



Planning Commission

240 Columbus Ave

Sandusky, Ohio 44870

419.627.5973

www.cityofsandusky.com

Agenda

May 24, 2023

5:00 pm

City Commission Chamber

Live Streamed on www.Youtube.com/CityofSanduskyOH

1. Meeting called to order – Roll Call
2. Approval of minutes from April 26, 2023
3. Public Hearing

2068, 2056, 2054, 2050 Cleveland Rd. and a vacant lot in-between 2056 & 2068

Cleveland Rd. – Zoning Map Amendment

Dan McGookey, on behalf of Blake McGory, Elaine McGory, Jeffrey Larson, and Ernest & Catherine Ettorre, has submitted an application for an amendment to the zoning map for 2068, 2056, 2054, 2050 Cleveland Rd. and a vacant lot in-between 2056 & 2068 Cleveland Rd. (parcels 57-03358.000, 57-02994.000, 57-02885.000, 57-02989.000, 57-04471.000). The application is to amend the zoning map from either R2F – Two Family Residential or R1-75 Single Family Residential to RRB – residential Business at the above mentioned parcels.

4. Adjudication Hearing

409 Jackson St. – Conditional Use

Ben Cooper, on behalf of 419 Housing, LLC has submitted an application for a conditional use permit at 409 Jackson St. to allow transient occupancy in a LB – Local Business Zoning District.

306 W. Adams St. – Conditional Use

Ben Cooper, on behalf of 419 Housing, LLC has submitted an application for a conditional use permit at 306 W. Adams St. to allow transient occupancy in a LB – Local Business Zoning District.

5. Other Business

1702 Campbell St. – Site Plan

Jeff Kabrill has submitted an application for a Site Plan at 1702 Campbell St. for a mixed-use development.

Presentation: Findings from the OSU City & Regional Planning Junior Undergraduate Studio Coursework "Sandusky Climate Migration Adaption Plan

6. **Adjournment**

NEXT MEETING: June 28, 2023 at 5:00pm

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

Planning Commission
April 26, 2023
Meeting Minutes

Meeting Called to Order

Chair McGory called the April 26th, 2023, Planning Commission meeting to order at 5:02 pm. The following Commissioners were present: Commissioner Jackson, Vice Chair Miller, Commissioner Poggiali, Commissioner Whelan, and Commissioner Zuilhof. Commissioner Castile was absent. Arin Blair and Alec Ochs were present on behalf of the Community Development Department, Brendan Heil was present on behalf of the Law Department and Quinn Rambo was the acting clerk.

Approval of Minutes from March 22, 2023

Chair McGory introduced the first item on the agenda, which was the approval of the minutes from the March 22, 2023, Planning Meeting. Commissioner Zuilhof moved to approve the minutes as presented and Commissioner Poggiali seconded the motion. Chair McGory called for all those in favor of approving the minutes as presented and the motion passed unanimously.

Adjudication Hearing

1702 Campbell Street- Similar Main Use- Jeff Krabill has submitted an application for a similar use permit at 1702 Campbell Street to allow multi-family use for residential condos.

Chair McGory swore in all parties and asked for Staff to present their report. Mr. Ochs stated the applicant would like to take the vacant building and revitalize the site and make it mixed use location. Mixed use sites were permitted in this zoning district if all uses were either a permitted main use or accessory use. The applicant was proposing to create (7) condos on the top floor of this building. The building would remain in the ownership of the applicant, but the units would be individually owned. The Zoning Code does not permit motel use but because of individual ownership, this property would not be classified as a motel. The Building and Code Compliance Staff were concerned that if the condos did not happen, different regulations would apply to the building. Staff recommended approval of the application with the following conditions, all applicable permits were obtained through the Building Department, Engineering Department, Division of Planning, and any other applicable agency. Chair McGory asked if there were any questions for Staff. There were none. Chair McGory asked if there was anyone present to speak for the application. Mr. Krabill, the developer, spoke on behalf of the project and gave a brief history of the property. Commissioner Jackson asked if the issues with the EPA had been resolved. Mr. Krabill stated that there was nothing dumped on the property, all contaminated products were contained in barrels and were disposed of in cooperation with the EPA. Soil testing was completed and the area where heavy metals were found was excavated and replaced. Chair McGory asked for a motion on the application for 1702 Campbell Street. Commissioner Zuilhof made a motion to approve the application per Staff conditions and the motion was seconded by Commissioner Poggiali. A vote was called, and the motion was approved unanimously.

1206 Hayes Avenue- Nebula White has submitted an application for a conditional use permit at 1206 Hayes Avenue to allow transient occupancy in a LB-Local Business Zoning District.

Chair McGory introduced the application for 1206 Hayes Avenue and asked for the Staff Report. Mr. Ochs stated the site was currently a 2-family residential structure and has 4 off-street parking spaces. The applicant was seeking a conditional use permit to allow both units to be used for transient rental. Staff did not have a recommendation for this application, based on the recent policy direction from City Commission regarding transient rentals and asked if the Commission approved the application the following conditions be applied, (1) all applicable permits would be obtained through the Building, Engineering, Planning departments and any other applicable agency, and (2) the project does not exceed the proposed two transient units stated above. Chair McGory asked if the application was approved would it still need transient rental applications for each unit and could it be used for a long-term rental. Mr. Ochs confirmed that was correct. Vice Chair Miller asked to hear from the applicant. Ms. White, one of the owners of the property and applicant was present to speak on behalf of the request. She gave a brief overview of the property and the background of herself and the co-owners. Vice Chair Miller asked who currently managed the property and Ms. White stated it was managed by a relative that lived locally, but they had researched property management companies for future use. Commissioner Zuilhof asked about the fence along the side of the property. Ms. White stated she was not sure what property the fence belonged to. Commissioner Zuilhof recommended the applicant have the fence removed and paving the drive because it would enhance the appearance of the property greatly. Chair McGory made a motion to approve the application with Staff recommendations and the motion was seconded by Commissioner Jackson. Mr. Krabill stated he believed the fence belonged to the vacant property. Commissioner Poggiali stated that the side yard fence was non-conforming. Chair McGory asked for a vote to be called. A vote was taken, and the motion passed unanimously.

Other Business

Southside Neighborhood Plan- Draft Plan for Adoption

Chair McGory asked for Staff input. Ms. Blair gave an overview of the results from the public comment period for the Southside Neighborhood Plan. Chair McGory asked if Staff was asking for the Planning Commission to recommend approval of the plan to the City Commission. Ms. Blair stated that was correct. Commissioner Poggiali made a motion to approve/ recommend approval of the Southside Neighborhood Plan to the City Commission. The motion was seconded by Vice Chair Miller. Commissioner Whelan asked if there were any incentives for development of MacArthur Park. Ms. Blair stated that the City has held land specific to be developed with approval of the Southside Plan, but the plan is more about enabling development. The City would be focusing on infrastructure and park design to incentivize development. Chair McGory asked for a vote to be called. A vote was called, and the motion was approved unanimously.

Ms. Blair stated that the Battery Park rezone/ preliminary PUD request was approved by City Commission and the applicant would have 18 months to come back to the Planning Commission with a Final PUD Plat.

Commissioner Zuillhof brought up his concerns about the audio system in the Commission Chambers. Mr. Heil stated that there was training that would be taking place after the meeting adjourned and Staff would communicate the concerns over the audio system.

Ms. Blair informed the Commission that there was a survey available on the Public Art page of the City Website to purchase a couple of the “Over Horizon” sculptures and the Farmers Market was accepting vendors through their Facebook page.

Adjournment

Commissioner Whelan made a motion to adjourn the Planning Commission Meeting and the motion was seconded by Commissioner Poggiali. The meeting adjourned at 6:01 pm.

Next Meeting:

May 24, 2023, at 5:00pm.

Approved:

Clerk

Chair/ Vice Chair

PLANNING COMMISSION REPORT

APPLICATION FOR A MAP AMENDMENT TO THE
ZONING MAP FOR 2068, 2056, 2054, 2050
CLEVELAND RD. AND A VACANT LOT IN-BETWEEN
2056 & 2068 CLEVELAND RD. (PARCELS 57-
03358.000, 57-02994.000, 57-02885.000, 57-
02989.000, 57-04471.000).

Reference Number: PRZ23-0001

Date of Report: May 13, 2023

Report Author: Alec Ochs, Assistant Planner



City of Sandusky, Ohio

Planning Commission Report

BACKGROUND INFORMATION

Owner: Blake McGory – (2068 Cleveland Rd.)
2605 Merriweather Rd.
Sandusky, OH 44870

Elaine McGory – (2056 Cleveland Rd & vacant lot in-between 2056 & 2068 Cleveland Rd.)
608 Neil St.
Sandusky, OH 44870

Jeffrey Larson – (2054 Cleveland Rd.)
2054 Cleveland Rd.
Sandusky, OH 44870

Ernest & Catherine Ettorre – (2050 Cleveland Rd.)
2050 Cleveland Rd.
Sandusky, OH 44870

Authorized Agent: Dan McGookey – McGookey Law Offices
225 Cleveland Rd.
Sandusky, OH 44870

Site Location: 2068, 2056, 2054, 2050 Cleveland Rd. and a vacant lot in-between 2056 & 2068 Cleveland Rd.
Sandusky, OH 44870

Current Zoning: R2F – Two Family Residential & R1-75 – Single Family Residential

Surrounding Zoning: North- R2F – Two Family Residential
East- R2F – Two Family Residential
South- R2F – Two Family Residential
West- R2F – Two Family Residential

Existing Use: Residential

Proposed Zoning: RRB – Residential Business

Applicable Plans & Regulations: City of Sandusky Bicentennial Comprehensive Plan
City of Sandusky Planning and Zoning Code Chapters:
1129 Residential Districts

SITE PICTURES

Subject Parcels Outlined in Red:



Zone Map Setbacks



PUD - Planned Unit Development



Parcels



TRO - Transient Rental Overlay



Zoning

AG - Agriculture

CA - Commercial Amusement

CR - Commercial Recreation

CS - Commercial Service

DBD - Downtown Business

GB - General Business

GM - General MAnufacturing

LB - Local Business

LM - Local Manufacturing

P - Auto Parking

PF - Public Facilities

R1-40 - Single Family Residential

R1-50 - Single Family Residential

R1-60 - Single Family Residential

R1-75 - Single Family Residential

R2F Two-Family Residential

RB - Roadside Business

RMF - Multi-Family Residential

RRB - Residential/Business

RS - Residential Suburban

This aerial map displays a residential neighborhood with property boundaries outlined in yellow. A red polygon highlights a specific lot, which is the subject of the legal notice. The map includes numerous addresses, such as 2042, 2044, 2047, 2050, 2054, 2055, 2056, 2068, 2071, 2072, 2074, 2078, 1802, 1807, 1808, 1812, 1815, 1816, 1820, 1824, 1831, 1832, 1833, 1835, 1800, 1802, and 1811. The street name 'BAUER AVE' is visible on the left side of the map.

PROJECT DESCRIPTION

The sites 2068, 2056, 2054, 2050 Cleveland Rd. currently have residential structures.

All properties on this application are across the street from a RB – Roadside Business zoning District. Roadside Business Zoning Districts allow transient rental and also low-medium level intensity business uses. The owners / applicant are proposing to amend the zoning map to RRB – Residential Business at all 5 parcels. Residential Business is the most restrictive Zoning District which allows transient rental.

APPLICABLE CODE SECTIONS

CHAPTER 1113

Amendments

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

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

CHAPTER 1129

Residential Districts

1129.03 SCHEDULE OF PERMITTED BUILDINGS AND USES.

RRB	Uses permitted in RMF District.	Accessory uses permitted in RMF District.
	All home offices and occupations.	Accessory (without fee) off-street parking areas.
	Apartment hotels, rooming houses.	

CHAPTER 1107

Definitions

1107.01 (h) (5)

- C. "Apartment hotel" means a unit similar to an apartment house, except that the unit may be used for more or less transient occupancy.

1149.05 SCHEDULE OF REQUIRED OFF-STREET PARKING.

<u>Building or Use</u>	<u>Required Minimum Parking Space</u>
(1) One-family dwelling	2 spaces/dwelling unit x 1

Required Parking Spaces per property: 2

DIVISION OF PLANNING COMMENTS

Staff recommends rezoning applications for the applicant's stated purpose of transient rental be evaluated from a broader perspective of whether the zoning change makes sense for the parcel and the expected future land use of it and the surrounding parcels.

The Cleveland Rd. Corridor is a medium – high intensity commercial corridor. There is a hotel in operation directly across the street from 2050, 2054 Cleveland Rd. and another hotel in operation within 650 feet of all properties on this application.

The Bicentennial Vision Comprehensive Plan outlines a number of priorities for the neighborhood. Some of the priorities related to this site are:

1) Livable City: Top Priorities (summarized)

- a) Support the development and rehabilitation of a variety of housing types that meet the needs of current and future residents including: (...) short-term transient rental.

2) Destination City: Top Priorities (summarized)

- a) Zoning changes to encourage hospitality: Determine appropriate zoning for transient rentals and hotels, and other hospitality development in the city.

3) Vibrant City: Top Priorities (summarized)

- a) Leverage impeding hospitality investments to revitalize Cleveland Rd. Corridor.

4) Connected City: Top Priorities (summarized)

- a) Corridor improvements: example – Cleveland Rd.

Understanding the goals set for this area by the city's Comprehensive Plan and the reasons previously stated in this report the rezoning could satisfy the above conditions.

It is unclear if all property owners are interested in transient rental use, though they did authorize *McGookey Law Offices* to act as their agent to rezone the properties.

Lastly, if the applicant desires these properties to be utilized for transient rental, they each would need their own transient rental application and be thoroughly reviewed by the Code Enforcement Department and the Planning Department.

The decision in this case is a factor of weighing the following:

- A. The demand for long-term housing versus short-term housing in the city, both priorities of the Comprehensive Plan, and
- B. The high-traffic mixed use nature of Cleveland Rd. and its future as a primarily commercial corridor in the city versus the preservation of existing homes for long-term residential.

On May 8, 2023, the Sandusky City Commission passed a moratorium on rezoning properties for the purpose of transient rental use. The moratorium takes affect on June 7th, 2023 and will remain in effect for 18 months unless ended earlier, or extended, by motion and vote of the City Commission. If Planning Commission were to recommend this application for approval, it would not proceed for approval due to the recently passed moratorium.

OTHER DEPARTMENT COMMENTS

Engineering Staff:

Engineering staff asked if Planning Commission would recommend any additional landscape screening requirements on outdoor spaces of transient rental properties that are adjacent to typical residential properties.

Building Staff:

No objections have been received as of the writing of this report

Police Department:

The Police Department has no objections

Fire Department:

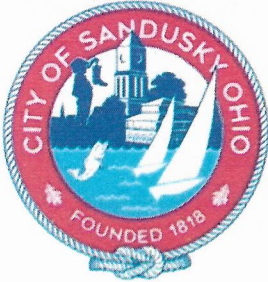
No objections have been received as of the writing of this report

CONCLUSION/RECOMMENDATION

Due to its conflict with the moratorium passed by City Commission, staff recommends denial of the proposed amendment to the Zoning Map for 2068, 2056, 2054, 2050 Cleveland Rd. and a vacant lot in-between 2056 & 2068 Cleveland Rd. (parcels 57-03358.000, 57-02994.000, 57-02885.000, 57-02989.000, 57-04471.000). If the Planning Commission were to approve the Zoning Map Amendment, staff recommends it be accompanied by the following conditions:

1. All applicable permits must be obtained through the Building Department, Engineering Department, and any other applicable agency prior to transient occupancy.

Vacant lot



PLANNING COMMISSION

Application for Zoning Map Amendment

Division of Planning
240 Columbus Ave
Sandusky, Ohio 44870
419.627.5891
www.cityofsandusky.com

APPLICANT/AGENT INFORMATION:

Property Owner Name:

Elaine F. McGary

Property Owner Address:

608 Neil Street

Sandusky, OH 44870

Property Owner Telephone:

419-366-5372

Email

mark@jamac.com

Authorized Agent Name:

Dan McGooker

Authorized Agent Address:

225 MEIGS STREET

Sandusky, OH 44870

Authorized Agent Telephone:

419-502-7223

Email

dmcgooker@mcgookerlaw.com

LOCATION AND DESCRIPTION OF PROPERTY:

Municipal Street Address:

CLEVELAND

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

2 CLEVELAND SANDUSKY RD

Parcel Number:

57-02994.000

Zoning District:

510

DETAILED SITE INFORMATION:

Land Area of Property: 13,200 (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): 0%

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:

vacant lot

Proposed Building Height (for any new construction): na

Number of Dwelling Units (if applicable): 0

Number of Off-Street Parking Spaces Provided: 0

Parking Area Coverage (including driveways): 0 (in sq. ft.)

Landscaped Area: 0 (in sq. ft.)

Requested Zoning District Classification: RRE

APPLICATION AUTHORIZATION:

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

Signature of Owner or Agent

Date

PERMISSION TO ACT AS AUTHORIZED AGENT:

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

Signature of Property Owner

Date

REQUIRED SUBMITTALS:

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

STAFF USE ONLY:

Date Application Accepted: _____ Permit Number: _____

Date of Planning Commission Meeting: _____

Planning Commission File Number: _____

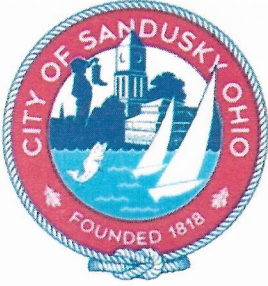
CONSENT & AUTHORIZATION

The undersigned is (are) the owners of the property located at Vacant lot CLE, Sandusky, Ohio. By signing below, I am (we are) indicating that we have read the above letter and are indicating that I (we) agree with its contents. Further, by my (our) signatures, I am (we are) authorizing Daniel L. McGookey to act as our legal representative in filing an application for the change of zoning of our home from its current zoning to the classification Residential Roadside Business (RRB), allowing for it to be used as a vacation rental unit, and to take all actions consistent with such an application.

2/20/2023
(Date)

X
(Date)

Elaine McKee
X



PLANNING COMMISSION

Application for Zoning Map Amendment

Division of Planning

240 Columbus Ave

Sandusky, Ohio 44870

419.627.5891

www.cityofsandusky.com

APPLICANT/AGENT INFORMATION:

Property Owner Name:

Ernest & Catherine Etorre

Property Owner Address:

2050 Cleveland Road
Sandusky, OH 44870

Property Owner Telephone:

419-202-6546

Email

Authorized Agent Name:

Dawn McGooker

Authorized Agent Address:

825 NEIGS STREET

Sandusky, OH 44870

Authorized Agent Telephone:

419-502-7223

Email

dmcgooker@mcgookerlaw.com

LOCATION AND DESCRIPTION OF PROPERTY:

Municipal Street Address:

2050 CLEVELAND ROAD

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

5 CLEVELAND-SANDUSKY ROAD - EX SOUTH 1'

Parcel Number:

57.0447.00

Zoning District:

510

DETAILED SITE INFORMATION:

Land Area of Property: 13,134 sq (sq. ft. or acres)

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

Building #1: 995 (in sq. ft.)

Building #2: 360

Building #3: na

Additional: na

Total Building Coverage (as % of lot area): 10.3%

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:

#1 995 sq dwelling
#2 360 sq garage

Proposed Building Height (for any new construction): na

Number of Dwelling Units (if applicable): 1

Number of Off-Street Parking Spaces Provided: 0

Parking Area Coverage (including driveways): 500 (in sq. ft.)

Landscaped Area: 500 (in sq. ft.)

Requested Zoning District Classification: RRB

APPLICATION AUTHORIZATION:

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


Signature of Owner or Agent

4/26/23
Date

PERMISSION TO ACT AS AUTHORIZED AGENT:

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

Signature of Property Owner

Date

see attached

REQUIRED SUBMITTALS:

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

STAFF USE ONLY:

Date Application Accepted: _____ Permit Number: _____

Date of Planning Commission Meeting: _____

Planning Commission File Number: _____

CONSENT & AUTHORIZATION

The undersigned is (are) the owners of the property located at 2050 Cleveland Rd Sandusky, Ohio. By signing below, I am (we are) indicating that we have read the above letter and are indicating that I (we) agree with its contents. Further, by my (our) signatures, I am (we are) authorizing Daniel L. McGookey to act as our legal representative in filing an application for the change of zoning of our home from its current zoning to the classification Residential Roadside Business (RRB), allowing for it to be used as a vacation rental unit, and to take all actions consistent with such an application.

3-29-23

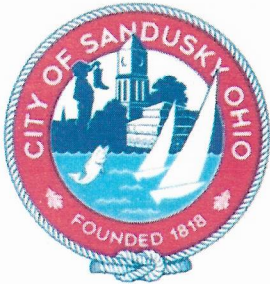
(Date)

Carl O. Etton

3-29-23

(Date)

Catherine A. Etton



PLANNING COMMISSION

Application for Zoning Map Amendment

Division of Planning
240 Columbus Ave
Sandusky, Ohio 44870
419.627.5891
www.cityofsandusky.com

APPLICANT/AGENT INFORMATION:

Property Owner Name:

JEFFREY C LARSON

Property Owner Address:

2054 Cleveland Road

Sandusky, OH 44870

Property Owner Telephone:

419-626-2708, 419-357-1541

Email

Authorized Agent Name:

Dan McGooker

Authorized Agent Address:

225 MEIGS STREET

Sandusky, OH 44870

Authorized Agent Telephone:

419-502-7223

Email

dmcgooker@mcgookerlaw.com

LOCATION AND DESCRIPTION OF PROPERTY:

Municipal Street Address:

2054 Cleveland Road

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

4 Cleveland Sandusky Road

Parcel Number:

57-02989.000

Zoning District:

510

DETAILED SITE INFORMATION:

Land Area of Property: 13,200 sq. (sq. ft. or acres)

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

Building #1: 744 (in sq. ft.)

Building #2: 624

Building #3: -

Additional: -

Total Building Coverage (as % of lot area): 10.3%

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:

#1: 1488 (2 story) Living
#2: 624 (apt above garage)

Proposed Building Height (for any new construction): na

Number of Dwelling Units (if applicable): 2

Number of Off-Street Parking Spaces Provided: na

Parking Area Coverage (including driveways): 1000 (in sq. ft.)

Landscaped Area: 700 (in sq. ft.)

Requested Zoning District Classification: RRB

APPLICATION AUTHORIZATION:

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

Signature of Owner or Agent

4/26/23

Date

PERMISSION TO ACT AS AUTHORIZED AGENT:

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

Signature of Property Owner

Date

(See attached)

REQUIRED SUBMITTALS:

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

STAFF USE ONLY:

Date Application Accepted: _____ Permit Number: _____

Date of Planning Commission Meeting: _____

Planning Commission File Number: _____

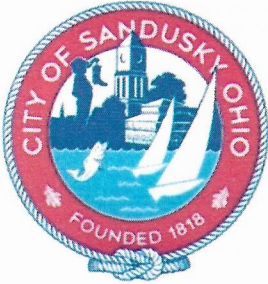
CONSENT & AUTHORIZATION

The undersigned is (are) the owners of the property located at 2054 CLEVELAND RD. Sandusky, Ohio. By signing below, I am (we are) indicating that we have read the above letter and are indicating that I (we) agree with its contents. Further, by my (our) signatures, I am (we are) authorizing Daniel L. McGookey to act as our legal representative in filing an application for the change of zoning of our home from its current zoning to the classification Residential Roadside Business (RRB), allowing for it to be used as a vacation rental unit, and to take all actions consistent with such an application.

4/12/23
(Date)

Gregory Hansen

(Date)



PLANNING COMMISSION

Application for Zoning Map Amendment

Division of Planning
240 Columbus Ave
Sandusky, Ohio 44870
419.627.5891
www.cityofsandusky.com

APPLICANT/AGENT INFORMATION:

Property Owner Name:

Elaine F. McGary

Property Owner Address:

608 Neil Street

Sandusky OH 44870

Property Owner Telephone:

419-366-5372

Email

mark@jamac.com

Authorized Agent Name:

Dan McGooker

Authorized Agent Address:

225 MEIGS STREET

Sandusky OH 44870

Authorized Agent Telephone:

419-502-7223

Email

dmcgooker@mcgookerlaw.com

LOCATION AND DESCRIPTION OF PROPERTY:

Municipal Street Address:

2056 CLEVELAND ROAD

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

3 CLEVELAND SANDUSKY ROAD

Parcel Number:

57-02885.000

Zoning District:

510

DETAILED SITE INFORMATION:

Land Area of Property: 13,200 (sq. ft. or acres)

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

Building #1: 1344 sq (in sq. ft.)

Building #2: 572 sq

Building #3: _____

Additional: _____

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

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:

#1 1344 (2 apt) living area
#2 572 garage

Proposed Building Height (for any new construction): na

Number of Dwelling Units (if applicable): 1

Number of Off-Street Parking Spaces Provided: 0

Parking Area Coverage (including driveways): 800 (in sq. ft.)

Landscaped Area: 750 (in sq. ft.)

Requested Zoning District Classification: RRB

APPLICATION AUTHORIZATION:

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

Signature of Owner or Agent

Date

PERMISSION TO ACT AS AUTHORIZED AGENT:

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

Signature of Property Owner

Date

REQUIRED SUBMITTALS:

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

STAFF USE ONLY:

Date Application Accepted: _____ Permit Number: _____

Date of Planning Commission Meeting: _____

Planning Commission File Number: _____

CONSENT & AUTHORIZATION

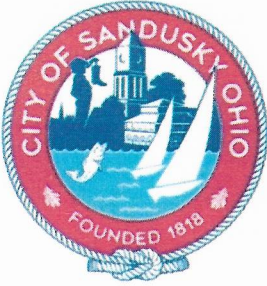
The undersigned is (are) the owners of the property located at 2056, Sandusky, Ohio. By signing below, I am (we are) indicating that we have read the above letter and are indicating that I (we) agree with its contents. Further, by my (our) signatures, I am (we are) authorizing Daniel L. McGookey to act as our legal representative in filing an application for the change of zoning of our home from its current zoning to the classification Residential Roadside Business (RRB), allowing for it to be used as a vacation rental unit, and to take all actions consistent with such an application.

2/20/2013
(Date)

X
(Date)

Edwina McGookey

X

**PLANNING COMMISSION***Application for Zoning Map Amendment*

Division of Planning
 240 Columbus Ave
 Sandusky, Ohio 44870
 419.627.5891
www.cityofsandusky.com

APPLICANT/AGENT INFORMATION:

Property Owner Name:

BLAKE S. MCGARY

Property Owner Address:

2605 MERRILLWEATHER ROAD
Sandusky OH 44870

Property Owner Telephone:

419-366-4375

Email

jim@jamac.com

Authorized Agent Name:

Dan McGooker

Authorized Agent Address:

225 NEIGS STREET

Sandusky, OH 44870

Authorized Agent Telephone:

419-502-7223

Email

dmcgooker@mcgookerlaw.com

LOCATION AND DESCRIPTION OF PROPERTY:

Municipal Street Address:

2068 Cleveland Road

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

1 CLEVELAND - SANDUSKY RD 70' X 200'

Parcel Number:

57-03358.000

Zoning District:

510

DETAILED SITE INFORMATION:

Land Area of Property: 14,000 sq. (sq. ft. or acres)

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

Building #1: 1294 (in sq. ft.)

Building #2: 552 garage

Building #3: na

Additional: na

Total Building Coverage (as % of lot area): 13.2%

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:

#1 1294 RESIDENCE Dwelling
#2 552 Garage

Proposed Building Height (for any new construction): na

Number of Dwelling Units (if applicable): 1

Number of Off-Street Parking Spaces Provided: 0

Parking Area Coverage (including driveways): 460 (in sq. ft.)

Landscaped Area: 405 (in sq. ft.)

Requested Zoning District Classification: RRB
~~R1-60~~

APPLICATION AUTHORIZATION:

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


Signature of Owner or Agent

4/26/23
Date

PERMISSION TO ACT AS AUTHORIZED AGENT:

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

Signature of Property Owner

Date

See attached

REQUIRED SUBMITTALS:

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

STAFF USE ONLY:

Date Application Accepted: _____ Permit Number: _____

Date of Planning Commission Meeting: _____

Planning Commission File Number: _____

CONSENT & AUTHORIZATION

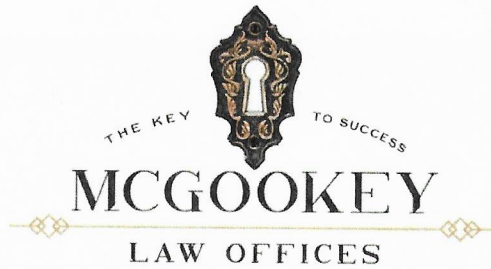
The undersigned is (are) the owners of the property located at 2068, Sandusky, Ohio. By signing below, I am (we are) indicating that we have read the above letter and are indicating that I (we) agree with its contents. Further, by my (our) signatures, I am (we are) authorizing Daniel L. McGookey to act as our legal representative in filing an application for the change of zoning of our home from its current zoning to the classification Residential Roadside Business (RRB), allowing for it to be used as a vacation rental unit, and to take all actions consistent with such an application.

2/20/2013
(Date)

X
(Date)

Dan McGookey

X



April 26, 2023

Sandusky Planning Commission
c/o Alec Ochs
240 Columbus Avenue
Sandusky, Ohio 44870

Re: Rezoning of 2068, adjacent vacant lot to the west, 2056, 2054 & 2050 Cleveland Road, Sandusky, Ohio 44870

Dear Alec,

As discussed, attached are the Applications to rezone the above properties to an RRB classification allowing for transient rental use. Although the Applications pertain to five different properties, we are filing them as one Application because the properties are adjoining, and the owners of the properties involved are requesting a change from residential to Residential Roadside Business.

As background, Mark McGory, who along with his mother Elaine and brothers Jim and Blake McGory, have owned and operated the business known as JAMAC, located at 422 Buchanan Street in Sandusky for forty years, approached me about six months ago regarding this proposed zoning change. I told him at the time that in order to gain City approval, we would need to demonstrate that the change is consistent with the spirit of the zoning code, as reflected by neighborhood characteristics, and that adjoining homeowners did not have opposition to the change. I believe the McGory family achieved both goals in this Application.

As to the question of whether the requested change is consistent with the spirit of the City's zoning code, consideration of the historical use and development of the land in the area along Cleveland Road from Remington Avenue to the Cedar Point Causeway is helpful. As anyone who has lived in Sandusky for more than thirty years would know, the north side of this



www.mcgookeylaw.com

225 Meigs Street – Sandusky, OH 44870
Telephone: 419-502-7223
Fax: 419-502-0044

Daniel L. McGookey
Dmcgookey@mcgookeylaw.com
Cell: 419-271-5094

Tracy Lynn
tlynn@mcgookeylaw.com
Tel: 419-502-7223

stretch of land has largely been used for commercial purposes for some time. Commercial use of properties on the south side of the Road, although less prevalent, has existed as well.

More important is the undeniable fact that commercial use of property *on Cleveland Road* is only going to expand in the coming years. With the advent of the Sports Force facility, there has been a surge in the number of year-round visitors to the area. Traffic flow has converted this portion of Cleveland Road into a major City thoroughfare. This phenomenon is reflected in the City's decision to construct a roundabout at the Causeway intersection.

As to the question of whether this change will adversely impact neighbors, we would first point out that the owners of all five properties on the south side of Cleveland Road between Pipe Street to the east to Bauer Avenue to the west, have joined in on this Application. The McGory Family, lifelong City area residents, built two of the residences involved; that located at 2054 Cleveland Road in 1948, and that located at 2056 Cleveland Road in 1955. Their Sandusky roots run deep and I daresay on their behalf, they would never undertake a project which would harm the City in any way.

Further, it is noteworthy that all the homes involved face Cleveland Road, a major thoroughfare. Thus, we are not asking for a change in zoning for any home facing a street running south off Cleveland Road, in clearly residential neighborhoods. In other words, we view this Application as one which recognizes the reality of our City's vibrant growth, while not being destructive of the right of our residents to enjoy quiet and peaceful use of their homes.

On behalf of my clients, I want to thank you and the Commission in advance for giving this Application due consideration. I look forward to discussing it at the Commission's May meeting.

Sincerely,


Daniel L. McGookey

cc. Mark McGory

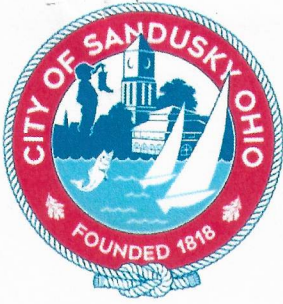


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DEPARTMENT of COMMUNITY DEVELOPMENT

Division of Planning
240 Columbus Ave
Sandusky, Ohio 44870
419.627.5973
www.cityofsandusky.com

PLANNING COMMISSION NOTICE OF HEARING

The Sandusky Planning Commission will be holding its monthly meeting on **Wednesday May 24, 2023**. The applications that will be heard at the meeting are listed below. You are receiving notice of this meeting because the City is required to notify all property owners within 300 feet of a property for any public or adjudication hearing.

The City of Sandusky, Planning Commission will conduct a public hearing on Wednesday May 24, 2023 at 5:00 p.m. to consider the following applications:

Dan McGookey, on behalf of Blake McGory, Elaine McGory, Jeffrey Larson, and Ernest & Catherine Ettorre, has submitted an application for an amendment to the zoning map for 2068, 2056, 2054, 2050 Cleveland Rd. and a vacant lot in-between 2056 & 2068 Cleveland Rd. (parcels 57-03358.000, 57-02994.000, 57-02885.000, 57-02989.000, 57-04471.000). The application is to amend the zoning map from either R2F – Two Family Residential or R1-75 Single Family Residential to RRB – residential Business at the above mentioned parcels.

The City of Sandusky, Planning Commission will conduct an adjudication hearing on Wednesday May 24, 2023 at 5:00 p.m. to consider the following applications:

419 Housing, LLC has submitted an application for a similar main use permit at 409 Jackson St. to allow transient occupancy in a LB – Local Business Zoning District.

419 Housing, LLC has submitted an application for a similar main use permit at 306 W. Adams St. to allow transient occupancy in a LB – Local Business Zoning District.

The meeting will take place in the City Commission Chambers at City Hall, 240 Columbus Ave, and will be live streamed on www.YouTube.com/CityofSanduskyOH. If you have any comments regarding the above case, you will have the opportunity to share those at the meeting. Please email aochs@ci.sandusky.oh.us or call 419-627-5973 with any questions.

Alec Ochs
Assistant Planner

CITY OF SANDUSKY, OHIO
DEPARTMENT OF COMMUNITY DEVELOPMENT
PLANNING DIVISION

PLANNING COMMISSION REPORT

APPLICATION FOR A CONDITIONAL USE PERMIT
409 JACKSON ST.
PARCEL (56-01092.000)

Reference Number: PCONDU23-0002

Date of Report: May 11, 2023

Report Author: Alec Ochs, Assistant Planner



City of Sandusky, Ohio

Planning Commission Report

BACKGROUND INFORMATION

Applicant/Owner: 419 Housing, LLC
6606 Mason Rd.
Berlin Heights, OH 44814

Site Location: 409 Jackson St.

Zoning: LB – Local Business District

Surrounding Zoning: North: LB – Local Business District
East: GB – General Business
PF – Public Facilities
South: RRB – Residential Business
West: LB – Local Business District

Surrounding Uses: Residential, Park

Existing Use: Residential

Proposed Use: Residential – Transient Rental

Applicable Plans & Regulations: City of Sandusky Zoning Code Section 1129.03 & 1133.04

SITE PICTURES

Subject Parcels Outlined in Red:



Zone Map Setbacks



PUD - Planned Unit Development



Parcels



TRO - Transient Rental Overlay

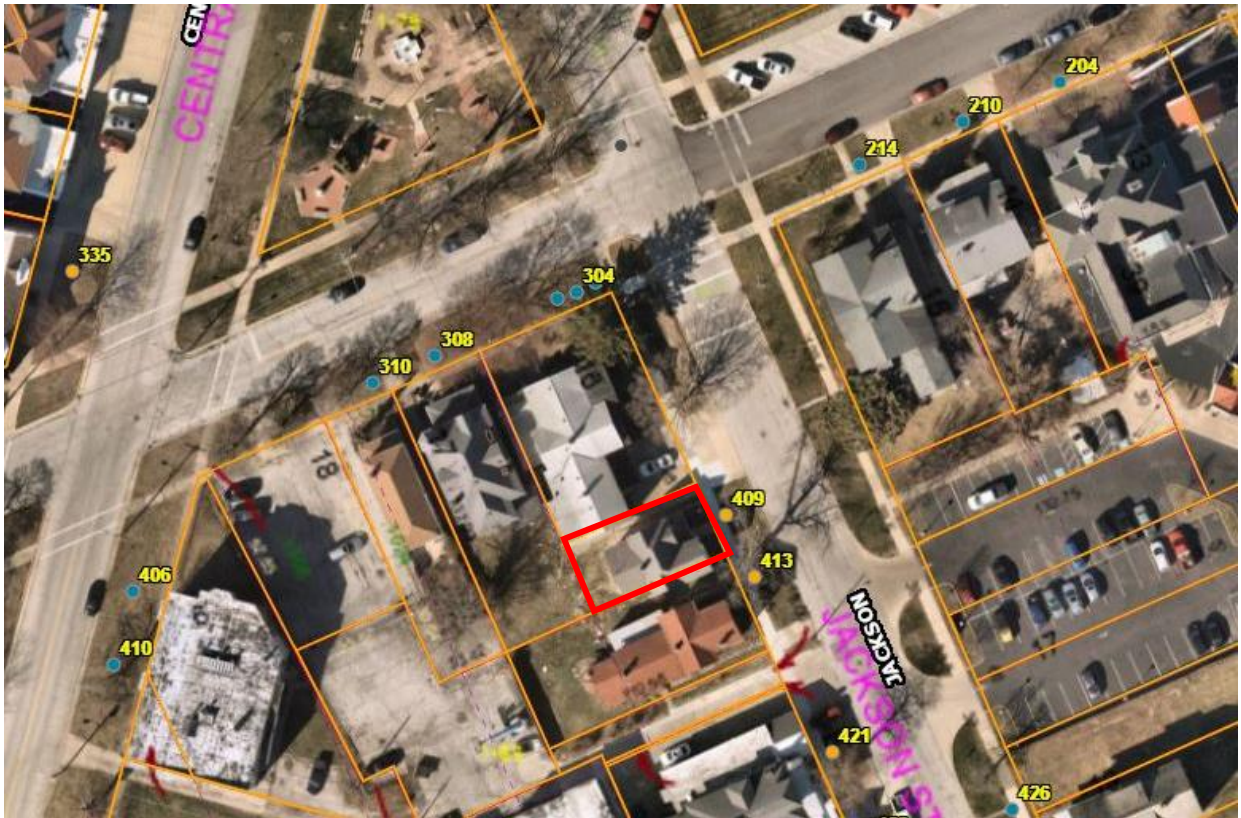


Zoning

- AG - Agriculture
- CA - Commercial Amusement
- CR - Commercial Recreation
- CS - Commercial Service
- DBD - Downtown Business
- GB - General Business
- GM - General Manufacturing
- LB - Local Business
- LM - Local Manufacturing
- P - Auto Parking

- PF - Public Facilities
- R1-40 - Single Family Residential
- R1-50 - Single Family Residential
- R1-60 - Single Family Residential
- R1-75 - Single Family Residential
- R2F Two-Family Residential
- RB - Roadside Business
- RMF - Multi-Family Residential
- RRB - Residential/Business
- RS - Residential Suburban

Aerial Photo of site



Street view from 7/2019



PROJECT DESCRIPTION

The site of 409 Jackson St. is a 2-family residential structure. The building footprint is approximately 1,776 sq. ft. and has 6 off-street parking spaces shared with the building to the north. The applicant is seeking a conditional use permit to allow 1 unit to be used for transient rental (lower unit). The residential structure is near Veterans Park, the County Courthouse and the Sandusky Library. The neighboring properties north, east, and south of the proposed property are residential uses. The property to the north is also owned by the applicant.

APPLICABLE CODE SECTIONS

1133.04 PERMITTED BUILDINGS AND USES; LOCAL BUSINESS DISTRICT.

(b) Similar Main Uses. Any other retail neighborhood store, shop, service, or office not listed above, or in any subsequent use classification, and determined as similar by the Commission according to standards set forth in Section [1109.11](#). Main uses set forth in the General Business District may be permitted in a Local Business District if a conditional use permit is granted.

1133.06 PERMITTED BUILDINGS AND USES; GENERAL BUSINESS DISTRICT.

(a) Main Buildings and Uses.

(1) All stores, services, dwellings, and other uses permitted in Roadside Business Districts;

1133.05 PERMITTED BUILDINGS AND USES; ROADSIDE BUSINESS DISTRICT.

(4) Transient Occupancy.

1109.10 CONDITIONAL USE PERMITS.

Conditional use permits shall be required for the uncommon and infrequent uses, uses that require extraordinary safeguards, and uses which may be permitted in more restrictive districts than the districts in which the uses are permitted by right. Enumerated throughout this Zoning Code are such uses and the districts in which they may be permitted, provided the following standards are fulfilled: all conditions set by the Planning Commission for specific uses, and a permit is granted by the Planning Commission.

(a.)

(b) Standards for evaluating conditional use permits. An application for a conditional use permit shall not be approved unless it conforms with the intent of the City of Sandusky Comprehensive Plan and complies with the following conditions and standards:

(1..)

(2) Business, Commercial and Manufacturing Districts.

A. That the proposed use is necessary to serve community needs, and existing similar facilities located in a more remote district in which the use is permitted by right, are inadequate;

B. That the proposed use is not closer than appropriate in the particular situation to schools, churches, and other places of assembly.

C. That location size, intensity, and site plan of the proposed use shall be such that its operation will not be objectionable to nearby dwellings by reason of noise,

smoke, dust, odors, fumes, vibrations, or glare more than is normal, or as permitted by the performance standards of the district.

D. That the proposed use will form a harmonious part of the business, commercial, or manufacturing district, taking into account, among others, convenience of access and relationship of one use to another.

E. That the proposed use should be permitted in the next less restrictive district because of its limited nature, modern devices, equipment, or improvements;

F. That the hours of operation and concentration of vehicles in connection with the proposed use will not be more hazardous or dangerous than the normal traffic of the district.

(3) In addition to the above general standards set forth in subsections (b)(1) and (2) hereof, appropriate specific safeguards, applying to a particular application may also be specified in the permit.

(Ord. 03-071. Passed 3-10-03.)

Staff Analysis of case in responses to Code Section: 1109.10

(b) Standards for evaluating conditional use permits. An application for a conditional use permit shall not be approved unless it conforms with the intent of the City of Sandusky Comprehensive Plan and complies with the following conditions and standards:

- A. Permitting the use for this property, which is within a 5-minute walk to downtown Sandusky could be interpreted to follow the Comprehensive Plan priority of creating opportunity for additional transient rental options.
- B. Not permitting the use for this property, which is currently housing 2 long term rental units, could be interpreted to follow the Comprehensive Plan priority of supporting neighborhoods and livability of the city.

(2) Business, Commercial and Manufacturing Districts.

A. That the proposed use is necessary to serve community needs, and existing similar facilities located in a more remote district in which the use is permitted by right, are inadequate;

- A. There is unmet demand in the city for short-term rental property.
- B. There is unmet demand in the city for long-term rental property.

B. That the proposed use is not closer than appropriate in the particular situation to schools, churches, and other places of assembly.

- This is not an intensive use that would be considered inappropriate to be near schools, churches, and other places of assembly.

C. That location size, intensity, and site plan of the proposed use shall be such that its operation will not be objectionable to nearby dwellings by reason of noise, smoke, dust, odors, fumes, vibrations, or glare more than is normal, or as permitted by the performance standards of the district.

- The proposed use will not be objectionable to nearby dwellings more than is normal than permitted uses in the district. Brewpubs are permitted in this district which is reasonably interpreted as a more objectionable use than what is proposed.

D. That the proposed use will form a harmonious part of the business, commercial, or manufacturing district, taking into account, among others, convenience of access and relationship of one use to another.

- The site is surrounded by business and residential uses. Transient rental is harmonious with surrounding land uses.

E. That the proposed use should be permitted in the next less restrictive district because of its limited nature, modern devices, equipment, or improvements;

- The use of transient rental is currently permitted in the next less restrictive district (RB – Roadside Business) and the next more restrictive district (RRB – Residential Business). The proposed use is in increasing demand because of modern devices and improvements and is appropriate in the Local Business district on a case-by-case basis.

F. That the hours of operation and concentration of vehicles in connection with the proposed use will not be more hazardous or dangerous than the normal traffic of the district.

- The proposed use will not be more hazardous than traffic created by other permitted uses in the district such as Brewpubs or retail stores. These establishments create a higher volume of turn-over traffic.

DIVISION OF PLANNING COMMENTS

Overall, staff prefers Conditional Use permitting in Local Business districts be used to allow transient rental in cases where the expanded use would foster catalytic projects that provide a greater benefit to the public than the project would be able to provide without the Conditional Use. Such cases may include:

- Creation of new units that didn't exist before
- Preservation of historic building stock
- Enabling mixed use projects that bring jobs and foster local business opportunities

The proposed site in this application is currently a 2-family residential structure near the corner of Adams St. and Jackson St., currently housing long term tenants. Proximity to the downtown may drive transient rental demand at this location for tourists wishing to be close to downtown.

The Bicentennial Comprehensive Plan outlines a number of priorities for the neighborhood. Some of the priorities related to this site are:

1. Livable City: Top Priorities (summarized)

- a) Support the development and rehabilitation of a variety of housing types that meet the needs of current and future residents including: rehabilitated homes, townhomes, new in-fill single family housing, upper floor condos and lofts, affordable housing, senior housing, permanent supportive housing, assisted living, and short-term transient rental

This property is part of the Central Business District in the Comprehensive Plan. The Central Business District Initiatives state: Preserve historic and intact housing stock and maintain quality of neighborhood.

Understanding the goals set for this area by the city's Comprehensive Plan and the reasons previously stated in this report, the conditional use permit could satisfy the above initiatives but also take long term tenants out of the neighborhood.

Further, if the applicant desires these properties to be utilized for transient rental, each unit need their own transient rental application and be thoroughly reviewed by the Code Enforcement Department and the Division of Planning.

The decision in this case is a factor of weighing the following:

- A. The demand for long-term housing versus short-term housing in the city, priorities of the Comprehensive Plan, and
- B. The desirability of long-term rental units walkable to downtown versus the location accessibility and convenience for short-term guests.

OTHER DEPARTMENT COMMENTS

Engineering Staff:

The Engineering staff has no objections to this request.

Building Staff:

No objections have been received as of the writing of this report

Police Department:

The Police Department has no objections to this request.

Fire Department:

No objections have been received as of the writing of this report

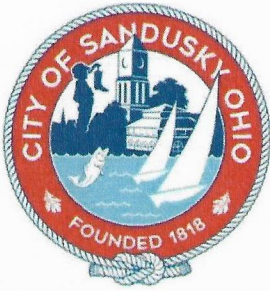
Code Compliance:

No objections have been received as of the writing of this report

CONCLUSION/RECOMMENDATION

Based on recent policy direction from City Commission regarding transient rentals, staff does not have a recommendation for the proposed Conditional Use at 306 W. Adams St. parcel (56-00491.000). If the Planning Commission were to approve the Conditional Use, staff recommends it be accompanied by the following conditions:

1. All applicable permits are obtained through the Building Department, Engineering Department, Planning Department and any other applicable agency.
2. The project does not exceed the proposed 1 transient units stated above.



PLANNING COMMISSION

Application for Approval

Department of Planning

240 Columbus Ave

Sandusky, Ohio 44870

419.627.5891

www.cityofsandusky.com

TYPE OF APPLICATION:

☒ Conditional Use Permit
☐ Flood Plain Variance
☐ Other

☐ Similar Main Use
☐ Front Yard Fence

APPLICANT/AGENT INFORMATION:

Property Owner Name: 419 Housing LLC

Property Owner Address: 6606 Mason Road Berlin Hts OH

Property Owner Telephone: 419 706 3002

Property Owner Email: 419 Housing@gmail.com

Authorized Agent Name: Ben Cooper

Authorized Agent Address: 6606 Mason Road Berlin Hts OH

Authorized Agent Telephone: 419 706 3002

Authorized Agent Email: RealtorBenCooper@yahoo.com

LOCATION AND DESCRIPTION OF PROPERTY:

Municipal Street Address: 409 Jackson Street

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

16 Adams St S 35' OF N213 35'X66'

Parcel Number: 56-01092.000 Zoning District: Local Business

DETAILED SITE INFORMATION:

Land Area of Property: 2310 sqft (sq. ft. or acres)

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

Building #1: 1776 (in sq. ft.)

Building #2: _____

Building #3: _____

Additional: _____

Total Building Coverage (as % of lot area): 76.9%

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:

1st Floor monthly Rental 954 sqft

2nd Floor monthly Rental 822 sqft

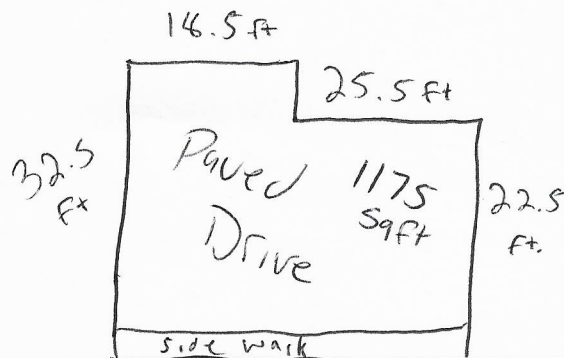
Proposed Building Height (for any new construction): N/A

Number of Dwelling Units (if applicable): 2

Number of Off-Street Parking Spaces Provided: 6

Parking Area Coverage (including driveways): 1175 (in sq. ft.)

Landscaped Area: N/A (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.):

Current use of property is two (2) single, monthly rental

properties. The change requested will turn one of the two (lower unit)

into a transient rental. The revenue created will be used to

revitalize the property and continue to appreciate and beautify

properties we currently own, and look to own in the future.

Our company owns nineteen (19) units currently in which

100% are used ~~to~~ as monthly, long term rentals. Our goal

is not to convert properties to transient rentals but it is to

use transient rentals with a very select few to bring

revenue in to support the growth and quality of our existing

long term rentals.

REQUIRED SUBMITTALS:

15 copies of a site plan/off-street parking plan for property

Application Fee:

Conditional Use Permit: \$100.00

Similar Main Use: \$100.00

Flood Plan Variance: \$100.00

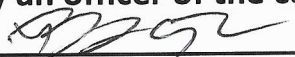
Front Yard Fence: no charge

Other: check with staff for fee

APPLICATION MUST BE COMPLETELY FILLED OUT

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.

 4/25/23
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.

Signature of Property Owner Date

STAFF USE ONLY:

Date Application Accepted: _____ Permit Number: _____

Date of Planning Commission Meeting: _____

Planning Commission File Number: _____



2023
PLANNING COMMISSION
MEETING DATES AND FILING DEADLINES

	FILING DEADLINE	MEETING DATE
JANUARY	12/28	1/25
FEBRUARY	1/25	2/22
MARCH	2/22	3/22
APRIL	3/22	4/26
MAY	4/26	5/24
JUNE	5/24	6/28
JULY	6/28	7/26
AUGUST	7/26	8/23
SEPTEMBER	8/23	9/27
OCTOBER	9/27	10/25
NOVEMBER	10/25	11/22
DECEMBER	11/22	12/27

The Planning Commission will typically meet on the fourth Wednesday of every month. The meetings are held in the City Commission Chamber, 240 Columbus Ave at 5:00 p.m. Meeting times, locations, and dates are subject to change with prior notice. Any changes will be posted to the City website.

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.

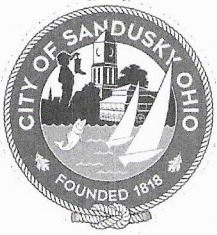
An example of a site plan/off-street parking plan is attached.

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.

CONDITIONAL USE PERMIT GENERAL STANDARDS

- Is a proposed use in fact a conditional use as established under the provisions of the Zoning Code?
- Will the proposed use be harmonious with and in accordance with the general objectives or with any specific objective of the City's Comprehensive Plan and/or the Zoning Code?
- Will the proposed use be designed, constructed, operated and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and/or change the essential character of the same area?
- Will the proposed use be hazardous or disturbing to existing or future neighboring uses?
- Will the proposed use be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools? Will the persons or agencies responsible for the establishment of the proposed use be able to provide adequately any such services?
- Will the proposed use create excessive additional requirements as public cost for public facilities and services and be detrimental to the economic welfare of the community?
- Will the proposed use involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes or odors?
- Will the proposed use have vehicular approaches to the property which shall be so designed as not to create an interference with traffic on surrounding public thoroughfares?





City of Sandusky
240 Columbus Avenue
Sandusky, Ohio 44870

EXT. RECEIPT NUMBER

11846

Paid By

419 HOUSING LLC
107 SCHILLER AVE
SANDUSKY, OH 44870-6931

Date Paid: 04/25/2023

Transaction	Record Type	Record #	Description	Amount
Property Address			Invoice Number	
00094129	PZE Process	PCONDU23-0002	Conditional Use Permit	\$ 100.00
409 JACKSON ST			00097383	

Total	\$ 100.00
Cash	
Check	\$ 100.00
Check #	1199
Credit	
Tendered	\$ 100.00
Change	\$ 0.00

Payments made using a credit card or debit card will incur a 2.5% processing fee (minimum of \$2.00), assessed by Point and Pay, the city's electronic payment processing vendor.

CITY OF SANDUSKY, OHIO
DEPARTMENT OF COMMUNITY DEVELOPMENT
PLANNING DIVISION

PLANNING COMMISSION REPORT

APPLICATION FOR A CONDITIONAL USE PERMIT
306 W. ADAMS ST.
PARCEL (56-00491.000)

Reference Number: PCONDU23-0003

Date of Report: May 10, 2023

Report Author: Alec Ochs, Assistant Planner



City of Sandusky, Ohio

Planning Commission Report

BACKGROUND INFORMATION

Applicant/Owner: 419 Housing, LLC
6606 Mason Rd.
Berlin Heights, OH 44814

Site Location: 306 W. Adams St.

Zoning: LB – Local Business District

Surrounding Zoning: North: DBD – Downtown Business
East: GB – General Business
South: LB – Local Business
West: LB – Local Business District

Surrounding Uses: Residential, Park

Existing Use: Residential

Proposed Use: Residential – Transient Rental

Applicable Plans & Regulations: City of Sandusky Zoning Code Section 1129.03 & 1133.04

SITE PICTURES

Subject Parcels Outlined in Red:



Zone Map Setbacks



PUD - Planned Unit Development



Parcels



TRO - Transient Rental Overlay

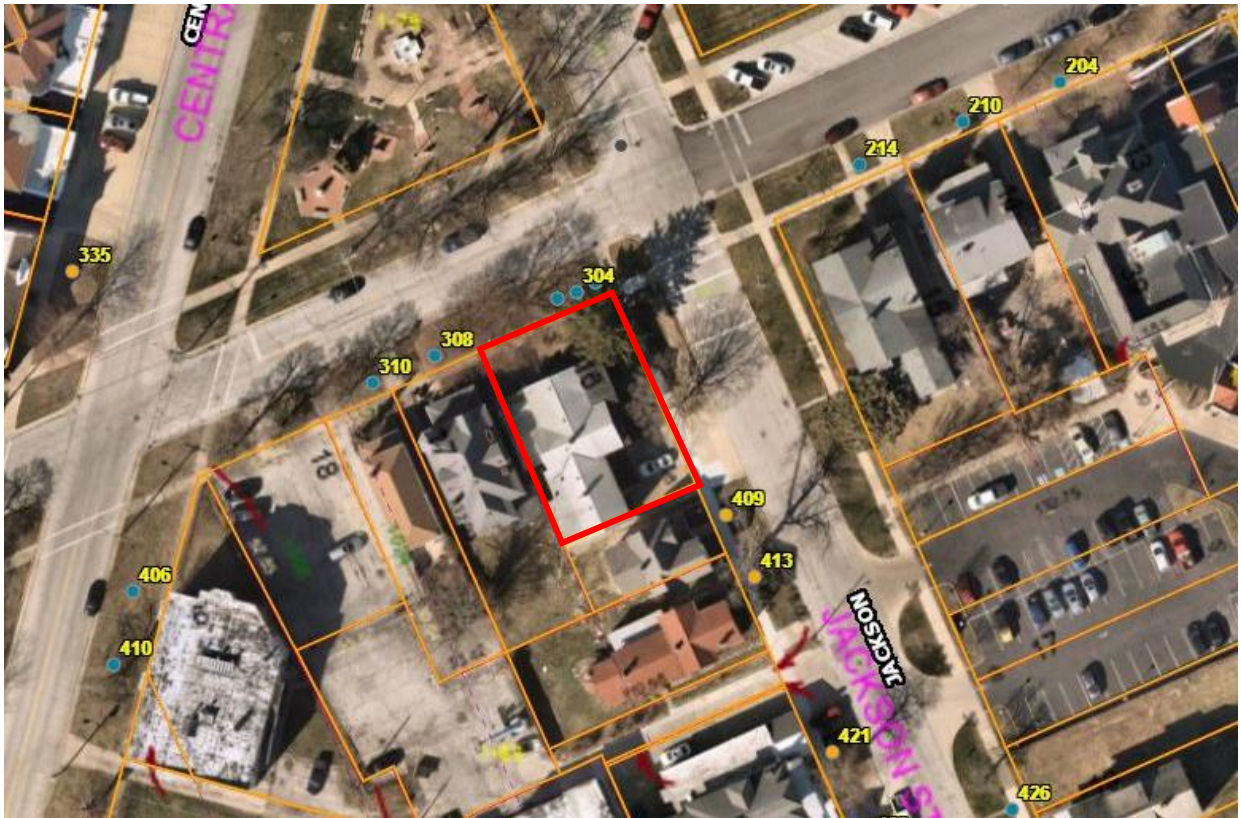


Zoning

- AG - Agriculture
- CA - Commercial Amusement
- CR - Commercial Recreation
- CS - Commercial Service
- DBD - Downtown Business
- GB - General Business
- GM - General Manufacturing
- LB - Local Business
- LM - Local Manufacturing
- P - Auto Parking

- PF - Public Facilities
- R1-40 - Single Family Residential
- R1-50 - Single Family Residential
- R1-60 - Single Family Residential
- R1-75 - Single Family Residential
- R2F Two-Family Residential
- RB - Roadside Business
- RMF - Multi-Family Residential
- RRB - Residential/Business
- RS - Residential Suburban

Aerial Photo of site



Street view from 7/2019



PROJECT DESCRIPTION

The site of 306 W. Adams St. is part of a 5-family residential structure. The building footprint is approximately 3,887 sq. ft. and has 6 off-street parking spaces shared with the building to the south. The applicant is seeking a conditional use permit to allow 1 unit to be used for transient rental. The residential structure is across the street from Veterans Park, the County Courthouse and near the Sandusky Library. The neighboring properties east, and south of the proposed property are residential uses. The property to the south is also owned by the applicant.

APPLICABLE CODE SECTIONS

1133.04 PERMITTED BUILDINGS AND USES; LOCAL BUSINESS DISTRICT.

(b) Similar Main Uses. Any other retail neighborhood store, shop, service, or office not listed above, or in any subsequent use classification, and determined as similar by the Commission according to standards set forth in Section [1109.11](#). Main uses set forth in the General Business District may be permitted in a Local Business District if a conditional use permit is granted.

1133.06 PERMITTED BUILDINGS AND USES; GENERAL BUSINESS DISTRICT.

(a) Main Buildings and Uses.

- (1) All stores, services, dwellings, and other uses permitted in Roadside Business Districts;

1133.05 PERMITTED BUILDINGS AND USES; ROADSIDE BUSINESS DISTRICT.

(4) Transient Occupancy.

1109.10 CONDITIONAL USE PERMITS.

Conditional use permits shall be required for the uncommon and infrequent uses, uses that require extraordinary safeguards, and uses which may be permitted in more restrictive districts than the districts in which the uses are permitted by right. Enumerated throughout this Zoning Code are such uses and the districts in which they may be permitted, provided the following standards are fulfilled: all conditions set by the Planning Commission for specific uses, and a permit is granted by the Planning Commission.

(a.)

(b) Standards for evaluating conditional use permits. An application for a conditional use permit shall not be approved unless it conforms with the intent of the City of Sandusky Comprehensive Plan and complies with the following conditions and standards:

(1.)

(2) Business, Commercial and Manufacturing Districts.

- A. That the proposed use is necessary to serve community needs, and existing similar facilities located in a more remote district in which the use is permitted by right, are inadequate;
- B. That the proposed use is not closer than appropriate in the particular situation to schools, churches, and other places of assembly.

- C. That location size, intensity, and site plan of the proposed use shall be such that its operation will not be objectionable to nearby dwellings by reason of noise, smoke, dust, odors, fumes, vibrations, or glare more than is normal, or as permitted by the performance standards of the district.
 - D. That the proposed use will form a harmonious part of the business, commercial, or manufacturing district, taking into account, among others, convenience of access and relationship of one use to another.
 - E. That the proposed use should be permitted in the next less restrictive district because of its limited nature, modern devices, equipment, or improvements;
 - F. That the hours of operation and concentration of vehicles in connection with the proposed use will not be more hazardous or dangerous than the normal traffic of the district.
- (3) In addition to the above general standards set forth in subsections (b)(1) and (2) hereof, appropriate specific safeguards, applying to a particular application may also be specified in the permit.
- (Ord. 03-071. Passed 3-10-03.)

Staff Analysis of case in responses to Code Section: 1109.10

- (b) Standards for evaluating conditional use permits. An application for a conditional use permit shall not be approved unless it conforms with the intent of the City of Sandusky Comprehensive Plan and complies with the following conditions and standards:
- A. Permitting the use for this property, which is within a 5-minute walk to downtown Sandusky could be interpreted to follow the Comprehensive Plan priority of creating opportunity for additional transient rental options.
 - B. Not permitting the use for this property, which is currently housing 5 long term rental units, could be interpreted to follow the Comprehensive Plan priority of supporting neighborhoods and livability of the city.
- (2) Business, Commercial and Manufacturing Districts.
- A. That the proposed use is necessary to serve community needs, and existing similar facilities located in a more remote district in which the use is permitted by right, are inadequate;
 - A. There is unmet demand in the city for short-term rental property.
 - B. There is unmet demand in the city for long-term rental property.
 - B. That the proposed use is not closer than appropriate in the particular situation to schools, churches, and other places of assembly.
 - This is not an intensive use that would be considered inappropriate to be near schools, churches, and other places of assembly.
 - C. That location size, intensity, and site plan of the proposed use shall be such that its operation will not be objectionable to nearby dwellings by reason of noise, smoke, dust, odors, fumes, vibrations, or glare more than is normal, or as permitted by the performance standards of the district.
 - The proposed use will not be objectionable to nearby dwellings. Brewpubs are permitted in this district which is reasonably interpreted as a more objectionable use than what is proposed.

D. That the proposed use will form a harmonious part of the business, commercial, or manufacturing district, taking into account, among others, convenience of access and relationship of one use to another.

- The site is surrounded by business and residential uses. Transient rental is harmonious with surrounding land uses.

E. That the proposed use should be permitted in the next less restrictive district because of its limited nature, modern devices, equipment, or improvements;

- The use of transient rental is currently permitted in the next less restrictive district (RB – Roadside Business) and the next more restrictive district (RRB – Residential Business). The proposed use is in increasing demand because of modern devices and improvements and is appropriate in the Local Business district on a case-by-case basis.

F. That the hours of operation and concentration of vehicles in connection with the proposed use will not be more hazardous or dangerous than the normal traffic of the district.

- The proposed use will not be more hazardous than traffic created by other permitted uses in the district such as Brewpubs or retail stores. These establishments create a higher volume of turn-over traffic.

DIVISION OF PLANNING COMMENTS

Overall, staff prefers Conditional Use permitting in Local Business districts be used to allow transient rental in cases where the expanded use would foster catalytic projects that provide a greater benefit to the public than the project would be able to provide without the Conditional Use. Such cases may include:

- Creation of new units that didn't exist before
- Preservation of historic building stock
- Enabling mixed use projects that bring jobs and foster local business opportunities

The proposed site in this application is currently a 5-family residential structure on the corner of Adams St. and Jackson St., presumably housing long term tenants. Proximity to the downtown may drive transient rental demand at this location for tourists wishing to be close to downtown.

1. Livable City: Top Priorities (summarized)

- a) Support the development and rehabilitation of a variety of housing types that meet the needs of current and future residents including: rehabilitated homes, townhomes, new in-fill single family housing, upper floor condos and lofts, affordable housing, senior housing, permanent supportive housing, assisted living, and short-term transient rental

This property is part of the Central Business District in the Comprehensive Plan. The Central Business District Initiatives state: Preserve historic and intact housing stock and maintain quality of neighborhood.

Understanding the goals set for this area by the city's Comprehensive Plan and the reasons previously stated in this report, the conditional use permit could satisfy the above initiatives but also take long term tenants out of the neighborhood.

Further, if the applicant desires these properties to be utilized for transient rental, each unit need their own transient rental application and be thoroughly reviewed by the Code Enforcement Department and the Division of Planning.

The decision in this case is a factor of weighing the following:

- A. The demand for long-term housing versus short-term housing in the city, priorities of the Comprehensive Plan, and
- B. The desirability of long-term rental units walkable to downtown versus the location accessibility and convenience for short-term guests.

OTHER DEPARTMENT COMMENTS

Engineering Staff:

The Engineering staff has no objections to this request.

Building Staff:

No objections have been received as of the writing of this report

Police Department:

The Police Department has no objections to this request.

Fire Department:

No objections have been received as of the writing of this report

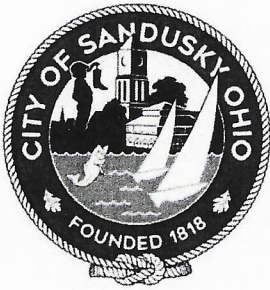
Code Compliance:

No objections have been received as of the writing of this report

CONCLUSION/RECOMMENDATION

Based on recent policy direction from City Commission regarding transient rentals, staff does not have a recommendation for the proposed Conditional Use at 306 W. Adams St. parcel (56-00491.000). If the Planning Commission were to approve the Conditional Use, staff recommends it be accompanied by the following conditions:

1. All applicable permits are obtained through the Building Department, Engineering Department, Planning Department and any other applicable agency.
2. The project does not exceed the proposed 1 transient unit.



PLANNING COMMISSION

Application for Approval

Department of Planning

240 Columbus Ave

Sandusky, Ohio 44870

419.627.5891

www.cityofsandusky.com

TYPE OF APPLICATION:

☒ Conditional Use Permit
☐ Flood Plain Variance
☐ Other

☐ Similar Main Use
☐ Front Yard Fence

APPLICANT/AGENT INFORMATION:

Property Owner Name: 419 Housing LLC

Property Owner Address: 6606 Mason Road Berlin Hts OH

Property Owner Telephone: 419 706 3002

Property Owner Email: 419 Housing@gmail.com

Authorized Agent Name: Ben Cooper

Authorized Agent Address: 6606 Mason Road Berlin Hts OH

Authorized Agent Telephone: 419 706 3002

Authorized Agent Email: RealtorBenCooper@yahoo.com

LOCATION AND DESCRIPTION OF PROPERTY:

Municipal Street Address: 306 Adams St (Apt of 304 Adams unit)
Legal Address 306

Legal Description of Property (check property deed for description):
16 ADAMS ST N 213 EX S 35' 66' X 97'

Parcel Number: 56-00491.000 Zoning District: Local Business

DETAILED SITE INFORMATION:

Land Area of Property: 0.15 Acres (sq. ft. or acres)

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

Building #1: 3887 (in sq. ft.) (unknown but approximate)

Building #2: _____

Building #3: _____

Additional: _____

Total Building Coverage (as % of lot area): 59.5%

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:

Unit 1	monthly long term Rental	601 Sqft
Unit 2	monthly long term Rental	800 Sqft
Unit 3	monthly long term Rental	783 Sqft
Unit 4	monthly long term Rental	808 Sqft
Unit 5	monthly long term Rental	705 Sqft
Unit 6	(Laundry / Storage)	190 Sqft

All Sqft is unknown but approximate

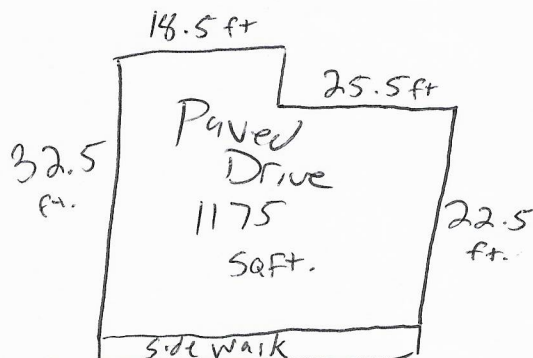
Proposed Building Height (for any new construction): N/A

Number of Dwelling Units (if applicable): 5

Number of Off-Street Parking Spaces Provided: 6

Parking Area Coverage (including driveways): 1175 (in sq. ft.)

Landscaped Area: N/A (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.):

Current use of the property is 5+ (Five Plus), Single,
monthly rental properties. The change requested will turn
one of the five (most ^{north} west unit) into a transient rental.
The revenue created will be used to revitalize the property
and continue to appreciate and beautify properties we currently own,
and look to own in the future. Our company owns nineteen (19)
units throughout the city in which 100% are currently used
as monthly, long term rentals. Our goal is not to convert properties
to transient rentals but to use transient rental with a very
select few to bring revenue in to support the growth and
quality of our existing and future long term rentals.

REQUIRED SUBMITTALS:

15 copies of a site plan/off-street parking plan for property

Application Fee:

Conditional Use Permit: \$100.00

Similar Main Use: \$100.00

Flood Plan Variance: \$100.00


Front Yard Fence: no charge

Other: check with staff for fee

APPLICATION MUST BE COMPLETELY FILLED OUT

APPLICATION AUTHORIZATION:

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



Signature of Owner or Agent

4/25/23

Date

PERMISSION TO ACT AS AUTHORIZED AGENT:

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

Signature of Property Owner

Date

STAFF USE ONLY:

Date Application Accepted: _____ Permit Number: _____

Date of Planning Commission Meeting: _____

Planning Commission File Number: _____



2023
PLANNING COMMISSION
MEETING DATES AND FILING DEADLINES

	FILING DEADLINE	MEETING DATE
JANUARY	12/28	1/25
FEBRUARY	1/25	2/22
MARCH	2/22	3/22
APRIL	3/22	4/26
MAY	4/26	5/24
JUNE	5/24	6/28
JULY	6/28	7/26
AUGUST	7/26	8/23
SEPTEMBER	8/23	9/27
OCTOBER	9/27	10/25
NOVEMBER	10/25	11/22
DECEMBER	11/22	12/27

The Planning Commission will typically meet on the fourth Wednesday of every month. The meetings are held in the City Commission Chamber, 240 Columbus Ave at 5:00 p.m. Meeting times, locations, and dates are subject to change with prior notice. Any changes will be posted to the City website.

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

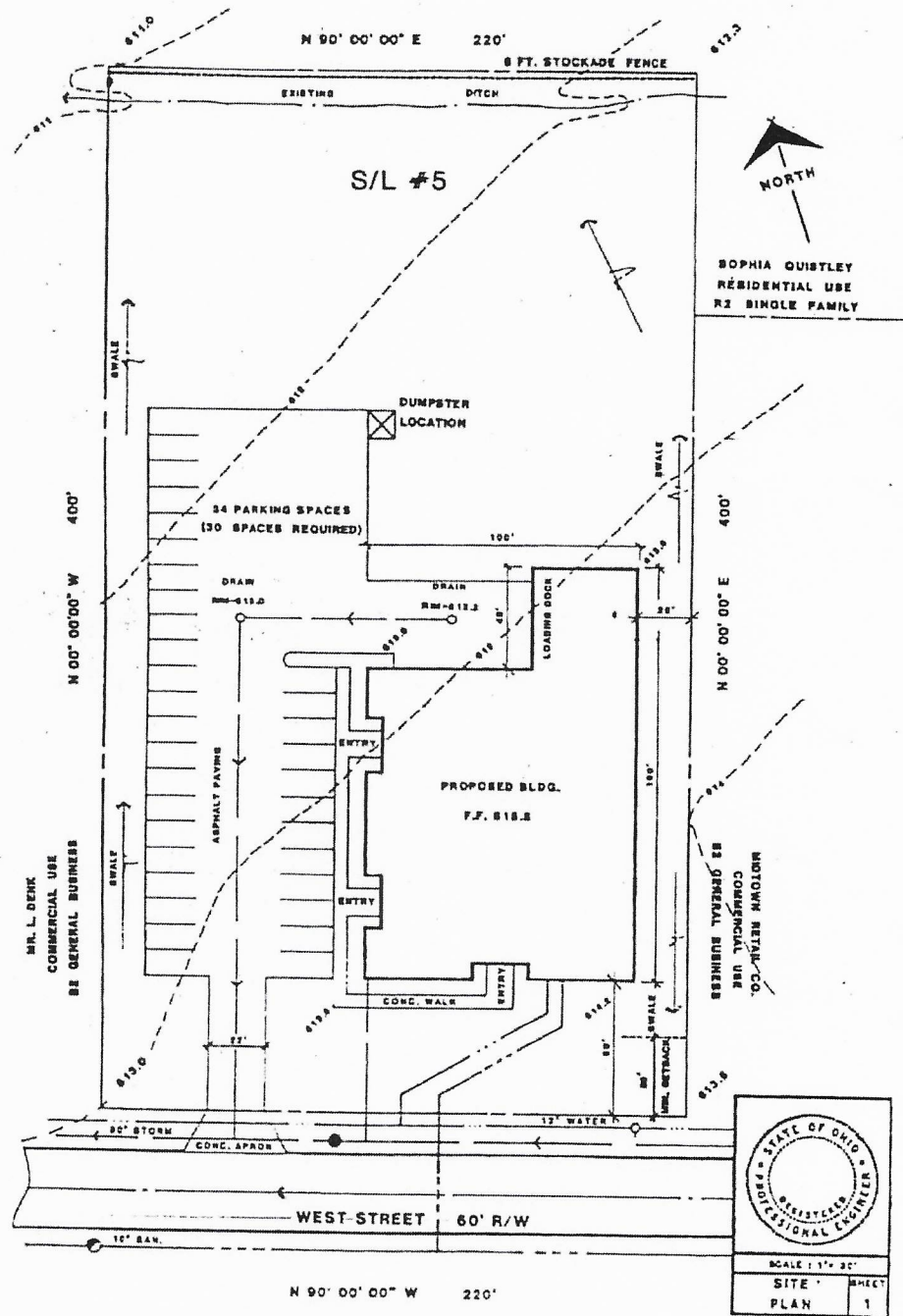
Design Details

- **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.

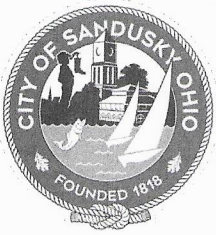
FIGURE 1
SITE PLAN



CONDITIONAL USE PERMIT GENERAL STANDARDS

- Is a proposed use in fact a conditional use as established under the provisions of the Zoning Code?
- Will the proposed use be harmonious with and in accordance with the general objectives or with any specific objective of the City's Comprehensive Plan and/or the Zoning Code?
- Will the proposed use be designed, constructed, operated and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and/or change the essential character of the same area?
- Will the proposed use be hazardous or disturbing to existing or future neighboring uses?
- Will the proposed use be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools? Will the persons or agencies responsible for the establishment of the proposed use be able to provide adequately any such services?
- Will the proposed use create excessive additional requirements as public cost for public facilities and services and be detrimental to the economic welfare of the community?
- Will the proposed use involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes or odors?
- Will the proposed use have vehicular approaches to the property which shall be so designed as not to create an interference with traffic on surrounding public thoroughfares?





City of Sandusky
240 Columbus Avenue
Sandusky, Ohio 44870

EXT. RECEIPT NUMBER

11845

Paid By

419 HOUSING LLC
107 SCHILLER AVE
SANDUSKY, OH 44870-6931

Date Paid: 04/25/2023

Transaction	Record Type	Record #	Description	Amount
Property Address			Invoice Number	
00094128	PZE Process	PCONDU23-0003	Conditional Use Permit	\$ 100.00
W 306 ADAMS ST			00097384	

Total	\$ 100.00
Cash	
Check	\$ 100.00
Check #	1199
Credit	
Tendered	\$ 100.00
Change	\$ 0.00

Payments made using a credit card or debit card will incur a 2.5% processing fee (minimum of \$2.00), assessed by Point and Pay, the city's electronic payment processing vendor.

CITY OF SANDUSKY, OHIO
DEPARTMENT OF COMMUNITY DEVELOPMENT
DIVISION OF PLANNING

PLANNING COMMISSION REPORT

APPLICATION FOR SITE PLAN APPROVAL
FOR 1702 CAMPBELL ST.
(PARCELS 57-03990.000, 57-03989.000 57-
03988.000, 57-01753.000, 57-01754.000)

Reference Number: PSPOS23-0006

Date of Report: May 9, 2023

Report Author: Alec Ochs, Assistant Planner



City of Sandusky, Ohio

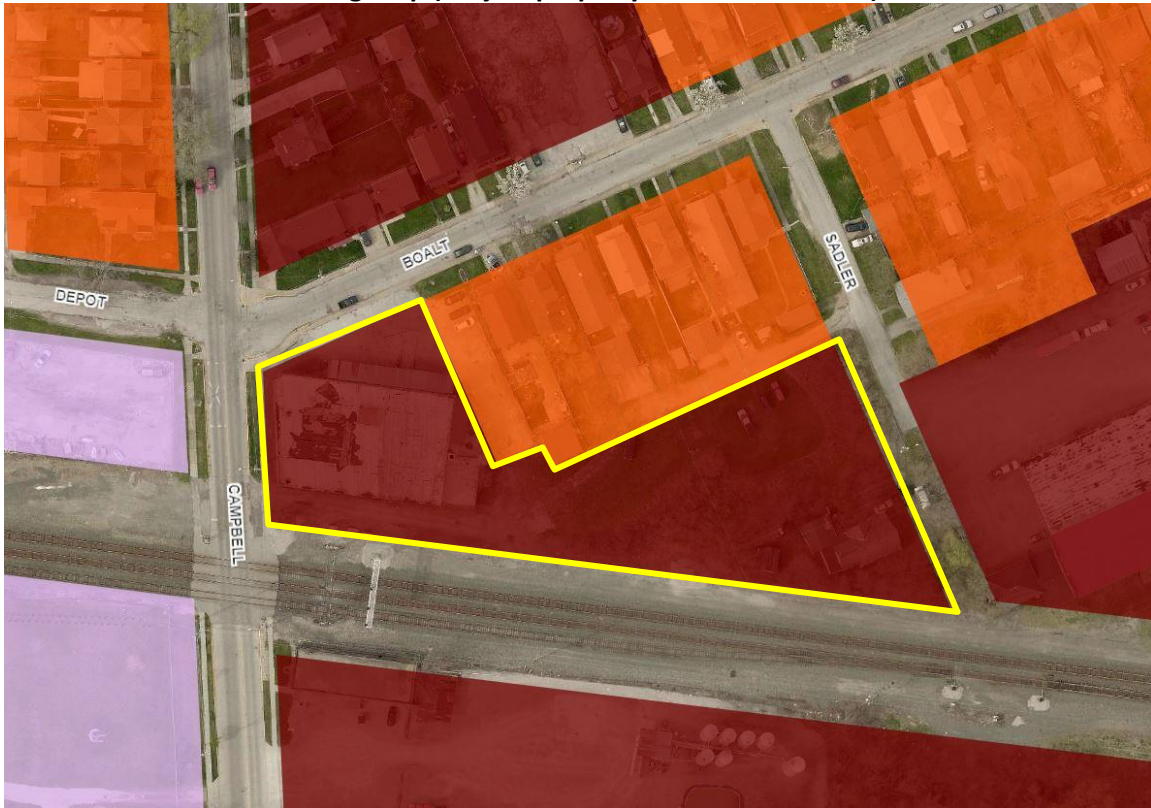
Planning Commission Report

BACKGROUND INFORMATION

Property Owner:	Fixler Properties, LLC – Jeff Krabill 300 E. Water St. Sandusky, OH 44870
Site Location:	1702 Campbell St. Sandusky, OH 44870
Current Zoning:	CS – Commercial Service
Adjacent Zoning:	North: CS – Commercial Service East: CS – Commercial Service R2F – Two Family Residential West: LM – Limited Manufacturing South: CS – Commercial Service
Existing Use:	Vacant Building
Proposed Use:	Mixed-use business & residential
Applicable Plans & Regulations:	1149 Site Plan Review and Off-Street Parking 1137 Commercial Districts

SITE DESCRIPTION

Zoning Map (subject property outlined in Yellow)



Zone Map Setbacks



PUD - Planned Unit Development



Parcels



TRO - Transient Rental Overlay



Zoning

AG - Agriculture

CA - Commercial Amusement

CR - Commercial Recreation

CS - Commercial Service

DBD - Downtown Business

GB - General Business

GM - General MAnufacturing

LB - Local Business

LM - Local Manufacturing

P - Auto Parking

PF - Public Facilities

R1-40 - Single Family Residential

R1-50 - Single Family Residential

R1-60 - Single Family Residential

R1-75 - Single Family Residential

R2F Two-Family Residential

RB - Roadside Business

RMF - Multi-Family Residential

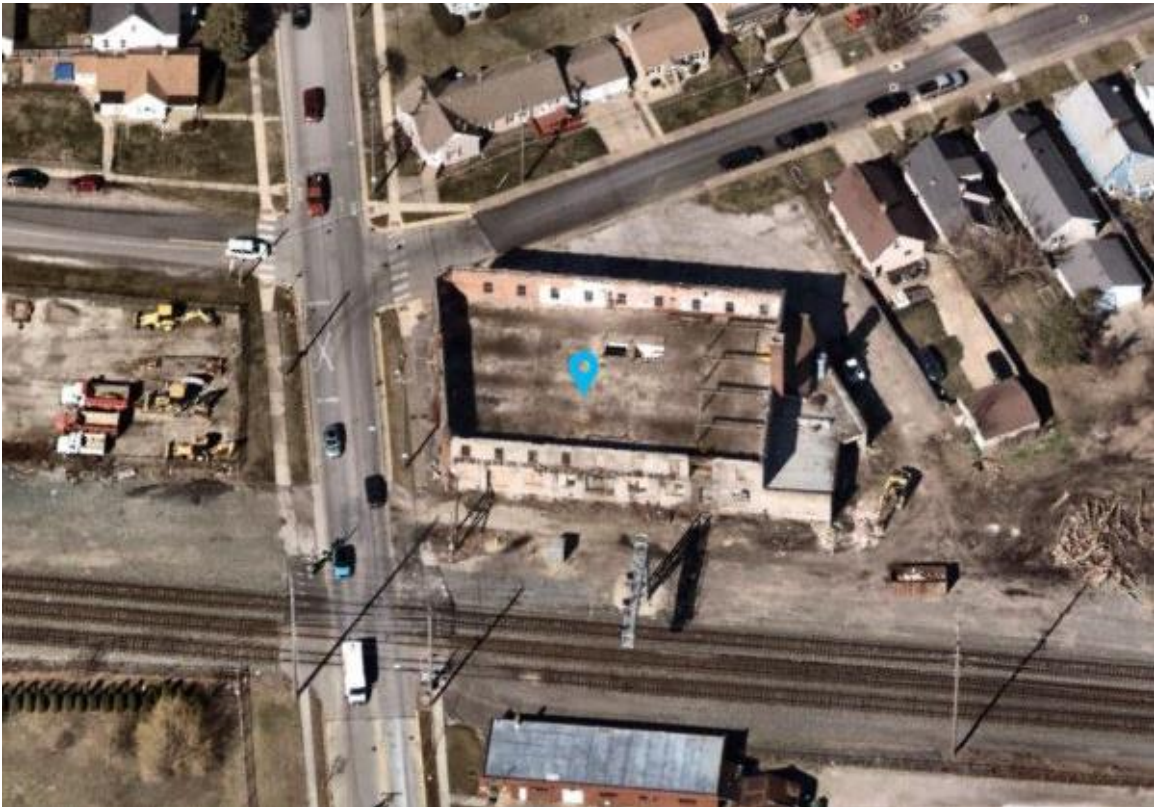
RRB - Residential/Business

RS - Residential Suburban

County Auditor Property Map (subject property outlined in Red)



Aerial Photo (taken March 2021)



PROJECT DESCRIPTION

The site of 1702 Campbell St. currently has a vacant building on site. The applicant plans to revitalize the site and make it a mixed-use property. Mixed-use sites are permitted in this zoning district if all uses are either a permitted main or accessory use. The applicant is proposing to “condoize” the entire building, with 7 condos in the top floor of this building, commercial space/restaurant on the main floor and a commercial space/retail on the lower floor. Each unit can be individually owned but the applicant will own the building.

The building coverage is 13,374 sq. ft. and 25% of the site. The applicant is proposing 82 parking spaces. The parking spaces and driveways will have an area coverage of 36,044 sq. ft.

The applicant is proposing 4,000 sq. ft. of landscaping.

The hours of the site may vary by use. The applicant is proposing to provide lighting that fully points away from adjacent residential properties. The applicant has stated that architectural lighting may be used on the building.

APPLICABLE CODE SECTIONS

1137.03 PERMITTED BUILDINGS AND USES, COMMERCIAL RECREATION DISTRICTS.

(a) Main Buildings and Uses.

- (1) One- and two-family dwellings, boathouses, motels;
- (2) The following amusement establishments, whether open or enclosed:
(...)
H. All retail stores, services and offices as permitted in General Business Districts.

1133.06 PERMITTED BUILDINGS AND USES; GENERAL BUSINESS DISTRICT.

(a) Main Buildings and Uses.

- (1) All stores, services, dwellings, and other uses permitted in Roadside Business Districts;

1133.05 PERMITTED BUILDINGS AND USES; ROADSIDE BUSINESS DISTRICT.

(a) Main Buildings and Uses.

- (1) All stores, services, dwellings, and other uses permitted in Local Business Districts;
- (2) Additional retail business stores and services conducted wholly within enclosed buildings, or adjoining and operated in connection with an establishment in an enclosed building to the following extent:
 - A. The sale and serving of all beverages, and eating places of all types permitting dancing and live entertainment. Conditional use permits shall be obtained by places selling or serving alcoholic beverages, and by all drive-in establishments

1137.05 PERMITTED MAIN BUILDINGS AND USES; COMMERCIAL SERVICES DISTRICT.

(a) Main Buildings and Uses.

- (1) All buildings and uses permitted in and as regulated in the Commercial Recreation District;
- (2) Wholesale businesses, services and storage establishments as follows:

1137.05 PERMITTED MAIN BUILDINGS AND USES; COMMERCIAL SERVICES DISTRICT.

(a) Main Buildings and Uses.

- (1) All buildings and uses permitted in and as regulated in the Commercial Recreation District;
 - A. Cleaning establishments. Laundries, dyeing, carpet cleaning, dry cleaning, towel supply; auto-wash provided the waiting-line area is maintained entirely within premises;
 - B. Food and drink preparation. Baking, cake ornaments, canning, dehydrating, freezing, grinding, mixing, pasteurizing, refining, and roasting processes, meat processing, ice manufacturing, bottling works, breweries, wineries;
 - C. Laboratories; research, experimental, and testing;
 - D. Print and publishing establishment, stationary products;
 - E. Boat building and repair, fisheries, shipping docks;
 - F. Poultry packing and dressing;
 - G. Repair establishments for automotive motors, body and paint, tire vulcanizing, electrical and household appliances;
 - H. Other shops. Contractors, carpentry, plumbing, heating, painting, glazing, ornamental iron, roofing and sheet metal, packing and crating;
 - I. Warehouses, storage and wholesale establishments, freight yards and stations, excluding storage of explosive and flammable gases, solids, or liquids;
 - J. Yards for storage of coal, lumber, and other building materials, monument works;
 - K. Yards for public utility materials, equipment, and vehicles;
 - L. Animal hospitals, veterinarians' offices, kennels, stables for horses;
 - M. Commercial greenhouses.

CHAPTER 1149

Site Plan Review and Off-Street Parking

1149.04 MEASUREMENT STANDARDS.

For the purpose of determining accessory off-street parking requirements definitions and standards shall be as follows:

(..)

(c) Floor Area. The total area of all the floors measured from the exterior faces of the building (except the floor, or part thereof, used for the storage or warehousing may be waived with administrative approval and if not approved by the administration, the Planning Commission may approve the waiver), or where set forth in the following schedule, only the floor area used by specific use.

1149.05 SCHEDULE OF REQUIRED OFF-STREET PARKING.

(Business and Residential)

(...)

(d) Business.

(1)	Gasoline service stations	1 space per 2 gas pumps plus 2 spaces per bay
(2)	Medical and dental offices and clinics	1 space per 200 sq. ft. floor area
(3)	Retail stores, banks, other office buildings, service establishments and auto repair shops	1 space per 250 square feet gross floor area of ground floor; 1 space per 300 sq. ft. of other floors
(4)	Eating places, bars, taverns	1 space per 100 square feet gross floor area

(a) Residential

(1)	One-family dwelling	2 spaces/dwelling unit
(2)	Two-family dwelling	2 spaces/dwelling unit
(3)	Rooming house, rented rooms	1 space per roomer plus space for the resident family
(4)	Row dwelling or apartment	1-1/2 spaces per dwelling unit
(5)	Hotels, motels, tourist homes	1 space per guest room or suite plus parking for restaurant if any

Required Parking Spaces:

Residential condos - 7 spaces

Restaurant – 105 spaces

Retail – 42 spaces

1149.09 SURFACE IMPROVEMENTS OF PARKING AREAS.

(a) All parking areas and access driveways shall be a paved surface unless otherwise approved by the Planning Commission. These surfaces shall have adequate drainage so as not to negatively impact adjoining properties. Water shall not drain across public roads or walkways. Appropriate bumper guards or curbs shall be provided, to prevent the location of vehicles within required setbacks or right-of-ways.

1149.10 ILLUMINATION OF PARKING AREAS.

Parking areas shall be adequately illuminated whenever necessary to protect the public safety. Illumination shall be so designed and located that light sources are shielded from adjoining residential districts and streets, and shall not be of excessive brightness or cause a glare hazardous to pedestrians or auto drivers.

SUPPLEMENTAL NOTES / DIVISION OF PLANNING COMMENTS

This project is a catalyst for neighborhood improvements along the Campbell St. corridor and is a significant anchor building for Campbell St. It is a historic structure, built in 1875 and has had many uses, including; various warehouses and a wine cellar. The revitalization of this building

has the opportunity to bring character to this corridor and preserve Sandusky's rich industrial history.

The Bicentennial Comprehensive Plan outlines a number of priorities for the neighborhood. Some of the priorities related to this site are:

1. Livable City: Top Priorities (summarized)

- a) Support the development and rehabilitation of a variety of housing types including: upper floor condos and lofts, (...) and short-term transient rental.
- b) Mixed-use, multifamily developments through targeted rehab.

2. Vibrant City: Top Priorities (summarized)

- a) Reclaiming the repurposing blighted land/sites for industrial development/commercial development

The applicant is proposing 82 parking spaces. Strict interpretation of the zoning code would require 154 spaces. A reasonable shared use calculation would expect up to 50% of the retail customers to also be restaurant customers, which would lower the expected demand to 120. The applicant is in conversation with the neighboring commercial property to cover potential evening parking demand after the hours when the neighboring commercial business is closed. Further, the lower level may be used as office and not retail, which would increase the shared use to closer to 100% since office parking demand is in the daytime, and restaurant parking demand is in the evening.

Staff is concerned an addition light fixture in the parking lot may be needed to adequately light the southeasternmost portion of the parking lot.

DETAILS ADDED SINCE 4/26/23 PRELIMINARY STAFF REVIEW

- Traffic flow and entry sequence details
- Parking space / aisle width details
- Additional landscaping
- Dumpster location
- Lighting Plan

OTHER DEPARTMENT COMMENTS

Engineering Staff:

All Engineering requests have been addressed. No objections from engineering

Building Department:

The Building Department has no objections to this request. Additional submittals showing compliance with Ohio Building Code & ADA codes will be required.

Police Department:

The Police Department has no objections to this request.

Fire Department:

No objections have been received as of the writing of this report

Code Compliance

The Code Compliance Department has no objections to this request. If the residential 7 units are not turned into condos, it will require registration and approvals through the State.

CONCLUSION/RECOMMENDATION

Staff recommends the approval of the proposed site plan at 1702 Campbell St. (57-03990.000, 57-03989.000 57-03988.000, 57-01753.000, 57-01754.000) with the following conditions:

1. All applicable permits are obtained through the Building Department, Engineering Department, Division of Planning and any other applicable agency.
2. Seven parking spaces are dedicated for the residential units in the parking lot.

Planning Commission
April 26, 2023
Meeting Minutes

Meeting Called to Order

Chair McGory called the April 26th, 2023, Planning Commission meeting to order at 5:02 pm. The following Commissioners were present: Commissioner Jackson, Vice Chair Miller, Commissioner Poggiali, Commissioner Whelan, and Commissioner Zuilhof. Commissioner Castile was absent. Arin Blair and Alec Ochs were present on behalf of the Community Development Department, Brendan Heil was present on behalf of the Law Department and Quinn Rambo was the acting clerk.

Approval of Minutes from March 22, 2023

Chair McGory introduced the first item on the agenda, which was the approval of the minutes from the March 22, 2023, Planning Meeting. Commissioner Zuilhof moved to approve the minutes as presented and Commissioner Poggiali seconded the motion. Chair McGory called for all those in favor of approving the minutes as presented and the motion passed unanimously.

Adjudication Hearing

1702 Campbell Street- Similar Main Use- Jeff Krabill has submitted an application for a similar use permit at 1702 Campbell Street to allow multi-family use for residential condos.

Chair McGory swore in all parties and asked for Staff to present their report. Mr. Ochs stated the applicant would like to take the vacant building and revitalize the site and make it mixed use location. Mixed use sites were permitted in this zoning district if all uses were either a permitted main use or accessory use. The applicant was proposing to create (7) condos on the top floor of this building. The building would remain in the ownership of the applicant, but the units would be individually owned. The Zoning Code does not permit motel use but because of individual ownership, this property would not be classified as a motel. The Building and Code Compliance Staff were concerned that if the condos did not happen, different regulations would apply to the building. Staff recommended approval of the application with the following conditions, all applicable permits were obtained through the Building Department, Engineering Department, Division of Planning, and any other applicable agency. Chair McGory asked if there were any questions for Staff. There were none. Chair McGory asked if there was anyone present to speak for the application. Mr. Krabill, the developer, spoke on behalf of the project and gave a brief history of the property. Commissioner Jackson asked if the issues with the EPA had been resolved. Mr. Krabill stated that there was nothing dumped on the property, all contaminated products were contained in barrels and were disposed of in cooperation with the EPA. Soil testing was completed and the area where heavy metals were found was excavated and replaced. Chair McGory asked for a motion on the application for 1702 Campbell Street. Commissioner Zuilhof made a motion to approve the application per Staff conditions and the motion was seconded by Commissioner Poggiali. A vote was called, and the motion was approved unanimously.

1206 Hayes Avenue- Nebula White has submitted an application for a conditional use permit at 1206 Hayes Avenue to allow transient occupancy in a LB-Local Business Zoning District.

Chair McGory introduced the application for 1206 Hayes Avenue and asked for the Staff Report. Mr. Ochs stated the site was currently a 2-family residential structure and has 4 off-street parking spaces. The applicant was seeking a conditional use permit to allow both units to be used for transient rental. Staff did not have a recommendation for this application, based on the recent policy direction from City Commission regarding transient rentals and asked if the Commission approved the application the following conditions be applied, (1) all applicable permits would be obtained through the Building, Engineering, Planning departments and any other applicable agency, and (2) the project does not exceed the proposed two transient units stated above. Chair McGory asked if the application was approved would it still need transient rental applications for each unit and could it be used for a long-term rental. Mr. Ochs confirmed that was correct. Vice Chair Miller asked to hear from the applicant. Ms. White, one of the owners of the property and applicant was present to speak on behalf of the request. She gave a brief overview of the property and the background of herself and the co-owners. Vice Chair Miller asked who currently managed the property and Ms. White stated it was managed by a relative that lived locally, but they had researched property management companies for future use. Commissioner Zuilhof asked about the fence along the side of the property. Ms. White stated she was not sure what property the fence belonged to. Commissioner Zuilhof recommended the applicant have the fence removed and paving the drive because it would enhance the appearance of the property greatly. Chair McGory made a motion to approve the application with Staff recommendations and the motion was seconded by Commissioner Jackson. Mr. Krabill stated he believed the fence belonged to the vacant property. Commissioner Poggiali stated that the side yard fence was non-conforming. Chair McGory asked for a vote to be called. A vote was taken, and the motion passed unanimously.

Other Business

Southside Neighborhood Plan- Draft Plan for Adoption

Chair McGory asked for Staff input. Ms. Blair gave an overview of the results from the public comment period for the Southside Neighborhood Plan. Chair McGory asked if Staff was asking for the Planning Commission to recommend approval of the plan to the City Commission. Ms. Blair stated that was correct. Commissioner Poggiali made a motion to approve/ recommend approval of the Southside Neighborhood Plan to the City Commission. The motion was seconded by Vice Chair Miller. Commissioner Whelan asked if there were any incentives for development of MacArthur Park. Ms. Blair stated that the City has held land specific to be developed with approval of the Southside Plan, but the plan is more about enabling development. The City would be focusing on infrastructure and park design to incentivize development. Chair McGory asked for a vote to be called. A vote was called, and the motion was approved unanimously.

Ms. Blair stated that the Battery Park rezone/ preliminary PUD request was approved by City Commission and the applicant would have 18 months to come back to the Planning Commission with a Final PUD Plat.

Commissioner Zuillhof brought up his concerns about the audio system in the Commission Chambers. Mr. Heil stated that there was training that would be taking place after the meeting adjourned and Staff would communicate the concerns over the audio system.

Ms. Blair informed the Commission that there was a survey available on the Public Art page of the City Website to purchase a couple of the “Over Horizon” sculptures and the Farmers Market was accepting vendors through their Facebook page.

Adjournment

Commissioner Whelan made a motion to adjourn the Planning Commission Meeting and the motion was seconded by Commissioner Poggiali. The meeting adjourned at 6:01 pm.

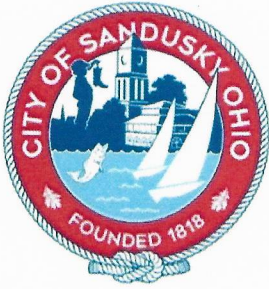
Next Meeting:

May 24, 2023, at 5:00pm.

Approved:

Clerk

Chair/ Vice Chair



PLANNING COMMISSION

Application for Site Plan Approval

Division of Planning

240 Columbus Ave

Sandusky, Ohio 44870

419.627.5891

www.cityofsandusky.com

APPLICANT/AGENT INFORMATION:

Property Owner Name:

Jeff Krabill

Property Owner Address:

300 E. Water Street ~~Sandusky~~

Sandusky, Ohio 44870

Property Owner Telephone:

419-621-6600

Property Owner Email:

krabilljeff@gmail.com

Authorized Agent Name:

John Feick

Authorized Agent Address:

224 E. Water Street

Sandusky, Ohio 44870

Authorized Agent Telephone:

419-625-3241

Authorized Agent Email:

feickja3@gmail.com

LOCATION AND DESCRIPTION OF PROPERTY:

Municipal Street Address:

1702 Campbell Street / Sandusky

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

7880 Campbell ST W4 1/2 82 EX 15' STRIP OL 30 N OF RB 1/2 S OF L82N RB. 1/2
(1702 Campbell)

Parcel Number:

57-03990.000

(1702 Campbell)

Zoning District:

CS

DETAILED SITE INFORMATION:

Land Area of Property: 0.5707 acres (sq. ft. or acres)
1.2261 acres (all 5 parcels)

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

Building #1: 13,374 (in sq. ft.) (only one building)

Building #2: —

Building #3: —

Additional: —

Total Building Coverage (as % of lot area): 54 % (1702 Campbell only)
25 % (all 5 parcels)

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): 10,542 ft² - transient rental (top floor)

10,542 ft² - restaurant (middle floor)

10,542 ft² - shops/commercial (lower floor)

1,892 ft² - entrance area

940 ft² - loading dock (middle floor)

Proposed Building Height (for any new construction): (renovation)

Number of Dwelling Units (if applicable): 7

Number of Off-Street Parking Spaces Provided: 82

Parking Area Coverage (including driveways): 9,520 ft² (in sq. ft.) (1702 parcel)
36,044 ft² (all 5 parcels)

Landscaped Area: ~2,000 ft² (in sq. ft.) (1702 parcel)
~4,000 ft² (all 5 parcels)

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.):

There will be 7 transient rental condo's. The building (c. 1906) is to be gutted & redeveloped for mixed use including transient rental, shops and restaurant. The overall property consists of 5 parcels. Hours may vary by use (e.g., condo's vs restaurant). The entire building will be condominiumized. 82 parking spaces are proposed, with full lighting that points away from adjacent residences. We are also proposing water retaiage/management. Lastly, we may use architectural lighting to highlight the building itself.

APPLICATION AUTHORIZATION:

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

[Signature]

Signature of Owner or Agent

4.17.2023

Date

PERMISSION TO ACT AS AUTHORIZED AGENT:

As owner of 1702 Campbell Street (municipal street address of property), I hereby authorize John Feick to act on my behalf during the Planning Commission approval process.

[Signature]

Signature of Property Owner

4.17.2023

Date

REQUIRED SUBMITTALS:

1 copy 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: _____

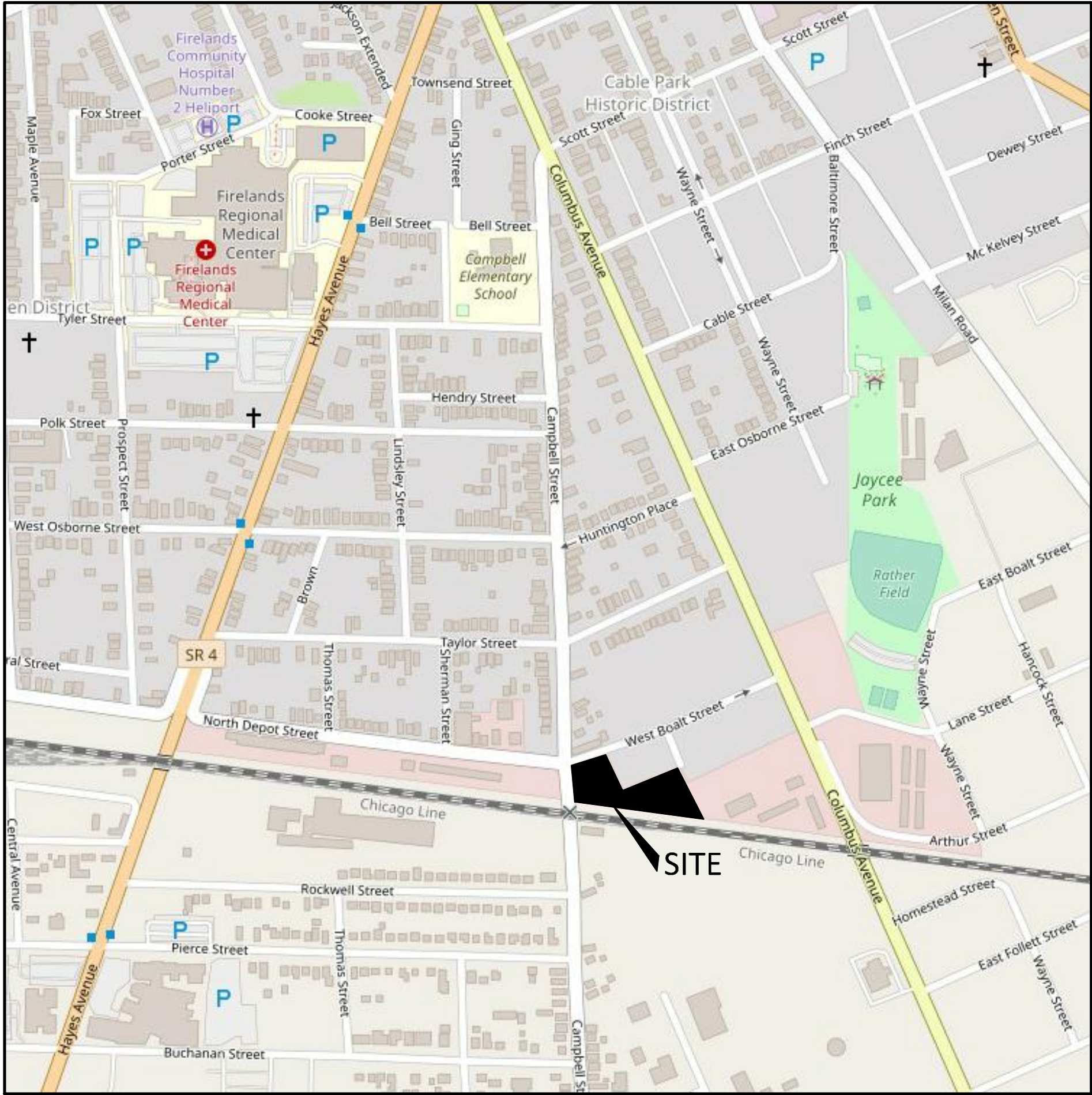
Planning Commission File Number: _____

SITE IMPROVEMENT PLANS FOR
FIXLER PROPERTIES, LLC
1702 CAMPBELL STREET, CITY OF SANDUSKY, ERIE COUNTY, OHIO

LEGEND		
EXISTING	PROPOSED	DESCRIPTION
SA	SA	SANITARY SEWER
ST	ST	STORM SEWER
W	W	WATER MAIN
G	G	GAS LINE
T	T	TELEPHONE LINE
OE	OE	OVERHEAD ELECTRIC LINE
E	E	ELECTRIC LINE
CATV	CATV	CABLE & TELEVISION LINE
		FENCE LINE
		CENTER LINE
		BASE LINE
		RIGHT OF WAY LINE
		MANHOLE
		CATCH BASIN
		CLEANOUT
		WATER VALVE
		FIRE HYDRANT
		WATER METER
		GAS METER
		WATER SERVICE
		GAS VALVE
		POWER POLE
		LIGHT POLE
		POLE W/ DOWN GUY
		TREE
		HEDGE
		SIGN

PROJECT DESCRIPTION
This project will include the construction of concrete driveway aprons connecting to asphalt driveways and parking lot. Detention pond is proposed at the southeast end of the site.

BENCHMARKS	
BENCHMARK #1 Wood hub with nail set Elevation: 596.92 NAVD '88	BENCHMARK #2 Wood hub with nail set Elevation: 598.47 NAVD '88



SITE MAP
N.T.S.

INDEX	
NO.	DESCRIPTION
1	TITLE SHEET
2	DETAILS SHEET
3	EXISTING SITE & DEMOLITION PLAN
4	PROPOSED SITE & DIMENSION PLAN
5	PROPOSED UTILITY & GRADING PLAN
6	STORM WATER POLLUTION PREVENTION PLAN
7	STORM WATER POLLUTION PREVENTION PLAN DETAILS

GENERAL NOTES			
SPECIFICATIONS: The current Construction and Material Specifications (CMS) of the State of Ohio Department of Transportation, including any changes and supplemental specifications listed hereon, shall govern this project. Item numbers referred to herein conform to the State of Ohio Department of Transportation, Construction and Material Specifications, Current Edition.			
ELEVATION DATUM All elevations are based on NAVD '88 Datum and verified by a Surveyor.			
PERMITS The contractor shall be responsible for obtaining all necessary permits.			
UNDERGROUND UTILITIES The locations of the underground utilities shown on the plans have been obtained by diligent field checks and searches of available records. It is believed that they are essentially correct, but Contractors Design Engineering, does not guarantee their accuracy or completeness. The exact location and projection of the underground utilities are the responsibility of the contractor.			
OHIO UTILITY PROTECTION SERVICE: The contractor shall notify the Ohio Utility Protection Service [800-362-2764] forty-eight [48] hours before his work is in progress and shall make such arrangements as are necessary in the event emergency repairs should become necessary.			
LIST OF UTILITIES			
Gas	Columbia Gas of Ohio, Inc. 1800 Broad Ave. Findlay, Ohio 45840 Phone: 419-277-1349	Sanitary Sewers & Water Mains	Erie County Department of Environmental Services 554 River Road Huron, Ohio 44839 Phone: 419-433-7303
Telephone	Frontier 83 Townsend Ave. Norwalk, Ohio 44857 Phone: 419-744-3619	Electric	Ohio Edison Company 2508 W. Perkins Ave., Sandusky, Ohio 44870 Phone: 419-627-6881
Cable T.V.	Buckeye Broadband 2700 Oregon Road Northwood, Ohio 43619 Phone: 419-724-3713	Street & Storm	Perkins Township Highway Dept. 2610 Columbus Ave. Sandusky, Ohio 44870 Phone: 419-609-1400
EXISTING ROADWAY DRAINAGE Existing roadway ditches, culverts pipes and drives disturbed during construction shall be regraded and replaced to conform to conditions prior to construction and shall be seeded as directed by the Engineer or the City.			
LAWN AREAS: Existing lawn areas disturbed during construction shall be replaced to a condition equal to or exceeding original condition and as approved by the Engineer or the City.			
EXISTING TREES Existing trees not indicated for removal shall not be disturbed during construction operations. All cuts or wounds measuring one or more inches in diameter and all exposed wood or scars resulting from this construction shall be painted with an approved paint or tree wound dressing.			
ITEM 614, MAINTAINING TRAFFIC Traffic shall be maintained on all roads of this project at all times.			
UTILITY SERVICES Relocation or repair of utility services, disturbed by the work will be the responsibility of the contractor. The cost shall be included in the cost of the project.			
UTILITY POLES All utility poles within this project that require relocation shall be moved by there respective owners so not as to interfere with the progress of the work. The contractor shall coordinate with the respective utility owners to provide adequate temporary support when trenching near the remaining utility poles and guy wires.			
CONSTRUCTION LAYOUT All construction layout shall be the responsibility of the contractor and shall be provided by a Licensed Professional Surveyor.			

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764 (Non-members must be called directly)

PLANS PREPARED BY
Engineer & Surveyor Contractors Design Engineering, Ltd. 1623 Old State Road Norwalk, Ohio 44857 Phone: (419) 663-0885 Fax: (419) 663-2805 E-Mail: alex@contractorsdesigneng.com
Alexander B. Etchill, P.E., P.S.
the _____ day of _____, 20__

FIXLER PROPERTIES, LLC SITE IMPROVEMENTS COVER SHEET 1702 CAMPBELL ST., CITY OF SANDUSKY, ERIE COUNTY, OHIO			
			1 7
SCALE:	DATE: MAY, 2023 DR. BY: BLS	CK'D. BY: ABE REV'D BY:	PROJECT NO. 22-483

Plan view of a concrete curb and drop curb. The diagram shows a cross-section of the curb and drop curb, with dimensions and materials specified.

Materials and Construction:

- 4" CONC. SIDEWALK (SEE STD. DWG. SW-1)
- 1/2" PER FOOT (2.08%) CROSS-SLOPE
- SAWED PAR. TOGLED JOINTS
- 1/2 L
- WAINES

Dimensions and Layout:

- EXISTING DRIVEWAY
- VARIES, 1' TYP.
- VARIES, 4' OR 6' TYP.
- VARIES
- 10' MIN. WIDTH
- 24' MAX. WIDTH (AT SIDEWALK)
- 4' WING TYP.
- 13" TAPER
- DROP CURB
- 13" TAPER
- FULL CURB
- 32' MAX. WIDTH (AT STREET)
- 4' WING + 24' DROP CURB + 4' WING

Notes:

- Concrete shall be Class C, conforming to

NOTES:

1. Concrete shall be Class C, conforming to ODOT Item 499.
2. Construction joints shall be formed around all appurtenances such as manholes, water meters or gas valves extending through the drive approach.
3. Depth of sawed or tooled joints should be $\frac{1}{4}$ the thickness of the drive approach.
4. A tapered curb transition shall be made from City Standard Type 6 (see SW-2) or Type 2 (see SW-4) Curb section to City Standard Drop Curb section (see SW-3) to be made in 18" from the edge of the drive approach.
5. A uniform application of curing compound shall be applied to the exposed surfaces of concrete in accordance with ODOT Item 451.
6. Commercial Driveways and Public Alleys shall be 8" thick or where required by the City Engineer.

The diagram illustrates a typical cross-section of a residential street. Key features include:

- Sidewalks:** 4" THICK CONCRETE SIDEWALK on both sides.
- Driveway:** 6" THICK CONCRETE DRIVEWAY in the center.
- Curb:** DROP CURB 10' MIN. WIDTH, 24' MAX. WIDTH.
- Tapering:** TAPER 6' MIN. on either side of the drop curb.
- Full Curb:** FULL CURB at the outer edges.
- Slopes:**
 - $S_c = \frac{1}{4}"$ PER FOOT (2.08%) MAX., CROSS-SLOPE
 - $S_r = 1"$ PER FOOT (8.33%) MAX., RUNNING SLOPE
- Other Labels:** VARIES 1' MIN., R/W, P.W., SAWED OR TOOLED JOINTS, B-B 2.

The image contains two technical drawings of manhole sections, labeled SECTION A-A and SECTION B-B.

SECTION A-A: The top view shows a rectangular manhole with a width of 8" and a depth of 2'-0". The side view shows a vertical section with a total height of 6' MAX. and a variable depth. The bottom slab is shown with a precast separately or with the bottom shaped to drain. The bottom slab is labeled "PERMISSIBLE CONST. JOINT". The side view also shows a "Flowline" and a "Grate" at the top.

SECTION B-B: The top view shows a rectangular manhole with a width of 8" and a depth of 2'-0". The side view shows a vertical section with a total height of 6' MAX. and a variable depth. The bottom slab is shown with a precast separately or with the bottom shaped to drain. The bottom slab is labeled "PERMISSIBLE CONST. JOINT". The side view also shows a "Flowline" and a "Grate" at the top.

Both sections show a "Flowline" and a "Grate" at the top. The bottom slab is labeled "PERMISSIBLE CONST. JOINT". The side view also shows a "Flowline" and a "Grate" at the top.

Technical drawings of the grate assembly, including a cross-section (Section C-C) and a top-down view (Plan).

Section C-C: Shows the grate assembly installed within a concrete structure. The grate is 2'-0" wide and 2'-0" high. The concrete structure is 8" thick on the sides and 6" thick on the top and bottom. The grate is supported by a 2'-3 3/4" wide base. The grate is 2'-0" wide and 2'-0" high. The grate is supported by a 2'-3 3/4" wide base. The grate is 2'-0" wide and 2'-0" high. The grate is supported by a 2'-3 3/4" wide base.

Plan: Shows the grate assembly from above. The grate is 2'-0" wide and 2'-0" high. The grate is supported by a 2'-3 3/4" wide base. The grate is 2'-0" wide and 2'-0" high. The grate is supported by a 2'-3 3/4" wide base. The grate is 2'-0" wide and 2'-0" high. The grate is supported by a 2'-3 3/4" wide base.

ALL GRATE EDGES TO BE ROUNDED 1/4" RADIUS.

NOTES

GENERAL: Catch Basins 2-2A and 2-2B are not intended for use in roadway applications. Catch Basin 2-2C is intended for parking lot use only.

CATCH BASINS 2-2A, 2-2B & 2-2C: This sheet depicts Catch Basin 2-2B & 2-2C. See Sheet 1 of 2 for Catch Basin 2-2A.

CB-2-2B GRATE: Furnish a design essentially the same and equally as strong as the one shown (see Construction Information table), or meet the requirements of CMS 711.14. Provide grate openings and dimensions as shown here unless otherwise shown in the plans.

If necessary, bicycle safe grates will be specified in the plans. Furnish Neenah No. R-4859-S or EJ No. 5110MB (5110154) grates or approved equals.

Place grate elevation 4" to 6" below normal ditch and return to normal 10' to 15' each side of inlet.

CB-2-2C FRAME & GRATE: Where the catch basin is specified for use in a parking lot, Furnish Neenah No. R-1875-A450 or EJ No. V-5622 (45622010) frame and V-5622 (45622030) grate or approved equals. If necessary, bicycle safe grates will be specified in the plans. Furnish Neenah No. R-3405 grate or EJ No. 5250M (0525031) grate or approved equals.

On cast-in-place and precast units, provide a level surface on the catch basin 4" below the plan grate elevation for setting the frame and grate assembly. Provide a concrete apron to encase and secure the frame of a width not less than the thickness of the catch basin walls that the frame was placed on or as shown in the plans. Slope apron to provide local depression.

GRATE TEXT: Cast the following text into the top of the grate:

"DRAINS TO WATERWAY" and "DUMP NO WASTE"

Print text in bold, capital letters at least 1/2" high. "WATERWAY" may be substituted with "STREAM", "RIVER", "LAKE", etc. Actual placement and logo may vary per manufacturer.

WALLS: Construct brick or cast-in-place walls with a nominal 8" thickness. Provide precast walls at least 6" thick with sufficient reinforcing to permit shipping and handling without damage.

CONCRETE: Use 4000 psi compressive strength for cast-in-place concrete. Meet the requirements of CMS 706.13 for all precast concrete and mark with the catch basin number.

PRECAST BASE: If a precast base is used, set it deep enough so that the top can be placed on the base to provide the grate elevation specified in the plans. Do not use brick layers to adjust the top elevation.

LOCATION AND ELEVATION: When given on the plans, location and elevation are at the top center of the grate.

MINIMUM DEPTH: The minimum depth of CB No. 2-2B is the outside diameter (O.D.) of the outlet pipe plus 4". The minimum depth of CB No. 2-2C is the outside diameter (O.D.) of the outlet pipe plus 8".

OPENINGS: Ensure pipe openings are the O.D. of the pipe being supplied plus 2" when fabricated or field cut. Fill any voids per C&MS 611.

PAYMENT: All materials and labor, including excavation and backfilling, are paid for under Item 611 - Catch Basin, No. 2-(2B or 2C).

Diagram illustrating the cross-section of a concrete apron and frame assembly. The assembly consists of a concrete apron (minimum width 8") on the left, a central frame and grate (width 2'-0"), and another concrete apron (width 8") on the right. The apron on the right is sloped to drain. A construction joint is shown between the aprons. The frame and grate are supported by a base. The diagram also shows a vertical dimension x_r and a label 'P.V.M.T.' on the left side.

1'-0" x 1'-6" x 0.080
ALUMINUM HANDICAP
PARKING SIGN. SIGN TO
READ "RESERVED PARKING"
W/ INDICATION SYMBOL.

"\$250 FINE" SIGN AS
REQUIRED - 12" x 6"

"VAN ACCESSIBLE" SIGN
AS REQUIRED - 12" x 6"

2"x 2" x 3/16"
STEEL POST

5'-0"

NOTES:
- HANDICAP PARKING SIGN SHALL CONFORM WITH CURRENT STATE AND LOCAL CODES & REGULATIONS.
- HANDICAP PARKING MARKING MOUNTED ON POST OR CURB BUILDING.

The diagram illustrates the cross-section of a water pipe installation. At the top, a horizontal line represents the 'TOP OF PAVEMENT'. Below this is the 'PAVEMENT SUBGRADE'. A vertical line indicates the 'PAY LIMIT O.D. PIPE' with a dimension of '+ 24"'. The main body of the pipe is filled with '304 LIMESTONE' and is labeled 'VARIES' with a vertical dimension 'FOR NO. 304'. Below the limestone is a layer of '304 LIMESTONE' and 'ADDING MATERIAL (FOR WATER)'. This layer has a vertical dimension of '12"'. At the bottom, there is a circular opening representing the pipe, with a vertical dimension of '4"'. The entire assembly is shown within a cross-section of the ground.

The diagram illustrates a well casing structure. At the top, a horizontal line is labeled "PAY LIMIT" and "O.D. PIPE + 24\".

A horizontal line across the middle is labeled "GROUND LEVEL".

A vertical dimension line on the right side, spanning from the ground level down to the top of the gravel section, is labeled "VARIES".

The bottom section of the casing is filled with a pattern of small circles, representing gravel. A label "R 57 LIMESTONE FILLING MATERIAL (FOR WATER)" points to this section.

Below the gravel section, there is a circular opening representing the well bore.

Two vertical dimension lines on the right side indicate the height of the gravel section: one labeled "12\" and another labeled "6\".

Diagram illustrating the cross-section of a stormwater pipe installation, showing the layers and materials specified:

- BACK OF CURB OR EDGE OF PAVEMENT OR BERM
- GROUND LEVEL
- PAY LIMIT O.D. PIPE + 24"
- VARIABLES (indicated by a vertical dimension line labeled "VARIES")
- PAY LIMITS FOR NO. 304 BACKFILL (indicated by a vertical dimension line labeled "VARIES")
- NO. 304 LESTONE PLACED AS SPECIFIED BELOW
- NO. 8 OR 57 LESTONE BEDDING MATERIAL (FOR WATER)
- 12" (indicated by a vertical dimension line)
- 6" (indicated by a vertical dimension line)

Diagram illustrating the cross-section of a pavement structure, showing the following layers and materials:

- ODOT ITEM #408 PRIME COAT APPLIED WHERE ASPHALT MEETS SURFACES
- ODOT ITEM #407 TACK COAT (0.075 GAL./SY.)
- 1 1/2" ODOT ITEM #448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
- 2 1/2" ODOT ITEM #301 ASPHALT CONCRETE BASE
- ODOT ITEM #407 TACK COAT (0.075 GAL./SY.)
- 8" ODOT ITEM #304 (2 - 4" LIFTS) AGGREGATE BASE
- ODOT ITEM #204 SUBGRADE PREPARATION

Technical drawing showing a cross-section of a wall and a pipe penetration. The wall has a total thickness of 2'-6". The pipe has an outer diameter of 4" and is labeled "#8 STONE" and "4" PIPE". The pipe is surrounded by a 1'-0" thick layer of material labeled "1' F.T.". The wall is composed of two layers: a 6" thick layer on the left and a 5" thick layer on the right. The pipe is shown with a 1/4" radius (1/4" R) and a 3" radius (3" R). The wall is labeled with "1/4" and "3/16" F.T.". The drawing includes various dimensions and material specifications.

PIPE
All storm sewer work shall be in accordance with ODOT Specification 603 for Types B, C and D. All pipe, joints, couplings, joints and fittings shall be Corrugated Polyethylene conforming to ODOT 707.16 and AASHTO specification M 294 Type S and shall be Advanced Drainage Systems, Inc. "N-12" or approved equal. Fittings shall be furnished by the pipe manufacturer. Field cut openings will not be permitted.

JOINTS
Joints for PVC pipe and fittings shall be rubber gasket, Johns-Manville "Ring-Tite", or equal conforming to the requirements of A.S.T.M. Specification J-3212.

TESTING
After backfill procedures have been completed for 30 days at least two sections of each size of PVC or Corrugated Polyethylene sewer selected by the engineer shall be tested for deflection by a deflectionometer test approved by the engineer. If any portion of the section of sewer tested deflects more than five percent (5) selected by the engineer will be tested.

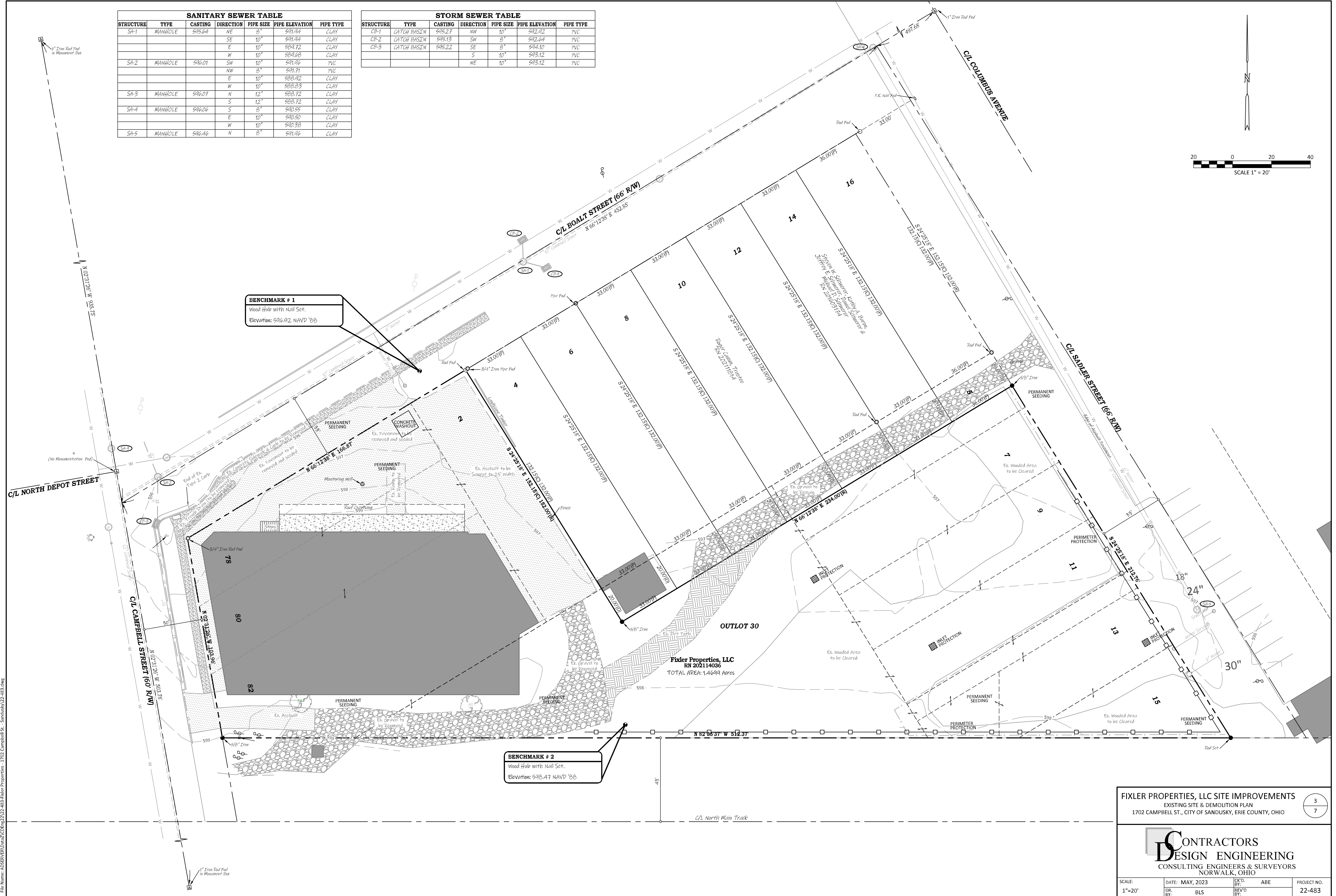
TYPE A. The asphalt concrete surface shall be in accordance with ODOT Item 404.

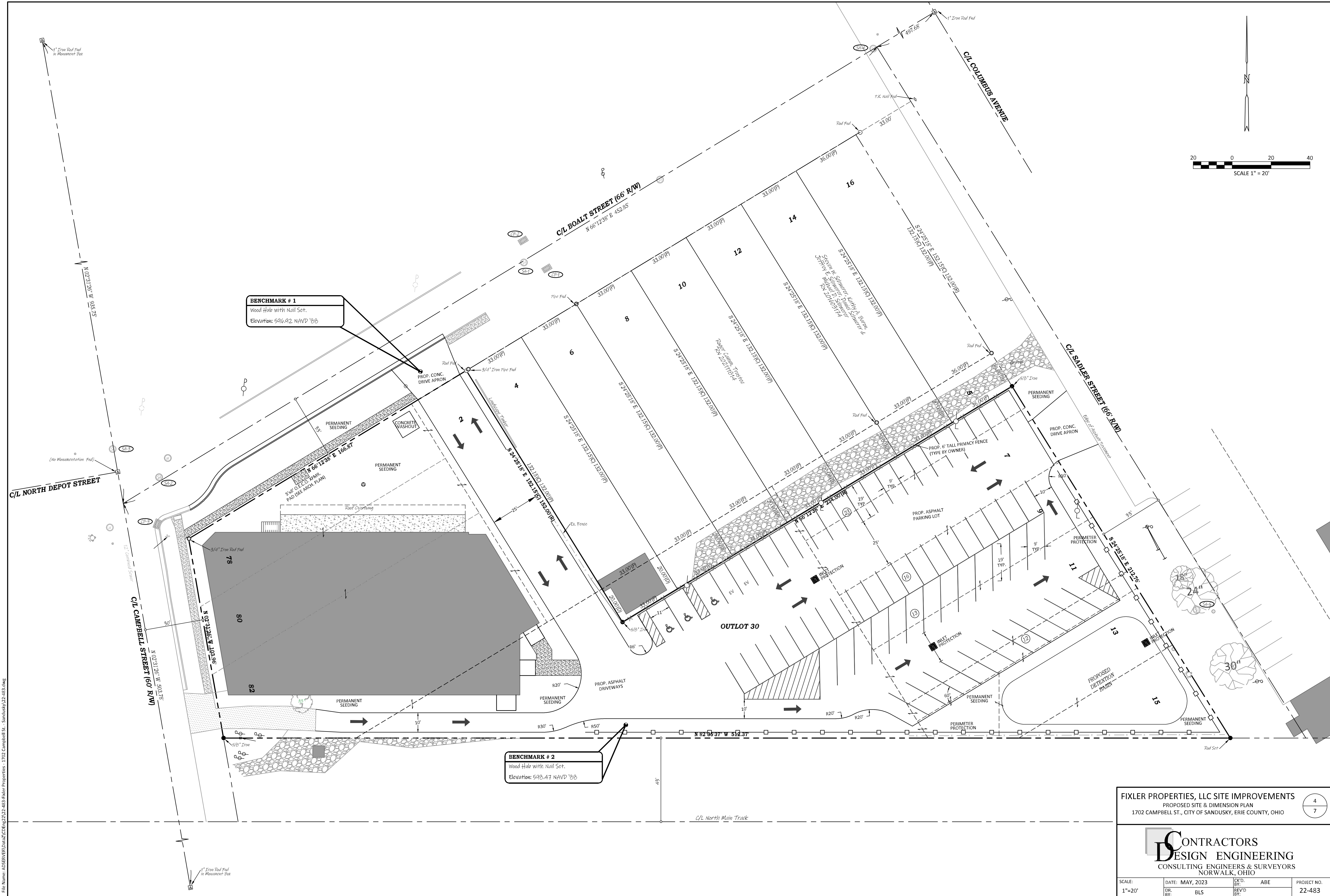
B. Tack Coat. The tack coat shall be in accordance with ODOT Item 407 applied at a rate of 0.10 gal./S.Y.

C. Base. The portland cement concrete base shall be in accordance with ODOT Item 305, Class A concrete.

SANITARY SEWER TABLE						
STRUCTURE	TYPE	CASTING	DIRECTION	PIPE SIZE	PIPE ELEVATION	PIPE TYPE
SA-1	MANHOLE	595.64	NE	8"	591.94	CLAY
			SE	10"	591.94	CLAY
			E	10"	589.72	CLAY
SA-2	MANHOLE	596.01	W	10"	589.68	CLAY
			SW	10"	591.96	PVC
			NW	8"	591.71	PVC
SA-3	MANHOLE	596.07	E	10"	588.92	CLAY
			W	10"	588.83	CLAY
			N	12"	588.72	CLAY
SA-4	MANHOLE	596.06	S	12"	588.72	CLAY
			S	8"	590.59	CLAY
			E	10"	590.50	CLAY
SA-5	MANHOLE	596.46	W	10"	590.38	CLAY
			N	8"	591.96	CLAY

STORM SEWER TABLE						
STRUCTURE	TYPE	CASTING	DIRECTION	PIPE SIZE	PIPE ELEVATION	PIPE TYPE
CB-1	CATCH BASIN	595.27	NW	10"	592.92	PVC
CB-2	CATCH BASIN	595.13	SW	8"	592.64	PVC
CB-3	CATCH BASIN	595.22	SE	8"	594.10	PVC
			S	10"	593.12	PVC
			NE	10"	593.12	PVC





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FIXLER PROPERTIES, LLC SITE IMPROVEMENTS
PROPOSED SITE & DIMENSION PLAN
1702 CAMPBELL ST., CITY OF SANDUSKY, ERIE COUNTY, OHIO

4
7

CONTRACTORS
DESIGN ENGINEERING
CONSULTING ENGINEERS & SURVEYORS
NORWALK, OHIO

SCALE:
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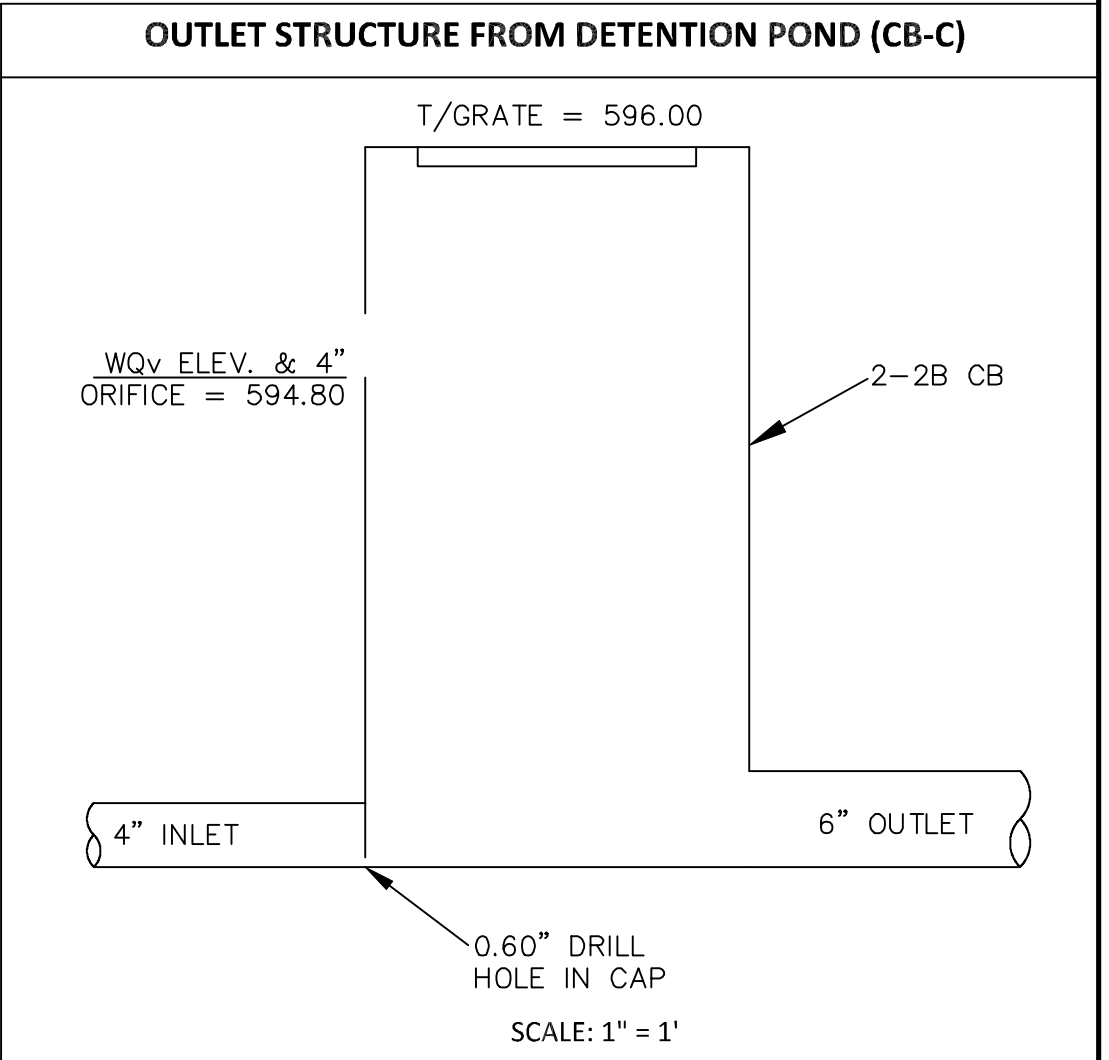
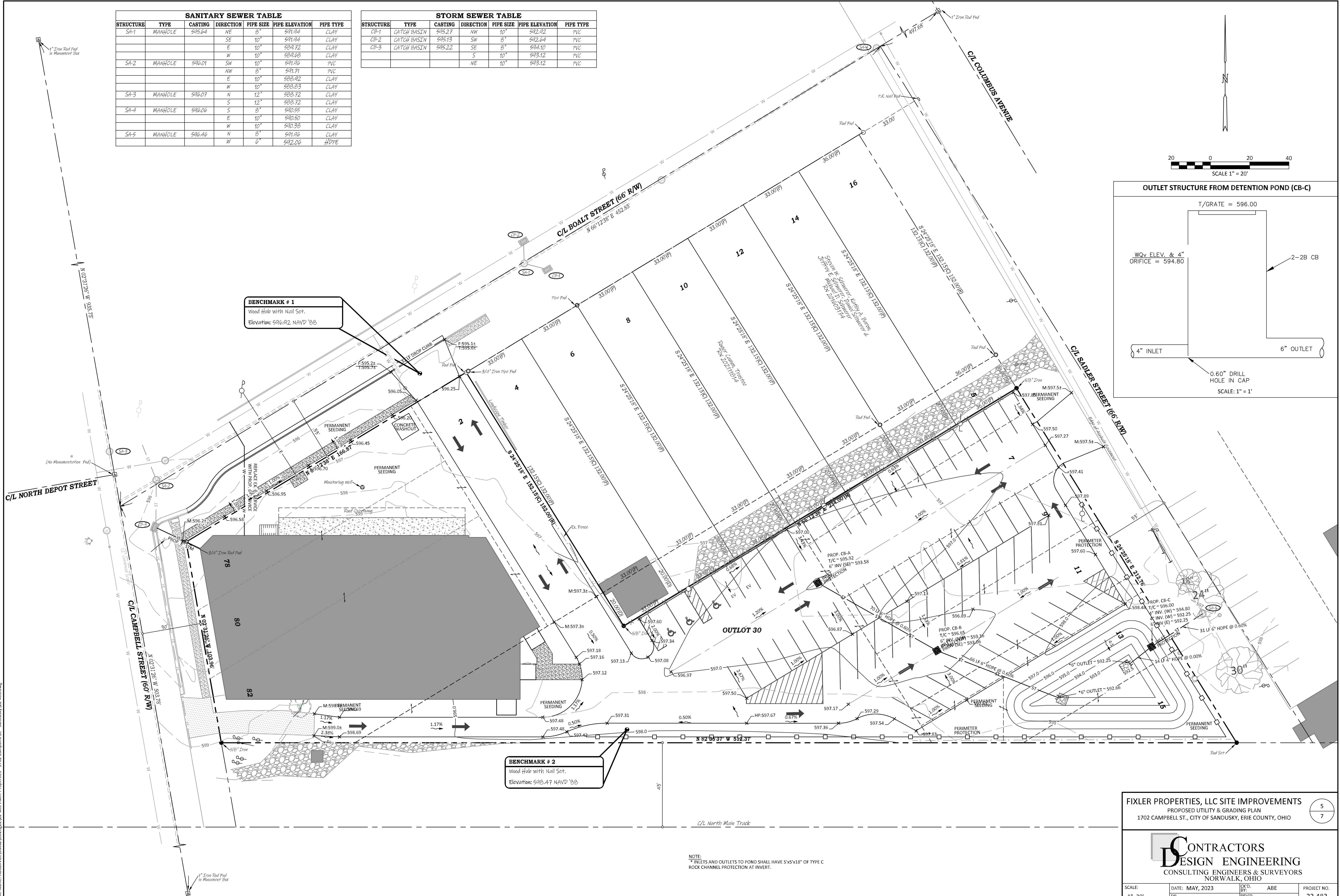
DATE: MAY, 2023
DR. BY: BLS

CK'D: ABE
REV'D BY:

PROJECT NO.
22-483

SANITARY SEWER TABLE						
STRUCTURE	TYPE	CASTING	DIRECTION	PIPE SIZE	PIPE ELEVATION	PIPE TYPE
SA-1	MANHOLE	595.64	NE	8"	591.94	CLAY
			SE	10"	591.44	CLAY
			E	10"	589.72	CLAY
SA-2	MANHOLE	596.01	W	10"	589.68	CLAY
			SW	10"	591.96	PVC
			NW	8"	591.71	PVC
SA-3	MANHOLE	596.07	E	10"	590.92	CLAY
			W	10"	590.83	CLAY
			N	12"	590.72	CLAY
SA-4	MANHOLE	596.06	S	12"	590.72	CLAY
			S	8"	590.59	CLAY
			E	10"	590.50	CLAY
SA-5	MANHOLE	596.46	W	10"	590.35	CLAY
			N	8"	591.96	CLAY
			W	6"	592.06	HDPE

STORM SEWER TABLE						
STRUCTURE	TYPE	CASTING	DIRECTION	PIPE SIZE	PIPE ELEVATION	PIPE TYPE
CB-1	CATCH BASIN	595.27	NW	10"	592.92	PVC
CB-2	CATCH BASIN	595.13	SW	8"	592.64	PVC
CB-3	CATCH BASIN	595.22	SE	8"	594.10	PVC
			S	10"	593.12	PVC
			NE	10"	593.12	PVC



FIXLER PROPERTIES, LLC SITE IMPROVEMENTS

PROPOSED UTILITY & GRADING PLAN

1702 CAMPBELL ST., CITY OF SANDUSKY, ERIE COUNTY, OHIO

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7

CONTRACTORS

DESIGN ENGINEERING

CONSULTING ENGINEERS & SURVEYORS

NORWALK, OHIO

SCALE: 1"=20'

DATE: MAY, 2023

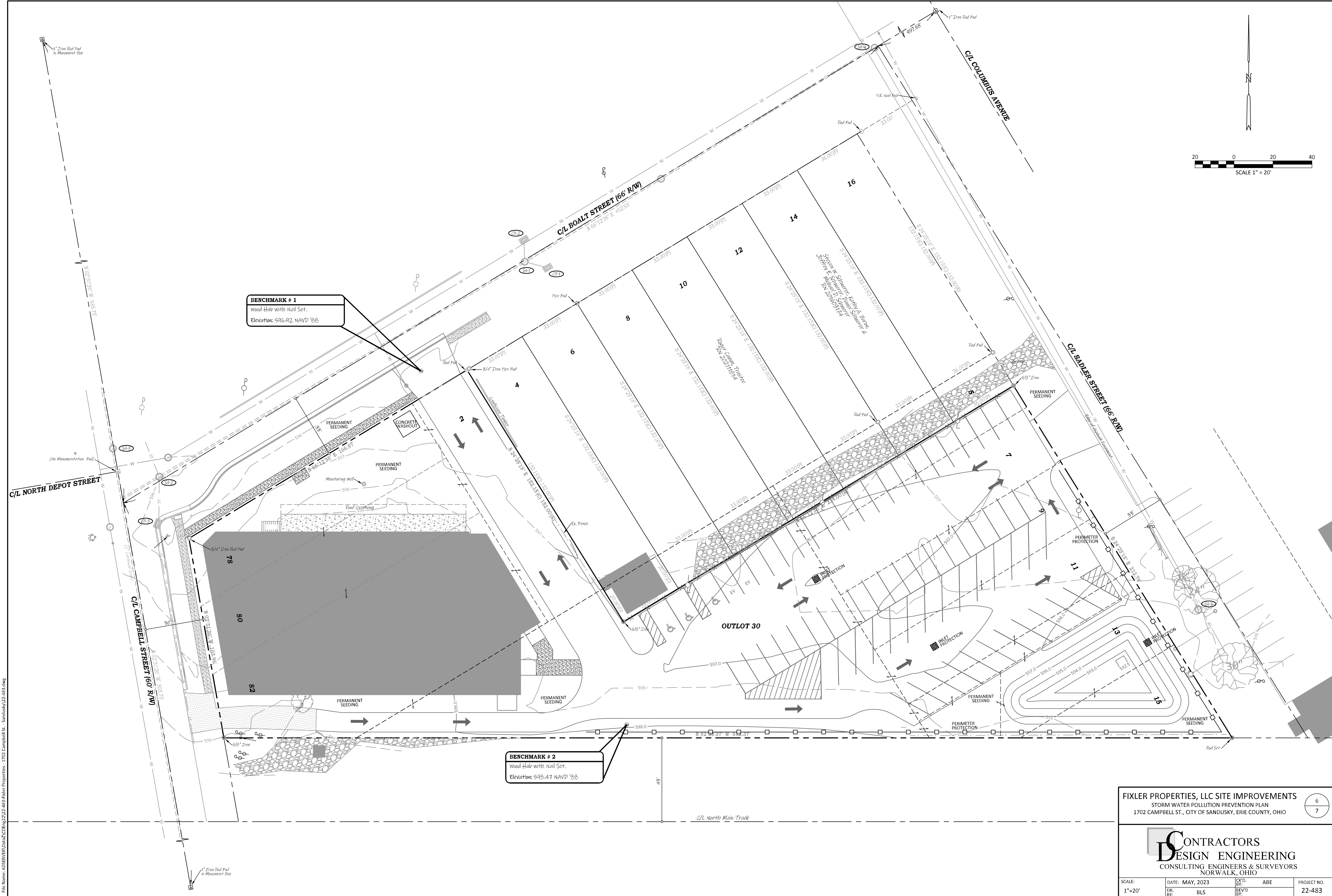
DR. BY: BLS

CK'D. BY: ABE

REV'D. BY:

PROJECT NO. 22-483

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File Name: A:\SERVER\Drawings\22-483-Fixler Properties- 1702 Campbell St. - Sandusky\22-483.dwg

FIXLER PROPERTIES, LLC SITE IMPROVEMENTS
STORM WATER POLLUTION PREVENTION PLAN
1702 CAMPBELL ST., CITY OF SANDUSKY, ERIE COUNTY, OHIO

CONTRACTORS
DESIGN ENGINEERING
CONSULTING ENGINEERS & SURVEYORS
NORWALK, OHIO

SCALE: 1"=20'	DATE: MAY, 2023 DR. BY: BLS	CHK'D: ABE REV'D BY:	PROJECT NO. 22-483
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SPECIFICATIONS FOR PERMANENT SEEDING

Site Preparation

1. Subsoiler, plow, or other implement shall be used to reduce soil compaction and allow maximum infiltration. (Maximizing infiltration will help control both runoff rate and water quality.) Subsoiling should be done when the soil moisture is low enough to allow the soil to crack or fracture. Subsoiling shall not be done on slip-prone areas where soil preparation should be limited to what is necessary for establishing vegetation.
2. The site shall be graded as needed to permit the use of conventional equipment for seedbed preparation and seeding.
3. Topsoil shall be applied where needed to establish vegetation.

Seedbed Preparation

1. Lime—Agricultural ground limestone shall be applied to add soil as recommended by a soil test. In lieu of a soil test, lime shall be applied at the rate of 100 pounds per 1,000-sq. ft. or 2 tons per acre.
2. Fertilizer—Fertilizer shall be applied as recommended by a soil test. In place of a soil test, fertilizer shall be applied at a rate of 25 pounds per 1,000-sq. ft. or 1000 pounds per acre of a 10-10-10 or 12-12-12 analyses.
3. The lime and fertilizer shall be worked into the soil with a disk harrow, spring-tooth harrow, or other suitable field implement to a depth of 3 inches. On sloping land, the soil shall be worked on the contour.

Seeding Dates and Soil Conditions

Seeding should be done March 1 to May 31 or August 1 to September 30. If seeding occurs outside of the above-specified dates, additional mulch and irrigation may be required to ensure a minimum of 80% germination. Tillage for seedbed preparation should be done when the soil is dry enough to crumble and not form ribbons when compressed by hand. For winter seeding, see the following section on dormant seeding.

Dormant Seedings

1. Seedlings should not be made from October 1 through November 20. During this period, the seeds are likely to germinate but probably will not be able to survive the winter.
2. The following methods may be used for 'Dormant Seeding':
- From October 1 through November 20, prepare the seedbed, add the desired amounts of lime and fertilizer, then mulch and anchor. After November 20, and before March 15, broadcast the selected seed mixture. Increase the seeding rates by 50% for this type of seeding.
 - From November 20 through March 15, when soil conditions permit, prepare the seedbed, lime and fertilize, apply the selected seed mixture, mulch and anchor. Increase the seeding rates by 50% for this type of seeding.

- Apply seed uniformly with a cyclone seeder, drill, cultipacker seeder, or hydro-seeder (slurry may include seed and fertilizer) on a firm, moist seedbed.
- Where feasible, except when a cultipacker type seeder is used, the seedbed should be firmed following seeding operations with a cultipacker, roller, or light drag. On sloping land, seeding operations should be on the contour where feasible.

Mulching

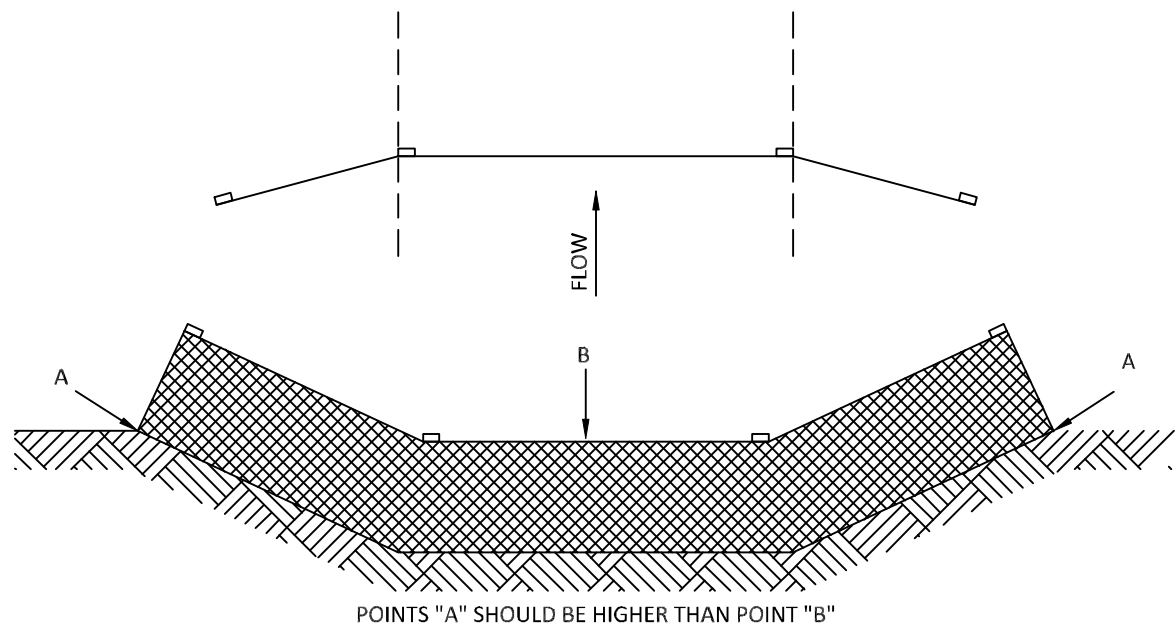
1. Mulch material shall be applied immediately after seeding. Dormant seeding shall be mulched. 100% of the ground surface shall be covered with an approved material.
2. Materials
- Straw—If straw is used it shall be unrotted small-grain straw applied at the rate of 2 tons per acre or 90 pounds (two to three bales) per 1,000-sq. ft. The mulch shall be spread uniformly by hand or mechanically applied so the soil surface is covered. For uniform distribution of hand-spread mulch, divide area into approximately 1,000-sq.-ft. sections and spread two 45-lb. bales of straw in each section.
 - Hydroseeders—If wood cellulose fiber is used, it shall be applied at 2,000 lb./ac. or 46 lb./1,000 sq. ft.
 - Other—Other acceptable mulches include rolled erosion control matings or blankets applied according to manufacturer's recommendations or wood chips applied at 6 tons per acre.
3. Straw and Mulch Anchoring Methods
- Straw mulch shall be anchored immediately to minimize loss by wind or water.
 - Mechanical—A disk, crimper, or similar type tool shall be set straight to punch or anchor the mulch material into the soil. Straw mechanically anchored shall not be finely chopped but, generally, be left longer than 6 inches.
 - Mulch Netting—Netting shall be used according to the manufacturer's recommendations. Netting may be necessary to hold mulch in place in areas of concentrated runoff and on critical slopes.
 - Asphalt Emulsion—Asphalt shall be applied as recommended by the manufacture or at the rate of 160 gallons per acre.
 - Synthetic Binders—Synthetic binders such as Acrylic DLR (Acr-Tac), DCA-70, Petrosel, Terra Tack or equivalent may be used at rates specified by the manufacturer.
 - Wood Cellulose Fiber—Wood cellulose fiber shall be applied at a net dry weight of 750 pounds per acre. The wood cellulose fiber shall be mixed with water with the mixture containing a maximum of 50 pounds cellulose per 100 gal- lons of water.

Irrigation

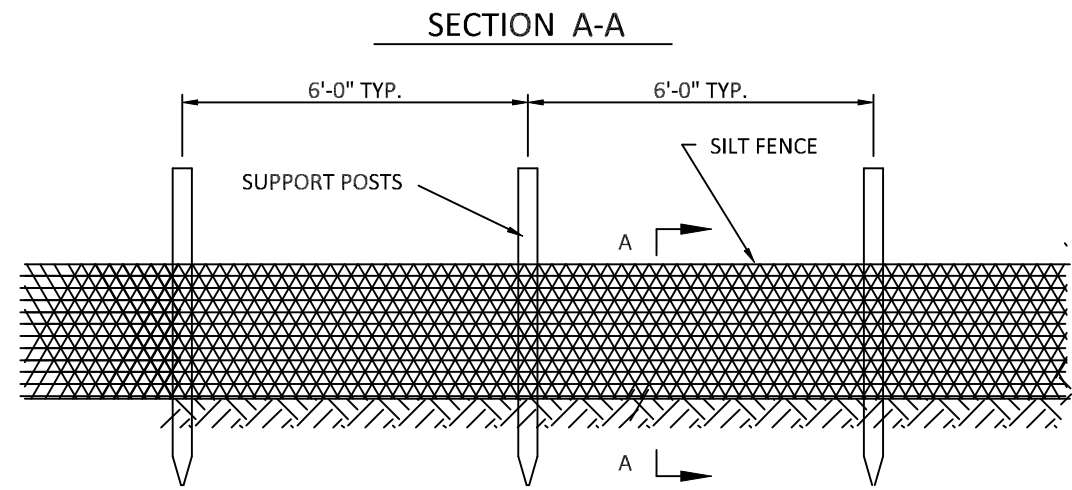
Permanent seeding shall include irrigation to establish vegetation during dry weather or on adverse site conditions, which require adequate moisture for seed germination and plant growth.

Irrigation rates shall be monitored to prevent erosion and damage to seeded areas from excessive runoff.

PERIMETER PROTECTION - SILT FENCE



PROPER PLACEMENT OF FILTER BARRIER IN A DRAINAGE WAY



NOTES:

USE OF TEMPORARY DIKE BARRIER MAY BE USED DURING CONSTRUCTION TO PREVENT RUNOFF & TO TRAP SEDIMENT. TEMPORARY DIKES SHOULD REMAIN IN PLACE & MAINTAINED UNTIL COMPLETION AND SEEDING OF DISTURBED AREAS.

STONE CHECK DAMS AND/OR FILTER FABRIC BARRIERS SHALL BE USED AS RECOMMENDED BY THE SITE ENGINEER OR THE APPROPRIATE REPRESENTATIVE TO PREVENT LOCALIZED EROSION AND SEDIMENT CONTROL.

12" DIAMETER FILTER SOCK SHALL BE USED AS AN ALTERNATIVE TO SILT FENCE; SEE OHIO RAINWATER AND LAND DEVELOPMENT HANDBOOK FOR SPECIFICATIONS.

SILT FENCE:

- SILT FENCE SHALL BE CONSTRUCTED BEFORE UPSLOPE LAND DISTURBANCE BEGINS.
- ALL SILT FENCE SHALL BE PLACED AS CLOSE TO THE CONTOUR AS POSSIBLE SO THAT WATER WILL NOT CONCENTRATE AT LOW POINTS IN THE FENCE AND SO THAT SMALL SWALES OR DEPRESSIONS THAT MAY CARRY SMALL CONCENTRATED FLOWS TO THE SILT FENCE ARE DISSIPATED ALONG ITS LENGTH.
- ENDS OF THE SILT FENCES SHALL BE BROUGHT UPSLOPE SLIGHTLY SO THAT WATER PONDED BY THE SILT FENCE WILL BE PREVENTED FROM FLOWING AROUND THE ENDS.
- SILT FENCE SHALL BE PLACED ON THE FLATTEST AREA AVAILABLE.
- WHERE POSSIBLE, VEGETATION SHALL BE PRESERVED FOR 5- FEET (OR AS MUCH AS POSSIBLE) UPSLOPE FROM THE SILT FENCE. IF VEGETATION IS REMOVED, IT SHALL BE REESTABLISHED WITHIN 7- DAYS FROM THE INSTALLATION OF THE SILT FENCE.
- THE HEIGHT OF THE SILT FENCE SHALL BE A MINIMUM OF 16- INCHES ABOVE THE ORIGINAL GROUND SURFACE.
- THE SILT FENCE SHALL BE PLACED IN AN EXCAVATED OR SLICED TRENCH CUT A MINIMUM OF 6- INCHES DEEP. THE TRENCH SHALL BE MADE WITH A TRENCHER, CABLE LAYING MACHIN, SLICING MACHINE, OR OTHER SUITABLE DEVICE THAT WILL ENSURE AN ADEQUATELY UNIFORM TRENCH DEPTH.
- THE SILT FENCE SHALL BE PLACED WITH THE STAKES ON THE DOWNSLOPE SIDE OF THE GEOTEXTILE. A MINIMUM OF 8- INCHES OF GEOTEXTILE MUST BE BELOW THE GROUND SURFACE. EXCESS MATERIAL SHALL LAY ON THE BOTTOM OF THE 6- INCH DEEP TRENCH. THE TRENCH SHALL BE BACKFILLED AND COMPACTED ON BOTH SIDES OF THE FABRIC.
- SEAMS BETWEEN SECTIONS OF SILT FENCE SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST WITH A MINIMUM 6- INCH OVERLAP PRIOR TO DRIVING INTO THE GROUND.

MAINTENANCE:

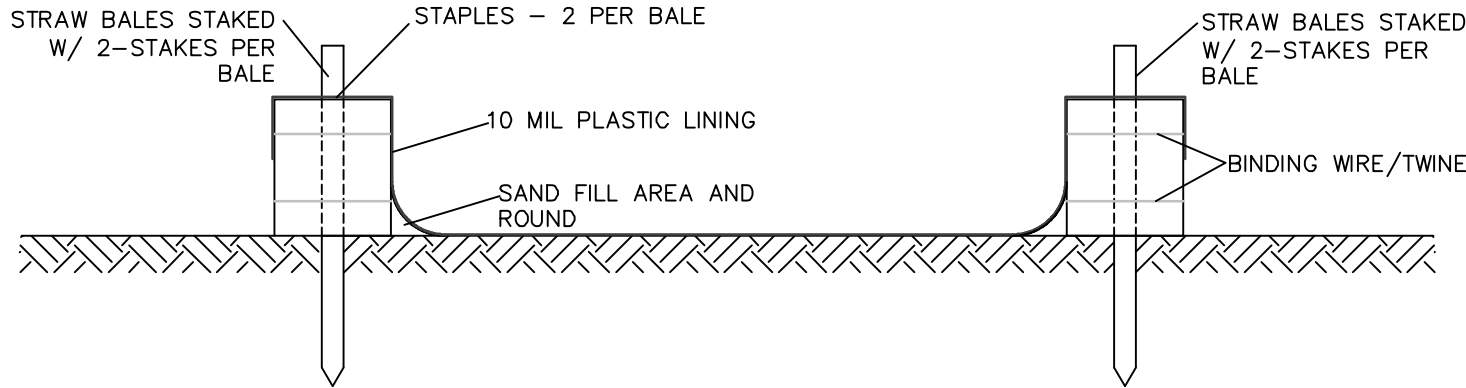
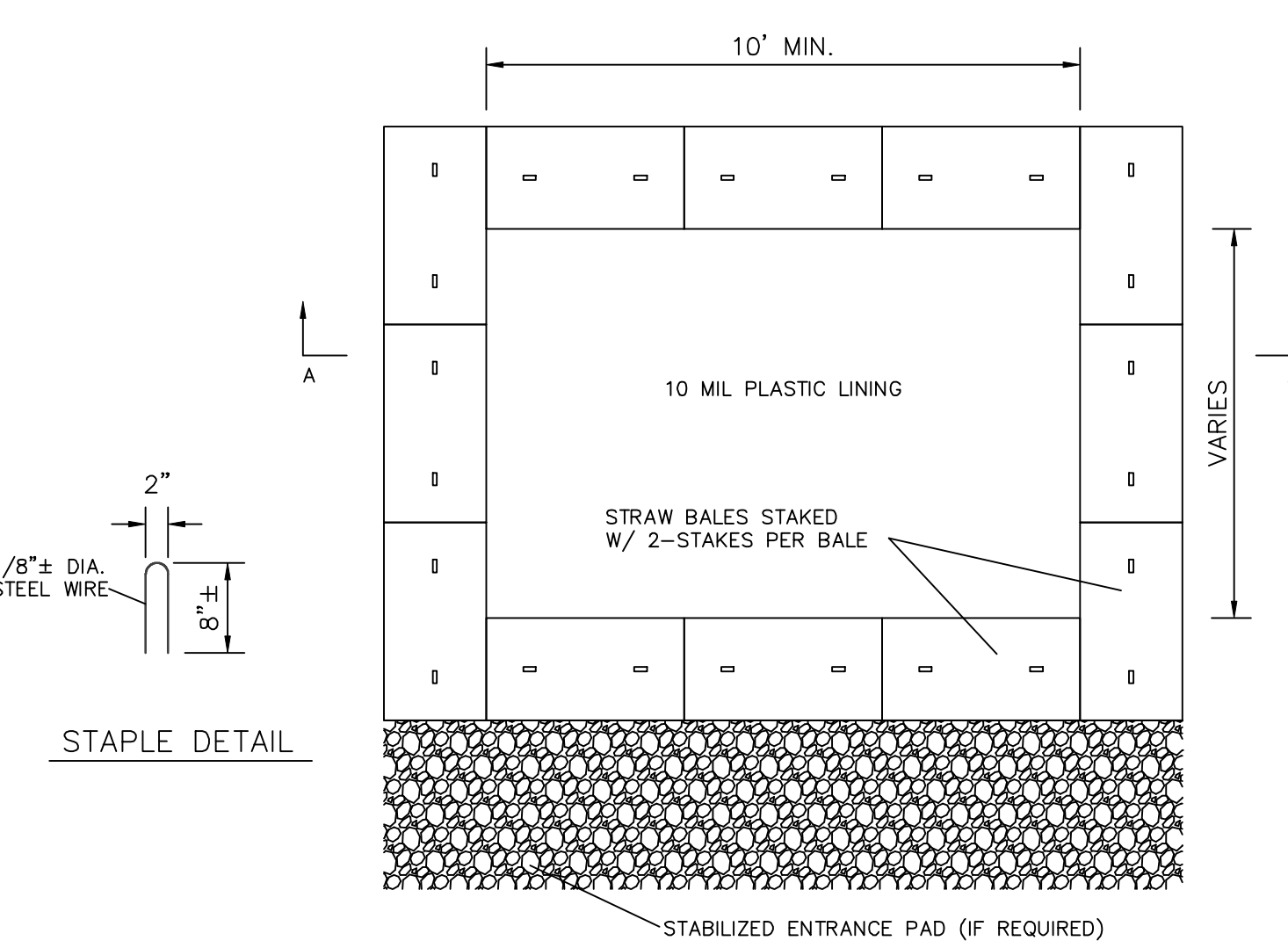
- SILT FENCE SHALL ALLOW RUNOFF TO PASS ONLY AS DIFFUSE FLOW THROUGH THE GEOTEXTILE. IF RUNOFF OVERTOPS THE SILT FENCE, FLOWS UNDER THE FABRIC, OR AROUND THE FENCE ENDS, OR IN ANY OTHER WAY ALLOWS A CONCENTRATED FLOW DISCHARGE, ONE OF THE FOLLOWING SHALL BE PERFORMED, AS APPROPRIATE:
 - THE LAYOUT OF THE SILT FENCE SHALL BE CHANGED
 - ACCUMULATED SEDIMENT SHALL BE REMOVED, OR
 - OTHER PRACTICES SHALL BE INSTALLED.
- SEDIMENT DEPOSITS SHALL BE ROUTINELY REMOVED WHEN THE DEPOSIT REACHES APPROXIMATELY ONE- HALF OF THE HEIGHT OF THE SILT FENCE.

CRITERIA FOR SILT FENCE MATERIALS:

- FENCE POST – LENGTH SHALL BE A MINIMUM OF 32- INCHES. WOOD POSTS WILL BE 2- INCH x 2- INCH NOMINAL DIMENSIONED HARDWOOD OF SOUND QUALITY. THEY SHALL BE FREE OF KNOTS, SPLITS AND OTHER VISIBLE IMPERFECTIONS, THAT WILL WEAKEN THE POSTS. THE MAXIMUM SPACING BETWEEN POSTS SHALL BE 10- FEET. POSTS SHALL BE DRIVEN A MINIMUM OF 16- INCHES INTO THE GROUND, WHERE POSSIBLE. IF NOT POSSIBLE, THE POSTS SHALL BE ADEQUATELY SECURED TO PREVENT OVERTURNING OF THE FENCE DUE TO SEDIMENT/WATER LOADING.
- SILT FENCE FABRIC:

FABRIC PROPERTIES	VALUES	TEST METHODS
MINIMUM TENSILE STRENGTH	120 LBS. (535 N)	ASTM D 4632
MAXIMUM ELONGATION AT 60 LBS.	50%	ASTM D 4632
MINIMUM PUNCTURE STRENGTH	50 LBS (220 N)	ASTM D 4833
MINIMUM TEAR STRENGTH	40 LBS (180 N)	ASTM D 4533
APPARENT OPENING SIZE	≤0.84 MM	ASTM D 4751
MINIMUM PERMITTIVITY	1x10-2 SEC. -1	ASTM D 4491
UV EXPOSURE STRENGTH RETENTION	70%	ASTM G 4355

STRAW BALE CONCRETE "WASHOUT"



SECTION A-A

NOTE:
THE CONTRACTOR INTENDS FOR THE CONCRETE TRUCKS TO RETURN TO THEIR SITE FOR "WASHOUT". SHOULD A CONCRETE TRUCK "WASHOUT" BE LOCATED ON SITE, IT WILL BE PER THE ABOVE DETAIL AND ALL CONCRETE TRUCKS WILL USE FOR WASHOUT. (SUGGESTED LOCATION REFLECTED ON PLANS.)

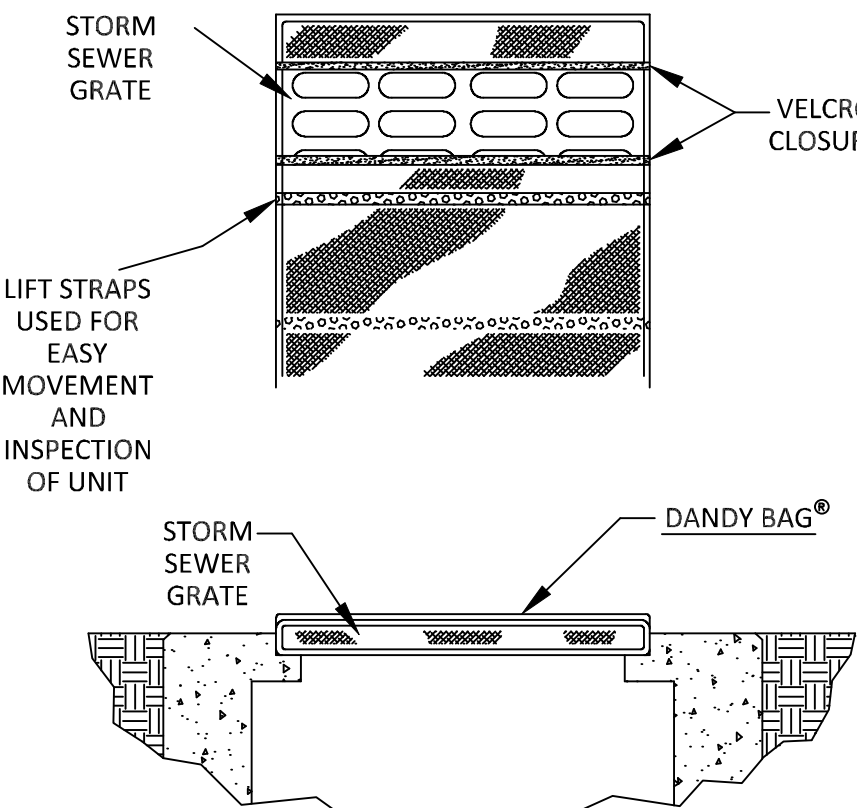
NOTES:
1. CONCRETE WASHOUT PIT PER DETAIL
2. THERE SHOULD BE SIGNAGE INDICATING LOCATION
3. WHEN WASHOUT AREA REACHES 75% OF CAPACITY IT SHOULD BE CLEANED AND THE CONCRETE WASTE DISPOSED OF OFFSITE.
4. WHEN AREA IS NO LONGER NEEDED, IT SHOULD BE CLEANED AND THE CONCRETE WASTE DISPOSED OF OFFSITE AND THE AREA RETURNED TO ITS ORIGINAL CONDITION
5. AREA SHOULD BE INSPECTED DAILY TO ENSURE THAT THERE IS NO LEAKAGE FROM THE AREA.

Table 7.10.2 Permanent Seeding

Seed Mix		Seeding Rate		Notes:
		Lbs./acre	Lbs./1,000 Sq. Feet	
General Use				
Creeping Red Fescue	20-40	1/2-1	For close mowing & for waterways with <2.0 ft/sec velocity	
Domestic Ryegrass	10-20	1/4-1/2		
Kentucky Bluegrass	20-40	1/2-1		
Tall Fescue	40-50	1-1 1/4		
Turf-type (dwarf) Fescue	90	2 1/4		
Steep Banks or Cut Slopes				
Tall Fescue	40-50	1-1 1/4	Do not seed later than August	
Crown Vetch	10-20	1/4-1/2		
Tall Fescue	20-30	1/2-3/4		
Flat Pea	20-25	1/2-3/4	Do not seed later than August	
Tall Fescue	20-30	1/2-3/4		
Road Ditches and Swales				
Tall Fescue	40-50	1-1 1/4		
Turf-type (Dwarf) Fescue	90	2 1/4		
Kentucky Bluegrass	5	0.1		
Lawns				
Kentucky Bluegrass	100-120	2	For shaded areas	
Perennial Ryegrass		2		
Kentucky Bluegrass	100-120	2		
Creeping Red Fescue		1-1/2		

Note: Other approved seed species may be substituted.

"DANDY BAG" INLET SEDIMENT FILTER



"DANDY BAG" INSTALLATION & DETAIL

- NOTES:
- INLET PROTECTION SHALL BE PLACED AROUND ALL EXISTING CATCH BASINS AND STORM MANHOLES, AS SHOWN.
 - ALL NEW CATCH BASINS SHALL HAVE INLET PROTECTION INSTALLED AS SOON AS POSSIBLE AFTER CONSTRUCTION OF CATCH BASIN

FIXLER PROPERTIES, LLC SITE IMPROVEMENTS
STORM WATER POLLUTION PREVENTION PLAN DETAILS
1702 CAMPBELL ST., CITY OF SANDUSKY, ERIE COUNTY, OHIO

CONTRACTORS
DESIGN ENGINEERING
CONSULTING ENGINEERS & SURVEYORS
NORWALK, OHIO

SCALE: DATE: MAY, 2023 CK'D. BY: ABE PROJECT NO. 22-483
DR. BY: BLS REV'D BY:



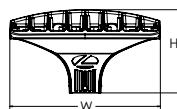
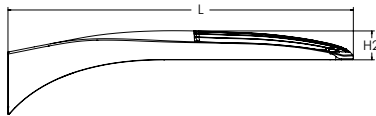
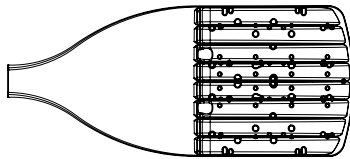
D-Series Size 1 LED Area Luminaire



d#series

Specifications

EPA:	0.69 ft ² (0.06 m ²)
Length:	32.71" (83.1 cm)
Width:	14.26" (36.2 cm)
Height H1:	7.88" (20.0 cm)
Height H2:	2.73" (6.9 cm)
Weight:	34 lbs (15.4 kg)



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED												
Series	LEDs	Color temperature ²	Color Rendering Index ²	Distribution		Voltage	Mounting					
DSX1 LED	Forward optics		(this section 70CRI only)	AFR	Automotive front row	T5M	Type V medium	MVOLT	(120V-277V) ⁴	Shipped included		
	P1	P6	30K 3000K	70CRI	T1S	Type I short	T5LG	Type V low glare	HVOLT	(347V-480V) ^{5,6}	SPA	Square pole mounting (#8 drilling)
	P2	P7	40K 4000K	70CRI	T2M	Type II medium	T5W	Type V wide	XVOLT	(277V - 480V) ^{7,8}	RPA	Round pole mounting (#8 drilling)
	P3	P8	50K 5000K	70CRI	T3M	Type III medium	BLC3	Type III backlight control ³			SPA5	Square pole mounting #5 drilling ⁹
	P4	P9	(this section 80CRI only, extended lead times apply)		T3LG	Type III low glare ³	BLC4	Type IV backlight control ³			RPA5	Round pole mounting #5 drilling ⁹
	P5			T4M	Type IV medium					SPA8N	Square narrow pole mounting #8 drilling	
	Rotated optics				T4LG	Type IV low glare ³	LCCO	Left corner cutoff ³			WBA	Wall bracket ¹⁰
	P10 ¹	P12 ¹	27K 2700K	80CRI	TFTM	Forward throw medium	RCCO	Right corner cutoff ³			MA	Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)
	P11 ¹	P13 ¹	30K 3000K	80CRI								
			35K 3500K	80CRI								
			40K 4000K	80CRI								
			50K 5000K	80CRI								

Control options	Other options	Finish (required)
Shipped installed	Shipped installed	DDBXD Dark Bronze
NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc ^{11, 12, 20, 21}	SPD20KV 20KV surge protection	DBLXD Black
PIR High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc ^{13, 20, 21}	HS Houseside shield (black finish standard) ²²	DNAXD Natural Aluminum
PER NEMA twist-lock receptacle only (controls ordered separately) ¹⁴	L90 Left rotated optics ¹	DWHXD White
PER5 Five-pin receptacle only (controls ordered separately) ^{14, 21}	R90 Right rotated optics ¹	DDBTXD Textured dark bronze
	CCE Coastal Construction ²³	DBLBXD Textured black
	HA 50°C ambient operation ²⁴	DNATXD Textured natural aluminum
	Shipped separately	DWHGXD Textured white
	EGSR External Glare Shield (reversible, field install required, matches housing finish)	
	BSDB Bird Spikes (field install required)	
PER7 Seven-pin receptacle only (controls ordered separately) ^{14, 21}		
FAO Field adjustable output ^{15, 21}		
BL30 Bi-level switched dimming, 30% ^{16, 21}		
BL50 Bi-level switched dimming, 50% ^{16, 21}		
DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) ¹⁷		
DS Dual switching ^{18, 19, 21}		



COMMERCIAL OUTDOOR

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DSX1-LED
Rev. 04/25/23
Page 1 of 10

Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ²⁵
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ²⁵
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ²⁵
DSHORT SBK	Shorting cap ²⁵
DSX1HS P#	House-side shield (enter package number 1-13 in place of #)
DSXRPA (FINISH)	Round pole adapter (#8 drilling, specify finish)
DSXSPA5 (FINISH)	Square pole adapter #5 drilling (specify finish)
DSXRPAS (FINISH)	Round pole adapter #5 drilling (specify finish)
DSX1EGSR (FINISH)	External glare shield (specify finish)
DSX1BSDB (FINISH)	Bird spike deterrent bracket (specify finish)

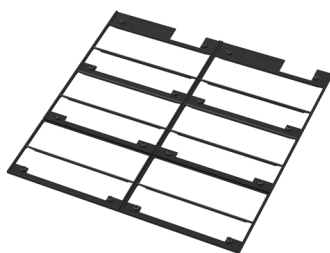
NOTES

- 1 Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option L90 or R90.
- 2 30K, 40K, and 50K available in 70CRI and 80CRI. 27K and 35K only available with 80CRI. Contact Technical Support for other possible combinations.
- 3 T3LG, T4LG, BLC3, BLC4, LCCO, RCCO not available with option HS.
- 4 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- 5 HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
- 6 HVOLT not available with package P1 and P10 when combined with option NLTAIR2 PIRHN or option PIR.
- 7 XVOILT operates with any voltage between 277V and 480V (50/60 Hz).
- 8 XVOILT not available in packages P1 or P10.
- 9 SPA5 and RPA5 for use with #5 drilling only (Not for use with #8 drilling).
- 10 WBA cannot be combined with Type 5 distributions plus photocell (PER).
- 11 NLTAIR2 and PIRHN must be ordered together. For more information on nLight AIR2 visit this [link](#).
- 12 NLTAIR2 PIRHN not available with other controls including PIR, PER, PER5, PER7, FAO, BL30, BL50, DMG and DS. NLTAIR2 PIRHN not available with P1 and P10 using HVOLT. NLTAIR2 PIRHN not available with P1 and P10 using XVOILT.
- 13 PIR not available with NLTAIR2 PIRHN, PER, PER5, PER7, FAO BL30, BL50, DMG and DS. PIR not available with P1 and P10 using HVOLT. PIR not available with P1 and P10 using XVOILT.
- 14 PER/PER5/PER7 not available with NLTAIR2 PIRHN, PIR, BL30, BL50, FAO, DMG and DS. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
- 15 FAO not available with other dimming control options NLTAIR2 PIRHN, PIR, PER5, PER7, BL30, BL50, DMG and DS.
- 16 BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO, DMG and DS.
- 17 DMG not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DS.
- 18 DS not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DMG.
- 19 DS requires (2) separately switched circuits. DS provides 50/50 fixture operation via (2) different sets of leads using (2) drivers. DS only available with packages P8, P9, P10, P11, P12 and P13.
- 20 Reference Motion Sensor Default Settings table on page 4 to see functionality.
- 21 Reference Controls Options table on page 4.
- 22 HS not available with T3LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
- 23 CCE option not available with option BS and EGSR. Contact Technical Support for availability.
- 24 Option HA not available with performance packages P4, P5, P7, P8, P9 and P13.
- 25 Requires luminaire to be specified with PER, PER5 or PER7 option. See Controls Table on page 4.

Shield Accessories



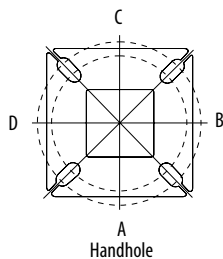
External Glare Shield (EGSR)



House Side Shield (HS)

Drilling

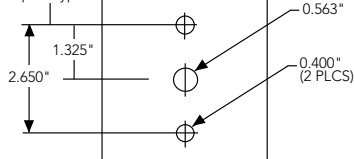
HANDHOLE ORIENTATION



Template #8

Top of Pole

1.75" for aluminum poles
2.75" for other pole types



Tenon Mounting Slipfitter

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
2-3/8"	RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 390	AS3-5 320	AS3-5 490
2-7/8"	RPA	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	RPA	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS
Minimum Acceptable Outside Pole Dimension							
SPA	#8	3.5"	3.5"	3.5"	3.5"		3.5"
RPA	#8	3"	3"	3"	3"	3"	3"
SPA5	#5	3"	3"	3"	3"		3"
RPA5	#5	3"	3"	3"	3"	3"	3"
SPA8N	#8	3"	3"	3"	3"		3"

DSX1 Area Luminaire - EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX1 with SPA	0.69	1.38	1.23	1.54	---	1.58
DSX1 with SPA5, SPA8N	0.70	1.40	1.30	1.66	---	1.68
DSX1 with RPA, RPA5	0.70	1.40	1.30	1.66	1.60	1.68
DSX1 with MA	0.83	1.66	1.50	2.09	2.09	2.09

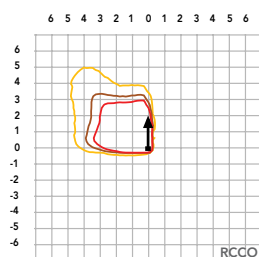
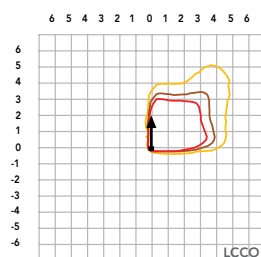
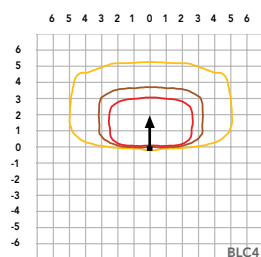
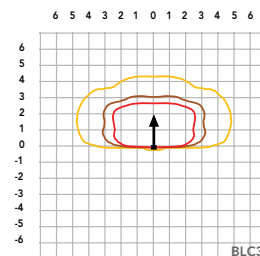
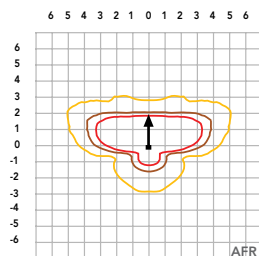
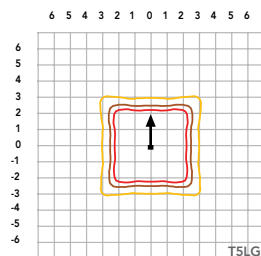
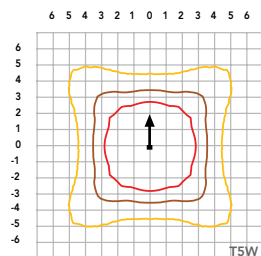
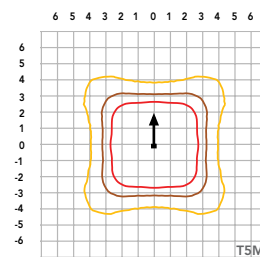
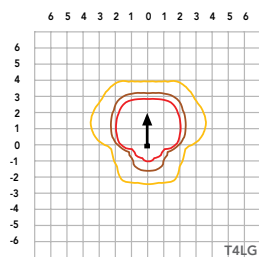
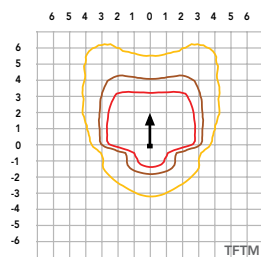
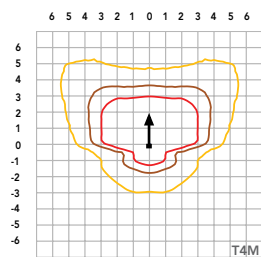
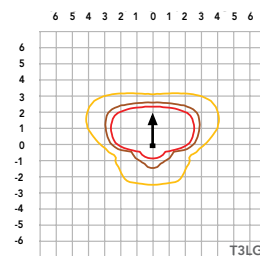
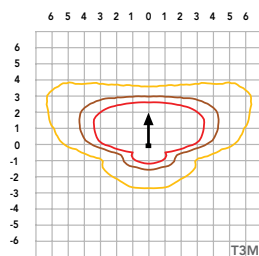
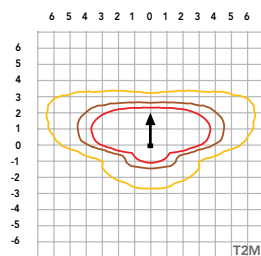
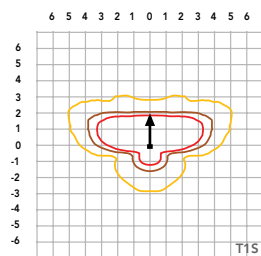
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [homepage](https://www.lithonia.com).

Isofootcandle plots for the DSX1 LED P9 40K 70CRI. Distances are in units of mounting height (25').

LEGEND

- 0.1 fc
- 0.5 fc
- 1.0 fc



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
0	1.00
25,000	0.95
50,000	0.90
100,000	0.81

FAO Dimming Settings

FAO Position	% Wattage	% Lumen Output
8	100%	100%
7	93%	95%
6	80%	85%
5	66%	73%
4	54%	61%
3	41%	49%
2	29%	36%
1	15%	20%

*Note: Calculated values are based on original performance package data. When calculating new values for given FAO position, use maximum published values by package listed on specification sheet (input watts and lumens by optic type).

Electrical Load

	Performance Package	LED Count	Drive Current (mA)	Wattage	Current (A)					
					120V	208V	240V	277V	347V	480V
Forward Optics (Non-Rotated)	P1	30	530	51	0.42	0.24	0.21	0.18	0.15	0.11
	P2	30	700	68	0.56	0.33	0.28	0.24	0.20	0.14
	P3	30	1050	104	0.85	0.49	0.43	0.37	0.29	0.21
	P4	30	1250	125	1.03	0.60	0.52	0.45	0.36	0.26
	P5	30	1400	142	1.15	0.66	0.58	0.50	0.40	0.29
	P6	40	1250	167	1.38	0.79	0.69	0.60	0.48	0.34
	P7	40	1400	188	1.54	0.89	0.77	0.67	0.53	0.38
	P8	60	1100	216	1.80	1.04	0.90	0.78	0.62	0.45
	P9	60	1400	279	2.31	1.33	1.15	1.00	0.80	0.58
Rotated Optics (Requires L90 or R90)	P10	60	530	101	0.84	0.49	0.42	0.37	0.29	0.21
	P11	60	700	135	1.12	0.65	0.56	0.49	0.39	0.28
	P12	60	1050	206	1.72	0.99	0.86	0.74	0.59	0.43
	P13	60	1400	279	2.30	1.33	1.15	1.00	0.79	0.57

LED Color Temperature / Color Rendering Multipliers

	70 CRI		80CRI		90CRI	
	Lumen Multiplier	Availability	Lumen Multiplier	Availability	Lumen Multiplier	Availability
5000K	102%	Standard	92%	Extended lead-time	71%	(see note)
4000K	100%	Standard	92%	Extended lead-time	67%	(see note)
3500K	100%	(see note)	90%	Extended lead-time	63%	(see note)
3000K	96%	Standard	87%	Extended lead-time	61%	(see note)
2700K	94%	(see note)	85%	Extended lead-time	57%	(see note)

Note: Some LED types are available as per special request. Contact Technical Support for more information.

Motion Sensor Default Settings

Option	Unoccupied Dimmed Level	High Level (when occupied)	Photocell Operation	Dwell Time	Ramp-up Time	Dimming Fade Rate
PIR	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min
NLTAIR2 PIRHN	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min

Controls Options

Nomenclature	Description	Functionality	Primary control device	Notes
FAO	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS (not available on DSX0)	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PERS or PER7	Twist-lock photocell receptacle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire. Cannot be used with other controls options that need the 0-10V leads.
PIR	Motion sensor with integral photocell. Sensor suitable for 8' to 40' mounting height.	Luminaires dim when no occupancy is detected.	Acuity Controls rSBG	Cannot be used with other controls options that need the 0-10V leads.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclipse.	nLight Air rSBG	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app. Cannot be used with other controls options that need the 0-10V leads.
BL30 or BL50	Integrated bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output	BLC device provides input to 0-10V dimming leads on all drivers providing either 100% or dimmed (30% or 50%) control by a secondary circuit	BLC UVOLT1	BLC device is powered off the 0-10V dimming leads, thus can be used with any input voltage from 120 to 480V



COMMERCIAL OUTDOOR

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DSX1-LED
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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K					40K					50K				
					(3000K, 70 CRI)					(4000K, 70 CRI)					(5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P1	51W	30	530	T1S	7,776	1	0	2	153	8,104	1	0	2	159	8,262	1	0	2	162
				T2M	7,203	1	0	3	142	7,507	2	0	3	147	7,653	2	0	3	150
				T3M	7,287	1	0	3	143	7,594	1	0	3	149	7,742	1	0	3	152
				T3LG	6,509	1	0	1	128	6,783	1	0	1	133	6,916	1	0	1	136
				T4M	7,395	1	0	3	145	7,707	1	0	3	151	7,857	1	0	3	154
				T4LG	6,726	1	0	1	132	7,010	1	0	1	138	7,146	1	0	1	140
				TFTM	7,446	1	0	3	146	7,760	1	0	3	152	7,912	1	0	3	155
				T5M	7,609	3	0	2	149	7,930	3	0	2	156	8,084	3	0	2	159
				T5W	7,732	3	0	2	152	8,058	4	0	2	158	8,215	4	0	2	161
				T5LG	7,631	3	0	1	150	7,953	3	0	1	156	8,108	3	0	1	159
				BLC3	5,300	0	0	2	104	5,524	0	0	2	109	5,631	0	0	2	111
				BLC4	5,474	0	0	3	108	5,705	0	0	3	112	5,816	0	0	3	114
				RCCO	5,348	0	0	2	105	5,573	0	0	2	109	5,682	0	0	2	112
				LCCO	5,348	0	0	2	105	5,573	0	0	2	109	5,682	0	0	2	112
				AFR	7,776	1	0	2	153	8,104	1	0	2	159	8,262	1	0	2	162
P2	68W	30	700	T1S	9,997	1	0	2	147	10,418	1	0	2	154	10,621	1	0	2	157
				T2M	9,260	2	0	3	137	9,651	2	0	3	142	9,839	2	0	3	145
				T3M	9,368	2	0	3	138	9,763	2	0	3	144	9,953	2	0	3	147
				T3LG	8,368	1	0	2	123	8,721	1	0	2	129	8,891	1	0	2	131
				T4M	9,507	2	0	3	140	9,909	2	0	3	146	10,102	2	0	3	149
				T4LG	8,647	1	0	2	128	9,012	1	0	2	133	9,187	1	0	2	136
				TFTM	9,573	2	0	3	141	9,977	2	0	3	147	10,172	2	0	3	150
				T5M	9,782	4	0	2	144	10,195	4	0	2	150	10,393	4	0	2	153
				T5W	9,940	4	0	2	147	10,360	4	0	2	153	10,562	4	0	2	156
				T5LG	9,810	3	0	1	145	10,224	3	0	1	151	10,423	3	0	1	154
				BLC3	6,814	0	0	2	101	7,101	0	0	2	105	7,240	0	0	2	107
				BLC4	7,038	0	0	3	104	7,334	0	0	3	108	7,477	0	0	3	110
				RCCO	6,875	1	0	2	101	7,165	1	0	2	106	7,305	1	0	2	108
				LCCO	6,875	1	0	2	101	7,165	1	0	2	106	7,305	1	0	2	108
				AFR	9,997	1	0	2	147	10,418	1	0	2	154	10,621	1	0	2	157
P3	102W	30	1050	T1S	14,093	2	0	2	138	14,687	2	0	2	144	14,973	2	0	2	147
				T2M	13,055	2	0	3	128	13,605	2	0	3	133	13,871	2	0	3	136
				T3M	13,206	2	0	4	129	13,763	2	0	4	135	14,031	2	0	4	137
				T3LG	11,797	2	0	2	115	12,294	2	0	2	120	12,534	2	0	2	123
				T4M	13,403	2	0	4	131	13,968	2	0	4	137	14,241	2	0	4	139
				T4LG	12,190	2	0	2	119	12,704	2	0	2	124	12,952	2	0	2	127
				TFTM	13,496	2	0	4	132	14,065	2	0	4	138	14,339	2	0	4	140
				T5M	13,790	4	0	2	135	14,371	4	0	2	141	14,652	4	0	2	143
				T5W	14,013	4	0	3	137	14,605	4	0	3	143	14,889	4	0	3	146
				T5LG	13,830	3	0	2	135	14,413	3	0	2	141	14,694	3	0	2	144
				BLC3	9,606	0	0	2	94	10,011	0	0	2	98	10,206	0	0	2	100
				BLC4	9,921	0	0	3	97	10,340	0	0	3	101	10,541	0	0	3	103
				RCCO	9,692	1	0	2	95	10,101	1	0	2	99	10,298	1	0	2	101
				LCCO	9,692	1	0	2	95	10,101	1	0	2	99	10,298	1	0	2	101
				AFR	14,093	2	0	2	138	14,687	2	0	2	144	14,973	2	0	2	147

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K					40K					50K				
					(3000K, 70 CRI)					(4000K, 70 CRI)					(5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P4	124W	30	1250	T1S	16,416	2	0	3	132	17,109	2	0	3	138	17,442	2	0	3	141
				T2M	15,207	3	0	4	123	15,849	3	0	4	128	16,158	3	0	4	130
				T3M	15,383	2	0	4	124	16,032	2	0	4	129	16,345	2	0	4	132
				T3LG	13,742	2	0	2	111	14,321	2	0	2	116	14,600	2	0	2	118
				T4M	15,613	2	0	4	126	16,272	2	0	4	131	16,589	2	0	4	134
				T4LG	14,200	2	0	2	115	14,799	2	0	2	119	15,087	2	0	2	122
				TFTM	15,721	2	0	4	127	16,384	2	0	4	132	16,703	2	0	4	135
				T5M	16,063	4	0	2	130	16,741	4	0	2	135	17,067	4	0	2	138
				T5W	16,324	5	0	3	132	17,013	5	0	3	137	17,344	5	0	3	140
				T5LG	16,110	3	0	2	130	16,790	4	0	2	135	17,117	4	0	2	138
				BLC3	11,190	0	0	3	90	11,662	0	0	3	94	11,889	0	0	3	96
				BLC4	11,557	0	0	3	93	12,044	0	0	3	97	12,279	0	0	3	99
				RCCO	11,291	1	0	3	91	11,767	1	0	3	95	11,996	1	0	3	97
				LCCO	11,291	1	0	3	91	11,767	1	0	3	95	11,996	1	0	3	97
				AFR	16,416	2	0	3	132	17,109	2	0	3	138	17,442	2	0	3	141
P5	138W	30	1400	T1S	18,052	2	0	3	131	18,814	2	0	3	136	19,180	2	0	3	139
				T2M	16,723	3	0	4	121	17,428	3	0	4	126	17,768	3	0	4	129
				T3M	16,917	3	0	4	122	17,630	3	0	4	128	17,974	3	0	4	130
				T3LG	15,111	2	0	2	109	15,749	2	0	2	114	16,055	2	0	2	116
				T4M	17,169	3	0	5	124	17,893	3	0	5	130	18,242	3	0	5	132
				T4LG	15,615	2	0	2	113	16,274	2	0	2	118	16,591	2	0	2	120
				TFTM	17,288	2	0	4	125	18,017	2	0	5	130	18,368	3	0	5	133
				T5M	17,664	5	0	3	128	18,410	5	0	3	133	18,768	5	0	3	136
				T5W	17,951	5	0	3	130	18,708	5	0	3	135	19,073	5	0	3	138
				T5LG	17,716	4	0	2	128	18,463	4	0	2	134	18,823	4	0	2	136
				BLC3	12,305	0	0	3	89	12,824	0	0	3	93	13,074	0	0	3	95
				BLC4	12,709	0	0	4	92	13,245	0	0	4	96	13,503	0	0	4	98
				RCCO	12,416	1	0	3	90	12,940	1	0	3	94	13,192	1	0	3	95
				LCCO	12,416	1	0	3	90	12,940	1	0	3	94	13,192	1	0	3	95
				AFR	18,052	2	0	3	131	18,814	2	0	3	136	19,180	2	0	3	139
P6	165W	40	1250	T1S	21,031	2	0	3	127	21,918	2	0	3	133	22,345	2	0	3	135
				T2M	19,482	3	0	4	118	20,303	3	0	4	123	20,699	3	0	4	125
				T3M	19,708	3	0	5	119	20,539	3	0	5	124	20,939	3	0	5	127
				T3LG	17,604	2	0	2	107	18,347	2	0	2	111	18,704	2	0	2	113
				T4M	20,001	3	0	5	121	20,845	3	0	5	126	21,251	3	0	5	129
				T4LG	18,191	2	0	2	110	18,959	2	0	2	115	19,328	2	0	2	117
				TFTM	20,140	3	0	5	122	20,989	3	0	5	127	21,398	3	0	5	129
				T5M	20,579	5	0	3	125	21,447	5	0	3	130	21,865	5	0	3	132
				T5W	20,912	5	0	3	127	21,795	5	0	3	132	22,219	5	0	3	134
				T5LG	20,638	4	0	2	125	21,509	4	0	2	130	21,928	4	0	2	133
				BLC3	14,335	0	0	3	87	14,940	0	0	3	90	15,231	0	0	3	92
				BLC4	14,805	0	0	4	90	15,430	0	0	4	93	15,731	0	0	4	95
				RCCO	14,464	1	0	3	88	15,074	1	0	3	91	15,368	1	0	3	93
				LCCO	14,464	1	0	3	88	15,074	1	0	3	91	15,368	1	0	3	93
				AFR	21,031	2	0	3	127	21,918	2	0	3	133	22,345	2	0	3	135

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K					40K					50K				
					(3000K, 70 CRI)					(4000K, 70 CRI)					(5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P7	184W	40	1400	T1S	22,741	2	0	3	123	23,700	2	0	3	129	24,162	3	0	3	131
				T2M	21,066	3	0	4	114	21,955	3	0	4	119	22,383	3	0	4	121
				T3M	21,311	3	0	5	116	22,210	3	0	5	120	22,642	3	0	5	123
				T3LG	19,036	2	0	2	103	19,839	2	0	3	108	20,226	2	0	3	110
				T4M	21,628	3	0	5	117	22,541	3	0	5	122	22,980	3	0	5	125
				T4LG	19,671	2	0	2	107	20,501	2	0	3	111	20,900	2	0	3	113
				TFTM	21,778	3	0	5	118	22,697	3	0	5	123	23,139	3	0	5	125
				T5M	22,252	5	0	3	121	23,191	5	0	3	126	23,643	5	0	3	128
				T5W	22,613	5	0	3	123	23,567	5	0	4	128	24,027	5	0	4	130
				T5LG	22,317	4	0	2	121	23,258	4	0	2	126	23,712	4	0	2	129
				BLC3	15,501	0	0	3	84	16,155	0	0	4	88	16,470	0	0	4	89
				BLC4	16,010	0	0	4	87	16,685	0	0	4	90	17,010	0	0	4	92
				RCCO	15,641	1	0	3	85	16,301	1	0	3	89	16,619	1	0	3	90
				LCCO	15,641	1	0	3	85	16,301	1	0	3	89	16,619	1	0	3	90
				AFR	22,741	2	0	3	123	23,700	2	0	3	129	24,162	3	0	3	131
P8	216W	60	1100	T1S	28,701	3	0	3	133	29,912	3	0	4	139	30,495	3	0	4	141
				T2M	26,587	3	0	5	123	27,709	3	0	5	128	28,249	3	0	5	131
				T3M	26,895	3	0	5	125	28,030	3	0	5	130	28,576	3	0	5	132
				T3LG	24,025	3	0	3	111	25,038	3	0	3	116	25,526	3	0	3	118
				T4M	27,296	3	0	5	127	28,448	3	0	5	132	29,002	3	0	5	134
				T4LG	24,826	3	0	3	115	25,873	3	0	3	120	26,378	3	0	3	122
				TFTM	27,485	3	0	5	127	28,645	3	0	5	133	29,203	3	0	5	135
				T5M	28,084	5	0	4	130	29,269	5	0	4	136	29,839	5	0	4	138
				T5W	28,539	5	0	4	132	29,743	5	0	4	138	30,323	5	0	4	141
				T5LG	28,165	4	0	2	131	29,354	4	0	2	136	29,926	4	0	2	139
				BLC3	19,563	0	0	4	91	20,388	0	0	4	94	20,786	0	0	4	96
				BLC4	20,205	0	0	5	94	21,057	0	0	5	98	21,468	0	0	5	99
				RCCO	19,740	1	0	4	91	20,572	1	0	4	95	20,973	1	0	4	97
				LCCO	19,740	1	0	4	91	20,572	1	0	4	95	20,973	1	0	4	97
				AFR	28,701	3	0	3	133	29,912	3	0	4	139	30,495	3	0	4	141
P9	277W	60	1400	T1S	34,819	3	0	4	126	36,288	3	0	4	131	36,996	3	0	4	134
				T2M	32,255	3	0	5	116	33,616	3	0	5	121	34,271	3	0	5	124
				T3M	32,629	3	0	5	118	34,006	3	0	5	123	34,668	3	0	5	125
				T3LG	29,146	3	0	3	105	30,376	3	0	4	110	30,968	3	0	4	112
				T4M	33,116	3	0	5	120	34,513	3	0	5	125	35,185	3	0	5	127
				T4LG	30,119	3	0	3	109	31,389	3	0	4	113	32,001	3	0	4	116
				TFTM	33,345	3	0	5	120	34,751	3	0	5	125	35,429	3	0	5	128
				T5M	34,071	5	0	4	123	35,509	5	0	4	128	36,201	5	0	4	131
				T5W	34,624	5	0	4	125	36,084	5	0	4	130	36,788	5	0	4	133
				T5LG	34,170	5	0	3	123	35,612	5	0	3	129	36,306	5	0	3	131
				BLC3	23,734	0	0	4	86	24,735	0	0	4	89	25,217	0	0	4	91
				BLC4	24,513	0	0	5	88	25,547	0	0	5	92	26,045	0	0	5	94
				RCCO	23,948	1	0	4	86	24,958	1	0	4	90	25,445	1	0	4	92
				LCCO	23,948	1	0	4	86	24,958	1	0	4	90	25,445	1	0	4	92
				AFR	34,819	3	0	4	126	36,288	3	0	4	131	36,996	3	0	4	134

Performance Data

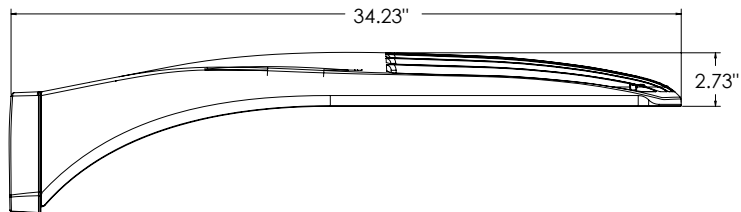
Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

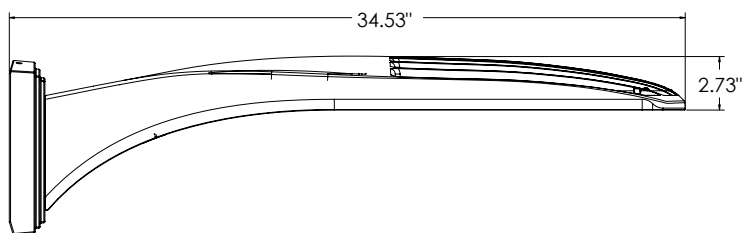
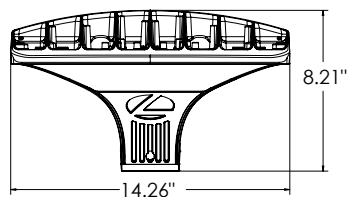
Rotated Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K					40K					50K				
					(3000K, 70 CRI)					(4000K, 70 CRI)					(5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P10	101W	60	530	T1S	15,164	3	0	3	150	15,803	3	0	3	156	16,112	3	0	3	159
				T2M	14,047	4	0	4	139	14,640	4	0	4	145	14,925	4	0	4	147
				T3M	14,208	4	0	4	140	14,807	4	0	4	146	15,096	4	0	4	149
				T3LG	12,693	3	0	3	125	13,229	3	0	3	131	13,487	3	0	3	133
				T4M	14,420	4	0	4	142	15,028	4	0	4	148	15,321	4	0	4	151
				T4LG	13,115	3	0	3	129	13,668	3	0	3	135	13,934	3	0	3	138
				TFTM	14,522	4	0	4	143	15,134	4	0	4	149	15,429	4	0	4	152
				T5M	14,836	4	0	2	146	15,462	4	0	2	153	15,763	4	0	2	156
				T5W	15,076	4	0	3	149	15,712	5	0	3	155	16,019	5	0	3	158
				T5LG	14,879	3	0	2	147	15,507	3	0	2	153	15,809	3	0	2	156
				BLC3	10,335	3	0	3	102	10,771	4	0	4	106	10,981	4	0	4	108
				BLC4	10,674	4	0	4	105	11,124	4	0	4	110	11,341	4	0	4	112
				RCCO	10,429	1	0	2	103	10,869	1	0	2	107	11,080	1	0	2	109
				LCCO	10,429	1	0	2	103	10,869	1	0	2	107	11,080	1	0	2	109
				AFR	15,164	3	0	3	150	15,803	3	0	3	156	16,112	3	0	3	159
P11	135W	60	700	T1S	19,437	4	0	4	144	20,257	4	0	4	150	20,651	4	0	4	153
				T2M	18,005	4	0	4	133	18,765	4	0	4	139	19,131	4	0	4	142
				T3M	18,211	4	0	4	135	18,980	4	0	4	141	19,350	4	0	4	143
				T3LG	16,270	3	0	3	121	16,957	3	0	3	126	17,287	4	0	4	128
				T4M	18,483	4	0	4	137	19,263	5	0	5	143	19,638	5	0	5	146
				T4LG	16,810	3	0	3	125	17,519	3	0	3	130	17,861	3	0	3	132
				TFTM	18,614	4	0	4	138	19,399	4	0	4	144	19,777	5	0	5	147
				T5M	19,017	5	0	3	141	19,819	5	0	3	147	20,205	5	0	3	150
				T5W	19,325	5	0	3	143	20,140	5	0	3	149	20,533	5	0	3	152
				T5LG	19,072	4	0	2	141	19,876	4	0	2	147	20,264	4	0	2	150
				BLC3	13,247	4	0	4	98	13,806	4	0	4	102	14,075	4	0	4	104
				BLC4	13,682	4	0	4	101	14,259	4	0	4	106	14,537	4	0	4	108
				RCCO	13,367	1	0	3	99	13,931	1	0	3	103	14,203	1	0	3	105
				LCCO	13,367	1	0	3	99	13,931	1	0	3	103	14,203	1	0	3	105
				AFR	19,437	4	0	4	144	20,257	4	0	4	150	20,651	4	0	4	153
P12	206W	60	1050	T1S	27,457	4	0	4	133	28,616	4	0	4	139	29,174	4	0	4	142
				T2M	25,436	5	0	5	124	26,509	5	0	5	129	27,025	5	0	5	131
				T3M	25,727	5	0	5	125	26,812	5	0	5	130	27,335	5	0	5	133
				T3LG	22,984	4	0	4	112	23,954	4	0	4	116	24,421	4	0	4	119
				T4M	26,110	5	0	5	127	27,212	5	0	5	132	27,742	5	0	5	135
				T4LG	23,747	4	0	4	115	24,749	4	0	4	120	25,231	4	0	4	123
				TFTM	26,295	5	0	5	128	27,404	5	0	5	133	27,938	5	0	5	136
				T5M	26,864	5	0	4	130	27,997	5	0	4	136	28,543	5	0	4	139
				T5W	27,299	5	0	4	133	28,451	5	0	4	138	29,006	5	0	4	141
				T5LG	26,942	4	0	2	131	28,078	4	0	2	136	28,626	4	0	2	139
				BLC3	18,714	4	0	4	91	19,504	4	0	4	95	19,884	4	0	4	97
				BLC4	19,327	5	0	5	94	20,143	5	0	5	98	20,535	5	0	5	100
				RCCO	18,883	1	0	4	92	19,680	1	0	4	96	20,064	1	0	4	97
				LCCO	18,883	1	0	4	92	19,680	1	0	4	96	20,064	1	0	4	97
				AFR	27,457	4	0	4	133	28,616	4	0	4	139	29,174	4	0	4	142
P13	276W	60	1400	T1S	34,436	5	0	5	125	35,889	5	0	5	130	36,588	5	0	5	133
				T2M	31,900	5	0	5	116	33,246	5	0	5	121	33,894	5	0	5	123
				T3M	32,265	5	0	5	117	33,626	5	0	5	122	34,282	5	0	5	124
				T3LG	28,826	4	0	4	105	30,042	4	0	4	109	30,628	4	0	4	111
				T4M	32,746	5	0	5	119	34,128	5	0	5	124	34,793	5	0	5	126
				T4LG	29,782	4	0	4	108	31,039	4	0	4	113	31,644	5	0	4	115
				TFTM	32,978	5	0	5	120	34,369	5	0	5	125	35,039	5	0	5	127
				T5M	33,692	5	0	4	122	35,113	5	0	4	127	35,797	5	0	4	130
				T5W	34,238	5	0	4	124	35,682	5	0	4	129	36,378	5	0	4	132
				T5LG	33,789	5	0	3	122	35,215	5	0	3	128	35,901	5	0	3	130
				BLC3	23,471	5	0	5	85	24,461	5	0	5	89	24,937	5	0	5	90
				BLC4	24,240	5	0	5	88	25,262	5	0	5	92	25,755	5	0	5	93
				RCCO	23,683	1	0	4	86	24,682	1	0	4	89	25,163	1	0	4	91
				LCCO	23,683	1	0	4	86	24,682	1	0	4	89	25,163	1	0	4	91
				AFR	34,436	5	0	5	125	35,889	5	0	5	130	36,588	5	0	5	133

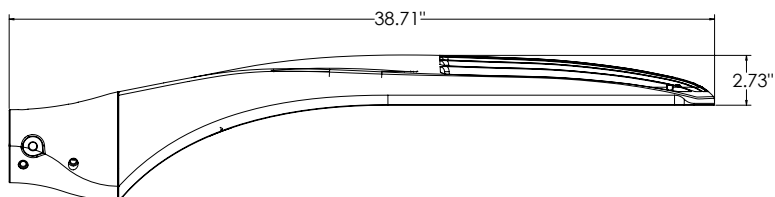
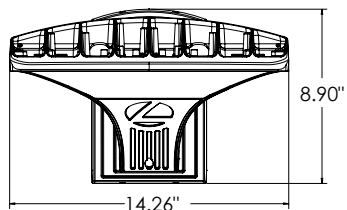
Dimensions



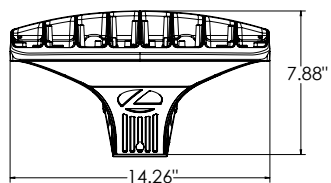
DSX1 with RPA, RPA5, SPA5, SPA8N mount
Weight: 36 lbs



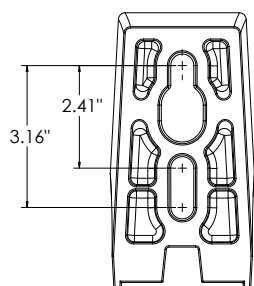
DSX1 with WBA mount
Weight: 38 lbs



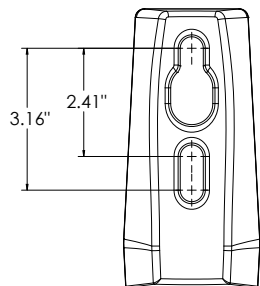
DSX1 with MA mount
Weight: 39 lbs



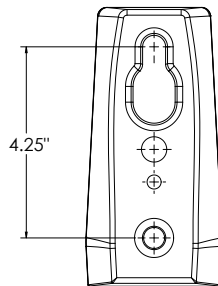
SPA (STANDARD ARM)



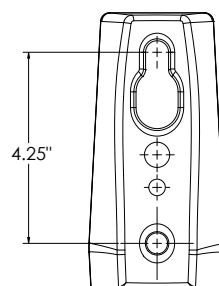
RPA



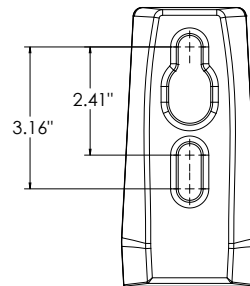
SPA5



RPA5

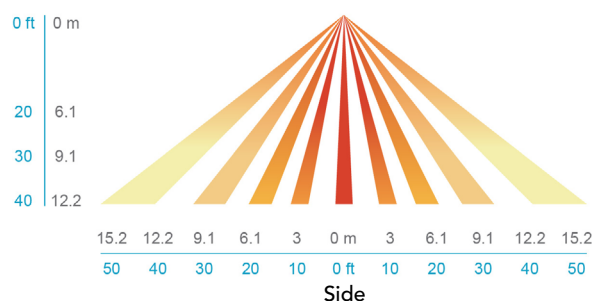
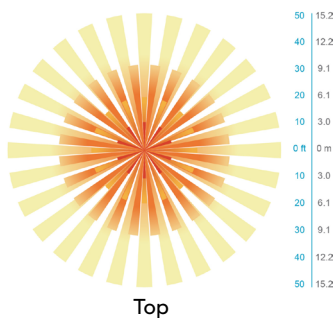
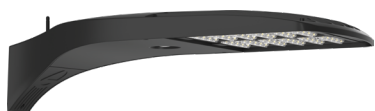


SPA8N



nLight Sensor Coverage Pattern

NLTAIR2 PIRHN



FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing driver compartment is completely sealed against moisture and environmental contaminants (IP66). Vibration rated per ANSI C136.31 for 3G for SPA and MA. 1.5G for mountings RPA, RPA5, SPA5 and SPA8N. Low EPA (0.69 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

Coastal Construction (CCE)

Optional corrosion resistant construction is engineered with added corrosion protection in materials and/or pre-treatment of base material under super durable paint. Provides additional corrosion protection for applications near coastal areas. Finish is salt spray tested to over 5,000 hours per ASTM B117 with scribe rating of 10. Additional lead-times may apply.

OPTICS

Precision-molded proprietary silicone lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) configurations. 80CRI configurations are also available. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L81/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

STANDARD CONTROLS

The DSX1 LED area luminaire has a number of control options. DSX Size 1, comes standard with 0-10V dimming drivers. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensor with on-board photocells feature field-adjustable programming and are suitable for mounting heights up to 40 feet. Control option BL features a bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output.

nLIGHT AIR CONTROLS

The DSX1 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocell functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY app, nLight AIR equipped luminaires can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclipse. Additional information about nLight Air can be found here.

INSTALLATION

Integral mounting arm allows for fast mounting using Lithonia standard #8 drilling and accommodates pole drilling's from 2.41 to 3.12" on center. The standard "SPA" option for square poles and the "RPA" option for round poles use the #8 drilling. For #5 pole drillings, use SPA5 or RPA5. Additional mountings are available including a wall bracket (WBA) and mast arm (MA) option that allows luminaire attachment to a 2 3/8" horizontal mast arm.

LISTINGS

UL listed to meet U.S. and Canadian standards. UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP66 rated. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



SANDUSKY, OHIO CLIMATE MIGRATION ADAPTATION PLAN SPRING 2023



FOREWORD

Typical for many municipalities in the Midwest, though still thriving, Sandusky experienced sustained population decline for decades. This plan offers ideas to spotlight Sandusky's vast natural resources, novel boat and beach culture, and especially its location that provides comparative safety from environmental calamities to increase Sandusky's population. Sandusky's public infrastructure was built for a larger city and can easily accommodate thousands more residents. With guidance from Sandusky's leaders, this plan's growth target of 5,000 new residents (16% over 12 years) will boost the city's tax base and increase municipal quality of life services. While this growth rate might seem shocking and unrealistic given the history of population decline in northern Ohio, it would be considered "low growth" in the currently fastest U.S. growth poles. This plan provides a way to create and sustain a new national growth pole.

Sandusky leaders insisted the authors (third-year students in an undergraduate city planning studio) not hold back; they wanted to see big yet realistic ideas from a young professional perspective. As a result, this document provides a first step in considering how and where to accommodate the many new residents who will become attracted to life in Sandusky, Ohio. With the help of the city's leaders, five sites were chosen to imagine intensive land development. This four-month term project provides a foundation for more detailed planning, including development financing, potential monetary incentives for developers and new residents, and necessary marketing.

A NOTE ABOUT CLIMATE CHANGE:

While most scientists believe the data are irrefutable, some consider the idea controversial. In any case, many people who are tired of or want to avoid experiencing hurricanes, forest fires, severe droughts, and other natural disasters would at least consider moving to Sandusky to alleviate environmental hazard-related anxiety and, therefore, increase their quality of life.



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MEET THE TEAM



Jackson Berns
2023



Natalie Birchak
2024



Nathan Chapman
2023



Gary Corvi
2023



Ryan DeGeeter
2023



Jared Godwin
2024

MEET THE TEAM



Seth Marquis
2023



Evan Mitchell
2024



Mackenzie Rounds
2024



Lauren Sauter
2024



Alex Smith
2023



Josie Stiver
2024

1

PROJECT INTRODUCTION

PROJECT SUMMARY

One of the biggest challenges faced by planners today is the increasing presence of natural disasters stemming from climate change. These disasters are felt hardest in areas around coastlines and areas with little rainfall. These effects of climate change have also led to the heavy displacement of residents in these areas, as they become uninhabitable. These people are hopeful to move to areas without as many threats from the effects of climate change. This is where the City of Sandusky can find its niche.

The City of Sandusky is considered a climate haven due to its location within a triangle formed by Buffalo, New York, Cincinnati, Ohio, and Duluth, Minnesota. Cities in this area do not face the extreme effects of climate change and therefore serve as safe spaces for people that have previously faced climate change to build their lives. Additionally, there is economic potential in bringing these new residents to the city. However, for the City of Sandusky to successfully bring in these climate migrants, redevelopments are needed to accommodate more residents and entice people to move in throughout the city.

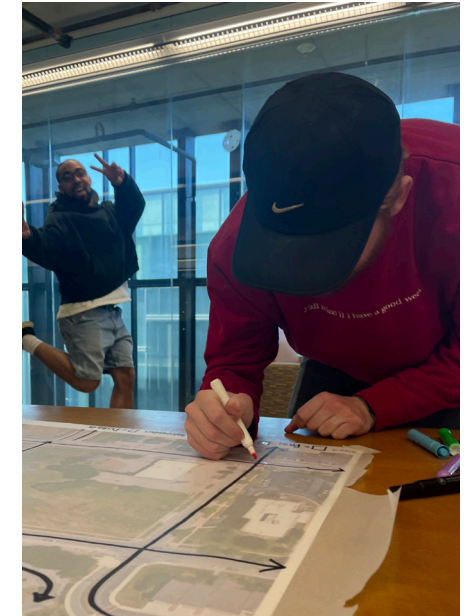
This City of Sandusky Climate Migration Plan aims to bring to the City of Sandusky's attention the importance of bringing climate migrants into the city. Focusing on this growing group of people is beneficial not only to the economy of Sandusky, bringing in more residents for an increased tax base and worker base, but it also helps provide a place more isolated from the effects of climate change. The plan aims to bring to the city ideas on how to accommodate this major increase in residents by constructing homes in a more sustainable manner, helping to keep the city growing both in the present and for the future. Additionally, the plan hopes to provide Sandusky with a better idea of how to market itself to future climate migrant residents to help this plan be as successful in implementation as possible.





MISSION STATEMENT

“The Sandusky Climate Migration Adaptation Plan provides recommendations for the City to enhance the elements of the built and social environments that attract, inspire, and welcome those seeking to re-home in a climate refuge city.”





PLAN LAYOUT

This City of Sandusky Climate Migration Plan is organized into seven chapters:

Chapter 1 is the introduction to the plan.

Chapter 2 discusses who might be considered a climate migrant, and their importance to the City of Sandusky.

Chapter 3 revolves around the specific sites provided to the team as well as the recommendations the team has for development.

Chapter 4 discusses a plan for city marketing and how to make climate migrants more aware of Sandusky.

Chapter 5 presents the case studies used to form the plans, elaborating on what each of the studies presented to the team.

Chapter 6 is the appendix, with the complete set of citations for everything that went into the plan.

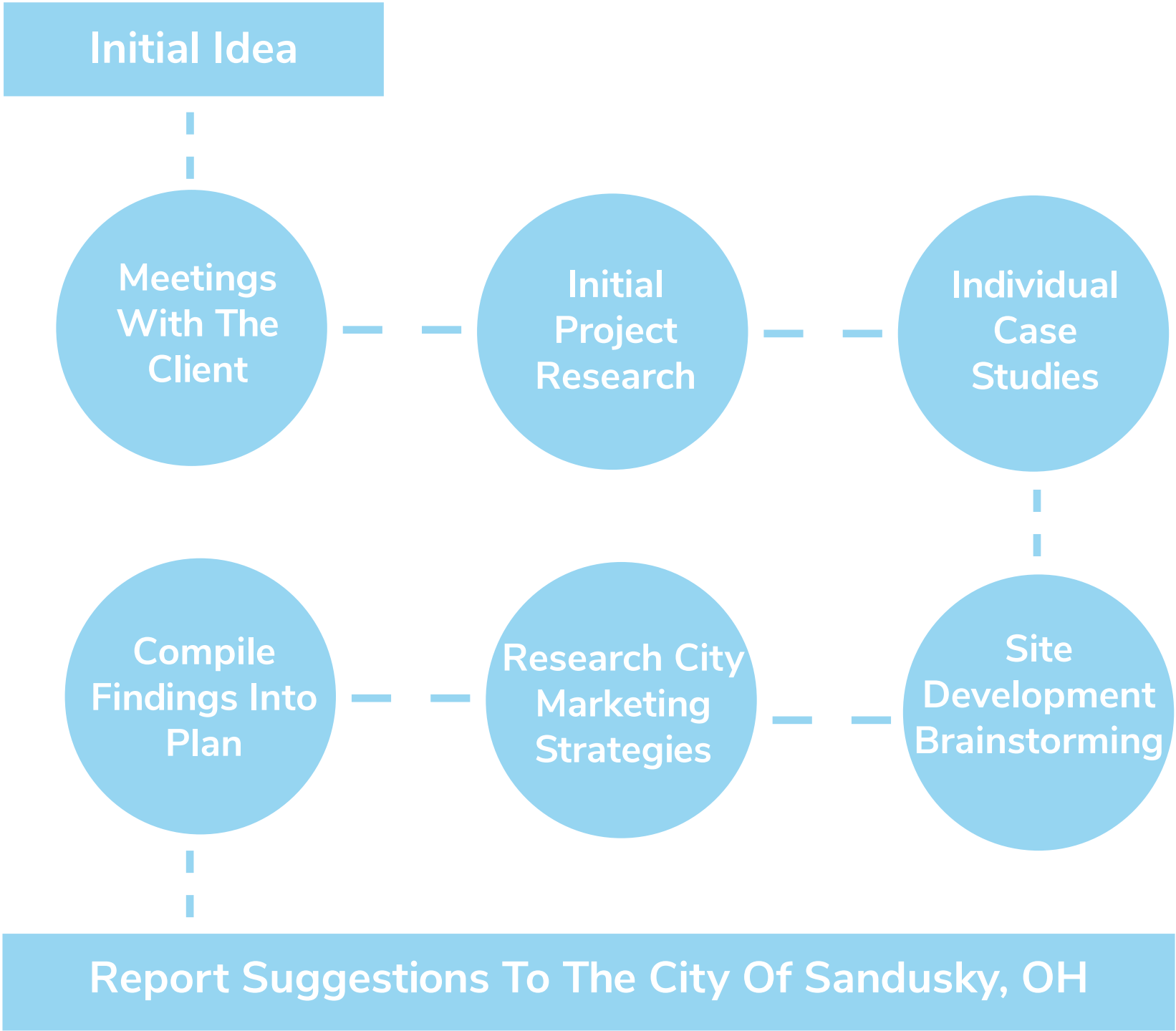
OUR PROCESS

This plan was crafted first by gathering information from case studies from around the world. Each member of the team oversaw finding their own case study that also influenced what aspect of the book they would focus on later. These case studies were heavily used to inform the chapters on city marketing and climate migration. They were also critical in bringing certain possible improvements to the attention of the studio, which were later adapted into plans for specific sites.

From there, five sites in the city were provided by the City of Sandusky for the team to focus our attention on. In our studio space, we set out maps of each site, then performed a charrette where team members were given the opportunity to draw suggestions for improvements onto the site using onion skin paper. Once each member got a chance to suggest ideas, all the onion skins were taped up to the windows of the studio, then a discussion was had on which ideas were worth developing further. Images showing this process taken by Professor Kyle Ezell are included in this section.

Later, each team member was assigned to one of the sites to investigate the existing conditions of the site and provide a final recommendation, forming three groups of two and two groups of three. These final recommendations considered different ideas suggested during the charrette as well as what the City of Sandusky was expecting to see improved or focused on at each specific site. These smaller groups also created renderings of the site plans using the software SketchUp which were later used to create the images seen throughout chapter 4.

Lastly, three groups of people were formed with a focus on one aspect of plan construction; a group in charge of writing, a group in charge of finding and rendering graphics, and a group in charge of designing the book. Each of these groups was in constant communication with each other to keep the design of the book moving forward.



PROJECT TIMELINE

JAN 2023 - FEB 2023

During this first period of the project, the group primarily met with the Client, gathered information on Sandusky, and met with some of Sandusky's most prominent stakeholders. Research was conducted and Case Studies were written in order to start initial brainstorming.

MAR 2023 - APR 2023

The third phase of the project saw collaboration and group discussions that led to firm suggestions for each site. Work continues on final plan, as well as the introduction of researching marketing strategies and other methods Sandusky may attract climate migrants.

FEB 2023 - MAR 2023

During this phase of the project, the group began to research and evaluate the sites provided by Sandusky through various methods. Work for the final plan begins.

APR 2023 -

The final phase of the project serves as an opportunity to wrap up any loose ends in the plan. Fine tuning work continues until the end of April 2023, when the project officially wraps and is presented to the Client.

JANUARY
2023

FEBRUARY
2023

MARCH
2023

APRIL
2023

“I’m tired of worrying about droughts. I want to live somewhere with a reliable water supply.”
-Julie from Phoenix, Arizona

“Hurricane season is only getting worse each year; I really want to live somewhere safer from major disasters for myself and my family.”
-Michael from Miami, Florida



Population Target

1980 - 31,360	-4.0%
1970 - 32,674	2.1%
1990 - 29,764	-5.1%
2000 - 27,844	-6.5%
2010 - 25,793	-7.4%
2020 - 25,095	-2.7%
2030 - 28,000	+11%
2035 - 30,000	+9.0%

“I can live anywhere and work remotely. I’m ready to move somewhere beautiful with four distinct seasons where I can enjoy boating, fishing, and sandy beaches.”

-Chris, New York City

“I want to live in a place with a vibrant culture but without all the droughts, earthquakes, and forest fires.”

**-Hannah from
Los Angeles, California**

2

WHAT IS CLIMATE MIGRATION?

Introduction to Climate Migration

As the varying effects of climate change have become more visible in recent years, a new trend emerges: climate migration. Climate migration is “[relocation] due to climate-related stressors, or [displacement] by environmental disasters caused by climate change” (Mar, 2021). It is one of many responses to climate change, often by those living in areas that will become vulnerable to climate change in the future or areas which are currently experiencing climate-related disasters. Currently, continuously rising temperatures are causing the intensification of climate events such as droughts, hurricanes, sea level rise, and wildfires. Experts predict that over thirteen million people in the United States “could be forced to relocate by the end of the century because of sea level rise,” and Florida alone may lose two and a half million residents (Vock, 2021).

Climate migration represents not only a shift in population migration patterns but also the increasing severity of the problem of climate change. Sea level rise, as well as other effects of climate change, will, directly and indirectly, impact the lives of those across the nation. Coastal residents may move slightly inland; meanwhile, those living in regions with droughts or frequent high temperatures may have to migrate farther to safer areas. Undesirable climate conditions will have impacts on the housing market as well; homeowners may find their property values drop when their town becomes part of a hazard area. Additionally, residents of such areas will find the insurance industry reluctant or refusing to cover riskier environments (Vock, 2021).

Those who migrate due to climate-related circumstances are known as climate migrants. Some move voluntarily while others are forced from their homes due to extreme climate events. Depending on the reason for climate migration, climate migrants represent a large spectrum of people as it pertains to socioeconomic status. Those with higher incomes are more likely to migrate pre-disaster because they have the funds to relocate. On the other hand, after disasters like Hurricanes Katrina and Sandy, it was the wealthier populations who were also more likely to return to their homes and rebuild; in fact, some people of lower incomes were bought out by FEMA to relocate after such events.

Along with the emergence of climate migration comes the even newer phenomenon of climate havens, which are geographic regions projected to remain relatively safe from the consequences of climate change, such as extreme heat and loss of land along coastlines. Within safe climatic regions like the area from the Appalachian Mountains to western Michigan as well as the interior of the western United States, cities and towns have begun branding themselves as climate havens and encouraging climate migrants to move there. However, becoming a climate haven is not a simple responsibility. Although it is often taken on at the local level, climate migration happens at the national and global scales, and a federal framework is still in the beginning stages in the United States.

Without guidance from higher-up organizations, potential climate haven cities have a lot to balance. They must account for not only the needs of a new population but also those of their existing residents. Most importantly, cities must have the infrastructure to support an increased population; not every city that wants to become a climate haven can with their current resources. Climate-safe regions like the Midwest’s Rust Belt contain many “legacy cities” with aging housing infrastructure from decades ago (Vock, 2021). To have successful climate havens, cities must plan instead of forcing existing communities into it. This can ensure that they do not displace longtime residents and can encourage sustainable urban development with the ability to maintain a growing community.

Climate-vulnerable Areas in the United States

Climate change brings about a plethora of effects on the natural and built environments. Such effects include hotter temperatures, rising sea levels, increased drought, severe storms, loss of species, decreased agricultural yields, increased health risks, and poverty and displacement (United Nations, n.d.). As the effects of climate change proliferate, many areas of the United States, specifically near the Atlantic and Pacific Ocean coastlines, are becoming increasingly inhospitable.

As the United States progresses further into the 21st century, many climate experts expect to see millions of Americans get displaced from their current homes due to climate change. Rising sea levels and hotter temperatures are projected to be the primary agents that will cause this displacement. Figure 1, courtesy of Plos One, shows which U.S. counties are at risk of losing populations due to sea level rise (indicated in blue), and which counties should expect to see population gains as a result (indicated in purple) (Robinson et al., 2020). As evident from the map, the overwhelming majority of the country's coastline counties are at major risk of losing populations due to the rising sea level and the flooding it will cause. Major American metropolises such as Boston, New York, Washington D.C., Miami, New Orleans, Houston, Los Angeles, San Francisco, and Seattle all share the risk of losing their inhabitants because of the land that will be overtaken by the rising oceans. Figure 2, taken from ProPublica, indicates which areas of the country will become extremely difficult to live in due to higher year-round temperatures (Shaw & Lustgarten, 2020). In the map, the counties with the brighter shades of red are expected to have anywhere from 11-26 weeks above 95 degrees Fahrenheit each year from 2040-2060. Living in such extreme heat for multiple months in a year is very strenuous on the human body and is not sustainable. Assuming temperatures continue to rise at the rate they have been, the major southwestern cities of Las Vegas, Phoenix, San Antonio, Austin, and Dallas are expected to lose populations in the upcoming decades because of the uncomfortably high temperatures they will soon endure.

Climate change and its impacts are no longer a thing of the distant future; many of its negative effects have already begun to proliferate, and the severity of these effects is expected to increase considerably in the upcoming decades. Barring an unexpected change in the current climate trends, the coastal and southern regions of the United States are going to become increasingly inhospitable in the next 20-30 years, resulting in an anticipated wave of migration from these climate-vulnerable regions to the Great Plains and the Midwest, the United States' safest regions from climate change.

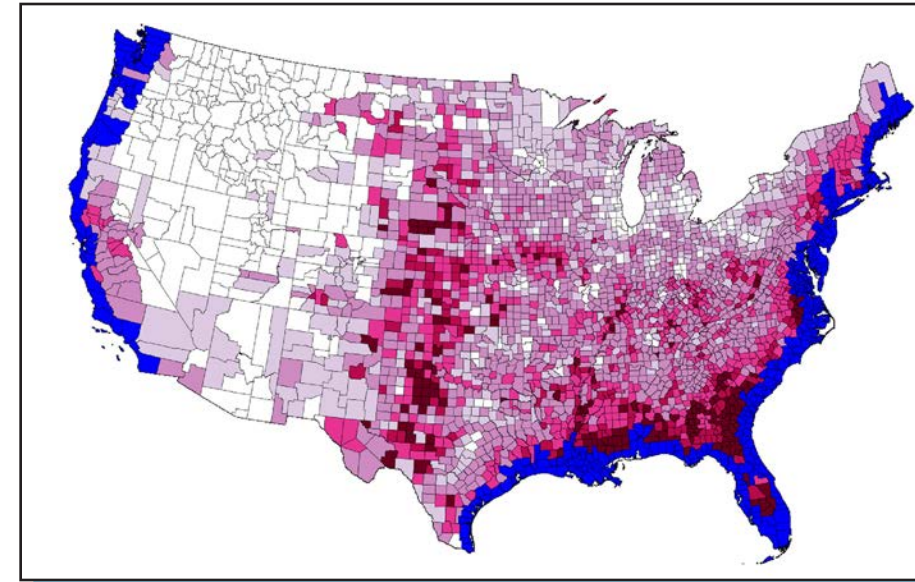


Figure 1: This map shows which U.S. counties are at risk of losing populations due to sea level rise (indicated in blue), and which counties should expect to see population gains as a result (indicated in purple) (Robinson et al., 2020).

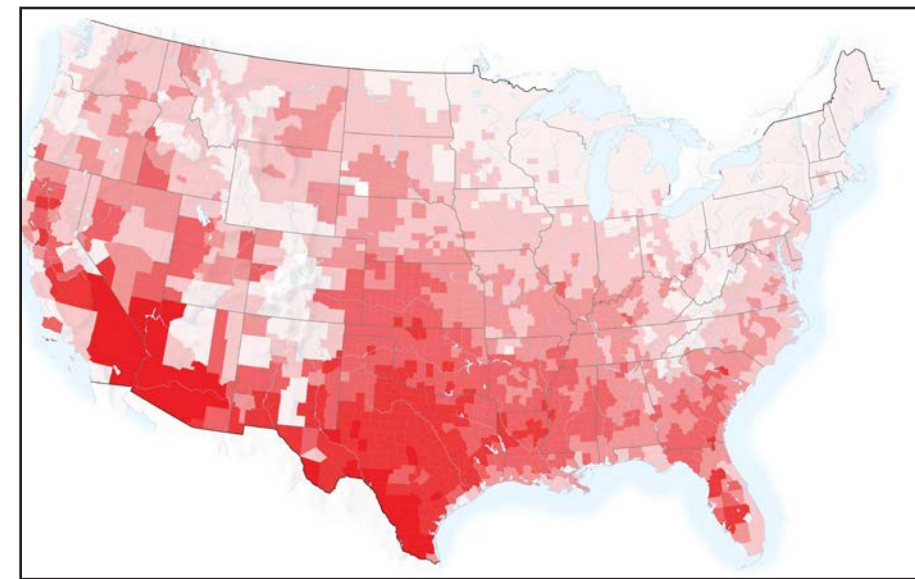


Figure 2: This map indicates which areas of the country will become extremely difficult to live in due to higher year-round temperatures. The counties with the brighter shades of red are expected to have anywhere from 11-26 weeks above 95 degrees Fahrenheit each year from 2040-2060 (Shaw & Lustgarten, 2020).

Emerging Climate Havens in the United States

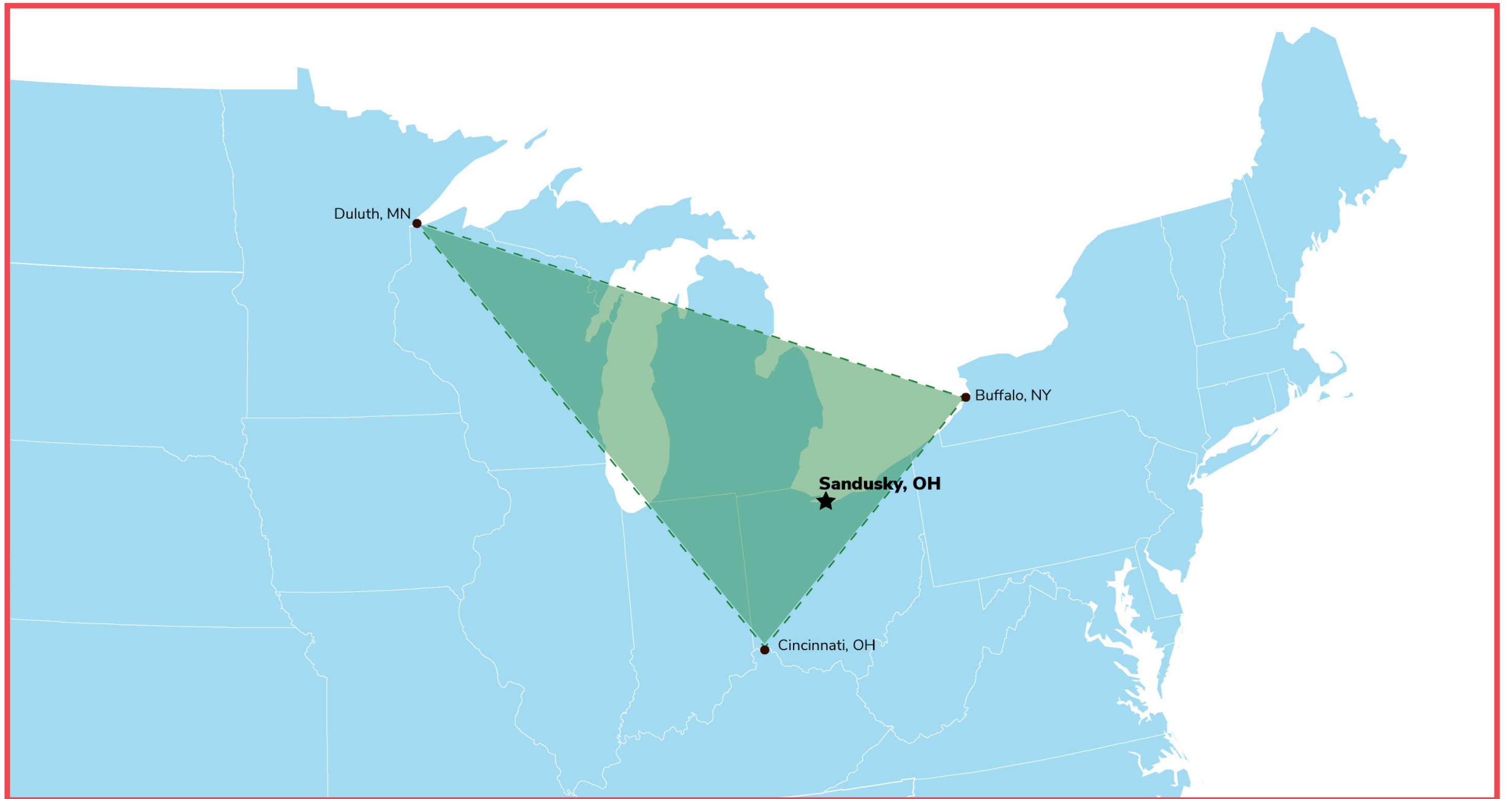
A considerable amount of existing climate migration research points to the same region of the United States as a potential ‘climate haven’ in the coming decades. Generally, the literature focuses on midwestern legacy cities. Marandi and Main describe the characteristics of these cities that attract climate migration: temperate climates that do not see significant natural disasters, access to fresh water supply, plenty of vacant and affordable housing, postindustrial cities with robust infrastructure (that previously supported thousands of additional residents), an expressed desire to grow, and interest in pursuing sustainability and resilience (Marandi and Main, 2021). Throughout the Midwest, many of these legacy cities that were once major national economic drivers and population centers find themselves shrinking. However, their carrying capacities remain.

Climate researchers have delineated a sort of climate-safe triangle: Duluth, Minnesota; Buffalo, New York; and Cincinnati, Ohio, demarcate the bounds. Inside this triangle are comparatively climate-safe cities, according to the criteria from Marandi and Main (2021). In 2017, several hundred Puerto Rican residents moved to Buffalo after Hurricane Maria devastated the island, according to Buffalo’s director of planning and zoning Nadine Marrero (Vock, 2021). Buffalo meets all the characteristics of a climate haven city: four seasons, infrastructure to support an influx of residents, ample housing, and proximity to freshwater sources. One of Buffalo’s greatest strengths is its cooler temperatures. While Miami, Florida experiences over 100 days yearly of temperatures higher than 100 degrees, Buffalo only experiences eight (Peters, 2022). Cities that share similar temperatures to Buffalo include Detroit, Cleveland, and Duluth, as well as plenty of other towns scattered across the Great Lakes region.

Sandusky, Ohio, has the potential to join the ranks of climate haven cities. Situated between Toledo and Cleveland on the bay of Lake Erie, this lake town is home to a regionally renowned amusement park. Sandusky comes with other attractions, such as a picturesque waterfront and affordable cost of living. In the summer months, thousands of tourists flock to the area to enjoy lake views, ride rollercoasters, and enjoy downtown dining and entertainment. The bay of Lake Erie protects the city

from severe weather-related disasters while providing abundant freshwater. The quiet lake town is hardly more than an hour’s drive in either direction to Toledo and Cleveland, two legacy cities with vibrant characters of their own. With a population of just over 25,000 residents at the 2020 Census, Sandusky has the vacant housing capacity to support growth. A combination of infrastructural improvements, marketing, and revitalization will augment the existing strengths of Sandusky, enhancing its presence in the national landscape as a climate haven city.

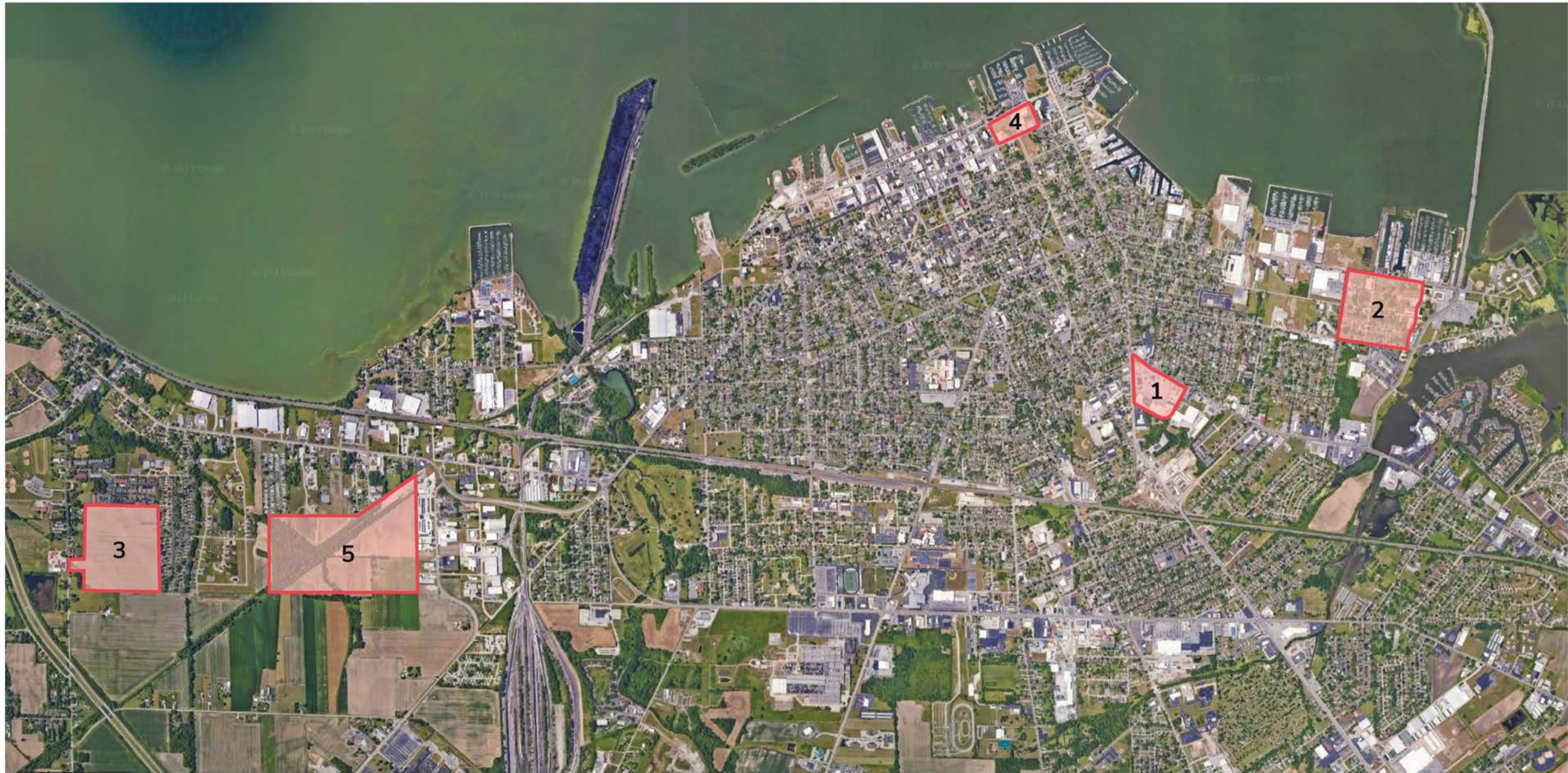
“A combination of infrastructural improvements, marketing, and revitalization will augment the existing strengths of Sandusky, enhancing its presence in the national landscape as a climate haven city.”



3

SITES FOR DEVELOPMENT

City of Sandusky, OH



Site 1 - Sandusky Plaza

Site 2 - Infill Opportunity, Numerous Vacant Lots

Site 3 - Greenfield Site Within City Limits 1

Site 4 - Downtown Site

Site 5 - Greenfield Site Within City Limits 2



The purpose of this chapter is to explore possible developments for specific areas in Sandusky, developed to encourage climate migrants to move into the city. The team was given a total of five sites on which to develop recommendations and analyze. These sites are located throughout the City of Sandusky, with their locations contextualized using the map below. Sites 1, 2, and 4 are located within the downtown area of Sandusky while sites 3 and 5 are on the outskirts of the City.

The analysis of each site consists of a review of the existing conditions of the site and mentioning the present strengths and weaknesses of the area. There is also consideration of each site's context, discussing the kind of zoning and existing infrastructure around the site. These strengths and weaknesses factor into the discussion of possible development opportunities and threats to implementing those ideas. After this analysis, recommendations for the site are discussed, followed by models and renderings of what those recommended developments could look like on the site. These recommendations were determined by considering what methods of development would best encourage climate migrants to move to the city through promoting sustainability, as well as what could accommodate the most future residents.

SANDUSKY PLAZA SHOPPING CENTER

SITE 1



Existing Conditions

This 16.4-acre site sits just south of the main downtown Sandusky area at the intersection of U.S. Route 250 (Sycamore Line Street) and U.S. Route 6 (Cleveland Road), along with a small memorial closer to the crux of the intersection. The plaza starkly contrasts as a commercial region among large areas of single-family residential zones, especially closely bordering it to the north, northeast, and west. Aside from a strip mall, there are four stand-alone businesses in the lot: a drug store, a convenience store, and a pizza place. Businesses composing the strip mall include the Sandusky License Bureau, a few discount or dollar stores, a gym, a record store, a barbershop, and a wedding venue. Areas to the south behind the strip mall are more sprawled and are disjointed from this site due to a lack of connectivity and visibility with it. The sprawled layout of the land just behind the businesses is also in-cohesive with the surrounding single-family areas.

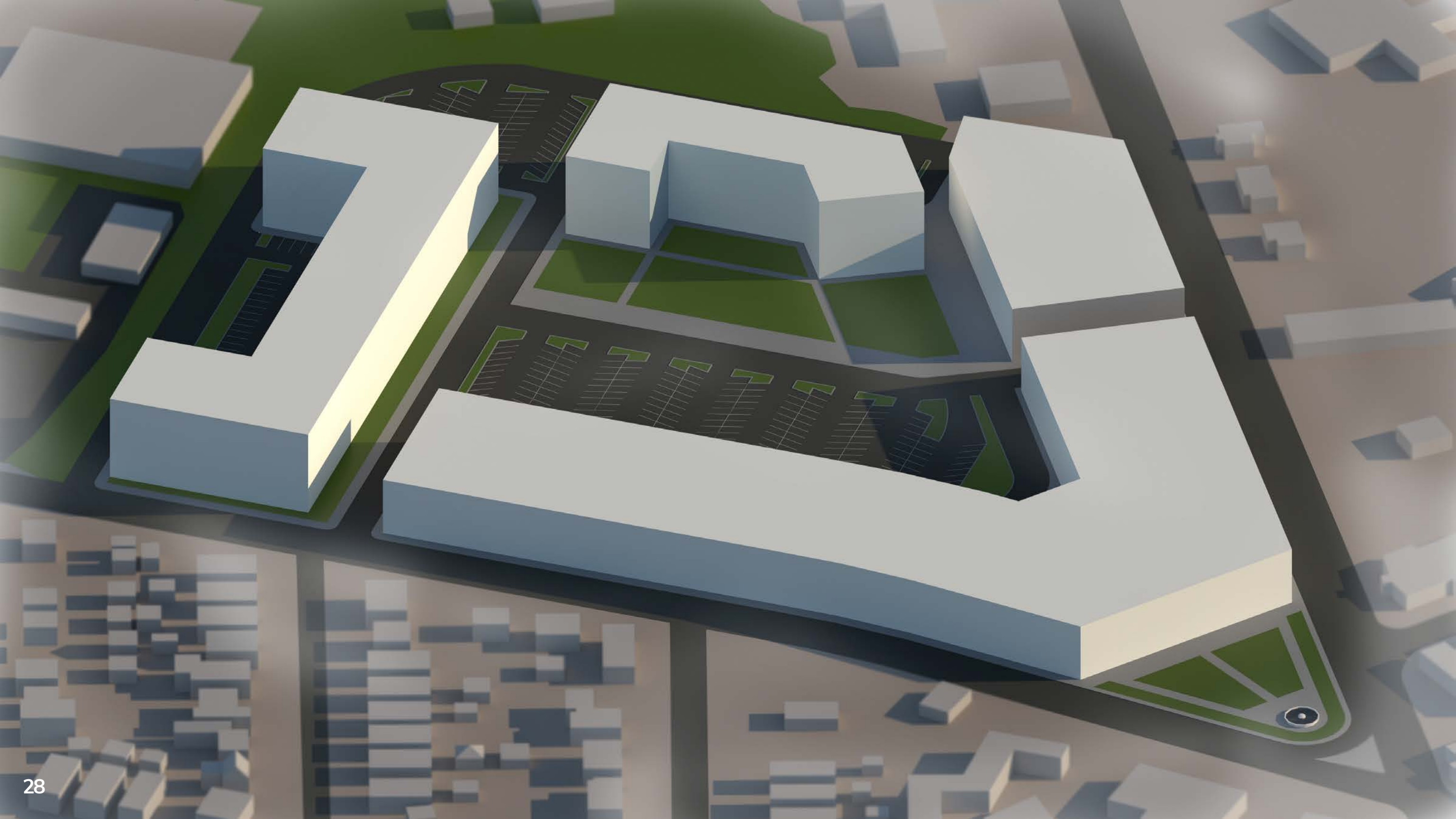
As it is at the intersection of two arterial roads and near many other sources of interconnectivity with the Sandusky region, this site offers many potential strengths for the existing community and to potential climate migrants. Not only is it a short drive from the heart of the downtown, but there are nearby public bus stations to aid in connectivity as well. Much of the eastern portion of the City of Sandusky is residential, and this holds true for the land surrounding the Sandusky Plaza development. This existing surrounding land use benefits the Plaza, allowing convenient proximity for an abundance of residents to access the businesses there. However, this is a heavily car-centric area; an overabundance of parking spaces paired with a lack of sidewalks deters walkability and limits a pedestrian-friendly atmosphere at this time. Further, development or redevelopment at this site may be rejected or discouraged by the residents of the single-family homes that surround the site.

Bearing both strengths and weaknesses in mind, this site is ultimately ripe for further development to better aid the community and attract climate migrants. With an overabundance of parking spaces in a lot that rarely sees full capacity, this is a key opportunity site for developing a more walkable, attractive, and dense commercial node in the city. Adding more density and more businesses to the

site while keeping as many existing places in business as possible is crucial and must be done with careful planning and public involvement. When done correctly, this opportunity could serve a greater extent of Sandusky by both offering more to its residents and offering a more attractive place for residents to congregate. Nonetheless, facilitating both old and new development at this site may prove difficult. The success of Sandusky Plaza relies on the desire and spending power of nearby residents and failure to attract them is a threat to this site.

Sandusky Plaza Shopping Center is a crucial commercial site to consider for new and old residents, especially because the surrounding area of Sandusky is residential. Building off the site's many strengths while mitigating existing and potential threats is necessary to improve the area and develop an attractive opportunity for climate migrants moving into Sandusky.

“Building off the site’s many strengths while mitigating existing and potential threats is necessary to improve the area and develop an attractive opportunity for climate migrants moving into Sandusky.”



Recommendations

At the intersection of two arterial roads, this nearly 17-acre site sits just southeast of downtown Sandusky. The “front” of the site, located at the intersection of Sycamore Line Street and Cleveland Road, welcomes all visitors with an attractive green space fronting the commercial buildings. Ample sidewalks, attractive décor, and comfortable seating here and among the development offer a strong sense of place and identity for Sandusky Plaza, attracting both existing Sandusky residents and incoming climate migrants to the site.

Maintaining the commercial nature of this site should be prioritized in any redevelopment. Arranging the commercial buildings to front the existing roadways will improve walkability and accessibility at this site. At present, the strip mall sits far from the roads behind an oversized parking lot that deters accessibility or connectivity for people not using a private vehicle. While using private vehicles to access this site should not be totally discouraged, facilitating better access for pedestrians and bike riders is needed. Parking lots for private vehicles may be located behind the new commercial and residential buildings so they are not easily visible from the roadways, creating a more attractive area while still offering ample parking space.

Creating an attractive atmosphere and unique identity for the Sandusky Plaza will improve the area’s identity and attract more movement and people. There is existing green space at the edge of the site where the two arterial roads intersect; this may be further expanded and improved to create a welcoming image of the Plaza area. Expanding the green space and adding sidewalks, plants, decorations, art, bike stands, or seating in front of the new commercial building will give a new and attractive identity to the plaza site. Sidewalks should be implemented all around the site as well as interspersed within the site to best facilitate walkability for increased pedestrian activity; this will benefit residents moving around inside of the site as well as people living elsewhere for connectivity into and out of the site. Green space can also be implemented at the center of the development, behind the new commercial buildings and next to the commercial parking lots. This will de-emphasize the car-centric nature of the area, further improve walkability at and

near the site, and provide an appealing location for residents to relax. Implementing benches and picnic tables will encourage greater use of the internal green space, especially for on-site residents.

Facilitating population growth and appealing to incoming climate migrants can be done by creating more new housing units around Sandusky. As this site is already surrounded by large residential zones, creating more housing at this site may help the development be more cohesive with its surroundings. Residential buildings can be built at the southern border of the site where the existing commercial buildings currently are. An apartment complex or high-density residential unit may be used, but this should be done with caution due to the single-family nature of surrounding residential areas. Further, the commercial buildings lining the streets can be mixed-use, providing more housing options for incoming residents. Parking lots separate from commercial parking should be implemented behind the residential units to continue encouraging walkability without becoming exclusive to pedestrians. Paths already exist behind the commercial buildings as loading zones, so these paths can be improved and used to access the new residential parking lots.

“Ample sidewalks, attractive décor, and comfortable seating here and among the development offer a strong sense of place and identity for Sandusky Plaza, attracting both existing Sandusky residents and incoming climate migrants to the site.”



Legend

- Single Family Residential
- Multi-Family Residential
- Commercial
- Mixed-Use
- Existing Development

Proposed Carrying Capacity: 1,800



Call-out 1: The “front” of Sandusky Plaza welcomes all passers-by with its greenery, placemaking elements, and attractive building façade. Multiple sidewalks, which are implemented sitewide to promote walkability, converge here at the fountain, surrounded by trees and benches for a relaxed atmosphere. This part of Sandusky Plaza crucially offers a first impression of the site for newcomers traveling southbound; by using attractive elements here, this first impression may best be a positive one.



Call-out 2: *Parking is focused at the center of the site, away from the outside view as the new multi-use buildings block most lines of sight to the open area. This surface lot is largely intended for users of the commercial buildings lining the roadways. Though smaller than the existing lot, this area can facilitate a large number of visitors. Greenery improves the visuals within the parking lot.*



Call-out 3: The new multi-use buildings front the streets to facilitate ease of access for people not using a private vehicle. Here, along Cleveland Avenue, trees provide shade and visual appeal in front of the attractive commercial entries. For those who choose to visit the Plaza via car, a side street branches off Cleveland Avenue to provide vehicular access to the parking lot at the center of the site.

THE GATEWAY

SITE 2



Existing Conditions

Site 2 is a 42.05-acre site located off Cedar Point Drive. The northern border is First Street; the western border is East Farwell Street; the southern border is Fifth Street; and the eastern border is an alleyway connecting the Dairy Queen parking lot to First Street and Fifth Street. The site mostly consists of single-family housing units with a few commercial areas such as a Dairy Queen and a warehouse. There is multi-family housing in and near the site, which is primarily housing for employees of Cedar Point. The site is very close to Cedar Point, causing to the amusement park to have a big influence on the development of the area. The road infrastructure is mostly paved roads with a few alleyways. Many of the roads dead-end into alleyways. There are no official green spaces on the site, with the only greenery being from vacant lots. There are sidewalks constructed along roads throughout the site.

There are many strengths to Site 2. Firstly, the site is located very close to Cedar Point Drive. This serves the site well because it means there are many different visitors driving by the site on the way to Cedar Point. More visitors near the site means there is a better chance of people remembering different aspects of the site and can see the site as a representation of the City of Sandusky. Another strength is that there is already existing development on the site. This means the area is less expensive to develop, provided the desired development either continues or aids in the existing single-family housing.

While the closeness to the route to Cedar Point serves as a strength, the site still has many weaknesses. One of the biggest weaknesses is the lack of a sense of place in the area. There is little walkability through the site due to not having many green spaces or commercial areas to which residents can walk. This is a weakness not just because it makes the area less desirable for future residents, but also because of the site's closeness to Cedar Point making it likely that visitors will see it as the first impression of all of Sandusky. The area is also unsafe for both residents and visitors, which is not what the city of Sandusky would want visitors to remember. Much of the safety issue is also from the Cedar Point housing both in and near the site, which has a reputation for being unsafe. Lastly,

there are also smaller, isolated commercial areas within the site that do not fit with the single-family housing, such as a warehouse and a Dairy Queen.

There are plenty of opportunities for this site to be developed. First, there can be a focus on single-family housing, expanding on the infrastructure already present on the site. Some of these houses could also serve a transient rental role where visitors to Cedar Point could stay during their visits. There is also an opportunity to turn the area into a commercial corridor, making the site more memorable for visitors. This would give Cedar Point visitors a place to visit close to the park, which would help market Sandusky to these visitors. Also, there is potential to add a landmark or green space that could be inviting to both residents and visitors.

There are multiple threats to the development of this site, however. The biggest threat is the possibility of gentrification. There are many residents already living in the single-family units in the site, and development of a commercial corridor or more multi-family housing could lead to displacement either through raised land values or from demolishing existing housing. These current residents could also fight the city on developments that aren't single-family or green spaces. An increase in housing density could make current residents angry, and the city may not garner the support to build these developments. Lastly, due to Cedar Point's influence on the site, any issues that Cedar Point faces, such as seasonal closures or temporary closures due to external factors, could lead to a loss of business in this site if a commercial corridor was to be developed. Cedar Point visitors could also lead to an increase in traffic for the area, which could be seen as a negative for existing residents.



graphic includes existing and proposed development, see page 38 for further details

Recommendations

One of the most important things to keep in mind when producing recommendations for Site 2 is the potential displacement that could happen to the people who are currently living there. Due to the presence of lower-income single-family housing, gentrification is a prominent danger to the current residents of the site, so putting a greater focus on mixed-use or commercial development could price them out of the area they currently call home.

The most important thing for Sandusky to have in order to accommodate climate migrants into the city is to have ample housing stock available to them. Due to this site's current focus on single-family housing, it is a strong candidate to provide the city with even more housing stock moving forward. Many of the existing lots on the site could have newer single-family homes constructed in them, however, for the site to accommodate the number of people Sandusky is aiming for, it will have to become a denser residential area. One of the ways this could be achieved is for the City of Sandusky to mandate lots to feature detached structures in the back so they could be used to house additional people. These structures would help densify the area, making it a more sustainable use of land rather than developing further out. This is smart as it both encourages climate migrants to move to Sandusky through sustainable practices, while also making use of the limited land that still remains within the city's limits. In total, the recommended new single-family homes and additional detached units would be able to hold roughly 320 more people.

Since Site 2's main purpose would be to provide additional housing, it should develop multi-family housing units in addition to single-family housing. The recommended multi-family development was limited to areas surrounding First Street, as the inclusion of any multi-family housing further inward the site would likely cause disruptions with the neighborhood's current residents. Since First Street is already home to many larger developments, adding multi-family residences there would have the least impact on the rest of the current site. These multi-family units would also include parking for their residents, which may be

limited in order to encourage walkability. In total, each of these multi-family residences would be able to hold roughly 150 people.

Walkability and connectivity are also important for any site being developed, particularly when trying to entice people that may not want to drive due to having been displaced by climate change. There is already an abundance of sidewalks in the area, so newer, walkable infrastructure is not required. However, there is a lack of noteworthy locations for residents to want to walk to, with only the local church helping to serve this purpose. To remedy this, a smaller green space would be added in the center of the site that not only serves as a place for residents to walk to and enjoy. Additionally, there is a suggested new road that would serve as a continuation of Catalina Drive, replacing the vacant, grassy alleyway that currently exists there. Lastly, public transportation availability is important to encourage walkability. Currently, there are multiple bus stops close to the site, but adding one at the intersection of First Street and East Farwell Street would help make public transportation more viable.

“The most important thing for Sandusky to have in order to accommodate climate migrants into the city is ample housing stock.”



3

4

1

2

Legend

- Single Family Residential
- Multi-Family Residential
- Commercial
- Mixed-Use
- Existing Development

Proposed Carrying Capacity: 620





Call-out 1: Multi-family housing in the form of townhouses helps preserve the feeling of low-density residential while still housing more people. Being across the street from a park also provides a place for townhouse residents to walk, making the site feel more walkable.



Call-out 2: The new homes will feature closer front setbacks and newly-constructed accessory dwelling units.



Call-out 3: Constructing apartment complexes can house more climate migrants than single-family housing.



Call-out 4: Commercial developments are designed to be walkable due to being in more residential areas. This aids in making the site more walkable and creating a more sustainable appearance as they do not have large parking lots taking up space.

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POTENTIAL RESIDENTIAL

SITE 3



Existing Conditions

Site 3 is located off Bardshar Road in Sandusky, Ohio, and spans across 58 acres of farmland. Among the site's many strengths is its size. A plot of this acreage has ample opportunities for development, as well as an opportunity to utilize placemaking tactics that would give the site an identifiable character. Located near a park and a school, the site is ripe for residential development; migrants would be drawn to the site to accommodate their families. The current zoning of this parcel is suburban residential. Surrounding land has residential developments, so there are already utilities in place around the site.

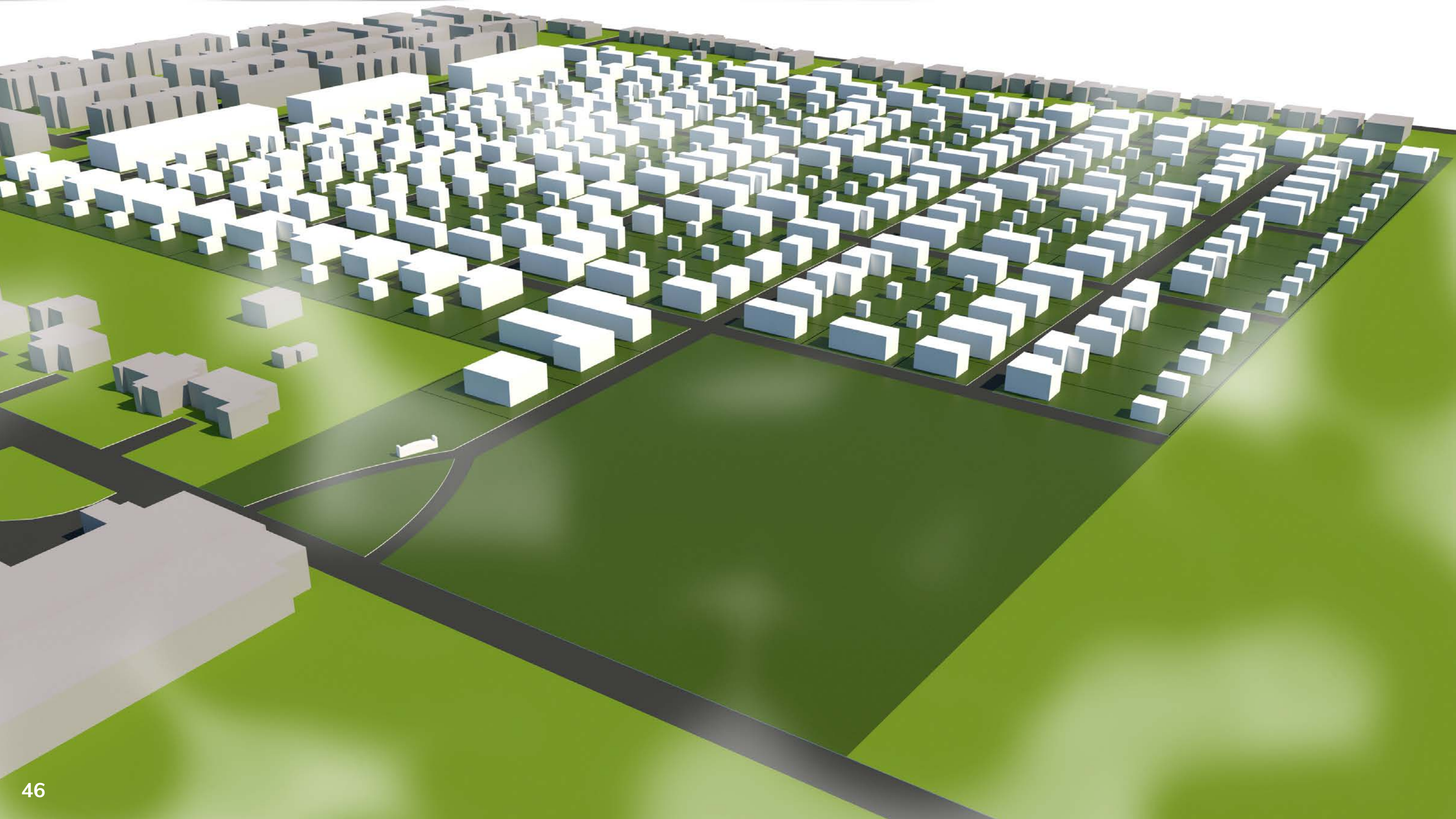
As previously mentioned, this parcel of land is adjacent to a park. On the Northwest corner of the parcel lay Dorn Park. Dorn Park consists of a large playground, restroom facilities and a few baseball diamonds. This is an established community hub for the neighborhood. This area has already been molded into a family friendly space that would be desirable for new families looking to relocate to a climate haven. In addition to neighboring Dorn Park, this parcel is only a short drive from Lake Erie. This is a large amenity for the neighborhood. In the remote future, establishing public Lake front access should be a priority of Sandusky's. If the City can produce public waterfront access near the site, the proposed development, along with the existing surrounding residential neighborhoods property values will rise. The site's proposed entrance sits across the street from Firelands Winery & Restaurant. This staple is where the site processes its name. The proximity to these amenities makes this parcel prime for added residential development.

Some weaknesses and threats accompany this site. Notably, the site sits on the periphery of the City. Connectivity issues may arise being situated so far from the center of town. While the openness of the parcel presents many opportunities, there is also the threat of high costs of construction. Another threat could be the surrounding residents' sentiments towards a new development in their near proximity.

Despite these threats, the site ultimately presents a major opportunity for new development in Sandusky, ideally with a residential family focus to attract climate

migrants. The site's existing amenities (nearby park and school, proximity to Lake Erie, etc.) could serve those eventually living there. If the site were to be developed tactfully and with nearby residents in mind, it would provide the area with more housing which would accommodate and attract climate migrants and many other potential residents within Sandusky.

“This area has already been molded into a family friendly space that would be desirable for new families looking to relocate to a climate haven.”



Recommendations

Site 3 presents many opportunities for future residential developments that could account for climate migrants and new residents relocating to Sandusky. The site is attractive due to the high presence of amenities within proximity, such as schools, parks, and even a career center. However, there are notable recommendations that could improve the site, making it even more attractive to new residents of Sandusky.

The site should be primarily for residential land use such as single-family housing and multi-family housing. In addition, the parcels throughout the site are large enough, will be home to accessory dwelling units. These units allow more people to live within each parcel without the added feeling of increased density. The integration of accessory dwelling units may also provide affordable housing while helping increase the residential density of the neighborhood.

Populations in and around the site would benefit from the addition of another park on the Southwest end of the site. This park would provide opportunities for recreational and leisure-related activities for those living nearby. The addition of this green space would also be very convenient because it is near the roadside. The new park's proximity to the roadside would compel passersby to enter. This would make the park beneficial to not only the new residents, but also the existing residents of the area. The park is also located near Firelands Winery. Many tourists travel into the area to visit the Winery. This creates an opportunity to lure tourists into the new neighborhood and leave them with a positive perception of residential life within Sandusky.

New developments of the site should be outlined by trees in order to separate the area from existing residential areas. This new tree line will act as a sound barrier. The northern edge of the site may benefit from trees or a privacy mound in order to separate the new housing units on the site from existing housing units. Boundaries or tree lines would also provide more privacy for existing and new residents by blocking views from one house to another.

The site would also benefit from specific public transportation methods, such as adding bus stops along the site's roads. This would provide future residents with convenient travel from the site to other destinations such as downtown Sandusky. Furthermore, the integration of sidewalks along the residential streets would increase the overall walkability of the site. Lastly, once developed, the main nearby artery roads would benefit from the application of protected bike lanes. These roads include Bardshar Road, Venice Heights Boulevard, Grand Army of the Republic Highway, as well as Venice Road. This would allow biking to be a viable option for transportation to and from the site, as well as within the site. Using bikes as a viable transportation option could increase the quality of life for those within the site, promoting sustainability by allowing for travel without the usage of personal vehicles, which produce gas emissions as well as other pollutants.

In summary, Site 3 presents itself with tremendous opportunity to provide immense housing stock for the city of Sandusky. The addition of housing throughout the large 58-acre site would provide a diverse range of housing in a prime location for climate migrants. Additionally, the site would benefit from a large green space. The park would provide a space for leisure-related activities as well as act as a residential marketing opportunity for the city. The combination of the size, amenities, and proposed residential construction allow Site 3 to become a climate migrant hub within the city.





Call-out 1: *The Firelands Residential sign, shown above, welcomes residents and sets the tone for the development. The sign's formal font and warm brick material create an inviting tone for a tight-knit neighborhood. The name of the development acknowledges the nearby Firelands Winery & Restaurant just West of the site, which is a staple of the region.*

Call-out 2: *Firelands Residential is composed of high-volume single-family homes. As a single-family residential development, the site capitalizes on its large size by utilizing it's ability to foster population growth within Sandusky through its production of stable housing. These homes can appeal to incoming climate migrants seeking a more suburban character in the area.*



***Call-out 3:** Many of the homes on site also have a detached accessory dwelling unit that may be uniquely utilized by each homeowner. The accessory dwelling units are designed to be visually cohesive with their respective houses.*



Call-out 4: At the northern end of the site, three large multi-family apartment buildings sit across from the single-family units that cover the rest of the neighborhood. The apartments can house a larger number of climate migrants in a smaller amount of space.

DOWNTOWN

SITE 4



Existing Conditions

Site 4 is the downtown site bordered to the East by Perry Street, to the West by Franklin Street, to the North by Water Street, and to the South by East Market Street with Warren Street dissecting the site through the middle. The site currently has eight standing buildings, with two on the west side of the site and six on the east. The current zoning ordinance indicates that the western half of the site is zoned “CS” for commercial service. The eastern half is mainly zoned as commercial service, with small portions zoned as “R2F” for two-family residential and “RMF” for multi-family residential.

Site 4 has many notable strengths due to its adjacency to both downtown Sandusky and the Lake Erie shore. Future users of the site will have quick access to the dining, entertainment, and shopping options that downtown Sandusky has to offer, as well as the Lake Erie waterfront. Another strength is the site’s walkability, with sidewalks running on all sides of the roads that border and intersect the site. Site 4 is also well connected to the rest of the city through its fast connection to State Route 6 and to the Red Route of the Sandusky Transit System.

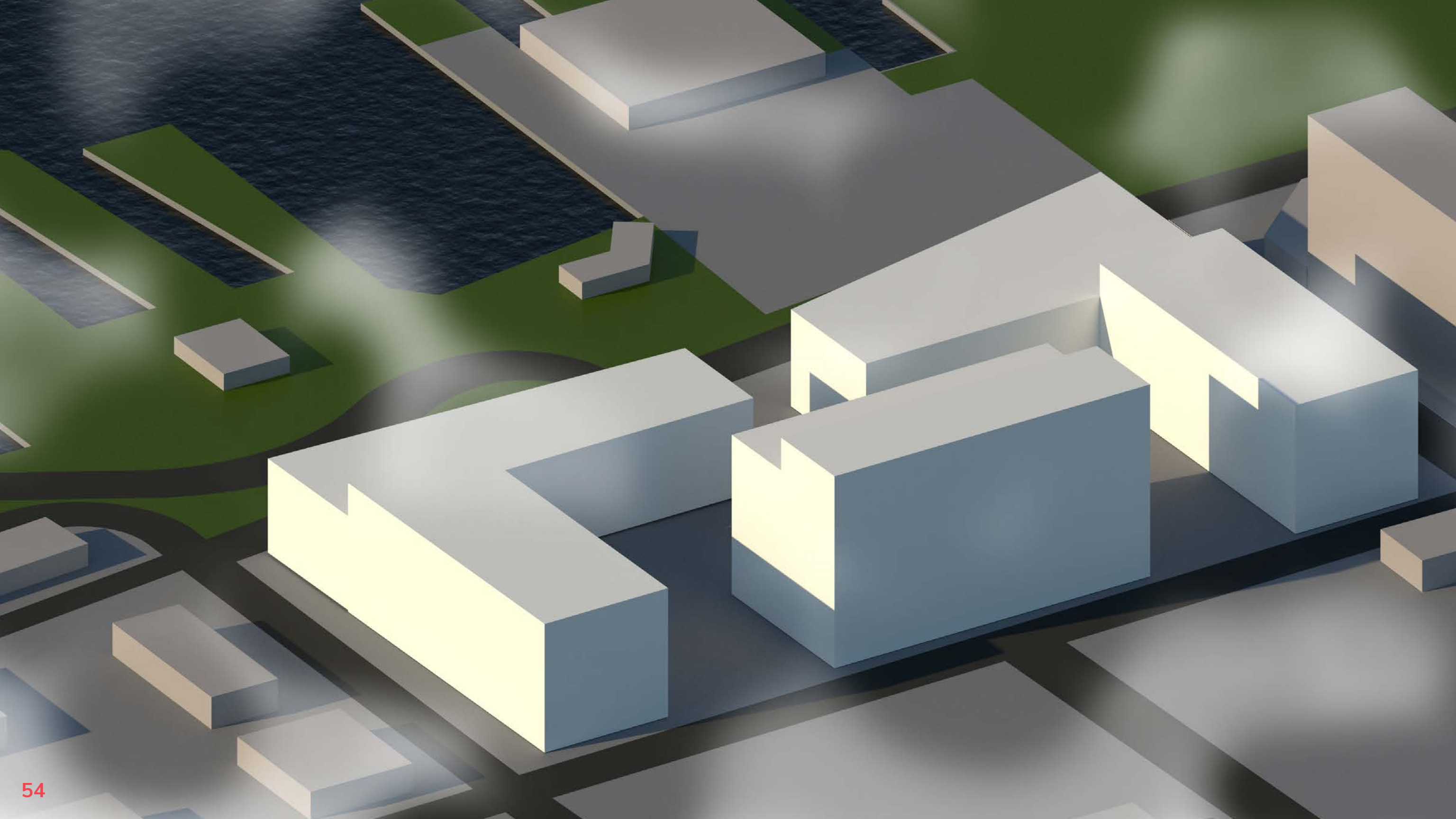
Multiple development opportunities exist for Site 4. New businesses and retail would stimulate economic activity and add jobs for the incoming climate migrants. Along with commercial, mixed-use developments maximize efficiency and create housing and jobs. Green spaces on the site can have parks, splash pads, farmers markets, flea markets, or a dog park, leaving many possibilities for activities and services to be provided to new residents of the city. Lastly, the development of the site would continue the downtown development and act as a sign that the city has plans for further development.

One weakness of the site is that it is relatively small, which means future development must be mindful of the uses proposed for the site to maximize benefits for climate migrants. At Warren Street, splitting the site could be a threat to how large certain parts of the site can be and limits the sizes of developments. The potential for seasonal traffic with Cedar Point and added housing developments to the south of the site may put the perceived safety of walking

around the site at risk, which is important to the success of the site. There are also possible challenges with the owners of current buildings on the site, some of whom are homeowners and may not want to leave their houses. As previously mentioned, the housing to the south of the site is a threat because of the potential for the housing to move north into Site 4.

Site 4, with its proximity to downtown and the Lake Erie Shore, has the potential to be an iconic landmark in Sandusky in the near future. By incorporating mixed-use development, the site can become a vibrant, urbanized site that will create housing and business opportunities for incoming climate migrants, while also serving as an example of Sandusky’s commitment to sustainability.

“Future users of the site will have quick access to the dining, entertainment, and shopping options that downtown Sandusky has to offer, as well as the Lake Erie waterfront.”



Recommendations

Due to the site's proximity to downtown Sandusky, commercial development would be successful on this site. Nearby commercial developments include Jackson Street Pier and a variety of restaurants. Due to the importance of sustainability to the city, mixed-use developments will be used, with commercial development on the ground floor and multi-family residential units above them. This helps raise the density of residential areas on the site, leading to better sustainability for Sandusky.

Multi-family apartments are also important for a small site that could not hold many single-family homes. To hold more residents without sacrificing the view of Lake Erie that residents would be afforded, the buildings comprising the entire complex would be built with staggered heights, all facing north toward the water. There would be a total of three buildings: the closest to the lake is six stories; attached behind it is an eight-story building; at the middle and back of the site stands a ten- and twelve-story building. The goal of these apartment buildings is to hold over 2,000 residents. The heights of the buildings increase further from the shore to allow more water visibility. The first floor for all buildings will be commercial, with the back side of each building will be resident-only parking garages. All other floors will be residential to account for the climate migrants. The roofs will have different uses depending on height: the twelve-story roof will be covered with solar panels; the ten-story roof will be a rooftop bar; the eight-story roofs will be green roofs or gardens; and the six-story roofs will be community gathering areas for residents. The uses of these roofs act as a display of commitment to sustainability that climate migrants will appreciate. The sidewalks will funnel in on Water Street to invite people to come and walk inside the development and window shop.

To encourage walkability, a plaza should be built at the base of the apartment complex so that both visitors and residents have a place to walk around. This walkability aspect also helps tie the development into the rest of the city, such as the nearby Jackson Street Pier, by encouraging walking over automobiles. Placemaking strategies could be used to enhance this plaza; local artists can paint murals on the sides of the apartment complex. This would bring current residents of Sandusky into the new developments, making these apartments feel more


connected to the city. Additionally, a fountain could be placed within this plaza to help make the plaza stand out from other local parks. Decorations like shrubs, benches, or planters would also be encouraged in the plaza to help make the area feel welcoming to visitors.

Overall, these recommendations add to Site 4 by encouraging both walkability and denser commercial and residential development, showing Sandusky's commitment to sustainability. This demonstrated commitment helps to encourage more climate migrants to move into the city. It also shows that Sandusky's downtown is continuing to develop and grow to any visitors or future residents.


“Nearby these commercial developments would be Jackson Street Pier and a variety of restaurants.”


Legend

 - Single Family Residential

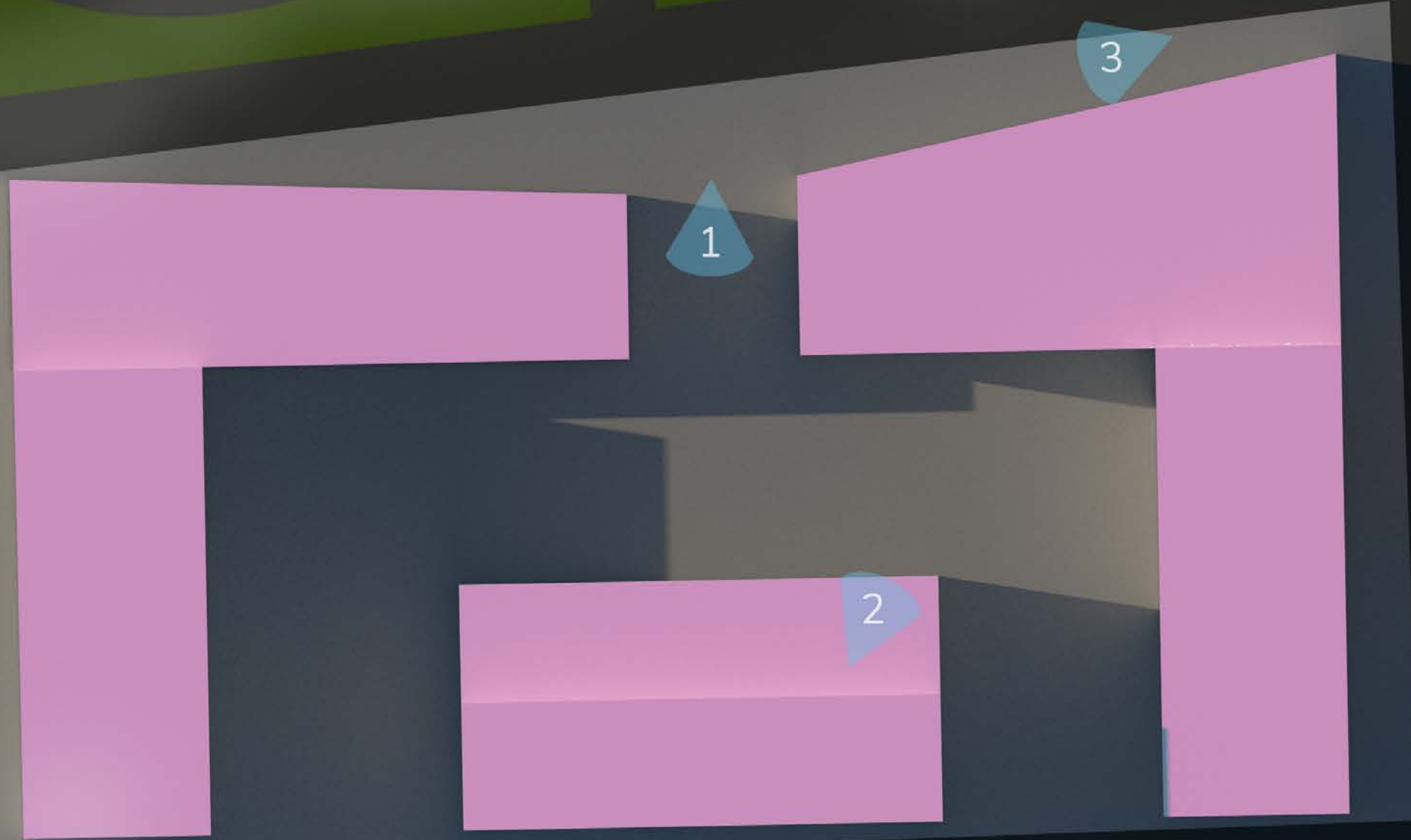
 - Multi-Family Residential

 - Commercial

 - Mixed-Use

 - Existing Development

Proposed Carrying Capacity: 2,100





Call-out 1: The center of the site hosts a walkable plaza, making shops on ground level easily accessible to apartment residents and patrons.



Call-out 2: A view from the rooftop, designed for the maximum viewing of the water. Seating is provided for residents to enjoy the view.



Call-out 3: *The view from Water Street, showing the retail on the first floor and the wide, angled sidewalk to invite people inside the site and generate business as well as walkability.*



RAILS TO TRAILS RESIDENTIAL

SITE 5

Existing Conditions

Site 5, located on the western side of Sandusky, is arguably the most unique of the five sites, as it is relatively disjointed from the surrounding built environment. The site is 97 acres and is a six-minute drive due west of downtown Sandusky. Site 5 presents some challenges as it is surrounded by a mix of land uses including general manufacturing, light manufacturing, public facilities, single-family residential, and multi-family residential. The site itself is zoned under general manufacturing, but since there are no current structures in the site plot, the site can be re-zoned into anything that is deemed appropriate for the site's redevelopment. With the western border of the site consisting of residential units, the northern with a mix of public facilities and manufacturing, and the eastern with more manufacturing, it is hard to determine the character of the area overall. Even harder is to discern what should be developed in the site to improve Sandusky, making it appealing to climate migrants. Of course, with challenge comes opportunity, and this site offers plenty of opportunities, as it is essentially a blank canvas waiting to be developed.

This site may not present as many strengths as the others, but it has the most important strength of being undeveloped; there is no existing infrastructure that needs to be worked around when planning for the site's new development, making the construction process much easier. Another strength of the site is the city's interest in the area. When referencing the Sandusky Zoning Ordinance, one can see a road-shaped sliver that cuts through the site, indicating the city has plans to develop the area soon. The site's location, ignoring the surrounding uses, is also a strength, as it is a short six-minute drive from downtown Sandusky, and is accessible by State Route 6, which is a major arterial throughout Sandusky and Erie County.

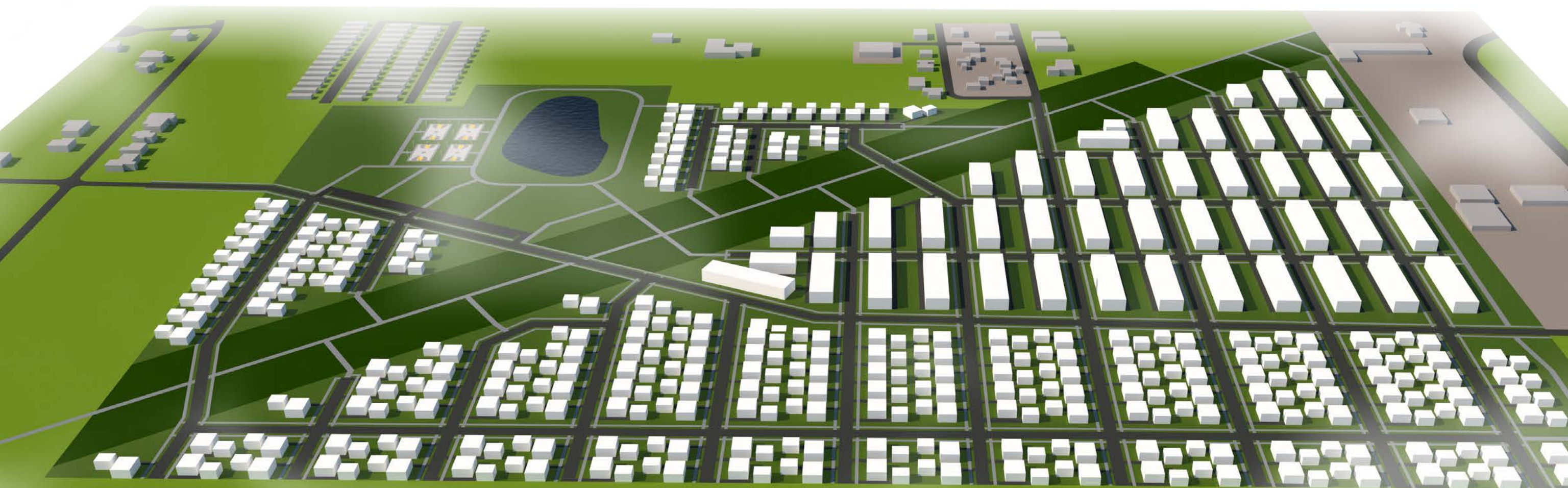
Site 5 has a few notable weaknesses. In general, the areas surrounding the site are relatively unappealing in all directions. The uses to the east and north of the site are zoned as public facilities and manufacturing, which are both pollution generators that bring down the value of the overall area. To the west is a single-family residential neighborhood that has a considerable number of undeveloped lots,

giving it an unappealing and uncompleted look. To the south is more undeveloped farmland, further contributing to the area's uncompleted appearance.

Aside from the obvious opportunity that the open land presents for development, Site 5 also has a unique opportunity through an abandoned railroad that dissects the site. Moving northeast to southwest, there is a tree line that borders what used to be a railroad that continues towards a coal dock on the shore of Lake Erie, just over a mile to the west of downtown Sandusky. Now, the abandoned railroad is a downtrodden path of loose gravel, positioning the rail line to be redeveloped into a multi-purpose path. This process has been done before in Central Ohio, on the Heritage Rail Trail in Hilliard, Ohio. The Heritage Rail Trail is a multi-purpose path that replaced an abandoned railroad running through Hilliard, providing nearby residents with a path they can walk, run, and bike on with trees flanking both sides for miles. Converting the abandoned railroad in Site 5 to a multi-purpose path also provides for an opportunity to connect to the Sandusky Bay Pathway, a path that runs from eastern Sandusky to western Sandusky on Lake Erie's shore.

The biggest threat to Site 5 is the surrounding development; the pollution-generating uses of public facilities and manufacturing that border the site pose threats to the new development that will be proposed for the site. Furthermore, although the abandoned railroad provides the opportunity for a multi-purpose path, it also presents the threat of being difficult to develop around.

Site 5 has plenty of challenges that surround its potential future development, namely regarding the land uses that surround the site and the threats they pose to the area. With that said, the site's potential outweighs these concerns as it is a blank canvas, a short drive from downtown, and can be strategically used to welcome a large number of climate migrants to Sandusky.



Recommendations

Due to its location on the western outskirts of downtown Sandusky, Site 5's redevelopment should heavily emphasize residential, serving as a suburb to the Sandusky area. With the site being a short drive from the center of downtown, the site would be a prime location for climate migrants looking to live in a more suburban environment while still being close to an urban setting. Site 5 should be a mix of multi-family and single-family housing so it can be attractive to a wider variety of climate migrants. Multi-family residential will take up a larger portion of the site, as density is a major focal point for welcoming climate migrants due to the projected demand for places to live in Sandusky.

When looking at the Erie County Auditor's website, it is clear by the delineation of parcels that there is an existing plan for a road to split the site halfway, with a road running east to west connecting two dead ends of Ferndale Road that border the site. This road will serve as the neighborhood's main thoroughfare, separating the multi-family housing from the single-family housing. Another road that should be an outside connection to the site's neighborhood is Edgewater Avenue, which is a road that runs north to south from Lake Erie's shore to a dead end at the edge of the site. This road would provide a necessary connection for Site 5's future residential development to one of Sandusky's major east to west arterials, Ohio State Route 6, which runs directly through downtown Sandusky. Additionally, the abandoned railroad is bordered by tree lines that are roughly 40-45 yards thick, providing a scenic opportunity for a multi-purpose path to run through the site. The path also has an easy opportunity to connect to the Sandusky Bay Pathway, which has a section located under a quarter mile from the site. This would give future residents of the site a chance to travel to downtown Sandusky by means of cycling, walking, or running. The northwest corner of Site 5 should be delegated as a park. In this area of the site, there is already an existing pond with clean water and aquatic life; this feature should be emphasized by placing a park around it, giving the future residents of Site 5 a space to enjoy that is only a minute's walk away. This planned park will also play as a nice complement to the planned multi-purpose path that will replace the abandoned railroad, with a trail that can loop around the pond and connect back to the main trail that runs through the Site.

For the entirety of the Site, it is recommended to have the streets laid out as a grid rather than the typical American suburban road layout that features curvy, winding roads and cul-de-sacs. This will allow for easier walkability and overall uniformity of the neighborhood. The grid will also help decrease travel times for emergency response vehicles. With that said, it is also important to limit the number of intersections between the multi-purpose path and vehicle roads so that users of the path can traverse it more efficiently. This will result in some roads coming to a dead end in front of the path, but the path will provide connections to these dead ends, keeping the overall walkability of the site intact.

In short, Site 5 should be utilized as a large-scale residential development, with a streetscape and landscape designed to enhance pedestrian-based transportation. This approach will make the site attractive to a wide range of climate migrants and will be instrumental in growing Sandusky's population.

“With the site being a short drive from the center of downtown, the site would be a prime location for climate migrants looking to live in a more suburban environment while still being close to an urban setting.”

Legend

- Single Family Residential
- Multi-Family Residential
- Commercial
- Mixed-Use
- Existing Development

Proposed Carrying Capacity: 2,400





Call-out 1: Pictured above is an intersection in the single-family portion of the site. Each single-family property includes a primary dwelling unit and an accessory dwelling unit on top of a detached garage.



Call-out 2: Pictured above is a basketball court in the park located in the northwest corner of the site. The park includes four basketball courts, a pond, and a network of multi-use paths for residents to enjoy.



Call-out 3: *Pictured above is an intersection between a street and the multi-purpose path. The path replaces an abandoned railroad that diagonally dissects the site, providing residents a pedestrian-friendly way to traverse the neighborhood.*

4

CITY MARKETING STRATEGIES



(Neelamber, 2023). Local city marketing should capitalize on the beauty of Sandusky's downtown coastal area.

What is City Marketing?

City marketing is the promotion of a place's unique products and destinations to highlight and encourage location-specific activities that take place there. Such tourism products capture the essence of the place and satisfy the desires of its visitors. The strategy can be used by cities to reshape, revitalize, or redefine their public images; in doing so, city marketing will influence tourists' decisions to visit a city and their satisfaction with their visit. Similarly, city branding is a tool used by cities to "gain a competitive advantage while increasing the attraction of investment and tourism, as well as strengthening local identity and avoiding social exclusion" (Castillo-Villar, 2023). City marketing and branding tools can be used to effectively attract climate migrants who have either been displaced by climate change or are looking to flee areas that will soon face climate challenges. The following recommendations can help Sandusky become an even more attractive place for climate migrants to visit and relocate. City marketing is crucial to implement, because when proper marketing techniques are employed, there is an increased likelihood of local growth in population, tourism, and the economy. City marketing allows a city to portray itself in a certain way to the public while utilizing its strengths as a catalyst to attract people.

Present City Marketing Within Sandusky

Currently, the City of Sandusky and its surrounding regions offer a wide variety of unique products and destinations for tourists to explore. Aside from miles of shoreline, public beaches, state parks, nature trails, wildlife refuges, seasonal events, and historic landmarks, north central Ohio is “The Roller Coaster Capital of The World” with Cedar Point, “The Walleye Capital of The World” with the most productive freshwater fishing in all the Great Lakes, and “The Warbler Capital of The World” with a large spring migration that attracts over 90,000 bird lovers annually (Shores & Islands Ohio, n.d.). The area also has strong meeting, conference, and competitive sports visitations throughout the year, the latter being aided recently by the development of two sports complexes. Focusing on unique aspects and capitalizing on niche markets such as these is part of the strategy involved in city marketing and city branding.

Sandusky currently benefits from its partnership with Shores & Islands Ohio, a tourism bureau and destination marketing organization that actively promotes the region and supports its development efforts. Shores & Islands has two Welcome Centers and offers multiple travel guides, social media resources, and a monthly newsletter to anyone interested.

Recommendations

A city’s logo helps brand and portray the city and its attractions in a favorable light by capturing its unique assets in one easy-to-read icon. For instance, certain colors can be used to symbolize the city’s character and evoke certain emotions. In addition, the font on a city’s logo may represent the style of the city; the more complex the font within a city logo is, for instance, the more likely the city will be viewed as sophisticated or high-end to the public. The city’s logo might portray an attractive characteristic or landmark within the city to highlight what the public should associate

with the city. In the case of Sandusky, the city should utilize the proper branding techniques to alter or improve its current logo to better encapsulate the overall living and travel experience. Sandusky’s current logo would benefit from the use of a different font to better portray the city as an interesting and inviting city full of diversity.

Sandusky can promote tourism in a variety of ways through place branding and marketing. Aside from the continual promotion of tourism of Cedar Point, Sandusky can market other aspects of the city such as its unique local culture, food, water attractions, recreational activities, nightlife, and housing. The main way that Sandusky can do this is by utilizing social media to promote the city’s strengths favorably to the public. For instance, Sandusky can engage more frequently with social media to post images, videos, and status updates relating to the city, its strengths, and its attractions. This may prove beneficial for Sandusky because it would allow the city to keep on pace with the growth of digitalization and allow the city to communicate and appeal to mass audiences, potentially incentivizing more people to investigate and visit Sandusky.

Sandusky must market its main attractions to the public to increase population growth and tourism. In addition, the city needs to identify and introduce new attractions within the city to attract and appeal to a wider audience. Sandusky can do this by identifying the city’s most attractive aspects and choosing to focus larger levels of attention on marketing those aspects. The city could devote its attention to marketing efforts surrounding the city’s recreational activities, affordability, and boating, as well



(City of Sandusky, n.d.). Sandusky’s current “brand” logo, showing Lake Erie, local boating and fishing attractions, and its iconic “Boy with the Boot” figure in front of the city court.

as many other features and activities that many other cities do not possess. It could identify or bring more attractions to the city to create more marketing efforts that promote the city's distinctive features. Sandusky could promote new restaurants with authentic cuisines, new clothing stores with unique clothing items, and create more facilities for recreational activities to take place. Overall, identifying new features to market Sandusky will allow the city to appeal to a more diverse group of people, thus leading to an increased likelihood of population growth and tourism.

Similar to its partnership with Shores & Islands Ohio, Sandusky would benefit from the creation of more city marketing public-private partnerships between key businesses and stakeholders in the community to diversify the economy and stimulate more tourism. Businesses would have a say in the planning and future of the city's economy and tourism and, in turn, would supply funding for the projects and campaigns if the public sector could not adequately fund them.

The creation of a volunteer ambassador program would also be an effective strategy for spreading awareness of the city and what it has to offer. Allowing people who live, work, or have visited Sandusky to easily enroll in the program would help create a cost-effective way to highlight what the city is doing, increase public engagement in planning processes, and socially network the city on a large scale. The benefits could include access to a free newsletter, coupons, exclusive community events, and more. Signing up would likely be easiest if there was an option to do so on the city website.

The final recommendation is to target specific geographical areas and create a strategy to bring in short-, medium-, and long-term migration from those areas. The first step is to identify people who travel to Sandusky at least four times a year and track which areas they come from. Specifically for Sandusky, the city should target coastal areas for short-term migration and areas farther from the coast for longer-term migration. This is due to coastal areas being more impacted by climate disasters and seeing a higher rate of climate migration. After identifying the geographical areas that people travel to Sandusky from and cross-referencing it with the coastal areas, Sandusky can create target areas or cities to invest the most money into for maximum immigration.

By promoting a strong brand image, Sandusky will better differentiate itself and gain a competitive edge over similar cities. Its tourism products—things such as Cedar Point, its miles of coastline, its coastal culture, and so on—are great amenities that may attract climate migrants when marketed properly.

IN CONCLUSION...

Sandusky can increase and sustain its population. This plan spotlights ideas to attract new residents by taking advantage of Sandusky's vast natural resources, novel boat and beach culture, and especially its location providing comparative safety from environmental calamities. This plan provides a way to create and sustain a new national growth pole.

5

CASE STUDIES

HOW THE REBRANDING OF “ESSENTIAL COSTA RICA” BEST ENCAPSULATES THE COUNTRY’S TOLERANCE, BEAUTY, AND ENVIRONMENTALISM

WRITTEN BY JACKSON BERNIS

How This Case of Rebranding Applies to Sandusky

Costa Rica’s efforts to rebrand itself in ways such as changing country logos help to show nonresidents and visitors what Costa Rica stands for. Changing a brand and a logo may not seem like much; however, effectively rebranding a country, state, or city can help enhance the message of a specific place, and the overall experience that you’ll expect to receive from a specific place. In addition to Costa Rica benefiting from this method, Sandusky can do the same. By creating a logo and an overall city brand that encapsulates the experience of Sandusky and all that it has to offer, the city may catch the interest of more people and incentivize them to visit or entirely relocate to Sandusky. Although many city marketing and branding strategies can help maximize population growth, creating a logo and an overarching brand for a place is among the first steps in incentivizing people to travel to a place. This case study will demonstrate a quality example of this by explaining how Costa Rica rebranded itself, in addition to why its new brand makes sense due to the country’s wide variety of positive aspects.

Article: Costa Rica Celebrates its Essence with New Country Brand

The article titled “Costa Rica Celebrates its Essence with New Country Brand” is an in-depth written explanation of the rebranding of Costa Rica with an emphasis on the program “Essential Costa Rica”, which was created by marketing company FutureBrand to encapsulate and market Costa Rica’s people and country with features such as friendliness, happiness, solidarity, authenticity, cultural diversity, peace, democracy, and sustainability (Farely, 2022).

Why Is This The Best Branding Case For City Branding?

The Essential Costa Rica program helped rebrand Costa Rica in several ways, however, most notably in terms of branding, the program changed its logo to display various shades of green to depict the country’s preservation of natural resources and biodiversity. In addition, the logo’s warm green colors worked to depict a welcoming place, in addition to a strong and stable political and democratic country (Farley, 2022).

Why Does The New Brand Make Sense?

FutureBrand, the creators of Essential Costa Rica, state that Costa Rica as a country embodies a consistent vision. In addition, FutureBrand places Costa Rica as the country with the highest level of natural beauty in the world, and the most environmentally friendly country. They also state that the country is among the best in offering hotels and resorts, freedom of expression, political freedom, and is accepting towards others of various races, ethnicities, religions, genders, political beliefs, etc. Both of the brand’s fonts and colors are utilized to demonstrate the country’s welcoming nature, natural beauty, and environmentally conscious mindset (Farley, 2022).

- The logo’s general usage of green color signifies the attention to the city’s environmental consciousness and natural beauty.
- The logo’s two separate fonts and two separate green shades signify the variety of people and natural resources within Costa Rica, as well as the tolerance towards people of different beliefs and backgrounds.

- The differing looks between the two fonts and shades of green used within the logo also demonstrate the overall constant sense of balance between different people as well as balance within the country's political and democratic system.

Overview of Costa Rica

Costa Rica is a country located in Central America. The country consists of over five million citizens and is known for its natural beauty, natural resource conservation, tropical weather, culture, wide-opened landscapes, tourist attractions, diversity, and stable political system. It is for these aspects combined that so many people enjoy living and/or traveling to Costa Rica. In addition, people within Costa Rica plan to maintain these characteristics and to brand their country as such.

Political Atmosphere of Costa Rica

In comparison to other countries in Central America, Costa Rica is known for having the most stable and democratic government. Its constitution of 1949 provides for a unicameral legislature, a fair judicial system, and an independent electoral body. Moreover, the constitution abolished the country's army, gave women the right to vote, and provided other social, economic, and educational guarantees for all of its citizens (Stansifer, Parker, Karnes, n.d.). Overall, to this day the country has a continual reputation for peace, democracy, and freedom and an emphasis on human rights (Stansifer, Parker, Karnes, n.d.).

Geography and Climate

Costa Rica is bordered by Nicaragua on the north, Panama on the south, the Pacific Ocean on the west, and the Caribbean Sea on the east. And the country spans approximately 19,730 square miles (Stansifer, Parker, Karnes, n.d.). The Pacific coast is known to have a breezy atmosphere and a high degree of rain. The Northeastern tends to trade winds on the Caribbean coast and there's often precipitation for the country's east coast, with the heaviest amounts occurring in the Barra del Colorado region. The higher mountain ranges have warm temperate



FIGURE 1: The logo for Essential Costa Rica was created by the Marketing Company FutureBrand. (Farley, 2022).



climates, and the Pacific slopes have alternating wet and dry seasons (Stansifer, Parker, Karnes, n.d.).

Plants, Agriculture, and Wildlife

Costa Rica has many evergreen forests with numerous grasses, shrubs, and trees, including mahogany and tropical cedar trees, as well as many evergreen oaks, timberland, and mountain scrubs. Palm trees are common along each of the coastlines, and orchards and tropical plants are located throughout the entire country (Stansifer, Parker, Karnes, n.d.). Costa Rica is full of wildlife including but not limited to monkeys, anteaters, sloths, deer, wildcats, weasels, otters, coyotes, and foxes. In addition, there are many tropical birds, reptiles, and amphibians throughout the country. (Stansifer, Parker, Karnes, n.d.). Agriculture throughout the country includes sugar, coffee, pine-apples, bananas, herbs, and macadamia nuts, all of which contribute to the country's economy and trade (Stansifer, Parker, Karnes, n.d.).

Economy

Despite previous declines in Costa Rica's economy, the country currently has one of the highest gross national products (GNP) in Central America. The government controls key utilities, including electricity, water, fixed-line telephone, and port and rail facilities, and the entire population is eligible for free medical care, but private enterprise is still strong and influential in policy making. Continuous efforts to diversify the economy have succeeded in reducing the traditional dependence on agricultural exports, particularly coffee, bananas, and beef (Stansifer, Parker, Karnes, n.d.).

FIGURE 2 (LEFT): Popular Tourist Attraction, San Jose National Theater (Encyclopaedia Britannica, inc. n.d.)

The Diverse Cultures of Costa Rica

Approximately one-fifth of Costa Rica's population is of European descent, with many citizens having ancestors from Spain. In addition, many of these citizens are mestizos, meaning they are mixed with indigenous and European ancestry. There is also a much smaller population of citizens of African descent, mainly migrating from the Caribbean. In addition, the country has a small Chinese population. (Stansifer, Parker, Karnes, n.d.).

These ethnicities together have increased the level of diversity and culture throughout the country. Although Spanish is the official language of Costa Rica and Roman Catholicism is the most popular religion, the huge level of diversity has led to other languages such as Creole and Jamaican English being spoken, and other religions such as Quakerism, Protestantism, and Judaism being practiced throughout the country (Stansifer, Parker, Karnes, n.d.).

Health

Costa Rica has greatly reduced the presence of diseases, many of which are otherwise common in warm tropical climates. The levels of Malaria have been greatly reduced throughout most of the country. In addition, waterborne diseases are becoming increasingly less common, and fatalities due to waterborne diseases rarely occur. However, the rate of cancer and heart disease has risen in recent years, but to combat this Costa Rica has begun developing treatments for these health issues that have gone on to influence other Latin American countries (Stansifer, Parker, Karnes, n.d.).

Education

Costa Rica places a huge emphasis on education. One-fourth of the country's budget is allocated to education, and more than nine-tenths of the population is literate. School attendance is relatively high, with more than nine-tenths of children aged 6 to 11 enrolled in primary schools and more than three-fifths of students aged 12 to 16 enrolled in secondary schools. In addition, the country's government oversees all educational matters to ensure that children and teens receive the most from their educational experience (Stansifer, Parker, Karnes, n.d.).

Conclusion

Costa Rica's new brand and usage of logos make sense due to the combination of natural resources, environmental conservation, political and economic stability, diversity, and equality, among many other aspects. The Essential Costa Rica logo not only subtly encapsulates these aspects but also works towards portraying a positive message and overall image to potential residents and visitors. These branding techniques may prove beneficial if appropriately adapted by Sandusky. For Sandusky to do this successfully, they must create logos and brands that encapsulate the city, and its resources, traits, and overall experience. Although this method of branding may require many trial-and-error phases, this branding method may prove favorable for Sandusky by resulting in the migration and tourism of those throughout the entire country.

PHOENIX, ARIZONA, GREEN ENERGY FUELING ECONOMIC GROWTH

WRITTEN BY NATALIE BIRCHAK

Overview

Phoenix, Arizona, is one of the fastest-growing metropolitan regions in the United States currently. This growth has continued despite the apparent lack of resources such as access to fresh water faced by the city as well as competition from other nearby metro areas like Denver and Salt Lake City. One of the contributors to this growth is the presence of Arizona Public Service, or APS, the primary energy provider of the city. One of the catalysts of this change to Phoenix's policies was a recent goal set by the city hoping to reduce its carbon footprint. As on now, Phoenix announced its hopes that "65% of its energy will come from clean, carbon-free generation by 2030 with a goal to be 100% clean by 2050" (CDP, 2021). This increase in green energy availability has led to increasing economic growth as well as population growth, as new businesses are enticed to start operations in the city due to its sustainability.



FIGURE 1: Aerial view of Phoenix, Arizona (City of Phoenix, Arizona, 2023).

Major Findings

- 1 Access to renewable energy sources can serve as a draw for both residents and businesses.

Renewable energy is growing to be one of the biggest draws for people and businesses moving to Phoenix as people grow more aware of the effects of climate change on the world, particularly in contributing to the rising temperatures in the southwest. The city of Phoenix found that many businesses interested in beginning operations in the area were directly asking city officials about the sustainability of the area. Businesses are growing more conscious of the importance of sustainability in their operations since an area that lacks sustainability can also be seen as lacking in growth potential. More businesses present in the area have led to greater economic growth for the city as well as a greater increase in population due to people moving into the city for work.

- 2 Green energy access can be established through use of existing infrastructure and businesses.

Phoenix was able to increase the availability of green energy not by bringing in new green-energy-focused businesses but by working with the energy provider already in the region, APS. APS was initially focused on coal-produced energy, but through working with the interests of sustainability from the city, it began to shift focus to providing green energy starting in 2016. This meant citizens did not have to worry about having to trust new companies or worry about the kinds of price increases that could be brought on by a shift in company availability but instead ensured that the changes were easy to understand and accept.

3 *Transparency helps build trust between cities and their residents.*

One of the major reasons Phoenix has been able to see so much growth from these decisions is that the city's government was very transparent about why these decisions were being made. Phoenix was able to not only tell its citizens that it was focusing more on green energy and bringing in sustainable businesses, but it was able to prove this focus by enacting tangible change within the city. This ensured that citizens understand what their city's government is doing and what growth this could bring to their lives. Additionally, there was transparency between APS and its investors on the plans for future expansion into making green energy more available. This transparency enticed more investors into the company due to its clear establishment of future potential. Many companies have pushed sustainability-focused goals and working with companies that clearly establish their plans for providing green energy in an economically viable way gives those businesses a clear route to achieving their goals.

Why Is This Best Practice?

This increase in availability is a best practice as it serves both the interests of both the citizens and businesses of the city. Businesses are able to have near guaranteed growth potential while the general population can be given the opportunity to utilize renewable energy and have a greater availability of jobs. Additionally, sustainable practices are increasingly beneficial for the areas that can potentially be hit hardest by the effects of climate change. Phoenix being located in the center of a desert means it faces an increased risk of drought and rising temperatures that could both be dangerous for its citizens. Prioritizing sustainability early could help to mitigate the damages that climate change could have on the region, helping to maintain growth and an improving quality of life for its residents.



FIGURE 2 (RIGHT): Aerial view of downtown skyscrapers (History of Phoenix, Arizona 2023)



FIGURE 4: Arizona Public Service (APS) is Phoenix’s primary energy provider and has worked with the city to improve availability of green energy. (Arizona Public Service homepage, n.d.)

Creativity and Innovation

The ideas presented by Phoenix are incredibly innovative, as green energy is often considered environmentally friendly but economically damaging due to its higher costs. Phoenix demonstrates that cities can utilize sustainability to increase economic growth instead of focusing solely on giving financial incentives to businesses. Businesses are interested in future growth as much as current availability, and Phoenix’s focus on sustainability shows that both of these business interests can be addressed without having to leave the city’s general population behind.

Relation to Sandusky

The City of Sandusky has historically struggled with being able to provide access to green energy. This can be due to a variety of factors, but one primary one can be seen in the presence of the coal or natural gas industries within the city. This presence has led to activism against green energy being made available. Additionally, the unique terrain around the city had led to problems with getting the proper infrastructure built to produce renewable energy. As recently as June 2021, the Ohio Power Siting Board rejected a proposal to construct wind turbines near the city due to them being built on karst terrain, due to “disruptions to karst formations [having] the potential to quickly, and detrimentally, affect those wells,” referring to water wells local residents primarily rely on (The Columbus Dispatch, 2021).

However, despite the difficulties the city has faced in the past in regard to green energy, one of the necessary changes that needs to be made if Sandusky hopes to become a viable climate refuge is access to green energy. This green energy access would also help give the city an edge over nearby climate refuges like Cleveland or Buffalo in the same way it gave Phoenix an edge over Denver or Salt Lake City.

MILWAUKEE, WISCONSIN COMPLETE STREETS PROGRAM

WRITTEN BY NATHAN CHAPMAN

Forward

Having safe and walkable streets is an attractive trait for a city to have. The City of Sandusky already has an abundance of sidewalks and walkable streets, but to be more attractive to climate migrants, the city could consider implementing Complete Street Policies to increase the safety of pedestrians, bicyclists, and transit users.

What are Complete Street Policies

Complete Street policies are used by governing bodies to create programs that make streets safer for all users. The main goal of these programs is to eliminate auto-centric designs in favor of streetscapes that protect pedestrians, bicyclists, and transit users. The programs can differ greatly between municipalities as they often contain a variety of different policies that are best suited for the cities or towns they are implemented in. Although the policies may differ, many of the programs contain the same key elements: sidewalks, bicycle lanes, shared-use paths, designated bus lanes, safe and accessible transit stops, and frequent and safe crossings for pedestrians. Depending on the purpose of the street, cities may also choose to include urban design elements such as curb extensions, vegetation, or amenities like seating and bike racks.

Why This is Best Practice

The City of Milwaukee has been nationally recognized for its implementation of Complete Street Policies. The city has been praised for its use of public involvement

to implement context-sensitive street designs. Their continuous interaction with the public has allowed the city to identify problem areas throughout the city and implement the best solutions for the area.

Major Findings

- 1 Complete Street Policies can be an effective way to support safe travel through all forms of transportation.
- 2 When implementing complete street policies it is important to conduct public involvement to ensure the street designs are context-sensitive.
- 3 Many cost-effective complete street strategies can significantly increase the safety of travelers on city streets.

Overview

The National Complete Streets Coalition (NCSC), a program of Smart Growth America, is a non-profit alliance of organizations and transportation professionals that guide the implementation of Complete Streets programs in cities across the United States. The National Complete Street Coalition has established guidelines for creating effective Complete Street Programs. The guidelines are based on their 10 Elements of a Complete Streets Policy, which are listed in figure 1. Using these ten elements as guidance, the NCSC evaluates all the Complete Street programs in the nation, giving them a national ranking and a score out of 100.

The National Complete Streets Coalition - 10 Elements of a Complete Streets Policy	
Establishes commitment and vision	<i>How and why does the community want to complete its streets? This specifies a clear statement of intent to create a complete, connected network and consider the needs of all users.</i>
Prioritizes diverse users	<i>It prioritizes serving the most vulnerable users and the most underinvested and underserved communities, improving equity.</i>
Applies to all projects and phases	<i>Instead of a limited set of projects, it applies to all new, retrofit/reconstruction, maintenance, and ongoing projects.</i>
Allows only clear exceptions	<i>Any exceptions must be specific, with a clear procedure that requires high-level approval and public notice prior to exceptions being granted.</i>
Mandates coordination	<i>Requires private developers to comply, and interagency coordination between government departments and partner agencies.</i>
Adopts excellent design guidance	<i>Directs agencies to use the latest and best design criteria and guidelines, and sets a time frame for implementing this guidance.</i>
Requires proactive land-use planning	<i>Considers every project's greater context, as well as the surrounding community's current and expected land-use and transportation needs.</i>
Measures progress	<i>Establishes specific performance measures that match the goals of the broader vision, measurably improve disparities, and are regularly reported to the public.</i>
Sets criteria for choosing projects	<i>Creates or updates the criteria for choosing transportation projects so that Complete Streets projects are prioritized.</i>
Creates a plan for implementation	<i>A formal commitment to the Complete Streets approach is only the beginning. It must include specific steps for implementing the policy in ways that will make a measurable impact on what gets built and where.</i>

TABLE 1: (Elements of a complete streets policy 2022)

In 2018, the NCSC awarded Milwaukee a score of 80 and ranked their Complete Street program as the third best in the county. The City of Milwaukee’s current Complete Street Policy was signed into law in October of 2018 after it was unanimously passed by the city’s Common Council. The policy requires the establishment of a Complete Streets committee that will have representatives from the following city agencies:

- Department of Public Works
- Department of City Development
- Department of Neighborhood Services
- Department of Administration
- Housing Authority of Milwaukee
- Zoning, Neighborhoods & Development
- The Bicycle & Pedestrian Task Force
- Health Department
- Police Department
- Employ Milwaukee
- Common Council
- Public Safety Committee
- Public Works Committee

Since the committee is comprised of many different agencies, they can best address all the city’s needs and implement the policy effectively and comprehensively. Milwaukee’s Complete Street policy was praised for implementing context-sensitive street designs. They formed partnerships with local advocates and stressed the importance of equity to implement policies that would best benefit the communities in the city.

Safe And Healthy Streets Project

A project funded by the Advancing a Healthier Wisconsin Endowment non-profit organization, has been responsible for much of the implementation of the Complete Street Policies in the city thus far. The project involved a partnership among the City of Milwaukee Department of Public Works (DPW), Wisconsin Bike Fed, the Medical College of Wisconsin, the University of Wisconsin-Milwaukee, and Safe and Healthy Streets MKE. The organization MKE developed a toolkit that would be distributed as part of their partnership with the Milwaukee



FIGURE 1 High Visibility Crosswalk: A series of pavement markings that define crosswalks and prompt vehicles to yield to pedestrians. (STREETWISE MKE n.d.)



FIGURE 2 Curb Extensions: Curb Extensions are used for pedestrian safety to slow vehicles and shorten the distance to cross the street. (STREETWISE MKE n.d.)



FIGURE 3 Street Diverter: These prevent motor vehicle traffic from continuing straight along the route while still allow people walking and biking access.(STREETWISE MKE n.d.)



FIGURE 4 Pedestrian Islands: Pedestrian islands are used on wide roadways to allow pedestrians to cross the street one half at the time. (STREETWISE MKE n.d.)



FIGURE 5 Wayfinding Signs: Signs that direct pedestrians or bicyclist to various destinations throughout the city. (STREETWISE MKE n.d.)



FIGURE 6 Chicane: A series of alternating curb extensions that form an "S" shape to encourage drivers to slow down. (STREETWISE MKE n.d.)



FIGURE 7 Traffic Circle: A structure in the middle of an intersection that forces drivers to slow down and travel in a counterclockwise direction. (STREETWISE MKE n.d.)



FIGURE 8 Parklet: A platform placed along a curb in a parking lane to provide socializing space on the street. These also encourage drivers to slow down.(STREETWISE MKE n.d.)



FIGURE 9: North 27th St. Existing Conditions (City Development 2018)

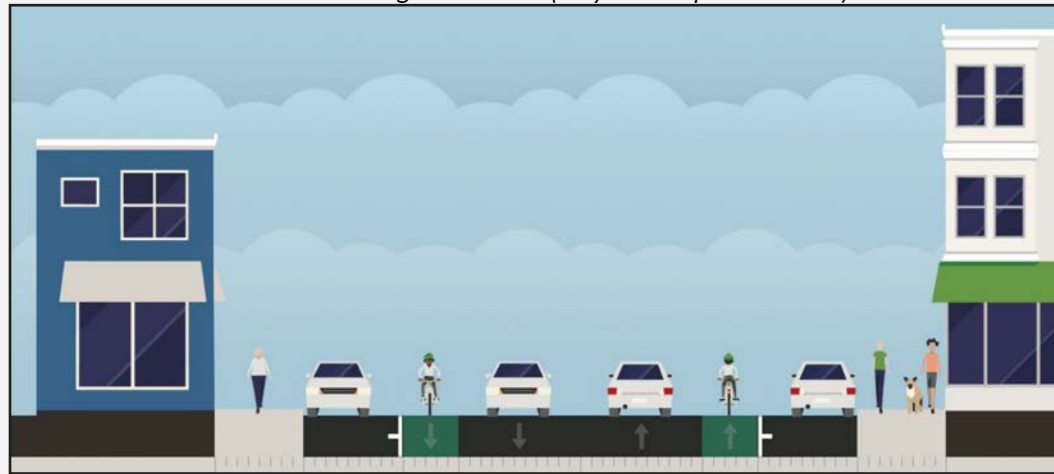


FIGURE 10: North 27th St. Alternative 1 (City Development 2018)



FIGURE 11: North 27th St. Alternative 2. (City Development 2018).

Department of Public Works. It is meant to educate Milwaukee residents about street elements that can increase safety for pedestrians and bicyclists so they can advocate for changes to the streetscape. Pictured on the next page are several of the street elements listed in the toolkit.

A large part of the Safe and Healthy Streets Project also involved surveying the residents of Milwaukee to allow public input and identify problem areas throughout the city. The survey was distributed by mail and digitally through social media posts. The survey included various questions about perceived safety on the streets of the respondent's neighborhood. Through this survey, they were able to identify equity issues that showed lower-income neighborhoods were more likely to have streets that were perceived as dangerous. Using the data collected, the city was able to determine which areas and streets needed to be prioritized.

Milwaukee Complete Street Project - North 27th Street Corridor

The North 27th Street Corridor strategy is an example of Complete Street ideas that have been implemented in the city. The site is located in the SoHi district between W. Highland Ave. and W. St. Paul Ave. The area is a commercial corridor that was zoned like a suburban development. The zoning regulations allow for large lots and wide setbacks for businesses. The land use along 27th Street is mostly commercial with a small amount of mixed-use and office space.

The original street design had eight-inch sidewalks on both sides of the street. The street itself was divided to include a parking lane, a bike lane, and one traffic lane in each direction (fig. 10). To make the street safer for pedestrians and bicyclists, the North 27th Street Corridor strategy included two alternative street layouts. The first would create protected bike lanes by switching the bike lanes with the parking lanes (fig. 11). The second option would involve rerouting the city bike paths and eliminating the bike lanes on 27th Street to widen the sidewalks and add street trees (fig. 12).

In addition to reconfiguring the street, the plan included the implementation of zoning, urban design, and CPTED (Crime Prevention Through Environmental Design) strategies. The city planned to rezone the commercial strip to create a denser development. The city is also encouraging the use of the Rev Up Milwaukee program, which offers grants for entrepreneurs to start their businesses. For the existing businesses, the city is offering Façade Grants and signage grants to clean up storefronts and make the area more attractive. They also plan to implement urban design elements to make the area safer. These elements include curb extensions and increased street lighting throughout the strip, especially in low-light parking lots and alleys.

The North 27th Street Corridor Strategy was published in 2018 as a part of the City of Milwaukee's Comprehensive Plan. At this time the city is still conducting public involvement and fundraising to finalize the design of the corridor and funding for the project.

Conclusion

Complete Street Policies can be an effective way to support safe travel through all forms of Transportation. Safe and walkable streets can be a desirable trait for cities to have and could attract people relocating to other places in the country. The City of Sandusky already has a dense and walkable downtown, but implementing a complete streets policy could make the streets safer for pedestrians and increase street life throughout the city. This would potentially make the city more attractive to climate migrants who are relocating to the region.

FIGURE 13 (RIGHT): Milwaukee, Wisconsin (Visit Milwaukee n.d.)



SUSTAINABILITY IN HOUSING DEVELOPMENT

WRITTEN BY GARY CORVI

Forward

Sandusky, Ohio, already has a home weatherization assistance program through The Great Lakes Community Action Partnership Home Weatherization Assistance Program (HWAP). Within this program are free energy-saving upgrades to eligible homes. These homes include those in Sandusky County. Upgrades can include wall and attic insulation, new light bulbs for outdated lights, furnace repair and/or replacement, repairing or replacing water heaters, and any other improvements to the home that can lower energy usage and cost for residents. The HWAP program was designed to reduce heating costs and make the homes that need the assistance more energy efficient, safe, and comfortable.

Qualifications

To qualify the household must be below or at 200% of the Federal Property Guidelines: Household size; 1 = \$25,520 annual income, 2 = \$34,480 annual income, 3 = \$43,440 annual income, 4 = \$52,400 annual income, 5 = \$61,360 annual income, 6 = \$70,280 annual income, 7 = \$79,280 annual income, 8 = \$88,240 annual income. For each additional household member, there is an \$8,320 addition on top of the 8-person annual income.

History

The International Energy Agency (IEA) was established in 1974 with the idea of the organization for economic co-operation and development (OECD). The plan is to

increase energy security through energy conservation, energy research, and the development of alternative energy sources among twenty-eight International Energy Agency participating countries. The Solar Heating and Cooling Program were one of the first International Energy Agency implementations to be established in 1977. The members have been working together to advance active and passive solar technologies and their applications in buildings, agriculture, and industry fields. Forty-four tasks have been initiated, 35 of which have been completed.

Importance

The highlights of this case study were to summarize the extremely positive findings of the combined research from the International Energy Agency (IEA), ECBCS (Energy Conservation in Buildings and Community Systems), and SHC (Solar Heating and Cooling). To highlight the great points and usefulness for developers, architects, and potential buyers and to motivate each to design, build and buy solar sustainable homes. Solar sustainable housing does amazing things in positively impacting the earth, and providing a more sustainable, healthier way of living. Sandusky, Ohio can benefit from this case study by analyzing its findings and implementing them in the new planned development within the city, whether in developing new homes, mixed-use apartments, or buildings specifically designed for commercial and retail use. The International Energy Agency's solar heating and cooling program on Solar Sustainable Housing covers a wide range of tools and possibilities.

Examples

Within the case study, there are examples provided of built projects with proven success, facts that help make cost/benefit decisions on solar and conservation strategies, and ways to help lay the blueprint for improving the energy, cost, and environmental

performance of designs. Sustainable Solar Housing has proven in three different cases within this study to a reduction of heat losses in cold climates due to compact building form, thick insulation, and ventilation heat recovery, increasing energy gains with the use of solar. Showing that the combination of these technologies helps reduce energy loss and increase the marketability of sustainable solar housing by helping minimize costs.

4,000 of these “high-performance houses” have already been constructed in Europe. Each building only requires 15 Kilowatt hours per square meter (kWh/m²) or less for space heating. The primary energy use is for water and space heating. The primary energy use is for water and space heating. The use of daylight is used as a consideration in high-performance housing. Windows that maximize daylight can help the house remain naturally lit depending on light direction, window placement (walls and ceilings), etc. They state that solar energy can cover more than 50% of the hot water demands in these “high-performance houses”.

In Sandusky

The Great Lakes Community Action Partnership Home Weatherization Assistance Program (HWAP) is a great program for the historic and older homes that already exist within the Sandusky area. But this program could have the ability to be less needed and even phased out within Sandusky completely by already planning for this energy conversation using the Solar Heating and Cooling program, and the other strategies used by the International Energy Agency (IEA).

IEA states that conservation strategies must reduce the energy needed to offset transmission and infiltration losses, supply and temper ventilation air, hot water, and run technical systems. Improving the building insulation quality, using active insulation to compensate for heat losses by passive solar gains (sunlight). And by designing the building to make it more compact to reduce heat loss.



FIGURE 1: Solar panels on top of The Baxly, an apartment building in Savannah, Georgia.(Landers, 2020).

Using natural, passive solar contributions to heat buildings in the cold seasons includes building features that maximize sunlight, and buildings with glass transmittance. Window area designs should have daylight contributions and aesthetics in mind. With Sandusky being so close to water, the winters in Sandusky are cold, windy, snowy, and freezing. This winter climate allows Sandusky planners, developers, and architects to construct buildings that are already weatherized and ready for these harsh winters.

IEA provides examples of heating solutions for different climate scenarios for single-family and apartment-style homes.

These solutions can be used by Sandusky during the harsh winters that Sandusky endures. Sustainable Planning for the future can help Sandusky's housing become more resilient and improve the quality of living for current and future residents of Sandusky.

Key Findings

The key findings within this case study are how effective the combination of solar energy systems for hot water and space heating, natural lighting through passive solar design, improving house and building daylight implementations which improve living quality, along with energy conservations

through better insulation that help compensate heat loss and keep the inside air in and the outside air outside. These Sustainable tools are used to minimize the cost of energy used by residents. Building information systems are used for multifamily buildings to help control home automation systems to measure, control and help manage the entire building.

- Lighting
- Controlling blinds and windows
- Heating zone control

Concluding Thoughts

Sandusky can implement these tools and solar initiatives towards new developments, ensuring stability and sustainability and improving the quality of life for current and future residents. Climate migrants would be attracted to a city that takes climate change seriously. A city that is actively working towards becoming a green city by implementing a sustainable way of Construction and development. With consideration of these sustainable solar implementations, Sandusky, Ohio can create a climate migrant hub that is safe and resilient for the current and future residents. The long-term should always be a consideration when planning.

ONLYLYON

WRITTEN BY RYAN DEGEETER

Why Is This Best Practice?

Lyon's branding is a best practice because it identified the issues of the city as well as its goals and combined public and private stakeholders to create solutions. ONLYLYON and the Addicted to Lyon campaign were successful, in part because of the holistic approach and the apprehension of funding. Lyon also relates to Sandusky in many ways, with both cities having a good culture but also having some territorial stigmatization. It is a notable example of how smaller cities can use their current assets to create the growth and development that they want to see.

Background Information

Lyon is France's number one city of culture, and according to TPBO before the campaign, it had some stigma it had to overcome. Lyon was a tourist destination and struggled with bringing in permanent residents. Medurbantools.com helps bring some insight into what ONLYLYON is and how it came about: it was originally a group of thirteen major public partners that played big roles in economic development. The project also had fifteen private partners at the beginning, and the actions were carried out by a group of seven led by Aderly, which is Lyon's investment agency. They laid out five main steps: the first was to gather partners, promoters, and stakeholders; then, create a methodology, after which they created a marketing plan and design, which was mandatory for all participants to use; they then spread out the tasks to ambassadors and social networks; finally, they created an organization to take care of implementation and development of the plan. The impact and results speak for themselves. According to medurbantools.com,

Lyon is now the:

- 1st business-friendly city in France
- 17th world metropolis most attractive for foreign investments
- 1st France's city for culture (outside Paris)
- 2nd research and higher education center in France
- 1st city in Europe for a "city break"
- 1st Smart City in France
- 1st French city for executives
- 3rd favorite destination for international travelers

Major Findings

- 1 A public-private partnership helps with fundraising when the public sector falls short.
- 2 Using an ambassador program allows for an inexpensive way to represent a city or place.
- 3 Using people who live in Lyon or have an affinity for Lyon should be used in the campaign.
- 4 Focus on certain geographical areas and short, medium, and long-term migration designations.
- 5 Strategic placement of ads physically and digitally helps to attract the intended audience.
- 6 Use cultural or local organizations (such as the Lyon orchestra) to represent the campaign on tours.



FIGURE 1: Aerial view of Lyon. (Derrick, 2023).



FIGURE 2: Statue overlooking the city of Lyon from Fourvière Hill. (Focus on the landscapes of Lyon, 2022).

Overview

Funding is important to cities and city programs, and Lyon's strategy of using public funds and private investors to ensure the marketing initiative stayed well-funded is a useful strategy relevant to Sandusky. It is important to note that the companies that invested in the program were highly economically strong international brands such as Emirates Airlines, Sanofi Health, EDF Electricity, and KPMG Assessors and Consultants. These companies helped in times when public funding was starting to decline and played a critical role in the financial sustainability of ONLYLYON. There were more than just economic benefits: one partner donated space in one of its office towers to act as a meeting area and has had ten thousand visitors come through since 2012. Similarly, if Sandusky can pull its largest and strongest businesses and mix them in with local businesses and the Shores and Islands group, it could effectively fund and market the best parts of Sandusky and attract more business.

The ambassador program that Lyon used was a successful and innovative strategy that helped the city network on an international level. Becoming an ambassador for ONLYLYON is incredibly simple: its website has a drop-down menu; open it and click "ambassadors," scroll to the bottom and click "become an ambassador," and then fill out a quick questionnaire. The rewards for becoming an ambassador, according to the

website, include newsletters and regular information on the vitality of the city, being able to be in events and meetings in one hundred and twenty countries in which only ONLYLYON ambassadors are present, and social networking with the other 27,000 ambassadors internationally. Sandusky could implement a replica of this model to allow people who visit, work in, or live in Sandusky to also have some benefits of being a Sandusky Ambassador.

The Lyon marketing strategy shows how important it is to use current residents or people with a passion for the city to be the spokespeople for the brand. According to an ONLYLYON brochure, the Addicted to Lyon communications campaign featured profiles of "cosmopolitan and happy individuals who are either from Lyon or who have adopted the city as their own and who show their strong attachment to the city." This method helped to create a genuine sense of pride in Lyon that could be shown to the people it is marketing to. If Sandusky was to do something similar, it could help combat some negative feelings that the history of lake pollution has given coastal Ohio.

Lyon effectively targeted geographical areas across Europe, the Middle East, and the United States and created a strategy for short-, medium-, and long-term migration from those areas. The first steps of the process were to

target people who travel at least four times a year and come from specific geographic regions; it decided to target specific cities in the areas. From there, it decided based on proximity to Lyon which cities it would try to give short- to medium-term attention to and which would get medium- to long-term attention. Something similar can be done for Sandusky by targeting coastal cities and trying to give short-term attention to cities already facing a climate crisis and longer-term attention to those who still have a few years before the residents start to panic and flee or be forced out.

The placement of its advertisements as well as the strategic use of its larger private partners helped to make the ad placement as effective as possible. The campaign decided to target airports and international conventions. ONLYLYON put ads in multiple airports around Europe, and when the Universal Exhibition was held in Milan, it placed ads inside taxis. Also, its partner Emirates Airlines put ads in its planes during flights that included publicity of large events and an aerial drone view of Lyon. ONLYLYON also found ways to get the city's higher education institutions involved and let communication students co-create the brand. If Sandusky was able to get a large local partner like its airport to put ads in planes and the airport, it could help spread the message to travelers, even if they are just there for a connecting flight. Furthermore, with the BGSU campus and the Ohio Business College present in Sandusky, the city could find a way to create partnerships with those institutions to keep ideas fresh and economically friendly.

To keep its actions visible and mobilize its international networks, ONLYLYON supported its local cultural institutions and helped with certain groups' communication strategies. One such group was the Lyon National Orchestra, which did an international tour and allowed ONLYLYON to co-manage its communication strategy. TPBO ex-



FIGURE 3 (RIGHT): ONLYLYON sign in front of the Rhone River. (Tourmag, 2015).

plained that “coverage in world key media outlets can have a huge impact on a city’s reputation and its legitimacy as a global player.” ONLYLYON pays close attention to the press and press relations to ensure that the city keeps a positive reputation. If Sandusky was to make an organization similar to ONLYLYON, co-managing communication strategies with local cultural institutions would give it another tool to combat its territorial stigma.

How Does It Apply To Sandusky?

Sandusky, like Lyon, is a smaller but desirable place to live. When comparing the two cities, many similarities arise in both assets and challenges. An example of the assets of both cities is that they have great and unique cultures. TPBO calls Lyon “France’s no. 1 city for culture.” Sandusky has a rich boating culture among other aspects of

the city that bring a unique feeling to a Midwestern city. Lyon also addressed some challenges Sandusky is facing or will face soon, so its strategy is a good example of how to solve those challenges. According to medurbantools.com, the challenges addressed by ONLYLYON include “raising international awareness and generating appreciation, attracting foreign investment, international talent, and commerce, increasing the value of the city and quality of life, and increasing the population.” These are in line with what Sandusky also considers a challenge. Since Lyon is in France and is connected to the European Union and parts of the Middle East, the tools used for attracting international investment and talent would be best used across the United States, where, for this plan, coastal U.S. cities can be targeted for their business and personnel.

REEF TECHNOLOGIES: PARKING SYSTEMS MANAGEMENT

WRITTEN BY JARED GODWIN

Notable Locations

Brickell City Centre (Miami), FL, USA
Citi Field, Queens, NY, USA
Duke University Hospital, Durham, NC, USA
+4,800 other garages around the world

Why Is This Best Practice?

“REEF OS connects restaurants, airports, hotels, warehouses and more to brands looking to grow. More customers for them, more income for you” (REEF Technology, 2023). With REEF, Sandusky may level itself with the likes of Miami, New York City, and other larger, more developed cities. By introducing it into Sandusky’s downtown area, REEF is not only a good parking solution, but it can serve as a central hub for all of Sandusky’s sights and attractions. Through the implementation of a multi-use parking lot or garage, a lot of Sandusky’s concrete spaces will come to life with many purposes and serve as a solution to a problem that ravages any city: misused, single-function, concrete space. With REEFs, Sandusky is opening itself to an abundance of economic opportunities, not just in parking, but in all forms of transportation and tourism.

Major Findings

- 1 REEF boosts transit options for consumers.
- 2 REEF makes regional traveling and local commuting easier and more affordable.

- 3 REEF removes stigma around public transportation by creating an innovative parking and transit ecosystem.
- 4 REEF creates placemaking opportunities through the implementation of shuttles, food vendors, and more inside its garages.
- 5 REEF removes many of the hassles of public parking, resulting in an easier experience and more activity.

What is REEF?

REEF Technology is an organization that has created its own digital ecosystem centered around making parking and transit easier for the citizens of the areas they are built for. REEF makes clear its purpose to turn single-use parking lots into multi-use spaces. In order to get a REEF lot or garage implemented, the organization must be reached out to before it will design a property that is suitable for all of the site’s needs.

REEF OS

REEF OS, or REEF Operating System, is the all-encompassing term used to describe the operating platform for REEF Technology and serves as the glue that holds its services together. REEF OS is REEF Technology’s ecosystem. The system boasts incredibly innovative technology throughout its properties with license plate recognition; a mobile app; and partnerships with DoorDash, Grubhub, and UberEats. Further, REEF OS has brought many new brands and services to travelers in airports and arenas as it boasts its virtual food halls. However, REEF OS capabilities do not stop there: with extra available space on the property, garages



REEF

— THE ECOSYSTEM THAT CONNECTS THE WORLD TO YOUR BLOCK —



FIGURE 1 (LEFT): Diagram of urban ecosystems. (Malone, 2019).

can also serve as micro-fulfillment centers with their own in-house delivery systems.

Security

REEF Parking prides itself on providing its own in-house security systems to put consumers' minds at ease. With trained, qualified individuals working security, users are able to focus more on the event that led them to park there in the first place rather than worrying about their vehicles or their belongings.

Valet Services

REEF Parking has a state-of-the-art valet system utilized to connect users back with their cars. The entirety of the valet system is contactless and controlled through the REEF mobile application. Once parked, users get a digital valet ticket and can see all of the details of their trip through the REEF app. Through this seamless service, guests are reunited with their cars promptly and with little headache.

EV Charging/Bike Racks

REEF garages and lots utilize current and innovative technology. These parking areas have the capacity to handle the charging of electric vehicles. With REEF, implementing EV (electric vehicle) charging has never been easier. REEF operates and maintains all aspects around the charging process so owners can sit back and trust that the process has been taken care of. Further, REEF maintains and installs bike racks for alternative forms of transportation.

Shuttle Services

REEF Parking has also implemented a REEF-branded rideshare op-

tion for those who choose to park in their garages or lots. With the option to use a REEF shuttle to get to and from high-value places, riders do not have to worry about finding parking everywhere they choose to go. Further, with REEF's shuttle service, the total number of commuters in that area decreases, making it easier and quicker to get to an event or destination.

Event/Traffic Management

REEF Parking garages and lots also employ workers to help control traffic flow into and out of their properties, thus streamlining the total amount of time commuters are in their vehicles. REEF Parking tailors the traffic control and patterns to the details of each event.

REEF Kitchen

REEF Kitchen provides the surrounding area with REEF-branded fast food items. REEF Food Halls are operated via a kiosk on-site or through the REEF mobile application. Once guests have placed their order, their food can either be delivered to them personally at their airport gate or at their seat inside an arena. The food can also be placed in a locker that is only accessible to the person who placed the order. REEF Food Halls have also partnered with UberEats, GrubHub, and DoorDash to expand to those who do not park with them. REEF Kitchen has implemented Food Halls to keep their guests moving and to serve as a way to eat on the go.

Economic Viability

Through REEF's innovative look on parking, more is possible. REEF's main mission is to turn single-use parking lots into multi-use spaces. With a purpose like this, economic growth is more likely to happen. As seen with existing garages, REEF offers connections to oth-



FIGURE 2: REEF kitchen showcasing delivery options. (Coley, 2020).

er high-value places of commerce, including arenas, tourist hubs, and simply around the city. With direct connections to places like this, it is easier to shop, attend a concert or sports game, or even catch thrills at a local amusement park. When consumers do not have to worry about transportation or parking in high-traffic areas, they tend to enjoy these spaces more and spend more time and money at them, positively influencing the economy.

However, this is not the only way REEF is fiscally viable. REEF Parking is extremely beneficial in instances where events or festivals occur in the streetscape, making commuting to these events difficult and time-consuming.

Lastly, through the creation of this facility, a large number of jobs will be created. From the construction process through the time the garage or lot is opened, hundreds of jobs will be created. It takes a large construction crew to build the garage and a large group of REEF employees to successfully run the garage. Whether in facilities maintenance, security, or a REEF Kitchen or a REEF micro-fulfillment center, job possibilities are not in short supply.

Creativity & Innovation

REEF Technologies has implemented some innovative experiences into traditional parking. Not every garage has a Food Hall or micro-fulfillment center, but where REEF's innovation shines is in their technology. From the moment a user enters the garage, their license plate is scanned using recognition software and timestamped the second it is registered, allowing for faster entry and exit times. Further, with the REEF Parking mobile application, users can pay their parking fees on their cell phones and continue with their day.

The concept of transforming lots and garages into multi-use spaces is innovative in itself. REEF takes traditional parking methods and turns them into spaces users feel comfortable being in.

A SMALL TOWN APPROACH TOWARDS SUSTAINABILITY: LOOKING AT A CASE STUDY ON FAIRFIELD, IOWA

WRITTEN BY SETH MARQUIS

Sustainability and its Goal

To develop sustainably, a hands-on approach and mindset are necessary. It is important to think about not only the environmental concerns involved with an area but the economic development as well. The goal of any sustainable development project should be to lay the foundation that will eventually lead to the improvement of the community in question (un.org).

Importance of this Case Study

Very little is known about the developmental approaches being taken towards sustainability when observing communities with a population under 50,000 people. This case study aims to take a deeper look into one of these communities, provide ground-level insight into the emergence of this developmental approach, look at how and what they are doing to implement these new ideas, and assess areas of consideration for the community when engaging with sustainable development.

Relation to Sandusky

As climate change increasingly becomes a problem for more regions, a lot of communities are looking at starting to plan for their long-term sustainability. Sandusky, a relatively small community, sits on a bay of Lake Erie and currently has a population of just under 25,000 people. Additionally, within the next ten years, the city plans to grow to a population of 30,000 and already has the infrastructure to help support this goal.

Purpose of Research

The purpose of this case study is primarily to gain a greater understanding of small towns and how they handle sustainable development. Along with this, the following questions were proposed and answered using this single case study:
How and why does a community adopt a narrative around sustainable community development, and how are they acting upon it?
What are the key components of a locality receptive to and interested in sustainability or resilience?

Major Findings

- 1 Fairfield adopted the narrative around sustainable community development with the conception of Fairfield's 2020 Go Green Strategic Plan, written in 2008 and 2009. The purpose of the plan is to lay out the foundation to help guide the "process" of sustainability. Fairfield continues to act upon this plan by implementing different phases of the plan over time.
- 2 When thinking about the key components of a locality receptive to and interested in sustainability and resiliency, several elements should be considered:
 - Be selective about who is developing the sustainability plan.
 - Set development goals that are both achievable and far-reaching.
 - Start development on projects most likely to see success (least controversial projects).
 - Keep working on projects that are in the direction that the community wants to grow.



Figure 1: Fairfield, Iowa: City center. Also called Fairfield's "Central Park". (Elmker, 2017).



Figure 2: Farmers Market: Opportunity to teach community about local food production and development. (Onojeghuo, 2017).



Figure 3: Eco-Paved Parking Lot: This permeable paved parking lot is an example of development something like the Go Green Project can create. (TrueGridPaver, 2017).

Overview

Fairfield is a city in the southeast corner of Iowa with a rich history. The city was established and has seen development since 1839. As of 2019, Fairfield has a population of 10,425 with a median income of \$41,710. One of the closest cities is Iowa City, which is about an hour and a half away and has a population of about 75,000 people. Additionally, both Davenport and Des Moines sit about two hours away and both have populations of over 100,000 people. Fairfield's interest in sustainable development can be traced back to a leader who wanted to see change and who was not afraid to work through social decisions.

The Meaning of "Sustainability"

When considering what sustainability means, especially to a small city such as Fairfield, the definition can vary and should be assessed in how it is interpreted. To start, a more formal definition of sustainability is a society that sees population and capital growth as long as the system in place is kept in check and the feedback remains positive. While this is true, sustainability and its meaning hold a lot more depth than that; it is important to remember that sustainability is directly connected to a community and its sense of place. When residents of Fairfield were asked what sustainability meant to them, they gave answers such as "an underlying unity, a wholeness in nature," and "a bigger picture." While these answers can come off as vague, when paired with how Fairfield has handled their sustainable development, it becomes clearer what they meant: there is a sense of cohesiveness within the community, and although everyone may have different ideas and opinions, everyone can see the bigger picture and what is hoped for out of these development projects.

A City's Role in Sustainable Development

To bring about acceptable development within a community, it is important to keep the following factors within a community in mind: ethics, spirituality, environmental protection, economic development, and community revitalization and vibrancy. With ethics and spirituality often not being mentioned by mainstream definitions of sustainable development, it is important to keep them in mind for the people living within the community. A city's role in sustainable development regarding the Go Green plan should be to make sure the plan is continuously being implemented. Cities should look into hiring one person who is willing to take the community in the direction that the city would like to move. Additionally, the individual should be encouraged to listen to members of the community and take those calculated risks other cities might be afraid to make. The city needs to set goals and push to reach them, even if not completed in the time that was hoped for. The city needs to be doing and not just talking to see successful sustainable development.

The Go Green Plan

Fairfield's Go Green plan is not a comprehensive plan, but rather a voluntary strategic plan. However, while not a comprehensive plan, it was created with just as much time and effort as one. The idea came to fruition through the mayor along with several other members of the community. People within Fairfield started taking stronger stands toward the health and environmental issues within the area and a lot of community members were able to come together to create and work on a plan over several months. The Go Green plan sets up a definition that will help guide the process of sustainability. This definition was constructed with inspiration from the Presidio Graduate School's Sustainable Management program and the book *Natural Capitalism*. It states: Sustainability is a way of working and living that balances immediate



Figure 4 (RIGHT): Fairfield, Iowa: Town Square. (WikiMedia, Whittaker, 2010).

needs for commerce, living, habitation, food, transportation, energy, and entertainment with future needs for these resources and systems as well as the liveliness and support of nature, natural resources and future generations. It addresses human and natural systems (such as social justice, meaningful experiences, social values, biodiversity, ecosystem services and life-cycle food chains) as well as economic systems (such as market viability, profit and returns) in order to meet needs and desires without endangering the viability of future generations or endeavors. (City of Fairfield, Go Green Plan, 2009).

The Process of Making Changes in a Community

Community development can be broadly defined as a means of putting power in the hands of the people for them to make the changes they want to see within their community. Even though it is important to put power in the hands of the community, not everyone in a community may agree with each other on what sustainable development is. This can lead to challenges, especially when it comes to the implementation of any development towards sustainability. However, although a chal-

lenge, getting discussion about sustainable development flowing in a community can help to get the community thinking about it, no matter what side its individuals take on the matter. With time, the possibility and opportunity for development may be more accepted.

What can be done in Sandusky?

Sandusky could implement a plan or organization that focuses specifically on sustainable development. The city should appoint someone to lead the organization and work closely alongside the community to turn any potential sites of revitalization into more sustainable development. Along with creating a group to take charge of the issue, the city should celebrate its accomplishments and goals reached for sustainable development to help bring more recognition to the issues at hand. This could also help encourage the community to want to work towards these more sustainable projects and could lead to the development of a much more attractive city.

MASTER-PLANNED SENIOR LIVING COMMUNITY: LOOKING AT THE VILLAGES, FLORIDA

WRITTEN BY EVAN MITCHELL

Background Of The Villages, Florida

The Villages, Florida, is a 32-square-mile, master-planned retirement community that provides individuals aged 55 or older a quality post-work life. Located in central Florida, The Villages affords its residents with year-round warm weather and countless amenities and recreational activities. Since its inception in the early 1980s, The Villages has seen continued growth in its population. Today, The Villages has amassed over 75,000 residents and continues to grow every year. It is widely known across the country as one of the best places in America to retire.

Why This Is A Best Practice

The Villages, Florida, is one of the best retirement communities in the United States in terms of attracting new residents every year. Its impressive array of amenities, efficient home-buying process, and enjoyable culture have allowed the community to continually grow since its inception, making it a best practice of a master-planned retirement community that is successful in growing its population year in and year out.

Major Findings

- 1 The Villages' golf cart culture fosters a safer and more interpersonal environment for its residents of older age.
- 2 The Villages' wide-ranging recreational activity options, combined with its large number of amenities, make it a popular destination and ideal place to live.

- 3 The Villages' efficient home-buying process makes it easier to move into the community for people looking to move into a retirement community.

Relevance To Sandusky, Ohio

With the prospect of a large population influx for the city of Sandusky, Ohio, it is important to learn from other areas across the country that have been successful in attracting populations seeking to move. After meeting with Sandusky's chief planner, Arin Blair, it is clear that one of the city's goals is to make Sandusky an attractive landing spot for retirees. She went on record saying that incorporating a type of "golf cart culture," albeit on a smaller scale, is something that she wants the city to accomplish, in hopes of becoming a more popular place to live during retirement. Blair also mentioned that Florida is the state with the most migration into Sandusky other than from within Ohio itself. With The Villages being located in Florida, coupled with the fact that Florida is a popular destination for retirees, it can be helpful to learn from what The Villages does to attract so many people from this demographic and apply it to Sandusky, Ohio. This case study will delve into what The Villages does so well to do this, and how it can be applied to Sandusky, Ohio.

Overview Of The Villages, Florida

Located in Central Florida, The Villages is a 32-square-mile, master-planned retirement community that provides individuals aged 55 or older a quality, post-work life. Being an hour's drive from Orlando, an hour and a half drive from Tampa, and a two-and-a-half hour drive from Jacksonville, The Villages provides its residents with relative proximity to three of Florida's largest metropolitan areas while also



being in a relatively quiet part of the state.

According to the 2021 ACS 5-Year Estimates Data Profiles provided by the U.S. Census Bureau, The Villages had a population of 76,415 people with a median age of 72.7 years in 2021, highlighting the town's age restriction of 55 years or older and its status as a retirement community. The racial make-up of the 76,415 people living in the Villages is overwhelmingly homogeneous, with a staggering 74,073 of The Villages' residents being white, which is 96.9% of the total population. People who are Hispanic or Latino only make up 1.2 percent of The Villages, while black people make up an even smaller 0.3 percent (US Census Bureau, 2021).

Founded in the early 1980s, The Villages has seen continued growth since its beginning on a massive scale, with its population growing by approximately 4,500 people annually (Erisman, 2014). With such an impressive population influx year in and year out and its notoriety across the United States as one of the best places to retire, it is clear that The Villages offers much more than just warm year-round weather. Covered in this report are the different aspects of The Villages that contribute to the community's impressive ability to attract new residents each year while also retaining its current ones at the same time.

Golf Cart Culture

Many people who are familiar with The Villages know about the golf cart culture that has consumed the area. According to Alissa Walker, writer of the article "There's One Thing we can Learn from The Villages' Success," over 60,000 golf carts exist with The Villages, making them as prevalent as automobiles are (Walker, 2021). Aside from their obvious utility on the many golf courses within The Villages, golf carts are used by The Villages' residents to go pretty much anywhere in the area; it is common to see residents traveling to grocery stores,

FIGURE (LEFT): Spanish Springs: The Villages, Florida. (WikiMedia, Tetraeder, 2018).

restaurants, friends' houses, town centers, and other places in their golf carts. According to Walker, some estimates say that one-third of all trips in The Villages are taken by cart instead of motorized vehicles, illustrating how heavily they are used in the area (Walker, 2021). Residents of The Villages even go as far as to customize and personalize their golf carts to show off to their neighbors. Golf carts also allow for easier and more interpersonal human interaction, as they are open-air and smaller, allowing drivers and passengers to easily talk to one another as they pass each other by.

The main advantage of golf carts is the simple fact that they are much safer to drive compared to motorized vehicles. With the top speed of an average golf cart sitting just around twenty miles per hour, driving a golf cart is a lot more manageable for senior citizens to drive compared to cars that are capable of moving at significantly higher speeds (Walker, 2021). Of course, this does mean that traveling by golf cart takes a significantly longer time compared to traveling by motorized vehicle. Fortunately, since The Villages is a retirement community, this is not seen as a major concern by most residents, as their retired lives are generally slower-moving and more laid back compared to their working years. It is safe to assume that many residents are comfortable with prioritizing their safety ahead of faster travel times and that many enjoy the leisure that comes with traveling at slower speeds. It is also worth noting that golf carts are also more sustainable compared to typical motorized vehicles, as they run on electricity, are light in weight, and barely pollute the air (Walker, 2021). This may not be a point of concern for the people looking to move to The Villages, but it is another advantage of having golf carts in place of motorized vehicles.

Recreation And Amenities

Since its inception in the early 1980s, The Villages has always emphasized attracting new residents through its offering of a plethora of recreational activities and amenities. Today, The Villages offers a monthly amenity fee. The fee is 189 dollars a month, and it includes a wide variety of perks for the residents who pay for its benefits. Included in the fee is:

- Free golf on all executive courses within The Villages (30 golf courses).

- Access to swimming pools, pickleball courts, tennis courts, bocce courts, and more.
- Access to any indoor and outdoor recreational facilities.
- Access to parks, dog parks, fishing areas, and nature trails.
- 24-hour neighborhood watch service (The Villages, n.d.).

The Villages' monthly amenity fee is an ingenious move in terms of marketing because it gives people who are looking to move into the area a clear vision of the activities they can partake in as residents there. The fee includes activities for virtually anyone, but it is, of course, tailor-made for golfers, which is The Villages' main selling point. There are a staggering 540 golf holes within The Villages, and the monthly fee covering the green fees for this diverse list of golf courses makes living there extremely appealing to anyone who enjoys golf (Czeczot, n.d.). Beyond The Villages' extraordinary golf options, there are countless other recreation options such as softball, tennis, pickleball, and more. It is estimated that around 5,200 softball games are played in The Villages each year through thirteen different leagues, and there are more than 100 tennis and pickleball courts in the overall community. There is even a polo stadium that draws over 30,000 fans each year (Czeczot, n.d.). With all of these options comes a major appeal to people looking to move somewhere that can afford them the ability to participate in a variety of recreational activities.

Moving past the recreation aspect, The Villages offers its residents a multitude of other things to do as well. Most notably, The Villages is home to three different town squares, each featuring its own unique shopping, dining, and entertainment venues (Czeczot, n.d.). These town squares give residents a sort of "downtown" for their respective neighborhoods within the larger community of The Villages and are another major selling point for people looking to move into the area.

Housing Purchase Process

Another thing The Villages does well to attract new residents is in its relatively simple housing purchase process. With its housing search engine and list of available housing stock on its website, The Villages makes moving to the com-



Town Squares: Residents congregate in Brownwood Paddock Square to take in a show. (The Villages, n.d.)



Golf Cart Culture: Many residents of The Villages choose to drive golf carts around the community. (Walker, 2021)



Patio Villas: Pictured is a typical patio villa home. The cheapest offered in The Villages housing catalog. (The Villages, n.d.)



Recreation: People partaking in bocce bowling. Just one of many recreational activities available to residents. (The Villages, n.d.)

munity as easy as it possibly can make it.

The housing search engine, Homefinder, located within The Villages website, is very user-friendly and straightforward. Organized much like other popular housing search programs such as Zillow, Realtor.com, and Redfin, the Homefinder program allows users to navigate through a map of homes for sale in The Villages (The Villages, n.d.). Any information a homebuyer may need is included in Homefinder, including the number of bedrooms and bathrooms, the total square footage, details about the neighborhood the house is in, floor plans, features of the property, and any financial information about the property (The Villages, n.d.).

On top of the housing search engine, The Villages website offers a catalog for all the available housing stock in the community. This catalog features seven types of homes: Patio Villas, Courtyard Villas, Cottage Villas, Cottage Homes, The Verandas, Designer Homes, and Premier Homes (The Villages, n.d.). In the catalog, there is ample information provided for each of the seven housing types. This approach is well-done and makes the housing purchase process much easier for retirees looking to move to The Villages, as it gives them a quick, detailed look into the housing options available to them. Ultimately, by making the housing search process as easy as it has with its Homefinder search engine and housing catalog, The Villages makes moving into its community a more stress-free option for people looking to move to a retirement village, setting itself ahead of the competition.

Connecting Back To Sandusky, Ohio

With space within Sandusky ready to be developed, the city needs to pursue attracting more people from the retired population. Although it may not reap the benefits of warm year-round weather, Sandusky can learn from the successes of The Villages in attracting new residents every year. Sandusky can do this by mirroring the three key elements that The Villages has to offer its residents: a golf cart culture, access to various recreational activities and other amenities, and a simple housing purchase process. These three things, combined with the general affordability of Sandusky, can quickly make the city a popular destination for the retired population. This would bring more spending power into the city and would further cement Sandusky as a popular destination for anyone to move to, which is exactly what the city needs in its pursuit of being a premier climate haven in the United States.

INCENTIVIZING REMOTE WORKERS TO RELOCATE TO SMALL TOWNS

WRITTEN BY MACKENZIE ROUNDS

Forward

Currently, Sandusky's name recognition comes largely from its renowned amusement park, Cedar Point. The city now finds itself tasked with getting noticed by outsiders and enticing them to live there. If Sandusky wishes to attract climate migrants, it must first gain acknowledgment as a climate haven and a place where people come not only to be tourists but also to work, play, and live.

Overview

Greensburg, Indiana, also known as "The Tree City," is a tight-knit community of 11,228 people located 47 miles southeast of Indianapolis, most famous for the tree growing out of the top of its courthouse. Like Sandusky, Greensburg's largest employers are in the manufacturing and healthcare industries. The family-friendly small town is also home to an Artistry District with numerous murals as well as outdoor recreation at over 19 parks, five nearby campgrounds, a youth sports complex, and golf courses. The downtown area also has many small shops, a movie theater, a bowling alley, and a putt-putt course.

As of 2022, 26 percent of employees in the United States work remotely, up from six percent pre-pandemic levels (or seven million workers). Experts predict as many as 36 million people will work remotely by 2025.

Over a third of remote workers are women and college graduates; in addition, Asian workers make up the highest percentage of remote workers, while Black and Latino workers represented over a third of remote workers as well. The Information Tech-

nology (IT) industry most commonly adopts remote work, indicating that remote workers are often higher salary earners.

The Pull of a Lower-Cost Life

With rising housing costs and stagnating wages, places that can boast a lower cost of living have increasing leverage to entice new residents. Recent college graduates, struggling with college debt and living independently for the first time, are prime targets for remote work and affordable locations. This is important for Rust Belt towns that have lost their populations and have seen "brain drain" from younger residents leaving for better job opportunities.

Why This is a Best Practice

Since the COVID-19 pandemic, the amount of remote workers has skyrocketed, continuing the trend of an increasingly remote workforce. The job flexibility afforded by remote work allows employees to live nearly anywhere they please, and many small, less prominent places across the country are finding a niche in promoting themselves as cost-efficient places to live. Having remote workers become residents of these small towns means having new consumers contributing to local businesses and the local tax base without requiring towns to produce new jobs. In addition, remote workers do not create as much strain on the environment and local infrastructure, because they do not have to commute to work or require a separate facility to work in. While many towns across the United States are competing to attract remote workers, Greensburg sticks out among them. It not only offers 5,000



FIGURE 1: Decatur County Courthouse, Greensburg, IN (WikiMedia, 2022).



FIGURE 2: Franklin Street, Greensburg, IN (WikiMedia, 2022).

dollars to help remote workers relocate there, but it also offers local memberships, child care assistance, and welcome into neighbors' homes. Its bundle of cash incentives, amenities, and hospitality makes it a model for other small towns aspiring to attract new residents.

Major Findings

- Remote workers relocating to small towns bring with them higher salaries, which boosts the local tax base.
- Small towns can capitalize on their lower cost of living to entice people to move there amidst rising housing costs.
- Towns that offer not only cash incentives but also amenities have high success in attracting relocating remote workers.

Creativity and Innovation

Greensburg is offering a variety of free amenities to incentivize remote workers to live in its small town. Newcomers receive one-year memberships to the local co-working space and the YMCA, as well as gift cards to the farmers market, free passes to the local theater, and free passes for boating and beaching at the nearby lake grounds. The town also created a "Grandparents on Demand" program, in which residents provide free babysitting services and stand-ins for Grandparent Day at school. At town events, new residents are offered a literal "Seat at the Table" to allow them to get involved and meet the community. In addition to these programs, Greensburg residents offer newcomers old-fashioned hospitality, inviting them into their homes for a meal.



FIGURE 3: Tree Atop Decatur County, Indiana Court House
(WikiMedia, O'Brien, 2022).

MakeMyMove

Greensburg's notoriety comes not only from what it can offer remote workers but also from its partnership with MakeMyMove, which makes its offers visible to people across the country. Based in Indiana, the online marketplace shows listings of over 50 cities nationwide that have offers for remote workers who relocate there. Within two weeks of listing itself on MakeMyMove's website, Greensburg received over 800 applications from remote workers eager to become one of the five people sponsored by the city to move there. Those interested need only apply on MakeMyMove.com and meet the requirements of the city they apply to. Greensburg, Indiana, specifies that eligible applicants must be U.S. citizens over the age of eighteen who currently live outside of Indiana and make over 60 thousand dollars per year. They must also be able to retain their current job while relocating and move to Greensburg within the next six to twelve months.

Bringing Remote Workers to Sandusky

Like many other small Rust Belt towns, Sandusky faces the questions of economic growth and revitalization. Inviting remote workers to live in Sandusky provides a potential way to stimulate the local economy and grow the local population. This practice can also introduce new demographics of people who may not typically live in small Midwestern towns, like younger college graduates and people of color.

THESSALONIKI: A CASE STUDY ON TOURISM MARKETING

WRITTEN BY LAUREN SAUTER

Tourism Marketing

Tourism marketing is loosely defined as the systematic and coordinated execution of policies to achieve the satisfaction of the needs of identifiable tourist groups and, in doing so, achieve an appropriate return. A successful place marketing framework will provide tourism products that capture and satisfy the wishes of its visitors. Tourism products are multi-functional and guided by users' wants, expectations, and ultimate satisfaction with the product. Generally, they will influence tourists' decisions to visit a city and their satisfaction with the city.

Why This Is Best Practice

Part of attracting climate migrants and climate refugees to the City of Sandusky involves successfully marketing the region to these potential residents. With an economic history already heavily involved in tourism, Sandusky will benefit from implementing tourism marketing strategies as Thessaloniki has.

Major Findings

- 1 Promoting a strong, positive destination image, such as through place branding, helps differentiate a city and gives it a more advantageous competitive placement among other similar cities.
- 2 Appealing to different tourists' wants and needs by assessing their locations of origin will improve satisfaction with tourism products and with the destination. Capitalize on niche markets, such as convention tourism and gastronomic tourism in Thessaloniki.

Overview: The Tourism Market

The tourism industry has long fueled the economy of the City of Sandusky, aided largely by Cedar Point, neighboring islands, fishing and boating, and, more recently, its many water parks. According to the Sandusky County Visitors Bureau (2019), the county area was supported by 184.5 million dollars in total tourism sales in 2019 and sustained 2,312 tourism-dependent jobs. The money generated in taxes on tourism sales—for the county, that is 22.7 million dollars in 2019—also benefits the local community. Promoting tourism yields benefits such as “the reduction of unemployment, the upgrading of the area, the rise in the quality of life of the inhabitants, and the cultural development” (Velissariou & Gkougkoulitsas, 2019).

Place Branding

Promoting a positive place image is crucial to the success of a place's tourism market. Tourism and perception “are based on the emotional state of the visitor rather than the cognitive elements,” elevating the importance of a positive image since image “is the meaning of a destination, and is ‘what the destination is’ in the mind of tourists” (Yannas & Simeli, 2012).

The development of a tourist destination may utilize city branding and city marketing. Place marketing grew in popularity in the early 1990s and grew alongside place branding after the turn of the century. Place branding uses marketing techniques, place-making principles, and product branding strategies in the development of cities to distinguish and positively project its destination image (Sarkar, n.d.). New York's popular “I Love NY” brand stands as one of the most well-known

city branding strategies ever since it was first designed in 1977; in Thessaloniki, the city brand is “Many stories, one heart.” A successful place branding strategy involves a resonance between the place, people, and businesses present in the destination. Yannas and Simeli (2012) argue that to formulate a destination’s branding, a place must begin with image building, often using place-making principles. In the United States, city marketing is usually linked primarily to “local economic development, the promotion of place, and the encouragement of public-private partnerships to achieve regeneration” (Velissariou & Gkougkoulitsas, 2019). These marketing strategies should aim to develop a destination that can compete globally by capitalizing on regional identities, authenticity, and local distinctiveness. Brand management is one of the most powerful tools in tourism destination marketing to confront the challenges of competition and claim a position in the world market.

Tourism In Thessaloniki

Thessaloniki is the second largest city in Greece. It has seen a steadily increasing tourist flow over the last two decades, as has much of the region. An in-depth study of Thessaloniki tourist trends and data covered by Velissariou and Gkougkoulitsas (2019) found that nearly half of all tourists in the city were visiting for recreation (followed by 25% for business, 17% for visiting friends and family, and 10% for conferences and exhibitions). As a tourist destination, Thessaloniki includes many forms of special interest tourism, including Congress tourism, exhibition, cultural tourism, religious tourism, cruises, shopping, health, and gastronomic tourism.

A key strategic target to improve a destination’s marketing plan involves enhancing the brand of the area. For marketing strategies in Thessaloniki, the report suggests a cost leadership strategy of “combining high promotion and low-priced products, focused on market niches, followed by a diversification of these markets” (Velissariou &



FIGURE 1 (RIGHT): Thessaloniki: Thessaloniki Beach Promenade. (WikiMedia, Johannesjom, 2018).



"I Love NY": One of the most popular, well known city branding strategies ever created. (WikiMedia, Glaser, 2009)



Cleveland Script Sign: This sign provides people with an ideal photo location, having the skyline behind the script. (WikiMedia, Drost, 2019)



White Tower: On Thessaloniki's beach front (WikiMedia, Dockashi, 2017)

Gkougkoulitsas, 2019). Niche markets in the city include its Congress tourism, which the authors suggest should focus more on medium promotion and low prices, and its health and religious tourism, which should deliver low prices and a high-value product. Different forms of tourism can target different segments of the tourism market for the different tourists' origins and desires; by assessing the original location of foreign visitors, Thessaloniki can provide different touristic products to satisfy a greater number of people.

The report also suggests ideas for improving and promoting the city's branding. Many of its suggestions involve promoting the city's name in new places and improving accessibility to its amenities, such as by creating brochures in more languages, creating a webpage to be used in social media, placing more informational signs at its transit stations, or launching campaigns on tourism in both domestic and foreign media.

Further, tourist feedback to Velissariou and Gkougkoulitsas's study shows that the city's tourist development should aim at the promotion of cultural heritage, increased provision of green areas, online information of ongoing activities, more effective promotion of activities, and better mapping and information regarding the city's attractions. The most popular complaint in their study regarded the lack of information on available activities in Thessaloniki.

Creativity + Innovation

Creativity comes in many forms in the tourism market, as every destination can pride itself on its own unique culture, economy, history, industry, and so on.

Several studies suggest improving Thessaloniki's Congress-convention tourism market. Conventions are a major source of income and can help solve seasonality issues of tourism since most are held in the spring and fall, during which demand for tourism destinations is

low. Attendees would also benefit the city's tourism industry by spreading the image of the city to others.

The City of Sandusky and its surrounding regions offer a wide variety of creative and innovative tourist products and destinations for tourists to explore. Aside from many state parks, miles of shoreline, wildlife and nature refuges, public beaches, and historic landmarks, north central Ohio is "The Roller Coaster Capital of The World" with Cedar Point, "The Walleye Capital of The World" with the most productive freshwater fishing in all the Great Lakes, and "The Warbler Capital of The World" with a large spring migration that attracts over 90,000 bird lovers annually. The area also has strong meeting, conference, and competitive sports visitations throughout the year, the latter being aided recently by the development of two sports complexes.

Sandusky is part of Shores & Islands Ohio, a tourism bureau and destination

marketing organization as well as the name of the north central Ohio region. Before COVID, the Shores & Islands area saw an estimated 11 million annual visits, amounting to an economic impact of \$2.2 billion (Shores & Islands Ohio, 2021). The organization's name and logo were updated in the spring of 2022. It has an updated strategic plan to promote the region, support destination and economic development efforts, engage residents, and elevate the support of the tourism industry with local and state agencies. Shores & Islands has two Welcome Centers and offers multiple travel guides, social media resources, and a monthly newsletter.

Organizations like Shores & Islands Ohio and the tourism products it offers are crucial to the success of any tourism market. Like the suggestions from tourists in Thessaloniki, Sandusky's visitor services are constantly being updated; updates took place recently to information guides, events, brochures, welcome centers, and other resources.

UTILIZING AVAILABLE RESOURCES IN BREVARD, N.C., USA

WRITTEN BY ALEX SMITH

Introduction

One challenge facing the Sandusky area is economic vitality. If Sandusky is to be a climate haven, there must be plenty of job opportunities available for the migrants. As Sandusky is a small legacy town, it currently does not offer the same pursuits as a big city. However, there are several creative economic development strategies that Sandusky can adopt to stimulate the local business economy. This case study example is from Brevard, North Carolina.

Why This Is A Best Practice

The Transylvania Senior Resource Network capitalizes on an asset they have in abundance: its retired population. These individuals have a lifetime of valuable work experience that can enhance the local business economy. Retired advisors are likely to show interest in their community, and the local entrepreneurs are likely to appreciate the advice given to them by trusted members of the community. As stated in the previous section, one Brevard business owner utilized the human resources advice given to him from the Senior Resource Network and added eleven employees to his business. In a small town like Brevard, eleven jobs make a difference. Sandusky can emulate this business-enhancing model. Sandusky and Brevard share many characteristics: older populations, tourism economies, and close-knit communities. Brevard utilized Community Block Grant Funding to make the Network possible, and Sandusky has in place a Block Grant program. There is likely funding to be found to mobilize a business-aid task force. A few years after the Transylvania County Senior Resource Network was formed, the North Carolina Association of County Commissioners awarded the organization as an Outstanding County

Program. Only nine Outstanding County Programs were awarded throughout the state (Blue Ridge Now, 2007). From 2006 to 2009, The Senior Resource Network performed over 1,500 consulting hours for existing and emerging Brevard area businesses (2006-2009 Transylvania County Strategic Plan Final Report, 2009). The Network also helped the development of the 2006-2009 Economic Development Strategic Plan, which won another award from the North Carolina Association of County Commissioners for cost avoidance. The Economic Development Department estimated the assistance from the Senior Resource Network saved around \$40,000 in consulting fees (Blue Ridge Now, 2007). The Network designed and administered a survey for business owners, and this data compilation was used as a basis for the report. By 2012, the Network had partnered with the Transylvania Partnership, which is an organization that lends money towards business development. The Network served in an advisory role to the Partnership, reviewing their award applications and giving consultation.

Major Findings

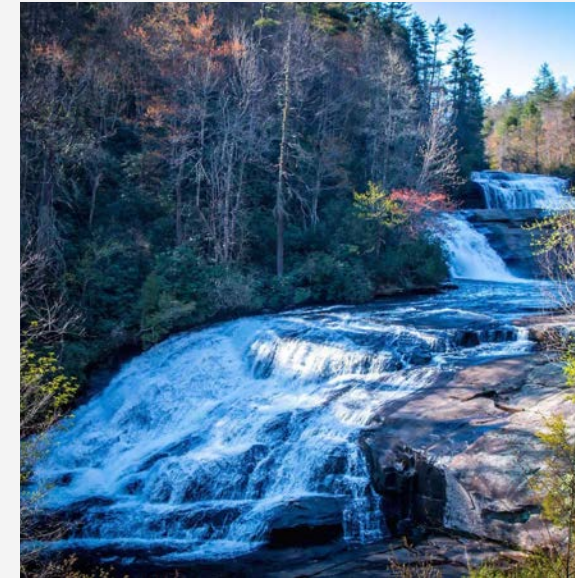
- 1 Small business owners need specialized, direct advising. General business programs are still beneficial to local economies, but individualized advice is best since each business has individual needs.
- 2 Agents of positive change and economic development are oftentimes already abundant in our communities. In the Brevard case, a major asset to the growing economy was present in the town among their older population.

Overview

One challenge facing the Sandusky area is economic vitality. If Sandusky is to be a climate haven, there must be plenty of job opportunities available for the migrants. As Sandusky is a small legacy town, it currently does not offer the same pursuits as a big city. However, there are several creative economic development strategies that Sandusky can adopt to stimulate the local business economy. This case study example is from Brevard, North Carolina.

Tucked away in the hills of southwestern North Carolina is a small rural town called Brevard. Located in Transylvania County, Brevard serves as the county seat. While this town is steeped in natural beauty—250 waterfalls, 100,000 acres of public recreation land, and nestled in the Appalachian foothills—the departure of three of the area's largest employers left the town in desperate need of economic stimulation. Aside from tourism (an industry in which Brevard generates much of its income) manufacturing was another large sect of the local economy; so, when DuPont, Ecusta Paper Mill, and a textile mill closed in 2002, more than 2,000 Brevard workers lost their jobs. (University of North Carolina, 2007). The Transylvania County economic development director at the time, Mark Burrows, turned to his advisory board for help with how to create more jobs in Brevard and Transylvania County. Several of Burrows' advisors happened to be retirees, a demographic that Brevard has in abundance. The retired advisors suggested that the economic development department form a network of retired businesspeople who would advise and give consultation to existing and aspiring business owners, free of charge. In 2004, Burrows asked Bill Layton (one of the retired members of the advisory board) to coordinate the Retiree Resource Network.

Layton began to compile information on local retirees into a database. By 2007, the group had grown to 68 members. In an interview with Layton, he explained that retirees come from a diverse set of



Blue Ridge Mountains: Waterfall
(Engels, 2022).



Brevard NC: Downtown.
(NCTripping, 2023)



Brevard NC: Downtown art gallery.
(PilotCove, 2022)



Downtown Brevard, N.C.: Offers singular shopping experience (Rogers, 2016).



business backgrounds, including former engineers, accountants, and financial planners. Layton said some of the members even have experience with Fortune 500 companies. After establishing the initial group of retirees, Layton began to formulate the consulting application process for businesses. The business or individual seeking consult was to contact Layton at the county office. Layton would assess the business issue at hand, and based on his findings, he would select a member of the network with the most relevant experience for the case.

Brevard business owners who utilized the program saw remarkable successes. Local entrepreneur Jim Leblow was having issues during interviewing and hiring, and he was eager for his business to grow. The Retiree Resource Network assigned a former Motorola Human Resources manager to the case. In the year that Leblow had help from the retiree, he grew his company from four employees to fifteen. Leblow said he would not have been able to afford consulting from a private professional, and that the free service provided by the Retiree Resource Network was essential to his business's growth.

In 2013, the Retiree Resource Network was renamed and is now called the Senior Resource Network. The onset of a new Planning Director brought with it a 're-branding effort.' Joe Wilbanks—the new director—wanted to expand the scope of work the Network has, after its initial successes, to include partnerships with Blue Ridge Community College and Mountain BizWorks—an Asheville-based nonprofit that gives one-on-one business coaching and lends money.

This economic development case study in Brevard illustrates a few important lessons for other small towns looking to emulate this practice. First, business owners need specialized, direct advising. Erie County currently offers RISE (Regional Incubator for Sustainability and Entrepreneurship) which provides business practices educational programs, but these are not tailored to the individual case.

Secondly, retirees can be assets to business economies in small towns. As Brevard is a retirement destination that attracts former professionals from all over the region, Sandusky is too. As more coastal areas become uninhabitable, retirees may shift their eyes from the Atlantic coast to the Great Lakes. Sandusky can likely harness the professional expertise found within their community to build new businesses and grow existing ones.

Creativity And Innovation

This economic development case is a great example of analytical thinking and resourcefulness. Transylvania County drew from an abundant resource already in its possession. The Senior Resource Network enhances the social capital of Brevard residents, as it brings together community members who might not have crossed paths otherwise. The success of the organization can be measured by the two awards it received, as well as over 1,200 jobs added from 2006 to 2008

alone (2006-2009 Transylvania County Strategic Plan Final Report, 2009).

Conclusion

Small towns can utilize the resources within their grasp to spur jobs, businesses, and economic vitality. The Brevard case should offer a positive outlook for Sandusky, as the two cities share many qualities. Specialized assistance to small business owners and aspiring entrepreneurs is a crucial element of growing the economic landscape. Meaningful relationships can be made within the community, which not only bolsters the job market but enhances the intangible qualities of life that make a place great to live. The networks available among community members, stakeholders, investors, and laborers are abundant in Sandusky; they need only to be unlocked.

CENTERVILLE, OHIO, MURAL PROGRAM

WRITTEN BY JOSIE STIVER

Overview

Centerville, Ohio, is a large, relatively wealthy suburb twenty minutes south of Dayton, Ohio. Centerville is fortunate enough to be home to a historic downtown they have named 'Uptown' but is also commonly known as the Architectural Preservation District. According to Centerville's website, "[Uptown] is the heart of Centerville, home to nearly 100 businesses and [the] communities' rich history" (City of Centerville, 2023). This mural program is being implemented within the context of Centerville's Uptown Action Plan. Uptown's vision statement is as follows, "Uptown Centerville is a vibrant district at the heart of our community. Uptown is a welcoming, walkable destination that is home to our history and a friendly gathering place where local businesses thrive." (Uptown Action Plan, 2019).

The emphasis on community engagement throughout the implementation of the mural program is an important variable that plays into the program's success. The Centerville Planning Department picks sites they deem ideal for a mural. These decisions are based on a few different factors. First is building material. Concrete or brick walls are best for murals (Turner, 2022). The building context is also important. Both murals implemented thus far are large in scale and are easily visible from the street. The proposed building must also have an appropriate use to support a mural. After these factors are analyzed, the Economic Development Department reaches out to the opportune building owners to gauge if the owner is interested. Once sites are officially determined, the planning staff must complete a zoning variance request. Once approved, there is a public call for artists that can submit their designs to the selection committee. According to the city website, "a selection committee chose the winning design; members represent the Board of Architectur-

al Review, Centerville Arts Commission, Centerville City Council, and the Centerville Community Improvement Corporation" (City of Centerville, 2022).

Why Is This Best Practice?

Centerville's Mural Program is a best practice because murals add emphasis to walls and buildings that would go unnoticed otherwise. Being creative in changing the existing streetscape adds emphasis to an otherwise boring environment. Murals also add interest to a streetscape, which in turn enhances walkability ratings (Bloomberg Philanthropies, 2023). Murals and public art overall improve people's perception of safety in an area. They enhance a neighborhood's charm. Centerville's mural program has a large community engagement aspect, which plays into its success. Centerville notes that, "...the proposed improvements will benefit our existing companies while creating opportunities for new... reinvestment in this important historic commercial district" (Frequently Asked Questions, 2021). The mural program provides economic and social advancements within the community.

Major Findings

Uptown's Mural Program has many benefits for the community. The mural program shares the creativity and vision of local artists with the public. Their program has an emphasis on featuring diversity amongst artistic styles and perspectives as well as increasing overall visibility of the arts throughout the City of Centerville. The perception of the City of Centerville and Uptown has improved through this program.

Centerville’s ability to publicly display the fine arts attracts more local artists and business owners into the neighborhood. The implementation of the murals has attracted more residents, visitors and businesses to Uptown. The brand of Centerville and Uptown is solidified through the mural designs. One of the most successful murals is a design of a geometric elk located on the North facade of a building located at the corner of West Franklin Street and North Main. This intersection is in the very heart of Centerville. This is an optimal location because of its centrality. It is also an optimal design choice, as Centerville’s public schools’ mascot is an elk. Many families have ties to the design, which helps foster a strong sense of place. It has been noticed that this mural has become a popular location for Centerville Seniors to take graduation pictures.

Social media pictures posted by residents and visitors are a great opportunity for free city marketing. Through the design selection process, the committee gets to decide how people perceive Centerville. The selection committee does not consist of any city staff members, and instead holds members of the Board of Architectural Review, Centerville Arts Commission, Centerville City Council and the Centerville Community Improvement Corporation. The selection committee directly engages community members when they are able, letting them decide what direction they want to see their community go.

How Can This Program Be Related To Sandusky?

Sandusky has shown interest in public art in the past through previous implementation of murals. In Sandusky’s Iron District plans, the Bicentennial Vision Master Plan notes, “Three tall, senior towers flank the district, which are highly visible from the water and can serve as public art murals advertising Downtown Sandusky” (City of Sandusky, City Architecture). The Bicentennial Plan notes that murals improve Sandusky’s identity and aid in wayfinding by acting as a

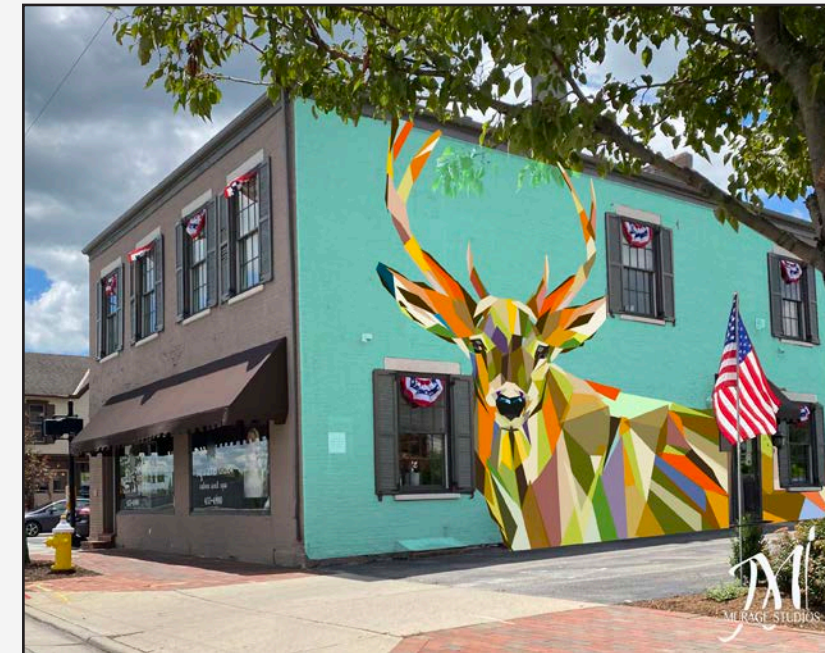


FIGURE 1: Eickelberger’s ‘Bold Centerville’ on the South façade of Marion’s Piazza on North Main Street. (City of Centerville 2021)



FIGURE 2: North facade of building located at the corner of West Franklin Street and North Main (WDTN 2021)



FIGURE 1: Recommended Mural Location. East Facade of Landmark Kitchen and Bar, 101 East Water Street. (Google n.d.)



FIGURE 1: Recommended Mural Location. South Facade of Bayshore Towers, 128 Perry Street. (Google n.d.)

landmark point of reference. Murals act as an opportunity for local branding partnerships. There was a successful mural painted on the side of Sandusky State Theatre. It was unfortunately removed due to damage to the Theatre during an extreme weather event (Gallek, Fox 8). City of Sandusky recreation superintendent, Jason Werling, said that the Sandusky State Theatre mural, “ha(d) been a huge hit in Sandusky. As a public art piece, it (was) iconic and attract(ed) people daily” (Greetings Tour, 2017). The art attracted many people that came to take pictures in front of the art. Chris Parthemore, the executive director of the Sandusky State Theater, said that the mural was “wonderful” to have on his building (Greetings Tour, 2017). The ‘Greetings’ from Sandusky Mural is a great example of a successful public art piece in Sandusky that could be easily recreated throughout the jurisdiction through a program similar to Centerville. Sandusky’s Zoning Code should be changed to support the implementation of murals throughout the community. Below we have attached some facades of buildings we deemed appropriate for the newly proposed mural program.



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