



System which is a wireless access control installed anywhere outside with multiple boxes. It allows visitors to page the resident which then the system calls the resident's phone. The guest can be let in to the parking garage even when the resident is not on site because the control back is on their phone through a provided app to download. It also includes a closed circuit camera to see the image of the person at the box wanting to gain access. For added security, every time the garage is accessed it is recorded by the system with time stamped video and held in memory with a minimum of 40 hours which can be extended. It is the kind of security you would see in a commercial setting being provided in a residential setting. At the same time it is providing security, it is also providing the most access we could possibly provide. The majority of the visitor parking is now accommodated inside and they do not lose parking in the winter. They feel they can accommodate all the residents and guests 24 hours per day, 365 days per year; that being more than anyone else can currently offer and do not see how they can offer any more parking any more easily. They have this system currently in use at their project in Boston and it is being installed at two projects in the St. Louis area along with this area.

Mr. Griswold requests the following Fire Department notes be made part of the meeting minutes so when the applicant submits construction drawings they become part of it regardless of any building code issues.

- 1) The waterline provided for the building fire suppression and fire hydrant will need to be designed as a looped system. The Fire Prevention Bureau received two drawings and one of the submitted drawings fails to denote this.
- 2) The suppression system design will be reviewed with the builder per the planning team's recommendation.
- 3) The Fire Alarm system for this building will need to be designed as voice system and the courtyards shall be equipped with devices for occupant notification.
- 4) Each court yard will need 2 hour rated access from the exterior for Fire Department emergency operations as discussed in the planning meeting. The plans either did not denote it or were not in detail where they could determine that requirement was met.

Mr. Ciuni stated Engineering Department had a few comments left on the final drawings. He received a submittal earlier today and everything seems to be in order but was unable to check everything. He commented the turning radius of the new garage is a very tight turn and assumes trucks cannot get into that entrance because of the ceiling height.

Mr. Langdon stated there will be a height restriction on it and should be enough to accommodate an SUV. There should not be any parking in the aisle itself as that is a fire lane. Once you clear the entrance there is enough swing room for the front end of the vehicle. It is snug but with changes to the curb line on the outside they believe most of the time vehicles can pass if need to, but similar to a parking lot, there may be times to pause and let somebody by.

Mr. Ciuni asked if it was just an exit or entrance.

Mr. Langdon stated it is both.

Mr. Ciuni stated Engineering Department recommends approval.

Mr. Smerigan stated this request is for final site plan approval for a 206 unit apartment building to be constructed on 3.11 acres of land located in the U-3C Planned Multi-Family Residential District. The

applicant is proposing to construct a luxury apartment complex consisting of 206 apartment units. The building design provides for interior courtyards containing a variety of amenities, including a swimming pool. The site plan indicates enclosed parking for residents along with such additional amenities as a car wash, bike wash, private bicycle storage units, and similar features.

The proposed final site plan indicates a building of 259,505 square feet with lower level parking and four floors of dwelling units. The plan proposes two driveways from Park East Drive. The southernmost drive provides direct access to a front door drop-off and the interior parking garage. Dumpsters are to be located internally and brought out for pick-up. Walking paths, benches, and a dog park surround the building. Access for firefighting equipment has been provided. The development consists of a combination one, two, and three bedroom dwelling units. The one-bedroom units range in size from 709 square feet to 833 square feet. The two-bedroom units range from 1,025 square feet to 1,251 square feet. The three-bedroom units range from 1,455 to 1,504 square feet.

The landscape plan provides for foundation plantings, trees along the Park East Drive frontage, and landscaped parking islands. The types and sizes plant materials are consistent with City standards. The site plan conforms to the requirements of the U-3C Planned Multi-Family Residential District, as noted in the box score, with the exceptions of the previously approved variances. While the site plan meets parking requirements, there were concerns raised by City Council regarding the specific arrangements for guest parking. The applicant has provided information regarding a system for providing guests with access to the controlled garage spaces.

There were a couple variances with the original approval which were recommended by the Planning Commission and granted by City Council. With those variances, they now comply with all the requirements of the Code. Final site plan approval is recommended subject to the comments of the City Engineer and Fire Department.

Mr. Mann asked where the outside call box would be located.

Mr. Langdon stated there will be a walkup call box at the door and a separate one accessible for vehicles.

Mr. Mann asked how many guest parking spots are available.

Mr. Langdon stated there are sixteen (16) outside and the remainder of the parking is within the garage.

Mr. Linick asked what is the plan for snow removal and how do you guarantee it to occur.

Mr. Langdon stated snow will have to be removed from the site.

Mr. Griswold stated upon any complaint of the 200-300 residents of snow not being removed, they would be notified. If it is made part of the conditional approval, he believes that is enough as indicated by the applicant. They have the same situation occur at the Mall where it is actually removed. If there was a penalty due to not removing the snow, the management would be notified and we have legal means to force that to occur up to the City doing it and charging them.







Mr. Griswold stated Building and Police have no concerns and recommend approval. The applicant has agreed to comply with the following Fire Department comments.

- 1) All current life safety systems shall continue into newly renovated and modified areas of the structure.
- 2) Recommends that the current fire alarm system for the structure be evaluated for the proposed building modifications that will require system expansion.
- 3) Radio communications is a vital part of public service day to day operations. The amount of modifications occurring to the structure allows for systems to be added to portions or the entire building for safety forces radio interoperability. The Ohio Fire Code Section 510 also requires that such radio coverage be provided.

Mr. Ciuni stated Engineering Department recommends approval.

Mr. Smerigan stated this request is for both preliminary and final site plan approval for tenant modifications to the existing La Place shopping center. The subject site is zoned U-4A Integrated Business District and contains a total of 96,904 square feet of tenant space. The applicant is proposing to provide 25,600 square feet of space on the main level for a new retail tenant. The space would include the old Border's Books space as well as several smaller spaces within the center. The main entrance to the new retailer will be on the main level of the shopping center on the south side of the building. The site plan also anticipates three (3) new restaurants on the lower level of the center in the space previously occupied by Sushi Rock. The three new restaurants would total approximately 8,800 square feet and would face Cedar Road. These new tenants are a welcome addition to this shopping center, which has had significant vacancies.

In order to accommodate the new retail tenant, the applicant proposes to raise the roof on the eastern portion of the center over the remodeled tenant space. The new roof level will comply with the maximum height limitation of 25 feet in the U-4A Integrated Business District and will actually be less than the roof height on the existing two story portion of the shopping center. To accommodate deliveries for the new tenant on the main level the applicant proposes to provide a new enclosure and adjust the direction of the parked delivery trucks as well as widen the connecting drive with Beachwood Place Mall. The wider driveway will better accommodate maneuvering of trucks as will the elimination of thirteen (13) parking spaces.

Unlike the overall parking standard employed in the Shopping Center District, the parking requirement in the U-4A Integrated Business District is based upon the combination of the parking standards for each individual tenant. The applicant has provided a detailed breakdown of tenants by parking category. Based upon the proposed tenant mix, (which includes retail stores, services, offices, medical offices, restaurants, and a bank), the subject site is required by the Zoning Code to have a total of 687 parking spaces. With the proposed thirteen (13) parking space reduction shown on the proposed site plan, the subject site will have 404 surface parking spaces and 156 garage spaces for a total of 560 parking spaces. The Planning and Zoning Commission and City Council previously approved parking variances for La Place, which total 149 spaces. Based upon those previously approved variances, the subject site has approval for the equivalent of 709 parking spaces. Therefore, no additional parking variances are necessary to accommodate the proposed development.

There are no changes proposed to the footprint of the existing shopping center building, merely to the height on one portion of the building and for the service enclosure. Therefore there are no changes to the

previously approved building and parking setbacks. The changes to the parking field involve minor adjustments to widen driveway curbs and restriping to eliminate some parking spaces. Since no new variances are required, the Planning and Zoning Commission has final authority to approve or deny the site plan. It is recommended that the Commission grant both preliminary and final site plan approval.

Chairman Jacobs asked if they are planning to make people aware they can park inside the garage as, in his experience, the garage is not well known and is terribly not inviting.

Mr. Tapia stated it is not part of this initial project. They just acquired this property slightly over a year ago and they are evaluating everything both he and Mr. Jacobs have noticed.

Mr. Mann asked Mr. Smerigan to explain more in detail how parking is configured versus the tenant uses at this location.

Mr. Smerigan stated every time there is a change in tenant at this location, they recalculate the total parking.

Mr. Cohen stated it might be prudent from a life safety standpoint, firstly, is the raising of the roof and how that induces drifting snow on the existing structure; and, secondly, the parking deck which is a structural, elevated slab, with the new trucks being located on there with the drive patterns, was that designed originally for truck loading conditions or not.

Mr. Heller stated the original garage KA completed 31 years ago was designed to more than handle fire truck loading. The structural engineer working on the project has verified the loading is capable to handle even a large tractor trailer. This information can be provided at the time of the submittal for the building permit. The same engineer will be working on the raising of the roof. The building code requires certain loading relating to where drifting can occur which will be accommodated and reviewed by the Plans Examiner when those drawings are submitted.

Mr. Zabell asked Mr. Smerigan in regards to parking requirements, any space that is not occupied or vacant, assuming there is any vacancy today in the Mall, was that all assumed to be retail other than the three (3) restaurants identified on the plan.

Mr. Smerigan replied yes, it was programmed as the retail space or the three (3) restaurants unless there was something already programmed for it.

Mr. Heller stated both Mr. Griswold and Mr. Smerigan would attest that they have calculated the center gross use of total square footage irrespective of the Mall area, back hallway, restrooms and so forth, that the number is higher than what it was 31 years ago and they are using that as the new base. Those are individually calculated on each and every space that is there today.

Mr. Griswold stated should General Growth Properties come to the City for a proposed new restaurant, they would have to get approval and they would go back and look at the numbers as Mr. Heller suggested. It would be very difficult for a restaurant of any size other than those proposed to go into that space without having to come back to the Planning Commission.

Mr. Zabell stated based on the elevations, the new 25,000 square foot tenant will have signage and exposure to Cedar Road but no entrance, and the only main entrance is going to face south.

Mr. Tapia stated that is correct and the only main entrance will face south from the parking lot and within the Mall.

Mr. Zabell asked if there was a traffic study or circulation study completed in connection with this redevelopment. His primary question and concern is how the direct access off Richmond Road will be impacted by this new retailer.

Mr. Tapia stated they did not complete a traffic study because they are not changing the footprint or the amount of square footage of the building today, only elevating the height of the roof. They have not considered making any changes to any of the entrances to the project.

A discussion ensued.

Mr. Linick asked is Mitchell's Ice Cream going to remain where they are and is the stairwell on the north side of the property going down from the second story to remain.

Mr. Tapia stated yes, at this time they have no intention to do anything with the Mitchell's space as they are a fantastic tenant. The stairwell is going to remain as a second emergency.

Mr. Heller stated it is a required means of egress just as it was for Border's for the same retail tenant.

Mayor Gorden congratulated General Growth Properties on acquiring the property as he believes it is currently one of the most underutilized properties in the City of Beachwood. It will be a real asset to the City once the renovations are complete. Some of the issues such as the integrity of the deck have been reviewed administratively during the internal meeting along with the use of the parking garage and how it is anticipated to be used in the future and some of the truck traffic on the site.

Mayor Gorden stated he is concerned about the unloading zone for semis due to the amount of use the property will get over a period of time. He asked what time of the day are the semis anticipated on coming as, they are aware, we have certain restrictions that do occur at Beachwood Place which will be the same or closely identical to this.

Mr. Tapia stated he has had those conversations with the new and existing tenants and there is a restriction in terms of hours of delivery. With the existing tenants it occurs in the morning before the stores open. The majority of the deliveries are done by 8:00 A.M. - 9:00 A.M. and it would be the same for the new tenant.

Mr. Mann stated he thought the Ordinance stated we could not have deliveries before 7:00 A.M.

Mr. Smerigan stated there might be confusion because at Pavilion Mall there were specific restrictions with regard to delivery times because it immediately abutted a single-family residential neighborhood. Deliveries within all the other commercial and office areas occur on the kind of schedule Mr. Tapia refers to and is consistent with what is permitted in the City. There are special restrictions in that one development that are rather stringent but do not apply to other commercial or office projects in this City.



