

**MINUTES  
PLANNING COMMISSION  
CITY OF LAKEWOOD  
12650 DETROIT AVENUE  
AUDITORIUM  
SEPTEMBER 5, 2024  
6:00 P.M.  
RECORDED  
<https://www.lakewoodoh.gov/videos-2/>**

**Join Zoom Meeting  
<https://us06web.zoom.us/j/85174825538?pwd=79oNloLqncqKYBy72uwDbe1WxTOma7.1>**

**Meeting ID: 851 7482 5538  
Passcode: 294782**

**1. ROLL CALL**

Members Present

Hannah Gall  
Nicholas LaPointe, Vice Chair  
Sean McDermott, Chair  
Kyle Reisz  
William Sanderson

Staff Present

David Baas, Assistant Director, Planning and Development  
Angela Byington, Director, Planning and Development  
Jen Swallow, Chief Assistant Law Director  
Mark Papke, Engineer  
Christopher Parmelee, Building Commissioner

**2. APPROVE THE MINUTES OF THE AUGUST 1, 2024 MEETING**

A motion was made by Mr. LaPointe, seconded by Mr. Reisz to **APPROVE** the August 1, 2024 meeting minutes. All of the members voted yea; the motion passed.

**3. APPROVE THE MINUTES OF THE TUESDAY, AUGUST 6, 2024 SPECIAL JOINT PC & ABR MEETING**

A motion was made by Mr. Sanderson, seconded by Mr. LaPointe to **APPROVE** the August 6, 2024 Special Joint PC & ABR meeting minutes. Mr. LaPointe, Mr. McDermott, , Mr. Reisz, Mr. Sanderson voted yea, and Ms. Gall abstained; the motion passed.

**4. OPENING REMARKS**

Staff read the Opening Remarks into record.

**OLD BUSINESS**

**PLANNED DEVELOPMENT**

- 5. Docket No. 07-33-24  
14501-14519 Detroit Ave.  
Downtown Development**

Kolby Turnock, VP, CASTO, applicant requests approval of a Planned Development for a mixed-use development consisting of office, retail, commercial, and residential uses pursuant to Chapter 1156 – Planned Developments. The Property is in a C2, Commercial, Retail district. (Page 3)

Mr. Baas provided a brief summary of the past meetings and forthcoming meeting dates. Kolby Turnock, VP, CASTO; Paul Glowacki, Dimit Architects; and Tedd Hardesty, The EDGE Group, Inc. were present to explain the proposal. Mr. Baas outlined the requirements for granting approval, parking, setbacks, final plat, traffic impact study, proposed use table/map. Public comment was taken.

#### Public Comments/Questions

- Wanted no truck traffic on Marlowe Avenue, wanted it on Belle Avenue.
  - Truck traffic was unavoidable, would do their best to minimize the impact.
- Would the window on the east facing wall of Building 4 overlook the existing Marlowe Avenue home?
  - They would work to avoid a direct line of sight from any windows to the neighboring property.
- Suggested to provide the ability for projection of image(s) onto a wall of the plaza.
- Wanted details about the buffering wall between Building 4 and the abutting Marlowe Avenue resident?
  - The existing brick wall and white fence atop it will remain.

#### Commissioners' Comments/Questions

- Thanked the applicants for their work in addressing the issues.
- Stressed the importance of the pocket park/green space, understand the desire to keep the space open (not divided by a central walkway), reinforced consideration of pedestrian flow from the parking garage as well as from both Belle and Marlowe. Landscaping could be used to help guide people toward the appropriate walkways.
- Landscaping helped with visualizing the complete picture.
- Appreciated the pedestrian pathway from the garage to the sidewalk.
- Liked the truck access from Marlowe Avenue as it alleviates the congestion on Belle Avenue.
- Asked for details about the traffic impact study.
  - Insight and procedures were provided by staff.
- Plaza has come a long way, seems a bit busy.
  - Understood. ABR would analyze and fine tune the plaza.
- Liked the accessways, foot traffic flow.
- Curb cut might be a bit wide.
- Would like a crosswalk from Belle Avenue to the hospital.
  - Will add one, might be under the purview of the City.
- Wanted clarification about on street parking on Belle Avenue and Marlowe Avenue.
  - There would be a few spots on Marlowe Avenue next to the Curtis Block Building.
  - Street parking on Belle Avenue would be next to Building 1 only.
- Investigate a rideshare pickup.
  - It is a valid comment, will contact RTA.
- Would like dedicated bike parking in the plaza.
  - Three locations within the development were disclosed. There was room to add more.
  - There will be dedicated bike storage areas within the multi-family buildings.
- Successful planting of trees and their maintenance were imperative.
  - The science has advanced enough to provide for healthy plantings (use of good soil and providing enough space for the roots zones).
- Public walkways on private properties required easements.

- Should be displayed on the plat; if all are not there, they will be added.
- Thanked the applicant for the directional traffic flow within the garage.

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

- **The vehicular and pedestrian access easements be added to the plat and confirmed as appropriate by the City Engineer.**
- **The connecting crosswalk between site and health clinic be made part of the plan.**
- **Rideshare parking/rideshare drop-off zones along Detroit be analyzed by City/City Engineer.**
- **The City Engineer confirms that the traffic study is in line with the initial traffic study, and that there are not any issues that are significantly different.**
- **That planting and maintenance specifications be created for trees and other landscaping to be enforced during construction and subsequent property management.**

All of the members voted yea; the motion passed.

### **COMMUNICATION**

**6. 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)

**7. 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)

Ms. Swallow advised the Commissioners that Docket 07-30-24 and Docket No. 07-31-24 were on hold to allow the melding of them into one hybrid working document. Public comment was closed as no one addressed the items.

A motion was made by Mr. Sanderson, seconded by Ms. Gall to **DEFER** Docket No. 07-30-24 and Docket No. 07-31-24. All of the members voted yea; the motion passed.

### **CONDITIONAL USE**

**8. Docket 08-34-24**  
**13000 Athens Ave.**  
**Screw Factory**

David Ligas, Omni Lakewood Holdings LLC, applicant requests the review and approval of a conditional use permit for a mixed-use overlay district, pursuant to chapter 1135 – mixed-use overlay. The property is in an I, Industrial district. (Page 63)

Mr. Baas provided an opening statement focusing on business use categories, requirements for parking, and number of employees. David Ligas, Omni Lakewood Holdings LLC, applicant was present to explain the request. Public comment was closed as no one addressed the item.

#### Commissioners' Comments/Questions

- So that the applicant did not have to return for each change of tenancy, consideration given to the possibility of an annual report be submitted to administrative staff for review.
- Sought confirmation that the parking lot is/will be modified to the increased amount of parking.
- Confirmed that Division Housing and Building communicates with Planning & Development on any proposed change to building space occupancy/use and/or infractions for conformity with overlay.
- Madison Park is available (and allowable by code) if remaining on-site parking is exceeded.

A motion was made by Mr. McDermott, seconded by Mr. Sanderson to **APPROVE the request for a Conditional Use permit with the following condition:**

- **Specified Entertainment and Retail uses (per Ordinance 09-204) permitted at levels not to exceed available off-street parking requirements.**

All of the members voted yea; the motion passed.

#### **PARKING PLAN**

##### **9. Docket 08-35-24 16003 Detroit Ave. Huntington Bank**

Joshua Gonsalves, Vocon, applicant requests the review and approval for a parking plan, pursuant to section 1143.09 – parking plan review. The property is in the C3, Commercial General Business district. (Page 68)

Joshua Gonsalves, Vocon, applicant, and Fred Hawk, Huntington Bank were present to explain the request. Mr. Baas outlined the parking space requirements. Public comment was closed as no one addressed the item.

#### Commissioners' Comments/Questions

- Showing 20 feet lane width, based on code.
- Liked the one-way and left turn only.
- Interested in the final easement agreement.
- Pedestrian access is good.
- For safety reasons, landscaping is low.
- Bench: face toward the bio-retention, leave access for wheelchair.
- Will there be shared parking?
  - Parking lots are monitored, will not sign an agreement for shared parking for unknown tenants.
- Leave three spots unsigned.
  - Will consider it.
- A shared agreement is not Huntington Bank's problem; applicant is acting in good faith.

A motion was made by Mr. LaPointe, seconded by Mr. Sanderson to **APPROVE the request for a Parking Plan with the following condition:**

- **Continues to investigate shared parking and maintenance agreement with the adjacent development.**

All of the members voted yea; the motion passed.

## **NEW BUSINESS**

### **CONDITIONAL USE**

#### **10. 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 82)

Joseph Andulics, Standard Wellness Co., applicant was present to explain the request. RISE Dispensary would be vacating the building at 18607 Detroit Ave. Mr. Baas provided the guidelines for Marijuana Dispensaries, parking requirements, and recommended conditions for approval. Discussion ensued about the property line and multiple property owners; applicant needed permission from the owners and evidence of a shared parking agreement.

Public comment was taken. Robert Zimmerman, Benesch Law Firm, an attorney for GTI Ohio (RISE Dispensaries) stated that RISE Dispensaries planned to vacate 18607 Detroit Avenue at the end of 2024/beginning of 2025, until then they would remain in operation. Additionally, both properties were within 500 feet of a park. Mr. Zimmerman said he would check the parking status at the Madison Avenue RISE store and confirm if it was being utilized. Public comment received prior to the meeting was read into record.

#### **Commissioners' and Law's Comments/Questions**

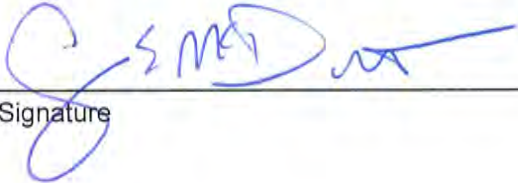
- Concerned about providing approval while an adjacent dispensary was active.
  - Needed time to build the interior of the facility (Harry Buffalo, 18605 Detroit Avenue) prior to RISE vacating 18607 Detroit Avenue.
- Where in the process was the Provisional License from the State?
  - It was expected in the next two weeks.
- Will you own the building or be a tenant?
  - Tenant.
- Need to have a clear understanding of the parking: who owns it, and now would be the chance to fix it (curb cuts, traffic).
- It was in a prominent location.
  - Planned to be a flagship business.
- Did not like the fact that the State did not allow transparent windows.
- Would the patio be used?
  - No.
- Desire to keep the corner as a destination; as proposed/modified, felt the 18607 Detroit Avenue building was not prominent enough (or a step back from the existing restaurant use).

- Rise Dispensaries said there was not enough parking to accommodate them at that location. Why is there now enough parking?
  - Spots were available in lots to the north and along Detroit Avenue.
- Was Harry Buffalo vacating?
  - Yes.
- Has the City evaluated the distance to the Metro Park?
  - No. Will have to confirm that one and other parks.
- Provide data to the City of the number of trips at peak hours from the other The Forest Lakewood facilities
- Provide data of traffic.
- Will want data for pedestrian traffic, buffering the parking lot from Graber, curb cut closest to Detroit Avenue is not acceptable, formalize the parking lot, etc.

A motion was made by Mr. LaPointe, seconded by Mr. Reisz to **DEFER** the request for a Conditional Use permit. All of the members voted yea; the motion passed.

**ADJOURN**

Mr. McDermott ADJOURNED the meeting at 8:54p.m.

  
\_\_\_\_\_  
Signature

10/3/24  
\_\_\_\_\_  
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. Kelly Turner
- 2. Paul Glowacki
- 3. CINDY STREBIC
- 4. Mike Skeats
- 5. David Ligas
- 6. JOSH GONSALVES
- 7. Fred Hawk
- 8. Rob Zimmerman
- 9.
- 10.
- 11.

- [Signature]
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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: Thursday, September 5, 2024

page 1 of 1

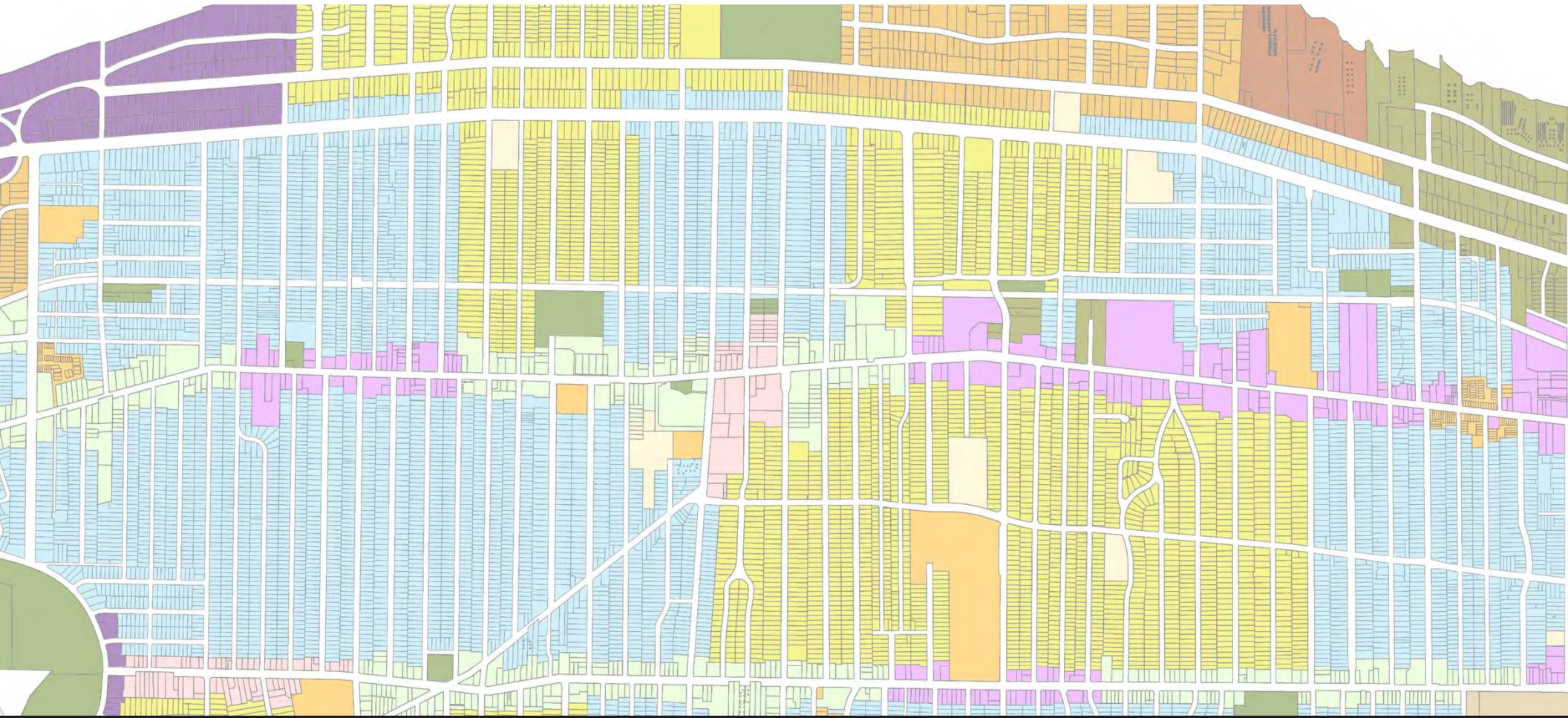
## Johanna Schwarz

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**From:** Diane Mester <diane.mester1@gmail.com>  
**Sent:** Tuesday, September 3, 2024 11:55 AM  
**To:** Planning Dept  
**Subject:** Response to proposed medical marijuana business at 18605 Detroit ave.

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

I would like to know if the proposed new business has enough on-site parking spaces as allowed by license? Has a traffic study been done to determine the feasibility of adding more cars in an already congested area? The traffic light timing is extremely slow for people on the Detroit extension, causing cars to bank-up on adjoining streets. Busses block the entire intersection as they exit the RTA stop. This would greatly hinder any emergency vehicles from responding to the area. My final question is what kind of security will be required outside of these businesses? I would like to propose resident only, onstreet parking for Graber, Gridley, Rio and Scenic. Three of these are cul de sacs that can't accommodate more traffic. Thank you! Diane Mester, resident



# Planning Commission

September 2024



**Planning Commission**  
**September 2024 Agenda**

1. Roll call
2. Adoption of minutes – August 2024 meeting
3. Adoption of minutes – Joint ABR/PC meeting (6 Aug 2024)
4. Opening Remarks
5. 07-33-24: 14501-14519 Detroit Ave (Downtown Development).
6. 07-30-24: Complete Streets Initiative: Ordinance No. 11-2024
7. 07-31-24: Complete Streets Initiative: Resolution 2024-42
8. 08-34-24: 13000 Athens (Screw Factory; Mixed-Use Overlay)
9. 08-35-24: 16003 Detroit (Huntington Bank; Parking Plan Review)
10. 09-36-24: 18605 Detroit (Standard Wellness; Marijuana Dispensary)
11. Adjourn



14519 Detroit Ave



**Docket 07-33-24 – 14501-14519 Detroit**  
Downtown Development

## 1156.01 – Purpose (Planned Development)

- ❑ Promote development that is:
  - **Innovative;**
  - **Integrated with surrounding uses; and**
  - **Shows sensitivity to cultural, environmental, and economic considerations**
- ❑ Development which is consistent with the **Community Vision** including:
  - **More compact development**
  - **Pedestrian-friendly site design**
  - **Urban street character**
  - **Energy-efficient design**
  - **Industry best practices**

**14519 Detroit**  
**Downtown Development**

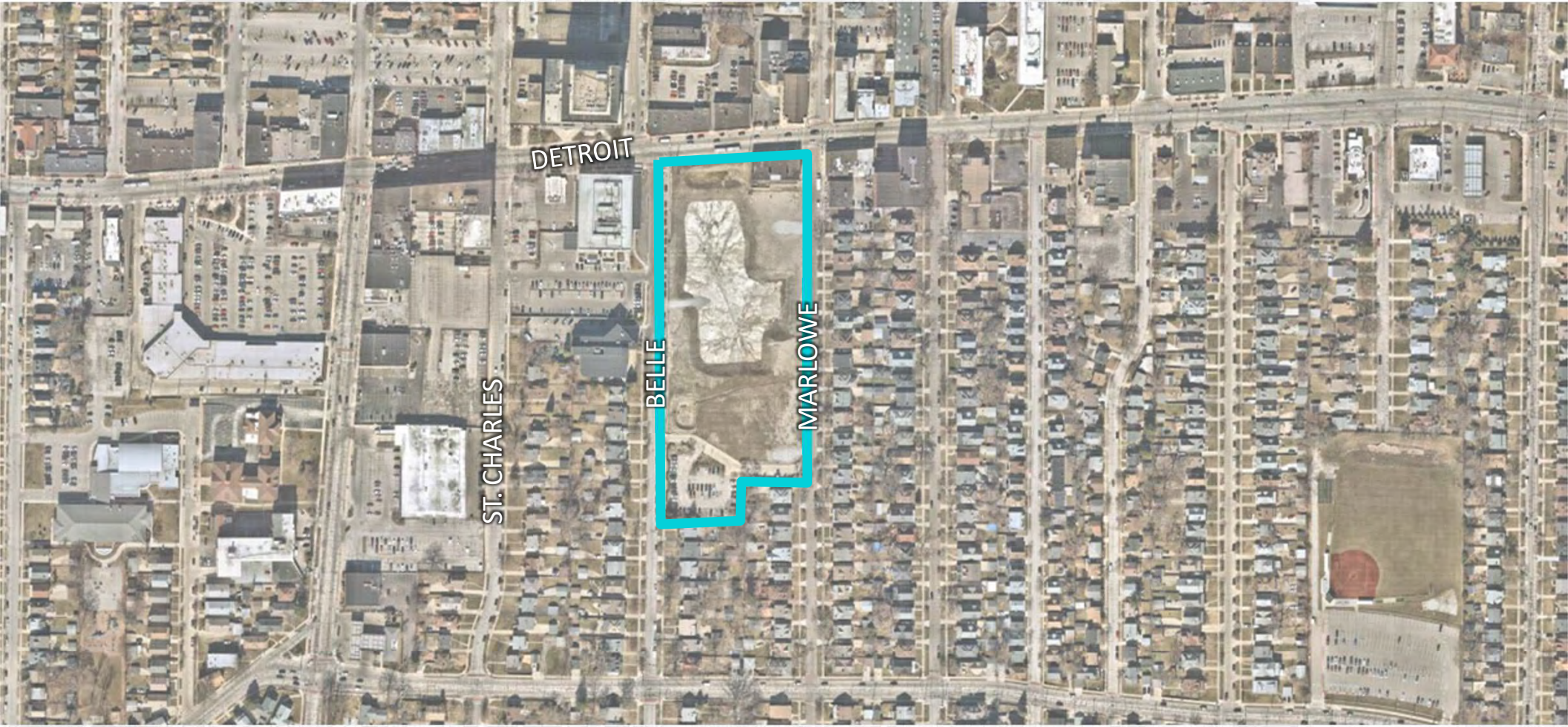


# Planned Development Approval Process

1. Planning Commission reviews and approves plan for preliminary approval
2. Architectural Board of Review begins review of site plan and elevations
3. Planning Commission approves final development
4. Architectural Board of Review approves site plan, elevations and materials
5. City Council approves Final Planned Development

**14519 Detroit**  
**Downtown Development**





**14519 Detroit**  
**Downtown Development**





# 14519 Detroit Downtown Development



## Development Objectives (No Change)

- ❑ A mixed-use development that meets community employment, shopping, and service needs, including opportunities for existing Lakewood businesses to grow.
- ❑ **Creatively integrate visionary architecture sympathetic to surrounding character and quality of Lakewood's building stock**, including design elements of the original Hospital building.
- ❑ Relate to and **activate the streetscape** to generate street level activity and provide for a safe and inviting pedestrian experience.
- ❑ Be a catalytic economic development project for Lakewood.
- ❑ Incorporate a **multi-functional outdoor community gathering space**.
- ❑ Position the development to respond to shifting market conditions.
- ❑ **Sensitivity to the directly adjacent single-family neighborhood.**
- ❑ Support **environmentally sustainable development practices**, including innovative storm water management techniques and energy efficient building practices that go beyond code requirements.
- ❑ Promote creative partnership structures to achieve a catalyst development project that builds upon the real estate development momentum in Downtown Lakewood.
- ❑ Attract diverse businesses that provide residents with a wide range of options and services.
- ❑ Provide a **variety of housing types** that compliment available community housing options.
- ❑ Business terms that deliver tangible returns on public investments, including job creation, tax revenue, and property values.
- ❑ Recognize and restate the historical significance of the site for our community in built form.

**14519 Detroit  
Downtown Development**



# Council (Development Priorities – Resolution 2022-14)

Council Downtown Development Priorities



**14519 Detroit  
Downtown Development**



# Background/Timeline (2020 – Present)

Preliminary

- ✓ **December 2020**  
City Admin. & Council Agree to Negotiate Term Sheet with CASTO & North Pointe Realty
- ✓ **March 2021 – December 2021**  
Reviewed Updated Development Programs with Downtown Advisory Panel
- ✓ **April 2022 – May 2022**  
City Council Authorizes Negotiation of Development Agreement
- ✓ **June – December 2022**  
Preliminary Review by Planning Commission (6/29) & Architectural Board of Review (12/13)

Final

- ✓ **June 2023 – March 2024**  
Update to Council, Project Restructuring (Market factors - Change/Building A)
- ✓ **April – June 2024**  
Update to Council/Boards (4/22, 5/23), Revision (Market factors - Change/Building 1)
- ✓ **July 2024**  
Ready to proceed with final review

**14519 Detroit**  
**Downtown Development**



# Key Elements of the Development Program

- Provides for/introduces new retail space.*
- Provides needed affordable housing units*
- Creates opportunity for a unique, urban community space in the heart of downtown*
- Preserves the designated historic exterior of the Curtis Block at the intersection of Marlowe and Detroit*
- Positions the site to serve as a catalyst for additional opportunities in downtown*
- Adds public parking in a parking structure to support the development's uses and Lakewood's Downtown*

**14519 Detroit**  
**Downtown Development**



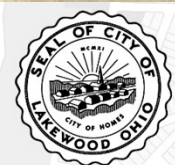
# Process Schedule (Final Development Plan)

Action/Timeframe	Month					
	1 (Jul)	2 (Aug)	3 (Sept)	4 (Oct)	5 (Nov)	6 (Dec)
<b>Final Development Plan</b>						
Submittal	◆ (23 <sup>rd</sup> )	◆ (6 <sup>th</sup> )	◆ (22 <sup>nd</sup> If Needed)	◆ (5 <sup>th</sup> )	◆ (25 <sup>th</sup> If Needed)	
Joint PC/ABR Meeting	◆	◆	★ (5 <sup>th</sup> )	◆ (25 <sup>th</sup> If Needed)		
PC Meeting			◆ (12 <sup>th</sup> )	◆ (10 <sup>th</sup> )	◆ (24 <sup>th</sup> )	
ABR Meeting (incl. COA)			◆ (21 <sup>st</sup> )	◆ (12 <sup>th</sup> )	★ (24 <sup>th</sup> )	
Public Meeting(s) (Topical)		◆ (21 <sup>st</sup> )				
Neighborhood Meeting					◆ (4 <sup>th</sup> )	◆ (18 <sup>th</sup> )
City Council Meeting					◆ (4 <sup>th</sup> )	◆ (18 <sup>th</sup> )
						◆ (2 <sup>nd</sup> )
						★ (16 <sup>th</sup> )
<b>Development Agreement</b>						
Submittal			◆	◆	◆	★
City Council Meeting				◆ (7 <sup>th</sup> )	◆ (21 <sup>st</sup> )	



## 14519 Detroit Downtown Development

Path	(PC/Joint)	(ABR)	PC/ABR	(Council)	Total
"A"	3	3-4	6-7	6	12
"B"	4	3-4	7-8	6	13
"C"	5	2	7	6	13



**14519 Detroit**  
**Downtown Development**

**Open House (21 Aug 2024)**

# Roles & Responsibilities

## Planning Commission

### Land Use/Zoning:

- ❑ Standards for Preliminary Review set forth in 1156.03
  - ...sensitive to the abutting land uses...mixed use is encouraged (use table and area map).
  - ...comply with the subdivision requirements as set forth in Chapter 1155 (final plat).
  - Adverse impacts on adjacent properties, including but not limited to increased traffic or noise...(traffic impact)

### ❑ (1156.05) PD Design Principles:

- Building (Structure Height, FAR) and Site (Lot Size, Setbacks)
- Pedestrian Access and Circulation
- Vehicular Circulation and Access (Traffic Impact Study)
- Parking (quantity)
- [Plaza Design] + Streetscape improvements + Landscaping.

Joint Meetings

## Architectural Board of Review

### Building Orientation/Design/Materials:

- ❑ Standards for review set forth in 1156.05 and Chapter 1325 of the building code.
  - (1325)...by regulating, according to accepted and recognized architectural principles, the design, use of materials, finished grade lines, dimensions, orientation and location of all...buildings to be erected...(including Commercial District and other guidelines)
  - (1156.05) PD Design Principles
    - Building and Site (Massing/Design)
    - Pedestrian Access and Circulation
    - Vehicular Circulation and Access
    - Parking (Visual impact, 1325.08/Design)
    - [Plaza Design] + Streetscape improvements + Landscaping.
    - Building Materials
    - (Finalize) Landscaping
    - (Finalize) Streetscape improvements
    - Service Area and Mechanical Screening
    - Signage (Master sign plan required)
    - Lighting (...including photometric illustration)

**14519 Detroit**  
**Downtown Development**



## **1156.05 DESIGN PRINCIPLES. (2 OF 6)**

### **(c) Vehicular Circulation and Access.**

- (1) Circulation systems shall be designed to efficiently facilitate traffic flow, yet designed to discourage speeds and volumes that impede pedestrian activity and safety.
- (2) Street designs are encouraged to incorporate traffic calming devices and techniques.
- (3) Common or shared access points are encouraged.
- (4) To the maximum extent feasible, common or shared service and delivery access shall be provided between adjacent parcels or buildings, and provided to the rear of buildings.
- (5) Safe and adequate site distances shall be provided at all intersections.
- (6) Transit stops should be incorporated into site plans, where feasible.
- (7) The developer as part of the site plan review process shall provide traffic impact studies.

### **(d) Pedestrian Access and Circulation.**

- (1) A coordinated pedestrian system shall be provided throughout the PD, including connections between uses on the site, and between the site and adjacent properties and rights-of-way. Pedestrian connections shall be provided to properties across streets wherever feasible.
- (2) The site shall be connected to adjacent properties and pedestrian facilities to the maximum extent feasible.
- (3) Continuous sidewalks or other pedestrian facilities shall be provided between the primary entrances to buildings, all parking areas that serve the buildings, pedestrian facilities on adjacent properties that extend to the boundaries shared with the PD, any public sidewalk along perimeter streets, or other community amenities or gathering spaces.
- (4) Decorative sidewalks, such as brick pavers, are encouraged at key intersections or streets.
- (5) Street furniture or other amenities are encouraged, such as plazas, benches, and decorative pedestrian light fixtures.
- (6) Open and public areas should be provided as a mixture of green space landscaping and hardscape pedestrian areas with a goal of twenty (20) percent of the site area.



## 1156.05 DESIGN PRINCIPLES. (3 OF 6)

### (e) Parking.

- (1) Adequate parking shall be provided, but excessive parking is discouraged. The standards contained in Chapter [1143](#) shall be used as a guide, but those standards may be modified without the need for a variance based upon other considerations as determined by the Commission, and a finding by the Commission that the modified parking standards would comply with the provisions of the Code and the intent of the PD.
- (2) The visual impact of parking shall be minimized through the use of interior landscaped islands and through dividing parking spaces into groupings.
- (3) The edges of parking lots shall be screened through landscaping or other methods such as decorative fences.
- (4) A minimum of one (1) off-street parking space shall be required behind each residential unit or garage. No garage openings shall be permitted onto public streets.

### (f) Landscaping and Screening.

- (1) It shall be the duty of the Commission to determine whether a reasonable percentage of the area within a PD shall be maintained in a combination of landscaped and urban open space. The project must adhere to the spirit of the City's landscape values. The standards contained in Chapter [1141](#) shall be used as a guide, but those standards may be modified without the need for a variance based upon other considerations determined by the Commission that such considerations would comply with the provisions of the Code and the intent of the PD.
- (2) Pedestrian access from adjacent residential streets is encouraged. The owners of residential property directly abutting rear yards, parking and loading areas of a PD shall be contacted and offered masonry screening and/or appropriately designed alternatives. PD applicants shall document meetings with abutting residential owners and the results of such meetings. The intent of this provision is for the applicant to involve nearby residents in the PD project. City staff shall assist in this process.
- (3) Where required, screening fences and walls shall be erected. The standards of Chapter [1141](#) shall be used as a guide, but those standards may be modified without the need for a variance based upon other considerations determined by the Commission that such considerations would comply with the provisions of the Code and the intent of the PD.
- (4) If used, the owner of the property on which the fence is required to be erected shall permanently and adequately maintain screening fences or walls. The following types of walls or fences shall qualify, Chapter [1141](#) notwithstanding.



## 1156.05 DESIGN PRINCIPLES. (6 OF 6)

### (l) Urban Open Space.

- (1) Common open space (whether dedicated to public use or owned and maintained in common by the owner or owners) shall be reserved for the leisure and recreational use of all the project's occupants and readily accessible thereto.
- (2) The guideline for PD open space is twenty percent (20%) of the project area.
- (3) Landscaping requirements can be incorporated into the open space requirement pursuant to subsection (f).
- (4) The Commission in making this determination may consider the availability and nature of adjacent or nearby public open space and parkland.
- (5) Common open space is land area of which at least fifty percent (50%) is not covered by buildings, structures or the building's parking spaces.
- (6) Common open space shall be guaranteed by a restrictive covenant in the deed describing the open space and its uses, and requirements regarding maintenance, and improvement that run with the land for the benefit of occupants or the public.

(m) Amenities. All PD's with residential uses should provide on-site amenities within the site which contribute to the open space. These amenities may include but are not limited to: courtyards, a swimming pool, spa, clubhouse, tot lot with play equipment, picnic shelter/barbecue area, court game facilities such as tennis, basketball, or racquetball, or child day care facilities.



# PC & ABR (Preliminary Review - Conditions/Recommendations)

A motion was made by Mr. Maniet, seconded by Mr. Grambort to REFER Docket No. 07-41-22 to the PLANNING COMMISSION with the following recommendations:

1. The conditions of the Planning Commission approval of the Preliminary Planned Development Plan are restated and incorporated.
  - a. Setbacks, heights, and uses are approved as depicted, subject to modification based on final development plan.
  - b. The number of parking spaces shall be between the minimum and maximum set by code.
  - c. Plat must include the private road as an easement or separate lot.
  - d. Alterations to the Curtis Block building will be determined in accordance with Chapter 1134.
  - e. The front porches facing any street must be a minimum of six (6) feet of clear space from the building.
  - f. Buildings A, 1, 2, and the garage, shall be at least the minimum height as presented.
  - g. There must be a dedicated pedestrian access along the southern product edge.
2. The western façade of the Curtis Block needs to relate/ integrate with the main (street-facing) façade more closely as currently there are differing lines, parapet levels, material uses, etc.
3. The integration/ connection between Building 1 and Curtis Block on eastern and southern façade needs more consideration and refinement to eliminate incomplete parapet return, etc.
4. Reconcile service/trash access and pedestrian connectivity with particular attention to the area between Buildings 1 & 2.
5. Provide more detail on pedestrian circulation and connectivity between Garage and the Garden Apartments and among the garden apartments/townhomes/amenity center area.
6. Increase the depth and undulation of the Building 2 façade (facing Marlowe) to better reflect area residential context. Provide more detail on the elevation of each porch element in relation to changing grade as the building progresses from north to south.
7. The liner units and porches are layered onto the garage and are unrelated; they need further study and better coordination. Show how the spaces between the parking garage liner units are to be treated and designed.
8. The garden apartments need to carry the residential components throughout the entirety of each street-facing (Marlowe & Belle) façade.
9. Use the alley as a transition point for the architecture between Building 2 and the garden apartments on the Marlowe side and between the liner units and garden apartments on the Belle side. Consider the use of landscaping and other elements to support this delineation/transition.

All the members voting yea, the motion passed.

**14519 Detroit**  
**Downtown Development**



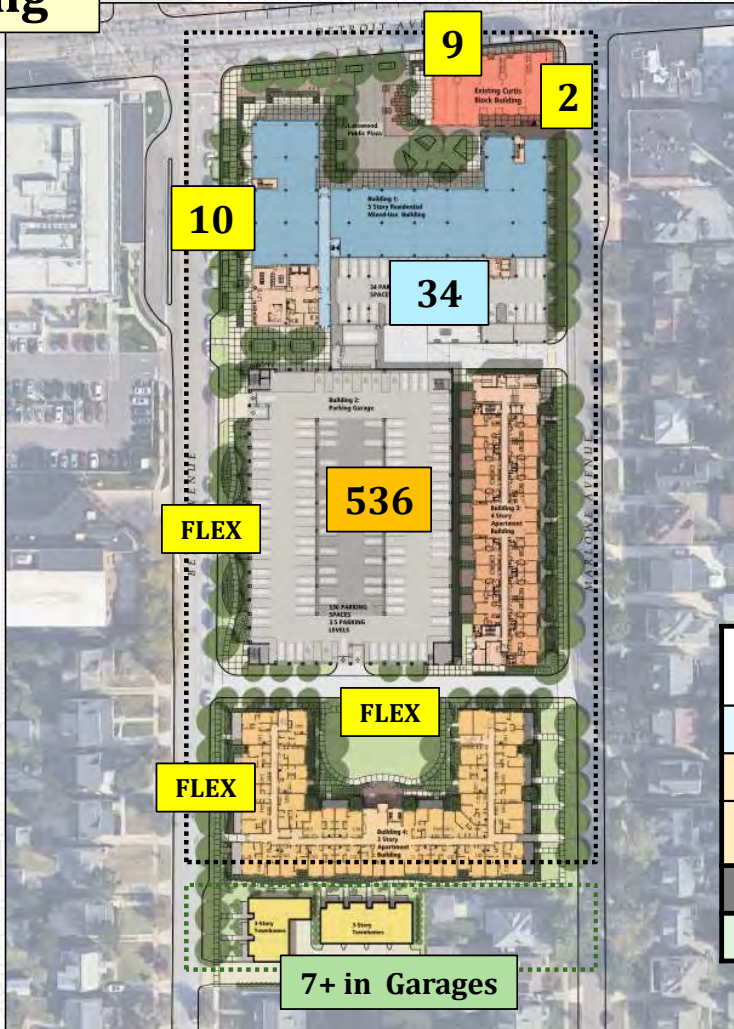
- **Developer Presentation**



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**Downtown Development**



# Parking



**Preliminary Summary**

- BUILDING A: 4 Story Office
- BUILDING 1: 5 Story Mixed Use - 82 Units
- BUILDING 2: 4 Story Residential - 78 Units
- GARDEN APTS: 3 Story Residential - 68 Units
- 7 For Sale Townhomes

TOTAL UNITS: +/- 234

PARKING GARAGE: 3-1/2 Story, 540 Spaces

Site Summary		
<b>Building 1: Mixed Use Residential Building</b>	132 Units	167,700 GSF
Commercial Tenant Space (lvl 1)		24,750 GSF
Garage (lvl 1)	34 spaces	11,950 GSF
Residential Lobby (lvl 1)		3,400 GSF
CAM (lvl 1)		3,600 GSF
Residential Apartments (lvs 2-5)		124,000 GSF
<b>Building 1: Curtis Block:</b>	5 Units	12,800 GSF
Retail Space (lvl 1)		6,600 GSF
Residential Apartments (lvl 2)		6,200 GSF
<b>Building 2: Parking Garage: 3-Story</b>	536 Spaces	165,960 GSF
<b>Building 3: 4 Story Apartment Building</b>	74 Units	63,300 GSF
Residential Apartments (lvs 1-4)		
<b>Building 4: Garden Apartments</b>	87 Units	75,000 GSF
<b>TOTAL APARTMENT / RENTAL RESIDENTIAL YIELD:</b>	298 UNITS	
Studios	34 Units	
1 BD/1BA	169 Units	
2 BD/2BA	88 Units	
3 BD/2BA	7 Units	
<b>For Sale Single Family Townhomes:</b>	7 Units +/-2000 GSF / Unit	
<b>Site Parking Summary</b>		
Structured Garage Parking:		570 Spaces
Street Parking:		21 Spaces
<b>Total Parking Spaces:</b>		591 Spaces

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

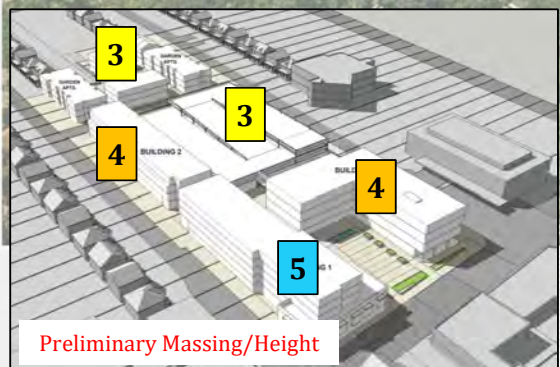
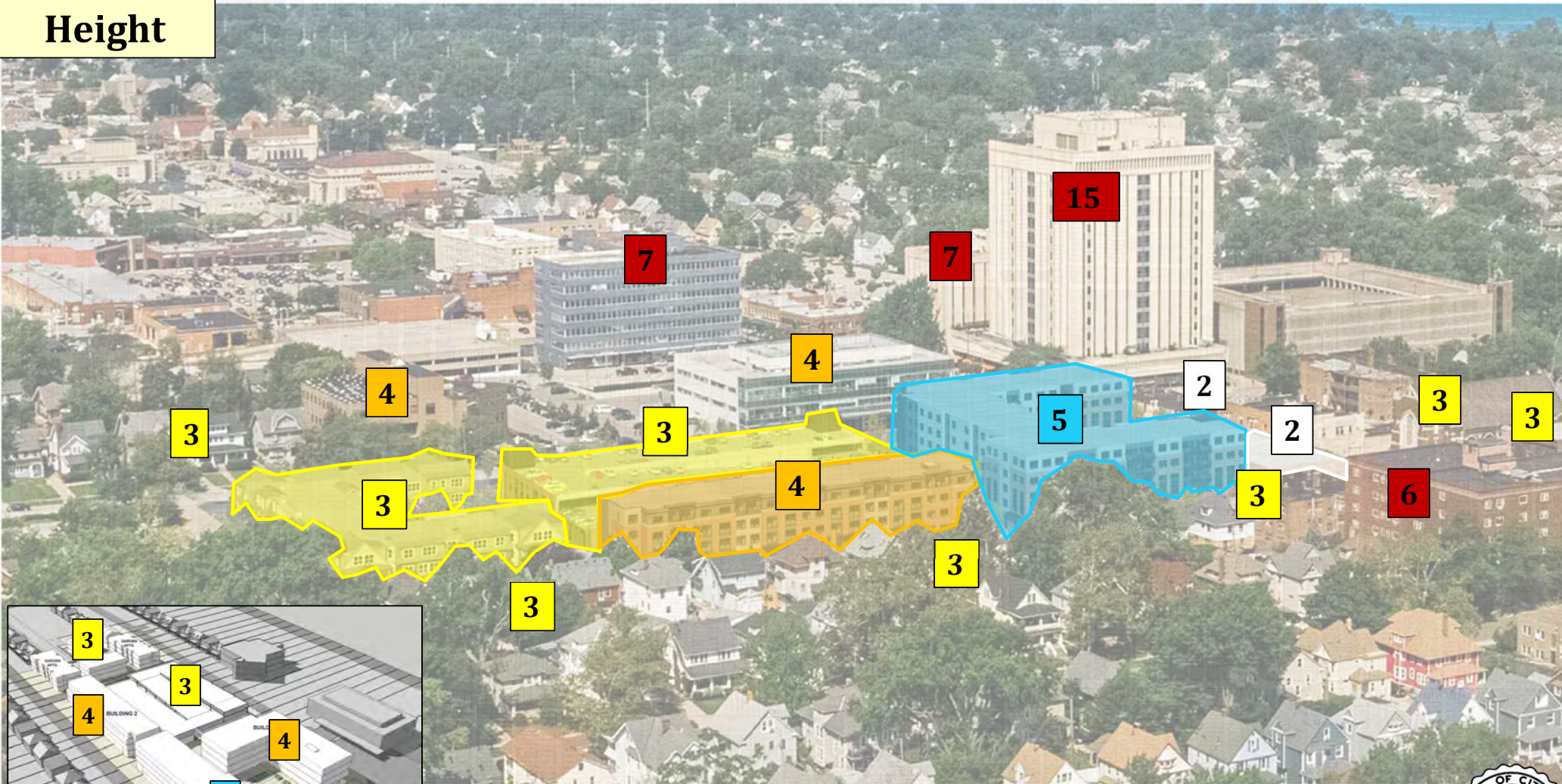
- Retail...Min. 1 per 1K sq. ft. GFA; Max. 2.5 per 1K sq. ft. GFA
- Multi-Family...Min. 1/dwelling unit; Max. 2/dwelling unit.
- Single-Family...Min. 1/dwelling unit (1 in garage).

Use	Quantity	Min	Max	Off-Street (Provided)	On-Street (Site)	Public Lot w/in 1000' (1143.10[a]3)
Retail	31K ft <sup>2</sup>	31	78	34 (109% of min)	21	61
Multi-family	298 (400 BR)	298	596	461 (154% of min)		61
FHC/CC (Master Agreement)	75 spaces	75		75		
<b>Total</b>		404	741	570 (141% of min)	21	61
Single-family	7 Townhomes	7	N/A	7+ in Garages (200%)		

# 14519 Detroit Downtown Development



# Height



Preliminary Massing/Height

## 14519 Detroit Downtown Development



# Setbacks

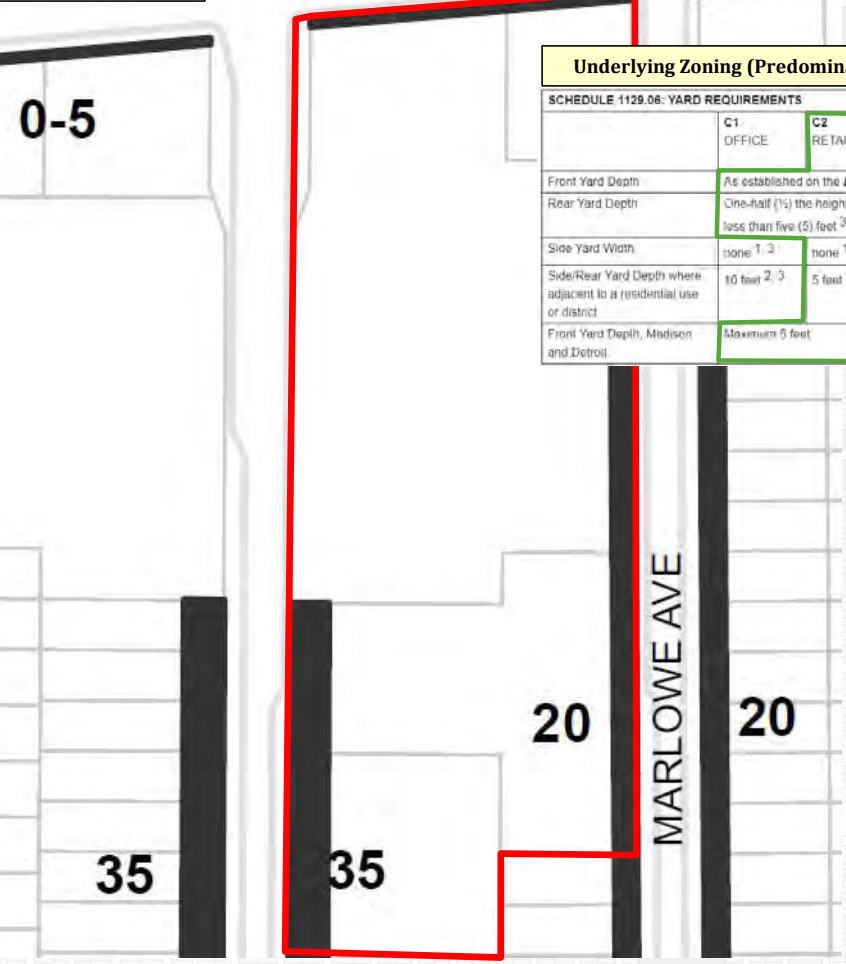
~22.5' to curb

~37-40' to curb

~47-49' to curb  
30-33' to RoW



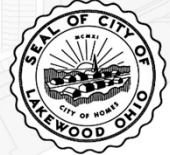
# Building Line Map



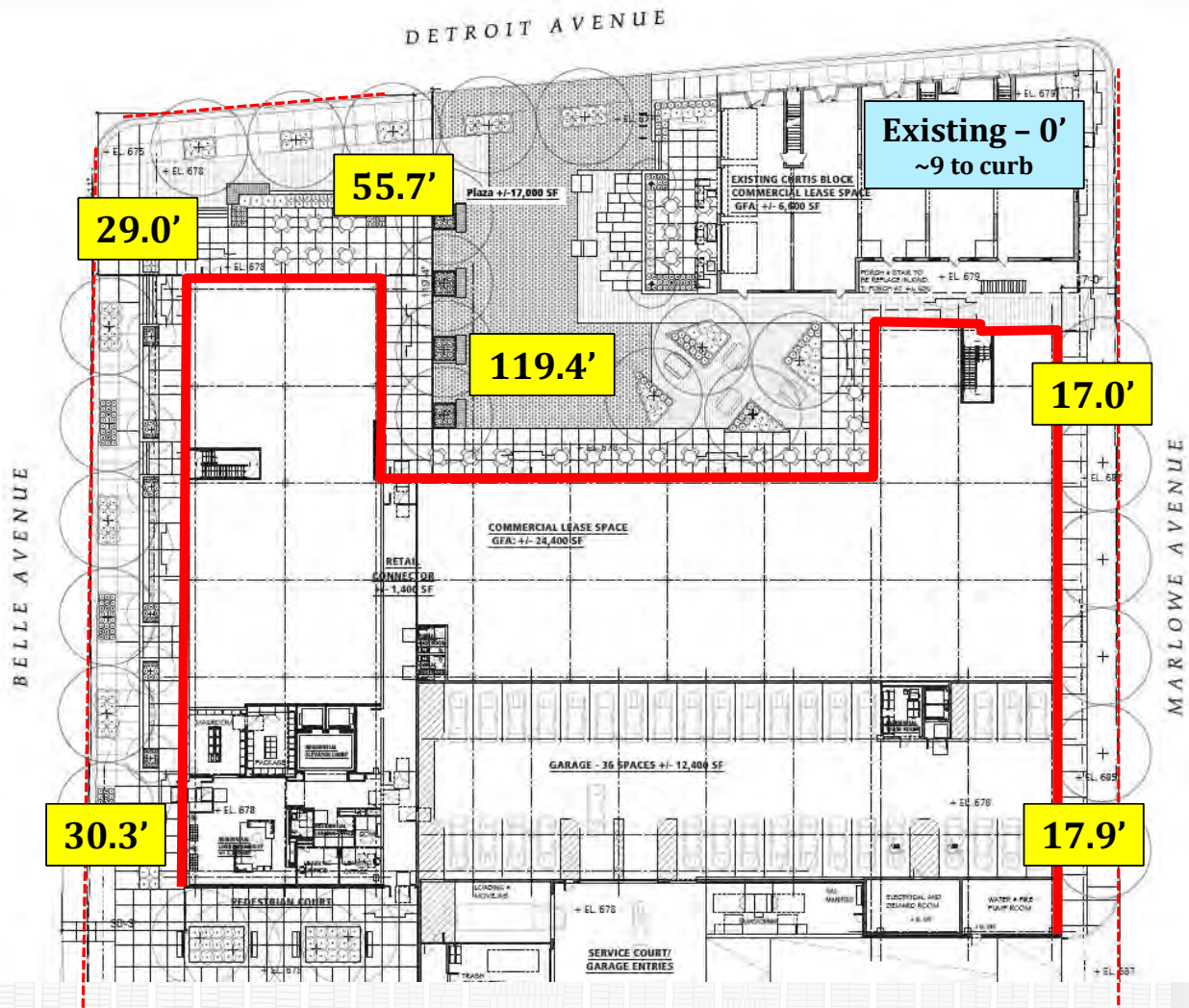
# Underlying Zoning (Predominant C2 - for Reference)

SCHEDULE 1129.06. YARD REQUIREMENTS				
	C1 OFFICE	C2 RETAIL	C3 GENERAL BUSINESS	C4 PUBLIC SCHOOL
Front Yard Depth	As established on the <i>Building Line Map</i>			
Rear Yard Depth	One-half (1/2) the height of the building, but in no case less than five (5) feet <sup>3</sup>			
Side Yard Width	none <sup>1, 2, 3</sup>	none <sup>1, 3</sup>	5 feet <sup>1, 3</sup>	5 feet <sup>1, 3</sup>
Side/Rear Yard Depth where adjacent to a residential use or district	10 feet <sup>2, 3</sup>	5 feet <sup>3</sup>	10 feet	10 feet
Front Yard Depth, Madison and Detroit	Maximum 5 feet			

**14519 Detroit**  
**Downtown Development**



# Setbacks

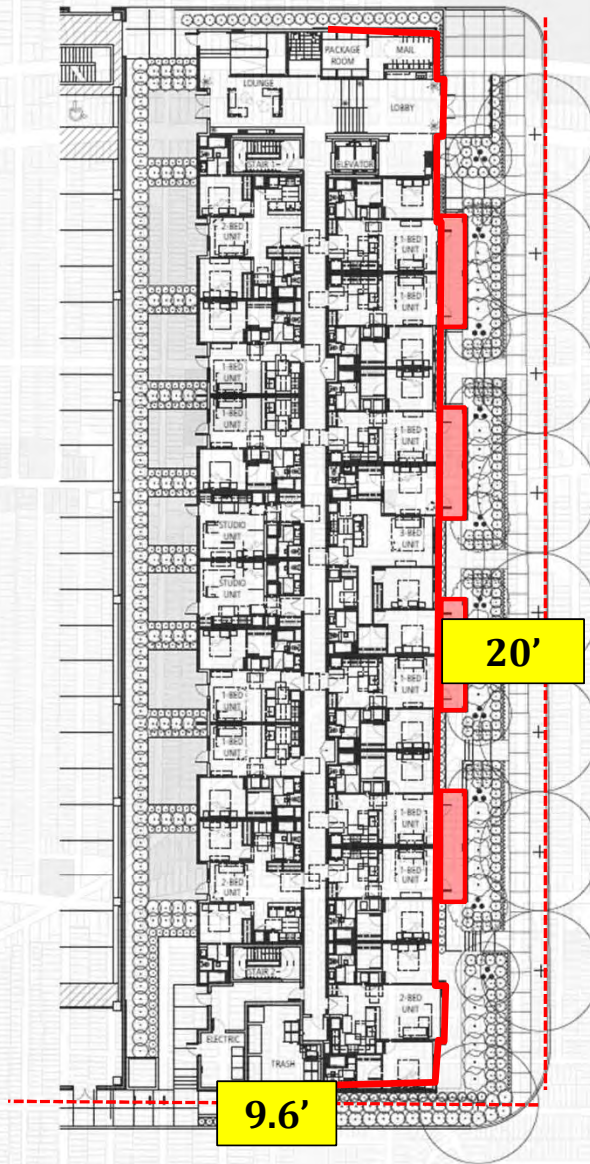


## 14519 Detroit Downtown Development





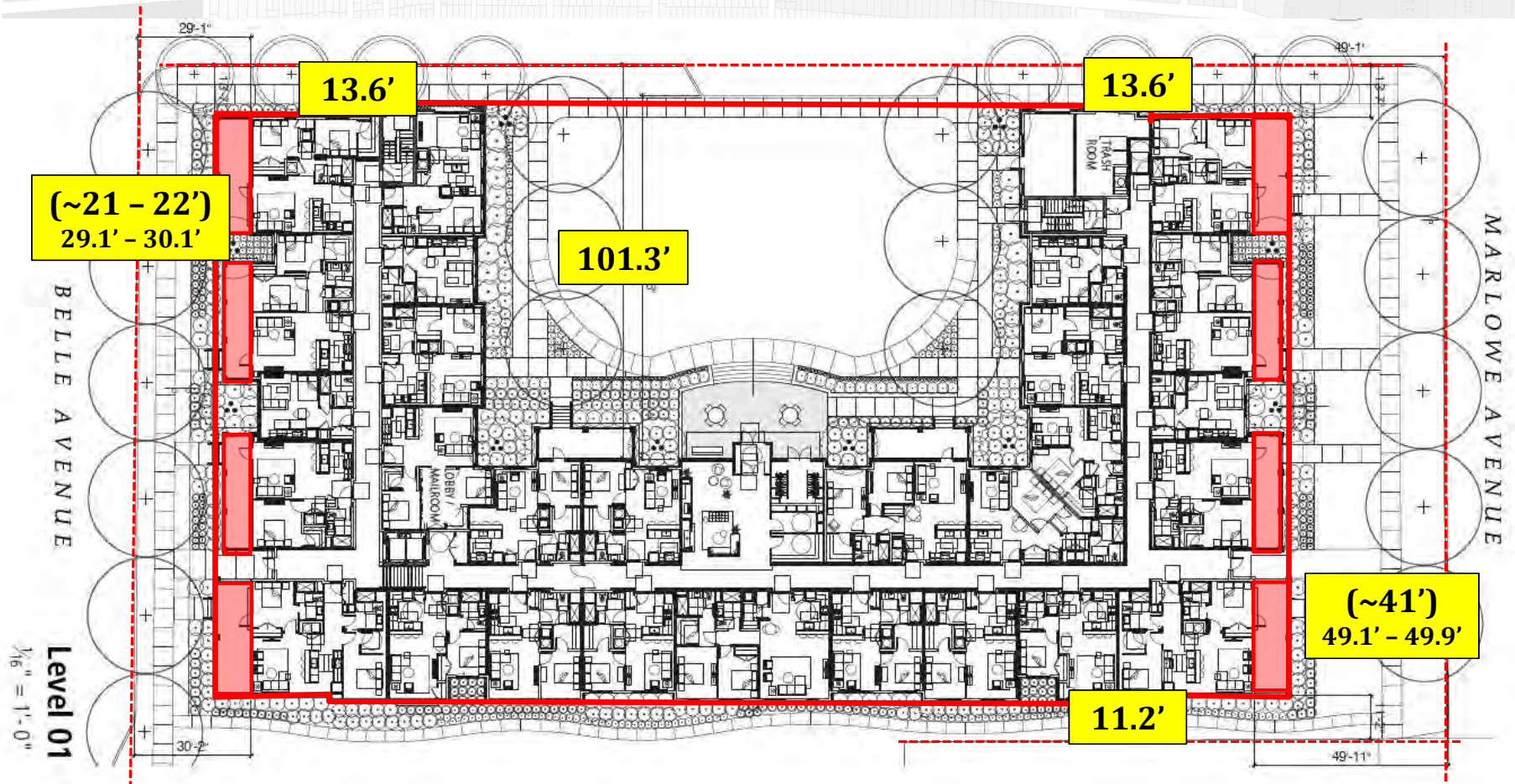
# Setbacks



**14519 Detroit**  
**Downtown Development**



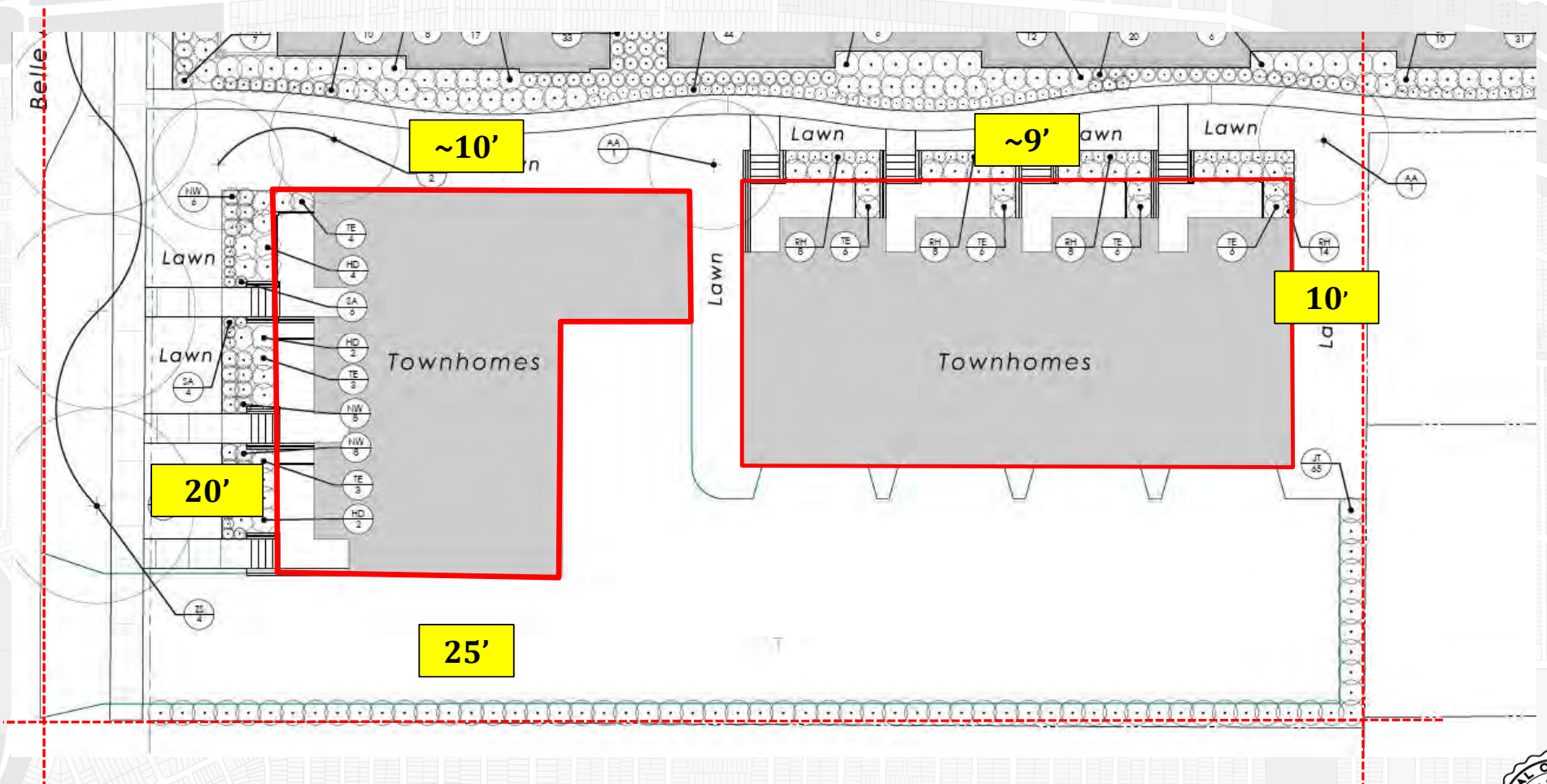
# Setbacks



**14519 Detroit**  
**Downtown Development**



# Setbacks



**14519 Detroit**  
**Downtown Development**



# Final Plat

## LOT SPLIT & CONSOLIDATION PLAT

State of Ohio, County of Cuyahoga, City of Lakewood  
Being part of Original Rockport Township Section No. 22

THE INTENT OF THIS PLAT IS TO CONSOLIDATE PARCELS 314-07-019, 314-07-014, 314-07-008, AND 314-07-007 INTO ONE PARCEL AND THEN SPLIT IT INTO PARCELS "A", "B" AND "C" AS SHOWN.

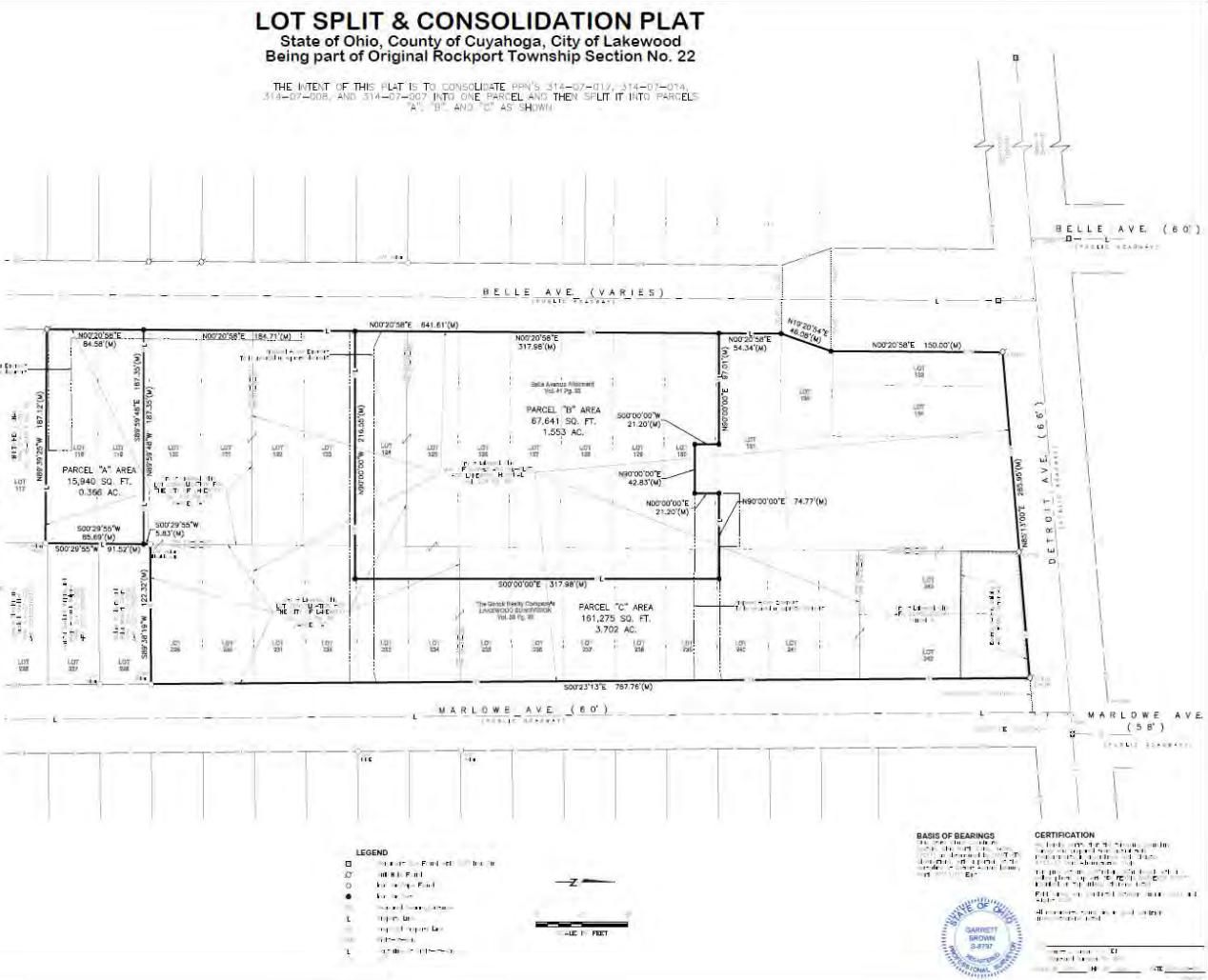
AREA TABULATION	
0.366 AC. = PART OF 314-07-017	
0.254 AC. = PART OF 314-07-008	
1.839 AC. = PART OF 314-07-008	
PARCEL "A"	
0.409 AC. = PART OF 314-07-011	
1.073 AC. = PART OF 314-07-014	
1.376 AC. = PART OF 314-07-008	
1.051 AC. = PART OF 314-07-008	

**OWNERS ACCEPTANCE**  
I, A REPRESENTATIVE OF \_\_\_\_\_, OWNER OF THE LOTS AND PARTS HEREIN SHOWN AND HEREBY DO HEREBY ACCEPT THIS PLAT OF LOT SPLIT & CONSOLIDATION OF THE SAME.

**CITY ENGINEER**  
BEFORE ME, \_\_\_\_\_, CITY ENGINEER OF THE CITY OF LAKEWOOD, OHIO, ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, I HAVE REVIEWED THE PLAT AND THE RECORDS THEREON AND I HEREBY CERTIFY THAT THE SAME COMPLY WITH THE REQUIREMENTS OF THE PLAT ACT.

**PLANNING COMMISSION**  
BEFORE ME, \_\_\_\_\_, CHAIRMAN OF THE PLANNING COMMISSION OF THE CITY OF LAKEWOOD, OHIO, ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, I HAVE REVIEWED THE PLAT AND THE RECORDS THEREON AND I HEREBY CERTIFY THAT THE SAME COMPLY WITH THE REQUIREMENTS OF THE PLAT ACT.

**E. P. FERRIS ASSOCIATES**  
Consulting Civil Engineers and Surveyors

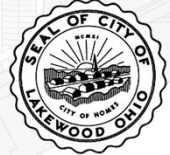


**BASIS OF BEARINGS**  
The bearings shown on this plat were determined by the Surveyor from the following sources:  
1. Magnetic Declination  
2. True North  
3. The State Plane Coordinate System, NAD 83  
4. The Surveyor's own observations

**CERTIFICATION**  
I, \_\_\_\_\_, Surveyor, do hereby certify that the above plat is a true and correct copy of the original plat as shown to me by the owner and that the same complies with the requirements of the Plats Act, Chapter 1631, Ohio Revised Code.

**STATE OF OHIO**  
SARRETT BROWN SURVEYORS  
COLUMBUS, OHIO

# 14519 Detroit Downtown Development



# Traffic Impact Study

## TRAFFIC IMPACT STUDY

Casto Lakewood Downtown  
Redevelopment Site  
Lakewood, Ohio

Prepared by:  
E.P. Farns & Associates, Inc.  
2130 Quarry Trails Drive  
Columbus, Ohio 43228  
(614) 299-2999  
www.epfarns.com

August 27, 2024

### Traffic Impact Study

Casto Lakewood Downtown Redevelopment Site, Lakewood, Ohio  
August 27, 2024

#### Conclusions and Recommendations:

This Study provided analysis of various concerns both related to and independent of this site development. Overall, minor signal timing changes may be considered at two of the Study signalized intersections. Pedestrian enhancements, regardless of site development, may also be considered at the Franklin at Marlowe intersection. Additional improvements to facilitate traffic flow at the Franklin at Marlowe intersection are not advised, as it may result in attracting more through traffic along Marlowe Avenue.

The net result is that some improvement options may be considered by the City but would be regardless of the site development. No improvement needs are recommended solely due to site development.

From this, the following summarizes the findings of this Study, plus discussion of improvements or enhancements that may be considered by the City regardless of the site development:

#### Traffic during the School PM peak:

School PM peak traffic is less than commuter PM peak traffic, and analysis of traffic during the School PM peak was not deemed necessary.

#### Trip comparison Hospital to proposed use:

The proposed use shows at least half as many trips if not fewer than for a hospital on the site.

#### Traffic growth rates:

This Study assumed a 1 percent growth rate for non-site traffic, much greater than assumed for prior studies. Given the built-up nature of this area, a lower growth rate is more likely. The result is some improvements identified in this Study are less likely to be needed by Year 2036.

#### Minor signal timing changes:

The analysis results show LOS E delays at two signalized intersections can be reduced through minor timing changes, specifically at Detroit Avenue at St. Charles Avenue and Detroit Avenue at Marlowe Avenue. The timing changes at St. Charles are only related to site development in Year 2036, for Marlowe beginning in Year 2026 regardless of site development. These timing changes, if made, would have little if any effect on traffic progression along Detroit Avenue. Alternatively, monitoring of signal operation is advised prior to making any timing changes.

#### Franklin at Marlowe intersection:

The City may consider installation of an RRFB for pedestrians to cross Franklin Avenue. Also, the capacity analysis results show that by Year 2036 including site traffic, an unsatisfactory delay condition would occur for the southbound approach. Reducing delays to Marlowe Avenue traffic were considered but are not advised. A signal or multi-way stop may be considered but are not warranted, and the City would need to consider the precedent of installing unwarranted traffic controls. Alternatively, adding a north and south left turn lane on Marlowe Avenue may be considered, but apart from potential right of way and utility concerns, it would increase the crosswalk length for the north and south legs and detract from pedestrian crossings. Regardless, reducing delays to Marlowe Avenue traffic through these options would likely attract additional through traffic to Marlowe Avenue, and could be negatively perceived by residents along Marlowe Avenue.

Page 20 of 21

### Traffic Impact Study

Casto Lakewood Downtown Redevelopment Site, Lakewood, Ohio  
August 27, 2024

#### Permitting/Not Permitting Left turns out of the north site drive on Belle Avenue:

The analysis shows restricting left turns out of the north drive would not significantly impact delay conditions at the middle driveway. However, the option of having a second left exit to go south on Belle Avenue may provide more flexibility on site traffic egress and dissipate site traffic turns.

#### Traffic queuing at the Study intersections:

The Synchro analysis was provided by others and included traffic signals outside the Study area. This affects traffic operations and queue conditions at the Study signals. Extended backups were identified at most of the signalized intersections regardless of site development. However, modifying signal timings at Study signals would be expected to adversely affect traffic flow conditions at signals outside the corridor. Monitoring of traffic signal flows along the corridor is instead advised, to determine a comprehensive approach to addressing future backups along the corridor.

#### Traffic Crashes:

The traffic crash assessment indicates that for the four intersections evaluated, there are no apparent crash trends at any of the intersections. However, given the number of crashes occurring during off-peak periods, and during the evening hours at some intersections, the City may consider monitoring speeds of traffic during off-peak periods, and enhanced street lighting at some intersections, especially for Detroit at Marlowe. There is also the possibility that crashes have been reduced since implementation of corridor timing changes a few years ago, which improved traffic flows and reduced delays and stop conditions at signals.

#### Sight Distance conditions:

Sight distance conditions at the site driveways have been determined to be acceptable, with one exception. The exception is the south drive on Belle Avenue and is due to on-street parking. However, this driveway serves the townhomes which represent a low volume driveway. Furthermore, this condition of limited sight distance at driveways exists for the numerous driveways along this street and a review of crashes along Belle Avenue indicates this existing sight distance condition shows only one driveway related crash in the past 3 years. Although parking reductions to improve sight distance might be considered, it is not recommended as the loss of on-street parking may be negatively perceived by residents along Belle Avenue.

Page 21 of 21

# 14519 Detroit Downtown Development



# Proposed Use Table/Map



DOWNTOWN DEVELOPMENT  
PLANNED DEVELOPMENT  
PERMITTED & CONDITIONAL USE TABLE

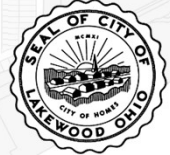
	USE AREA			
	A	B	C	D
<b>RESIDENTIAL</b>				
Multi-Family Dwellings			P*	P
Mixed Use Structure	P	P		
Single-, Two-Family Residential				P
<b>INSTITUTIONAL</b>				
Trade/Vocational Schools	P*	P		
Colleges	P*	P		
Community Space / Public and/or Private Open Space	P	P		
Parking Facility as a Principal Use		P		
<b>ENTERTAINMENT</b>				
Indoor Commercial Recreation	P*	P		
Theaters, Banquet Hall, Party Center	P*	P		
Studios for Instruction	P*	P		
Museum/Art Gallery	P*	P		
<b>FOOD AND BEVERAGE SERVICES</b>				
Restaurant	P*	P		
Bar, Tavern, Nightclub	P*	P		
Outdoor/Seasonal Dining Facility	C	C		
<b>PROFESSIONAL SERVICES</b>				
<i>Offices Including:</i>				
Business, Medical, and Government	P	P		
Medical Clinics/Urgent Care Facility	P	P		
Media Production	P	P		
<b>RETAIL SERVICE USES</b>				
<i>General Retail Including:</i>				
Book and Stationery Stores,	P*	P		
Apparel Stores,	P*	P		
Flores,	P*	P		
Antique Stores,	P*	P		
Sporting Good Stores (excluding firearm and ammo sales),	P*	P		
Jewelry Stores,	P*	P		
Second Hand and Resale Stores,	P*	P		
Specialty Gift Stores,	P*	P		
Retail Variety Stores,	P*	P		
Floor Coverings, and	P*	P		
Media Stores,	P*	P		
<i>Service Retail, Including:</i>				
Printing Services,	P*	P		
Shoe Repair,	P*	P		
Photographic and Digital Studios,	P*	P		
Tailoring, Dress Making, and Upholstery	P*	P		
<i>Convenience Retail, Including:</i>				
Bakeries, Grocery,	P*	P		
Supermarkets, and	P*	P		
Beverage Stores (including liquor and drug stores),	P*	P		
<i>Hard Goods Retail Including:</i>				
Furniture Sales,	P*	P		
Hardware and Locksmith Services,	P*	P		
Garden Supplies, Nurseries,	P*	P		
Lumber and Building Supplies,	P*	P		
Appliance Repair and Sales, and	P*	P		
Display and Showrooms for any Building Product,	P*	P		

DOWNTOWN DEVELOPMENT  
PLANNED DEVELOPMENT  
PERMITTED & CONDITIONAL USE TABLE

	USE AREA			
	A	B	C	D
<b>Building Product</b>				
Building Product	P*	P		
<b>Personal Care Services Including:</b>				
Barber and Beauty Shops,	P*	P		
Cosmetology and Cosmetic Salons,	P*	P		
Diet Counseling Centers,	P*	P		
Electrolysis Services,	P*	P		
Fingernail and Tanning Salons, and	P*	P		
Massage/Therapy Services,	P*	P		
<b>Other Retail Services Including:</b>				
Animal Clinics/Hospitals,	P*	P		
Veterinarian Offices, and	P*	P		
Grooming Services,	P*	P		
<b>OTHER USES</b>				
Hotel	C	P		
Groups/Convalescent/Nursing/Assisted Living		P	P	
Day-Care Centers (6+ children)	P*	P		
Leasing Office	P*	P	P	
Roof Top Gathering Space	P	P	P	P
Private Amenities Supportive of the Principal Use	P	P	P	P
Accessory Uses Incidental to the Principal Use	P	P	P	P

\* Limited to the first floor of the building. Any Outdoor/Seasonal Dining Facility shall meet all requirements of the City of Lakewood at the time of application for such use.

# 14519 Detroit Downtown Development



- **Public Comment**
- **Board and Commission Discussion**

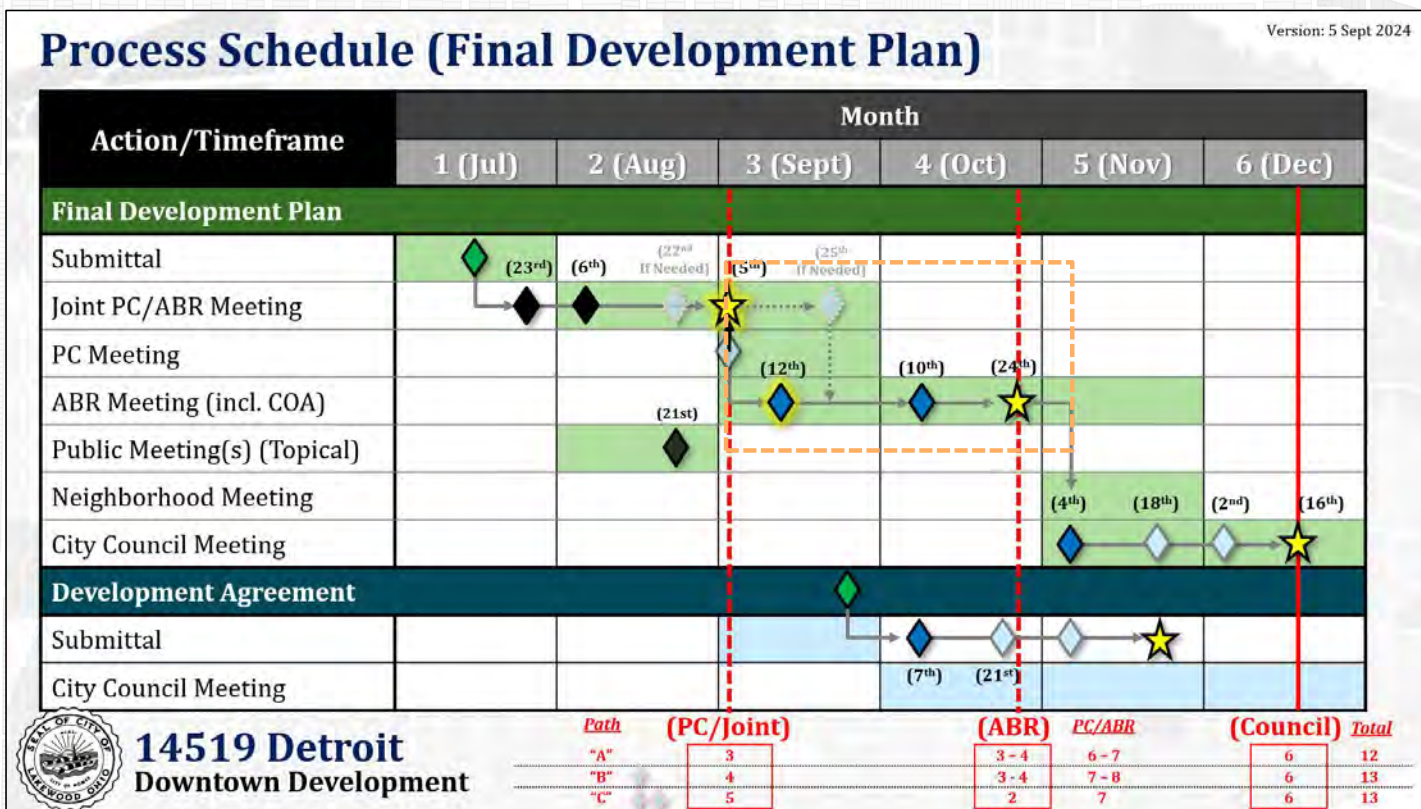


**14519 Detroit**  
**Downtown Development**



# Recommendation: Approval

- Forward to ABR to complete their review and submit plan to City Council no later than October meeting (regular/10<sup>th</sup> or special/24<sup>th</sup> at latest).
- Any additional conditions as Commission sees appropriate.



# Development Communications

- City Website Updates - [www.LakewoodOH.gov/DowntownDevelopment](http://www.LakewoodOH.gov/DowntownDevelopment)
- Sign up for the email list
- Letters to homes abutting and abutting to the abutting Belle & Marlowe
- Social Media
- Newspapers (public notice Boards & Commissions)

**14519 Detroit**  
**Downtown Development**



## 1156.01 PURPOSE.

(a) Planned Development (PD) zoning is intended to encourage orderly development and redevelopment of property, while **allowing more flexibility and creativity in design** to achieve **high quality, integrated site planning** not otherwise possible under the constraints of normal zoning requirements without detriment to neighboring properties.

PDs are intended to permit a more flexible approach to land use control and to promote development that is innovative, integrated with surrounding uses, and shows sensitivity to cultural, environmental, and economic considerations

(b) Planned Development Zoning is intended to **encourage development which is consistent with the Community Vision** including more compact development, pedestrian-friendly site design, urban street character, energy-efficient design, industry best practices, and accommodation of a range of compatible land uses through appropriate site design. PDs are intended to permit a more flexible approach to land use control and to promote a variety of housing types.

(c) A PD encourages the **development of compact, pedestrian-scaled, neighborhoods while providing greater efficiencies in use of infrastructure**. It is intended to help advance revitalization initiatives and recognize the market demand for new residential and commercial development within compact, pedestrian friendly districts.

PD zoning is intended to **work in conjunction with the proactive development** of pocket parks, open spaces, and the creation of public spaces within the districts. PD Zoning specifically discourages those uses that: promote a strip center development pattern, promote idle land and over parking, and detract from the image enhancement intentions of this district.

(Ord. 17-17. Passed 3-20-17.)



### 1156.03 STANDARDS FOR REVIEW OF A PRELIMINARY PD PLAN.

An application for approval of a Preliminary PD Plan, together with submitted plans and reports, shall be reviewed for its conformance with the following standards:

- (a) ...sensitive to the abutting land uses and to the zoning designation which the PD is replacing. **Mixed use within the planned development or within the same structure located in the PD is encouraged** where appropriate;
- (b) ...comply with the subdivision requirements as set forth in Chapter [1155](#) of this Code, except to the extent modifications, variances, or waivers have been expressly allowed pursuant to paragraph (e) below;
- (c) Adverse impacts on adjacent properties, including but not limited to increased traffic or noise, as described in Chapter [515](#) of the Ordinances, and visual impacts, shall be mitigated to the maximum extent feasible;
- (d) ...**integrated with adjacent development through street connections, sidewalks, trails**, and similar features;
- (e) All district, development, and subdivision standards...may be modified or varied upon a finding that the proposed PD **incorporates creative site design which represents an improvement in quality and service of the purposes set forth in Section [1156.01](#)**...including but not limited to improvements in open space provision and access; environmental protection; tree/vegetation preservation; efficient provision of streets, roads, and other utilities and services; or choice of living and housing environments;
- (f) ...**shall comply with the following requirements**, which shall not be modified or varied except as expressly set forth below or as permitted by the Commission.
  - (1) Minimum area requirement. All Planned Developments shall have a minimum size of 10,000 square feet.
  - (2) Setbacks from adjoining residential uses. A Planned Development shall comply with any applicable zone district standards that require minimum setbacks from adjoining residential uses or properties as set forth in Chapter [1121](#) and [1123](#).
  - (3) Environmental protection standards. All Planned Developments shall comply with Ohio Environmental Protection Agency regulations and local ordinances.
  - (4) Architectural and design standards. All Planned Developments shall comply with all architectural and design standards, including those set forth in Section [1156.05](#), Design Principles, of this Code and Chapter [1325](#) of the Building Code.



## 1156.04 PLANNED DEVELOPMENTS.

### (e) Procedures for Approval of a Final PD Plan.

- (1) **A plan previously receiving preliminary approval may be submitted for Final Approval.**
- (2) A Final PD Plan may cover the entire area covered by the Preliminary PD Plan, or it may include only a phase or phases of the Preliminary PD Plan. Only such phases as receive Final Approval may be advanced for purposes of obtaining building permits and being constructed.
- (3) A preliminary plan...and a plat complying with the requirements set forth in Section 1155.03, Subdivision Regulations, General Requirements, shall be prepared...**The purposes of the preliminary plan are to allow the Commission to determine if it qualifies as a potential PD and its compliance with other City codes.**
- (4) **Concurrent with submission of an application for approval of a Final PD Plan, the Director shall submit to City Council a final Development Agreement**, if applicable, for review and execution.
- (5) The **Commission's role shall be to review any application for Final PD Plan approval** and make a recommendation to the Director to approve, approve with conditions, or deny the application **based on its compliance with Section 1156.03 of this Code.**
- (6) If the Commission recommends approval of an application with conditions, the applicant shall resubmit to the Commission a revised Final PD Plan that reflects the changes or modifications required or suggested by the Commission in its initial review.
- (7) Upon receipt of the approved Final PD Plan from the Commission the **Director shall forward the application to the Architectural Board of Review for review of the application based on compliance with the standards set forth...(Sections 1156.05, 1325).**
- (8) Upon receipt of:
  - A. The approved Final PD Plan from the Architectural Board of Review,
  - B. An approved lot split and/or lot consolidation plat signed by the Chairman and Secretary of the Commission, and
  - C. An approved and executed Development Agreement from City Council if applicable, the Final PD Plan and plat shall be forwarded to Council along with the Commission's recommendation for approval.
  - D. Council shall approve or disapprove the Final PD Plan within forty-five (45) days from the date received by Council.
  - E. When the Final PD Plan is approved (plat recorded, permits applied for/issued, construction begins...)



## 1156.02 LOCATION OF PLANNED DEVELOPMENTS.

(e) A PD should utilize the **following characteristics to the greatest possible extent which shall be considered in the approval process:**

- (1) Designs that reflect the Vision and that offer types or densities of development that are not available under the other Sections of this Code.
- (2) Designs that utilize a creative approach to achieve better urban design, efficiencies in use of land and infrastructure, and the provision of aesthetic amenities.
- (3) Designs that provide appropriate buffers and transitions between areas with different land uses and development densities.
- (4) Designs that maintain or enhance the appearance of neighborhoods by complementing neighborhood architectural character.
- (5) 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 of variation from otherwise applicable zone district and development standards.
- (6) Designs that conserve areas of natural beauty and green spaces to the greatest degree possible consistent with accommodating new development.
- (7) Designs that incorporate "green architecture" pursuant to Resolution 7746-03...City...Green Building Policy.

(Ord. 17-17. Passed 3-20-17.)



## 1156.05 DESIGN PRINCIPLES. (1 OF 6)

The following Design Principles provide certain guidelines and requirements, as noted, in the design preparation of a Preliminary PD Plan.

### (a) **Building and Site Design.**

- (1) Wherever feasible, buildings shall be designed to provide massing configurations with a variety of different wall planes. Plain, monolithic structures with long walls and roof plane surfaces are discouraged.
- (2) Building facades should incorporate design elements such as changes in color or texture; projections, recesses, and reveals; arcades or pergolas providing pedestrian interest; or equivalent elements that subdivide the wall into human scale proportions. Blank facades are highly discouraged, especially on walls facing streets or pedestrian ways.
- (3) Commercial Building facades shall have highly visible customer entrances that feature canopies, overhangs, arcades, distinctive roof forms, arches, display windows, or landscaped features. Primary entrances should face streets on which they are located.
- (4) Buildings shall have well defined rooflines with attention to architectural detail. Consideration should be given to the prevailing pattern of roofs in the area surrounding and within the PD.
- (5) Sloping roofs, where used, shall have one (1) or more of the following architectural features: gables, hips, horizontal or vertical breaks, or other similar techniques that are to be integrated into the building architecture.

(b) **Building Materials.** Building materials shall be limited to brick, masonry, stucco, wood, fiber, cement siding, wood shingle, wood siding, cultured stone, or other similar materials. Prohibited materials include aluminum or vinyl siding, dryvit-type products on the lowest eight (8) feet of any structure, split faced block, and other similar materials.



## **1156.05 DESIGN PRINCIPLES. (4 OF 6)**

### **(f) Landscaping and Screening. (CONTINUED)**

- (5) Masonry wall or fence. Masonry fences or walls shall be constructed with the finish side out and of any of the following materials:
- A. Native stone
  - B. Brick
  - C. Precast concrete panels with decorative finish or decorative concrete masonry units
  - D. In no case shall more than twenty-five percent (25%) of the area of the fence be erected with common smooth-face masonry units.
- (6) Ribbed metal panel fence. Suitably finished to blend with the primary structure and supported by structurally sound metal frame.
- (7) Vegetative screening. Using plants and fence materials, vegetative screens may be proposed.
- (8) Screening of roof-mounted equipment. All roof-mounted equipment that rises above the roofline of any building or structure

### **(g) Streetscape Improvements.**

- (1) A Streetscape Plan shall be submitted for the entire site. The Streetscape Plan shall address the relationship between vehicular and pedestrian traffic, pedestrian facilities, street and sidewalk lighting, landscaping, street furniture, trash receptacles, and transit stops.
- (2) The design of streets, pedestrian ways, landscaping, lighting, and street furniture shall be coordinated/integrated throughout the site.
- (3) Vehicular streets and driveways shall be designed to be compatible with pedestrian ways to encourage a pedestrian friendly environment. The width of streets shall be sensitive to pedestrian scale, and shall be minimized to avoid overwhelming that pedestrian scale while allowing for efficient vehicular traffic flow.
- (4) Site furnishings such as benches, seating, trash receptacles, bike racks, lighting fixtures, and tree grates shall be addressed in the Streetscape Plan.

### **(h) Service Area and Mechanical Screening.**

- (1) The location of service areas and mechanical equipment shall be considered as part of the overall site design.
- (2) Service areas and mechanical equipment shall be screened from public view.



## 1156.05 DESIGN PRINCIPLES. (5 OF 6)

### (i) Signage.

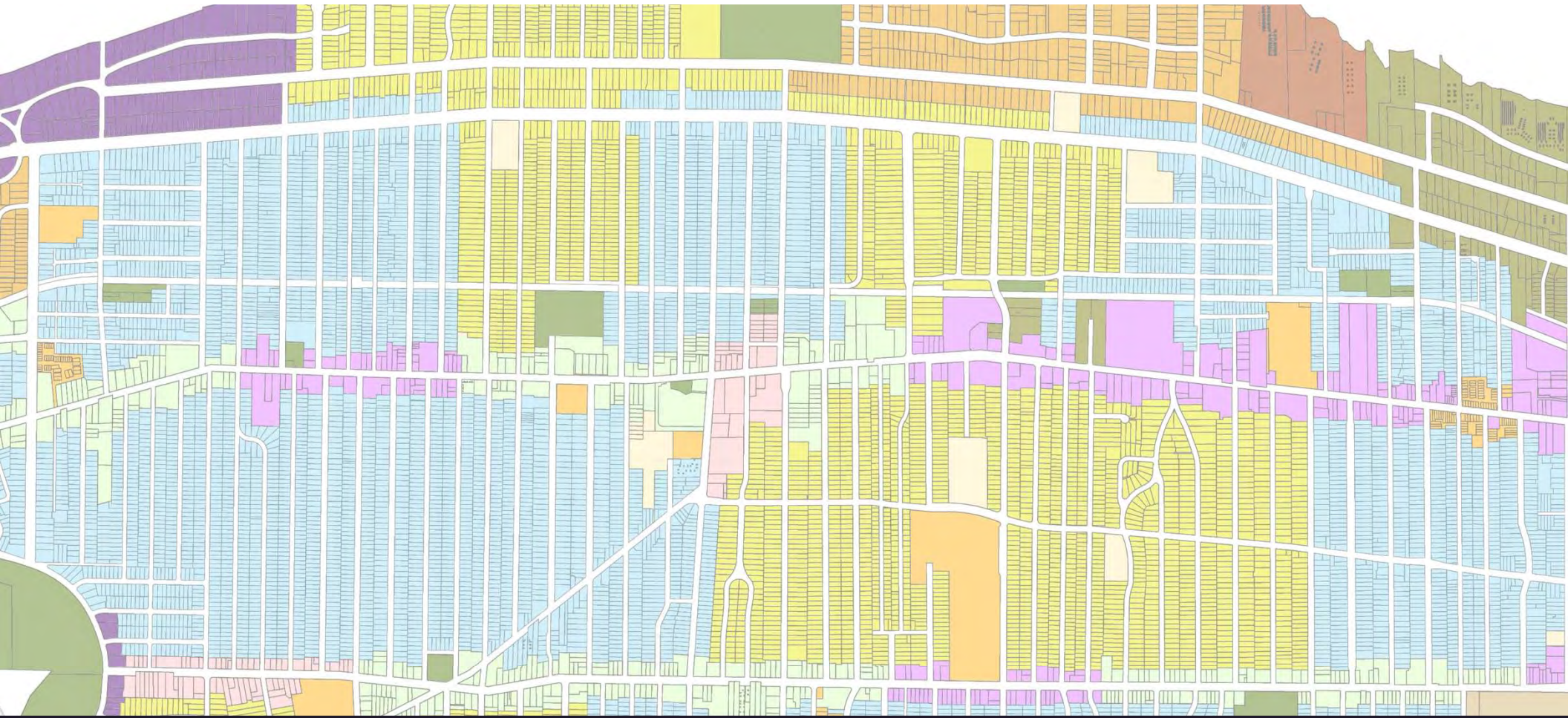
- (1) A master sign plan shall be prepared illustrating the location, type, size, and materials of all signage, pursuant to Chapter [1329](#) of the Building Code.
- (2) It shall be the duty of the Board of Building Standards/Architectural Board of Review to review the sign proposal. The standards contained in Chapter [1329](#) of the Building Code shall be used as a guide, but those standards may be modified without the need for a variance based upon other considerations determined by the Board of Building Standards/Architectural Board of Review that such considerations would comply with the provisions of the Building Code and the intent of the PD. Generally, the standard will be landscaped monument signs and multi-tenant signs.

### (j) Lighting.

- (1) A lighting plan shall be prepared, including a photometric illustration.
- (2) It shall be the duty of the Board of Building Standards/Architectural Board of Review to review the lighting proposal. The standards contained in Chapter [1306](#) of the Property Maintenance Code shall be used as a guide, but those standards may be modified without the need for a variance based upon other considerations determined by the Board of Building Standards/Architectural Board of Review that such considerations would comply with the provisions of the Building Code and the intent of the PD.
- (3) Lighting shall be designed to avoid spillover onto adjacent properties through the use of cutoff shields or other similar features.

(k) Fences. It shall be the duty of the Architectural Board of Review to review the fence requirements pursuant to Chapter [1153](#) to determine whether said plan is consistent with the provisions of the Code and the intent of the PD.





**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

**Legislation (Ordinance) being collectively combined/ revised - DEFER**



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 1/4 miles of schools and over 83% and 90% occurred within a 1/2 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

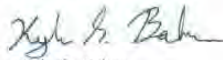
November 20, 2023), and the Climate Action Plan (adopted May 1, 2023). Achieving the goals of these rich and complex documents will require a long-term intersectional approach designed to last beyond any one Council or Administration.

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.

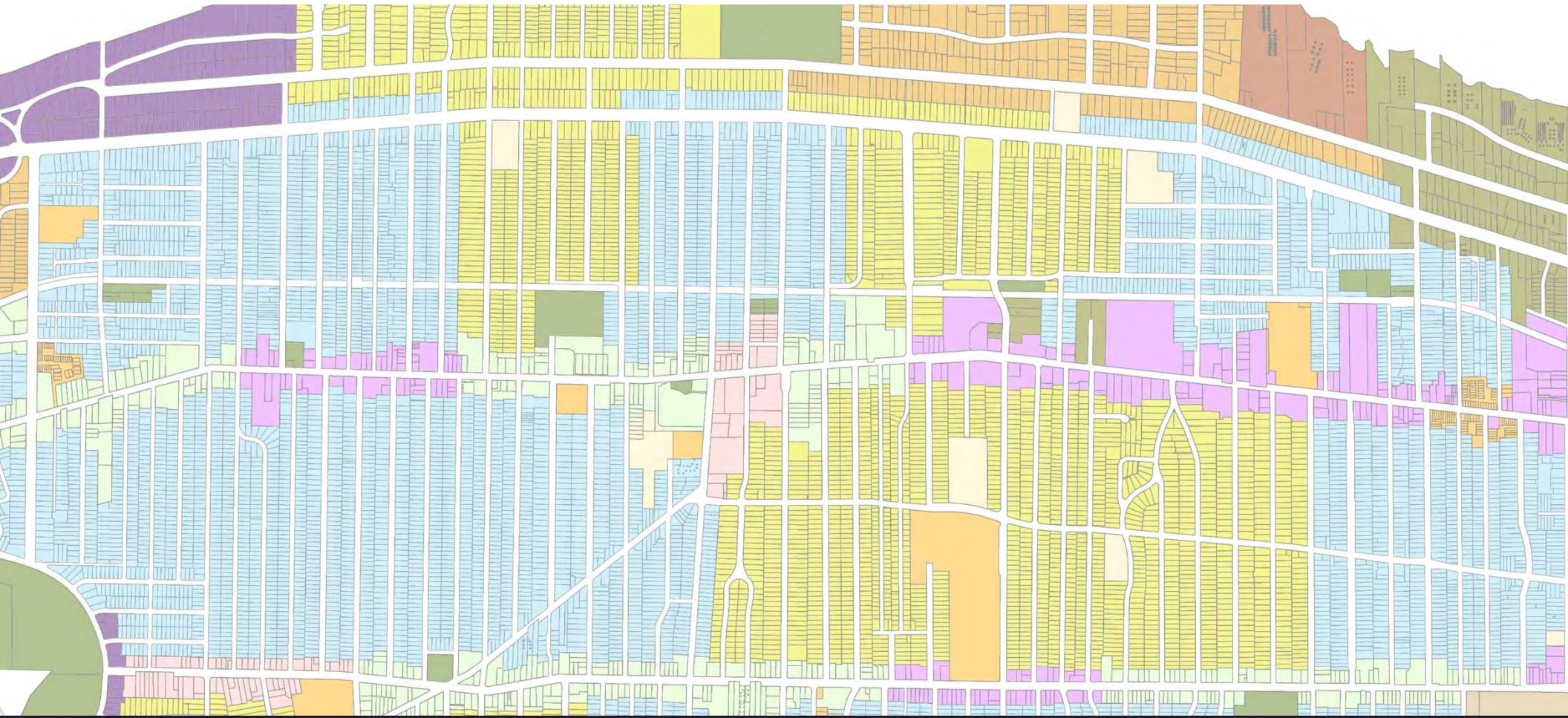
Section 8. That all Transportation Projects approved under the Complete Streets Policy include provisions for an ongoing maintenance plan of the improvements. Alternative maintenance arrangements may be utilized to reduce the costs to the City for ongoing maintenance, such as maintenance agreements with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

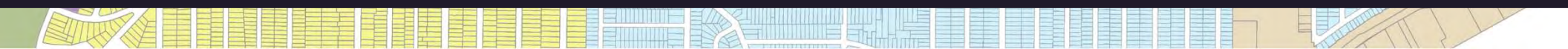
- (a) Use data by transportation mode;
- (b) Pre- and post-project speed/crash data;
- (c) Feedback from the community;
- (d) Linear feet of sidewalks built and repaired;
- (e) Number of ADA accessible curb ramps built;
- (f) Miles of bicycle facilities built;
- (g) Number of bicycle amenities built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

**Legislation (Ordinance) being collectively combined/ revised - DEFER**



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:

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- (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).
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- (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.
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- (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.



13000 Athens Ave



**Docket 08-34-24 – 13000 Athens**  
**Screw Factory/Mixed Use Overlay**

## **Request (08-34-24)**

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

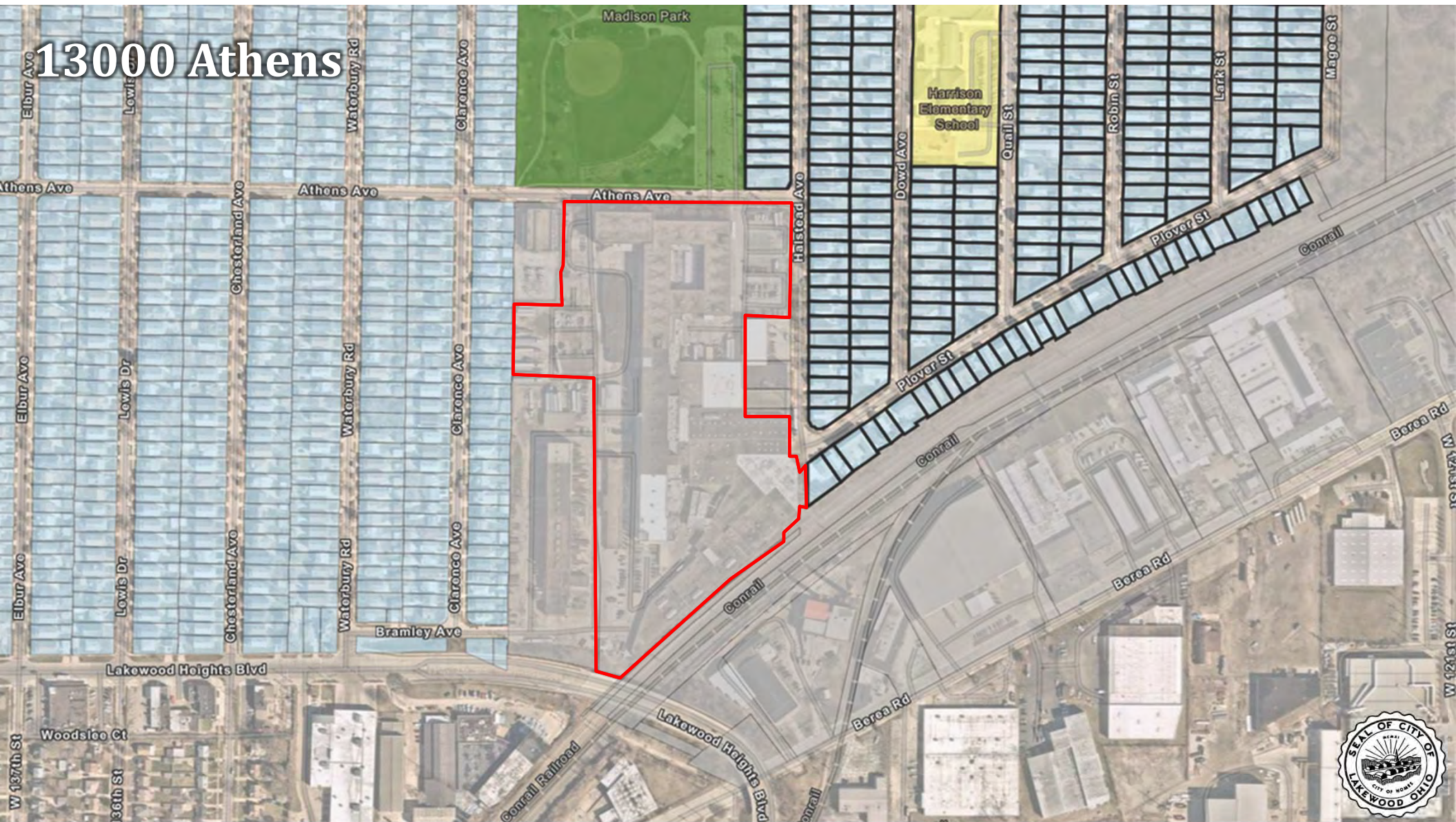
- Chapter 1135 – Mixed Use Overlay.
  - ❑ To allow the following commercial uses per site plan (per Ordinance 09-2024):
    - Entertainment (Banquet/Event Spaces; ~17,750ft<sup>2</sup>; 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> Floors)
    - Entertainment (Gym; ~10,000ft<sup>2</sup>; 2<sup>nd</sup> & 3<sup>rd</sup> Floors)
    - Hard Goods/Service Retail (~4,000ft<sup>2</sup>; 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> Floors)

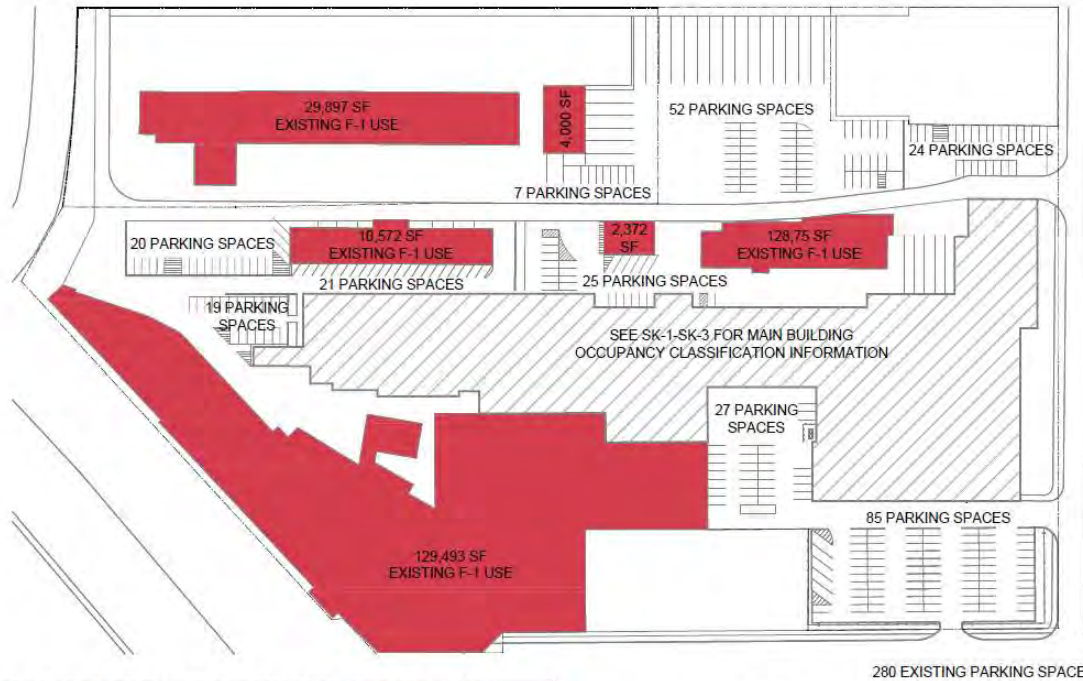
Proposal is in the I - Industrial District.

Amendment to Chapter 1135 Adopted on 15 July 2024.



# 13000 Athens





### TOTAL SITE OCCUPANCY CLASSIFICATION

COLOR	CLASSIFICATION	AREA	NOTES
Orange	ASSEMBLY A-2	20,007 SF	BANQUET/ EVENT SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Red-Orange	ASSEMBLY A-3	8,602 SF	GYM SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Blue	BUSINESS	106,633 SF	OFFICES AND GENERAL BUSINESS USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Red	FACTORY F-1	251,533 SF	GENERAL INDUSTRIAL USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Dark Red	MERCANTILE	4,631 SF	GENERAL MERCANTILE SPACES CLASSIFIED AS "HARD GOODS AND SERVICE RETAIL" PER ORDINANCE 09-2024
Teal	STORAGE S-1	32,071 SF	MODERATE-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Light Green	STORAGE S2	32,565 SF	LOW-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Yellow	VACANT	20,682 SF	VACANT SPACE WILL LIKELY CONSIST OF BUSINESS OCCUPANCIES IN THE FUTURE

A
 THE LAKE ERIE BUILDING  
**EXISTING SITE PLAN**  
 SCALE: 1/128 = 1'-0"

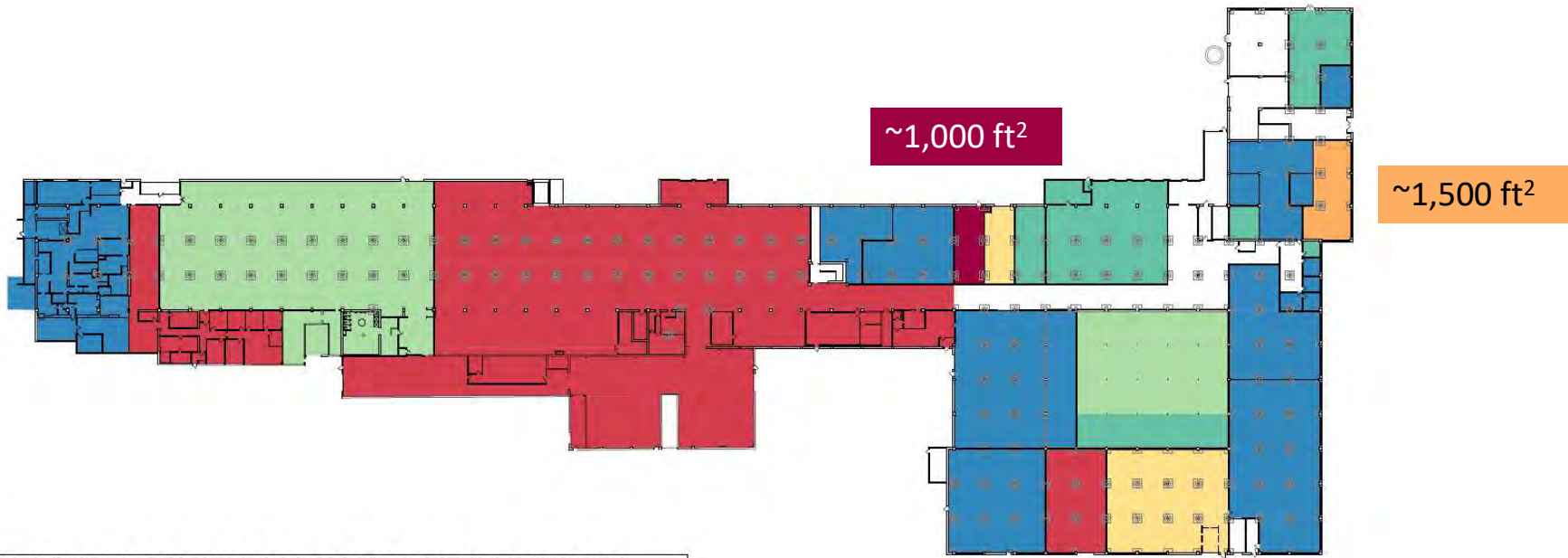
**LARSEN ARCHITECTS**

12815 DETROIT AVENUE, LAKEWOOD, OHIO 44107  
 T. 216.221.2350  
 F. 216.221.5670  
 WWW.LARSENARCHITECTS.COM

**THE LAKE ERIE BUILDING  
 MIXED USE OVERLAY**

JOB NO. 24090  
 ISSUE: 1  
 DATE: 2024.07.19

**SK-0**



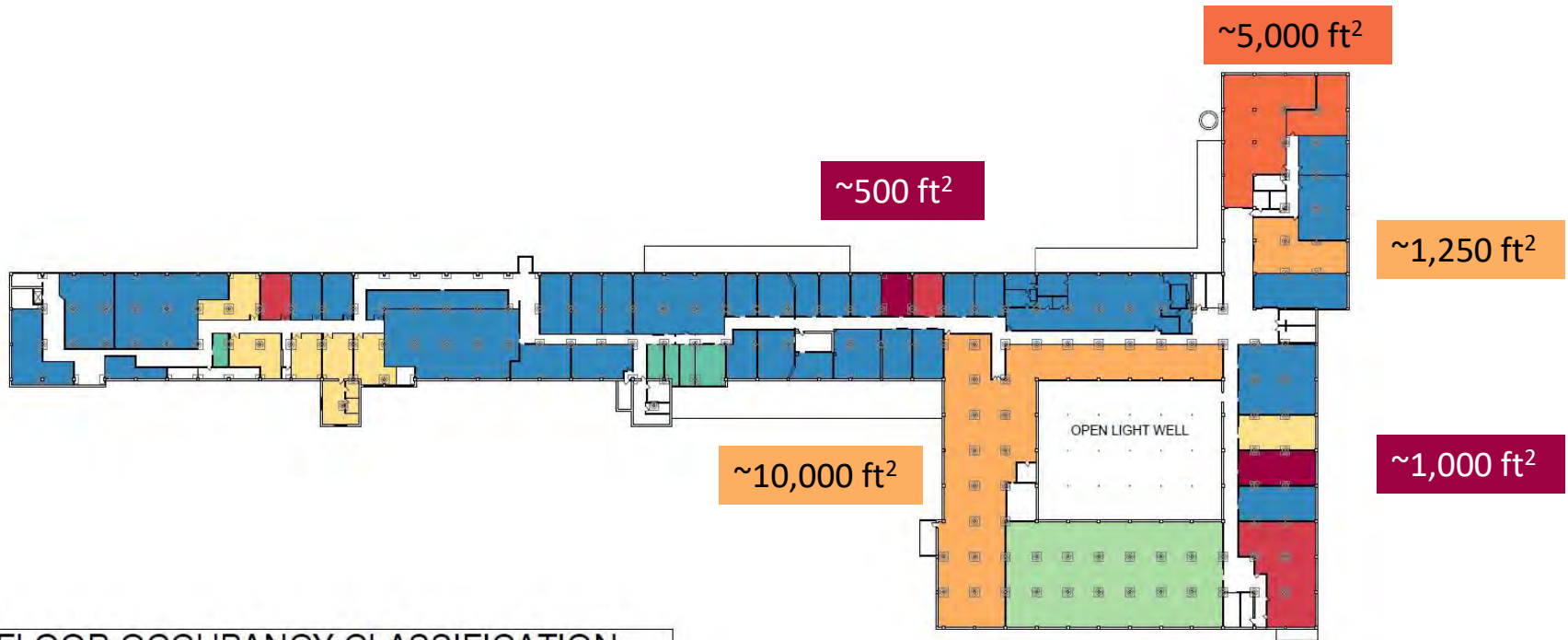
### 1ST FLOOR OCCUPANCY CLASSIFICATION

COLOR	CLASSIFICATION	AREA	NOTES
Orange	ASSEMBLY A-2	1,763	BANQUET/ EVENT SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Orange	ASSEMBLY A-3	-	-
Blue	BUSINESS	35,350 SF	OFFICES AND GENERAL BUSINESS USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Red	FACTORY F-1	47,796 SF	GENERAL INDUSTRIAL USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Red	MERCANTILE	1,041 SF	GENERAL MERCANTILE SPACES CLASSIFIED AS "HARD GOODS AND SERVICE RETAIL" PER ORDINANCE 09-2024
Light Green	STORAGE S-1	11,323 SF	MODERATE-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Light Green	STORAGE S2	24,864 SF	LOW-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Yellow	VACANT	6,444 SF	VACANT SPACE WILL LIKELY CONSIST OF BUSINESS OCCUPANCIES IN THE FUTURE



THE LAKE ERIE BUILDING  
**EXISTING 1ST FLOOR PLAN**  
 SCALE: 1/64 = 1'-0"  
 Project North

<b>LARSEN ARCHITECTS</b> 12815 DETROIT AVENUE, LAKEWOOD, OHIO 44107 T. 216.221.2350 F. 216.221.5670 WWW.LARSENARCHITECTS.COM	<b>THE LAKE ERIE BUILDING          MIXED USE OVERLAY</b>	
	JOB NO. 24090 ISSUE: 1 DATE: 2024.07.19	<b>SK-1</b>



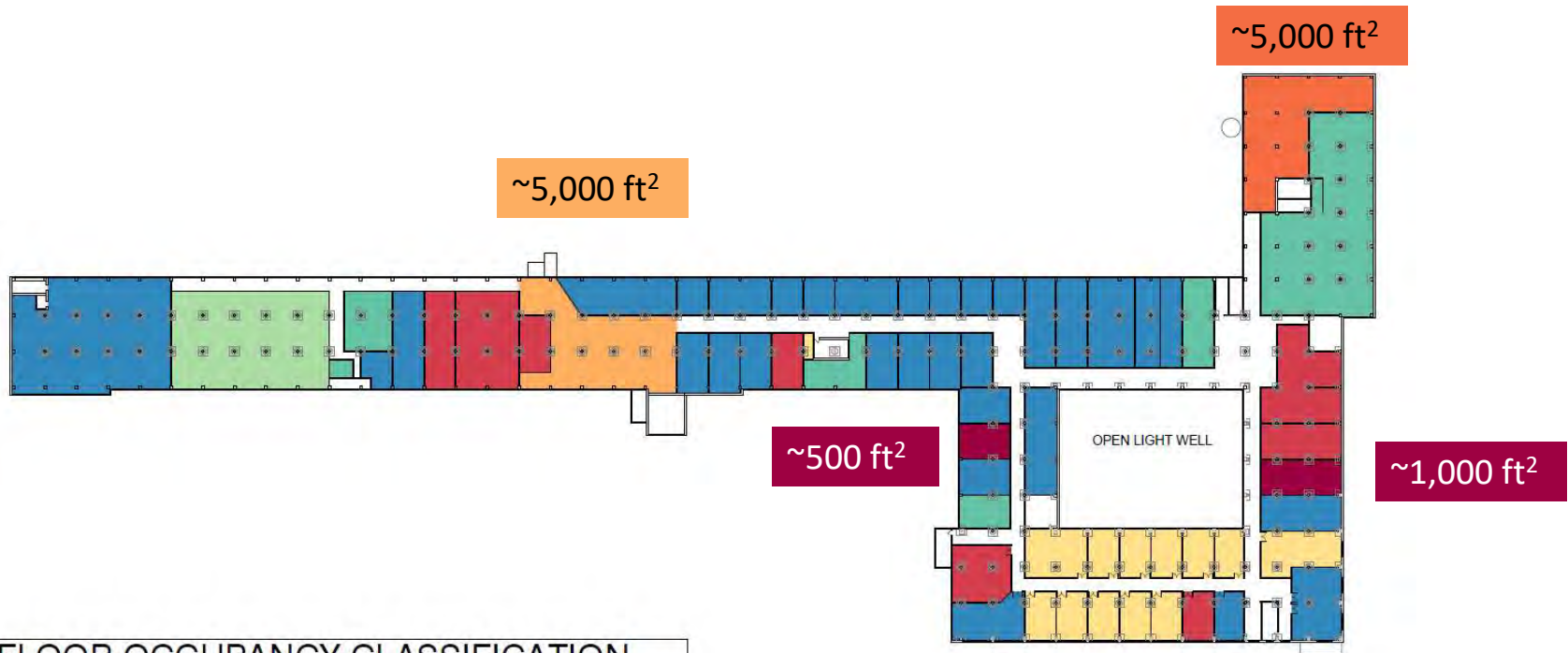
### 2ND FLOOR OCCUPANCY CLASSIFICATION

COLOR	CLASSIFICATION	AREA	NOTES
Orange	ASSEMBLY A-2	13,519 SF	BANQUET/ EVENT SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Red-Orange	ASSEMBLY A-3	4,530 SF	GYM SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Blue	BUSINESS	37,881 SF	OFFICES AND GENERAL BUSINESS USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Red	FACTORY F-1	3,811 SF	GENERAL INDUSTRIAL USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Maroon	MERCANTILE	1,694 SF	GENERAL MERCANTILE SPACES CLASSIFIED AS "HARD GOODS AND SERVICE RETAIL" PER ORDINANCE 09-2024
Light Green	STORAGE S-1	9,496 SF	MODERATE-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Green	STORAGE S2	1,515 SF	LOW-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Yellow	VACANT	5,448 SF	VACANT SPACE WILL LIKELY CONSIST OF BUSINESS OCCUPANCIES IN THE FUTURE



THE LAKE ERIE BUILDING  
**EXISTING 2ND FLOOR PLAN**  
 SCALE: 1/64 = 1'-0"  
 Project North

<b>LARSEN ARCHITECTS</b> 12815 DETROIT AVENUE, LAKEWOOD, OHIO 44107 T. 216.221.2350 F. 216.221.5670 WWW.LARSENARCHITECTS.COM	<b>THE LAKE ERIE BUILDING          MIXED USE OVERLAY</b>	
	JOB NO. 24090 ISSUE: 1 DATE: 2024.07.19	<b>SK-2</b>



### 3RD FLOOR OCCUPANCY CLASSIFICATION

COLOR	CLASSIFICATION	AREA	NOTES
Orange	ASSEMBLY A-2	4,725 SF	BANQUET/ EVENT SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Red	ASSEMBLY A-3	4,072 SF	GYM SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Blue	BUSINESS	33,402 SF	OFFICES AND GENERAL BUSINESS USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Red	FACTORY F-1	10,717 SF	GENERAL INDUSTRIAL USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Maroon	MERCANTILE	1,896 SF	GENERAL MERCANTILE SPACES CLASSIFIED AS "HARD GOODS AND SERVICE RETAIL" PER ORDINANCE 09-2024
Green	STORAGE S-1	11,252 SF	MODERATE-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Light Green	STORAGE S2	6,186 SF	LOW-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Yellow	VACANT	8,790 SF	VACANT SPACE WILL LIKELY CONSIST OF BUSINESS OCCUPANCIES IN THE FUTURE



THE LAKE ERIE BUILDING  
**EXISTING 3RD FLOOR PLAN**  
 SCALE: 1/64 = 1'-0"  
 Project North

**LARSEN ARCHITECTS**

12815 DETROIT AVENUE, LAKEWOOD, OHIO 44107  
 T. 216.221.2350  
 F. 216.221.5670  
 WWW.LARSENARCHITECTS.COM

THE LAKE ERIE BUILDING  
 MIXED USE OVERLAY

JOB NO. 24090  
 ISSUE: 1  
 DATE: 2024.07.19

**SK-3**

### 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.

C. In an industrial based zone, signage must meet the standards of the commercial districts.

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\(t\)](#).



# Parking



**Existing Site Parking:**  
Total Spaces: 280 Spaces

**Adjacent Public Parking:**  
Madison Park (South): 157 Spaces

## TOTAL SITE OCCUPANCY CLASSIFICATION

COLOR	CLASSIFICATION	AREA	NOTES
Orange	ASSEMBLY A-2	20,007 SF	BANQUET/ EVENT SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Red-Orange	ASSEMBLY A-3	8,602 SF	GYM SPACES CLASSIFIED AS "ENTERTAINMENT" PER ORDINANCE 09-2024
Blue	BUSINESS	106,633 SF	OFFICES AND GENERAL BUSINESS USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Red	FACTORY F-1	251,533 SF	GENERAL INDUSTRIAL USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT
Dark Red	MERCANTILE	4,631 SF	GENERAL MERCANTILE SPACES CLASSIFIED AS "HARD GOODS AND SERVICE RETAIL" PER ORDINANCE 09-2024
Teal	STORAGE S-1	32,071 SF	MODERATE-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Light Green	STORAGE S2	32,565 SF	LOW-HAZARD STORAGE USE AS PERMITTED BY EXISTING INDUSTRIAL ZONING DISTRICT. ACCESSORY STORAGE NOT INCLUDED
Yellow	VACANT	20,682 SF	VACANT SPACE WILL LIKELY CONSIST OF BUSINESS OCCUPANCIES IN THE FUTURE

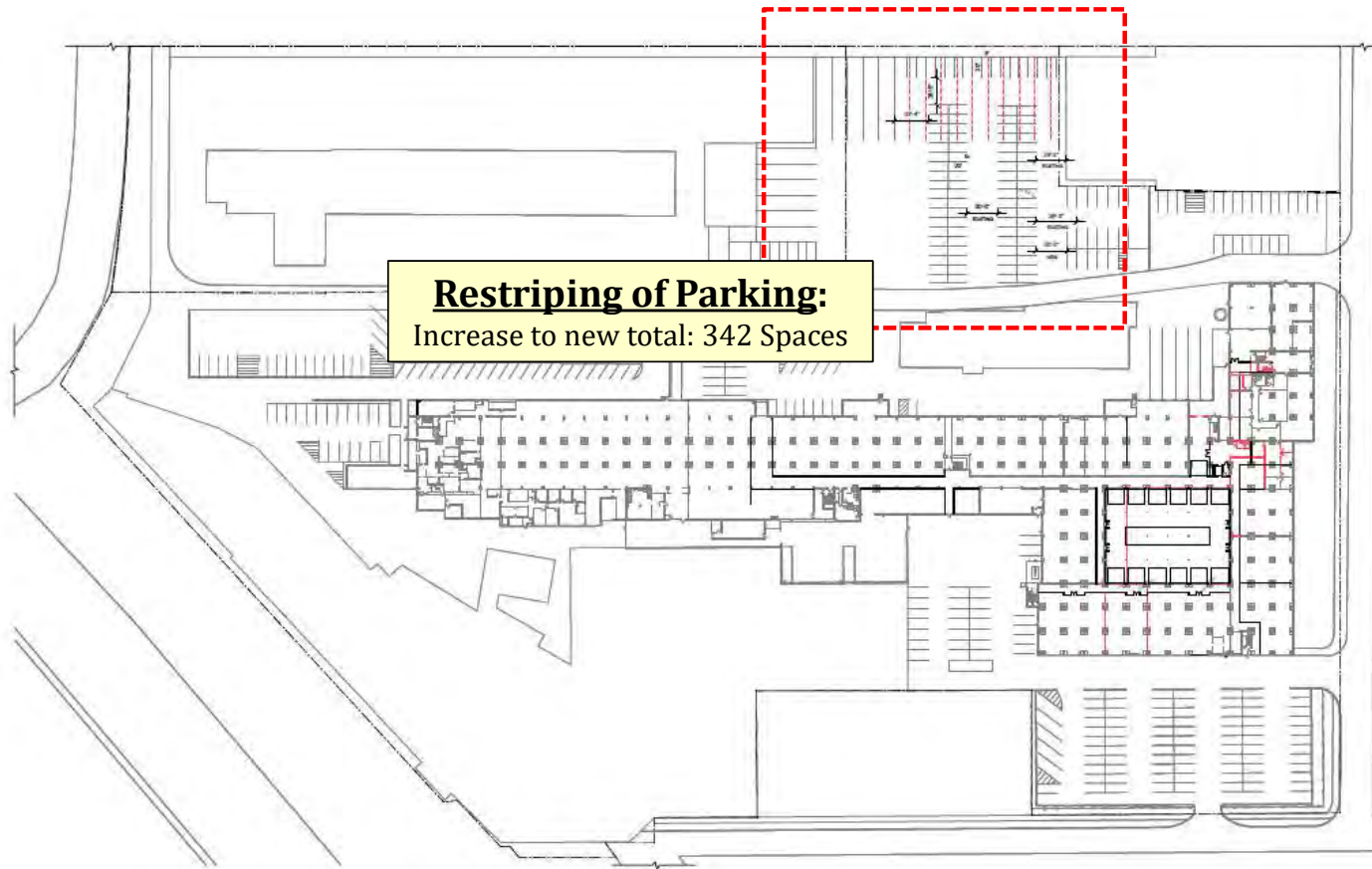
THE LAKE ERIE BUILDING  
**EXISTING SITE PLAN**  
SCALE: 1/128 = 1'-0"

**LARSEN ARCHITECTS**  
12815 DETROIT AVENUE, LAKEWOOD, OHIO 44107  
T. 216.221.2350  
F. 216.221.5670  
WWW.LARSENARCHITECTS.COM

THE LAKE ERIE BUILDING  
MIXED USE OVERLAY

JOB NO.	24090	<b>SK-0</b>
ISSUE:	1	
DATE:	2024.07.19	

# Parking - Proposed



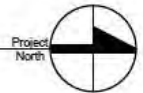
**Restriping of Parking:**  
Increase to new total: 342 Spaces

**Adjacent Public Parking:**  
Madison Park (South): 157 Spaces

Remove: 11 semi-truck parking spots

Add: 62 new spaces by removing 15 semi-truck spots, for 97 total parking spaces

SITE PLAN  
**A** NEW PARKING PLAN  
SCALE: 1/128 = 1'-0"



# Parking

## 1143.04 USE CATEGORIES.

For the sole purpose of calculating parking requirements, uses are defined as follows:

- (a) Commercial.
  - (1) Car wash: includes facilities for washing, waxing and cleaning of vehicles and vehicle components but expressly prohibiting facilities or equipment for the repair, overhaul or storage of motor vehicles or vehicle components.
  - (2) Commercial lodging: includes hotels, motels, motor lodges and motor courts.
  - (3) Office: includes buildings for business, professional, administrative or medical office use. A general office is characterized by a low proportion of vehicle trips attributable to visitors or clients in relationship to employees.
  - (4) **Retail**: includes sale or service to the final consumer for direct consumption or an establishment providing retail sale of products or services to the public.
  - (5) Storage/warehouse: includes storage facilities and mini warehouse facilities with secured, individual storage units, which are leased for a fee to individual companies or persons.
- (b) Industrial: includes manufacturing, distribution, processing, assembly and packaging facilities of all types.
- (c) Institutional: includes buildings of all types and facilities used by public, quasi-public or nonprofit agencies that serve or assist the public or provide an accepted public purpose, including hospitals and health centers.
- (d) Residential. (N/A)
- (e) **Public Assembly**: includes all buildings or portions of buildings, *used for gathering together 100 or more persons for such purposes as deliberation, worship, entertainment, eating, drinking or amusement*. Examples of assembly include, but are not limited to, large meeting rooms and classrooms, auditoriums with fixed or loose chair seating, multi-purpose rooms, concert halls, and theaters. Restaurants, or other rooms used primarily for the service of food are not places of public assembly.
- (h) Mixed Use Overlay District: includes uses defined pursuant to Section [1135.03\(b\)](#).



# Parking

## 1143.09 PARKING PLAN REVIEW: PLANNING COMMISSION.

(a) The Commission shall review applications for parking plans that do not meet the set schedule in [1143.05](#). In addition to Section [1143.09](#) and Section [1143.10](#), the Commission may consider the following when reviewing an application:

- (1) Impact on central character of residential neighborhoods taking on overflow parking;
- (2) Available surface parking lots in the neighborhood that could be used for shared parking;
- (3) Similarly scaled projects throughout the City to compare parking footprint;
- (4) When a restaurant use is proposed, the total number of tables to parking spaces;
- (5) Total number of employees;
- (6) Alternative forms of transportation available in the neighborhood;
- (7) Implementation of bicycle facilities, including but not limited to, bicycle racks, covered bicycle parking, and shower facilities for employees;
- (8) Peak demand for parking spaces from all uses compared to the total supply of spaces;
- (9) Traffic impact analysis and/or a traffic demand study;
- (10) For uses defined as Institutional or Public Assembly in Schedule [1143.05](#), the following guidelines:
  - A. One space for each 80 square feet of all auditoria and public assembly rooms: and
  - B. One space for each employee.



# Parking

## 1143.05 SCHEDULE OF USES AND SPACE REQUIREMENTS.

- Industrial: Min. of .25/employee
- Retail: Min. 1 per 1,000 sq. ft. GFA\*
- Public Assembly: As required by the Commission per Section 1143.09...guide is 1 space per 80 sq. ft of assembly space + 1 space per employee.

\*Businesses occupying...building or tenant spaces under 2,500 sq. ft. not required to provide off-street parking.

Use	Size	Parking Requirement (min): Public Assembly/Retail
Banquet/Event -F1	1,500 ft <sup>2</sup>	2 (Retail)
Banquet/Event - F2	1,250 ft <sup>2</sup>	1 (Retail)
Banquet/Event - F2	10,000ft <sup>2</sup>	125 (P.A.) + Employees
Banquet/Event - F3	5,000 ft <sup>2</sup>	63 (P.A.) + Employees
Gym - F2 & 3	10,000 ft <sup>2</sup>	10 (Retail)
Retail - F1, 2, 3	4,000 ft <sup>2</sup>	0 <i>(All tenant spaces separate/under 2,500ft<sup>2</sup>)</i>
<b>New Public Assembly/Retail Requirement</b>		<b>201 (+ ~29 employees) = 230 total</b>



# Parking

## 1143.05 SCHEDULE OF USES AND SPACE REQUIREMENTS.

- Industrial: Min. of .25/employee
- Retail: Min. 1 per 1,000 sq. ft. GFA\*
- Public Assembly: As required by the Commission per Section 1143.09...guide is 1 space per 80 sq. ft of assembly space + 1 space per employee.

\*Businesses occupying...building or tenant spaces under 2,500 sq. ft. not required to provide off-street parking.

Use	Size	Parking Requirement (min): Public Assembly/Retail
<b>Existing/Proposed On-Site Parking</b>		<b>342 Spaces</b>
Existing Industrial Employees	137 (peak)	34 spaces
<b>Remaining On-Site Parking for Commercial</b>		<b>308 Spaces</b>
Proposed Commercial (P.A. + Retail) Requirement		230 spaces
<b>Remaining On-Site Parking</b>		<b>78</b>
<b>Allowable Additional Commercial Space</b>		<b>Not to exceed 78 space requirement</b>
<b>Exception 1143.10(3) - Madison Park</b>		<b>157 (Flex/Overflow)</b>



# Parking

## 1143.10 EXCEPTIONS TO REQUIRED MINIMUMS.

The number of parking spaces required may be reduced in accordance with the following credits as determined by the Commission when reviewing an application for a reduction to the minimum number of parking spaces required per Schedule [1143.05](#).

(a) For uses defined as Commercial in Section [1143.04](#), the Commission may consider the following:

- (1) One space credit for each off-site parking space which is owned or rented by the property or business owner for the purpose of providing parking to the subject property. Such off-site spaces shall be located within 1,000 feet of the use, as measured by using the shortest pedestrian route from the nearest corner of the parking space or lot to the main public entrance of the use served.
- (2) One space credit for each off-site parking space provided by valet parking service. The property or business owner shall submit to the department written documentation of permission to use an off-site parking for valet parking. The Director may request a review of the agreement as often as annually to ensure compliance.
- (3) One space credit for each space in a parking lot or parking structure provided for public use located within 1,000 feet, as measured by using the shortest pedestrian route from the nearest corner of the parking lot or structure to the main public entrance of the use served.
- (4) A determination by the Director is made that there is no change in use and the same parking facilities are in place.



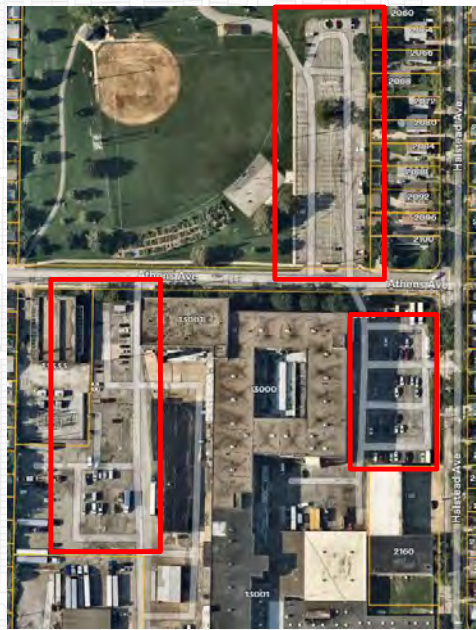
# Parking

Aug 2022

March 2023

Aug 2023

March 2024



## 1135.05 PRINCIPAL AND CONDITIONALLY PERMITTED USES.

(a) Permitted Uses. Uses listed as permitted in the underlying “base” zone.

(b) (d) Conditional Uses for an Industrial 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, Conditional Use. Standards for specific 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 use categories (or specific uses if listed) may be permitted as additional conditional uses pursuant to Section 1129.02, Principal and Conditional Permitted Uses:

- A. Institutional (Trade/Vocational Schools only);
- B. Entertainment;
- C. Food and Beverage (Restaurant seated Table Service; Bar,. Tavern, Nightclub on-ly);
- D. Professional Services (Radio/TV/Video/Audio Production only);
- E. Service Retail; and
- F. Hard Goods Retail.

**(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.



An aerial photograph of a city block. The central focus is a large, multi-story building with a brown roof and a central courtyard. To the right of this building, the text "13000 Athens Ave" is overlaid. The surrounding area includes residential houses, parking lots, and a baseball field in the lower right corner. The image is semi-transparent, allowing the text to be clearly visible.

## **Recommendation (08-34-24) – Mixed Use Overlay**

- Approval with condition:
  - Specified Entertainment and Retail uses (per Ordinance 09-2024) permitted at levels not to exceed available off-street parking requirements.



**Docket 08-35-24 – 16003 Detroit  
Huntington Bank (Parking Plan Review)**



## **Request (08-35-24)**

To review and approve a **Parking Plan Review** pursuant to:

- Chapter 1143 – Parking.

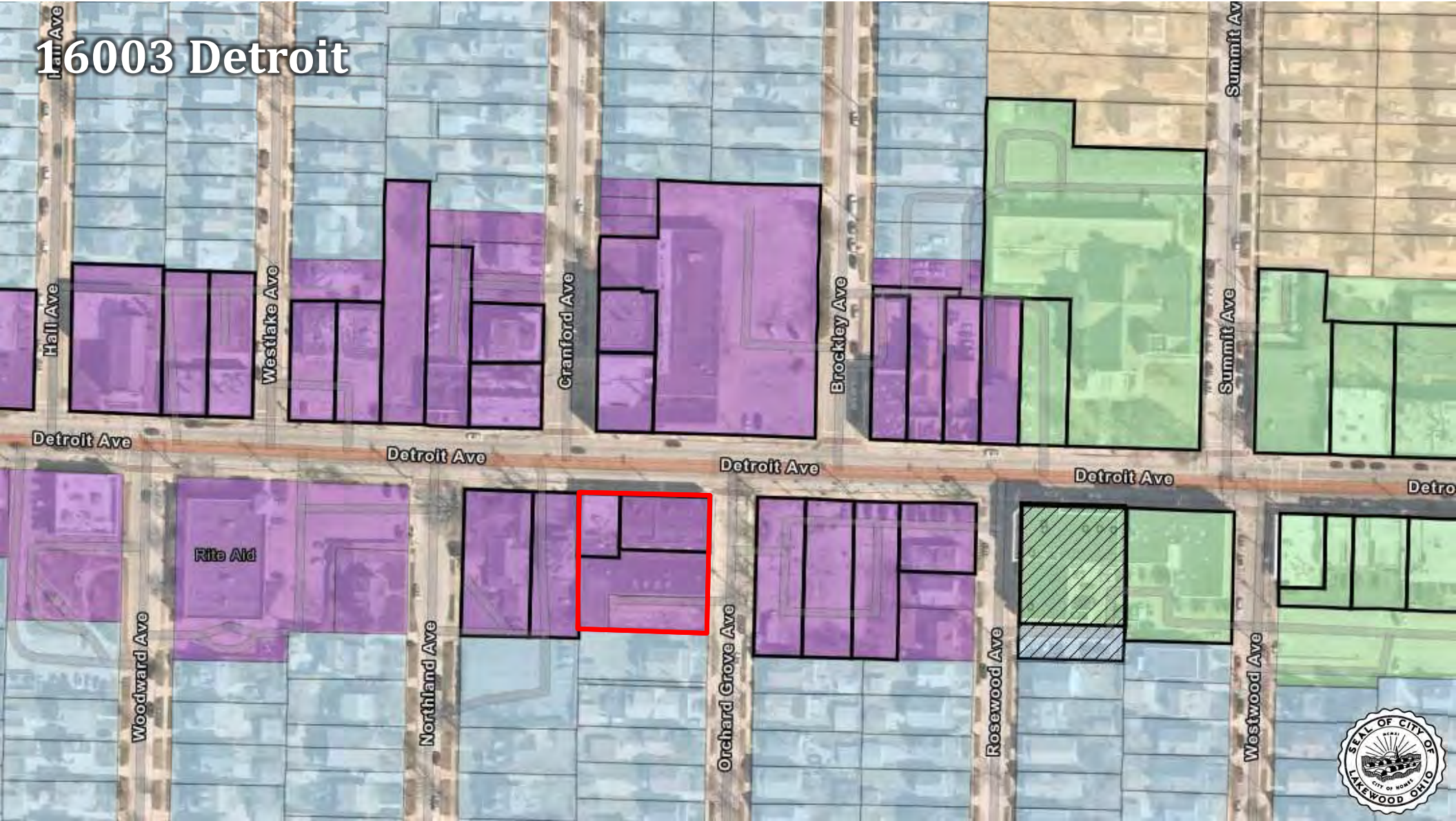
Proposal is in the C3 - Commercial (General) District.

\*Conditional Approval provided for drive-through (06-20-24 - June 2024):

- When going to ABR for approval of a parking lot that the Commercial Design Guidelines are strictly evaluated. The entrance from Detroit Ave. is evaluated from a pedestrian scale and aesthetic scale.
- The location of the egress drive on Orchard Grove Ave. is coordinated the proposed development on the east side of the street.
- That specifically the pedestrian connections are evaluated both internal to the parking lot and through the site.



# 16003 Detroit





PLANNING COMMISSION - AUGUST 1, 2024  
- PARKING PLAN REVIEW

PARCELS: 313-22-150, 313-22-001, & 313-22-002

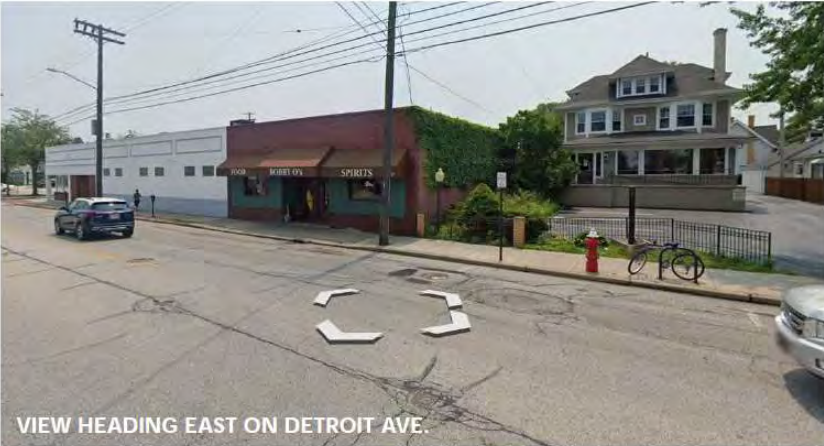
**HUNTINGTON NATIONAL BANK**  
**16003 DETROIT AVE., LAKEWOOD, OHIO**



DESIGN DEVELOPMENT | Existing Conditions | Photos



VIEW HEADING WEST ON DETROIT AVE.



VIEW HEADING EAST ON DETROIT AVE.



VIEW ALONG ORCHARD GROVE AVE.



VIEW HEADING NORTH ON ORCHARD GROVE AVE.



**We are requesting an exemption for 6 parking spaces over the maximum allowed spaces.**

Minimum parking spaces: 1 spaces per 1,000 Sq Ft of GFA. Proposed GFA: 3,100 would equate to a minimum of 3 parking spaces.

Maximum parking spaces: 2.5 spaces per 1,000 Sq Ft of GFA. Proposed GFA: 3,100 would equate to a maximum of 8 parking spaces.

Proposing: 14 parking spaces

**Section 1143.11 (below) allows for exemptions to the required parking maximums.**

We will comply with the exemption listed in Section 1143.11.b.1 by:

- Reducing the impervious cover on the site pre-project versus post-project;
- Installing a grassed swale upstream of the proposed storm inlet; and

We will comply with the exemption listed in Section 1143.11.c.3 by:

- Providing a dedicated pedestrian pathway through the property
- Providing public seating along designed pathway near Orchard Grove

We will comply with the exemption listed in Section 1143.11.d by:

- Implementing an innovative landscaping plan - we intend to screen the southern property line from the residences to the south

**1143.11 EXCEPTIONS TO REQUIRED MAXIMUMS.**

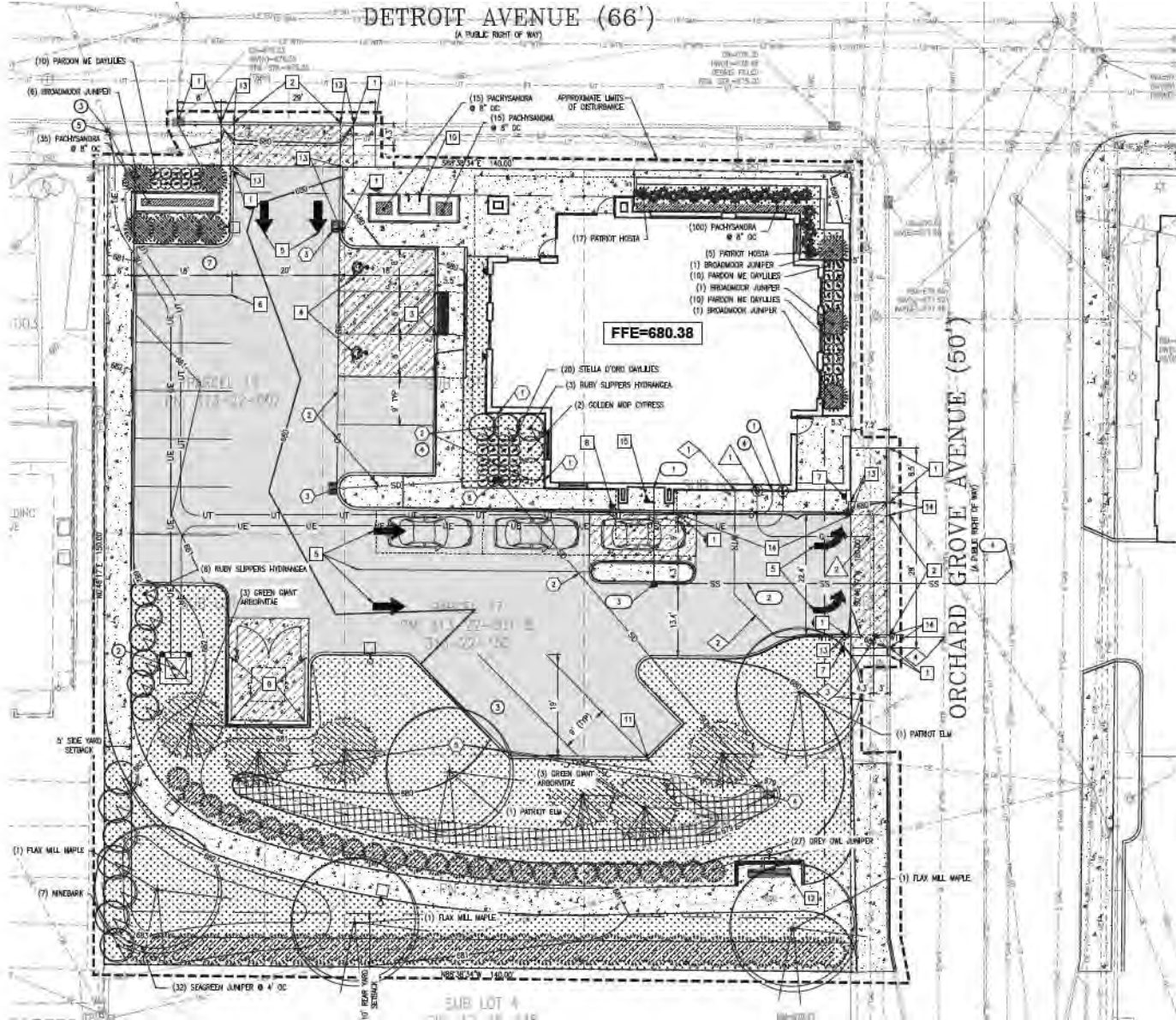
The number of parking spaces provided may exceed the maximum specified per the following options as determined by the Commission when reviewing an application to exceed the maximum number of parking spaces allowed per Section 1143.05.

- (a) One space increase for each space located in a parking structure.
  - ▶ (b) Implementation of additional measures that control the flow of stormwater runoff on the project site pursuant to BMPs by:
    - ▶ (1) Providing and treating or controlling an additional volume above the computed Water Quality Volume (WQv) as determined by Chapter 1339. Post-Construction BMP exemptions mentioned in Chapter 1339 shall not apply to this section.
    - (2) Projects that disturb an area less than 8,000 square feet may use this exception.
  - ▶ (c) Installation of a streetscape improvement for public use, which streetscape improvement shall require approval by the Architectural Board of Review, including, but not limited to:
    - (1) A transit waiting environment along an existing bus route:
      - A. The transit waiting environment shall take into consideration design guidelines for transit waiting environments produced by the local transit authority, and any other design guidelines or standards as recommended by the administration or City Council.
      - B. The location of the transit waiting environment is to be determined by the Director or such other persons as the Director may designate.
    - (2) Public art installation;
    - ▶ (3) Public pedestrian seating, street trees or decorative street lighting.
  - ▶ (d) Implementation of an innovative landscaping plan, considered to be over and above the landscaping typically required by the Architectural Board of Review, with consideration given to plant, flower, and tree type, size, design, location and irrigation as part of the landscape plan.
  - (e) Evidence that the property or business owner will make its parking lot available for shared parking with neighboring businesses.
- (Ord. 86-14. Passed 1-20-2015.)



DETROIT AVENUE (66')

(A PUBLIC RIGHT OF WAY)

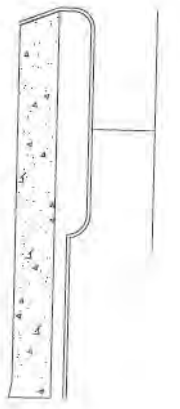
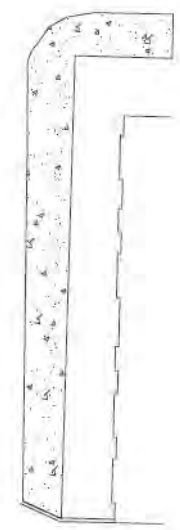
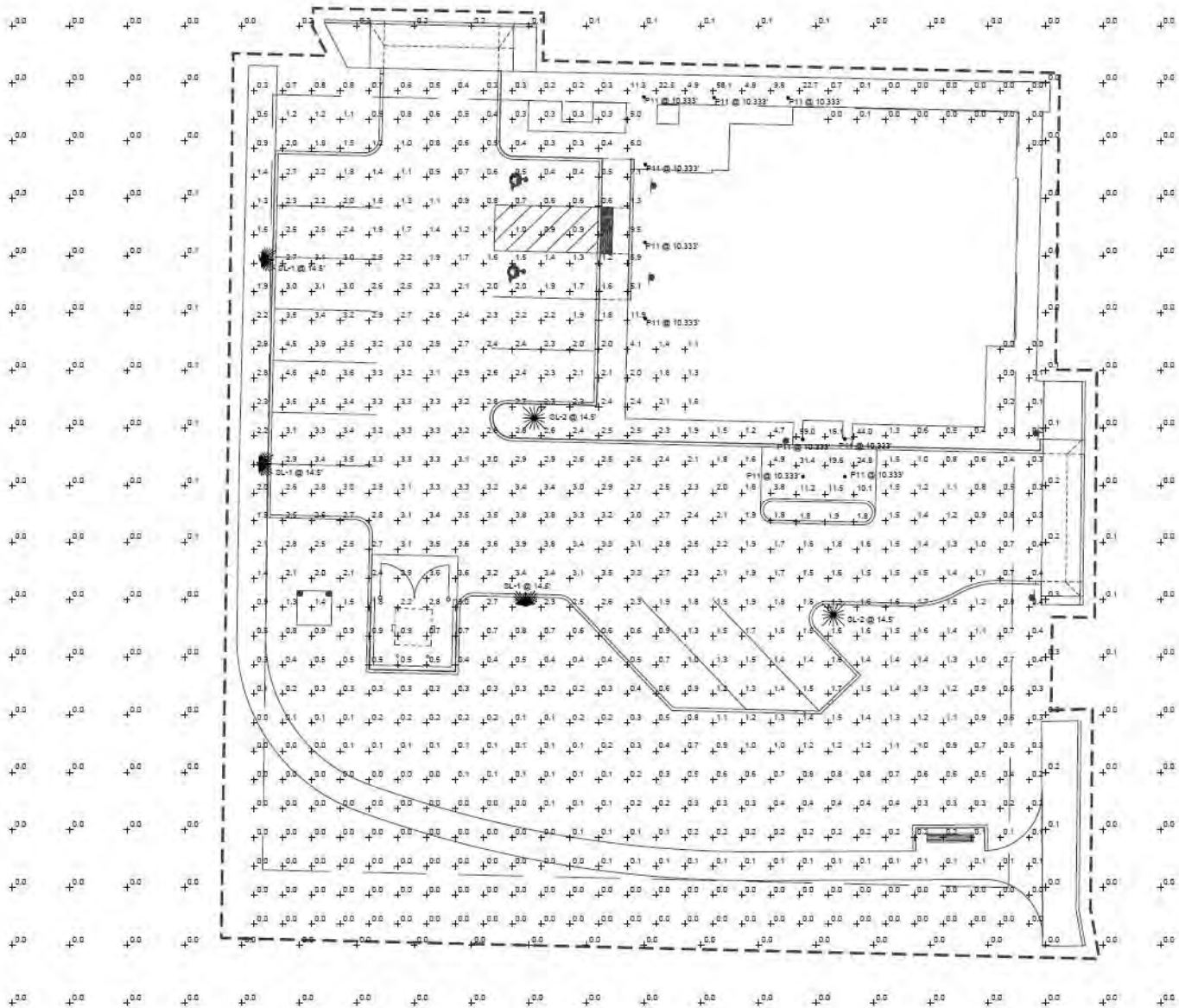


FFE-680.38

ORCHARD GROVE AVENUE (50')

(A PUBLIC RIGHT OF WAY)

EMB LOT 4





DESIGN DEVELOPMENT | Proposed Design | Site Plan



vocon.

LET YOUR  
SPACES SPEAK.

© Vocon 2020 | 3142 Prospect Avenue E Cleveland, OH 44115 216.588.0800

# Parking

## 1143.09 PARKING PLAN REVIEW: PLANNING COMMISSION.

(a) The Commission shall review applications for parking plans that do not meet the set schedule in [1143.05](#). In addition to Section [1143.09](#) and Section [1143.10](#), the Commission may consider the following when reviewing an application:

- (1) Impact on central character of residential neighborhoods taking on overflow parking;
- (2) Available surface parking lots in the neighborhood that could be used for shared parking;
- (3) Similarly scaled projects throughout the City to compare parking footprint;
- (4) When a restaurant use is proposed, the total number of tables to parking spaces;
- (5) Total number of employees;
- (6) Alternative forms of transportation available in the neighborhood;
- (7) Implementation of bicycle facilities, including but not limited to, bicycle racks, covered bicycle parking, and shower facilities for employees;
- (8) Peak demand for parking spaces from all uses compared to the total supply of spaces;
- (9) Traffic impact analysis and/or a traffic demand study;
- (10) For uses defined as Institutional or Public Assembly in Schedule [1143.05](#), the following guidelines:
  - A. One space for each 80 square feet of all auditoria and public assembly rooms: and
  - B. One space for each employee.



# Parking

## 1143.05 SCHEDULE OF USES AND SPACE REQUIREMENTS.

- Retail: Min. 1/Max 2.5 per 1,000 sq. ft. GFA

\*Businesses occupying...building or tenant spaces under 2,500 sq. ft. not required to provide off-street parking.

Use	Size	Minimum	Maximum	Proposed
Bank/Retail	3,100 ft <sup>2</sup>	3	8	14 (+6)



# Parking

## 1143.11 EXCEPTIONS TO REQUIRED MAXIMUMS.

The number of parking spaces provided may exceed the maximum specified per the following options as determined by the Commission when reviewing an application to exceed the maximum number of parking spaces allowed per Section [1143.05](#).

- (a) One space increase for each space located in a parking structure.
- (b) **Implementation of additional measures that control the flow of stormwater runoff on the project site pursuant to BMPs by:**
  - (1) Providing and treating or controlling an additional volume above the computed Water Quality Volume (WQv) as determined by Chapter [1339](#). Post-Construction BMP exemptions mentioned in Chapter [1339](#) shall not apply to this section.
  - (2) Projects that disturb an area less than 8,000 square feet may use this exception.
  - (c) Installation of a streetscape improvement for public use, which streetscape improvement shall require approval by the Architectural Board of Review, including, but not limited to:
    - (1) A transit waiting environment along an existing bus route:
      - A. The transit waiting environment shall take into consideration design guidelines for transit waiting environments produced by the local transit authority, and any other design guidelines or standards as recommended by the administration or City Council;
      - B. The location of the transit waiting environment is to be determined by the Director or such other persons as the Director may designate.
    - (2) Public art installation;
    - (3) **Public pedestrian seating, street trees or decorative street lighting.**
  - (d) **Implementation of an innovative landscaping plan, considered to be over and above the landscaping typically required by the Architectural Board of Review, with consideration given to plant, flower, and tree type, size, design, location and irrigation as part of the landscape plan.**
- (e) **Evidence that the property or business owner will make its parking lot available for shared parking with neighboring businesses.**



## **Recommendation (08-35-24) – Parking Plan Review**

Approval with conditions:

- Investigate shared parking/maintenance agreement with adjacent development.





18605 Detroit Ave



**Docket 09-36-24 – 18605 Detroit**  
**Standard Wellness (Adult Use – Marijuana)**

## **Request (09-36-24)**

To review and approve a **Conditional Use (Adult Use – Marijuana)** pursuant to:

- Chapter 1165 – Medical Marijuana Dispensaries.

Proposal is in the C2 – Commercial (Retail) District.

18605 Detroit Ave



18605 Detroit



# THE FOREST



## DRAWING INDEX - CONCEPT SET

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

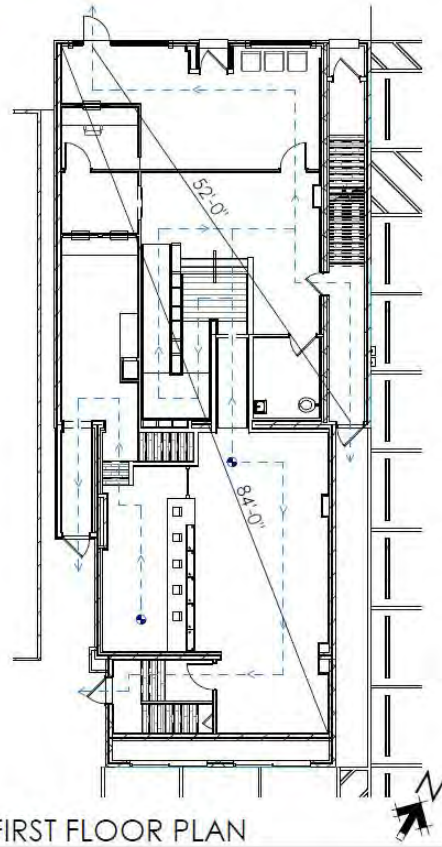
## PROJECT DESCRIPTION

PROJECT DESCRIPTION

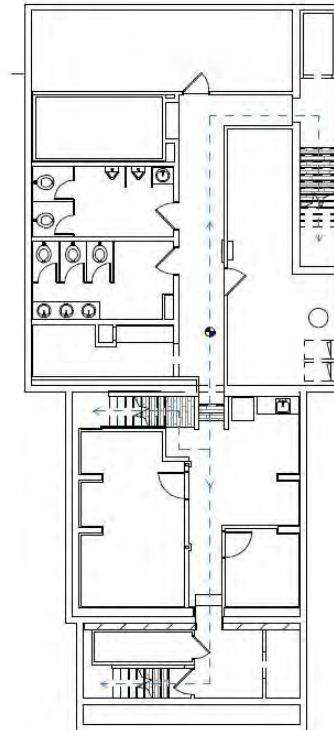


COVER SHEET CS

# THE FOREST



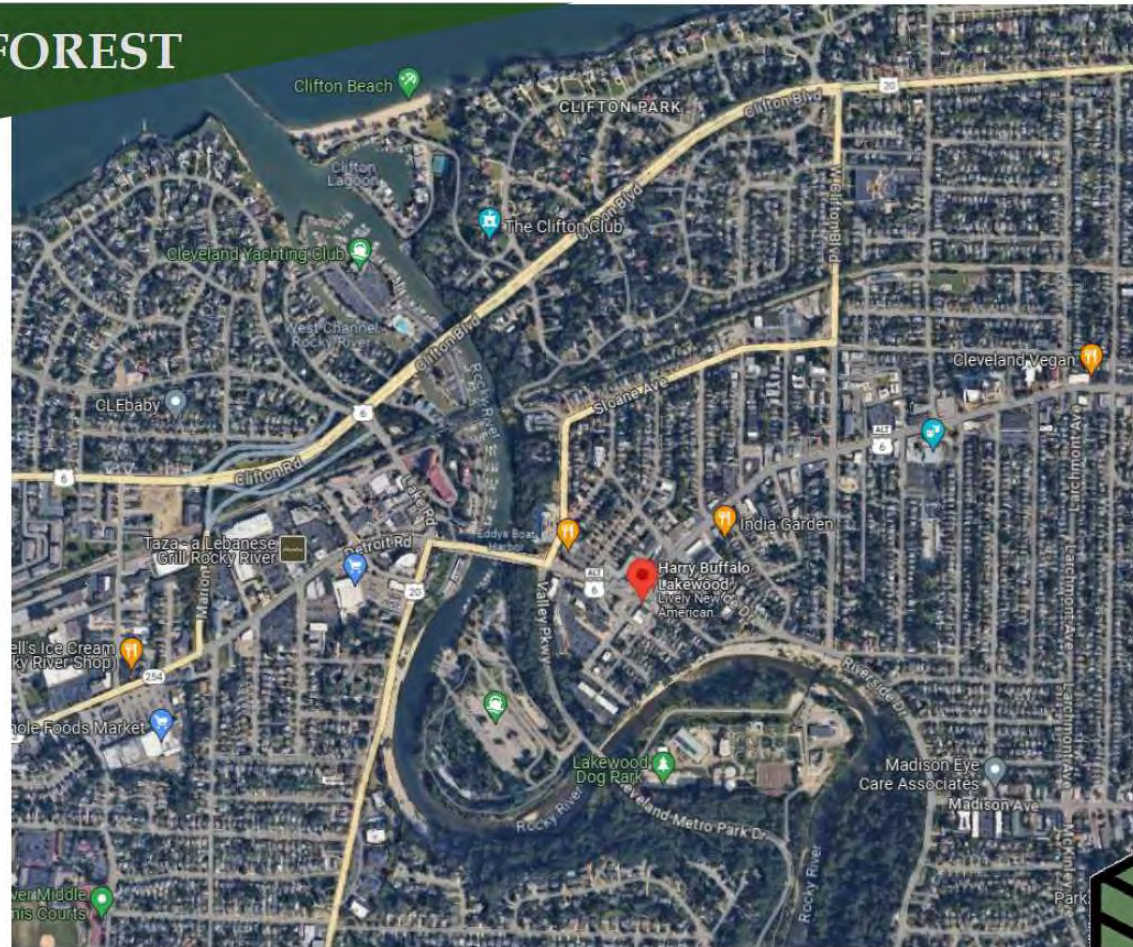
FIRST FLOOR PLAN



LOWER LEVEL PLAN



# THE FOREST



24071

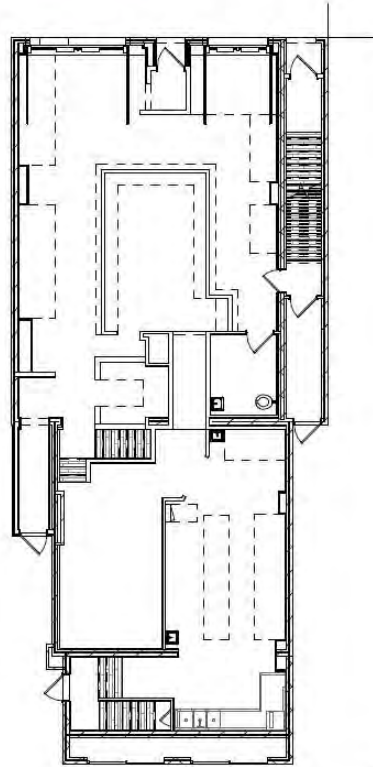
18605 DETROIT AVE - LAKEWOOD, OH 44107

LOCATION MAP A-1

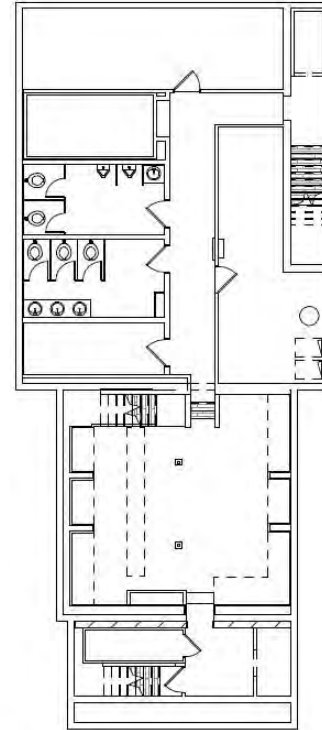
# THE FOREST



# THE FOREST



FIRST FLOOR PLAN



LOWER LEVEL PLAN



# THE FOREST

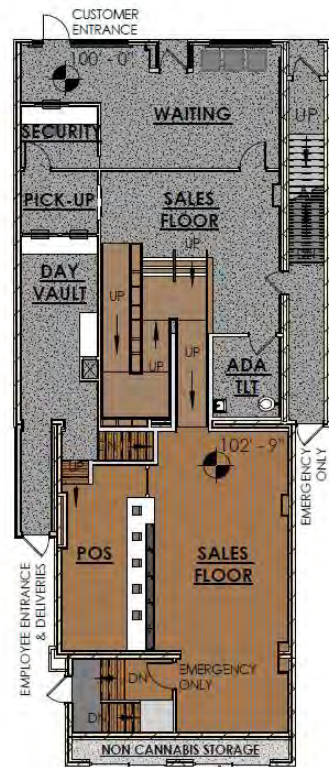


PROPOSED SITE PLAN

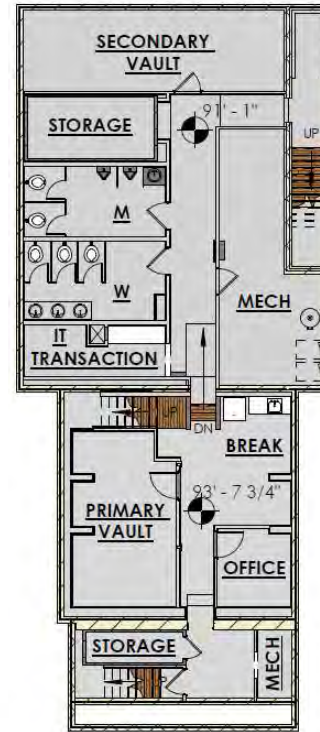


18605 DETROIT AVE - LAKEWOOD, OH 44107

# THE FOREST



FIRST FLOOR PLAN



LOWER LEVEL PLAN



# THE FOREST



24071

18605 DETROIT AVE - LAKEWOOD, OH 44107

EXTERIOR RENDERING A-6



# THE FOREST



24071

18605 DETROIT AVE - LAKEWOOD, OH 44107

EXTERIOR RENDERING A-7



# THE FOREST



# THE FOREST



# THE FOREST



# THE FOREST



# THE FOREST



ISOMETRIC VIEW



24071

18605 DETROIT AVE - LAKEWOOD, OH 44107



PARTIAL AXON A-12

# THE FOREST



24071

18605 DETROIT AVE - LAKEWOOD, OH 44107

OVERALL AXON A-13



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

A conditional use, and uses accessory to such conditional uses, shall be permitted where the use is identified by this Code as a conditionally permitted use, or is found by the Commission to be a substantially similar use, in the zoning district in which the use is located. 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.
- (i) That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located as well as the specific conditions set forth in Section 1161.03.
- (j) A Conditional Use Permit issued pursuant to this Chapter may not be transferred to any other person or address.



### **1165.03 LOCATION OF MARIJUANA DISPENSARIES.**

- (a) Marijuana dispensaries may be located only in a C1 Office, C2 Retail, and C3 General Business District as a conditionally permitted use pursuant to Section 1129.02 and Chapter 1161 and in accordance with the restrictions contained in this chapter.
- (b) No marijuana dispensaries may be established or operated within 500 feet of a school, church, public library, public playground, or public park in the City.
- (c) No marijuana dispensary may be established, operated or enlarged within one mile of another marijuana dispensary.
- (d) For the purpose of subsections (b) and (c) of this section, measurement shall be made from the nearest portion of the building or structure used as the part of the premises where a marijuana dispensary is conducted, to the nearest property line of the premises of a marijuana dispensary or a school, church, public library, public playground, or public park.

### **1165.04 DESIGN GUIDELINES FOR MARIJUANA DISPENSARIES.**

- (a) Parking for a marijuana dispensary shall be configured so as to prevent vehicular headlights from shining into adjacent residentially zoned and/or used property. Parking areas configured such that vehicular headlights are directed toward public rights-of-way across from residentially zoned and/or used property shall provide continuous screening and shall conform to the design requirements set forth in Chapter 1325 of the Building Code and be approved by the Architectural Board of Review. Landscaping and screening shall be continuously maintained and promptly restored, if necessary, pursuant to Chapter 1141.
- (b) Ingress and egress drives and primary circulation lanes shall be located away from residential areas where practical to minimize vehicular traffic and noise which may become a nuisance to adjacent residential areas.



#### **1165.04 DESIGN GUIDELINES FOR MARIJUANA DISPENSARIES. (CONTINUED)**

- (c) All building entrances intended to be utilized by patrons shall be located on the side(s) of the building which does not abut residentially zoned and/or used property, whenever possible, to minimize the potential for patrons to congregate and create noise which may become a nuisance to adjacent residential areas.
- (d) All exterior site and building lighting, which shall be provided, must be approved by the Architectural Board of Review pursuant to Chapter 1325 of the Building Code, and such design shall minimize the intrusive effect of glare and illumination upon any abutting areas, especially residential.
- (e) Any marijuana dispensary adjacent to a residential district and/or use shall contain a minimum six-foot-high solid fence along such abutting property lines and be approved by the Architectural Board of Review pursuant to Chapter 1325 of the Building Code.
- (f) Marijuana dispensaries shall not have a drive through window.
- (g) Rules, regulations and local permitting requirements imposed on a marijuana dispensary by the City shall be interpreted in all instances to conform to the state licensing requirements for dispensaries, but in the event the City's rules, regulations and permitting requirements impose a greater obligation on a marijuana dispensary than the state licensing requirements, the local provisions shall be enforced.
- (h) Applicants must meet any additional criteria and fulfill any additional requirements associated with obtaining a conditional use permit in the City. The City shall review all qualifying applications at a reasonable pace and level of review equivalent to other land use projects requiring a conditional use permit.



### **1165.05 OFF-STREET PARKING.**

Off-street parking for a marijuana dispensary shall be provided, pursuant to Chapter 1143, except that the Commission may require an off-street parking plan.

### **1165.06 SIGN REGULATIONS FOR MARIJUANA DISPENSARIES.**

(a) All signs for a marijuana dispensary shall be wall signs or window signs as defined in Section 1329.03(c) of the Building Code and shall be constructed and located in conformance with all applicable provisions of Chapter 1329 of the Building Code.

(b) All signs for a marijuana dispensary shall be maintained in accordance with Section 1329.13 of the Building Code and may be ordered to be removed in accordance with the provisions of that section.

(c) No merchandise or pictures of the products on the premises of a marijuana dispensary shall be displayed on signs, in window areas or any area where they can be viewed from the sidewalk or street in front of the building. No sign shall bear any image depicting or describing a marijuana leaf or the combustion of plant material, whether by means of display, decoration, sign, window or any other means.

(d) Window areas of a marijuana dispensary shall not be covered or made opaque in any way. A one-square-foot sign shall be placed on the door to state hours of operation.



## **1165.07 SECURITY PLAN.**

(a) Each application for conditional use under this chapter shall be submitted along with a security plan for review and approval by the Chief of Police. The security plan shall be on a form or in a manner prescribed by the Chief and shall include, at a minimum:

(1) A lighting plan that identifies how the interior, facade, adjoining sidewalks, parking areas and immediate surrounding areas of the dispensary will be illuminated and how the lighting will deflect light away from adjacent properties; and

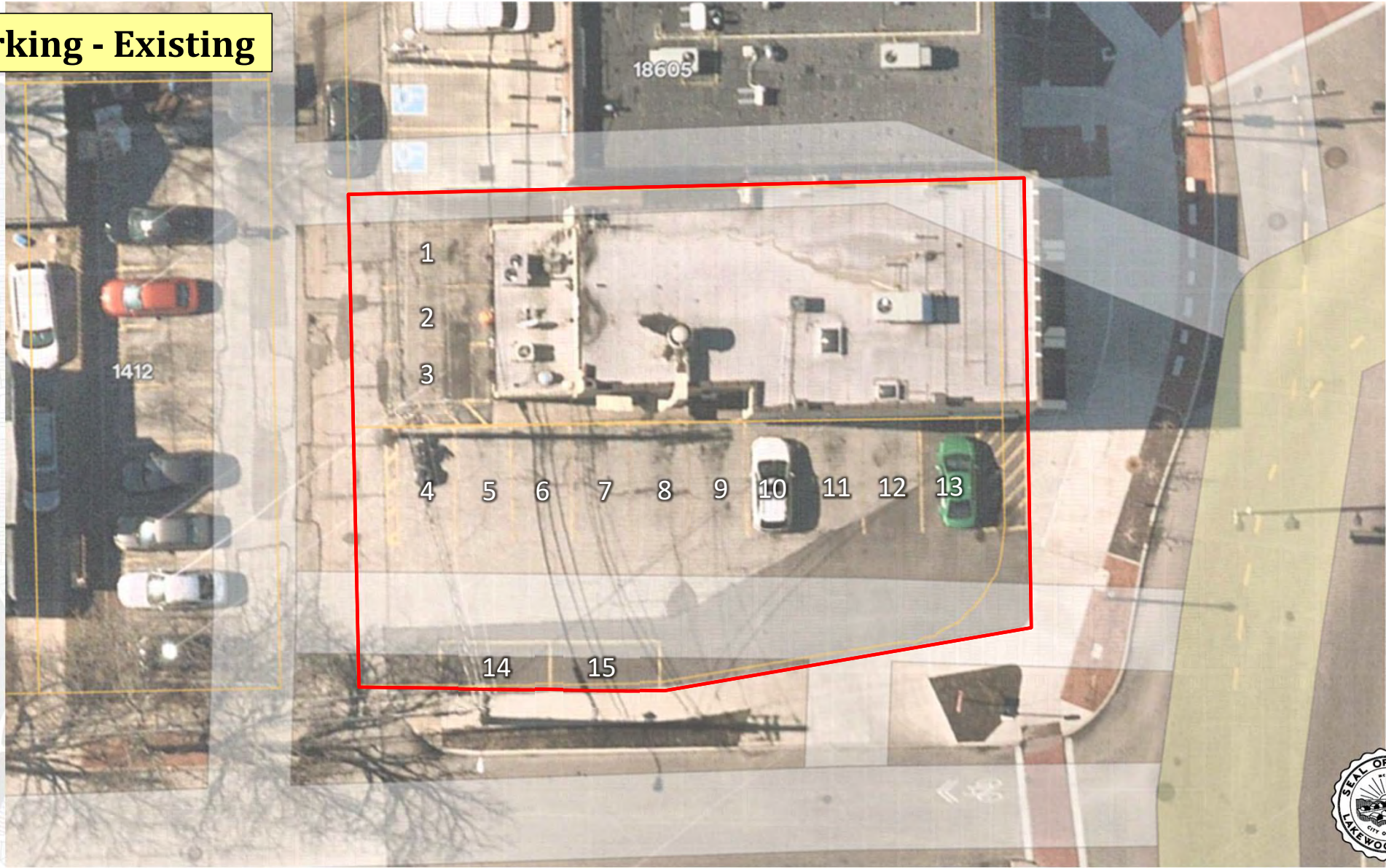
(2) Identification of operable cameras, alarms, security guards and other security measures to be present on the premises whether during or outside business hours.

(b) The security plan should address the applicants' use of off-street parking and proposed use of armed security guards, video surveillance and door, building and parking lot security as appropriate. The applicant shall supply all additional information requested by the Chief necessary for the Chief to evaluate the security plan.

(c) The security plan shall not be submitted to the Planning Commission nor become part of the public record.



**Parking - Existing**



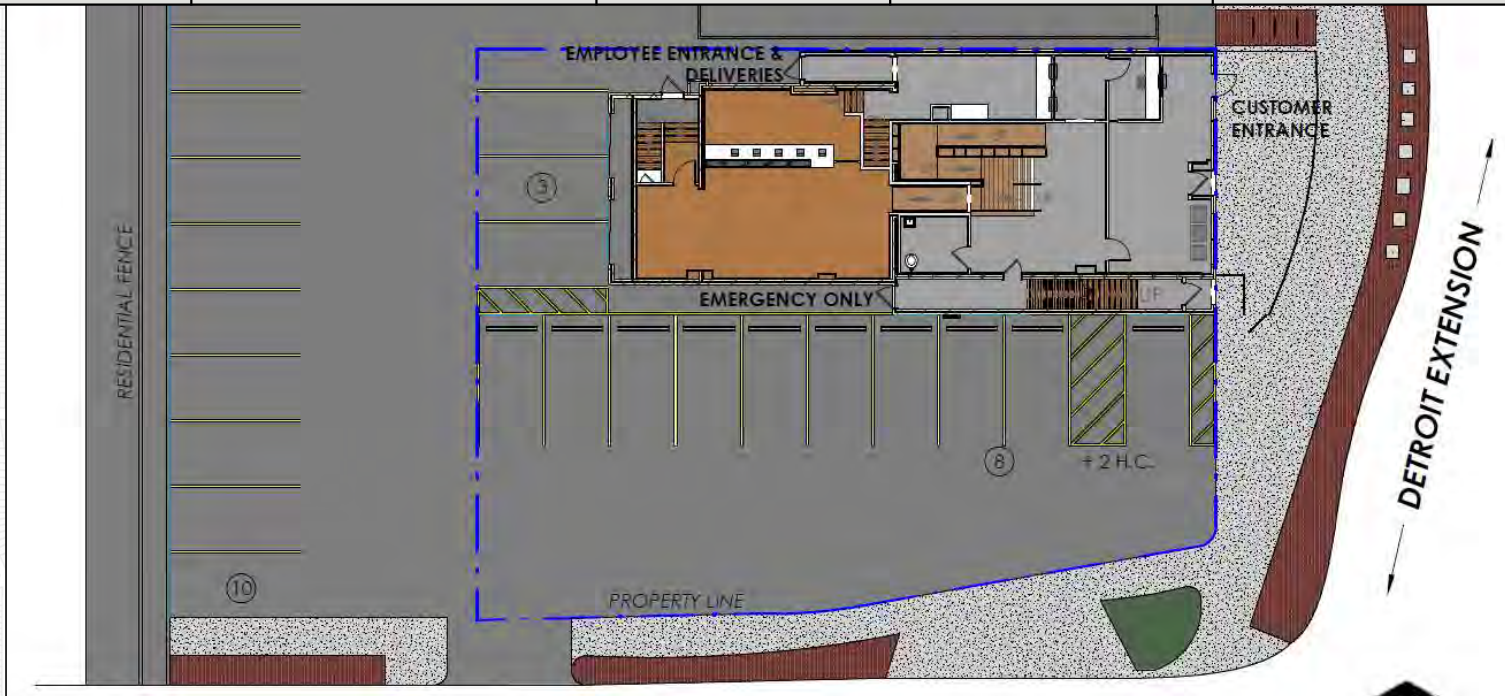
## Parking - Proposed

### 1143.05 SCHEDULE OF USES AND SPACE REQUIREMENTS.

- Retail: Min. 1/Max 2.5 per 1,000 sq. ft. GFA

\*Businesses occupying...building or tenant spaces under 2,500 sq. ft. not required to provide off-street parking.

Use	Size	Minimum	Maximum	Proposed
Dispensary	2,360 ft <sup>2</sup> (First Floor) 1,618 ft <sup>2</sup> (Lower Level) 3,978 ft <sup>2</sup> total	4	10	13

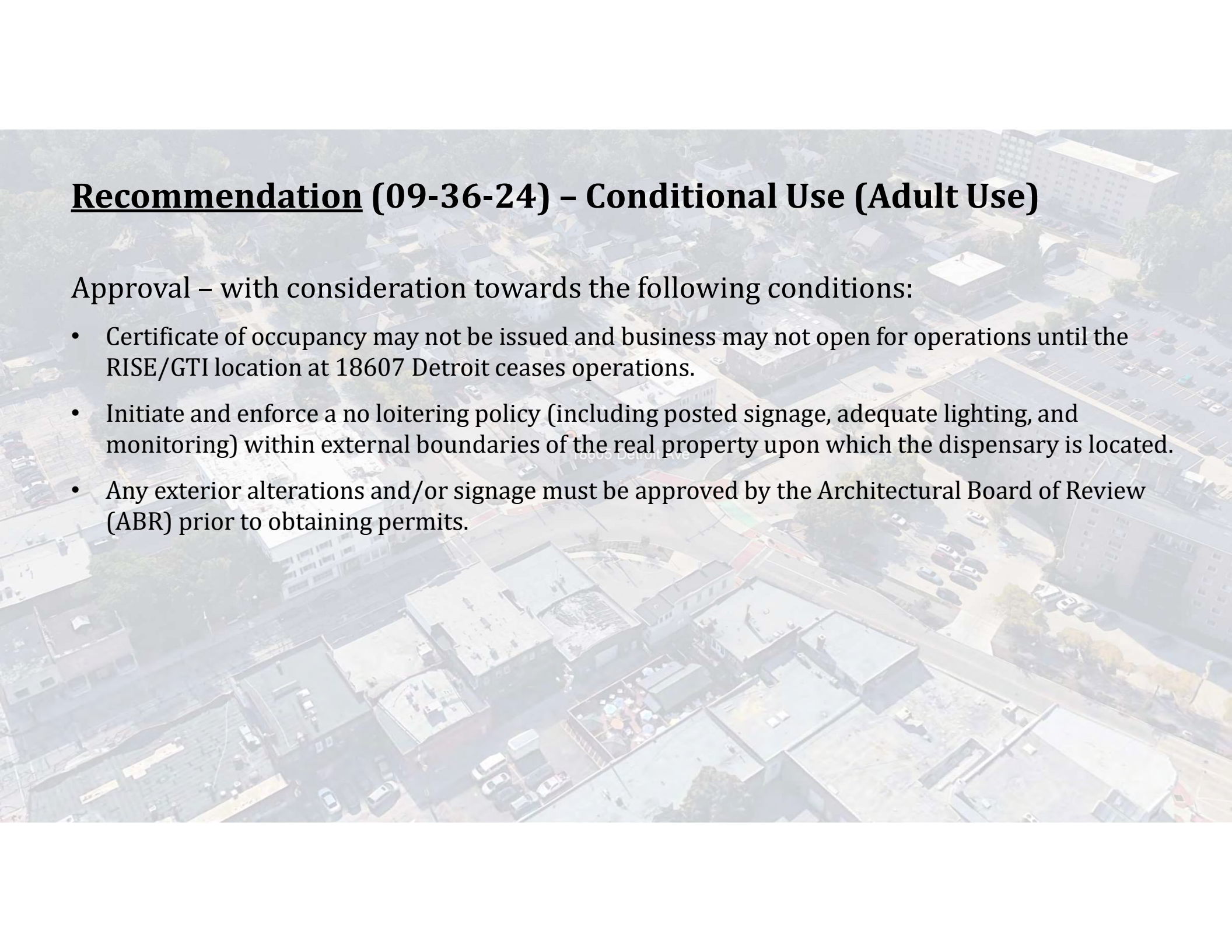


## 1143.11 EXCEPTIONS TO REQUIRED MAXIMUMS.

The number of parking spaces provided may exceed the maximum specified per the following options as determined by the Commission when reviewing an application to exceed the maximum number of parking spaces allowed per Section 1143.05.

- (a) One space increase for each space located in a parking structure.
- (b) Implementation of additional measures that control the flow of stormwater runoff** on the project site pursuant to BMPs by:
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  - (3) Public pedestrian seating, street trees or decorative street lighting.
- (d) Implementation of an innovative landscaping plan**, considered to be over and above the landscaping typically required by the Architectural Board of Review, with consideration given to plant, flower, and tree type, size, design, location and irrigation as part of the landscape plan.
- (e) Evidence that the property or business owner will make its parking lot available for shared parking** with neighboring businesses.

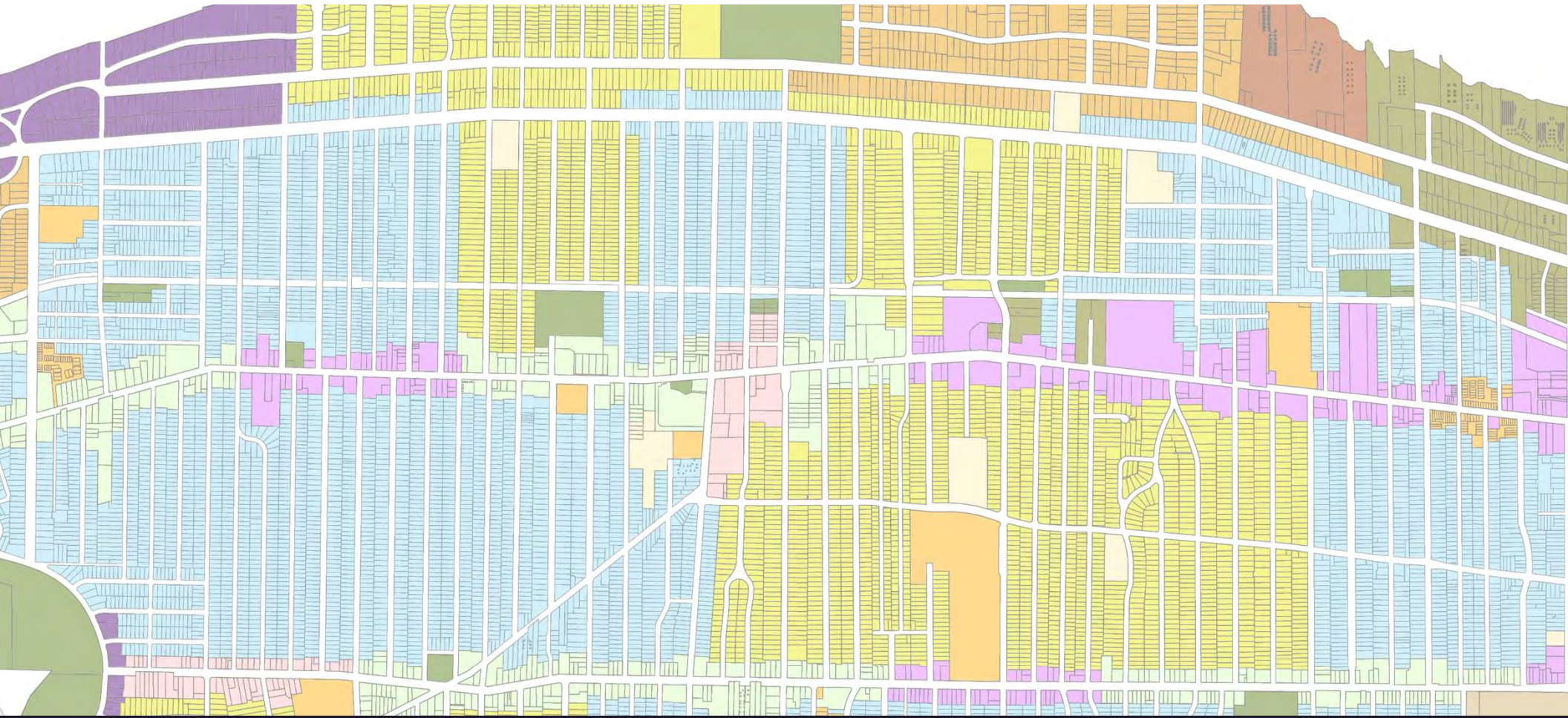


An aerial photograph of a city block, showing various buildings, streets, and parking lots. The image is slightly faded and serves as a background for the text.

## **Recommendation (09-36-24) – Conditional Use (Adult Use)**

Approval – with consideration towards the following conditions:

- Certificate of occupancy may not be issued and business may not open for operations until the RISE/GTI location at 18607 Detroit ceases operations.
- Initiate and enforce a no loitering policy (including posted signage, adequate lighting, and monitoring) within external boundaries of the real property upon which the dispensary is located.
- Any exterior alterations and/or signage must be approved by the Architectural Board of Review (ABR) prior to obtaining permits.



# Planning Commission

September 2024