



PERKINS TOWNSHIP

2020 COMPREHENSIVE PLAN



ACKNOWLEDGMENTS

The Perkins Township 2020 Comprehensive Plan Update was made possible through the efforts and input of many individuals and organizations over the course of the past 3 years. The Plan was drafted through a significant contribution of time and effort by Perkins Township staff, the Zoning Commission, and the Comprehensive Plan Update Steering Committee.

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MISSION STATEMENT

Perkins Township is committed to providing services that improve the quality of life and enhance the spirit of those who work, visit, or live in our community.

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INTRODUCTION



PERKINS Township - SANDUSKY, OH - ERIE COUNTY

Perkins Township is located in Erie County, in Northeast Ohio, and as such, has experienced considerable growth in the past 10 years. Growth has come in many different areas throughout the Township, specifically commercial development on Route U.S.. 250. In preparation for continuing growth, Township leaders have adopted this Comprehensive Plan. The Comprehensive Plan and its vision will provide Township leaders with a resource that will provide insight into the state of the Township and a plan to manage growth that benefits all residents, businesses, visitors, and tourists by identifying opportunities while recognizing the importance of balancing growth and protecting the environment. In developing the 2020 Comprehensive Plan's, one of the main objectives is to identify values that people care most about and create action steps and implementation strategies to achieve these goals.

EXECUTIVE SUMMARY



Perkins Township was established in 1809 and after the last seventy (70) years of progress and growth, it has become a vibrant and prosperous population center in Erie County. Perkins Township is the second largest political subdivision in Erie County, and is the commercial hub for Erie County and for many other surrounding counties.



This Comprehensive Plan provides Township Leaders with a resource, adding insight into the state of the Township and guiding efforts to make Perkins Township an even more desirable place to live, work, and visit. The Plan outlines a number of key goals and implementation strategies that fall under nine (9) focus areas:

Residential Development, Commercial Enhancement, Industrial Development, Economic Development, Parks and Recreation, Transportation and Utilities, Pedestrian Infrastructure, Agriculture, and Mineral Aggregate.



Furthermore, the plan provides pertinent data on existing conditions and provides a comprehensive recommendation on future land use, to be utilized as a tool for guiding future development and Township investments.

PLANNING PROCESS

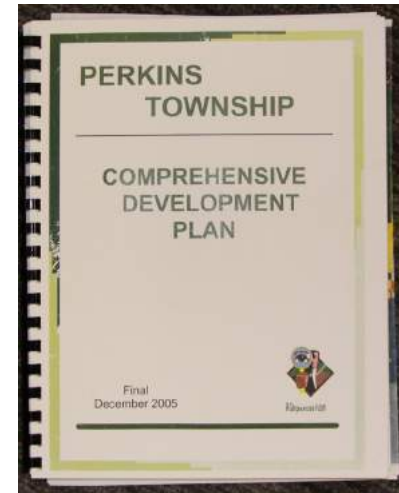
The Erie County Comprehensive Plan, approved in April 1996, serves as the document by which the County and its Townships can provide for orderly balanced growth. Because of its nature, the County Plan cannot specifically address all concerns throughout the planning period for Perkins Township. This function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

The Perkins Township Trustees initiated the preparation of a Comprehensive Plan at the end of 2005, recognizing the need to prepare land use policies to guide the future development of the Township. A Comprehensive Plan includes a long-term land use plan that attempts to balance current needs and demands with those projected for the future, while a land use plan guides the community and acts as a blueprint in its attempt to balance and address future changes. It is essential for the community to attempt to strike a balance between the competing interests; the 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 initiatives including land use and transportation analyses as well as several other studies.

Perkins Township has faced many challenges over the last thirty (30) years. Specifically, growth related issues that include increases in residential and commercial development, traffic congestion, parks/recreation needs and the increased need for utilities. The Perkins Township Comprehensive Plan provides a basis for officials in the Township to make pertinent decisions concerning the orderly development of the Township. The Plan is designed to coordinate land uses while considering limitations of the natural environment, current established land uses, and infrastructure.

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



The cover for the 2005 Perkins Township Comprehensive Plan.

PUBLIC INVOLVEMENT

Steering Committee Meeting
August 2018

Public Open House
August 2018

Public Open House
August 2018

Public Open House
August 2018

Steering Committee Meeting
October 2018

Steering Committee Meeting
November 2018

Steering Committee Meeting
March 2019

Zoning Commission Review
November 2019

Zoning Commission Review
December 2019

Zoning Commission Review
February 2020

Zoning Commission Review
June 2020

Board of Trustees
December 2020

Although a Comprehensive Plan is generally considered a long-term framework for a community, it should be reviewed every five (5) years in order to ensure that the Plan remains contemporary and addresses community needs. Alternatively, a full Plan review and updates should occur no later than ten (10) years after its adoption.

Perkins Township has created a Community Development Department which started the review of the 2005 Plan in 2018. This review was completed by staff of the Community Development Department, with input from a six person "Steering Committee" comprised of Township residents and officials as well as thorough reviews by the Zoning Commission, and then finally the Board of Trustees for adoption.

The Steering Committee aided the planning process, as an ad-hoc committee, by providing direction to Planning staff, during the development of the Comprehensive Plan Update thereby providing direct citizen input to the Zoning Commission driving in the Comprehensive Plan Update process.



PLAN OVERVIEW

CHAPTER 1 INTRODUCTION

This chapter provides information concerning Perkins Township and why it is important to plan for the future. The Comprehensive Plan helps to define the community's aspirations, summarizes how it was developed, and what form it will take in the future.

CHAPTER 2 EXISTING CONDITIONS & TRENDS

This chapter provides information on a variety of topics, listed below, that will outline existing conditions in the Township. These topics have been researched and the resulting information is presented along with a summary of key points. Township conditions or elements reviewed include population, land use, housing, transportation and utilities, parks and recreation, and mineral aggregate.

CHAPTER 3 FUTURE DEVELOPMENT

This chapter provides information mainly on land uses in Perkins Township. Current land use and zoning are broken down by planning area and are discussed in terms of future planning and land use patterns that would be ideal for the future of Perkins Township. Individual land use classifications are discussed in depth, as each has unique land use requirements.

CHAPTER 4 GOALS, IMPLEMENTATION, & VISIONING

This chapter provides information on a variety of goals, implementation strategies, and visioning based on existing conditions and future development throughout the Township. Goals that were created by the Comprehensive Plan Steering Committee are outlined for Residential Development, Commercial Development, Industrial Development, Economic Development, Parks and Recreation, Transportation and Utilities, roadway connections, and complete streets. Each category is then given a recommended and a path towards implementation of the goals.



CHAPTER 1





PLANNING HISTORY



SECTION 1.1

HISTORY OF PERKINS TOWNSHIP

Perkins Township was established in 1809 as a farming and mining community. Early settlers included the Connecticut “Fire Sufferers” whose land was destroyed during the Revolutionary War. This led to the area being named the “Firelands.” The abundant amount of quality sand and limestone, and prairie soils for agriculture in the area brought many people here to live and work. Many of the buildings in Sandusky and surrounding communities were built with materials quarried in Perkins Township. Agricultural interests also flourished in the Township because the soil was rich and drained well from the limestone.

Because the early north/south roads all crossed Bogart Road, it became the center of the business in the Township. Sandusky-Norwalk Road (now U.S. Route 250) was built immediately after the area was surveyed. Another early road was the Columbus-Sandusky Turnpike currently known as State Route 4. The Monroeville and Sandusky City Line was the first train to run through Perkins Township.

Early population growth in the Township was slow with the census reporting only 3,687 residents

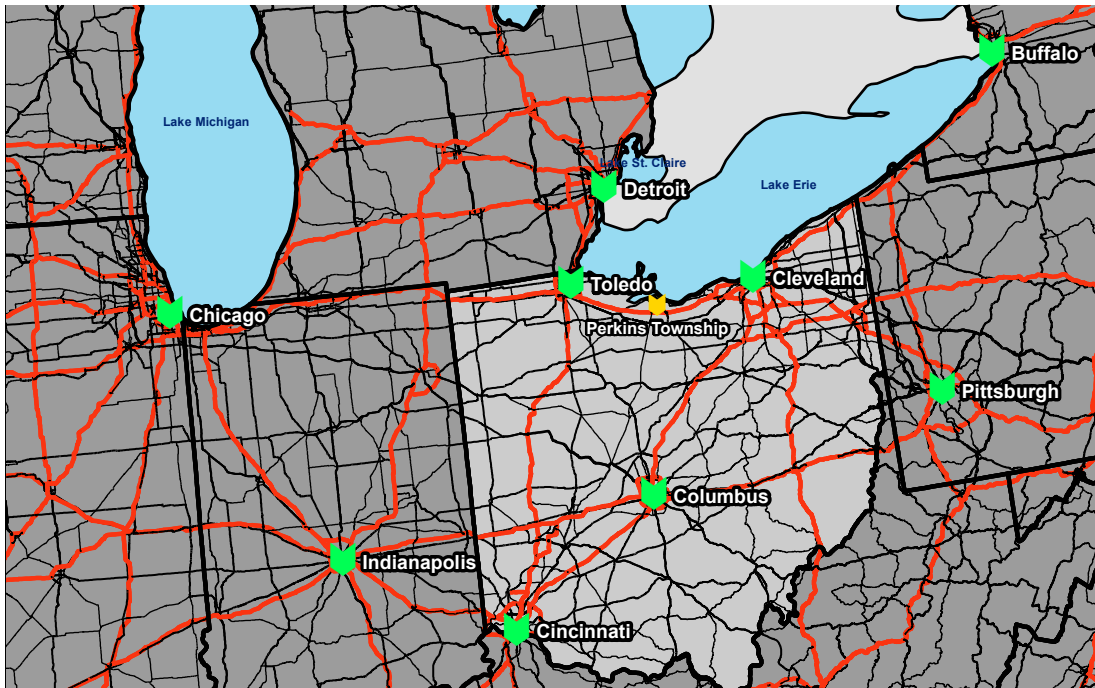
in 1940. However, the population continued to increase when the United States Government purchased 4,500 acres in the Township and established the Plum Brook Ordinance Works and the Trojan Powder Company that was built to supply TNT during World War II. That facility became the NASA Plum Brook Station which employed 620 workers during their peak year of operation in 1973 thereby bringing additional residents to Perkins Township. An additional milestone in employment happened in 1945 when General Motors purchased land on State Route 4 to build a 1.3 million square foot New Departure Bearing Plant on 128 acres. That provided as many as 5,000 jobs to Perkins and the area and added to the population base in the Township.



The New Departure Plant, shortly after completion at the corner of Perkins Ave and Hayes Ave (SR-4).

PLANNING HISTORY

During the past thirty (30) years, the Township has seen a tremendous amount of growth along the U.S.. Route 250 Corridor. Beginning with the construction of the Sandusky Mall in 1976, U.S.. Route 250 has become the commercial hub of Erie County and surrounding counties. In response to the many tourism and recreational opportunities in the area, the hotel/motel/resort industry has also flourished along this corridor. The growth in recreational activities should continue given the development of Great Wolf Lodge, Kalahari as well as the sports complexes along Cleveland Rd.



SECTION 1.2

NATIONAL & REGIONAL SETTING

The construction of the Sandusky Mall on U.S.. Route 250 started a trend of new commercial retail in Perkins Township, General Motors, on State Route 4, started a trend of manufacturing business in the north-western sector of Perkins Township, and residential tended to fill in between all of that.

Regional accessibility from State Route 2, U.S.. Route 250, U.S.. Route 6, Interstate 80, and State Route 4 makes Perkins Township the perfect central location for Erie County residents and most of the surrounding counties. Growth was fostered due to the highway infrastructure, availability of land for development and suburban growth interests along with an increase in population.

Nationally, Perkins township is located near a number of medium to large Midwestern cities such as Toledo (46 miles), Cleveland (52 miles), Detroit (65 miles), Columbus (103 miles), Pittsburgh (157 miles), Cincinnati (187 miles), Indianapolis (215 miles), Buffalo (249 miles) and Chicago (257 miles).

SECTION 1.3

TOWNSHIP COMPREHENSIVE PLANS

The Perkins Township Comprehensive Plan is a forward looking document designed to guide the future development of the Township. This can be used by Township leaders, Community Development staff, the Zoning Commission, Board of Zoning, Property Owners, and the Community. That plan is useful in assessing the location, character, and extent of proposed public and private development in Perkins Township. The plans and policies within this document are designed to be implemented over time through Zoning Map and Resolution amendments, the subdivision of land, the location of construction, and public improvements.

This Plan encompasses the entire Township as well as the services and functions of Township government. The original plan began in late 2003 with the formation of a Steering Committee. That committee was comprised of local citizens and political leaders and its role was to guide the Erie Regional Planning staff in developing the plan. 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

Finally, the Vision as well as other portions of that Plan were presented for public comment during meetings at the Perkins Township Hall on May 11th and 12th, 2005. The Perkins Township Trustees reviewed the Plan and held a public hearing. The Plan was officially adopted by the Board of Trustees on December 6, 2005, through Resolution No: 2005-0138. In 2017, Township Community Development staff started to review the Plan in an effort to develop a more up-to-date document to guide planning and development in the Township.

A Car Barn for the Sandusky Street Car system originally occupied the site where Township Hall now sits on Columbus Ave.



SECTION 1.4 GOALS AND OBJECTIVES

The updated Comprehensive Goals and Objectives categories are as followed:

1. Land Use
2. Industrial development
3. Commercial Enhancement
4. Economic Development
5. Housing
6. Parks and Recreation
7. Transportation and Utilities

The current Sandusky Mall site, which is a focus for redevelopment in this plan.



SECTION 1.5 HOW TO USE THE PLAN

The 2020 Perkins Township Comprehensive Plan is to be used as a guide for land use development decisions within the Township. Perkins Township will, as always, continue working cooperatively with the County and surrounding jurisdictions in pursuing common goals and objectives related to community (re)development.

SECTION 1.6 UPDATES AND REVISIONS

To stay current with Regional and local changes, all additional updates and revisions to the Comprehensive Plan (outside a full comprehensive document update) will reviewed by Planner/ Zoning Inspector, Township Development Director, Township Administrator, Zoning Commission and the Board of Township Trustees.



CHAPTER 2





EXISTING CONDITIONS AND TRENDS



CHAPTER 2

SECTION 2.1 OVERVIEW

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

1. Regional Context
2. Population
3. Entry Points/Corridors/Major Approaches
4. Nodes/Activity Centers
5. Linkages
6. Barriers/Physical Constraints
7. Major Land Use Clusters
8. Existing Land Use
9. Agricultural/Underdeveloped
10. Commercial Uses
11. Industry/Manufacturing
12. Perkins School District
13. Parks and Recreation
14. Perkins Township Governmental Departments

SECTION 2.2 REGIONAL CONTEXT

The North Central Ohio region is made up of various counties and communities located along the coast of Lake Erie including the Islands. This region includes Erie, Huron, Sandusky, Ottawa, and Lorain counties.

ERIE COUNTY

Perkins Township is located within Erie County just south of the City of Sandusky. The County boasts many attractive features and communities for residents and visitors from both the region and beyond. Perkins, Sandusky, Kelley's Island, Huron, Castalia, Vermillion, Berlin-Heights and Milan are the largest communities in the County and the majority of area's population.

Lake Erie is the area's main attraction to residents and visitors as well as Cedar Point, Kalahari and Great Wolf Lodge waterparks. The Sports Force Park in Perkins hosts many youth and collegiate sporting events bringing in athletes from across the country to use the facility. The Cedar Point Sports Facility Center will also attract athletes to the area year round. The County also has a multitude of public and private school districts as well as BGSU Firelands regional campus and Ohio Business College



The Erie County Fairgrounds bring in hundreds a people annually to participate in fair activities.



EXISTING CONDITIONS AND TRENDS



Great Wolf Lodge is one of a number of water parks that operate in Erie County.



Industry in the area is also a large feature in the area and at one time was home to all of the three (3) largest domestic automakers. A strong medical presence which includes Firelands Regional Medical Center, NOMS, and many more private practices are also found.

The Sandusky Mall, ThorSport & ThorWorks, Toft's, a vacant 1.3 million square foot industrial building, and the U.S.. Route 250 corridor are important industrial and commercial staples of the area and serve the thousands of residents and visitors every year. The County is accessible via major north/south and east/west routes such as U.S.. Route 250, State Route 4, U.S.. 6, and State Route 2, and the Ohio Turnpike (I-80/90).

There are many natural and man-made barriers in the community. The Wagner Quarry and the Huron River divide up the county causing limited cross access through these barriers. Every summer, the county experiences a large influx of tourists and visitors because of the wide range of warm weather attractions offered. The waterparks have the opposite affect because their visitor numbers stay consistent during the spring, fall and winter.

HURON COUNTY

Huron County is located just to the south of Erie County, and includes the communities of Norwalk, Bellevue, Monroeville, Willard and New London. While Huron County does not have access to Lake Erie, it does have many attractive features such as Summit Motorsports Park, Memorial Lake Park, and the Norwalk-Huron County Airport. The County also has key businesses such as Fisher Titus Hospital, Borgers, Norweco, Maple City Rubber, MTD, and Pepperidge Farm. The area is accessible via U.S.. Route 20, State Route 4, U.S.. Route 250, and State Route 224. The Huron River acts as a barrier for transportation throughout the County.

SANDUSKY COUNTY

Sandusky County includes the communities of Bellevue, Clyde, Fremont, Fostoria, and Gibsonburg communities. This County features some river front property, the Fremont Speedway, and Pickerel Creek Wildlife Area. They have both public and private schools and is also home to the ProMedica Memorial Hospital and Whirlpool. The County is constrained by the Sandusky River, the Portage River, and the Hanson Sandusky Quarry. It has U.S.. Route 20, U.S.. Route 6, and the Ohio Turnpike running through it.

MAP A

REGIONAL CONTEXT

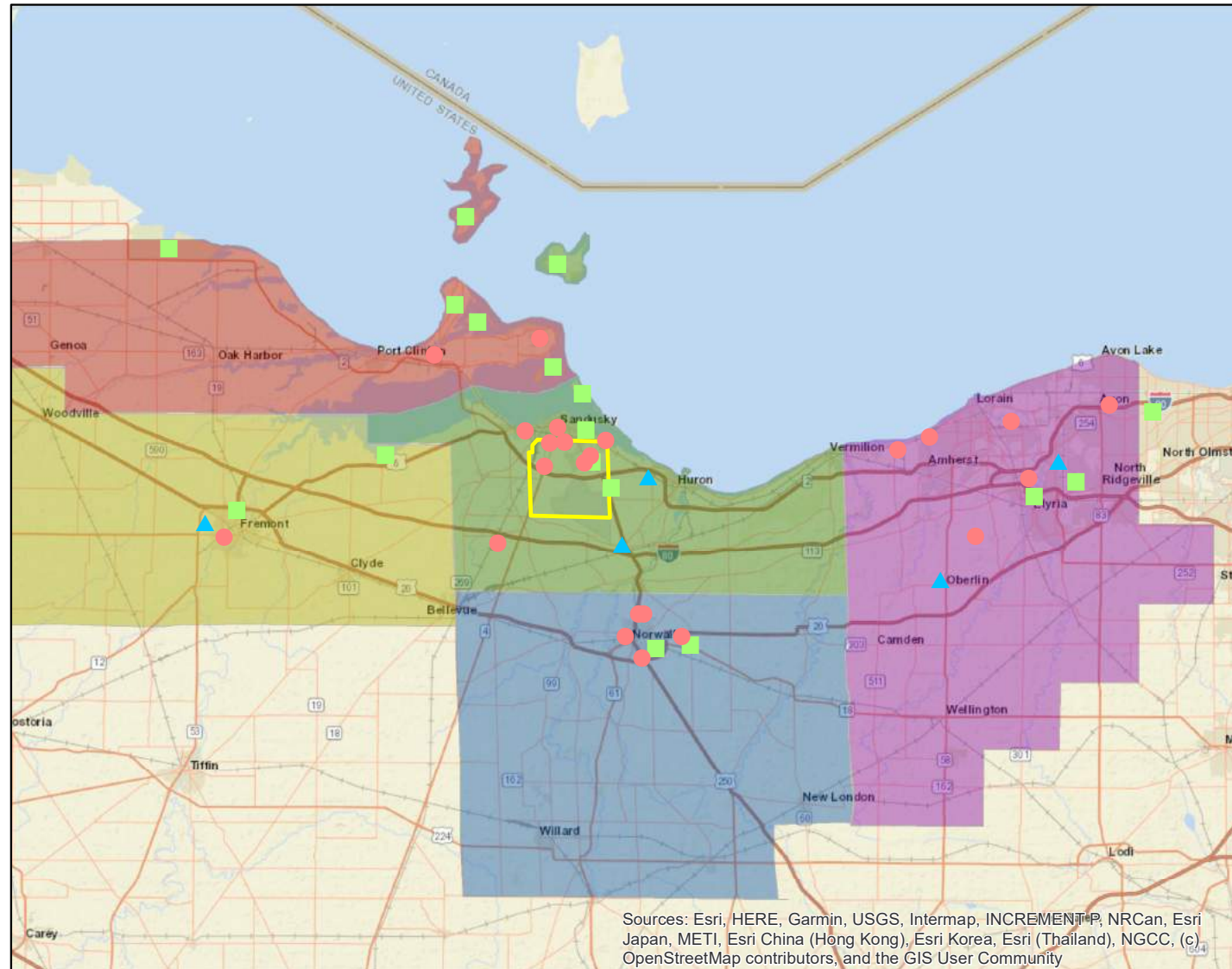
Legend

- Key Industry
- Primary Tourism
- ▲ Higher Education
- Perkins Township

Counties

Name

- Erie
- Huron
- Lorain
- Ottawa
- Sandusky



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



Perry's Monument, located on Put-In-Bay, in an iconic landmark for Ottawa County and the Lake Erie Islands.

OTTAWA COUNTY

Ottawa County is made up of Oak Harbor, Port Clinton, Genoa, Marblehead, Catawba, and Put-In-Bay communities. The County features Ottawa National Wildlife Refuge and Bay Point. They have both public and private schools and have an industry full of fishing and boating. Tourism is a significant part of the economy related to Put-n-Bay, East Harbor State Park, Catawba Island, and Marblehead.

LORAIN COUNTY

Lorain County is made up of the Lorain, Amherst, Elyria, Avon, Avon Lake, Sheffield, and Oberlin communities. It has several prominent features including the Lorain County Regional Airport, Cascade Park, and the Sandy Ridge Reservation. Lorain County is also home to several public and private schools as well as Lorain County Community College and Oberlin College. Lorain is supported by industry like US Steel Corporation, Midway Mall, Cabela's, Crocker Park, and Trademark Global. The County is constrained by the Black River and has State Route 2, State Route 58, the Ohio Turnpike, Interstate 90, and U.S.. Route 20 running through it.

See Map A

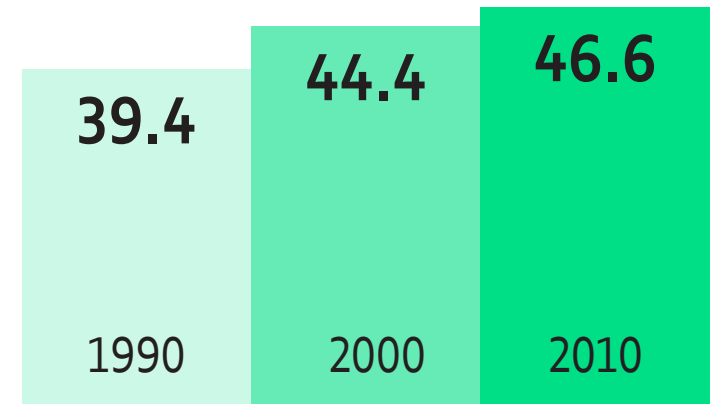
SECTION 2.3

DEMOGRAPHICS

The population of 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 by two (2) percent. Between 2000 and 2010 the population decreased by around three (3) percent. It is anticipated that the population will grow through the next census in 2020.

The median age of the Township population has increased from 39.4 years in the 1990 census to 44.4 years in the 2000 census and 46.6 in the 2010 census. The number of people over 62 years of age in the Township as indicated in the 2000 census is 3,225, which comprises 25.6% of the Township. *See Map B*

MEDIAN AGE OF TOWNSHIP RESIDENTS



U.S.. Census Bureau: Source of demographic data to be updated upon publishing if 2020 census data.

According to the 2000 (2010) Census, the labor force in Perkins Township is comprised of 5,757 (6,128) persons or 57.5% (60.9%) of the population. In the Township, 23% (16.9%) of the labor force work in manufacturing, 22.1% (22.3%) work in accommodation, food service, and retail, while 26.9% (27.2%) work in educational, health and social services. It is also noted the mean travel time of workers traveled approximately 15.7 minutes (13.7 minutes). Further, it should be noted that 78.9% (81.5%) of the work force is employed by the private sector, 14.6% (13.0%) in government and 6.5% (5.4%) are self-employed.

Perkins has a high median family income of \$59,652 (\$67,018) compared to Erie County at \$51,756 (\$52,270). The Township’s per capita income is \$24,284 (\$27, 696), which is the second highest in the county.

See Map C

TABLE A POPULATION CHANGE

YEAR	POPULATION	% CHANGE
1960	8,955	--
1970	10,451	16.6%
1980	10,989	5.1%
1990	10,793	-1.8%
2000	12,578	16.5%
2010	12,202	-3.0%

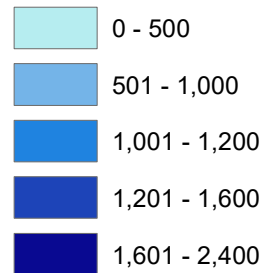
U.S.. 2010 Census

MAP B

POPULATION DENSITY BY CENSUS TRACT

Legend

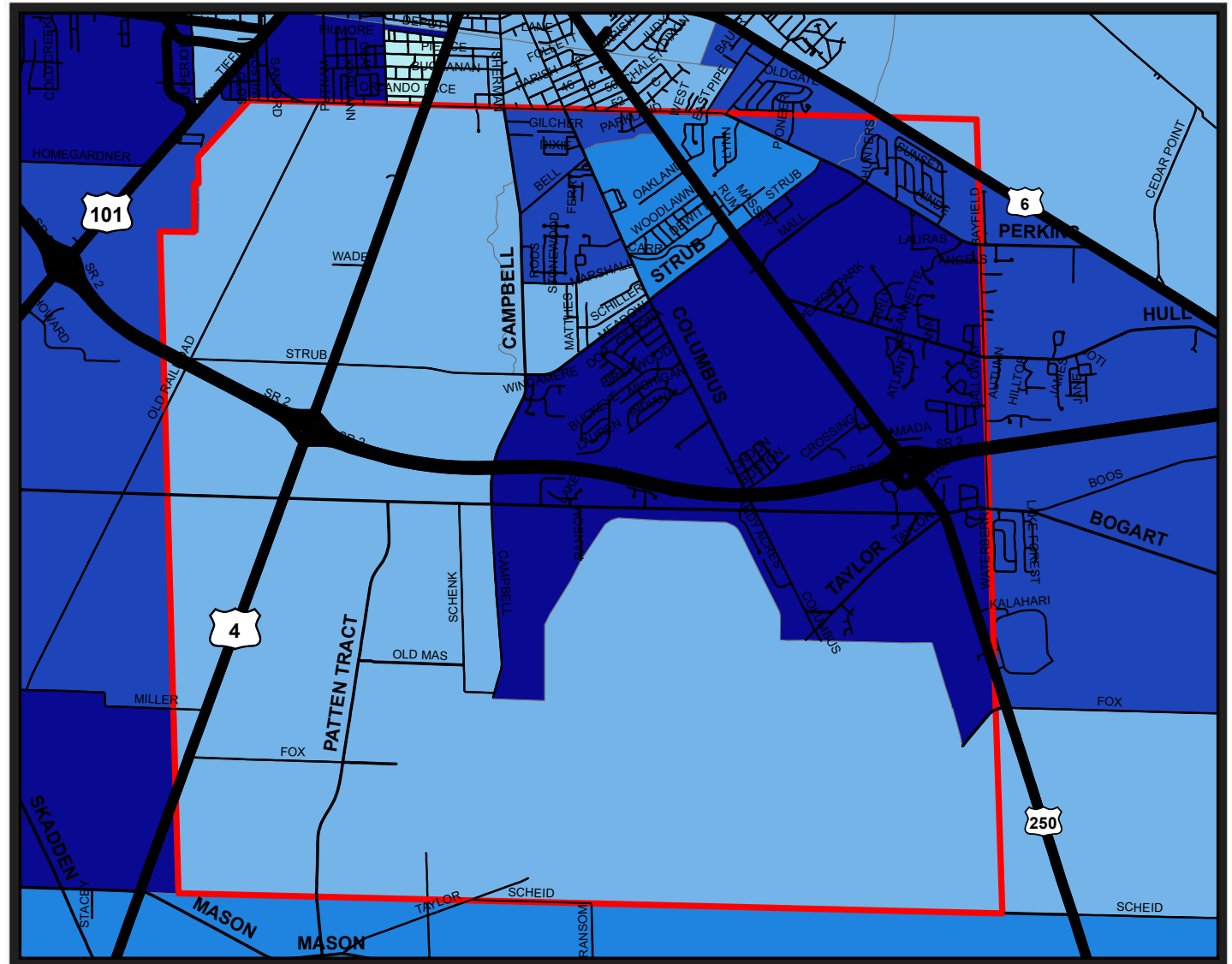
Total Population



0 0.375 0.75 1.5
Miles



Created by Perkins Township
Planning & Development
6/2018

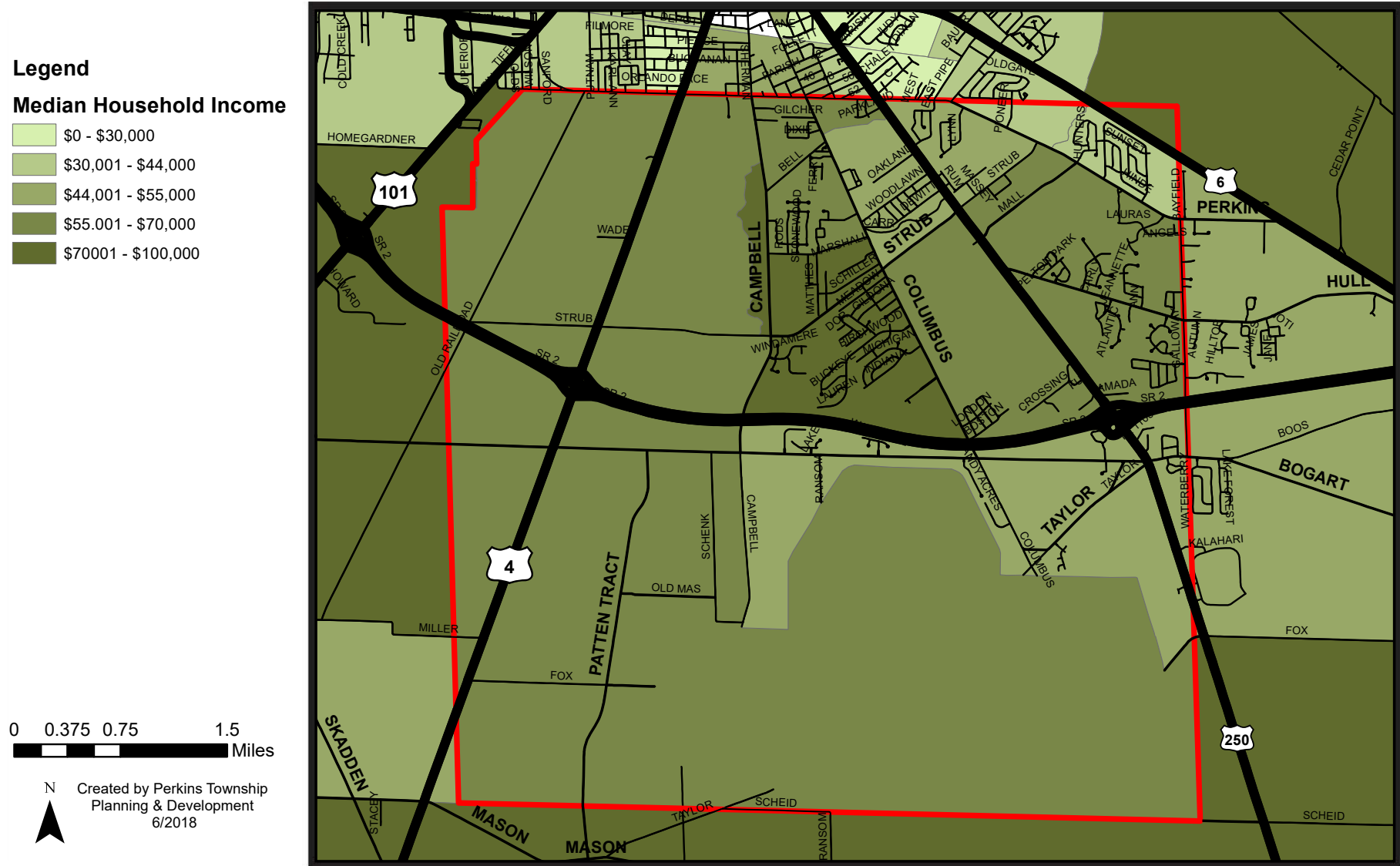
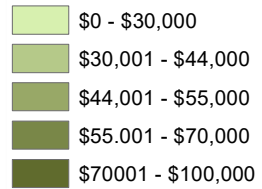


U.S.. 2010 Census

MAP C MEDIAN HOUSEHOLD INCOME BY CENSUS TRACT

Legend

Median Household Income



U.S.. 2010 Census



The State Route 2 Interchange at Milan Rd is a major gateway to the Township and the largest commercial corridor in the county.



Signs like the one above welcome visitors to the area.

SECTION 2.4 GATEWAYS, CORRIDORS, AND 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, the “key” entry points are located off of State Route 2 at U.S.. Route 250, and State Route 4. State Route 4 and U.S.. 6 are also important gateways to the community as well.

U.S.. Route 250 is the commercial focal point of Erie County. Located between Bogart Road and Perkins Avenue is a regional shopping center, a number of community shopping centers as well as strip commercial development. This roadway is also the main entry point to the North Coast Vacationland (Cedar Point, Lake Erie and the Islands). Traffic on the U.S.. 250 corridor includes a mix of traffic that requires the roadway to serve multiple purposes. The mix of traffic includes the following:

1. Tourist traffic occurs year round with a large influx in the summer months
2. Local traffic from residential/retail/commercial areas
3. Commercial traffic from the quarry
4. Traffic from a multitude of businesses
5. Pedestrian/bicycle traffic

In 2012, ODOT started safety and intersection improvements on U.S.. 250 within Perkins Township and the City of Sandusky, after ODOT studies showed there were more than 750 vehicle accidents between 2001 and 2003. These improvements were intended to reduce accidents, congestion and improve the flow of traffic. The corridor updates were able to transform U.S.. 250 into a Gateway Corridor that would promote tourism, give a positive first impression to visitors and spur future economic development. This project was included in the Erie Regional Planning MPO Long Range Transportation Plan as well as the 2005 Perkins Township Comprehensive Plan. This project cost a total of almost \$40,000,000 and was under construction from Spring of 2015 until Spring of 2017.

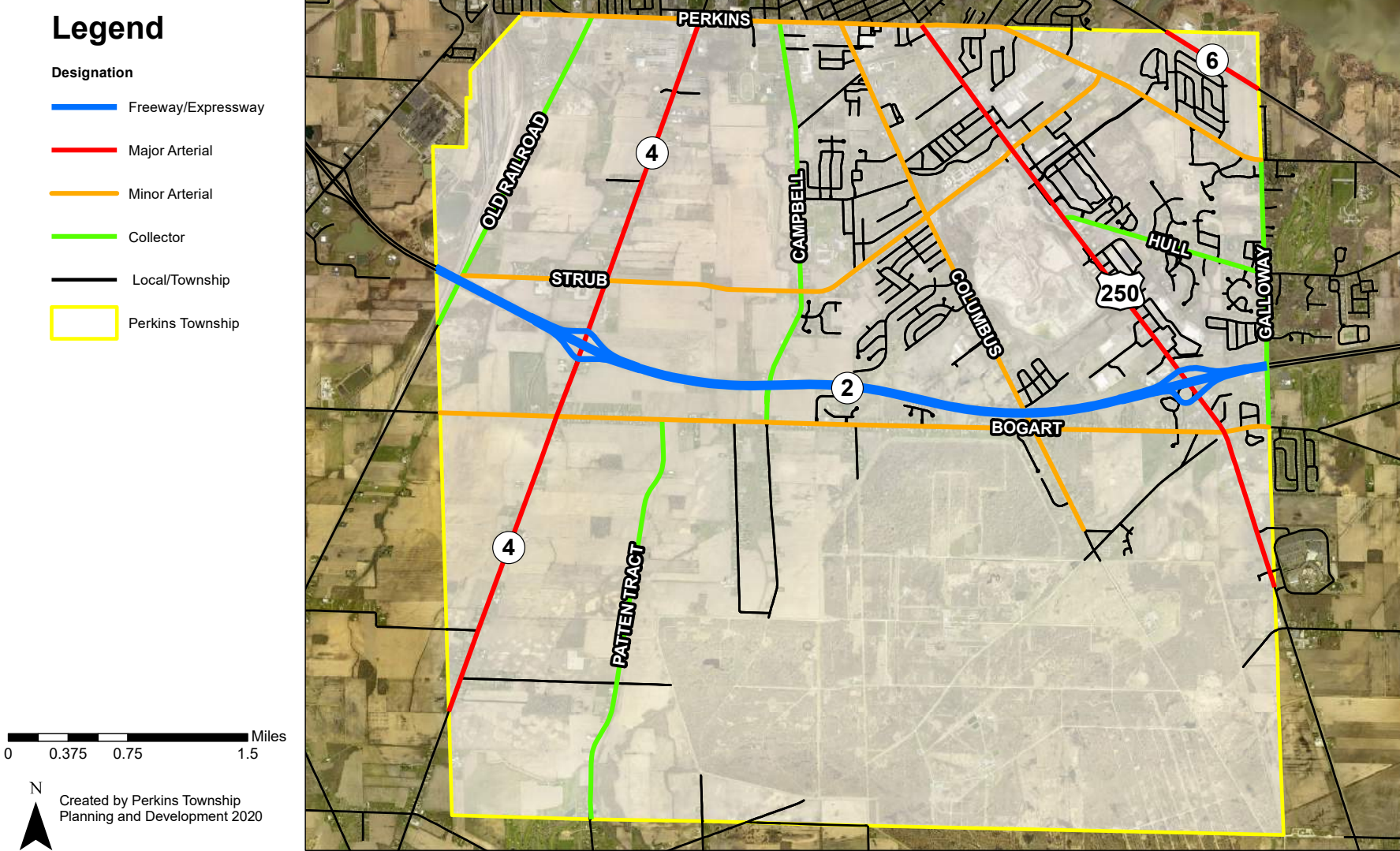
The second major access point to Perkins Township is State Route 4 (Hayes Ave) through the road interchange with State Route 2, and through State Route 4 interchange on the Ohio Turnpike. Hayes Avenue has potential for future development with the northern portion recently developing as a location for health care providers and large car dealerships. Long range planning is needed for Hayes Avenue to ensure that development of this corridor will be an asset to Perkins Township and the area. Currently, this corridor is impeded by a lack of utilities necessary for development.

Perkins township features a number of key corridors for the area. US Route 4 and Route 250 are major connectors for the Township as well as Sandusky and the whole of Erie County. State Route 2 is the primary access point for all visitors to the area and features two interchanges within the Township. For the majority of those that come to the area, Perkins township is a primary gateway for both residents and visitors.

See Map D

MAP D

THOROUGHFARE PLAN





SECTION 2.5 NODES/ACTIVITY CENTERS

Nodes or activity centers are characterized by high levels of human activity whether recreation, shopping or services, 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:

1. U.S.. Route 250

- A number of hotels, restaurants, and major waterparks
- Sandusky Mall
- Ohio Veterans (Soldier's & Sailors) Home
- Perkins Township Fire Station #3
- Pelton Park and Sartor ball fields
- Various shopping plazas

3. Campbell Street

- Perkins Township Fire Station #2
- Perkins High School
- Thorworks/Thorsport industrial complex

2. State Route 4

- Northern Ohio Medical Services (NOMS)
- Foster's Chevrolet-Olds-Cadillac
- Victory Honda
- Bone Creek Medical Complex
- Parschauer Eye Center

4. Columbus Avenue

- Erie County Offices
- County Fairgrounds
- National Guard Armory
- Township Services Facility
- Perkins Township Strickfaden Park
- Sheriff's Office and Jail

5. Perkins Avenue

- Kroger
- Firelands Primary Health
- Major industrial facility (2509 Perkins)
- Thorworks/Thorsport industrial complex
- Various shopping plazas

MAP E

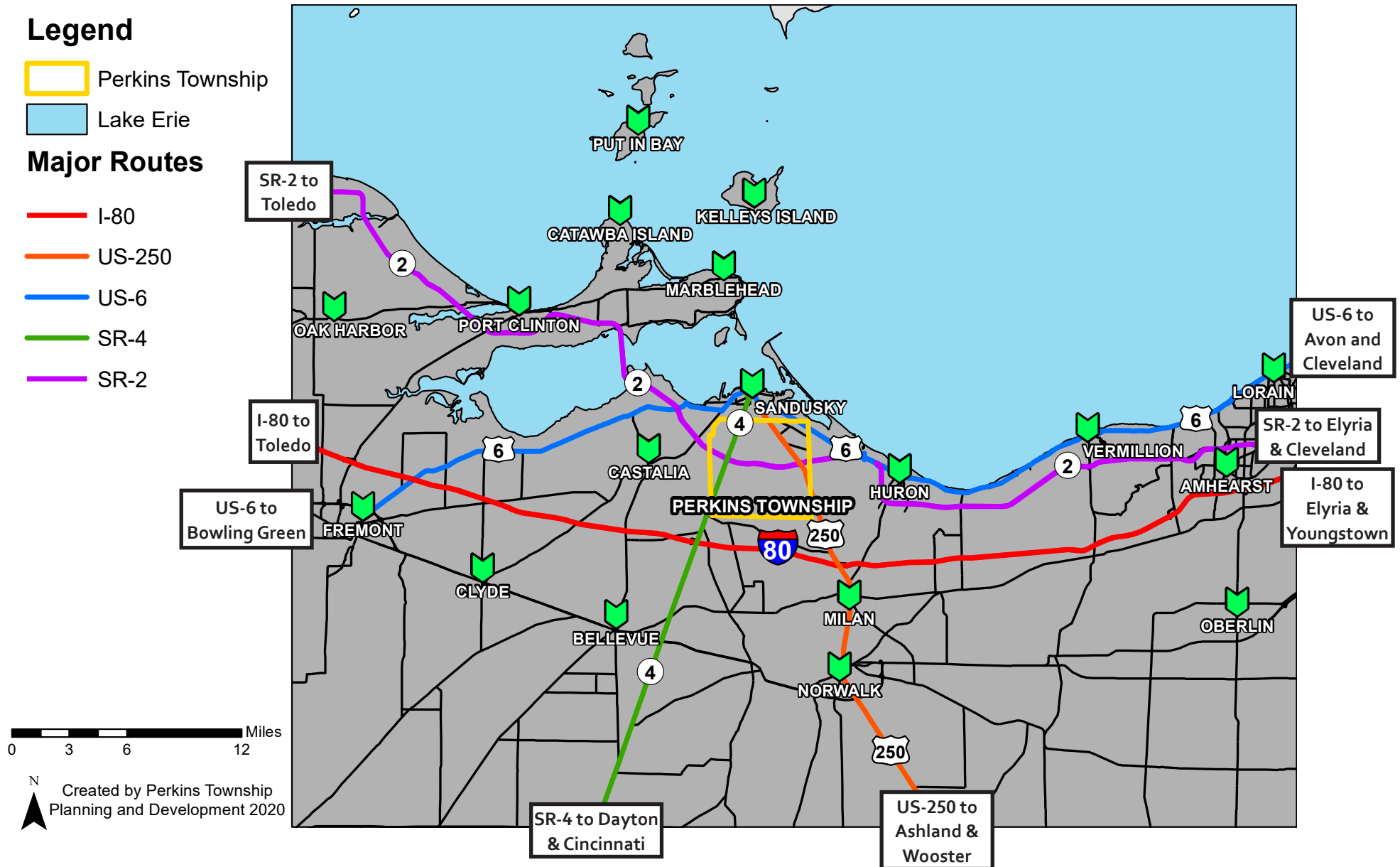
REGIONAL LINKAGES

Legend

- Perkins Township
- Lake Erie

Major Routes

- I-80
- US-250
- US-6
- SR-4
- SR-2



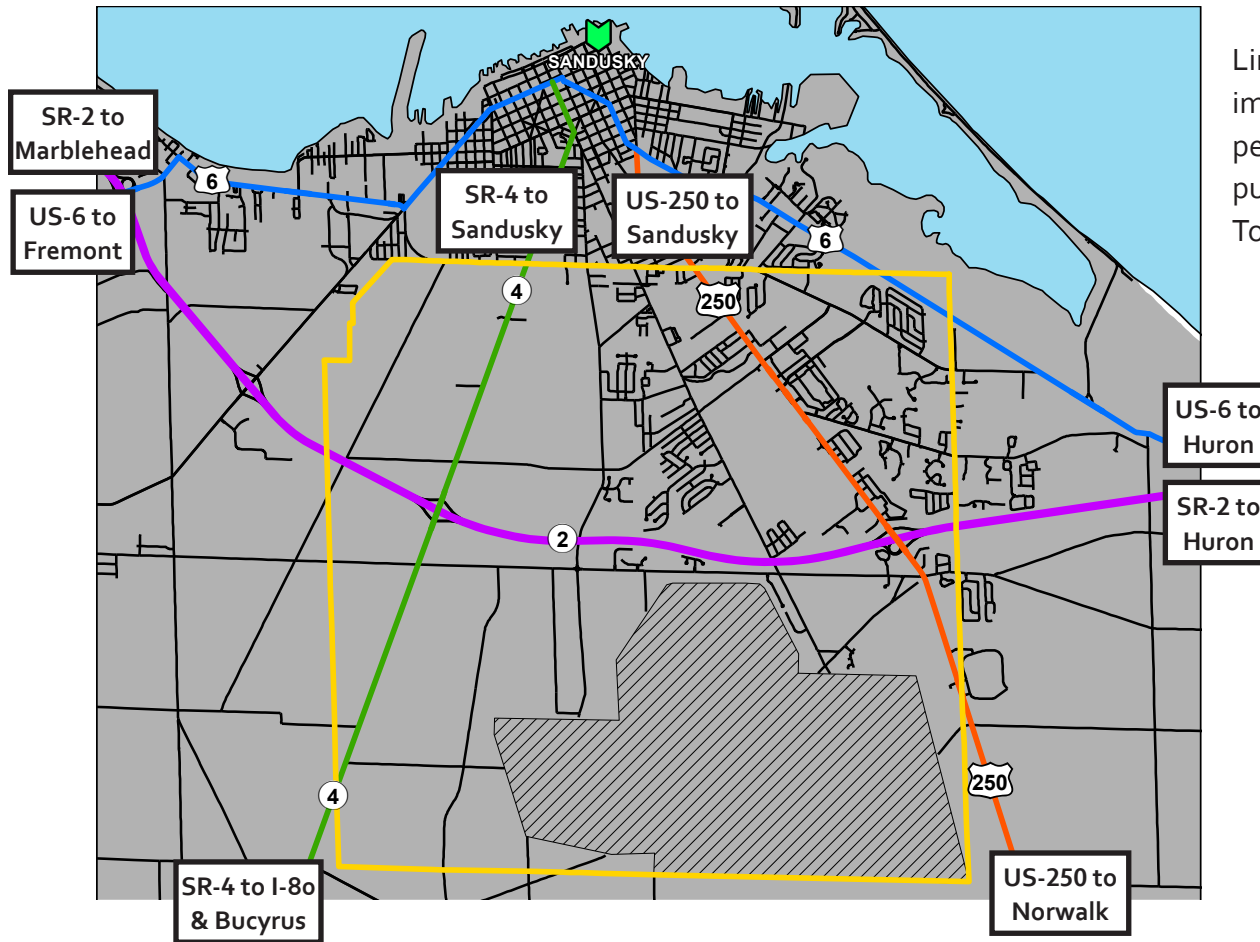
MAP F

LOCAL LINKAGES

SECTION 2.6 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:

1. State Route 2, which runs east and west connecting our area to Toledo and Cleveland.
2. State Route 4, which runs north and south and is used to access the Ohio Turnpike and the Columbus Area.
3. U.S.. Route 250, which provides access to Norwalk, Ashland, Mansfield, The Ohio Turnpike, and Interstates 71 and 77.
4. 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 Plum Brook.
5. Sandusky Transit System links the Township and the City of Sandusky and it is anticipated that this service will continue in the future as funds remain available.
6. Perkins Avenue, which runs east to west connecting Sandusky and Huron Township.



Legend

- Perkins Township
- Lake Erie
- NASA

Major Routes

- US-250
- US-6
- SR-4
- SR-2

0 0.5 1 2 Miles



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See Maps E, F & G

MAP G CURRENT PEDESTRIAN INFRASTRUCTURE

Legend

 Perkins Township


 Perkins Parks

 Current Road Centerlines

Existing Pedestrian Infrastructure

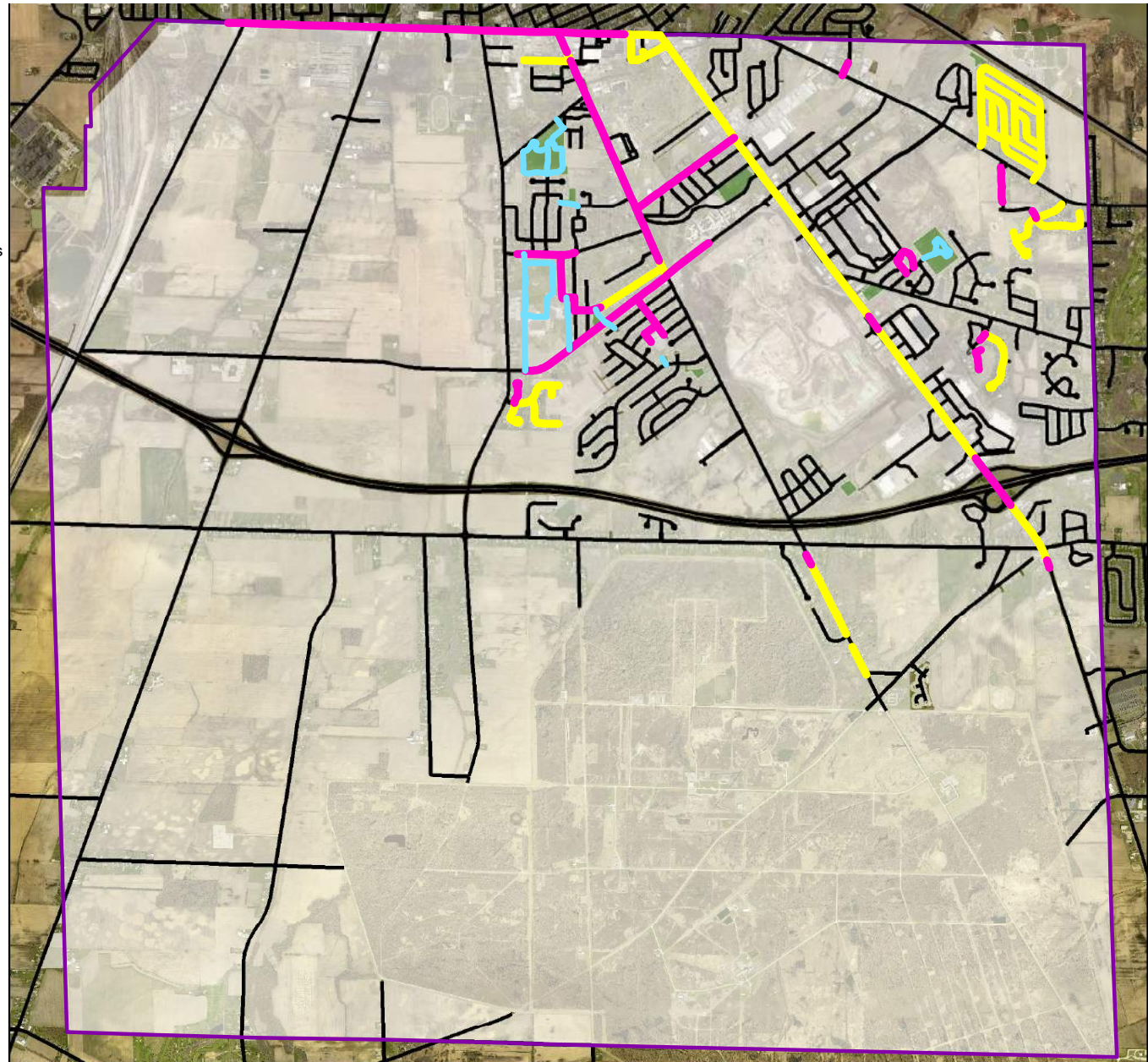
Type

 Multi-Use Path

 Road with existing sidewalks on both sides

 Road with existing sidewalks on one side

**See Map X for proposed future pedestrian infrastructure.*



0 0.375 0.75 1.5 Miles

N

Created by Perkins Township
Planning and Development 2020

MAP H

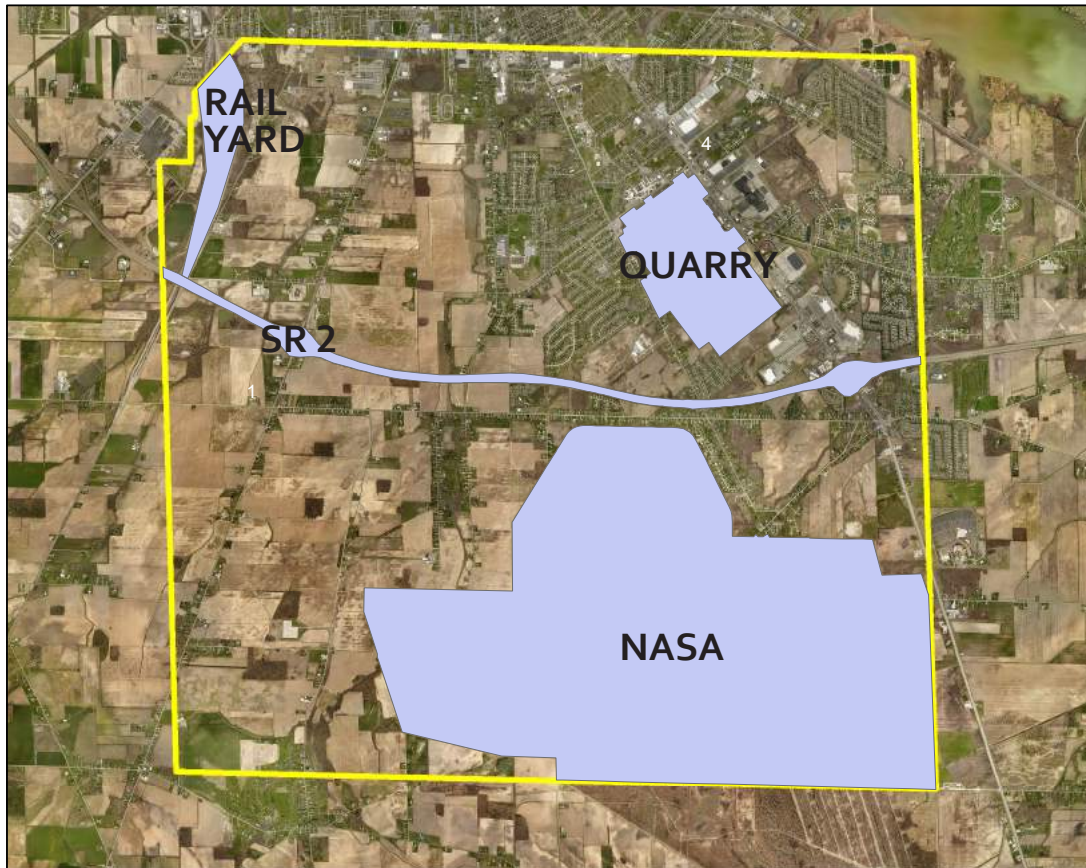
TOWNSHIP BARRIERS

SECTION 2.7 BARRIERS



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

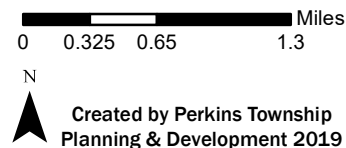
1. The 600-acre Wagner (Hanson) Quarry limits the establishment of east-west roads through the Township. The quarry also potentially affects development as it generates dust, odors, and vibrations.
2. The location of the NASA facility also limits the establishment of needed east/west roads to connect areas of the Township and reduce congestion.
3. State Route 4 itself is not a geographic barrier, however, the need for roadway and utility improvements, coupled with the deep ditches along the road are all impediments to development.
4. Old Railroad Road itself is not a geographic barrier, however the need for roadway improvements and full utility services act as impediments to industrial development.
5. State Route 2 is also a physical barrier as it is a limited access highway and isolates portions of the Township by being a barrier to north/south travel.

See Map H



Legend

-  Township Barriers
-  Perkins Township



SECTION 2.8

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 including the vacant industrial 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 former Triple Crown/Norfolk and Southern Railroad facility on Old Railroad, the Wagner Quarry and the Thorworks/Thorsport facilities on Campbell Street south of Perkins Avenue. 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, commercial uses such as the NASA facility, and agricultural or undeveloped lands.

SECTION 2.9

EXISTING LAND USES

See Maps I & J to view the current Zoning and Land Use maps for the Township. The Zoning Resolution and accompanying Zoning Map are the primary guides for construction and development and permit a number of land uses within each Zoning District.

RESIDENTIAL USES

Perkins Township has experienced significant new trends in housing over the last ten (10) years, including an increase of 20% in rental units, and a 6% increase in housing units. The median value of owner occupied housing has increased from \$126,000 in 2000 to \$152,000 in 2010. It is also noted that the persons per household has dropped from 2.45 in 2000 to 2.36 in 2010. The median rental rates have increased from \$487 in 2000 to \$617 as indicated in the 2010 census.

Perkins Township has developed predominantly as a low-density community with various single-family homes, apartment and townhouse developments. Densities have increased with the construction of rental and condominium projects, which have met the needs of the empty-nesters, families, and retirees. The Township has two nursing homes Concord Care and OVH as well as Parkvue Place with assisted and independent living units.



An Example of a Low Density Residential Area in the Township - Angel's Path Subdivision



An Example of a Medium Density Residential Area in the Township - Fairview Lanes Subdivision

Although the 2005 Plan indicated a preference for single family dwellings, multi-family housing continues to be an essential housing option for a broad range of people. The design of multi-family housing is also becoming more innovative.

To ensure sustainable development where possible, the Township should take into consideration a property's natural features by preserving the existing landforms and vegetation that define its natural structure and character.

Residential areas are allocated by density into three major classifications:

1. Low Density

Single family, rural or large lots

2. Medium Density

Single/Two family, smaller lots

3. High Density

Townhomes, Condos, Apartments

AGRICULTURAL USES/UNDEVELOPED LAND

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 agriculture industry has existed in Perkins Township since before it was founded in 1809. It has been a very important industry, not only for the Township but also for the region. The NASA Plum Brook Facility is largely undeveloped and of the 6,400-acre site 4,150

acres are located within Perkins Township which represents 24% of the Township's total land mass.

The Township has a large amount of vacant land for future growth that could accommodate a wide variety of land uses. The Comprehensive Plan will establish guidelines for the development of these important areas.

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

Agricultural use of land requires less infrastructure and fewer services as compared to residential or other "urban" types of developments. Currently, most rural areas do not have adequate infrastructure or services to support a more intensive land use. It is noted that agricultural uses encourage and maintain wetlands, floodplains, and wildlife habitat much better than urban developments.
















This Plan recognizes the importance of agriculture to the local economy. Agriculture continues to be the State's largest economic activity. The Township is fortunate to have soils conducive to agricultural use.

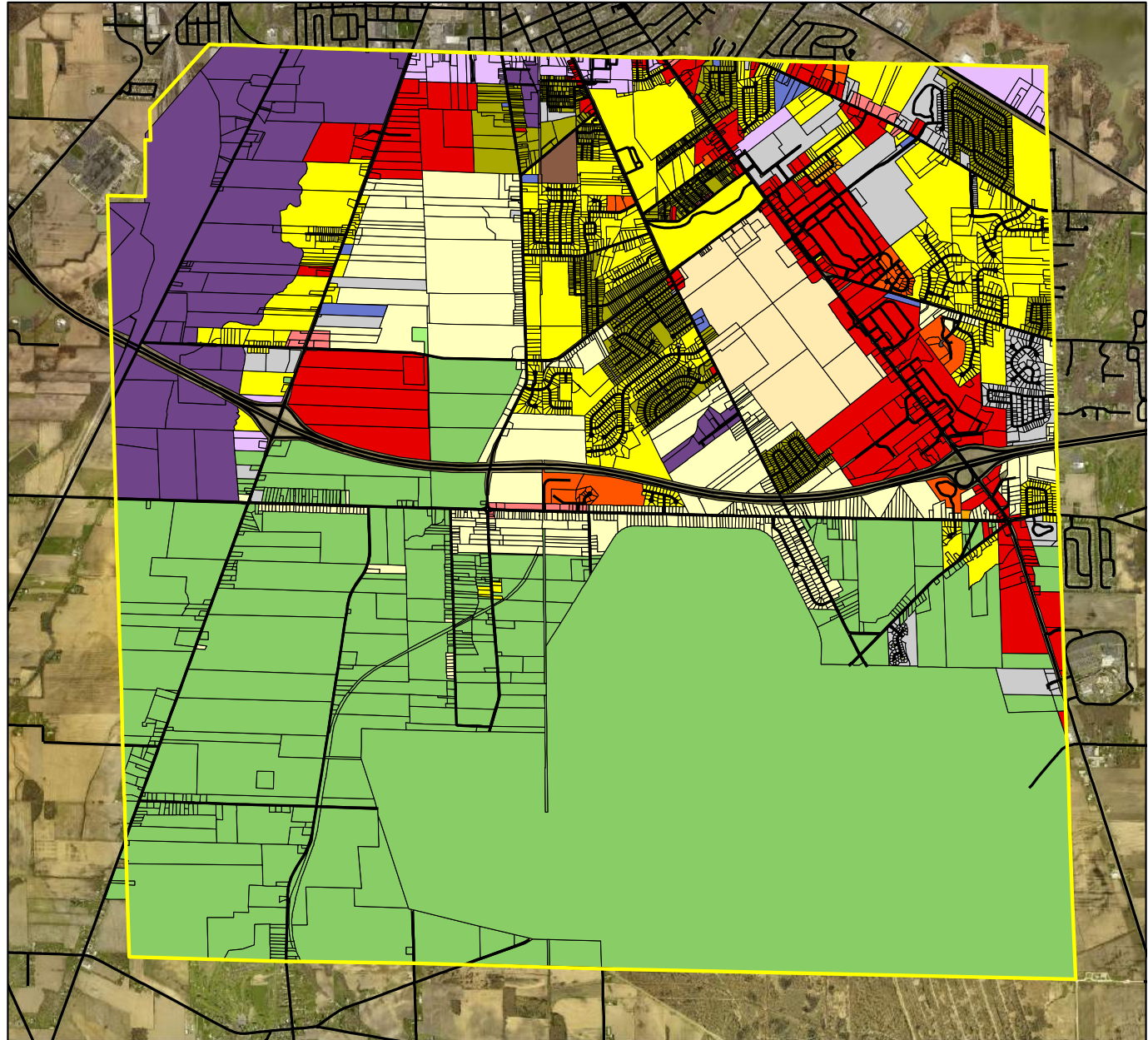
MAP I

CURRENT ZONING

Legend

Zoning

	A Agriculture
	R-R Rural Residential
	P.U.D. Planned Unit Development
	R-1 Single Family Residential
	R-1A Single Family Residential
	R-1B Single Family Residential
	R-2 Multi-Family Residential
	R-3 Multi-Family Residential
	C-1 Local Commercial
	C-2 General Commercial
	P-B-O Professional Business Office
	I-1 Light Industrial
	I-2 Heavy Industrial
	MA Mineral Aggregate
	REC Recreational District



0 0.375 0.75 1.5 Miles



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Planning and Development 2020

MAP J

CURRENT LAND USE

Legend

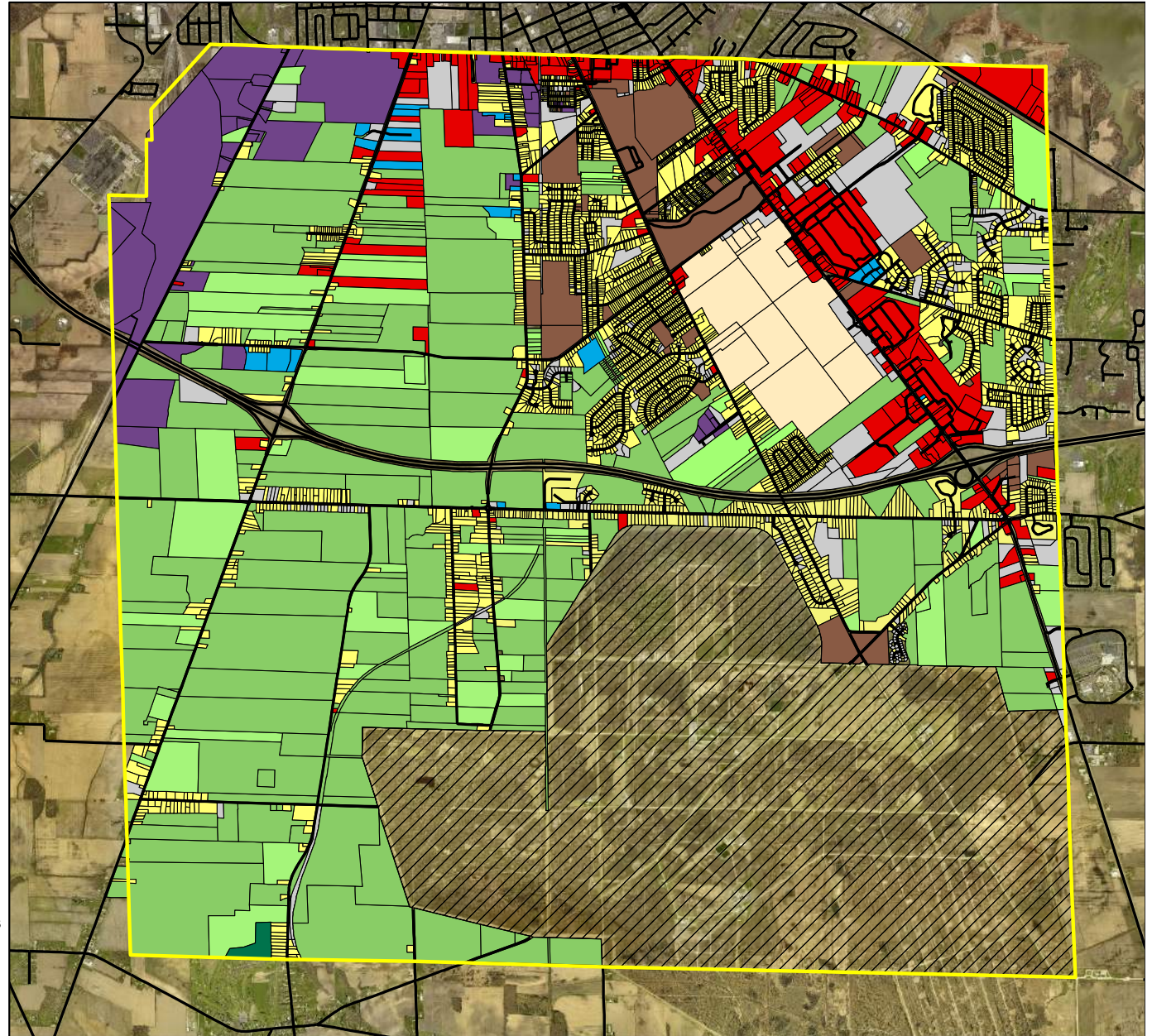
Existing Land Use

-  Agriculture
-  Rural Residential
-  Residential
-  Commercial
-  Golf Course
-  Industrial
-  Mineral Aggregate
-  Professional Business Office
-  Public/Government
-  Vacant
-  NASA

0 0.375 0.75 1.5 Miles



Created by Perkins Township
Planning and Development 2020



COMMERCIAL USES

Commercial uses in Perkins Township are found primarily along Perkins Avenue and along 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, retail shops, gas stations, hotels, and waterparks.

New commercial uses have been growing on the U.S.. 6 Corridor in the Township. Sports Force Park (owned by Cedar Fair) and Cedar Point Sports Center both have been developed on waterfront property at the site of the decommissioned Griffing Sandusky Airport.

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 strives to enhance the character of new commercial development in existing areas in order to create an attractive and well planned community. Moreover, the plan will build on present efforts to beautify and enhance the U.S.. Route 250, State Route 4, and U.S.. 6 corridors as well

as the Perkins Avenue Corridor by encouraging the involvement of property owners, businesses, and various levels of government agencies.

The use of the PUD/Planned Unit Development zoning in commercial development is also encouraged where possible to enable the Township to provide flexibility with regulations when appropriate while still ensuring safe, creative, and innovative design.

INDUSTRIAL/MANUFACTURING USES

Perkins Township has only a few pockets of industrial land uses. One industrial site is a vacant industrial facility located at the southwest corner of the intersection of Hayes Avenue and Perkins Avenue.

Another pocket of manufacturing use is found on Columbus Avenue just north of State Route 2. This is the Perkins Industrial Park and there are a few commercial/industrial uses in this area. This area could benefit from upgrades and new construction.

Other areas of industrial uses include the Thorworks/Thorsport complex located on Campbell Street, Wagner Quarries on U. S. Route 250/Milan Road, and the Old Railroad area, which has many potential sites for future industrial facilities.



The 'former KBI' site at the corner of Hayes Ave and Perkins Ave is a focus for industrial land use in the Township.



The Wagner Quarry is a barrier for the Township currently, but plans for its re-use should be prepared long before its retirement.

Based on the 2010 Census, 17% of the workforce is employed in manufacturing, which has fallen from 23% in 2000.

Like all real estate sectors, the industrial market is subject to global, national, and local trends. 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 for 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 as is utility availability and capacity. The "need for speed" means that many manufacturers and distributors must be near their markets or suppliers. Being adjacent to a major transportation hub optimizes supply chain flows and delivery response times. This need translates into greater importance placed on access to airports, highways, and multi-modal facilities.

Business investment and development decisions often include a site's location in an area with a good "quality of life". Some of the factors that help create an intangible but important sense of place include a

diverse population, workforce availability and skills, educational facilities, rich cultural life, recreational opportunities, and a housing stock that provides value for price.

INSTITUTIONAL USES

A significant cluster of institutional uses is found along the east side of Columbus Avenue including the Township Complex, County Water, County Engineer and Highway Department, the County Sheriff and Jail, County Administration Complex, County Fairgrounds, the National Guard Armory, a cemetery and the Ohio Veterans Home.

MINERAL AGGREGATE

This district, which is comprised of the Wagner Quarry, recognizes that the Township has natural resources such as aggregate. In order to ensure the orderly extracting of mineral aggregate resources while minimizing any negative environmental, social, and aesthetic impacts of mineral extraction, the State regulates such activity. Mineral aggregate extract and accessory use 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 and are significantly outdated.

SECTION 2.10

PERKINS SCHOOL DISTRICT

Perkins Township is served by the Perkins Local School District, which has four (4) schools: Furry Elementary, Meadowlawn School, Briar Middle School, and Perkins High School. The Perkins School District serves a student population of approximately 2,100 students. Student enrollment in grades nine through twelve is approximately 645 students. The 63 person high school staff includes two administrators, two counselors, one athletic director, and one psychologist. Eighty percent (80%) of the faculty has Master's Degrees. The Township and Perkins Schools maintain a close working relationship. The Township administration and school representatives meet monthly to ensure open communication to facilitate cooperation and assistance on various fronts.

See Map K

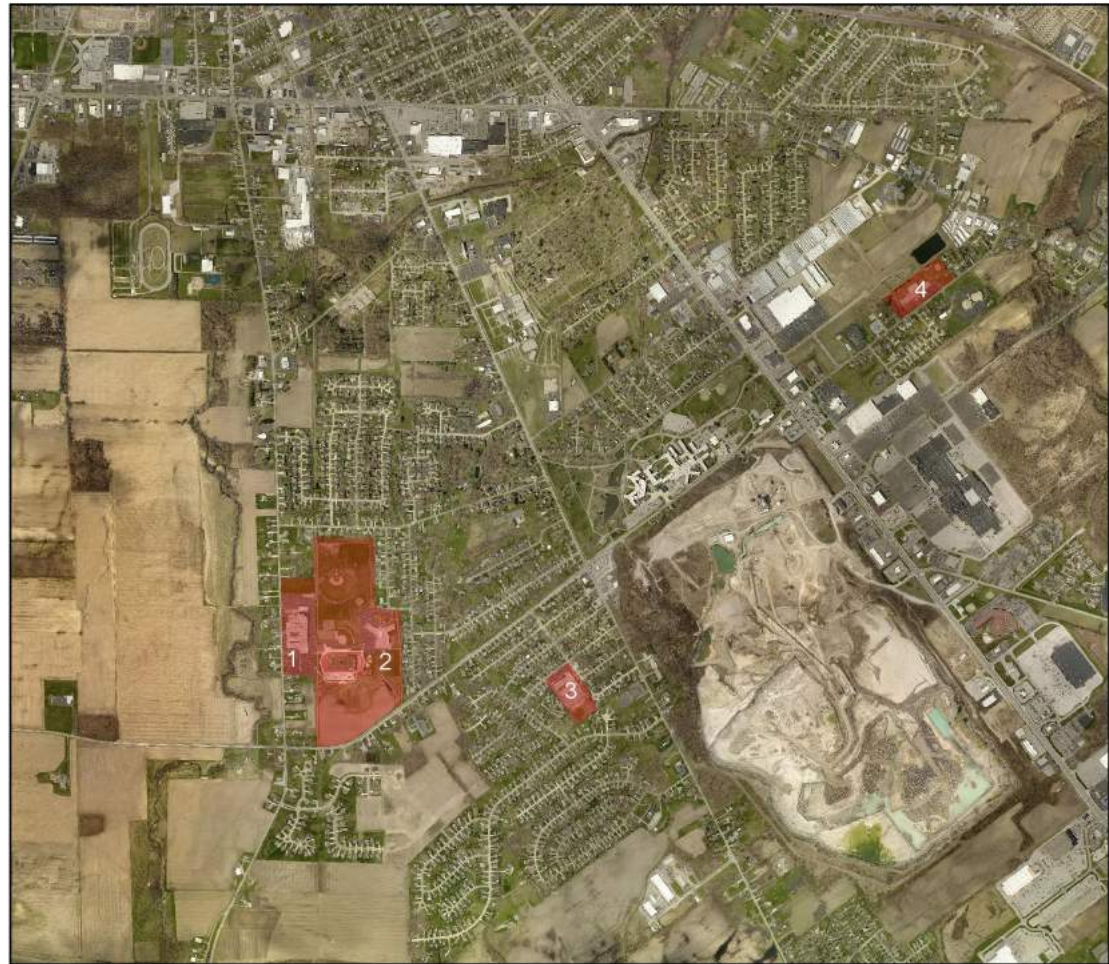
SECTION 2.11

PARKS AND RECREATION

Perkins Township has a number of parks that serve the recreational needs of Township residents and visitors. These parks range in size from less than one acre, up to almost 30 acres. The function of these parks vary from small neighborhood parks that have playground equipment for use by nearby families, to Strickfaden Park which is a 28.42 acre park that has

MAP K

PERKINS SCHOOLS



Legend

- Perkins Schools
- 1. Perkins High School
- 2. Briar Middle School
- 3. Furry Elementary School
- 4. Meadowlawn Elementary School

0 0.2 0.4 0.8 Miles



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Planning & Development 2020

one ball field, a playground, over a mile of walking trails, a gazebo, and a 3,620 square foot pavilion. The Perkins Schools also provides recreation opportunities for school aged children.

See Map L



Strickfaden Park is the Township's largest park, complete with a playground, baseball field, and pavilion.

Parks and Recreation is very important to the quality of life of residents and visitors, and the Township has an ongoing program to improve parks and offer recreational programming. Perkins Township has many neighborhood and community-wide parks. In the future, the Township will be developing a "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 will include pedestrian and bicycle facilities. In addition, the plan will promote the maintenance of the current park system and plan improvements to Township parks as well as encourage the integration of activities and facilities at the schools and the park system. Lastly, the Plan will create and publicize a list of activities that are available in the Township.

ESTABLISHING A PARK SYSTEM

A park system is a network of green space, used for passive or active recreation and relaxation, connected by a network of pedestrian infrastructure and roadways. The Parks can be organized into a hierarchy based on size, use, intended use, and amenities. A typical hierarchy for park systems looks like this:


1. Neighborhood parks
2. Community parks
3. Regional parks
4. Special parks and areas

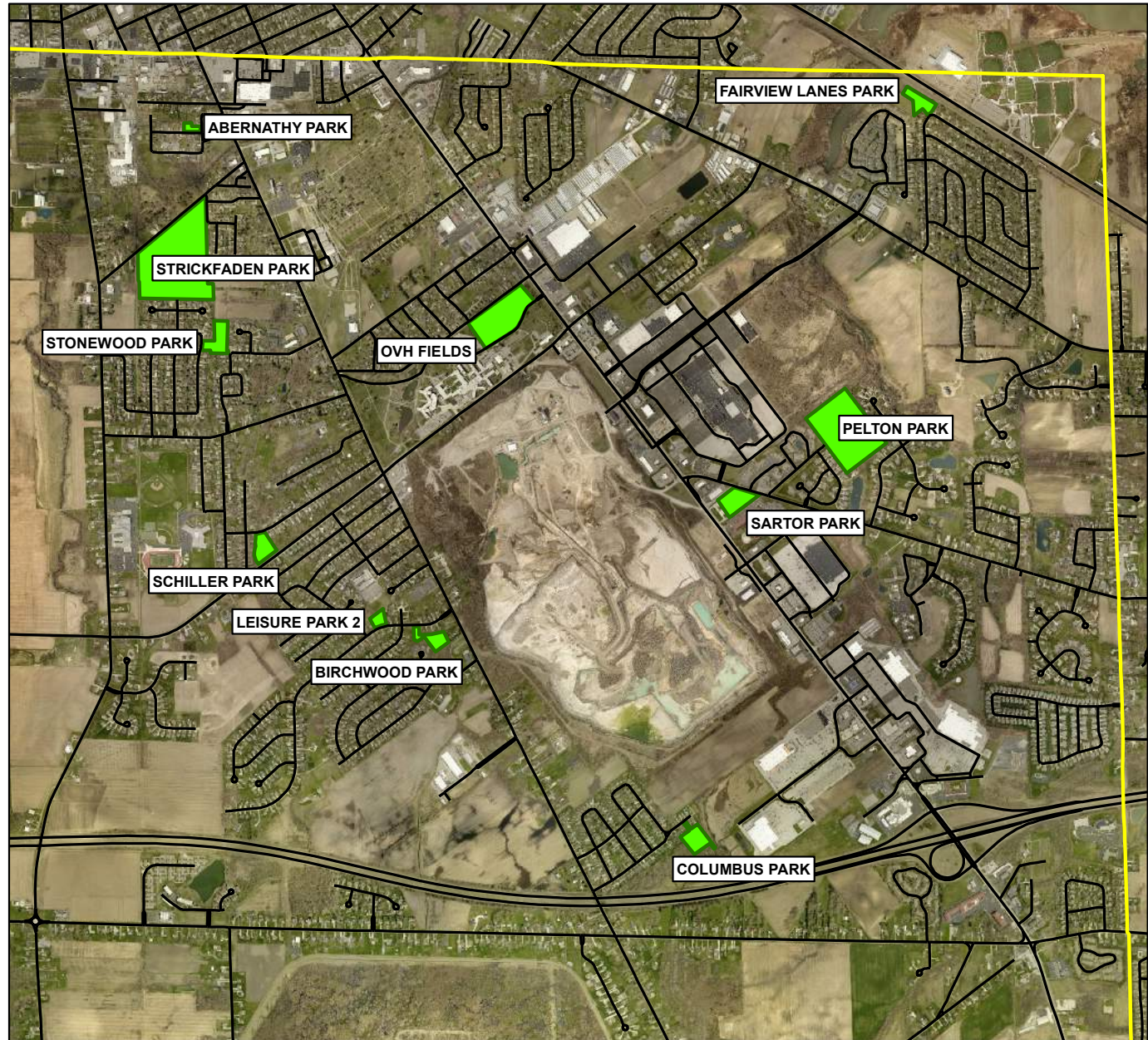
PARK	LOCATION	SIZE
ABERNATHY PARK	DOERZBACH AVE	.37 ACRES
COLUMBUS PARK	BOSTON RD	2.64 ACRES
FAIRVIEW LANES PARK	PETERSON LN	1.95 ACRES
BIRCHWOOD PARK	BIRCHWOOD DR	0.96 ACRES
LEISURE PARK 2	BIRCHWOOD DR	1.94 ACRES
SARTOR PARK	HULL RD & MILAN RD	5.11 ACRES
SCHILLER PARK	SCHILLER AVE	2.64 ACRES
STONEWOOD PARK	STONEWAY EAST	2.20 ACRES
PELTON PARK	PELTON PARK RD	19.39 ACRES
STRICKFADEN PARK	BELL AVE	28.42 ACRES
OHIO VETERANS HOME	DEWITT AVE	BASEBALL FIELDS

MAP L

TOWNSHIP PARKS

Legend

 Perkins Township Parks



0 0.175 0.35 0.7 Miles

N
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Planning and Development 2020

SECTION 2.12

PERKINS TOWNSHIP GOVERNMENT DEPARTMENTS

POLICE DEPARTMENT

The Perkins Township Police Department has approximately 23 full-time sworn officers, which provide services to all the Township's residents, visitors, businesses, and industries. The Patrol Division is responsible for daily patrols of the Township, traffic enforcement, accident investigation, and front-line investigation of reported crimes. The Department is also comprised of a Detective Bureau and a K-9 unit, which includes two (2) Police dogs, and School Resource Officers.

FIRE DEPARTMENT

Perkins Township Fire Department has 21 full-time and approximately 24 part-time firefighters. The Fire Department provides fire, emergency medical and emergency response services out of two (2) fire stations located on Campbell Street and Milan Road. All firefighters are certified by the State of Ohio. All personnel are cross-trained. Most full-time firefighters are paramedics, several are members of the Erie County Haz/Mat team and 14 are certified fire safety inspectors responsible for inspecting more than



Perkins Township Hall on Columbus Ave.

1,000 commercial and industrial buildings and businesses through the Township.

COMMUNITY DEVELOPMENT DEPARTMENT

Perkins Township Community Development Department has four (4) divisions, Building, Zoning, Planning, and Code Enforcement. This Department is comprised of 3 full time employees and a number of part-time inspectors. Perkins Township is a zoned community, which means land use must follow appropriate zoning regulations for property before it can be developed. The Township's Zoning Resolution specifies what type of the development can occur on parcels of land and also establishes regulations related to building.

The Building Department is a State-Certified Residential and Commercial Division that is responsible for administering and enforcing commercial and residential building codes. All construction in the Township is governed by building code regulations, which set minimum standards for buildings. The Code Enforcement division handles complaints regarding property maintenance of any structure or property in the Township.

PUBLIC WORKS DEPARTMENT

The Perkins Township Public Works Department has seven (7) full time employees and generally hires six (6) seasonal employees during the summer months. The Public Works Department is responsible for the upkeep and maintenance of all Township roadways, parks and cemetery, vehicles, and buildings. They maintain about 49 miles of roadway, 60 acres of parks. Responsibilities include snow and ice removal, tree trimming, street sign maintenance, mowing and landscape maintenance, and building maintenance.



CHAPTER 3





FUTURE DEVELOPMENT



CHAPTER 3

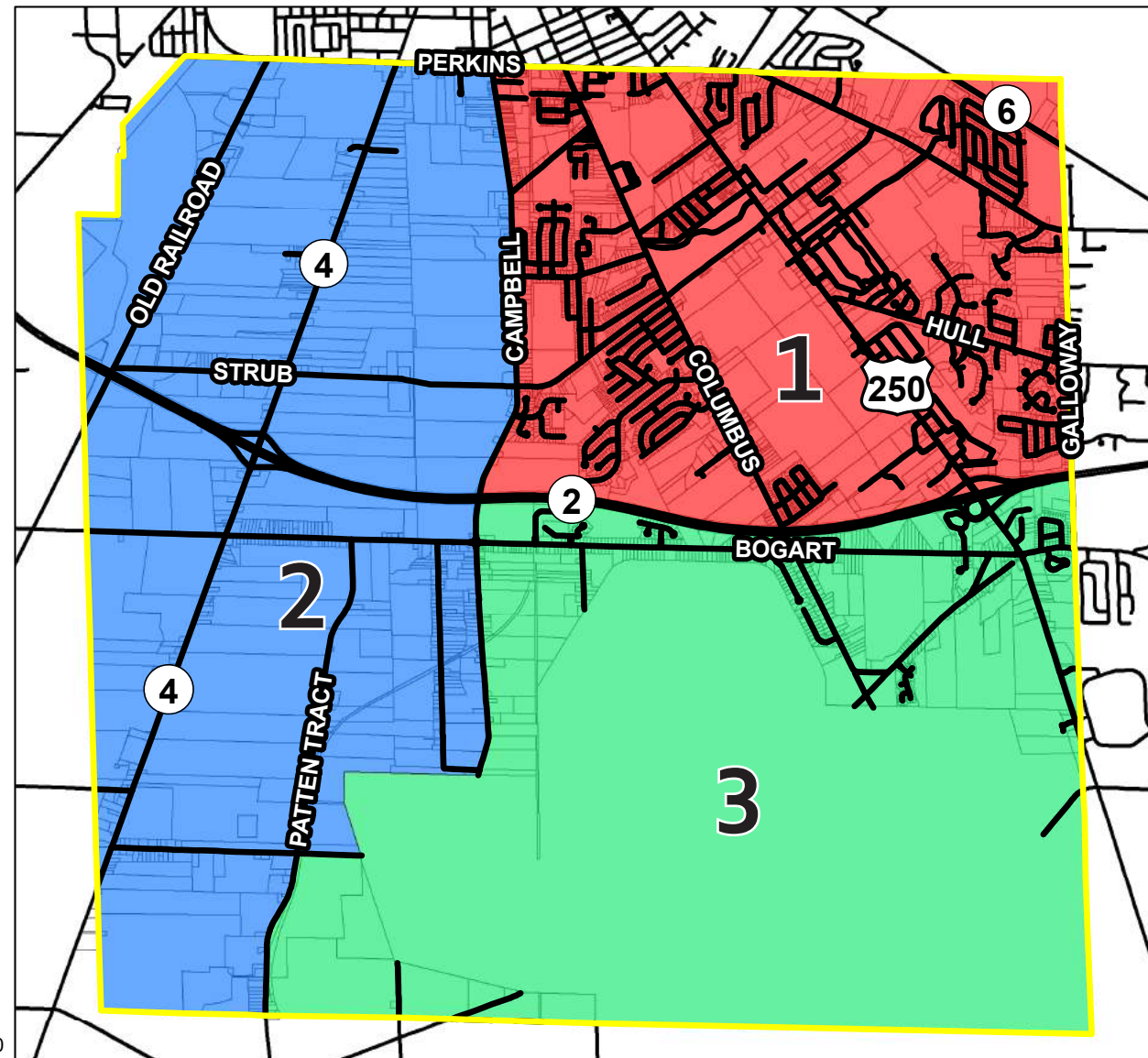
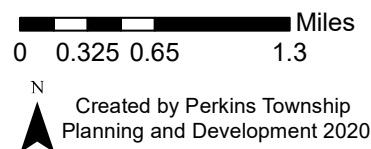
MAP M

PLANNING AREAS

Legend

Planning Areas

- Planning Area 1
- Planning Area 2
- Planning Area 3



FUTURE DEVELOPMENT

SECTION 3.1

PLANNING STUDY AREAS OVERVIEW

The Planning Study Areas are a detailed interpretation of the land uses and their intended locations as they pertain to three (3) designated “study areas”. The role of the Planning Study Areas Chapter is to provide a detailed framework for overall development of the individual Study Areas. *See Map M*

DEFINITION AND STRUCTURE OF STUDY AREAS

Perkins Township is centrally located in Erie County. It is bounded by the City of Sandusky to the north, Huron Township to the east, Oxford Township to the south, and Margaretta Township to the west. Perkins Township logically can be divided into three (3) sub-areas for planning purposes based on prevalent land uses in those areas.

PLANNING STUDY AREA 1

Planning Study Area 1 runs south from Perkins Avenue and east from Campbell Street to Huron Township line. The area features US Route 250 as the main traffic artery and commercial is the predominant land use in the area.

PLANNING STUDY AREA 2

Planning Study Area 2 is located south of Perkins Avenue and west of Campbell Street to the Margaretta Township. The area features State Route 4 as the predominant transportation artery with agricultural and residential being the predominant land uses with industrial uses found along the railway corridor.

PLANNING STUDY AREA 3

Planning Study Area 3 encompasses the area located south of Route 2 to the southern limits of the Township and located to the east of Campbell Street to the NASA facility. The predominant land use in Planning Area 3 is residential, and Public Facility in the form of NASA’s Plum Brook Station.

SECTION 3.2

PLANNING STUDY AREA 1

RESIDENTIAL

Planning Study Area 1 has both low and medium density residential areas. The low density residential areas usually have no more than three (3) units per acre. The types of residential uses that are included in this classification are single-family and two-family housing.

The medium density residential areas have a maximum 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. Single-family development is the predominate residential use within Planning Study Area 1.

COMMERCIAL

The U.S.. Route 250 Corridor serves as the major commercial shopping area for Erie County and a multi-county area. This area is developed with a regional shopping center and other commercial development. In addition, Perkins Avenue provides significant commercial development on both the northern and southern portions of the road.

The Ohio Department of Transportation completed a 3 year project which addressed safety concerns along U.S.. Route 250 within Perkins Township and the City of Sandusky. That project eliminated some of the driveway connections to U.S.. Route 250, redirecting the traffic to existing driveways and intersections to limit the number of connections and reduce congestion and accidents. They also installed sidewalks along both sides of U.S.. Route 250 for pedestrian safety. Multiple intersections in this Study Area were also reconfigured.

PARKS AND RECREATION

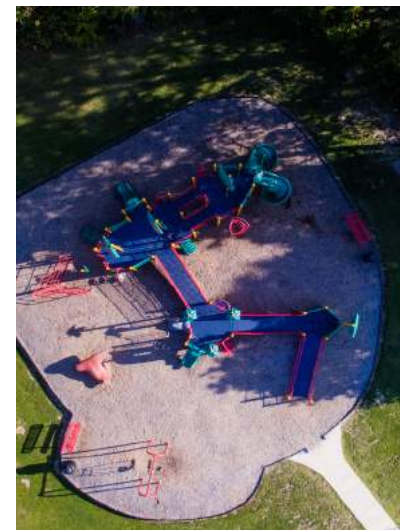
Planning Study Area 1 contains 12 of the Perkins Township park facilities. They range in size from one half (1/2) acre to twenty eight (28) acres. The functions of these parks vary from small neighborhood parks that have playground equipment for use by nearby families to the 28 acre Strickfaden Park which, is designed for active recreational uses, and has a large pavilion to host community events.

INDUSTRIAL

The Industrial Parkway development is located within Planning Study Area 1. This development could accommodate offices, showrooms, distribution, limited retail, and light or heavy manufacturing. Planning Study Area 1 also includes a portion of Perkins Avenue which is zoned for light industrial uses, and contains a wide range of business uses.



Overhead view of the playground at Strickfaden Park.





Aerial view of the Ohio Veterans Home property.

The still operating Wagner Quarry at sunset.



MINERAL AGGREGATE

The Wagner (Hanson) Quarry is located in Planning Study Area 1 and is found south of Strub Road between U.S.. Route 250 and Columbus Avenue. It should be noted that at this point in time there are many years left at this location for quarry activities. Recent discussion with company officials and Ohio Department of Natural Resources have revealed that permitting can extend the life of the quarry 40 years into the future. When the life of the quarry starts to diminish, it will be important to review quarry redevelopment plans and identify what kind of adaptive reuse best fits the property.

PUBLIC FACILITIES AND INSTITUTIONS

The Ohio Veterans Home (OVH) is located in Planning Study Area 1 on land bordering U.S.. Route 250 to the east, Columbus Avenue to the west, Strub Road to the south and Dewitt Avenue to the north. The OVH was established in 1868 by the State legislature to provide a home for honorably discharged Civil War veterans from Ohio.

The mission of the OVH is to provide a safe, 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 in this Planning Area include the Perkins Township Services Facility consisting of Police, Public Works and Administration Departments, Erie County Service Complex, the Erie County Fairgrounds, Cemeteries, County Sheriff's Office and Jail, and Administration offices, and the National Guard Armory.

AGRICULTURE

Farming and other agricultural uses are only prevalent in small portions of the south sections of Planning Study Area 1. Agricultural use of land requires less infrastructure and fewer services as compared to residential developments and agricultural use can encourage and maintain wetlands, floodplains, and wildlife habitats much better than urban developments.

The Route 250 Corridor, which is the largest commercial corridor in the area.





TRANSPORTATION

Planning Study Area 1 consists of many Township maintained roads, as well as County and State highways. U.S.. Route 250, the main commercial corridor of the Township, Perkins Avenue, an important east-west connector road for the County, and Cleveland Road are some of the major roads within Planning Study Area 1. Perkins Township has alternative transportation options available in this study area including sidewalks, trails, and public transit.

Sandusky Transit System (STS) goal is "to provide safe public transportation to all residents in a timely, courteous and cost-effective manner in order to contribute to their quality of life." STS provides bus routes from downtown Sandusky to Perkins Township which continues with multiple stops along U.S.. Route 250 to provide public transportation to the largest commercial corridor in the County. Routes that extend to the north eastern corner of the Township also bring people to and from Sports Force Park and indoor Sports Complex on Cleveland Road has been recently added.

It is also noted that Perkins Township is located within the jurisdiction of the Erie Metropolitan Planning Organization (MPO) which was created in 2003. The MPO is responsible for distributing Federal Highway Funding for transportation projects. MPO approved

projects in Perkins Township since then include those listed on the following page.

Additional transportation improvements have been identified through a major transportation study The Erie County MPO 2040 Long Range Transportation Plan (LRTP). This plan was approved in July of 2015 and it focuses on safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

While this plan covers all of Erie County, it identifies a number of projects in Perkins Township. The goal of the plan is to "develop an inter-modal transportation system one that is efficient, fiscally sound, environmentally friendly, and which provides the regional infrastructure to better compete in the global economy." Those projects in the LRTP for Perkins Township are outlined in attachments with suggested constructed time frames of short-term (10 years), mid-term (10-15 years), mid-long term (20 years), and long term (20 plus years). See Appendix for MPO 2040 Maps

See Maps N & O

PLANNING AREA 1 - PAST MPO PROJECTS FOR PERKINS TOWNSHIP

2005	Route 250 Corridor Study (Cleveland Rd to Bogart Rd)	Route 250 Corridor Study
2009	Columbus Ave/Strub Rd Intersection Upgrade	Intersection Improvements
2009	Battery Backup installations (14 Locations)	Installation of battery backup systems for traffic signals
2012	Safe Routes to School Plan	Pedal and Pedestrian Plan
2014	Route 250 & Perkins Ave Intersection Upgrade	Intersection Improvements
2015	Route 250 Corridor Improvements	Corridor Improvements including intersection improvements, turn lanes, and sidewalks
2015	Safe Routes to School Plan	Travel Plan
2016	Route 250 & Perkins Ave Intersection Improvements	Intersection Improvements
2016	Safe Routes to School Sidewalk Project	Sidewalks installed on Marshall Avenue, Strub Road and Didion Drive
2017	Perkins Ave Signalization Upgrade (Camp St to 52nd St)	Installation of mast arm signals
2017	Campbell St (Perkins Ave to Strub Rd)	Resurfacing Project
2018	Cleveland Rd (Sycamore Line to Rye Beach Rd)	TranSystems Route 6 Corridor Study
2019	Perkins Avenue (Remington Ave to Cleveland Rd)	Resurfacing Project

*Proposed future projects will be added as they are approved by the MPO.

MAP N

CURRENT LAND USE

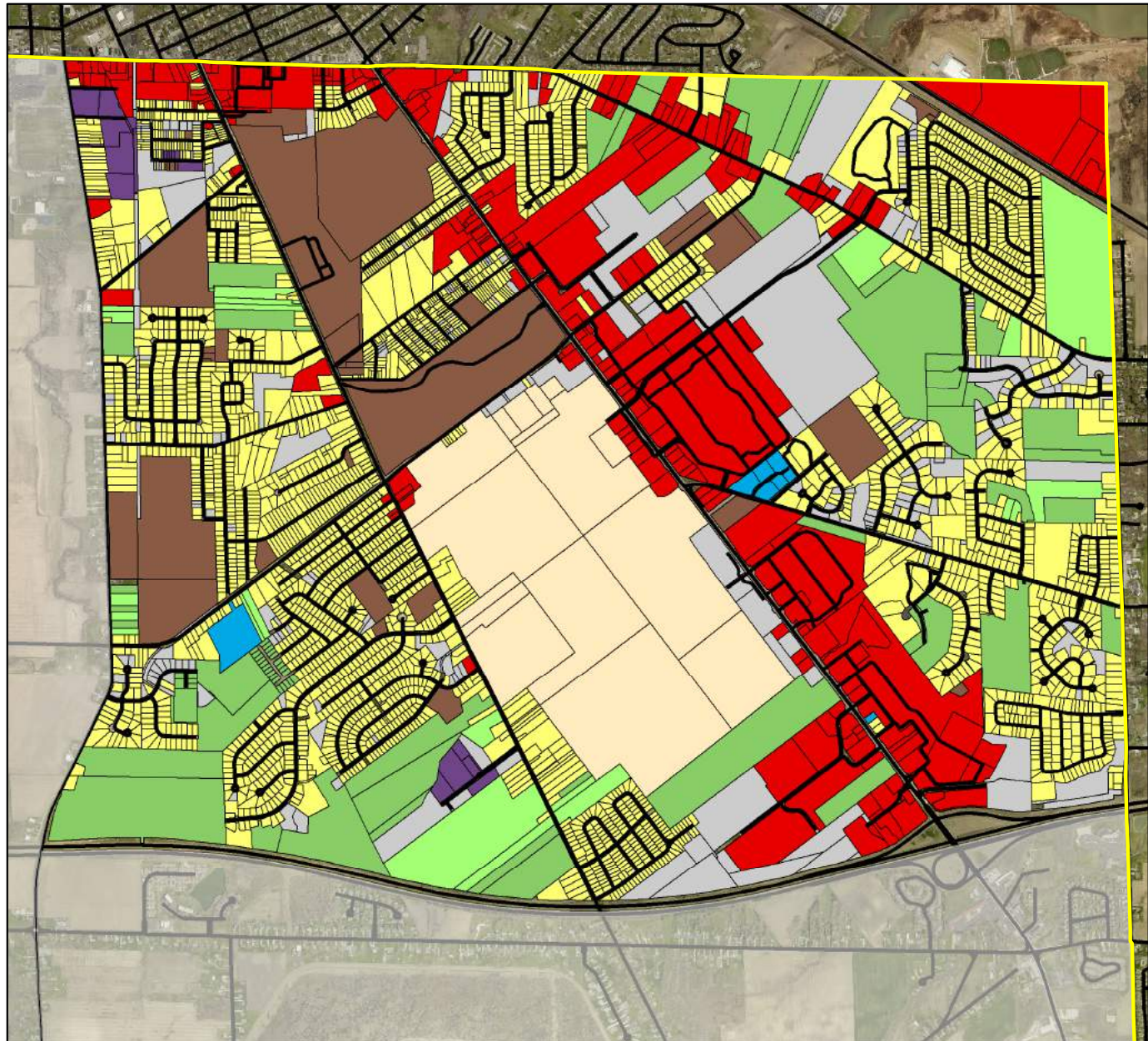
Legend

Existing Land Use

-  Agriculture
-  Rural Residential
-  Residential
-  Commercial
-  Golf Course
-  Industrial
-  Mineral Aggregate
-  Professional Business Office
-  Public/Government
-  Vacant
-  NASA

0 0.175 0.35 0.7 Miles

N
Created by Perkins Township
Planning and Development 2020



MAP O

FUTURE LAND USE

Legend

Future Land Use

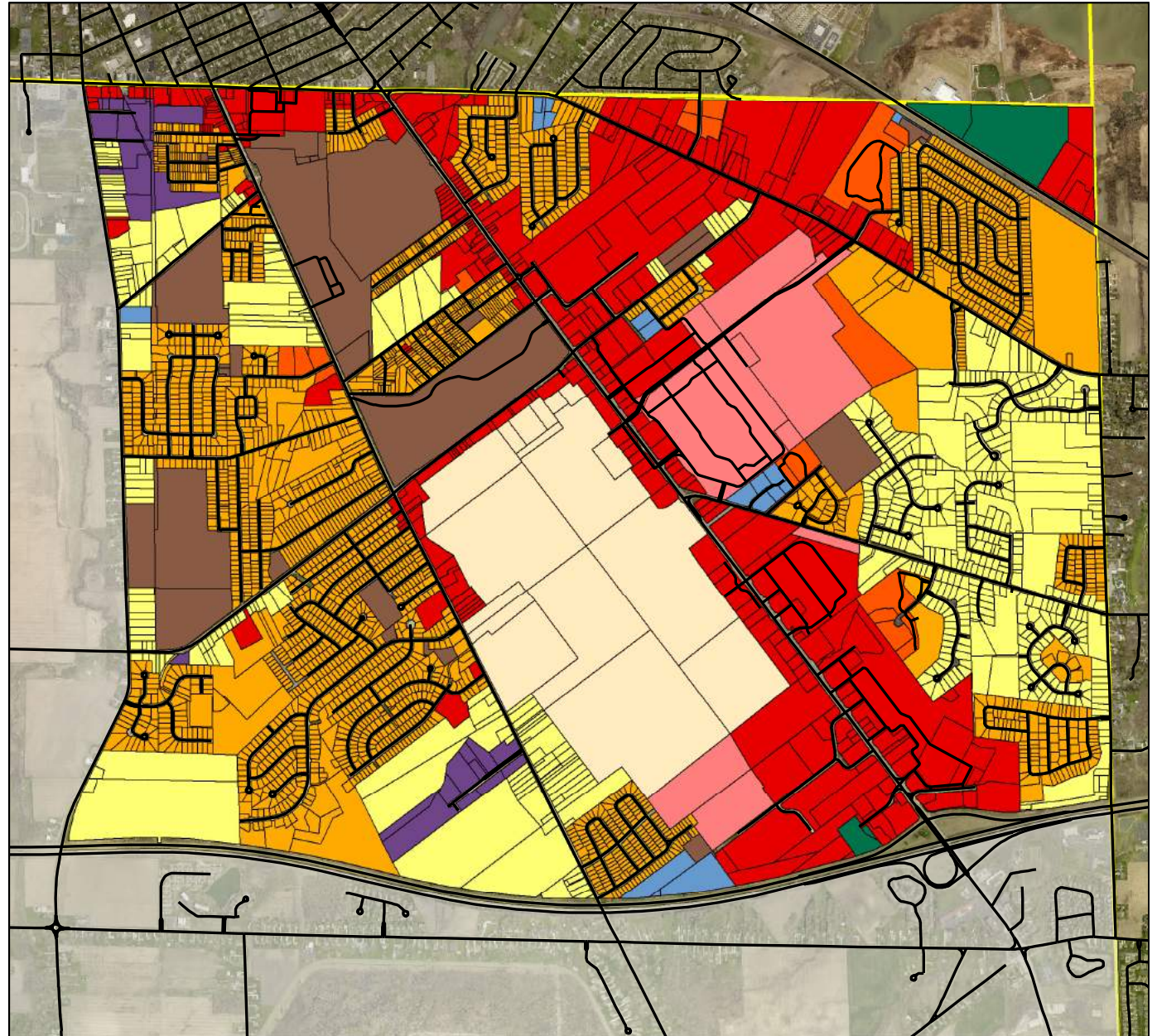
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Mixed Use
- Professional Business Office
- Commercial Recreation
- Industrial
- Mineral Aggregate
- Public Facility

**All future land use plans represent recommended land uses based on prior comprehensive plans, infrastructure and development needs, and feedback from the steering committee.*

0 0.2 0.4 0.8 Miles



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SECTION 3.3

PLANNING STUDY AREA 2

RESIDENTIAL

Just like Planning Study Area 1, Planning Study Area 2 has both low and medium-density residential areas. This planning study area is more suitable for the lower density residential units.

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

COMMERCIAL

Commercial uses in Planning Study 2 are predominately located on State Route 4 and Perkins Avenue. Route 4 has developed predominately with medical, banking, and automobile sale uses. The 2020 Comprehensive Plan recommends how this area on Route 4 will develop in the future. Other commercially zoned areas include 200-acres of land between State Route 2 and Strub Road that could be developed for highway commercial-type uses as it has good visibility and access to State Route 2.

INDUSTRIAL

Planning Study Area 2 has a large, 1.3 million square foot, industrial facility that, at the time of this Plan update, is vacant (i.e. 2509 Hayes

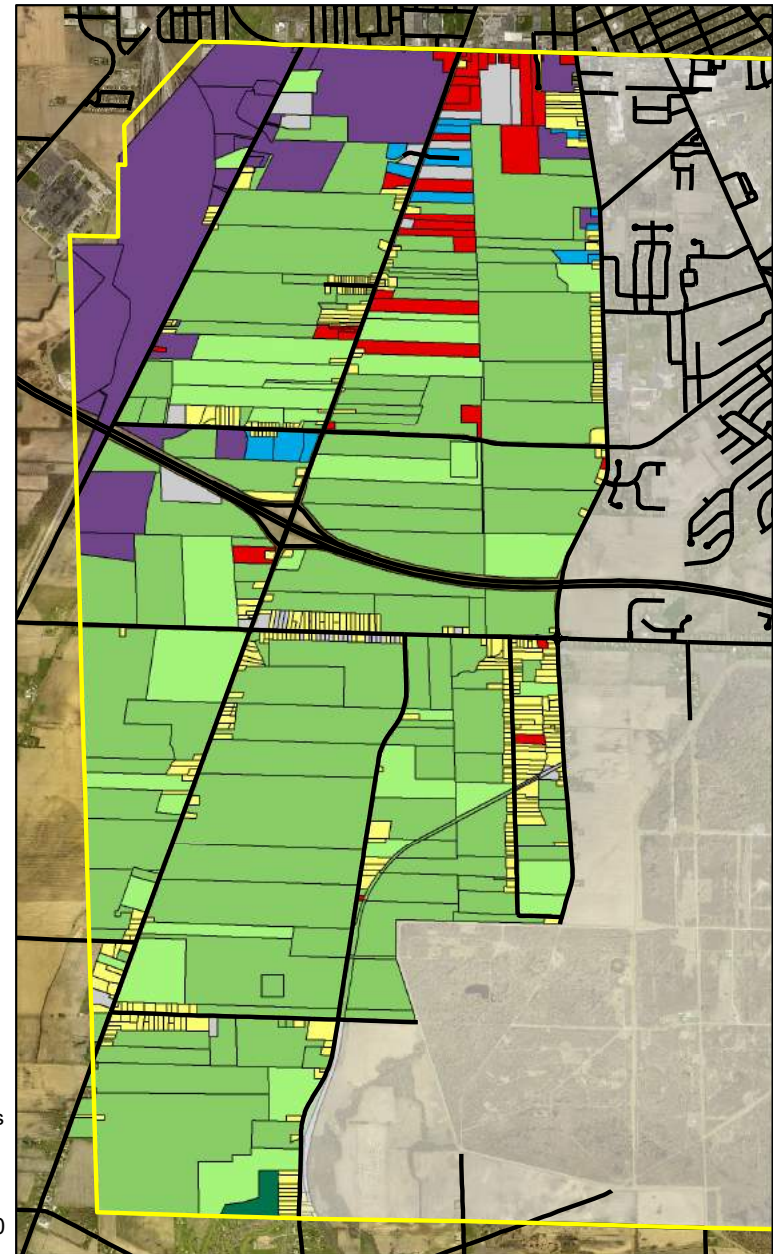
MAP P

CURRENT LAND USE

Legend

Existing Land Use

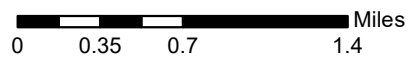
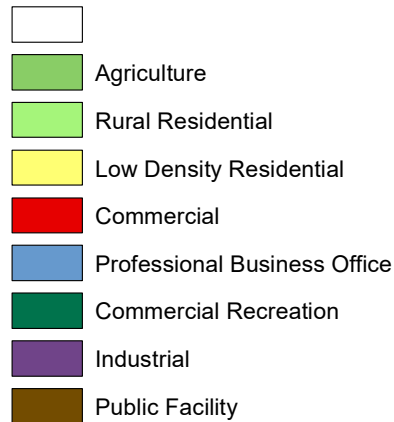
-  Agriculture
-  Rural Residential
-  Residential
-  Commercial
-  Professional Business Office
-  Golf Course
-  Industrial
-  Vacant



MAP Q

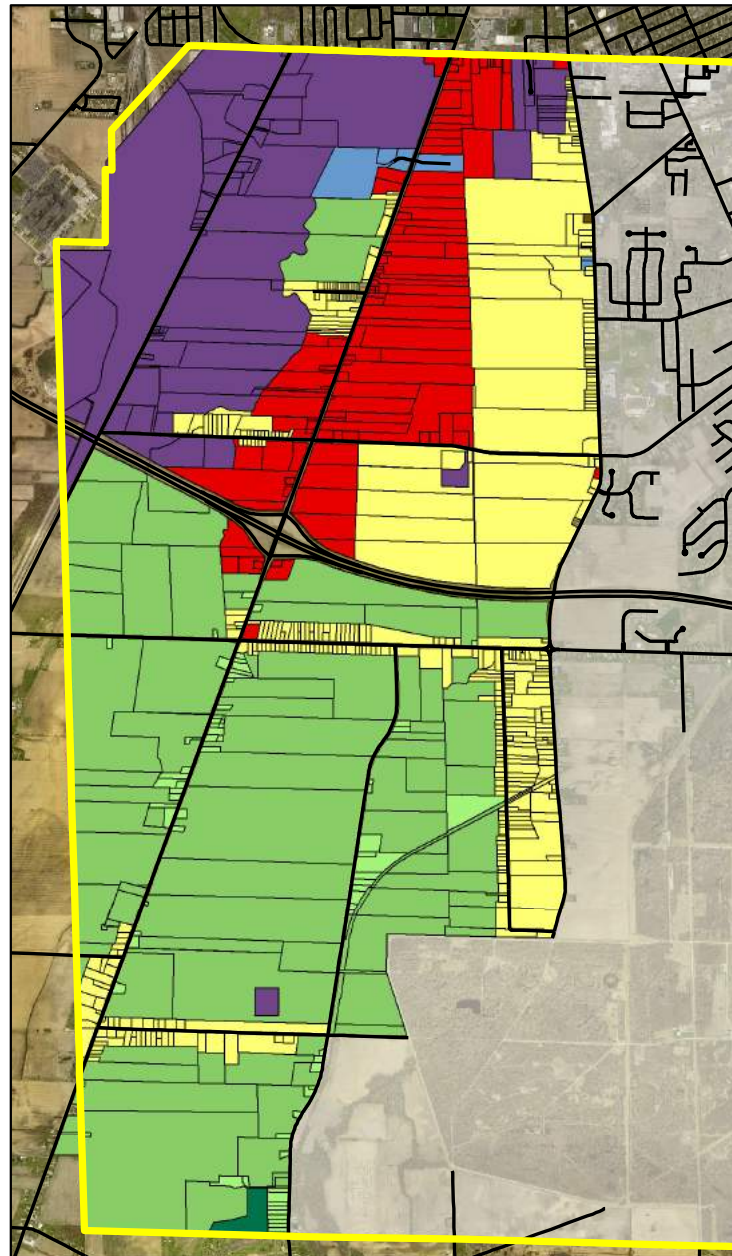
Legend

Future Land Use



N
Created by Perkins Township
Planning and Development 2020

FUTURE LAND USE



Avenue). Old Railroad Road has become an attractive area for future industrial development within the Township. Properties are zoned for heavy industrial uses and there is great access to State Route 4 to Route 2 and the Ohio Turnpike.

AGRICULTURE

Farming and agricultural production remain an integral part of the Perkins Township economy. Because Agricultural land requires less infrastructure and fewer services as compared to residential developments, it should be preserved in areas that do not have the adequate infrastructure or services to support more intense land uses.

TRANSPORTATION

Planning Study Area 2 contains the entire extent of State Route 4 that is within the Township. This is a major north-south road not just for Erie County but for northern Ohio as well. Route 4 connects with Perkins Avenue, which is one of the few important east-west connector roads across Erie County and Perkins Township.

As noted above, the Erie MPO provides funding for roadway projects throughout Erie County including Perkins Township.

See Maps P & Q

PLANNING AREA 2 - PAST MPO PROJECTS FOR PERKINS TOWNSHIP

2005	Route 4 Resurfacing Project North of Wade Boulevard to Perkins Avenue	Resurfacing including adding a middle left turn lane at Perkins Avenue intersection and extension of storm sewers north of Nesselhauf Ditch
2009	Battery Backup installations (14 Locations)	Installation of battery backup systems for traffic signals
2012	Safe Routes to School Plan	Pedal and Pedestrian Plan
2015	Route 4 (Bogart Road to the Norfolk Southern Railroad Underpass)	State Route Study
2015	Safe Routes to School Plan	Travel Plan
2017	Campbell Street Perkins Avenue to Strub Road	Resurfacing Project

*Proposed future projects will be added as they are approved by the MPO.

SECTION 3.4

PLANNING STUDY AREA 3



RESIDENTIAL

Planning Study Area 3 encompasses the entire NASA Plum Brook area. That area is located south of State Route 2 to Scheid Road and east of Campbell Street. The area south of Bogart Road and north of NASA has developed predominantly into a single-family residential area with a number of subdivisions. The majority of the area north of Bogart Road has been developed with frontage in residential use. Two medium density developments have been constructed north of Bogart Road. Shaker Village, a rental project west of U.S.. Route 250 and Lake Wilmer, a mixed density residential development. That development consists of townhouse condominiums, apartments, and office use.

COMMERCIAL

The commercial area in Planning Study Area 3 has developed adjacent to U.S.. Route 250 in the eastern portion of the planning area and on the northern side of Bogart Road near its intersection with Campbell Street. There are many vacant properties located in Planning Study Area 3 that are zoned for a commercial use but have yet to be developed.

AGRICULTURE

While the majority of the property within Planning

Study Area 3 is contained within the NASA boundaries, many adjacent properties are in agricultural use.

TRANSPORTATION

U.S.. Route 250 and Bogart Road are the two (2) main roadways within Planning Study Area 3. U.S.. Route 250 is a highway under ODOT's jurisdiction and Bogart Road is a County wide east-west connector. The U.S.. Route 250 safety project upgraded the intersection of Bogart Road and U.S.. Route 250 adding turning lanes to make vehicular safety its top priority and included pedestrian crosswalks of the intersection.

PUBLIC FACILITIES AND INSTITUTIONS

The NASA Plum Brook Station is located on 4,150 acres located within Perkins Township and it represents twenty-four (24) percent of the Township's land mass. This facility is part of NASA Glenn Research center in Cleveland. Plum Brook Station is strategically located in the central section of Erie County between U.S.. Route 250 and State Route 4. There are a number of facilities at Plum Brook Station that have made important contributions to the American Space Program. Plum Brook Station 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.









See Maps R & S

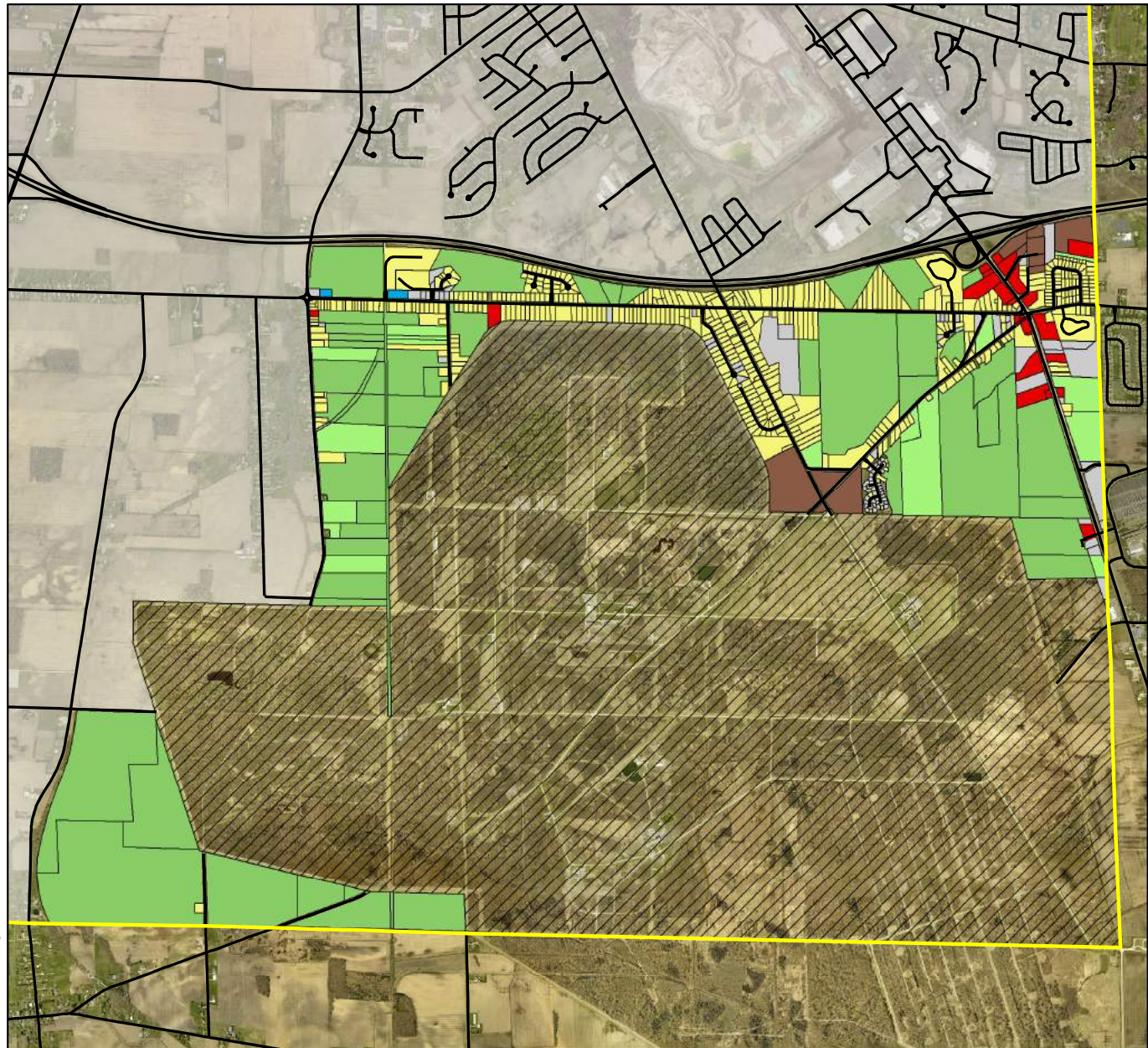
MAP R

CURRENT LAND USE

Legend

Existing Land Use

-  School
-  Agriculture
-  Rural Residential
-  Residential
-  Commercial
-  Professional Business Office
-  NASA
-  Vacant



0 0.275 0.55 1.1 Miles



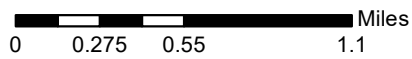
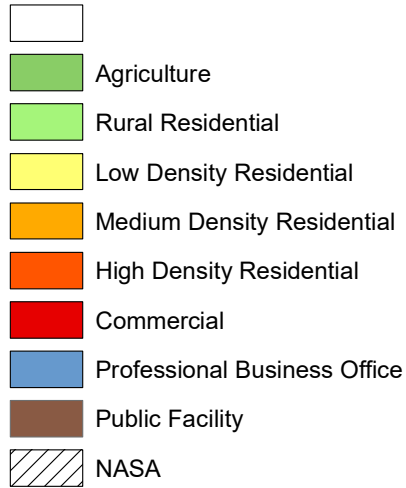
Created by Perkins Township
Planning and Development 2020

MAPS

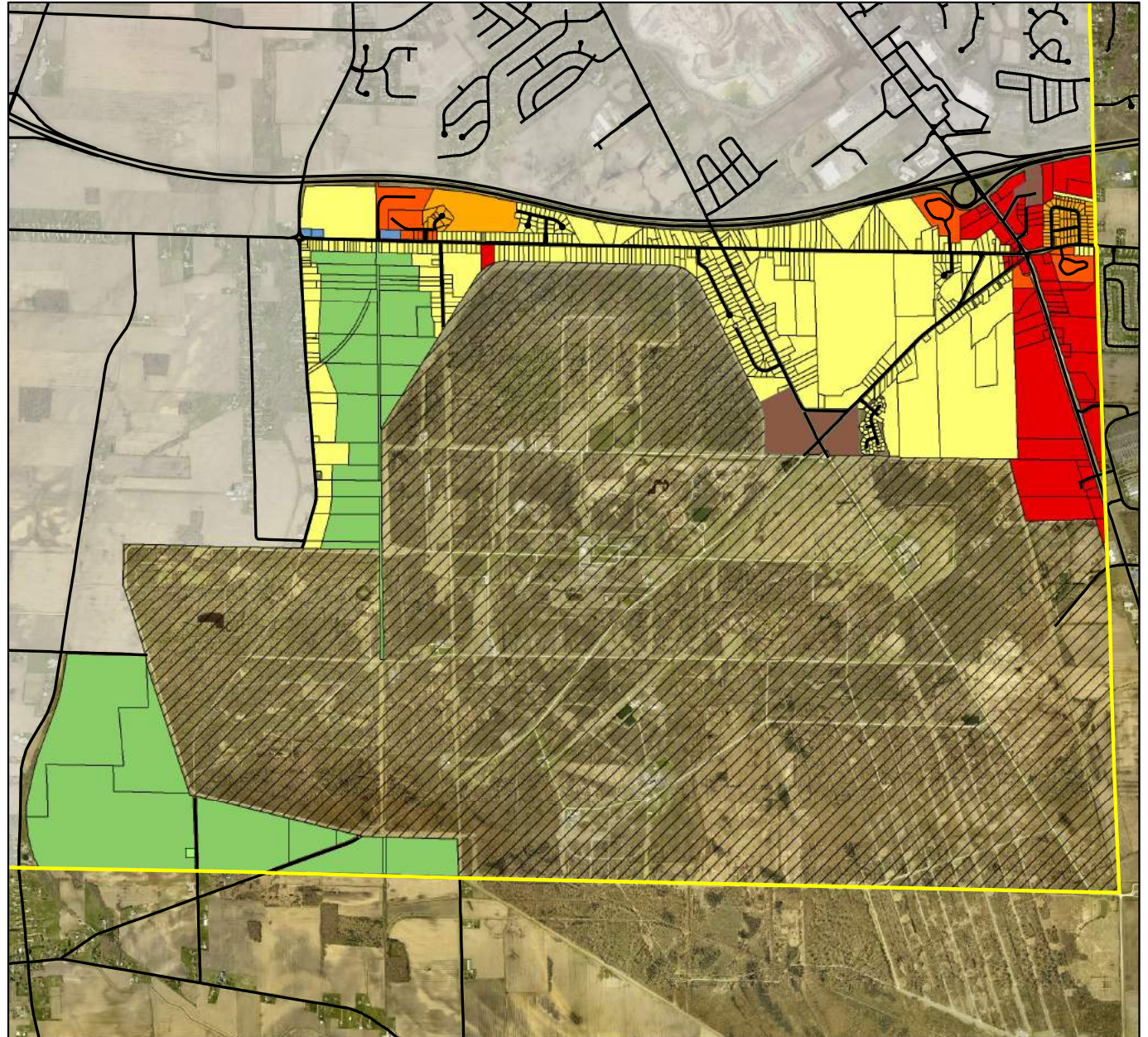
FUTURE LAND USE

Legend

Future Land Use



Created by Perkins Township
Planning and Development 2020



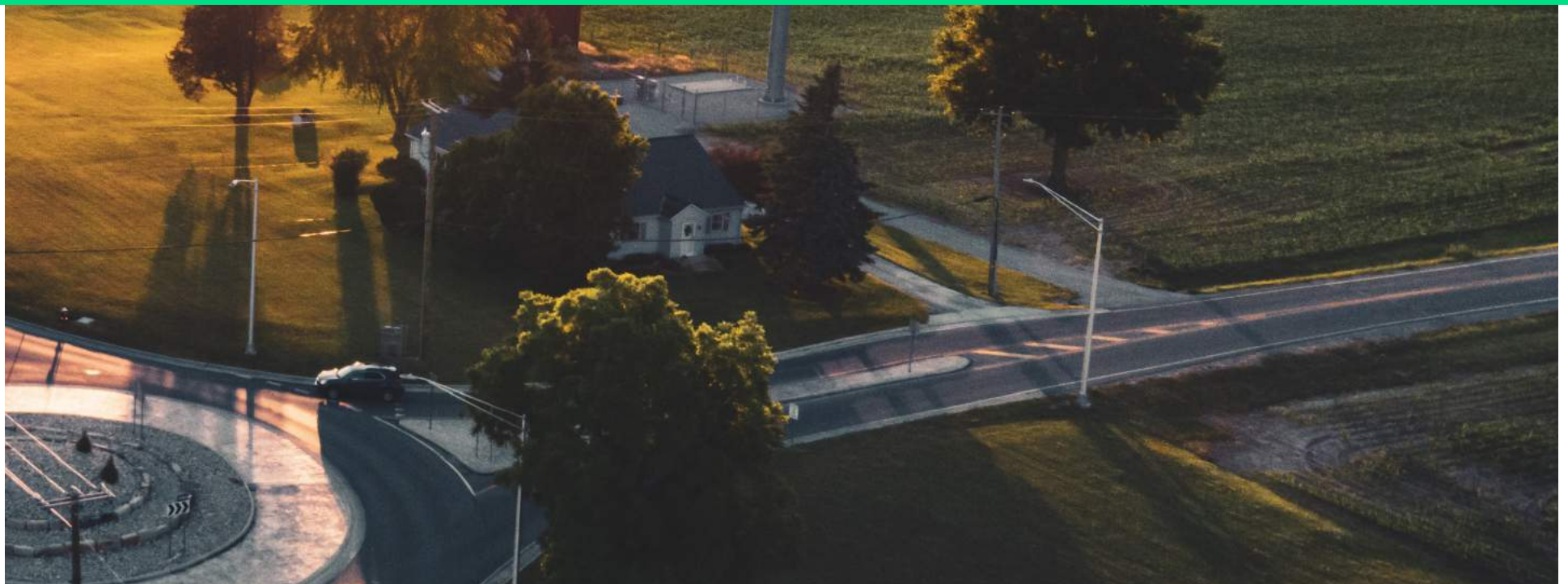


CHAPTER 4





VISIONING, GOALS AND IMPLEMENTATION



VISION STATEMENT

A successful Comprehensive Plan must accommodate and be able to adapt to the needs and values of the community. Goals are used to provide a framework for the implementation of the Comprehensive Plan.

Perkins Township is committed to fulfilling its mission of providing exceptional services and improving the quality of life for those in our community. At the same time, we have our eyes on the future and envision the Township as the premier community in this region where businesses thrive, residents enjoy meaningful careers and a lifestyle of their choice, and visitors find abundant opportunities for dining, shopping, entertainment, and recreation.

The Comprehensive Plan articulates Perkins Township's vision for its future. This Plan sets forth clear goals, as well as a policy direction aimed at realizing that vision. The Township provides practical and specific techniques and priorities for carrying out that vision.

This chapter provides a coordinated "action plan" so that Township officials, staff, and other decision-makers, as well as the public can easily identify the steps that are necessary to achieve the vision

for Perkins Township prescribed in this Plan. Specifically, it provides an overall listing of prioritized implementation actions, both for the short and long term.

Development of a Plan is necessary to set the stage for quality growth and development in any community. Techniques for implementation prescribe methods that should be taken to achieve the goals, objectives, and policies expressed in the Plan.

IMPLEMENTATION

There are a broad range of techniques or strategies available to implement this Comprehensive Plan that involve a variety of people and organizations. It is the responsibility of the Township, however, to put in place the mechanisms that will promote the actions needed for implementation.

To keep the Comprehensive Plan current, it will be necessary to review and update it on a regular basis. At the very least, it is recommended that staff and the Zoning Commission review and consider the need for updates every five (5) years after adoption of this Plan. Other issues are likely to arise each year which can also be considered on an individual basis, and the Land Use Plan can be amended as deemed appropriate at those times.

GOALS, IMPLEMENTATION, AND VISIONING

SECTION 4.1 GENERAL POLICIES

GOALS

- Promote a balanced variety of land use types within the Township that will enhance the living conditions and environmental quality of the area and facilitate cost-effective and efficient provision of public services to support growth in areas anticipated in this Plan.

IMPLEMENTATION

It is and will remain important to maintain a positive working relationship with Erie Regional Planning Commission and Metropolitan Planning Organization as well as other Planning/ Development and Building Departments throughout the County. Cooperation with surrounding areas will ensure mutually beneficial ways to manage growth and provide services.

Communication is a top priority. Providing accurate responses to inquiries from the public, developers, etc. concerning planning, zoning, and development matters can be effectively accomplished through staff and the online use of our permit program and

continued use of our website and it's interactive Zoning Map.

A comprehensive land use plan is recommended and implemented within this plan that reflects the values and desires of residents and business community in of Perkins Township. The Zoning Resolution should be amended to reflect the long-range and Land Use Plans and policies of the Township.



SECTION 4.2

RESIDENTIAL DEVELOPMENT

GOALS

- Maintain and improve existing housing stock.
- Encourage attractive new mixed-use development in appropriate areas.
- Provide a variety of residential environments.
- Maintain housing conditions and neighborhoods that reflect the planned character of the Township.

IMPLEMENTATION

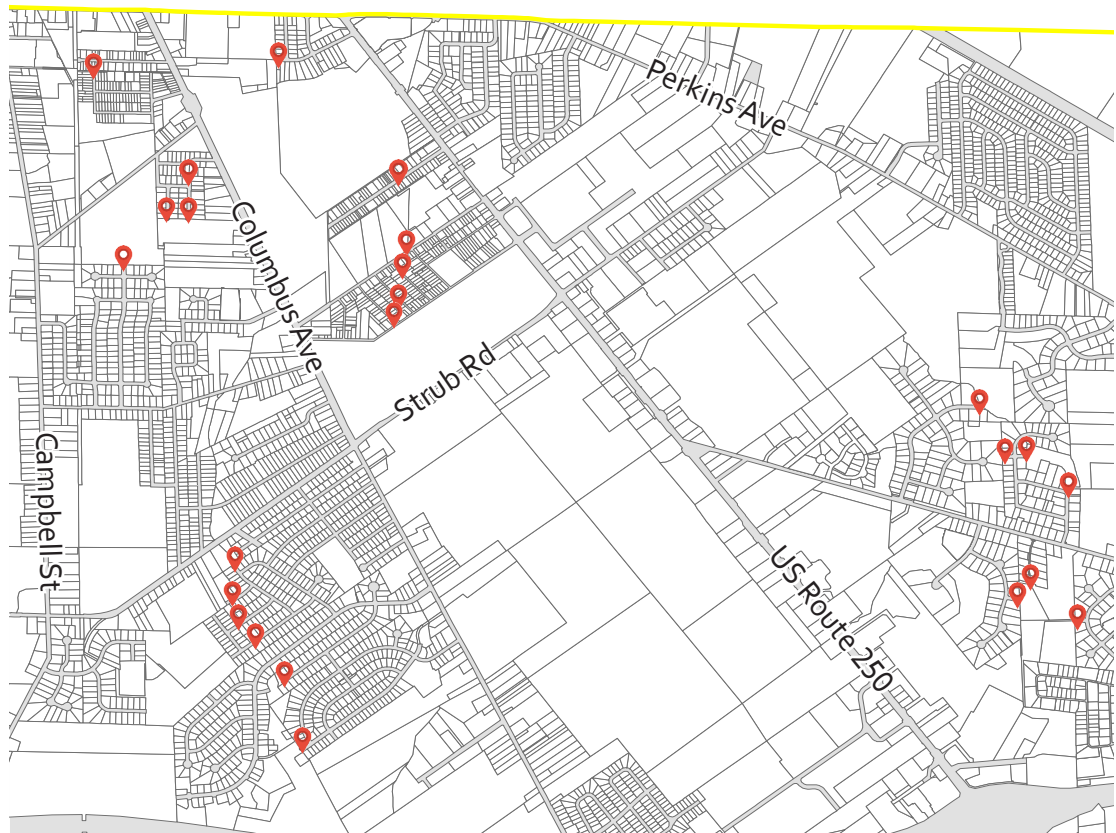
STUB STREETS

The Township, in conjunction with Erie Regional Planning, should address the issue of stub streets in residential developments through the County Subdivision regulations. In some subdivisions, environmental concerns such as creeks have created barriers to extending roads and linkages to adjoining neighborhoods. Specifically, stub streets located on Linden Way, within Leisure Estates, create difficulties with traffic flow and the connecting neighborhoods. These issues should be addressed to improve the function of these areas, and to address the health and safety aspect by providing for appropriate access by emergency and maintenance vehicles.

BEST ZONING PRACTICES

It is recommended that the Township utilize the Planned Unit Development (PUD) Zoning approach when considering medium density developments. The use of the PUD process can provide additional design flexibility and reduce possible impacts on local residents and adjacent properties. The Plan recognizes the potential for medium to higher density residential development in the vicinity of the Sandusky Mall.

Stub Streets located throughout Perkins Township



*Perkins Township
Neighborhood & District
Plan Cover*

INFILL

With numerous sites available and suited for redevelopment in the Township, it is encouraged that future residential development be in areas where there are gaps in otherwise continuous development as a way of reaching a desired community density in developed areas, and to provide for more efficient service delivery. This development should also promote connectivity to major and minor arterial corridors as well as other neighborhoods and subdivisions. Future multi-family housing locations should be directed to areas of higher density, major roads or near parks and open spaces.

COMMUNICATION

It is noted that communication to the residents of Perkins Township can always be improved. Current social media practices can expand through regular posts on various platforms. Communication can be similarly improved through communication with residents through the use of streaming Township meetings.

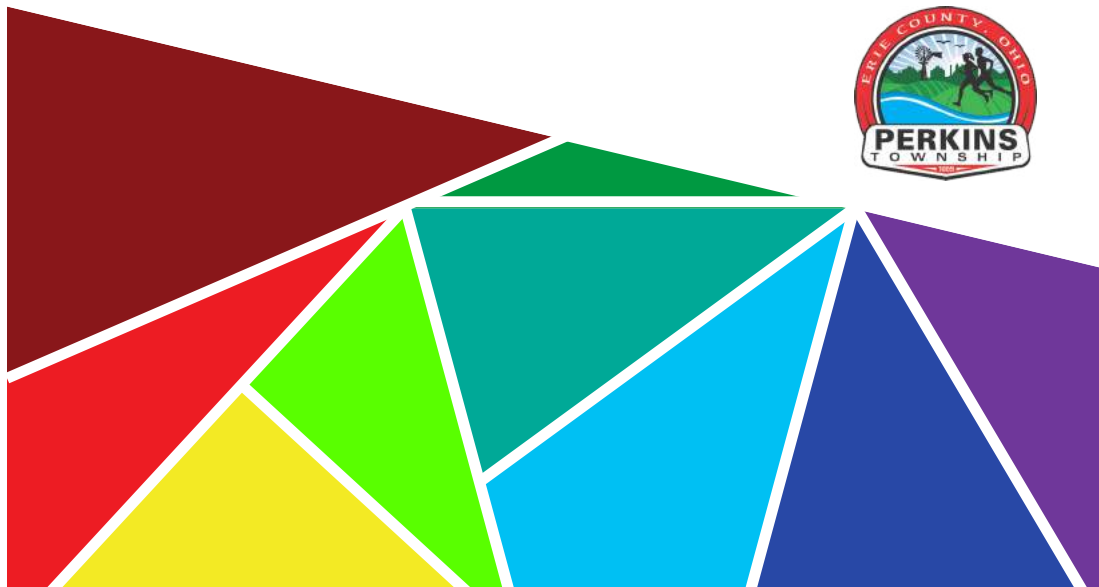
NEIGHBORHOOD PLANS

An important aspect of the Comprehensive Plan the development of Neighborhood Plans. These plans need to be prepared and updated from time to time to address, in detail issues relevant to each specific neighborhood. Regular updates of neighborhood plans should occur both to ensure their relevance and to bring them into compliance with the most recently adopted Comprehensive Plan.

In general, these plans should identify distressed properties and neighborhoods by performing a needs assessment and rating scale. Conditions such as neighborhood overall rating, curb appeal, and housing rating related to surrounding amenities should be considered and included. The overall plans should detail specific infrastructure improvements to Township neighborhoods and increased use of branding to create identity.

PERKINS TOWNSHIP

NEIGHBORHOOD & DISTRICT PLAN



REHABILITATION AND PROPERTY MAINTENANCE

The Township should identify funding strategies to assist homeowners with property improvement by considering a Community Grant Program that would assist residents to improve the curb appeal of their homes.

Partnerships with residents, stakeholders, and other agencies are encouraged to enhance the revitalization efforts by meeting yearly with residents in distressed neighborhoods to communicate funding sources and programs both through the Township and local organizations i.e. Great Lakes Community Action Partnership, Habitat for Humanity, and CHIP grants. Township staff should continue to address nuisance abatements (i.e. weed and grass complaints) through the use of code enforcement and adoption of the International Property Maintenance Code.

AFFORDABLE HOUSING

It is recommended that affordable housing strategies be reviewed and regularly looked at. Preservation of affordable units and diverse types of housing should be sought. Providing affordable housing for all current and anticipated residents of Perkins Township should remain of the highest importance.

SECTION 4.3

COMMERCIAL ENHANCEMENT

GOALS

- Enhance the U.S.. Route 250, State Route 4, U.S.. Route 6, Strub Road, Cleveland Road and Perkins Avenue corridors to create vibrant commercial centers to serve local, regional and tourism needs.
- To retain existing and attract new business to Perkins Township to maintain and increase the tax base, provide jobs, and enhance financial stability.

IMPLEMENTATION

Perkins Township represents a dynamic retail market within Erie County and surrounding counties. While there have been modest increases in population and households there has been a significant increase in retail sales to non-County visitors, resulting in a healthy retail market which has attracted significant interest from national retailers.

ZONING RESOLUTION

It is recommended that Perkins Township utilize the Zoning Resolution's site plan development guidelines to ensure that any and all future commercial





A future vision for the mall site, that coincides with the recommendations made in this plan, which can be achieved exclusively through infill development.

development within the Township reflects the highest possible design standards and guidelines. These guidelines will assist with the careful planning of development along U.S.. Route 250 as well as new development projects on State Route 4 and elsewhere.

A key recommendation is to review and update the Township's sign code found in Section 28 of the Zoning Resolution. Updates made to this section would encourage functional and attractive signage practices that reduce clutter and achieve a higher standard of advertising and signage along major commercial corridors.

Frequent review of the Township's Zoning Resolution will ensure that it is contemporary and appropriate to address Township goals and needs. Site Plan Design Standards and Guidelines should be adjusted where necessary to ensure new commercial developments are built to be attractive, functional and well-constructed.

The Zoning Resolution and Zoning Map should be reviewed and modified in an effort to avoid land use patterns that negatively affect adjacent residential areas.

It is recommended that special planning and zoning studies are undertaken as necessary to address

develop-able area and address new development.

COMMERCIAL CORRIDORS

U.S.. Route 250 is the commercial core of Erie and many surrounding counties in the regional area. It is recommended that the Township continues to host the U.S.. Route 250 Business Association meetings when necessary to foster partnerships, aesthetics, and safety of the U.S.. Route 250 Corridor.

Building on present efforts to beautify and enhance the U.S.. Route 250, State Route 4 and Perkins Avenue corridors and other areas will be crucial. Involving businesses, property owners, and appropriate levels of government will be encouraged and should be further developed and streamlined through a "Marketing Plan."

It is encouraged that the Township move away from the strip mall development pattern to one that presents a community focused development with enhanced aesthetics.

It is recommended that State Route 4 be identified and promoted for future commercial business development opportunities in coordination with Erie County State Route 4 Planning Study.

MALL REDEVELOPMENT

Since 1977, the Sandusky Mall has been the only major or regional shopping center in a several county area. There has been substantial investment in the mall complex and surrounding properties in the form of renovations as well as new construction. As malls across the nation have struggled due to increasingly globalized shopping markets and online shopping, the Sandusky Mall Development Company introduced a redevelopment plan in 2019 that includes future mixed use, commercial, office space, entertainment, and residential. A major commercial center for Perkins Township and surrounding communities, the 2019 mall redevelopment plan will bring jobs, tourism, and potential for an updated facade.

It is recommended that the Mall site continue to be used for mixed use development in the efforts to create a true central commercial, office, and residential district for the Township. Higher densities than those that are traditionally found in the Township could be focused in this area. Medium rise apartment and office buildings should be located over top storefronts and parking garages should be prioritized over parking lots. There is also a large amount of vacant land to the northeast that holds the potential for future residential development of all densities. A potential connection from Pelton Park to the mall site would aid the residential development of this vacant land.



③ ELEVATION UNIT B - TYP. SIDE
100' x 100'

A future rendering of the 2019 mall redevelopment plan, showing a shift to outward facing store fronts.



Renderings of the proposed residential development units to be completed in 2022.



SECTION 4.4 INDUSTRIAL DEVELOPMENT

GOALS

- To retain existing and attract new industry to Perkins Township in order to enhance the tax base, provide jobs, and create financial stability.

IMPLEMENTATION

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, the information age and new technologies have created new business models, large distribution centers.

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 being placed on

access to multi-modal facilities.

ATTRACTING NEW INDUSTRIES

Current industrial development is a hybrid between the old industrial park and today's version of a "tech park". Therefore, flexibility is the most important ingredient in an industrial development park today. The Township, County, and Erie County Economic Development Corporation should coordinate to develop an Economic Development Plan for the Township and County, and to maintain and expand job opportunities through existing operations.

It is recommended that the Township continue to work in conjunction with ECCEDC to develop ways to attract new industry to existing business parks and expand areas for additional development. Promoting available properties and facilities, which are currently vacant or underutilized and support existing industrial companies in out area, would attract new industry to provide jobs and increase the tax base in the Township.

OLD RAILROAD

Currently the west side of Old Railroad Road is being used for industrial development. It is one of the main industrial cores of the Township. It is recommended that the east side of Old Railroad be utilized for industrial purposes in the future. Future Land Use maps outline this area for potential industrial development. State Routes 4 and 2 provide nearby access.

SECTION 4.5

ECONOMIC DEVELOPMENT

GOALS

- Promote economic growth that will provide a variety of goods, services, and employment opportunities to meet the needs of the Township residents, businesses and visitors.
- Establish and maximize development opportunities on State Route 4, U.S.. Route 6, Perkins Avenue and U.S.. Route 250 corridors.
- Create a “community” character by providing design guidelines related to buildings, access, signage, landscaping, etc.

IMPLEMENTATION

In order to promote economic growth and expand the economic base of the community, the Township should focus on the following specific implementation strategies.

Marketing/Beautification Plan

In order to increase the visibility and appeal of the Township, particularly along the Route 250 corridor, should prepare a plan that focuses on branding and beautification. The Plan should include community branding such as "wayfinding signage", and branding for neighborhoods and major commercial corridors.

The Township should use social media to promote events, available development sites, housing, and employment opportunities through various platforms to serve both residents and existing and possible new businesses.

Financial Strategies

The Township lost a major industrial resident at 2509 Hayes Avenue several years ago. The Township, in conjunction with ECCEDC, should continue to recruit and promote vacant existing industrial facilities. Tax incentives should be considered to advance our community and fully utilize our industrial facility while promoting infill.

Employment

Partnering with and marketing skilled trades jobs through Firelands Forward and Perkins Local Schools will help address immediate and future workforce needs of our area. Implementing workforce development strategies to include mentoring and internship opportunities where possible. It is recommended that a Market Analysis is facilitated to develop a plan for retaining and attracting businesses to the community with ECCEDC.

Tourism

The Township should continue and expand efforts to strengthen U.S.. Route 250 as a year-round tourism destination in conjunction with Lake Erie Shores and Islands. Tourism development should be fostered by exploring year-round attractions. The addition of complimentary shopping, eating establishments, hotels/motels, as well as entertainment facilities should be focused on. Cedar Fair's indoor/outdoor facilities on U.S.. 6 (Cleveland Road) have brought thousands of families to visit the greater Perkins/Sandusky area for lodging, dining and recreation. It is encouraged that these facilities be promoted to our residents directly through our recreational programming as well as along U.S.. 250 as a commercial core where visitors both shop, eat, and stay.



Example of desired banners to be placed on Route U.S.. 250

There should be focus on filling vacant commercial space, with coordination of the Marketing/ Beautification Plan. U.S.. Route 250 meetings should continue to increase marketing effects targeting U.S.. Route 250 through possible wayfinding signage. Collaboration should occur with LESI, The Erie County Chamber of Commerce, Firelands Regional Partnership, and OTA to effectively disseminate promotional materials to visitors.

Infrastructure

Infrastructure and transportation needs are further discussed in the following chapters. Coordination should occur with the Erie County MPO and Regional Planning Department to improve public transportation, bike paths and facilities and future linkages. Proposed future near U.S.. Route 250, Sam's

Rendering of a future Welcome to Perkins Township Sign on Hull Road and Route U.S.. 250



Club, Home Depot, and Route 4 will benefit existing properties, as well as serve to create opportunities for new development in this area.

SECTION 4.6

PARKS AND RECREATION

GOALS

- Develop a "Park and Recreation Plan" that promotes a variety of recreational activity choices, that is compatible with the Comprehensive Plan and addresses the needs of the community.
- Continue to develop trails and connections to park facilities throughout the Township.
- Promote recreation opportunities in the Township.
- Preserve and enhance existing natural resources and environmental systems.

IMPLEMENTATION

Recreation and park facilities are determined to be a major need within the Township. It is recommended that the Township create a bike/pedestrian system, in conjunction with the road network, to allow for safe and efficient alternative transportation movement throughout the Township. The Township

should promote neighborhood parks through the partnership between other entities and organizations such as the School District. It is recommended that the Township and Schools seek grant funding for trails/sidewalk access to park facilities and schools.

The Township should seek grant funding through sources like ODNR to redevelop, acquire, and preserve open space. Developing and marketing trails and paths with wayfinding markers will promote recreation facilities throughout the Township. Furthermore, the Township should explore the feasibility of constructing additional indoor and outdoor recreational facilities.

Promoting existing recreation facilities and programs. It is recommended that the Parks and Recreation Department periodically produce a "community calendar" that would list the recreational activities and community events.

PARK, OPEN SPACE, AND RECREATION PLAN

Perkins Township has many acres of park, open space, and recreation areas. The development and function of those parks and spaces should be identified through a "Park, Open Space, and Recreation Plan". This Plan will identify opportunities to enhance the Township's valuable assets. The Plan should reflect today's quality parks, facilities, trails, and green space, encourage a sustainable future and identify





Future Rendering of Sandusky Bay Pathway and new lighthouse behind the current Cedar Point Sports Force Facility.

future needs. This Plan should be developed with input from the Park Board and the public.

COORDINATION WITH THE CITY OF SANDUSKY

It is recommended that Perkins Township Recreation Department look at coordinating shared resources with the City of Sandusky Recreation Division. Coordinating recreation programs would benefit both Township and City residents. With Perkins recreation program still in its infant years, the well-established Sandusky programs benefit our residents and increase the current recreational opportunities.

SANDUSKY BAY PATHWAY

The Sandusky Bay Pathway will be a specialized park that will provide conservation areas, trails for biking, walking, and several other amenities to the regional area. The pathway will extend throughout the entire of the City of Sandusky, slightly beyond the jurisdiction of Perkins Township, will serve as a multi-county connector and will allow residents of Perkins Township to enjoy a nearby recreation destination that is unlike any other in the region. The project is projected to be completed by 2030.

SECTION 4.7

TRANSPORTATION AND UTILITIES

GOALS

- Provide adequate utility access to all areas throughout the Township.
- Complete ongoing maintenance/repair of all Township roads.
- Expand the sidewalk/trail network to promote walking and biking, and to connect neighborhoods.
- Work with the MPO and the Sandusky transit system to improve transportation infrastructure and public transportation services.
- Develop a “Complete Streets” program to provide a safe, multi-modal transportation system that can be maintained in a cost-effective manner.

IMPLEMENTATION

UTILITIES

The Township, to the extent possible, should encourage infill development. The expansion of utilities should be planned for, but infill development should be prioritized. Utility planning and land use patterns should be referred too and coordination should occur with adjacent communities and the County when considering the expansion of utilities. It is specifically encouraged that the provision of

utilities are implemented south State Route 4 within the Township. The expansion and infill of State Route 4 as a commercial/medical corridor in coordination with the Erie County State Route 4 Planning Study remains an important commercial development goal.

TRANSPORTATION

While most transportation planning procedures in the Township follow State and County guidelines, the Township should be working towards a comprehensive multi-use transportation system that utilizes pedestrian and automobile infrastructure, as well as public transit to serve residents. An initial implementation strategy would be to update and maintain transit stops in the township and encourage safe pedestrian and motorist practices surrounding the stops.

SANDUSKY TRANSIT SYSTEM

It is recommended that the Township focus on strengthening the relationship with Sandusky Transit through annual meetings and open communication. The expansion of transit stops in Perkins Township will be a vital step in providing residents with a comprehensive multi-modal transportation system. Providing bus shelters in appropriate locations, i.e. working with mall owners to provide infrastructure accommodations where necessary, will also provide regional transit riders with the ability to ride the transit system year round.

POTENTIAL FUTURE ROADS

Current Township Roads should continue to be monitored and maintained through the use of the rating system of Township road conditions and the permanent road levy. The Township should continue to support and implement Access Management Plans for major roads within the Township through the Public Works Department.

The Future Roads Plan for Perkins Township addresses infrastructure concerns such as stub streets and provides a vision for future residential and commercial development patterns. Planning Area 1, which is the most densely developed area in the Township, is where most future roadways are planned. It is encouraged that future development be located in this area to increase residential density and ease of access to commercial amenities. It should also be a priority to explore the development of additional East/West connections to improve traffic circulation. The future roads plan should be used in conjunction with the future land use plan, which serves as the most comprehensive vision for future development in the Township.

See Maps T, U & V

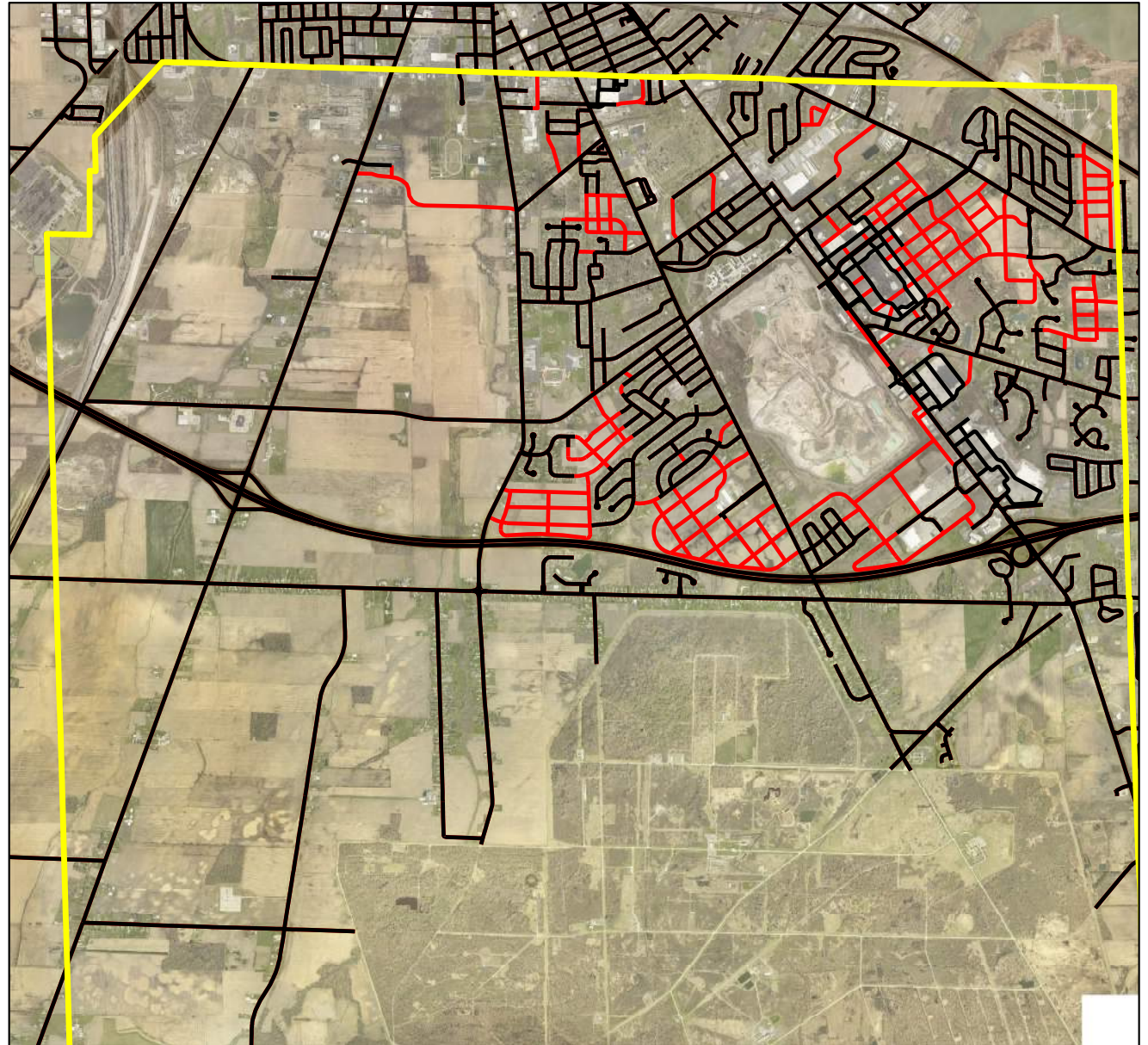
The following are key changes and infrastructure improvements that would be considered highly desirable for the future of Perkins Township.

MAP T

POTENTIAL FUTURE ROADS

Legend

- Current Roadways
- ▭ Perkins Township
- Potential Future Roadways



0 0.225 0.45 0.9 1.35 Miles



Created by Perkins Township
Planning and Development 2020

There are a number of dead ends littered throughout the Township's neighborhoods, specifically in the Birchwood, Southgate Acres, and Marshall Aveune area. The Future Roads Plan encourages the connection of these stub streets to main roads, other neighborhood roads, or future residential developments.

A CONNECTED NETWORK

The goal of the Township is to create a more connected street system to achieve greater accessibility for residents and reduce the traffic stress that is put on the few main arterial roadways. The Township has always been aware of the lack of east /west roads and major arterial roadways. There are currently only a handful of main thoroughfares that allow for circulation throughout the Township. While the Future Roads Plan would not drastically increase the number of thoroughfares it would increase the number of access points to neighborhoods in order to more evenly distribute traffic among the Townships roadways.

FACILITATING FUTURE DEVELOPMENT

A large portion of the Potential Future Roads Plan has to deal with future infill and development throughout the Township. A number of key sites include:

- Vacant land behind the current Sandusky Mall site.
- Farmland and vacant land along the southern edge of the quarry (Surrounding the Crossings Rd development).
- Farmland adjacent to the Birchwood, Southgate Acres, and Windamere neighborhoods.
- Farmland and right-of-way that would link the Stonewood, Stonyridge, and Ferry neighborhoods.
- Woodland and Farmland along Galloway Road and the in northwest corner of the Township.




It is encouraged that future residential and commercial development move away from the traditional sprawling development pattern of single access points and cul-de-sacs, and follow a grid-like pattern that will increase connectivity and access for residents and visitors. A grid-like development pattern would also increase the Township's ability to create a comprehensive pedestrian transportation network that includes sidewalks, multi-use pathways, and bike lanes. Grids also assist in the even dispersal of traffic which prevents bottlenecking at major intersections.

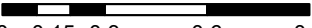
SHIFTING DEVELOPMENT PATTERNS

The overall goal of the Potential Future Roads Plan is to increase the ability for people to move around the Township with ease and convenience. Residents and visitors currently rely on a handful of thoroughfares

MAP U POTENTIAL FUTURE ROADS - ZOOMED IN

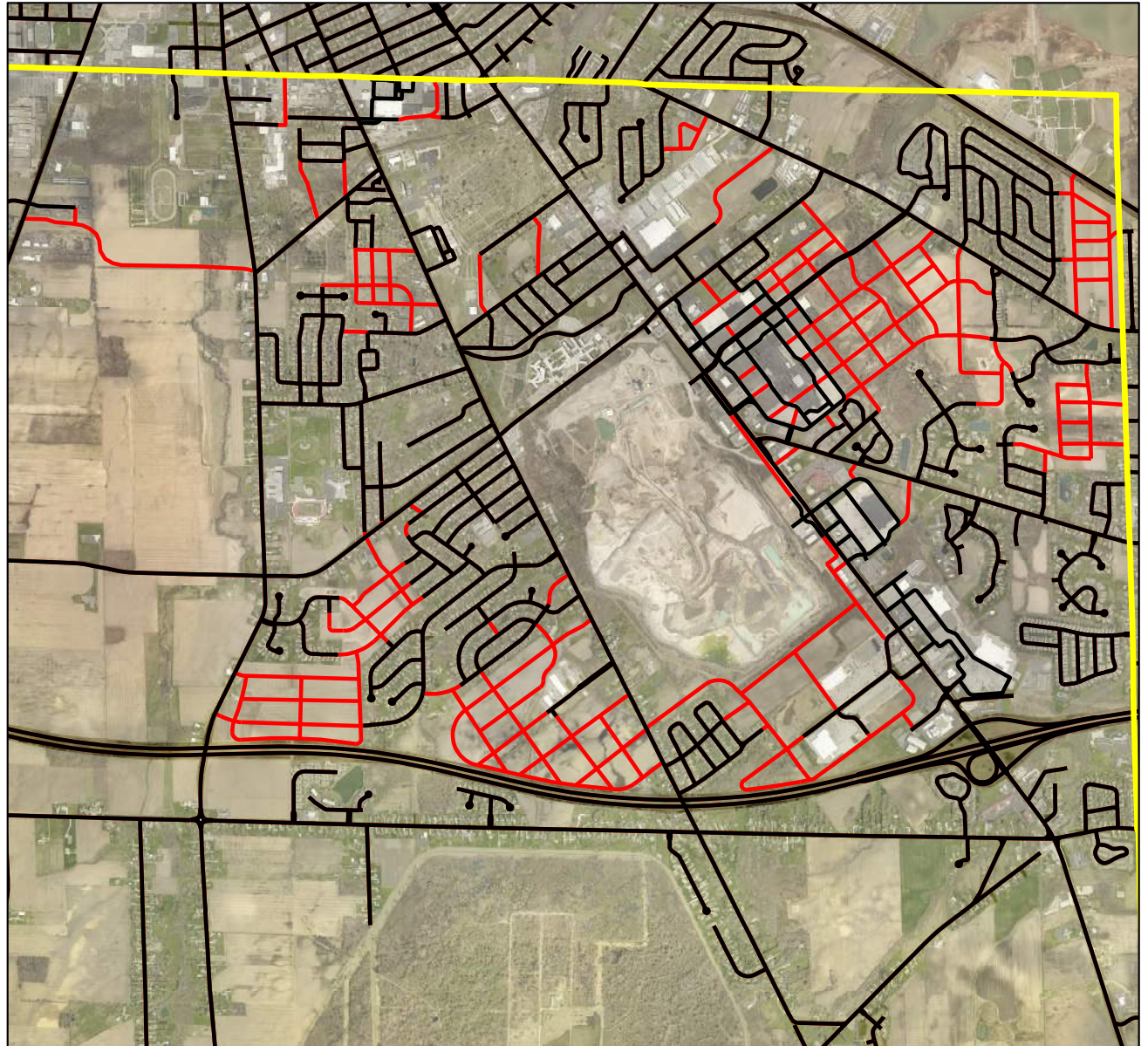
Legend

-  Perkins Township
-  Current Roadways
-  Potential Future Roadways

 Miles
0 0.15 0.3 0.6 0.9

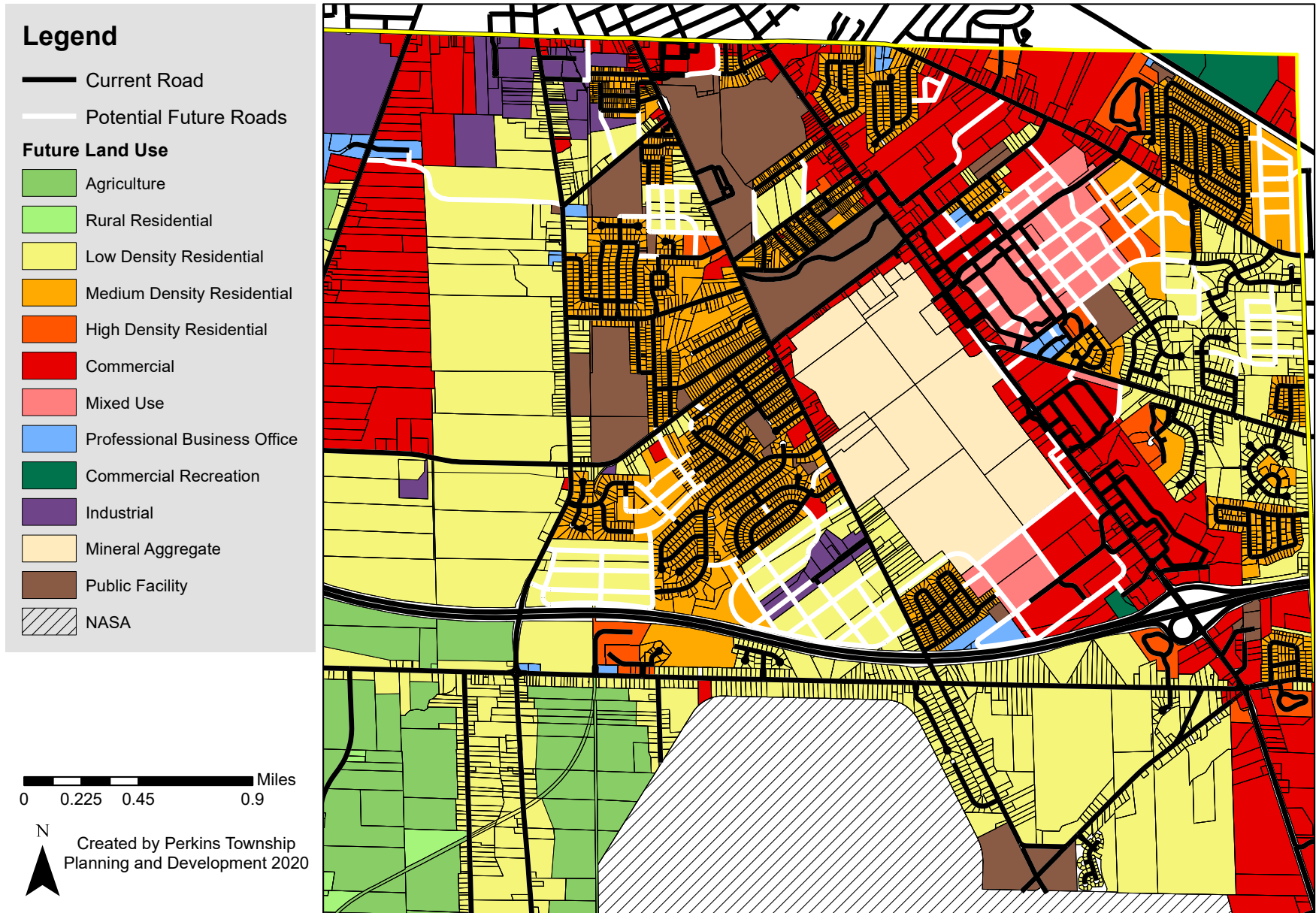


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Planning and Development 2020

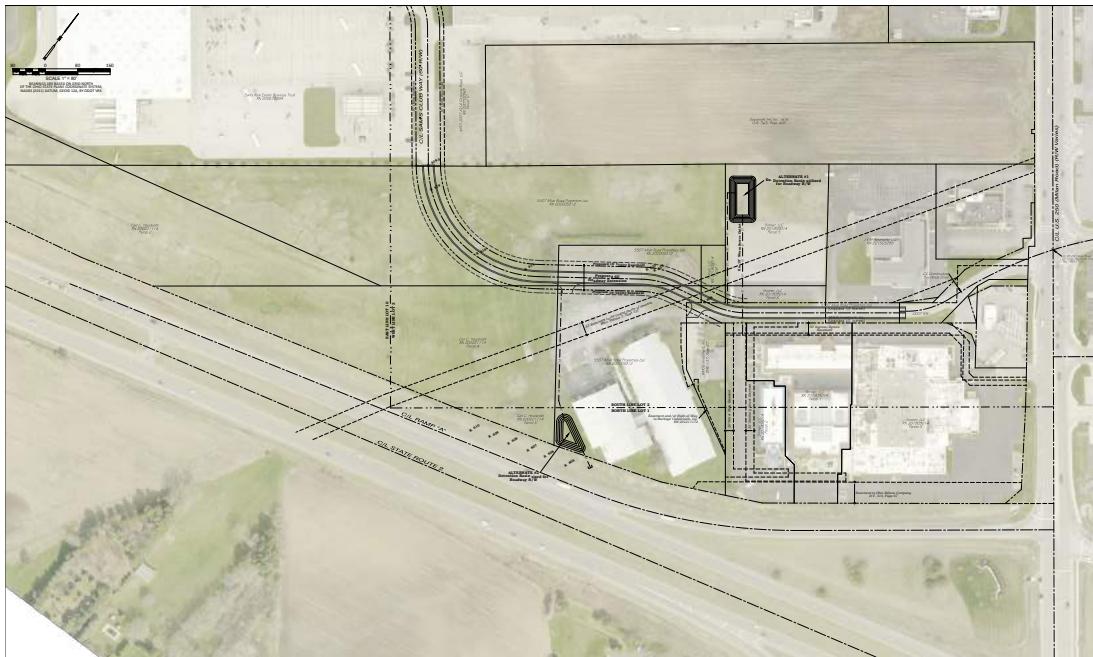


MAP V

POTENTIAL FUTURE ROADS AND LAND USE



to get around. Between these roadways is a vast numbers of disconnected and maze-like subdivisions that funnel traffic in ways that present a number of circulation issues. This plan proposes the increase in access points to neighborhoods, new options for drivers to move about the Township, and would create a development pattern that allows for the creation of an effective pedestrian network. The Future Roads Plan is a crucial tool for increasing the connectivity and creating a true sense of place in Perkins Township.



The proposed roadway extension of the former Baywind's Drive would further connect the crossings development, creating future development opportunities in conjunction with the Future Land Use and Future Roads plans.

SECTION 4.8

PEDESTRIAN INFRASTRUCTURE

The future pedestrian infrastructure plan is a useful tool for achieving the vision for the future of Perkins Township. The future pedestrian infrastructure builds off of the 2040 and 2060 Long Range Transportation Plan published by the Erie Regional Planning Commission Metropolitan Planning Organization (ERPC MPO). While the MPO's 2040/2060 only focuses on the County roads, Perkins Township's future pedestrian infrastructure plan extends recommendations and visioning to all roads within the Township. *See Maps W and X*

The first step in the plan is analyzing the Township's current pedestrian facilities and identifying gaps in accessibility to key areas in the township. A key concern was the lack of pedestrian connections between neighborhoods as well as the lack of linkages between residential and commercial areas. The goal of the plan is to create a network of pedestrian facilities that promotes walking, biking, and micro-transit options for all residents and visitors of the Township. This can be achieved through the implementation of **Complete Streets**, i.e. roads that accommodate all modes of travel (*see illustration on page 84*), which are commonly regarded as the best practice models for community oriented transportation.

MAP W

CURRENT PEDESTRIAN INFRASTRUCTURE

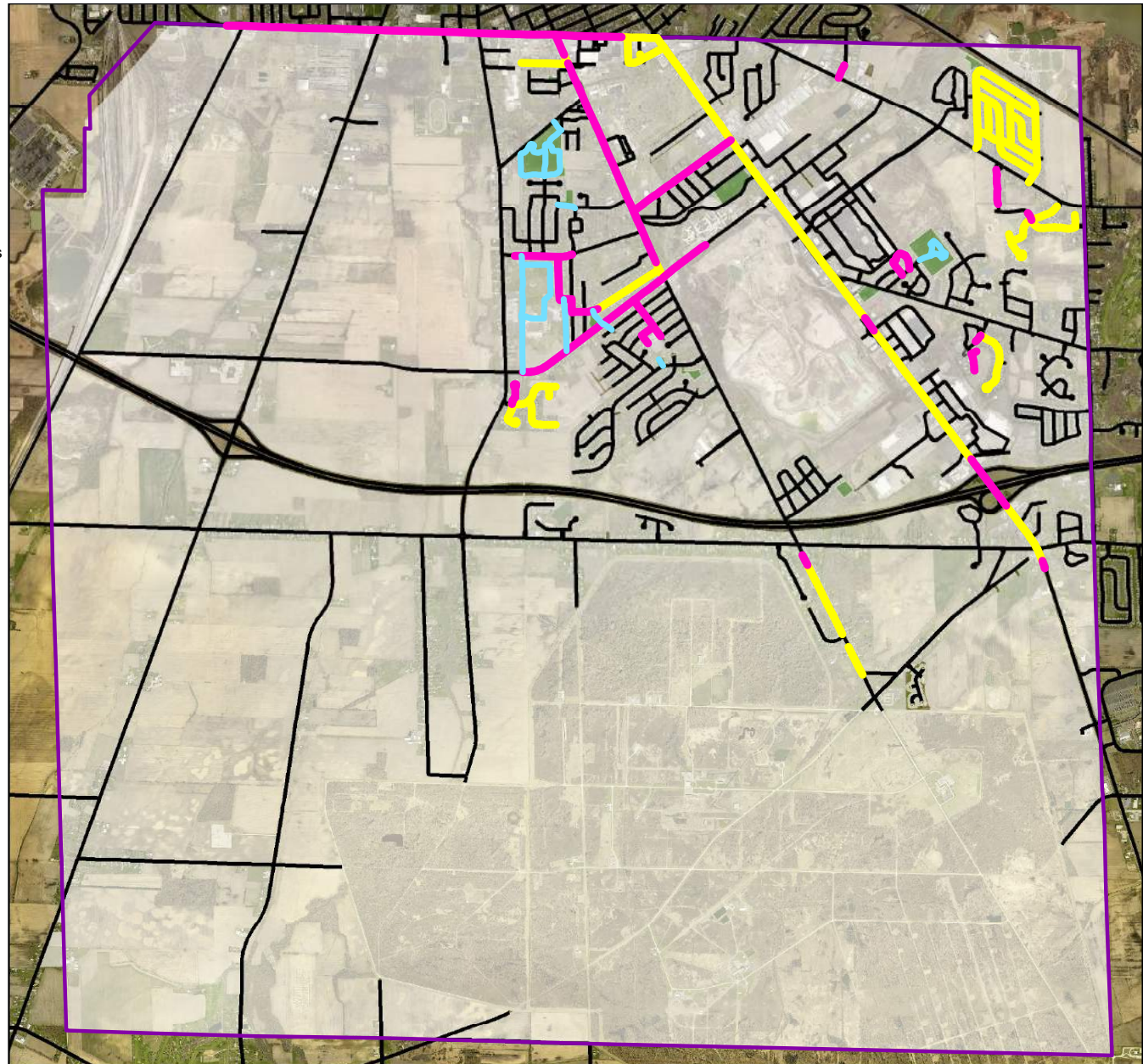
Legend

- Perkins Township
- Perkins Parks
- Current Road Centerlines

Existing Pedestrian Infrastructure

Type

- Multi-Use Path
- Road with existing sidewalks on both sides
- Road with existing sidewalks on one side



0 0.375 0.75 1.5 Miles






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Planning and Development 2020

MAP X

FUTURE PEDESTRIAN INFRASTRUCTURE

Legend

-  Perkins Township
-  Perkins Parks
-  Current Road Centerlines

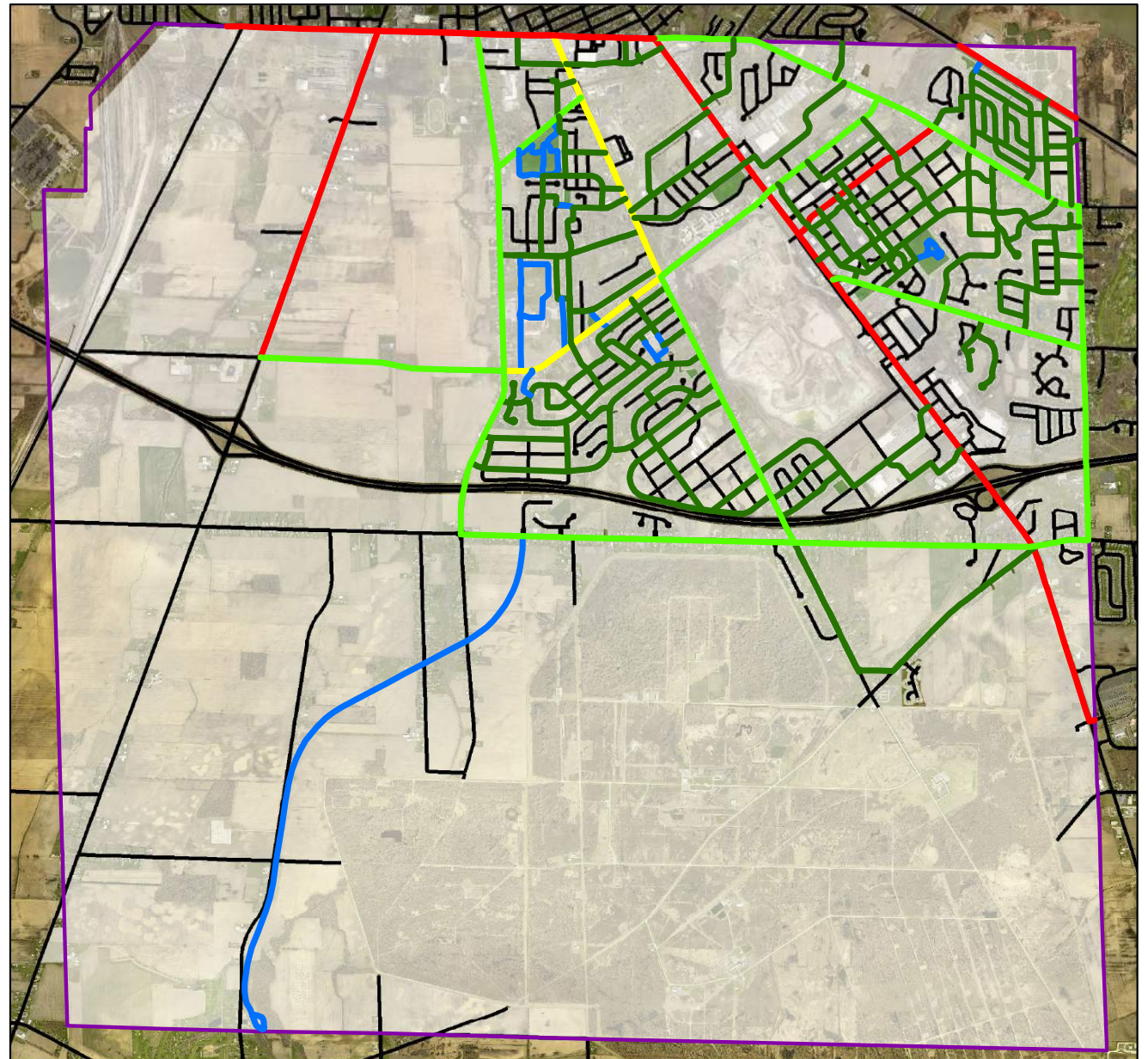
Future Pedestrian Infrastructure

-  Neighborhood Road
-  Neighborhood Connector
-  Township Boulevard
-  Arterial
-  Multi-use path

**See Page 84 for details regarding each pedestrian infrastructure designation.*

0 0.375 0.75 1.5 Miles

N
Created by Perkins Township
Planning and Development 2020



COMPLETE STREETS



The Future Pedestrian Infrastructure Plan (See Map X) for Perkins Township takes the Future Roads Plan and inserts it into the Complete Streets framework. This plan creates 5 designations that differ in the form that pedestrian infrastructure is implemented along that roadway. The differences in designation is a result of many factors such as right-of-way width, pedestrian presence, number of lanes of traffic, speed limits, traffic volume, and the overall character of the area. The following images are conceptual cross-sections of various different complete streets.

An example of a protected bike lane along a roadway



NEIGHBORHOOD ROAD

- 2 Lane Road
- Low Speeds (<30 MPH)
- Typically in a neighborhood/subdivision

NEIGHBORHOOD CONNECTOR

- 2-3 Lane Road
- Medium-High Speeds (30-50 MPH)
- Serves as a major residential transportation route

TOWNSHIP BOULEVARD

- 2-3 Lane Road
- Large amount of right-of-way
- Heavy residential presence

ARTERIAL

- 2-4 Lane Road
- High Speeds (35+ MPH)
- Major commercial/commuter corridor

MULTI-USE PATH

- Not located along a roadway
- Utilize natural/green space
- Connect areas such as neighborhood, parks, and schools

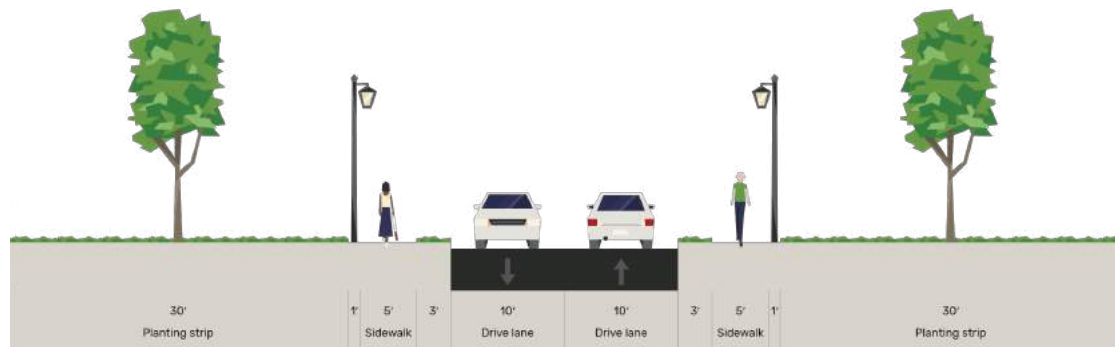
NEIGHBORHOOD ROAD

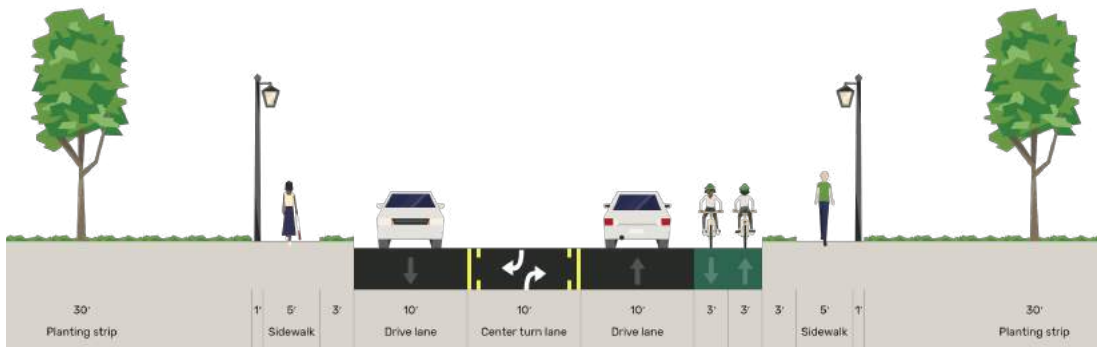
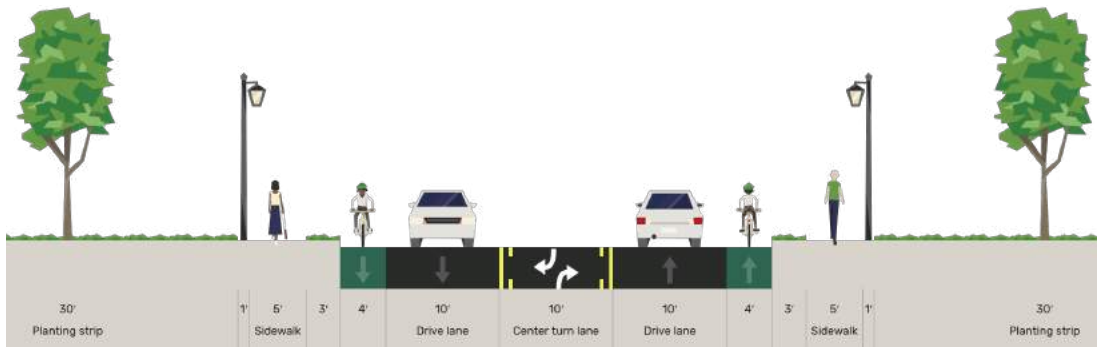
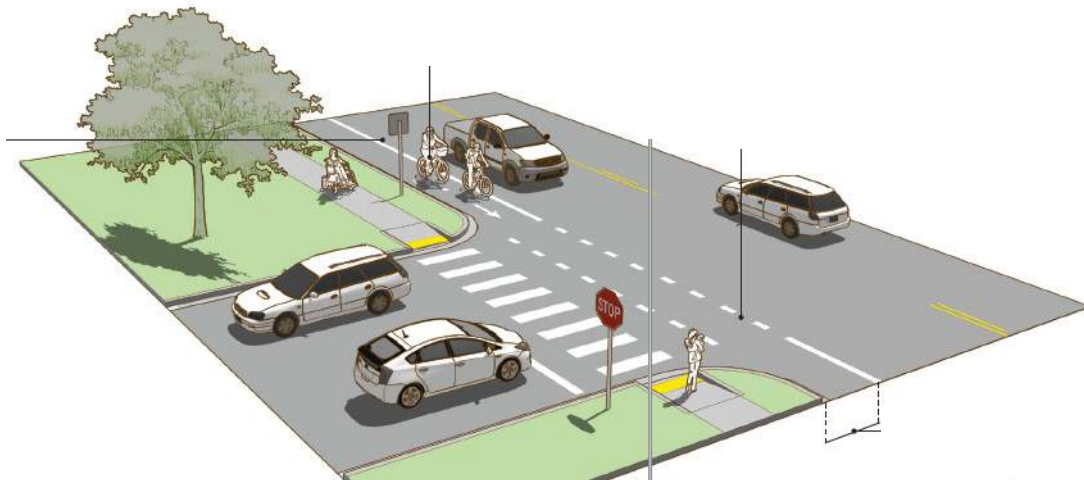
Neighborhood Roads are those that are commonly found in the Township subdivisions or on quieter residential streets with low speed limits. The neighborhood roads designated in the Future Pedestrian Infrastructure Plan are those that should be prioritized first. It is recommended that all roadways in the Township have a sidewalk on at least one side of the street, with both sides preferred, however, it is understood that this is unrealistic in certain cases, and thus not all roads have been designated for pedestrian infrastructure. Because of the lack of traffic and safer driving speeds, the need for bike lanes in these areas are greatly reduced along these roads. Bikes can more safely coexist with automobiles and pedestrians on Neighborhood Roads and thus should be used on the street or sidewalk.



Birchwood Dr

Marshall Ave





NEIGHBORHOOD CONNECTOR

Neighborhood Connectors are typically busier residential commuter roads that do not enjoy the same slow speed limits as Neighborhood Roads. This makes sidewalks and bike lanes necessary in order to protect pedestrians from fast moving traffic. The goal of Neighborhood Connectors is to create safe and adequate pedestrian connections between neighborhoods and other land use districts in the Township.



Bogart Rd

Columbus Ave rendering



TOWNSHIP BOULEVARD

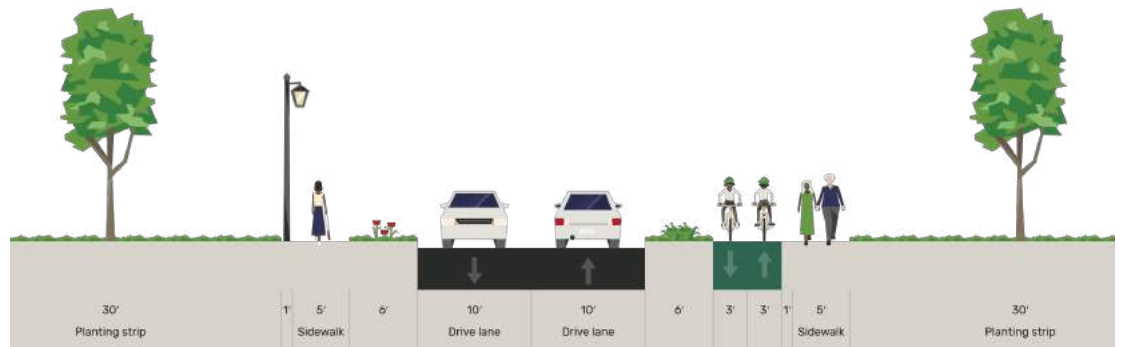
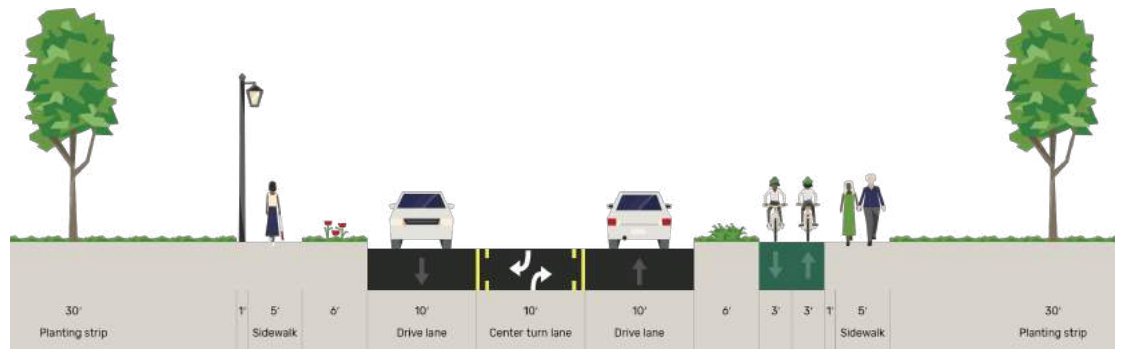
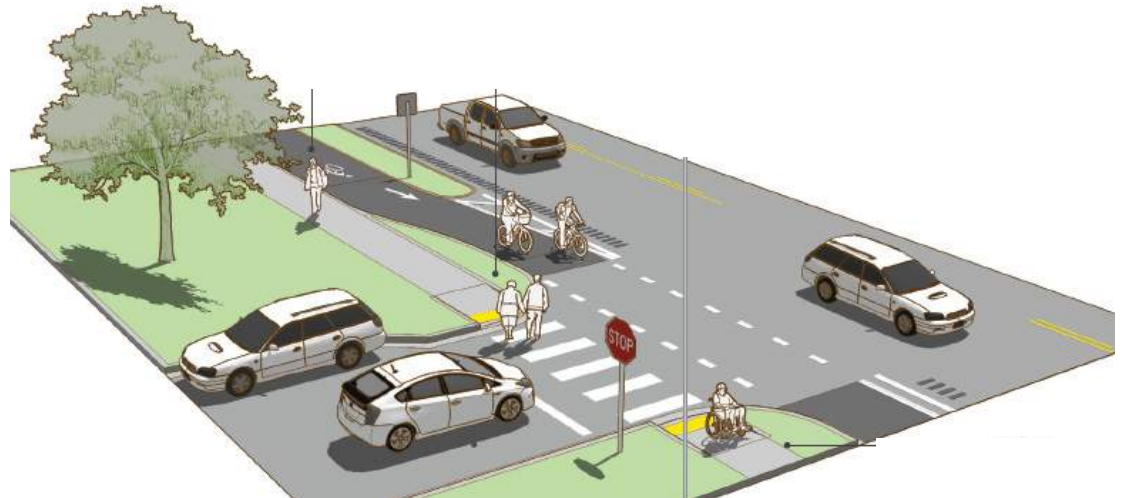
Township Boulevards are critical community transportation corridors that offer a large amount of right-of-way to work with. These roads will feature sidewalks on both sides, but will combine the sidewalk and bike lanes into one large pathway on one side of the road. These boulevards would activate the large grass stretch along the roadway and turn it into flexible pedestrian space that minimizes contact with motorists.



Columbus Ave

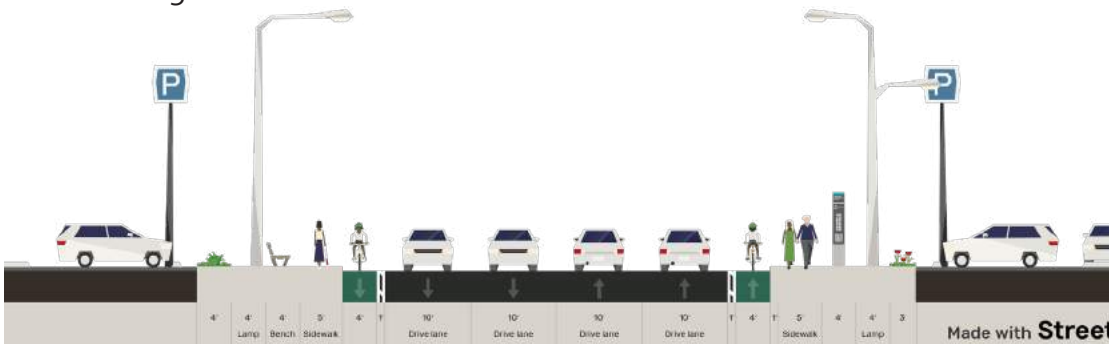


Strub Rd





U.S.. Route 250



ARTERIAL

Arterials, like in the Thoroughfare Plan, are the major commercial and commuter corridors in the township. They feature heavy traffic and typically high speeds. It is recommended that all arterials feature sidewalks and bike lanes that are protected by a highly visible buffer. This will protect cyclists from fast moving traffic and semi-trailer trucks that frequent these corridors.



Hayes Ave

Perkins Ave

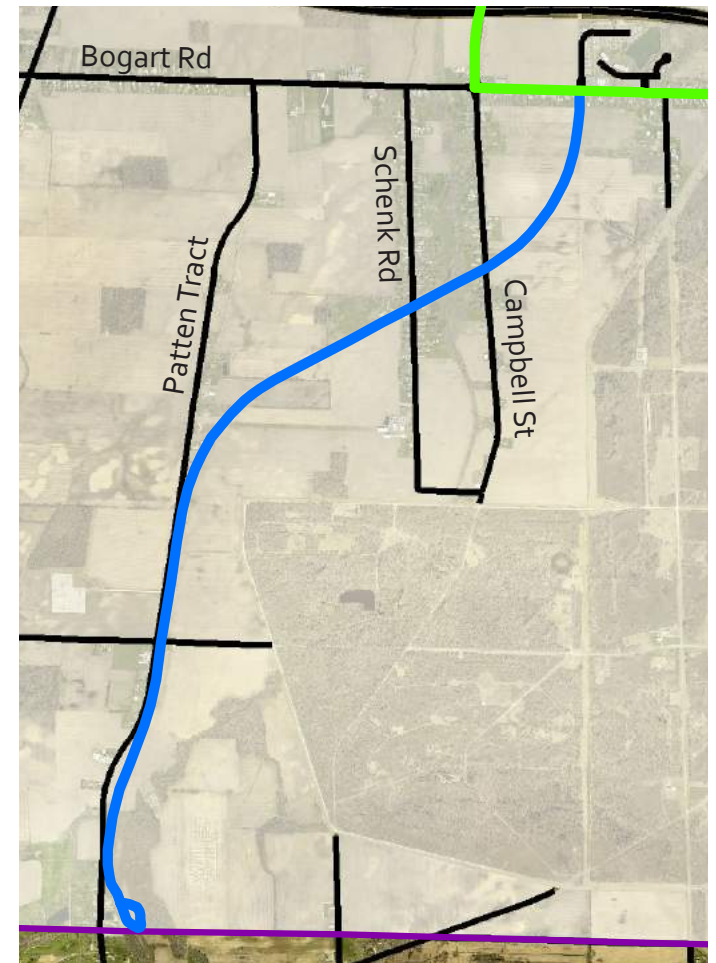


MULTI-USE PATH

Multi-Use Paths serve the function of both sidewalks and bike lanes, but require much more space than either of them respectively. Multi-use paths are commonly separated from roadways and are used primarily for recreational purposes rather than transportation. It is suggested that the Old Railroad Right-of-way from southern Patten Tract going north through South Campbell up to Bogart Road is preserved and expanded for a multi-use path. Coordination with the MPO and the 2040 Long Range Transportation Plan is encouraged as well as the expansion of pedestrian corridors on Columbus, Strub, Perkins, Campbell, Hull, and Bogart.

Left: Rendering of what the Rail right of way could look like cutting across south Campbell St.

Right: Close up view of the rail right of way that extends up to Bogart Road that the pathway would follow.



SECTION 4.9

AGRICULTURE

GOALS

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

IMPLEMENTATION

The agricultural community within the Township is an important resource and efforts should be made to preserve it. When development is proposed, it needs to be considered in the context of that resource, and the impact on adjacent property. Development pressure will continue to increase in agricultural areas as the installation of utilities and roadway improvements are provided overtime. PUD's can be utilized to ensure compatibility with adjacent uses, and access management needs to be encouraged especially on major roads.

It is recommended that future development on agricultural land be on those properties that are either underutilized or no longer adequate for agricultural use. Infill is also encouraged on agricultural parcels that are already surrounded by residential or commercial development, so long as they are also underutilized or inadequate.



Rows of sweet corn at Mulvin's farm. A familiar site for residents across Perkins Township every summer.

SECTION 4.10 MINERAL AGGREGATE

GOALS

Maintain relationship with the Wagner (Hanson) Quarry and create a plan for re-use of the property once current operation on the property is no longer viable.

IMPLEMENTATION

The Wagner quarry will likely continue to operate adjacent to Route 250 for a few more decades.

A large area within the Township is home to The Wagner (Hanson) Quarry located south of Strub Road between U.S.. Route 250 and Columbus Avenue. Future development options for the property will

be dictated by the length of time that the current operation continues. 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 actively mined.

It should be noted that at this point in time it is assumed that there are several decades of quarry activities remaining at this location. Recent discussions with company officials have revealed that at the current rates of production, stone levels in the quarry will continue to be available for building and road projects. Estimates for this operation indicate that it could be extended to 30-40 years.

Due to the physical make-up of the Wagner (Hanson) Quarry, the reclamation options are limited. The porosity of the limestone in the quarry make it impossible to keep the quarry dry without constantly pumping water into a nearby ditch. Officials 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. Options for uses in and around the quarry could be recreational, commercial (hotels, dining, etc.) and higher density residential. It is recommended that the quarry operation be monitored by the Township and plans for the property be evaluated whenever the “quarry plan” is updated, and the company is closer to vacating the property.





FINAL SUMMARY

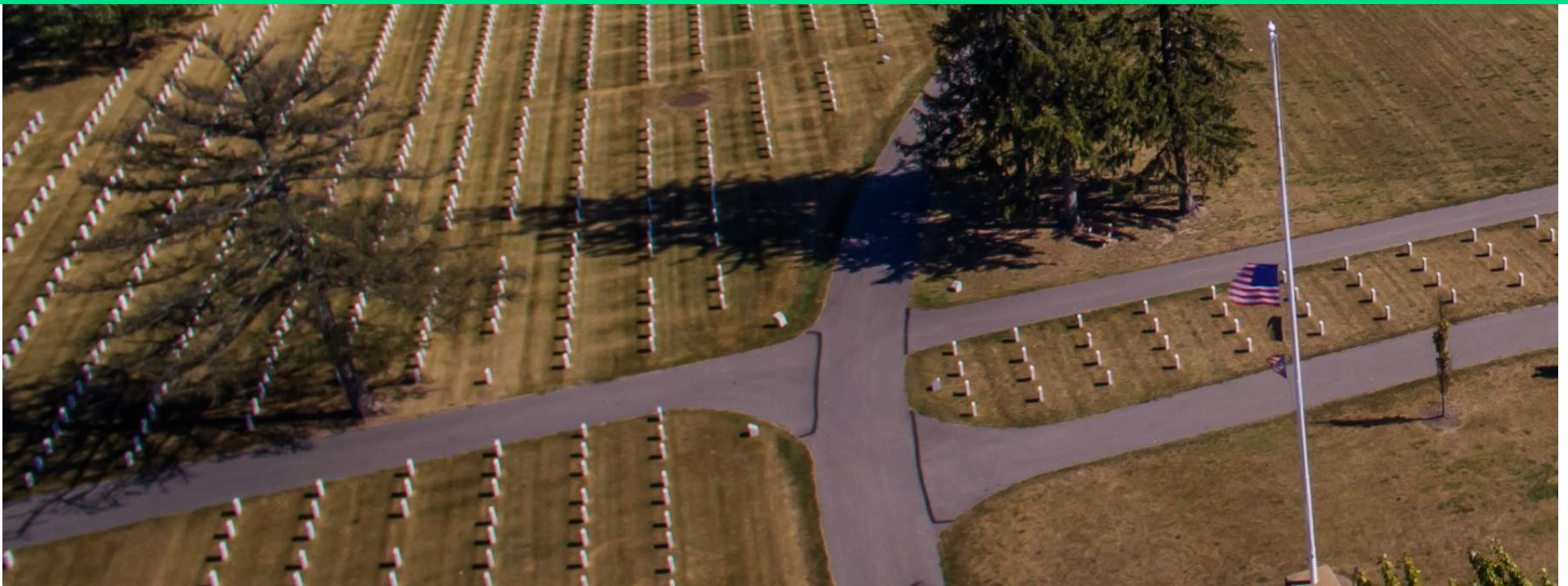


FINAL SUMMARY

From the inception of the Comprehensive Plan Update process, the desired outcome was to provide the community with an overall path to guide the future of the Township. The Perkins Township Comprehensive Plan Update strives to accommodate and adapt to changing values and needs of the community. The background information provided throughout the document provides a framework for the goals, objectives, and implementation strategies for the 2020 Comprehensive Plan Update. With the help of many different departments, the Zoning Commission, and group of residents that constituted a “Steering Committee”, staff was able to identify clear goals and objectives, and provide best practices for implementation techniques.

The Comprehensive Plan provides Perkins Township with a clear vision for the future and is intended to foster the development of the community in such a manner that will positively benefit residents, business-es, and visitors.



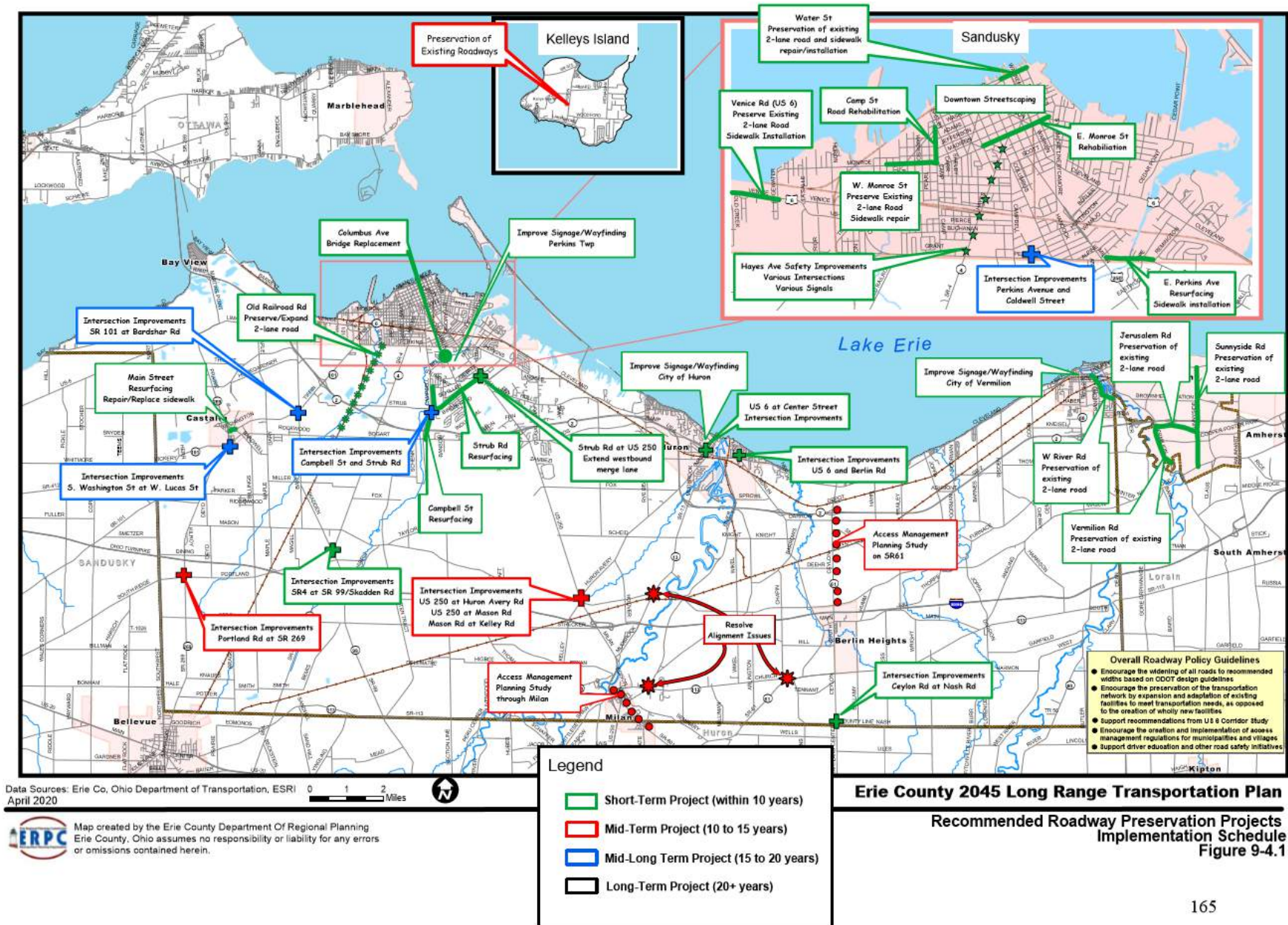


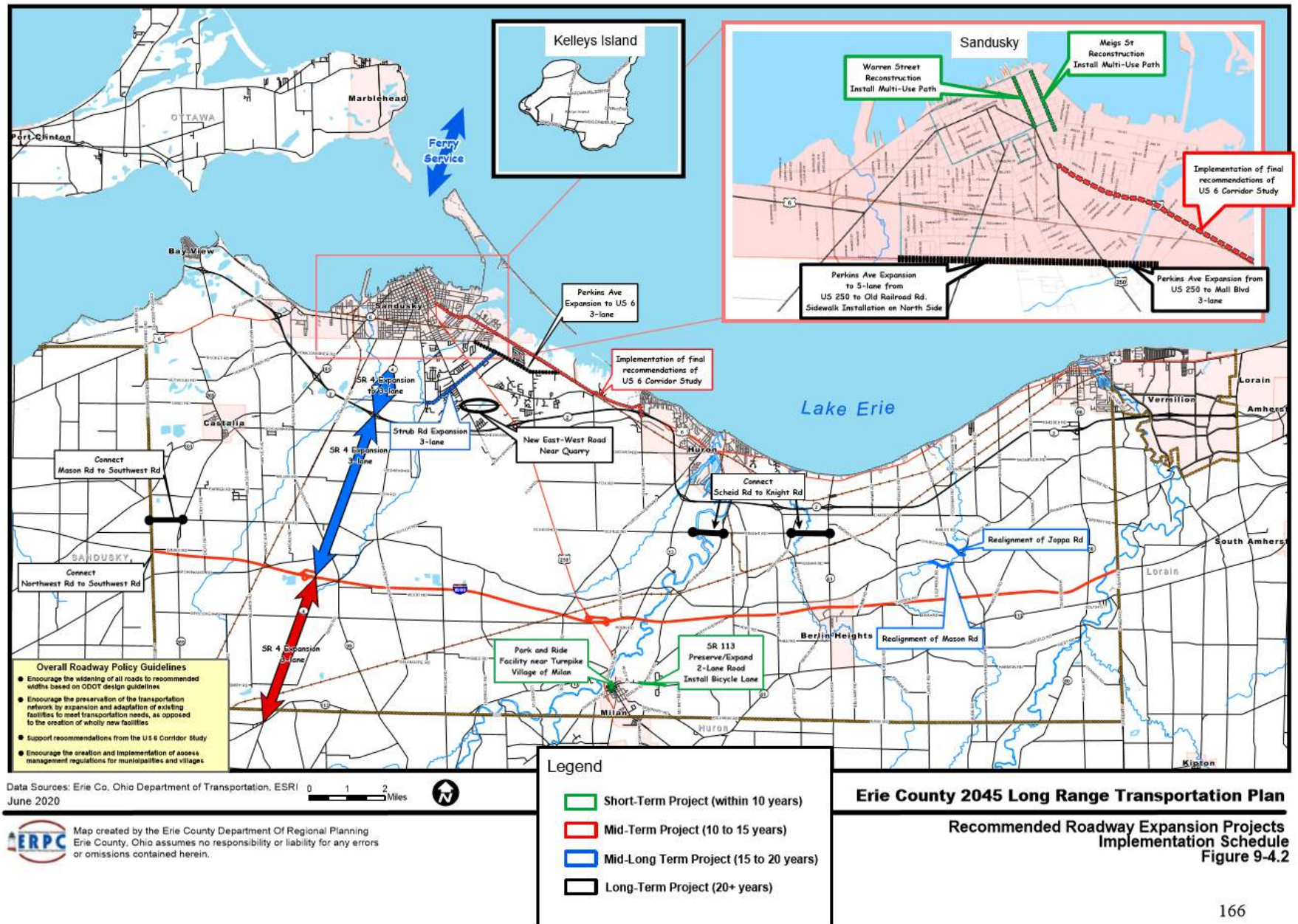


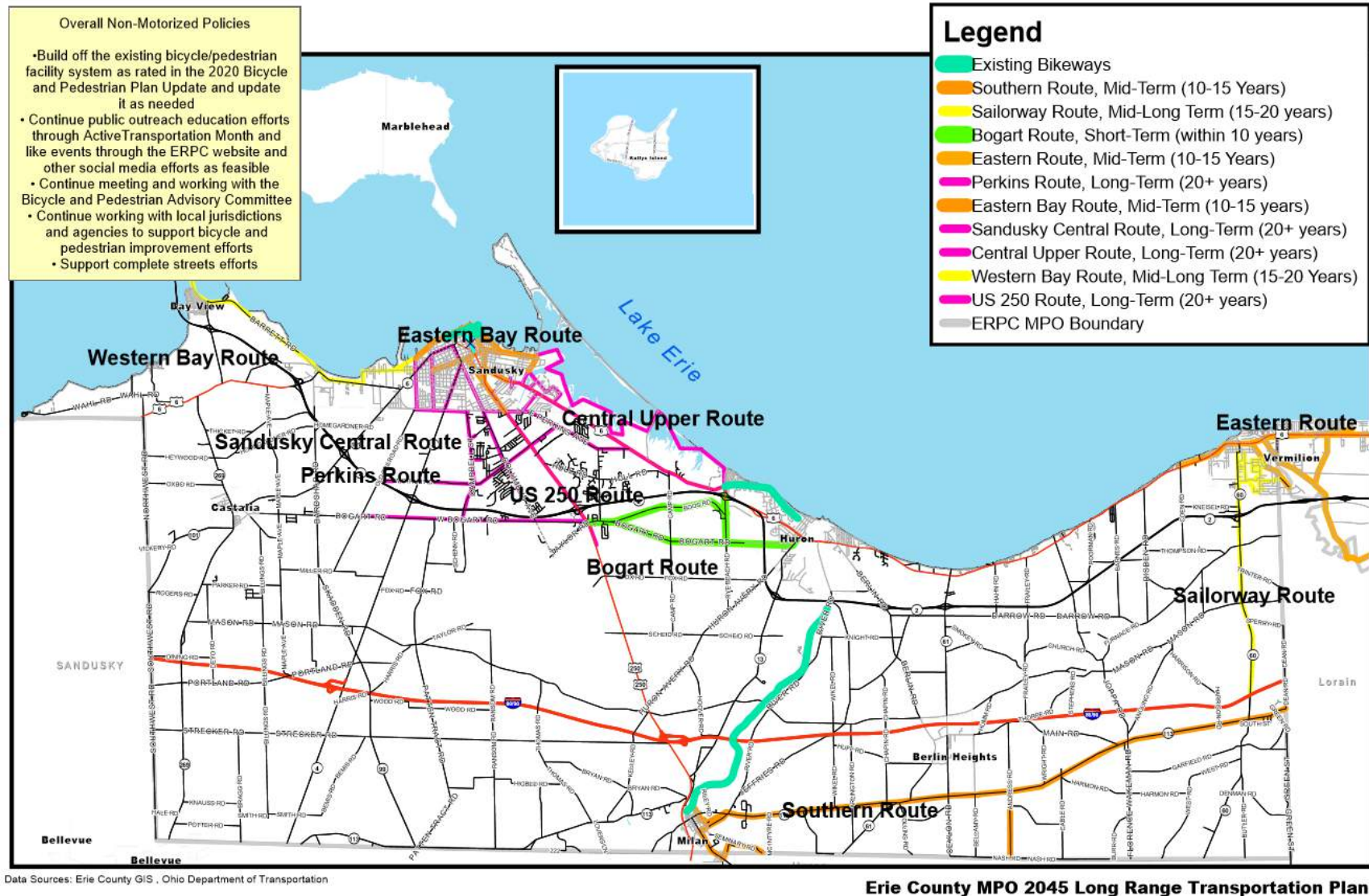
APPENDIX

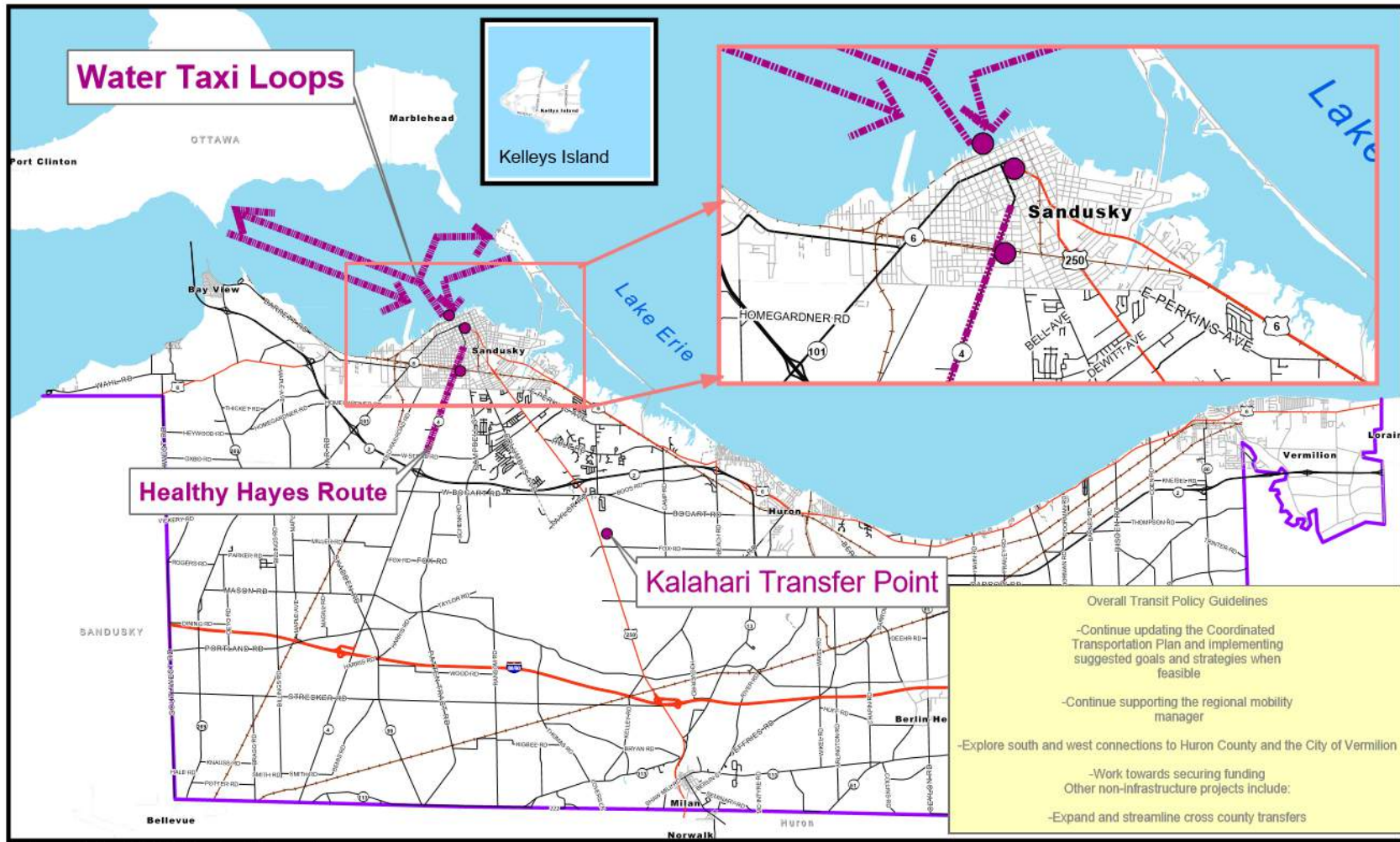


MPO 2045 LONG RANGE MAPS









Data Sources: Erie County GIS, Ohio Department of Transportation



Legend

- Transit Transfer Point Short-Term (within 10 years)
- ▨ New Transit Routes Short-Term (within 10 years)
- ▬ ERPC MPO Boundary

Erie County MPO 2045 Long Range Transportation Plan

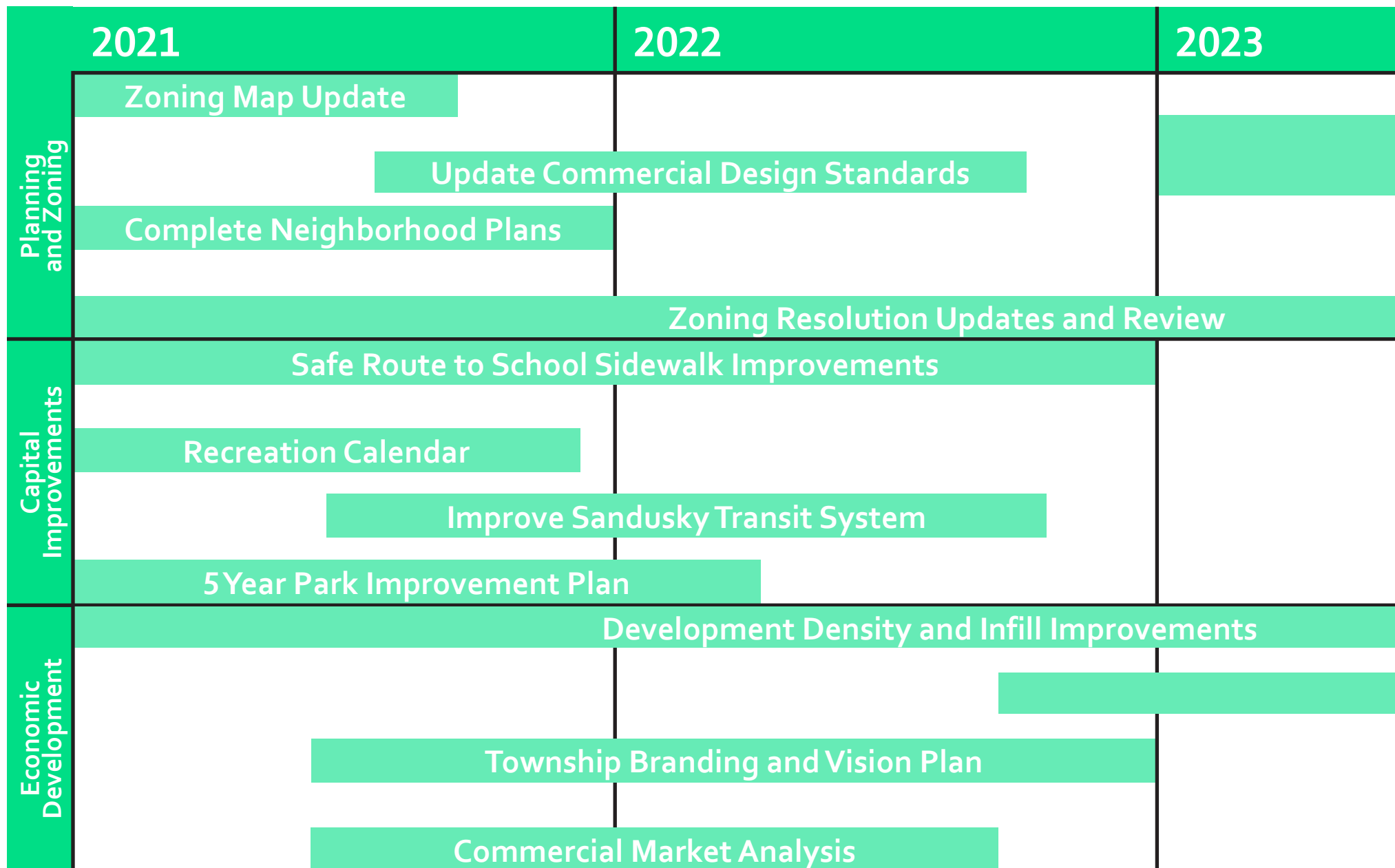
Figure 9-4.4 Recommended Transit Projects Implementation Schedule



April 2020

Map prepared by the Erie County Department of Regional Planning. Map to be used for illustrative purposes only. Erie County, Ohio assumes no responsibility or liabilities for any errors or omissions contained here in.

TIMELINE



	2024	2025
Sign Code Update (Section 28)		Comprehensive Plan Update and Review
		Park Plan Review
State Route 4 Development		Marketing Plan Review

2019 AMERICAN COMMUNITY SURVEY 5 YEAR ESTIMATES

DEMOGRAPHICS



POPULATION
11,754



MEDIAN HOUSEHOLD INCOME
\$64,668



POVERTY RATE
5.8%



BACHELOR'S DEGREE OR HIGHER
29.3%

People and Population

Age and Sex

44.8 +/- 2.1

Median age in Perkins township, Erie County, Ohio

38.1 +/- 0.1

Median age in the United States

Table: DP05
Table Survey/Program: 2019 American Community Survey 5-Year Estimates

Population by Age Range in Perkins township, Erie County, Ohio

Under 5 years - 4.0%

18 years and older - 81.0%

65 years and older - 22.1%



Race and Ethnicity

Race

11,754 +/- 25

Total population in Perkins township, Erie County, Ohio

324,697,795 +/- *****

Total population in the United States

Table: DP05
Table Survey/Program: 2019 American Community Survey 5-Year Estimates

Population by Race in Perkins township, Erie County, Ohio

White alone - 88.5%

Black or African American alone - 5.5%

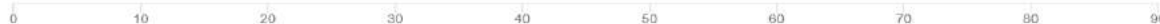
American Indian and Alaska Native alone - 0.6%

Asian alone - 2.1%

Native Hawaiian and Other Pacific Islander alone - 0.1%

Some other race alone - 0.9%

Two or more races - 2.3%



Education

Educational Attainment

93.1% +/- 1.8%

High school graduate or higher in Perkins township, Erie County, Ohio

88.0% +/- 0.1%

High school graduate or higher in the United States

Table: DP02
Table Survey/Program: 2019 American Community Survey 5-Year Estimates

Education Attainment in Perkins township, Erie County, Ohio

High School or equivalent degree - 30.6%

Some college, no degree - 20.5%

Associate's degree - 12.7%

Bachelor's degree - 16.7%

Graduate or professional degree - 12.6%

0 5 10 15 20 25 30 35

Income and Poverty

Earnings

\$40,331 +/- \$4,192

Female median year-round, full-time earnings in Perkins township, Erie County, Ohio

\$43,022 +/- \$107

Female median year-round, full-time earnings in the United States

Table: S2001
Table Survey/Program: 2019 American Community Survey 5-Year Estimates

Median Earnings for Fulltime, Year-Round Workers by Sex in Perkins township, Erie County, Ohio

Male - \$54,538

Female - \$40,331

0 10000 20000 30000 40000 50000 60000

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