



City of Lakewood
Planning Commission

(216) 529-6630
planning@lakewoodoh.gov

AGENDA
PLANNING COMMISSION
CITY OF LAKEWOOD
12650 DETROIT AVENUE
THURSDAY
SEPTEMBER 4, 2025

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

REVIEW DOCKET ITEMS

REGULAR MEETING
6:00 P.M.
AUDITORIUM

1. ROLL CALL
2. APPROVE THE MINUTES OF THE THURSDAY, AUGUST 7, 2025 MEETING
3. OPENING REMARKS

OLD BUSINESS

MIXED USE OVERLAY

4. Docket No. 08-28-25
13815 and 13901 Detroit Ave.
The View on Detroit East

Ron Tannenbaum, RDL Architects, applicant, requests the review and approval of a mixed use overlay – pursuant to Chapter 1135 – Mixed Use Overlay District. Property is in the C3 - Commercial, Business district. (Page 3)

DESIGNATE AS HISTORIC

5. Docket No. 08-29-25
13465 Franklin Blvd.
Franklin School

Lakewood Heritage Advisory Board, advisory to the Planning Commission, presents an application and recommendation to Designate as Historic property (HP) the Franklin School (PPN 31505121) - pursuant to Chapter 1134. Property is in the C4 - Commercial, Public School district. (Page 37)

NEW BUSINESS

DETERMINATION OF SIMILAR USE

6. Docket No. 09-30-25
13465 Franklin Blvd.
Inner Peace

Samuel V. Diaquila AIA, AMSR LLC, applicant requests the determination and approval of a similar use permit – pursuant to Section 1173.02 – conditional use permits and Section 1173.03- determination of similar use. Property is in the C4 - Commercial, Public School district. (Page 54)

PARKING PLAN

7. Docket No. 09-31-25
1205-07 Warren Rd.

James Provost PE, PE Limited, applicant request the review and approval of a parking plan and not construct a new garage – pursuant to Chapter 1143.09 Parking Plan Review and 1143.10 Exceptions for Required Minimums. Property is in the R2 – Single- and Two-Family district. (Page 61)

PARKING PLAN

8. Docket No. 09-32-25
1209-11 Warren Rd.

James Provost PE, PE Limited, applicant, requests the review and approval of a parking plan and not construct new garage – pursuant to Chapter 1143.09 Parking Plan Review and 1143.10 Exceptions for Required Minimums. Property is in the R2 – Single- and Two-Family district. (Page 74)

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 Noхта at \(216\) 529-5906 michelle.noхта@lakewoodoh.gov](mailto:Michelle.Noхта@lakewoodoh.gov)."



City of Lakewood
Planning Commission

(216) 529-6630
planning@lakewoodoh.gov

Application Cover Page

Docket No.: 08-28-25

Permit No.: PC25-000030, PC25-000034

Applicant Name: Ron Tannenbaum, RDL Architects

Project Address: 13815 and 13901 Detroit Ave.

Project Name: The View on Detroit East

Proposal: The review and approval of a mixed use overlay – pursuant to Chapter 1135 – Mixed Use Overlay District. Property is in the C3 - Commercial, Business district

DiGeronimo Development, LLC

5720 Independence Drive
Brecksville, OH 44141

7/23/25

City of Lakewood

Architectural Board of Review
12650 Detroit Avenue
Lakewood, OH 44107

RE: Authorization for RDL Architects to Submit ABR Application on Behalf of DiGeronimo Development, LLC

To Whom It May Concern:

DiGeronimo Development, LLC, located at 5720 Independence Drive, Brecksville, OH 44141, hereby grants permission to RDL Architects, located at 21111 Chagrin Blvd., Suite 110, Beachwood, OH 44122, to act on our behalf in submitting an application to the Architectural Board of Review (ABR) for the City of Lakewood.

This authorization allows RDL Architects to complete and submit all necessary materials, represent our interests, and correspond with City officials regarding the ABR process for the project under DiGeronimo Development's ownership.

Should you require any additional information or confirmation, please do not hesitate to contact us directly.

Sincerely,

Authorized Signatory



Mackenzie Makepeace

Managing Director - DiGeronimo Development, LLC

(216) 224-2967

mmakepeace@digeronimocompanies.com

July 23, 2025

To Lakewood BBS/ARB
12650 Detroit Avenue
Lakewood, Ohio 44107

Re: The View on Detroit East

Dear City of Lakewood Commission Members,

Attached you will find the resubmission documents for the View on Detroit East (VODE) project. This is a project that was previously reviewed by the commission and is being resubmitted with some façade modifications. To maintain clarity and consistency, sheets without noticeable changes were left as presented previously, and sheets with modifications are noted on the table of contents.

Please let us know if you have any questions or concerns.

Respectfully,

Ron Tannenbaum



Sr. Project Manager
RDL Architects

cc: *File*
Recipients





THE VIEW ON DETROIT EAST
LAKEWOOD, OHIO

MIXED USE COMMUNITY
DESIGN SUBMISSION

ABR SUBMITTAL
JULY 23, 2025

07.23.2025 RDL 25084R
THE VIEW ON DETROIT EAST | LAKEWOOD, OH

The drawings, specifications, ideas, design and arrangements represented thereby are and shall remain the property of the architect. No part shall be copied, disclosed to others or used in conjunction with any work or project other than the specific project for which they have been prepared and developed without the written consent of the architect. Visual contact with these drawings or specifications shall constitute conclusive evidence of acceptance of these restrictions. Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job site, and this office must be notified of any variations from the dimensions and conditions shown by these drawings.

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PAGE 1C EXHIBIT C - LOCAL CONTEXT INSPIRATION IMAGES
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PAGE 1D EXHIBIT D - FAÇADE DEPTH STUDY ELEVATION (UPDATED)
PAGE 2D EXHIBIT D - ELEVATION DETAIL (INCLUDED WITH PREVIOUS PAGE)
PAGE 5 EXHIBIT E - MATERIAL BOARD (NEW PAGE)

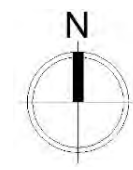
LAKEWOOD ABR CHECKLIST		RESPONSES	
<input checked="" type="checkbox"/>	Site Plan		
<input checked="" type="checkbox"/>	Photographs as needed		
<input checked="" type="checkbox"/>	Floor plans with north arrow and scale		
<input checked="" type="checkbox"/>	Elevations to scale		
<input checked="" type="checkbox"/>	Sketch or Rendering		
<input checked="" type="checkbox"/>	Product brochures and specs for colors and materials		
<input checked="" type="checkbox"/>	Sufficient Detail		
April 01, 2021 - Staff Comments			
<input type="checkbox"/>	Provide material cut sheets/product specs for all proposed materials	Provided as Exhibit C	
<input type="checkbox"/>	Provide additional wall sections through other areas of the building	Wall section is provided to describe floor to floor height and wall depth. No other wall sections are required or needed.	
<input checked="" type="checkbox"/>	Consider breaking the horizontal band and continue the white brick down to grade	Provided as an option as Exhibit B	
<input checked="" type="checkbox"/>	Provide photos of context inspiration	Provided previously submitted context images as Exhibit D	
<input checked="" type="checkbox"/>	Provide a canopy on the entrance to the west building and recess the entrance doors	The entrance has been recessed +/-3'-0" from face of building. Canopy is not needed for shelter or visual queue	
<input type="checkbox"/>	Consider signage relocation	We feel the signage is acceptable at its current location and is a place holder for further study during the completion of the design documentation.	
<input type="checkbox"/>			
<input type="checkbox"/>	Building seems flat	We disagree	
March 29, 2021 - Staff Comments			
<input checked="" type="checkbox"/>	Extend brick pier detail from upper floors through the first floor	This is a minor detail. We have a sketch of what this looks like and can comply.	
<input checked="" type="checkbox"/>	Provide brick / relief detailing on side and rear elevations	Currently in the design	
<input checked="" type="checkbox"/>	Provide stamped concrete at existing curb cut at east buiding	Will comply	
<input checked="" type="checkbox"/>	Provide accent material at all access points to parking lots	Accented concrete will be provided at sidewalk crossing parking lot entries	
<input checked="" type="checkbox"/>	Relocate bike racks on Detroit closer the the building	Will comply	
<input checked="" type="checkbox"/>	Step down wood fence at building lines	Will comply	
<input type="checkbox"/>	Remove 4 light fixtures in parking lot area abutting residential lots.	Cannot comply, this will create areas within the parking lot that are not properly illuminated.	
March 11, 2021			
<input checked="" type="checkbox"/>	Enlarge landscape / planting plans		provided
<input checked="" type="checkbox"/>	Provide planting schedule		provided
<input checked="" type="checkbox"/>	Provide brochures for siter amenities		provided
<input checked="" type="checkbox"/>	Consider other sites context with light placement		same as above
<input checked="" type="checkbox"/>	Provide actual photos of the site context		provided
<input checked="" type="checkbox"/>	Provide elevations and renderings of secondary facades		provided
<input checked="" type="checkbox"/>	Provide buffer at residential first floor units at streets		Physical barriers or pavement variations are used to push pedestrian traffic away from the building at residential units at street
<input checked="" type="checkbox"/>	Consider carrying the vertical articulation to grade		same as above
<input checked="" type="checkbox"/>	Provide wall sections		provided
<input checked="" type="checkbox"/>	Provide enlarged bay elevations		provided
<input checked="" type="checkbox"/>	Provide parapet detail, adjust break points of parapet		refer to current deisgn
March 5, 2021			
<input checked="" type="checkbox"/>	How does project relate to Commercial District Design Guidelines?		Refer to the Commercial District Design Principles sheet
<input checked="" type="checkbox"/>	Return the end of the high parapets back into the roof		refer to current deisgn
<input checked="" type="checkbox"/>	Provide ceiling heights at first floor		provided
<input checked="" type="checkbox"/>	Where will mechanical equipment be located?		condensers on roof
<input checked="" type="checkbox"/>	Will mechanical equipment be screened?		no, but will not be visible at street level
February 12, 2021			
<input type="checkbox"/>	Address pedestrian crossing at Parkwood & Detroit		This is part of the city "right of way" and is a city issue to resolve.
<input checked="" type="checkbox"/>	How will retail be accessed from parking lot?		Parking for commercial space is not provided in parking lots
<input checked="" type="checkbox"/>	How will retail be accessed from Detroit?		Park on street and enter commercial space
<input checked="" type="checkbox"/>	Provide landscape buffer along streetscapes		Provided along Parkwood & Bunts
<input checked="" type="checkbox"/>	How will 3' buffer be designed along detroit?		
<input checked="" type="checkbox"/>	How will 3' buffer be designed along side streets?		
<input checked="" type="checkbox"/>	Recommend using city standards for bike racks		
<input type="checkbox"/>	Provide pedestrian circulation patterns for parking lot		Pedestrian circulation in parking lot will be similar to other Lakewood precidents. No defined path will be provided.
<input checked="" type="checkbox"/>	Show site context and on-street parking		provided
<input checked="" type="checkbox"/>	Denote visitor parking		provided
<input checked="" type="checkbox"/>	Address snow removal in parking lot		Snow will be pushed into landscape buffers throughout the parking lot
<input checked="" type="checkbox"/>	Provide a landscaping plan		provided
<input checked="" type="checkbox"/>	Verify parking dimensions meet required code		zoning code does not specify width and length of parking space
<input checked="" type="checkbox"/>	Confirm turning radius' in parking lot are adequate		confirmed

●	Define corners and how elevations change when approaching residential areas	Corners along Detroit are well defined
●	Study adjacent buildings for horizontal context lines	Refer to elevations and Commercial District Design Principles sheet
●	Better define residential vs commercial space	Building articulation clearly defines residential vs commercial
●	Consider increasing the floor height of the residential space as a buffer / privacy	Floor to ceiling height on first floor of East Building increased
●	Better define articulations	Articulations are more defined and provide depth to the elevations
	Further explore material choices to influence massing	Material are as represented in the submittal
●	Recommend using full brick	Project is using full face brick
	Explore different fence materials at residential borders	current design is per city zoning requirements
●	Consider additional landscaping buffer at fences	Refer to landscape plan and planting schedule
●	Cable railing may not be effective in creating differentiation	Refer to revised product brochure
●	How will first floor windows be treated for privacy	Window treatments will be provided
●	Consider additional details at parapet coping	Current design show parapet detailing
●	Remove proximity slide from submittal	deleted
●	Provide elevations showing neighborhood context	provided
●	Recommend creating heirarchy between the 2 buildings	East - Alpha, West - Beta
●	Provide provisions for delivery services	Current site plans show delivery access
February 5, 2021		
●	Consider context of building at 13605-21 Detroit	Inspiration has been derived from this area, refer to Commercial District Design Principles sheet
●	Provide unit breakdown for each building	West - 55, East 65
●	Locate trash enclosure	Trash is kept interior until pickup.
●	Pedestrian safety when crossing between parking lots	Parking in the west lot, pedestrians will have to walk to the corner of Detroit & Parkwood, cross the street and access the other building
January 27, 2021		
●	Designs of VODE and VODW should not be twins	Designs are different and independent

Commercial District Design Principles	
Pedestrian First	
<input checked="" type="checkbox"/>	First floor level has a separate aesthetic from floors 2-4 to accentuate the pedestrian level
<input checked="" type="checkbox"/>	Main entrances and retail entrances are recessed & articulated to for natural wayfinding
<input checked="" type="checkbox"/>	Transparencies are greater for retail environment with respect to residential to augment the pedestrian / retail experience
<input checked="" type="checkbox"/>	Physical barriers or pavement variations are used to push pedestrian traffic away from the building at residential units at street
Activity at the Street	
<input checked="" type="checkbox"/>	Minimum street setback are honored
<input checked="" type="checkbox"/>	Retail defined by separate & isolated entrance
<input checked="" type="checkbox"/>	Retail defined by larger viewing window systems
<input checked="" type="checkbox"/>	Differentiation of window articulation at street with respect to Retail vs Residential
Minimize Parking	
<input checked="" type="checkbox"/>	Parking is at the rear of the building and not visible from Detroit Avenue
<input checked="" type="checkbox"/>	Tenant access directly from rear parking lots
<input checked="" type="checkbox"/>	Minimize parking lot light bleed onto adjacent lots
<input checked="" type="checkbox"/>	Provide beautification of parking lots with ornamental fence and landscaping along streets and within lots
Compatible with Lakewood Commercial Fabric	
<input checked="" type="checkbox"/>	Current design borrows inspiration from local building for vertical articulation of window bays
<input checked="" type="checkbox"/>	Current design embraces design hints of other Neo / Stripped Classicism buildings in Lakewood
<input checked="" type="checkbox"/>	Developing horizontal articulation that blends to a mean elevation with that of adjacent urban fabric
<input checked="" type="checkbox"/>	Using materials that have already been reviewed and approved by Lakewood ABR



CONTEXT MAP
Not to Scale



GIS PARCEL MAP
Not to Scale





December 28, 2020

Mr. Alex Solove
Jerome Solove Development, Inc.
470 Olde Worthington Road
Suite 200
Westerville, Ohio 43082

**Re: The View on Detroit East
Lakewood, Ohio
Trip Generation Analysis**

Dear Mr. Solove:

TMS Engineers, Inc. has performed the following trip generation analysis for The View on Detroit East, a proposed residential development in the City of Lakewood, Cuyahoga County, Ohio. The development site is located along the south side of Detroit Avenue between Bunts Road to the west and Wyandotte Avenue to the east (see **Location Map, Figure 1**).

The purpose of the trip generation analyses is to estimate the traffic that will be generated by the proposed residential development. The proposed site plan for The View on Detroit East development can be seen in **Figure 2**.

The following are the results of our trip generation analysis.

TRIP GENERATION

Calculating future total driveway trips requires an estimate of the traffic generated by the proposed development. The most widely accepted method of determining the amount of traffic that the proposed development will generate is to compare the proposed land use with existing facilities of the same use. The Institute of Transportation Engineers (ITE) has prepared a manual titled "**Trip Generation Manual**", which is a compilation of similar traffic generation studies to aide in making such a comparison. The most recent update of this manual is the 10TH edition and was utilized for this analysis.

The proposed development is expected to consist of the following land use:

- **120 Residential Units**

Mr. Alex Solove
December 28, 2020
Page 2

The following table details the development land use from the site plan (**Figure 2**) and the corresponding ITE land use that will be used to forecast the site generated traffic volumes for the expected conditions:

ITE LAND USE CODE				
SITE PLAN DESCRIPTION	SIZE	LAND USE	ITE CODE	ITE DESCRIPTION
Residential Units	120 Units	Residential	221	Multifamily Housing (Mid-Rise)

PROPOSED TRIP GENERATION CALCULATIONS

Trip generation calculations were performed utilizing data contained in the **Trip Generation Manual** and the methods outlined in the (ITE) **Trip Generation Handbook**.

Based on the previously discussed trip generation analysis procedures, the table below shows the estimated site generated traffic during the AM and PM peak hours for the proposed The View on Detroit East development considering the number of dwelling units. A copy of the trip generation worksheet can be found attached to this letter.

NEW TRIP GENERATION - THE VIEW ON DETROIT EAST						
ITE TRIP GENERATION			TRIP ENDS			
ITE CODE	DESCRIPTION	SIZE (Units)	Weekday AM Peak Hour Between 7-9 AM (Enter/Exit)		Weekday PM Peak Hour Between 4-6 PM (Enter/Exit)	
221	Multifamily Housing (Mid-Rise)	120	11	30	32	21
TOTAL NEW TRIPS			41		53	

CONCLUSIONS

The previous table shows that the proposed residential development is expected to generate a total of 41 trips in the AM peak hour and 53 trips in the PM peak hour.

Mr. Alex Solove
December 28, 2020
Page 3

It is our opinion that, when the anticipated changes in traffic volumes are at these levels, the traffic generated by the proposed residential development should not have an impact on the surrounding roadway network based on the following guidance:

- The **Institute of Transportation Engineers (ITE)** recommends that a Traffic Impact Study (TIS) be performed whenever an increase in trips in any peak hour is greater than 100 trips per hour. This recommendation is made because this is the point where a change in roadway capacity may be found and mitigation may or may not be needed.
- The Ohio Department of Transportation (ODOT) **State Highway Access Management Manual** states that a Traffic Analysis (TA) is required for any development that adds 60-200 trips and a Traffic Impact Study (TIS) is required for any development that adds more than 200 trips in an hour. ODOT does not require further analysis when the volume of trips added to the adjacent street is determined to be below 60 trips in an hour. Site generated traffic less than 60 trips in an hour is typically less than the daily variations in the existing volumes on the adjacent street network and should not be perceived by the traveling public.

Since the proposed development is expected to generate less than 60 trips during both the AM and PM peak hours, it is our professional opinion that the amount of site generated traffic will **not** have an impact on the adjacent roadway network nor require additional traffic analyses.

If you have any questions or need additional information, please do not hesitate to contact me.

Very truly yours,

TMS Engineers, Inc.

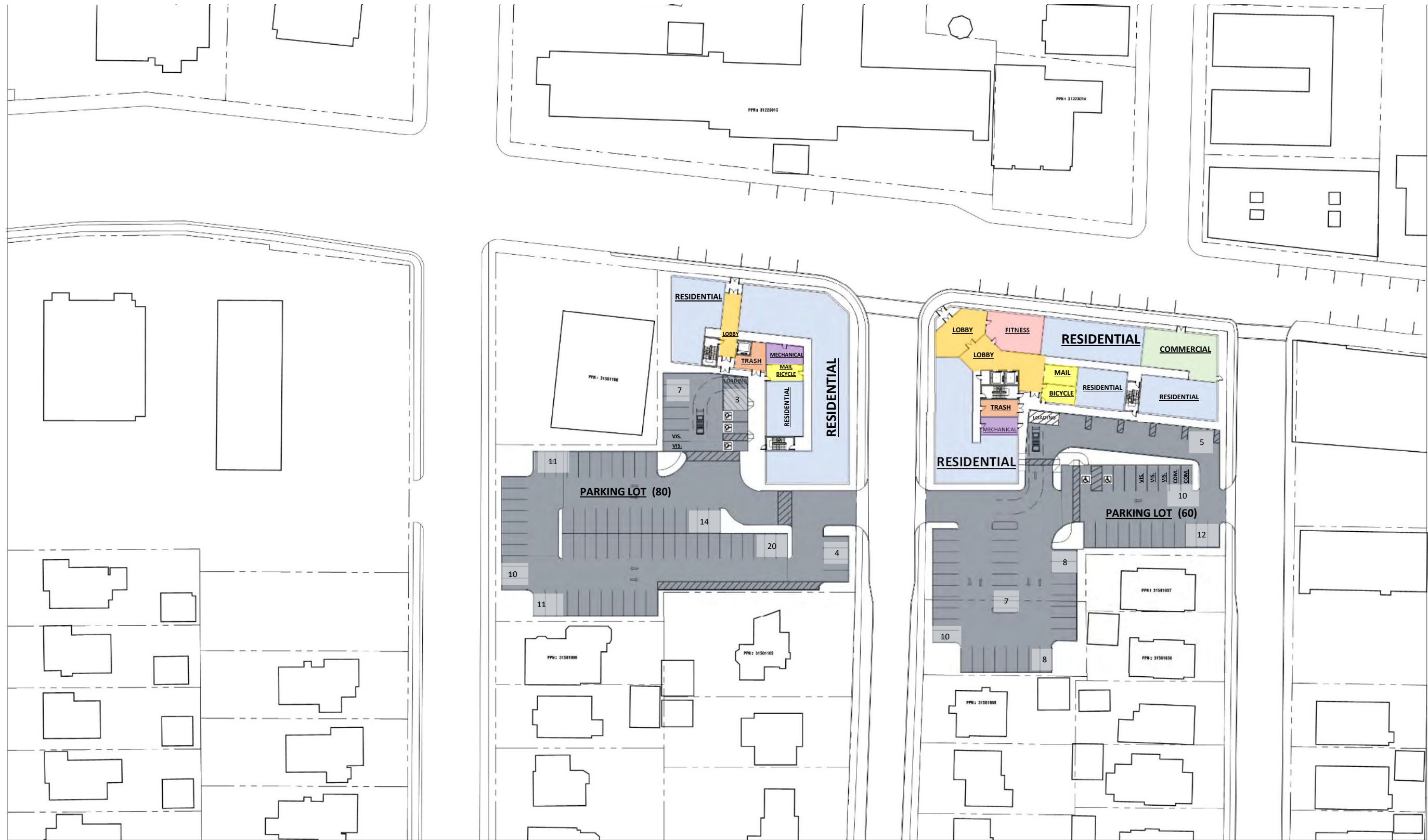
Andrew B. Comer, P.E.
Senior Traffic Engineer

attachments

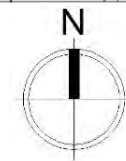
Solove-Lakewood Tgen 122820.wpd

Trip Generation Analysis Letter

The View on Detroit East
LAKEWOOD, OH
MBC Job No. 21014-11

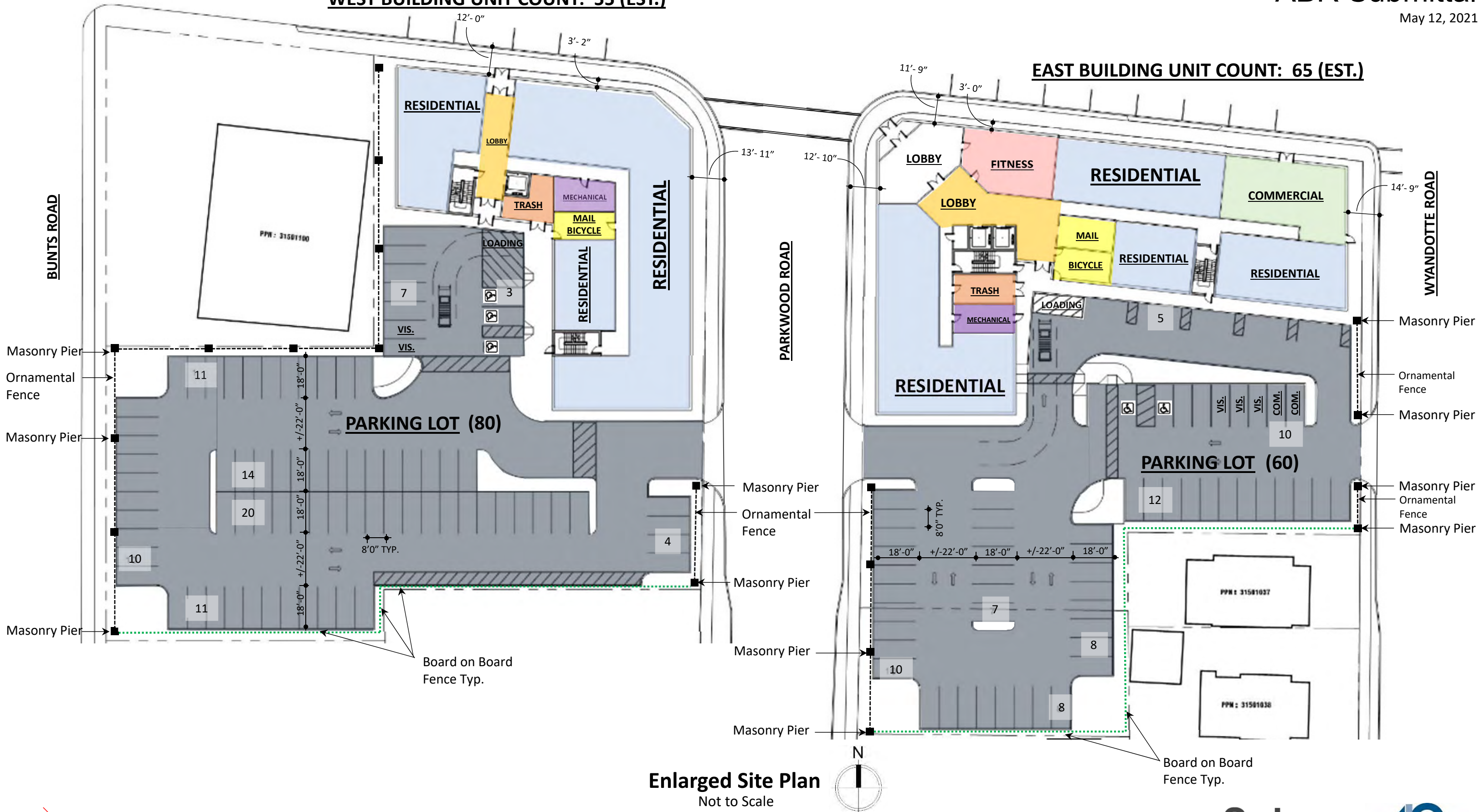


Site Plan
Not to Scale

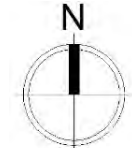


WEST BUILDING UNIT COUNT: 55 (EST.)

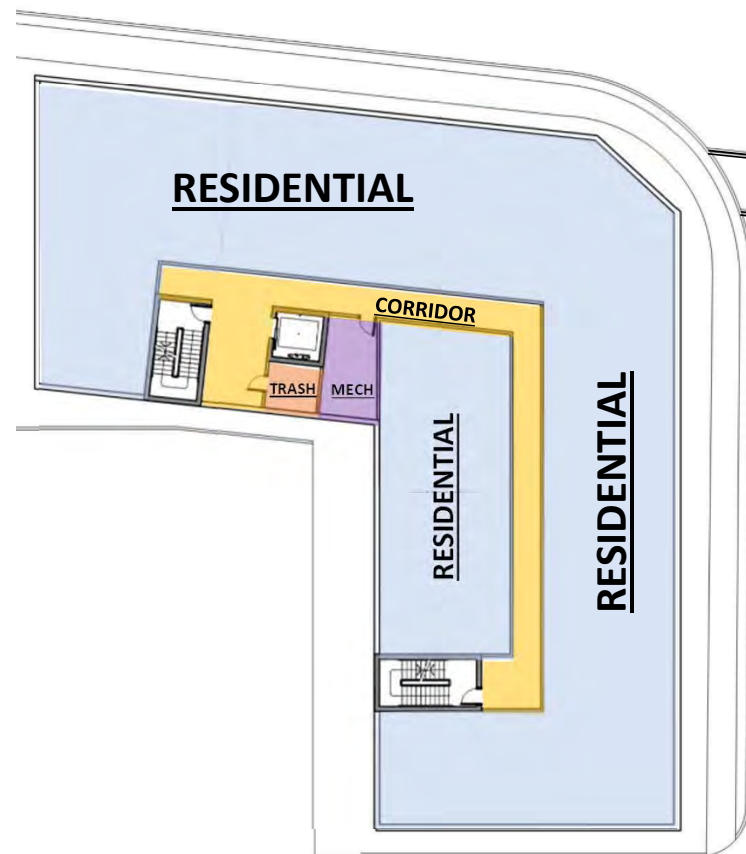
EAST BUILDING UNIT COUNT: 65 (EST.)



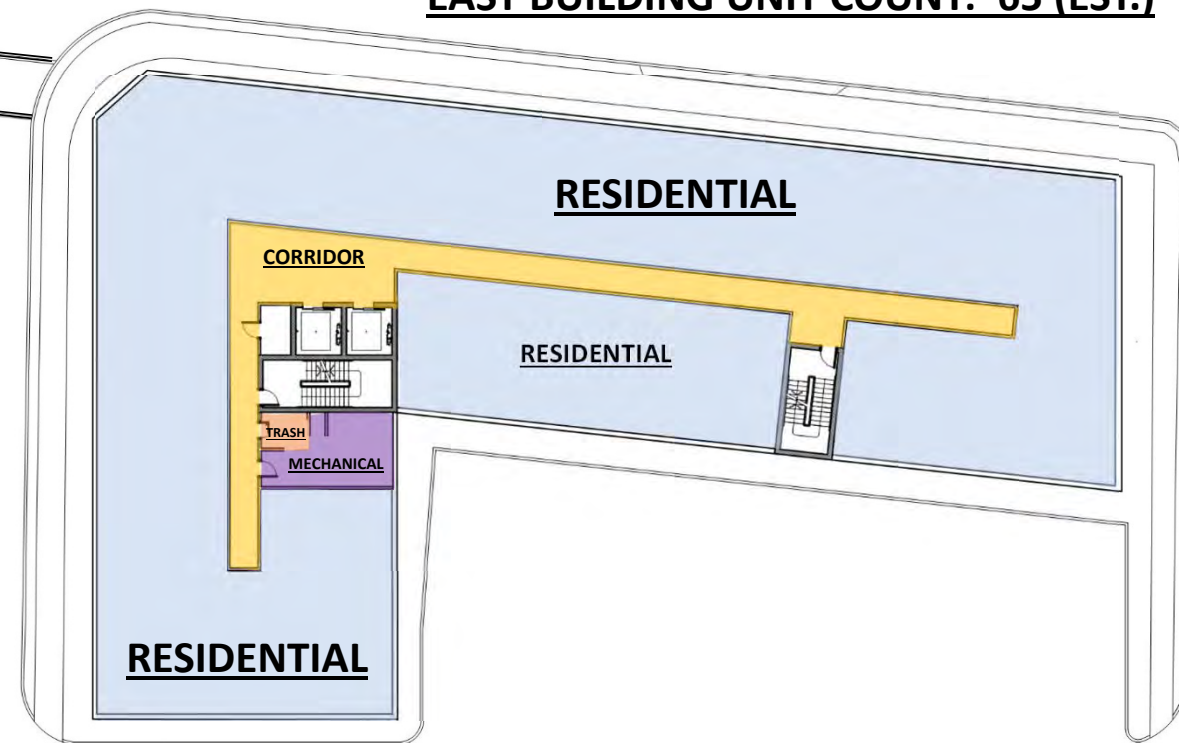
Enlarged Site Plan
Not to Scale



WEST BUILDING UNIT COUNT: 55 (EST.)



EAST BUILDING UNIT COUNT: 65 (EST.)



Enlarged Typical Upper Floor Plan

Not to Scale



Trees



AC - Serviceberry



NS - Blackgum

Groundcover



CSL - Scarlet Leader Cotoneaster

Grasses



CAL - Karl Foerster Reed Grass



PAN - Red Rays Switch Grass

Shrubs



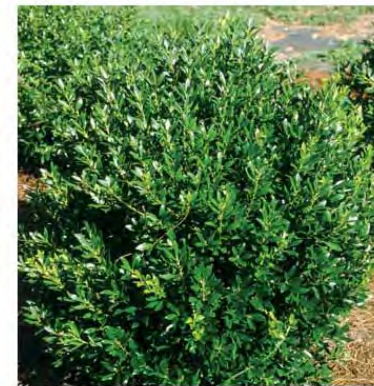
AM - Low Scape Hedger



HH - Hidcote St. Johnswort



HYP - Dwarf St. Johnswort



IGS - Shamrock Inkberry



IVJ & IVS - Winterberry



PF - Abbotswood Potentilla



RR - White Rugosa Rose



TME - Everlow Yew



TPG - Gelderland Arborvitae



VB - Newport Viburnum

Perennials



HEL - Lenten Rose



RUD - Black-eyed Susans

DERU landscape architecture
812 Huron Road E, #411 Cleveland, OH 44115 | 216.466.4355

Plant Palette

Plant Palette for Landscape Plans

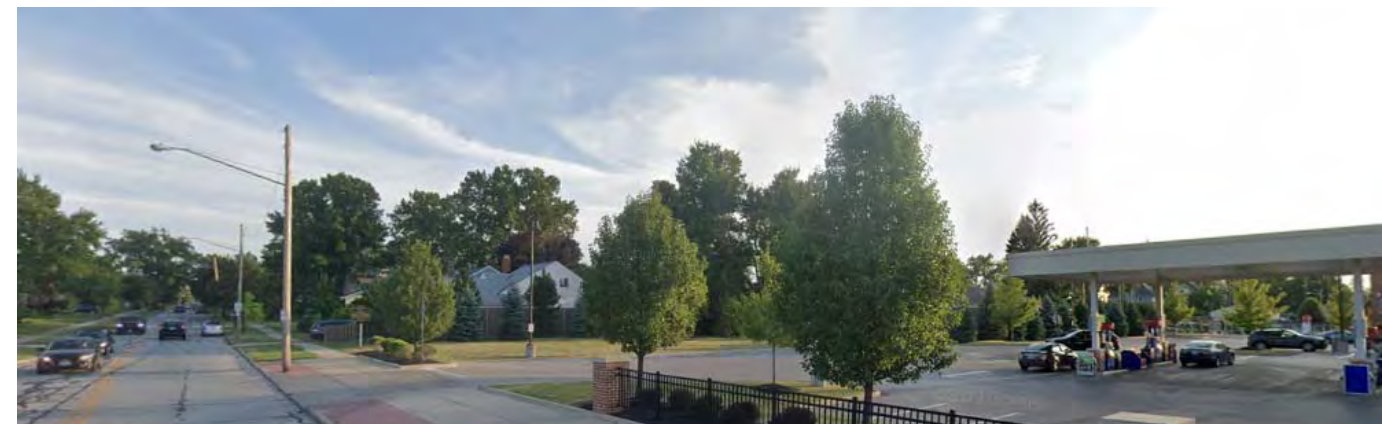
Not to Scale





6' horizontal wood fence

HORIZONTAL WOOD FENCE ALONG BORDERS TO RESIDENTIAL LOTS



UAF-200 FLAT TOP Residential & Commercial (rescomfences.html) / UAF-200 Flat Top

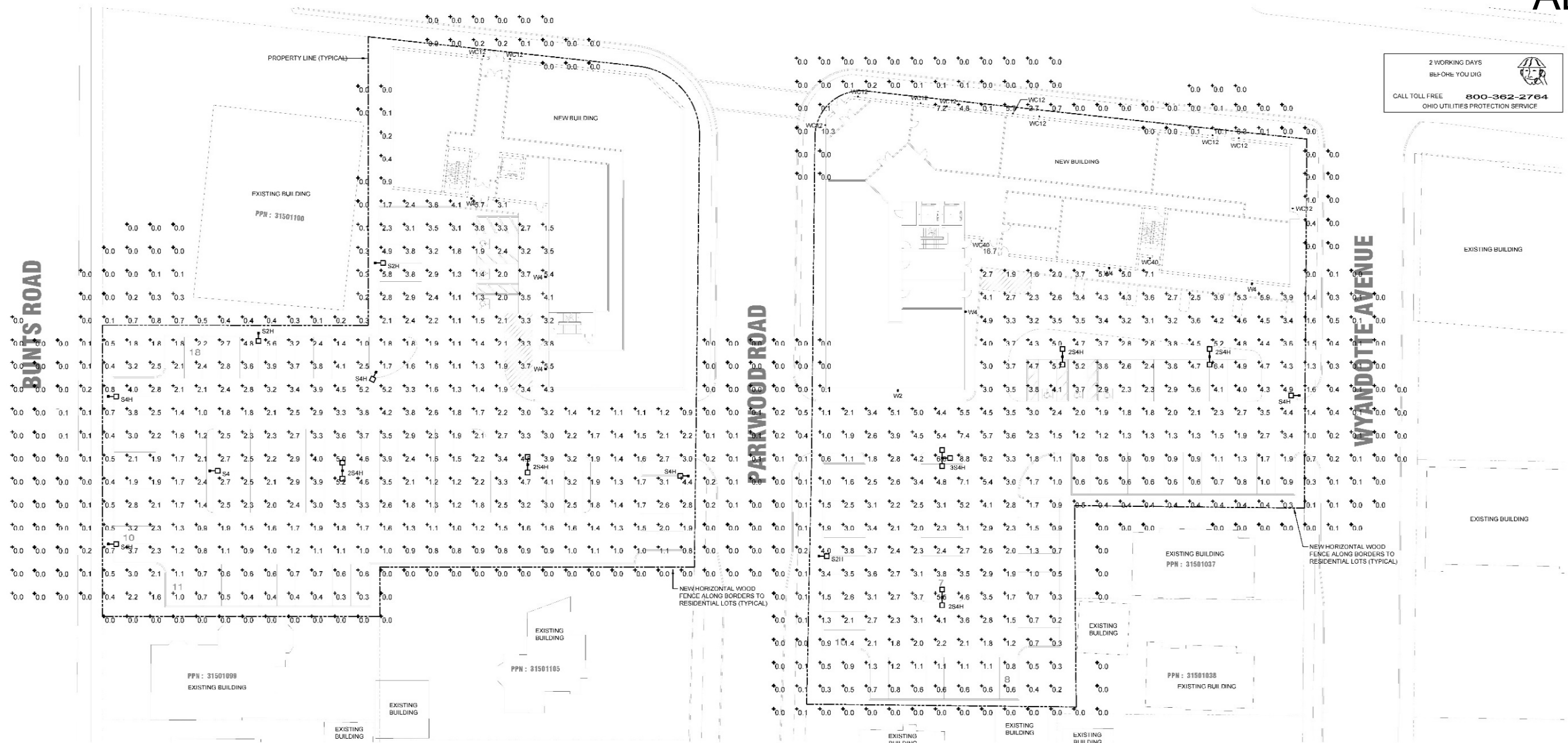


ORNAMENTAL FENCE ALONG STREETScape



GETGO TO THE WEST

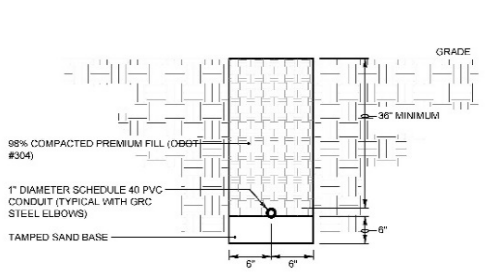
2 WORKING DAYS
 BEFORE YOU DIG
 CALL TOLL FREE 800-362-2764
 OHIO UTILITIES PROTECTION SERVICE



SITE PHOTOMETRIC PLAN
 SCALE: 1" = 20'-0"

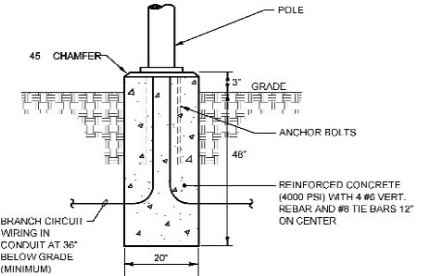
ELECTRICAL SYMBOLS

SITE LIGHTING PHOTOMETRIC CALCULATION POINT WITH ILLUMINATION LEVEL OF 0.5 FOOT-CANDLES, OR AS INDICATED ON PHOTOMETRIC PLAN.



UNDERGROUND CONDUIT DETAIL
 NO SCALE

NOTE: PROVIDE 6" CONCRETE COVER WHEN ROUTED R/O DRIVWAYS AND PARKING AREAS.



LIGHTING POLE BASE DETAIL
 NO SCALE

NOTE: POSITION EDGE OF BASE AT 12" MINIMUM FROM ADJACENT SIDEWALK.

GENERAL NOTES

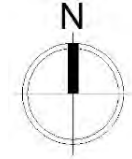
- A. THE ELECTRICAL INSTALLATION MUST MEET OR EXCEED THE MINIMUM REQUIREMENTS OF THE LATEST EDITION OF THE NATIONAL ELECTRIC CODE AND ANY APPLICABLE STATE OR LOCAL CODES, AS INTERPRETED BY THE LOCAL AUTHORITY HAVING JURISDICTION.
- B. EXACT POLE BASE LOCATIONS AND UNDERGROUND CONDUIT/DUCT BANK ROUTINGS TO BE COORDINATED WITH CIVIL PLANS AND DETERMINED IN THE FIELD FOR COORDINATION WITH ALL OTHER UTILITIES.
- C. PROGRAM THE LIGHTING CONTROL PANEL IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS. FIXTURES MUST BE LUMINAIR AT DUSK, REDUCE TO 50% OUTPUT AT 11PM AND TURN OFF AT DAWN.
- D. MINIMUM SIZE OF OUTDOOR UNDERGROUND SCHEDULE 40 PVC CONDUIT SHALL BE 1". ALL UNDERGROUND CONDUIT SHALL BE DIRECTLY BURIED AT 36" BELOW GRADE. CONDUIT IS PERMITTED TO RISE TO SHALLOWER DEPTHS AT HAND HOLES AND SPLICE BOXES AS PERMITTED BY NEC ARTICLE 300.7.
- E. ALL WIRE SHALL BE 600 VOLT XHHW, 90 DEGREE INSULATED AND SHALL BE COPPER. MINIMUM SIZE OF OUTDOOR CONDUCTOR SHALL BE #10 AWG INCLUDING GROUNDING CONDUCTOR TO ACCOMMODATE VOLTAGE DROP. INCREASE BRANCH CIRCUIT WIRE SIZE TO #8 AWG WHEREVER BRANCH CIRCUIT RUN EXCEEDS 500'.
 F. ALL WIRING SHALL HAVE DEDICATED GROUNDING CONDUCTOR THAT SHALL BOND TO METAL POLES, ANCHOR BOLTS AND ALL METAL SUPPORTS FOR ELECTRICAL EQUIPMENT AND WIRING.
- G. ALL ELECTRICAL EQUIPMENT SHALL BE UL LISTED OR LABELED.

LUMINAIRE SCHEDULE								
TYPE	LUMINAIRE	LAMP TYPE	DESCRIPTION	MOUNTING	MANUFACTURER	CATALOG NUMBER	REMARKS	
S211	59	120	LED 4000K TCCR	LED AREA PEDESTAL POLE MOUNTED FIXTURE WITH 1000MA DRIVER, TYPE S41 CONTROL, 35 INCH WORN AND HOUSING SHIELD WAVING OUTDOOR CONTROL MODULE AND FINISH TO BE SHIMONBY ARCHITECT 18" SHIMONBY SQUARE SHIMONBY	18" POLE	MOGRAVEDSON	GPC-SATC-740-L-SL2-QM-FINISH-185-PR7-WOLC-7P-10A	(1) (2) EQUALS INCLUDE VISIONARE VSK ARRAY AND LUMINAIR
S4	34	120	LED 4000K TCCR	SAME AS TYPE S41, EXCEPT WITH TYPE IV FORWARD T-RON DISTRIBUTION AND HOUSING SHIELD	18" POLE	MOGRAVEDSON	GPC-SATC-740-L-SL4-QM-FINISH-185-PR7-WOLC-7P-10A	(1) (2) EQUALS INCLUDE VISIONARE VSK ARRAY AND LUMINAIR
S4H	59	120	LED 4000K TCCR	SAME AS TYPE S4, EXCEPT WITH TYPE IV SHIELD CONTROL DISTRIBUTION, IASR, SIDE SHIELD AND 1000MA DRIVER	18" POLE	MOGRAVEDSON	GPC-SATC-740-L-SL4-QM-FINISH-185-PR7-WOLC-7P-10A	(1) (2) EQUALS INCLUDE VISIONARE VSK ARRAY AND LUMINAIR
S4H1	118	120	LED 4000K TCCR	SAME AS TYPE S4H, EXCEPT WITH TWO HEADS MOUNTED AT 90 DEGREES	18" POLE	MOGRAVEDSON	GPC-SATC-740-L-SL4-QM-FINISH-185-PR7-WOLC-7P-10A	(1) (2) EQUALS INCLUDE VISIONARE VSK ARRAY AND LUMINAIR
W2	34	120	LED 4000K TCCR	SAME AS TYPE S4H, EXCEPT WITH THREE HEADS MOUNTED AT 90 DEGREES	18" POLE	MOGRAVEDSON	GPC-SATC-740-L-SL4-QM-FINISH-185-PR7-WOLC-7P-10A	(1) (2) EQUALS INCLUDE VISIONARE VSK ARRAY AND LUMINAIR
W4	34	120	LED 4000K TCCR	SAME AS TYPE W2, EXCEPT WITH TYPE IV SHIELD CONTROL DISTRIBUTION, IASR, SIDE SHIELD AND 1000MA DRIVER	WALL MOUNT 12'-0" A-F-G	MOGRAVEDSON	GPC-SATC-740-L-SL4-QM-FINISH-185-PR7-WOLC-7P-10A	(1) (2) EQUALS INCLUDE VISIONARE VSK ARRAY AND LUMINAIR
WC12	20	120	LED 4000K TCCR	WALL MOUNT CYLINDER DOWN LIGHT FIXTURE WITH 12 DEGREE BEAM SPREAD AND FINISH TO BE SELECTED BY ARCHITECT	WALL MOUNT 12'-0" A-F-G	MOGRAVEDSON	GPC-SATC-740-L-SL4-QM-FINISH-185-PR7-WOLC-7P-10A	(1) (2) EQUALS INCLUDE VISIONARE VSK ARRAY AND LUMINAIR
WC40	20	120	LED 4000K TCCR	SAME AS TYPE WC12, EXCEPT WITH 40 DEGREE BEAM SPREAD	WALL MOUNT 18'-0" A-F-G	MOGRAVEDSON	GPC-SATC-740-L-SL4-QM-FINISH-185-PR7-WOLC-7P-10A	(1) (2) EQUALS INCLUDE VISIONARE VSK ARRAY AND LUMINAIR

LUMINAIRE SCHEDULE NOTES
 1. STEEL POLE WALL THICKNESS SHALL BE DETERMINED BY POLE MANUFACTURER.
 2. PROVIDE COOPER WAVELINK CONTROLLER IN NEARBY BUILDING. PROGRAM TO DIM FIXTURES TO 50% OUTPUT AT 11PM.

Site Photometric Plan

Not to Scale





07.23.2025 RDL 25084R

THE VIEW ON DETROIT EAST | LAKEWOOD, OH | RENDERING

The drawings, specifications, ideas, design and arrangements represented thereby are and shall remain the property of the architect. No part shall be copied, disclosed to others or used in conjunction with any work or project other than the specific project for which they have been prepared and developed without the written consent of the architect. Visual contact with these drawings or specifications shall constitute conclusive evidence of acceptance of these restrictions. Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job site, and this office must be notified of any variations from the dimensions and conditions shown by these drawings.

DiGERONIMO
DEVELOPMENT

RDL
ARCHITECTS



07.23.2025 RDL 25084R

THE VIEW ON DETROIT EAST | LAKEWOOD, OH | RENDERING

The drawings, specifications, ideas, design and arrangements represented thereby are and shall remain the property of the architect. No part shall be copied, disclosed to others or used in conjunction with any work or project other than the specific project for which they have been prepared and developed without the written consent of the architect. Visual contact with these drawings or specifications shall constitute conclusive evidence of acceptance of these restrictions. Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job site, and this office must be notified of any variations from the dimensions and conditions shown by these drawings.

DiGERONIMO
DEVELOPMENT

RDL
ARCHITECTS



07.23.2025 RDL 25084R

THE VIEW ON DETROIT EAST | LAKEWOOD, OH | RENDERING

The drawings, specifications, ideas, design and arrangements represented thereby are and shall remain the property of the architect. No part shall be copied, disclosed to others or used in conjunction with any work or project other than the specific project for which they have been prepared and developed without the written consent of the architect. Visual contact with these drawings or specifications shall constitute conclusive evidence of acceptance of these restrictions. Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job site, and this office must be notified of any variations from the dimensions and conditions shown by these drawings.

DiGERONIMO
DEVELOPMENT

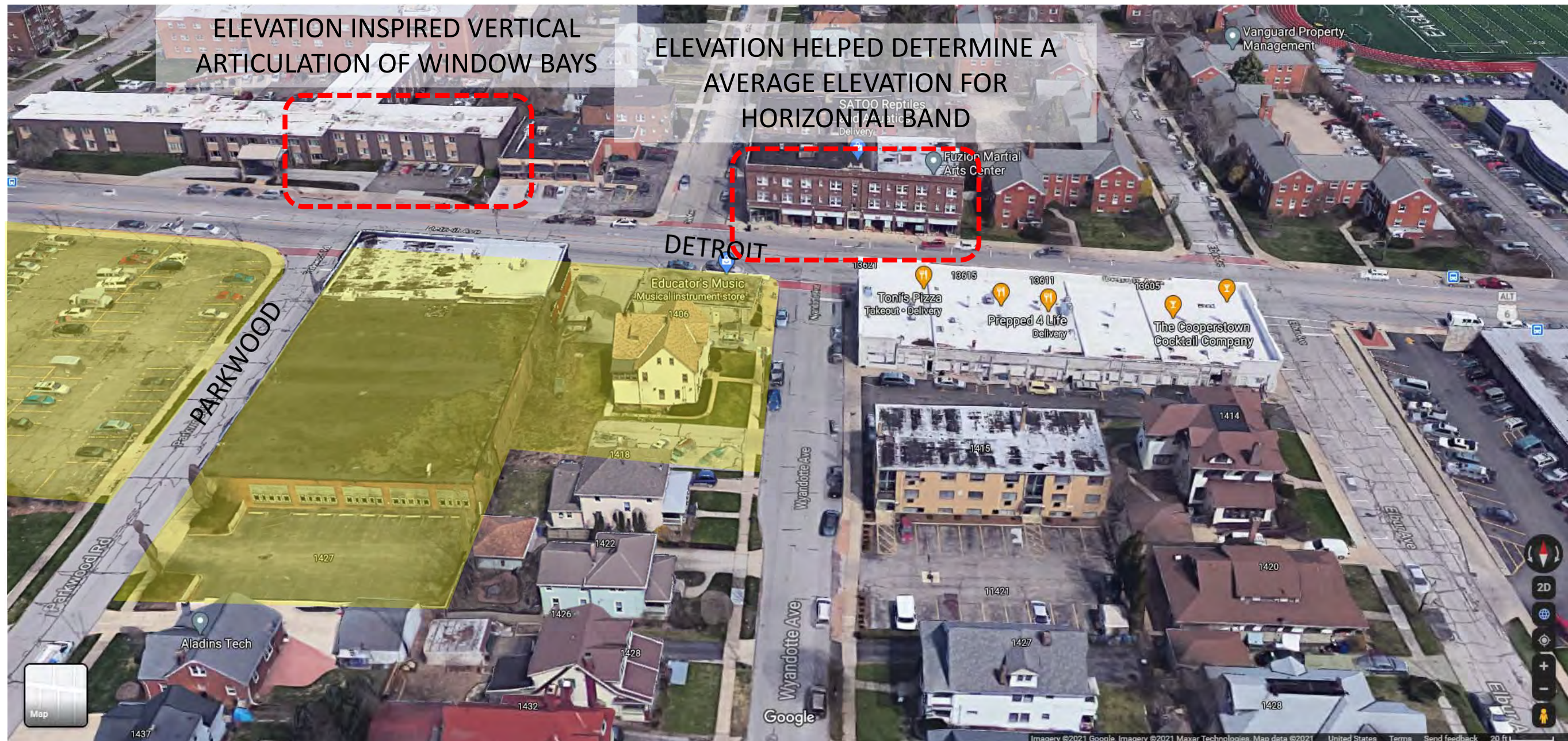
RDL
ARCHITECTS



ELEVATION HELPED DETERMINE A
AVERAGE ELEVATION FOR
HORIZONTAL BAND









PRIMARY MASONRY (CIFS BRICK)
MASTERWALL | ROLLERSHEILD DRAINAGE CIFS

1

MODULAR RUNNING BOND PATTERN |
GROUT | MAPAEI | 39 IVORY

(SAMPLE IMAGE IS REFERENCE MASONRY TO BE REPLICATED BY CIFS)



SECONDARY MASONRY
BELDEN BRICK | BLACK DIAMOND VELOUR

2,4

MODULAR RUNNING BOND | NORMAN ROWLOCK SILL
(FIELD PAINT METAL LINTELS TO MATCH MASONRY)
GROUT | MIAMICOLOR MORTAR | CHARCOAL BLACK (25-A)



PRE-FINISHED ALUMINUM STOREFRONT SYSTEM
KAWNEER | TRIFAB VERSAGLAZE 451 | BLACK PERMAFLUOR
GUARDIAN GLASS | CLEAR INSULATED GLAZING | SUNGUARD SN68 (#2) W/ IS20 (#4)

5

PREFINISHED ALUMINUM COMPOSITE
ARCONIC | COLORWELD500 | DEEP BLACK
DATUM BAND

6,7

CAST STONE
INDIANA CAST STONE
SMOOTH CHARCOAL
WALL BASE
MATCH MASONRY 2 GROUT

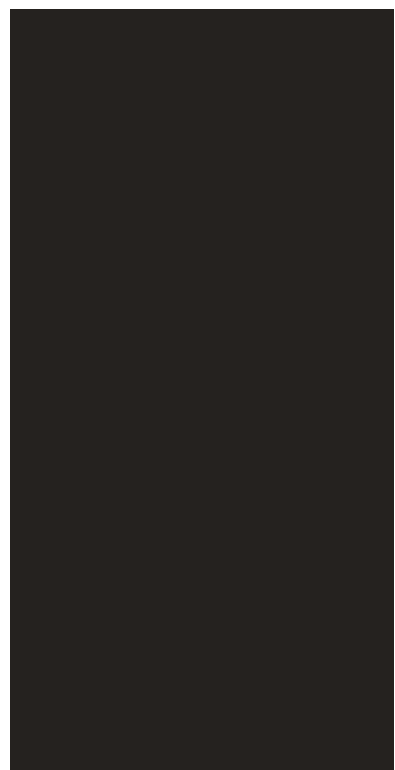
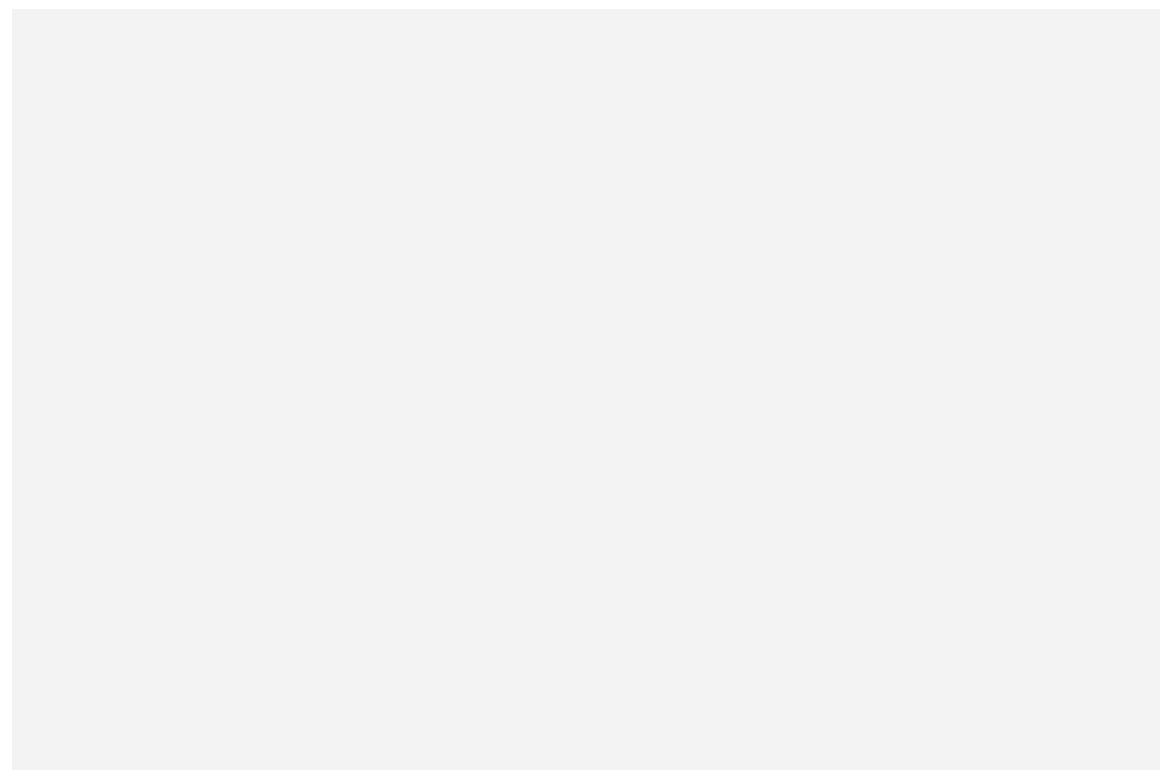
11

WALL RECESSES AT PRIMARY CORNERS
MASTERWALL | ROLLERSHIELD DRAINAGE CIFS
VERSATEX 0.5 TEXTURE (SMOOTH) | CUSTOM COLOR TO MATCH:
SW 6258 TRICORN BLACK

6A

RIBBED SPANDREL PANEL AT PRIMARY CORNERS
MASTERWALL | ROLLERSHIELD DRAINAGE CIFS
VERSATEX 0.5 TEXTURE (SMOOTH) | CUSTOM COLOR TO MATCH:
SW 6258 TRICORN BLACK

26

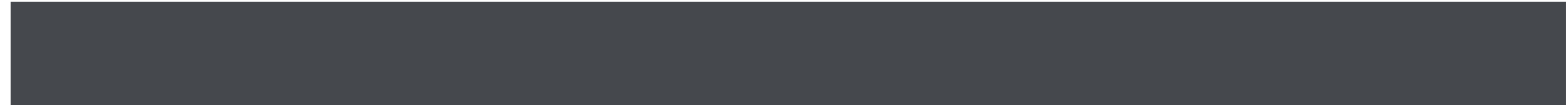


WALL RECESSES, TYPICAL
MASTERWALL | ROLLERSHIELD DRAINAGE CIFS
VERSATEX 0.5 TEXTURE (SMOOTH) | CUSTOM COLOR TO MATCH:
SW 7076 CYBERSPACE

6B

RIBBED SPANDREL PANEL, TYPICAL
MASTERWALL | ROLLERSHIELD DRAINAGE CIFS
VERSATEX 0.5 TEXTURE (SMOOTH) | CUSTOM COLOR TO MATCH:
SW 7076 CYBERSPACE

27



PRE-FINISHED STEEL COPING
PAC CLAD | PAC-TITE | ONYX (MATTE BLACK)

14

DRAINAGE SYSTEM
PRE-FINISHED STEEL
PAC-CLAD | PAC-TITE | ONYX (MATTE BLACK)
DOWN SPOUTS, COLLECTION BOX, THRU WALL SCUPPER

15,23

HOLLOW METAL DOOR AND FRAME
STEEL CRAFT | PRIMED AND FIELD PAINTED
SHERWIN WILLIAMS PAINT | SW 6258 TRICORN BLACK

12

PVC COPING BAND
AZEK | TRADITIONAL SMOOTH, FIELD PAINTED
SHERWIN WILLIAMS HEAT RESISTANT PAINT
SW 6258 TRICORN BLACK

13

CLAD WOOD OPENINGS
PRE-FINISHED ALUMINUM
PELLA | ENDURACLAD | BLACK
FIRST FLOOR WINDOWS

8

COMPOSITE OPENINGS
FIBERGLASS
PELLA | IMPERVIA | BLACK
UPPER FLOOR WINDOWS

9

FABRIC AWNING
SUNBRELLA | SHADE | BLACK
PRE-FINISHED BLACK ALUMINUM FRAME

16

EXHAUST LOUVER
PRE-FINISHED ALUMINUM
RUSKIN | ELF6375DX | STATIONARY LOUVER
FINISH AT COMPOSITE PANEL: BLACK (89)
FINISH AT PRIMARY BRICK: COLOR TO MATCH MASONRY
(OR CUSTOM COLOR TO MATCH ADJACENT FINISH)

18



SITE LIGHTING
MCGRAW-EDISON | GPC GALLEON
PEDESTRIAN COMPANION | BLACK



EMERGENCY LIGHTING
LITHONIA LIGHTING | ELA QWP | BLACK
4-1/2" REMOTE SINGLE HEAD ADJUSTABLE



DOUBLE WALL SCONCE
WAC | DS-WD05 | BLACK
5" TUBE UP AND DOWN LIGHT



REAR LIGHTING
LUMARK | AXCENT | BLACK
8" FULL CUTOFF WALL MOUNT



CANOPY LIGHTING
GOTHAM | EVO 4 | BLACK
4" ROUND DOWN LIGHT



City of Lakewood
Planning Commission

(216) 529-6630
planning@lakewoodoh.gov

Application Cover Page

Docket No.: 08-29-25

Permit No.: PC25-000031

Applicant Name: Lakewood Heritage Advisory Board

Project Address: 13465 Franklin Blvd.

Project Name: Franklin School

Proposal: The review and approval to Designate as Historic property (HP) the Franklin School (PPN 31505121) - pursuant to Chapter 1134. Property is in the C4 - Commercial, Public School district.



City of Lakewood
Planning Commission

(216) 529-6630
planning@lakewoodoh.gov

August 7, 2025

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

Re: Docket No. 08-29-25
13465 Franklin Blvd.
Franklin School

Dear Members of the Planning Commission:

Lakewood Heritage Advisory Board, advisory to the Planning Commission, presents an application and recommendation to Designate as Historic property (HP) the Franklin School (PPN 31505121) - pursuant to Chapter 1134. Property is in the C4 - Commercial, Public School district.

Sincerely,

David Baas, Assistant Director
Planning and Development

CITY OF LAKEWOOD
Department of Planning and Development
HISTORIC DESIGNATION OF INDIVIDUAL PROPERTIES AND DISTRICTS

Property Being Nominated:

Historic Name (if applicable) _____

Property Address _____

Property Owner(s) _____

Owner Address _____

Phone _____ Email _____

Private Ownership Public Ownership

Description of Property Being Nominated:

Residential (check all that apply; provide description as needed to fully communicate nomination intent)

House Garage Apartment Building Associated Land
 Other: _____

of Contributing Buildings # of Non-Contributing Buildings

Commercial

Office/Retail/Mixed Use Religious Institutional Associated Land
 Other: _____

of Contributing Buildings # of Non-Contributing Buildings

Historic District

Residential Commercial Mixed Use
 # of Contributing Buildings # of Non-Contributing Buildings

Other

Site Structure Object
 # of Contributing Resources # of Non-Contributing Resources

Verbal Boundary Description:

Franklin School is situated on a 1.927 acre lot at the southwest corner of Franklin and Lewis Drive, in a residential area well back from the road. It has a playground in the front lawn and large surface parking lot to the rear. Permanent parcel #315-05-121.

Nomination Prepared By:

Name _____ Date _____

Address _____

Phone _____ Email _____

Property Name

Property Address

Historic Functions

(List known uses over the building's/district's history)

Current Functions

(List present building uses)

Architectural Description: Describe the historic and current appearance and condition of the property/district.

Property Name

Property Address

Significant Dates or Periods of Construction

Architect/Builder

Narrative Statement of Significance

Explain the historic and architectural significance of the property/district to Lakewood's history. Statement can include association with events that have made a significant contribution to the broad patterns of our history; association with lives of persons significant in our past; or property that illustrates the distinctive characteristics of a type, period, or method of construction; or is noted for its craftsmanship or architectural design. Include periods of significance (i.e. 1905-1920) and specific significant dates.

Property Name

Property Address

Major Bibliographical References:

Documentation on file: Nomination on file with the City of Lakewood Planning and Development Department.

Primary location of additional data:

Lakewood Historical Society

Lakewood Public Library

Other

Name of repository: _____

Bibliography

Cite the books, articles, and other sources used in preparing this form.

Cleveland Memory Project.

Lakewood Board of Education. (1981). *Minutes of the Board of Education Meetings 1946 to 1980*.

Lakewood Chapter, National Society of the Daughters of the American Revolution. (1936). *Early Days of Lakewood*.

Manor Butler, M. (1949). *The Lakewood Story*.

Manor Butler, M. (1962). *Romance in Lakewood Streets*.

Wilson, J., & Chidester, E. (1984). *A Compilation of Histories of Lakewood Schools*.

Property Name

Property Address

Additional Documentation:

Current Photographs, Descriptions and Map/Photo Key

Site Map

Historic Photographs and Descriptions

Property Name

Property Address

Lakewood Heritage Advisory Board Review Date: _____ **Action:** _____

Date of Planning Commission Review (Eligibility): _____ **Action:** _____

Date of Planning Commission Review (Designation): _____ **Action:** _____

Heritage Advisory Board recommended approval of the nomination and design guidelines (if applicable) to the Planning Commission.

Signature of Heritage Advisory Board Chair _____ Date _____

Planning Commission approved the designation of the historic property or historic district.

Signature of Planning Commission Chair _____ Date _____

Notice of designation was forwarded to the following:

- Mayor's Office Date: _____
- City Council Date: _____
- Architectural Board of Review Date: _____
- Building Department Date: _____
- Other: _____ Date: _____

Franklin School Architectural Description

Franklin School sits at the southwest corner of Franklin Boulevard and Lewis Drive, with a roughly rectangular site except that the western boundary follows the curve of Lewis Drive. The building faces north toward Franklin Boulevard, but with a generous set back of approximately 150 feet. The site north of the building includes a plain grass lawn with concrete sidewalks, as well as a gravel playground at the site's northwest corner, with a chain link fence around the property's perimeter. Other than narrow strips of grass along the sidewalk, the remainder of the property to the west and south of the building is currently paved and used for surface parking.

The original two-story building on a raised basement, constructed in 1907, is faced with two contrasting tones of glazed brick, with primary fields of dark red-orange brick and details executed in a much lighter yellow-orange brick. The lighter details include quoins at each corner, splayed window heads, a continuous band of corbelling above the second-floor windows, pairs of pilasters flanking the main entrance, and ornamental detailing in the central entrance bay. The same yellow-orange brick was also used to create a sign band across the top of the center bay, with darker brick used to spell out "Franklin School" and "AD" "07". The central entry bay projects out from the primary plane of the north façade, capped by a pediment with an oculus window in its center. A denticulated cornice adorns the parapet and continues around the gable of the central pediment. The building also features isolated stone details, including window sills, keystones above each arched window opening, pilaster bases and capitals, and a continuous band across the top of the raised basement. All original window and door openings on the primary north and east façades remain unaltered, although the windows and doors themselves have previously been replaced.

Two rectangular 2-story additions were added in 1915 and 1921, respectively, extending from the south side of the original building. Although simpler in design, they are faced in compatible red and orange brick, and of similar scale and character to the original. A more recent 1-story gymnasium addition was added in 1950, connecting to the west elevation of the original building and extending out to the north. Although faced in similarly toned red-orange brick, the newer addition is windowless except for a single opening on the north elevation, and generally much more modern in character than the original building or earlier additions.

Franklin School retains an overall high degree of historic and architectural integrity. The primary street-facing (north and east) façades of the original building retain the majority of their original materials and detailing, with no notable alteration of the building's character-defining Classical Revival composition and ornamentation. The 1915 and 1921 additions are of similar character and affected only the rear elevation of the original building, while also expressing their own historical significance as the school was expanded to accommodate Lakewood's growing population. While less harmonious in character, the 1950 gymnasium addition's placement in a secondary location, lower scale, and use of similar brick facing minimize its impact on the original building, which remains clearly visible and predominant when viewed from the street. Franklin School therefore continues to strongly reflect its historic appearance and character.

Franklin School Narrative Statement of Significance

Architectural Significance

Franklin School is one of the **most** significant school buildings in Lakewood. This 1907 building is notable for its Classical Revival style and brick construction utilizing two rich tones of glazed orange brick, punctuating the building's architectural details. Use of the light brick, rather than stone, to delineate the entablature and create the pilasters, quoins, and lintels, gives the building a rich visual texture that is unlike any other school building in Lakewood.

Significant architectural details include the projecting and pedimented central bay, with its large stone lintel above the central entry, decorative brick panel, and round-arched tripartite window at the second floor. The two pairs of brick pilasters framing the entrance support a continuous entablature, topped by the pediment with an oculus, all of which are notable Classical Revival details. Its round and segmental arched windows are highlighted with the light brick and small stone keystones, creating brick lintels and surrounds that emphasize the importance of the window openings in the overall design.

Historical Significance

Constructed as a four-room building in 1907, Franklin School is one of Lakewood's few educational institutions remaining in its early form. With the exception of the former Board of Education building, Franklin School is the oldest school building in Lakewood that has not undergone significant façade alterations or been demolished. Additions to the school made in 1915 and 1921 increased its capacity to seventeen rooms. A gymnasium was constructed in 1950. Franklin School's exterior as it stands today has remained largely unchanged since that time.

Notably, Bertha Wagar, granddaughter of early Lakewood settler and education advocate Mars Wagar, was the second principal of Franklin School. Bertha served as principal from 1910 until 1914, after several years spent as a teacher in the Lakewood School District, then known as East Rockport Schools. The grandchildren of Mars Wagar, including Bertha, were among Lakewood's earliest schoolteachers.

Mars Wagar valued education and made significant contributions to education in Lakewood. The first classroom in Lakewood was in Mars Wagar's home. In 1829, he donated this space to schoolteacher Jonathan Parshall to conduct lessons before the first schoolhouse was constructed in Lakewood, then known as Rockport, in 1830. The first log schoolhouse was built by Mars Wagar and his neighbor, James Nicholson.

The construction of the first schoolhouse addressed Mars' concerns about the need for structured, routine education of Rockport children, including his own. Mars Wagar instilled his value of education in his family, leading to many of his descendants becoming education professionals. Bertha Wagar's career as a schoolteacher and her time as principal of Franklin School exemplify the Wagar family's commitment to education and community, dating back to one of Lakewood's earliest settlers. In this way, Franklin School tells an important part of Lakewood's educational history.

Franklin School – 13465 Franklin Avenue
City of Lakewood Historic Designation, May 2025
Current Photographs – Taken May 2025



1. Northeast oblique, primary elevations and site, camera facing southwest



2. Northeast oblique, primary north façade, camera facing southwest

Franklin School – 13465 Franklin Avenue
City of Lakewood Historic Designation, May 2025
Current Photographs – Taken May 2025



3. North façade, original 1907 building, camera facing south



4. North façade, original 1907 building, central entry bay, camera facing southwest

Franklin School – 13465 Franklin Avenue
City of Lakewood Historic Designation, May 2025
Current Photographs – Taken May 2025



5. East façade, original 1907 building, camera facing west



6. East elevation, with 1915 and 1920 additions, camera facing northwest

Franklin School – 13465 Franklin Avenue
City of Lakewood Historic Designation, May 2025
Current Photographs – Taken May 2025



7. East elevation, 1915 addition, camera facing west



8. East elevation, 1920 addition, camera facing west

Franklin School – 13465 Franklin Avenue
City of Lakewood Historic Designation, May 2025
Current Photographs – Taken May 2025



9. Southeast oblique, rear elevation and site, camera facing northwest



10. East elevation, modern addition to northwest, camera facing west

Franklin School – 13465 Franklin Avenue
City of Lakewood Historic Designation, May 2025
Current Photographs – Taken May 2025



11. North elevation, modern addition and playground, camera facing south

Franklin School – 13465 Franklin Avenue
City of Lakewood Historic Designation, May 2025
Historic Photograph – Cleveland Memory Project





City of Lakewood
Planning Commission

(216) 529-6630
planning@lakewoodoh.gov

Application Cover Page

Docket No.: 09-30-25

Permit No.: PC25-000037

Applicant Name: Samuel V. Diaquila AIA, AMSR LLC

Project Address: 13465 Franklin Blvd.

Project Name: Inner Peace

Proposal: The review and approval of a similar use permit – pursuant to Section 1173.02 – conditional use permits and Section 1173.03- determination of similar use. Property is in the C4 - Commercial, Public School district.

Samuel V. Diaquila, AIA
Ohio Registered Architect 8808703
1039 Forest Cliff Drive
Lakewood, Ohio 44107
440.409.3500 sam@diaquila.com

20 August 2025

Inner Peace Cleveland, LLC.
10237 Berea Road
Cleveland, Ohio 44102
Attn: David Fox, Director of Operations
216-644-3296
DavidFox@InnerPeaceCleveland.com

Re: Franklin School Letter of Consent

David;

Via this letter, you are hereby Consenting to allow the City of Lakewood to enter and review the Franklin School property which is being applied for a Conditional Use.

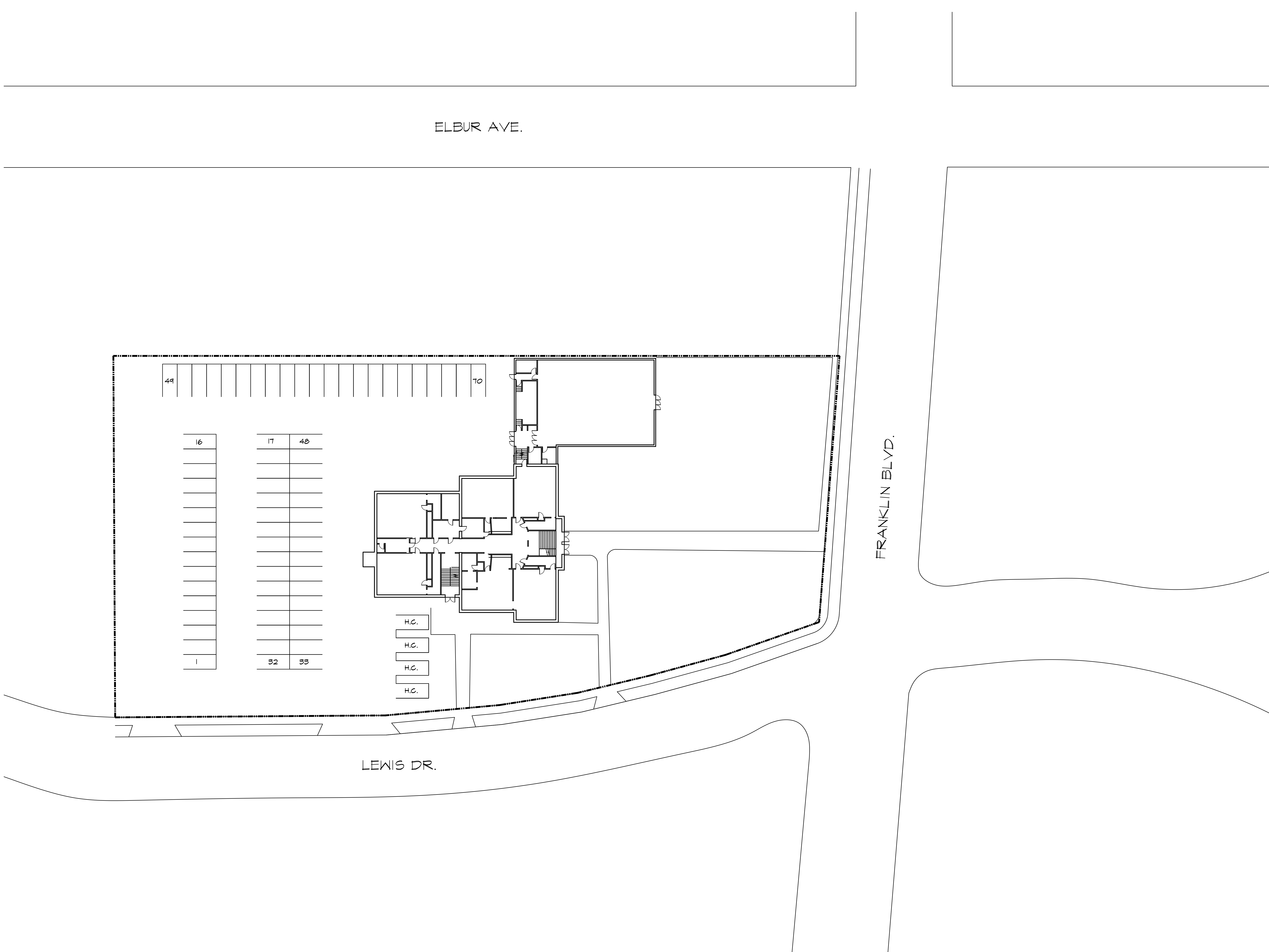
Please call me at 440.409.3500 if you need any clarifications.

Respectfully Submitted:

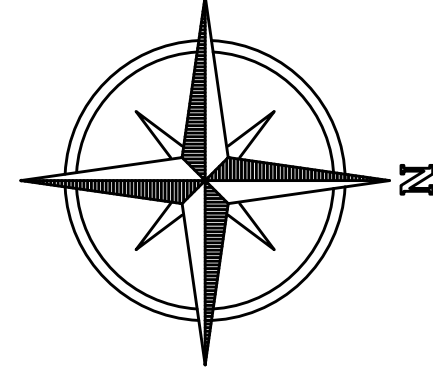
A handwritten signature in black ink, appearing to read 'S. Diaquila', written over a large, stylized circular mark.

Samuel V. Diaquila, AIA
Ohio Registered Architect #8808703
C: file

20



1 SITE PLAN
1" = 20'



Inner Peace Cleveland
13465 Franklin Blvd.
Lakewood, Ohio 44107

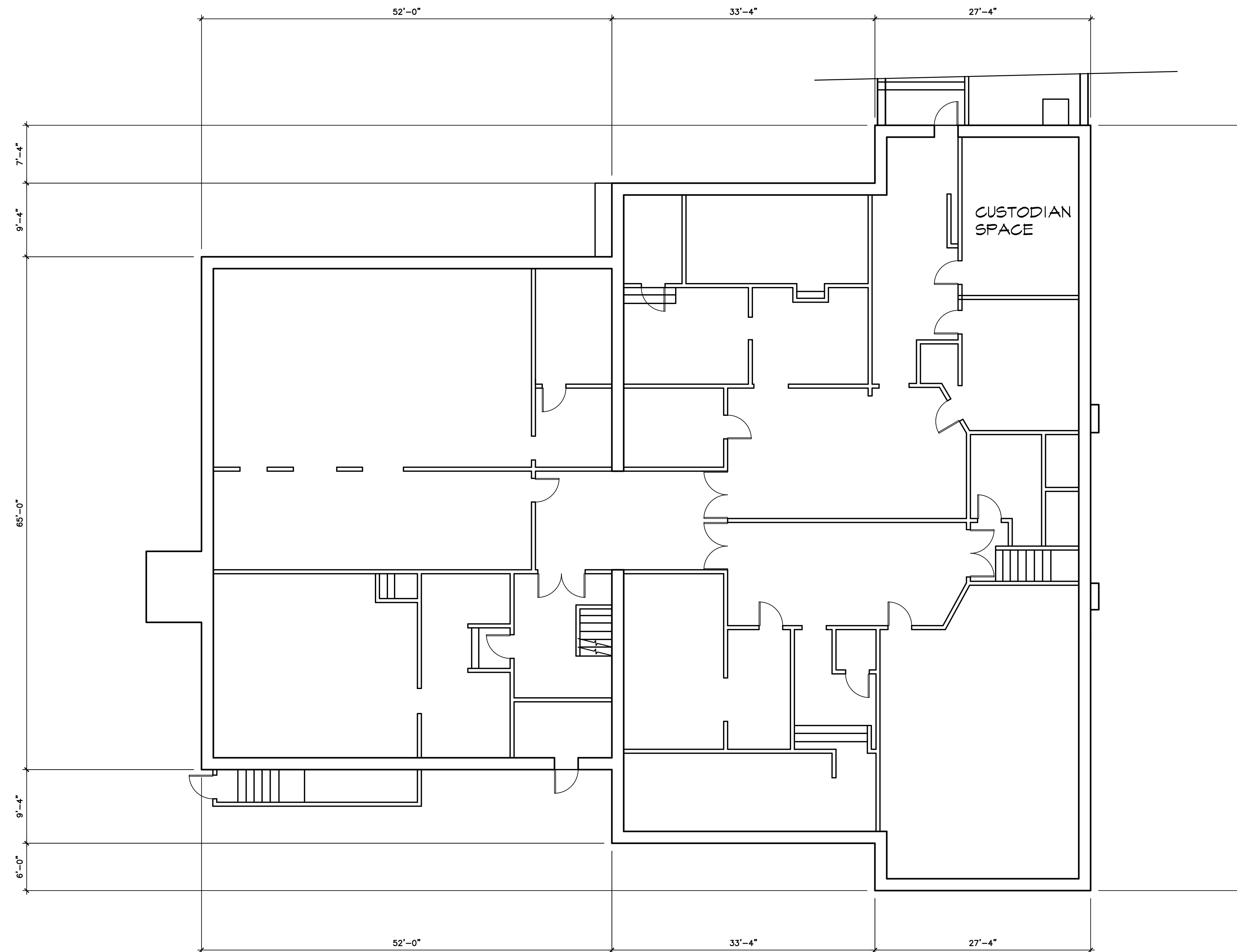
Samuel V. Diaquila, AIA CSI
OHIO REG ARCH #8808703
1039 Forest Cliff Drive, Lakewood, OH 44107
T: 440.409.3500
E: sam@diaquila.com

NO.	DESCRIPTION	DATE
		AUG. 13, 2015
		AUG. 14, 2015
REVISIONS		

DRAWING NO.:

A-1

ALL LOWER LEVEL ROOMS NOT LABELED
ARE TO BE DETERMIND FOR FUTURE USE.



1 LOWER LEVEL FLOOR PLAN
1/8" = 1'-0"

8,883 SQUARE FEET

Inner Peace Cleveland
13465 Franklin Blvd.
Lakewood, Ohio 44107

Samuel V. Diaquila, AIA CSI
OHIO REG ARCH #8808703
1039 Forest Cliff Drive, Lakewood, OH 44107
T: 440.409.3500
E: sam@diaquila.com

NO.	DESCRIPTION	DATE
		AUG. 18, 2015
		AUG. 10, 2015
REVISIONS		

DRAWING NO.:

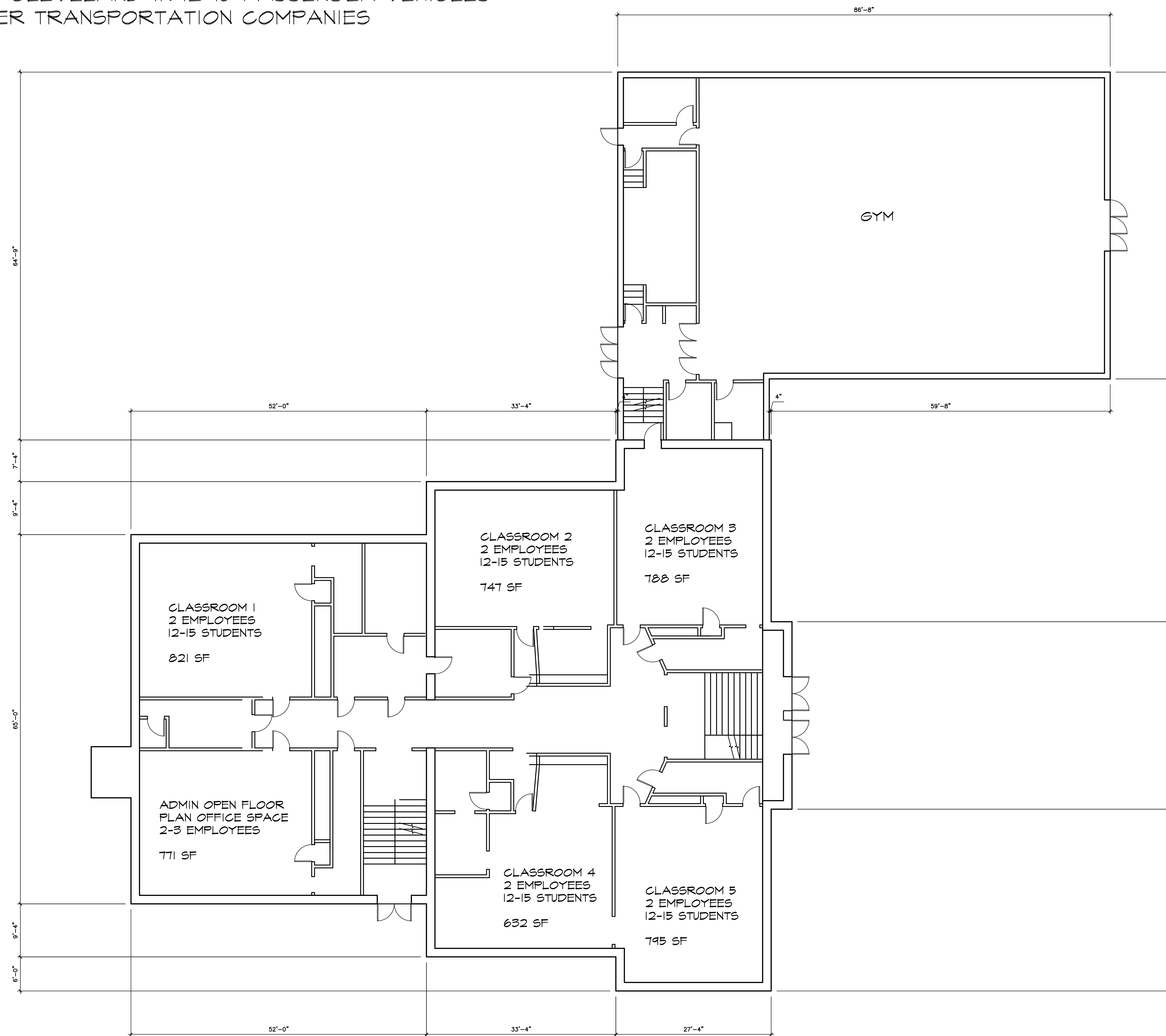
A-2

TOTAL MAX. CAPACITY:

25 EMPLOYEES

165 STUDENTS

PLEASE NOTE: STUDENTS DO NOT DRIVE AND ARE TRANSPORTED BY INNER PEACE CLEVELAND IN 12-15 PASSENGER VEHICLES AND/OR BY OTHER TRANSPORTATION COMPANIES



1 FIRST FLOOR PLAN
1/8" = 1'-0"
13,971 SQUARE FEET

Inner Peace Cleveland

13465 Franklin Blvd.
Lakewood, Ohio 44107

Samuel V. Diaquila, AIA CSI

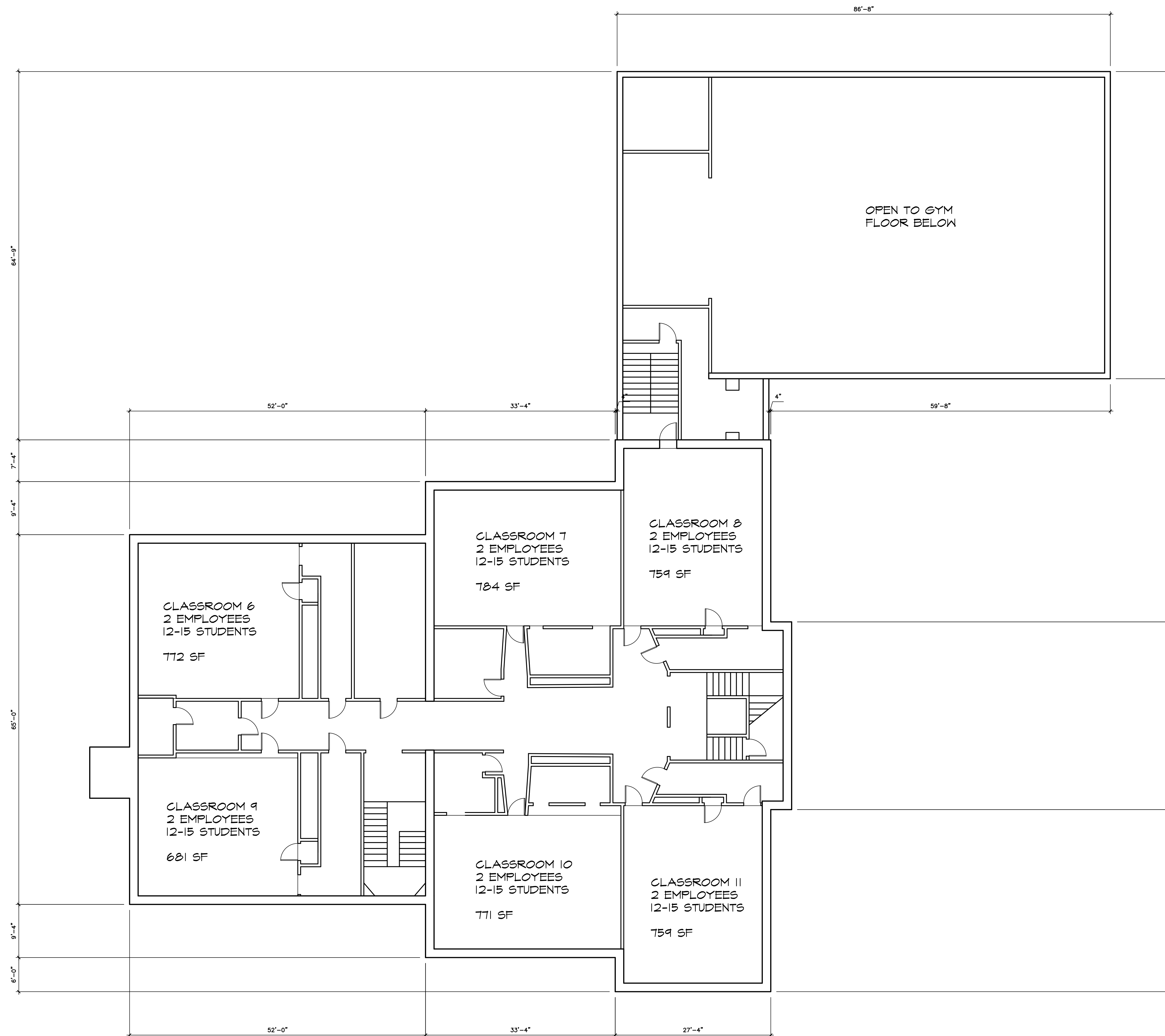
OHIO REG ARCH #8808703
1039 Forest Cliff Drive, Lakewood, OH 44107
T: 440.409.3500
E: sam@diaquila.com

NO.	DESCRIPTION	DATE
		AUG. 18, 2015
		AUG. 10, 2015

REVISIONS

DRAWING NO.:

A-3



1 SECOND FLOOR PLAN
 1/8" = 1'-0"
 9,004 SQUARE FEET

Inner Peace Cleveland
 13465 Franklin Blvd.
 Lakewood, Ohio 44107

Samuel V. Diaquila, AIA CSI
 OHIO REG ARCH #8808703
 1039 Forest Cliff Drive, Lakewood, OH 44107
 T: 440.409.3500
 E: sam@diaquila.com

NO.	DESCRIPTION	DATE
		AUG. 18, 2015
		AUG. 10, 2015
REVISIONS		

DRAWING NO.:

A-4



City of Lakewood
Planning Commission

(216) 529-6630
planning@lakewoodoh.gov

Application Cover Page

Docket No.: 09-31-25

Permit No.: PC25-000035

Applicant Name: James Provost PE, PE Limited

Project Address: 1205-07 Warren Rd..

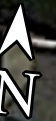
Project Name: n/a

Proposal: The review and approval of a parking plan and not construct a new garage – pursuant to Chapter 1143.09 Parking Plan Review and 1143.10 Exceptions for Required Minimums. Property is in the R2 – Single- and Two-Family district.



1205 Warren Rd - Site Plan

Warren Rd





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GEOPAVE®
aggregate pavers

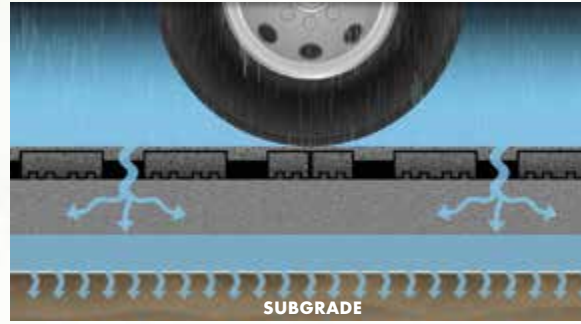


GEOBLOCK® & GEOPAVE®

POROUS PAVEMENT SYSTEMS

RIGID PAVERS DELIVER PERFORMANCE

Environmental regulations that control and limit stormwater runoff, reduce impervious surface, and increase green space have resulted in the growth of permeable pavements for traffic areas. Presto Geosystems manufactures two high-quality rigid pavers that offer numerous environmental and performance benefits over hard surface pavements.



POROUS PAVEMENT OPTIONS

The GEOBLOCK and GEOPAVE systems are both rigid porous pavements designed to handle the most demanding load support requirements while promoting natural stormwater infiltration, reducing runoff, and reducing the need for detention or retention ponds.

GEOBLOCK GRASS PAVERS

Robust design delivers exceptional protection to turf, resistance to torsional loading stresses and support for optimal growing medium.



GEOPAVE AGGREGATE PAVERS

Molded mesh bottom design spreads loads and keeps highly permeable aggregate confined for maximum stormwater infiltration and on-site storage.

Shown with SNAP delineators.





COMMON POROUS PAVEMENT APPLICATIONS

- Access Roads: Emergency, Maintenance & Utility Vehicles
- Roadways: Shoulders, Pull-off Areas
- Parking Areas: Daily, Overflow
- Trails & Walkways: Pedestrian Trails, Greenways, Barrier-Free Access
- Golf Courses: Cart Pathways & Edging, Tee Areas
- Residential: Driveways, Parking Areas, Camper & Boat Bays
- General: Event Areas, Pedestrian

AREAS OF USE:

- Condominiums & Housing Complexes
- Commercial Buildings
- Educational Campuses
- Parks & Nature Preserves
- Hospitals & Medical Centers
- Shopping Centers
- Sports Facilities
- Golf Courses
- Churches
- Residential

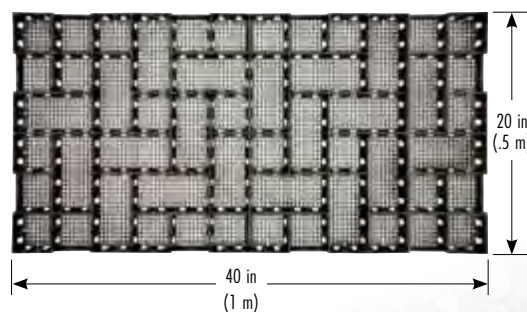
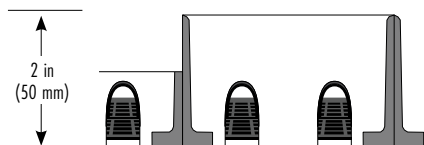




GEOPAVE®

AGGREGATE PAVERS FOR EVERYDAY TRAFFIC

The industry's only aggregate paver system designed from the ground up for aggregate infill. The GEOPAVE system's structural framework holds highly-permeable, open-graded base course in place through a unique herringbone cell pattern and monolithic mesh bottom. Strong connections create one contiguous pavement that is highly resistant to traffic loading and torsional stresses. The herringbone surface offers a paver-stone aesthetic and allows colored stone for design options and area differentiation. GEOPAVE pavements are a natural way to infiltrate and store stormwater on-site.



GEOPAVE

PERFORMANCE POINTS

High Load Distribution

A shared wall system, strong connection clips and load-spreading mesh bottom (snow-shoe effect) offers an industry-high load transfer capability.

Resistance to Torsional Loads

A shared wall system and strong connection clips create a contiguous framework that resists movement or breakage from vehicle turning stresses and torsional loads.

Resistance to Rutting

Interconnected cell walls spread point loads across the paver system with minimal 'flexing', eliminating potential for concentrated drive lane rutting.

Aggregate Containment

A monolithic mesh bottom design keeps aggregate infill contained and prevents the 'lifting' effect from granular fill downward migration.

Low Base Requirements

Strong paver strength lowers installation costs by requiring less base depth than lighter-weight or rolled systems to achieve HS25 loading.



GEOPAVE Rigid Aggregate Pavers offer SUPERIOR PERFORMANCE BENEFITS

GEOPAVE

PERFORMANCE COMPARISON TO ROLLED PRODUCTS



Performance Point	Load Distribution	Resistance to Torsional Loading	Resistance to Concentrated Rutting	Aggregate Containment	Base Requirements	Storm water Infiltration
GEOPAVE Rigid Pavers	<p>✓ Contiguous pavement with shared walls, strong connection clips, and load-spreading mesh bottom offers high distribution of vehicle loads.</p>	<p>✓ A shared wall system and strong connections create a framework highly resistant to movement or breakage from vehicle turning stresses and torsional loads.</p>	<p>✓ A shared wall system and strong connections distribute point loads laterally and is highly resistant to concentrated rutting even in high traffic areas.</p>	<p>✓ An integral mesh bottom keeps aggregate contained, preventing the 'lifting' effect from granular fill downward migration.</p>	<p>✓ Interconnected cell walls and strong connections create a robust paver structure with low base requirements for structural strength.</p>	<p>✓ Highly-permeable open-graded aggregate infill infiltrates stormwater exceptionally fast.</p>
Flexible Rolled System	<p>Disjointed cell walls that 'flex' and shallow cells do not effectively spread loading across the pavement surface.</p>	<p>Disjointed cell walls and weak connection points are susceptible to movement and breakage under vehicle torsional loads.</p>	<p>Disjointed cell walls that 'flex' under loading allow for deep rutting over time in wheel lanes.</p>	<p>Flexible rolled systems are typical with glued-on fabric bottoms, which are susceptible to tearing, allowing aggregate to push through the bottom.</p>	<p>Shallow cell walls and cell wall gaps have lower load-spreading capability, creating need for higher base requirements for structural strength.</p>	<p>Rolled systems with glued fabric bottoms clog and percolate much more slowly.</p>

DESIGN RESOURCES

SPECIFICATION & PLANNING TOOLS

Presto Geosystems offers comprehensive and easy-to-use resources and tools for designing GEOBLOCK®, GEOBLOCK®5150 and GEOPAVE® porous pavements. CSI-specifications, design resources and videos are available for each product.



Depth of Engineered BASE Recommendation

DESCRIPTION	GEOBLOCK		GEOBLOCK5150		GEOPAVE	
	VEGETATED SURFACES		VEGETATED SURFACES		AGGREGATE SURFACES	
	Topsoil Infill Topsoil/Aggregate Base		Topsoil Infill Topsoil/Aggregate Base		Aggregate Infill Aggregate Base	
	CBR ¹ 2-4	CBR >4	CBR ¹ 2-4	CBR >4	CBR ¹ 2-4	CBR >4
Heavy Fire Truck Access & H/HS25 loading <ul style="list-style-type: none"> • Maximum Single Axle Loading of 40,000 lbs (178 kN) • Maximum Tire Pressure of 110 psi (758 kPa) 	8 in (200 mm)	6 in (150 mm)	6 in (150 mm)	4 in (100 mm)	6 in (150 mm)	6 in (150 mm)
	Infrequent Passes		Infrequent Passes		Normal Traffic	
Heavy Fire Truck Access & H/HS20 loading <ul style="list-style-type: none"> • Maximum Single Axle Loading of 32,000 lbs (145 kN) • Maximum Tire Pressure of 110 psi (758 kPa) 	8 in (200 mm)	6 in (150 mm)	6 in (150 mm)	4 in (100 mm)	6 in (150 mm)	6 in (150 mm)
	Infrequent Passes		Infrequent Passes		Normal Traffic	
Light Fire Truck & H/HS15 Loading <ul style="list-style-type: none"> • Maximum Single Axle Loading of 24,000 lbs (110 kN) • Maximum Tire Pressure of 85 psi (586 kPa) 	6 in (150 mm)	4 in (100 mm)	4 in (100 mm)	2 in (50 mm)	6 in (150 mm)	4 in (100 mm)
	Infrequent Passes		Infrequent Passes		Normal Traffic	
Utility/Delivery Truck & H/HS10 Loading <ul style="list-style-type: none"> • Maximum Single Axle Loading of 16,000 lbs (75 kN) • Maximum Tire Pressure of 60 psi (414 kPa) 	4 in (100 mm)	4 in (100 mm)	2 in (50 mm)	2 in (50 mm)	4 in (100 mm)	2 in (50 mm)
	Infrequent Passes		Infrequent Passes		Normal Traffic	
Cars & Pickup Truck Access <ul style="list-style-type: none"> • Maximum Single Axle Loading of 4,000 lbs (18 kN) • Maximum Tire Pressure of 45 psi (310 kPa) 	2 in (50 mm)	2 in (50 mm)	None	None	2 in (50 mm)	None ²
	Occasional Passes		Occasional Passes		Normal Traffic	
Trail Use: Surface Stabilization <ul style="list-style-type: none"> • <1,000 lb • Loading for ATVs, golf carts, campers, boats, equestrian, motorcycle, bicycle, pedestrian, wheelchairs 	2 in (50 mm)	2 in (50 mm)	None	None	None	None
	Occasional Passes		Occasional Passes		Normal Traffic	

¹ For CBR<2, contact Reynolds Presto Products, Inc. for recommendations. CBR is the abbreviation for California Bearing Ratio.

² A minimum of 2 inches of aggregate base should be placed below the GEOPAVE units as a drainage layer and an infiltration storage area. Greater depth may be required depending upon design rainfall requirements and subbase permeability.

The Engineer of Record shall be responsible for the design and stability of the open graded base course.



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City of Lakewood
Planning Commission

(216) 529-6630
planning@lakewoodoh.gov

Application Cover Page

Docket No.: 09-32-25

Permit No.: PC25-000036

Applicant Name: James Provost PE, PE Limited

Project Address: 1209-11 Warren Rd..

Project Name: n/a

Proposal: The review and approval of a parking plan and not construct a new garage – pursuant to Chapter 1143.09 Parking Plan Review and 1143.10 Exceptions for Required Minimums. Property is in the R2 – Single- and Two-Family district.

For Books

1209 Warren Rd - Site Plan

Warren Rd

Existing Garage Removed - Replace with 480 sf of pervious driveway surface





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porous pavement solutions

RIGID PAVERS



GEOBLOCK[®]
grass pavers



GEOPAVE[®]
aggregate pavers

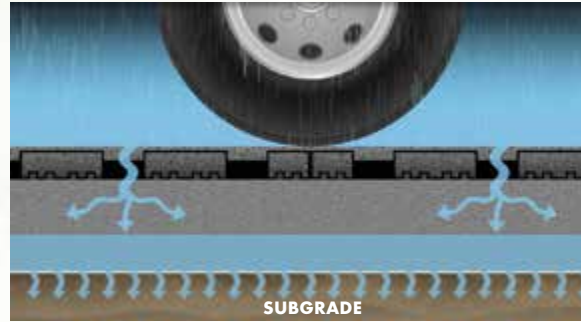


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- Churches
- Residential





GEOPAVE®

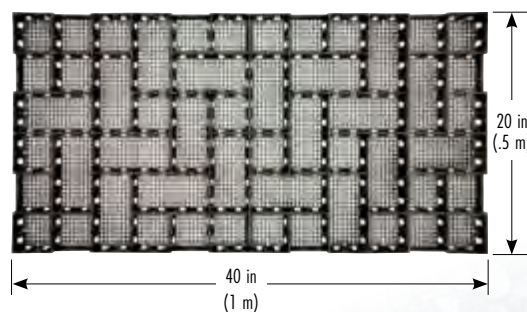
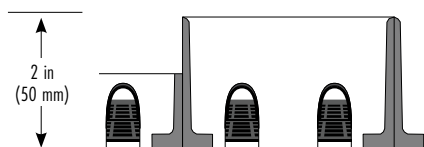
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GEOPAVE - 2" wall height

SNAP Delineator



GEOPAVE

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GEOPAVE

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