

**MINUTES  
PLANNING COMMISSION  
CITY OF LAKEWOOD  
12650 DETROIT AVENUE  
AUDITORIUM  
OCTOBER 3, 2024  
6:00 P.M.  
RECORDED**

(The meeting was called to order at 30:28 on the recording)

**1. ROLL CALL**

Members Present

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

Staff Present

David Baas, Assistant Director, Planning and Development  
Jen Swallow, Chief Assistant Law Director  
Mark Papke, Engineer

A motion was made by Mr. LaPointe, seconded by Mr. McDermott to **EXCUSE** the absence of Kyle Reisz. All of the members voted yea; the motion passed.

**2. APPROVE THE MINUTES OF THE SEPTEMBER 5, 2024 MEETING**

A motion was made by Mr. LaPointe, seconded by Mr. Sanderson to **APPROVE** the September 3, 2024 meeting minutes. All of the members voted yea; the motion passed.

**3. OPENING REMARKS**

Staff read the Opening Remarks into record.

**NEW BUSINESS**

**CONDITIONAL USE**

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

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

(33:14 on the recording) Heather Tuholski, Director of Fields Operation, representative was present to explain the request. Mr. Baas provided an administrative summary of the project. stated there would be no alcoholic beverages, would be located on private property, and recommended approval. Public comment was closed as no one addressed the item. No comments were received before the meeting.

Commissioners Comments/Questions

- What are the operating hours?

- 10:00 a.m. to 9:00 p.m. At 9:00 p.m., remaining patrons are given 10 to 15 minutes to finish eating and clean the area.
- Would other businesses, such as Cleveland Bagel, use the dining area?
  - Its use would be for Jersey Mike's Subs customers only.
- Is the existing lighting adequate?
  - Willing to add more.
- Would like to see more planting.
  - Already exploring additional landscaping.
- Where is access to the patio?
  - Plan is for access to be through the store; there is a side gate.
- Concerned about trash and need to see location of any receptacles..
  - Will provide receptacle(s).
- Are there restrooms for customers?
  - Yes, they are inside the store.
- Is there ADA wheelchair access into the store?
  - No because of historic factors. However, they offer curbside service, and there will be access to the patio.

(Asked the administration if there was anything in the sales agreement, when purchased by the developer from the City, about this area being a public space. Staff did not recall anything.)

- Will the patio enclosure be locked to prevent after hour use?
  - Yes.
- The dining area is too small for adequate patron circulation with the swing gates and creates limited access to the storefront from the rear parking lot.
- Need to see dimensions.
- Fence would be close to the utility poles.
- Is there a line of sight by staff to the outside dining area?
  - No. Could install cameras.
- Need more details from the applicant before granting approval.
- Consider the elimination of a fence and one table with four chairs.
- Is the area part of the lease for Jersey Mike's Subs?
  - Yes.
- Consider different furniture.

Points to be addressed at the next meeting were:

- Elimination of the fence will provide more circulation and space for tables
- Examine different types of furniture
- Utilize the wall – maybe place a bench against it.
- Place planters in the corners
- Want details about trash management.
- Surveillance of the outdoor dining area.
- Dimension details, property lines, lease lines.

A motion was made by Mr. LaPointe, seconded by Mr. Sanderson, to **DEFER** the request. All of the member voted yea; the motion passed.

## **OLD BUSINESS**

## **COMMUNICATION**

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

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

- Ordinance No. 11-2024 to enact Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood, to address the livability and safety needs of Lakewood by building upon efforts to promote an equitable multimodal transportation system.  
(Page 3)

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

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

- Resolution No. 2024-42 to support the Complete Streets Initiative and to address the livability and safety needs of Lakewood by building upon efforts to promote an equitable multimodal transportation system.  
(Page 20)

(56:12 on the recording) Docket 07-30-24 and Docket 07-31-24 were taken together. Ms. Swallow stated the administration and City Council continued to work for the formation of a hybrid document. Mr. Baas recommended to table the items and provided a presentation of the Active Transportation Plan Overview for an upcoming OTEC meeting. Public comment was closed as no one addressed the item. No comments were received before the meeting.

A motion was made by Mr. LaPointe, seconded by Mr. Sanderson to **DEFER Docket 07-30-24 and Docket 07-31-24**. All of the members voted yea; the motion passed.

**CONDITIONAL USE**

**7. 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 40)

(1:13:30 on the recording) Joseph Andulics, Standard Wellness Co., applicant; and Sam O'Leary, Thrasher, Dinsmore & Dolan for applicant were present to explain the request. Mr. Baas provided an administrative summary of the project. Ms. Swallow asked the applicant of its intent when/if RISE Dispensaries vacates the adjacent building at 18607 Detroit Ave. Mr. Andulics stated his business would expand into the vacated building. Mr. Baas outlined the City's three recommended conditions for approval. Public comment was taken. Robert Zimmerman of Benesch, Friedlander, Copland & Aronoff LLP, attorney for GTI (RISE Dispensaries) disclosed that the RISE Dispensaries business might not be moving from its

current location at 18607 Detroit Avenue, the need for an MOU with Standard Wellness Co., and concerns about traffic study and parking, and confirmed that RISE Dispensaries had an application pending with the State regarding a transfer of license. Discussion about application submissions and conditions for approval were discussed between the Commission members and staff; staff recommended the item was tabled.

#### Commissioners Comments/Questions

- Appreciated all the work done by the applicant since the September 5, 2024 meeting.
- Need a more comprehensive parking plan.
- Want a shared parking agreement.
- Landscaping & artwork/sculpture need to be made clearer (sculpture is shown in the sidewalk).
- Asked if Standard Wellness and West End LLC were two separate entities.
  - Yes.
- Crossflow of traffic through the parking lot: dedicated parking spots are in rear, and the establishment entry is in the front.
  - Was revised already.
- Key issue is to have shared parking agreement(s) for use on the Friday/weekend nights.
- Parking situation's solution would be when Harry Buffalo restaurant was gone.
- If RISE Dispensaries were to relocate, would Standard Wellness be required to seek Planning Commission's approval before expanding into the space?
  - Yes.

The Commission members were not in the position to move forward until there was more clarity to the proposal.

A motion was made by Mr. Sanderson, seconded by Ms. Gall to **TABLE** the request until the parties have either come to an agreement, or the State has confirmed the transfer of RISE's permit. All of the members voted yea; the motion passed.

### **NEW BUSINESS**

#### **PLANNED DEVELOPMENT**

##### **8. Docket 10-37-24**

**Irene & Donald Ave.**

**Donald Thoreau Development**

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

(2:10:15 on the recording) Paul Beegan, Beegan Architectural Design, was present to explain the request with updates and traffic study. Mr. Baas provided a review of requirements for a planned development, recommendations for final approval, and administrative summary. The plat was to be finalized, preparation of it was required before City Council's review, and it would return to the Planning Commission for final approval if and after City Council's approval. Public Comment was taken.

#### Public Comments/Questions

- Project is uncharacteristic of the residential neighborhood.
- Not zoned for the development.
- Reverse the positions of the road and sidewalk/trail.

- Increase the width of the landscaping buffer.
- A fence is not adequate.
- Traffic is a concern.
- Want something interesting, not just for profit.
- It is a close knit neighborhood.
- There would be direct visibility from the balconies into yard and house.
- Would like to have a developer initiated meeting.
- Thoreau Avenue is too narrow for two-way traffic.
- Neighborhood is not aware of the proposal.
- Project will reduce greenspace needed for pollinators.
- South end of Thoreau Avenue is densely populated, and parking is very limited.
- Speeding traffic is a problem despite the traffic study.
- It is a parking inequity issue for the existing residents.
- Loss of trees will be a detriment.
- Concerned about environmental issues.
- Would like to see affordable housing.

Mr. Beegan said the road was widened to 20 feet at the direction of the Fire Department in order to accommodate the emergency vehicles and 30 foot turning radius; it will be a one-way street.

#### Commissioners Comments/Questions

- There are two issues: the plat is to be done by a surveyor, and a civil engineer was needed.
- Get confirmation from Fire Department and Public Works Department.
- Collapsible bollards could be used.
- It should be one-way from Thoreau Avenue.
- A three-foot landscape buffer is not wide enough.
- Use plantings in the buffer zone that are hardy and appropriate.
- Describe the underground detention unit.
  - Multiple ways for it to be done; will be determined.
  - Mr. Papke said they will be required to have both water quality and quantity units.
- Will have to be concerned about the neighboring properties.
- Location is below a load bearing lane.
- Explain the shared public easement agreement, who would be responsible for maintenance.
  - The developer/HOA.
- Describe the existing trees.
  - Of three, one is viable but located in the path of the road.
- Need to know the size and health of the tree.
  - There is not an option to retain the tree.
- Want to know the number of and type of proposed trees.
- Will there be a long-term care commitment to maintenance of said proposed trees?
- Provide an analysis of carbon sinking of mature trees.
- Widen the sidewalk to eight to ten feet.
  - Constraints are due to the railroad tracks.
- Can more parallel parking be added to the driveway?
  - Not allowed per the Fire Department.
- Need sidewalk connection from the six parking spaces to the trail.
- Ms. Swallow stated the plat could return for additional approval.
- Pay attention to the connection to Cove Park where the trail terminates, make sure to complement the receiving end and consider the pedestrian.

The Commission members had no further comments or questions. Mr. Beegan had no questions.


Points to be addressed at the next meeting were:

- The buffer.
- Provide a plat, at least a working one.
- Placing the eight foot wide path in a public easement for public use as a sidewalk..
- Provide more information on tree replacement ratio.
- Provide a full-blown landscape plan with samples.
- One-way directional flow of the driveway, from Thoreau Avenue to Donald Avenue, with signage and potentially bollards.

A motion was made by Mr. McDermott, seconded by Mr. LaPointe to **DEFER** the request. All of the members voted yea; the motion passed.

**ADJOURN**

Mr. McDermott **ADJOURNED** the meeting at 9:27 p.m.

  
\_\_\_\_\_  
Signature

11/7/24  
\_\_\_\_\_  
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. Heather Tuholski

Director of Fields Operation

2. JOE ANDULICS

[Signature]

3. SAM O'LIARY

[Signature]

4. IZET ZIMMERMAN

[Signature]

5. PAUL BEEGAN

[Signature]

6. Donny Davis

[Signature]

7. Ben Kroetch

[Signature]

8. DAVE KERM OF

[Signature]

9. Katie Hertel

[Signature]

10. Cindy Marx

CINDY MARX

11. Jake With

[Signature]

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

FOR CITY USE ONLY

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

Date of Proceeding: Thursday, October 3, 2024

## Johanna Schwarz

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**From:** Benjamin Kroeck <kroeckbw@gmail.com>  
**Sent:** Wednesday, October 2, 2024 6:56 PM  
**To:** Planning Dept; Amanda L. Cramer; David Baas  
**Subject:** Fwd: 06-58-24 - Irene/Donald Development

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

Amanda and Dave,

I just wanted to make sure that my original comment for docket no. 06-58-24 to the ABR will be passed along to the Planning Commission prior to tomorrow's meeting? Thank you for also including the email chains to Councilmembers from earlier this week too.

Thanks  
Ben Kroeck  
1237 Thoreau Road, Lakewood

----- Forwarded message -----

**From:** Benjamin Kroeck <kroeckbw@gmail.com>  
**Date:** Mon, Aug 5, 2024 at 5:57 PM  
**Subject:** 06-58-24 - Irene/Donald Development  
**To:** <planning@lakewoodoh.gov>  
**Cc:** Cindy A. Marx <cindy.marx@lakewoodoh.gov>

I'm writing to submit a comment for Docket No. 06-58-24 for the upcoming ABR meeting. My name is Ben Kroeck, homeowner and resident at 1237 Thoreau Rd, Lakewood, OH 44107, along with my wife and two children under the age of five. We have lived here since 2015.

Our concern with the plans as proposed are simple, we feel the building zone as it stands at R-2 is why we moved into this neighborhood and specifically this street. We see no reason for this property to be rezoned to Planned Development. We chose to live in our residential neighborhood and expect that the zoning code will be enforced.

We walk everyday to Cove Park entering across the street at the proposed exit. Traffic on this street is already a safety concern. After meeting with Councilwoman Marx to discuss this project, I understand if rezoned then the Planned Development would also have to hire their own refuse removal and snow removal leading to additional traffic since it will be a private drive. Ten units total would likely mean a minimum of an additional twenty cars, plus all of the additional traffic of deliveries, visitors, etc. Our street is already a busy thoroughfare for fire/rescue with the Fire Department behind us on Clifton and Police reporting to their station on Detroit. We do not need additional traffic as there are many young families that live here like us and walk everyday to Cove Park entering off Thoreau.

I understand that this parcel has every right to be developed, but I think it should be done within our existing code. Please do not rezone these parcels. Allow as many single family homes as can reasonably fit, but building townhomes in this residential community does not take into consideration us as existing neighbors.

Perhaps the private drive should also run along the railroad tracks to take into account the existing neighbors? Look forward to additional engagement as this process continues.

Sincerely,  
Ben Kroeck  
1237 Thoreau Road  
Lakewood, Ohio 44107

## Johanna Schwarz

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**From:** Katherine Herten <kbunsey@gmail.com>  
**Sent:** Friday, September 27, 2024 11:56 PM  
**To:** Planning Dept  
**Subject:** Proposed development on Thoreau

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

Dear Lakewood Planning:

I am a resident and homeowner at 1347 Thoreau Road. I am also a Lakewood City Schools teacher of over 20 years. I am proud to teach, live and send my children to our schools and participate as a member in this community.

I was very disappointed to learn of the proposal to build a road, a home and a building with condos in the green space just north of the train tracks on Thoreau, across from Cove Park.

This development project threatens the safety of residents, especially children who live on Thoreau, as well as guests to Cove Park. Thoreau is already a densely populated street with limited parking for the residents in the duplex units on the south end of the street, many of whom do not even have driveways. Our street receives heavy traffic from safety and security vehicles, city vehicles and serves as a cut through for other drivers. Adding an access road to a multi resident complex near the almost 90 degree bends in Thoreau north of the tracks, poses increased safety risks as this portion of the street is already challenging for north and southbound traffic to navigate. Adding a road near this section of the street increases the potential for traffic accidents. Visibility is an issue when navigating the bends by vehicle. Usually cars slow down or pull to the side at this part of our street to allow each other to safely pass. Oftentimes on the southern portion of Thoreau, oncoming cars must pull over to wait for traffic moving in the opposite direction because of the reduced road space with completely filled street parking. Additionally, events at Cove Park such as children's recreation ball games increase the traffic and parking demands on Thoreau since the Cove parking lot cannot handle the quantity of cars for these events.

Aside from human density and driving safety issues, it is extremely disappointing that the City of Lakewood would consider developing one of our few remaining open green spaces. The addition of a multi-unit condo complex will increase light pollution for residents, which is harmful to our health. Light pollution has detrimental effects for migratory organisms as well. There are several very large/old trees near the tracks which provide habitat for owls, hawks and other birds. The area planned for development is nice clearing of grass that could be otherwise turned into vital prairie habitat for monarch butterflies, who are now declared endangered, as well as other organisms who are part of our Lake Erie ecosystem.

I beg you, Lakewood, to reconsider this plan to develop Thoreau Road for issues of safety and population/vehicle density. It is my belief that part of Keeping Lakewood Beautiful includes saving our remaining green spaces and minimizing the burden on areas that are already challenged by population density.

Thank you,  
Katherine Herten  
216-402-7496

## Johanna Schwarz

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**From:** Dave Kermode <dwkermode@gmail.com>  
**Sent:** Monday, September 30, 2024 12:45 PM  
**To:** Benjamin Kroeck  
**Cc:** Cindy A. Marx; Tom Bullock; Planning Dept; donny.davis4@gmail.com; William Fadely; debommarshall@gmail.com; jacquelyn.davis04@gmail.com; Alexis Kunsak  
**Subject:** Re: Planning Commission Meeting

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Thanks, Ben and very much appreciate your time and any consideration Councilwoman Marx and Councilman Bullock.

Following up with a Planning-specific question. I'm working on my feedback for the current submission and I can't help but notice how many missing elements are in the application. Is there any reason this wasn't held from the agenda? There's no detail on individual structures, which vary from building to building, the 3D models weren't even updated and still match the old site plan, the topo isn't shown on an actual project site plan to assess height impact by building (already two feet higher from the north in the sample structure shown versus the prelim submission), among others.

This has already been a fairly time-intensive process not on our schedule. Hopeful that this could possibly be tabled while the applicant furnishes detailed plans with adequate and necessary detail and accuracy for a hypothetical final approval review.

Thanks,  
Dave Kermode  
1286 Thoreau Road

On Mon, Sep 30, 2024 at 11:39 AM Benjamin Kroeck <[kroeckbw@gmail.com](mailto:kroeckbw@gmail.com)> wrote:

Hello Councilwoman Marx and Councilman Bullock,

Hope you've both been well. I wanted to make sure you're both aware of the Planning Commission's Meeting on Thursday evening.

Unfortunately, the latest plans (images below) have not taken into consideration any of the suggestions from the neighbors. We've asked that the road and housing be switched around so that the road would run along the railroad. The latest drawing below shows that they haven't been willing to take that into consideration. Additionally, we've asked that a larger landscape buffer be included, but this has actually been reduced to allow for now a wider two-way street. My understanding is that the buffer dimensions do not fall within the existing code. I also wonder if a street is added why it wouldn't be one-way letting out on Donald to reduce safety concerns of the nearby Cove Park entrance?

We continue to be dismayed by the lack of consideration to existing neighbors throughout this process. This is a very slippery slope that the ARB and Planning Commission have decided to take. If this rezoning is approved from Residential parcels to Planned Development then it's likely what's to come throughout Lakewood. Hoping that you'll help to facilitate more productive results within the existing code before it's too late.

Neighbors have continued to show up in good faith, but our concerns have continued to be ignored. Density and the safety concerns must also be taken into account with the nearby playground.

Hope that you'll join us Thursday evening.

Kind Regards,  
Ben Kroeck  
1237 Thoreau Road, Lakewood Ohio  
412-225-1395



VIEW AT EAST END

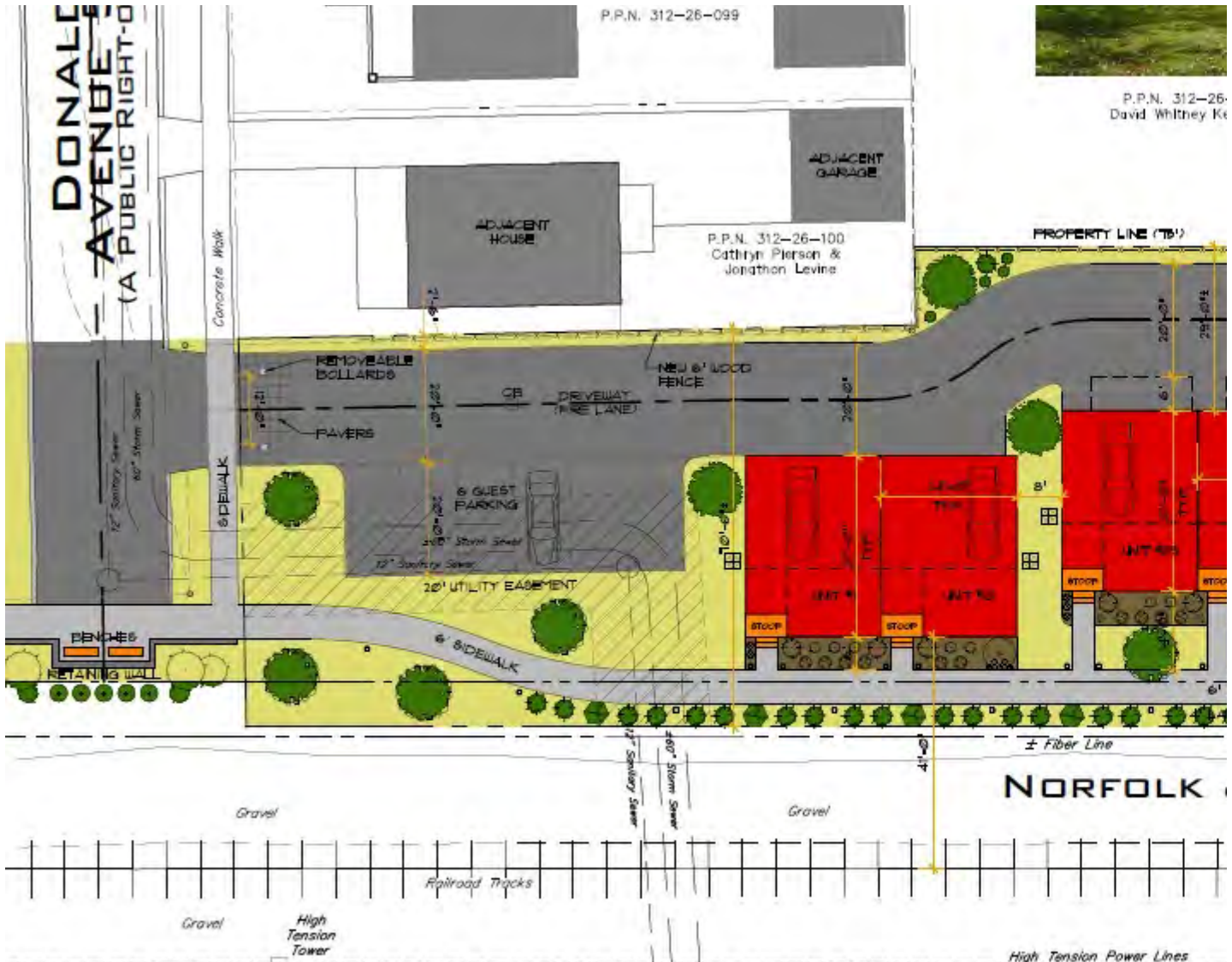
N.T.S.

**DONALD AVENUE**  
(A PUBLIC RIGHT-OF-WAY)

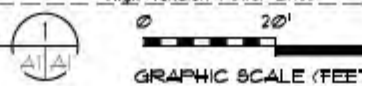
P.P.N. 312-26-099



P.P.N. 312-26-  
David Whitney Ke



**ARCHITECTURAL SITE PLAN**  
1" = 20'-0"





## VIEW ACROSS CENTER

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NT.6.

## Johanna Schwarz

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**From:** Alexis Kunsak <alexiskunsak@gmail.com>  
**Sent:** Monday, September 30, 2024 2:04 PM  
**To:** Dave Kermode  
**Cc:** Benjamin Kroeck; Cindy A. Marx; Tom Bullock; Planning Dept; donny.davis4@gmail.com; William Fadely; debommarshall@gmail.com; jacquelyn.davis04@gmail.com  
**Subject:** Re: Planning Commission Meeting

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

For clarification, I understand that one traffic study was already conducted. However, I'd like to see another especially now that school is back in session. I ride my son to preschool nearly everyday on a bicycle to Harrison Elementary and my daughter to Emerson's kindergarten. There have been a number of very close calls that have already happened this year in the neighborhood that I have witnessed and through talking with other local families. This is a very serious issue for me.

Thanks,  
Alexis Kunsak

On Mon, Sep 30, 2024 at 1:52 PM Alexis Kunsak <[alexiskunsak@gmail.com](mailto:alexiskunsak@gmail.com)> wrote:

Dave/All,

I totally agree, in fact I was very disheartened to see that the last ARB meeting occurred in the midst of the worst power outage in over 30 years. I'd much rather see this process slow down in order to get an equitable result. As a parent who is concerned about the safety and visibility of all pedestrians entering the park, and particularly children headed to the playground and to Lakewood Family Room outdoor programming, I'd like to see a traffic study or a careful evaluation of the proximity of the private road to the blind curve in Thoreau Rd. In fact, it might be worth considering a speed table to help further slow traffic as these are becoming more prevalent across Lakewood and really seem to help. Overall I feel that residential housing would be a better fit for the neighborhood.

Thanks,  
Alexis Kunsak  
1237 Thoreau Road

On Mon, Sep 30, 2024 at 12:45 PM Dave Kermode <[dwkermode@gmail.com](mailto:dwkermode@gmail.com)> wrote:

Thanks, Ben and very much appreciate your time and any consideration Councilwoman Marx and Councilman Bullock.

Following up with a Planning-specific question. I'm working on my feedback for the current submission and I can't help but notice how many missing elements are in the application. Is there any reason this wasn't held from the agenda? There's no detail on individual structures, which vary from building to building, the 3D models weren't even updated and still match the old site plan, the topo isn't shown on an actual project site plan to assess height impact by building (already two feet higher from the north in the sample structure shown versus the prelim submission), among others.

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1286 Thoreau Road

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Neighbors have continued to show up in good faith, but our concerns have continued to be ignored. Density and the safety concerns must also be taken into account with the nearby playground.

Hope that you'll join us Thursday evening.

Kind Regards,  
Ben Kroeck  
1237 Thoreau Road, Lakewood Ohio  
412-225-1395



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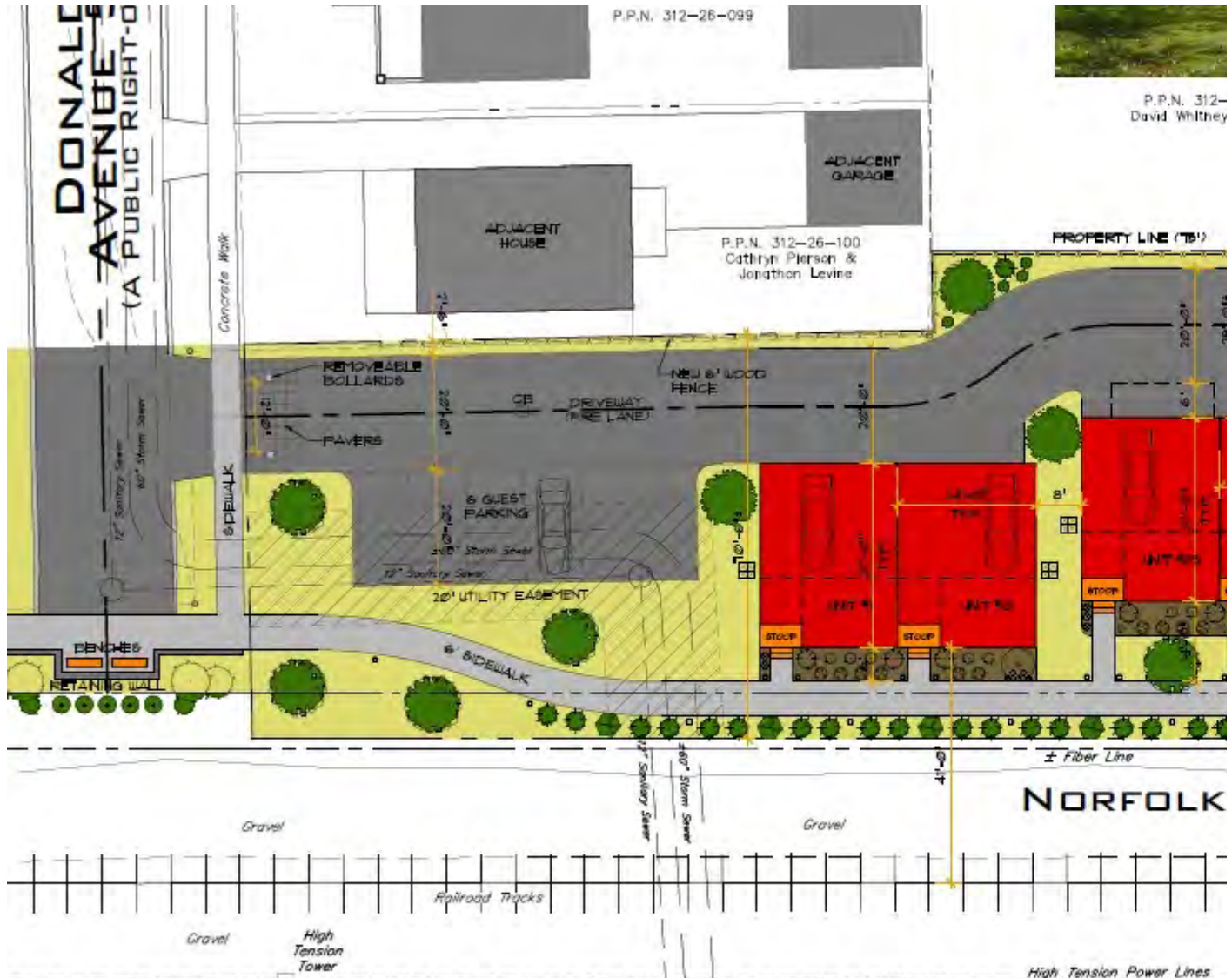
N.T.S.

**DONALD  
AVENUE**  
(A PUBLIC RIGHT-OF-WAY)

P.P.N. 312-26-099

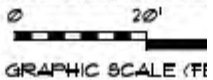


P.P.N. 312-  
David Whitney



**ARCHITECTURAL SITE PLAN**

1" = 20'-0"





## VIEW ACROSS CENTER

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NT.5.

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Alexis Kunsak  
216.526.4901  
[alexiskunsak@gmail.com](mailto:alexiskunsak@gmail.com)

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Alexis Kunsak  
216.526.4901  
[alexiskunsak@gmail.com](mailto:alexiskunsak@gmail.com)

## Johanna Schwarz

---

**From:** Dave Kermode <dwkermode@gmail.com>  
**Sent:** Wednesday, October 2, 2024 3:51 PM  
**To:** David Baas  
**Cc:** Planning Dept; Amanda L. Cramer; Angela J. Byington  
**Subject:** Re: Planning Commission Meeting  
**Attachments:** Docket No. 10-37-24 - Kermode Adjacent Property Comment (10-3-2024 Meeting).pdf

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

Thanks, I appreciate it. Please find attached my fuller comments for the upcoming meeting. Let me know if there are any questions.

Thanks,  
Dave Kermode  
1286 Thoreau Road

On Mon, Sep 30, 2024 at 3:01 PM David Baas <[David.Baas@lakewoodoh.gov](mailto:David.Baas@lakewoodoh.gov)> wrote:

Mr. Kermode,

Thank you for the email – it will be forwarded to the Planning Commission for their consideration and included with the record for this item.

Sincerely,

Dave Baas

**Dave Baas, AICP**

Assistant Director, Planning & Development

LtCol, USMC (Retired)

City of Lakewood

12650 Detroit Avenue

Lakewood, Ohio 44107

[david.baas@lakewoodoh.gov](mailto:david.baas@lakewoodoh.gov)

(216) 529-6637 (work)

(216) 372-8996 (cell)

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

[Sign up for the City's e-Newsletter](#)



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**From:** Dave Kermode <[dwkermode@gmail.com](mailto:dwkermode@gmail.com)>

**Sent:** Monday, September 30, 2024 12:45 PM

**To:** Benjamin Kroeck <[kroeckbw@gmail.com](mailto:kroeckbw@gmail.com)>

**Cc:** Cindy A. Marx <[cindy.marx@lakewoodoh.gov](mailto:cindy.marx@lakewoodoh.gov)>; Tom Bullock <[Tom.Bullock@lakewoodoh.gov](mailto:Tom.Bullock@lakewoodoh.gov)>; Planning Dept <[planning@lakewoodoh.gov](mailto:planning@lakewoodoh.gov)>; [donny.davis4@gmail.com](mailto:donny.davis4@gmail.com); William Fadely <[willfade3@gmail.com](mailto:willfade3@gmail.com)>; [debommarshall@gmail.com](mailto:debommarshall@gmail.com); [jacquelyn.davis04@gmail.com](mailto:jacquelyn.davis04@gmail.com); Alexis Kunsak <[alexiskunsak@gmail.com](mailto:alexiskunsak@gmail.com)>

**Subject:** Re: Planning Commission Meeting

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

Thanks, Ben and very much appreciate your time and any consideration Councilwoman Marx and Councilman Bullock.

Following up with a Planning-specific question. I'm working on my feedback for the current submission and I can't help but notice how many missing elements are in the application. Is there any reason this wasn't held from the agenda? There's no detail on individual structures, which vary from building to building, the 3D models weren't even updated and still match the old site plan, the topo isn't shown on an actual project site plan to assess height impact by building (already two feet higher from the north in the sample structure shown versus the prelim submission), among others.

This has already been a fairly time-intensive process not on our schedule. Hopeful that this could possibly be tabled while the applicant furnishes detailed plans with adequate and necessary detail and accuracy for a hypothetical final approval review.

Thanks,

Dave Kermode

1286 Thoreau Road

On Mon, Sep 30, 2024 at 11:39 AM Benjamin Kroeck <[kroeckbw@gmail.com](mailto:kroeckbw@gmail.com)> wrote:

Hello Councilwoman Marx and Councilman Bullock,

Hope you've both been well. I wanted to make sure you're both aware of the Planning Commission's Meeting on Thursday evening.

Unfortunately, the latest plans (images below) have not taken into consideration any of the suggestions from the neighbors. We've asked that the road and housing be switched around so that the road would run along the railroad. The latest drawing below shows that they haven't been willing to take that into consideration. Additionally, we've asked that a larger landscape buffer be included, but this has actually been reduced to allow for now a wider two-way street. My understanding is that the buffer dimensions do not fall within the existing code. I also wonder if a street is added why it wouldn't be one-way letting out on Donald to reduce safety concerns of the nearby Cove Park entrance?

We continue to be dismayed by the lack of consideration to existing neighbors throughout this process. This is a very slippery slope that the ARB and Planning Commission have decided to take. If this rezoning is approved from Residential parcels to Planned Development then it's likely what's to come throughout Lakewood. Hoping that you'll help to facilitate more productive results within the existing code before it's too late.

Neighbors have continued to show up in good faith, but our concerns have continued to be ignored. Density and the safety concerns must also be taken into account with the nearby playground.

Hope that you'll join us Thursday evening.

Kind Regards,  
Ben Kroeck

1237 Thoreau Road, Lakewood Ohio

412-225-1395



VIEW AT EAST END

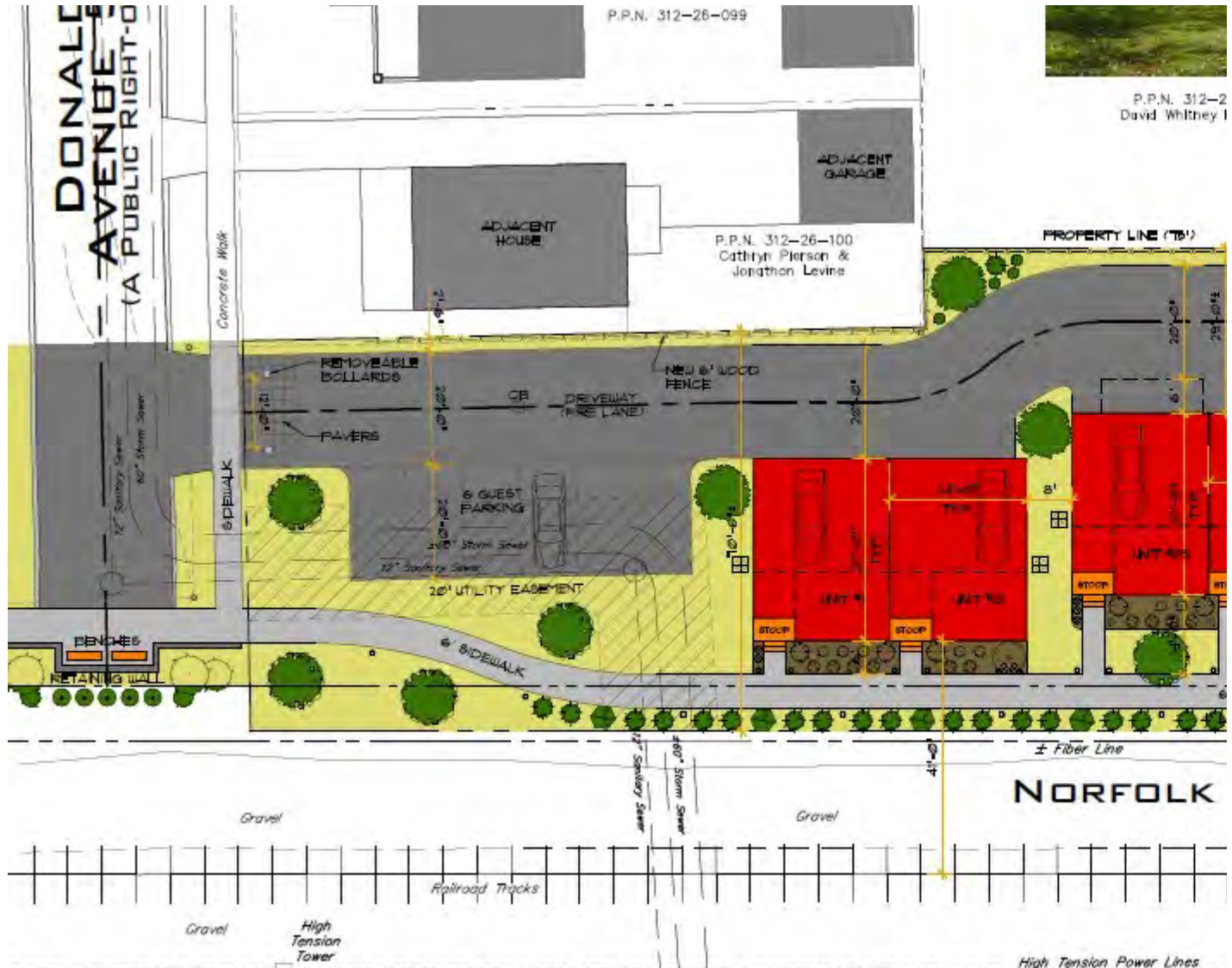
N.T.S.

**DONALD  
AVENUE**  
(A PUBLIC RIGHT-OF-WAY)

P.P.N. 312-26-099

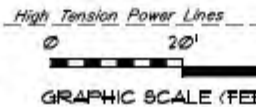


P.P.N. 312-2  
David Whitney I



**ARCHITECTURAL SITE PLAN**

1" = 20'-0"





VIEW ACROSS CENTER

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N.T.S.

Dave Kermode  
1286 Thoreau Road  
Lakewood, OH 44107

October 2, 2024

City of Lakewood Planning Commission  
12650 Detroit Avenue  
Lakewood, OH 44107

**Re: Docket No: 10-37-24**

Members of the Planning Commission:

I am writing in response to the upcoming final review of the proposed development intended for parcel 312-26-102. Based on the submitted plans, I have several new and remaining concerns regarding the updated conceptual plan for the proposed development. As such, I remain strongly opposed to the plans as presented as they present specific and unique detrimental impacts to my property and existing investments made to date.

I reside at 1286 Thoreau Road in Lakewood and am the owner of the adjacent parcels immediately and contiguous to the north of the proposed development, 312-26-122 and 312-26-123, which are among, if the most directly affected by the decision before you, especially given what appears to be bad faith engagement with adjacent owners. It inspires confidence in neither good outcomes on the process to date and

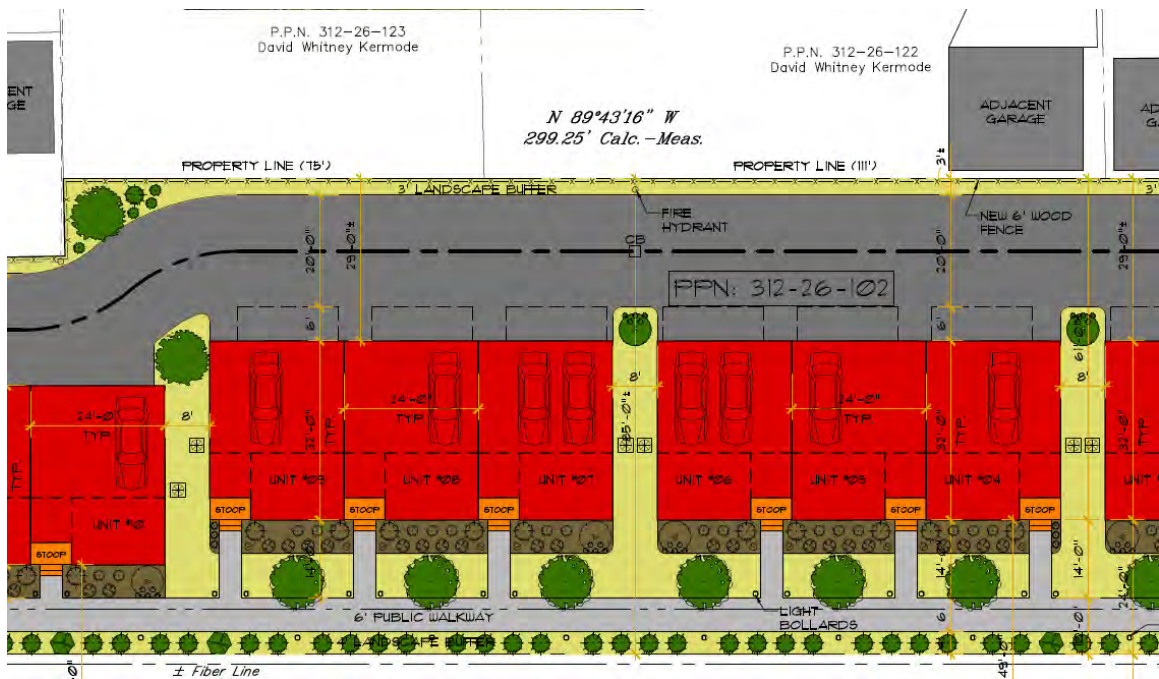
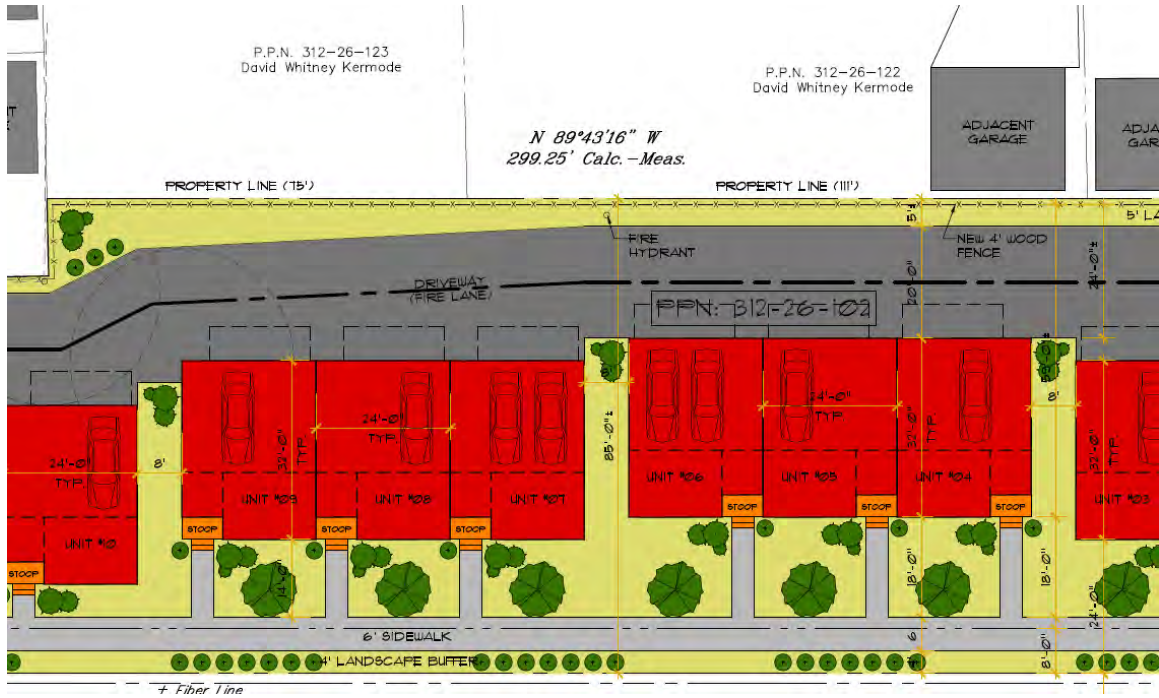
At the previous meeting, it was clearly directed to the applicant to work with adjacent property owners. There was subsequently no contact from either the applicant/developer or anyone with the city to facilitate said engagement. As a result, it required a Thoreau neighbor to attempt proactive contact with the applicant/developer on August 18<sup>th</sup>. This yielded a follow up request to meet from the applicant/developer on August 21<sup>st</sup> which we quickly made an effort to confirm and arrange. The meeting was very much in good faith on our part, and in fact led to some optimism afterwards it could be the start of a better process moving forward.

When opening the latest set of plans, it appeared to specifically make worse clearly conveyed areas of concern including the width of the buffer (5' to 11' as of the plan prior to the meeting, now reduced to 3' without any landscaping apart from grass seed) which was requested to be widened to account for spillover impacts of road salting on neighboring landscape that's more heavily impacted, along with vertical planting in excess of the fence height to mitigate the elevated balconies that have very clear viewsheds over the majority of my home and yard, including my own landscaping. That was left out entirely.

My hope is that the commission can push the applicant/developer to speak to how neither of those items appear to be considered whatsoever despite good faith efforts to make time available on the applicants schedule and location that simply nothing was done as a result.

My remaining feedback/comments follows:

- My submitted feedback has noted concerns regarding the interface between the property boundaries. My previous comment noted that the approximately 5' to 11' foot (running from east to west) boundary was inadequate. The revised plan now reduced this further to 3'. I would hope the commission could more forcefully push back on the applicant on that point and good faith efforts to engage with contiguous property owners on material and detrimental impacts created solely by the development as proposed. The following shows the evolution of the plan despite this specific issue being raised with the applicant.



- The proposed three foot grass strip along the northern property line adjacent to the proposed 20' to 26' wide through roadway is even more wholly inadequate for any meaningful screening. Further, the plans as presented appear to lack any planned landscaping apart from a six foot fence and grass seed for the strip between the proposed roadway and the northern property line.
- A six foot fence alone (unless combined with landscaping that eclipses the height by at least twice the height of the fence) won't serve as any impactful screening from north facing building lighting (including proposed coach lights and upper floor balcony lights with no effort at screening or shielding of lights), headlights and taillights from the 11 north facing garage bays, and general vehicle traffic from a new east/west 20' to 26' wide through roadway from Donald Avenue to Thoreau Road.
- The limited setback and close proximity of the proposed roadway needlessly places the onus of any required screening on adjacent property owners.
- With the introduction of vehicle access for 11 new residences, including waste removal and service/seasonal plowing vehicles, introduces wintertime road salt to already installed landscaping by adjacent owners. Further, with litigation concerns of contract landscape companies, oversalting is a very common occurrence for residential developments overseen by a homeowners association.
- The further narrowing of the strip from the prior plan now renders this a more significant issue as it bring the parking, loading and circulation infrastructure and plowing needs closer to the property line with detrimental and demonstrable impacts on the plants I have along the border (see addendum with replacement mature tree pricing and information regarding salt sensitivity for both ground intrusion and any salt/airborne salt due to drier winter conditions). Norway Spruce are notably sensitive to road salt, which are the largest concentration (12 total) of trees along the southern border of my parcels, which would only present due to an overwide parking, loading and circulation infrastructure that would not have been legally permissible nor was existing when the landscaping was installed.
- ***Additionally, when the parking, loading and circulation infrastructure was moved to the north it seems apparent that this section of the PD code should be applied. I would expect more robust discussion of why city staff and the applicant felt no need to take these steps, including offering of more robust masonry screening or discussion of suitably design alternatives, despite clear directive in the code and/or why this should not be a direct and enforced result of the process.***

(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.

(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

- The proposed development as designed continues to run counter to the reported intent of the Planned Development guidelines from the City of Lakewood Planning and Zoning Code, which states (emphasis mine):

*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.***

*1156.02 Location of Planned Developments - (c) Grouping of uses permitted in other districts to create developments of compatible and mutually supportive activities is encouraged **provided there are adequate buffers to adjacent properties of other uses and designs to promote compatibility and transitions to adjacent properties.***

For the previous reasons I remain strongly opposed to the final approval for the proposed development as presented and would hope for far more robust engagement and discussion prior to any forthcoming votes.

Thank you for your time and consideration. Please feel free to contact me with any questions.

Sincerely,  
Dave Kermode



**Size**

12ft

**\$1,675.00**

- 1 + **ADD TO CART**

Categories: Evergreen Trees, Spruce

**BIOCHAR ENHANCED VERMICASTING** **\$35.00**  
- 1 + **ADD TO CART**

**DEEP-ROOT FERTILIZATION & EXTENDED WARRANTY** **\$110.00**  
- 1 + **ADD TO CART**

Be sure to adjust the quantity to match your tree order.

Cost of damage to 12 existing Norway Spruce approximately 12' in height\*:  $\$1,675 \times 12 = \$20,100$   
\*Existing Norway Spruce trees exceed this height currently, but landscapers generally will avoid installing anything larger due to transplant shock



**Size**

15ft

**\$1,250.00**

- 1 + **ADD TO CART**

Categories: Birch, Shade Trees

**BIOCHAR ENHANCED VERMICASTING** **\$35.00**  
- 1 + **ADD TO CART**

**DEEP-ROOT FERTILIZATION & EXTENDED WARRANTY** **\$110.00**  
- 1 + **ADD TO CART**

Cost of damage to five existing Paper Birch approximately 15' in height:  $\$1,250 \times 5 = \$6,250$

# Salt Damage in Landscape Plants

*Janna Beckerman*  
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**I**n the upper Midwest, each state applies approximately 100,000 to 300,000 tons of de-icing salt to roads each winter. And nationwide each year, we apply more than 15 million tons to de-ice sidewalks, walkways, and driveways.

As salt dissolves and spreads to adjacent soil it is taken up by plant roots. Plants vary in their sensitivity to salt, with some plants seemingly unaffected by salt while others are killed outright (Figure 1). This publication examines the causes of salt damage in plants and offers some tips for reducing its risks.

## What Is Salt?

The most commonly used salt, whether found in the pantry or in a de-icing truck, is sodium chloride. Salt occurs in a variety of forms, including the mineral halite, which is mined and used in rock salt.

Sodium chloride is sold in several different particle sizes depending on its intended use. Rock salt is very coarse and consists of discrete crystals that have the consistency of loose gravel. On the opposite end of the scale, common table salt and popcorn salt have very fine granules. In between are kosher salt, which is made up of coarse flakes, and compressed pellets that are used in water softeners. Road de-icers often consist of both salt and sand, with the salt component consisting mostly (98.5 percent) of common sodium chloride with traces of other mineral salts.

## How Salt Damages Plants

Salt's toxic effects on plants have been known since ancient times when it was used for biological warfare to destroy an enemy's fields and crops. Common salt is



Photo by Janna Beckerman

**Figure 1.** Different plants have different sensitivity to salt. The leaves from this oak tree show telltale signs of extreme salt damage.



Photo by Janna Beckerman

**Figure 2.** The symptoms of salt damage are often more severe where plants face roads or sidewalks — as with these yews.

toxic because it is made up of sodium and chloride and both are toxic to plants when present in high concentration.

When salt dissolves in water, the sodium and chloride ions separate. When this happens, the sodium ions in the salt replace the other nutrients in the soil that plants need (potassium, calcium, and magnesium), so these nutrients are unavailable to the plant. Rock salt also absorbs the water that would normally be available to roots, which dehydrates the roots, changes their physiology, and causes additional plant stress. Meanwhile, roots absorb the chloride ions and transport them to the leaves, where they accumulate and interfere with chlorophyll production and photosynthesis.

One study found that the soil from a highway median had a chloride concentration of 1,050 parts per million (ppm) (Hofstra and Smith, 1984). The soil less than 30 feet from the highway had a chloride concentration of 890 ppm, which is still ten times greater than levels that are known to inhibit seed germination and root growth in grasses and wildflowers. Such salty soil is one reason the salt-loving and invasive giant reed *Phragmites* can colonize sites near many Midwest roads.

Salt damage doesn't stop with the roots. When passing vehicles spray salt on plants, it can damage a plant's leaves, buds, and small twigs, which in turn can reduce the plant's cold hardiness, making tissue more susceptible to freeze damage.

### How to Diagnose Salt Damage

The amount and duration of salt exposure directly affects the potential damage to plants. As you may expect, higher concentrations of salt in the soil cause more damage.

To determine if salt is playing a role in damaging your plants, be sure to note which side of the plant has more severe symptoms. In salt-damaged plants, the symptoms will be more severe on sides facing the road or sidewalk (Figure 2). In evergreens, damage usually appears in late winter as needle browning that starts at the tips. Keep in mind that snow-covered branches will be less affected than those exposed to salt spray, and that as you move away from the spray zone, the symptoms should abate.

It is more difficult to diagnose spray damage on deciduous plants. Usually, leaf buds facing the road are killed or are very slow to break dormancy and bud and leaf out in spring. Flower buds facing the road often fail, but the unaffected side of the tree or shrub flowers normally. Repeated salt damage over several winters may produce a witch's broom effect, which is a tufted and stunted appearance of the plants on the side facing the road.

### Salt Alternatives and How to Prevent Salt Damage

The easiest way to prevent salt damage is to avoid it. Whenever possible, use coarse sand instead of salt to provide traction and make sidewalks and driveways less slick. If you must use salt, use it judiciously, and erect barriers with plastic fencing, burlap, or snow fencing to protect sensitive plants and minimize their contact with salt (Figure 3).

When possible, consider non-sodium de-icing agents such as calcium chloride or calcium magnesium acetate (CMA), a salt-free melting agent made from limestone and acetic acid. The relative costs of these products are provided in Table 1. There



Photo by Janna Beckerman

**Figure 3.** Covering plants especially sensitive to salt with burlap or other materials can reduce damage caused by salt spray from roads.

are simple practices that homeowners can implement when plants are grown in areas that receive heavy salt applications. Keep in mind that plants are highly adaptive and vary in their ability to grow in salty soils.

Plants that tolerate high-salt soils are referred to as “halophytic” or salt loving. These plants naturally occur by ocean coastlines, estuaries, and salt-water marshes. By utilizing more salt-tolerant plants, salt damage may be minimized or avoided. Table 2 lists salt-tolerant plants hardy for Indiana. But remember: severe salt can still damage or kill even salt-tolerant plants — the dose makes the poison!

In those years when large amounts of salt are used, minimize plant damage by irrigating soils to leach out the sodium and

chloride prior to spring growth. Since most salts are water-soluble, thorough and repeated applications of water can effectively leach salts out of the root zones

Salt damage can be deadly when excessive or repeated exposure occurs with a salt-sensitive plant. Simple preventative measures can help prevent salt damage or plant death. These measures include avoiding salt-sensitive plants in high-traffic areas, protecting plants (salt sensitive and salt tolerant) with barriers, using sand to de-ice rather than salt, using formulations of salt that don’t contain sodium chloride, and irrigating soils deeply if sensitive plants were repeatedly exposed to salt.

**Table 1. De-icing Alternatives**

De-icing Product	Characteristics
Calcium Chloride (CaCl <sub>2</sub> )	<ul style="list-style-type: none"> <li>• Melts ice at temperatures to -25°F</li> <li>• Effective to -59°F</li> <li>• If used as recommended, will not harm vegetation</li> <li>• More expensive than sodium chloride</li> </ul>
Calcium Magnesium Acetate (CMA)	<ul style="list-style-type: none"> <li>• Will work below 0°F</li> <li>• Provides needed nutrients (Ca, Mg) for plants</li> <li>• Low toxicity and biodegradable</li> <li>• Most expensive</li> </ul>
Magnesium Chloride (MgCl <sub>2</sub> )	<ul style="list-style-type: none"> <li>• Lowest practical temperature: 5°F</li> <li>• Will not harm vegetation, if used as recommended; however, MgCl<sub>2</sub>, on a percentage basis, contains 17-56% more chloride ion than other “salt”-type deicers</li> <li>• More expensive than sodium chloride</li> </ul>
Potassium Chloride (KCl)	<ul style="list-style-type: none"> <li>• Lowest practical temperature: 12°F</li> <li>• Will not harm vegetation</li> <li>• More expensive than sodium chloride</li> </ul>
Sodium Chloride (NaCl)	<ul style="list-style-type: none"> <li>• Effective to 16°F</li> <li>• Can soften ice at lower temperatures</li> <li>• Inexpensive and effective, but damaging to roadside plants due to sodium and chloride ion toxicity</li> <li>• Least expensive de-icing product</li> </ul>
Urea	<ul style="list-style-type: none"> <li>• Lowest practical temperature: 15°F</li> <li>• Potential harm to vegetation</li> <li>• Could cause nitrogen pollution to ponds and waterways</li> <li>• More expensive than sodium chloride</li> </ul>

**Source:** Stormwater: The Journal for Surface Water Quality Professionals.

**Table 2.** Landscape Plants with Reported Salt Tolerance

When selecting plants for residential, city, or highway plantings, keep salt tolerance in mind. This table provides the reported salt tolerances of selected trees, shrubs, and vines. The tolerances are for resistance to salt spray, soilborne salt, and salt from other sources (including uncommon or rare sources such as naturally saline water and salts from home plumbing).

Choose your plants carefully, and remember that the degree of injury your plants could suffer depends on many variables. Salt tolerance can vary within the same species, so the information provided here is a relative judgment — there are even

conflicting reports about many species. Also, data recorded from different climates or soil types may have questionable application in other areas.

**Key**

T = tolerant

M = intermediate

S = sensitive

— = No information available

\* = invasive, not recommended in Indiana

Plant Name	Salt Spray	Soil-Borne Salt	Other Salt Source
<i>Abies balsamea</i> Balsam Fir	M	S	M, S
<i>Abies concolor</i> White Fir	T	—	—
<i>Acer campestre</i> Hedge Maple	T, M	—	—
<i>Acer ginnala</i> Amur Maple	M, S	—	M
<i>Acer negundo</i> Box-elder	M, S	M	M, S
<i>Acer palmatum</i> Japanese Maple	S	—	—
<i>Acer pseudoplatanus</i> Sycamore Maple	T	S	S
<i>Acer rubrum</i> Red Maple	M, S	S	S
* <i>Acer saccharinum</i> Silver Maple (native invasive, not recommended)	T, M	S	M, S
<i>Acer tataricum</i> Tatarian Maple	S	—	S
<i>Aesculus hippocastanum</i> Horse-Chestnut	T	T	—
<i>Alnus incana</i> Speckled Alder, White Alder	M	S	S
<i>Alnus rugosa</i> Speckled Alder, Hazel Alder	M	—	S
<i>Amelanchier x grandiflora</i> Apple Serviceberry	S	—	—
<i>Amelanchier laevis</i> Alleghany Serviceberry	S	—	—
* <i>Berberis</i> species Barberry	M, S	S	S
<i>Betula alleghaniensis</i> Yellow Birch	—	—	T
<i>Betula davurica</i> Dahurian Birch	—	—	S
<i>Betula lenta</i> Cherry Birch, Sweet Birch	—	—	T

Table 2. Continued

Plant Name	Salt Spray	Soil-Borne Salt	Other Salt Source
<i>Betula nigra</i> River Birch	—	S	—
<i>Betula papyrifera</i> Canoe Birch, Paper Birch	M	—	T, M, S
<i>Betula pendula</i> European White Birch	M	—	—
<i>Betula populifolia</i> Gray Birch	M	—	T
<i>Buxus sempervirens</i> Common Boxwood	—	S	S
<i>Caragana arborescens</i> Siberian Pea-shrub	T	—	T
<i>Carpinus betulus</i> European Hornbeam	S	S	S
<i>Carpinus caroliniana</i> American Hornbeam, Blue Beech	—	—	S
<i>Carya glabra</i> Pignut Hickory	S	T, S	—
<i>Carya ovata</i> Shagbark Hickory	T, M	—	S
<i>Carya</i> species Hickory	—	—	S
<i>Catalpa speciosa</i> Northern or Western Catalpa	M	—	—
<i>Celtis occidentalis</i> Hackberry	S	—	M, S
<i>Cercis canadensis</i> Eastern Redbud	S	—	—
<i>Chaenomeles speciosa</i> Flowering-Quince	M, S	—	—
<i>Chamaecyparis pisifera</i> Sawara False-cypress	S	—	—
<i>Cladrastis lutea</i> American Yellowwood	M	—	—
<i>Cornus alba</i> Tartarian Dogwood	S	—	—
<i>Cornus mas</i> Cornelian-Cherry	S	—	—
<i>Cornus racemosa</i> Gray Dogwood	S	—	—
<i>Cornus sericea</i> ( <i>Cornus stolonifera</i> ) Red Osier Dogwood	S	—	S
<i>Corylus avellana</i> European Filbert	S	S	S
<i>Crataegus crus-galli</i> Cockspur Hawthorn	S	—	S
<i>Crataegus laevigata</i> ( <i>Crataegus oxyacantha</i> ) English Hawthorn	S	—	—

**Key**

T = tolerant    M = intermediate    S = sensitive    — = No information available    \* = invasive, not recommended in Indiana

Table 2. Continued

Plant Name	Salt Spray	Soil-Borne Salt	Other Salt Source
<i>Crataegus</i> species Hawthorn	M, S	M	T
<i>Euonymus europaea</i> European Spindletree	S	—	—
<i>Fagus grandifolia</i> American Beech	M, S	—	S
<i>Fagus sylvatica</i> European Beech	S	S	S
<i>Forsythia x intermedia</i> Showy Border Forsythia	M	—	—
<i>Fraxinus americana</i> White Ash (not recommended due to emerald ash borer)	M	S	T, M
<i>Fraxinus excelsior</i> European Ash (not recommended due to emerald ash borer)	T	—	—
<i>Fraxinus pennsylvanica</i> Green Ash (not recommended due to ash emerald borer)	M	T, M	T, M
<i>Ginkgo biloba</i> Maidenhair Tree	M	—	—
<i>Gleditsia triacanthos</i> Honey-Locust	T, S	T	T
<i>Gymnocladus dioica</i> Kentucky Coffee Tree	T	—	—
<i>Halimodendron halodendron</i> Salt Tree	T	—	—
<i>Hippophae rhamnoides</i> Sea-buckthorn	T, M	T	T
<i>Juglans nigra</i> Black Walnut	M	S	S
<i>Juglans regia</i> Carpathian Walnut, English Walnut	M	—	—
<i>Juniperus chinensis</i> 'Pfitzerana' Pfitzer Juniper	—	T	—
<i>Juniperus horizontalis</i> 'Plumosa' Andorra Juniper	—	T	—
<i>Juniperus</i> species Juniper	T, M	—	—
<i>Juniperus virginiana</i> Eastern Red-cedar	T, M	M	T, M
<i>Kolkwitzia amabilis</i> Beauty Bush	S	—	—
<i>Larix decidua</i> European Larch	T	—	—
<i>Larix</i> species Larch	T	—	S

**Key**

T = tolerant    M = intermediate    S = sensitive    — = No information available    \* = invasive, not recommended in Indiana

Table 2. Continued

Plant Name	Salt Spray	Soil-Borne Salt	Other Salt Source
* <i>Ligustrum</i> species Privet	M, S	—	—
* <i>Ligustrum vulgare</i> Common Privet	M, S	S	S
<i>Liriodendron tulipifera</i> Tulip Tree, Yellow-poplar	S	—	—
* <i>Lonicera</i> species Honeysuckle (some species are invasive and not recommended)	S	—	—
<i>Lycium</i> species Matrimony Vine	T	T	T
<i>Malus baccata</i> Siberian Crabapple	—	—	M
<i>Malus</i> species and cultivars Apple, Crabapple	S	—	M, S
<i>Metasequoia glyptostroboides</i> Dawn Redwood	S	—	—
<i>Parthenocissus quinquefolia</i> Virginia Creeper, Woodbine	T	—	T
<i>Physocarpus opulifolius</i> var. <i>intermedius</i> Dwarf Eastern Ninebark	—	—	M, S
<i>Picea abies</i> Norway Spruce	M, S	S	—
<i>Picea glauca</i> White Spruce	T, S	M	M, S
<i>Picea glauca</i> 'Densata' Black Hills Spruce	—	—	T
<i>Picea pungens</i> Colorado Spruce	—	M, S	—
<i>Picea pungens</i> 'Glauca' Blue Colorado Spruce	T	—	T, M
<i>Pinus banksiana</i> Jack Pine	T	—	—
<i>Pinus cembra</i> Swiss Stone Pine	S	—	—
<i>Pinus mugo</i> Mugho Pine	T	T	—
<i>Pinus nigra</i> Austrian Pine, Black Pine	T	—	T, M
<i>Pinus ponderosa</i> Ponderosa Pine	—	M	T, M
<i>Pinus resinosa</i> Norway Pine, Red Pine	S	S	S
<i>Pinus strobus</i> Eastern White Pine	S	S	S
<i>Pinus sylvestris</i> Scotch Pine	M, S	—	T, M, S
<i>Pinus thunbergiana</i> ( <i>Pinus thunbergii</i> ) Japanese Black Pine	T	—	—

**Key**

T = tolerant    M = intermediate    S = sensitive    — = No information available    \* = invasive, not recommended in Indiana

Table 2. Continued

Plant Name	Salt Spray	Soil-Borne Salt	Other Salt Source
<i>Platanus x acerifolia</i> London Plane Tree	S	—	—
<i>Platanus occidentalis</i> American Sycamore	S	—	—
<i>Populus canadensis</i> Gray Poplar	T	T	T
* <i>Populus deltoides</i> Eastern Cottonwood (native invasive, not recommended)	T	T, S	T, M, S
<i>Populus grandidentata</i> Bigtooth Aspen	T, M	—	T
<i>Populus laurifolia</i> Laurel Poplar	—	S	S
<i>Populus nigra</i> 'Italica' Lombardy Poplar	T, M	S	T, S
<i>Populus tremuloides</i> Quaking Aspen	T, M	T	T, M, S
<i>Potentilla fruticosa</i> 'Jackmanii' Jackman Shrubby Cinquefoil	—	—	T
<i>Prunus armeniaca</i> Apricot	—	—	T
<i>Prunus avium</i> Mazzard Cherry	M	—	—
<i>Prunus padus</i> European Bird Cherry	T, M	T	—
<i>Prunus persica</i> Peach	S	—	—
<i>Prunus serotina</i> Black Cherry	S	—	T, S
<i>Prunus serrulata</i> 'Kwanzan' Kwanzan Flowering Cherry	S	—	—
<i>Prunus virginiana</i> Chokecherry	T, M	—	—
<i>Pseudotsuga menziesii</i> Douglas-fir	M, S	M, S	M, S
<i>Pyracantha coccinea</i> Scarlet Firethorn	S	—	M
<i>Pyrus</i> species Pear	T, M	—	—
<i>Quercus alba</i> White Oak	M, S	T	T
<i>Quercus bicolor</i> Swamp White Oak	S	—	—
<i>Quercus coccinea</i> Scarlet Oak	S	—	—
<i>Quercus macrocarpa</i> Bur Oak	M	T	T, M
<i>Quercus muehlenbergii</i> Chinkapin Oak, Yellow Chestnut Oak	S	—	—
<i>Quercus palustris</i> Pin Oak	S	—	S

**Key**

T = tolerant    M = intermediate    S = sensitive    — = No information available    \* = invasive, not recommended in Indiana

Table 2. Continued

Plant Name	Salt Spray	Soil-Borne Salt	Other Salt Source
<i>Quercus robur</i> English Oak	S	T	T
<i>Quercus rubra</i> Northern Red Oak	M, S	T	T
<i>Quercus velutina</i> Black Oak	—	T	—
<i>Rhus glabra</i> Smooth Sumac	—	—	M
<i>Rhus trilobata</i> Skunkbush, Squawbush	—	T	T
<i>Rhus typhina</i> Staghorn Sumac	T	—	—
<i>Ribes alpinum</i> Alpine Currant	T	—	T
<i>Ribes nigrum</i> Black Currant	T	—	T, M
* <i>Robinia pseudoacacia</i> Black Locust (native invasive, not recommended)	T	T	T
<i>Rosa canina</i> Dog Brier Rose	S	—	S
<i>Rosa rugosa</i> Rugosa Rose	T, S	—	T
<i>Rosa virginiana</i> Virginian Rose	S	—	—
<i>Salix alba</i> White Willow	T, M, S	—	M
<i>Salix alba</i> 'Tristis' Golden Weeping Willow	S	T	T
<i>Salix alba</i> 'Vitellina' Golden Willow	M, S	T, M	T, M
<i>Salix caprea</i> Goat Willow	M	—	M
<i>Salix fragilis</i> Crack Willow	T	T	T
<i>Salix nigra</i> Black Willow	M	—	—
<i>Salix pentandra</i> Laurel Willow	M	—	M
<i>Salix purpurea</i> Purple Osier Willow	—	T, M	T
<i>Salix purpurea</i> 'Nana' Dwarf Arctic Willow	—	S	S
<i>Sambucus</i> species Elderberry	S	—	—
<i>Shepherdia argentea</i> Buffalo Berry	T, M	—	T
<i>Sophora japonica</i> Japanese Pagoda-tree	S	—	—

**Key**

T = tolerant    M = intermediate    S = sensitive    — = No information available    \* = invasive, not recommended in Indiana

Table 2. Continued

Plant Name	Salt Spray	Soil-Borne Salt	Other Salt Source
<i>Sorbus aucuparia</i> European Mountain-ash	M, S	—	S
<i>Spiraea x bumalda</i> Bumalda Spirea	S	—	M
<i>Spiraea x vanhouttei</i> Vanhoutte Spirea	—	S	T
<i>Symphoricarpos albus</i> Snowberry	T, M	—	T
<i>Symphoricarpos orbiculatus</i> Coralberry	S	—	S
<i>Syringa reticulata</i> ( <i>Syringa amurensis</i> var. <i>japonica</i> ) Japanese Tree Lilac	M	—	—
<i>Syringa vulgaris</i> Common Lilac	M, S	—	M
<i>Tamarix</i> species Tamarisk	T	T	T
<i>Taxus baccata</i> English Yew	S	—	—
<i>Taxus cuspidata</i> Japanese Yew	M, S	—	T
<i>Thuja occidentalis</i> American Arborvitae	M, S	M	T, M
<i>Tilia americana</i> American Linden, Basswood	M	S	S
<i>Tilia cordata</i> Littleleaf Linden	T, S	T, M, S	M, S
<i>Tilia x euchlora</i> Crimean Linden	S	—	—
<i>Tilia platyphyllos</i> Largeleaved Linden	T	—	—
<i>Tsuga canadensis</i> Canada or Eastern Hemlock	S	S	S
<i>Ulmus americana</i> American Elm	M	T, M, S	T, M, S
<i>Ulmus carpinifolia</i> Smoothleaf Elm	M, S	T	—
<i>Ulmus glabra</i> Scotch Elm	T	M	T
<i>Viburnum</i> species Viburnum	S	—	S

**Key**

T = tolerant    M = intermediate    S = sensitive    — = No information available    \* = invasive, not recommended in Indiana

## References

- Dirr, M.A. 1976. Selection of Trees for Tolerance to Salt Injury. *Journal of Arboriculture* II:209-216.
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## Johanna Schwarz

---

**From:** David Griffiths <deglakewood@ameritech.net>  
**Sent:** Wednesday, October 2, 2024 6:41 PM  
**To:** Planning Dept  
**Subject:** Docket 1-88-24 Irene and Donald Ave.  
**Attachments:** Exhibit 1.jpg; Exhibit 2.jpg; Exhibit 3.jpg; Exhibit 4.jpg; Exhibit 5.jpg; Exhibit 6.txt

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

From: David Griffiths  
1311 Donald Ave

To: Lakewood Planning

Hello, Some concerns -

1) The County still has it owned by the Railroad. Since 1975. I would hope you get the agreement between the RR and the proposal entities. You would assume that have a Right of First refusal or other supporting documents.

2) Exhibit 1,2,3. Our privacy will be gone. When did they build housing in Lakewood where 11) 40' ft. high homes have a 'birds eye view' of all the rear yards on about 8 existing homes on Donald and Thoreau Ave's. Usually, builds have staggered windows and accommodating layouts.

3) Exhibit 4,5,6. Donald Ave is in need of repaving. All of it. The road bed is exposed and being filled with blacktop patches. Every year, more chunks of concrete and more patches. Nothing is currently being planned. Nothing has been done since 1996. 28 years ago. It won't last. I cut the grass from time to time on the road in the road in front of my house and towards the north.

Exhibit 4. This survey can't be a predictor of human behavior. It looks a little shy on the counts to me.

Thanks!

David Griffiths



ISSUE	DATE	DESCRIPTION
1	05.20.24	schematic design
2	07.10.24	site & planning review
3	08.07.24	site revisions
4	09.10.24	site & planning review

Light of Sight



PAUL R. BEEGAN LICENSE #10374  
EXPIRATION DATE: 12.31.2025

## BEEGAN

ARCHITECTURAL DESIGN

1570 MADISON AVENUE  
LAKEWOOD, OHIO 44137  
WWW.BEEGAN-AD.COM

216.521.1600 PHONE  
216.914.4511 FAX  
PAUL@BEEGAN-AD.COM

project no. 23-075

**Hilane Realty  
Donald & Thoreau  
Development**

ppn 312-26-102  
lakewood, oh 44107

Architectural Site Plan

# A1

© BEEGAN ARCHITECTURAL DESIGN LLC



**VIEW AT WEST END**  
NFB

Line of sight.

ISSUE	DATE	DESCRIPTION
1	05.30.24	schematic design
2	07.15.24	site & planning review
3	08.07.24	site revisions
4	09.15.24	site & planning review



LEFT SIDE ELEVATION  
1/11/24



FRONT ELEVATION  
1/11/24



REAR ELEVATION  
1/11/24

Rear Elavation.



RIGHT SIDE ELEVATION  
1/11/24



PAUL P. BEGAN LICENSE #10274  
EXPIRATION DATE: 12.31.2025

# BEEGAN

ARCHITECTURAL DESIGN

1570 HADSON AVENUE  
COLUMBUS, OHIO 43130  
WWW.BEEGAN-AD.COM

216.521.9100 PHONE  
216.914.4511 FAX  
PVA@BEEGAN-AD.COM

project no. 23-075

Hilane Realty  
Donald & Thoreau  
Development

ppn 312-26-102  
Tolwood, OH 44107

Townhouses  
Exterior Elevations

# A7

### PROPOSED TRIP GENERATION CALCULATIONS

Trip generation calculations were performed utilizing data contained in the **Trip Generation Manual, 11<sup>TH</sup> Edition** and the methods outlined in the (ITE) **Trip Generation Handbook**. Based on the previously discussed trip generation analysis procedures, the table below shows the estimated site generated traffic during the AM and PM peak hours of the adjacent streets for the proposed residential development. A copy of the trip generation worksheets can be seen in **Appendix A**.

#### NEW TRIP GENERATION

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

Who didn't come home?

### CONCLUSIONS

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

This opinion is based upon the fact that traffic impact studies are recommended to be performed by the **Institute of Transportation Engineers** whenever an increase in trips in any peak hour is greater than 100 trips per hour. This recommendation is made because this is the point where a change in roadway capacity may be found and mitigation may or may not be needed. The anticipated generated volumes from this development are less than daily variations in the current volumes on the local roadway network and should not be perceived by the traveling public.



Cindy A. Marx

From:  
cindy.marx@lakewoodoh.gov  
To:  
David Griffiths

Sat, Feb 10 at 11:42 AM

Hi David,  
I am sure the email below is not what you wanted to hear. The City has a pretty rigorous street repair schedule that they are pretty good at adhering to. Of course, if road conditions are very problematic notify Chris Gordon our Director of Public Works. He is very responsive.

Please let me know if there is anything I can do to assist. I, myself, will drive down Donald to check out road conditions.

Hope you have a wonderful weekend!

Cindy Marx  
Lakewood City Council | Ward 4  
Council Office - 216-529-6055  
Cell - 216-534-1772  
<https://www.lakewoodoh.gov/report-a-problem-concern/>

Sent from mobile

Begin forwarded message:

From: Chris Gordon <Chris.Gordon@lakewoodoh.net>  
Date: February 9, 2024 at 3:44:13 PM EST  
To: "Cindy A. Marx" <Cindy.Marx@lakewoodoh.gov>  
Subject: RE: Donald Ave.

Hi Cindy,

Donald is not on our list for resurfacing for this upcoming year. Being that the sewer line was replaced in 1996 and the street was resurfaced the same year withing that project I can add this to our list of streets to look into for future resurfacing.  
Any questions or concerns please let me know.

Thanks,

Chris Gordon

Public Works Director

City of Lakewood, Ohio

12650 Detroit Avenue

Lakewood, Ohio 44107

Phone: 216-529-6812

Email: [Chris.Gordon@lakewoodoh.net](mailto:Chris.Gordon@lakewoodoh.net)

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

From: Cindy A. Marx <[Cindy.Marx@lakewoodoh.gov](mailto:Cindy.Marx@lakewoodoh.gov)>

Sent: Friday, February 9, 2024 3:27 PM

To: Chris Gordon <[Chris.Gordon@lakewoodoh.net](mailto:Chris.Gordon@lakewoodoh.net)>

Subject: Fwd: Donald Ave.

Hi Chris,

Is Donald due to be resurfaced this year?

Thanks.

Cindy Marx

Lakewood City Council | Ward 4

Council Office - 216-529-6055

Cell - 216-534-1772

<https://www.lakewoodoh.gov/report-a-problem-concern/>

Sent from mobile

Begin forwarded message:

From: David Griffiths <deglakewood@ameritech.net>  
Date: February 9, 2024 at 1:19:40 PM EST  
To: "Cindy A. Marx" <Cindy.Marx@lakewoodoh.gov>  
Subject: Donald Ave.  
Reply-To: David Griffiths <deglakewood@ameritech.net>

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Hello Cindy,

I was wondering if there are resurfacing planned for Donald Ave? It has become atrocious since they replaced the sewer line years ago. It needs resurfacing.

Thanks.

David Griffiths 1311 Donald Ave.

216-255-8198

Sent from AT&T Yahoo Mail on Android

## Johanna Schwarz

---

**From:** Donny Davis <donny.davis4@gmail.com>  
**Sent:** Wednesday, October 2, 2024 7:15 PM  
**To:** Planning Dept  
**Subject:** Docket No. 10-37-24 - Planning Commission Submission  
**Attachments:** Docket No. 10-37-24 - Davis - 1280 Thoreau - Planning\_Commission Submission\_10.3.24.pdf

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

Please find the attached comments for submission regarding Docket No. 10-37-24 at the 10/3/24 Planning Commission meeting.

Thank you,  
Donny & Jackie Davis  
1280 Thoreau Road  
Lakewood, OH 44107  
330-807-3046

Donny & Jackie Davis  
1280 Thoreau Road  
Lakewood, OH 44107

October 2, 2024

City of Lakewood Planning Commission  
12650 Detroit Avenue  
Lakewood, OH 44107

Re: Docket No: 10-37-24

Members of the Planning Commission:

We are residents at 1280 Thoreau. Our property is contiguous with adjacent yard owned by Mr. Kermode and within viewshed of the site from various angles. That said, we are writing to express our opposition regarding the proposed townhome development at Donald/Thoreau on the Norfolk Southern property. Though there are many, here are the key concerns below:

The proposed re-zoning of the R-2 parcel to PD creates significantly more density, traffic, light and noise pollution, and introduces housing product that is not characteristic of the surrounding neighborhood. Additionally, with the proposed heights, the housing towers over the surrounding and insular part of the neighborhood - versus being on a main arterial like Detroit or Clifton. The rear balconies will also infringe upon the privacy that neighbors currently enjoy. The consensus among neighbors is that detached single-family residential housing could exist under current R-2, however the sheer density of this re-zone and proposal has too many ancillary negative impacts.

Rezoning a parcel of this size should be tabled until the 2024 Lakewood Zoning Refresh is complete, as the outcomes and recommendations could have impacts on current proposal based on any new guidelines/processes.

Additionally, despite attending meetings with applicant and ARB, there have been no design or orientation concessions/alterations to proposed plan throughout the process. We understand the Planning Commission/ARB does appreciate the trail introduced for connectivity to Cove Park from Donald to Thoreau, however this is only one small section of the railroad tracks that runs through the entire city and could be achieved without the development along with longer-term mobility visioning.

Finally, we would like for City Council/Planning Commission to help residents understand more about the out-of-state developer, Hilane Realty, and their credentials/ability to build the proposed product that is of lasting quality. Observationally, the company's website ([www.hilanerealty.com](http://www.hilanerealty.com)) is generic and shows no previous development portfolio work to indicate its proven track record. Instead, the company website shows only that it owns one multi-family property in Shaker Heights.

Thank you for your consideration.

Donny & Jackie Davis  
1280 Thoreau Road  
330-807-3046

## Johanna Schwarz

---

**From:** katie gallagher <katieann520@yahoo.com>  
**Sent:** Thursday, October 3, 2024 10:50 AM  
**To:** Planning Dept  
**Subject:** Thoreau Townhomes

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

Dear Planning Committee,

I am writing to state my opposition to the Thoreau Townhomes project. I have lived at 1288 Thoreau for almost 12 years and will directly affected by the proposed project. Many of my neighbors feel the same way. Please at least add this topic to the meeting today so that it can be discussed further.

Thank you for your time and consideration.

Sincerely,

Katie Gallagher

## Johanna Schwarz

---

**From:** Anna Harrington Gartland <akh7281@gmail.com>  
**Sent:** Thursday, October 3, 2024 12:02 PM  
**To:** Planning Dept  
**Subject:** Donald Thoreau Development Comments

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

Good morning,

We are homeowners and residents of 12593 Clifton Boulevard, on the corner of Thoreau Road. We were saddened to learn of the proposed Donald Thoreau development by some of our neighbors on Thoreau. We moved to Lakewood from the Boston area 5 years ago and have grown to love the community for its tight-knit neighborhoods and respect to nature and historic architecture.

The Donald Thoreau project would remove a good deal of the precious little open green space from the neighborhood, along with old growth trees, which both serve as habitat for Lakewood's diverse wildlife. It would also increase population density in an already very dense area where parking and navigation is often challenging. As parents, we also have grave concerns about the safety implications, given that children frequently ride bikes, play in Cove park and cross the street near the railroad tracks.

Please consider carefully the negative impacts this project would have on the neighborhood and Lakewood community as a whole.

Thank you for your attention,  
Anna & Kevin Gartland  
617-417-9951

## Johanna Schwarz

---

**From:** O'Shea, Kitty <Kioshe@ccf.org>  
**Sent:** Thursday, October 3, 2024 3:06 PM  
**To:** Planning Dept  
**Subject:** Oct 3 4PM Meeting Docket No. 10-98-24 Donald Thoreau Development Project

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

Hello, Here are my questions/comments for Docket No. 10-98-24 Donald Thoreau Development Project. I'm going to attempt to join the Zoom meeting.

Why weren't all Donald residents notified?

We will lose parking spaces at the end of Donald.

Who can park in the 6 spaces on the design?

Traffic study is not realistic. Example, a single home is going to have only one car leaving and one car returning during peak hours?

People come and go all day long.

Irene appears to be more of a driveway than a street.

How wide is the entrance off Donald? Is it as wide as an actual street?

We already have cars wiggling around the intersection of Merl and Donald.

What about snow removal? End of Donald used to pile snow.

If the neighborhood is not supportive of this, who benefits?

We want to be good neighbors, help us to maintain that goal.

If developers want to build in Lakewood, allow them fill the empty hospital site.

Thank you,

Kitty O'Shea  
1296 Donald Ave  
216 310 8169

Please consider the environment before printing this e-mail

Cleveland Clinic is a nonprofit, multispecialty academic medical center that's recognized in the U.S. and throughout the world for its expertise and care. Visit us online at <http://www.clevelandclinic.org> for a complete listing of our services, staff and locations. Confidentiality Note: This message is intended for use only by the individual or entity to which it is addressed and may contain information that is privileged, confidential, and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately and destroy the material in its entirety, whether electronic or hard copy. Thank you.

## Johanna Schwarz

---

**From:** Debbie Marshall <debommarshall@gmail.com>  
**Sent:** Thursday, October 3, 2024 4:22 PM  
**To:** Planning Dept  
**Subject:** Planning Committee Meeting 10-37-24

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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

Hello,

My name is Debbie Marshall and as a long-time resident (8 years in December) of 1281 Thoreau Rd, I am very concerned about the ramifications of the proposed rezoning and development of the lot between Thoreau and Donald, especially in light of the newest version of the plans that took into account none of the numerous letters, emails, calls, and conversations from my neighbors expressing our concerns.

Being the only thru street between Nicholson and Cove (and one often used by Police, Fire, and EMT), Thoreau Rd is already congested in terms of traffic. With numerous residents and the entrance to Cove Park across from the lot, parking is already scarce. Adding 10 units would make this neighborhood untenable in terms of navigation and habitation. Prior to the finished townhomes, the development and construction leading up to the finished townhomes will only add to this congestion and the frustrations and inconvenience of the existing neighborhood residents who previously chose to reside on and invest in Thoreau without these complications.

In addition to the safety concerns posed by traffic, this many units would add a considerable amount to the population of Thoreau Rd which is another safety concern and drain on the resources of the neighborhood.

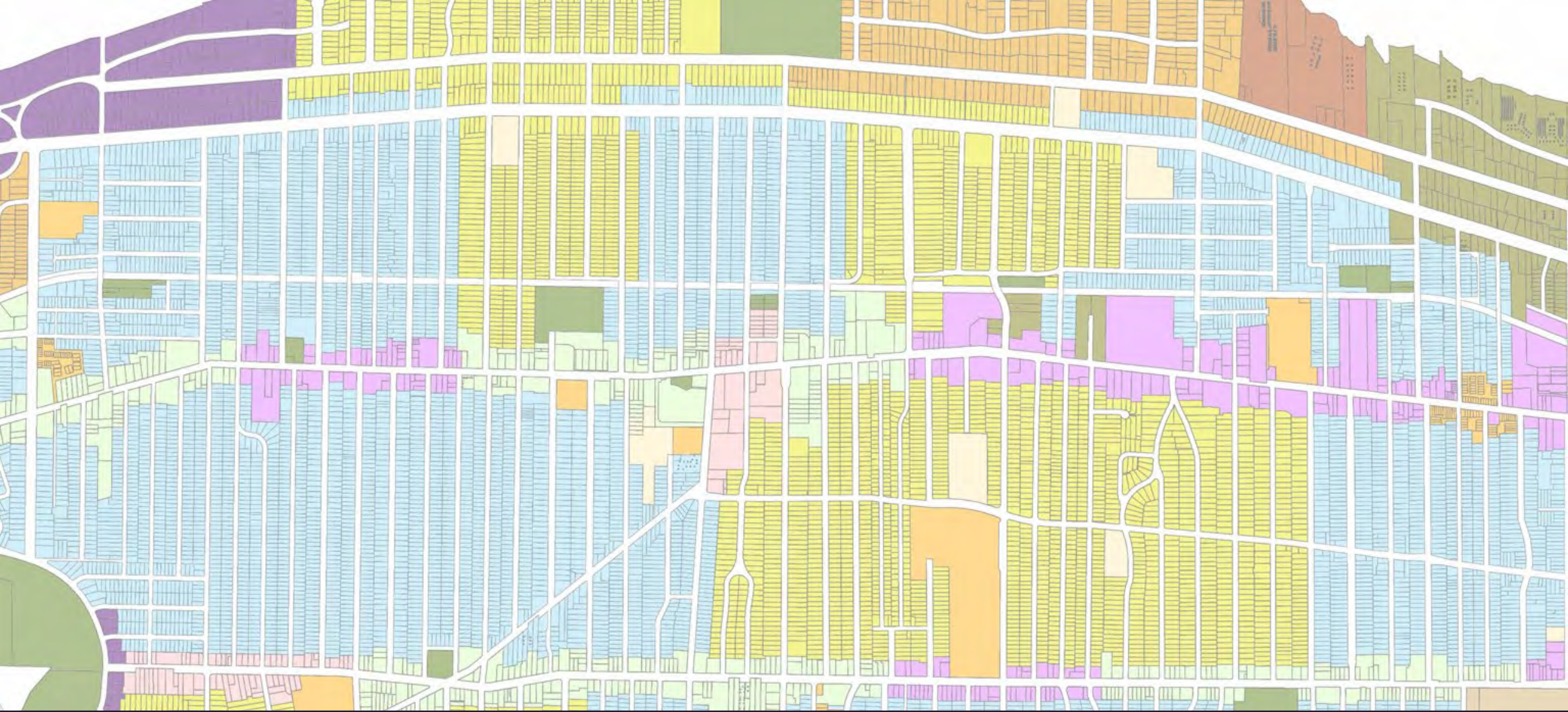
I also question the viability of multiple expensive townhomes built feet from an active railroad track and a school athletic field where many loud, well attended public events take place on a regular basis, causing light and sound pollution in the neighborhood. This reeks of an attempted money grab from the owners of the plot of land, Norfolk Southern, who has already done enough damage to the land and residents of Ohio and I would hate to see the City of Lakewood complicit in this type of vile venture.

The residents of Thoreau are not unreasonable to change and 'progress' for our city so If development is to move forward, please consider allowing single-family homes, not townhomes. Also the private drive could run along the railroad tracks to further distance the new inhabitants from the railroad tracks and allow more privacy for the existing neighbors whose property is parallel to proposed development.

Thank you for your time and consideration.

Sincerely,  
Debbie Marshall  
1281 Thoreau Rd Resident





# Planning Commission

October 2024





**Planning Commission**  
**October 2024 Agenda**

1. Roll call
2. Adoption of minutes – September 2024 meeting
3. Opening Remarks
4. 10-38-24: Conditional Use – Outdoor Dining/Jersey Mike’s)
5. 07-30-24: Complete Streets Initiative: Ordinance No. 11-2024
6. 07-31-24: Complete Streets Initiative: Resolution 2024-42
7. 09-36-24: 18605 Detroit (Standard Wellness; Marijuana Dispensary)
8. 10-37-24: Donald & Thoreau (Planned Development)
9. Adjourn



16306 Detroit Ave



**Docket 10-38-24 – 16306 Detroit**  
**Jersey Mike's – Conditional Use (Outdoor Dining)**

## Request (10-38-24)

The review and approval of a **conditional use (outdoor dining)** pursuant to:

- Chapter 1161 – Conditional Uses.

Property is in a C3, Commercial (General) District.



# 16306 Detroit



Near





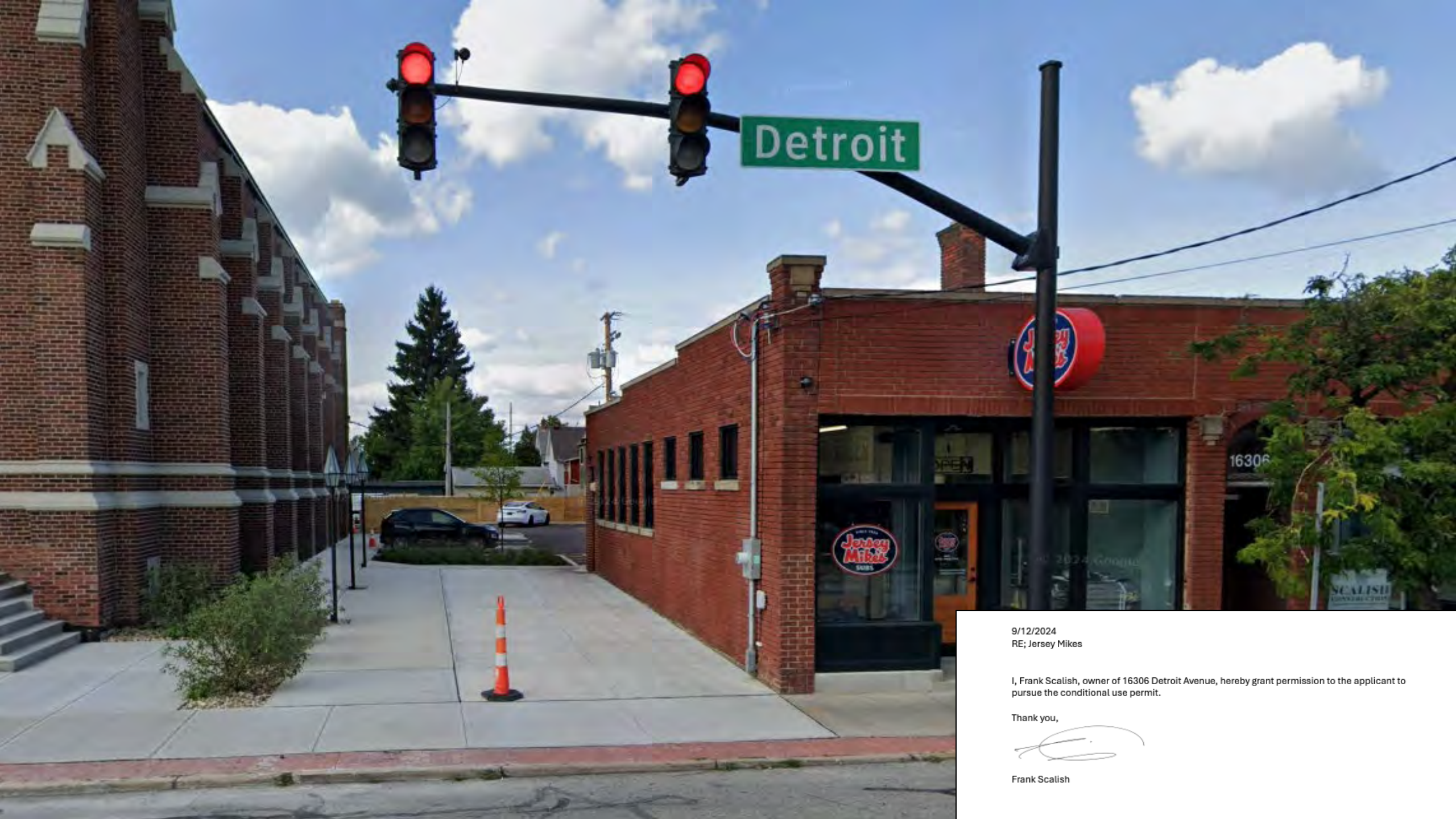
9/12/2024  
RE: Jersey Mikes

I, Frank Scalish, owner of 16306 Detroit Avenue, hereby grant permission to the applicant to pursue the conditional use permit.

Thank you,

Frank Scalish





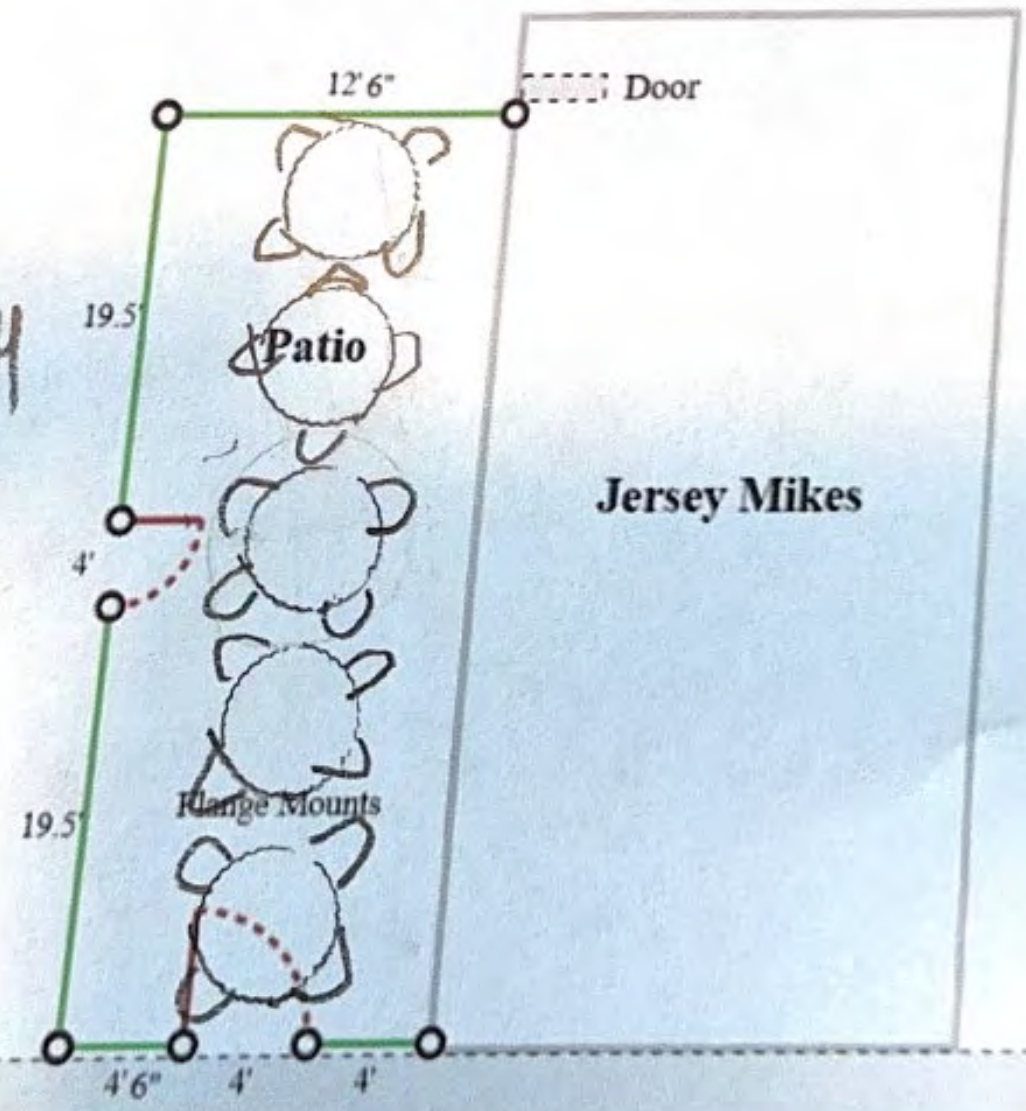
9/12/2024  
RE; Jersey Mikes

I, Frank Scalish, owner of 16306 Detroit Avenue, hereby grant permission to the applicant to pursue the conditional use permit.

Thank you,

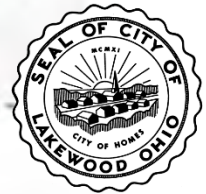
Frank Scalish

5 TABLES  
4 CHAIRS EACH



Jersey Mikes

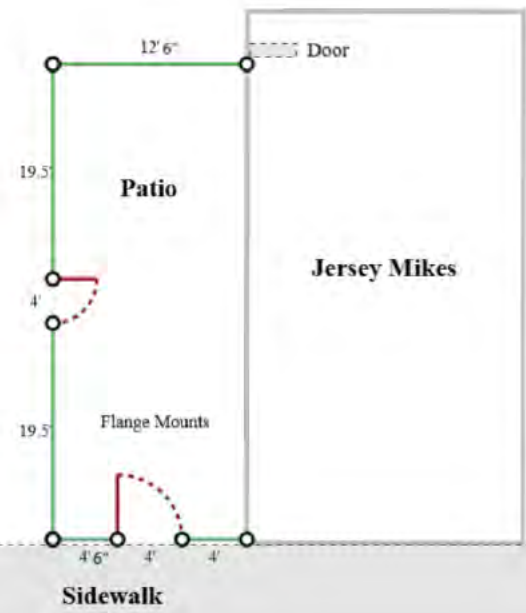
Sidewalk



APPROXIMATE LAYOUT

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

FENCE DIAGRAM



4'H Black 300 Sterling (C)



Proposal for Fencing Installation



PRODUCT SPECIFICATIONS:

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

JOB OPTIONS:

(2) 4ft SS Standard Gate, Standard Latch

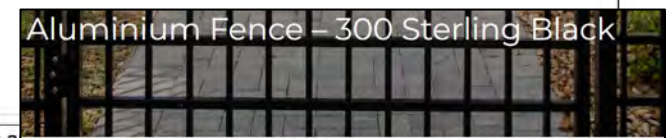
JOB NOTES:

No Returns for Special Order Product.

Approximate Start Date: 11/15/2024  
Approximate Finish Date: 11/21/2024

All dates and events include and manufacture

Acceptance and Authorization: By signing below, you authorize Superior to perform the installation that may be custom made, as specified in this Agreement. You understand and agree that written representations or agreements made to you by Superior but that if there are any agreements Do not sign if blank or incomplete. By signing, you acknowledge that you have read, understand your legal rights.



Example pulled from website

Superior Fence & Rail Contact Information:

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

FENCE TO FOLLOW GRADE OF PROPERTY: PLEASE INITIAL

Handwritten initials 'SN'



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



## 1161.02 GENERAL STANDARDS FOR ALL CONDITIONAL USES.

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

- (a) ...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) ...will be designed, constructed, operated and maintained so as **not to be detrimental to or endanger the public health, safety, or general welfare.**
- (c) **...will not change the essential character of the general vicinity** in which it is located.
- (d) **...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) **...will not impede the normal and orderly development of uses permitted by right** in the immediate vicinity.
- (f) ...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) ...adequate measures have been taken to minimize traffic congestion on public streets.
- (h) ...will not suffer substantial hardship in future due to conditional use being surrounded by uses permitted by right, which are incompatible...
- (i) ...shall, in all other respects, conform to 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.
- (k) N/A (Mixed Use Overlay development)

Notwithstanding anything in this Chapter or this Section to the contrary, where the Commissioner determines, after compliance with the requirements of Section 1173.02, that a permit holder seeking renewal of a permit issued pursuant to this Section has remained in compliance with the conditions of said permit, the Commissioner may issue such renewal.



## **(t) Outdoor Dining Facility.**

Any person operating a restaurant, bar, tavern, or nightclub use...may be permitted to operate an outdoor dining facility as a conditionally permitted accessory use subject to the following:

(1) (application...)

(2) The outdoor dining facility shall be **located directly adjacent to the lawfully operating restaurant use**. The outdoor dining facility may be located immediately adjacent to the front of the restaurant use, on the side or rear of the restaurant use or as approved by the Planning Commission.

(3) The floor space of the outdoor dining facility and any walkway connecting such facility with the restaurant use and the parking lot or any public or private sidewalk shall be constructed of an approved hard surface material meeting all local, state, and federal requirements, including, where applicable, the current United States Access Board Public Right-of-Way Accessibility Guidelines (PROWAG).

(4) The applicant **must keep the outdoor dining facility sanitary, neat and clean at all times**, free from accumulation of food, litter, snow, ice, and other potentially dangerous or unsanitary matter.

(5) The outdoor dining facility **must be in compliance with the Americans with Disabilities Act**, 42 U.S.C. § 12101 et seq. (as used in this section, the "ADA"), and at a minimum allow for five feet of continuous pedestrian access width along the public sidewalk free from all obstruction and must not create any pedestrian hazards. With the concurrence of the Public Safety Director, Police Chief, Fire Chief, Building Commissioner, Public Works Director, and City Engineer, the Planning Commission may allow a reduced minimum width of continuous pedestrian access to be permitted as allowed by the current PROWAG where the applicant can demonstrate that passing spaces will be available within the public right-of-way and within the frontage of the storefront, at the maximum interval of fifty feet, and have a minimum passing space recommended by the PROWAG that is free of all obstructions.



**(t) Outdoor Dining Facility.**

(6) An applicant whose restaurant use is at an intersection of public streets **shall not locate the outdoor dining facility in a manner that will impede vehicular sight distance at that intersection.** Setbacks from the intersection for the outdoor dining area will be determined by the Planning Commission on an individual basis specific to individual site conditions after review and recommendation by the Public Safety Director, Police Chief, Fire Chief, Building Commissioner, Public Works Director, and City Engineer.

**(7)** The maximum number of seats for the outdoor dining facility will be determined by the Planning Commission upon review of the amount of space available, compliance with minimum parking and other requirements of Zoning Code, the PROWAG, Building Code, and other applicable local, state, and federal requirements.

**(8)** Applicants who serve alcoholic beverages as part of their restaurant use must meet all requirements of the Ohio Department of Commerce, Division of Liquor Control, and the following standards:

A. Where an outdoor dining facility or any portion of an outdoor dining facility is located on public property, the owner of the facility shall **sign a use of public property agreement approved by the Director of Law** that indemnifies and holds the City harmless from any claims, liability or damages arising from the operation or location of the outdoor dining facility, and shall provide an insurance policy in an amount approved by the Director of Law with the City named as an additional insured. Upon approval of the outdoor dining facility conditional use by the Planning Commission, the Director is authorized to enter into the use of public property agreement on behalf of the City.

B. **A barrier on some or all sides of the outdoor dining facility may be required.** The Planning Commission will make a determination as to the extent and location of a barrier necessary for the outdoor dining facility. Any such barrier shall be in accordance with the Outdoor Dining Design Guidelines, Building Code, Ohio Fire Code, Ohio Department of Commerce, Division of Liquor Control requirements.

C. The **entrance to the outdoor dining facility must be easily recognizable and adjacent to or as close to a publicly used door of the restaurant** use as is commercially practicable in the Planning Commission's determination and comply with the Ohio Fire Code.

D. Unless authorized by the establishment of a designated outdoor refreshment area in accordance with Ohio Revised Code, **no person shall be permitted to carry alcoholic beverages from the outdoor dining facility to any place outside the outdoor dining facility except the adjacent restaurant use,** and the facility shall be designed in a way so as to maintain compliance with this provision.



## **(t) Outdoor Dining Facility.**

**(9) Applicants who do not serve alcoholic beverages** as part of their restaurant use must meet the following standards:

A. Where an outdoor dining facility or any portion of an outdoor dining facility is located on public property, the owner of the facility shall **sign a use of public property agreement approved by the Director of Law** that indemnifies and holds the City harmless from any claims, liability or damages arising from the operation or location of the outdoor dining facility, and shall provide an insurance policy in an amount approved by the Director of Law with the City named as an additional insured. Upon approval of the outdoor dining facility conditional use by the Planning Commission, the Director is authorized to enter into the use of public property agreement on behalf of the City.

B. **A barrier on some or all sides of the outdoor dining facility may be required.** The Planning Commission will make a determination as to extent and location of a barrier necessary for the outdoor dining facility. Any such barrier shall be in accordance with the Outdoor Dining Design Guidelines and the Ohio Fire Code.

**(10)** The outdoor dining facility must have **adequate illumination during evening hours** in accordance with the Outdoor Dining Design Guidelines. All lighting will be designed to minimize the intrusive effect of glare and illumination upon abutting areas, especially residential properties pursuant to Section 1306.311.

**(11) Buffering with landscaping or fencing of the outdoor dining facility, if the facility is adjacent to residential or sensitive uses, may be required.** Buffering requirements will be determined by the Planning Commission and shall be in accordance with the Outdoor Dining Design Guidelines.

**(12)** An outdoor dining facility with a capacity of more than eight seats shall be included in the gross floor area square footage to determine parking space requirements per Chapter 1143.

**(13) Furniture and enclosures located within the outdoor dining facility may not be stored on the public right-of-way and must be removed entirely from the right-of-way on or before November 30 through March 31.** From December 1 through March 31, and in order to take advantage of unseasonable weather or special events, the Director shall have the authority to allow a single-day use of the public right-of-way in accordance with any approved conditional use permit. All furniture and fixtures used in an outdoor dining facility in the public right-of-way must be readily removable without damage to the surface of the right-of-way. **An outdoor dining facility located entirely on private property is permitted year-round with prior approval of the Planning Commission.**



## **(t) Outdoor Dining Facility.**

**(14)** An outdoor dining facility shall **operate only between the hours of 8:00 a.m. and 10:00 p.m. Sunday through Thursday, 8:00 a.m. Friday to 1:00 a.m. Saturday and 8:00 a.m. Saturday to 1:00 a.m. Sunday.** The limitations set forth herein, and any additional limitations placed on hours of operation as may be determined by the Planning Commission, are designed to assure adequate peace, quiet and serenity in the evening and morning hours during which residents of the City are entitled to enjoy a period of rest and relaxation without intrusion from the possibilities of excessive noise and activity in adjacent areas. The Planning Commission may temporarily extend the hours and dates of operation of any outdoor dining facility where the outdoor dining facility is located within the footprint of a special event that is either sponsored by the City or permitted under the Codified Ordinances.

**(15) Outside entertainment,** whether by band, orchestra, instrument, musician, singer, radio, television, loudspeaker, microphone, recital or any other individual, group or mechanical device, shall only be permitted in an outdoor dining facility pursuant to Chapter 515 of the Ordinances of the City. The Planning Commission may prohibit or provide for other restrictions and conditions related to such entertainment as it deems necessary to protect the surrounding neighborhood. All speakers must be facing inward toward the outdoor dining facility. All outdoor entertainment must cease at 10:00 p.m.

**(16)** Unless otherwise approved by the Architectural Board of Review, **signage of any kind is not permitted on tables, umbrellas, chairs, or barriers** that are part of the outdoor dining facility.

**(17)** The outdoor dining facility **shall comply with the requirements of the state smoking and tobacco use laws.**

**(18)** The Director may require adjustments, after approval of the Planning Commission, to the layout, dimensions, or distance from the property line of any outdoor dining facility in order to ensure pedestrian safety and maintain shared use of the public right-of-way.



**(t) Outdoor Dining Facility.**

(19) Notwithstanding anything in this chapter or section to the contrary, any outdoor dining facility conditional use permit application shall be heard by the Planning Commission and, if approved, shall expire twelve months from the date of issuance. **Subsequent renewal of the conditional use permit may be made administratively by the Director if no significant modifications to the conditions of the permit have been proposed and no violations of the Code have been determined.** Determination of renewal status is at the discretion of the Director. The conditional use permit for an outdoor dining facility is non-transferable.

(20) Notwithstanding anything in this chapter or section to the contrary, any conditional use permit granted for the outdoor dining facility **may be revoked by the Planning Commission after referral to the Planning Commission by the Director and a public hearing.** Notice of such hearing shall be sent to the applicant and to others pursuant to Section 1173.07(b)(2) of this Code as if a zoning change were requested. The Director shall have the authority to cancel a use of public property agreement upon thirty days' written notice. Once a notice of cancellation of the use of public property agreement has been issued, the owner of the restaurant has five business days to remove any portion of the outdoor dining facility that is in the public right-of-way and restore the public right-of-way to the condition in which it existed prior to the creation of the outdoor dining facility.

(Ord. 33-2022. Passed 11-21-22.)

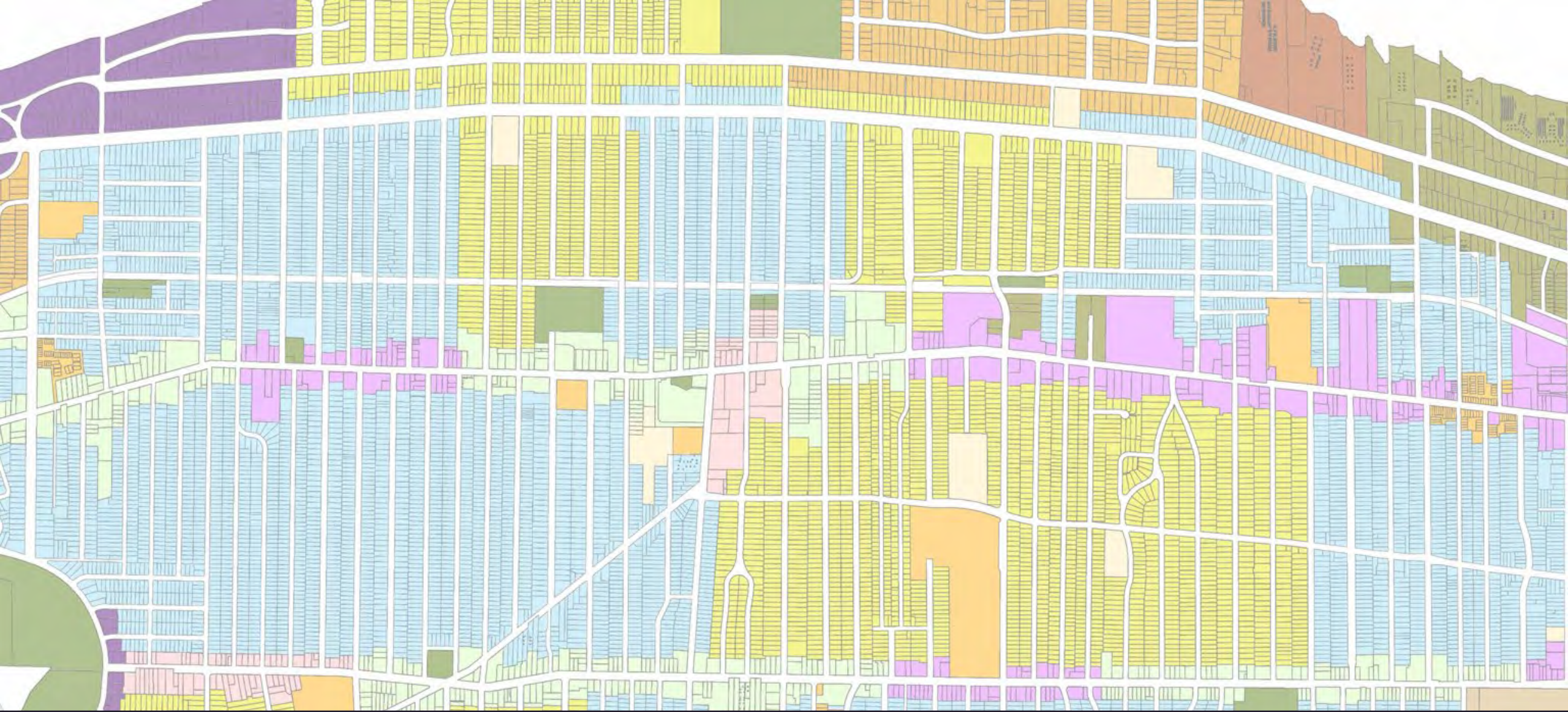


# **Recommendation (10-38-24) – Conditional Use (Outdoor Dining)**

Approval – conditional on ABR approval.

16306 Detroit Ave





**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**

**\*Active Transportation Plan Overview Slides to follow**





# City of Lakewood

## Planning & Implementation - Active Transportation/SRTS



# Safe Streets for Lakewood

## Active Transportation Plan



# 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.





# Community Goals

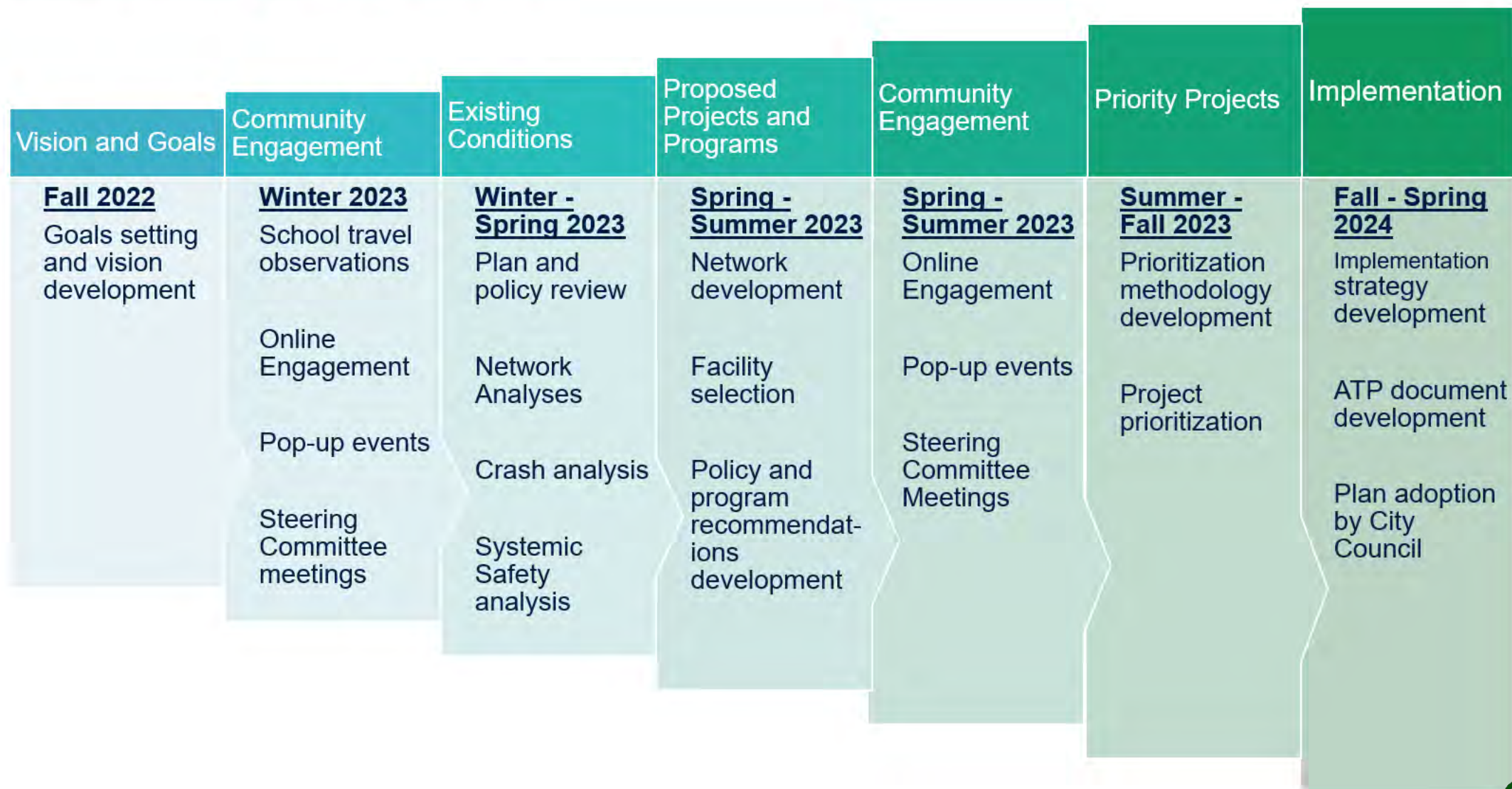
**Safety** – Eliminate all serious injury and fatal crashes involving people walking and/or biking.

**Equity** – Ensure the system accommodates all users, and meets the unique needs of children, youth/teens, older adults, people with disabilities, people in low-income households, and people without access to a vehicle. Ensure that all people have the opportunity to provide input about transportation options.

**Connectivity** – Establish a comfortable and continuous bicycle and pedestrian network that connects people to destinations.

**Livability** – Improve quality of life and culture of respect between drivers, pedestrians, and cyclists.

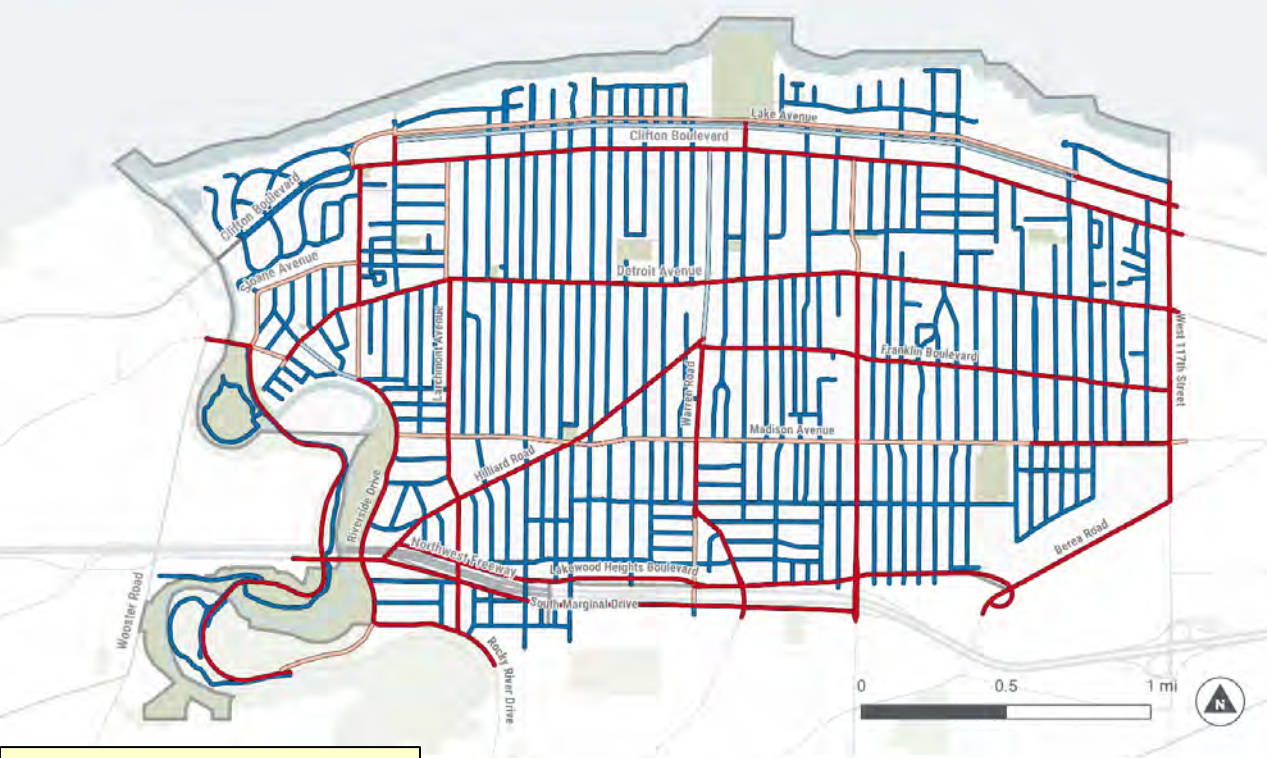
# Planning Process



# Infrastructure Project: Background - Planning

**Level of Traffic Stress (LTS)**

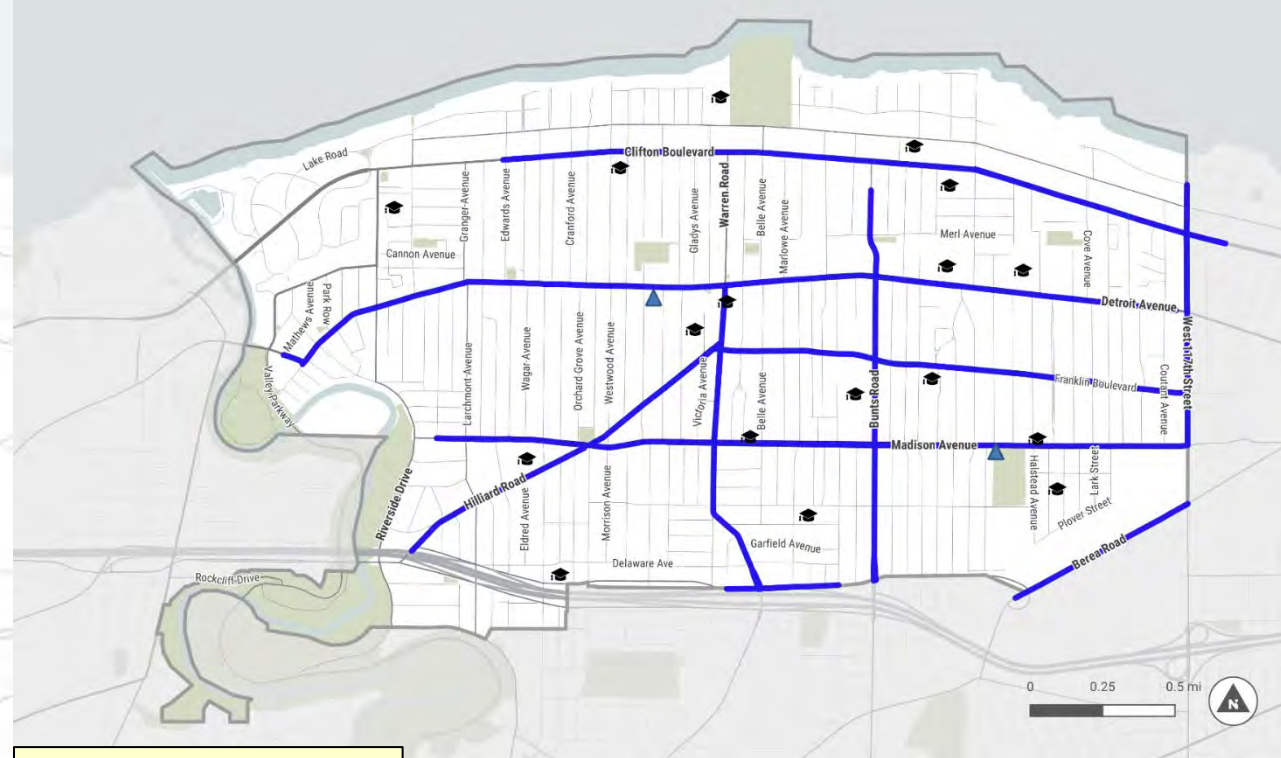
- 1 - Lowest
- 2 - Lower
- 3 - Higher
- 4 - Highest



**Level of Traffic Stress**

**High Risk Network  
Lakewood, Ohio**

- Library
- Park and Greenspace
- School
- High Risk Network



**High Risk Network**

# Infrastructure Projects



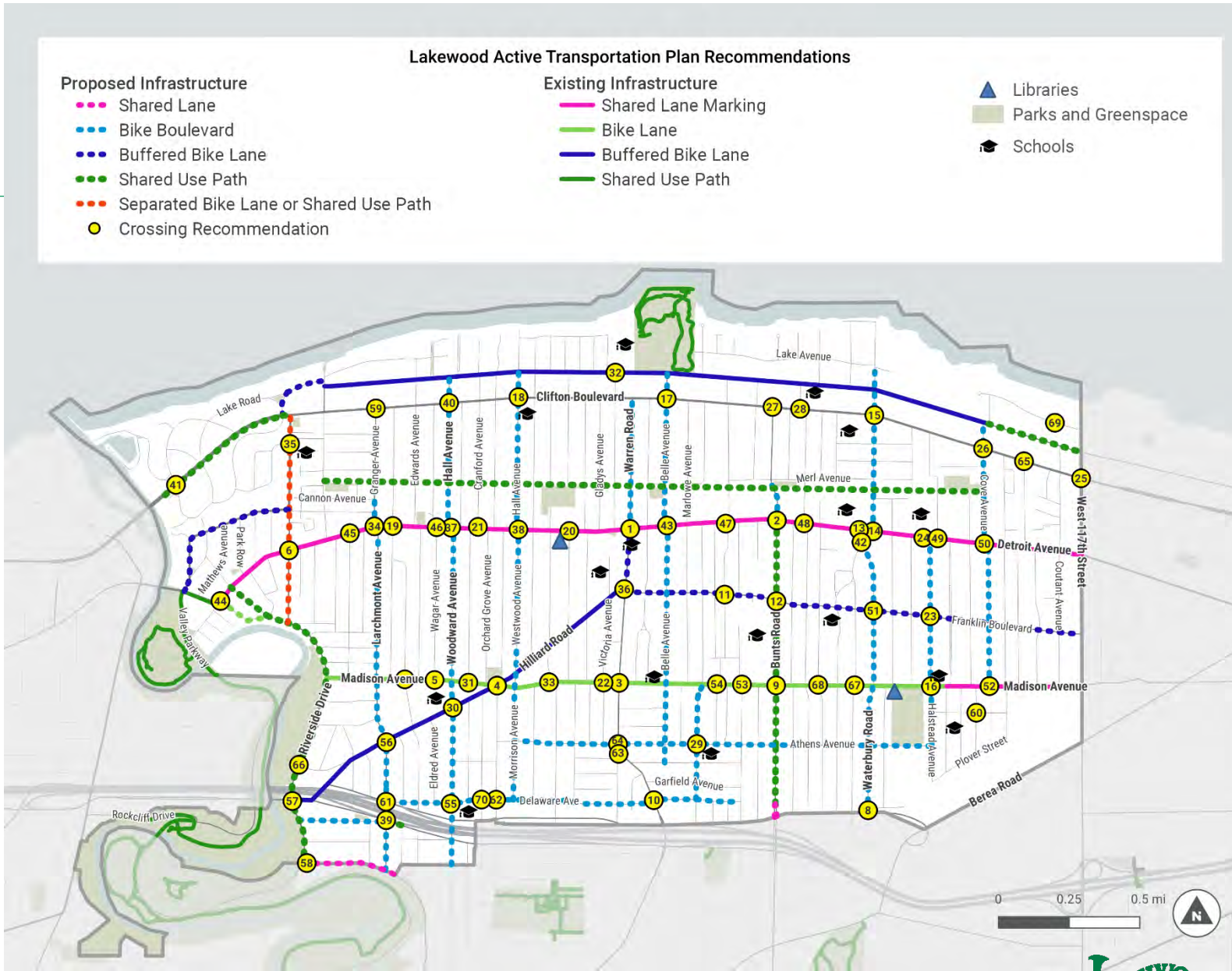
17 miles  
of on-street  
bikeway



70  
crossing  
improvements

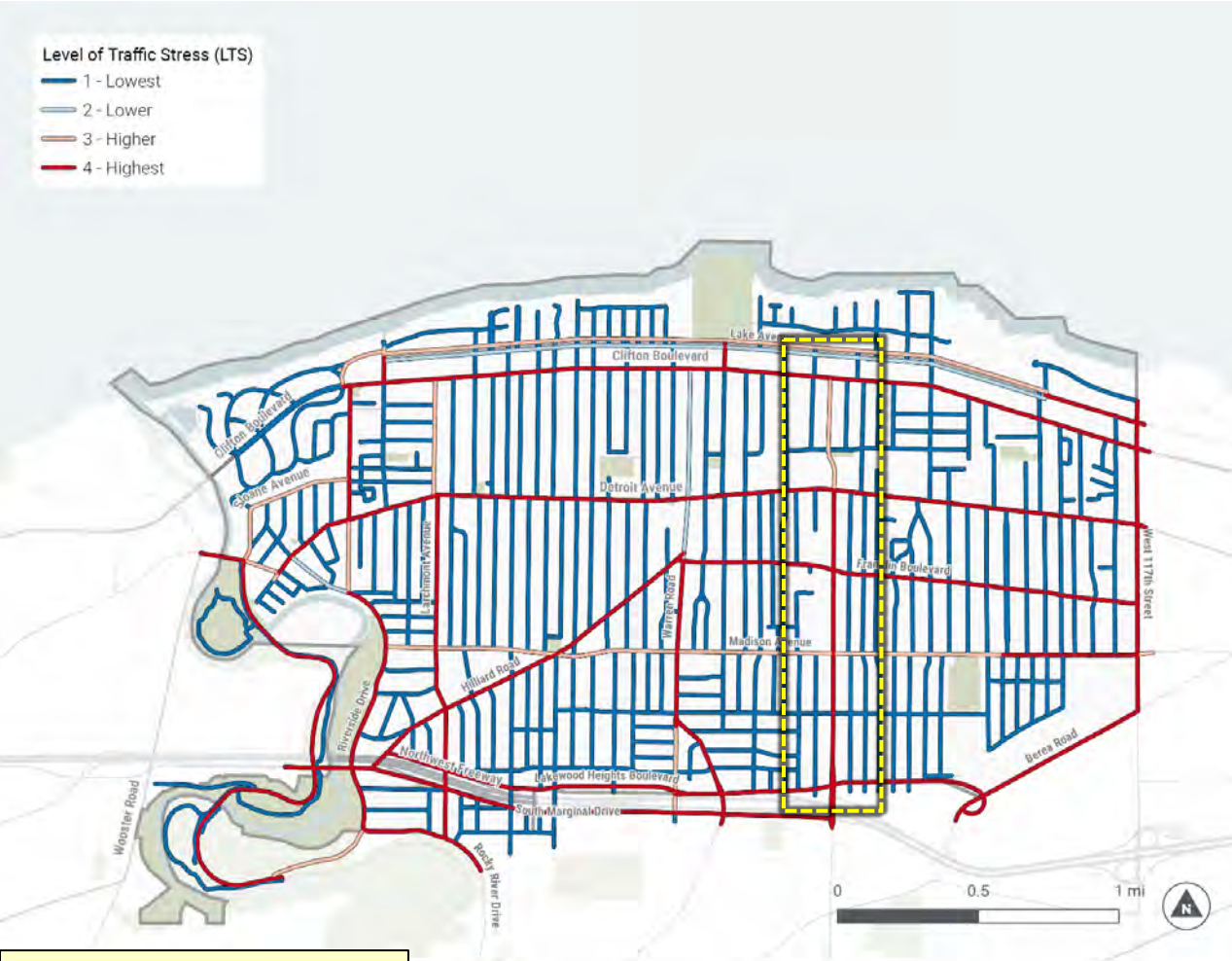


7 miles  
of shared use  
path



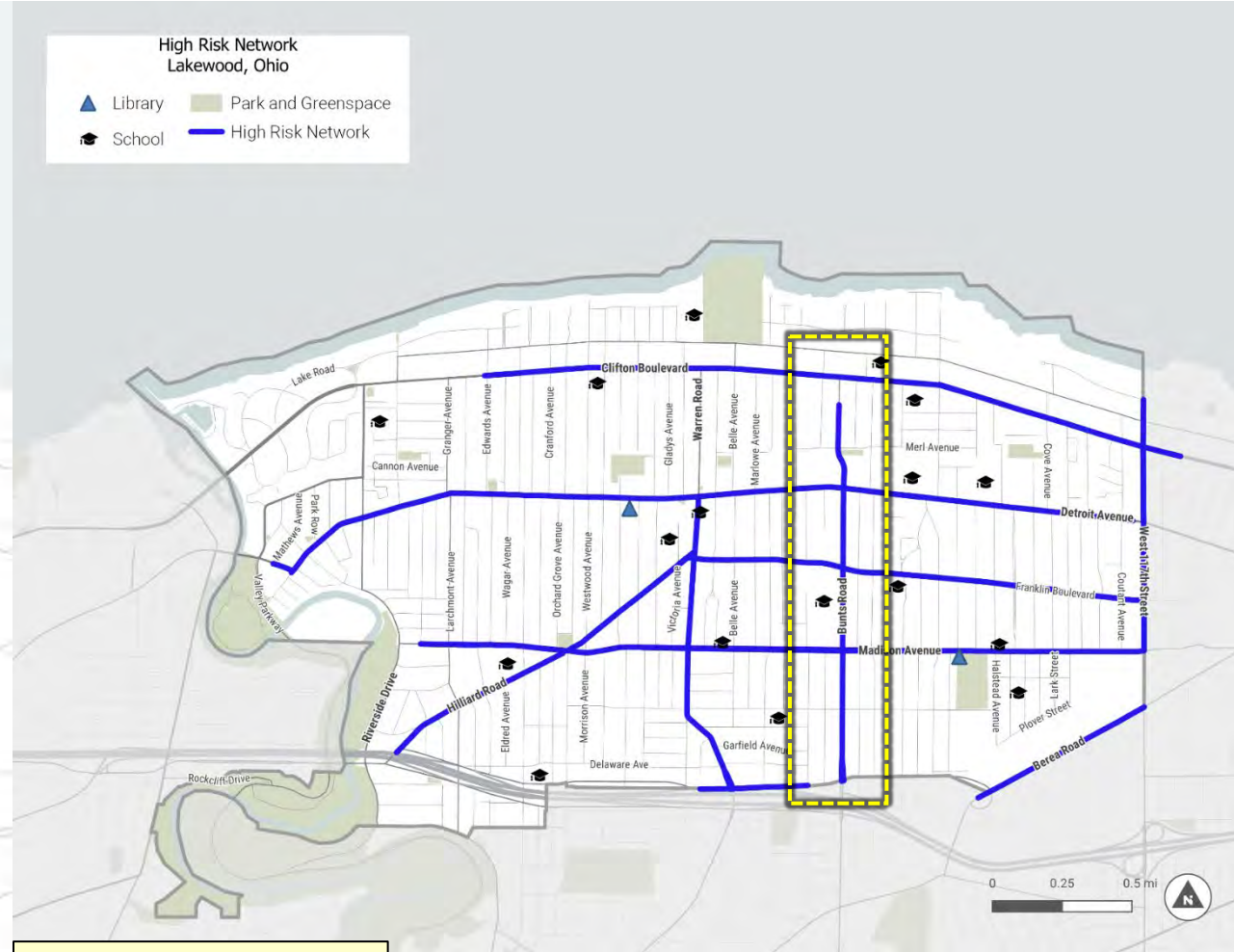
# Infrastructure Project: Bunts Road Rehab

- Level of Traffic Stress (LTS)**
- 1 - Lowest
  - 2 - Lower
  - 3 - Higher
  - 4 - Highest



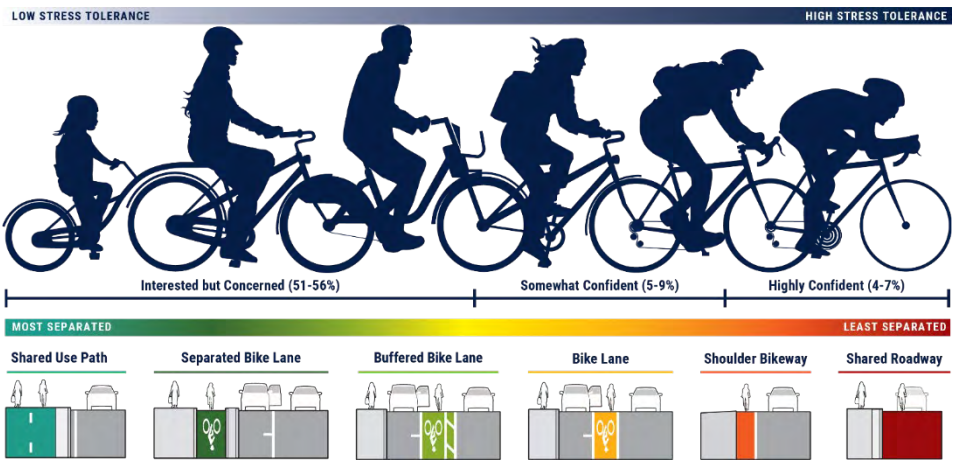
**Level of Traffic Stress**

- High Risk Network  
Lakewood, Ohio**
- Library
  - Park and Greenspace
  - School
  - High Risk Network



**High Risk Network**

# Infrastructure Project: Bunts Road Rehab







## Existing



## Concept



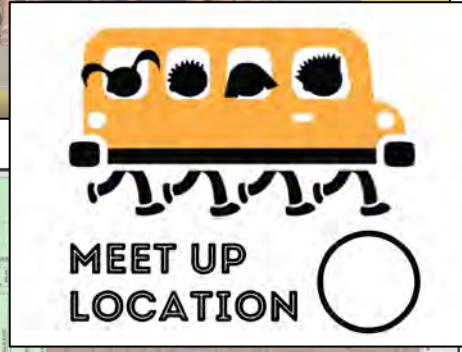
Level of Traffic Stress (LTS)	Type of Facility	Description
LTS 1	<b>Bicycle Boulevard</b> 	Where traffic volumes and speeds are low, many bicyclists can comfortably share lanes with motor vehicles. Shared lane markings and signs are added to inform people driving that bicyclists may operate in the lane and where to expect bicyclists. Wayfinding signage, traffic calming, and intersection treatments need to be incorporated into bicycle boulevards to increase user comfort and prioritize bicycle travel.
LTS 2	<b>Bike Lane / Buffered Bike Lane</b> 	Bike lanes and buffered bike lanes are one-way facilities within the roadway demarcated with painted lane lines. Standard bike lanes provide some improvements to bicyclist safety, and can be enhanced with painted buffers, bike lane extensions through intersections, green colored pavement, and regulatory signs.
LTS 3 and LTS 4	<b>Separated Bike Lane</b> 	A separated bike lane is a one- or two-way facility within the roadway and physically separated from adjacent travel lanes with vertical elements such as a curb, flex posts or on-street parking. Such facilities reduce the risk of injury and can increase bicycle ridership due to increased safety and comfort. Separated bike lanes and/or parking protected bike lanes can accommodate bicyclists on multimodal corridors through improvements such as floating bus stops (see Figure 39).
LTS 4	<b>Shared Use Paths</b> 	Typically designed as two-way facilities physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users, shared use paths provide a low-stress and comfortable travel environment for users of all confidence levels. They are used for recreational opportunities in addition to transportation and can be located along roadways or completely separated from the road network, sometimes along rivers or old railroad corridors.

# SRTS Program & Policy Recommendations

---

- Establish an annual Walking School Bus & Bike to School Day
- Update student travel and arrival/dismissal policies
- Establish a Safe Routes to School Program
- Provide free helmets & educational materials to elementary students

### Instructional Video (PTA/Bike Lakewood)



### Walking Bus Planning

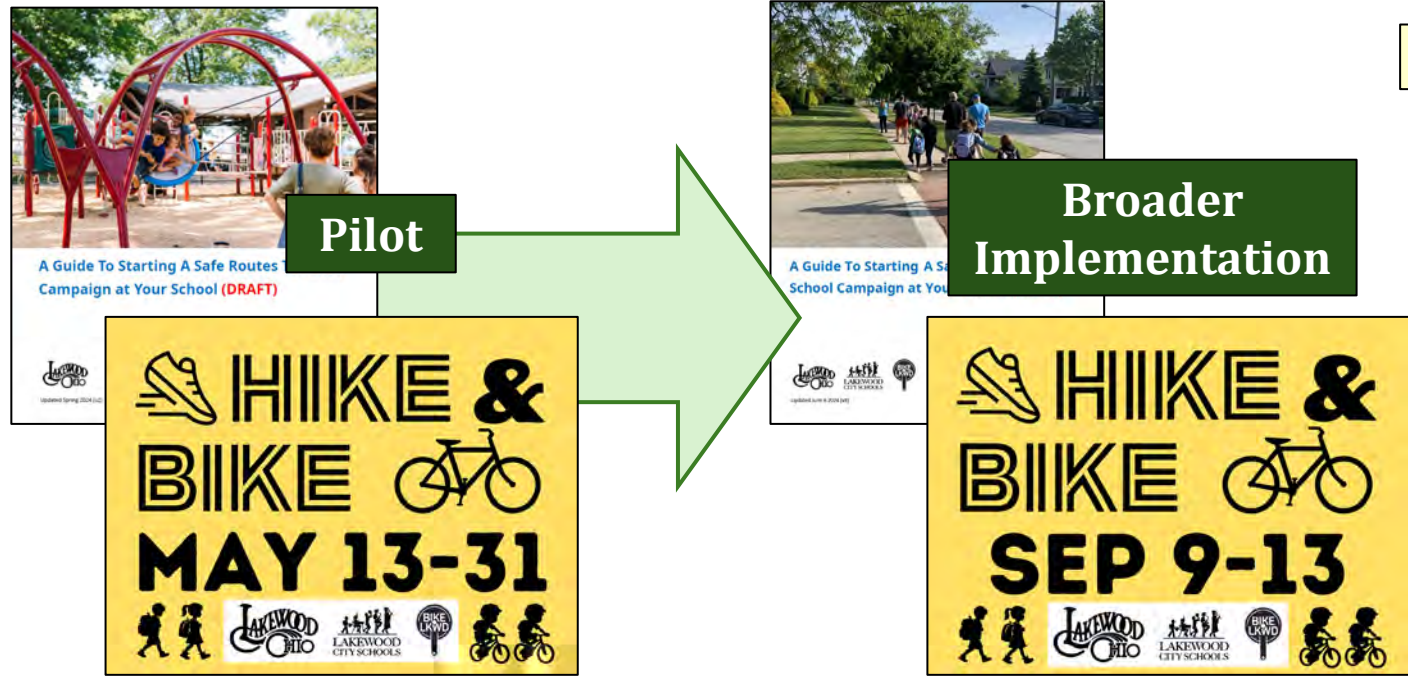
The map displays the area around Horace Mann Elementary School, color-coded by school district boundaries. A legend on the left identifies symbols for Student Locations, Existing Crossing Guard Locations, New Crossing Guard Locations, and Relocated Crossing Guard Locations. A table on the right lists the walking bus routes (A through S) with their respective meet-up times.

Route	Location	Time
A		8:20
B		8:30
C		8:32
D		8:33
E		8:40
F		8:45
G		8:20
H		8:30
I		8:35
J		8:20
K		8:22
L		8:30
M		8:45
N		8:32
O		8:35
P		8:30
Q		8:37
R		8:45
S		8:40
M		8:45

Questions? contact: pta@horacemannelementary@gmail.com

# SRTS Program: Hike/Bike to School

- Group development of **DRAFT Safe Routes Guide**.
- Introduced to School District/PTA Council as **pilot during May 2024**.
- **Pilot objectives:** volunteer Elementary Schools/PTAs to use guide to:
  - ✓ ...encouraged increase in student biking, walking, or rolling to school.
  - ✓ ...tested out organizing walking buses, bike trains, and incentive programs.
- Refined products towards **all elementary event in September 2024**.





# City of Lakewood

## Planning & Implementation - Active Transportation/SRTS





**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**





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:

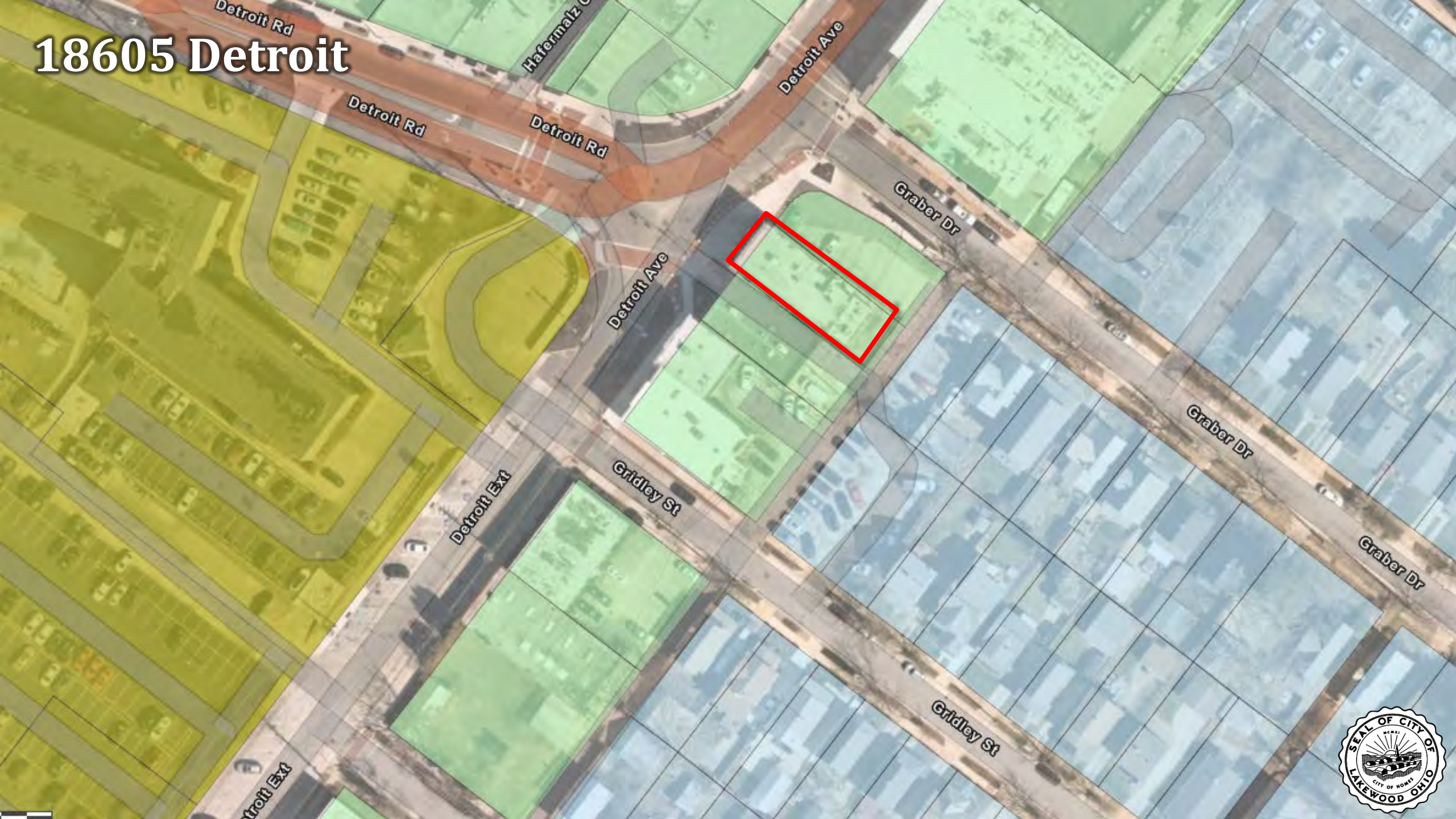
- Chapter 1165 – Medical Marijuana Dispensaries.

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

18605 Detroit Ave



# 18605 Detroit



Detroit Rd

Hafermalz Ct

Detroit Ave

Detroit Rd

Detroit Rd

Graber Dr

Detroit Ave

Graber Dr

Detroit Ext

Gridley St

Graber Dr

Detroit Ext

Gridley St



# Applicant Presentation



# THE FOREST

LAKWOOD

18605 DETROIT AVE



## 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.



## COMMERCIAL DISTRICT (1129.01 PURPOSE).

- Commercial District regulations are established to ensure the availability of suitable areas for business and commercial uses while at the same time promoting the most desirable and beneficial use of land that will stabilize and protect the character and value of the residential neighborhoods within the City...
- (b) The **C2 Retail District** is established to provide standards for the continued operation of small commercial establishments. This district would permit those retail uses that typically locate side by side to create a shopping environment that encourages pedestrian interaction between stores and where stores thrive on being adjacent to other retail uses.

**VISION (ECONOMIC DEVELOPMENT)**...includes wide prosperity and economic opportunity for all. This prosperity marked by fair wages and dignified employment. Our Vision supports locally owned business and entrepreneurship. It encourages high quality, sustainable and diverse mixed-use development in our commercial corridors and businesses that serve local needs.

### ❑ **Building Connections**

- Maintains sustained private reinvestment in commercial and residential property
- Promotes and facilitates sharing of information among businesses

### ❑ **Enhancing Existing Assets**

- Repurposes or renovates obsolete and vacant retail spaces
- Attracts high-quality development by being known as a high-quality, resilient city

### ❑ **Creating Places for People**

- Designs and maintains commercial districts that are safe and inviting for pedestrians and cyclists
- Strives for commercial buildings that have a mix of uses
- Improves the commercial streetscape with amenities such as trees, benches, and public art

### ❑ **Striking a Balance**

- Minimizes the impacts of late-night commercial activity through design and enforcement

### ❑ **Thinking about Tomorrow**

- Preserves and respects historic context in commercial development projects
- Manages stormwater via best practices such as bio-swales, rain gardens, pervious pavement, and private downspout and lateral rehabilitation
- Promotes and incentivizes sustainable development practices such as energy efficiency, renewable energy, waste reduction, supply chain management, and composting
- Strengthens economic development efforts to increase commercial occupancy
- Plans for and addresses the impacts of technology on local businesses



### **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.

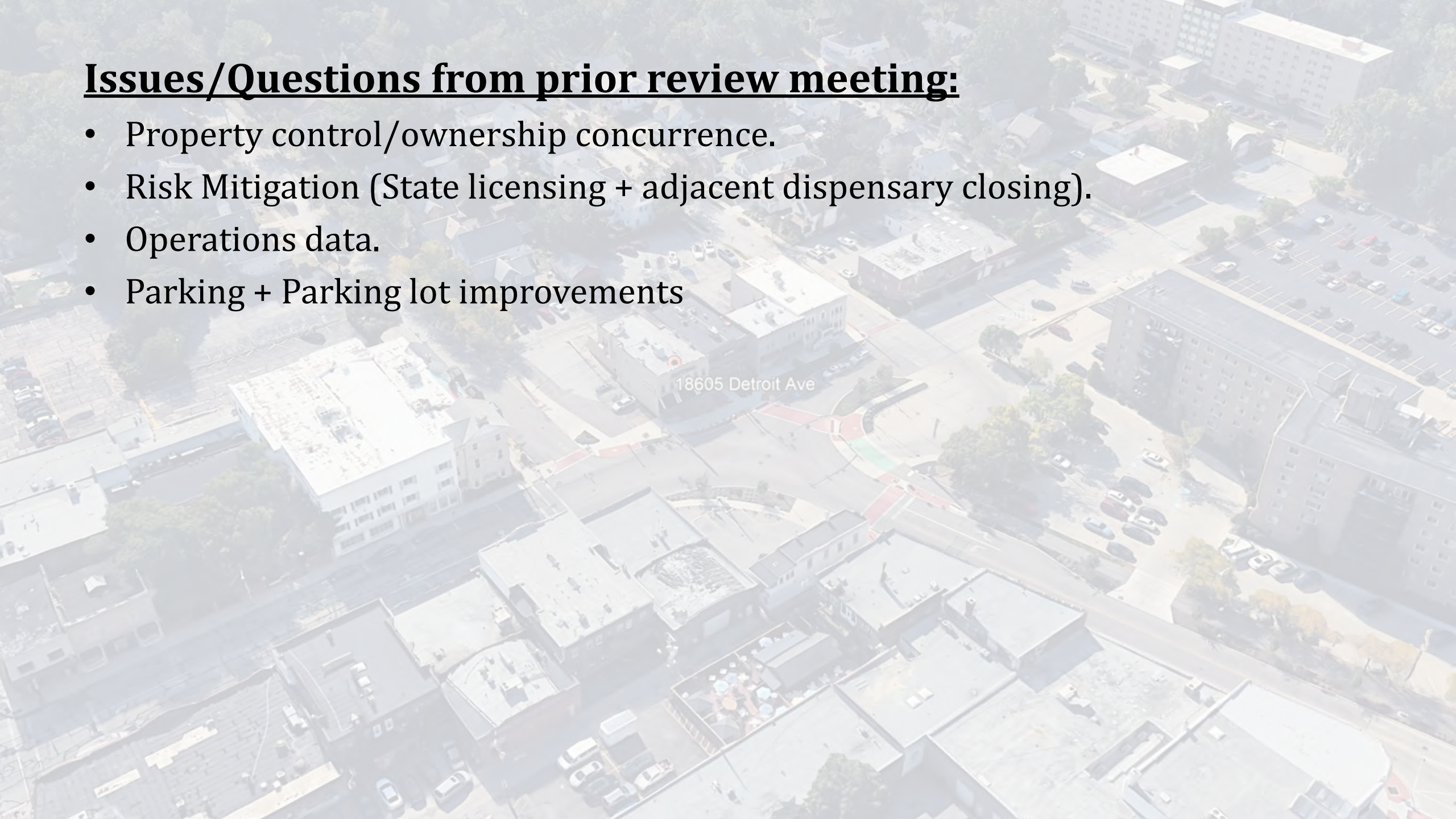
(c) The security plan shall not be submitted to the Planning Commission nor become part of the public record.





## Issues/Questions from prior review meeting:

- Property control/ownership concurrence.
- Risk Mitigation (State licensing + adjacent dispensary closing).
- Operations data.
- Parking + Parking lot improvements



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

Conditional Approval – with the following:

- **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.



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LAKWOOD

18605 DETROIT AVE





## **1. DESIGN**

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

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

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

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

## **2. TRAFFIC**

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

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

## **3. LANDSCAPING / SCREENING**

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



#### **4. PARKING**

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

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

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

#### **5. PROPERTY CONTROL / OWNERSHIP CONCURRENCE**

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

#### **6. RISK MITIGATION**

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

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

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

#### **7. OPERATIONS**

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

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

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



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

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



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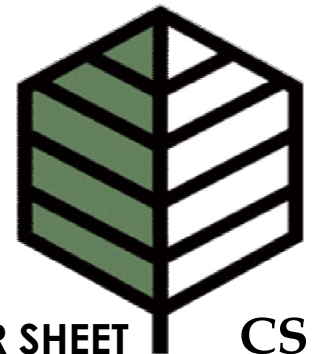
# 1. DESIGN

# THE FOREST

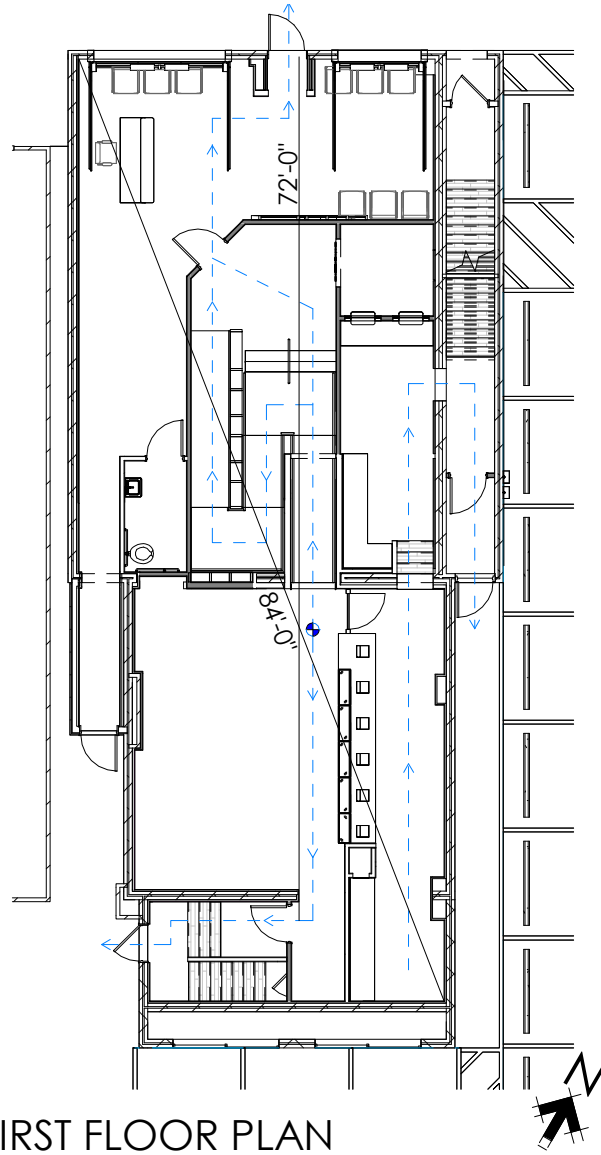


## DRAWING INDEX - CONCEPT SET

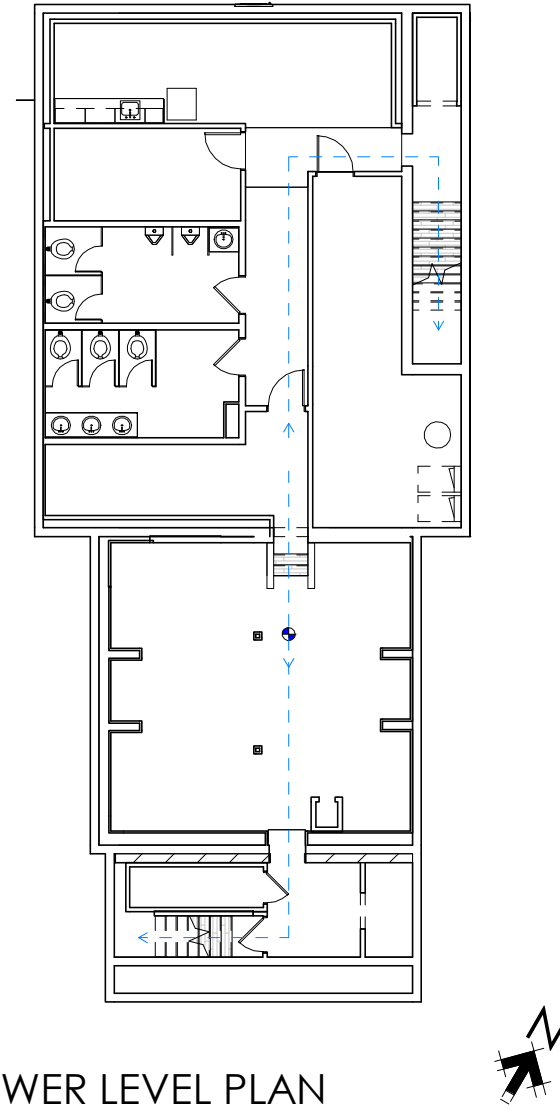
CS	COVER SHEET
LS-1	CODE ANALYSIS PLAN
A-1	LOCATION MAP
A-2	EXISTING PHOTOS
A-3	EXISTING FLOOR PLAN
A-4	PROPOSED SITE PLAN
A-5	PROPOSED FLOOR PLAN
A-6	EXTERIOR RENDERING
A-7	EXTERIOR RENDERING
A-8	EXTERIOR RENDERING
A-9	EXTERIOR RENDERING
A-10	INTERIOR RENDERING
A-11	INTERIOR RENDERING
A-12	PARTION AXON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



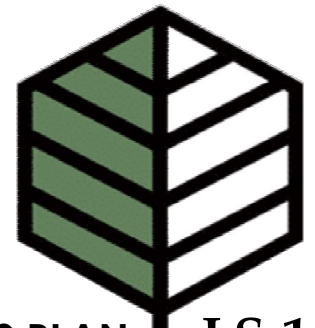
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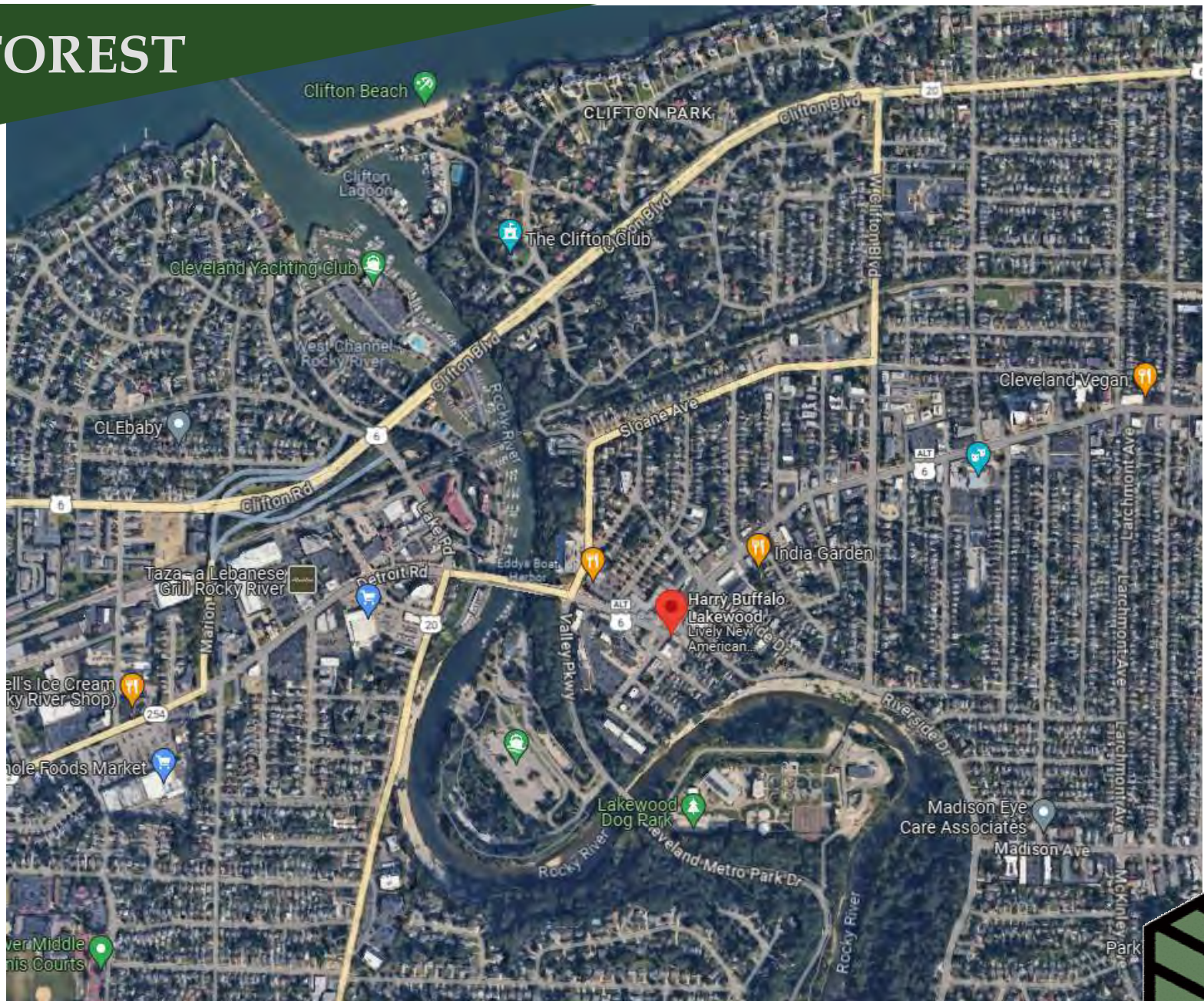
FIRST FLOOR PLAN



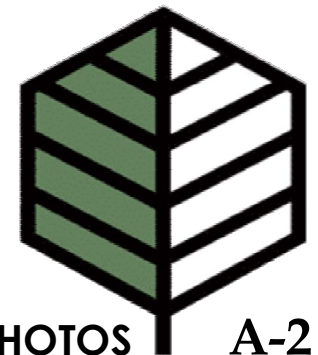
LOWER LEVEL PLAN



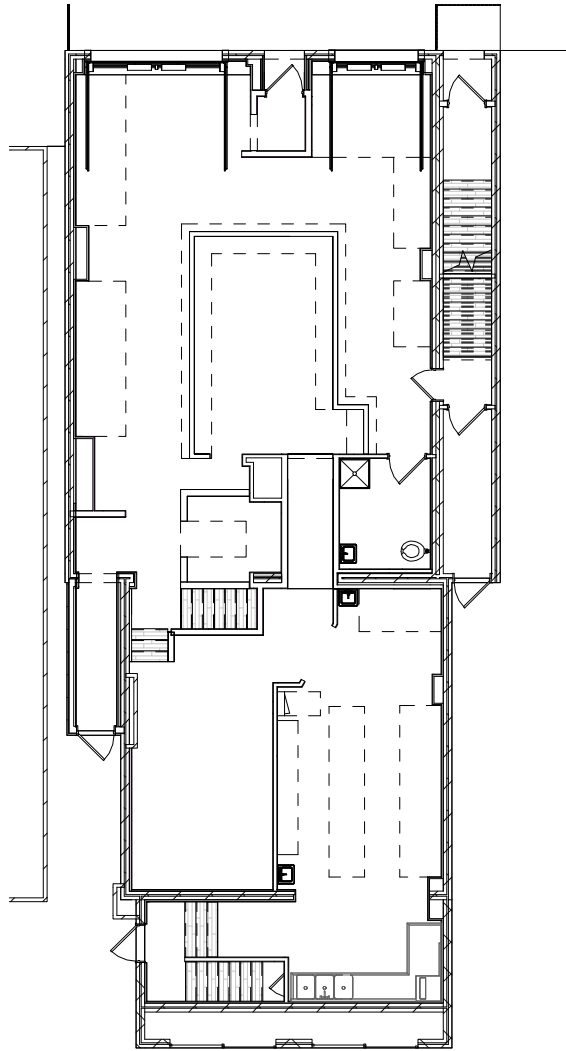
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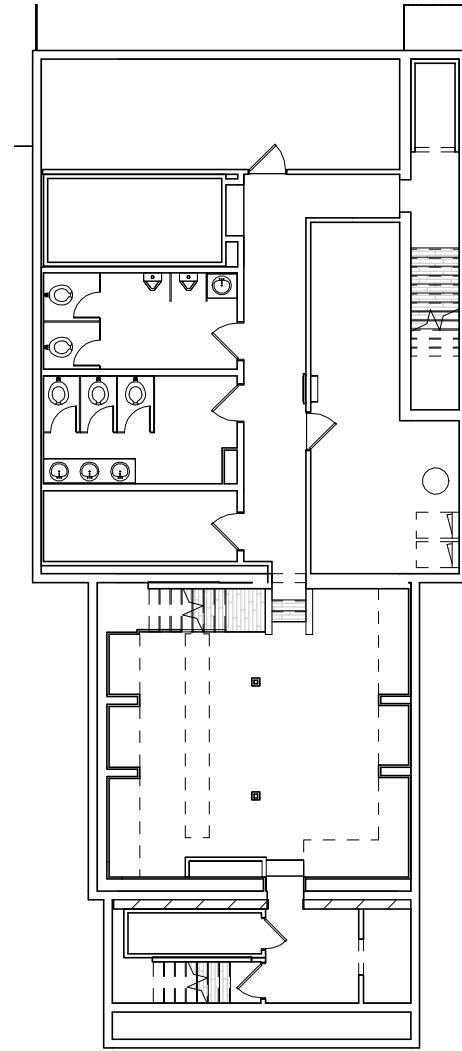
# THE FOREST



# THE FOREST



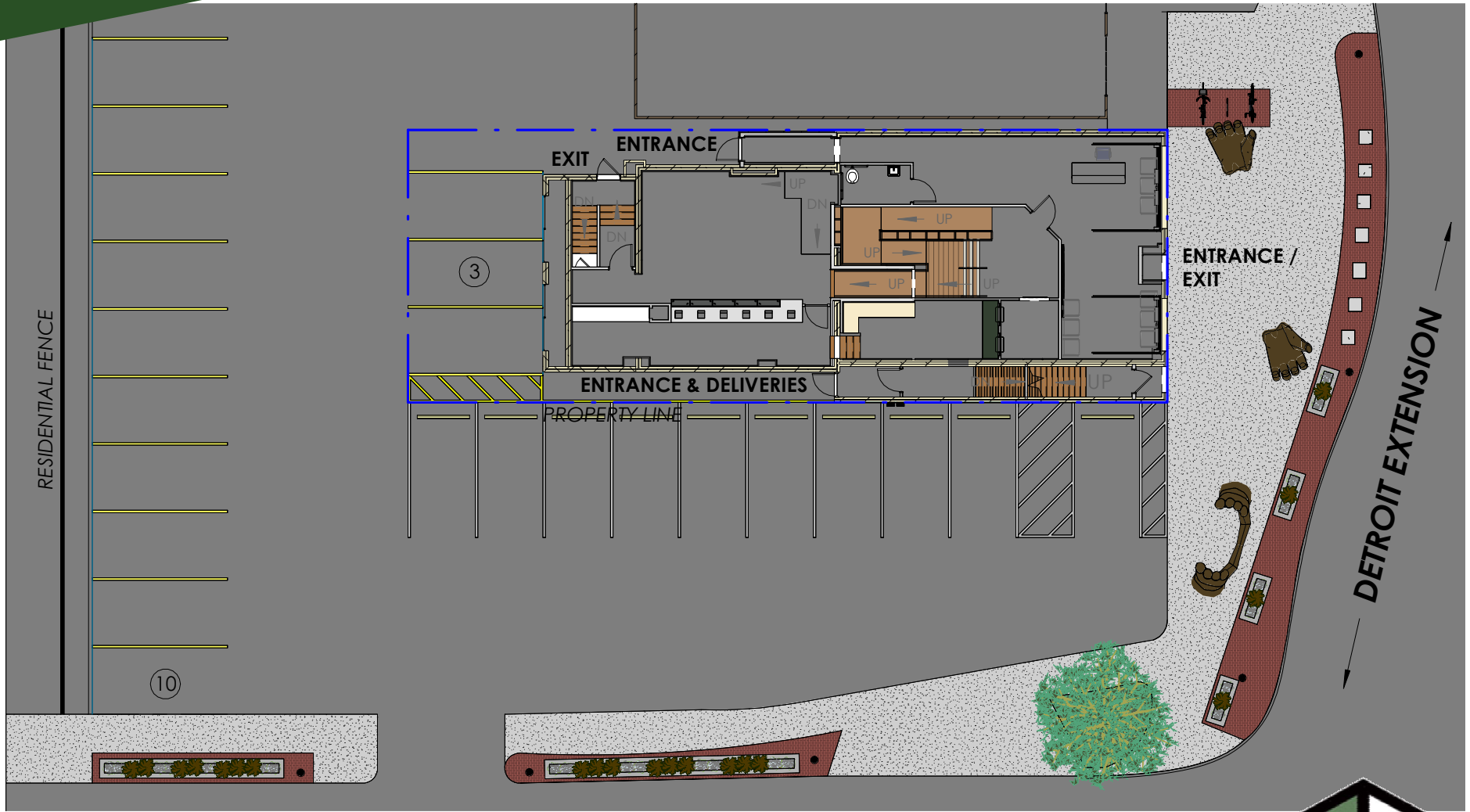
FIRST FLOOR PLAN



LOWER LEVEL PLAN



# THE FOREST

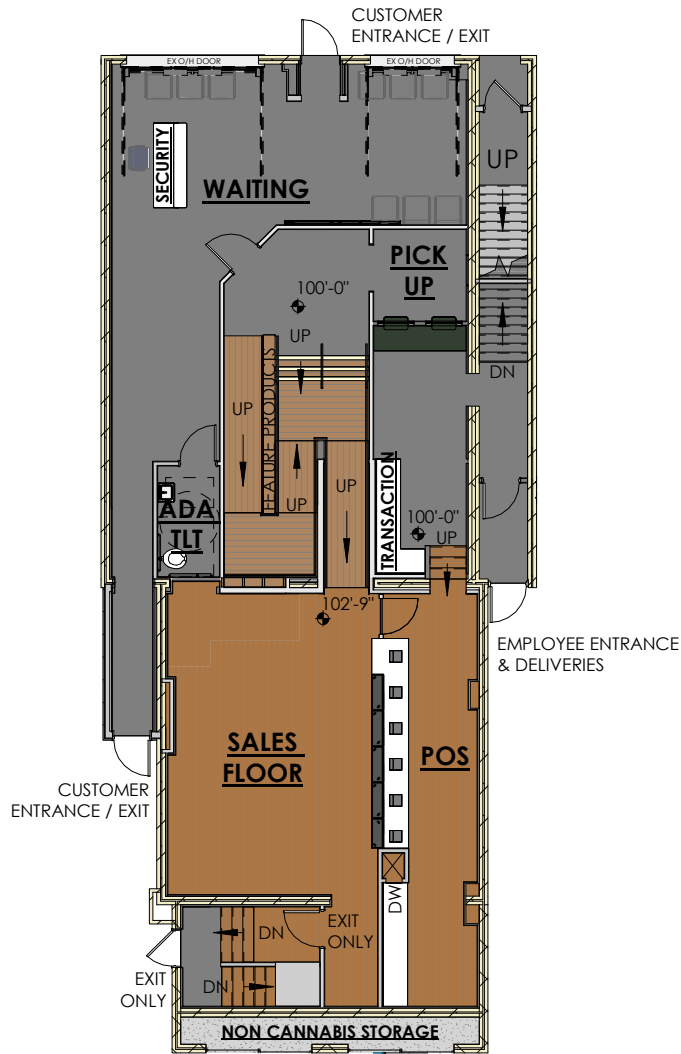


← GRABER DR →

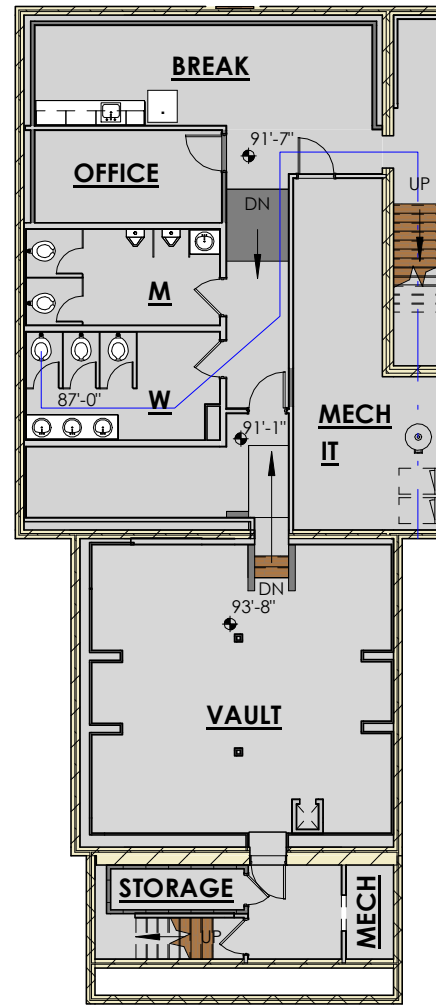
PROPOSED SITE PLAN



# THE FOREST



FIRST FLOOR PLAN



LOWER LEVEL PLAN



# THE FOREST



# THE FOREST



# THE FOREST



# THE FOREST



# THE FOREST



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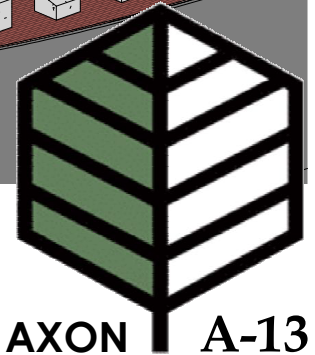


# THE FOREST



ISOMETRIC VIEW

# THE FOREST





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## 2. TRAFFIC

# DGL Consulting Engineers, LLC

## Technical Memo

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

---

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

### Existing Conditions

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

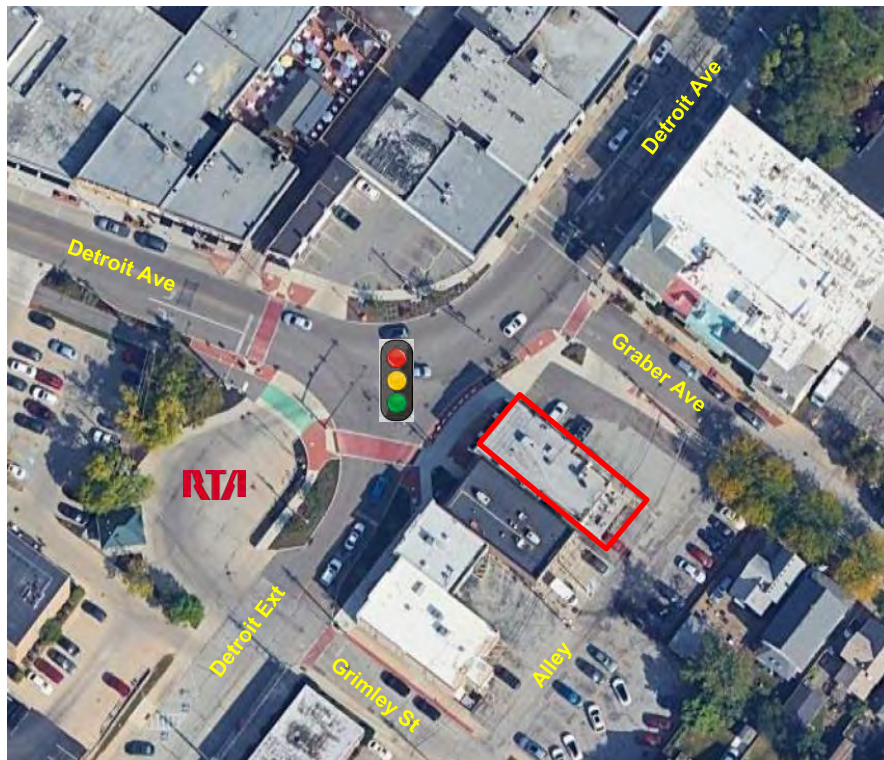


Figure 1 - Existing Conditions

### Trip Generation

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

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

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

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

### Access

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

### Conclusions

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

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

If additional information is required, please contact the undersigned.

DGL Consulting Engineers, LLC

Laurie L. Adams, PE, PTOE, PTP, RSP<sub>1</sub>  
Principal | Director of Traffic/Safety

**END OF MEMO**

**ATTACHMENTS**

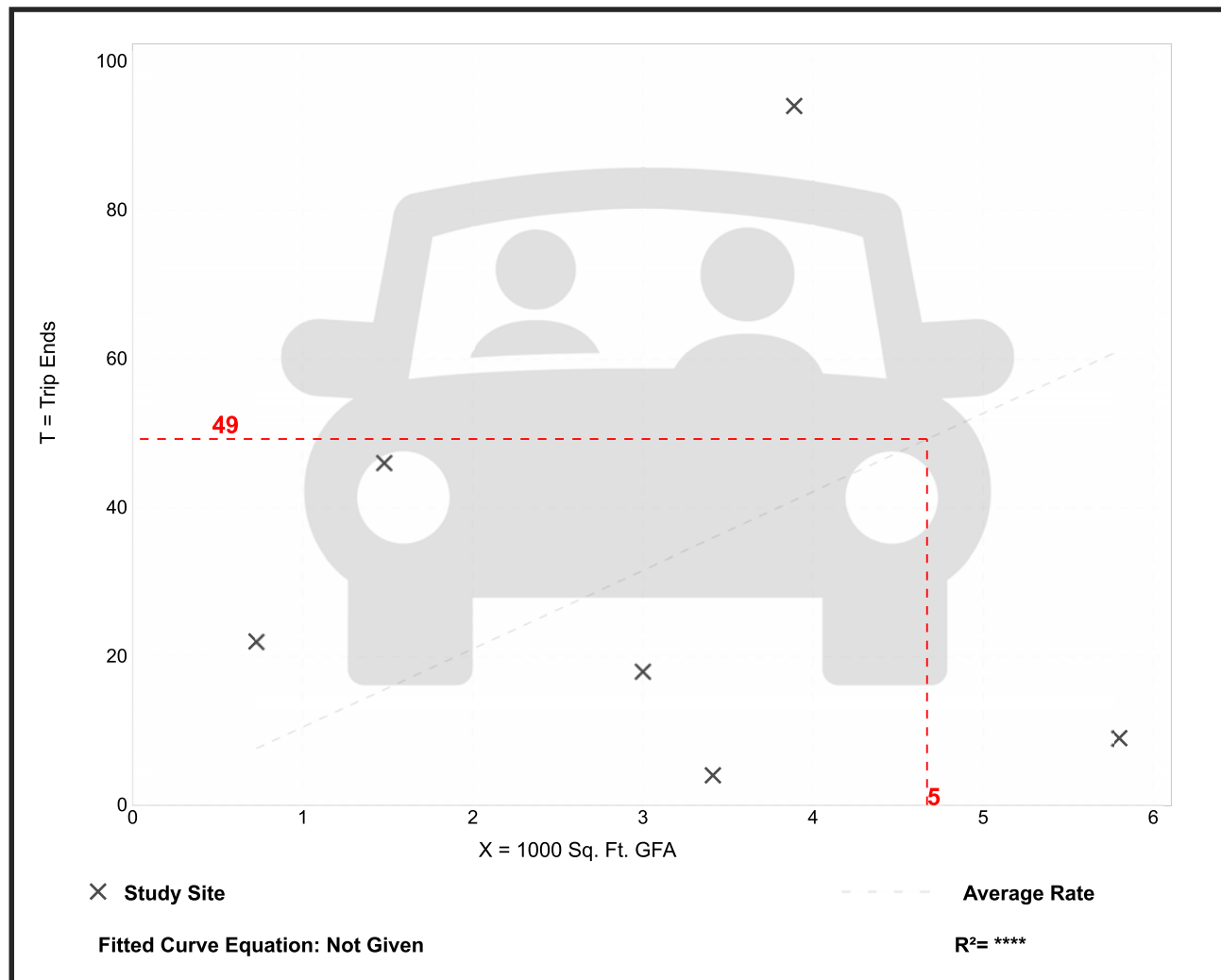
# Marijuana Dispensary (882)

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

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation



# Marijuana Dispensary (882)

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

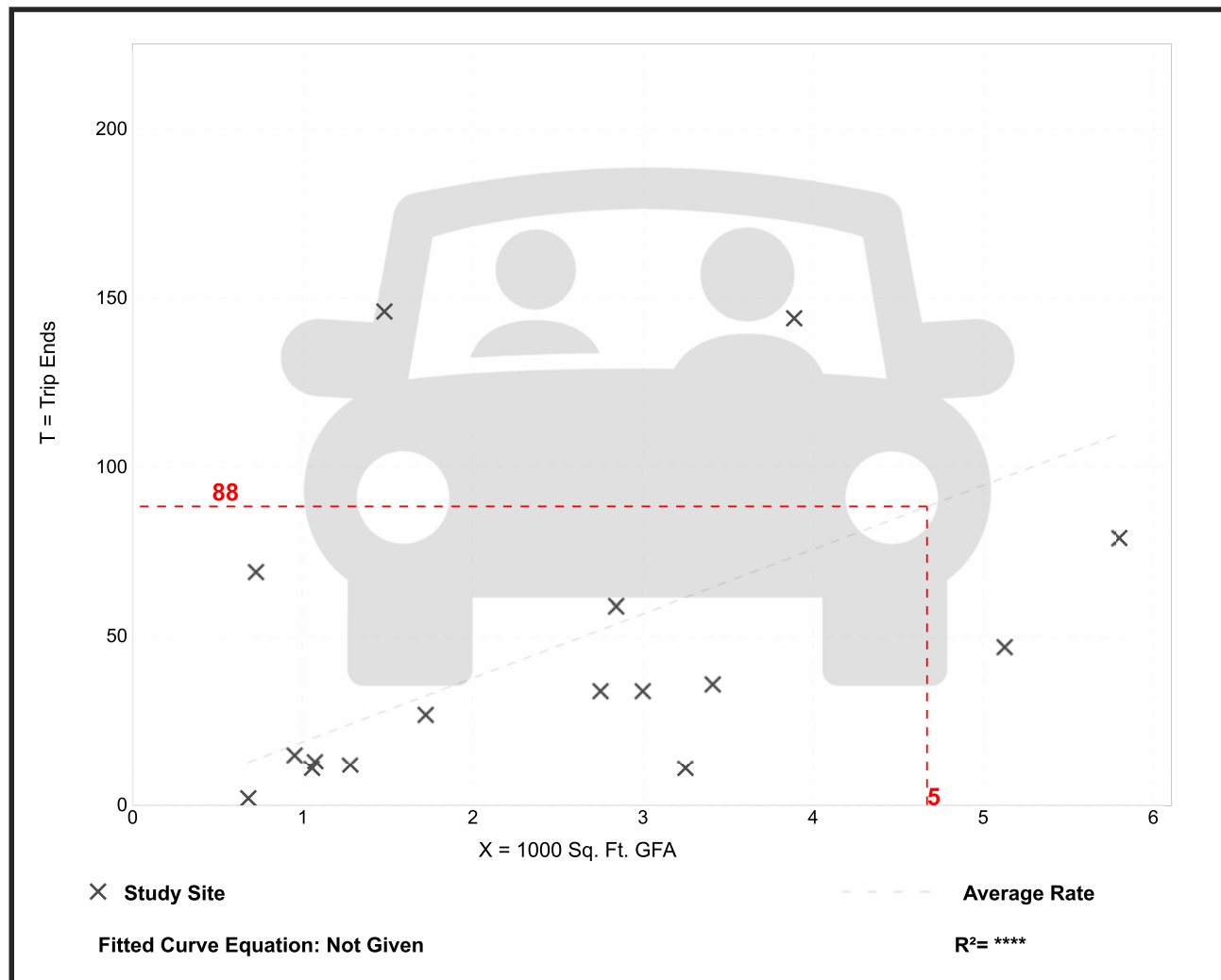
**Setting/Location: General Urban/Suburban**

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

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation



# 4 | Definition of Terms

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

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

## Trip Types and Trip Modes

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

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

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

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

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

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

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

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

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

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

## Setting/Location

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

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

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

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

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

## Time Periods

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

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

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

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

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

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

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

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

## Independent Variables

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Occupied Parking Space (see Parking Space)**

**Occupied Room (see Room)**

**Occupied Storage Unit (see Storage Unit)**

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

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

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

**Rink**—an enclosed area for skating.

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

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

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

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

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

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

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

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

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

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

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

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

## Data Page Terms

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

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

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

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

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

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

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

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

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

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

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



STANDARD  
WELLNESS

## **3. LANDSCAPING / SCREENING**

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

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



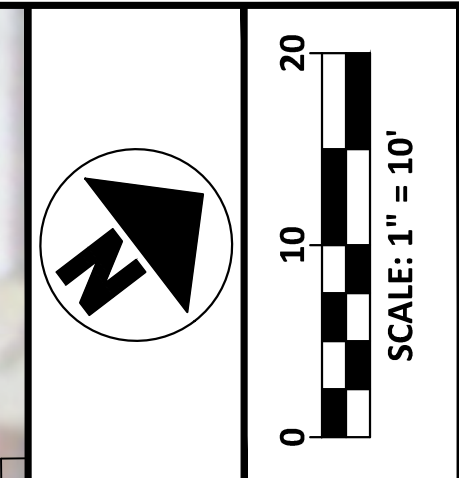
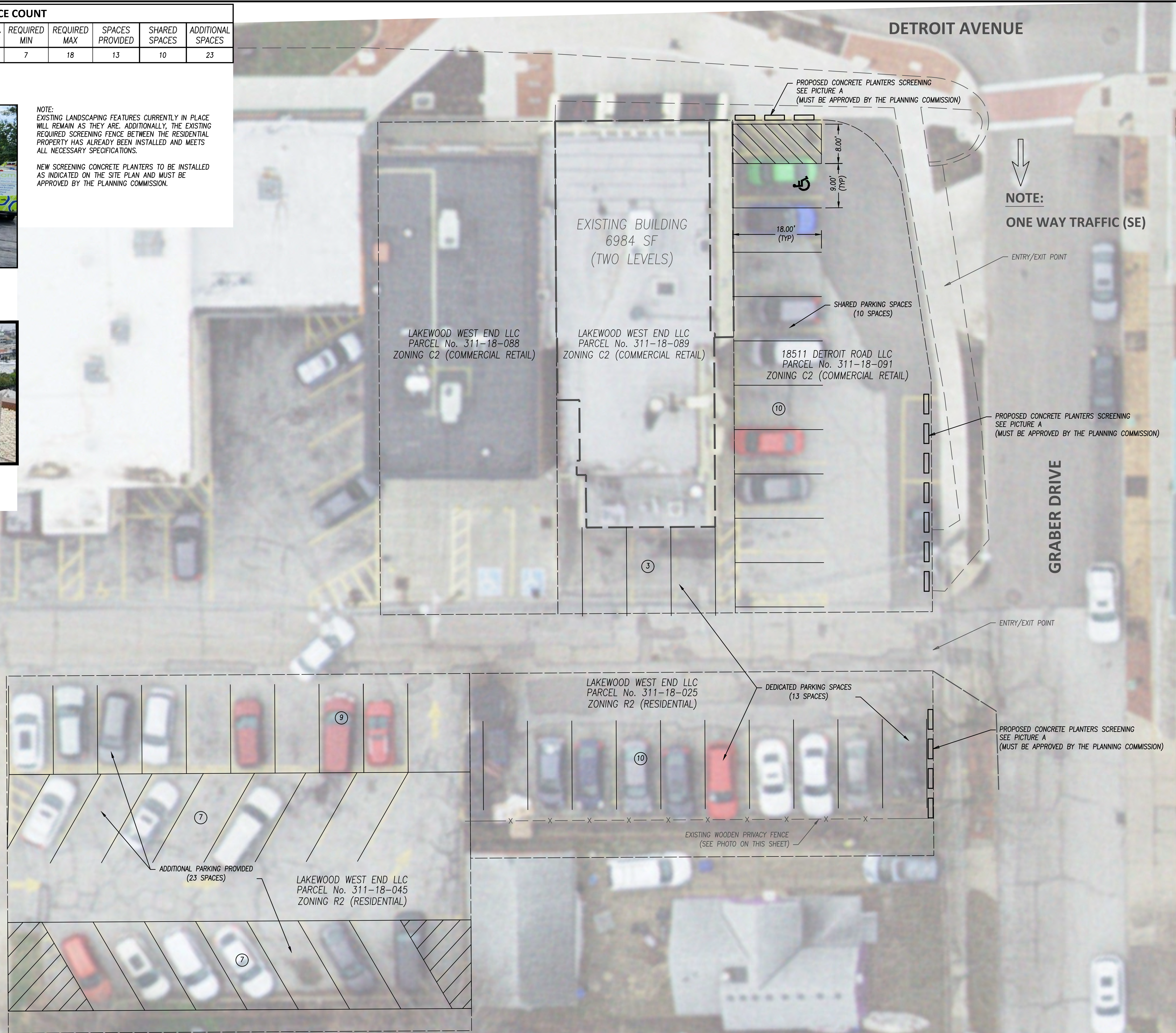
**EXISTING WOODEN PRIVACY FENCE**



**PLANTER PICTURE A**

NOTE:  
 EXISTING LANDSCAPING FEATURES CURRENTLY IN PLACE WILL REMAIN AS THEY ARE. ADDITIONALLY, THE EXISTING REQUIRED SCREENING FENCE BETWEEN THE RESIDENTIAL PROPERTY HAS ALREADY BEEN INSTALLED AND MEETS ALL NECESSARY SPECIFICATIONS.

NEW SCREENING CONCRETE PLANTERS TO BE INSTALLED AS INDICATED ON THE SITE PLAN AND MUST BE APPROVED BY THE PLANNING COMMISSION.



**NOTE:**  
 ONE WAY TRAFFIC (SE)

NO	REVISION	DATE
9		
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7		
6		
5		
4		
3		
2		
1		

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

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

**LANDSCAPE/SCREENING PLAN**

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

**C1**



STANDARD  
WELLNESS

## 4. PARKING

# Technical Memo

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

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

### Introduction

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

### Existing Conditions

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



Figure 1 - Existing Conditions

### Parking

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



Figure 2 - Available Parking

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

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

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

### Access

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

### Recommendations

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

If additional information is required, please contact the undersigned.

DGL Consulting Engineers, LLC

Laurie L. Adams, PE, PTOE, PTP, RSP<sub>1</sub>  
Principal | Director of Traffic/Safety

**END OF MEMO**

**ATTACHMENTS**



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

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

**PARKING REQUIREMENTS**

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

**PRELIMINARY**  
 Aug 28, 2024

NO	REVISION	DATE
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1		

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

**SITE PLAN**

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

**C1**

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





STANDARD  
WELLNESS

## **5. PROPERTY CONTROL / OWNERSHIP CONCURRENCE**



STANDARD  
WELLNESS

September 27, 2024

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

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

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

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

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

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

Sincerely,

Thomas T. George

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



Donald Ave

RANGERS

L



# Docket 10-37-24 – Donald & Thoreau Planned Development - Residential

# **Request (06-21-24)**

To review and approve a **Planned Development (Final Plan)** pursuant to:

- Chapter 1156 – Planned Development.

Proposal is in the R2 - Residential, Single and Two Family, District.

## **Preliminary Approval Conditions**

The Commission wanted it on record the letters received prior to the meeting were all in opposition of the development; the Commission was sensitive to the concerns. Mr. Baas provided administrative comments and outlined the City's recommended conditions of approval. ABR review had started.

A motion was made by Mr. McDermott, seconded by Mr. Sanderson to **APPROVE Docket No. 06-21-24 for a Preliminary Planned Development Review with the following conditions:**

1. **Continue to refine/develop the northern buffer – including communication with adjacent property owners.**
2. **Continue to study/refine the private access drive – recommendation is for resident access to be from Thoreau with restricted access/egress (Fire Dept.) from Donald side.**
3. **Continue to study/coordinate easement or other method to dedicate sidewalk for public use.**

All the members voted yea; the motion passed.



- 1. Introduction**
- 2. Developer Presentation**
- 3. City Analysis**
- 4. Planning Commission questions & feedback**
- 5. Public comment & questions**
- 6. Discussion on comments & questions**



# Developer Presentation



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



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

## BEEGAN ARCHITECTURAL DESIGN

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

216.521.9000 PHONE  
216.916.4591 FAX  
PAUL.BEEGAN-AD.COM

project no. 23-075

Hilane Realty  
Donald & Thoreau  
Development

ppn 312-26-102  
lakewood, oh 44107

Architectural Site Plan

# A1

## 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.)



## 1156.02 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.)



## 1156.04 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...)



## 1156.03 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.



# 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)
  - Streetscape improvements + Landscaping.

## 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)
    - Streetscape improvements + Landscaping.
    - Building Materials
    - (Finalize) Landscaping
    - (Finalize) Streetscape improvements
    - Service Area and Mechanical Screening
    - Signage (Master sign plan required)
    - Lighting (...including photometric illustration)



## 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. (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. (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.



## 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.



# Donald & Thoreau



Merl Ave

Donald Ave

Thoreau Rd

Thoreau Rd

Norfolk and Western Railroad

Norfolk and Western Railroad

Norfolk and W

Hazelwood Ave

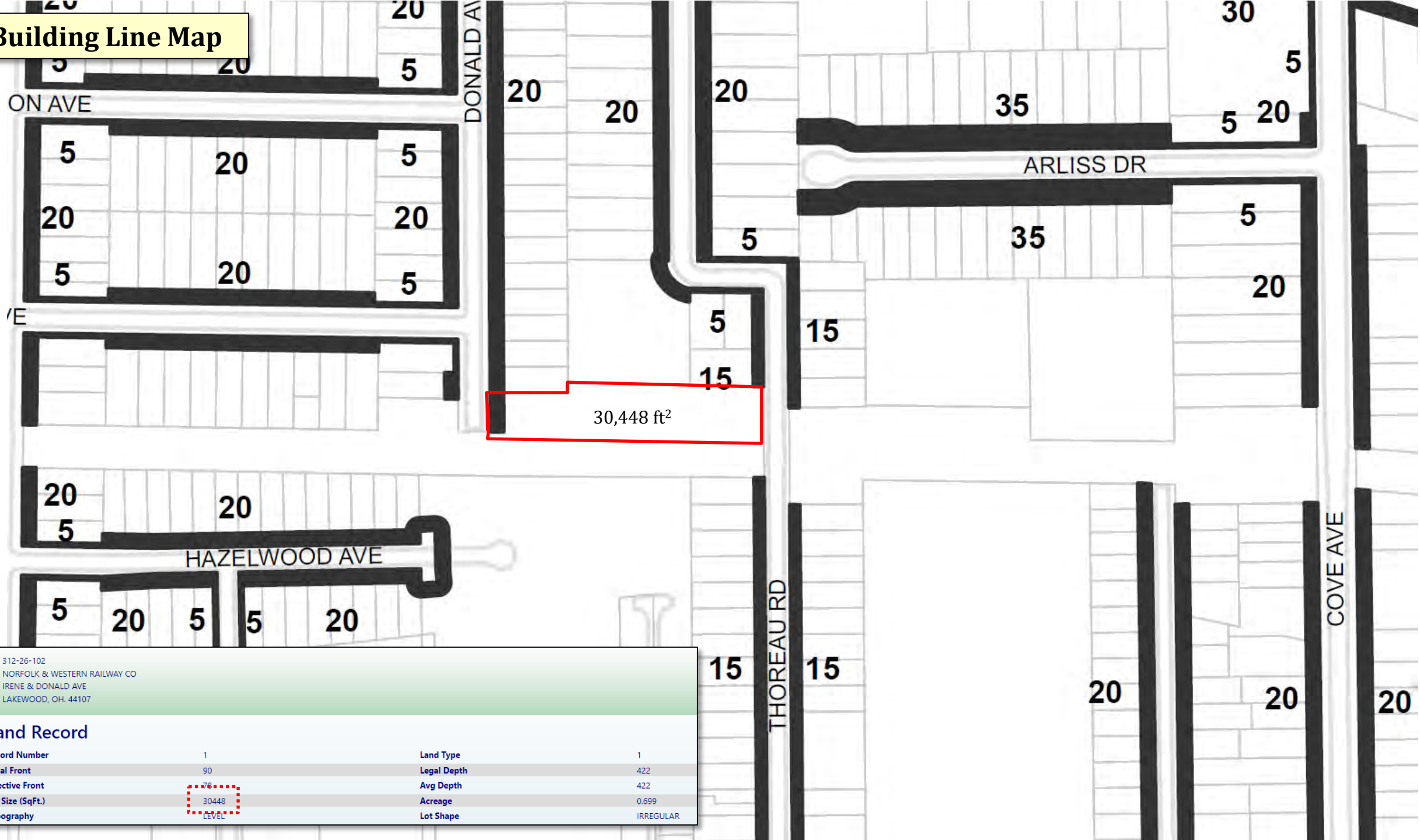
Thoreau Rd

LAKWOOD

RANGERS



# Building Line Map



30,448 ft<sup>2</sup>

312-26-102  
 NORFOLK & WESTERN RAILWAY CO  
 IRENE & DONALD AVE  
 LAKEWOOD, OH. 44107

## Land Record

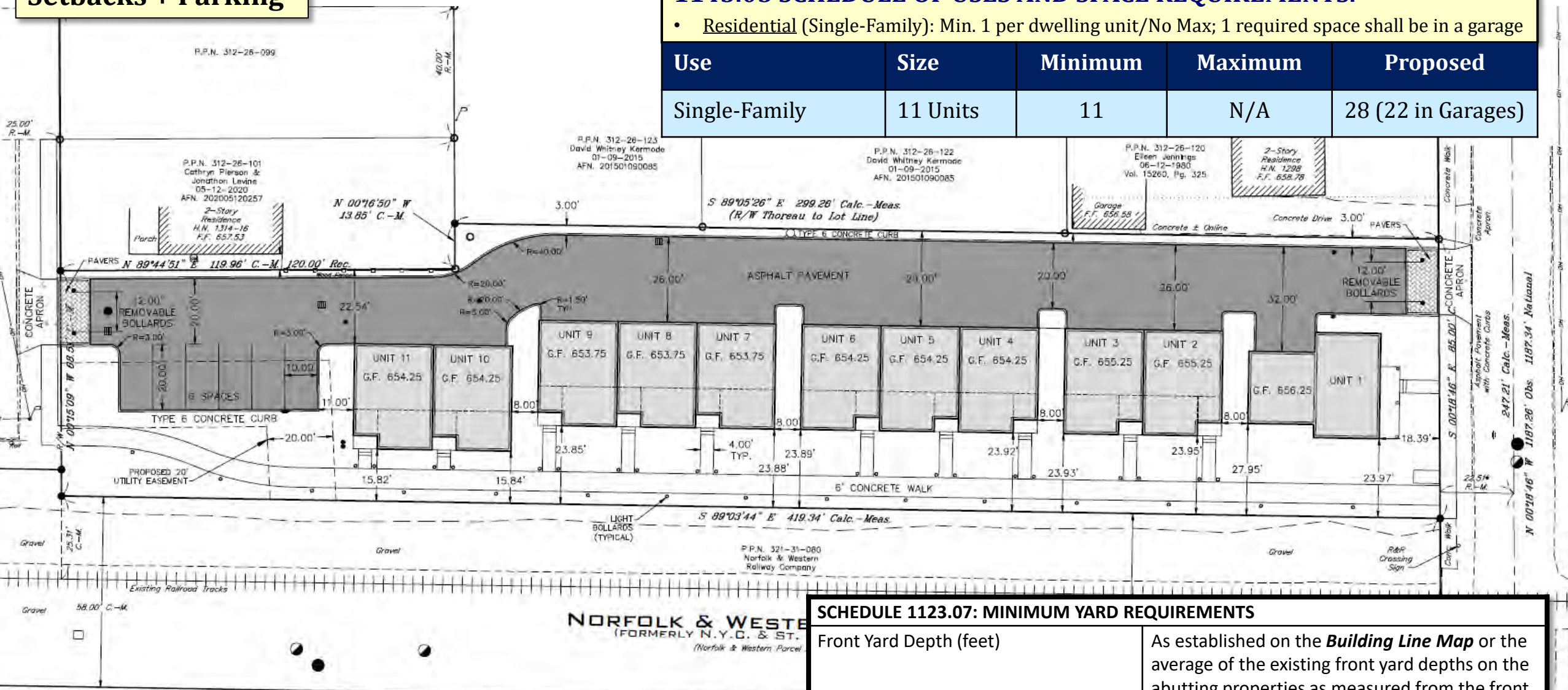
Record Number	1	Land Type	1
Legal Front	90	Legal Depth	422
Effective Front	76	Avg Depth	422
Lot Size (SqFt.)	30448	Acreage	0.699
Topography	LEVEL	Lot Shape	IRREGULAR

# Setbacks + Parking

# 1143.05 SCHEDULE OF USES AND SPACE REQUIREMENTS.

- Residential (Single-Family): Min. 1 per dwelling unit/No Max; 1 required space shall be in a garage

Use	Size	Minimum	Maximum	Proposed
Single-Family	11 Units	11	N/A	28 (22 in Garages)



## SCHEDULE 1123.07: MINIMUM YARD REQUIREMENTS

Front Yard Depth (feet)	As established on the <b>Building Line Map</b> or the average of the existing front yard depths on the abutting properties as measured from the front foundation wall.
Rear Yard Depth (feet)	40
Side Yard Depth (feet)	5
Minimum Sum of Both Side Yards (feet)	15

# Setbacks - East Side

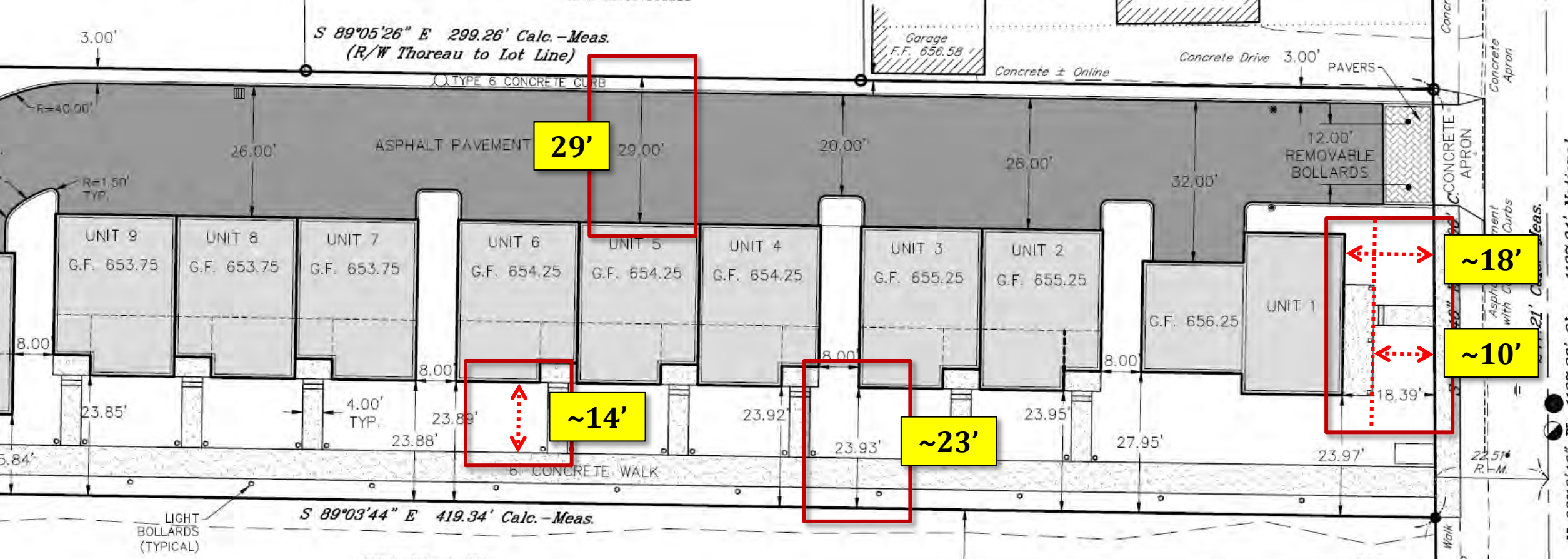
AFN: 201501090085

P.P.N. 312-26-122  
David Whitney Kermode  
01-09-2015  
AFN: 201501090085

P.P.N. 312-26-120  
Eileen Jennings  
06-12-1980  
Vol. 15260, Pg. 325

2-Story  
Residence  
H.N. 1298  
F.F. 658.78

S 89°05'26" E 299.26' Calc.-Meas.  
(R/W Thoreau to Lot Line)



S 89°03'44" E 419.34' Calc.-Meas.

P.P.N. 321-31-080  
Norfolk & Western  
Railway Company

**NORFOLK & WESTERN RAILROAD**  
(FORMERLY N.Y.C. & ST. LOUIS RAILROAD)

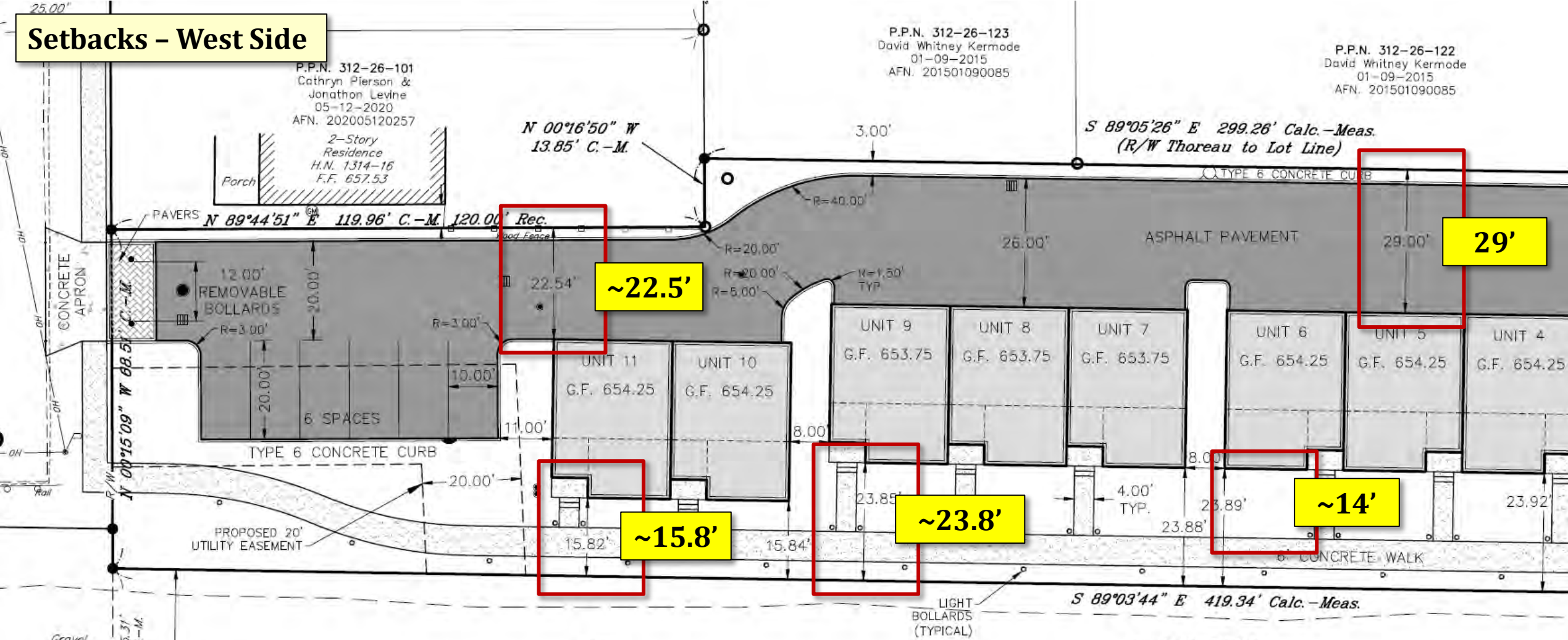
(Norfolk & Western Parcel A-104)

## SCHEDULE 1123.07: MINIMUM YARD REQUIREMENTS

Front Yard Depth (feet)	As established on the <b>Building Line Map</b> or the average of the existing front yard depths on the abutting properties as measured from the front foundation wall.
Rear Yard Depth (feet)	40
Side Yard Depth (feet)	5
Minimum Sum of Both Side Yards (feet)	15

N 00°18'46" W 1187.26' Obs. 1187.34' National

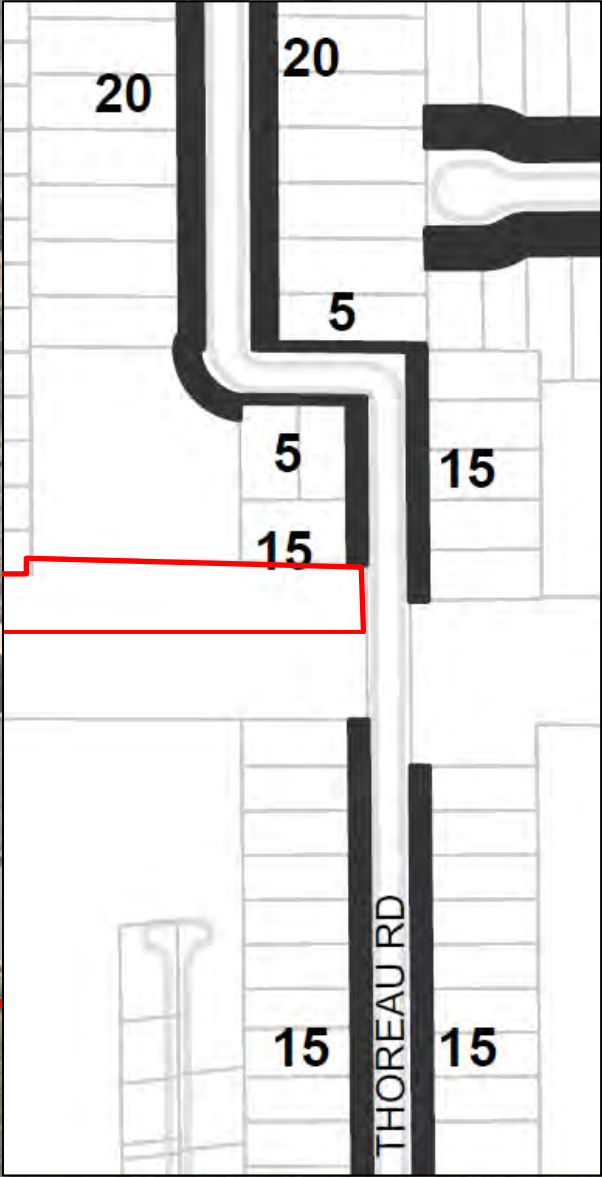
# Setbacks - West Side



SCHEDULE 1123.07: MINIMUM YARD REQUIREMENTS	
Front Yard Depth (feet)	As established on the <b>Building Line Map</b> or the average of the existing front yard depths on the abutting properties as measured from the front foundation wall.
Rear Yard Depth (feet)	40
Side Yard Depth (feet)	5
Minimum Sum of Both Side Yards (feet)	15

**NORFOLK & WESTERN RAILROAD**  
 (FORMERLY N.Y.C. & ST. LOUIS RAILROAD)  
 (Norfolk & Western Parcel A-104)

# Front Yard Setback (Thoreau Comparison)



# Rear Yard Setback (Area Comparison)

45 - 68'

## SCHEDULE 1123.07: MINIMUM YARD REQUIREMENTS

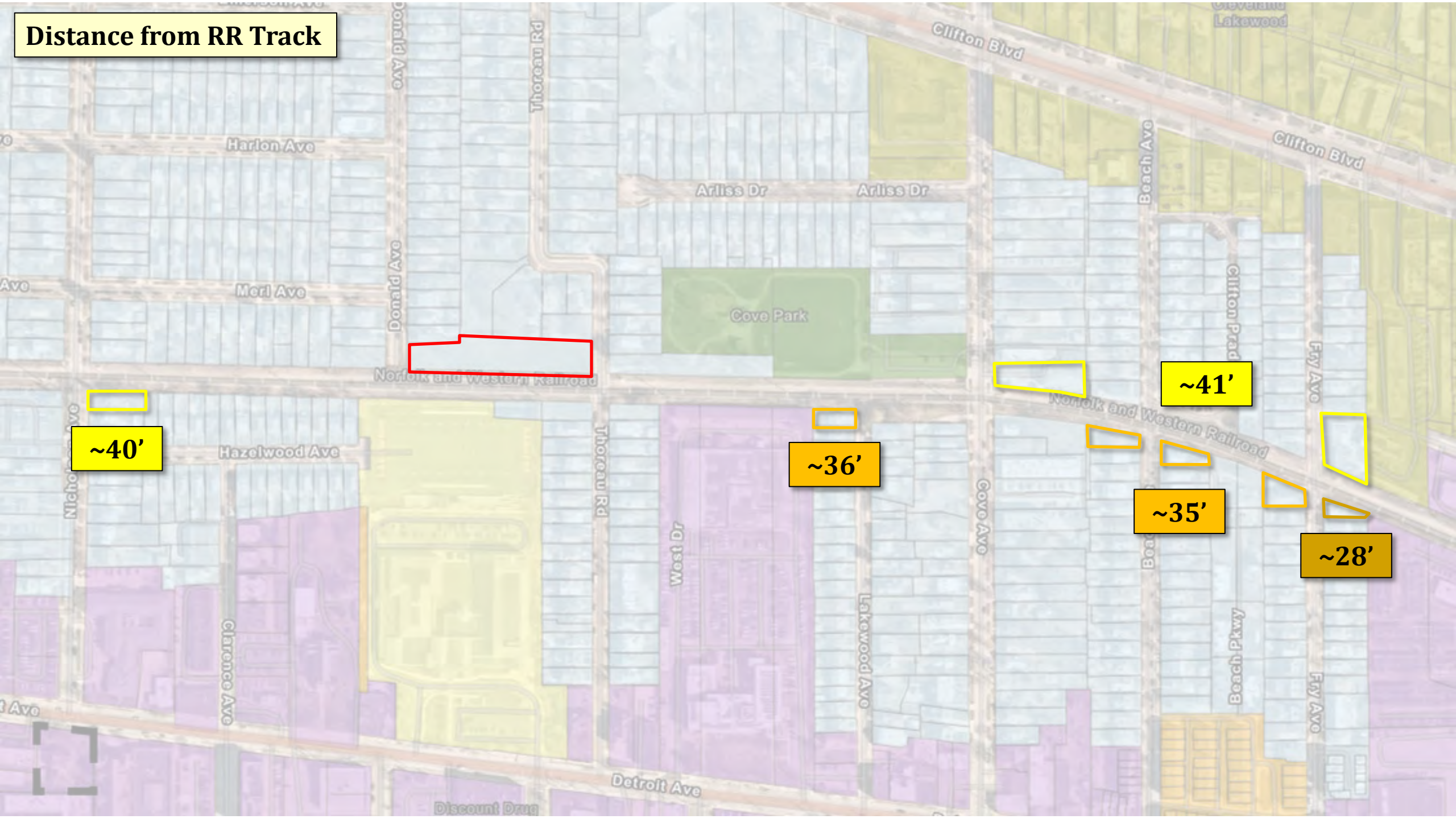
Front Yard Depth (feet)	As established on the <b>Building Line Map</b> or the average of the existing front yard depths on the abutting properties as measured from the front foundation wall.
Rear Yard Depth (feet)	40
Side Yard Depth (feet)	5
Minimum Sum of Both Side Yards (feet)	15



45 - 82'

40 - 49'

**Distance from RR Track**



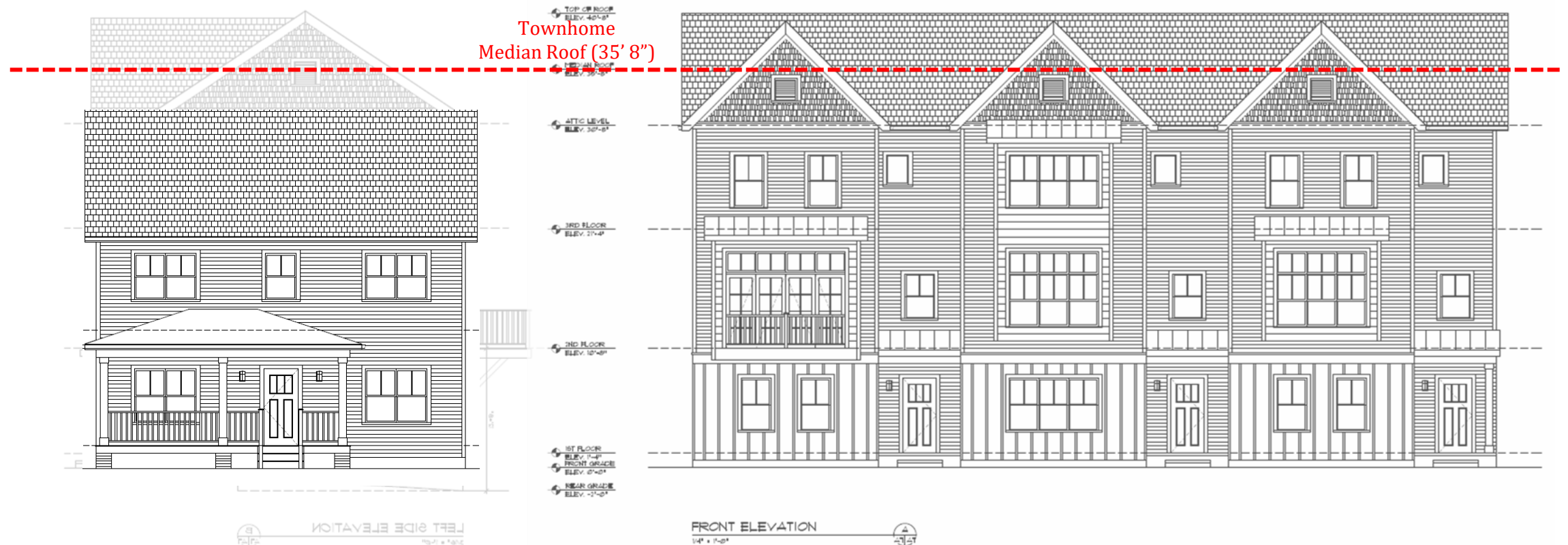
## CHAPTER 1123 - Single- and Two-Family Residential Districts

### 1123.05 HEIGHT REGULATIONS.

(a) The principal structure shall not exceed thirty-five (35) feet in height above grade as determined by the Commissioner.

### 1103.01 GENERAL TERMS; INTERPRETATION.

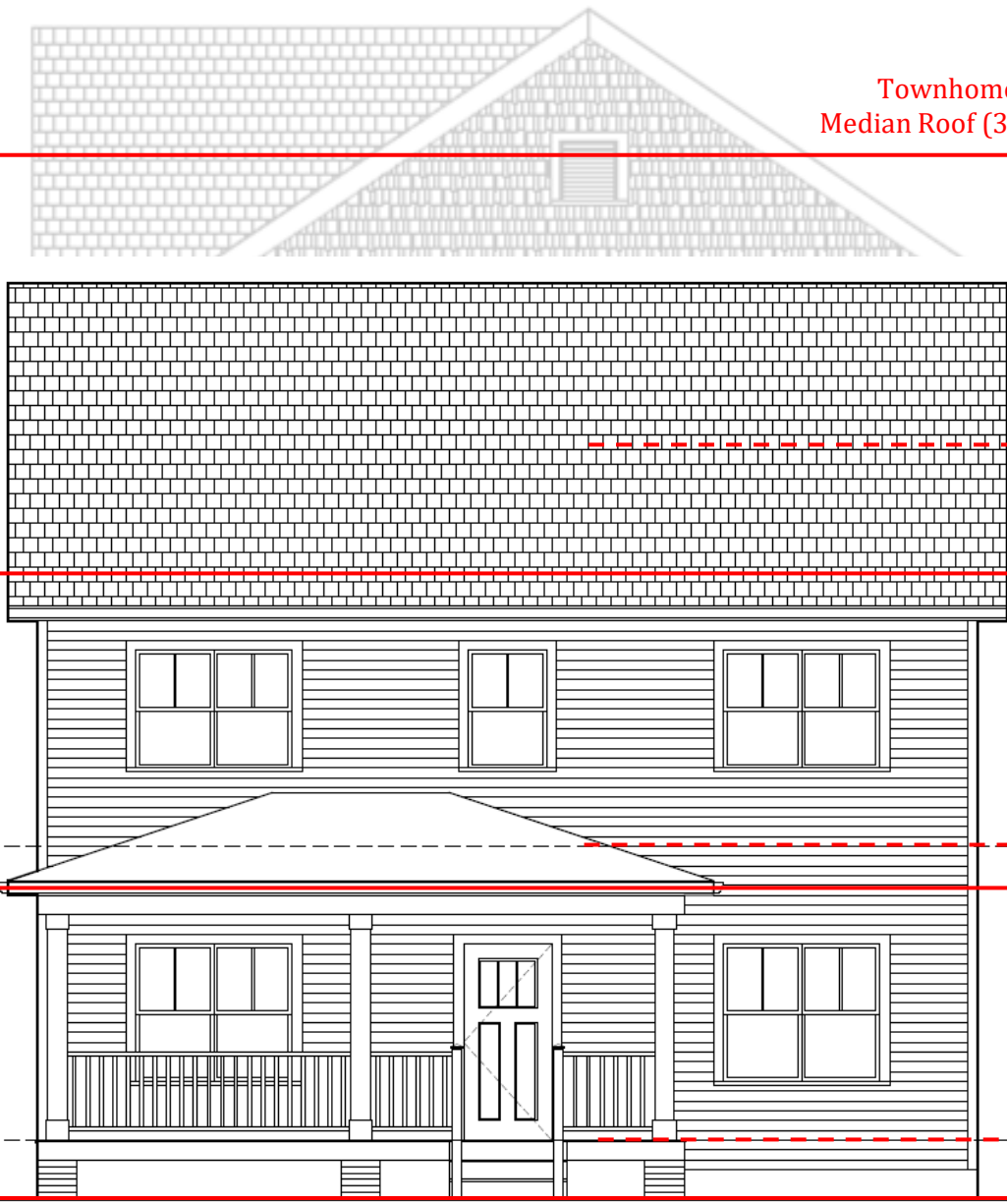
(q) BUILDING HEIGHT means the vertical distance measured from the average elevation of the proposed finished grade at the front of the building as determined by the Commissioner to the highest point of the roof for flat roofs, to the deck line of mansard roofs, and the **mean height between the bottom of the eaves and the top of the ridge for gable**, hip and gambrel roofs, exclusive of the building's mechanical systems, chimneys, antennas, or structures necessary to access the roof including but not limited to elevated walkways, stair enclosures and ladders.



Townhome  
Median Roof (35' 8")

Single Family Home  
Median Roof (25' 8")

TOP OF ROOF  
ELEV. 40'-0"  
MEDIAN ROOF  
ELEV. 30'-0"  
ATTIC LEVEL  
ELEV. 20'-0"  
3RD FLOOR  
ELEV. 15'-0"  
2ND FLOOR  
ELEV. 10'-0"  
1ST FLOOR  
ELEV. 5'-0"  
BEARS GRADE  
ELEV. 0'-0"



TOP OF ROOF  
ELEV. 31'-2"

MEDIAN ROOF  
ELEV. 25'-8"

ROOF EAVE  
ELEV. 20'-2"

2ND FLOOR  
ELEV. 12'-0"

1ST FLOOR  
ELEV. 2'-8"

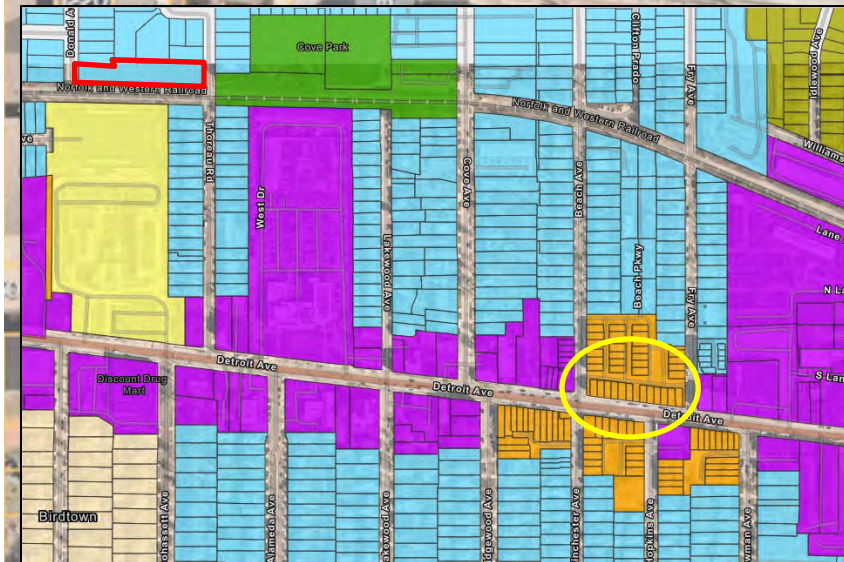
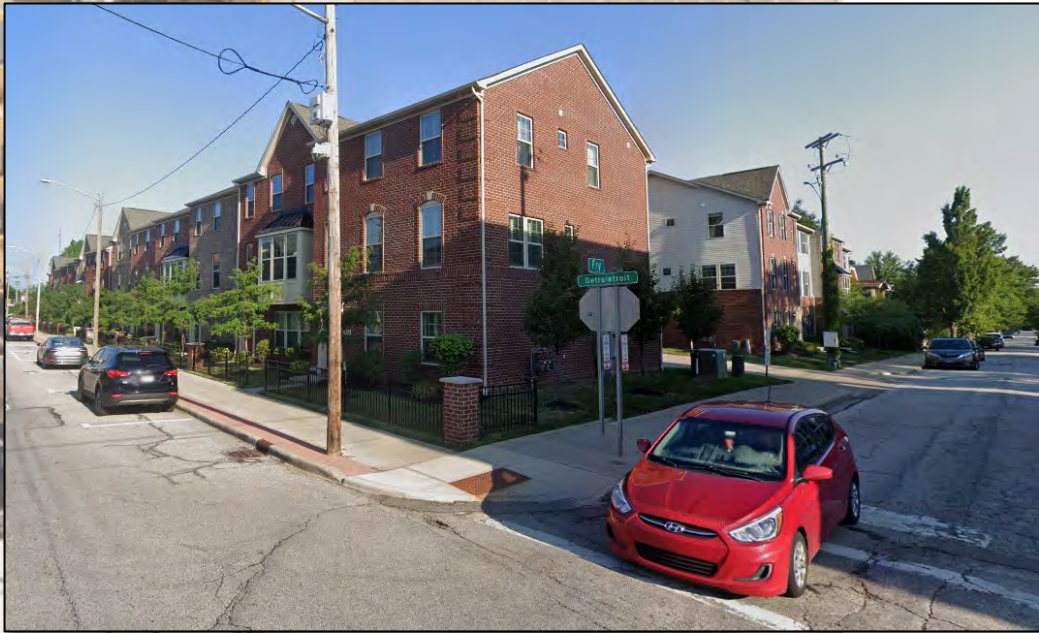
GRADE  
ELEV. 0'-0"

FRONT ELEVATION

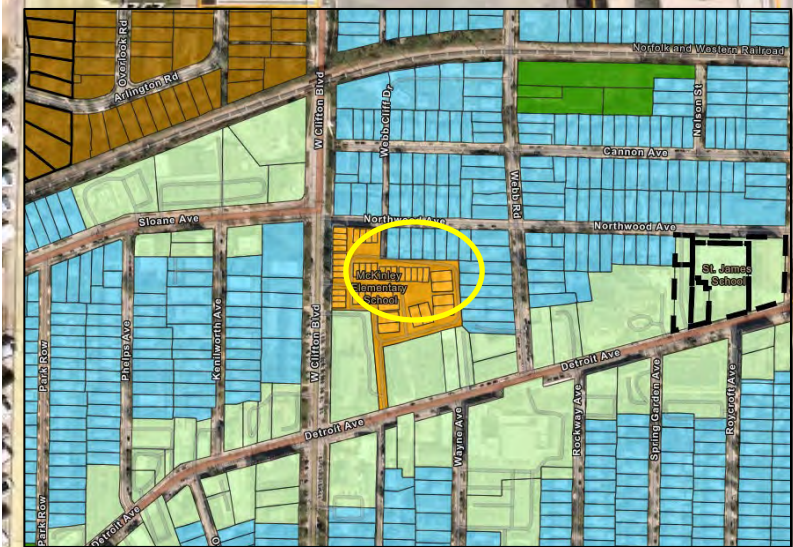
1/4" = 1'-0"



# Rockport Townhomes



# McKinley Place Townhomes





# TMS Engineers, Inc.

## Transportation Management Services

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

www.TMSEngineers.com

September 18, 2024

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

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

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

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

### **SITE GENERATED TRAFFIC**

Calculating future total driveway trips requires an estimate of the traffic generated by the proposed facility. The most widely accepted method of determining the amount of traffic that the proposed development will generate is to compare the proposed land use with existing facilities of the same use. The Institute of Transportation Engineers (ITE) has prepared a document titled “**Trip Generation Manual**”, which is a compilation of similar traffic generation studies to aide in making such a comparison. The most recent update of this manual is the 11<sup>TH</sup> edition and was utilized for this analysis.

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

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

**PROPOSED TRIP GENERATION CALCULATIONS**

Trip generation calculations were performed utilizing data contained in the **Trip Generation Manual, 11<sup>TH</sup> Edition** and the methods outlined in the (ITE) **Trip Generation Handbook**. Based on the previously discussed trip generation analysis procedures, the table below shows the estimated site generated traffic during the AM and PM peak hours of the adjacent streets for the proposed residential development. A copy of the trip generation worksheets can be seen in **Appendix A**.

**NEW TRIP GENERATION**

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

**CONCLUSIONS**

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

This opinion is based upon the fact that traffic impact studies are recommended to be performed by the **Institute of Transportation Engineers** whenever an increase in trips in any peak hour is greater than 100 trips per hour. This recommendation is made because this is the point where a change in roadway capacity may be found and mitigation may or may not be needed. The anticipated generated volumes from this development are less than daily variations in the current volumes on the local roadway network and should not be perceived by the traveling public.

Mr. Adam Conen  
September 18, 2024  
Page 3

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

If you have any questions or need additional information, please do not hesitate to contact me.

Very truly yours,

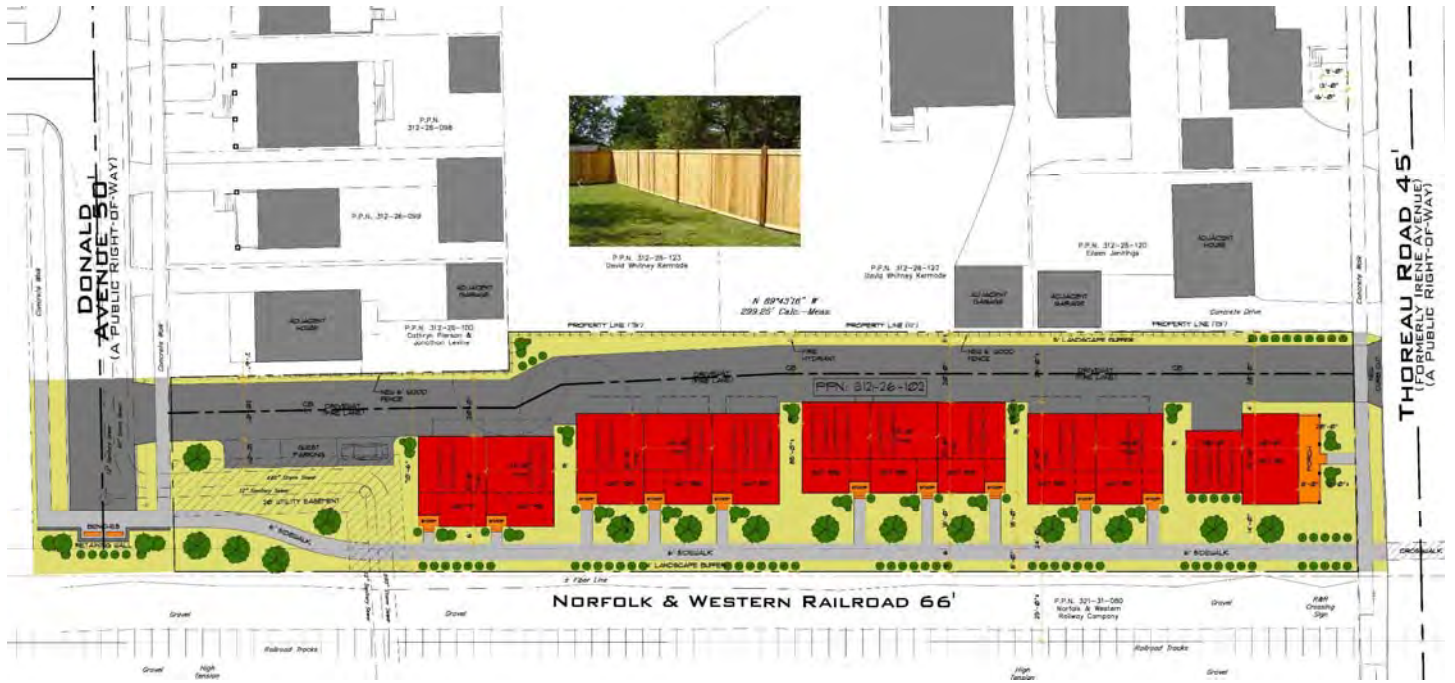
**TMS Engineers, Inc.**



Andrew J Pierson, P.E.  
Senior Traffic Engineer



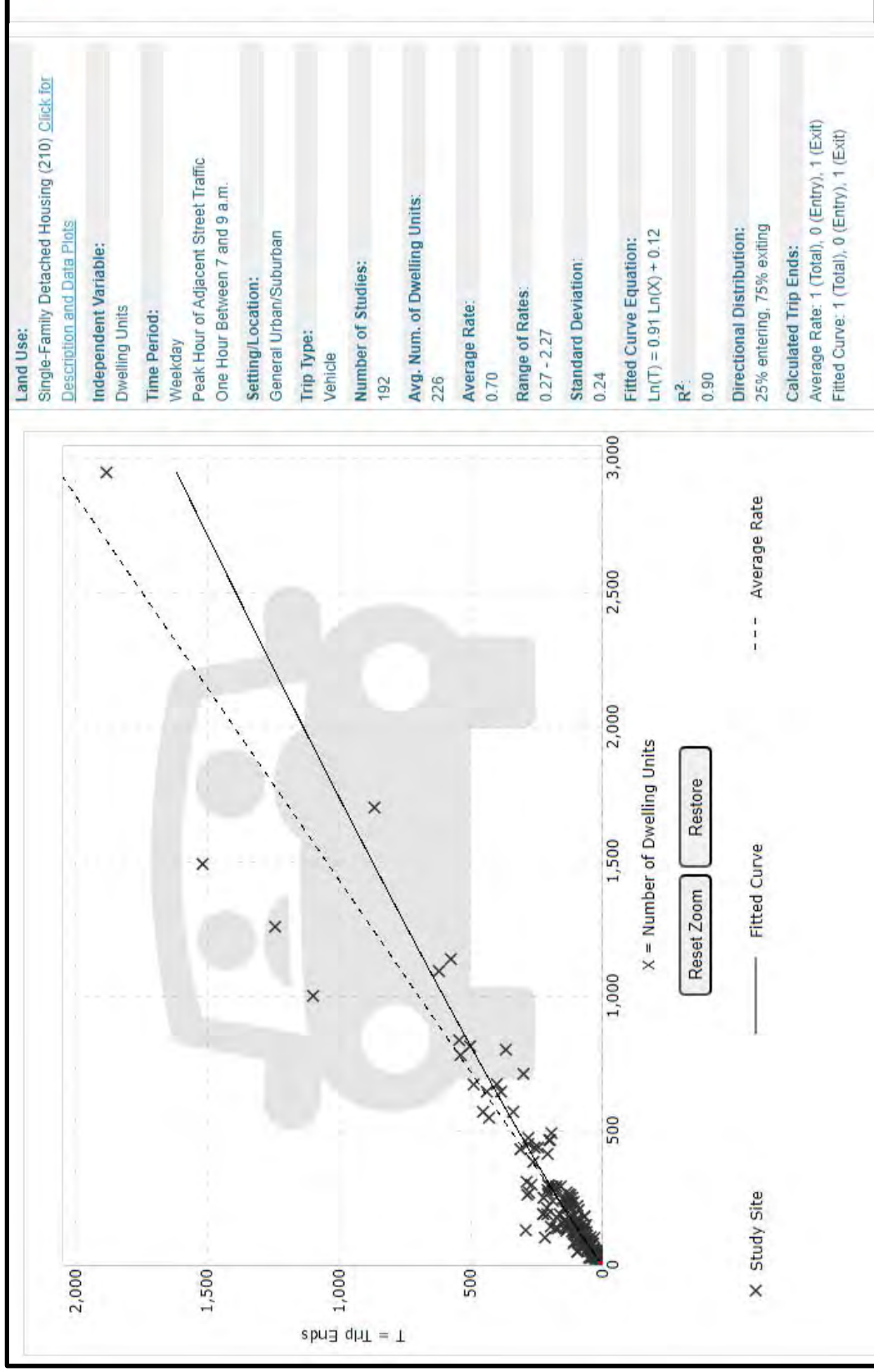




**APPENDIX A**  
**ITE TRAFFIC GENERATION WORKSHEETS**

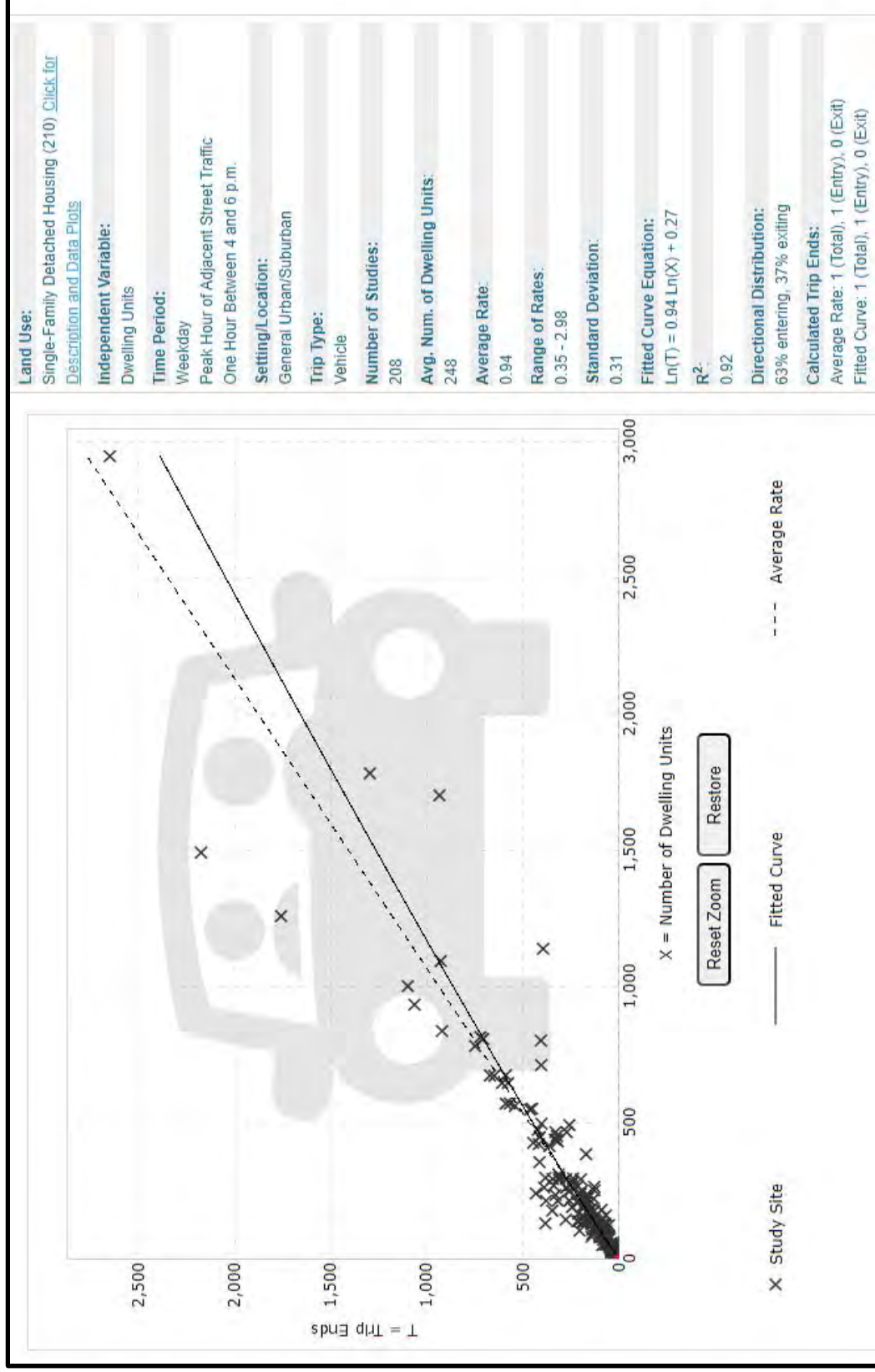
**Single-Family Detached Housing**  
**ITE Code #210**  
**Size: 1 Home**

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



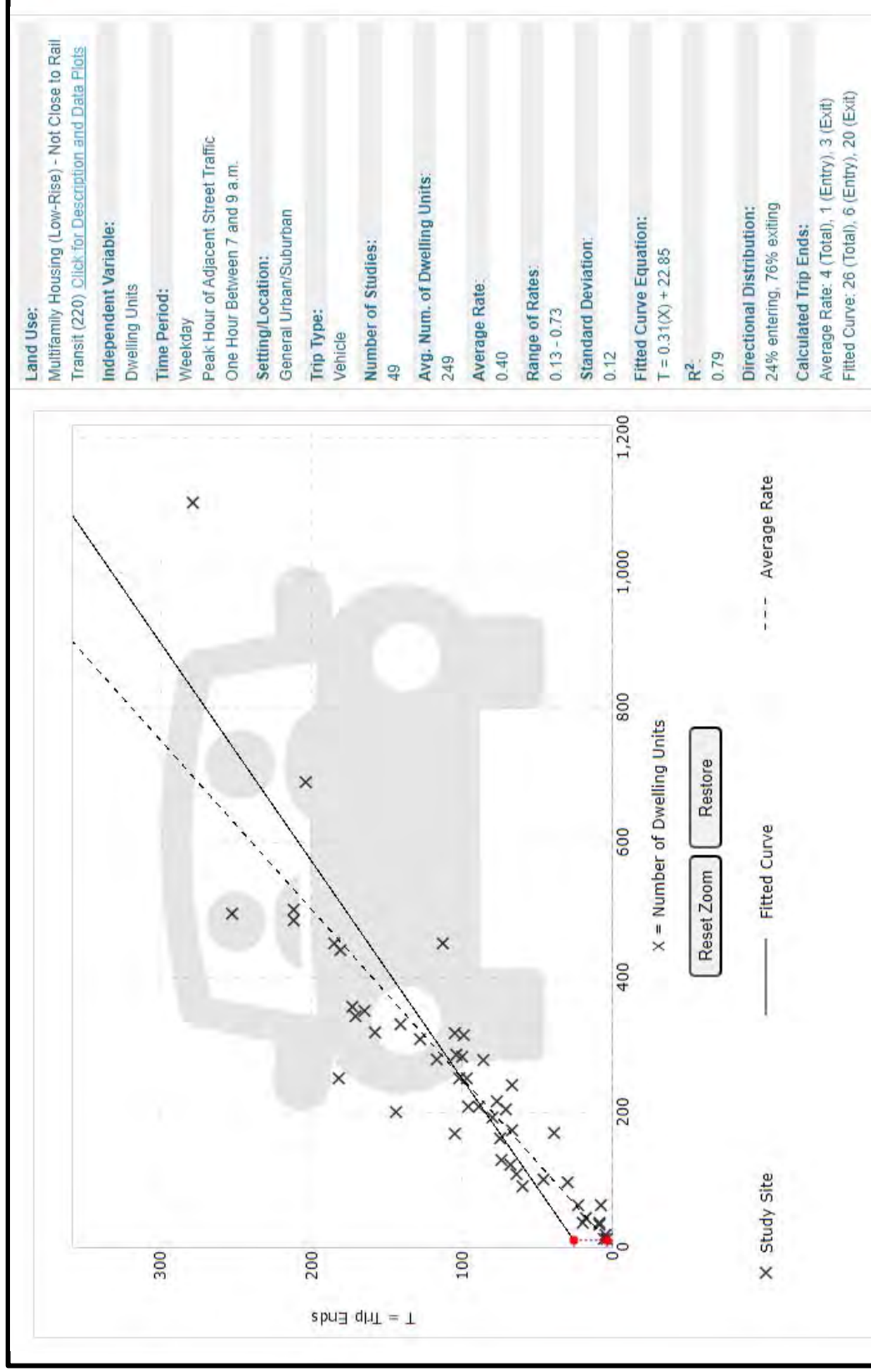
**Single-Family Detached Housing**  
**ITE Code #210**  
**Size: 1 Home**

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



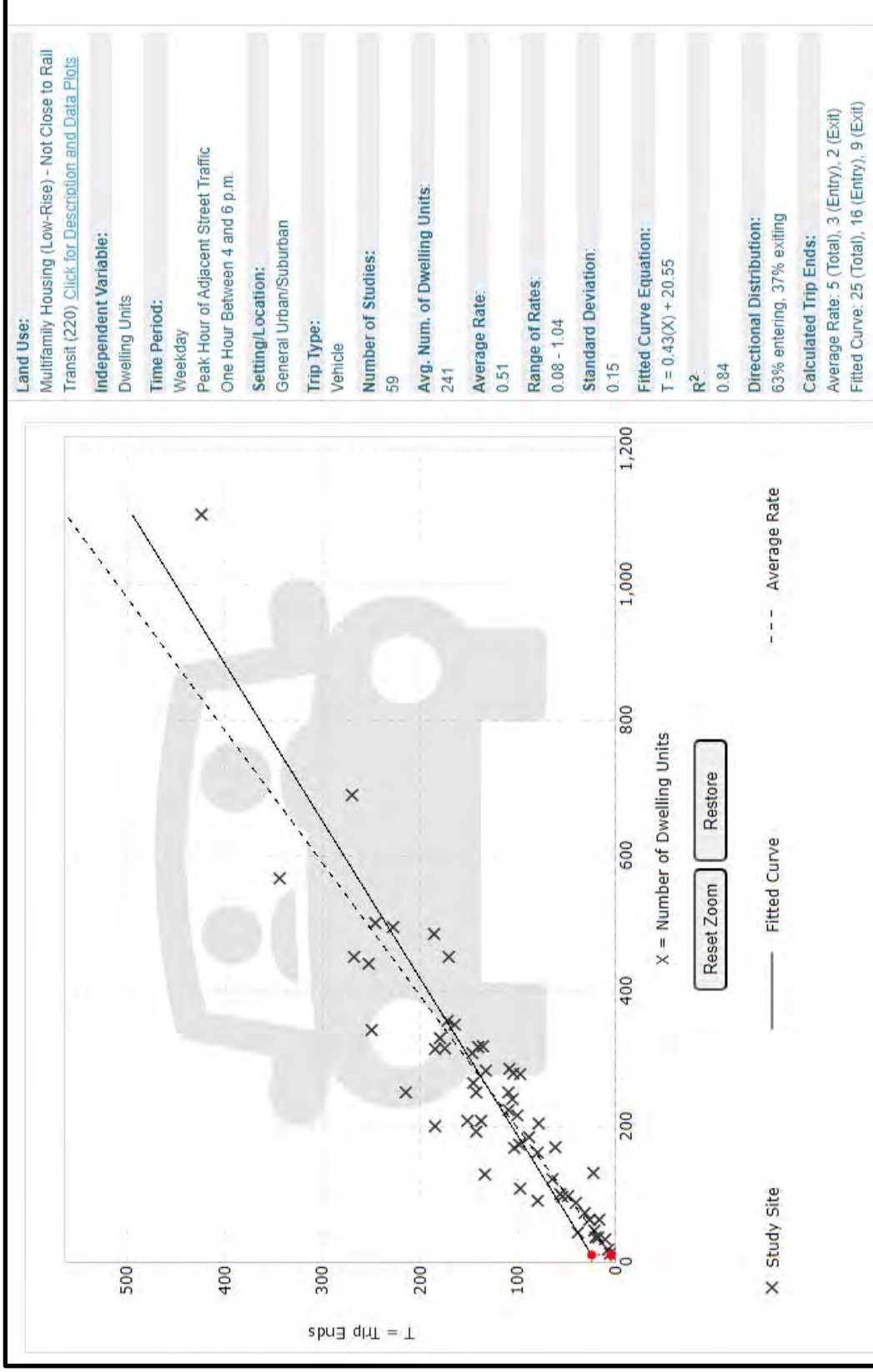
**Multifamily Housing (Low-Rise)**  
**ITE Code #220**  
**Size: 10 Townhomes**

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



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

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



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**RIVERSTONE**  
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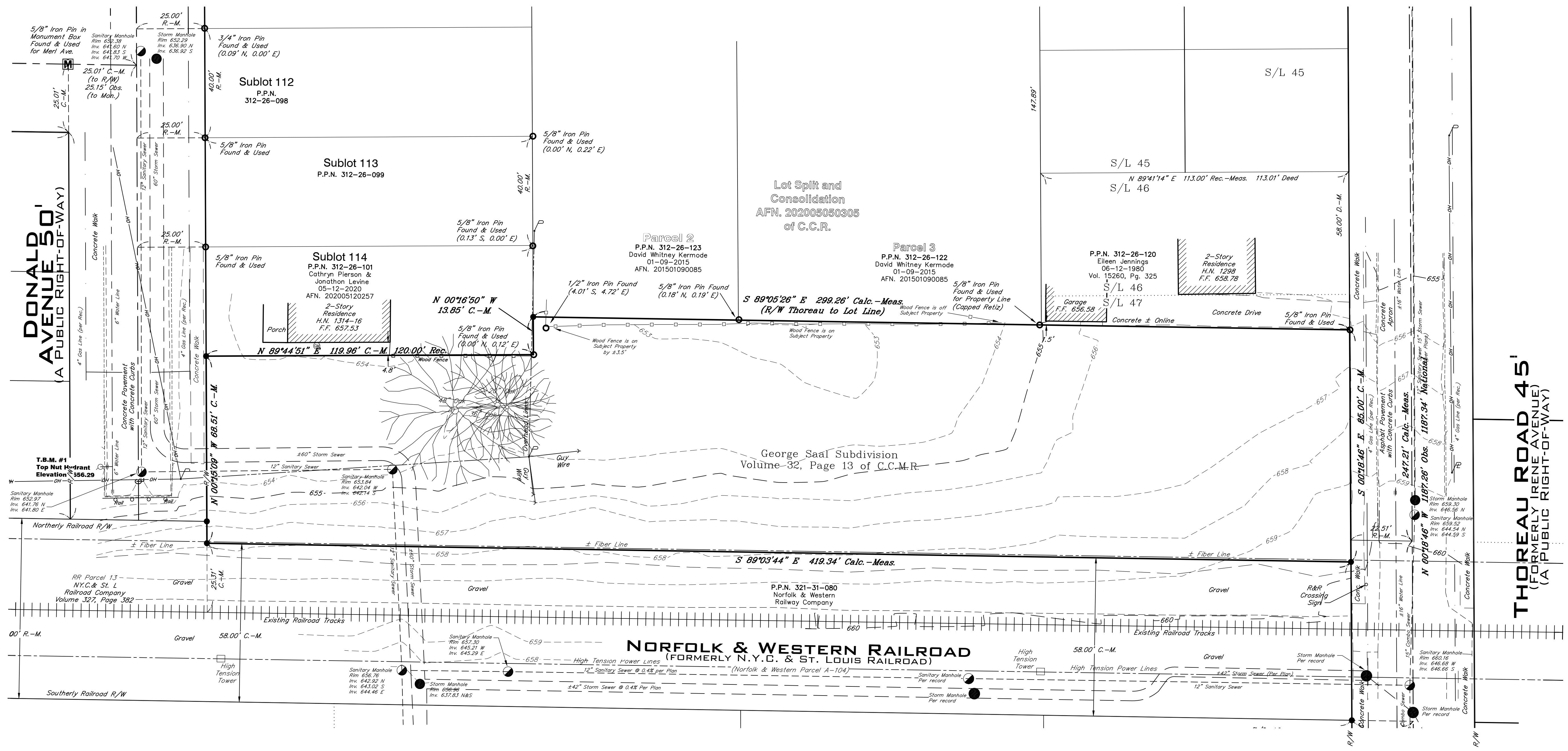
DATE  
NOT FOR CONSTRUCTION

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

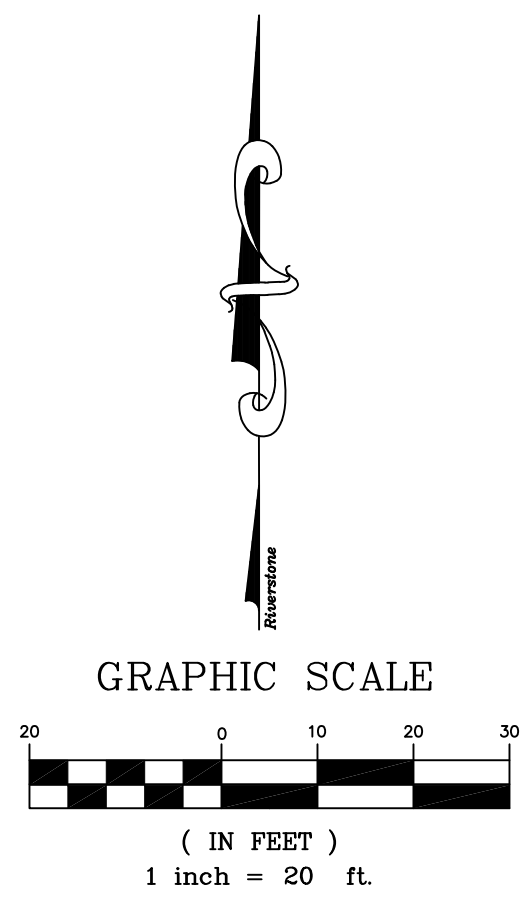
Ohio Utilities Protection Service  
**Call 811**  
before you dig

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Ohio Oil & Gas Producers Underground Protection Service  
Call (814) 715-2864 or 811

**C2.01**



LEGEND	
	Monument Box Found
	Iron Pin or Pipe Found
	5/8" Iron Pin Set and Capped Riverstone Company Dudley PS6747
	P.K. Nail
	Gas Meter
	Gas Valve
	Utility Pole
	Light Pole
	Guy Anchor & Line
	Telephone Box
	Electric Box
	Cable Box
	Ballard
	Spot Elevation Tag
	Hydrant
	Water Service Valve
	Water Valve
	Water Meter
	Reducer
	Storm Manhole
	Sanitary Manhole
	Curb Inlet
	Catch Basin
	Round Curb Inlet
	Cleanout/Test Tee
	Ex. Parcel line
	Original Sublot Line
	Original Lot Line
	Centerline
	Property Line
	Right-of-way Line
	Easement Line
	Railroad Tracks
	Gas Line
	Sanitary/Combination Sewer
	Storm Sewer
	Waterline
	Fence Line (Wooden)
	Fence Line (Chain-Link)
	Guardrail
	Ac. Acres
	Adj. Adjacent
	Asp. Asphalt
	B.F. Basement Floor
	Calc./C. Calculated
	CB Catch Basin
	C.C.M.R. Cuyahoga County
	Map Records
	Centerline
	C.L.F. Chain-link Fence
	Clr. Clears
	Conc. Concrete
	Conn. Connection
	D.H. Drill Hole
	D.I.W.M. Ductile Iron Water Main
	Elec. Electric
	Encl. Encroaches
	Ex. Existing
	F.F. Finished Floor
	L.C.A. Limited Common Area
	Meas./M. Measured
	MH Manhole
	Obs. Observed
	Pg. Page
	P.P.N. Permanent Parcel Number
	P. Property Line
	Rec./R. Record
	R/W Right-of-way
	San. Sanitary
	S.F. Square Feet
	S/L Sublot
	Stm. Storm
	T.B.M. Temporary Bench Mark
	TBR To Be Removed
	Tele. Telephone
	T.F. Top Footer
	Vol. Volume
	Wat. Water



Preliminary  
Not for  
Construction

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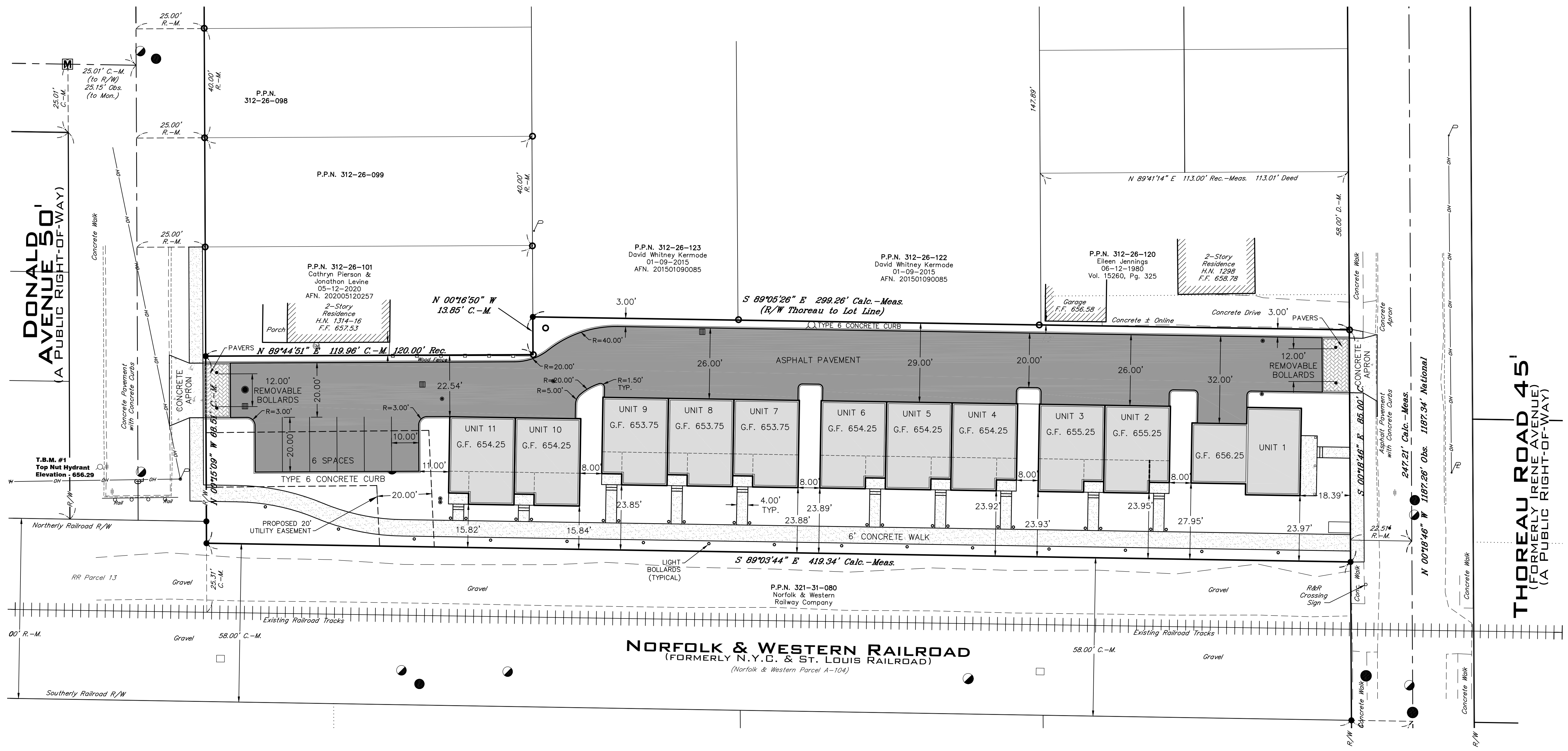
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**DONALD & THOREAU  
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LAKEWOOD, OHIO  
SITE PLAN

Ohio Utilities Protection Service  
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**C3.01**

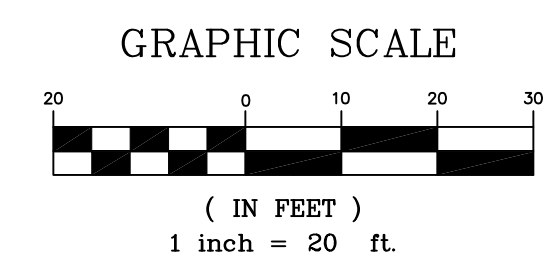


**LEGEND**

<ul style="list-style-type: none"> <li>Monument Box Found</li> <li>Iron Pin or Pipe Found</li> <li>5/8" Iron Pin Set and Capped Riverstone Company Dudley PS6747</li> <li>P.K. Nail</li> <li>Gas Meter</li> <li>Gas Valve</li> <li>Utility Pole</li> <li>Guy Anchor &amp; Line</li> <li>Telephone Box</li> <li>Electric Box</li> <li>Cable Box</li> <li>Bollard</li> </ul>	<ul style="list-style-type: none"> <li>Spot Elevation Tag</li> <li>Hydrant</li> <li>Water Service Valve</li> <li>Water Valve</li> <li>Water Meter</li> <li>Reducer</li> <li>Storm Manhole</li> <li>Sanitary Manhole</li> <li>Curb Inlet</li> <li>Catch Basin</li> <li>Round Curb Inlet</li> <li>Cleanout/Test Tee</li> </ul>	<ul style="list-style-type: none"> <li>Ex. Parcel line</li> <li>Original Sublot Line</li> <li>Original Lot Line</li> <li>Centerline</li> <li>Property Line</li> <li>Right-of-way Line</li> <li>Easement Line</li> <li>Railroad Tracks</li> <li>Gas Line</li> <li>Sanitary/Combination Sewer</li> <li>Storm Sewer</li> <li>Waterline</li> <li>Fence Line (Wooden)</li> <li>Fence Line (Chain-Link)</li> <li>Guardrail</li> </ul>	<ul style="list-style-type: none"> <li>Ac. Acres</li> <li>Adj. Adjacent</li> <li>Asp. Asphalt</li> <li>B.F. Basement Floor</li> <li>Calc./C. Calculated</li> <li>CB Catch Basin</li> <li>C.C.M.R. Cuyahoga County Map Records</li> <li>Centerline</li> <li>C.L.F. Chain-link Fence</li> <li>Clr. Clears</li> <li>Conc. Concrete</li> <li>Conn. Connection</li> <li>D.H. Drill Hole</li> <li>D.I.W.M. Ductile Iron Water Main</li> <li>Elec. Electric</li> <li>Encr. Encroaches</li> <li>Ex. Existing</li> <li>F.F. Finished Floor</li> </ul>	<ul style="list-style-type: none"> <li>L.C.A. Limited Common Area</li> <li>Meas./M. Measured</li> <li>MH Manhole</li> <li>Obs. Observed</li> <li>Pg. Page</li> <li>P.P.N. Permanent Parcel Number</li> <li>Pl. Property Line</li> <li>Rec./R. Record</li> <li>R/W Right-of-way</li> <li>San. Sanitary</li> <li>S.F. Square Feet</li> <li>S/L Sublot</li> <li>Stm. Storm</li> <li>T.B.M. Temporary Bench Mark</li> <li>TBR To Be Removed</li> <li>Tele. Telephone</li> <li>Top Top</li> <li>Vol. Volume</li> <li>Wat. Water</li> </ul>
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**PAVEMENT LEGEND:**

	ASPHALT PAVEMENT
	REINFORCED CONCRETE PAVEMENT
	CONCRETE WALKS



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Construction

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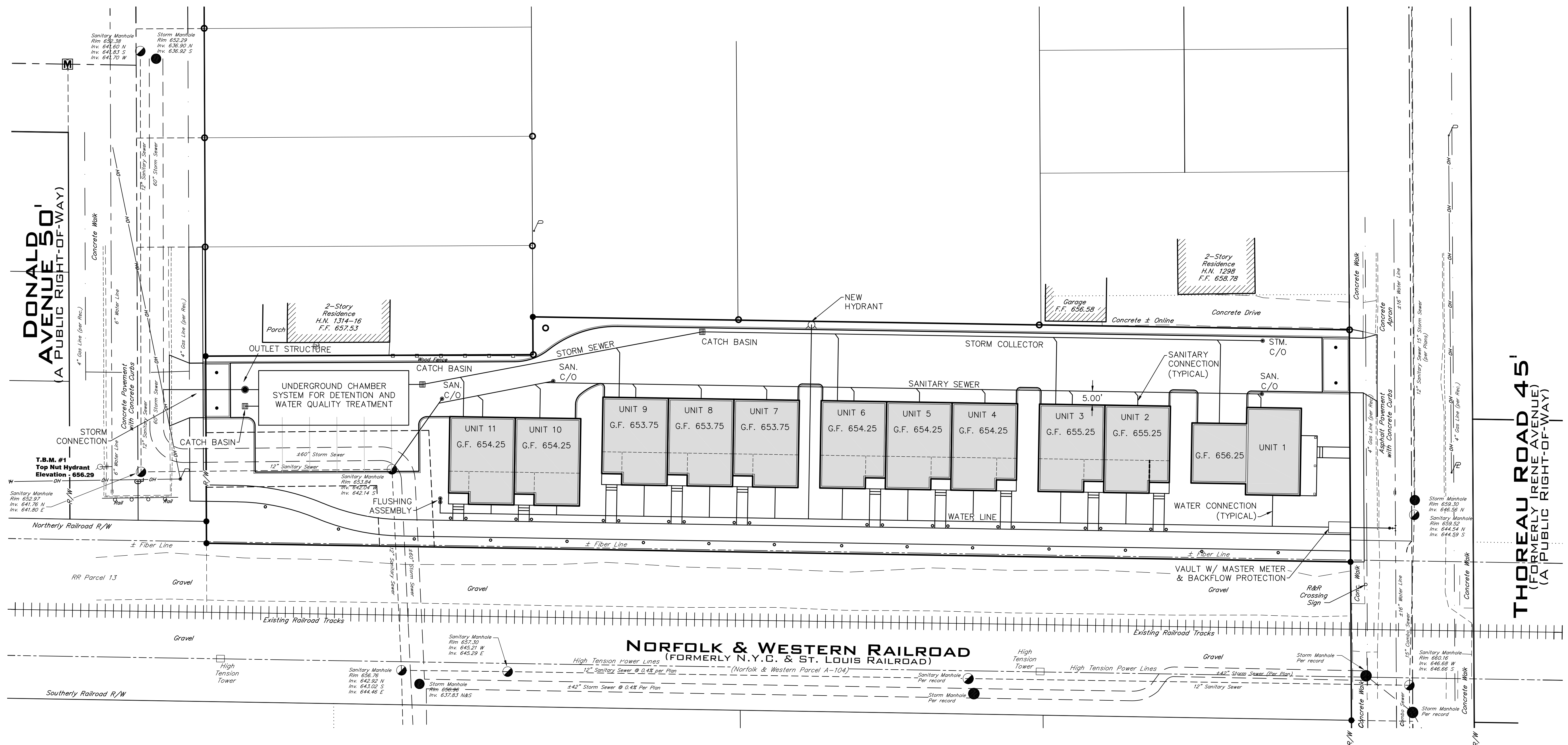
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DATE  
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**DONALD & THOREAU  
DEVELOPMENT**  
LAKEWOOD, OHIO  
UTILITY PLAN

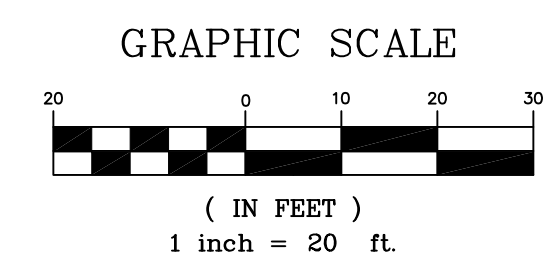
Ohio Utilities Protection Service  
**Call 419-254-0101**  
before you dig

OGPUPS  
Ohio Oil & Gas Producers Underground Protection Service  
Call (614) 715-2864 or 811

**C4.01**



LEGEND	
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Preliminary  
Not for  
Construction

**RIVERSTONE**  
LAND SURVEYING - ENGINEERING - DESIGN  
3800 LAKEVIEW AVENUE, SUITE 100  
CLEVELAND, OHIO 44114  
PHONE: (440) 491-9640  
WWW.RIVERSTONEDESIGN.COM

2024-391

PLAN REVISIONS:


PAGE REVISIONS:

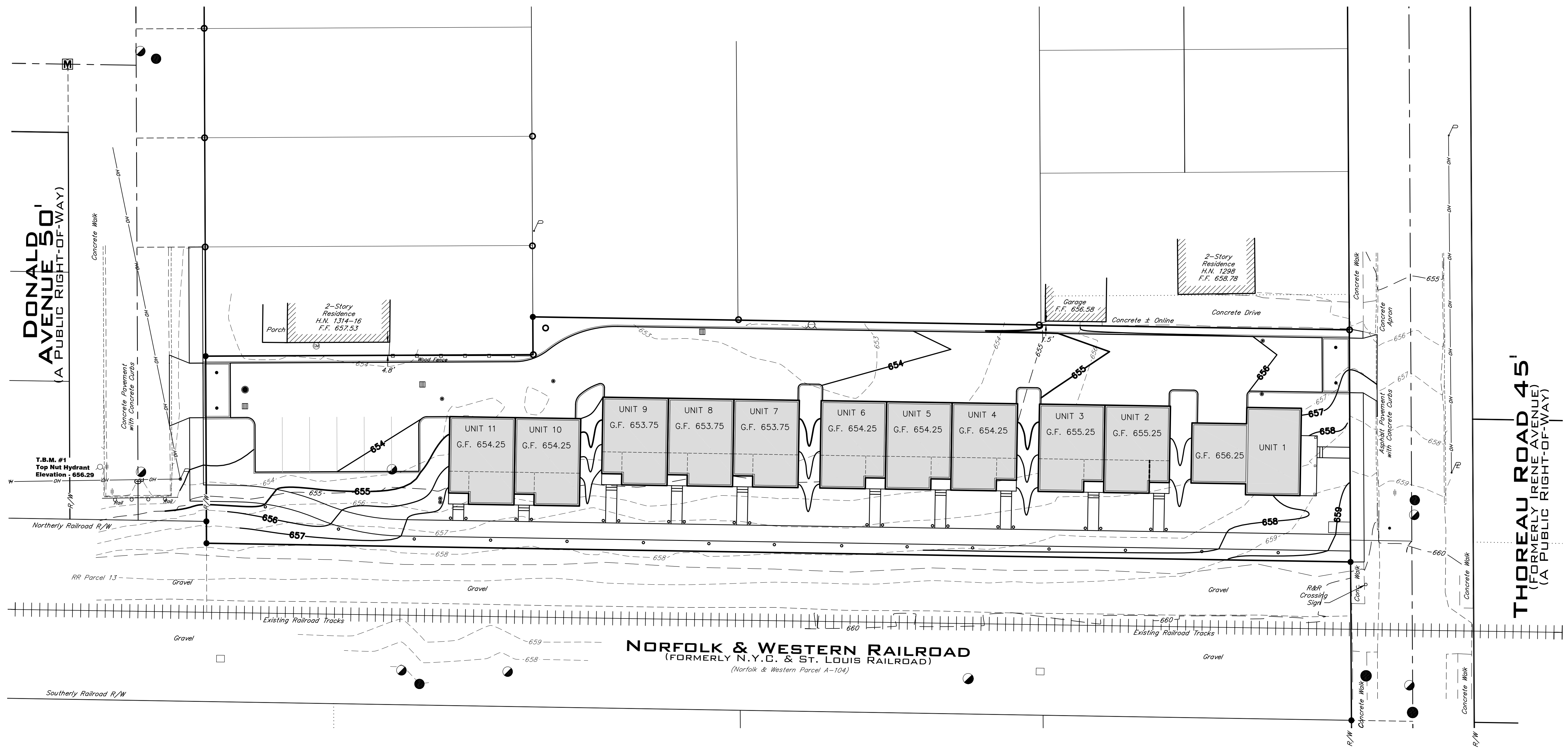

ISSUED FOR:  
DATE  
NOT FOR CONSTRUCTION

**DONALD & THOREAU  
DEVELOPMENT**  
LAKEWOOD, OHIO  
GRADING PLAN

Ohio Utilities Protection Service  
**Call it  
before you dig**

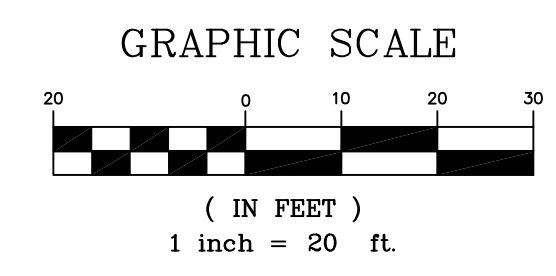
**OGPUPS**  
Ohio Oil & Gas Producers Underground Protection Service  
Call (814) 715-2864 or 811

**C5.01**



**LEGEND**

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September 18, 2024

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

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

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

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

**SITE GENERATED TRAFFIC**

Calculating future total driveway trips requires an estimate of the traffic generated by the proposed facility. The most widely accepted method of determining the amount of traffic that the proposed development will generate is to compare the proposed land use with existing facilities of the same use. The Institute of Transportation Engineers (ITE) has prepared a document titled **“Trip Generation Manual”**, which is a compilation of similar traffic generation studies to aide in making such a comparison. The most recent update of this manual is the 11<sup>TH</sup> edition and was utilized for this analysis.

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

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

**Traffic Impact/Trip Generation**

Mr. Adam Conen  
September 18, 2024  
Page 2

**PROPOSED TRIP GENERATION CALCULATIONS**

Trip generation calculations were performed utilizing data contained in the **Trip Generation Manual, 11<sup>TH</sup> Edition** and the methods outlined in the **(ITE) Trip Generation Handbook**. Based on the previously discussed trip generation analysis procedures, the table below shows the estimated site generated traffic during the AM and PM peak hours of the adjacent streets for the proposed residential development. A copy of the trip generation worksheets can be seen in **Appendix A**.

**NEW TRIP GENERATION**

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

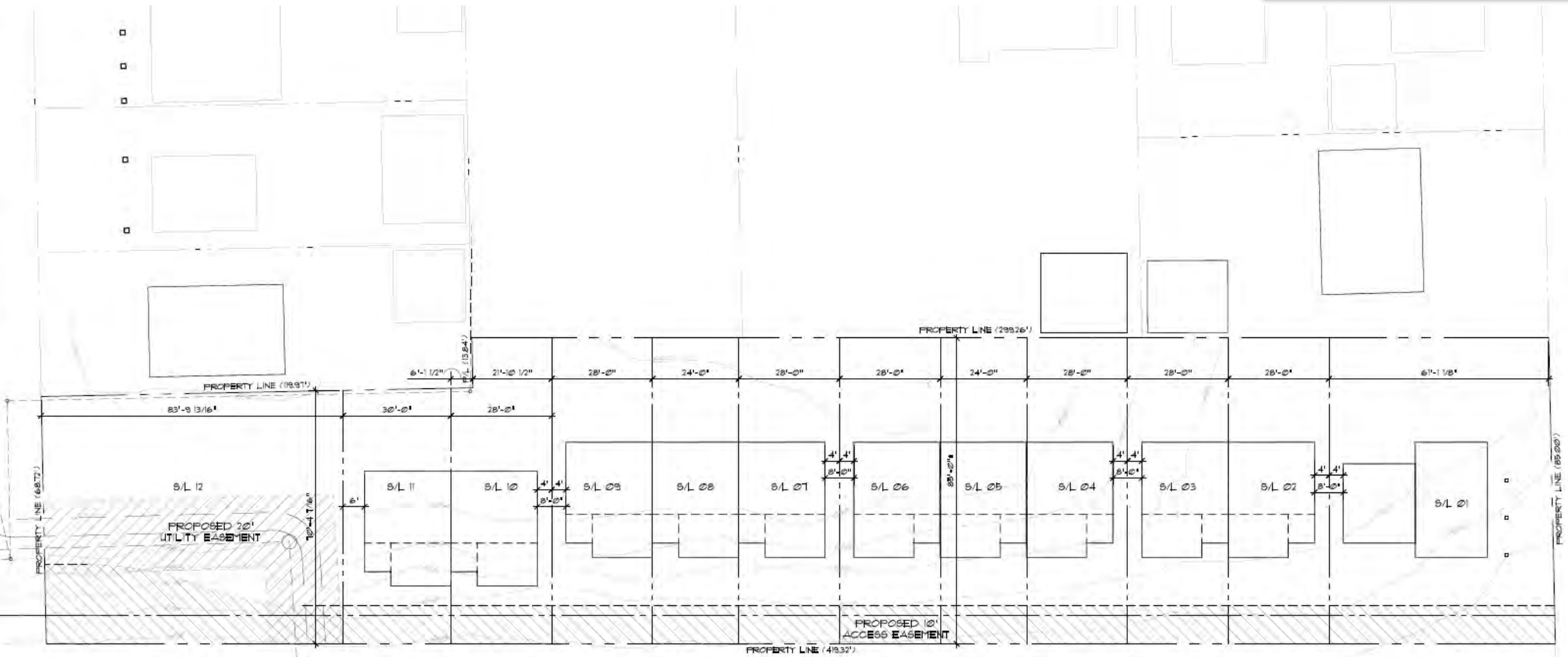
**CONCLUSIONS**

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

This opinion is based upon the fact that traffic impact studies are recommended to be performed by the **Institute of Transportation Engineers** whenever an increase in trips in any peak hour is greater than 100 trips per hour. This recommendation is made because this is the point where a change in roadway capacity may be found and mitigation may or may not be needed. The anticipated generated volumes from this development are less than daily variations in the current volumes on the local roadway network and should not be perceived by the traveling public.

DONALD AVENUE 50'  
(A PUBLIC RIGHT-OF-WAY)

THOREAU ROAD 45'  
(FORMERLY IRENE AVENUE)  
(A PUBLIC RIGHT-OF-WAY)



NORFOLK & WESTERN RAILROAD 66'

**VISION (HOUSING)**...includes a diverse housing stock which meets the varied needs of our community. Affordable and well-maintained housing is maintained by proactive investment in programs and policies that maintain and improve our housing stock. Our Vision develops a culture of informed and responsible action by owner-occupants, landlords, and tenants and provides opportunities for renters to develop community roots.

❑ **Building Connections**

- Has an informed landlord community.
- Has owners who recognize the importance and financial benefits of quality repairs and renovations.
- Benefits from realtors who market Lakewood effectively to prospective homeowners.
- Is home to homeowners who undertake efficiency upgrades such as...installation of new furnaces, adequate insulation, and energy efficient appliances.

❑ **Enhancing Existing Assets**

- Incentivizes investment in and maintenance of existing housing stock.
- Increases awareness among residents about how to better access services provided by local financial institutions.
- Benefits from active and informed block clubs as a conduit for social and informational resources.
- Prioritizes sustainable practices for new construction and the rehabilitation of existing structures.

❑ **Creating Places for People**

- Encourages development of a diverse housing stock that meets the needs of all residents including seniors, low/moderate income families, and special needs households.
- Permits new and infill development which is complementary to the scale and character of surrounding residential uses, integrates sustainable practices, and reflects Universal Design principles.
- Creates and maintains quality greenspace in each neighborhood.

❑ **Striking a Balance**

- Uses point-of-sale inspections as appropriate to ensure safe and well-maintained housing.
- Supports and creates affordable housing for a diversity of incomes and lifestyle needs.
- Conducts proactive code enforcement of residential property including multi-family buildings.

❑ **Thinking about Tomorrow**

- Increases tree canopy, particularly on residential streets.
- Approves quality design which respects the historic character of residential neighborhoods.
- Ensures that abandoned properties are safe, secure, and weatherized.



## Public Comment Received (Summary)

### **Katherine Herten (1347 Thoreau)**

- Concerns over safety and increased traffic/potential for accidents
- Concerns over developing the existing green space, loss of wildlife habitat

### **Benjamin Kroeck (1237 Thoreau)**

- Requested that housing & road be switched (so road runs along railway)
- Clarification over access road (one-way/two-way?), use of private refuse/snow removal?
- Concerns over increased traffic
- Lack of consideration to existing neighbors through this process.

### **Alexis Kunsak (1237 Thoreau)**

- Traffic, safety/visibility of all pedestrians entering Cove Park
- Traffic study conducted during school year?
- Consideration of speed table?

### **Dave Kermod (1286 Thoreau)**

- Missing elements in application...no detail on individual structures, topographic indications on site plan to access height impact by building.
- Bad faith engagement with adjacent owners.
- Width of northern buffer a significant concern...reduced to 3' with only a 6' fence (no screening of building lighting, impact of road salting on neighboring landscaping)
- PD Code guidelines provides “owners of residential property directly abutting...shall be contacted and offered masonry screening and/or appropriately design alternatives.”

### **David Griffiths (1311 Donald)**

- Property owned by Railroad...agreement between RR and the proposing entity?
- Concern privacy of adjacent homes will be reduced based on height of proposed townhomes.
- Donald Avenue needs to be repaved – badly.

### **Donny & Jackie Davis (1280 Thoreau)**

- Concerns over increase in density, traffic, light and noise pollution
- Introduces housing product not characteristic of the surrounding neighborhood.
- Rear balconies infringe on privacy of neighbors
- No orientation concessions/alterations to proposed plan throughout process.
- Help residents understand more about Hilane Realty

### **Katie Gallagher (1288 Thoreau)**

- Opposed to project.

### **Anna & Kevin Gartland (12593 Clifton Blvd)**

- Project will remove a good deal of green space from neighborhood.
- Increase in population density in area where parking/navigation is often challenging.
- Grave concerns over safety implications – given children frequently ride bikes, play in Cove park, and cross the street near the RR tracks.

### **Cindy Marx (Ward 4 Council Representative)**



## 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.

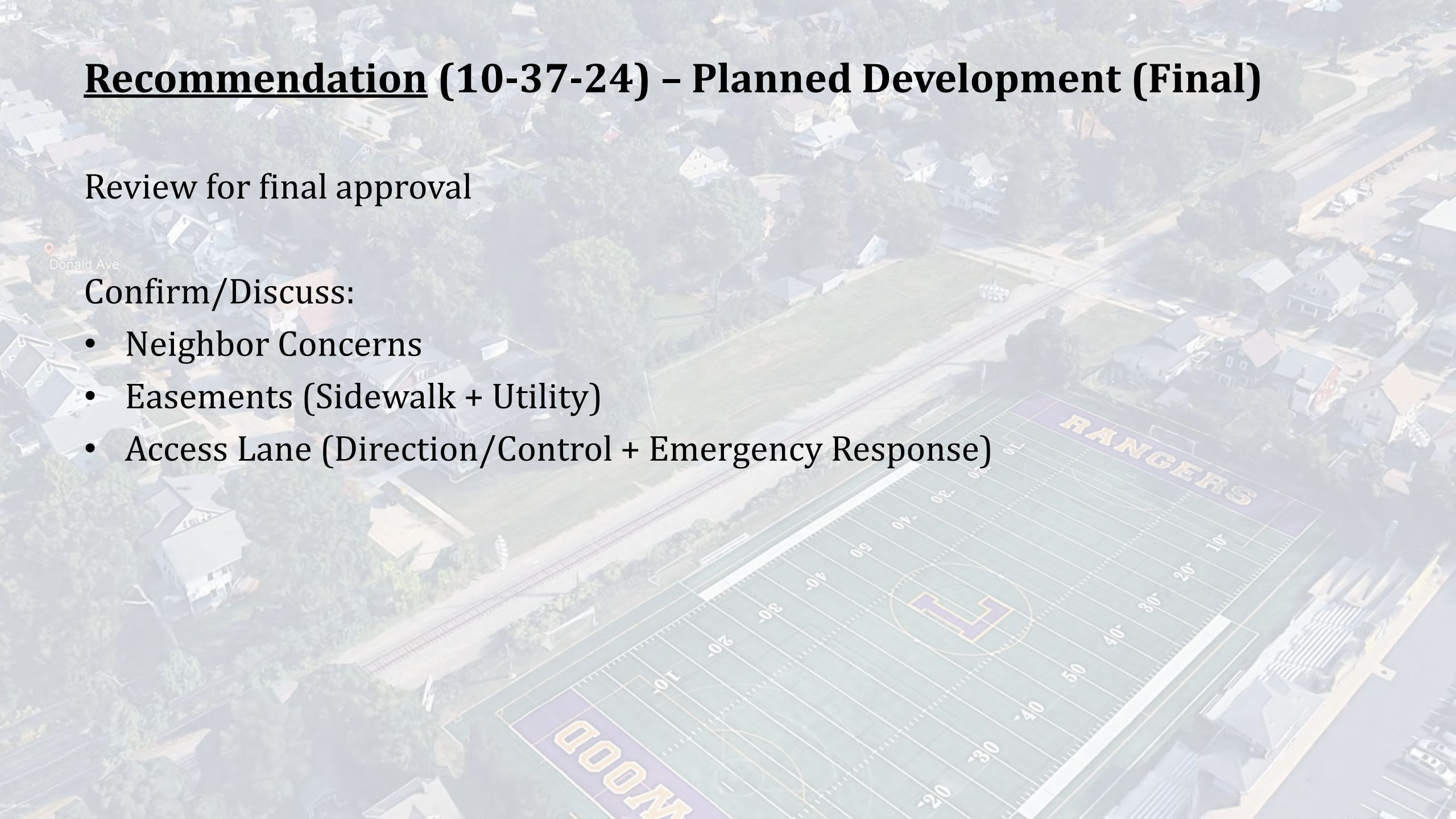


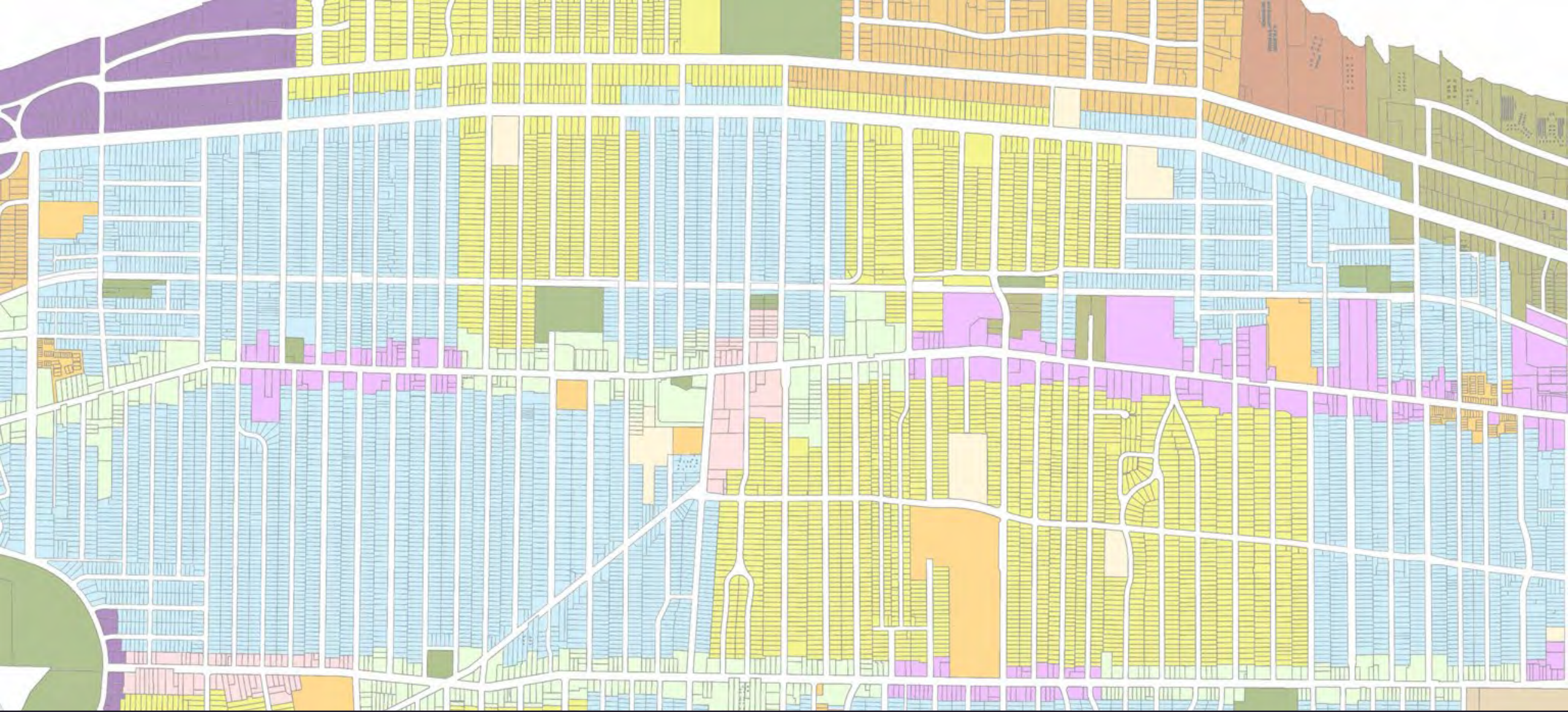
# **Recommendation (10-37-24) – Planned Development (Final)**

Review for final approval

Confirm/Discuss:

- Neighbor Concerns
- Easements (Sidewalk + Utility)
- Access Lane (Direction/Control + Emergency Response)





# Planning Commission

October 2024

