

PERKINS TOWNSHIP

COMPREHENSIVE DEVELOPMENT PLAN

Final
December 2005



A Glimpse into the Future

PERKINS TOWNSHIP

Comprehensive Development Plan

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Perkins Township, Ohio

Comprehensive Plan

Approved December 06, 2005

Resolution No: 2005-0138

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SECTION 1

Perkins Township, Ohio Comprehensive Plan

1.0 INTRODUCTION

Overview of Comprehensive Plan Development Process

The Erie County Comprehensive Plan approved in April of 1996 serves as the board document from which the County and Townships can provide orderly, balanced growth to the community. Because of its nature, the Plan cannot specifically address all concerns throughout the planning area. This function is preformed at the more localized level through the development of secondary plans. The Plan recognized that Perkins Township would need a secondary plan to help guide future growth in this rapidly growing Township. This secondary Plan should be used in conjunction with the County Plan approved in 1996.

The Perkins Township Trustees initiated this Secondary Plan at the end of 2003, recognizing the need to prepare land use policies to guide the future development of the Township. A comprehensive plan is a long-term land use plan that attempts to balance current needs and demands with those projected in the future. A land use plan guides the community and acts as a blueprint in its attempt to balance the consequences of future change. Therefore, it is essential for a community to attempt to strike a balance between the competing claims of the present and future; between public and private interests in land use; and between the costs and benefits of changes in land use management and development. The Plan builds upon a series of previous planning related activities including soil, land use and transportation analysis report and several transportation studies.

Perkins Township has faced a number of changes over the last thirty (30) year period. Specifically, growth related issues that include Increases in residential, commercial development, traffic congestion, lack of parks/recreation and the increased need for utilities. The Perkins Township Comprehensive Plan will provide a basis for officials in the Township to make pertinent decisions concerning the orderly development of the planning area. The plan is designed to coordinate land uses with the limitations of the natural environment, current established land uses and the infrastructure.

In addition, the Comprehensive Plan establishes a framework for making land use decisions relative to development in the Township. The Plan contains goals, objectives and implementation strategies for a variety of elements related to growth. Those elements include community facilities and services, parks and recreation, housing, transportation, utilities, economic development urban design and land use.

1.1 ORGANIZATION OF THE PLAN DOCUMENT

Following the Introduction, an Executive Summary provides an overview of the planning process, describes the Plan's goals and highlights key recommendations. Next, the Existing Conditions and Trends section documents current conditions and trends in Perkins Township that serve as background information for the preparation of the Plan.

The Plan then reviews the schools and park structure in the Township. Following the information on parks and schools is the Vision 2005 section, which reports on information gathered through speakers, stakeholder interviews and a survey mailed to the residents of Perkins Township. In addition, the Vision 2005 section identifies Issues and a number of Action Steps that can be taken to address each particular issue.

The Introduction to the Planning Study Area Plan follows the Vision 2005 section. The Planning Study Area Plan is a detailed interpretation of the land uses and their intended locations as they pertain to each Study Area. The Planning Study Area Plan also provides a framework for the overall development of the Study Areas and it serves as a record of the detailed needs of each area. The final section of the Plan is the Implementation section and it summarizes the strategies and actions that must be accomplished to achieve the desired future for Perkins Township. The Implementation section also describes how the Plan should be used and how it should be updated in the future.

1.2 SUMMARY

THE PLANNING PROCESS:

The comprehensive planning process used in developing this document began in late 2003 with the formation of a Steering Committee. The committee was comprised of local citizens and political leaders and its role was to guide the Erie Regional Planning Staff in developing the plan. Early on in the process, it was decided that one of the most important aspects of a good plan was to use a variety of methods to gather public comment. Therefore, information gathering began with a number of speakers from the business, real estate, industrial, government, transportation and recreation industries speaking to the committee. They shared information on their fields of expertise and offered advice on how they felt the area should develop in the future. In addition, Regional Planning staff interviewed a list of local stakeholders and asked them a standard list of questions covering the following categories:

- 1. Land use**
- 2. Housing**
- 3. Economic Development**
- 4. Utilities**
- 5. Community Facilities and Services**

- 6. Parks and Recreation**
- 7. Transportation**

The final information gathering technique was a direct mailing survey to all of the residents of Perkins Township. The response was very positive with over seven hundred people returning the eight-page survey.

Once the information was gathered, the results were compiled in a report containing Issues and Actions Steps entitled Vision 2005. At the same time, Regional Planning Staff worked to complete the Existing Conditions and Trends, School District, Police Department, Fire Department and Land Use Allocation chapters of the plan for review by the Steering Committee. Finally, the Vision as well as other portions of the plan were presented for public comment during meetings at the Perkins Township Hall on May 11th & 12th.

The information from the public sessions and additional chapters of the plan were reviewed by the Steering Committee at work sessions following the May public sessions. A final draft was prepared in November of 2005 and a public hearing was held before the Perkins Township Zoning Commission. The Zoning Commission reviewed the document and then moved to recommend the plan's approval to the Perkins Township Trustees.

The Perkins Township Trustees reviewed the plan and held a public hearing. The Plan was officially adopted on December 6, 2005, Resolution No: 2005-0138.

Key Recommendations

The Plan includes Issues and Actions Steps based on seven separate categories. The focus of the plan is to encourage development and reinvestment throughout the community with sustained growth and a controlled approach to compatible land uses. A review of the Issues and Action Steps in the Plan reveals the following themes:

- 1) Retain existing and attract new industry and business to Perkins Township.**
- 2) Foster and encourage tourism and the tourist industry in Perkins Township.**
- 3) Industrial development should be encouraged in new and existing industrial areas.**
- ✓ 4) The existing commercial development enhances the image of the Township.**
- ✓ 5) New well-designed commercial development should locate where existing commercial already exists.**
- 6) Develop a long-range Master Growth Plan. Maintain a rural identity for the Township.**
- 7) Encourage residential development in the form of single-family detached homes at appropriate locations in the Township.**

- 8) Investigate the possibility of developing a recreational center complete with an ice rink, swimming pool, indoor soccer fields, volleyball and basketball courts.
- ✓ 9) Work to improve traffic flow and congestion issues on the Route 250 Route 4 and Perkins Avenue Corridor.
- 10) Utilities should be installed on Route 4 and other areas to encourage future growth.

Plan Issues:

The following seven Issues are identified in the Vision 2005 section of the Comprehensive Plan. These issues set up the policy framework for the future of Perkins Township.

1. **Economic/Industrial Development**
To retain existing and attract new industry and business to the Perkins Township area in order to add to the tax base, provide high paying jobs for the residents and enhance the financial stability of the region.
- ✓ 2. **Commercial Enhancement**
Enhance the Route 250, Route 4 and Perkins Avenue Commercial Cores by creating vibrant commercial centers that provide amenities for residents and attract tourists while preserving the heritage of the community
3. **Land Use**
Develop a long-range Master Growth Plan that would result in retaining the Township atmosphere while encouraging sustainable development while discouraging land-use conflicts.
4. **Housing**
Maintain and improve existing housing stock while encouraging attractive new single-family homes and promoting Perkins Township as the premier place to live and raise a family in Erie County.
5. **Infrastructure and Utilities**
Develop and implement a long-range plan for infrastructure and utility needs throughout Perkins Township.
6. **Parks and Recreation**
Develop a park and recreation plan for Perkins Township that promotes a wide variety of recreational choices as well as compatibility with the comprehensive plan to meet the interests and needs of families, seniors and youth of the community.

✓ 7.

Transportation

Work with the Metropolitan Planning Organization (MPO) and local transit system to improve the transportation infrastructure and public transportation services throughout the Township.

Key Land Use Policy Recommendations:

Action Steps:

Economic/Industrial Development

- Develop ways to attract new industry to existing business parks and expand areas for additional industrial development.
- Work with regional economic development organization to retain Delphi Company as a major employer in the area.
- Foster more tourism in the Perkins Township area by exploring year-round attractions and the additions of complimentary shopping and eating establishments and entertainment facilities.
- Conduct a Commercial Market Analysis to develop a plan for retaining and attracting businesses to the community.

Commercial Enhancement

- Develop a Master Plan to guide the enhancement of the Commercial Core areas, including signage, utilities, support facilities and streetscaping by involving citizens, business and government.
- Develop plans to enhance new commercial development in existing commercial locations that are both attractive and well constructed.
- Build on present efforts to beautify and enhance the Route 250, Route 4 and Perkins Avenue areas by involving citizens, businesses and government.

Land Use

- Develop a land-use plan that reflects the values and desires of the citizens of Perkins Township.
- Work in a spirit of cooperation with surrounding areas to develop mutually beneficial ways to manage growth and provide services.
- Amend Zoning Codes to comply with long-range land-use plans for the region.
- Encourage a balance between farmland preservation and land use development in appropriate areas in the Township.

Housing

- Promote single-family detached residential housing developments.
- Encourage quality-housing construction through the enforcement of building codes and historic preservation.
- Review and modify the zoning code to ensure there are no land-use patterns that negatively affect adjacent residential areas.

Infrastructure and Utilities

- Create a comprehensive plan for roads, sidewalks, sewers, utilities and surface water drainage.
- Work cooperatively with Erie County Department of Environmental Services and the entire region on infrastructure and water improvements and participate in the decision making on projects that will impact Perkins Township.
- Prioritize special projects such as replacing bridges, widening roads, correcting railroad congestion and other projects important to the integrity of the infrastructure.

Parks and Recreation

- Develop a bicycle and pedestrian plan for all of the area throughout Perkins Township.
- Work to create additional community parks that are attractive and accessible while maintaining the existing park system.
- Explore the feasibility of the construction of a year-round sports complex that would include a pool, ice rink, ball diamonds, tennis courts, indoor tracks and large conference tracks and large conference rooms for indoor and outdoor use.
- Integrate current activities and facilities at the YMCA, schools and parks into any plans for parks and recreation.
- Develop and publicize on a periodic basis a list of activities and recreational activities that are available in the Township.

Transportation

- Work cooperatively with the Metropolitan Planning Organization (MPO) to fund projects that will reduce congestion on Route 250, Route 4 and Perkins Avenue and to improve other congested roads throughout the township.
- Monitor and improve the roadway system in township areas that have additional traffic due to the increased freight of railway activity.
- Work cooperatively with the local transit system to expand public transportation throughout the township.

1.3 EXISTING CONDITIONS AND TRENDS

Overview

The Existing Conditions and Trends section summarizes the base line data regarding current conditions in the Township. The following items are addressed:

1. **Regional Context**
2. **History of Development**
3. **Population**
4. **Entry Points/Corridors/Major Approaches**
5. **Nodes/Activity Centers**

6. **Linkages**
7. **Barriers/Physical Constraints**
8. **Major Land Use Clusters**
9. **Existing Land Use**
10. **Agricultural/Underdeveloped**
11. **Commercial Uses**
12. **Industry/Manufacturing Uses**

Regional Context

Perkins Township is located in northern Ohio in Erie County, immediately south of the City of Sandusky, Ohio. The Township is accessed by U.S. Route #250, State Route #4, State Route #2, U.S. Route #6 and by Interstate 80/90 south of the Township. Please see location map for Perkins Township.

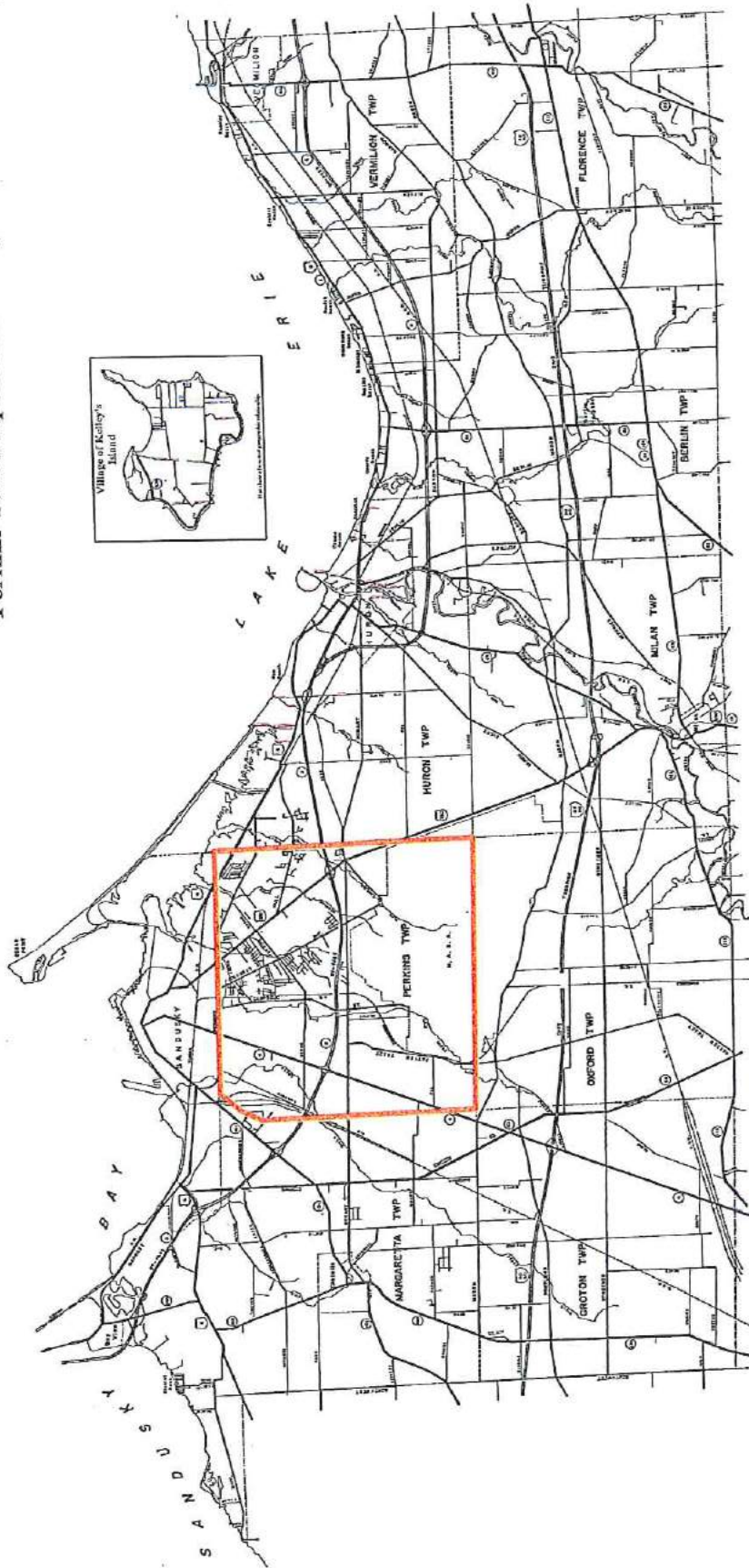
History of Development

Perkins Township is bounded on the north by Sandusky, on the east by Huron Township, on the south by Oxford and on the west by Margaretta. Indian tribes throughout the 1700's and into the late 1800's inhabited Perkins. Among the different tribes inhabiting the area were the Delaware's and Ottawa's, who belonged to the Algonquin family as well as the Wyandots, Hurons and Senecas all belonging to the Huron-Iroquois family. The township area was part of a tract offered by the State of Connecticut to the "Fire Sufferers" whose property had been plundered during the Revolutionary War. The section of Connecticut's Western Reserve that contained Perkins Township was appropriately called the Firelands.

The name Perkins Township was derived from Elias Perkins who was a member of the board of proprietors responsible for surveying the land and laying out the early road pattern. In 1808, John Beatty, a resident of Connecticut, purchased nearly all of the land in Perkins Township. Many of the early settlers including Elias Perkins migrated to Perkins and the area became a township in 1809. The first election was held in the spring of 1818 with elected positions including trustees, constables, fence viewers and a township clerk.

The early settlers relied on the land to survive and make a living for their families. They were quick to realize that the molding sand found in the area was of the finest quality and hundreds of tons of sand were shipped annually to other parts of the United States. The manufacture and sale of brick was also an important feature of the township and much of it was used in construction in the City of Sandusky and neighboring townships. Blue limestone was also prevalent in the township with hundreds of cords of the stone being quarried annually. Shale stone was used on roads throughout the township and stone from the quarry was used in the erection of the Erie County Infirmary, Soldier's Home, the residence at Oakland Cemetery and the large bridges across Pipe Creek.

Erie County Perkins Township Location Map



This map was prepared by the Erie County Board of Supervisors, and is published for the use of the public. It is not to be used for any other purpose without the permission of the Board of Supervisors.

Agricultural interests also flourished in the township. The limestone soil drained well and was a rich quality that provided nourishment for a variety of crops. Those crops included wheat, potatoes, corn, oats, apples, grapes, peaches, strawberries and other small fruits. The produce was consumed by residents of the area and also shipped to different locations for sale. In addition, small businesses that complimented the farm trade began to materialize. Those businesses included blacksmith, wagon makers, sawmill, lime and brick kilns, taverns, feed store, mill, stone quarries and general store. The 1850 census revealed there were men who listed their occupations as shoemaker, tailor, sailor, ship carpenter, cooper, millwright, cabinetmaker, painter and clerk.

Because the early roads all crossed Bogart Road, it became the center of business in the township. Sandusky-Norwalk Road (Route U.S. 250) was established by the proprietors of the Firelands immediately after the land was surveyed. Another early road was the Columbus-Sandusky Turnpike currently known as Route 4. The privately owned graded earth and plank toll road was built between 1827 and 1834. Tolls were charged for each ten miles traveled with the costs ranging from 25 cents for a vehicle drawn by two horses to half that amount for a score of sheep or hogs. Persons traveling to church or military men were exempt from any charges.

The Monroeville and Sandusky City Line was the first train to run through Perkins Township. The rails were cut from local hard wood and worked well with the early horse-drawn trains. The railroad became an important shipping route for early farmers and moulding sand. The Mad River and Lake Erie Railroad began operations in 1838 and ran to Bellevue.

Early population growth in the township was slow with the census reporting only 3687 residents in 1940. However, the population increased when the United States Government purchased 4500 acres in the township and established the Plum Brook Ordnance Works and the Trojan Powder Company was built to supply TNT to the army. The Plum Brook Station employed 620 workers during their peak year of operation in 1973 bringing additional residents to Perkins Township. An additional milestone in employment happened in 1945 when General Motors purchased land on S.R. 4 to build the 33 acre 1.3 million square foot New Departure Bearing Plant. As a result, many of the 1200 plant employees migrated to Perkins to live; thus, adding to the population base in the township.

During the past thirty (30) years, the township has seen a tremendous amount of growth along the Route 250 Corridor. Beginning with the construction of the Sandusky Mall in 1976, Route 250 has become the commercial hub of the area. In response to the many recreational uses in the area, the hotel/motel industry has also flourished along the corridor. The growth in recreational activities should continue along the corridor with the advent of the Great Wolf and Kalahari water parks.

1.4 Perkins Township Historical Timeline

- Pre-1784 The Erie, Ottawa, Huron, Seneca, and Wyandot Indian tribes occupied the area.
- Connecticut held clear title to the land called the "Sufferer's Land", later known as the Firelands. The land was reserved for the citizens of Connecticut who had sustained losses by fire from the British Army during the Revolutionary War.
- 1808 The Firelands was established/first survey completed by Almon Ruggles
- 1809 Perkins became a Township
- 1810 Thomas James became the first settler.
- 1812 Christian Winters and John Freese arrived from Canada and settled in the northeast corner of the township. Reverend John Beatty and a group of settlers from Connecticut arrived and formed the "Yankee Settlement.
- 1815 John Beatty organized the first Methodist Society.
- 1816 A log schoolhouse was built on the farm of Jesse Taylor.
- 1817 The first marriage was recorded in the township. The first township postmaster was appointed.
- 1818 First election held in the Township.
- 1819 One of the first literary societies formed. The "Halfway House," a stone residence that operated as a tavern was constructed at Bogart. The building became a Perkins Township landmark that was well known throughout the country
- 1820 The first lime and brick kiln and sawmill were erected.
- 1855 Perkins Grange established-one of the first Granges in Ohio.
- 1874 Perkins Grange No 637, Patrons of Husbandry came into existence.
- 1887 Work on erecting buildings and improving the grounds of the Ohio Soldiers and Sailors Home began.
- 1912 Wagner Quarry officially designated, 600-acre site.

- 1916 Perkins voted to retain its saloons/Wet majority wins over Drys 471-453.
- 1940 United States Government purchased 4500 acres in the township to establish the Plum Brook Ordnance Works and the Trojan Powder Company was built to supply TNT to the army. General Motors purchased land on SR 4 to build an industrial plant. General Motors builds the New Departure Bearing Plant.
- 1951 Perkins Fire Department founded.
- 1954 Annexation proposal to merge with the City of Sandusky fails by a vote of 951-574.
- Perkins High School is built with funding through a bond issue.
- 1956 Voters passed a zoning resolution establishing a Zoning Commission, Zoning Board of Appeals and an inspector.
- 1958 Full time police constable appointed.
- 1959 Fire Station on Campbell and Bell Avenue are built. Plum Brook Ordnance Works becomes Plum Brook Station, Lewis Research Center, National Aeronautics and Space Administration.
- 1965 Perkins Plaza a 259,344 shopping center opened with twenty (20) stores. Anchor stores included Sears, Hills, Muir Drugs, Woolworths and the A&P Grocery Store.
- 1966 Trustees appointed a Park and Recreation Board.
- 1976 Sandusky Mall is built on US Route 250.
- 1987 5420 Milan Road purchased for use as Township building
- 2003 Township purchased 33 acres of land on Bell Avenue for future development of a township hall, fire station and ball fields. Work began on the Perkins Township Comprehensive Plan.
- 2004 US 250 Corridor Study begun by The Mannick & Smith Group/ completed in April 2005.

1.5 Population

The population in Perkins Township increased by nearly 17% between 1990 and 2000 (see Table 1). This reversed the trend from the 1990 Census, which indicated a reduction in population of 2%. It is anticipated that the population will continue to grow through the next census in 2010.

The median age of the population has increased from 39.4 in the 1990 census to 44.4 in the 2000 census. The number of people over 62 years old in the township as indicated in the 2000 census is 3,225, which comprises 25.6% of the township.

Perkins Township has a high median family income of \$59,652 compared to Erie County at \$51,756. The township's per capita income is \$24,284, which is the second highest in the county and higher than the county rate of \$21,530.

Perkins Township's percentage of persons who are below the poverty level is lower than the county at 5%, whereas Erie County has 8.3% and the State of Ohio has 10.6%. There are 106 families out of 3,351 township families (3.2%), which are below the poverty level as noted in the 2000 census.

The labor force in Perkins Township is comprised of 5,757 persons or 57.5% of the population of which 50.7% is female. In the township, 23.0% of the labor force work in manufacturing, 22.1% work in accommodation, food service, and retail, while 26.9% work in educational, health and social services. It is also noted that 80% of workers travel less than 20 minutes to work and 88% live in Erie County. Further, It should be noted that 78.9 % of the work force is employed by the private sector, 14.6 % in government and 6.5% are self-employed.

Table 1 Changes In Perkins Population

YEAR	POPULATION	PERCENTCHANGE
2000	12,578	16.5%
1990	10,793	-1.8%
1980	10,989	5.1%
1970	10,451	16.7%
1960	8,955	

1.6 Entry Points /Corridors/Major Approaches

Entry points are key locations at which residents and visitors enter a community. These places convey the first images of a community. In Perkins Township, they are located off of State Route 2 at State Route 250 and State Route 4. Milan Road (SR 250) is the Commercial focal point of Erie County. Located between State Route 2 and Perkins Avenue is a regional shopping center, a number of community centers as well as strip commercial development. This roadway is

also the main access point at the entrance to the North Coast Vacationland. Traffic on the US 250 Corridor includes a mix of traffic that requires the roadway to serve multiple purposes. The mix of traffic includes the following:

- **A large influx of seasonal tourist traffic.**
- **Local traffic from residential/retail/commercial areas.**
- **Commercial traffic from a large quarry.**
- **Traffic from a multitude of businesses.**
- **Pedestrian/bicycle traffic.**

It should be noted that the corridor between Bogart Road and Cleveland Road has been identified by the Ohio Department of Transportation's (ODOT) Highway Safety Program (HSP) as a Non Freeway Hotspot. The consulting firm Mannick & Smith has been hired by ODOT to complete a Route 250 Corridor Study and to develop alternatives to address safety issues created by this heavily used roadway. This study will be reflected in the Transportation Section of the Comprehensive Plan.

The second major access to Perkins Township is State Route 4 (Hayes Avenue) at State Route 2. Hayes Avenue has potential for future development with the northern portion recently developing as a location for health care providers. Long range planning is needed for Hayes Avenue to ensure that development of this corridor will be an asset to Perkins Township and the adjacent communities.

Major approaches to a city encompass different modes of transportation such as railroads, major streets and highways. They also provide visual impressions of a community. In Perkins Township, the major approaches/corridors include State Route 6, State Route 4, State Route 2, Perkins Avenue and Columbus Avenue. A major rail line, Norfolk and Southern Railroad, which runs north and south along Old Railroad Road, is also a major corridor through the Township.

1.7 Nodes/Activity Centers

Nodes or activity centers are characterized by high levels of human activity albeit recreation, shopping, health care, government services or other activities. They are important aspects of a community's quality of life because they serve as points of exchange, communication, enjoyment, and assistance. The following major activity centers in Perkins Township are as follows:

The commercial corridor on State Route 250, which includes major commercial development, and a number of hotels including Great Wolf Lodge and Kalahari Water Parks, Sandusky Mall, Park Place Center, Outback Plaza, strip commercial development, and the Meijers Center, government services that include the Perkins Township Building, Ohio Soldier's & Sailor's Home, Township Fire Station and recreation facilities consisting of Pelton Park, ball fields. State Route 4, which includes health care providers, major commercial Foster's Chevrolet-Olds-Cadillac, and major industrial Delphi Automotive.

Campbell Street-government facilities, Fire Station, Perkins High School, and commercial.

Perkins Avenue west of State Route 250 strip commercial south side of Perkins Avenue includes Matthews Ford/Lincoln Mercury Inc., and Perkins Plaza. Perkins Plaza east of State Route 250 is also developed as strip commercial, residential, and office (includes Pharm Plaza).

1.8 Linkages

Linkages are routes and pathways that connect important elements of an area and can include pedestrian paths, bicycle paths, rail lines, bus lines, public transit, etc. Important linkages in Perkins Township include the following:

- (a) State Route 2 which runs east and west connecting our area to Toledo and Cleveland.**
- (b) State Route 4, which runs north and south and is used to access the Ohio Turnpike and the Columbus area.**
- (c) State Route 250 which provides access to Norwalk, Ashland, Mansfield, the Ohio Turnpike and State Route 71.**
- (d) The Greyhound bus line is located on State Route 250 and provides access to communities around the United States.**
- (e) Sandusky Transit System links the Township and the City of Sandusky and it is anticipated that this will be expanded in the future as funds become available.**
- (f) Griffing Airport provides access to the Lake Erie Islands.**
- (g) Bogart Road, which provides access to the Village of Castalia and the City of Huron. This road is one of the few east west roads in the township due to the size and location of Wagner Quarries and NASA.**

1.9 Barriers/Physical Constraints

Those elements of a city, which hinder linkages between sections of a city or block further development, are called barriers or physical constraints. Major barriers or constraints include the following:

- a) The 600-acre Wagner (Hanson) Quarry limits the establishment of east-west roads through the township. The quarry also affects adjacent development as it generates dust, odors, and vibrations.**
- b) The location of the NASA facility also limits the establishment of needed east west roads to connect areas of the township and reduce congestion.**
- c) State Route 4 needs road improvements, has deep ditches, and is not fully serviced which has limited development of this roadway.**
- d) Old Railroad is projected as a future industrial area but is constrained by the need for road improvements and full services.**
- e) SR 2 is also a physical barrier as it is a limited access highway and isolates portions of the township.**

1.10 Major Land Use Clusters

Major land use clusters of residential, commercial and industrial development define the current physical character of the Township. Generally, the commercial/retail development of the Township is concentrated along Perkins Avenue and U.S. Route #250 (Milan Road). There are a few industrial development areas – the Delphi facility at the southwest corner of the intersection of Hayes Avenue and Perkins Avenue, the small industrial park on Columbus Avenue immediately north of State Route #2, the Triple Crown/Norfolk and Southern Railroad facility on Old Railroad, the Wagner Quarry facility and the Bechtel-McLaughlin facility on U.S. Route #250. The remainder of the Township north of State Route #2 is largely occupied by residential land uses. The portion of the Township south of State Route #2 is a mixture of single-family development, the NASA facility and agricultural or undeveloped lands.

1.11 Existing Land Uses

1.12 Residential

Residential uses are found throughout Perkins Township however, recent residential development (last ten years) has occurred in three main areas,

- 1) Bogart Road between SR 250 and SR 4 (Taylorway Subdivision, Taylor Brook Subdivision, Shaker Village Rentals, Deer Walk Subdivision, Condominiums, Sandy Acre Subdivision, and Dahs Subdivision.);**
- 2) Campbell Street south of Strub Road, (Windamere Subdivision).**
- 3) East of SR 250 fronting on East Perkins Ave. (Shaker Highlands Subdivision, Shaker Village Rentals, Angel's Path Subdivision), Galloway Road, (Plum Brook Estates Condominiums) and Hull Road. (Timber Lake Subdivision, Timber Lake Condominiums, St. James Place Condominiums, and Atlantic Subdivision.)**

Perkins Township has experienced significant new trends in housing over the last ten years, including an increase of 7.3% in rental units, and a 27% increase in housing units. Shaker Village developments in Perkins and Huron Township have provided needed quality rental units in our area. The median value of owner occupied housing has increased from \$78,000 in 1990 to \$126,000 in 2000. Most of the single housing built in the last ten years has been in high-end developments. It is also noted that the persons per household has dropped from 2.73 in 1990 to 2.45 in 2000.

The median rental rates have increased from \$304 in the 1990 census to \$487 as indicated in the 2000 census.

Perkins Township has developed predominantly as a low-density community with few apartment developments. Densities have increased with the construction of rental and condominium development, which have met the needs of the empty nesters and retirees. The township has two retirement homes Briarfield and Parkvue Place.

Residential uses are found throughout Perkins Township; however, a majority of the residential uses are concentrated in the northeast quadrant of the Township and in the area along Bogart Road across the entire east-west span of the Township. The Township is home to the following residential subdivisions:

Angel's Path:

- | | |
|---------------------|---------------|
| -Alexandria's Drive | -Angel's Way |
| -Gabriel's Place | -Laura's Lane |

Atlantic Avenue Subdivision:

- | | |
|----------------------|-----------------------|
| -Atlantic Avenue | -East St. James Drive |
| -Boardwalk Boulevard | -West St. James Drive |

Auerbach Subdivision:

- | | |
|--------------------|-------------------|
| -Beverly Drive | - North Beverly |
| -East Beverly | -South Beverly |
| -Morningside Court | -Stonyridge Drive |

Cambridge Estates:

- Cambridge Circle

Columbus Park Subdivision:

- | | |
|------------------|------------------|
| -Boston Road | -Lisbon Circle |
| -Dallas Avenue | -London Road |
| -Denver Avenue | -Memphis Avenue |
| -Hartford Avenue | -Richmond Circle |

Countryside Subdivision:

- Schenk Road

Dahs Subdivision

Deer Walk Subdivision

Doerzbach Allotment:

- | | |
|-------------------|------------------|
| -Carbon Avenue | -Electric Avenue |
| -Dixie Avenue | -King Avenue |
| -Doerzbach Avenue | -Tremper Avenue |

Fairview Lanes Subdivision:

- | | | |
|--------------------|----------------|---------------------|
| -East Bayview Lane | -Park Lane | -North Bayview Lane |
| -Fairmont Lane | -Pease Lane | |
| -Hinde Avenue | -Peterson Lane | |
| -Monticello Lane | -Sunset Lane | |

Ferry's Subdivision:

- | | |
|------------------|----------------|
| -Ferry Lane | -Spruce Avenue |
| -Pleasant Avenue | |

Foxborough Commons Subdivision:

- Pioneer Trail

Galloway Corners Subdivision:

- | | |
|---------------|--------------------|
| -Osborn Drive | -Plum Brook Circle |
|---------------|--------------------|

Galloway Road Estates:

- | | |
|------------------|-----------------|
| -Kingsley Circle | -Kingsley Court |
|------------------|-----------------|

Green Meadow Subdivision:

- Meadow Lane

Heimlich's Subdivision:

- | | |
|-----------------|-----------------|
| -Ann Drive | -Jeanette Drive |
| -Jeanette Court | -Neill Drive |

Kunz and Ransom Subdivision:

- Gilcher Court

Lakeland Subdivision:

- Lakeland Drive

Lake Wilmer Subdivision:

- | | |
|--------------------|------------------|
| -Kirkwood Terrace | -Normandy Court |
| -Lake Wilmer Drive | -Walt Lake Trail |

Leisure Estates:

- | | |
|------------------|----------------|
| -Birchwood Drive | -Linden Circle |
| -Lin Circle | -Linden Way |

Lincolnshire Subdivision:

- | | |
|------------------|----------------------|
| -Indiana Avenue | -Virginia Avenue |
| -Michigan Avenue | -Pennsylvania Avenue |
| -Ohio Terrace | |

Matthes-Schiller Allotment:

- Matthes Avenue
- Schiller Avenue
- Scottley Drive

Meadows Subdivision:

- Bear Creek Lane
- Deerpath Drive
- Eagles Nest Circle
- Pheasant Run
- Quail Hollow Circle
- Quail Hollow Lane

Meadowlawn Subdivision:

- Louisa Drive
- Meadowlawn Drive

Meadow Wood Subdivision:

- Aspen Run Road
- East Oldgate Road
- Fallen Timber Drive
- Fox Run Trail
- Heritage Drive
- Laurel Lane
- South Oldgate Road

Oakland Park Subdivision:

- Anita Drive
- Marrisee Drive
- Parkland Drive

Orchard Court Estates:

- Norbert Place

Orchard Terrace Subdivision:

- Cedar Brook Lane

Plum Brook Estates:

- East Woodridge Drive
- Greenfield Drive
- Huntfield Drive
- North Westwind Drive
- South Westwind Drive
- South Woodridge Drive
- West Westwind Dive
- West Woodridge Drive

Ranchwood Subdivision:

- Eastwood Drive
- Marlenkay Drive
- Merriweather Drive

Sandy Acres:

- Sandy Acres Drive

Sehlmeyer Subdivision:

- South Avenue

Selhan Corporation Subdivision (West Chester Estates):

-Lynn Drive	-Sweetbriar Circle
-Melody Lane	-Weihur Lane
-Mulberry Drive	

Shaker Highlands:

-Highland Drive

Southgate Acres:

-Didion Drive	-Hoffman Drive
-Donair Drive	-Kay Circle
-Douglas Drive	-Kevin Drive
-Gildona Drive	-Randal Drive
-Helina Drive	

Stonewood Estates:

-Rods Drive	- Stoneway Drive
-Stoneplace Drive	- Stonewood Drive

Taylor Brook:

-Taylor Brook Circle	-Taylor Brook Lane
----------------------	--------------------

Taylor Way:

-Zachary Drive	-Conner Way
-Alex Court	-Tyler Way

Timber Lake Subdivision:

-Autumn Ridge Lane	-Timber Lake Lane
-Julianne Circle	-Walnut Creek Lane
-Pelton Park Drive	-White Tail Run

Windemere:

-Windemere Lane	-Windham Place
-Wydham Lane	

There are also multi-family residential rental developments known as Shaker Village complexes located on Bogart Road and East Perkins Avenue. Multi-family condominium developments have also emerged as major land use in Perkins Township. The following is a list of condominium developments:

- **Lake Pointe Condominiums**
- **Lake Wilmer Condominiums**
- **Meadowlawn Condominiums**
- **Quail Lane Condominiums**
- **St. James Place Condominiums**
- **Plum Brook Estates Condominiums**
- **Stanley Condominiums**

- **Stony Ridge Condominiums**
- **Timber Lake Condominiums**

1.13 Agricultural/Undeveloped

The majority of the agricultural and undeveloped land in Perkins Township is found south of Bogart Road and along the State Route #4 corridor. The NASA Plum Brook Facility is largely undeveloped and of the 6400-acre site 4150 acres are located within Perkins Township which represents 24 percent of the townships land mass.

The Township has a large amount of vacant land for future growth and for inclusion of a wide variety of land uses. The Comprehensive Plan should establish guidelines for the development of these important areas.

1.14 Commercial Uses

Commercial uses in Perkins Township are found primarily along Perkins Avenue and along the U.S. Route #250/Milan Road corridor. These two (2) commercial corridors are characterized by shopping centers, big box retailers, restaurants (both fast food and sit-down), grocery stores, scattered small retail shops, gas stations and hotels.

Some of the retail stores include the following chains: Meijer, Wal-Mart, Toys-R-Us, Lowe's, Home Depot, the Sandusky Mall, Staples, Office Max, Best Buy, Kroger, Outback Plaza, Roeder Harley-Davidson, and the Crossings-Kohl's, Olive Garden Restaurant. The recommendations of State funded traffic study for SR 250 from Bogart Rd. to the City of Sandusky will be included in this Study. It is noted that based on the 2000 Census 22.1 % of the work force is employed in retail, accommodation and food services.

1.15 Industry/Manufacturing Uses

Perkins Township has only a few pockets of industrial land uses. One industrial area is the Delphi facility located at the southwest corner of the intersection of Hayes Avenue and Perkins Avenue. This facility manufactures automobile wheel components primarily for General Motors Corporation.

Another pocket of manufacturing uses is found on Columbus Avenue just north of State Route #2 on the former Griffing Airport site. This is the Perkins Industrial Park and there are a few commercial/industrial uses in this area. This site needs to be upgraded and developed.

Three other areas of industrial use are located along Old Railroad at the Triple Crown trucking/rail facility and Bechtel-McLaughlin and Wagner Quarries on U.S. Route #250/Milan Road. It is hoped that the Old Railroad site can be upgraded as an industrial park.

Based on the 2000 Census 23% of the work force is employed in manufacturing.

1.16 PERKINS SCHOOL DISTRICT

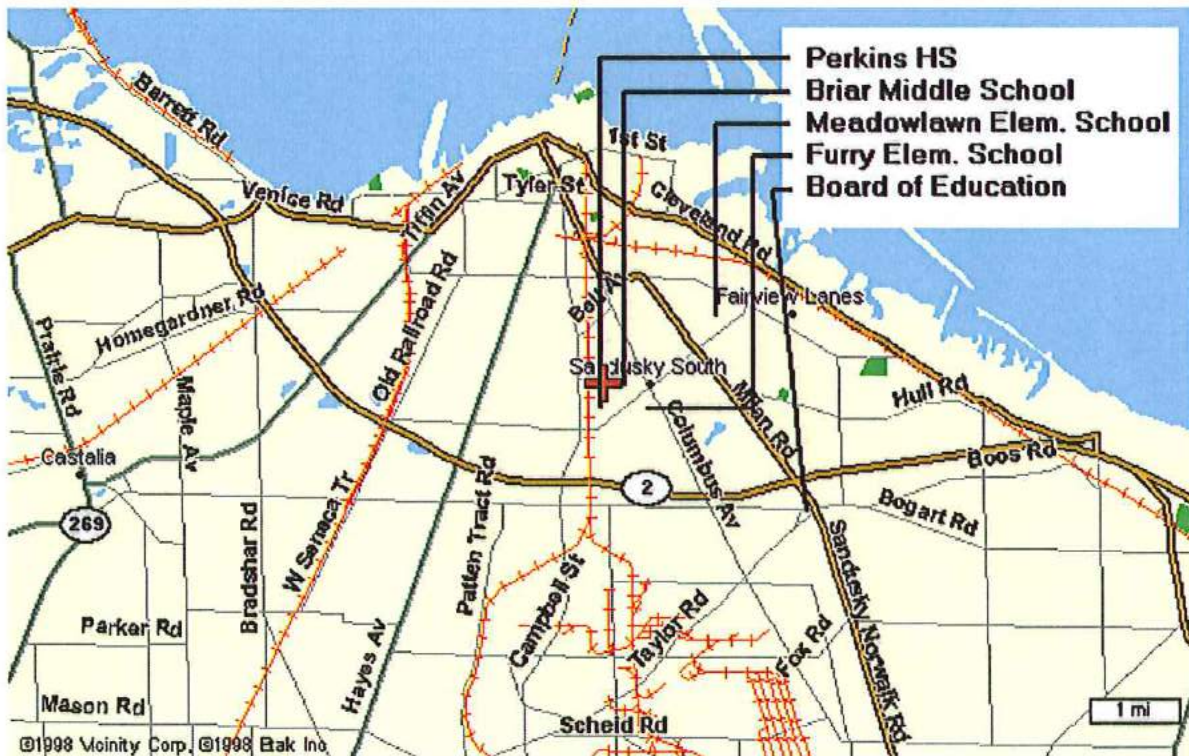
Perkins Township is served by the Perkins Local School District, which has four (4) school properties: Furry Elementary School, Meadowlawn School, Briar Middle School and Perkins High School. A map showing the location of these schools is found below. The Perkins School District serves a student population of approximately 2200 students. Student enrollment in grades nine through twelve is approximately 750 students. The 60 person high school staff includes two administrators, two counselors, one athletic director, and one psychologist. 50% of the faculty has Master's Degrees.

2002-03 PERKINS LOCAL STAFF/PUPIL DATA

STAFF DATA	FURRY	MEADOWLAWN	BRIAR	HIGH SCHOOL	ASC	DISTRICT TOTAL	DISTRICT AVERAGE
Pupil Teacher Ratio	24:1	24:1	23:1	22:1			23:1
Resource Teacher	12	12	18	9		51	
Regular Teacher	19	22	26	35		102	
Total Teacher	31	34	44	44		153	
Treasurer					1	1	
Administrators	1	1	2	4	2	10	
Aide	8	10	6	1		25	
Average Years Teaching Experience	14.06	10.80	12.76	13.33			12.74
% Bachelors Degree	37	56	49	48			48
% Masters Degree	63	44	51	52			52
% Caucasian	100	100	97	97			98.5
% Male	3	6	41	50			28
% Female	97	94	59	50			72
STUDENT DATA							
Total Enrollment	470	530	604	764	2,368		
Boys Enrollment	236	266	277	389	1,168		
Girls Enrollment	234	264	327	375	1,200		
Caucasian Enrollment	408	472	531	691	2,102		
Black Enrollment	31	32	42	58	163		
Asian Enrollment	5	5	8	5	23		
Hispanic Enrollment	2	5	4	6	17		
Indian Enrollment	3	0	0	0	3		
Multi-Racial enrollment	21	16	19	4	60		
Average Daily Attendance	96.3	96.3	95.7	94.7			95.7

2002-03 PERKINS LOCAL STAFFING LEVELS

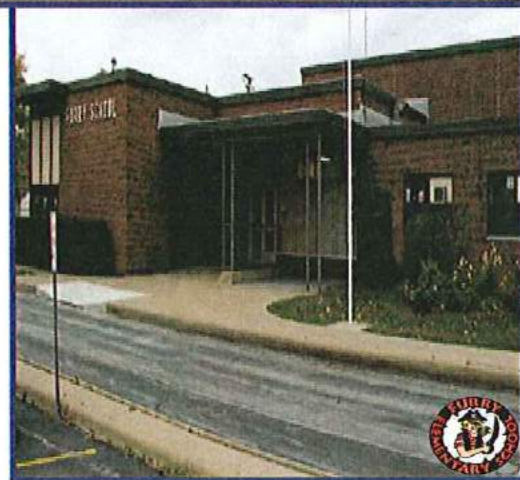
SCHOOL YEAR	ADMINISTRATORS	TEACHERS	CLERICAL	CAFETERIA	CUSTODIANS	AIDES	TRANSPORTATION	MECHANIC	TREASURER	TOTAL
1993-94	8.00	116.85	12.00	15.41	16.50	7.72	19.50	1.50	1.00	198.48
1994-95	8.00	122.10	12.50	15.41	17.13	7.72	19.50	1.50	1.00	204.86
1995-96	8.00	123.50	12.50	15.41	14.13	7.72	19.50	1.50	1.00	203.26
1996-97	8.00	129.50	12.50	14.55	13.50	8.72	19.50	1.50	1.00	208.77
1997-98	9.00	132.00	13.00	14.55	13.50	9.72	19.50	1.50	1.00	213.77
1998-99	9.00	133.50	13.50	14.55	13.50	12.22	20.50	1.50	1.00	219.27
1999-2000	9.00	138.50	14.50	14.24	13.50	13.50	20.00	1.50	1.00	225.74
2000-01	9.00	146.00	14.50	14.63	13.50	16.94	20.00	1.50	1.00	237.07
2001-02	10.00	149.50	15.00	14.68	14.50	17.35	20.00	1.50	1.00	243.53
2002-03	10.00	151.00	15.00	14.63	14.50	19.94	20.50	2.00	1.00	248.57



**PERKINS TOWNSHIP
EDUCATIONAL ATTAINMENT FOR POPULATION 25 YEARS AND OVER**

*Source – U.S. Census Bureau, Census Years 1990 and 2000

	1990	2000
LESS THAN 9 TH GRADE	686	435
9 TH TO 12 TH GRADE, NO DIPLOMA	1,007	1,073
HIGH SCHOOL GRADUATE (INCLUDES EQUIVALENCY)	2,919	3,373
SOME COLLEGE, NO DEGREE	1,189	1,862
ASSOCIATES DEGREE	426	511
BACHELORS DEGREE	769	1,121
GRADUATE OR PROFESSIONAL DEGREE	432	662



Perkins School District met all 22 state standards during the 2002 school year earning the "Excellent" school rating. Since 1998 Perkins High School has met all standards set by the Ohio Department of Education report card. Furthermore, the educational attainment for the population 25 years and over has increased significantly in most categories as indicated in the chart noted above.

1.17 Perkins Township Police Department

The Perkins Police Department was founded in 1951. The department began with one full time and two part time police officers and as of 2005 it has grown into a department of twenty-five full time and ten part time men and women. The department provides services to all the township's residents, businesses, industries and agricultural concerns.

The dispatch and communications center is a state-of-the-art facility staffed by trained individuals who answer up to nine hundred calls per day for the township police, fire and highway maintenance services. The patrol division is responsible for daily patrols of the township, traffic and accident enforcement and front line investigation of reported crimes. A detective bureau, K-9 unit and a special response team used in high-risk calls support the officers.

Community service plays an important part in the day-to-day services provided by the police department. A proactive approach to law enforcement through drug and crime prevention programs has provided the residents with frontline exposure to police officers. Programs include D.A.R.E. for children, TRIAD for senior citizens and the Community Oriented Policing.

Employees of the department have come to understand the importance of reaching out to Perkins residents off the job. It is not uncommon to see police department personnel devoting off duty time to coaching, Junior Achievement and many civic organizations.

1.18 Fire Department

For nearly half a century Perkins Township has operated a fire department. The department initially operated with a staff of trained volunteers, but it has grown as the township has grown.

Today the fire department delivers fire, emergency medical and emergency response services with a staff of twenty-three full time and eighteen part time employees out of fire stations located on Campbell Street and Milan Road.

All firefighters are certified by the State of Ohio and are expected to keep current on the latest firefighting techniques through training. To aid in firefighting, the department operates and maintains two pumpers, one heavy rescue/pumper, one grass truck and a seventy-five foot Quint designed as a multi-purpose piece of equipment. The department also owns two thermal imagers, which aid in providing enhanced vision when fighting fires.

All personnel are cross-trained. Most of the full time firefighters are paramedics, several are members of the Erie County Haz/Mat team and fourteen are certified fire safety inspectors responsible for inspecting more than six hundred commercial and industrial buildings throughout the township.

The fire department has a strong tradition of working with the residents of Perkins Township by assisting in public education programs in the schools and by going door-to-door checking and installing smoke detectors in various neighborhoods.

1.19 Parks and Recreation

The Perkins Park and Recreation Board was formed in 1980 to act as an advisory board appointed by and for the elected or appointed Perkins Township Trustees. The Board is comprised of a Chairperson, Vice Chairperson and Secretary as well as a number of committees including a Project Committee, Public Relations Committee and a Funding and Finance Committee. The Board meets on the third Thursday of each month. Any changes to the By-Laws must be submitted to the Board for three (3) consecutive meetings and passed by a majority of those present. There are a number of parks that serve the recreational needs of township residents. These parks range in size from less than one acre, up to 123 acres. The functions of these parks also vary from small neighborhood parks that have playground equipment for use by nearby families to a 123 acre district park (Osborn Recreation Area) operated by Metroparks which has numerous soccer fields, courts and a swimming pool. The Perkins schools also provide recreation for school age children.

PERKINS TOWNSHIP PARKS

PARK	ACREAGE
Abernathy Park	.37 acres
Bell Avenue	28.42 acres
Birchwood Park	96 acres
Columbus Park	2.64 acres
Fairview Lanes Park	1.95 acres
Furry Elementary School	5.4 acres
Leisure Park II	1.94 acres
Meadowlawn Elementary School	8 acres
Osborn Park *operated by Metro Parks	123 acres
Pelton Park	19.36 acres
Perkins High School	12.2 acres
Sartor Park	5.11 acres
Schiller Park	2.33 acres
Stonewood Park I	.43 acres
Stonyridge Park	2.2 acres
Wee Too – Camp Pride	.91 acres

The Erie County Bicycle and Pedestrian Plan adopted in April of 1999 identified safe bikeway and pedestrian routes to connect origins and destinations within Erie County. These corridors include portions of Perkins Ave. Bogart Rd., Hull Rd., and Pattern Tract Rd.

1.20 Township Zoning Department

Perkins Township is a zoned community, which means the proper land use classifications must be designated for property before it can be developed. The township's Zoning Regulations specify what type of the development can occur on parcels of land. If the proposed land use does not coincide with zoning code regulations, the landowner is required to apply to the township for altering the land use.

The township zoning department is also responsible for enforcing commercial and residential building codes. All construction in the township is governed by building code regulations, which set minimum standards for building.

SECTION 2

2.0 PERKINS TOWNSHIP VISION 2005

On the Cusp of Greatness

WHAT IS PERKINS TOWNSHIP VISION 2005?

Perkins Township Vision 2005 was an opportunity for all of the residents and business owners in the township to work together to develop goals and action steps to make their visions become a reality. The community-based decision making process gave each participant a voice in the final outcomes.

WHY IS PERKINS TOWNSHIP VISION 2005 IMPORTANT?

A community thrives when community members feel they have the ability to voice their opinions and share in the political decision making process. The three key components of any comprehensive planning process include gathering and analyzing existing conditions data, development of goals, objectives and strategies, and preparation of a final plan. The Comprehensive Plan is important because it serves as the Township's official document when addressing growth and development issues. The Perkins Township Comprehensive Plan Steering Committee recognized the importance of being inclusive and completely open in the comprehensive planning process. Thus, Vision 2005 was developed to enhance decision making by giving community members an opportunity to contribute ideas and influence outcomes in the Perkins Township Comprehensive Plan. People from every location in the Township had a voice on the following issues:

Determining the desired future and setting new goals for the creation of that future.

Providing a solid direction and community generated ideas for community leaders in civic and local government activities.

Forming a clear community identity.

Determining our responsibilities as a community.

HOW DID THE COMMUNITY PARTICIPATE?

Community outreach involved a variety of information gathering tools and techniques to maximize public participation. Surveys were sent to all of the households in Perkins Township. In addition, one-to-one interviews were conducted with a variety of stakeholders in the community. Guest speakers with expertise on a number of land use issues shared their expertise through speaker forums at a number of Steering Committee Meetings. The guest speakers included:

Steve Poggiali-Metropolitan Planning Organization
John Hoty-Hoty Enterprises, Inc.
Robert Kozar-NASA Executive Liaison
Jack Meyers Erie County Department Of Environmental Services
Jean Hartline-The Mannick & Smith Group
Gary Packan-Sandusky Assistant City Manager
Diane Fitz, Charles Robinson- Delphi Automotive
Jeff Lococo-Great Wolf Lodge
John Kovach-Quarry Lakes Business Park

THE VISION PROCESS

Due to the increase in growth in Perkins Township, the Trustees recognized the need to prepare broad land use and development policies. During the last quarter of 2003 they joined forces with the Erie Regional Planning Department to initiate a comprehensive plan process. The first step was to create A Perkins Township Comprehensive Plan Steering Committee that represented all segments of the community. The committee was formed comprised of the following individuals:

Richard Acierto-Chairman
Jerry Baumgardner-Perkins Township Trustee
Jim Lamb-Perkins Township Zoning Inspector
August Corso-Citizen
Mike Muhn-Citizen
William Spence-Citizen
Alice James-Citizen
Jeff Printy-Citizen
Alex MacNicol-Director, Erie Regional Planning Department
Steve Poggiali-Planner, Erie Regional Planning Department
Carrie Bowman-Transportation Engineer, Erie Regional Planning Department

The Steering Committee recognized at their initial meeting that it was important to design a citizen idea gathering process that could be developed into a vision for the future as well as a strategy with a set of goals and action steps to achieve that vision. A combination of public outreach techniques was employed to engage anyone with an interest in the community. Face to face interviews were conducted with a selected group of stakeholders in the township who represented the business, Industrial, government, real estate, NASA, recreational, hotel/entertainment, transportation and private citizens in the community. In addition a forty-five-question survey was circulated by direct mail to all township households and over 700 responses were received by the Erie Regional Planning Department. Finally, a number of speakers with business, recreation, transportation and residential interests in the township educated the steering committee about current operations and offered their vision for the future.

The next step was to formulate the ideas gathered from the interviews, surveys and speakers into goals and objectives. Erie Regional Planning Staff worked diligently to develop goals and proposed action steps. All of them were reviewed and adopted by the Steering Committee for presentation to the public. Finally, Public sessions were held at the Perkins Township Hall on May 11th and May 12th 2005 where the issues and action steps were presented to the community for public discussion and consensus on the future of the Perkins Township.

Perkins Township Vision 2005

2.1 ISSUES AND ACTION STEPS

The Vision 2005 Issues And Action Steps portion of this document is based on information gathered from interviewing Stakeholders, speakers who appeared before the Perkins Township Comprehensive Plan Steering Committee and completed surveys. All of the Issues and Action Steps are based on the following seven (7) categories:

**ECONOMIC/INDUSTRIAL DEVELOPMENT
COMMERCIAL ENHANCEMENT
LAND USE
HOUSING
INFRASTRUCTURE AND UTILITIES
PARKS AND RECREATION
TRANSPORTATION**

2.2 ECONOMIC/INDUSTRIAL DEVELOPMENT

ISSUE:

To retain existing and attract new industry and business to the Perkins Township area in order to add to the tax base, provide high paying jobs for the residents and enhance the financial stability of the region.

Action Steps...

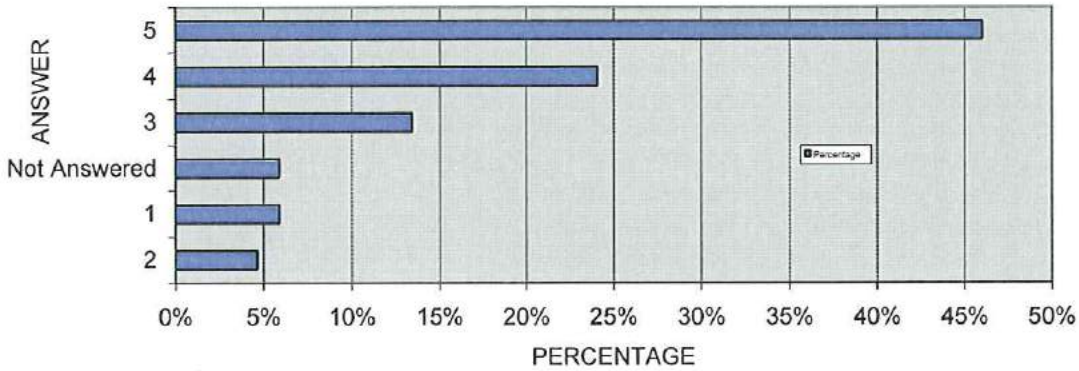
Develop ways to attract new industry to existing business parks and expand areas for additional industrial development.

Work with regional economic development organization to retain Delphi Company as a major employer in the area.

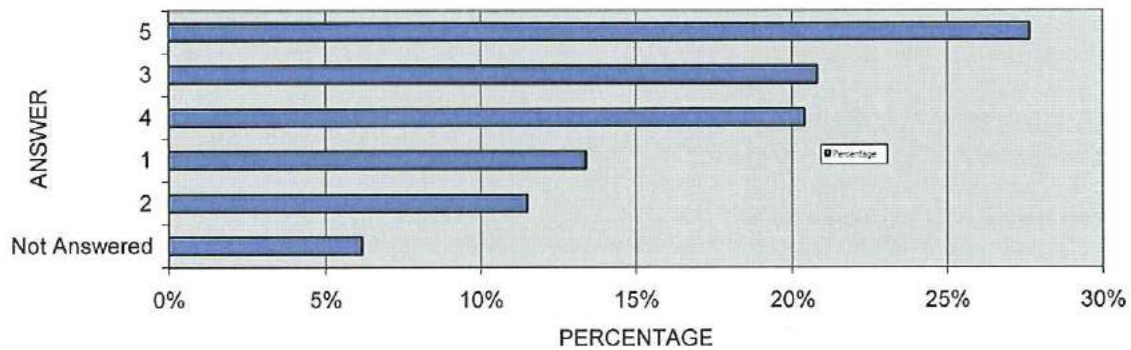
Foster more tourism in the Perkins Township area by exploring year-round attractions and the addition of complimentary shopping and eating establishments and entertainment facilities.

Conduct a Commercial Market Analysis to develop a plan for retaining and attracting businesses to the community.

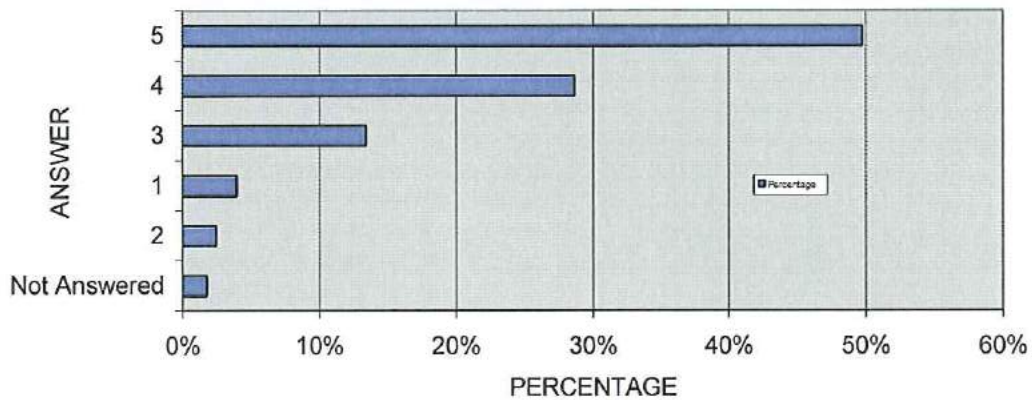
Question: The Township Needs to Consider Development Of Additional Industrial Areas. All graphs are based on a numerical scale of 5 being strongly agree and 1 being strongly disagree.



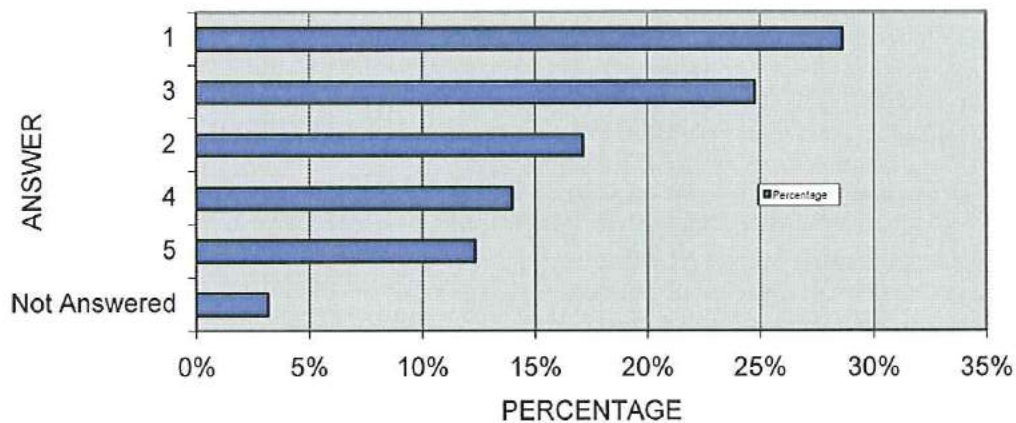
Question: Larger Industrial Development Should Be Encouraged To Utilize The Availability Of The Several Properly Serviced Industrial Parks Throughout the Township.



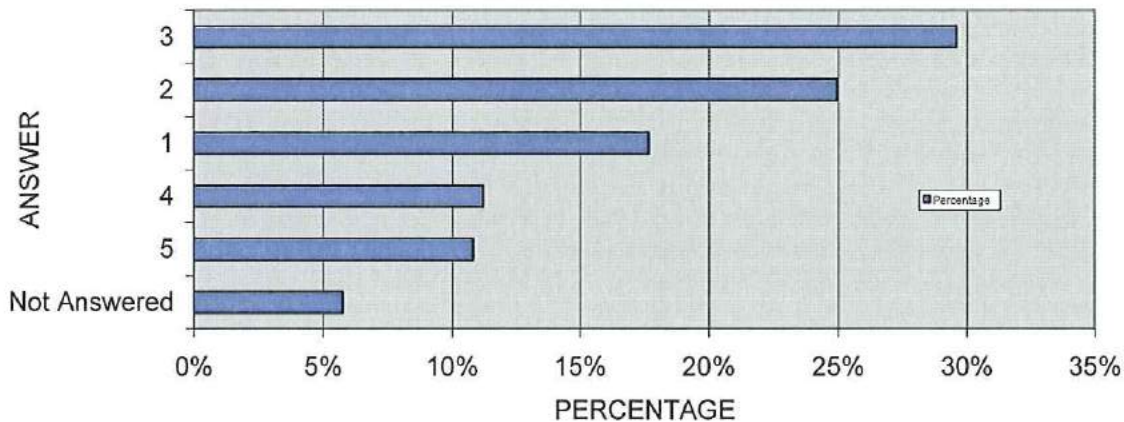
Question: There is a Need to Guide Industrial Development to Industrially Zoned Areas.



Question: In the future, only light industry should be allowed to locate in the Township.



Question: At Present, Industry Is Located In Areas That Negatively Affect Neighboring Land Uses.



STAKEHOLDER COMMENTS:

Bring more industry into the area
Should do everything possible to add and preserve jobs.
Increase industrial base by creating an industrial park on Old Railroad.
Work with local economic development (ED) entities to maximize ED opportunities
Enhance tourism and business-need a mix.
Need to encourage a wide variety of businesses.
The township should work to foster additional tourist areas.
Develop a high technology industrial park with NASA for new business location.
Perkins needs to look towards Route 4 for new development.
More redevelopment-Quarry

2.3 COMMERCIAL ENHANCEMENT

ISSUE:

- ✓ Enhance the Route 250, Route 4 and Perkins Avenue Commercial Cores by creating vibrant commercial centers that provide amenities for residents and attracts tourists while preserving the heritage of the community.

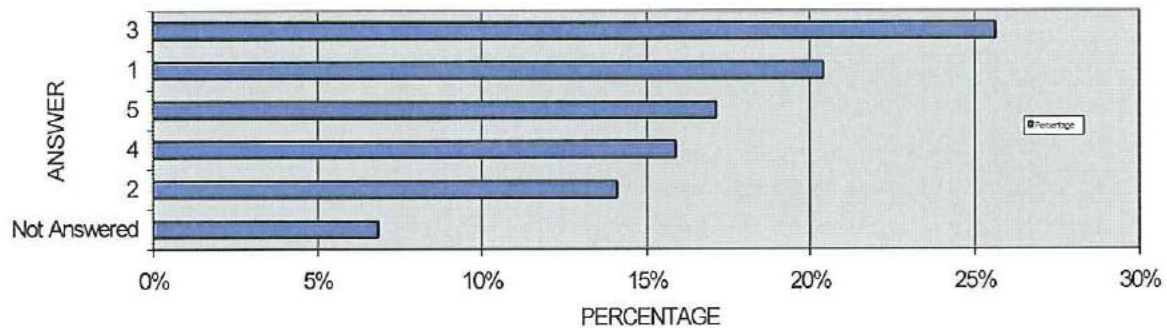
Action Steps...

Develop a master plan to guide the enhancement of the Commercial Core areas, including signage, utilities, support facilities and streetscaping by involving citizens, business and government.

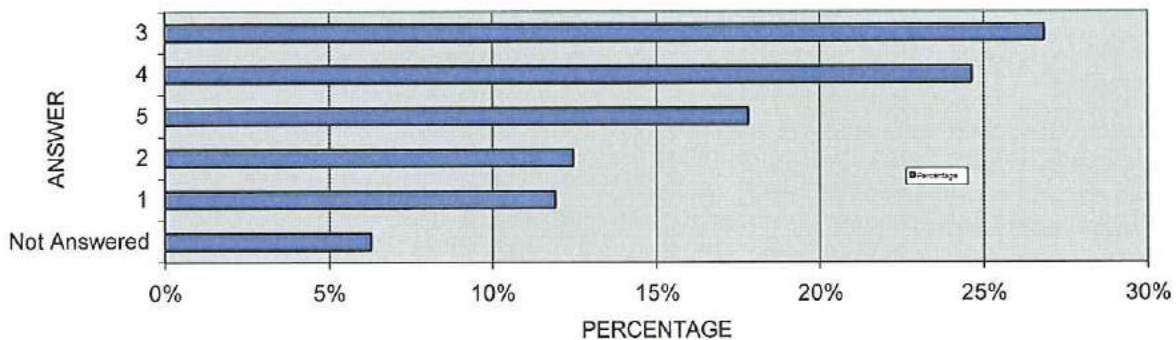
✓ Develop plans to enhance new commercial development in existing commercial locations that is both attractive and well constructed.

✓ Build on present efforts to beautify and enhance the Route 250, Route 4 and Perkins Avenue areas by involving citizens, businesses and government.

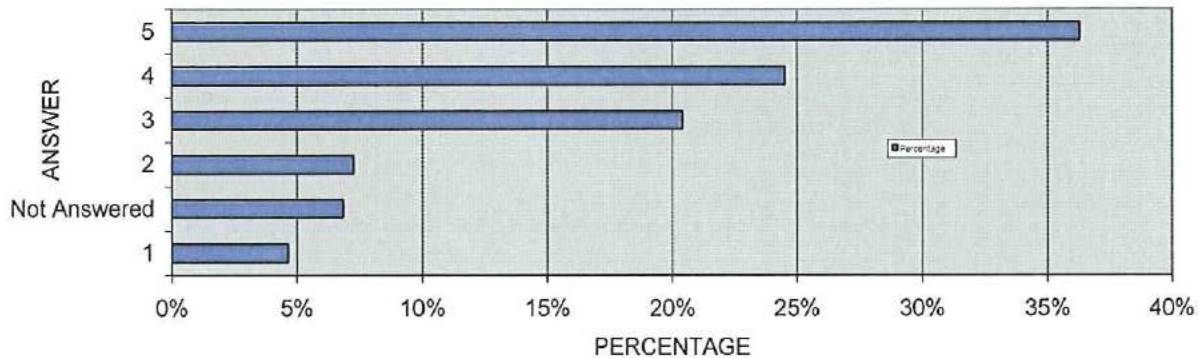
Question: There Is a Need For Additional Commercial Development In The Township.



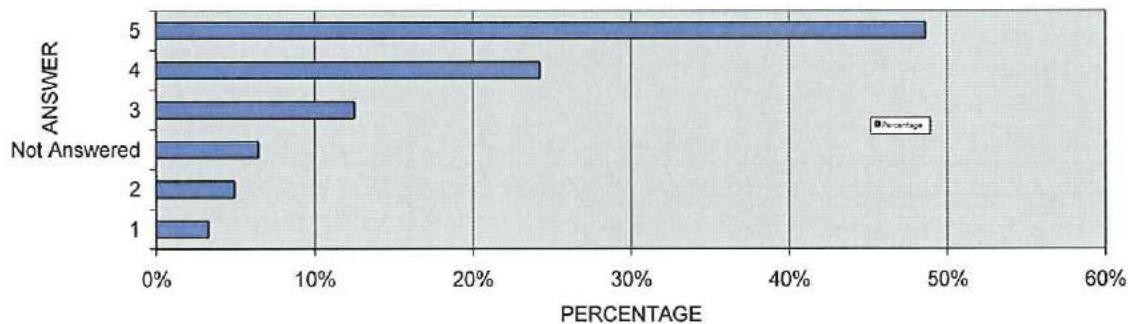
Question: The Present Retail Commercial Development Enhances The Image of the Township.



Question: Building Design Standards Need To Be Developed For Retail Commercial Development.



Question: New Commercial Development Should Locate In Those Areas Where Existing Commercial Uses Already Exist.



STAKEHOLDER COMMENTS:

Need incentives for commercial development.

Route 250 is running out of room for commercial and industrial development.

Tourism will remain high and should work to open a number of attractions that will bring in the off-season tourist business.

Design standards should be developed for retail commercial development.

Need to encourage a wide variety of businesses.

Commercial development is inevitable for Route 250 and Route 4.

Should do everything possible to add and retain jobs.

Play to tourism-embrace the economic opportunity-enforce aesthetic and physical requirements.

2.4 LAND USE

ISSUE

Develop a long-range Master Growth Plan that would result in retaining the township atmosphere while encouraging sustainable development while discouraging land-use conflicts.

Action Steps...

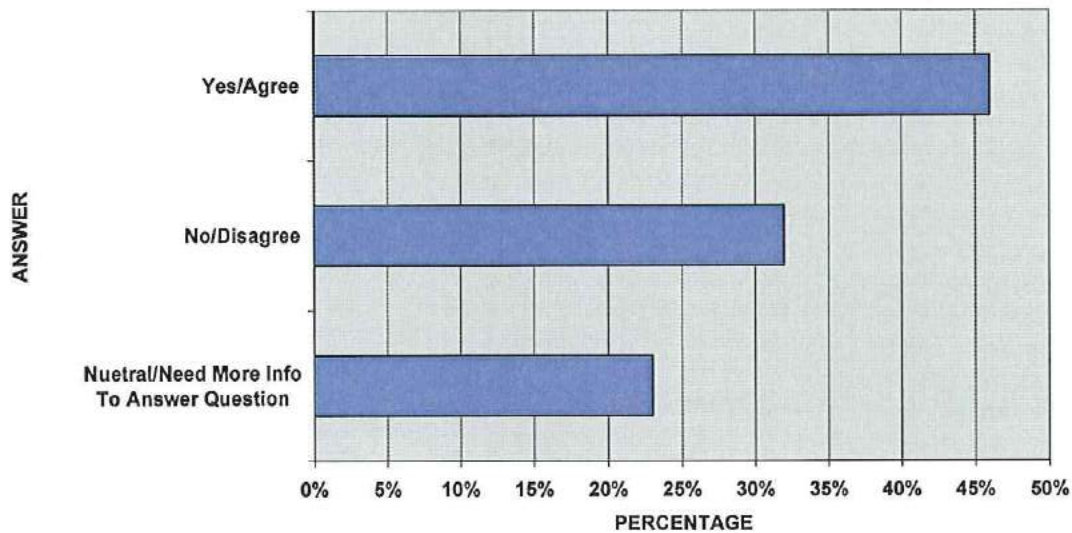
Develop a land-use plan that reflects the values and desires of the citizens of Perkins Township.

Work in a spirit of cooperation with surrounding areas to develop mutually beneficial ways to manage growth and provide services.

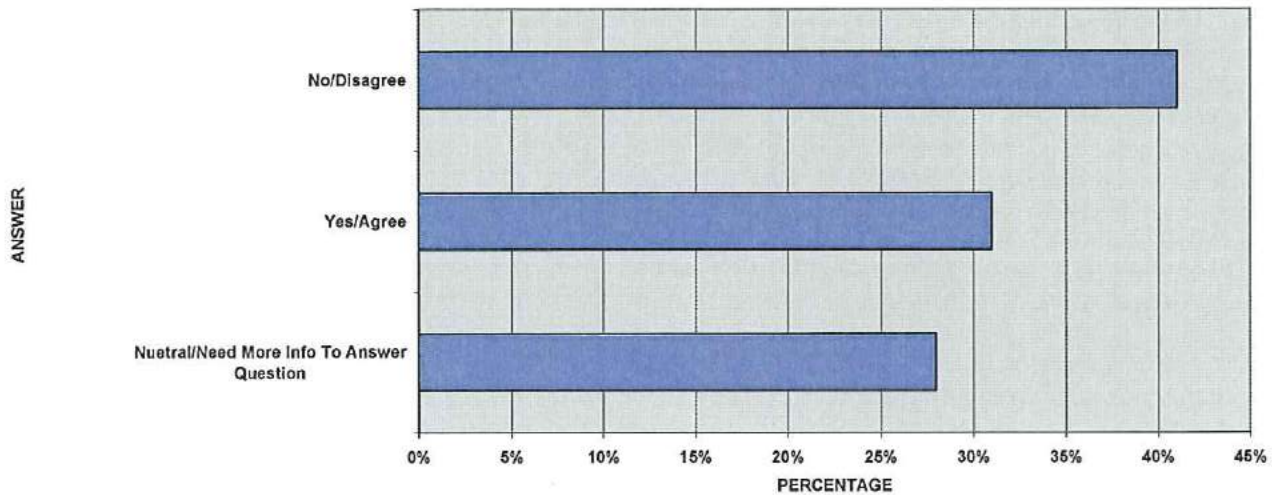
Amend zoning codes to comply with long-range land-use plans for the region.

Encourage a balance between farmland preservation and land use development in appropriate areas in the township.

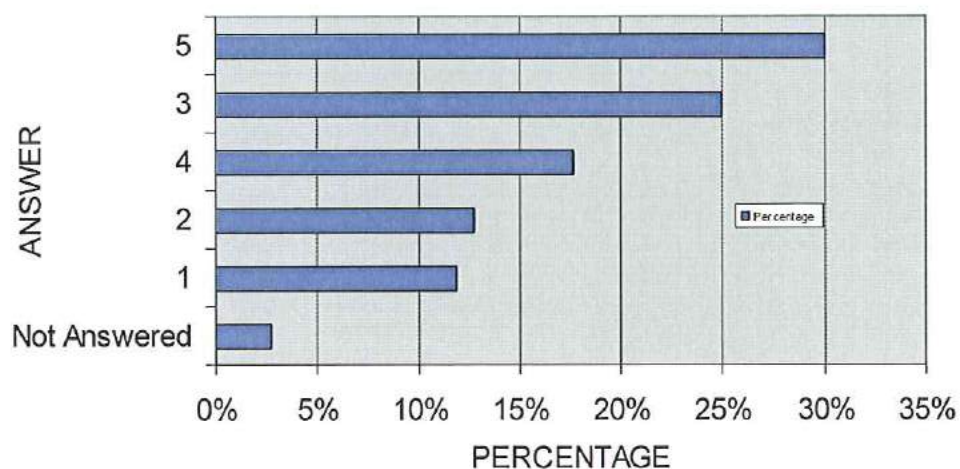
Question: Are Existing Zoning Regulations Adequate for Existing Land Uses?



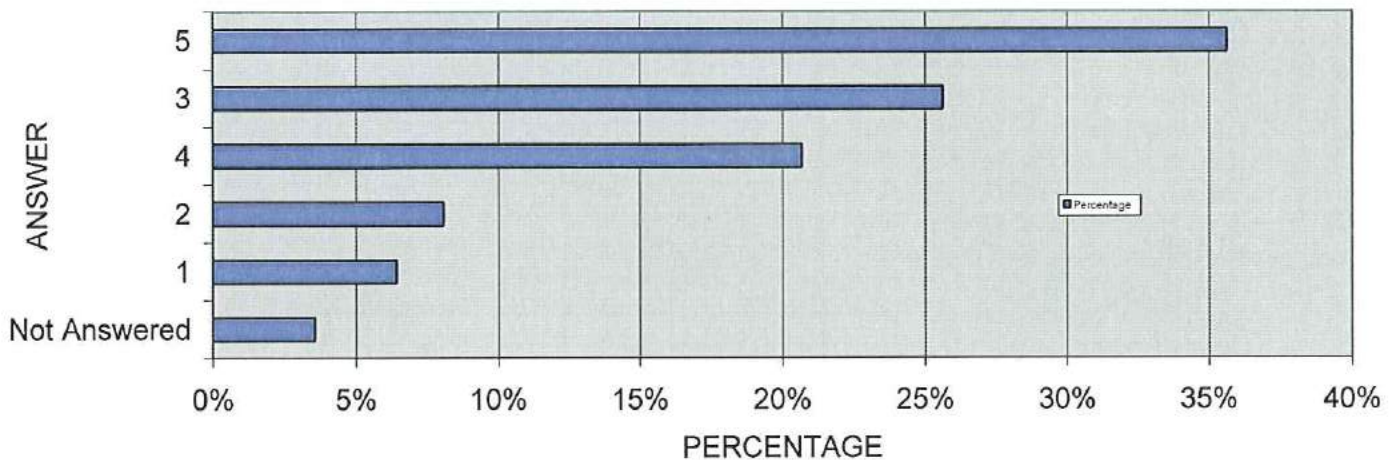
Question: Are Existing Zoning Regulations Adequate For Future Land Uses?



Question: The Township Needs to Maintain a "Rural Identity".



Question: Farmland Preservation Should Be Encouraged in the Township.



STAKEHOLDER COMMENTS:

Bechtel McLaughlin creates a land use conflict
Keep residential and commercial uses separated-open space between uses.
Perkins Avenue, Route 4, Old Railroad and Route 250 are all prime development and redevelopment areas.
Future land use on Route 4 needs to be addressed-keep an eye on zoning.
Land uses are not integrated and they should be designated on future land use plans.
Don't like the hodge-podge of development throughout the township.
Land use conflicts between commercial and residential.
Land use conflicts between commercial and farmland.

2.5 HOUSING

ISSUE:

Maintain and improve existing housing stock while encouraging attractive new single-family homes and promoting Perkins Township as the premier place to live and raise a family in Erie County.

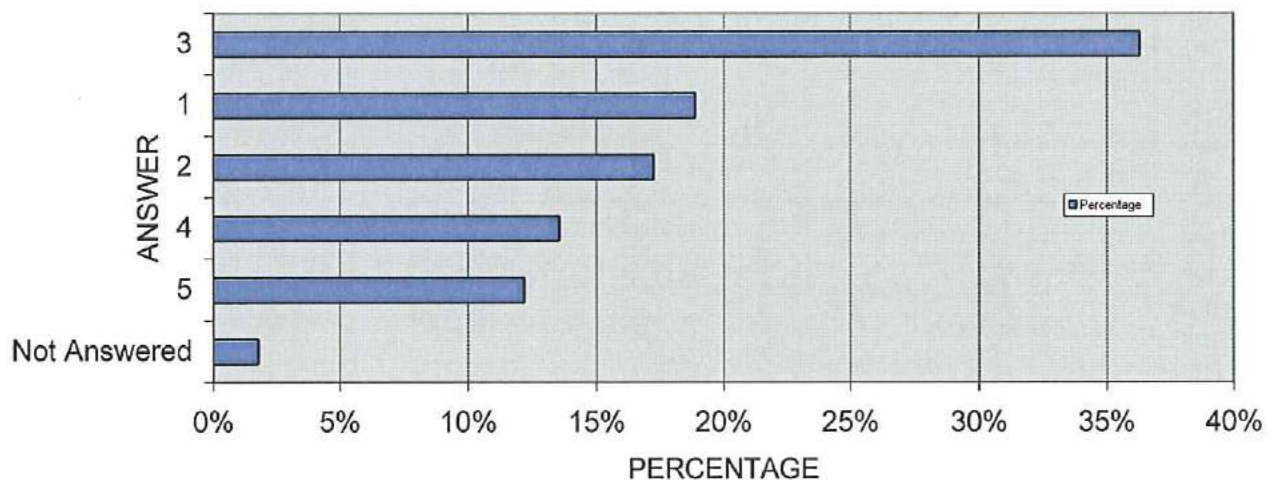
Action Steps...

Promote single-family detached residential housing developments

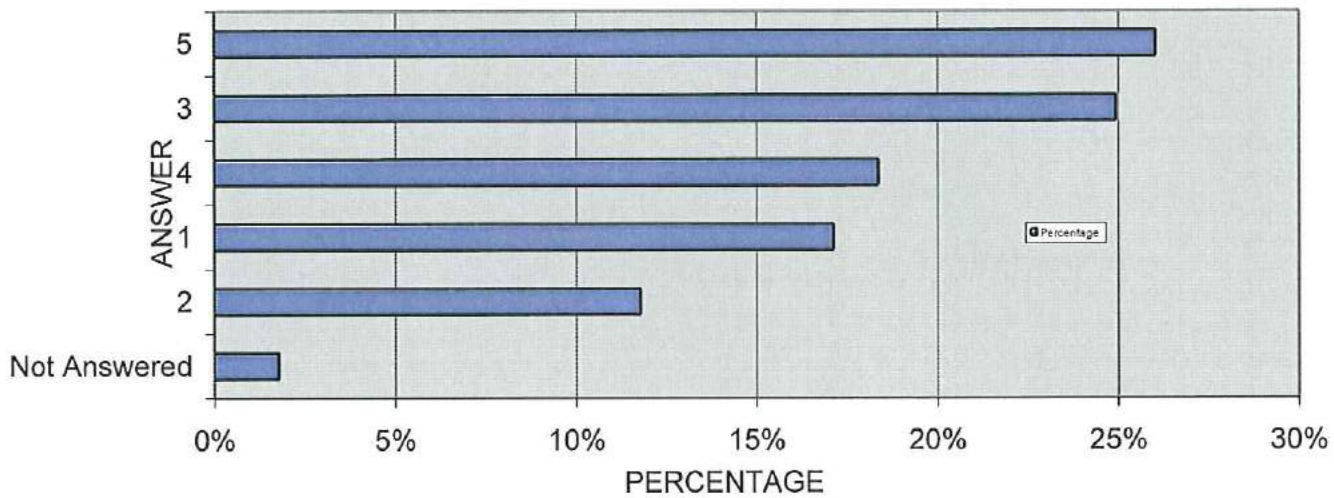
Encourage quality-housing construction through the enforcement of building codes and historic preservation.

Review and modify the zoning code to ensure there are no land use patterns that negatively affect adjacent residential areas.

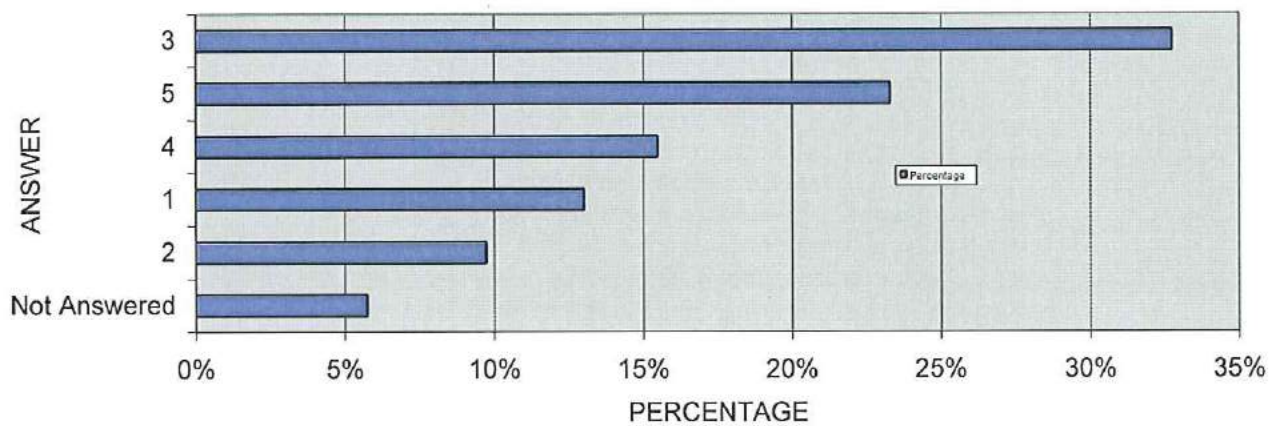
Question: There Is A Need For More Residential Development in the Township.



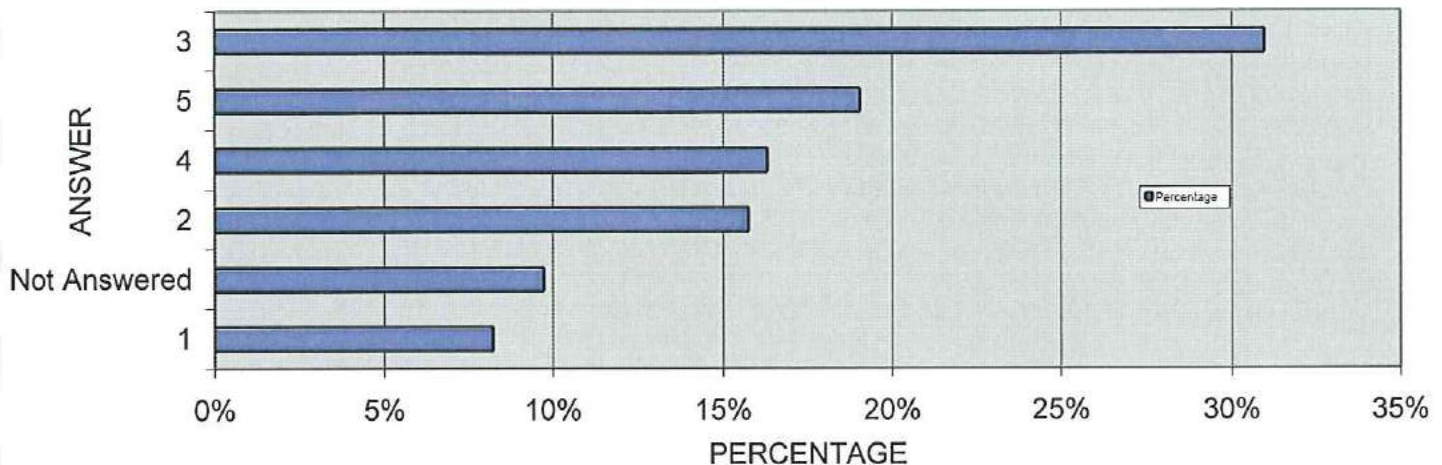
Question: Any Future Residential Development Should Only Be In The Form Of Single Family Detached Homes.



Question: A Full Time Building Inspector Is Needed In The Township.



Question: Presently, There Are Many Locations Where current Land Uses Negatively Affect Adjacent Residential Areas.



STAKEHOLDER COMMENTS:

Township land use plans should try to guarantee the integrity of the neighborhoods.

The market will drive the type of housing in the township.

Encourage single-family home ownership instead of multi-family housing in that township.

Strive for single-family home ownership.

The township should continue to encourage home ownership over rental housing.

Embrace condominium development.

Condominium development will lead to stagnation of single-family development.

There is a need for housing close to shopping centers with shorter drives.

Needs more alternate housing including multifamily, rental and cluster homes.

Strong planning very necessary to keep integrity of residential housing.

2.6 INFRASTRUCTURE AND UTILITIES

ISSUE:

Develop and implement a long-range plan for infrastructure and utility needs throughout Perkins Township.

Action Steps...

Create a comprehensive plan for roads, sidewalks, sewers, utilities and surface water drainage.

Work cooperatively with Erie County Department of Environmental Services and the entire region on infrastructure and water improvements and participate in the decision making on projects that will impact Perkins Township.

Prioritize special projects such as replacing bridges, widening roads, correcting railroad congestion and other projects important to the integrity of the infrastructure.

Survey Comment:

Water/Sewer/Drainage, and Industrial Development, was ranked in the survey as the third most significant development issue facing the township over the next ten years.

Stakeholder Comments:

Utilities should be installed to encourage future growth.

Utilities are not adequate for future growth-all utilities should be located in utility easements.

Sewers should be developed on Route 4 to allow development to run from the Turnpike north on Route 4.

Install sanitary sewers on Old Railroad and create industrial park on Old Railroad with east/west connector from Route 4.

Seek out financial resources for infrastructure development.

2.7 PARKS AND RECREATION

ISSUE:

Develop a park and recreation plan for Perkins Township that promotes a wide variety of recreational choices as well as compatibility with the comprehensive plan to meet the interests and needs of families, seniors and youth of the community.

Action Steps...

Develop a bicycle and pedestrian plan for all of the area throughout Perkins Township.

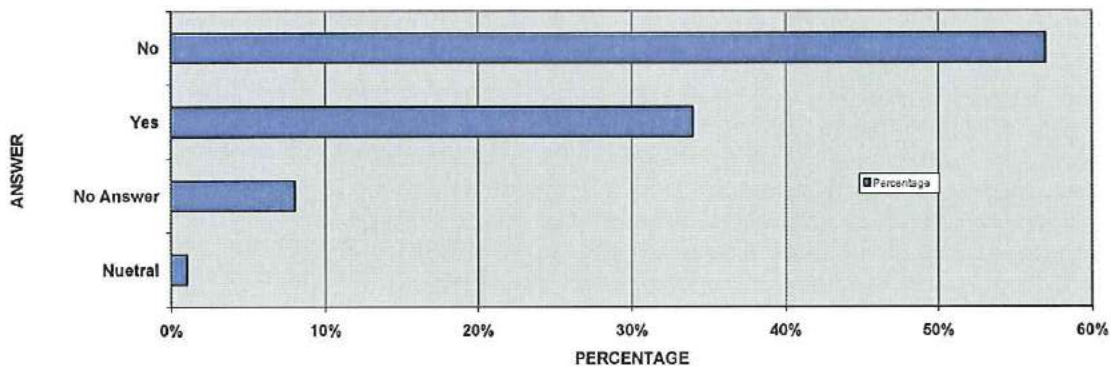
Work to create additional community parks that are attractive and accessible while maintaining the existing park system.

Explore the feasibility of the construction of a year-round sports complex that would include pools, ice rinks, ball diamonds, tennis courts, indoor tracks and large conference rooms for indoor and outdoor use.

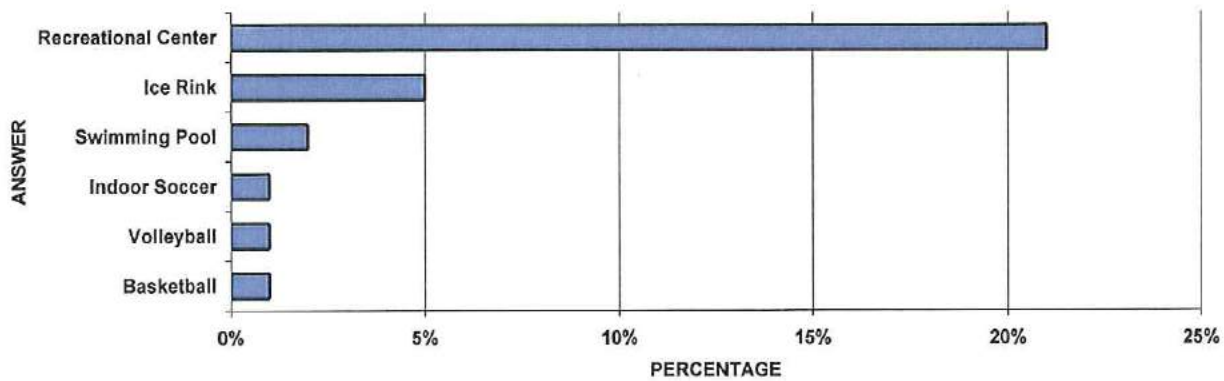
Integrate current activities and facilities at the YMCA, schools and parks into any plans for parks and recreation.

Develop and publicize on a periodic basis a list of activities and recreational activities that are available in the township.

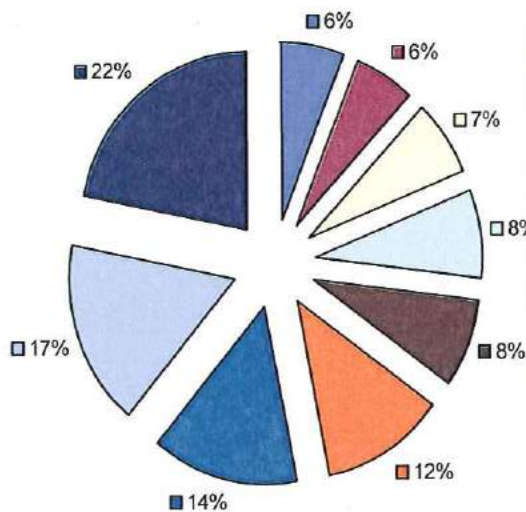
QUESTION: Are the Existing Recreational Facilities in Perkins Township Adequate?



QUESTION: What New Recreational Facilities Need to be Developed?

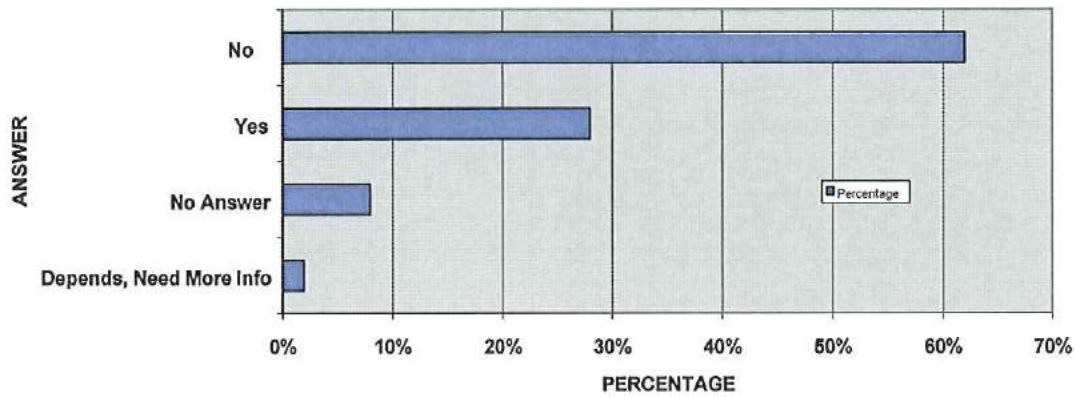


QUESTION: If Perkins Township Were To Spend Money On The Options Listed, Which Would You Recommend?

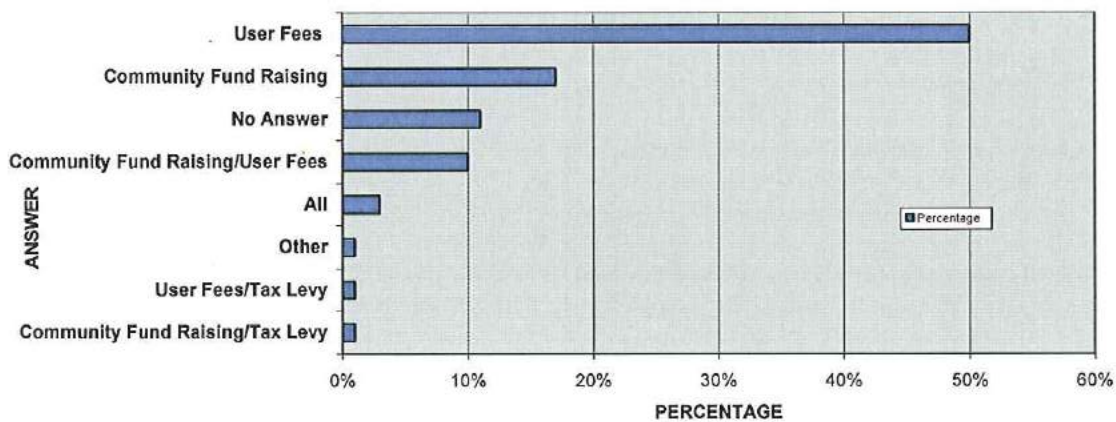


- ☒ Improved park maintenance within Perkins Township
- ☒ Promotion of financial assistance to community groups
- ☐ The need for a new community parks throughout Perkins Township
- ☐ A large centralized facility with a number of parks
- ☒ A number of smaller parks in different developments
- ☒ Promotion of cultural events such as theater, music, programs, dance, etc.
- ☒ The community use of schools for volleyball, basketball, swimming, etc.
- ☐ The need for County wide Bicycle and Pedestrian lanes adjacent to existing roadways in the Township
- ☒ A new Township wide Recreational Center that would include such things as pools, ice rinks, ball diamonds, tennis courts, indoor track and large conference room

QUESTION: Would You Support an Increase in Taxes to Provide Additional Recreation in Perkins Township?



QUESTION: If Perkins Township Was to Respond to Future Recreational Needs and Priorities, What Sources Should Money Come From?



STAKEHOLDER COMMENTS:

Lack of ball fields.

No centralized parks or sports leagues.

All future parks should be used for recreation.

Look for donations to help fund park development.

Need to develop Pelton Park.

Parks and recreation is unsatisfactory-should follow Huron's example with soccer fields, baseball diamonds.

Need a recreation center like Norwalk funded by a number of partners from participating jurisdictions.

Future park and recreation should be funded through public/private partnership.

Look at NASA land to be developed as a community park.

Should follow Rails to Trails concept for pedestrian and Bicycle paths.

Osborn Park is good but only good for warm weather use.

2.8 TRANSPORTATION

ISSUE:

✓ Work with the Metropolitan Planning Organization (MPO) and local transit system to improve the transportation infrastructure and public transportation services throughout the township.

Action Steps...

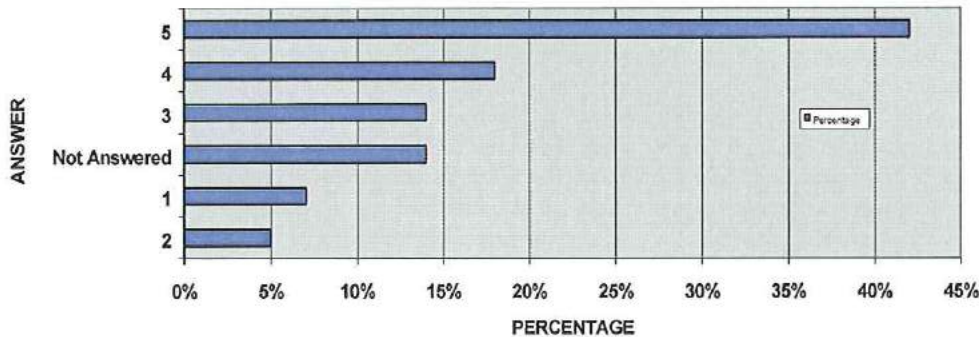
✓ Work cooperatively with the MPO to fund projects that will reduce congestion on Route 250, Route 4 and Perkins Avenue and to improve other congested roads throughout the township.

Monitor and improve the roadway system in township areas that have additional traffic due to the increased freight or railway activity.

Work cooperatively with the local transit system to expand public transportation throughout the township.

QUESTION: There Are Problems With Traffic Flow in the Township.

5 = STRONGLY
AGREE



Other survey comments on transportation included:

✓ 734 responses indicated US 250 was seen as an area with problem traffic flow.

215 responses indicated Perkins Ave. as a problem area.

123 responses indicated Columbus Ave. as a traffic flow problem area.

74 responses indicated SR 4/Hayes Ave. was a problem traffic flow area

Stakeholder Comments:

Need additional east-west connectors

Perkins Avenue, Route 250, Route 4, Strub Road to Campbell are all congested streets and roads in the Township.

Route 250 and Route 4 need access management.

Pedestrian walkways and bike paths should be part of all new and redevelopment sites.

Look at expanding transit.

Signage should be cleaned up on Route 250, Route 4, Schiller and Columbus Avenues.

Access roads should have bike paths and sidewalks.

Development will continue to affect traffic patterns.

SECTION 3

3.0 INTERPRETATION

The Planning Study Area Plan is a detailed interpretation of the land uses and their intended locations as they pertain to designated study areas. The role of the Planning Study Area Plan is to provide a detailed framework for overall development of the Study Areas and to implement the principles set out in the Comprehensive Plan. In addition, it serves as a record of the detailed needs of each area.

DEFINITION AND STRUCTURE OF STUDY AREAS

The Planning Study Area is located south of Perkins Avenue in the center of Erie County. The Planning Study Area known as Perkins Township is bounded on the south by Scheid Road, Perkins Avenue on the north, Margaretta Township to the west and Huron Township to the east.

The Planning Study Area logically can be divided into three (3) sub-areas because of the arterial roads and prevalent land uses in the areas. It is proposed that these sub-areas be based on the transportation and development patterns that form each specific area.

The Planning Study Areas are described as follows:

Planning Study Area #1 (Route 250)

Planning Study Area #1 runs south from Perkins Avenue and east from Campbell Street to the Huron Township line. The area features Route 250 as the main traffic arterial and commercial is the predominant land use in the area (Planning Study Area #1 is outlined on the Planning Area Boundary Map, Appendix 1, Section 5).

Planning Study Area #2 (Route 4)

Planning Study Area #2 is located south of Perkins Avenue and west of Campbell Street to Margaretta Township. The area features State Route 4 as the predominant transportation artery with agricultural and residential being the predominant land uses (Planning Study Area #2 is outlined on the Planning Area Boundary Map, Appendix 1, Section 5.)

Planning Study Area #3

Planning Study Area #3 encompasses the entire NASA Plum Brook area. The area is located south of State Route 2 to Scheid Road and east of Campbell Street to the border of the NASA facility (Planning Area #3 is outlined on the

Planning Area Boundary Map, Appendix 1, Section 5.) The predominant land use in Planning Area # 3 is Public Facility/Institutional.

3.1 LAND USE ALLOCATIONS

3.2 RESIDENTIAL AREAS

Public comment during the Perkins Township Vision 2005 process made it clear that the public goal was to protect the rural character of the area while encouraging low-density sustainable development. It should be noted that often there is an anxiety about density; however, it is not the density itself that is the issue, but rather, good or bad solutions to density that make the difference in land use planning.

Despite the preference for single-family dwellings, multifamily housing continues to be an essential housing form for a broad range of people. The design of multifamily housing is also becoming more innovative. Developers are utilizing new materials and forms to create buildings with visible interest and character.

To ensure sustainable development, the developer where possible should take advantage of the site's natural features by preserving the existing landforms and vegetation that define its natural structure and character.

Residential areas are allocated by density into two major classifications:

- 1. Low Density**
- 2. Medium Density**

Low Density Residential Area

The Low Density Residential Area is to have a gross density of up to 3 units per acre. The types of residential uses which are to be included in this classification are single family and two family developments.



Low Density Perkins Twp. Ohio

Medium/High Density

The Medium Density Residential Area is to have a gross density of up to 8 units per acre. The types of residential uses which are to be included in this classification are multiple attached, townhouses, terrace house, row house and apartment dwellings. The newer projects developed as Planned Unit Developments [PUD's] have been constructed at approximately 6 to 7 units per acre. The PUD is a zoning category in the Perkins Township Resolution, which allows for flexibility of regulations in order to encourage creative or innovative design. It also provides the Township with greater control over the design and the type of uses to be included in the development. The use of a PUD can provide a comfort level to the Township and the local residents as to the impact a development will have on adjacent properties.

The PUD is a development, which may integrate residential, commercial and industrial facilities in a pre-planned environment under more flexible standards, such as lot sizes and setbacks, than those restrictions that would normally apply under the zoning resolution. The procedure for approval of such development contains additional requirements such as building design principles, buffering and

landscape plans. The PUD allows for possible preservation of open space/farmland by allowing denser development on other areas of a site.



Medium/High Density Perkins Twp. Ohio

3.3 COMMERCIAL

Commercial development and uses linked to such development work as a primary generator of economic growth. It is the intent of this Plan to provide for sites of adequate area to accommodate future quality retail and commercial centers and to prevent uncontrolled commercial strip development often associated with urban expansion.

In addition, the Plan will strive to enhance new commercial development in existing areas that are both attractive and well planned. Moreover, the plan will build on present efforts to beautify and enhance the Route 250 Route 4 and the Perkins Avenue Corridors by involving citizens, businesses and government.

The use of the PUD zoning in commercial development should be encouraged and used where possible to ensure public involvement and enable the Township

to for flexibility of the regulations in order to ensure safe, creative and innovative design.

The term "shopping center" has been evolving since the early 1950's. Industry nomenclature originally offered four basic terms:

- **Neighborhood**
- **Community**
- **Regional**
- **Super-Regional Centers**

However, as the industry has matured, the four classifications are no longer adequate. To remove some of the ambiguity and accommodate new shopping center formats, The International Council of Shopping Centers (ICSC) has defined eight principal shopping center types, (shown in the Commercial Shopping Center Definitions Table listed at the conclusion of the narrative on Page 61).

The definitions, and in particular the table, are meant to be guidelines for understanding major differences between the basic types of shopping centers. Several categories shown in the table, such as size, number of anchors, and trade area, should be interpreted as "typical" for each center type. They are not meant to encompass the operating characteristics of every center. As a general rule, the main determinants in classifying a center are its merchandise orientation (types of goods/services sold) and its size.

It is not always possible to precisely classify every center. Some centers are hybrids, combining elements from two or more basic classifications. Alternatively, a center's concept may be sufficiently unusual as to preclude it from fitting into one of the eight generalized definitions presented here, and may ultimately lead to a new category as the industry continues to evolve.

Some types of centers are not separately defined here but nonetheless are a part of the industry. These can be considered sub-segments of one of the larger, defined groups, perhaps created to satisfy a particular niche market. One example would be the **convenience center**, among the smallest of centers, whose tenant provides a narrow mix of goods and personal services to a very limited trade area. A typical anchor would be a convenience store like 7-Eleven or other mini-mart. At the other end of the size spectrum are **super off-price malls** that consist of a large variety of value-oriented retailers, including factory outlet stores, department store closeout outlets, and category killers in an enclosed mega-mall (up to two million square feet) complex.



Pointe Plaza (Convenience Center)

Another type of shopping format that is receiving significant attention and warrants special discussion is the broad class of **mixed-use developments**. In the strict sense, mixed use is not necessarily a type of shopping center. However, where retail comprises one of at least three significant revenue-producing uses, this type of development is common to the shopping center industry. Successful mixed use projects that are developed as a single unit – sometimes referred to as **mixed use centers** – may consist of well-integrated entertainment, office, hotel, residential, recreation, sports stadiums, cultural venues, and/or other uses that mutually support a substantial retail component. Often, such properties feature residential units or office suites above street-level retail stores, although they can also be malls integrated with office buildings and hotels. Sometimes, lifestyle centers may form the retail component of mixed-use projects.

Other small sub-segments of the industry include vertical, downtown, off-price, home improvement, and car care centers. The trend toward differentiation and segmentation will continue to add a new terminology as the industry matures.

SHOPPING CENTER: A group of retail and other commercial establishments that is planned, developed, owned and managed as a single property, with on-site parking provided. The center's size and orientation are generally determined by the market characteristics of the trade area served by the center. The three main physical configurations of shopping centers are malls, open-air centers, and hybrid centers.

BASIC DESIGN CONFIGURATIONS

Mall: The most common design mode for regional and super-regional centers is often referred to as a "shopping mall." The walkway or "mall" is typically enclosed, climate controlled and lighted, flanked on one or both sides by storefronts and entrances. On-site parking, usually provided around the perimeter of the center may be surface or structured.

Open-Air Center: An attached row of stores or service outlets managed as a unit, with on-site parking usually located in front of the stores with common areas that are not enclosed, is often referred to as an "open-air center." Open canopies may connect the storefronts, but an open-air center does not have enclosed

walkways linking the stores. The most common variations of this configuration are linear, L-shaped, U-shaped, Z-shaped, or cluster. The linear form is often used in neighborhood and community centers. The cluster form and its variations have lent themselves to the emergence of new classes of centers such as the lifestyle center, in which the physical layout and open feel are differentiating features. Historically, the open-air configuration has been referred to as a "strip center," though the strip center got its name from the linear form, where stores sit side-by-side in a long and narrow row of stores.

Hybrid Center: A center that combines elements from two or more of the main shopping center types. Common hybrids include value-oriented mega-malls (combining mall, power center and outlet elements), power-lifestyle centers (combining power center and lifestyle center elements), and entertainment-retail centers (combining retail uses with megaplex movie theaters, theme restaurants, and other entertainment uses).

SHOPPING CENTER TYPES

MALLS

Regional Center: This center type provides general merchandise (a large percentage of which is apparel) and services in full depth and variety. Its main attraction is the combination of anchors, which may be traditional, mass merchant, discount, or fashion department stores with numerous fashion-oriented specialty stores. A typical regional center is usually enclosed with an inward orientation of the stores connected by a common walkway. Parking surrounds the outside perimeter.



Sandusky Mall Perkins Township

Super-Regional Center: Similar to a regional center, but because of its larger size, a super-regional center has more anchors, a deeper selection of merchandise, and draws from a larger population base. As with regional centers, the typical configuration is an enclosed mall, frequently with multi-levels. Parking may also be structured to accommodate the sheer size of the center.



Picture inside Mall of America

OPEN-AIR CENTERS

Neighborhood Center: This center is designed to provide convenience shopping for the day-to day needs of consumers in the immediate neighborhood. According to ICSC's SCORE publication, roughly half of these centers are anchored by a supermarket, while about a third have a drugstore anchor. These anchors are supported by stores offering drugs, sundries, snacks and personal services. A neighborhood center is usually configured as a straight-line strip with no enclosed walkway or mall area and parking in the front. Centers may have a canopy or other façade treatment to provide shade and protection from inclement weather, or to tie the center together.



Outback Plaza Perkins Township Ohio

Community Center: A community center typically offers a wider range of apparel and other soft goods than the neighborhood center. Among the more common anchors are supermarkets, super drugstores, and discount department stores. Community center tenants sometimes contain value oriented big-box category-dominant retailers selling such items as apparel, home improvements/furnishings, toys, electronics or sporting goods. The center is usually configured in a straight line as a strip, or may be laid out in an L or U shape, depending on the site and design. Of the eight center types, community centers encompass the widest range of formats. For example, certain centers that are anchored by a large discount department store often have a discount focus. Others with a high percentage of square footage allocated to off-price retailers can be termed off-price centers.



ParkPlace Perkins Township Ohio

Power Center: A center dominated by several large anchors, including discount department stores, off-price stores, warehouse clubs, or "category killers," i.e., stores that offer a vast selection in related merchandise categories at very competitive retail prices. The center typically consists of several anchors, some of which may be freestanding (unconnected) and only a minimum amount of small specialty tenants.



Home Depot Perkins Township Ohio

Theme/Festival Center: These centers typically employ a unifying theme that is carried out by the individual shops in their architectural design and, to an extent, in their merchandise. Entertainment is often a common element of such centers, although it may come in the shopping experience as much as in the tenants themselves. These centers are often targeted to tourists, but may also attract local customers who might be drawn by the center's unique nature. Theme/festival centers may be anchored by restaurants and entertainment facilities. Generally located in urban areas, they are often adapted from older, sometimes historic buildings and can be part of mixed-use projects.



Kalahari Resort and Conference Center – State Route 250 Perkins/Huron Township



Great Wolf Lodge and Waterpark – State Route 250 Perkins Township

Outlet Center: This center type consists of manufacturers' and retailers' outlet stores selling brand name goods at a discount. These centers are typically not anchored, although certain brand-name stores may serve as "magnet" tenants. The majority of outlet centers are open-air, configured either in a strip or as a village cluster, although some are enclosed.



SilverSands outlet center, Florida

Lifestyle Center: Most often located near affluent residential neighborhoods, this center type caters to the retail needs and "lifestyle" pursuits of consumers in its trading area. It has an open-air configuration and typically includes at least 50,000 square feet of retail space occupied by upscale national chain specialty stores. Other elements differentiate the lifestyle center in its role as a multi-purpose leisure time destination including restaurants, entertainment, and design

ambience and amenities such as fountains and street furniture that are conducive to casual browsing. These centers may be anchored by one or more conventional or fashion specialty department stores.



Easton Mall Columbus, Ohio

COMMERCIAL SHOPPING CENTER DEFINITIONS

Type of Shopping Center	Concept	Square Feet (including anchors)	Acreage	Typical Anchor(s)		Anchor Ratio*	Primary Trade Area
				Number	Type		
MALLS							
Regional Center	General Merchandise; Fashion (mall typically enclosed)	400,000-800,000	40-100	2 or more	Full-line department store; jr. department store; mass merchant; discount department store; fashion apparel	50-70%	5-15 miles
Super-Regional Center	Similar to regional center but has more variety and assortment	800,000+	60-120	3 or more	Full line department store; jr. department store; mass merchant; fashion apparel	50-70%	5-25 miles
OPEN-AIR CENTERS							
Neighborhood Center	Convenience	30,00-150,000	3-15	1 or more	Supermarket	30-50%	3 miles
Community Center	General merchandise; convenience	100,000-350,000	10-40	2 or more	Discount department store; supermarket; drug; home improvement; large specialty/discount apparel	40-60%	3-6 miles
Lifestyle Center	Upscale national chain specialty stores; dining and entertainment in outdoor setting	Typically 150,000-500,000 but can be smaller or larger	10-40	0-2	Not usually anchored in the traditional sense but may include book store; other large format specialty retailers; multi-plex cinema; small department store.	0-50%	8-12 miles
Power Center	Category dominant anchors; few small tenants	250,000-600,000	25-80	3 or more	Category killer; home improvement; discount department store; warehouse club; off price	75-90%	5-10 miles
Theme/Festival Center	Leisure; tourist oriented; retail and service	80,000-250,000	5-20	N/A	Restaurants; entertainment	N/A	N/A
Outlet Center	Manufacturers' outlet stores	50,000-400,000	10-50	N/A	Manufacturers' outlet stores	N/A	25-75 miles

*The share of a center's total square footage that is attributable to its anchors; **The area from which 60-80% of the center's sales originate.

Planned Strip Commercial

The Planned Strip Development is a concentration of retail activity generally linear in development along a major roadway, highlighted by free parking areas and by an integrated building design. This form of development is smaller than the neighborhood center and lacks both the concentration of retail activity and the presence of a major attractor. The planned strip development has a gross leasable area, which may range from 10,000 to 20,000 square feet. This type of

commercial development predominantly provides convenience goods and services.



State Route 250 Perkins Township Ohio

Unplanned Strip Commercial

The Unplanned Strip Development is comprised of individual retail units located in a linear fashion along a major roadway that do not integrate their parking areas or building design. These developments are existing and it is intended that when they are redeveloped they will be integrated with adjoining uses to create planned strip commercial developments.



Perkins Avenue, Perkins Township

OFFICES/MEDICAL CENTERS

Professional service type space is being developed as reflected in the growth in service related employment. Much of this office space growth reflects owner-occupied buildings located outside of the municipalities.



Perkins Avenue – Perkins Township



Medical Center State Route 4 – Perkins Township

3.4 PUBLIC FACILITY/INSTITUTIONAL

This land use category includes property owned by local, county, state and federal government. This includes facilities which house schools, universities, space research (NASA) and government offices.

3.5 PARKS AND RECREATION

According to the Perkins Township vision 2005 the township will develop a park and recreation plan that promotes a wide variety of recreational choices to meet the interests and needs of families, seniors and youth of the community.

The plan would include a pedestrian and bicycle system for the township and focus on creating additional parks that are easily accessible. In addition, the plan will promote the maintenance of the current park system and strive toward the integration of activities and facilities at the YMCA, schools, and the park system. Lastly, the plan would create and publicize a list of activities that are available in the township.

The vision also expressed the desire to explore the feasibility of constructing a year-round sports complex that would include pools, ice rinks, ball diamonds, tennis courts, indoor tracks and large conference rooms. This facility would be a multiuse community center providing services for seniors, adults, and youths of the township.

Establishing a Park Hierarchy

Park Recreation areas can be classified into a number of levels depending upon the kind of recreational opportunities they provide and the functions they serve. An urban open space system ideally should be based on a hierarchy of open spaces ranging from very large parks serving extended recreation pursuits to neighborhood parks, which are much smaller, closer to home, and serve the needs of local residents. There should also be intermediate areas to serve several neighborhoods located between the neighborhood and major parks. facilities and major parks.

The first step toward improving the park system in Perkins Township would be to establish a park hierarchy organized in the following way:

- **neighborhood parks**
- **community parks**
- **district parks**
- **special parks and areas**

This hierarchy, with the exception of special parks and areas is based on the convenient distance that one would expect to travel to take part in a given recreation activity and the population required to support particular facilities.

The following represents essential features each park should incorporate:

Neighborhood Parks

Neighborhood Parks are primarily designed for active recreational uses with at least 20% of the park area devoted to unstructured uses. Neighborhood parks may include but are not limited to the following facilities and activity spaces:

- **An open grassed area for active play**
- **An area with play equipment**
- **A shade or tree area for passive pursuits including sitting, reading etc.**
- **Intermediate softball diamonds, unlit tennis courts**
- **Ancillary elements such as benches, picnic tables, landscaping, walkways, fencing, etc.**
- **Population to be served should be within one-quarter mile of the park.**
- **Park should be a minimum of 4 acres in size.**



Meadowlawn Elementary School Perkins Township Ohio

Community Parks

Community Parks serve the local recreational needs of an area of approximately 10,000 residents and they are usually a minimum of 15 acres in size. Community Parks are to be primarily designed for active recreational uses with at least 10% of the area devoted to unstructured uses. Community Parks may include but are not limited to the following facilities and active spaces:

- **Major and intermediate soccer fields;**
- **Major and intermediate baseball diamonds;**
- **Major and intermediate softball diamonds;**
- **Lit tennis courts**
- **Community playground for older youth**
- **Landscaped areas for passive activities**
- **Bermed areas for tobogganing and sledding**
- **Parking area; and**
- **Ancillary elements such as benches, picnic tables, washrooms, change rooms, meeting rooms, walkways, landscaping, fencing, etc.**



Sartor Park Perkins Township Ohio

District Parks

District Parks are primarily designed for active recreational uses and they should be a minimum of 25 acres in size. District Parks provide the following activity spaces and facilities:

- **Community park facilities.**
- **Arena or indoor pool.**
- **Recreation center containing such facilities as an auditorium, ice rink, fitness rooms, gymnasium, multi-purpose rooms and lounge.**



Osborn Park Perkins Township Ohio (Operated by MetroParks)

Specialized Parks and Areas

Specialized Parks include unique natural and physical features or facility development for residents of the entire municipality. Specialized parks can be developed as a separate park or they can be incorporated into the park system and areas. Specialized Parks may include but are not limited to the following:

- **Water bodies;**
- **Conservation areas and environmentally unique and sensitive areas;**
- **Day and overnight camping areas;**
- **Trails;**
- **Ski and sledding facilities;**
- **Arboretum and horticultural center;**
- **Animal farm;**
- **Fairgrounds;**
- **Public golf course, and**
- **Greenway links.**



Pelton Park Perkins Township Ohio

Park Site Development Policies

When parkland is dedicated to Perkins Township the developer shall develop the park as required by the parkland development requirements that is included in the Subdivision Agreement to the satisfaction of the Recreation Board of Perkins Township.

Plans that are submitted to Perkins Township should be prepared by a qualified landscape architect.

STRATEGIES FOR RECREATIONAL DEVELOPMENT

COMMUNITY INPUT NEEDS ASSESSMENT

Community needs for recreation and park facilities were determined from interviews and established park standards. One of the most important aspects in the preparation of this plan is the solicitation of public comment on the recreation needs of the community.

The issues are grouped by level of interest expressed at the meetings or as presented in the questionnaires as interpreted by the project team. It was clear that the residents were of the opinion that the present recreational facilities were not adequate to meet the needs of present or future township residents. The issues raised by the residents are detailed below;

- A) It was indicated that a bike and pedestrian system should be developed in conjunction with the road network to allow for the safe and efficient movement through the township. It was noted that the Route 250 corridor is especially dangerous to pedestrians and bicyclists.
- B) It is noted that the township is presently investigating the relocation of Sartor Park and the residents expressed the need for another major park to complement Osborn Park in Perkins Township.

- C) To integrate programs and facilities at the YMCA, public schools and parks where appropriate to ensure the serves will not be unnecessarily duplicated.
- D) To explore the feasibility of the construction of a year-round community center, which could include a swimming pool, ice rink, indoor track, indoor soccer or other facilities as determined to appropriate and feasible. The center would also provide senior citizen and cultural facilities. If this center were to be successful a countywide support would be essential. It is noted the Perkins Township residents were of the opinion that user fees should be major contributor to this project. The Erie County Visitor and Convention Bureau has approved funds to study the feasibility of such a project. The residents referenced the Norwalk facility frequently in the responses included in the survey.
- E) The residents also expressed the need for a newsletter that would periodically list the recreational activities that are available in the township.

3.6 INDUSTRIAL DEVELOPMENT

TRENDS

Like all real estate sectors, the industrial market is subject to global, national, and local forces. Identifying and preparing for the trends affecting development is more difficult than ever. Yesterday's industrial and manufacturing parks were clearly definable with well-known tenants. In today's information age, however, new technologies have created brand new business models.

Many factors influence the location decisions of tenants of business parks and industrial parks. Access to transportation networks such as rail, ports, and highways has always been an important factor in locating industrial and business parks. The "need for speed " means that many manufacturers and distributors must be near their markets or adjacent to a major transportation hub to optimize supply chain flows and delivery response times. This need translates into greater importance placed on access to airports, and multimodal facilities.

Some of the factors that help create an intangible but important sense of place include a diverse population, rich cultural life, recreational opportunities, and a housing stock that provides value for price.

CLASSIFICATION FOR INDUSTRIAL DEVELOPMENT

Industrial real estate plays a vital role in the process of moving goods from a point of beginning to an end point. Manufacturing, storage, and distribution are the three principal uses of industrial development. Products need to be manufactured, stored, and distributed to customers. These functions demand a specific type of industrial structure, and justify industrial classification by physical characteristics.

MANUFACTURING LIGHT/HEAVY (INDUSTRIAL PARKS)

All manufacturing facilities have distinctive physical characteristics relating to the manufacturing process they house. Buildings contain three types of space; manufacturing, warehouse, and office. Manufacturing space accounts for at least 50 percent with an average of 70 percent. Heavy power is required for heavy machinery used in the manufacturing process, and is present in all manufacturing buildings.

Heavy Manufacturing buildings have a number of unique features including heavy floor capacity and provision for cranes used in the manufacturing process. Light and Heavy Manufacturing each have manufacturing or manufacturing related functions, such as assembly and maintenance, but each has unique physical characteristics.

Heavy and Light manufacturing facilities are often located in industrial parks where landscaping and design criteria are mandated as requirements for the development of the park.



Lear Corp. Huron, Ohio



Delphi Perkins Township



Visteon Margareta Township

MANUFACTURING

SIZE (SQUARE FEET)	PERCENTAGE OFFICE	PERCENTAGE MANUFACTURING	CEILING HEIGHT	DOCK RATIO	RAIL	CRANE CAPACITY
Up to 300,000	Up to 20%	50%-75%	14'-24'	1: 10,000- 15,000	Occasionally: Exterior	Up to 25 tons
Can exceed 1 million	Averages 10%	75%-90%	16'-60'	Varies	Frequently: Interior and Exterior	Can exceed 100 tons
Any	5%	75%-90% Repair Space	Up to 100'	Minimal	No	Variable

BUSINESS PARKS

The building types found in business park development are varied in type of use and design to allow for flexibility. These facilities can contain buildings with varying percentages of office, retail, warehousing and light manufacturing. This

type of development would differ from past industrial regulations which restricts Retail, and office uses in industrial buildings.

Flexibility is the key to present day business parks, which accommodate a variety of uses, which include storage, light manufacturing, research, and offices. The parks can also be altered in form and function to meet changes in the market. This flexibility has been critical in recent years, as technical innovation has altered the demands placed on business parks. This need for flexible workspace that can house office and industrial activities under one roof has resulted in new hybrid buildings known as flex space.

Flex Space

Flex space in our present competitive market is becoming the most common speculative building as it can be used for offices, showrooms, distribution, limited retail, and light manufacturing. Flex buildings generally range from 20,000 to 100,000 square feet in area with ceiling heights of 14 feet or more to accommodate warehouse and industrial activities.

Flex space must be able to respond to changing markets and rapidly growing businesses. Thus, flexibility in tenant spaces and the need to expand or contract in their space as their business evolves is important.

No rigid parking standards exist for flex buildings, but providing a generous amount has become a competitive strategy as companies using flex space have increased employee densities. Flex tenants frequently need four to five spaces per 1,000 square feet.

The different names that refer to flex facilities reflect their diversity: R&D/flex, R&D/flex/showroom, flex tech, and service center/R&D flex. These names all refer to flexible buildings that can accommodate technology and service tenants. The amount of office space in flex buildings ranges from 25 to 80 percent.

R&D flex buildings are clearly distinguishable from other industrial buildings by their minimal loading requirements and high quality landscaping.

Office showroom flex facilities house a variety of functions with generally 40 percent of the building designated for office space, up to 60 percent for warehousing, and up to 20 percent for retail showroom.

Another form of flex space that has developed is the data switch center. Most data switch center tenants anticipate needing up to 200 watts per square foot, also a high floor load per square foot is required because the equipment that is commonly stored and operated in a data switch center is both heavy and compact.



FLEX

FLEX	SIZE SQUARE FEET	PERCENTAGE OFFICE	PERCENTAGE HIGH-TECH SPACE/LAB	PERCENTAGE WAREHOUSE	CEILING HEIGHT	DOCK RATIO	CURB APPEAL
R&D Flex	Up to 100,000	25%-75%	25%-75%	Below 20%	10'-18'	Averages 1: 20,000	High
Office Showroom	Up to 150,000	30%-40%	0%	Up to 70%	16'-28'	1: 10,000	High

DATA SWITCH CENTER

SIZE	PERCENTAGE OFFICE	PERCENTAGE MANUFACTURING	CEILING HEIGHT	DOCK RATIO	POWER	FIRE SUPPRESSION
Any	1%	0%	14' +	0 in most buildings	60 to 200 watts psf, redundant	Gas based with early detection and backup

Multi-tenant

Multi-tenant buildings provide small businesses the opportunity to lease varying amounts of space. Typically new tenants lease single, small units. As these tenants grow in size, so do their space needs and they absorb adjacent units until they need to relocate to larger facilities. Therefore, multi-tenant buildings provide space for new, emerging, and small businesses.

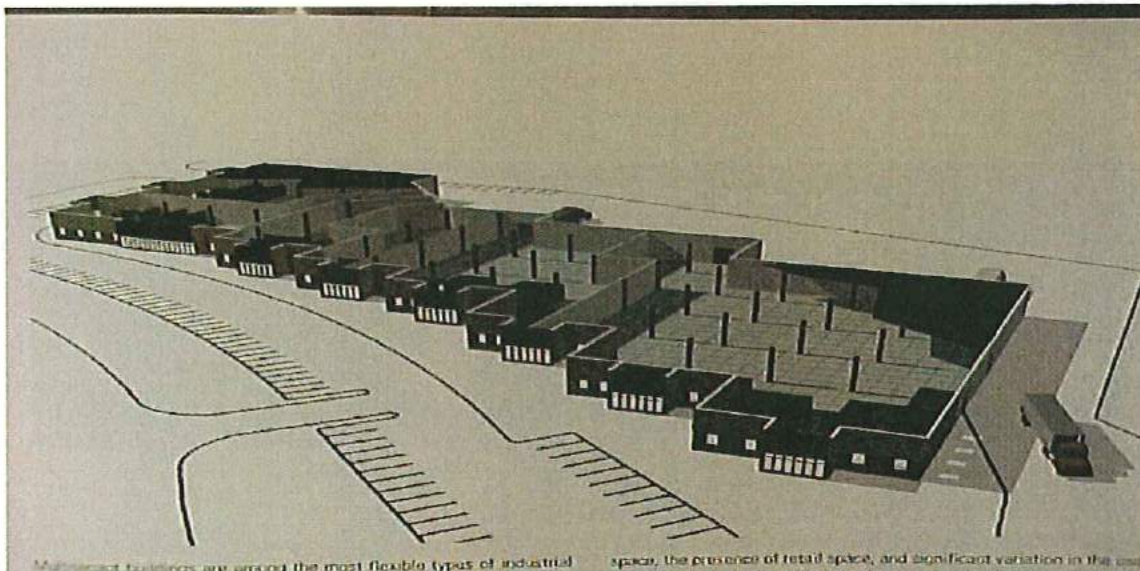
Multi-tenant buildings house small-scale offices, showrooms, and production and service businesses in what could be described as an industrial shopping center a typical building contains one story, is 60 to 100 feet deep and has 14 to 18 feet of clear height. Space typically is divided into small units 24 to 30 feet wide.

A typical tenant has a small office/showroom in the front, with either/or warehouse, assembly, manufacturing, and service operations in the rest of the building. Each unit is separately metered, has toilets for employees, and two to three parking spaces per 1,000 square feet.

Multi-tenant developments can be located in business parks, industrial parks or on individual sites.



Multi-tenant Huron, Ohio



Land Use Institute

MANUFACTURING

SIZE (SQUARE FEET)	PERCENTAGE OFFICE	PERCENTAGE MANUFACTURING	CEILING HEIGHT	DOCK RATIO	SHAPE	OCCUPANCY
Up to 120,000	Up to 50%	Up to 60%	16'- 24'	Varies	Non-rectangular	Always multi-tenant

WAREHOUSE DISTRIBUTION

The warehouse distribution category encompasses the function of warehousing and distributing goods. The proportion of warehousing versus distribution varies according to building type. Most warehouse distribution buildings are rectangular. Ceiling height is another varying feature of warehouse distribution facilities. Ceiling heights range from sixteen feet all the way up to eighty feet in certain rack supported buildings.

Warehouse distribution facilities have loading requirements that exceed those of all other primary categories except freight forwarding. Warehousing and distribution involve moving goods at high volume and/or high frequency, which requires adequate loading capabilities. Warehouse distribution facilities accommodate from 3,000 to 15,000 square feet per dock, with an average facility containing approximately 10,000 square feet per dock.

There are five major categories including regional warehouses, bulk warehouses, heavy distribution, refrigerated distribution, and rack supported warehouses. These facilities can be included as part of industrial or business parks or constructed on individual sites.



Milan Township

WAREHOUSE DISTRIBUTION

TYPE OF DISTRIBUTION	SIZE (SQUARE FEET)	PERCENTAGE OFFICE	PERCENTAGE MANUFACTURING	CEILING HEIGHT	DOCK RATIO	PERCENTAGE COOLER/FREEZER
REGIONAL	Up to 100,000	Up to 25%	Up to 10%	16'-24'	1: 5,000-15,000	Up to 5%
BULK	Over 100,000	Up to 10%	Up to 10%	20'+	1: 5,000-10,000	Up to 5%
HEAVY	Over 100,000	Below 5%	0%	24'+	Below 1: 5,000	None
REFRIGERATED	Any	Up to 15%	Some food processing	20'-30'+	1: 7,000-10,000	Over 25%
RACK SUPPORTED	Any	Below 5%	0%	Can be over 60'	In the shipping area – 1: 5,000	None

TRUCK TERMINALS

The function of truck terminals is forwarding freight from one truck onto another truck. In response to that function, truck terminals have the lowest ratio of square feet per loading dock of all industrial developments and the highest trailer-parking requirement. The facilities have low ceiling heights that range from 12 to 16 feet, which is below the height of any industrial buildings, because truck terminals transfer rather than store cargo. Parking is not an important feature of truck terminals as one parking space for every 1,500 square feet is sufficient.

These types of developments generate heavy truck traffic and it is therefore important that these facilities be located near major transportation routes.



CCX Milan Township



FedEx Huron, Ohio

SIZE (SQUARE FEET)	PERCENTAGE OFFICE	PERCENTAGE MANUFACTURING	CEILING HEIGHT	DOCK RATIO	TRAILER PARKING	PERCENTAGE SITE COVERAGE
Up to 100,000	5%	0%	12'-16'	1: 500	Ideally 1 per dock	20%

3.7 MINERAL AGGGREGATE OPERATION

It is the intent of this district to ensure the orderly extraction of mineral aggregate resources while minimizing any negative environmental, social, and aesthetic impacts of mineral extraction. Mineral aggregate extraction and accessory uses shall include such operations as crushing, screening, washing, and stockpiling of mineral aggregates. The policies for this district are detailed in the 1995 Erie County comprehensive plan.



Wagner Quarries SR 250 Perkins Township

3.8 Agricultural

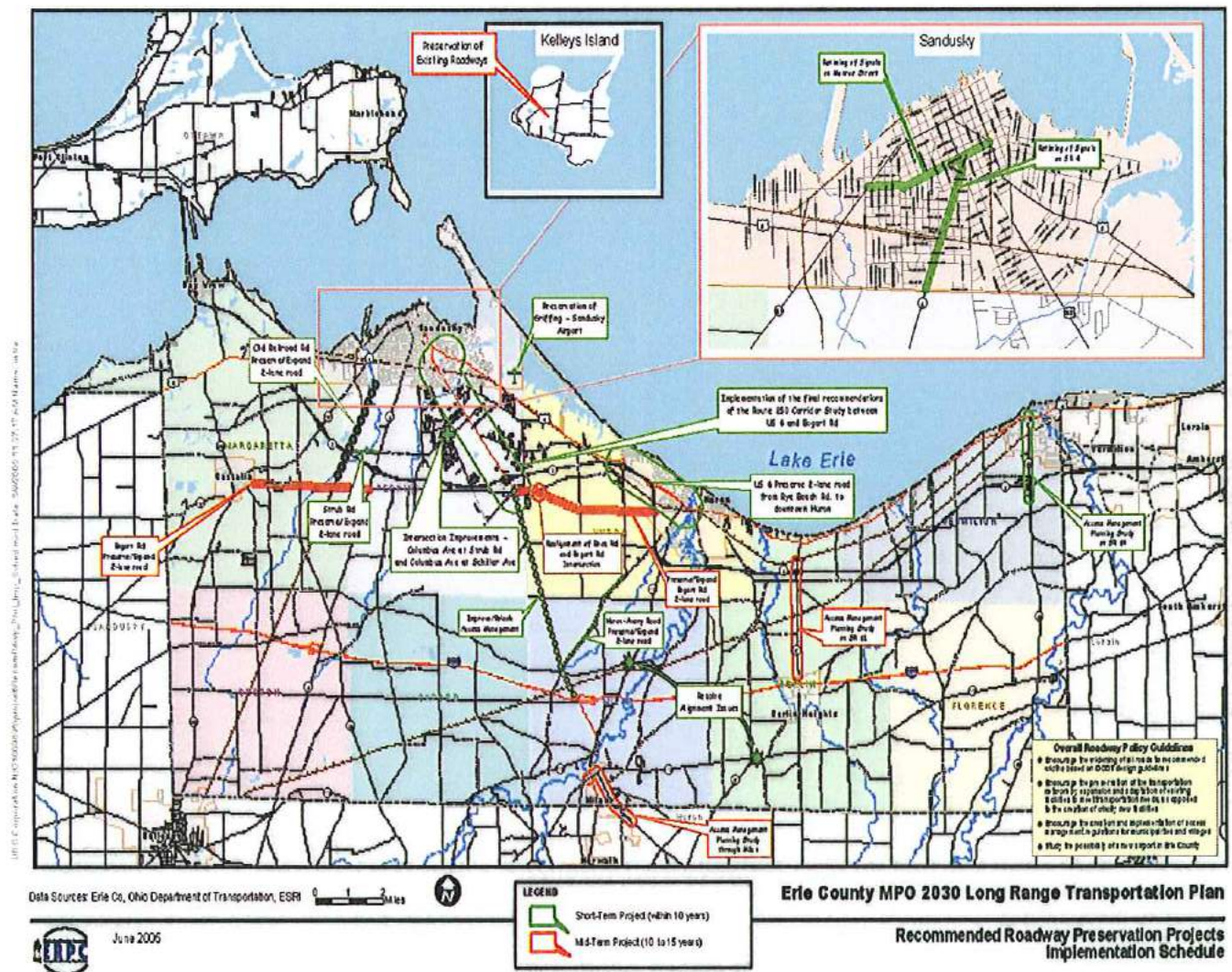
Areas designated for agricultural shall be used predominantly for agriculture and farm related uses, which shall include the use of land, buildings or structures for uses such as farm related residential dwellings, field crops, livestock and dairy operations, fruits and orchards, nurseries, poultry operations, forestry, market gardening, and retail stands for the sale products produced on the farm.

Agricultural use of land requires less infrastructure and fewer services as compared to residential developments currently, most rural areas do not have adequate infrastructure or services to support a higher use. It is noted that agricultural uses encourage and maintain wetlands, flood planes, and wildlife habitat much better than urban developments.

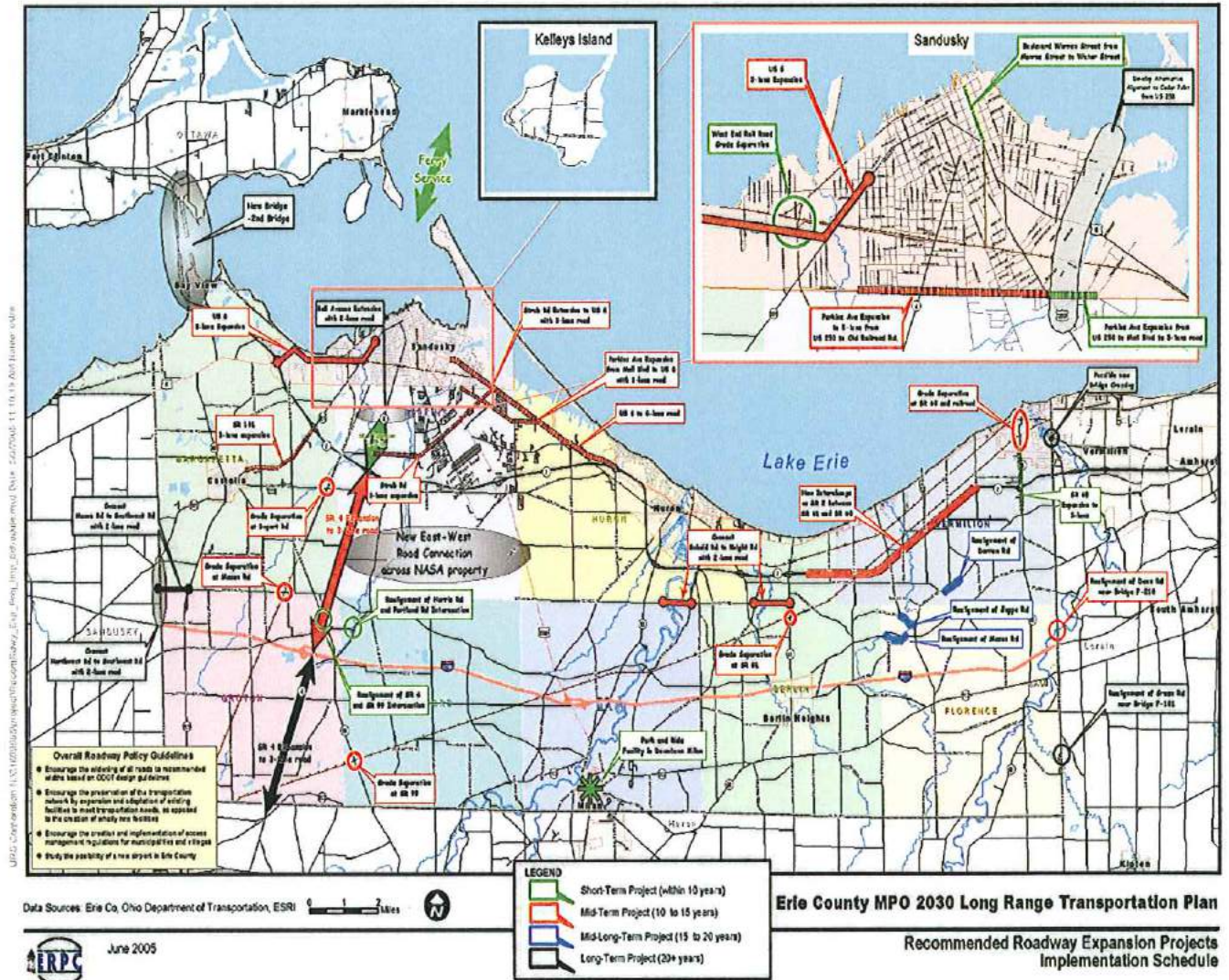


Farm Properties State Route 4 Perkins Township

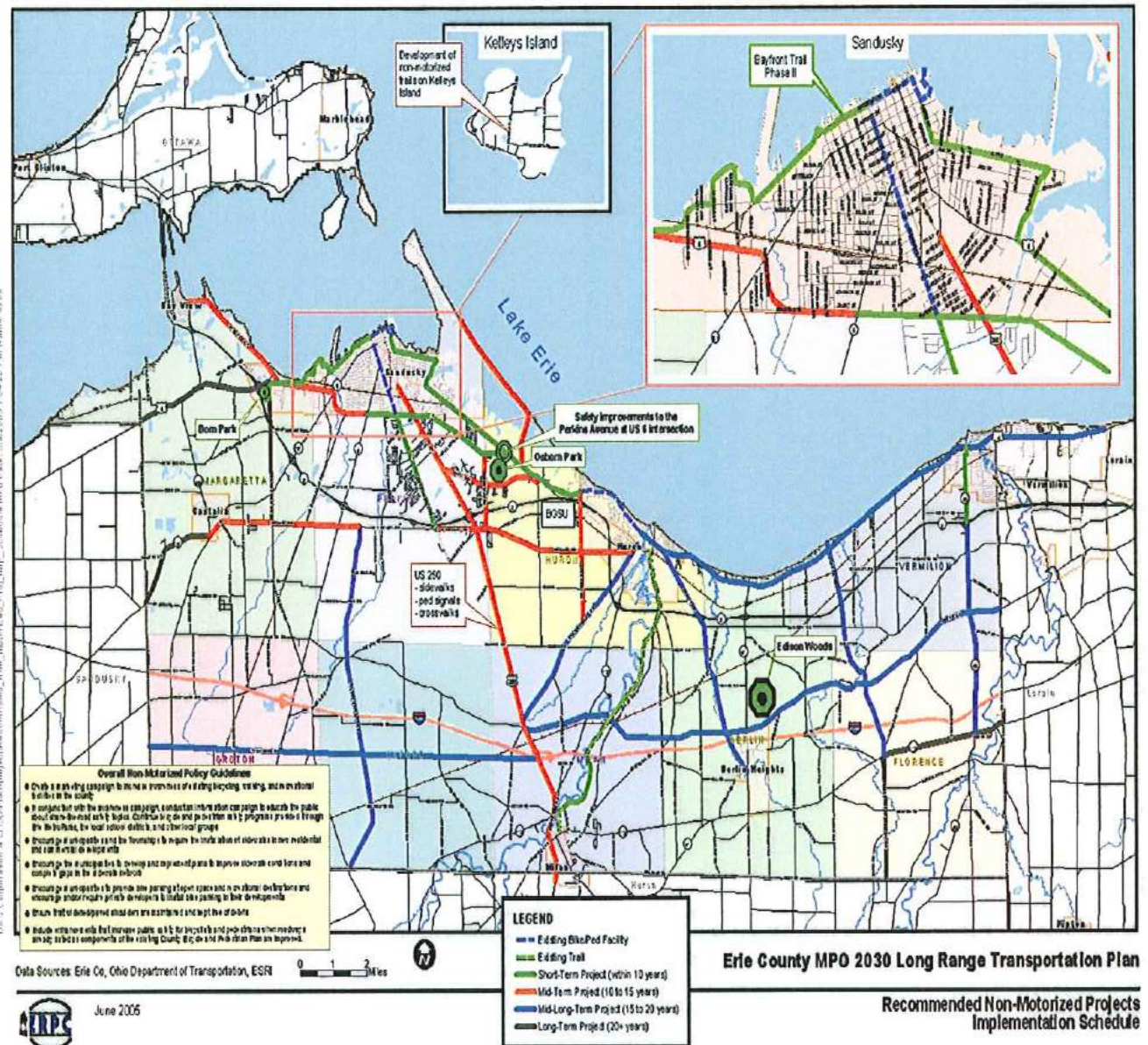
Roadway Improvements – Preservation Projects



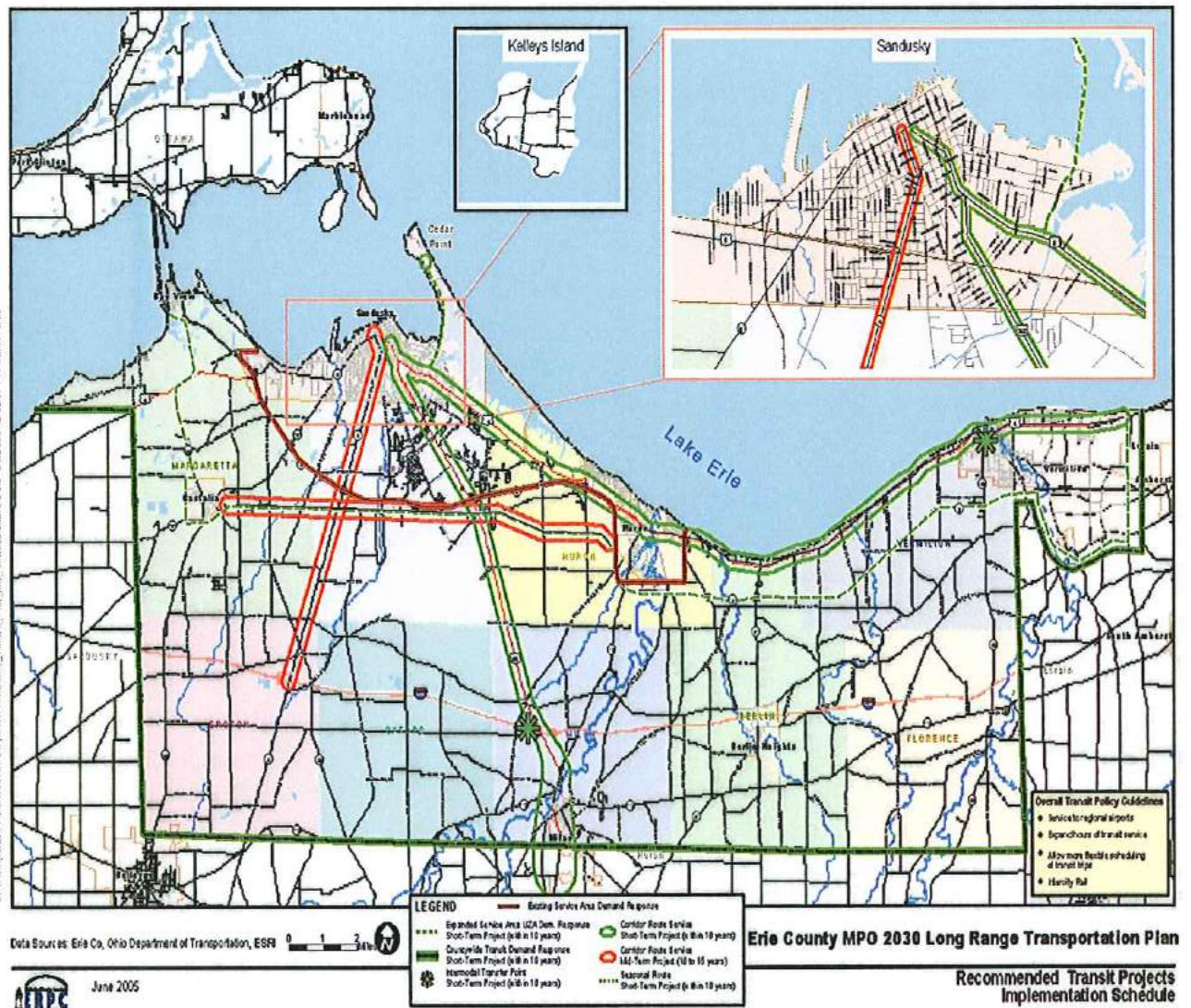
Roadway Improvements – Expansion Projects



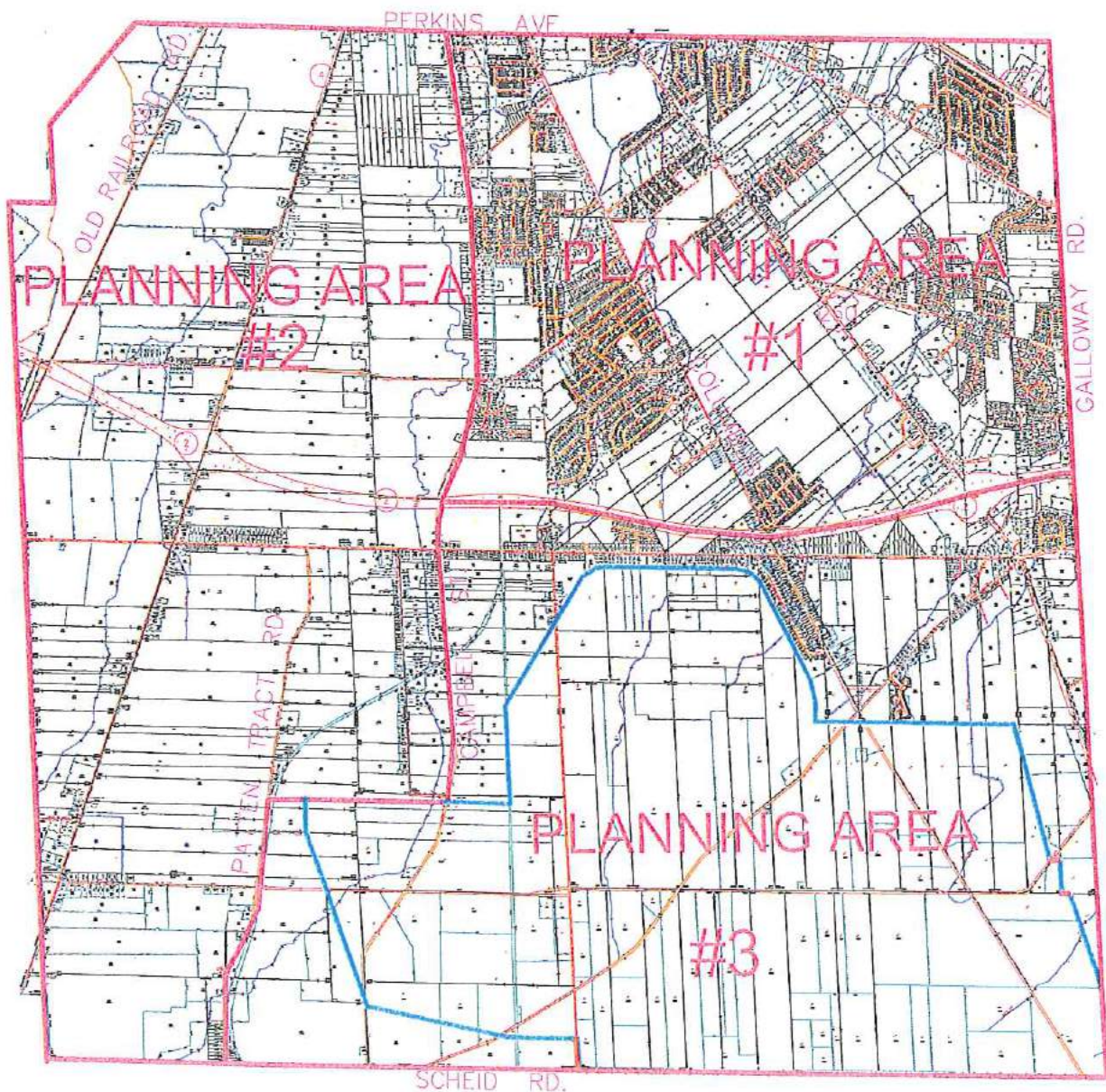
Non-Motorized Project Improvements



Transit Project Improvements



PERKINS TOWNSHIP COMPREHENSIVE PLAN VISION 2005 PLANNING AREA BOUNDARY MAP



SECTION 4

Recommendations Specific to Each Planning Study Area:

4.0 Planning Study Area #1

Planning Study Area #1 runs south from Perkins Avenue and east from Campbell Street to the Huron Township line. The area features Route 250 as the main traffic arterial. This planning area contains the County's largest commercial area located along the Route 250 Corridor. In addition, Area #1 also has an abundance of residential uses that are predominantly single-family houses as well as a large portion of land for Mineral Aggregate use with the Wagner Quarry (Hanson) Operation. (Planning Study Area #1 is outlined on the attached map).

4.1 Residential Areas

Residential areas are allocated by density into the following two classes:

- **Low Density**
- **Medium Density**

4.2 Low Density

The low-density residential area shall have a gross density of three (3) units per acre. The types of residential uses to be included in the classification will be single family and two family residential housing. Single-family developments are the predominate residential use within this Planning Area. Public comments during the Perkins Township Vision 2005 planning process made it clear that the public wished to encourage low-density sustainable residential development.

The Township in conjunction with Erie Regional Planning should address the issue of stub streets in residential developments. In some subdivisions environmental concerns such as creeks have created barriers to extending roads and linkages to adjoining neighborhoods. Specifically, stub streets located in Linden Way and Leisure Estates have created difficulties with residential traffic flow and in the connecting of neighborhoods. These issues need to be addressed to maintain the health and safety aspect of the neighborhoods to allow for proper access of emergency and maintenance vehicles.

The predominant residential use in this Planning Area shall remain single family as indicated by recent approval of various single-family subdivisions. Recent development has shown a wide range of single-family development from high-end luxury properties to mid-range upscale housing.

Where commercial and medium density single family housing is proposed and within close proximity of each other it is recommended that a Planned Unit

Development (PUD) be utilized to insure that proper buffering and screening be employed to protect the integrity of the single family development.

4.3 Medium Density:

Despite the preference for single-family dwellings, multi-family housing continues to be essential for a broad range of people. It is not the density itself but rather good or bad solutions to density that makes the difference to land use planning. The Medium Density residential area shall have a maximum density of eight (8) units per acre. This density relates to existing multi family developments already found in Perkins Township. This type of residential use would include townhouses, terrace homes, row houses and apartment dwellings. It is recommended that the Township use PUD's when considering medium density developments. The use of the PUD can provide a comfort level to the Township and local residents as to the impact a development on adjacent properties.

Further, it is recommended that additional medium density development be located in areas adjacent to the mall. It should be noted, existing and proposed medium density developments are shown with the color orange on the attached land use map.

4.4 Commercial:

The Route 250 Corridor serves as the major commercial magnet for Erie County. In addition, Perkins Avenue provides significant commercial development on both the northern and southern portions of the roadway. The area is developed as an unplanned commercial strip and it is recommended that where possible signage and design standards be employed with future development. In an effort to provide traffic calming measures the Erie Metropolitan Planning Organization (MPO) has approved a project to replace the signal lighting during State Fiscal Year 2007 on Perkins Avenue from Camp Street to Route 250.

The completed Route 250 Safety and Congestion Study financed by the Ohio Department of Transportation (ODOT) recommended the installation of sidewalks, improved signage and signalization to improve safety as well as traffic and pedestrian movement along the Route 250 corridor.

The Crossing's is the most recent major commercial development located west of Route 250 off of Fun Drive. The mixed-use development includes the Home Depot and the Kohl's Store as two of the largest anchor stores in the development. Future plans call for the construction of a Sam's Club and an additional one hundred thousand square feet of commercial development. Significant vacant adjacent commercially zoned parcels could provide additional commercial development in the future. It should be noted, that although there appears to be an abundance of commercial activity along the Route 250 Corridor, the advent of water parks and existing tourist attractions make it difficult

at best to predict the saturation point of future commercial development. Additional retail uses should be encouraged on infill sites or in areas where existing uses can be intensified. Development should be concentrated in areas with existing infrastructure, capacity and building stock if possible.

In summary, Erie County represents a dynamic retail market. Modest increases in population and households, combined with significant increases in retail sales to non-County residents, have generated a healthy retail market that has attracted significant interest from major retail franchises.

4.5 Parks and Recreation:

Recreation and park facilities were determined from interviews and established park standards. Public comment from the residents made it clear that present recreations facilities were not adequate to meet the needs of present or future township residents. The issues raised by the residents include the following:

A bike and pedestrian system should be developed in conjunction with the road network to allow for the safe and efficient movement through the township. The township should investigate the relocation of Sartor Park and the construction of a new major park.

Integrate programs and facilities at the YMCA, public schools and parks system where appropriate to ensure that services will not be unnecessarily duplicated. Explore the feasibility of the construction of a year round community center which could include a swimming pool, ice rink, indoor track, indoor soccer or other facilities as determined appropriate and feasible.

Periodically produce a newsletter that would list the recreational activities available in the township.

4.6 Industrial Development:

The industrial market is subject to global, national, and local forces. Identifying and preparing for the trends affecting development is more difficult than ever. Yesterday's industrial and manufacturing parks were clearly definable with well-known tenants. However, in today's information age new technologies have created brand new business models.

Many factors influence the location decisions of tenants of business parks and industrial parks. Access to transportation networks such as rail, ports, and highways has always been an important factor in locating industrial and business parks. The "need for speed" means that many manufacturers and distributors must be near their markets or adjacent to a major transportation hub to optimize supply chain flows and delivery response times. This need translates into greater importance placed on access to airports, and multimodal facilities.

The modern age industrial development is a hybrid between the old industrial park and today's version of a business park. Therefore, flexibility is the most

important ingredient in business park development today. Individual industrial sites are located on the Southside of Perkins Avenue between Campbell Street and State Route 250. The Township, County and Greater Erie Marketing (GEM) need to work with the industrial operations in these areas as support system to maintain established jobs through existing operations.

In addition, a small industrial park is located at Columbus Avenue and Industrial Parkway. The Township, County and GEM should work with the industrial park owner to upgrade and market this area. This area would develop more strongly as a business park rather than an industrial park as flexibility will ensure future growth in the park.

It should be noted that Bechtel McLaughlin located on the east side of Route 250 is in transition and more appropriate uses could be developed on the site. The Township, County and GEM should work to obtain funding at the State and Federal levels to apply towards environmental studies and subsequent clean-up of the property.

4.7 Mineral Aggregate/Landfill Operation

The Wagner (Hanson) Quarry is located in Planning Area #1 in a section of property south of Strub Road between Route 250 and Columbus Avenue. Future land uses on the property will be dictated by the length of time the current operation is projected to be operating at the site. Each quarry in the State of Ohio must file a Reclamation Plan with the Ohio Department of Natural Resources detailing future uses once the property is no longer mined for stone. It should be noted that at this point in time there are many years left at the location for quarry activities. Recent discussions with company officials have revealed that at the current rates of production stone levels in the quarry will continue for another 8-10 years. However, those time estimates could be extended to 20-25 years should the company decide to mine the northern sections of the quarry.

Restoring a mined-out quarry to a beneficial piece of land has become a significant aspect of pit and quarry operations. A reclamation of a quarry operation serves to bolster the image of the company as well as providing benefits to the surrounding community. In addition, the producer who generates and follows through on a comprehensive reclamation plan is more likely to obtain permitting for future sites. Further, producers have discovered that reclaimed land can be profitable for other projects. Popular uses for reclaimed sites have included industrial and commercial properties, residential, office parks, golf courses, parks, recreation areas or land conditioning to provide a home and breeding grounds for wildlife.

It should be noted that there are a number of variables that can affect the reuse of a quarry property. Zoning laws play an important role in the number of options available in developing the property. The characteristics of the pit or quarry as well as the size and depth of the excavation can also dictate what types of

projects are feasible. A quarry located in a rural area might restore and exhausted site to agricultural land or a wildlife refuge. Whereas, a quarry location in an urban or suburban area might have a residential/commercial mix used development constructed on the site.

Unfortunately, due to the physical make up of the Wagner (Hanson) Quarry, the options are limited. The porosity of the limestone in the quarry make it impossible to keep the quarry dry without constant pumping; thus, making the reuse of the pit virtually impossible. Other quarry operations in Ohio like the Amherst quarry have proposed reuse of the property with a luxury hotel, residential and a golf course. However, officials with the Wagner (Hanson) Quarry have indicated when production ceases, the pit will be allowed to fill with water and current land uses surrounding the operation will continue as they are today. Therefore, it is recommended that the quarry operation be monitored and plans for the property be evaluated as the quarry plan is updated and the company is closer to vacating the property.

4.8 Public Facility/Institutional

The Ohio Veterans Home (OVH) is located in Planning Area #1 on land bordering Route 250 to the east, Columbus Avenue to the west, Strub Road to the north and Dewitt Avenue to the south. The OVH was established in 1886 by the state legislature to provide a home for honorably discharged Civil War veterans from Ohio. Since that time, over 50,000 honored discharged veterans spanning conflicts from the Civil War to Operation Desert Storm have resided at the home.

The mission of the OVH is to provide a safe, healthful, home environment for eligible Ohio veterans. Currently, the 99-acre OVH facility offers standard and specialized care services for veterans in both dependent and independent living situations.

Other Public Facilities include the Perkins Township Hall and the Parkvue Health Care Center. The Perkins Township Hall is located on Route 250. Future plans call for the relocation of the facility to a possible site on Bell Avenue. The new Township Hall facility could include the relocation of Sartor Park with other ballparks in combined facility. In addition, the Parkvue Health Care Center located off Hull Road on Boardwalk Boulevard offers adult living services including independent and dependent living accommodations.

Lastly, the Erie County Service Complex located at 2900 Columbus Avenue included the County Fair Grounds, County Jail and affiliated offices; Plans call for the construction of a new Dog Pound/office complex for the animal control officers at a location close to the existing location.

✓ 4.9 Transportation Service *A2L*

The Erie Metropolitan Planning Organization (MPO) was created in 2003. The MPO is responsible for distributing Federal Highway Funding for projects covering all of Erie County and the Vermilion portion of Lorain County. As a result, Perkins is eligible for funding to preserve and expand roadways throughout the Township. MPO approved projects in Perkins Township include the following two projects:

- **Perkins Avenue Signalization Project-SFY 2007**
- **Perkins Avenue/Strub Road Intersection Improvements-SFY 2008**

Future MPO project evaluation will include widening Perkins Avenue by adding a third lane between Route 250 and Mall Boulevard. Further, expanding transit services to Milan is identified in the LRTP. Additional transportation improvements have been identified through two major transportation studies: The Erie County MPO 2030 Long Range Transportation Plan and the US 250 Safety and Congestion Study, prepared by Mannik and Smith.

Long Range Transportation Plan:

The 2030 Long Range Transportation Plan (LRTP) was approved by the Erie Metropolitan Planning Organization (MPO) Policy Committee in August of 2005 and it focused on mobility for people and goods. The plan covers all of Erie County and identifies a number of projects in Perkins Township. The goal of the plan is to **"To guide the future of transportation in the Erie County area by planning and developing a comprehensive, multi-modal, and integrated transportation system that provides a high level of mobility for all people and goods, preserves infrastructure, improves safety, and provides economic activity consistent with available environmental and fiscal resources."** Projects identified in the plan cover Preservation, Expansion Non-Motorized and Transit Projects and all of them are fiscally constrained. Those projects in the LRTP for Perkins Township are identified in attachments with suggested constructed time frames of short-term (10 years), mid-term (10-15 years), mid-long term (15-20 years) and long term (20 plus years).

US 250 Safety and Congestion Study:

The Ohio Department of Transportation (ODOT) established the Highway Safety Program (HSP) in June 2000 in order to set procedures aimed at reducing the severity and frequency of crashes on Ohio's state highway system. ODOT utilizes the HSP "High Crash Location Identification System" to identify intersections and highway segments with high crash occurrences. The US 250 corridor has historically appeared on the HSP Priority listing as a safety "hot spot." As a result, ODOT conducted the US 250 Safety and Congestion Study in 2003, which identified a number of short-term and long-range improvement scenarios to address safety and congestion concerns. Many of the short-term

improvement scenarios, including a speed limit reduction and pavement skid resistance improvements, were implemented in 2004. The recommendation from that study to conduct a more detailed analysis for larger scale improvements is fulfilled with the US 250 Safety and Congestion Study.

The Perkins Avenue portion of the Corridor Study included US 250 from Bogart Road to the centerline of Perkins Avenue (Please see attached). Recommended corridor improvements were directed at addressing safety and congestion problems on the corridor. The improvements have been selected that best address corridor problems while minimizing project costs and impacts. Public involvement was instrumental in identifying a number of community desires including minimizing property costs, retaining business access and increasing pedestrian mobility and aesthetics. The design concept also included access management strategies for drive consolidations, new-dedicated roads to provide access to signalized intersections for businesses and pedestrian facilities (curb ramps and sidewalks). Aesthetic concepts including sidewalk treatments and a Gateway theme for the US 250 & SR 2 interchange are also included in the design concept.

Recent developments have included the MPO exploring possible funding mechanisms to complete the project recommendations estimated at a cost of \$13 million dollars (Please see attachment). The ODOT District 3 representatives have indicated they would be able to fund a portion of the project with \$5 million dollars of Safety Funding. They would also be willing to pursue an additional \$5 million dollars in funding through the TRAC funding process. In addition, they have also requested a local contribution of \$3 million dollars to complete the necessary funding needed for project completion. The MPO has put together a Steering Committee to review possible funding sources and a recommendation to the MPO Policy Committee will be made early in 2006.

4.10 Planning Study Area #2

Planning Study Area #2 is located south of Perkins Avenue and west of Campbell Street to Margareta Township. The area features State Route 4 as the predominant transportation artery with agricultural and residential being the predominant land uses (Planning Study Area #2 is outlined on the attached map.) Planning Area #2 is one of the few areas of the Township that still has some locations without sewers. The predominant land use in the area is agriculture with single family, residential, commercial and industrial uses being found in different locations throughout the planning area.

4.11 Residential Areas

Residential areas are allocated by density into the following two classes:

- **Low Density**
- **Medium Density**

4.12 Low Density

The low-density residential area shall have a gross density of three (3) units per acre. The types of residential uses to be included in the classification will be single family and two family residential housing. Single-family developments are the predominate residential use within this Planning Area. Public comments during the Perkins Township Vision 2005 planning process made it clear that the public wished to encourage low-density sustainable residential development.

The predominant residential use in this Planning Area shall remain single family as indicated by recent approval of various single-family subdivisions. Recent development has shown a wide range of single-family development from high-end luxury properties to mid-range upscale housing.

The main area of low-density development in Planning Area #2 is frontage development on Bogart, Campbell, Patten Tract, Fox Road and Route 4.

4.13 Medium Density:

Despite the preference for single-family dwellings, multi-family housing continues to be essential for a broad range of people. It is not the density itself but rather good or bad solutions to density that makes the difference to land use planning. The Medium Density residential area shall have a maximum density of eight (8) units per acre. This density relates to existing multi family developments already found in Perkins Township. This type of residential use would include townhouses, terrace homes, row houses and apartment dwellings. It is recommended that the Township use PUD's when considering medium density developments. The use of the PUD can provide a comfort level to the Township and local residents as to the impact a development on adjacent properties.

4.14 Commercial:

Commercial uses in Planning Area #2 are predominantly contained on Route 4 south of Perkins Avenue. The area has developed predominantly with medical uses and future projections indicate that the area will continue to develop in much the same way. Other Commercially zoned areas include an 82-acre location between State Route 2 and Strub Road that could be utilized for highway commercial type uses as it has good visibility and access to State Route 2.

4.15 Industrial Development:

Delphi Industrial Plant, one of the major employers in Erie County is located just south of Perkins Avenue. Government needs to use state and local incentive business programs to encourage Delphi to continue operations at the same location.

It should be noted that the Township has submitted a project application to the MPO to establish a roadway infrastructure on Old Railroad Road that could facilitate an industrial park in this area. The Triple Crown Trucking Company is currently active in the area taking advantage of the railway/roadway hub created by those two modes of transportation.

It should be further noted that the 83-acre commercial section of land referenced at Route 2 and Strub Road could also be utilized as a business park. A zoning designation utilizing the PUD could provide the flexibility needed in developing a business park in the area. Examples of this type of use could include warehousing distribution centers and other multi-tenant facilities.

The modern age industrial development is a hybrid between the old industrial park and today's version of a business park. Therefore, flexibility is the most important ingredient in business park development today. Individual industrial sites are located on the Southside of Perkins Avenue between Campbell Street and State Route 250. The Township, County and Greater Erie Marketing (GEM) need to work with the industrial operations in these areas as support system to maintain established jobs through existing operations.

4.16 Agricultural

Farming and agricultural production remain an integral part of the Erie County economy. Agricultural use of land requires less infrastructure and fewer services as compared to residential developments currently, most rural areas do not have adequate infrastructure or services to support a higher use. It is noted that agricultural uses encourage and maintain wetlands, flood planes, and wildlife habitat much better than urban developments.

Development pressure will continue to increase along the Route 4 Corridor as the installation of utilities and roadway improvements are provided. PUD's should

be utilized to ensure compatibility with adjacent uses and to provide access management. If the State of Ohio is to provide funding for the widening of Route 4, access management will have to be provided as a component of the development.

4.17 Transportation Service:

As noted above, the Erie MPO provides funding for roadway projects throughout Erie County. The Perkins Avenue Signalization Project between Camp Street and Route 4 is located in Planning Area #2. The MPO is also in the process of reviewing an additional transportation project in Planning Area #2 submitted by the Township to widen and pave Old Railroad Road. Funding for the project will be considered in early 2006.

Long Range Transportation Plan:

A number of projects in Planning Area #2 have been identified in the LRTP. The following projects are listed in the plan:

- **Route 4 widening to three (3) lanes.**
- **Strub Road-preserve and expand two lane road from Route 4 to Old Railroad Road.**
- **Bogart Road-preserve and expand two lane road from Bogart to Castalia.**

4.18 Planning Study Area #3

Planning Study Area #3 encompasses the entire NASA Plum Brook area. The area is located south of State Route 2 to Scheid Road and east of Campbell Street to the border of the NASA facility (Planning Area #3 is outlined on the attached Planning Area Boundary Map.) The predominant land use in Planning Area # 3 is Public Facility/Institutional.

4.19 Residential Areas

Residential areas are allocated by density into the following two classes:

- **Low Density**
- **Medium Density**

4.20 Low Density:

The property South of Bogart Road and north of NASA has developed predominantly into a single-family residential area with a number of subdivisions being approved in the area. The majority of the area north of Bogart Road has been developed with frontage as residential development.

4.21 Medium Density:

Two medium density developments have been constructed north of Bogart Road. Shaker Village, a rental project west of Route 250 and Lake Wilmer, a mixed density residential development. The development consists of town house condominiums, apartments and office use. If any additional multi-family developments north of Bogart Road they should only be approved as PUD's to ensure compatibility with adjacent uses.

4.22 Commercial:

A Commercial area has developed adjacent to Route 250 in the eastern portion of the planning area. This area is zoned commercial and where possible the Township should implement site plan review to insure quality development and that the development conforms to the access management plan.

4.23 Agricultural:

The Agriculture in the area should be preserved and incorporated into any long range plan developed by NASA.

4.24 Transportation Service:

The 2030 Long Range Transportation Plan approved in August of 2005 identified an east-west connecting road through NASA property as a possible future transportation project. Also, the Route 250 Safety and Congestion Corridor study recommended intersection improvements to Bogart Road.

4.25 Public Facility/Institutional:

The NASA Plum Brook Facility is located on 4150 acres located within Perkins Township and it represents 24 percent of the townships land mass. NASA is strategically located in the central section of Erie County between US 250 and Ohio 4 the only north-south thoroughfares.

The American preparation for World War II included the construction of seventy-seven ordinance factories throughout the country. The State of Ohio served as a one if the locations selected for construction. Erie County's proximity to Lake Erie, access to five highways and secure distance from the borders made it an attractive location for an ordinance factory. Thus in 1941, the government acquired through eminent domain 9,000 acres of land from the Fred C. Baum Family in Perkins Township and the Plum Brook Ordinance Works as born. Most of the buildings at Plum Brook were considered temporary with an expected lifespan of five years. Eight major buildings were erected at a cost of \$7,885,335.

The United States Military designated Plum Brook as one of its most important sites for the development of gunpowder. Further, the location became one of the

three largest suppliers of Trinitrotoluene (TNT) for the nation producing nearly one billion pounds between 1942 and 1945. Plum Brook's first line of production of TNT began on November 15, 1941. The prime-operating contractor was the Trojan Powder Company of Allentown Pennsylvania and once operational produced over 400,000 pounds of explosives per day.

After World War II, during the "Big Science" era, the United States military began evaluating ways to take advantage of nuclear technology for its weapons arsenal. The era became known as Big Science due to the expensive programs undertaken by the Federal Government. The Air Force began a nuclear initiative to develop an atomic airplane that could fly for months without the need to be refueled. In 1951, the NACA began to explore the possibility of developing a nuclear reactor to assist in the development of a nuclear airplane. The Plum Brook Ordnance Works was chosen because it was near Cleveland and the facility had much of the infrastructure in place to operate a nuclear reactor. In 1956 a groundbreaking took place for the construction of a nuclear reactor that was completed five years later in 1961. However, in March of 1961, President John F. Kennedy terminated the nuclear airplane initiative despite spending fifteen years and \$1 billion dollars on the project.

After Congress cancelled work on the nuclear airplane, Plum Brook's mission was revised to support work on the nuclear rocket. As one of the most powerful test reactors in the world, the NASA Plum Brook reactor became a leader on the emerging nuclear frontier. However, due to budgetary concerns and the lack of desire to pursue a nuclear rocket program, the reactor was shut down in January 1973. The reactor remained in a mothball state for a quarter century until NASA agreed and approved the funds to dismantle the facility. In December 1999, NASA submitted a decommissioning plan to the Nuclear Regulatory Commission with a projected completion date of 2007.

It should be noted, besides the reactor there are a number of other facilities at Plum Brook that made important contributions to the space program. Plum Brook has played an important role in the nation's space and defense programs and it is the site of sophisticated laboratories which can be found nowhere else in the nation. NASA is the site for testing space-bound hardware and boasts the world's largest thermal vacuum chamber that was instrumental in testing the innovative airbag landing system used on the Pathfinder landing on Mars. Other facilities include the following:

- **The Hypersonic Tunnel Facility-capable of creating air velocities and temperatures that simulated flight speeds of seven times the speed of sound at an altitude of 120,000 feet.**
- **The Cryogenic Propellant Tank-a test chamber for liquid hydrogen rocket fuel tanks.**

- **The Spacecraft Propulsion Research Facility-capable of testing space vehicles and upper stage rockets in a space environment.**
- **The Space Power Facility-one of the world's largest space environment simulation chamber to test hardware and spacecraft similar to that encountered in space.**
- **Airbag Testing at Plum Brook-When the first rover, Pathfinder, arrived at Mars, it relied on airbags based on automobile design to cushion its landing. NASA Glenn's Plum Brook Station hosted tests of the innovative airbag landing system. Plum Brook has the world's largest vacuum chamber. For airbag tests, it was pressurized with a simulated Martian atmosphere.**

Just prior to landing, four interconnected airbags inflated to protect the Mars Lander and rover. The spacecraft hit the surface, bounced some thirty times and finally came to rest. Plum Brook testing capabilities enabled not only Pathfinder, but also Spirit and Opportunity, to safely land on the rugged terrain of Mars.

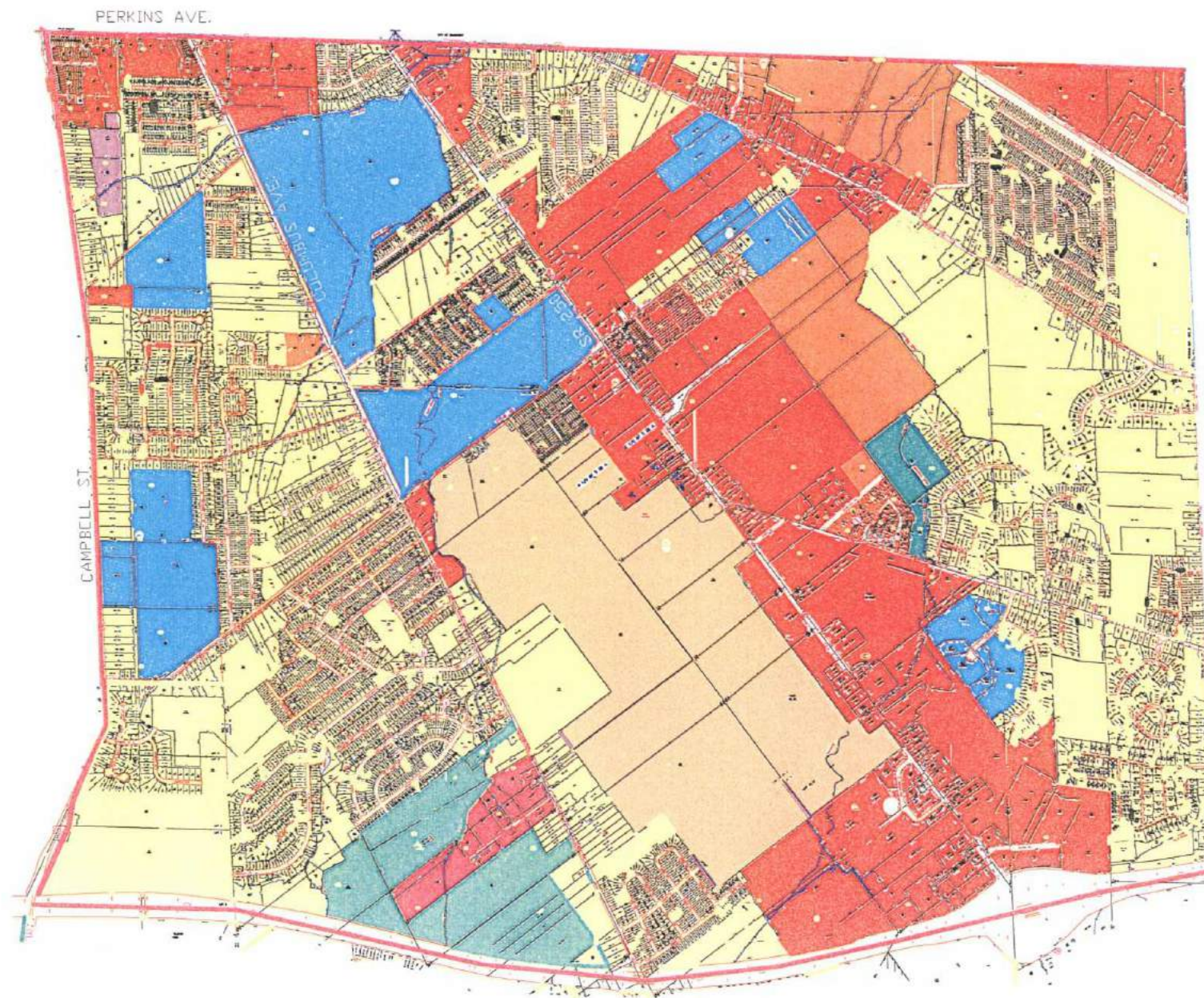
- **The Shake Tower**

Currently, Erie Regional Planning is involved in the selection process for a consultant to complete an airport feasibility and location study for the NASA Plum Brook Facility. It is hoped if a new airport is built in Erie County, it would be developed with runways that could accommodate large aircraft. This facility would then provide access to NASA Plum Brook for increased testing. The consultant selection process is expected to be completed sometime in early 2006.

Discussions with NASA officials have also indicated that future uses might include public-private partnerships that focus on matching up high technology businesses with available existing facilities located on site. Additional discussions have indicated that NASA might be agreeable to donating specific parcels of land to the Township for use as parkland. Finally, the NASA Plum Brook Facility is in the process of completing a Master Plan that will detail the future direction of the facility. The findings and recommendations of the Master Plan will be included in a future update of the Perkins Township Comprehensive Plan.











APPENDIX I

PLANNING AREA LAND USE MAPS



Perkins Township Erie County, Ohio

Future Land Use Planning Area #1

-  Open Space/Park Land
-  Agricultural/Rural Residential
-  Residential Low Density
-  Residential Medium Density
-  Commercial
-  Industrial
-  Public Facility/Institutional
-  Transportation Service
-  Mineral Aggregate/Landfill Operation
-  Business Park




 Interstate

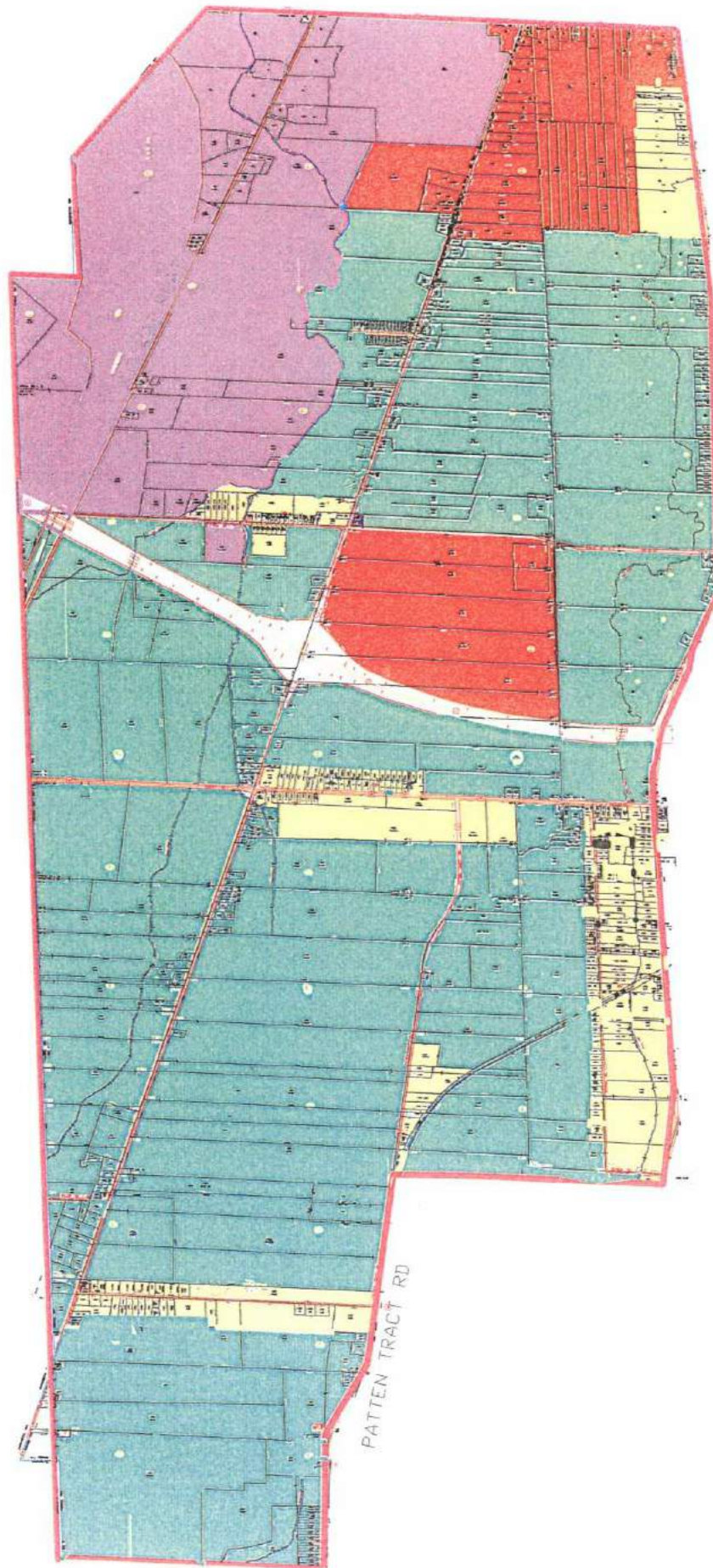
 US Highway

 State Highway

0 600 1800 3000 Feet













Prepared by Erie County Department of Planning and Development
This map is for illustrative purposes only. Refer to the original documents for accuracy.
Erie County, Ohio assumes no liability or responsibility for any errors or omissions contained herein.
Source: October 1999 Tax Map Base
1995 Erie County Comprehensive Development Plan Proposed Land Use Map
Hand-drawn Preliminary Future Land Use Map (March 2001)
Hand-drawn Revision for Perkins Township Comprehensive Plan (September 2005)
Compiled: July 2003
Revised: September 2005






Perkins Township Erie County, Ohio

Future Land Use Planning Area #2

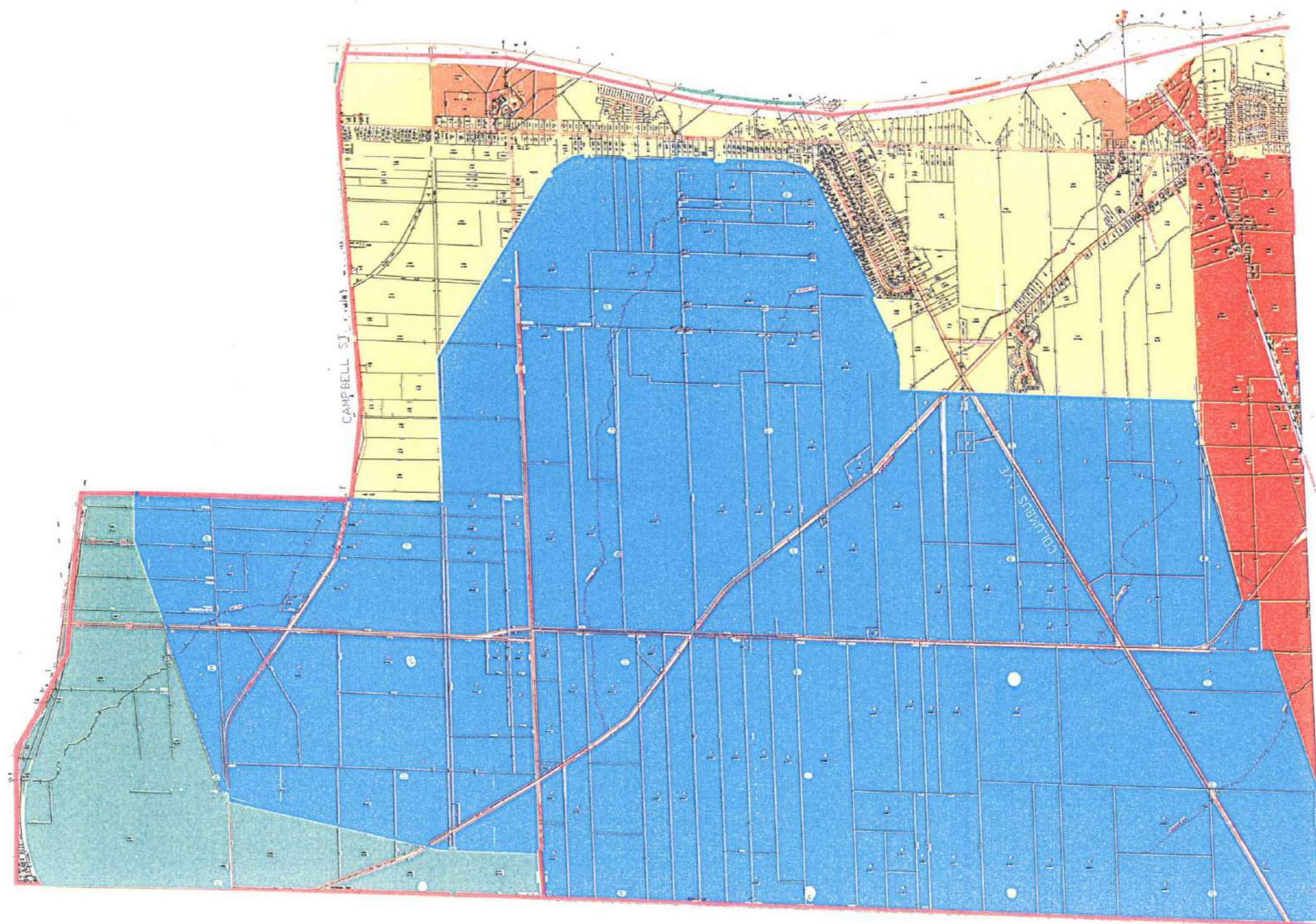
-  Open Space/Park Land
-  Agricultural/Rural Residential
-  Residential Low Density
-  Residential Medium Density
-  Commercial
-  Industrial
-  Public Facility/Institutional
-  Transportation Service
-  Mineral Aggregate/Landfill Operation
-  Business Park



-  Interstate
-  250 US Highway
-  State Highway











0 600 1800 3000 Feet

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Hand-drawn Revision for Perkins Township Comprehensive Plan (September 2005)
Compiled: July 2003
Revised: September 2005



Perkins Township Erie County, Ohio

Future Land Use Planning Area #3

-  Open Space/Park Land
-  Agricultural/Rural Residential
-  Residential Low Density
-  Residential Medium Density
-  Commercial
-  Industrial
-  Public Facility/Institutional
-  Transportation Service
-  Mineral Aggregate/Landfill Operation
-  Business Park



i Interstate

 U.S. Highway

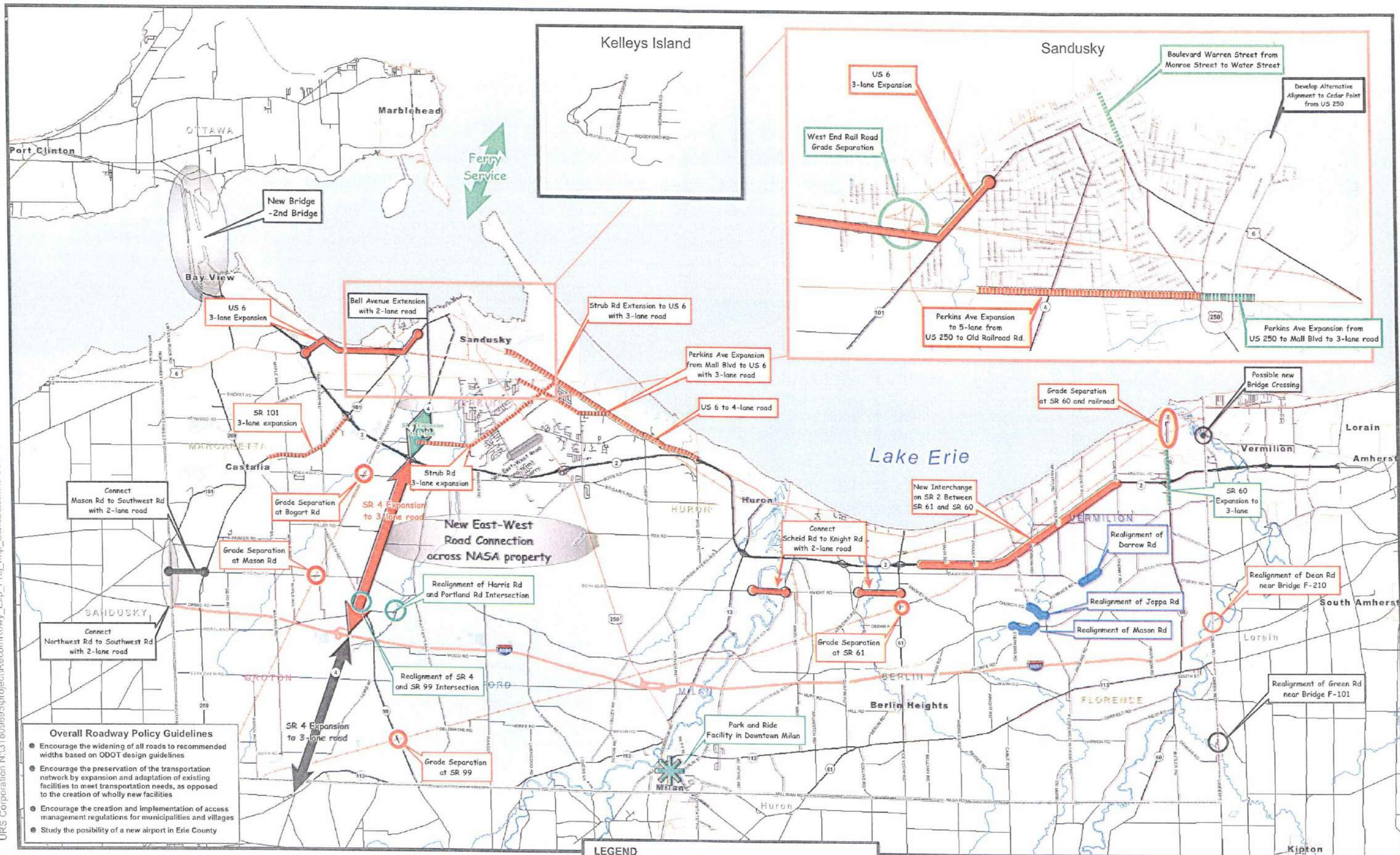
 State Highway

0 600 1800 3000 Feet

Prepared by Erie County Department of Planning and Development
This map is for illustrative purposes only. Refer to the original documents for accuracy.
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Source: October 1999 Tax Map Base
1995 Erie County Comprehensive Development Plan Proposed Land Use Map
Head-on Revision: Perkins Township Comprehensive Plan (September 2005)
Head-on Revision: Perkins Township Comprehensive Plan (September 2005)
Compiled: July 2005
Revised: September 2005

APPENDIX II

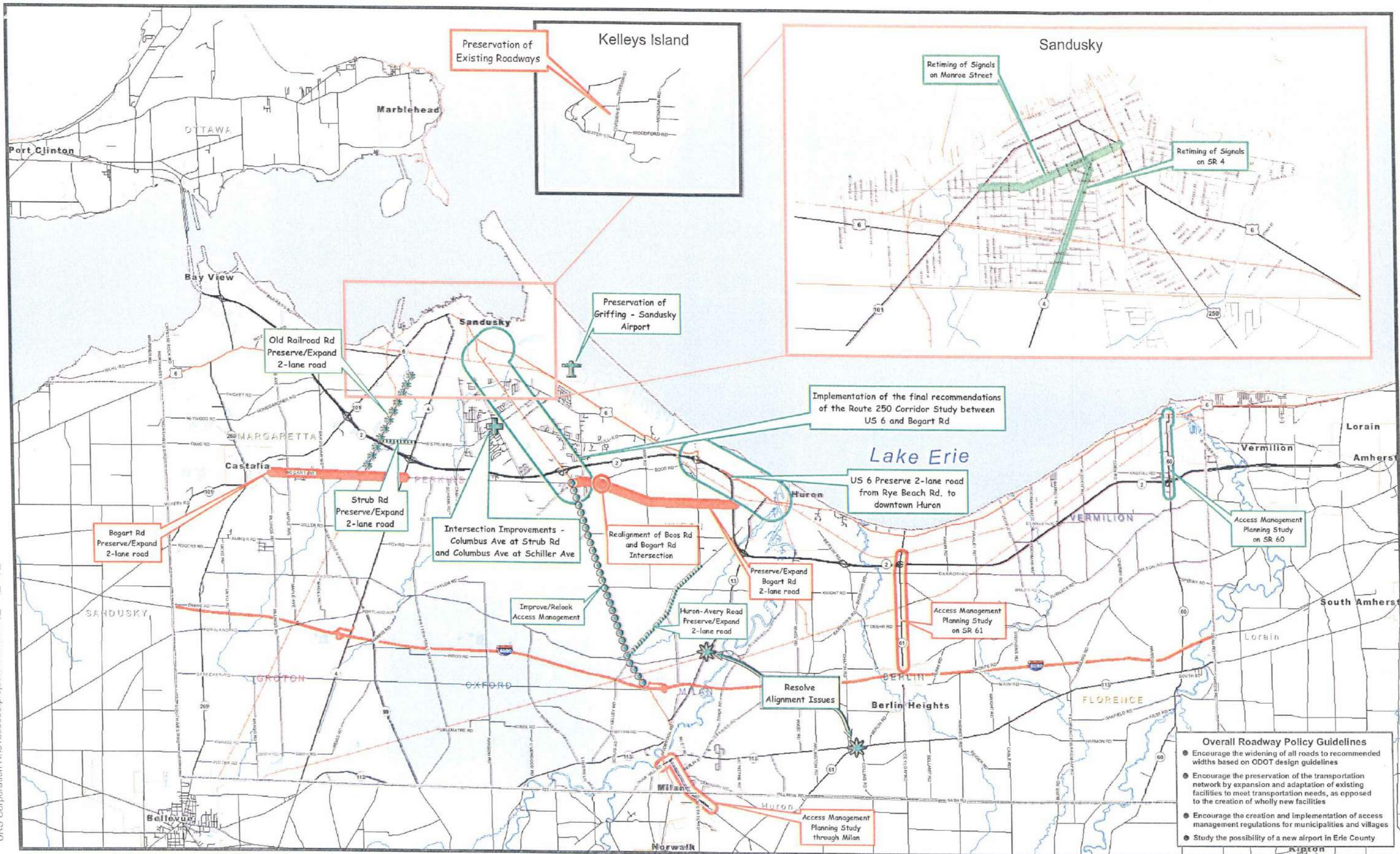
TRANSPORTATION PROJECT MAPS



Data Sources: Erie Co, Ohio Department of Transportation, ESRI

0 1 2 Miles





- Overall Roadway Policy Guidelines**
- Encourage the widening of all roads to recommended widths based on ODOT design guidelines
 - Encourage the preservation of the transportation network by expansion and adaptation of existing facilities to meet transportation needs, as opposed to the creation of wholly new facilities
 - Encourage the creation and implementation of access management regulations for municipalities and villages
 - Study the possibility of a new airport in Erie County

Data Sources: Erie Co, Ohio Department of Transportation, ESRI

0 1 2 Miles



LEGEND



Short-Term Project (within 10 years)

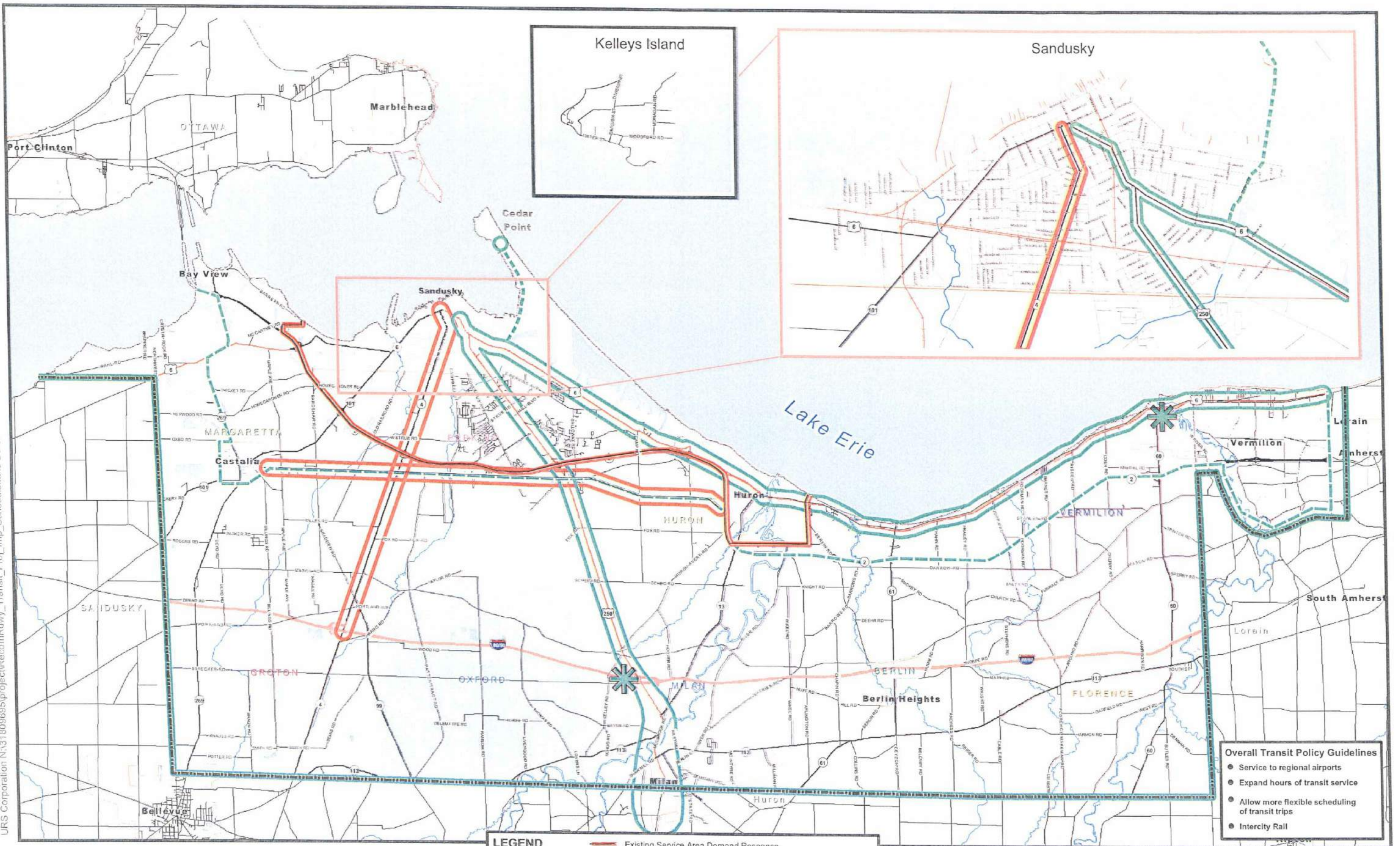
Mid-Term Project (10 to 15 years)

Erie County MPO 2030 Long Range Transportation Plan

Recommended Roadway Preservation Projects Implementation Schedule



June 2005



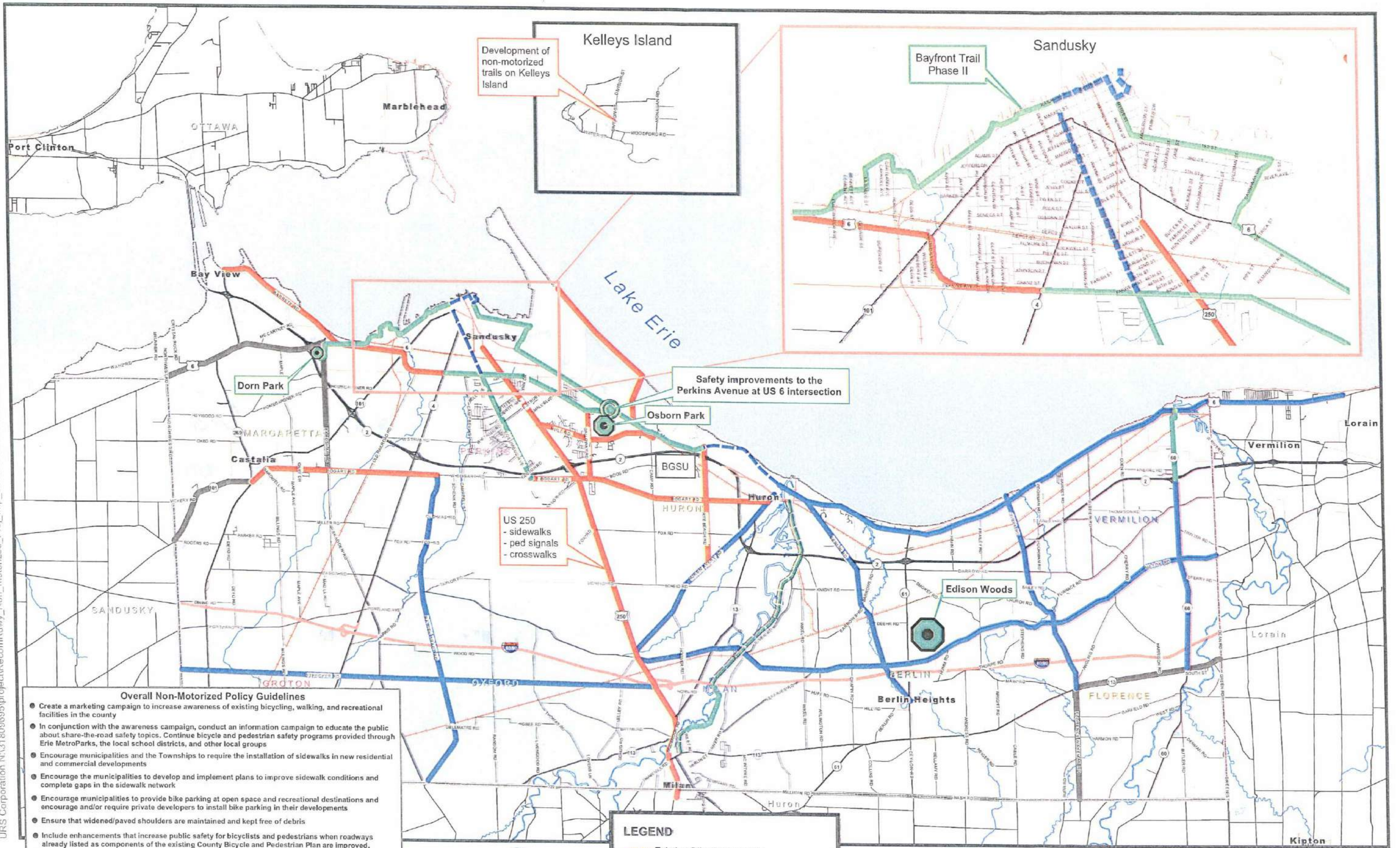
Data Sources: Erie Co, Ohio Department of Transportation, ESRI



June 2005

Erie County MPO 2030 Long Range Transportation Plan

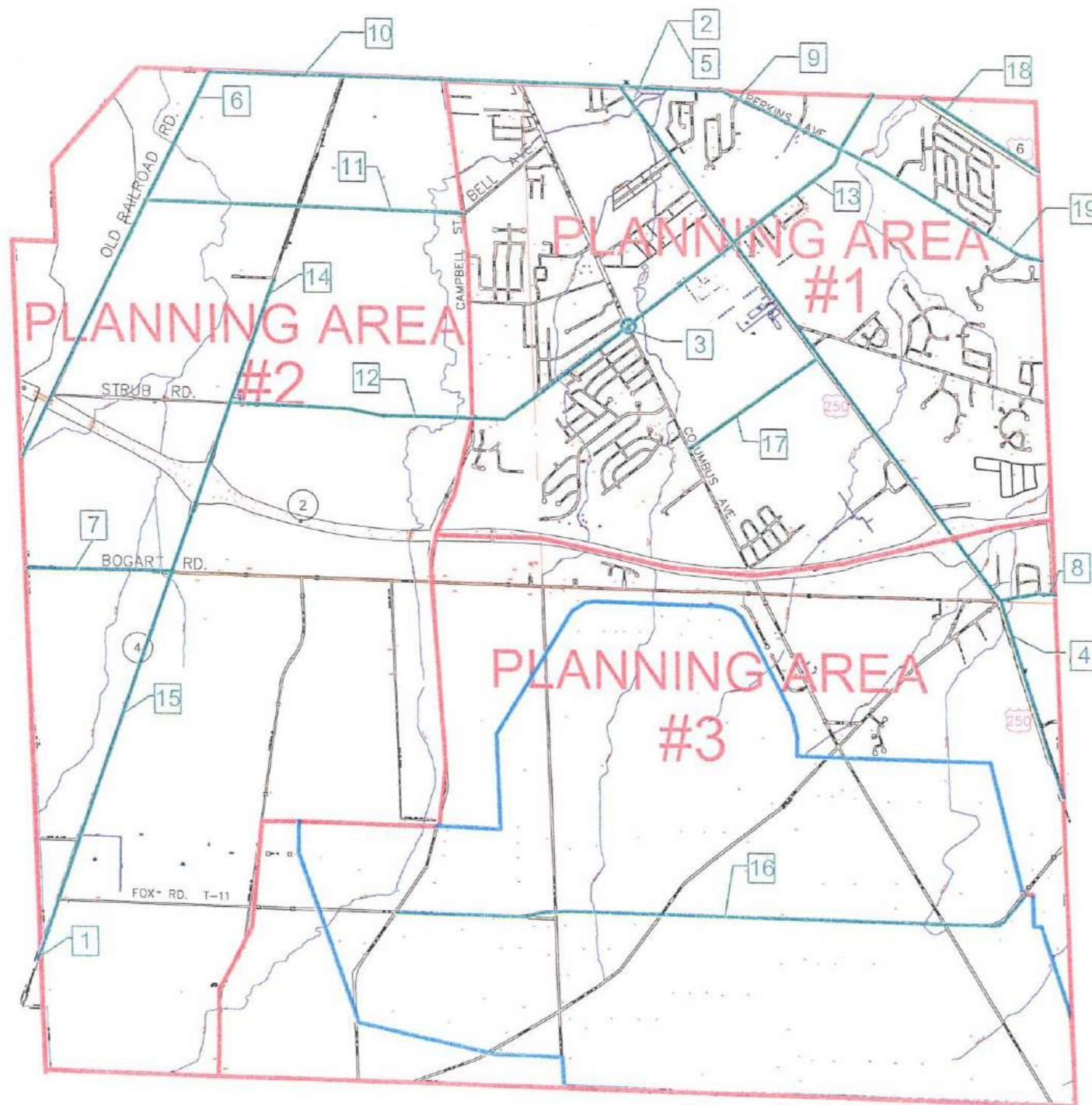
**Recommended Transit Projects
Implementation Schedule**



Data Sources: Erie Co, Ohio Department of Transportation, ESRI

0 1 2 Miles





Perkins Township Erie County, Ohio

Transportation Projects Map

19 Corresponds to the Project Number on the Transportation Projects Chart

— Defines Section of Roadway for Project

— Planning Area Boundary Line

— NASA Area Boundary Line



i Interstate

□ U.S. Highway

○ State Highway

0 600 1800 3000 Feet

Prepared by Erie County Department of Planning and Development
This map is for illustrative purposes only. Refer to the original documents for accuracy.
Erie County, Ohio assumes no liability or responsibility for any errors or omissions contained herein.
Source: October 1999 Tax Map Base
ERPC MPO Transportation Improvement Program SFY 2006-2009
ERPC MPO Long Range Transportation Plan
Compiled: September 2005

PERKINS TOWNSHIP COMPREHENSIVE PLAN
TRANSPORTATION PROJECTS

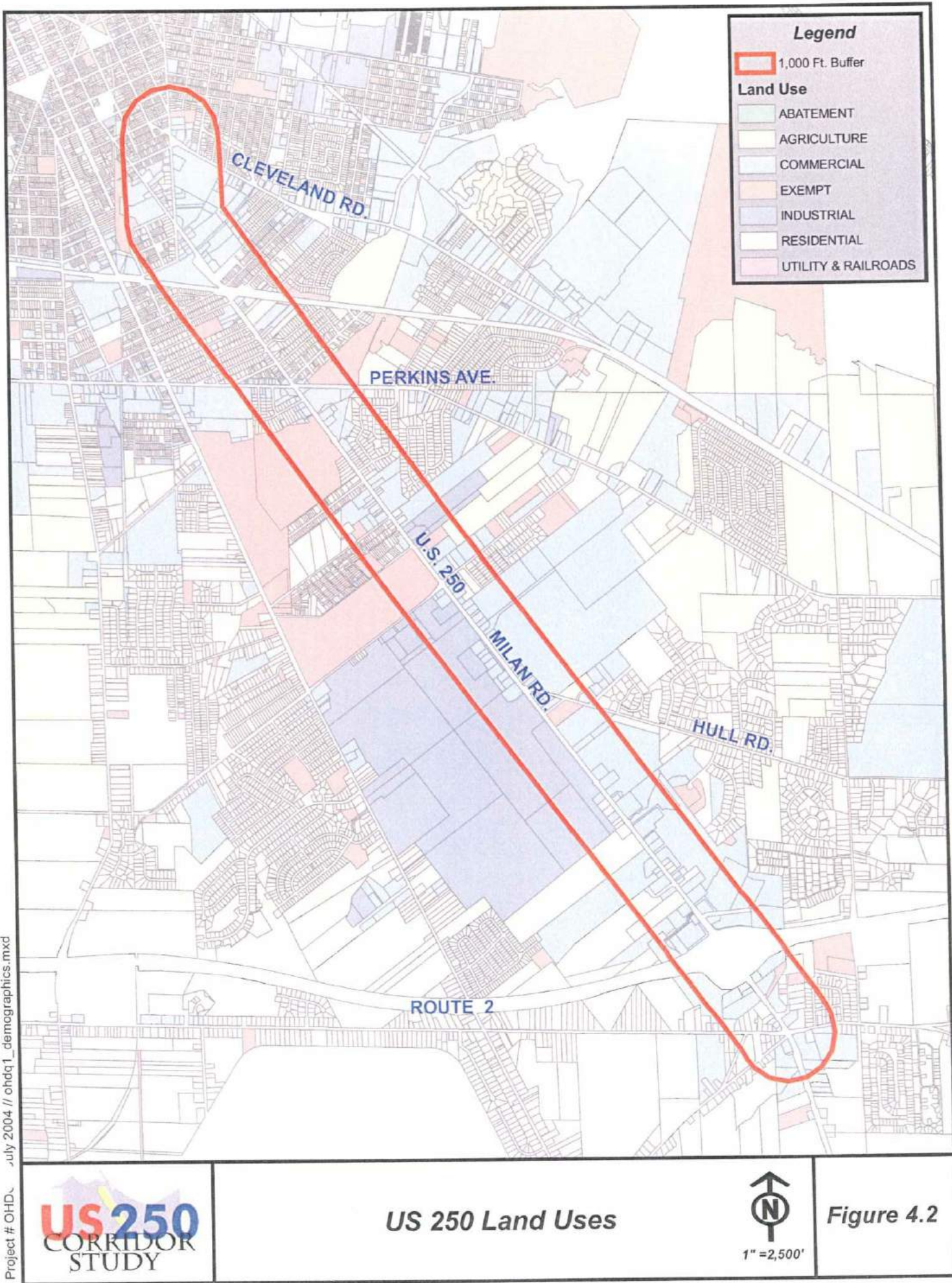
PROJECT NO.	ROAD	LOCATION & TERMINI	PLANNING AREA	LENGTH	TYPE OF WORK	SHORT-TERM WITHIN 10 YRS	MID-TERM 10 - 15 YRS	MID-LONG TERM 15-20 YRS	LONG TERM 20+ YRS
1	OLD RAILROAD	LOCATED ON OLD RAILROAD	2	0.08 MI.	BRIDGE REPLACMENT	X			
2	US 250	SANDUSKY CORP LINE TO BOGART	1 & 3	2.5 MI.	RESURFACING	X			
3	STRUB	INTERSECTION OF STRUB RD AND COLUMBUS AVE	1	200' FROM EACH LEG OF THE INTERSECTION	INTERSECTION IMPROVEMENTS	X			
4	US 250	BETWEEN BOGART AND I-80/90	3	5.3 MI.	IMPROVE/REVIEW ACCESS MANAGEMENT (PLANNING STUDY)	X			
5	US 250	BETWEEN US6 AND BOGART	1 & 3	4.1 MI.	IMPLEMENTATION OF THE FINAL RECOMMENDATIONS OF THE ROUTE 250 CORRIDOR STUDY	X			
6	OLD RAILROAD	BETWEEN BOGART AND PERKINS	2	2.5 MI.	PRESERVATION/WIDENING OF EXISTING 2-LANE ROAD TO ACCOMMODATE COMMERCIAL TRUCK TRAFFIC	X			
7	BOGART	BETWEEN CASTALIA AND SR 4	2	3.9 MI.	PRESERVATION/WIDENING OF EXISTING 2-LANE ROAD TO MATCH WIDENING DONE BETWEEN SR4 AND US250	X			
8	BOGART	BETWEEN US250 AND HURON	1	4.1 MI.	PRESERVATION/WIDENING OF EXISTING 2-LANE ROAD TO MATCH WIDENING DONE BETWEEN SR4 AND US250	X			
9	PERKINS	BETWEEN US 250 AND MALL BLVD.	1	.5 MI.	3-LANE ROADWAY EXPANSION	X			
10	PERKINS	BETWEEN US 250 AND OLD RAILROAD	1 & 2	2.1 MI.	ADDITION OF MIDDLE TURN LANE (5-LANE ROADWAY EXPANSION)		X		

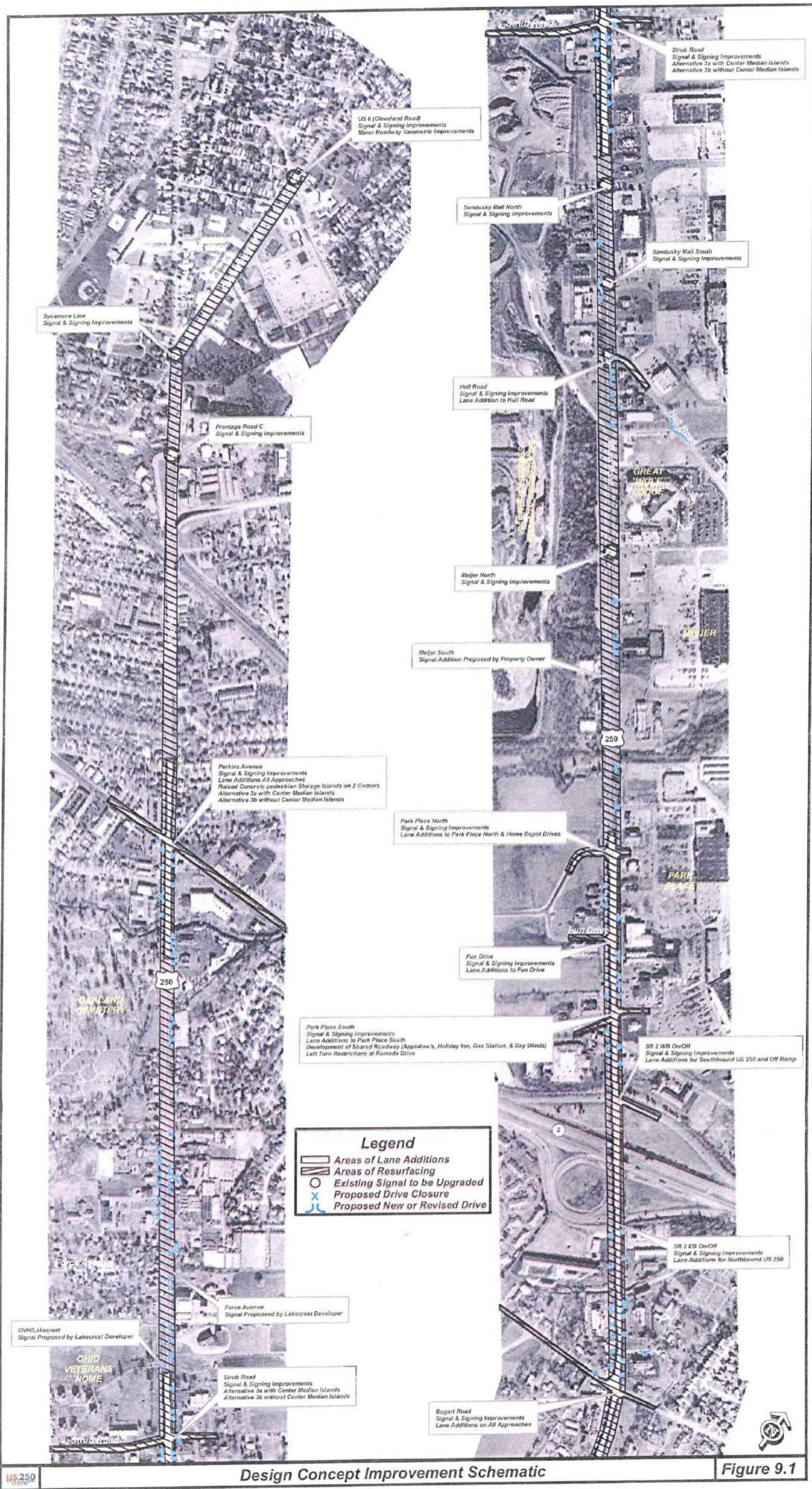
PERKINS TOWNSHIP COMPREHENSIVE PLAN
TRANSPORTATION PROJECTS

NO.	ROAD	LOCATION & TERMINI		LENGTH	TYPE OF WORK	SHORT-TERM WITHIN 10 YRS	MID-TERM 10 - 15 YRS	MID-LONG TERM 15-20 YRS	LONG TERM 20+ YRS
11	BELL	BETWEEN OLD RAILROAD AND CAMPBELL	2	1.7 MI.	EXTENSION OF BELL AVE. WITH A 2-LANE ROAD				X
12	STRUB	BETWEEN SR4 AND US250	1 & 2	2.8 MI.	3-LANE ROADWAY EXPANSION		X		
13	STRUB	BETWEEN US250 AND US6	1	1.2 MI.	3-LANE ROADWAY EXPANSION		X		
14	SR4	BETWEEN WADE AND SR2	2	1.5 MI.	3-LANE ROADWAY EXPANSION	X			
15	SR4	BETWEEN SR2 AND I-80/90	2	4.6 MI.	3-LANE ROADWAY EXPANSION		X		
16	ACROSS NASA PROPERTY	BETWEEN US 250 AND SR4	3	5 MI.	NEW EAST-WEST ROAD CONNECTION				X
17	NEAR QUARRY	BETWEEN US250 AND COLUMBUS AVE	1	.8 MI.	NEW EAST-WEST ROAD CONNECTION				X
18	US6	BETWEEN BUTLER AND RYE BEACH	1	5.4 MI.	4-LANE ROADWAY EXPANSION		X		
19	PERKINS	BETWEEN US6 AND MALL BLVD.	1	2.5 MI.	3-LANE ROADWAY EXPANSION		X		

APPENDIX III

US 250 CORRIDOR STUDY PROJECT MAPS





Design Concept Improvement Schematic

Figure 9.1

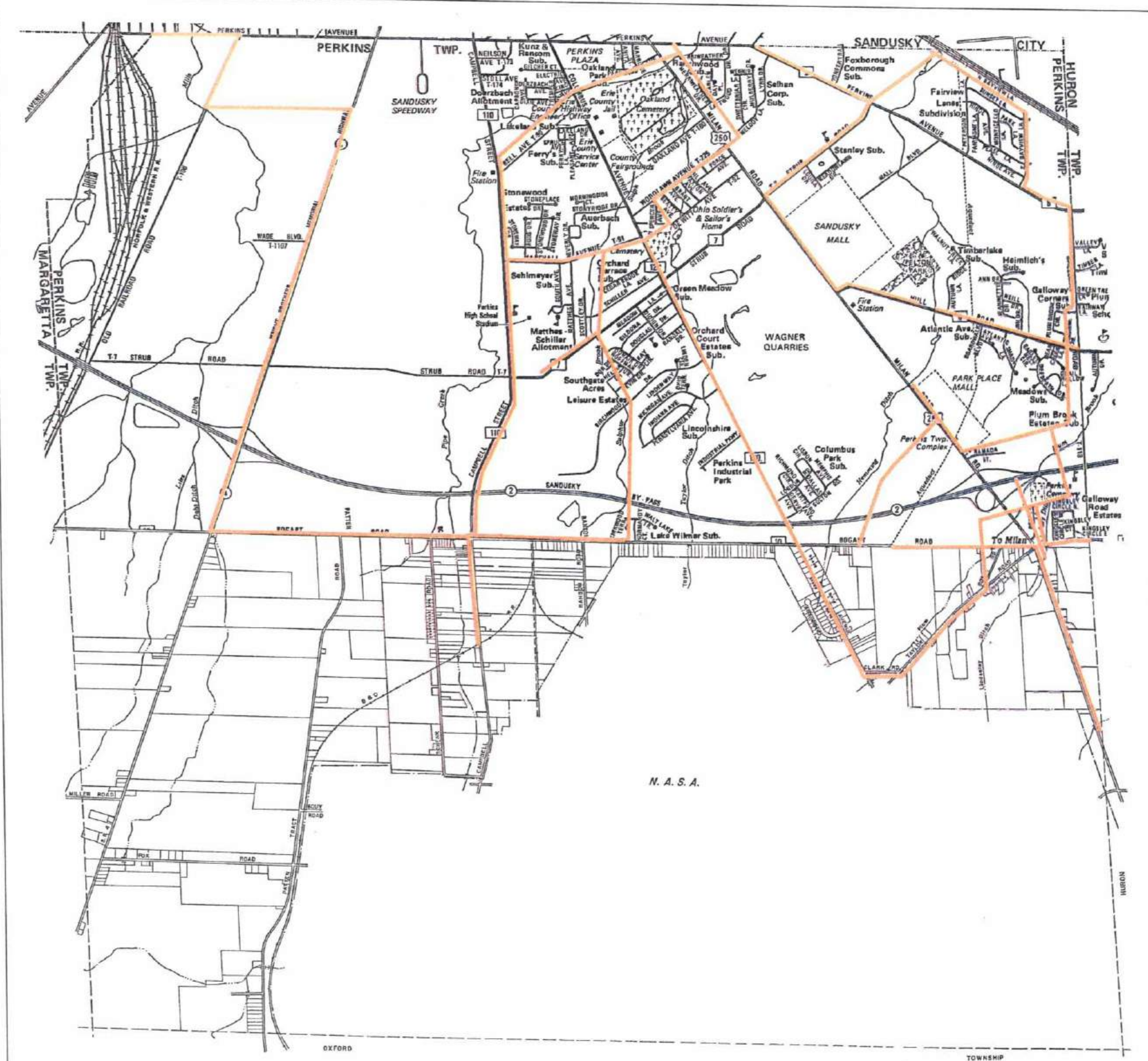
Table 11.2 Project Cost Estimate (based on 2010 construction)				
Item	Description	Estimated Planning Level Cost Estimate (Millions)		
		Within City Corp. ¹	Outside City Corp. ²	Total
Transportation Improvements				
Roadway	<ul style="list-style-type: none">Intersection Improvements (turn lane additions): Bogart, SR 2, Fun Drive, Crossings Road, Hull Road, Strub Road, Perkins AvenueNew public service roads: From Ramada Drive to US 250 (at Park Place South) and at Applebee's, Holiday Inn, Bay Winds, etcResurfacing and Pavement MarkingsMaintenance of TrafficStaking, Testing and Inspection	\$0.83	\$3.36 •	\$4.19
Sidewalk	<ul style="list-style-type: none">Includes 24,136 linear feet of 8 foot wide sidewalk (4.57 miles)Includes retaining wall for sidewalk through the SR interchange on the east side of US 250 onlyIncludes ADA curb ramps at drives and cross streetsDoes not include optional aesthetic treatments for paving bricks or colored and stamped concrete (See Aesthetic Features below)	\$0.04	\$0.67	\$0.71
Signal Improvements	<ul style="list-style-type: none">Full upgrades with mast arm signal supports at 14 intersections, partial upgrade of one intersection (Frontage Road C)Walk/Don't Walk SignalsTiming, Phasing, and Coordination RevisionsBack-Plated Vehicular SignalsDoes not include ornate/decorative signal poles (See Aesthetic Features below)	\$0.36	\$1.57 •	\$1.93
Signing Improvements	<ul style="list-style-type: none">Overhead Steel Mast Arm sign structures on US 250 at each signalized intersectionOverhead Truss Structures at the US 250 & SR 2 interchangeDoes not include ornate/decorative sign poles (See Aesthetic Features below)	\$0.24	\$0.68 •	\$0.92
Preliminary Right-of-Way	<ul style="list-style-type: none">Estimated 50 to 60 parcels affected	\$0.17	\$3.33	\$3.50
SUBTOTAL TRANSPORTATION IMPROVEMENTS (Includes 15% Contingency)		\$1.64	\$9.61	\$11.25
Aesthetic Feature Additions				
Gateway Treatment SR 2 Interchange	<ul style="list-style-type: none">Landscaping including topsoil, mulching, planting of native flowers and treesMaintenance of landscaping such as mowing, herbicidal spraying and invasive species controlGateway sign to welcome visitors	N/A	\$0.72	\$0.72
Stamped Concrete	<ul style="list-style-type: none">Decorative treatment on the sidewalk borders along the corridor	\$0.04	\$0.26	\$0.30
Decorative Poles	<ul style="list-style-type: none">Decorative Signal Poles at 15 intersectionsDecorative Overhead Lane Use Control and Guide Sign Structures	\$0.10	\$0.58	\$0.68
TOTAL PROJECT CONSTRUCTION COST		\$1.78	\$11.17	\$12.95

¹ Project cost associated with elements within the city of Sandusky corporation limits, which includes US 250 from Perkins Avenue north and involving ¼ of the US 250 and Perkins Avenue intersection.

² Project costs associated with elements of the project outside the city of Sandusky corporation limits and involves portions of the project located in Perkins Township, Erie County. This includes ¼ of the US 250 and Perkins Avenue intersection (southwest quadrant).

APPENDIX IV

SEWER & WATER MAPS



Existing Sewer Lines

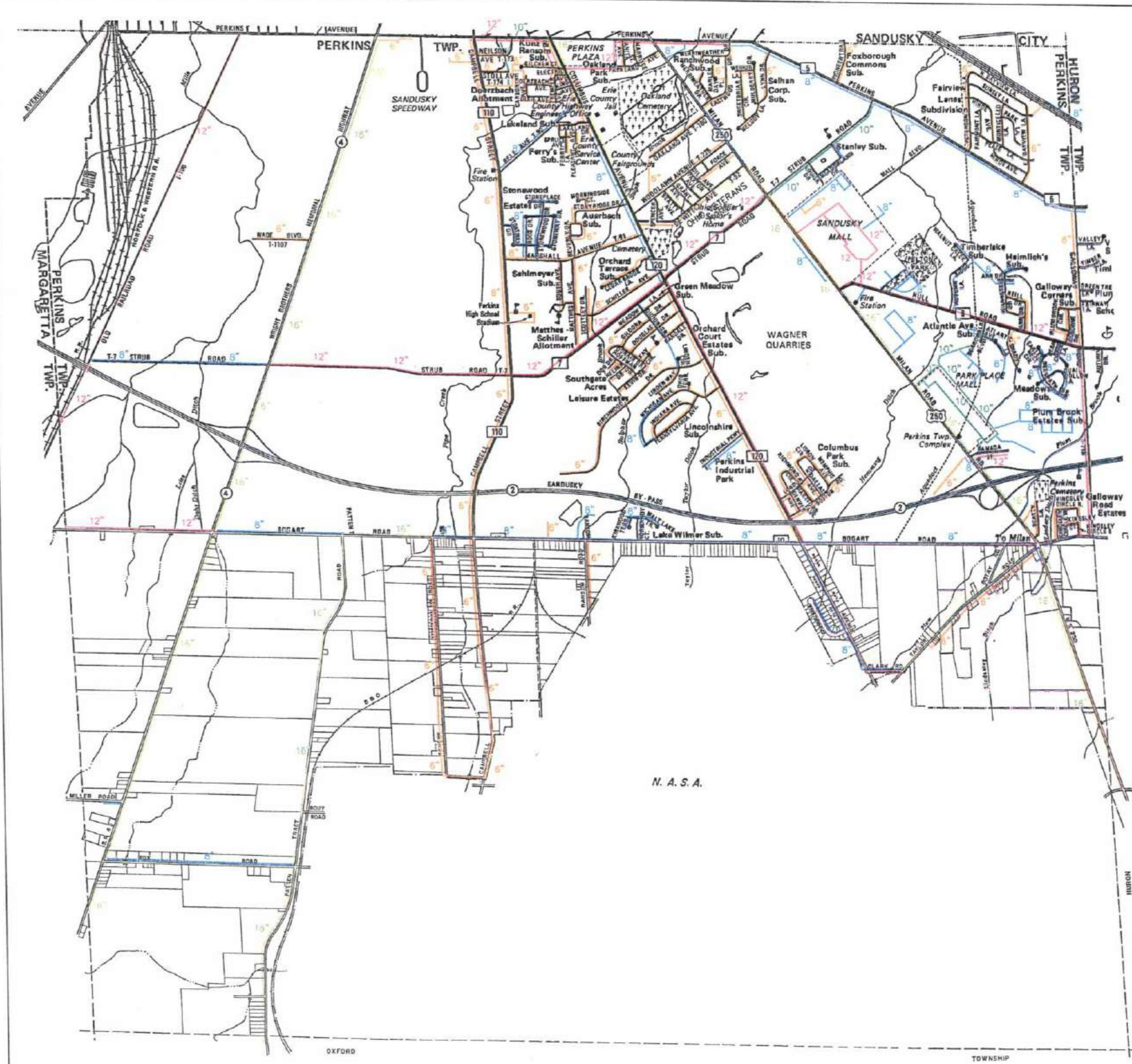
Perkins Township
Erie County, Ohio

 Existing Erie County Sewer Line



Prepared by Erie County Department of Planning and
Development

This map is to be used for illustrative purposes only.
Refer to original documents for accuracy.
Erie County, Ohio assumes no liability or responsibility for
any errors or omissions contained herein.



Existing Water Lines

Perkins Township
Erie County, Ohio

Existing Erie County Sewer Line

- 4" WATER MAIN
- 6" WATER MAIN
- 8" WATER MAIN
- 10" WATER MAIN
- 12" WATER MAIN
- 14" WATER MAIN
- 16" WATER MAIN



Prepared by Erie County Department of Planning and
Development

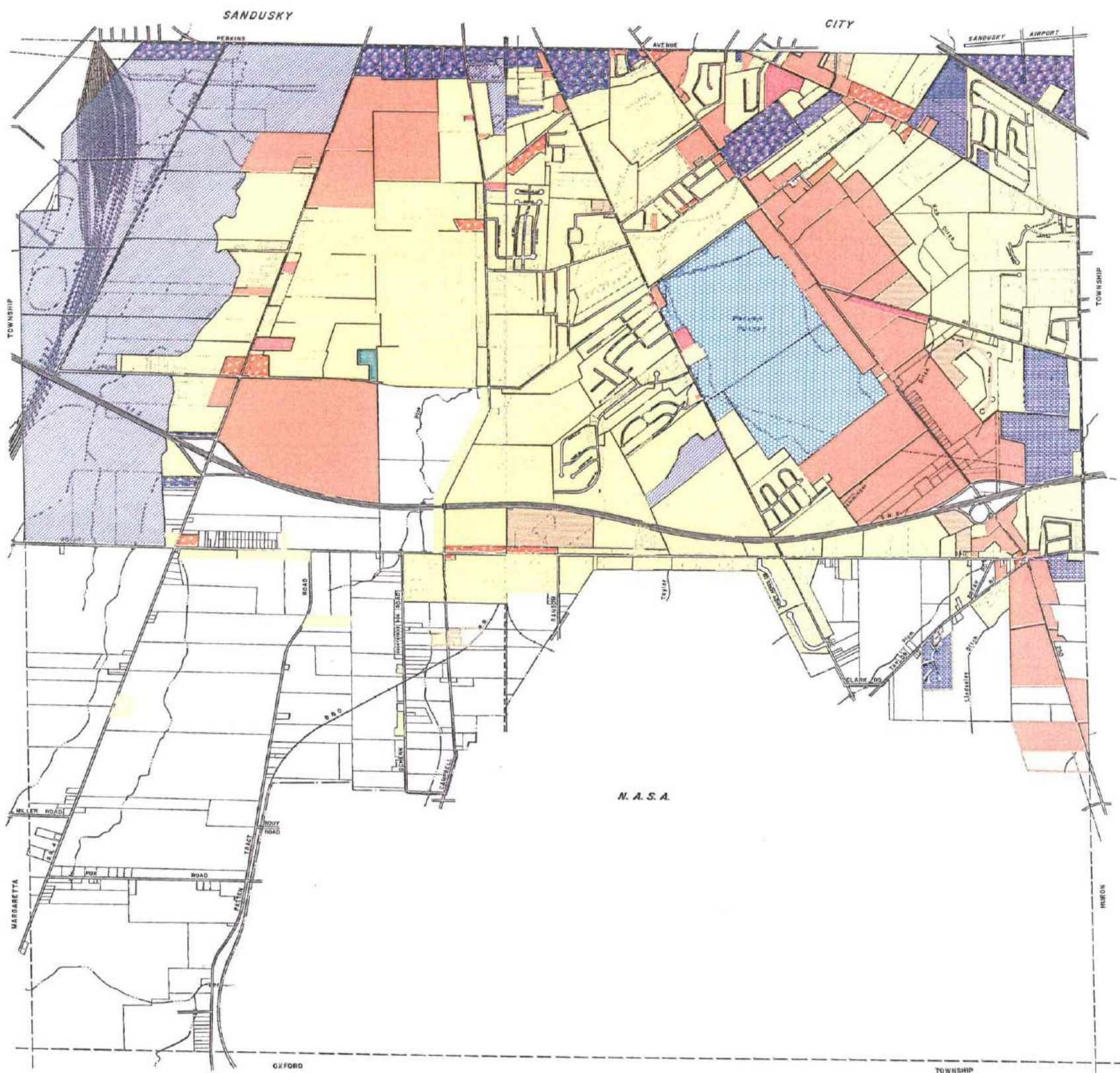
This map is to be used for illustrative purposes only.
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APPENDIX V

PERKINS TOWNSHIP ZONING MAP

Perkins Township Zoning

Erie County, Ohio



PERKINS TWP. ZONING DISTRICTS

A AGRICULTURE	P-B-O PROFESSIONAL & BUSINESS OFFICES
R-R RURAL RESIDENTIAL	I-1 LIGHT INDUSTRIAL
R-1 SINGLE FAMILY RESIDENTIAL	I-2 HEAVY INDUSTRIAL
R-1-A SINGLE FAMILY RESIDENTIAL	NA MINERAL AGGREGATE
R-1-B SINGLE FAMILY RESIDENTIAL	PUD PLANNED UNIT DEVELOPMENT
R-2 TWO FAMILY RESIDENTIAL	FF FLOODPLAIN & FLOODWAY OVERLAY
R-3 MULTI-FAMILY RESIDENTIAL	
C-1 LOCAL COMMERCIAL	
C-2 GENERAL COMMERCIAL	



Prepared by Erie County Department of Planning and Development
Source: Perkins Township Zoning Map
Map Revised: August 2005

Certified:

We the undersigned _____ Township Trustees and Township Clerk, hereby certify that this is the official Zoning District Map of _____ Township, Erie County, Ohio, duly adopted and incorporated by reference into the _____ Township Zoning Resolution on _____. All questions concerning the boundary lines between districts shall be resolved by the _____ Township Zoning Inspector subject to review by the _____ Township Board of Zoning Appeals.

Township Trustee Signature and Date

Township Trustee Signature and Date

Attest:
Township Clerk Signature and Date

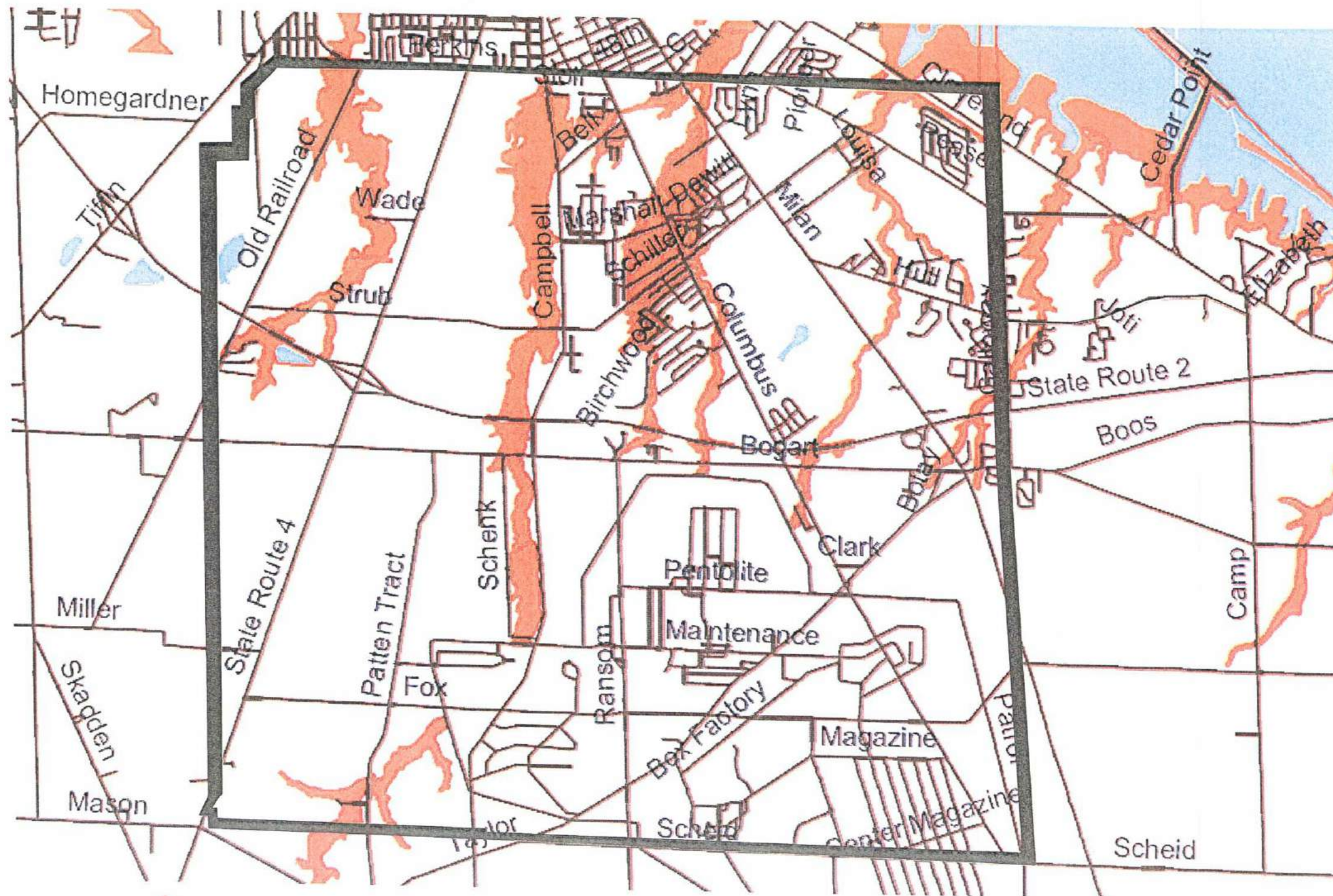
Resolution Number: _____

APPENDIX VI

100-YEAR FLOOD PLAIN MAP

PERKINS TOWNSHIP

100 YEAR FLOOD PLAIN MAP



Red Shaded Areas Indicate 100 yr. Flood Plain Areas

Prepared by Erie County Department of Planning and Development
 Sources: FEMA NFIP Maps &
 ODOT Road Centerline Network Vector File
 Map Prepared: February, 2005