

**AGENDA
PLANNING COMMISSION
CITY OF LAKEWOOD
12650 DETROIT AVENUE
DECEMBER 5, 2024**

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

REVIEW DOCKET ITEMS

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

1. ROLL CALL
2. APPROVE THE MINUTES OF THE THURSDAY, NOVEMBER 7, 2024 MEETING
3. OPENING REMARKS

OLD BUSINESS

CONDITIONAL USE

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

Joseph Andulics, Standard Wellness Co., applicant requests approval of a medical marijuana dispensary to allow adult use, pursuant to amended Schedule 1129.02 - permitted uses in commercial districts and Chapter 1165 Medical Marijuana Dispensaries, of the Codified Ordinances of the City of Lakewood and to permit Medical and Adult Use Marijuana Dispensaries in Commercial Districts. The property is in the C2, Commercial Retail district. (Page 3)

COMMUNICATION

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

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

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

(Page 46)

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 57)

ADJOURN

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



PLANNING COMMISSION

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

Application Cover Page

Docket No.: 09-36-24

Permit No.: PC24-000041

Applicant Name: Joseph Andulics, Standard Wellness Co.

Project Address: 18605 Detroit Ave.

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

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



STANDARD
WELLNESS

THE FOREST

LAKWOOD

18605 DETROIT AVE





STANDARD
WELLNESS

1. DESIGN

Upon further review, we would like to clarify our earlier statement regarding window opacity. So long as the sales floor is not visible from the street, the windows can be transparent. From Detroit Avenue, visibility into the front windows will now be possible, as illustrated in the updated renderings submitted with this application.

Additionally, we are currently examining state regulations to determine the feasibility of retaining the garage door-style windows, which we would like to open during operational hours to enhance the ambiance of the establishment.

The revised renderings also include the addition of a 2D exterior sign, which aligns with the city's signage guidelines. Furthermore, you will notice several proposed exterior enhancements, such as a reimagined mural design and newly introduced sculptures at the front of the store. We recognize that all final exterior designs are subject to review and approval by the Architectural Review Board (ARB). At this stage, we aim to present conceptual designs and placeholders to offer a vision of the potential exterior aesthetic.

We want to reassure the city that the exterior of our building will be diligently monitored by both staff and surveillance systems to ensure adherence to our strict no-loitering policy, which will be enforced at all times.

2. TRAFFIC

Attached is a new traffic memo for a traffic impact assessment that we had conducted to further investigate the traffic impacts and vehicle trip generation for the new use of the proposed retail store.

Attached is an updated traffic memo detailing the findings of a comprehensive traffic impact assessment. This analysis further investigates the potential traffic impacts and vehicle trip generation associated with the proposed retail store. The findings in this report provide additional data and valuable insights to aid in evaluating any implications for traffic flow, safety, and infrastructure considerations for the site and the surrounding area.

3. LANDSCAPING / SCREENING

The attached landscaping and site plan now reflect the inclusion of concrete planters, which have been added to provide a buffer between the sidewalk along Detroit/Graber to better define the entry and exit points. Additionally, the existing wooden privacy fence is shown in conjunction as a part of the buffer surrounding the property. We acknowledge that these proposed concrete planters will require necessary approval.



STANDARD
WELLNESS

4. PARKING

Our lease has been amended to include 13 dedicated parking spaces for our exclusive use, which are highlighted in green in the attached parking memo.

In addition, a shared parking agreement has been drafted, allowing access to 23 additional shared spaces, identified in red on the attached memo.

This agreement is currently under final review by both parties, and we anticipate its completion and submission by next week.

5. PROPERTY CONTROL / OWNERSHIP CONCURRENCE

We have contacted the property owner and a letter is included following confirming awareness of the proposed project, the intended use of the building, and their full support for our application.

6. RISK MITIGATION

The state has not yet provided any further updates to applicants. We will promptly share any new information as it becomes available and expect to have greater clarity on our status at that time, as our location is currently listed as a 10b license on the state's website.

We have reached out and initiated discussions with RISE through our legal counsel. Additionally, during the Planning Commission meeting, our CEO, Jared Maloof, offered to sublease the existing dispensary, though we have not received a response on that offer.

Furthermore, the State's database confirms that RISE has transferred the license, providing additional assurance that the transfer is in progress.

7. OPERATIONS

Based on our experience and expertise, we believe that the property at 18605 Detroit is optimally suited and configured for a dispensary. The current RISE location occupies only 2,380 square feet, which likely presented operational challenges due to its limited size.

In contrast, 18605 Detroit offers a corner location with over 4,000 square feet, providing ample space to comfortably handle operations and projected customer volumes.

Additionally, as noted during the last Planning Commission meeting, our entrance will be located at the front of the building, which is expected to attract foot traffic in a way that the RISE dispensary did not.



STANDARD
WELLNESS

Regarding concerns about our storefront being perceived as less inviting than the Harry Buffalo, we understand that the new use may seem to facilitate less community engagement. To address this, we have incorporated several design changes as outlined in the design section, with the goal of creating a more welcoming atmosphere to the community.

Our business model is focused on fostering a strong and consistent customer base through responsible operations, exceptional customer service, and active community involvement. Given the evolving legal landscape and the rising demand for regulated dispensaries, we are confident that this location will not only thrive but also serve the needs of the neighborhood effectively.



STANDARD
WELLNESS

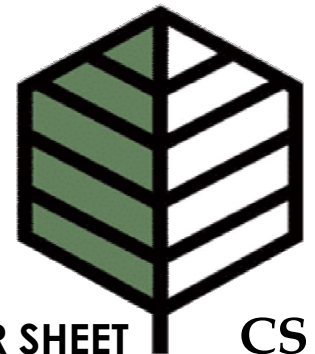
1. DESIGN

THE FOREST

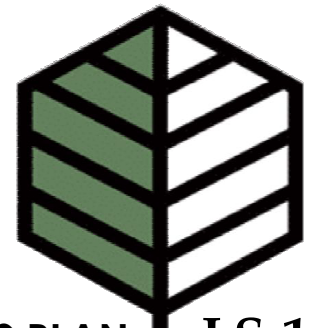
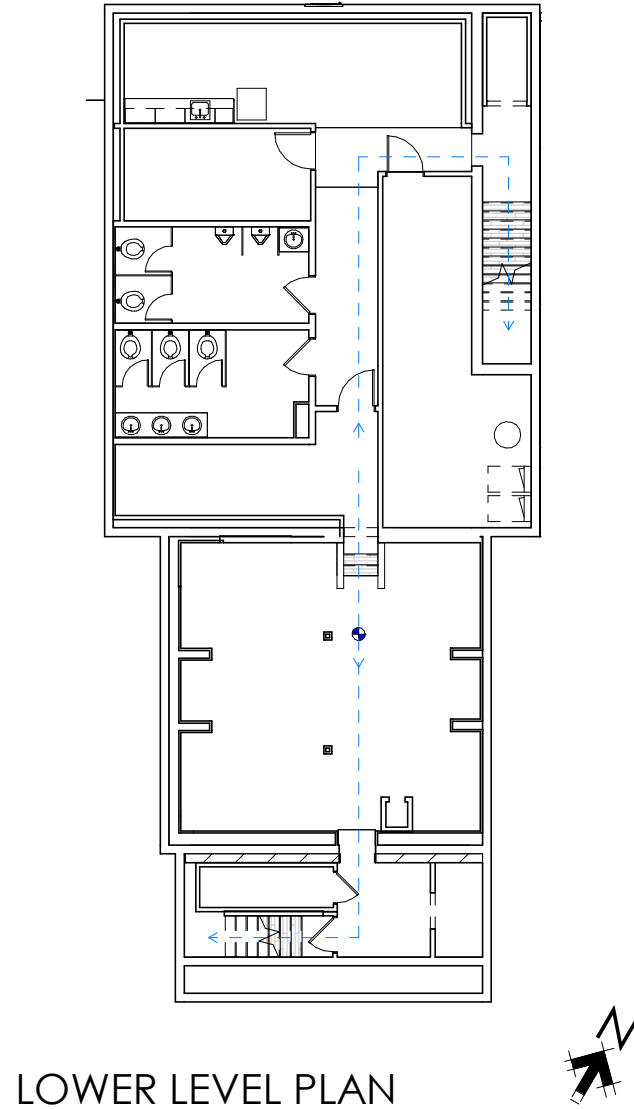
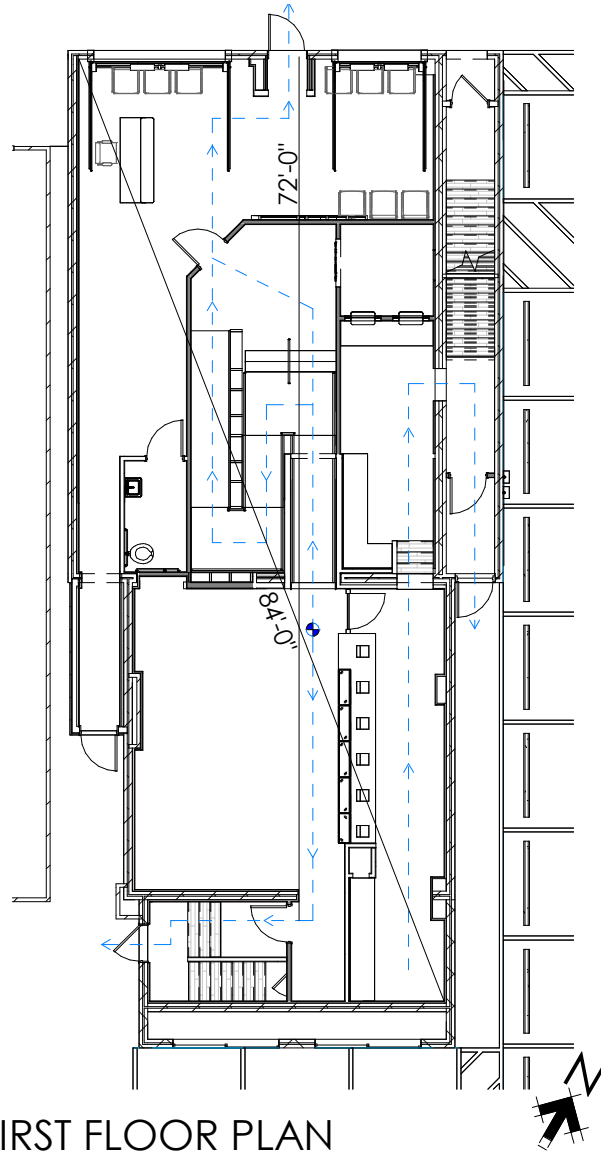


DRAWING INDEX - CONCEPT SET

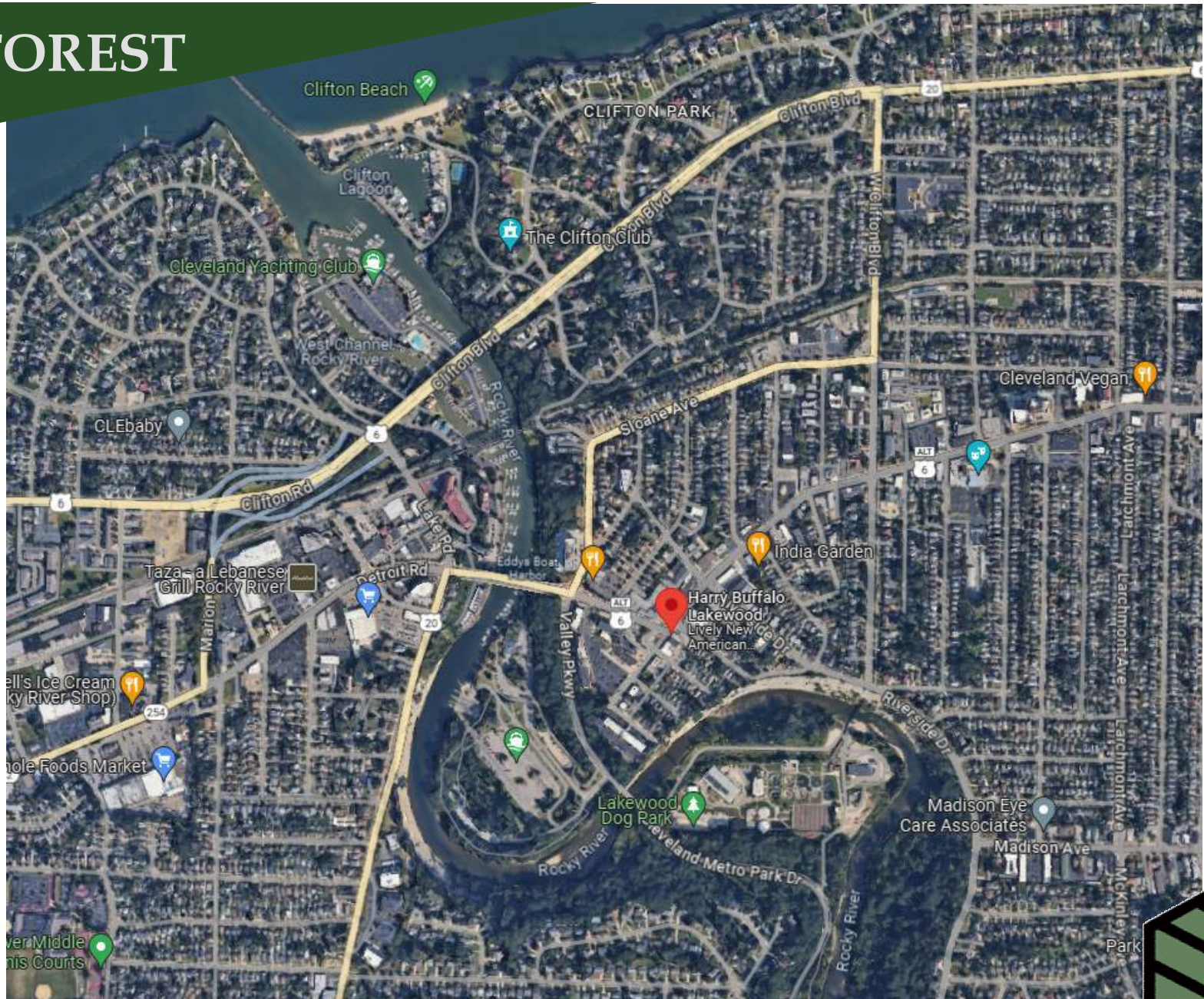
CS	COVER SHEET
LS-1	CODE ANALYSIS PLAN
A-1	LOCATION MAP
A-2	EXISTING PHOTOS
A-3	EXISTING FLOOR PLAN
A-4	PROPOSED SITE PLAN
A-5	PROPOSED FLOOR PLAN
A-6	EXTERIOR RENDERING
A-7	EXTERIOR RENDERING
A-8	EXTERIOR RENDERING
A-9	EXTERIOR RENDERING
A-10	INTERIOR RENDERING
A-11	INTERIOR RENDERING
A-12	PARTION AXON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



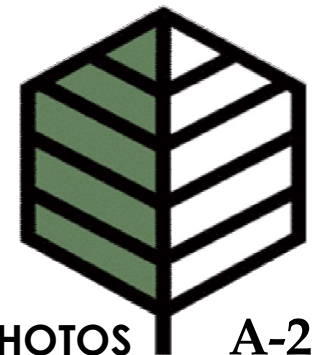
THE FOREST



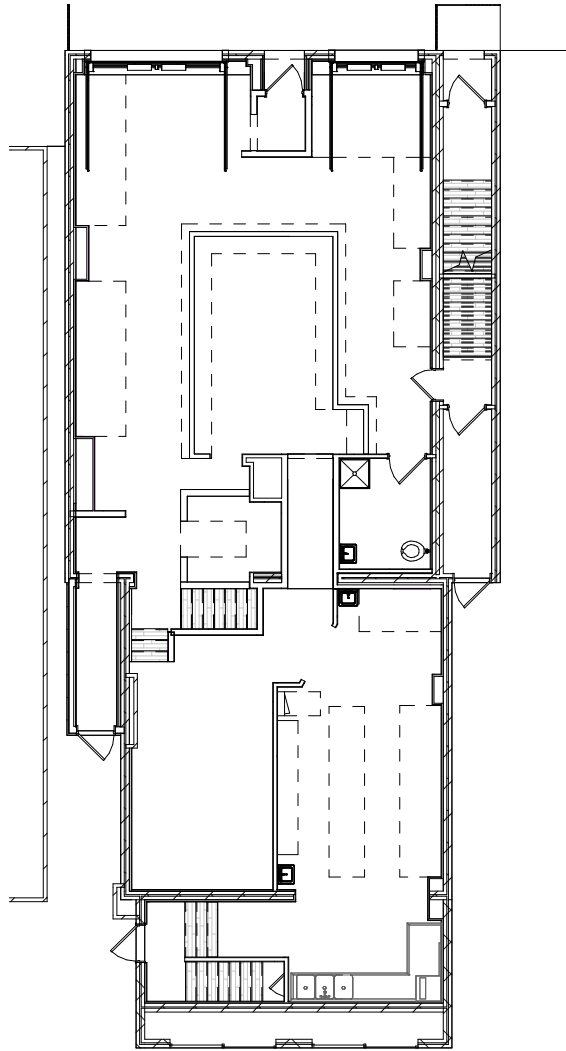
THE FOREST



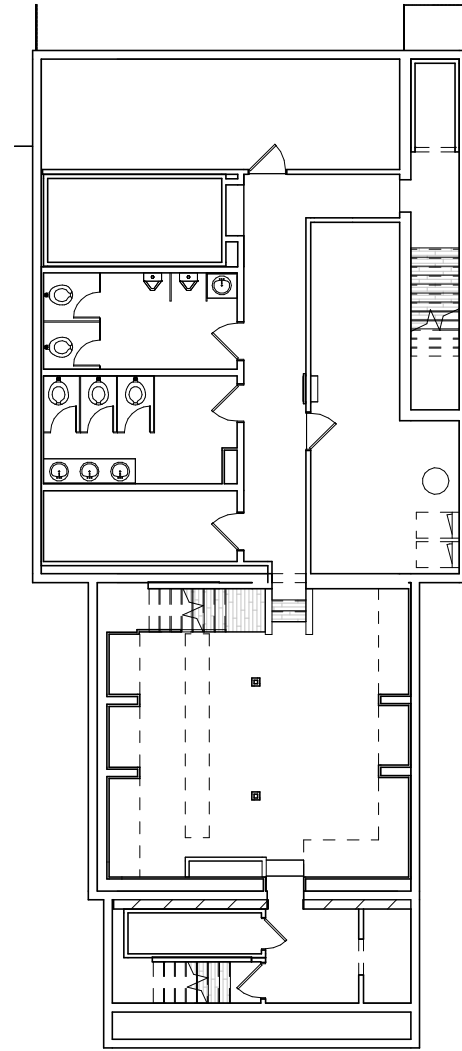
THE FOREST



THE FOREST



FIRST FLOOR PLAN

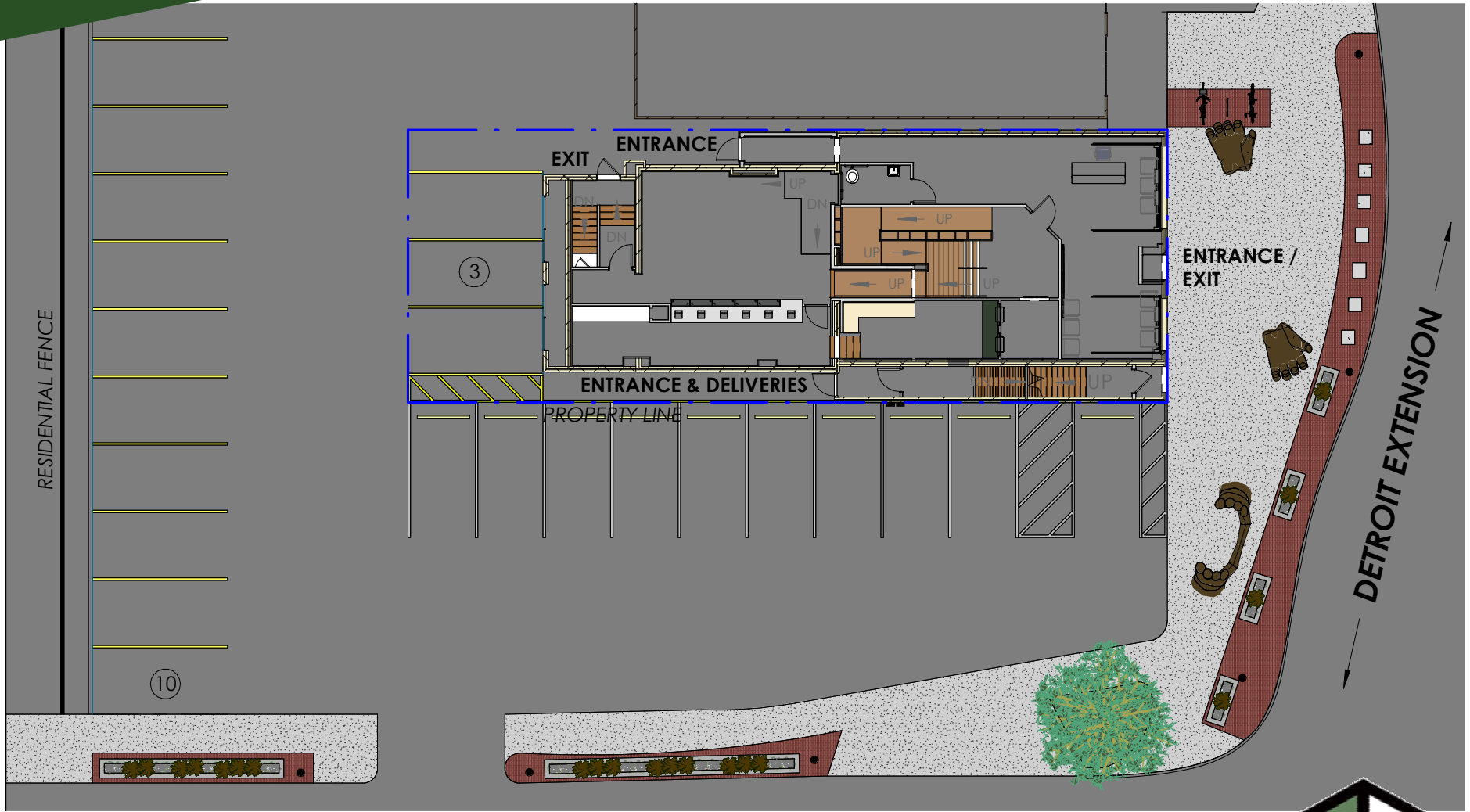


LOWER LEVEL PLAN



EXISTING FLOOR PLAN A-3

THE FOREST

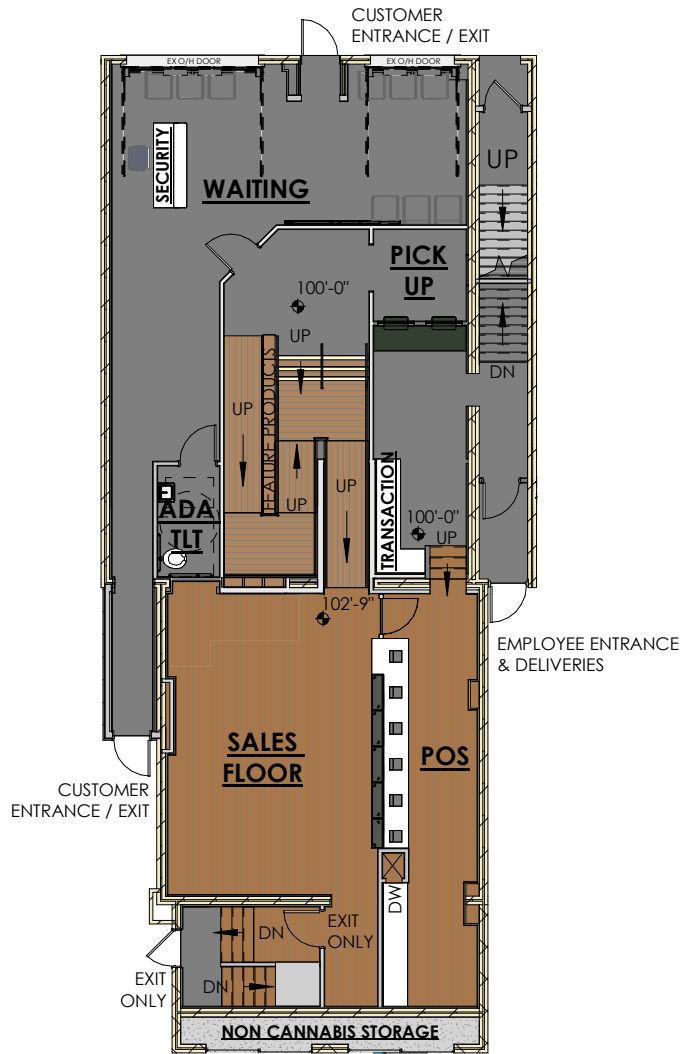


← GRABER DR →

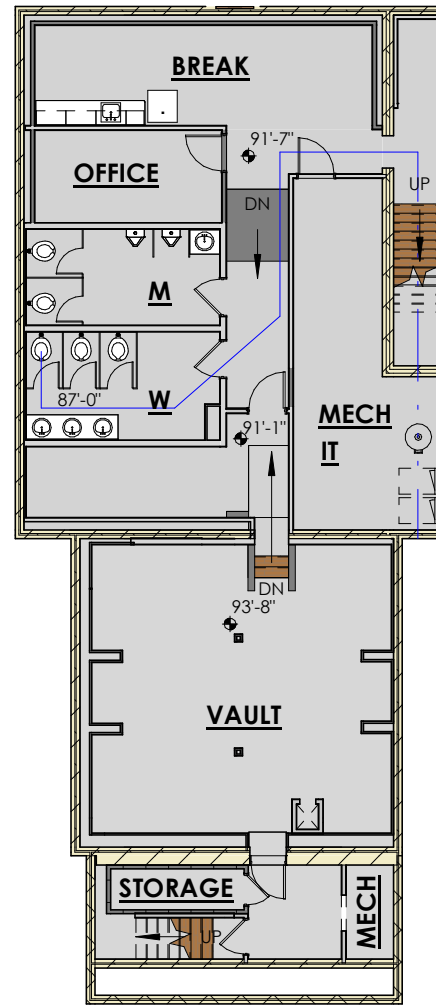
PROPOSED SITE PLAN



THE FOREST



FIRST FLOOR PLAN



LOWER LEVEL PLAN



THE FOREST



THE FOREST



THE FOREST



THE FOREST



THE FOREST



THE FOREST

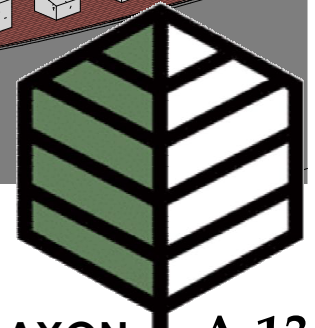


THE FOREST



ISOMETRIC VIEW

THE FOREST





STANDARD
WELLNESS

2. TRAFFIC

Technical Memo

Date September 20, 2024
To Standard Wellness
From DGL Consulting Engineers
Subject The Forest 18605 Detroit Ave Lakewood – Traffic Impacts Assessment
Distribution Standard Wellness, City of Lakewood, DGL

DGL was commissioned by Standard Wellness to investigate the traffic impacts of the proposed retail store at 18605 Detroit Avenue in Lakewood, Ohio. The proposed retail store, known as “The Forest” is a marijuana dispensary with a Gross Floor Area of 4,672 square feet. The land use is currently a Harry Buffalo restaurant and bar.

Existing Conditions

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

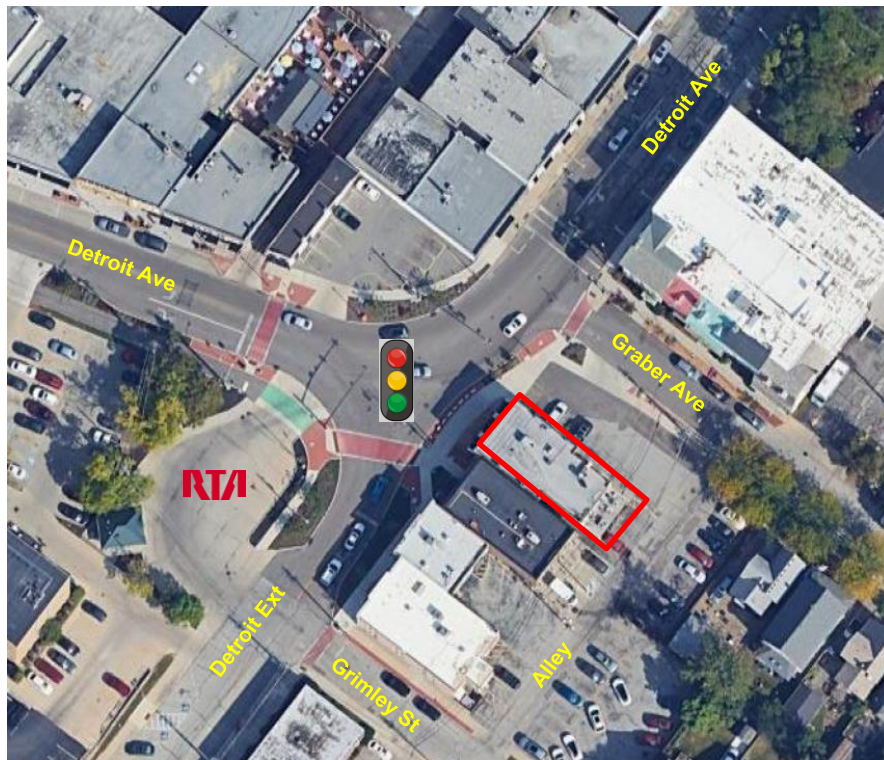


Figure 1 - Existing Conditions

Trip Generation

The Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition was used to calculate the peak hour trips for the site. Land Use 882 – Marijuana Dispensary and the building size were used to calculate the trips generated in the peak hours. Because of the low number of ITE studies, this category only allows for the Trip Type to be vehicular trips, not pedestrian or transit, and the Setting/Location to be General Urban/Suburban, not urban. The proposed location of The Forrest fits the Setting/Location of “Dense Multi-Use Urban” (see attachments for descriptions). With these items in mind, it can be assumed that patrons could arrive via bus, pedestrian or bicycle and would further reduce the number of vehicle trips to the site. It is estimated that customer turnover averages 30 minutes or less per visit. This is less than the parking duration for the current use as a bar/restaurant.

The vehicle trip generation for the new land use is summarized below and calculated as all vehicular trips:

Table 1: Proposed Site Trip Generation (ITE)					
Land Use		AM Peak		PM Peak	
		Enter	Exit	Enter	Exit
882	Marijuana Dispensary	25	24	44	44
TOTAL VEHICLE TRIPS		25	24	44	44

See attachments for calculations and information. Based on the trip generation calculations and industry standards and guidelines, a Traffic Impact Study would not be required.

Access

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

Conclusions

ODOT and ITE standards state that a full traffic impact study is not required for a development with less than 100 trips. Using the calculations above, it can be concluded that a traffic impact study is not needed based on industry standards.

The Forest Dispensary will not have an adverse impact on the surrounding neighborhood or the street network. It is expected that many patrons would arrive via bus and those that drive will have adequate parking. See the attachments for an overall neighborhood aerial and the parking requirements plan.

If additional information is required, please contact the undersigned.

DGL Consulting Engineers, LLC

Laurie L. Adams, PE, PTOE, PTP, RSP₁
Principal | Director of Traffic/Safety

END OF MEMO

ATTACHMENTS

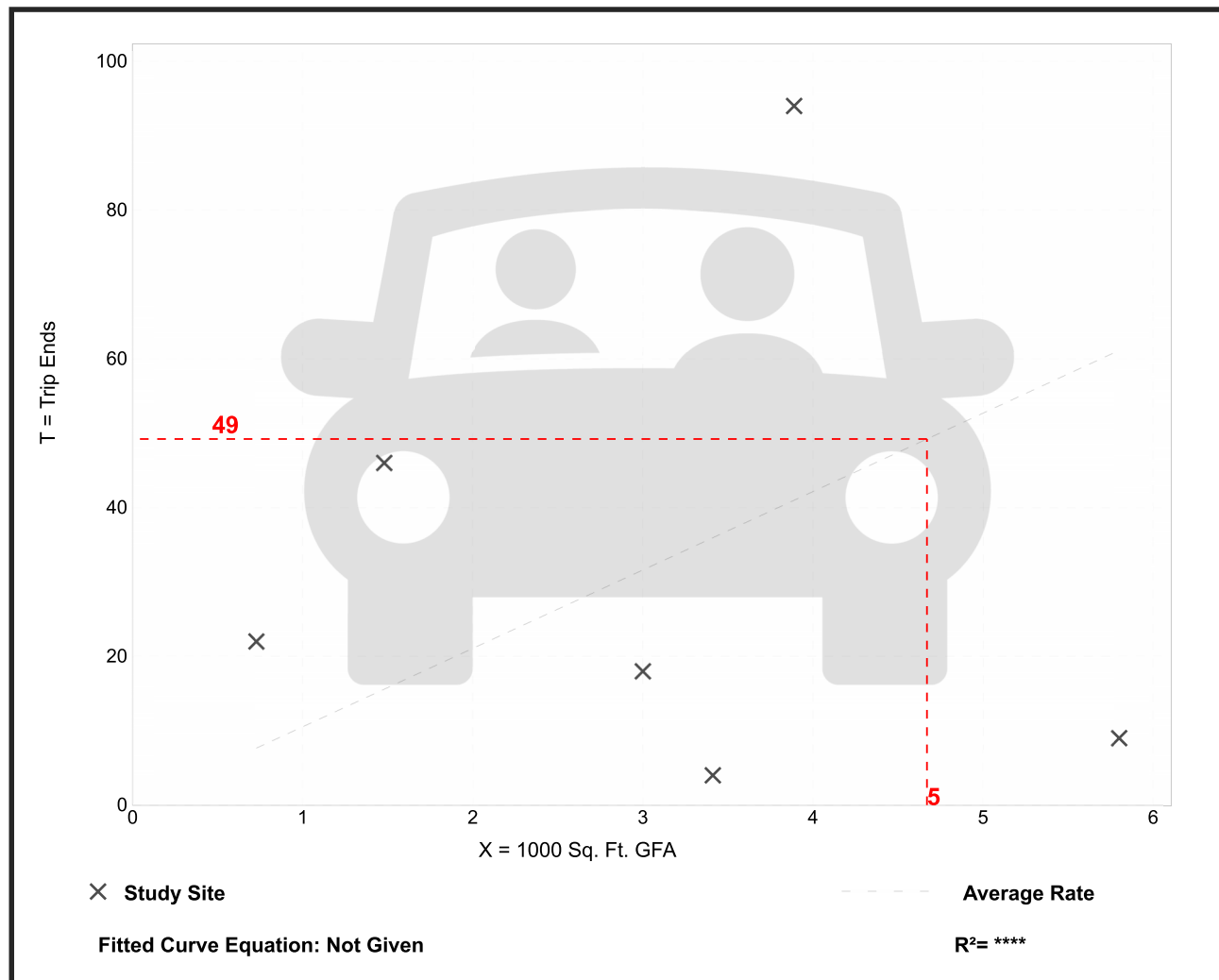
Marijuana Dispensary (882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 6
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.54	1.17 - 31.08	12.69

Data Plot and Equation



Marijuana Dispensary (882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

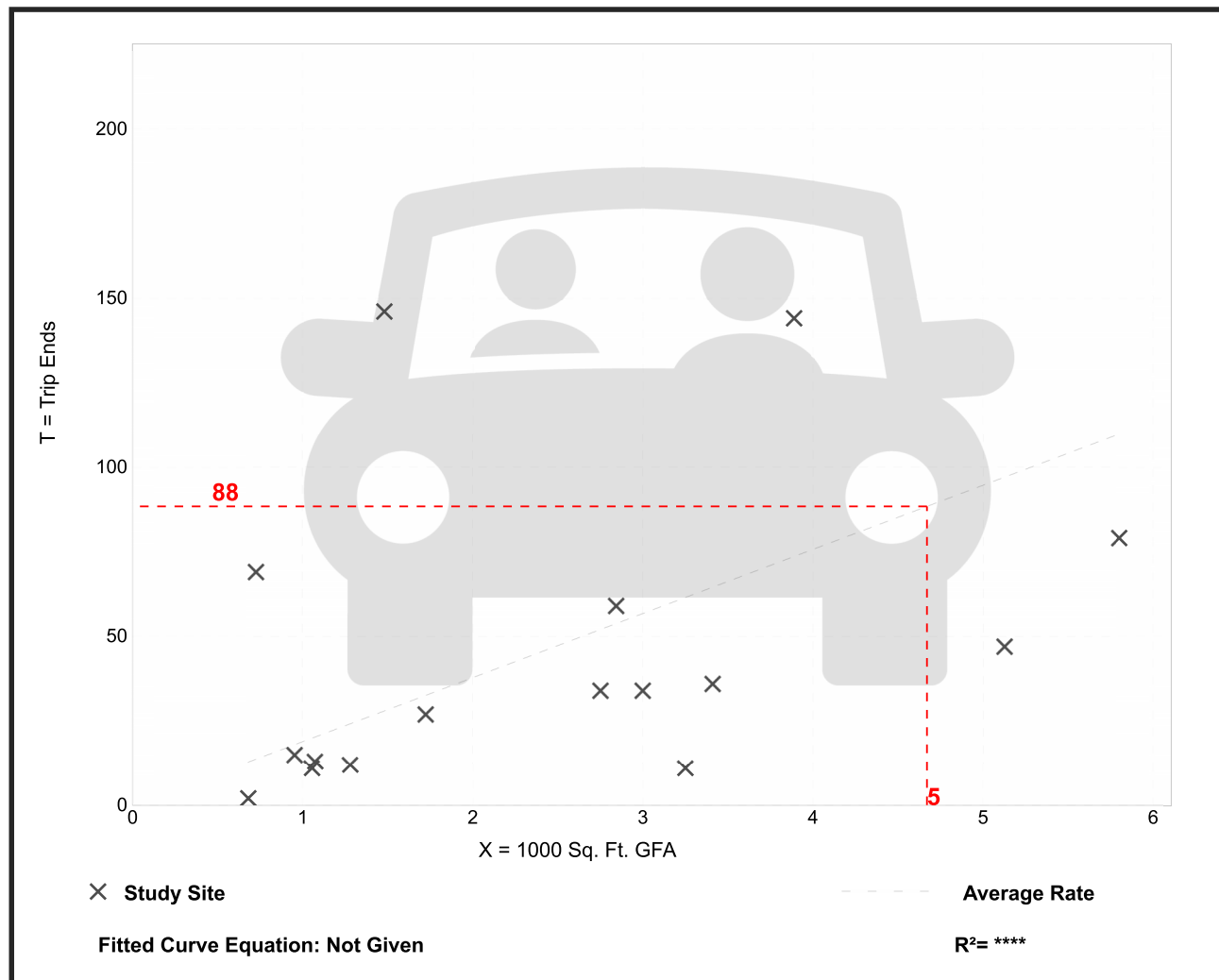
Setting/Location: General Urban/Suburban

Number of Studies: 16
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
18.92	2.94 - 98.65	21.73

Data Plot and Equation



4 | Definition of Terms

The definitions presented in this chapter are intended for use in *Trip Generation Manual*. The terms are grouped as follows:

- Trip Types and Trip Modes
- Setting/Location
- Time Periods
- Independent Variables
- Data Page Terms

Trip Types and Trip Modes

Bicycle Trip—an inbound or outbound person trip where the greatest distance between the trip origin and trip destination is traveled by a bicycle or any pedal-powered vehicle.

Person Trip—a trip made by any mode of travel by an individual person from an origin to a destination. Every trip made anywhere by a person is a person trip. If three people leave a development site in a single vehicle, this is counted as three separate person trips.

Personal Passenger Vehicle—includes (1) any automobile, van, SUV, motorcycle, moped, or light truck driven by a private individual for personal use; (2) taxi, paratransit, or vanpool (including airport shuttle); and (3) pick-up truck not being used for commercial purposes.

Transit Trip—an inbound or outbound person trip that crosses the site cordon line in a transit vehicle or where the greatest distance between the trip origin and trip destination is traveled by transit vehicle. Transit includes the following modes: bus, heavy rail (metro, subway, rapid transit), light rail (streetcar, tramway, trolley), commuter rail (regional rail), monorail, ferry boat, trolleybus, cable car, automated guideway transit (personal rapid transit), aerial tramway, and inclined plane. A taxi, paratransit vehicle, or vanpool is considered a personal passenger vehicle and not transit.

Trip or Trip End—a single or one-direction person or vehicle movement with either the origin or the destination (exiting or entering) inside a study site. In technical terms, a trip has an origin and a destination at its respective ends (known as trip ends). Each trip end is a part of a trip. For site trip generation, the analyst is usually interested in trips entering and exiting a single site.

Truck Trip—the movement of a commercial cargo transport vehicle that transports cargo across a site cordon line. A vehicle parked off-site that is loaded or unloaded with cargo destined from or to a study site is considered a truck trip generated by that site. Commercial cargo is typically

transported in either medium-duty or heavy-duty trucks. A service vehicle entering or exiting a site is not considered a truck trip.

Vehicle Trip—the movement of a personal passenger vehicle or truck that transports a person across the site cordon line. A person can cross the cordon line as a passenger in a vehicle or as a pedestrian having been transported to the site in a vehicle. For example, if a person drives a personal passenger vehicle from home, parks off-site, and walks from the parking facility to an office building, the trip is considered an entering vehicle trip generated by the office building (as well as an exiting vehicle trip at the place of residence). However, if a person is transported to the vicinity of a site in a bus or rail transit and walks the remainder of the distance to the site, the trip represents a transit trip and not a vehicle trip.

Walk Trip—an inbound or outbound person trip where the greatest distance between the trip origin and trip destination is traveled on foot or on any type of assistive device (including wheelchair, scooter, skates, or skateboard).

Walk+Bike+Transit Trip—an inbound or outbound person trip that is either a walk trip, bicycle trip, or transit trip.

Setting/Location

Center City Core—the downtown area for a major metropolitan region at the focal point of a regional light- or heavy-rail transit system. This area type is typified by multi-storied buildings, a wide range of land uses, an extensive pedestrian sidewalk network, and shared and priced parking both on-street and in structured garages or surface lots. The area typically has more jobs than residents and therefore is typically an employment destination. The area also includes the immediate vicinity of the commercial core.

Dense Multi-Use Urban—a fully-developed area (or nearly so), with diverse and interacting complementary land uses, good pedestrian connectivity, and convenient and frequent transit. This area type can be a well-developed urban area outside a major metropolitan downtown or a moderate size urban area downtown. The land use mix typically includes office, retail, residential, and often entertainment, hotel, and other commercial uses. The residential uses are typically multifamily or single-family on lots no larger than one-fourth acre. The commercial uses often have little or no setback from the sidewalk. Because the motor vehicle still represents the primary mode of travel to and from the area, there typically is on-street parking and often off-street public parking. The complementary land uses provide the opportunity for short trips within the Dense Multi-Use Urban area, made convenient by walking, biking, or transit. The area is served by significant transit (either rail or bus) that enables a high level of transit usage to and from area development.

General Urban/Suburban—an area associated with almost homogeneous vehicle-centered access. Nearly all person trips that enter or exit a development site are by personal passenger or commercial vehicle. The area can be fully developed (or nearly so) at low-medium density with a mix of residential and commercial uses. The commercial land uses are typically concentrated at intersections or spread along commercial corridors, often surrounded by low-density, almost entirely residential development. Most commercial buildings are located behind the parking area or surrounded by parking. The mixing of land uses is only in terms of their proximity, not in terms of function. A retail land use may focus on serving a regional clientele whereas a service land use may

target motorists or pass-by vehicle trips for its customers. Even if the land uses are complementary, a lack of pedestrian, bicycling, and transit facilities or services limit non-vehicle travel.

Rural—agricultural or undeveloped except for scattered parcels and at very low densities.

Time Periods

Friday, Peak Hour of Generator—the hour with the highest volume of vehicle trips (or person trips, as appropriate) entering and exiting a site on a Friday. It may occur during either the AM or PM.

Friday, Peak Hour of Adjacent Street Traffic—the one hour within the morning and evening commuter peak periods when the combination of site-generated vehicle traffic and the traffic on the adjacent street is the highest on a Friday. If the adjacent street traffic volumes are unknown, the peak hour of the adjacent street is assumed to be the one hour when the highest hourly vehicle trips are generated by the site during the commuter peak periods between 7:00 and 9:00 a.m. or 4:00 and 6:00 p.m.

Saturday, Midday Peak Hour of Generator—the hour with the highest volume of vehicle trips (or person trips, as appropriate) entering and exiting a site on a Saturday between 11 a.m. and 1 p.m.

Saturday, Peak Hour of Generator—the hour with the highest volume of vehicle trips (or person trips, as appropriate) entering and exiting a site on a Saturday. It may occur during either the AM or PM.

Sunday, Peak Hour of Generator—the hour with the highest volume of vehicle trips (or person trips, as appropriate) entering and exiting a site on a Sunday. It may occur in either the AM or PM.

Weekday—a continuous 24-hour period during Monday through Thursday. The period can bridge two days.

Weekday, Peak Hour of Adjacent Street Traffic—the one hour within the morning and evening weekday commuter peak periods when the combination of site-generated vehicle traffic and the traffic on the adjacent street is the highest (typically from data collected Monday through Friday). If the adjacent street traffic volumes are unknown, the peak hour of the adjacent street is assumed to be the one hour when the highest hourly vehicle trips are generated by the site during the weekday commuter peak periods between 7:00 and 9:00 a.m. or 4:00 and 6:00 p.m. Recent studies have indicated that these peak periods have expanded in some heavily populated areas.

Weekday, Peak Hour of Generator—the hour of highest volume of vehicle trips (or person trips, as appropriate) entering and exiting the site during the AM or PM on a weekday (typically from data collected Monday through Thursday). It may or may not coincide with the peak hour of the adjacent street traffic.

Independent Variables

Acre—a unit of measurement equal to 43,560 sq. ft. and for the purpose of *Trip Generation Manual* used to quantify the total gross area of a development site (including land dedicated to public agencies). The distinction between total acres and total developed acres is not always clearly defined in the site acreage reported to ITE. Therefore, caution should be used with this variable.

When submitting data, the analyst should indicate the percent of developed acreage and the total acreage of the property.

AM/PM Peak Hour Traffic on Adjacent Street—the highest hourly volumes of traffic on the adjacent streets during the AM and PM commuter peak periods, respectively (see **Peak Hour of Adjacent Street Traffic** under **Time Periods**). The value includes all traffic on streets abutting the site that have direct access to the development site. Where the site is serviced by some form of service roadway, the adjacent street definition includes any street that leads to the service road and thus may not actually be contiguous to the site. Traffic on travel lanes where road features physically restrict direct access to the development site is excluded.

Attendee—a person who is present on a given occasion, during a given event or at a given place.

Bed—a designated place to sleep for a group quarters resident or medical facility patient.

Bedroom—a designated room for sleeping with one or more beds.

Berth—a designated place where a boat can anchor at a marina or wharf.

Bowling Lane—a single lane available for the purposes of bowling.

Cage—a designated location available for the purpose of a single person hitting baseballs or softballs within a contained area.

Car Wash Tunnel—an enclosed series of stationary car wash components that can process a single row of motor vehicles, typically with the aid of a conveyor system.

Daily Customer—a person who visits a building to conduct personal business at any time during a single day.

Daily Trail User—a person who visits a park and walks along a designated trail at any time during a single day.

Drive-In Lane—an individual lane at a banking facility used for financial transactions. A lane used only for Automated Teller Machine (ATM) transactions is included.

Drive-Through Lane—a travel lane at a restaurant that enables a series of motorists to pick-up food or beverages without leaving their vehicles. A single pick-up window fed by dual order lanes is considered a single drive-through lane.

Dwelling Unit—a residential location such as a house, apartment, condominium, townhouse, mobile home, or manufactured home in which people may live.

Employee—a full-time, part-time, or per diem/contract worker. The number of employees refers to the total number of persons employed at a facility, not just those in attendance at the hour or day the data are collected.

Family Members—the total number of family members who are considered members of a specific worship facility. **Member** is a similar term.

Field—any area constructed, equipped, and/or marked for outdoor activities and sports.

Food Cart—a mobile kitchen that enables its operator to market and sell cooked food to customers.

Gaming Position—an individual seat at which a person may engage in a gaming activity at a slot machine.

Gross Floor Area (GFA)—the sum of the area of each floor level of a building (expressed in square feet), including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (6 ft. 6 in. minimum) regardless of their use. With the exception of buildings containing enclosed malls or atriums, GFA is equal to gross leasable area and gross rentable area. If a ground-level area, or part thereof, within the principal outside faces of the exterior walls is not enclosed, this floor area is considered part of the overall GFA of the building. However, unroofed areas and unenclosed roofed-over spaces, except those contained within the principal outside faces of exterior walls, should be excluded from the area calculations. For the purpose of trip generation calculation, the floor area of all parking garages within the building should not be included in the GFA of the entire building. The majority of land uses in *Trip Generation Manual* use GFA as an independent variable.

Gross Leasable Area (GLA)—the total floor area designed for tenant occupancy and exclusive use, including any basements, mezzanines, or upper floors, expressed in square feet and measured from the centerline of joint partitions and from outside wall faces. For the purpose of trip generation calculation, the floor area of all parking garages within the building should not be included within the GLA of the entire building. GLA is the area for which tenants pay rent; it is the area that produces income for the property owner. Leased space that is not in productive use is not considered occupied. In the retail business, GLA lends itself readily to measurement and comparison and it has been adopted by the shopping center industry as its standard for statistical comparison. Accordingly, GLA is used in *Trip Generation Manual* for shopping centers. For specialty retail centers, strip centers, discount stores and freestanding retail facilities, GLA usually equals GFA.

Hole—a single combination of a tee, fairway, and green on a golf course.

Lift—a mechanism used to transport skiers up a ski area slope and is commonly in the form of seats or benches attached to an overhead cable.

Member—an individual who belongs to a group or organization. Family Member is a similar term.

Member Family—a family that belongs to a group or organization.

Movie Screen—a room within a movie theater that contains seats and the presentation of a movie.

Municipal Population—a count of all persons having their primary residence within the municipality.

Net Rentable Area—the sum of floor square footage for all storage units in a self-storage facility. The term is currently used only for Land Use Code 151 (Mini-Warehouse).

Occupied Campsite—a place used for an overnight stay in the outdoors. An occupied campsite is a campsite that is currently being used.

Occupied Parking Space (see Parking Space)

Occupied Room (see Room)

Occupied Storage Unit (see Storage Unit)

Parking Space—an individual stall within a parking lot or garage designated for the use of a parked private motor vehicle. An occupied space is a parking space in which a vehicle is parked.

PM Peak Hour Traffic on Adjacent Street (see AM/PM Peak Hour Traffic on Adjacent Street)

Resident—a person who resides in the given dwelling unit.

Rink—an enclosed area for skating.

Room—the partitioned part of the inside of a building used for lodging such as a hotel or motel. An occupied room is a room that is rented by a lodging guest.

Seat—a place on which an individual can sit; multiple seats may be present on a bench or pew.

Service Bay—the location within an automobile servicing facility, building, or care center where a vehicle can be parked to be inspected and/or repaired.

Servicing Position—a location within a quick-lubrication vehicle shop or other vehicle repair shop at which a vehicle can be serviced. For example, if a quick-lubrication vehicle shop has one service bay that can service two vehicles at the same time, the number of servicing positions is two.

Storage Unit—a vault rented for the storage of goods in what is typically referred to as a self-storage facility. An occupied storage unit is one that is rented. Unit is a similar term with a different definition.

Student—a person enrolled in an institution such as a school, college, or day care center on either a full-time or part-time basis. The number of students refers to the total number of persons enrolled at a facility, not just those present at the time the study is conducted.

Tee/Driving Position—a designated position from which a golf ball is struck for practice.

Tennis Court—an indoor or outdoor facility specifically designed for an individual tennis match.

Unit—a group of rooms intended for dwelling within Land Use Code 255 (Continuing Care Retirement Community). Storage Unit is a similar term with a different definition.

Vehicle Fueling Position—is defined by the number of vehicles that can be fueled simultaneously at a service station. For example, if a service station has two fuel dispensing pumps with hoses on each side of each pump, where only one vehicle can be fueled at a time on each side, the number of vehicle fueling positions is four.

Vendor—a single person or company offering something for sale.

Wash Stall—a location within either a self-service or automated car wash where a vehicle can be parked to be washed.

Data Page Terms

Average Number of [Independent Variable]—the average value of the independent variable for data presented on the specific data page.

Average Rate (or Weighted Average Rate or Average Trip Rate)—the weighted average number of vehicle or person trips entering or exiting a development site per one unit of the independent variable. It is calculated by dividing the sum of all trips for all contributing data point sites by the sum of all independent variable units for all contributing data point sites. The weighted average rate is used rather than the average of the individual rates because of the variance within each data set or generating unit. Data sets with a large variance will over-influence the average rate if they are not weighted. The data plot includes a dashed line corresponding to the weighted average rate, extending between the lowest and highest independent variable values for data points.

Trip Ends, T—vehicle or person trips, the dependent variable in the data plot; shown on the y-axis.

Coefficient of Determination (R^2)—the percent of the variance in the number of trips associated with the variance in the independent variable value. If the R^2 value is 0.75, then 75 percent of the variance in the number of trips is accounted for by the variance in the size of the independent variable. As the R^2 value approaches 1.0 the better the fit; as the R^2 value approaches zero, the worse the fit.

Directional Distribution—the percent of total trips entering and exiting a site during the indicated time period.

Fitted Curve and Fitted Curve Equation—the single-variable regression analysis of the independent and dependent variable expressed in an optimal mathematical relationship. If the variables are related linearly, the equation has the following format: $T = aX + b$. In a logarithmic relationship, the equation has the following format: $\ln(T) = a \ln(X) + b$. The data plot includes a solid line corresponding to the equation, extending between the lowest and highest independent variable values for data points.

Independent Variable, X—a physical, measurable, and predictable characteristic that describes the study site or baseline site (for example, gross floor area) and that has a direct relationship to the variation in the number of trips generated by a land use. The term “explanatory variable” is also used.

Number of Studies—the total number of studies reported on the specific data page.

Range of Rates—the minimum and maximum trip generation rates from all the studies reported.

Standard Deviation—a measure of data dispersion relative to the calculated average. The lower the standard deviation, the less data dispersion there is in the data and the better the data fit to the average rate. In *Trip Generation Manual*, the reported standard deviation is based on the weighted average, not the mean.

Study Site—a data point plotted on the graph based on a study performed for the specific land use code.



STANDARD
WELLNESS

3. LANDSCAPING / SCREENING

PARKING SPACE COUNT									
DESCRIPTION	PARKING DIMENSIONS	AREA (SQ. FT)	RATIO MIN	RATIO MAX	REQUIRED MIN	REQUIRED MAX	SPACES PROVIDED	SHARED SPACES	ADDITIONAL SPACES
RETAIL STORES	9'X18' (MIN)	6984.00	1:1000	2.5:1000	7	18	13	10	23

NOTE:
 1. ADA SPACES ARE INCLUDED IN TOTAL SPACES
 2. PARKING WILL BE SHARED BETWEEN BUILDINGS



EXISTING WOODEN PRIVACY FENCE



PLANTER PICTURE A

NOTE:
 EXISTING LANDSCAPING FEATURES CURRENTLY IN PLACE WILL REMAIN AS THEY ARE. ADDITIONALLY, THE EXISTING REQUIRED SCREENING FENCE BETWEEN THE RESIDENTIAL PROPERTY HAS ALREADY BEEN INSTALLED AND MEETS ALL NECESSARY SPECIFICATIONS.
 NEW SCREENING CONCRETE PLANTERS TO BE INSTALLED AS INDICATED ON THE SITE PLAN AND MUST BE APPROVED BY THE PLANNING COMMISSION.

LAKWOOD WEST END LLC
 PARCEL No. 311-18-088
 ZONING C2 (COMMERCIAL RETAIL)

LAKWOOD WEST END LLC
 PARCEL No. 311-18-089
 ZONING C2 (COMMERCIAL RETAIL)

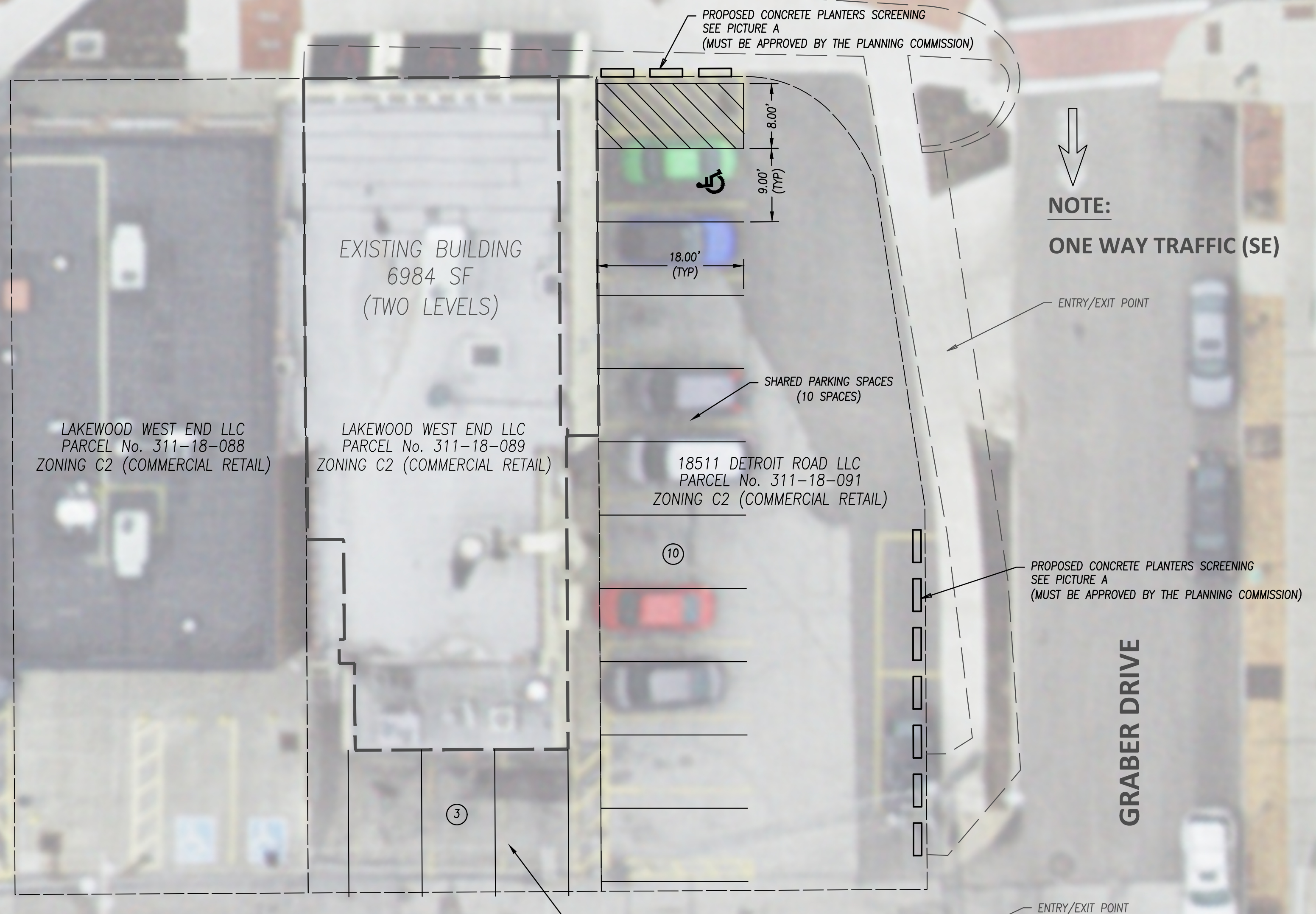
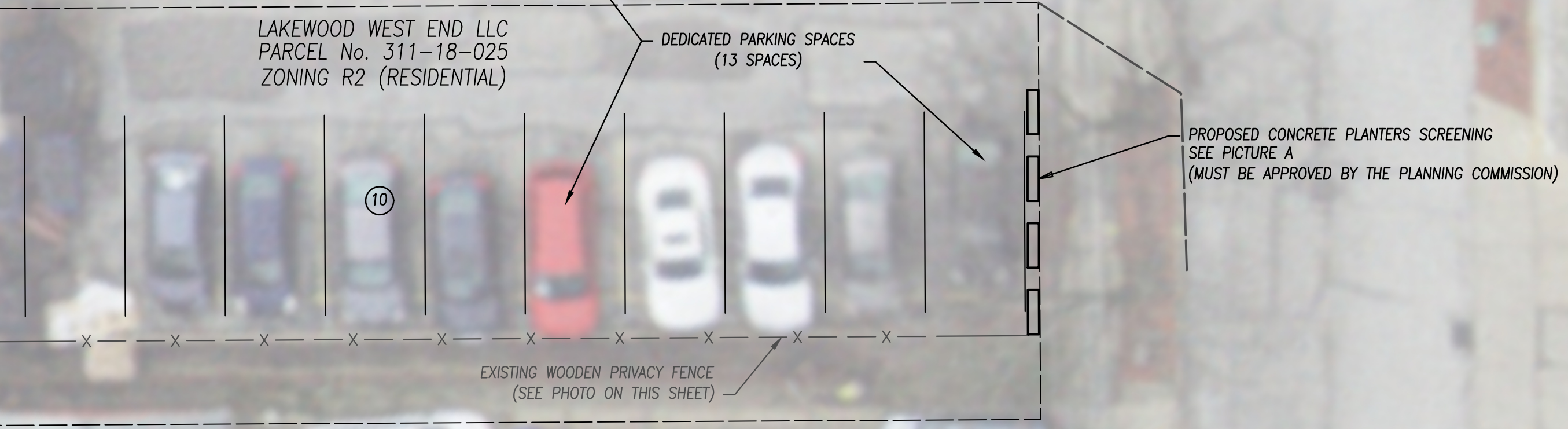
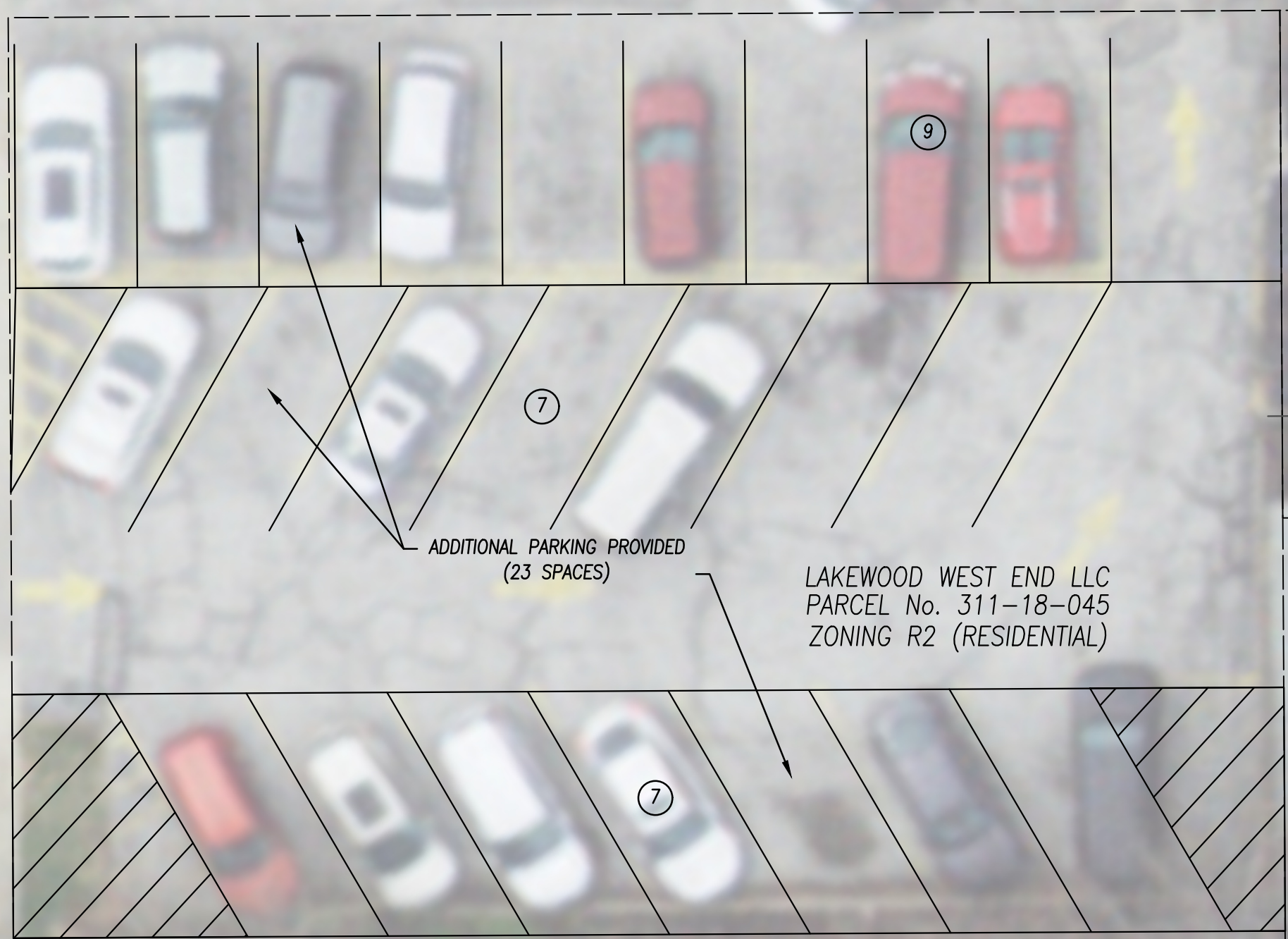
18511 DETROIT ROAD LLC
 PARCEL No. 311-18-091
 ZONING C2 (COMMERCIAL RETAIL)

EXISTING BUILDING
 6984 SF
 (TWO LEVELS)

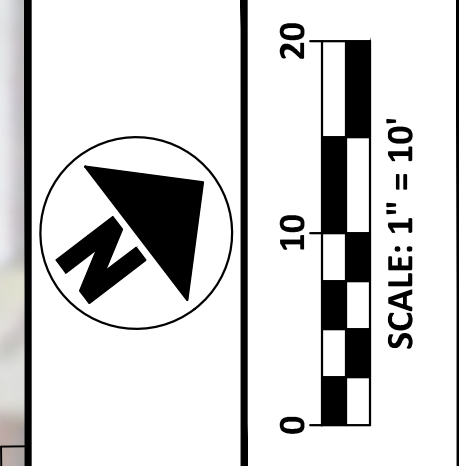
DETROIT AVENUE

GRABER DRIVE

GRIDLEY AVENUE



NOTE:
 ONE WAY TRAFFIC (SE)



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

DGL
 CONSULTING ENGINEERS, LLC
 3455 BALDWIN BLVD SUITE E
 WILMINGTON, OH 43082
 PHONE: 419.535.3015
 www.dgl-llc.com

STANDARD WELLNESS
 18605 DETROIT AVENUE
 LAKEWOOD, OHIO 44107
 CUYAHOGA COUNTY

LANDSCAPE/SCREENING PLAN

FILE: 24261 PP.dwg
 JOB NO.: 24261
 DRAWN BY: LMM
 ISSUED: PRELIMINARY

C1



STANDARD
WELLNESS

4. PARKING

Technical Memo

Date September 20, 2024
To Standard Wellness
From DGL Consulting Engineers
Subject Parking/Traffic Management Plan - 18605 Detroit Ave, Lakewood, OH

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

Introduction

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

Existing Conditions

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

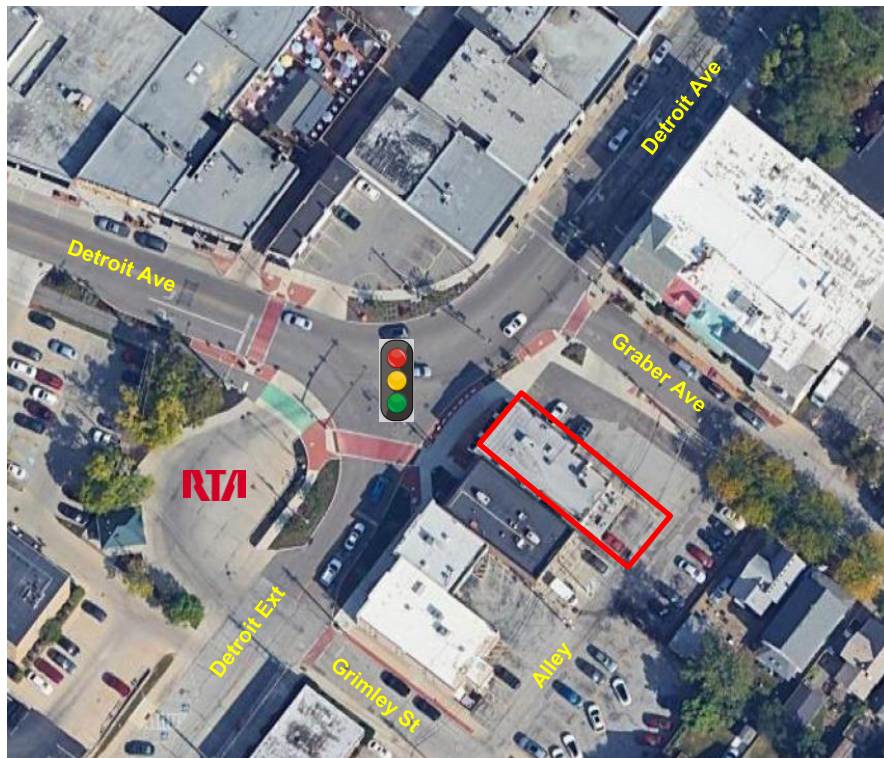


Figure 1 - Existing Conditions

Parking

The Lakewood Code of Ordinances provides minimum and maximum parking requirements. Using the parking per square foot of usable area, the minimum is 7 while the maximum is 18 parking spaces. The site provides 13 dedicated spaces with 35 additional shared spaces located within 350' of the building. Figure 2 depicts the parking spaces available – green (13) are spaces dedicated to The Forest while red (23) and yellow (10) are shared parking areas.



Figure 2 - Available Parking

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

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

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

Access

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

Recommendations

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

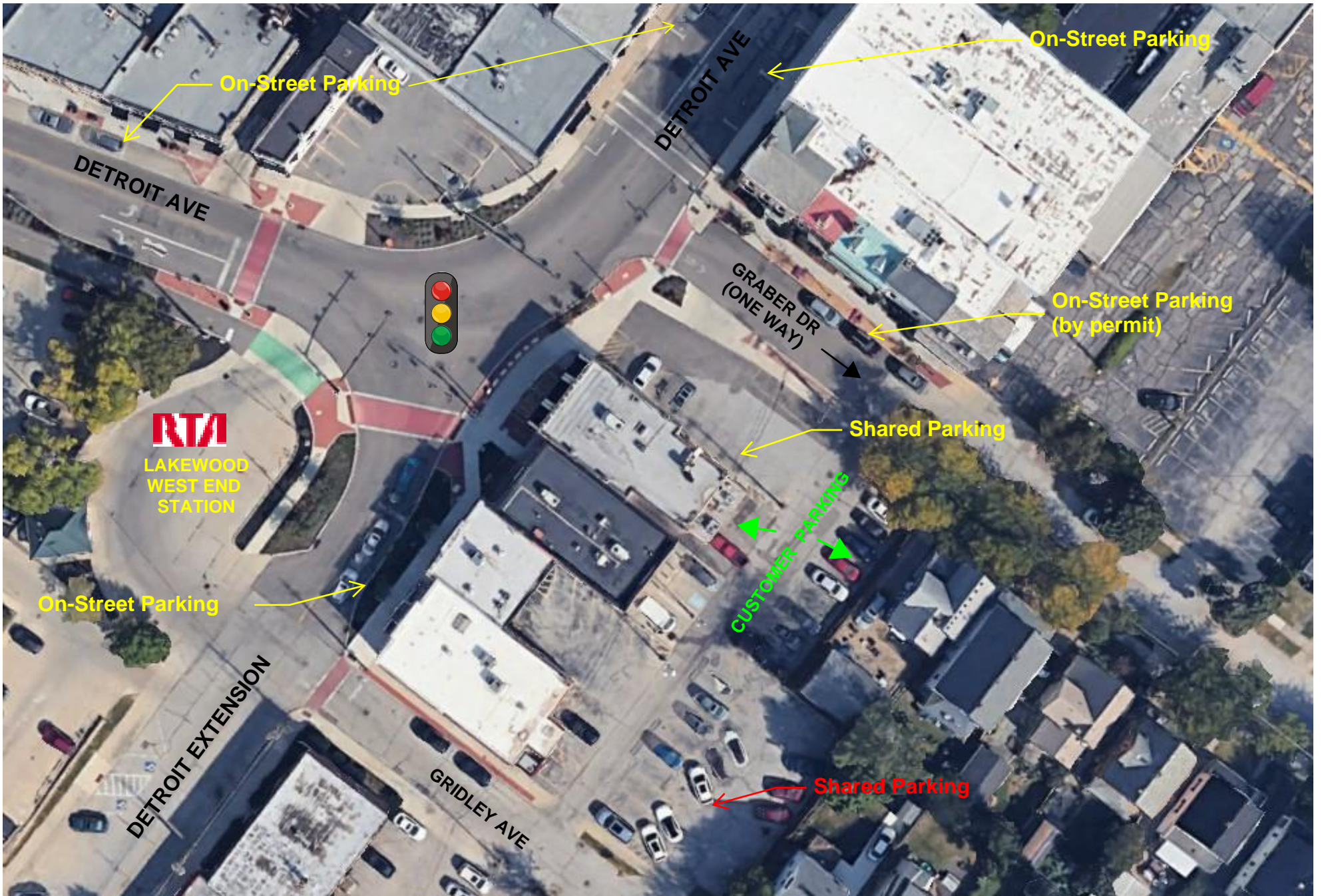
If additional information is required, please contact the undersigned.

DGL Consulting Engineers, LLC

Laurie L. Adams, PE, PTOE, PTP, RSP₁
Principal | Director of Traffic/Safety

END OF MEMO

ATTACHMENTS

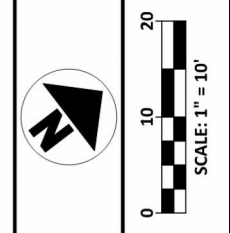


**STANDARD WELLNESS PARKING & TRAFFIC PLAN
18605 DETROIT AVE, LAKEWOOD, OH**

PARKING SPACE COUNT							
DESCRIPTION	PARKING DIMENSIONS	AREA (SQ. FT)	RATIO MIN	RATIO MAX	REQUIRED MIN	REQUIRED MAX	SPACES PROVIDED
RETAIL STORES	9'X18' (MIN)	6984.00	1:1000	2.5:1000	7	18	14

PARKING REQUIREMENTS

NOTE:
 1. ADA SPACES ARE INCLUDED IN TOTAL SPACES
 2. PARKING WILL BE SHARED BETWEEN BUILDINGS



PRELIMINARY
 Aug 28, 2024

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

**STANDARD WELLNESS
 PARKING REQUIREMENTS**
 18605 DETROIT AVENUE
 LAKEWOOD, OHIO 44107
 CUYAHOGA COUNTY

SITE PLAN

FILE:	24261 PP.dwg
JOB NO.:	24261
DRAWN BY:	LMM
ISSUED:	PRELIMINARY

C1

PLOTTED: Aug 28, 2024 - 1:32pm
 DRAWING: M:\24261 (Standard Wellness - 18605 Detroit Ave Lakewood)\PLANNING\24261 PP.dwg: C01 SITE PLAN SW





STANDARD
WELLNESS

5. PROPERTY CONTROL / OWNERSHIP CONCURRENCE



STANDARD
WELLNESS

September 27, 2024

City of Lakewood
Planning and Development Department
12650 Detroit
Lakewood, OH 44107

RE: Property Control and Ownership Concurrence for 18605 Detroit Ave, Lakewood, OH 44107

Dear Members of the Commission and Planning and Development Department Staff,

This letter serves to confirm that LAKEWOOD WEST END LLC, as the property owner of the premises located at 18605 Detroit Ave, Lakewood, OH 44107, fully supports the application submitted by *Standard Wellness DBA The Forest Lakewood* for a conditional use permit to operate a dual-use, adult, and medical marijuana dispensary at the above-referenced location.

We acknowledge that Standard Wellness DBA The Forest Lakewood is leasing the property from us and has our complete awareness and concurrence in proceeding with their application to the City of Lakewood. We are aware of the intended use of the space for a marijuana dispensary and provide our full support for this endeavor.

Should you require any further documentation or clarification, please do not hesitate to contact us. Thank you for your attention to this matter.

Sincerely,

Thomas T. George

Member, LAKEWOOD WEST END LLC
26202 Detroit – Ste. 214
Westlake, OH 44145



PLANNING COMMISSION

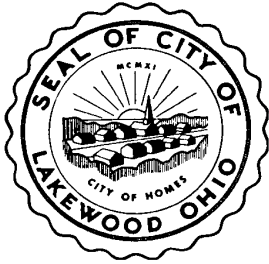
12650 Detroit Avenue • 44107 • (216) 529-6630 • FAX (216) 529-5907
www.lakewoodoh.gov

Communication Cover Page

Docket No.: 07-30-24

Permit No.: PC24-000036

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



PLANNING COMMISSION

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

July 9, 2024

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

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

Dear Members of the Planning Commission:

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

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

Sincerely,

David Baas, Assistant Director



12650 DETROIT AVENUE 44107 216-529-6055

www.lakewoodoh.gov

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

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

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

June 3, 2024

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

Dear Colleagues,

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

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

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

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


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

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


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

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

Sincerely,


Kyle G. Baker
Councilmember Ward 1


Sarah Kepple
City Council President


Cindy Streb
Councilmember Ward 3

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

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

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

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

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

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

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

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

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

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

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

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

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

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

Section 1. Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Adopted: _____

Sarah Kepple, President of Council

Maureen M. Bach, Clerk of Council

Approved: _____

Meghan F. George, Mayor



PLANNING COMMISSION

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

Communication Cover Page

Docket No.: 07-31-24

Permit No.: PC24-000037

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



PLANNING COMMISSION

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

July 9, 2024

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

Re: Docket No. 07-31-24
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