

# PORT CLINTON

## COASTAL ACCESS PLAN

NOVEMBER 2016





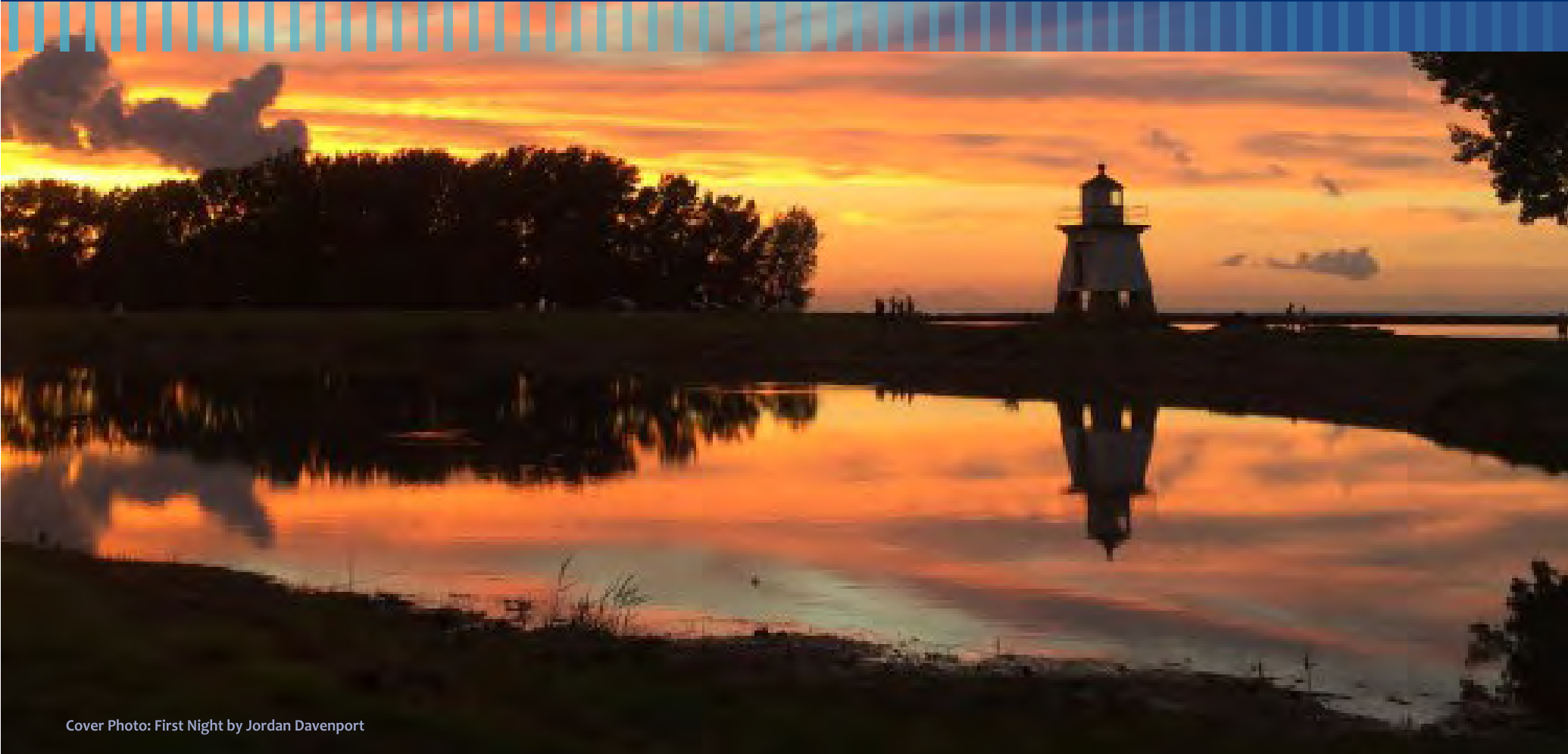
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Port Clinton Coastal Access Plan

# ACKNOWLEDGEMENTS



Cover Photo: First Night by Jordan Davenport



# THANK YOU

**THIS COASTAL MANAGEMENT PLAN WAS PREPARED BY PORT CLINTON UNDER AWARD #NA14NOS4190072 FROM THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, U.S. DEPARTMENT OF COMMERCE THROUGH THE OHIO DEPARTMENT OF NATURAL RESOURCES, OFFICE OF COASTAL MANAGEMENT. THE STATEMENTS, FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS ARE THOSE OF THE AUTHOR(S) AND DO NOT NECESSARILY REFLECT THE VIEWS OF THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, DEPARTMENT OF COMMERCE, OHIO DEPARTMENT OF NATURAL RESOURCES, OR THE OFFICE OF COASTAL MANAGEMENT.**



# ACKNOWLEDGEMENTS

## CITY OF PORT CLINTON ELECTED OFFICIALS/STAFF

The Honorable Hugh Wheeler, Jr.	Mayor of Port Clinton
Tracy Colston	Safety-Service Director
Cole Hatfield	Auditor
Sandye Ostheimer	Administrative Assistant

## STEERING COMMITTEE

Nikki Adams	President	Port Clinton Area Chamber of Commerce/ Main Street Port Clinton
Gabe Below	Council Member	Port Clinton City Council
Joey Brenner	Student	Port Clinton City School District
Don Clemons	Owner	America’s Best Value Inn/The Bait House
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Jacob Koch	Student	Port Clinton City School District
Vince Leone	Former Mayor of Port Clinton	Citizen
Casey Madison	Branch Manager	Croghan Colonial Bank
Trish McCartney	Agent	State Farm Insurance
Mark Messa	Director	Ottawa Regional Planning Commission
Carol Morgan	Owner	Morgan Realty Group
Jen Nickel	Staff	Port Clinton City School District
Rich Norgard	Volunteer	Port Clinton Lighthouse Conservancy
Jodi Regal	Commissioner	Ottawa County Board of Commissioners
Jim Stouffer	Manager	Catawba Island Club
Mark Waltz		Citizen
Lance Woodworth	General Manager	Put-in-Bay Boat Line Company “The Jet Express”



## PLANNING/DESIGN CONSULTANTS



ORDINANCE NO. \_\_\_\_\_-16

AN ORDINANCE APPROVING AND ENDORSING THE PORT CLINTON COASTAL ACCESS PLAN AS FUNDED BY THE OHIO DEPARTMENT OF NATURAL RESOURCES OHIO COASTAL MANAGEMENT GRANT AND DECLARING AN EMERGENCY

WHEREAS, the City received an Ohio Coastal Management Grant for the purpose of conducting a Lake Erie and Portage River Coastal Access study for the City; and

WHEREAS, a study has been prepared to address how best to proceed to increase public access and enjoyment of the Lake Erie and Portage River Shoreline within the City by City residents and by new and returning visitors/tourists, whether traveling by motor vehicle, foot or boat, and

WHEREAS, the study and plan was presented to council for review and approval at a regular meeting held on November 22, 2016, and

WHEREAS, this council finds and determines that it is in the best interest of the City and its residents to have a delineated and approved Port Clinton Coastal Access Plan to enhance and guide the development of public access projects for the enjoyment of the Lake Erie and Portage River shoreline located within the City, and that this council should approve and adopt the Port Clinton Coastal Access Plan.

NOW THEREFORE, BE IT ORDAINED by the Council of the City of Port Clinton, County of Ottawa and State of Ohio:

**Section 1.** Council hereby approves, endorses and adopts the Port Clinton Coastal Access Plan as the official plan of the City to enhance and increase public access and enjoyment of the Lake Erie and Portage River shoreline within the City of Port Clinton.

**Section 2.** This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this Council or committees, and that all deliberations of this Council, and any of its committees, that resulted in those actions were in meetings open to the public, in compliance with the law.

**Section 3.** This Ordinance is declared to be an emergency measure necessary for the immediate preservation of the public peace, health and safety of the City, and for the further reason that this Ordinance is required to be immediately effective prior to December 31, 2016 so that the City complies with the Ohio Coastal Grant Agreement entered into by the City; **wherefore**, this ordinance shall be in full force and effect immediately upon its passage and approval by the Mayor.

Passed: \_\_\_\_\_, 2016

\_\_\_\_\_  
President of Council

Attest: \_\_\_\_\_  
Clerk of Council

Approved \_\_\_\_\_, 2016

\_\_\_\_\_  
Mayor

Port Clinton Coastal Access Plan

# INTRODUCTION

CHAPTER 1





**THE CITY IS  
EXPERIENCING  
A RENAISSANCE**



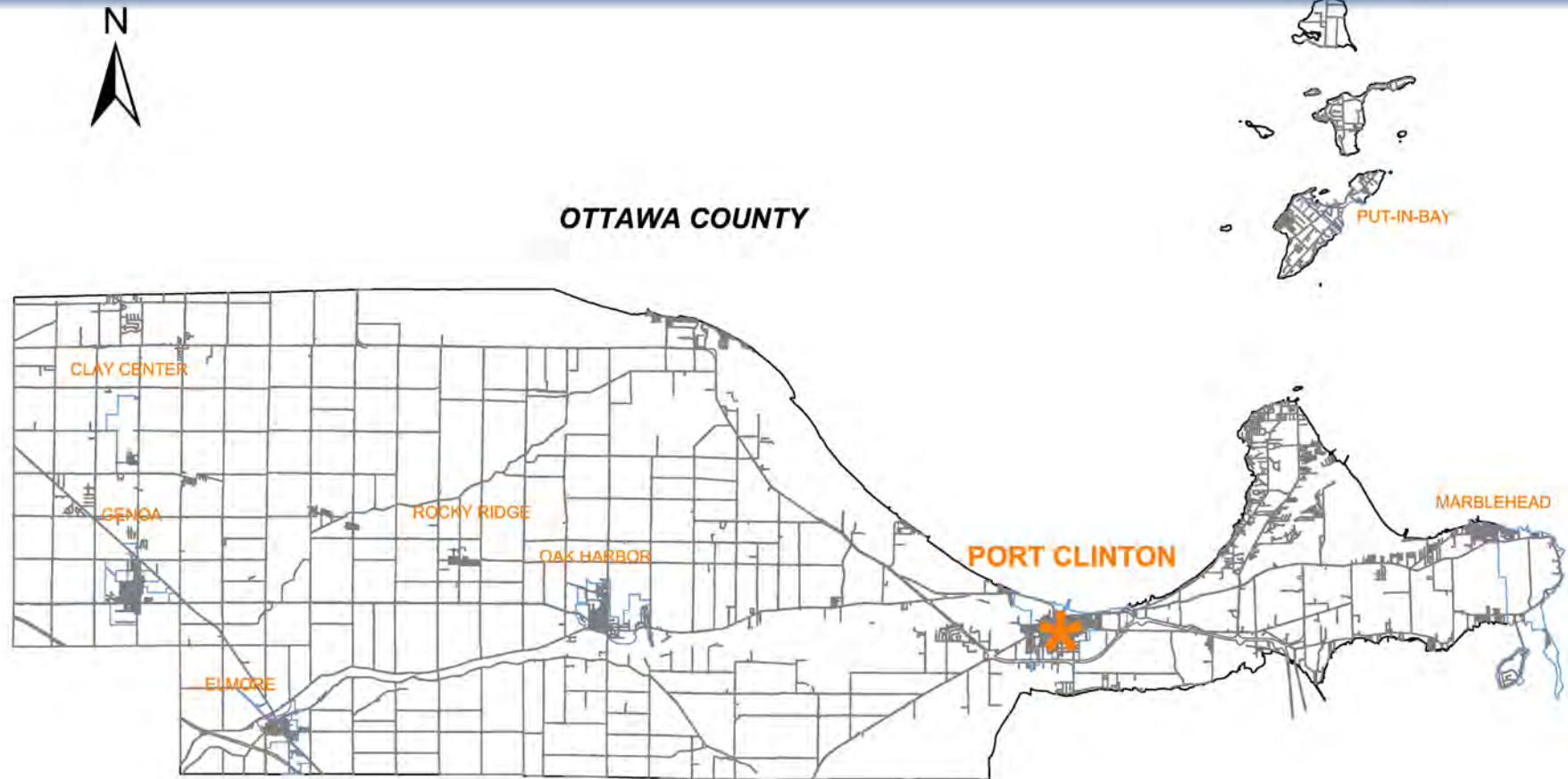
# CHAPTER 1 | INTRODUCTION

The City of Port Clinton is fortunate to have a portion (just under one half mile) of the State of Ohio’s 312 miles of Lake Erie shoreline, given its location on Lake Erie and the Portage River. Port Clinton has a population of

roughly 6,000 residents, which swells to 20,000 residents in the summer due to this “vacationland” location. During the summer, the City has about 125,000 tourists during the week and 250,000 tourists on the weekends.

The planning area was identified as North Monroe Street along the southerly riverfront, connecting Waterworks Park/ Lakefront Preserve Trail System (e.g. “Downtown to Preserve”).

Map of Port Clinton, Ohio





### The City is experiencing a renaissance.

The City, County, and Main Street Organization are working on the implementation of a \$4.0+ million dollar improvement project in their downtown based on planning undertaken by these entities. The City has submitted a grant application for a \$1.2 million project of coastal wetland restoration at the Lakefront Preserve (approximately 12-acre area). The City should find out after the first of the year if they are successful with this application. The downtown planning area includes

Waterworks Park. The recent acquisition of Lakefront Preserve (adjacent to Waterworks Park) will give the City the opportunity to enhance public access to Lake Erie and create a sense of place, tying these improvements into the downtown revitalization. This plan assesses how to best increase public access and enjoyment of the Lake Erie shoreline; link existing commercial, recreational, historical and natural areas; and attract new and returning visitors—whether traveling by motorized vehicle, bicycle, foot or boat—in a manner that is consistent with local, state,

and regional plans that advocate for the protection and balanced growth along Lake Erie.

This plan was produced by the City of Port Clinton, with assistance from Poggemeyer Design Group, Inc. and EDGE Planning, Landscape Architecture & Urban Design, using grant funds provided by the Ohio Department of Natural Resources, Office of Coastal Management. As recipient of a Coastal Management Grant, the City of Port Clinton led the development of this plan, but took important and deliberate steps to

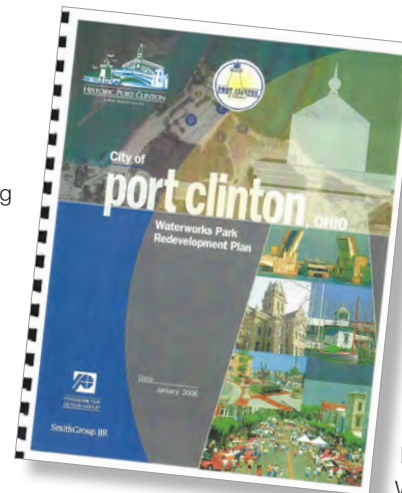
involve key stakeholders from the community. Major conclusions and recommendations are the product of a Steering Committee convened by the City.

### LOCAL PLANNING CONTEXT

This planning document is intended to supplement and support other community planning efforts in the City. These include, but are not limited to, the following: Water Works Park Multipurpose Trail System (1999); Waterfront Protection and Enhancement Plan (2001);

Waterworks Park Redevelopment Plan (2006); Market Study and Strategic Planning Initiative (2009); Downtown Revitalization Plan (2014); Beacon Survey (2014); and Downtown Market Study/Survey (2014).

Local planning organizations, public and non- profit, were involved in the creation of this document, including, but not limited to, Port Clinton Chamber of Commerce/ Main Street and the Ottawa County

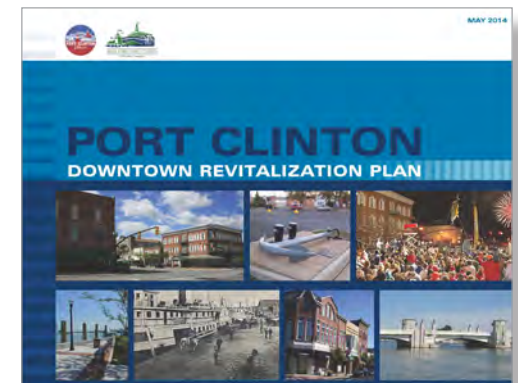
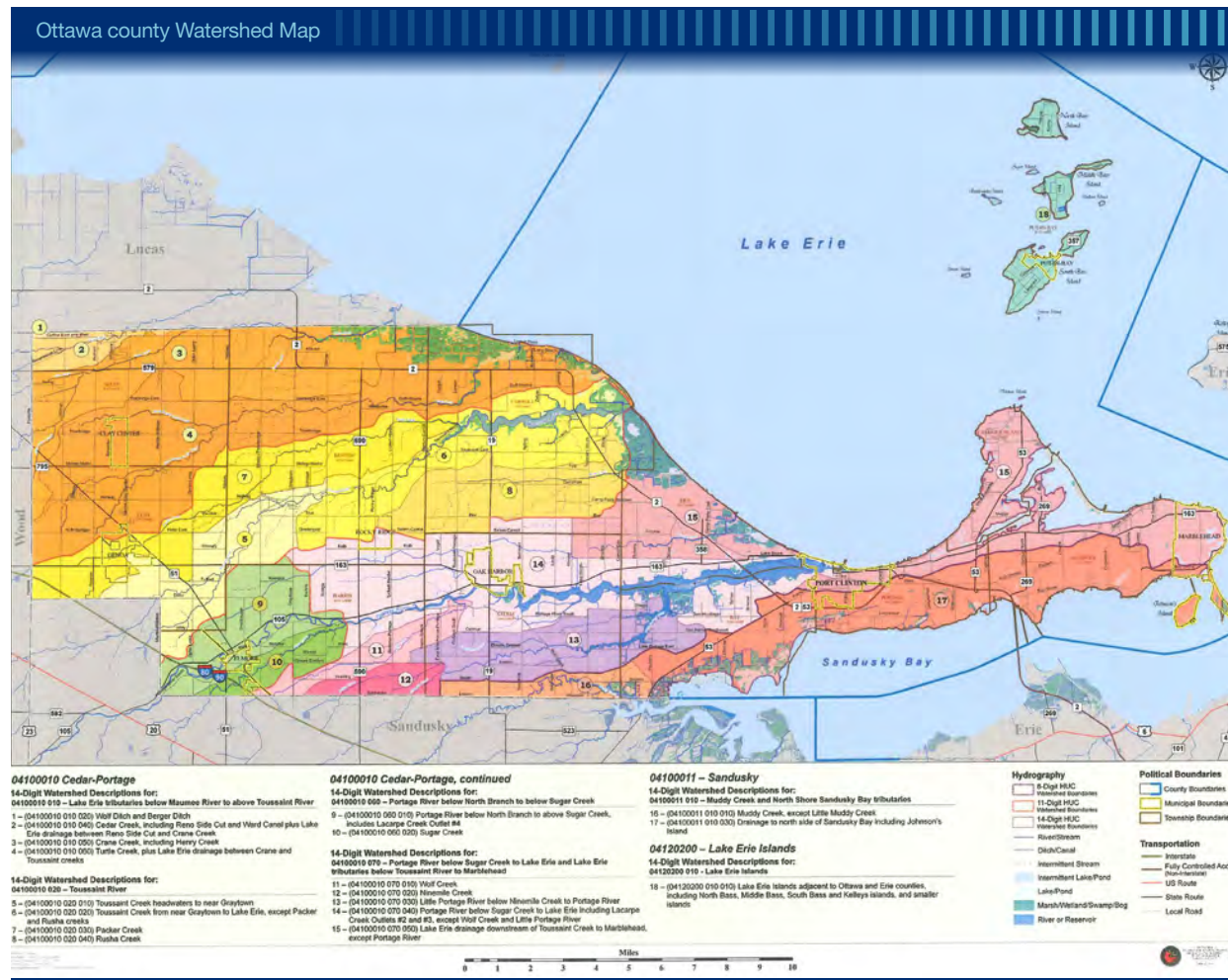


Regional Planning Commission. Ottawa County Improvement Corporation was also made aware of the planning process during each phase.

Additional local planning issues that emerged during planning conversations included the mindset that tourists prefer Huron and Sandusky to the Port Clinton Waterfront. Key people/ focus group attendees felt that there was more to

do, to see, easier access in these nearby locations. In addition, locals could point to waterfront access planning and implementation working in Toledo to the west and Cleveland to the east.

All planning and implementation of the agreed upon recommendations will not in any way negatively impact the Portage River or Lake Erie. As mentioned in the City's CMAG Application, the planning area is within three watershed areas: the Cedar-Portage Watershed, the Sandusky Watershed and the Lake Erie Watershed. Both the City and County are involved with the protection, preservation, and restoration of these watersheds and Lake Erie. In addition, a representative from the Black Swamp Conservancy attended a meeting of the Steering Committee during draft concept presentation.



## STATE & FEDERAL PLANNING CONTEXT

In 1972, the U.S. Congress passed the Coastal Zone Management Act (CZMA). The CZMA authorizes and encourages coastal states to develop comprehensive coastal management programs. Thirty four of the thirty five eligible states and territories have coastal programs approved by the Assistant Administrator of the National Ocean Service. The CZMA supports the goal of protection and careful development of coastal zones by providing assistance and encouragement to coastal states. The CZMA authorizes financial assistance for both program development and program implementation for eligible projects and applicants.

The State of Ohio has developed a Coastal Management Program pursuant to the CZMA. The Ohio Coastal Management Program (OCMP) promotes the beneficial use of coastal resources, prevents their impairment, and manages major activities that substantially affect numerous resources. In 1988, the Ohio legislature enacted the Ohio Coastal Management Act (O.R.C. Chapter 1506), which provides a comprehensive framework for the OCMP, and requires the Ohio Department of Natural Resources (ODNR) to identify and manage Lake Erie coastal erosion areas, implement the Lake Erie Access Plan, and administer the leasing of state submerged land. The lead agency for implementation of the programs, as prescribed by the Ohio Coastal Management Act, is the ODNR.

One key aspect of the OCMP is the Coastal Management Assistance Grant Program. Since 1998, this program has provided more than \$3.75 million to fund projects related to water quality, coastal planning, coastal resource management, and research and data collection. Grants are awarded on a competitive basis, with applicants providing a minimum of 50% of the project costs. In 1999, the City of Port Clinton received funding

from the Office of Coastal Management for the original study of this area (Waterworks Park Multipurpose Trail System).

According to Planning Advisory Service (PAS) Report 581 (Coastal Zone Management), more than three-quarters of the U.S. domestic economic activity comes from coastal states (those adjacent to the ocean or Great Lakes coast). In fact, 45 percent (2011) of the U.S. gross domestic product was generated in coastal counties. This economic activity accounted for 51 million jobs and \$2.8 trillion in wages (National Oceanic and Atmospheric Administration 2013). Sectors of the U.S. economy that are dependent on their coastal location include: waterborne cargo; commercial marine fisheries; marine recreational fishing; and beach tourism/leisure/hospitality sector.

**Smart Growth for Coastal and Waterfront Communities** (National Oceanic and Atmospheric Administration, U.S. Environmental Protection Agency, the International City/County Management Association, and the Rhode Island Sea Grant, in consultation with the National Smart Growth Network) can also be utilized to look at National planning trends.

This guide includes an overview of the unique development challenges and opportunities along the water, and provides specific approaches to development and redevelopment. Ten Smart Growth Principles for Waterfront areas were defined as:

1. Communities should mix land uses, including water-dependent uses;
2. Municipalities should take advantage of compact community design that enhances, preserves,

and provides access to waterfront resources;

3. Communities should provide a range of housing opportunities and choices to meet the needs of both seasonal and permanent residents;
4. Communities should be walkable, with physical and visual access to and along the waterfront for public use;
5. A strong sense of place should be created that capitalizes on the waterfront's heritage, and fosters distinctive and attractive communities;
6. Communities should strive to preserve open space, farmland, natural beauty, and the critical environmental areas that characterize and support coastal and waterfront communities;
7. Local governments should strengthen and direct development toward existing communities (as opposed to green fields), and encourage waterfront revitalization where needed;
8. The Community should provide a variety of land- and water-based transportation options;
9. All communities should strive to make development decisions predictable, fair, and cost-effective, through consistent policies and coordinated permitting processes, and by creating development policies and regulations that are easy to understand and apply;
10. Communities should encourage community and stakeholder collaboration in development decisions ensuring that public interests in, and rights of access to, the waterfront and coastal waters are upheld.

While not all of these principles apply in this planning process/document, they should be



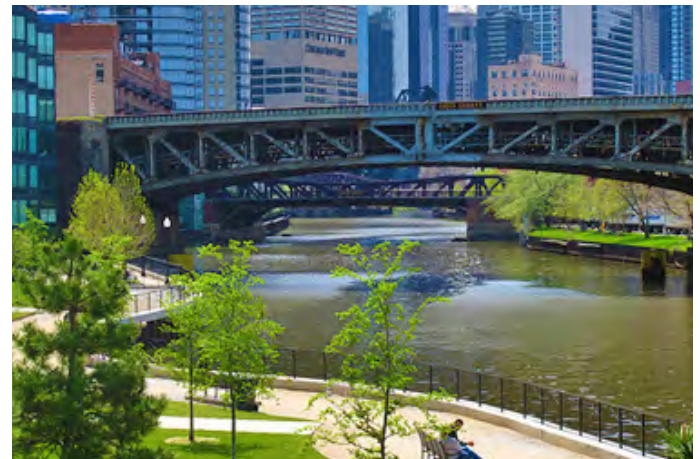
taken into consideration for implementation and future phases of redevelopment/development as well.

Nationally, Steering Committee members pointed to Chicago, Louisville, San Antonio, San Francisco, and

Indianapolis (Canal and White River State Park) as locations where they had recently visited and would identify as places that waterfront planning was working. These areas have proven that access and connectivity are imperative to waterfront planning.

## NATIONAL CITY WATERFRONT WALKWAYS







## PLANNING PROCESS

Principles of effective coastal zone planning include: ensuring environmental quality; reducing risks; developing and redeveloping responsibly; ensuring equitable access; managing storm water and watersheds effectively; engaging and educating stakeholders; and collaborating across disciplines, sectors and levels of government (PAS Report 581 Coastal Zone Management). These strategic principles will be used to guide the development of this planning process and will be utilized as the City moves toward implementation.

The planning process utilized for this plan began in late 2015 with an initial meeting with the City to create a Steering Committee to assure that key individuals with an interest in the future of waterfront access were included. In February 2016, a Steering Committee meeting #1 was held and the following information was reviewed:

- Introductions
- Background
- Coastal Management Access Grant (CMAG) Application/Plan Requirements
- Goals/Strategies
- Action Steps
- Calendar

The roles of consultants and steering committee were also reviewed. It was determined that the consultants would guide the process through research of existing data, goals and action steps and provide professional planning, landscape architecture and engineering services for concept design and implementation. The steering committee would be the voice of process, taking existing data, public participation/outreach and appropriate uses to develop a vision for future needs and development of the project area.

Data collection was also discussed and would rely heavily on the existing information recently collected for the Downtown Revitalization Plan. Public input would be solicited in the form of key person interviews, focus group, and a visioning session. Planned improvements would then be in conceptual format, based on data collected from the focus group and visioning session. The planned improvements in the conceptual format would then be ranked according to their feasibility. Final format would include cost estimates and the conceptual plans would be formalized. Funding options would be provided to bridge planning with implementation/results.

Agendas and sign in sheets can be found in the Appendices.

Port Clinton Coastal Access Plan

# KEY PERSON INTERVIEWS

CHAPTER 2



### **MOST FAVORITE FEATURES**

**Waterfront as an amazing, beautiful resource with natural draw and views.**

**Bridge area, public park access, flowers, gathering areas, opportunities, and access.**

### **LEAST FAVORITE FEATURES**

**Park area is not well kept and lacks amenities. Underground water storage tanks, a lack of year round maintenance, flooding, uneven surfaces (grass, parking lots), a lack of a boat ramp/launch, the condition of bathrooms, access (difficulty to walk and drive in areas), and lack of signage.**



## CHAPTER 2 | KEY PERSON INTERVIEWS

As part of the planning process, the consultant spent time interviewing eight “key persons” to the Waterfront Plan, as identified by the Steering Committee. Approximately a half hour was spent with each key person using an interview tool, developed by the consultant with assistance from the Steering Committee. Key persons ranged from young (twenties) to older (eighties) and included both residents (new and life-long) and non-residents, as well as some business and building owners. All members were familiar with the planning area. A copy of the interview tool is included in the Appendices.

Initial impressions of the waterfront area ranged from “an area flush with activity and vibrancy” to an area that is an “embarrassment.” The most favorite feature mentioned by just about every participant included the waterfront as an amazing, beautiful resource with natural draw and views. Other favorite features mentioned included: bridge area, public park access, flowers, gathering areas, opportunities, and access. The least favorite feature that was mentioned repeatedly was that the park area is not well kept and lacks amenities. Other least favorite features included: underground water storage tanks, a lack of year round maintenance, flooding, uneven surfaces (grass, parking

lots), a lack of a boat ramp/launch, the condition of bathrooms, access (difficulty to walk and drive in areas), and lack of signage.

Overall access, as it relates to pedestrians, boaters and vehicles, of the planning area was discussed. Multiple respondents stated that pedestrian and boater access are the first priority and parking is necessary. At this time, pedestrians “take their life in their own hands” trying to



navigate the area, with the crossing of SR 163 at Fulton and during the Walleye Festival. Pedestrian access across SR 163 at the Beach/Park is good and well used. Pedestrian access to the water can be difficult in some areas. A boardwalk or waterfront walkway may give the area what it needs regarding pedestrian access and attracting tourists. Concerns were voiced with how a boardwalk/waterfront walkway will affect businesses at the

end of Madison Street regarding liability, right of way, removal of parking, fees for docking, etc. Parking is utilized, but because parking lots are deteriorated at Waterworks Park, some people do not want to park their cars there. Parking lots are used at the end of Madison Street. Vehicles have a hard time getting in and out during events. Boaters need a launch ramp and an area to park boats so they can visit Port

Clinton via Lake/River. The addition of a stop light at the Derby Pond entrance was mentioned to make it easier on vehicles towing boats who are turning around. All three access areas should be improved, along with signage.

Tourism in the area was discussed. The majority of key people stated that the area needs more tourists, especially during the off-season. According to key people, this is the industry that is still left in Port Clinton. Fisherman are coming as tourists

(thousands a week, according to one key person interviewed) and going downtown, staying in hotels and eating in restaurants. The waterfront is not being used to its fullest potential to attract more tourists. Better beach access is needed, along with pavement improvements, a sit- down restaurants, and lighting, etc. along the waterfront. Key people also voiced concerns that businesses along a potential

boardwalk/walkway could be closed 4-6 months per year and how this would affect attracting off-season tourists.

**Recreational** uses were also discussed. The majority of key people wanted to see vibrancy in the area that would include: jet ski/kayak/paddle board/bike rentals; sand volleyball courts; smoothie stand; ice skating in winter; and boardwalk/walkway/ path for walking, biking, running, etc. An area for fishing was mentioned as being important, potentially improving the pier and allow fishing here. The boardwalk/walkway could be extended out onto the pier. The ball diamonds were mentioned repeatedly as an eye sore. The general consensus was that they should either be fixed up or removed. One key person interviewed was not sure if they are needed in this location. The skate park was also mentioned as not being well maintained. Improvements to the area would attract both Millennials and Baby Boomers.

**Public development** of the area was discussed. The majority of respondents wanted the public involved in some sort of manner in any type of development, so as to maintain some control of the area and provide public access (e.g. waterfront access, docks, and boardwalk/walkway). Negotiations should be open, transparent and all information (e.g. business plans) should be available. Progress was important to this group.

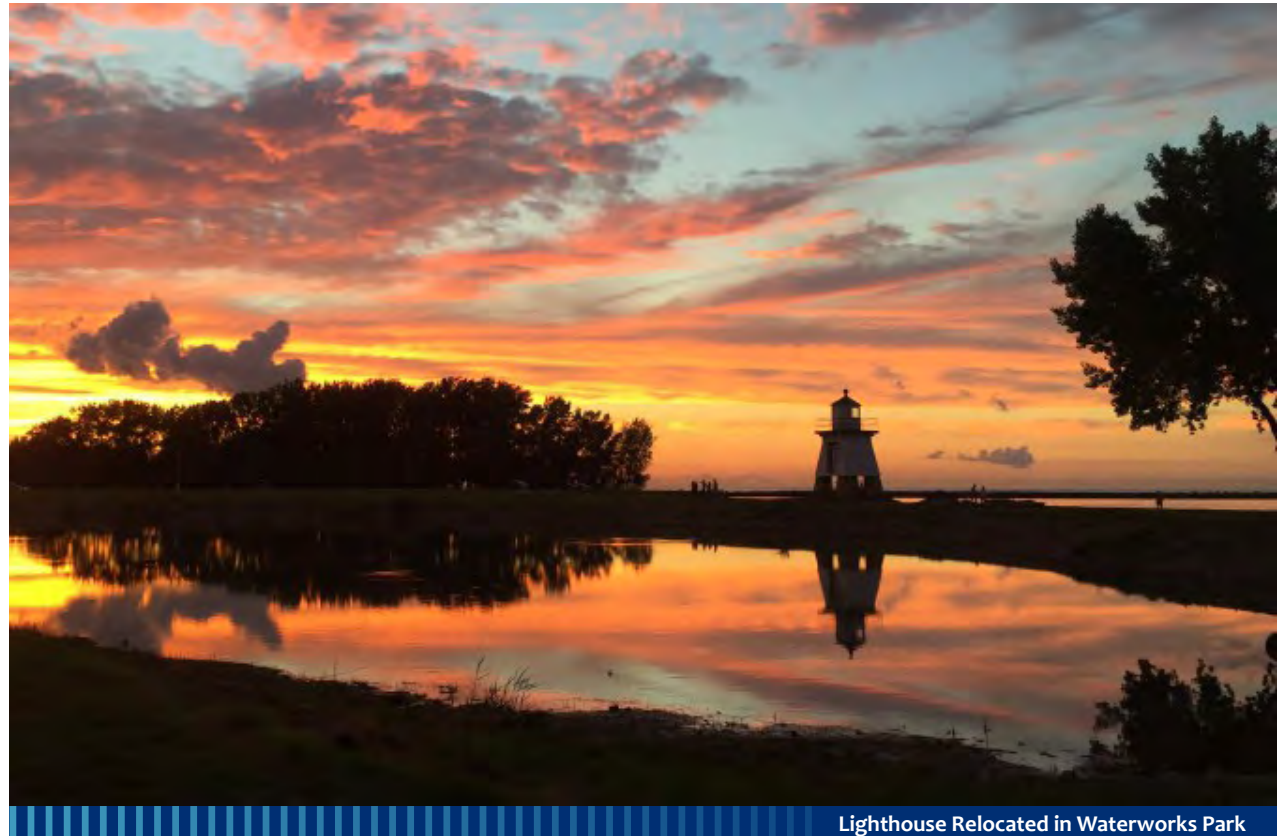
**Private development** of the area was also discussed. Any sort of development should be positive to the existing businesses and waterfront property values. Private developers should provide a strong business plan. It was recommended that the City should retain ownership of the site and provide a lease arrangement to private developers. Potential issues with existing land ownership and soil composition were voiced by one member. As a side note on the soil composition question, only three small areas have been identified as needing remediation at the Waterworks Park area and

none are in the direct path of proposed walkway (Soil Sample Location Survey, SME, and September 2015). The majority of respondents were pro-development. A hotel and convention center were listed as being better uses than condos. One key person responded they were not sure condos have been good for the City overall in the past. Again, a couple of key persons did not want to see private condo development and one key person said more information was needed before any development takes place.

Preservation of the area was also discussed, especially so residents/visitors could enjoy the waterfront. The

majority of respondents felt there was a lot of wildlife in this area and preservation/protection was one of the most important things they could do as a community. A boardwalk/walkway with benches and a cleaned up beach area with better access would be great for watching the wildlife. One member felt that there were other areas in the City with wildlife, too, this was not the only area.

**Physical improvements** for the area were discussed. All key people interviewed agreed that physical improvements to the area were needed. Amphitheater, restrooms, boardwalk/walkway were mentioned most often. Additional lighting, flowers,



Lighthouse Relocated in Waterworks Park



landscaped buffers along Perry Street, statutes, seating areas, shelter buildings, splash pad, volleyball, Ferris wheel, ice rink, exercise stations along boardwalk/walkway and parking lot improvements were also discussed. The Port Clinton Lighthouse Conservancy restored the wooden Port Clinton Lighthouse over the last five years and relocated the historic landmark in late summer 2016. Lighthouse relocation comments were split between some key people stating its new location in Waterworks Park would draw few visitors to others saying it would draw 8,000-10,000 visitors a year. All key people agreed that physical improvements should be focused on bringing more people in to utilize the park and highlight the waterfront. Currently, residents/visitors are sitting in their cars enjoying the view, but key people want to get them out into the area and physical improvements could do this. Additional commercial shops were mentioned as being needed along the waterfront, along with any improvements that would make the area more family friendly. One respondent stated that any physical improvements made could be “good advertising” for those visitors riding the Jet Express. Another respondent thought better gateway and directional signage would improve the area.

**Connections/linkages to downtown from the waterfront were discussed.** All participants wanted to see this link enhanced with boardwalk/walkway, better sidewalks, signage and lighting, because it is

important to get residents and visitors into the downtown. The eastern edge of Perry Street has good access, but there is a need to give pedestrians a reason to keep going west. Pedestrian access should be encouraged, but some concern was expressed when a boardwalk/walkway is in front of the businesses along the River and business owners losing parking and/or access.

A raised walkway may work and allow fishing on one level and walking on another. Downtown businesses could take advantage of foot traffic already going to the Jet Express. Downtown buildings should be fixed up prior to recruiting new businesses. Better signage is needed to direct people from one end of the planning area to the other and south on Madison Street for shops. With any connections/linkages planned, one must remember that Port Clinton is a seasonal town.

**Boating access, including docks, piers, and boat ramps, was discussed.** A boat ramp/launch was mentioned repeatedly as being needed, although one respondent did not feel it was a priority. Some suggested locations could be in Waterworks Park, closer to City Beach, over by Jet Express or at the other side of the bridge. Launch ramps are important to out-of-town visitors, especially during busy summer weekends. Adequate space/parking will be necessary with boat ramp/launch and may remove valuable space for other passive or active plans in the area. Respondents also wanted to see transient dockage for day trippers, but were split on location either in Portage River, past pier/break wall, or near Stonehenge. Some boaters in the group felt the River was not crowded, while others felt it was crowded. Boaters will need a reason to dock at new slips, to make Downtown Port Clinton a destination so boaters are not going to other locations in Ottawa and Erie Counties. Marketing may be important to achieve

this goal. Access should also be provided for kayaks and other small recreational watercraft. One key person wanted to ensure the proposed improvements for access would not affect charter boats due to the amount of money they bring into the community. Another key person wanted to make sure designated areas were planned for police boats, instead of having them use transient docks.

The following areas were identified by key people as **DOING WATERFRONT DEVELOPMENT “RIGHT:”**

**Florida:** Hollywood Beach, Key West

**Michigan:** Pentwater, St. Joe’s (shops on water, but fishing is gone, but still have tourist draw); Mackinaw

**Ohio:** Vermilion (community took hold of development rights, good with creating access), Huron, Kelly’s Island (west bay, dock boat and spend day), Sandusky (walkways, Dockside, outdoor dining, seating, improvements have taken advantage of waterfront), Cleveland, Cincinnati, Dublin (Columbus Park System), Perrysburg (downtown takes advantage of riverfront), Manchester, Portsmouth (can take boat to Cincinnati for day for restaurants/sightseeing)

**Texas:** Austin

**North Carolina:** Asheville

**South Carolina:** Charleston, Beaufort (can walk out into the swamp on boardwalk), Orangeburg (prom/wedding pictures taken here), Myrtle Beach (backwater development)

**Tennessee:** Nashville

**Pennsylvania:** Pittsburgh (walkway is located on both sides of river, huge fountain, ability to see sporting events, movies, live music from boats)

**Indiana:** Evansville (revitalized downtown)

**KEY PERSONS WERE ASKED TO DESCRIBE THEIR VISION FOR WATERFRONT DEVELOPMENT WITHIN THE PLANNING AREA. EACH KEY PERSON TOOK A MINUTE TO FORMULATE THEIR VISION AND IT IS REFLECTED BELOW:**

“My vision would be to make sure we respect opinions, we may need to change our mindset, but we need to look at making improvements to the area and the downtown and then know your market. The town is perfect, just need to clean up the area and get people to waterfront. Current state of Waterworks Park is an eyesore. We need to link the entire area with a walkway and make sure there is community support for whatever project is chosen. Ask people what they want. Make sure existing property owners are kept up to date with open communication and actual costs/benefit of new projects for existing property owners. Property owners need to know specifics (water, electric, increase taxes) before they can commit to walkway. Give people a reason to come here, court the tourists like a resort town. All improvements must be mindful of the freeze and thaw here. Existing transient docks have not brought much business, but I feel a boat ramp will bring people in.”

“My vision would be not to see a bunch of condos crammed in there. If the whole area was cleaned out and a walkway was constructed, it will make the waterfront a destination. Build a walkway, start by the existing restroom and create an elevated walk. This will allow residents/visitors to see more and go all the way out at the waterfront. Make walkway vinyl, not wood. A raised walkway is better for wave wash and for flooding. Improvements need to be prepared for nor’easters, be flood proof and include floating docks. I would love to see an amphitheater. If the walkway is elevated, you could see through buildings with open glass walls, etc.”

“My vision would be to clean the area up, make it a beautiful park area because people want to be able to go and sit/eat on the water. Need that link between waterfront and downtown. A lot of things down here have potential and if it is more aesthetically appealing, this will draw people down there to spend more time. Proposed improvements may spur beautification of other things in area. Tourism trends show data on numbers of groups that come to the area are looking at unique places to hold meetings and events. Big hook in this area that gives us a leg up is the waterfront. Whether this is a softball tournament at the park or meeting space on water, both are great business opportunities for region. Whatever is done needs to be sensitive to the natural areas. Any development, building or path, has to be done carefully so as not to detract from the waterfront environment. Tourists expect waterfront access. Give opportunities to residents and tourists without taking away opportunities from others. A lot of running paths along the waterfront make you want to go back. Clearly mark access to and from the downtown area.”

“My vision would be to develop an area where it does not matter if a resident/visitor is single, married, with or without kids so that everyone can go and enjoy it. The town needs to sell itself. People chose where they want to live, so give them a reason to want to live here. Bring corporations, infrastructure, and tourists in here. Marketing is key. For example, the lighting of the drawbridge adds to the area, makes it more attractive year round.”

“My vision’s main concern is upkeep. We could put in the most beautiful plan and when it is new, it looks good, but the future maintenance will be key. I think of the brick pavers in the sidewalks. There are weeds in cracks which does not look good. Any improvements need to be maintained.”


“My vision would be something that is nice to look at and functional too. I would like to see a place where kids/adults can go to and have fun. Give them something to do. People go to the Islands, keep them here by giving them more places to hang out. Fuel up and hang outside all day (see it in TV shows, live along water and have atmosphere). For example, volleyball tournaments and video game/arcade in downtown to bring people here (successful in Toledo, Chicago, Columbus, old school video games are free, just pay for food/drink).”

“My vision would be physical improvements done in phases and passing a small park levy to keep up with the maintenance. This could include a splash pad, multi-purpose building, amphitheater, green space, and parking lots. Make the buildings revenue producing to assist with costs. My vision does not include condos or commercial development, but keeping with a more recreational, festival-oriented waterfront.”

“My vision would be to make it special and make any access/walkway aesthetically pleasing. Being pro-development is important, but make sure citizens can see what is proposed. Clean it up, make it a beautiful park area. Improvements could include partnerships, but need to be transparent and give something the entire community can get behind.”

# VISIONING





**"GOOD WATERFRONT PLANNING CONNECTS REGIONAL NON-MOTORIZED TRAIL NETWORKS, INCLUDING "BLUE WAY" OR WATER TRAILS FOR CANOEISTS/KAYAKERS; MAINTAINS OR IMPROVES LINKAGES BETWEEN LOCAL AND REGIONAL LAND AND WATER BASED TRANSPORTATION SYSTEMS; AND DEVELOPS A NETWORK OF PEDESTRIAN/BICYCLE ROUTES LINKING WATERFRONT RESOURCES WITH OTHER ACTIVITY CENTERS."**

## CHAPTER 3 | VISIONING

**The City of Port Clinton is at an important juncture in its history and needs an inspiring and achievable vision for the waterfront.** This event is a rare, unique opportunity to help create that vision and think (perhaps dream a little) about what the waterfront could be like in the future. Great places just don't "happen." Without exception, some of the strongest communities and most beautiful waterfronts across the nation are the product of deliberate visioning and planning followed by steadfast implementation efforts.

As a part of the public process, the City, in conjunction with its consultants (Poggemeyer Design Group and EDGE Planning, Landscape Architecture & Urban Design) and with the assistance of an appointed Steering Committee, embarked on a visioning focus

group for those residents/visitors who are most involved in waterfront access. The group was charged with increasing public access and enjoyment of the Portage River/ Lake Erie Shoreline, linking existing commercial, recreational, historic and natural areas and attracting new and returning visitors to the area. This meeting was held at the City building on April 20, 2016. Approximately 27 people attended this important event.

This focus group and visioning session was charged with looking at the planning issues and capturing the essential elements of what Port Clinton's waterfront should be like in the future. Conversations included an overview of "best practices" used in strong waterfronts, along with an update of previous data and current research/ data. Future visioning ideas to address development of shoreline, including physical improvements, recreational

amenities and tourism opportunities, were illustrated and shared.

Current best practices in waterfront planning seem to be a rethinking of access. Communities are paying just as much attention to their waterfronts as their hard surfaces for access. Port Clinton's waterfront is the front door to boaters and Jet Express passengers and an entrance into the downtown/community. A fundamental shift to do a "riverscape" is now prevalent, just as much as we do a streetscape with gateways and entrances. Communities all around the country are improving current public access to waterfronts by identifying links/amenities for those arriving by boat (e.g. dockings, restroom facilities, bike rentals, lockers, etc.) as they would amenities for those arriving by land (e.g. walkways, signage, parking, etc.) Good waterfront planning connects regional non-motorized trail networks, including "blue way" or water trails for canoeists/ kayakers; maintains or improves linkages between local and regional land and water based transportation systems (either existing or planned); and develops a network of pedestrian/bicycle routes linking waterfront resources with other activity centers.



Port Clinton Riverfront

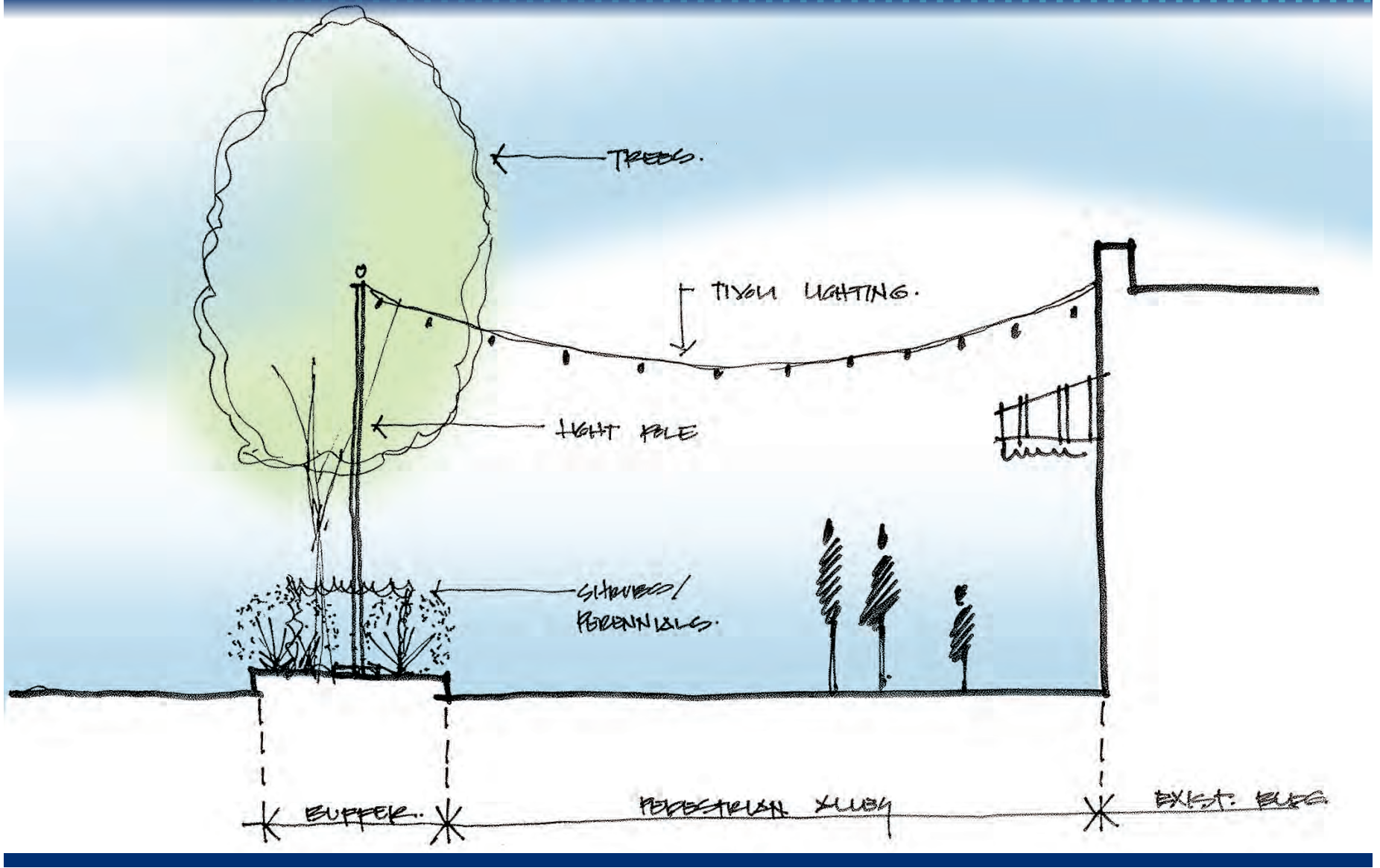
## Port Clinton Overall Plan Concept Draft



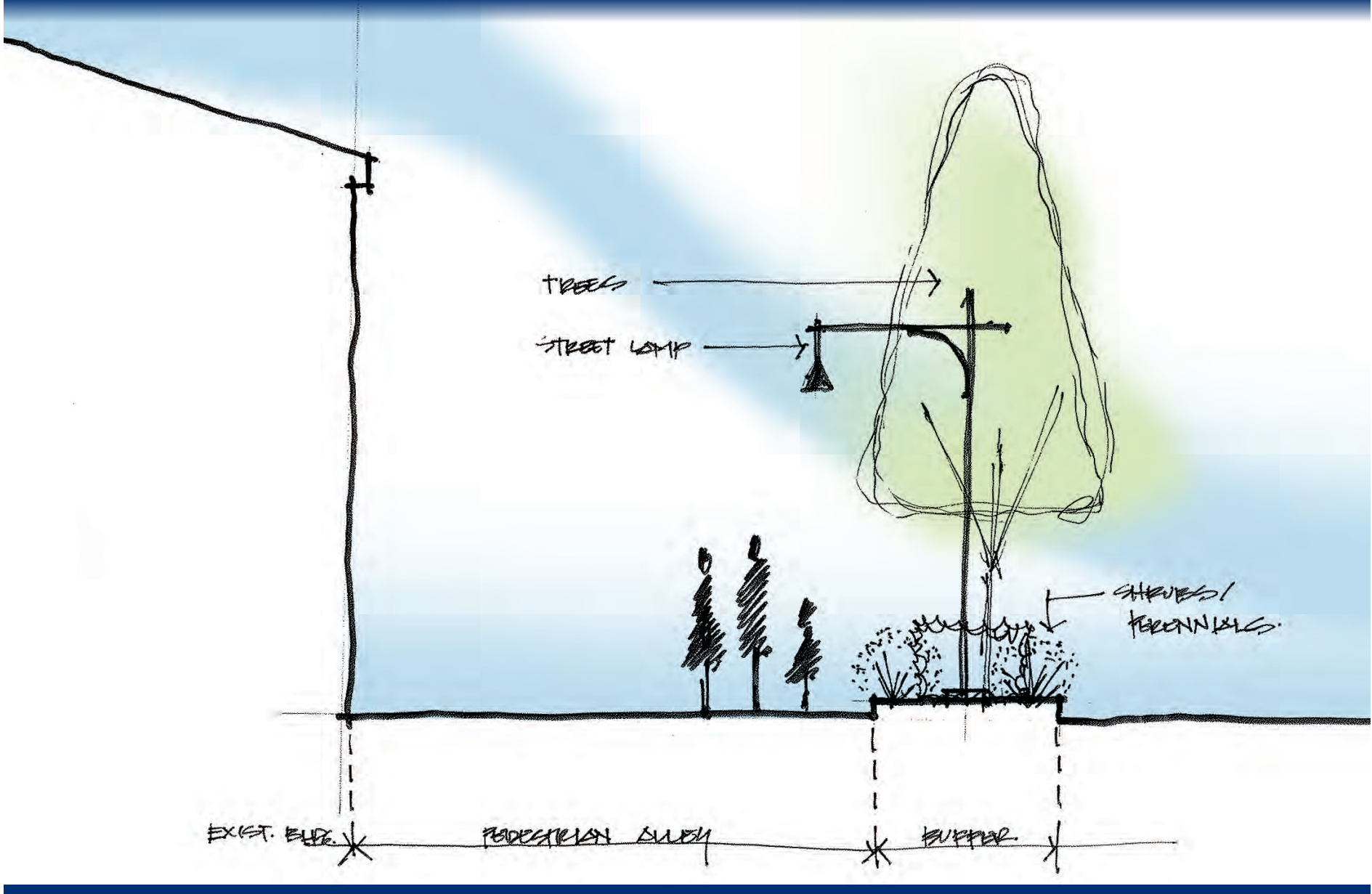
A number of options were presented to the Visioning Group for review and discussion. These options are further reviewed in Chapter 4- Goals, Strategies and Action Steps. General comments from the public visioning session include the following:

- Lighthouse should be represented in final design, location is secured, will be moving shortly. Lighthouses are destinations and will generate traffic for the waterfront and downtown;
- Marina design should take into account slip sizing requirements, obstructed views, river current, number of transient docks, river space, communal aspect of marina, fresh water flow of marina, and winterization of marina;
- Areas should be enhanced for fishing activity, with better signage as to where to and where not to fish;
- Walkway must have consensus from those businesses along the proposed area, as this is their livelihood. The park area should be easy to plan with a waterfront walkway, but it will get more complicated and expensive as it gets closer to the existing businesses. Elevation, security, and noise will all need to be addressed. Walkway design will need to look closely at sight lines and use of curvature elements, rather than right angles;

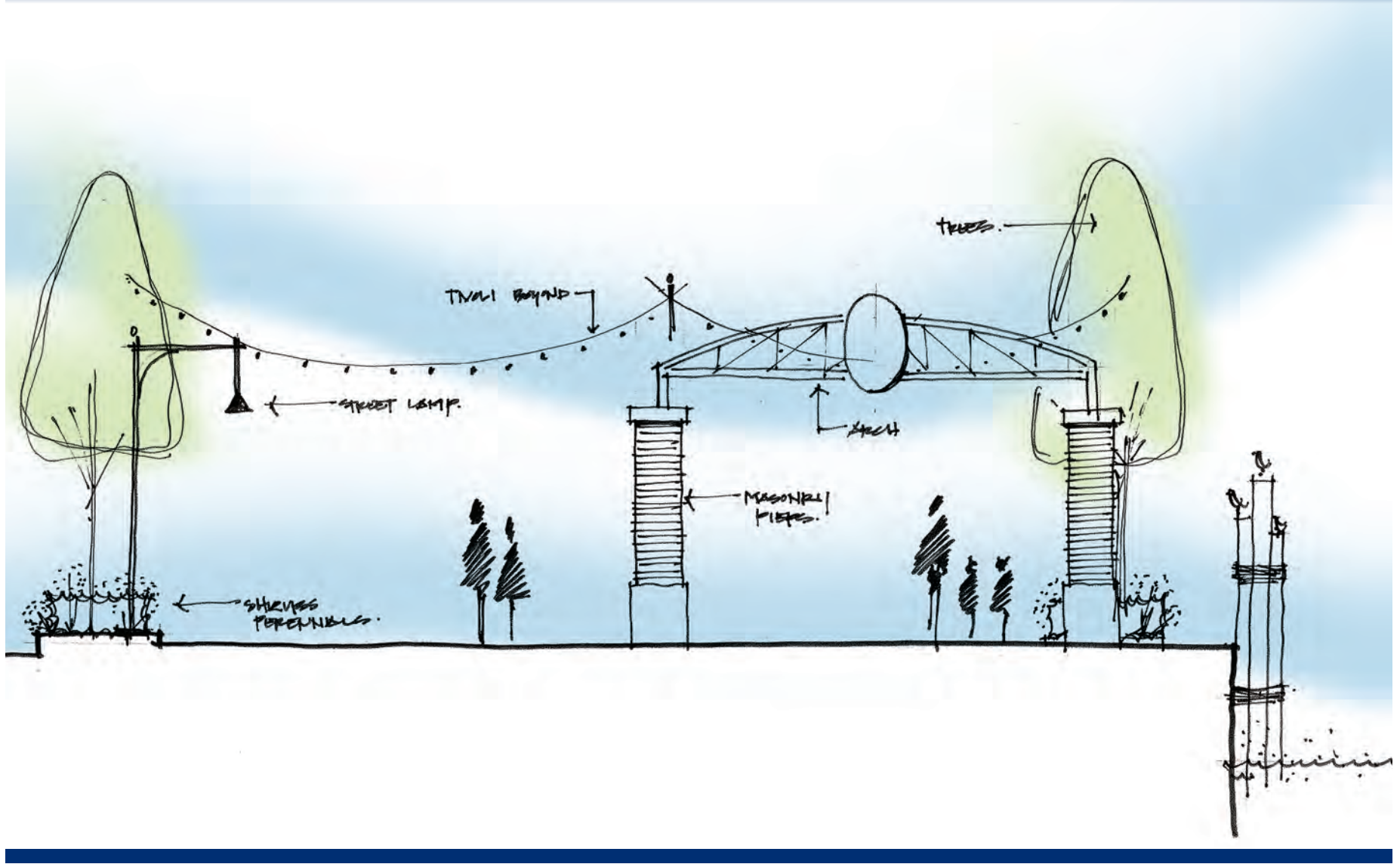
Port Clinton Alley Concept Draft



Port Clinton Alley Concept Draft



Port Clinton Gateway Concept Draft



Port Clinton Alley Concept Draft





- An amphitheater is enticing, but concerns regarding its management were raised (who would be in charge of bookings/bringing in events and what would be weather contingency plan). If part of final design, the responsible party will need to research and see how other communities handle this. Some use their park districts (e.g. Huron, Lorain) for the management;
- Past planning efforts did not go through because of large scale of plans and costs;
- Boat ramp is desired, but concerns of where to park cars, trailers, and provide turn around for both. Maybe a smaller scale, recreational area to launch kayaks and/or small sailboats; and
- Avoid user conflicts in all improvements proposing for waterfront, but remember waterfront is also economic driver.

**Suggested draft vision statements included:**

- To recognize and energize the amazing waterfront that helps to make Port Clinton special for residents and visitors, further enhancing its status as the Walleye Capital of the World.
- To highlight the existing area and add improvements (passive and active amenities) to the waterfront to connect Lakeshore Preserve to Downtown Port Clinton.

I would like it to include "Improve Business" Downtown

Provide safe scenic + multi-use access to the public for their recreational benefit.

To connect the river front with the downtown area while also making the space functional. To make this more than just a path, create a walkway that can create interest & other opportunities.

TO Become an important waterfront destination - year round - vision

VISION  
 A theme of downtown core of retailers & a passive/active "third" place for visitors and locals to enjoy.

my vision:  
 a cohesive plan or theme for downtown to attract visitors once they have they have the ability to reach us!

My vision is implementation!

In the end, the Visioning Group agreed that the City of Port Clinton has the ingredients here to make it one of the most exciting waterfront destinations. Whatever the outcome, this plan has to be created with the least amount of resistance and most community buy-in, with everyone having a voice. Residents and those with a vested interest in the waterfront will need to join forces to create something positive, beautiful and important.

# GOALS, STRATEGIES AND ACTION STEPS



# PRIORITIES



Planning, Implementation  
**WATERFRONT WALKWAY**



Planning, Implementation  
**TRANSIENT BOAT DOCKS-RIVER**

## CHAPTER 4 | GOALS, STRATEGIES AND ACTION STEPS

In order to organize and prioritize information from the planning process, the City revisited the goals and strategies and then identified action steps from the Steering Committee/ Public Input process.

### GOALS

- Provide clear vision for how best to capitalize on coastal resources
- Address development of shoreline near downtown, including physical improvements, recreational amenities and tourism opportunities

### STRATEGIES

- To enhance eco-cultural and recreational tourism; connections and linkages to other recreational, cultural, historical, and educational resources in area
- To develop conceptual plans and probable costs for multiple alternatives that include multi-use trails and transient boat docks and identify resources that may help fund implementation

### ACTION STEPS

#### WATERFRONT WALKWAY (Priority #1 for Planning, Implementation)

##### Pros:

- In discussion since 2001 planning, most recently in DT Plan
- Provides access residents and visitors desire
- Adds recreational and tourism amenity aspect to area
- Provides linkage from Lakefront Preserve, Waterworks Park to Downtown Port Clinton
- Provides linkage from new location of historic Port Clinton Lighthouse
- Cleans up shoreline, parking at Waterworks Park, replaces sea wall, addresses shoreline erosion control
- Involvement of Arts Council on design

##### Cons:

- Cost
- Be sure to get business/building owners to buy in along riverfront, not want to take away their livelihood, approximately five private parcels affected, not sure on funding availability
- Concerns with existing boat docks having to match new boat docks



- Will need to secure alcohol area, boarding area, etc. if walkway goes along riverfront
- Reservations on access to riverfront through private property

## **TRANSIENT BOAT DOCKS (2 Locations Listed- River & Lake)**

### **RIVER (Priority #1 for Planning, Implementation)**

**Pros:** Cost; easier to implement/fund (top ranking for funding feasibility); smaller # of slips is better; not impact river traffic in anyway; no issues with Coast Guard because pulling in different direction

**Cons:** River traffic; weather; get more complicated closer to businesses; river current

### **LAKE**

**Pros:** Communal atmosphere; frees up river for traffic; more protected

**Cons:** Submerged land lease, Army Corps could curtail what can be done; will block view from Lighthouse; cost; boat slip sizing (75 slips for this concept, ODNR thought too many, suggested no more than 50 slips); serious upkeep issues

### **LIGHTHOUSE (Relocated June 2016)**

**Pros:** Done deal; need to show on design; attracts many visitors

**Cons:** Not sure going to attract visitors

### **PUBLIC BUILDING/COMFORT STATION (High Priority, Current location may be issue)**

**Pros:** Listed frequently as needed amenity in this planning process and previous planning processes; ideas vary on what needs to be in there, but agree a restroom is needed as the minimum

**Cons:** Costs; maintenance; location may interfere with future development

### **SIGNAGE (Priority)**

**Pros:** Assist residents/visitors with access; relatively cheap improvement; could put past Jefferson corner

**Cons:** Vandalism; graffiti

### **MAINTENANCE-LANDSCAPING, PARKING LOT, LIGHTING (Priority)**

**Pros:** Listed frequently as needed in the area

**Cons:** Expensive; requires staff

### **BOAT LAUNCH (Wish List Item, Location to Be Determined)**

**Pros:** Listed frequently as needed amenity; season of use is short (2 months in spring/fall); people now launching in Sandusky, so could come here for tournaments

**Cons:** Space not available at Waterworks Park to complete properly for vehicle traffic, turn around and trailer parking

### **AMPHITHEATER (Wish List Item)**

**Pros:** Lsted frequently as needed amenity; schools would like to see something like this

**Cons:** Location; may interfere with future development; who runs it; maintenance; bookings; weather contingency plan

### **ADDITIONAL RECREATIONAL FACILITIES (Ice Skating Rink, Volleyball Nets, Water Sports, Exercise Stations, Splash Pad) (Wish List, Not Part of Design for this project)**

**Pros:** Listed frequently as needed in area

**Cons:** May be expensive; requires upkeep

# FINAL DESIGN/ CONCEPT PLAN

1. JET EXPRESS
2. PERRY STREET
3. PUBLIC PAVILION
4. ADA ACCESSIBLE RESTROOMS
5. FLOATING DOCKS
6. CONCRETE PROMENADE
7. PARKING / BIO SWALE IMPROVEMENTS
8. LAKEFRONT TRAIL
9. LIGHTHOUSE
10. DERBY POND
11. FULTON STREET CROSSING
12. WAR MEMORIAL





## **VISION**

TO RECOGNIZE AND ENERGIZE THE AMAZING WATERFRONT THAT HELPS TO MAKE PORT CLINTON SPECIAL FOR RESIDENTS AND VISITORS, FURTHER ENHANCING ITS STATUS AS THE WALLEYE CAPITAL OF THE WORLD. TO CONNECT THE WATERFRONT WITH THE DOWNTOWN AREA FOR PEDESTRIANS AND BOATERS, WHILE ALSO MAKING THE “THIRD PLACE” SPACE FUNCTIONAL WITH SAFE, MULTI-PURPOSE, YEAR-ROUND AVAILABILITY. TO MAKE THIS MORE THAN JUST A PATH, CREATE A WALKWAY THAT CAN CREATE INTEREST AND OTHER OPPORTUNITIES FOR RESIDENTS, VISITORS, DOWNTOWN BUSINESS OWNERS, AND BOATERS.



# CHAPTER 5 | FINAL DESIGN/CONCEPT PLAN

After much deliberation, the final designs and concept plan were provided by Poggemeyer Design Group and EDGE. Improvements were designed while keeping growth/development, adjacent commercial (downtown),

adjacent recreational (lighthouse, boating) and natural features (Lake and River waterfront, Lakefront Preserve) in mind. Existing characteristics that were liked by Steering Committee and public and still in good shape would be

kept, such as the existing brick treatment, curvature of walkway, benches, poles and pavement along Jefferson, Madison, and Perry Streets.

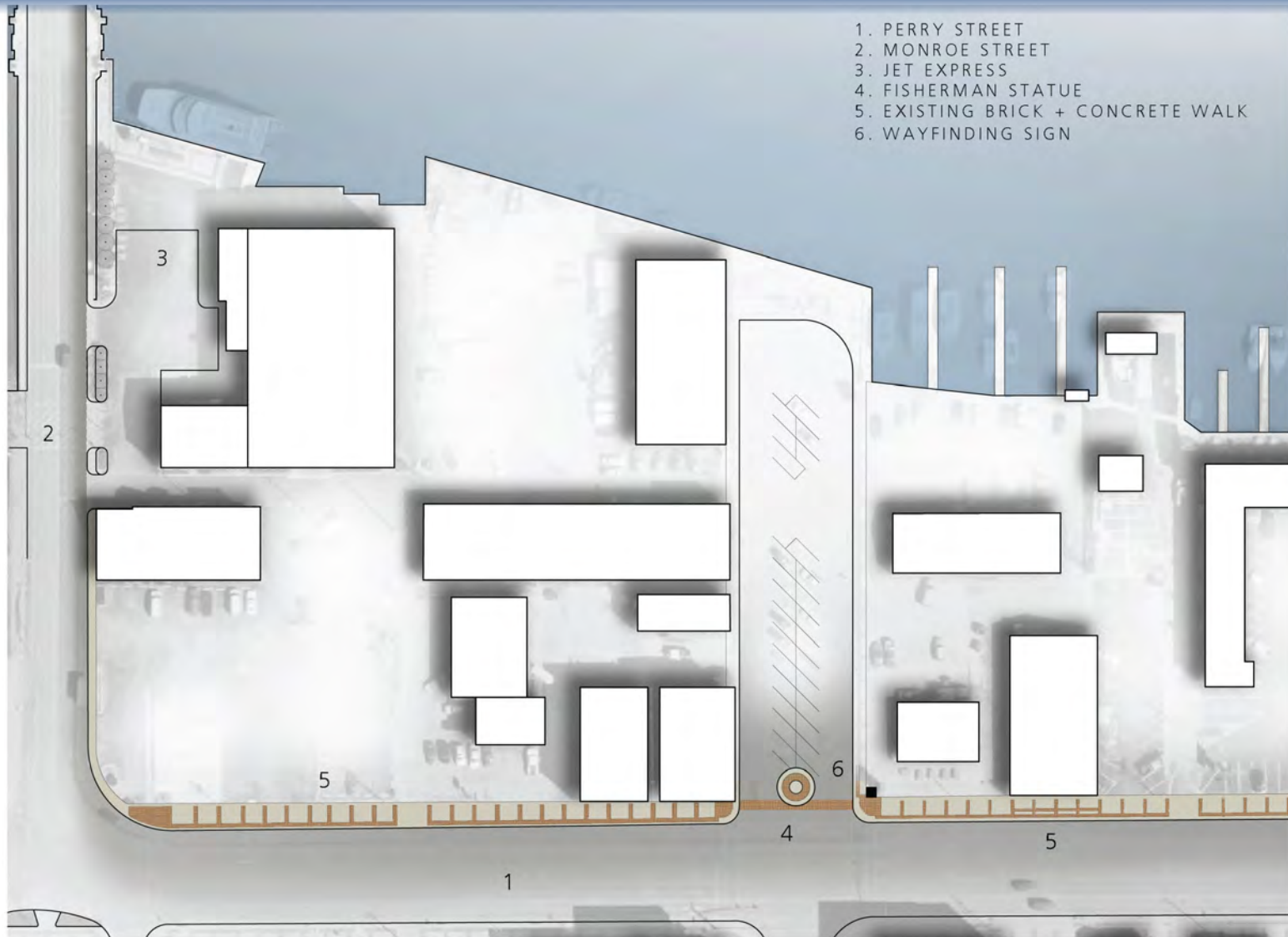


**WATERFRONT WALKWAY PLAN** ■ Prepared for City of Port Clinton

Job # 16020.0



Port Clinton Overall Plan Concept



PERRY STREET

September 7, 2016



JEFFERSON STREET

September 7, 2016

3

Port Clinton Overall Plan Concept

- 1. PERRY STREET
- 2. JEFFERSON STREET
- 3. PUBLIC PAVILION
- 4. ADA PARKING
- 5. ADA ACCESSIBLE RESTROOMS
- 6. SEA WALL AND PROMENADE
- 7. FLOATING DOCKS
- 8. WAYFINDING SIGN
- 9. ASPHALT PARKING
- 10. BIO SWALE
- 11. EXISTING BALL FIELD



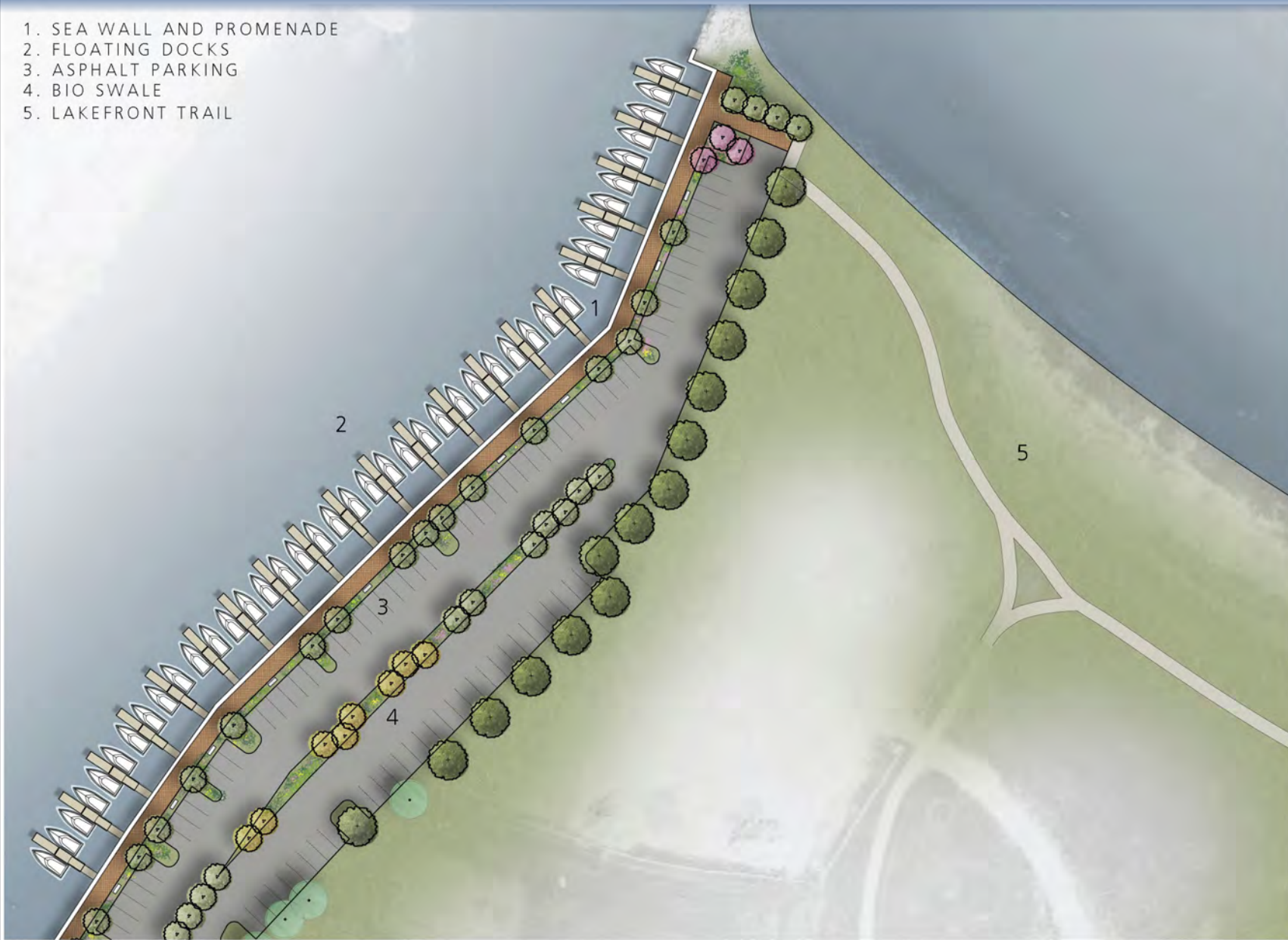
**WATERFRONT WALKWAY PLAN** ■ Prepared for City of Port Clinton

Job # 16020.0



Port Clinton Overall Plan Concept

- 1. SEA WALL AND PROMENADE
- 2. FLOATING DOCKS
- 3. ASPHALT PARKING
- 4. BIO SWALE
- 5. LAKEFRONT TRAIL



BOAT DOCKS

September 7, 2016

Port Clinton Overall Plan Concept

- 1. SEA WALL AND PROMENADE
- 2. FLOATING DOCKS
- 3. ASPHALT PARKING
- 4. BIO SWALE
- 5. PROMENADE SEATING



BIO SWALE IMPROVEMENTS

September 7, 2016

**WATERFRONT WALKWAY PLAN** ■ Prepared for City of Port Clinton  
 Job # 16020.0

**EDGE** PLANNING  
 LANDSCAPE ARCHITECTURE  
 URBAN DESIGN

5

Port Clinton Overall Plan Concept



LAKEFRONT TRAIL

September 7, 2016



Port Clinton Overall Plan Concept



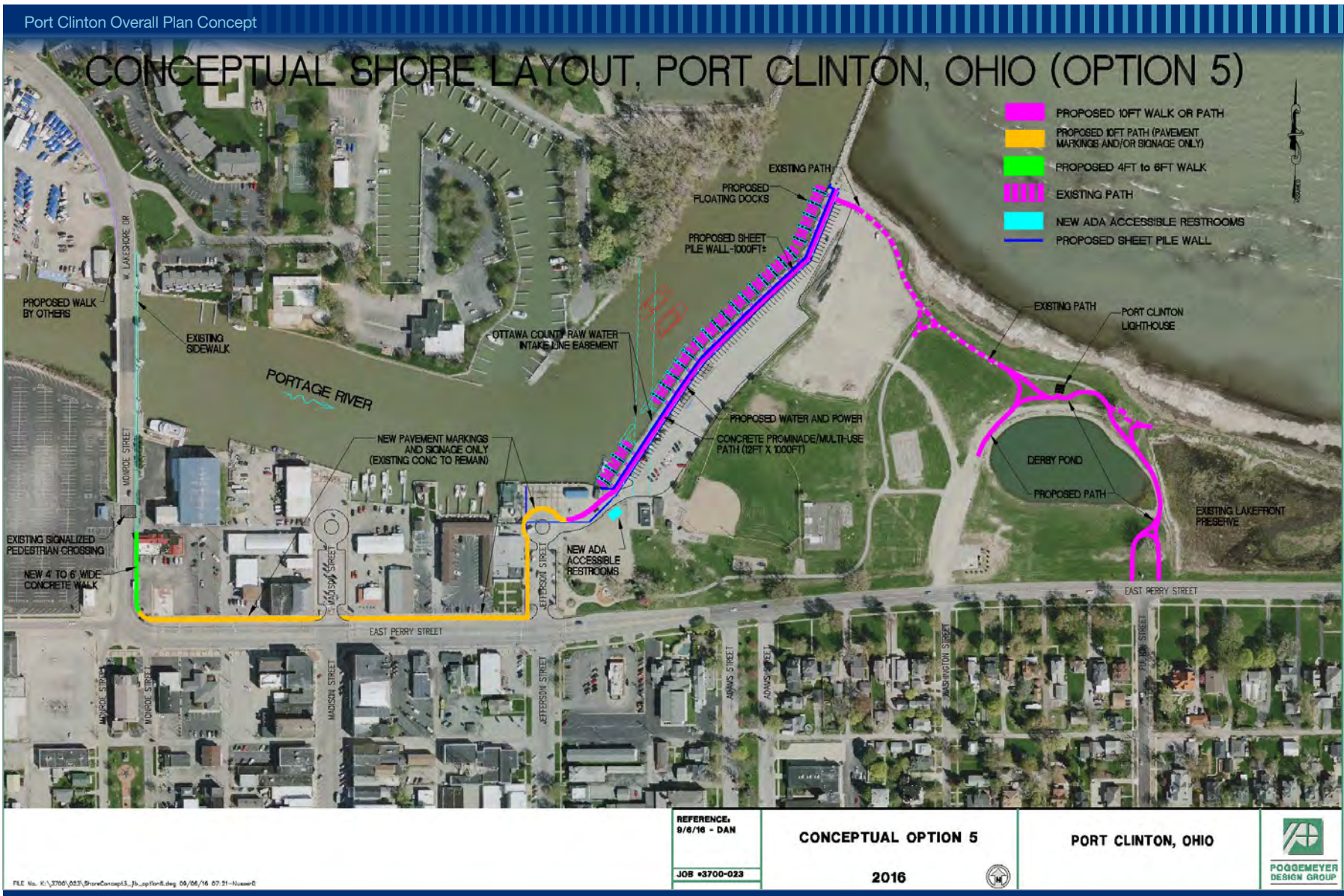
DERBY POND & LIGHTHOUSE

September 7, 2016

- 1. LAKEFRONT TRAIL
- 2. PORT CLINTON LIGHTHOUSE
- 3. DERBY POND
- 4. LAKEFRONT PRESERVE
- 5. WAR MEMORIAL
- 6. FULTON STREET CROSSING

**WATERFRONT WALKWAY PLAN** ■ Prepared for City of Port Clinton  
 Job # 16020.0





Design Plan was reviewed, showing the best way to pull all the public input together for existing and future concepts.

The proposed final marina concept includes 50 full service floating slips with electrical, water service and fire protection in the River location. These slips will be transient, which is defined as overnight accommodations for up to two weeks. Final design uses 35 foot slips, so as not to go too far into the channel. Grant programs the City may work with call for at least 26 foot slips. The proposed improvements will come up about 5 feet into the current land area. With the development of these floating slips, the City hopes to give residents and visitors more access to the waterfront. Additional boaters will increase traffic along waterfront walkway and the downtown. This will help to make residents and tourists become economic drivers in the region. Final design will address any concerns about fishing access from both pier and shoreline, including signage to better direct where fishing can occur.

The proposed final walkway will include a 10-12 foot wide concrete path starting at East Perry Street around Derby Pond, heading towards Lake Erie and along the Portage River as the first phase. The second phase would include a proposed 10 foot path (pavement marking and/or signage only) starting just east of Jefferson Street and heading on the west side of Jefferson Street to connect to East Perry and traveling along the north side of East Perry until its intersection with Monroe Street. A proposed 4-6 foot walk along the eastern edge of Monroe will link up with the existing new sidewalk installed by the City along Lakeshore Drive. Approximately 2,500 feet of walkway will be added. Rip rap will be removed and replaced with a sheet pile steel wall (1,100 feet). River bank excavation will be necessary along and into the Waterworks Park parking lot. Borings along the channel will be part of the detailed analysis completed during the



Existing Area

design stage, not during conceptual planning process. An existing local visual of proposed wall can be seen at end of Jefferson (existing sheet pile steel wall). The walkway project will also include an 8" water line with fire hydrants and 1" services for proposed boat docks and new restroom facility. A new restroom facility, power service and lighting will also be included in this project. Residents and visitors using the walkway will be able to travel along the lake- and river front from the western edge (Monroe Street) to the eastern edge (Lakefront Preserve). This will include access from the neighborhoods across East Perry Street, the downtown and across the bridge to Lakeshore Drive. Along the way, the walkway will link Lakefront Preserve, Derby Pond, Port Clinton Lighthouse, lakefront, riverfront, new boat slips, Jefferson Street, Perry Street and Monroe Street and the many businesses along the route. This linkage will include recreational (passive and active), historical and eco-cultural uses. The proposed marina and walkway are both graphically depicted in Shore Concept Plan.

The proposed costs of Conceptual Plan will be approximately \$5.5m for walkway and \$2.1m for docks (detailed estimates of probable cost are included in Chapter 6). This final Concept Plan was reviewed with property owners along the proposed walkway and this concept was thought to be best plan to give the least amount of resistance and most acceptance by the community ("buy in"). Due to hotel guests, security concerns, delivery traffic, safety concerns and additional costs, the walkway was not able to be taken behind businesses, along riverfront.

During the presentation of the final concept, a number of questions were asked and answered by the consultants. The audience asked about the Brownfield status of Waterworks Park. This also came up in the Key Person Interviews. As mentioned previously, the City has a soils plan from SME that shows three small areas (10x10 ft., 10x20 ft. and 10x10 ft.) that will need to be abated to meet residential standards.



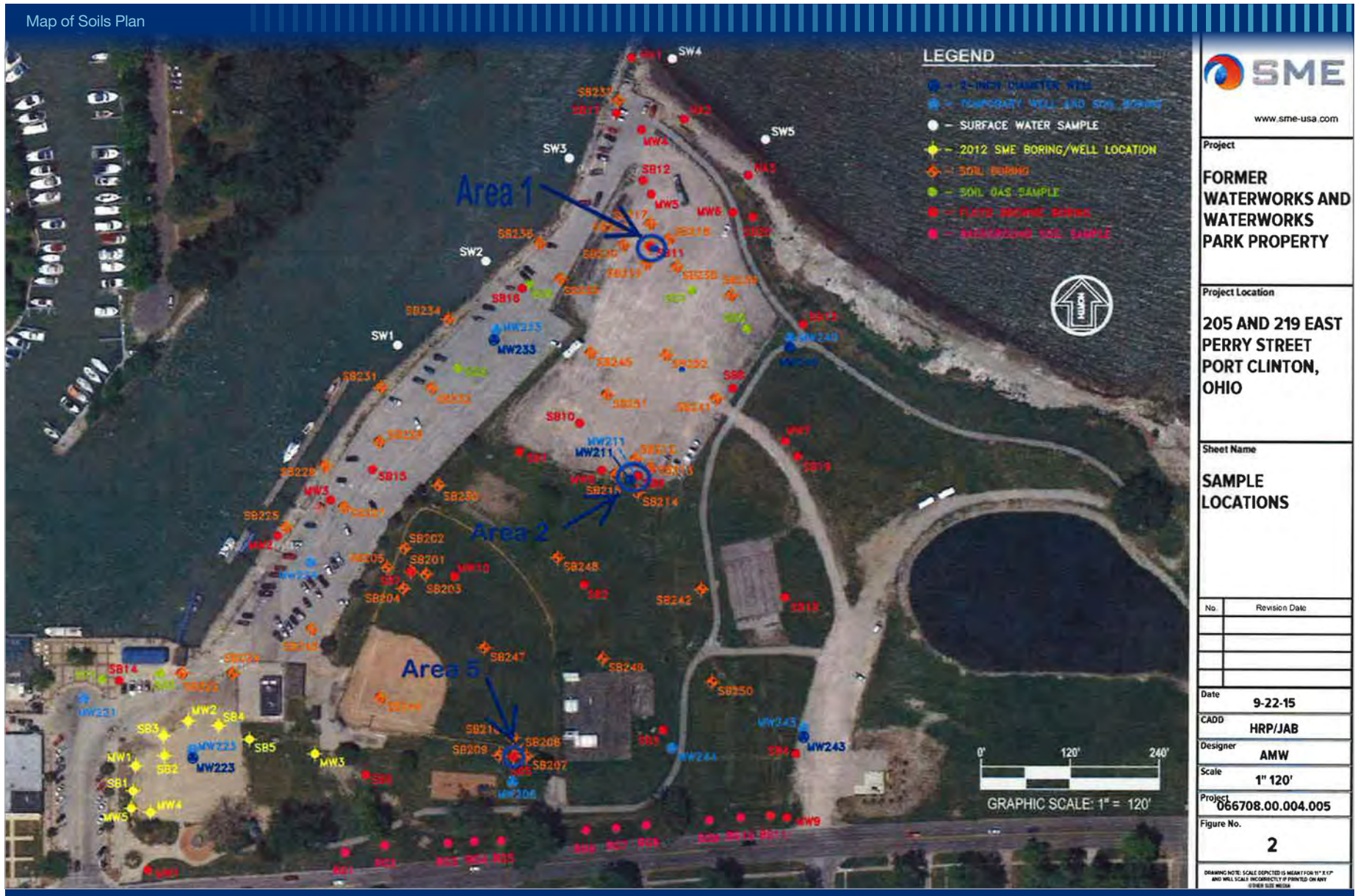
Existing Sheet Pile Steel Wall



Most of the improvements will be along the walkway, so it is not anticipated that the project will disturb these three soil areas. An audience member was concerned about the existing fish habitat and the

proposed sheet piling. The consultant has used sheet piling in last ten years in similar projects without any issues and this project will include placement of a new fish habitat. These improvements will include ODNR/

Coastal Management review and will most likely need a shore structure permit which will involve addressing the fish habitat, the Lake Erie water snake and mussels. A comment was made about losing fishing with new

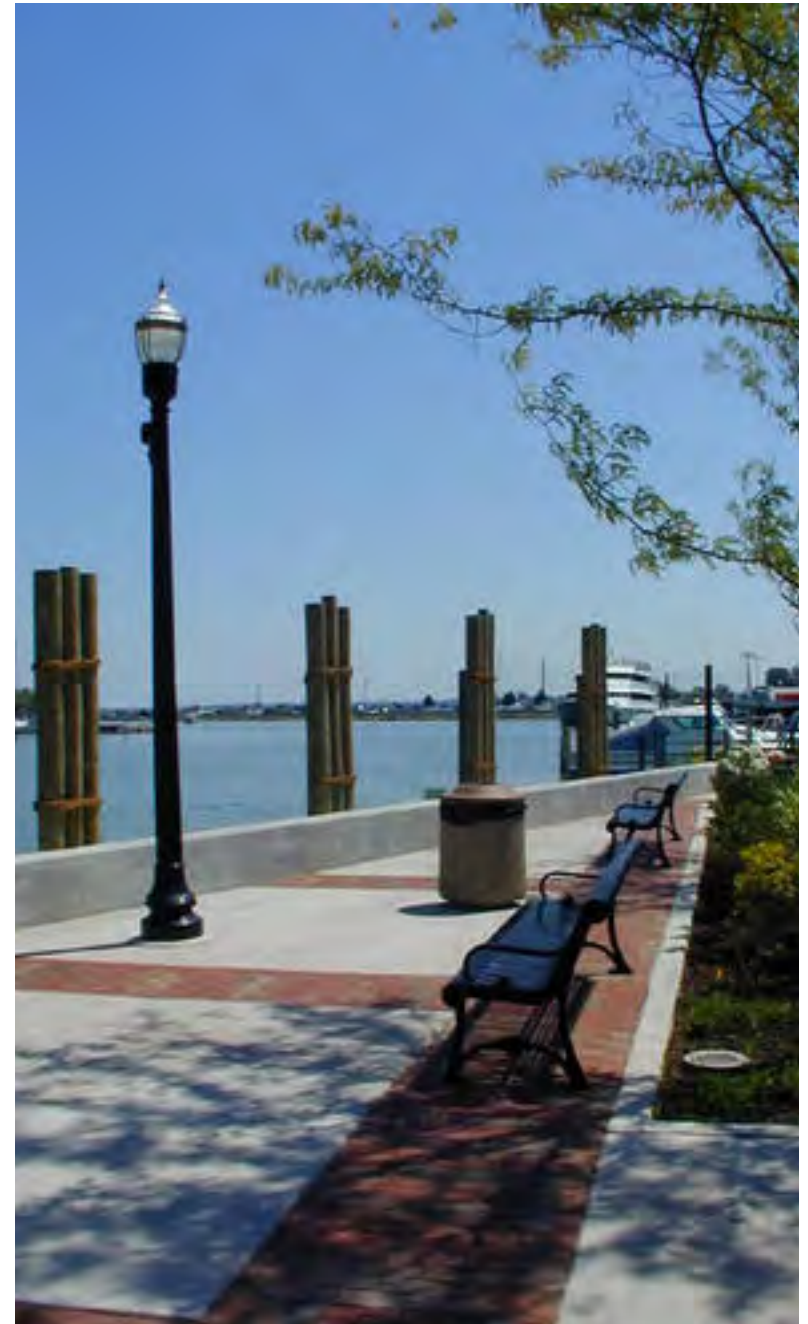


boat slips. There is a break in the boat slips where the County's water intake lines are located, so this could be an area for fishing. The audience recommended better signage of where residents/visitors can and cannot fish along the walkway. This also was brought up in the Key Person Interviews. Another question came up about the telephone/utility poles (not light poles) being an eyesore in the walkway area. Unfortunately, there is not much the City can do about these items. There were also some concerns from the audience about what a marine engineer would think on changes of river flow, due to changes in traffic and placement of docks, and increase in refraction. This will be addressed in the final design. The plan for the docks in the winter would be to remove them individually. Audience members wanted final design plans to keep all plantings that are indigenous to the area and ensure low maintenance and less need for water, etc. It was recommended, again (as previously stated during Key Person Interviews) that the Greater Port Clinton Area Arts Council be consulted with final design themes. The Arts Council did provide some sample design concepts to EDGE when the final concept was prepared. In the end, final design/phasing will depend on funding.

### **A final vision statement for this planning process was developed:**

To recognize and energize the amazing waterfront that helps to make Port Clinton special for residents and visitors, further enhancing its status as the Walleye Capital of the World. To connect the waterfront with the downtown area for pedestrians and boaters, while also making the "Third Place" space functional with safe, multi-purpose, year-round availability. To make this more than just a path, create a walkway that can create interest and other opportunities for residents, visitors, downtown business owners, and boaters.

The goal of this plan is to identify strategies to enhance eco-cultural and recreational tourism; connections and linkages to other recreational, cultural, historical and education resources in the immediate area, develop conceptual plans and probable costs for multiple alternatives that include multi-use trails and transient boat docks and identify resources that may help fund implementation of improvements and programs. It is hoped that the conceptual plan, related drawings and probable costs are able to be implemented just like the successfully implemented Downtown Revitalization Plan. The connection between the shoreline at Waterworks Park, the riverfront and the downtown is important for the enjoyment of both residents and visitors for many years to come. To move forward with the goals expressed in this Plan, an implementation framework is necessary and will involve making applications for funding with potential sources listed in Chapter 6 and using the Funding Option Matrix for grant deadlines in the Appendices. The City of Port Clinton will work with this Steering Committee and seek potential funding sources to move into implementation.



# PROBABLE COSTS/ FINANCING OPPORTUNITIES

CHAPTER 6





**"THE CITY OF PORT CLINTON HAS HAD GREAT SUCCESS  
IN FUNDING IMPLEMENTATION PHASES FOR THEIR  
DOWNTOWN AND LAKEFRONT PRESERVE."**



# CHAPTER 6 | PROBABLE COSTS/FINANCING OPPORTUNITIES

Engineer's preliminary opinion of probable costs have been prepared and are included below.

One of the most important parts of planning, in any project, is implementation. The City of Port Clinton has had great success in funding implementation phases for their downtown and Lakefront Preserve. The City believes that implementation will be key in order to bridge planning with results and does not want this planning document to just sit on a shelf. A timeline for potential applications (Funding Option Matrix) for funding is included in the Appendices.

## BOAT SLIPS

The Ohio Department of Natural Resources (ODNR) Division of Watercraft, Boating Infrastructure Grant (BIG) has funding for transient marina development through USF&W (national competition) for large boats (minimum length 26 feet). Two tier grants are available, Tier 1 has a maximum award of \$200,000 and Tier 2 has a maximum award of \$1,500,000. A local 25% match is required. Applications are typically due July 1st.

The State of Ohio Capital Budget Line item appropriation may have funding available. The Budget is adopted every other year (even years) and a project must show local support. A project may have to go through a vetting process required by a regional agency. Applications should be made in 2017 for the 2018 Budget. Initial conversations with State Representatives and/or the local vetting agency should take place as soon as possible.

Engineer's Opinion of Probable Costs						
City of Port Clinton			Calculated: 9/7/16			
Conceptual Riverfront Plan - Phase 2 Dockage Improvements			Calculated by: SPS/DAN			
PDG Job No. 3700-023			Updated by: DAN			
2017 Construction Costs						
OPTION NO. 5						
Provide 25 floating docks (50 slips), 40' Length, Water Service, Electric Service, and Fire Protection, Project is contingent upon completion of Phase 1 Improvements which include, but are not limited to: waterline and service stubs, seawall and shore walkway, electric with lighting and service stubs						
Item No.	Item	Total Quantity	Units	Unit Price	Total Price	Subtotals
<b>Docks</b>						
1	Seawall Bridge - 5'x22' (24 ea)	2640	sf	\$70.00	\$184,800	
2	Floating Docks - 6'x40' (24 ea)	5760	sf	\$80.00	\$460,800	
3	Seawall Bridge - 6'x44' (ADA accessible 1 ea)	264	sf	\$70.00	\$18,480	
4	Floating Docks - 8'x40' (ADA accessible - 1 ea)	320	sf	\$80.00	\$25,600	
5	12" - Sch. 80 guide Piles (2 piles per dock)					
6		25 @ 35'	875	lf	\$170.00	\$148,750
7		25 @ 45'	1,125	lf	\$170.00	\$191,250
8	Rigging Equipment	1	ls	\$27,290.00	\$27,290	
9	Barge	1	ls	\$16,375.00	\$16,375	
10	Mobilization/Demobilization	1	ls	\$25,000.00	\$25,000	
11	Fish Habitat (6080 sf)	120	cy	\$45.00	\$5,400	
12	Existing Guide Pile Removal	7	ea	\$1,500.00	\$10,500	
13	General conditions inc bond	1	ea	18%	\$200,564	
14	Subtotal					\$1,314,809
<b>Waterline &amp; Fire Protection</b>						
15	Primary RPZ Below Grade/Removable	25	ea	\$1,430.00	\$35,750	
16	1" Service Line to Shorewall (25 ea@14')	350	lf	\$25.00	\$8,750	
17	1" Dock Service Line to Pedestal (25 ea@40')	1000	lf	\$13.50	\$13,500	
18	Fire Extinguishers With Cabinets	25	ea	\$2,180.00	\$54,500	
19	General conditions inc bond		ea	18%	\$59,214	
20	Subtotal					\$171,714
21	Electrical	1	ls	\$183,265.00	\$169,428	
22						\$169,428
23	Subtotal					\$1,655,951
24	Contingency @ 10%					\$161,700
25	Subtotal Probable Construction Cost					\$1,817,651
26	Other Probable Costs @ 20% (funding application, permit application, geotech, survey, engineering, bidding, constr. observation, constr. admin., constr. testing)					\$323,400
27	Total Probable Project Cost					\$2,141,051
<b>Assumptions</b>						
	Dredging bank 9' below normal water level	50 slips				
	Pipe piles will remain in place through winter					
	Floating docks will be removed through winter					
	Bridges will be removed through winter					
	RPZs will be removed through winter					
<b>Notes:</b>						
1) Does not include environmental investigations, analysis nor remediation						
2) Does not include cost of permit applications or other related fees						





**Engineer's Opinion of Probable Costs**

**City of Port Clinton**

Conceptual Riverfront Plan - Multi-Use Path  
 PDG Job No. 3700-023  
 2017 Construction Costs

Calculated: 8/24/16  
 Calculated by: JLB/JLT  
 Updated by: DAN 11/18/16

**OPTION NO. 5**

Approximately 5,000' of a 10'-12' wide multi-use path. Includes approximately 1,100' of seawall construction using steel sheet piling, an 8" waterline with fire hydrants, 1" services for future boat docks, electrical and new pathway lighting, a new restroom facility, a new public pavilion, and existing parking lot renovation. Route from Jefferson Street to Madison Street will follow Jefferson near the Portage River to Perry Street, along Perry Street from Jefferson Street to Monroe Street, and along Monroe Street from Perry Street to the Jet Express Terminal.

Item No.	Item	Total Quantity	Units	Unit Price	Total Price	Subtotals
<b>DERBY POND PATHWAYS - 10' WIDE</b>						
201	Clear and Grub	1	LUMP SUM	\$ 750.00	\$750	
203	Excavation	415	CU YD	\$ 20.00	\$8,300	
204	Subgrade Compaction	1,655	SQ YD	\$ 2.00	\$3,310	
204	Proof Roll	2	HOUR	\$ 185.00	\$370	
304	Compacted Aggregate Base, 6"	275	CU YD	\$ 35.00	\$9,625	
304	Compacted Aggregate Base, Top Dress/Shape Existing	55	CU YD	\$ 45.00	\$2,475	
407	Tack Coat @ 0.075 Gal/SY	195	GAL	\$ 2.00	\$390	
448	Asphalt Intermediate Course - 1½" Average Thickness, PG64-22 Type 2	110	CU YD	\$ 200.00	\$22,000	
448	Asphalt Surface Course - 1½" Average Thickness, PG64-22 Type 1	110	CU YD	\$ 190.00	\$20,900	
608	ADA Curb Ramp	4	EACH	\$ 800.00	\$3,200	
630/631/						
632	Advanced Warning Signage & Rectangular Rapid Flashing Beacon - Crosswalk	1	LUMP SUM	\$ 20,000.00	\$20,000	
641/642	Pavement Marking	1	LUMP SUM	\$ 1,000.00	\$1,000	
						\$92,320
<b>GENERAL</b>						
Special	Restroom Facility, 30' x 25'	750	SQ FT	\$ 200.00	\$150,000	
Special	Public Pavilion, 40' diameter	1,260	SQ FT	\$ 150.00	\$189,000	
Special	Wayfinding Signage	1	LUMP SUM	\$ 10,000.00	\$10,000	
614	Maintenance of Traffic	1	LUMP SUM	\$ 2,000.00	\$2,000	
623	Construction Layout Stakes	1	LUMP SUM	\$ 7,500.00	\$7,500	
624	Mobilization	1	LUMP SUM	\$ 17,500.00	\$17,500	
Special	Bond	1	LUMP SUM	\$ 162,525.00	\$162,525	
Special	Preconstruction Video	1	LUMP SUM	\$ 3,500.00	\$3,500	
						\$542,025
						subtotal probable construction cost \$4,225,595
						10% contingency \$422,560
						20% other probable project costs \$ 845,119
						(survey, geotech, engineering, bidding, constr observation, constr admin., permit application, constr testing)
						<b>total probable project cost \$ 5,493,274</b>

**Notes:**

- 1) Does not include environmental investigations, analysis nor remediation
- 2) Does not include cost of permit applications or other related fees
- 3) Power and lighting cost includes electrical service, control center, conduit and cable for power to floating docks and path/promenade lighting
- 4) Does not include property or right-of-way acquisition costs

**RESTROOM FACILITY**

The Ohio Development Services Agency (OSDA)/ Office of Community Development (OCD), Community Development Block Grant (CDBG) Allocation through Ottawa County has funding for improvements that meet a National Objective (ADA accessibility). A small amount of grant funds are available to provide ADA accessibility to a restroom as well as ramp/pathways to water/buildings, etc. Projects must benefit a targeted population (e.g. handicapped). Applications are typically due in the spring of each year.

The United States Department of Agriculture (USDA) Community Facilities has a loan, loan guarantee, and grant program to develop community facilities for public use for communities with populations of up to 20,000. Funding is first come, first serve basis with priority



education programs related to trails. Both programs are conducted on a reimbursement basis. Applications are due on February 1st.

Other programs that may be of some assistance to the walkway and related improvements include the Recreation Harbor Evaluation through ODNR and the Continuing Authorities Program through the Army Corp. The Recreation Harbor Evaluation program was

not funded in 2016, but can be used for Lake Erie "non-maintenance" dredging programs. It is a merit based program for public sector watercraft access. The Continuing Authorities Program will fund plans, design and construction of certain types of water resources improvements without specific congressional authorization. Up to \$5 million dollars in grant funds are available and this program will match up to 50%.

given to low-income communities and communities with populations of less than 5,500 and for projects necessary to meet established health or sanitary standards and to public safety and health care projects. The maximum loan term is 40 years and interest rates vary depending upon median household income. Applications are accepted on a continuous, open cycle.

Additional funding sources for all improvements include private donations from local industry, businesses, citizens, non-profits and endowments. Many communities have had success with donations campaigns, such as “Adopt A” or a National Public Radio- style membership campaigns where public is blasted during a campaign of specific duration to spend just \$1 a day to help fund the improvements. These private entities could be asked to “Adopt A” section of the walkway, landscaped area, etc. The City could partner with the local organizations to conduct a campaign to fund the restroom facility. Both the Ottawa County Community Foundation and the Dorn Foundation (Sandusky) may be funding opportunities to implement the plan.

With this Plan’s adoption, the City and its stakeholder agencies hope to work towards funding of both the waterfront walkway and transient boat docks in 2017. This document will be utilized to bridge planning with results (implementation).

# RELATED PLANNING EFFORTS DEMOGRAPHIC DATA/SURVEY RESULTS

CHAPTER

7





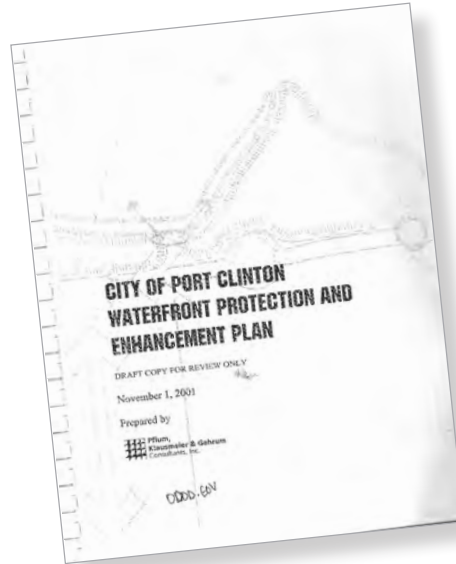
**"THERE IS A NATIONWIDE MOVEMENT WORKING TOWARD PAYING  
AS MUCH ATTENTION TO THE RIVER SCAPE/WATERFRONT AS  
STREETScape, GATEWAYS, AND ENTRANCES"**



## CHAPTER 7 | RELATED PLANNING EFFORTS/ DEMOGRAPHIC DATA/ SURVEY RESULTS

The City of Port Clinton has valued planning for its community in the past and realizes that it is an ongoing process that ebbs and flows. As they embarked on another planning process, the following general observations were gleaned: planning has been important in the past, with 5-6 major planning efforts taking place that included the CMAG target area. The basic theme from all of these documents is that the waterfront has been overlooked and could be better utilized and connected. This is the front door to boaters on Portage River/Lake Erie and the front door to those utilizing the downtown and park system. There is a nationwide movement working toward paying as much attention to the river scape/waterfront as streetscape, gateways, and entrances. Blue ways or water trails (a water path or trail that is developed with launch points, camping locations, and points of interest for canoeists, paddle boarders and kayakers) are gaining popularity, just as greenways did in the 1990s.

To make this plan as inclusive and comprehensive as possible, these other planning documents were reviewed and considered as recommendations and concepts were formed. These past related planning efforts, demographic data and survey results were reviewed with the Steering Committee at its first meeting. Bulleted information below is taken directly from these documents and includes the following:



### WATERFRONT PROTECTION & ENHANCEMENT PLAN (2001)

- The Steering Committee worked for 8 months to develop a waterfront plan which included ecological restoration, river and streetscape elements, tourism strategies and land use controls;
- Plan used key person interviews, online public survey and public workshops;
- **Vision for 2020:** Open waterfront from Maple Street to Waterworks Park has become an attraction that compliments and contrasts the busy downtown area that features eateries, shops, and a museum for fishing and maritime history of area. Pedestrians and bicyclists use clearly designated pathways and lanes. Festivals, theater productions and concerts are popular daytime and evening activities. Restored wetlands along lakefront are popular in City location for viewing wildlife. A Waterfront Walkway along the Portage River allows residents and tourists to enjoy many activities including viewing the river traffic. The redeveloped Matthews Boat Company property

offers shopping, dining, entertainment and housing. West Lake Shore Drive, north of the Portage River, is enhanced and additional access is provided to Lake Erie, a popular location for swimming and wading. A new, relocated wastewater treatment plant and collection system makes overflow far less prevalent. City Beach is groomed and maintained regularly. The City has implemented dynamic economic development programs (for housing and retail) and made major capital improvements. Port Clinton is not merely a place to pass through on the way to the Lake Erie Islands anymore. It is a thriving destination in its own right;

### Overall Goal Statement: Create an integrated lakeshore and riverfront improvement plan that:

- Stimulates economic development;
- Protects and enhances valuable natural resources;
- Generates recreational opportunities;
- Identifies specific implementation steps; and
- Amplifies the value of Port Clinton's greatest asset.

### Components of Waterfront Plan

- Waterfront Walkways
  - River Walkway (from Matthews Boat Company Site along River)- informal boardwalk with observation decks, benches and areas to tie up boats for short period of time;
  - Urban Walkway (Lift Bridge and through downtown along River)- Existing plaza at end of Jefferson Street would extend into Urban Walkway, formal walkway with public gathering area;

- Marina Walkway (Jetty at mouth of River to Waterworks Park)-formal boardwalk with maritime atmosphere and becomes nature walkway; and
- Nature Walkway (eastern portion of Waterworks Park and winds along lakeshore and connects to Perry Street sidewalk)-informal boardwalk that would continue across marsh area and connect with Waterworks Park and City Beach.

### Waterfront Districts

- Western Lakeshore- goal is to improve access for public, improve parking, complete site improvements or redevelopment on vacant properties, curb cuts and unpaved lots; and
- Riverfront- 2 sub areas- Matthews Boat Company and downtown. Land uses here are primarily public works facilities and commercial operations, along with vacant Matthews Boat Company. Screening and linkages to downtown needed here. Downtown area benefits from having traditional businesses and direct access to River. Redevelopment of PC Fish Company discussed. River treated as alleyway for City, not major thoroughfare. View is back of buildings, parking lots and dumpsters. Screening and walkway would enhance riverfront.

### Waterworks Park

- Location identified as strength of waterfront/community. Key person interviews/steering committee participants felt Park is underused considering location. City needs to develop program of uses and activities that fully capitalize on needs of community and unique location on River and Lake;
- Relocate existing active recreational facilities to free up land for uses and attractions more appropriate for waterfront location. Parking here should be relocated. Put community wide or regional attraction here. Re-program Wastewater building for tourist use, re-design municipal parking lot, and add transient marina. At eastern edge establish transitional area between park and natural areas of Eastern Lakeshore District. Scale down Waterfront Walkway through park to become inconspicuous as it enters the marsh area.

### Eastern Lakeshore

- Generates great deal of tourism;
- Divided into Marsh Area, City Beach and Commercial Area;
  - Marsh Area-Restore wetland to ecologically sustainable environment and allow bird watching and pedestrians
  - City Beach- Main attraction, but disconnected, need sidewalk system along north side of Perry and link with Lakeview Park across street

### Lake Shore Drive/ Perry Street Corridor- Vehicular Recommendations

- Includes recommendations on Gateways, Transportation Improvements, Streetscape Improvements, and Land Use/ Design Regulations.

### Resource Management

- Beach cleaning program;
- Restore/revitalize waterfront wetland;
- Methods to reduce beach pollution attributable to runoff from Portage River shed; and
- Feasible methods of beach nourishment and stabilization for western lakeshore north of Portage River.

### Implementation

- Capital Improvements: City Beach/ Lakeview Park Improvements; Extension of Perry Streetscape Improvements to Beach; Creation of Waterfront Walkway; Redevelopment of Waterworks Park;
- Land Use and Design Regulations;
- Tourism Strategies: Capture larger amount of expenditure from lodgers; from boating visitors; as center of boat dockage, storage, sales and rental and strengthen ties to other regional destinations; and
- Matthews Boat Company Redevelopment





**Survey Summary- Online (low response rate) and Key Person**

- Patterns and Trends
  - Waterfront area should not be developed with active attractions (assume Waterworks Park, Wetlands and City Beach areas);
  - Lakefront property owners don't want additional public access along waterfront;
  - Lack of opportunities for young people in community, increase options for them;
  - Little support for public investment in road/waterfront improvements, mistrust/low opinion of government operations;
  - Preserve and restore wetlands, but may not make economic sense;
  - Uses along Perry Street should be in best interest of community, not just residents along Perry Street;
  - Need cooperative relationship with Jet Express;
  - Lack of strong linkage between City Beach, Waterworks Park and downtown;
  - Need for municipal marina developed in conjunction with shopping, restaurants and attractions downtown;
  - Reluctance to shift from manufacturing to tourist trade, need year-round activities; and
  - Patchwork approach to economic and waterfront planning.
- Contradictions
  - Seasonal economy is identified as weakness, but there is disagreement over development of year-round attractions or tourist activities (emphasize other kinds of economic development);
  - Capitalize on tourist traffic visiting Lake Erie Islands, but little support for building more waterfront attractions or public access;
  - Summertime road congestion is identified as problem, but investment in road improvement opposed;

- Agreement that lakefront and beaches are community assets and that additional pollution control, erosion control and beach maintenance are needed, but restoration and protection of wetlands opposed; and
- Attracting new businesses and employers to the community given high priority, but there is not support for tax incentives for marketing City's assets.
- Recommendations
  - Maintain healthy mix of residential to commercial property uses;
  - Revenue resources must grow to meet or exceed expenses;
  - New commercial uses should be recruited to the City to help increase amount of income tax collected. Existing businesses should be encouraged to expand;
  - Establish a prioritized plan and schedule for maintenance and improvement of City infrastructure;
  - Benchmark provision of City services to measure effectiveness and cost efficiency; and
  - Establish short- and long-term goals for future, use in budgeting process.

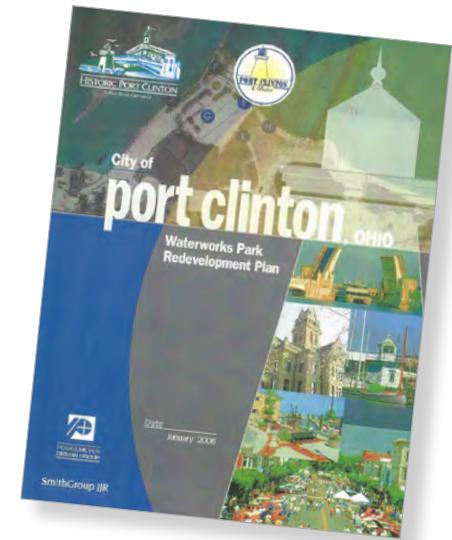
**WATERWORKS PARK REDEVELOPMENT PLAN (2006)**

A Steering Committee was appointed to work with consultants to:

**Develop an overall concept plan for the land in the Waterworks Park area to complement the transient marina concept plan, understanding that it would also serve as a connector to the downtown; and**

- Identify general community goals, or development criteria, for this area that would achieve the visions that the community has for the waterfront, while providing an adequate revenue stream to make the marina project economically feasible to both the City and a private developer. These criteria would also serve as a review mechanism in the developer evaluation and selection process.

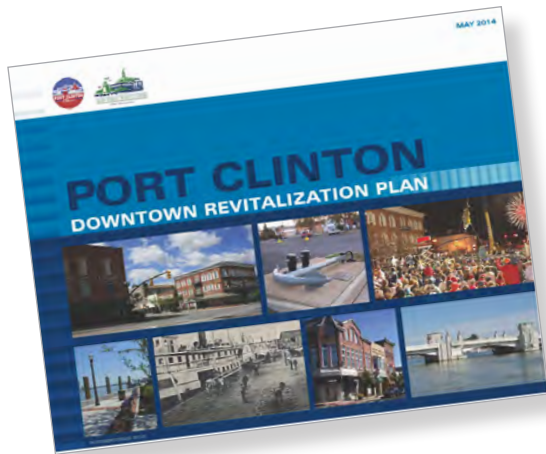
- Vision Statement: "Elevate the quality of life through maximum access to economic opportunities in Port Clinton through sustainable waterfront development anchored by a transient/safe harbor marina."
- Transient Marina with 161 floating slips; rubble mound breakwater with fishing/overlook cells, bio-revetment near shore for habitat enhancement; boater service building; boater/shared community facility, enlarged parking lot; landscaped waterfront promenade with seating/lighting, overflow parking, and riverfront landscaped promenade.
- Major goal of the City is to partner with a qualified private developer in the creation of a state of the art transient marina and related compatible development that links the downtown and neighborhoods to the Lakefront.



**MARKET STUDY AND STRATEGIC PLANNING INITIATIVE (2009)**

- Consultant used market research, existing conditions analysis and findings of Charrette/workshop;
- Recommendations to enhance waterfront related activities and strengthen connectivity between downtown and waterfront; and

- Form environment for enhanced opportunities for the tourism related consumers.



## **DOWNTOWN REVITALIZATION PLAN (INCLUDED WATERWORKS PARK) 2014**

- Consultant used Steering Committee approach over 12 month period to work toward bridging planning with results and implementation;
  - Proposed boardwalk/public access at SR 163 and Waterworks Park, along Lakefront to intersection with SR 163 at Bridge;
  - Sidewalk connectivity improved through entire planning area;
  - Top two gathering places (“Third Places”) were North Madison and North Jefferson along Riverfront. Steering Committee members named Waterworks Park as one of the top green spaces, gathering places and gateways of planning target area;
  - River Boardwalk was discussed, public access along entire River and Lake with public boardwalk running from SR 163 at the Bridge along south side of river and private development, out to the lakeshore and wrapping back to Pery Street on the east side of Waterworks Park.
- Pedestrian Plaza included for center of activity for civic events;
  - Build “comfort station” in one of two top gathering places for residents/visitors (Top #4 Consumer Survey response for Physical Improvement and Top #5 Merchant Survey response for Physical Improvement);
  - Market Analysis
    - #4 in Top 5 Physical Improvements to downtown was Parks & Green spaces;
    - #4 in Top 5 Physical Improvements to downtown was Bicycle Accessibility;
    - 61% of consumers surveyed wanted to see the area developed into more recreational waterfront opportunities. Downtown merchants echoed sentiment stating development of the waterfront is top priority;
    - Five Largest Industry (Key) Sectors in Ottawa County #3 was Accommodations/Food Service- primarily supported by tourist trade in Ottawa County and its neighbor, Erie County;
    - Employment in tourist industries declined by 11% in Ottawa County (2001-2011), while up by 36% in Erie County. Ottawa County has not replaced that lost revenue with other tourist attractions (as of 2014);
    - Ottawa County gradually losing boat-related business (marinas & boat dealers) to Erie County (70% in 2001, 50% in 2011);
    - Ottawa County growing in full service restaurants (tourist driven) by 4% (2001-2011);
    - Tourism spending is important stimulant to area as it brings dollars from outside to recirculate in local economy;
    - Outdoor recreation is major activity in County/region. Each year tens of thousands travel to area for boating, fishing, hunting and bird watching. More fishing licenses sold in this area than any other area in Ohio (70,000 sold annually). 150 licensed marinas and 15,000 registered docks in County;
  - Vast majority of tourism driven by water transportation- island tourism, lake pleasure boating and fishing. Port Clinton known as primary port for fishing and Sandusky as primary for pleasure boating; and
  - Although walkable, Downtown Port Clinton losing large number of tourists who get off boat and into their cars.
  - Beacon Survey
    - Conducted March 2014
    - Concerning development of Waterworks Park and revitalization of downtown
    - 367 respondents to survey, 63 personally polled
    - 84% in favor of development of Waterworks Park, 16% opposed
      - 241 respondents said yes, go forward
      - 71 leaning yes, but wanted more information
      - 3 no opinion
      - 23 leaning no, but wanted more information
      - 29 said no, absolutely not
    - 99% in favor of revitalization of downtown, 1% opposed
    - Age breakdown: 3% 18-24 years; 19% 25-34 years; 23% 35-44; 20% 45-54; 21% 65-74; 12% 65-74; 1% 75 or older
    - High School Students Responses
      - 69% for development of Waterworks Park, 2% no opinion, 29% against
      - 89% for downtown revitalization, 1% no opinion, 10% against

Port Clinton Coastal Access Plan

# APPENDICES



# Residents overwhelmingly in favor of development

Thu, Mar 27, 2014 12:43am Written by Jasmine Cupp

From Sunday, March 23 at 6 p.m. to Tuesday, March 25 at 8 a.m. the Beacon conducted a survey concerning the development of Waterworks Park and the revitalization of downtown Port Clinton. Representatives of the Beacon were sent also into the community to personally ask people's opinions and have then take the survey on Monday, March 24 during the day. Representatives went to the Sutton Center, Madison Street and Second Street.

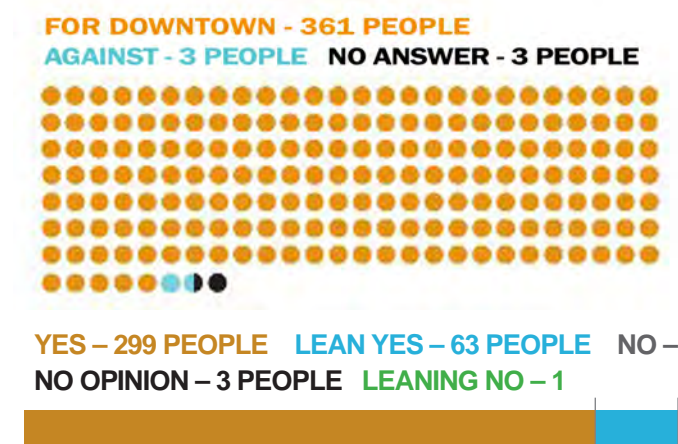
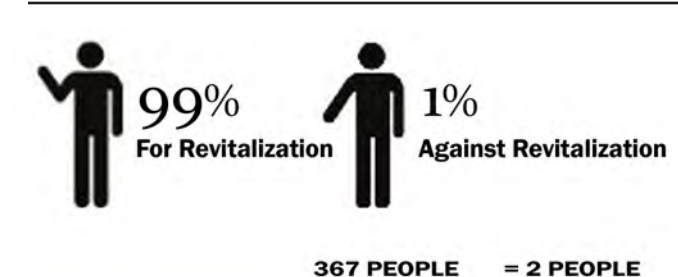
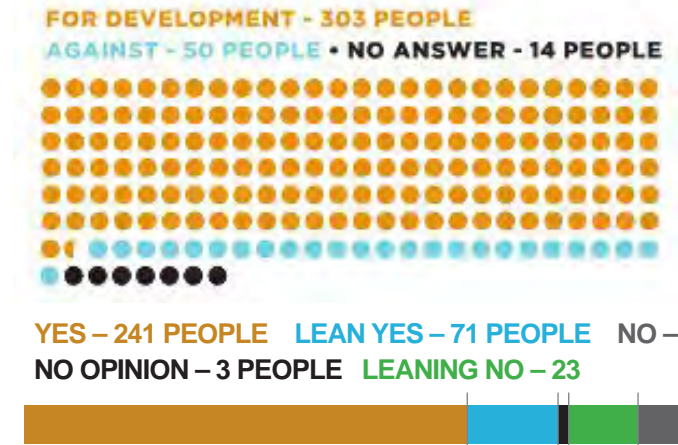
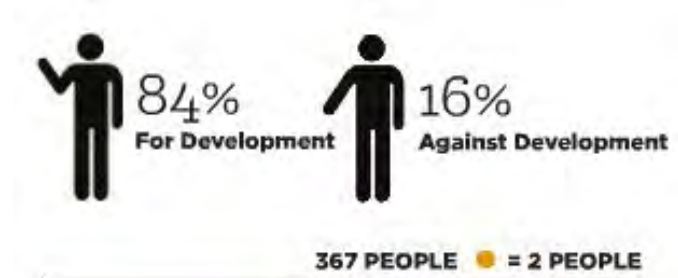
367 people responded to the survey; 63 people were personally polled in the community. When participants were asked if they were for or against the development of Waterworks Park 84% (303) answered they were in favor and 16% (50) said they were against development. When polled about the revitalization of downtown Port Clinton, participants answered 99% (361) in favor of revitalization and 1% (3) against.

The survey, which was a short 6 questions, was designed to be short and straight to the point. There are a lot of different opinions on how and what to do with the development, but, as the survey states, the people of the area want SOMETHING done.

In a further break down of the question, participants were asked what their thoughts were on the development and revitalization: yes please go forward, leaning yes but would like more information, no opinion, leaning no but want more information and absolutely not.

## Of the 367 surveyed about their thoughts on the development of Waterworks Park:

- 241 said yes please go forward
- 71 said they were leaning yes but wanted more information
- 3 said no opinion
- 23 said they were leaning no but wanted more information
- 29 said they no absolutely not



## Of the 367 surveyed about their thoughts on the revitalization of downtown Port Clinton:

- 299 said yes please go forward
- 63 said they were leaning yes but wanted more information
- 3 said no opinion
- 1 said they were leaning no but wanted more information
- 1 said no absolutely not

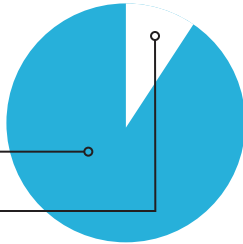
Those surveyed in age were: 3% 18-24, 19% 25-34, 23% 35-44, 20% 45-54, 21% 65-74, 12% 65-74 and 1% 75 or older.

The survey was also given to Port Clinton High School students in Mr. Scalf's Social Studies classes. The answers of the students varied from those in the community, but still had the same end result. In regards to the development of Waterworks Park: 69% of students voted they were for development, 2% had no opinion and 29% were against. When polled about the revitalization of downtown Port Clinton: 89% of students were for revitalization, 1% had no opinion and 10% were against.

### FINAL RESULTS FOR WATERWORKS PARK DEVELOPMENT

84% APPROVE

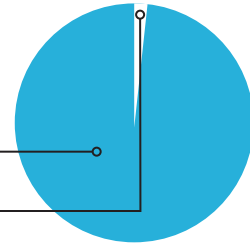
16% OPPOSE



### FINAL RESULTS FOR DOWNTOWN DEVELOPMENT

99% APPROVE

1% OPPOSE



## Street Talk

Opinions from locals on the street. This week we asked: *"What do you think of the development of Waterworks Park and/or the revitalization of Downtown Port Clinton?"*



**Rachel Sutherland**  
of Oak Harbor  
(works in Port Clinton):

*"My view is that sooner or later we have to do something. In my opinion, the town is going downhill and I am for anything that helps, because at this point I don't plan on staying here."*



**Bryan Baugh**  
of Port Clinton:

*"It is going to be a very positive step and a good reflection on Port Clinton and the citizens of the area. The downtown part especially will be a big plus."*



**Tory Thompson**  
of Port Clinton:

*"I am excited. I hope this revitalizes the city and downtown. I am one of the few of the younger generation that are here. The city needs change. I come from a bigger city and travel a lot. There is so much opportunity here."*



**Mike Sutherland**  
of Port Clinton:


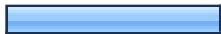





*"We need something during the winter. There are too many empty buildings in Port Clinton. I would like to know what they are going to do with the empty buildings."*





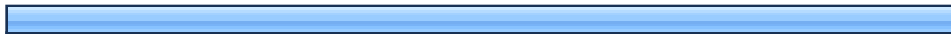

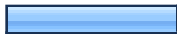











**Bill Rigoni**  
of Port Clinton:





*"I really think our generation wants to get back to the interaction with small business in the downtown atmosphere."*

## 1. How often do you visit Downtown Port Clinton?










		Response Percent	Response Count
Daily		16.4%	38
More than twice a week		18.5%	43
Twice a week		7.3%	17
<b>Weekly</b>		<b>22.4%</b>	<b>52</b>
Twice a month		12.5%	29
Once a month		5.2%	12
Less than once a month		17.7%	41
		<b>answered question</b>	<b>232</b>
		<b>skipped question</b>	<b>3</b>

## 2. What are the top 5 physical improvements you believe would be likely to attract more people to Downtown Port Clinton?

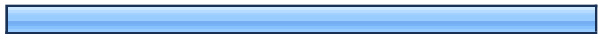








		Response Percent	Response Count
Additional & convenient parking		26.5%	61
Improved sidewalks & curbs		27.0%	62
<b>Improved/cleaned building exteriors</b>		<b>82.6%</b>	<b>190</b>
Renovation of building interiors		39.6%	91
Variety of signage		14.8%	34
Improved traffic flow		7.8%	18
Improved pedestrian safety		5.7%	13
Additional streetscaping		44.3%	102
Pedestrian connections		10.0%	23
Parks & green spaces		33.5%	77
Public art		28.7%	66
Roadway connections		3.0%	7
Public transportation		8.7%	20
Bicycle accessibility		21.3%	49
Alley improvements		32.2%	74
ADA improvements		2.6%	6

Crosswalk improvements		6.1%	14
Enhanced gateways		17.0%	39
Visitor center/public restroom		38.7%	89
Other		14.3%	33
		Other (please specify)	46
<b>answered question</b>			<b>230</b>
<b>skipped question</b>			<b>5</b>

### 3. Focusing on the business mix, what are the top 3 changes you would make to try to attract people Downtown Port Clinton?

		Response Percent	Response Count
Better service		5.2%	12
Competitive pricing		15.0%	35
Additional services		6.4%	15
Specialty retail shops		54.5%	127
Consistent, common business hours		43.3%	101
Destination retail shops		55.4%	129
Downtown anchor store(s)		49.8%	116
<b>Tenants for vacant buildings</b>		<b>68.2%</b>	<b>159</b>
Other		6.0%	14
	Other (please specify)		28
<b>answered question</b>			<b>233</b>
<b>skipped question</b>			<b>2</b>




#### 4. What are the top 3 promotional activities you believe would attract more people to Downtown Port Clinton?

		Response Percent	Response Count
General clean up of Downtown		51.5%	120
Coordinated promotional events		36.9%	86
<b>Special events &amp; activities</b>		<b>60.9%</b>	<b>142</b>
Cooperative advertising		9.0%	21
Enhanced historic feel		51.1%	119
Branding Downtown/theme		34.8%	81
Outdoor movie nights		15.0%	35
Off-season promotions		41.2%	96
Other		3.0%	7
	Other (please specify)		15
<b>answered question</b>			<b>233</b>
<b>skipped question</b>			<b>2</b>

### 5. I think Downtown Port Clinton is:

	very clean	somewhat clean	average	somewhat dirty	very dirty	Rating Average	Rating Count
	3.0% (7)	21.8% (51)	<b>43.2% (101)</b>	26.1% (61)	6.0% (14)	2.90	234
	<b>answered question</b>						<b>234</b>
	<b>skipped question</b>						<b>1</b>

### 6. What is your perception of safety in Downtown Port Clinton?

		Response Percent	Response Count
Very safe		38.6%	90
<b>Safe</b>		<b>59.2%</b>	<b>138</b>
Not safe		2.1%	5
	Why do you feel that way?		55
	<b>answered question</b>		<b>233</b>
	<b>skipped question</b>		<b>2</b>




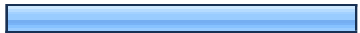



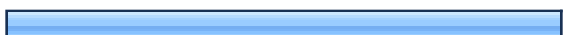







## 7. How often do you shop at these locations?

	1-2x/week	1-2x/month	1-2x/year	Rarely/Never	Rating Count
Upper Sandusky	0.5% (1)	2.0% (4)	6.9% (14)	<b>90.6% (184)</b>	203
Findlay	0.5% (1)	3.4% (7)	5.4% (11)	<b>90.6% (184)</b>	203
PIB	0.5% (1)	5.6% (12)	<b>49.8% (106)</b>	44.1% (94)	213
Sandusky (mall, etc.)	21.8% (49)	<b>40.4% (91)</b>	30.7% (69)	7.1% (16)	225
Toledo metro area	3.4% (7)	20.7% (43)	<b>38.9% (81)</b>	37.0% (77)	208
Columbus metro area	5.8% (12)	7.7% (16)	29.5% (61)	<b>57.0% (118)</b>	207
Cleveland metro area	8.5% (18)	12.7% (27)	29.6% (63)	<b>49.3% (105)</b>	213
Mansfield	0.5% (1)	2.0% (4)	5.4% (11)	<b>92.1% (186)</b>	202
Norwalk	0.5% (1)	3.4% (7)	7.3% (15)	<b>88.8% (182)</b>	205
Fremont	7.4% (16)	25.5% (55)	31.9% (69)	<b>35.2% (76)</b>	216
Online	29.9% (63)	<b>43.1% (91)</b>	19.9% (42)	7.1% (15)	211
Other	10.9% (10)	8.7% (8)	16.3% (15)	<b>64.1% (59)</b>	92
				Other (please specify)	30
<b>answered question</b>					<b>232</b>
<b>skipped question</b>					<b>3</b>

## 8. How often do you dine at the following locations?

	1-2x/week	1-2x/month	1-2x/year	Rarely/Never	Rating Count
Upper Sandusky	0.5% (1)	2.0% (4)	5.0% (10)	<b>92.5% (186)</b>	201
Findlay	0.5% (1)	2.0% (4)	8.4% (17)	<b>89.2% (181)</b>	203
PIB	1.0% (2)	5.8% (12)	<b>53.6% (111)</b>	39.6% (82)	207
Sandusky (mall, etc.)	9.2% (20)	<b>46.1% (100)</b>	26.3% (57)	18.4% (40)	217
Toledo metro area	3.4% (7)	19.3% (40)	37.2% (77)	<b>40.1% (83)</b>	207
Mansfield	0.0% (0)	1.0% (2)	6.9% (14)	<b>92.1% (186)</b>	202
Norwalk	0.0% (0)	2.0% (4)	8.0% (16)	<b>90.0% (181)</b>	201
Fremont	3.3% (7)	25.4% (53)	26.8% (56)	<b>44.5% (93)</b>	209
Columbus metro area	4.9% (10)	8.8% (18)	35.3% (72)	<b>51.0% (104)</b>	204
Cleveland metro area	6.2% (13)	14.2% (30)	36.0% (76)	<b>43.6% (92)</b>	211
Other	7.2% (7)	14.4% (14)	6.2% (6)	<b>72.2% (70)</b>	97
				Other (please specify)	34
<b>answered question</b>					<b>227</b>
<b>skipped question</b>					<b>8</b>





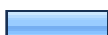

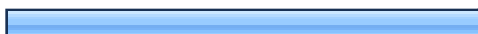




## 9. What are the top 5 characteristics that make Downtown Port Clinton a good place to shop?

		Response Percent	Response Count
Convenient/easily accessible location		54.0%	114
Variety & selection		19.9%	42
Name brand products		4.7%	10
Adequate parking		30.3%	64
Courteous & helpful employees		43.6%	92
Clean store		21.8%	46
Evening & weekend hours		17.1%	36
Pleasant atmosphere		48.3%	102
Best prices		5.7%	12
Sales and/or specials		10.9%	23
Quality of merchandise		21.8%	46
Window displays/ads		12.3%	26
<b>Shopping local</b>		<b>65.4%</b>	<b>138</b>
Welcoming/safe environment		46.4%	98
Other		6.2%	13

Other (please specify) 34

answered question	211
skipped question	24

**10. What are the top 3 priorities you think should be pursued as development opportunities in Downtown Port Clinton over the next 5 to 10 years?**

		Response Percent	Response Count
Entertainment opportunities		45.4%	104
Maintain/expand historic character		44.1%	101
Medical offices		2.2%	5
Museums/galleries		17.0%	39
Professional office/commercial		8.7%	20
<b>Recreational waterfront opportunities</b>		<b>61.1%</b>	<b>140</b>
Restaurant/food service		41.0%	94
Retail/retail service		49.8%	114
Service providers		3.9%	9
Tourist opportunities		37.6%	86
Other		3.1%	7

Other (please specify)

18


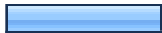










answered question











229

skipped question

6

**11. What are the top 5 stores (new and in addition to existing businesses) that you think would best contribute to the business mix in Downtown Port Clinton?**

		Response Percent	Response Count
Dollar store		13.8%	31
Bath/beauty products		13.3%	30
Upscale thrift store		27.6%	62
Women's accessories		39.1%	88
Men's dress clothes		19.6%	44
Fashion eyewear		3.1%	7
Office/computer supplies		9.8%	22
<b>Outdoors outfitter</b>		<b>48.4%</b>	<b>109</b>
Art gallery		24.4%	55
Home decor		44.4%	100
Pet supplies/toys		17.8%	40
Mobile electronics		10.7%	24










Upscale spa/salon		19.1%	43
Fitness center		22.2%	50
Antique store		24.9%	56
Second hand home furnishings		12.9%	29
Hobby/craft store		31.6%	71
Music store (instruments, sheet music, etc.)		5.3%	12
Gift/card shop		36.4%	82
Custom dress hop/tailor		12.0%	27
Kitchen/cooking store		29.3%	66
Other		11.6%	26

Other (please specify) 35

<b>answered question</b>	<b>225</b>
<b>skipped question</b>	<b>10</b>

**12. What kinds of restaurants or food businesses would you most like to see in Downtown Port Clinton? Please select your top 5 choices.**

		Response Percent	Response Count
Fast casual counter (ex: Panera)		42.4%	97
Mexican/Southwestern cuisine		13.5%	31
Mediterranean/Greek		20.1%	46
Convenience store		17.0%	39
Indian cuisine		5.2%	12
Seafood restaurant		43.2%	99
BBQ restaurant		25.8%	59
Full service breakfast cafe		26.2%	60
Diner		14.0%	32
Small independent grocery w/produce		33.2%	76
Coffee shop		12.7%	29
Bakery		29.3%	67
Wine/craft beer shop		27.5%	63
<b>Ice cream/yogurt parlour</b>		<b>45.4%</b>	<b>104</b>
Burger restaurant		14.4%	33

Vegetarian restaurant		13.1%	30
Boutique bowling alley		4.8%	11
Pizza shop		5.2%	12
Hibachi grill		12.7%	29
Brew pub		27.9%	64
Smoothie shop		8.7%	20
Specialty spirit bar		12.7%	29
Artisan chocolate/candy shop		16.2%	37
Other		8.7%	20






Other (please specify) 30

<b>answered question</b>	<b>229</b>
<b>skipped question</b>	<b>6</b>



**13. Share your memories with us! Describe your most memorable experience in Downtown Port Clinton.**

	<b>Response Count</b>
	99
<b>answered question</b>	<b>99</b>
<b>skipped question</b>	<b>136</b>

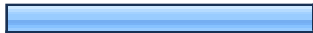

## 14. What is your age?

		Response Percent	Response Count
Under 18		0.4%	1
18-24		0.9%	2
25-39		19.0%	44
41-55		36.4%	84
<b>Over 55</b>		<b>43.3%</b>	<b>100</b>
		<b>answered question</b>	<b>231</b>
		<b>skipped question</b>	<b>4</b>


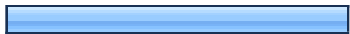

## 15. What is your gender?

		Response Percent	Response Count
Male		39.0%	90
<b>Female</b>		<b>61.0%</b>	<b>141</b>
		<b>answered question</b>	<b>231</b>
		<b>skipped question</b>	<b>4</b>

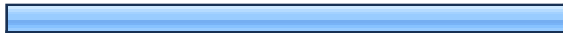
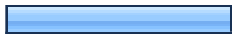

**16. Do any children under the age of 18 live in your household year-round?**

		Response Percent	Response Count
Yes		26.5%	61
No		73.5%	169
		<b>answered question</b>	<b>230</b>
		<b>skipped question</b>	<b>5</b>




**17. Does your household have one or more pet dogs or cats?**

		Response Percent	Response Count
Yes		70.0%	161
No		29.6%	68
Other		0.4%	1
		Other (please specify)	4
		<b>answered question</b>	<b>230</b>
		<b>skipped question</b>	<b>5</b>

### 18. Are you from:

		Response Percent	Response Count
Port Clinton		48.7%	111
Ottawa County (outside of Port Clinton)		19.3%	44
Outside of Ottawa County		32.0%	73
	Please specify if outside Port Clinton		54
<b>answered question</b>			<b>228</b>
<b>skipped question</b>			<b>7</b>

### 19. Are you a:

		Response Percent	Response Count
Year round resident		67.1%	153
Summer resident		22.8%	52
Visitor/tourist		10.1%	23
<b>answered question</b>			<b>228</b>
<b>skipped question</b>			<b>7</b>

**20. What is zip code of your permanent residence?**

	Response Average	Response Total	Response Count
Zip code	43,506.12	9,658,359	222
	answered question		222
	skipped question		13



**21. Thank you for your cooperation and input! Please provide us with your name and contact information to be entered into a drawing for a \$50 Port Clinton Area Chamber of Commerce Gift Certificate.**

	Response Percent	Response Count	
Name:	99.4%	163	
Email Address:	99.4%	163	
Phone Number:	90.9%	149	
	answered question		164
	skipped question		71

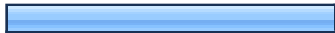

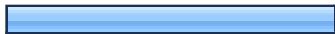

## 1. What is the name of your business?

	Response Count
	12
answered question	12
skipped question	2

## 2. What services and/or products do you provide?

	Response Percent	Response Count
Services: 	92.9%	13
Products: 	50.0%	7
answered question		14
skipped question		0

### 3. Would you classify your business as:

		Response Percent	Response Count
Retail Sales		28.6%	4
Retail service		0.0%	0
Commercial / office		7.1%	1
Professional		28.6%	4
Restaurant / tavern		0.0%	0
<b>Other</b>		<b>35.7%</b>	<b>5</b>
		Please specify	5
<b>answered question</b>			<b>14</b>
<b>skipped question</b>			<b>0</b>

#### 4. Do you own or rent your building?

		Response Percent	Response Count
Own		42.9%	6
<b>Rent</b>		<b>57.1%</b>	<b>8</b>
Other		0.0%	0
	Please specify		0
<b>answered question</b>			<b>14</b>
<b>skipped question</b>			<b>0</b>



#### 5. If you rent, does the property owner live in Ottawa County?

		Response Percent	Response Count
Yes		45.5%	5
No		27.3%	3
N/A		27.3%	3
<b>answered question</b>			<b>11</b>
<b>skipped question</b>			<b>3</b>

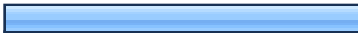





### 6. If you own your building, how long have you owned it?

	Response Average	Response Total	Response Count
Number of Years	15.60	78	5
answered question			5
skipped question			9

### 7. Does your building have residential units?

	Response Percent	Response Count
Yes 	50.0%	7
No 	50.0%	7
answered question		14
skipped question		0

## 8. If your building has more than 1 floor, how are upper floors used?

		Response Percent	Response Count
My building only has 1 floor		30.8%	4
Vacant		7.7%	1
Storage		7.7%	1
<b>Residential</b>		<b>46.2%</b>	<b>6</b>
Office/commercial		7.7%	1
Other		7.7%	1
		Please specify	2
		<b>answered question</b>	<b>13</b>
		<b>skipped question</b>	<b>1</b>

**9. How many full-time and part-time employees (including owners who work in the business) are currently at this location?**

		Response Average	Response Total	Response Count
Full-time		3.86	54	14
Part-time		6.78	61	9
answered question				14
skipped question				0

**10. Approximately how many square feet does your business occupy?**

		Response Average	Response Total	Response Count
# SF		8,080.00	105,040	13
answered question				13
skipped question				1

### 11. About what percent of that space is non-selling space (space that is off-limits to patrons)?

	Response Average	Response Total	Response Count
% non-selling space	163.92	1,967	12
	answered question		12
	skipped question		2

### 12. How long has your business been in Port Clinton?

		Response Percent	Response Count
Less than 1 year		7.1%	1
1-5 years		7.1%	1
6-10 years		21.4%	3
11-15 years		7.1%	1
16-20 years		14.3%	2
21-25 years		0.0%	0
25+ years		42.9%	6
	answered question		14
	skipped question		0







### 13. What percentage of your customers are female?

		Response Percent	Response Count
1-10%		7.7%	1
11-25%		0.0%	0
26-40%		0.0%	0
<b>41-60%</b>		<b>46.2%</b>	<b>6</b>
61-75%		23.1%	3
76-100%		7.7%	1
Don't Know		15.4%	2
<b>answered question</b>			<b>13</b>
<b>skipped question</b>			<b>1</b>

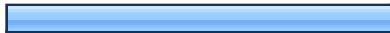




## 14. Approximately what percentage of your customers LIVE in Ottawa County?

		Response Percent	Response Count
1-10%		0.0%	0
11-25%		0.0%	0
26-40%		23.1%	3
41-60%		15.4%	2
61-75%		15.4%	2
<b>76-100%</b>		<b>38.5%</b>	<b>5</b>
Don't Know		7.7%	1
<b>answered question</b>			<b>13</b>
<b>skipped question</b>			<b>1</b>

### 15. Approximately what percentage of your customers WORK in Ottawa County?

		Response Percent	Response Count
1-10%		0.0%	0
11-25%		7.7%	1
26-40%		23.1%	3
41-60%		7.7%	1
61-75%		15.4%	2
76-100%		7.7%	1
<b>Don't Know</b>		<b>38.5%</b>	<b>5</b>
<b>answered question</b>			<b>13</b>
<b>skipped question</b>			<b>1</b>








**16. Approximately what percentage of your customers would be classified as TOURISTS/VISITORS?**

		Response Percent	Response Count
1-10%		33.3%	4
11-25%		16.7%	2
26-40%		8.3%	1
41-60%		25.0%	3
61-75%		0.0%	0
76-100%		0.0%	0
DK		16.7%	2
<b>answered question</b>			<b>12</b>
<b>skipped question</b>			<b>2</b>

**17. In your opinion, how can Downtown Port Clinton capitalize more on tourist traffic?**

	Response Count
	12
<b>answered question</b>	<b>12</b>
<b>skipped question</b>	<b>2</b>

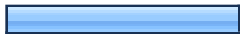




**18. Outside of Ottawa County, what are the top three counties that your customers come from?**

		Response Percent	Response Count
Erie County		61.5%	8
Franklin County		38.5%	5
Hancock County		0.0%	0
Sandusky County		53.8%	7
Seneca County		0.0%	0
Wood County		7.7%	1
<b>Lucas County</b>		<b>69.2%</b>	<b>9</b>
Lorain County		0.0%	0
Cuyahoga County		53.8%	7
Out of State		7.7%	1
	Other (please specify)		2
<b>answered question</b>			<b>13</b>
<b>skipped question</b>			<b>1</b>

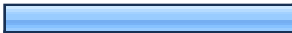


**19. Please tell us what percentage of your customer base is represented by each age group. Numbers should total 100%.**

	Response Average	Response Total	Response Count
Under 18	4.44	40	9
18-24	10.67	96	9
25-44	29.00	319	11
<b>45-64</b>	<b>34.73</b>	<b>382</b>	11
65 and over	25.80	258	10
	<b>answered question</b>		<b>11</b>
	<b>skipped question</b>		<b>3</b>







## 20. What is the average amount each customer spends per visit?

		Response Percent	Response Count
Under \$10		20.0%	2
\$11-\$25		20.0%	2
\$26-\$50		20.0%	2
\$51-\$75		20.0%	2
\$76-\$100		0.0%	0
\$101-\$150		0.0%	0
\$151-\$200		0.0%	0
More than \$200		20.0%	2
		<b>answered question</b>	<b>10</b>
		<b>skipped question</b>	<b>4</b>


## 21. Would you say your business is doing better, worse, or the same as 5 years ago?

		Response Percent	Response Count
Better		25.0%	3
<b>Worse</b>		<b>41.7%</b>	<b>5</b>
Same		33.3%	4
	Why do you feel that way?		8
		<b>answered question</b>	<b>12</b>
		<b>skipped question</b>	<b>2</b>




**22. Please identify your top 3 competitors and list their locations or web addresses.**

		Response Percent	Response Count
Competitor 1		100.0%	9
Location or website		55.6%	5
Competitor 2		77.8%	7
Location or website		55.6%	5
Competitor 3		77.8%	7
Location or website		55.6%	5
		<b>answered question</b>	<b>9</b>
		<b>skipped question</b>	<b>5</b>





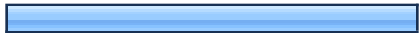










**23. Please identify competitive edges that distinguish your business from the competitors you listed. Please list up to 5 reasons why a customer might choose your business instead of the competition.**


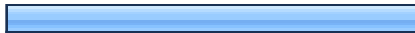



		Response Percent	Response Count
1.		100.0%	10
2.		90.0%	9
3.		90.0%	9
4.		80.0%	8
5.		80.0%	8
		<b>answered question</b>	<b>10</b>
		<b>skipped question</b>	<b>4</b>

**24. What 3 Downtown Port Clinton businesses do you believe your customers most often patronize besides your business?**










		Response Percent	Response Count
1.		100.0%	11
2.		100.0%	11
3.		100.0%	11
		answered question	11
		skipped question	3

**25. What are the top 5 improvements to the physical environment you believe would most likely attract people to shop for goods and services in Downtown Port Clinton?**

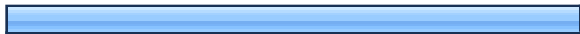








		Response Percent	Response Count
Additional & convenient parking		21.4%	3
Improved sidewalks & curbs		50.0%	7
<b>Improved/cleaned building exteriors</b>		<b>78.6%</b>	<b>11</b>
Renovation of building interiors		28.6%	4
Variety of signage		35.7%	5
Improved traffic flow		14.3%	2
Improved pedestrian safety		21.4%	3
Additional streetscaping		57.1%	8
Pedestrian connections		21.4%	3
Parks & green spaces		21.4%	3
Public art		57.1%	8
Roadway connections		7.1%	1
Public transportation		14.3%	2
Bicycle accessibility		42.9%	6
Alley improvements		42.9%	6

ADA improvements		7.1%	1
Crosswalk improvements		35.7%	5
Enhanced gateways		28.6%	4
Visitor center/public restroom		35.7%	5
Other		14.3%	2
		Other (please specify)	3
<b>answered question</b>			<b>14</b>
<b>skipped question</b>			<b>0</b>
















**26. Focusing on the business mix, what are the top 3 changes you believe would be most likely to attract people to Downtown Port Clinton?**





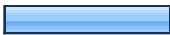
		Response Percent	Response Count
Better service		28.6%	4
Competitive pricing		14.3%	2
Additional services		14.3%	2
<b>Specialty retail shops</b>		<b>78.6%</b>	<b>11</b>
Consistent, common business hours		35.7%	5
<b>Destination retail shops</b>		<b>78.6%</b>	<b>11</b>
Downtown anchor store(s)		35.7%	5
Tenants for vacant buildings		57.1%	8
Other		7.1%	1
	Other (please specify)		1
<b>answered question</b>			<b>14</b>
<b>skipped question</b>			<b>0</b>

## 27. What are the top 3 promotional activities you believe would attract more people to Downtown Port Clinton?










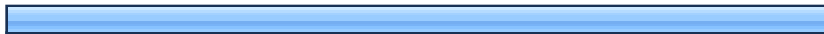





		Response Percent	Response Count
General clean up of Downtown		50.0%	7
Coordinated promotional events		50.0%	7
<b>Special events &amp; activities</b>		<b>57.1%</b>	<b>8</b>
Cooperative advertising		35.7%	5
<b>Enhanced historic feel</b>		<b>57.1%</b>	<b>8</b>
Branding Downtown/theme		50.0%	7
Outdoor movie nights		7.1%	1
<b>Off-season promotions</b>		<b>57.1%</b>	<b>8</b>
Other		14.3%	2
		Other (please specify)	3
<b>answered question</b>			<b>14</b>
<b>skipped question</b>			<b>0</b>








**28. What are the top 5 stores/services (new and in addition to existing businesses) you believe would be most likely to contribute to a successful business mix for Downtown Port Clinton?**

		Response Percent	Response Count
dollar store		14.3%	2
bath/beauty products		14.3%	2
upscale thrift store		14.3%	2
women's accessories		42.9%	6
men's dress clothing		21.4%	3
fashion eyewear		7.1%	1
office/computer supplies		0.0%	0
<b>outdoors outfitter</b>		<b>78.6%</b>	<b>11</b>
art gallery		50.0%	7
home decor		14.3%	2
pet supplies/toys		28.6%	4
mobile electronics		14.3%	2
upscale spa/salon		21.4%	3
fitness center		14.3%	2
antique store		28.6%	4
second hand home furnishings		7.1%	1




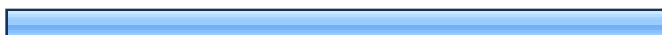






hobby/craft store		28.6%	4
music store (instruments, sheet music, etc.)		0.0%	0
gift/card shop		7.1%	1
custom dress shop/tailor		42.9%	6
kitchen/cooking store		42.9%	6
other		14.3%	2
		Other (please specify)	3
<b>answered question</b>			<b>14</b>
<b>skipped question</b>			<b>0</b>

**29. What kinds of restaurants or food businesses do you think would contribute best to the business mix in Downtown Port Clinton? Please select your top 5 choices.**

		Response Percent	Response Count
fast food casual/counter (ex: Panera)		7.1%	1
Mexican/Southwestern cuisine		14.3%	2
Mediterranean/Greek		14.3%	2
convenience store		7.1%	1
Indian cuisine		7.1%	1
Seafood restaurant		50.0%	7
BBQ restaurant		7.1%	1
Full service breakfast cafe		14.3%	2
Diner		21.4%	3
<b>Small independent grocery store w/produce</b>		<b>71.4%</b>	<b>10</b>
Coffee shop		21.4%	3
Bakery		7.1%	1
Wine/craft beer shop		64.3%	9
Ice cream/yogurt parlour		64.3%	9
Burger restaurant		14.3%	2

Vegetarian restaurant		21.4%	3
Boutique bowling alley		7.1%	1
Pizza shop		7.1%	1
Hibachi grill		7.1%	1
Brew pub		35.7%	5
Specialty spirit bar		21.4%	3
Smoothie shop		0.0%	0
Artisan chocolate/candy shop		42.9%	6
Other		0.0%	0
		Other (please specify)	1
<b>answered question</b>			<b>14</b>
<b>skipped question</b>			<b>0</b>


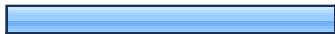

**30. How do you advertise? Please check all that apply.**

		Response Percent	Response Count
Newspapers		100.0%	14
Radio		42.9%	6
TV		14.3%	2
Special flyer/mailings		57.1%	8
Signs		35.7%	5
Billboards		28.6%	4
Internet		71.4%	10
Word of mouth/referral		78.6%	11
Local cable channel		7.1%	1
Other		14.3%	2
	Other (please specify)		3
		<b>answered question</b>	<b>14</b>
		<b>skipped question</b>	<b>0</b>




### 31. How often do you advertise?

		Response Percent	Response Count
Weekly		42.9%	6
Monthly		28.6%	4
Special events		28.6%	4
Sporadically		21.4%	3
Never		0.0%	0
		<b>answered question</b>	<b>14</b>
		<b>skipped question</b>	<b>0</b>

### 32. What is your estimated annual advertising budget?

		Response Percent	Response Count
\$0		0.0%	0
< \$100		0.0%	0
\$100 - \$1000		21.4%	3
\$1001 - \$5000		28.6%	4
> \$5000		50.0%	7
		<b>answered question</b>	<b>14</b>
		<b>skipped question</b>	<b>0</b>




### 33. Do you have a website? If your answer is no, please skip to Question #37.

		Response Percent	Response Count
Yes		85.7%	12
No		7.1%	1
We're in the process of developing one.		7.1%	1
		<b>answered question</b>	<b>14</b>
		<b>skipped question</b>	<b>0</b>

### 34. What is your web address?

	Response Count
	12
answered question	12
skipped question	2

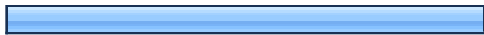


### 35. Can customers purchase goods and/or services from the website?

		Response Percent	Response Count
Yes		23.1%	3
No		61.5%	8
We're in the process of developing that feature.		15.4%	2
	answered question		13
	skipped question		1
















### 36. What percentage of your business would you estimate is done via the internet?





		Response Average	Response Total	Response Count
%		17.00	136	8
answered question				8
skipped question				6

### 37. Would you be interested in improving your internet capabilities and/or services?



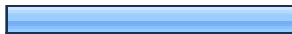
		Response Percent	Response Count
Yes		41.7%	5
No		16.7%	2
Maybe		41.7%	5
Tell us why you feel that way?			4
answered question			12
skipped question			2

### 38. What are your top 5 concerns about Downtown Port Clinton?

		Response Percent	Response Count
Additional & convenient parking		7.1%	1
Local government support		35.7%	5
Improved streetscape		50.0%	7
Improved sidewalks		7.1%	1
Cooperation among business owners		28.6%	4
Consensus on revitalization efforts		42.9%	6
Public safety		14.3%	2
<b>Public image, self esteem and/or community pride</b>		<b>71.4%</b>	<b>10</b>
Utilities (water, gas, sewer, electric)		7.1%	1
Special events/promotions		14.3%	2
Economic development		64.3%	9
Sign restrictions		14.3%	2
Area growth and/or development		57.1%	8
Preservation of historic buildings/property maintenance		42.9%	6
Business organization		7.1%	1

Tourism		21.4%	3
Lack of business in off-season		42.9%	6
Implementation of revitalization efforts		28.6%	4
Other		14.3%	2
Constructive comments			3
<b>answered question</b>			<b>14</b>
<b>skipped question</b>			<b>0</b>




**39. Would you be interested in making facade or code improvements (structural, ADA accessibility, HVAC, plumbing, etc.) to your building(s) if there were matching grant funds and/or property tax abatement available? If you answer no, please skip to Question #41.**

		Response Percent	Response Count
Yes		41.7%	5
No		33.3%	4
Maybe		25.0%	3
<b>answered question</b>			<b>12</b>
<b>skipped question</b>			<b>2</b>

**40. What kinds of improvements would you be interested in making? List any/all improvements you'd be interested in pursuing.**

	Response Count
	8
answered question	8
skipped question	6




**41. Are you aware of the Architectural Review Board guidelines for Downtown Port Clinton? If you've never heard of it, please skip to Question #43.**

		Response Percent	Response Count
Yes		46.2%	6
No		23.1%	3
I've heard of it, but don't understand what it does.		30.8%	4
answered question			13
skipped question			1

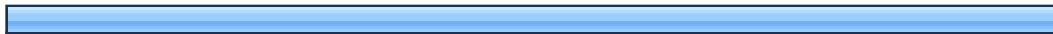

## 42. How would you rate the design review process or experience?

		Response Percent	Response Count
I've never been through the process.		77.8%	7
Very easy		0.0%	0
Easy		11.1%	1
Average		11.1%	1
Difficult		0.0%	0
Very Difficult		0.0%	0
	Why do you feel that way?		1
		<b>answered question</b>	<b>9</b>
		<b>skipped question</b>	<b>5</b>

**43. Would you be willing to financially support a maintenance program to collectively purchase goods and services, increase security, provide snow removal and clean-up, etc. for Downtown property and business owners?**

		Response Percent	Response Count
Yes		30.8%	4
No		15.4%	2
<b>Maybe</b>		<b>53.8%</b>	<b>7</b>
	Constructive comments		3
<b>answered question</b>			<b>13</b>
<b>skipped question</b>			<b>1</b>

#### 44. Are you a member of Main Street Port Clinton?

		Response Percent	Response Count
Yes		91.7%	11
I've been thinking about it, but haven't joined yet.		0.0%	0
I've never heard of them, but would like to learn more.		0.0%	0
I've heard of them, but am not interested in learning more at this time.		0.0%	0
I've never heard of them, and am not interested at this time.		8.3%	1
	If you are not a member, please tell us why.		0
		<b>answered question</b>	<b>12</b>
		<b>skipped question</b>	<b>2</b>

**45. What is your street address?**

	<b>Response Count</b>
	13
<b>answered question</b>	<b>13</b>
<b>skipped question</b>	<b>1</b>

**46. What is your e-mail address?**

	<b>Response Count</b>
	12
<b>answered question</b>	<b>12</b>
<b>skipped question</b>	<b>2</b>

**47. What is your telephone number?**

	<b>Response Count</b>
	13
<b>answered question</b>	<b>13</b>
<b>skipped question</b>	<b>1</b>

## 48. What are your business hours?

### Monday

	Not open	5-8am	8-9am	9-10am	10-noon	Noon-2pm	2-4pm	4-6pm	6-8pm	8-10pm
Open	0.0% (0)	0.0% (0)	<b>58.3% (7)</b>	41.7% (5)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Close	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	<b>81.8% (9)</b>	18.2% (2)	0.0% (0)

### Tuesday

	Not open	5-8am	8-9am	9-10am	10-noon	Noon-2pm	2-4pm	4-6pm	6-8pm	8-10pm
Open	0.0% (0)	0.0% (0)	<b>63.6% (7)</b>	36.4% (4)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Close	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	<b>81.8% (9)</b>	18.2% (2)	0.0% (0)

### Wednesday

	Not open	5-8am	8-9am	9-10am	10-noon	Noon-2pm	2-4pm	4-6pm	6-8pm	8-10pm
Open	9.1% (1)	0.0% (0)	<b>54.5% (6)</b>	36.4% (4)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Close	9.1% (1)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	<b>72.7% (8)</b>	18.2% (2)	0.0% (0)

### Thursday

	Not open	5-8am	8-9am	9-10am	10-noon	Noon-2pm	2-4pm	4-6pm	6-8pm	8-10pm
Open	0.0% (0)	9.1% (1)	<b>45.5% (5)</b>	<b>45.5% (5)</b>	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)

Close	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	<b>72.7% (8)</b>	27.3% (3)	0.0% (0)
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**Friday**

	Not open	5-8am	8-9am	9-10am	10-noon	Noon-2pm	2-4pm	4-6pm	6-8pm	8-10pm
Open	0.0% (0)	0.0% (0)	<b>60.0% (6)</b>	40.0% (4)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Close	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	<b>83.3% (10)</b>	16.7% (2)	0.0% (0)

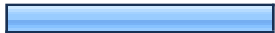





**Saturday**

	Not open	5-8am	8-9am	9-10am	10-noon	Noon-2pm	2-4pm	4-6pm	6-8pm	8-10pm
Open	20.0% (2)	0.0% (0)	<b>30.0% (3)</b>	<b>30.0% (3)</b>	20.0% (2)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Close	11.1% (1)	0.0% (0)	0.0% (0)	0.0% (0)	11.1% (1)	0.0% (0)	<b>33.3% (3)</b>	22.2% (2)	22.2% (2)	0.0% (0)

**Sunday**

	Not open	5-8am	8-9am	9-10am	10-noon	Noon-2pm	2-4pm	4-6pm	6-8pm	8-10pm
Open	<b>60.0% (6)</b>	0.0% (0)	0.0% (0)	40.0% (4)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Close	<b>33.3% (2)</b>	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	16.7% (1)	16.7% (1)	<b>33.3% (2)</b>	0.0% (0)	0.0% (0)

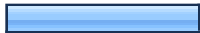






### 49. What is your busiest day?

		Response Percent	Response Count
Monday		23.1%	3
Tuesday		7.7%	1
Wednesday		7.7%	1
Thursday		7.7%	1
<b>Friday</b>		<b>30.8%</b>	<b>4</b>
Saturday		23.1%	3
Sunday		0.0%	0
<b>answered question</b>			<b>13</b>
<b>skipped question</b>			<b>1</b>

### 50. How many transactions do you typically do on one of your busy days? (Please enter whole numbers only.)

		Response Average	Response Total	Response Count
#		39.50	316	8
<b>answered question</b>			<b>8</b>	
<b>skipped question</b>			<b>6</b>	

### 51. What is your slowest day of the week (of the days you are open)?

		Response Percent	Response Count
Monday		16.7%	2
<b>Tuesday</b>		<b>25.0%</b>	<b>3</b>
Wednesday		8.3%	1
Thursday		16.7%	2
Friday		8.3%	1
Saturday		8.3%	1
Sunday		16.7%	2
		<b>answered question</b>	<b>12</b>
		<b>skipped question</b>	<b>2</b>

### 52. How many transactions do you typically do one one of your slow days? (Please enter whole numbers only.)

		Response Average	Response Total	Response Count
#		14.29	100	7
		<b>answered question</b>		<b>7</b>
		<b>skipped question</b>		<b>7</b>

sign on 9/7/16  
CMA6 Plan - Draft Presentation

<u>Name</u>	<u>Email</u>	<u>Organization</u>
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Troy Colston		City of P.C.

Sign In

ODNR Coastal Management Plan, City of Port Clinton  
Public Comment Meeting 11/22/16 6:30 p.m.

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Geabe Below	PC City Council		419-341-6387
Lisa Sarty	PC City Council		419-341-0780
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DENNIS LAMP	Resident		419-341-4385
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sent →  
→

PC Coastal Access Plan  
Steering Committee # 1

Date: 2/10/16

Last Name	First Name	Title	Signature
Below	Gabe	Councilman	CB
Regal	Jodi	Commissioner	Jodi Regal
Hickman	Roseann	Councilman	Roseann Hickman
Messa	Mark	Director	Mark Messa
Adams	Nikki	President	Nikki Adams
Madison	Casey	Branch Manager	
Clemons	Don		DK Clemons
Stouffer	Jim		Jim Stouffer
Woodworth	Lance	General Manager	lance.woodworth@ccwb.com
Morgan	Carol		Carol Morgan
Nickel	Jen	Staff	Jennifer Nickel
Cupp	Jasmine	Editor	Jasmine Cupp
McCartney	Trish	Agent	Trish McCartney
Leone	Vince		Vince Leone
Waltz	Mark		Mark Waltz
Head	Jonathan	Staff	Jonathan Head
Norgard	Rich	<del>Board Member</del>	Rich Norgard
Brenner	Joey	Student	Joey Brenner
Koch	Jacob	Student	Jacob Koch

Consultants

Bockbrader Tim  
Falcone Lauren  
Nusser Doug

**TIM BOCKBRADER**  
Lauren Falcone

KUTWA DeAnna Pres. of Council  
Riviera Party Port Clinton City Council  
DeAnna Sturgeon  
Riviera Party



The City has been successful in securing a grant through the Ohio Department of Natural Resources (ODNR), Coastal Management Assistance Grant Program. The City, in conjunction with its consultants Poggemeyer Design Group and the EDGE Group and with the assistance from an appointed Steering Committee, has started a planning process to look at ways to best increase public access and enjoyment of the Lake Erie Shoreline, link existing commercial, recreational, historic and natural areas and attract new and returning visitors to the area. The planning area stretches from North Monroe Street/W. Lakeshore Drive along the southerly Riverfront, connecting the Waterworks Park/Lakefront Preserve Trail System. **A focus group will be held to further determine needs and vision for the area.**



**WHAT TO EXPECT:** This focus group and visioning session will look at the planning issues and will try to capture the essential elements of what Port Clinton's waterfront should be like in the future. Conversations will include an overview of "best practices" used in strong waterfronts, along with an update of previous data and current research/data. Future visioning ideas to address development of shoreline, including physical improvements, recreational amenities and tourism opportunities, will be shared and illustrated.

**WHY THIS IS IMPORTANT:** The City of Port Clinton is at an important juncture in its history and needs an inspiring and achievable vision for the waterfront. This event is a rare unique opportunity to help create that vision and think (and perhaps dream a little) about what the waterfront could be like in the future. Great places just don't "happen." Without exception, some of the strongest communities and most beautiful waterfronts across the nation are the product of deliberate visioning and planning followed by steadfast implementation efforts.

**WHEN:** Wednesday, April 20, 2016 from 6:00-7:30 pm

**WHERE:** Port Clinton Municipal Building, 1868 E. Perry Street, Port Clinton, Ohio 43452

**WE HOPE TO SEE YOU ON April 20, 2016!!**

PC Coastal Access Plan

Focus Group Visioning Session

4/20/16

Last Name	First Name	Organization	Email
WILDMAN	JEM	CIC	JEM WILDMAN@CZCC.LUR.COM
ALVEY	KEIL	LEMMA	Kenalvey@lemma.com
Stallor	Jim	CIC	JimStallor@ciclab.com
MADISON	Mike	Cathlamet, Marine	AMC@ciclab.com
Bode	Michael		MichaelBode@gmail.com
Farker	Kim	*Key*	KeFarker1@gmail.com
Kroff	Debby	CORP	djdfk496@hpfmud.com
Smith	Roger	Fishermens Wharf	
Wolfe	Marc		
MAY	Danielle		Fishermens Wharf 83@gmail.com
Blumensack	Todd	Perfect Color	daniellealtenmay@aol.com
WATZ	Haris	Pat-in-Bay Seattle	toddjet-express.com
Galin	Chris	Whittowley	MARAWATZ@STCCSOBAL.NET
BUTERS	RICK	EDGE of	Hobler@edge-la.com

PC Coastal Access Plan  
Steering Committee # 2

Date: 4/20/16

Last Name	First Name	Title	Signature
Below	Gabe	Councilman	
Regal	Jodi	Commissioner	Jodi Regal
Hickman	Roseann	Councilman	Roseann Hickman
Messa	Mark	Director	
Adams	Nikki	President	
Madison	Casey	Branch Manager	
Clemmons	Don	OWNER - BUSINESS	DClemmons
Stouffer	Jim		
Woodworth	Lance	General Manager	Lance Woodworth
Morgan	Carol		Carol Morgan
Nickel	Jen	Staff	
Cupp	Jasmine	Editor	Jasmine Cupp
McCartney	Trish	Agent	Trish McCartney
Leone	Vince		Vince Leone
Waltz	Mark		
Head	Jonathan	Staff	Jonathan Head
Norgard	Rich		Rich Norgard
Brenner	Joey	Student	
Koch	Jacob	Student	

Consultants

Bockbrader Tim  
Falcone Lauren  
Nusser Doug

Lauren Falcone

Interview Tool 3/10/16

City of Port Clinton

Coastal Access Plan

1. What is your role in community? Resident (year round or seasonal), Commuter, Business Owner, Position?
2. What is your initial impression (aesthetics) of the waterfront area in Port Clinton (specifically Lake Shore Preserve to Bridge- along Lake- and Riverfront)?
  - a. Most favorite features?
  - b. Least favorite features?
3. How do you feel about the following when it comes to waterfront development?
  - a. Access (Pedestrian, Vehicular, Boats)
  - b. Tourism
  - c. Recreational uses
  - d. Public development
  - e. Private development
  - f. Preservation
  - g. Physical improvements
  - h. Connections/linkages to downtown
  - i. Boating (docks, piers, boat ramps)
4. Are there other areas in the State/Country that you can point to that has gotten waterfront development “right?”
5. Describe your vision for waterfront development within planning area.

Key Persons Interviewed

3/10/2016

Atkins	Pat	School Superintendent
Blumensaddt	Todd	WF Business/Property Owner
Cipiti	Janine	Volunteer Erie Dearie/WWP Landscaping
Fletcher	Larry	Director of Lake & Erie Shores and Islands Visitors Bureau
Krofft	Debby	WF Plans developed/ DT Business Owner
McCann	Tim	WF Business/Property Owner
Nipper	Gary	Lives in DT PC, Relocated from SC, Member of YP Group
Orians	Annie	PCHS First Year Teacher

**Funding Options Matrix**  
**Port Clinton Waterfront Walkway Improvements**

Program	Deadline	Source	Grant/Loan	Max \$	Award	Match	Items Funded
Transportation Alternative Program	February 1st	ODOT	Grant	Up to \$1m+	August		20% Multi-use paths (non-motorized) that connect destinations
Clean Ohio Trails	February 1st	ODNR	Grant	\$850,000	November		25% Land acquisition for a trail, trail development, trailhead facilities, engineering and design
Recreational Trails	February 1st	ODNR	Grant	\$150,000	November		20% New rt construction, trail maintenance/restoration, trailside/head facilities (parking, restroom, water), purchase/lease rt construction/maintenance equipment, acquisition of easements/ property
Ottawa County Community Foundation	March 15th	Private	Grant	TBD	June		TBD Education, natural resources, arts
Lowe's Charitable & Educational Foundation	3/21-5/23 Spring Cycle	Private	Grant	\$25-50,000	90 days after		TBD Community improvement projects
	7/1-8/26 Fall Cycle				90 days after		TBD
CDBG Allocation	May	County	Grant	TBD	August		50% ADA access, including restrooms, ramp and pathways to water/buildings/pavilions
Land & Water Conservation	May 1st	ODNR	Grant	\$75,000	November	50%, up to \$75k	Funds for public outdoor recreation areas and facilities
Natureworks	June 1st	ODNR	Grant	TBD	November		25% Recreation and park related projects
Neighborhood Revitalization	June	CDBG	Grant	\$500,000	August		50% Park improvement projects, multi-component infrastructure projects, must show low-and moderate-income area
Boating Infrastructure Grant (BIG)	July 1st	ODNR	Grant	Tier 1 \$200k Tier 2 \$1.5m			25% Transient marina development for large boats (minimum length 26 feet)
Dorn Foundation	August 1st	Private	Grant	\$240k	April		TBD Arts, education, health (emphasis on Northern Ohio, waterfront)
Coastal Management Assistance Grants	November 28th, Pre Proposal February 3rd, Full Application	ODNR	Grant	TBD	Spring/Summer		50% Improving water quality, coastal planning, education programs, land acquisition, research, improving public access, habitat restoration and innovative projects
Recreation Harbor Evaluation	TBD	ODNR	Grant	TBD	TBD	No Match	For Lake Erie "non maintenance" dredging program, no applications accepted for 2016
Ohio Capital Budget Appropriation	2 yr. cycle	Public	Grant	TBD	Spring		TBD Project eligibility and process varies by jurisdiction, may need vetting by regional agency
Community Facilities	Open	RD	Grant/Loan	TBD	Open	No Match	Community facilities (shelters, buildings, etc.)
Continuing Authorities Program	TBD	Army Corp	Grant	Up to \$5m	TBD		50% Plans, design and construction of certain types of water resources improvements without specific congressional authorization
200th RED HORSE Squadron	NA	Air National Guard	FA	NA	NA		NA Rapid engineering, deployable, heavy operational repair squadron engineer could be tapped for force account assistance

**Community Development Block Grant (CDBG)**  
**Ohio Department of Natural Resources (ODNR)**  
**Rural Development (RD)**  
**Army Corp of Engineers (Army Corp)**  
**Force Account (FA) Labor**