

**MINUTES  
PLANNING COMMISSION  
CITY OF LAKEWOOD  
12650 DETROIT AVENUE  
AUDITORIUM  
DECEMBER 5, 2024  
6:00 P.M.  
RECORDED**

**1. ROLL CALL**

Members Present

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

Staff Present

David Baas, Assistant Director, Planning and Development  
Jen Swallow, Chief Assistant Law Director (joined remotely)  
Mark Papke, Engineer

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

**2. APPROVE THE MINUTES OF THE NOVEMBER 7, 2024 MEETING**

A motion was made by Mr. Sanderson, seconded by Mr. LaPointe to **APPROVE** the November 7, 2024 meeting minutes. Mr. LaPointe, Mr. McDermott, Mr. Sanderson voted yea, and Mr. Reisz abstained; the motion passed.

**3. OPENING REMARKS**

Mr. Baas read the Opening Remarks into record.

**OLD BUSINESS**

**CONDITIONAL USE**

**4. Docket 09-36-24**

**18605 Detroit Ave.**

**Standard Wellness Co. LLC dba The Forest Lakewood**

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

Jared Maloof, CEO, Standard Wellness Co. LLC and Joseph Andulics, Standard Wellness Co. LLC, applicant, were present to explain the request. Mr. Baas provided administrative comments and recommended approval with conditions.

Commissioners' Comments/Questions

- What are the hours of business?

- 9:00 a.m. – 7:00 p.m., Monday through Wednesday or Thursday. 9:00 a.m. – 9:00 p.m. Friday and Saturday. Sundays vary for different locations: some are open from noon to 5:00 p.m., others open from 10:00 a.m. to 7:00 p.m.
- Will there be street art?
  - All sculptures have been removed from the design.
- Will there be semi-permanent planters?
  - Yes.
- Are there agreements for shared parking?
  - It is in the lease agreement and verbal agreement with other owner(s).
- ADA parking is paramount, without it the project is not compliant.
- Are the 13 parking spaces in the agreement exclusive to Forest Lakewood?
  - Yes.
- Where is there parking for the other guests and tenant(s)?
  - Not privy to the specifics of the other parking agreements.
- How many employees will need parking spaces on the peak days/hours?
  - Seven or eight employees.
- Will the patio fence along Detroit at the front of the building be removed?
  - The fence will be removed. They were exploring whether they can keep the garage doors on the front of the building.
- Will there be wayfinding for the rear entrance?
  - Yes, either with markings or signage.
- Will there be additional improvement such removal of the curb cut?
  - Do not have control as it is not their parcel.
- How many ADA spaces are proposed?
  - One dedicated space.
- Is there a timeline for the for RISE Dispensary to cease its operation?
  - There appears to be a nine-month clock. Every two years the licenses need to be renewed, and RISE's license expires in June/July 2025. They are willing to accept anything the State of Ohio dictates.

Public comment was closed as no one addressed the item. Discussion among the members ensued about the number of required parking spaces. Sam O'Leary of Thrasher, Dinsmore, and Dolan, attorney for RISE stated that with the vacation of the Harry Buffalo restaurant, the parking constraints would be relieved, and conversations with other business owners were ongoing. Mr. Baas said that if any expansion of the proposed dispensary (i.e. expansion of the conditional use) were planned/proposed, it would have to return to the Planning Commission for review/approval. The restaurant patio was discussed.

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

- 1. Confirmation that RISE/GTI location 18607 Detroit Avenue ceases operations. Any work completed by the applicant, Standard Wellness Co. is done so at their sole and complete own risk until such time that RISE ceases operations.**
- 2. Any exterior alterations and/or signage must be approved by the Architectural Board of Review (ABR) prior to obtaining permits.**
- 3. The recognition of the fact that the no loitering policy will be enforced in and around the business.**
- 4. The area along Detroit in the public right of way fronting the building be given special attention, and that treatments be proposed to the Architectural Board of Review for review and discussion.**

All of the members voted yea; the motion passed.

**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.

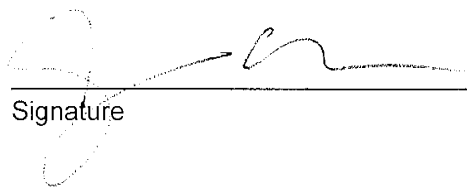
(Page 20)


Docket 07-30-24 and Docket 07-31-24 were taken together. Mr. Baas stated that staff was still working on a consolidated draft that was not ready for review and recommended deferral.

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

**ADJOURN**

Mr. McDermott **ADJOURNED** the meeting at 6:40 p.m.

  
\_\_\_\_\_  
Signature

  
\_\_\_\_\_  
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:

1. JARED MALOOP

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

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

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

5. \_\_\_\_\_

6. \_\_\_\_\_

7. \_\_\_\_\_

8. \_\_\_\_\_

9. \_\_\_\_\_

10. \_\_\_\_\_

11. \_\_\_\_\_

SIGN NAME:

Jared Maloop

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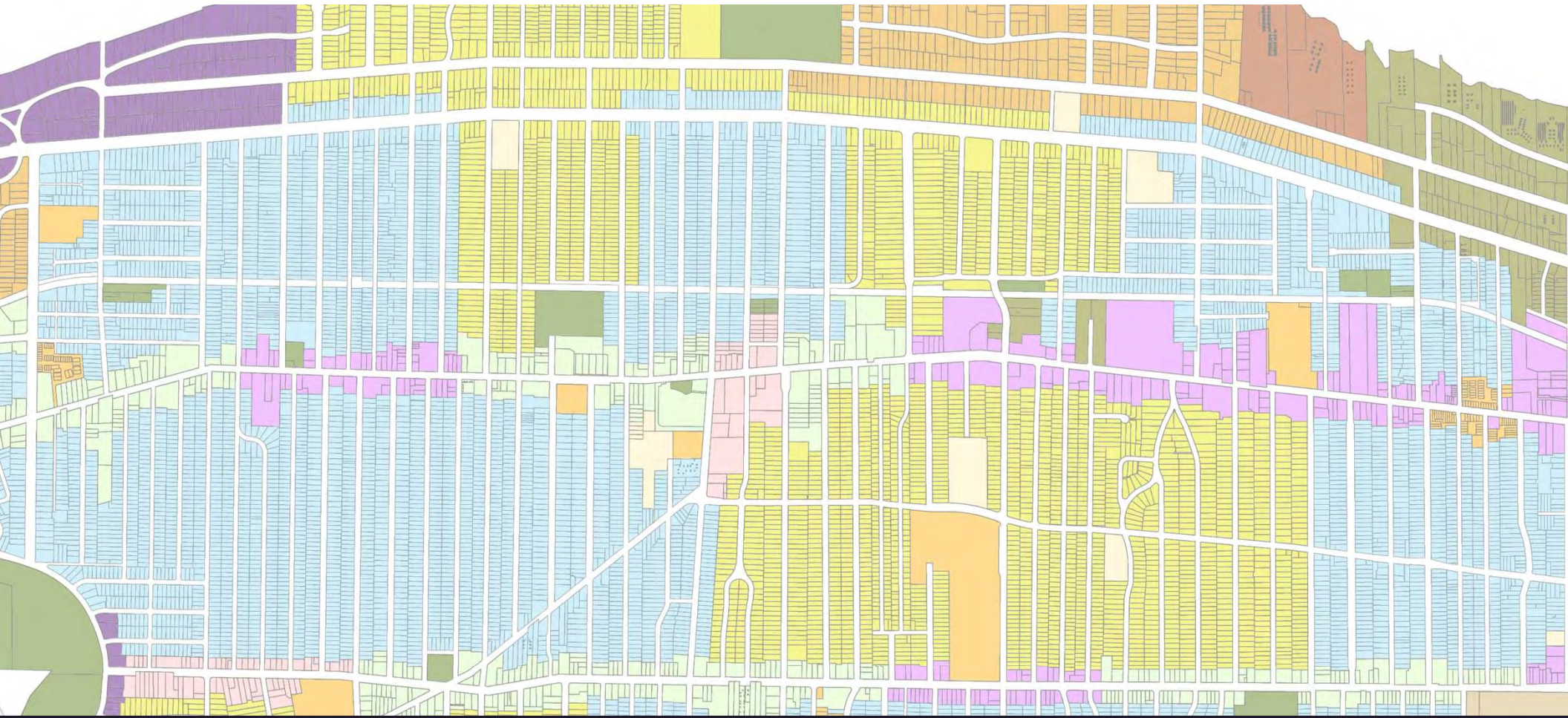
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Prepared by: The City of Lakewood Law Department, 12650 Detroit Ave., Lakewood, Ohio 44107

FOR CITY USE ONLY

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

Date of Proceeding: Thursday, December 5, 2024



# Planning Commission

December 2024





**Planning Commission**  
**December 2024 Agenda**

1. Roll call
2. Adoption of minutes – November 2024 meeting
3. Opening Remarks
4. 09-36-24: 18605 Detroit (Standard Wellness; Marijuana Dispensary)
5. 07-30-24: Complete Streets Initiative: Ordinance No. 11-2024
6. 07-31-24: Complete Streets Initiative: Resolution 2024-42
7. Adjourn



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:

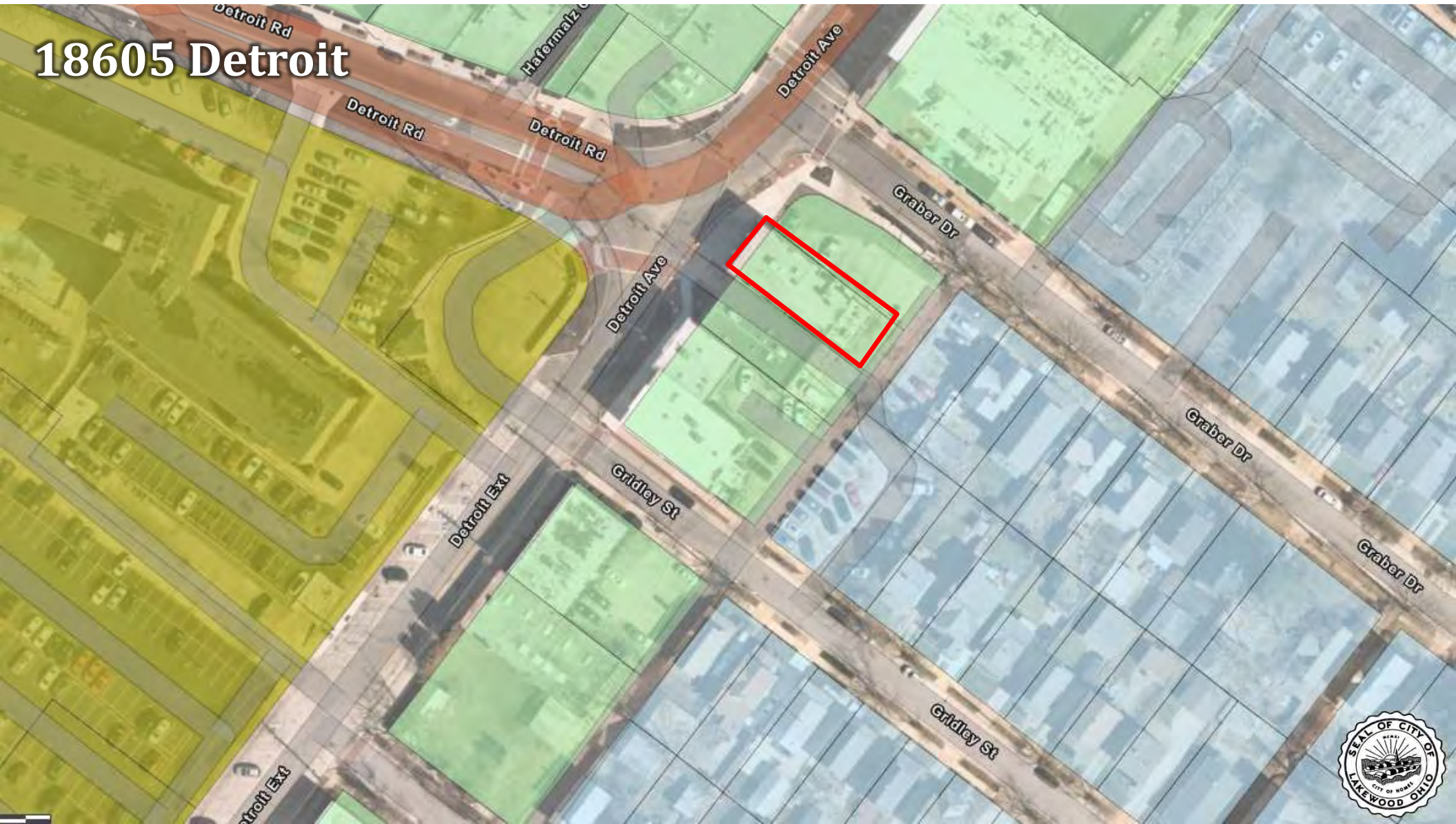
- Chapter 1165 – Medical Marijuana Dispensaries.

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

18605 Detroit Ave



18605 Detroit



Applicant Presentation



18605 Detroit Ave.

THE FOREST

## 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.



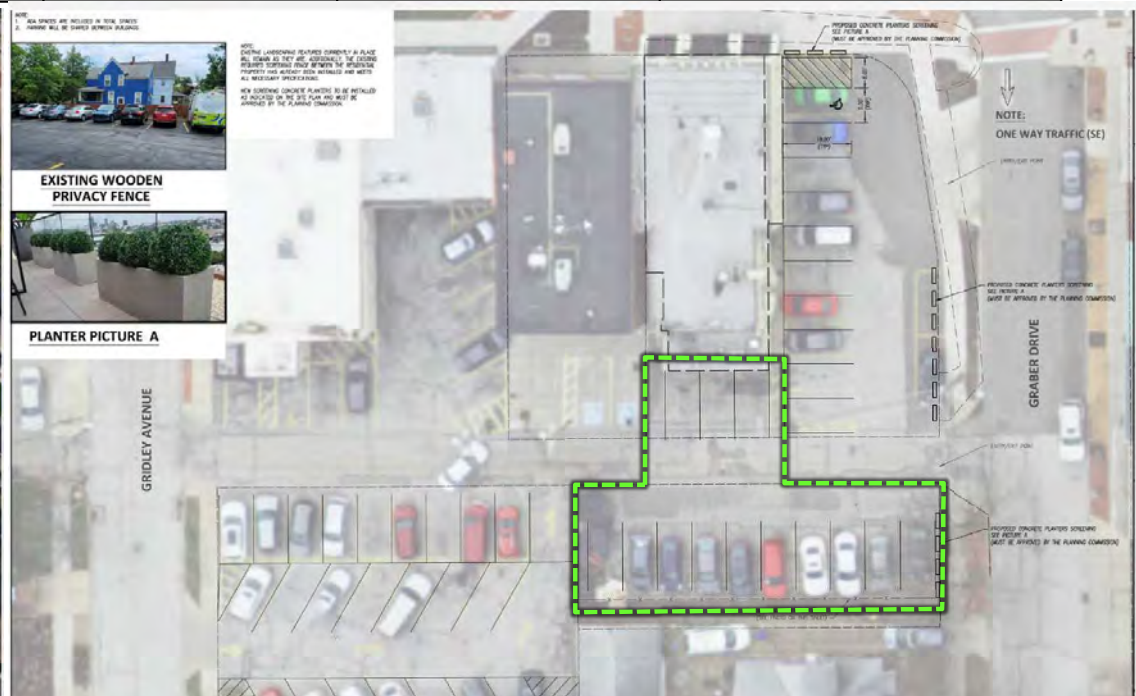
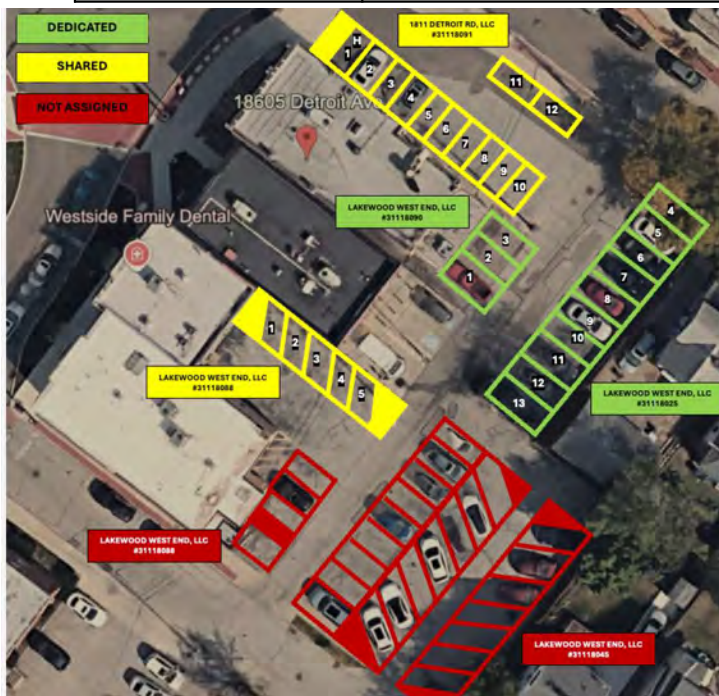
# Parking - Proposed

## 1143.05 SCHEDULE OF USES AND SPACE REQUIREMENTS.

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

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

Use	Size	Minimum	Maximum	Proposed
Dispensary	4,672 ft2 (Dispensary) 2,312 ft2 (Upper Level) 6,984 ft2 total	7	17	13




## **Issues/Questions from prior review meetings:**

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

18605 Detroit Ave

An aerial photograph of a city block. A red and green highlighted area is centered on a building at 18605 Detroit Ave. The surrounding area includes various buildings, parking lots, and streets. The text '18605 Detroit Ave' is overlaid on the image near the highlighted area.



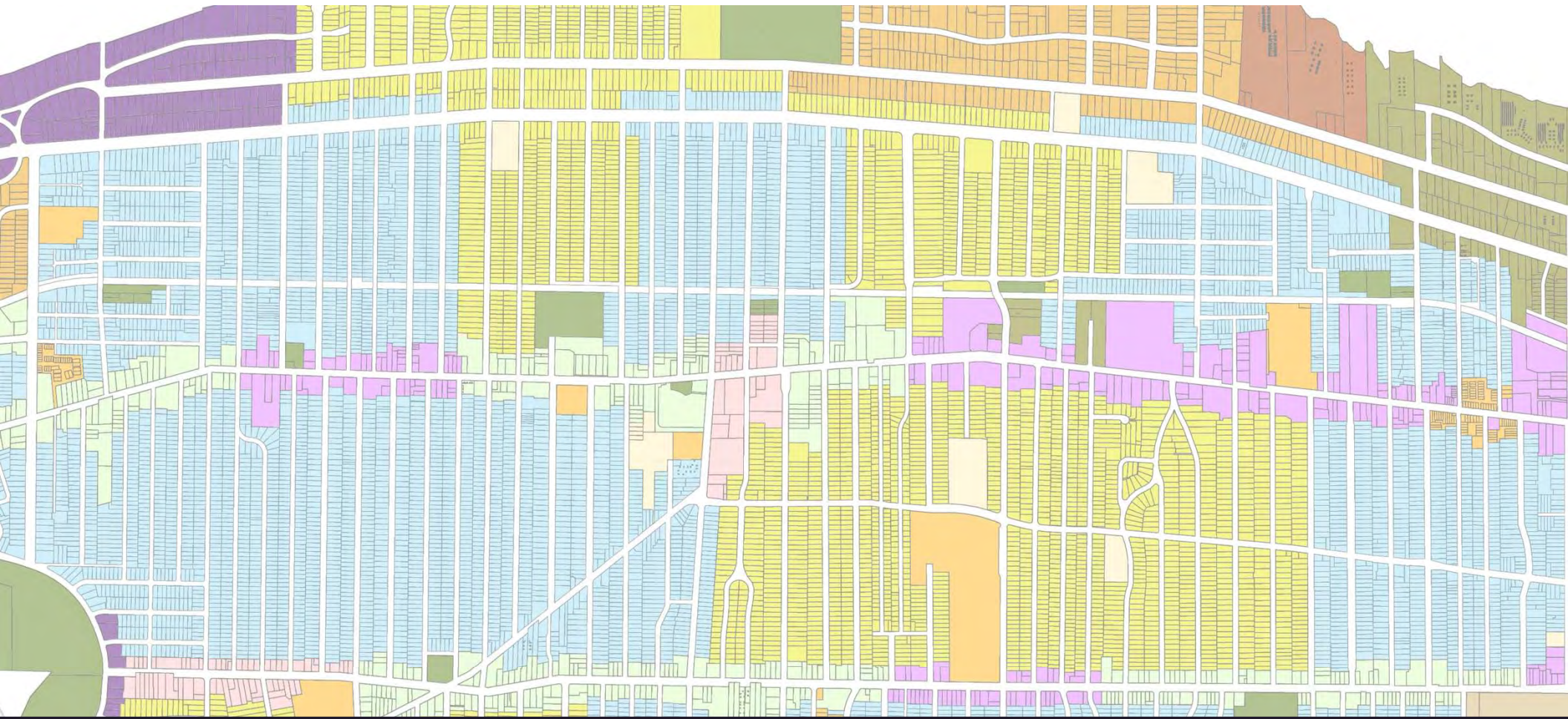
## **Recommendation (09-36-24) – Conditional Use (Adult Use)**

Any Approval must be conditional upon:

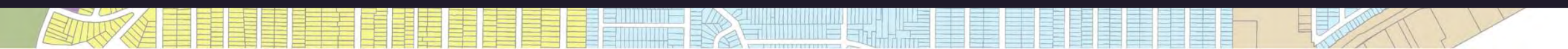
- **Confirmation that RISE/GTI location at 18607 Detroit ceases operations.**
- **Any exterior alterations and/or signage must be approved by the Architectural Board of Review (ABR) prior to obtaining permits.**

Should consider...

- **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.**



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



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

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

- Chapter 901 – Streets and Sewers

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



12650 DETROIT AVENUE 44107 216-529-6055  
[www.lakewoodoh.gov](http://www.lakewoodoh.gov)  
Lakewood City Council  
SARAH KEPPLER, PRESIDENT  
JASON SHACHNER, VICE PRESIDENT

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

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

June 3, 2024

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

Dear Colleagues,

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

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

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

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

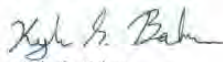
November 20, 2023), and the Climate Action Plan (adopted May 1, 2023). Achieving the goals of these rich and complex documents will require a long-term intersectional approach designed to last beyond any one Council or Administration.

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

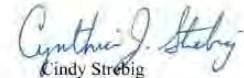
The Complete Streets Ordinances seeks to have the City, before embarking on any transportation project, to come before Planning Commission and show the treatments called for in the Active Transportation Plan for each transportation project. If those treatments are not feasible, then the City must explain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

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

Sincerely,

  
Kyle G. Baker  
Councilmember Ward 1

  
Sarah Kepple  
City Council President

  
Cindy Strebig  
Councilmember Ward 3

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

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

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

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

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

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

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

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

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

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

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

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

BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

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

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

Section 1. Definitions

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

- (a) “Active Transportation” means being physically active for the purpose of transportation (typically biking or walking), and is distinct from being physically active for recreation.
- (b) “Active Transportation Plan” shall mean the Safe Streets for Lakewood Active Transportation Plan and Safe Streets for Lakewood Safety Action Plan adopted by Lakewood City Council on April 15, 2024 pursuant to Resolution Number 2023-73. The Active Transportation Plan shall be updated at least once every 10 years.
- (c) “Complete Streets” means the City’s commitment to ensure that, when possible:
  - a. Roads safely and comfortably accommodate users including pedestrians, bicyclists, mobility device users, motorcyclists, public transit users and motorists; and
  - b. Roadway projects add to the prevalence of trees and vegetation across Lakewood, as well as best practices for stormwater management; and
  - c. Roadway projects use sustainable and recycled materials.
- (d) “Complete Streets Policy” means the guidance and procedures developed by the Director of Public Works and the Director of Planning and Development (or their respective designees) that address the inclusion of Complete Streets elements in all types of projects within in the public right-of-way, including new construction, reconstruction, rehabilitation, repair, restriping, and maintenance of transportation facilities and development projects and can include the Active Transportation Plan (and any further update to the Active Transportation Plan approved by City Council).

(e) “Connectivity” means the level to which travel routes are safe, accessible, and convenient for road users to use across varying distances without gaps.

(f) “Planning Commission” means the Lakewood Planning Commission as defined and authorized in Section 7.2 of the Third Amended Charter of the City of Lakewood.

(g) “Safe design” means with the intent of protecting all road users from death or injury.

(h) “Transportation Projects” mean any project for which the City is the project sponsor and is responsible for providing the scope of work including new construction, reconstruction, rehabilitation, repair, resurfacing, restriping and maintenance of transportation facilities and development projects.

(i) “Vision Zero” means a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all

(j) “Vulnerable road users” means road users at risk due to lack of external protections, including pedestrians, cyclists, scooter riders, motorcyclists, and those with mobility, vision, and/or hearing challenges.

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

Section 3. That the design of capital investments and Transportation Projects shall prioritize the most vulnerable road users and follow transportation standards and guidelines as adopted by the Director of Public Works and Director of Planning and Development to align with the intent of Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood. The standards and guidelines shall be made publicly available on the City's website and can include the current City Council approved version of the Active Transportation Plan. The City shall use the best and latest design guidelines, standards, and recommendations available when considering methods or providing development flexibility within safe design parameters and balanced design solutions between user and modal needs. A balanced approach considers aspects such as street design and width, curb bump outs, raised crosswalks, desired operating speed, hierarchy of streets, connectivity, wayfinding signs and signal variation from a human scale for the needs and comforts of all users.

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

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

Section 5. By January 1, 2025, the Public Works Department and Planning and Development Department shall coordinate with the Planning Commission to adopt a process for capital improvement prioritization and project review based on the Vision Zero Guidelines and the Active Transportation Plan, and guided by values established in 2019 Community Vision (updated with recommendations from the Resiliency Task Force), and other road-way specific plans adopted by the City. The Planning Commission shall use said process to maintain a corridor-specific Complete Streets implementation list that identifies applicable Complete Street elements for priority corridors to transmit to the Department of Public Works to integrate into project scopes and to City Council for review prior to the final authorization of funding for said Transportation Project. This implementation list can include the current list outlined in the most current version of the Active Transportation Plan. This timeline shall be incorporated in the early stages of street design as not to hinder project timeline. Projects that are not able to accommodate the Complete Streets elements specified by the Planning Commission shall follow the formal exemption process outlined in Section 901.23 Complete Streets of the Codified Ordinances of the City of Lakewood.

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

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

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

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

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

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

Within 60 days of receiving an exemption request, the Planning Commission will review the exemption request, and provide comments to the Director of Public Works and Director of Planning and Development for determination, and the exemption request shall be made publicly available on the City's website. The Planning Commission shall hold at least one public hearing to receive and consider public input, which public hearing may be held as part of a regular monthly Planning Commission meeting. If the Planning Commission rejects the exemption request, it shall go to City Council with 30 days for a final determination. If the Planning Commission accepts the exemption request by a majority vote of the present members, it is formally accepted.

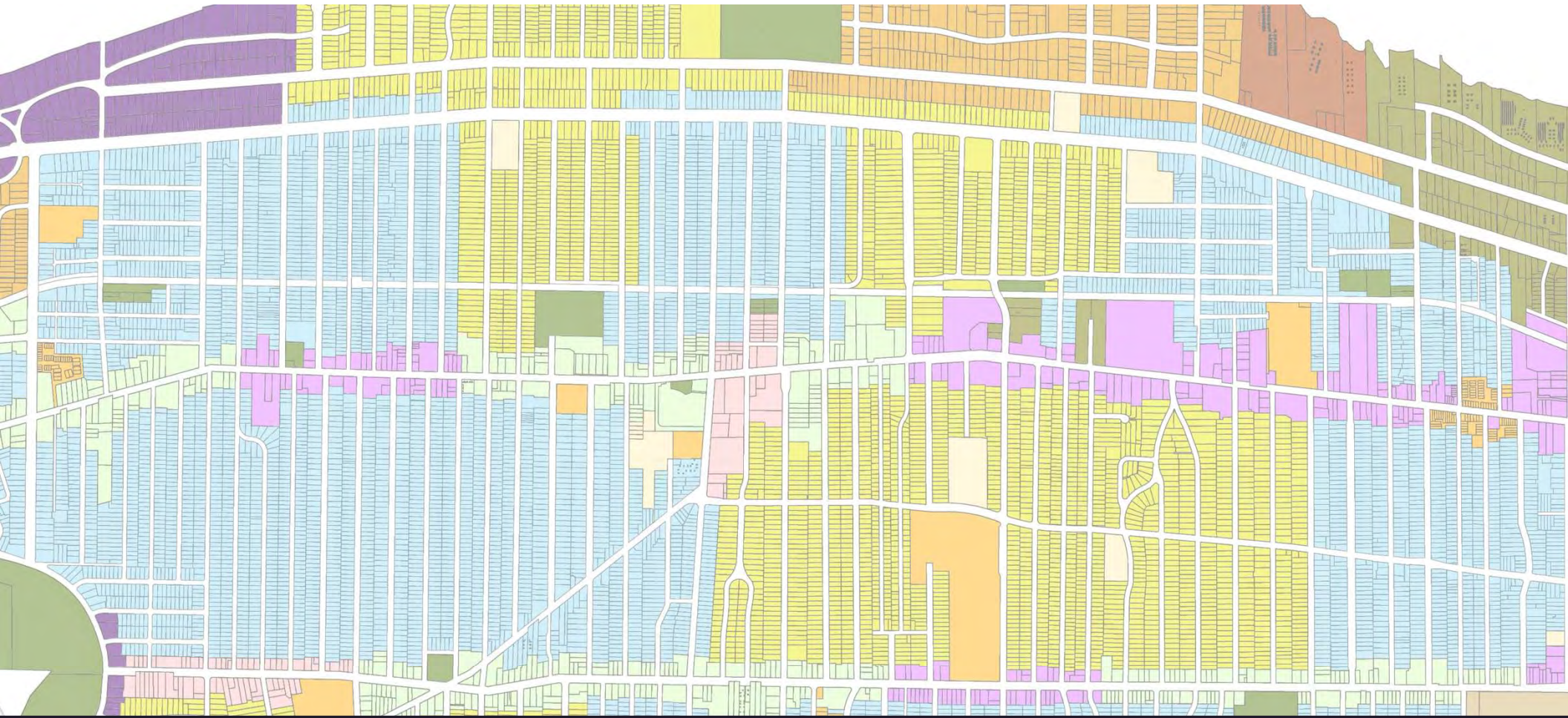
Section 8. That all Transportation Projects approved under the Complete Streets Policy include provisions for an ongoing maintenance plan of the improvements. Alternative maintenance arrangements may be utilized to reduce the costs to the City for ongoing maintenance, such as maintenance agreements with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

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

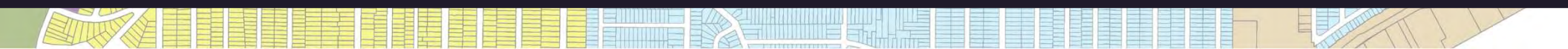
- (a) Use data by transportation mode;
- (b) Pre- and post-project speed/crash data;
- (c) Feedback from the community;
- (d) Linear feet of sidewalks built and repaired;
- (e) Number of ADA accessible curb ramps built;
- (f) Miles of bicycle facilities built;
- (g) Number of bicycle amenities built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

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

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



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



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

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

- Chapter 901 – Streets and Sewers

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



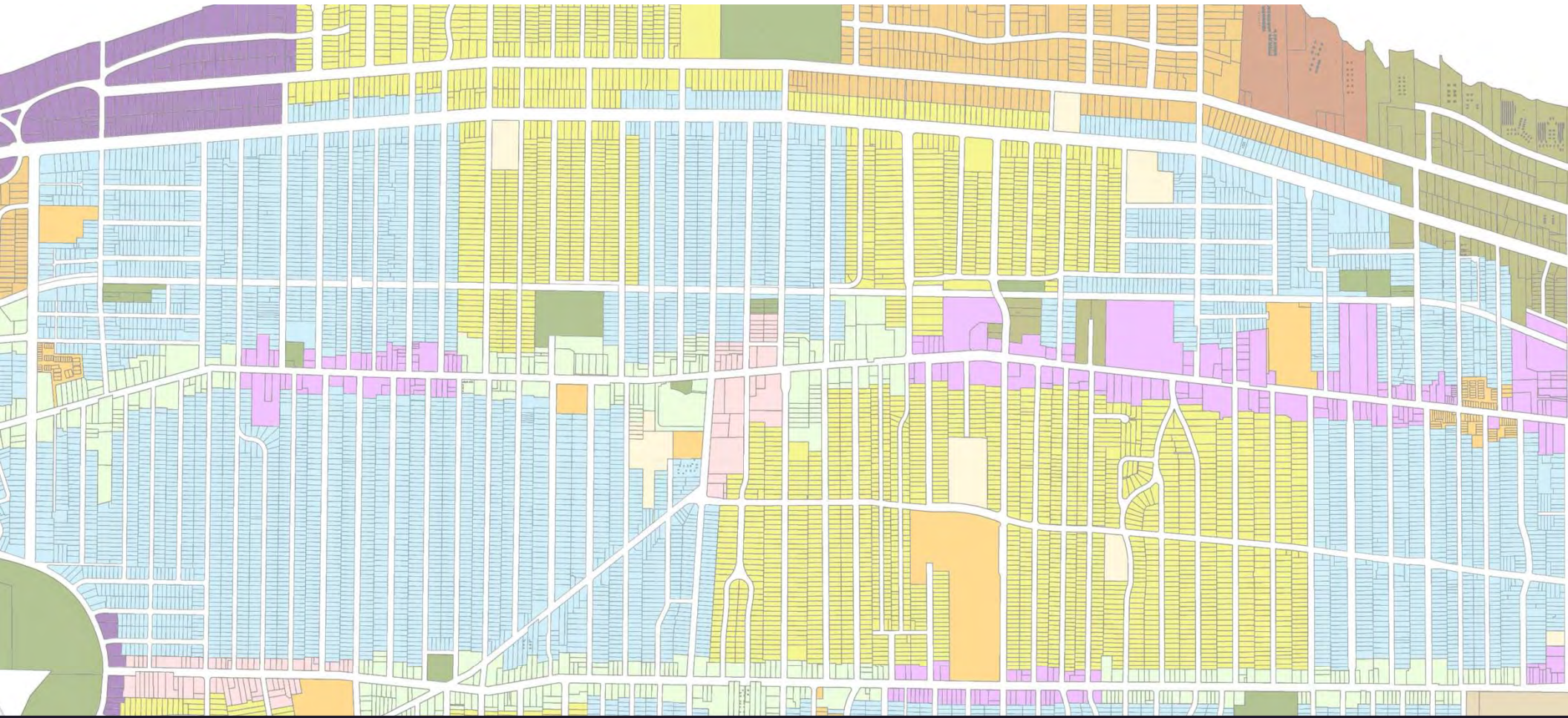
BE IT ORDAINED BY THE CITY OF LAKEWOOD, OHIO:

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

Section 1. Definitions

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

- (a) "Active Transportation" means being physically active for the purpose of transportation (typically biking or walking), and is distinct from being physically active for recreation.
- (b) "Active Transportation Plan" shall mean the Safe Streets for Lakewood Active Transportation Plan and Safe Streets for Lakewood Safety Action Plan adopted by Lakewood City Council on April 15, 2024 pursuant to Resolution Number 2023-73. The Active Transportation Plan shall be updated at least once every 10 years.
- (c) "Complete Streets" means the City's commitment to ensure that, when possible:
  - a. Roads safely and comfortably accommodate users including pedestrians, bicyclists, mobility device users, motorcyclists, public transit users and motorists; and
  - b. Roadway projects add to the prevalence of trees and vegetation across Lakewood, as well as best practices for stormwater management; and
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- (g) "Safe design" means with the intent of protecting all road users from death or injury.
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- (j) "Vulnerable road users" means road users at risk due to lack of external protections, including pedestrians, cyclists, scooter riders, motorcyclists, and those with mobility, vision, and/or hearing challenges.



# Planning Commission

December 2024