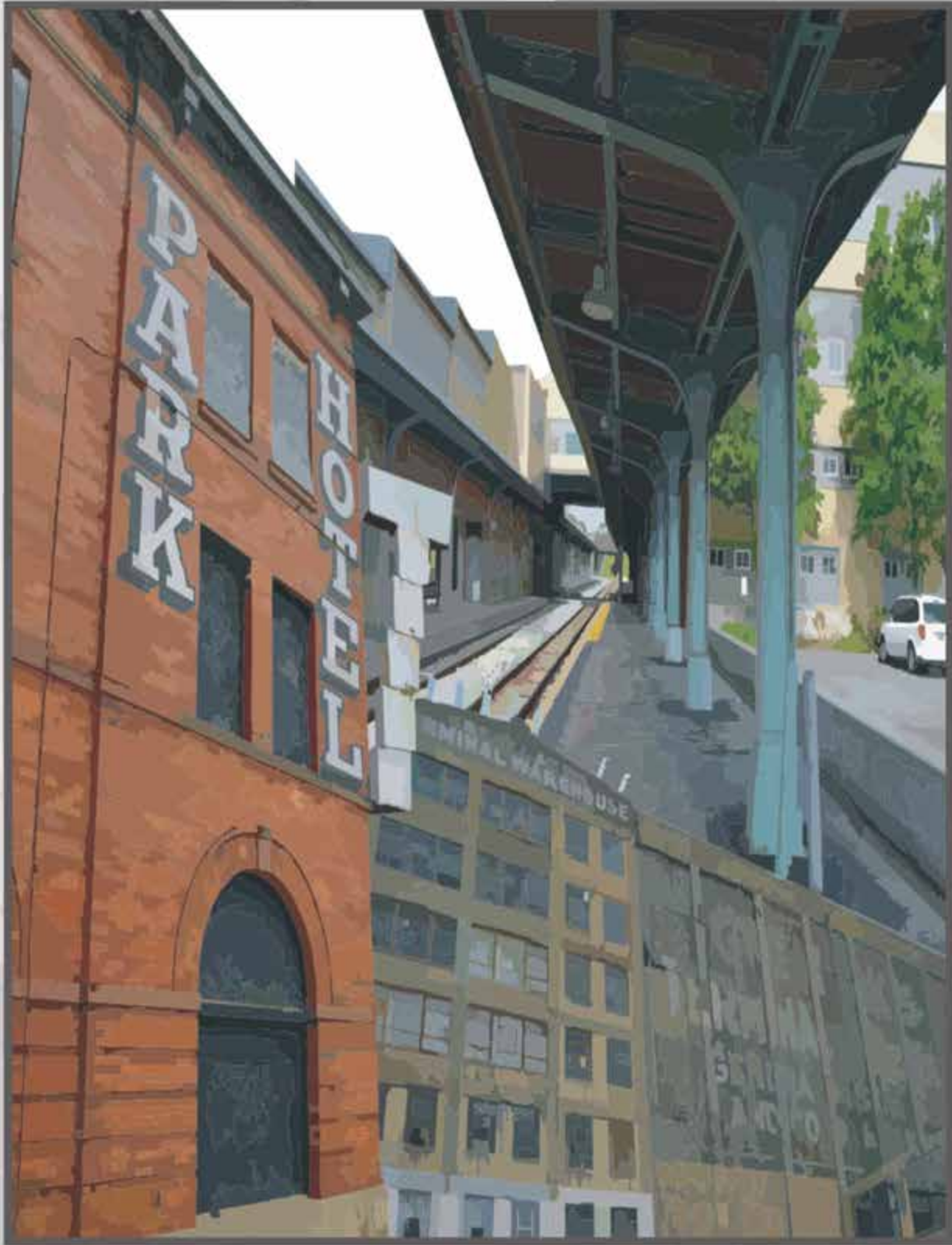


2015 MIDDLE GROUNDS DISTRICT PLAN



2015 MIDDLE GROUNDS DISTRICT PLAN

Presented to the Toledo City Plan Commission on November 5, 2015

**Middle Grounds District
Legal Description**

The Middle Grounds District boundary is as follows: Commencing at the intersection of the centerline of Clayton Street and the centerline of South St. Clair Street,

thence southwest along the centerline of South St. Clair Street to its intersection with the centerline of Newton Street,

thence west along the centerline of Newton Street to its intersection with the centerline of Collingwood Boulevard,

thence west along the centerline of Collingwood Boulevard to its intersection with the east right-of-way line of I-75,

thence southeast along the east right-of-way of I-75 to a point on the centerline of the Norfolk Southern Railroad right-of-way,

thence southeast along the centerline of the Norfolk Southern Railroad right-of-way to a point being the centerline of the Maumee River,

thence downstream, north, along the centerline of the Maumee River to a point on the centerline of the Anthony Wayne Bridge (State Routes 2, 51, and 65),

thence northwest along the centerline of the Anthony Wayne Bridge westward to its intersection with the centerline of Clayton Street,

thence west along the centerline of Clayton Street to its intersection the centerline of South St. Clair Street, the point of beginning.

INTRODUCTION

1.1 Introduction Statement4
1.2 Credits5

PLANNING PROCESS

2.1 Background6
2.2 Stakeholders7
2.3 History8
 a. Aerial map11
2.4 Planning Area and Zoning12
 a. Planning Area Map14
 b. Existing Zoning Map15
 c. Current Land Use Map16
 d. Existing Traffic Circulation Map17
 e. Architectural Inventory Map18
2.6 Relationship to other Plans19

VISION AND FRAMEWORK

3.1 Multimodal Transportation Center20
3.2 Proposed Vehicular Circulation21
 a. Proposed Traffic Circulation Map22
3.3 Pedestrian and Biking Connections23
 a. Riverside Trail Map24
3.4 Complete Streets25
3.5 Parking25
3.6 Alleys26
 a. Off-Street Parking Map27
3.7 Sustainability28
 a. Future Land Use Map30

DEVELOPMENT OPPORTUNITIES

4.1 Middle Grounds Metropark31
 a. Middle Grounds Metropark Map33
4.2 Martin Luther King, Jr. Plaza Improvements34
 a. Concept drawings of MLK Plaza36
4.3 Park Hotel Restoration and Redevelopment of Block41
 a. Park Hotel Rendering42
4.4 Great Lakes Terminal Warehouse Building Restoration and Reuse43
 a. Great Lakes Warehouse Rendering44

DEVELOPMENT OPPORTUNITIES (cont'd)

4.5 Artist Row (Under the Bridge) Development on Morris Street 45
 a. Artist Row Rendering 46
4.6 Restoration of Two Historic Houses on Broadway 47
 a. Photos of Historic Houses on Broadway 48
4.7 Improvement of Norfolk Southern Railroad Property..... 50
 a. Solar Field proposal for future use 51
4.8 Broadway/Summit Streets Commercial Area Redevelopment and Improvements..... 52
4.9 Clayton/Williams/S. St. Clair/Oliver Streets Commercial Redevelopment 52
4.10 New Development of North Star Village (Erie/Newton/Wade/Logan Streets)..... 52
4.11 New Public Art Sculpture on Broadway near Williams Street Intersection 53
 a. New Public Art Square Rendering..... 54
4.12 United States Postal Service Building and Site 55
4.13 New Railroad Bridge 55
 a. Example of a Lift Bridge 57

IMPLEMENTATION STRATEGIES

5.1 Overview 58
5.2 Identify Key Organizational Leaders 58
5.3 Identify and Contact Absentee Property Owners..... 58
5.4 District Cleanup and Maintenance Initiative 58
5.5 Roadway Improvements and Streetscape Enhancements 59
5.6 Desirable Business Opportunities to Pursue 59
5.7 Establish Commercial Business Organization 60
5.8 Funding Opportunities to Pursue 60

INTRODUCTION

1.1 Introduction Statement

Since the mid twentieth century when airlines and the federally funded interstate highway system decimated local and regional passenger rail transportation, the neighborhood surrounding Central Union Terminal experienced a corresponding decline. Businesses that supported a train station daily serving up to 100 trains and a residential community that housed many railroad related employees began to disappear. It was hoped that decline would subside with the renovation and conversion of the terminal building into an intermodal transportation facility in 1996 with slightly improved train service. However, the anticipated transformation never occurred primarily due to the severe neglect of the neighborhood over the many years of decline and again, a cut back of convenient and reliable train service. Robust Norfolk Southern freight rail service, the relocation of the Toledo Metropolitan Area Council Governments into the terminal building (renamed Martin Luther King, Jr. Plaza) and the new Toledo Area Regional Transportation Authority para-transit facility continue to add activity in the neighborhood. Even combined, however, they do not yet provide enough activity to significantly promote new or revitalized business or residential activity needed for stabilizing, improving, and strengthening the district.

Now, with the announcement that Metroparks of the Toledo Area has purchased, planned, and broken ground for the New Middle Grounds Metropark along the Maumee River and with an emerging artists' community along Morris Street, renewed public and private interest in the entire neighborhood is taking place. Equally important, the recent stated intention of Greyhound to relocate their Toledo Bus Terminal to the Martin Luther King Jr. Plaza has added more reason for renewed optimism. Arrangements and agreements between Greyhound and the Toledo Lucas County Port Authority are presently under way.

The paramount need now is for a "plan" to facilitate orderly, thorough, and thoughtful development essential to achieving success within the Middle Grounds District.

1.2 CREDITS

City of Toledo: Paula Hicks-Hudson, Mayor and Michael Craig, City Council District Representative

Toledo Lucas County Plan Commissions: Thomas Gibbons, Director

Toledo Area Metropolitan Council of Governments: Anthony Reams, President; David Gedeon, AICP, Acting V.P. Transportation

Toledo-Lucas County Port Authority: Paul Toth, President

Downtown Toledo Development Corporation: William Thomas, President

Toledo Design Center: Paul Hollenbeck, AIA, Chairperson

Arts Commission of Greater Toledo: Marc Folk, Director

Metropark District of the Toledo Area: Steve Madewell, Director

2015 Middle Grounds District Task Force:

Toledo Design Center: Robert F. Seyfang, AIA, Coordinator, Eugene Naujock, AICP, Michael Young, Kenneth Fallows, Rey Boezi, Thomas Gibbons, David Dysard

Toledo Design Center Interns: Alexis Zapata, Emily Donnell, Steve Hallock, Nick Irman, Rachel Mominee, Nicole Kaptur-Zacharyasz

Toledo Lucas County Plan Commissions: Molly Maguire, Principal Planner

Toledo Metropolitan Area Council of Governments: Diane Reamer-Evans, Transportation Project Manager (retired)

Toledo Lucas County Port Authority: Brian Perz, Director of Facilities and Development Services

City of Toledo, Division of Engineering Services: David Dysard, Administrator

Metropark District of the Toledo Area: Dave Zenk, Deputy Director

Norfolk Southern: William Harris, Assistant Vice President, Government Affairs

Amtrak: Derrick James, Senior Manager, Government Affairs

Tetra Tech: Andy Langenderfer, PE, Senior Project Manager

PLANNING PROCESS

2.1 Background

The Toledo Metropolitan Area Council of Governments (TMACOG) has been stressing the need for comprehensive planning of the area surrounding their offices within the Martin Luther King Jr. Plaza (MLK Plaza) for many years, being fully aware of the declining population, level of income of those remaining, and the ongoing loss of viable businesses. About five years ago the Toledo Design Center (TDC) became interested in the neighborhood and initiated early studies and a vision of what the neighborhood could become. That effort has been ongoing and The Toledo- Lucas County Port Authority (TLCPA) has also become a major contributor in backing the planning effort since they own the MLK Plaza structure and hold the leases with TMACOG and Amtrak, the primary tenants. Greyhound will also lease from the TLCPA.

Metroparks of the Toledo Area (MPTA) is developing the new Middle Grounds Metropark and is also totally committed to improving the quality of the surrounding neighborhood. This Plan is extremely important to them and especially to the prospective visitors entering and leaving the park through the Middle Grounds District.

The City of Toledo has committed over \$1.1 million in street improvements within the District. Williams Street was rebuilt from Broadway Street to Morris Street in 2013. Ottawa St. and Williams Street near the new metropark will be rebuilt in 2015 including the relocation of Williams Street to provide space for a vegetative buffer and bike path along the street connected to the park.

The Toledo Design Center, now a division of the Downtown Toledo Development Corporation (DTDC) has taken the lead to assist the Toledo-Lucas County Plan Commissions (TLCP) in developing this 2015 Middle Grounds District Plan. The TDC will also become the “stewards” of the Plan and pledges to update it on a three to five year cycle.

The 2011 Downtown Plan and the 2012 Toledo Warehouse District Plan are the guiding documents for this Plan since they are both contiguous districts and provide essential connections to greater Toledo. It is anticipated that the Old South Toledo District, located adjacent to the south along the Broadway corridor will follow by developing a plan for their area. The Toledo Design Center is assisting the TLCP staff in developing that plan.

2.2 Stakeholders

The major stakeholders, mentioned above, include: Toledo Metropolitan Area Council of Governments, The Toledo Lucas County Port Authority, Norfolk Southern, Amtrak, Metropark District of the Toledo Area, Toledo Area Regional Transit Authority, and Greyhound.

Other contributing stakeholders include: Frank Dietrich, Owner of the great Lakes Terminal Warehouse building; Jack Schmidt and Shawn Messenger, Owners of Schmidt/Messenger Glass Studio; Michael Moriarty, Owner of the “Under the Bridge” row of buildings housing artist live/work studios; Hernan Vasquez, Owner of the former Ohio Plate Glass Co. building and two apartment structures on Broadway; David Ball, Owner of the building at the corner of Williams and Wade Streets; Oscar Ponce, Owner of San Marco’s Restaurant; Jackie and Sarkie David, Owners of the Original Sub Shop; Maurice Habbouche, Owner of the Green Lantern Restaurant; Darrel Hafner; Owner of Hafner’s Sheet Metal and Supply building at the corner of Summit and Williams Streets; Scott Derkin, Owner of Hose Sales Direct, and Adalante, Inc., Guisselle Mendoza, Executive Director.

2.3 History

A middle ground, in nautical terms, is a length of comparatively shallow water having channels on both sides, often a good area for fishing from small boats. In early Toledo, there was a middle ground on the Maumee River and it started in the area of the mouth of Swan Creek and ran up river some distance and then hooked back into the mainland. Today, all that remains of that middle ground are memories and the name – The Middle Grounds. Part of this same original middle ground ran along what is now Water Street, with Water Street being created when the grading of Summit St filled in this middle ground.

In the 1840's, the western prairies were starting to be farmed. By the early 1850's farmers were producing abundant amounts of grain which can be attributed to the invention of the steel mold board plow; the use of oxen to pull the plow; the invention of the McCormick reaper and the steel-toothed cultivator for corn planting. With more grain than they could use, ways were sought to move this grain to the East Coast where the demand was high. The most efficient means to transport these large amounts of grain was the propeller driven steam ship and the transportation model that emerged was to move the grain to ports on the Great Lakes via the developing rail corridors, then to be loaded on steam ships bound for the east coast. Railroads were in their infancy, and it was thought that a direct rail to the east coast could never be cost effective enough to compete with the steam ships. Consequently, major developing cities on the Great Lakes would become hubs for the railroads seeking to access the steam ships.

Toledo, rather than Chicago, was the most cost effective port for shipping grain east as ships leaving Chicago had to sail the long distance around Michigan. The Toledo middle grounds area was thought to be the perfect area for bringing rail, lake steamers and canal boats on Swan Creek together for the movement of grain and other commodities to the East Coast. The Michigan Southern and Indiana Railroad had built twin tracks between Chicago and Toledo and in 1852 John B. Jervis, owner of the Michigan Southern Railroad, had also purchased the rights for the middle grounds for \$17,000. After purchasing the middle grounds, Jervis contracted for its filling, however, when the original contractor hired by Jervis failed, Jervis himself took over the filling of the middle grounds. Jervis brought in 2-rail mounted steam shovels, "Otis Patent Digging Machines," which were a recent invention spurred by the expansion of the railroads. The 2 Otis machines started digging into the bluffs overlooking the middle grounds with the 12 men manning the machines moving 500 cubic yards of earth per day, and in the summer of 1855, they had stretched the 'new' middle grounds to Monroe Street.

2.3 History (cont'd)

By 1863, two miles of piles had been driven along the Maumee River shoreline in middle grounds providing for deep channel piers and docks. Ten mammoth grain elevators had been constructed that allowed for the direct unloading of rail cars and the loading of ships. Also developed in the middle grounds were freight warehouses, engine round houses, switching facilities, water wells and tanks, wood yards (fuel), a gas works, company offices and the Union Passenger Depot that served 5 railroads. In 1853 the 34-room, 3-story, Island House Hotel was built at the tip of the middle grounds as an integral part of the Union Passenger Depot. This was a new concept for a hotel as it was a combined hotel-railroad station, steamboat landing with 'top shelf' food service, parlors, barber shop, telegraph office, and a great dining hall that could seat 275. An area of intense commercial activity had been created and Toledo was a bigger and better City because of the middle grounds.

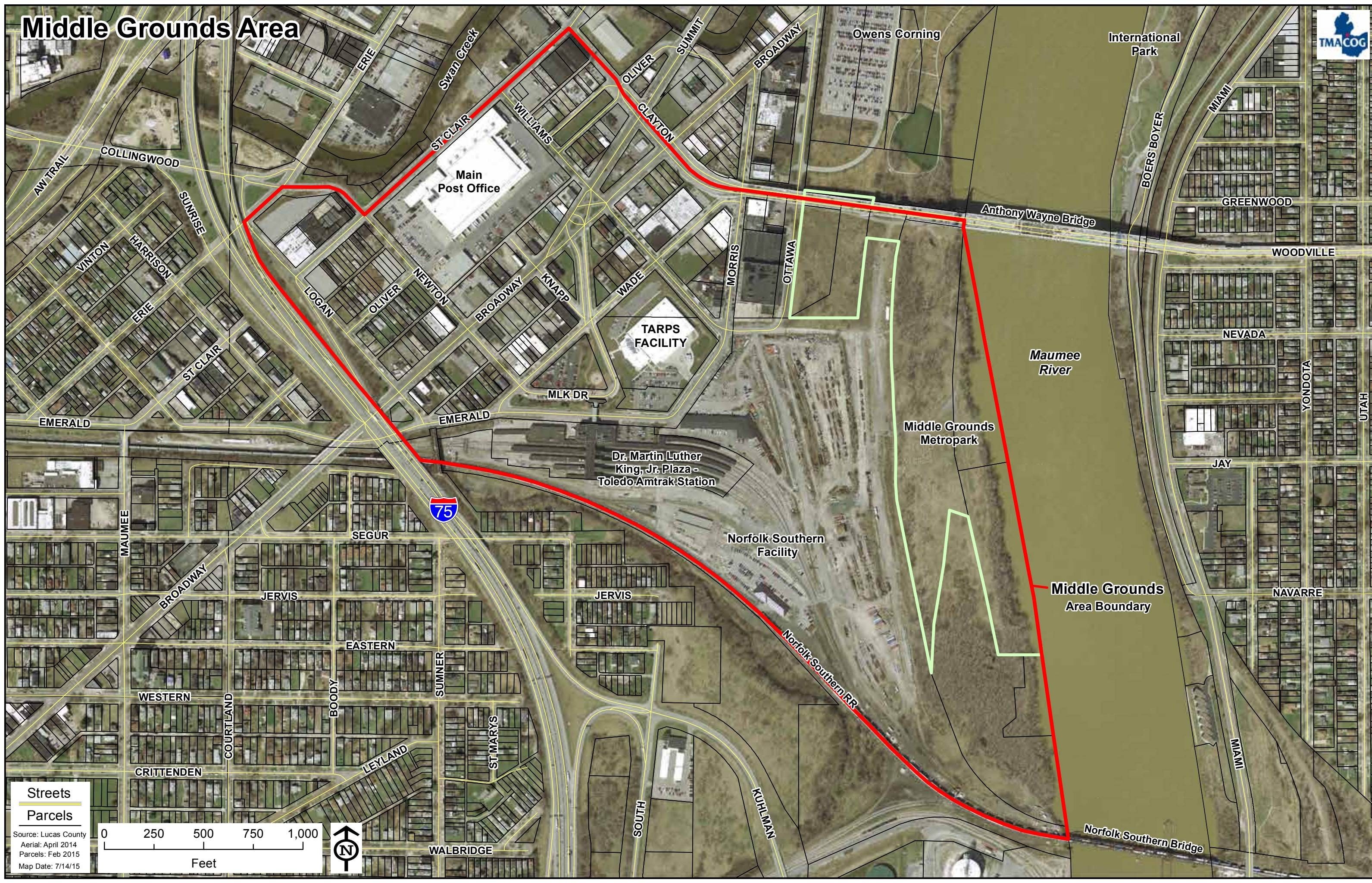
In 1883, a destructive flood impacted the middle grounds and forever changed it. As a consequence of the flood, the grain elevators were relocated upriver and in 1886 a new gothic themed train depot was built on higher ground. The once mighty middle grounds were downgraded to freight rail yards and warehousing. Adding to the decline was the improvements in rail tracks and locomotives that made possible 'long haul' lines to the East Coast that were more than competitive with the steamships. Only one historic structure that is active remains, the Oliver House, constructed in 1859 on the highest point in the middle grounds.

Slowly, activity has been returning to the middle grounds. In the 1950's, the train depot built in 1886 was replaced with a modern Art Deco themed station. In 1985 condos were constructed on the tip of the middle grounds as part of the Commodore Island Development and in 1996 the train station was remodeled and the Martin Luther King Jr. Plaza (MLK Plaza) was created. The Commodore Island Development failed and in 1997 the fortune 500 company Owens Corning purchased the site. The condos were moved to a new site on the shores of Lake Erie for their world headquarters on the site. In 2013 the Toledo Area Regional Transit Authority (TARTA) constructed a facility to house their newly formed Toledo Area Regional Para Transit Services (TARPS) across from the Train Station. An artist colony is developing along Morris Street, and in 2016 the Toledo Metro Parks plans to start construction of a 28-acre metro park along the Maumee River on a parcel upriver of the Anthony Wayne Bridge. It is anticipated that in 2016 the Train Station will become a multi modal transportation center with the addition of Greyhound bus service. With the downtown residential population expanding and businesses

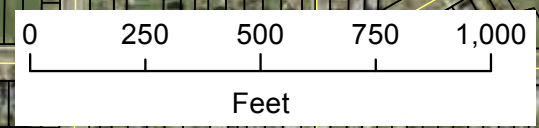
2.3 History (cont'd)

moving back downtown, enthusiasm for a rebirth of the middle grounds is being generated and in 2016 a comprehensive vision for the greater Middle Grounds District will be developed.

Middle Grounds Area



Streets
Parcels
Source: Lucas County
Aerial: April 2014
Parcels: Feb 2015
Map Date: 7/14/15



Middle Grounds Area Boundary

2.4 Planning Area and Zoning

In most cases zoning has historic genesis representing either existing land uses or desired land uses and does not normally change until determined by the market. This can be seen in the middle grounds area which has largely industrial antecedents with transportation, warehousing, manufacturing, and distribution activities. The zoning in the middle grounds neighborhood is essentially representative of the current land uses ranging from single-family residential (RS6) to Parks and Open Space (POS), which is the only significant change in decades. Note: Planning Area map on page 14.

Residential zoning is represented by scattered sites of individual structures with the largest concentration lying along Wade Street between Newton and Emerald across from the MLK Plaza, and extending westward to Oliver Street between Newton and Logan Streets. Scattered pockets of Downtown Commercial (CD), Neighborhood Commercial (CN), Regional Commercial (CR) and Mixed Commercial-Residential (CM) represent existing land uses. West of Wade Street is largely Limited Industrial (IL), while the area east of Wade Street is largely General Industrial (IG). The Middle Grounds Metropark, located between Morris Street, the Norfolk Southern yards, and the Maumee River is zoned Parks and Open Space (POS). This zoning pattern represents a conversion of the old zoning classification to the current zoning classifications with the adoption of the new zoning code in 2004. Additionally it must be noted that the area south of Emerald Avenue and east of Morris Street is located in the Maumee Riverfront Overlay (MRO) District. The MRO plan identifies this area as an “Industry and Water Oriented Recreation Sub-district.”

In the past, proposed land use plans articulated proposed zoning patterns to represent desired future land uses. This area shares the southern edge of the resurgent Warehouse District and downtown which provides an opportunity for connectivity with those two areas, and the Broadway community lying south of the Norfolk tracks and I-75 as well as unforeseen changes.

Application of zoning classifications and land uses generally represents existing uses, and sometimes identifies desirable land use changes. Rather than proposing a general rezoning plan for the middle grounds area to be adopted to determine future land uses, a generalized conceptualization of future potential land use outcomes is proposed. And, despite the squared-off appearance, land use activity areas that show nascent and potential uses are broadly defined by using current zoning code classifications. These defined areas need to be visualized as square “blobs”. These are illustrated on page 15. The land adjacent to the Anthony Wayne Bridge, generally known as the “under the bridge area” is a collection of artistic endeavors,

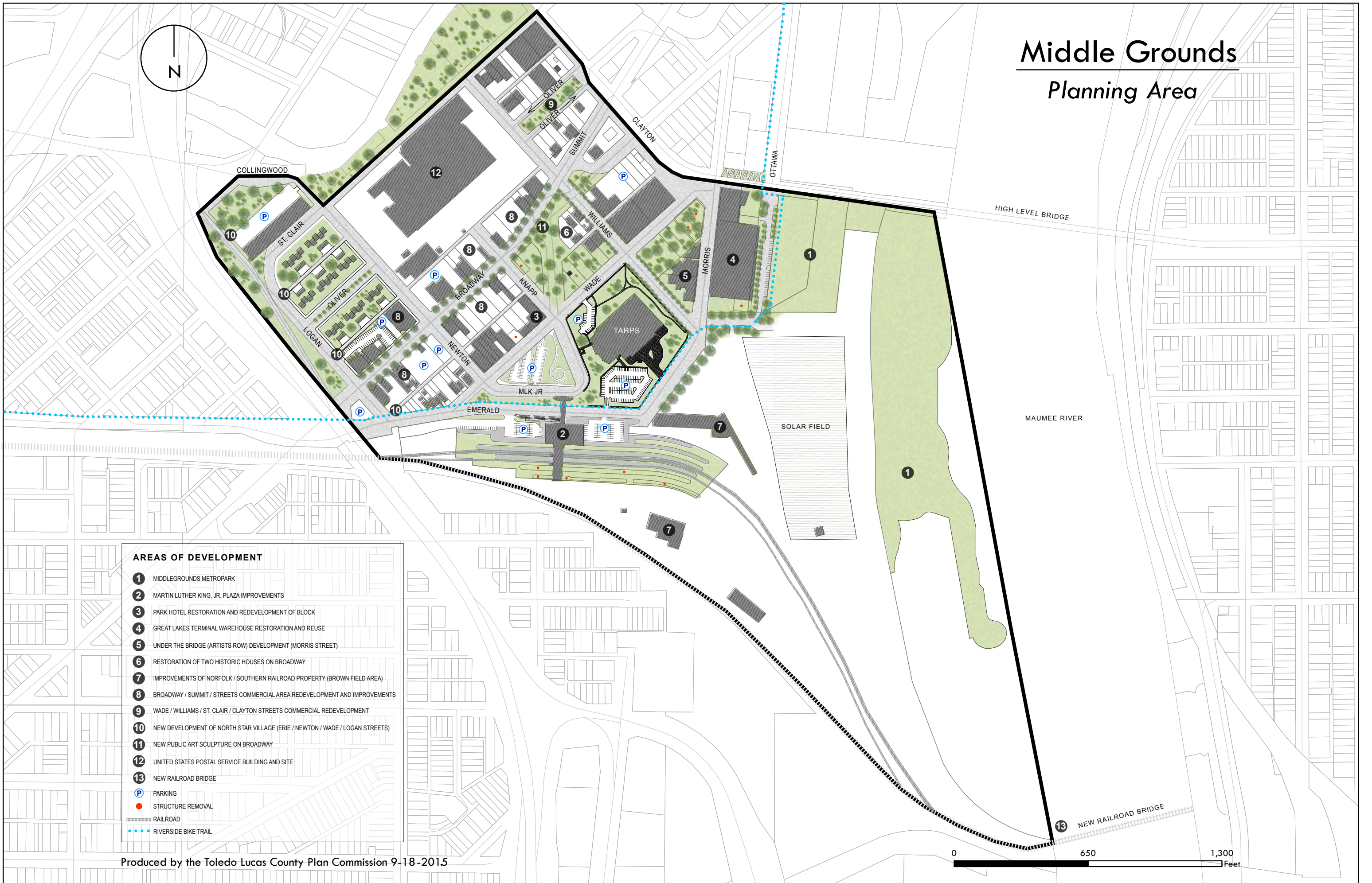
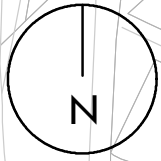
2.4 The Planning Area and Zoning (cont'd)

some of which can only be conducted under industrial zoning. This area is proposed for neighborhood commercial and industrial zoning. The area around the MLK plaza may be identified for future transportation-oriented activities that fit an industrial zoning category.

Frontages along Summit and Broadway Streets contain a variety of commercial uses and underutilized or vacant parcels that offer opportunities for mixed use in a CN, neighborhood commercial classification. The area between Logan and Newton Streets west of Broadway is seen as an area of multi-family market rate family housing. A large swath of the planning area is seen as industrial because of its current use and probable continuity of future uses. One area of question is the Post Office facility on St. Clair Street. It is a large multi-story structure with an indeterminate future use by the U. S. Postal Service.

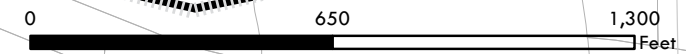
Underlying these considered future land uses is an appreciation of the fact that future outcomes are determined by the marketplace and support for future uses provided by government policies and capital improvements. Also, it must be noted that what is proposed here does not imply any changes in existing zoning classifications, which for all intents and purposes are initiated by the property owner.

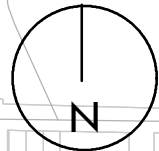
Middle Grounds Planning Area



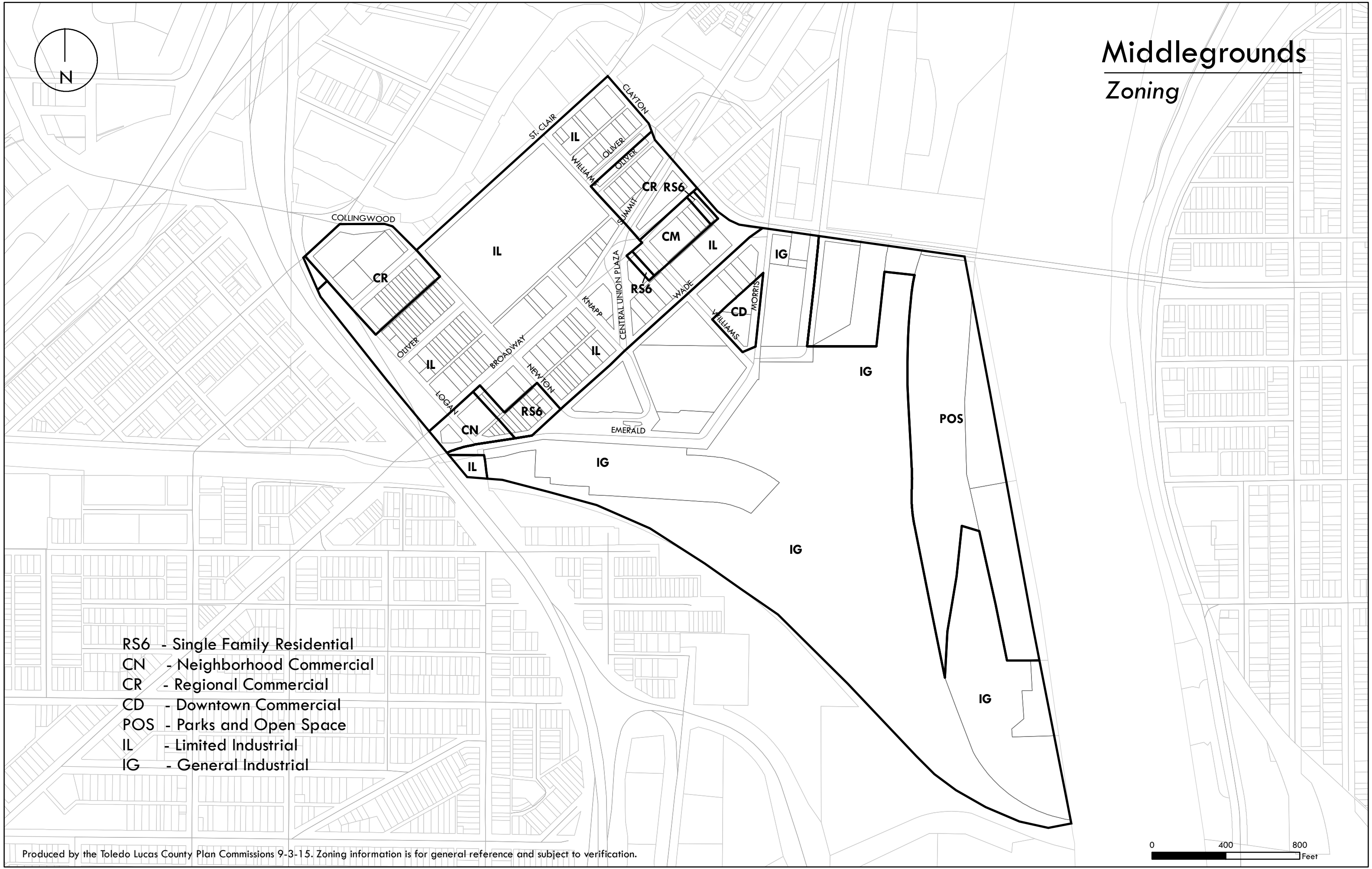
AREAS OF DEVELOPMENT

- 1 MIDDLEGROUNDS METROPARK
- 2 MARTIN LUTHER KING, JR. PLAZA IMPROVEMENTS
- 3 PARK HOTEL RESTORATION AND REDEVELOPMENT OF BLOCK
- 4 GREAT LAKES TERMINAL WAREHOUSE RESTORATION AND REUSE
- 5 UNDER THE BRIDGE (ARTISTS ROW) DEVELOPMENT (MORRIS STREET)
- 6 RESTORATION OF TWO HISTORIC HOUSES ON BROADWAY
- 7 IMPROVEMENTS OF NORFOLK / SOUTHERN RAILROAD PROPERTY (BROWN FIELD AREA)
- 8 BROADWAY / SUMMIT / STREETS COMMERCIAL AREA REDEVELOPMENT AND IMPROVEMENTS
- 9 WADE / WILLIAMS / ST. CLAIR / CLAYTON STREETS COMMERCIAL REDEVELOPMENT
- 10 NEW DEVELOPMENT OF NORTH STAR VILLAGE (ERIE / NEWTON / WADE / LOGAN STREETS)
- 11 NEW PUBLIC ART SCULPTURE ON BROADWAY
- 12 UNITED STATES POSTAL SERVICE BUILDING AND SITE
- 13 NEW RAILROAD BRIDGE
- PARKING
- STRUCTURE REMOVAL
- RAILROAD
- RIVERSIDE BIKE TRAIL





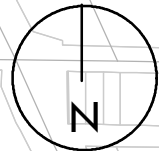
Middlegrounds Zoning



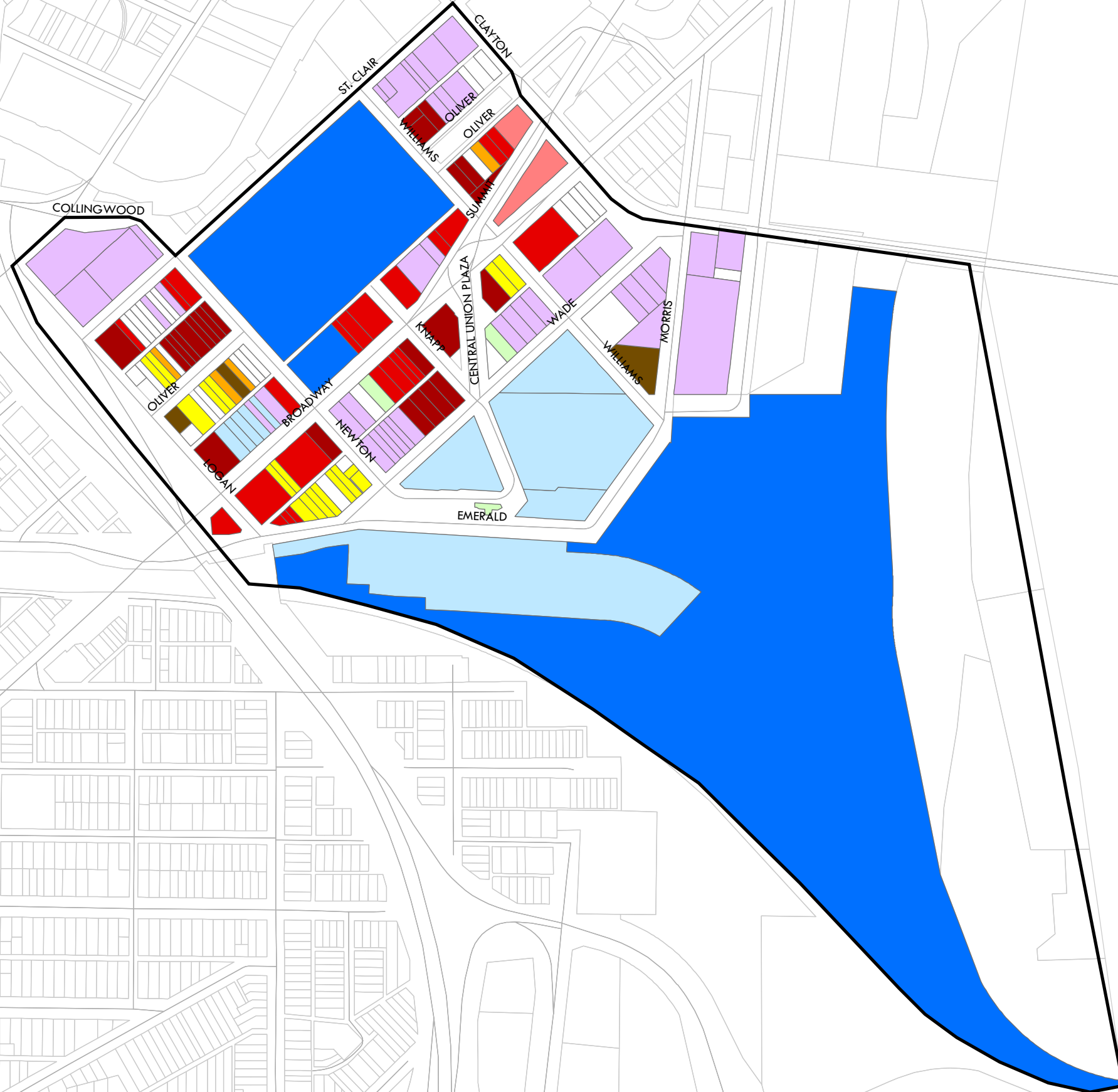
- RS6 - Single Family Residential
- CN - Neighborhood Commercial
- CR - Regional Commercial
- CD - Downtown Commercial
- POS - Parks and Open Space
- IL - Limited Industrial
- IG - General Industrial

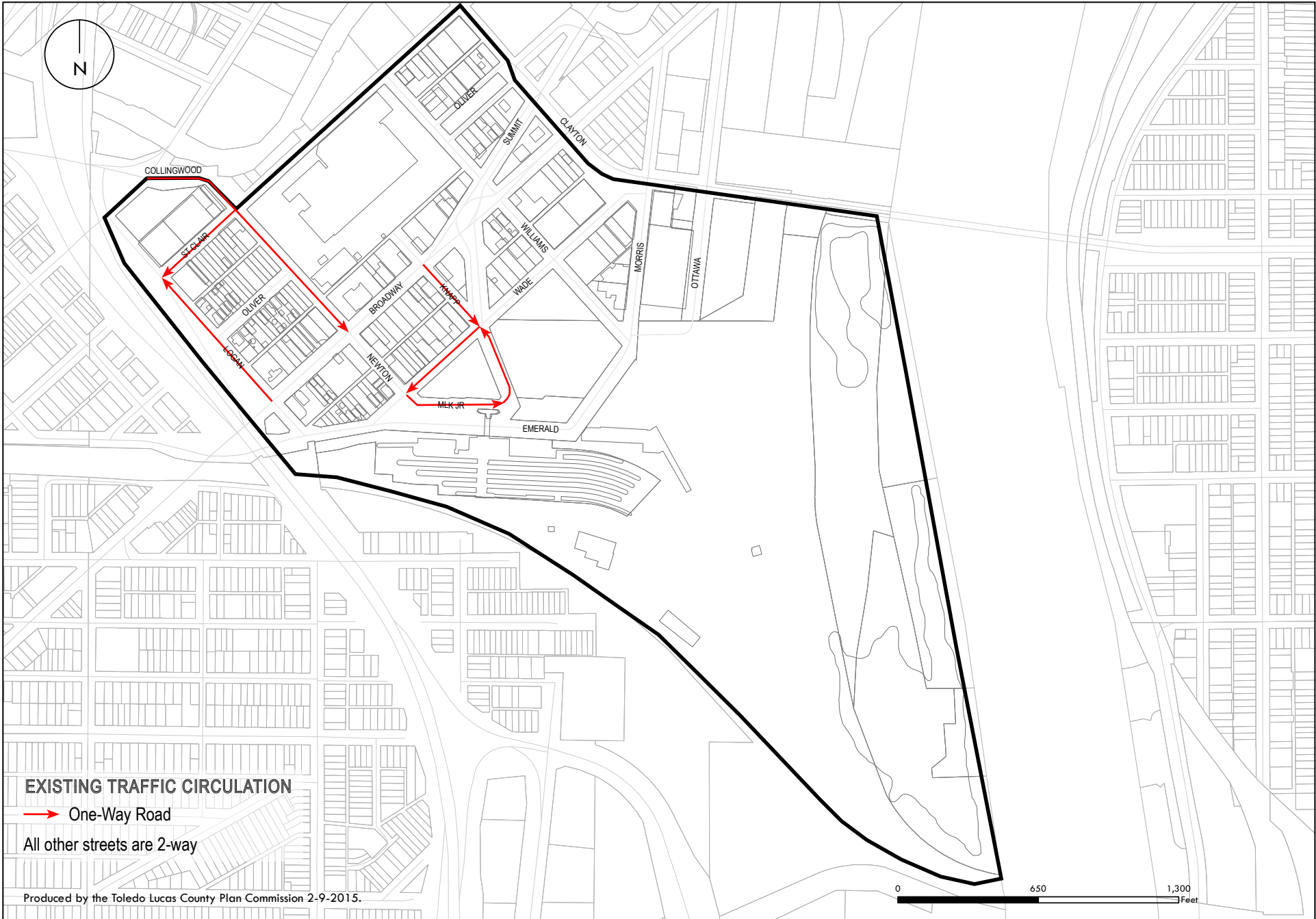
Middlegrounds

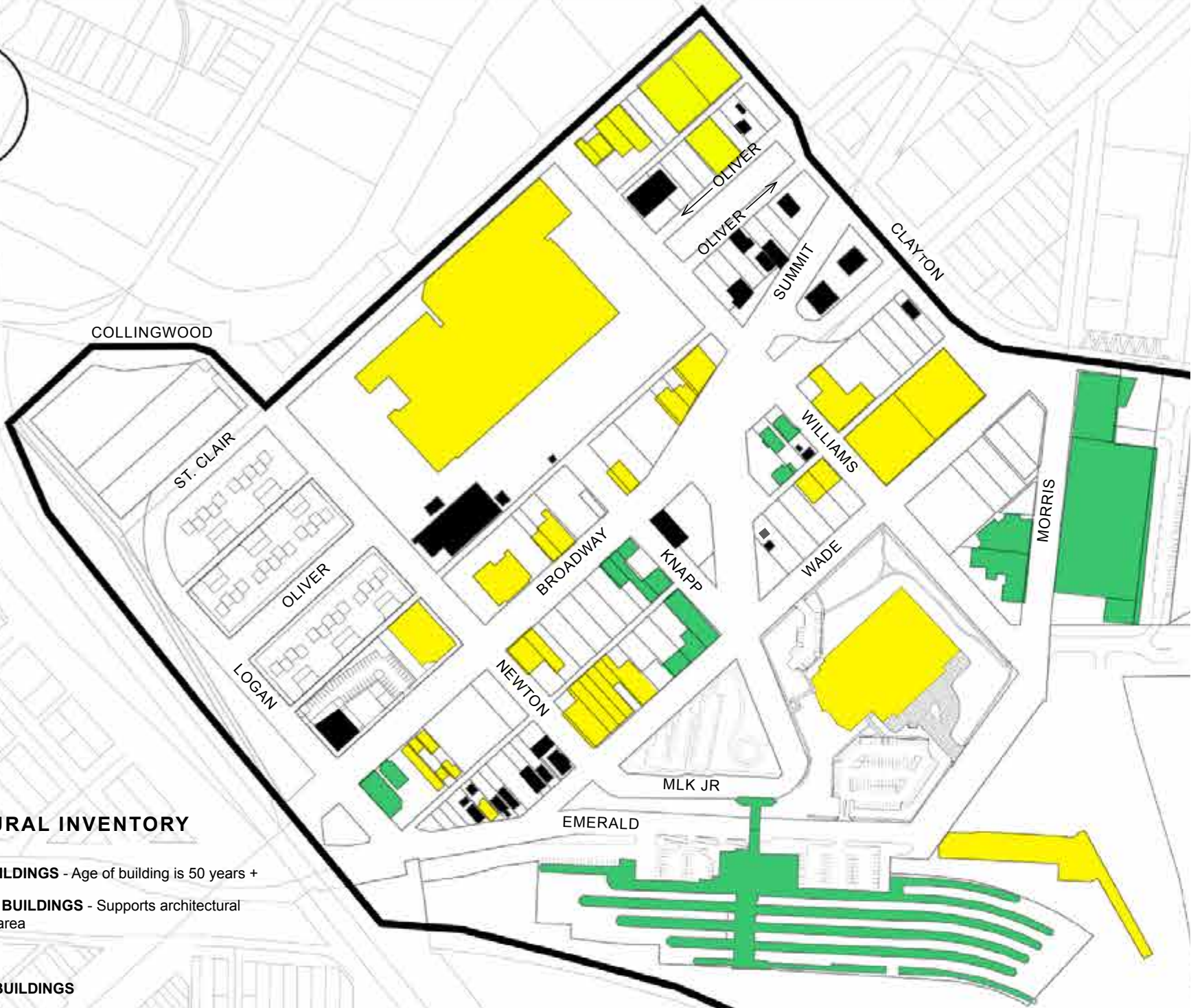
Current Land Use



- Vacant
- Agricultural
- Heavy Industrial
- Light Industrial
- Utilities
- Other
- Mixed Use
- Light Commercial
- Medium Commercial
- Heavy Commercial
- Mobile Home Park
- Parks and Open Space
- Semi-Public
- Public
- Single Family Res.
- Two Family Res.
- Multi-Family Res.







ARCHITECTURAL INVENTORY

-  HISTORIC BUILDINGS - Age of building is 50 years +
-  SIGNIFICANT BUILDINGS - Supports architectural context of the area
-  OTHER
-  PROPOSED BUILDINGS

2.6 Relationship to other plans

The development of this Plan is predicated on its being a logical extension of both the 2011 Downtown Toledo Plan and the 2012 Toledo Warehouse District Plan. Connections of streets, bikeways, pedestrian pathways and landscape/streetscape features are intended to create continuity and familiarity for residents, workers, and visitors. Although these are important considerations, it is also important that the Middle Grounds District maintain an individual identity throughout to avoid confusion over where someone is within the realm of the entire downtown region. This may be accomplished by the incorporation of similar pedestrian level sidewalk and pathway lighting, street identification signage and way-finding systems. Roadway lighting shall match City of Toledo standard poles and fixtures that exist throughout the City.

Other considerations include the continuation of the Maumee Riverfront development into and beyond Downtown and the proposed Summit Street Corridor from Downtown to Clayton Street. This is an important element because of the eventual connection to the Toledo Zoo along Broadway. A minor but very important connection also exists along Ottawa Street where the main entrance to the new Middle Grounds Metropark will occur. This will become the primary pedestrian and bike access from Downtown and especially from the Warehouse District where major numbers of users of the park live and/or work.

The area of the Middle Grounds District between the Maumee River and Wade Street is within the Maumee River Overlay District and must conform to the restrictions and regulations of that Document.

VISION AND FRAMEWORK

3.1 Multimodal Transportation Center

Historically, since the mid-nineteenth century, the primary regional rail transportation center has been located in the Middle Grounds District, and there is no intention to relocate it elsewhere. Although a portion of the freight rail transportation system has decentralized and moved to larger nearby facilities in South Toledo (Norfolk Southern Airline Yard intermodal terminal on Hill Avenue), a significant number of freight trains continue to pass through the Middle Grounds District daily and Norfolk Southern maintains a major presence with office and service facilities at this location.

The Northern Ohio Passenger Rail Association (NOPRA), the Midwest High Speed Rail Association, All Aboard Ohio, and other passenger rail organizations continue to lobby Amtrak and the Federal Government to increase the number of trains serving northwest Ohio, along with improving the quality of equipment and service. The goal is to re-energize the use of railroads as a viable transportation alternative that will result in bringing larger numbers of people and traffic to the Middle Grounds District and to the Martin Luther King, Jr. Plaza (MLK Plaza). In 1996 when the train station was renovated and improved, the hope was for it to serve as a catalyst for terminating the decline of the surrounding area. Although unsuccessful at that time, with the announcement that Greyhound intercity bus service is planning on co-locating with Amtrak by the end of 2015 and anticipation that improved rail and bus service will follow, the goal of establishing a multimodal transportation center has reemerged. The Toledo Area Regional Transit Authority which operates the local bus service has also provided a secondary catalyst within the District by relocating and constructing a new para-transit facility to serve the disabled people of Toledo and other Northwest Ohio communities. This too, contributes to the goal of establishing a multimodal transportation center at this location. Local regular bus service is provided to the Martin Luther King, Jr. Plaza as well.

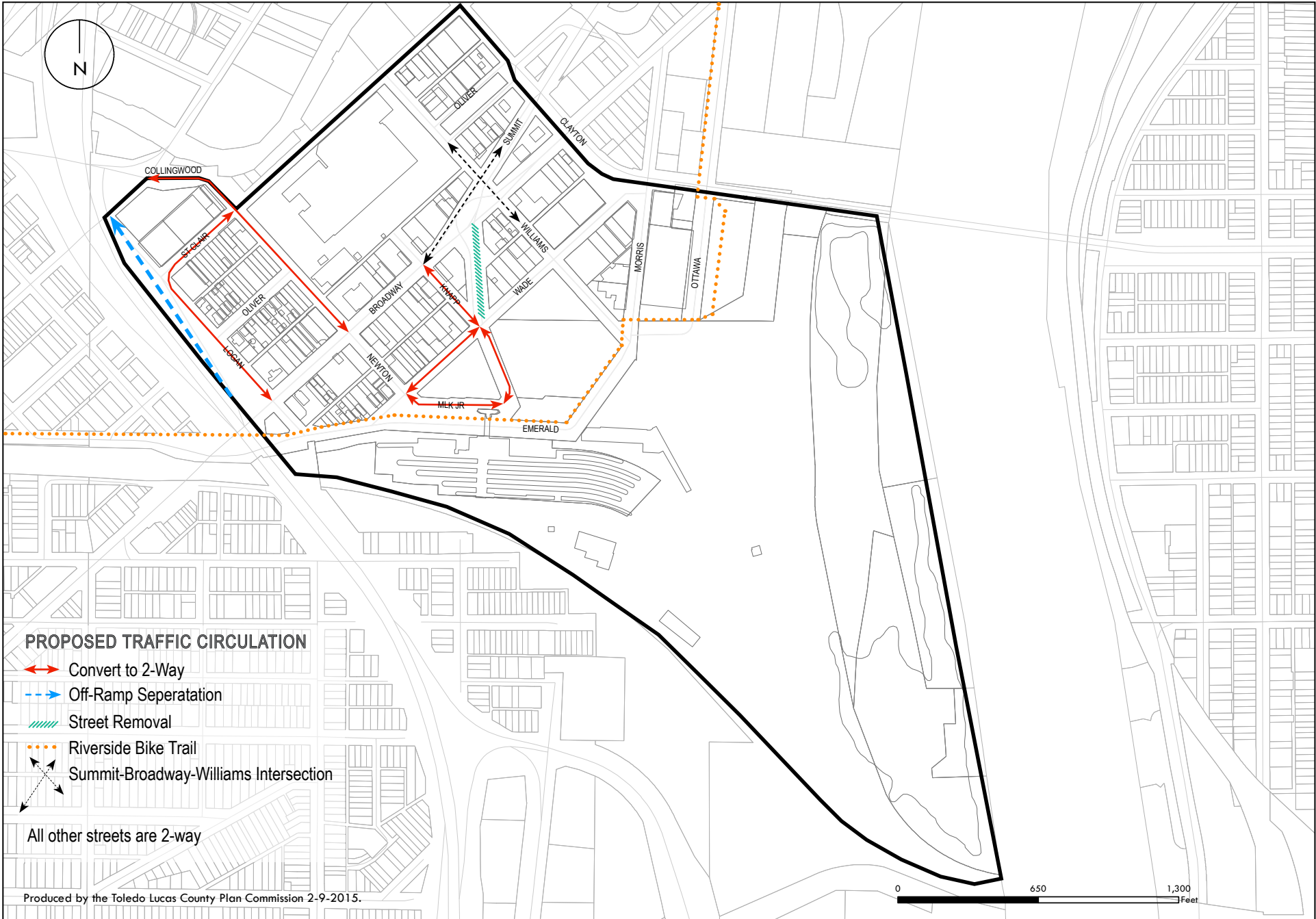
An earlier concept for future connectivity between nearby downtown Toledo and the Martin Luther King Jr. Transportation Center is a fixed guideway light rail loop. The previous study identified this as the preferred alternative for supporting economic vitality in the downtown area. (see http://tmacog.org/Transportation/Regional%20core/regional_core_circulator_study.htm) for additional details.

3.2 Proposed Vehicular Circulation

Currently, a mix of one-way and two-way streets within the Middle Grounds District causes considerable confusion to both motorists and drivers of large trucks and buses. There is an absolute need to eliminate all one-way streets and convert them to two-way traffic flow. People unfamiliar with the district will have all two-way streets. Also, by eliminating the existing diagonal entry/exit boulevard and the related traffic islands between Broadway and Wade Streets along with adding a simple and effective way-finding system, everyone should be able to arrive, leave, or pass through the district with ease and maximum convenience.

Where Broadway Street currently merges with Summit Street through the above confusing series of traffic islands and poor signage, similar difficulties occur. Foremost is the need to create a memorable entrance to the Amtrak and Greyhound multimodal station, the Toledo Metropolitan Area Council of Governments, and the Middle Grounds Metropark at the proposed new intersection of Broadway, Summit, and Williams Streets. Incorporating an iconic symbol to identify the District and the need to create a simple and effective “way finding” system for visitors also seems desirable. At this merger point, a new roundabout appeared at first to be an answer. However, ample space is not available to install a roundabout of sufficient size to accommodate large trucks and other oversized vehicles without increasing the size of the area by obtaining more right of way and removing some buildings. This was not desirable, thus thinking reverted to vastly improving the intersection in a manner that will still serve its stated purposes and provide a memorable experience for everyone arriving and leaving or just passing through the area.

Further, the merging of Logan and South St. Clair Streets into the northbound exit ramp from I-75 to Collingwood and South Erie Streets must be addressed. This condition can easily be resolved by separating the two city streets from the exit ramp and connecting South St. Clair Street and Logan Street with a soft 90 degree curve. *Refer to the map on the following page.*



PROPOSED TRAFFIC CIRCULATION

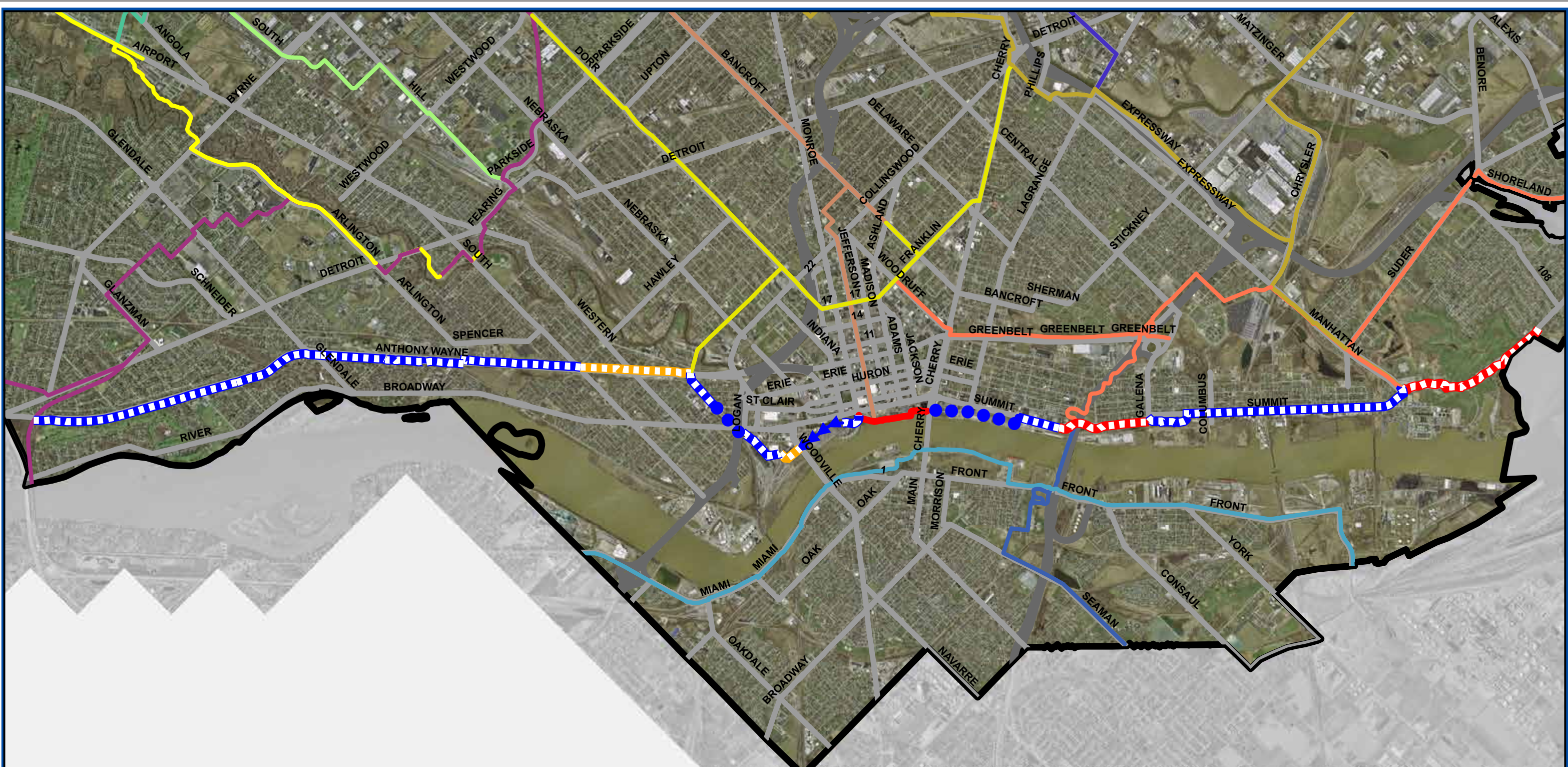
-  Convert to 2-Way
-  Off-Ramp Separation
-  Street Removal
-  Riverside Bike Trail
-  Summit-Broadway-Williams Intersection

All other streets are 2-way



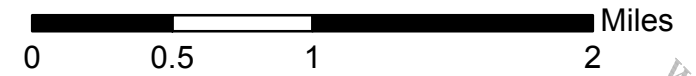
3.3 Pedestrian and Biking Connections

This district anticipates increasing use of bicycles and walking to access the Metropark and the Amtrak and Greyhound multimodal station. Automobiles and other transit vehicles will also be accessing these venues. The pedestrian and bike traffic will occur on these same streets and sidewalks connecting downtown, the Warehouse District, and Old South Toledo. Following “Complete Streets” practices will be essential to assure a safe, convenient, pleasant experience including good lighting with excellent way-finding and rest areas. The following map indicates how the trail systems pass through the District and connect with adjacent systems.



Riverside Trail

Date: 4/15/2015

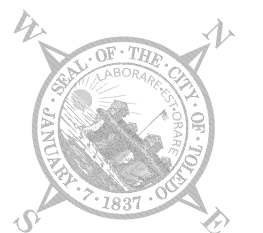


Facility Classifications

- | | | |
|----------------------|------------------------|--------------------------|
| Bike Path, Open | Side Path, Proposed | Striped Lane, Committed |
| BikePath, Proposed | Side Path, Committed | Sharrow, Proposed |
| Bike Path, Committed | Striped Lane, Open | Share the Road, Open |
| Side Path, Open | Striped Lane, Proposed | Share the Road, Proposed |

Other Trails

- | | |
|--------------------------|-------------------------|
| Angola-Scott Park Trail | Oregon Trail |
| Bancroft-Promenade Trail | Overland Trail |
| Buckeye Basin Trail | Riverside Trail East |
| Cherry-University Trail | Swan Creek Trail |
| Chessie Circle Trail | Trilby-Washington Trail |
| Greenhouse Trail | University/Parks Trail |



City of Toledo
Engineering Services
 600 Jefferson Ave
 Toledo, OH 43606

3.4 Complete Streets

The City of Toledo has an official and enforceable Complete Streets Policy Ordinance in place for all new and reconstructed major streets. A complete street is one that is designed to be a transportation corridor and public space to accommodate all users including pedestrians, bicyclists, public transit users, and motorists alike. The policy states that where practical and economically feasible, the City will strive to incorporate Complete Streets elements and principals into all of its public transportation and infrastructures projects. Examples of complete streets elements are bicycle lanes; sidewalks; multiuse paths within street right-of-way; pedestrian crossings signals; easy access to public transit facilities and lines; and street amenities including benches, lighting, and landscaping.

The Toledo Area Metropolitan Council of Governments (TMACOG) has also adopted a regional complete streets policy. Any street project that seeks federal funding through TMACOG would need to be reviewed for compliance with this policy.

Major streets within the Middle Grounds District are anticipated to become “complete streets” including Broadway, Summit, Williams, Ottawa, Emerald, Morris, Wade and Newton. All other streets shall incorporate as many complete streets practices as reasonably possible to improve the quality of life for residents, business operators, and visitors.

3.5 Parking

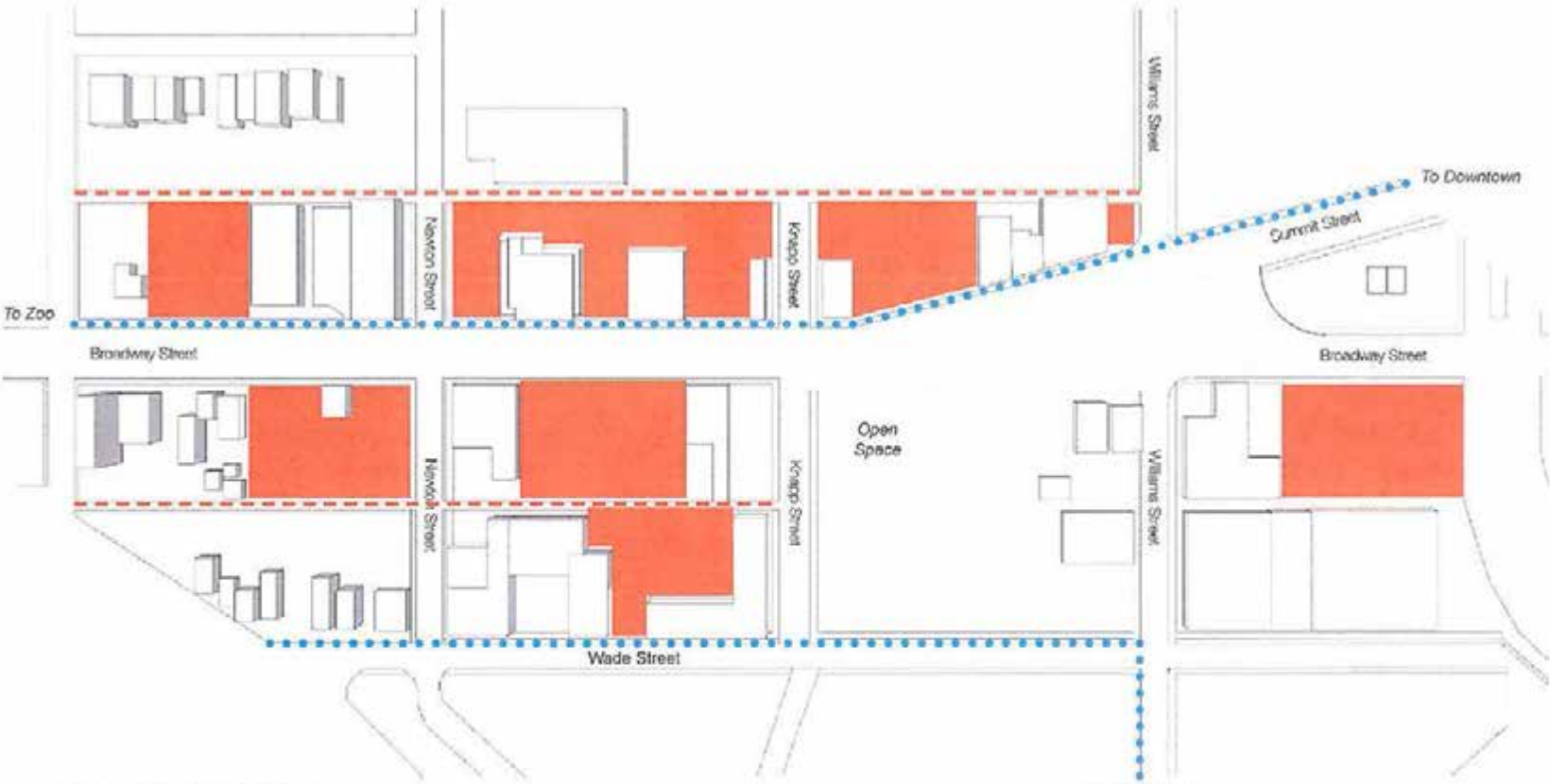
Parking in the Middle Grounds District shall be encouraged to occur off street in surface lots that follow the City of Toledo Ordinance regarding off-street parking areas. On-street parking should be minimized and occur only where required and where adequate width is available to include parking. A vision for the District incorporates paved, landscaped, lighted, and well maintained off-street parking areas that are visually attractive, safe, and accessible at all times to serve customers, employees, and visitors to the many events held throughout the year within the district. In addition, a goal shall be established to have buildings on all intersecting street corners instead of vacant land or parking areas. Existing parking areas on these corners shall be landscaped and include seating, refuse receptacles and lighting, if possible. Parking areas for businesses are suggested to be developed between or behind buildings on Broadway and Summit Streets with connections to frontal sidewalks or rear entrances provided for convenience.

3.6 Alleys

Alleys shall be paved, lighted, and well maintained to provide safety and security. House and building numbers corresponding to the street address shall be displayed and visible along the alleys. Placement shall be on buildings, garages, fences, or mounted on posts at least 2'-6" high.

Middle Grounds District Plan

Off-Street Parking



OFF-STREET PARKING

- - - Alley Access to Parking
- Bike Paths
- Parking Areas



3.7 Sustainability

Developing a sustainable plan for a Toledo City district that largely has lost its usefulness several times from original transshipping of freight from the Maumee River to nearby rail lines, highways, and warehousing, followed by more than a century's center as a major Midwestern passenger rail terminal, presupposes a broadly new vision. To be sustainable is to say that it be structured to grow and endure as a vibrant center for transit, recreation, residence, commercial, and regional limited industry. This will call for repurposing a largely barren landscape from I-75 to the Warehouse District and from Saint Clair Street to the Maumee River. This repurposing needs to embrace the three basic sustainability elements of social, economic, and environmental development going forward through decades of turnaround.

Three existing, or soon to exist, distinctive components of the district should be the seeds for expanding their use to, in time, encompass the entire district. Easternmost, the newly dedicated Middle Grounds Metropark along the western bank of the Maumee River under the newly reconstructed High Level Bridge sets a new pace for people to be drawn into the District for recreation and relaxation. A lengthy, interactive park that connects with the activities of Owens Corning, Oliver House Restaurants, and multifamily residences along a newly imagined Ottawa Street becomes a bike and pedestrian-friendly northerly access. Economic possibilities will develop out of an already lively artists' community along Morris Street to the north. This activity should give rise to tourist-oriented retail and dining facilities connecting with the Oliver House and San Marcos Mexican-American restaurants.

Moving westward from the park and recreation area, land use is increasingly, once again, being given over to transit development growing from the base of the Central Union Plaza Amtrak terminal incorporating arriving and departing Greyhound, TARTA, and overland bus transportation passengers and workers. Catering to the dining and stopover needs of these folk should give rise to further retail economic growth. Incidentally, the use of much of the land associated with Norfolk Southern freight operations from Martin Luther King, Jr. Plaza (MLK Plaza) and Children's Park east to the Metropark along the river presents a challenge, for its brownfield and outdoor railway materials storage poses a great challenge to be encouraged environmentally and usefully into a more aesthetic, if not otherwise developed, transition toward the DiSalle Bridge and parallel railway bridge across the Maumee.

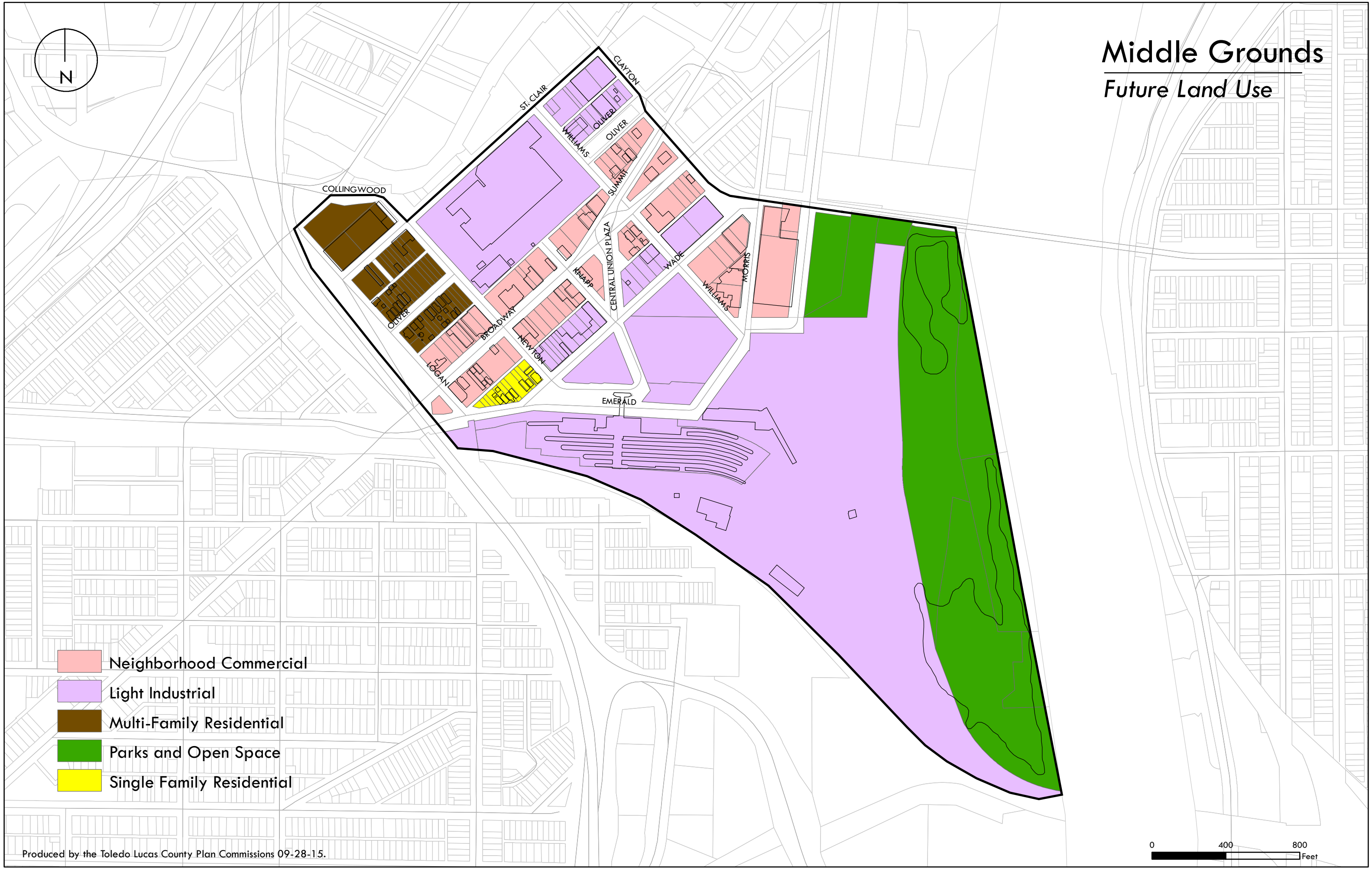
3.7 Sustainability (cont'd)

An innovative repurposing of the remainder of the Middle Grounds District from Wade Street west to Saint Clair Street holds great prospect as a residential, light industrial employment, and commercial mixed-use corridor development along both sides of Broadway Street. Beyond a few restaurants, tavern, commercial, and few remaining dispersed residential uses, this space offers a near blank slate awaiting blight removal and structuring toward low-to-moderate income worker housing for the potential uses of the former USPS Regional Sorting and Distribution Center by hydroponic growing or other high manual labor workforces.

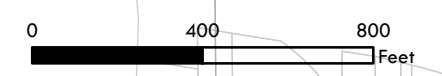
For all the vacant buildings and lots scattered throughout the Middle Grounds District to grow into the vital transitional middle ground between Downtown Toledo, The Warehouse District, and the Broadway Street Corridor south of I-75, the initial sustainability considerations revolve around the social and economic possibilities for giving new life to this much overlooked area. Planning for any of the potential such uses need to be done with a total awareness of the environmental impact on its infrastructure and architectural sustainability to render the Middle Grounds District a lasting hub of human and economic activity enduring into the future of the new Toledo.

Middle Grounds

Future Land Use



- Neighborhood Commercial
- Light Industrial
- Multi-Family Residential
- Parks and Open Space
- Single Family Residential



DEVELOPMENT OPPORTUNITIES

4.1 Middle Grounds Metropark

In 2006 the Metroparks of the Toledo Area acquired 28 acres along the Maumee River to bring the agency's mission to the heart of Toledo. After an extensive site clean-up, two years of public involvement and planning occurred, which culminated with the existing master plan. As the history of the Middle Grounds District suggests, this area was an integral reason for Toledo's initial prosperity. Since then, the area for the Metropark has been somewhat disconnected from the city. As such, reconnecting people to the water was a fundamental principal in the development of Parks' mission statement:

"A site that once connected people and goods from the river to land will now connect people back to Toledo's waterfront. The restoration and management of natural areas at Middle Grounds will forge new connections, recreation and interpretive, between the community and its unique Maumee River heritage."

The park system also developed a series of goal statements for the new Metropark to accomplish:

- Respond to the site's natural, historic and cultural environment
- Address security concern and issues in an urban area
- Increase the park system's access to urban residents – an underserved demographic
- Attract users of all ages and abilities to enjoy the space
- Attract users from beyond the city
- Provide a balance between active and passive uses (no sports fields)
- Encourage year-round use
- Create opportunity for "green" design solutions
- Physically and visually connect to the community / city

To accomplish these goals, the park's development is being planned to have:

Visitors Services

- Restrooms
- Parking
- Picnic Shelter

4.1 Middle Grounds Metropark (cont'd)

Recreation Amenities

- Unprogrammed play areas
- Fishing / boardwalks / overlooks
- Trails
- Outdoor event space
- Playground
- Kayak / Canoe launch

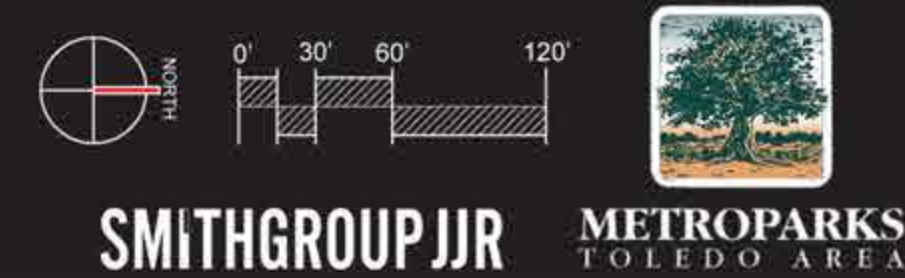
Green Demonstration

- Storm water management
- Material reuse

MIDDLEGROUNDS METROPARK

Phase 1 Site Plan

Toledo, Ohio
July 17, 2013



MISSION STATEMENT

A site that once connected people and goods from the river to land will now connect people back to Toledo's waterfront. The restoration and management of natural areas at Middlegrounds will forge new recreational and interpretive connections between the community and its unique Maumee River heritage.

GOALS

- Respond to the site's natural, historic, and cultural environment
- Increase park system access to urban residents
- Attract users beyond the city
- Encourage users of all ages/abilities
- Provide a balance between active and passive uses
- Encourage year-round use
- Create the opportunity for "green" design solutions
- Physically and visually connect to the community/city

SITE LEGEND

- | | | | |
|--|--|--|---------------------------|
| | Turf Grass Lawn / Fescue Mow Edge | | Large / Canopy Tree |
| | Shrub / Groundcover Bed | | Small / Ornamental Tree |
| | Existing Woods | | Existing Large Tree |
| | Mesic Prairie | | Light Fixtures |
| | Wetland | | Benches |
| | Concrete | | Outdoor Tables |
| | Asphalt | | Bicycle Rack |
| | Special Paving: Brick / Colored Concrete | | Kiosk / Display Structure |
| | Special Paving: Cobbles | | Fencing |
| | Elevated Walk / Decking | | Property Line |



INTERPRETIVE FRAMEWORK

PHASE 1: INTERPRETIVE ELEMENTS

- Historic Native Plantings (wetlands, upland forest, mesic prairie)
- Stormwater Treatment System Testing & Education
- Inlaid Shipping Map
- Riverview Viewing Scopes
- Misc. Interpretive Sign Panels / Kiosks (Locations TBD)
- Interactive Material Handling Playscape

4.2 Martin Luther King, Jr. Plaza Improvements

The last major renovation of the Martin Luther King, Jr. Plaza (MLK Plaza) was completed in 1996. The work included moving the Amtrak Station to the track level at the insistence of the railroad. It was imperative that the entire Amtrak operation occur on one level. Therefore, the former baggage area became the combined ticketing, waiting, baggage, and service areas, and the Grand Concourse where the railroad operated for nearly fifty years on the Third Level was converted to serve the Toledo Metropolitan Council of Governments (TMACOG) general offices, with the remainder providing public open space for community events and other special functions. All work was accomplished in compliance with federal and state historical requirements for purpose of possibly applying for placement on the National Register of Historic Buildings at some point in time. This compliance also applied to the renovation of concrete platforms and canopies for boarding and exiting the trains. The costs to renovate all five existing platforms and canopies were well beyond the amount that the budget would permit, and only three were completed. The remaining two platforms have been left to deteriorate over the ensuing years and should be removed. This will still allow for three active tracks in the future, should demand rise to that level. *Refer to following concept plans starting on page 36.*

In order to function properly and for convenience, two fully handicapped accessible elevators need to be installed to take passengers up and over any train that occupies a track ahead of a new arriving train. The elevators will place passengers into an enclosed passage way within the Third Level Concourse. *Refer to following concept plans starting on page 36.*

Provisions must also be made within the current Amtrak waiting area to accommodate Greyhound Bus Lines as they relocate and combine their Toledo Station with Amtrak within the Martin Luther King, Jr. Plaza (MLK Plaza). Since the original renovations included this combination of facilities, space is available for this to occur now without major modifications needed. Loading areas with a canopy will be provided along Emerald Avenue in front of the Martin Luther King, Jr. Plaza. *Refer to following concept plans starting on page 36.*

The Toledo Lucas County Port Authority is also planning to remove a portion the vacant former Mail Services Building to provide adequate off street parking for Greyhound patrons on the west end of the Martin Luther King, Jr. Plaza (MLK Plaza). The remaining part of the building will serve as an on-site maintenance facility for the Port authority. *Refer to following concept plans starting on page 36.*

4.2 Martin Luther King, Jr. Plaza Improvements (cont'd)

The entire site around the stations is also in need of considerable attention including the landscaping, sidewalks, parking areas, and the public art pieces. It is also suggested that Tracks 1 & 2 be removed, and the area converted into a bio-swale/rain garden to absorb snow/rain water from site runoff and roof accumulation from the building and canopies. The plant material will absorb and help purify the water before it finds its way into the nearby Maumee River. At the end of the concourse that extends over the train tracks, another location exists to develop a bio-swale/rain garden. The present area with Tracks 3 & 4 will become the primary boarding and de-boarding tracks with the present track 5 being the secondary track. *Refer to following concept plans starting on page 36.*





SITE PLAN OPTION A

New Curb Configuration for
Bus Loading Operations

New
Passenger
Canopy

GPX
Parking

Weight
Scale

AMTRAK

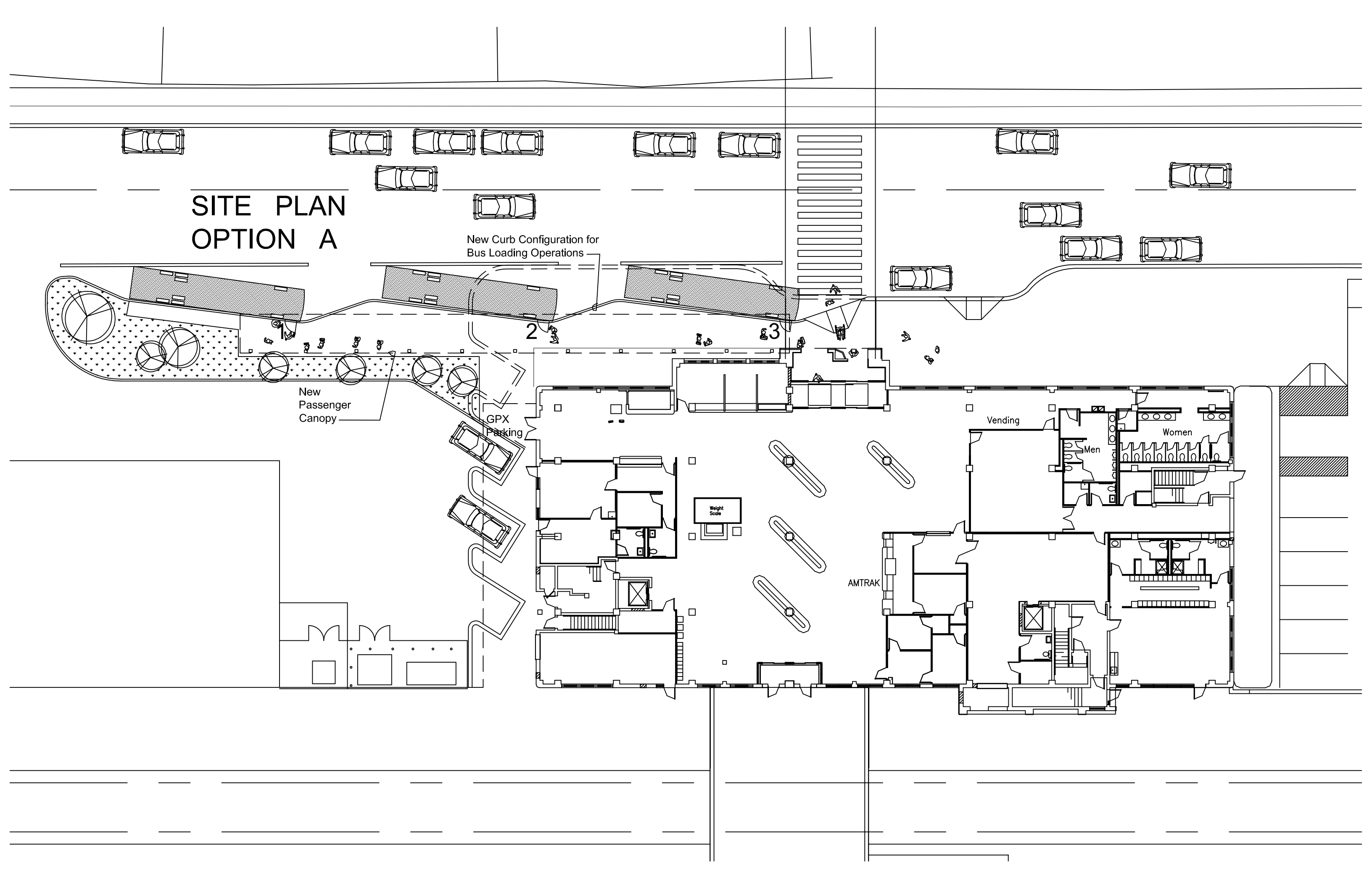
Vending

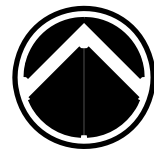
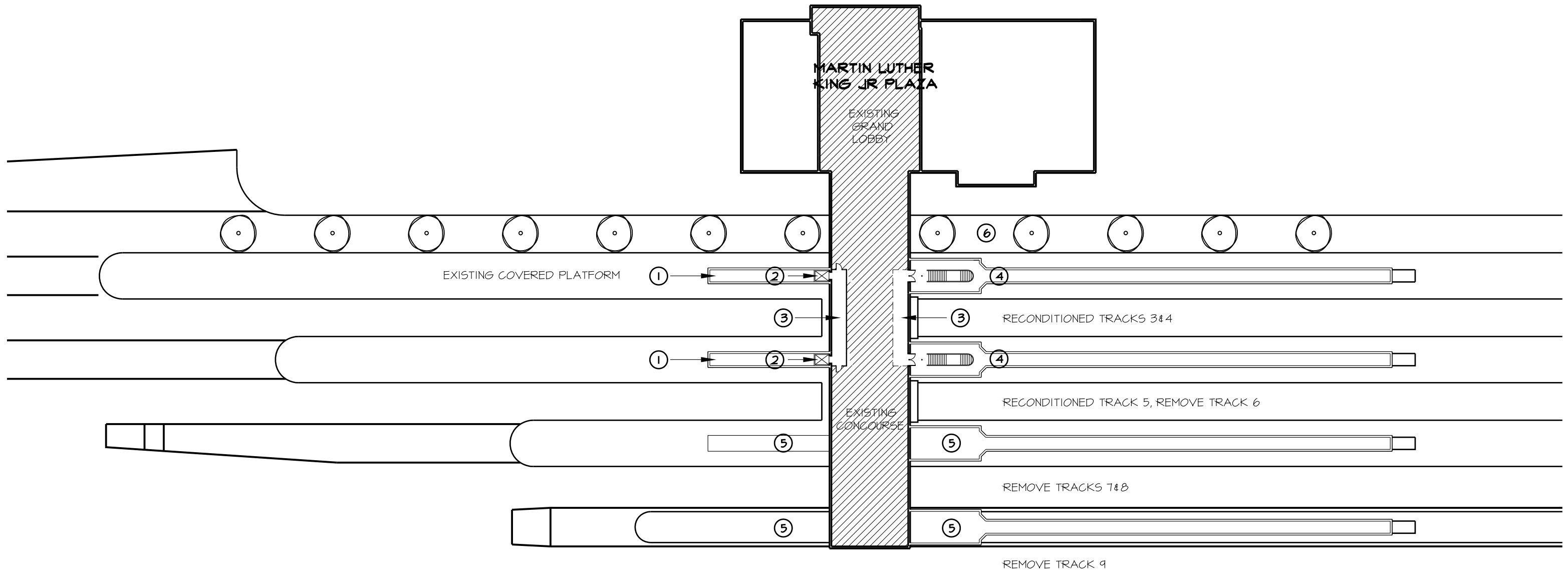
Men

Women

2

3





PLAN OF RENOVATED CONCOURSE LEVEL

1" = 50' - 0"

NOTES

1. ABANDON AND SEAL EXISTING STAIRWAY
2. INSTALL TWO NEW ELEVATORS BETWEEN TRACK LEVEL 1 AND CONCOURSE ON LEVEL 3
3. INSTALL 8' HIGH GLASS ENCLOSED PASSENGER WALKWAYS BETWEEN ELEVATORS
4. RECONDITION EXISTING STAIRWAY AND RAMP BETWEEN TRACK LEVEL 1 AND CONCOURSE ON LEVEL 3
5. ABANDON AND REMOVE RAMP, STAIRWAYS, AND COVERED PLATFORMS
6. REMOVE TRACKS 1 AND 2, FILL AND DEVELOP BIO-SWALE PLANTING AREA FOR STORM WATER RUN OFF

4.3 Park Hotel Restoration and Redevelopment of Block

The Park Hotel was constructed in 1909 and served both the original and current train stations as well as other south Toledo hospitality needs. It ceased operating as a hotel about ninety years later, while the restaurant and bar continued for another ten years. The structure had over one hundred rooms, all with baths, and contains a beautiful lobby with terrazzo floors and wood paneling.

It is envisioned to be redeveloped as a hospitality and residential facility, possibly consisting of quarters for railroad train crews, rental hotel rooms for train and bus passengers, a hostel facility for travelers and rental apartments or condominium units. While a bar is not suggested as primary occupant, it does seem desirable to have a limited food service operation that may include a bar and patio.

A new entry could be relocated to the Broadway side of the building with secure and adequate parking off Broadway as well as Knapp and Wade Streets. The present primary entrance could also be maintained and serve pedestrians and transient passengers from the Martin Luther King, Jr. Plaza transportation stations.

**Middle Grounds District Plan
Park Hotel Redevelopment**



4.4 Great Lakes Terminal Warehouse Building Restoration and Reuse

This building is the largest building in the Middle Grounds District comprising approximately 250,000 sq. ft. within 7 stories. It is a reinforced concrete structure that served as a refrigerated storage facility for meat, eggs and other perishable food products. Long vacant, except as low volume storage for non-refrigerated products, it represents the most expensive structure to rehabilitate. It is also located directly across from the new Middle Grounds Metropark and possesses unmatched views of the park, the Maumee River beyond and the Anthony Wayne Bridge, currently being completely renovated. It is envisioned that this historic building be somewhat reduced in size and then redeveloped into a combination of residential, commercial and retail uses that blend into a rich mixture that supports and complements each other to form a vibrant destination based community.

Middle Grounds District Plan

Great Lakes Terminal Warehouse – View from Southeast



4.5 Artist Row (Under the Bridge Development) on Morris Street

Morris Street begins at the Anthony Wayne Bridge and extends southward to the intersection of Williams and Emerald Streets. An established community of glass artists and sculptors, who are internationally recognized, thrives in this creative environment. Should the Great Lakes Terminal warehouse Building be redeveloped and the ground level of the structure reemerge as retail shops, and studios, an exciting neighborhood of artist studios, galleries, coffee shops and eateries can become a destination for local shoppers, visitors, and tourists.

Middle Grounds District Plan
Artist Row- View Northward on Morris Street



4.6 Restoration of two Historic Houses on Broadway

Along Broadway at the intersection of Williams, two historic houses represent landmark Middle Grounds District structures. Both houses are in need of major renovation in order to be restored to the prominence they once possessed. The Neukom House (1888) in particular is a rare example of a cut stone house in Toledo. Albert Neukom was a stone mason and contractor who worked on many public buildings in Toledo including the Main Library, the Lucas County Courthouse and numerous other significant structures in Ohio and Michigan. Little is known about the neighboring house but it is a wood structure and is of fine Victorian design. It has significant gables, extensive ornate wood trim and a wrap around beautiful front porch. Both houses appear to be structurally sound and can be restored either for typical residential use or are certainly suitable to be converted into bed and breakfasts' or repurposed for specialized commercial uses.

Middle Grounds District Plan

“Historic Houses on Broadway”



Middle Grounds District Plan

“Historic Houses on Broadway”



4.7 Improvements of Norfolk Southern (NS) Railroad Property (Brownfield Area)

While having a huge horizontal presence in the Middle Grounds District by occupying the largest amount of property, the Norfolk Southern (NS) Railroad yard also contributes to the majority of visual clutter. The property has a very significant negative impact on the surrounding neighborhood. Fortunately though, NS also provides and produces considerable activity with many employees and operations that help make the district “whole”. However, no one wants them to vacate the area. The condition of the rail yard could be greatly improved and the salvage material consolidated leaving space available to install a solar field similar to that next to the Toledo Zoo and the Owens Corning area. Early calculations indicate that a fourteen acre field could supply upwards of 30% of the electrical demand within the operations, and that of the entire Martin Luther King, Jr. Plaza could be generated on the site. No property would have to be sold and certain yard activities could be carried on beneath the solar collector field. Such an installation would also provide an improved area adjacent to the Middle Grounds Metropark for park visitors to see, and train passengers would be provided a better image of Toledo as they enter or pass through the city. Many people don’t realize this is the perceived image of Toledo that train passengers experience if they don’t get off the train in Toledo.

Also, this is the area adjacent to Emerald Avenue, east of the Martin Luther King, Jr. Plaza that the public as well as Greyhound passengers will experience as they approach or leave the terminal area. It is understood that the security fencing is necessary for the rail yard, but it too, is in need of replacement with the installation of heavy landscape screening.

Another important aspect of the NS rail yard is that it will be seen by many Metropark visitors, as well as those traversing Williams Street, which is planned to become the primary entry to both the Metropark and the Martin Luther King, Jr. train and bus stations from downtown and elsewhere.

Number of modules:
19,100 panels

Total Capacity:
2.7 GWh/year

How many Households:
245 houses/year

Research conducted
by: Sundvold R. and
Ellingson, R. (2014
Spring)
*GIS Mapping of
Photovoltaic Energy
Systems and Resources
at the University of
Toledo.*



4.8 Broadway/Summit Streets Commercial Area Redevelopment and Improvements

A four block long commercial corridor exists along Broadway and Summit Streets between Clayton and Logan Streets. At one time this was an active and successful area that provided services for the immediate neighborhood and the larger community. There was Bodette Boat and Marine Supply, Russell's Formal Men's Ware and Tailoring, a barber shop, used appliances shop and other restaurants and neighborhood bars. It will take considerable effort to fully restore the corridor but with the additional activity that is occurring and the potential for new and expanding businesses, it is realistic to assume that specialized commercial activity will follow.

As mentioned earlier in Section 3.5 Parking, it is suggested to remove most on-street parking within the District and relocate it off-street to the rear of the buildings using existing alleys for access. Also, there are many vacant lots between buildings along the Broadway/Summit corridor and that should be landscaped, screened and provide walkways to the fronts of the businesses. The present on-street parking areas can be converted to bicycle lanes that will connect the downtown to the Toledo Zoo.

4.9 Clayton/Williams/St. Clair/Oliver Street Commercial Redevelopment

This area has a number of established businesses including the A. H. Jamra Co., Byrne Paint Company and River East Custom Cabinets. With some major clean up and creative marketing, this area has the potential to thrive once again due its proximity to the Farmers' Market, the successful Toledo Warehouse District and the U.S. Postal Service complex.

4.10 New Development of North Star Village (Erie/Newton/Wade/Logan Streets)

As this Plan developed, it became apparent that the Middle Grounds District lacks a meaningful residential component. Within the entire district there are only 17 residential units and many are in a marginal state of repair. Within this three block area and located on Broadway near Logan Street, is Adelante, a neighborhood social service agency that primarily serves the Hispanic community. For a while, Adelante has been contemplating building a new facility on adjacent property and hopefully that will occur soon. It also seems appropriate for Adelante to consider acquiring the remaining property and sponsoring a higher density residential development of up to 40 units. The project could also include the adaptive reuse of the former North Star Plumbing Fixtures Company which occupied the building for many years. With demolition of two ends and the rear portions of the building, the remaining areas could be

4.10 New Development of North Star Village (Erie/Newton/Wade/Logan Streets) (cont'd)

converted to apartments, condominiums, or town houses. It seems possible also for Adelante to partner with an experienced agency or developer of similar housing projects. Such a project could spur new businesses to relocate into the District and take advantage of a nearby workforce.

4.11 New Public Art Sculpture on Broadway near Williams Street Intersection

The Arts Commission of Greater Toledo has been directly involved with locating public art in the Martin Luther King, Jr. Plaza area. The Middle Grounds District does not have an iconic symbol for specific identification and a new piece of sculpture can fulfill this need as well as add to the existing nearby collection. The example of such a piece depicts and symbolizes the railroad history of the district. The conceptual location is on the Broadway axis as it merges into Summit Street and will also provide a reverse view along Summit for pedestrians, bicyclists and motorists leaving downtown. The location is in the area where an ineffective and clumsy “diagonal” entry/exit boulevard serving the upper levels of the Martin Luther King, Jr. Plaza is suggested to be removed.

Middle Grounds District Plan

New Public Art Sculpture



4.12 United States Postal Service Building and Site

The final disposition of Toledo's nearly vacant United States Postal Service Building (USPS) has not been determined by the federal government and any studies regarding its future must be withheld until that decision is made. It is a huge facility that occupies six city blocks and will have to remain an unknown in the meantime.

4.13 New Railroad Bridge

Area rail advocates make the case for a second, multi-track railroad bridge to be built across the Maumee River near the Toledo Amtrak Station. The current two-track swing bridge, which is owned by Norfolk Southern is nearly a century old and handles approximately 100 freight and passenger trains per day. Freight rail traffic on the bridge is forecast to steadily increase in the coming decades and the demand for additional passenger trains – both long haul and commuter rail – is likely to grow in the coming years. In addition to a potential structural failure, there exist several external risks that could result in a catastrophic failure of the current bridge. These risks include ship collision, bridge operator error, train derailment and sabotage or international terrorism. Since there are no practical alternate routes for freight or for the majority of passenger trains traveling east and west between Chicago and the east coast, the bridge is a “single point of failure” for both the freight and passenger rail systems. The loss of the bridge would pose a logistical nightmare for the rail distribution systems, and if that loss were protracted, could lead to a substantial contraction in the economies of the region and nation.

There is a potential solution. It may be possible to construct a second bridge downstream and adjacent to the present crossing and do so without disrupting current rail service. A second bridge could service both freight and passenger rail and shipping traffic. It would add fluidity to a well known choke point in the nation's rail service by supplying additional tracks for freight and passenger rail. In addition it would serve national security needs by providing redundancy at one of America's key rail/river crossings.

Regardless of the final solution for an added crossing of the Maumee River by rail, the study and planning for that solution should begin immediately. In recognition of this need, the TMACOG “On the Move: 2015-2045 Transportation Plan” includes a second bridge, with an attached pedestrian/bikeway facility, as a priority project for this region. (The pedestrian-bike facility could link users directly into the Middle Grounds District and the Middle Grounds Metropark.)

4.13 New Railroad Bridge (cont'd)

Stakeholders including railroads, the State of Ohio, area governments and the Toledo-Lucas County Port Authority will need to join forces to advance this potential project.

The above discussion was adapted from a video presentation prepared by the Ohio Higher Education Rail Network Institute, Jerry Wicks, PhD, Director. For additional information, see www.ohern.org and click on "Maumee River Presentation."

Middle Grounds District Plan

“Example of a lift bridge”



IMPLEMENTATION STRATEGIES

5.1 Overview

Much of the property in the Middle Grounds District is owned or controlled by entities or individuals who indicate little or no interest in the redevelopment of their properties beyond the current status. However, other major entities such as the Toledo Lucas County Port Authority, Amtrak, Greyhound, Toledo Area Metropolitan Council of Governments, Metroparks of the Toledo Area, and the Toledo Area Regional Transportation Authority along with a few private property and business owners do feel strongly that the district needs considerable attention to help assure a more enduring and prosperous future rather than allowing the continuing trend of decline. In attempting to provide suggestions as to how to address improving the district, the following items must be considered and hopefully implemented.

5.2 Identify Key Organizational Leaders

From the above listed organizations and other known stakeholders listed in Section 2.2, the strongest possible leadership must be identified and become the body that will become committed to lead the Middle Grounds District revitalization effort to reality. This group must also identify and seek further commitment from other stakeholders currently in a state of apathy. An exceptionally strong organization will be able to gain City, County, State and Federal support along with financial support from other public and private sources as well. This will be an extremely critical initial step in the process.

5.3 Identify and Contact Absentee Property Owners

Current property owners who reside elsewhere must also be identified and contacted. This group may either pose problems or become excited about the potential increased values of their properties and may even offer strong support to the revitalization effort. They may also become interested in disposing of their properties that may add to parcels already owned locally. Regardless, this group must become part of the solution and not remain an unknown entity.

5.4 District Cleanup and Maintenance Initiative

An all out effort by every property owner, resident, tenant, business owner, private and public employee must clean up, improve and maintain each parcel within the District. The appearance and cleanliness of the District will create an environment that will instill pride, business retention and growth, opportunity for new business. The benefits from the new Middle

5.4 District Cleanup and Maintenance Initiative (cont'd)

Grounds Metropark, a relocated Greyhound Bus Station, improvements to the Amtrak Train Station, an Emerging Artist Community, additional TARTA activity and all the other anticipated improvements will only be realized if the visual and physical appearance of the entire Middle Grounds District is drastically improved and well maintained as the first step.

5.5 Roadway Improvements and Streetscape Enhancements

The City of Toledo is generally responsible for all improvements within the public right of way. Roadway and streetscape enhancements will only occur if such work is deemed to be needed and subsequently programmed within the annual City Budget. Obviously, work must be also be lobbied for by a strong district organization in order to secure public commitment and funding. It is also suggested that a program be designed and prepared by a professional design firm that will assure thoroughness and strategies for implementation. Another avenue to pursue is the creation of a special improvement district that can have self assessing capabilities to assure reality.

5.6 Desirable Business Opportunities to Pursue

The primary business area along Broadway and Summit Streets is not continuous, but broken, even within the city blocks. There is no concentration of commercial activity anywhere within the four block long area. It seems logical to suggest new infill construction to provide the needed concentration. However, it is merely wishful thinking that the infill will occur. It is suggested that the effort to improve the visual character along Broadway and Summit be focused on getting parking off the street and into the vacant areas between and behind the existing buildings and providing attractive landscaping treatments along the street frontage. By following the off street parking lot landscape requirements within the existing zoning ordinance, dramatic visual improvements can be achieved. In addition side yard patios and green open spaces may be developed for the pleasure of customers as well. Excellent commercial signage that is well lighted will add to the environment. Examples of possible desirable businesses to attract are: bed and breakfast establishments, antique shops, second hand furniture, appliance and clothing shops, barber shop and hair salon, new and used book shops, self-service laundry, small ethnic restaurants and food stores, various types of repair shops, veterinarian clinic and pet boarding facility and possibly an urban garden and supply shop. As the entire south end corridor develops along Broadway out toward the Toledo Zoo, auto, bicycle and pedestrian traffic is bound to increase making this area an attractive commercial part of the city.

5.7 Establish Commercial Business Organization

In order to retain and reinforce existing businesses and to prepare for expanding commercial activity, a commercial business organization should be established to address the immediate and anticipated needs of the business and property owners. The more powerful single voice of an organized group will be developed through such an organization.

5.8 Funding Opportunities to Pursue

A. Attention from the City Department of Neighborhoods to audit and plan for developing the current building and infrastructure assets.

B. Coordination of efforts and funding amounts through Departments of Neighborhoods, Lucas Metropolitan Housing Authority and the Lucas County Land Revitalization Corporation (aka Land Bank) to design and proceed with plans to relocate existing residents of the blighted area to equivalent or better available housing.

C. Funding for demolishing, clearing, upgrading utilities infrastructure and construction of affordable housing.

D. Community Development Block Grant monies should be sought for preparatory groundwork.

E. Additional State and Tribal Assistance Grant funding can be sought from congressional funding for infrastructure upgrading.

F. Low interest Department of Housing and Urban Development, Department of Energy and State and Federal Environmental Protection Agencies loans can be engaged to improve and beautify mixed use and residential elements of the Broadway/Summit corridor and supporting residential neighborhoods.