
A
 THE LAKE ERIE BUILDING
EXISTING 2ND FLOOR PLAN
 SCALE: 1/64 = 1'-0"

Project North

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THE LAKE ERIE BUILDING
MIXED USE OVERLAY

JOB NO.	24090	SK-2
ISSUE:	1	
DATE:	2024.07.19	



3RD FLOOR OCCUPANCY CLASSIFICATION

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

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

Project North

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



PLANNING COMMISSION

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Application Cover Page

Docket No.: 08-35-24

Permit No.: PC24-000040

Applicant Name: Joshua Gonsalves, Vocon.

Project Address: 16003 Detroit Ave.

Project Name: Huntington Bank

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

July 17, 2024

RE: Architectural Review Board / Planning Commission – Project Narrative

Project Name: Huntington National Bank – Lakewood, OH

Project Location: 16003 Detroit Avenue

Vocon Project No. 230829.00

16003 Detroit Avenue Retail Bank Development

The new retail development located at 16003 Detroit Avenue is situated on a single site of 0.482 acres +/- (20,999 sf). The site is situated on the corner of Detroit Avenue and Orchard Grove Avenue to the east. The total project is approximately 3,100 gross square feet and will replace the currently vacant Buick Body Shop.

The new development's ground floor addresses the street and corner with a new retail bank designed to complement the adjacent commercial district.

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 a retail bank, intending to address this opportunity through a contextually sensitive and design quality.

Lakewood's Commercial District thrives on pedestrian activity, underscoring the importance of designing spaces conducive to human-scale interactions. The building prioritize pedestrian access, site continuity, and safety for customers and neighbors alike. The project prioritizes that 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 building and dedicated bicycle parking strategically located for accessibility and connectivity. We acknowledge that we are beyond our maximum parking allowance but intend to ask for an exemption based on providing additional green space, landscaping, and stormwater control.

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 building's aesthetic appeal, durability, sustainability, and resilience. Well-crafted masonry facades with depth of materiality and details, accents, and 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 retail building 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.

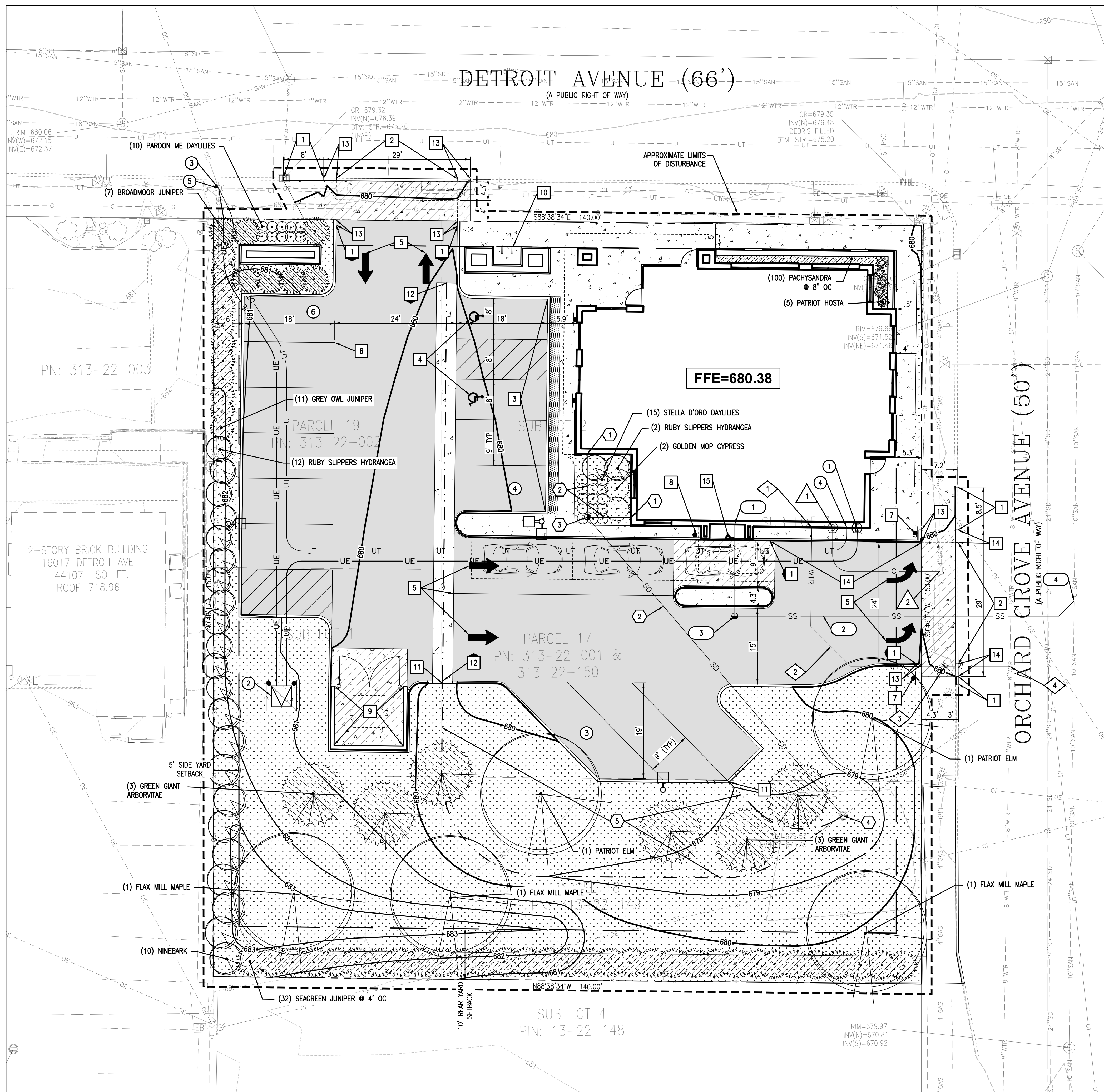
Building Information Summary:

Huntington National Bank: 16003 Detroit Avenue

Gross Retail Area: 3,100 sf +/-

Height: 20'-0"

Parking: 13



SURVEY NOTES:

1. TOPOGRAPHIC/BOUNDARY SURVEY PROVIDED BY LANGAN ENGINEERING AND ENVIRONMENTAL SERVICES, INC. DATED JUNE 22, 2023.
2. BASIS OF BEARINGS: TBD.
3. DATUM: TBD.
4. BENCHMARK: TBD.
5. ALL EXISTING INFORMATION PRESENTED IN THESE PLANS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR. ANY DISCREPANCIES IN THE PLANS SHALL BE MADE AWARE TO THE ENGINEER PRIOR TO BEGINNING CONSTRUCTION.

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF LAKEWOOD, OHIO STANDARDS AND SPECIFICATIONS.
2. ANY EXISTING INFRASTRUCTURE OR SITE ITEMS (ABOVE OR BELOW GRADE, READILY VISIBLE OR NOT) OR PROPERTY DAMAGED AS A RESULT OF CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE APPROPRIATE AGENCY.
3. ALL CONSTRUCTION SHALL CONFORM TO APPLICABLE STATE AND LOCAL CODES. WHEN CODES ARE IN CONFLICT, THE MORE STRINGENT SHALL APPLY. THE CONTRACTOR SHALL CAUSE A CURRENT COPY OF SAID CODES TO BE MAINTAINED ON SITE AT ALL TIMES.
4. ALL SIGNS AND PAINT MARKINGS SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), OR AS OTHERWISE SPECIFIED. INSTALLATION OF SIGNS SHALL BE GOVERNED BY LOCAL CODES.
5. THE CONTRACTOR IS RESPONSIBLE TO LOCATE AND PROTECT ALL EXISTING UTILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE UTILITY PROTECTION CENTER AT LEAST THREE DAYS PRIOR TO ANY SITE WORK FOR PROPER IDENTIFICATION OF EXISTING UTILITIES.
6. THE CONTRACTOR SHALL VERIFY ALL EXISTING ITEMS AND DIMENSIONS AND REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO BEGINNING CONSTRUCTION.

ACCESSIBILITY NOTES:

1. ALL SITE WORK SHALL BE IN CONFORMANCE WITH THE LATEST OHIO ACCESSIBILITY CODE, AND WITH THE AMERICANS WITH DISABILITIES ACT (ADA), LATEST EDITION.
2. RAMP SHALL NOT EXCEED A RUNNING SLOPE OF 1:12 (8.33%) AND RAMP SHALL HAVE A MINIMUM WIDTH OF 4 FEET AND A MAXIMUM CROSS-SLOPE OF 2%. RAMP EXCEEDING 30 INCHES VERTICAL CHANGE SHALL HAVE INTERMEDIATE (2% MAX SLOPE) LANDINGS HAVING A MINIMUM LENGTH IN THE DIRECTION OF TRAVEL OF 60 INCHES. BOTTOM LANDINGS AT CHANGES IN RAMP DIRECTION SHALL HAVE A MINIMUM LENGTH OF 72 INCHES.
3. MAXIMUM CROSS-SLOPE ON ANY WALK OR RAMP SHALL BE 2%. ALL ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL HAVE A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.
4. ALL WALKS SHALL HAVE A MINIMUM 4 FOOT CLEAR WIDTH FOR ACCESSIBLE CONFORMANCE.

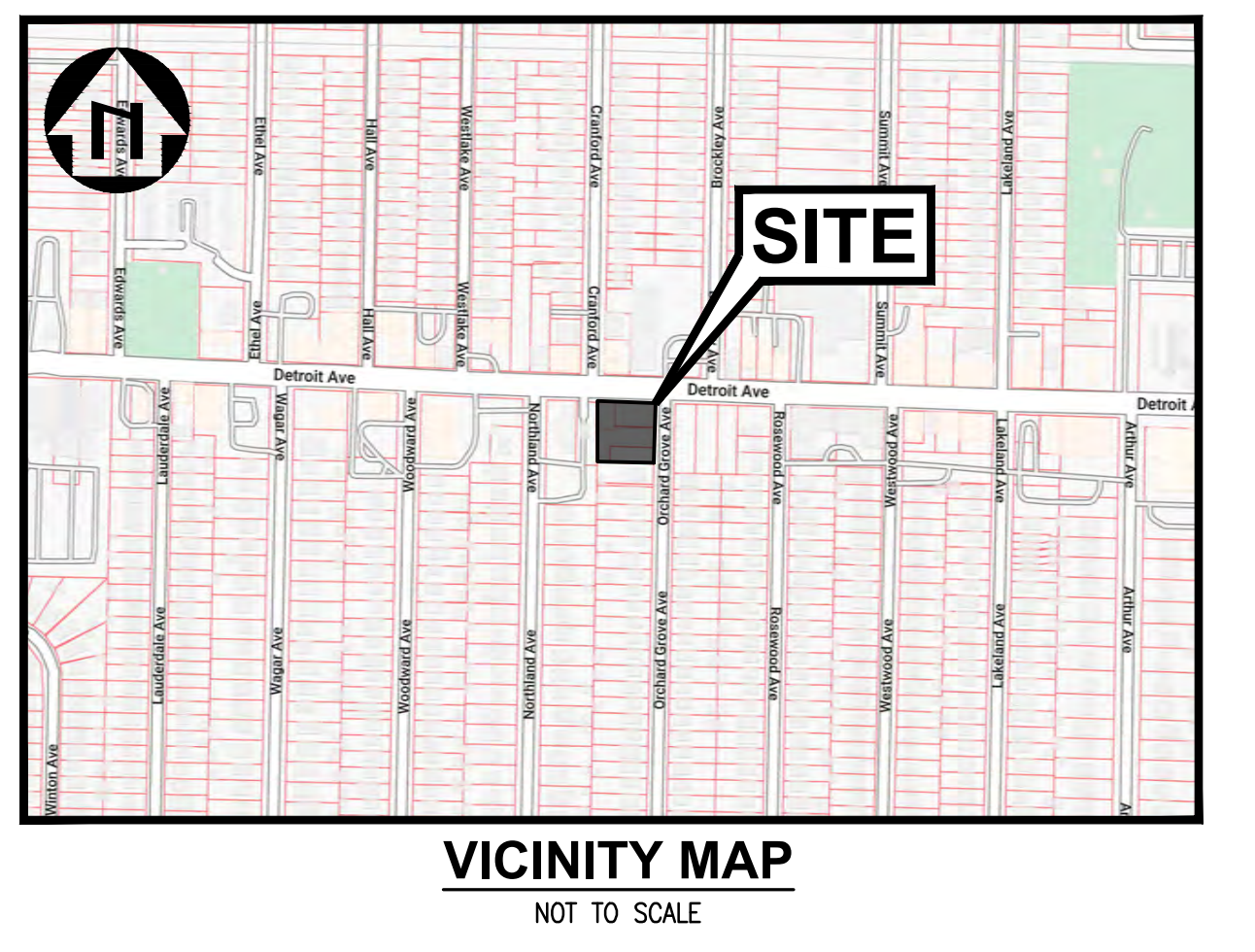
UTILITY NOTES:

1. EXISTING OFF-SITE UTILITY LOCATIONS ARE APPROXIMATE AND BASED ON RECORD DRAWINGS OR AS-BUILT INFORMATION.
2. LOCATION OF EXISTING ON-SITE UNDERGROUND UTILITIES ARE SHOWN BASED ON LOCATIONS OF EXISTING VISIBLE UTILITY STRUCTURES SURVEYED IN THE FIELD. EXACT LOCATIONS OF ALL UTILITIES MUST BE LOCATED IN THE FIELD BY THE CONTRACTOR AND ANY DISCREPANCIES REPORTED TO THE ENGINEER PRIOR TO STARTING CONSTRUCTION.
3. ANY EXISTING INFRASTRUCTURE OR SITE ITEMS (ABOVE OR BELOW GRADE, READILY VISIBLE OR NOT) OR PROPERTY DAMAGED AS A RESULT OF CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE APPROPRIATE AGENCY.
4. ALL CONSTRUCTION SHALL CONFORM TO APPLICABLE STATE AND LOCAL CODES. WHEN CODES ARE IN CONFLICT, THE MORE STRINGENT SHALL APPLY. THE CONTRACTOR SHALL CAUSE A CURRENT COPY OF SAID CODES TO BE MAINTAINED ON SITE AT ALL TIMES.
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6. THE CONTRACTOR SHALL VERIFY ALL EXISTING ITEMS AND DIMENSIONS AND REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO BEGINNING CONSTRUCTION.

GENERAL LANDSCAPE REQUIREMENTS:

1. DIAMETERS OF PLANT MATERIALS AS DRAWN ARE REPRESENTATIVE OF PLANTS AT OR NEAR MATURITY RATHER THAN AT INITIAL PLANTING.
2. THE PLANT LIST IS INTENDED AS A GUIDE FOR THE LANDSCAPE CONTRACTOR. IN THE EVENT OF A DISCREPANCY BETWEEN THE NUMBER OF PLANT ON THE PLANT LIST AND ON THE DRAWING, THE GREATER NUMBER SHALL APPLY.
3. ADJUSTMENTS IN LOCATIONS OF PLANT MATERIALS MAY BE NECESSARY DUE TO NEW OR EXISTING UTILITIES OR SITE OBSTRUCTIONS. ADVISE PROJECT MANAGER BEFORE ADJUSTMENTS ARE MADE.
4. TREES AND SHRUBS SHALL BE NURSERY GROWN UNLESS OTHERWISE APPROVED AND BE HEALTHY AND VIGOROUS PLANTS, FREE FROM DEFECTS, DECAY, DISTURBING ROOTS, SUN SCALD, INJURIES, ABRASIONS OF THE BARK, PLANT DISEASES, INSECT PEST EGGS, BORERS AND ALL FORMS OF INFESTATIONS OF OBJECTIONABLE DISFIGUREMENTS. PLANTS SHALL BE IN ACCORDANCE WITH THE CURRENT AMERICAN ASSOCIATION OF NURSERYMEN'S STANDARDS AND CONFORM IN GENERAL TO REPRESENTATIVE SPECIES.
5. BALLED AND BURLAPPED OR CONTAINER TREES AND SHRUBS SHOULD BE DUG WITH FIRM, NATURAL BALLS OF EARTH OF ADEQUATE SIZE AS SPECIFIED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, "AMERICAN STANDARD FOR NURSERY STOCK" WITH THE BALLS SECURELY WRAPPED.
6. ALL SHRUBS OCCURRING IN A CONTINUOUS ROW OR FORMAL ARRANGEMENT SHALL HAVE UNIFORM HEIGHT, SPREAD AND HABIT OF GROWTH.
7. A MINIMUM OF 4" DEPTH OF TOPSOIL SHALL BE PLACED IN ALL BED AREAS BY LANDSCAPE CONTRACTOR PRIOR TO PLANT INSTALLATION. BACKFILL ALL SHRUBS AND TREES WITH BACKFILL MIX OF ONE PART PEAT TO THREE PARTS TOPSOIL. A. ROCKHOUND ALL AREAS TO LOOSEN SOIL TO A DEPTH OF 6" AND REMOVE ROCKS AND WEEDS. AFTER TOPSOIL HAS BEEN SPREAD, ROCKHOUND AGAIN TO REMOVE ALL STONES AND LUMPS.
8. MULCH TREES AND SHRUBS WITH A MIN. 3" DEPTH OF SHREDDED HARDWOOD MULCH. MULCH SHALL EXTEND IN A CONTINUOUS LAYER WITH THE PLANTING BEDS FROM FACE TO FACE OF SITE STRUCTURE WALKS, CURBS, BUILDING OR OTHER PLANT BED LIMITS. KEEP MULCH A MIN. OF 1/2" BELOW ADJACENT PAVED SURFACES.
9. SEED ALL LAWN DISTURBED AREAS WITHIN THE PROJECT LIMITS AS NOTED ON THE CIVIL DRAWINGS, INCLUDING CUT TO PAVEMENT EDGES. REFER TO CIVIL DRAWINGS AND VERIFY EXTENT OF SEED WITH THE PROJECT MANAGER.
10. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE-YEAR FROM THE DATE OF ACCEPTANCE. PRIOR TO THE END OF THE WARRANTY PERIOD THE LANDSCAPE CONTRACTOR SHALL REPLACE ALL TREES, SHRUBS OR OTHER PLANTINGS NOT ALIVE OR IN A HEALTHY GROWING CONDITION.

PROPOSED	LEGEND	EXISTING
---	PROPERTY LINE	---
---	APPROXIMATE LIMIT OF DISTURBANCE	---
1	1-FOOT CONTOUR	1
5	5-FOOT CONTOUR	5
WTR	WATER LINE	WTR
SS	SANITARY SEWER LINE	SS
SD	STORM DRAIN LINE	SD
UE	OVERHEAD ELECTRIC LINE	UE
UT	UNDERGROUND ELECTRIC LINE	UT
UT	UNDERGROUND TELECOM LINE	UT
G	GAS LINE	G
○	TREE/SHRUB	○
□	FENCE	□
○	SIGN/BOLLARD	○
○	FIRE HYDRANT	○
○	WATER VALVE/CURB BOX	○
○	SEWER MANHOLE/CLEANOUT	○
○	STORM MANHOLE/CURB INLET/CATCH BASIN	○
○	STORM DOWNSPOUT	○
○	ELECTRICAL MANHOLE/METER/BOX	○
○	ELECTRICAL TRANSFORMER	○
○	TELECOM MANHOLE	○
○	GAS METER/VALVE	○
○	LIGHT POLE/YARD LIGHT	○
○	UTILITY POLE	○
○	PARKING COUNTER	○
○	DRAINAGE SWALE	○
□	STANDARD PCC PAVEMENT/SIDEWALK	□
□	HEAVY-DUTY PCC PAVEMENT	□
□	STANDARD AC PAVEMENT	□
□	LANDSCAPE AREA	□
□	SEE LANDSCAPE PLANS FOR DETAILS	□



SITE INFORMATION:

APN: 313-22-001, 313-22-002, 313-22-149 and 313-22-150
 ZONING: C-3 (GENERAL BUSINESS DISTRICT)
 FLOOD ZONE: THE PROPERTY LIES WITHIN FLOOD ZONE 'X' (UNSHADED) PER FIRM MAP NO. 3903500156F, WITH AN EFFECTIVE DATE OF AUGUST 15, 2019. ZONE X IS DEFINED AS "AREA SUBJECT TO MINIMAL FLOODING"

SUMMARY:	EXISTING	PROPOSED
TOTAL PARCEL AREA	±20,999 SF (±0.482 ACRES)	
TOTAL DISTURBED AREA	±21,600 SF (±0.496 ACRES)	
PROPOSED BUILDING FOOTPRINT	±2,875 SF	
DISTURBED AREA SUMMARY:		
IMPERVIOUS AREA	±21,521 SF	±13,134 SF
PERVIOUS AREA	±81 SF	±8,468 SF
CHANGE IN IMPERVIOUS AREA		±8,387 SF DECREASE
YARD SETBACKS:		
FRONT (NORTH/EAST)	0'-5"	
SIDE (WEST)	5' (10' ABUTS RESIDENTIAL)	
REAR (SOUTH)	5' (10' ABUTS RESIDENTIAL)	
PARKING SUMMARY:		
STANDARD STALLS (9'x18')	11	3 (MAX 8)*
ADA STALLS (8'x18')	2	1
TOTAL	13	4
BICYCLE RACK	2	2**

* MIN. 1 EACH FOR 1,000 SF. GFA; MAX. 2.5 FOR EACH 1,000 SF. GFA. (MIN 3 SPACES. MAX 8 SPACES FOR 2,875 SF.)
 ** ONE BICYCLE PARKING SPACE PER 2,500 SF. SHALL BE PROVIDED FOR USES DEFINED AS RETAIL OR OFFICE.

vocon.
 Cleveland, OH 44115
 3142 Prospect Avenue
 New York, NY 10036
 Los Angeles, CA 90013
 555 West 5th Street, 35th Floor
 vocon.partners llc

PROVIDED BY:
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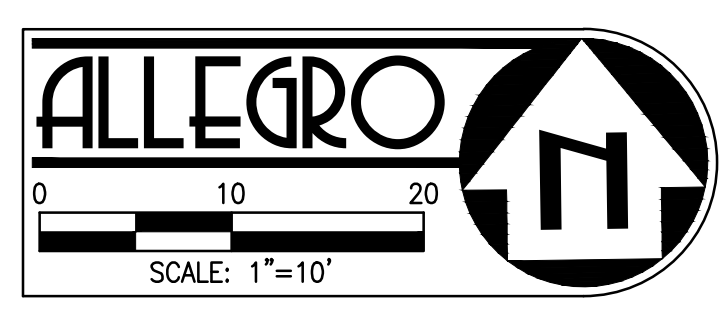
PROFESSIONAL SEAL:

PROPOSED COMMON IMPROVEMENTS FOR:
HUNTINGTON NATIONAL BANK LAKEWOOD OH
 16003 DETROIT AVE. LAKEWOOD, OH 44107

JOB NUMBER: 2024-007-002
DRAWING RELEASE:
 No. Date Description
 05.21.2024 ISSUE FOR CUP REVIEW
 07.17.2024 ISSUE FOR ABR + PC REVIEW

SHEET TITLE:
SITE AND LANDSCAPE PLAN

SHEET NUMBER:
C1.0



SANITARY SEWER KEY NOTES

1. BUILDING POINT OF CONNECTION (SEWER). SEE MEP PLANS FOR CONTINUATION.
2. PROPOSED SANITARY SDR 35 PVC SEWER SERVICE PIPE. TRENCH AND BACKFILL PER CITY OF LAKEWOOD DETAIL W-1.
3. PROPOSED TWO-WAY CLEANOUT, PER CITY OF LAKEWOOD DETAIL S-4.
4. PROPOSED SANITARY SEWER LATERAL CONNECTION TO EXISTING 10" SANITARY SEWER MAIN, PER CITY OF LAKEWOOD DETAIL S-6.

WATER KEY NOTES

1. BUILDING POINT OF CONNECTION (WATER). SEE MEP PLANS FOR CONTINUATION.
2. PROPOSED WATER SERVICE. TRENCH AND BACKFILL PER CITY OF LAKEWOOD DETAIL W-1.
3. PROPOSED CURB BOX, PER CITY OF LAKEWOOD DETAIL W-3.
4. PROPOSED WATER LINE CONNECTION TO EXISTING 8" WATER MAIN, PER CITY OF LAKEWOOD DETAIL W-3.

GAS SERVICE KEY NOTES

1. BUILDING POINT OF CONNECTION (GAS). GAS METER MOUNTED TO SIDE OF BUILDING. SEE MEP PLANS FOR CONTINUATION.
2. CONNECT PROPOSED GAS SERVICE TO EXISTING GAS LINE.

STORM DRAIN KEY NOTES

1. PROPOSED BUILDING DOWNSPOUTS
2. PROPOSED STORM DRAIN LINE. TRENCH AND BACKFILL PER CITY OF LAKEWOOD DETAIL W-1.
3. PROPOSED TWO-WAY CLEANOUT
4. CONNECT TO EXISTING STRUCTURE. ADJUST RIM TO FINISHED GRADE. LOWER BY ±1'-2".
5. PROPOSED VEGETATIVE SWALE/BMP. LONGITUDINAL SLOPE = 1.0%

DRY UTILITY KEY NOTES

1. BUILDING POINT OF CONNECTION (ELECTRIC). ELECTRICAL METER MOUNTED TO SIDE OF BUILDING. SEE MEP PLANS FOR CONTINUATION.
2. PROPOSED ELECTRICAL TRANSFORMER ON PCC PAD WITH PROTECTIVE BOLLARDS.
3. PROPOSED CONNECTION POINT OF PRIMARY ELECTRICAL CONDUITS TO EXISTING UTILITY POLE. COORDINATE ROUTING AND POINT OF CONNECTION WITH POWER COMPANY PRIOR TO CONSTRUCTION.
4. BUILDING POINT OF CONNECTION (TELECOM).
5. CONNECT PROPOSED TELECOM LINE TO EXISTING UTILITY POLE. COORDINATE WITH UTILITY COMPANY PRIOR TO CONNECTION.

SITE PLAN KEY NOTES

1. PROPOSED TYPE 6" PCC 6" TALL BARRIER CURB, PER CITY OF LAKEWOOD DETAIL P-8
2. PROPOSED COMMERCIAL DRIVEWAY ENTRANCE, PER CITY OF LAKEWOOD DETAIL P-2
3. PROPOSED FLUSH CURB WITH DETECTABLE WARNING TRUNCATED DOMES
4. PROPOSED ACCESSIBLE PARKING STALL WITH PCC WHEELSTOP, ACCESSIBLE LOADING AREA WITH PAVEMENT MARKINGS, AND SIGNAGE
5. PROPOSED PAVEMENT DIRECTIONAL ARROW AND/OR TEXT, TRAFFIC WHITE PAINT, MINIMUM TWO COATS. DIMENSIONS PER MUTCD STANDARDS (TYP)
6. PROPOSED 4" WIDE PARKING STALL STRIPING, TRAFFIC WHITE PAINT, MINIMUM 2 COATS
7. PROPOSED "DO NOT ENTER" R5-1 SIGN.
8. PROPOSED BOLLARD
9. PROPOSED WALLED TRASH ENCLOSURE. SEE ARCHITECTURAL PLANS.
10. PROPOSED BIKE RACK. SEE ARCHITECTURAL PLANS.
11. PROPOSED 4" WIDE CURB CUT FOR STORMWATER CONVEYANCE
12. PROPOSED 4" WIDE PCC VALLEY GUTTER
13. PROPOSED TRANSITIONAL (FULL HEIGHT TO FLUSH) CURB
14. PROPOSED SUBSTANDARD (<6" TALL) BARRIER CURB
15. PROPOSED DRIVE-UP VAT BANKING SERVICE. SEE ARCHITECTURAL PLANS.

PLANT MATERIALS LIST

QTY	PLANT NAME	MIN INSTALLED SIZE	MATURE HT/SPREAD
LARGE DECIDUOUS TREES			
2	PATRIOT ELM - Ulmus x 'Patriot'	2-1/2" cal. B/B	50' / 40'
3	FLAX MILL MAPLE - Acer saccharum 'Mojeety'	2-1/2" cal. B/B	50' / 40'
EVERGREEN TREES			
6	GREEN GIANT ARBORVITAE - Thuja plicata x standishii 'Green Giant'	6" ht. B/B	40' / 15'
SHRUBS			
2	GOLDEN MOP CYPRESS - Chamaecyparis pisifera 'Golden Mop'	24" B/B or Cont.	3' / 4'
14	RUBY SLIPPERS HYDRANGEA - Hydrangea querc. 'Ruby Slippers'	24" B/B or Cont.	4' / 5'
32	SEAGREEN JUNIPER - Juniperus chinensis 'Sea Green'	24" B/B or Cont.	5' / 8'
7	BROADMOOR JUNIPER - Juniperus sabinina 'Broadmoor'	24" B/B or Cont.	3' / 5'
11	GREY OWL JUNIPER - Juniperus virginiana 'Grey Owl'	24" B/B or Cont.	3' / 6'
10	NINEBARK - Physocarpus opulifolius 'Seward'	# 5 cont. 24-30"	6' / 6'
PERENNIALS			
10	PARDON ME DAYLILIES - Hemerocallis x 'Pardon Me'	# 1 cont.	12" / 2'
15	STELLA D'ORO DAYLILIES - Hemerocallis x 'Stella d'Oro'	# 1 cont.	12" / 2'
5	PATRIOT HOSTA - Hosta x 'Patriot'	# 1 cont.	18" / 30"
100	PACHYSANDRA - Pachysandra terminalis 'Green Carpet'	2-1/4" pp/ft	4" / 8"

PROVIDED BY:



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872.270.3682
aj@allegroeng.com

PROFESSIONAL SEAL:



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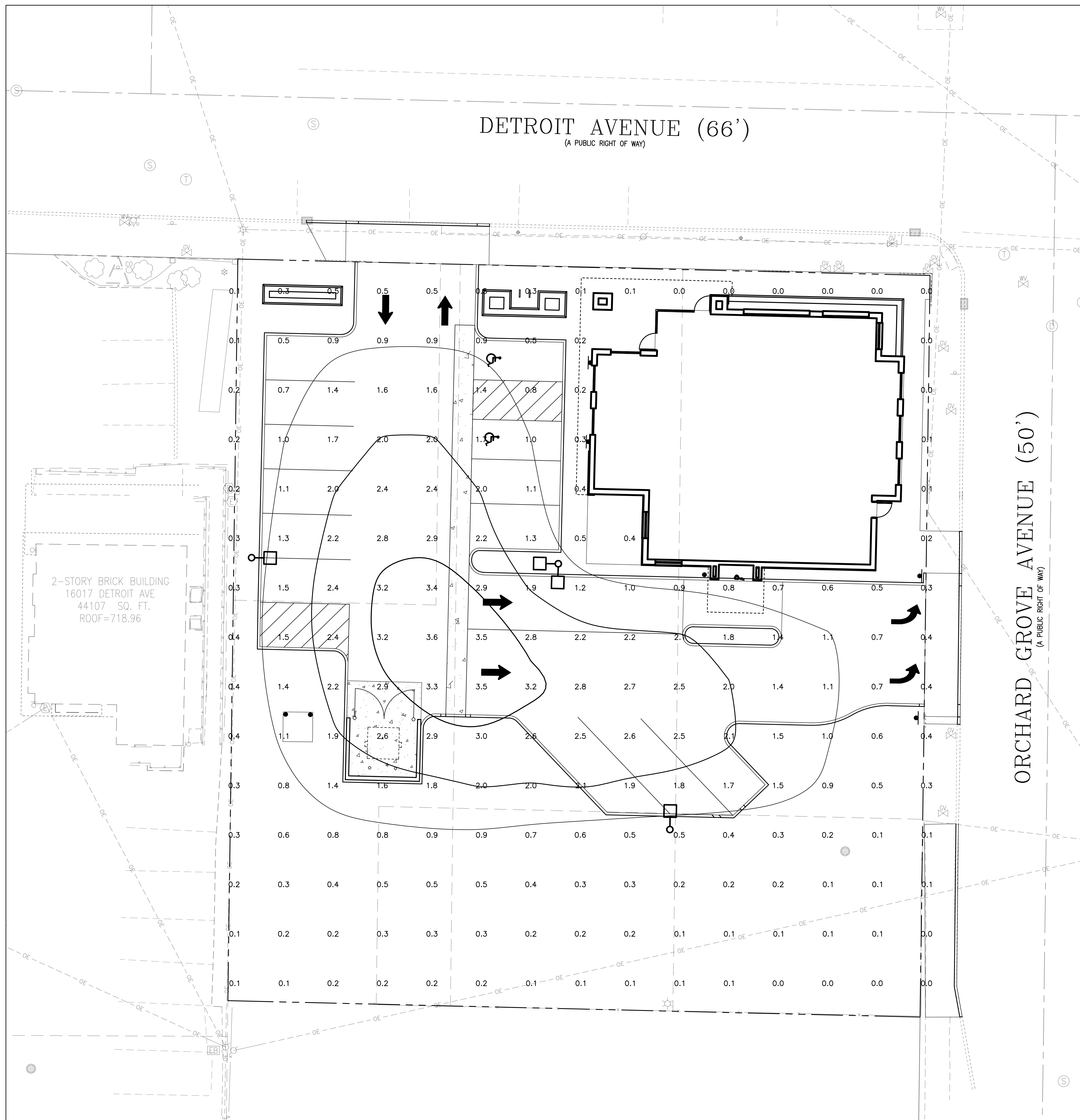
No.	Date	Description
05.21.2024		ISSUE FOR CUP REVIEW
07.17.2024		ISSUE FOR ABR + PC REVIEW

SHEET TITLE:

PHOTOMETRICS PLAN

SHEET NUMBER:

C2.0



PROPOSED

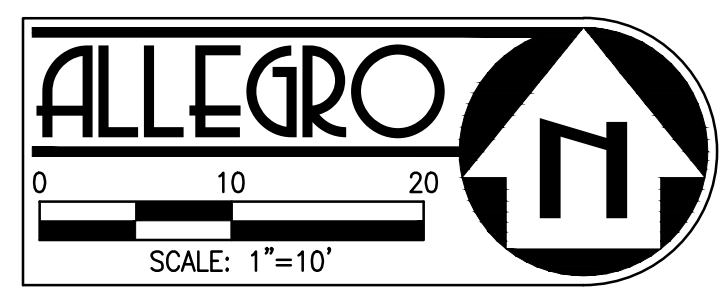
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- SD --- STORM DRAIN LINE
- OE --- OVERHEAD ELECTRIC LINE
- UE --- UNDERGROUND ELECTRIC LINE
- UT --- UNDERGROUND TELECOM LINE
- G --- GAS LINE

LEGEND

- PROPERTY LINE
- TREE/SHRUB
- FENCE
- SIGN/BOLLARD
- FIRE HYDRANT
- WATER VALVE/CURB BOX
- SEWER MANHOLE/CLEANOUT
- STORM MANHOLE/CURB INLET/CATCH BASIN
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- GAS METER/VALVE
- LIGHT POLE/YARD LIGHT
- UTILITY POLE
- PARKING COUNT
- DRAINAGE SWALE
- STANDARD PCC PAVEMENT/SIDEWALK
- HEAVY-DUTY PCC PAVEMENT
- STANDARD AC PAVEMENT
- LANDSCAPE AREA
SEE LANDSCAPE PLANS FOR DETAILS

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SEE LANDSCAPE PLANS FOR DETAILS



GENERAL PHOTOMETRIC SCHEDULE

AVERAGE FOOT-CANDLES	1.01
MAXIMUM FOOT-CANDLES	3.6
MINIMUM FOOT-CANDLES	0
MINIMUM TO MAXIMUM FC RATIO	0
MINIMUM TO AVERAGE FC RATIO	0.01
MAXIMUM TO MINIMUM FC RATIO	302.61
MAXIMUM TO AVERAGE FC RATIO	3.57
AVERAGE TO MINIMUM FC RATIO	84.73
AVERAGE TO MAXIMUM FC RATIO	0.28

LUMINAIRE SCHEDULE

SYMBOL	QUANTITY	DESCRIPTION	WATTS	LUMENS	MOUNTING
☐	4	LITHONIA LIGHTING, DSX1 LED P1 40K 70CRI BLC3	50.9	5524	POLE





ALL FOOT CARE

NO PARKING ANY TIME





Orchard Grove St

