



BICENTENNIAL VISION COMPREHENSIVE PLAN

ADOPTED FEBRUARY 10TH, 2016



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SANDUSKY

2018



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**SANDUSKY
BICENTENNIAL VISION
COMPREHENSIVE PLAN**

**SECTION I:
INTRODUCTION
& ENGAGEMENT**

SANDUSKY BICENTENNIAL VISION INTRODUCTION

BICENTENNIAL VISION - STRATEGIC & COMPREHENSIVE PLANS

In 2018, the City of Sandusky will celebrate its bicentennial and with that, a new vision of how the future of Sandusky may look for residents, businesses, visitors and supporters of the community. The Bicentennial Vision planning process has considered all major facets of how the city functions, and through this process created a pair of documents - A *Strategic Plan* and *A Comprehensive Plan* - to guide Sandusky's growth in a cohesive and coordinated manner. This document, the Comprehensive Plan, looks at physical, placed-based conditions and makes recommendations based on existing conditions, past studies, ongoing efforts, the needs and desires of the community, and seeks to capitalize on Sandusky's potential. The city has not updated its comprehensive plan since 2005, reinforcing the fact that now is time to look forward to the upcoming bicentennial and well beyond. The outlook of this plan addresses short term initiatives that can begin immediately; to mid-range (2-5 years) ideas that may take some consideration, funding, and additional planning; and long term visions that will require a balance public and private partnership over a 10+ year time period. The Strategic Plan document will look at a much shorter time frame (+/- 5 years) and aims to put in place the tools, partnerships, and organizational strategies that will support the overall vision and physical improvements. The Comprehensive Plan will reference back to the Strategic Plan's five priorities and the specific strategies laid out by each priority since it serves as the City's guiding document. This allows the Comprehensive plan to remain focused on physical improvements while uniting the two documents into one vision. Within the Comprehensive Plan Document you will see icons that reference the Strategic Plan Priorities. These icons indicate that this particular section of the report utilized strategies and ideas outlined in the Strategic Priorities. Please reference back to that Strategic Plan document for more detail information.

STRATEGIC PRIORITIES



VIBRANT CITY

- Regional Partnerships & Perspective
- Human Capital
- Entrepreneur and Small Business Support



DESTINATION CITY

- Destination Downtown
- Recreational and Waterfront Amenities
- Creating a Cultural Community
- Accommodations for Visitors



CELEBRATED CITY

- Bicentennial Celebration
- Marketing Sandusky as Lake Erie's Historic Waterfront Destination



CONNECTED CITY

- Walking, Biking, and Public Transportation
- Wayfinding
- Corridor Enhancement
- Support Expansion of Erie-Ottawa Regional Airport



LIVABLE CITY

- Safety
- Housing
- Neighborhood Anchors
- Model Blocks
- Community Building
- Inclusive City

BICENTENNIAL VISION GOALS & OBJECTIVES

- Embrace the Waterfront by Creating & Promoting Access
- Strengthening links between Assets
- Revitalize Corridors through Placemaking and Establishing Redevelopment Opportunities
- Enhance Walkability, Bikability, and Connectivity through Multi-Modal infrastructure
- Promote Neighborhood Strategic Investment and Redevelopment Opportunities that support and preserve stability and vitality
- Identify zoning and land-use changes that can set the stage for redevelopment
- Create a vision that is both exciting and attainable through realizable initiatives and a balance of public and private investment



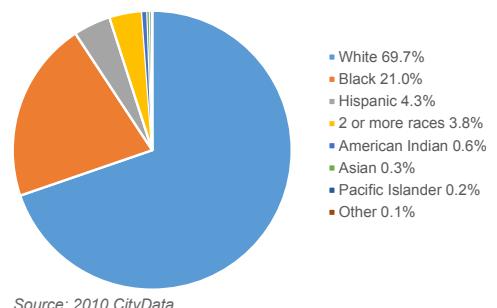
REGIONAL CONTEXT

Sandusky sits at the mouth of Sandusky Bay and claims over 12 miles of Lake Erie's shoreline, not including the Chausee & Cedar Point Peninsula which extend over 5 miles into the lake and create a protected bay. The city is home to a robust tourism economy centered around boating and amusement parks. While best known as the home of Cedar Point, it developed as an industrial Lake Erie port town, and much of that history remains within the city as well as the region. Sandusky is the county seat and most densely populated city in Erie County. Its neighbors to the east, Huron and Vermilion, are bedroom communities with smaller populations, and many residents who live seasonally in the area. To the north and west are the Lake Erie Islands, one of the Great Lakes region's most popular vacation areas. The islands incorporate high-end luxury housing, beach-town communities and family-friendly destinations. The islands are shared between the United States and Canada, and many use Sandusky as a port of origin for ferry boats or long-term storage of personal watercraft in one of the city's many marinas.

As the largest city in the four-county, Firelands Region, Sandusky is also the most culturally, economically and socially diverse, with a significant (31.5%) minority population. Its overall population is decreasing by about 7%-9% annually, which is typical of the region, but also a sign that changes may be needed to attract new and relocated residents. The median age of the population is 38, indicating that there is a good mix of all generations, but the city needs to actively work to retain and attract younger residents in the community, particularly those who leave for college educations. Currently, the number of college-educated residents trails the state, county and surrounding community averages, leaving Sandusky with a considerable gap in terms of skill and talent living and working within the community. The vision for the city considers a major component of attracting a younger population, which is housing. National trends fall in line with Sandusky's younger generations' desires for downtown living, particularly in urban areas with diverse amenities. The vision aims to maximize downtown as a place to attract residents back to their community by increasing activity and vitality. The lack of residents with a higher education is reflected in the median household income which closely follows levels of education. The disparity is further reflected in Sandusky's employment sectors with "Education, Health Care, and Social Services" holding the largest percentage (21.9%), indicating that there are higher paying, professional jobs available in the community, but the employees are not living in the city. Poverty levels, specifically children and single female headed households living in poverty, are higher than the state averages. Comparing this to the percentage of renter-occupied housing (48.1%), the demographics show an overall need to stabilize neighborhoods, particularly those with concentrated poverty, and create programs that help promote home ownership and community.

The complete demographics analysis of the community is available in the appendix.

Sandusky Population by Race

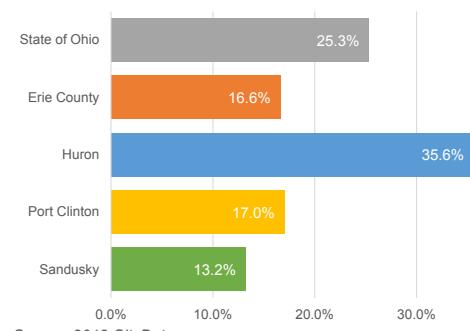


Sandusky Population

2000:	27,844 people
2010:	25,793 people (-7.4%)
2014:	25,346 people (-9.0%)

Source: Census

Educational Attainment: Residents holding a Bachelor Degree or higher





SANDUSKY TODAY

Today, Sandusky is looking forward to 2018 and beyond. After years of modest growth, population loss on par with the rest of the state of Ohio and region, lack of consistent leadership and economic changes, the community is ready to redefine itself now and for the next 20, if not 200 years. The comprehensive plan looks at how that vision can occur on the city-wide, neighborhood and downtown scales, ensuring a holistic and balanced approach to Sandusky's growth as a community. Sandusky is also home to Cedar Point Amusement Park, the nation's second oldest, continually-operated amusement park. Cedar Point and Lake Erie Shores and Islands attract nearly 7 million vacationers annually, and Sandusky sits in the center of this destination region. Sandusky, rich in cultural and historic identity, has the potential to realize its role as the authentic community at the center of this vacation destination. Its position geographically as the major city on the mainland of Lake Erie's coast connects it to both the highway network and waterfront transportation network. Ferry boats like the Jet Express originate from Sandusky and the town boasts a significant number of marinas providing a captive audience to tap into. The plan looks at all this and more, providing a scaled vision that encourages Sandusky's growth as the center of a regional destination while promoting resident needs and improving the quality of the community for everyone. While the city has a reputation of being a tourist town, and its economy certainly benefits from its visitor population, the community needs a unified vision that represents the needs and desires of the people who call Sandusky home.

Citywide infrastructure changes offer the opportunity to improve Sandusky's connection to the greater community with regional bike trails that add to the Lake Erie Shores & Islands destination and vacation offerings, while supporting local transportation offerings. Large areas of developable land within the neighborhoods offer existing rail and water freight infrastructure for continued light industrial growth, while others showcase views of Lake Erie and Sandusky Bay, making them prime for residential and mixed use development. Downtown is largely intact, making the opportunities there much more realizable, as many of the strategies encourage the re-utilization of existing historic buildings, while expanding the Downtown experience along the shoreline.

Lake Erie Shores & Islands



Lake Erie Shores & Islands Map (shoresandislands.com)



SANDUSKY'S HISTORY

Before beginning a look at Sandusky's future, it's important to look back and appreciate the near 200-year-old city as a Lake Erie port town. The term Sandusky is a Wyandot word meaning "at the cold water" highlighting the city's deep-rooted connection to Lake Erie's waterfront. In fact, the connection to water, as a means of community building, goes back to the city's original name of "Portland." By 1846, just 28 years after its founding, the state of Ohio created Erie County and named Sandusky its county seat, solidifying it as the center of the region. Sandusky's importance as an industrial center quickly grew with its population. It was quickly served by three railroads making it an important harbor on Lake Erie, as well as a significant location on the Underground Railroad where fugitive slaves made their way north to Canada. The community's admirable history includes residents assisting African Americans by helping to transport them across Lake Erie to Ontario.

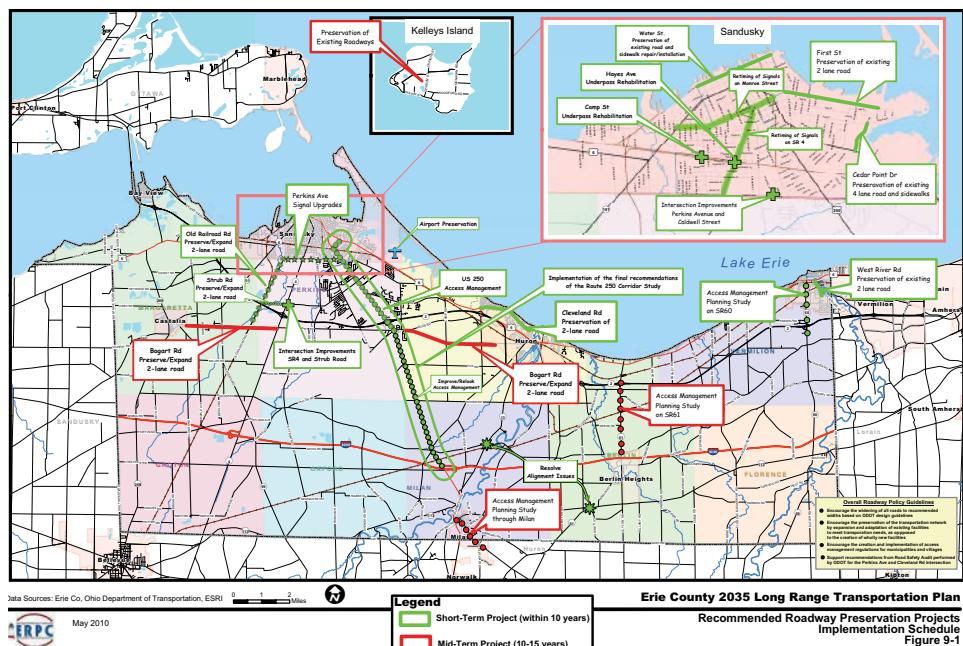
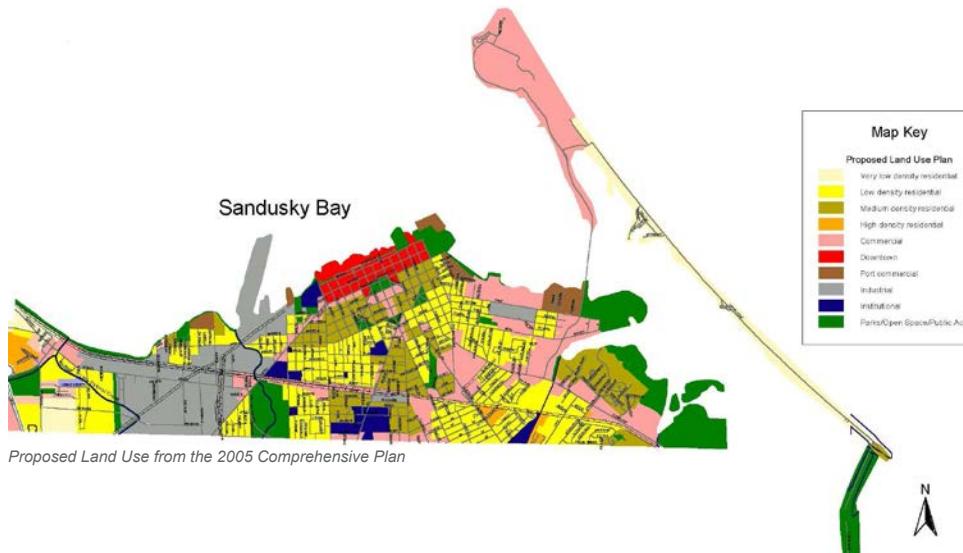
The city's unique street grid is one of only two masonic grids in the country (the other being Washington D.C.). It is known as the Kilbourne Plat after its designer, Hector Kilbourne, who surveyed and laid out the symbol of the Freemason over a typical block grid. One of the largest products manufactured in Sandusky was paper, most notably by the Hinde & Dauch Paper Company which was headquartered on the western end of downtown. With the advent of automobiles Sandusky's importance as a shipping center declined, but by this time Lake Erie's Shores and Islands were rapidly rising as a popular vacation spot for the middle class. The most notable of Sandusky's vacation amenities survives today, Cedar Point which opened in 1870 as a bathing beach. The peninsula was named for its abundance of cedar trees and was used for hunting and fishing. By 1892 the park had its first roller coaster. Today it boasts 16, with a 17th opening in 2016. Downtown also responded to the rapid growth of the tourism economy, and by the 1970s it was serving a peak population of over 32,000 residents. The bustling city's electric streetcars were removed in the 1930s and 1940s to make way for the growing population of personal vehicles, leaving much of the downtown with extra wide streets. More recently the population has seen a steady, but modest decrease as the Midwest and greater Rust Belt region has suffered overall decline.



PAST PLANNING & STUDIES

As part of Sandusky's past, it's important to understand the role planning has played in the City's history. The fundamental guiding document, the *2005 Comprehensive Plan*, identified many of the same recommendations. It's clear, based on what has been accomplished since 2005, that many key initiatives still resonate while other recommendations have yet to come to fruition. The table to right highlights the key recommendations in bold that remain a primary focus in the *Bicentennial Vision*. A complete review of the *2005 Comprehensive Plan* was completed and can be found in the appendix. Other documents, such as the Erie County Regional Planning Commission's long range plans, provide guidance that addresses Sandusky's vision on the regional scale, while smaller plans like the *2011 South Side Plan* and *2009 Lions Park Plan* indicate where a vision already exists and needs continued implementation. Wherever applicable, this document will reference these planning documents as initiatives to continue to work with and complete, rather than offering alternatives. If the past document is no longer valid the document will not be referenced within the report for completion or continuation. A full list of referenced documents is available in the appendix.

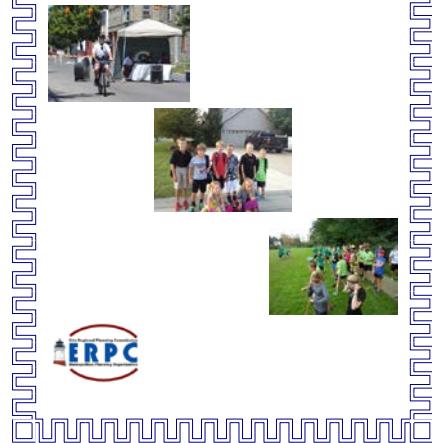
Three resources in particular provided considerable information that served as background for recommendations in this document: the *2015 Property Inventory Report* completed by the Western Reserve Land Conservancy; the *2014 Downtown Parking Supply / Demand Study*; and the Erie County Regional Planning Commission (MPO)'s traffic data, which included the *2014 Erie County Bike & Ped Plan*, and the *2035 Long Range Transportation Plan*.



2005 COMPREHENSIVE PLAN KEY RECOMMENDATIONS

- Encouraging redevelopment and reinvestment, and supporting new development.
- Aggressively promoting and assisting local manufacturing business retention and expansion, and expanding City tourism industry activities.
- Fostering waterfront development that supports desirable tourism growth and new residential living.
- Encouraging residential development in appropriate locations, maintaining property values, facilitating affordable housing and increasing homeownership.
- Continuing aggressive enforcement of the Existing Structures Code to insure that residential and commercial properties are maintained.
- Updating zoning code, sign code and subdivision regulations to include state-of-the-art standards and techniques that implement the Plan, and recommending appropriate downzoning of residential neighborhoods.
- Resolving water and sewer issues with Erie County.
- Encouraging health care facilities to remain and expand in the City.
- Preparing an update of the Parks and Recreation Master Plan.
- Providing additional cross-town access, improving the street network, supporting commercial shipping and supporting recreational boating.

2014 BICYCLE AND PEDESTRIAN PLAN UPDATE



2015 SANDUSKY PROPERTY INVENTORY REPORT

The Property Inventory Report looked at all the parcels within the city and found that while, in general, the housing stock is in "remarkably good condition," there are signs of vacancy, deferred maintenance, and distress. If left untreated these would continue to create a blighting influence on existing neighborhoods and contribute to physical decline. Among the recommendations the report makes are a targeted demolition strategy to remove blight, the consolidation and assembly of underutilized or vacant land for redevelopment, and strong code enforcement particularly in areas showing initial signs of decline or distress. Each parcel was surveyed and given a grade of A through F and was classified as either an occupied structure, a vacant secure structure, a vacant unsecured structure, a vacant lot, a parking lot, park, other or not surveyed (land that was previously undeveloped or undevelopable). The WRLC generously shared their data with the planning team, allowing for the creation of maps that show where pockets of vacancy are occurring, where areas of land can be amassed for development potential, and how surface parking is distributed.

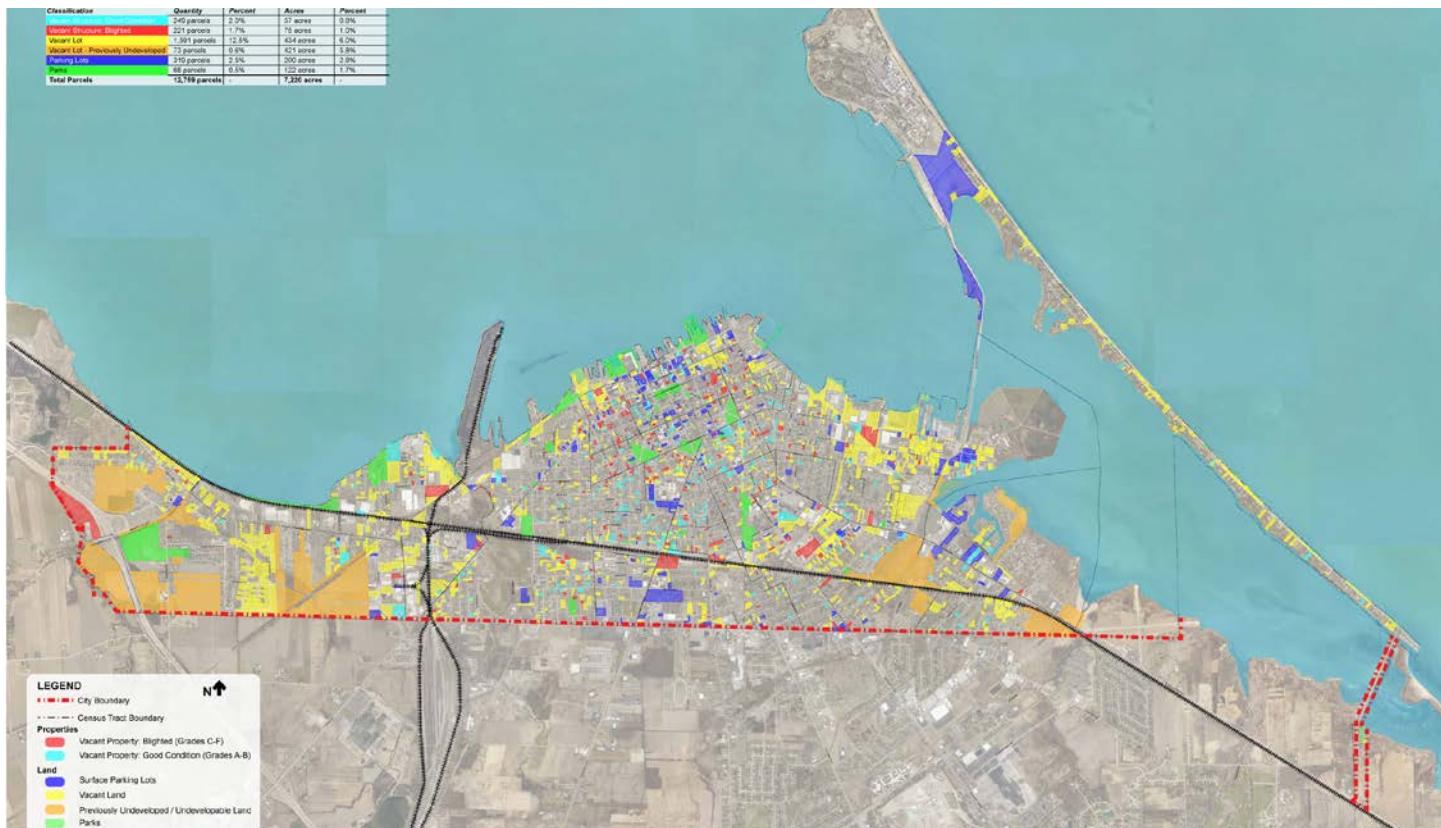
Table 1: General Results

Survey Category	A	B	C	D	F	Not Graded	Total
Occupied Structure	5655	2442	970	102	1	477	9647
Vacant Structure Secure	88	155	133	47	14		437
Vacant Structure Open	4	2	2	16	10		34
Vacant Lot						1664	1664
Parking Lot						319	319
Park						68	68
Other	75	11	3	1		411	501
Not Surveyed						78	78
Total	5822	2610	1108	166	25	3017	12748

Categorical Breakdown from the WRLC 2015 Sandusky Property Inventory

VACANT & UNDERUTILIZED LAND ANALYSIS

Based on the 2014 study completed by the Western Reserve Land Conservancy, a compiled base map illustrates park space, surface parking, vacant lots, previously undeveloped lots (i.e. farm land or undevelopable land like wetlands), vacant property in good condition (graded A or B by WRLC), and vacant property that is blighted (graded C through F). Overall, 221 properties (1.7%) are considered vacant & blighted and can be considered targets for code enforcement and demolition by City staff. 434 acres of vacant lots account for approximately 6% of the city's area; another 421 acres is previously undeveloped (5.8% of city's area); 200 acres are used for surface parking, a number that exceeds the amount of park space (122 acres) (It is noted that Cedar Point's considerable acreage of surface parking does artificially inflate this ratio).



Vacant & Underutilized Property Analysis

A: Excellent

No Visible signs of deterioration
Well-maintained and cared for
New construction/renovation
Historic detailing. Unique

B: Good

Needs basic improvements
Minor painting
Removal of weeds
Cleaning

C: Fair

Some cracking of brick or wood
Major painting required
Deteriorated concrete
Crumbling concrete
Cracked windows or stairs

D: Deteriorated

Major cracking of brick, wood rotting
Broken or missing windows
Missing brick and siding
Open Holes

F: Unsafe/Hazard

House is open and a shell
Can see through completely
House ransacked and filled with trash
In danger of collapse
Immediate safety hazard

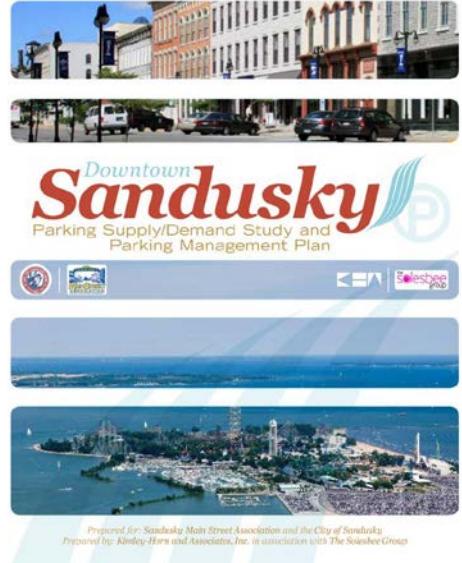
Parcel Grading Scale from the WRLC 2015 Sandusky Property Inventory

2014 DOWNTOWN PARKING SUPPLY / DEMAND STUDY

The parking study looks at Downtown's supply and demand with the intent of developing a parking utilization strategy and management plan at a later time. The study itself was meant to serve as a "framework and implementation plan for the creation of a new municipal parking program." It was recognized with the report document that a vision for downtown was need to accurately create an overall parking strategy that could take into consideration demand locations, future needs, and ideas like shared and centralized parking. The report does provide an adequate baseline that helps to inform how much parking the Downtown actually has and how it is currently utilized. The overall result was that Downtown has 2,626 parking spaces, with an average utilization of 38.4% and a peak (special events, typically) utilization of 61.1%. This means that the area is considerably over-parked. This realization allowed for targeted study of where parking is most utilized on a block-by-block basis and, in turn, what areas of surface parking are potential locations for infill or redevelopment sites. Several blocks were well-utilized, particularly during peak events. These blocks were identified as places were centralized, shared parking may best be proposed in lieu of redevelopment.

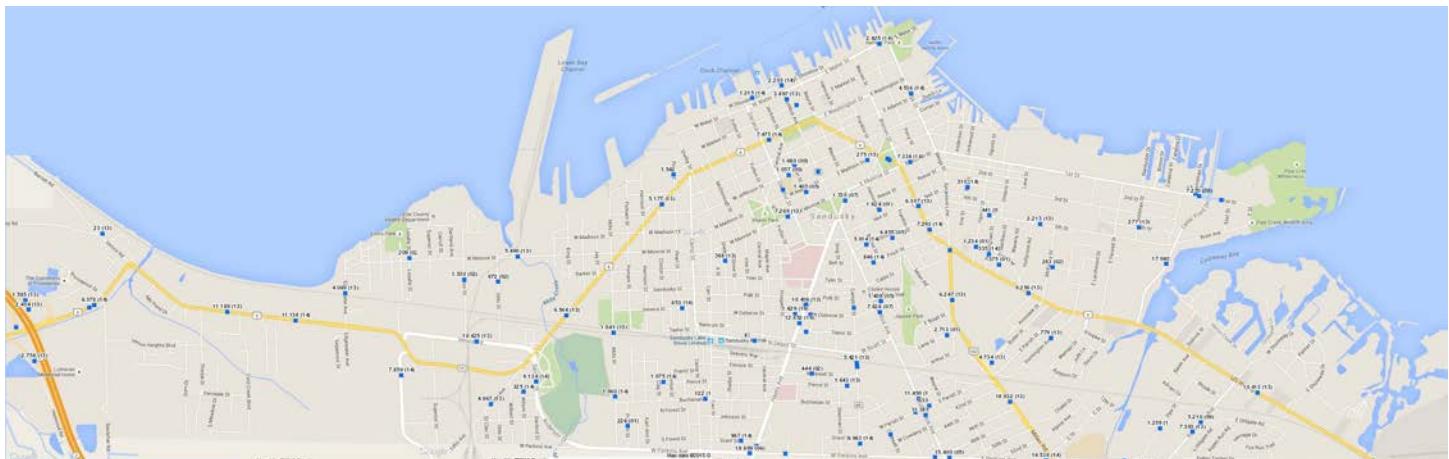


Study Area from the 2014 Downtown Parking Study



Area	Inventory			Utilization	
	On-Street Parking	Off-Street Parking	Total Parking	Average Utilization	Peak Utilization
Block 1	0	461	461	27.0	37.0
Block 2	0	297	297	45.0	74.0
Block 3	0	154	154	44.0	66.0
Block 4	0	100	100	56.0	63.0
Block 5	50	8	58	26.0	41.0
Block 6	78	0	78	45.0	65.0
Block 7	56	0	56	68.0	86.0
Block 8	21	0	21	24.0	38.0
Block 9	53	96	149	21.0	43.0
Block 10	47	98	145	58.0	91.0
Block 11	53	76	129	58.0	88.0
Block 12	46	126	172	29.0	44.0
Block 13	43	131	174	13.0	22.0
Block 14	68	41	109	35.0	57.0
Block 15	72	250	322	19.0	34.0
Block 16	43	98	141	40.0	71.0
Block 17	30	0	30	45.0	93.0
Block 18	30	0	30	38.0	87.0
Totals:	690	1936	2626	38.4	61.1

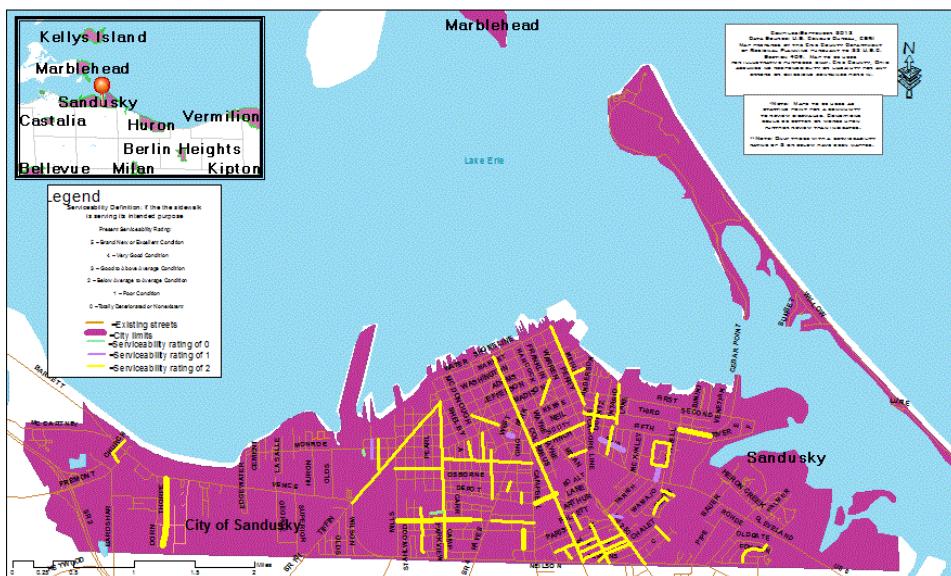
Parking Totals & Utilization from the 2014 Downtown Parking Study



Combined Traffic Counts Map from ERPC TCDS database

TRAFFIC ANALYSIS

As part of understanding the physical constraints of Sandusky's built environment, a thorough analysis of the existing roadway network was undertaken. This analysis allowed the comprehensive plan to make recommendations to develop a citywide bicycle network and identify the existing streets that would be the best candidates for connectivity and reconfiguration. The ERPC proved an invaluable resource for the roadway analysis. Their online database provided traffic counts to check capacities and identify where changes could be made to lane configurations. Their sidewalk serviceability mapping helped to identify gaps in the city's walkability network. And their 2014 bicycle and pedestrian plan provided a priority corridor map that identified what streets are considered, by the MPO, a priority for bicycle infrastructure improvements. This last piece is important from a regional connectivity perspective, as well as a potential funding source, since corridors already identified by the MPO's plan may be eligible for funding from state or federal DOT funds.



Sidewalk Serviceability Rating, from the 2014 ERPC Bicycle and Pedestrian

Sidewalk Serviceability Rating

The inventory categorizes sidewalks as paved "pedestrian lanes" within the public right-of-way and separated from vehicular or bicycle traffic. The map shows roads in yellow that received a "2" service rating. This is a below-average condition, meaning that these sidewalks are targeted for reconstruction or completion to ensure a connected, walkable network. Some of the major roads in Sandusky are shown as having a poor sidewalk rating, namely Columbus and Meigs, two corridors which were identified by the comprehensive plan's street analysis.



Bicycle Infrastructure Priority Corridors, from the 2014 ERPC Bicycle and Pedestrian

Priority Corridors

The major bicycle and pedestrian infrastructure projects identified by the ERPC include:

- A regional multi-purpose trail connection along Cleveland Road to Huron (approx. 3.5 miles)
- Columbus Ave. bike lanes and completed sidewalks from Downtown Sandusky to Strub Rd. (approx. 4.5 miles)
- Perkins Ave. multi-purpose trail and sidewalks (approx. 3 miles)
- US 250 / Milan Rd. bicycle lanes and pedestrian improvements (approx. 11.5 miles)

INFRASTRUCTURE & CORRIDOR ANALYSIS

Road Name	2015 Comp Plan Classification	ERPC Bike & Ped Plan	Commercial Corridor	Proposed Bike Infrastructure	Traffic Counts	Traffic Count Year	R.O.W.	Cartway	# of Lanes	South / West			
										Property Line to Back of Sidewalk / Shoulder	Sidewalk	Treelawn	Shoulder
Cleveland Road													
City Line to Remington	R				10,413	2013	80.0'	29.0'	2	16.5'			4.0'
Remington To Castway	R						80.0'	30.0'	2		5.0'	13.0'	4.0'
Castway to Cedar Point Dr	R						66.0'	47.0'	3		7.0'		9.0'
Cedar Point Dr to Butler	C						66.0'	52.0'	4		2.0'		
Butler to Sycamore	C				9,256	2013	66.0'	34.0'	3	13.0'			
Cedar Point Dr													
Cleveland to First	S				17,040	2013	80.0'	50.0'	4	2.0'	10.0'	3.0'	
Causeway	S						60.0'	50.0'	4	10.0'			
Causeway	S						80.0'	58.0'	4	11.0'			8.0'
First Street	T				7,270	2006	50.0'	28.0'	2	8.0'			3.0'
Sycamore Line	R				6,247	2013	60.0'	27.0'	2		6.5'	8.0'	
Butler	C				4,734	2013	50.0'	36.0'	3	5.0'			
Remington	R				7,393	2013	61.5'	27.0'	2		4.0'	10.5'	
Perkins													
City Line to Milan	R				1,072	2014	80.0'	30.0'	2	20.0'			2.0'
Milan to YMCA	C				14,538	2014	80.0'	48.0'	4	13.0'			
Milan Road													
Perkins to Overpass	C				18,932	2013	82.5'	55.5'	5	7.0'	4.0'	6.0'	
South of Overpass (46-42)	C						108.0'	94.0'	6		4.0'	1.5'	17.5' ↓
Overpass	O						62.0'	62.0'	4				2.5' bridge
Sycamore to Hancock	R						66.0'	36.0'	4		6.0'	8.0'	
Hancock	R				6,855	2005	66.0'	36.0'	4		6.0'	8.0'	
Columbus													
Perkins to Campbell	C				11,450	2014	99.0'	45.0'	4	17.0'	4.0'	6.0'	
Campbell to Jefferson	C						99.0'	51.0'	4	2.0'	8.0'	15.0'	
Downtown	O				5,497	2013	99.0'	53.0'	4		8.0'	14.0'	
Hayes	C				3,897	2013	99.0'	36.0'	4		6.0'	5.0'	
Huron	R				12,852	2014	60.0'	40.0'	4				
Central	R						91.0'	30.0'	3		6.0'	24.0'	
Monroe	R				8,064	2013	91.0'	30.0'	3		6.0'	24.0'	
Miegs	R						66.0'	38.0'	4		5.5'	8.0'	
Warren	R				4,536	2014	66.0'	32.0'	3		4.0'	11.0'	
Washington							66.0'	66.0'	4				
Miegs to Huron	R						99.0'	32.0'	3		5.5'	26.5'	
Central to Tiffin	R						99.0'	51.0'	4		7.0'	16.5'	
Market													
Downtown (Franklin to Fulton)	O				2,110	2014	82.5'	49.5'	4		9.0'	5.5'	
East & West	R						82.5'	38.0'	4		6.0'	15.0'	
Water													
Miegs to Shoreline	R				2,425	2014	74.3'	49.0'	2		5.0'	6.5'	6.0'
Downtown	O						74.3'	44.8'	3			13.0'	
West of Jackson	R						74.3'	45.0'	4			12.3'	
Shoreline	O				2,203	2014	80.0'	49.0'	3			9.5'	
Tiffin	C						66.0'	36.0'	4		5.0'	7.0'	
Camp	R						60.0'	38.0'	4		5.0'	6.5'	
Mills	R				1,060	2014	66.0'	30.0'	3		4.0'	12.0'	
Venice	R				11,136	2014	60.0'	34.0'	3	12.0'			5.0'
Edgewater	R				4,069	2013	66.0'	32.0'	3	17.0'			4.0'
Cold Creek	R						60.0'	26.0'	2		5.0'	12.0'	
Venice Heights	R						60.0'	26.0'	2		4.0'	13.0'	
Bardshard	R						50.0'	27.0'	2	10.5'			3.0'

st	North / East							
	Right of Way				Shoulder	Treelawn	Sidewalk	Property Line to Back of Sidewalk / Shoulder
	Cartway							
	Lanes			Shoulder				
'	10.5' ↓	10.5' ↑		4.0'				34.5'
'	11.0' ↓	11.0' ↑		4.0'				32.0'
'	12.0' ↓	12.0' ↑	12' →	2.0'	3.5'	5.0'	3.5'	
	13.0' ↓	13.0' ↓	13.0' ↑	13.' ↑		8.0'	4.0'	
	11.5' ↓	11.0' CT	11.5' ↑			13.0'	6.0'	
	12.5' ↓	12.5' ↓	12.5' ↑	12.5' ↑		2.5'	4.0'	8.5'
	10.5' ↓	10.5' ↓	10.5' ↑	10.5' ↑		8.0'		
'	10.5' ↓	10.5' ↓	10.5' ↑	10.5' ↑		8.0'		11.0'
'	11.0' ↓	11.0' ↑			3.0'	5.5'	5.0'	3.5'
	13.5' ↓	13.5' ↑				12.0'	6.5'	
	12.0' ↓	12.0' CT	12.' ↑			3.0'	4.0'	2.0'
	13.5' ↓	13.5' ↑					7.0'	13.0'
'	11.0' ↓	11.0' ↑		6.0'				30.0'
	12.0' ↓	12.0' ↓	12.0' ↑	12.' ↑		13.0'	6.0'	
	11.0' ↓	11.0' ↓	11.5' CT	11.' ↑	11.' ↑	6.0'	4.0'	
' ↓	13.5' ↓	13.5' ↓	3.0' bridge	13.5' ↑	13.5' ↑	19.5' ↑	2.5'	4.0'
idge	13.5' ↓	13.5' ↓	3.0' bridge	13.5' ↑	13.5' ↑	2.5' bridge		
	8.0' P	10.0' ↓	10.0' ↑	8.0' P			8.0'	5.0'
	8.0' P	10.0' ↓	10.0' ↑	8.0' P			8.0'	5.0'
	10.0' P	12.5' ↓	12.5' ↑	10.0' P			20.0'	7.0'
	9.0' P	16.5' ↓	16.5' ↑	9.0' P			15.0'	8.0'
	16.0' AP	15.0' ↓	14.0' ↑	8.0' P			16.0'	8.0'
	9.0' P	11.0' ↓	11.0' ↑	9.0' P			3.0'	6.0'
	8.0' P	11.0' ↓	11.0' ↑				22.0'	9.0'
	8.0' P	11.0' ↓	11.0' ↑				22.0'	9.0'
	8.0' P	11.0' ↓	11.0' ↑	8.0' P			7.5'	7.0'
	8.0' P	12.0' ↓	12.0' ↑				11.0'	8.0'
	8.0' P	10.0' ↓	30.0'	10.0' ↑	8.0' P			
	8.0' P	12.0' ↓	12.0' ↑			28.0'	7.0'	
	9.0' P	16.5' ↓	16.5' ↑	9.0' P			15.5'	9.0'
	16.5' AP	12.0' ↓	12.0' ↑	9.0' P				18.5'
	9.0' P	10.0' ↓	10.0' ↑	9.0' P			17.5'	6.0'
'	18.5' ↓	18.5' ↑		6.0'	9.5'			4.3'
	14.5' ↓	11.8' ↑	18.5' AP				16.5'	
	9.0' P	13.5' ↓	13.5' ↑	9.0' P				17.0'
	19.0' AP	19.0' ↓	11.0' ↑					21.5'
	8.0' P	10.0' ↓	10.0' ↑	8.0' P			11.5'	6.5'
	8.0' P	11.0' ↓	11.0' ↑	8.0' P			5.0'	5.5'
		11.0' ↓	11.0' ↑	8.0' P			12.0'	5.0'
		12.0' ↓	12.0' ↑	5.0' ↑				3.0'
		12.0' ↓	12.0' ↑	4.0' ↑				14.0'
		13.0' ↓	13.0' ↑			12.0'	5.0'	
		13.0' ↓	13.0' ↑					17.0'
		10.5' ↓	10.5' ↑	3.0'				12.5'

Infrastructure & Corridor Analysis

Using GIS base maps and the data available through ERPC, an analysis of the primary corridors was completed. The analysis looked at the complete right-of-way and cartway configuration of each corridor including travel lanes, parking lanes, shoulders, tree lawns, sidewalks, and unused area. This analysis, in combination with the traffic counts and surrounding uses, was used to determine whether the corridor could physically accommodate bicycle infrastructure. A further review of the ERPC 2014 Bicycle & Ped Plan helped determine which corridors should receive bicycle infrastructure. Finally, each corridor was classified into a typology that was later used to design new street sections.

Intersection Analysis

Intersections were also analyzed as part of this, with particular emphasis on diagonal intersections created by the masonic grid. These were studied for commonalities such as safety, sight lines, increased speed, pedestrian accommodation, and excessive pavement. It was determined that many of the same issues occur as a result of the diagonals meeting the rectilinear grid and that suggestions could be made to determine how typical improvements could be applied to many of the conditions throughout the city. Typical improvements considered were:

- Overall pavement reductions
- Removal of dedicated lanes that allow drivers to yield rather than stop at traffic signals
- Addition of stop signs to reduce the uninterrupted travel distance, particularly along east-west residential streets
- Reduced travel distances for pedestrian crossings, pedestrian crossing signals, and increased crosswalks & signage
- Reduced turning radii on non-truck routes to slow turning movements

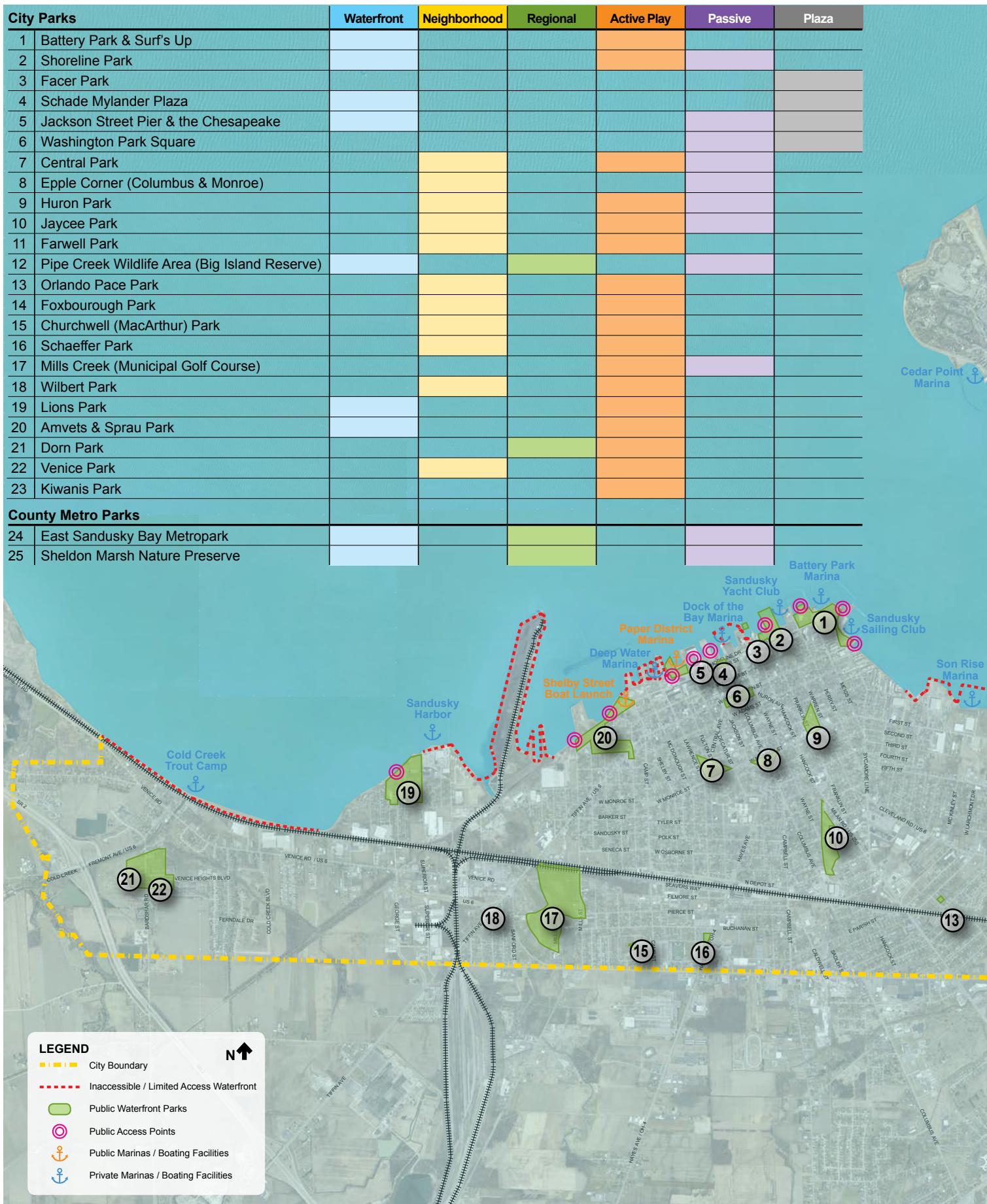
Legend:

Excess space within ROW
Sidewalk
Sidewalks with poor rating
Treelawn
Shoulder
Driving Lane
Turning Lane
Parking Lane
Bridge Structure

2015 Classifications:

Rural / Semi Rural
Residential
Corridor
Speciality Trail
Trail / Pathway
Other

WATERFRONT ACCESS & PARKS

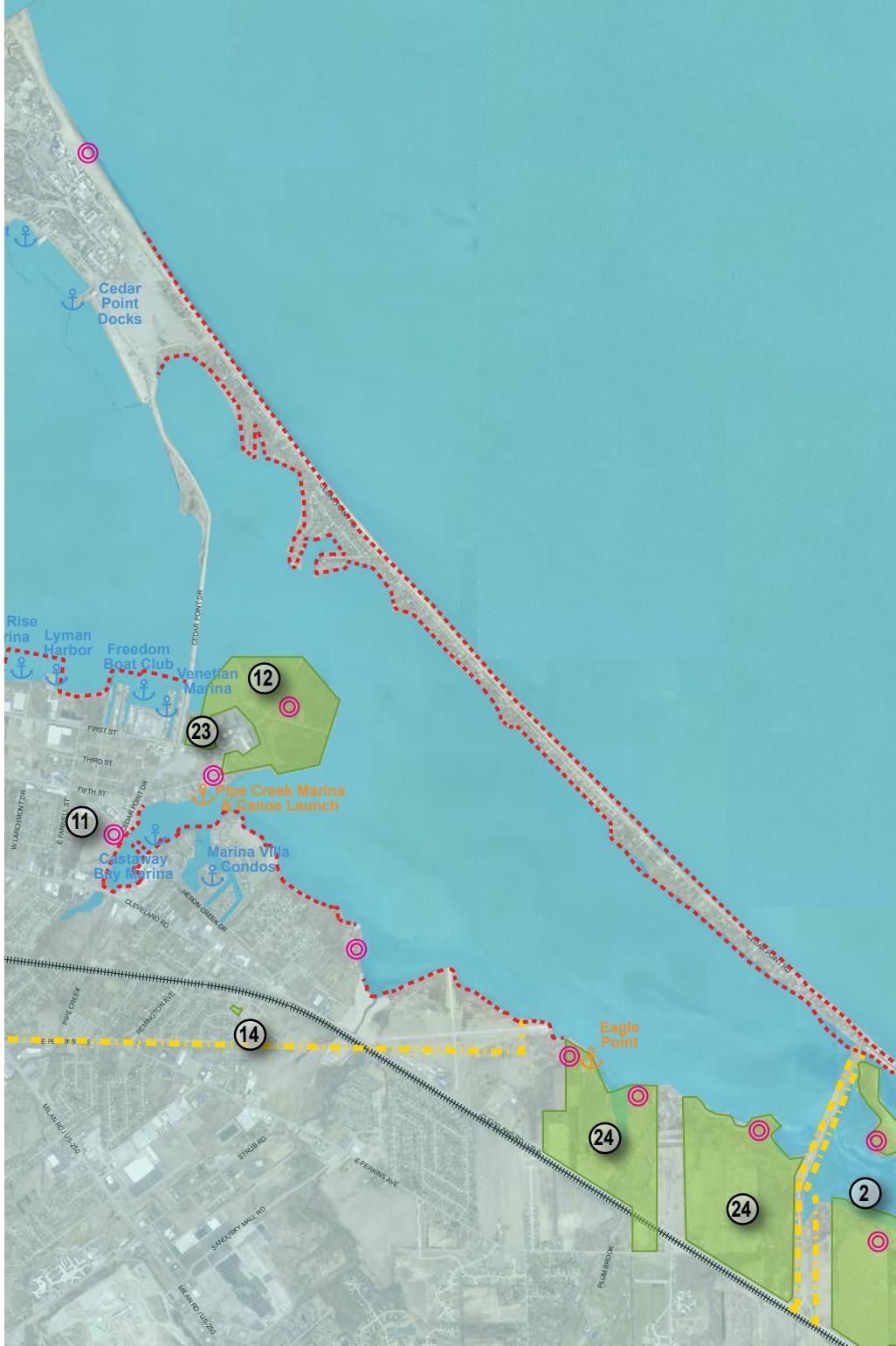


Waterfront Access and Parks

Sandusky has a very long, linear shoreline, with considerable depth variations, giving the community an abundance of waterfront frontage. However, the City feels, both physically and in opinion, that it lacks access to its waterfront. In a few locations public access has been preserved, but overall the waterfront remains set back from public right-of-way, visually blocked by private development or one of the many private marinas. As a result of these conditions, it is important that the City maintain existing public access while working to create new access points in redevelopment projects. In many cases the public access points can also be improved to better serve as public amenities - Battery Park is the primary example of public waterfront that is not well-programmed or designed. Finally, the waterfront also serves the community as a significant wayfinding device - as the masonic plat begins, the street grid shifts to orient to the shoreline - creating sight lines along the north-south streets to the water from as far south as Jefferson and in some cases Monroe. These sight lines are incredibly valuable as natural wayfinding to Downtown from the complicated diagonal grid.

The city also has a significant number of public parks that range from waterfront public space to neighborhood parks. In many cases the parks, particularly at the neighborhood scale, have overlapping and redundant uses. A major recommendation moving forward would be to look specifically at programming for the neighborhood parks to identify how they can best serve the community. Defining what parks serve as gathering space, active play areas, or passive recreation would help maximize the city's robust park network and would help to centralize maintenance and renovation.

The map to the left examines how Sandusky's waterfront is currently used and where public access occurs. In many cases the public access points are parks. Limited or restricted access is indicated by the red dashed lines. This limited access is due to private property or inaccessible waterfront land (marsh, etc) and decreases opportunities for residents to touch the water. The city has an abundance of marinas (indicated by anchor symbols) and several include park spaces with public access points (indicated by pink circles). However, there is currently only one public marina (Paper District), no public beaches, and only one public large craft boat launch (Shelby Boat Launch). Pipe Creek does have a small craft launch for the bay, but its use is limited. Finally, much of the shoreline has very deep parcels, making the water's edge feel even more disconnected from the neighborhoods, and particularly Downtown.



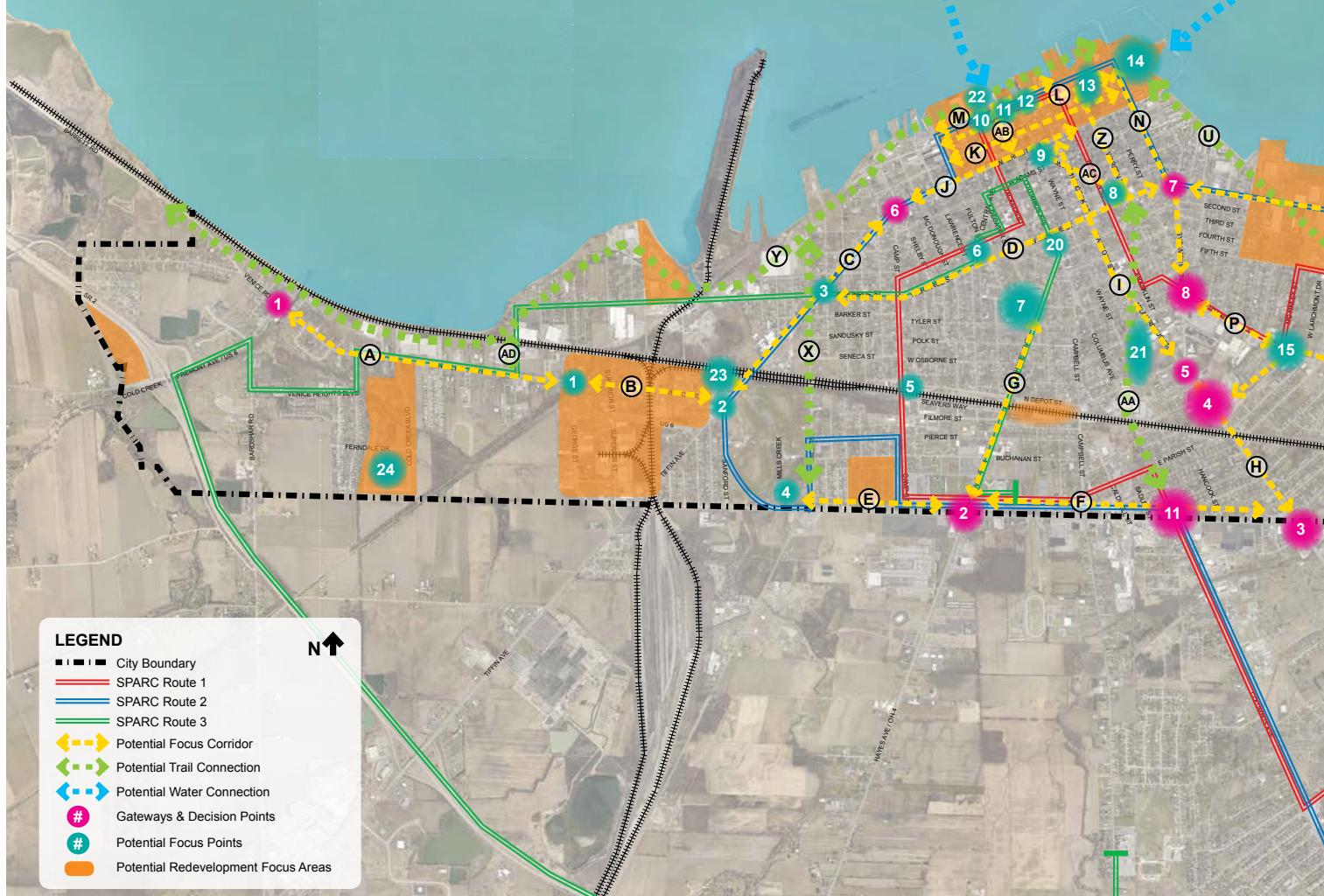
FOCUS AREAS & CORRIDORS

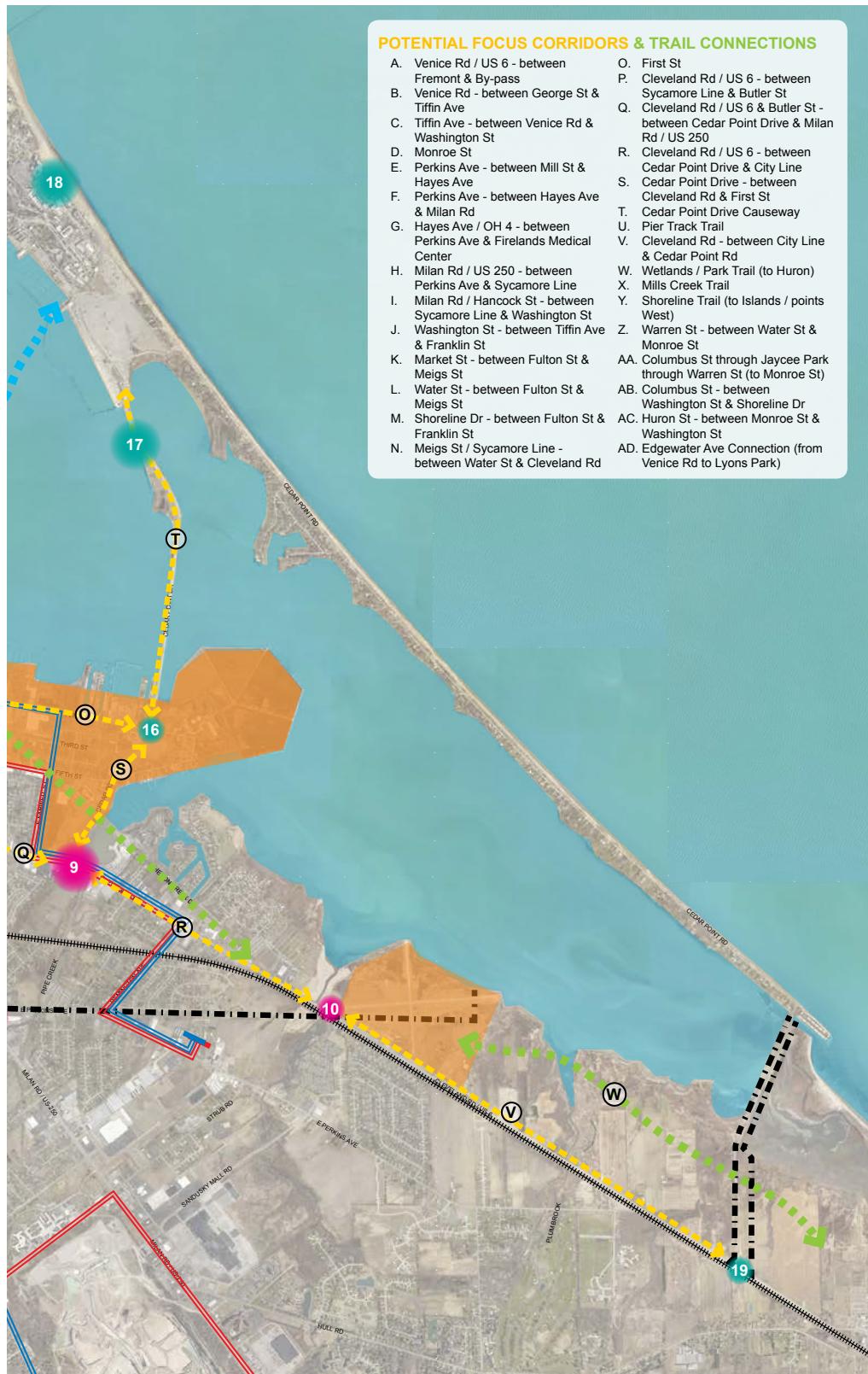
GATEWAYS & DECISION POINTS

1. Venice Rd & Fremont Ave
2. Hayes Ave / OH-4 at Perkins
3. Milan Rd / US 250 at Perkins
4. Milan Rd / US 250 ramps
5. Milan Rd / US 250 at Sycamore Line
6. Tiffin Ave at Washington
7. Meigs St at First St & Sycamore Line
8. Cleveland Rd at Sycamore Line
9. Cleveland Rd at Cedar Point Drive
10. Cleveland Rd at City Line
11. Columbus Ave at Milan Rd

POTENTIAL FOCUS AREAS

1. Venice Road at US 6 bypass
2. Tiffin Ave & Venice Road
3. Tiffin Ave & Monroe St
4. YMCA
5. Amtrak Station
6. Central Park
7. Firelands Medical Center
8. Huron Park
9. Huron Ave & Wayne St & Washington St
10. Jackson St Parking Lot
11. Schade Mylander Plaza
12. Wayne St Parking Lot
13. Warren St (between Water & Washington)
14. Civic Campus / Battery Park
15. Cleveland Rd & Butler St
16. Cedar Point Drive & First St
17. Cedar Point Drive Causeway
18. Cedar Fair Corporate Offices / Dorms
19. Cleveland Rd / US 6 at Cedar Point Rd
20. Columbus Park
21. Jaycee Park
22. Jackson St Pier
23. Industrial Redevelopment Site
24. Housing Development Site





Focus Areas & Corridors

The culmination of the existing conditions analysis is this summary map of all the potential areas of further study within the City. The areas in orange represent sections of the city that present the opportunity to study redevelopment potential. They include:

- Downtown
- The First Street, Cedar Point Drive and Cleveland Road corridors
- The former Griffing Airport
- Churchwell Park Neighborhood
- The former American Crayon Factory
- Incomplete residential development sites along Cold Creek & Baybreeze
- Land along the rail corridors in the western neighborhoods, particularly along Venice Road between the US 6 bypass and Tiffin
- Former agricultural site off of Fremont along Rt 2

The two colors of dots represent focus areas (teal) and gateways (pink), while the size of the dot roughly represents the scale of the focus area. The focus areas represent either specific sites or amenities that require special attention, redevelopment, or improvement. The gateways represent either points of entry into the city or neighborhoods, or decision points where visitors in particular need guidance to destinations. Overall, the city's gateways need improvement. There is little sense of arrival to Sandusky or the Downtown area. Additionally, the masonic grid can be disorienting to visitors traveling from the highway system to Downtown. The city would benefit from a comprehensive look at signage and wayfinding with emphasis on gateways and decision points.

Finally, the focus corridors (yellow lines) and trail connections (green lines) were identified through the infrastructure analysis. These corridors and trail connections serve as the backbone of the proposed bicycle infrastructure network, as well as potential focus areas for streetscape improvements. These corridors are overlaid on the existing transit network. The blue lines indicate water connections to the islands and Cedar Point Peninsula via a ferry service.

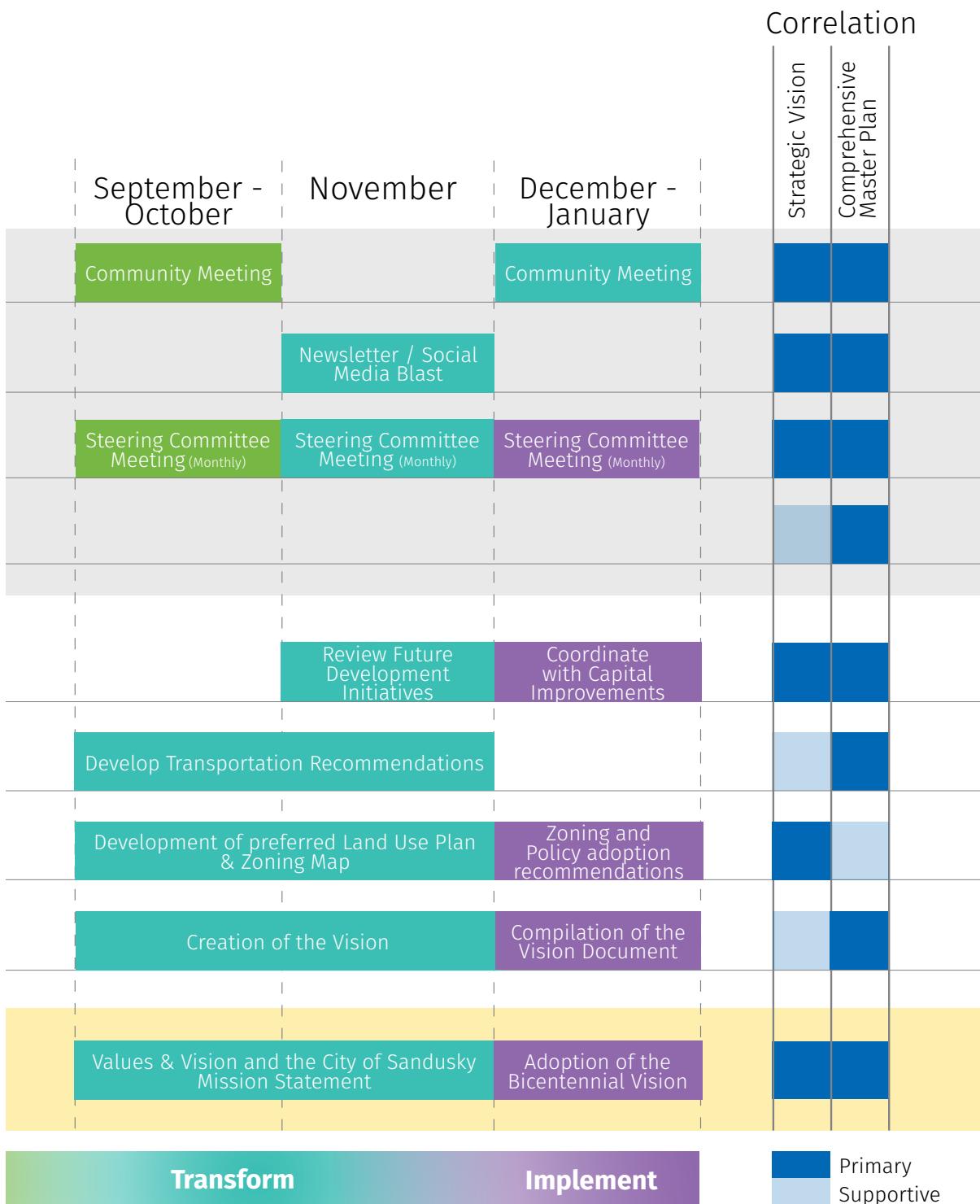
The focus corridors, focus areas, gateways, trail connections, and redevelopment areas were studied to varying degrees depending upon prioritization by City staff and the steering committee. Particular emphasis was given to areas of confluence where redevelopment sites are overlapped by multiple potential places of study. This diagram serves as the roadmap for the next phases of the planning process.

PLANNING PROCESS

PROCESS & TIMELINE

Tasks	March - April	May - June	July - August
Public Engagement	Public Survey Open	Community Meeting	Public Survey Analysis
Public Information Presentation	Newsletter / Social Media Launch		Newsletter / Social Media Blast
Steering Committee / Staff Engagement	Kick-off Meeting	Staff Retreat	Steering Committee Meeting (Monthly)
Focus Group / Stakeholder Engagement	Solicit Input / Data Gathering	Stakeholder Interviews & Focus Groups	
Coordination with Ongoing Efforts	Review Ongoing Studies and Future Development Initiatives		Compare with Capital Improvements
Transportation Planning	Review Existing Conditions		Overlay Transit with Planning Considerations
Land Use & Zoning			Review Land Use & Zoning Code
Comprehensive Plan	Review 2005 Comp Plan	Establish Redevelopment Preferences	Generate Focus Area Concepts
Sandusky Bicentennial Vision 2018		Refine Objectives	Determine, Enhance and Expand the Sandusky Brand
		Understand	Challenge

The Bicentennial Vision planning process began with considerable public engagement and outreach that included a public survey, website, call to action video (produced by Joey Cassel), focus groups, one-on-one interviews, executive and steering committee meetings, a rotary club event, and six location-specific, active planning workshops. The engagement process centered around gathering ideas, gaining insight from the community, and meeting people where they are. These events also used a variety of methods that served to facilitate dialogue and collect information - everything from preference boards, discussion questions, break-out groups, tours, and maps. The feedback received from these meetings was invaluable. It served as the backbone of the process, and became the list of planning considerations that directed the plan's recommendations. The diverse range of participants and feedback resulted in a vision that is reflective of the City of Sandusky, its residents, their values and their priorities for the future of the community.



The chart above is the timeline that was laid out at the beginning of the planning process and indicates how the engagement strategy actively informed the planning and visioning efforts. The City staff also played a key role in facilitating outreach, reviewing concepts and ideas, and encouraging community support and momentum. As the plan began to take form, the involvement of the City Commission, Planning Commission, Executive Committee, and Steering Committee helped to test concepts and ensure that the plan was moving in a direction that would be supported by the community. Staff and the Commissions worked to identify initiatives and recommendations and to prioritize them for implementation - a key step to ensuring the success and longevity of the plan. While recommendations exist throughout the document, a full prioritized list can be found in the implementation section at the end of this report.

ENGAGEMENT

The Bicentennial Vision planning process was guided by a diverse representative Steering and Executive Committee made up of Sandusky residents, business leaders, the public sector, non-profit groups, and property owners. Their contributions helped to identify stakeholders, vet ideas, generate concepts, and gain consensus for the plan. Their involvement and feedback was the first part of the planning process, and they immediately set the direction and tone for a plan that was realistic, implementable, equitable, and aspirational. Two major committee events were held during the four month engagement process, a kick-off event at Small City Tap House where ideas were generated and the committee was asked to fill out "I want to see <blank> in my downtown, neighborhood, or waterfront" these signs were then used to help advertise the planning process and hung in storefronts around Downtown. (A detailed summary of responses can be found in the appendix.) The second event, held at the Breakers Hotel Conference Center on Cedar Point Peninsula, was used to report out the results of the engagement process, existing analysis, and discussion of the direction in which the final vision was headed.

THANK YOU TO ALL THOSE WHO SERVED ON THE STEERING & EXECUTIVE COMMITTEES AND PARTICIPATED IN THE PLANNING PROCESS!



"I want to see" Signs hanging in a vacant storefront on Market Street in Downtown

EXECUTIVE COMMITTEE

Lee Alexakos, *Cedar Fair*
Abbey Bemis, *ECEDC*
Sue Daugherty, *Serving our Seniors*
Dora Grant, *Center for Cultural Awareness, Conestoga Program Coordinator*
Mary Jane Hill, *Flynn, Py, Kruse*
Jim Miller, *Civista Bank*
Matt Ouimet, *Cedar Fair*

Anna Phipps, *Erie County Community Foundation*
Eugene Sanders, *Sandusky City Schools*
Dennis Shaffer, *Civista Bank*
Martin Tursky, *Firelands Regional Medical Center*
Joan Van Offeren, *Lake Erie Shores & Islands*
Ryan Whaley, *Green Door Media Works*

STEERING COMMITTEE

Scottie Aaron, *Harvest Time Ministries*
Gary & Diane Ackerman
Charlene Adams, *Center for Cultural Awareness*
Andrea Avallone, *Main Street*
John Bacon
Bill Balzer, *BGSU-Firelands*
Michelle Bertsch-Herold
Lisa Beursken
Gary Boyle, *Perkins Township*
Ryan Brady, *Brady Sign Company*
Maris Brenner, *Kalahari*
Pamela Brumbaugh, *United Way*
Molly Carver, *Sandusky Library*
Ralph Chamberlain, *Erie Metropolitan Housing*
Judy Corso, *Corso's*
Rob Decker, *Cedar Fair*
Lisa Dudukovich, *Boys & Girls Club of Erie Co.*
Steve Ernst
Thomas Ferrell, *Erie County Commissioner*
Wilson Forney
Darrell Gant, *Eagles Next Church*
Ron Guerra, *LEWCO*
Bob Hare
Breann Hohman
Kula Hoty, *HOTY*

Jim Jackson, *Sandusky NAACP*
Rick Jeffrey, *Erie County Auditor*
Sharon Johnson
Randy Johnson
Ted Kastor, *Janotta & Herner*
Matt Keech, *Cameo*
Kha Khet, *Small City Taphouse*
Brett Kinzel, *YMCA Board Member*
Larry Knauer
Eric Kochendoerfer, *Goodwill Industries*
Vimal Kumar, *Lyman Harbor*
Kurt Landefeld, *Erie Metroparks*
Jason McClure, *Cedar Point*
Carl McGookey, *Payne Nickles & Co*
John Mears, *City Planning Commission*
Eugene Meisler, *Toft Dairy*
Duff Milkie, *Cedar Fair*
Dave Miller, *City Planning Commission*
Bill Monaghan, *Erie County Commissioner*
Dan Moncher, *FRMC*
Al Nickles, *Payne, Nickles*
Mark Norman, *The House of Third Street*
Tim Parkinson
Tim Parkison, *Sandusky Register*
Chris Parthemore, *Northcoast Young Pros.*

CITY STAFF

Eric Wobser, *City Manager*
Matt Lasko, *Chief Development Officer*
Angela Byington, *Director of Planning*
Aaron Klein, *Director of Public Works*
Casey Sparks, *Assistant Planner*
Arielle Blanca, *Community Development Manager*
Brad Link, *Public Services Director*
Jeff Keefe, *Assistant City Engineer*
McKenzie Spriggs, *Executive Assistant to the City Manager*
John Orzech, *Chief of Police*
Dave Degnan, *Fire Chief*
Marvin Randolphson, *Transit System Director*
Kelly Kresser, *City Commission Clerk*

CITY PLANNING COMMISSION

John Mears, *Chair*
Mike Zuihof
Ned Bromm
Jim Jackson
Peter McGory
David Miller
Wes Poole, *City Commission Liaison*

CITY COMMISSION

Dennis Murray Jr, *President*
Richard Brady, *Vice President*
Julie Farrar
Scott Schell
Jeff Smith
Wes Poole
Naomi Twine
Nikki Lloyd, *Commissioner Elect*
Dave Waddington, *Commissioner Elect*
Greg Lockhart, *Commissioner Elect*

Steve Poggiali, *Erie Regional Planning*
Dave Rengel, *Battery Park*
Michael Roemmele, *Sandusky Central Catholic*
Pete Schade, *Erie County Health Department*
Tim Schwanger, *Save our Shoreline Parks*
Bill Semans
Patrick Shenigo, *Erie County Commissioner*
Pamela Smith, *Erie County Chamber*
James & Mike Sortino, *Sortinos Restaurants*
William Springer, *Industrial Nut*
Mel Stauffer, *Flynn, Py, Kruse*
David Taylor, *Sandusky State Theater*
James Timberberg, *ReBuild Sandusky*
Dennis Timple, *ReBuild Sandusky*
Veronica Vanden Bout, *Merry Go Round Museum*
Dave Waddington, *Former City Commissioner*
Bob Waldeck, *Waldeck Investments Co.*
Elaine Waterfield
Matt Westerhold
Andy White, *City of Huron*
Mike Will, *Firelands Medical Supply, Bicentennial Commission*
Allison Young, *Ability Works*
Kevin Zieher
Mike Zuihof, *City Planning Commission*

PLANNING TEAM

Alex Pesta, *Principal Planner, City Architecture*
Kat Keller-Kratzer, *Architect & Urban Designer, City Architecture*
Sukant Bhatnagar, *Urban Designer, City Architecture*
Michael Graham, *Partner, Strategy Design Partners*
Virginia Houston, *Director of Strategy & Communications, Strategy Design Partners*



Active Planning Workshop - Waterfront Boat Tour, 6/18/15

DOWNTOWN,
NEIGHBORHOOD,
& BOAT TOURS
OVER 370
ATTENDEES



Rotary Club Meeting at Castaway Bay, 5/28/15

ROTARY CLUB
MEETING
& CALL TO
ACTION VIDEO
LAUNCH
150 ATTENDEES



Sandusky Bicentennial Vision Survey

The City of Sandusky is dedicated to serving its residents and visitors by providing a safe, clean, and vibrant community to live, work, play, and grow.

As Sandusky approaches its bicentennial, the City is seeking input from residents and visitors about your input. The following survey will only take about 10 minutes to complete.

Thank you for your time and contributing to the future of Sandusky!

ONLINE
& PAPER
SURVEYS
1,127 RESIDENT &
163 VISITOR
RESPONSES



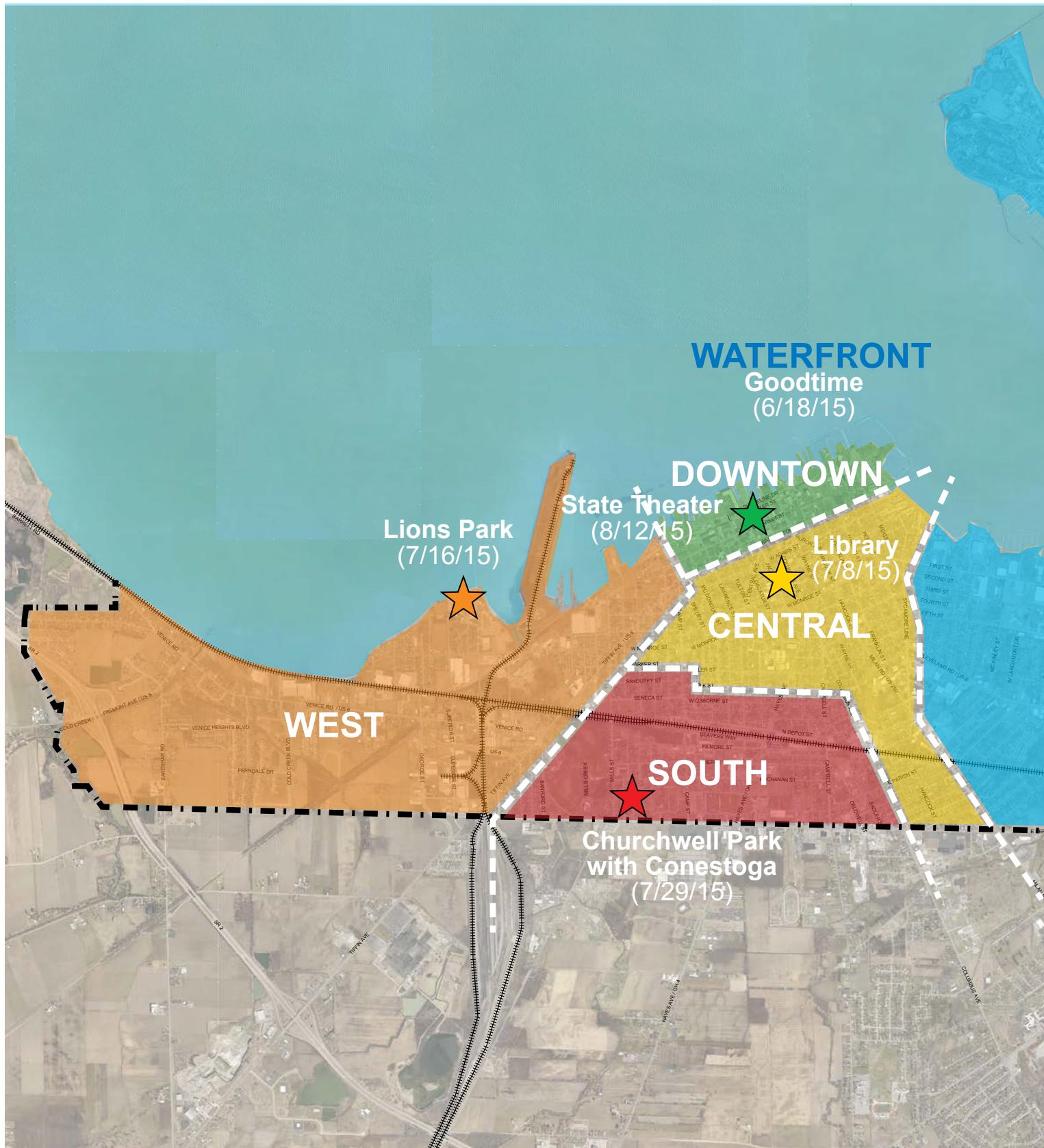
CALL TO
ACTION VIDEO
4,658 VIEWS

ONE-ON-ONE
INTERVIEWS
39 PARTICIPANTS

FOCUS
GROUPS
105 PARTICIPANTS

TOTAL REACH
6,682 PEOPLE
(26% OF SANDUSKY'S
POPULATION)

ACTIVE PLANNING





Planning Workshops in the Community

In order to explore and understand Sandusky's unique characteristics, the planning team charged City Staff with organizing a series of workshops that would take place in the neighborhoods. The result were six active planning workshops that utilized the summer months to get out into the community and meet with residents in their own neighborhoods. The meetings were called active because they aimed to get participants out of the traditional public meeting format, experience their community, and provide feedback in real-time. The first of the six meetings was a boat tour on the Goodtime, along Sandusky's waterfront, and charged residents with looking back at their shoreline as it is seen by visitors and boaters.

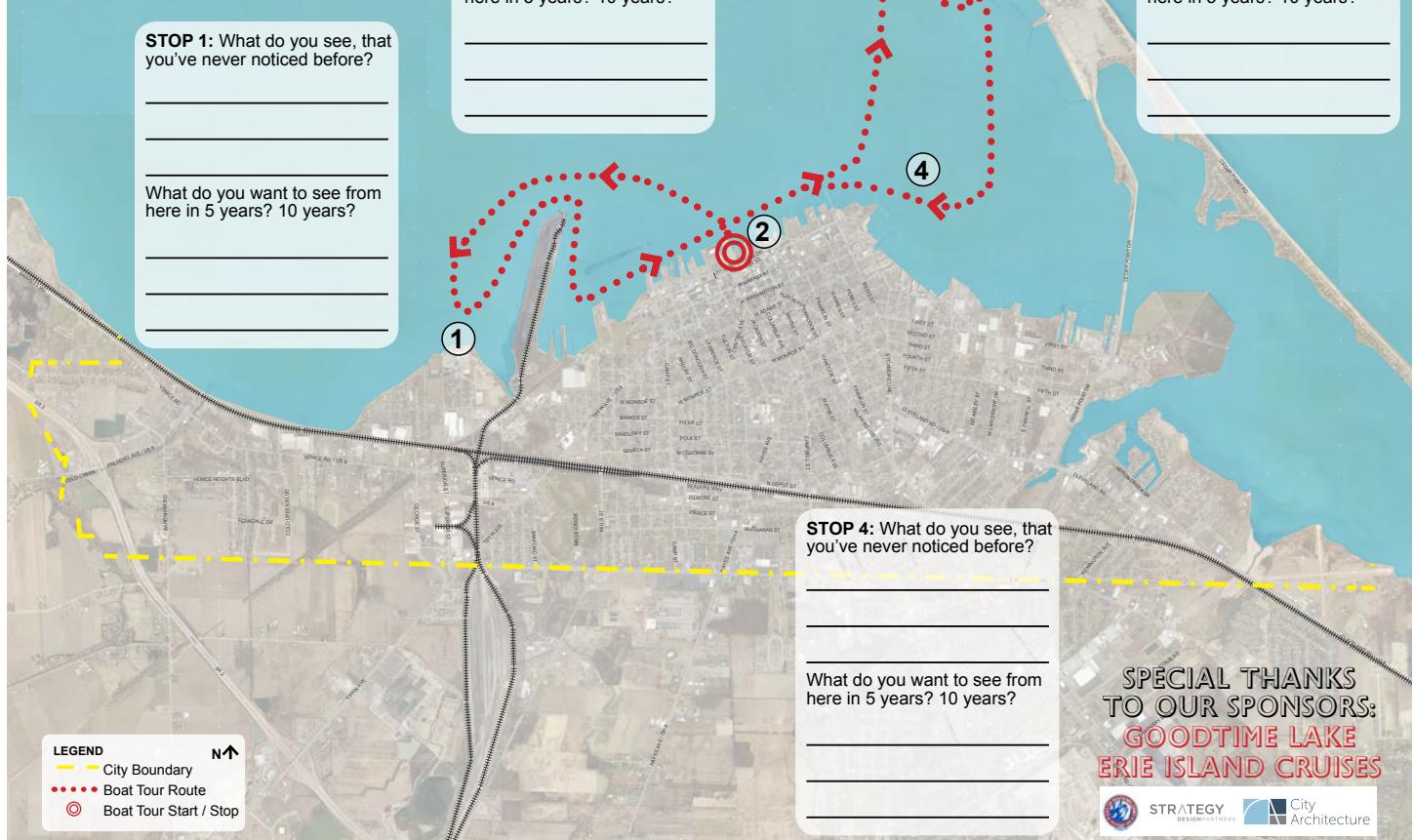
The second through fifth meetings were neighborhood tours where residents met in a central location, had an initial discussion about the Bicentennial Vision and then toured the neighborhood together on city buses. The city was divided into four areas - Central, West, East, and South - and a meeting was held in each. During these four meetings, residents were asked to look critically at the surroundings they see daily and provide feedback on what they love most about their neighborhood, what they think are the biggest challenges, and where they would like their neighborhood to be in the future.

The final active planning event was held Downtown at the State Theater where attendees were asked to break out into groups and discuss their vision for Downtown Sandusky.

The feedback of each of these meetings directly influenced the planning recommendations and initiatives proposed at the city-wide, neighborhood, and Downtown district level. The following pages review each of these active planning workshops and the feedback which helped direct the planning process.

WATERFRONT BOAT TOUR

WELCOME ABOARD THE SANDUSKY 2018 BOAT TOUR!



FEEDBACK

What did you see that you've never noticed before?

- How nice Lions Park looks from the water
- The Green Shoreline
- How much maintenance of waterfront properties varies
- How much lodging there is at Cedar Point
- How beautiful Downtown is from the water
- The large private marina (Sandusky Harbor)
- Freighters & active industry
- Historic Downtown skyline
- No public dockage / access Downtown
- How run-down Deep Water marina is

"LOTS OF OPEN LAND ON THE CITY HALL / BATTERY PARK SITE.
GREAT DEVELOPMENT POTENTIAL."

"DOWNTOWN NEEDS DEVELOPMENT THAT BRINGS PEOPLE TO SANDUSKY AND RESIDENTS TOGETHER"

What do you want to see here in 5 years? 10 years?

- Bike path / trail along the water
- Better waterfront access
- Beach & breakwall at Lions Park
- Boardwalk along Shoreline Drive
- Mixed-use development along the waterfront
- Ferry Service from Downtown to Cedar Point
- More lighting along shorelines, breakwalls, and lighthouse element / beacon
- Public dockage / boat access at Lions Park
- Active watersports rentals at Lions Park
- Concert pavilion
- Hotels
- Public access to Cedar Point Peninsula beaches
- Continued growth at Cedar Point
- More restaurants on the water

**SPECIAL THANKS
TO OUR SPONSORS:**
**GOODTIME LAKE
ERIE ISLAND CRUISES**



Where do you want to go by Water from Sandusky?

- Cedar Point by Water Taxi
- Lake Erie Islands / Canada
- Cleveland, Toledo, Detroit, Lorain
- Huron, Vermilion, Port Clinton
- Downtown Sandusky's restaurants and destinations (downtown docks)
- Sight-seeing and dinner cruises

What do you want to see along Sandusky's waterfront?

- Bicycle trails & bike lanes
- Mixed-use development
- Green space & parks
- Hotels
- Sandusky Bay Pavilion re-opened
- Residential development & condos
- Tall buildings used as public art / murals

"SANDUSKY'S WATERFRONT SHOULD HAVE REGIONAL & NATIONAL PROMINENCE AS AN AFFORDABLE, SAFE, FAMILY DESTINATION."

What would you like to do on Sandusky's waterfront?

- Biking & walking trails / bike rentals
- Active water sports recreation & rentals
- Dining & shopping
- Swimming at public beaches
- Picnic grounds & park space with public restrooms
- Live entertainment - concerts & festivals

In 5-10 years, what is different about Sandusky's waterfront?

- Second & third stories of Downtown buildings occupied / rehabbed
- Improved connection to Cedar Point tourism / The Sandusky brand
- A vibrant Downtown with more businesses
- Well-defined trail network
- Deep Water Marina improved
- Shoreline Drive as the 'front porch' of Downtown with a boardwalk



Goodtime Boat Tour (Sandusky Register Photo)

THE SANDUSKY 2018 BOAT TOUR, JUNE 18TH 2015

A collage of images related to the Sandusky 2018 Boat Tour. It includes a map of the tour route, several photographs of the waterfront area, and a sign-up sheet for the tour. The sign-up sheet has handwritten notes such as "Dinner Cruises", "More accent lighting of the shore line", and "Ferryway water taxis to". The collage is set against a background of green and red dots.

What do you want to see on Sandusky's Waterfront?

165 ATTENDEES

June 18, 2015

STRATEGY

CITY ARCHITECTURE

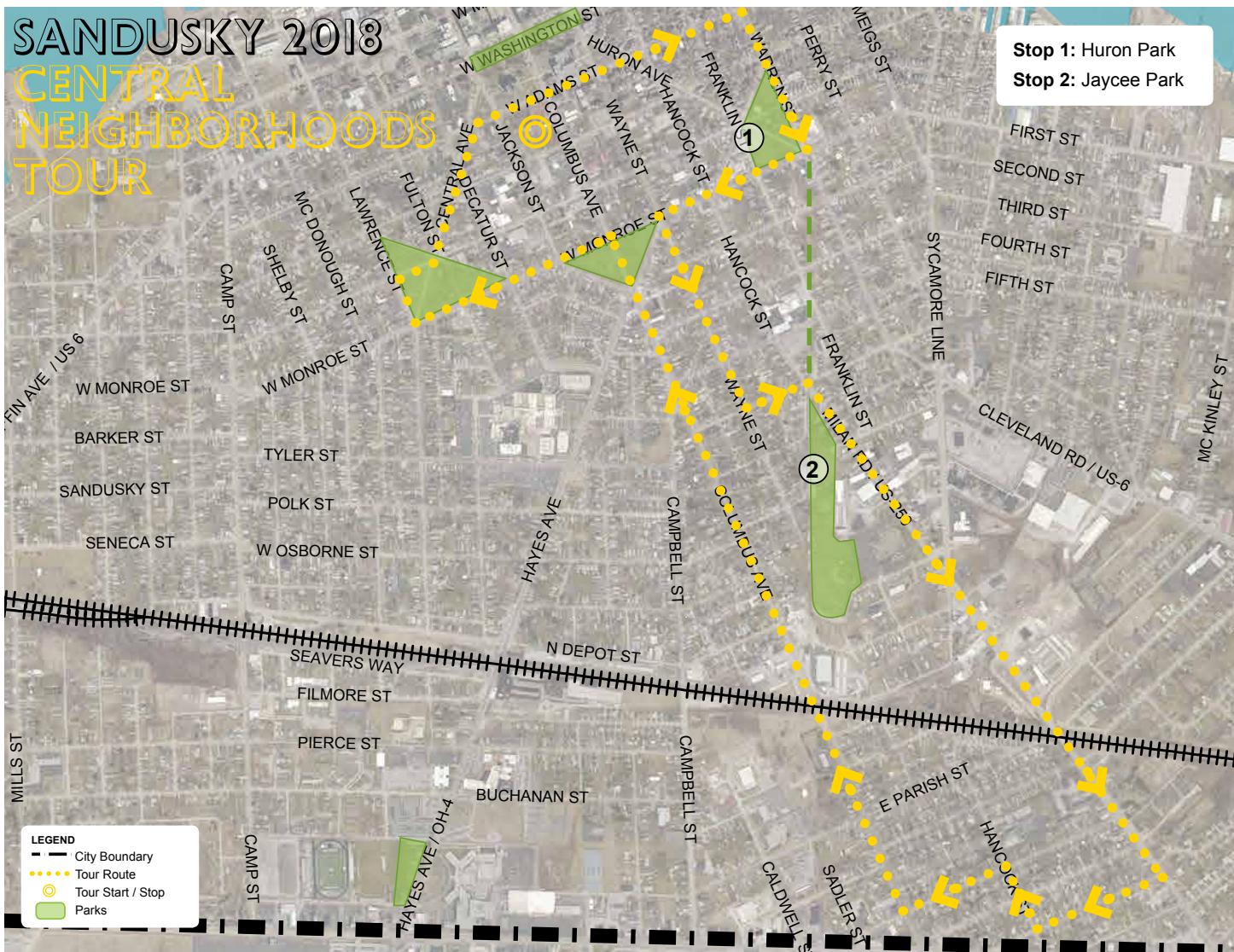
MAJOR THEMES:

- Bike Infrastructure & Trail Networks
- Ferry service and greater connection between Cedar Point & Sandusky
- Increased public access to the waterfront
- Enhanced regional connectivity
- New types of development that attract visitors, promote Sandusky's tourism economy, and create jobs

- Downtown redevelopment & increased residential options
- Activation of the waterfront - watersports, events, concerts, rentals, winter activities and beaches
- Beautification & promotion of the shoreline as a "Welcome to Sandusky"
- Increased waterfront park space & amenities

CENTRAL

SANDUSKY 2018 CENTRAL NEIGHBORHOODS TOUR



FEEDBACK

What do you see at Huron Park?

- Park is active!
- No signage / entrance
- Sidewalk is only on one side
- Trees that need to be maintained
- Limited Parking
- No landscaping
- Huron is a busy road - should be closed or traffic slowed
- Baseball diamond is active - enlarge it for adult leagues
- Good playground equipment, and lots of it.
- Great splash pad
- Run-down building needs to be demolished
- Needs crosswalks & curb ramps
- Not enough benches or bike racks

"HURON PARK COULD BE A BEAUTIFUL GATEWAY TO SANDUSKY"

"JAYCEE PARK NEEDS SIDEWALKS & TRAILS THAT CONNECT IT TO THE COMMUNITY AND NEIGHBORHOODS."

What do you see at Jaycee Park?

- Isolated / hidden
- Park & playground equipment are in good condition
- Very little use
- Needs signage to identify
- Lots of green space
- Nice picnic shelters & grills
- No landscaping
- Garage / industrial facility needs to be removed
- Underused tennis courts
- Not inviting / feels left over
- Guard rails block use
- Port-a-potties should be replaced with bathrooms
- Graffiti
- Needs a community garden

Along the tour route, what do you notice about the Central Neighborhoods?

- All different kinds of architecture
- Nice housing stock
- Varying condition of roads
- Lots of litter
- Many areas need renovation
- Milan Road overpass is unsightly
- Property maintenance issues
- Empty buildings & for sale signs

What are the best things about the Central Neighborhoods?

- Walkable
- Nice, big, beautiful homes
- Nice parks
- People outside / activity
- Narrow streets with on-street parking and low traffic volumes
- Mature trees / nice canopy
- Historic architecture
- Nice people / friendly

"THE HANCOCK SCHOOL NEIGHBORHOOD IS A GREAT PLACE FOR FAMILIES & EMPTY-NESTERS."

What are the challenges in the Central Neighborhoods?

- Code enforcement & property maintenance
- Rental properties & lack of owner-occupants
- Safety, crime, and poor lighting
- Condition of Warren Street
- Unemployment

In 5-10 years, what opportunities can the City capitalize on in the Central Neighborhoods?

- New energy-efficient home development
- Community gardens / urban farms
- Trails & bike paths
- Connectivity
- Enforce building codes
- Better property management
- New streets & parks
- Attract businesses, new employers and jobs
- Embrace Sandusky's tourism economy & identity
- Decrease renter housing

"THE CITY SHOULD WORK TO ATTRACT FAMILIES AND HOMEOWNERS TO THE CENTRAL NEIGHBORHOODS."

"THE CENTRAL NEIGHBORHOODS ARE THE HISTORIC CENTER OF THE CITY AND SHOULD BE A FOCUS POINT."



Central Neighborhoods Meeting, Huron Park (Sandusky Register Photo)



Central Neighborhoods Meeting, Huron Park (Sandusky Register Photo)



Central Neighborhoods Meeting, Huron Park (Sandusky Register Photo)



Central Neighborhoods Meeting, Huron Park (Sandusky Register Photo)

WEST

SANDUSKY 2018 WEST NEIGHBORHOODS TOUR



FEEDBACK

What do you see at Lions Park?

- Great view
- Parking lot needs to be paved
- Picnic shelters need power, more tables & seating / maintenance & new grills
- Nice walking trail
- Playground needs to be maintained and rules in a prominent location
- Trailers & RVs near entry should be removed
- Rebuild breakwall & add a bathing beach - existing beach is eroding
- Can anything be done about the geese?
- Small craft rentals (jet skis, kayaks) would be a nice addition

"LIONS PARK IS THE BEST PARK IN THE CITY."

Along the tour route, what do you notice about the West Neighborhoods?

- Venice Road needs sidewalks & bike lanes
- Lots of variety of use on the west side
- A lot of visible storage - boats, vehicles, etc.
- Not a lot of shopping / retail
- Well maintained properties (not a lot of blight)

What connections are important on the West side?

- Venice Road
- Tiffin Road
- West Monroe
- Missing bike lanes / trails
- Edgewater grade crossing

"THERE ARE A LOT OF WEST SIDE RESIDENTS THAT CARE ABOUT THEIR NEIGHBORHOOD AND ARE INTERESTED IN MAKING IT BETTER FOR ALL."

What are the best things about the West neighborhoods?

- Quiet & away from Downtown, but still connected
- Tofts Creamery
- Great parks
- Feels suburban
- Nice, well maintained homes
- Neighborhoods
- Waterfront
- Less traffic

What are the challenges in the West neighborhoods?

- Trains & Crossing - safety of crossings & traffic back-ups
- Not a lot of shopping options - grocery store & restaurants
- Abandoned & blighted properties
- Industrial uses
- Street maintenance
- Inaccessible waterfront
- Incomplete sidewalk network

In 5-10 years, what opportunities can the City capitalize on in the West Neighborhoods?

- Build out the rest of Cold Creek
- Better plan for bay front property / Amvets park
- Improve & maintain all park & public facilities
- Engage dedicated citizens
- Add bike lanes & trails / complete sidewalks
- Dog park
- More senior housing
- More retail & hotels

Additional Comments & Questions:

- Redevelop vacant industrial properties
- Can businesses or organizations sponsor or maintain City parks?

"THESE MEETINGS ARE A GREAT FIRST STEP TO MAKING THE CITY A GREAT PLACE TO LIVE."



West Neighborhoods Meeting, Lions Park (Sandusky Register Photo)



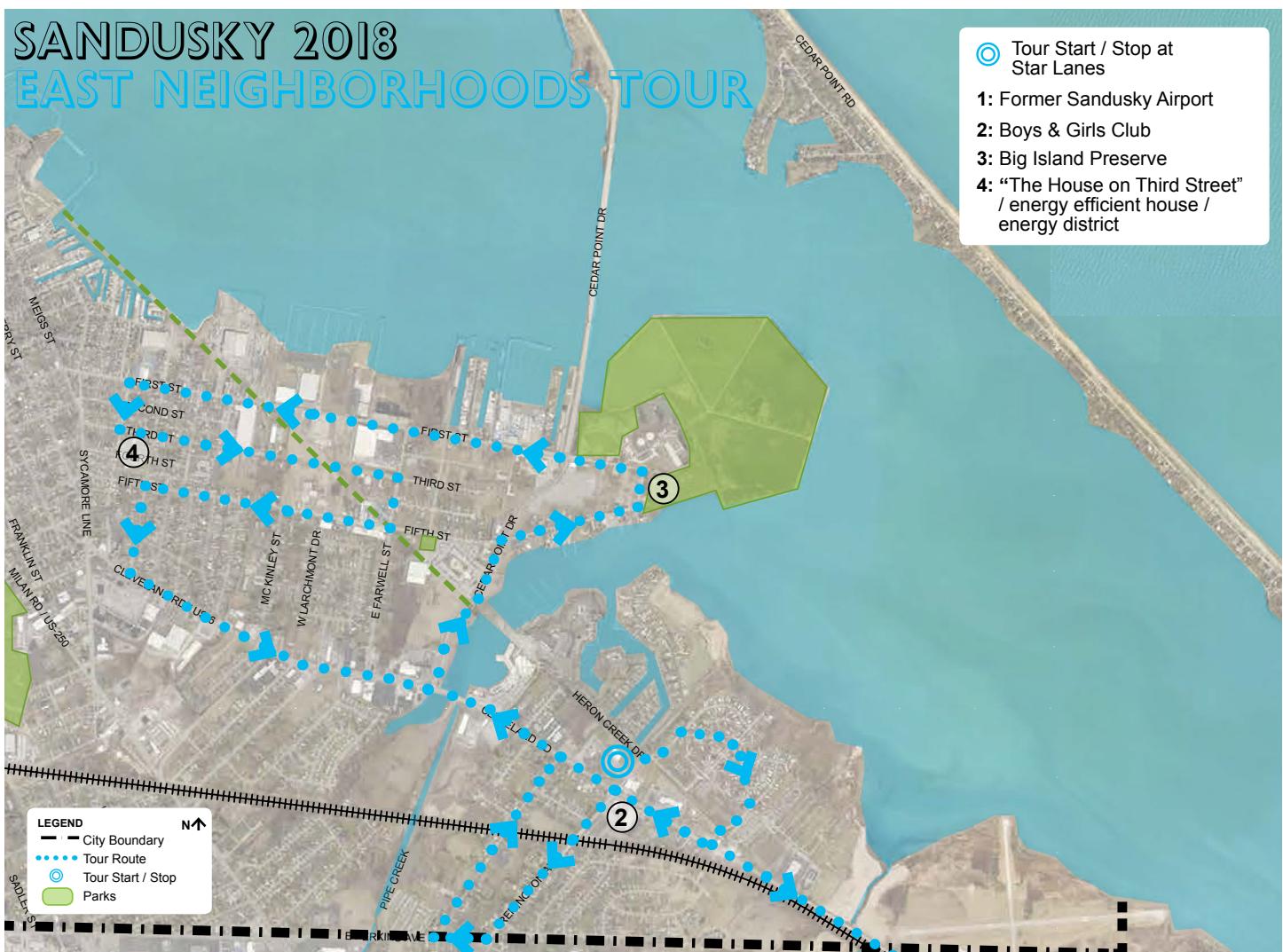
West Neighborhoods Meeting, Lions Park (Sandusky Register Photo)



West Neighborhoods Meeting, Bus Tour

EAST

SANDUSKY 2018 EAST NEIGHBORHOODS TOUR



FEEDBACK

Along the tour route, what do you notice about the East neighborhoods?

- Many nice, dense neighborhoods
- Cleveland Road is a significant corridor
- The mobile home development is well maintained
- Many development sites / vacant lots
- Big Island Preserve needs signage to direct people to it

"THE EAST SIDE HAS SOME OF THE BEST AND WORST NEIGHBORHOODS IN SANDUSKY."

"BIG ISLAND PRESERVE IS A HUGE ASSET FOR THE CITY."

In 5-10 years, what opportunities can the City capitalize on in the East neighborhoods?

- More biking & walking trails
- Grocery store or natural food store
- Redevelopment of Sandusky Plaza
- First Street Corridor
- Cedar Point & the new sports facility
- The Energy District
- Attracting young professionals and families
- Big Island Preserve
- Bike rentals
- Canoe & kayak rentals in the Bay

"SANDUSKY NEEDS A WELL MAINTAINED BIKE / MULTI-PURPOSE TRAIL ALONG THE LAKEFRONT & BAYFRONT THAT CONNECTS TO REGIONAL SYSTEMS, CITY PARKS, NEIGHBORHOODS & DOWNTOWN."

What are the best things about the East neighborhoods?

- Waterfront views & access
- Walkability
- Cedar Point
- Pipe Creek / Big Island Preserve
- Affordable rental housing

What are the challenges in the East neighborhoods?

- Safety & security
- Flooding issues
- Aging infrastructure / streets
- Rentals
- Freight traffic & noise
- Motels
- Sandusky Plaza
- Cleveland Road
- Poor housing stock in areas

What connections are important on the East side?

- Big Island Preserve & its biking and walking paths
- From the neighborhoods to Downtown
- Commercial corridors
- Sidewalk network
- Cedar Point Drive

Additional Comments & Questions:

- Community art projects with student groups, Boys & Girls club, and colleges
- Mobile home community needs waterfront access
- Tree removal & city maintenance services can be improved
- Is a traffic study being done as part of the sports complex?

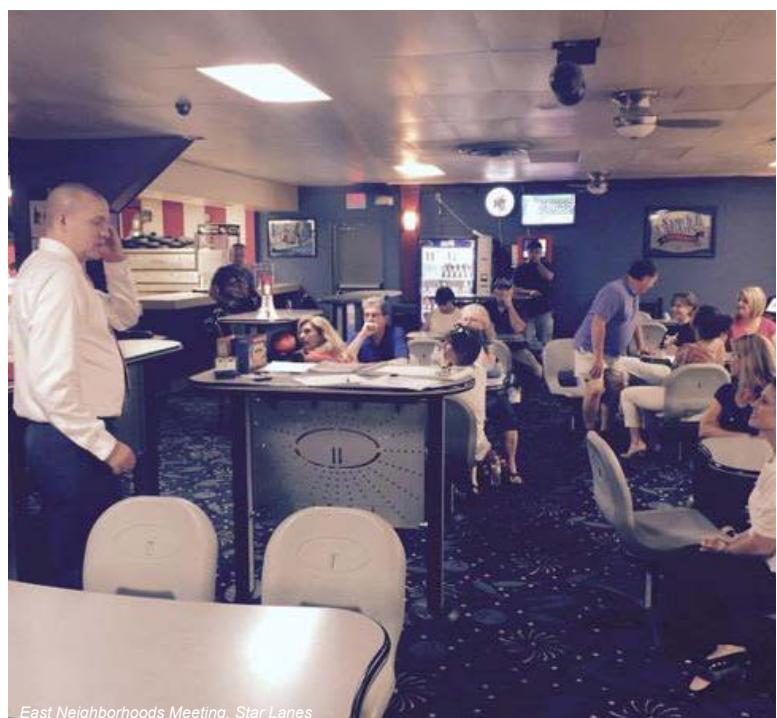
"CLEVELAND ROAD, US 250, BUTLER STREET, AND CEDAR POINT DRIVE ARE THE WELCOME MATS TO THE CITY AND NEED TO BE IMPROVED."



East Neighborhoods Meeting, Star Lanes (Sandusky Register Photo)



East Neighborhoods Meeting, Star Lanes (Sandusky Register Photo)



East Neighborhoods Meeting, Star Lanes

SOUTH

SANDUSKY 2018 SOUTH NEIGHBORHOODS

What are the best things about the South Neighborhoods?

What connections are important on the South side of Sandusky?



FEEDBACK:

What are the best things about the South neighborhoods?

- The people who live here and care about the neighborhoods
- A lot of open land & development potential

What connections are important on the South side?

- Recreation centers
- Parks
- Streets & sidewalks
- Hayes Avenue Corridor

What are the challenges in the South neighborhoods?

- Street & sidewalk condition
- Drugs & criminal activity
- Trash, litter, & illegal dumping
- Incomplete sidewalk network
- Lack of affordable housing
- Vacant & abandoned buildings
- Signage
- Park maintenance
- Code enforcement
- Ability for police to patrol / visibility

"CHURCHWELL PARK IS A MAJOR NEIGHBORHOOD AMENITY AND COULD BE THE CENTER OF REDEVELOPMENT."

FEEDBACK BY TOPIC:

Housing & Neighborhoods:

- Too many slum lords & absent property owners
- Need better trash collection service
- Redevelop vacant lots with new single family housing
- Create a lease to purchase home ownership program
- Lack of affordable housing
- Vacant & abandoned homes are unsecured and dangerous
- Create property maintenance training programs to help people learn to take care of their homes
- Enforce code violations



East Neighborhoods Meeting, Star Lanes (Sandusky Register Photo)

Schools & Services:

- Need more after-school programs & activities
- Better lighting in parks
- Safe routes to school
- Redevelop YMCA property for recreation or entertainment use
- School facilities open to the public for exercise (walking track, gym, pool)
- Volunteer programs for students in the community
- More school-community interaction
- More family-oriented services & support programs
- Job training & placement programs particularly for ex-offenders (re-entry programs)
- Greater public transit access - more stops and times



East Neighborhoods Meeting, Star Lanes (Sandusky Register Photo)

Hayes Avenue Corridor:

- Safe routes to school / good, connected sidewalk network & bike paths
- Improve accessibility infrastructure
- Demolish American Crayon
- Expand streetscaping & development around hospital

"RESIDENTS NEED OPPORTUNITIES & PROGRAMS THAT PROMOTE HOME-OWNERSHIP, PROPERTY MAINTENANCE, AND NEIGHBORHOOD PRIDE"

The future of the South Neighborhoods:

- Churchwell Park improved with expanded programming, full size basketball court, a splash pad, a dog park, and restrooms and a community facility for Conestoga
- Improved safety / reduced criminal activity
- More businesses - retail & restaurants
- Walkable, connected sidewalks
- Handicapped accessibility in parks
- Better access & communications with city staff
- Bike paths & connections between parks and neighborhoods
- More homeownership
- Resident pride

DOWNTOWN



Downtown Meeting at the State Theater

Downtown Meeting at the State Theater

FEEDBACK BY TOPIC:

Downtown Redevelopment:

- Major hotel chain & conference center
- Open up upper floors of buildings
- Covered parking for residents
- Affordable rental housing
- Bury utilities
- Balconies & porches along northside of Shoreline Drive to take advantage of views
- Community gym
- Dog park
- More variety of retail shops
- Grocery store / bakery
- Better understanding of Design Review process & standards
- Public Wifi
- Improve Shoreline Drive
- Lifestyle center-like development
- Private property redevelopment plan
- Generate economic development funds through private investment
- ADA accessibility

Public & Private Partnership:

- Business Improvement District (BID / SID) to cover Downtown improvements & services (snow removal, landscaping, marketing)
- Redevelopment grants
- Small business grants, loan program, train programs, and better awareness of opportunities
- Community college & job training
- Facade & storefront renovation program
- Demolish/ relocate & redevelop City Hall site
- Redevelopment partnership in Downtown with Cedar Point

"JOB CREATION THAT ATTRACTS YOUNG PROFESSIONALS AND THE COLLEGE EDUCATED."

Downtown Programming & Events:

- Year-round farmer's market & permanent facility
- Ice rink with vendors, public space with heaters
- Street entertainment & music
- Main Street's Party in the Plaza
- Define a Downtown Entertainment District & Open Container District
- Outdoor amphitheater / concert venue
- History trail with audio app
- Support the State Theater
- Boat casino
- Family-friendly entertainment & activities
- Seasonal lighting displays
- Heritage Festival
- Day trip tourism
- Christmas market
- Better marketing of the City marina
- Balance of daytime activities & night-life

"DOWNTOWN NEEDS YEAR-ROUND ACTIVITIES, EVENTS & FESTIVALS."

Public Art, Identity, and Wayfinding:

- Murals
- Arts Association & district
- Marketing & branding partnerships
- Celebrate history
- Antique horse hitching posts & electric car charging stations
- Public Art installations
- Celebrate natural resources - Lake Erie / waterfront community
- Ice sculptures
- Clear route to Downtown
- Involvement with schools & youth organizations
- Attract regional and local artists for public art installations, gallery events, studios, etc
- Actively attract visitors to Downtown that are already coming to Sandusky to go to Cedar Point / resorts / islands
- Balance the tourist town with the small Lakefront community
- Promote local art & galleries
- Art walks & annual events

"DOWNTOWN WOULD BENEFIT FROM A COHESIVE IDENTITY AND BRANDING PACKAGE THAT INCLUDES CONSISTENT DIRECTIONAL SIGNAGE & WAYFINDING."



Downtown Meeting at the State Theater



Downtown Meeting at the State Theater

Waterfront Access & Public Space:

- ADA accessible amenities - piers, fishing, trails, etc.
- Cedar Point Ferry
- More signage
- Souvenir shop / tourist information / visitor center
- Public restrooms
- Bike path / trail extension of the Sandusky Bay Pathway
- Boardwalk
- Light-craft rentals
- Remove / hide dumpsters
- Better lighting
- Redevelop Surf's Up Property
- Demo / repair blighted properties
- Face the waterfront





SANDUSKY
BICENTENNIAL VISION
COMPREHENSIVE PLAN

SECTION 2:
**CITY-WIDE & NEIGHBORHOOD
RECOMMENDATIONS**

CITY WIDE PLANNING FOR RESILIENCY & GROWTH

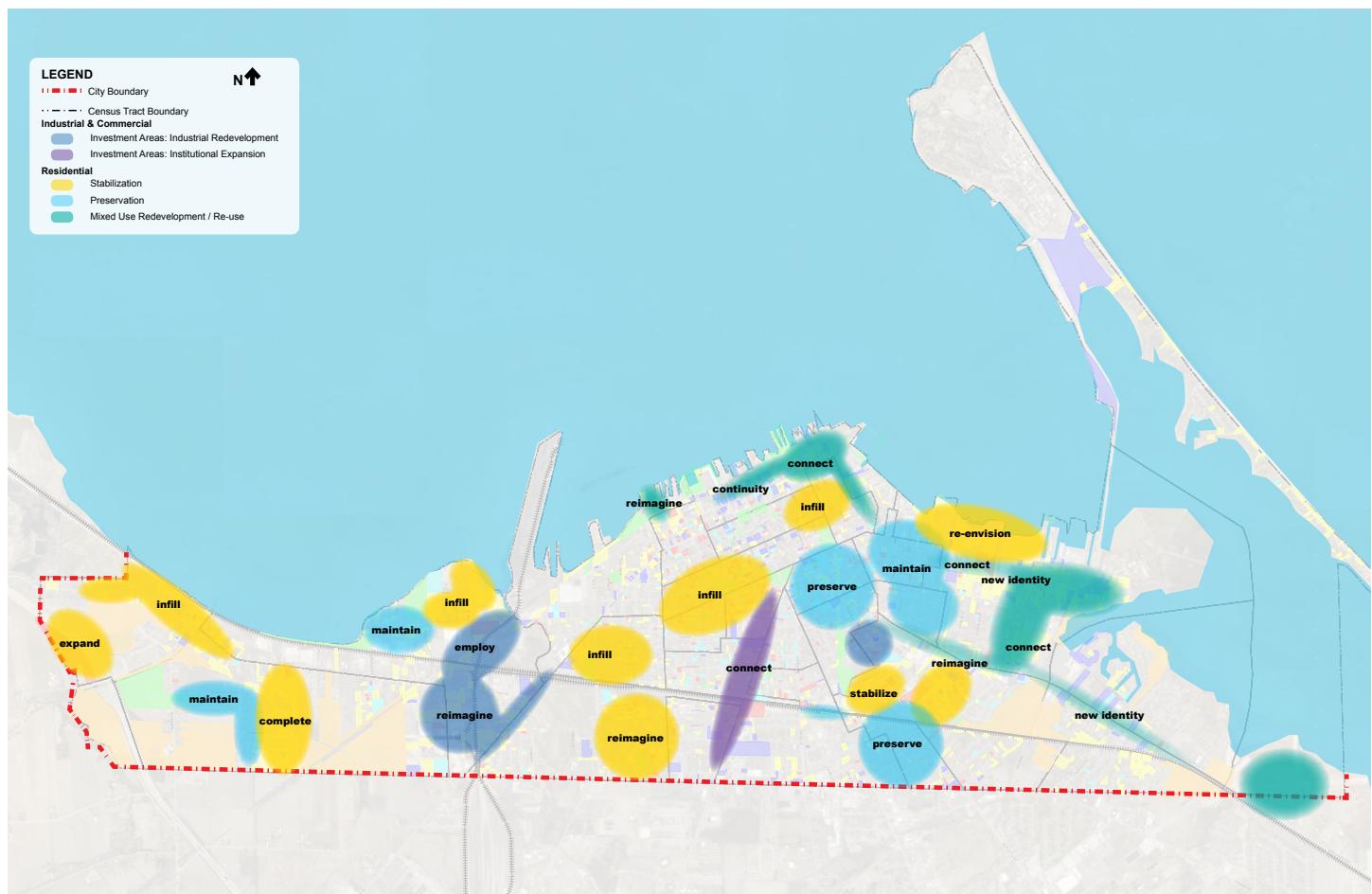
As the engagement process began to inform planning considerations, the existing conditions analysis uncovered opportunities and challenges. The existing conditions also helped to confirm and translate the feedback into place-based and physical locations. This comprehensive overview forms the basis from which planning recommendations can be identified and tested. A multi-faceted approach to this work involves starting at the larger, city-wide scale and working into more detail.

The city-wide recommendations are broken into two categories - investment and redevelopment strategies, and proposed infrastructure reconfigurations. The investment and redevelopment strategies look at place creation, land use and design guidelines. The infrastructure reconfigurations look at roadways, intersections, bicycle networks, walkability, and connectivity. The following section reviews these strategies and recommendations, and where applicable references back to the Strategic Plan with icons and priorities indicated.

REMINDER:

These icons reference back to the Bicentennial Vision Strategic Plan Priorities. To learn more about how strategy recommendations relate to this document, please review the introduction.

INVESTMENT & REDEVELOPMENT STRATEGIES



The vacant land and property base map, compiled by the Western Reserve Land Conservancy, was used to identify pockets of stability, decline, and opportunity. These strategies serve as a road-map for future public investment prioritization, allowing the City to make decisions about growth potential, infrastructure improvements, CDBG fund allocation, potential public land-banking, and public-private partnership opportunities.

In residential areas three categories were used to identify areas that should receive specialized strategic investment: Preservation, Stabilization, and Mixed-Use Redevelopment or Re-Use. Similarly, two categories of existing industrial and commercial areas were created to identify areas of strategic redevelopment to diversify and strengthen the city's economic base: Industrial Redevelopment and Institutional Expansion.

MIXED-USE REDEVELOPMENT / RE-USE

Includes:

- Areas where neighborhoods have seen decline, vacancy, or transition to different uses and can be re-envisioned as mixed use with combinations of retail and commercial amenities and residential or office uses.
- Adjacent corridors that were traditionally commercial-based that can be strengthened and improved with re-use or mixed-use components.

This is particularly important around the city's tourism hub of Cedar Point where growth potential on the mainland rather than the peninsula is viable.

Occurs in:

- East Neighborhoods
- Downtown Districts
- South Neighborhoods

DESIGN GUIDELINES:

- Establish height / area guidelines that promote growth standards and density
- Encourage build-to lines that promote building edge along main corridors (Cedar Point Drive & Cleveland Rd) rather than surface parking
- Maintain landscape buffers, fencing standards and setback requirements where surface parking does occur along main corridors
- Consider a mixed-use overlay provision within the zoning code (see case study below)



Cedar Point Drive

STRATEGIC PRIORITIES ADDRESSED



Vibrant City: Entrepreneur & Small Business Support



Destination City: Destination Downtown; Recreational and Waterfront Amenities; Accommodations for Visitors



Connected City: Walking, Biking & Public Transportation; Wayfinding; Corridor Enhancement

EXAMPLE: MIXED-USE OVERLAY DISTRICTS

Mixed-use can be defined simply as development that integrates two or more land uses such as residential, retail, commercial, or office. Often mixed-use design promotes site development that is pedestrian and bike friendly, and encourages centralized or shared parking strategies. It can provide streets that work in scale with building form and provide walkable environments. In many cases, like Sandusky, the historic core of a community developed naturally within a mixed-use model. As the community has grown, however, mixed-use priorities diminished and development became more car-centric and focused on single-use patterns. A mixed use overlay is an addition to a city's zoning code that can be used to add flexibility to development, promote higher density, and encourage design that incorporates multiple uses, increases vitality, and reduces auto-dependence. In many cases, an overlay can be applied as a district or zone to specific sections of the city where land can be consolidated and redeveloped in large parcels.

Suggested Locations of Districts:

- Cedar Point Drive / Cleveland Rd / First Street Corridor
- Downtown Districts - Battery Park & Compass
- Hayes Health Corridor



Mercer Commons, Cincinnati Mixed-Use District

SUGGESTED MIXED-USE OVERLAY DISTRICT CONSIDERATIONS:

- Dimensional Standards (Height, Setbacks, Area)
- Uses and Densities
- Blocks, Buildings, and Street Networks
- Street cross sections
- Pedestrian Circulation, Access, and Connections
- On-site Amenities
- Parking & Screening
- Landscaping
- Contexts & Transitions

Source: Colorado Springs Mixed Use Development Design Manual (<http://www.springsgov.com/Files/MixedUse.pdf>)

INDUSTRIAL REDEVELOPMENT

Includes:

- Industrial and commercial areas that should be stabilized, strengthened and potentially expanded, particularly along active freight rail lines and where good highway access exists.

Occurs in:

- West Neighborhoods
- East Neighborhoods

DESIGN GUIDELINES:

- Maintain buffers and appropriate setbacks from all sensitive uses
- Consolidate vacant parcels to create larger development site.
- Reduce conflicts / adjacencies with sensitive uses, by centralizing industry and creating buffers from other land uses.
- Discourage use of residential streets for truck / freight traffic - use primary corridors
- Favor infill of existing industrial sites adjacent to other industrial areas to concentrate uses and allow for strategic infrastructure investment that supports economic growth
- Use durable materials for new construction, additions, and renovations



View of rail lines / light industry from Route 6 bypass (west side)

STRATEGIC PRIORITIES ADDRESSED



Vibrant City: Human Capital, Entrepreneur & Small Business Support

INSTITUTIONAL EXPANSION

Includes:

- Industrial and commercial areas that can be reconsidered for new or other uses, particularly along the Hayes Health Corridor where institutions exist and are growing.

Occurs in:

- West Neighborhoods
- South Neighborhoods



Firelands Regional Medical Center, Hayes Avenue

STRATEGIC PRIORITIES ADDRESSED



Vibrant City: Regional Partnerships & Perspective; Human Capital, Entrepreneur & Small Business Support



Connected City: Walking, Biking, & Public Transportation; Wayfinding; Corridor Enhancement

RESIDENTIAL STABILIZATION

Includes:

- Neighborhoods that are beginning to show signs of decline and disinvestment with concentrations of vacant land and blighted properties.
- Areas that require substantial infill initiatives, or the completion of residential developments that were never completed.
- Area around Churchwell Park where a full reimagining of the housing stock is needed.

These strategies will lean heavily on public-private partnerships and public incentive.

Occurs in:

- Central Neighborhoods
- West Neighborhoods
- East Neighborhoods
- South Neighborhoods



Churchwell Park Neighborhood

DESIGN GUIDELINES:

- Maintain existing setbacks - front, side, rear yards
- Preference for lot sizes that maintain and extend existing residential fabric, but in some cases where density is favorable for reduced lot sizes (townhomes)
- Create and maintain buffers from incompatible uses such as industry

STRATEGIC PRIORITIES ADDRESSED



Livable City: Safety; Housing; Neighborhood Anchors; Model Blocks; Community Building; Inclusive City



Connected City: Walking, Biking & Public Transportation

RESIDENTIAL PRESERVATION

Includes:

- Neighborhoods with intact housing stock, but scattered, good condition vacancy.

Strategies that promote preservation and maintenance of fabric might be applied to these neighborhood and may include streetscape improvements, code enforcement to maintain quality, and improvement of assets like park space.

Occurs in:

- Central Neighborhoods
- West Neighborhoods
- East Neighborhoods

DESIGN GUIDELINES:

- Maintain existing setbacks - front, side, rear yards
- Use historically appropriate building materials and color palettes for all new construction, additions, fencing, etc - materials should be durable and complimentary to the historic fabric
- Favor rehabilitation over demolition whenever feasible
- Promote walkability, bikability, and slow traffic movements with residential scale streets, sidewalks, on-street parking, and bike infrastructure
- Review zoning regulations to ensure they do not overly restrict redevelopment/additions on existing small lots, existing non-conforming structures as appropriate



Historic Cable District

STRATEGIC PRIORITIES ADDRESSED

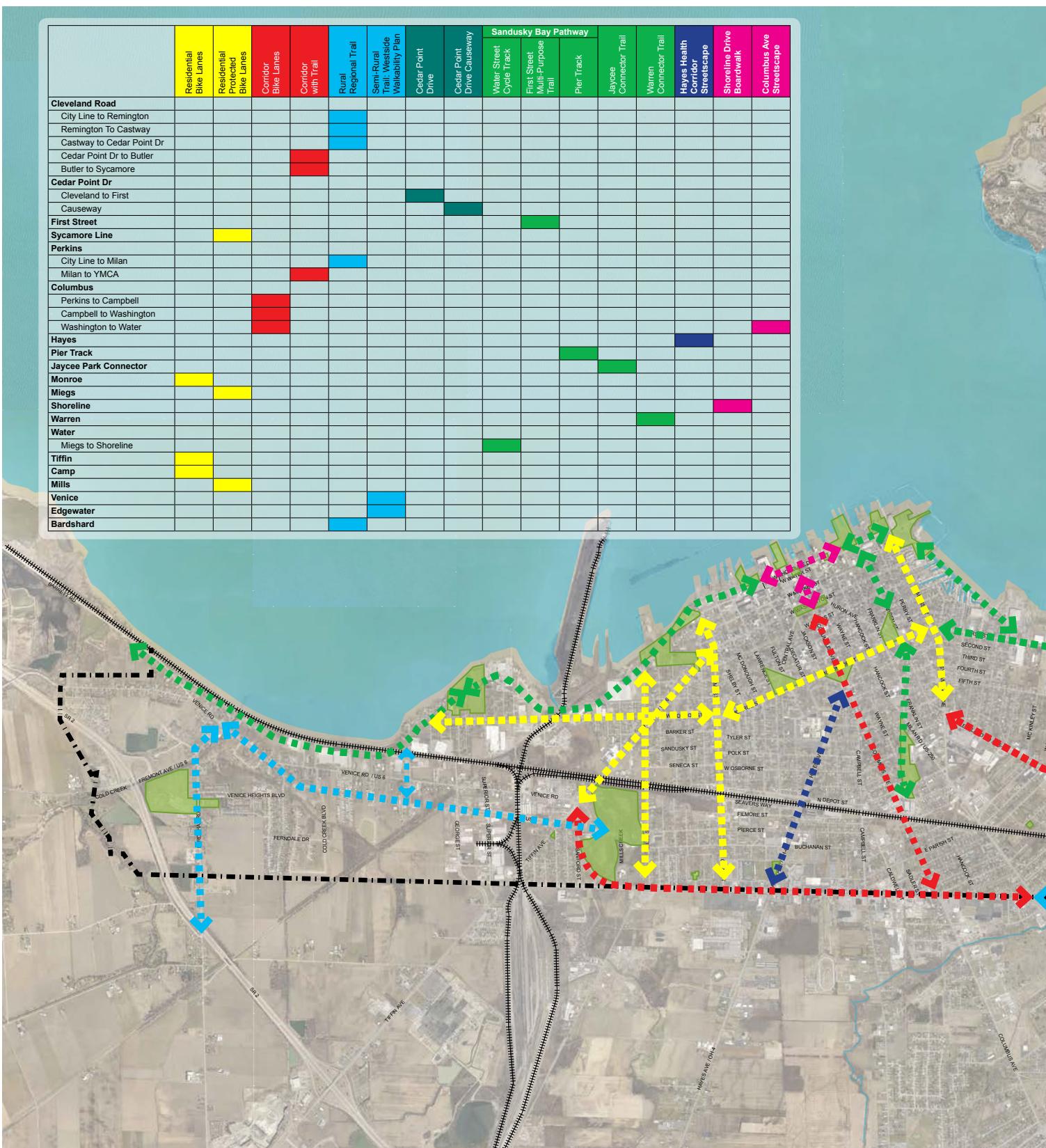


Livable City: Housing; Neighborhood Anchors; Model Blocks; Community Building



Connected City: Walking, Biking & Public Transportation

INFRASTRUCTURE & BICYCLE NETWORK



STRATEGIC PRIORITIES



Connected City: Walking, Biking & Public Transportation;
Corridor Enhancement



Infrastructure & Bicycle Network:

The existing infrastructure and corridor analysis looked at the city's primary roadway network and uncovered which streets were candidates for reconfiguration. Those streets were then put into classifications based on typology, configuration, and adjacent uses. The system was also studied from a bicycle infrastructure standpoint to determine how the system could function city-wide as a network of bike-supportive details. Additional off-road trails were identified that connected parks and extended the Sandusky Bay Pathway. Finally, roadways that were not appropriate for bike infrastructure or could not physically be reconfigured to serve as bike connections, were considered in terms of their existing streetscape and walkability.

Each classification was then studied for potential reconfiguration using street section diagrams. In many cases, depending upon the overall right-of-way and cartway widths, more than one option is available. In all cases, the bike infrastructure changes are meant to fit within the existing cartway (curb-to-curb) unless otherwise noted. This allows many of the changes to be made by simply painting new line when regular road maintenance occurs. In other cases, where significant changes are made (ex: medians, new curbs, expanded cartways) the dollar symbol (\$) to the right of each image indicates the scale of the investment. The map and corresponding matrix identify each roadway or trail by classification and which configuration would be preferred.

The map shows all of the recommended infrastructure reconfigurations and potential bicycle network. While it may not be feasible to implement the entire system all at once, priority segments have been identified that will enhance walkability and bikability, while providing key corridors with enhanced environments.

Priority Infrastructure Recommendations:

- Protected Bike Lanes on Meigs St
- Bike Lanes on Columbus
- Regional Trail on Cleveland Rd from Cedar Point Drive east toward Huron
- Cedar Point Drive multi-purpose trail (mostly existing, requires signage and missing links)
- First Street Multi-purpose trail (extension of the Sandusky Bay Pathway)
- Pier Track Trail (extension of the Sandusky Bay Pathway)
- Shoreline Drive Boardwalk / Elevated Walkway
- Columbus Ave Streetscape
- Hayes Health Corridor Streetscape
- Jaycee Park Connector Trail
- Bike Lanes on Monroe between Tiffin & Edgewater
- Westside Walkability Plan: Edgewater & Venice Multi-Purpose Trail
- Expansion of public transit network, creation of a Downtown Hub, and study the creation regional transit authority
- Walk Wayne
- Cedar Point Ferry

RURAL REGIONAL TRAIL

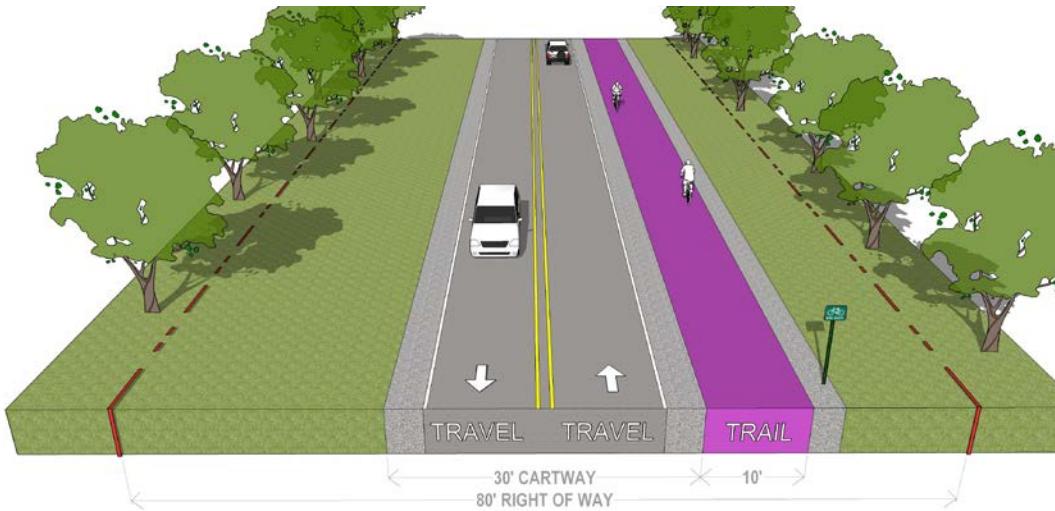


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Cleveland Road / Route 6
Perkins Ave
Bardshard

EXISTING:

- 2 lane road with shoulders (no curbs)
- Medium / high volume traffic
- Regional connectors
- +35mph



PROPOSED:

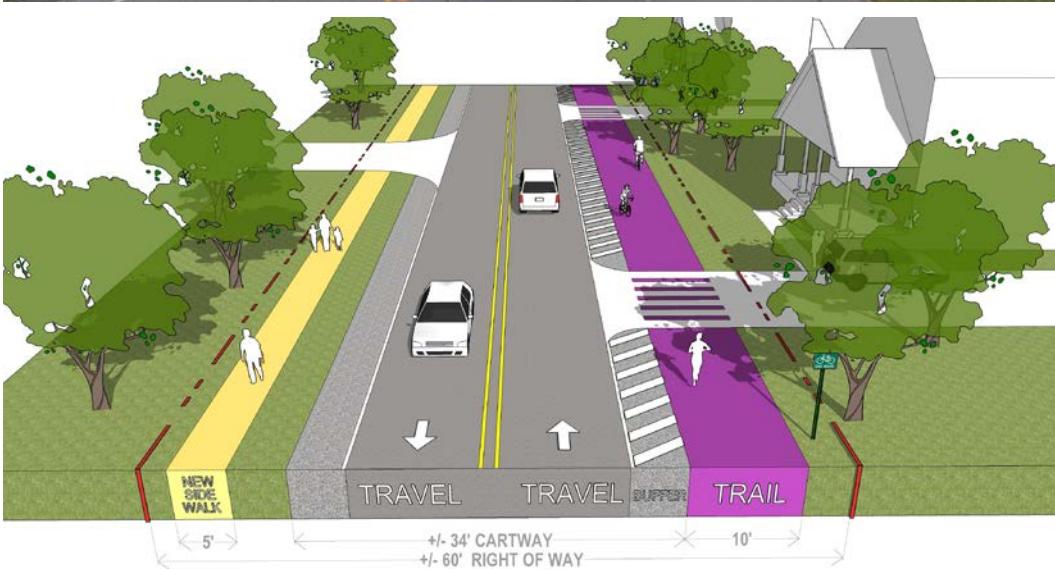
- Create multi-purpose trail with shoulders for buffer from traffic (primarily bicycle traffic)
- Will connect to other Regional destinations along major routes

SEMI-RURAL TRAIL: WESTSIDE WALKABILITY PLAN



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Venice Road / Route 6
Edgewater



EXISTING:

- 2 lane road with shoulders (no curbs)
- Medium / high volume traffic
- Suburban connector route
- Average 35mph

PROPOSED:

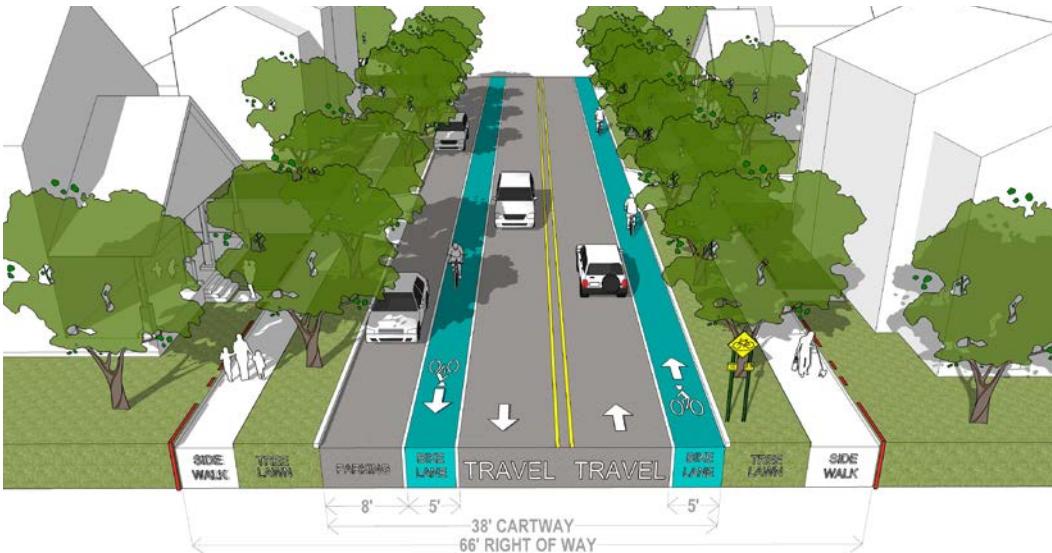
- Create multi-purpose trail with shoulders for buffer from traffic (primarily bicycle traffic)
- Add continuous sidewalks to connect to adjacent neighborhoods

RESIDENTIAL - BIKE LANES



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Monroe Ave
Tiffin Ave
Camp St

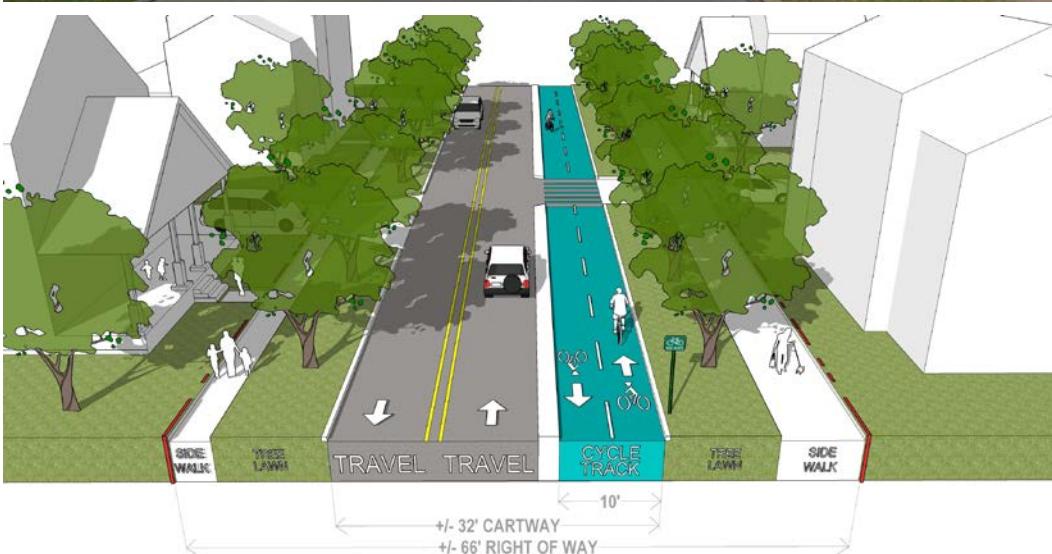


RESIDENTIAL - PROTECTED BIKE LANES



\$\$\$

Meigs St
Mills St
Sycamore Line



EXISTING:

- 2 lane road with parking each side, curbs, tree lawns and sidewalks
- Low / Medium Traffic
- 25-35 mph

PROPOSED:

- Remove one parking lane and add bike lanes in each direction
- Encourage 4 way stops at most intersections to calm and maintain traffic speed
- Infill missing trees in tree lawns, repair sidewalks

CORRIDOR WITH BIKE LANES

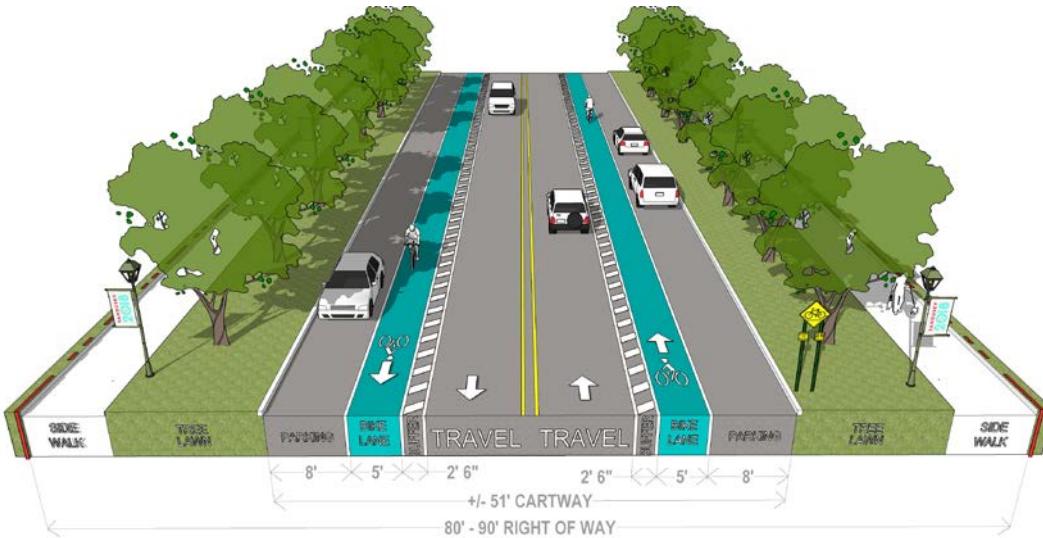


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Columbus Ave

EXISTING:

- 2 lane road with parking each side, or turn lane with, curbs, tree lawns and sidewalks
- Low / Medium Traffic
- Traffic lights at major intersections
- 25-35 mph



PROPOSED:

- Reduce lane widths to calm and maintain traffic speeds remove turn lanes and add bike lanes with buffers in each direction
- Infill missing trees in tree lawns, repair sidewalks
- Add streetscape elements such as pedestrian fixtures, signage, and landscaping

CORRIDOR WITH TRAIL

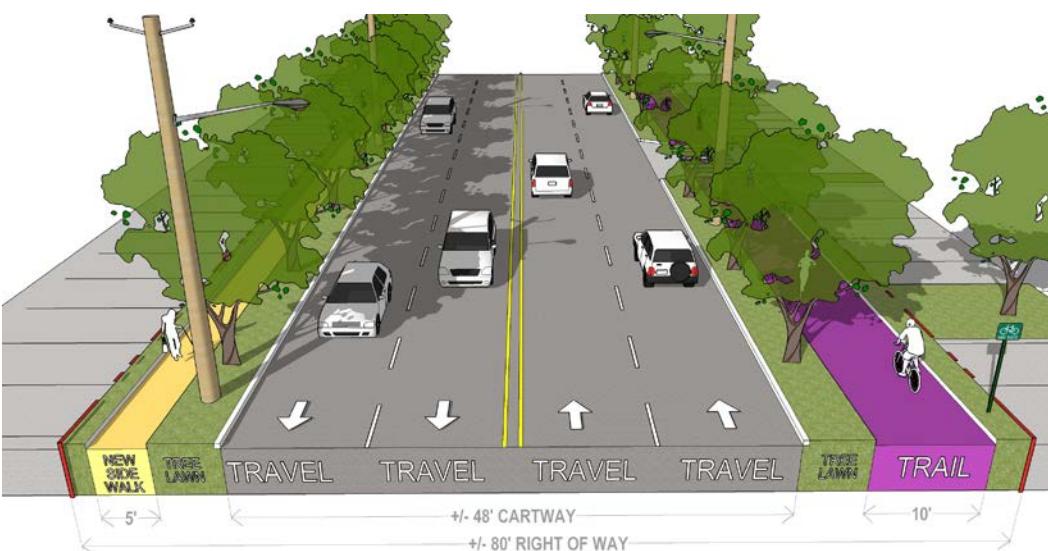


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Perkins Ave
Cleveland Rd / Route 6

EXISTING:

- 4 lane road with curbs, no or discontinuous sidewalks and tree lawns without trees, large right-of-ways
- High Volume Traffic
- 35 mph +



PROPOSED:

- Create continuous connections within right-of-way including a multi-purpose trail and sidewalk
- Buffer trail and sidewalks with landscaping / trees
- Reduce curb cuts to minimize pedestrian or bicycle interaction with vehicles
- Include pedestrian / bike activated signals and crossings at all intersections

COLUMBUS AVE STREETSCAPE



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From Water Street to Washington Street

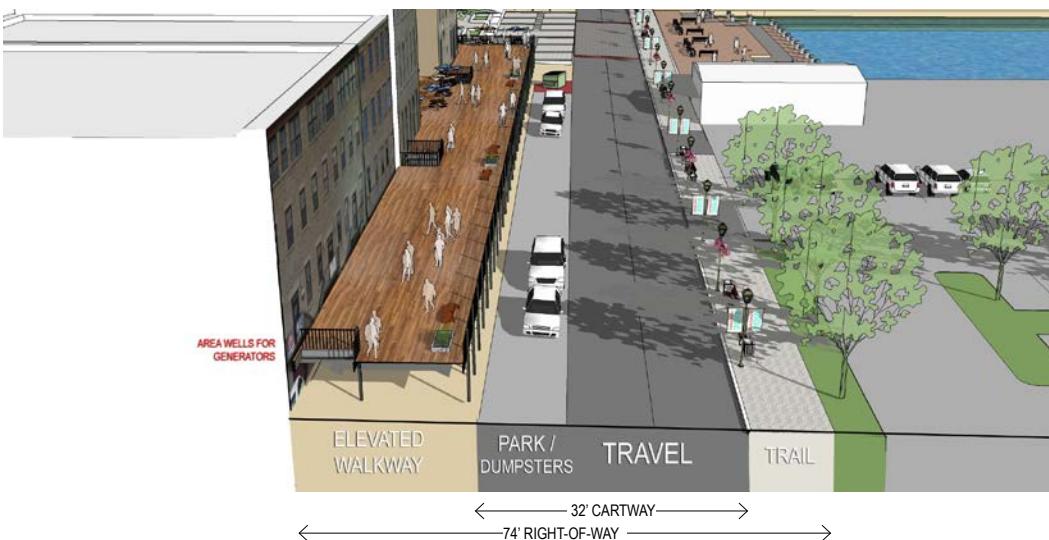


SHORELINE DRIVE BOARDWALK / ELEVATED WALKWAY



\$\$\$\$

From Wayne Street to Jackson Street



PROPOSED:

- Reduce cartway width by adding raised landscape medians with mid-block cut-thrus
 - Switch head-in parking to parallel parking
 - Add specialty paving at crosswalks
 - Add removable bollards to allow street top be closed for street fairs / events
-
- ### PROPOSED:
- Construct an 18'-22' wide elevated walkway at approximately the Water Street elevation along Shoreline Drive
 - Utilize this as an elevated public promenade and outdoor dining area for restaurants
 - Replace head-in parking with parallel parking
 - Reduce Shoreline's cartway to 32' (existing 58')
 - Maintain dumpster areas in parallel parking strip and access to all service entries
 - Create area wells over electrical utility boxes to maintain clearances

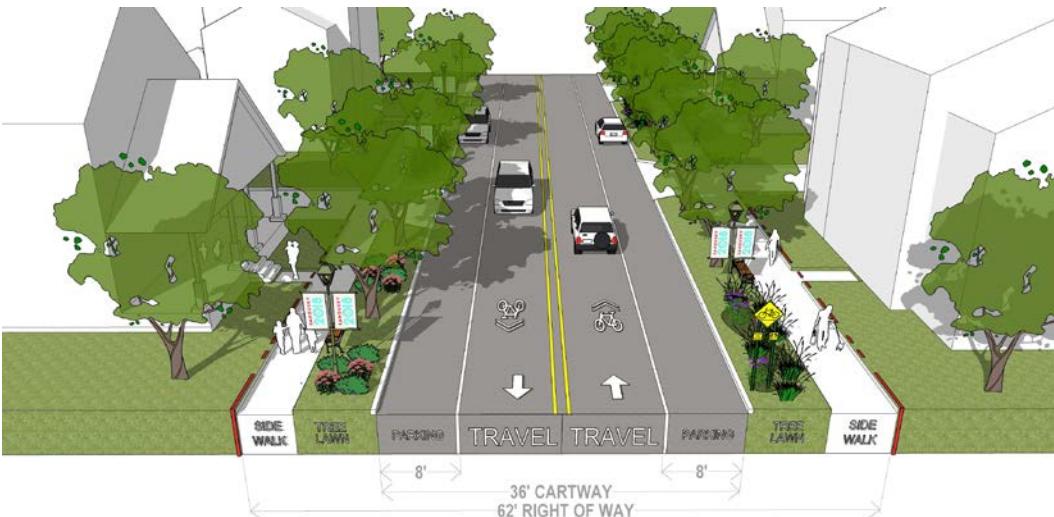
HAYES HEALTH CORRIDOR STREETSCAPE



\$\$

EXISTING:

- Existing curbed road with sidewalks, treelawns, and on-street parallel parking each side
- 1 lane in each direction
- Medium-High Traffic Volumes
- 35 mph



PROPOSED:

- Add "Share the Road" signage and pavement markings to alert drivers of bicycle traffic
- Add landscaping, rain gardens to tree lawns, pedestrian light poles with banner
- Bike racks, benches, and garage cans at key locations - major amenities, bus stops, etc.

SANDUSKY BAY PATHWAY: WATER STREET CYCLE TRACK



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From Meigs to Shoreline

EXISTING:

- 2 lane road with extra wide lanes, curbs, narrow sidewalks
- Low / Medium Traffic
- 25-35 mph



PROPOSED:

- Reduce travel lane width add median with trees and protected 2 way bike lane (cycle track) with signage
- Expand tree lawn and sidewalk widths
- Add streetscape elements - benches, pedestrian lighting, banners, landscaping, trash cans

JAYCEE CONNECTOR TRAIL



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From Jaycee Park to Huron Park



EXISTING:

- Vacated rail right-of-way (~35') abutting private property

PROPOSED:

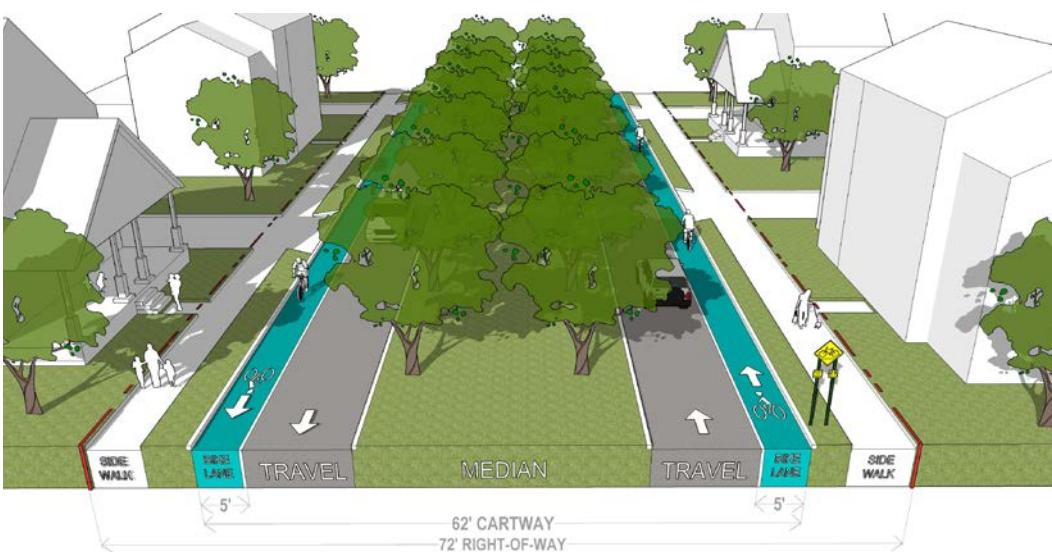
- Create multi-purpose trail connection between Jaycee and Huron Parks (paved or gravel)
- Grass landscape buffers
- Privacy fencing at residences
- Requires property acquisition

WARREN CONNECTOR TRAIL



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From Huron Park to Shoreline Park



EXISTING:

- 2 lane road with extra wide lanes, curbs, narrow sidewalks and tree lawns, and a large center median
- Low / Medium Traffic
- 25-35 mph

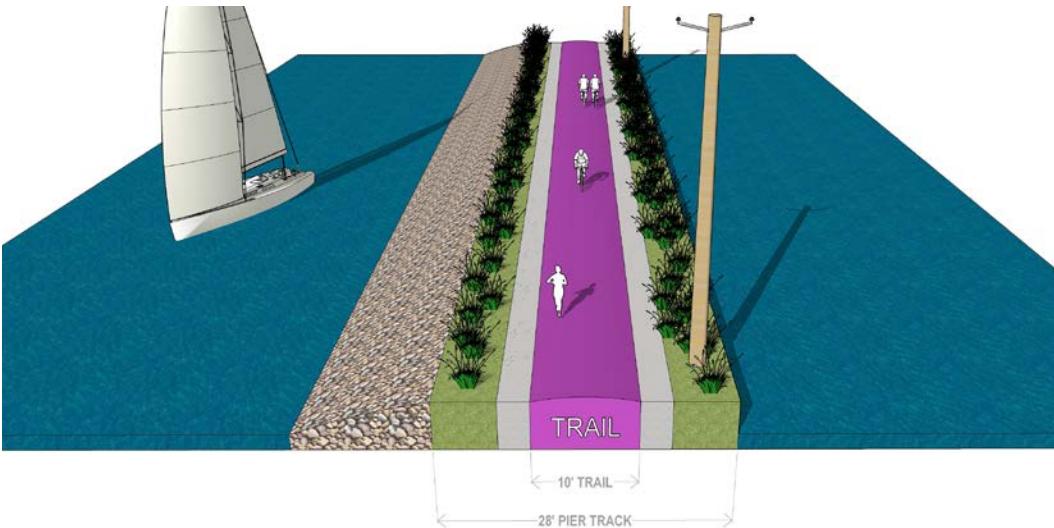
PROPOSED:

- Reduce travel lane width and add bike lanes and signage in each direction
- Add trees and potentially bio-retention features to the center median

SANDUSKY BAY PATHWAY: PIER TRACK



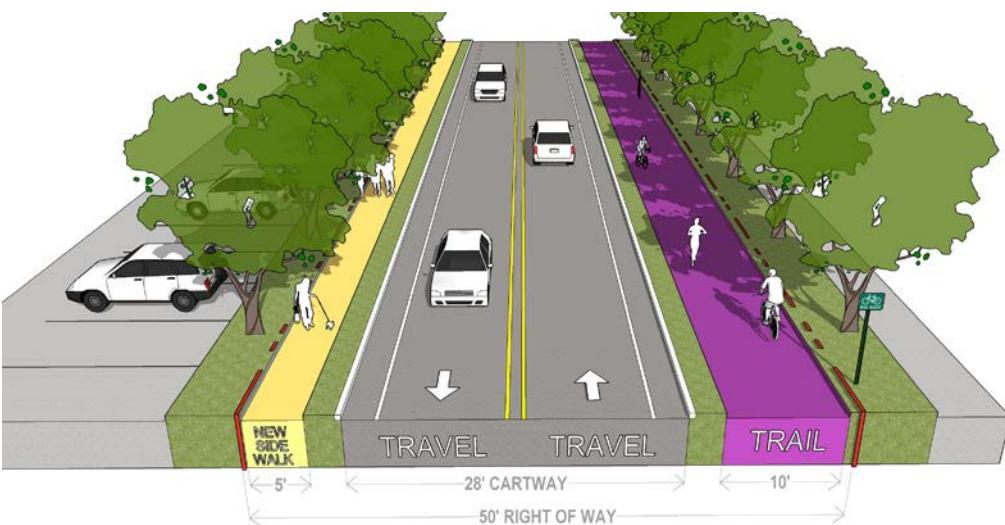
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SANDUSKY BAY PATHWAY: FIRST STREET MULTI-PURPOSE TRAIL



\$\$\$



EXISTING:

- 2 lane road with curbs, paved shoulders, and sporadic sidewalks
- Medium Traffic
- 25-35 mph

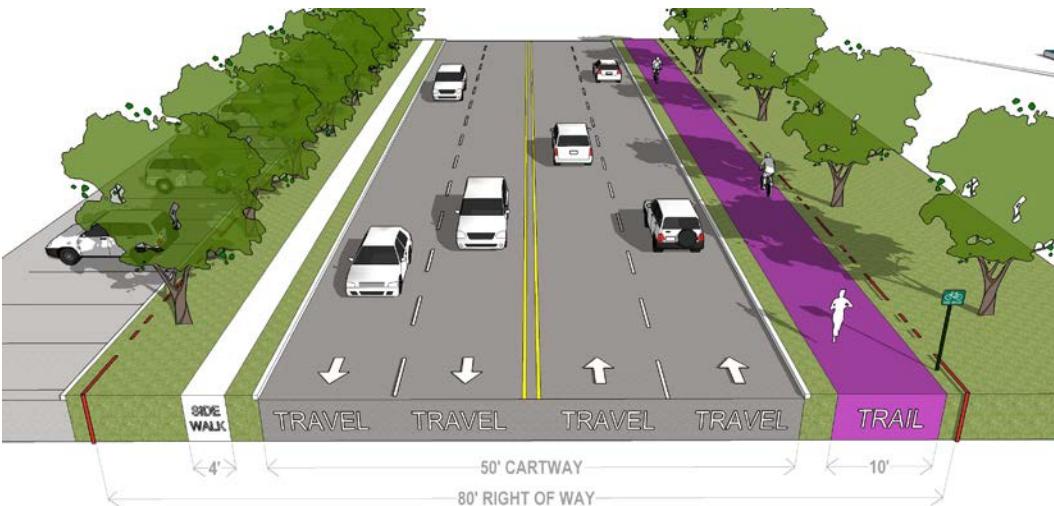
PROPOSED:

- Create continuous connections within right-of-way including a multi-purpose trail and sidewalk
- Require landscape buffers from parking lots

CEDAR POINT DRIVE



\$



EXISTING:

- Existing curbed road with sidewalks on each side, and narrow landscape strips
- 2 lanes in each direction
- High traffic volumes
- 35 mph

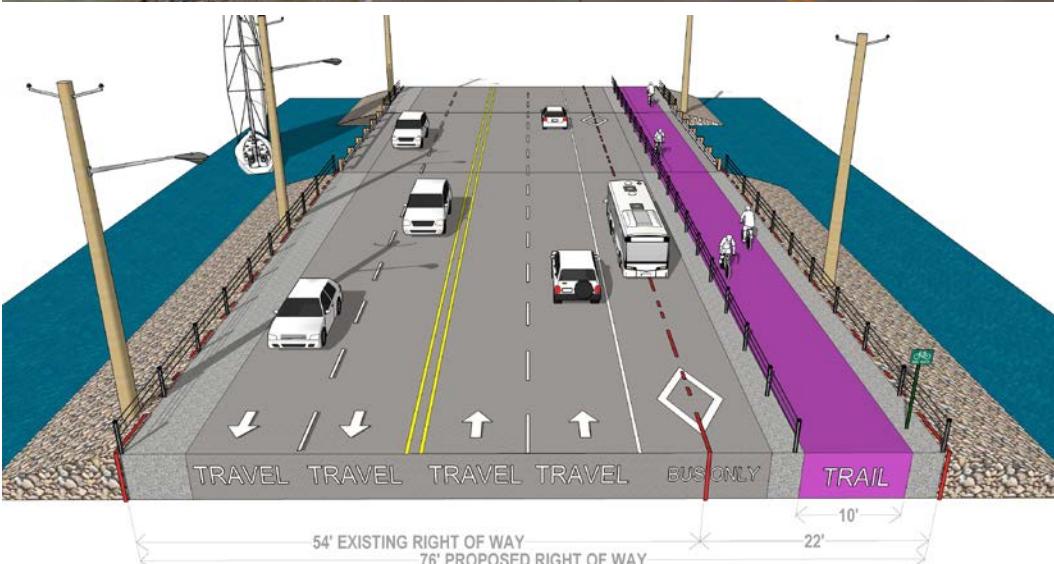
PROPOSED:

- Extend and sign existing extra-wide sidewalk (10') on east side of street as a multi-purpose trail

CEDAR POINT DRIVE CAUSEWAY



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EXISTING:

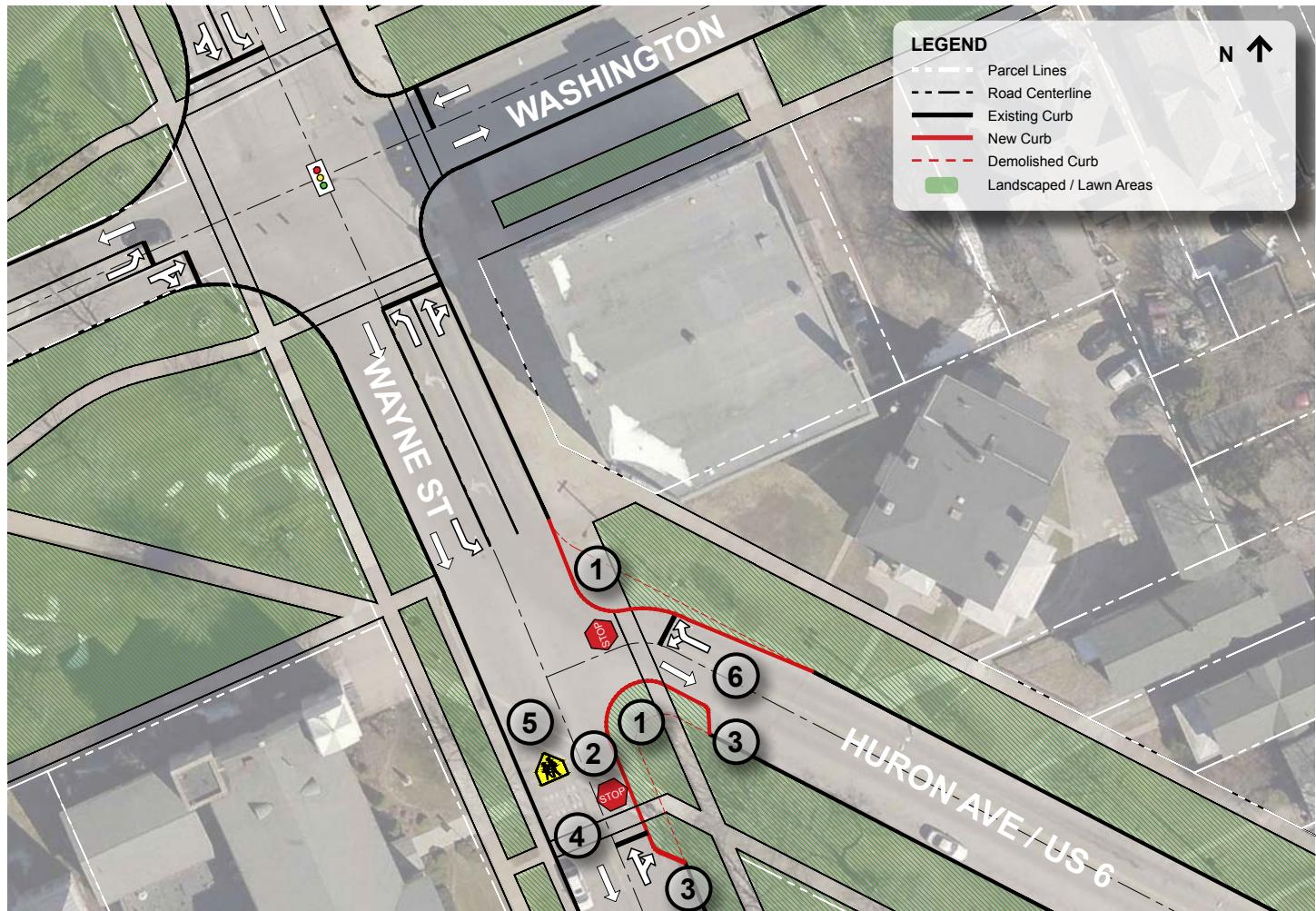
- 4 lane road, no curbs, soft shoulders
- High traffic volumes
- 35 mph
- No existing pedestrian or bike access
- Causeway width varies, some areas very wide with vegetation, others just beyond the road right of way (narrowest condition shown)

PROPOSED:

- Expand cartway (~22') to add a bus only lane and a multi-purpose trail on east side of roadway
- Add signage & additional guard rail
- Will require expansion of causeway in some areas
- Will require bridge deck expansion in at least three locations

TYPICAL INTERSECTION IMPROVEMENTS: WAYNE STREET & HURON AVENUE / US 6

Existing Conditions: Huron Avenue intersects with Wayne Street, stopping north bound traffic on Wayne to give right-of-way to north and south bound traffic on Huron. This creates an oversized, dangerous intersection particularly for pedestrians attempting to navigate crossings. This configuration should be studied in conjunction with the re-routing of US Route 6.

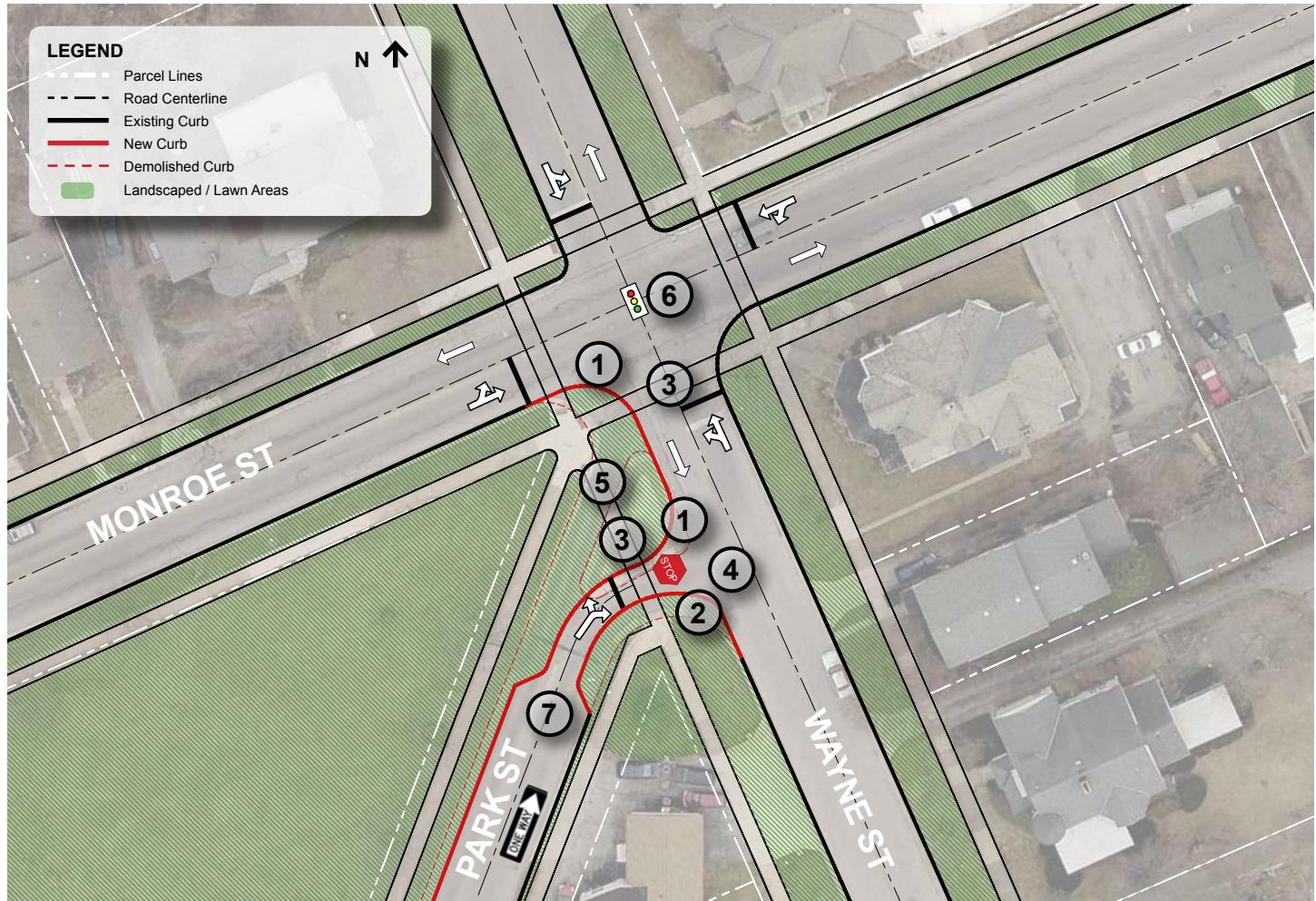


IMPROVEMENTS:

1. Tighten turning radii to slow movement and reduce speed
2. Add stop sign to Huron Avenue north bound where it intersects Wayne St
3. Add bumps to reduce crossing distance and overall pavement within intersection
4. Straighten crosswalk to reduce travel distance and improve visibility
5. Add "Yield to Pedestrians" crosswalk warning signage
6. Change intersection alignment to create as close to a 90° configuration as possible

MONROE STREET - WAYNE STREET - PARK STREET

Existing Conditions: Traffic from Monroe westbound uses Park Street as a cut-through since it connects to Columbus and Hayes Avenues. Traffic speeds accelerate through the park because of the dedicated lane making the corner unsafe for pedestrian crossing. The intersection of Monroe & Wayne is currently only a two way stop, restricting north-south movement along Wayne.

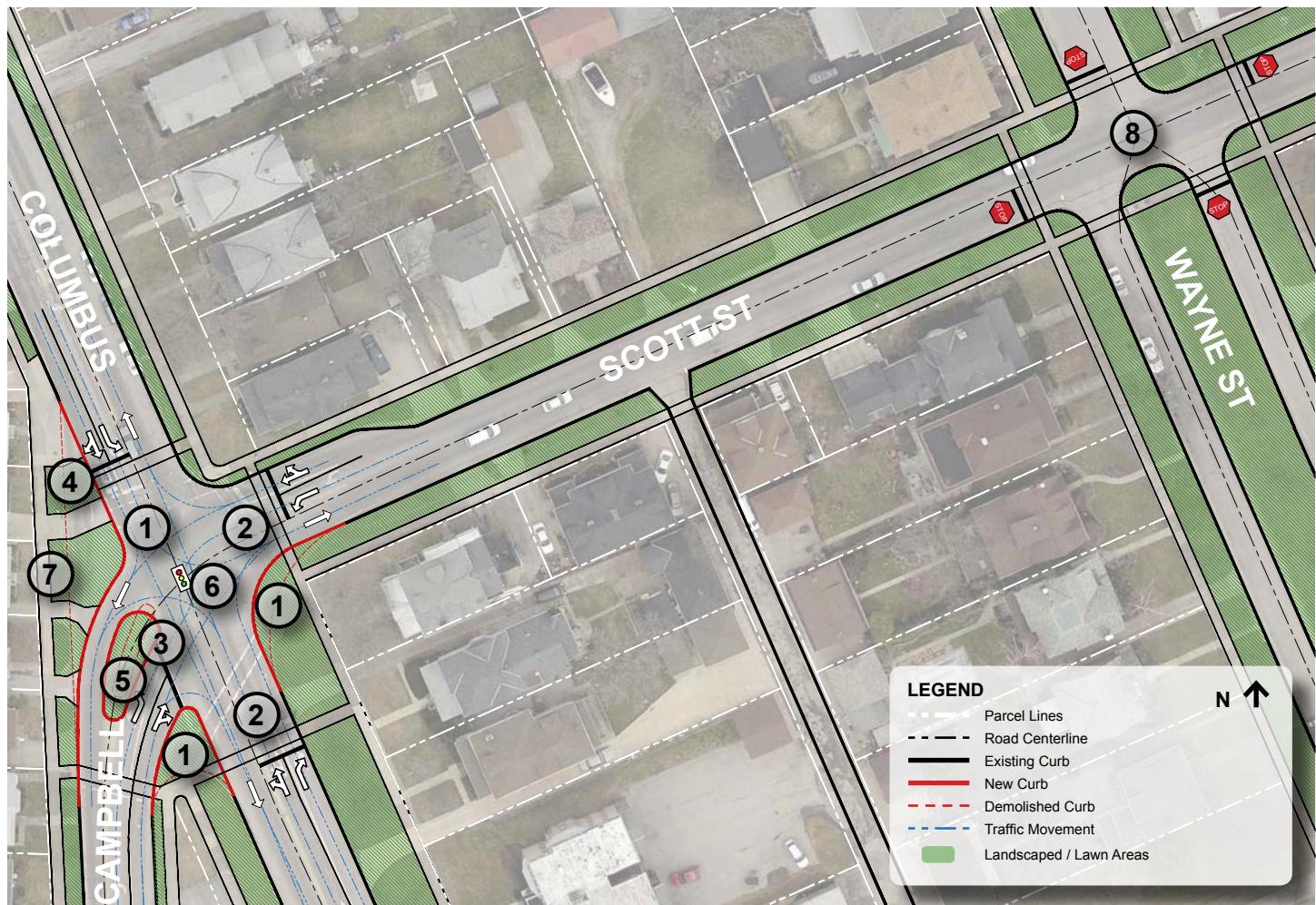


IMPROVEMENTS:

1. Tighten turning radii to slow movement and reduce speed
2. Add stop sign to Park Street as it intersects Wayne Street
3. Shorten crosswalk to reduce travel distance and improve visibility
4. Change intersection alignment to create as close to a 90° configuration as possible
5. Remove dedicated through lane and median to slow turning movement and reduce overall pavement area within intersection
6. Add traffic signal to Monroe St / Wayne intersection or make a four-way stop
7. Change Park Street to one-way traffic north-bound only and added on street parking to both sides

COLUMBUS / SCOTT / CAMPBELL

Existing Conditions: Campbell Street is part of Sandusky's true north-south grid. Columbus Ave follows the Sandusky Kilbourne plat. The two streets both run north-south, but meet at an acute angle at Scott Street. The intersection is very large with a dedicated right turn lane preventing Columbus' south bound traffic from stopping when entering Campbell. The size of the intersection also creates off-set lanes, making visibility and navigation challenging. Scott intersects Wayne street just east of the Columbus / Campbell intersection. The neighborhood is a historic residential district, and traffic often moves quickly along Scott since there are no stop signs preventing east-west travel.

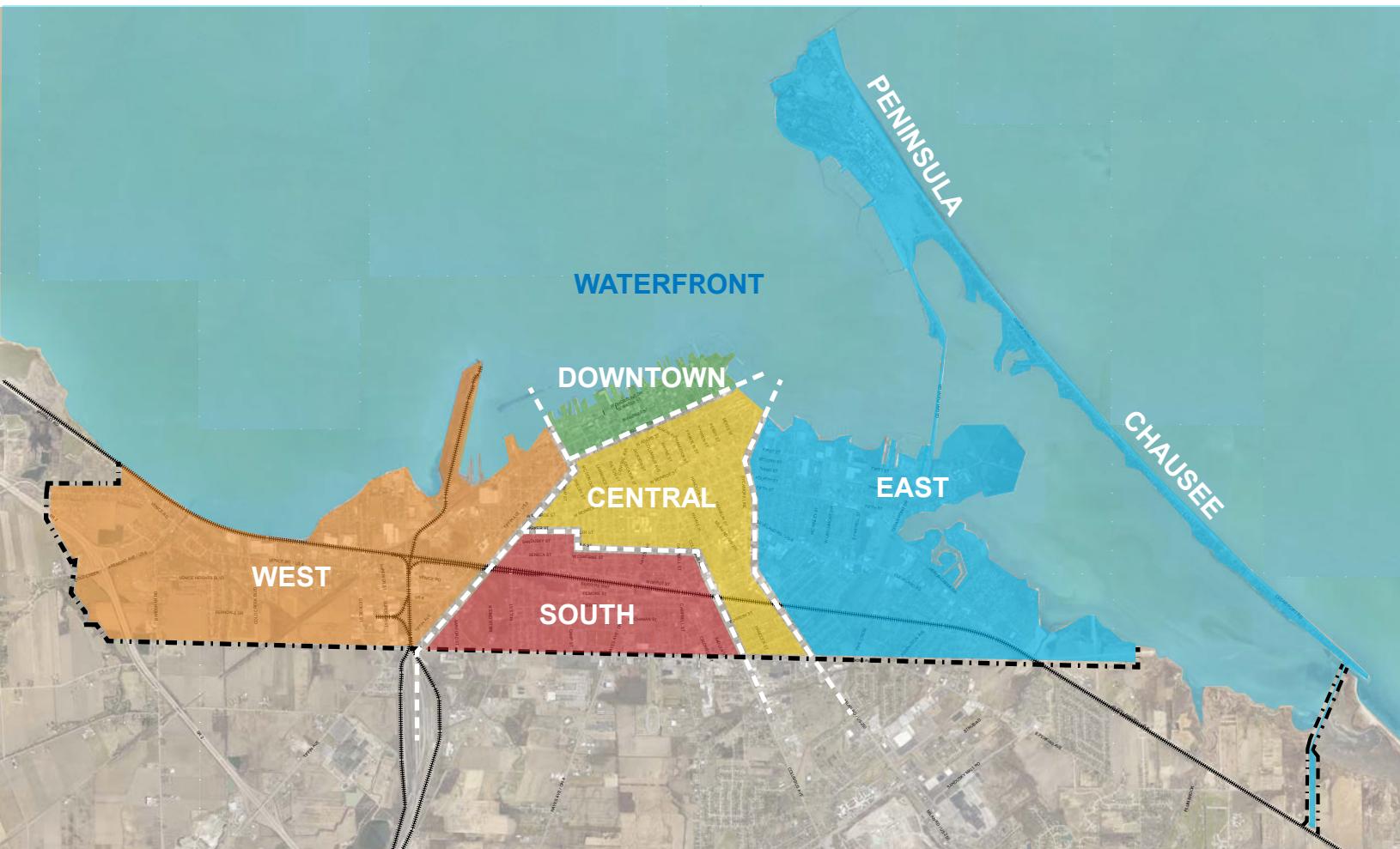


IMPROVEMENTS:

1. Tighten turning radii to slow movement and reduce speed
2. Shorten and straighten crosswalk to reduce travel distance and improve visibility
3. Reduce overall width of Campbell Street at intersection to improve alignments
4. Remove dedicated through lane from Columbus to Campbell to slow turning movement and reduce overall pavement area within intersection
5. Expand median to better direct movements, and add landscaping to reduce overall hardscape
6. Study signalization changes to include turn arrows for Scott and Campbell movements
7. Extend driveways (2)
8. Create four-way stop at Wayne - Scott intersection to prevent excessive speeds on east-west travel

NEIGHBORHOODS

PLANNING FOR THE COMMUNITY

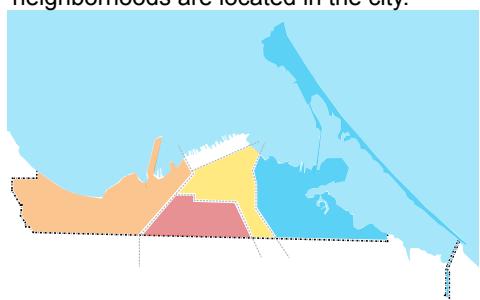


The second scale of planning is the neighborhood level. As the scale changes, so do the types of planning recommendations, which become location specific down to the block and intersection level. Each neighborhood area has been studied in terms of the existing conditions analysis paired with the feedback and ideas gathered at the active planning workshops. This information became the basis from which to generate and guide the planning recommendations. A series of place-based initiatives was created for each neighborhood area. The city-wide strategies and priority infrastructure improvements were then overlaid on each neighborhood and incorporated as part of the initiatives.

The large colored shapes on the initiatives maps in this section correlate to the city-wide redevelopment strategies and the dashed lines correlate to city-wide priority infrastructure improvements, both in color and location. Within the initiatives list, the name of the priority infrastructure improvement is in bold and color for reference to the city-wide section of the report. Other initiatives such as gateways, wayfinding and park enhancements are also noted. Each neighborhood initiatives list is organized in order of priority. In some cases, where initiatives overlap or occur in adjacent neighborhoods, the initiative is listed twice.

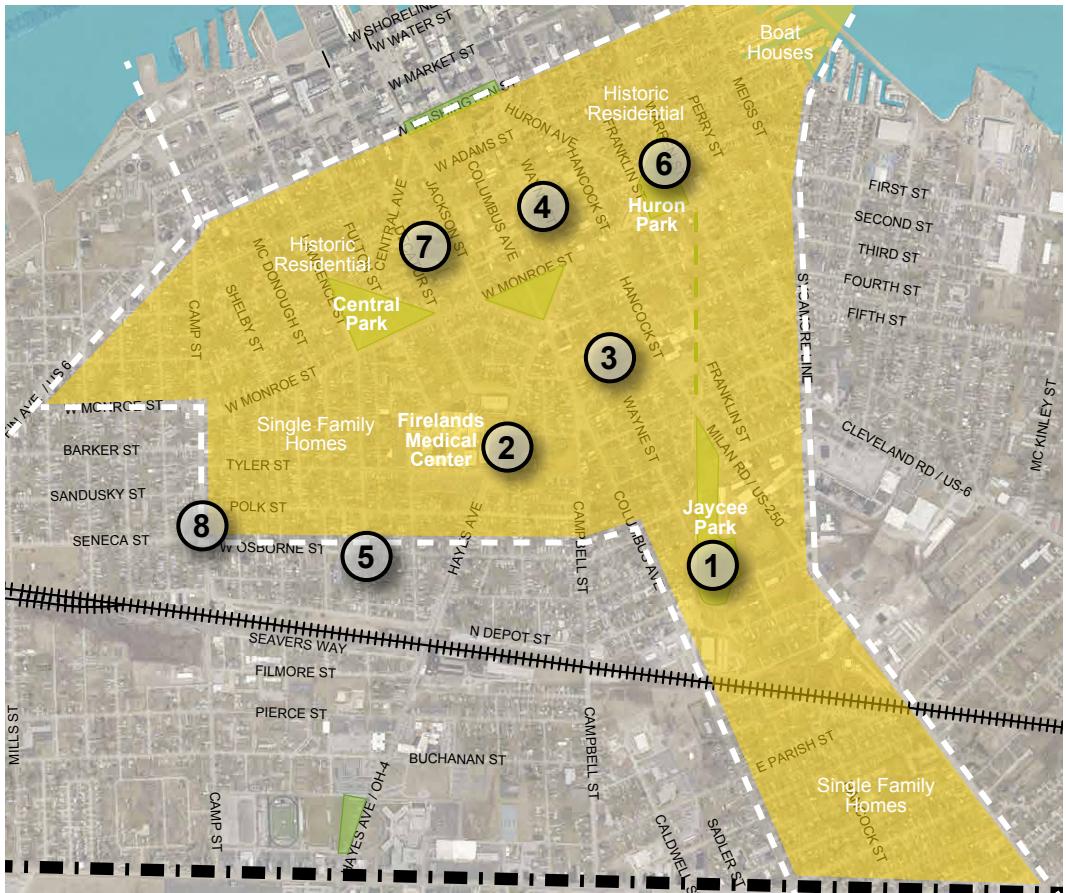
The following section reviews these initiatives and reconfigurations by neighborhood, in the same order as the neighborhood meetings took place - Central, West, East, and South. The initiatives are also referenced back to the Strategic Plan with icons and priorities indicated. The first pages of each neighborhood section explore existing conditions and potential areas of focus, while the following pages address proposed initiatives and examples.

KEY PLAN:
This icon indicates where the neighborhoods are located in the city.



REMINDER:
These icons reference back to the Bicentennial Vision Strategic Plan Priorities. To learn more about how strategy recommendations relate to this document, please review the introduction.

CENTRAL



Preserving historic housing stock, strengthening neighborhoods, enhancing amenities and connections to Downtown.

The Central Neighborhoods are the core of the Sandusky Community, uniquely constructed of a regular street grid intersected by the masonic symbol, also known as the Kilbourne Plat, and defined by primary commercial corridors like Columbus, Milan, Hayes, and Washington. The historic residential neighborhoods are stable and iconic, with institutions like Firelands Medical Center balancing their presence near the residential edges with expansion needs. Major north-south connectors such as Columbus, Milan, and Hayes are currently auto-dominated and provide excellent opportunities to reconsider the city's entry points. The masonic grid can be very challenging to navigate for visitors and many intersections are dangerous from a safety and navigational standpoint. The diagonal streets also create triangular park spaces, which are ideal in terms of location within the neighborhoods, but could be better programmed. Huron Park, the most actively programmed space, is bisected by US Route 6. Jaycee Park feels disconnected from its surroundings because of its lack of defined entry, however, area-wise it is a huge community asset. Nestled behind homes, leading from Jaycee Park north to Huron Park, is a former railroad right-of-way, which could serve as a neighborhood connector between the parks and north via Warren Street.

PLANNING CONSIDERATIONS:

- Street grid & diagonal thoroughfares are challenging for navigation, walkability, and bike-ability
- Historic Downtown revitalization and connection to tourism
- Preservation of historic neighborhoods
- Potential to develop medical center and health-related job center

I WANT TO SEE

- Walkable, intact neighborhoods
- Core neighborhoods
- Historic housing stock
- Neighborhood parks
- Opportunities for infill
- Commercial corridors have many vacant buildings / storefronts

in my neighborhood

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Vibrant City: Regional Partnerships & Perspective; Human Capital, Entrepreneur & Small Business Support



Connected City: Walking, Biking, & Public Transportation; Wayfinding; Corridor Enhancement



Livable City: Safety; Housing; Neighborhood Anchors; Model Blocks; Community Building; Inclusive City

EXISTING CONDITIONS



1. Jaycee Park



2. Firelands Medical Center



3. Wayne Street, Cedar District



4. George March House



5. Osborne School



6. Huron Park



7. St. Mary's Catholic School



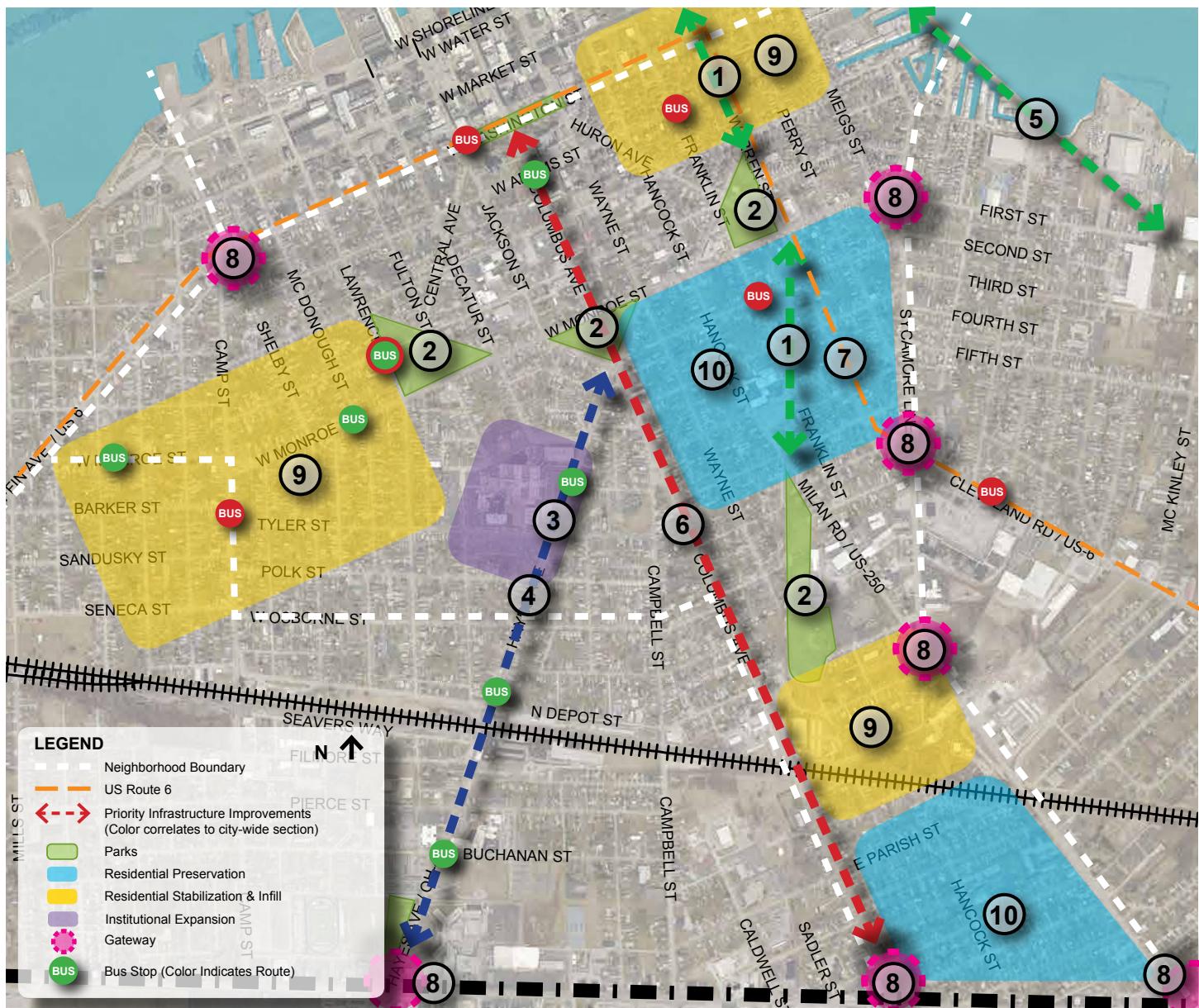
8. Residential Neighborhood

INITIATIVES

TOP PRIORITIES

- Jaycee & Warren Connector Trails:** Connect Jaycee Park to Huron and Shoreline Parks with a new trail in former easement right of way and along Warren
- Develop and enhance neighborhood parks as community amenities with a balanced programming of passive and active park spaces
- Develop Hayes Ave as a Med-Tech / Education district
- Hayes Health Corridor Streetscape:** Create a Hayes Avenue streetscape amenity package that promotes walkability including landscaping, bump-outs lighting, public art, benches, bike racks, trash cans, etc
- Sandusky Bay Pathway:** Pier-track trail

- Corridor with Bike Lanes:** Add bicycle infrastructure to primary north-south connector (Columbus)
- Study re-routing US Route 6 to Warren instead of Huron
- Create gateways with signage and landscaping at key intersections and entry points that indicate arrival and decision points
- Infill single family housing on vacant lots in combination with strategic demolition of blighted or abandoned properties
- Preserve historic and intact housing stock and maintain quality of neighborhood
- Creation of a Transient Overlay District



EXAMPLE IMAGES



1. Improved section of Warren Street (completed summer 2015)



1. Trail through a residential neighborhood



4. Outdoor Signage to Promote Walking & Health (from Walk Boston & the Mayo Clinic)



4. Streetscaping elements



4. Landscape bump-outs as part of a streetscape



5. Breakwall trail

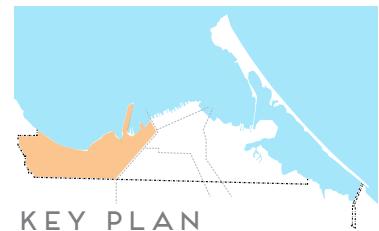
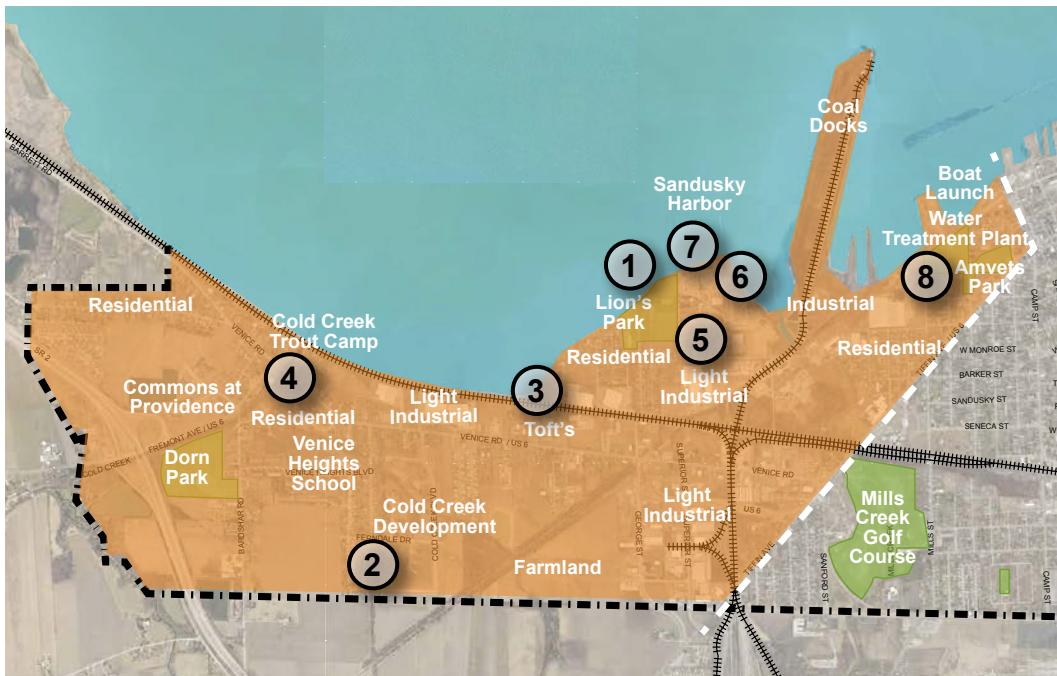


6. Corridor with Bike Lanes



8. Gateway intersection

WEST



Balanced development, diverse park amenities, connected infrastructure.

The Western Neighborhoods of Sandusky consist of smaller residential pockets connected to the city primarily by Venice Road / US 6, an east-west connector that currently only serves vehicular traffic. The neighborhoods have a predominately suburban feel, which may be attributed to the area having historically been Venice Heights Township, which was incorporated into Sandusky. The residential neighborhoods offer a variety of quiet communities that differ from much of the city, an attribute that was decidedly positive to many residents. However, the sense of separation also causes residents to sometimes feel detached from amenities. The neighborhoods are further divided by the rail corridors which run east-west, eventually paralleling Lake Erie's shoreline, and north-south connecting the coal docks. In most cases throughout the city, the rail lines are elevated or an overpass has been constructed, most recently at the US 6 bypass. Several at grade crossings remain in the west, leaving the Lion's Park neighborhood feeling particularly detached. Lion's Park is the only neighborhood waterfront park and has an existing master plan from 2009 that is only partially completed. Dorn Park's concentration of baseball diamonds attracts tournaments throughout the summer, while Amvets fields serve local teams. Two housing developments, which began construction prior to the economic recession of 2008, have infrastructure in place, but very few homes constructed, presenting an opportunity to re-activate these developments. The west is also the only section of the city with direct highway access. The rail lines and highway access create the opportunity to redevelop the light and medium industrial uses, to expand the city's economic base, particularly in the area left vacated by the US 6 overpass.

PLANNING CONSIDERATIONS:

- Most available land for residential development in the City
- Concentration of light industrial with room for expansion and job creation - supplemented by good freight & highway access
- Venice Road is the major connective corridor - with potential for commercial & industrial development
- No established sidewalk or bike network
- Large, well used parks that serve as neighborhood and regional centers

I WANT TO SEE

- Quiet neighborhoods
- Connected to amenities
- Great parks
- Bike paths and trails to connect to Downtown & neighborhoods
- Safe train crossings

in my neighborhood

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STRATEGIC PRIORITIES



Vibrant City: Regional Partnerships & Perspective; Human Capital, Entrepreneur & Small Business Support



Destination City: Recreational & Waterfront Amenities; Accommodations for Visitors



Connected City: Walking, Biking, & Public Transportation; Wayfinding; Corridor Enhancement



Livable City: Safety; Housing; Neighborhood Anchors; Model Blocks; Community Building; Inclusive City

EXISTING CONDITIONS



1. Lion's Park



2. Cold Creek Development



3. Toft's Dairy



4. Intersection of Fremont Ave & Venice Road



5. Residential Street



6. Housing Development



7. Sandusky Harbor



8. Amvets park (Sandusky Register photo, 7/14/15)

INITIATIVES

TOP PRIORITIES

1. Improve Lion's Park as the neighborhood waterfront park, with active recreation opportunities that compliment its natural attributes; complete 2009 plan
2. Reposition Amvets Park as a neighborhood active recreation space with amenities for residents nearby and city wide
3. Develop and enhance neighborhood parks as community amenities with a balanced programming of active park spaces.
4. Consider development of Dorn Park as a regional amenity - tournament facilities and expanded amenities
5. **Sandusky Bay Pathway, Residential Bike Lanes, Semi-Rural Trail:** Extend a regional trail connection from Amvets Park via on-road trail connections along Mills, Monroe (residential bike lanes, and Venice (semi-rural trail)
6. Preserve existing and intact housing stock, particularly in the waterfront neighborhoods and adjacent to Venice Heights School
7. Create gateways with signage and landscaping at key intersections and entry points that indicate arrival and decision points
8. Improve pedestrian, bicycle, and vehicular safety at rail crossings that occur at grade
9. Consider signalized signage in the residential neighborhoods along Monroe that indicates when train crossings are active
10. Concentrate industrial development along rail corridors and develop a light / medium industrial economic center to create jobs, utilize vacant industrial land, and reduce incompatible / sensitive land uses
11. Redevelop area along Venice that has been blighted as a result of the US 6 elevated bypass
12. Strategically infill housing on vacant lots, particularly where redevelopment began, infrastructure was put in place, yet residences were not built
13. Expand existing senior housing community and develop resident amenities (ex: small retail, medical / pharmacy services, recreational, or entertainment)



EXAMPLE IMAGES

1. Lion's Park 2009 Master Plan



2. Little League Baseball Field



5. Rural Bike Trail



7. Gateway signage



8. Improved rail crossing for bikes & pedestrians

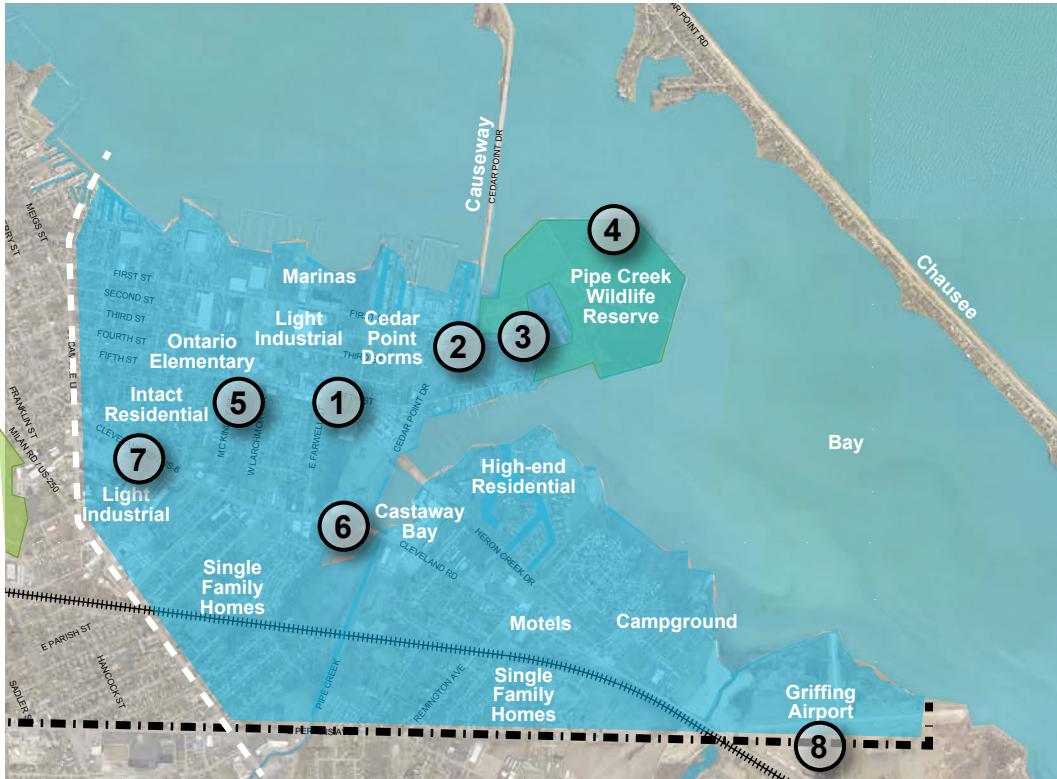


10. & 11. Light Industrial Redevelopment utilizing freight connections



13. Senior Amenities Building

EAST



The eastern neighborhoods of Sandusky are dominated by the incoming visitor base. The entry to Cedar Point on Cleveland Road is accessed from both US 6 / Cleveland Rd and Milan Rd / 250 via Butler Street. The signage and wayfinding are mainly aimed at directing visitors to the park, and the routes to Downtown are often passed by without notice. Improving the overall experience for visitors and residents alike is a significant priority for the eastern end of town. Many gateways and decision points occur in the east, making wayfinding and clearly identified routes a major opportunity for clean-up. This can also prompt strategic investment along key corridors. Several well-maintained residential neighborhoods are sheltered from the commotion of the major corridors, while others, like the neighborhoods adjacent to the Milan Rd overpass, have suffered and are in need of stabilization. The First Street corridor has considerable areas of vacant land and presents one of the largest concentrations of redevelopable land in Sandusky. The Pipe Creek Wildlife Reserve and Griffing Airport Sports Force development constitute major amenities with the potential to attract visitors from all over Sandusky, the surrounding communities, and region. West of the Causeway, the Cleveland Road corridor serves as the main entry point for most visitors to the city. The area is currently characterized by motels, older strip shopping centers and significant visual clutter. An emphasis on new investment and redevelopment along this corridor is critical for improving this important gateway area.



KEY PLAN
Improving gateways, enhancing corridors, developing new uses, capitalizing on tourism.

PLANNING CONSIDERATIONS:

- Tourism entry to Sandusky; seasonal rentals; hotels; and growth of Cedar Point
- Cleveland road corridor lacks identity and its growth has been sporadic and unplanned
- First Street Corridor & Cedar Point Dr have potential for considerable mixed use redevelopment connected to Cedar Point
- Visitor traffic dominates the East Side road network - needs balance and planning for all users (not just capacity)
- Eastern gateway to Downtown is undefined - attract visitor traffic toward core
- Expand Sandusky Bay Pathway to eastern neighborhoods and communities

I WANT TO SEE

- Walkable Neighborhoods
- Cleveland Road improved
- Development along Cedar Point Drive
- Big Island preserved and enhance as one of the best park amenities
- Entry to Cedar Point
- Attract young families & professionals
- Good housing stock and green residential development

in my neighborhood

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STRATEGIC PRIORITIES



Vibrant City: Regional Partnerships & Perspective; Human Capital, Entrepreneur & Small Business Support



Destination City: Recreational & Waterfront Amenities; Accommodations for Visitors



Connected City: Walking, Biking, & Public Transportation; Wayfinding; Corridor Enhancement



Livable City: Safety; Housing; Neighborhood Anchors; Model Blocks; Community Building; Inclusive City

EXISTING CONDITIONS



1. Fragmented Neighborhoods



2. Cedar Point Drive Ped Bridge



3. Vacant Land



4. Big Island Reserve



5. Residential Street



6. Cedar Point Entrance



7. Sandusky Plaza



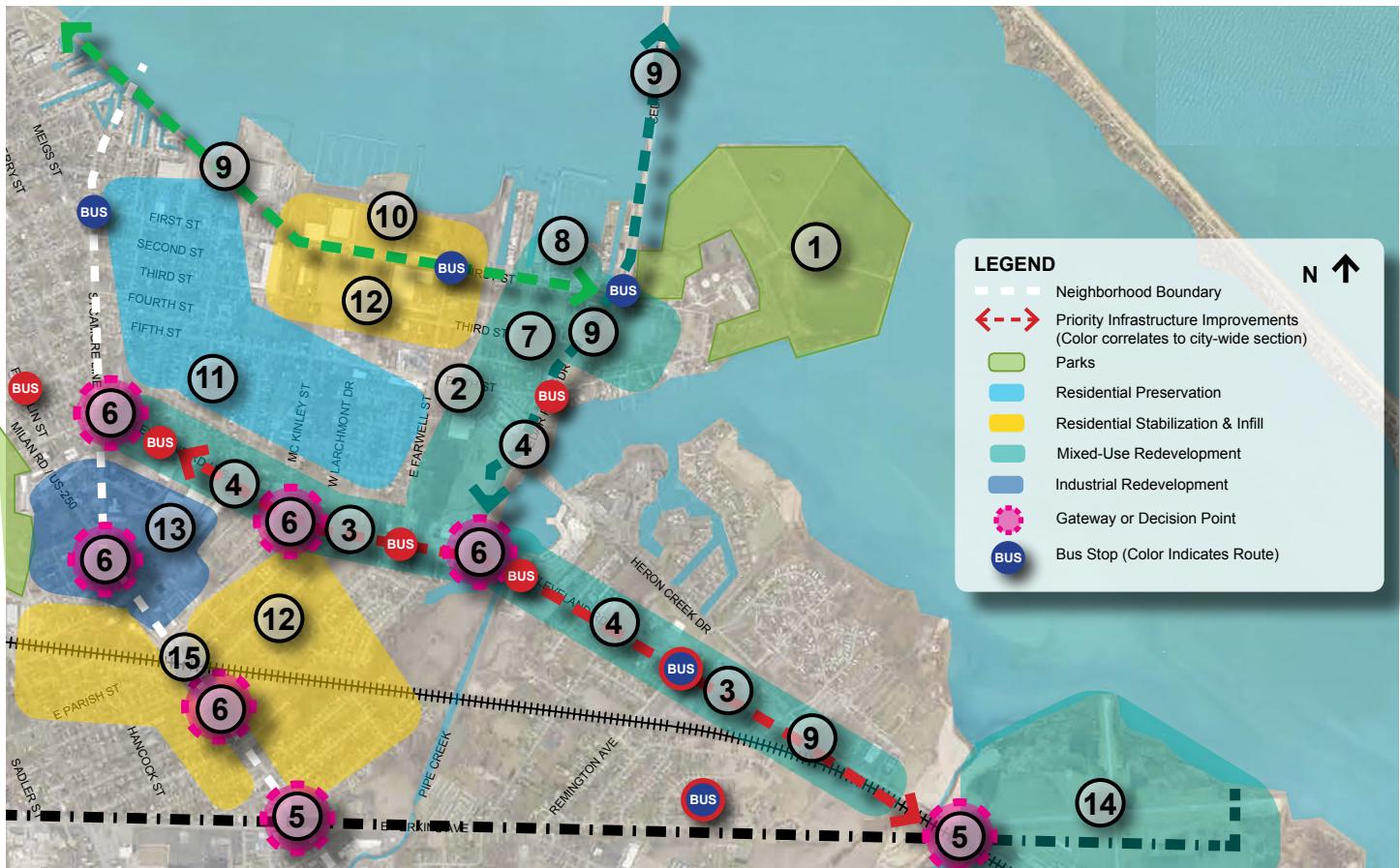
8. Former Griffing Airport

INITIATIVES

TOP PRIORITIES

1. Preserve and enhance Big Island / Pipe Creek Wildlife Reserve as a city amenity; consider adding water sport rentals to attract recreational users to the protected bay
2. Consider relocation of Farewell Park to a location that is more accessible and central to residential neighborhoods
3. Redevelop vacant land and blighted parcels along Cleveland Road / US 6 to give a uniform experience and entry into the city
4. Add signage, place-making elements and multi-modal access along Cleveland Rd / US 6 and Cedar Point Drive to welcome visitors to the city
5. Create gateways at key arrival intersections with landscaping and signage that directs visitors to major amenities
6. Enhance decision points at key intersections to direct visitors to Downtown and other amenities
7. Continue developing along Cedar Point Drive, extending the Cedar Point experience from the peninsula to the mainland; promote campus atmosphere, landscaping and parking behind structures
8. Explore connecting significant boater population to Downtown entertainment and dining options with a seasonal trolley service

9. **Sandusky Bay Pathway: First Street Multi-Purpose Trail, Cedar Point Drive & Causeway, Corridor with Trail:** Extend off-road recreational trail from Downtown along the Pier Track to First St, Cedar Point Dr and Cleveland Rd to connect regional amenities like Cedar Point, Pipe Creek Reserve, and Sports Force to East Bay Metro Parks & Huron
10. Develop waterfront residential on former industrial sites while maintaining and/or creating public access - consider a mix of for-sale homes and vacation rentals with waterfront access
11. Preserve stable, intact housing stock, maintain quality of neighborhood and promote green building initiatives
12. Redevelop vacant land and infill to extend and stabilize single family neighborhoods
13. Redevelop light / medium industrial areas and reduce incompatible adjacencies to sensitive uses
14. Redevelop the former Sandusky Griffing Airport as the Sports Force athletics facility as a regional attraction
15. Create a transient overlay district



EXAMPLE IMAGES



1. Water Sports Rentals



3. Uniformity of Street Edge maintained at vacant parcels



5. Gateway signage



6. Decision point signage



7. Redevelopment along Cedar Point Drive



9. Sandusky Bay Pathway along water

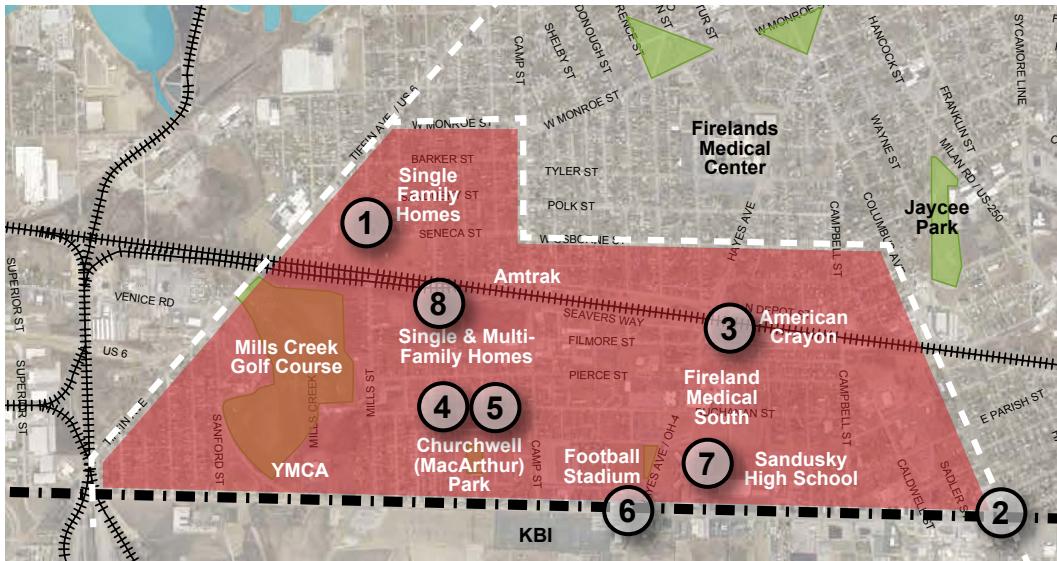


10. Waterfront residential



14. Sports Force Proposed Development
(as shown in Sandusky Register, 7/1/15)

SOUTH



The southern neighborhoods are bounded by significant commercial corridors - Perkins, Hayes, and Tiffin - and are bisected from the Central Kilbourne plat neighborhoods by a railroad corridor. The north-south connectors have all been reconstructed as underpasses to avoid at grade crossings, and all have significant elevated sidewalks at these connections. Perkins is a significant east-west corridor, which serves to prevent some of the high traffic volumes from moving through downtown's historic streets. The corridor varies in terms of development pattern, from out-parcels and gas-stations, to large industrial complexes, homes, park space, and strip shopping centers. Hayes Avenue is growing as a Med-Tech corridor with the addition of a new Route 2 interchange connecting the hospital campuses and BGSU Firelands directly to the interstate. Residential neighborhoods north of the rail lines are stable, but in need of investment particularly as the school district decommissions properties like the Osborne school, which can provide opportunities for neighborhood reinvestment. The residential neighborhood around Churchwell Park has suffered from years of neglect, abandonment, aging properties, and absentee landlords. A neighborhood group, Conestoga, is working diligently with residents to provide wrap-around services for groups in the neighborhood who are under-served, impoverished, and handicapped. One of the major goals of this group, that was communicated during the south neighborhoods community meeting, was the need for affordable housing options, particularly those that can promote upward mobility through home-ownership. This goal is very suitable to the neighborhood where many properties have been demolished, or could be demolished to make way for a strategic developer-driven affordable housing community centered around Churchwell Park.

Creating new housing options, enhancing connections, building upon and improving assets.

PLANNING CONSIDERATIONS:

- The Hayes Corridor has potential for continued development and new identity as a health district
- Columbus is a primary north-south connector and could be utilized as a visitor gateway to the community and Downtown
- Large scale affordable and market rate single family housing redevelopment
- Walkability & safe routes to school
- Neighborhood amenities and retail options

I WANT TO SEE

- The Hayes Corridor redeveloped as a health district
- Walkability & safe routes to school
- Neighborhood amenities & retail options
- Large scale affordable + market rate single family housing redevelopment

STRATEGIC PRIORITIES



Vibrant City: Regional Partnerships & Perspective; Human Capital, Entrepreneur & Small Business Support



Connected City: Walking, Biking, & Public Transportation; Wayfinding; Corridor Enhancement



Livable City: Safety; Housing; Neighborhood Anchors; Model Blocks; Community Building; Inclusive City

in my neighborhood

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EXISTING CONDITIONS



1. Fragmented Neighborhoods



2. Perkins at Columbus



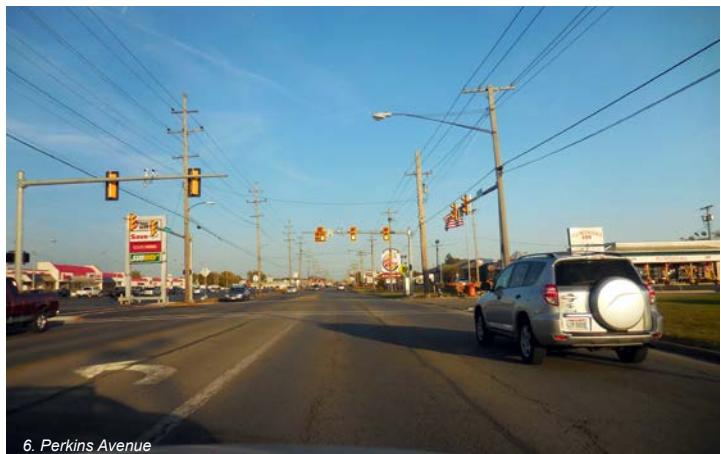
3. American Crayon Factory



4. Vacant land in residential areas



5. Churchwell Park



6. Perkins Avenue



7. Sandusky High School

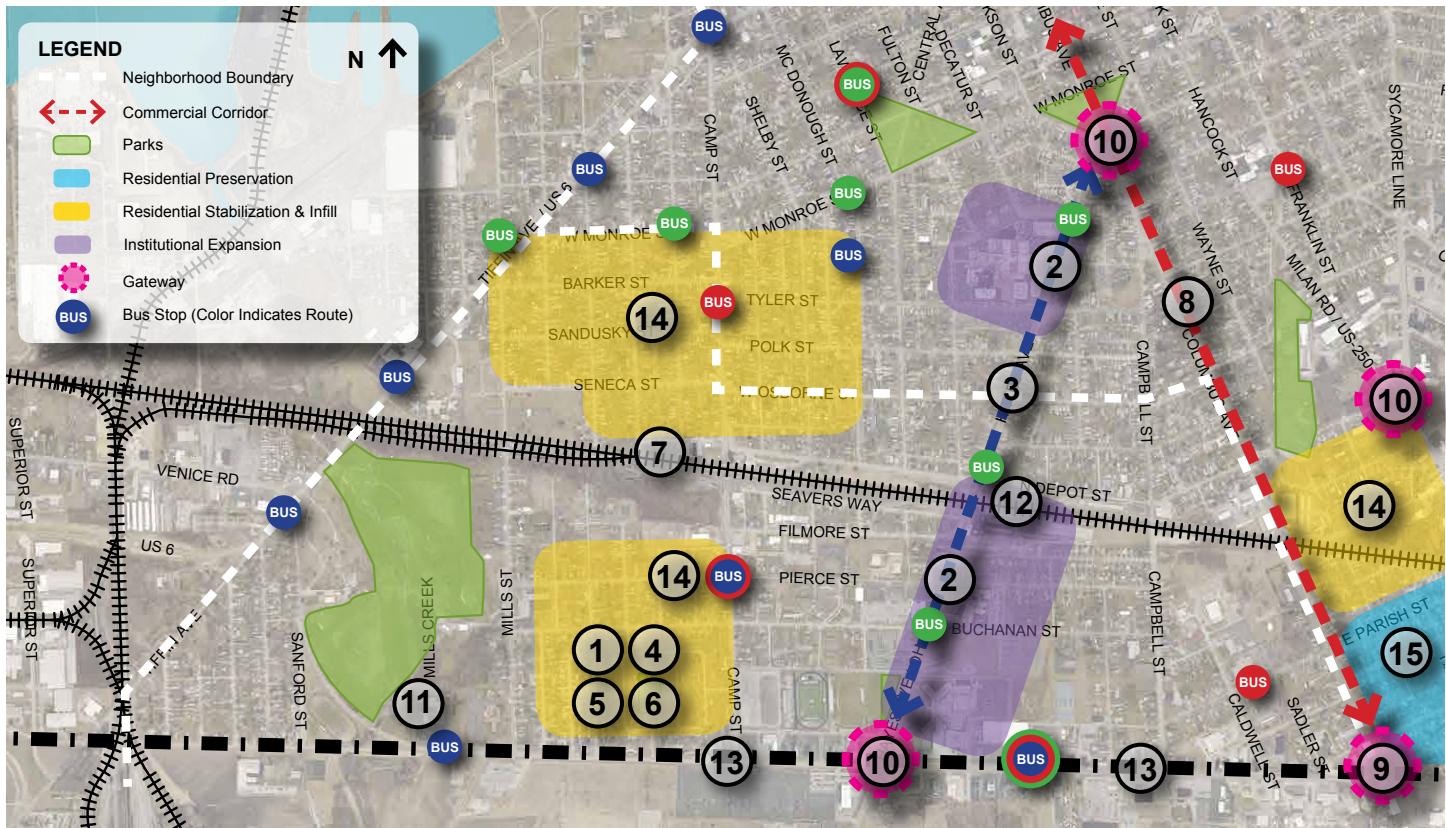


8. Multi-family Apartments

INITIATIVES

TOP PRIORITIES

1. Churchwell Park Community: Increase residential options that promote home-ownership - lease to own, affordable and low-income development; consider a new developer-driven residential community
2. Develop Hayes Ave as a Med-Tech / Education District with connections between BGSU Firelands, the two Firelands Medical Center Campuses, and Sandusky High School
3. **Hayes Health Corridor Streetscape:** Create a Hayes Ave streetscape amenity package that promotes walkability including landscaping, lighting, public art, benches, bike racks, trash cans, etc
4. Reconnect streets that are disconnected from the street grid, and promote the potential for both natural surveillance and safety vehicle access
5. Step-up code enforcement to eliminate blighted housing and illegal dumping, and reduce visible deterioration of the neighborhood while promoting community pride, ownership and maintenance
6. Improve and expand Churchwell / MacArthur Park's amenities as a neighborhood park - add permanent facilities like restrooms, shelters, basketball courts, and play fields - increase signage
7. Add city-wide directional signage to increase connectivity and access to the Amtrak station
8. **Corridor with Bike Lanes:** Add bicycle infrastructure to Columbus Ave as the primary north-south connector
9. Improve Columbus - Perkins intersection as primary visitor entry gateway from the south and encourage Columbus as primary downtown visitor route
10. Enhance decision points at key intersections with landscaping and signage as well as traffic calming design to direct visitors to major attractions
11. Consider relocation of the YMCA to a more central location that serves all residents
12. Demolish and redevelop the former American Crayon site to extend and connect the Hayes Med-Tech / Education corridor
13. Redevelop vacant and blighted parcels along Perkins and encourage design standards that give a uniform experience along the corridor
14. Infill single family housing on vacant lots in combination with strategic demolition of blighted or vacant properties
15. Preserve intact housing stock and maintain the quality of the neighborhood



EXAMPLE IMAGES



1. Streetscaping & Screening



3. Affordable Residential Development



6. Neighborhood Park



7. Directional Signage



19. Visitor Gateway



12. Institutional Redevelopment



13. Uniform Streetscape Experience



14. Infill single family housing



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**SANDUSKY
BICENTENNIAL VISION
COMPREHENSIVE PLAN**

**SECTION 3:
DOWNTOWN DEVELOPMENT
DISTRICTS**

DOWNTOWN DEVELOPMENT DISTRICTS

ENVISIONING A VITAL, ACTIVE CORE



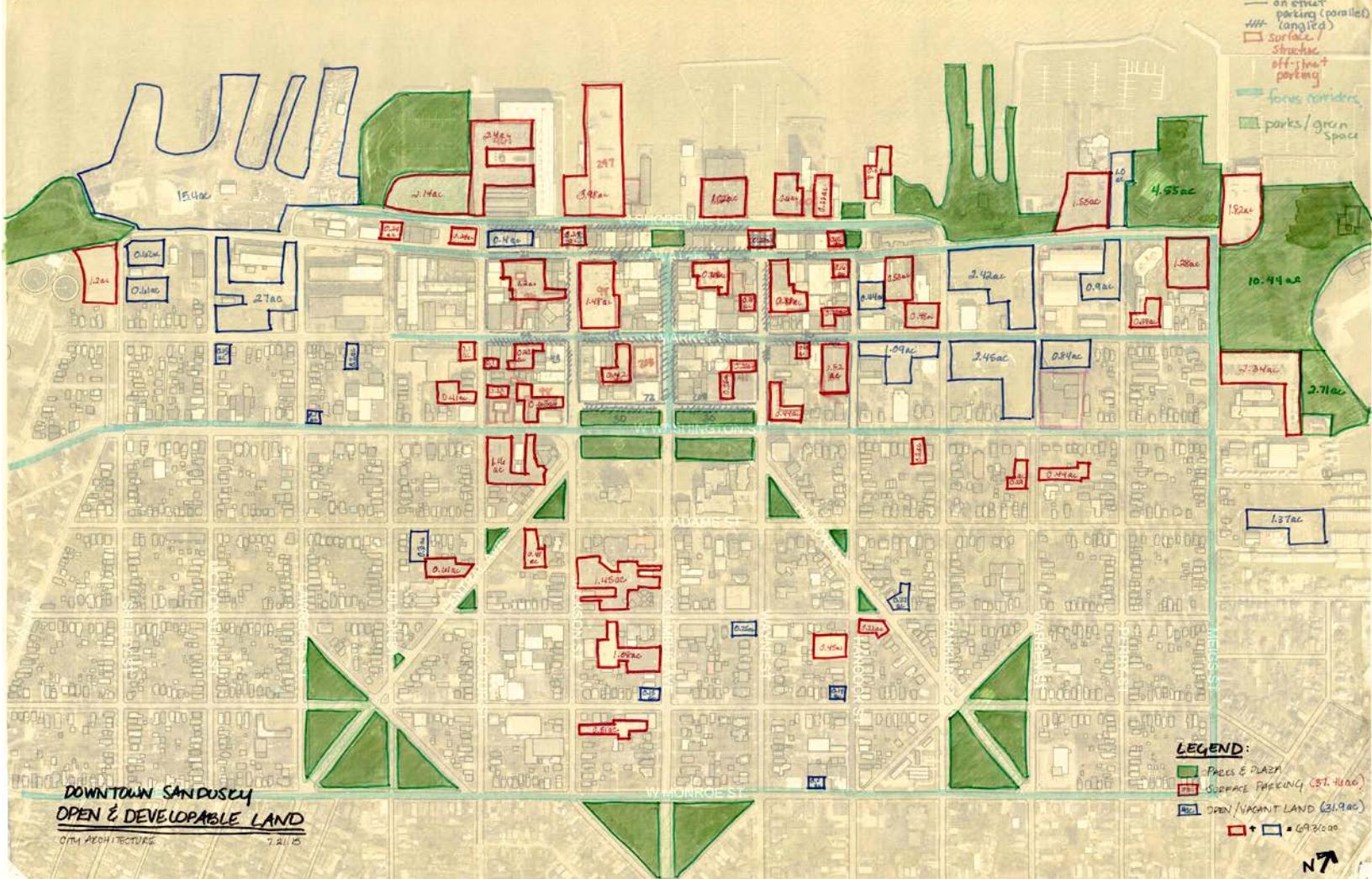
Sandusky's Downtown is the historic core of the community where the civic and commercial centers meet at the point of the masonic symbol. Today, Downtown continues to serve the community as a center of growth and recent investment. Residents at the community meetings saw great potential in Downtown as a place that attracts visitors, is home to new residents, creates jobs, and promotes Sandusky's brand and heritage. Downtown is where many of the recommendations within the comprehensive plan come together to create a unified vision that strengthens the core and neighborhoods with a balanced and realistic approach. In many ways, Downtown's success will be indicative of the overall success of the comprehensive plan and the community.

Downtown presents the opportunity to begin implementation immediately. This is beneficial as the Bicentennial approaches, but it is also important to note that there are significant opportunities for long-term revitalization as well. In order to be successful, the vision for Downtown must be incremental, phasable and flexible. Downtown has many of the conditions and needs as the neighborhoods, and similarly this section refers back to the City Wide recommendations. Specifically, the infrastructure network and the Mixed-Use Redevelopment / Re-Use Strategy are key to Downtown's revitalization and proposed development.

This closest scale of analysis looked at Downtown on the district scale, as it moves from east to west, considering individual sites and streets for both public and private investment. Where applicable, this section references back to the Strategic Plan with icons and priorities indicated.



REMINDER:
These icons reference back to the Bicentennial Vision Strategic Plan Priorities. To learn more about how strategy recommendations relate to this document, please review the introduction.



THE VALUE OF OPEN LAND

Sandusky's Downtown is centered around the city's historic core, along Columbus Avenue between Water & Washington. These blocks are largely intact and serve as a valuable starting point, with growing ground floor retail options and the potential to attract residents on upper floors. However, Downtown's biggest opportunity lies in its open and developable land. The diagram above shows the locations of green space (green); open land (blue), meaning it is not now developed with any use; and surface parking lots (red). The total of both open land and surface parking lots is approximately 41.36 acres of land (based on rough areas taken from the county's GIS mapping system) and represent a considerable area of Downtown that is underdeveloped. Nearly 38 acres of Downtown is surface parking, which is 10 acres larger than the entire Battery Park / City Hall / Surf's Up site. While the parking study only focused on the immediate commercial core (from Washington north to the shoreline, and from Decatur to Hancock) it revealed that even in the most active areas, parking is underutilized. The peak utilization of 61.1% indicates that even with growth there is still more than enough parking available. Many of the surface parking lots can be re-imagined as development sites that attract new businesses and residents while growing the Downtown footprint and vitality. A shared Downtown parking strategy can help to centralize parking, while maintaining a reasonable amount of parking for all current uses and future growth. The parking study only looked at supply, not at future demand. As growth continues, a second phase of parking analysis should look at a centralization strategy, provisions for shared parking (daytime commercial traffic balanced with overnight resident needs), and forecasts of anticipated capacities.

The Downtown vision looks at both open land and surface parking lots as potential development sites as well as areas where street parking can be reduced to improve streetscape or add bike infrastructure. A few exceptions were indicated by the parking study to have high peak utilization rates: on-street parking along Water (between Jackson & Columbus), on-street parking along Market (between Columbus & Wayne), on-street parking on Washington Row, and the surface parking lot on Jackson Street, which is also planned to become the site of a green infrastructure demonstration project next year. These areas were not considered for right-of-way reconfiguration or redevelopment. All other sites were studied for their highest and best use as part of the overall re-envisioning of Downtown Sandusky.

**OPEN LAND
31.9 ACRES**

SURFACE PARKING: 37.46 ACRES

TOTAL DEVELOPABLE LAND: 41.36 ACRES

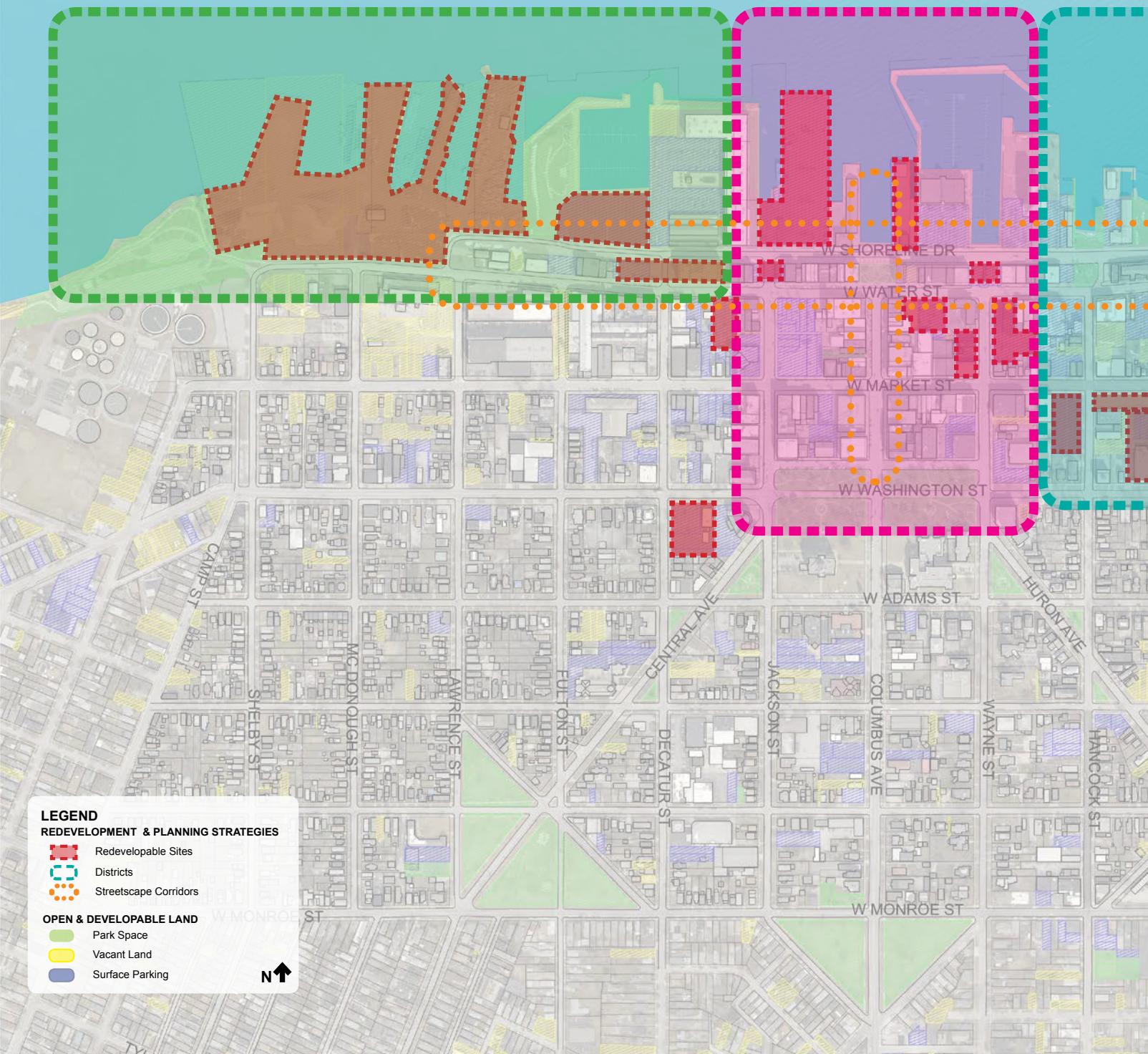
SURFACE PARKING & OPEN LAND RECOMMENDATIONS:

- Centralize and reduce public parking to allow for the creation of a public parking strategy
 - Incorporate public parking into wayfinding system to make it intuitive and easy for visitors and patrons
 - If possible, consider infill development on lots that are not well-utilized
 - Reduce street parking to add bicycle infrastructure and improve walkability in key locations
 - Encourage public use of existing parking structures

DEFINING DISTRICTS:

PAPER

COMPASS



DEFINING DISTRICTS:

After analyzing the land available for redevelopment, specific sites were prioritized based on size, viability of redevelopment, location, whether it was publicly owned land, and the overall impact to surrounding land uses. The prioritized sites (red) were then mapped across the Downtown. Where applicable, potential sites were expanded to include their impact on adjacent sites and how larger areas could combine to create significant revitalization. It soon became apparent that each site could not be looked at individually, but rather in groups based on what was adjacent. This led to the formation of Downtown Districts that each focused on a particular type of development and set of goals.

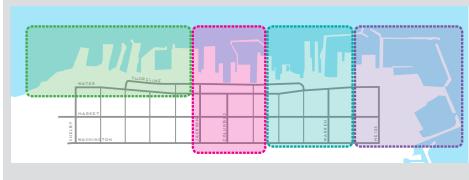
- **Battery Park:** Mixed Use Redevelopment, Event Space & Waterfront Green Space
- **Iron District:** Residential Expansion & Connection between Battery Park & the Compass District
- **Compass District:** Historic Downtown Core revitalization and preservation; creation of quality waterfront public spaces
- **Paper District:** Reclamation of land, creation of passive park spaces & habitat

Two primary streetscape corridors (indicated in orange on map) received specific study throughout the districts: **Water Street / Shoreline Drive** as the primary east-west connections and Downtown portion of the Sandusky Bay pathway; and **Columbus Avenue** as the historic main street of the city, particularly with its added emphasis as the primary visitor gateway to Downtown.

The following sections review each of these four districts and proposed development opportunities. While each district has recommendations that may take many years to complete, the potential for incremental growth begins immediately. The proposed vision creates an overall guidebook for potential development that is flexible depending upon developer interest, availability of funding resources, and the overall investment of public infrastructure. The vision's recommendations are aspirational, but not anticipated to be executed verbatim. Realistically, each site will require a master plan for development that is based on actual investment from both the public and private sectors. The plans and statistics proposed for each district can serve as standards and goals for the city as it makes decisions and attracts development in the future.

KEY PLAN:

This icon indicates where the district is located in Downtown.



BATTERY PARK



The Battery Park District currently houses the largest concentration of city-owned land in Downtown. City Hall is located at Meigs and Washington, housing city staff, the courts, and the police department. Surrounding City Hall are the city's tennis courts and skate park with the remainder of the public land serving predominately as surface parking. The open green space has little programming and is not often utilized by the community. It is broken up by large parking lots that make the spaces feel discontinuous instead of like one large park space. While some of the parking is used daily, the rest is for occasional summer events, and is distributed poorly across the site. Battery Park Marina and the Sandusky Sailing Club are both private facilities that restrict public access to the waterfront. The former Surf's Up facility (a decommissioned wave pool with locker rooms and amenities buildings) has the most accessible waterfront, but is currently shut down and slated for demolition. Along Water Street is a senior high-rise residential building with one-story community building and an underutilized parking lot shared with the Maritime Museum. Meigs Street is lined with residential and commercial facilities on the western side. Water, Market, and Washington are significant east-west connectors in Downtown and currently all terminate at Meigs. The public land parcels have significant depth, making the water seem even further away and more inaccessible. The district, particularly the public land has excellent views of Cedar Point and the roller coasters.



KEY PLAN

Re-imagining an underutilized waterfront site with activated public space and mixed-use development

REDEVELOPMENT GOALS:

- Extend neighborhood grid into site
- Break down the scale into blocks
- Reduce the perceived depth of waterfront parcels / Bring the waterfront experience deeper into the site
- Mixed use development with active ground floors
- Add new residential options - particularly apartments
- Improve quality, usability, and continuity of green spaces
- Improve waterfront access (see, touch, interact)
- Create active public spaces for all residents and visitors



1. Parking Lots



2. Surf's Up Property / Sandusky Bay Pavilion



3. Existing Waterfront Access

CURRENT USE: BATTERY PARK'S UTILIZATION



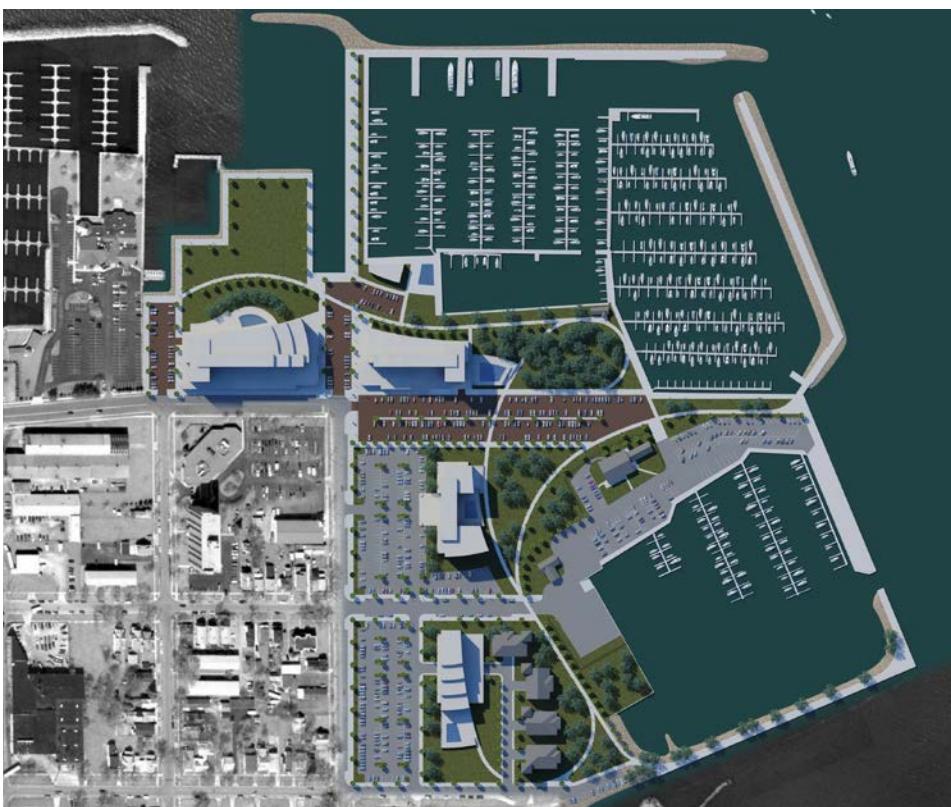
TOTAL SITE AREA:
30.5 ACRES

OPEN SPACE:
10.6 ACRES (35%)

EXISTING PARKING:
986 SPACES
10.9 ACRES (36%)

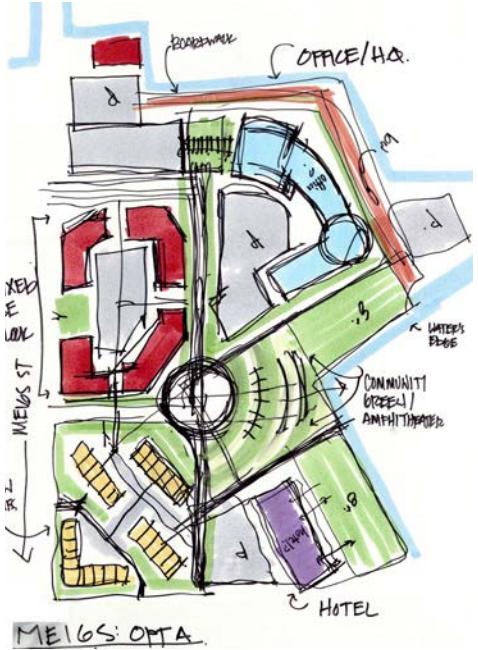
The existing Battery Park site is made up of four separate pockets of use: the Sandusky Sailing Club, the Battery Park Marina, the Sandusky Bay Pavilion, and City Hall. A little more than a third of the site is green space, also divided into three separated pockets - the former Surf's Up site, which is rarely used; the tennis courts and skate park near City Hall; and an open, unprogrammed green space near the Battery Park Marina. The remainder of the site is surface parking which is used for a few events in the summer and otherwise is surplus. Currently, parking feels like the primary use of the site, rather than being secondary or supportive to the uses. This may be caused by a general lack of program and use, combined with the overall sense that the site developed over time without a specific plan. As one of the largest public spaces in the community, it is very underutilized, particularly considering its prime location and views.

PAST STUDY: MARINA DISTRICT PLAN 2007



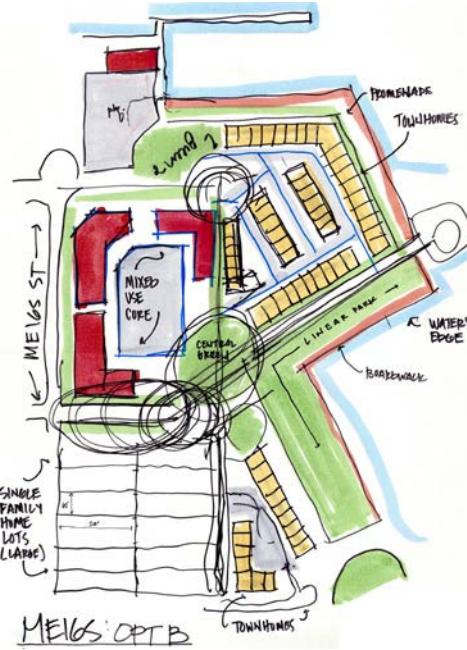
It's not surprising that this site has been considered in the past for redevelopment potential, with its great views, abundant land, and connection to both the water and Downtown. The 2007 Marina District Plan made a lot of similar assumptions to the current process, including extending the street grid, encouraging mixed-use development, preserving the marinas and enhancing the public spaces. However, the plan's biggest criticisms from the community concerned the height of the buildings, their potential to cut off the water from the community, make it feel privatized, and block views. In addition, the plan does not attempt to break down the scale of the waterfront parcels or unite the green spaces into one continuous public amenity. The buildings are set back too far from Meigs and the street is lined with parking, discouraging street level activity. Finally, the private single family homes further increase the sense of private waterfront property, especially near to the Pier Track trail head and bridge.

FIT PLANS: CONCEPTUAL LAYOUTS



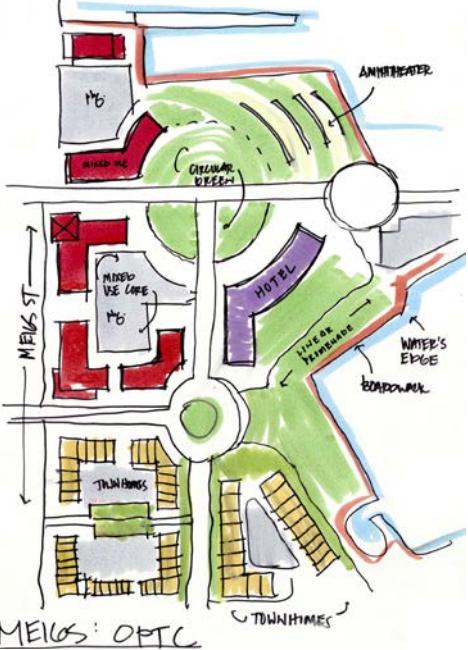
A: OFFICE CAMPUS

Focused on creating a corporate / office headquarters on the shoreline with views of Cedar Point. Townhomes are located on the current City Hall site and transition to the adjacent residential neighborhoods in scale and form. Hotel development towards the water to take advantage or views and mixed-use along Meigs to help hold the street's edge. A linear park / greenway flanks the water, providing public space that also links to the center of the neighborhood. Parking is situated in the center of the blocks to minimize its visual impact.



B: RESIDENTIAL FOCUS

Includes primarily waterfront residential properties and development. Mixed-use core situated along Meigs to help activate the corridor. Townhomes along the shorelines to increase density, and a group of large / luxury single-family lots on the City Hall site. Least amount of overall density.



C: GRID/MAX GREEN SPACE

Maximizes green spaces throughout the site. Extends the city grid into the site and introduces a new north-south street that increases access and reduces block depth. A large green space / amphitheater is laid out along the northern shore and green space is included along the water's edge. A hotel flanks the main intersection and has views to the water while creating some "private" space for guests.

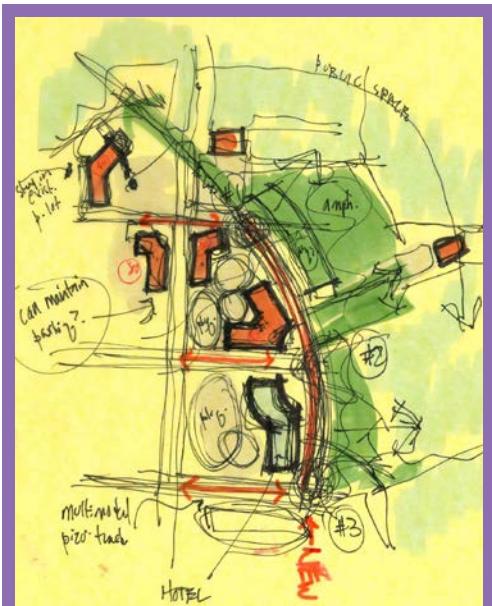


D: MAX DENSITY

Extends the notion of mixed use throughout the campus, maximizing density and building area. Includes an office building on the shoreline, a hotel to the south and townhomes that link the surrounding residential neighborhoods. Eliminates the Surf's Up facility and includes a new building to the west that is intended to frame the entire redevelopment. The water's edge is outlined with a public "boardwalk" that links the Bayfront connector bike trail to Pier Track. Intersects the traditional street grid with a grid run parallel to the shoreline, allowing visual connections to the water from the Meigs and Water Street axes.

E. BALANCE + OPEN SPACE

The traditional grid is extended into the site and terminates in a curving road defining two new city blocks. Development is balanced with primarily mixed-use (apartments over retail) buildings and a hotel site with a large open green space east of the curved road. Focus on development on the Meigs corridor.



PREFERRED ALTERNATIVE



OPTION A: LOWER DENSITY

Building	Floor(s)	Use	Efficiency	Gross S.F.	Units / Rooms	Parking Demand
A	1	Hotel Lobby, Amenities	80%	20,400 SF	-	61 spaces
	4	Hotel Rooms	80%	12,400 SF	113	170 spaces
Subtotal	5				70,000 SF	231 spaces
B	1	Retail + Resident Amenity Space	90%	20,800 SF	-	62 spaces
	2	Residential	85%	20,800 SF	51	51 spaces
Subtotal	3				62,400 SF	113 spaces
C	1	Retail + Resident Amenity Space	90%	10,600 SF	-	32 spaces
	2	Residential	85%	10,600 SF	26	26 spaces
Subtotal	3				31,800 SF	58 spaces
D	1	Retail + Resident Amenity Space	90%	10,600 SF	-	32 spaces
	2	Residential	85%	10,600 SF	26	26 spaces
Subtotal	3				31,800 SF	58 spaces
E	1	Retail	90%	14,300 SF	-	43 spaces
	2	Office	80%	14,300 SF	-	114 spaces
Subtotal	3				42,900 SF	157 spaces
TOTAL				238,900 SF	617 spaces	

Parking Provided

Lot	Spaces Provided	Notes
1	256 spaces	
2	181 spaces	
3	10 spaces	
4	190 spaces	
5	91 spaces	Public
6	160 spaces	Public
Total 888 spaces		

Total Development Statistics: Option A

Residential	103 Units
Hotel	113 Rooms
Retail & Amenity Space	56,300 SF
Office	28,600 SF
Open Green Space	11.5 Acres
Boardwalk	3.3 Acres
Off Street Parking	888 spaces
On Street Parking	66 spaces



OPTION B: HIGHER DENSITY + STRUCTURED PARKING

Building	Floor(s)	Use	Efficiency	Gross S.F.	Units / Rooms	Parking Demand
A	1	Hotel Lobby, Amenities	80%	20,400 SF	-	61 spaces
	4	Hotel Rooms	80%	12,400 SF	113	170 spaces
Subtotal	5			70,000 SF	231 spaces	
B	1	Retail + Resident Amenity Space	90%	20,800 SF	-	62 spaces
	2	Residential	85%	20,800 SF	51	51 spaces
Subtotal	3			62,400 SF	113 spaces	
C	1	Retail + Resident Amenity Space	90%	10,600 SF	-	32 spaces
	2	Residential	85%	10,600 SF	26	26 spaces
Subtotal	3			31,800 SF	58 spaces	
D	1	Retail + Resident Amenity Space	90%	10,600 SF	-	32 spaces
	2	Residential	85%	10,600 SF	26	26 spaces
Subtotal	3			31,800 SF	58 spaces	
E	1	Retail	90%	14,300 SF	-	43 spaces
	2	Office	80%	14,300 SF	-	114 spaces
Subtotal	3			42,900 SF	157 spaces	
F	1	Retail	90%	10,100 SF	30 spaces	
G	1	Retail + Resident Amenity Space	90%	8,900 SF	-	27 spaces
	2	Residential	85%	8,900 SF	22	22 spaces
Subtotal	3			26,700 SF	49 spaces	
H	1	Retail + Resident Amenity Space	90%	9,400 SF	-	28 spaces
	2	Residential	85%	9,400 SF	23	23 spaces
Subtotal	3			18,800 SF	51 spaces	
TOTAL				294,500 SF	747 spaces	

Parking Provided		
Lot	Spaces Provided	Notes
1	189 spaces	
2	181 spaces	
3	10 spaces	
4	190 spaces	
5	91 spaces	Public
6	160 spaces	Public
7	253 spaces	Structured, Public
Total 1,074 spaces		

Total Development Statistics: Option B	
Residential	148 Units
Hotel	113 Rooms
Retail & Amenity Space	84,700 SF
Office	28,600 SF
Open Green Space	11.5 Acres
Boardwalk	3.3 Acres
Off Street Parking	1,074 spaces
On Street Parking	66 spaces



OPTION C: HOTEL + CONFERENCE CENTER

Building	Floor(s)	Use	Efficiency	Gross S.F.	Units / Rooms	Parking Demand
A	1	Hotel Lobby, Amenities	80%	20,400 SF	-	61 spaces
	1	Retail	90%	21,800 SF		65 spaces
	1	Conference Center	90%	55,600 SF		278 spaces
	4	Hotel Rooms	80%	12,400 SF	113	170 spaces
Subtotal	7			70,000 SF		574 spaces
B	1	Retail + Resident Amenity Space	90%	20,800 SF	-	62 spaces
	2	Residential	85%	20,800 SF	51	51 spaces
Subtotal	3			62,400 SF		113 spaces
C	1	Retail + Resident Amenity Space	90%	10,600 SF	-	32 spaces
	2	Residential	85%	10,600 SF	26	26 spaces
Subtotal	3			31,800 SF		58 spaces
D	1	Retail + Resident Amenity Space	90%	10,600 SF	-	32 spaces
	2	Residential	85%	10,600 SF	26	26 spaces
Subtotal	3			31,800 SF		58 spaces
E	1	Retail	90%	14,300 SF	-	43 spaces
	2	Office	80%	14,300 SF	-	114 spaces
Subtotal	3			42,900 SF		157 spaces
TOTAL				238,900 SF		960 spaces

Parking Provided		
Lot	Spaces Provided	Notes
1	509 spaces	Structured
2	181 spaces	
3	10 spaces	
4	190 spaces	
5	91 spaces	Public
6	160 spaces	Public
Total 1,141 spaces		

Total Development Statistics: Option C	
Residential	103 Units
Hotel	113 Rooms
Retail & Amenity Space	78,100 SF
Conference Center	55,600 SF
Office	28,600 SF
Open Green Space	11.5 Acres
Boardwalk	3.3 Acres
Off Street Parking	1,141 spaces
On Street Parking	66 spaces

PREFERRED ALTERNATIVE: MAX GREEN SPACE & BALANCED DEVELOPMENT



Building	Floor(s)	Use	Efficiency	Gross S.F.	Units / Rooms	Parking Demand
A	1	Hotel Lobby, Amenities	80%	20,400 SF	-	61 spaces
	4	Hotel Rooms	80%	12,400 SF	113	170 spaces
Subtotal	5			70,000 SF		
B	1	Retail + Resident Amenity Space	90%	20,800 SF	-	62 spaces
	2	Residential	85%	20,800 SF	51	51 spaces
Subtotal	3			62,400 SF		
C	1	Retail + Resident Amenity Space	90%	10,600 SF	-	32 spaces
	2	Residential	85%	10,600 SF	26	26 spaces
Subtotal	3			31,800 SF		
D	1	Retail + Resident Amenity Space	90%	10,600 SF	-	32 spaces
	2	Residential	85%	10,600 SF	26	26 spaces
Subtotal	3			31,800 SF		
E	1	Retail + Resident Amenity Space	90%	8,900 SF	-	27 spaces
	2	Residential	85%	8,900 SF	22	22 spaces
Subtotal	3			26,700 SF		
F	1	Retail + Resident Amenity Space	90%	9,400 SF	-	28 spaces
	2	Residential	85%	9,400 SF	23	23 spaces
Subtotal	3			18,800 SF		
TOTAL		241,500 SF			560 spaces	

Parking Provided

Lot	Spaces Provided	Notes
1	189 spaces	
2	181 spaces	
3	10 spaces	
4	60 spaces	Public
5	78 spaces	Public
6	160 spaces	Public
7	48 spaces	Public

Total **726 spaces**



Total Development Statistics: Preferred Alternative

Residential	148 Units
Hotel	113 Rooms
Retail & Amenity Space	60,300 SF
Open Green Space	10.5 Acres
Boardwalk	3.3 Acres
Off Street Parking	726 spaces
On Street Parking	60 spaces

Battery Park: Sandusky's new Downtown Destination



PREFERRED ALTERNATIVE:

Battery Park presents the opportunity to really consider the role that quality, accessible, public waterfront can serve. It provides the ability to balance redevelopment, new uses for Downtown and the role Sandusky can serve as the premiere Lake Erie destination city. The preferred concept unifies the site through green space that is continuous from Pier Track through the Sandusky Bay Pavilion, creating a public waterfront space that is an amenity as well as a destination. Development is held back from the water's edge to preserve views and support large outdoor event spaces, while creating consistent edges along the roadways. A public boardwalk serves as a waterfront promenade allowing pedestrians to meet the water's edge and stroll, uninterrupted, for nearly 3/4 of a mile.

The development blocks are created by the extension of Water, Market, and Washington Streets east to a new, pedestrian scale road that maintains public access to the green space and creates water-facing front doors for new development. Parking lots are maintained for both the Battery Park Marina and Sailing Club, with additional parking on the interior of the new development blocks. The Sandusky Bay Pathway is formalized on Water Street, and a protected bike trail is added to Meigs to promote connectivity to the neighborhoods and Pier Track. The development mix combines a hotel and residential buildings with ground floor retail, promoting all-day activity at the street level. The Surf's Up property is restored to an active recreation space with sand volleyball and tennis courts, carefully placed to not interrupt views, and a small amenities building. The skate park could also be relocated to this site, or alternatively to the Paper District. An outdoor amphitheater anchors the large green space and promotes a seasonal festival village environment that brings new life and programming to the site, giving it an importance it currently lacks as the community's premiere shared recreation space. In all, the plan balances parking needs with realistic development goals, while improving and increasing overall green space.

STRATEGIC PRIORITIES



Vibrant City: Regional Partnerships & Perspective; Entrepreneur & Small Business Support



Destination City: Destination Downtown; Recreational & Waterfront Amenities; Creating a Cultural Community; Accommodations for Visitors



Celebrated City: Bicentennial Celebration; Marketing Sandusky as Lake Erie's Historic Waterfront Destination



Connected City: Walking, Biking & Public Transportation; Wayfinding; Corridor Enhancement



Livable City: Housing; Neighborhood Anchors; Community Building



Mid-Rise Mixed Use Development



Festival Village

IRON DISTRICT



The Iron District sits between Battery Park and the Historic Downtown in the Compass District. Currently home to Mack Iron Works, which sits along Warren and Water Streets, the district has a variety of other uses including small scale retail, residential, and park space. Shoreline Park, which is one of the city's best waterfront parks, is an important Downtown amenity. The Sandusky Bay Pathway runs along Water Street's north side and connects to Shoreline Drive at Franklin. Large vacant lots create considerable gaps along the east-west streets and make the Battery Park site feel disconnected from the Compass District. The experience along Water Street in particular suffers from this missing edge condition and is emphasized by the street's unnecessarily wide right-of-way. Three tall, senior towers flank the district, which are highly visible from the water and can serve as public art murals advertising Downtown Sandusky. Cardinal Grocery, the only local grocery store in Downtown, is located centrally, but fronts residential neighborhoods and could be updated or repositioned to front the former market grounds along Market Street. The majority of the neighborhood to the south is single family residential, making vacant land key to stitching together the urban fabric and providing new housing options in Downtown.



KEY PLAN

Merging Downtown's residential neighborhoods with mixed uses connected to the water.

REDEVELOPMENT GOALS:

- Revitalize large swaths of vacant land
- Transition from single family residential to higher density options
- Create new for-sale residential options
- Utilize Shoreline Park as a neighborhood amenity
- Develop properties with complimentary uses with appropriate adjacencies to sensitive uses like single family residential
- Reduce Water Street's excessive cartway width and formalize Sandusky Bay Pathway as a trail connection



1. Sandusky Bay Pathway



2. Vacant Land



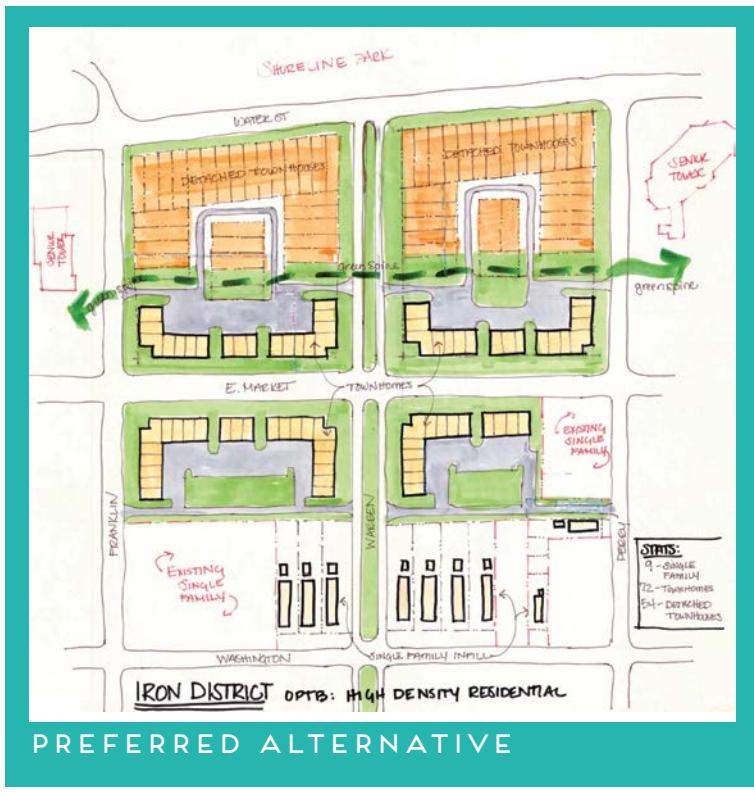
3. Shoreline Park

CONCEPTUAL STUDIES



A: RESIDENTIAL INFILL

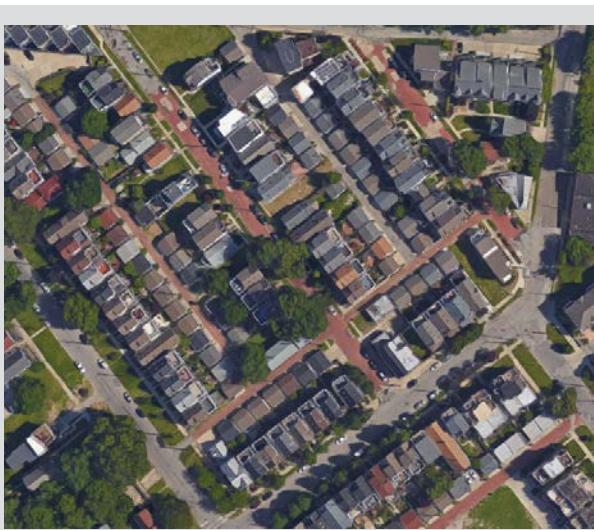
This option utilizes only land that is currently vacant, dividing parcels into single family lots to extend the residential neighborhood to the south. This infill approach occurs primarily along the east-west streets: Water, Market, and Washington. The residential density steps up as it moves north toward Shoreline Park to take advantage of views and to transition from single family to condo / townhome development at Franklin / Water / Shoreline. The townhomes include parking courts accessed from a mid-block alley with garages on the ground floor to increase height and maximize views. This option would potentially expand the recent development of affordable single family homes along Washington balanced with some new market rate townhomes. There are 31 single family lots and 24 townhomes shown.



PREFERRED ALTERNATIVE

B: HIGH DENSITY RESIDENTIAL

This higher density option encourages some single-family infill to occur on lots south along Washington, then focuses on transitioning to increased density as residents get closer to Shoreline Park / Water Street. More lots are assumed to be developable, to allow for larger redevelopment sites. Both sides of Warren have townhomes along Market Street, with parking courts behind the units, accessed by mid-block alleyways and garages on the ground floor. The northernmost block along Water includes detached townhouses - individual narrow parcels of primarily vertical units with detached garages accessed off a drive connected to the mid-block alley. This option also indicates a mid-block greenway between Water and Market Streets that can connect the two senior towers together with a pedestrian trail. Nine single family lots, 72 townhomes, and 54 detached townhouse lots are shown.



RESIDENTIAL CASE STUDY: TREMONT RIDGE

This unique detached townhouse style unit in the Tremont Neighborhood of Cleveland offers a new style of residential unit for Sandusky. The densely spaced units have a full townhome unit on the second and third floors, while the ground floor, or basement level, sits half a level below ground. The units can utilize the basement floor as a finished space accessible from the interior of the unit, or alternatively they can treat the ground floor as a separated space such as an office, in-law suite, or small rental unit, with a second entry stair off the front of the unit. This secondary unit further maximizes density and allows a greater variety of residential options not currently available in Sandusky's market.



0 75' 150'

300'

600'

900'

1200'

PREFERRED ALTERNATIVE: EXTEND THE RESIDENTIAL NEIGHBORHOOD TO THE PARK

Total Development Statistics

Type of Residence	#
Detached Townhomes	37
With Ground Floor Units	8
With Basements	29
Subtotal Detached Townhome Units	45
Attached Townhomes	79
Single Family Homes	7
Total Units	131

Development Type Legend

A	Detached Townhomes
B	Attached Townhomes
C	Single Family Homes
D	Green Space
E	Alleyway

■ ■ ■ Optional Phase 2 of Development



The Iron District: A new place to call home

DEVELOPMENT GUIDELINES:

- Connect Battery Park & the Compass District
- Transition residential north to waterfront
- Provide new residential typologies and attract new residents to Downtown
- Enhance biking and walking with new infrastructure and mid-block connectors
- Take advantage of views, particularly along Water Street / Shoreline Park
- Create a phaseable development concept so units can be constructed as land becomes available
- Promote a higher density of residential that is compatible with Downtown's overall density



Protected Bike Lane with Landscaped Median



Detached Townhomes



Attached Townhomes

PREFERRED ALTERNATIVE:



The Iron District serves as the connector between the existing Downtown Core (Compass District) and the Battery Park site. The preferred design looks to connect and transition between these two sites, without competing for additional commercial or retail business, by expanding the residential neighborhoods north to the lakeshore. This primarily residential design also offers the opportunity to bring new housing product to the Sandusky market, which can attract a new range of buyers including young families, millennials, live-work professionals, empty-nesters, and vacation renters. Beginning from the south, the scale and density of residential options increases. A few infill sites along Washington can be subdivided to create single family homes. Moving north, density increases along Market with attached townhomes. Mid-block alleys create rear-access for the townhomes to provide attached garages (underneath units) and small courts for trash pick-up. Detached townhomes are proposed along Water Street. These units have detached garages accessed from rear courts, and are attached to the primary unit with breezeways to create private backyards. All units are raised a half story up to create a finished basement or a separate ground floor unit. These ground floor units have individual front entries, and can be used as an office, mother-in-law suite, or rental unit. The secondary units only occur on approximately a third of the Water Street facing units, all the rest of the homes have finished basements. A second phase of development on the existing Mack Iron site is shown, and would not be considered without the full support of the land-owners. The flood plain was researched and no issues with basements was found. The Water Street units also have second floor roof decks with views of the lake, while all other units have rear roof decks. The blocks are subdivided with east-west alleys, and north-south green spines that break down the scale of the blocks and promote connectivity.

Water Street and Warren Street were also identified as primary bicycle connectors. Warren receives bike lanes that extend south to the Jaycee Park Trail at Monroe, and end at the Water Street Cycle Track, a protected two way bike trail that formalizes the Sandusky Bay Pathway.

STRATEGIC PRIORITIES



Destination City: Destination Downtown; Recreational & Waterfront Amenities; Accommodations for Visitors



Connected City: Walking, Biking & Public Transportation; Wayfinding; Corridor Enhancement



Livable City: Housing; Neighborhood Anchors; Community Building

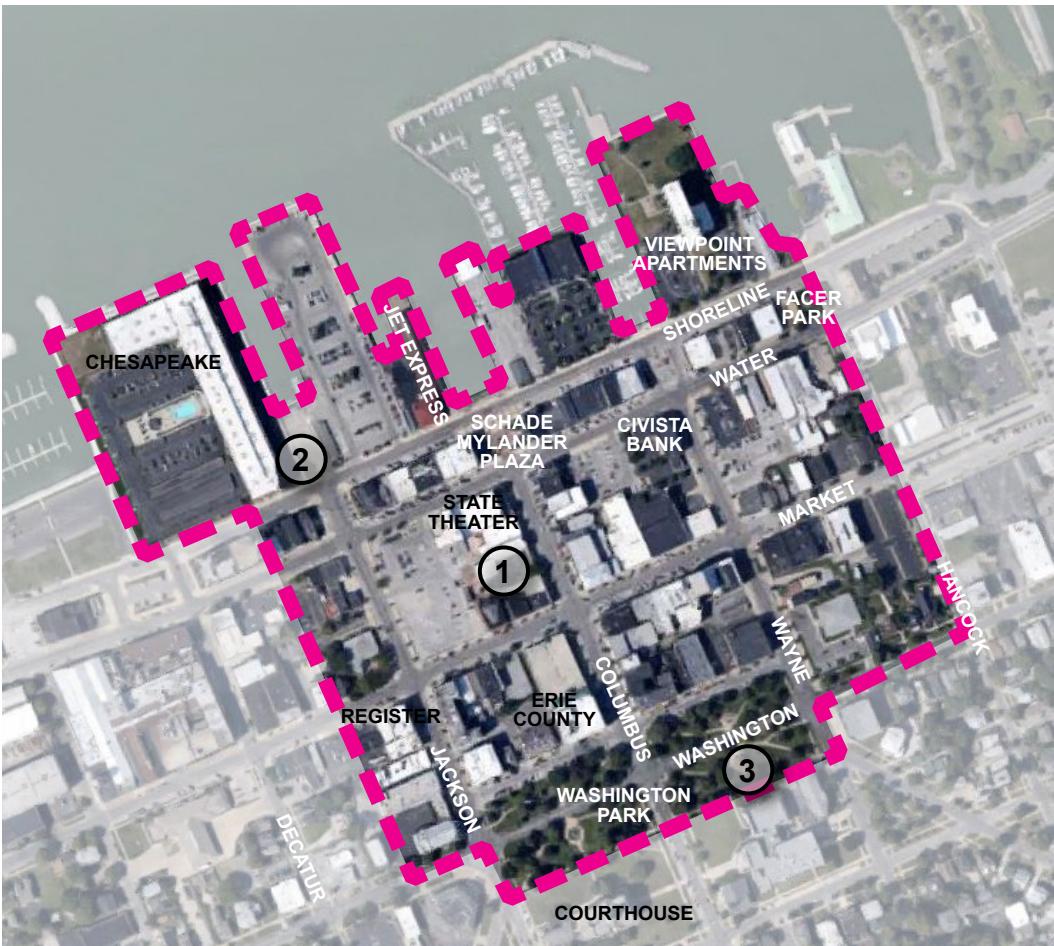


Single Family Homes



Elevated townhomes with rear entry alleyway

COMPASS DISTRICT



Completing street edges, connecting to the waterfront, and expanding the urban experience.

REDEVELOPMENT GOALS:

- Connect to the waterfront
- Maximize Shoreline Drive as District's "front porch"
- Minimize the perceived distance from the water's edge
- Encourage walkability through improved physical connections
- Infill street edges
- Utilize upper floors
- Increase mixture of uses and users
- Generate activity and activate exterior environment
- Balance perceived parking availability with centralized shared parking
- Prioritize multi-modal connectivity and public transit with vehicular use
- Activate public spaces

The core of Downtown Sandusky is largely intact, with Columbus Avenue serving as the city's main street, lined with historic mixed-use buildings. The historic edge continues down Washington, Market, and Water Streets, where right-of-ways are large, with angled on-street parking. Recent targeted efforts have reactivated many of the ground floors of these buildings, filling them once again with retail options. Unfortunately, many of these buildings still have vacant, and often boarded-up, upper stories. Washington Park serves as the town square and is one of the most well-maintained park spaces in the city. It is also the civic center of the core, with Erie County's offices and courthouse providing a consistent stream of employees and visitors. A large, free parking deck provides convenient parking for these employees, but it is currently underutilized, and could potentially serve much more of the District's patrons, visitors, and employees. The Downtown Parking Study indicates that the 203 structured spaces of public parking are utilized at 34% during the peak hours. The edges of the historic core taper down in density, with the eastern edge stepping down to residential and large vacant blocks, and the western edge having a mixture of residential, smaller commercial buildings, and light industrial uses. The water's edge is the biggest opportunity for this section of Downtown, but is currently a challenge to utilize or access. Buildings fronting the narrow block along Water Street have their back service entries facing the waterfront, leaving Shoreline Drive feeling like an alleyway. Long piers and deep waterfront parcels, like Jackson Street, the Chesapeake, and office buildings, diminish the presence of a shoreline Downtown and make the lots feel private.



1. Peddler's Alley

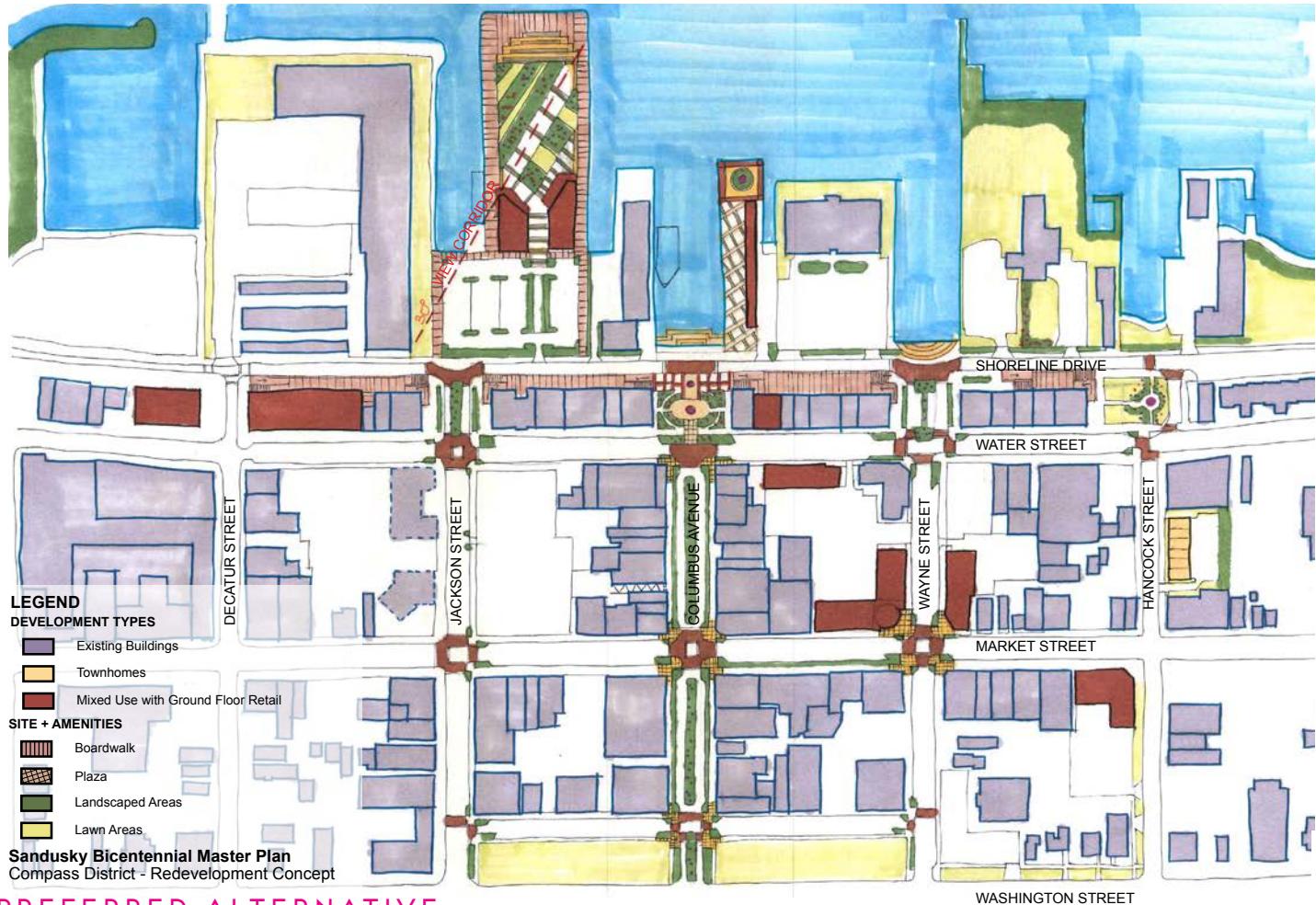


2. Chesapeake



3. Washington Park

CONCEPTUAL STUDIES



PREFERRED ALTERNATIVE INFILL + IMPROVE CONNECTIVITY

Strategic infill completes edges and maintains a consistent frontage along primary streets. The existing streetscape is upgraded, with extended bump-outs to calm traffic and protect pedestrians in crossings. Intersections receive special paving and upgraded crosswalks to promote walkability. Columbus Avenue is currently very wide with a considerable topographic change from Washington Park to Water Street. Angled parking on each side can be replaced with parallel parking and a landscaped median placed in the center to break down the scale and allow the street to be shut down, in part or in whole, during festivals. Shoreline Drive receives an elevated boardwalk that connects the first floors of the buildings on the north side, creating dining patios for restaurants and public space with views of the water. Schade Mylander Plaza and the parking lots at the ends of Water & Jackson Streets become connectors to the public boardwalk, with extended plaza spaces to get closer to the water's edge. Improvements to the Sandusky Bay Pathway include new streetscaping treatment to identify the trail. Jackson Street pier is redeveloped with small retail facilities and formalized amenities for the ferry and tour ships, complementing the new public plaza that extends into the water and maintains the Chesapeake's view shed.



ONGOING INITIATIVES: JACKSON STREET GREEN INFRASTRUCTURE PARKING LOT IMPROVEMENTS

Related to the overall improvements to the Compass District, the city-owned parking lot at the corner of Jackson and Market Streets is currently being studied through a Great Lakes Shoreline Cities Green Infrastructure Grant from the US EPA. The improvements look to reduce run-off through on-site passive retention, filtration, and slowed system discharge. This project, when implemented, will connect to Columbus Avenue through Peddler's Alley, Market and Water Streets and provide a shared public parking facility in a centralized location.



PREFERRED ALTERNATIVE: INFILL GAPS, ENHANCE CONNECTIONS AND PUBLIC SPACES

Parking Supply Changes

Area	Name	Spaces Proposed	Spaces Existing	Gain / Loss
1	Columbus - On Street	48 spaces	86 spaces	-38 spaces
2	Shoreline Dr - On Street	28 spaces	49 spaces	-21 spaces
3	Jackson St Lot	105 spaces	98 spaces	7 spaces
4	Jackson St at Shoreline	8 spaces	14 spaces	-6 spaces
5	Wayne St at Shoreline	26 spaces	36 spaces	-10 spaces
6	Jackson St Pier	83 spaces	224 spaces	-141 spaces
7	Water St / Civista Lot	58 spaces	76 spaces	-18 spaces
8	Wayne St at Market	103 spaces	126 spaces	-23 spaces
Total Parking Change				-250 spaces

Total Parking Change -250 spaces

On-Street Parking 631 spaces 690 spaces -59 spaces
(8% reduction)

Public Parking Supply 2,376 spaces 2,626 spaces 9.52% (reduction)

Development Type Legend

A	Columbus Ave Streetscape
B	Intersection Improvements
C	Mixed Use Infill (Mid-Rise)
D	Retail (1 Story)
E	Waterfront Experience
F	Boardwalk / Elevated Walkway
G	Food Truck Plaza
H	New Ferry Connection
I	Reconfigured Neighborhood Grocery
J	Alleyway improvements (lighting, wayfinding, public art etc.)
K	Seasonal Ice Rink
L	Proposed new transit waiting environments





Boardwalk / Elevated Walkway

Waterfront steps

Food Truck Pier

Compass District: Downtown's Waterfront Gateway

DEVELOPMENT GUIDELINES:

- Infill gaps to maintain street edge
- Promote walkability throughout the district by enhancing streetscape, shortening and improving visibility at crosswalks, and the addition of pedestrian crossing signage and signals
- Create access points to the water at the end of north-south streets
- Utilize surface parking lots for redevelopment or public space, particularly along the waterfront
- Reduce overall parking counts to promote "park and walk" mentality & foot traffic
- Face the water - create viewpoints and connections that embrace the waterfront environment of the district

PREFERRED ALTERNATIVE:

The Compass District is the most developed of the districts, and considerable investment continues to be made in the historic buildings. Much of the ground floors have been activated with restaurants and retail establishments, and the next big push is to begin to renovate vacant upper stories as apartments. This district, more so than the others, has the greatest potential to immediately begin to attract more residents to Downtown. For that reason, many of the improvements suggested aim to extend that momentum by enhancing the infrastructure and walkability for residents, patrons, employees, and visitors alike. Intersection improvements, safer pedestrian crossings, and enhanced streetscaping recommendations unify the district and will support placemaking efforts. Columbus Avenue, as the primary north-south connection, is overly wide. As suggested in the infrastructure improvements, a central median, with mid-block cut-throughs, offers the opportunity to reduce scale, add landscaping, and be reminiscent of the City's historic streetcar lines.

The Compass District is a major visitor connection with several ferry services docking along the piers, making Shoreline Drive an important city gateway. Currently, it feels like the backside of the district. To address this, an elevated walkway that connects the rear entries of the buildings is recommended. The walkway, on the south side of Shoreline Drive, will create elevated vantage points, outdoor dining and new public space. The north side of Shoreline Drive receives an updated and unified streetscape along the Sandusky Bay pathway, while parking is reduced to parallel spaces only. Service access is maintained to the buildings by elevating the walkway and creating areawells around electrical transformers. The walkway connects to Water Street via a ramp and stair at Wayne and Jackson streets, and Schade Mylander Plaza. Jackson Street Pier is reimagined as a public plaza that preserves the views from the Chesapeake. Small retail buildings can formalize the ferry ticket houses, provide space for restaurants, and storage space.

STRATEGIC PRIORITIES



Vibrant City: Human Capital, Entrepreneur & Small Business Support



Destination City: Destination Downtown; Recreational & Waterfront Amenities; Creating a Cultural Community; Accommodations for Visitors



Celebrated City: Bicentennial Celebration; Marketing Sandusky as Lake Erie's Historic Waterfront Destination



Connected City: Walking, Biking & Public Transportation; Wayfinding; Corridor Enhancement



Livable City: Housing



Landscaped Median with Pedestrian Cut-throughs



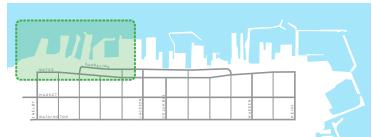
Specialty Crosswalks / Gateway Intersections



**Compass District:
A new Shoreline experience**



PAPER DISTRICT



Reclaim and remediate industrial land for recreational uses that connect existing public amenities.

REDEVELOPMENT GOALS:

- Reclaim former industrial brownfield land
- Remediate contaminated land for use as public space
- Consider passive bio-remediation strategies that reduce cost and create natural habitats
- Expand passive & active recreation opportunities
- Extend accessible shoreline through the creation of waterfront park space
- Centralize and cluster public park space amenities within Downtown
- Relocate & expand skate park and tennis courts from existing location on Battery Park site



1. Deep Water Marina



2. Paper District Marina



3. Coal Docks

CONCEPTUAL STUDIES



The transient marina is connected to the boat launch with a new park space. The eastern end expands and enhances the marina with a small amphitheater built into the topography and an expanded boardwalk that connects the transient marina to the former Deep Water Marina. Small craft / non-motor rentals are available for active water recreation. The salt piles are relocated from the edge of Water Street to the center pier where they remain accessible from both the water for freight delivery and by a loop road for truck traffic. The western pier is dedicated to active recreation amenities like a skate park, sand volleyball courts, and tennis courts with views of the coal docks. A small amenities building supports active recreation areas with bathrooms and possibly a concessions stand. An extension of Shoreline Drive becomes a park road with parking areas alongside to allow visitors to access the walking trails that sprawl across the site. The Sandusky Bay Pathway follows the new park road formalizing the trail connection from the Paper District Marina to Shelby Boat Launch. Dense landscape areas work to passively remediate the site, screen industrial areas, and create new natural habitats for wildlife.

CASE STUDY: PHYTOREMEDIATION & THE CREATION OF PUBLIC PARK SPACE ON FORMER BROWNFIELDS

CONTAMINANT	MAXIMUM LEVELS OF CONTAMINANT FOR:			TYPICAL PLANTS
As (Arsenic)	Multi-Purpose Housing, Recreation Park	Single Family Houses, Commercial	Farmland, Grazing Field	Chinese Money Plant Horn Vines
Cr (Chromium)	Highest	26 ppm	8 ppm	Common Milkweed Lamb's Ears
Pb (Lead)	& 8 ppm	400 ppm	10 ppm	Phragmites Common Reed
Hg (Mercury)	0.8 ppm	8 ppm	0.1 ppm	White Cypress Tulip Tree
PCB (Polychlorinated Biphenyls)	1 ppm	1 ppm	0.1 ppm	Common Milkweed Lamb's Ears
TCE (Trichloroethylene)	2 ppm	4 ppm	0.4 ppm	Common Milkweed Lamb's Ears
MTBE (Methyl Tertiary Butyl Ether)	10 ppm	42 ppm	4 ppm	Common Milkweed Lamb's Ears
DDT (Dichlorophenoxyacetic Acid)	7 ppm	17 ppm	0.0008 ppm	Phragmites Common Reed
PCP (Furans/phenols)	4.7 ppm	12 ppm	0.8 ppm	Phragmites Common Reed



Phytoremediation is the concept of taking contaminated sites and using plants to remove toxic materials from soils, groundwater, surface water and sediments. It is a much lower cost alternative to traditional clean-up (typically about 10% of excavation and fill method) and involves using fast growing hyperaccumulators that store the toxins in their tissues and then can be harvested and disposed of. Sites like Freshkills Park in New York City use a former landfill to create a lush retreat within the urban community. The park is now home to many species of wildlife and both active and passive recreation options.

Source: <http://urbanomnibus.net/2010/11/from-brownfields-to-greenfields-a-field-guide-to-phytoremediation/> & <http://archrecord.construction.com/news/2013/07/130726-Freshkills-Park.asp>



PREFERRED ALTERNATIVE: SALT STORAGE REMAINS IN EXISTING LOCATION OFF OF WATER (4 ACRES)



OPTION B: SALT ON CENTRAL PIER
SHORT TERM STAGING AREA (0.5 ACRES)



OPTION C: NO SALT STORAGE IN THIS AREA (RELOCATE TO ANOTHER PART OF THE CITY)

PREFERRED ALTERNATIVE: RECLAIM LAND TO CREATE LONG TERM WATERFRONT HABITAT AND PASSIVE PARK SPACE

Development Type Legend

A	Expanded Amphitheater
B	Salt Piles
C	Skate Park
D	Naturalized Landscape & Walking Trails
E	Overflow Parking
F	Boardwalk
G	Expanded Transient Marina
H	Extended Shoreline Drive with Parking
I	Lookout Tower with Storage Facility (at ground level)
J	New Truck Route for Salt Access
K	Improved green space, pedestrian amenities, landscaping

— Sandusky Bay Pathway Extension

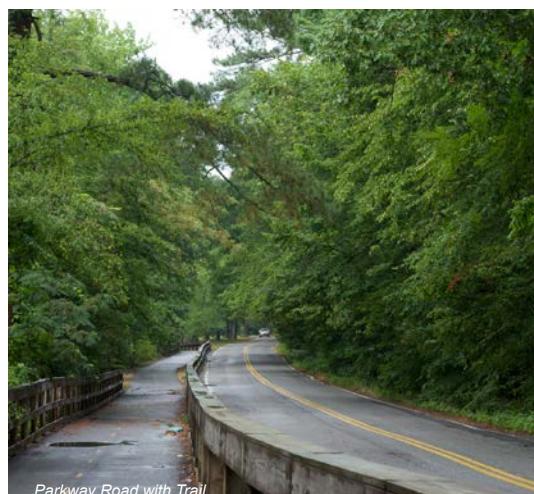
Parking Supply Changes

Area	Name	Spaces Proposed	Spaces Existing	Gain / Loss
1	Shelby Boat Launch	74 spaces	101 spaces	-27 spaces
2	Water & Shelby Lot	158 spaces	0 spaces	158 spaces
3	Shoreline Drive Extension	78 spaces	0 spaces	78 spaces
Total Parking Change		+209 spaces		

Paper District: Reclaiming History as an urban amenity

DEVELOPMENT GUIDELINES:

- Remediate brownfields with passive techniques using natural materials to reduce cost
- Encourage passive recreation in the center of the site
- Encourage active recreation at east & west ends where waterfront recreation is already present
- New roadways should be parkway drives that are narrow, low speed, and create parking opportunities internally to the green space
- Buffer less compatible uses like salt piles and hiking trails with dense landscaping, topography, and roadways
- Create walking trail loops that connect back to existing sidewalk and bike network
- Extend the Sandusky Bay Pathway to Amvets Park



PREFERRED ALTERNATIVE:

The western end of Downtown transitions rapidly from historic core to industrial uses, where the Hinde & Dauch Paper Company once was headquartered. Adjacent to the Chesapeake is the Paper District Transient Marina, the City's only public marina. At the far end of the district is the Shelby Boat Launch, the only public boat launch in the city. In between is a large swath of former waterfront industrial land, that is largely vacant. The city's winter salt piles are stockpiled here due to the easy delivery access from the water for freighters. The former Deep Water marina is a brownfield site requiring costly remediation, a hurdle which has prevented redevelopment in the past. The plan looks at reimagining this site as a naturalized green space using passive remediation to slowly restore the land over time. The park space combines trails and dense landscaping that can create habitat and add new recreational amenities to downtown. In addition to hiking, jogging, and birding trails, the two piers furthest east can increase the overall capacity of the transient marina or create long-term storage spaces. The central roadway helps separate and buffer the salt piles from view and provides access to the site. The Sandusky Bay Pathway follows the new park drive and provides convenient roadside parking for hikers and joggers along the trail. A potential skate park location is shown near the boat launch where land is plentiful. Additional overflow parking can be created in a new lot at the corner of Water & Shelby. The transient marina receives improvements like a small, formalized amphitheater for concerts, and a look-out tower that doubles as storage space for the public works department.



Waterfront Concert Pavilion



Combination Plaza / Bowl Style Skate Park

STRATEGIC PRIORITIES



Destination City: Recreational & Waterfront Amenities



Connected City: Walking, Biking & Public Transportation

Public support, realistic planning, and partnership between the public and private sectors in Downtown Sandusky have the potential to establish the city as the premiere historic waterfront destination in Lake Erie's Shores & Islands.







SANDUSKY 2015

City of



SANDUSKY
BICENTENNIAL VISION
COMPREHENSIVE PLAN

SECTION 4:
IMPLEMENTING THE VISION

IMPLEMENTATION: CONTINUE THE MOMENTUM

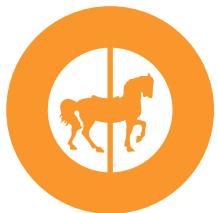
Sandusky 2018 creates a vision for the City of Sandusky as it looks forward to its Bicentennial and beyond. The approach of this comprehensive plan document has been to look holistically at the pieces and parts that make up this complex city and to propose scalable and incremental strategies, initiatives, and recommendations that promote growth and development community-wide. This approach allows the city to analyze new projects and allocate funds in an organized and directed manner, ensuring that each endeavor is working toward the overall goals of revitalization laid out in this vision.

To begin the process of implementation, this section outlines the plan's priorities, beginning with the overall top priorities for the Bicentennial Vision, then infrastructure improvements, neighborhood initiatives, and downtown development districts. Prioritization is an important final step of the plan, and first step of the implementation process because it translates the vision into action items. The top priorities of the Bicentennial Vision can then be incorporated into upcoming municipal budgets and partnerships. Additionally, these primary priorities can become marketing tools as they are funded, planned and implemented, showcasing not only the success of the Vision, but the City's commitment to investment and growth.

*Sandusky 2018:
Balanced city-
wide strategies
with neighborhood
& Downtown
initiatives that
celebrate the
bicentennial of a
vibrant, connected,
livable, destination
city.*



SANDUSKY 2018: TOP PRIORITIES



CONNECTED CITY

- Corridor Improvements: examples include Hayes Avenue and Cleveland Road
- Walkability: examples include Walk Wayne, Westside Walkability Plan
- Bike Infrastructure: Central Trail Connector, protected bike lanes, bike parking etc.
- Public Wi-Fi downtown
- Cedar Point Ferry connection to downtown



LIVABLE CITY

- Housing: Infill development, mixed-use, multi-family, new construction, targeted rehab and demolition, and identify model block and historic neighborhoods.
- Neighborhood Parks: examples include implementing master plans for Churchwell Park, Huron Park, Lions Park, Jaycee Park, Amvets/Sprau Park.
- Schools/ Support of the plan: support campus planning of Sandusky City Schools and Sandusky Central Catholic schools. Assist in repurposing land and/or buildings of any former school sites and in integrating new school sites into citywide development plans.



DESTINATION CITY

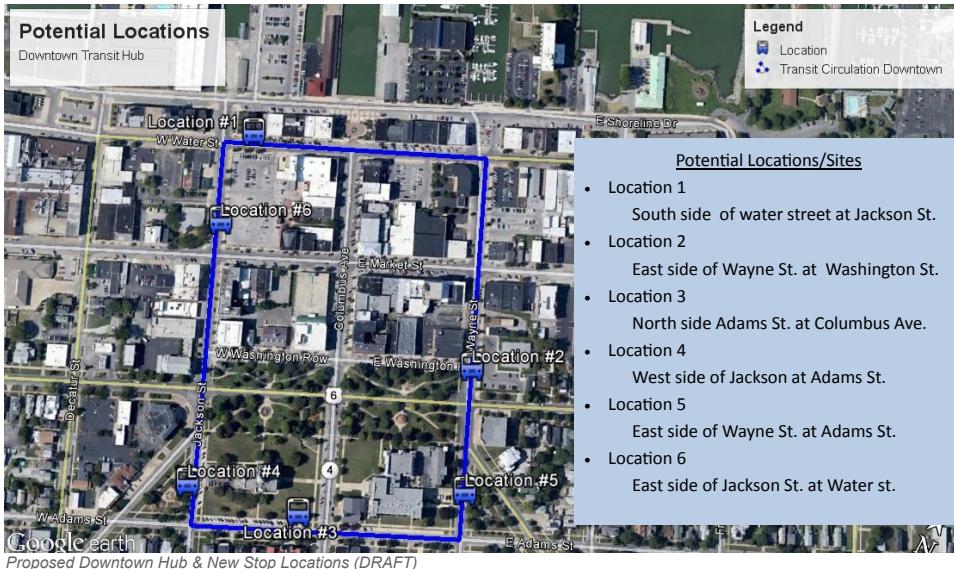
- Downtown: Implement downtown districts, streetcape and public space amenities
- Waterfront Recreation: examples include repositioning the Back Bay as a hub for active recreation tourism, building out Sandusky Bay Pathway and improving waterfront parks at Lion's Park, Jackson Street Pier, Sandusky Bay Pavilion and Battery Park.
- Cultural Programming: increase cultural programming and events in the city, an example includes developing a regional scale amphitheater and festival park as part of the redevelopment of Battery Park
- Zoning Changes to encourage hospitality: Determine appropriate zoning for transient rental and hotels, and other hospitality development in the city
- Develop a consistent city-wide wayfinding plan and signage package



VIBRANT CITY

- Reclaim and repurpose blighted land/sites for industrial development/commercial development
- Focus on creation of an Eds & Meds district along Hayes Avenue and connected seamlessly to Downtown Sandusky
- Develop upper floors and vacant sites for office market and technology markets, ensure appropriate internet speed and access in order to support professional office and technology markets downtown
- Using historic preservation as an economic tool
- Leverage impending hospitality investments to revitalize Cleveland Road Corridor

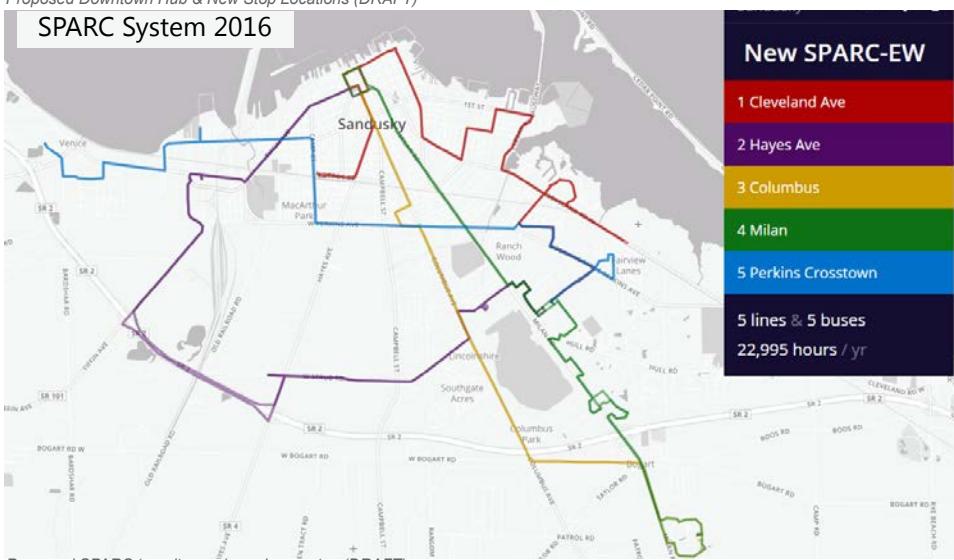
CITY WIDE INFRASTRUCTURE: PRIORITIZING PUBLIC INVESTMENT IN CONNECTIONS



- Location 1
South side of water street at Jackson St.
 - Location 2
East side of Wayne St. at Washington St.
 - Location 3
North side Adams St. at Columbus Ave.
 - Location 4
West side of Jackson at Adams St.
 - Location 5
East side of Wayne St. at Adams St.
 - Location 6
East side of Jackson St. at Water st.

Demonstrating its commitment to improving infrastructure and transportation options for residents, the City of Sandusky has already begun studying an expansion of its existing bus public transit system. Currently, the system has three routes that serve the city and nearby townships, but demand and ridership are growing. The new system looks to expand to five routes that will improve connectivity, reach underserved residents, and making public transit a viable option. The expansion of services and routes, may include areas and communities outside of the city limits, if so a further discussion of SPARC acting as a regional transit authority, may be required.

In addition, the system looks to expand its existing Downtown bus stops and shelters to upgraded facilities in the Compass District. These new shelters will comprise a Downtown loop and transit hub connecting to the City's largest employers and most frequented municipal and county services. All of these routes and new Downtown stops were taken into consideration within the planning document, ensuring development will be compatible with public transit investment. While still in draft form, the new SPARC system and Downtown transit hub pave the way for the City's continued investment in connectivity and multi-modal access.



Proposed SPARC transit map / new bus routes (DRAFT)

1. Fallon Tower & Pomeroy Station (Transfer Point)	65
2. Remington Apartments	65
3. Oldfield Rd. & Fairwell St.	65
4. 10th Street	65
5. Sandusky Plaza	65
6. New Day Resource Center and Church	14
7. 10th Street	14
8. Franklin St. & Adams St.	19
9. Water St. & Kenneth St./Zac Parker Station (Transfer Point)	22
10. 10th Street	22
11. Madison St. & Lawrence St. (Transfer Point)	25
12. Camp St. & Baker St.	28
13. 10th Street	28
14. Krieger Plaza/Park Station (Transfer Point)	33
15. Job Family Services	35
16. 10th Street	35
17. Ohio Veterans Home (Vet Home)	42
18. Sandusky Clean Sweep (Ex. Walk)	48
19. 10th Street	48
20. Wal-Mart (Transfer Point)	53
21. Park Plaza	55
22. 10th Street	55
23. Sandusky Mill	57

SPARC 2	1. Falmouth Twp Dr. & Pleasant Trail (Transfer Point)	.35
	2. Renaissance Apartments	.38
	3. 10th & 9th St. (I-95 to 30th Loop)	.40
	4. 1st Street & Cedar Creek Drive	.48
	5. 1st Street & Meigs St.	.43
	6. 22nd Street (I-95 to 30th Loop)	.48
	7. 23rd Street & 1st St. (From Park 1) (Transfer Point)	.48
	8. Jackson St. & Washington St.	.50
	9. Washington St. & Lawrence St.	.52
	10. 24th Street & 1st St. (From Park 2) (Transfer Point)	.52
	11. 3339 Fifteenth Ave.	.54
	12. Walgreens Shopping Plaza (SE corner of Family Dollar)	.56
	13. Wal-Mart (Transfer Point)	.58
	14. Old Town St. & Broad Street (Transfer Point)	.60
	15. Kroger Plaza - Fast Station (Transfer Point)	.94
	16. King Avenue	.96
	17. King Avenue	.10
	18. Wal-Mart (Transfer Point)	.24
	19. Park Place Plaza (Wal-Mart Plaza)	.25



Existing bus shelter on Meigs

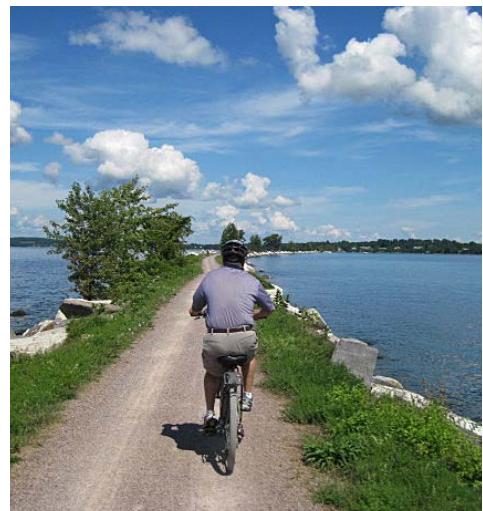


Example upgraded bus shelter for Downtown Hub stops

TOP INFRASTRUCTURE PRIORITIES:

Improvement	Length	Cost / Linear Foot	Budget
Battery Park New Street	2,300 l.f.	\$900 / l.f.	\$2,070,000
Protected Bike Lanes on Meigs St	2,900 l.f.	\$18 / l.f.	\$52,200
Bike Lanes on Columbus	6,500 l.f.	\$6 / l.f.	\$39,000
Regional Trail on Cleveland Rd from Cedar Point Drive east toward Huron*	7,300 l.f.	\$40 / l.f.	\$292,000
* Extends between Cedar Point Drive and City Limits			
Cedar Point Drive multi-purpose trail (mostly existing, requires signage and missing links)	3,600 l.f.	\$10 / l.f.	\$36,000
First Street Multi-purpose trail (extension of the Sandusky Bay Pathway)*	6,800 l.f.	\$40 / l.f.	\$272,000
* Extends between Meigs / First intersection to First / Cedar Point Drive intersection			
Pier Track Trail (extension of the Sandusky Bay Pathway)	3,500 l.f.	\$40 / l.f.	\$140,000
Allowance for Bridge	1		\$400,000
Pier Track Trail + Bridge			\$540,000
Shoreline Drive Boardwalk / Elevated Walkway	22,600 s.f.	\$55 / s.f.	\$1,243,000
Columbus Ave Landscape Medians (Downtown only)	750 l.f.	\$500 / l.f.	\$375,000
Columbus Ave Streetscape	6,500 l.f.	\$300 / l.f.	\$1,950,000
Hayes Health Corridor Streetscape			
Includes streetscape enhancements: upgraded lighting, banners, signage, landscaping ,etc. Does not include a full reconstruction of the sidewalk / street	6,800 l.f.	\$600 / l.f.	\$4,080,000
Jaycee Park Connector Trail To Warren Connector Trail*			
* Does not include property acquisition, consolidation and assumes bicycle traffic through Huron Park and on Warren Street	4,800 l.f.	\$50 / l.f.	\$240,000
Bike Lanes on Monroe between Tiffin & Edgewater	6,800 l.f.	\$6 / l.f.	\$40,800
Westside Walkability Plan: Edgewater & Venice Multi-Purpose Trail Assumes new sidewalk and trail along entire length of Venice to Fremont Ave, and along Fremont to Bardshard Road	12,400 l.f.	\$40 / l.f.	\$496,000
Intersection safety and pedestrian improvements (based on Columbus-Scott-Campbell)			\$150,000-\$250,000 / intersection

Note: Estimates are based on 2015 construction data and similar initiatives. Costs are budgetary estimates only, and are not comprehensive. All infrastructure initiatives should be further analyzed and studied with real cost data and full existing conditions analysis as funding and budgetary cycles begin to include these projects in their implementation plans.



NEIGHBORHOOD SPOTLIGHTS: BEGINNING IMPLEMENTATION AT THE COMMUNITY SCALE



Jaycee Park Connector Trail



Conceptual Sketch of Huron Park reconfiguration



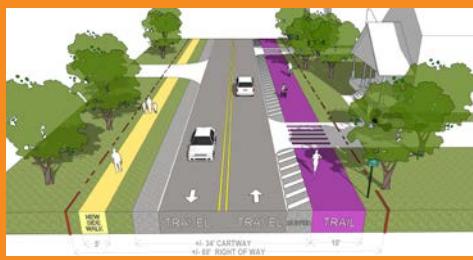
Recently reconstructed section of Warren

CENTRAL NEIGHBORHOODS: CONNECTING AND IMPROVING THE NEIGHBORHOOD PARKS

Throughout the engagement process, the community parks in the Central neighborhoods were a primary focus of the discussion. As seen in the planning document, there is a significant opportunity to connect Jaycee Park to Huron Park via an off-road trail, and to add bike infrastructure to Warren Street to connect Huron Park to Shoreline Park. This linkage will create a new north-south, multi-modal connection that brings residents from the neighborhoods to their waterfront in Downtown. As identified in the neighborhood initiatives, it is the top priority for the Central Neighborhoods. The second priority is to improve both Jaycee & Huron Parks, an initiative that goes hand in hand with this connection. If US Route 6 is further studied for reconfiguration, Huron Park could be unified into one larger park, making it a better functioning recreational space, and improving the safety of several intersections.

WEST NEIGHBORHOODS: UNITING THE NEIGHBORHOODS WITH THE COMMUNITY

Similar to the Central Neighborhoods, residents of the West Neighborhoods considered the connectivity and quality of their community parks to be very important. The top initiatives in the West focus on the continued improvement of the parks and planning investment for the future. Lion's Park went through a master planning process as recently as 2009, and while the plan has started to be realized, it still has much left to be implemented. Amvets Park has yet to be master planned and currently serves a significant role with many Little League baseball diamonds. However, Amvets requires a holistic look at its function, amenities and connections back to the neighborhoods. Uniting all of the Western Neighborhoods and improving connections to the other neighborhoods and amenities is a top priority. Venice Road, as the main east-west corridor, serves as the primary opportunity to create multi-modal infrastructure for bicycle and pedestrian connectivity.

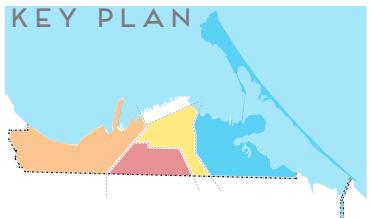


Semi-Rural Trail - Venice Road



Aerial view of Amvets Park





Active Recreation Rentals



Gateway Signage



Cedar Point Entrance at Cleveland Road



Sports Force Proposed Development
(as shown in Sandusky Register, 7/1/15)

EAST NEIGHBORHOODS: REDEFINING THE GATEWAY EXPERIENCE

The Eastern Neighborhoods' best amenities are focused on recreation and entertainment. Big Island is already a considerable park space, with walking trails and natural habitat space. Its location on the protected bay side of Cedar Point Causeway makes it ideal for water-sport rentals and an expanded light craft launch. The Cleveland Road corridor is one of the most highly-trafficked routes by visitors and has considerable potential for redevelopment. Immediate next steps should prioritize wayfinding and the creation of gateways that welcome visitors to the city. The former Sandusky Airport, while not a top priority, is already making headlines with the Sports Force Redevelopment in partnership with Cedar Fair, making the short-term improvements to Cleveland Road even more imperative.

SOUTH NEIGHBORHOODS: REVITALIZING HOUSING AND ENCOURAGING HEALTHY LIFESTYLES

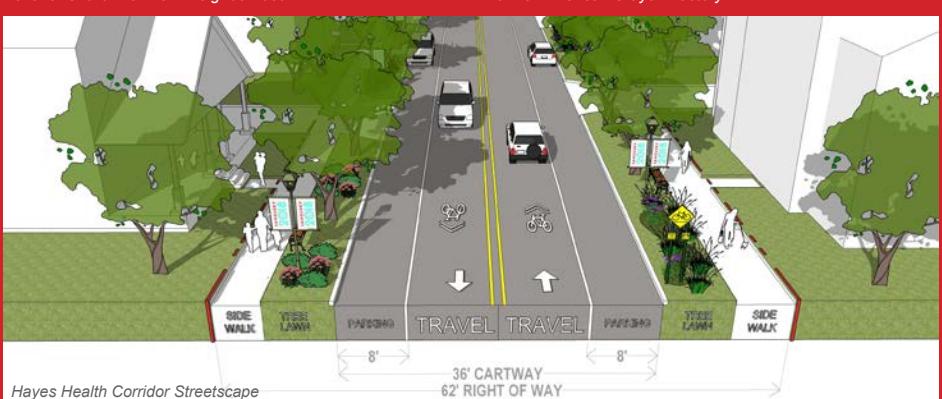
The South Neighborhoods' community meeting was held in Churchwell Park, with many residents from the surrounding neighborhoods discussing the need for quality, affordable housing options that promote home ownership. Churchwell Park is the primary opportunity to completely re-envision housing options in the South neighborhood, centered around the park amenity. In addition to large-scale redevelopment and park enhancements, the plan prioritized stepping up code-enforcement particularly in this neighborhood to promote community pride and ownership. Another major priority and opportunity for the South neighborhoods is the growing development of a institution district along Hayes Avenue. Strategic demolition of properties like American Crayon and investment in public infrastructure, wayfinding, and safe routes to school will continue the momentum of this growing district.



Aerial of Churchwell Park Neighborhood



Former American Crayon Factory



Hayes Health Corridor Streetscape

NEIGHBORHOOD INITIATIVES:

TOP PRIORITIES	Priority	Initiative	STRATEGIC PRIORITIES				
			Vibrant City	Destination City	Celebrated City	Connected City	Livable City
1	Jaycee & Warren Connector Trails: Connect Jaycee Park to Huron and Shoreline Parks with a new trail in former easement right of way and along Warren		X			X	X
2	Develop and enhance neighborhood parks as community amenities with a balanced programming of passive and active park spaces		X			X	X
3	Develop Hayes Ave as a Med-Tech / Education district	X					
4	Hayes Health Corridor Streetscape: Create a Hayes Avenue streetscape amenity package that promotes walkability including landscaping, bump-outs lighting, public art, benches, bike racks, trash cans, etc				X		
5	Sandusky Bay Pathway: Pier-track trail					X	
6	Corridor with Bike Lanes: Add bicycle infrastructure to primary north-south connector (Columbus)		X			X	
7	Study re-routing US Route 6 to Warren instead of Huron					X	
8	Create gateways with signage and landscaping at key intersections and entry points that indicate arrival and decision points					X	
9	Infill single family housing on vacant lots in combination with strategic demolition of blighted or abandoned properties						X
10	Preserve historic and intact housing stock and maintain quality of neighborhood						X
11	Creation of a Transient Overlay District	X					

TOP PRIORITIES	Priority	Initiative	STRATEGIC PRIORITIES				
			Vibrant City	Destination City	Celebrated City	Connected City	Livable City
1	Improve Lion's park as the neighborhood waterfront park, with active recreation opportunities that compliment it's natural attributes; complete 2009 plan		X				X
2	Reposition Amvets park as a neighborhood active recreation space with amenities for residents nearby and city wide		X				X
3	Develop and enhance neighborhood parks as community amenities with a balanced programming of active park spaces.		X				X
4	Consider development of Dorn park as a regional amenity - tournament facilities and expanded amenities		X				X
5	Sandusky Bay Pathway, Residential Bike Lanes, Semi-Rural Trail: Extend a regional trail connection from Amvets Park via on-road trail connections along Mills, Monroe (residential bike lanes, and Venice (semi-rural trail)					X	
6	Preserve existing and intact housing stock, particularly in the waterfront neighborhoods and adjacent to Venice Heights School						X
7	Create gateways with signage and landscaping at key intersections and entry points that indicate arrival and decisions points					X	
8	Improve pedestrian, bicycle, and vehicular safety at rail crossings that occur at grade					X	X
9	Consider signalized signage in the residential neighborhoods along Monroe that indicates when train crossings are active					X	X
10	Concentrate industrial development along rail corridors and develop a light / medium industrial economic center to create jobs, utilize vacant industrial land, and reduce incompatible / sensitive land uses	X					
11	Redevelop area along Venice that has been blighted as a result of the US 6 elevated bypass	X					
12	Strategically infill housing on vacant lots, particularly where redevelopment began, infrastructure was put in place, yet residences were not built						X
13	Expand existing senior housing community and develop resident amenities (ex: small retail, medical / pharmacy services, recreational, or entertainment)						X

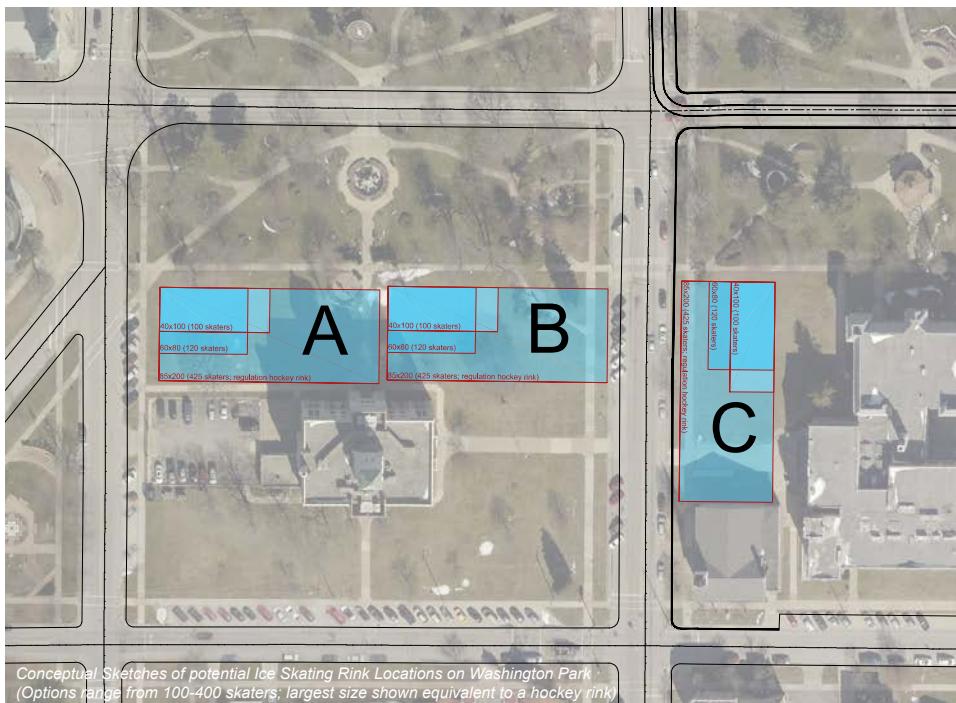
EAST

		STRATEGIC PRIORITIES					
TOP PRIORITIES	Priority	Initiative	Vibrant City	Destination City	Celebrated City	Connected City	Livable City
	1	Preserve and enhance Big Island / Pipe Creek Wildlife Reserve as a city amenity; considering adding water sport rentals to attract recreational users to the protected bay		X			X
	2	Consider relocation of Farewell Park to a location that is more accessible and central to residential neighborhoods					X
	3	Redevelop vacant land and blighted parcels along Cleveland Road / US 6 to give a uniform experience and entry into the city	X	X			
	4	Add signage, place-making elements and multi-modal access along Cleveland Rd / US 6 and Cedar Point Drive to welcome visitors to the city		X		X	
	5	Create gateways at key arrival intersections with landscaping and signage that directs visitors to major amenities				X	
	6	Enhance decision points at key intersections to direct visitors to Downtown and other amenities				X	
	7	Continue developing along Cedar Point Drive, extending the Cedar Point experience from the peninsula to the mainland; promote campus atmosphere, landscaping, parking behind buildings	X				
	8	Explore connecting significant boater population to Downtown entertainment and dining options with a seasonal trolley service		X		X	
	9	Sandusky Bay Pathway: First Street Multi-Purpose Trail, Cedar Point Drive & Causeway, Corridor with Trail: Extend off-road recreational trail from Downtown along the Pier Track to First St, Cedar Point Dr and Cleveland Rd to connect regional amenities like Cedar Point, Pipe Creek Reserve, and Sports Force to East Bay Metro Parks & Huron				X	
	10	Develop waterfront residential on former industrial sites while maintaining and/or creating public access - consider a mix of for-sale homes and vacation rentals with waterfront access		X			X
	11	Preserve stable, intact housing stock and maintain quality of neighborhood, and promote green building initiatives					X
	12	Redevelop vacant land and infill to extend and stabilize single family neighborhoods					X
	13	Redevelop light / medium industrial areas & reduce incompatible adjacencies to sensitive uses	X				X
	14	Redevelop the former Sandusky Griffing Airport as the Sports Force athletics facility as a regional attraction	X				
	15	Create a transient overlay district	X				

SOUTH

		STRATEGIC PRIORITIES					
TOP PRIORITIES	Priority	Initiative	Vibrant City	Destination City	Celebrated City	Connected City	Livable City
	1	Churchwell Park Community: Increase residential options that promote home-ownership - lease to own, affordable and low-income development; consider a new developer-driven residential community					X
	2	Develop Hayes Ave as a Med-Tech / Education District with connections between BGSU Firelands, the two Firelands Medical Center Campuses, and Sandusky High School	X				
	3	Hayes Health Corridor Streetscape: Create Hayes Ave streetscape amenity package that promotes walkability including landscaping, lighting, public art, benches, bike racks, trash cans				X	
	4	Reconnect streets that are disconnected from the street grid, and promote the potential for both natural surveillance and safety vehicle access				X	X
	5	Step-up code enforcement to eliminate blighted housing and illegal dumping, and reduce visible deterioration of the neighborhood while promoting community pride, ownership and maintenance					X
	6	Improve and expand Churchwell / MacArthur Park's amenities as a neighborhood park - add permanent facilities like restrooms, shelters, basketball courts & play fields - increase signage		X			X
	7	Add city-wide directional signage to increase connectivity and access to the Amtrak station		X		X	
	8	Corridor with Bike Lanes: Add bicycle infrastructure to Columbus Ave as the primary north-south connector				X	
	9	Improve Columbus - Perkins intersection as primary visitor entry gateway from the south and encourage Columbus as primary downtown visitor route		X		X	
	10	Enhance decision points at key intersections with landscaping and signage as well as traffic calming design to direct visitors to major attractions					X
	11	Consider relocation of the YMCA to a more central location that serves all residents					X
	12	Demolish and redevelop the former American Crayon site to extend and connect the Hayes Med-Tech / Education corridor	X				
	13	Redevelop vacant and blighted parcels along Perkins and encourage design standards that give a uniform experience along the corridor	X				
	14	Infill single family housing on vacant lots in combination with strategic demolition of blighted or vacant properties					X
	15	Preserve intact housing stock and maintain the quality of the neighborhood					X

DOWNTOWN DISTRICTS: PLANNING FOR A 365 DAY CITY

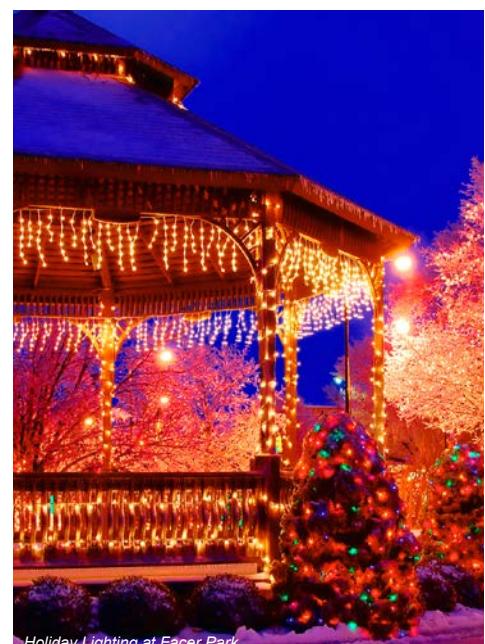


As a Great Lakes City, Sandusky experiences all four seasons, including a lengthy winter. Embracing seasonal variety is important to the city's perception as a vital and active place. While Sandusky is clearly known as a summertime destination that attracts vacationers and recreational boaters, it is important to recognize that the city is still home to over 25,000 year round residents who will benefit from a range of seasonal activities throughout the year.

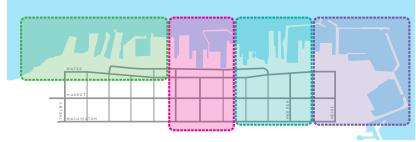
Many communities in the north recognize the importance of winter-time activities, centered around the holidays, recreation, and extending the tourist season. Active winter programming can contribute to the overall quality of life in the City. These activities promote healthy habits and community identity while demonstrating that Sandusky has true year-round appeal. Sandusky has a history of winter activities such as ice carving, ice-fishing, skating and sledding on Lake Erie, and the candlelight tour of historic homes. The facing page showcases many of the ways other winter communities embrace their cold season with lighting, events, recreation, site amenities, and festivals.



Planning for additional activities can begin immediately, in support of upcoming Bicentennial celebrations. One of the first amenities the City should consider installing is a public ice skating rink. This was an idea from the community that was mentioned at many of the public engagement events, and would serve as a new winter gathering space for residents. The suggested location is the heart of Downtown on the public square, Washington Park, where the community has historically gathered and the activity will be visible and accessible to all.







DOWNTOWN DISTRICTS:

BATTERY PARK

STRATEGIC PRIORITIES

Vibrant City	Destination City	Celebrated City	Connected City	Livable City
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Initiative

Extend street grid into site to create new city blocks for private development, while maintaining public space and access to the water

X			X	
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Create new contiguous waterfront park space

X			X	X
---	--	--	---	---

Redevelop the Sandusky Bay Pavilion Site for active recreation, with activities which could include: tennis courts, volleyball courts, and skate park

X				X
---	--	--	--	---

Create an amphitheater and festival village space

X	X	X		
---	---	---	--	--

Install a continuous boardwalk along the shoreline

X			X	
---	--	--	---	--

Create a trailhead and new bridge connection to Pier track

			X	
--	--	--	---	--

Support development of mixed-use residential over retail buildings

X				X
---	--	--	--	---

Reconfigure Battery Park Marina parking to create a promenade connection

			X	
--	--	--	---	--

IRON DISTRICT

STRATEGIC PRIORITIES

Vibrant City	Destination City	Celebrated City	Connected City	Livable City
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Initiative

Support infill single family homes along Washington

				X
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Partner with landowners to create development parcels along Market & Meigs

X				X
---	--	--	--	---

Continue rehabilitation of Warren Street and add bike lanes

			X	
--	--	--	---	--

Install mid-block alleyways to aid in the development of townhomes / higher density residential development

			X	
--	--	--	---	--

Support development of higher density residential development along Market

				X
--	--	--	--	---

Support development of higher density residential development along Water

				X
--	--	--	--	---

COMPASS DISTRICT

STRATEGIC PRIORITIES

Initiative	Vibrant City	Destination City	Celebrated City	Connected City	Livable City
Add divided landscape medians to Columbus Ave and install infrastructure to allow the street to be shutdown for festivals		X	X		
Intersection improvements - signage, signals, special paving, lighting		X		X	
Develop a centralized public parking strategy for the district to promote “park and walk” concept		X		X	
Construct an elevated public walkway / boardwalk along the Shoreline Drive to connect rear entries of buildings, add outdoor dining, and create public space with views	X	X		X	
Install waterfront experience plazas to allow people to get close to the water at Schade Mylander Plaza and Wayne Street		X		X	
Support renovation of upper stories of historic buildings with apartments					X
Support infill development and new mixed-use construction	X	X			
Enhance alleys connecting public parkig and Columbus Ave (i.e. Peddler's Alley and alley from Water St lot to Columbus)		X	X	X	
Add streetscape elements to Shoreline Drive to unify Sandusky Bay Pathway and improve wayfinding		X	X	X	
Consider locating additional government offices to increase efficiencies and collaboration between offices	X				
Develop a master plan for the Jackson Street Pier which encourages maintaining public uses, including parking, retail & entertainment amenities	X	X			X
Add year-round amenities to public plazas to promote seasonal activities and events		X	X		
Create a public plaza on Jackson Street pier - encourage temporary or pop-up type uses like food trucks to utilize the pier	X	X	X		X
Encourage re-instituting ferry service between Downtown & Cedar Point				X	
Refine and complete green space areas around the Chesapeake Lofts					X

PAPER DISTRICT

STRATEGIC PRIORITIES

Initiative	Vibrant City	Destination City	Celebrated City	Connected City	Livable City
Extend Sandusky Bay Pathway from marina to boat launch				X	
Formalize amphitheater space at marina		X			
Add look-out tower with ground level storage at marina		X	X		
Expand marina to include deep water dock / extend boardwalk		X		X	
Use bio-remediation to decontaminate brownfield site and create passive park space	X	X			
Install new park roadway infrastructure to connect Shoreline Drive to the Boat Launch				X	
Relocate skate park near Boat Launch, and significantly expand the facility		X		X	

NEXT STEPS: 2018 AND BEYOND

INFRASTRUCTURE:

- Create a Wayfinding, Signage, and Branding Plan for the Bicentennial and Beyond.
- Create a city-wide bicycle and pedestrian infrastructure amenities package that coordinates with signage & wayfinding plan to ensure consistency in marketing Sandusky's brand
- Develop a Green Space & Park Network master plan that looks at amenities, programming, regular implementation / development of individual park master plans, and resources city-wide
- Begin implementing priority infrastructure project with Issue 8 funds
- Complete and implement the SPARC public transit system network improvements and expansion
- Commission a Downtown Parking Strategy that looks at shared parking and future demand



DEVELOPMENT:

- Commission a Slum & Blight & Urban Renewal Plan to identify boundaries for the allocation of surplus TIF funding, including infrastructure improvements and economic incentives
- Consider revising zoning designations and creating new overlay districts to allow for re-zoning of development parcels
- Continue to partner with developers and provide incentives that attract new residents to the community, and encourage growth across all sectors
- Consider revision of the Downtown Design Review standards to better promote new mixed-use infill and development
- Evaluate and potentially redefine the role of the Main Street organization and the potential to create a Downtown BID or SID for physical improvements like streetscaping, specialty intersections, and amenities

CELEBRATING SANDUSKY:

- Celebrate Sandusky's Bicentennial with milestone projects that promote the vision of the City's future
- Continue to develop relationships between residents, property owners, and the City of Sandusky that encourages property maintenance, code enforcement, and redevelopment
- Promote activities and events that continue to bring residents together throughout the year
- Collaborate with other regional entities to promote Sandusky's role as the historic waterfront destination on Lake Erie
- Embrace Sandusky's cultural identity as an inclusive and diverse community

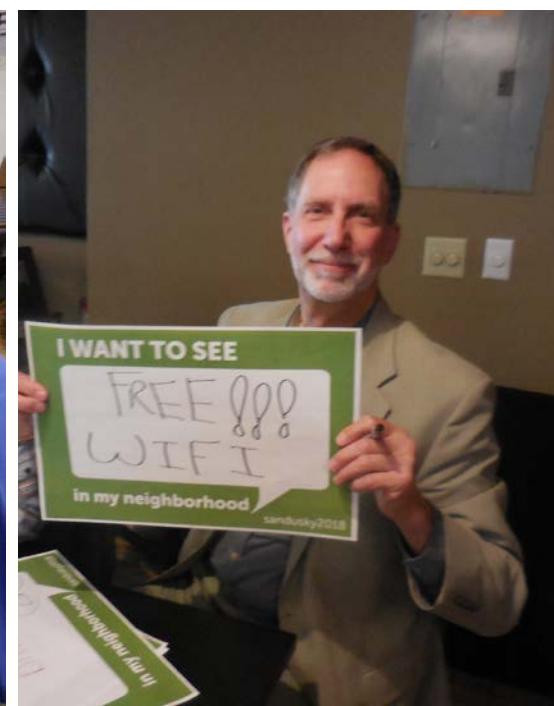


SANDUSKY 2018



Tina Wahl Tamburrino ▶ Sandusky High School Class of 1984
May 28 at 4:48pm ·

The future of Sandusky looks promising. 2018 is the Bi-Centennial.
#sandusky2018







SANDUSKY
BICENTENNIAL VISION
COMPREHENSIVE PLAN
APPENDIX

APPENDIX

DOCUMENTS REFERENCED:

- 2005 City of Sandusky Comprehensive Plan
available online at: <http://www.ci.sandusky.oh.us/community-dev/pz-comp-plan.htm>
- Erie Regional Planning Commission Online Traffic Counts Database
available online at: <http://erie.ms2soft.com/tcds/tsearch.asp?loc=Erie&mod=>
- Erie Regional Planning Commission 2013 Sidewalk Inventory Report
available online at: <http://www.eriecounty.oh.gov/departments-and-agencies/economic-development/erie-regional-planning-commission/downloadable-documents/>
- Erie Regional Planning Commission 2014 Bicycle and Pedestrian Plan
available online at: <http://www.eriecounty.oh.gov/departments-and-agencies/economic-development/erie-regional-planning-commission/downloadable-documents/>
- Erie Regional Planning Commission 2035 Long Range Transportation Plan
available online at: <http://www.eriecounty.oh.gov/departments-and-agencies/economic-development/erie-regional-planning-commission/downloadable-documents/>
- 1997 Sandusky Bay Corridor Plan
print version on file at the City of Sandusky
- 2007 Sandusky Parks Masterplan
print version on file at the City of Sandusky
- 2009 Lions Park Master Plan
available online at: <http://ci.sandusky.oh.us/cms-assets/documents/79137-682584.lions-park-master-plan-12.14.09.pdf>
- 2015 Sandusky Property Inventory Report
available online at: http://www.wrlandconservancy.org/wp-content/uploads/2015/06/WRLC_TCI_Sandusky_Property_Inventory_FOR_DISTRIBUTION_20150406.pdf
- 2014 Downtown Sandusky Parking Study
print version on file at the City of Sandusky
- 2011 Southside Neighborhood Strategic Plan
print version on file at the City of Sandusky
- 2015 City of Sandusky Zoning Map
available online at: <http://www.ci.sandusky.oh.us/cms-assets/documents/206046-994213.zone-map-2015.pdf>
- 2007 Marina District Plan
print version on file at the City of Sandusky
- 2015 Lake Erie Shores and Islands Guide
available online at: <http://www.shoresandislands.com/visitors/guide/>
- ODNR Lake Erie Public Access Guide
available online at: <http://coastal.ohiodnr.gov/gocoast>
- Historic Information from: www.ohiohistorycentral.org and <http://sanduskyhistory.blogspot.com/>

MEETING SUMMARIES & FEEDBACK:

- 2015-04-20 Executive Committee Meeting Summary
- 2015-04-23 Steering Committee Meeting Summary & Sign in Sheets
- 2015-06-18 Boat Tour Feedback Summary
- 2015-07-08 Central Neighborhoods Feedback Summary
- 2015-07-16 West Neighborhoods Feedback Summary
- 2015-07-21 East Neighborhoods Feedback Summary
- 2015-07-29 South Neighborhoods Feedback Summary
- 2015-08-12 Downtown Meeting Feedback Summary
- 2015-08-20 Executive & Steering Committees Sign In Sheets & Presentation
- 2015-08-26 Planning Commission Review Session Summary
- 2015-11-05 Joint City Commission & Planning Commission Review Summary
- 2015-12-10 Sandusky 2018 Bicentennial Vision Community Meeting Presentation & Comment Cards

ADDITIONAL RESOURCES:

- 2005 Sandusky Comprehensive Plan Review (*as completed by City Architecture*)
- Full demographic data analysis (*as completed by City Architecture*)

Sandusky Bicentennial Master Plan

Executive Committee Kick-off Meeting – April 20, 2015

Attendees:

- Eric Wobser, City Manager – City of Sandusky
- Dennis Murray Jr., President of City Commission – City of Sandusky
- Angie Byington, Director of Neighborhood Development & Planning – City of Sandusky
- Matt Lasko, Chief Development Officer – City of Sandusky
- McKenzie Spriggs, Executive Assistant to the City Manager – City of Sandusky
- Mary Jane Hill – Flynn, Py & Kruse, LPA
- Dawn Weinhardt – Lake Erie Shores & Islands
- Sue Daugherty – Serving Our Seniors
- Abbey Bemis – Erie County Economic Development Corporation
- Anna Phipps – Erie County Community Foundation
- Lee Alexakos – Cedar Fair
- Charlene Adams – Center for Cultural Awareness
- Dora Grant – Conestoga Coordinator
- Ryan Whaley – Green Door Mediaworks
- Jim Miller – Civista Bank
- Alex Pesta, Principal Planner – City Architecture
- Kat Keller-Kratzer, Architect & Urban Design – City Architecture
- Mike Graham, Partner – Strategy Design Partners
- Virginia Houston, Director of Strategy & Communications – Strategy Design Partners

The intent of this meeting was to introduce the Bicentennial Master Plan Executive Committee to the planning process and review their roles and expectations. The discussion began with an introduction to the master plan and current state of the City by City representatives, followed by an exercise where each member of the Executive Committee and City Staff were asked to answer these questions: “It’s 2018, the year of our city’s bicentennial, what has changed in Sandusky?” and “From the articles (give as an initial homework assignment in the invitation to join the committee), did any ideas / lessons jump out at you?” A summary of the comments is below:

- Continuing the Momentum from 2018 and beyond
- Improving the role of City & County government
- Public-Private Partnership / Collaboration
- Sandusky has a vision for itself and what it wants to be / is heading towards
- Increased tourism
- Capitalize on Waterfront
- Increased recreation and entertainment options (destination)
- Increased investment in the City (it's ok to do business with the City of Sandusky)
- Creating a reputation of success / improved perception
- National recognition “Sandusky listed among top 5 small cities to live”
- “How do I become more like Sandusky?” (from the perspective of other communities)
- Children / younger generations who want to stay here or come back
- Attractive community / Downtown for young adults / families
- Safe place for children to grow up and go to school

- Livable community for older adults
- An intergenerational community (live / stay throughout a lifetime)
- More home-ownership
- Diversity
- Compassionate, kind, and considerate residents (perception)
- Strong, connected neighborhoods – emphasized sense of community (know your neighbors)
- Broader participation by the community / community that comes out and shows up
- Greater grassroots participation / action
- Tear down old American Crayon factory
- Build / Create new YMCA
- Be part of the regional / national technology / innovation spotlight
- Improve the tech component of the community (fiber optics, internet access) and attract development with technology emphasis / needs
- This vision process and the way the City works is transparent – “I get it and I support it.”

The discussion continued with an outline of the public engagement process, what events would be held, and a draft of the public survey was distributed for comment. The two different surveys were presented: a general survey for anyone living, working, owning a business in Sandusky; the second survey catered to visitors. The committee was asked to consider ways to distribute the survey to get a broad and extensive response rate. This includes forwarding the survey to their email lists; incentivizing the visitors' survey with a free drink, etc at entertainment venues; or including a link to the survey in their newsletters or on social media. A discussion followed on how the survey may be distributed to groups that are underserved or typically under-represented, which included computer stations at libraries or senior centers or providing paper copies. Other suggestions were a shortened version of the primary survey (60 seconds v. extended / full version); and whether a phone survey with volunteer base would be possible if feedback was not satisfactory.

Other engagement strategies discussed were the focus groups and one-on-one interviews. Focus groups that are issue based and address home-ownership, landlords / rental owners, and neighborhood improvements were all suggested. It was also agreed that the Steering Committee kick-off meeting to be held on Thursday, April 23, 2015 should follow a similar format to today's discussion and that the committee should be divided into breakout groups (per table) to discuss and answer questions similar to the ones used as icebreakers.

The meeting concluded with an outline and discussion of next steps. The planning team's primary focus for the next month (and beyond) will be conducting interviews, launching the survey, and collecting additional information. Initial focus areas for physical planning will be considered and concepts developed.

Next Executive Meeting

- Mid / End of July – report on findings and review initial concepts with group

Sandusky Bicentennial Master Plan

Steering Committee Kick-off Meeting – April 23, 2015

Summary of Feedback

The intent of this meeting was to introduce the Bicentennial Master Plan Steering Committee to the plan and review their roles and responsibilities throughout the process. The discussion began with an introduction to the master plan and current state of the City by City representatives, followed by an introduction of the planning team. The team then discussed the public engagement process, what events would be held, and the public survey which will be available online. The group was asked to consider distributing the survey to their networks and drawing attendance to meetings. Kyle Roth, a graphic designer commissioned by the City to redesign the city seal and create a bicentennial logo, gave a brief presentation about his work and the process he will be undertaking. The committee then began a breakout group session where each table discussed three questions that were provided to each attendee. The questions were: “1. What are you most proud of in Sandusky?” “2. It’s 2018, the year of Sandusky’s bicentennial, What has changed in Sandusky? A. What improvements do you see? B. With whom should Sandusky collaborate to get those things done and improve the city and region?”

After discussion, the breakout groups reported out to the committee. Common themes for question #1 were pride in the community, the diversity, the neighborhoods, and the people who live in Sandusky; the physical assets like the architecture, walkable Downtown, parks, waterfront and entertainment amenities; the regional draw that destinations like Cedar Point, the waterparks, and the Lake Erie islands provides for the community; and the intangible qualities of Sandusky like it’s history, being a community for families and children, and it’s identity.

Recommendations and ideas for what the committee would like to see by the City’s bicentennial in 2018 (question #2A) were often waterfront and Downtown related. Citywide amenities like expanded transportation options, including water and multi-modal transit, were balanced by the committee’s focus on redevelopment of Downtown and making it a year-round, mixed-use, historical destination complete with a diversity of restaurants, businesses, visitor amenities, outdoor recreation, residential options (Live-Work-Play), and sustainability. Improved recognition and perception, regionally and nationally of Sandusky, was an important goal, as well as continued improvement of the neighborhoods and expanded housing options.

Finally, the question (#2B) on collaboration provided an array of potential partnerships between other governing entities like regional city governments, Erie County and the State of Ohio; public-private partnerships like business owners, entrepreneurs, and developers; and among citizens with public forums, social services networks, and the schools.

The last exercise the committee was asked to undertake were comment cards that said “I want to see ____ in Downtown.”, “I want to see ____ in the neighborhoods.”, and “I want to see ____ on the waterfront.” The committee filled in the blanks and the signs are being hung in vacant storefronts in Downtown to advertise the planning process and the committee’s goals for 2018.

A summary of all of the feedback is included on the following pages.

Feedback from Questions:

Question 1: What are you most proud of in Sandusky?	
Response	#
Waterfront / Boating / Recreation / Islands	15
Downtown / Redevelopment	10
History	8
Architecture	6
Cedar Point	5
Diversity	4
Outdoor Recreation / Parks	4
Energy / Changing Attitudes	3
Affordable Quality of Life	2
Good People	2
Variety	2
Proximity to other amenities	2
Schools	2
Family	1
Walkable	
Library	
NASA	
Theater	
Tree City USA (25 years)	

Question 2a: It's 2018, the year of Sandusky's Bicentennial, what improvements do you see?	
Response	#
Restoration & Adaptive Re-Use of Historic Buildings / No Empty Storefronts / Downtown & Waterfront Revitalization	17
Entrepreneurship / Expanded Employment Base / Economy	7
Upgraded Housing Stock	4
Improved Corridors / Streets / Infrastructure	4
Bicycle Amenities / Infrastructure	4
Expanded Tourism	4
Walkable City	3
Wayfinding	3
Tech-Friendly / Free WiFi	3
Neighborhood Revitalization	3
New YMCA / Public recreation	3
Sustainability	3
Re-populating	
Access to Healthcare	
Schools	
Emphasis on Regionalism	
Redevelopment of Airport	

Question 2b: With whom should Sandusky collaborate with to get those things done and improve the city and region?

Response	#
Regional / State Governments / Erie County	10
Businesses / Technology	7
School Districts / Colleges	6
People / Citizens	4
Parks systems	4
Non-profit groups / Foundations	3
Developers & Public / Private Partnerships	2
Downtown Property Owners	2
Neighborhood Associations	2
Cedar Point	
NASA	
Erie Shores & Islands	
YMCA	
Boaters	
Farmers	
Railroads	
Arts / History organizations	

City of Sandusky
City Architecture

Strategic Design Partners

Feedback from Comment Cards:

in Downtown		In my Neighborhood	
Response	#	Response	#
Outdoor restaurants / Entertainment & Festival locations / Brewery / Enhanced Nightlife	9	Clean, safe Sidewalks / Bike Paths	7
More Residential apartment buildings / Adapt reuse of historic buildings	8	Landscaping Areas / Parks & activities / Splash Pads	4
Nice Hotel / Bed & Breakfast	4	More Families	2
Boutique Shopping / Ice Cream shop / Retail Shopping open during events	4	Preservation and Pride in Historic Neighborhoods	2
Clean and Appealing Storefronts / occupied	3	Friendly / Helping Neighborhood Culture	2
More Businesses	3	Code Enforcement / Property Maintenance	3
Better Storm water management	2	Upgraded & well maintained housing	2
Community Gardens / Landscaping	2	Curbside recycling every week	
Bike shops/rentals/bike lanes/trails	2	Block Parties	
Free Wifi		Neighborhood Cleanup by the residents	
Outdoor seating		No Vacant Homes / No For Sale Signs	
Banks open on Saturdays		More diverse communities for all ages	
Public Art		Robust / improved transportation	
Safer Walking environment		Outdoor Music / Entertainment Events	
A market		Free Wifi	
Casino		Traffic calming	
on the Waterfront		Litter and Crime free neighborhood	
		More Home Ownership	
		City Pool	
		Casino	
Response	#		
Ped and Bike Path / Boardwalk	14		
Waterfront Café Restaurants / Shops / Residences / Businesses / Shops open later	11		
Public access to waterfront / Beaches	7		
Ferry Access to Cedar Point and other waterfront sites	5		
Water Sports & Recreation	4		
Entertainment / Kid Friendly Entertainment	3		
A boat Casino / Casino	2		
Hotel	2		
Interconnected trails through parks and along	2		
Sheltered Picnic Areas / Amenities	2		
Scenic Look-out spots			
A lighthouse			

2015-04-23 STEERING COMMITTEE MEETING SIGN-IN SHEETS

Sandusky Bicentennial 2018 Master Plan

04/23/2015 Steering Committee Meeting

Sign-In Sheet

Name _____

Email Address

Affiliation or Address

Kevin Zeiler kzeiher@zeta.com 165 E. Water Street City
Dore Grant doregrant@yahoo.com Carestage Coordinator.

Name	E-mail	Interest (Examples: Downtown, neighborhoods, economic dev.)
Allison Young	ayoung@ability-works.com	open
Kathleen Schoder	kschoder@sanduskyareaymca.org	Community
Angie Twing	c.ty	civ
Tim Parlickson	Sandusky Register	Economic Development
Ryan Whaley	ryan@greendoormedia-works.com	"
Jefferson Johnson	ralliejohnson@buckeye-type.com	resident
Tricia Stanick	Tstanick@eriecountychamber.com	- community
David Taylor	dtaylor@sanduskystate.com	Theatre - center to move downtown
Ralph Chamberlain	rchamberlain@erichousing.org	housing neighborhoods econ. dev.
Molly Carver	mcarver@sanduskylib.org	all of the above
Karen Balconi Ghezzi	Karen.Balconi.Ghezzi@jfs.ohio.gov	All
GARY Boyle	gboyle@perkinstownship.com	"
Dawn Rengel	Dawn.c.w@kesqndcompany.com	"
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Ashley Cuneo	ashley.cuneo@pmv.org	
Suzie Poggenpohl	Suzie.Poggenpohl@waynecounty.oh.gov	ZRPC

Sandusky Bicentennial 2018 Master Plan
04/23/2015 Steering Committee Meeting
Sign-In Sheet

Name _____

Email Address

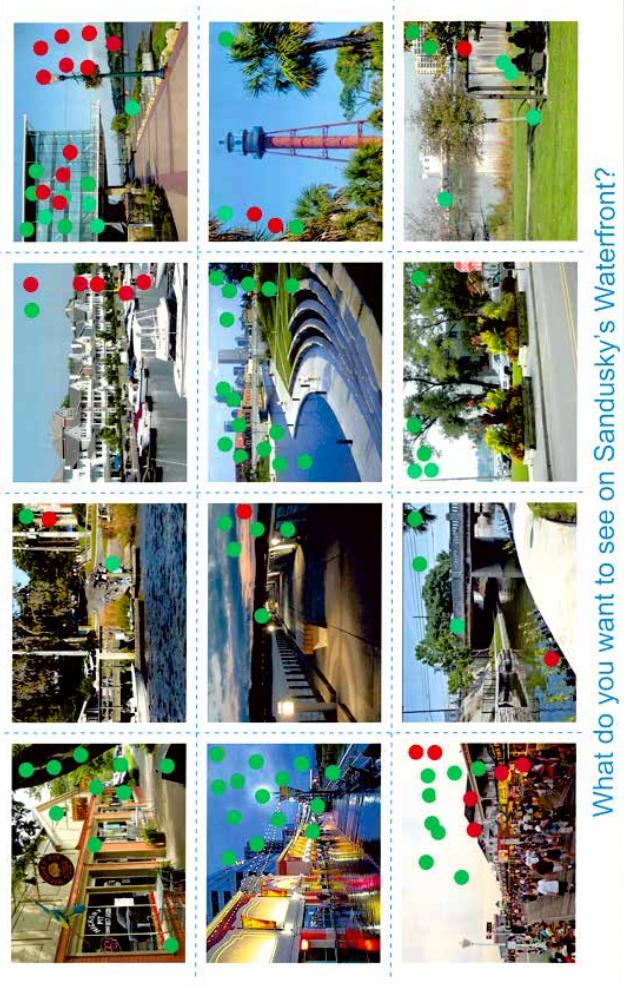
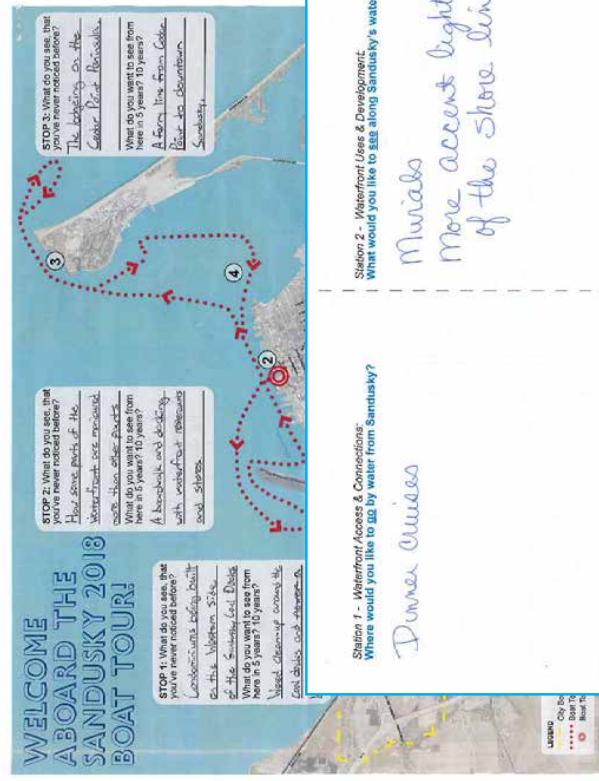
Affiliation or Address

WES POOLE WPOOLE@CL.SANDUSKY.OH.US
Charkone Adams 416 Columbus Ave

CITY COMMISSION
Center for Cultural Harmony

Name	E-mail	Interest (Examples: Downtown, neighborhoods, economic dev.)
Lisa Bourskern	l.bourskern@eriecounty.oh.gov	Economic Development, Bike, Renting bikes
Bre Hohman	b.hohman@eriecounty.oh.gov	
Larry Krasnoff	l.krasnoff@eriedevelopment.com	Economic Development
VICKI Bird		Neighborhoods (all above)
Tim Schwanger	Schwangers@aol.com	Waterfront + Neighborhoods
Mark Norman	mark@thehouseonbirdstreet.org	Neighborhood - Promotion in Neighborhood - Any
Fr. Michael Roemmlle	frmichael.roemmlle@gmail.com	
Lee Alexakos	l.alexakos@cedarfair.com	
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Scott Schell	sschell@ci.sandusky.oh.us	
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David Miller	Dmiller@eriecounty.oh.gov	Recreation, parks, public access
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LISA Dudukovich	Lisa.Dudukovich@bgesandusky.org	Recreation / youth activities / young professional
MARIS BRENNER	mbrenner@kalahariresorts.com	EconDev, Parks, Promotion / Commerce
Bill Monaghan	Bill.M@GMAIL.COM	
Ted Knopik	ted.ejanotta@herner.com	ECONOMIC DEVELOPMENT
Sue Daugherty	sued@servingourseniors.org	Neighborhoods; creating a neighborly culture in Sandusky
Chris Parthemore	cparthemore@yahoo.com	Economic Development / Downtown Revival

THE SANDUSKY 2018 BOAT TOUR, JUNE 18TH 2015



165 ATTENDEES

What do you want to do on Sandusky's Waterfront?

June 18, 2015

STRATEGY DESIGN PARTNERS

CITY ARCHITECTURE

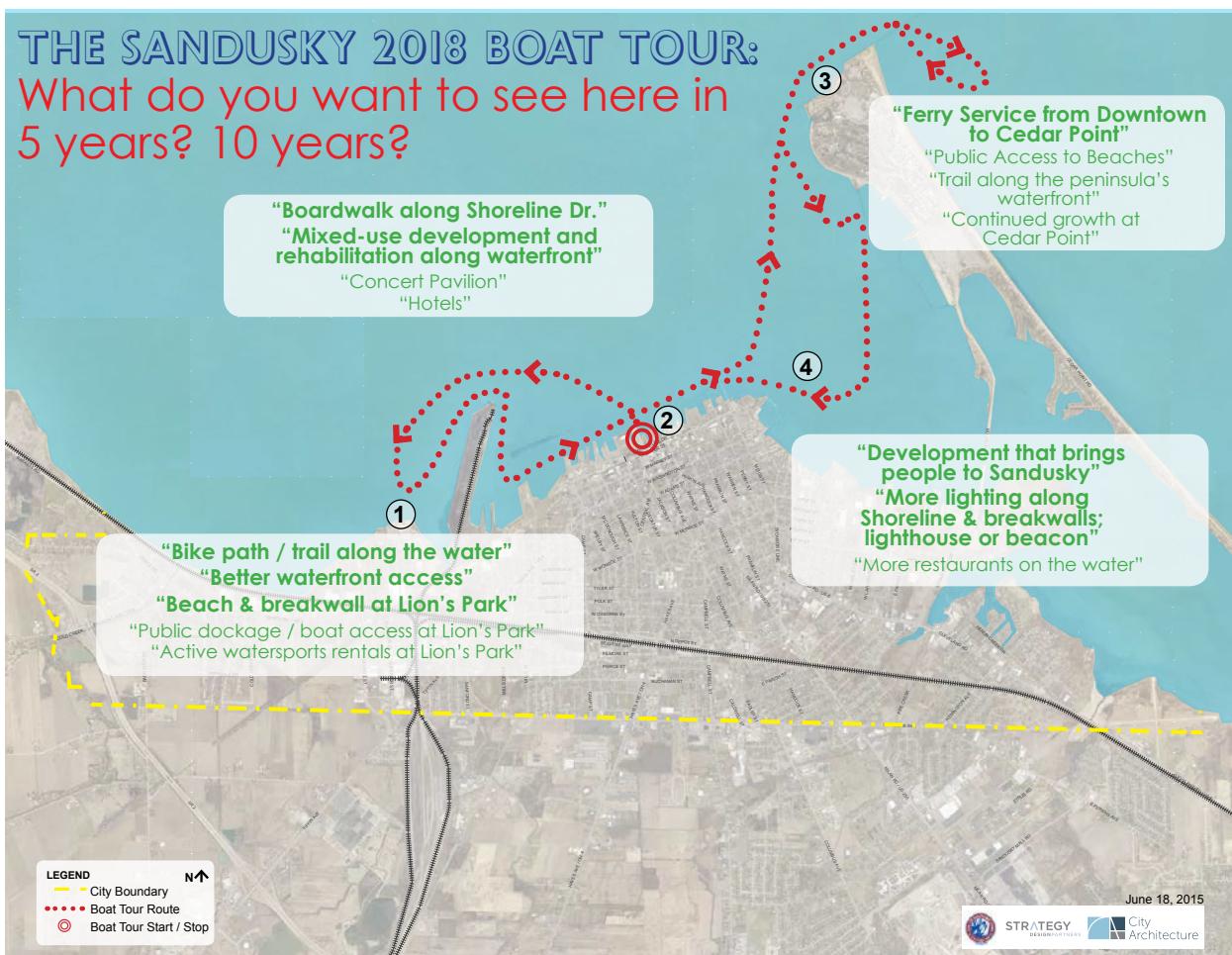
THE SANDUSKY 2018 BOAT TOUR:

What did you see that you've never noticed before?



THE SANDUSKY 2018 BOAT TOUR:

What do you want to see here in 5 years? 10 years?





What do you want to see on Sandusky's Waterfront?



What do you want to see on Sandusky's Waterfront?



What do you want to do on Sandusky's Waterfront?



What do you want to do on Sandusky's Waterfront?

Where do you want to go by Water from Sandusky?

- "Cedar Point by Water Taxi"
- "Lake Erie Islands / Canada"
- "Cleveland, Toledo, Detroit, Lorain"
- "Huron, Vermillion, Port Clinton"
- "Downtown Sandusky's restaurants & destinations"
- "Sight-seeing & dinner cruises"

What do you want to see along Sandusky's waterfront?

- "Bicycle trails & bike lanes"
- "Mixed-use development"
- "Green Space & Parks"
- "Hotels"
- "Sandusky Bay Pavilion re-opened"
- "Residential development & condos"

THE SANDUSKY 2018 BOAT TOUR:

June 18, 2015



What would you like to do on Sandusky's waterfront?

- "Biking & Walking Trails / Bike Rentals"
- "Dining & Shopping"
- "Swim at Public Beaches"
- "Live entertainment - concerts & festivals"

"Active water sports recreation & rentals"

- "Picnic Grounds & Park Space with Restrooms"

In 5-10 years what is different about Sandusky's waterfront?

- "Second & Third Stories of Downtown buildings occupied / rehabed"
- "Regional & National prominence of Sandusky as an affordable, safe, family destination"
- "Improved connection to Cedar Point tourism / The Sandusky brand"
- "A vibrant Downtown with more businesses"
- "Well defined trail network"
- "Deep Water Marina improved"
- "Shoreline Dr. as the 'front porch' of Downtown with a boardwalk"

THE SANDUSKY 2018 BOAT TOUR:

June 18, 2015



THE SANDUSKY 2018 BOAT TOUR:

Major Themes:

Bike Infrastructure & Trail Networks

Downtown Redevelopment & Increased Residential Options

Ferry service and greater connection between Cedar Point & Sandusky

Increased public access of the waterfront

New types of development that attract visitors, promote Sandusky's tourism economy, and create jobs

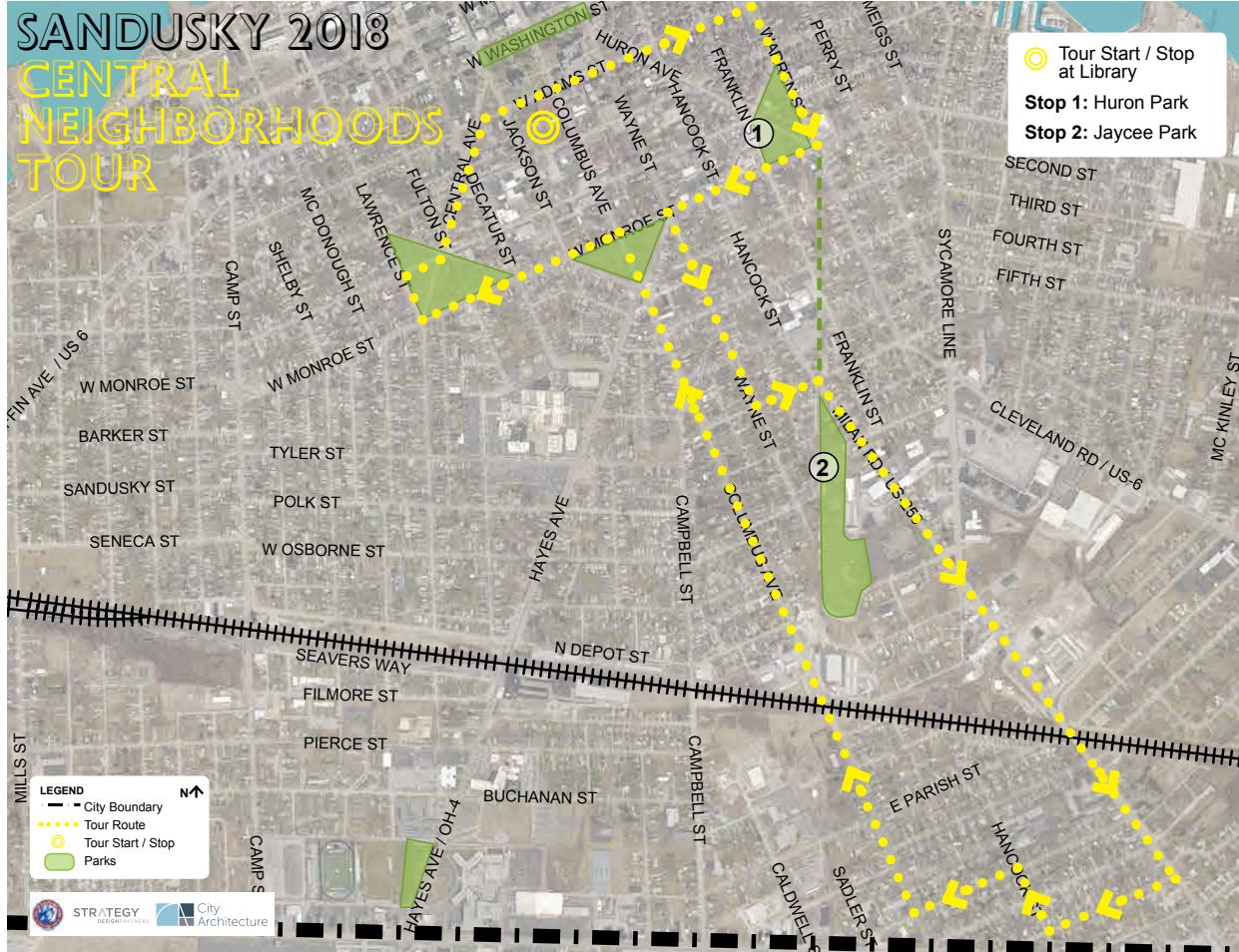
Activation of the waterfront
- watersports, events, concerts, rentals, winter activities and beaches

Beautification & promotion of the shoreline as a "Welcome to Sandusky"

Increased waterfront park space & amenities

Enhanced regional connectivity





What do you see at Huron Park?
(Park amenities, traffic & street conditions, parking, types of buildings, etc?)

What connections are important on the West side?

Along the tour route, what do you notice about the Central Neighborhoods?

In 5 -10 years, what opportunities can the City capitalize on in the Central Neighborhoods?

What are the best things about the Central Neighborhoods?

Additional Comments & Questions:

What are the challenges in the Central Neighborhoods?

 **Take a Picture!** Did you see something today you've never seen before? Something awesome about Sandusky's Central Neighborhoods? Something that could be better?
Take a picture and share it with #Sandusky2018

What do you see at Huron Park?

- Park is Active!
- No signage / entrance.
- Sidewalk is only on one side.
- Trees that need to be maintained.
- Limited Parking.
- No Landscaping.
- Huron is a busy road - should be closed or traffic slowed.
- Baseball diamond is active - enlarge it for adult leagues.
- Good playground equipment, and lots of it.
- Great splash pad.
- Run-down building needs to be demolished.
- Needs crosswalks & curb ramps.
- Not enough benches or bike racks.

"Huron Park could be a beautiful gateway to Sandusky"

Along the tour route, what do you notice about the Central Neighborhoods?

- All different kinds of architecture.
- Nice housing stock."
- Varying condition of roads.
- Lots of Litter.
- Many areas need renovation.
- Milan Road overpass is unsightly.
- Property maintenance issues.
- Empty buildings & for sale signs

SANDUSKY 2018

CENTRAL NEIGHBORHOODS TOUR

What do you see at Jaycee Park?

- Isolated / Hidden
- Park & playground equipment is in good condition
- Very little use
- Needs signage to identify
- Lots of green space
- Nice picnic shelters & grills
- No landscaping.
- Garage / Industrial facility needs to be removed.
- Underused tennis courts.
- Not inviting / feels left over.
- Guard rails block use
- Port-a-potties should be replaced with bathrooms.
- Graffiti
- Needs a community garden.

"Jaycee Park needs sidewalks & trails that connect it to the community and neighborhoods."

"The Hancock School neighborhood is a great place for families & empty-nesters."

July 8, 2015



What are the best things about the Central Neighborhoods?

- Walkable
- Nice, big, beautiful homes
- Nice parks
- People outside / activity
- Narrow streets with on-street parking and low traffic volumes
- Mature trees / Nice canopy
- Historic Architecture
- Nice people / Friendly

"The Central Neighborhoods are the historic center of the City and should be a focus point."

In 5-10 years, what opportunities can the City capitalize on in the Central Neighborhoods?

- New Energy Efficient home development
- Community Gardens / urban farms
- Trails & Bike Paths
- Connectivity
- Enforce building codes
- Better property management
- New streets & parks
- Attract businesses, new employers and jobs
- Embrace Sandusky's tourism economy & identity
- Decrease renter housing

What are the challenges in the Central Neighborhoods?

- Code Enforcement & Property Maintenance
- Rental Properties & Lack of owner-occupants
- Safety, Crime, and poor lighting
- Condition of Warren Street
- Unemployment

SANDUSKY 2018

CENTRAL NEIGHBORHOODS TOUR

July 8, 2015



SANDUSKY 2018

WEST NEIGHBORHOODS

TOUR



What do you see at Lions Park?
(Park amenities, traffic & street conditions, parking, types of buildings, etc?)

What connections are important on the West side of Sandusky?

Along the tour route, what do you notice about the West Neighborhoods?

In 5-10 years, what opportunities can the City capitalize on in the West Neighborhoods?

What are the best things about the West Neighborhoods?

Additional Comments & Questions:

What are the challenges in the West Neighborhoods?

Take a Picture! Did you see something today you've never seen before? Something awesome about Sandusky's West Neighborhoods? Something that could be better?
Take a picture and share it with #Sandusky2018

What do you see at Lions Park?

- Great view
- Parking lot needs to be paved
- Picnic shelters need power, more tables & seating / maintenance & new grills
- Nice walking trail
- Playground needs to be maintained and rules in a prominent location
- Trailers & RVs near entry should be removed
- Rebuild breakwall & add a bathing beach - existing beach is eroding
- Can anything be done about the geese?
- Small craft rentals (jet skis, kayaks) would be a nice addition

"Lions Park is the best park in the City."

Along the tour route, what do you notice about the west neighborhoods?

- Venice Road needs sidewalks & bike lanes
- Lots of variety of use on the west side
- A lot of visible storage - boats, vehicles, etc.
- Not a lot of shopping / retail
- Well maintained properties (not a lot of blight)

SANDUSKY 2018: WEST NEIGHBORHOODS TOUR

What are the best things about the West neighborhoods?

- Quiet & away from Downtown, but still connected
- Tofts Creamery
- Great parks
- Feels suburban
- Nice, well maintained homes
- Neighborhoods
- Waterfront
- Less traffic

What are the challenges in the West neighborhoods?

- Trains & Crossing - safety of crossings & traffic back-ups
- Not a lot of shopping options - grocery store & restaurants
- Abandoned & blighted properties
- Industrial uses
- Streets maintenance
- Inaccessible waterfront
- Incomplete sidewalk network

What connections are important on the West side?

- Venice Road
- Tiffin Road
- West Monroe
- Missing bike lanes / trails
- Edgewater grade crossing

In 5-10 years, what opportunities can the City capitalize on in the West neighborhoods?

- Build out the rest of Cold Creek /
- Better plan for bayfront property / AmVets park
- Improve & maintain all park & public facilities
- Engage dedicated citizens
- Add bike lanes & trails / complete sidewalks
- Dog park
- More senior housing
- More retail & hotels

July 16, 2015



Additional comments & questions:

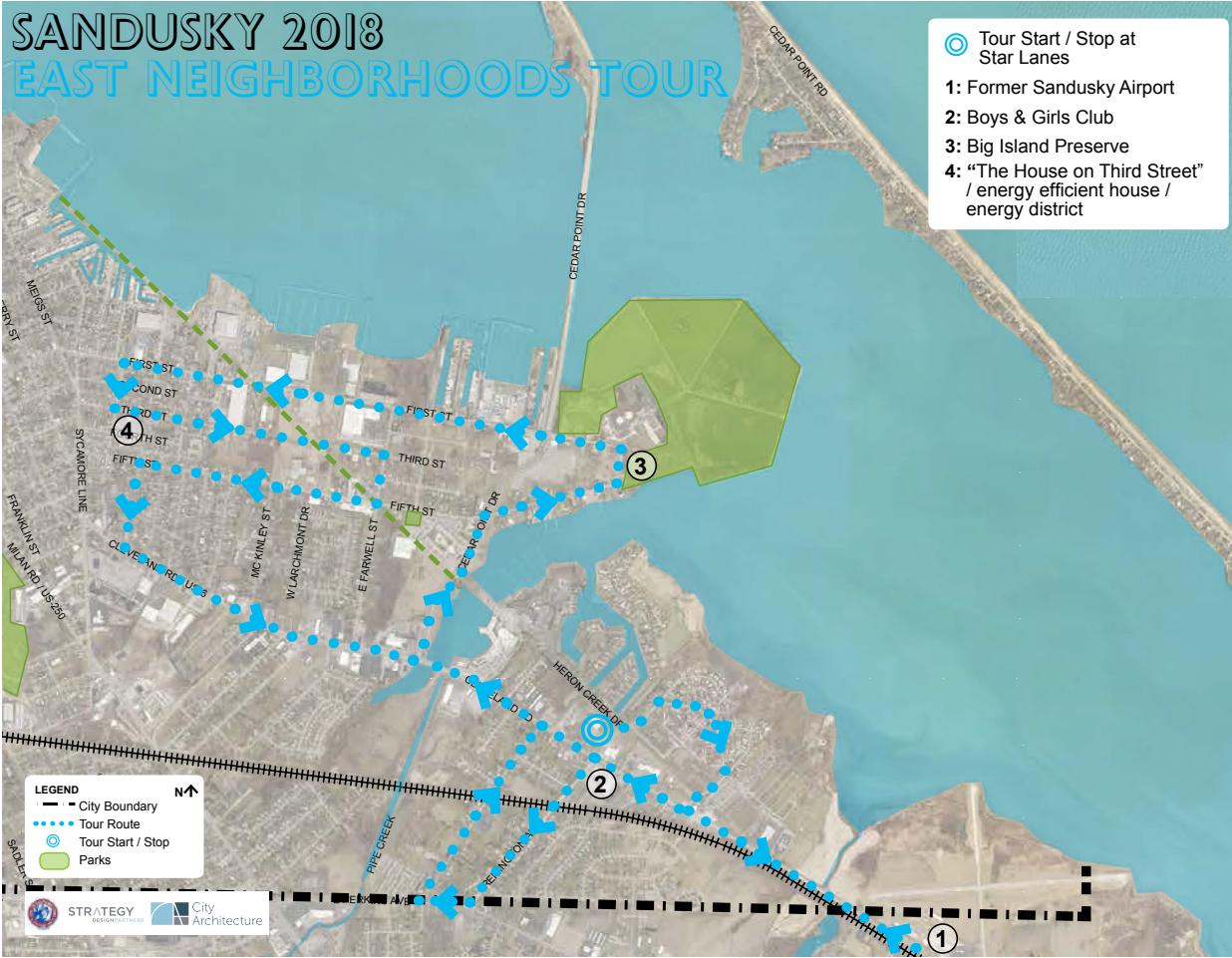
- Redevelop vacant industrial properties
- Can businesses or organizations sponsor or maintain City parks?

"These meetings are a great first step to making the City a great place to live."

SANDUSKY 2018: WEST NEIGHBORHOODS TOUR

July 16, 2015





Along the tour route, what do you notice about the East Neighborhoods?

What connections are important on the East side of Sandusky?

In 5 -10 years, what opportunities can the City capitalize on in the East Neighborhoods?

What are the best things about the East Neighborhoods?

Additional Comments & Questions:

What are the challenges in the East Neighborhoods?

Take a Picture! Did you see something today you've never seen before? Something awesome about Sandusky's East Neighborhoods? Something that could be better? Take a picture and share it with #Sandusky2018

Along the tour route, what do you notice about the East neighborhoods?

- Many nice, dense neighborhoods
- Cleveland Road is a significant corridor
- The mobile home development is well maintained
- Many development sites / vacant lots
- Big Island Preserve needs signage to direct people to it

"The East Side has some of the best and worst neighborhoods in Sandusky."

What connections are important on the East side?

- Big Island Preserve & its biking and walking paths
- From the Neighborhoods to Downtown
- Commercial Corridors
- Sidewalk network
- Cedar Point Drive

In 5-10 years, what opportunities can the City capitalize on in the East neighborhoods?

- More biking & walking trails
- Grocery store or natural food store
- Redevelopment of Sandusky Plaza
- First Street Corridor
- Cedar Point & the new sports facility
- The Energy District
- Attracting young professionals and families
- Big Island Preserve
- Bike Rentals
- Canoe & Kayak rentals in the Bay

SANDUSKY 2018: EAST NEIGHBORHOODS TOUR

July 16, 2015



What are the best things about the East neighborhoods?

- Waterfront views & access
- Walkability
- Cedar Point
- Pipe Creek / Big Island Preserve
- Affordable rental housing

What are the challenges in the East neighborhoods?

- Safety & Security
- Flooding Issues
- Aging infrastructure / streets
- Rentals
- Freight traffic & noise
- Motels
- Sandusky Plaza
- Cleveland Road
- Poor housing stock in areas

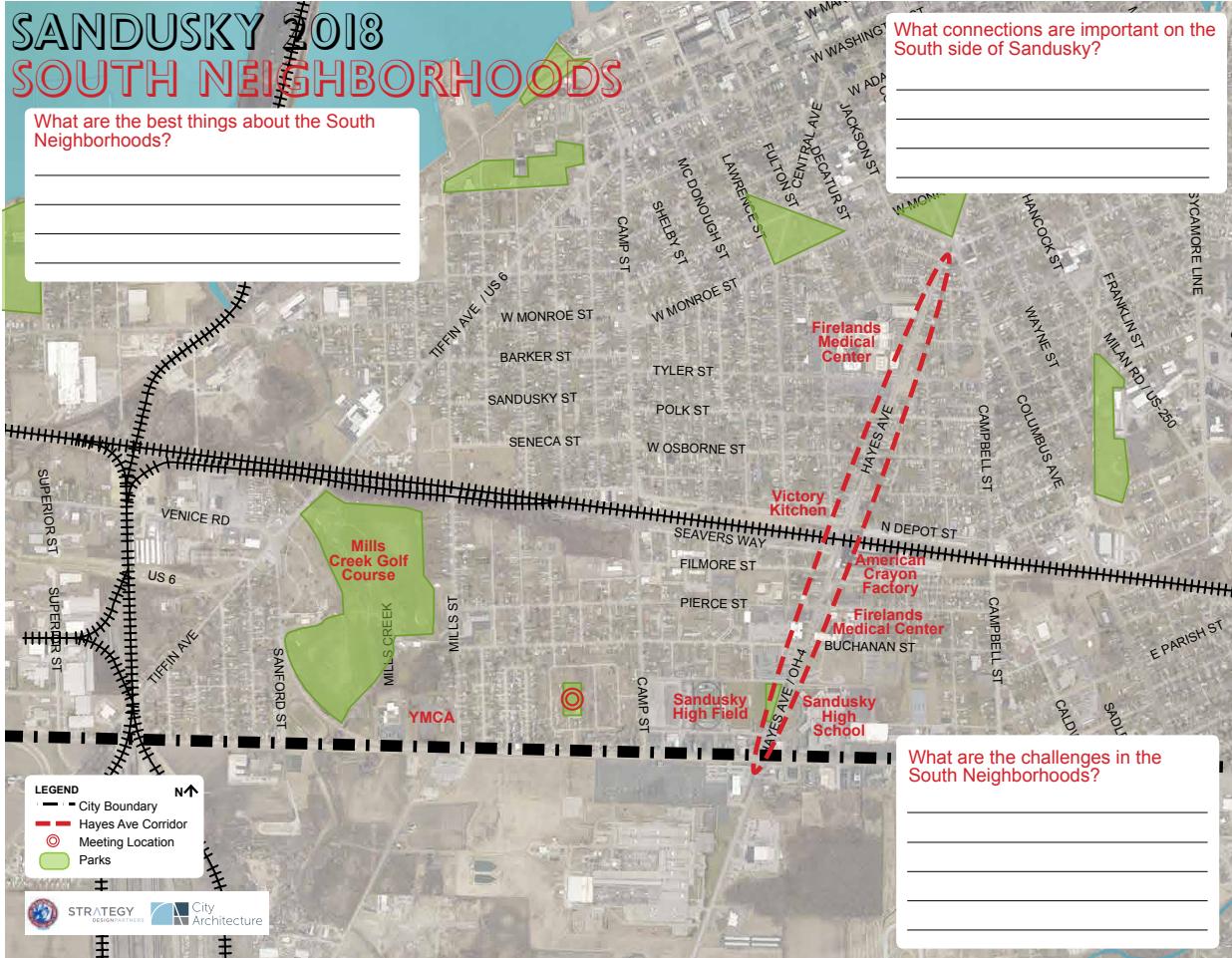
Additional comments & questions:

- City needs a well maintained bike / multi-purpose trail along the lakefront & bayfront that connects to regional systems, city parks, neighborhoods & Downtown
- Community art projects with student groups, Boys & Girls club, and colleges
- Mobile home community needs waterfront access
- Tree removal & city maintenance services can be improved
- Is a traffic study being done as part of the sports complex?
- Cleveland Rd, Butler St, and Cedar Point Dr need to be considered for redevelopment and improvement

SANDUSKY 2018: EAST NEIGHBORHOODS TOUR

July 21, 2015



**Comments & Feedback at Stations:***Please fill out this section with feedback as you go to each of the four stations.***Housing & Neighborhoods:****Hayes Avenue Corridor:****Schools & Services:****The Future of the South Neighborhoods:***(What amenities would you like to see? What types of recreation and park spaces? What type of development can happen in the South neighborhoods?)*

Housing & Neighborhoods:

- Too many Slum Lords & Absent Property Owners
- Need better trash collection service
- Redevelop vacant lots with new single family housing
- Create a lease to purchase home ownership program
- Lack of affordable housing
- Vacant & Abandoned homes are unsecured and dangerous
- Create property maintenance training programs to help people learn to take care of their homes
- Enforce code violations

Hayes Avenue Corridor

- Safe routes to school / good, connected sidewalk network & bike paths
- Improve accessibility infrastructure
- Relocate YMCA to American Crayon site - develop as a City recreation center
- Demolish American Crayon
- Expand streetscaping & development around hospital

Schools & Services

- Need more after-school programs & activities
- Better lighting in parks
- Safe routes to school
- Redevelop YMCA property for recreation or entertainment use
- School facilities open to the public for exercise (walking track, gym, pool)
- Volunteer programs for students in the community
- More school-community interaction
- More family-oriented services & support programs
- Job training & placement programs particularly for ex-offenders (re-entry programs)
- Greater public transit access - more stops and times

SANDUSKY 2018: SOUTH NEIGHBORHOODS + CONESTOGA

July 29, 2015



What are the best things about the South neighborhoods?

- The people who live here and care about the neighborhoods
- A lot of open land & development potential

What are the challenges in the South neighborhoods?

- Street & Sidewalk Condition
- Drugs & Criminal Activity
- Trash, Litter, & Illegal dumping
- Incomplete sidewalk network
- Vacant & Abandoned Buildings
- Signage
- Park Maintenance
- Code Enforcement
- Ability for police to patrol / visibility

What connections are important on the Southside?

- Recreation Centers
- Parks
- Streets & Sidewalks
- Hayes Ave Corridor

The future of the South Neighborhoods

- Churchwell park improved with expanded programming, full size basketball court, a splash pad, a dog park, and restrooms
- Improved safety / reduced criminal activity
- More businesses - retail & restaurants
- A facility for Conestoga at Churchwell
- Walkable, connected sidewalks
- Handicapped accessibility in parks
- Better access & communications with city staff
- Bike paths & connections between parks and neighborhoods
- More homeownership
- Resident pride

SANDUSKY 2018: SOUTH NEIGHBORHOODS + CONESTOGA

July 29, 2015



Downtown Redevelopment:

- Major hotel chain & conference center
- Open up upper floors of buildings
- Covered parking for residents
- Affordable rental housing
- Bury Utilities
- Balconies & porches along northside of Shoreline Drive to take advantage of views
- Community Gym
- Dog Park
- More variety of retail shops
- Grocery Store / Bakery
- Better understanding of Design Review Process & Standards
- Public Wifi
- Improve Shoreline Drive
- Lifestyle Center like development
- Private Property Redevelopment plan
- Generate Economic Development funds through private investment
- ADA accessibility

Public & Private Partnerships:

- Business Improvement District (BID / SID) to cover Downtown improvements & services (snow removal, landscaping, marketing)
- Job creation / attract young professionals & college educated
- Redevelopment Grants
- Small business grants, loan program, train programs, and better awareness of opportunities
- Community College & Job Training
- Facade & Storefront renovation program
- Demolish/ relocate & redevelop City Hall Site
- Redevelopment partnership in Downtown with Cedar Point

Waterfront Access & Public Spaces:

- ADA accessible amenities - piers, fishing, trails, etc.
- Cedar Point Ferry
- More Signage
- Souvenir Shop / Tourist Information / Visitor Center
- Public Restrooms
- Bike Path / Trail extension of the

- Sandusky bay Pathway
- Boardwalk
- Light-craft rentals
- Remove / hide dumpsters
- Better Lighting
- Redevelop Surf's Up Property
- Demo / repair blighted properties
- Face the waterfront

SANDUSKY 2018: DOWNTOWN MEETING

Downtown Programming & Events:

- Year-round Farmer's Market & Permanent Facility
- Year-round activities & events - Ice Fest, outdoor public spaces with heaters, tents
- Ice rink with vendors
- Street entertainment & music
- Main Street's Party in the Plaza
- Define a Downtown Entertainment District & Open Container District
- Outdoor amphitheater / concert venue
- History trail with audio app
- Support the State Theater
- Boat Casino
- Family friendly entertainment & activities
- Seasonal lighting displays
- Heritage Festival
- Day trip tourism
- Christmas market
- Better marketing of the City marina
- Balance of daytime activities & night-life

Public Art, Identity, and Wayfinding

- Murals
- Arts Association & District
- Marketing & Branding partnerships
- Directional Signage & Wayfinding
- Celebrate History
- Antique horse hitching posts & electric car charging stations
- Public Art installations
- Celebrate natural resources - Lake Erie / waterfront community
- Ice sculptures
- Clear route to Downtown
- Involvement with schools & youth organizations
- Attract regional and local artists for public art installations, gallery events, studios, etc
- Actively attract visitors to Downtown that are already coming to Sandusky to go to Cedar Point / resorts / islands
- Balance the tourist town with the small Lakefront community
- Promote local art & galleries
- Art walks & annual events
- Cohesive identity & branding package

SANDUSKY 2018: DOWNTOWN MEETING

2015-08-20 EXECUTIVE COMMITTEE SIGN-IN SHEETS

Sandusky Bicentennial 2018 Plan
08/20/2015 Executive Committee Meeting
Sign-In Sheet

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Joan Van Offeren	joan@shoresandislands.com	LESPI
Ryan Whalen	ryan@greenhourmedicworks.com	Green Door Medicworks
Kyle Roth	kyle@kylerotth.com	Kyle Roth Design

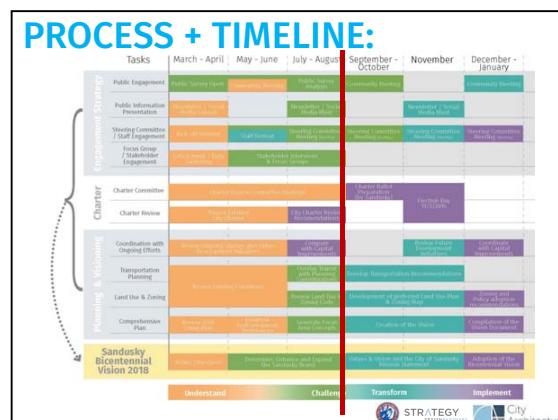
2015-08-20 STEERING COMMITTEE SIGN-IN SHEETS

Sandusky Bicentennial 2018 Plan
08/20/2015 Steering Committee Meeting
Sign-In Sheet

Name	Email Address	Affiliation or Address
Dore Grant	dgrant@fibro.com	ConeStage
Sue Daugherty	sue@servingsourseniors.org	Serving Our Seniors
Molly Claver	mclaver@sandusky.lib.org	Sandusky Library
Jennifer Hippus	jhippus@sanduskystate.com	State Theatre
Camela Smith	camelasm@eriecountychamber.com	Erie County Chamber
Janell Brunkbaugh	pbrunkbaugh@brunkbaughelderlaw.com	Law Office of Janell Brunkbaugh
D.R. Garrett	drgarrett@5@yahoo.com	Press Life, Inc.
Birdie McPartty	birdie@ yahoo.com	" " "
Steve Bergquist	Steve.Bergquist@eriecounty.oh.gov	ERPC
GARY BOYLE	gboyte@perkinsstaunton.com	Perkins Township
WES POOLE	wespoole@erpc.org	CITY COMMISSIONER
NAOMI TWINE		City Commissioner
JOHN ORZECH	SOZECHE@ci.sandusky.oh.us	City Police Chief
Julie Farrar	just4AA@bex.net	City Commissioner
David Miller	dmiller@eriecounty.oh.gov	YMCA Board
Larry & Patti Krauer	lkrauer@gmail.com	Resident
MIKE ZUILHOF	mzuil@accelogy.com	PLANNING Commission

Sandusky Bicentennial 2018 Plan
08/20/2015 Steering Committee Meeting
Sign-In Sheet

Name	Email Address	Affiliation or Address
AARON KLEIN	aklein@ci.sandusky.oh.us	CITY OF SANDUSKY
DAVE DEGNAN	DDEGNAN@CI.SANDUSKY.OH.US	CITY OF SANDUSKY
ROBERT HARE	bharenet@gmail.com	Downtown Resident/owner
Kurt Landefeld	Kurtolandefeld@earthlink.net	Erie Metroparks
Paula Rengel	paular@batteryspark.com	Sandusky Bay Development



PUBLIC ENGAGEMENT TIMELINE:

Interviews / Focus Groups	ongoing		
Survey	4.23.15	90 Days	7.24.15
Executive & Steering Committees	4.20.15 4.23.15		8.20.15
Public Meetings	Rotary 5.28.15		TBD Oct.
Public Workshops	Boat 6.18.15	Central 7.8.15	West 7.16.15
	East 7.21.15	South 7.29.15	Down town 8.12.15
Staff Retreat			TBD

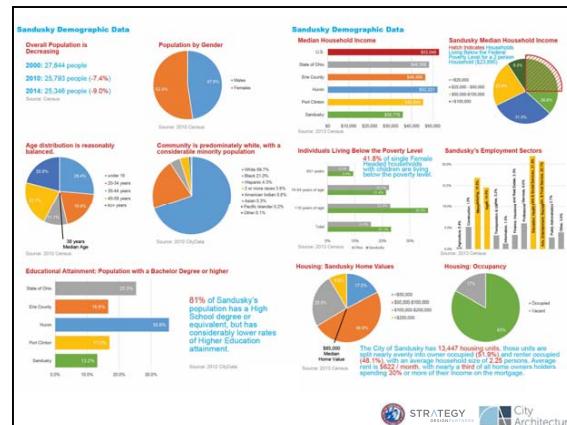
Logos: STRATEGY DESIGN PARTNERS, City Architecture

PUBLIC ENGAGEMENT REACH:

Executive & Steering Committees	70 people	Survey	1,290 people
Boat Tour	165 people	One-on-One Interviews	30 people
Neighborhood Tours	130 people	Focus Groups	100 people
Downtown Meeting	75 people	Rotary Club	150 people
2,010 PEOPLE ENGAGED	+ 4,658 VIDEO VIEWS	= TOTAL REACH	26% of the population of Sandusky

Logos: STRATEGY DESIGN PARTNERS, City Architecture





PUBLIC SURVEY:

Sandusky2018.com

Sandusky Bicentennial Vision Survey

The City of Sandusky is dedicated to serving its residents and making Sandusky a desirable community to live, work, play, and grow.

As Sandusky approaches its bicentennial, the City is working on a visioning process and we need your input. The following survey will only take about 10 minutes to complete.

Thank you for your time and contributing to the future of our great city.

PUBLIC RELEASE: 4.23.2015 CLOSED

1,127 RESIDENTS & 163 VISITORS

SURVEY SUMMARY

77% OF RESPONDENTS
THINK SANDUSKY IS
HEADED
IN THE RIGHT
DIRECTION



SURVEY: WHO

- 1,126 Respondents
- 967 Live in Sandusky area (87%)
- 651 are residents of the City of Sandusky (67%)
- 295 live near to Sandusky
- 120 business owners
- 70% of respondents have lived in the area for 20 years or more
- 76% of resident respondents own their home



SURVEY: WHO

Opportunity & Challenge
to reach a diverse audience

RACE/ETHNICITY

- 91% – White/Caucasian
- 3.7% – African American
- 2.4% – Multi-Racial
- 2.9% – Other

AGE

- 5.2% – 18-25
- 14.4% – older than 65
- 16.6% – 26-35
- 27.7% – 36-50
- 35.8% – 51-65

- RENT OR OWN
- 76% - OWNERS
- 16% - RENTERS



SURVEY: ACCESS & DOWNTOWN

Top Priorities for Access

Lake Erie
Waterfront
Downtown Sandusky

- Less than 50% use Downtown weekly or more
- 67% would like to see more retail & shopping
- 61% would like to see more entertainment options



SURVEY: RECREATION

Top Recreation Priorities

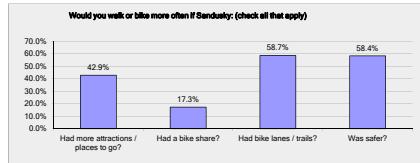
Public Beach – over 60%
Trails & Rec Center also got 40%

- 59% respondents support trails and efforts to make walking and biking more safe
- Over 55% use parks or waterfront at least weekly



SURVEY: WALKING & BIKING

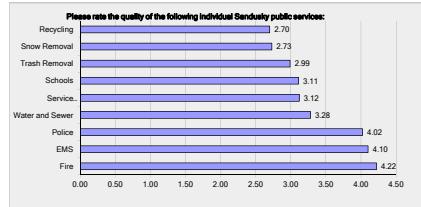
- 59% respondents support trails and efforts to make walking and biking more safe
- Over 55% use parks or waterfront at least weekly



STRATEGY CITY
Planning Architecture

SURVEY: CITY SERVICES

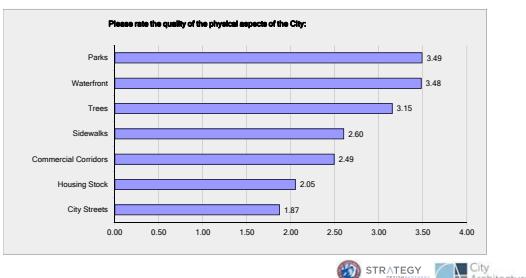
- 40% of respondents are **very satisfied and satisfied**
- 39% are **somewhat satisfied**
- Safety forces rated highest



STRATEGY CITY
Planning Architecture

SURVEY: ATTRACTIVENESS

57% of respondents rate the physical attractiveness of Sandusky as "Improved or became more attractive over the last 5 years"



STRATEGY CITY
Planning Architecture

SURVEY: OPPORTUNITIES

Top responses as "Very Important"

- Activated Waterfront
- Infrastructure Improvements
- Quality of Neighborhoods

STRATEGY CITY
Planning Architecture



INTERVIEWS: STRENGTHS

- Cedar Point, Tourist & Boater Economy
- Diversity
- Housing Stock & Historic Downtown
- Neighborhoods & Walkability
- Proximity To Cleveland, Detroit & Toledo
- Schools
- Sense Of Pride / Community
- Waterfront

STRATEGY CITY
Planning Architecture

INTERVIEWS

John Bacon Mack Iron Works	Dennis Murray City of Sandusky City Commissioner	James Sennish Firelands Hospital
Abby Bemis ECEDC	Mark R. Norman Sandusky Resident & Developer	Bill Seman Chair, Sandusky BiCentennial Committee
Sue Daugherty Serving Our Seniors	Matt Olumet Cedar Fair	Dennis Shaffer CIVista Bank
Julie Farrar City of Sandusky City Commissioner	Anna Phipps Erie County Community Foundation	Jeff Smith City of Sandusky City Commissioner
Larry Fletcher Lake Erie Shores and Islands	Wesley Poole City of Sandusky City Commissioner	Dave Taylor Sandusky State Theatre
Mary Jane Hill Flynn, Py, Kruse	Paula and David Reingel Residents and Business Owners	Martin Tursky Firelands Hospital
Jim & Marva Jackson Sandusky NAACP	Fr. Michael Roenelle Sandusky Central Catholic Schools	Naomi Twine City of Sandusky City Commissioner
Sharon Johnson Sandusky Resident	Eugene Sanders Sandusky Public Schools	Ryan Whaley Sandusky Business Owner
Kurt Landefeld Erie Metroparks	Scott Schell City of Sandusky City Commissioner	Andy White City Manager, Huron
Jim Miller CIVista Bank		Bob Waldoock WT Reality

STRATEGY CITY
Planning Architecture

INTERVIEWS: OPPORTUNITIES

- Activate Vacant Buildings
- Connect Downtown & Cedar Point
- Maintaining Infrastructure
- Marketing & Communication
- Move City Hall
- Transportation Connections
- Visitor Attraction & Special Events
- Waterfront Development & Connect Neighborhoods
- Wayfinding System
- Zoning & Code Enforcement

STRATEGY CITY
Planning Architecture

INTERVIEWS: OPPORTUNITIES

"It would be a great opportunity for young and old to ride bikes on a path, walk on trails."

"I would like to see more walking areas in Sandusky – eliminate vehicles on the waterfront, enhance the greenspace."

"Development of the upper floors of the buildings downtown"

"A strong downtown strengthens a good city"

"Investment in the waterfront for public and private use"

"A transit line could be part of the solution, help people get to and around downtown"



INTERVIEWS: ECONOMY

- Clean Water
- Commercial Retail Service Hub Downtown
- Family Attraction
- Green and Technology Job Attraction
- Incentives for Business Attraction
- NASA Plum Brook

Find opportunities diversify our economy beyond working at a hotel.

Build a runway at NASA Plum Brook

Building a destination starts with small businesses and job creation



Without Cedar Point, we'd all be dead. It drives our economy.

Green and tech jobs are the wave of the future

INTERVIEWS: SOCIAL ISSUES

- Education
- Engage Youth
- Job Creation
- Quality workforce

"I would like to see improved public schools education"

"We need jobs. Everyone is talking about beautification but no one is talking about jobs."

"The City and schools must partner on vision for young people and young adults."



"All leads back to jobs. That's the heart of a lot of the problems."

INTERVIEWS: THREATS

- Awareness
- Health of Lake Erie
- Imbalance of Positive Media Coverage
- Philanthropic Community Aging Out

"I don't see interest from the business owners for the health of Lake Erie"

"Young college grads don't return because of a lack of jobs."

"I don't think there is a friendly relationship with the media"



INTERVIEWS: CITY LEADERSHIP

- Commission is in a Positive Place
- Competent
- Momentum
- Strong Leadership

"The Commission is in a positive place under the leadership of Dennis"

INTERVIEWS: PARTNERSHIPS

- Erie Metroparks
- Regional Services
- Sandusky Schools (public and private)

"Sandusky and Perkins should work hand in hand"



PUBLIC MEETING: BUSINESS COMMUNITY + ROTARY (5.28.2015) -



INTERVIEWS: BRAND

"Part of the brand is value. This is the best place to live. It's so cheap."

"A friendly and welcoming community"

"Downtown Sandusky is our brand; becoming a place people want to live"

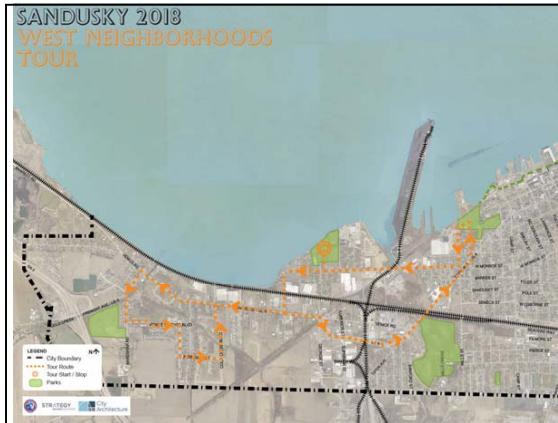
"The City should highlight the rich history here, especially our history supporting freedom"

"I see Sandusky as the center of the Shores and Islands"

"A waterfront destination"







What do you see at Lions Park?

- Great view
- Parking lot needs to be paved
- Picnic shelters need power, more tables & seating / minifields & new grills
- Nice walking trail
- Playground needs to be maintained and rules in a prominent location
- Trailers & RVs near entry should be removed
- Rebuild breakwall & add a bathing beach - existing beach is eroding
- Can anything be done about the geese?
- Small craft rentals (jet skis, kayaks) would be a nice addition

Lions Park is the best park in the City."

Along the tour route, what do you notice about the west neighborhoods?

- Venice Road needs sidewalks & bike lanes
- Lots of variety of use on the west side
- A lot of visible storage - boats, vehicles, etc.
- Not a lot of shopping / retail
- Well maintained properties (not a lot of blight)

In 5-10 years, what opportunities can the City capitalize on in the West neighborhoods?

- Build out the rest of Cold Creek
- Better plan for bayfront property / AmVets park
- Improve & maintain all park & public facilities
- Engage dedicated citizens
- Add bike lanes & trails / complete sidewalks
- Dog park
- More senior housing
- More retail & hotels

**SANDUSKY 2018:
WEST NEIGHBORHOODS TOUR**

What are the best things about the West neighborhoods?

- Quiet & away from Downtown, but still connected
- Friendly community
- Great parks
- Feels suburban
- Nice, well-maintained homes
- Neighborhoods
- Waterfront
- Less traffic

Additional comments & questions:

- Redevelop vacant industrial properties
- Can businesses or organizations sponsor or maintain City parks?

What are the challenges in the West neighborhoods?

- Traffic & Crossing - safety of crossings & traffic lights
- Not a lot of shopping options - grocery store & restaurants
- Abandoned & blighted properties
- Industrial uses
- Street light maintenance
- Inaccessible waterfront
- Incomplete sidewalk network

"These meetings are a great first step to making the City a great place to live!"

**SANDUSKY 2018:
WEST NEIGHBORHOODS TOUR**

What connections are important on the South side of Sandusky?

**SANDUSKY 2018
SOUTH NEIGHBORHOODS**

This map shows the tour route starting at the library and moving through various neighborhoods in the south side of Sandusky.

What are the best things about the South Neighborhoods?

What are the challenges in the South Neighborhoods?

What connections are important on the South side of Sandusky?

**SANDUSKY 2018:
SOUTH NEIGHBORHOODS**

Housing & Neighborhoods:

- Too many Slum Lords & Absent Property Owners
- Need better trash collection service
- Redevelop vacant lots with new single family or lease to purchase home ownership program
- Lack of affordable housing
- Vacant & Abandoned homes are a security and dangerous threat
- Create property maintenance training programs to help people learn to take care of their homes
- Enforce code violations

Hayes Avenue Corridor

- Safe routes to school / good, connected walk/bike paths
- Improve accessibility infrastructure
- Relocate YMCA to American Crayon site - develop as a City recreation center
- Demolish American Crayon
- Expand streetscaping & development around hospital

Schools & Services

- Need more after-school programs & activities
- Better lighting in parks
- Safe routes to school
- Redevelop YMCA property for recreation or other uses
- School facilities open to the public for exercise (walking track, gym, pool)
- Volunteer programs for students in the community
- More school-community interaction
- More family-oriented services & support programs
- Job training & placement programs (particularly for ex-offenders (re-entry programs))
- Greater public transit access - more stops and times

**SANDUSKY 2018:
SOUTH NEIGHBORHOODS + CONESTOGA**

What are the best things about the South neighborhoods?

- The people who live here and care about their neighborhoods
- A lot of open land & development potential

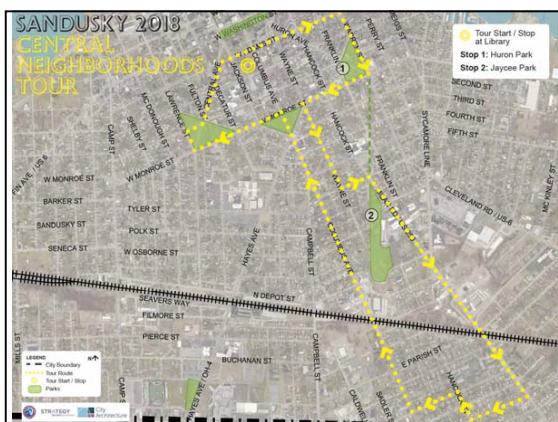
What connections are important on the Southside?

- Recreation Centers
- Parks
- Shops & Sidewalks
- Hayes Ave Corridor

The future of the South Neighborhoods

- Churchwell park improved with expanded programming, full size basketball court, a splash pad, a dog park, and restrooms
- Improved safety / reduced criminal activity
- More businesses - retail & restaurants
- Walkable, connected sidewalk
- Vacant & Abandoned buildings
- Signage
- Park Maintenance
- Code Enforcement
- Ability for police to patrol / visibility
- Local paths & connections between parks & neighborhoods
- More homeownership
- Resident pride

**SANDUSKY 2018:
SOUTH NEIGHBORHOODS + CONESTOGA**



What do you see at Huron Park?

- Park is Active!
- No signage / entrance.
- Side-disk is only on one side.
- Tables need to be maintained.
- Limited Parking.
- No Landscaping.

Huron is a busy road - should be closed or slowed.

Jaycee Park

- Isolated / Hidden
- Park & playground equipment is in good condition
- Ventilator use
- Needs signage to identify
- Lots of green space
- Nice picnic shelters & grills
- No landscaping.
- Signage / industrial facility needs to be removed.
- Underused tennis courts.
- Not inviting / feels left over.
- Large walls block use
- Port-a-potties should be replaced with bathrooms.
- Graffiti
- Needs a community garden.

"Jaycee Park needs sidewalks & trails that connect it to the community and neighborhoods."

Along the tour route, what do you notice about the Central Neighborhoods?

- All different kinds of architecture.
- Nice housing stock.
- Varying condition of roads.
- Lots of litter.
- Buildings need renovation.
- Milan Road overpass is unsightly.
- Property maintenance issues.
- Empty buildings & for sale signs

The Hancock School neighborhood is a great place for families & empty nesters."

**SANDUSKY 2018:
CENTRAL NEIGHBORHOODS TOUR**

What are the best things about the Central Neighborhoods?

- Nice, big, beautiful homes
- Nice parks
- People outside / activity
- Narrow streets with on-street parking
- Low traffic volumes
- Nice trees / Nice canopy
- Historic Architecture
- Nice people / friendly

The Central Neighborhoods are the historic center of the City, and should be a focus point."

In 5-10 years, what opportunities can the City capitalize on in the Central Neighborhoods?

- New Energy Efficient home development
- Community Gardens / urban farms
- Trails & Bike Paths
- Local livability
- Enforce building codes
- Better property management
- New streets & parks
- Attract businesses, new employers and jobs
- Embrace Sandusky's tourism economy & identity
- Decrease rental housing

**SANDUSKY 2018
CENTRAL NEIGHBORHOODS TOUR**



Along the tour route, what do you notice about the East neighborhoods?

- Many nice, dense neighborhoods
- Cleveland Road is a significant corridor
- The mobile home development is well maintained
- Many development sites / vacant lots
- Big Island Preserve needs signage to direct people to it

"The East Side has some of the best and worst neighborhoods in Sandusky."

What connections are important on the East side?

- Big Island Preserve & it's biking and walking paths
- From the Neighborhoods to Downtown
- Corridor Corridors
- Sidewalk network
- Cedar Point Drive

In 5-10 years, what opportunities can the City capitalize on in the East neighborhoods?

- More biking & walking trails
- Grocery store or natural food store
- Redevelopment of Sandusky Plaza
- First Street Corridor
- Cedar Point & the new sports facility
- The Energy District
- Attracting young professionals and families
- Big Island Preserve
- Bike Rentals
- Canoe & Kayak rentals in the Bay

**SANDUSKY 2018:
EAST NEIGHBORHOODS TOUR**

What are the best things about the East neighborhoods?

- Waterfront Views & access
- Walkability
- Cedar Point
- Pipe Creek / Big Island Preserve
- Affordable rental housing

Additional comments & questions:

- City needs a well maintained bike / multi-purpose trail along the lakefront & bayfront that connects to regional systems, city parks, neighborhoods & downtown
- Community art projects with student groups, Boys & Girls club, and colleges
- Mobile home community needs waterfront access
- Redevelopment of city maintenance services can be improved
- Is a traffic study being done as part of the sports complex?
- Cleveland Rd. & Cedar Point Dr. need to be considered for redevelopment and improvement

What are the challenges in the East neighborhoods?

- Safety & Security
- Flooding Issues
- Aging infrastructure / streets
- Rentals
- Freight traffic & noise
- Shoreline Drive
- Sandusky Plaza
- Cleveland Road
- Poor housing stock in areas

**SANDUSKY 2018:
EAST NEIGHBORHOODS TOUR**

**WORKSHOP:
DOWNTOWN (8/12/15)**

Downtown Redevelopment:

- Major hotel chain & conference center
- Open up upper floors of buildings
- Covered parking for residents
- Affordable rental housing
- Bury Utilities
- Balconies & porches along northside of Shoreline Drive to take advantage of views
- Community Gym
- Dog Park
- More Variety of retail shops
- Grocery Store / Bakery
- Understanding of Design Review Projects & Standards
- Public WiFi
- Improve Shoreline Drive
- After Dark Center for development
- Private Property Revitalization plan
- Generate Economic Development funds through private investment
- ADA accessibility

Public & Private Partnerships:

- Business Improvement District (BID / SID) to cover Downtown improvements / services (sw removal, landscaping, revitalizing)
- Job creation / attract young professionals & college educated
- Redevelopment Grants
- Small business grants, loan program, main programs, and better awareness of opportunities
- Community College & Job Training
- Facade & storefront renovation
- Demolish / relocate & redevelop City Hall Site
- Redevelopment partnership in Downtown with Cedar Point

Waterfront Access & Public Spaces:

- ADA accessible amenities - piers, fishing, trails, etc.
- Cedar Point Ferry
- More Signage
- Visitor Shop / Tourist Information / Visitor Center
- Public Restrooms
- Bike Path / Trail extension of the Sandusky Bay Pathway
- Boardwalk
- Light-craft rentals
- Remove / hide dumpsters
- Street lighting
- Redevelop & spruce Up Property
- Demo / repair blighted properties
- Face the waterfront!

**SANDUSKY 2018:
DOWNTOWN MEETING**

Downtown Programming & Events:

- Year-round Farmer's Market & Permanent Location
- Year-round activities & events - Ice Fest, outdoor public spaces with heaters, tents
- Local Bands
- Street entertainment & music
- Main Street's Party in the Plaza
- Define a Downtown Entertainment District & Open Container District
- Local Companies / Concert venue
- History trail with audio app
- Support the State Theater
- Boat Casino
- Family friendly entertainment & activities
- Heritage lighting displays
- Heritage Festival
- Day trip tourism
- Christmas market
- Better marketing of the City marina
- Balance of daytime activities & night life

Public Art, Identity, and Wayfinding

- Murals
- Arts Association & District
- Marketing & Branding partnerships
- Directional Signage & Wayfinding
- Overlays
- Antique horse hitching posts & electric car charging stations
- Public Art installations
- Celebrate natural resources - Lake Erie Watershed Community
- Ice sculptures
- Clear route to Downtown
- Involvement with schools & youth organizations
- Attract local and regional artists for public art installations, gallery events, studios, etc.
- Actively attract visitors to downtown that may already come to Sandusky to go to Cedar Point / resorts / islands
- Balance the tourist town with the small lakefront community
- Provide art galleries
- Art walks & annual events
- Cohesive identity & branding package

**SANDUSKY 2018:
DOWNTOWN MEETING**

Share your Downtown Sandusky photos!

#SANDUSKY2018

www.sandusky2018.com

Sandusky Bicentennial Master Plan

Planning Commission Meeting – August 26, 2015

Planning Process Review & Summary of Feedback

The intent of this meeting was to review the planning process to date with the City of Sandusky Planning Commission and solicit feedback from the group about the work completed to date, any potential omissions, other areas or considerations that should be further explored, and to discuss the next steps and future directions the plan can head in. The consultants reviewed the planning process, timeline, engagement strategy and outreach that has been completed to date – including the rotary meeting, steering and executive committee meetings, neighborhood meetings, boat tour, call-to-action video, one-on-one interviews, focus groups, and public survey. In all, the planning process has had excellent public participation, with over 8% of Sandusky's population participating directly in a meeting or taking the survey and 26% have participated or watched the video. The input received from the community helped to underscore issues & opportunities, and will help to prioritize strategies as the plan moves toward implementation. The diversity of respondents, particularly to the survey, was not a direct reflection of the make-up of the community, however the consultants were assisted by city staff to reach out to groups like the NAACP, Conestoga, and local landlords for assistance in reaching their constituents. The Sandusky Register provided consistent coverage of the meetings and planning process through regular articles and advertising the survey on the main page of their website.

In addition to a considerable engagement period, the first phase of the planning process has including a review of existing plans and studies the City had previously undertaken, and what has been implemented by the City. The team has reviewed the 2005 Comprehensive plan, the 2009 city parks planning studies, the 2014 Downtown Parking Study, the 2014 ERPC Bike & Pedestrian Plan, the 2015 Property Inventory completed by Western Reserve Land Conservancy, and the current ERPC infrastructure plans. Much of the data in these plans can be considered for continued or renewed implementation efforts. The mapping and information gathered by these plans will serve as a considerable existing conditions basis for items like vacant land, parking concentrations, and corridor analysis and capacity. The Planning Commission also suggested we look at the 1997 Sandusky Bay Pathway plan, much of which has been implemented, and identified portions that remain unfinished. Prior to the construction of the existing pathway, there was no shoreline connector, now years after initial construction, the appetite has increased within the community to improve trail facilities and connections.

After reviewing previous studies, the consultants compared the demographics of the community to emerging themes. The age distribution is reasonably balanced and the population is fairly diverse. However, higher educational attainment is much lower than the State and County averages, with Sandusky trailing surrounding communities in number of residents with a bachelor degree or higher. In contrast, the health care / education / social service job sector is steadily increasing, creating a dissonance between available jobs requiring a degree and the level of education of residents. Skilled employment like manufacturing is still a strong component of the job base, as is retail, entertainment and recreation, which is to be expected with Cedar Point's position within the local economy. This disconnect between resident education and employment is further reflected in median household income, where Sandusky trails the US, State, County, and surrounding communities' averages by as much as 5 figures. This signals a need to promote higher education attainment and job training within the City and to encourage younger generations to return to Sandusky as residents after college. The census data also revealed housing values that favor a mid-range, with some higher end housing, and an owner occupancy rate of 52%, demonstrating the prevalence of rental housing in the community, a

theme that was touched upon throughout the public meetings, particularly in the south neighborhoods where first mortgage and lease-to-own programs were considerable desirable and much needed

In addition to census data and demographics, the planning team has produced a set of existing condition maps:

Waterfront Access & Parks (p16): Sandusky has a very long, linear shoreline. Limited or restricted access to due to private property or inaccessible waterfront land (marsh, etc) diminishes the opportunity for residents to feel and touch the water. There is currently only one public marina (paper district), no public beaches, and only one public large craft boat launch (Shelby Boat Launch). Pipe creek does have a small craft launch, however due to the bay's depth and bridge height restrictions on the Cedar Point Causeway it cannot function as an access point to Lake Erie. Much of the shoreline has very deep parcels, making the water's edge feel even more disconnected from the neighborhoods, particularly Downtown.

Vacant Land & Property (p17): Based on the 2014 study completed by the Western Reserve Land Conservancy, a compiled base map illustrates park space, surface parking, vacant lots, previously undeveloped lots (i.e. farm land or undevelopable land like wetlands), vacant property in good condition (graded A or B by WRLC), and vacant property that is blighted (graded C through F). Overall, 221 properties (1.7%) are considered vacant & blighted and can be consider targets for code enforcement and demolition by City staff. 434 acres of vacant lots account for approximately 6% of the city's area; another 421 acres is previously undeveloped (5.8% of city's area); 200 acres are used for surface parking, a number that exceeds the amount of park space (122 acres) (It is noted that Cedar Point's considerable acreage of surface parking does artificially inflate this ratio).

Neighborhood Investment & Redevelopment Strategies (p18): The vacant land and property base map then was used to identify pockets of stability, decline, and opportunity. In residential areas three categories of investment were used to identify areas that should be considered further within the plan:

- *Preservation* - neighborhoods with intact housing stock, but scattered good condition vacancy. Potential strategies that promote preservation and maintenance of fabric – might be applied to these neighborhood and may include streetscaping improvements, code enforcement to maintain quality, and improvement of assets like park space
- *Stabilization* – neighborhoods that are beginning to show signs of decline and disinvestment with concentrations of vacant land and blighted properties. These areas may require substantial infill initiatives, or the completion of residential developments that were never completed, and in one particular case in the south around MacArthur Park a full reimagining of the housing stock. These strategies will lean heavily on public-private partnerships and public incentive.
- *Mixed Use Redevelopment / Re-use* - areas where neighborhood has seen decline, vacancy, or transition to different uses and can be re-envisioned as mixed use with combinations of retail and commercial amenities and residential or office uses. Adjacent corridors that were traditionally commercial based that can be strengthen and improved with re-use or mixed-use components.

Two categories of existing industrial and commercial uses were also noted for potential investment and redevelopment strategies:

- *Investment Areas* – industrial and commercial areas that should stabilized, strengthened and potentially expanded.

- *Transitional Areas* – industrial and commercial areas that can be reconsidered for new or other uses. May be determined by change in fabric, surrounding neighborhoods, or the extent to which the former use is no longer present or viable.

These investment and redevelopment strategies will serve as road-map for the City as they begin to prioritize levels of public involvement in marketing as well as investment and incentivization. Programs like CDBG funding, infrastructure improvements, public land-banking, public-private partnership, TIFs, etc. will be considered based on the type of strategy identified necessary and the extent that the City would need to be actively involved in order to promote development.

Planning Considerations (p19): The summary of feedback from each of the place-based community meetings (Central, West, South, East, and Downtown) is then paired with over-arching planning considerations that combine what was heard from the community and what was physically observed through existing studies and conditions. Since each neighborhood had specific attributes, concerns, and overall conditions, the primary considerations in each differ. The central neighborhoods were mainly intact, with some of the best quality housing and historic neighborhoods. The west neighborhood were quiet and often feel separate from Downtown, with great parks, but little pedestrian and bike connectivity along the roads, particularly on Venice. The south has the highest concentration of rental housing and pockets of abandonment and vacant lots, but a very active population working to improve the quality of life for residents. The east is a tale of two very different conditions, high quality neighborhoods and large areas of vacant land. The east is also currently the primary gateway to Cedar Point and has a definite tourist flavor that is not as prevalent in other parts of the city. Downtown was recognized as the core of the community with potential to grow and expand. In addition, major themes were heard at each meeting, such as code enforcement, rental housing and absentee landlords, promotion of home ownership, a bike and trail network, public access to the waterfront, an updated park system masterplan, corridor planning and road maintenance, a signage and wayfinding network, and job creation. These considerations will be the base of the neighborhood specific and city-wide recommendations and strategies made by the plan.

Potential Focus Areas & Corridors (p20): As a culmination of the planning efforts at this point, this summary map illustrates all of the potential areas of further study within the City that the plan will look at more closely. The corridors, focus areas, gateways, connections, and redevelopment areas will be studied to varying degrees depending upon prioritization by City staff and the steering committee, particularly in areas of confluence where redevelopment areas are overlapped by multiple potential places of study. This diagram serves as the roadmap for the next phases of the planning process.

Infrastructure & Corridor Analysis & Map (p21-23): Using GIS base maps and the data available through ERPC, an analysis of the corridors identified by the Potential Focus Areas & Corridors plan was completed. Based on existing configuration, traffic counts, and proximity of amenities and nodes, an initial wave of short term recommendations (yellow) were produced that can accommodate potential bicycle infrastructure or traffic calming reconfiguration within the existing cartway / right-of-way (ROW). In the long term (+5 years) a series of recommendations for reconfiguration were also recommended depending upon location – on-road (teal), off-road within the ROW (pink). These reconfigurations will be further studied depending upon proximity to physical land based recommendations and overall network goals. It is anticipated that the corridors can be reconfigured to create a city-wide bicycle and pedestrian trail network that will connect to neighborhoods, amenities, natural features, and surrounding communities (map, p 23)

Downtown Investment & Redevelopment Strategies (p24-30): Moving directly into one of the major focus areas of the plan, Downtown has been identified from the on-set of the planning effort as primary consideration. As the historic core of the City, much of the original building fabric is intact, however an open & developable land study reveals over 37 acres of surface parking (exceeding the total land area on the battery park / city hall site ~28 acres) and an additional 32 acres of open / vacant land available for consideration and potential redevelopment. By overlaying the corridors, previously identified in the infrastructure and corridor analysis, pockets begin to emerge and corresponding strategies similar to the citywide map are overlaid. The neighborhoods immediately southeast of Downtown continue to be preserved; the thriving industrial and civic centers are maintained and become areas of supportive investment; the existing green spaces can be expanded to better serve the community, while vacant and underutilized land can connect with trail extensions and passive park space that can serve to rehabilitate brownfield land; gateways are highlighted as entry points to Downtown; the mixed-use core is extended east toward the battery park / city hall site; and waterfront properties are embraced as opportunities to connect to the shoreline and create welcome mats for visitors approaching from the water. While these ideas are still preliminary, the plan will continue to move forward with the ideas suggested in this investment and redevelopment strategies diagram, to further develop connections and opportunities for Downtown.

Comments for consideration from the Planning Commission:

- Information from the community should be considered, evaluated, and determined as feasible and appropriate within the planning document
- Longevity of the plan and implementation is key to the success of the plan – we want to see this move forward, not sit on a shelf
- Pier tract may be a challenging endeavor in terms of acquisition
- Access to Dorn Park and its facilities should be considered in the overall connectivity plan (note: both Venice and Bardshard are indicated as part of the proposed bicycle network plan)
- Access to facilities like those at Dorn Park can be considered in other location throughout the city which may be more central to the community – bring the facilities to the community
- Deep Water currently serves as a public works storage facility for salt – consider eventual relocation
- Traffic flow on major east-west movement has become challenging in recent years – consider city-wide traffic movement
- Focus on connections to useable areas and cluster uses together for efficiency
- Create a concentration of activity Downtown and in other areas – for example: Shelby Boat Launch + Paper District Marina + Jackson Street Pier + Shoreline Park + Battery Park
- Completion of the Sandusky Bay Pathway vision (1997 document)
- Zoning downtown is fairly unrestrictive, no parking minimums
- Parking strategies need to address the myth that there is no available parking or parking enforcement – it has become a block by block issue rather than a district – often distracting and not accurate discussion occur
- Creation of an enterprise zone where Venice bypass has created large areas of underutilized and vacant land

Sandusky Bicentennial Master Plan

City Commission, Planning Commission, BZA Joint Review Session – November 5, 2015 Summary of Recommendations Review

The intent of this meeting was to review the planning process to date, specifically the planning recommendations at the citywide, neighborhood, and district scales with the City Commission, Planning Commission, and Board of Zoning Appeals, and to solicit feedback from the group about the work completed to date, any potential omissions, other areas or considerations that should be further explored, and to discuss the next steps as the plan wraps up and moves to document creation and final adoption.

The consultants began by briefly reviewing the planning process, timeline, engagement strategy and outreach that has been completed to date, followed by the research into prior plans, studies, and existing conditions. They then began an overview of how the recommendations are organized - both in the report format and in the presentation - focusing on scaled strategies that begin at the City-wide level and work down to Neighborhoods and then Districts. The strategies proposed by the city-wide recommendations are then referenced within the Neighborhood initiatives and districts. The first type of physical city-wide recommendations are Investment & Redevelopment strategies that look at Mixed-Use, Industrial, and Institutional redevelopment as well as housing initiatives for both stabilization and preservation. The second type of city-wide recommendations are focused on infrastructure, specifically roadways, pedestrian, and bicycle networks, as well as intersection improvements that focus on the masonic grid. The city's street network was first analyzed and potential corridors for reconfigurations were put into typologies: Residential, Corridor, Rural, Trails & Pathways, or Specialty. A proposed street section(s) was then shown for each of these typologies and then mapped on the overall network using color coding to identify the applicable typology. The color coding of both the Investment & Redevelopment Strategies and the Infrastructure network is then used throughout the neighborhood sections as a way to reference back to the city-wide strategies.

Moving on to the neighborhood scale, the consultants went through the feedback and proposed initiatives for each of the neighborhoods in the same order as their public meetings were held: Central, West, East, and South. The initiatives ranged from targeted redevelopment of corridors like Hayes and Cleveland Rd, to park system master planning recommendations, streetscaping, housing investment, and economic growth. Paired with the neighborhood initiatives were specific street sections from the city-wide infrastructure section to illustrate how the different scales of tools work together and can be used in tandem.

The third discussion topic was at the District level where specific sections of Downtown Sandusky were divided into redevelopment districts depending upon their primary use and development potential. The four districts - Battery Park, Iron District, Compass District, and Paper District – were then walked through beginning with an overall aerial photo and then the proposed redevelopment and statistics. The options presented for each district were explained in terms of overall development, proposed density and development yields, and parking impact using both rendered plans and 3d images.

Throughout the conversation, an active discussion took place, below is a summary of feedback that will be considered as the plan moves into its final stages.

Feedback

City-wide Scale

- Consider incorporating the need to establish truck routes in conjunction with infrastructure changes and industrial development

Neighborhood Scale:

- Include Chausee as a neighborhood (does not need separate initiatives, possibly city-wide recommendations like housing preservation or bike infrastructure)
- Tracy Farm property (south of Cedar Point Drive / Cleveland Road) potential for residential infill / new development (wetland concerns)
- Hayes Corridor Recommendations are important particularly now that volume has increased along the corridor
 - Consider an alternate street section that eliminates on-street parking in some areas to allow for a center turn lane or bicycle infrastructure
 - Concerns for emergency vehicle access to the hospital
 - Balance the needs for on-street parking – some residences have no driveways / off-street parking (reconfiguration may need to be further studied on a block-by-block basis)
 - How much development is feasible along the corridor (within the city limits) versus south of Perkins where land is plentiful?
 - Focus should be to maintain good housing stock and balance with any commercial / institutional infill that may occur

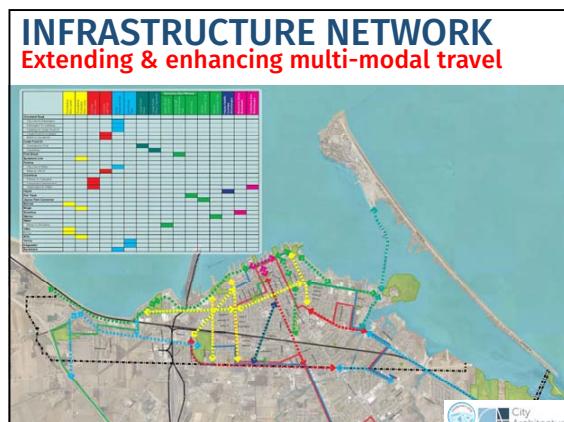
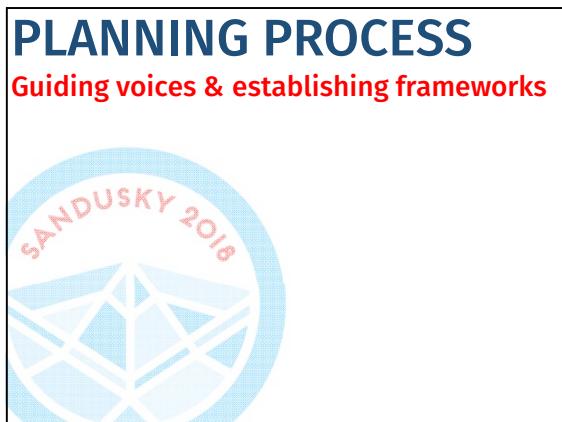
Downtown Districts:

- Battery Park
 - One of the biggest criticisms of the 2007 Marina District Plan was that the park space was not contiguous
 - The Surf's Up / Sandusky Bay Pavilion property's deed restriction is a question of public access versus public park space – which is it? Determines if any kind of development / parking can occur on site (*Suggestion from the consultants: Let's show Option 2 with a parking garage and no development on the Surf's Up site as an alternative that keeps the site as green space, so both alternatives for the property are represented in the planning document.*)
 - The new street is what makes the plan work and is something that has not been suggested by previous planning efforts
- Iron District
 - A 2009 market analysis showed a significant demand for a townhome like product
 - Consider a connecting trail that goes through Shoreline Park's parking lot from Water Street to Shoreline Drive
- Compass District
 - Consider the name “elevated sidewalk” or “elevated linear park” rather than boardwalk

- As Shoreline Drive becomes more populated / activated, traffic may increase both on the road and sidewalk making it difficult for cyclists to use either, maybe suggest future accommodation for bicycle infrastructure and/or make the road one-way to allow for bike lanes / trail
 - Highlight the Chesapeake's green space
 - The plan should highlight the proposed parking reductions and how it may affect an overall parking plan – suggest shared parking strategy and a Downtown plan that looks forward if / where growth occurs
 - Recommend that a future parking plan account for 75-100 new Downtown residents in the districts
- Paper District
 - Is it necessary to show the tennis courts / skate park moved from the east end to the west? Can they serve to activate the green space in Battery Park?
 - Consider relocation of boat launch to one of the piers to get it away from water treatment plant (smell)

Next Steps:

- Complete city-wide, neighborhood, and district recommendations
- Draft report – to be delivered to Commission for review week of 12/7/15
- Planning Commission Adoption – 12/16/15
- City Commission Adoption – 12/28/15



REDEVELOPMENT STRATEGIES

Determining varying ideas for Sandusky

MIXED-USE REDEVELOPMENT / RE-USE

Includes:

- Urban neighborhoods have seen decline, vacancy, or transition to different uses over time. These areas can be mixed-use with combinations of retail and office uses.
 - Adjacent corridors that were traditionally commercial are becoming more strengthened and improved with re-use and re-development.
- This is particularly important around the city's tourism hub of Cedar Point where growth and investment is mainland rather than the peninsula is visible.
- Occurs In:**
- Old Neighborhoods
 - Downtown Corridors
 - Southside
- DESIGN GUIDELINES:**
- Establish height / area guidelines that promote growth, density and density
 - Encourage buildings to be located along main corridors (Cedar Point Drive & Cleveland Rd)
 - Maintain landscape buffers, fencing standards and setback requirements for building uses occur along main corridors.
 - Consider a mixed-use overlay provision within the zoning code (see case study below)



STRATEGIC PRIORITIES ADDRESSED

- Vibrant City: Entrepreneur & Small Business Support
- Destination City: Destination Downtown; Recreational and Waterfront Amenities; Accommodations for Visitors
- Connected City: Walking, Biking & Public Transportation; Wayfinding; Corridor Enhancement
-

INDUSTRIAL REDEVELOPMENT

Includes:

- Industrial and commercial areas that are no longer viable or are potentially expected to change with new growth and highway access needs.
- DESIGN GUIDELINES:**
- Establish buffers and appropriate setbacks to separate industrial uses from residential areas.
 - Create vacant parcels to create reduced conflict / objectives can be achieved by creating a mix of uses.
 - Encourage use of rail / freight traffic for truck / freight traffic use priority.

INSTITUTIONAL EXPANSION

Includes:

- Industrial and commercial areas that are no longer viable or are potentially expected to change with new growth and highway access needs.
- DESIGN GUIDELINES:**
- Establish buffers and appropriate setbacks to separate institutional uses from residential areas.
 - Create vacant parcels to create reduced conflict / objectives can be achieved by creating a mix of uses.
 - Encourage use of rail / freight traffic for truck / freight traffic use priority.

RESIDENTIAL STABILIZATION

Includes:

- Neighborhoods are beginning to experience growth and development.
- DESIGN GUIDELINES:**
- Favor infill of existing industrial sites and encourage reuse of existing buildings along main corridor.
 - Encourage mixed-use developments that support economic investment that supports neighborhood.
 - Use durable materials for new construction, including permeable pavements.

RESIDENTIAL PRESERVATION

Includes:

- Neighborhoods with intact housing stock, low density, and high walkability.
- DESIGN GUIDELINES:**
- Neighborhoods provide preservation of existing structures and overall integrity of the neighborhood.
 - Favor infill of existing industrial sites and encourage reuse of existing buildings along main corridor.
 - Encourage mixed-use developments that support economic investment that supports neighborhood.
 - Use durable materials for new construction, including permeable pavements.
- STRATEGIC PRIORITIES ADDRESSED**
- Vibrant City: Safety, Housing, Neighborhood Anchor, Mixed-Use, Economic Development, Infrastructure
- Destination City: Walking, Biking & Public Transportation
- Connected City: Walking, Biking & Public Transportation
-

STRATEGIC PRIORITIES ADDRESSED

REDEVELOPMENT STRATEGIES

Applying specific city-wide ideas

LEGEND

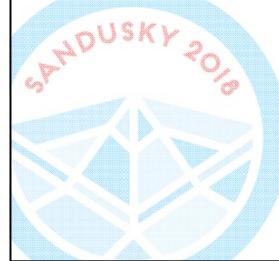


ACTIVE PLANNING WORKSHOPS



NEIGHBORHOOD INITIATIVES

Planning at the community scale...



CENTRAL NEIGHBORHOODS: I WANT TO SEE

- Walkable, intact neighborhoods
- Core neighborhoods
- Historic housing stock
- Neighborhood parks
- Opportunities for infill
- Commercial corridors have many vacant buildings / storefronts

in my neighborhood

sandusky2018

CENTRAL NEIGHBORHOODS



PRIORITY INITIATIVES



WEST NEIGHBORHOODS: I WANT TO SEE

- Quiet neighborhoods
- Connected to amenities
- Great parks
- Bike paths and trails to connect to Downtown & neighborhoods
- Safe train crossings

in my neighborhood

sandusky2018



WEST NEIGHBORHOODS



Priority Initiatives:

- Park Improvements: Lion's Park, Amvets Park, Dorn Park
- Venice Road bike / pedestrian improvements



PRIORITY INITIATIVES



EAST NEIGHBORHOODS



Priority Initiatives:

- US Route 6 / Cleveland Road
- Cedar Point Drive
- Farwell Park

EAST NEIGHBORHOODS: I WANT TO SEE

- Walkable neighborhoods
- Cleveland Road improved
- Development along Cedar Point Dr
- Great park amenity (Big Island)
- Entry to Cedar Point
- Attract young families & professionals

in my neighborhood

sandusky2018

PRIORITY INITIATIVES



PROPOSED:



PROPOSED:



SOUTH NEIGHBORHOODS: I WANT TO SEE

- The Hayes Corridor redeveloped as a health district
- Walkability & safe routes to school
- Neighborhood amenities & retail options
- Large scale affordable + market rate single family housing redevelopment

in my neighborhood

sandusky2018



SOUTH NEIGHBORHOODS



Priority Initiatives:

- Churchwell Park Neighborhood
- Healthy Hayes Corridor

- Columbus Road Bike Lanes



PRIORITY INITIATIVES



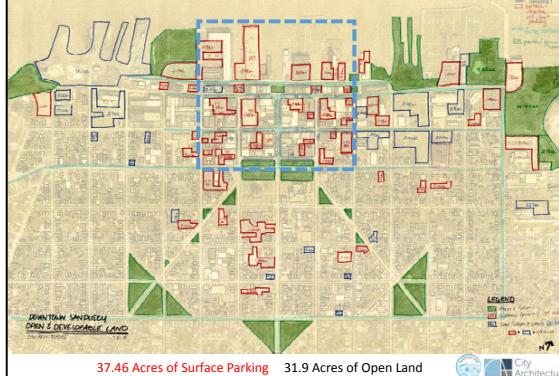
DOWNTOWN SANDUSKY: I WANT TO SEE

- Activated upper stories
 - Business Improvement District
 - Hotel & Conference Center Development
 - Relocated city hall / development on Battery Park
 - More Apartments & Residential Options
 - Year Round Activities & Events
 - Connection to the waterfront

in downtown

sandusky2018

OPEN & DEVELOPABLE LAND



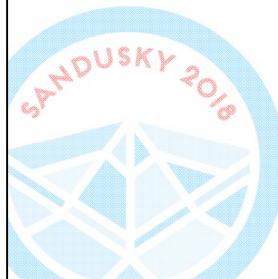
DOWNTOWN DISTRICTS

Enhancing & creating identities

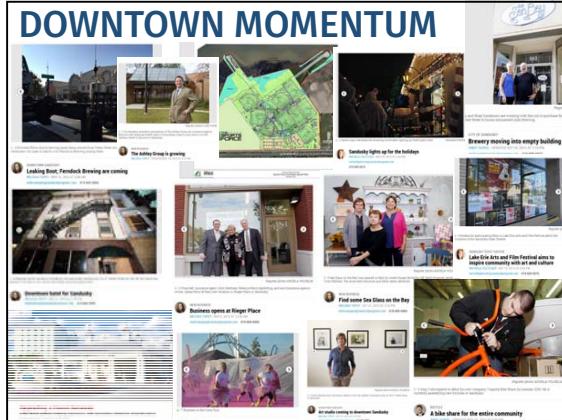
PAPER	COMPASS	IRON	BATTERY PARK
Reclaim and remediate industrial land for recreational uses that link existing public amenities.	Completing street edges, connecting to the waterfront, and expanding	Merging Downtown's residential neighborhoods with the City's eastern shoreline &	Re-imagining an underutilized waterfront site with activated public space and mixed-use

DOWNTOWN DISTRICTS

Redevelopment at the ground level



DOWNTOWN MOMENTUM



DOWNTOWN PARKING

Maintaining & strategically re-purposing land

Sandusky Parking Supply/Demand Study

Area	On-Street Parking	Off-Street Parking	Total Parking	Average Utilization	Peak Utilization
Block 1	0	461	461	77.0	97.0
Block 2	0	297	297	65.0	78.0
Block 3	0	154	154	44.0	66.0
Block 4	0	120	120	33.0	43.0
Block 5	50	8	58	26.0	41.0
Block 6	79	0	79	65.0	65.0
Block 7	56	0	56	50.0	50.0
Block 8	21	0	21	24.0	38.0
Block 9	63	96	149	21.0	43.0
Block 10	45	76	121	37.0	71.0
Block 11	53	76	129	58.0	88.0
Block 12	46	126	172	29.0	44.0
Block 13	43	111	154	33.0	77.0
Block 14	68	41	109	25.0	57.0
Block 15	72	250	322	19.0	34.0
Block 16	43	98	141	40.0	71.0
Block 17	53	29	82	64.0	82.0
Block 18	30	0	30	58.0	87.0

- Total Parking: 2626 spaces
 - Average Utilization: **38.4%**
 - Peak Utilization: **61.1%**
 - Top 5 identified lots are retained
 - City is enhancing heavily utilized Block 10
 - On-street parking is an important component of urban, mixed-use districts

BATTERY PARK DISTRICT

Framework, goals & redevelopment objectives

- Maintain & expand public waterfront access
 - Honor existing uses / leases / access points
 - Promote highest & best use of land
 - Enhance & connect green spaces
 - Activate the shoreline
 - Provide a Civic event & festival space
 - Expand tourism, retail & recreation options

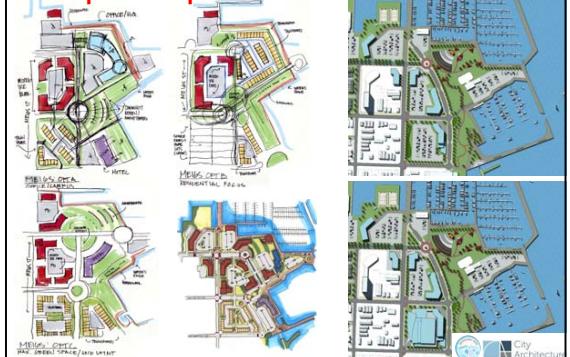
BATTERY PARK DISTRICT

Existing conditions & uses



BATTERY PARK DISTRICT

Conceptual fit-plan studies



IRON DISTRICT

Framework, goals & redevelopment objectives

- Connect Compass District / Core Downtown with eastern green space & redevelopment
 - Improve pedestrian & bicycle links along Sandusky Bay Pathway
 - Infuse new living options
 - Reposition valuable, underutilized land
- SANDUSKY 2020 graphic

IRON DISTRICT

Existing conditions



IRON DISTRICT

Conceptual fit-plan studies



COMPASS DISTRICT

Framework, goals & redevelopment objectives

- Preserve, revitalize & enhance Sandusky's Historic Downtown Core
- Enrich the City's "front door" from the water
- Retain & attract businesses
- Balance parking supply & actual demand
- Celebrate the waterfront with quality waterfront public spaces
- Activate buildings' upper floors





PAPER DISTRICT

Framework, goals & redevelopment objectives

- Maintain municipal operations and shoreline access
- Reclaim waterfront land for public park space
- Complement Shelby Boat Launch with other expanded amenities
- Introduce new wildlife habitats / natural landscape
- Extend Shoreline Drive's connectivity



City Architecture

PAPER DISTRICT

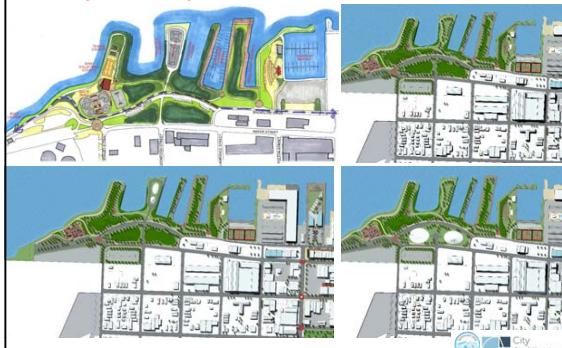
Existing conditions



City Architecture

PAPER DISTRICT

Conceptual fit-plan studies



City Architecture



TOGETHER, CELEBRATE THE BICENTENNIAL OF A VIBRANT, CONNECTED, LIVABLE, DESTINATION CITY.

City Architecture

Sandusky 2018 Public Roll Out / Community Meeting Comment Cards

State Theater, 12/10/2015

Please share your comments	Most important aspect to accomplish	General Comments
This plan is very exciting	Rent to own housing- home owners take care of their property	Camp St. subway is complete but the metal structure needs painting desperately. Hayes Ave. structure is a nice green. Can we get the railroad to paint?
Good Show!	The walkable/bikeable, signage, and jobs.... Everything! Thank you and please keep on keeping on, doing a fine job.	On the South east side of the Camp subway I'd like to see the remaining concrete painted to match the rest of the concrete walls.
Very Exciting! I moved to Sandusky five years ago and it just keeps getting better. The plan sounds real, wonderful and doable.	Showing a real commitment to change in Sandusky	Milan Rd. overpass makes the city look like an inner city dump. Fix it, it gives Cedar Point traffic a bad first impression of our city
Why is it that in downtown Sandusky nothing can be torn down and replaced? Nice Job!	1. Improve housing stock. 2. Maintain a green space buffer zone along our shoreline for pedestrian recreation. Investment to revitalize downtown	Replace Pierce and Buchanan St. between Hayes Ave & Campbell St.
I think they should build a boardwalk	"Destination"	Mr. Smith's coffee shop is another reason I go to Sandusky. You need to reward the owners for giving me a comfortable place to go and sit and not spend much money
I feel very positive about the plan	City Manager does a great job	I really like the new city plan. My only concern is that much hope is placed on the water. This is not San Diego, CA.
Very troubling to once again put commercial and residential on Battery Park	Before presentation: this plan needs to provide a path forward for future development. Including development of architectural design guidelines for each area. Developers and new work/projects need to fit together and look like a cohesive plan for area. After presentation: spot on, great presentation. Eric owned it and that confidence has been missing.	We go to Jackson street pier all the time because we can drive right up to the water and enjoy the bay. I like driving and parking on Jackson St. Pier. Please do not make a park on Jackson St. pier. I would never go there. I do not go to Mylander park. I miss being able to park my car there. Then walk to the theatre. Please let me and fishermen drive up to the water and use our cars to enjoy the pier. I enjoy sitting in my car on Jackson St. Pier and drinking coffee.
This is exactly what we need to move forward. Combine this with revision Sandusky, the videos, etc. it is such an exciting time for Sandusky.	Everyone rowing in same direction.	We need beauty and activity items for the winters here.
I hope that the plan (that indicates we have too much parking) takes into consideration future demand with new development and peak demand periods.	Getting the funding to accomplish these goals	We need an inter city train line again to and from Cleveland
Big Island is a state wildlife area, not a park. List it as a wildlife area on plan because birders with disposable income are attracted to wildlife areas not urban parks. Also, its closed to public use and open only to hunters during this season.	Tear down old buildings. Build new fancy waterfront. Many waterfront parts of plan rely on local/state/federal partnerships. Downtown culture of past highlighted in modern buildings that replace old buildings. New embraced waterfront.	Washington DC is the only other city made with the masonic street grid. They need to be our sister/father city. Nice work!
Why is MetroPark land near Sports Force not reflected in plan?	Partnerships	Wi-fi public. Parking behind buildings. A small "bean" (Chicago). Food gardens.
Having bike path along road is okay, but along water is 100x better.	Develop Shoreline. Convert building at CP/Jet Express Dock into a restaurant.	Battery Park: Selling two blocks along Meigs for development is an issue. Need more land for an expanded skate park. Not enough parking. More recreation, less development. Concerned that mixed-use will compete with downtown (both residential and commercial). Keep City Hall where it is and remove tennis courts and volleyball from Sandusky Bay Pavilion and put them where existing tennis courts and parking are. Yacht Club lease noise is an issue, shouldn't have anything on Sandusky Bay Pavilion but benches and a pavilion.
The city's reputation is huge. When I relocated here for work 6 months ago, all of my friends asked why... until I convinced them to visit for a weekend and open their eyes. After going to the islands, Chesapeake lofts pool, experiencing bike week and the concerns, they went home jealous that I lived here.	1. better use of the shoreline 2. Demolishing run down housing and cleaning up downtown. 3. Livable city. 4. Love the idea of tennis courts and sand volleyball courts, as well as the amphitheater (on the water). 5. Develop Jackson Street Pier (but do not block view of the bay from Chesapeake lofts)	Iron District - shouldn't do housing, will turn into transient rentals and the owners of boats might buy the condos/homes, etc.
What is an optimum (range) ratio of residential, office, retail and hospitality spaces (square footages) for those that want to live, work, shop, and recreate downtown? 2. What is our current ratio?	Restore waterfront to public use. Do not allow any private person to build so that we cannot see the water. First street is a prime example! McEwen Street? Take fencing down at Sadler's Sailing Basin. Develop area Battery Park & relocate City Hall.	Jackson Street Pier: Not enough parking retained. Make sure the Pier remains ADA accessible for fishing.
Wow! So comprehensive! Very exciting! I think the focus of mixed use and turning our attention to the water is key. This will attract younger people to the area. Approve! Play grounds for kids, good. Move Salt piles to shoreline by old Barr Rubber site. Why are you planning to remove my business from downtown?	Continued transparency and dialogue with community.	

Sandusky 2005 Comprehensive Plan Review

Evaluation Legend:

Blue = remains a primary focus in 2018 plan

Italics = secondary focus in 2018 plan

Strikethrough = not a focus in the 2018 plan

Key Recommendations:

1. Encouraging redevelopment and reinvestment, and supporting new development.
2. *Updating zoning code, sign code and subdivision regulations to include state-of-the-art standards and techniques that implement the Plan, and recommending appropriate downzoning of residential neighborhoods.*
3. ~~Resolving water and sewer issues with Erie County.~~
4. Encouraging health care facilities to remain and expand in the City.
5. Aggressively promoting and assisting local manufacturing business retention and expansion, and expanding City tourism industry activities.
6. Fostering waterfront development that supports desirable tourism growth and new residential living.
7. Encouraging residential development in appropriate locations, maintaining property values, facilitating affordable housing and increasing homeownership.
8. *Preparing an update of the Parks and Recreation Master Plan.*
9. *Providing additional cross-town access, improving the street network, supporting commercial shipping and supporting recreational boating.*
10. Continuing aggressive enforcement of the Existing Structures Code to insure that residential and commercial properties are maintained.

Planning Elements & Major Recommendations:

1. Community Facilities and Services

- Goal: Maintain and expand the current level of community facilities and services emphasizing safety, reliability, and affordability.
- *Increasing communication and cooperation among City, adjacent townships and Erie County.*
- ~~Resolving water and sewer issues with Erie County.~~
- *Continuing to improve relations between City departments and the public.*
- *Focusing service delivery at the neighborhood level.*
- Relocating the public service complex.
- Expanding the capital improvement process.
- ~~Improving the fire stations.~~
- ~~Encouraging health care facilities to remain in the City.~~
- *Maintaining the City's urban forest.*
- ~~Continuing to improve the City's water and sanitary sewer systems and resolve stormwater issues.~~
- ~~Improving the City's three underpasses.~~
- ~~Implementing the west side grade separation.~~

2. Economic Development

- Goal: Strengthen the economic base of the community by supporting existing businesses while continuously seeking to expand the number of businesses within Sandusky.
- Continue to promote and assist local business retention and expansion.
- Continue efforts to expand City tourism industry activities.
- Continue to foster waterfront development that supports desirable tourism growth and new residential living.
- Continue to foster increased downtown revitalization.
- Support and strengthen local shopping amenities.
- Expand citywide marketing in line with other economic development objectives.

3. Housing

- Goal: Promote a range of quality housing opportunities for all income levels while encouraging neighborhood revitalization, increased homeownership, and the construction of new single-family housing.
- Encouraging residential development in appropriate locations that can be serviced by utilities, transportation, community facilities and parks.
- Maintaining property values.
- Targeting state and local resources to facilitate affordable housing (new and rehabilitated) through the Bay Area Neighborhood Development Corporation (BANDC)/Habitat for Humanity, Erie Metropolitan Housing Authority, and other community not-for-profits.

- Targeting state and local resources to facilitate homeownership (new and rehabilitation) through grants and program income, emergency home repair, downpayment assistance and working with local banks. Prioritize the promotion of the benefits of homeownership and living in the City of Sandusky, especially to first time homebuyers currently residing in the county.
- *Encouraging conversion of multi-tenant structures to single family ownership when feasible.*
- Developing zoning standards for downtown residential uses.
- Encouraging rehabilitation as an option to demolition of condemned structures by targeting code enforcement and CDBG funds.
- *Supporting and encouraging City pride by continuing the residential property Pride Awards.*
- *Improving neighborhood security.*
- *Continuing to use housing code enforcement to improve property conditions and maintain property values.*

4. Land Use

- Goal: To ensure an adequate land base for growth, with emphasis on Downtown and Bayfront mixed uses, neighborhood preservation, new single-family housing, industrial development outside downtown, year-round tourism and sensitivity to historic character and resources.
- *The downtown will be revitalized as an exciting mixed-use area with retail businesses, lodging, offices, government and cultural arts. The Downtown will be strongly linked to the Bayfront.*
- New investment will create a vibrant residential neighborhood east of Downtown, providing new housing opportunities for residents.
- All neighborhoods will be strengthened to create safe, lively and stable areas to raise children and own a home. Rehabilitation and infill new construction will occur throughout the City. *New single-family subdivisions will occur in the City's far western area.*
- *Neighborhood business districts will become stable and will continue to offer local goods and services to nearby residents in a pedestrian-friendly environment.*
- *The industrial base will be concentrated on the west side of the City, will be diverse and will continue to offer residents outstanding employment opportunities.*
- Public access to the Bayfront will be extensive and whenever possible, a public open space network will be developed along Cold Creek, Mills Creek, Pipe Creek and the Bayfront, linking the City's various neighborhoods.
- Tourism will continue to be a vital component of Sandusky's economy.
- Traffic circulation will be improved and the City will facilitate improved access to Cedar Point, as well as within Sandusky's neighborhoods.
- *A formal neighborhood planning program should be implemented as a follow-up to the Comprehensive Plan, and the City's Zoning Code and Subdivision Regulations should be updated.*

5. Parks & Recreation

- Goal: Expand year round recreational activities and cultural events for all ages and backgrounds while maintaining the quality of existing parks and recreational facilities.
- ~~Preparing an update of the Parks and Recreation Master Plan and integrating the plan into capital improvement planning process.~~
- *Enhancing and improving existing events and farmer's market.*
- *Programming events in the Downtown/Bayfront.*
- *Activating unused or underused parks in line with master plan update and available funding.*

6. Transportation

- Goal: Maintain and improve the existing transportation network as well as the transportation services in order to meet the needs of residents, businesses, and tourists.
- *Improve the street network.*
- *Encourage and expand public transportation.*
- *Improve transportation safety.*
- ~~Support commercial shipping.~~
- *Support recreational boating.*
- *Increase pedestrian walkways and bicycle paths.*
- ~~Encourage appropriate use of existing railways.~~
- *Pursue appropriate financing for transportation projects.*
- *Continue use of special assessments.*

Sandusky Demographic Data

Overall Population is Decreasing

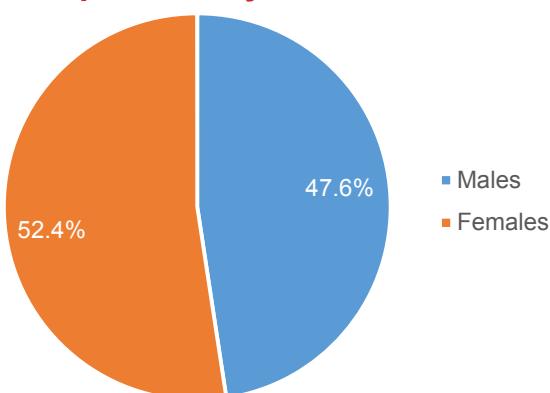
2000: 27,844 people

2010: 25,793 people (-7.4%)

2014: 25,346 people (-9.0%)

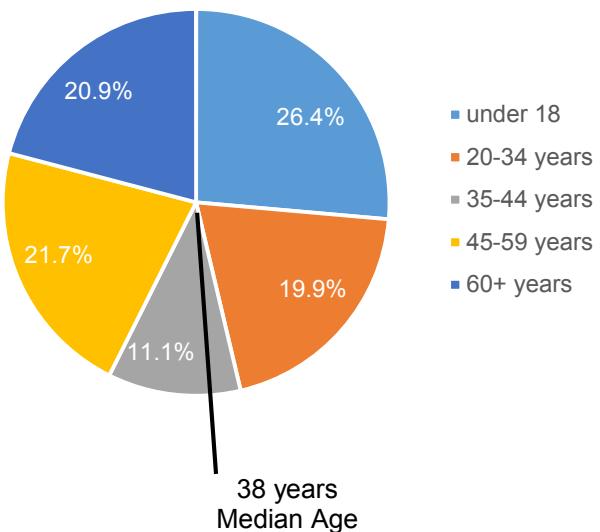
Source: Census

Population by Gender



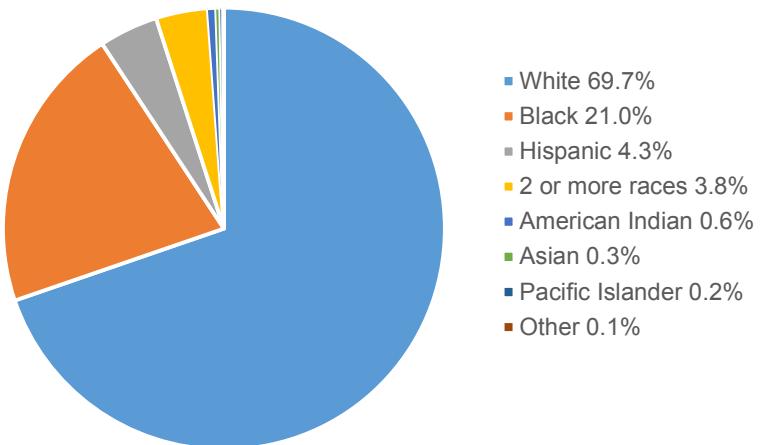
Source: 2010 Census

Age distribution is reasonably balanced.



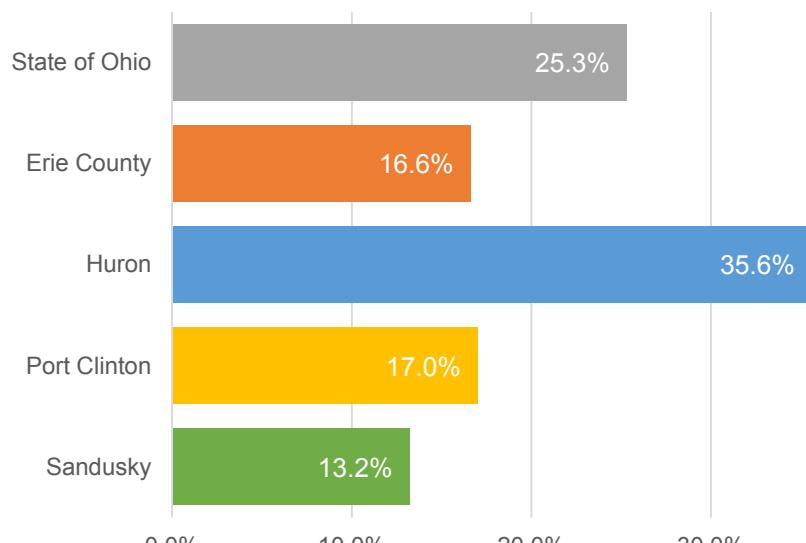
Source: 2010 Census

Community is predominately white, with a considerable minority population



Source: 2010 CityData

Educational Attainment: Population with a Bachelor Degree or higher

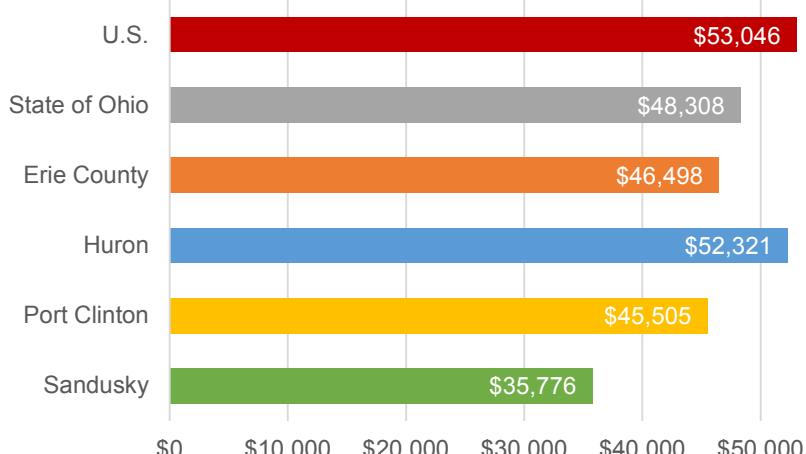


81% of Sandusky's population has a High School degree or equivalent, but has considerably lower rates of Higher Education attainment.

Source: 2012 CityData

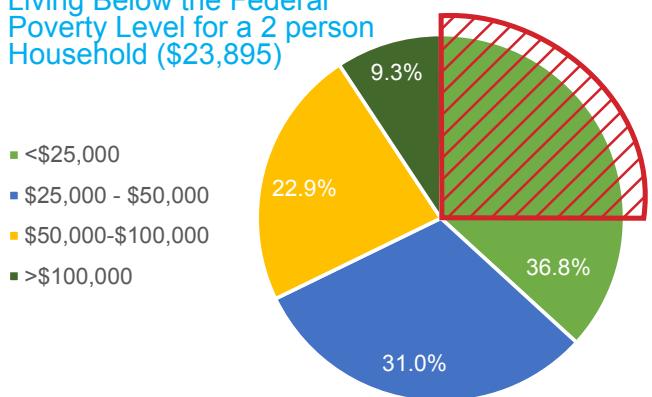
Sandusky Demographic Data

Median Household Income



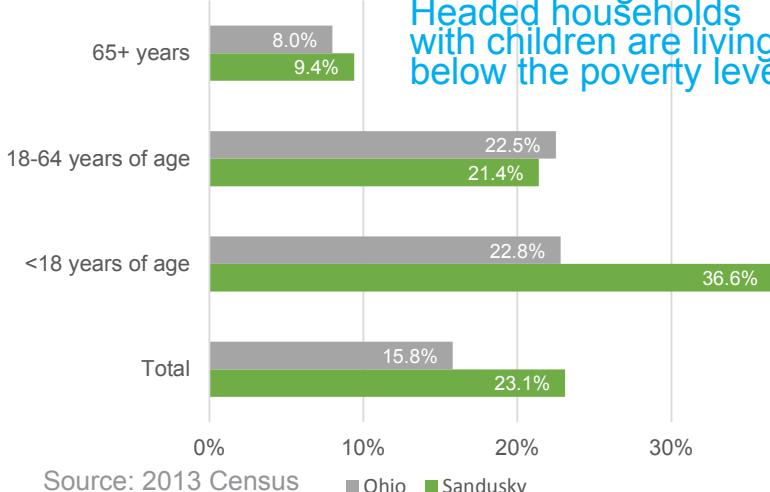
Sandusky Median Household Income

Hatch Indicates Households Living Below the Federal Poverty Level for a 2 person Household (\$23,895)

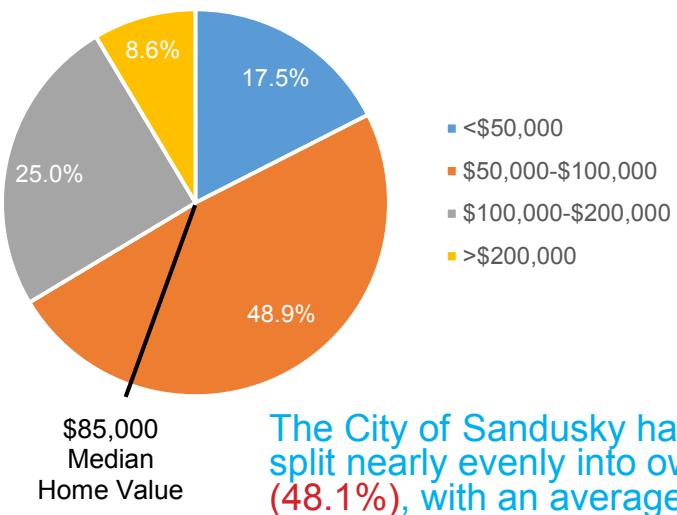


Individuals Living Below the Poverty Level

41.8% of single Female Headed households with children are living below the poverty level.

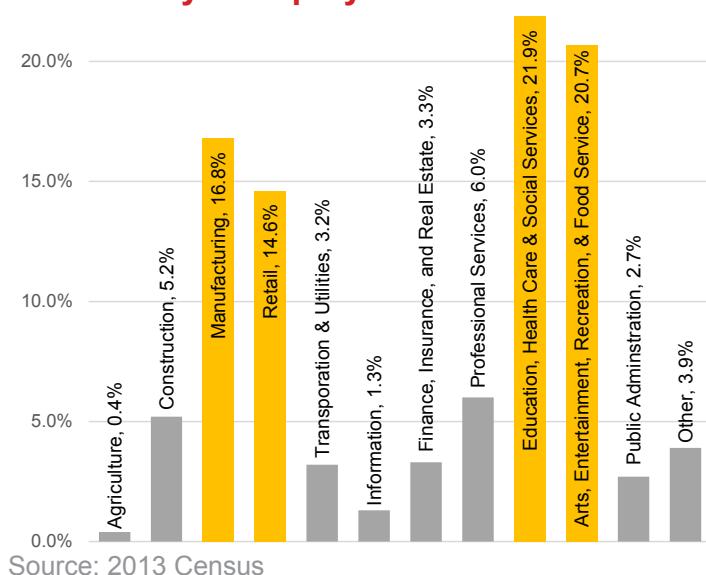


Housing: Sandusky Home Values



The City of Sandusky has 13,447 housing units, those units are split nearly evenly into owner occupied (51.9%) and renter occupied (48.1%), with an average household size of 2.25 persons. Average rent is \$622 / month, with nearly a third of all home owners holders spending 30% or more of their income on the mortgage.

Sandusky's Employment Sectors



Housing: Occupancy

