



# Planning Commission

City Building

City of Sandusky, Ohio 44870

June 27<sup>th</sup>, 2018

1ST FLOOR CONFERENCE ROOM

4:30 P.M. Regular Scheduled Planning Commission Meeting

AGENDA

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1. Meeting called to order – Roll Call
2. Review minutes from the 5/23/18 meeting
3. Swear in audience and staff members that wish to offer testimony on agenda items

**Public Hearing to review the following:**

4. Jan Smith Wood, on behalf of Grace Episcopal Church has applied for a Conditional Use permit for a digital message board sign at 315 Wayne Street.

**Close public hearing**

5. Geoff Aiken, on behalf of Cedar Point Park LLC, has applied for site plan approval for an indoor facility at 2700 Cleveland Road.

**The Following item was tabled at a previous meeting**

6. Randy Hartmeyer, on behalf of Verizon Wireless (Lease from Cedar Point Park) has applied for a Conditional Use Permit for the construction of a cell tower on parcel #55-00082.000 located along Cedar Point Drive.
7. Other Business
8. Meeting Adjourned

**NEXT MEETING: July 18<sup>th</sup>, 2018**

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

Planning Commission  
May 23, 2018  
Meeting Minutes  
"draft"

The Vice Chairman opened the joint session with Bayfront Corridor at 4:10 PM. The following members were present: Mr. David Miller, Mr. Jim Jackson and Mr. David Waddington from Planning Commission. Mr. Carl McGookey and Mr. Steve Poggiali from Bayfront Corridor. Ms. Angie Byington, Ms. Casey Sparks and Mr. Greg Voltz represented the Planning Department; Mr. Trevor Hayberger represented the Law Department and Ms. Debi Eversole, Clerk from Community Development. Chairman Michael Zuilhof arrived at 4:15 PM and Mr. Pete McGory and Mr. Conor Whelan arrived at 4:30 PM.

Michelle Johnson with Environmental Design Group presented the Draft Version of the Final Sandusky Bay Pathway Update. Her presentation included all of the final recommendations. She stated that there were several public meetings and steering and stakeholder committee meetings that led to the final presentation. She stated that the main goal of the update were the following:

- Review the 2006 Sandusky Bay Pathway alignment and investigate any new opportunities or challenges that may exist
- Incorporate new trail sections and multi-modal connections that have been established or planned since the completion of the 2006 study.
- Explore potential connections to regional trail systems to create a broader impact and leverage funding opportunities.
- Create a phased implementation plan that segments the new alignment into thoughtful, practical, and fundable pieces.
- Include detail on amenities proposed for each of the respective segments.
- Provide detail on final selected trail amenities.
- Explore and develop a trail branding plan that creates a cohesive and enjoyable user experience.

She detailed the recommended alignment sections

- Western Corridor: There are improvements currently being made to Venice Road that are not part of the pathway but that will work in conjunction with the plan. The Bay View Fishing Pier anchors the northwest terminus of the Pathway. From the Fishing Pier drive, an asphalt side path begins at East Bayview Drive and Barret Road. The side path adjusts to a widened asphalt sidewalk with a raised curb buffer for a majority of the length of Barret Rd., returning to a side path near the beginning of Venice Rd. At the Edgewater Ave. intersection with Venice Rd., the asphalt side path continues along the east and south side of Edgewater Ave./Monroe St. The side path crosses north at Winnebago Ave with a connection to Lion's Park and continues along the north side of Monroe St. until Sloane St. The existing right-of-way on Sloane St./Madison St. is restricted to a driveway and off-road trail only, with the Pathway returning to a concrete side path after the intersection with King St. until meeting the existing widened sidewalk on Mill St.
- Downtown: The Pathway extends from Shoreline Drive streetscape as a concrete side path on the north side of Water Street and east side of Meigs Street until Washington Street. The Pathway extends from Meigs Street as an off-road path, ramping up to a 25' destination experience bridge of the cove inlet. The trail ramps down along the former railroad corridor until intersecting with First Street and transitioning to a concrete side path on the north side of the street until Cedar Point Drive. The concrete side path continues from Washington Street along the east side of Meigs Street, then on the north side of Garfield Avenue, crossing to the east side of Sycamore Line and continuing on the north side of First Street. The Pathway crosses First Street on the west side of Cedar Point Road and follows a switchback ramp up to the existing pedestrian bridge over Cedar Point Road. Along the east side of the road, the trail transitions to a side path after the ramp from the existing bridge and continues until the gateway to the Landing Park Trail.

- Eastern Corridor: The Pathway connects at the eastern terminus of Landing Park Trail, traversing the coast within the Joseph Steinen Wildlife area as an off-road trail. Some boardwalks and bridges navigate the marshlands. The off-road trail crosses Cedar Point Road entering into the Wyandot Wetland Metroparks area. The off-road trail branches south towards Route 6, connecting the existing Wyandot Wetland Metroparks parking lot and trailhead, and continuing as an asphalt side path north of Route 6 towards Sheldon Marsh State Nature Preserve. The off-road trail continues east near the northern coast until meeting and following an existing service drive to Route 6. A side path on the north side of Route 6 meets the off-road trail at the existing service drive, transitioning to an off-road trail around three businesses at the Rye Beach Rd intersection. An existing service drive is marked as a branch of the Pathway, extending north to the Lakefront Connection. The Pathway along Route 6 adjusts to a widened sidewalk on the south side of the road after crossing Rye Beach Road, continuing on to the west side of Lake Erie Parkway. The Pathway links to the existing Lakeshore Electric Trail.

Phase 1 recommendation is to connect the western areas to Downtown Sandusky and connect the planned Landing Park development to Downtown Sandusky.

During the course of this study, funding and implementation was always in the forefront of the minds of stakeholders, the general public and the consultant team. Initially it was decided that federal funding would be sought as a major funding source for the project. As the study progressed, it became clear that TIF (Tax Increment Financing) funding was a strong possibility as a major funding source for the Sandusky Bay Pathway. The Sandusky School Board and City of Sandusky were in frequent and positive talks and negotiations for multiple TIF districts within the City. In April of 2018, both the Sandusky School Board and City of Sandusky City Commission passed ordinances approving two new TIF districts within the City, both of which included pathways as an eligible fundable improvement.

There was an extensive stakeholder involvement process to determine what the signage, branding and wayfinding could look like. This being for the Pathway and for the Landing Park. It was determined through the Public Meetings and Stakeholder involvement that the Great Lakes Coastal theme that was developed as part of Landing Park was the preferred alternative.

- Option 1 creates clean edges using minimal materials, using prefabricated wood posts, meant to resemble Lake Erie drift wood, to create a backdrop for metal information panels. Pathway pavement markings were also developed for Option 1 and Option 2.
- Option 2 utilizes a metal frame, reminiscent to gabion baskets commonly used to combat erosion along the coast of Lake Erie, which can be filled with rocks local to the area. The metal frame can also be used to create a clap board paneling onto which signage can adhere. The teal panel is meant to resemble an "S" for "Sandusky" or the shape of a wave coming from Lake Erie. A seat wall was developed to compliment the "S" and/or wave and could potentially become a destination and branding element in itself due to its size.

There were three banner options included in the meetings which included

- Banner Option 1 reflects the simplicity of the vertical metal bars as shown in Signage Option 1. The design is flexible in that it can have one banner per pole, or at a major intersection or point of interest, all three banners can be mounted on the same pole facing different directions.
- Banner Option 2 is a play on sails. While the banner itself is only one single piece of fabric or metal, it is meant to show a more 3-dimensional overlap of various sails, shown as different colors in the banner, floating and passing each other along Sandusky Bay. It is the most whimsical design of the three conceptual banner designs developed for the project.
- Banner Option 3 combines the verticality shown in Banner Option 1 and the play on a sailboat sail in Option 2. It is a more literal interpretation of the sail and physically wraps the pole, with the sail shape making a 90 degree angle with the vertical banner.

The final recommendation included

- Color Palette will be the Great Lakes Coastal concept.
- Signage Option 1 The Committee liked the rustic, simplistic and yet coastal feel of the design. A few minor changes were made to the final conceptual design of Signage Option 1 compared to the draft conceptual design. The Directional signage was increased in height due to Committee concerns of pathway users conflicting with the wayfinding arrows. The Educational sign was pulled out. The Mile Markers were redesigned from the original buoy concept to a two-post system to better coordinate with the design intent of the comprehensive signage and wayfinding package.
- Banners The Committee selected two final overhead banners as the preferred alternatives. The Small Shade Banner is meant for “minor” nodes along the pathway and the Large Overhead Banner is meant for “major” nodes along the Pathway. Both overhead banners selected by the Committee are prefabricated units. Option 1 of the Pole-Mounted Banners was selected as the preferred alternative. The Committee liked the simplicity of the design and the continuation of the verticality shown in the Signage and Wayfinding package. The pole-mounted banners can be applied to existing poles along the Pathway, but the Committee thought it was also important to add banners and poles in areas where poles do not currently exist to carry-forward the branding and identity of the alignment, and the concept of being able to “follow the yellow brick road”.
- Pavement Markings The Committee determined that while pavement markings were important along the entire length of the Pathway, the pavement markings themselves needed to be simple. The notion of being able to “follow the yellow brick road” was always on the forefront of people’s minds, and for the Sandusky Bay Pathway, the “yellow brick road” will consist of two simple painted lines/stripes, one green (painted on the south and west sides of the pathway) to represent the “land” side, and one blue (painted on the north and east sides of the pathway) to represent the “waters edge”. The two stripes will be painted on all asphalt and concrete surfaces along the Sandusky Bay Pathway. While the painted stripes are easy to follow, they are also relatively easy to maintain and reapply. It was decided by the Committee to let the detailed design process determine if the painted lines would be applied to the boardwalk portions of the built trail. The same consensus was determined regarding the application of the on-pavement mile markers as well.

Tim Schwanger, Save Our Shoreline Parks asked the following questions:

1. Is there a cost analysis on the signage and wayfinding portion of the project? Ms. Johnson stated that there is not a cost analysis yet, as that will be developed during detailed design.
2. Will the blacktop be taken out of the Pipe Creek wildlife area? Ms. Johnson stated that from a shore and wind perspective, the fear is that the trail could wash away. By placing asphalt at the outer edge of the trail, it would protect the inner trail, leaving it natural for walkers only. This will be discussed again in the design build. Mr. Schwanger stated that his only concern is having the bike traffic stay off of this path.
3. Were there private meetings with residents from the Cove District regarding the Pier Track and should the bridge be looked at again for a cost standpoint? Was there due diligence? Ms. Johnson stated that there were no meetings that she was aware of. She added that one of the reasons for the cost is the height of the bridge. It is important to be able to get all boats under the bridge as to not restrict access to the boat houses. Also, the funding is coming from the TIF. Mr. Wobser stated that the majority of the funding for the Pathway and Landing will come from both TIFs that were passed recently by City Commission in addition to the overall amount of funding that was dedicated for the catalytic infrastructure component of Issue 8.

Mr. Jackson stated that he understood this to be a bike path, but within the presentation, it was indicated that there were portions that were not bike path. Ms. Johnson stated that the only area that would be potentially not used for a bike path would be the Pipe Creek area. The path is to be used for all multi-modal users.

Ms. Byington stated that the joint session was to collect any comments and request support from both bodies, however, there is not a quorum for the Bayfront Corridor Committee so they will be asked at the next meeting to share comments and offer support.

Mr. Miller moved to support the Sandusky Bay Pathway Update project as proposed. Mr. Waddington seconded the motion. With no further discussion, the motion passed with a 5/0 vote. Mr. Whelan abstained.

With no further business, the joint session was adjourned at 4:45 PM.

Chairman Zuilhof called the Planning Commission Meeting to order at 4:45 PM. The following members were present: Mr. David Miller, Mr. Jim Jackson, Mr. Pete McGory, Chairman Michael Zuilhof, Mr. Conor Whelan and Mr. David Waddington. Mr. Joe Galea was excused. Ms. Angie Byington, Ms. Casey Sparks and Mr. Greg Voltz represented the Planning Department; Mr. Trevor Hayberger represented the Law Department and Ms. Debi Eversole, Clerk from Community Development.

Mr. Waddington moved to approve the minutes from the 4/25/18 meeting. Mr. Miller seconded the motion. With no further discussion, the motion passed with a unanimous vote.

Chairman Zuilhof swore in all audience and staff members that wished to offer testimony on agenda items.

### **Public Hearing**

Ms. Sparks presented that John Hancock, on behalf of Cedar Point, LLC had submitted an application for a zoning amendment for the following parcels: 57-0269.000, 57-01065.000, 57-01067.000 & 57-04776.000. The existing zoning is R-40 Single Family Residential. The applicant requested to rezone the property to CR Commercial Recreation. The parcels are located along Third and Fourth Street. In 2016 Planning Commission approved a zoning amendment for many of the parcels with this area and a vacation of the adjacent alley. The applicant is now requesting the remaining parcels to be zoned to create a buffer/ screening from the adjacent properties. Planning staff recently approved a lot combination for all the parcels within the area. The applicant currently owns all the parcels and is requesting site plan approval for two 9,702 sf dormitory buildings within the referenced area. The Bicentennial Plan calls for Mixed-Use Redevelopment within this area, one of the initiatives for this area is to continue developing along Cedar Point Drive, extending the Cedar Point experience from the peninsula to the mainland; **promote campus atmosphere**, landscaping, and parking behind structures.

Planning Staff recommended approval of the proposed amendment to the Zone Map for the above referenced parcels. The adjacent parcels are zoned as CR Commercial Recreation and the additional parcels are to create a buffer area for surrounding property owners.

Mr. McGory moved that the application be approved for discussion purposes. Mr. Miller seconded the motion.

John Hancock, 326 E. Market Street stated that the lots that requested to be rezoned are not necessary for the site plan application on the agenda. They are contiguous to the project so the intent is to bring them into the same zoning and label them as a buffer area for the project.

Mr. Miller asked if the properties had to be rezoned or are they recommended to be rezoned. Ms. Sparks stated that the parcels that the dormitories will be placed on are already zoned as Commercial Recreation and that the remaining properties would be recommended to be rezoned to keep them the same.

With no further discussion, the motion passed with a unanimous vote.

### **Public Hearing Closed**

Ms. Sparks presented that Vimal Kumar had applied for an appeal of a decision of the Noise Control Officer at 1615 First Street. The applicant is requesting a waiver to conduct an outdoor concert series every Saturday night throughout the summer. The requested hours would be 7 PM- 1:30 AM. The property is zoned as GM General Manufacturing. The use of the building is permitted. The surrounding uses include marinas and residential boat houses. The Police Department had received several letters and petitions from residents that live within the area. There have also been several incidents that have required the Police to respond at this location. Officer Lewis recommended denial of the appeal.

Chairman Zuilhof asked what the Noise Ordinance stated as allowed times. Officer Danny Lewis with Sandusky Police Department stated that there are different times for different decibel levels. At this time, the SPD does not have the capability to measure sound decibels but they are working to get new equipment. He stated that the Police Department received several noise complaints and the area residents have been petitioning against the noise at the bar. Since they applied for the waiver, the Police had been called to the establishment 3 times. The bar manager had received disorderly conduct charges, which are criminal charges that the Planning Commission has no authority over. He added that on the 5<sup>th</sup>, he could hear the noise across the bay at the Police Station.

Mr. Zuilhof swore in audience members that wished to speak for or against this agenda item.

Brian Bonner, General Manager at Soundbar stated that May 5<sup>th</sup> was the first live event outside at Lyman Harbor. They brought in a professional sound company to measure all decibel readings. He stated that the first call for the police was due to a prom that was going on inside the facility. The second call was when there was an outdoor D.J. They proceeded to move everything inside and the police were called a third time. He stated that he currently runs the sound at 22 decibels under the legal limit and had never exceeded the time limit for the music. The appeal for a sound waiver until 1:30 AM would be posted in the newspaper to let the residents know that there will be noise. They intend to stop the band at 11 PM as they have, but this would cover any crowd noise that can be heard from the neighbors.

Mr. McGory suggested that there were several establishments that were eventually shut down because of lack of crowd control. He stated that if the band is shut down at the legal hour, it is up to the business to control the crowd from that point.

Mr. Bonner stated that they have always complied with the Police Department requests and that the Officers always reference that in their report.

Chairman Zuilhof stated that he understood the sensitivity of the matter but is disinclined to overturn the recommendation for denial.

Janet Runner, 520 Nantucket Drive stated that she read the noise ordinance and that in the first paragraph it described the adverse mental and physical effects of noise. She stated that she feels these adverse effects. She stated that she is unable to enjoy her property when the concerts are going on. She stated that she also can hear thumping music from inside the building as well, year round. Outside noise gets very loud from patrons that have had too much to drink. In section 519.06 of the ordinance, the maximum permissible decibel level in a residential area in the daytime is 60 decibels. After 9 PM it goes to 50 decibels. She does not want to continue to be woken in the night or unable to go to sleep. She would like to peacefully enjoy her property.

Theresa Gold, 540 Nantucket Drive stated that she lives right across from Lyman Harbor and once the music starts, you hear the deep bass and vibrations. She can feel the vibration in her home. The lack of quality sleep is affecting her health physically.

Chairman Zuilhof stated that if the operator could adjust or turn down the bass, it may have an effect on how many calls the establishment gets.

Ron Goldstein, 512 Nantucket and President of the HOA stated that he gets complaints all the time and that the residents want to know what they can do about the thumping. He moved to the area for the peace and quiet and often slept with the windows open to hear nature. Even when he closes the windows, it does not help the situation.

Katherine Carter, 5309 Columbus Ave stated that whatever the outcome is for this appeal is will need to be consistent because there will surely be complaints for the concerts on the Jackson Street Pier.

Tim Schwanger, 362 Sheffield Way stated that he remembered when Lyman first opened and there were headliner acts that performed there. He did not recall any instances such as this in all of the years. He suggested maybe City Staff and the Applicant working together to create some sort of sound buffer to eliminate the problem.

Mr. Bonner stated that he understood what the residents were saying and he apologized to them. They have been trying very hard with to accommodate the neighbors by running the equipment at 20 decibels under the legal limit. He added that of the 9 petitions that came from Nantucket, 4 or 5 of them are on the front of the street, where officers reported that they could not hear the noise from.

Mr. McGory moved to deny the appeal to extend the hours of the noise ordinance to 1:30 AM. Mr. Jackson seconded the motion. With no further discussion, the motion to deny the appeal passed with a unanimous vote.

Mr. Voltz presented that Randy Hartmeyer, on behalf of Verizon Wireless had applied for a conditional use permit for Parcels 55-00082.000, 55-00067.000, 55-00069.000, 55-00073.000, 55-00074.000, 55-00080.000, 55-00081.000 on Cedar Point Drive. The existing zoning is "P" – Auto Parking. The property is currently adjacent to property zoned "R1-75" Single-Family Residential. Chapter 921 of the Codified Ordinances of Sandusky requires a Conditional Use Permit. In December of 2016 the property owners were granted a temporary structure permit for 180 days. On February 1<sup>st</sup> 2017, Planning Commission granted a Conditional Use Permit for small cell node installations throughout the park. Section 921.04 states general requirements for wireless telecommunications facilities, which include the following:

(1) The City's intent is to provide incentives for wireless telecommunications service providers that seek to further the City's following priorities:

- A. Co-locate on/with other existing towers/structures/facilities or locate on existing structures (public or private).
- B. Design new towers for multiple users, wherever possible.
- C. Locate towers in the least obstructive manner given present and evolving technology.

Section 921.09 (C) states that telecommunication towers shall be located a minimum of 200% of the height of the tower, including any antennas protruding above the tower, from any residential district. The current proposed location of the tower is 21'8" from the nearest residentially zoned property.

Planning Staff recommended further conversations with the property owner and applicant to find a more suitable location for the tower.

Amy Davis, Verizon Wireless and Randy Hartmeyer, SBA Communications are the consultants on the project. Mr. Hartmeyer stated that the location was chosen because that is where the temporary tower is located now. They offered Cedar Point several options and the monopine style was chosen where the tower stands 68' tall with mock pine branches to make it 73' tall. The residential lot where the proposed tower is to be located is

owned by Cedar Point. The important facts are that there are already fiber and power connections for this and also, the foundations would be preferred because the closer you get to the water, you're not sure what will happen in the future. It is also the best location from a radio engineering prospective. The objective is to cover the parking lot and approaches.

Mr. McGory asked if a tower were installed within the main Cedar Point parking lot, would it work as well as this location. Ms. Davis replied that from an Engineering perspective, if you change one component in terms of distance, it may affect the hand-off between sites. The nearest macro site is Sandusky North, across the water. Cedar Point has nodes throughout the park that this macro site is designed to complement perfectly. This is the best location for this to function.

Mr. Jackson asked to clarify what the applicant is requesting? A variance? Ms. Byington stated that they would need a variance to be closer than what the code regulates. If they were at the correct distance, a conditional use permit could be approved today and they would be done. Chairman Zuilhof stated that at the time that the packet went out, it was unclear that the application was not in compliance. Now that this came to light, it would not be proper to approve without further work and discussion.

Mr. Miller moved to table the application. Mr. Waddington seconded the motion. Mr. McGory asked if the temporary tower that is up would handle what is needed for the near future. Ms. Davis stated that it will not handle multiple carriers. She added that there are several carriers that are interested in this so it would not be to anyone's benefit to keep the temporary tower. Mr. McGory asked what the purpose of the temporary one was. Ms. Davis stated it was to serve the parking lot. Mr. McGory stated that the temporary permit was for 180 days. Could that be extended if needed? Staff answered yes. With no further discussion, the motion to table the application passed with a unanimous vote.

Ms. Sparks presented that Cedar Point Park LLC had submitted an application for site plan approval at 2064 & 2066 First Street for the construction of an employee dormitory. The existing zoning is "CR" Commercial Recreation & R1-40 Residential Single Family within the planned area. The buildings are all located within the "CR" Commercial Recreation zoned parcels. Planning Commission recently approved a lot combination for all of the said parcels. Section 1137.08 requires a 40' setback within the side and rear when adjacent to residential. The applicant received a variance for the side and rear yard. The remaining setbacks are being met by the applicant. The applicant had indicated that the height of the building will be 32'. The applicant has proposed a total of 178 rooms between the two buildings. Section 1149.05 requires one space per room. The last dormitory that received site plan approval was in February of 2013. The applicant was approved for shared parking to the adjacent parking lot of 861 parking spaces. Section 1149.09 requires landscaping along surface parking lots, however the site is proposed to utilize adjacent parking as such it would not be required. Section 1149.10 states that the parking area shall be adequately illuminated to protect the public safety and shielded from adjoining residential districts. The applicant has proposed exterior lighting around the perimeter of the two buildings. Understanding most lots are vacant staff believes this should not be an issue.

Planning Staff recommended approval with the following conditions:

1. Planning Commission approve the adjacent parking area to meet parking requirements.
2. All building permits are obtained.
3. All stated and federal laws are observed.

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

Mr. Votz presented that Classic Investors, LLP had submitted an application for approval of barbed wire fencing at 1001 Fremont Avenue. The existing zoning is "CS" Commercial Service and the applicant is requesting to place barbed wire atop a 6' fence. The existing use is Self-Storage. The applicant had communicated that the business would remain self-storage. The applicant had recently performed a lot split

on the property that is not evident on the zoning map. The location of the proposed barbed wire is set back nearly 400' from Fremont Avenue.

Planning staff recommended approval of both the similar main use permit and the site plan with the following conditions:

1. All building permits shall be obtained.
2. All state and federal regulations shall be followed.

Mr. Whelan stated that even though it is 400' off of Rt 6, it is right at the Rt 2 exit and it doesn't appear to close anything in. He wondered what the purpose of the barbed wire was.

Michael Steyer, Classic Investors, LLP stated there are storage buildings on the parcel and that the fence and barbed wire is intended to add security to the property. Mr. Whelan asked what would stop someone from just walking around to the unenclosed portion of the fence. Mr. Steyer stated that there is a highway fence on the right side, and there is a pond and ravine that would deter anyone from walking through the other side. He did not feel it was necessary to enclose the fence at this time.

Mr. Voltz stated that the barbed wire will be facing inward and not out. Chairman Zuilhof stated that it appeared that Mr. Steyer is offering the perception of protection since the fencing will not be fully closed in. He added that in other cases that he'd heard, the applicants offered legitimate security reasons for requesting while this applicant seems to be marketing the idea of security.

Mr. Miller stated that the most recent barbed wire application that was heard involved storage and protection and he felt that this application would be a similar case. The applicant intended to offer security and protection to his customer's belongings.

Mr. Whelan stated that the differences between the two applications is that this application is very close to the road where the one that he remember in the past was off the road and not as visual. The other difference is that the past application was an enclosed fence and this one is not.

The applicant stated at his other facilities, the barbed wire is facing out and he would do whatever the commission asked him to do to offer additional security to his customers.

Mr. McGory moved to approve the application subject to Staff's conditions. Mr. Waddington seconded the motion. Mr. Whelan confirmed with Staff that the intent to require permission from Planning Commission is to maintain the aesthetics of the community. With no further discussion, the motion was approved with a 4/2 vote. Chairman Zuilhof and Mr. Whelan voting no.

Ms. Sparks presented that Jacqueline Csehi had submitted an application for a waiver to allow a non-impervious surface for an access drive to service a garage within the rear yard at 1022 Putnam Street. The existing zoning is "R2F" Residential Two- Family. The existing use is Residential. The applicant received approval to construct an accessory building within the rear yard at 1022 Putnam Street. The applicant utilizes the garage to store classic cars that are only utilized once or twice a year. The garage is approximately 150' from the street. A driveway is required for construction of a garage, however staff mistakenly overlooked the need for this driveway when approving the zoning certificate. A complaint was filed in February through the Code Enforcement Department and a zoning violation was issued. The applicant has stated that a driveway at this location would be a substantial cost and quite burdensome to the applicant. Section 1149.09 states that all parking areas and access driveways shall be a paved surface unless otherwise approve by Planning Commission. Staff recognized that this building is utilized more for an accessory building mainly to store classic vehicles.

Planning Staff recommended approval with the following conditions:

1. If the property owner changes ownership and the building is utilized as a garage a driveway will be required.
2. If the current property owner begins utilizing the building as a personal garage, staff shall determine if driveway is need.

Dave Csehi, property owner stated that when he filled out the application, he indicated that there would not be a driveway. He added that the application also stated that a driveway was permitted and not required. They were not aware nor were they hiding anything from City Staff.

Mr. Whelan questioned if there was a garage that went back further than the driveway, would we make the property owner add to the driveway? Ms. Byington stated that if it the garage was built prior to the regulation, we would not make the property owner add to the driveway. Only for new construction.

Mr. Miller asked the applicant how they get access to that building without a driveway. Mr. Csehi stated that the cars are very rarely driven, but when they are, the garage is accessed through the vacant lot that they own.

Ms. Byington stated that this situation is a legally non-conforming situation. The house is what requires parking, and the house is already existing. We cannot require to add off street parking since the house already exists.

Mr. McGory asked if the applicant is requesting to add gravel as a driveway or if they wish to leave it as grass. Ms. Byington stated that the applicant wished to leave it as grass.

Mr. Miller moved to approve the applicant subject to Staff's conditions. Mr. Waddington seconded the motion. Mr. Whelan stated that he is uncomfortable approving the condition that if the property changed hands that the new owner would be required to add a driveway. Ms. Byington stated that the condition stated that if the property changed hands and the new owner were to utilize the building as a garage, then it would be required. Mr. Miller stated that pervious pavement is a problem with the current sewer system and he suggested that the code require impervious pavement for all of these applications. With no further discussion, the motion was approved with a unanimous vote.

Ms. Sparks stated that there is at least one application for a meeting on July 25<sup>th</sup>.

With no further business, the Chairman adjourned the meeting at 6:25 PM.

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 A CONDITIONAL USE  
PERMIT FOR A DIGITAL MESSAGE BOARD  
SIGN AT 315 WAYNE STREET.

Reference Number: PC-14-2018

Date of Report: June 18, 2018

Report Author: Greg Voltz, Assistant Planner



# City of Sandusky, Ohio Planning Commission Report

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## BACKGROUND INFORMATION

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Jan Smith Wood, on behalf of Grace Episcopal Church has applied for a Conditional Use permit for a digital message board sign to be located at 315 Wayne Street. The following information is relevant to this application:

Property Owner: Grace Episcopal Church  
315 Wayne Street  
Sandusky, OH 44870

Authorized Agent: Jan Smith Wood  
315 Wayne Street  
Sandusky, OH 44870

Site Location: 315 Wayne Street

Zoning: "DBD" Downtown Business District

Existing Uses: Church

Surrounding Uses: North: Park/DBD  
East: Residential & Park/GB & DBD  
South: School/DBD  
West: School/DBD

Applicable Plans & Regulations: City of Sandusky Comprehensive Plan  
Sandusky Zoning Code Chapter  
Chapter 1143.06 Prohibited Signs

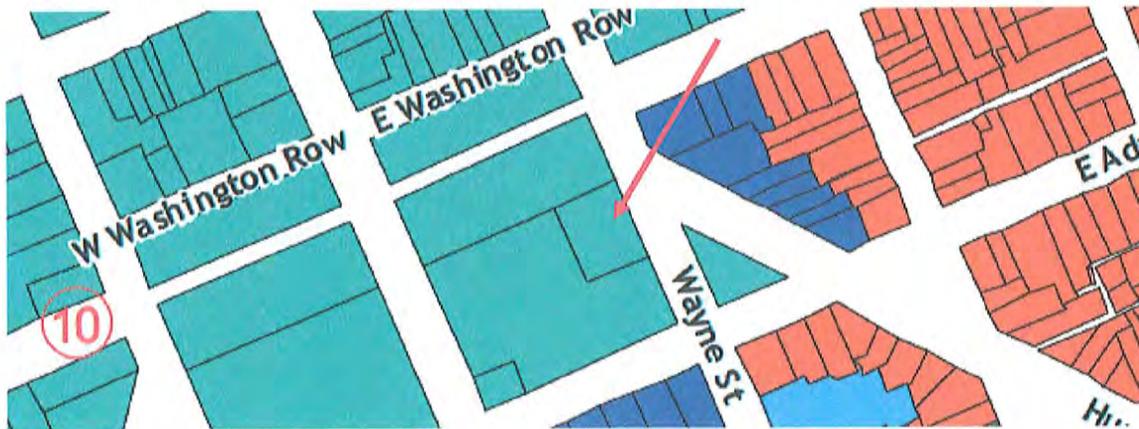
**SITE DESCRIPTION**

The subject parcel is located at 315 Wayne Street, the property is zoned as DBD Downtown Business District. The adjacent parcels are zoned as "DBD" Downtown Business District, "GB" General Business District.

**315 Wayne Street**



**Zone Map – Parcel**



<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #003366; border: 1px solid black;"></span> J- PUBLIC-ACRE Y</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #006633; border: 1px solid black;"></span> R5 RESIDENTIAL SUBURBAN</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #009933; border: 1px solid black;"></span> R1-75 SINGLE-FAMILY RESIDENTIAL</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #99cc33; border: 1px solid black;"></span> R1-60 SINGLE-FAMILY RESIDENTIAL</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff00; border: 1px solid black;"></span> R1-50 SINGLE-FAMILY RESIDENTIAL</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff9966; border: 1px solid black;"></span> A0 AGRICULTURE</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff9900; border: 1px solid black;"></span> R1-40 SINGLE-FAMILY RESIDENTIAL</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff6600; border: 1px solid black;"></span> T40 FAMILY RESIDENTIAL</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #993333; border: 1px solid black;"></span> RMP MULTIFAMILY RESIDENTIAL</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #663333; border: 1px solid black;"></span> RRM RESIDENTIAL / BUSINESS</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #cccccc; border: 1px solid black;"></span> P ADDED PARKING</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #0099ff; border: 1px solid black;"></span> B LOCAL BUSINESS</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #0066ff; border: 1px solid black;"></span> RB ROADSIDE BUSINESS</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #0033ff; border: 1px solid black;"></span> GB GENERAL BUSINESS</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff6666; border: 1px solid black;"></span> CA COMMERCIAL ADJUSTMENT</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff3333; border: 1px solid black;"></span> CR COMMERCIAL RECREATION</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #009999; border: 1px solid black;"></span> DBD DOWNTOWN BUSINESS</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #993333; border: 1px solid black;"></span> CS COMMERCIAL SERVICE</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #993399; border: 1px solid black;"></span> IM LIMITED MANUFACTURING</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #663399; border: 1px solid black;"></span> GM GENERAL MANUFACTURING</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> PUD PLANNED UNIT DEVELOPMENT</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; border-radius: 50%;"></span> R100 REQUIRED SETBACK IN FEET</li> </ul>
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**DIVISION OF PLANNING COMMENTS**

The applicant has applied for a Conditional Use permit for a 11.02 square foot digital message board sign for the Grace Episcopal Church at 315 Wayne Street. Section 1143.06 states that electronic message board signs are prohibited unless approved through a Conditional Use Permit. The current sign is a changeable message board sign and this digital message board is meant to replace it.

315 Wayne Street is individually listed on the National Register of Historic Places, as well as being in close proximity to the Downtown Sandusky Commercial Historic District, Washington Park and other individually listed items and buildings. This property is also just outside of the Downtown Review District, which does not permit the use of internally illuminated signs.

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**ENGINEERING STAFF COMMENTS**

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The City Engineer has reviewed the application and has no issues with the proposed sign.

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**BUILDING STAFF COMMENTS**

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The City Building Official has reviewed the application and has no issues with the proposed sign.

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**POLICE DEPARTMENT COMMENTS**

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The City Police Chief has reviewed the application and has no objections to the proposed sign.

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**FIRE DEPARTMENT COMMENTS**

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The City Fire Chief has reviewed the application and has no objections to the proposed sign.

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**CONCLUSION/RECOMMENDATION**

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In conclusion, Planning Staff recognizes that the sign is small in size. However, it is the opinion of staff that the changes to the sign would be aesthetically detrimental to the area, and would not fit into the historic character of the building, adjacent buildings, and adjacent parks. As such, staff recommends denial of the Conditional Use permit for the digital message board sign to be located at 315 Wayne Street.



# CITY OF SANDUSKY APPLICATION FOR PLANNING COMMISSION APPROVAL

## TYPE OF APPLICATION:

Conditional Use Permit  
 Flood Plain Variance  
 Other

Similar Main Use  
 Front Yard Fence

## APPLICANT/AGENT INFORMATION:

Property Owner Name: Grace Episcopal Church

Property Owner Address: 315 Wayne Street  
Sandusky, Ohio 44870

Property Owner Telephone: 419-625-6919

Authorized Agent Name: Jan Smith Wood

Authorized Agent Address: 315 Wayne Street

Authorized Agent Telephone: 419-625-6919

## LOCATION AND DESCRIPTION OF PROPERTY:

Municipal Street Address: 315 Wayne Street, Sandusky

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

Parcel Number: 56-68044 Zoning District: DBD (Downtown Business District)

**DETAILED SITE INFORMATION:**

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

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

Building #1: NA (in sq. ft.)

Building #2: \_\_\_\_\_

Building #3: \_\_\_\_\_

Additional: \_\_\_\_\_

Total Building Coverage (as % of lot area): NA

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): NA

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Proposed Building Height (for any new construction): NA

Number of Dwelling Units (if applicable): NA

Number of Off-Street Parking Spaces Provided: NA

Parking Area Coverage (including driveways): NA (in sq. ft.)

Landscaped Area: NA (in sq. ft.)



**PROPOSED DEVELOPMENT (check those that apply):**

- New Construction (new building(s))
- Addition to Existing Building(s)
- Change of Use in Existing Building(s)
- Other

**Description of Proposed Development (Describe in detail your development plans, for example – proposed use, size of building or proposed addition, hours of operation, days of operation, seating capacity, etc.):**

We are proposing to replace the current, manual message area in our outdoor sign facing Wayne Street with a digital message board. The rest of the sign structure will remain intact. There is already electrical feed to the sign which powers an outdoor light that shines on the sign. The proposed digital board would be controlled by the church office computer.



**WILSON**  
ELECTRONIC DISPLAYS  
Wilson Electronic Displays, LLC  
300 Hamilton Ave. • Dayton, OH 45403  
Call: 877-401-5649 Fax: 937-558-2881

**Proposal No. 17642**

Proposal Date: 4/27/18  
Expiration Date: 5/27/18

**Offered To:** Bob Shaffer  
**Grace Episcopal Church - Sandusky**  
315 Wayne St.  
Sandusky, OH 44870

**Ship To:** Bob Shaffer  
**Grace Episcopal Church - Sandusky**  
315 Wayne St.  
Sandusky, OH 44870

216-212-9665

Fax:

216-212-9665

Fax:

Project Name	Terms	PO #	Delivery Method	Due Date
Grace Sandusky - Rev 042718	Due Upon Receipt		Deliver	

Item ID	Title	Qty	UOM	Unit Price	Total
MCX06-224160	Wilson Image Series - 6mm, 224x160 - RGB Wilson Image Series - 224x160 matrix, 6mm Pixel Pitch 1.7" min char height - 7 pixel font Display Area: 52.91" H x 37.8" L No Cabinet Border - Front Removable Modules Full Color RGB - 4.4 Trillion Colors Front Access, powder coated steel cabinet. Displays text, pictures, and short AVI files. Software Included. Customer to provide PC. Additional cost for method of communication.	1	ea	10,600.00	10,600.00
Install	Installation on Existing Structure Install LED sign on Existing Structure - Structure Provided by others. Adequate Power Provided to install location by others. One dedicated 20Amp Circuit required! Does <b>NOT</b> include Permits or Engineering! Final electrical hook up and on site software training included. Communications costs provided as separate line item below! ***This price DOES NOT include any additional structural supports. Any extra structure other than standard mounting hardware will be an extra cost.***	1	ea	1,900.00	1,900.00
Wireless	Wireless Transmitter/Receiver 5 GHz Wireless Transmitter/Receiver - 5000' Urban Range Ubiquiti NanoStation LocoM5 Wireless Communications Includes one Transmitter and one Receiver, and mounting hardware. Customer must provide IP addresses!	1	ea	450.00	450.00

## Proposal No. 17642

<b>Offered To:</b> Bob Shaffer <b>Grace Episcopal Church - Sandusky</b>	<b>Ship To:</b> Bob Shaffer <b>Grace Episcopal Church - Sandusky</b>
--	---

Item#	Title	Qty	UOM	Unit Price	Total
				Sub-Total:	12,950.00
				Tax:	0.00
				Shipping:	
				<b>Total:</b>	<b>\$12,950.00</b>
				Due Now:	\$6,475.00

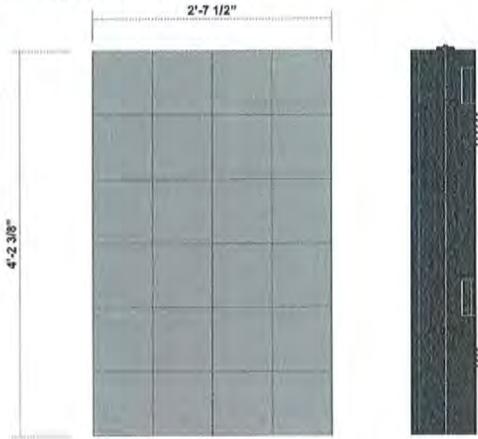
Terms: 50% down with Signed Sales Agreement, remainder due upon successful delivery/installation.  
 Does NOT include: Taxes, Shipping, Engineering or Permits. No Shipping Charges with purchase of installation.  
 Permit/Engineering must be provided prior to installation.  
 Customer must provide adequate electricity to the site.  
 Delivery Lead Time is 11-12 weeks ARO. Receipt of Order requires down payment and signed sales agreement.  
 3 year parts, 1 year labor warranty. Wireless Components carry a 1 year warranty.

**Contact:**  
 Jim Molnar  
 937-558-2416

	<b>Wilson Electronic Displays,</b>
Company Name	
Authorized Signature	Authorized Signature
Purchase Order #	Date

**SIGN #1**

Replace existing single face display cabinet with full color LED display



Full Color LED Display  
 Pixel Pitch: 10mm  
 Pixel Matrix: 80(h) x 128(w)  
 Physical Size: 50.394"(h) x 31.496"(w)  
 Power: 7.28A, (1) 20A 120V circuit required



Date 04.05.18

Scale 1/2" = 1' - 0"

Drawing# 1 of 1

Filename GraceEpiscopi01\_040518

Site# Dan

Drawn JP

Work Order MO-

This drawing has been reviewed and is:

- APPROVED AS SUBMITTED
- APPROVED AS NOTED
- NOT APPROVED REVISE AND RESUBMIT

Representative Signature

Date

These drawings, specifications or plans are the property of The Wagner Electric Sign Company as a direct result of original work performed by its employees. They are being submitted to you, or the organization that you directly represent for the sole purpose for you or your organization's consideration as to whether or not there is intent to purchase products or services from The Wagner Electric Sign Company as shown within these plans. Unauthorized distribution or circulation of such plans without the express, written consent of The Wagner Electric Sign Company is expressly prohibited. In the event that such a violation occurs, or other suit of such nature or design to secure goods or services from other sources will result in costs and fees due to The Wagner Electric Sign Company for such design services rendered. Such fees will constitute acceptance of design services performed. The fee for a standard sign valued at up to \$20,000 shall be \$1,000. The fee for standard signs valued over \$20,000 shall be a minimum of \$5,000 based on design time used and/or complexity of the design and the time spent preparing such designs, in addition to any and all legal expenses incurred.

**NOTE:**  
 This sign will be prepared according to the attached or 11" x 17" sheet. Signposts will be made upon they are stated above and distinct and no longer be available. Colors are for informational purposes only and are not intended to represent the final printed color. See PMS color.

All products requiring electrical and built or produced by The Wagner Electric Sign Company shall bear the mark below. Registered from the Outdoor Certification Directory with permission from Underwriters Laboratories Inc. Copyright © 2018 Underwriters Laboratories Inc.

THIS PRODUCT IS LISTED BY UNDERWRITERS LABORATORIES INC. AND BEARS THE MARK  
 Wagner Electric Sign Co. © 2018

To: Sandusky City Planning Commission

From: Robert Shaffer, Representing Grace Episcopal Church

Date: May 22, 2018

Subject: Rationale for Our Proposed Digital Sign

We propose to be permitted to change our current, manually lettered sign to a digital one to better serve our mission for the community of Sandusky. Our church is moving more and more into the important area of outreach work, and a digital sign would be such an important part of our communication efforts about our outreach activities with our community.

There was a time when the church was attended by its regular parishioners who met at the church from time to time and volunteered to address some outreach traditional activities such as providing funds to community agencies, occasional meals to the needy, etc. There was no real need to communicate regularly with the outside community about these few activities as the parishioners coordinated them among themselves and took care of all the arrangements including an occasional piece in the local newspaper or message over the radio. The church sign...it was only needed to advertise the times of services and the name of the pastor.

However, true community churches such as Grace now are advancing their efforts more and more into their communities to provide more needed assistance to those less fortunate who face severe difficulty in providing basic necessities for life, and coping with the newly emerging social evils of today. For example, there are community meals twice a month, counseling, a thrift clothing shop, youth meetings and trips, purchase of facilities for the needy, festivals, shelter activities in times of crises, gifts for and visits to youth, health classes, inspirational book reading, evolving evening services and meetings just to name a few.

In order to help facilitate our efforts at Grace to let our community residents know what we're trying to do, a digital sign, capable of delivering a lot of information to passers-by in a brief period of time, as well as be more readily changed as our outreach projects change, we feel would be invaluable. Simply stated, we would like to more quickly be able to tell our community members what, when, and where we're doing something, and inviting them to come help us in our efforts. An occasional spiritual message may well be mixed in. Our current static sign just won't meet our new needs.

We humbly respect the needs of the Sandusky historical district, and completely understand your efforts to protect them. If need be, we request a variance in rules or policies to allow us to more effectively advertise our mission to the Sandusky community. Thank you for your consideration.

CITY OF SANDUSKY, OHIO  
DEPARTMENT OF DEVELOPMENT  
DIVISION OF PLANNING

# PLANNING COMMISSION REPORT

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APPLICATION FOR SITE PLAN APPROVAL  
FOR CEDAR POINT SPORTS CENTER  
INDOOR FACILITY AT 2700 CLEVELAND  
ROAD

Reference Number: PC-13-2018

Date of Report: June 20, 2018

Report Author: Greg Voltz, Assistant Planner



# City of Sandusky, Ohio Planning Commission Report

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## BACKGROUND INFORMATION

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Geoff Aiken, OSports, on behalf of Cedar Point Park LLC, has submitted a site plan application for Cedar Point Sports Center indoor recreation and medical facility to be located at 2700 Cleveland Road. The property is proposed to be utilized as a multi- use indoor sports facility, and medical facility. The following information is relevant to this application:

Applicant: Cedar Point Park, LLC  
One Cedar Point Drive  
Sandusky, Ohio 44870

Authorized Agent: OSports  
1100 Superior Ave.  
Suite 300  
Cleveland, OH 44114

Site Location: 2700 Cleveland Road W.

Zoning: "CR" Commercial Recreation

Existing Uses: Vacant Property

Proposed Uses: Multi- use indoor tournament sports park and medical facility

Applicable Plans & Regulations: City of Sandusky Comprehensive Plan  
Sandusky Zoning Code Chapter  
Chapter 1149 Site Plan Review & Off-Street Parking  
Chapter 1137 Commercial Districts

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## SITE DESCRIPTION

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The subject property is located at the edge of the city along Cleveland Road within the "CR" Commercial Recreation Zoning District. The subject property is located within both the City of Sandusky and Perkins Township. The portion of the property located within the City of Sandusky is directly adjacent to "CR" Commercial Recreation, further to the west there is property zoned "CS" commercial service. A small portion of the property is located within Perkins Township, the majority

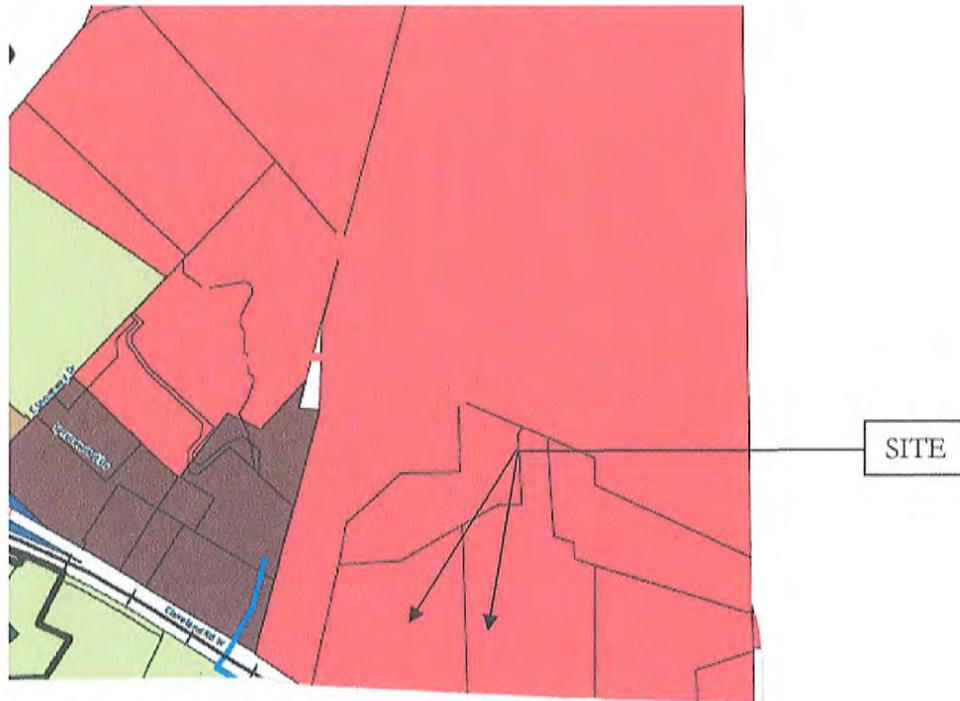
of this area is zoned as "I-1" Light Industrial District, a small area along the north side of Cleveland Road is zoned as "R-1" Single Family Residential District but recently went through the rezoning process within the township. As stated, the area located within the City of Sandusky is zoned "CR" Commercial Recreation, which permits the following:

- (1) One- and two family dwellings, boathouses, motels;
- (2) The following amusement establishments, whether open or enclosed;
  - A. Beaches and swimming pools, with accessory bath houses and locker rooms;
  - B. Manufacturing, rental repair, and storage of boats, marinas; sale of live bait for fishing;
  - C. Hunting and fishing clubs, shooting ranges;
  - D. Arenas, auditoriums;**
  - E. Golf courses, driving ranges;
  - F. Riding academies, stables, race tracks;
  - G. Assembly and meeting halls, bowling alleys, dance halls, skating rinks
  - H. All retail stores, service and office as permitted in General Business districts

**2700 Cleveland Road W.**



## Zone Map – Parcels Indicated



 R-1 SINGLE-FAMILY	 R1-40 SINGLE-FAMILY 2-30-4000	 B LOCAL BUSINESS	 DBD DOWNTOWN BUSINESS
 R-2 RESIDENTIAL SUBURBAN	 R2P TWO-FAMILY RESIDENTIAL	 RB ROADSIDE BUSINESS	 CS COMMERCIAL SERVICE
 R1-70 SINGLE-FAMILY RESIDENTIAL	 RMP MULTI-FAMILY RESIDENTIAL	 GB GENERAL BUSINESS	 IM LIMITED MANUFACTURING
 R1-60 SINGLE-FAMILY RESIDENTIAL	 RRB RESIDENTIAL / BUSINESS	 CA COMMERCIAL ADJUTMENT	 GM GENERAL MANUFACTURING
 R1-20 SINGLE-FAMILY RESIDENTIAL	 P AUTO PARKING	 CR COMMERCIAL TRUCK-AREA	 PUD PLANNED UNIT DEVELOPMENT
 A2 AGRICULTURAL			 10 REQUIRED SETBACK IN FEET

### DIVISION OF PLANNING COMMENTS

Over the past few month's planning staff, Perkins Township officials, and the applicant have worked together on the proposed site plan. Staff has conducted a meeting with Perkins Township to work through both jurisdictions regulations and how it pertains to the site. Staff provided comments regarding fencing, landscaping, parking, building design, and access. The applicant was open to

revising the site layout, the most recent submission reflects revisions such as adding a future bus and transit location, adding additional landscaping, as well as showing future trail section along the main entrance drive. In commissions packet you will find a sketch of the proposed structures. Staff did have some concerns regarding the initial submission however, Staff is in general support of the revised design.

Staff's main concern regarding the proposed site plan is in regard to the amount of parking being proposed. The square footage and parking requirements per use is as stated below:

PARKING REQUIREMENTS

REQUIRED PARKING SPACES:

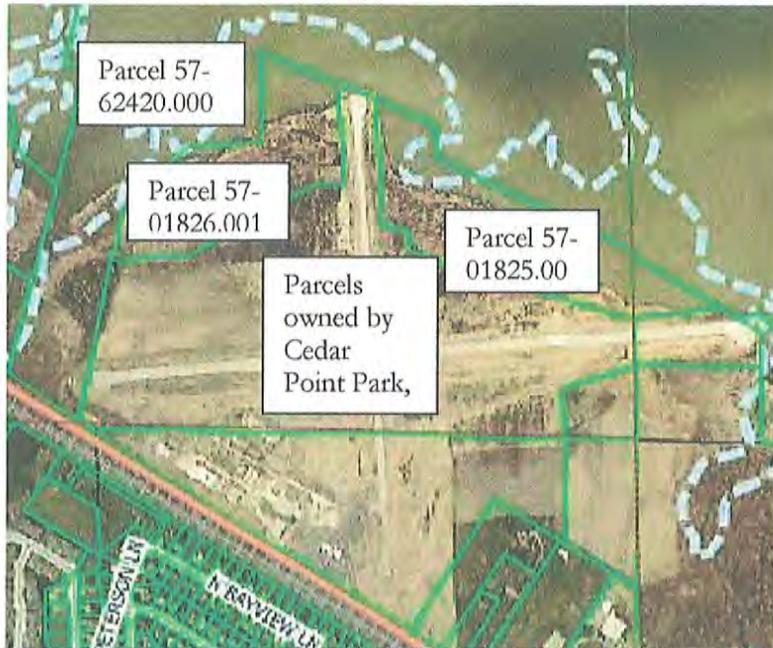
	<u>CITY OF SANDUSKY</u>	<u>PERKINS TWP</u>
<u>SPORTS VENUE (160,583 SF):</u>		
AUDITORIUM	1 SP PER 4 SEATS	1 SP PER 4 SEATS
SPORTS AREA		
<ul style="list-style-type: none"> <li>• 20 VOLLEY BALL COURTS X</li> <li>• 20 PLAYERS PER COURT = 400 PLAYERS</li> <li>• 400 PLAYERS X 1.8 SPECTATOR</li> <li>• PER PLAYER = 720 SPECTATORS</li> <li>• 400 PLAYERS = 720 SPECTATORS</li> <li>• = 1120 PEOPLE OR "SEATS"</li> <li>• 1120 SEATS X 1 SPACE / 4 SEATS</li> <li>• = 280 SPACES</li> </ul>	<u>280 SPACES</u>	<u>280 SPACES</u>
MEDICAL OFFICE (45,097 SF):	1 SP PER 200 SF <u>226 SPACES</u>	1 SP PER 100 SF <u>451 SPACES</u>
GEN. HEALTH CLUB (28,000 SF):	GEN. BUSINESS 1 SP PER 200 SF <u>140 SPACES</u>	GEN. BUSINESS 1 SP PER 200 SF <u>140 SPACES</u>
TOTAL	<u>646</u>	<u>871</u>

Proposed Parking Spaces: 871

As noted above the proposed uses would require 646 parking spaces and the applicant is proposing 871 spaces and 22 handicap spaces. However, it is important to note that the code does not directly speak to indoor sports facility. The proposed site plan exceeds the City of Sandusky's required parking for the proposed uses. It is important to note that the Phase 1 project, which provided 458 spaces and required number of handicap spaces, has experienced many overflow parking issues since it began operation in 2017. The parking for the Phase 2 may supplement those parking shortfalls at times, but staff does believe that there will be times when overflow parking will still be necessary.

Staff also believes that utilization of shuttles, bicycles and transit services will become increasingly necessary as use of this site, and the outdoor site, increases. Staff also wants to make sure that when the Landing Park project is completed there will be sufficient parking for those wishing to use the park, trail and other recreational activities along the back bay. The conceptual design for the Landing, and the access drive to the Landing, does call for a number of spaces on the drive to accommodate Landing Park and Sandusky Bay Pathway users.

The applicant does state that the proposed development will be utilized 7-days a week with the peak activity occurring during tournament events, and it is anticipated that tournaments will be held on the majority of weekends throughout the year. The sports facility will be primarily open in the afternoon and evening hours during the week and all day on the weekends. The sports medical center will primarily be occupied from 8-5 on weekdays. The proposed indoor facility will likely be hosting tournaments when Sports Force, the outdoor facility is also hosting tournaments.



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#### ENGINEERING STAFF COMMENTS

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The City Engineer has reviewed the proposed site plan and has stated the following comments and concerns:

1. Sports Force Phase 1 has large RV's parking in the overflow area yet the Phase 2 drawings do not show a dedicated parking location for these or busses.
  2. The Parking is based on all volleyball courts being used at one time, however there is concern for parking overlap as attendees will be arriving early or staying later.
  3. The site plan shows 150' wetland setback. Per Osborne the setback is 75' from wetland.
  4. The East access drive is identified as right in-right out in the traffic study.
  5. It is believed that the drive entrance may be too narrow.
  6. Circulation of transit and busses of a concern.
  7. Storm water management design is of a slight concern but discussion regarding this and other items will be occurring on 6/26/2018.
- 

#### BUILDING STAFF COMMENTS

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The City Building Official has reviewed the application and has no concerns regarding the proposed site plan; however, building permits and drawings will need to be submitted for any improvements or alterations.

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#### POLICE DEPARTMENT COMMENTS

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The City Police Chief has reviewed the application and has no objections to the proposed site plan, however they will need to address jurisdictional issues with police and fire for site with the respective agencies.

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**FIRE DEPARTMENT COMMENTS**

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The City Fire Chief has reviewed the application and has no objections or concerns regarding the site plan application.

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**CONCLUSION/RECOMMENDATION**

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In conclusion, Planning Staff recommends approval of the proposed site plan for Cedar Point Sports Center Indoor facility with the following conditions:

1. ODOT approves the traffic study and all ODOT conditions are met.
2. Although the applicant has indicated that temporary overflow parking will be constructed on the northwest corner of the site and on the parcel east of the outdoor facility, staff strongly recommends that the applicant also look to provide permanent pocket parking around the existing fields in Phase 1.
3. The site plan shall be revised, for staff approval, to show a designated trailer parking area. This area shall not be permitted within the permanent parking areas. They could be permitted in overflow parking areas or off-site.
4. Eastern drive shall be signed right in and right out only.
5. The site plan shall be revised, for staff approval, to show the traffic flow for transit.

## Phifer, Donald

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**From:** Jared.Feller@dot.ohio.gov  
**Sent:** Tuesday, June 05, 2018 9:38 AM  
**To:** Phifer, Donald  
**Cc:** Aiken, Geoff; Aaron Klein; phillip.gabel@dot.ohio.gov  
**Subject:** RE: Cedar Fair Sports Park Phase 2 Traffic Impact Analysis  
**Attachments:** 180605 ODOT Markup.pdf

Don,

Below are ODOT's comments regarding the Cedar Fair Sports Park Phase 2 Traffic Impact Analysis.

1. We would recommend using a minimum design speed of at least 50 MPH for any improvements to the west of the proposed full movement access point. The speed limit in this area is posted as 35 MPH, but actually vehicles speeds are likely higher than 35 MPH.
2. This section of US 6 should be considered urban in Perkins Township.
3. The study should not combine the peak entering and exiting volumes in one analysis as this is very conservative and does not represent typical traffic patterns when the entering and exiting peaks are occurring. A separate analysis can be done for both the entering and existing peak times, but the US 6 volumes that correspond to those times should be used.
4. The DHV factor should be recalculated based on the weekday traffic count completed for this study instead of using the DHV factor calculated with the previous study. Also, the ADT calculated based on the count seems low since the ADT on US 6 in this area is around 11,000.
5. Has Perkins Township reviewed the site plan or projected vehicle estimates?
6. The 10<sup>th</sup> edition of the Trip Generation Manual should be used to generate the expected trips. Also, use the fitted curve equations when applicable.
7. The study should show a stepped approach for the analysis to show that additional access is needed and the benefit of additional access points. The study can start with two access points (East and West Drives) and then show the benefit of adding the right-in/right-out access point.
8. ODOT prefers for HCS to be used for the analysis, especially when analyzing stop controlled locations. We typically use Synchro when analyzing signal timing at existing signalized intersections.
9. The study should include a signal warrant analysis instead of only mentioning that a signal may be warranted. The daily trips for the development can be distributed throughout the day to determine if the projected volumes are expected to meet more than just the peak hour warrant.
10. The growth rate should be applied as a linear growth rate instead of as an exponential growth rate.
11. Send the HCS analysis files with the next submittal.
12. See the attached markup for additional comments.

Are there any dates this year when there will be larger tournaments than the one that was being played when the count was done for this study? We would like to get a count for our US 6 corridor study during one of the larger tournaments. Also, SPARC is planning to have a route to the sports park site in the near future.

Once these comments have been addressed, please submit a revised Traffic Impact Analysis (PDF and one hard copy) along with a disposition of comments for review. Please let me know if you have any questions.

Respectfully,  
**Jared D. Feller, P.E.**  
ODOT District 3  
419.207.7058

# Cedar Point Sports Park Phase 2 Traffic Impact Analysis

Prepared For:



Prepared By:



**OSBORN**  
ENGINEERING

1201 East Market Street | Suite 200 | Akron, Ohio 44305

t 330 535 3132 | [www.osborn-eng.com](http://www.osborn-eng.com)

April 27, 2018

Osborn Project No. J20170652.100

ODOT Markup  
6/5/18



**Cedar Point Sports Park Phase 2  
Perkins Township and City of Sandusky, Erie County, Ohio  
Traffic Impact Analysis**

**EXECUTIVE SUMMARY**

Cedar Fair <sup>is</sup> in the planning stages of expanding the Cedar Point Sports Park on the north side of US 6 in Perkins Township and the City of Sandusky in Erie County. The project will consist of a 230,000 square foot indoor facility that will house basketball courts; physical, occupational, and speech therapy programs; sports medicine services; and a YMCA with Natatorium, along with addition of 816 parking spaces to the existing parking lot. In addition, Erie Metroparks is planning on developing a park north of the Cedar Fair parcel along the Lake Erie shoreline that will include a pier/boat launch, trails, and play area. All of these facilities are expected to be served by the existing driveway that accesses the Sports Park fields, along with new driveways that will be added to the north side of US 6. The project will include the construction of two new access driveways, one near the west property line, and one a right-in/right-out only driveway installed between the new and existing access driveways.

This Traffic Impact Analysis evaluates the existing transportation conditions, the trip generation and distribution for the project, and opening and design year conditions during both the weekday and weekend conditions.

Recommendations of this Analysis are summarized as follows:

- Based on the additional traffic generated by this project, the following recommended improvements that will need to be made to the existing roadway system:
  - Intersection of US 6 and the new West Access Driveway:
    - Addition of an eastbound left turn lane to US 6 with 200 feet of storage length.
    - Addition of a 360 foot long westbound right turn lane on US 6.
  - Intersection of US 6 and the new Middle right-in, right-out Access Driveway:
    - Addition of a 360 foot long westbound right turn lane on US 6.
- Traffic leaving the project site will operate at a Level of Service F during peak hours. The Access Driveway delays do not impact traffic on US 6.
- Providing additional access to this parcel beyond the one permitted by the State Highway Access Management Manual meets all of the conditions listed in that document, and recommended that they be permitted.

<sup>↑ it is</sup>

x



## 2.0 EXISTING AREA CONDITIONS

### 2.1 PHASE ONE REPORT SUMMARY

As part of Phase One of the development, Cedar Fair had a Traffic Impact Study prepared for the entire site. The "Cedar Fair/Sports Force Traffic Impact Study" was prepared by AECOM and dated January 2016. This Study was based on the construction of fifteen (15) sports field that could be used for various team sports (softball, soccer, etc.), as well as a canoe/kayak landing area. Ten (10) of the fields were installed under Phase 1 of the project, with the remaining improvements expected to be constructed at a later date. The existing conditions that were constructed in Phase 1 are shown in Figure 1.

The Phase 1 Study was based on the following:

- Three (3) site drives were to be constructed as part of the project. These drives were to include the following:
  - One full access main drive to provide access to the site and the parking areas.
  - One full access maintenance drive to be used by park staff for access to employee parking and park storage facilities.
  - One right-in/right-out drive to provide direct access to a canoe/kayak area at the lakeshore. This area was expected to be operated by a private entity, so separate access was requested.
- The project was analyzed based on complete development (both phases) of the Site. Phase 1 of the project was expected to generate 300 trip ends during both Weekday PM and Saturday Peak Hours. Both phases were expected to generate 450 trip ends during both of those times. The study assumed that following distribution of this traffic:
  - A 50/50 split was used during the Peak Hours to estimate the amount traffic entering and exiting through the main drive during the Peak Hours.
  - It was assumed that ~~65%~~ <sup>75%</sup> of the Peak Hour traffic using the main drive would enter and exit the site from the ~~west~~ <sup>east</sup>, and the other ~~35%~~ <sup>25%</sup> would come from the ~~east~~ <sup>west</sup>.
- The canoe/kayak driveway would generate a total of 40 trip ends during the Peak Hours, with 20 entering from the east, and 20 exiting to the west.
- The turn lanes on U.S. Route 6 at the existing Main Entrance Drive were designed based on the full build-out of the parcel. The westbound left turn lane was designed for a volume of 56 vehicles left turning vehicles, and the eastbound right turn lane was designed for a volume of 169 right turning vehicles.

Since that time, Cedar Fair has changed the direction of the project. Phase 2 will now consist of a building that will house ten (10) basketball courts (with the ability to expand to twenty (20)



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volleyball courts), a sports medicine center, and YMCA. Future phases will include development of a park by Erie Metroparks. The canoe/kayak area drive was changed to a full entrance and exit to serve Phase 2 of the project, as well as provide access to the proposed Erie Metropark. This change in direction is expected to generate significantly greater traffic than what was expected at the time of the development of the original TIS. Also, Phase 1 of the park is functioning beyond expectations, and the traffic entering and exiting the facility seems to be greater than what was anticipated.

## 2.2 STUDY AREA AND PEAK PERIOD SCENARIOS

The approach for the Study was discussed with Mr. Jared D. Fuller<sup>e</sup>, Transportation Engineer for District 3 of the Ohio Department of Transportation, and with Mr. Aaron Klein, Director of Public Works for the City of Sandusky. These discussions are summarized as follows:

- The study would analyze the existing main driveway and proposed driveways along U.S. 6.
- The trip generation for the YMCA and sports medicine/therapy facility should use the values for the peak hour of the adjacent street, instead of the peak hour of the generator.
- The City has received multiple complaints about children on foot walking to the existing site along U.S. 6 from the neighborhoods to the west.

The Vicinity and Project Location Map is shown in Figure 2.

## 2.3 PEDESTRIAN, BICYCLE, AND TRANSIT SYSTEMS

There are currently no sidewalks located within the Study Area. The nearest sidewalks on U.S. 6 end at Remington Avenue, about a mile to the west of the Project site.

There is no public transit available within the Study Area. The closest Sandusky Perkins Area Ride Connection (SPARC) bus stop is located about one mile west of the Project site at U.S. 6 and Remington Avenue.

## 2.4 STUDY AREA ROADWAYS

U.S. Route 6 (Cleveland Avenue) is generally an uncurbed two-lane asphalt road that runs in an east-west direction, and is striped with two (2) 12 foot (±) wide travel lanes. There is a 3 foot (±) wide paved shoulder on each side of the pavement. This portion of U.S. Route 6 is on the Lake Erie Coastal Ohio Scenic Byway. It has also been designated as Route 30A as part of the U.S. Bicycle Route System.



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U.S. 6, and 268 vehicles were westbound. The Sports Park was closed and, therefore, did not generate any traffic.

2.5.2 Saturday Traffic Count

- **Overall Intersection:**
  - The overall intersection peak hour occurred between 10:00 AM and 11:00 AM, when a total of 919 vehicles were counted.
- **U.S. Route 6 Traffic:**
  - The overall intersection peak hour time period (10:00 AM to 11:00 AM) was also the peak hour for westbound U.S. 6 traffic. During this hour, 594 vehicles were counted, with 544 going straight and 50 turning right into the Sports Park.
  - The peak hour for eastbound U.S. 6 traffic occurred between 5:15 PM and 6:15 PM, when 391 vehicles were counted. Of these vehicles, 389 went straight, and 2 turned left into the Sports Park.
- **Sports Park Existing Main Access Drive Traffic:**
  - A total of 1221 vehicles were counted entering and exiting the Sports Park during the entire day.
  - The peak hour for vehicles turning into the Sports Park occurred between 8:45 AM and 9:45 AM, when 186 vehicles turned into the site. The Phase 1 report had estimated that 150 vehicles would enter the site during the Peak Hour; the number of vehicles counted was actually 24% higher than that.
  - The peak hour for vehicles leaving the Sports Park occurred between ~~5:15~~<sup>3:30</sup> PM and ~~6:15~~<sup>4:30</sup> PM, when 135 vehicles left the site. The Phase 1 report had estimated that 150 vehicles would exit the site during the Peak Hour.
  - The summary of the overall and peak hour traffic on the existing Sports Park Main Access Driveway is summarized as follows:

	ENTERING SITE					EXITING SITE				
	Total	From West		From East		Total	To West		To East	
TOTAL	598	317	53%	281	47%	623	359	58%	264	42%
Peak Hour enter	186	78	42%	108	58%					
Peak Hour Exit						135	60	44%	75	56%

- It should be noted that while the overall daily numbers show more Sports Park Site traffic coming from and going to the west, the Main Access drive traffic distribution



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- Multiplying the highest Peak Hour Volume by a resultant value determined by dividing the functional classification K factor from ODOT's 30<sup>th</sup> highest hour report data by the ratio of the highest Peak Hour Volume on the route past the development and the route. If the resultant factor is less than or equal to 1, then the Peak Hour Volume is to be used.

*calculate for this study/count*

The approved Phase 1 study concluded that for the weekday PM traffic on US 6, the Peak Hour Volumes were multiplied by **1.04** in order to determine the Design Hour Volume. That figure was deemed acceptable by ODOT in their review of the Study, and therefore will be used to determine the weekday PM Design Hour Volumes used in this Analysis. That Study also concluded that the Peak Hour Volumes during the weekend count most likely represented the Design Hour Volume, so no adjustment factor was needed.

The Traffic Volumes assuming that the existing site remains as is and does not expand (the "No-Build" Condition) during the Opening Year (2020) *are* shown in Figure 4, and during the Design Year (2040) are shown in Figure 5.



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generated will require more than one access. It would be expected that having only ~~having~~ one way out of the site will back up traffic into the parking lot. Therefore, because of the scope and size of the project, multiple points access points into and out of the site will be required.

- *"An additional access would not adversely affect access to adjacent properties."* The property to the west of this parcel belongs to the Erie Metroparks. It is mostly wetlands and will probably not be developed anytime in the future, so access to this parcel is not anticipated. There is an existing active railroad that runs parallel to US 6 across the entire length of the development, so any development to the south that needs access is highly unlikely. The property to the east of this parcel is presently undeveloped. Any access to this parcel would be located at least 750 feet away from the existing Access Driveway to this site. Therefore, allowing multiple access points to this development will not affect access to any of the adjacent properties.

Therefore, additional access to this parcel meets all of the conditions listed in this Section of the SHAMM. It is recommended that all access driveways considered by this Analysis be permitted.



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- According to the State Highway Access Manual, for Category IV Roadways, "one direct private access shall be permitted per parcel or contiguous parcels under common ownership," ~~with~~ additional access may be permitted, provided that the additional access would not adversely affect the safety and operation of the highway, is necessary for the safe and efficient use of the property, and would not adversely affect access to adjacent properties. The Analysis found that providing additional access to this parcel will meet all of the conditions listed in the SHAMM and recommended that they be permitted.

## DESCRIPTION

The Prevail LED area, site luminaire combines optical performance, energy efficiency and long term reliability in an advanced, patent pending modern design. Utilizing the latest LED technology, the Prevail luminaire delivers unparalleled uniformity resulting in greater pole spacing. A versatile mount standard arm facilitates ease of installation for both retrofit and new installations. With energy savings greater than 62%, the Prevail fixture replaces 150-450W metal halide fixtures in general area lighting applications such as parking lots, walkways, roadways and building areas.

## SPECIFICATION FEATURES

### Construction

Construction is comprised of a heavy-duty, single-piece die-cast aluminum housing. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. The die-cast aluminum door is tethered to provide easy access to the driver if replacement is required. A one-piece silicone gasket seals the door to the fixture housing. The optics is mounted on a versatile, aluminum plate that dissipates heat from the LEDs resulting in longer life of the fixture. The fixture is IP66 and 3G vibration rated (ANSI C136.31) to insure strength of construction and longevity in the selected application.

### Optics

Precision molded, high efficiency optics are precisely designed to shape the distribution, maximizing efficiency and application spacing. Available in Type II, III, IV and V distributions with lumen packages ranging from 6,100 to 18,900 nominal lumens. Light engine configurations consist of 1 or 2 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L92/60,000 hours at 25°C) per IESNA TM-21. For the ultimate level of spill light control, an optional house side shield accessory can be field or factory installed.

### Electrical

LED drivers are mounted to the fixture for optimal heat sinking and ease of maintenance. Thermal management incorporates both conduction and convection to transfer heat rapidly away from the LED source for optimal efficiency and light output. Class 1 electronic drivers have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Available in 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. 10kV/10 kA surge protection standard. 0-10V dimming driver is standard with leads external to the fixture to accommodate controls capability such as dimming and occupancy. Suitable for ambient temperatures from -40°C to 40°C. Optional 50°C HA (high ambient) available. Standard NEMA 3-PIN twistlock photocontrol receptacle and NEMA 7-PIN twistlock photocontrol receptacles are available as options.

### Controls

The Prevail LED luminaire control options are designed to be simple and cost-effective ASHRAE and California Title 24 compliant solutions. The ANSI C136.41 compliant NEMA 7-PIN receptacle enables wireless dimming when used with compatible photocontrol. An integrated dimming and occupancy sensor is a standalone control option available in on/off (MSP) and bi-level dimming

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Project		
Comments		Date
Prepared by		

(MSP/DIM) operation. The optional LumaWatt Pro system is best described as a peer-to-peer wireless network of luminaire-integral sensors that operate in accordance with programmable profiles. Each sensor is capable of motion and photo sensing, metering power consumption and wireless communication.

### Mounting

Standard pole mount arm is bolted directly to the pole and the fixture slides onto the arm and locks in place with a bolt facilitating quick and easy installation. The versatile, patented, standard mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8". Removal of the door on the standard mounting arm enables wiring of the fixture without having to access the driver compartment. A knock-out on the standard mounting arm enables round pole mounting. Wall mount and mast arm mounting options are available. Mast arm adapter fits 2-3/8" O.D. tenon.

### Finish

Housing and cast parts finished in five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard color is bronze. Additional colors available in white, grey, black, dark platinum and graphite metallic.

### Warranty

Five-year warranty.



## PRV PREVAIL

LED

AREA / SITE / ROADWAY LUMINAIRE



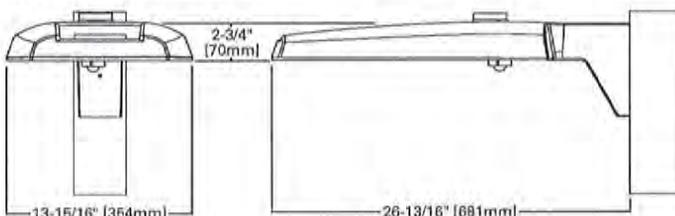
**CERTIFICATION DATA**  
 UL and cUL Wet Location Listed  
 IP66-Rated  
 3G Vibration Rated  
 ISO 9001  
 DesignLights Consortium® Qualified\*

**ENERGY DATA**  
 Electronic LED Driver  
 0.9 Power Factor  
 <20% Total Harmonic Distortion  
 120-277V/50 and 60Hz,  
 347V/60Hz, 480V/60Hz  
 -40°C Minimum Temperature Rating  
 +40°C Ambient Temperature Rating

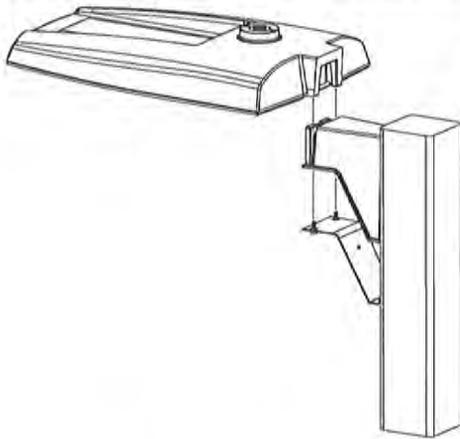
**EPA**  
 Effective Projected Area (Sq. Ft.): 0.75

**SHIPPING DATA**  
 Approximate Net Weight:  
 20 lbs. (9.09 kgs.)

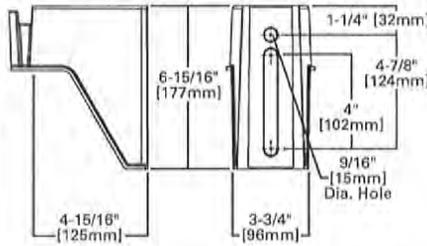
## DIMENSIONS



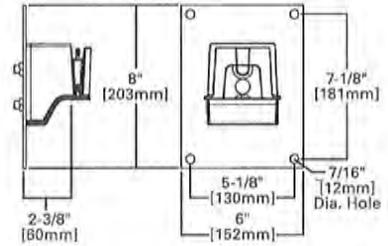
**VERSATILE MOUNT SYSTEM**



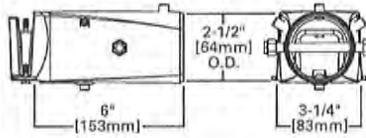
**POLE MOUNT ARM**



**WALL MOUNT**



**MAST ARM MOUNT**



**MOUNTING CONFIGURATIONS AND EPAS**

Wall Mount

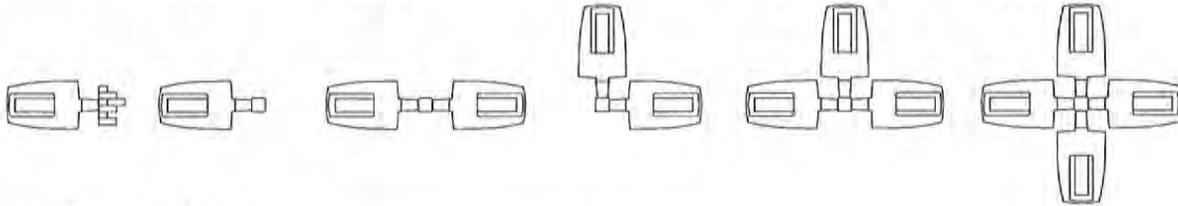
Arm Mount Single  
EPA 0.75

Arm Mount 2 @ 180°  
EPA 1.50

Arm Mount 2 @ 90°  
EPA 1.50

Arm Mount 3 @ 90°  
EPA 2.25

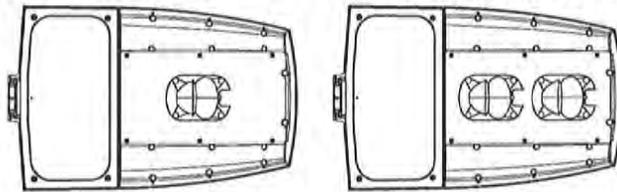
Arm Mount 4 @ 90°  
EPA 3.00



**OPTICAL CONFIGURATIONS**

A15 (6,100 Nominal Lumens)

A25/A40/A60 (10,200/15,100/18,900 Nominal Lumens)



**POWER AND LUMENS**

Light Engine	A15	A25	A40	A60	
Nominal Power (Watts)	57W	87W	143W	163W	
Input Current @ 120V (A)	0.49	0.76	1.23	1.34	
Input Current @ 277V (A)	0.22	0.35	0.54	0.60	
Input Current @ 347V (A)	0.18	0.28	0.45	0.49	
Input Current @ 480V (A)	0.13	0.21	0.33	0.35	
Type II	Lumens	6,139	10,204	15,073	18,830
	BUG Rating	B1-U0-G1	B2-U0-G2	B3-U0-G3	B3-U0-G3
Type III	Lumens	6,192	10,292	15,203	18,992
	BUG Rating	B1-U0-G2	B2-U0-G3	B2-U0-G3	B3-U0-G4
Type IV	Lumens	6,173	10,261	15,157	18,935
	BUG Rating	B1-U0-G3	B2-U0-G3	B2-U0-G4	B2-U0-G5
Type V	Lumens	6,393	10,627	15,697	19,610
	BUG Rating	B3-U0-G3	B4-U0-G3	B4-U0-G4	B6-U0-G4

NOTE: Lumen output for standard bronze fixture color. Different housing colors impact lumen output. IES files for the non-standard colors are available upon request.

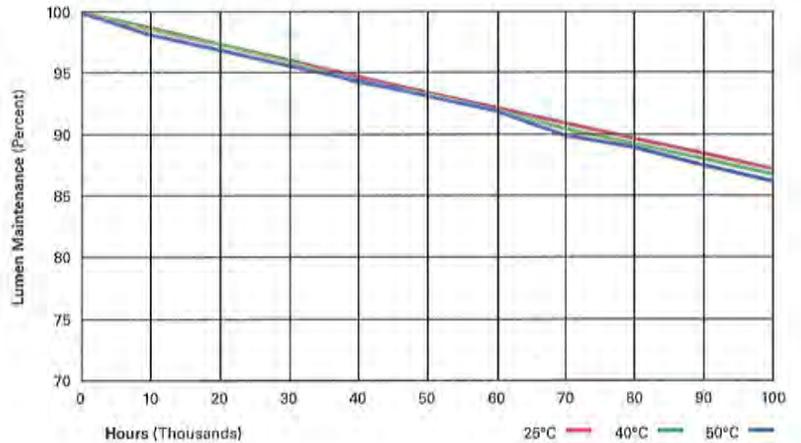
**LUMEN MAINTENANCE**

Ambient Temperature	25,000 Hours*	50,000 Hours*	60,000 Hours*	Theoretical 100,000 Hours	Theoretical L70 (Hours)*
25°C	> 96%	> 93%	> 92%	> 87%	> 260,000
40°C	> 96%	> 93%	> 92%	> 87%	> 255,000
50°C	> 95%	> 92%	> 91%	> 86%	> 250,000

\* Per IESNA TM-21 data.

**LUMEN MULTIPLIER**

Ambient Temperature	Lumen Multiplier
10°C	1.02
15°C	1.01
25°C	1.00
40°C	0.99



**ORDERING INFORMATION**

Sample Number: PRV-A25-D-UNV-T3-SA-BZ

Product Family <sup>1,2</sup>	Light Engine <sup>3</sup>	Driver <sup>4</sup>	Voltage	Distribution	Mounting	Color <sup>6</sup>
PRV=Prevail	A15=(1 LED) 6,100 Nominal Lumens A25=(2 LEDs) 10,200 Nominal Lumens A40=(2 LEDs) 15,100 Nominal Lumens A60=(2 LEDs) 18,900 Nominal Lumens	D=Dimming (0-10V)	UNV=Universal (120-277V) 347=347V 480=480V <sup>4</sup>	T2=Type II T3=Type III T4=Type IV T5=Type V	SA=Standard Versatile Arm MA=Mast Arm WM=Wall Mount Arm	AP=Gray BZ=Bronze (Standard) BK=Black DP=Dark Platinum GM=Graphite Metallic WH=White
Options (Add as Suffix)				Accessories (Order Separately) <sup>12</sup>		
7030=70 CRI / 3000K CCT <sup>7</sup> 7050=70 CRI / 5000K CCT <sup>7</sup> 10K=10kV/10kA UL 1449 Fused Surge Protective Device LWR-LW=LumaWatt Pro Wireless Sensor, Wide Lens for 8' - 16' Mounting Height <sup>8,9,10</sup> LWR-LN=LumaWatt Pro Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height <sup>8,9,10</sup> MSP/DIM-L12=Integrated Sensor for Dimming Operation, 8' - 12' Mounting Height MSP/DIM-L30=Integrated Sensor for Dimming Operation, 12' - 30' Mounting Height MSP-L12=Integrated Sensor for ON/OFF Operation, 8' - 12' Mounting Height MSP-L30=Integrated Sensor for ON/OFF Operation, 12' - 30' Mounting Height PER=NEMA 3-PIN Twistlock Photocontrol Receptacle <sup>11</sup> PER7=NEMA 7-PIN Twistlock Photocontrol Receptacle <sup>11</sup> HSS=House Side Shield HA=50°C High Ambient Temperature L90=Optics Rotated 90° Left R90=Optics Rotated 90° Right				PRVWM-XX=Wall Mount Kit PRVMA-XX=Mast Arm Mounting Kit PRVSA-XX=Standard Arm Mounting Kit HS/VERD=House Side Shield MA1010-XX=Single Tenon Adapter for 3-1/2" O.D. Tenon MA1011-XX=2@180° Tenon Adapter for 3-1/2" O.D. Tenon MA1012-XX=3@120° Tenon Adapter for 3-1/2" O.D. Tenon MA1013-XX=4@90° Tenon Adapter for 3-1/2" O.D. Tenon MA1014-XX=2@90° Tenon Adapter for 3-1/2" O.D. Tenon MA1015-XX=2@120° Tenon Adapter for 3-1/2" O.D. Tenon MA1016-XX=3@90° Tenon Adapter for 3-1/2" O.D. Tenon MA1017-XX=Single Tenon Adapter for 2-3/8" O.D. Tenon MA1018-XX=2@180° Tenon Adapter for 2-3/8" O.D. Tenon MA1019-XX=3@120° Tenon Adapter for 2-3/8" O.D. Tenon MA1045-XX=4@90° Tenon Adapter for 2-3/8" O.D. Tenon MA1048-XX=2@90° Tenon Adapter for 2-3/8" O.D. Tenon MA1049-XX=3@90° Tenon Adapter for 2-3/8" O.D. Tenon MA1191-XX=2@120° Tenon Adapter for 2-3/8" O.D. Tenon OA/RA1013=Photocontrol Shorting Cap OA/RA1014=NEMA Photocontrol - 120V OA/RA1016=NEMA Photocontrol - Multi-Tap 105-285V OA/RA1027=NEMA Photocontrol - 480V OA/RA1201=NEMA Photocontrol - 347V ISHH-01=Integrated Sensor Programming Remote		

**NOTES:**

- Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to installation instructions IB500002EN and pole white paper WP613001EN for additional support information.
- DesignLights Consortium<sup>®</sup> Qualified and classified for DLC Standard, refer to [www.designlights.org](http://www.designlights.org) for details.
- Standard 4000K CCT and 70 CRI.
- Consult factory for driver surge protection values.
- Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
- Different housing colors impact lumen output. IES files for the non-standard colors are available upon request.
- Extended lead times apply. Use dedicated IES files for 3000K and 5000K when performing layouts. These files are published on the Prevail luminaire product page on the website.
- LumaWatt Pro wireless sensors are factory installed and require network components LPEM-1, LWP-GW-1, and LWP-PoE in appropriate quantities. See website for LumaWatt Pro application information.
- LumaWatt Pro wireless system is not available with photocontrol receptacle (Not needed).
- Not available in conjunction with A60 lumen package at HA (High Ambient).
- Not available with MSP or LWR options.
- Replace XX with paint color.

**STOCK ORDERING INFORMATION**

Stock Sample Number: PRVS-A25-UNV-T3

Product Family	Light Engine	Voltage	Distribution	Options (Add as Suffix)
PRVS=Prevail	A15=(1 LED) 6,100 Nominal Lumens A25=(2 LEDs) 10,200 Nominal Lumens A40=(2 LEDs) 15,100 Nominal Lumens A60=(2 LEDs) 18,900 Nominal Lumens	UNV=Universal (120-277V) 347=347V	T3=Type III T4=Type IV	MSP/DIM-L30=Integrated Sensor for Dimming Operation, Maximum 30' Mounting Height

NOTE: Bronze only, 4000K CCT, 120-277V, 347V, standard mounting arm, standard non-fused 10kV MOV and 0-10V dimming.

# Steel Poles



## RSS ROUND STRAIGHT STEEL

Catalog #		Type
Project		
Comments		Date
Prepared by		

### FEATURES

- ASTM Grade steel base plate with ASTM A366 base cover
- Hand hole assembly 3" x 5" on 5" and 6" poles, 2" x 4" on 4" poles
- 10'-30' mounting heights
- Drilled or tenon (specify)

### DESIGN CONSIDERATIONS

Wind induced vibrations resulting from steady, unidirectional winds and other aerodynamic forces, as well as vibration and coefficient of height factors for non-grounded mounted installations (e.g., installations on bridges or buildings) are not included in this document. The information contained herein is for general guidance only and is not a replacement for professional judgement. Consult with a professional, and local and federal standards, before ordering to ensure product is appropriate for the intended purpose and installation location. Also, please review Eaton's Light Pole White Paper for risk factors and design considerations. [Learn more.](#)

Specifications and dimensions subject to change without notice. Consult your lighting representative at Eaton or visit [www.eaton.com/lighting](http://www.eaton.com/lighting) for available options, accessories and ordering information.

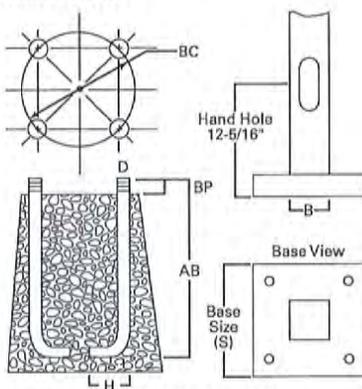
### ORDERING INFORMATION

SAMPLE NUMBER: RSS4A20SF2XG

Product Family	Shaft Size (Inches) <sup>1</sup>	Wall Thickness (Inches)	Mounting Height (Feet)	Base Type	Finish	Mounting Type	Number and Location of Arms	Options (Add as Suffix)
RSS=Round Straight Steel	4=4" 5=5" 6=6"	A=0.120" <sup>2</sup> M=0.188"	10=10' 15=15' 20=20' 25=25' 30=30'	S=Square Steel Base	F=Dark Bronze G=Galvanized Steel J=Summit White K=Carbon Bronze L=Dark Platinum R=Hartford Green S=Silver T=Graphite Metallic V=Gray W=White X=Custom Color Y=Black	2=2-3/8" O.D. Tenon (4" Long) 3=3-1/2" O.D. Tenon (5" Long) 4=4" O.D. Tenon (6" Long) 9=3" O.D. Tenon (4" Long) 6=2-3/8" O.D. Tenon (6" Long) 7=4" O.D. Tenon (10" Long) A=Type A Drilling C=Type C Drilling E=Type E Drilling F=Type F Drilling G=Type G Drilling J=Type J Drilling K=Type K Drilling M=Type M Drilling N=Type N Drilling S=Standard Upsweep Arm Z=Type Z Drilling	1=Single 2=2 at 180° 3=Triple <sup>3</sup> 4=4 at 90° 5=2 at 90° 6=3 at 90° 7=2 at 120° X=None	A=1/2" Tapped Hub <sup>4</sup> B=3/4" Tapped Hub <sup>4</sup> C=Convenience Outlet <sup>5</sup> E=GFCI Convenience Outlet <sup>5</sup> G=Ground Lug H=Additional Hand Hole <sup>6</sup> V=Vibration Dampener

NOTES: 1. All shaft sizes nominal. 2. Not available 5" shaft size. 3. Square poles are 3 at 90°, round poles are 3 at 120°. 4. Tapped Hub is located 5' below the pole top and on the same side of pole as hand hole, unless specified otherwise. 5. Outlet is located 4' above base and on same side of pole as hand hole, unless specified otherwise. Receptacle not included, provision only. 6. Additional hand hole is located 12" below pole top and 90° from standard hand hole location, unless otherwise specified.

### DIMENSIONS



See technical information.

## Effective Projected Area (At Pole Top)

Mounting Height (Feet)	Catalog Number <sup>1,2</sup>	Wall Thickness (Inches)	Base Square <sup>3</sup>	Bolt Circle Diameter (Inches)	Anchor Bolt Projection <sup>3</sup>	Shaft Size <sup>3</sup>	Anchor Bolt Diameter x Length x Hook (Inches)	Net Weight (Pounds)	Maximum Effective Projected Area (Square Feet) <sup>4</sup>				Max. Fixture Load - Includes Bracket (Pounds)
									80 mph	90 mph	100 mph	110 mph	
MH			S	BC	BP	B	D x AB x H		80 mph	90 mph	100 mph	110 mph	
10	RSS4A10S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	73	21.0	16.0	12.7	10.5	100
15	RSS4A15S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	97	11.2	8.3	6.4	5.1	100
20	RSS4A20S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	122	5.8	3.9	2.7	2.0	150
20	RSS5M20S	0.188	10-1/2	11	4-1/2	5	3/4 x 25 x 3	216	17.0	13.0	10.4	8.4	150
25	RSS5M25S	0.188	10-1/2	11	4-1/2	5	3/4 x 25 x 3	264	11.0	8.5	6.5	5.2	200
30	RSS6M30S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	394	14.0	10.7	8.4	6.7	200

## Effective Projected Area (Two Feet Above Pole Top)

Mounting Height (Feet)	Catalog Number <sup>1,2</sup>	Wall Thickness (Inches)	Base Square <sup>3</sup>	Bolt Circle Diameter (Inches)	Anchor Bolt Projection <sup>3</sup>	Shaft Size <sup>3</sup>	Anchor Bolt Diameter x Length x Hook (Inches)	Net Weight (Pounds)	Maximum Effective Projected Area (Square Feet) <sup>4</sup>				Max. Fixture Load - Includes Bracket (Pounds)
									80 mph	90 mph	100 mph	110 mph	
MH			S	BC	BP	B	D x AB x H		80 mph	90 mph	100 mph	110 mph	
10	RSS4A10S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	73	16.7	13.0	10.4	8.5	100
15	RSS4A15S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	97	9.8	7.2	5.6	4.4	100
20	RSS4A20S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	122	5.3	3.5	2.4	1.8	150
20	RSS5M20S	0.188	10-1/2	11	4-1/2	5	3/4 x 25 x 3	216	15.0	11.7	9.2	7.5	150
25	RSS5M25S	0.188	10-1/2	11	4-1/2	5	3/4 x 25 x 3	264	10.2	7.8	6.0	4.8	200
30	RSS6M30S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	394	13.1	10.0	7.8	5.9	200

## NOTES:

1. Catalog number includes pole with hardware kit. Anchor bolts not included. Before installing, make sure proper anchor bolts and templates are obtained.
2. Tenon size or machining for rectangular arms must be specified. Hand hole position relative to drill location.
3. Shaft size, base square, anchor bolts and projections may vary slightly. All dimensions nominal.
4. EPAs based on shaft properties with wind normal to flat. EPAs calculated using base wind velocity as indicated plus 30% gust factor.

CITY OF SANDUSKY  
APPLICATION FOR PLANNING COMMISSION  
APPROVAL

Site Plan/Off-Street Parking Plan

APPLICANT/AGENT INFORMATION:

Property Owner Name: CEDAR POINT PARK LLC

Property Owner Address: ONE CEDAR POINT RD

SANDUSKY OH 44870

Property Owner Telephone: (419) 626-0830

Authorized Agent Name: OSPORTS

Authorized Agent Address: 1100 SUPERIOR AVENUE, SUITE 300

CLEVELAND, OH 44114

Authorized Agent Telephone: (216) 861-2020

LOCATION AND DESCRIPTION OF PROPERTY:

Municipal Street Address: CLEVELAND SANDUSKY OH 44870

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

OL 1 DAR SURVEY N SIDE CLEVELAND RD REAR LAND 18.5960A

Parcel Number: 57-01824.004 Zoning District: CR

DETAILED SITE INFORMATION:

Land Area of Property: 810,042 sq. ft. (sq. ft. or acres)

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

Building #1: 179,000 sq. ft. (in sq. ft.)

Building #2: \_\_\_\_\_

Building #3: \_\_\_\_\_

Additional: \_\_\_\_\_

Total Building Coverage (as % of lot area): 22%

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: SPORTS AND RECREATION 205,850 SQ. FT.

MEDICAL OFFICE 45,267 SQ. FT.

Proposed Building Height (for any new construction): 48 feet

Number of Dwelling Units (if applicable): \_\_\_\_\_

Number of Off-Street Parking Spaces Provided: 412

Parking Area Coverage (including driveways): 251,693 (in sq. ft.)

Landscaped Area: 379,349 (in sq. ft.)

PROPOSED DEVELOPMENT (check those that apply):

- New Construction (new building(s))
- Addition to Existing Building(s)
- Change of Use in Existing Building(s)

Description of Proposed Development (Describe in detail your development plans, for example – proposed use, size of building or proposed addition, hours of operation, days of operation, seating capacity, etc.):

The proposed development consists of 160,583 sq. ft. of multi-use sports facility, 45,267 sq. ft. of medical office space for sports medicine and recovery, and 28,000 sq. ft. of

shelled space for future fitness and recreation programming. The proposed development will be utilized 7-days a week with the peak activity occurring during tournament events. It is anticipated that tournaments will be held on the majority of weekends throughout the year. The sports facility will be primarily open in the afternoon and evening hours during the week and all day on

the weekends. The sports medical center will primarily be occupied from 8-5 on the weekdays. Site improvements include parking, landscaping, and stormwater control features.

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.

Duffin Mulhe \_\_\_\_\_ 5/23/2018  
Signature of Owner or Agent 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.

Duffin Mulhe \_\_\_\_\_ 5/23/2018  
Signature of Property Owner Date

REQUIRED SUBMITTALS:

15 copies of a site plan/off-street parking plan for property  
\$25.00 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: \_\_\_\_\_

## SITE PLAN/ OFF-STREET PARKING PLAN REQUIREMENTS

Site plan/off-street parking approval is required whenever a building is constructed or a new use is established; whenever an existing building is altered and there is an increase in the number of dwelling units, seating capacity, or floor areas of buildings; and whenever the use of an existing building is changed (Section 1149.02 of the Sandusky Zoning Code).

All plans submitted to the Planning Commission must be met, concise, accurate, complete and must be drawn to scale. Any plans submitted that are not drawn to scale will not be processed.

The following details are to be shown on the site plan/off street parking plan:

### General Requirements

- A key plan showing the location of the property relative to the surrounding area (should include closest major streets).
- The plan must be drawn to a scale not smaller than 1" to 100'. An engineering scale must be used (for example, 1" = 10" or 1" = 20').
- All plans must show date of preparation and dates indicating any revisions to plans.
- All plans must include a north arrow oriented to the top of the page.
- A legend, in chart form, to include the following where applicable:
  - 1) Lot area
  - 2) Building coverage
  - 3) Total floor area
  - 4) Area of addition
  - 5) Building height
  - 6) Landscaped area
  - 7) Number of parking spaces provided

### Design Details

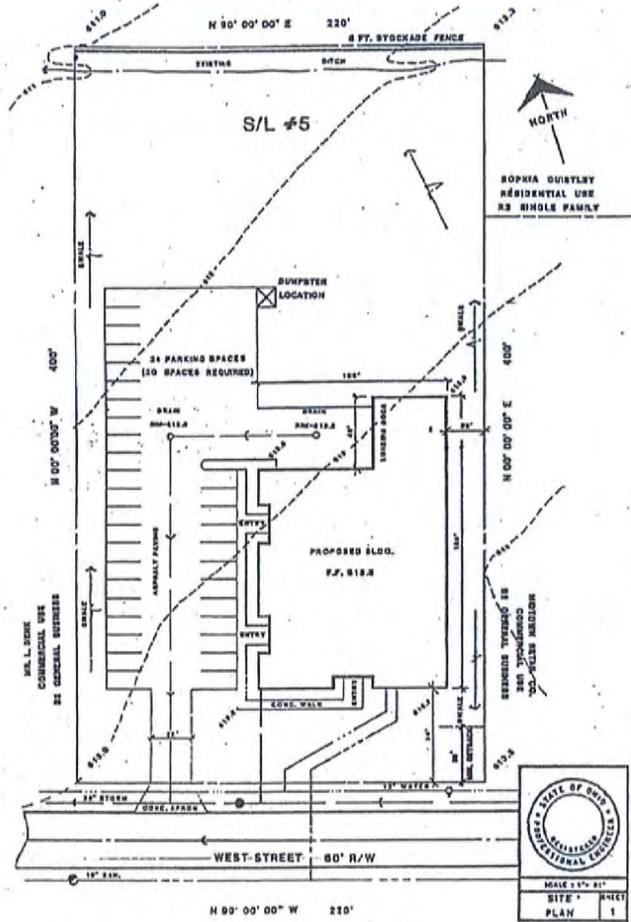
- Property Description: The site plan should accurately reflect the size and shape of the property.
- Buildings: All buildings should be shown on the site plan indicating setbacks from all lot lines, distance between buildings, dimensions of all buildings, identification by type of each building and number of stories, and distances between buildings on adjacent properties.

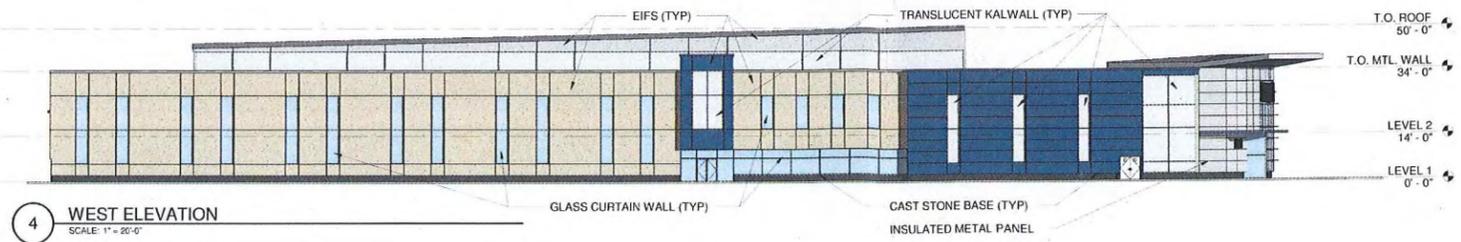
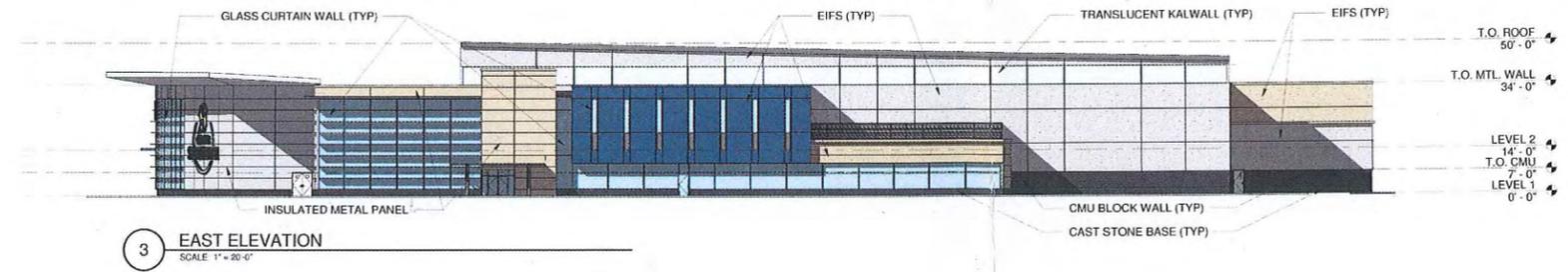
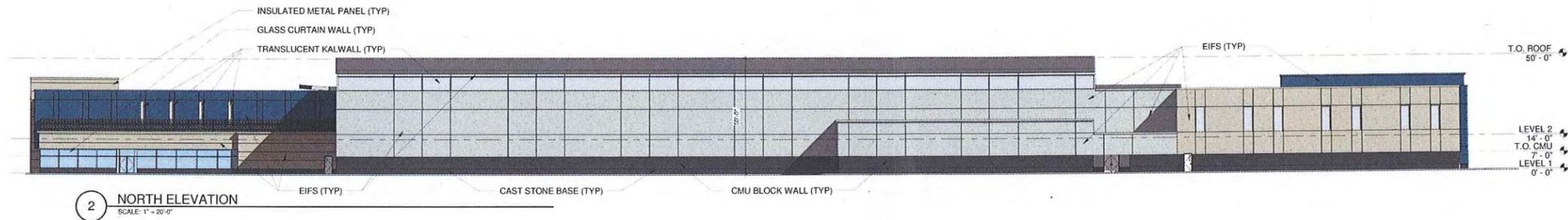
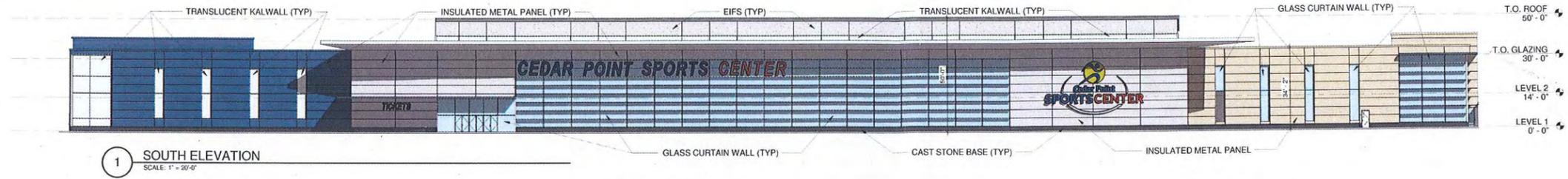
- Parking Areas: Designated as to garages, carports, or open parking; with all spaces numbered and a typical parking stall dimensioned, poured concrete curbing (to be indicated by double lines) or bumper blocks pegged in place and surfacing material indicated (asphalt, paving stones, or concrete). If parking is underground, the extent of the underground garage and the location of ramps should be indicated.
- Driveways and Ramps: With dimensions, indicating vehicular circulation (if one way) and curbs (to be indicated by a double line). Show curve radii of curbs at all street access and driveway intersections.
- Landscaping: Location and identification of all landscaping features including planting beds, sodded areas, treatment of garbage collection areas and fencing including privacy fencing or screening. The type and location of lighting should also be included where appropriate.
- Other Features: With dimensions: retaining walls, protective railings, walks (indicating material), areas of recreation, play lots or areas to be landscaped, service and delivery access, outside garbage areas (to be screened on all sides), loading zones, road right-of-ways and easements (if any), and location of sewer and water lines. All property lines and public grounds on or adjacent to the subject site should also be indicated on the site plan.

An example of a site plan/ off-street parking plan is attached.

It is noted that additional plans (drainage, landscaping, lighting, etc.) may be required by the Planning Commission and/or City Departments prior to the issuance of any building permits.

FIGURE 1  
SITE PLAN





**ELEVATIONS**

**CEDAR POINT SPORTS COMPLEX**

DATE: 05/24/18

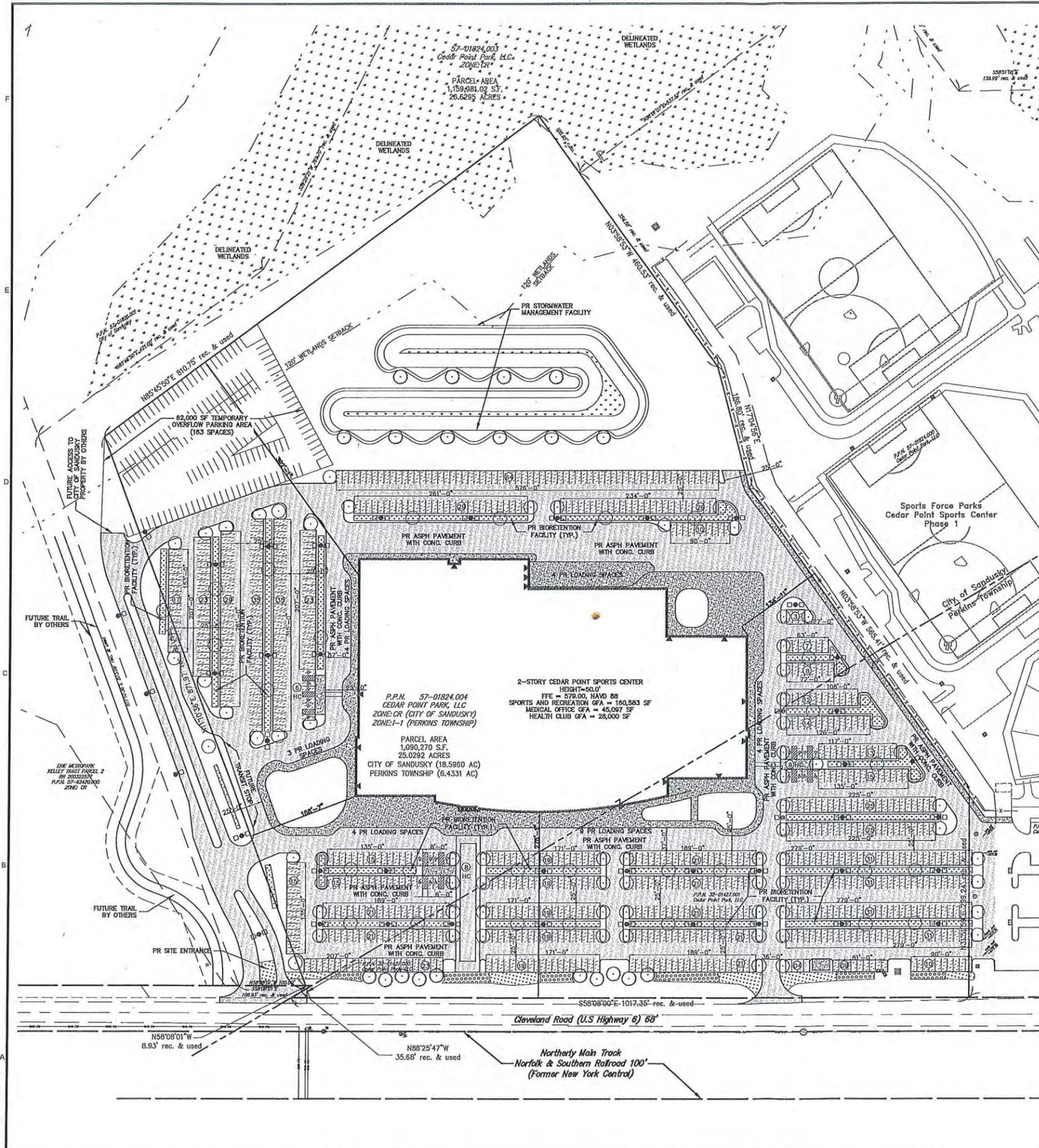


**OSPORTS**  
OSBORN SPORTS +  
RECREATION ARCHITECTURE

CLIENT:  
CEDAR FAIR

INFO:  
PLANNING COMMISSION

LOCATION:  
SANDUSKY, OH



**ZONING REQUIREMENTS**

**PROPERTY INFORMATION**  
 CEDAR POINT PARK, LLC  
 P.P.N.: 57-01824.004  
 32-01427.001  
 25,029.1 AC  
 AREA: 1,159,010.02 SF  
 26.6295 ACRES  
 CITY OF SANDUSKY: 18.5960 AC  
 PERKINS TOWNSHIP: 8.4331 AC  
 VACANT INDOOR SPORTS CENTER

**EXISTING USE:** VACANT  
**PROPOSED USE:** INDOOR SPORTS CENTER

**ZONE:** CITY OF SANDUSKY: CR  
 PERKINS TOWNSHIP: I-1

**BUILDING:** 233,680 SF  
**TOTAL:** 160,583 SF  
**SPORTS VENUE:** 45,097 SF  
**MEDICAL OFFICE:** 28,000 SF  
**HEALTH CLUB:** 28,000 SF

**BUILDING HEIGHT:** TWO STORES OR 40'

**PARKING REQUIREMENTS:**

CITY OF SANDUSKY	PERKINS TWP.	PROVIDED
25'	25'	25'
9' x 19'	9' x 19'	9' x 19'
1 SP PER 4 SEATS	1 SP PER 4 SEATS	
280 SPACES	280 SPACES	
1 SP PER 200 SF	1 SP PER 100 SF	
226 SPACES	481 SPACES	
GEN. BUSINESS	GEN. BUSINESS	
1 SP PER 200 SF	1 SP PER 200 SF	
140 SPACES	140 SPACES	
646	871	871 SPACES

**PROPOSED HANDICAP PARKING SPACES (ALL VAN ACCESSIBLE):** 2% OF TOTAL SPACES PER 2010 ADA STANDARDS = 18  
 22 SPACES

**LOADING SPACES (10' x 35')**

CITY OF SANDUSKY	PERKINS TWP.	PROVIDED
1 SPACE FIRST 40,000 SF 1 SPACE EACH 50,000 SF ABOVE 40,000 SF	1 SPACE FIRST 3,000 SF 1 SPACE EACH 10,000 SF ABOVE 3,000 SF	
4 LOADING SPACES 2 LOADING SPACES 1 LOADING SPACES	17 LOADING SPACES 6 LOADING SPACES 4 LOADING SPACES	28 SPACES

**SETBACKS:**

CITY OF SANDUSKY	PERKINS TWP.	PROVIDED
30'	60'	275'
THE TOTAL WIDTH OF THE TWO SIDE YARDS ON A LOT OR BETWEEN BUILDINGS ON ADJ. LOTS SHALL NOT BE LESS THAN 15'.	20'	EAST - 135' WEST - 167'
SAME AS SIDE YARD ABOVE	50'	392'

**LANDSCAPING:**

**INTERIOR PARKING ISLANDS:**

- 1 ISLAND AND 1 TREE / 25 PARKING SPACES
- 671 SPACES X 1 TREE / 25 SPACES = 35 TREES
- REMAINDER OF PARKING ISLAND IN GROUND COVER AT 18 INCHES ON CENTER.

**PARKING ALONG US-6 FRONTAGE:**

- CANOPY TREES AT LEAST 2 INCH CALIPER PLANTED 30 FEET ON CENTER. THE SPECIES OF CANOPY TREES SHALL BE APPROVED BY THE CITY OF SANDUSKY DEPARTMENT OF HORTICULTURAL SERVICES.
- HARDY SHRUBS MIN. 12 INCHES IN HEIGHT PLANTED 5 FEET ON CENTER.
- GROUND COVER PLANTED 18 INCHES ON CENTER. LANDSCAPE STRIP SHALL BE AT LEAST THREE FEET WIDE.
- ONLY GRASS IN PUBLIC RIGHTS-OF-WAY

**US-6 FRONTAGE LANDSCAPING:**

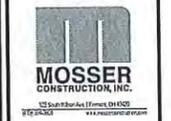
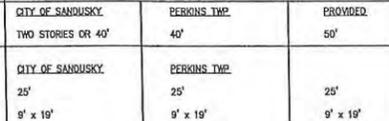
- MINIMUM OF 10 CANOPY TREES AS SHOWN.
- SHRUBS IN LANDSCAPED STRIP AS SHOWN.
- GROUND COVER IN LANDSCAPED STRIP AS SHOWN.
- GRASS ONLY IN PUBLIC RIGHTS OF WAY.

THE FINAL LANDSCAPING PLAN MUST MEET THE ABOVE AND ALL REQUIREMENTS OF THE LOCAL ZONING CODES AND OWNER APPROVAL. LANDSCAPING REQUIRED BY LOCAL ZONING CODES SHALL BE WELL-MAINTAINED AT ALL TIMES.

PROPOSED LANDSCAPING SPECIES TO MATCH THAT PROVIDED AT PHASE I - SPORTS FORCE PARK AT CEDAR POINT SPORTS CENTER.

**LEGEND:**

- INTERIOR PARKING ISLAND TREE  
AUTUMN BRILLIANCE SERVICEBERRY  
SWAMP WHITE OAK  
WILDFIRE BLACK GUM
- EXTERIOR LANDSCAPE STRIP CANOPY TREE  
PRINCETON ELM  
NORTHERN PIN OAK  
RED MAPLE
- HARDY SHRUB LANDSCAPE STRIP  
BIG BLUE STEM GRASS  
GREEN LUSTIC JAPANESE HOLLY  
GREEN MAGIC INK BERRY
- GROUND COVER LANDSCAPE STRIP  
PURPLELEAF WATERCRESS  
ENGLISH SPREADING IVY  
PARSON JUNIPER
- PROPOSED DUAL PARKING LOT LIGHT
- PROPOSED SINGLE PARKING LOT LIGHT



**CEDAR POINT SPORTS CENTER**

**CEDAR FAIR ENTERTAINMENT COMPANY**  
 ONE CEDAR POINT DRIVE  
 SANDUSKY, OH 44870  
 (419) 699-5770

TAG	ISSUED	DATE
1	DD GAO	06/15/16

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DRAWN BY: MGP/UAZ  
 CHECKED BY: JHL  
 CLIENT PROJ. NO.: OSBORN PROJ. NO. 2019134.000

**OVERALL SITE PLAN**

DRAWING NO. **C1-000**

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