

**AGENDA  
PLANNING COMMISSION  
CITY OF LAKEWOOD  
12650 DETROIT AVENUE  
NOVEMBER 7, 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 OCTOBER 3, 2024 MEETING
3. OPENING REMARKS

**OLD BUSINESS**

**CONDITIONAL USE**

4. **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 4)

**COMMUNICATION**

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

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

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

(Page 12)

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

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

- Resolution No. 2024-42 to support the Complete Streets Initiative and to address the livability and safety needs of Lakewood by building upon efforts to promote an equitable multimodal transportation system.  
(Page 23)

## **CONDITIONAL USE**

### **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 29)

### **NEW BUSINESS**

#### **PARKING PLAN**

8. **Docket 11-39-24**  
**1517 Alameda Ave.**

Marco Oriella, property owner and applicant, requests review and approval for the exception to the parking minimum for a residential lot, pursuant to sections 1143.10 – exceptions to required minimums and 1143.09 – parking plan review: Planning Commission. The property is in an R2, Single and Two-Family district. (Page 55)

## **COMMUNICATION**

9. **Docket No. 11-40-24**  
**Communication from Planning and Development Staff**  
**ODOT Excess Land Transfer:**  
**Dedication of Portion of Glenbury Avenue as Public Right-of-Way: Ordinance 18-2024**

At the October 7, 2024 meeting City Council was presented with legislation, which if adopted would dedicate a small portion of Glenbury Avenue as public right-of-way. City Council referred the legislation to the Planning Commission for review. (Page 74)

10. **Docket No. 11-41-24**  
**Communication from Planning and Development Staff**  
**ODOT Excess Land Transfer:**  
**Vacation of Portion of Niagara Drive as Public Right-of-Way: Ordinance 17-2024**

At the October 7, 2024 meeting City Council was presented with legislation, vacating a small portion of Niagara Drive from the public right- of-way. City Council referred the legislation to the Planning Commission for review. (Page 81)

11. **Docket 11-42-24**  
**Communication from Planning and Development Staff**  
**Lake-Clifton Connector Project (Cuyahoga County): Resolution No. 2024-68**

At the October 21, 2024 meeting City Council was presented with an agreement between the City and Cuyahoga County for the subject project that proposes improvements for Clifton Boulevard from Linda Street to Webb Road within the cities of Lakewood and Rocky River including repurposing the eastbound lanes (into one eastbound lane and one westbound lane), repurposing the westbound lanes (into a linear park and shared use path), installation of a roundabout at Lake Road, installation of a mid-block crossing at Forest Road, new decorative street lighting, tree plantings, and other appurtenances. City Council referred the project to Planning Commission for review. (Page 88)

## **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](mailto:michelle.nochta@lakewoodoh.gov).”*



PLANNING COMMISSION

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## Application Cover Page

**Docket No.:** 10-38-24

**Permit No.:** PC24-000044

**Applicant Name:** Steven Minnich, NE OHIO Subs LLC.

**Project Address:** 16306 Detroit Ave.

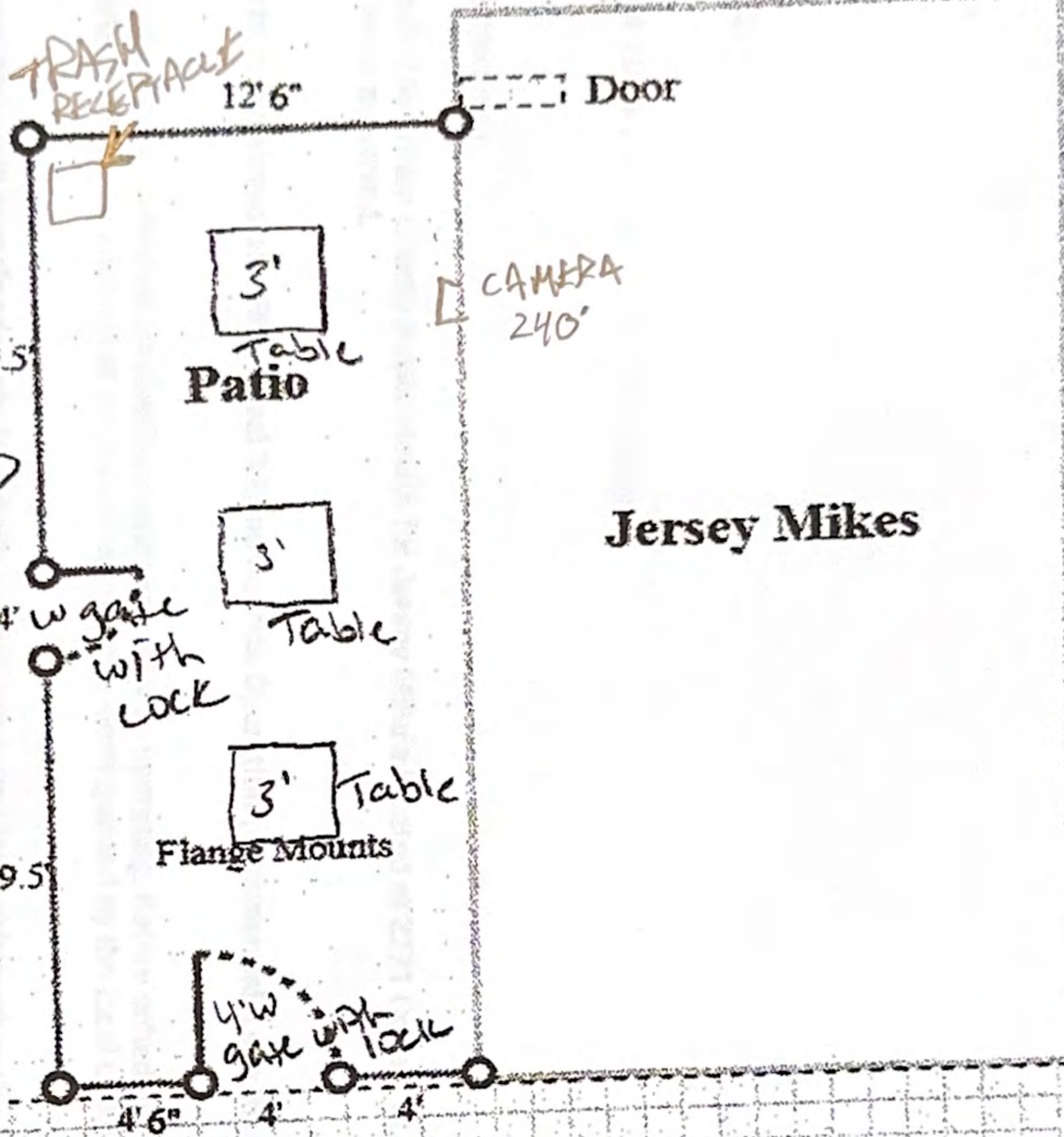
**Project Name:** Jersey Mike's Subs

**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.

# Parking LOT

Walkway

9.6' W




Sidewalk







 Share

 Ask

Items You Might Like 

**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.

No

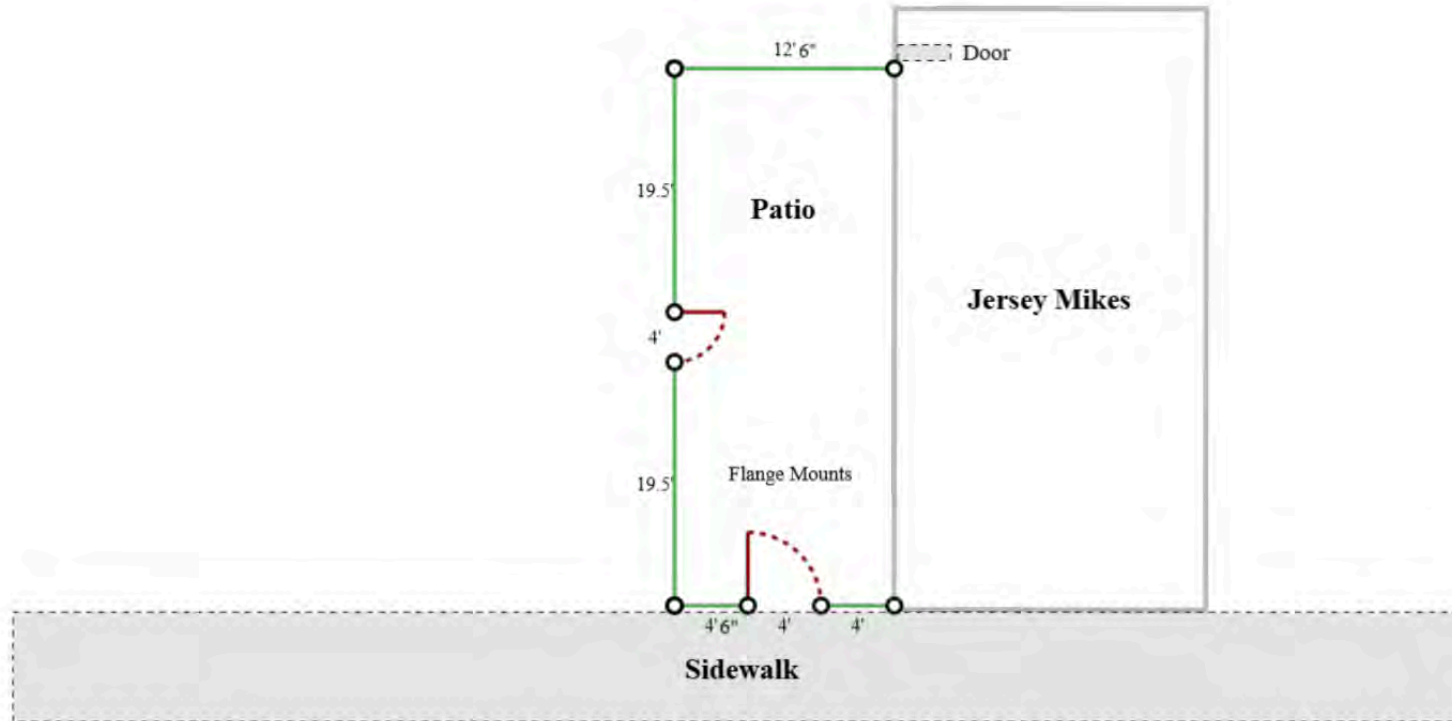
(Superior Fence & Rail requires copy of permit before installation)

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 SN



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



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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.: 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.**

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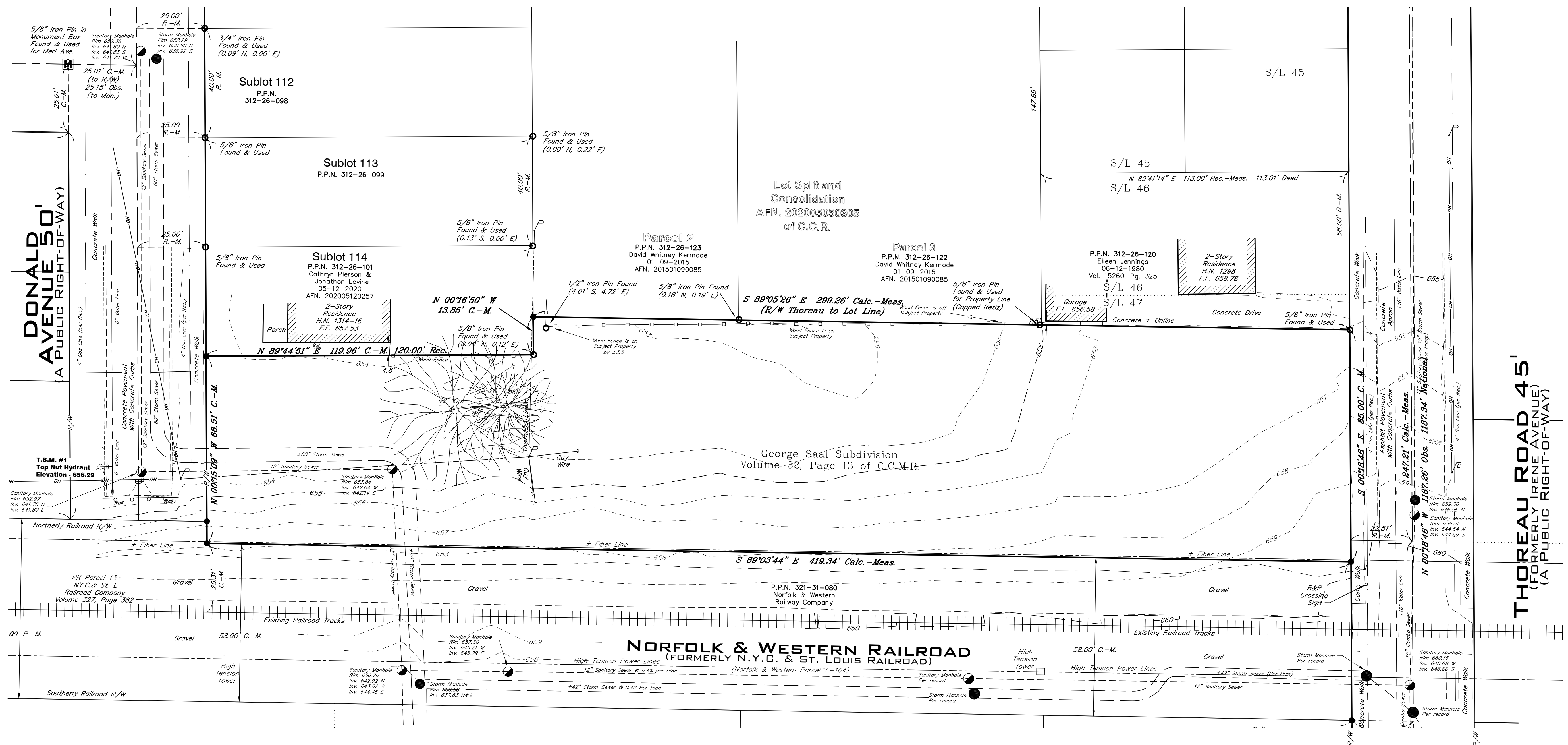
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**DONALD & THOREAU  
DEVELOPMENT**  
LAKEWOOD, OHIO  
EXISTING CONDITIONS

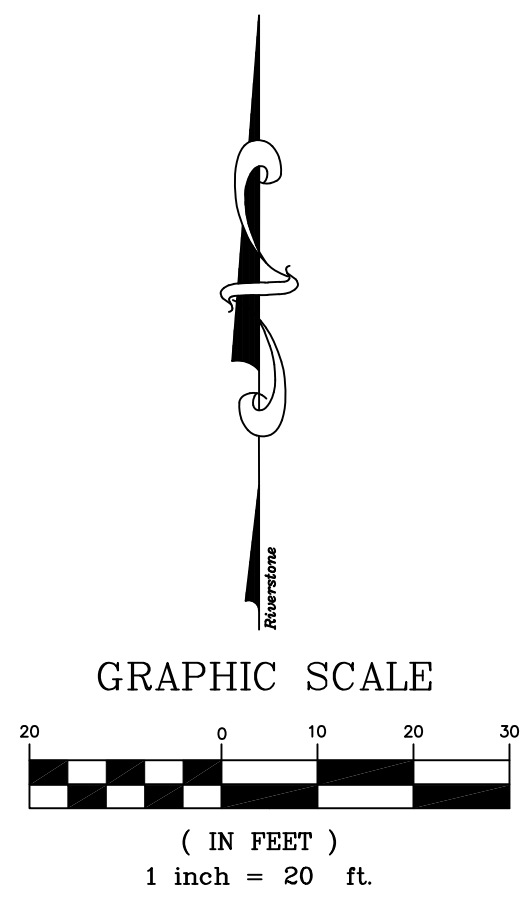
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LEGEND	
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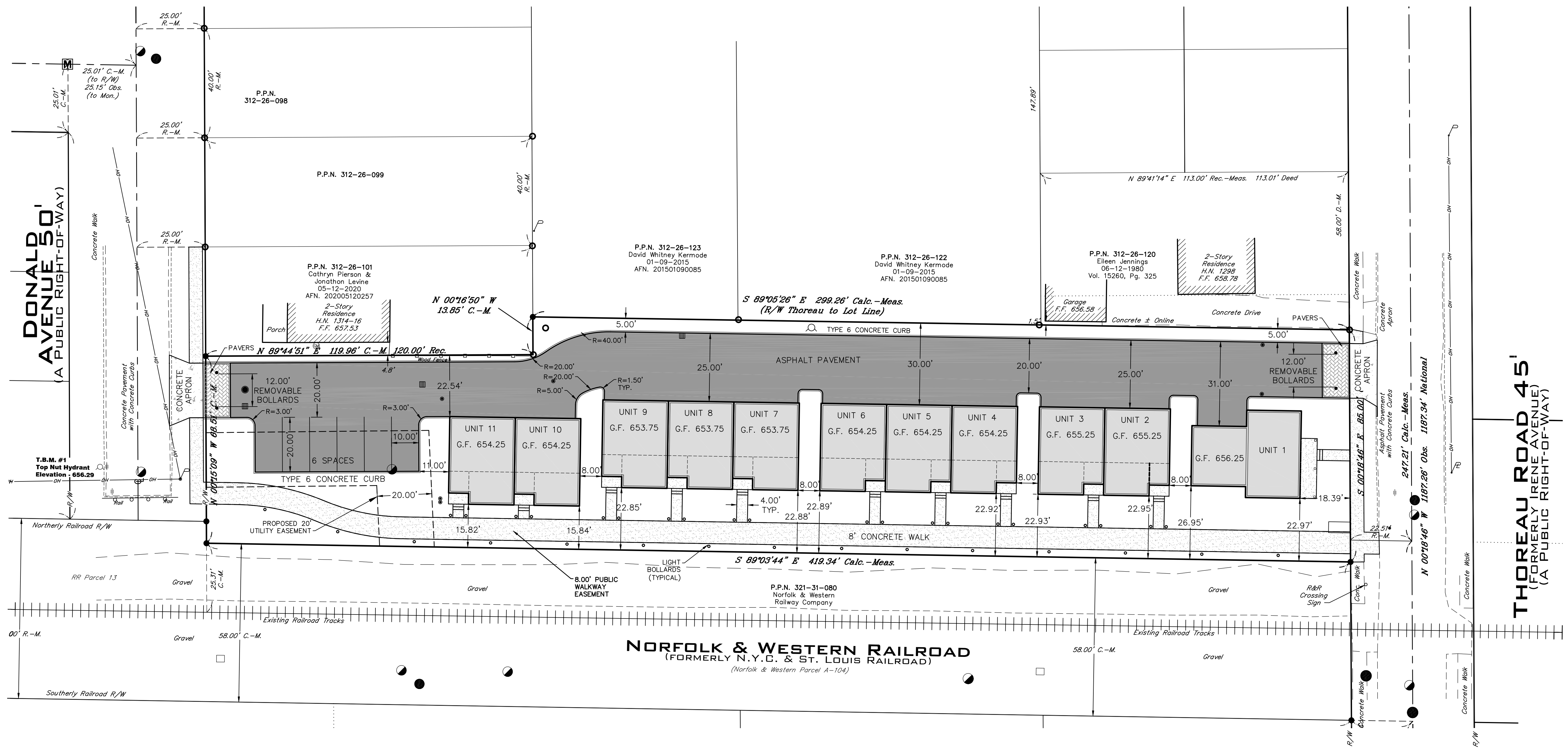
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SITE PLAN

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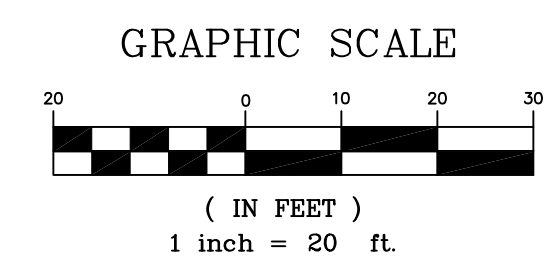


**LEGEND**

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**PAVEMENT LEGEND:**

	ASPHALT PAVEMENT
	REINFORCED CONCRETE PAVEMENT
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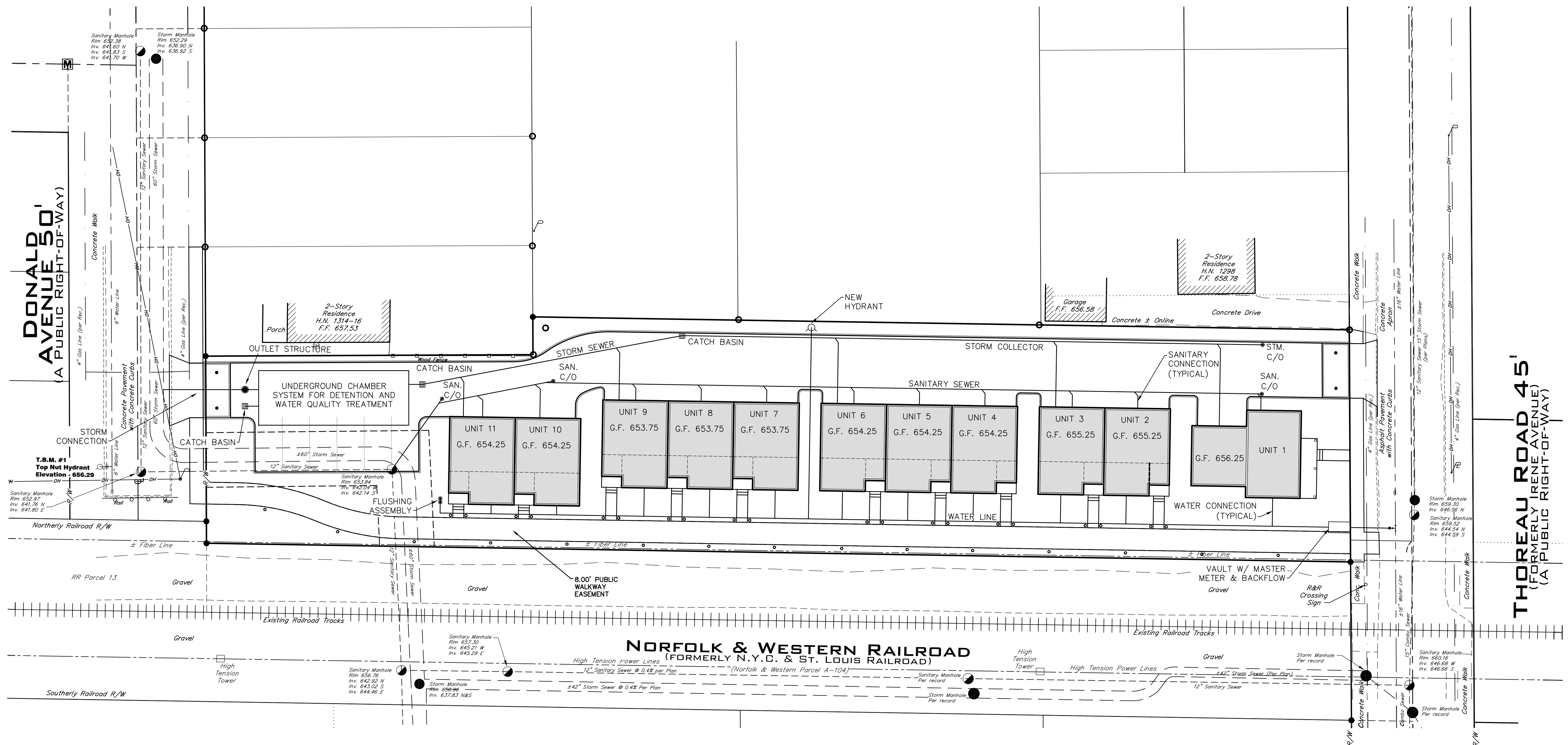
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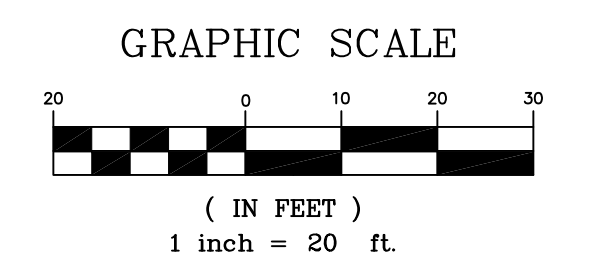
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LEGEND	
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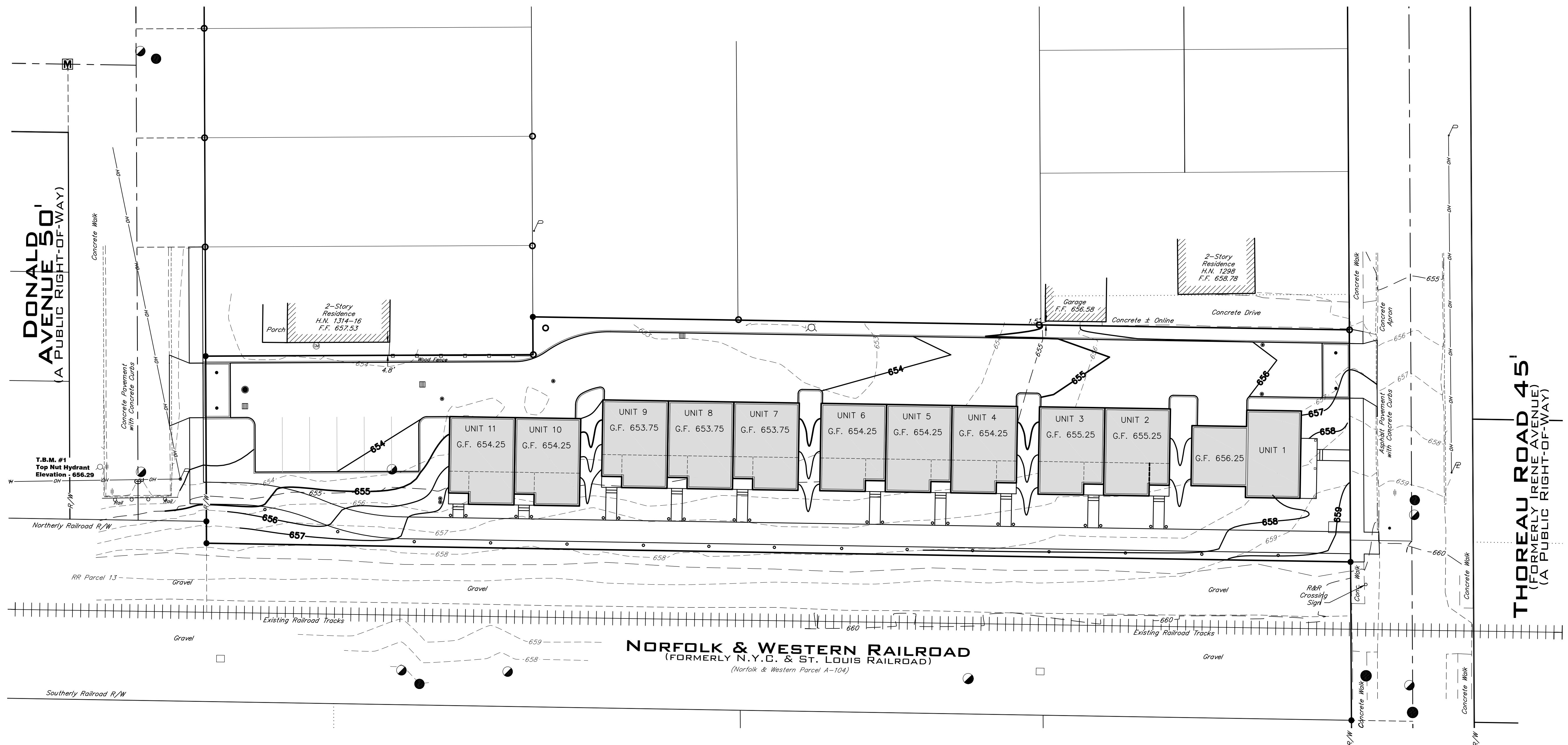

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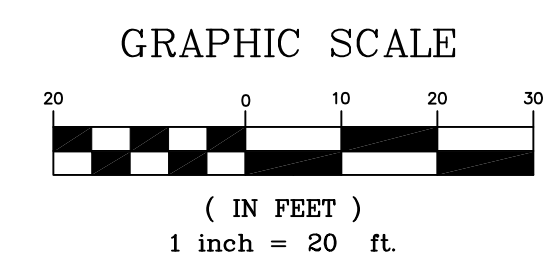
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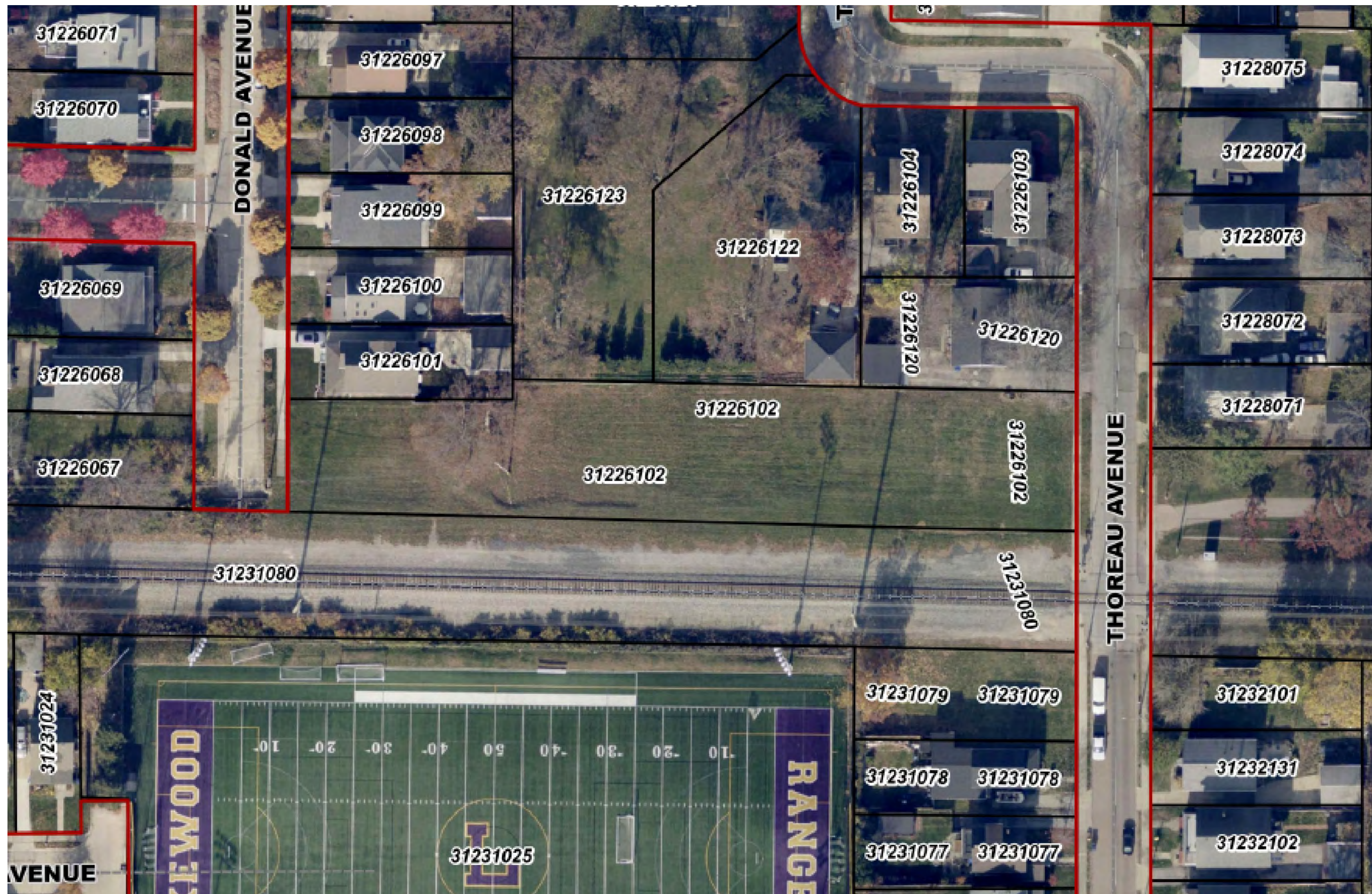
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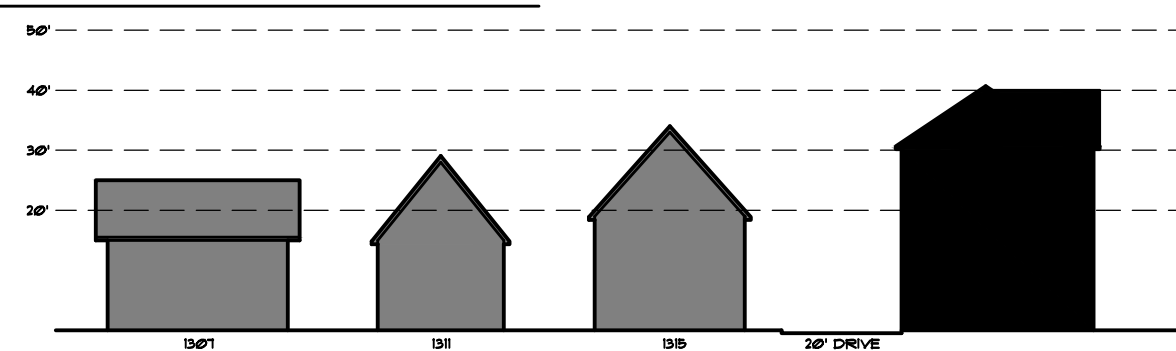
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ENLARGED AERIAL

N.T.S.



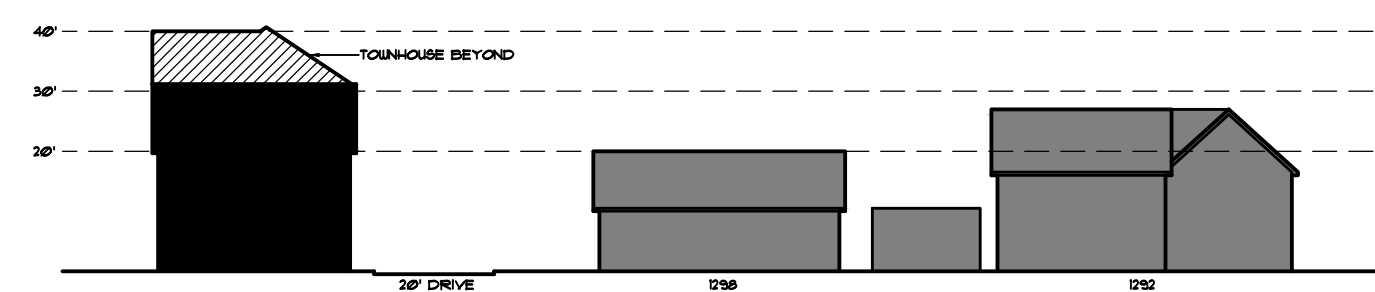
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N.T.S.



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

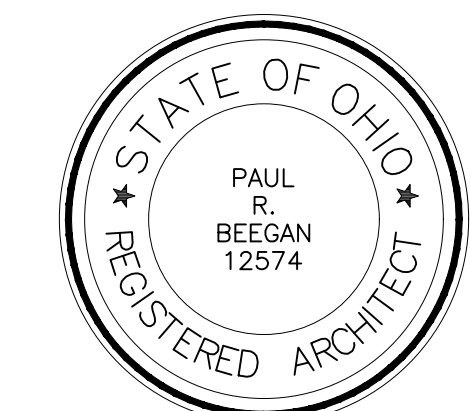
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ACROSS THOREAU

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
4	10.23.24	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

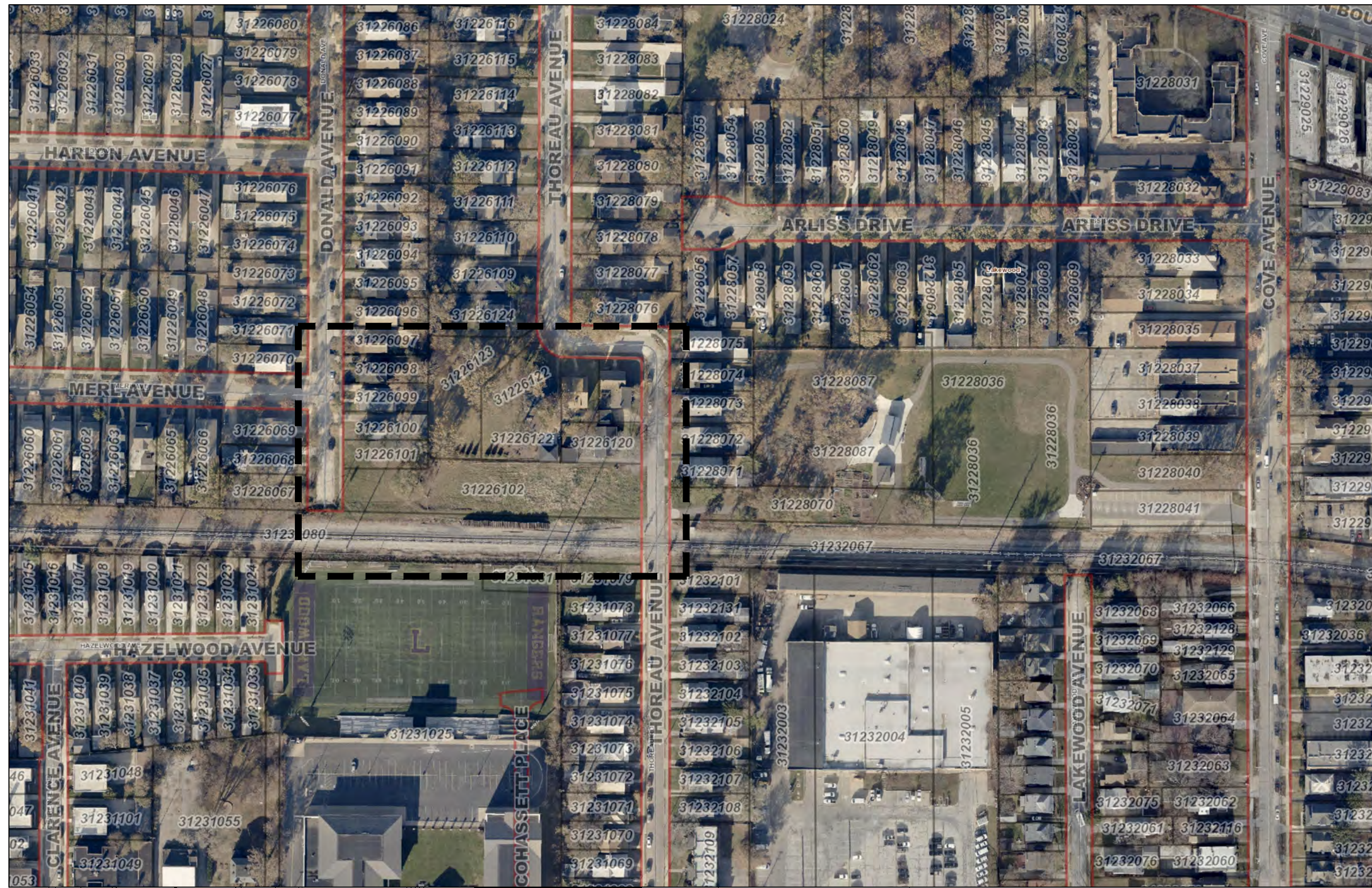
project no. 23-075

Hilane Realty  
**Donald & Thoreau  
Development**

ppn 312-26-102  
lakewood, oh 44107

Site Context

**A0**



ISSUE	DATE	DESCRIPTION
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2	07.18.24	abr & planning review
3	08.07.24	abr revisions
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 LAKEWOOD, OHIO 44107      216.916.4591 FAX  
 WWW.BEEGAN-AD.COM      PAUL@BEEGAN-AD.COM

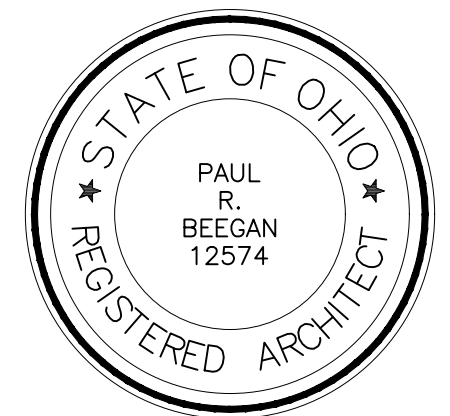
project no. 23-075

**Hilane Realty**  
**Donald & Thoreau**  
**Development**

ppn 312-26-102  
 lakewood, oh 44107



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
5	10.23.24	abr & planning review



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 EXPIRATION DATE: 12.31.2025

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**Development**

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 lakewood, oh 44107

## Preliminary Lot Split Plan

# A2



SKY PENCIL HOLLY



BLUE ARROW JUNIPER



LIMELIGHT HYDRANGEA

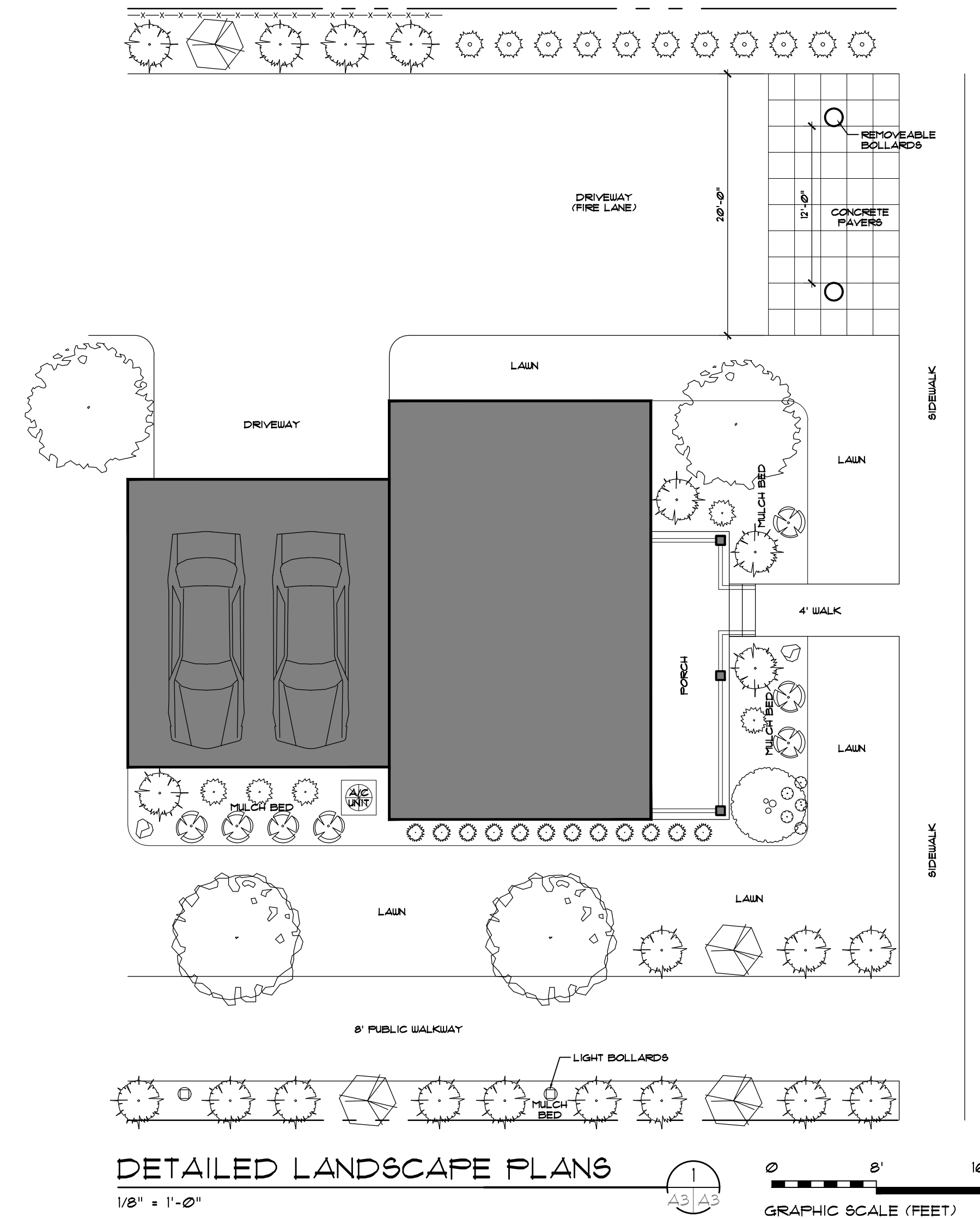


BOLLARDS

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-STEP	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 ANGLUSTIFOLIA	24"

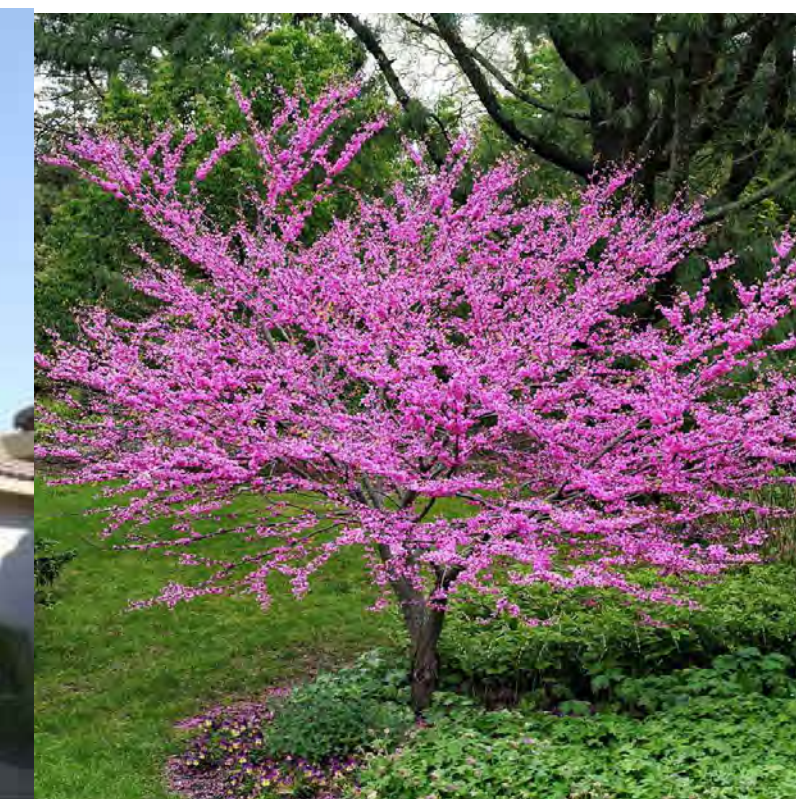
NOTE:  
SEE FULL SITE PLAN FOR ADDITIONAL  
LANDSCAPE DESIGN ELEMENTS.



TRIDENT MAPLE - FALL



TRIDENT MAPLE - SUMMER



REDBUD



ROYAL PURPLE SMOKE TREE



WINTER GEM BOXWOOD

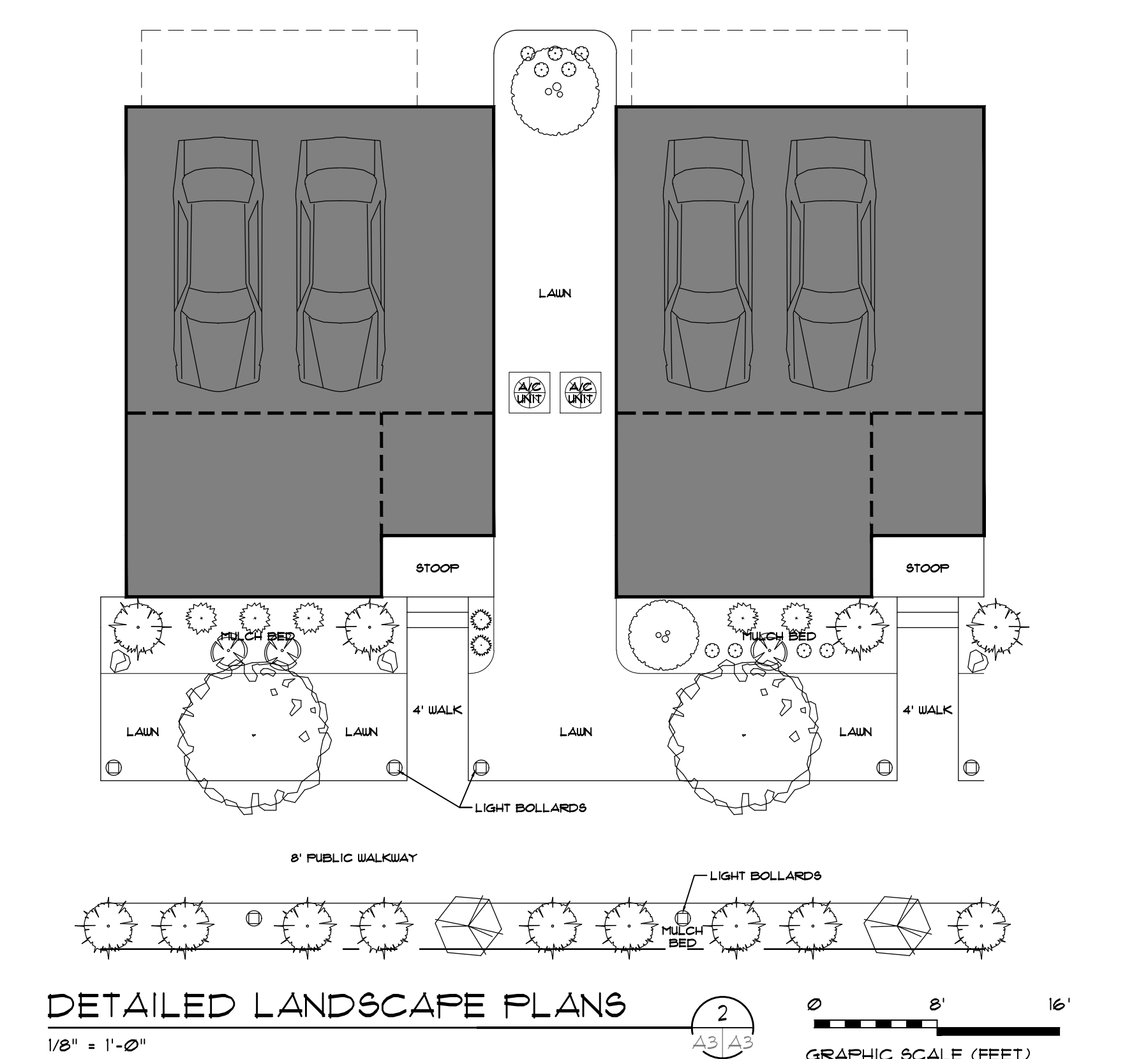
DOUBLE KNOCKOUT ROSE



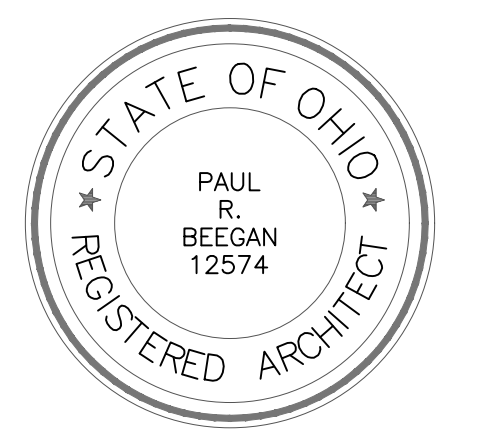
ENGLISH LAVENDER



DWARF FOUNTAIN GRASS



ISSUE	DATE	DESCRIPTION
1	09.18.24	abr & planning review
2	10.23.24	abr & planning review



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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

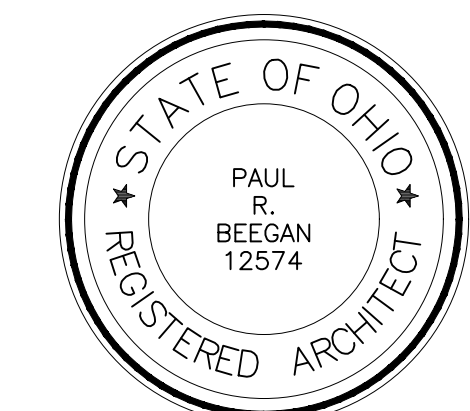
N.T.S.



VIEW TO EAST

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
4	10.23.24	abr & planning review



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Hilane Realty  
**Donald & Thoreau  
Development**

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lakewood, oh 44107

Townhouses  
Project Renderings

# A4



VIEW ACROSS CENTER

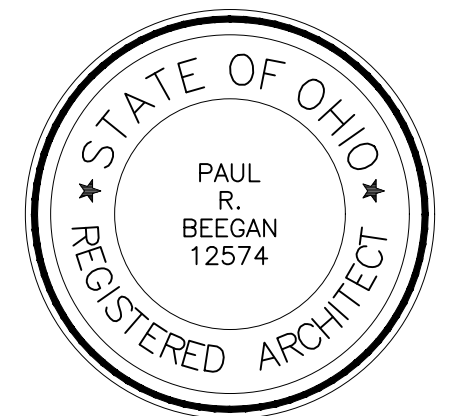
N.T.S.



VIEW ACROSS BACK 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
4	10.23.24	abr & planning review



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**Donald & Thoreau  
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ppn 312-26-102  
lakewood, oh 44107

Townhouses  
Project Renderings

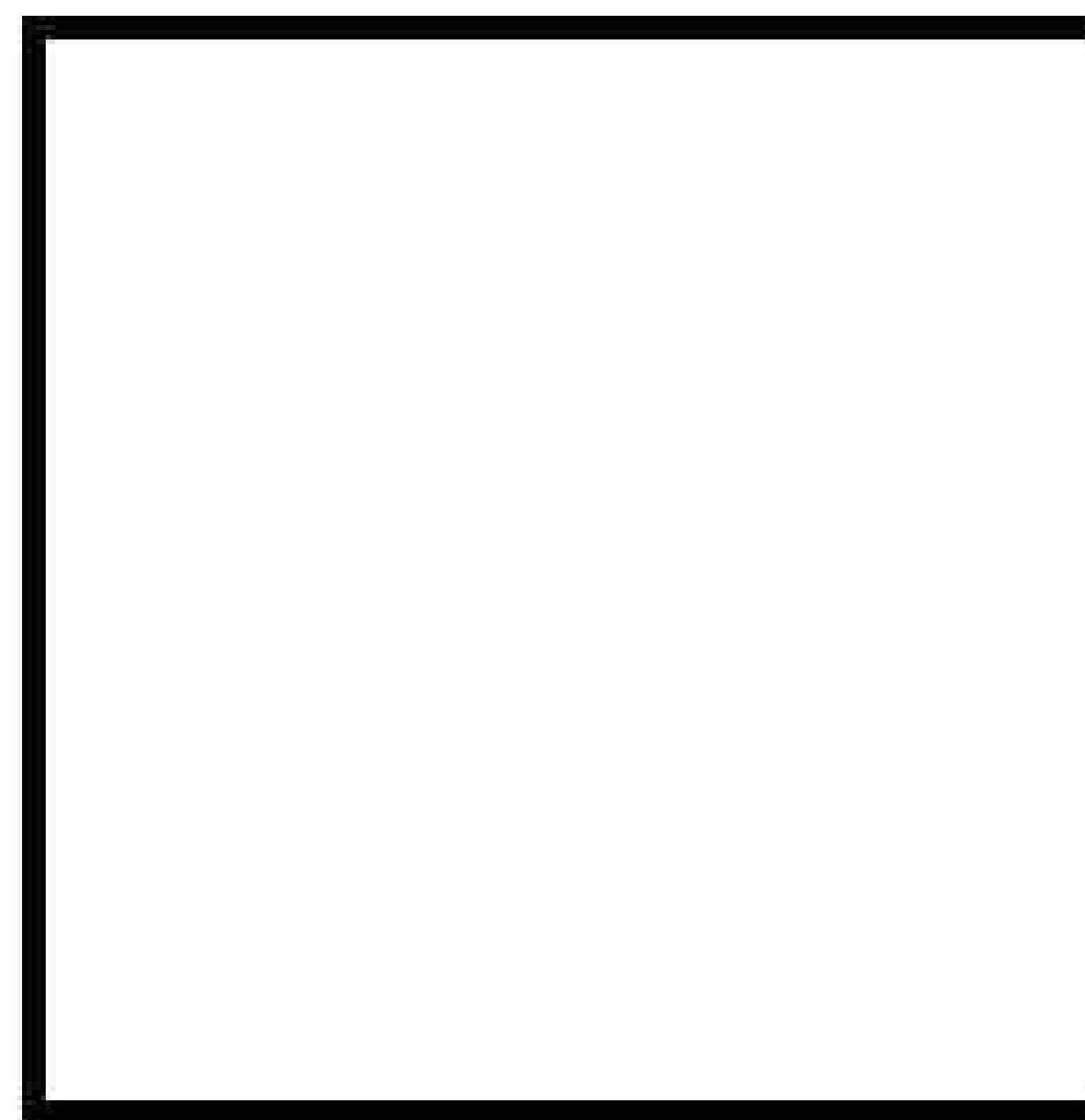
# A5



VINYL SIDING



BOARD AND BATTEN



TRIM AND GARAGE DOOR

COMBINATION A

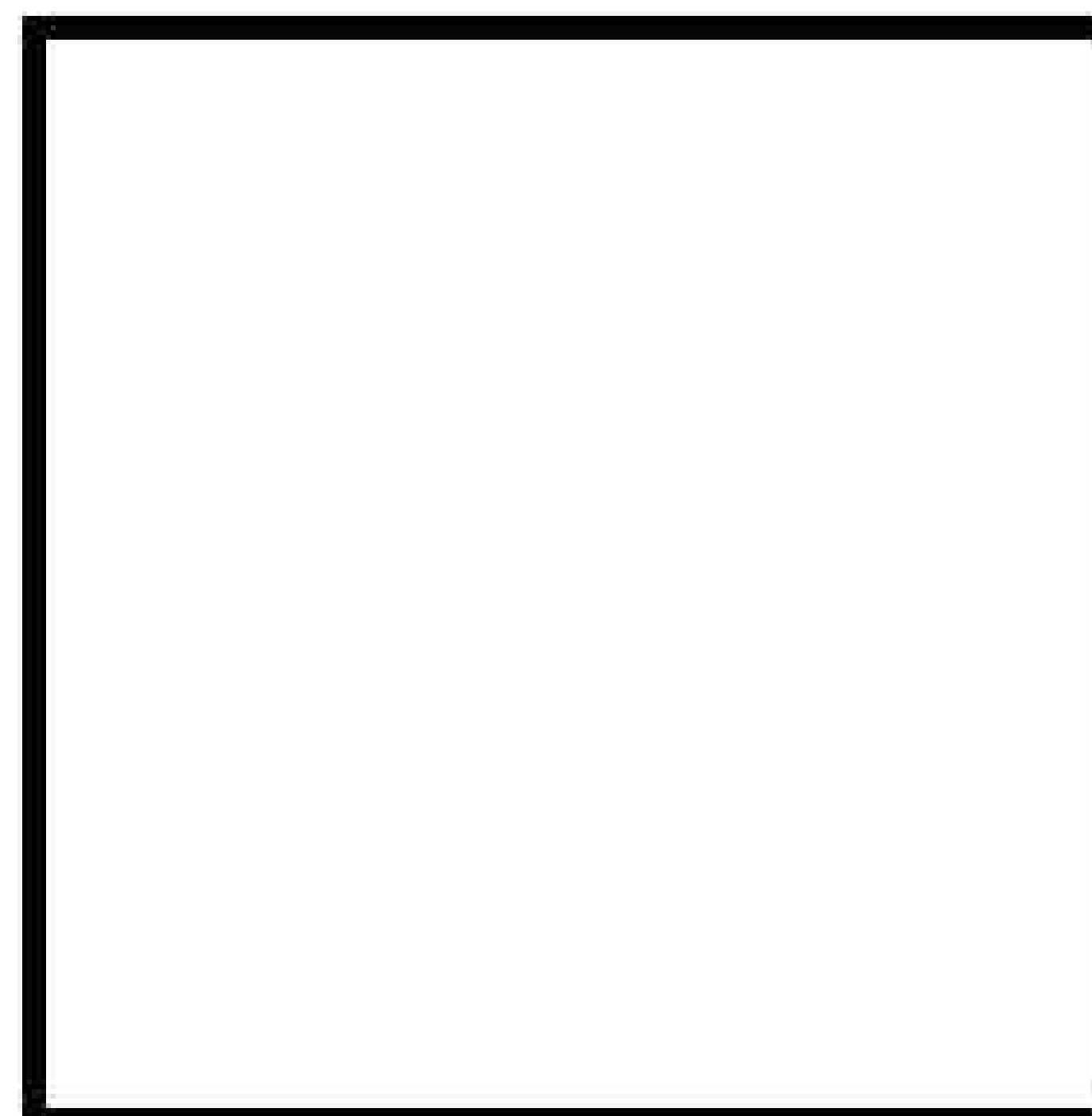
N.T.S.



VINYL SIDING



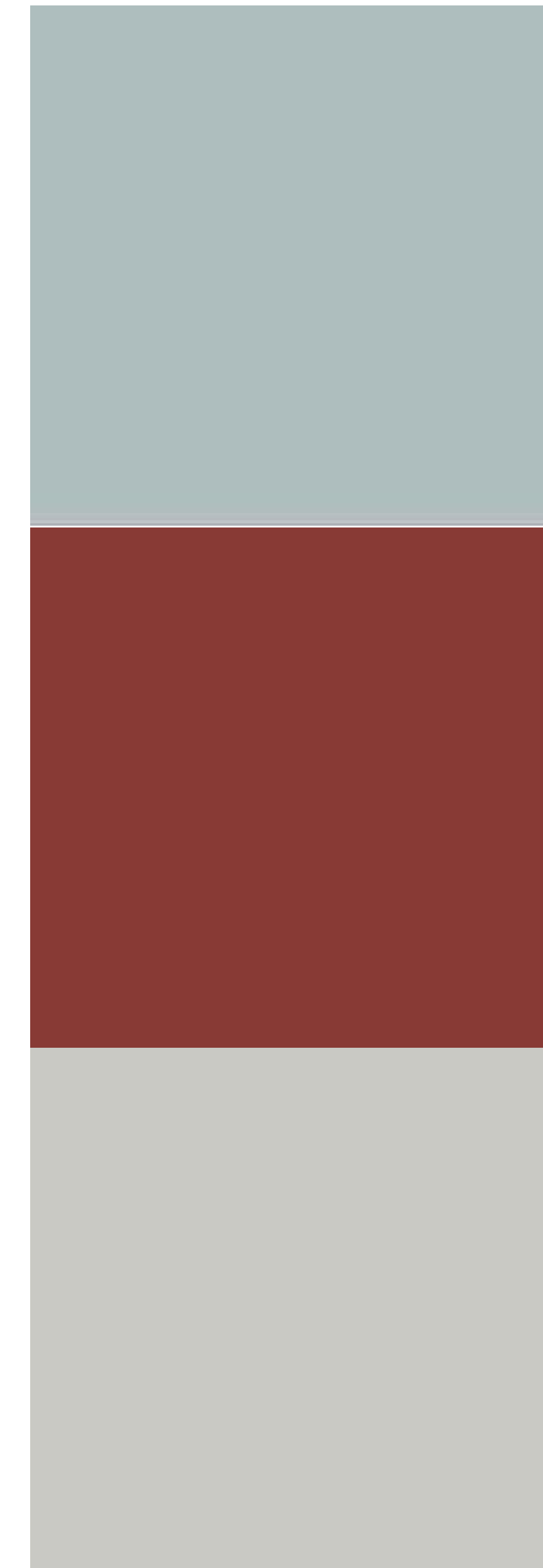
BOARD AND BATTEN



TRIM AND GARAGE DOOR

COMBINATION B

N.T.S.

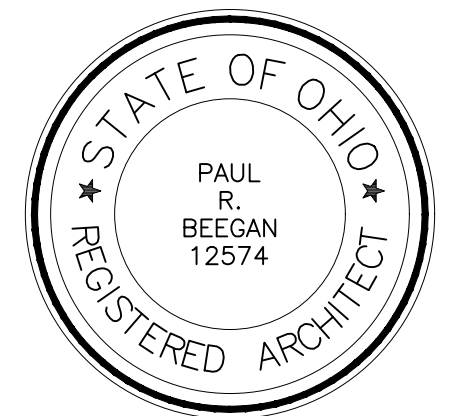


FRONT DOOR



FRONT AND BACK DOOR SCONCE

ISSUE	DATE	DESCRIPTION
1	08.07.24	abr revisions
2	09.18.24	abr & planning review
3	10.23.24	abr & planning review



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project no. 23-075

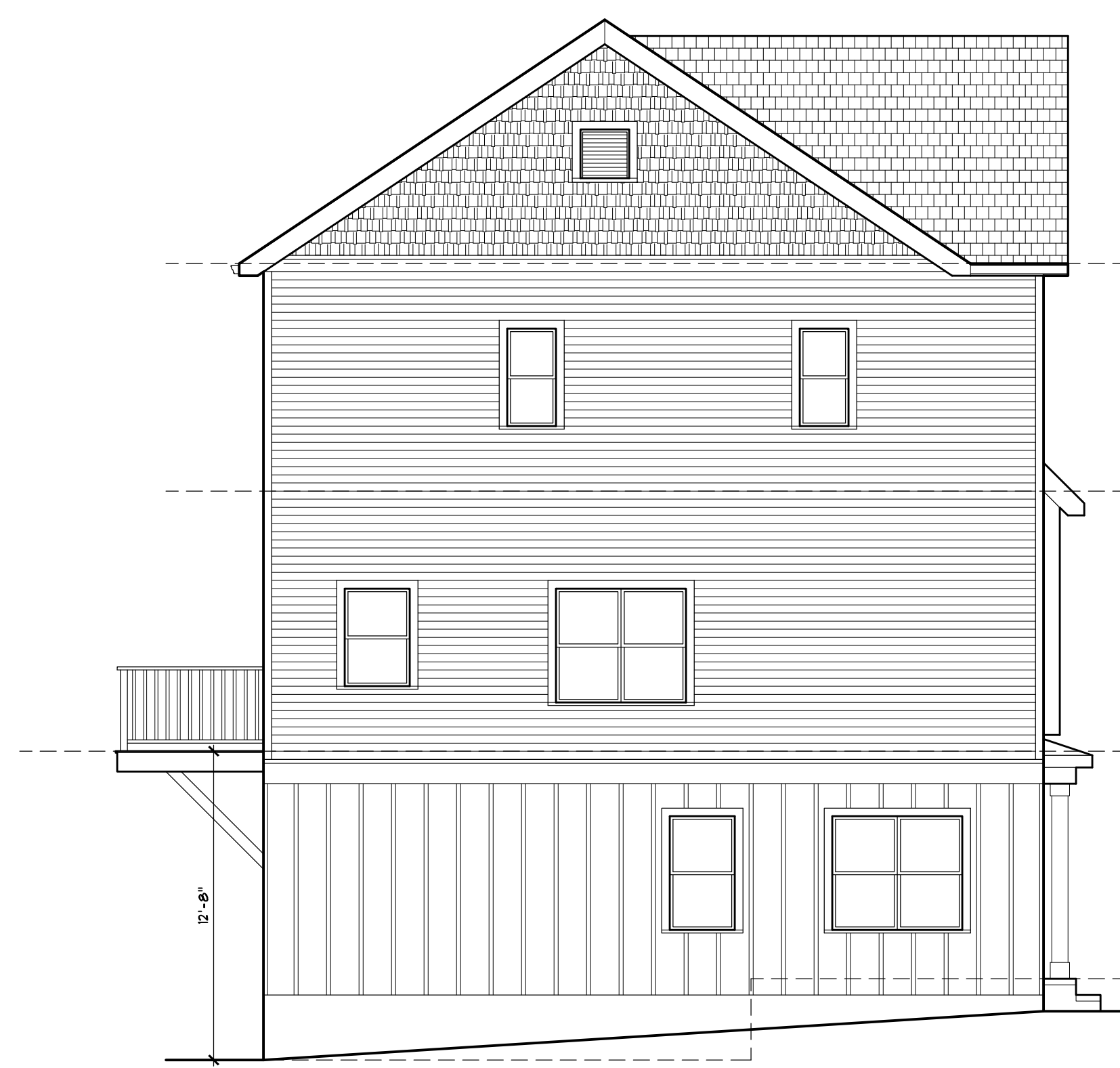
Hilane Realty  
**Donald & Thoreau  
Development**

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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
5	10.23.24	abr & planning review



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

- 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"

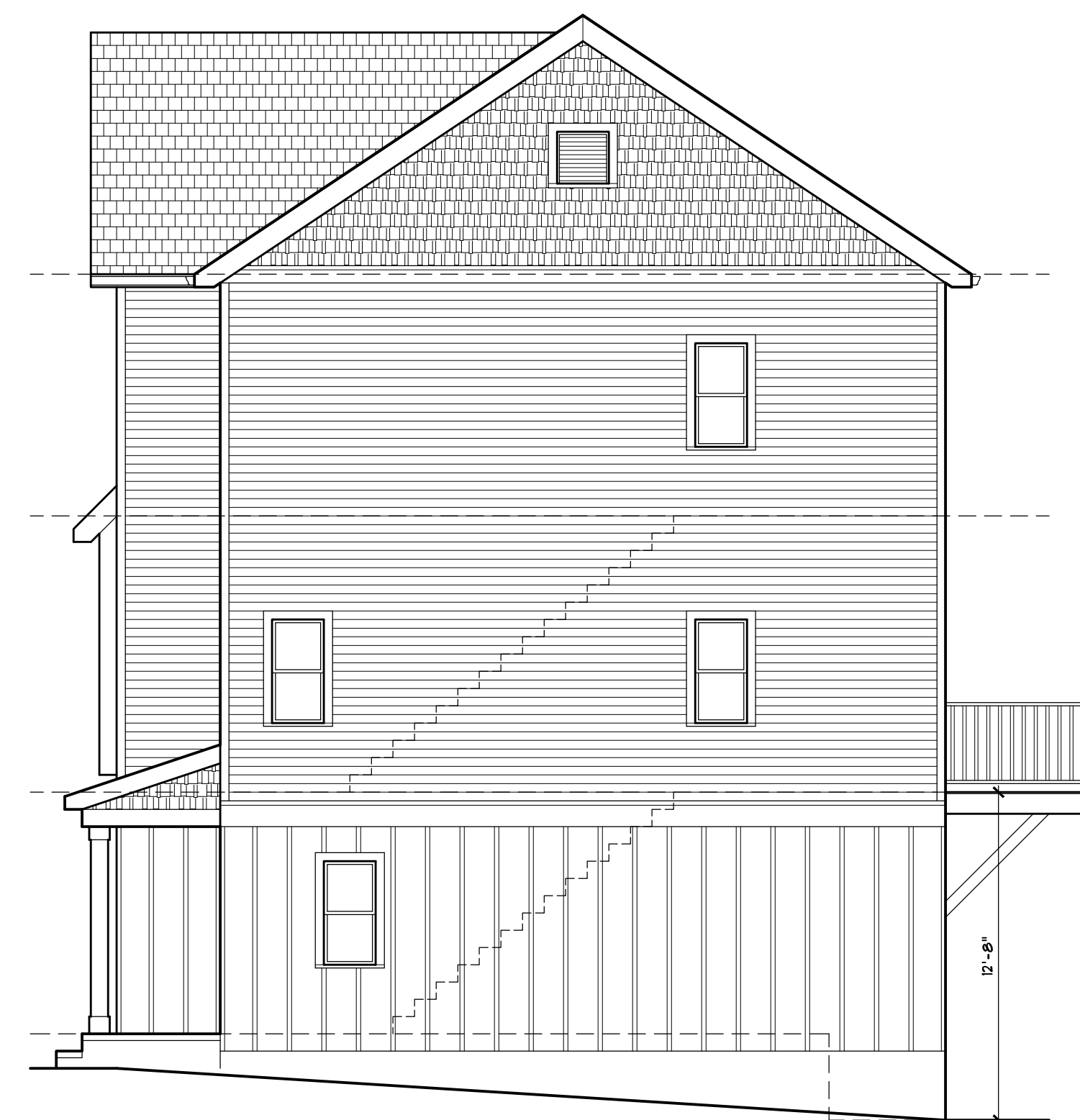


FRONT ELEVATION  
1/4" = 1'-0"

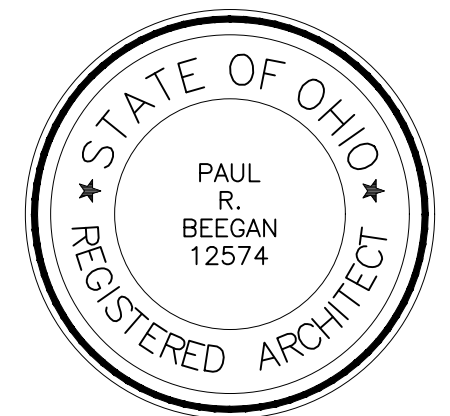


REAR ELEVATION  
1/4" = 1'-0"

- 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"



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

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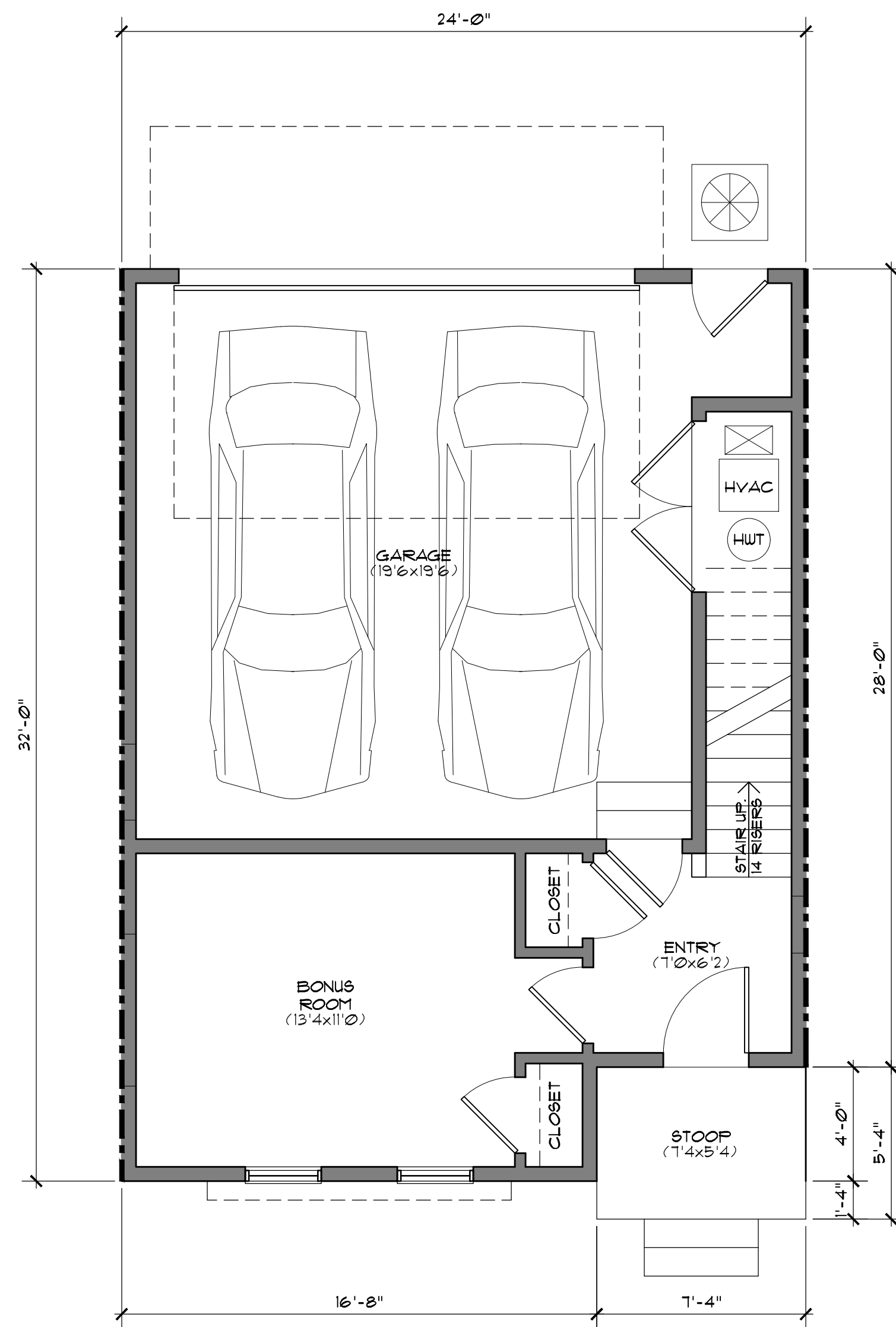
Hilane Realty  
Donald & Thoreau  
Development

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lakewood, oh 44107

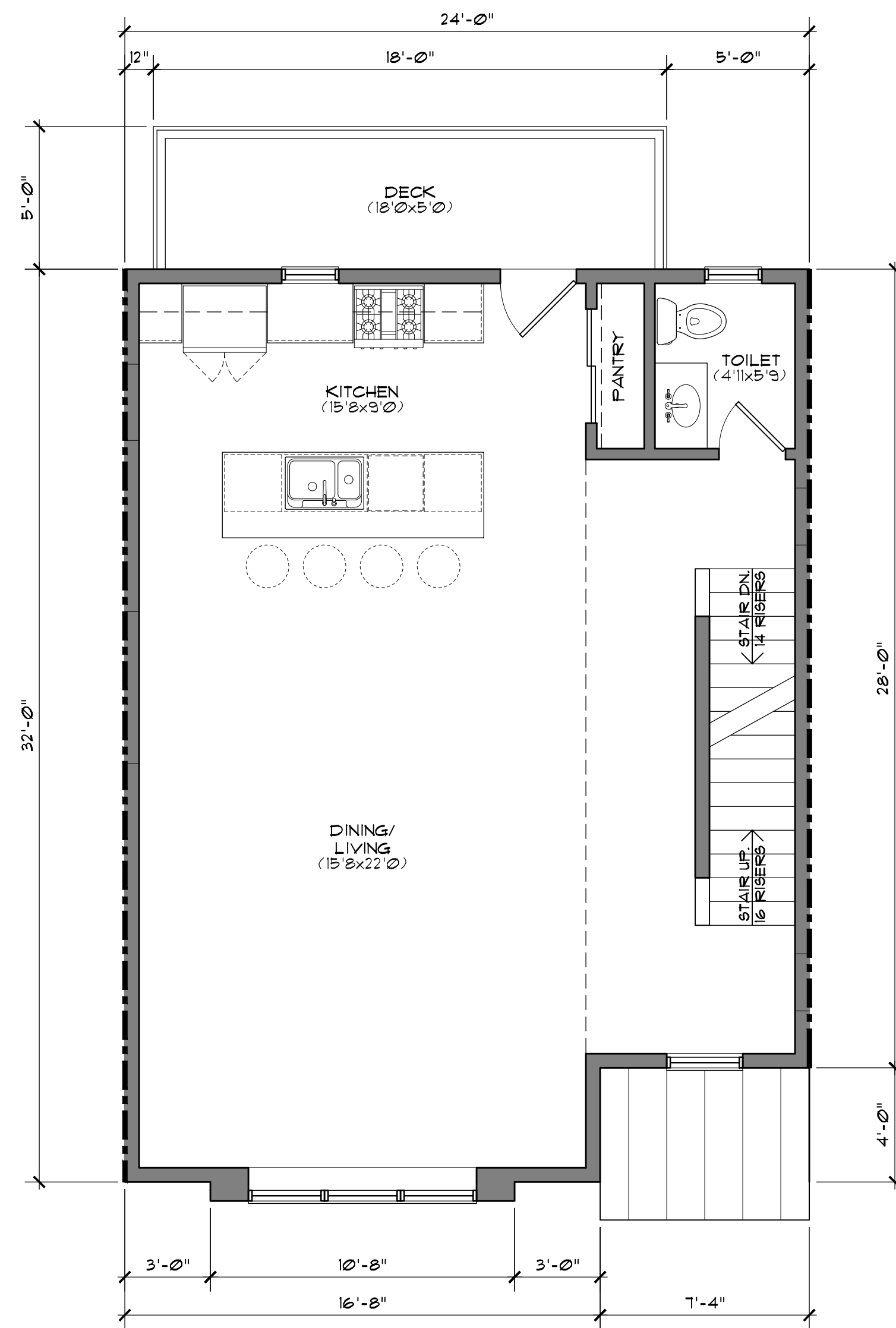
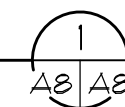
Townhouses  
Exterior Elevations

# A7

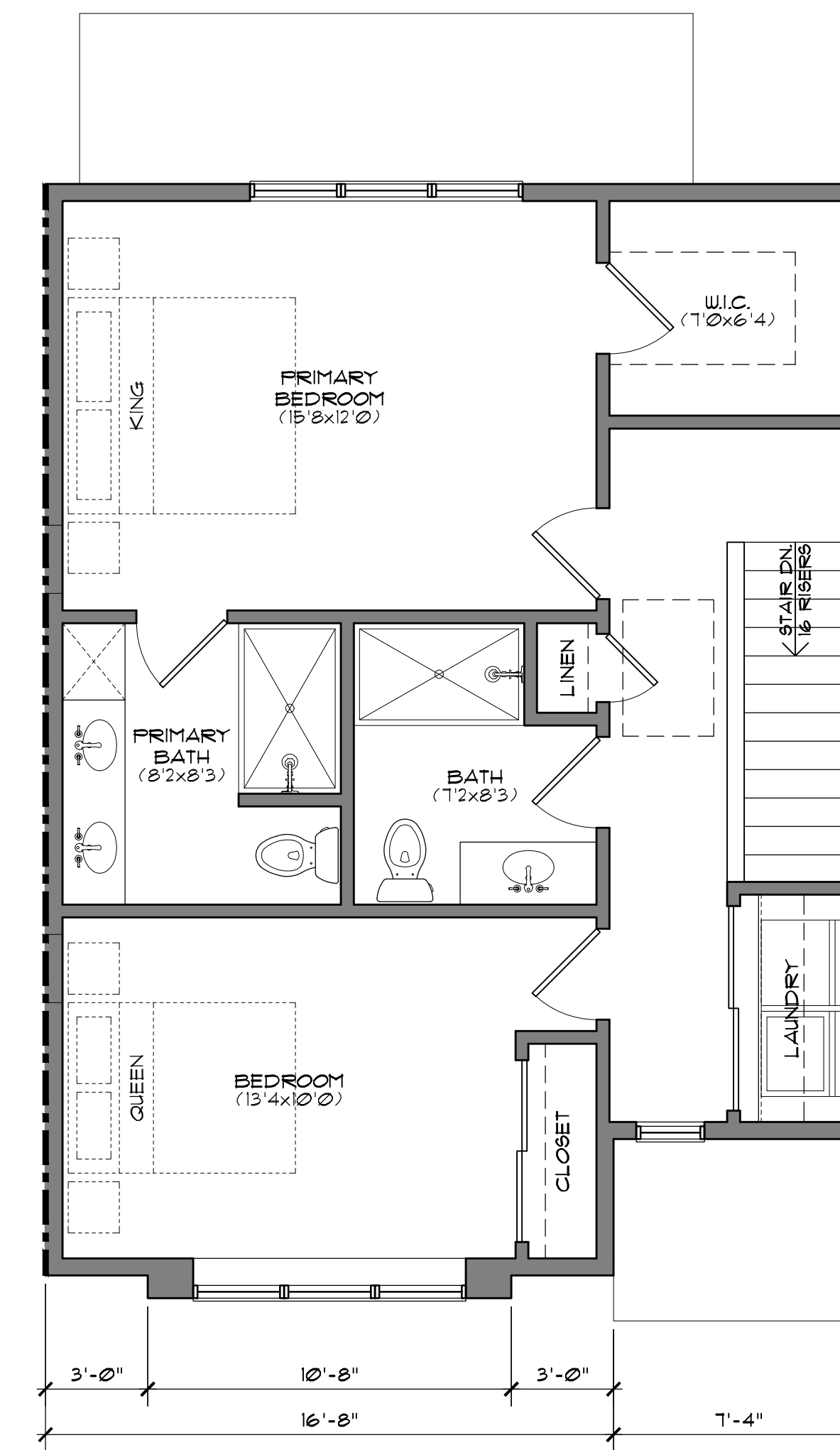
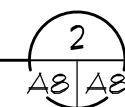
ISSUE	DATE	DESCRIPTION
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2	07.18.24	abr & planning review
3	09.18.24	abr & planning review
4	10.23.24	abr & planning review



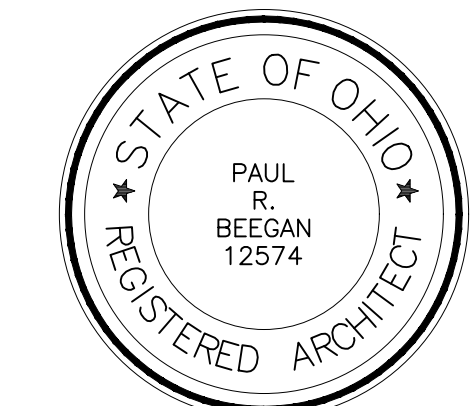
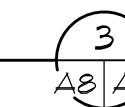
UNITS 7-10 AREA SUMMARY:  
1ST FLOOR 259 GSF / 224 NSF  
**1ST FLOOR PLAN**  
1/4" = 1'-0"



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"



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project no. 23-075

Hilane Realty  
**Donald & Thoreau  
Development**

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lakewood, oh 44107

Townhouses  
Floor Plans

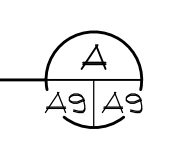
# A8

ISSUE	DATE	DESCRIPTION
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2	07.18.24	abr & planning review
3	09.18.24	abr & planning review
4	10.23.24	abr & planning review

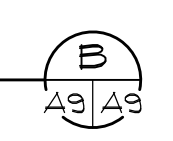


- TOP OF ROOF  
ELEV. 31'-2"
- MEDIAN ROOF  
ELEV. 25'-8"
- ROOF EAVE  
ELEV. 20'-2"
- 2ND FLOOR  
ELEV. 12'-0"
- 1ST FLOOR  
ELEV. 2'-8"
- GRADE  
ELEV. 0'-0"

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

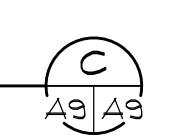


RIGHT SIDE ELEVATION  
1/4" = 1'-0"

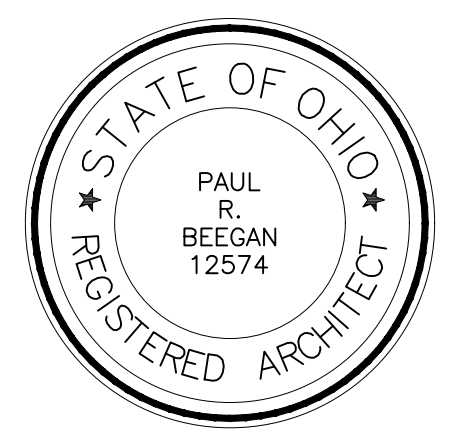
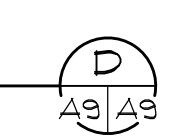


- TOP OF ROOF  
ELEV. 31'-2"
- MEDIAN ROOF  
ELEV. 25'-8"
- ROOF EAVE  
ELEV. 20'-2"
- 2ND FLOOR  
ELEV. 12'-0"
- 1ST FLOOR  
ELEV. 2'-8"
- GRADE  
ELEV. 0'-0"

LEFT SIDE ELEVATION  
1/4" = 1'-0"



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



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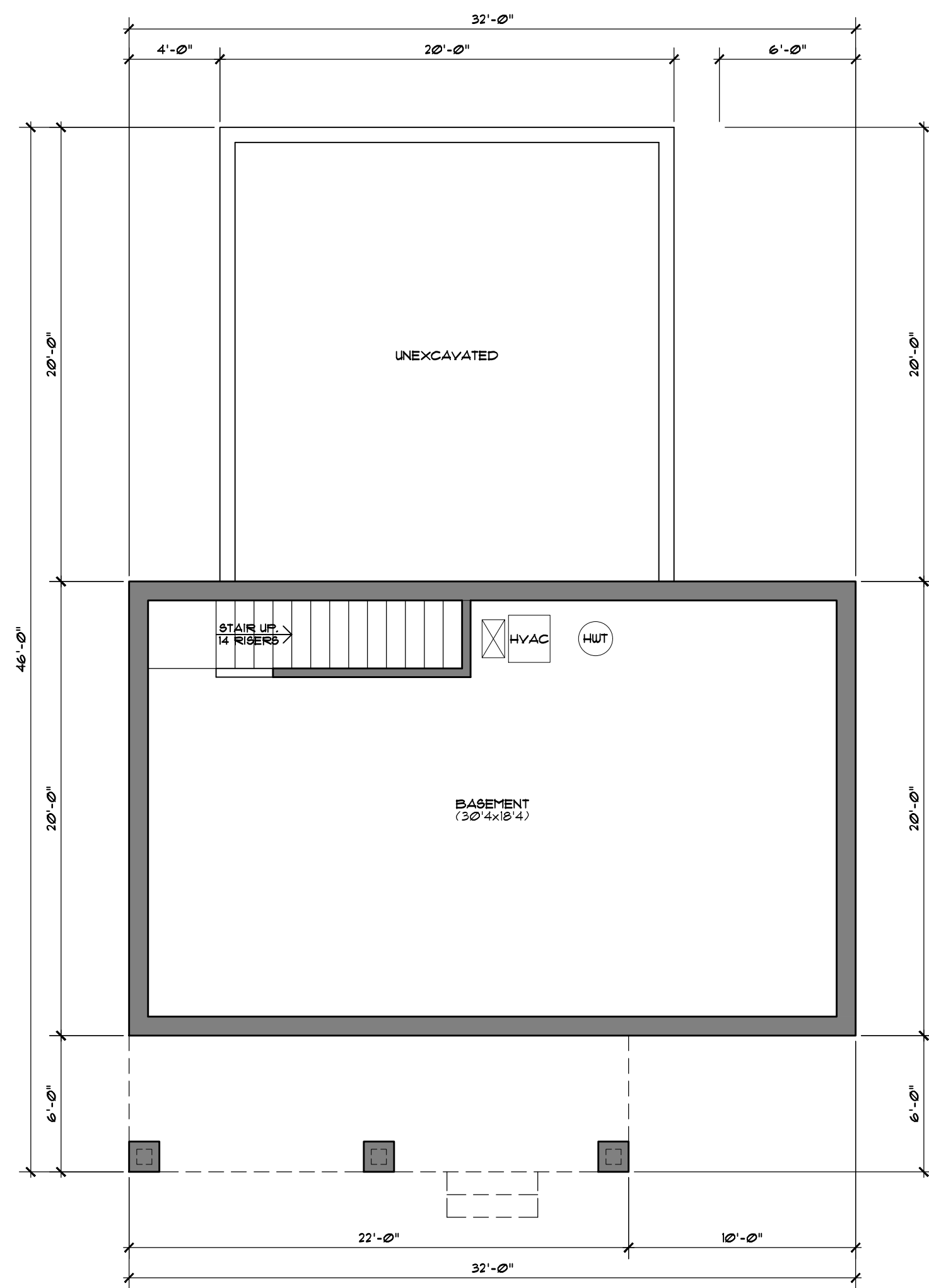
Hilane Realty  
Donald & Thoreau  
Development

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lakewood, oh 44107

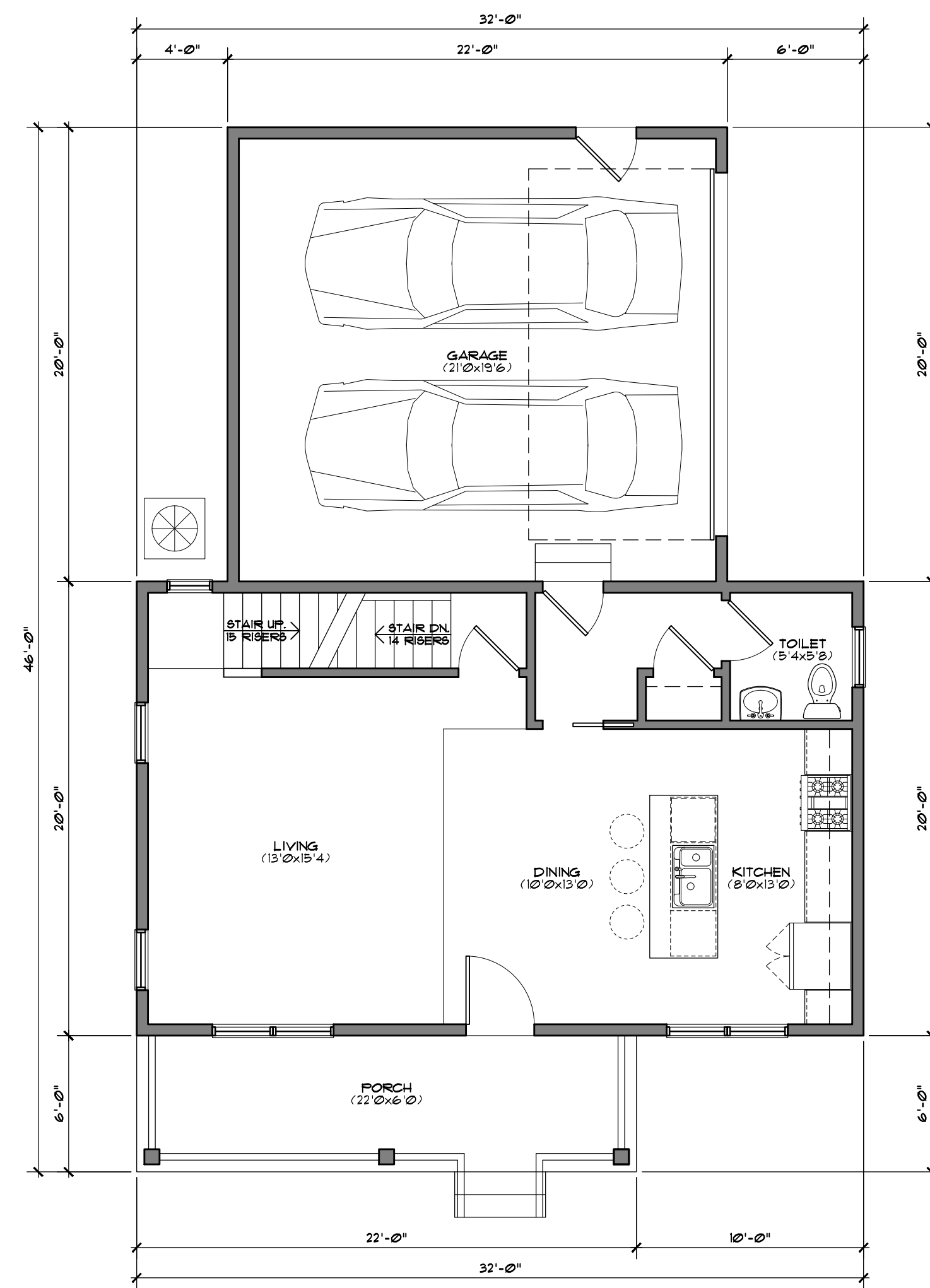
Single-Family House East  
Exterior Elevations

**A9**

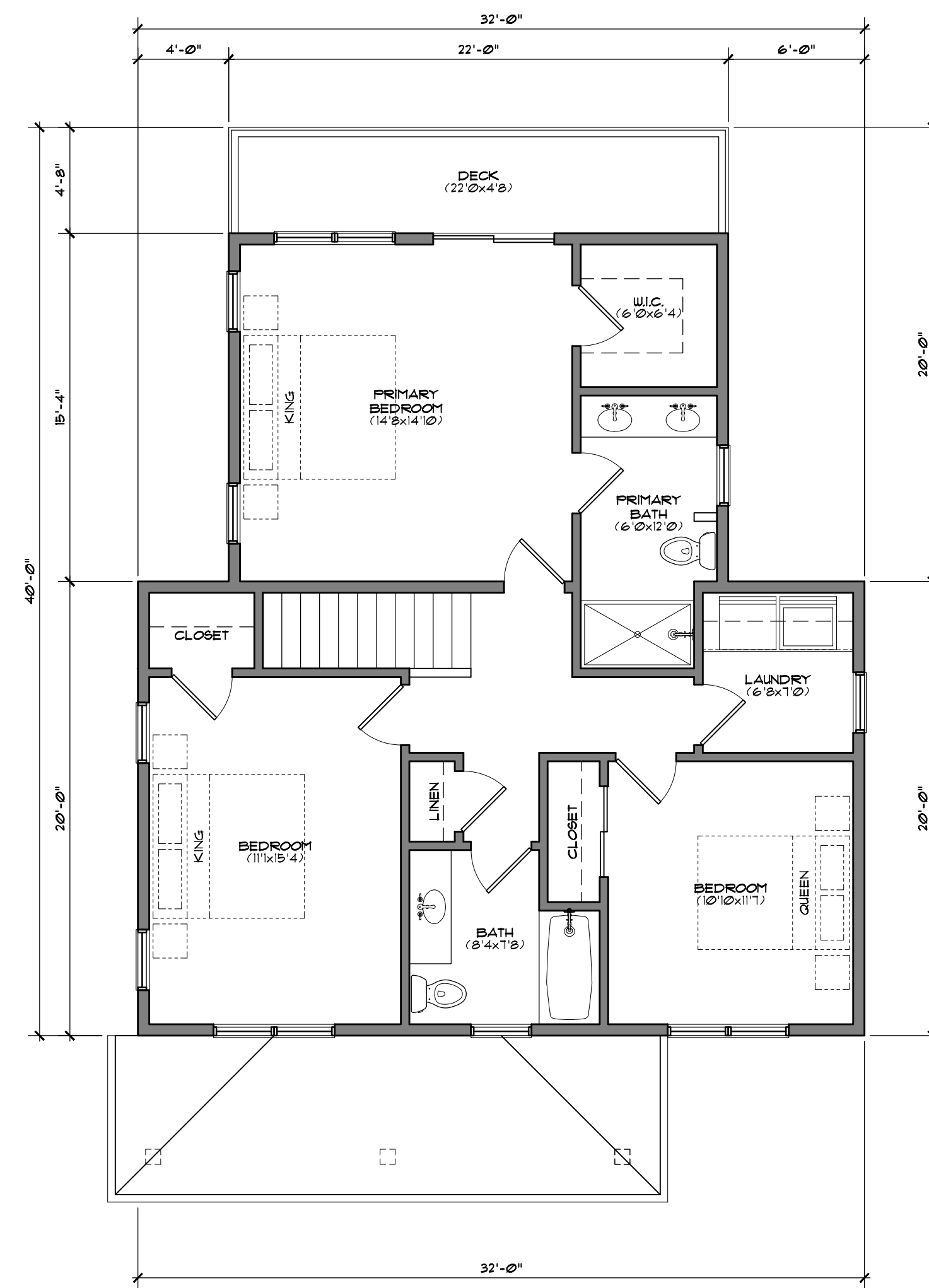
ISSUE	DATE	DESCRIPTION
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3	09.18.24	abr & planning review
4	10.23.24	abr & planning review



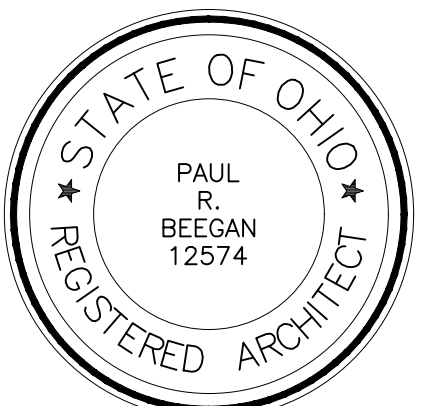
AREA SUMMARY:  
BASEMENT 446 NSF  
**BASEMENT PLAN**  
1/4" = 1'-0"



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"



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project no. 23-075

Hilane Realty  
**Donald & Thoreau  
Development**

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lakewood, oh 44107

Single-Family House  
Floor Plans

# A10



# 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 11<sup>TH</sup> 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, 11<sup>TH</sup> 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
<b>TOTAL NEW TRIPS</b>			<b>27</b>		<b>26</b>	

**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,

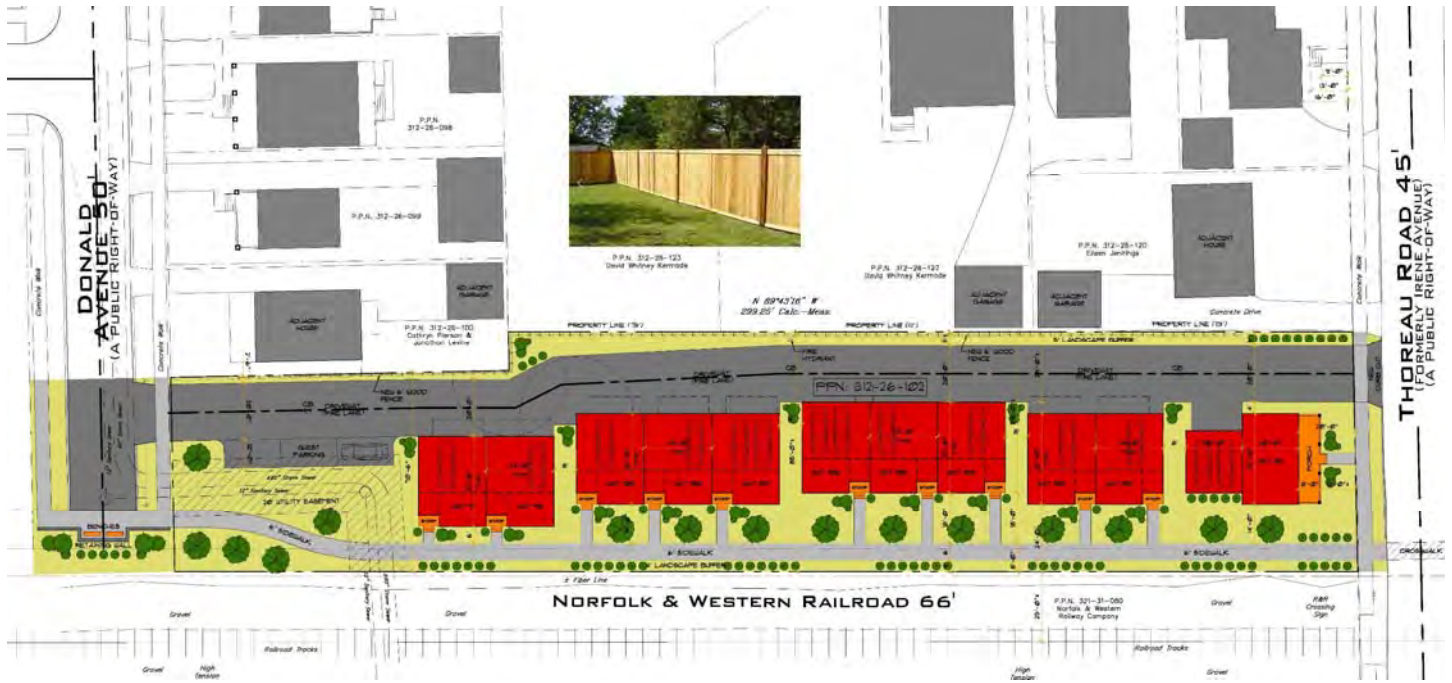
**TMS Engineers, Inc.**



Andrew J Pierson, P.E.  
Senior Traffic Engineer



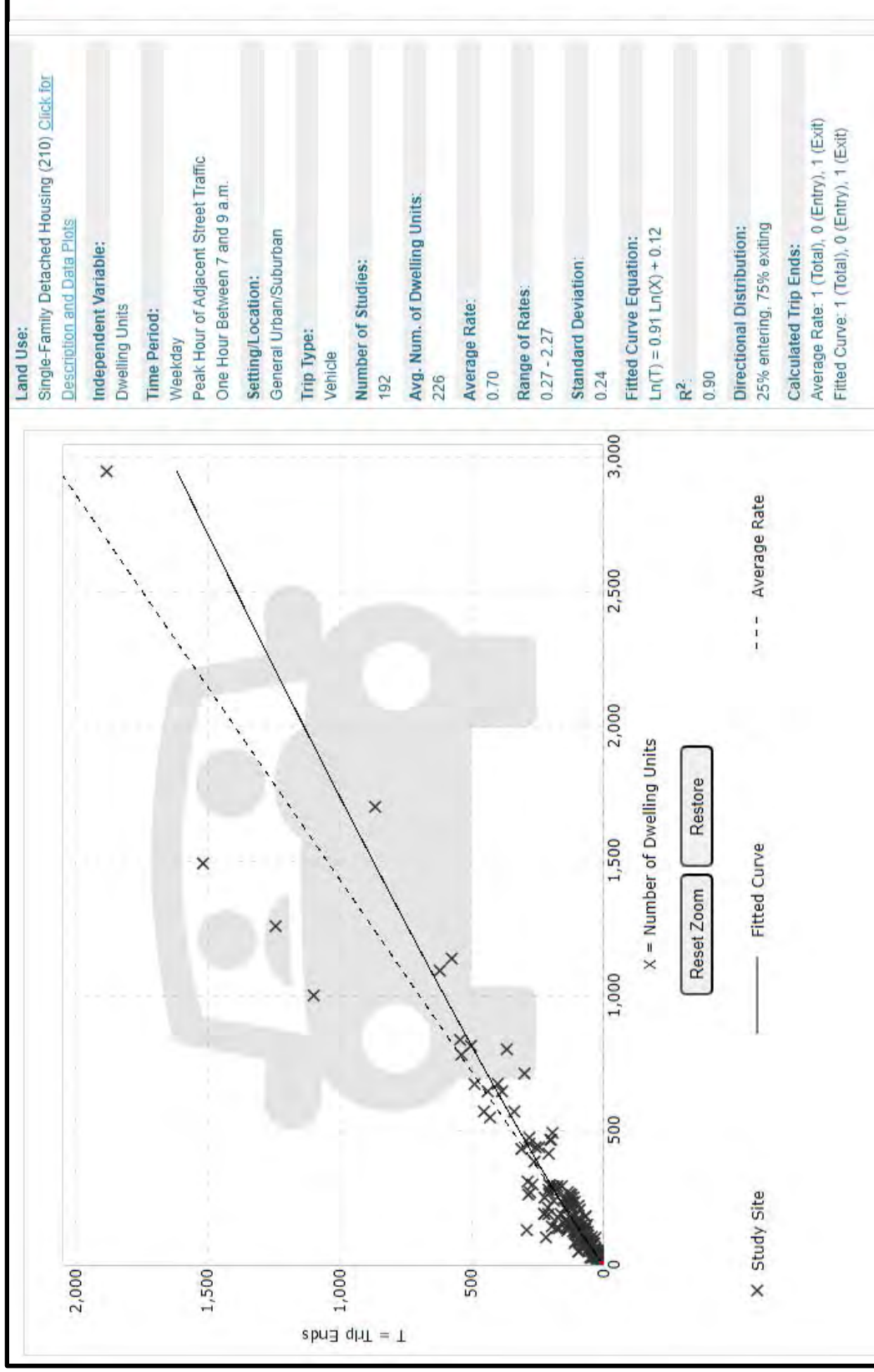




**APPENDIX A**  
**ITE TRAFFIC GENERATION WORKSHEETS**

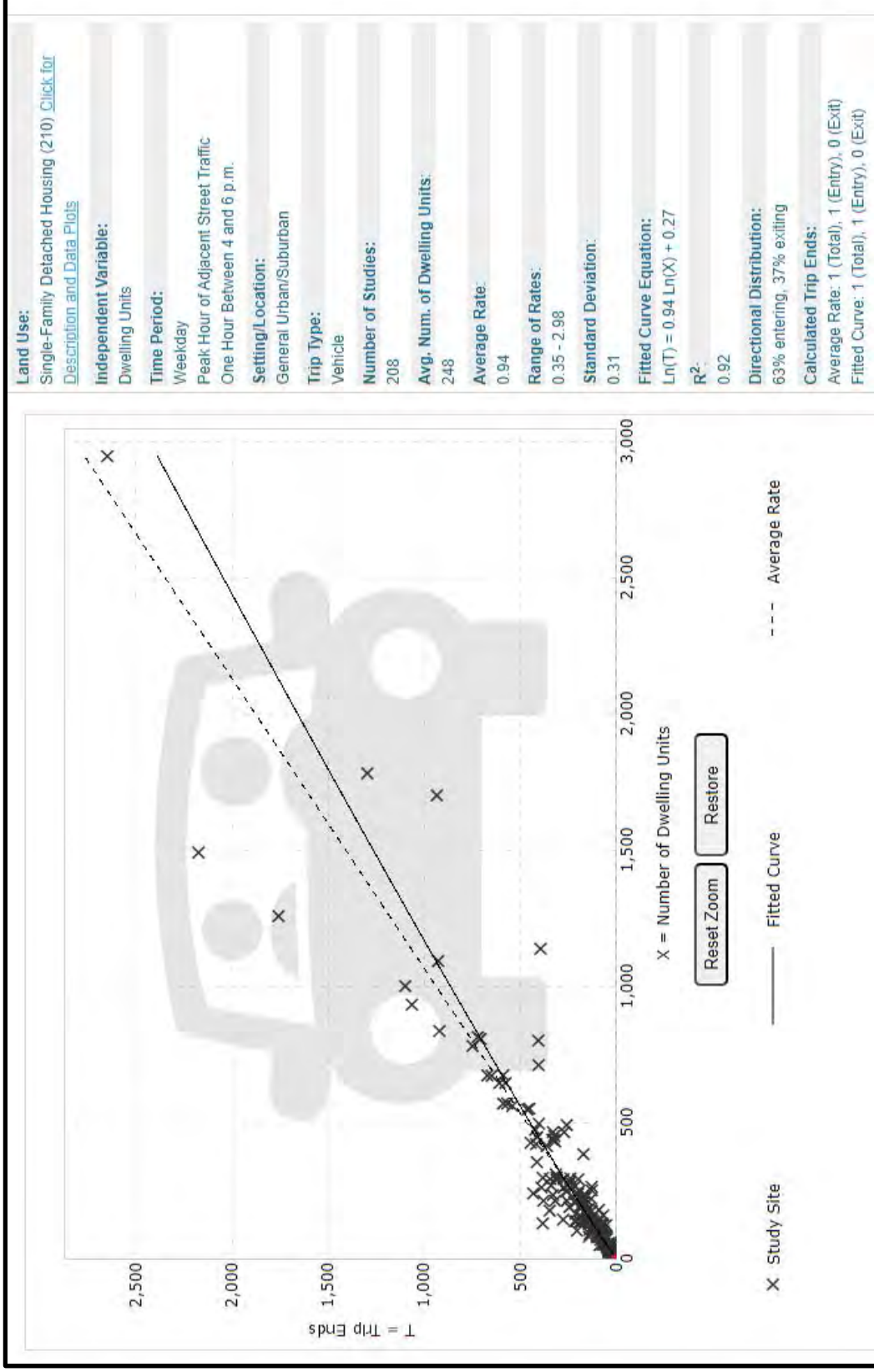
**Single-Family Detached Housing**  
**ITE Code #210**  
**Size: 1 Home**

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



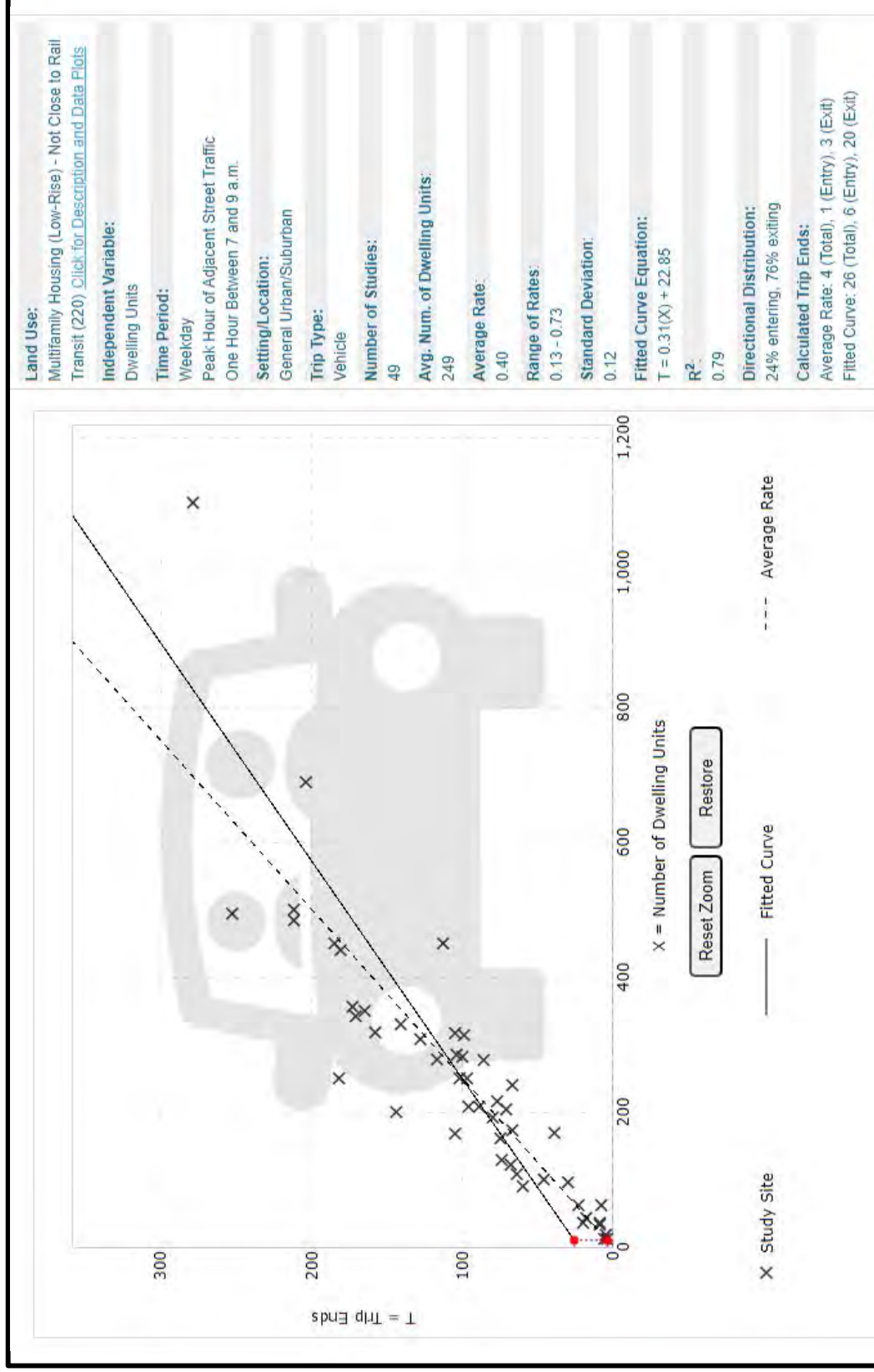
**Single-Family Detached Housing**  
**ITE Code #210**  
**Size: 1 Home**

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



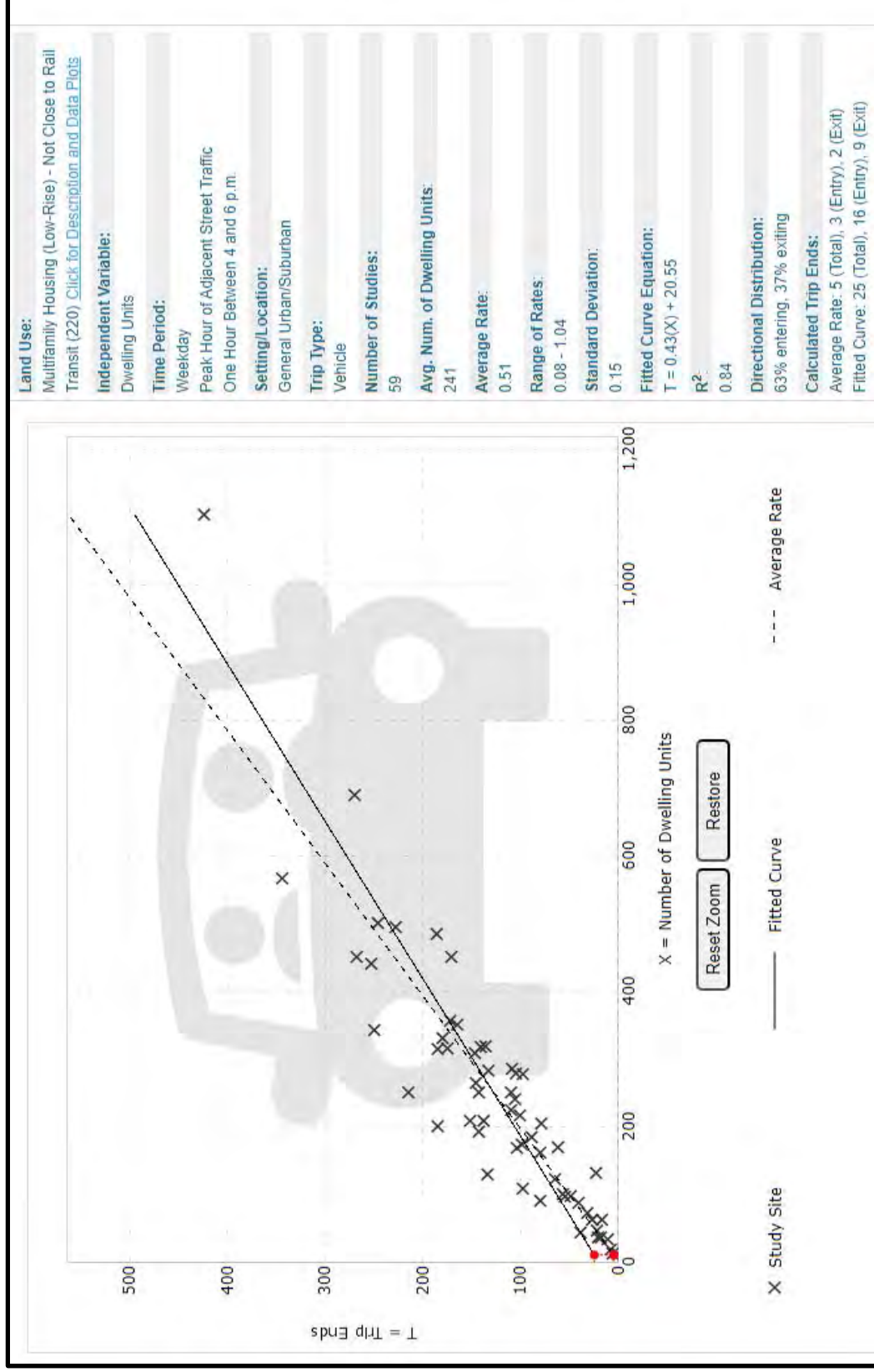
**Multifamily Housing (Low-Rise)**  
**ITE Code #220**  
**Size: 10 Townhomes**

**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**





PLANNING COMMISSION

12650 Detroit Avenue • 44107 • (216) 529-6630 • FAX (216) 529-5907  
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## Application Cover Page

**Docket No.:** 11-39-24

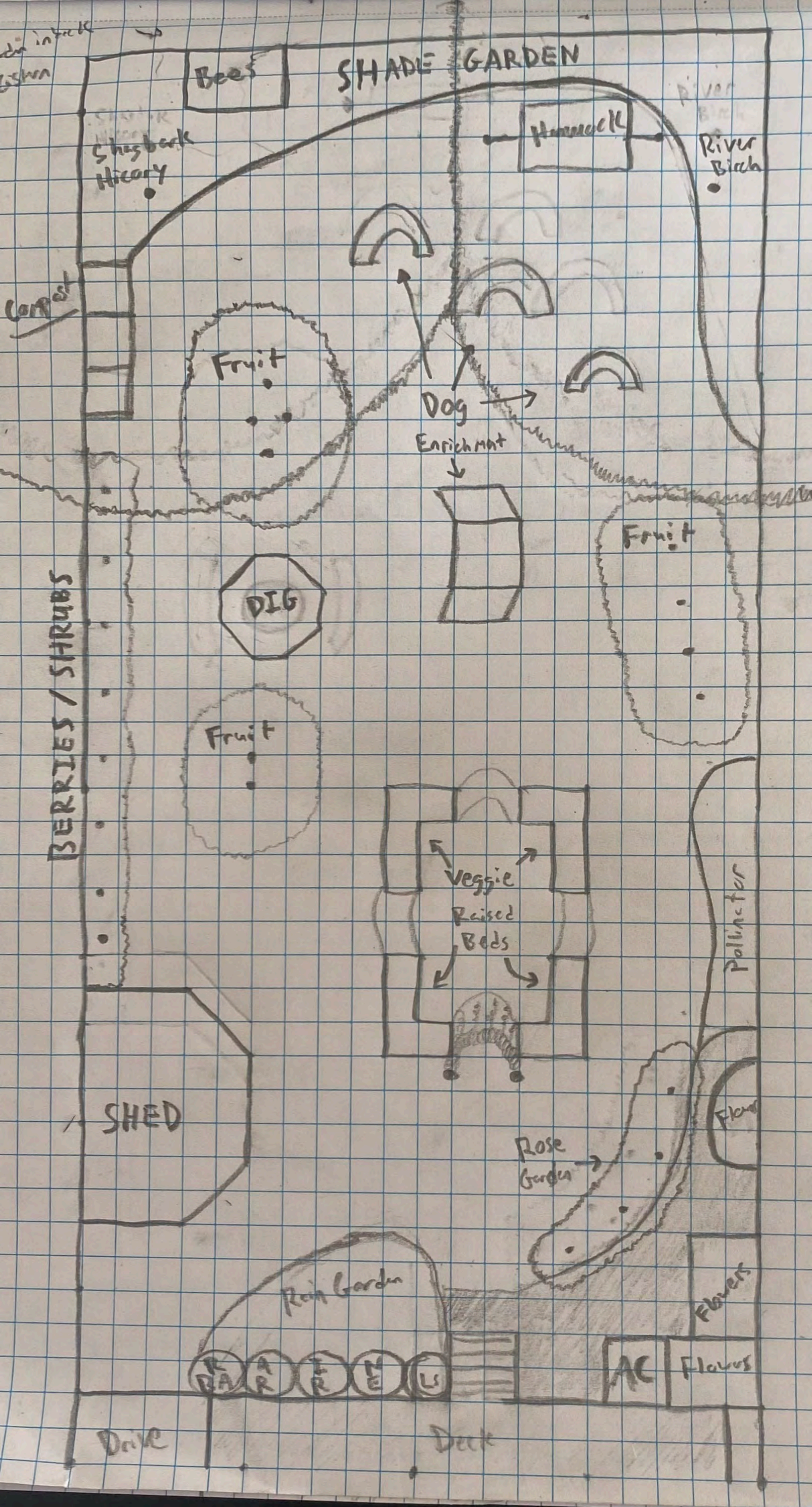
**Permit No.:** PC24-000047

**Applicant Name:** Marco Ariella

**Project Address:** 1517 Alameda Ave.

**Project Name:** n/a

**Proposal:** The review and approval for the exception to the parking minimum for a residential lot, pursuant to sections 1143.10 – exceptions to required minimums and 1143.09 – parking plan review: Planning Commission. The property is in an R2, Single and Two-Family district.



SHADE GARDEN

Bees

Hummock

Shagbark Hickory

River Birch

Fruit

Dog Enrichment

Fruit

DIG

Fruit

Veggie Raised Beds

Pollinator

SHED

Rose Garden

Flower

Rain Garden

Flowers

PANELS

AC

Flowers

Drive

Deck

BERRIES / SHRUBS

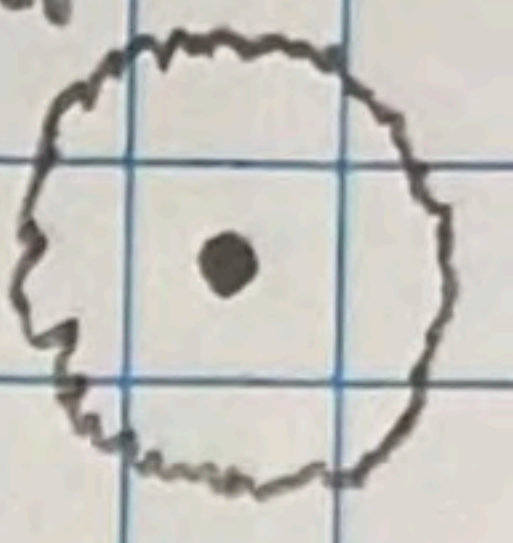
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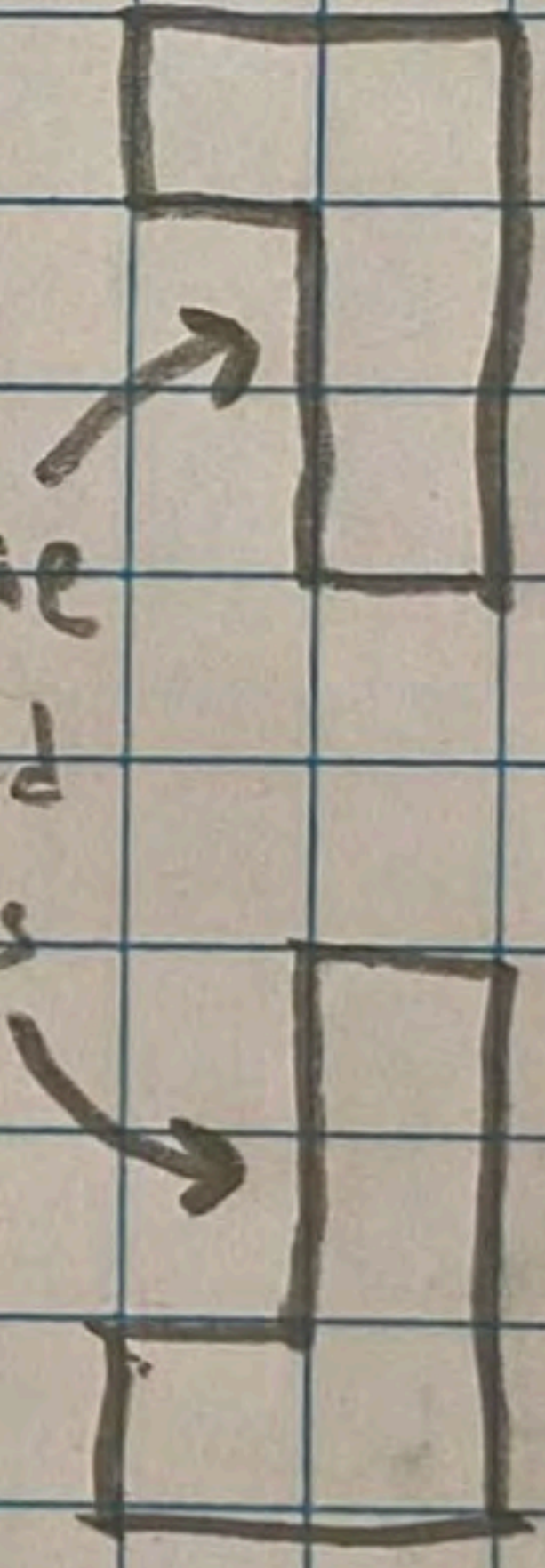


River Birch



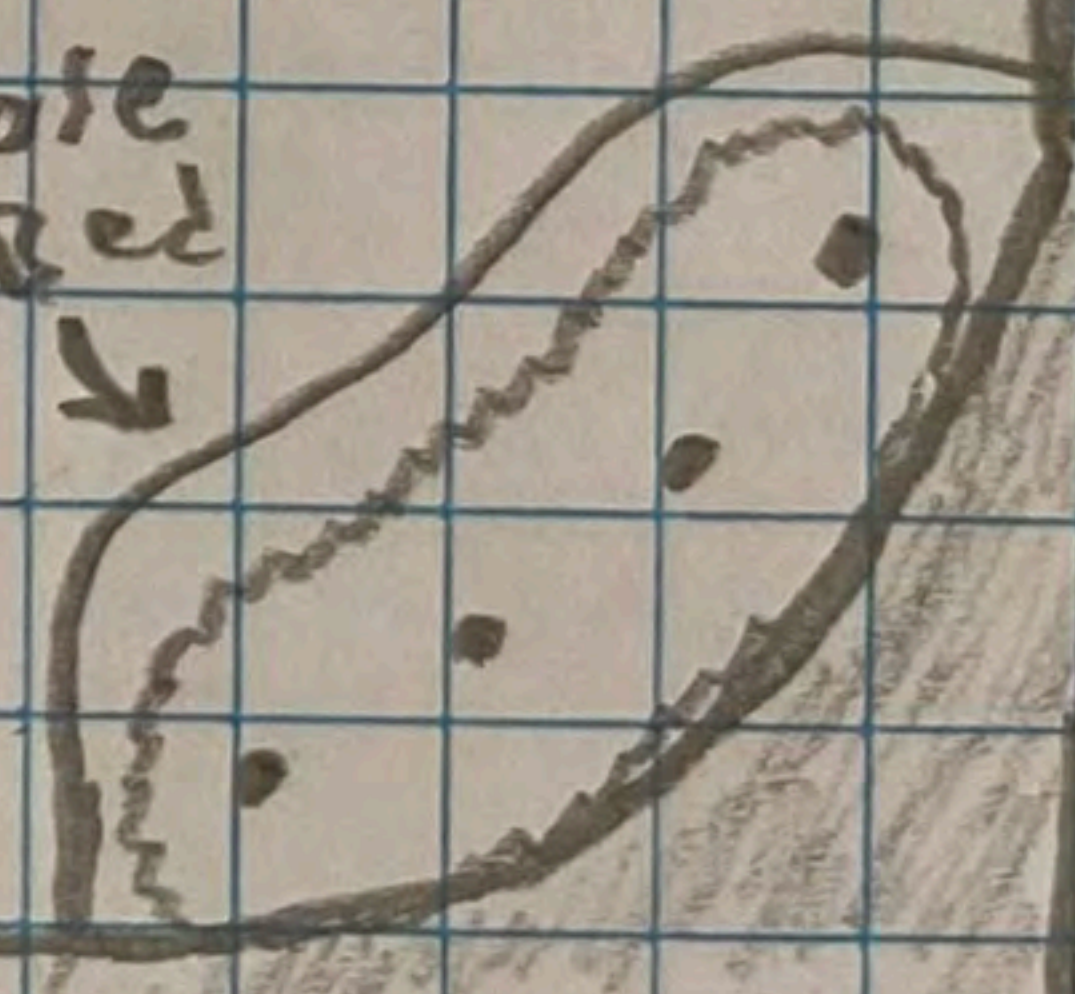
Garage

Vesite  
Raised  
Beds



Driveway

Rote  
Bed



Flagstones

Raised  
Bed

AC

Driveway

Deck

**Lakewood City Code**

For uses defined as Residential in Section 1143.04, the Commission may consider the applicant's implementation of an improvement to the property that aligns with the general goals and objectives as described in the Vision including, but not limited to, the following:

(1) Improvements to the property that may reduce carbon emissions and improve energy efficiency using environmental best management practices (BMPs) promulgated by the Environmental Protection Agency;

(2) Storm water management techniques such as bio-swales, rain gardens, and pervious pavements;

(3) A shed or storage building on site for landscaping equipment and additional storage;

(4) An innovative landscaping plan, considered to be over and above the landscaping requirements as typically required by the Architectural Board of Review, which may include plant, flower and tree type, size, design, location and irrigation;

**Incorporation into**

1. The "Your Yard and Clean Air" article within Ohio EPA's Practice Greenscaping webpage provide a range of options to reduce air pollution from gas-powered landscaping tools, including "Use low-maintenance... grass/flower seed mixtures that grow slowly and require less mowing" and "Decrease lawn area. Plant additional trees and shrubs to reduce the energy costs of heating and cooling your house and to provide landscaping for wildlife. Native wildflowers and plants require little to no maintenance after planting." We are planning to plant



# Practice Green Landscaping

Your Yard and Clean Air - This document provides tips on how you can prevent pollution in your own backyard by adopting practices that will help protect the environment now and in the future.

Green Landscaping with Native Plants - This site provides a wizard that answers commonly asked questions about landscaping with native wild flowers and grasses in the Great Lakes region.

Greenscaping – Reduce the environmental impacts of landscaping your lawn and property. See this U.S. EPA Greenscaping Your Lawn and Garden Guide or follow these quick tips:

- Keep your yard healthy — dethatch, use mulch, etc.
- Sweep outside instead of using a hose.
- Landscape using rain garden techniques to save water and reduce stormwater runoff.
- Minimize the need for pesticides by choosing plant species that are resistant to insects and disease. Landscaping with native plant species works best. Provide habitats for birds, bats, toads, etc. that prey on insect pests. Introduce praying mantises, lacewings, ladybugs and other pest-eaters to your garden.
- Do not over apply pesticides and fertilizers. Follow directions and use judiciously. Pull weeds by hand when possible.

- Never allow any chemicals, yard wastes or any other materials to be washed down or put into storm drains.
- Allow roof gutters to drain over your lawn instead of draining directly to the street.
- Yard and food wastes make up about 28 percent of our household garbage. If you have space, compost these organic materials into fertilizer for your yard and garden.
- Donate bulky yard debris and leaves to community garden projects or see if your town has a composting or yard waste collection program.
- Use a mulching lawn mower, or buy a mulching attachment for your current mower. Grass clippings will work their way back into the soil as a natural fertilizer.
- Reduce non-point source water pollution by minimizing use of fertilizer and pesticide on lawns.



## Heat Islands

[CONTACT US <https://epa.gov/heatislands/forms/contact-us-about-heat-islands>](https://epa.gov/heatislands/forms/contact-us-about-heat-islands)

### Heat Island Home

[<https://epa.gov/heatislands>](https://epa.gov/heatislands)

### Learn About Heat Islands

[<https://epa.gov/heatislands/learn-about-heat-islands>](https://epa.gov/heatislands/learn-about-heat-islands)

### What are the Impacts?

[<https://epa.gov/heatislands/heat-island-impacts>](https://epa.gov/heatislands/heat-island-impacts)

### Climate Change and Heat Islands

[<https://epa.gov/heatislands/climate-change-and-heat-islands>](https://epa.gov/heatislands/climate-change-and-heat-islands)

### Heat Islands and Equity

[<https://epa.gov/heatislands/heat-islands-and-equity>](https://epa.gov/heatislands/heat-islands-and-equity)

### Heat Island Compendium

[<https://epa.gov/heatislands/heat-island-compendium>](https://epa.gov/heatislands/heat-island-compendium)

### Measuring Heat Islands

[<https://epa.gov/heatislands/measuring-heat-islands>](https://epa.gov/heatislands/measuring-heat-islands)

### Resources

[<https://epa.gov/heatislands/heat-island-resources>](https://epa.gov/heatislands/heat-island-resources)

# Using Green Roofs to Reduce Heat Islands

- Types of Green Roofs
- Green Roofs vs. Cool Roofs
- Co-Benefits of Green Roofs
- Costs of Installing and Maintaining Green Roofs
- More Information

Green roofs have been proven to help reduce heat islands [<https://epa.gov/heatislands/learn-about-heat-islands>](https://epa.gov/heatislands/learn-about-heat-islands). This page provides a brief overview of the role of green roofs in mitigating the heat island effect, including green roof types, other environmental and social benefits, and cost-benefit considerations.

A green roof, or rooftop garden, is a vegetative layer grown on a rooftop. Green roofs provide shade, remove heat from the air, and reduce temperatures of the roof surface and surrounding air. Using green roofs in cities or other built environments with limited vegetation can moderate the heat island effect, particularly during the day. Green roof temperatures can be 30–40°F lower than those of conventional roofs and can reduce city-wide ambient temperatures by up to 5°F. <sup>1,2</sup> In addition, green roofs can reduce building energy use by 0.7% compared to conventional roofs, reducing peak electricity demand and leading to an annual savings of \$0.23 per square foot of the roof's surface. <sup>1,3</sup> These temperature reduction and energy

## Green Roofs Resources

- Heat Island Compendium [<https://epa.gov/heatislands/heat-island-compendium>](https://epa.gov/heatislands/heat-island-compendium)
- Related Heat Island Webcasts [<https://epa.gov/heatislands/heat-island-webinars>](https://epa.gov/heatislands/heat-island-webinars)
- Related Links on Green Roofs [<https://epa.gov/heatislands/heat-island-related-links#greenroofs>](https://epa.gov/heatislands/heat-island-related-links#greenroofs)

**Reduce the Risks**

<<https://www.epa.gov/heatislands/reduce-heat-island-risks>>

**Cooling Strategies**

<<https://www.epa.gov/heatislands/heat-island-cooling-strategies>>

**What Communities are Doing**

<<https://www.epa.gov/heatislands/what-communities-are-doing-reduce-heat-islands>>

**Community Actions**

**Database**

<<https://www.epa.gov/heatislands/heat-island-community-actions-database>>

**Local Heat Equity**

**Examples**

<<https://www.epa.gov/heatislands/local-heat-equity-examples>>

**What EPA is Doing**

<<https://www.epa.gov/heatislands/what-epa-doing-reduce-heat-islands>>

**What You Can Do**

<<https://www.epa.gov/heatislands/what-you-can-do-reduce-heat-islands>>

efficiency benefits are a key contributor to the growing popularity of green roofs in the United States. In 2016, the North American green roof industry is estimated to have grown by more than 10% over 2015, continuing industry’s growth trend over the past decade. That year, a sample of industry stakeholders reported nearly 900 green roof projects totaling more than four million square feet in 40 U.S. states and six Canadian provinces.<sup>4</sup>

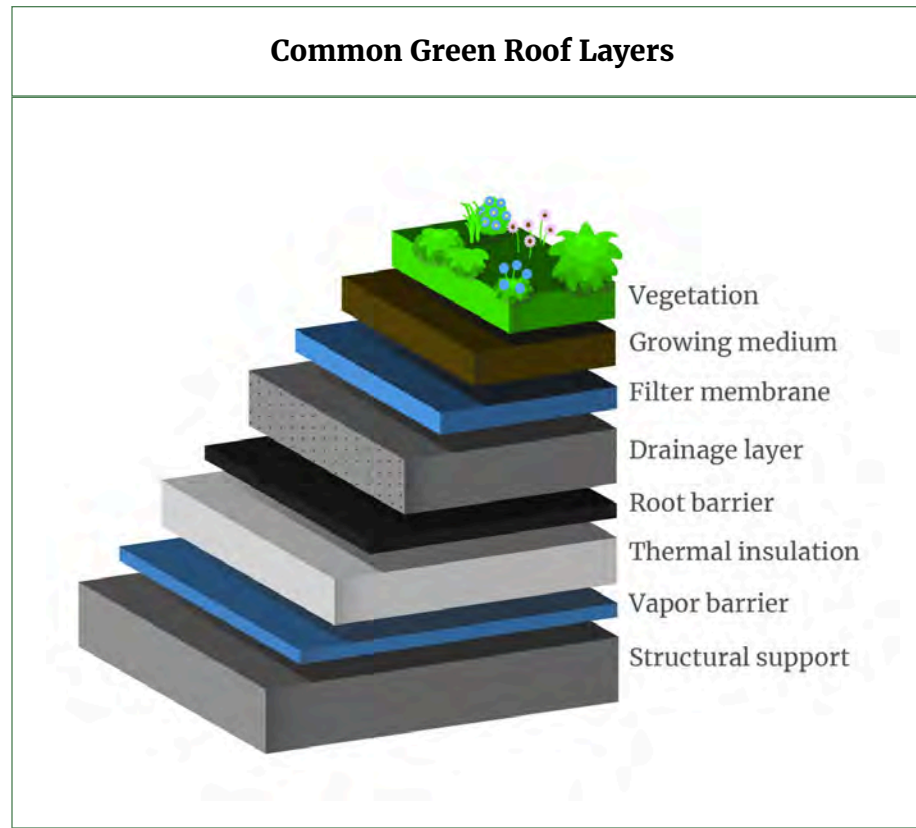
## Types of Green Roofs

Green roofs can be installed on a wide range of buildings, from industrial facilities to private residences. There are two types of green roofs: extensive and intensive.

- Estimating the Environmental Effects of Green Roofs: A Case Study in Kansas City, MO  
<<https://epa.gov/heatislands/estimating-environmental-effects-green-roofs-case-study-kansas-city-missouri>>
- Soak up the Rain: Green Roofs  
<<https://epa.gov/soakuptherain/soak-rain-green-roofs>>

Extensive Green Roofs	Intensive Green Roofs
<ul style="list-style-type: none"> <li>• Tend to be simpler, with hardy plants and a growing medium depth of two to four inches</li> <li>• Require the least amount of added structural support since they are lightweight</li> <li>• Need little maintenance once established</li> </ul>	<ul style="list-style-type: none"> <li>• Tend to be more complex, such as a fully accessible park complete with trees</li> <li>• Resemble conventional gardens or parks</li> <li>• Require more structural support since they are heavier</li> <li>• Require a higher initial investment</li> <li>• Require more intensive maintenance</li> </ul>

Both types of green roofs consist of the same basic layering components with a number of barriers to prevent water or root damage to the structure, a drainage layer to aid in water drainage, as well as a growing medium and vegetative layer. The Common Green Roof Layers figure (below) represents the most common design of a green roof, although not all the layers shown are found on every green roof.



## Green Roofs vs. Cool Roofs

Cool roofs <https://epa.gov/heatislands/using-cool-roofs-reduce-heat-islands> present another option to reduce the heat island effect. Cool roofs are made of highly reflective and emissive materials that remain cooler than traditional materials during peak temperatures. While green roofs often have initially higher costs than cool roofs, green roofs typically have a longer expected life.<sup>5</sup> Both cool and green roofs provide benefits of lower surface and air temperatures, and decreased energy demand. However, green roofs offer added benefits such as reducing and filtering stormwater runoff; absorbing pollutants and carbon dioxide; providing natural habitat; and in the case of intensive green roofs, serving as recreational green space. Cool roofs are best suited for projects with limited budgets and a primary focus on energy savings, while green roofs are preferred when lifecycle costs, public benefits, and broader environmental impacts are of interest. Both options are important strategies for mitigating heat island effects.

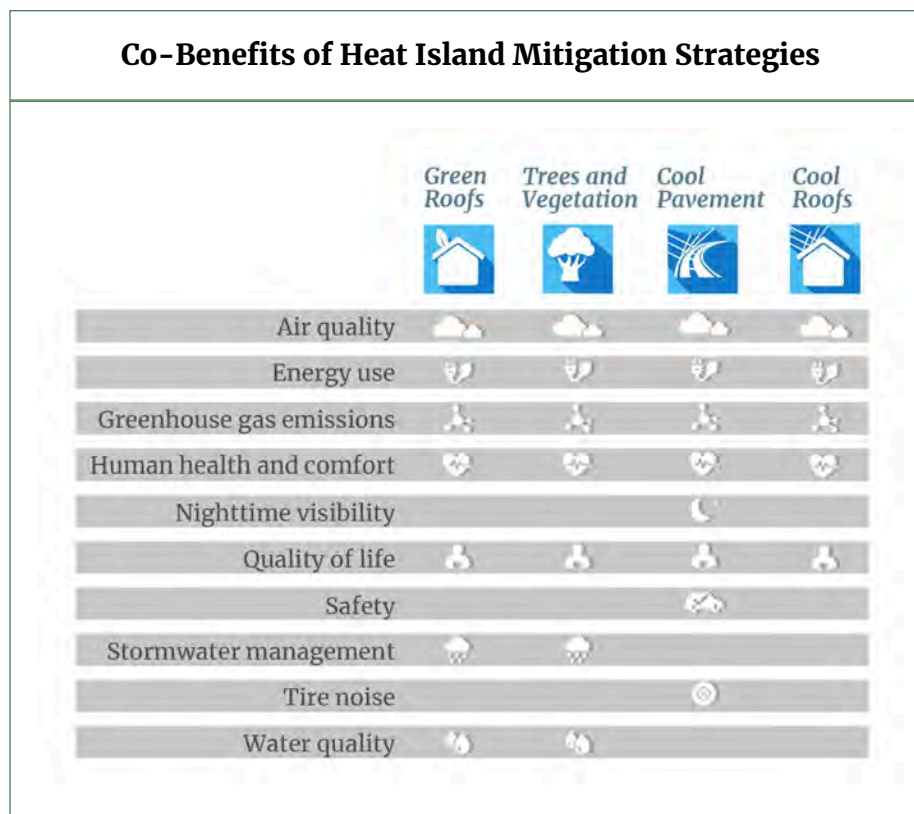
## Green Roofs Photo Gallery



EPA Region 8 Headquarters extensive green roof – Denver, CO

## Co-Benefits of Green Roofs

Green roofs and other heat island mitigation strategies offer a number of co-benefits (see figure below). Benefits specific to green roofs include:



- *Reduced air pollution and greenhouse gas emissions:* By lowering air-conditioning demand, green roofs can decrease the associated air pollution and greenhouse gas (GHG) emissions from conventional power sources. Vegetation can also remove pollutants and GHGs from the air through dry deposition and carbon sequestration and storage, respectively.
- *Reduced energy use:* Green roofs remove heat from the air through the process of evapotranspiration, and also act as insulators for buildings, reducing the energy needed to provide cooling and heating.
- *Improved human health and comfort:* Green roofs, by reducing heat transfer through the building roof, can improve indoor comfort, and lower the incidence of heat stress associated with heat waves.

- *Improved quality of life:* Green roofs provide aesthetic value and habitat for plant and animal species. They improve human interaction with nature by introducing green space into the built environment. Such connections to nature have been shown to benefit human physical and mental health and productivity, and reduce blood pressure and hospital stays.<sup>6</sup>
- *Enhanced stormwater management and water quality:* Green roofs can reduce and slow stormwater runoff in the urban environment, and also filter pollutants from rainfall. Green roofs can retain nearly all storm-related precipitation during the summer months, with lower retention during the winter months (< 20%). The actual stormwater management potential of green roofs is dependent on the season and rainfall patterns.<sup>7</sup>

## Estimating the Environmental Effects of Green Roofs

The EPA-published case study, *Estimating the Environmental Effects of Green Roofs*

<https://epa.gov/heatislands/estimating-environmental-effects-green-roofs-case-study-kansas-city-missouri>,

demonstrates the environmental and health benefits of green roofs for Kansas City, Missouri. The case study lays out a replicable analytical framework using free quantitative tools created by EPA and others that state and local decision-makers and practitioners can use to assess the multiple benefits of green roofs. The study found that the over 700,000 ft<sup>2</sup> total coverage of green roofs in Kansas City installed between 1999-2020 would result in avoided emissions of 384 pounds of nitrogen oxide, 734 pounds of sulfur dioxide, and 269 tons of carbon dioxide in 2020. These emissions reductions equate to monetized health benefits of \$35,500–\$80,500.

## Costs of Installing and Maintaining Green Roofs

The estimated costs of installing and maintaining a green roof vary by the type of green roof. For example, a simple extensive roof without public access could be as little as one-tenth to one-third of the cost to construct an intensive green roof intended for public access.<sup>8</sup> While the initial costs of green roofs can be higher than those of conventional materials, building owners can help offset some of the differences in these costs through reduced energy costs and stormwater management fees, and potentially by the longer lifespan of green roofs compared with conventional roofing materials. Typical maintenance includes fertilization, irrigation, weed control, and replanting when necessary. Intensive green roofs might require maintenance exceeding that required for extensive roofs to maintain their aesthetic and public access uses.

Researchers at Lawrence Berkeley National Laboratory conducted a lifecycle cost analysis of green roofs, cool roofs, and conventional roofs.<sup>8</sup> They found that while green roofs are more expensive than cool or conventional roofs, they provide significantly higher relative benefits per square foot

over a 50-year lifecycle (e.g., energy cost savings, avoided emissions, reduced stormwater fees). Compared to conventional roofs, the benefits of extensive green roofs are \$14 more per square foot, while cool roofs provide benefits of \$2 more per square foot relative to conventional roofs.

## More Information

More details on this topic are available in Chapter 3 <<https://epa.gov/heatislands/heat-island-compedium>> of EPA's *Reducing Urban Heat Islands: Compendium of Strategies*, which covers the following topics:

- How green roofs help to reduce heat islands
- Green roof types
- The benefits and costs of green roofs
- Other factors to consider in using green roofs
- Green roof initiatives
- Tools and resources to further explore this technology

---

<sup>1</sup>General Services Administration. 2011. "The Benefits and Challenges of Green Roofs on Public and Commercial Buildings" [🔗](https://www.gsa.gov/cdnstatic/the_benefits_and_challenges_of_green_roofs_on_public_and_commercial_buildings.pdf)

<[https://www.gsa.gov/cdnstatic/the\\_benefits\\_and\\_challenges\\_of\\_green\\_roofs\\_on\\_public\\_and\\_commercial\\_buildings.pdf](https://www.gsa.gov/cdnstatic/the_benefits_and_challenges_of_green_roofs_on_public_and_commercial_buildings.pdf)>.

<sup>2</sup>Santamouris, M. 2014. "Cooling the cities – A review of reflective and green roof mitigation technologies to fight heat island and improve comfort in urban environments," *Solar Energy* 103:682–703.

<sup>3</sup>Sailor, D.J., T.B. Elley, and M. Gibson. 2011. "Exploring the building energy impacts of green roof design decisions – A modeling study of buildings in four distinct climates" [🔗](http://journals.sagepub.com/doi/abs/10.1177/1744259111420076)

<<http://journals.sagepub.com/doi/abs/10.1177/1744259111420076>>," *Journal of Building Physics* 35(4):372–391.

<sup>4</sup>Green Roofs for Healthy Cities. 2017. "2016 Annual Green Roof Industry Survey: Executive Summary."

<sup>5</sup>City of Los Angeles, Environmental Affairs Department. 2006. "Green Roofs—Cooling Los Angeles (A Resource Guide)" [🔗](https://www.coolrooftoolkit.org/wp-content/uploads/2012/04/la_greenroofsresourceguide.pdf) <[https://www.coolrooftoolkit.org/wp-content/uploads/2012/04/la\\_greenroofsresourceguide.pdf](https://www.coolrooftoolkit.org/wp-content/uploads/2012/04/la_greenroofsresourceguide.pdf)>." Los Angeles, CA.

<sup>6</sup>Beatley, T. and P. Newman. 2013. "Biophilic cities are sustainable, resilient cities" [🔗](http://www.mdpi.com/2071-1050/5/8/3328/htm)

<<http://www.mdpi.com/2071-1050/5/8/3328/htm>>." *Sustainability* 5(8):3328–3345.

<sup>7</sup>U.S. Environmental Protection Agency (EPA). 2009. “Green Roofs for Stormwater Runoff Control.”

<sup>8</sup>Sproul, J., M.P. Wan, B.H. Mandel, and A.H. Rosenfeld. 2014. “Economic comparison of white, green, and black flat roofs in the United States” [↗](#) *Energy and Buildings* 71:20–27.

Contact Us <https://epa.gov/heatislands/forms/contact-us-about-heat-islands> to ask a question, provide feedback, or report a problem.

LAST UPDATED ON JUNE 6, 2024

Assistance

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s>

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-tr>

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# Your Yard and Clean Air

## Small Engines are Big Polluters

Most people do not associate air pollution with mowing the lawn. Yet emissions from lawn mowers, snow blowers, chain saws, leaf vacuums, and similar outdoor power equipment are a significant source of pollution. Today's small engines emit high levels of carbon monoxide, a colorless, odorless, poisonous gas. They also emit hydrocarbons and nitrogen oxides, pollutants that contribute to the formation of ozone. While ozone occurs naturally in the upper atmosphere and shields the earth from harmful radiation, ozone at ground level is a noxious pollutant. Ground-level ozone impairs lung function, inhibits plant growth, and is a key ingredient of smog.

Emission control for small gasoline engines has not been a crucial design consideration until now. Consequently, small engines are big polluters. And power equipment users inadvertently contribute to the problem by carelessly handling fuel and by improperly maintaining their equipment.

The U.S. Environmental Protection Agency (EPA) and the power equipment industry are working to investigate and bring to market cleaner technology for small engines.

## Pollution Prevention in Your Own Backyard

EPA anticipates that regulations now being developed will bring cleaner lawn and garden equipment to market within a few years. Meanwhile, consumers can make a difference by adopting practices that will help protect the environment now and in the future:

### **Avoid spilling gasoline.**

Preventing spills and overfills is an easy and effective way for power equipment owners to prevent pollution. Even small gasoline spills evaporate and pollute the air.

Use a gasoline container you can handle easily and hold securely. Pour slowly and smoothly. Use a funnel, or a spout with an automatic stop device to prevent overfilling the gas tank. Keep the cap or spout and the vent hole on gasoline containers closed tightly. Transport and store gasoline and power equipment out of direct sunlight in a cool, dry place. Use caution when pumping gasoline into a container at the gas station.

**Maintain your equipment.**

Follow the manufacturer's guidelines for maintenance. Change oil and clean or replace air filters regularly. Use the proper fuel/oil mixture in two-stroke equipment. Get periodic tune-ups, maintain sharp mower blades, and keep the underside of the deck clean. Take time to winterize equipment each fall.

**Consider cleaner options.**

Ask your dealer about the new, cleaner gasoline equipment entering the marketplace. Propane and solar options are also available for some types of equipment.

Electric equipment is cleaner than equipment powered by gasoline engines. Electrically-powered lawn and garden tools produce essentially no pollution from exhaust emissions or through fuel evaporation. However, generating the power to run electric equipment does produce pollution.

**Use manual tools.**

Tools that don't require electric or gasoline engines are especially handy for small yards or small jobs. Hand tools are available to meet a wide variety of lawn and garden needs, like lightweight, quiet, easy-to-use reel push mowers that generate no emissions.

**Reduce mowing time.**

Use low-maintenance turf grasses or grass/flower seed mixtures that grow slowly and require less mowing. Check with your local agricultural extension service or lawn and garden center about what is appropriate for your region.

Decrease lawn area. Plant additional trees and shrubs to reduce the energy costs of heating and cooling your house and to provide landscaping for wildlife. Native wildflowers and plants require little to no maintenance after planting.

**Recycle old equipment.**

Instead of selling or giving away your old lawn and garden power tools, take them to a recycling center where they can be converted into raw material for use in cleaner equipment and other products.

By combining these strategies, you can reduce your personal contribution to pollution. In addition, your yard equipment will last longer and you will save money.

***For More Information:***

*The Office of Mobile Sources is the national center for research and policy on air pollution from highway and off-highway motor vehicles and equipment. You can write to us at the EPA National Vehicle and Fuel Emissions Laboratory, 2565 Plymouth Road, Ann Arbor, MI 48105. Our phone number is (313) 668-4333.*



**PLANNING COMMISSION**

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## **Communication Cover Page**

**Docket No.: 11-40-24**

**Permit No.: PC24-000048**

**Project: ODOT Excess Land Transfer: Dedication of Portion of Glenbury Avenue  
as Public Right-of-Way: Ordinance 18-2024**



PLANNING COMMISSION

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

November 7, 2024

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

**Re: Docket No. 11-40-24**  
**ODOT Excess Land Transfer: Dedication of Portion of Glenbury Avenue as**  
**Public Right-of-Way: Ordinance 18-2024**

Dear Members of the Planning Commission:

At the October 7, 2024 meeting City Council was presented with legislation, which if adopted would dedicate a small portion of Glenbury Avenue as public right-of-way. City Council referred the legislation to the Planning Commission for review.

Sincerely,

David Baas, Assistant Director  
Planning and Development

ORDINANCE NO. 18-2024

BY:

AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, dedicating a portion of Glenbury Avenue as public right-of-way.

WHEREAS, for the past several months the Department of Planning and Development has been working with the Ohio Department of Transportation (ODOT) in anticipation of the transfer of certain parcels along Interstate 90 and the North Marginal to Lakewood; and

WHEREAS, a survey of these parcels revealed that a small portion of Glenbury Avenue was never dedicated as public right-of-way; and

WHEREAS, it is necessary to correct this oversight in order for Lakewood to accept title to these parcels from ODOT; 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 and to provide for the usual daily operation of municipal departments; now, therefore,

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. That a certain portion of Glenbury Avenue, further described in Exhibits “A” and “B” attached hereto, is hereby dedicated public right-of-way.

Section 2. It is found and determined that all formal actions of this Council concerning and relating to the passage of this ordinance were adopted in an open meeting of this Council, and that all such 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.

Section 3. This ordinance 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 ordinance 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

Exhibit A

July 31, 2024

**DESCRIPTION OF  
EXTENSION OF GLENBURY AVENUE  
TO BE DEDICATED TO PUBLIC USE**

Situated in the City of Lakewood, County of Cuyahoga and State of Ohio and known as being parts of Sublots Nos. 154, 155, and 156 in The S.H. Kleinman Realty Company's Traymore Estates Subdivision of a part of Original Rockport Township Section No. 18 as shown by plat recorded in Volume 66, Pages 22 and 23 of Cuyahoga County Map Records and is bounded and described as follows:

Beginning in the centerline of Delaware Avenue, 60 feet in width, as shown by said plat, at its intersection with the centerline of Glenbury Avenue, 45 feet in width, said point of beginning being located North  $88^{\circ}20'51''$  West a distance of 437.85 feet as measured along said centerline of Delaware Avenue from a 5/8 inch diameter iron pin stake in a monument box found marking its intersection with the easterly line of said Traymore Estates Subdivision;

Thence South  $1^{\circ}06'01''$  West along the extension of said centerline of Glenbury Avenue, a distance of 30.00 feet to the southerly line of said Delaware Avenue and the Principal Point of Beginning;

COURSE I            Thence South  $88^{\circ}20'51''$  East along said southerly line of Delaware Avenue, the same being the existing northerly Limited Access Line of the Northwest Freeway (CUY-90-7.69), a distance of 22.50 feet to a point distant 225.76 feet LEFT of Station 604+73.21 in the centerline survey for Northwest Freeway (CUY-90-7.69) as shown on Sheet No. 133 of 146 of plans of the Ohio Department of Transportation;

COURSE II           Thence South  $1^{\circ}06'01''$  West, parallel with the extension of said centerline of Glenbury Avenue and 22.50 feet easterly by normal measure therefrom, a distance of 15.37 feet to a point at the beginning of a curve;

COURSE III           Thence southeasterly on the arc of said curve and deflecting to the LEFT (said curve having a radius of 30.00 feet, an included angle of  $72^{\circ}42'11''$ , and a chord which bears South  $35^{\circ}15'04''$  East and is 35.56 feet in length) a distance of 38.07 feet to a point on the proposed relocated Limited Access Line of the Northwest Freeway (CUY-90-7.69), being 190.00 feet LEFT of Station 605+06.42 in said centerline survey;

COURSE IV           Thence North  $71^{\circ}36'10''$  West along said proposed relocated Limited Access Line, the same being parallel with the centerline of said Northwest

Freeway and distant 190.00 feet northerly by normal measure therefrom, a distance of 89.59 feet to a point distant 190.00 feet LEFT of Station 604+16.83 in said centerline survey;

COURSE V Thence northeasterly on the arc of a curve deflecting to the LEFT (said curve having a radius of 15.00 feet, an included angle of  $107^{\circ}17'49''$ , and a chord which bears North  $54^{\circ}44'56''$  East and is 24.16 feet in length), a distance of 28.09 feet to a point;

COURSE VI Thence North  $1^{\circ}06'01''$  East, parallel with the aforesaid extension of the centerline of Glenbury Avenue and 22.50 feet westerly by normal measure therefrom, a distance of 3.49 feet to the aforesaid southerly line of Delaware Avenue and the existing northerly Limited Access Line of the Northwest Freeway (CUY-90-7.69);

COURSE VII Thence South  $88^{\circ}20'51''$  East along said southerly line of Delaware Avenue and existing northerly Limited Access Line, a distance of 22.50 feet to the Principal Point of Beginning and containing 0.0360 Acre (1,566 Square Feet) as surveyed and described in July, 2024 by Thomas M. Meeks, Ohio Registered Surveyor No. 8674 of CT Consultants, Inc.

Subject to all existing easements and legal highways.

The above described area is part of Ohio Department of Transportation Parcel Number 2645WL, 2646WL, and 2647WL.

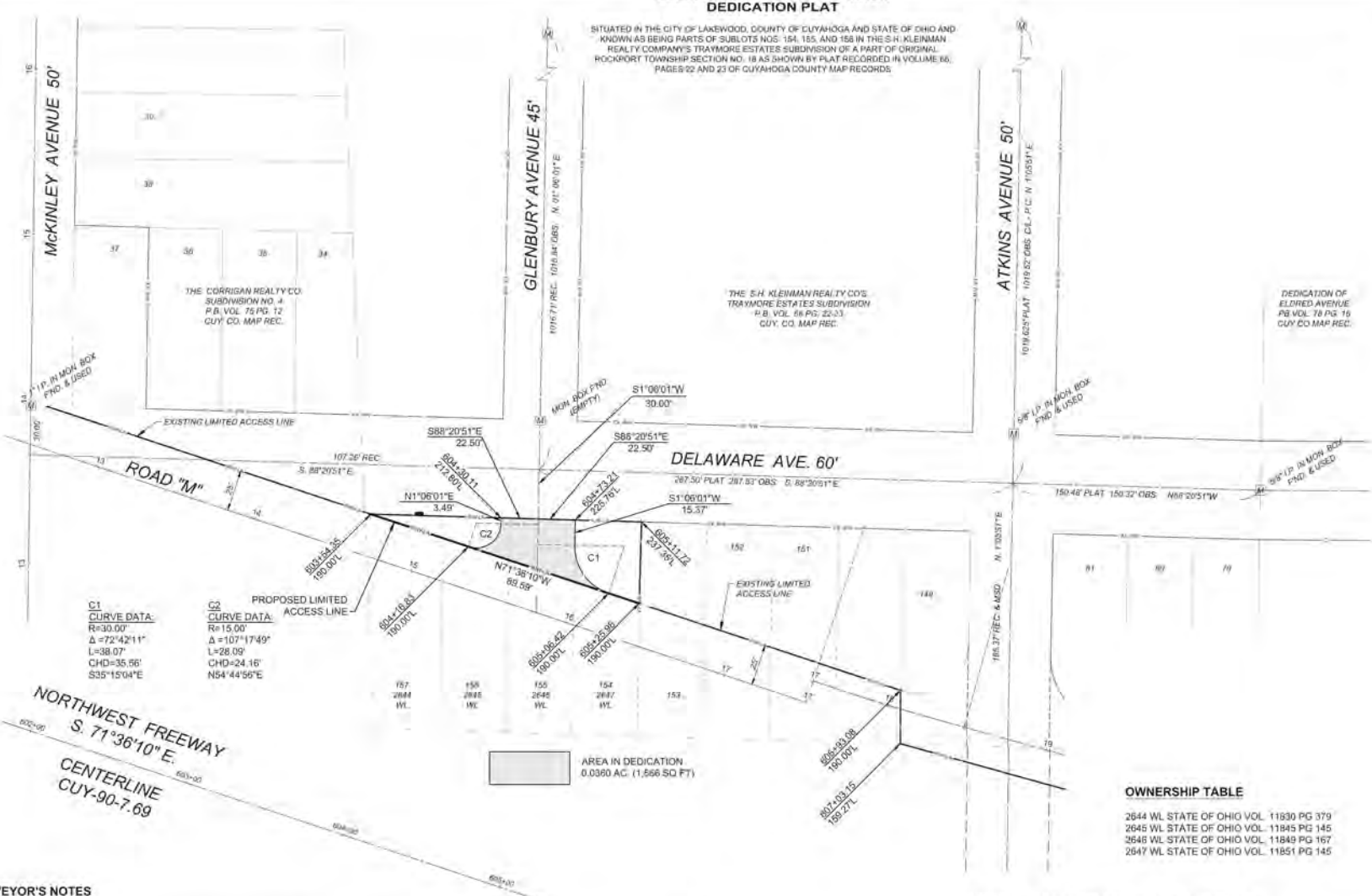
Bearings contained herein are for project use only and are based on Ohio State Plane (North Zone) Coordinates, Horizontal Datum NAD83(2011).

---

Thomas M. Meeks  
Ohio Registered Surveyor No. 8674  
August 2, 2024

**GLENBURY AVENUE EXTENSION DEDICATION PLAT**

SITUATED IN THE CITY OF LAKEWOOD, COUNTY OF CUYAHOGA AND STATE OF OHIO AND KNOWN AS BEING PARTS OF SUBLOTS NOS. 154, 155, AND 156 IN THE S.H. KLEIMAN REALTY COMPANY'S TRAYMORE ESTATES SUBDIVISION OF A PART OF ORIGINAL ROCKPORT TOWNSHIP SECTION NO. 18 AS SHOWN BY PLAT RECORDED IN VOLUME 86, PAGES 22 AND 23 OF CUYAHOGA COUNTY MAP RECORDS



MCKINLEY AVENUE 50'

GLENBURY AVENUE 45'

ATKINS AVENUE 50'

DELAWARE AVE. 60'

NORTHWEST FREEWAY  
S. 71°36'10"E.  
CENTERLINE  
CUY-90-7-69

**OWNERSHIP TABLE**

2644 WL	STATE OF OHIO VOL. 11830	PG 379
2645 WL	STATE OF OHIO VOL. 11845	PG 145
2646 WL	STATE OF OHIO VOL. 11849	PG 167
2647 WL	STATE OF OHIO VOL. 11851	PG 145

**SURVEYOR'S NOTES**

- HORIZONTAL DATUM IS
- PERTINENT RECORDS USED ARE AS SHOWN HEREON AND INCLUDE CUYAHOGA COUNTY TAX MAP
- THIS MAP AND THE SURVEY ON WHICH IT IS BASED HAVE BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND ARE NOT INTENDED TO REFLECT ALL EASEMENTS, ENCUMBRANCES, OR OTHER CIRCUMSTANCES AFFECTING THE TITLE TO THE PROPERTY SHOWN HEREON.

**SURVEYOR'S CERTIFICATION**

I HEREBY CERTIFY THAT THE SURVEY SHOWN HEREON IS THE RESULT OF AN ON-THE-GROUND SURVEY THAT HAS BEEN PERFORMED BY ME OR UNDER MY SUPERVISION; THAT THE SURVEY WAS PREPARED IN ACCORDANCE WITH CHAPTER 4733-37 (MINIMUM STANDARDS FOR BOUNDARY SURVEYS) OF THE OHIO ADMINISTRATIVE CODE

THOMAS M. MECKS  
PROFESSIONAL SURVEYOR OHIO REG. NO. #8674  
DATE OF SURVEY:

**LEGEND**



**COUNCIL ACCEPTANCE & STREET DEDICATION**

THIS PLAT IS APPROVED AND THE DEDICATION OF GLENBURY AVENUE EXTENSION AS SHOWN HEREON IN THE SHADED AREA IS HEREBY ACCEPTED BY THE COUNCIL OF THE CITY OF LAKEWOOD OHIO BY ORDINANCE NO. \_\_\_\_\_ ADOPTED THE \_\_\_\_ DAY OF \_\_\_\_\_ 2024.

CLERK OF COUNCIL

**OWNER ACCEPTANCE & STREET DEDICATION**

WE, THE UNDERSIGNED OWNERS OF THE PROPERTY SHOWN AND DESCRIBED ON THIS PLAT, DO HEREBY ASSENT TO AND ADOPT THIS DEDICATION OF THE SAME. ACKNOWLEDGE THAT SAID DEDICATION WAS AT OUR REQUEST AND AUTHORIZATION THE RECORDING THEREOF. THE UNDERSIGNED DO HEREBY DEDICATE TO PUBLIC USE THE STREETS SHOWN HEREON IN MATCHED AND DESIGNATED AS GLENBURY AVENUE.

MAYOR, CITY OF LAKEWOOD



THIS SURVEY PLAT COMPLES WITH THE CUYAHOGA COUNTY TRANSFER AND CONVEYANCE STANDARDS AND IS HEREBY APPROVED  
PLAT VOL. \_\_\_\_\_ PG. \_\_\_\_\_  
T.M. \_\_\_\_\_ AGENT

GLENBURY AVENUE EXTENSION  
DEDICATION PLAT  
CITY OF LAKEWOOD  
COUNTY OF CUYAHOGA  
STATE OF OHIO

241325
CIVIL
DEDICATION
1 1



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[www.lakewoodoh.gov](http://www.lakewoodoh.gov)

## Communication Cover Page

**Docket No.: 11-41-24**

**Permit No.: PC24-000049**

**Project: ODOT Excess Land Transfer: Vacation of Portion of Niagara Drive as  
Public Right-of-Way: Ordinance 17-2024**



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November 7, 2024

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

**Re: Docket No. 11-41-24**  
**ODOT Excess Land Transfer: Vacation of Portion of Niagara Drive as**  
**Public Right-of-Way: Ordinance 17-2024**

Dear Members of the Planning Commission:

At the October 7, 2024 meeting City Council was presented with legislation, vacating a small portion of Niagara Drive from the public right-of-way. City Council referred the legislation to the Planning Commission for review.

Sincerely,

David Baas, Assistant Director  
Planning and Development

ORDINANCE NO. 17-2024

BY:

AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, vacating a portion of Niagara Drive as public right-of-way.

WHEREAS, for the past several months the Department of Planning and Development has been working with the Ohio Department of Transportation (ODOT) in anticipation of the transfer of certain parcels along Interstate 90 and the North Marginal to Lakewood; and

WHEREAS, a survey of these parcels revealed that a small portion of Niagara Drive was never vacated when Interstate 90 was built; and

WHEREAS, it is necessary to correct this oversight in order for Lakewood to accept title to these parcels from ODOT; 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 and to provide for the usual daily operation of municipal departments; now, therefore,

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. That a certain portion of Niagara Drive, further described in Exhibits “A” and “B” attached hereto, is hereby vacated as public right-of-way.

Section 2. It is found and determined that all formal actions of this Council concerning and relating to the passage of this ordinance were adopted in an open meeting of this Council, and that all such 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.

Section 3. This ordinance 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 ordinance 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

Exhibit A

July 31, 2024

**DESCRIPTION OF  
PORTION OF NIAGARA AVENUE  
TO BE VACATED**

Situated in the City of Lakewood, County of Cuyahoga and State of Ohio and known as being part of Niagara Avenue, 60 feet in width, in Henry Guenther's Lakewood Heights Subdivision of a part of Original Rockport Township Section No. 18 as shown by plat recorded in Volume 67, Page 29 of Cuyahoga County Map Records and is bounded and described as follows:

Beginning in the centerline of Lakewood Heights Boulevard, 70 feet in width, as shown by said plat, at its intersection with the centerline of Niagara Avenue, 60 feet in width, said point of beginning being located North 88°18'19" West a distance of 300.04 feet as measured along said centerline of Lakewood Heights Boulevard from a one inch diameter iron pin stake in a monument box found marking its intersection with the centerline of McKinley Avenue (formerly known as Chippewa Avenue), 50 feet in width;

Thence North 0°48'55" East along said centerline of Niagara Avenue, a distance of 35.00 feet to the northerly line of said Lakewood Heights Boulevard and the Principal Point of Beginning;

COURSE I            Thence North 88°18'19" West along said northerly line of Lakewood Heights Boulevard, the same being the existing southerly Limited Access Line of the Northwest Freeway (CUY-90-7.69), a distance of 30.00 feet to a point distant 251.65 feet RIGHT of Station 599+30.58 in the centerline survey for Northwest Freeway (CUY-90-7.69) as shown on Sheet No. 133 of 146 of plans of the Ohio Department of Transportation;

COURSE II           Thence North 0°48'55" East, parallel with said centerline of Niagara Avenue and 30.00 feet westerly by normal measure therefrom, a distance of 66.41 feet to a point distant 188.34 feet RIGHT of Station 599+10.52 in said centerline of survey for the Northwest Freeway (CUY-90-7.69), said point being on the proposed relocated Limited Access Line of the same;

COURSE III           Thence South 74°43'56" East along said proposed relocated Limited Access Line, a distance of 61.96 feet to a point distant 184.96 feet RIGHT of Station 599+72.38 in said centerline of survey for the Northwest Freeway (CUY-90-7.69);

COURSE IV           Thence South 0°48'55" West, parallel with said centerline of Niagara Avenue and 30.00 feet easterly by normal measure therefrom, a distance of

51.87 feet to the aforesaid northerly line of Lakewood Heights Boulevard and the existing southerly Limited Access Line of the Northwest Freeway (CUY-90-7.69) at a point 234.40 feet RIGHT of Station 599+88.05 in said centerline survey for the Northwest Freeway (CUY-90-7.69);

COURSE V Thence North 88°18'19" West along said northerly line of Lakewood Heights Boulevard, a distance of 30.00 feet to the Principal Point of Beginning and containing 0.0815 Acre (3,548 Square Feet) as surveyed and described in July, 2024 by Thomas M. Meeks, Ohio Registered Surveyor No. 8674 of CT Consultants, Inc.

Subject to all existing easements and legal highways.

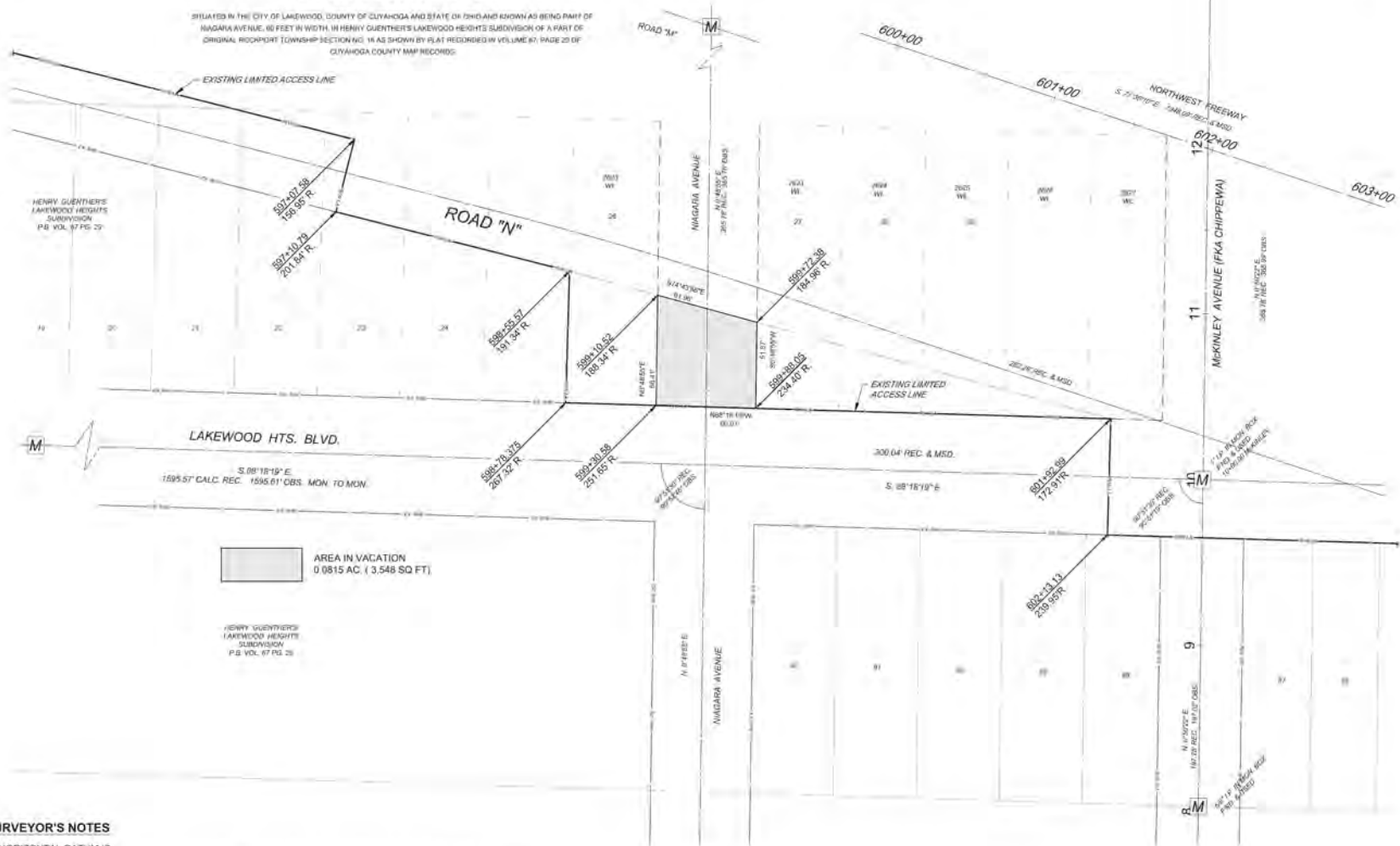
Bearings contained herein are for project use only and are based on Ohio State Plane (North Zone) Coordinates, Horizontal Datum NAD83(2011).

---

Thomas M. Meeks  
Ohio Registered Surveyor No. 8674  
August 2, 2024

# VACATION OF A PART OF NIAGARA AVENUE

SITUATED IN THE CITY OF LAKEWOOD, COUNTY OF CUYAHOGA AND STATE OF OHIO AND KNOWN AS BEING PART OF NIAGARA AVENUE, 60 FEET IN WIDTH, IN HENRY GUENTHER'S LAKEWOOD HEIGHTS SUBDIVISION OF A PART OF ORIGINAL ROCKPORT TOWNSHIP SECTION 9, 16 AS SHOWN BY PLAT RECORDED IN VOLUME 67, PAGE 25 OF CUYAHOGA COUNTY MAP RECORDS:



**AREA IN VACATION**  
0.0815 AC ( 3,548 SQ FT)

HENRY GUENTHER'S  
LAKEWOOD HEIGHTS  
SUBDIVISION  
P.S. VOL. 67 PG. 25

**SURVEYOR'S NOTES**

- 1.) HORIZONTAL DATUM IS
- 2.) PERTINENT RECORDS USED ARE AS SHOWN HEREON AND INCLUDE CUYAHOGA COUNTY TAX MAP
- 3.) THIS MAP AND THE SURVEY ON WHICH IT IS BASED HAVE BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND ARE NOT INTENDED TO REFLECT ALL EASEMENTS, ENCUMBRANCES, OR OTHER CIRCUMSTANCES AFFECTING THE TITLE TO THE PROPERTY SHOWN HEREON.

**SURVEYOR'S CERTIFICATION**

I HEREBY CERTIFY THAT, THE SURVEY SHOWN HEREON IS THE RESULT OF AN ON-THE-GROUND SURVEY THAT HAS BEEN PERFORMED BY ME OR UNDER MY SUPERVISION; THAT THE SURVEY WAS PREPARED IN ACCORDANCE WITH CHAPTER 4733-37 (MINIMUM STANDARDS FOR BOUNDARY SURVEYS) OF THE OHIO ADMINISTRATIVE CODE

THOMAS M. MECKS  
PROFESSIONAL SURVEYOR OHIO REG. NO. #8674  
DATE OF SURVEY:

**LEGEND**

	EASEMENT
	EASEMENT WITH ACCESS
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THIS SURVEY PLAT COMPLES WITH THE CUYAHOGA COUNTY TRANSFER AND CONVEYANCE STANDARDS AND IS HEREBY APPROVED  
PLAT VOL. \_\_\_\_\_ PG. \_\_\_\_\_  
T.M. \_\_\_\_\_ AGENT

**PORTION OF NIAGARA AVENUE  
TO BE VACATED**  
CITY OF LAKEWOOD  
COUNTY OF CUYAHOGA  
STATE OF OHIO

PROJECT NO.	241325
DATE	08/20/2024
CIVIL	
VACATION	
1	1



PLANNING COMMISSION

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## Communication Cover Page

**Docket No.: 11-42-24**

**Permit No.: PC24-000050**

**Project: Lake-Clifton Connector Project (Cuyahoga County): Resolution No. 2024-68**



PLANNING COMMISSION

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www.lakewoodOH.net

November 7, 2024

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

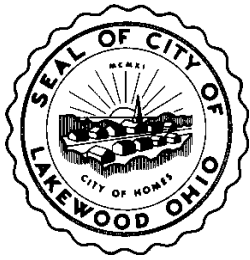
**Re: Docket No. 11-42-24  
Lake-Clifton Connector Project (Cuyahoga County):  
Resolution No. 2024-68**

Dear Members of the Planning Commission:

At the October 21, 2024 meeting City Council was presented with an agreement between the City and Cuyahoga County for the subject project that proposes improvements for Clifton Boulevard from Linda Street to Webb Road within the cities of Lakewood and Rocky River including repurposing the eastbound lanes (into one eastbound lane and one westbound lane), repurposing the westbound lanes (into a linear park and shared use path), installation of a roundabout at Lake Road, installation of a mid-block crossing at Forest Road, new decorative street lighting, tree plantings, and other appurtenances. City Council referred the project to Planning Commission for review.

Sincerely,

David Baas, Assistant Director  
Planning and Development



**DOCKET  
OF A MEETING OF  
LAKEWOOD CITY COUNCIL  
COUNCIL CHAMBERS  
OCTOBER 21, 2024  
7:30 P.M.**

The Regular Meetings of Lakewood City Council shall be held on the first and third Mondays of each month at 7:30 P.M., except that when such meeting date falls on a holiday such meeting shall instead be held on the following day. A Docket and Agenda of the business proposed to be transacted by Council will be available in the Clerk's Office and on the City's website [www.lakewoodoh.gov](http://www.lakewoodoh.gov) the Friday before a Council meeting.

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

Protocol for **public comment** can be found at the end of this docket. The public may view a livestream of the meeting at the following link.

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[www.lakewoodoh.gov/councilvideos](http://www.lakewoodoh.gov/councilvideos)

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- I. Pledge of Allegiance
- II. Moment of Silence
- III. Roll Call
- IV. Reading & disposal of the minutes
  - i. Reading & disposal of the Minutes of the Regular Meeting of Council held October 7, 2024.
- V. Reports, legislation and communications from Members of Council, the Mayor and other City Officials.

**\*\*\*OLD BUSINESS\*\*\***

1. Report from Health & Human Services Committee regarding meeting held October 14, 2024. *(pg. 1)*
2. Report from Public Works & Sustainability Committee regarding meeting held October 14, 2024. *(pg. 2)*
3. Committee of the Whole report regarding meeting held October 21, 2024. *(to be provided)*

4. **ORDINANCE 17-2024** - AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, vacating a portion of Niagara Drive as public right-of-way. (*1<sup>st</sup> read and referred to PC & HPD 10/7/24*) (pg. 4)
5. **ORDINANCE 18-2024** - AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, dedicating a portion of Glenbury Avenue as public right-of-way. (*1<sup>st</sup> read and referred to PC & HPD 10/7/24*) (pg. 9)
6. **ORDINANCE 19-2024** - AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, amending Section 33.03 Maximum Speed Limits; Assured Clear Distance Ahead of the Lakewood Codified Ordinances to reflect the recently reduced speed limit on Lake Avenue. (*1<sup>st</sup> read & referred to PS 10/7/24*) (pg. 14)

**\*\*\*NEW BUSINESS\*\*\***

7. Keep Lakewood Beautiful – 2024 Beautiful Home Awards. (pg. 19)
8. Communication from President Kepple and Councilmember Bullock regarding the Budget Process 2025. (pg. 27)
9. Communication from President Kepple regarding upcoming Board and Commission vacancies. (pg. 32)
10. **RESOLUTION 2024-61** - A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, appointing \_\_\_\_\_ to the Board of Building Standards and Building Appeals and Architectural Board of Review for the five-year term beginning January 1, 2025 and ending December 31, 2029. (pg. 34)
11. **RESOLUTION 2024-62** - A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, appointing **Anthony Santiago** to the Board of Zoning Appeals for the five-year term beginning January 1, 2025 and ending December 31, 2029. (pg. 35)
12. **RESOLUTION 2024-63** - A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, re-appointing **Nathaniel Szep** to the Civil Service Commission for the three-year term beginning January 1, 2025 and ending December 31, 2027. (pg. 36)
13. **RESOLUTION 2024-64** - A RESOLUTION to take effect immediately provided it

receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, re-appointing **Jason Frederick** to the Public Art Advisory Board for the three-year term beginning January 1, 2025 and ending December 31, 2027. (pg. 37)

14. **RESOLUTION 2024-65** - A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, appointing **Allison Welch** to the Tree Advisory & Education Board for the three-year term beginning January 1, 2025 and ending December 31, 2027. (pg. 38)
15. **RESOLUTION 2024-66** - A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, appointing Councilmember **Cindy Strebig** as the liaison to the Community Recreation & Education Commission for a one-year term beginning January 1, 2025 and ending December 31, 2025. (pg. 39)
16. Communication from Mayor George regarding Lead and Copper Rule. (pg. 40)
17. Communication from Assistant Planning Director Baas regarding ODNR Land and Water Conservation Fund Grant. (pg. 42)
18. **RESOLUTION 2024-67** - A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least five members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, authorizing the Mayor or Director of Planning and Development to execute and file an application with the Ohio Department of Natural Resources and to provide all information and documentation required to become eligible for possible funding assistance for the Winterhurst Ice Arena Capital Plan. (pg. 43)
19. Communication from Public Works Director Gordon regarding Council Resolution –Lake – Clifton Connector County ID #1345. (pg. 45)
20. **RESOLUTION 2024-68** - A RESOLUTION to take effect immediately provided it receives the vote of at least two thirds of the members of Council, or otherwise to take effect at the earliest period allowed by law, authorizing an agreement between the City of Lakewood, Cuyahoga County, Ohio, for the Lake/Clifton Connector Project, and the County of Cuyahoga, Ohio. (pg. 47)

**\*\*\*PUBLIC COMMENT\*\*\***

**PUBLIC COMMENT PROTOCOL**

The public is invited to comment on an agenda item or to make comments unrelated to the agenda during the designated public comment period at the end of the meeting. Rules of decorum are outlined in LCO 121.08.

**Written Comments**

Please submit written public comment through the eComment platform available [HERE](#).

- Written comments must be submitted in advance of the meeting.
- Written comments not related to topics on the agenda may be submitted under the Public Comment portion of the agenda (at the end).

**Requests to Speak in Person**

- The public is invited to attend the meeting and make comments in-person. Please use the signup sheets available in the auditorium. Staff members will be available to help you sign in.

**\*\*\*\*ANNOUNCEMENTS\*\*\*\***



12650 DETROIT AVENUE 44107 216-529-6055

[www.lakewoodoh.gov](http://www.lakewoodoh.gov)

Lakewood City Council

SARAH KEPPLER, PRESIDENT  
KYLE BAKER, VICE PRESIDENT

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

**Ward Council**  
KYLE BAKER, WARD 1  
BRYAN EVANS, WARD 2  
CINDY STREBIG, WARD 3  
CINDY MARX, WARD 4

October 21, 2024

Lakewood City Council  
Lakewood, Ohio

**RE: Report from Health and Human Services Committee – October 14, 2024**

Dear Colleagues,

The Health and Human Services Committee met October 14, 2024, to review and discuss the Annual Report (Sep 2023 – Aug 2024) of the Community Health Action Team (CHAT) that was referred to the committee. To begin, Assistant Planning Director Baas provided a big picture overview of the 16-month process used to develop the Community Health Needs Assessment (CHNA) and the corresponding Action Plan.

CHAT members then provided more details about the action steps taken by the subcommittees since the interim report was submitted in April. Councilmembers had the opportunity to ask questions and share their feedback. Topics discussed included developing a resource guide specific to Lakewood, strategies to combat the housing crisis, strategies to expand food access in the schools, increasing enrichment activities for students with disabilities, and much more.

The Committee looks forward to providing on-going support to CHAT through legislation and policy development as they continue to advance this important work.

Sincerely,

Cindy Marx  
Chair, Health & Human Services Committee



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[www.lakewoodoh.gov](http://www.lakewoodoh.gov)

Lakewood City Council

SARAH KEPPLER, PRESIDENT  
KYLE BAKER, VICE PRESIDENT

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

**Ward Council**  
KYLE BAKER, WARD 1  
BRYAN EVANS, WARD 2  
CINDY STREBIG, WARD 3  
CINDY MARX, WARD 4

October 21, 2024

Lakewood City Council  
Lakewood, Ohio

### **Re: Public Works & Sustainability Committee Report – Oct. 14, 2024**

Dear Colleagues,

Public Works & Sustainability Committee met October 14<sup>th</sup> to discuss the impact of and the response to the severe weather that struck Lakewood and the surrounding region on August 6, 2024. The goal of the meeting was to identify lessons learned and enhance coordination to improve response to the next severe weather event, or related emergency.

Fire Chief Fairbanks, Human Services Director Berry, nonprofit leaders, and officials from Cuyahoga County each explained the depth and breadth of the storm's aftermath from their perspectives. All organizations were pushed to their limits in extremely challenging situations where communication and power were cut off to the majority of the City for multiple days. Despite the challenges, all agencies demonstrated remarkable grit, creativity, and teamwork to respond to the needs of our community. Food, water, and medically necessary oxygen were supplied to seniors confined to high rises, vulnerable populations received door-to-door wellness checks, the Fire Department answered hundreds of calls for service during a very short period, and a cooling and refreshment station was available to the public within 24 hours of the storm.

Moving forward, the goal is to have a generator at Cove Community Center and to educate the public that Cove is the go-to destination in case of emergencies. Councilmembers suggested grassroots-style strategies to help share storm-related information in the future. Councilmembers contemplated potential regulatory changes to the building and zoning codes to hold building owners more accountable. For example, during emergencies, residents of high rises should have access to at least one elevator and buildings that lease roof space to cell carriers should have emergency power backup to prevent the widespread communication outages that we experienced in August.

County officials acknowledged that Lakewood had the biggest gap in cell coverage of any community in the region. In addition to working with local building owners, they recommended that the City advocate for an increase in the availability of portable cell towers. They noted that while the storm and its aftermath did not meet the standards for federal assistance, that it did meet the benchmark for reimbursements from the State. The County is working with Lakewood to secure those reimbursements and potential loans for small businesses under the Economic Injury Disaster Loan Program.

Sincerely,

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

Tristan Rader  
Chair, Public Works & Sustainability

ORDINANCE NO. 17-2024

BY:

AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, vacating a portion of Niagara Drive as public right-of-way.

WHEREAS, for the past several months the Department of Planning and Development has been working with the Ohio Department of Transportation (ODOT) in anticipation of the transfer of certain parcels along Interstate 90 and the North Marginal to Lakewood; and

WHEREAS, a survey of these parcels revealed that a small portion of Niagara Drive was never vacated when Interstate 90 was built; and

WHEREAS, it is necessary to correct this oversight in order for Lakewood to accept title to these parcels from ODOT; 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 and to provide for the usual daily operation of municipal departments; now, therefore,

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. That a certain portion of Niagara Drive, further described in Exhibits “A” and “B” attached hereto, is hereby vacated as public right-of-way.

Section 2. It is found and determined that all formal actions of this Council concerning and relating to the passage of this ordinance were adopted in an open meeting of this Council, and that all such 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.

Section 3. This ordinance 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 ordinance 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

Exhibit A

July 31, 2024

**DESCRIPTION OF  
PORTION OF NIAGARA AVENUE  
TO BE VACATED**

Situated in the City of Lakewood, County of Cuyahoga and State of Ohio and known as being part of Niagara Avenue, 60 feet in width, in Henry Guenther's Lakewood Heights Subdivision of a part of Original Rockport Township Section No. 18 as shown by plat recorded in Volume 67, Page 29 of Cuyahoga County Map Records and is bounded and described as follows:

Beginning in the centerline of Lakewood Heights Boulevard, 70 feet in width, as shown by said plat, at its intersection with the centerline of Niagara Avenue, 60 feet in width, said point of beginning being located North 88°18'19" West a distance of 300.04 feet as measured along said centerline of Lakewood Heights Boulevard from a one inch diameter iron pin stake in a monument box found marking its intersection with the centerline of McKinley Avenue (formerly known as Chippewa Avenue), 50 feet in width;

Thence North 0°48'55" East along said centerline of Niagara Avenue, a distance of 35.00 feet to the northerly line of said Lakewood Heights Boulevard and the Principal Point of Beginning;

COURSE I            Thence North 88°18'19" West along said northerly line of Lakewood Heights Boulevard, the same being the existing southerly Limited Access Line of the Northwest Freeway (CUY-90-7.69), a distance of 30.00 feet to a point distant 251.65 feet RIGHT of Station 599+30.58 in the centerline survey for Northwest Freeway (CUY-90-7.69) as shown on Sheet No. 133 of 146 of plans of the Ohio Department of Transportation;

COURSE II           Thence North 0°48'55" East, parallel with said centerline of Niagara Avenue and 30.00 feet westerly by normal measure therefrom, a distance of 66.41 feet to a point distant 188.34 feet RIGHT of Station 599+10.52 in said centerline of survey for the Northwest Freeway (CUY-90-7.69), said point being on the proposed relocated Limited Access Line of the same;

COURSE III           Thence South 74°43'56" East along said proposed relocated Limited Access Line, a distance of 61.96 feet to a point distant 184.96 feet RIGHT of Station 599+72.38 in said centerline of survey for the Northwest Freeway (CUY-90-7.69);

COURSE IV           Thence South 0°48'55" West, parallel with said centerline of Niagara Avenue and 30.00 feet easterly by normal measure therefrom, a distance of

51.87 feet to the aforesaid northerly line of Lakewood Heights Boulevard and the existing southerly Limited Access Line of the Northwest Freeway (CUY-90-7.69) at a point 234.40 feet RIGHT of Station 599+88.05 in said centerline survey for the Northwest Freeway (CUY-90-7.69);

COURSE V Thence North 88°18'19" West along said northerly line of Lakewood Heights Boulevard, a distance of 30.00 feet to the Principal Point of Beginning and containing 0.0815 Acre (3,548 Square Feet) as surveyed and described in July, 2024 by Thomas M. Meeks, Ohio Registered Surveyor No. 8674 of CT Consultants, Inc.

Subject to all existing easements and legal highways.

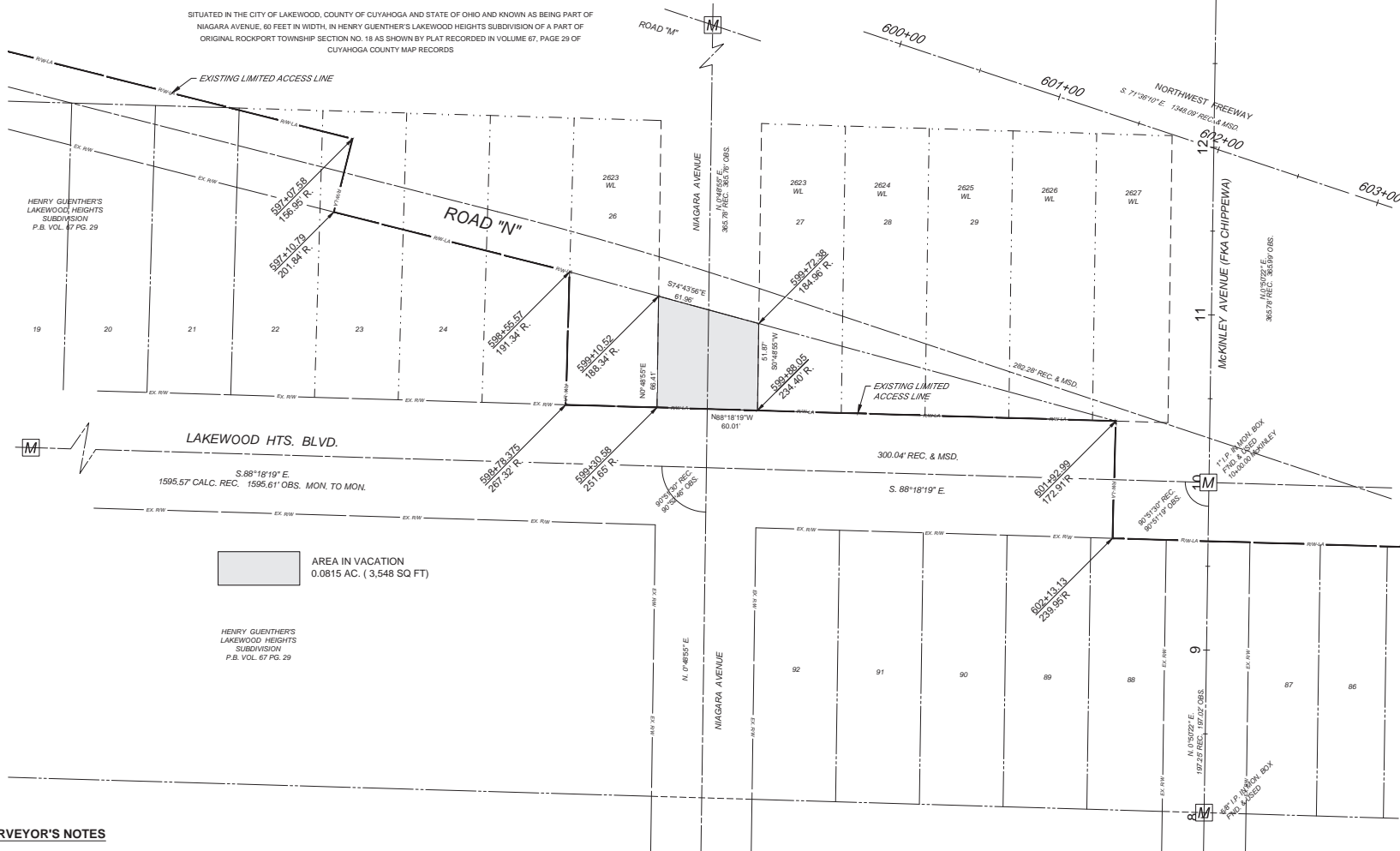
Bearings contained herein are for project use only and are based on Ohio State Plane (North Zone) Coordinates, Horizontal Datum NAD83(2011).

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Thomas M. Meeks  
Ohio Registered Surveyor No. 8674  
August 2, 2024

# VACATION OF A PART OF NIAGARA AVENUE

SITUATED IN THE CITY OF LAKEWOOD, COUNTY OF CUYAHOGA AND STATE OF OHIO AND KNOWN AS BEING PART OF NIAGARA AVENUE, 60 FEET IN WIDTH, IN HENRY GUENTHER'S LAKEWOOD HEIGHTS SUBDIVISION OF A PART OF ORIGINAL ROCKPORT TOWNSHIP SECTION NO. 16 AS SHOWN BY PLAT RECORDED IN VOLUME 67, PAGE 29 OF CUYAHOGA COUNTY MAP RECORDS



**AREA IN VACATION**  
0.0815 AC. ( 3,548 SQ FT)

HENRY GUENTHER'S  
LAKEWOOD HEIGHTS  
SUBDIVISION  
P.B. VOL. 67 PG. 29

**SURVEYOR'S NOTES**

- 1.) HORIZONTAL DATUM IS
- 2.) PERTINENT RECORDS USED ARE AS SHOWN HEREON AND INCLUDE CUYAHOGA COUNTY TAX MAP.
- 3.) THIS MAP AND THE SURVEY ON WHICH IT IS BASED HAVE BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND ARE NOT INTENDED TO REFLECT ALL EASEMENTS, ENCUMBRANCES, OR OTHER CIRCUMSTANCES AFFECTING THE TITLE TO THE PROPERTY SHOWN HEREON.

**SURVEYOR'S CERTIFICATION**

I HEREBY CERTIFY THAT: THE SURVEY SHOWN HEREON IS THE RESULT OF AN ON -THE-GROUND SURVEY THAT HAS BEEN PERFORMED BY ME OR UNDER MY SUPERVISION; THAT THE SURVEY WAS PREPARED IN ACCORDANCE WITH CHAPTER 4733-37 (MINIMUM STANDARDS FOR BOUNDARY SURVEYS) OF THE OHIO ADMINISTRATIVE CODE.

THOMAS M. MEEKS  
PROFESSIONAL SURVEYOR OHIO REG. NO. #8674  
DATE OF SURVEY:

**LEGEND**

- RW CENTERLINE
- EXISTING RW
- EXISTING LIMITED ACCESS RW
- - - - PREVIOUS CONVEYANCES
- PROPERTY LINE
- PROPOSED LIMITED ACCESS RW

MONUMENT BOX, FOUND



THIS SURVEY PLAT COMPLIES WITH THE CUYAHOGA COUNTY TRANSFER AND CONVEYANCE STANDARDS AND IS HEREBY APPROVED  
PLAT VOL. \_\_\_\_\_ PG. \_\_\_\_\_  
T.M. \_\_\_\_\_ AGENT

ISSUE DATE:	07/20/24
SCALE:	AS SHOWN
DESIGNED BY:	TMM
DRAWN BY:	LAK
CHECKED BY:	TMM

**PORTION OF NIAGARA AVENUE TO BE VACATED**  
CITY OF LAKEWOOD  
COUNTY OF CUYAHOGA  
STATE OF OHIO

PROJECT NO:	241325
DATE:	07/20/24
TYPE:	CIVIL
SHEET NAME:	VACATION
SHEET:	1
OF:	1

ORDINANCE NO. 18-2024

BY:

AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, dedicating a portion of Glenbury Avenue as public right-of-way.

WHEREAS, for the past several months the Department of Planning and Development has been working with the Ohio Department of Transportation (ODOT) in anticipation of the transfer of certain parcels along Interstate 90 and the North Marginal to Lakewood; and

WHEREAS, a survey of these parcels revealed that a small portion of Glenbury Avenue was never dedicated as public right-of-way; and

WHEREAS, it is necessary to correct this oversight in order for Lakewood to accept title to these parcels from ODOT; 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 and to provide for the usual daily operation of municipal departments; now, therefore,

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. That a certain portion of Glenbury Avenue, further described in Exhibits "A" and "B" attached hereto, is hereby dedicated public right-of-way.

Section 2. It is found and determined that all formal actions of this Council concerning and relating to the passage of this ordinance were adopted in an open meeting of this Council, and that all such 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.

Section 3. This ordinance 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 ordinance 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

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Maureen M. Bach, Clerk of Council

Approved: \_\_\_\_\_

---

Meghan F. George, Mayor

Exhibit A

July 31, 2024

**DESCRIPTION OF  
EXTENSION OF GLENBURY AVENUE  
TO BE DEDICATED TO PUBLIC USE**

Situated in the City of Lakewood, County of Cuyahoga and State of Ohio and known as being parts of Sublots Nos. 154, 155, and 156 in The S.H. Kleinman Realty Company's Traymore Estates Subdivision of a part of Original Rockport Township Section No. 18 as shown by plat recorded in Volume 66, Pages 22 and 23 of Cuyahoga County Map Records and is bounded and described as follows:

Beginning in the centerline of Delaware Avenue, 60 feet in width, as shown by said plat, at its intersection with the centerline of Glenbury Avenue, 45 feet in width, said point of beginning being located North 88°20'51" West a distance of 437.85 feet as measured along said centerline of Delaware Avenue from a 5/8 inch diameter iron pin stake in a monument box found marking its intersection with the easterly line of said Traymore Estates Subdivision;

Thence South 1°06'01" West along the extension of said centerline of Glenbury Avenue, a distance of 30.00 feet to the southerly line of said Delaware Avenue and the Principal Point of Beginning;

COURSE I            Thence South 88°20'51" East along said southerly line of Delaware Avenue, the same being the existing northerly Limited Access Line of the Northwest Freeway (CUY-90-7.69), a distance of 22.50 feet to a point distant 225.76 feet LEFT of Station 604+73.21 in the centerline survey for Northwest Freeway (CUY-90-7.69) as shown on Sheet No. 133 of 146 of plans of the Ohio Department of Transportation;

COURSE II           Thence South 1°06'01" West, parallel with the extension of said centerline of Glenbury Avenue and 22.50 feet easterly by normal measure therefrom, a distance of 15.37 feet to a point at the beginning of a curve;

COURSE III           Thence southeasterly on the arc of said curve and deflecting to the LEFT (said curve having a radius of 30.00 feet, an included angle of 72°42'11", and a chord which bears South 35°15'04" East and is 35.56 feet in length) a distance of 38.07 feet to a point on the proposed relocated Limited Access Line of the Northwest Freeway (CUY-90-7.69), being 190.00 feet LEFT of Station 605+06.42 in said centerline survey;

COURSE IV           Thence North 71°36'10" West along said proposed relocated Limited Access Line, the same being parallel with the centerline of said Northwest

Freeway and distant 190.00 feet northerly by normal measure therefrom, a distance of 89.59 feet to a point distant 190.00 feet LEFT of Station 604+16.83 in said centerline survey;

COURSE V Thence northeasterly on the arc of a curve deflecting to the LEFT (said curve having a radius of 15.00 feet, an included angle of  $107^{\circ}17'49''$ , and a chord which bears North  $54^{\circ}44'56''$  East and is 24.16 feet in length), a distance of 28.09 feet to a point;

COURSE VI Thence North  $1^{\circ}06'01''$  East, parallel with the aforesaid extension of the centerline of Glenbury Avenue and 22.50 feet westerly by normal measure therefrom, a distance of 3.49 feet to the aforesaid southerly line of Delaware Avenue and the existing northerly Limited Access Line of the Northwest Freeway (CUY-90-7.69);

COURSE VII Thence South  $88^{\circ}20'51''$  East along said southerly line of Delaware Avenue and existing northerly Limited Access Line, a distance of 22.50 feet to the Principal Point of Beginning and containing 0.0360 Acre (1,566 Square Feet) as surveyed and described in July, 2024 by Thomas M. Meeks, Ohio Registered Surveyor No. 8674 of CT Consultants, Inc.

Subject to all existing easements and legal highways.

The above described area is part of Ohio Department of Transportation Parcel Number 2645WL, 2646WL, and 2647WL.

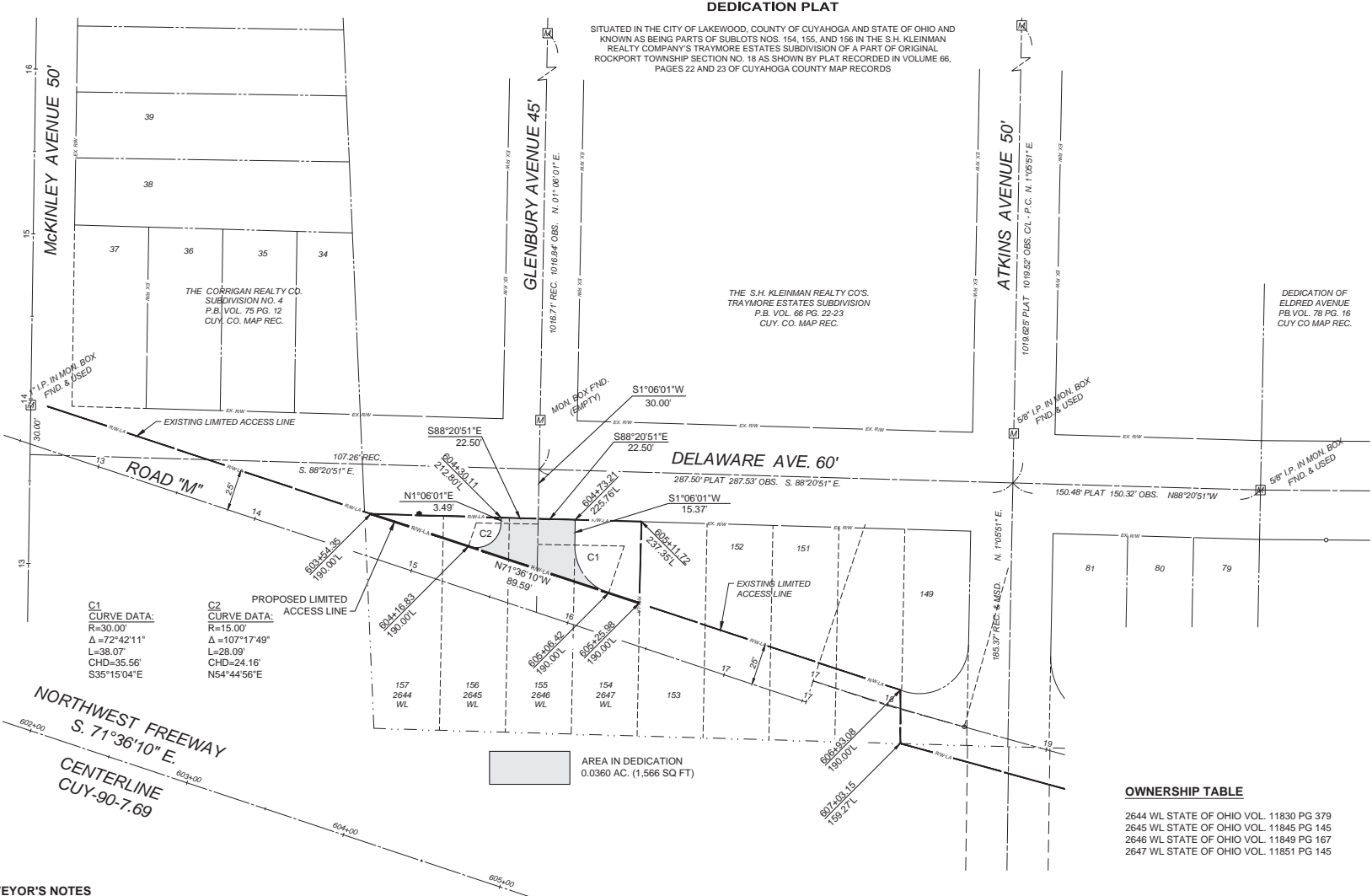
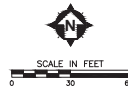
Bearings contained herein are for project use only and are based on Ohio State Plane (North Zone) Coordinates, Horizontal Datum NAD83(2011).

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Thomas M. Meeks  
Ohio Registered Surveyor No. 8674  
August 2, 2024

**GLENBURY AVENUE EXTENSION DEDICATION PLAT**

SITUATED IN THE CITY OF LAKEWOOD, COUNTY OF CUYAHOGA AND STATE OF OHIO AND KNOWN AS BEING PARTS OF SUBLOTS NOS. 154, 155, AND 156 IN THE S.H. KLEINMAN REALTY COMPANY'S TRAYMORE ESTATES SUBDIVISION OF A PART OF ORIGINAL ROCKPORT TOWNSHIP SECTION NO. 18 AS SHOWN BY PLAT RECORDED IN VOLUME 66, PAGES 22 AND 23 OF CUYAHOGA COUNTY MAP RECORDS



**C1 CURVE DATA:**  
 R=30.00'  
 $\Delta = 72^{\circ}42'11''$   
 L=38.07'  
 CHD=35.56'  
 S35°15'04"E

**C2 CURVE DATA:**  
 R=15.00'  
 $\Delta = 107^{\circ}17'49''$   
 L=28.09'  
 CHD=24.16'  
 N54°44'56"E

AREA IN DEDICATION  
 0.0360 AC. (1,566 SQ FT)

**OWNERSHIP TABLE**

2644 WL	STATE OF OHIO VOL. 11830 PG 379
2645 WL	STATE OF OHIO VOL. 11845 PG 145
2646 WL	STATE OF OHIO VOL. 11849 PG 167
2647 WL	STATE OF OHIO VOL. 11851 PG 145

**SURVEYOR'S NOTES**

- HORIZONTAL DATUM IS
- PERTINENT RECORDS USED ARE AS SHOWN HEREON AND INCLUDE CUYAHOGA COUNTY TAX MAP.
- THIS MAP AND THE SURVEY ON WHICH IT IS BASED HAVE BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND ARE NOT INTENDED TO REFLECT ALL EASEMENTS, ENCUMBRANCES, OR OTHER CIRCUMSTANCES AFFECTING THE TITLE TO THE PROPERTY SHOWN HEREON.

**SURVEYOR'S CERTIFICATION**

I HEREBY CERTIFY THAT: THE SURVEY SHOWN HEREON IS THE RESULT OF AN ON-THE-GROUND SURVEY THAT HAS BEEN PERFORMED BY ME OR UNDER MY SUPERVISION; THAT THE SURVEY WAS PREPARED IN ACCORDANCE WITH CHAPTER 4733-37 (MINIMUM STANDARDS FOR BOUNDARY SURVEYS) OF THE OHIO ADMINISTRATIVE CODE.

THOMAS M. MEEKS  
 PROFESSIONAL SURVEYOR OHIO REG. NO. #8674  
 DATE OF SURVEY:

**LEGEND**

- RW CENTERLINE
  - - - EXISTING RW
  - - - EXISTING LIMITED ACCESS RW
  - - - PREVIOUS CONVEYANCES
  - - - PROPERTY LINE
  - - - PROPOSED LIMITED ACCESS RW
- MONUMENT BOX, FOUND

**COUNCIL ACCEPTANCE & STREET DEDICATION**

THIS PLAT IS APPROVED AND THE DEDICATION OF GLENBURY AVENUE EXTENSION AS SHOWN HEREON IN THE SHADED AREA IS HEREBY ACCEPTED BY THE COUNCIL OF THE CITY OF LAKEWOOD OHIO BY ORDINANCE NO. \_\_\_\_\_ ADOPTED THE \_\_\_\_ DAY OF \_\_\_\_\_ 2024.

CLERK OF COUNCIL

**OWNER ACCEPTANCE & STREET DEDICATION**

WE, THE UNDERSIGNED OWNERS OF THE PROPERTY SHOWN AND DESCRIBED ON THIS PLAT, DO HEREBY ASSENT TO AND ADOPT THIS DEDICATION OF THE SAME. ACKNOWLEDGE THAT SAID DEDICATION WAS AT OUR REQUEST AND AUTHORIZATION THE RECORDING THEREOF. THE UNDERSIGNED DO HEREBY DEDICATE TO PUBLIC USE THE STREETS SHOWN HEREON IN HATCHED AND DESIGNATED AS GLENBURY AVENUE.

MAYOR, CITY OF LAKE WOOD

**GLENBURY AVENUE EXTENSION DEDICATION PLAT**  
 CITY OF LAKEWOOD  
 COUNTY OF CUYAHOGA  
 STATE OF OHIO



THIS SURVEY PLAT COMPLIES WITH THE CUYAHOGA COUNTY TRANSFER AND CONVEYANCE STANDARDS AND IS HEREBY APPROVED  
 PLAT VOL. \_\_\_\_\_ PG. \_\_\_\_\_  
 T.M. \_\_\_\_\_ AGENT

ISSUE DATE:	07/20/24
SCALE:	AS SHOWN
DESIGNED BY:	T.M.
DRAWN BY:	LMK
CHECKED BY:	T.M.

PROJECT NO:	241325
TITLE:	CIVIL
SHEET NAME:	DEDICATION
SHEET	OF
1	1

ORDINANCE NO. 19-2024

BY:

AN ORDINANCE to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, amending Section 33.03 Maximum Speed Limits; Assured Clear Distance Ahead of the Lakewood Codified Ordinances to reflect the recently reduced speed limit on Lake Avenue.

WHEREAS, the speed limit was reduced from 35 mph to 30 mph on Lake Avenue this year; and

WHEREAS, it is necessary to amend the current speed ordinance to include this change to allow police to enforce the speed under local code rather than state code; 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 and to provide for the usual daily operation of municipal departments; now, therefore,

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. That Section 333.03 Maximum Speed Limits; Assured Clear Distance Ahead, of the Lakewood Codified Ordinances, currently reading as follows:

**333.03 MAXIMUM SPEED LIMITS; ASSURED CLEAR DISTANCE AHEAD.**

(a) No person shall operate a motor vehicle at a speed greater or less than is reasonable or proper, having due regard to the traffic, surface and width of the street or highway and any other conditions, and no person shall drive any motor vehicle in and upon any street or highway at a greater speed than will permit the person to bring it to a stop within the assured clear distance ahead.

(b) It is prima-facie lawful, in the absence of a lower limit declared or established pursuant to Ohio R.C. 4511.21 by the Ohio Director of Transportation or Council, for the operator of a motor vehicle to operate the same at a speed not exceeding the following:

(1) A. Twenty miles per hour in school zones during school recess and while children are going to or leaving school during the opening or closing hours, and when twenty miles per hour school speed limit signs are erected; except, that on controlled-access highways and expressways, if the right-of-way line fence has been erected without pedestrian opening, the speed shall be governed by subsection (b)(4) hereof and on freeways, if the right-of-way line fence has been erected without pedestrian opening, the speed shall be governed by subsection (b)(7) hereof. The end of every school zone may be marked by a sign indicating the end of the zone. Nothing in this section or in the manual and specifications for a uniform system of traffic control devices shall be construed to require school zones to be indicated by signs equipped with flashing or other lights, or giving other special notice of the hours in which the school zone speed limit is in effect.

B. As used in this section, "school" means any school chartered under Ohio R.C. 3301.16 and any nonchartered school that during the preceding year filed with the Department of Education in compliance with rule 3301-35-08 of the Ohio Administrative Code, a copy of the

school's report for the parents of the school's pupils certifying that the school meets Ohio minimum standards for nonchartered, nontax-supported schools and presents evidence of this filing to the jurisdiction from which it is requesting the establishment of a school zone.

C. As used in this section, "school zone" means that portion of a street or highway passing a school fronting upon the street or highway that is encompassed by projecting the school property lines to the fronting street or highway. Upon request from the Municipality for streets and highways under its jurisdiction, the Ohio Director of Transportation may extend the traditional school zone boundaries. The distances in subsections (b)(1)C.1. to 3. hereof shall not exceed 300 feet per approach per direction and are bounded by whichever of the following distances or combinations thereof the Director approves as most appropriate:

1. The distance encompassed by projecting the school building lines normal to the fronting highway and extending a distance of 300 feet on each approach direction;
2. The distance encompassed by projecting the school property lines intersecting the fronting highway and extending a distance of 300 feet on each approach direction;
3. The distance encompassed by the special marking of the pavement for a principal school pupil crosswalk plus a distance of 300 feet on each approach direction of highway;

Nothing in this section shall be construed to invalidate the Director's initial action on August 9, 1976, establishing all school zones at the traditional school zone boundaries defined by projecting school property lines, except when those boundaries are extended as provided in subsections (b)(1)A. and C. hereof.

D. As used in this subsection, "crosswalk" has the meaning given that term in Section [301.09](#). The Director may, upon request by resolution of Council, and upon submission by the Municipality of such engineering, traffic and other information as the Director considers necessary, designate a school zone on any portion of a State route lying within the Municipality that includes a crosswalk customarily used by children going to or leaving a school during recess and opening and closing hours, whenever the distance, as measured in a straight line, from the school property line nearest the crosswalk to the nearest point of the crosswalk is no more than 1,320 feet. Such a school zone shall include the distance encompassed by the crosswalk and extending 300 feet on each approach direction of the State route;

(2) Twenty-five miles per hour in all other portions of the Municipality, except on State routes outside business districts, through highways outside business districts and alleys;

(3) Thirty-five miles per hour on all State routes or through highways within the Municipality outside business districts, except as provided in subsections (b)(4) and (5) hereof;

(4) Fifty miles per hour on controlled-access highways and expressways within the Municipality;

(5) Fifty miles per hour on State routes within the Municipality outside urban districts unless a lower prima-facie speed is established as further provided in this section;

(6) Fifteen miles per hour on all alleys within the Municipality;

(7) Fifty-five miles per hour at all times on freeways with paved shoulders inside the Municipality other than freeways as provided in subsection (b)(10) and (b)(11) hereof.

(8) Fifty-five miles per hour at all times on portions of freeways that are part of the interstate system and on all portions of freeways that are not part of the interstate system, but are built to the standards and specifications that are applicable to freeways that are part of the interstate system for operators of any motor vehicle weighing in excess of eight thousand pounds empty weight and any noncommercial bus except as provided in subsection (b)(11) hereof;

(9) Fifty-five miles per hour for operators of any motor vehicle weighing eight thousand pounds or less empty weight and any commercial bus at all times on all portions of freeways that are part of the interstate system and that had such a speed limit established prior to October 1, 1995, and freeways that are not part of the interstate system, but are built to the standards and specifications that are applicable to freeways that are part of the interstate system and that had such a speed limit established prior to October 1, 1995, unless a higher speed limit is established under Ohio R.C. 4511.21(L);

(10) Sixty-five miles per hour for operators of any motor vehicle weighing eight thousand pounds or less empty weight and any commercial bus at all times on all portions of the following:

A. Freeways that are part of the interstate system and that had such a speed limit established prior to October 1, 1995, and freeways that are not part of the interstate system, but are built to the standards and specifications that are applicable to freeways that are part of the interstate system and that had such a speed limit established prior to October 1, 1995;

B. Freeways that are part of the interstate system and freeways that are not part of the interstate system but are built to the standards and specifications that are applicable to freeways that are part of the interstate system, and that had such a speed limit established under Ohio R.C. 4511.21(L);

C. Rural, divided, multi-lane highways that are designated as part of the national highway system under the "National Highway System Designation Act of 1995", 109 Stat. 568, 23 U.S.C.A. 103, and that had such a speed limit established under Ohio R.C. 4511.21(M).

(11) Sixty-five miles per hour at all times on all portions of freeways that are part of the interstate system and that had such a speed limit on the effective date of this amendment for operators of any motor vehicle weighing in excess of eight thousand pounds empty weight and any noncommercial bus.

(c) It is prima-facie unlawful for any person to exceed any of the speed limitations in subsection (b)(1)A. to (b)(6) hereof, or any declared or established pursuant to this section by the Director or local authorities and it is unlawful for any person to exceed any of the speed limitations in subsection (d) hereof. No person shall be convicted of more than one violation of this section for the same conduct, although violations of more than one provision of this section may be charged in the alternative in a single affidavit.

(d) No person shall operate a motor vehicle upon a street or highway as follows:

(1) At a speed exceeding fifty-five miles per hour, except upon a freeway as provided in subsection (b)(10) and (b)(11) hereof;

(2) At a speed exceeding sixty-five miles per hour upon a freeway as provided in subsection (b)(10) and (b)(11) hereof;

(3) If a motor vehicle weighing in excess of 8,000 pounds empty weight or a non-commercial bus as prescribed in subsection (b)(8) hereof, at a speed exceeding fifty-five miles per hour upon a freeway as provided in that subsection.

(4) At a speed exceeding the posted speed limit upon a freeway for which the Director has determined and declared a speed limit of not more than sixty-five miles per hour pursuant to Ohio R.C. 4511.21(L)(2) or (M);

(5) At a speed exceeding sixty-five miles per hour upon a freeway for which such a speed limit has been established through the operation of Ohio R.C. 4511.21(L)(3);

(6) At a speed exceeding the posted speed limit upon a freeway for which the Director has determined and declared a speed limit pursuant to Ohio R.C. 4511.21(I)(2).

(e) In every charge of violation of this section the affidavit and warrant shall specify the time, place and speed at which the defendant is alleged to have driven, and in charges made in reliance upon subsection (c) hereof also the speed which subsections (b)(1)A. to (b)(6) hereof, or a limit declared or established pursuant to this section declares is prima-facie lawful at the time and place of such alleged violation, except that in affidavits where a person is alleged to have driven at a greater speed than will permit the person to bring the vehicle to a stop within the assured clear distance ahead the affidavit and warrant need not specify the speed at which the defendant is alleged to have driven.

(f) When a speed in excess of both a prima-facie limitation and a limitation in subsection (d)(1), (2), (3), (4), (5), or (6) hereof is alleged, the defendant shall be charged in a single affidavit, alleging a single act, with a violation indicated of both subsections (b)(1)A. to (b)(6) hereof, or of a limit declared or established pursuant to this section by the Director or local authorities, and of the limitation in subsection (d)(1), (2), (3), (4), (5), or (6) hereof. If the court finds a violation of subsection (b)(1)A. to (b)(6) hereof, or a limit declared or established pursuant to this section has occurred, it shall enter a judgment of conviction under such subsection and dismiss the charge under subsection (d)(1), (2), (3), (4), (5), or (6) hereof. If it finds no violation of subsections (b)(1)A. to (b)(6) hereof or a limit declared or established pursuant to this section, it shall then consider whether the evidence supports a conviction under subsection (d)(1), (2), (3), (4), (5), or (6) hereof.

(g) Points shall be assessed for violation of a limitation under subsection (d) hereof in accordance with Ohio R.C. 4510.036.

(h) Whenever, in accordance with Ohio R.C. 4511.21 or this section, the speed limitations as established herein have been altered, either higher or lower, and the appropriate signs giving notice have been erected as required, operators of motor vehicles shall be governed by the speed limitations set forth on such signs. It is prima-facie unlawful for any person to exceed the speed limits posted upon such signs.

(i) As used in this section:

(1) "Interstate system" has the same meaning as in 23 U.S.C.A. 101.

(2) "Commercial bus" means a motor vehicle designed for carrying more than nine passengers and used for the transportation of persons for compensation.

(3) "Noncommercial bus" includes but is not limited to a school bus, or a motor vehicle operated solely for the transportation of persons associated with a charitable or nonprofit organization.

(j) (1) A violation of any provision of this section is one of the following:

A. Except as otherwise provided in subsections (j)(1)B., (1)C., (2) and (3) of this section, a minor misdemeanor;

B. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to two violations of any provision of this section or of any provision of Ohio R.C. 4511.21 or a municipal ordinance that is substantially similar to any provision of this section, a misdemeanor of the fourth degree;

C. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to three or more violations of any provision of this section or of any provision of Ohio R.C. 4511.21 or a municipal ordinance that is substantially similar to any provision of this section, a misdemeanor of the third degree.

(2) If the offender has not previously been convicted of or pleaded guilty to a violation of any provision of Ohio R.C. 4511.21 or of any provision of a municipal ordinance that is substantially similar to Ohio R.C. 4511.21 and operated a motor vehicle faster than thirty-five miles an hour in a business district of a municipal corporation, faster than fifty miles an hour in other portions of a municipal corporation, or faster than thirty-five miles an hour in a school zone during recess or while children are going to or leaving school during the school's opening or closing hours, a misdemeanor of the fourth degree.

(3) Notwithstanding subsection (j)(1) of this section, if the offender operated a motor vehicle in a construction zone where a sign was then posted in accordance with Ohio R.C. 4511.98, the court, in addition to all other penalties provided by law, shall impose upon the offender a fine of two times the usual amount imposed for the violation. No court shall impose a fine of two times the usual amount imposed for the violation upon an offender if the offender alleges, in an affidavit filed with the court prior to the offender's sentencing, that the offender is indigent and is unable to pay the fine imposed pursuant to this subsection and if the court determines that the offender is an indigent person and unable to pay the fine.

is hereby repealed.

Section 2. That new Section 333.03 Maximum Speed Limits; Assured Clear Distance Ahead, of the Lakewood Codified Ordinances, is hereby enacted to read as follows:

**333.03 MAXIMUM SPEED LIMITS; ASSURED CLEAR DISTANCE AHEAD.**

(a) No person shall operate a motor vehicle at a speed greater or less than is reasonable or proper, having due regard to the traffic, surface and width of the street or highway and any other conditions, and no person shall drive any motor vehicle in and upon any street or highway at a greater speed than will permit the person to bring it to a stop within the assured clear distance

...

(d) No person shall operate a motor vehicle upon a street or highway as follows:

(1) At a speed exceeding fifty-five miles per hour, except upon a freeway as provided in subsection (b)(10) and (b)(11) hereof;

(2) At a speed exceeding sixty-five miles per hour upon a freeway as provided in subsection (b)(10) and (b)(11) hereof;

(3) If a motor vehicle weighing in excess of 8,000 pounds empty weight or a non-commercial bus as prescribed in subsection (b)(8) hereof, at a speed exceeding fifty-five miles per hour upon a freeway as provided in that subsection.

(4) At a speed exceeding the posted speed limit upon a freeway for which the Director has determined and declared a speed limit of not more than sixty-five miles per hour pursuant to Ohio R.C. 4511.21(L)(2) or (M);

(5) At a speed exceeding sixty-five miles per hour upon a freeway for which such a speed limit has been established through the operation of Ohio R.C. 4511.21(L)(3);

(6) At a speed exceeding the posted speed limit upon a freeway, street or highway for which the Director has determined and declared a speed limit pursuant to Ohio R.C. 4511.21~~(A)(2)~~.

Section 3. It is found and determined that all formal actions of this Council concerning and relating to the passage of this ordinance were adopted in an open meeting of this Council, and that all such 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.

Section 4. This ordinance 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 ordinance 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

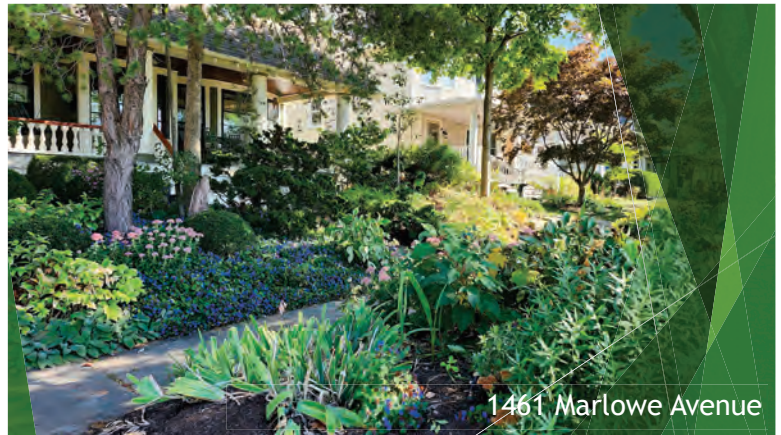
\_\_\_\_\_  
Maureen M. Bach, Clerk of Council

Approved: \_\_\_\_\_

\_\_\_\_\_  
Meghan F. George, Mayor



## 2024 Beautiful Home Awards





1461 Marlowe Avenue



1461 Marlowe Avenue



1481 Clarence Avenue  
Matthew & Kristen Moran



1481 Clarence Avenue



1481 Clarence Avenue



1481 Clarence Avenue



1481 Clarence Avenue



17703 Hilliard Road  
Rick & Bobbie Beisel









16103 Lake Avenue



16103 Lake Avenue



2222 Wyandotte Avenue  
Barb & Ed Fox



2222 Wyandotte Avenue



2222 Wyandotte Avenue



2222 Wyandotte Avenue



2222 Wyandotte Avenue



## 2024 Beautiful Home Awards



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[www.lakewoodoh.gov](http://www.lakewoodoh.gov)  
Lakewood City Council  
SARAH KEPPLER, PRESIDENT  
KYLE BAKER, VICE PRESIDENT

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

**Ward Council**  
KYLE BAKER, WARD 1  
BRYAN EVANS, WARD 2  
CINDY STREBIG, WARD 3  
CINDY MARX, WARD 4

October 21, 2024

Lakewood City Council  
Lakewood, Ohio

**Re: Budget Process 2025**

Dear Colleagues, Mayor George, and members of the Administration,

As we head into budget season, it is a good time to review the priority setting process we began earlier this year.

Our approach this year is a little different from Council's traditional practice of meeting in early fall to set priorities for the Administration to attempt to weave into their proposed budget to come to us shortly after. Rather, this year, to accommodate and incorporate the allocation deadline of ARPA funds, we held a retreat in early February. At the retreat, we reviewed the large-scale guiding documents that the City has already adopted or were about to adopt, including, but not limited to the Climate Action Plan, Active Transportation Plan, ADA Transition Plan, Integrated Wet Weather Improvement Plan (IWWIP), Community Vision, and many more. We discussed how we could best align our time, talents and treasure toward those goals, and we identified individual budget priorities in advancement of those big picture ideas. A table of the priorities and the associated Councilmembers is attached (Exhibit A).

At the February 20<sup>th</sup> meeting of Council, Council Leadership and the Mayor presented the attached letter noting the shift in Federal guidance around the use of ARPA funds and how some Administrative and Council priorities that we had previously sought to fund through these ARPA dollars would no longer have an identified funding source; and that, over the next two years (2024 & 2025), Council Leadership and the Administration would share a commitment to work together in good faith toward the desired outcomes of prioritized projects listed in the letter (Exhibit B).

As we approach the end of year one of this commitment, and as we begin budget hearings for the upcoming year, we propose the following process:

- That this communication be referred to committee for Council to review our individual priorities and assess if the same priority order still makes sense heading into 2025; and
- That as Departments present to Council during the budget process that they include and highlight the ways in which their teams have been working on any or all of these shared priorities and if and how their proposed budgets will continue work on these priorities in 2025.

We look forward to a productive and efficient budget process and to hearing about all of the significant accomplishments achieved by our excellent City staff.

Sincerely,



Sarah Kepple  
President of Council



Tom Bullock  
Chair, Finance Committee

Exhibit A

Priority	Budget	#Budget Priority	ARPA Allocation	Spoon	#Spoons
Public Education & Community Connection	Kepple, Shachner, Baker, Marx, Strebig, Baker, Bullock	7		Bullock, Kepple	2
Active Transportation Plan/Safe Streets/ Complete Streets	Kepple, Shachner, Baker, Marx, Streig, Bullock Rader	6	Shachner crosswalk	Kepple, Baker, Shachner	3
Smart Cities (Fiber Expansion, Park Wifi, Smart Locks Bathrooms, Security Cameras)	Kepple, Shachner, Baker, Bullock, Marx, Rader	6		Kepple, Shachner	2
IWWIP 3,000,000 Interceptor 4,700,000 Lewis, 4,800,000 Water, +remaining ARPA	Kepple, Shachner, Baker	3		Baker	1
Affordable Housing Strategy	Marx, Bullock, Rader	3		Bullock	1
Climate Action Plan	Bullock, Raderx2	2	Kepple, Bullock, Rader (Cove Resiliency Hub) 300,000	Bullock, Rader	2
Block Clubs Community Building	Bullock, Strebig	2		Marx, Strebig	2
Downtown Development	Baker, Bullock	2		Baker	1
ADA Transition Plan	Kepple, Baker (High Priority Projects)	2		Kepple	1
Police Women's Locker Room	Kepple, Strebig	2	200,000		0
Sustainable Zoning & Building Code	Large Tree Preservation Policy (Baker)	1		Rader(TAEB), Baker, Shachner	3
Community Health Action Plan/Team	(Farmer's Market) Kepple	1		Kepple, Marx (CHAT)	2
CREC	Strebig	1		Strebig	1
Youth Council	Strebig	1		Strebig	1
Community Vision	Rader	1			0
Racial Equity Plan (DEIAB- LCRAC, ARTF, ADA)		0		Kepple, Marx	2
Madison Park Master Plan		0	Bullock (Storage)	Marx	1
Board of Building Standards/ABR		0		Baker/Staff	1
Charter Review Commission		0		Kepple/Staff	1
LASWAB		0		Marx	1
Shoreline Improvement		0		Baker	1
Lakewood Alive		0	Strebig	Baker	1
Planning Commission		0			0



MEGHAN F. GEORGE  
MAYOR

12650 DETROIT AVENUE • 44107 • 216-529-6600

Dear Members of City Council:

The U.S. Department of Treasury regulations governing the use of American Rescue Plan Act (“ARPA”) funds by municipalities have grown more prescriptive since its passage in March 2021. Moreover, the President formally declared an end to the Public Health Emergency in May 2023, directly impacting the legal assessment of the permitted use of ARPA funds.

As a result of these material developments, certain of the City’s previous allocations of ARPA funds may no longer fit within the eligible uses of the funds under the evolving Treasury regulations. Use of the funds for those original purposes therefore creates the risk that federal authorities may seek a return of the funds from the City at some future time. Our goal in proposing this Resolution is to eliminate the risk to the City’s taxpayers of losing these federal funds.

We were informed that the use of ARPA funds for major water and sewer projects would be fully compliant with ARPA and would eliminate the risk of claw-back by the federal government. Accordingly, the Resolution would authorize that all unspent ARPA funds and funds not yet encumbered or contracted for expenditure be allocated to the City’s water and sewer projects. In compliance with ARPA, these water and sewer projects will be under contract in 2024 and completed by the end of 2026.

We also recognize that this shift requires Council and the Administration to think differently and creatively about how we may achieve the goals of projects previously considered for ARPA funding, which will not have ARPA funds encumbered toward them after passage of this Resolution. Over the next two years of the current Council Leadership terms, our shared commitment with the Administration is to work together in good faith toward the desired outcomes of prioritized projects such as:

- Expanded technological capabilities at City Parks allows for improved public restroom access, reliable public wi-fi, and security cameras (Smart Cities);
- Sustainable and reliable backup power increases Cove Community Center’s capacity to serve residents in an emergency (Cove Resilience Hub, Climate Action Plan);
- Public right-of-ways and city properties become more accessible for all and safer for multimodal and sustainable transportation (ADA Transition Plan High Priority, Active



MEGHAN F. GEORGE  
MAYOR

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Transportation, Safe Paths to School, Climate Action Plan, Municipal Buildings-City Hall Elevators);

- Ensuring that female members of our safety forces have sufficient and appropriate locker room spaces (Municipal Building-Police Women's Locker Room);
- Ensuring that participants at Winterhurst have sufficient and appropriate locker room spaces (Municipal Buildings-Not Allocated);
- Maintain and improve Municipal Buildings, including City Hall, Police Headquarters expansion and Winterhurst improvements) to facilitate efficient, effective, and accessible operations (Municipal Buildings-Not Allocated, ADA Transition Plan); and
- Improve Lake Erie public access by enhancing pedestrian and bicycle access along the lakefront through completion of the Lake-Clifton Connector Project (Lake-Clifton Connector, Active Transportation Plan).

We are committed to working collaboratively through policy, practice, and funding to make progress toward our shared goals.

The Resolution is prudent, grounded in sound legal principles, and protects the interests of our taxpayers. We recommend its adoption.

Sincerely,

Meghan F. George  
Mayor

Sarah Kepple  
President of Council



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**Council at Large**  
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 TRISTAN RADER  
 SARAH KEPPLER

**Ward Council**  
 KYLE BAKER, WARD 1  
 BRYAN EVANS, WARD 2  
 CINDY STREBIG, WARD 3  
 CINDY MARX, WARD 4

October 21, 2024

Lakewood City Council  
 Lakewood, OH

**Re: Upcoming Board & Commission Vacancies**

Dear Colleagues,

Following this communication is a series of resolutions intended to fill Council’s board and commission appointments set to expire December 31, 2024.

In recognition of the expertise and commitment that existing board members contribute, I propose that Council reappoint incumbent members who have expressed interest in serving another term. Those resolutions to reappoint incumbents are as follows:

Resolution #	Board	# of vacancies	Term Length	Proposed Appointee
2024-62	Board of Zoning Appeals	1	5 years	Anthony Santiago
2024-63	Civil Service Commission	1	3 years	Nathaniel Szep
2024-64	Public Art Advisory Board	1	3 years	Jason Frederick
2024-66	Community Recreation & Education Commission	1	1 year	Cindy Strebis

Due to restrictions on term lengths, the following position remains unfilled. **A call for applicants will be issued:**

Resolution #	Board	# of vacancies	Term Length	Proposed Appointee
2024-61	Architectural Board of Review	1	5 years	N/A

Due to an appointee declining to continue his service, I propose the following appointment to an open seat:

<b>Resolution #</b>	<b>Board</b>	<b># of vacancies</b>	<b>Term Length</b>	<b>Proposed Appointee</b>
2024-65	Tree Advisory & Education Board	1	3 years	Allison Welch

I look forward to working together to fill these positions and appreciate the service of the City's many board and commission volunteers. For more details on the current appointees and the composition of these bodies, I refer you to the updated Board & Commission Roster available on Sharepoint [here](#).

Move to receive and file this communication.

Sincerely,



Sarah Kepple  
President of Council  
Council At Large

A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, appointing \_\_\_\_\_ to the Board of Building Standards and Building Appeals and Architectural Board of Review for the five-year term beginning January 1, 2025 and ending December 31, 2029.

WHEREAS, the end of a term has caused a vacancy on the Board of Building Standards and Building Appeals and Architectural Board of Review beginning January 1, 2025, in a seat occupied by a Council appointee, thus requiring an appointment to the board; 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 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 and to provide for the usual daily operation of municipal departments, in that this position should be filled immediately so as to ensure the Board is at full capacity to perform its work; now, therefore,

BE IT RESOLVED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. Council appoints \_\_\_\_\_ to the Board of Building Standards and Building Appeals and Architectural Board of Review for the five-year term beginning January 1, 2025 and ending December 31, 2029.

Section 2. It is found and determined that all formal actions of this Council concerning and relating to the passage of this resolution were passed in open meetings of this Council and that all deliberations of this Council and any of its committees that resulted in such actions were in meetings open to the public and in compliance with legal requirements.

Section 3. 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

A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, appointing Anthony Santiago to the Board of Zoning Appeals for the five-year term beginning January 1, 2025 and ending December 31, 2029.

WHEREAS, Article 7.3 of the Third Amended Charter of the City of Lakewood specifies that each appointed member of the board shall be limited to one term of service, unless the member is completing a term for which he or she was appointed to fill mid-term; and,

WHEREAS, Anthony Santiago was initially appointed to fill a mid-term vacancy for a term which expires on December 31, 2024, thereby making him eligible to serve one full term on the Board of Zoning Appeals; 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 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 and to provide for the usual daily operation of municipal departments, in that this position should be filled immediately so as to ensure the board is at full capacity to perform its work; now, therefore

BE IT RESOLVED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. Council appoints Anthony Santiago to the Board of Zoning Appeals for the five-year term beginning January 1, 2024 and ending December 31, 2029.

Section 2. It is found and determined that all formal actions of this Council concerning and relating to the passage of this resolution were passed in open meetings of this Council and that all deliberations of this Council and any of its committees that resulted in such actions were in meetings open to the public and in compliance with legal requirements.

Section 3. 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

A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, reappointing Nathaniel Szep to the Civil Service Commission for the three-year term beginning January 1, 2025 and ending December 31, 2027.

WHEREAS, Council’s existing appointee with a term ending December 31, 2024 has demonstrated commitment to the work of the Civil Service Commission and has expressed a desire to continue that work for another term; 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 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 and to provide for the usual daily operation of municipal departments, so as to ensure the board is at full capacity to perform its work; now, therefore

BE IT RESOLVED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. Council reappoints Nathaniel Szep to the Civil Service Commission for a second, and final three-year term beginning January 1, 2025 and ending December 31, 2027.

Section 2. It is found and determined that all formal actions of this Council concerning and relating to the passage of this resolution were passed in open meetings of this Council and that all deliberations of this Council and any of its committees that resulted in such actions were in meetings open to the public and in compliance with legal requirements.

Section 3. 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

A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, re-appointing Jason Frederick to the Public Art Advisory Board for the three-year term beginning January 1, 2025 and ending December 31, 2027.

WHEREAS, Council’s existing appointee with a term ending December 31, 2024 has demonstrated commitment to the work of the Public Art Board and has expressed a desire to continue that work for another term; 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 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 and to provide for the usual daily operation of municipal departments, in that these positions should be filled immediately so as to ensure the board is at full capacity to perform its work; now, therefore,

BE IT RESOLVED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. Council reappoints Jason Frederick to the Public Art Advisory Board for the three-year term beginning January 1, 2025 and ending December 31, 2027.

Section 2. It is found and determined that all formal actions of this Council concerning and relating to the passage of this resolution were passed in open meetings of this Council and that all deliberations of this Council and any of its committees that resulted in such actions were in meetings open to the public and in compliance with legal requirements.

Section 3. 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

A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, appointing Allison Welch to the Tree Advisory & Education Board for the three-year term beginning January 1, 2025 and ending December 31, 2027.

WHEREAS, the end of a term has caused a vacancy on the Tree Advisory and Education Board beginning January 1, 2025, in a seat occupied by a Council appointee, thus requiring an appointment to the board; 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 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 and to provide for the usual daily operation of municipal departments, in that these positions should be filled immediately so as to ensure the board is at full capacity to perform its work; now, therefore,

BE IT RESOLVED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. Council appoints Allison Welch to the Tree Advisory & Education Board for the three-year term beginning January 1, 2025 and ending December 31, 2027.

Section 2. It is found and determined that all formal actions of this Council concerning and relating to the passage of this resolution were passed in open meetings of this Council and that all deliberations of this Council and any of its committees that resulted in such actions were in meetings open to the public and in compliance with legal requirements.

Section 3. 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

A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least two thirds of the members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, appointing Councilmember **Cindy Streb** as the liaison to the Community Recreation & Education Commission for a one-year term beginning January 1, 2025 and ending December 31, 2025.

WHEREAS, in accordance with the Joint Agreement Between the City of Lakewood and the Lakewood City Schools Board of Education authorized by City Council via Resolution 2021-23 and signed by the Mayor on September 20, 2021, Council is authorized to appoint one member of Council as liaison to the Community Recreation & education Commission; 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 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 and to provide for the usual daily operation of municipal departments, in that this position should be filled immediately so as to ensure productive communication between the City and the Board of Education; now, therefore,

BE IT RESOLVED BY THE CITY OF LAKEWOOD, OHIO:

Section 1. Council appoints Councilmember **Cindy Streb** as the liaison to the Community Recreation & Education Commission for a one-year term beginning January 1, 2025 and ending December 31, 2025.

Section 2. It is found and determined that all formal actions of this Council concerning and relating to the passage of this resolution were passed in open meetings of this Council and that all deliberations of this Council and any of its committees that resulted in such actions were in meetings open to the public and in compliance with legal requirements.

Section 3. 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



MEGHAN F. GEORGE  
MAYOR

12650 DETROIT AVENUE • 44107 • 216-529-6600  
[www.lakewoodoh.gov](http://www.lakewoodoh.gov)

October 21, 2024

RE: Lead and Copper Rule

Dear Council President Kepple and Members of City Council,

This communication provides updates regarding US EPA's finalized Lead and Copper Rules changes applicable to public water systems and implications for the city of Lakewood. As you are aware, the City of Lakewood is a regulated public water system, where we buy finished water from the City of Cleveland and distribute it to our resident customers via city-owned distribution, and so the requirements of these rules apply to Lakewood.

Extensive information exists regarding the risks of lead poisoning and detrimental effects of lead for child development. It is important to note that avoiding exposure to lead is a primary focus of all public water systems. The City of Cleveland Water Department, like all major water producers, treats for lead contamination. It also adds corrosion protection to inhibit lead contamination occurring in distribution systems. Cleveland Water, 2023 Water Quality Report, p. 6 ([https://www.clevelandwater.com/sites/default/files/2024-05/CWD\\_WaterQualityReport\\_2023\\_R5\\_Web.pdf](https://www.clevelandwater.com/sites/default/files/2024-05/CWD_WaterQualityReport_2023_R5_Web.pdf)). For decades, Lakewood has undertaken the required sampling of water in its distribution system and demonstrated compliance with applicable standards. See, for example, Lakewood's 2023 Water Quality Report, which shows the City's sampling results. <https://www.lakewoodoh.gov/wp-content/uploads/2024/06/2023WaterQualityReport.pdf>.

On October 8, 2024, US EPA finalized the National Primary Drinking Water Regulations for Lead and Copper: Improvements (LCRI). It will soon be published in the Federal Register; a pre-publication draft is found here: [https://www.epa.gov/system/files/documents/2024-10/prepublicationfrn\\_national-primary-drinking-water-regulations-for-lead-and-copper\\_improvements.pdf](https://www.epa.gov/system/files/documents/2024-10/prepublicationfrn_national-primary-drinking-water-regulations-for-lead-and-copper_improvements.pdf). A primary focus of this rule is to advance the goal of eliminating lead in public drinking water systems within 10 years.

Prior to the LCRI Rule, on January 15, 2021, US EPA finalized the Lead and Copper Rule Revisions (LCRR). 86 Fed. Reg. 4198. A primary focus of this rule was to complete an initial inventory of the service lines within the community water systems, identifying if the lines are lead, galvanized requiring replacement, non-lead, or unknown. The LCRR required the City to provide notice to property owners if the service line is identified as lead, galvanized, or unknown.

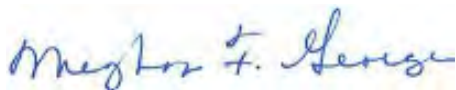
The two US EPA lead and copper rules have several new requirements to note:

1. Under LCRR the City was required to conduct and submit by October 16, 2024 to Ohio EPA an inventory of all service lines in the City, identifying if the line is “lead,” “galvanized requiring replacement,” “unknown,” or “non-lead.” The City completed a very thorough inventory of private service lines showing only 945 lead or galvanized requiring replacement service lines. Of the 14,148 number of private service lines in the City, only around 228 are unknown, and the City is working to complete those identifications. That inventory report was submitted to the Ohio EPA on October 15, 2024.
2. The LCRR requires the City to notify all residents if the City’s findings for the initial baseline inventory resulted in a finding of “lead,” “galvanized requiring replacement,” or “unknown.” The required notifications are based on templates created by Ohio EPA and the City is currently finalizing the resident notifications for distribution. These notifications will be timely provided by the November 15, 2024 deadline.
3. Under the new LCRI, depending on how the circumstances arise, the City can no longer reconnect public service lines to existing private side lead or galvanized lines. Generally, partial service line replacements are prohibited. *See* LCRI 141.84(d)(6)(iii)(B); LCRI 141.84(g). This requires a change in current practice that the Administration is working through.
4. Under the recently finalized LCRI, the City must develop within three years a plan to remove all lead service lines within 10 years.

In order to reasonably address this removal requirement in the 10-year window, the Administration is now evaluating the scope of a 2025 pilot program for lead service line removals to identify best practices and to optimize efficient projects. This will be a considerable new infrastructure initiative that will encompass some whole street projects and numerous individual project sites across the city.

The Administration is working to maximize use of any available external funding sources to achieve the requirements of lead abatement outlined in the new regulation.

Sincerely,



Meghan F. George  
Mayor



**PLANNING &  
DEVELOPMENT  
DEPARTMENT**

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

October 17, 2024

City Council  
City of Lakewood  
12650 Detroit Avenue  
Lakewood, Ohio 44107

RE: (ODNR) Land and Water Conservation Fund Grant

Dear Members of City Council,

As part/in support of the City's Winterhurst Ice Arena Capital Improvement Plan, the Department of Planning & Development is working to apply to the Ohio Department of Natural Resources (ODNR) for the Land and Water Conservation Fund program - seeking a reimbursement grant of approximately \$500,000 to go towards the necessary renovation (including ADA accessibility) of the facility lobby and building electrical components.

A supporting Resolution (draft) - required to be submitted with the grant application - is submitted for your consideration. Given an application deadline of early November, we request that consideration of this Resolution be expedited if possible.

Sincerely,

*David Baas*

David Baas

Assistant Director  
Planning & Development

A RESOLUTION to take effect immediately provided it receives the affirmative vote of at least five members of Council, or otherwise to take effect and be in force after the earliest period allowed by law, authorizing the Mayor or Director of Planning and Development to execute and file an application with the Ohio Department of Natural Resources and to provide all information and documentation required to become eligible for possible funding assistance for the Winterhurst Ice Arena Capital Plan.

WHEREAS, the State of Ohio through the Ohio Department of Natural Resources, administers financial assistance for public recreation purposes, through the federal Land and Water Conservation Fund program; and

WHEREAS, Lakewood seeks financial assistance under the Land and Water Conservation Fund; 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 resolution is an emergency measure and that it shall take effect immediately, and that it is necessary to provide for the usual daily operation of the City; now, therefore,

**BE IT RESOLVED BY THE CITY OF LAKEWOOD, OHIO:**

Section 1. The Mayor or Director of Planning and Development is hereby authorized to file an application for financial assistance with the Ohio Department of Natural Resources and to provide all information and documentation required to become eligible for potential funding assistance for the Winterhurst Ice Arena Capital Plan.

Section 2. That Lakewood hereby agrees to obligate the funds required to satisfactorily complete the proposed project and become eligible for reimbursement under the terms of the Land and Water Conservation Fund.

Section 3. It is found and determined that all formal actions of this Council concerning and relating to this Resolution were adopted 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 actions were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

Section 4. That this Resolution is hereby declared to be an emergency measure for the reasons set forth in the preamble to this Resolution, and provided it receives the affirmative vote

of at least two thirds of its members, this Resolution shall take effect and be in force immediately upon its adoption by the Council and approval by the Mayor otherwise; 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

#### CERTIFICATE OF CLERK OF COUNCIL

I, the undersigned, hereby certify, that the foregoing is a true and correct copy of resolution adopted by the Lakewood City Council held on the \_\_\_\_ day in the month of \_\_\_\_\_, 2024, and that I am a duly authorized to execute this certificate.

\_\_\_\_\_  
Maureen M. Bach, Clerk of Council



DEPARTMENT OF PUBLIC WORKS  
12650 DETROIT AVENUE • 44107 • (216) 529-6692

CHRIS GORDON  
Director of Public Works

MARK K. PAPKE, PE, CPESC  
City Engineer

October 21, 2024

Lakewood City Council  
Lakewood, OH 44107

**RE: Council Resolution – Lake-Clifton Connector County ID #1345**

Dear President Kepple & Members of City Council,

Attached is an agreement for your consideration for the above referenced project which is the Agreement between the City of Lakewood and Cuyahoga County. The project entails plans to improve Clifton Boulevard from Linda Street to Webb Road within the cities of Lakewood and Rocky River. Attached are the following:

- Cooperation agreement between Cuyahoga County and The City of Lakewood
- Cuyahoga County's ordinance of consent
- Application for approval of project using county motor vehicle license tax funds all of which requires Lakewood Council approval and Mayor George's signature

In general, the project includes repurposing the westbound lanes into a shared-use path, repurposing the eastbound lanes into one eastbound lane and one westbound lane, installation of a roundabout at Lake Road, installation of a mid-block crossing at Forest Road, new decorative street lighting, tree plantings, and other appurtenances. Understanding this was a good opportunity to do so the watermains would be replaced at Lake Road and West Clifton Boulevard with the understanding that would be at 100% City of Lakewood cost.

The County would contract the construction project and oversee the construction administration and inspection of the project. At this time construction is expected to begin in November 2025 and be substantially completed by December 2026. Cuyahoga County will be contributing 80% of the construction and construction administration costs and the City of Lakewood would be responsible for the remaining 20% (with a not to exceed amount of \$1.4 million). Please note it is likely that our contribution will be less as the county is seeking additional grant funds for the project.

I request that City Council approve and pass the attached agreement and resolution on so that the agreement may proceed. Please let me know if you have any further questions.

[www.lakewoodoh.gov](http://www.lakewoodoh.gov)

Respectfully,

*Chris Gordon*

Chris Gordon  
Director of Public Works

A RESOLUTION to take effect immediately provided it receives the vote of at least two thirds of the members of Council, or otherwise to take effect at the earliest period allowed by law, authorizing an agreement between the City of Lakewood, Cuyahoga County, Ohio, for the Lake/Clifton Connector Project, and the County of Cuyahoga, Ohio.

WHEREAS, the MUNICIPALITY has recognized the need for and proposes the improvement of a portion of public highway which is described as the reconstruction of Clifton Boulevard from Linda Street to Webb Road as part of the Lake/Clifton Connector project in the cities of Lakewood and Rocky River; 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 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 of the citizens of Lakewood in that this project should move forward with the cooperation of the County as quickly as possible; now, therefore,

**BE IT RESOLVED BY THE CITY OF LAKEWOOD, OHIO:**

Section 1. That the Director of Public Works is hereby authorized to enter into an agreement with Cuyahoga County (“COUNTY”) to accept funds for the reconstruction of Clifton Boulevard from Linda Street to Webb Road as part of the Lake/Clifton Connector project in the cities of Lakewood (“MUNICIPALITY”) and Rocky River, in substantially the same form, as approved by the Director of Law as follows:

**A. CONSENT**

1. That it is declared to be in the public interest that the consent of said MUNICIPALITY be and such consent is hereby given to the COUNTY to construct the above-described improvement in accordance with plans, specifications and estimates approved by the COUNTY.

**B. COOPERATION**

1. That the MUNICIPALITY will cooperate with the COUNTY in the completion of the Project.
2. That the COUNTY will arrange for the preparation of construction plans and specifications in cooperation with the MUNICIPALITY, including necessary engineering reports for improvement, under current Cuyahoga County standards for construction of County roads and bridges.
3. That the COUNTY will arrange for the supervision and administration of the construction project.
4. That prior to the start of construction, the MUNICIPALITY shall be responsible for cleaning the adjacent catch basins and sewers within the portion of the Project that lies within the MUNICIPALITY. If the catch basins and sewers are not cleaned by the start

of construction, the COUNTY will coordinate the cleaning task, and the MUNICIPALITY will be responsible for the cost.

**C. FUNDING**

1. That the MUNICIPALITY hereby agrees to participate with the COUNTY in the cost of the improvement by an allocation from the County Motor Vehicle License Tax Fund to pay the COUNTY portion of the project.
2. That if the project is financed with State or Federal-aid funds, eligible costs of the improvement shall be financed from the aforesaid funds.
3. That if funds administered by the Ohio Public Works Commission are used for this project, the amount of such funds will be deducted from designated project costs prior to the application of the participatory percentages specified in this Agreement.
4. That the COUNTY will be responsible for 100% of the cost of the preparation of Project Plans and specifications, including necessary engineering reports for the improvement.
  
5. That the MUNICIPALITY will be responsible for twenty percent (20%) up to a maximum of \$1,400,000 of the cost of construction, and construction supervision within the corporate limits.
  
6. That the MUNICIPALITY agrees to deposit with the Treasurer of Cuyahoga County the MUNICIPALITY'S share of the estimated cost of the project or agrees to enter into an escrow agreement with the County of Cuyahoga, Ohio prior to an award of a contract for the improvement.

**D. MAINTENANCE**

That upon completion of said improvement said MUNICIPALITY will thereafter keep said highway open to traffic at all times; and

1. Maintain the improvement in accordance with the provisions of the statutes relating thereto and make ample financial provisions for such maintenance; and
2. Maintain the right-of-way and keep it free of obstructions in a manner satisfactory to the COUNTY and hold said right-of-way inviolate for public highway purposes and permit no signs, posters, billboards, roadside stands, or other private installations within the right-of-way limits; and
3. That the COUNTY shall continue to maintain the structural elements of any bridge (defined as a structure with a span of twenty feet or greater) located within the limits of the improvement in accordance with the applicable sections of the Ohio Revised Code.
4. After construction of the project is complete, the Municipality agrees to follow and maintain post-construction Best Management Practices as outlined in the Municipal Storm Water Permit that is filed with the Ohio Environmental Protection Agency (O.E.P.A.)

**E. TRAFFIC**

That upon completion of said improvement said MUNICIPALITY will thereafter keep said highway open to traffic at all times; and

1. Place and maintain all traffic control devices conforming to the Ohio Manual of Uniform Traffic Control Devices on the improvement in compliance with the provisions of Section 4511.11 and related sections of the Ohio Revised Code; and

2. That the street or highway shall be and hereby is designated a through highway as provided in Section 4511.07(A)(6) Ohio Revised Code; and
3. That stop signs affecting the movement of traffic on said street or highway within the roadway being improved shall be removed, and no stop signs shall be erected on same except at its intersection with another through highway where traffic does not warrant the installation of a traffic control signal but where the warrants for a "Four-way Stop" as provided in the aforesaid Manual are met; and
4. That no rule or regulation shall be enacted restricting the use of the improved road and/or structure by any class of vehicle or vehicle load permitted by the Ohio Revised Code to use a public highway. Any existing rule or regulation so restricting road usage shall be rescinded; and
5. The MUNICIPALITY shall regulate parking in the following manner: Prohibit parking in accordance with Section 4511.66 of the Ohio Revised Code, unless otherwise controlled by local ordinance or resolution.

F. **RIGHT-OF-WAY**

1. That all existing street and public right-of-way within the MUNICIPALITY which is necessary for the aforesaid improvement shall be made available therefore.
2. That in the event any additional right-of-way is required, the COUNTY will arrange for the acquisition.

G. **UTILITIES**

1. That the MUNICIPALITY will make arrangements with and obtain agreements from all privately-owned public utility companies whose lines or structures will be affected by the said improvement and said companies have agreed to make any and all necessary arrangements in such a manner as to be clear of any construction called for by the plans of said improvement, and said companies have agreed to make such necessary arrangements immediately after notification by said MUNICIPALITY.
2. That the COUNTY will participate in the costs of alterations of governmentally-owned utility facilities which come within the provisions of Section 8204 (Utility Reimbursement Eligibility) of the Ohio Department of Transportation's Real Estate Policies and Procedures Manual to the same extent that it participates in the other costs of the project, provided, however, that such participation will not extend to any additions or betterments of existing facilities.
3. That it is hereby agreed that the MUNICIPALITY shall, at its own expense, make all rearrangements of governmentally-owned utilities and/or appurtenances thereto which do not comply with the provisions of Section 8204 (Utility Reimbursement Eligibility) of the Ohio Department of Transportation's Real Estate Policies and Procedures Manual, whether inside or outside the corporate limits, as may be necessary to conform to the said improvement.
4. That the construction, reconstruction, and/or rearrangement of all utilities shall be done in such a manner as not to interfere unduly with the operation of the contractor constructing the improvement and all backfilling of trenches made necessary by such utility rearrangements shall be performed in accordance with the provision of the Ohio Department of Transportation Construction and Material Specifications.

H. **MISCELLANEOUS**

1. That if the COUNTY is formally requested by a MUNICIPAL RESOLUTION to include the construction of sanitary sewers, waterlines, area sewers (drainage of area

surrounding the improvement), additional sidewalk, alternate bid items, or other items in the improvement that are in addition to those now existing and not provided for elsewhere in this Agreement, the COUNTY will do so, provided that this construction meets with the approval of the COUNTY and the MUNICIPALITY involved in this improvement; and that the MUNICIPALITY agrees to pay, or make arrangements for the payment of, the cost of said additional construction and the cost of preliminary and design engineering, and construction supervision

2. That the MUNICIPALITY shall be solely responsible for the certifications or obligations made or agreed to in Sections F-1, G-1, G-3, and G-4, and hereby agrees that the COUNTY shall be and is hereby released from any and all damages or claims of the MUNICIPALITY arising from or growing out of the certifications or obligations made or agreed to in said Sections F-1, G-1, G-3 and G-4 hereinabove.
3. For the purpose of this Agreement, the agent for the COUNTY and liaison officer on the matter contained herein shall be the County Engineer of Cuyahoga County, Ohio, and/or such members of his staff as he may designate.
4. By entering into this Agreement, I agree on behalf of the City of Lakewood, to conduct this transaction by electronic means by agreeing that all documents requiring County signatures may be executed by electronic means, and that the electronic signatures affixed by the County to said documents shall have the same legal effect as if that signature was manually affixed to a paper version of the document. I also agree on behalf of the aforementioned entities and persons, to be bound by the provisions of Chapter 304 and 1306 of the Ohio Revised Code as they pertain to electronic transactions, and to comply with the electronic signature policy of the COUNTY.

Section 2. It is found and determined that all formal actions of this council concerning and relating to the passage of this resolution were adopted in an open meeting of this Council, and that all such 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.

Section 3. 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 Resolution, 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