



# **Planning Commission**

City Building

City of Sandusky, Ohio 44870

**November 15th, 2017  
1ST FLOOR CONFERENCE ROOM  
4:30 P.M.  
AGENDA**

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1. Meeting called to order – Roll Call
2. Minutes from following meetings:
  - a. March 22<sup>nd</sup>, 2017
  - b. September 20<sup>th</sup>, 2017 (Regular Meeting)

## **PUBLIC HEARING TO REVIEW THE FOLLOWING:**

3. The City of Sandusky has submitted an application for a zoning amendment for the rezoning of 2513 Venice Road #58-01990.000 & 1651 Tiffin Ave # 58-02419.000 from "RMF"/ Residential Multi- Family to "GB"/ General Business.

## **ADDITIONAL AGENDA ITEM**

4. An application from Environmental Design Group for the approval of the conceptual design plan for the Landing Project.
5. An application from City Architecture for the approval of the conceptual design plan for Shoreline Drive.
6. The Following Item Was Tabled At A Previous Meeting: Sandusky City School District has submitted a site plan application for approval of a new elementary school at 924 Ontario Street.
7. The Following Item Was Tabled At A Previous Meeting: Sandusky City School District has submitted a site plan application for approval of a new Pre K- K elementary school at 2314 Hancock Street.

**NEXT MEETING: December 20<sup>th</sup>, 2017**

**Please notify staff at least 2 days in advance of the meeting if you cannot attend. Thank you.**

Planning Commission  
March 22, 2017  
Minutes  
"draft"

Mr. Zuilhof called the meeting to order at 4:40 PM. The following members were present: Mr. David Miller, Mr. Pete McGory, Mr. Mike Zuilhof, Mr. Joe Galea and Commissioner Wes Poole. Ms. Casey Sparks and Ms. Angie Byington represented the Planning Department, Mr. Justin Harris and Mr. Trevor Hayberger represented the Law Department and Ms. Debi Eversole, Clerk from Community Development. Mr. Ned Bromm and Mr. Jim Jackson were excused. Commissioner Lloyd was in attendance.

Mr. McGory moved to amend the agenda to include the election of officers to Planning Commission. Mr. Poole seconded the motion. The motion carried unanimously.

Mr. McGory moved to nominate Mr. Zuilhof to Chairman of Planning Commission. Mr. Miller seconded the motion. Mr. Miller moved to cease the nominations with a second from Mr. Poole. Nominations ceased with a unanimous vote. The motion to nominate Mr. Zuilhof to Chairman carried with a unanimous vote.

Mr. McGory moved to nominate Mr. Miller to Vice Chairman of Planning Commission. Mr. Poole seconded the motion. Mr. Poole moved nominations be closed. Mr. McGory seconded and the nominations were closed by unanimous vote. The motion to nominate Mr. Miller to Vice Chairman carried with a unanimous vote.

Chairman Zuilhof welcomed the newly appointed Planning Commission member Joe Galea to the Commission. Mr. Poole moved to recess the Planning Commission meeting and open the Landmarks Commission Meeting. Mr. Galea seconded the motion. The motion carried with a unanimous vote. The Planning Commission Meeting recessed at 4:45PM.

Chairman Zuilhof re-opened the Planning Commission Meeting at 5:30PM.

Mr. McGory moved to accept the minutes from the February 1, 2017 special meeting, waiving the formal reading. Mr. Miller seconded the motion. The motion carried with a unanimous vote.

Ms. Sparks presented that Mr. John Pogialli had submitted an application for site plan approval for automobile sales at **2205 Hayes Avenue**. The current property is zoned as General Business which would permit this type of use. The Zoning Code would require 4 parking spaces for customers for this type of use. The applicant has proposed 14 spaces at 9' x 21' at a 60 degree angle. Staff has concern with the impact of circulation of vehicles within the site and the impact that it would have on the owner of the single family dwelling. There is also concern with the access points from Hayes Avenue and Orlando Pace Drive. Since the lot contains a single family dwelling, splitting the lot might not be a feasible solution but staff does recognize that the homeowner does probably utilize the garage and will require access from Hayes Avenue. Understanding that, Staff would recommend removing spaces 9 & 10 to ensure maneuverability for the resident family. Staff recommended the proposed use as it is a permitted use within the General Business district. Staff recommended the following conditions:

1. Only the existing parking spaces are utilized for automotive sales, staff believes the two additional parking spaces may cause issues with access for the garage area of the single family residence; spaces nine and ten shall be removed
2. The dimensions of the existing handicapped parking spaces shall be provided to staff. The space shall also be signed as a handicapped.
3. The cars that are for sale shall only be parked within the designated parking spaces, no displays of cars or advertisements shall occur within the property frontage of Orlando Pace Drive and Hayes Avenue.

4. A detailed parking circulation plan shall be submitted to staff to review. The plan shall indicate the 4 required customer parking spaces, identify entrance and exit locations as recommended by staff, and provide circulation arrows within the parking area. Staff would recommend entering off of Hayes Avenue and exiting onto Orlando Pace Drive.

Mr. Poole asked for clarification about the ADA parking. Ms. Sparks stated that the applicant indicated where the ADA parking would be, but did not submit dimensions of the ADA parking. Mr. Poole asked if ADA parking would fit on the front of the building without blocking line of site. Ms. Sparks stated that the ADA spots would be far enough away that they would not impede on the line of site.

John Feick, 224 E. Water Street stated that he is the architect for the project. He stated that the current project is quite simple. Going back, this building was a diner which was torn down and a pharmacy was built in its place. At the time the pharmacy was built, an off street parking plan was submitted and approved. There are no changes proposed to the parking lot. There are only parking spots being added. He pointed out that there was a question about blocking a garage and clarified that there is still an existing garage door but the use has changed and there is living space behind that garage door.

Mr. McGory asked if the applicant is proposing any parking along Hayes Avenue for customer parking. Mr. Feick said that there is one existing parking spot along Hayes Avenue which is the handicap spot that was approved several years ago when the pharmacy was built.

Mr. Miller asked if the applicant is willing to concur with all of the conditions that Staff recommended. Ms. Sparks stated that if the garage is not being utilized where the proposed parking spaces 9 and 10 are, Staff has no issue with those two parking spaces.

Mr. Miller moved to approve the application subject to Staff's conditions 2, 3 and 4. Mr. Poole seconded the motion. Mr. Galea asked what the history of the property was prior to the pharmacy. Mr. Feick stated that it was an ice cream parlor. Mr. Galea also asked if the applicant would run the proposed business or if he has a tenant in mind.

Tim Stookey, 1307 Fifth Street asked if the driveway across the street is the entrance to the school. Staff answered yes. He then questioned if someone is coming east on Orlando Pace Drive and tried to make a left hand turn, will there be a site issue? Chairman Zuilhof stated that this on one of the conditions that Staff has put on the approval.

Mr. McGory moved to call the question. Mr. Miller seconded the motion. Motion to call the question carried with a unanimous vote.

Mr. Miller's motion and Mr. Pool's second to approve the application subject to staff's recommendations 2, 3 and 4 carried with a 4/1 vote, Mr. Galea voted no.

Ms. Sparks stated that Brian Stanley, on behalf of Richard Hografe had submitted an application for modified parking requirements for mixed use development at **305 East Water Street**. The applicant is requesting to meet the parking requirements by utilizing on-street parking within the area. The proposed plan indicates a retail use within the lower floor, a retail and restaurant use within the first floor, and a residential unit on the second floor. The applicant is requesting a waiver of the required parking requirements. Chapter 1149.06(d) would require a total of twelve parking spaces. The applicant has proposed two spaces and one handicap space. Chapter 1149.06(d) allows Planning Commission to modify the parking area available and allow for spaces to be within adequate walking distance to the site. The site is located just outside the central business district, as such the zoning code requires applicant to provide parking on-site. The closest public parking lots



are the corner of Market and Hancock, however there are approximately 50 spaces available on the north side of E. Water Street and approximately 8 spaces available on the south side of E. Water Street. It is Staff's opinion that this is adequate parking for the proposed use. Ms. Sparks clarified that on the site plan, there was an area labeled private drive which is in fact public right of way, confirmed through the City Engineering Department. Staff recommended approval of the parking modification with the condition that the applicant provide dimensions of the parking spaces.

Mr. Poole asked if the area indicated on the site plan was a private drive. Ms. Sparks stated that that it is not a private drive, but a public right of way. The parking spaces will go right to the property line. Mr. Poole asked where the parking spaces are that are referenced in the report. Ms. Sparks stated that Staff members counted the spaces on each side of East Water Street and counted 15 and 8. There are also public parking spots on the corner Market and Hancock.

The contractor stated that he has a revised drawing but it does not address the correction from "private drive" to "public right of way". Mr. Poole asked what the size changes would be. The contractor stated that the spaces are labeled 9'x20'. Handicap space is 18'x20'. He added that they are going to tear out the concrete underneath the deck and put fabric and stone down. He stated that the stop sign is not on the property and nothing will be changed with that.

Mr. Galea stated that the applicant is his landlord and prior to tonight's meeting, he consulted with the Law Director and he stated that he didn't feel that there was a direct conflict.

Mr. Miller moved to approve the application subject to Staff's conditions. Mr. McGory seconded the motion. With no further discussion, the motion carried with a unanimous vote.

Ms. Sparks presented the next topic which was a continued discussion regarding amendments to section 1129.06. At the February 1<sup>st</sup> Planning Commission meeting, the public and the Commission began discussions regarding recreational vehicles. We received feedback from several residents and commissioners. To assure that we are proposing legislation that the public and Commission have had an opportunity to provide input in, we would like to clarify some of the items previously discussed. Once we receive some additional direction on these remaining issues, Staff will propose legislation regarding recreational vehicles.

1. Number of Recreational Vehicles: It was proposed to limit the number of recreational vehicles to 2 permitted on a residential property. It was also proposed that a maximum 30% rear lot coverage not be exceeded on a residential property.
2. Parking of Recreational Vehicles with the Side Yard: It was discussed to allow recreational vehicles to be parked within the side yard. If this is permitted, what would the adequate side yard setbacks be and will screening need to occur. Would 3' be adequate or should that be increased.
3. Gravel vs. Pavement: Discussion included whether to continue to require a paved surface or do we allow gravel. If gravel is allowed, will specific maintenance concerns need to be addressed?
4. Timeframe to Allow Parking: The topic came up that if a recreational vehicle is found on a property for more than 72 hours, would the owner be in violation. This will allow for owners to perform routine maintenance, loading/unloading, etc. Mr. Ned Bromm called in on the topic and stated that he would be fine with allowing 72 hours for a recreational vehicle to be parked within the front yard before a violation.



The intent is to get further feedback from Commission, create ordinance changes for a future Planning Commission meeting, where there will be a formal Public Hearing and if recommended for approval, it will be forwarded to City Commission for approval.

Mr. McGory stated that when permitting a recreational vehicle be parked for a maximum 72 hours, will it be in violation of whatever they end up with. Ms. Sparks stated that the discussion was that RV owners will be permitted to park for a maximum of 72 hours and if that time is exceeded, the owner will be in violation. Mr. McGory stated that his question referred to a recreational vehicle being parked somewhere other than where it is allowed to be parked. He added that he has no problem with the recreational vehicles parking on gravel and stated that there is already a weed ordinance in place that should take care of the maintenance.

Mr. Miller stated that he is ok with parking on a gravel surfaces. He added that he believes that the maximum number of 2 recreational vehicles would be ok. As far as the 30% maximum lot coverage, he believes that would be difficult to enforce and difficult for people to understand. He has no issue with parking within the side yard and believes a 3' rear and side yard setbacks would be sufficient. He doesn't believe that screening should be mandatory, but if there is an objection from a neighbor, maybe then screening should be addressed.

Mr. Poole stated that he believed the maximum number of vehicles should be 2. He added that a trailer should be excluded if it is holding a recreational vehicle. They should be considered as one but there may be a better way of wording it. He stated that 30% maximum coverage for the rear yard is the standard for accessory buildings. He stated it would not be wise to allow 30% or accessory buildings and another 30% for recreational vehicles. He would like to see it stated 30% cumulative. Maybe it could be written that the maximum lot coverage for an accessory building and recreational vehicle should not exceed 40%. He is not in favor of forcing people to put up fencing or bushes for screening. He stated that if the neighbor is not happy with the view, they can put up the fence or bushes. He is not opposed to using the side yard for parking and he is in favor of parking on concrete for the reason that we cannot enforce the weed ordinance.

Chairman Zuilhof stated that allowing 72 hours for a recreational vehicle to be parked is helpful. He stated that there is no need to state a reason or that you would have to have a credible reason to do so.

Mr. Galea asked how often someone would be allowed to park their recreational vehicle for 72 hours. And if the intent is not for a good reason, would it be a code violation. Ms. Sparks stated that the intent of the 72 hours would be for anyone going or coming home from a trip. This allows time for the owner to load, unload, clean, etc. She added that if the Code Enforcement Department would notice someone routinely doing this or if they receive complaints, they could enforce a violation.

Chairman Zuilhof stated that maybe the language should include necessary purposes so that if questioned, the owner would have to either prove the necessity or move the recreational vehicle. He is concerned that 72 hours may sound too vague. He used the example that a resident parks the recreational vehicle for 72 consecutive hours, moves it for 1 hour and moves it back. Maybe the language should be more specific.

Mr. Poole stated that he is comfortable with the language as is. If you park for more than 72 hours, you are in violation. He stated that it would be hard for him to believe that someone would take the time and effort to park for 72 hours, move for a few hours and move back.

Mark Norman, 1016 Third Street stated that the original thought behind the 30% maximum lot coverage was for the people that had accessory buildings already and wanted to store their recreational vehicle. All combined, they could not exceed 30% of the total lot coverage. The proposed distance from the side yard is not enough in his opinion. He provided photographs of a boat that was 3' from his windows and when you look out the window that is all that you see. He stated that he feels that drove down his property value. He stated that there are different circumstances within properties in Sandusky. There are houses very close together and houses with large spaces in between them.

Tim Stookey, 1307 Fifth Street stated that he likes the idea of the number of recreational vehicles to exclude a trailer if a boat or jet ski are on it. The maximum of 30% lot coverage would not allow many properties to have recreational vehicles along with accessory buildings. There are many lots that do not have the space to do this as it is because their lots are just not big enough. As for gravel vs. pavement, his opinion was that as long as there is a solid surface under the wheels, there should be no problem. He uses pavers in his yard to park on. He commented on parking for 72 hours or more. He stated that many residents cannot get to their back yards to park their recreational vehicles. If residents were allowed to park their recreational vehicles in the side yard, a certain distance back from the front of the house, there would be no need to have a 72 hour rule. He added that the City of Sandusky is known as "vacationland", and the people that live and travel here like their summer toys. In conclusion, he felt that parking of recreational vehicles should be allowed within the side yard because it is near impossible for some to get to their rear yard.

Chairman Zuilhof thanked everyone for their comments. Ms. Sparks stated that Staff will move forward with preparing a proposal to the Planning Commission in the near future.

Mr. McGory moved to adjourn the meeting. Mr. Galea seconded the motion, which carried with a unanimous vote. The meeting adjourned at 6:30 PM.

APPROVED:

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Debi Eversole, Clerk

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Michael Zuilhof, Chairman

Planning Commission  
September 20, 2017  
Minutes  
"draft"

Chairman Zuilhof called the meeting to order at 4:30 PM. The following members were present: Mr. David Miller, Mr. Jim Jackson, Mr. Pete McGory, Mr. Mike Zuilhof, Mr. Connor Whelan, Mr. Joe Galea and Commissioner Wes Poole. Ms. Casey Sparks and Ms. Angie Byington represented the Planning Department, Mr. Trevor Hayberger represented the Law Department, Mr. Jeff Keefe represented the Engineering Department and Ms. Debi Eversole, Clerk from Community Development. There were 7 voting members present.

Mr. Miller moved to accept the minutes from the August 23, 2017 meeting as submitted. Mr. Galea seconded the motion. The motion carried with a unanimous vote.

Mr. Galea moved to amend the agenda order hear the 3<sup>rd</sup> item listed (Gundlach Sheet Metal Works, Inc) prior to the 2<sup>nd</sup> item listed (Key Real Estate, Ltd) due to the amount of public participation for the 2<sup>nd</sup> item listed. Mr. Poole seconded the motion. Mr. Hayberger advised that although it sounds like a good idea, Public Hearings are typically heard first and that the order of the agenda should remain the same.

Mr. Poole moved to remove the Key Real Estate, Ltd application from the table. Mr. Miller seconded the motion, which carried unanimously. Chairman Zuilhof stated that this is a continuation of the Public Hearing that was held on 5/24/17. The meeting was tabled at the request of the applicant and also pending information from the Engineering Department. Anyone that was previously sworn in during the hearing will remain under oath.

Mr. Poole moved to re-open the Public Hearing. Mr. Whelan seconded the motion. Mr. Miller stated that he is in favor of re-opening the hearing and getting a recap of the prior discussion along with the additional information that was received from the Engineering Department. Mr. McGory stated that he will recuse himself from the vote due to prior business dealings with the applicant. The motion carried with a 6/0 vote.

Ms. Sparks presented some of the issues that were brought up at the prior meeting:

- Flooding
- Road conditions
- Traffic and number of cars on the site
- Crime

Ms. Sparks stated that the Engineering Department provided comments stating that a comprehensive storm water management control plan needs to be submitted and approved by Engineering if any development would move forward. He believes that the storm water and run off requirements can be addressed onsite.

Ms. Sparks continued to say that the applicant had provided parking counts for a duration of time that had been presented to the Planning Commission.

Additionally, the residents expressed concern with the crime rate at the prior meeting. Chief Orzech provided a comment stating that the applicant's property is not being used in a high crime rate area.

Mr. Keefe stated that the utility department videotaped the existing lines along Chalet Drive which resulted in finding no blockages in the lines. There were several laterals that had roots sticking out of them. That could potentially cause backups in the back yard or flooding in the basement. The cleaning of the laterals from the house to the main is the responsibility of the property owner. This would most likely be accessed through the basement. There were no restrictions in the storm or the sanitary systems video to cause the back up or flooding situations that are occurring with these storms. All of the utilities that were looked at seem to be in



good condition. There were no collapsed lines. A lot of the flooding in the back yards could be the result in how the systems were installed.

Mr. Miller asked Mr. Keefe if his response would have any bearing on the streets flooding with water coming up through the storm grates. Mr. Keefe replied that what was observed in the field and through the video tapes was the surcharge up close to the railroad tracks. The water was sitting there and once the water comes up higher, it has a cumulative effect as you go up the street. The water would be coming out of the catch basins when it starts to surcharge. Mr. Miller asked Mr. Keefe if his report stated that it was the city's inability to influence the railroad to clean out their structures that cause these problems. Mr. Keefe stated that the city has been requesting that the railroad clean out their ditches by Toft's for the last 5 years. Mr. Keefe was recently told by the railroad that the city is next on the list. He has not seen any equipment or heard back from them since. Mr. Miller asked if there is a syphon situation in the drainage pattern for that area. Mr. Keefe responded not that he is aware of. You can't really see what's downstream once it's surcharged.

Mr. Poole stated that he recalled that a resident had a sump pump in their yard. He wondered where this water is pumped out to.

Diane Rohrbacher, 1221 Chalet Drive stated that her back yard floods when it rains and that she has a sump pump under her deck that drains out to the front yard. If the sump pump doesn't work, the basement will always flood through the walls.

Mr. Poole asked Mr. Keefe if the laterals that he spoke about have separate sanitary and storms. Mr. Keefe stated that he believes that they are separated because they are separate sewers. Mr. Poole stated that the lateral issues that Mr. Keefe described should deal with the sanitary, in terms of blockages because the houses are connected to the sanitary sewers. The problem that the residents are having is the volume of surface water that has nowhere to go. He asked if was appropriate to add more water to an area that already has a problem absorbing residential uses by putting commercial uses and blacktop in the area where the water will not have anywhere to go. Mr. Keefe responded by stating that perhaps there is water draining toward the houses from the area that was cleared, but when the project moves forward, it will be designed to capture all the rain water on that site, contain it and discharge it toward the railroad ditch. Mr. Keefe's professional opinion is that they would maintain all of the water onsite and no additional water will drain off to the adjoining properties. That would be required through the city ordinances.

Mr. Whelan asked about mass rain events. How can anyone be sure that they will capture all of the water on the new site? Mr. Keefe replied how much rain the residential lots can take before they flood because he feels that would happen before the commercial lot would flood.

Mr. Jackson stated that what the group needs to find out is what impact the building of these units would have on the neighborhood? You can only speculate at this time what the impact would have on the community.

Chairman Zuilhof stated that he would turn the meeting back to the audience participation but that the Commission needs to hear new information. Anyone that had spoken in a previous meeting would remain under oath and anyone speaking for the first time will have to be sworn in.

Joe Faggionato, 1025 Chalet Drive sold the land to Mr. Waldock behind the rear of the property. He also sold Pace's their corner property. He wanted to know what Mr. Waldock's intentions are for the property. When he sold the property, he was under the impression that there would be duplexes build for handicapped, senior assisted living. Mr. Faggionato had no issues with this type of use. He added that there is a flooding issue in the area.

Bree Howman, 1205 Chalet Drive stated that she looked at some of the reports that have been handed to the Planning Commission and one thing that concerned her is the tail water effect because Pipe Creek is high and

the lake is high right now. The culvert that runs underneath the railroad is also submerged and clogged. She understands that storm water is to be contained onsite but eventually, the water will have to go somewhere. If the system is not adequate for the water to leave, then there still is a large problem. She stated that a multi-family site would require certain amenities that are not available in the area.

- Public park access: There is a park on the other side of the railroad tracks that you can't get to.
- Drainage constraints: As mentioned above.
- Proximity to the rail line: A planning document states to discourage residential development near the rail line. She feels that it does not serve as an adequate site for seniors or anyone.
- Trespassing: There is more trespassing in the yards now that the site is clear. People crossing over the tracks. Train blasts due to the people walking up and down the tracks.
- Infill of Single Family Homes: City planning documents suggest infill of single family homes and that's what the property is zoned for. The city should respect the original intent of the neighborhood design, which was to keep it single family.
- Promote Homeownership: The majority of the surrounding neighborhood is owner occupied. This proposed use does not blend with the rest of the area.

Andy Kraus, 1112 Chalet Drive stated that he doesn't feel that any questions are being answered. Everything is running on assumptions. There is a lot of grey area.

Orin Pease, 1213 Chalet Drive stated that the neighborhood is not currently a high crime area. Nobody can predict what the crime will be like. Working on assumptions is useless.

Chandrell Collins, 1145 Chalet Drive is concerned with the increase in traffic. There are plenty of near-misses already with the complexes that exist. People are doing U-Turns right off of the bridge to get underneath the underpass. Will emergency response vehicles be able to get to an emergency within a short period of time? What if a house is burning close to another one? If response vehicles cannot get there, you may lose or damage more than one home. She is also concerned with the safety of her children as far as the increased traffic and trespassing in the back yards.

Robert Waldock, 2015 Cedar Point Road commented to the neighbors that whether the Commission approves or denies this application, the City has been made aware of the drainage problems on Chalet, Alpine and Mr. Faggionatos' property.

- Drainage: There is still no response from the railroad and we are not 120 days from the application date. The sewer lines and laterals have been looked at and according to the Engineering Department, there are some problems for individuals within their private lines which they are responsible for maintaining. He asks the Commission to keep after the railroad until they give answers because whether this rezoning goes through or not, there is still a drainage issue that stems from the railroad not taking care of their property. The City of Sandusky also owns property next to the railroad that remains overgrown and has trash collecting on it.
- Traffic: There are 41 units at Leisure Apartments, located at 2400 Milan Road. Those 41 units have been occupied for the last 8 months. The office did a survey to go through the property once per day, at different times each day for the past 19 days. The survey showed that from the hours of 6:15am and 8:10pm, the average number of cars in the parking lot is 12. This is a low average for 41 occupied units.
- Development near a rail line: The topic was introduced that the City of Sandusky would discourage development near a rail line. Mr. Waldock responded that in February of this year, the City Manager signed a letter to Senior Homes of Venice. This was for a proposed 49 unit elderly living building to be constructed on the corner of Tiffin Ave and Venice Rd near the railroad tracks.
- Commitment of WT Realty: WT Realty has managed property in the City of Sandusky for more than 50 years. He presented a list that is posted in the foyer of 121 things that if you commit within a 5 year period would prevent you from renting one of their properties. This is taken very seriously. According



to the Erie County website, as of this date, there are 82 sex offenders that live in the City of Sandusky. You will not find one of them on a WT property.

Ricky Conklin, 1021 Chalet Drive stated that he appreciated Mr. Waldock's comments and understands that Mr. Waldock means well, but when he moved into the property on Chalet Drive, he was promised that the density would remain the same. He stated that within the Comprehensive Plan, the area behind the properties is marked as preserve. He stated that he lives in a close neighborhood where everyone gets along. Some have issues with property taxes, others with drainage but his concern is his property value. He claimed that if the development happens behind his house, he would not be able to sell his house for what he paid for it. Mr. Conklin is not aware of where Mr. Waldock intends to build, but when he spoke to a neighbor, he confirmed that there is an easement on the property. This means that if the development happens, it will be very close to his property.

Mr. Poole stated that he looked up the Comprehensive Plan online and it appeared that the area that Mr. Conklin was referring to is to be preserved as is. Ms. Byington stated that she had not seen what Mr. Conklin had presented to the Commissioners and requested to see it since it is now part of the record.

Ms. Byington stated that Mr. Conklin presented a portion of the "Investment and Redevelopment Strategies" from the Comprehensive Plan, but that the Planning Staff had quoted from the "Neighborhood Planning" section of the same Comprehensive Plan that calls for stabilization and housing infill.

Mr. Whelan stated that he understands the Zoning Code to read that a property could be rezoned if a hardship prevails, land use changes or is in public interest. He does not see any of these situations.

Chairman Zuillhof stated that he feels that the land is usable with its present zoning. There may be better alternatives that fit the needs of the community better than this particular rezoning. His concern is that this may not be in the best interest of the City. He is not convinced by the traffic concerns. He doesn't see any evidence that crime would increase with this development. He also believes that drainage is not a concern as the Engineer stated that any new development would contain the water on site. In fact, it could possibly improve the drainage situation for the surrounding neighbors. He feels that there is a better solution for this situation, for example cluster housing, a buffer strip between properties, or even fencing. None of which a rezoning decision can require.

Mr. Miller stated that there were documents placed at the Commission seats tonight that he felt should be introduced into the record. Mr. Poole seconded Mr. Miller's request.

Mr. James Riedy and Mrs. Mary Conley Riedy of 1237 Chalet Drive expressed their opposition in an e-mail to Ms. Sparks which was provided to Planning Commission and attached to the minutes.

Mr. Justin Gioffredo also sent an e-mail to Ms. Sparks in opposition to the rezoning application which was also provided to Planning Commission and attached to the minutes.

Mr. Hayberger stated that both of these documents are unsworn statements and should be treated as such.

Chairman Zuillhof moved to deny the application. Mr. Galea seconded the motion. Mr. Poole stated that he was able to find the section within the Comprehensive Plan which staff was referring. This area calls for residential stabilization and infill. Mixed use and redevelopment is in a separate section. The motion to deny was approved with a unanimous vote of 6/0 with Mr. McGory abstaining from the vote.

Chairman Zuillhof thanked the public for their involvement. He called for a 2 minute recess to allow the room to clear.



Ms. Sparks presented that Gundlach Sheet Metal, Inc. had submitted an application for Site Plan Approval for their property located at 118 Division Street. The applicant is working through the rezoning process, which was approved by Planning Commission and the Public Hearing will be on September 25<sup>th</sup> at City Commission. The applicant also received a variance for the side and the rear yard setbacks for the proposed building through the Board of Zoning Appeals.

The applicant is proposing to construct a 7,500 square foot building, 100 square feet of the building is planned for office space. The applicant proposes to add an additional 14 parking spaces to the existing 6 spaces that are currently on the site, which meets current parking requirements. Section 1149.04 (c) allows for areas used for storage to be waived from the parking requirements.

Section 1149.09 requires landscaping to be required for all surface parking lots along the side immediately adjacent and parallel to streets, sidewalks, etc. The applicant has proposed a 6' rolling chain link fence along Neil Street and a chain link fence along Division Street. Due to limited area it is difficult to add landscaping within this areas. The applicant has indicated that a 6' wooden fence would be adjacent to residential properties.

Section 1137.07 prohibits not more than 50% of the lot area to be covered with buildings. The applicant has indicated that the lot coverage will be at 49% with the understanding that all of the lots will be combined together and the building will be reduced in size. The applicant has provided an elevation drawing of the building. The proposed building height is 21'. Section 1137.09 states that the maximum height of the building within the commercial districts shall not exceed 40'.

Planning Staff recommend approval of the proposed site plan with the following conditions:

1. All lots are combined
2. Final engineering review including storm water management and erosion control plans are to be submitted.

Mr. Miller moved to approve the application subject to all of Staff's conditions. Mr. Galea seconded the motion. Mr. Poole stated that the application appears to be complete and that the applicant has complied with all of the requirements for the application to be approved. With no further discussion, the motion carried with a unanimous vote.

Mr. McGory moved to adjourn the meeting. The meeting adjourned at 5:34pm.

APPROVED:

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Debi Eversole, Clerk

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Michael Zuilhof, Chairman

CITY OF SANDUSKY, OHIO  
DEPARTMENT OF DEVELOPMENT  
DIVISION OF PLANNING

# PLANNING COMMISSION REPORT

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APPLICATION FOR  
MAP AMENDMENTS TO  
2513 VENICE ROAD (PARCEL# 58-1990.000)  
1651 TIFFIN AVE (PARCEL # 58-02419.000)

Reference Number: PC-18-17

Date of Report: November 8<sup>th</sup>, 2017

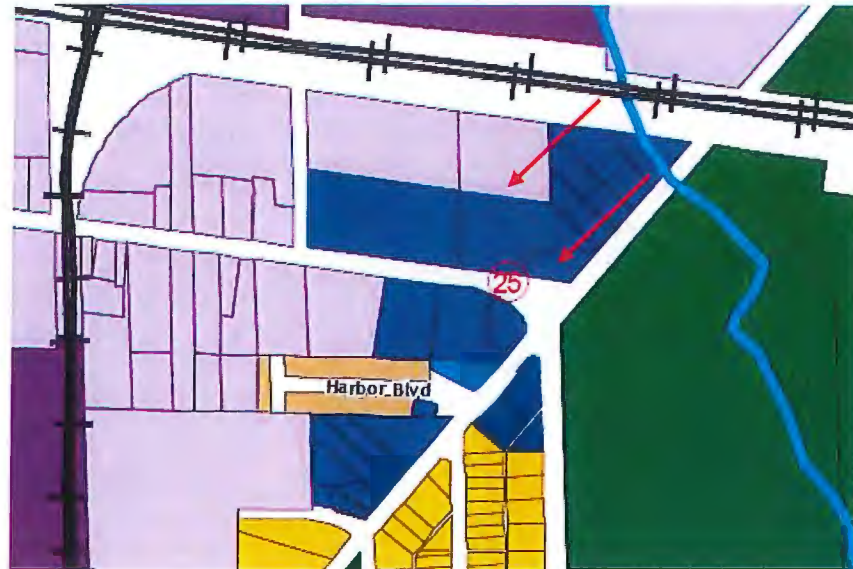
Report Author: Casey Sparks, Chief Planner

The subject property is surrounded by commercial to the west, residential to the east, rail to the north and commercial to the south.



Zone Map – Parcels outlined in red





**\*\*Please note that this zoning map does not reflect the existing zoning.\*\***

PF PUBLIC FACILITY	R1-40 SINGLE-FAMILY RESIDENTIAL	LB LOCAL BUSINESS	DBD DOWNTOWN BUSINESS
RS RESIDENTIAL SUBURBAN	R2F TWO-FAMILY RESIDENTIAL	RB ROADSIDE BUSINESS	CS COMMERCIAL SERVICE
R1-75 SINGLE-FAMILY RESIDENTIAL	RMF MULTI-FAMILY RESIDENTIAL	GB GENERAL BUSINESS	LM LIMITED MANUFACTURING
R1-60 SINGLE-FAMILY RESIDENTIAL	RRB RESIDENTIAL / BUSINESS	CA COMMERCIAL AMUSEMENT	GM GENERAL MANUFACTURING
R1-50 SINGLE-FAMILY RESIDENTIAL	P AUTO PARKING	CR COMMERCIAL RECREATION	PUD PLANNED UNIT DEVELOPMENT
AG AGRICULTURAL			NO. REQUIRED SETBACK IN FEET

## DIVISION OF PLANNING COMMENTS

As the Commission will recall this site was rezoned last year to residential multi-family as there was interest for senior multi-family housing. Unfortunately, the possibility for this use did not come to fruition as the applicant did not receive the federal tax credits. At the time of the rezoning, last year, there was little interest if any retail or commercial development within this area. However, since then our development department has received an increase in interest for this site. As the Commission will recognize, there are several other retailers within the area which would lend to supporting a "General Business" zoning within this area.

The City adopted the Bicentennial Vision/ Comprehensive Plan, which outlines a city-wide development plan for the next ten years. Following the approval of this plan, it is the responsibility of Planning Staff to review the areas of the city that will need to be rezoned to carry out the vision of this plan. The Comprehensive Plan references this location as a potential focus area. Although within this specific area, the Comprehensive Plan recommends industrial redevelopment, Planning Staff believes the properties would be logistically suited for business use, also keeping in mind that we have now had interest for retail and commercial development for the site.

The proposed zoning amendment does address a few priorities in the Bicentennial Vision as well.  
**Vibrant City:**

- **Reclaim and repurpose blighted land/sites for industrial redevelopment/commercial redevelopment.** This property was cleared for future development, the proposed zoning amendment would allow this area to be development for commercial use.

Chapter 1113 Amendments, of the Zoning Code states that the Zoning Map may be amended periodically in order to keep it abreast of new zoning techniques, as well as when the following general conditions arise:

- (1) Whenever a general hardship prevails throughout a given district;
- (2) Whenever a change occurs in land use, transportation, or other sociological trends, either within or surrounding the community; and
- (3) **Whenever extensive developments are proposed that do not comply but would be in the public interest.**

Understanding the Development Department has received more interest from retail and commercial development and the surrounding areas are currently zoned as “GB” General Business, Staff would support the zoning amendment. Staff believes that a commercial development will assist in aesthetically improving a once blighted intersection within the City.

Lastly, whatever development may locate on this site will require Site Plan Off-Street Parking approval by Planning Commission.

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#### ENGINEERING STAFF COMMENTS

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The City Engineer has reviewed the proposed zoning amendment and has no objections.

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#### BUILDING STAFF COMMENTS

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The City Building Official has reviewed the proposed zone map amendment and has no objections.

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#### POLICE DEPARTMENT COMMENTS

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The City Police Chief has reviewed the proposed zone map amendment and has no objections.

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#### FIRE DEPARTMENT COMMENTS

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The City Fire Chief has reviewed the proposed zone map amendment and has no objections

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#### CONCLUSION/RECOMMENDATION

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In conclusion, Planning Staff recommends approval of the proposed amendment to the Zone Map for the subject properties. The Comprehensive Plan calls out this area as a focus area and the Bicentennial Vision supports reclamation of blighted properties for commercial development. Lastly, any commercial development will support the existing retail/commercial uses within the area.



## TOP PRIORITIES

- ## TOP PRIORITIES







CITY OF SANDUSKY  
PLANNING DIVISION  
APPLICATION FOR PLANNING COMMISSION  
APPROVAL

Amendment to the Zone Map/Rezoning

APPLICANT/AGENT INFORMATION:

Property Owner Name:

CITY OF SANDUSKY

Property Owner Address:

222 MEALS ST.

SANDUSKY, OH 44870

Property Owner Telephone:

(419) 627-5707

☐

Check if okay to text

Email

MURKIN@CITY.SANDUSKY.OH.US

Authorized Agent Name:

KEVIN WOODS

Authorized Agent Address:

222 MEALS ST.

SANDUSKY, OH 44870

Authorized Agent Telephone:

(419) 627-5244

☐

Check if okay to text

Email

KWOODS@CITY.SANDUSKY.OH.US

LOCATION AND DESCRIPTION OF PROPERTY:

Municipal Street Address:

1651 TIFFIN & 2513 VENTURE

Legal Description of Property (check property deed for description):

Parcel Number:

50-05419.000 / 50-05910.000

Zoning District:

DETAILED SITE INFORMATION:

Land Area of Property: 4.1 (APPROX) (sq. ft. or acres)

Total Building Coverage (of each existing building on property):

Building #1:        (in sq. ft.)

Building #2:       

Building #3:        N/A

Additional:       

Total Building Coverage (as % of lot area):        N/A

Gross Floor Area of Building(s) on Property (separate out the square footage of different uses - for example, 800 sq. ft. is retail space and 500 sq. ft. is storage space:

        
       N/A  
        
      

Proposed Building Height (for any new construction):        N/A

Number of Dwelling Units (if applicable):        N/A

Number of Off-Street Parking Spaces Provided:        N/A

Parking Area Coverage (including driveways):        (in sq. ft.) N/A

Landscaped Area:        (in sq. ft.) N/A

Requested Zoning District Classification:

**APPLICATION AUTHORIZATION:**

If this application is signed by an agent, authorization in writing from the legal owner is required. Where owner is a corporation, the signature of authorization should be by an officer of the corporation under corporate seal.

\_\_\_\_\_  
Signature of Owner or Agent

11.09-17  
\_\_\_\_\_  
Date

**PERMISSION TO ACT AS AUTHORIZED AGENT:**

As owner of \_\_\_\_\_ (municipal street address of property), I hereby authorize \_\_\_\_\_ to act on my behalf during the Planning Commission approval process.

\_\_\_\_\_  
Signature of Property Owner

\_\_\_\_\_  
Date

**REQUIRED SUBMITTALS:**

15 copies of a site plan/off-street parking plan for property  
1 copy of the deed or legal description for property  
\$300.00 application fee

**APPLICATION MUST BE FILLED OUT COMPLETELY!**

**STAFF USE ONLY:**

Date Application Accepted: \_\_\_\_\_ Permit Number: \_\_\_\_\_

Date of Planning Commission Meeting: \_\_\_\_\_

Planning Commission File Number: \_\_\_\_\_

CITY OF SANDUSKY, OHIO  
DEPARTMENT OF DEVELOPMENT  
DIVISION OF PLANNING

# PLANNING COMMISSION REPORT

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APPLICATION FOR RECOMMENDATION TO  
CITY COMMISSION FOR THE CONCEPTUAL  
DESIGN FOR THE LANDING PROJECT

Reference Number: PC-19-2017

Date of Report: November 7, 2017

Report Author: Angela Byington, Planning Director





# City of Sandusky, Ohio

## Planning Commission Report

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### BACKGROUND INFORMATION

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Michelle Johnson, with Environmental Design Group, on behalf of the City of Sandusky has submitted a conceptual plan for the Landing Project. The Landing Project is a collaborative effort between the City of Sandusky, Cedar Fair, and Erie Metro Parks to formulate a plan land adjacent Sandusky Bay. Through the Bicentennial Vision Plan many stakeholders and residents expressed much interest in re-establishing the Sandusky Bay Pathway for recreational pedestrian and cycling trails. The Landing Project area includes approximately 27 acres of low-lying grassland and coastal wetlands along the northern edge of Sports Force. The elevated recreational trail will be part of the Sandusky Bay Pathway trail which will include cycling, walking, running, and bird watching. The goal of the project is to make the back bay publicly accessible to the residents, tourists, and users of the park. The conceptual plan proposes elements such as the boardwalks, a canopy walk, and a “focus node” area which includes architectural elements and a small commercial development that will service the area.

Environmental Design Group has worked over the past nine months with different stakeholders and the public regarding the planning process. To date there have been five site visits, six client/stakeholder meetings, several stakeholder conference calls, and 14 stakeholder interviews. The proposed elements of this plan will include existing conditions, environmental analysis, conceptual design, final recommendations and implementation plan.

Planning Commission is charged with making a recommendation to City Commission regarding the proposed conceptual designs.

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### CONCLUSION/RECOMMENDATION

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In conclusion, Planning Staff recommends Planning Commission give a favorable recommendation to City Commission for the conceptual designs for Landing Project.



# LANDING PARK

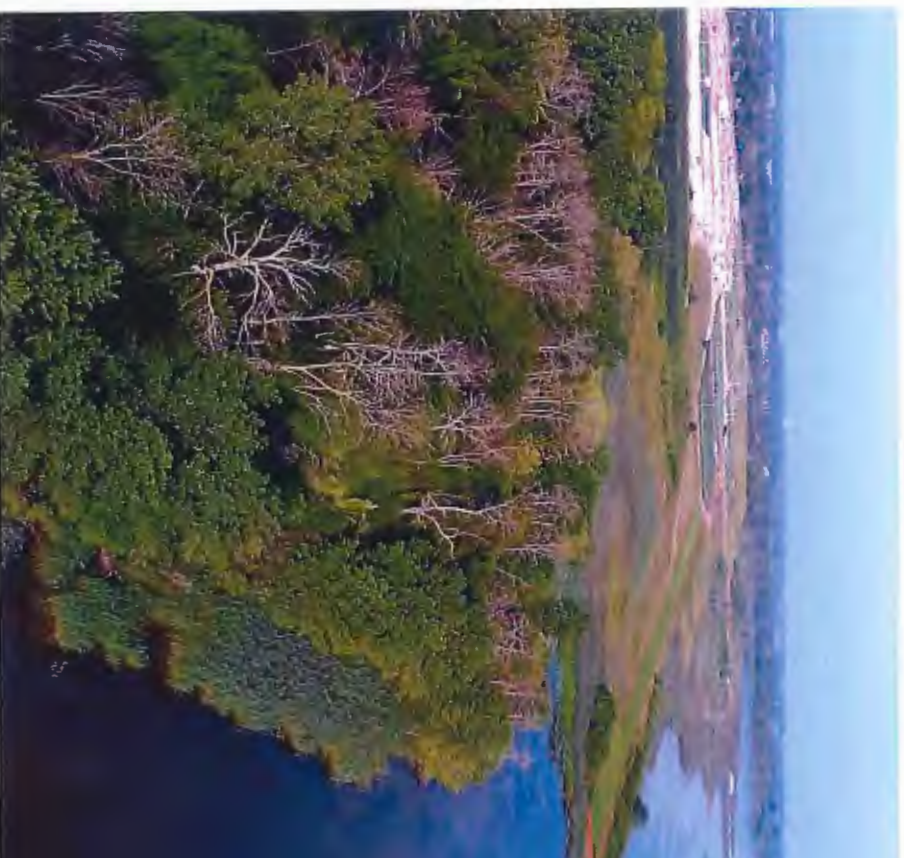
The Landing Park & Sandusky Bay Pathway Master Plan

Featuring: Sandusky Bay  
July 2021



- 5+ Site Visits
- 6 Client/Stakeholder Meetings
- 7 Stakeholder Conference Calls
- 14 Stakeholder Interviews
- ~9 Month Process

## PLANNING PROCESS



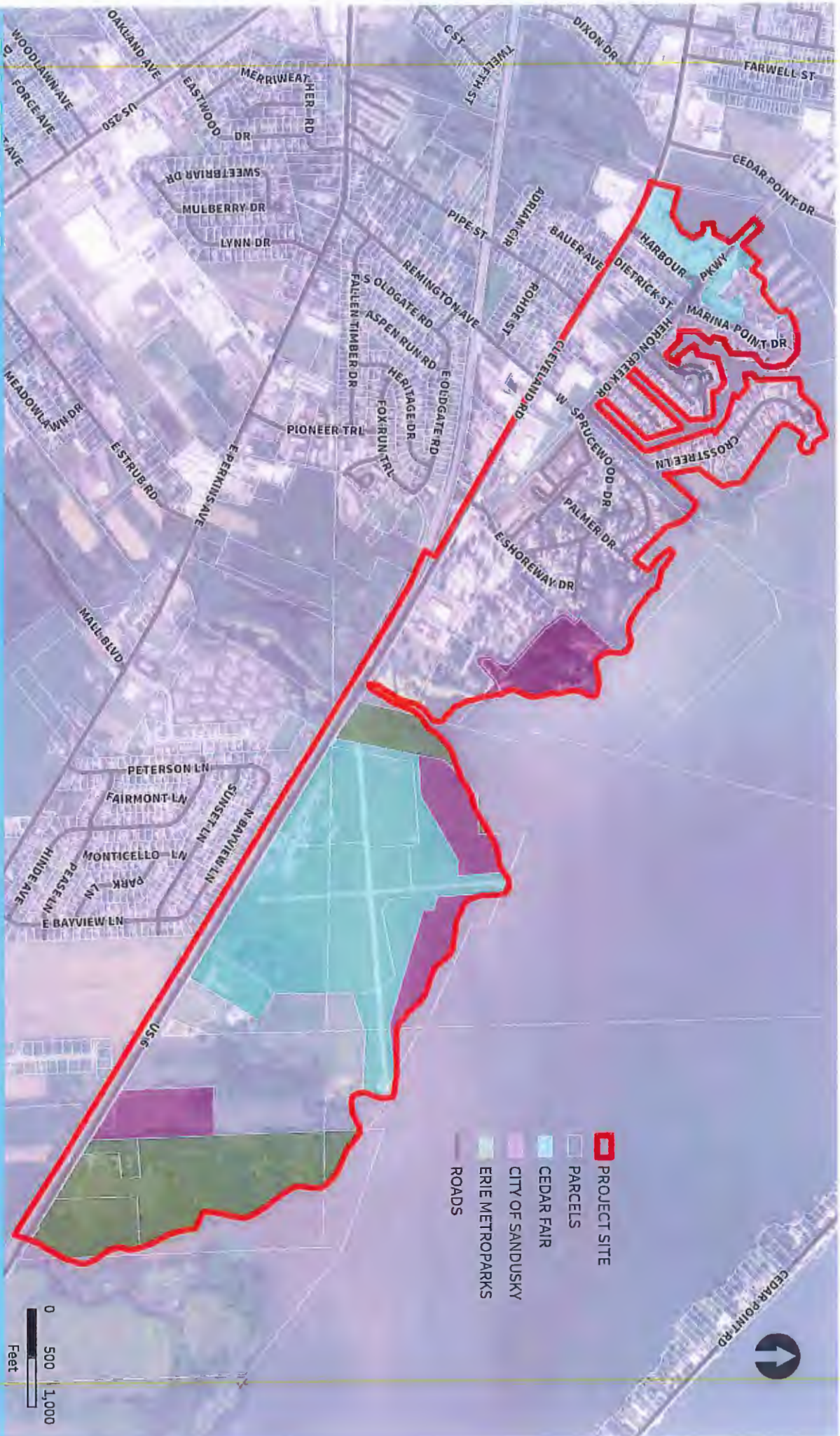


PROJECT SITE  
CITY OF SANDUSKY



# COASTAL CONTEXT

# BASE MAP

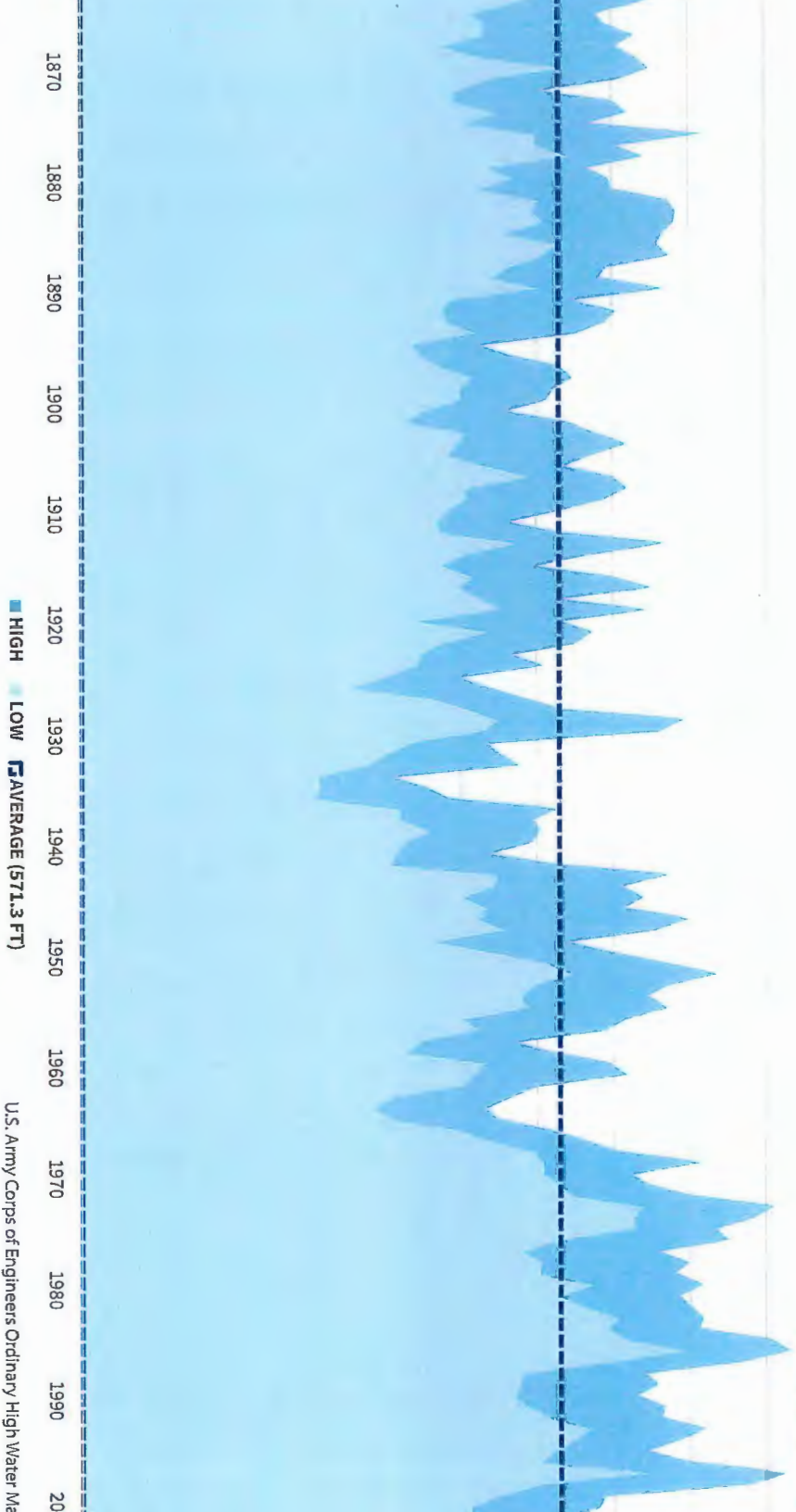








CURRENT WATER LEVEL: 5  
(NOAA MEASURED AS OF



U.S. Army Corps of Engineers Ordinary High Water Map

## ORIC LAKE ERIE WATER LEVELS

wetlands



## LAND AREAS

- LOW MIXED EMERGENT MARSH
- 2ND GROWTH FOREST
- 3RD GROWTH FOREST
- PHRAG MARSH
- SCRUB SHRUB
- WET MEADOW
- STUDY AREA
- SPORTS FORCE PARK



# TAT ZONES SITE ANALYSIS



## Researching Themes:

- 5 / 25 split between active vs. passive use on the site
- 70% - overall land massing should be majority of passive/natural areas
- Destination site
- Bicycles & pedestrians
- Active recreation on site but not organized sports
- Views of the bay are a must
- On-motorized boat access a must
- Desire for year-round activity
- The site needs to be public, with public access for residents and visitors (in that order)

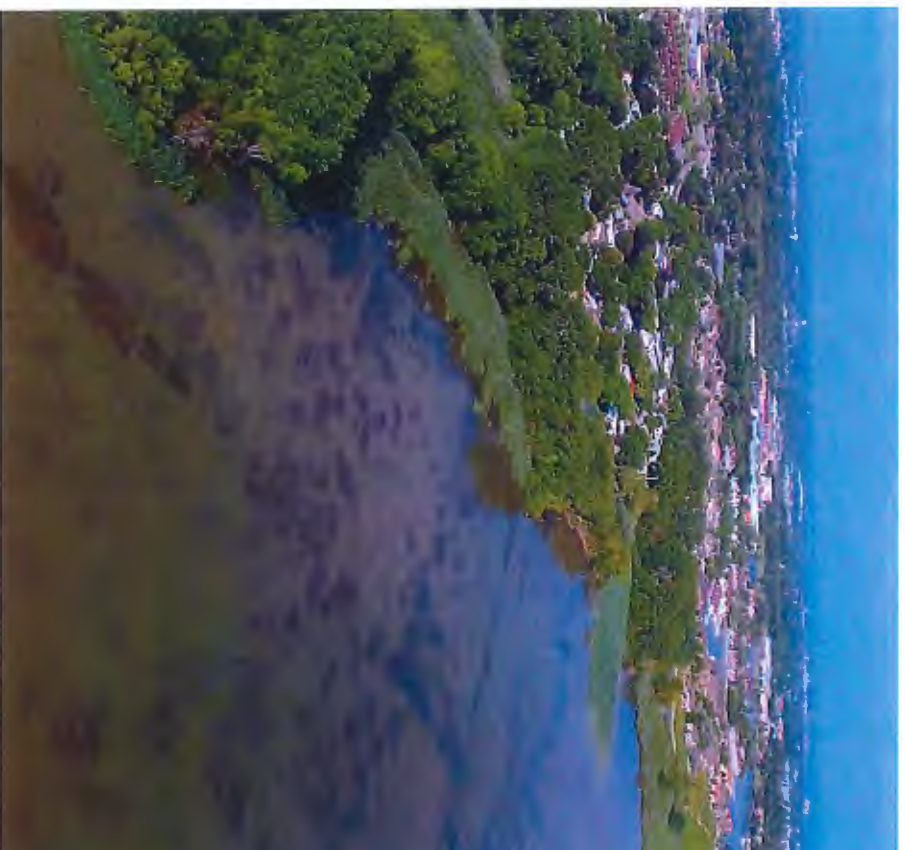


## Stakeholder Interviews Results



## Desired Programming Elements:

- Swimming tower
- Canoe/kayak/paddle board launch
- Fishing areas
- Children's play area
- Vendors/concessions
- Boat drop off close to the water
- Boardwalks
- Food and beverage
- Fishing pier and fishing areas
- Ample quantity of seating (and shade!)
- Restrooms
- Trails and boardwalks

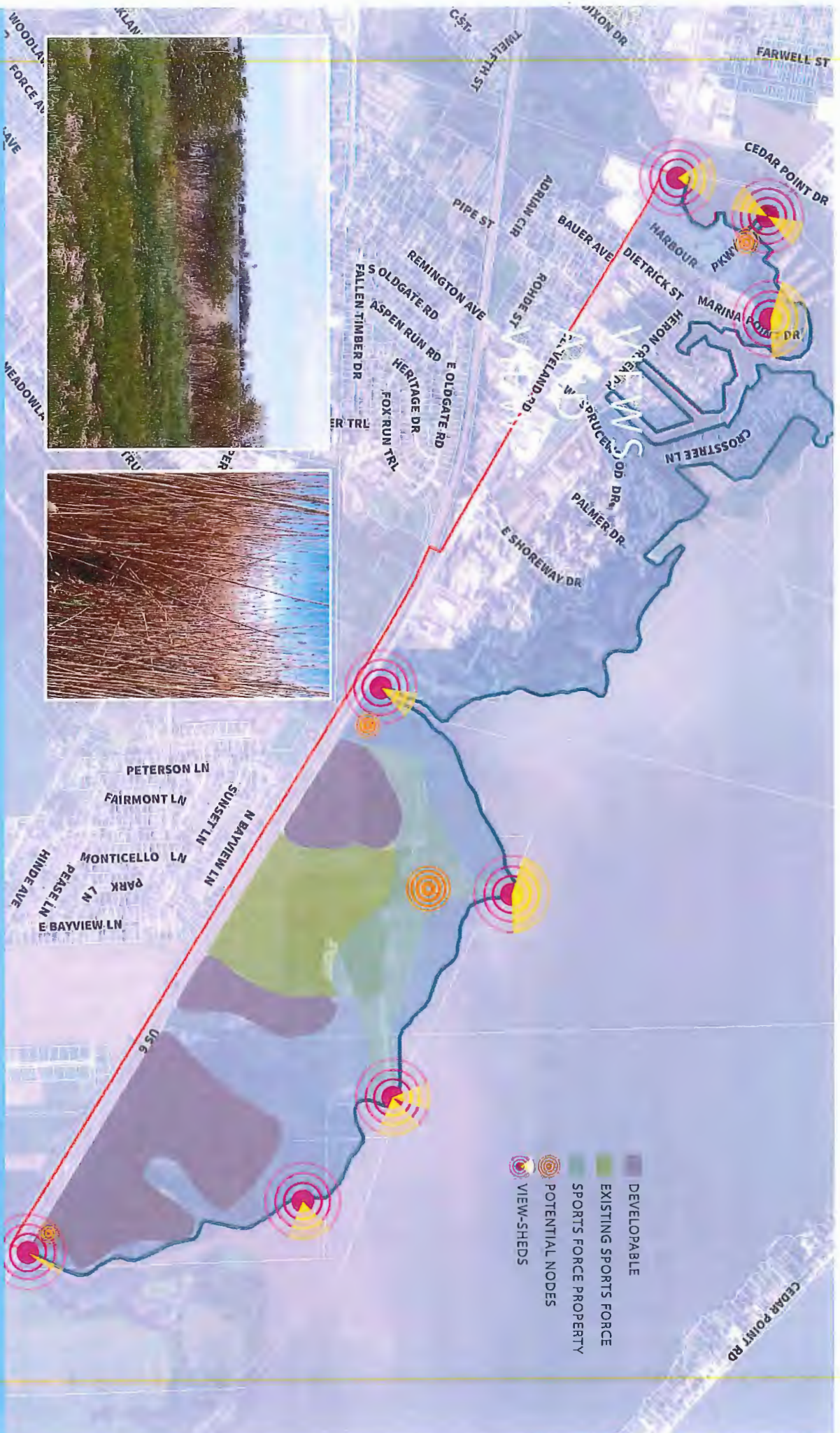


## Stakeholder Interviews Results





# VIEWS AND VIEW-SHEDS



- DEVELOPABLE
- EXISTING SPORTS FORCE
- SPORTS FORCE PROPERTY
- POTENTIAL NODES
- VIEW-SHEDS







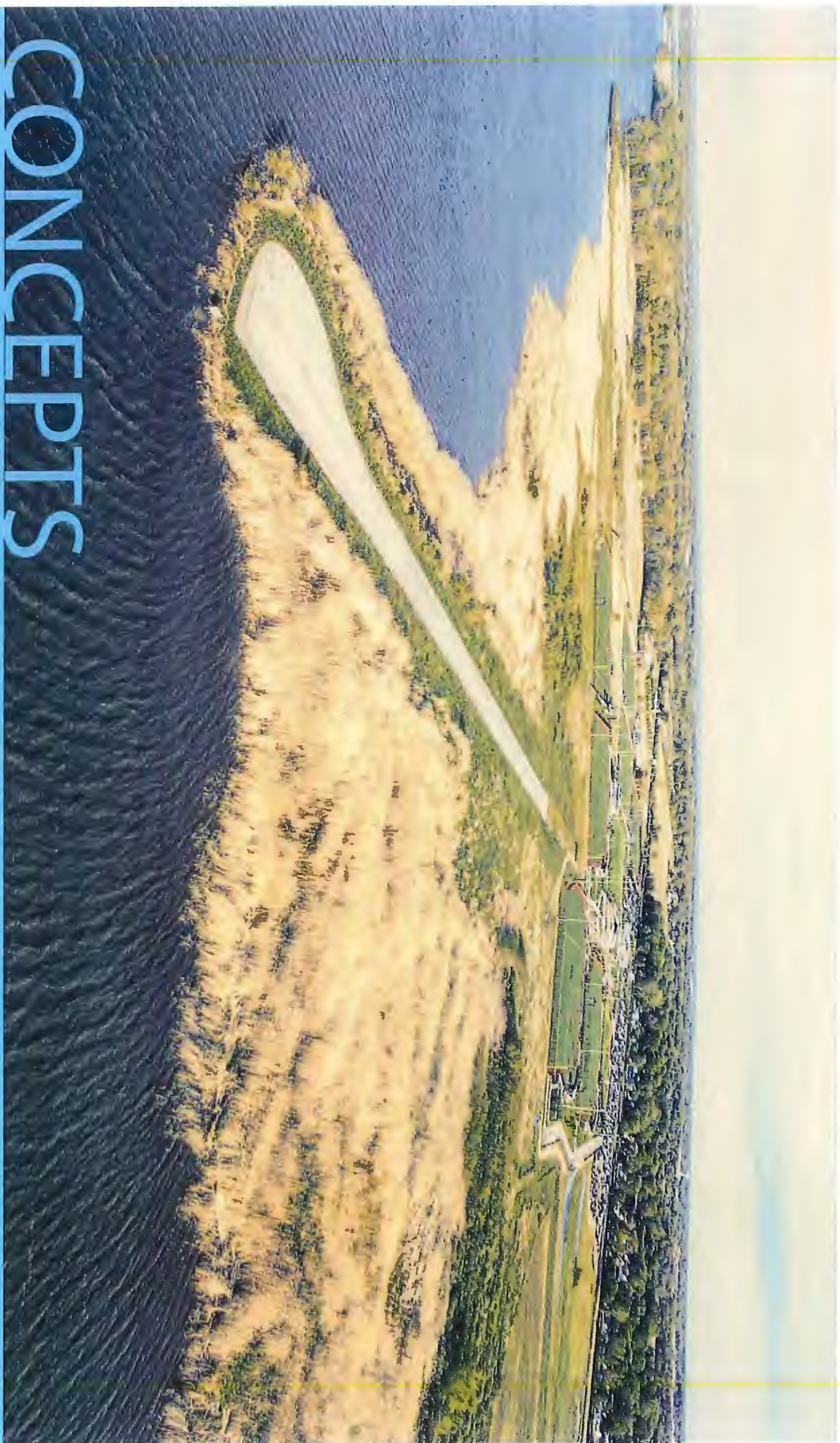
NATURAL WHIMSICAL CONTEMPORARY

NATURAL WHIMSICAL CONTEMPORARY

NATURAL WHIMSICAL CONTEMPORARY







# CONCEPTS



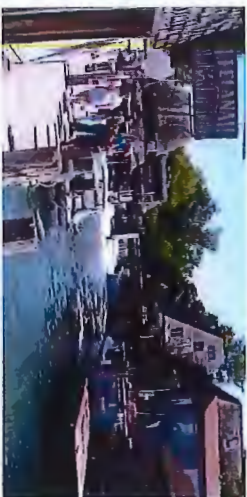






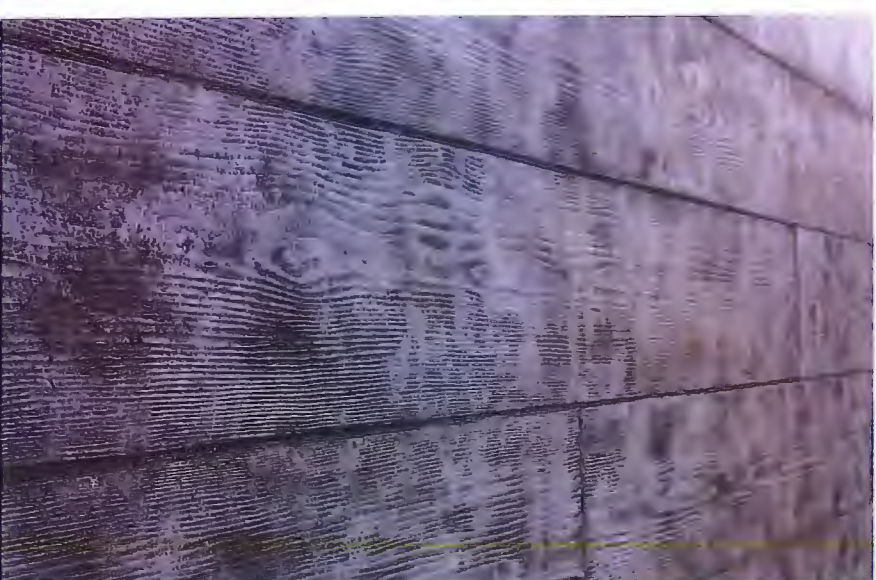
SPACES





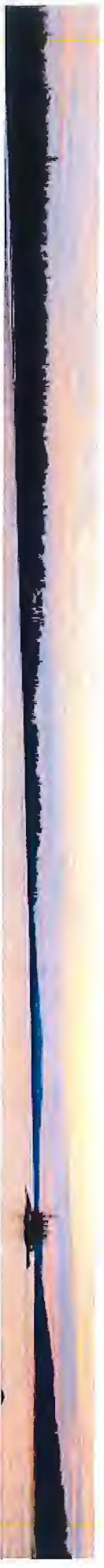
## GREAT LAKES COASTAL THEME





# GREAT LAKES COASTAL MATERIALS





## GREAT LAKES COASTAL NODES





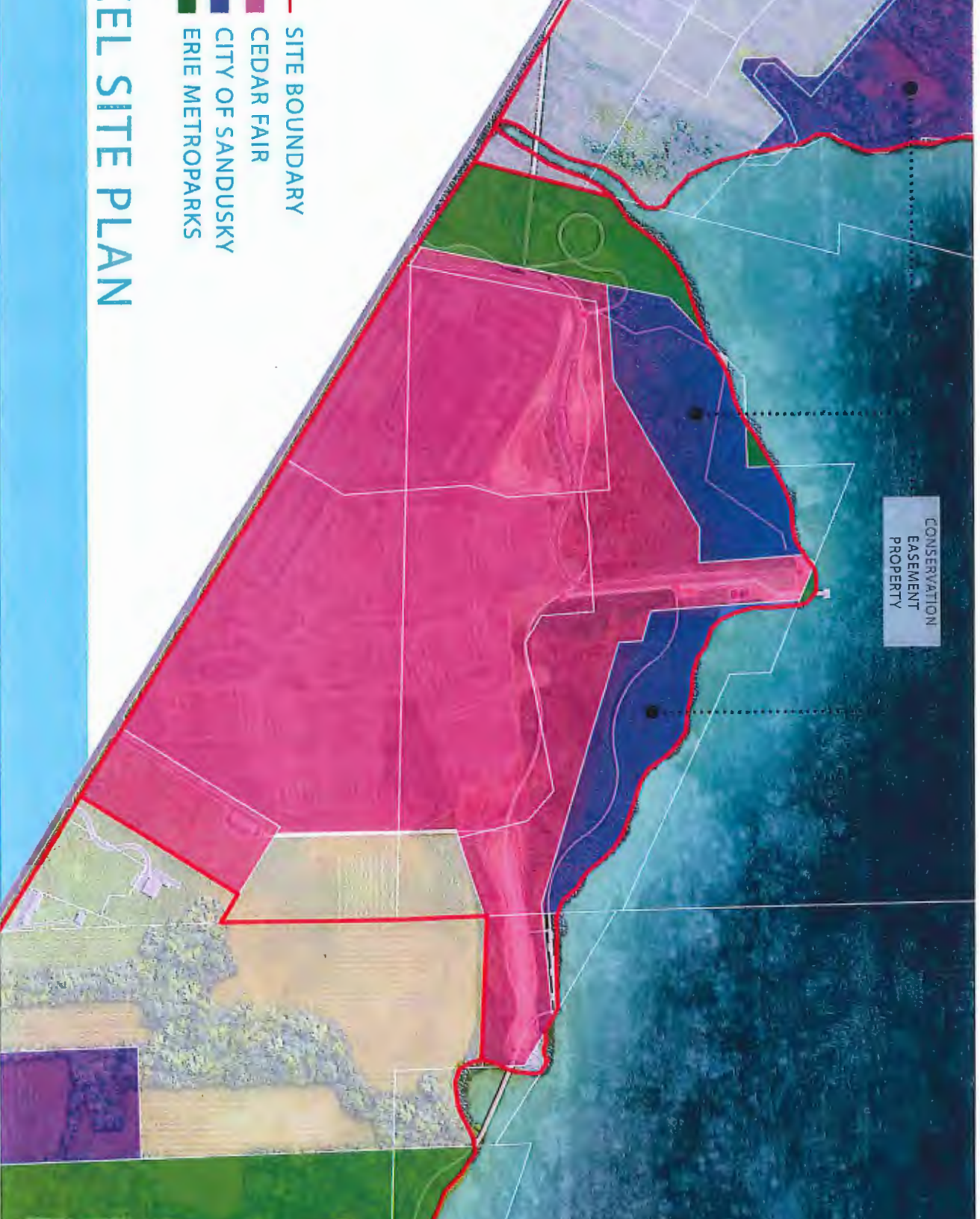
## GREAT LAKES COASTAL ARCHITECTURE





## GREAT LAKES COASTAL ARCHITECTURE





SITE BOUNDARY

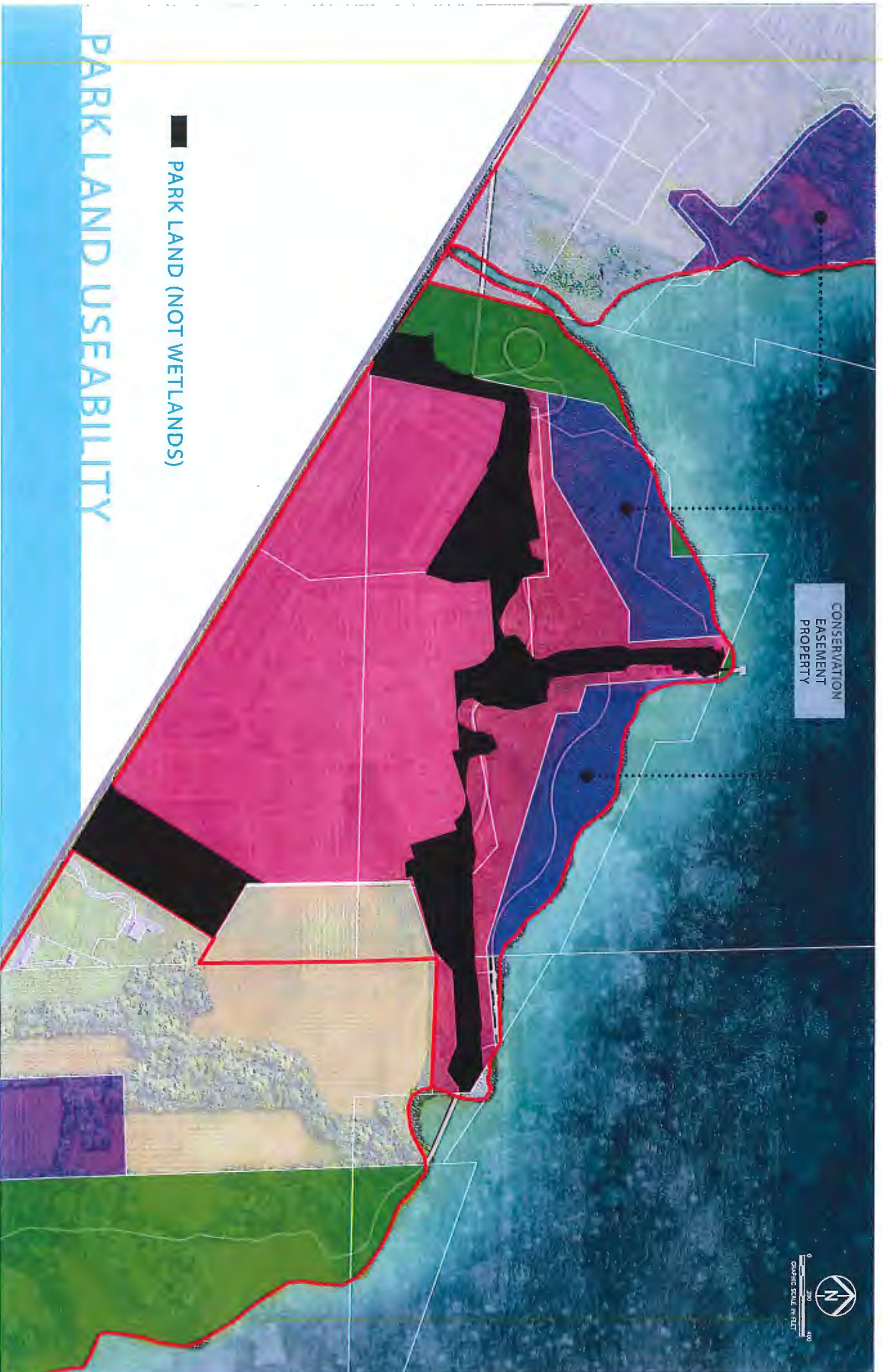
CEDAR FAIR

CITY OF SANDUSKY

ERIE METROPARKS

## EL SITE PLAN





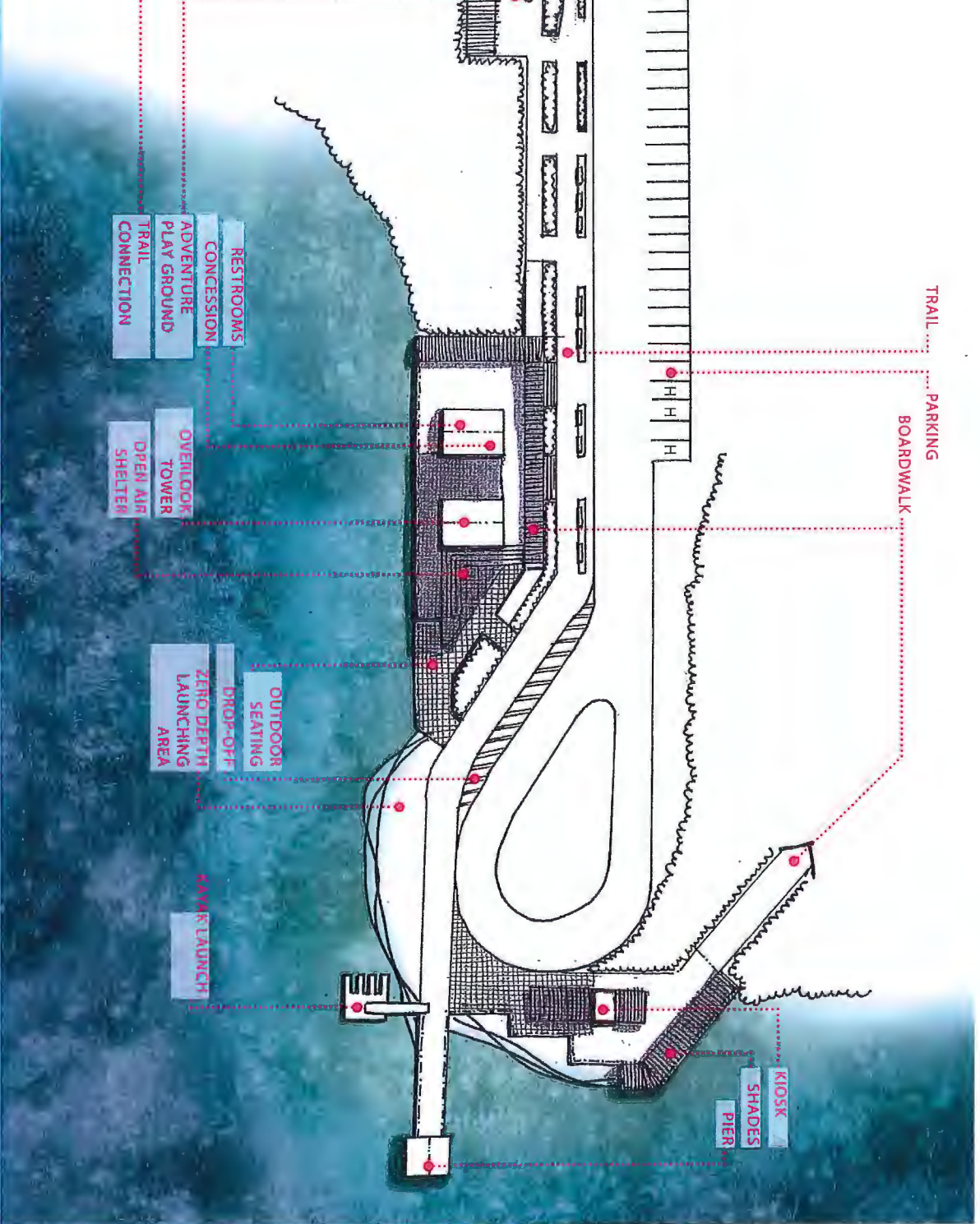
CONSERVATION  
EASEMENT  
PROPERTY



■ PARK LAND (NOT WETLANDS)

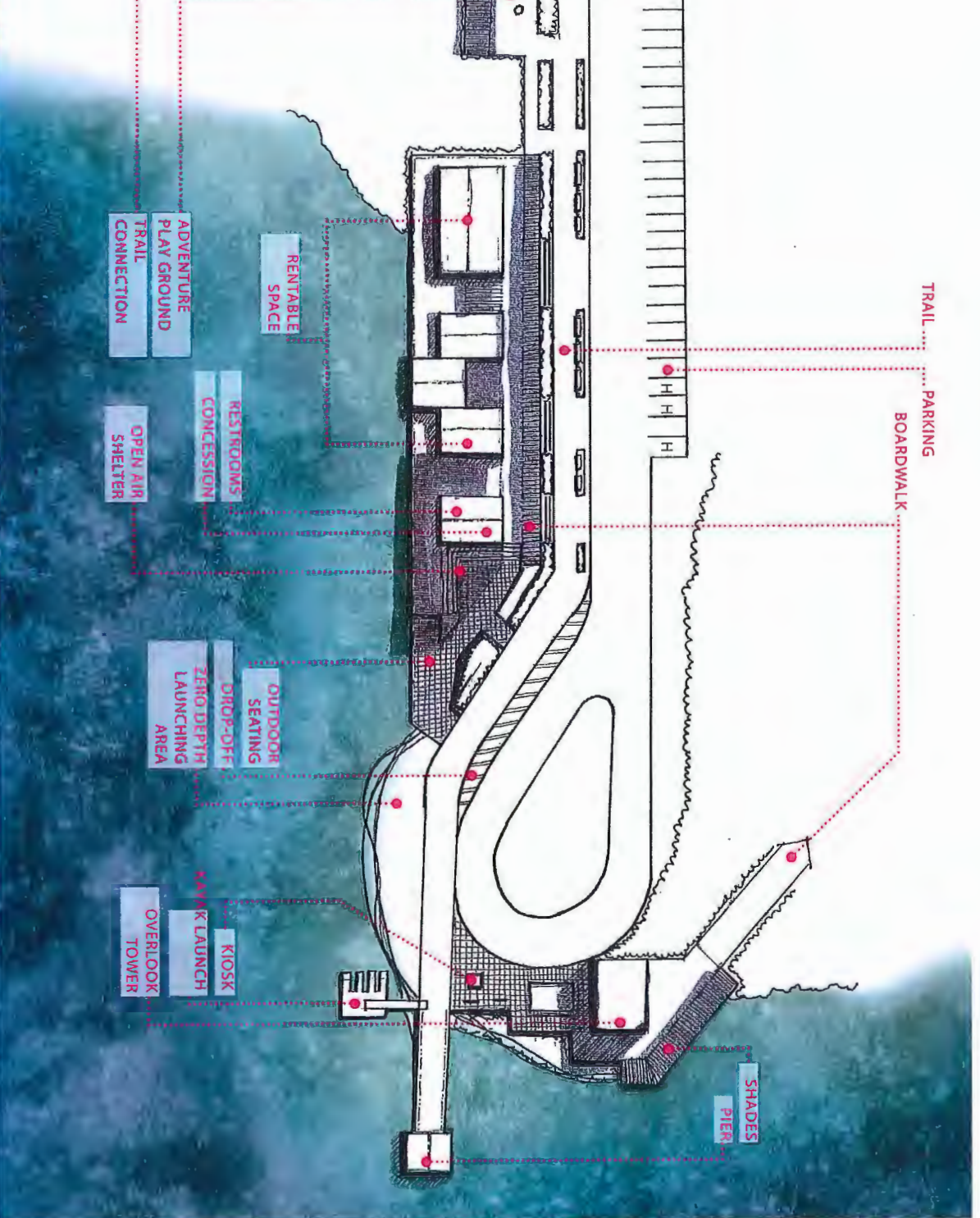
# PARK LAND USEABILITY





# US NODE ENLARGEMENT I

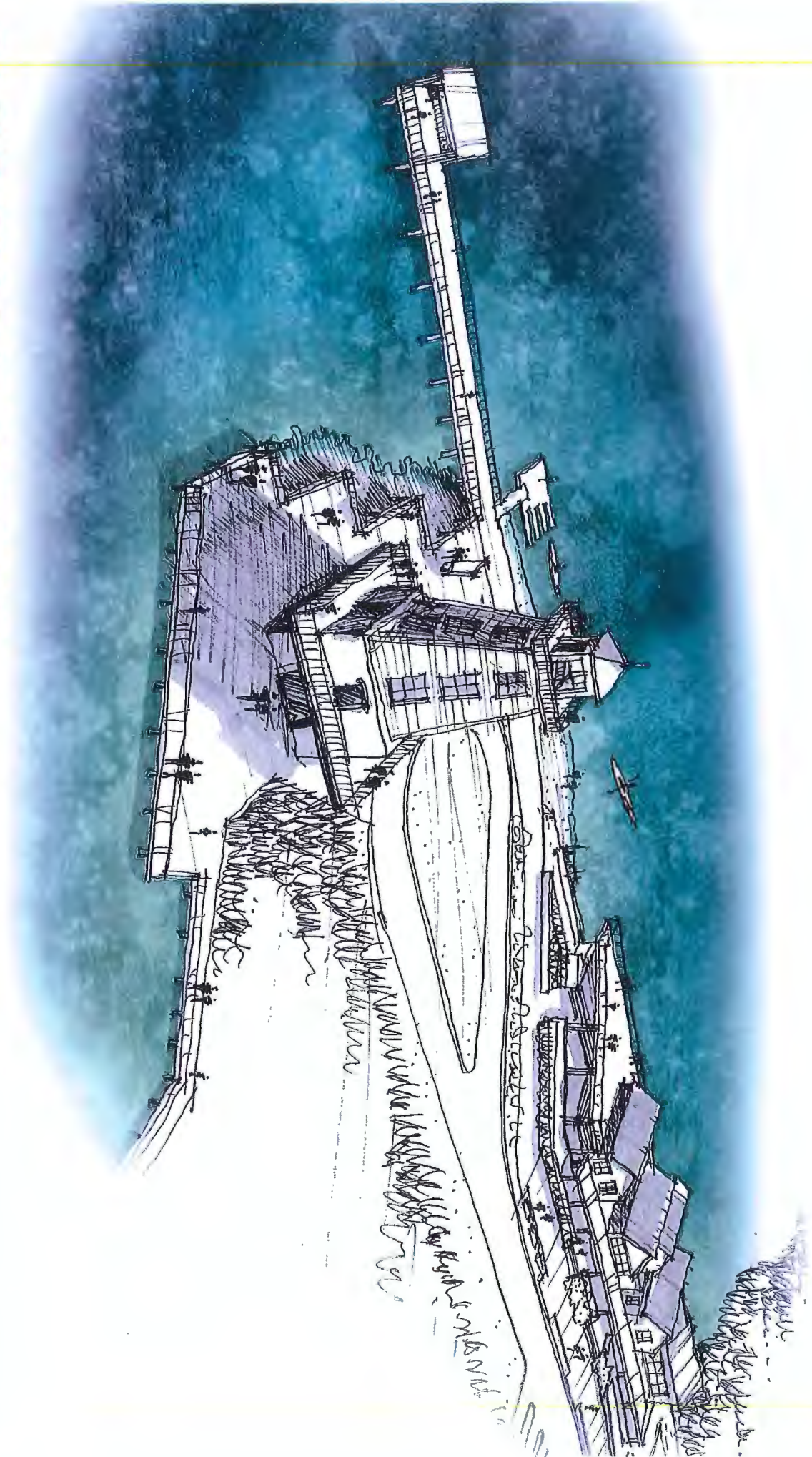




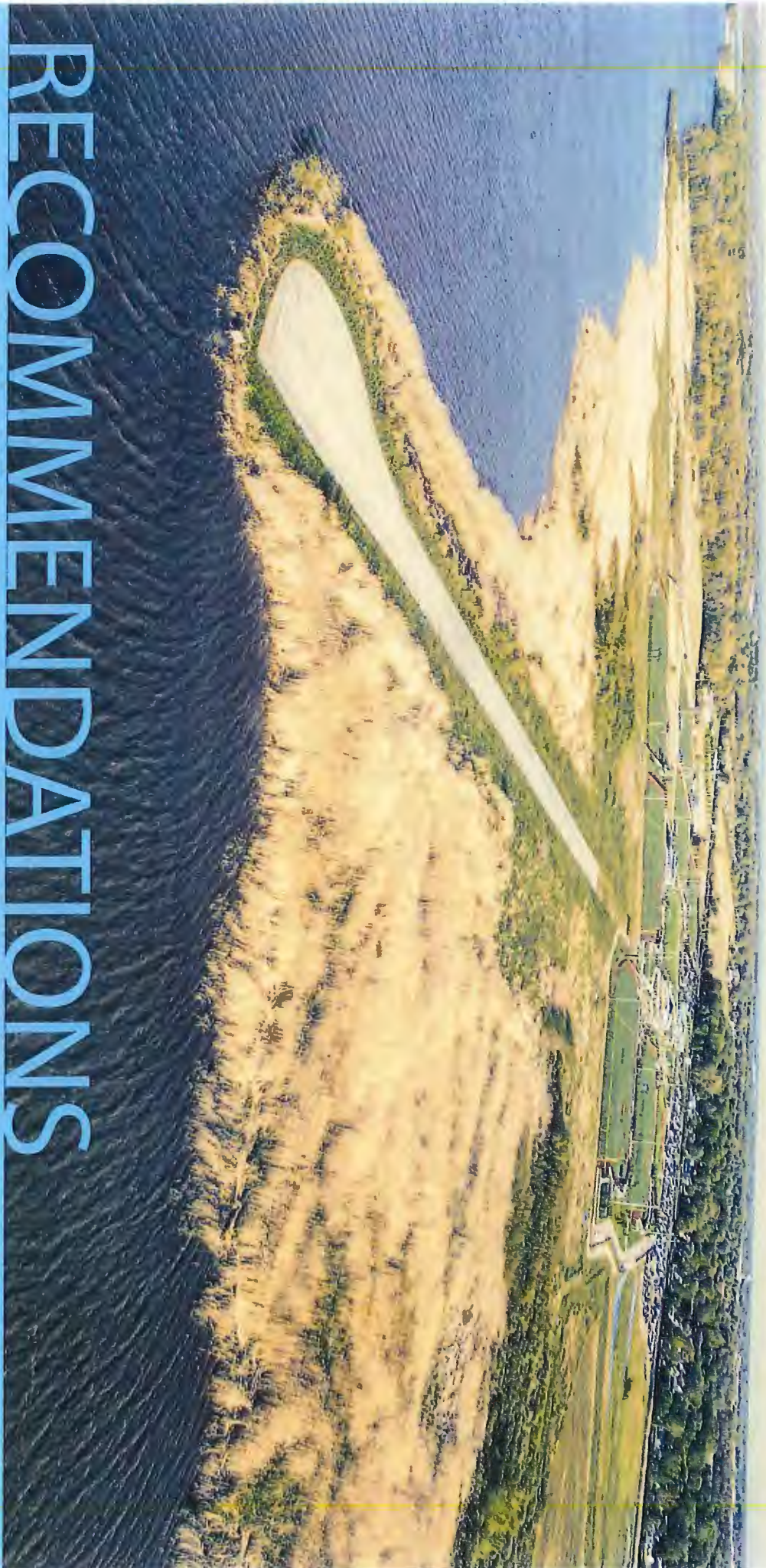
## US NODE ENLARGEMENT II



# FOCUS NODE PERSPECTIVE







# RECOMMENDATIONS





# LANDING PARK | SITE PLAN







# LANDING PARK | BIRD'S EYE





# LANDING PARK | CASTAWAY CROSSING





# LANDING PARK | ROUTE 6 GATEWAY





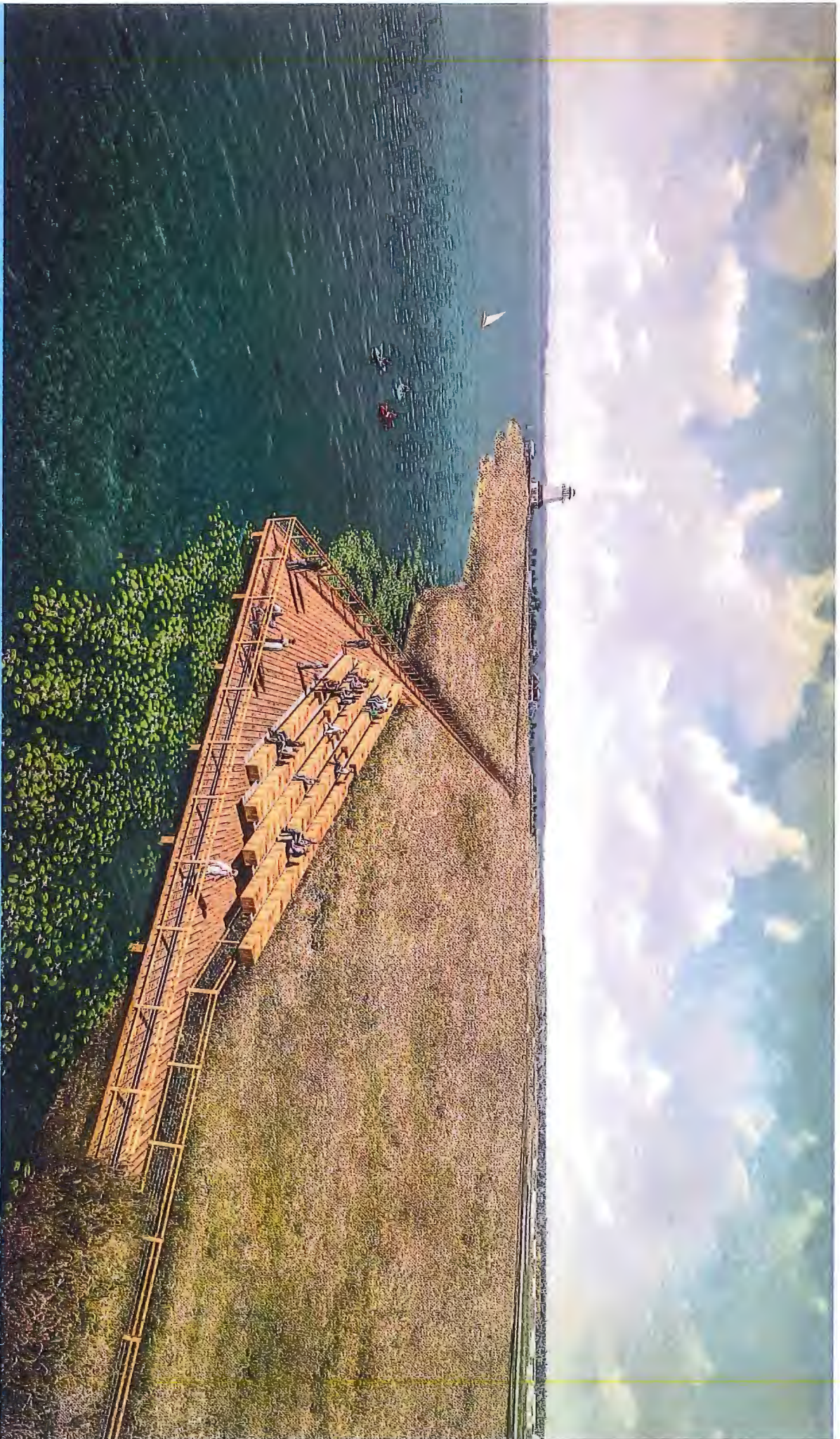
# LANDING PARK | CANOPY WALK





# LANDING PARK | CANOPY WALK





# LANDING PARK | PHRAG TUNNEL BOARDWALK





# LANDING PARK | THE LIGHTHOUSE LOOKOUT





# LANDING PARK | THE POINT





# LANDING PARK | PROMENADE





# LANDING PARK | WATERSIDE PROMENADE





# LANDING PARK | PLAZA + KAYAK LAUNCH





# LANDING PARK | EAST LANDING OVERLOOK





# LANDING PARK | FLOATING BOARDWALK



CITY OF SANDUSKY, OHIO  
DEPARTMENT OF DEVELOPMENT  
DIVISION OF PLANNING

# PLANNING COMMISSION REPORT

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APPLICATION FOR RECOMMENDATION TO  
CITY COMMISSION FOR THE PRELIMINARY  
ENGINEERING AND CONCEPTUAL PLAN  
FOR SHORELINE DRIVE

Reference Number: PC-20-2017

Date of Report: November 7<sup>th</sup>, 2017

Report Author: Angela Byington, Planning Director





# City of Sandusky, Ohio

## Planning Commission Report

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### BACKGROUND INFORMATION

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Alex Pesta, with City Architecture and Bonnie Teeuwen, with Osborn Engineering on behalf of the City of Sandusky has submitted a preliminary engineering and conceptual plan for Shoreline Drive. During the Bicentennial Vision process, one of the topics proposed was improvements to Shoreline Drive. As such, the City contracted with Osborn Engineering and City Architecture to complete preliminary engineering and a conceptual plan.

The process for the project included preliminary data gathering, surveying, public outreach and presentations throughout the process. The public outreach component included a community open house, stakeholder conversations, and individual conversations. With input provided through public outreach, the consultants created a draft plan based on public feedback.

The proposed plan calls for a redesign of the existing Shoreline Drive from Lawrence to Franklin Street to include reconfiguration of the existing parking spaces, improved sidewalks and a multi-purpose lane. The consultant has provided different options for the area. Overall the plan improves walkability and bikeability, parking for the businesses, improvement to the streets, and activates the area for the businesses. The existing conditions of Shoreline Drive include, front-in parking, an 18' sidewalk on the south side of the street, a 13' sidewalk on the north side of the street, a 25' cart way, and 186 spaces.

The consultant has proposed the following different options for the planning area:

1. "Shared Path": Back-in angled parking, maintenance of the current 12' sidewalk on the north side of the street, an increase to 20'-21' for the sidewalk on the south side of the street, 22' cartway, and an increase to 202 parking spaces.
2. "Separated Trail": Back-in parking angled parking, a 6' sidewalk and a 10' separated multi-purpose trail on the north side of the street, and increase to a 14' sidewalk on the south side of the street, 22' cart way, and 194 parking spaces.
3. "Hybrid": Combination of back-in angled parking as well as parallel parking, a 6' sidewalk and 10' separated multi-purpose trail on the north side of the street, 22' cart way, a widened 26' sidewalk on the south side of the street, and reduces the parking to 180 parking spaces (6 space reduction).

The plan also provides a recommendation for shared dumpsters, with enclosures to be provided approximately mid-block for each block and the removal of overhead utilities as financially feasible.

Planning Commission is charged with making a recommendation to City Commission regarding the proposal. If City Commission adopts the conceptual plan, Osborn Engineering will provide the City with a proposed fee and a refined scope for final engineering, construction documents and construction administration. Prior to moving forward with a contract, staff would request City Commission approval.



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### CONCLUSION/RECOMMENDATION

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In conclusion, Planning Staff recommends approval of the Preliminary Engineering and Conceptual Plan for Shoreline Drive and recommends the “Hybrid” option be stated as the preferred option as it provides the most space for increased activity on the south side of Shoreline Drive, an enhanced multi-use path on the north side, improved safety with back-in parking, while only minimally reducing parking.





# **SANDUSKY**

## **SHORELINE DRIVE**

**PLANNING COMMISSION  
NOVEMBER 2017**









# COMMUNITY INPUT SHORELINE DRIVE IDEAS



CITY OF SANDUSKY - JACKSON STREET PIER & SHORELINE DRIVE  
STREETSCAPE & PUBLIC SPACE IDEAS

JACKSON STREET PIER AND SHORELINE DRIVE



## WHAT IS NEEDED ALONG SHORELINE DRIVE?

- IMPROVED WALKABILITY AND BIKEABILITY
- LIGHTING
- PARKING FOR BUSINESSES
- DESIGN A STREET FOR PEOPLE
- IT SHOULD NOT FEEL LIKE A BACK DOOR
- DIRECTIONAL AND WAYFINDING SIGNAGE
- REPAVE STREETS
- ACTIVE STOREFRONTS AND RESTAURANTS
- BURIED UTILITIES
- NO CARS / NO PARKING



# SHORELINE DRIVE : EXISTING CONDITIONS



LAWRENCE ST.

FULTON ST.

DECATUR ST.

JACKSON ST.

COLUMBUS ST.

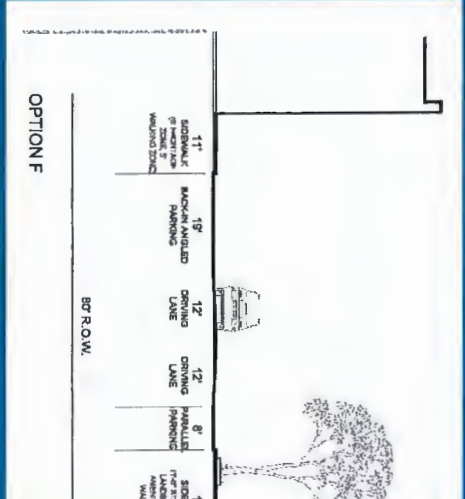
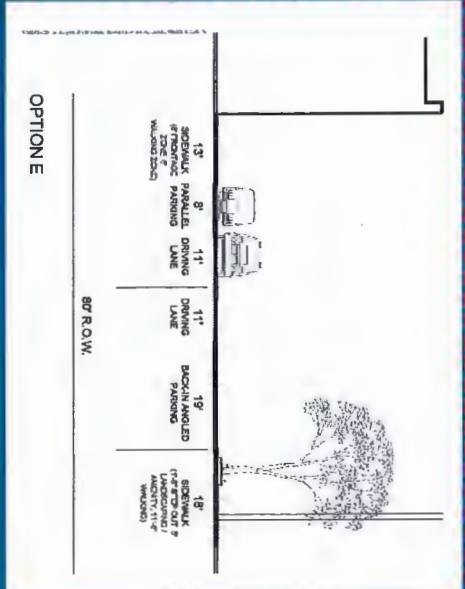
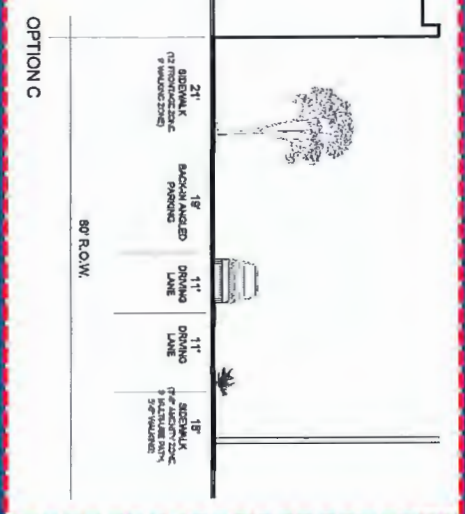
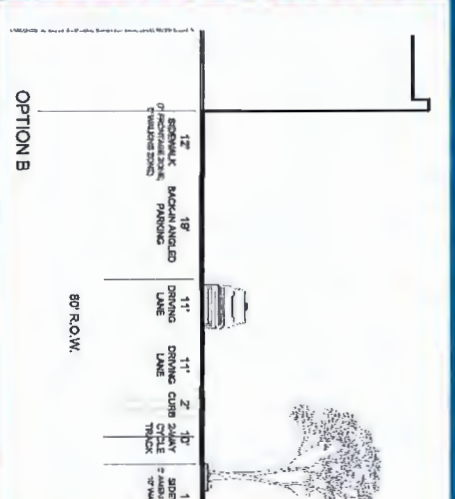
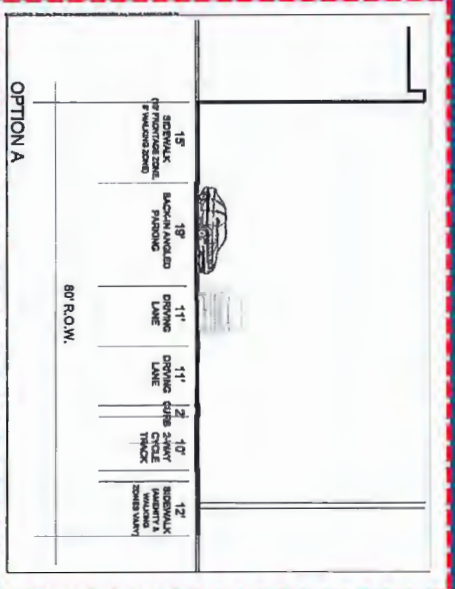
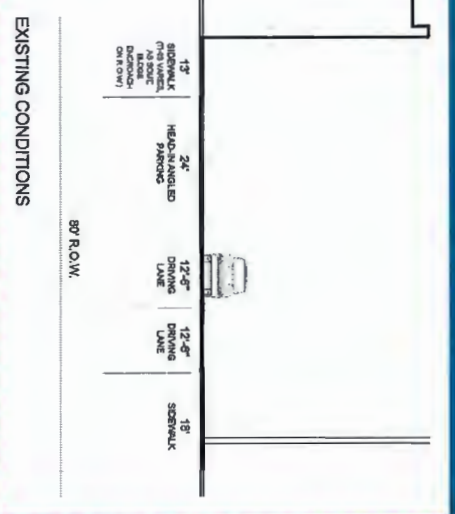
WAYNE ST.

HANCOCK ST.

FRANKLIN ST.



# PRELIMINARY DRIVE : R.O.W. CONFIGURATION





# SHORELINE DRIVE : EXISTING CONDITIONS

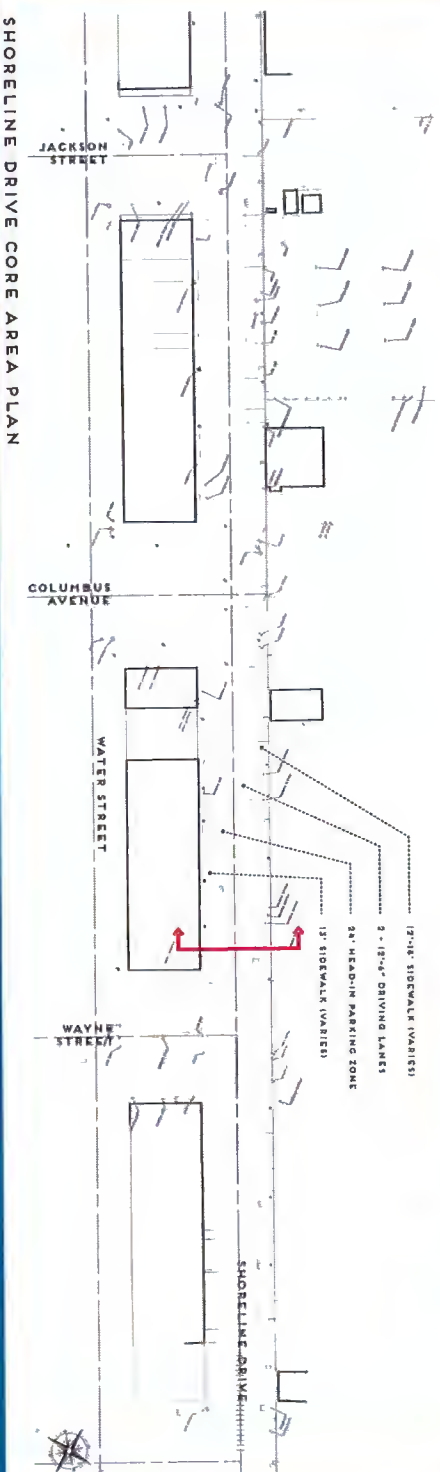
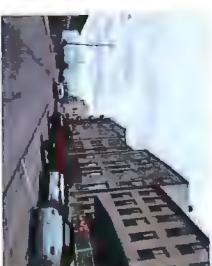


13'-0" FRONTAGE ZONE  
VARIES  
24'-0" PARKING  
25'-0" CANTWAY  
12'-0" SIDEWALK  
6'-0" LANDSCAPE BUFFER

## STREET SECTION

### PROJECT STATISTICS

ROADWAY LENGTH: 3,550 LF  
RIGHT-OF-WAY: 60'  
CARTWAY: 25'  
NORTH SIDEWALK: 18'  
SOUTH SIDEWALK: 13' (VARIES)  
ON-STREET PARKING: HEAD-IN 166 SPACES



## SHORELINE DRIVE CORE AREA PLAN



# SHORELINE DRIVE : SHARED PATH



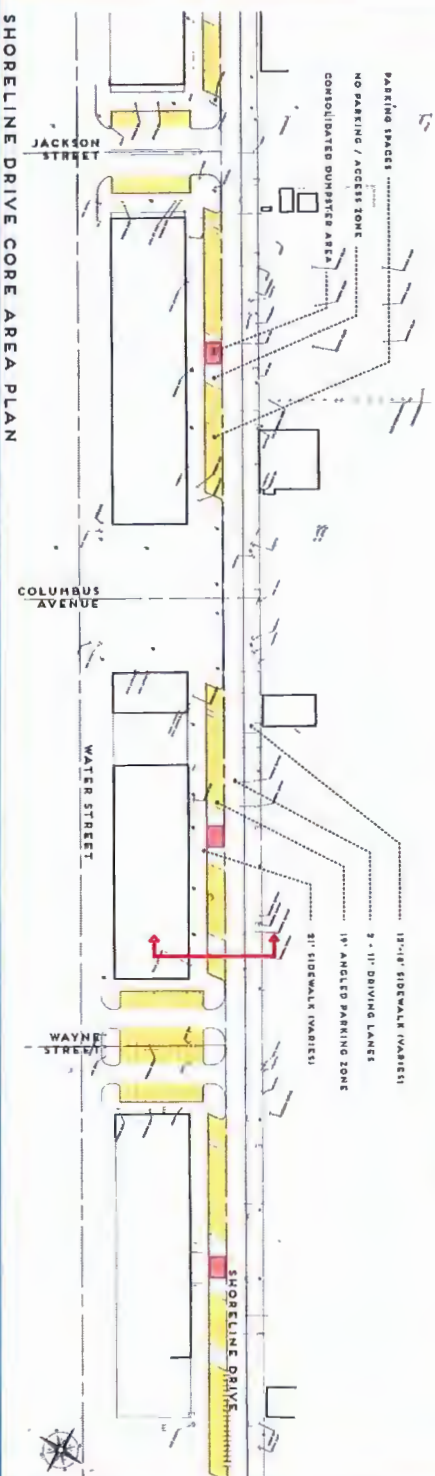
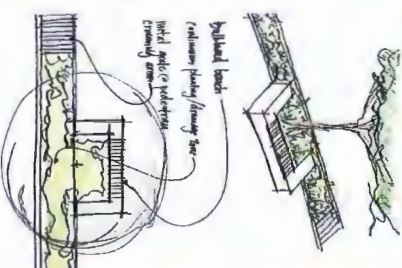
STREET SECTION

20'-0" - 21'-0" ROWING ZONE  
19'-0" ANGLED PARKING  
22'-0" CROWD  
13'-0" WALKWAY  
16'-0" JUMPING ZONE  
61'-0" BUFFER

## PROJECT STATISTICS

ROADWAY LENGTH: 3,550 LF  
RIGHT-OF-WAY: 80'  
CARTWAY: 22'  
NORTH SIDEWALK: 16'  
SOUTH SIDEWALK: 20'-21' (VARIES)  
ON-STREET PARKING: REAR ANGLED 202 SPACES

## PEDESTRIAN ISLAND CONCEPT SKETCH



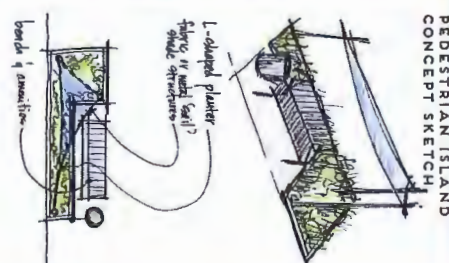
SHORELINE DRIVE CORE AREA PLAN



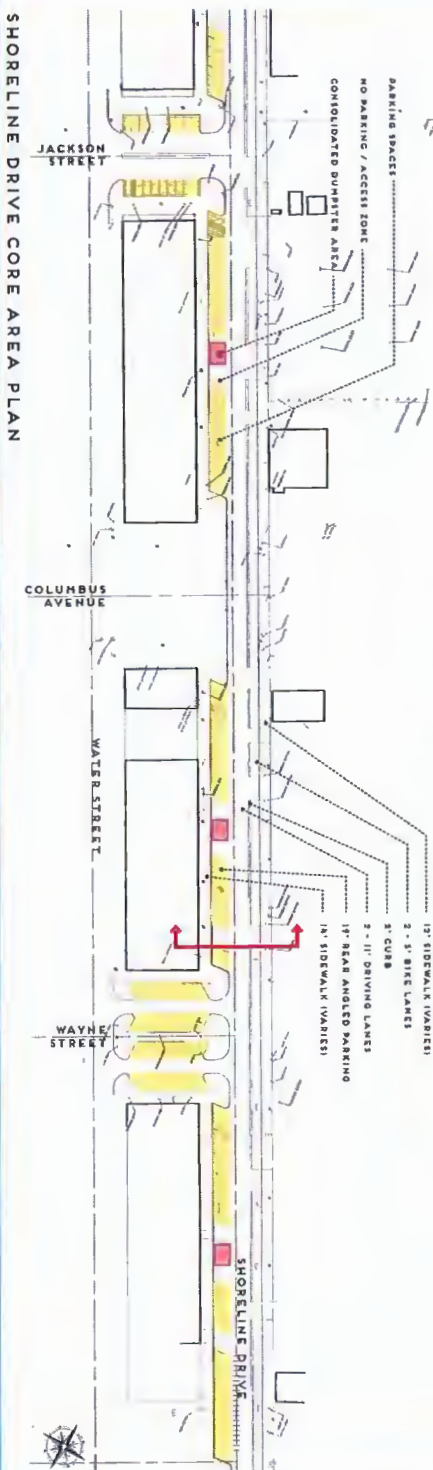
## SHORELINE DRIVE: SEPARATED TRAIL

PROJECT  
STATISTICS

ROADWAY  
 LENGTH:  
 3,550 LF  
 RIGHT-OF-WAY:  
 60'  
 CARTWAY:  
 22'  
 NORTH  
 SIDEWALK:  
 24'  
 SOUTH  
 SIDEWALK:  
 15' (VARIES)  
 ON-STREET  
 PARKING:  
 REAR ANGLED  
 194 SPACES



14'-0"  
FRONTAGE ZONE  
VARIANTS  
STREET SECTION



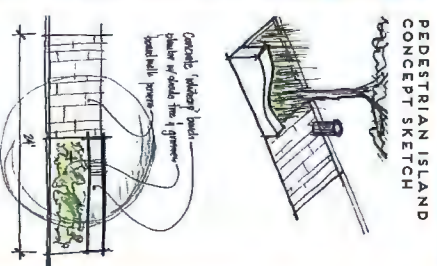


# SHORELINE DRIVE : HYBRID PARKING

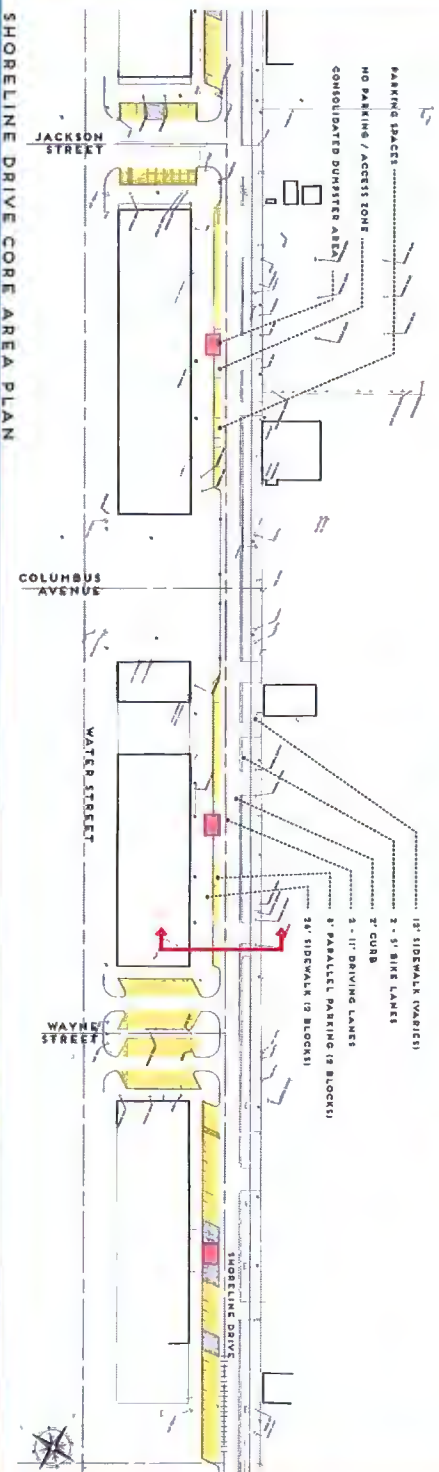


## PROJECT STATISTICS

ROADWAY  
LENGTH:  
3,550 LF  
RIGHT-OF-WAY:  
80'  
CARTWAY:  
22'  
NORTH  
SIDEWALK:  
24'  
SOUTH  
SIDEWALK:  
26' (VARIES)  
ON-STREET  
PARKING:  
160 SPACES



## STREET SECTION





# COMMUNITY INPUT

## OPEN HOUSE #2 SUMMARY





# COMMUNITY INPUT

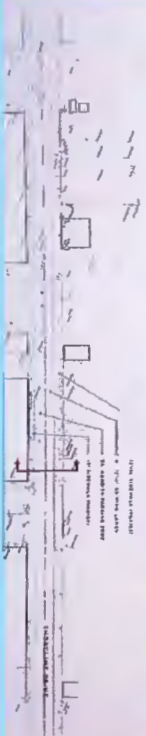
## OPEN HOUSE #2

## EXISTING CONDITIONS



**PROJECT  
STATISTICS**

ROADWAY LENGTH 1,350 LF	RIGHT-OF-WAY 40'	CURBWAY 48'	ADJ. TO SIDEWALK 5'	SOUL SIDEWALK 11' (CARED)	ON-STREET PARKING 15 SPACES
-------------------------------	---------------------	----------------	---------------------------	---------------------------------	-----------------------------------



## DESIGN CONCEPT 2 - SEPARATED TRAIL



PROJECT  
STATISTICS:  
MOORMAY  
LENGTH  
1,550 LF  
RISHT-OF-WAY  
50'  
EASTWAY  
50'  
NORTH  
SIDEWALK  
5'  
SOUTH  
SIDEWALK  
IS (VARIETY)  
ON STREET  
DRAINING  
ROAD ACROSS  
10' STACKE

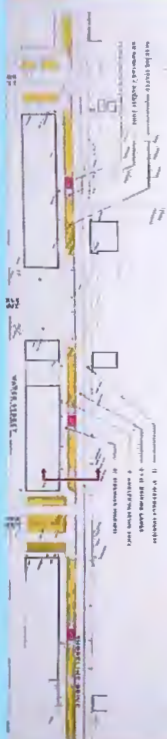
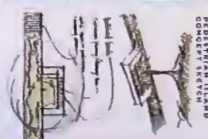


DESIGN CONCEPT 1 - SHARED PATH  
ORGANIZING THE ROADWAY ELEMENTS TO GAIN ADDITIONAL PEDESTRIAN SPACE



**PROJECT STATISTIC**

BOA-DOVAY	1,850 LP
LENGINT	20
CAVALAY	20
RIGHT-OP-DOVAY	20
BOA-DOVAY	1,850 LP
LENGINT	20
CAVALAY	20
RIGHT-OP-DOVAY	20
BOA-DOVAY	1,850 LP
LENGINT	20
CAVALAY	20
RIGHT-OP-DOVAY	20

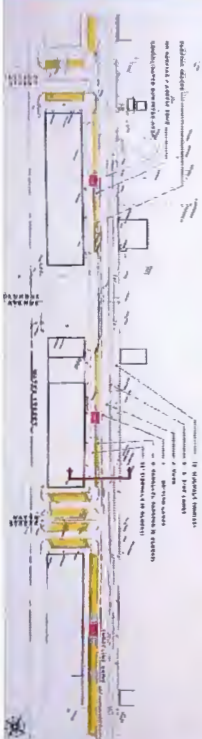
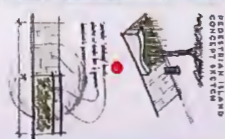


### DESIGN CONCEPT 3 - HYBRID PARKING PARKING RECONFIGURATION TO SUPPORT OUTDOOR DINING



**PROJECT STATISTICS**

ROADWAY	EASTBOUND	WESTBOUND	TOTAL
SIGHT-OF-WAY	60'	60'	120'
CURBWAY	28"	28"	56"
NORTH SIDEWALK	28"	28"	56"
SOUTH SIDEWALK	36"	36"	72"
ON-STREET PARKING	140 SPACES	140 SPACES	280 SPACES



**CONCLUSIONS  
FROM PUBLIC  
OPEN HOUSE:**

- STRONG PREFERENCE FOR SEPARATED BIKE PATH / BAYFRONT CONNECTOR TRAIL
- ANGLED BACK-IN PARKING IS CONCEPTUALLY SUPPORTED
- EXPANDED SOUTHERN SIDEWALK IS PREFERRED
- DESIGN FOR FLEXIBILITY & FUTURE USES / GROWTH



# SE STUDY : ANGLED BACK IN PARK

ases spaces' depths required for angled parking  
 res driver education & signing  
 munities adapt quickly  
 ar motion as parallel parking:  
 pull past space  
 signal &  
 Reverse into space  
 DOES NOT REQUIRE ADDITIONAL MANEUVER  
 to exit and pull out into traffic

to creating **more parking**  
 tional **parallel parking**, back in  
 ing can also be used as a  
 mming / street narrowing tool,  
 ce pedestrian functionality and  
 / within the downtown area and  
 armoniously with bicycle lanes,  
 g in a **more attractive and**  
 owntown corridor **enhancing**  
 own **experience** and leading to  
 economic **investment.**"

John A. Nawn, P.E., PTOE  
 Central Business District Back In Angle Parking;  
 November / December PE Reporter 2003  
 Pennsylvania Society of Professional Engineers)





## THE STUDY: VALUE ADD OF TRAILS

# polis Cultural Trail

ffects multiple districts as overall experience  
s of trail

at included maintenance funding  
nized as a world-class trail

erty values increased 150% within a half mile

## Financing job creation and investment

has expanded to other neighborhoods

## Opportunities for Public Art & branding

## Opportunities for Public Art & branding

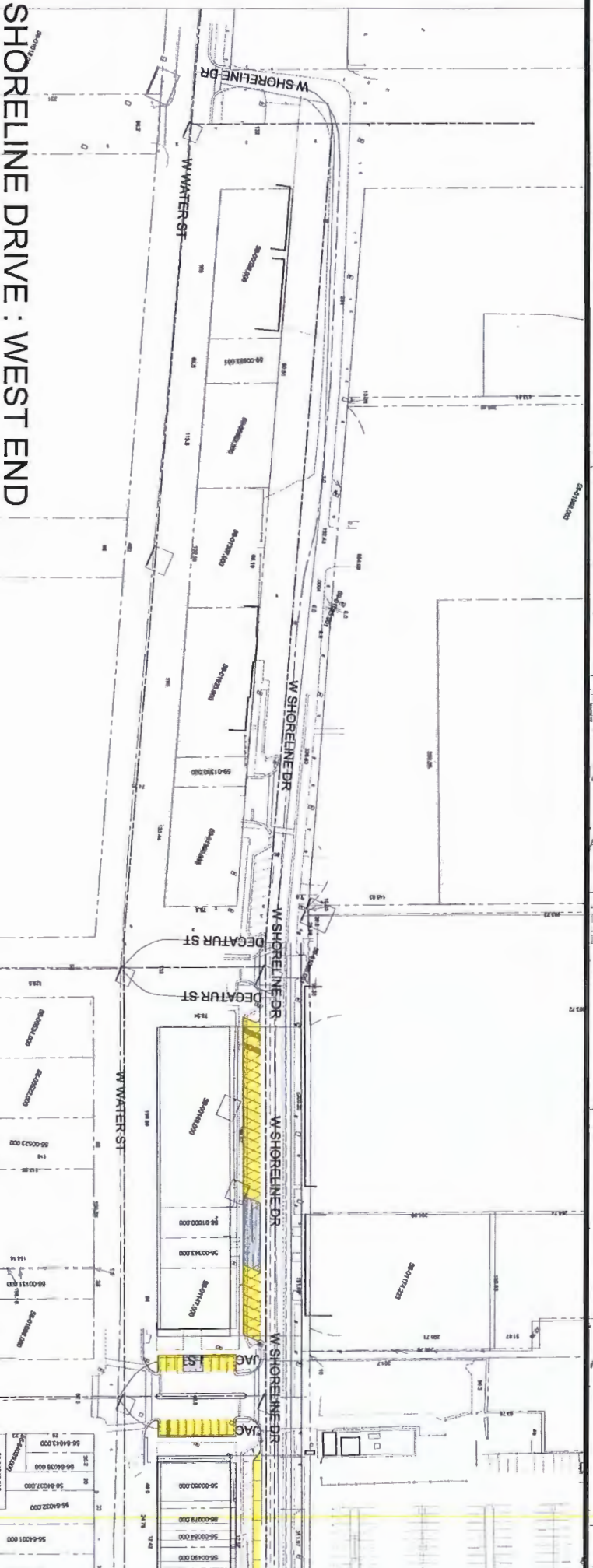
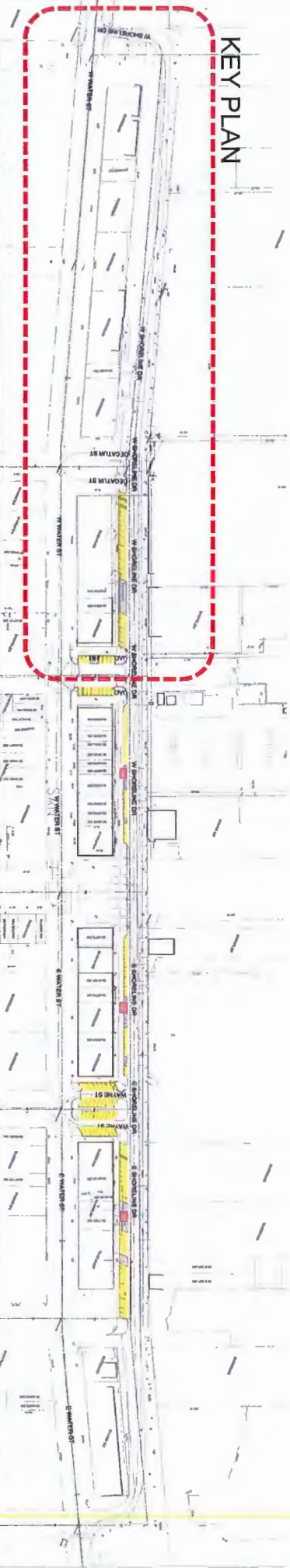


**every \$1 of investment, economic impact has been estimated to return \$13.72**

**Cultural Trail Website**  
[culturaltrail.org/alongthetrail/facts-and-figures](http://culturaltrail.org/alongthetrail/facts-and-figures)

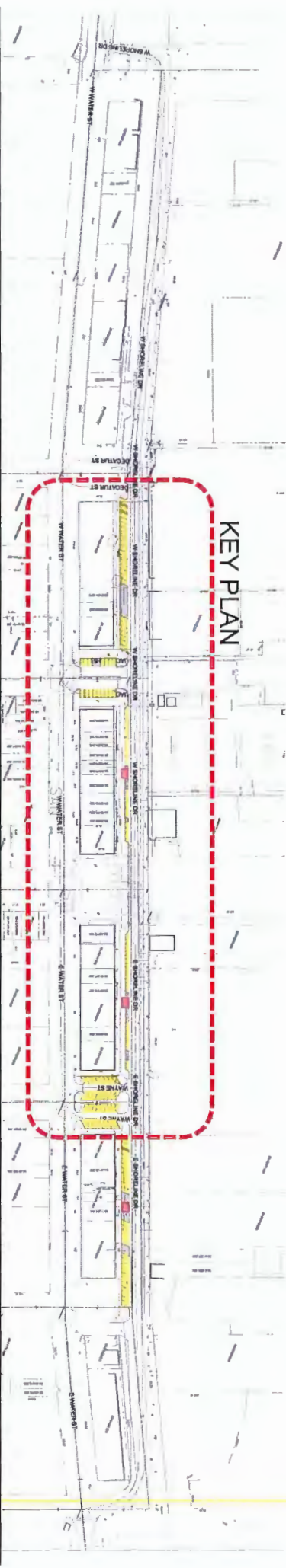
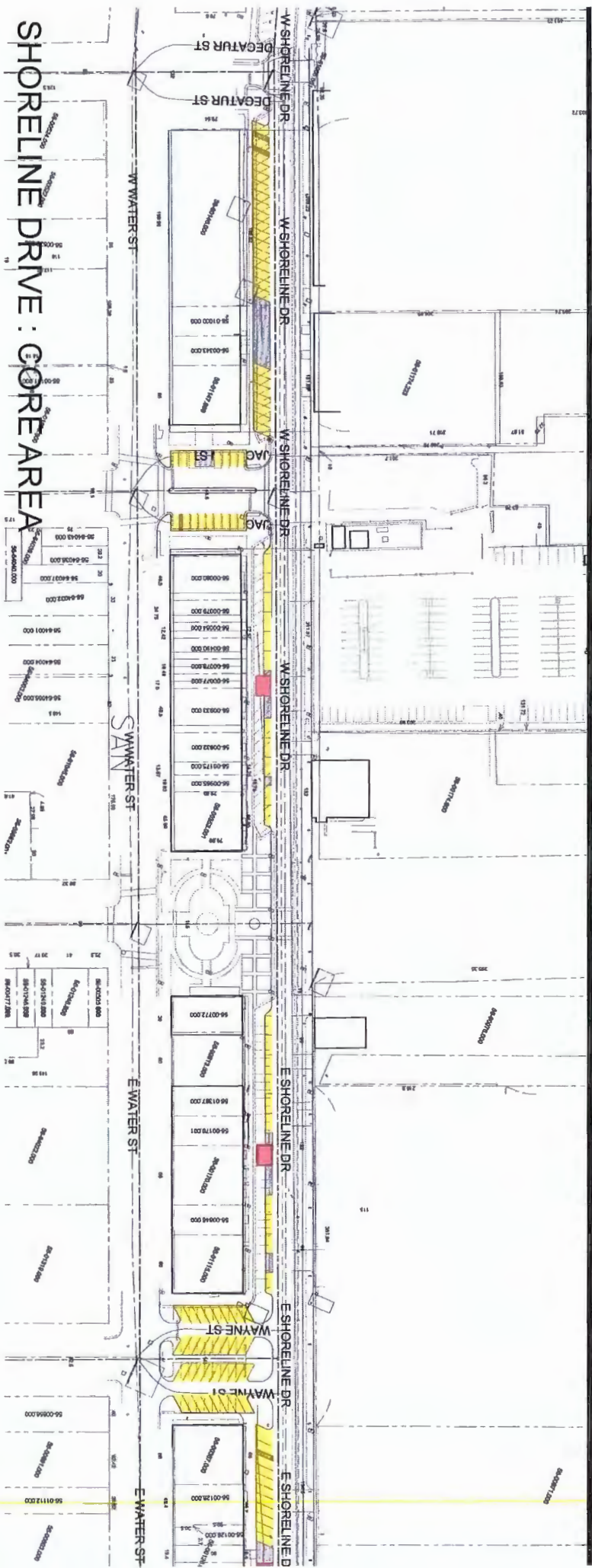


KEY PLAN



SHORELINE DRIVE: WEST END





SHORELINE DRIVE : CORE AREA

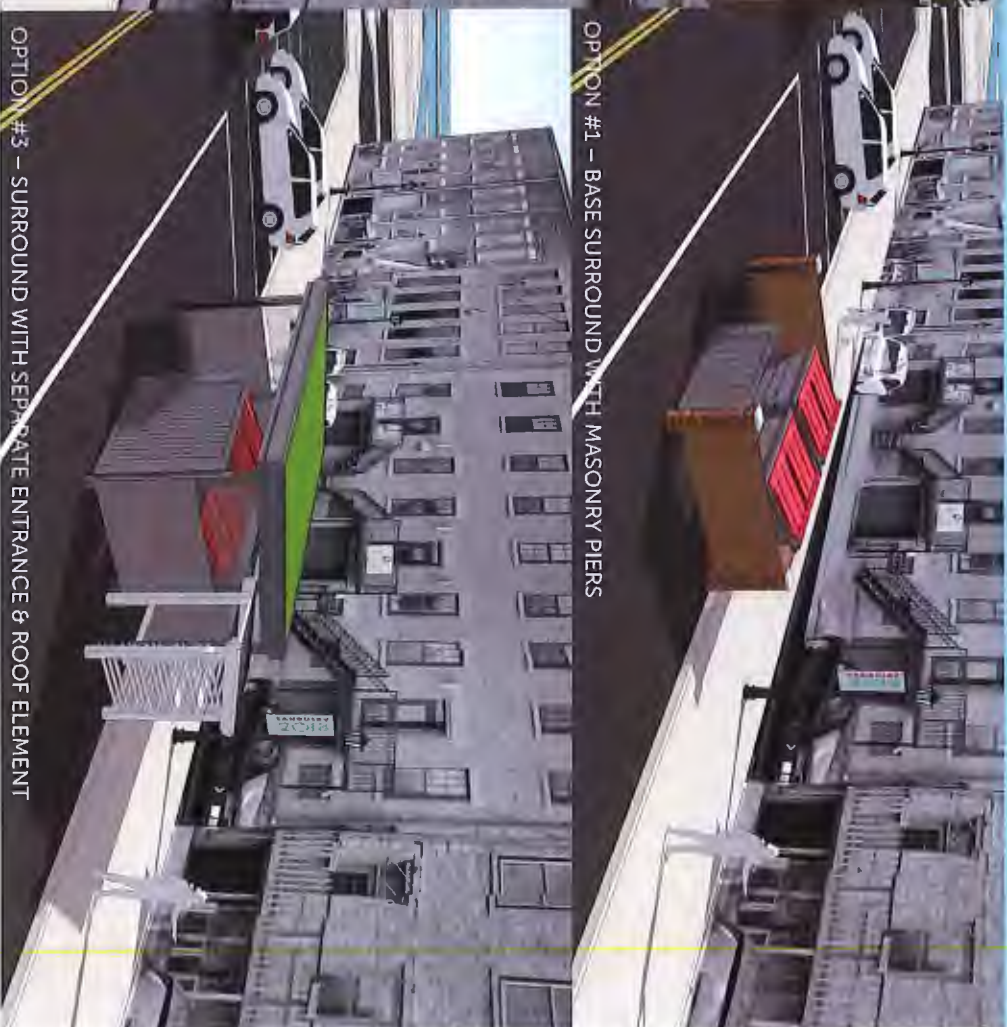


# DUMPSTER ENCLOSURE IDEAS

EXISTING CONDITION



OPTION #1 - BASE SURROUND WITH MASONRY PIERS



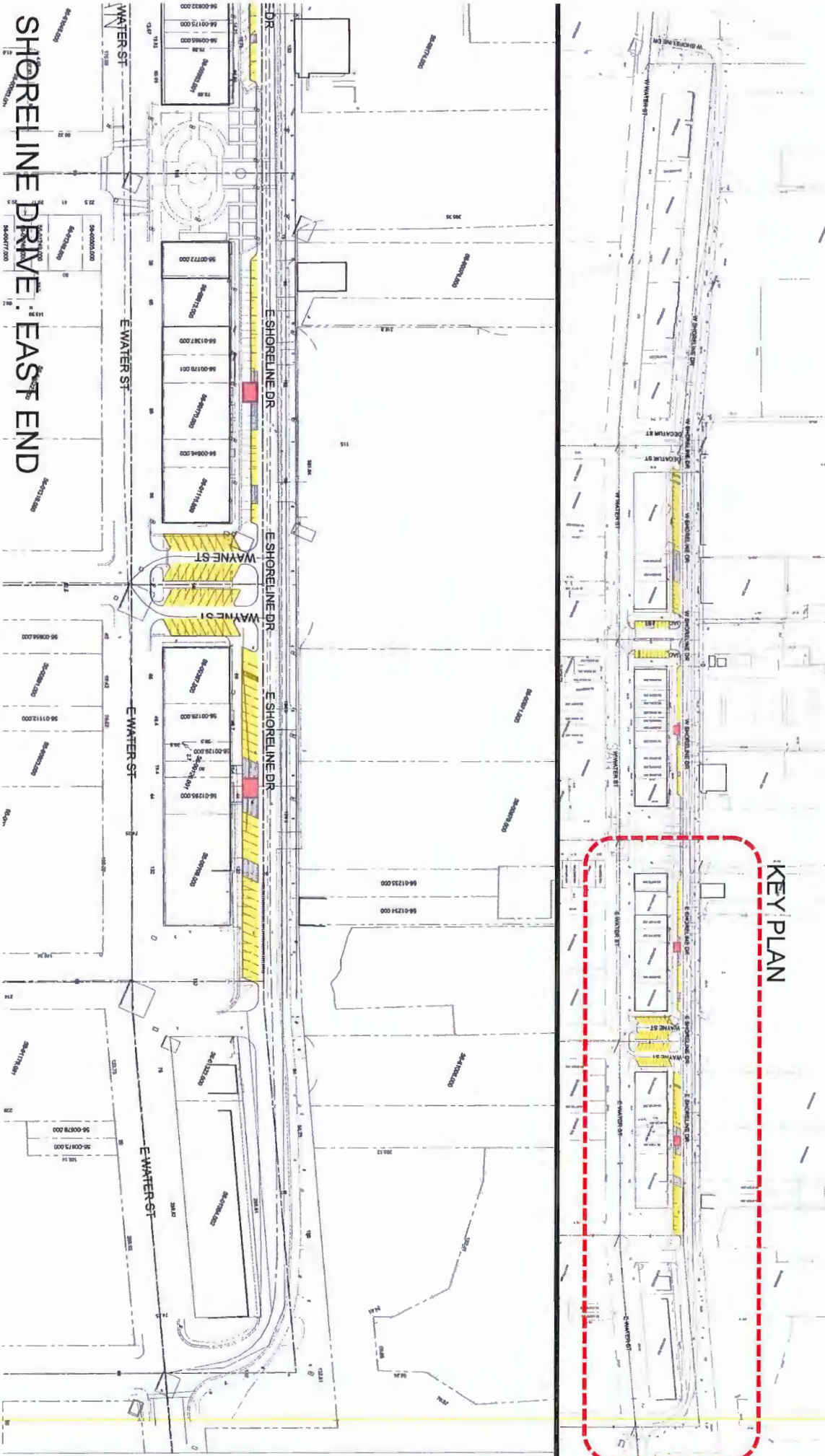
OPTION #2 - SURROUND WITH SEPARATE ENTRANCE



OPTION #3 - SURROUND WITH SEPARATE ENTRANCE & ROOF ELEMENT







KEY PLAN

SHORELINE DRIVE EAST END



# SANDUSKY EAST BAY MASTER PLAN

## PLAN--OPTION 1

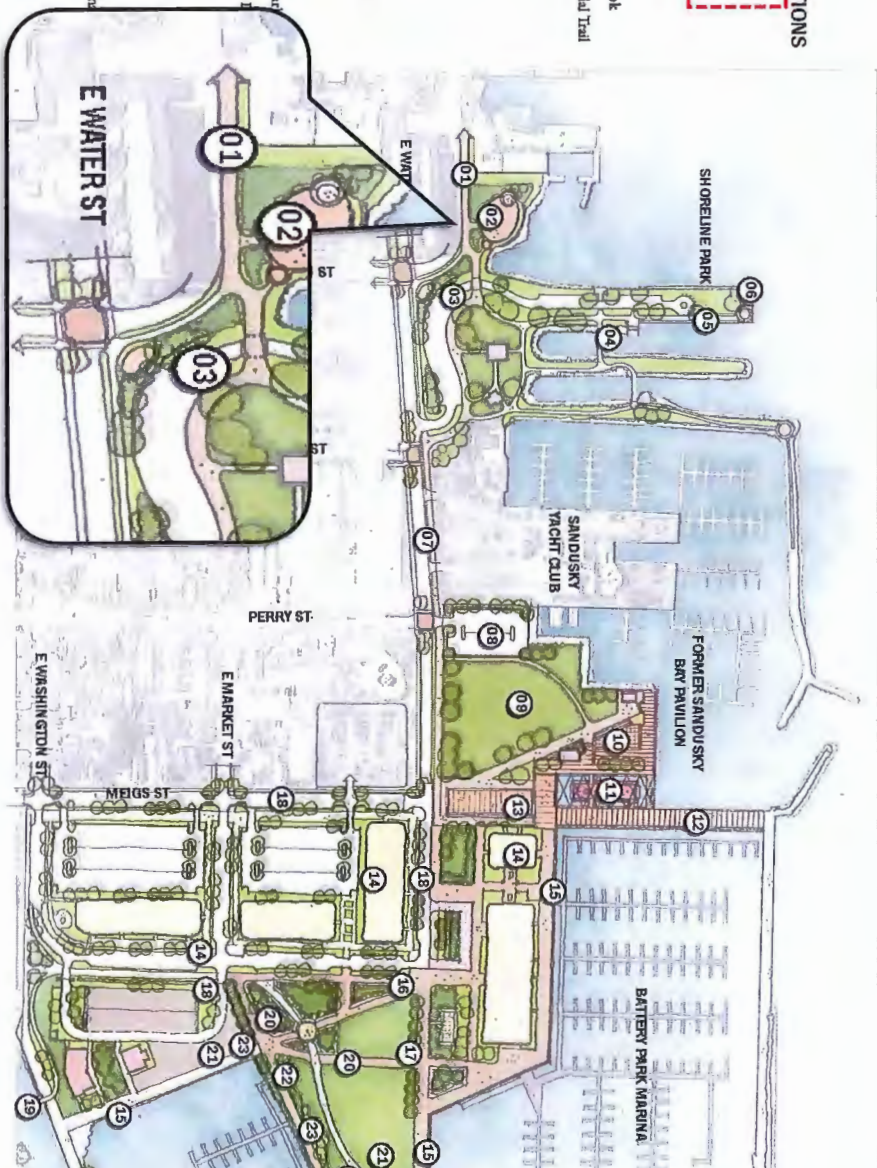
...were developed and will be  
 this July 2017 report. Each  
 an open space framework  
 improved waterfront access  
 al trails. Each option also  
 community members and  
 e second public open house  
 ide for maximum flexibility  
 development demands, as  
 al, commercial and hotel  
 and not been finalized at the  
 ed.

### INTENT

Battery Park that emphasizes  
 ay and unobstructed water-  
 view. This new park anchors  
 space and waterfront trail  
 on site with floating barge,  
 St through a renovated and  
 park with an intent to connect  
 considerations include:  
 ces to Shoreline Park but  
 and multi-modal access and  
 ces from Shoreline Drive,  
 space at the former Sandusky  
 es the water via an active  
 oved Midge St Pier  
 ation Sandusky Bay Trail  
 Park and encourage develop-  
 izing Marina  
 ide additional development  
 evelopment and parking parcels  
 th a public access road

### KEY PLANNING CONSIDERATIONS

- 01 Bayfront Multi-Modal Trail
- 02 Existing Playground to Remain
- 03 New Parking + Road Alignment
- 04 Canoe/Kayak Launch
- 05 Pedestrian Path to Overlook
- 06 Improved Pedestrian Plaza and Overlook
- 07 E Water Street Road Diet + Multi-Modal Trail
- 08 New Off-Street Parking Lot
- 09 Flexible Lawn Area
- 10 Active Barge Plaza
- 11 Programmable Floating Barge
- 12 Midge Street Pier
- 13 Active Plaza
- 14 Potential Development + Parking Area
- 15 New Bayfront Promenade
- 16 Separated and Secure Gangway
- 17 Flexible Lawn Area at New Bayfront Park
- 18 Pedestrian-Oriented Road + On-Street B
- 19 Pedestrian Bridges to Rails to Trails
- 20 New Sandusky Sailing Club Facility
- 21 New Sandusky Sailing Club Parking
- 22 New Sandusky Sailing Club Dry Sail
- 23 Existing Boat Ramp and Hoists to Rem
- 24 Sunrise Plaza + Views to Cedar Point

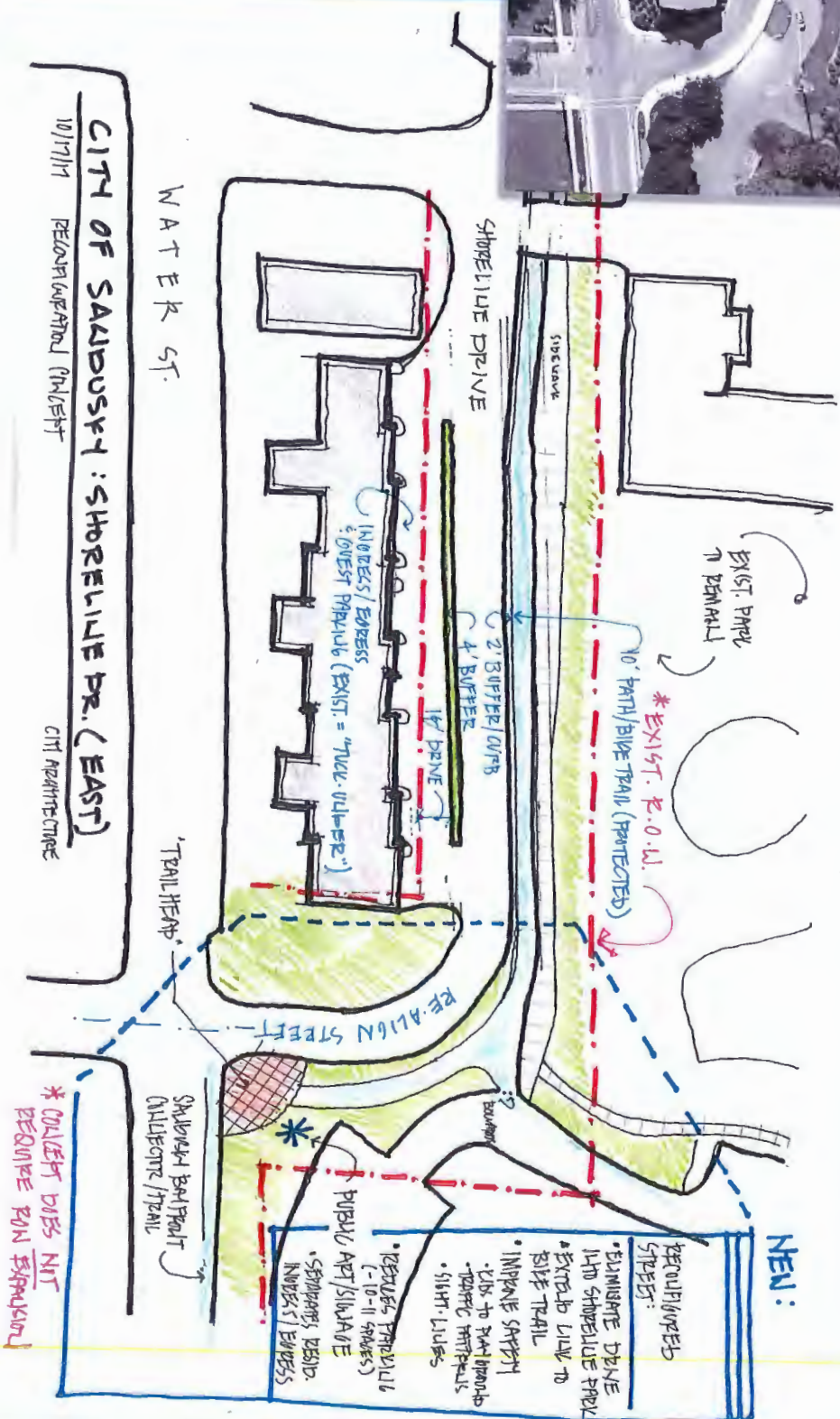




## SHORELINE DRIVE : EAST END STUDY



## EXISTING AERIAL





# SHORELINE DRIVE : EXISTING CONDITIONS





# SHORELINE DRIVE : PROPOSED STREETSCAPE

