

**MINUTES  
PLANNING COMMISSION  
CITY OF LAKEWOOD  
12650 DETROIT AVENUE  
AUDITORIUM  
JULY 9, 2024  
6:00 P.M.  
RECORDED  
<https://www.lakewoodoh.gov/videos-2/>**

**1. ROLL CALL**

Members Present

Hannah Gall  
Nicholas LaPointe, Vice Chair  
Sean McDermott, Chair (Virtual)  
William Sanderson

Staff Present

David Baas, Interim Planning & Development Director  
Jennifer Swallow, Executive Administrative Law Director  
Mark Papke, City Engineer  
Amanda Cramer, City Planner  
Angela Byington, P&D Director

Kyle Reisz was absent from the meeting.

A motion was made by Mr. LaPointe, seconded by Ms. Gall to excuse the absence of Kyle Reisz. All of the members voted yea; the motion passed.

**2. APPROVE THE MINUTES OF THE JUNE 6, 2024 MEETING**

A motion was made by Mr. Sanderson, seconded by Mr. LaPointe to **APPROVE** the June 6, 2024 meeting minutes. Mr. LaPointe, Mr. McDermott, Mr. Sanderson voted yea, and Ms. Gall abstained; the motion passed.

**3. OPENING REMARKS**

Staff read the Opening Remarks into record.

**NEW BUSINESS**

**CONDITIONAL USE**

**4. Docket No.  
1384 Hird Ave.  
Fieldhouse at Studio West 117**

Daniel Budish, West 117 Development Fieldhouse, 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 71)

Joe Bass, General Manager for the Fieldhouse was present to explain the request. Mr. Baas relayed a review of activity at the location from the November 2, 2023 Planning Commission meeting to the current date. No citations were issued related to noise, and staff recommended approval of the request with four

conditions. Staff received written public comment of opposition prior to the meeting (made part of record). Public comment was taken.

Public Comments/Questions:

- Precedence was established with approval of the extended hours.
  - Mr. Baas explained the process and requirements.

Commissioners' Comments/Questions:

- Asked about the more recent telephone call complaints
  - P&D staff did not have the specific times of the complaints.
- How was the patron noise monitored?
  - The evening's agenda was reviewed by staff and management prior to the start of the evening. A decibel meter was used throughout the evening
- The issuance of one citation would result in revocation of the outdoor dining approval.
- Due to particularities of the location, this was the only rooftop bar in Lakewood; applicant should remain cognizant of the neighbors.

A motion was made by Mr. Sanderson, seconded by Ms. Gall to **APPROVE the request for a conditional use permit for extended hours with the following conditions:**

1. **The outdoor dining spaces may be occupied between the hours of**
  - **8:00 a.m. and 11:00 p.m. Sunday through Thursday**
  - **8:00 a.m. Friday to 2:30 a.m. Saturday; and**
  - **8:00 a.m. Saturday to 2:30 a.m. Sunday.**
2. **Outdoor entertainment as defined by Section 1161.03(t)(15) is permitted during these hours.**
3. **Any violation of Chapter 515 Noise Control that results in a citation being issued shall cause the immediate revocation of the Conditional Use Permit for Extended Hours of Operation. After which the outdoor dining spaces may continue to operate only as expressly authorized by Section 1161.03(t).**
4. **This Conditional Use Permit will expire on June 30, 2025, and may only be renewed by review and approval of the Planning Commission.**

Ms. Gall, Mr. LaPointe, Mr. McDermott, and Mr. Sanderson voted yea; the motion passed.

**OLD BUSINESS**

**CONDITIONAL USE**

5. **Docket No. 06-19-24  
16000/15801 Detroit Ave.  
Barry Buick Development**

Michael Christoff, Vocon, applicant requests approval for a mixed-use development on the former Barry Buick sites, pursuant to Section 1135 – mixed-use overlay. The property is located in the C3, Commercial General Business district. (Page 3)

Denver Brooker, Architect, Vocon was present to explain the revised request. Staff provided an administrative analysis of the proposed project.

Public Comments/Questions:

Liked the proposal.

Appreciated the additional parking spaces.

Wanted a pet-relief area for the south building.

Commissioners' Comments/Questions:

- Need an access/crosswalk between the north and south buildings.
  - Public Works/Engineering will look at this.
- Stoop look on Brockley Ave. should be explored for the south building.
  - It was not a safe feature along Detroit Ave.
- Landscaping behind the 18 inch masonry sidewalk.
  - It is a raised bed.
- Could part of the Huntington Bank property be used for the pet relief area?
- Said the team had done a great job.
- Asked about signage requirements.
  - Signage will be the names of buildings and retail space. Signage will follow the requirements.
- Thanks for provided the Trip Generation study that included the Huntington Bank. Consider a shared-parking agreement with the bank for the apartment tenants.
  - Will look at an agreement if needed.
- Use of open space.
  - It is a national bank, cannot speak on bank's behalf.
- Will there be off-street parking on a separate parcel?
  - Do not anticipate it.
- North Building: from the rear parking lot, where will residents enter the north building?
  - Majority will enter through the rear entrance.
- North Building: for parking on Cranford Ave., consider change location of the pedestrian sidewalk.
  - Had considered it.
- North Building: consider narrowing the aisles to allow a four-foot sidewalk on the west face of the building.
  - Not enough room.
- Cranford parking: parcel is underdeveloped, consider more buffer space.
  - Will explore it.
- Questioned the landscaping along the Detroit Ave. frontage on north building.
  - Underground utilities exist at that location which prohibit planting trees.
- Explain refuse disposal for the north and south buildings.
  - South building residential trash is enclosed and removed by truck. North building is inside; Dumpster is for downstairs retail.
- Need crosswalk across Detroit Ave.
- Lighting at night on commercial frontage.
  - Will be limited: enhanced lighting at the entrances and major circulation spaces and depending on streetlighting.

A motion was made by Mr. LaPointe, seconded by Mr. Sanderson to **APPROVE the request for a conditional use permit with the following conditions:**

- 1. The applicant will work with City to investigate options/alternatives for installation of a crosswalk and/or safe crossing to connect the north and south buildings.\***
- 2. The applicant will investigate coordination of shared use of proposed green space on adjacent parcel (proposed Huntington Bank) as a pet relief area.\***
- 3. The applicant will evaluate retail tenant parking need, and if necessary, investigate pursuing a shared use agreement with adjacent parcel (proposed Huntington Bank) to support retail business.\***

**4. Adjustments will be made to the Cranford Ave. facing parking spots to provide a safe vegetation buffer to disconnect and protect the public right-of-way/sidewalk.**

\* For clarification purposes; items 1, 2, and 3 above are not conditions/requirements for the issuance of a building permit and/or certificate of occupancy.

Ms. Gall, Mr. LaPointe, Mr. McDermott, and Mr. Sanderson voted yea; the motion passed.

**COMMUNICATION**

**6. Docket No. 06-28-24  
Communication from Planning and Development Staff  
Residential Architectural Design Guidelines**

The Department of Planning and Development staff will present a communication regarding proposed Residential Architectural Design Standards for Architectural Board of Review proposals. (Page 46)

Amanda Cramer, City Planner and ABR Secretary, and David Baas explained the guidelines; the focus was on the residential side.

Commissioners' Comments/Questions:

- Had the guidelines had been beta-tested?
  - Once the document has been adopted, it will be of benefit to all parties.
- Will the document be evaluated for the first year?
  - Updates will be done if/when the need arises.
- What if someone wants to build a contemporary, smooth concrete exterior finish house?
  - Depends upon the product; many have evolved. Do not like enclosed porches. ABR members are flexible.
- What if applicant is adamant and disputes a decision?
  - Applicant has the right to file an appeal in the Court of Common Pleas. The guidelines will assist future applicants, and it is possible to have an appeals process internally.
- The guidelines look great.
- Wanted to thank all who were involved.

A motion was made by Mr. LaPointe seconded by Mr. Sanderson to **ADOPT the standards and guidelines with no criteria or qualifications tied to it**. Ms. Gall, Mr. LaPointe, Mr. McDermott, and Mr. Sanderson voted yea; the motion passed.

**NEW BUSINESS**

**COMMUNICATION**

Docket No. 07-30-24 and Docket No. 07-31-24 were called together.

**7. Docket No. 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 54)

**8. Docket No. 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 65)

Ms. Swallow explained the two items, stated that the Law Department was doing a legal review currently, and requested a deferral for both as they were still under legal review. Public comment was taken from Councilmembers and the public.

Commissioners' Comments/Questions:

- Preferred the Ordinance in lieu of a Resolution.
- Most of the items were addressed in the Bunts Rd. Rehabilitation Project.
  - Work correlated with the Active Transportation Plan.
- Seconded the Ordinance.
- What will be reviewed/evaluated by a legal review?
  - Unknown as it was being done by the Law Director.
- What is difference between an ordinance and resolution?
  - An ordinance meant everything would be referred to the Planning Commission, have a public hearing before the Planning Commission before approval.
  - A resolution required city staff to incorporate elements into a project such as Bunts Rd. Rehabilitation Project, a more streamlined process.
- What were thoughts of balance?
  - Politically Council had an advisory role, administration executed.

A motion was made by Mr. LaPointe, seconded by Ms. Gall to **DEFER Docket No 07-30-24 to the August meeting**. Ms. Gall, Mr. LaPointe, Mr. McDermott, and Mr. Sanderson voted yea; the motion passed.

A motion was made by Mr. LaPointe, seconded by Ms. Gall to **DEFER Docket No 07-31-24 to the August meeting**. Ms. Gall, Mr. LaPointe, Mr. McDermott, and Mr. Sanderson voted yea; the motion passed.

**ADJOURN**

A motion was made by Mr. LaPointe, seconded by Ms. Gall to **ADJOURN** the meeting at 8:25 p.m. All of the members voted yea; the motion passed.

  
\_\_\_\_\_  
Signature

8/1/24  
\_\_\_\_\_  
Date



Oath

*(You need not give an oath if you object. If you object to giving an oath, please notify the hearing officer or secretary before signing below.)*

I, the undersigned, hereby solemnly swear that the testimony I give at this proceeding will be the truth, the whole truth and nothing but the truth:

PRINT NAME:

SIGN NAME:

- 1. Joe BASS
- 2. RALPH PINNO
- 3. christine Ward
- 4. Cindy MARX
- 5. DENVER BROOKER
- 6. Botwin Heffner
- 7. CINDY STREBIG
- 8. MARE CONZELMAN
- 9. Amanda Cramer
- 10. Kyle Baker
- 11. Daniel Zielitz

- 1. [Signature]
- 2. [Signature]
- 3. Christine Ward
- 4. Cindy Marx
- 5. Denver Brooker
- 6. [Signature]
- 7. Cindy Streb
- 8. [Signature]
- 9. [Signature]
- 10. [Signature]
- 11. [Signature]

Prepared by: The City of Lakewood Law Department, 12650 Detroit Ave., Lakewood, Ohio 44107

FOR CITY USE ONLY

Lakewood Administrative Procedure:  ABR/BBS  Citizens Advisory  Civil Svc.  Dangerous Dog  Income Tax Appeals  Loan Approval  Nuisance Abatement Appeals  Parking  Planning  Zoning Appeals  Other:

Date of Proceeding: Tuesday, July 9, 2024



Oath

*(You need not give an oath if you object. If you object to giving an oath, please notify the hearing officer or secretary before signing below.)*

I, the undersigned, hereby solemnly swear that the testimony I give at this proceeding will be the truth, the whole truth and nothing but the truth:

PRINT NAME:

SIGN NAME:

1. Robert Osgan

[Handwritten signature]

2. \_\_\_\_\_

\_\_\_\_\_

3. \_\_\_\_\_

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4. \_\_\_\_\_

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Prepared by: The City of Lakewood Law Department, 12650 Detroit Ave., Lakewood, Ohio 44107

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Date of Proceeding: Tuesday, July 9, 2024

## Johanna Schwarz

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**From:** G Rossi <theohioinn@gmail.com>  
**Sent:** Tuesday, July 9, 2024 11:59 AM  
**To:** Planning Dept; G Rossi  
**Subject:** Docket No. 07-32-24/ Studio West Outdoor Dining Request

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Members of the Lakewood Planning Commission.

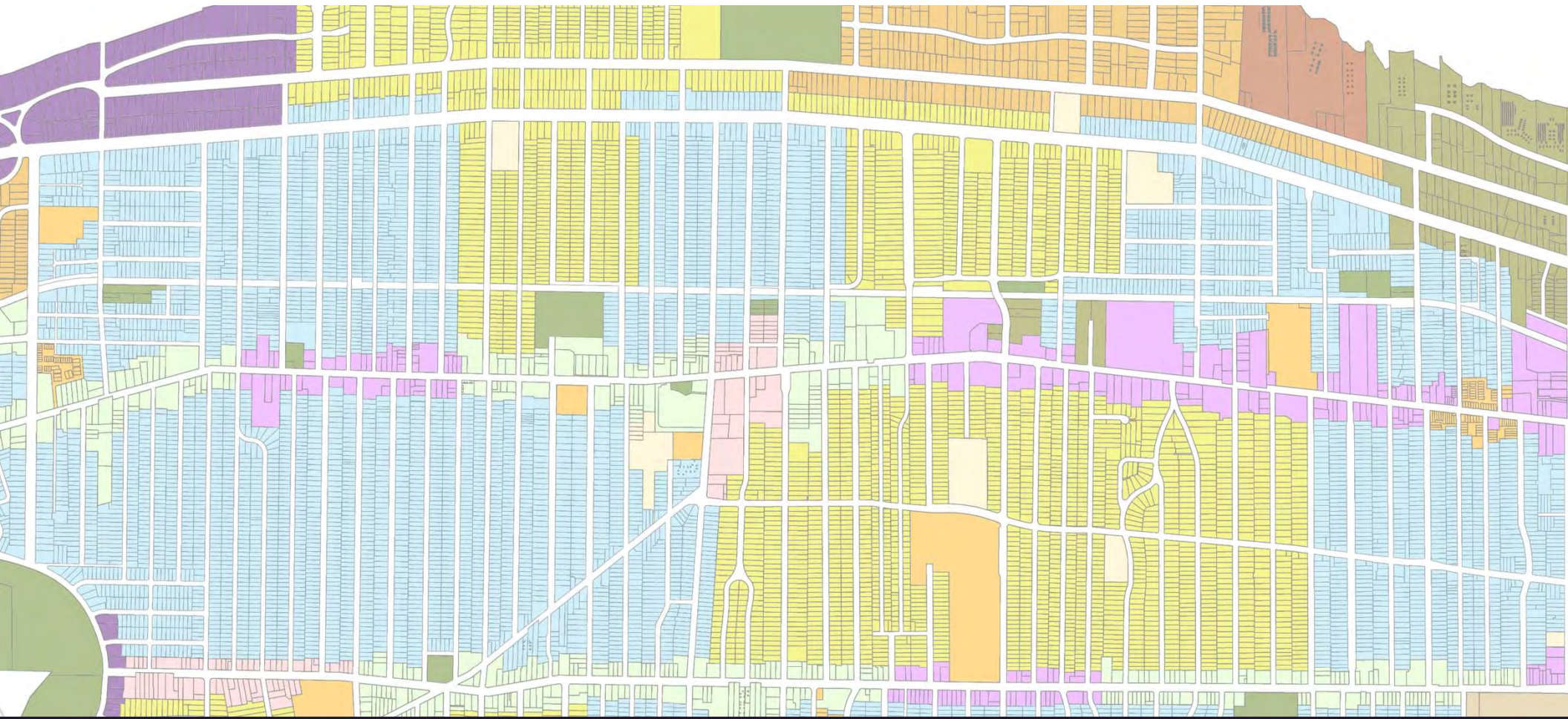
As a neighboring property owner, I am writing to express concerns over the proposed agenda item mentioned above. The 8am to 2:30am request is a very over extended period of time for operation hours. I have tenants occupying 2 apartments on my property and the extent of the volume of the music after midnight is overwhelming. Also, an 8am beginning time has been too early in the past for events that have not started until 11am. I am requesting 11am to 12am hours of outdoor usage, Monday through Sunday. I have had passing conversations with other residential tenants in the area and they have complained of the noise during early morning hours.

As for the continued success of the Fieldhouse project Mr. Budish alludes to in the request, the Studio West organization has defaulted on over \$9,000,000 in loans and has had issues in paying property taxes. These events should cause the City of Lakewood to review the obligations between both parties pertaining to the Tax Incentive Financing agreement passed by Lakewood City Council in July of 2021.

Thank you for your time. Feel free to reach me by email or cell phone if you have any questions.

Regards

Greg Rossi, Owner of The Ohio Inn.  
Cell 330-883-3900



# Planning Commission

July 2024



**Planning Commission**  
**July 2024 Agenda**

1. Roll call
2. Adoption of minutes – June 2024 meeting
3. Opening Remarks
4. 06-19-24: Barry Buick Development (Mixed Use Overlay)
5. 06-28-24: Residential Architectural Design Guidelines (Communication)
6. 07-30-24: Complete Streets Initiative: Ordinance No. 11-2024
7. 07-31-24: Complete Streets Initiative: Resolution 2024-42
8. 07-32-24: 1384 Hird Avenue (Fieldhouse at Studio West 117 – Outdoor Dining)
9. Adjourn



16000 Detroit Ave



**Docket 06-19-24 – 16000/15801 Detroit**  
**Barry Buick Development/Mixed Use Overlay**

## **Request (06-19-24)**

To review and approve a **Mixed Use Overlay** pursuant to:

- Chapter 1135 – Mixed Use Overlay.

Proposal is in the C3 - Commercial (General) District.



## **1. Introduction**

## **2. Developer Presentation**

- Updated Plan Set
- Traffic Management/Trip Generation Memo

## **3. City Analysis**

## **4. Planning Commission questions & feedback**

## **5. Public comment & questions**

## **6. Discussion on comments & questions**



## Notes – June 2024 meeting:

### Primary Recommendations (Mixed-Use Overlay consideration):

- Confirmation of setbacks for both buildings.
- Submission of Traffic Management Plan.
- More site-level information & details on pedestrian circulation (especially in relation to moving from parking to retail space & resident amenities).
- Consideration for internal vehicle circulation in south parking lot design (may require loss of 8 spaces).
- Consideration of outlet drive to Cranford as green/open space vs. parking/drive lane (may not be feasible based on circulation/parking requirements).

### Additional design-related recommendations:

- Design treatment/landscaping of first-floor residential units (South Building) facing Detroit.
- Consideration of streetscape furniture in support of the retail space (benches, etc.).
- Requested coordination between this proposal and the bank proposal in terms of site-level design (vehicular/pedestrian flow) and the potential for shared parking (as they intend to submit for parking plan/exception to maximums).



vocon.

CITY OF LAKEWOOD ARB PLANNING SUBMISSION

newbrook  
PARTNERS

TKG  
THE KRUEGER GROUP



LAKWOOD DETROIT LLC

16000 & 15801 DETROIT AVENUE | LAKWOOD, OH

**LANGAN**

**Technical Memorandum**

6000 Lombardo Center, Suite 210 Cleveland, OH 44131 T: 216.328.3300 F: 216.328.3301

**To:** Mark Conzelmann  
**From:** Christopher A. Prisk, P.E., PTOE  
Mason Krushinsky, P.E.  
**Date:** June 28, 2024  
**Re:** Trip Generation Memo  
Lakewood Apartments  
City of Lakewood, Cuyahoga County, Ohio  
Langan Project No. 250217901

#### Project Overview

The proposed Lakewood Apartments project is located in the city of Lakewood, Cuyahoga County, Ohio. The development includes two midrise multi-family residential buildings and a stand-alone bank located along Detroit Avenue. One residential building includes a small retail component and is located on the northern side of Detroit Avenue, while the other residential building and stand-alone bank are located on the southern side of Detroit Avenue. The northern residential building is proposed to include 66 dwelling units and the southern residential building includes 58 dwelling units. As part of the proposed development, three automobile sales buildings and two residential houses will be removed. The conceptual site plan is included as **Figure 1**.

#### Trip Generation Comparison - Former vs Proposed

Langan estimated the overall trip generation for the site by utilizing trip generation data contained in the *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE). The former site included two new automobile sales facilities totaling 31,398 square foot (SF), a 1,293 SF used automobile sales facility, and two single family detached houses. According to the trip generation calculations, the total former site was anticipated to generate approximately 60 AM Peak Hour trips (43 In, 17 Out), 80 PM Peak Hour trips (32 In, 48 Out), and 889 total daily trips. A 5% mode split reduction was applied due to the location of the site and the bus stop along Detroit Avenue. Based on information provided by the client, the existing automobile sales facilities have been closed for five years. As such, the former facilities (including the residential houses to be conservative) are only being provided as a point of comparison rather than used to provide a trip reduction credit.

The proposed site includes a 66 unit multifamily housing building and a 1,573 SF strip retail plaza on the northern side of Detroit Avenue, along with a 58 unit multifamily housing building and a 3,050 SF stand-alone drive-in bank on the southern side of Detroit Avenue. According to the trip generation calculations, the proposed site is anticipated to generate approximately 66 AM Peak Hour primary trips (23 In, 43 Out), 80 PM Peak Hour primary trips (48 In, 42 Out), and 630 total daily trips. Similarly, a conservative 5% mode split reduction was applied to all land uses within

### 1135.01 PURPOSE.

(a) The purpose of the Mixed Use Overlay District is to provide a mechanism to accommodate development reuse and redevelopment in specified locations, which is in the public interest and may not otherwise be permitted pursuant to this Code . A Mixed Use Overlay District may overlay several base districts. However, the **uses permitted in each underlying district are limited to the boundaries of that district, and the regulations of the underlying district shall govern, except where additional uses are expressly allowed under this Chapter.**

(b) The Mixed Use Overlay District **requirements and regulations allow for more flexibility than those pertaining to other uses within the Code** . A Mixed Use Overlay District may be mapped in an area where the proposed use changes certain character and features otherwise limited by the underlying zoning only if it has been determined that the current and anticipated future uses in the immediate vicinity will be compatible with the mixed uses proposed and that such uses are consistent with the Development Plan. Therefore, the Commission shall consider Mixed Use Overlay developments on a case-by-case basis.



## 1135.01 PURPOSE. (Continued)

### (c) A Mixed Use Overlay District should offer one (1) or more of the following advantages:

- (1) Designs in residential and commercial areas that reflect the City's development and planning policies as set forth in this Code and that are consistent with the Vision .
- (2) Designs that are intended to encourage flexibility, innovation, and creativity in site and development design by **allowing the mixing of permitted uses and/or modification or variation from otherwise applicable zone district and development standards.**
- (3) Designs which encourage a mix of retail, service, office, housing, live-work units, and public activities to coexist in a manner that **reflects human scale and emphasizes pedestrian orientation**, taking advantage of the vitality that mixed uses can bring to the community.
- (4) Designs which provide substantial **buffers and transitions between areas of different land uses and development densities.**
- (5) Designs which enhance the appearance of neighborhoods by conserving areas of natural beauty and natural green spaces.
- (6) Designs which provide a choice in the type of environment available to the public by **allowing development that would not be possible under the strict application of other sections of this Code.**
- (7) Development and/or permanent reservation of open space, recreational areas and facilities.
- (8) A creative approach to the use of land and related physical facilities that result in **better urban design, higher quality construction and the provision of aesthetic amenities.**
- (9) The efficient use of land, so as to promote certain **economies in the provision of utilities, streets, schools, public grounds and buildings, and other facilities.**



### 1135.03 DESIGNATION OF A MIXED USE OVERLAY DISTRICT.

(a) Relationship to Base Districts. The Mixed Use Overlay District is an overlay zone, which may be applied to existing zoning districts as described in Section [1135.04](#), Location of Mixed Use Overlay District. When such a district is established, the Mixed Use Overlay District shall be shown as an overlay to the underlying districts by the designation of MUOD on the Zoning Map. A Mixed Use Overlay District may overlay several base districts, however, the uses permitted in each base district are limited to the boundaries of that base district, except as otherwise provided herein.

(b) Development Standards. The **development standards, including, but not limited to, the yard and setback requirements, the height limitations, parking requirements, open space areas, and signage shall be established as a function of the application to establish a Mixed Use Overlay District and the approval of the application**. The following regulations shall be observed:

(1) Signage.

A. In a commercial district base zone, signage standards are set by the base zone.

B. In a residential district base zone, the following additional signage regulations apply:

1. Signs must be non-illuminated.
2. Gooseneck fixtures or indirect spotlights concentrated on an area of a sign may be used to create illumination.
3. Only one sign per frontage, not to exceed 20 square feet per sign, shall be allowed.

4. Signs must be either projecting signs, erected on the outside wall of a building and projecting at an angle therefrom; or wall signs, integral with the exterior face of an exterior wall of a building, or attached to the wall or parallel with the wall and projecting not more than twelve inches therefrom.

The Commission may relax such standards if a creative and innovative design is submitted and the sign does not adversely affect neighboring properties.



## 1135.03 DESIGNATION OF A MIXED USE OVERLAY DISTRICT.

### (b) Development Standards. (Continued)

#### (2) **Parking.**

A. Applicants for Mixed Use Overlay developments shall submit a **parking and traffic management proposal that does not adversely affect the neighborhood, identifies peak use times, and explores shared parking agreements.**

B. All residential uses must comply with parking requirements or maintain existing parking conditions.

#### (3) **Structural Requirements.**

A. Mixed Use Overlay proposals must contain a residential component.

B. Maintain form and scale of building being re-purposed.

C. **The primary design objective for the Mixed Use Overlay District are to reflect the area's architectural significance/character, while promoting the pedestrian scale environment. The design must be compatible with the neighborhood.**

D. The **principal or primary entrance to a non-residential structure must be located on the building front.**

(4) Outdoor dining. Outdoor dining shall be permitted as a conditional use in a Mixed Use Overlay District pursuant to Section [1161.03\(t\)](#).

## 1143.05 SCHEDULE OF USES AND SPACE REQUIREMENTS.

- Multi-Family...Min. of 1/dwelling unit; max. of 2/dwelling unit.
- \*Businesses occupying...spaces under 2,500 sq. ft. are not required to provide off-street parking.



## 1135.05 PRINCIPAL AND CONDITIONALLY PERMITTED USES.

- (a) Permitted Uses. Uses listed as permitted in the underlying “base” zone.
- (b) Conditional Uses for a Commercial District Base Zone.

(1) Conditional Uses are those uses having some special impact or uniqueness that requires a careful review of their location, design, configuration, and special impact to determine the desirability of permitting their establishment on any given site. A Conditional Use may be granted pursuant to the requirements of Section [1129.02](#), Principal and Conditional Permitted Uses. Standards for specific Conditional Uses may be found in Chapter [1161](#), Conditional Uses, or elsewhere as referenced herein.

(2) In keeping with the desire for flexibility in this district, the following may be permitted as additional Conditional Uses in the Mixed Use Overlay District:

- A. Dwelling units, single-family residence attached.
- B. Live-work units where base zoning permits non-residential uses.
- C. Uses listed as conditional in the underlying base zone.

(3) **Modification of development standards shall be permitted on the authority of the Commission as part of the Conditional Use review.**



### **1135.08 MINIMUM LOT AREA, WIDTH, COVERAGE, AND HEIGHT.**

Standards related to minimum lot area, lot width, lot coverage and maximum heights shall be **as required in the base zone for each lot.** However, **such standards may be relaxed without triggering the requirement to apply for a variance if the proposed standard is determined by the Commission to be consistent with the surrounding properties**, both within and outside of limits of the Mixed Used Overlay District.

### **1135.09 MINIMUM YARDS.**

In addition to the required yard, a landscaped buffer of at least ten (10) feet shall also be provided, pursuant to Section 1141.03, Landscaping Plan. However, the **Commission may relax such standards if the proposed standard is determined to be consistent with the surrounding properties**, both within and outside the limits of the Mixed Use Overlay District.





City of Lakewood

## Commercial District Design Guidelines

Architectural Board of Review

Adopted December 2010

Revised March 2011



Created through a partnership with  
The City of Lakewood's  
Architectural Board of Review  
Department of Planning and Development  
and  
Lakewood Alive's Downtown Design Committee

### Introduction

The Commercial District Design Guidelines embody community values and offer direction to new development, rehabilitation, redevelopment and other improvements in Lakewood's commercial districts. The target audience is developers, designers, property owners, business owners, visitors and residents.

At the core of these guidelines are three fundamental goals that serve as the basis for the design principles. These goals are the vision and articulation of the characteristics that make for a vibrant downtown and commercial districts. The design principles are categories to describe the physical elements and manifestations of that vision.

#### **The Prime Directive – Fundamental Goals for Design and Development**

##### **Create Places for People**

Vibrant cities promote and develop places that always put people first. Lakewood's places must be safe, comfortable, varied, attractive and fun.

##### **Enhance Existing Assets**

Vibrant cities require that development respond to and engage with its setting. Lakewood's existing qualities—its density, walkability, and historic streetcar-era building stock—should be enriched and preserved whenever possible.

##### **Create Connections**

Vibrant cities make it easy for people to navigate and connect to, from and within them. Lakewood's connections will link its' attributes, amenities and public spaces physically, psychologically and visually.

#### **The Commercial Design Principles**

The following five principles elaborate on the concepts, means and methods of development that will positively impact the physical realm of Lakewood's commercial districts.

- \_ **Think Pedestrian First**
- \_ **Place Activity at the Street**
- \_ **Minimize the Impact of Parking and Vehicles**
- \_ **Compatibility with the Historic Context**
- \_ **Quality of Design**



## I. Think Pedestrian First

Lakewood's commercial districts shall be designed and developed to provide for a safe and inviting pedestrian experience.

A comfortable, safe and attractive pedestrian experience is the key to the success of Lakewood's commercial districts. Buildings should be designed to promote walkability or rehabilitated to recapture the qualities of existing buildings and their original pedestrian orientation. The principle of Pedestrian First requires business entrances to engage the street and provide a clear entry sequence. Sidewalk areas should be wide enough to accommodate pedestrian activity while also allowing space for amenities such as landscaping, benches, transit waiting areas, and refuse containers.

### Fundamental Concepts

Building Entrance on the Street  
Active Uses: Dining, Retail, Business  
Consistent Setbacks to sidewalk  
Human scale design

### Design Elements

Windows at street level  
Encourage planters  
Appropriate scale signage (blade & pendant)  
No blank walls or blank windows  
Promote window displays  
Provide 4-season activity  
Inviting entrances  
No head-in parking  
Limit curb cuts & vehicle access  
Parking in the rear  
Scale of buildings in context with adjacent buildings  
Lighted building facades  
Consistent Setbacks to Sidewalks  
Promote outdoor dining  
Promote mixed-use  
    No residential at street level (doors only for access to 2<sup>nd</sup> floor and up)  
    Residential OK at transitions/connections to residential on side streets  
Prioritize Uses: Dining, Retail, Business  
Provide for day and evening activity  
Promote business and retail uses  
Provide public market place

## II. Place Activity at the Street

Lakewood's commercial districts shall have buildings that place active uses on the first floor and program elements at the street level.

The ground floor of buildings shall promote transparency by addressing the sidewalk and engaging both users of the building and casual pedestrians. Retail, dining, and active business uses with both day and evening programming are strongly encouraged at the ground floor. Building entrances, storefronts, and windows shall interact with the street with appropriate scale signage and window displays for pedestrians. Amenities in the public right-of-way are encouraged including public seating, outdoor dining, public art, planters, and seasonal decorations. Blank walls and obscured or blocked windows, as well as curb cuts, and parking lots on main streets are strongly discouraged.

### Fundamental Concepts

Building entrance on the street  
Street Wall - Infill gaps in street wall with compatible new construction.  
Windows at street level (transparency/permeability)  
Appropriate scale signage (blade & pendant)  
No blank walls or obscured or blank windows  
Provide benches or public seating

### Design Elements

Promote mixed-use  
Residential at 2<sup>nd</sup> floors and up  
No street level dwelling units on main streets  
Residential doors only at street level  
Residential OK at transitions/connections to residential on side streets  
Provide for day and evening activity  
Promote business and retail uses  
Parking garages behind primary structures  
Public Wi-Fi  
Promote window displays  
Encourage public art  
Provide for 4-season activity  
Bike racks  
Inviting Entrances  
Re-design bus shelters  
Provide public marketplace  
Consistent setbacks to sidewalk  
No angled parking  
Limit curb-cuts & vehicle access  
Parking in the rear  
Maintain appropriate sidewalk width to building height ratio  
Scale of buildings in context with adjacent buildings  
Infill gaps in street wall  
Unique architectural detailing  
Lighted building facades



### III. Minimize the Impact of Parking and Vehicles

Lakewood's commercial districts shall locate parking to the rear of the building and eliminate curb cuts along main avenues.

Parking areas and entrances to parking areas should be at the rear of commercial buildings and accessed from secondary streets. Curb cuts within blocks should be eliminated to mitigate the impact to primary pedestrian routes and to promote an uninterrupted public realm on the sidewalk and other pedestrian routes.

#### Fundamental Concepts

Parking in Rear  
Minimize/eliminate mid-block curb cuts  
No visible parking areas from the street

#### Design Elements

- Access to parking from side streets
- Pedestrian access through rear parking area
- Parking areas landscaped and defined with appropriate scale fencing
- Pedestrian scale lighting
- Minimize heat-island effect with landscaped islands
- Promote public parking areas with signage
- Enhance crosswalks
- Trees/landscaping
- Bike racks
- Wayfinding in parking lots to commercial district
- Design for rear entrances from parking
- Utilize environmentally friendly design including permeable pavements and bio-swales

### IV. Compatibility with the Historic Context

Lakewood's commercial districts shall have a physical character that relates well to the adjacent buildings both along the corridor and in transition to residential neighborhoods.

Respect the buildings and streetscape as a whole - the mass and scale, the architectural elements and details, the rhythm of those elements, and the building materials should guide project development. Buildings should be designed to respect adjacent existing buildings and streetscape fabric. Lakewood has an active commercial district with immediate adjacency to dense residential areas. Connections from and transitions into the residential district from the commercial core must be respected.

#### Fundamental Concepts

Appropriate mass and scale to commercial surroundings  
Design that enhances or highlights contributing architecture  
Retain and preserve the historic building stock  
Locate buildings to the street wall  
Respect connections & transitions adjacent to residential areas  
Buffer to residential with appropriate design elements

#### Design Elements

- Four sided architecture
- Engage corner conditions
- Appropriate buffers to residential districts
- Cohesive streetscape elements
- Hierarchy of buildings
- Background buildings are important - not all buildings should be designed to call attention
- Designs should not compete with significant civic and historic buildings
- Parking located behind buildings
- Four season landscape design
- Appropriate attention to architectural detail
- Use of compatible and quality materials



## V. Quality of Design

Lakewood's commercial districts shall have well designed buildings of high quality materials, thoughtful detailing and have the potential to be effectively reused. The existing historic building stock should be retained, re-used, and rehabilitated.

Four-sided design is encouraged to utilize and make aesthetically pleasing all building elevations. Building rehabilitation and new construction shall include the appropriate high quality treatment of all visible elevations. The design, construction methods, and materials used in rehabilitation work should be appropriate to the period of construction of a building.

### Fundamental Concepts

Building materials for new and rehabilitated structures should compliment and be compatible with existing historic buildings. Inappropriate building materials include stucco or EIFS, split face concrete masonry units, jumbo brick and vinyl siding. Design that is contextual and brings visual interest to the streetscape should be encouraged. The Secretary of the Interior's *Standards for Rehabilitation* shall be used to guide the rehabilitation of historic buildings. Demolition of historic buildings is discouraged.

### Design Elements

Maintain or reinstate bulkheads, storefronts, transoms, doors, windows, cornices and parapets. Maintain or reinstate ratio and rhythm of doors and windows along visible elevations. Maintain unused secondary door locations in storefronts.

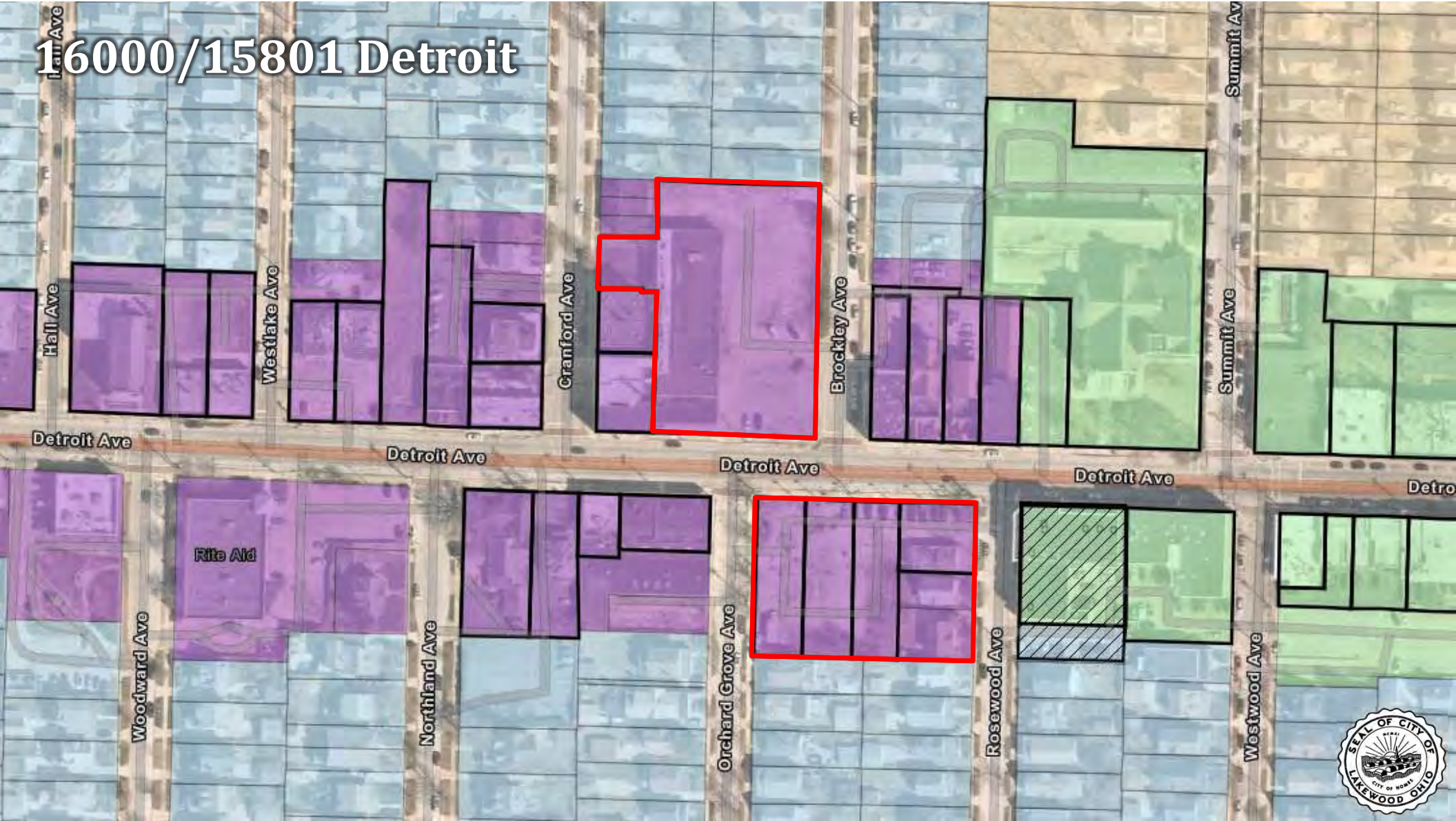
Maintain or reinstate original interior ceiling heights. Ceilings shall not be dropped in front of window openings or transoms. Where necessary, dropped ceilings shall be held off the storefront walls.

Where appropriate, new construction and additions shall provide a transition, such as a setback or graduated height increase, to buffer visual effect and feeling when adjacent to an historic building.

Appropriate, traditional, quality building materials shall be used for repair, rehabilitation and new construction.

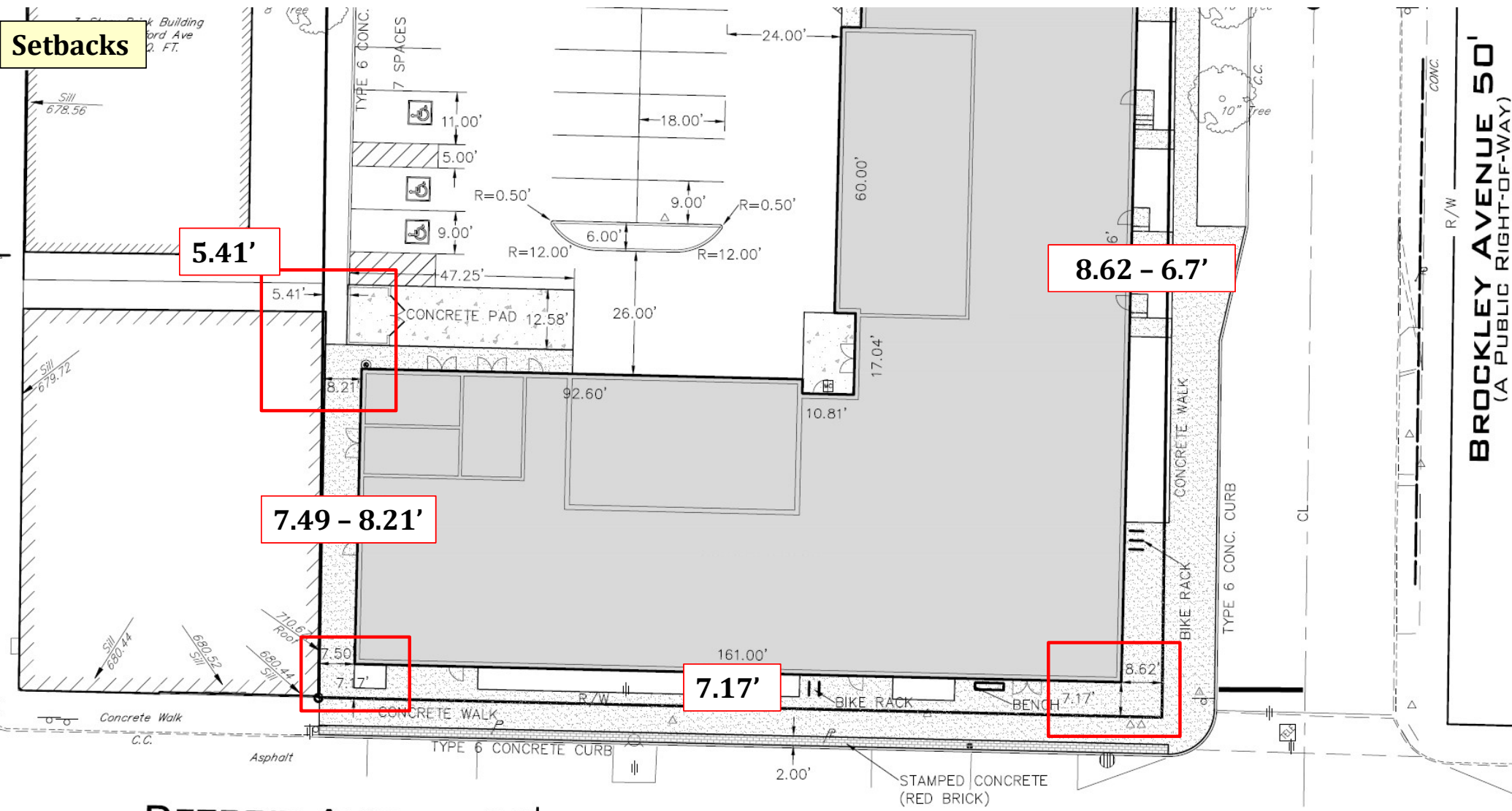


16000/15801 Detroit





**Setbacks**



5.41'

7.49 - 8.21'

7.17'

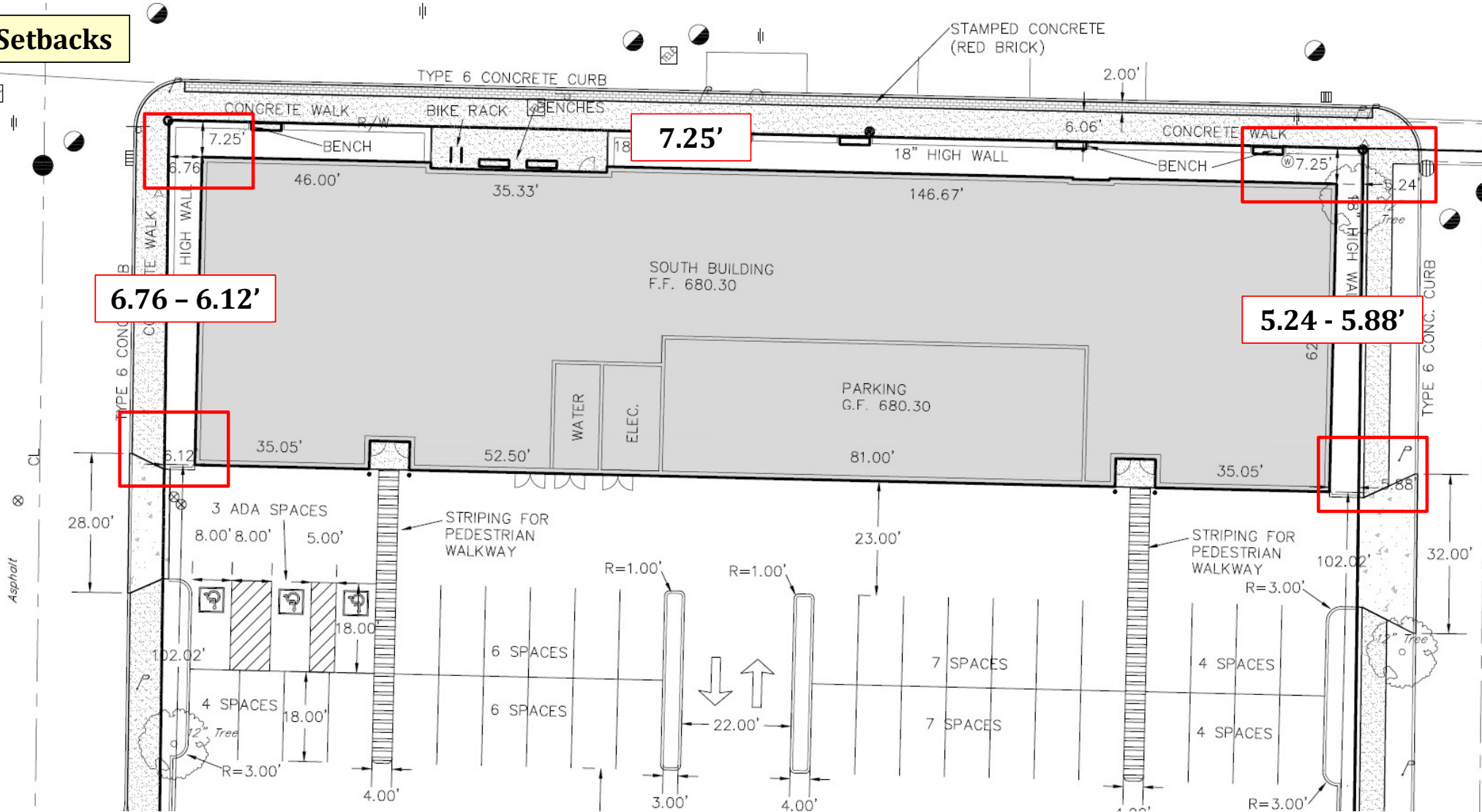
8.62 - 6.7'

**\*1135.05: Modification of development standards shall be permitted on the authority of the Commission as part of the Conditional Use review.**

**BROCKLEY AVENUE 50'**  
(A PUBLIC RIGHT-OF-WAY)

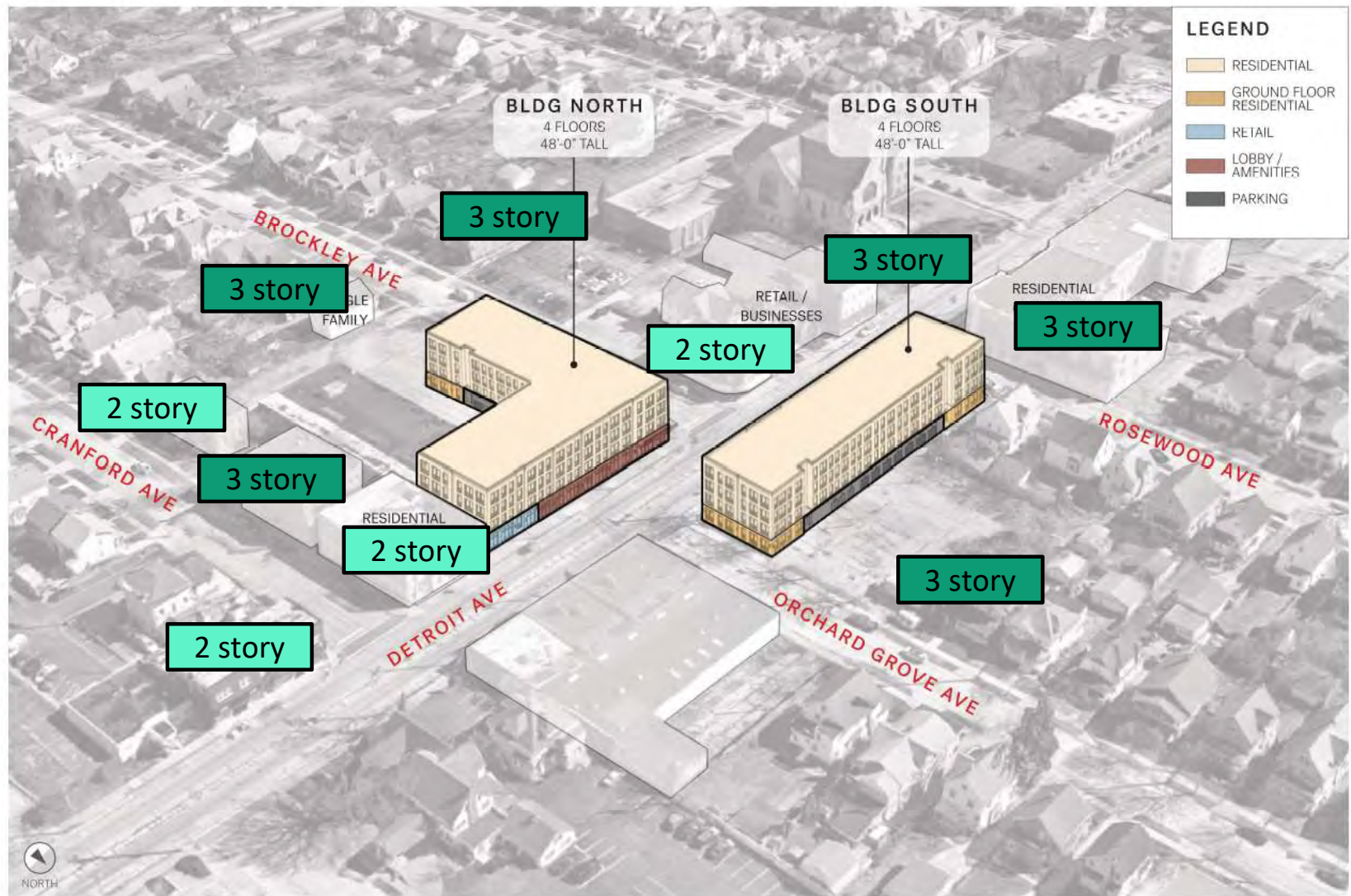


**Setbacks**



**\*1135.05: Modification of development standards shall be permitted on the authority of the Commission as part of the Conditional Use review.**

# Height



**\*1135.05: Modification of development standards shall be permitted on the authority of the Commission as part of the Conditional Use review.**

# Parking



**1143.05 SCHEDULE OF USES AND SPACE REQUIREMENTS.**

- Multi-Family...Min. of 1/dwelling unit; max. of 2/dwelling unit.
- **North Building (66 Units)** = Min of 66, Max of 132
  - 75 Spaces provided
- **South Building (58 Units)** = Min of 58, Max of 116
  - 73 Spaces provided

BUILDING UNIT MIX		
UNIT TYPE	UNIT SIZE	COUNT
<b>BUILDING - NORTH</b>		
1 BR	665-700 sf +/-	29
1 BR - DEN	760 sf +/-	8
1 BR - JR.	600 sf +/-	16
2 BR - #1	1,000 -1,100sf +/-	13
		<b>66</b>
<b>BUILDING - SOUTH</b>		
1 BR	665-700 sf +/-	28
1 BR - DEN	760 sf +/-	11
1 BR - JR.	<varies>	8
2 BR - #1	1,000 -1,100sf +/-	11
		<b>58</b>
<b>TOTAL # OF UNITS</b>		<b>124</b>

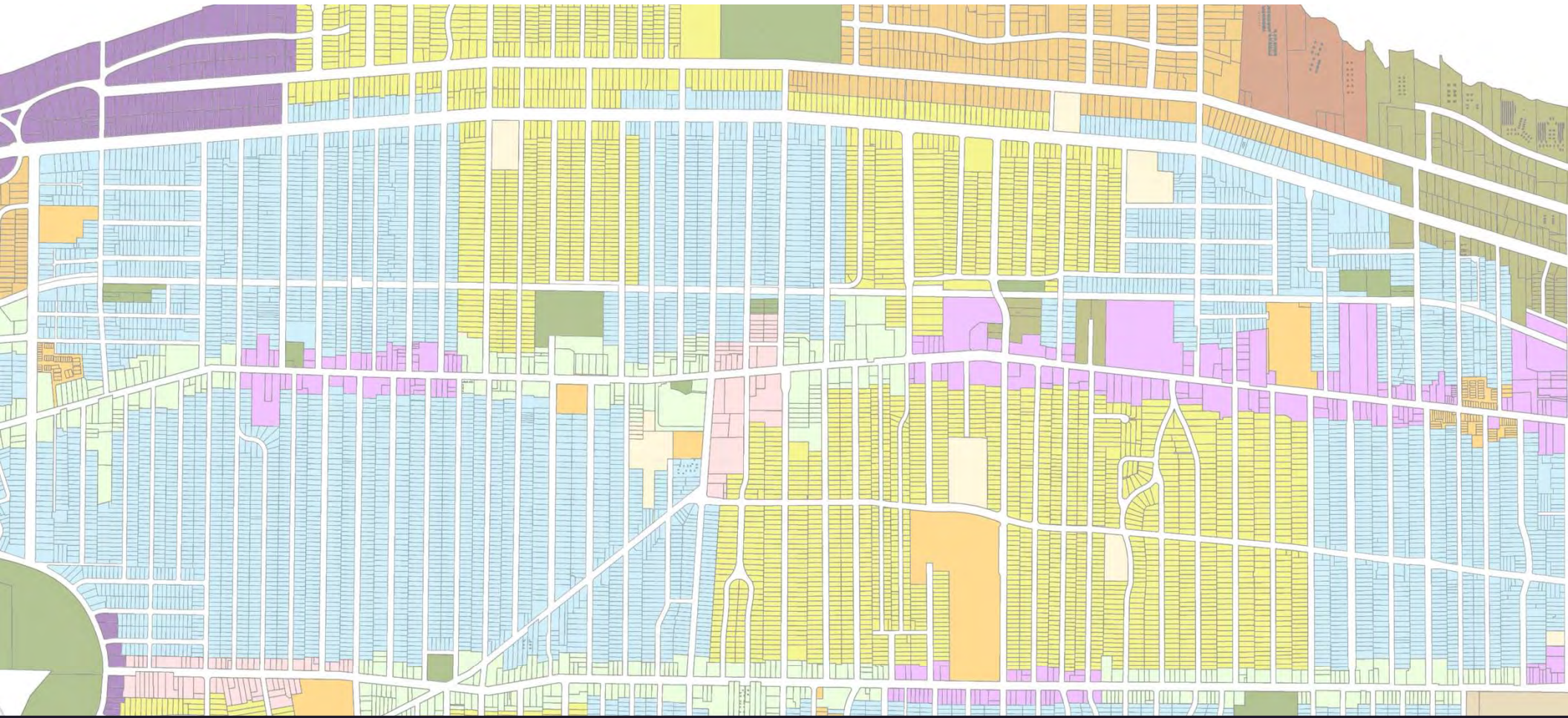
PARKING COUNTS	
<b>BUILDING - NORTH PARKING</b>	
Accessible Parking - 9'x18'	2
Accessible Parking - 11'x18' van	1
Covered Parking - 12'x20'	9
Parallel Parking - 23' x 8'	6
Standard Parking - 9'x18'	57
<b>Building - North Total</b>	<b>75</b>
<b>BUILDING - SOUTH PARKING</b>	
Accessible Parking - 9'x18'	3
Covered Parking - 12'x20'	7
Standard Parking - 9'x18'	63
<b>Building - South Total</b>	<b>73</b>
<b>TOTAL PARKING PROVIDED</b>	<b>148</b>

**\*1135.05: Modification of development standards shall be permitted on the authority of the Commission as part of the Conditional Use review.**

## **Recommendation (06-19-24) – Mixed Use Overlay**

- Approval with conditions as Commission sees appropriate.





**Docket 06-28-24 – Residential Architectural Design Guidelines**  
Communication for Review/Recommendation

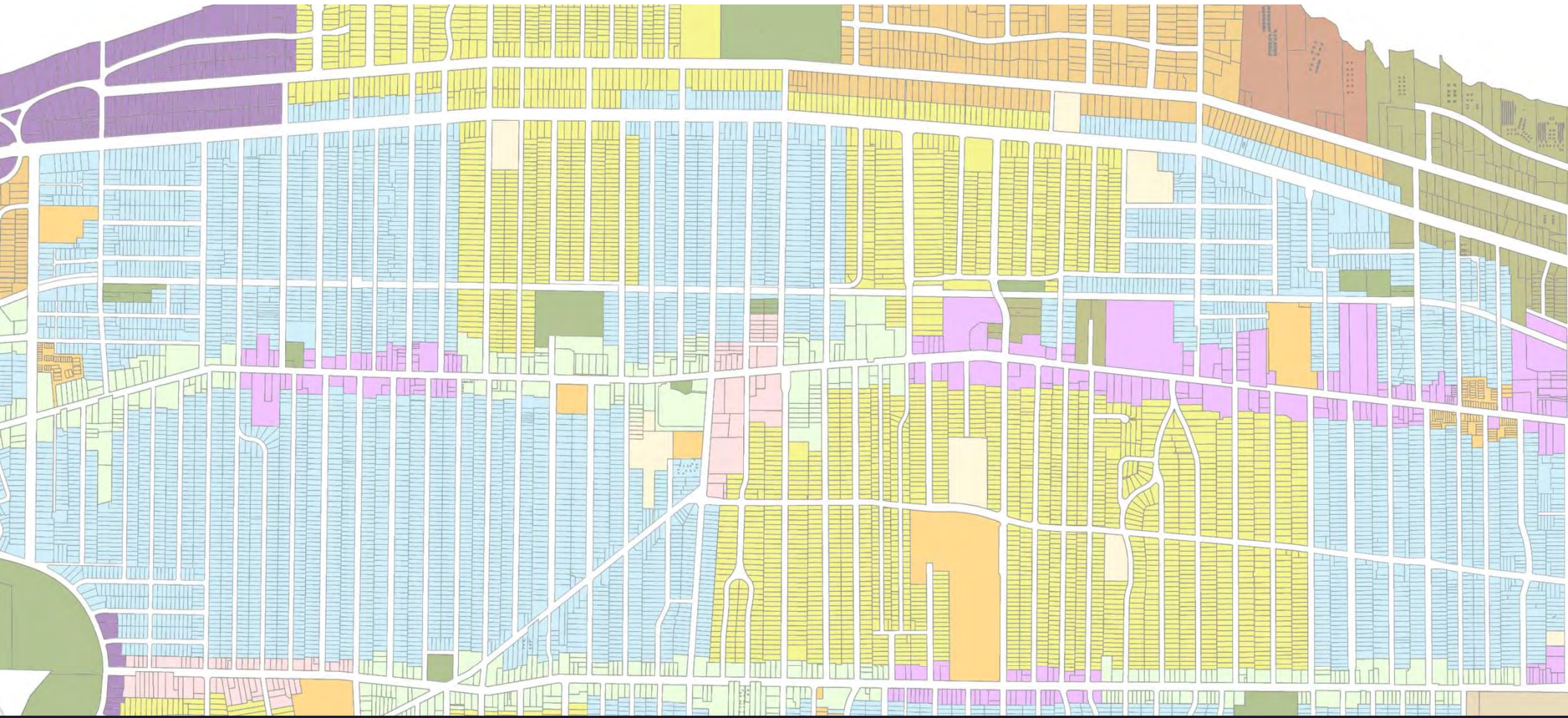


## **Request (06-28-24)**

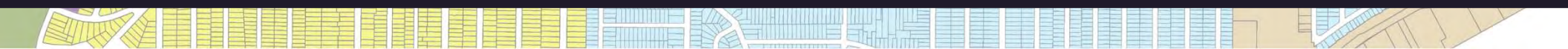
The review/amend of **Residential Architectural Design Guidelines** pursuant to:

- Chapter 1325 – Architectural Board of Review





**Docket 07-30-24 – Complete Streets Initiative: Ordinance No. 11-2024**  
Communication for Review



## **Request (07-30-24)**

The review/amend of **Ord. 11-2024 (Complete Streets Initiative)** pursuant to:

- Chapter 901 – Streets and Sewers



12650 DETROIT AVENUE 44107 216-529-6055  
[www.lakewoodoh.gov](http://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 MARK, 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

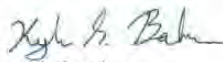
November 20, 2023), and the Climate Action Plan (adopted May 1, 2023). Achieving the goals of these rich and complex documents will require a long-term intersectional approach designed to last beyond any one Council or Administration.

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 Strebig  
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. 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 device 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.

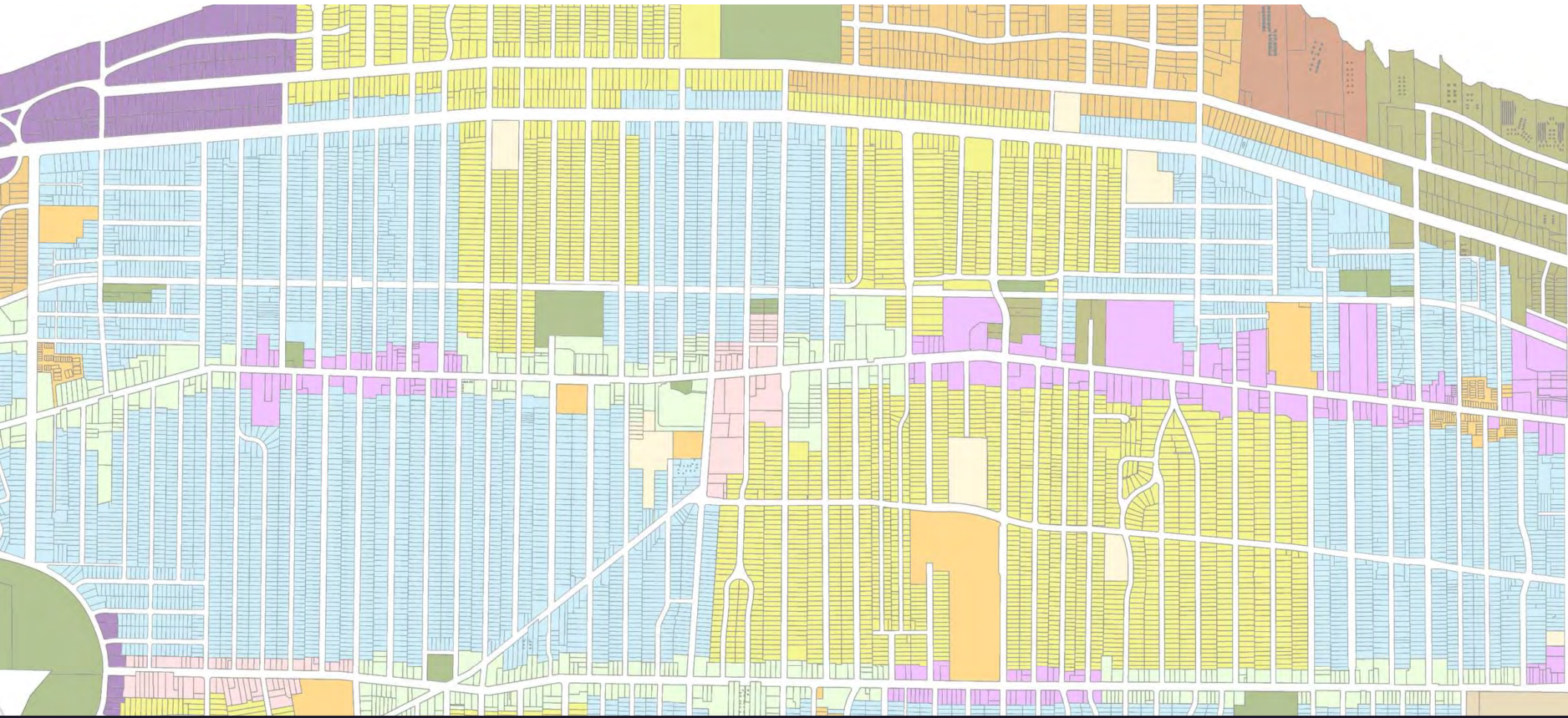
Section 8. That all Transportation Projects approved under the Complete Streets Policy include provisions for an ongoing maintenance plan of the improvements. Alternative maintenance arrangements may be utilized to reduce the costs to the City for ongoing maintenance, such as maintenance agreements with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

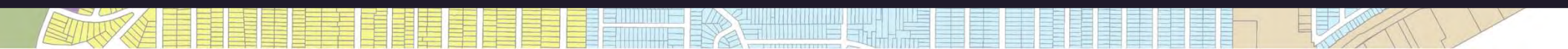
- (a) Use data by transportation mode;
- (b) Pre- and post-project speed/crash data;
- (c) Feedback from the community;
- (d) Linear feet of sidewalks built and repaired;
- (e) Number of ADA accessible curb ramps built;
- (f) Miles of bicycle facilities built;
- (g) Number of bicycle amenities built 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.



**Docket 07-31-24 – Complete Streets Initiative: Resolution No. 2024-42**  
Communication for Review



## **Request (07-31-24)**

The review/amend of **Resolution No. 2024-42 (Complete Streets Initiative)** pursuant to:

- Chapter 901 – Streets and Sewers



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 device 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.



**Docket 07-32-24 – 1384 Hird**  
**Outdoor Dining Extended Hours (Fieldhouse at Studio West 117)**



## **Request (07-32-24)**

To review and approve a **Conditional Use (Outdoor Dining)** pursuant to:

- Chapter 1161 – Conditional Uses.

Proposal is in the C3 – Commercial (General) District.



1384 Hird

Fry Ave

Fry Ave

Fry Ave

N Lane Dr

S Lane Dr

S Lane Dr

Hird Ave

Hird Ave

Hird Ave

Hird Ave

Detroit Ave

Detroit Ave

Detroit Ave

Detroit Ave

Detroit Ave

Virginia Martl  
College



**The Fieldhouse @Studio West 117**



**The Fieldhouse @ Studio West 117 - Adjacent Properties**  
 Scale: Not to scale  
 NORTH

- A Highland Manor Apartments**  
 11821 & 11825 Detroit Avenue, Lakewood, OH 44107  
 Approx. 270' from nearest point of patio.  
 These apartments exist above existing retail.  
 Site lines & sound obscured by the Phantasy Complex.
- B Steyer Building Apartments**  
 11822 Detroit Avenue, Lakewood, OH 44107  
 Approx. 198' from nearest point of roof deck.  
 These apartments exist above Ohio Inn.  
 Site lines & sound partially obscured by adjacent building.
- C Cichowicz Building Apartments**  
 11906 Detroit Avenue, Lakewood, OH 44107  
 Approx. 440' from nearest point of roof deck.  
 These apartments exist above 5 O'Clock Lounge.  
 Site lines & sound obscured by Value World.
- D Rockport Townhomes**  
 1379-1391 Fry Avenue, Lakewood, OH 44107  
 Approx. 438' from nearest point of roof deck.  
 Site lines & sound obscured by Value World & Fieldhouse Complex.
- E Lakewood Club Apartments**  
 11838- 11850 South Lane Drive, Lakewood, OH 44107  
 Approx. 269' from nearest point of roof deck.  
 Site lines & sound obscured by Fieldhouse Complex.
- F Lakewood Club Apartments**  
 1336-1342 South Lane Drive, Lakewood, OH 44107  
 Approx. 260' from nearest point of roof deck.  
 Site lines & sound obscured by Fieldhouse Complex.



**FIELDHOUSE**  
SW STUDIO WEST 117

**FIELDHOUSE**  
SW STUDIO WEST 117



**Docket No. 11-24-23**  
**Re: 1384 Hird Ave.**  
**Studio West 117**

Dear Applicant:

At the meeting on 11/2/2023, the Lakewood Planning Commission met for the review and approval of a conditional use permit for extended business hours of operation for the patio and roof top outdoor dining area: 9:00 a.m. to 2:30 a.m., Monday through Sunday, pursuant to 1161.03(w) – Supplemental Regulations for Extended Business Hours of Operation. Property is in a C3 Commercial - General district.

**The Commission decided to APPROVE the request with the following four conditions:**

- 1. The outdoor dining spaces may be occupied between the hours of 8:00 a.m. and 11:00 p.m. Sunday through Thursday, 8:00 a.m. Friday to 2:30 a.m. Saturday and 8:00 a.m. Saturday to 2:30 a.m. Sunday.**
- 2. The understanding the outdoor entertainment would continue until 11:00 p.m. Sunday through Thursday, and Saturday and Sunday until 2:30 a.m.**
- 3. Any violation of Chapter 515 Noise Control that results in a citation being issued or a criminal nuisance activity violation being issued shall cause the immediate revocation of the Conditional Use Permit for Extended Hours of Operation. After which the outdoor dining spaces may continue to operate only as expressly authorized by Section 1161.03(t).**
- 4. This Conditional Use Permit will expire one day after the July 9, 2024 Planning Commission meeting.**



### **All Police related activity at the business since 7/1/2023:**

- Officers responded to the business for noise complaints on 8/19/23, 8/27/23, 9/15/23, 9/23/23 (twice), 10/1/23, 6/2/24, and 6/15/24 (three times). On each occasion staff was advised to turn the music down. No citations were issued.
- On 7/15/23, a complaint was received of a highly intoxicated party who would not or could not leave. He was arrested for Disorderly Conduct.
- On 8/6/23, officers responded to a complaint of a party refusing to leave, who was gone on officers' arrival. A similar complaint was received on the same date regarding some other parties, who had also left prior to officers' arrival.
- On 9/10/23, a complaint was received of illegally parked vehicles and parties walking around with open containers. All parties were gone upon officers' arrival.
- On 3/16/24, officers responded to the business regarding two intoxicated males fighting. Both were arrested for Disorderly Conduct and Domestic Violence.



### 1161.03(t) SUPPLEMENTAL REGULATIONS FOR SPECIFIC USES.

In addition to the general standards established in Section 1161.02, the following specific conditions shall apply to each use or class of uses listed in this Section 1161.03. Nothing in this Section shall prohibit the Commission from prescribing supplementary conditions and safeguards in addition to these requirements, or where no specific conditions are stated:

- (14) An outdoor dining facility shall operate only between the hours of 8:00 a.m. and 10:00 p.m. Sunday through Thursday, 8:00 a.m. Friday to 1:00 a.m. Saturday and 8:00 a.m. Saturday to 1:00 a.m. Sunday. The limitations set forth herein, and any additional limitations placed on hours of operation as may be determined by the Planning Commission, are designed to assure adequate peace, quiet and serenity in the evening and morning hours during which residents of the City are entitled to enjoy a period of rest and relaxation without intrusion from the possibilities of excessive noise and activity in adjacent areas. The Planning Commission may temporarily extend the hours and dates of operation of any outdoor dining facility where the outdoor dining facility is located within the footprint of a special event that is either sponsored by the City or permitted under the Codified Ordinances.
- (15) Outside entertainment, whether by band, orchestra, instrument, musician, singer, radio, television, loudspeaker, microphone, recital or any other individual, group or mechanical device, shall only be permitted in an outdoor dining facility pursuant to Chapter 515 of the Ordinances of the City. The Planning Commission may prohibit or provide for other restrictions and conditions related to such entertainment as it deems necessary to protect the surrounding neighborhood. All speakers must be facing inward toward the outdoor dining facility. All outdoor entertainment must cease at 10:00 p.m.



## **1161.02 GENERAL STANDARDS FOR ALL CONDITIONAL USES.**

In addition to any specific regulations required by this Code or the Ordinances, the Commission shall find:

- (a) That the conditional use will be consistent with the general objectives, or any specific objectives, for the zoning district in which it is located, as set forth in this Code and the Vision.
- (b) That the conditional use will be designed, constructed, operated and maintained so as not to be detrimental to or endanger the public health, safety, or general welfare.
- (c) That the conditional use will not change the essential character of the general vicinity in which it is located.
- (d) That the conditional use will not be injurious to the uses permitted by right in the immediate vicinity, nor substantially diminish or impair property values within said vicinity.
- (e) That establishment of the conditional use will not impede the normal and orderly development of uses permitted by right in the immediate vicinity.
- (f) That adequate utilities and public facilities and services, such as streets and sewer and water services, are or will be provided; and that establishment of the conditional use will not require expenditures of public funds for such public facilities or services.
- (g) That adequate measures have been taken to minimize traffic congestion on public streets.
- (h) That the conditional use will not suffer substantial hardship in the future due to the conditional use being surrounded by uses permitted by right, which are incompatible with the conditional use.



### **1161.03(w) SUPPLEMENTAL REGULATIONS FOR SPECIFIC USES.**

In addition to the general standards established in Section 1161.02, the following specific conditions shall apply to each use or class of uses listed in this Section 1161.03. Nothing in this Section shall prohibit the Commission from prescribing supplementary conditions and safeguards in addition to these requirements, or where no specific conditions are stated:

[https://codelibrary.amlegal.com/codes/lakewood/latest/lakewood\\_oh/0-0-0-74832](https://codelibrary.amlegal.com/codes/lakewood/latest/lakewood_oh/0-0-0-74832)



## **Recommendation (07-32-24) – Outdoor Dining**

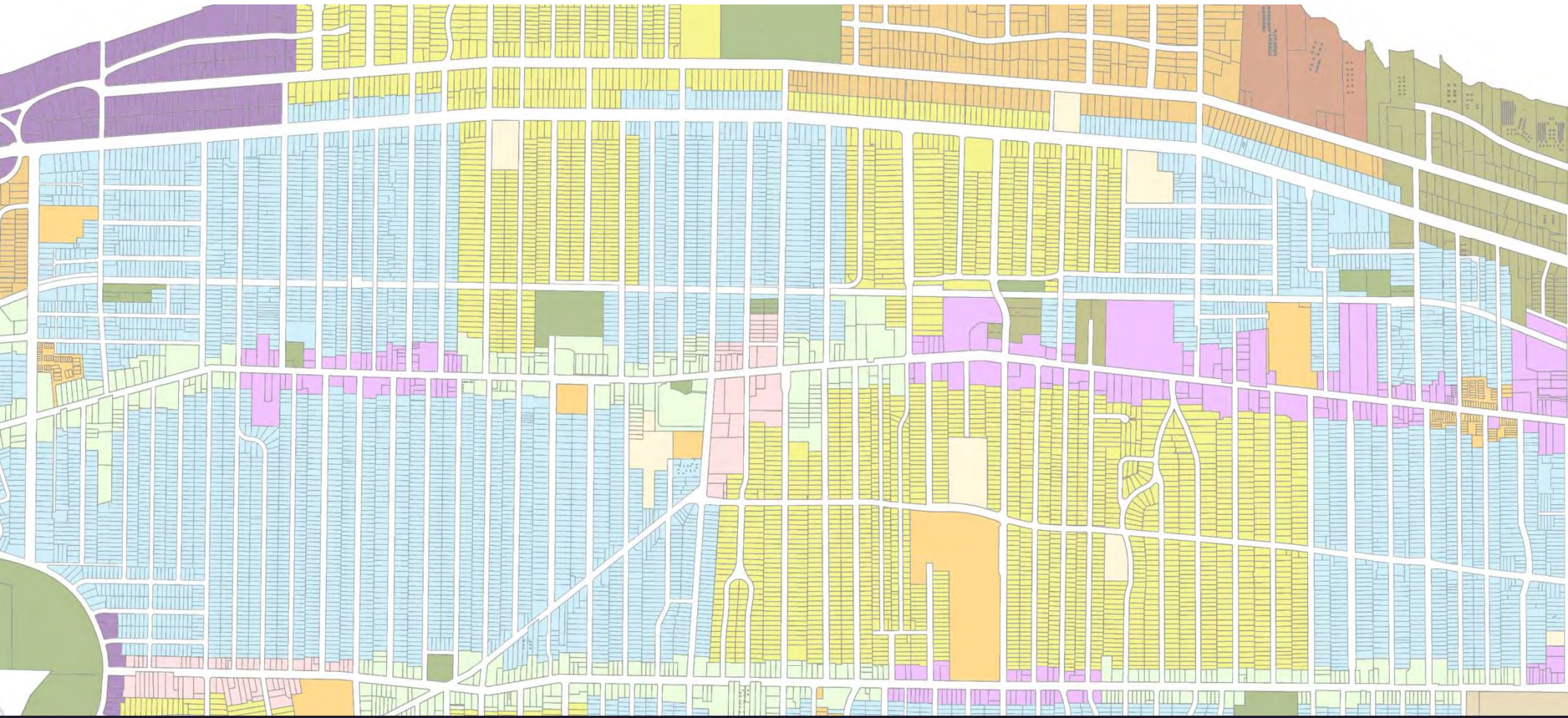
City Staff have determined the requirements for approval of an extended hours of operation pursuant to Section 1161.03(w) – Supplemental Regulations for Extended Hours of Operation, can be met and recommend temporary approval with the following conditions:

1. The outdoor dining spaces may be occupied between the hours of
  - 8:00 a.m. and 11:00 p.m. Sunday through Thursday
  - 8:00 a.m. Friday to 2:30 a.m. Saturday; and
  - 8:00 a.m. Saturday to 2:30 a.m. Sunday.
2. Outdoor entertainment as defined by Section 1161.03(t)(15) is permitted during these hours.
3. Any violation of Chapter 515 Noise Control that results in a citation being issued shall cause the immediate revocation of the Conditional Use Permit for Extended Hours of Operation. After which the outdoor dining spaces may continue to operate only as expressly authorized by Section 1161.03(t).
4. This Conditional Use Permit will expire on June 30, 2025, and may only be renewed by review and approval of the Planning Commission.

## Slide 52

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**ALCO** Same as last year, just updated the date.  
Amanda L. Cramer, 2024-06-26T19:22:44.657



# Planning Commission

July 2024