

**AGENDA
PLANNING COMMISSION
CITY OF LAKEWOOD
12650 DETROIT AVENUE
OCTOBER 3, 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 THURSDAY, SEPTEMBER 5, 2024 MEETING
3. OPENING REMARKS

OLD BUSINESS

COMMUNICATION

4. **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 3)

5. **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 14)

CONDITIONAL USE

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

Joseph Andulics, Standard Wellness Co., applicant requests approval of a medical marijuana dispensary to allow adult use, pursuant to amended Schedule 1129.02 - permitted uses in commercial districts and Chapter 1165 Medical Marijuana Dispensaries, of the Codified Ordinances of the City of Lakewood and to permit Medical and Adult Use Marijuana Dispensaries in Commercial Districts. The property is in the C2, Commercial Retail district. (Page 20)

NEW BUSINESS

PLANNED DEVELOPMENT

7. **Docket 10-37-24**
Irene & Donald Ave.
Donald Thoreau Development

Susan Broadwater, Beegan Architectural Design, applicant requests the review and final approval of a planned development consisting of ten townhouse units and one single-family house, pursuant to section 1156 – planned development. The property is in an R2, Single and Two-Family district. (Page 60)

CONDITIONAL USE

8. **Docket 10-38-24**
16306 Detroit Ave.
Jersey Mike's Subs

Steven Minnich, NE OHIO Subs LLC, applicant requests the review and approval for a conditional use permit to operate seasonal outdoor dining, pursuant to section 1129.13 – supplemental regulations for outdoor/ seasonal dining facility. The property is in the C3, Commercial General Business district. (Page 82)

ADJOURN

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



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Communication Cover Page

Docket No.: 07-30-24

Permit No.: PC24-000036

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



PLANNING COMMISSION

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July 9, 2024

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

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

Dear Members of the Planning Commission:

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

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

Sincerely,

David Baas, Assistant Director



12650 DETROIT AVENUE 44107 216-529-6055

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

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

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

June 3, 2024

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

Dear Colleagues,

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

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

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

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


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

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

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

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

Sincerely,


Kyle G. Baker
Councilmember Ward 1


Sarah Kepple
City Council President


Cindy Streb
Councilmember Ward 3

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

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

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

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

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

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

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

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

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

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

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

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

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

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

Section 1. Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Adopted: _____

Sarah Kepple, President of Council

Maureen M. Bach, Clerk of Council

Approved: _____

Meghan F. George, Mayor



PLANNING COMMISSION

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Communication Cover Page

Docket No.: 07-31-24

Permit No.: PC24-000037

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



PLANNING COMMISSION

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July 9, 2024

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

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

Dear Members of the Planning Commission:

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

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

Sincerely,

David Baas, Assistant Director

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

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

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

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

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

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

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

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

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

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

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

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

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

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

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

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

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

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

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

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

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

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

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

Adopted: _____

Sarah Kepple, President of Council

Maureen M. Bach, Clerk of Council

Approved: _____

Meghan F. George, Mayor



PLANNING COMMISSION

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Application Cover Page

Docket No.: 09-36-24

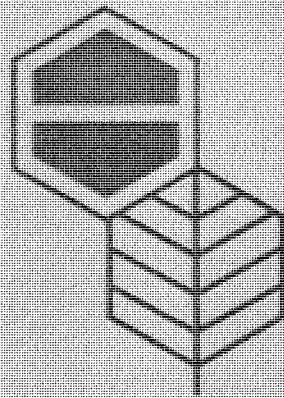
Permit No.: PC24-000041

Applicant Name: Joseph Andulics, Standard Wellness Co.

Project Address: 18605 Detroit Ave.

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

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



STANDARD WELLNESS

THE FOREST

APENDIX

- ABOUT US
- SITE PLAN
- PARKING & TRAFFIC
- LANDSCAPING & SCREENING
- SECURITY PLAN
- THROUGHPUT DATA

ABOUT US

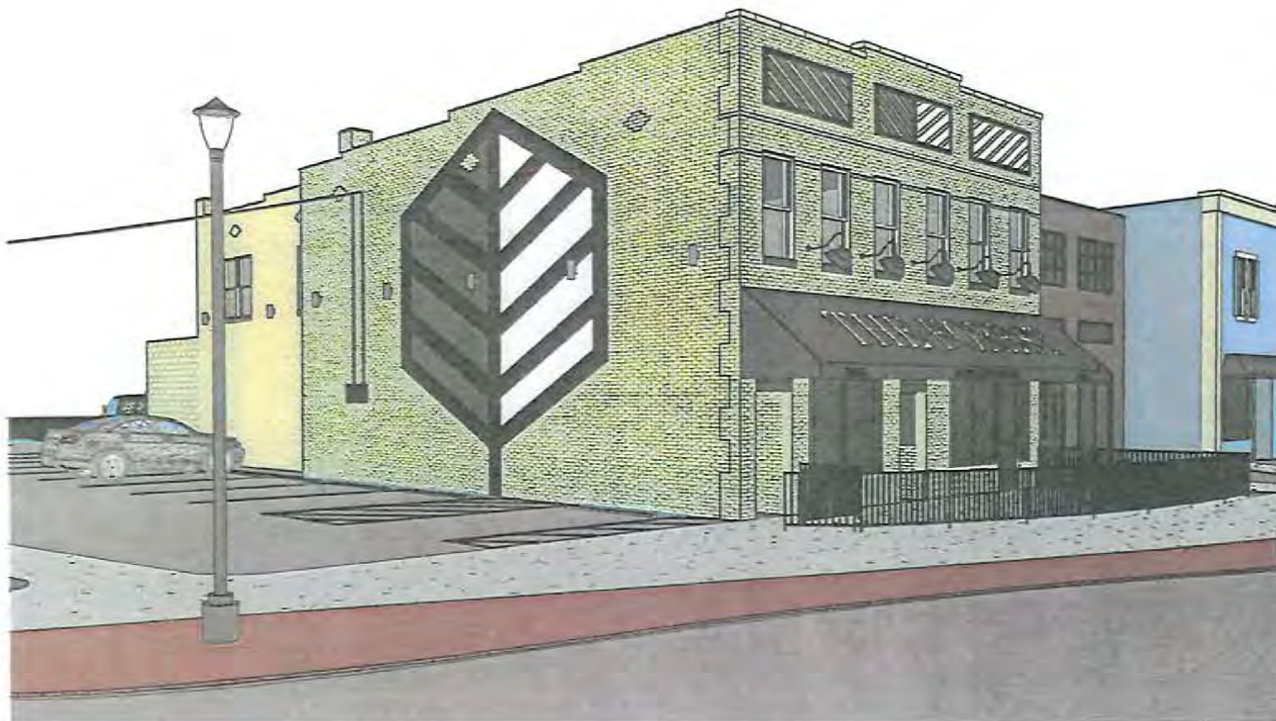
Standard Wellness (the “Company”) headquartered in Cleveland Oh was founded in 2017 after the passage of Ohio House Bill 523

Standard Wellness served the first patient in the state of Ohio from its retail outlet, The Forest Sandusky, on January 16, 2019. Standard Wellness was the first vertically integrated cannabis company in Ohio to become operational.



SITE PLAN

THE FOREST



DRAWING INDEX - CONCEPT SET

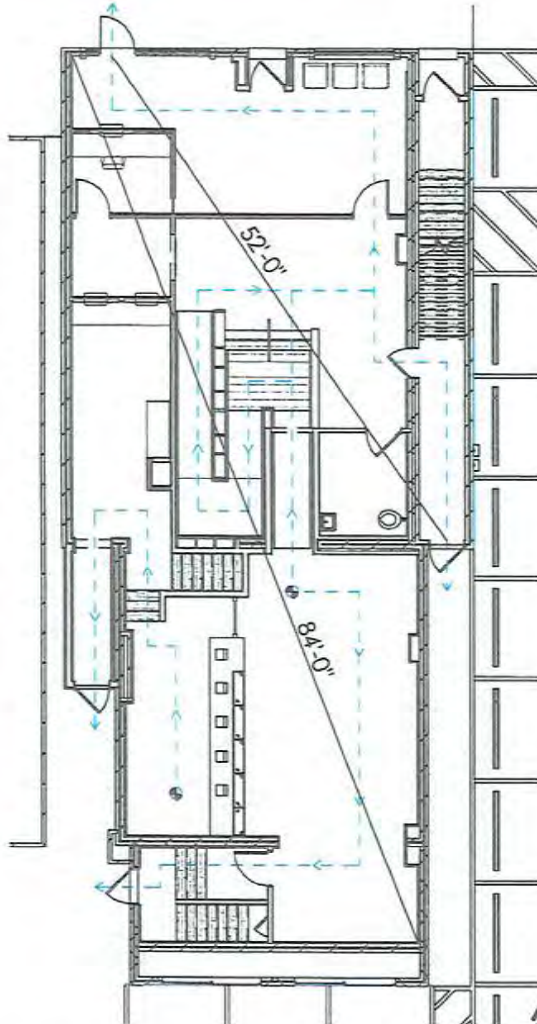
CS	COVER SHEET
LS-1	CODE ANALYSIS PLAN
A-1	LOCATION MAP
A-2	EXISTING PHOTOS
A-3	EXISTING FLOOR PLAN
A-4	PROPOSED SITE PLAN
A-5	PROPOSED FLOOR PLAN
A-6	EXTERIOR RENDERING
A-7	EXTERIOR RENDERING
A-8	EXTERIOR RENDERING
A-9	EXTERIOR RENDERING
A-10	INTERIOR RENDERING
A-11	INTERIOR RENDERING
A-12	PARTION AXON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

PROJECT DESCRIPTION

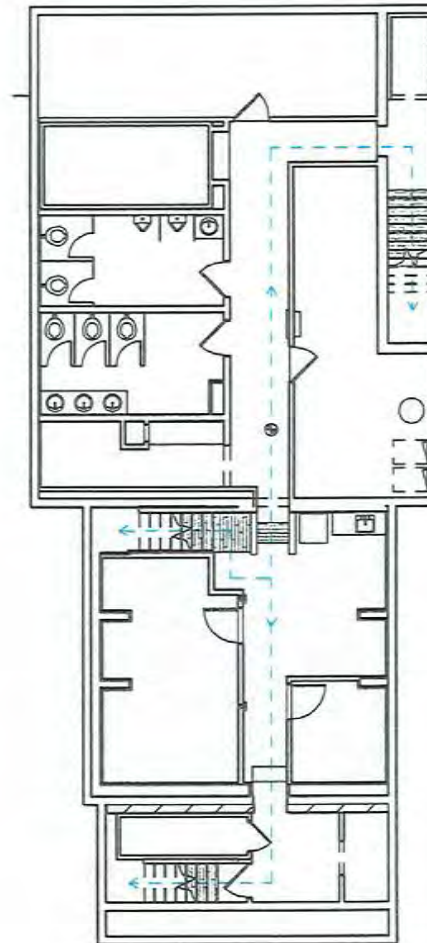
PROJECT DESCRIPTION



THE FOREST



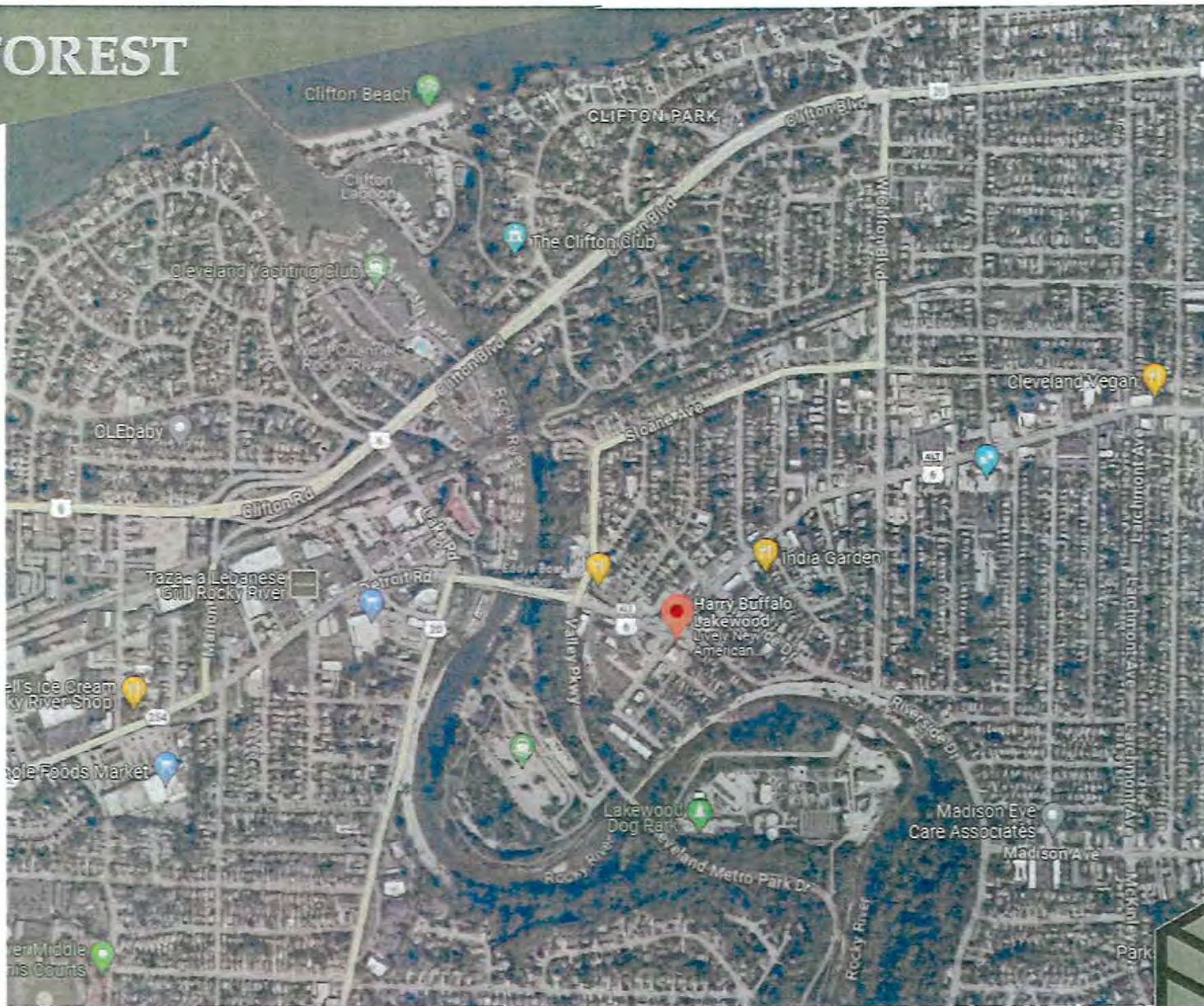
FIRST FLOOR PLAN



LOWER LEVEL PLAN



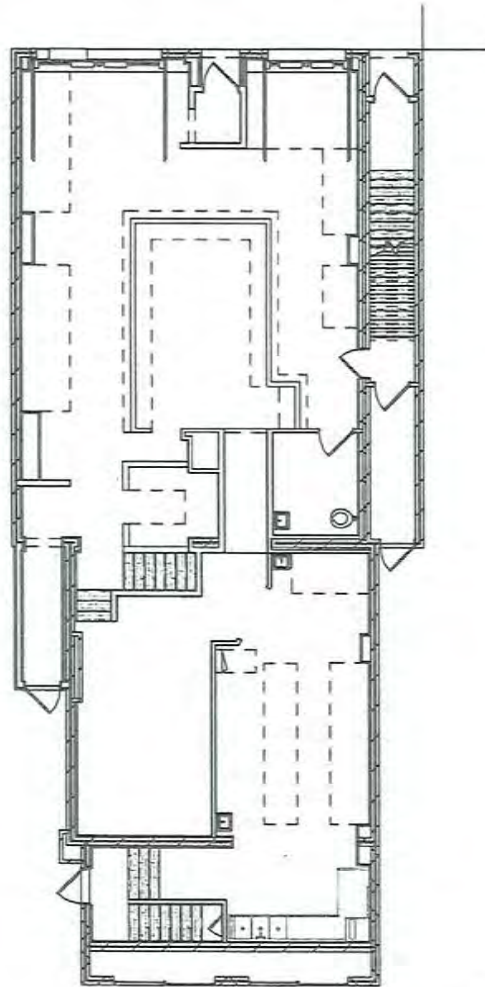
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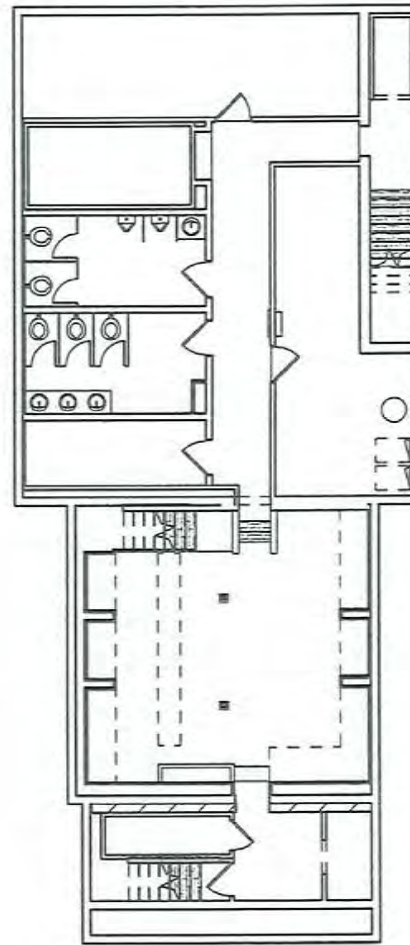
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THE FOREST



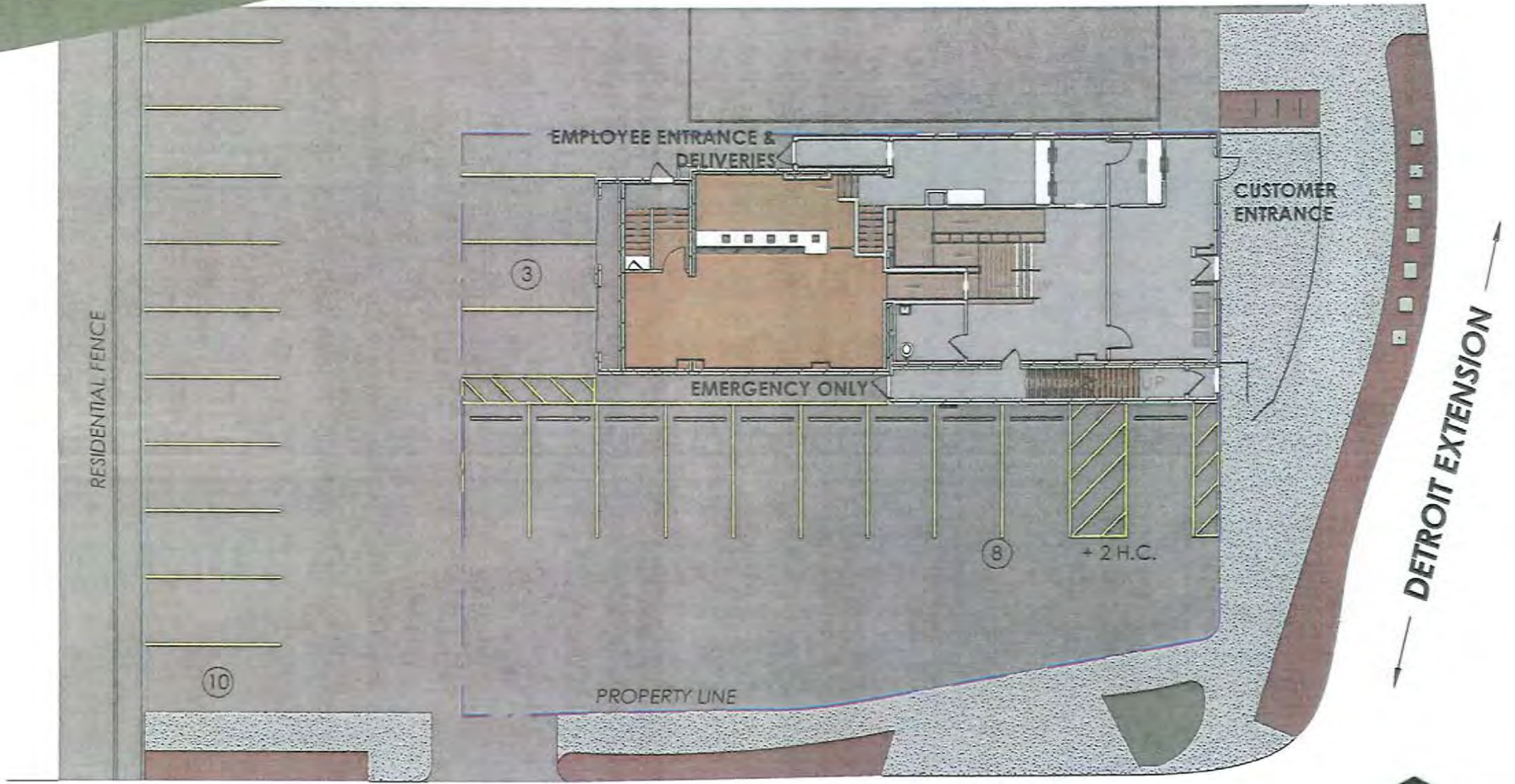
FIRST FLOOR PLAN



LOWER LEVEL PLAN



THE FOREST



RESIDENTIAL FENCE

EMPLOYEE ENTRANCE & DELIVERIES

CUSTOMER ENTRANCE

EMERGENCY ONLY

DETROIT EXTENSION

GRABER DR

PROPOSED SITE PLAN



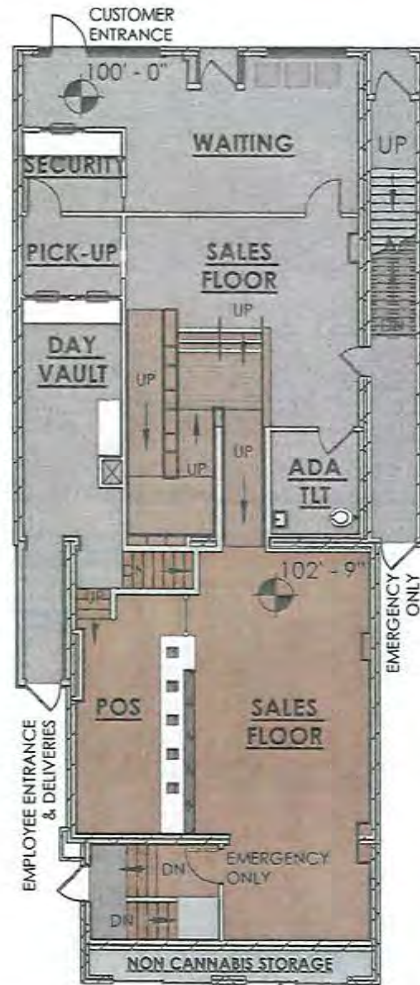
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18605 DETROIT AVE - LAKEWOOD, OH 44107

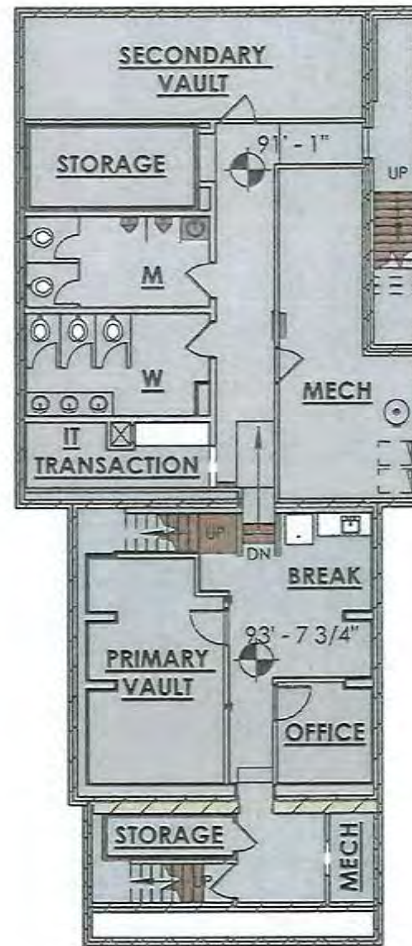
PROPOSED SITE PLAN

A-4

THE FOREST



FIRST FLOOR PLAN



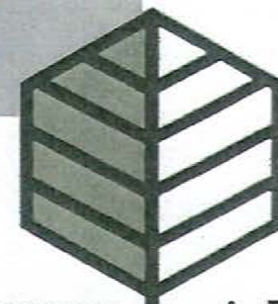
LOWER LEVEL PLAN



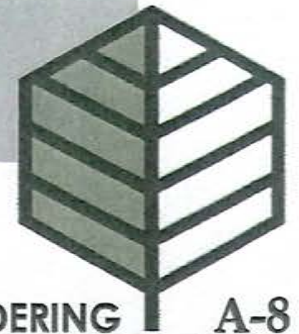
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THE FOREST



THE FOREST



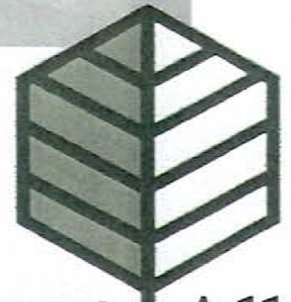
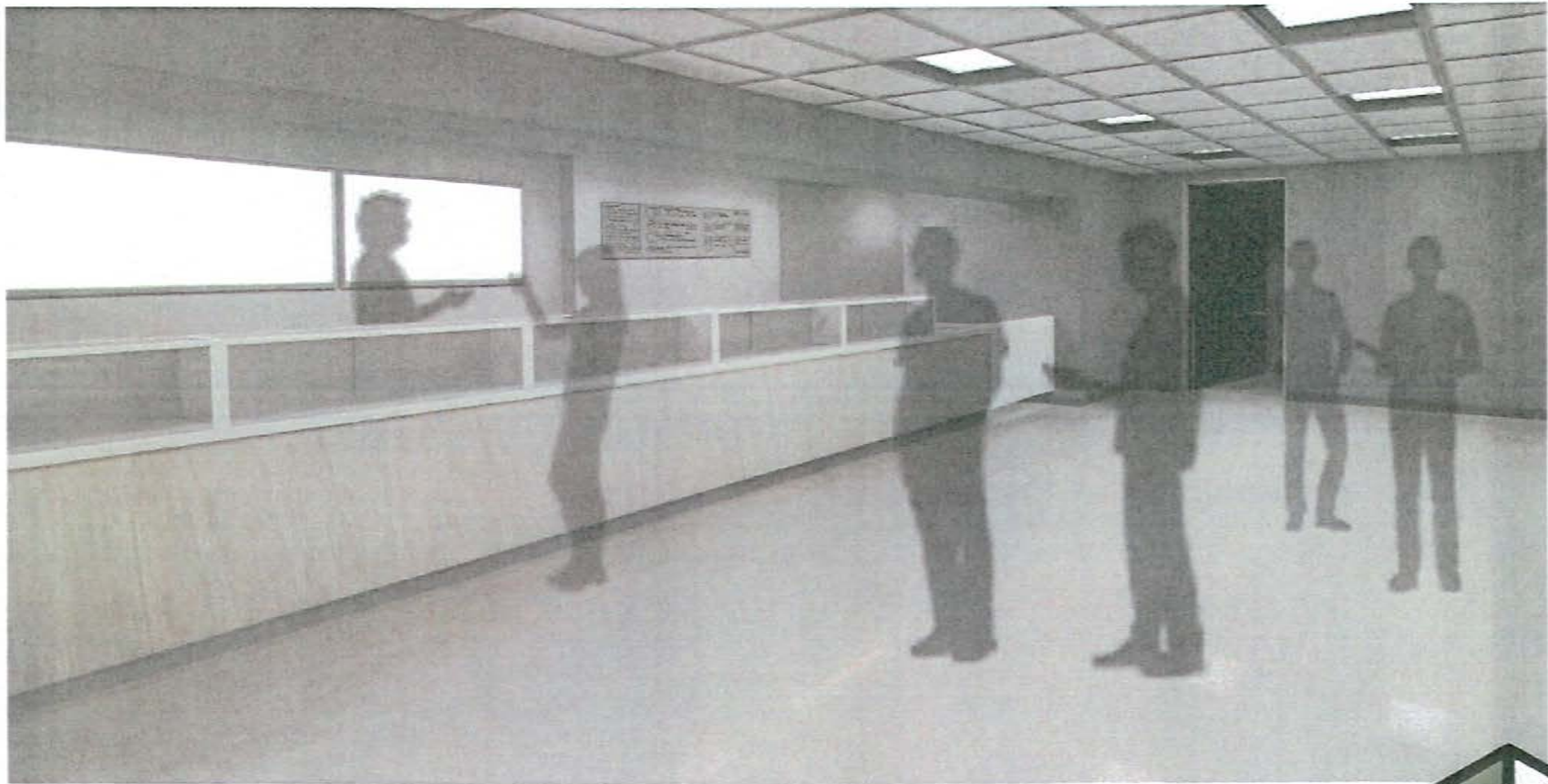
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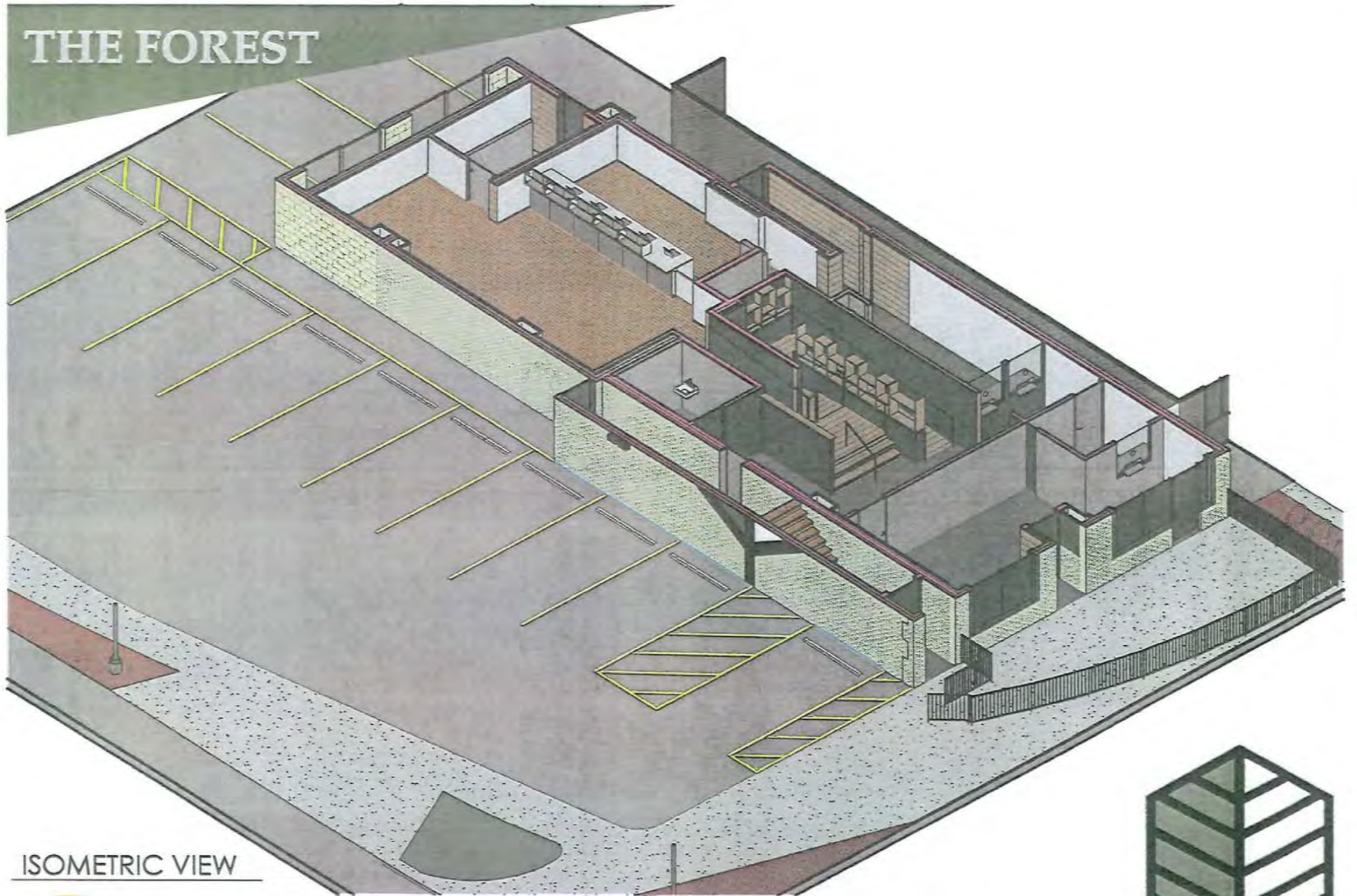
THE FOREST



THE FOREST



THE FOREST



ISOMETRIC VIEW



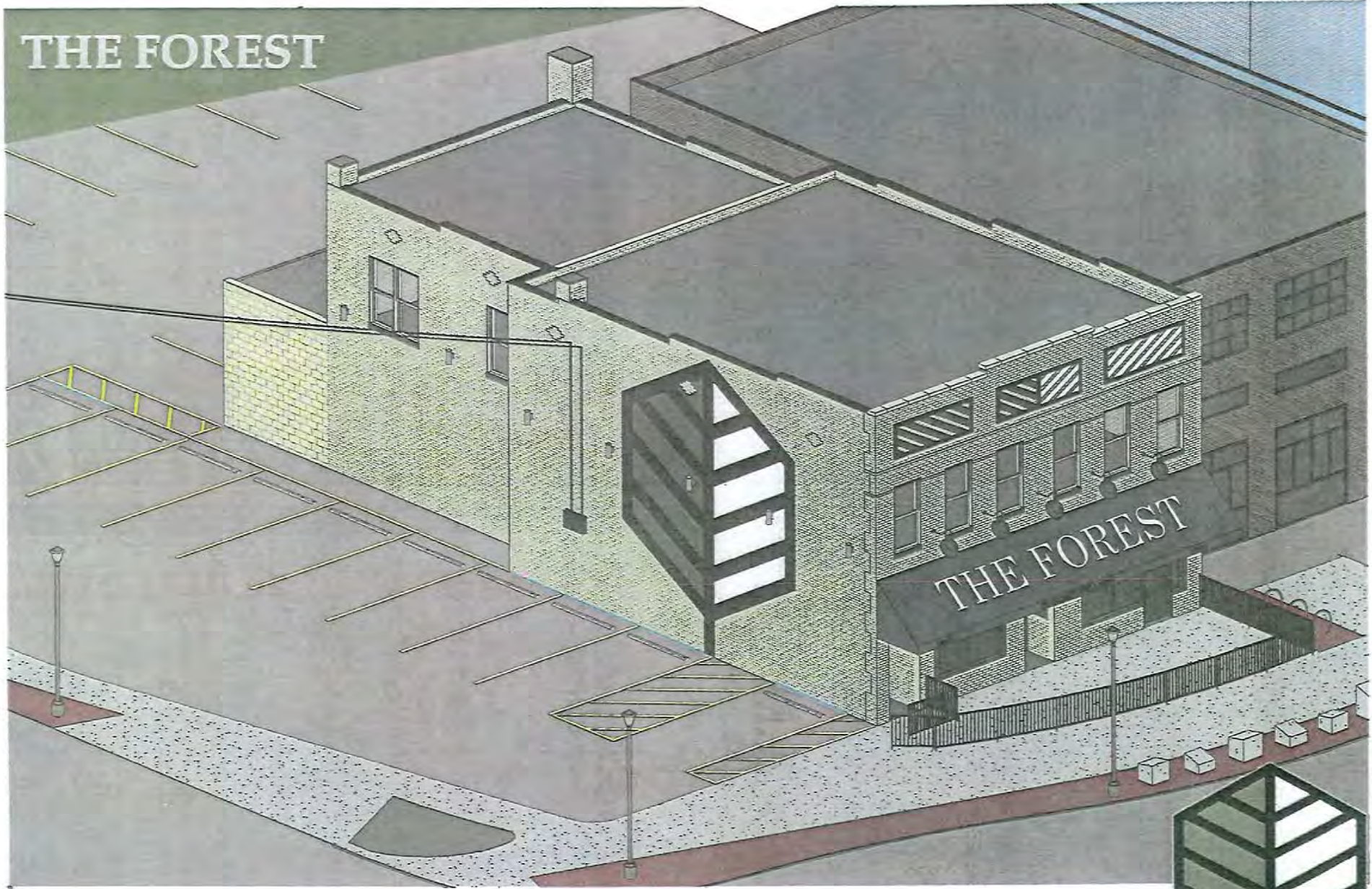
24071

18605 DETROIT AVE - LAKEWOOD, OH 44107



PARTIAL AXON | A-12

THE FOREST



SITE PLAN - EXTERIOR

Signage

- We plan to design and put up a 2 way sign on the corner of the building similar to below
- We plan to design a new front awning for the front of the building

Mural

- We plan to have a mural painted on the side of the building by a local based artist
- Once we have conceptual drawings and plans for both, we will submit through Architectural Board of Review (ABR) prior to obtaining permits



SECURITY PLAN

BUILDING SECURITY FEATURES

Dispensary Perimeter & Perimeter Lighting

- The perimeter will be under the full view of the video surveillance system.
- Perimeter alarms & Motion detectors.
- The perimeter lighting will be maintained in good working order and wattage sufficient for clear security and surveillance.
- Trees, bushes, and other foliage outside of the dispensary will be maintained and kept in a manner that does not allow a person to conceal themselves from sight or the video surveillance system.
- External trash cans will be locked and secured at all times.
- Medical marijuana will be rendered unusable via the use of the drug buster.

Exterior Windows

- Impact resistant exterior windows.
- Exterior Windows will be in full view of the video surveillance system and covered by the alarm security system.
- No exterior windows in marijuana storage areas.

BUILDING SECURITY FEATURES CONT.

Accessibility

- Access to the dispensary is limited to authorized person such as employees, patients, caregivers, approved visitors, vendors, cultivation, and processor employees delivering marijuana products, emergency personnel, BOP and its authorized agents and any other person authorized under regulations.
- Unauthorized persons will be asked to leave the dispensary premises immediately.
- Employees must wear state issued photo ID badges at all times while working on the dispensary premises.

Doors

- Doors will be connected to the dispensary's security alarm system.
- No direct access to the sales floor area from the waiting room area.
- Mantrap doors will be at the ingress/egress from the sales floor.
- A mantrap door is a double-door entry and exit system that contains different locks on each door. The first door must be securely locked before the second door is unlocked to allow a patient/caregiver to pass through the second door to access the sales floor area.

BUILDING SECURITY FEATURES CONT.

Marijuana Storage

- Day storage
- The vault will have signage clearly identifying the room as a “restricted access area”.
- Dispensaries are required to have a day storage area for fulfillment purposes. All products must be moved back to the secured vault at the end of the business day.
- Located in the restricted access area.
- Will be locked and secured at all times when not is used by employees.
- No exterior doors or windows.
- Panic, duress, holdup alarms located in the area.
- Dual authentication or biometric vault access with unique code for each employee. No sharing of password or combinations codes is permitted.

BUILDING SECURITY FEATURES CONT.

Vault

- The vault will be constructed according to the federal requirements set for Schedule I and Schedule II controlled substances per federal law C.F.R. 1301.72(a)(3)(6/30/2021).
- Vaults will be constructed of at least 8 inches of reinforced concrete or other substantial masonry, reinforced vertically and horizontally with 1/2-inch steel rods tied 6 inches on center, or the structural equivalent to such reinforced walls, floors, and ceilings.
- Dual authentication or biometric vault access with unique code for each employee. No sharing of password or combinations codes is permitted.
- Will be locked and secured at all times when not is used by employees.
- No exterior doors or windows.
- Located in the restricted access area.
- Not visible to the public
- Panic, Duress, holdup alarms located inside of the vault area.
- The vault will have signage clearly identifying the room as a “restricted access area”.
- Access to the vault will be limited to essential employees.

BUILDING SECURITY FEATURES CONT.

Video Surveillance System

- Dispensary under video surveillance 24/7, 7 days a week.
- Video recording is in real-time.
- Video surveillance will be clear to capture the identification of any person in areas under surveillance, capture marijuana sales, computer monitors, employees dispensing marijuana products and patients/caregivers purchasing marijuana products.
- Video cameras will be placed.
- Surrounding dispensary perimeter.
- Parking lot area.
- Points of entry/exit from the dispensary.
- Waiting Area.
- Patient Consultation Room.
- Sales floor, POS and monitors.
- Restricted Access Area.
- Vault Area/Day Storage Area.
- General Manager office.

BUILDING SECURITY FEATURES CONT.

Secured Delivery Area

- Medical marijuana product orders will only be accepted and received in the secured delivery area.
- The secure delivery area will be an enclosed delivery bay or equally secured delivery area.
- Under complete view of the video surveillance system.

STATE OVERSIGHT & REGULATIONS

- Board of Pharmacy has remote access to view the dispensary's video surveillance system 24/7.
- Board of Pharmacy has full visibility into the dispensary inventory in real-time via the inventory tracking system.
- Dispensary subject to random unannounced inspection and inventory audits by Board of Pharmacy.
- Must self report to Board of Pharmacy inventory discrepancies that are not resolved within 48 hours.
- Must self report to Board of Pharmacy reduction inventory that is the result of criminal activity or suspected criminal activity immediately and local enforcement.
- Diversion and theft is highly unlikely due to;
- 24/7 video surveillance system
- Product track in the inventory tracking system.
- Must record each transaction and each days beginning inventory, acquisitions, sales, disposal and ending inventory.
- Conduct daily inventory audits on product sold.
- Conduct full physical audit of marijuana product inventory.

EMPLOYMENT REQUIREMENTS

Criminal Background Check

- Prospective employees must be at least 21 years of age.
- Prospective employees submit their fingerprints to complete the Ohio Bureau of Criminal Identification and Investigation (BCI&I) and the Federal Bureau of Investigation (FBI) criminal background checks required by the Board of Pharmacy.
- Prospective employees are not permitted to have any convictions of a disqualifying offense (i.e. robbery, passing bad checks, forgery, fraud, etc.) in any jurisdiction as published by Board of Pharmacy on September 13, 2021.

Onsite Security Personnel

- Dedicated on-site security must be present during hours of operations.
- On-site security personnel will only perform tasks related to security operations.
- On-site security personnel will be trained in the dispensary's security and surveillance system.
- On-site security personnel must complete Ohio's Private Investigators Security Guard Services (PISGS) training.
- Onsite security personnel are not required to be armed. Armed security personnel must a training certification from the Ohio Police Officer Training Academy (OPOTA).

PARKING



DGL Consulting Engineers, LLC

Technical Memo

Date September 4, 2024
To Standard Wellness
From DGL Consulting Engineers
Subject Parking/Traffic Management Plan - 18605 Detroit Ave, Lakewood, OH

DGL has reviewed the City of Lakewood's request for a Parking/Traffic Management Plan for the subject project. The proposed Standard Wellness Retail Store ("The Forest") is located at 18605 Detroit Avenue, in Lakewood, Ohio.

Introduction

The existing building is currently occupied by a restaurant (Harry Buffalo). It will be converted to a retail space for The Forest dispensary. No significant changes to the building exterior or parking lot are planned.

Existing Conditions

The site is located at the bend in Detroit Avenue, just east of the Rocky River. Sidewalks or shared use paths are present along all streets. The intersection is signalized with crosswalks and pedestrian signal heads/pushbuttons to cross each approach. The Cleveland Regional Transit Authority (RTA) system has a bus stop/station located on the northwest corner of the intersection. This is known as the Lakewood West End Station. The area is commercial and residential in nature with multi-family housing to the west and single-family/duplex style homes to the southeast. See Figure 1 below.



Figure 1 - Existing Conditions

Parking

The Lakewood Code of Ordinances provides minimum and maximum parking requirements. Using the parking per square foot of usable area, the minimum is 7 while the maximum is 18 parking spaces. The site provides 14 dedicated spaces with 10 additional shared spaces on the other side of the alley. Eleven parking spaces are provided for customers. Thus, meeting the minimum parking requirements. The 3 spaces at the rear of the building will be for employees. If more than 3 employee spaces are needed, the nearby shared parking would be used before taking customer spaces.

It is estimated that customer turnover averages 30 minutes or less per visit. This is less than the parking duration for the current use as a bar/restaurant.

On-street parking is available on Detroit Extension south of the intersection, along the north side of Detroit and west of the intersection, and along both sides of Detroit east of the intersection. On Graber, the on-street parking is by permit only and is not available for customers. Gridley Avenue IS POSTED "No Parking" within the commercial area.

Due to the urban nature of the area and the nearby RTA station, it is assumed that some employees and customers could arrive via bus, ride share or walking/biking and thus not utilize any parking.

Access

The intersection has crosswalks on all four quadrants. The building access is located on Detroit Avenue and does not face a residential area. Parking lot access is via Graber Avenue, a one-way street travelling southeast, and the adjacent alley. Vehicular traffic can return to Detroit Avenue via the alley and Detroit Extension and will not need to enter the street network in the residential area.

Recommendations

The Forest Dispensary will not have an adverse impact on the surrounding neighborhood. Patrons could arrive via bus and those that drive will have adequate parking. See the attachments for an overall neighborhood aerial and the parking requirements plan.

If additional information is required, please contact the undersigned.

DGL Consulting Engineers, LLC

Laurie L. Adams, PE, PTOE, PTP, RSP,
Principal | Director of Traffic/Safety

END OF MEMO

ATTACHMENTS



**STANDARD WELLNESS PARKING & TRAFFIC PLAN
18605 DETROIT AVE, LAKEWOOD, OH**



LANDSCAPING / SCREENING



PARKING SPACE COUNT							
DESCRIPTION	PARKING DIMENSIONS	AREA (SQ. FT)	RATIO MIN	RATIO MAX	REQUIRED MIN	REQUIRED MAX	SPACES PROVIDED
RETAIL STORES	8'x18' (80)	654.00	1:100	2.5:1000	7	18	14

NOTE:
 1. ADA SPACES ARE INCLUDED IN TOTAL SPACES
 2. PARKING WILL BE SHOWN EXISTING BUILDINGS

NOTE:
 THERE ARE NO PROPOSED CHANGES TO THE EXISTING LANDSCAPE ON-SITE. ALL LANDSCAPE FEATURES CURRENTLY IN PLACE WILL REMAIN AS NOTED. ADDITIONALLY, THE REQUIRED SPEEDING PENCE HAS ALREADY BEEN INSTALLED AND MEETS ALL NECESSARY SPECIFICATIONS.



NO.	DATE	REVISION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		



STANDARD WELLNESS
 1403 DETROIT AVENUE
 LAKWOOD, OHIO 44107
 CUYAHOGA COUNTY

LANDSCAPE/SCREENING PLAN

FILE: 24261 PP 01
 JOB NO.: 24261
 DRAWN BY: LMMH
 ISSUED: PRELIMINARY

C1

PLATTEN, Inc. 45, 201 - 2100
 60000, 41300 (Revised 10/2018) - 11000 Street Ave Lakewood (PARKING) 24261 PP 01 SITE PLAN 01

THROUGHPUT DATA

THROUGHPUT DATA

Hours of Operation

- Sunday through Saturday (7 days)
- 9am to 9pm

Employees

- 30 Full Time Employees
- 8 Employees per shift average

Peak Days

- Fridays and Saturdays

Peak Hours

- Fridays: 2pm to 8pm
- Saturdays: 11am – 4pm

Peak Customer Count

- Friday: 400 + customers
- Saturday: 350 + customers

Peak Transaction Count

- Friday: 375 + transactions
- Saturday: 360 + transactions

Weekly Transaction Count

- 1886 transactions per week average

SEPTEMBER 5 2024

THANK YOU



PLANNING COMMISSION

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

Application Cover Page

Docket No.: 10-37-24

Permit No.: PC24-000043

Applicant Name: Susan Broadwater, Beegan Architectural Design

Project Address: Irene & Donald Ave.

Project Name: Residential Development

Proposal: Review and final approval of a planned development consisting of ten townhouse units and one single-family house, pursuant to section 1156 – planned development. The property is in an R2, Single and Two-Family district.



TMS Engineers, Inc.

Transportation Management Services

2112 Case Parkway South, #7 • Twinsburg, Ohio 44087

www.TMSEngineers.com

September 18, 2024

Mr. Adam Conen
Hilane Realty
111 S. Peoria Street
#607
Chicago, Illinois 60607

**Re: Proposed Residential Development
Lakewood, Ohio
Trip Generation Analysis**

TMS Engineers, Inc. has performed the following trip generation analysis for a proposed residential development in the City of Lakewood, Cuyahoga County, Ohio. The development site is located north of the Norfolk & Western Railroad and west of Thoreau Road (See **Location Map, Figure 1**).

The purpose of the trip generation analyses is to estimate the traffic that will be generated by the residential development. The site plan can be seen in **Figure 2**. The following are the results of our trip generation analysis.

SITE GENERATED TRAFFIC

Calculating future total driveway trips requires an estimate of the traffic generated by the proposed facility. 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 document 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 11TH edition and was utilized for this analysis.

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

- **1 Single Family Home (LU #210)**
- **10 Town Homes (LU #220)**

PROPOSED TRIP GENERATION CALCULATIONS

Trip generation calculations were performed utilizing data contained in the **Trip Generation Manual, 11TH Edition** 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 of the adjacent streets for the proposed residential development. A copy of the trip generation worksheets can be seen in **Appendix A**.

NEW TRIP GENERATION

ITE TRIP GENERATION			TRIP ENDS			
ITE CODE	DESCRIPTION	Homes	Weekday AM Peak Hour of Adjacent Streets (Enter/Exit)		Weekday PM Peak Hour of Adjacent Streets (Enter/Exit)	
210	Single-Family Detached Housing	1	0	1	1	0
220	Multifamily Housing (Low-Rise)	10	6	20	16	9
TOTAL NEW TRIPS			27		26	

CONCLUSIONS

The previous table shows that the proposed residential development is expected to generate a total of 27 trips in the AM peak hour and 26 trips in the PM peak hour. It is our opinion that, when the anticipated changes in traffic volumes are at these levels, the traffic generated by the development should not have an impact on the surrounding street network system.

This opinion is based upon the fact that traffic impact studies are recommended to be performed by the **Institute of Transportation Engineers** 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 anticipated generated volumes from this development are less than daily variations in the current volumes on the local roadway network and should not be perceived by the traveling public.

Mr. Adam Conen
September 18, 2024
Page 3

The Ohio Department of Transportation concedes that traffic studies are only necessary when the resulting trip increase is more than 60 trips in either of the peak hours. This is stated in their **State Highway Access Management Manual**. Since the proposed residential development is expected to generate less than 60 trips, it is our professional opinion that the change in the amount of generated traffic will **not** have an impact on the surrounding roadway network nor require any further 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 J Pierson, P.E.
Senior Traffic Engineer



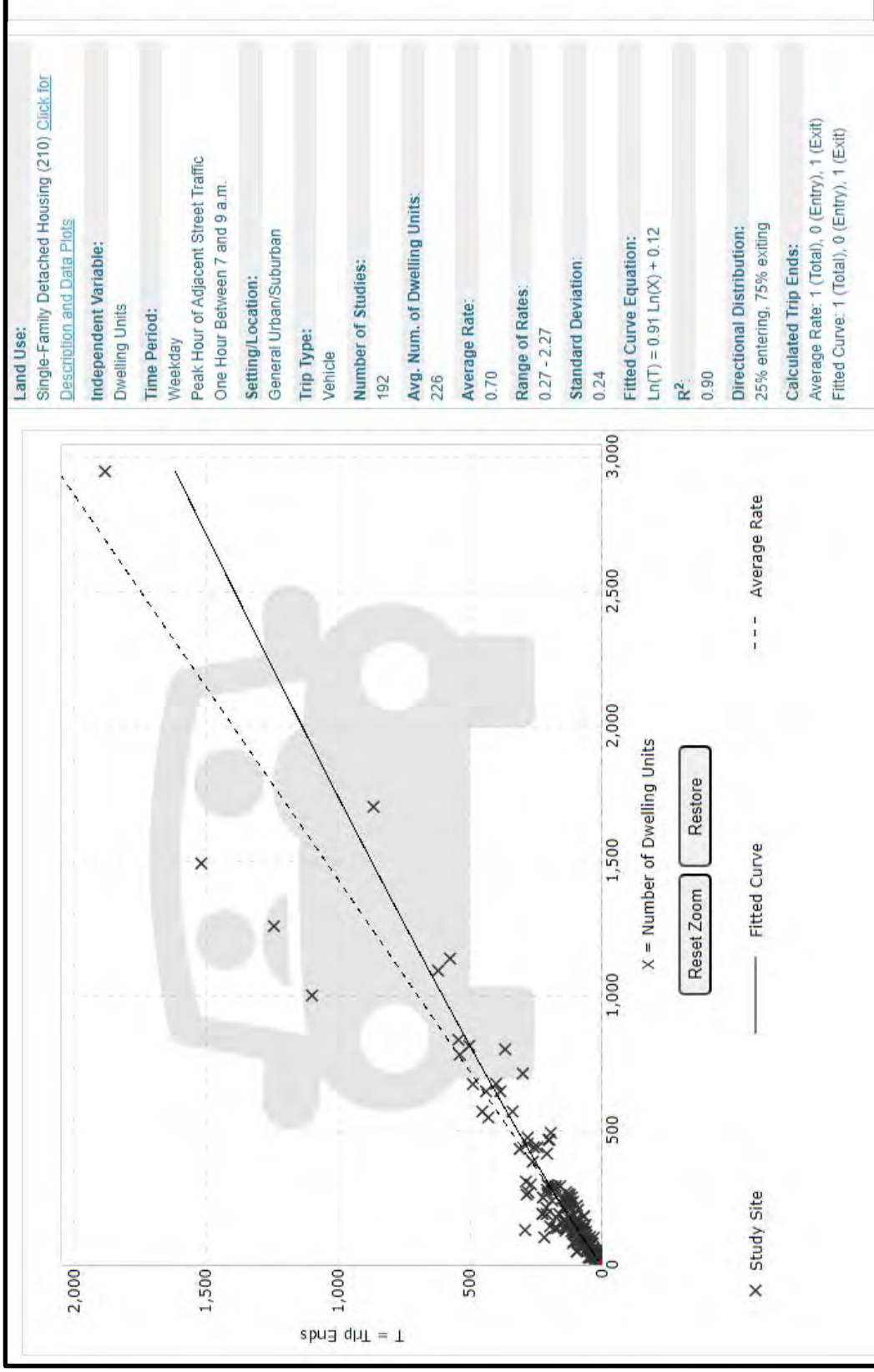




APPENDIX A
ITE TRAFFIC GENERATION WORKSHEETS

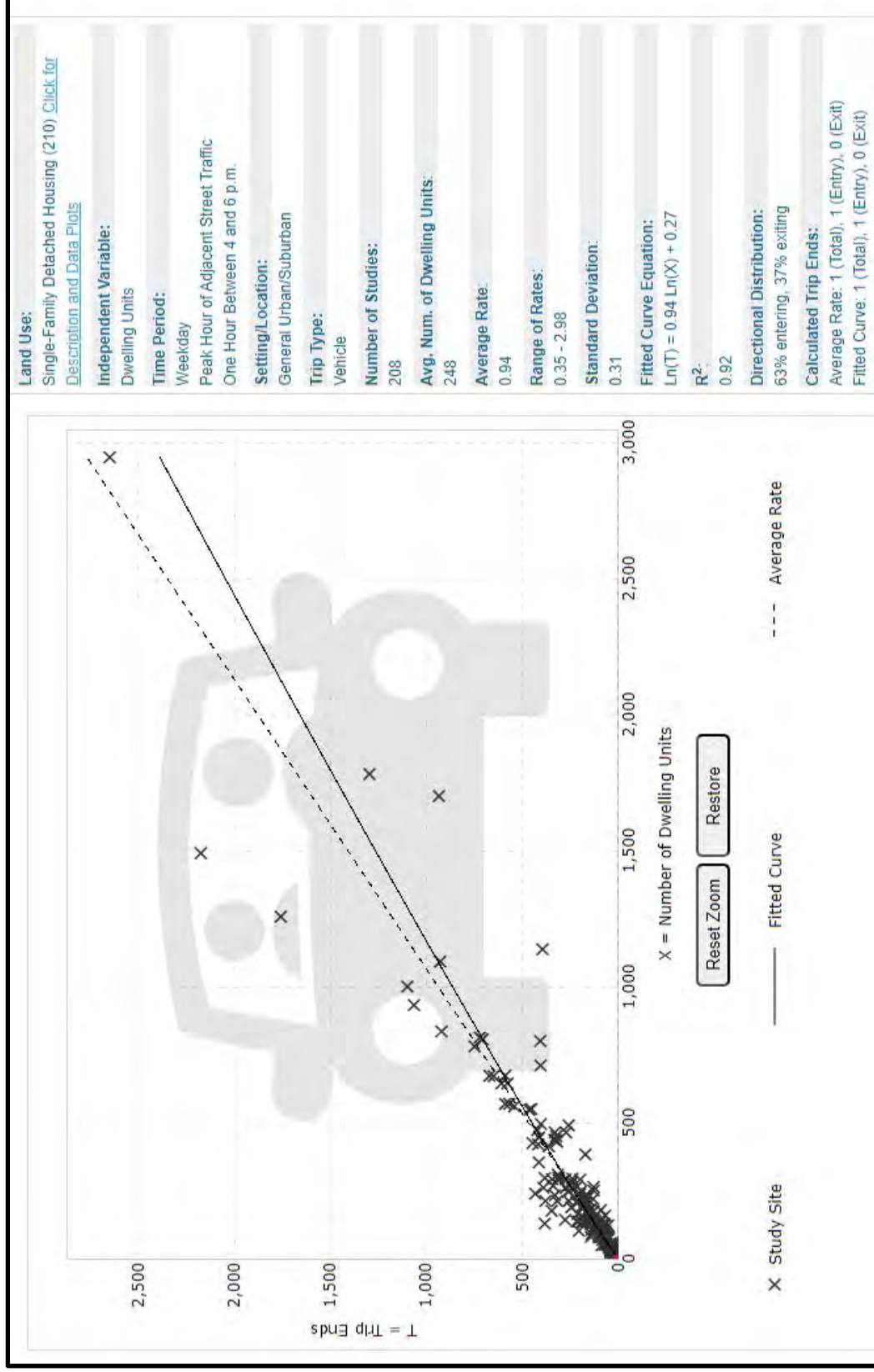
Single-Family Detached Housing
ITE Code #210
Size: 1 Home

WEEKDAY
Peak Hour of Adjacent Street Traffic: 7-9 AM



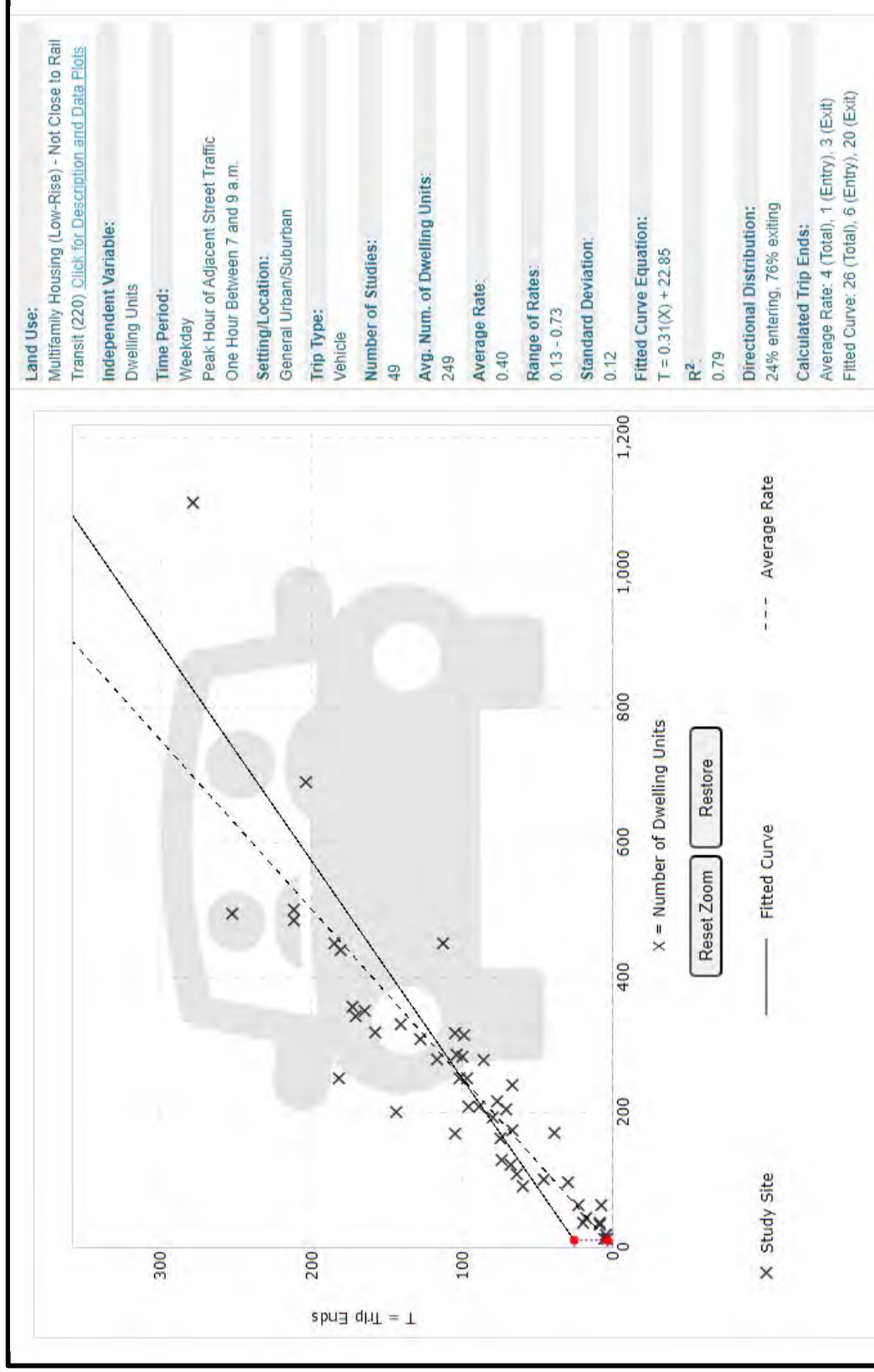
Single-Family Detached Housing
ITE Code #210
Size: 1 Home

WEEKDAY
Peak Hour of Adjacent Street Traffic: 4-6 PM



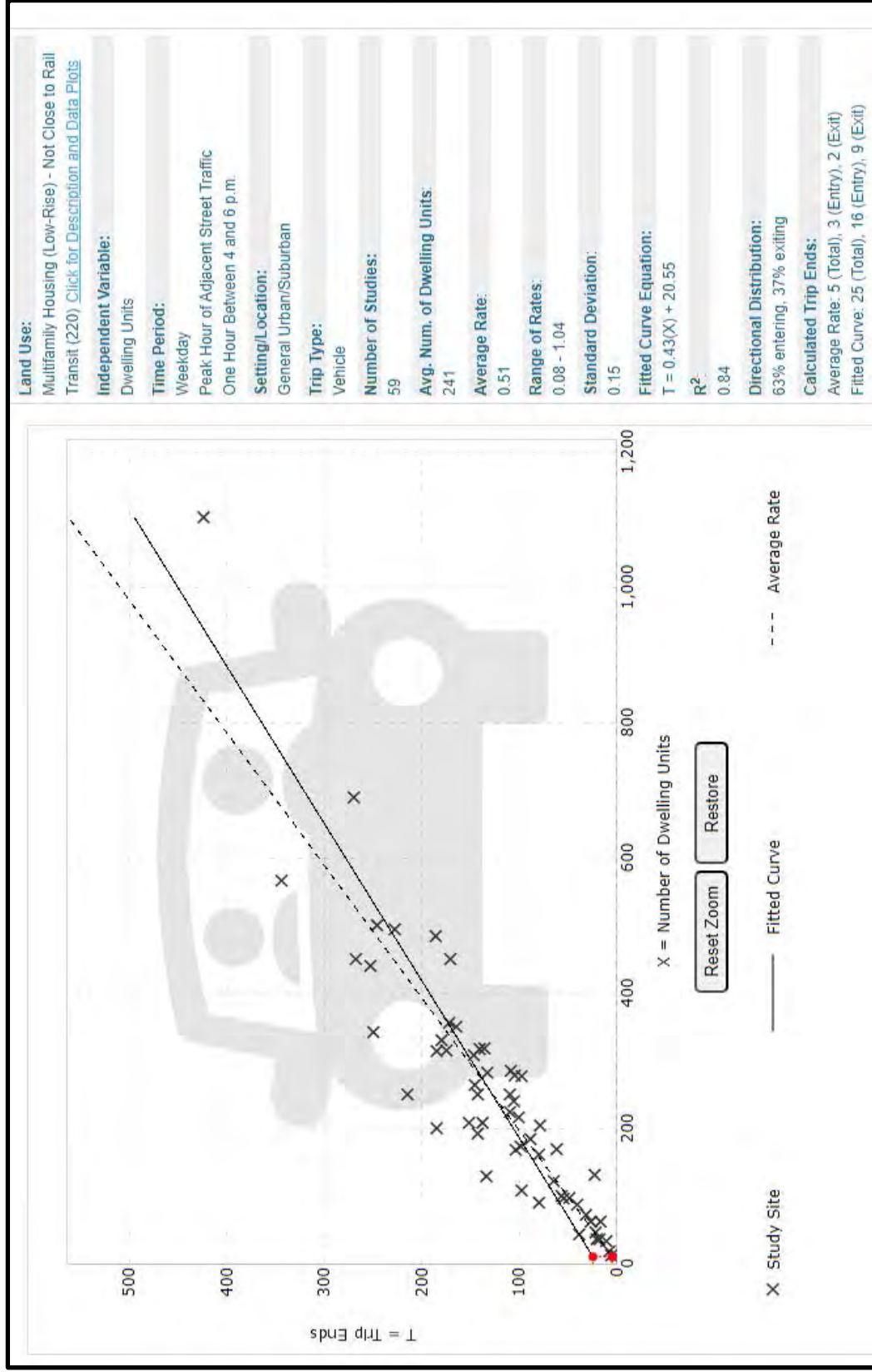
Multifamily Housing (Low-Rise)
ITE Code #220
Size: 10 Townhomes

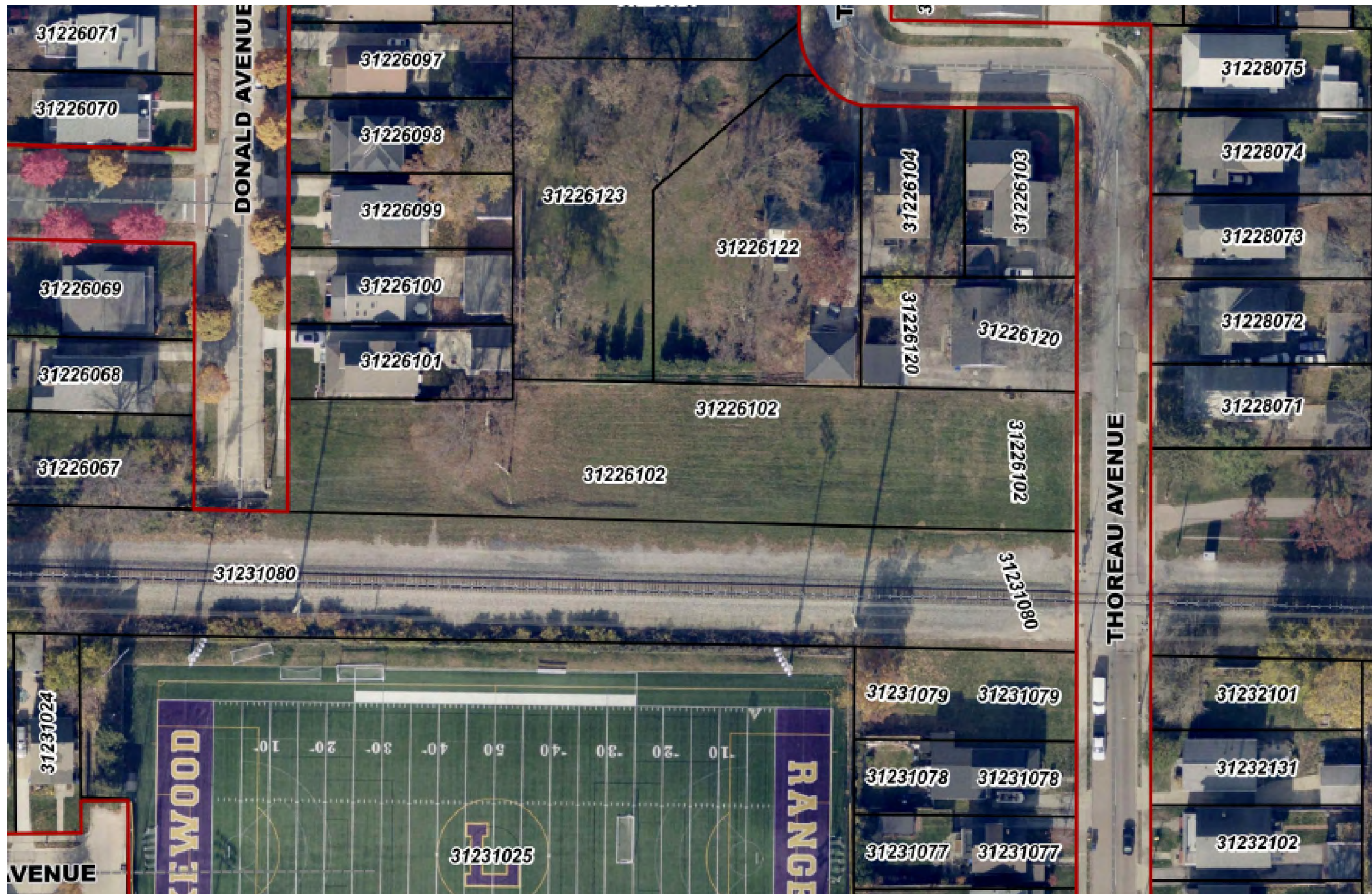
WEEKDAY
Peak Hour of Adjacent Street Traffic: 7-9 AM



Multifamily Housing (Low-Rise)
ITE Code #220
Size: 10 Townhomes

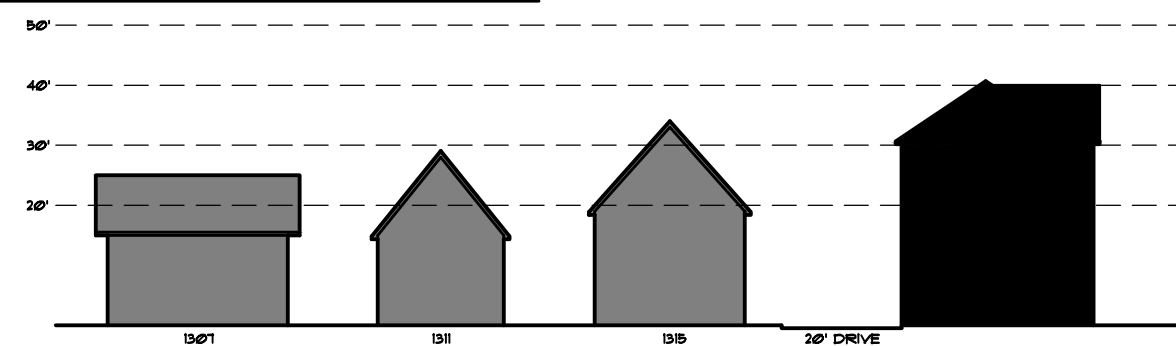
WEEKDAY
Peak Hour of Adjacent Street Traffic: 4-6 PM





ENLARGED AERIAL

N.T.S.



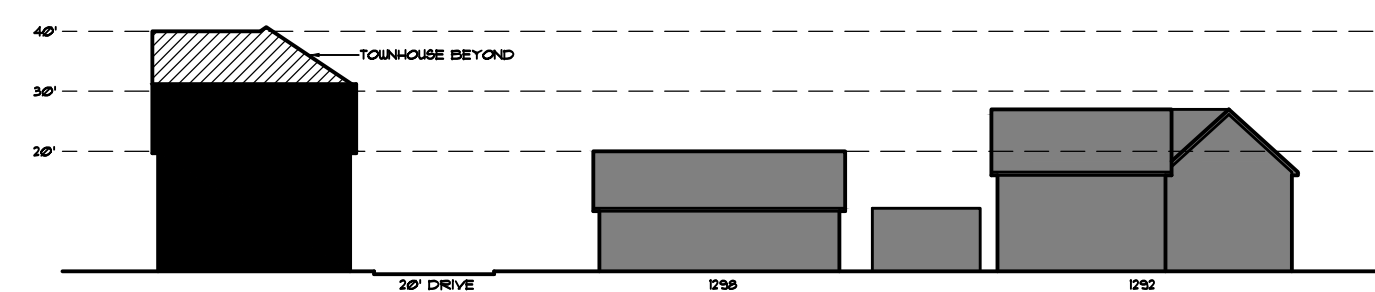
CONTEXT ELEVATIONS - DONALD AVENUE

N.T.S.



THOREAU TO SOUTH

N.T.S.



CONTEXT ELEVATIONS - THOREAU AVENUE

N.T.S.



THOREAU FROM NORTH

N.T.S.



VIEW TO WEST

N.T.S.



THOREAU TO NORTH

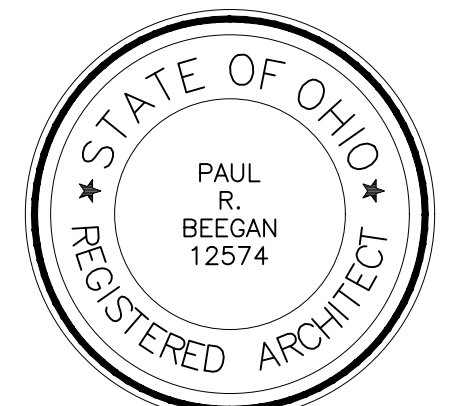
N.T.S.



ACROSS THOREAU

N.T.S.

ISSUE	DATE	DESCRIPTION
1	07.18.24	abr & planning review
2	08.07.24	abr revisions
3	09.18.24	abr & planning reiev



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

BEEGAN
ARCHITECTURAL DESIGN

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

216.521.9000 PHONE
216.916.4591 FAX
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
3	08.07.24	abr revisions
4	09.18.24	abr & planning review



P.P.N. 312-26-123
David Whitney Kermode

P.P.N. 312-26-122
David Whitney Kermode

P.P.N. 312-26-120
Eileen Jennings

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

BEEGAN

ARCHITECTURAL DESIGN

15703 MADISON AVENUE 216.521.9000 PHONE
LAKEWOOD, OHIO 44107 216.916.4591 FAX
WWW.BEEGAN-AD.COM PAUL@BEEGAN-AD.COM

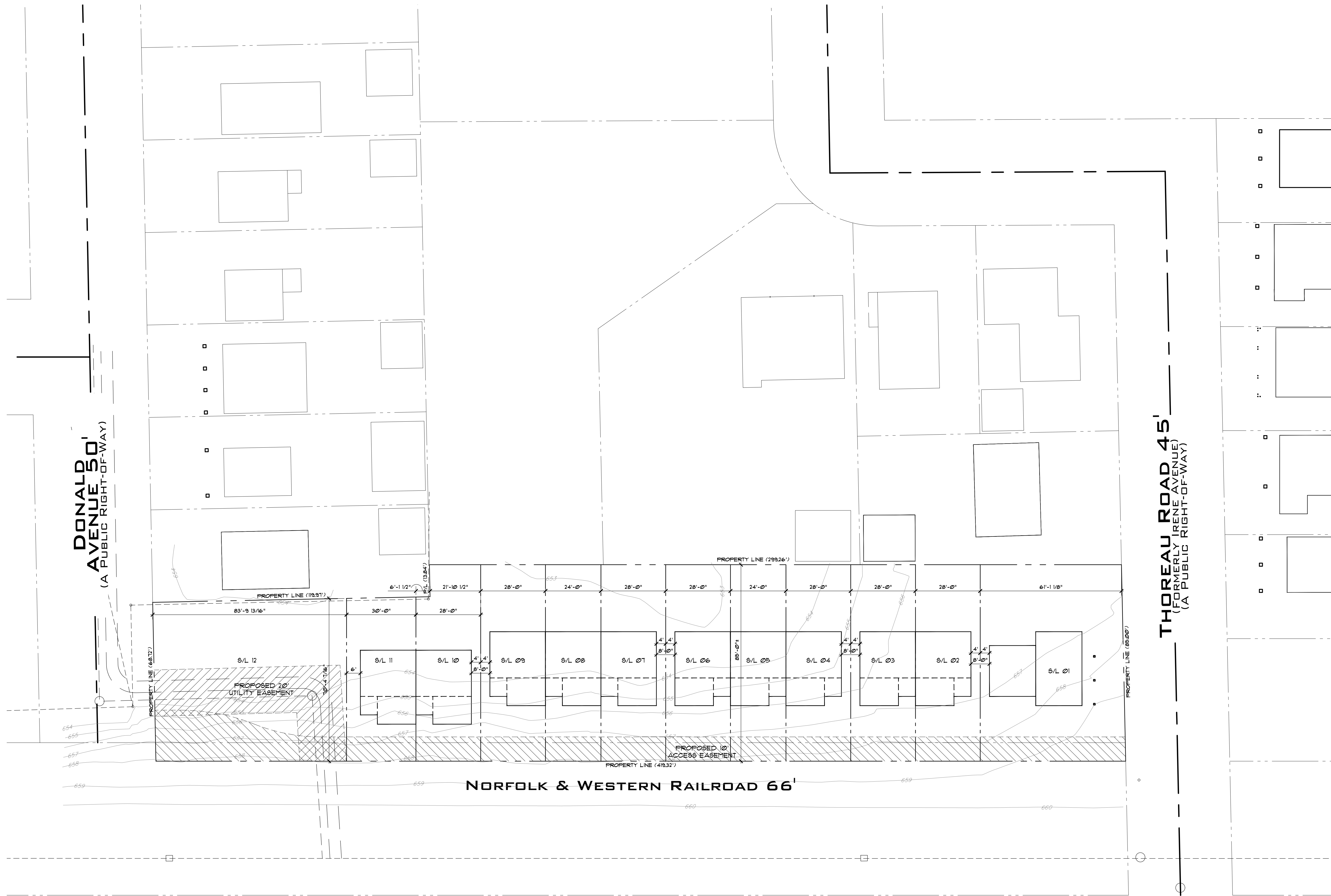
project no. 23-075

**Hilane Realty
Donald & Thoreau
Development**

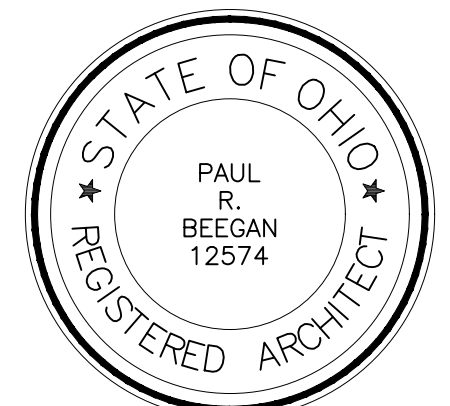
ppn 312-26-102
lakewood, oh 44107

Architectural Site Plan

A1



ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review
3	08.07.24	abr revisions
4	09.18.24	abr & planning review



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

BEEGAN

ARCHITECTURAL DESIGN

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

216.521.9000 PHONE
216.916.4591 FAX
PAUL@BEEGAN-AD.COM

project no. 23-075

**Hilane Realty
Donald & Thoreau
Development**

ppn 312-26-102
lakewood, oh 44107

Preliminary Lot Split Plan

A2



SKY PENCIL HOLLY



BLUE ARROW JUNIPER



LIMELIGHT HYDRANGEA

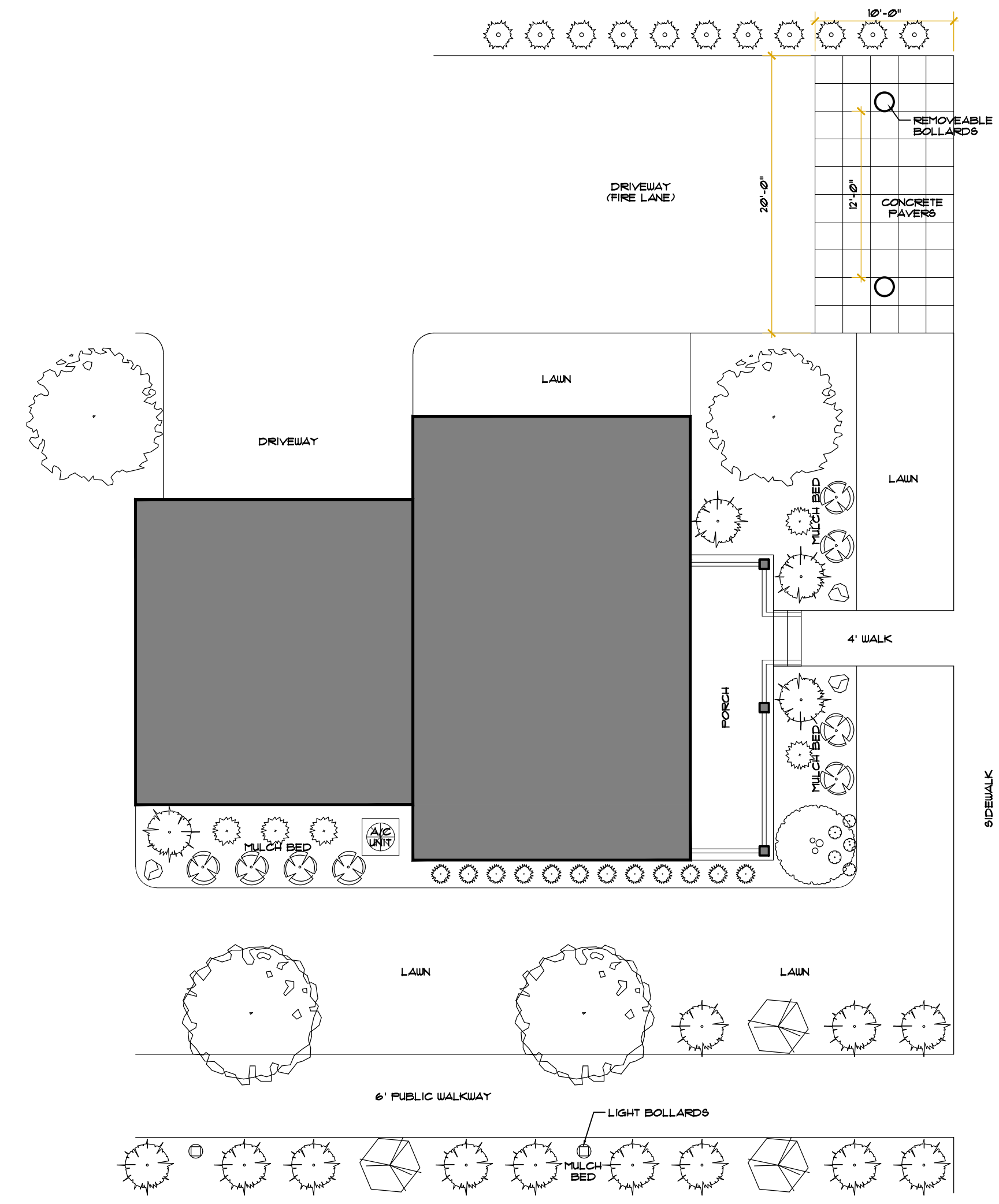


BOLLARDS

LANDSCAPE TREE LEGEND				
SYMBOL	COMMON NAME	SIZE	BOTANICAL NAME	SPACING
	TRIDENT MAPLE	25 GAL.	ACER BUERGERIANUM	20'
	REDBUD	25 GAL.	CERCIS CANADENSIS	20'
	ROYAL PURPLE SMOKE TREE	MULTI-STEM	COTINUS COGGYGRIA 'ROYAL PURPLE'	6'-8'

LANDSCAPE PLAN LEGEND				
SYMBOL	COMMON NAME	SIZE	BOTANICAL NAME	SPACING
	BLUE ARROW JUNIPER	6' HT.	JUNIPERUS SCOPULORUM 'BLUE ARROW'	4'
	DOUBLE KNOCKOUT ROSE	5 GAL.	ROSA 'RADTKO'	2'
	WINTER GEM BOXWOOD	5 GAL.	BUXUS MICROPHYLLA VAR. JAPONICA WINTER GEM	18"
	DWARF FOUNTAIN GRASS	5 GAL.	PENNISETUM ALOPECUROIDES 'HAMELI'	3'-4'
	SKY PENCIL HOLLY	4' HT.	ILLEX CRENATA 'SKY PENCIL'	3'
	LIMELIGHT HYDRANGEA	3 GAL.	HYDRANGEA PANICULATA 'LIMELIGHT'	4'
	ENGLISH LAVENDER	1 GAL.	LAVANDULA ANGLUSTROLIA	24"

NOTE:
SEE FULL SITE PLAN FOR ADDITIONAL
LANDSCAPE DESIGN ELEMENTS.



DETAILED LANDSCAPE PLANS

1/8" = 1'-0"

1
A3/A3

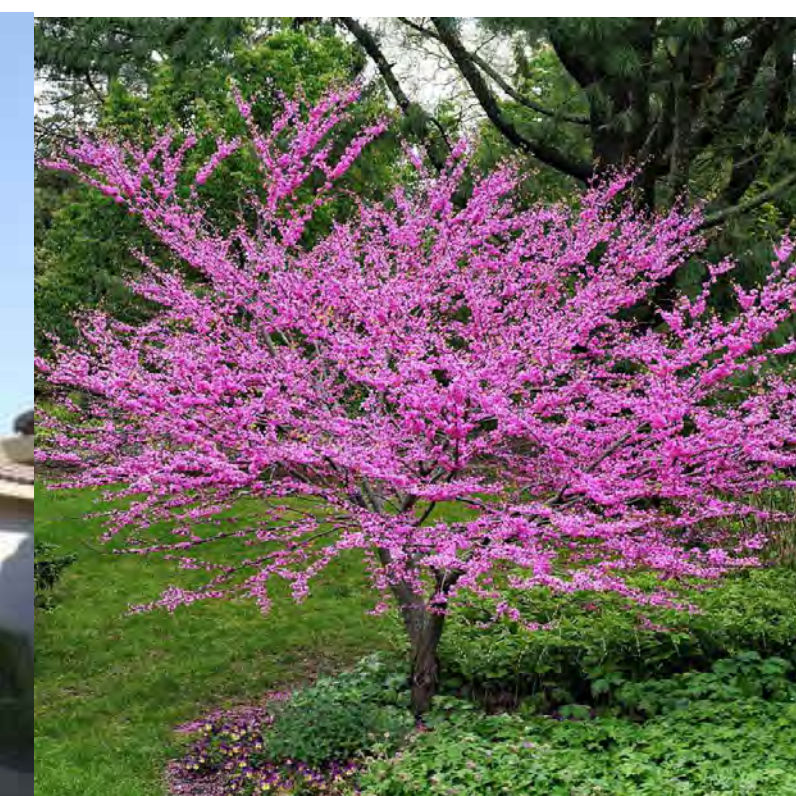
0 8' 16'
GRAPHIC SCALE (FEET)



TRIDENT MAPLE - FALL



TRIDENT MAPLE - SUMMER



REDBUD



ROYAL PURPLE SMOKE TREE



WINTER GEM BOXWOOD

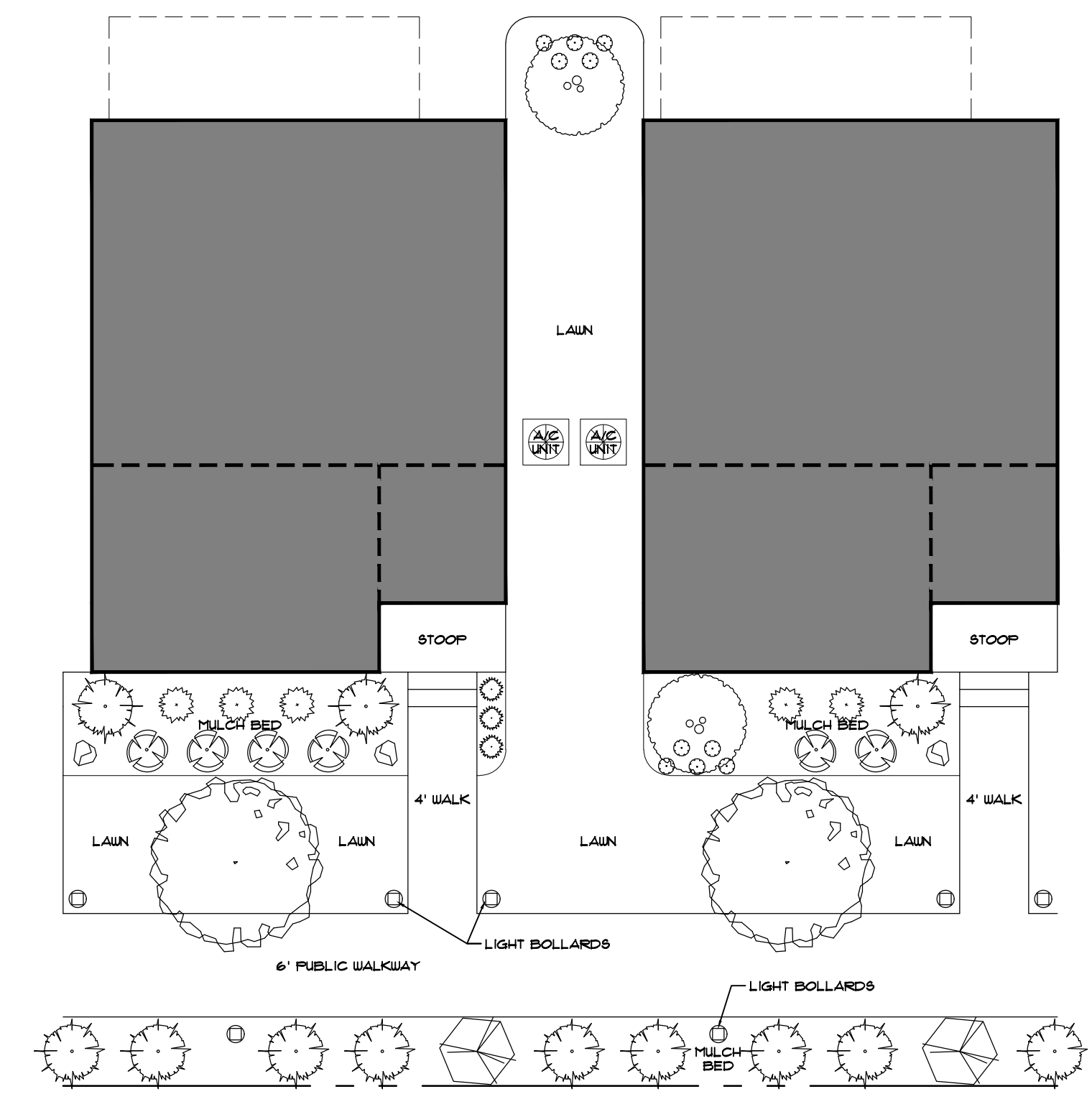


DOUBLE KNOCKOUT ROSE



ENGLISH LAVENDER

DWARF FOUNTAIN GRASS



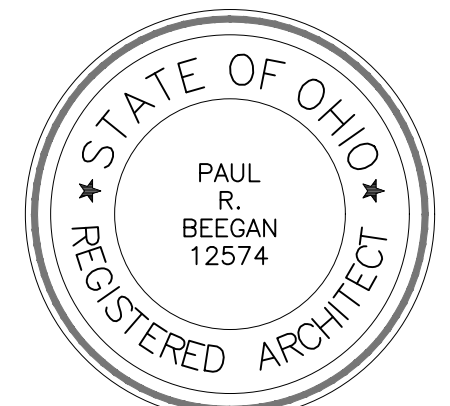
DETAILED LANDSCAPE PLANS

1/8" = 1'-0"

2
A3/A3

0 8' 16'
GRAPHIC SCALE (FEET)

ISSUE	DATE	DESCRIPTION
1	09.18.24	abr & planning review



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

BEEGAN

ARCHITECTURAL DESIGN

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

216.521.9000 PHONE
216.916.4591 FAX
PAUL@BEEGAN-AD.COM

project no. 23-075

Hilane Realty
Donald & Thoreau
Development

ppn 312-26-102
lakewood, oh 44107

Architectural Site Plan

A3



VIEW AT EAST END
N.T.S.



VIEW TO WEST
N.T.S.

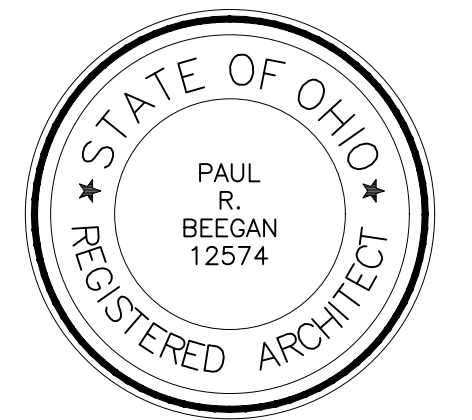


VIEW AT WEST END
N.T.S.



VIEW ACROSS CENTER
N.T.S.

ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review
3	09.18.24	abr & planning review



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Townhouses
Project Renderings

A4

ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review
3	09.18.24	abr & planning review

VIEW AT EAST END

N.T.S.

VIEW TO WEST

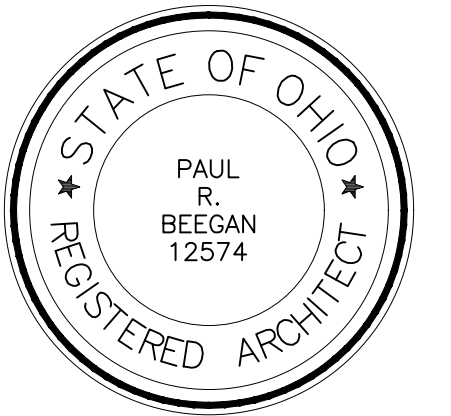
N.T.S.

VIEW AT WEST END

N.T.S.

VIEW ACROSS CENTER

N.T.S.



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Development**

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lakewood, oh 44107

Townhouses
Project Renderings

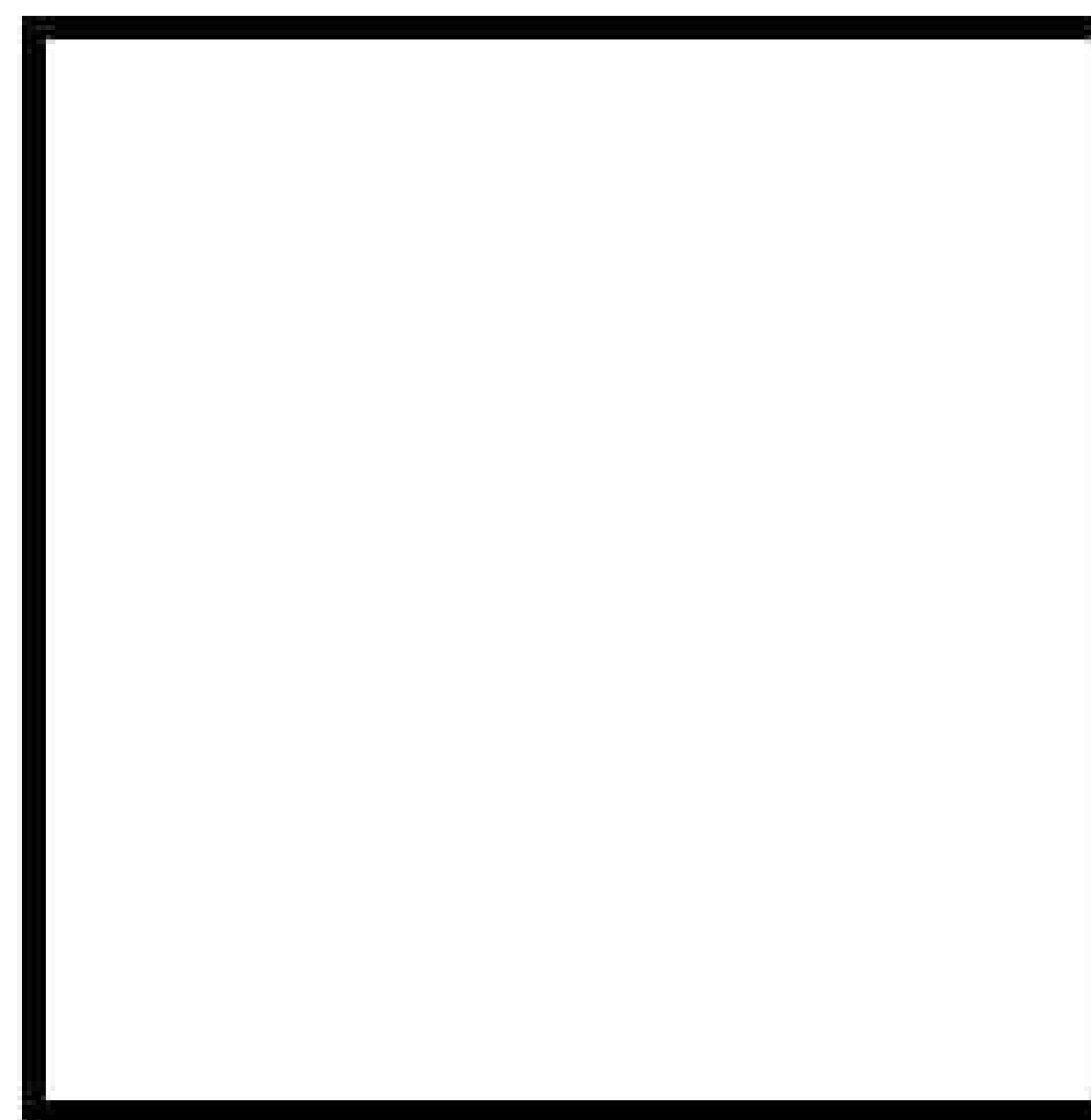
A5



VINYL SIDING



BOARD AND BATTEN



TRIM AND GARAGE DOOR

COMBINATION A

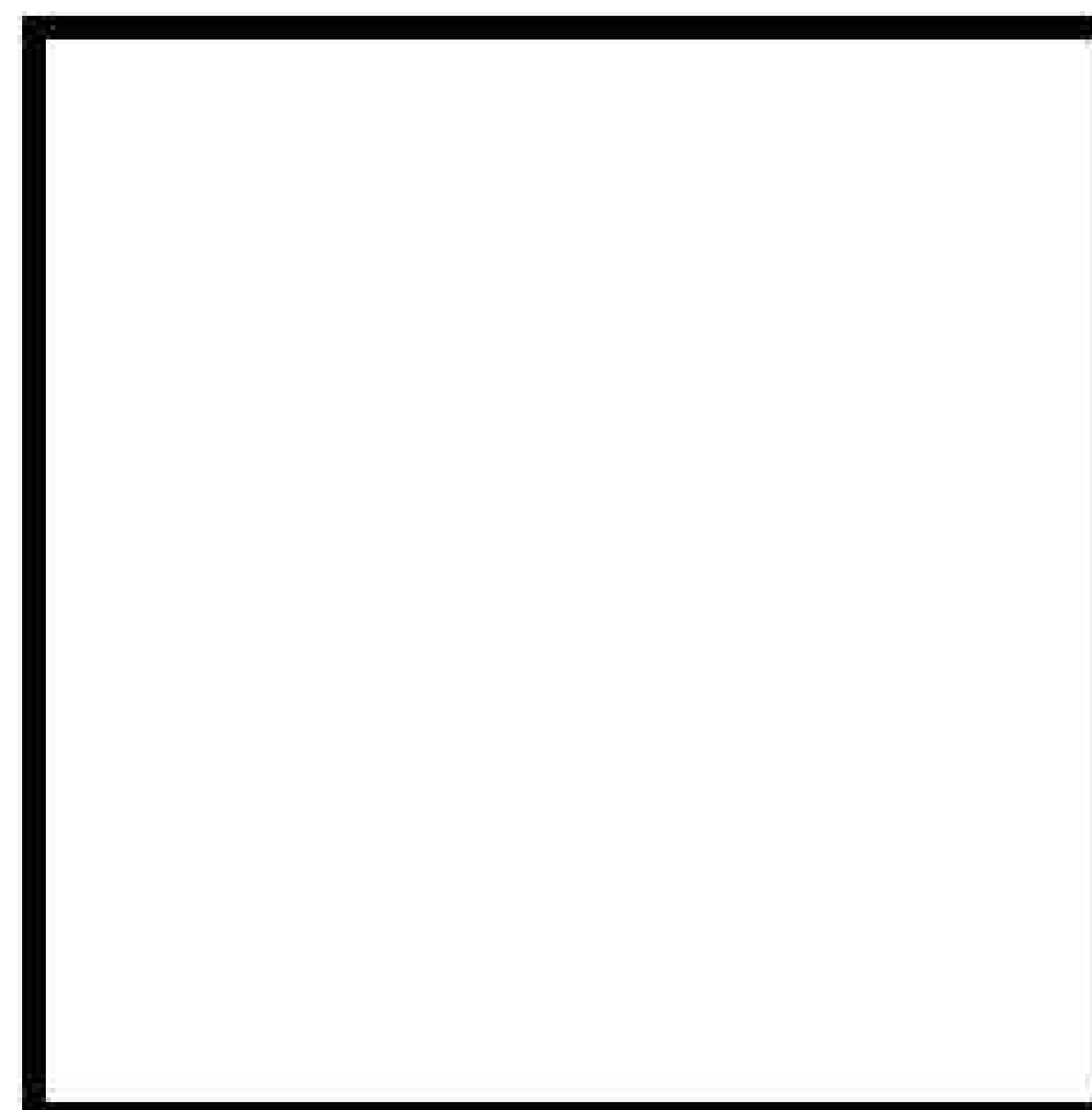
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VINYL SIDING



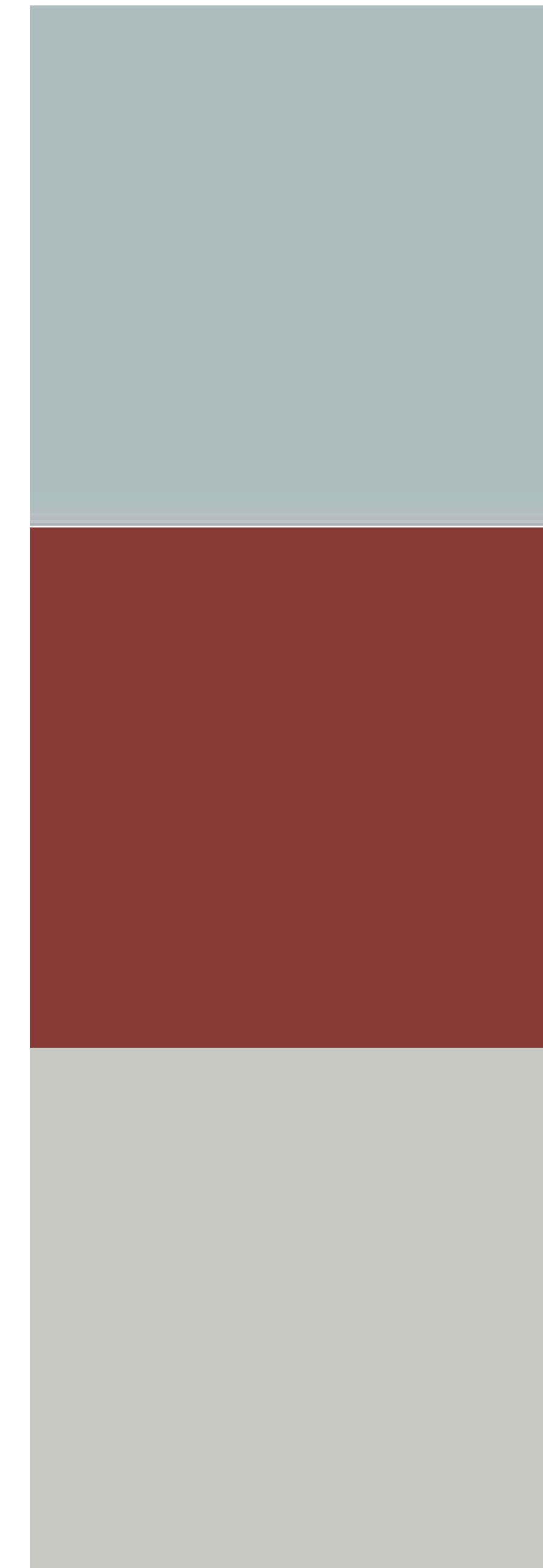
BOARD AND BATTEN



TRIM AND GARAGE DOOR

COMBINATION B

N.T.S.

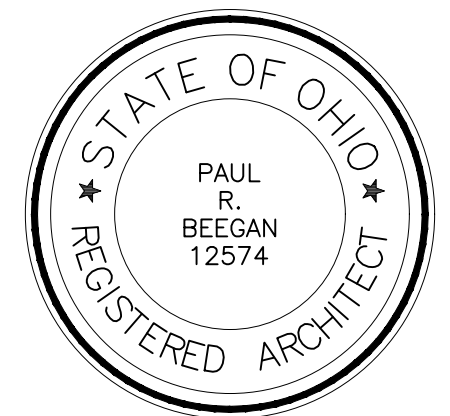


FRONT DOOR



FRONT AND BACK DOOR SCONCE

ISSUE	DATE	DESCRIPTION
1	08.07.24	abr revisions
2	09.18.24	abr & planning review



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project no. 23-075

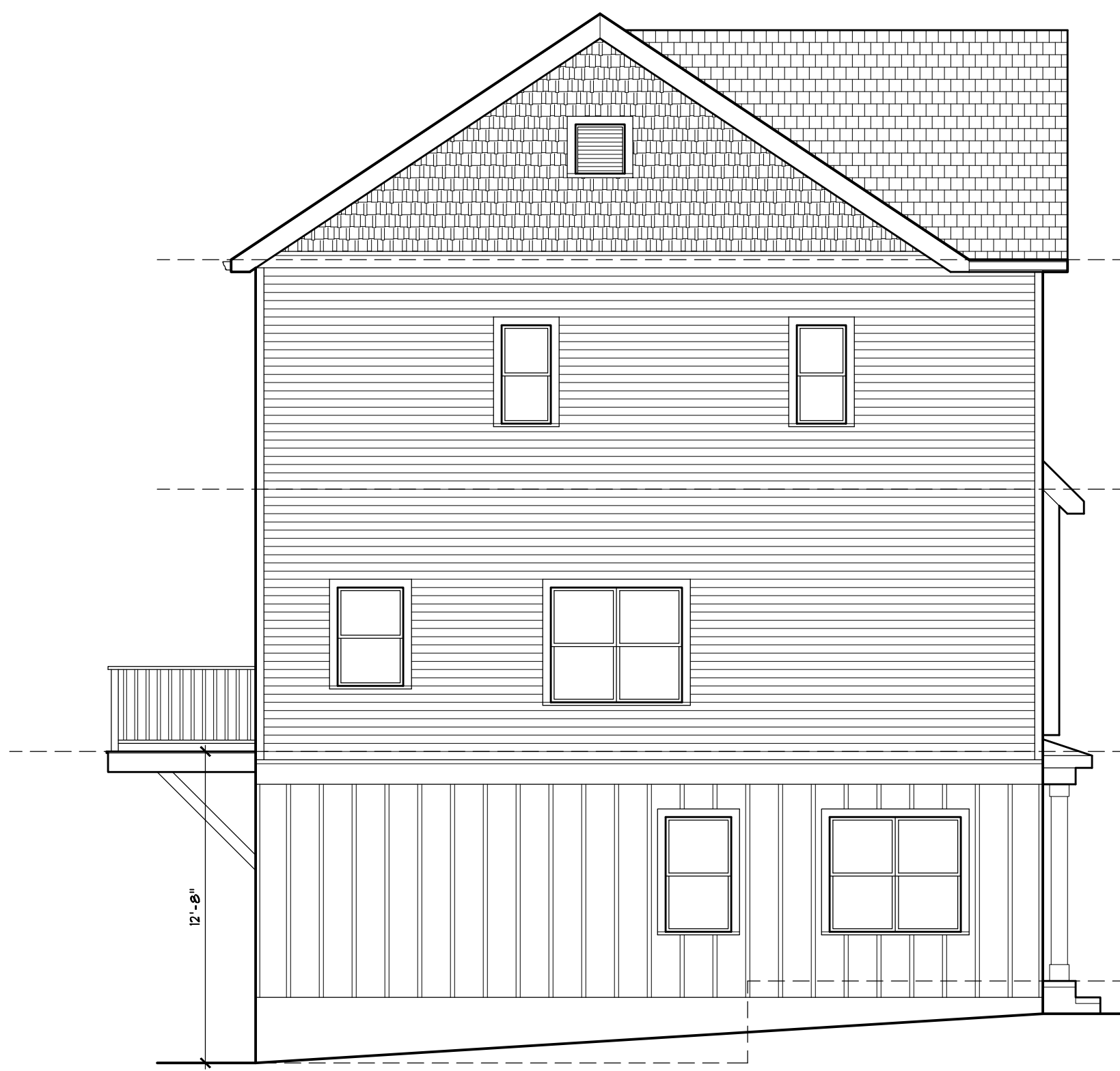
Hilane Realty
**Donald & Thoreau
Development**

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lakewood, oh 44107

Exterior Finishes

A6

ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review
3	08.07.24	abr revisions
4	09.18.24	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"
FRONT GRADE
ELEV. 0'-0"
REAR GRADE
ELEV. -2'-0"

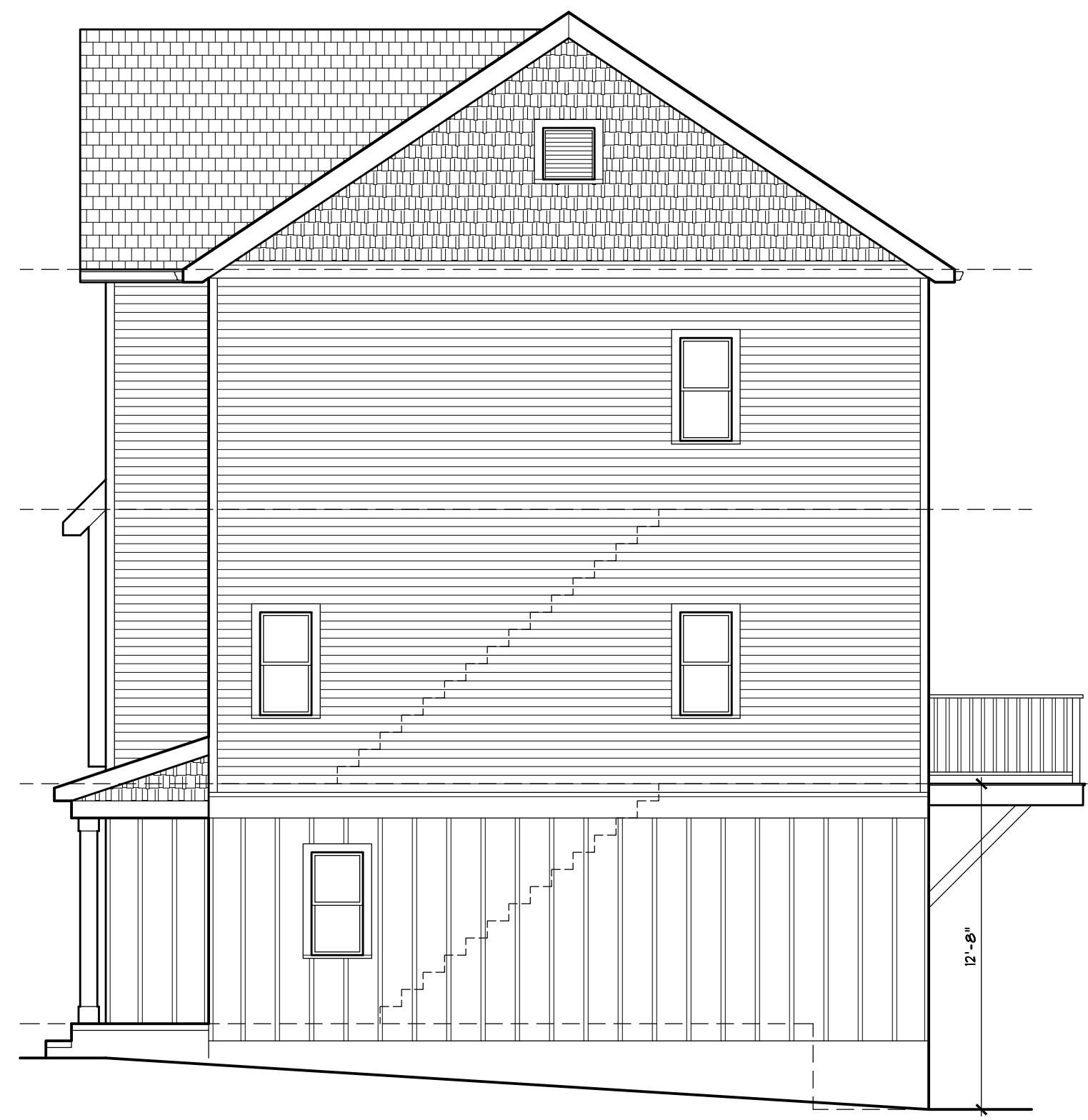


FRONT ELEVATION
1/4" = 1'-0"
A

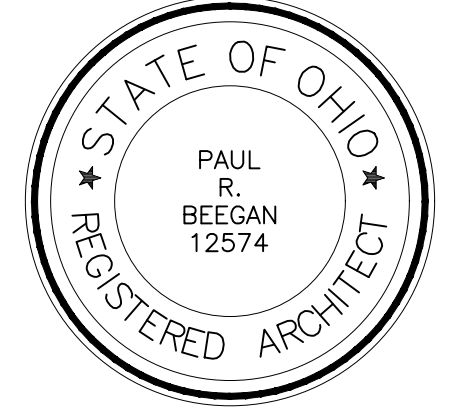


REAR ELEVATION
1/4" = 1'-0"
C

- 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"
FRONT GRADE
ELEV. 0'-0"
REAR GRADE
ELEV. -2'-0"



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



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EXPIRATION DATE: 12.31.2025

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project no. 23-075

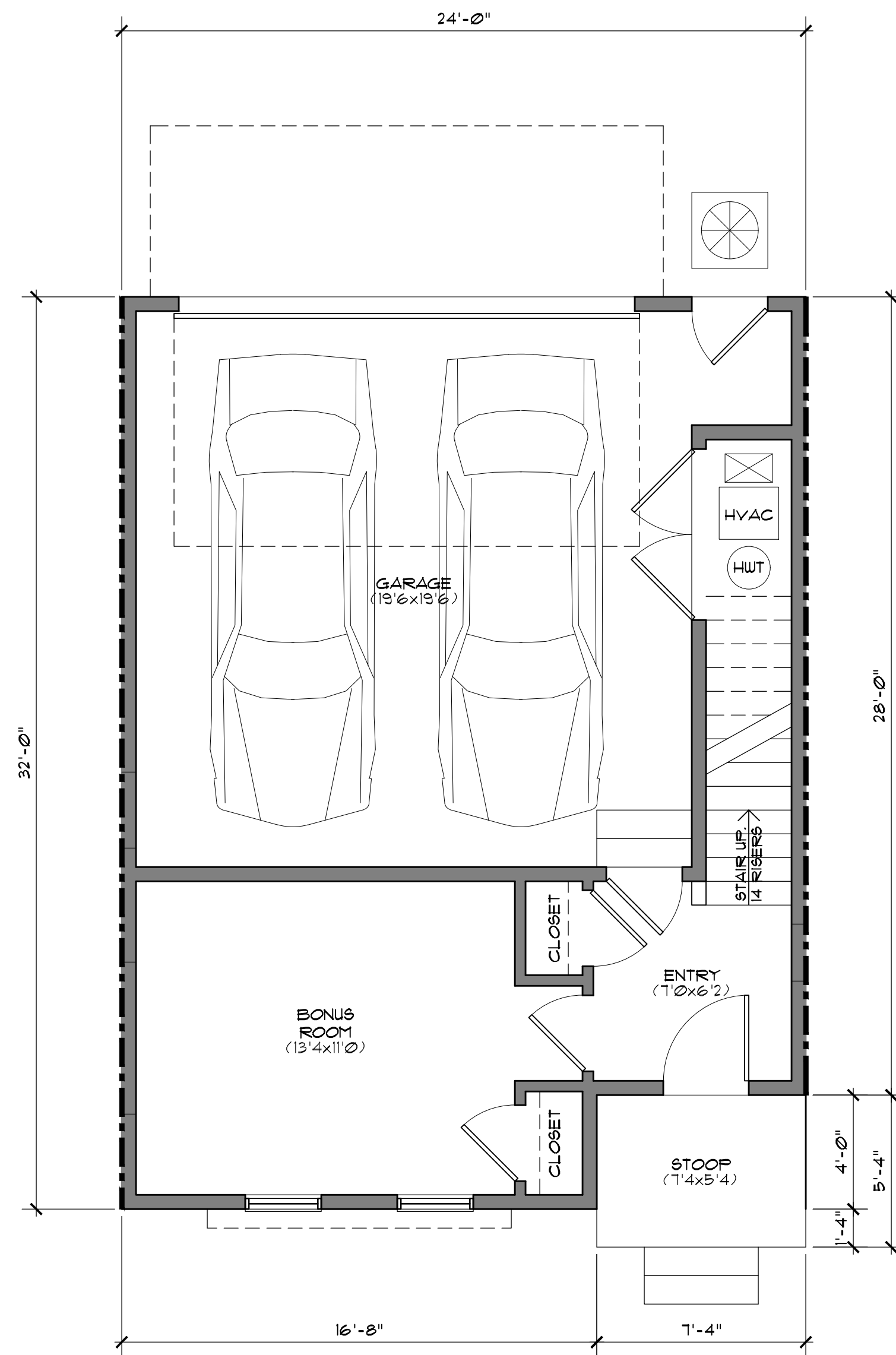
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Development

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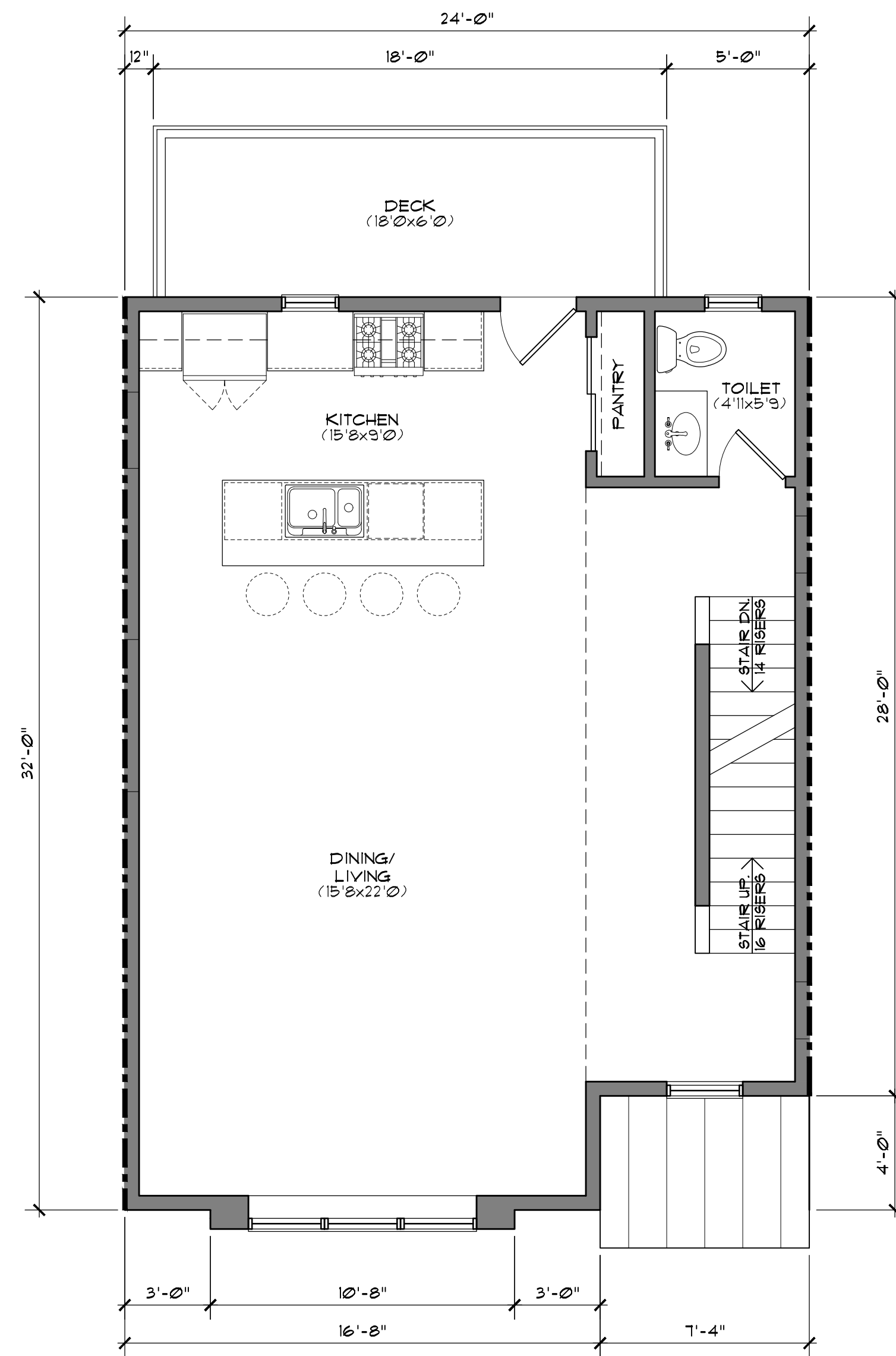
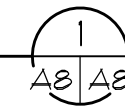
Townhouses
Exterior Elevations



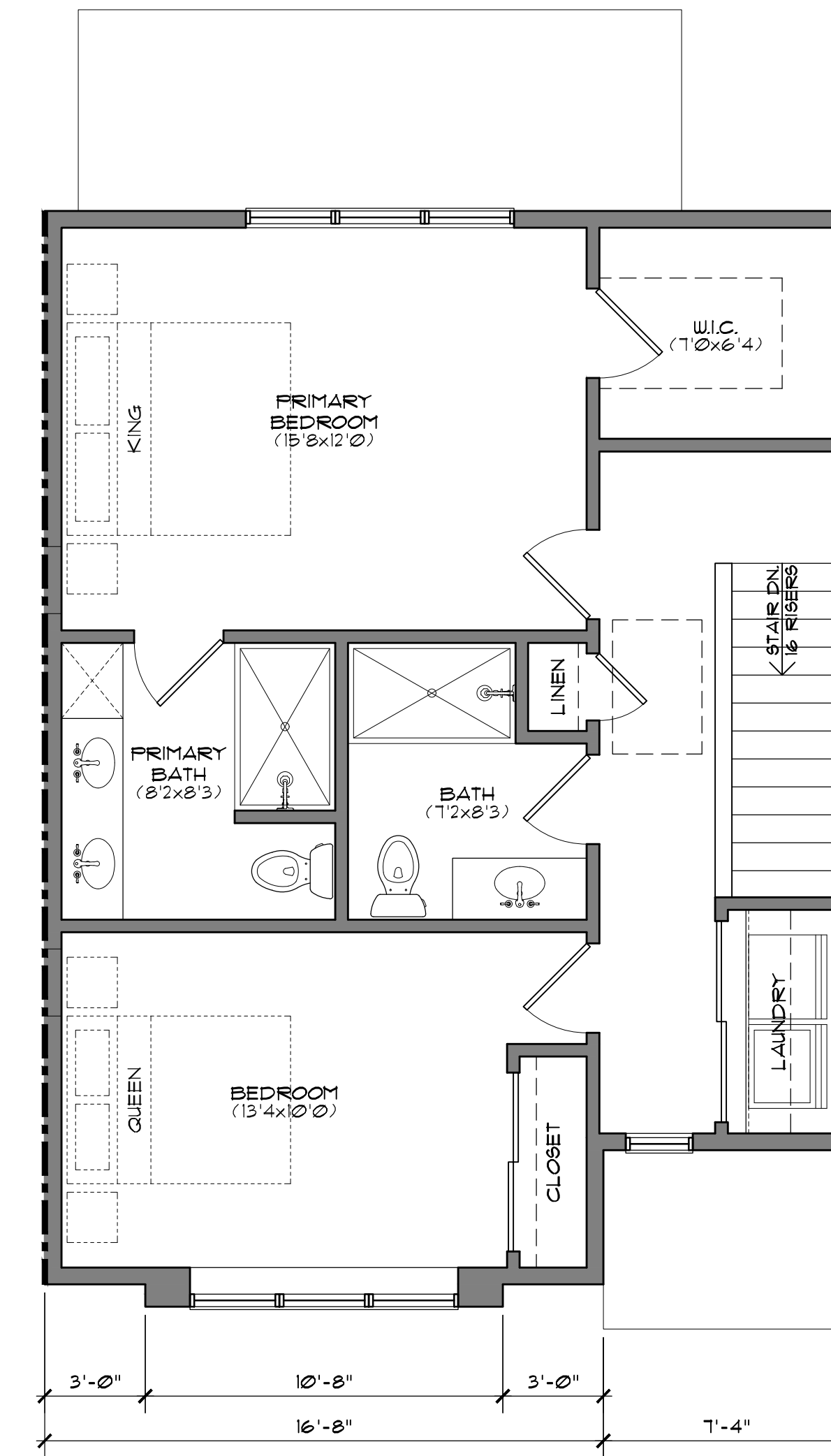
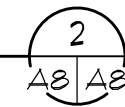
ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review
3	09.18.24	abr & planning review



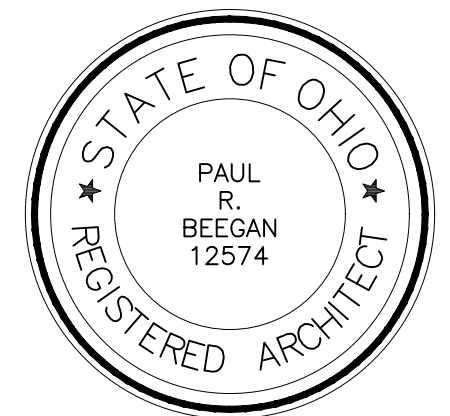
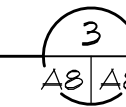
UNITS 7-10 AREA SUMMARY:
1ST FLOOR 259 GSF / 224 NSF
1ST FLOOR PLAN
1/4" = 1'-0"



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



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



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

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Townhouses
Floor Plans

A8

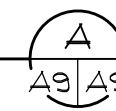
ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review
3	09.18.24	abr & planning review



- 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"

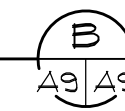
FRONT ELEVATION

1/4" = 1'-0"



RIGHT SIDE ELEVATION

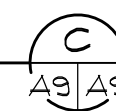
1/4" = 1'-0"



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

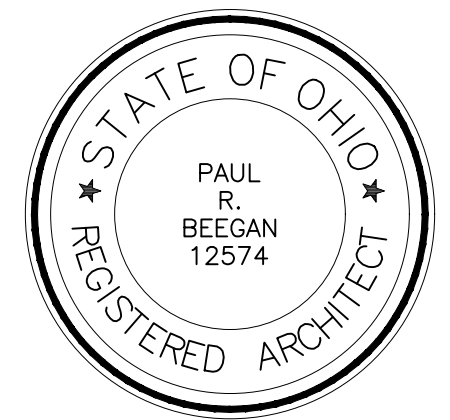
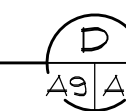
LEFT SIDE ELEVATION

1/4" = 1'-0"



REAR ELEVATION

1/4" = 1'-0"



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

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project no. 23-075

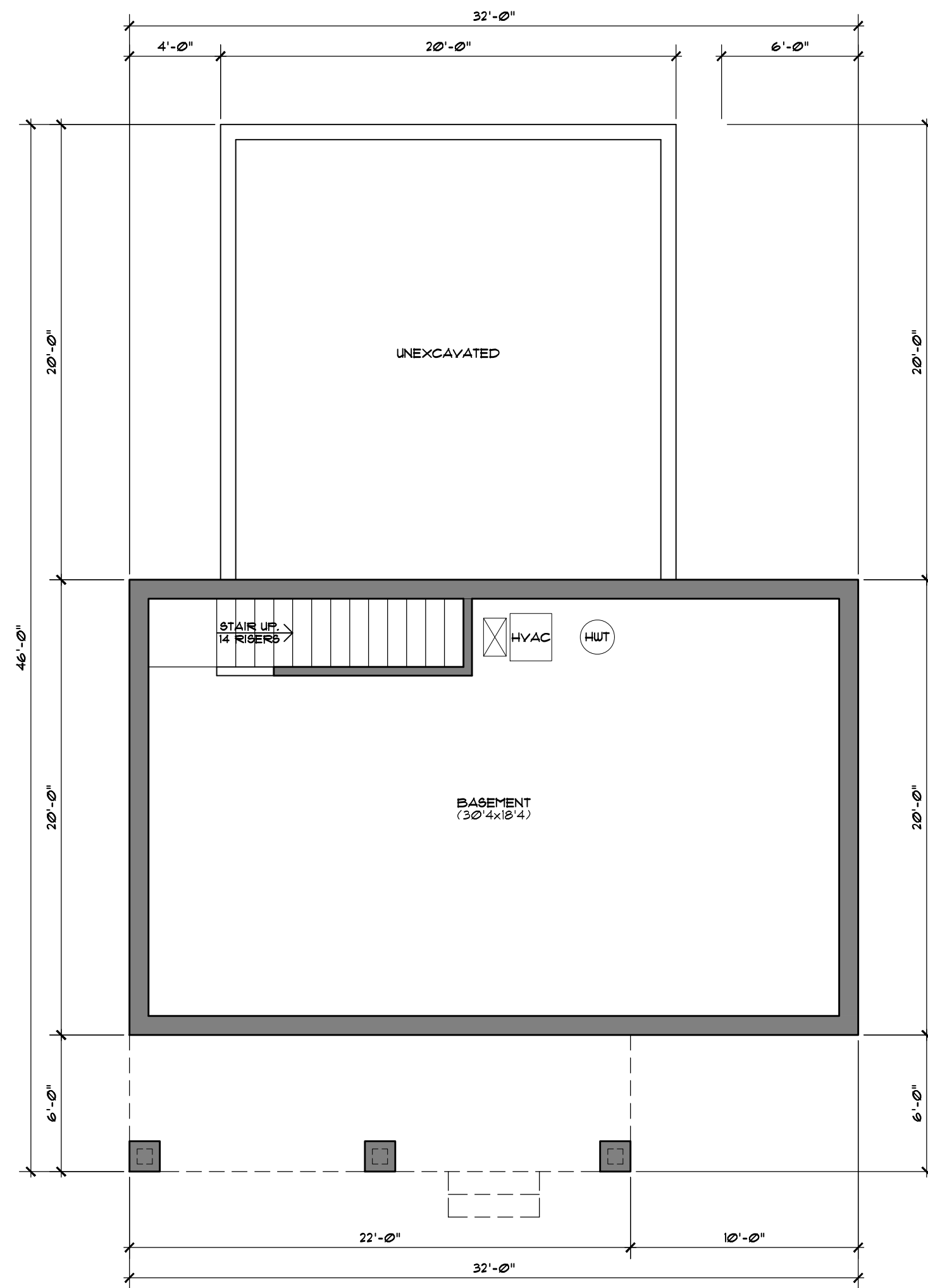
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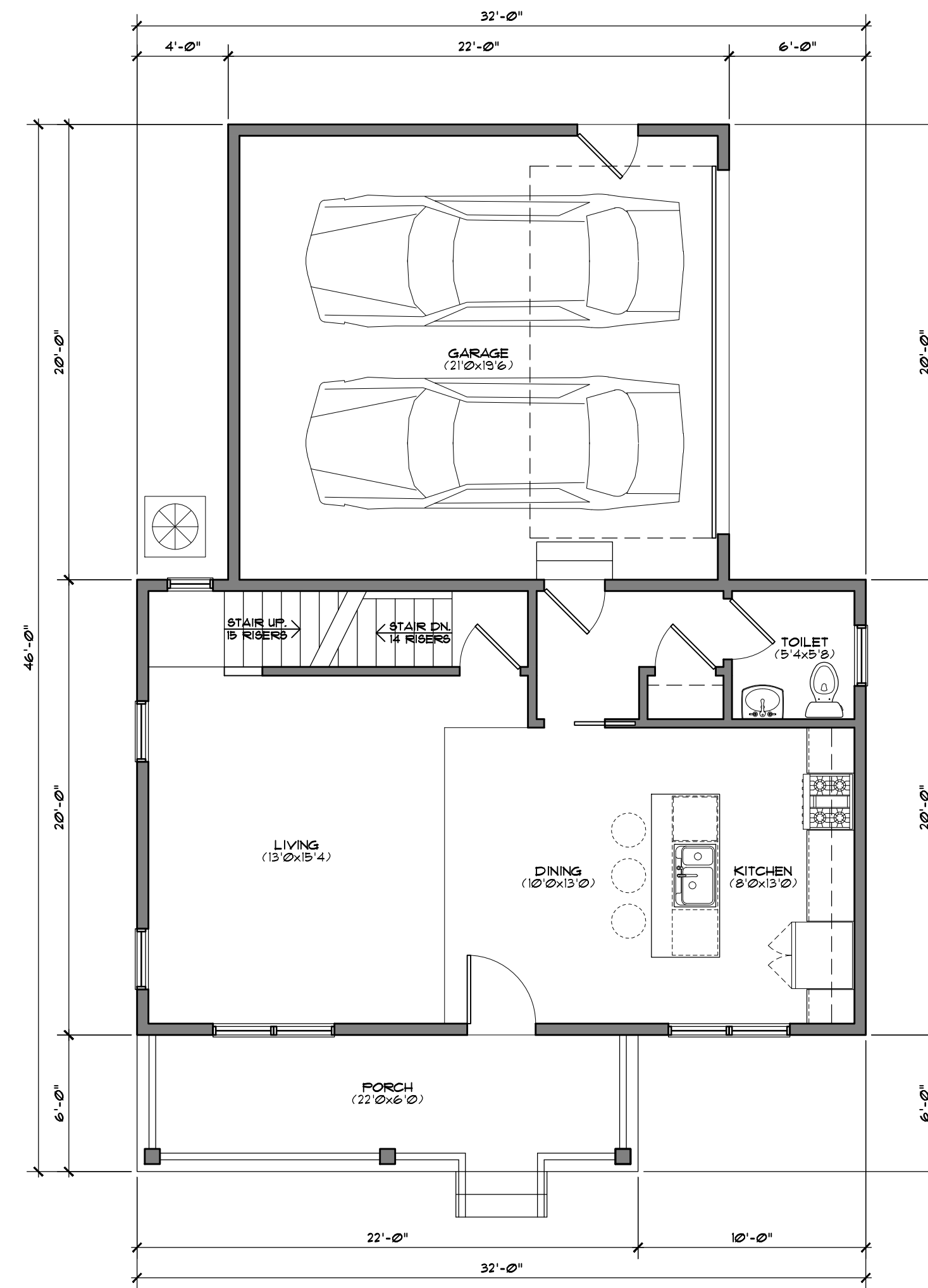
Single-Family House East
Exterior Elevations

A9

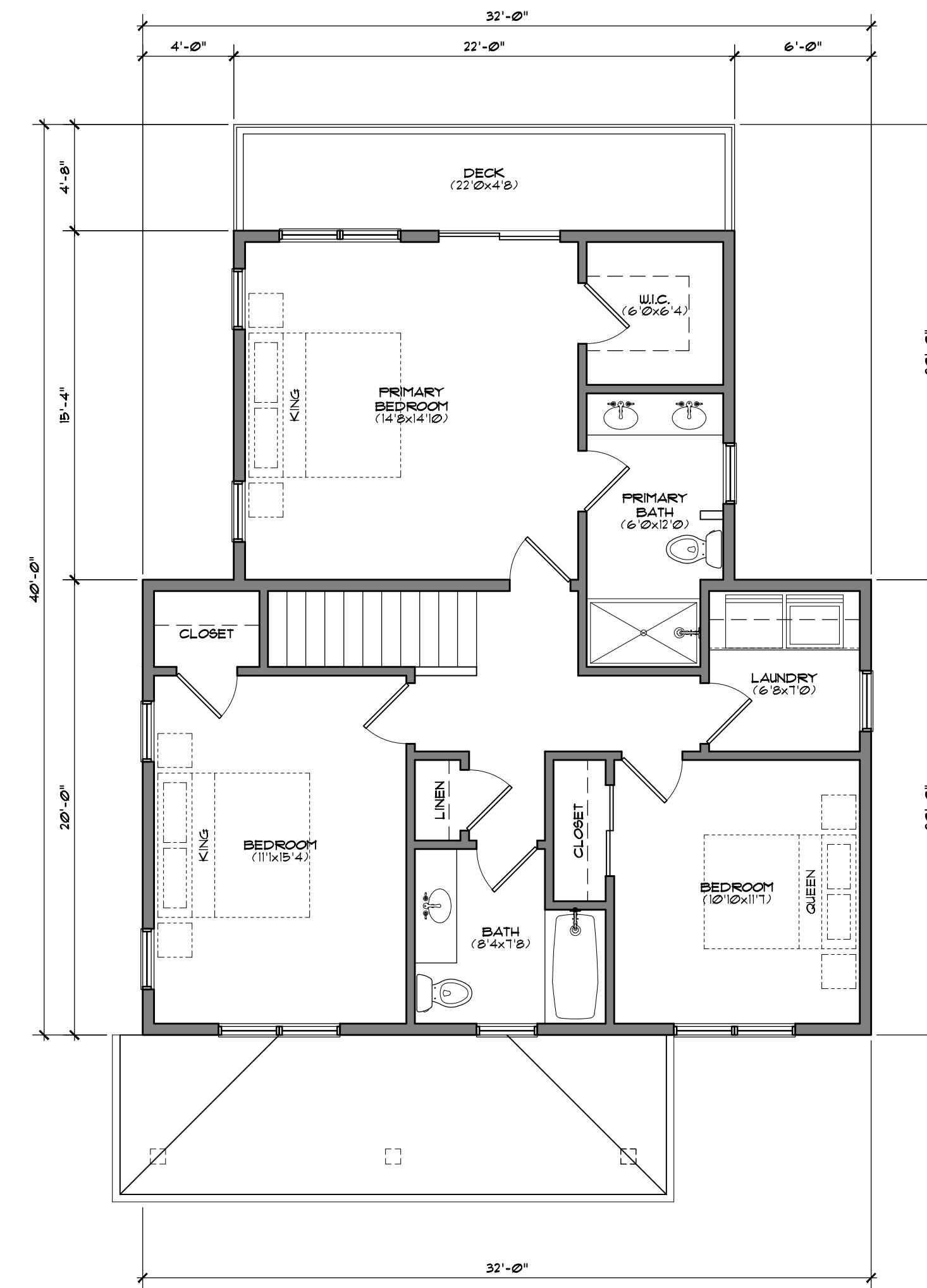
ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.18.24	abr & planning review
3	09.18.24	abr & planning review



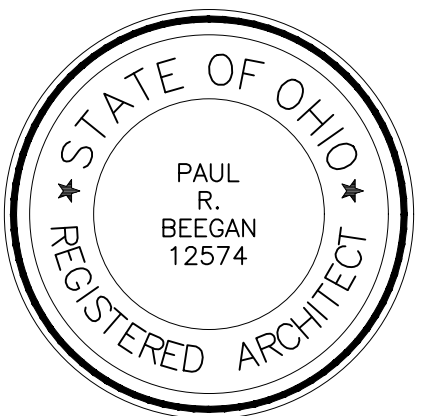
AREA SUMMARY:
BASEMENT 446 NSF
BASEMENT PLAN
1/4" = 1'-0"



AREA SUMMARY:
1ST FLOOR 640 GSF / 589 NSF
GARAGE 440 GSF
1ST FLOOR PLAN
1/4" = 1'-0"



AREA SUMMARY:
2ND FLOOR 811 GSF / 911 NSF
2ND FLOOR PLAN
1/4" = 1'-0"



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

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project no. 23-075

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Single-Family House
Floor Plans

A10



PLANNING COMMISSION

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

Application Cover Page

Docket No.: 09-38-24

Permit No.: PC24-000044

Applicant Name: Steven Minnich, NE OHIO Subs LLC.

Project Address: 16306 Detroit Ave.

Project Name: Jersey Mike's Subs

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





No

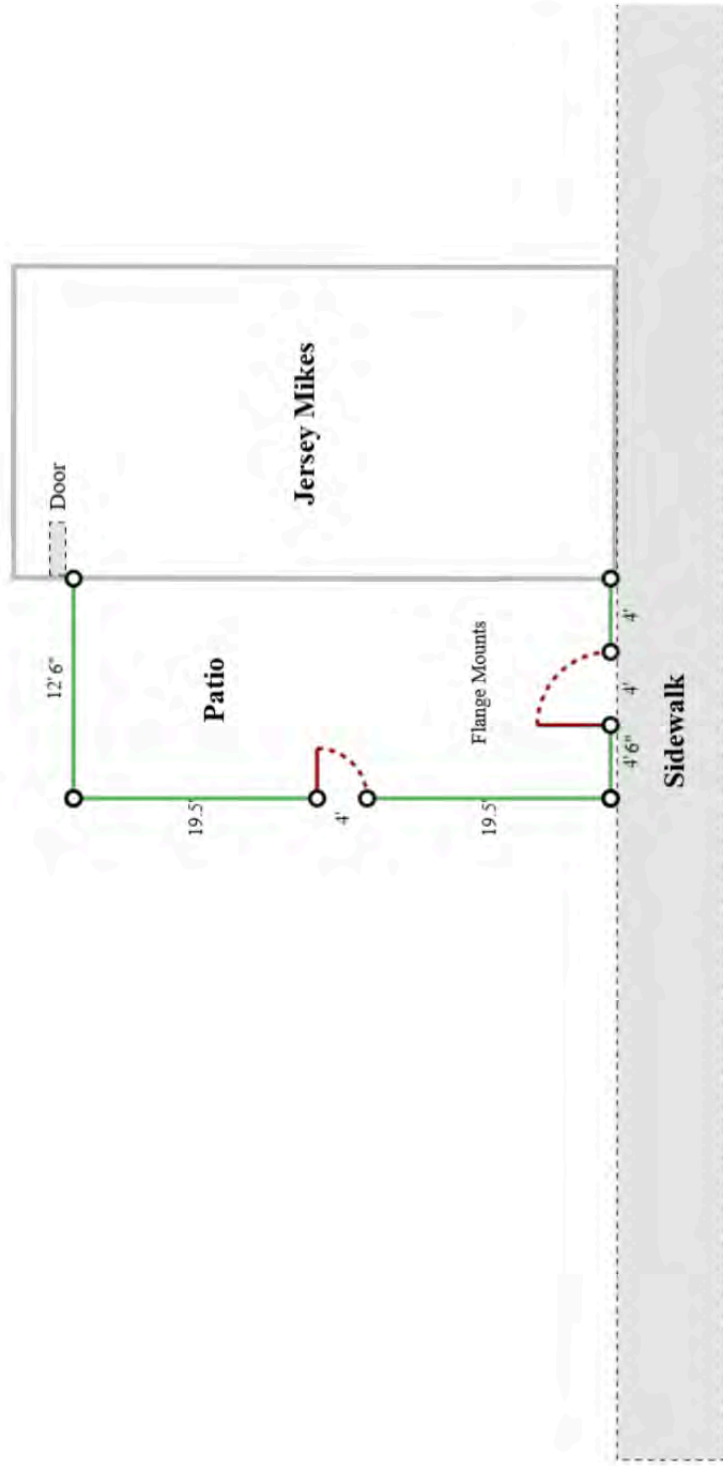
(Superior Fence & Rail requires copy of permit before installation)

No

APPROXIMATE LAYOUT

FENCE FOOTAGE CONTAINED IN THIS PROPOSAL IS APPROXIMATE. BASED ON THE FIELD MEASUREMENT, FINAL PRICE WILL BE ADJUSTED BASED ON ACTUAL FENCE FOOTAGE USED, AS SET FORTH IN TERMS AND CONDITIONS

FENCE DIAGRAM



■ 4'H Black 300 Sterling (C)

Superior Fence & Rail Contact Information:

SW Fencing LLC
6909 Engle Rd., Unit 35
Middleburg Heights, OH 44130
216-435-7096

FENCE TO FOLLOW GRADE OF PROPERTY: PLEASE INITIAL



Ask

Share

Items You Might Like



**Wabash Valley SU2H38P Sullivan
42" Round Portable Powder
Coated Steel Mesh Outdoor**

No

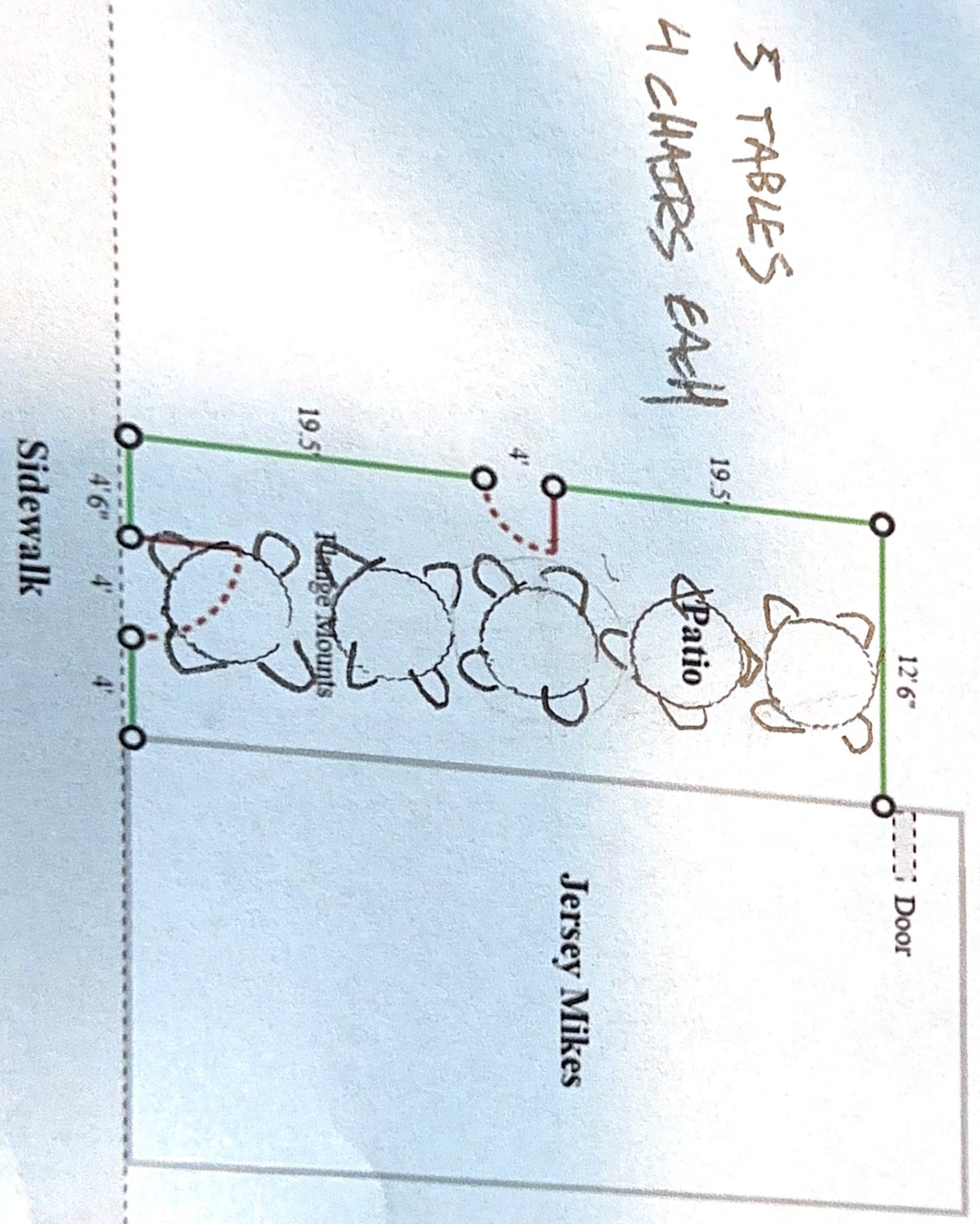
(Subject to any & all requirements of permit before installation)

No

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FENCE FOOTAGE CONTAINED IN THIS PROPOSAL IS APPROXIMATE BASED ON THE FIELD MEASUREMENT, FINAL PRICE WILL BE ADJUSTED BASED ON ACTUAL FENCE FOOTAGE USED, AS SET FORTH IN TERMS AND CONDITIONS

FENCE DIAGRAM



4"H Black 300 Sterling (C)



Proposal for Fencing Installation



PRODUCT SPECIFICATIONS:

4'H Black 300 Sterling (C): 59 LF & 2 Gates.
Specifications: Post: 2" Sq., Rail: 1-1/2"x1", Picket: 3/4" Sq.

JOB OPTIONS:

(2) 4ft SS Standard Gate, Standard Latch

JOB NOTES:

No Returns for Special Order Product.

Approximate Start Date: 11/15/2024

Approximate Finish Date: 11/21/2024

All dates are approximate and subject to change based on unforeseen events including inclement weather, permitting delays, change orders, and manufacturing delays. See terms and conditions for full details.

Acceptance and Authorization: By signing below, you authorize Superior to perform the installation and/or order and arrange for the delivery of special order merchandise, including special order merchandise that may be custom made, as specified in this Agreement. You understand and agree that this Agreement constitutes the entire understanding between you and Superior and that there have been no oral or written representations or agreements made to you by Superior but that if there are you agree that this Agreement expressly supersedes them.

Do not sign if blank or incomplete. By signing, you acknowledge that you have read, understand, and accept this Agreement in its entirety. You further acknowledge receiving a complete copy. Keep it to protect your legal rights.