



TOLEDO
WAREHOUSE DISTRICT
2017 PLAN

BELIEVE.

2017 VISION STATEMENT

BUILDING UPON A RICH AND POWERFUL HISTORY, THE TOLEDO WAREHOUSE DISTRICT ENVISIONS A HARMONIOUS BLEND OF RESIDENTIAL, RETAIL, COMMERCIAL, RECREATIONAL, EDUCATIONAL, SERVICE AND LIGHT INDUSTRY THAT CREATES A UNIQUE AND SAFE URBAN ENVIRONMENT WITH ENERGIZING CULTURAL AND CIVIC SPACES AND ACTIVITIES IN WHICH A DIVERSITY OF PEOPLE CAN LIVE, WORK, PLAY AND VISIT.

BY CONTINUING TO DEVELOP IDENTITY, RELATIONSHIPS AND PARTNERSHIPS, THE TOLEDO WAREHOUSE DISTRICT WILL FOSTER A SUSTAINABLE FUTURE BY INCREASING THE NUMBER AND DIVERSITY OF PEOPLE AND WILL CONTINUE TO BUILD UPON THE DISTRICT'S TRANSFORMATION THAT BEGAN IN 1988.



COVER IMAGE

“THE DESIRE”
PAINT ON WALL.
ARTIST: BELOVE.
2016

MADE POSSIBLE WITH CONTRIBUTIONS BY TRANSCENDING WALLS, PAM OATIS, AND JOHN KIELY.

ARTIST STATEMENT:

THIS PAINTING IS TITLED ‘THE DESIRE’ TO HIGHLIGHT WHAT IS DRIVING THE MOTION OF THE CHILD DEPICTED IN THE PAINTING. AS CHILDREN WE POSSESS UNADULTERATED DESIRE. WE THINK THAT WHATEVER WE BELIEVE CAN COME TRUE WILL COME TRUE, AND IT DOES, EVEN IF ONLY IN THE PRIVACY OF OUR OWN IMAGINATION. BUT IS THAT NOT TOO REALITY?

AS OUR DESIRES BECOME ADULTERATED, WHILE WE BECOME ADULTS, WE SOMETIMES DO NOT AIM AS HIGH AS WE DID AS CHILDREN, PREFERRING INSTEAD TO BE “REALISTIC.” WHILE THIS PAINTING DOES NOT ADVOCATE LIVING WITH ONE’S HEAD IN THE SAND, IT DOES INSPIRE THE CHOICE TO OBSERVE OBSTACLES AND AT THE SAME TIME, MAKE A CHOICE TO AIM TO OVERCOME THEM; THE DEDICATION TO WHICH TAKES DESIRE, FAITH IN ONESELF, FAITH IN HUMANITY, AND FAITH IN ONE’S PERSONAL VERSION OF A HIGHER POWER.

THE LINE AND FORM OF THE FIGURE BLURS ANY BOUNDARY BETWEEN HUMAN AND LANDSCAPE. THERE IS GREAT WISDOM IN THE LANDSCAPE, AND THERE IS GREAT WISDOM IN OUR CHILDREN. WE MUST LISTEN TO THEM AND LEARN FROM THEM. THIS CHILD IS AIMING HIGH, SENDING HOPE AND OPTIMISM UP HIGH THAT IT MAY INSPIRE OTHERS TO DO THE SAME, IF NOT AIM HIGHER. AND HIGHER WE CLIMB.

-BELOVE.

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CITY OF TOLEDO, DEPT. OF ENGINEERING SERVICES (COTES)
TOLEDO WAREHOUSE DISTRICT ASSOCIATION (TWDA)
DOWNTOWN TOLEDO DEVELOPMENT CORPORATION (DTDC)
TOLEDO DESIGN CENTER (TDC)
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INTRODUCTION

The Toledo Warehouse District Association and the Toledo Design Center in conjunction with the Toledo City Plan Commission have updated the 2012 Toledo Warehouse District Plan as an amendment to the Toledo Comprehensive 20/20 Plan. This new Plan provides a method of reviewing and documenting what has been accomplished since 2012 as well as providing a renewed vision for the next five years and beyond. Plans such as this must be updated every five years in order to meet federal requirements for consideration of historic tax credits for new development within the planning area.

The timing for updating the Toledo Warehouse District Plan follows the adoption of the new 2016 Downtown Plan thus allowing close coordination of the two plans. The Toledo Warehouse District is located adjacent to and directly south of the Downtown core and it is specifically addressed in the Downtown Plan, therefore, blending of the plans is essential. This planning process also illustrates the commitment the Toledo Warehouse District is willing to make toward sustaining and expanding the leading role the Downtown plays in the economic, social, cultural and residential viability of the entire Northwest Ohio region. The earlier 2012 Toledo Warehouse District Plan followed the adoption of the 2011 Downtown Plan as well for these same reasons.

The 2017 Toledo Warehouse District Plan stresses the importance of:

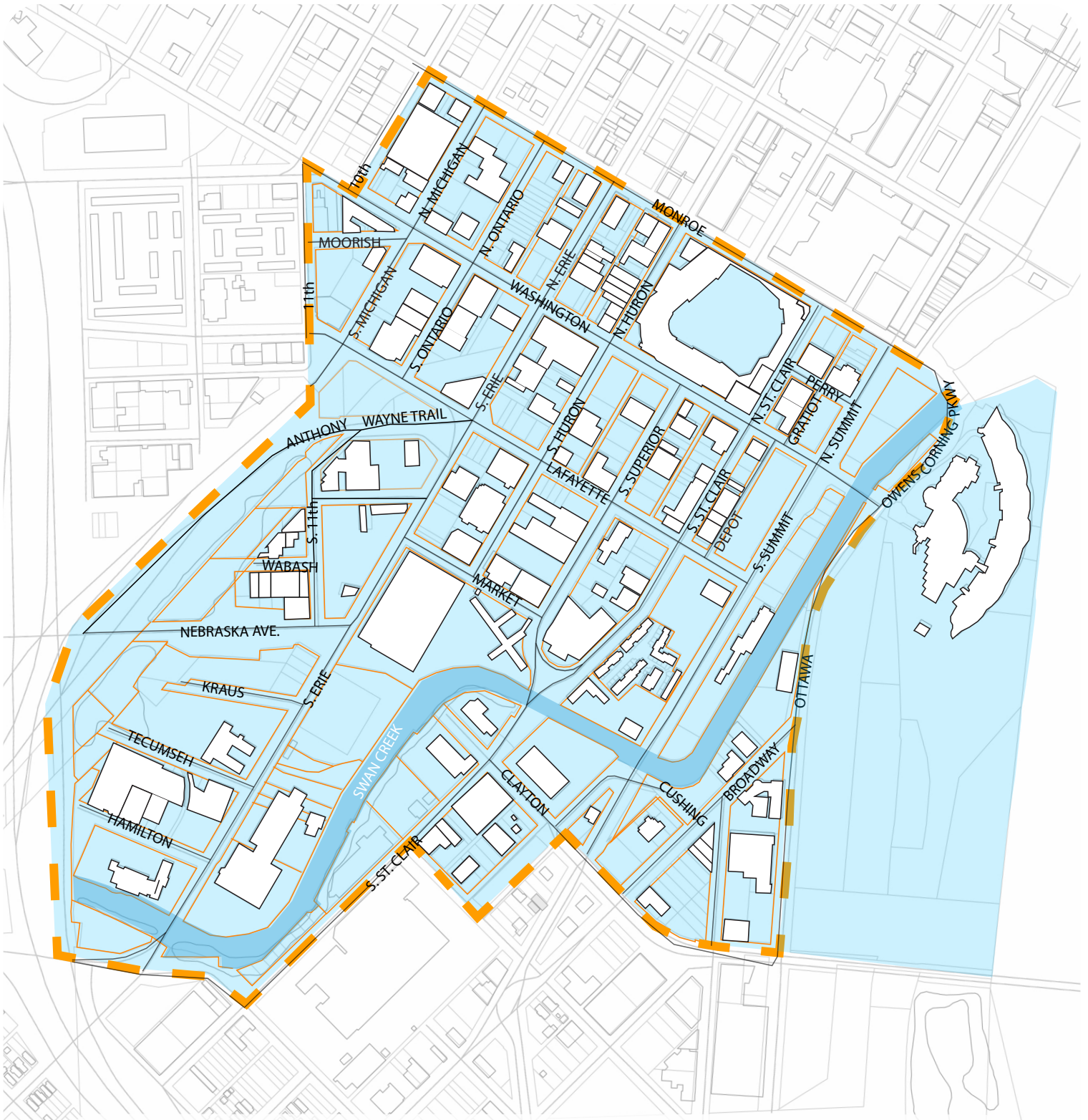
- Promoting and advocating planning and design excellence
- Historic preservation and adaptive reuse of existing structures
- Retaining historic and significant structures
- Having structures at all street corners
- Providing ample and interactive open space
- Incorporating “complete street” and other sustainability concepts
- Reducing off street surface parking areas
- Enhancing existing surface parking areas
- Occupying all street level spaces
- Increasing residential opportunities and options
- Providing attractive and well maintained secondary streets and alleys

BACKGROUND AND RECENT HISTORY

It has been nearly thirty years since the Toledo Warehouse District Association began to restore the area as a viable Toledo Neighborhood in which to again live, work, visit and enjoy. The transformation has been somewhat miraculous in that it began with very little public participation but instead with considerable private investment coupled with extremely high financial risk and abundant patience. As success began to emerge within a few years, public interest and new investment has increased continuously to the point where the District has become one of the most popular areas of the entire region. One entity that has become a major catalyst is the Toledo Mud Hens Baseball organization. They also took considerable risk in 2003 by relocating downtown from suburbia and what they have provided to the Warehouse District and Downtown Toledo cannot be overstated. In addition, early small scale private developers and more recently Kevin Prater and Richard Karp who have completed the major transformation of the former Standart Simmons Warehouse building into the Standart Lofts with 75 apartments and the nearly completed Berdan Building with 115 units. These two projects have contributed significantly to providing much needed additional residential opportunities within the District. An ever increasing number of local, regional and recent international private developers are now viewing the Toledo Warehouse District as a prime area to expand their financial interests. The area is also attracting many new and relocated restaurants, entertainment venues, commercial and retail interests.

Another entity that has contributed enormous amounts of time, finances and energy into restoring the area is the TOLEDO WAREHOUSE DISTRICT ASSOCIATION. Without this privately funded nonprofit organization that initiated and is guiding, nurturing, promoting, advocating and monitoring the day to day life of the Toledo Warehouse District, it would not be as successful and vibrant as it is today. The Toledo City Plan Commission has also been an extremely important and valuable partner in the development of the Toledo Warehouse District.

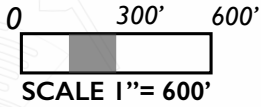
Statistically the residential population continues to grow. In the period from 2012 until 2017, the number of residents has increased from 550 to 665 and by the end of the year it will be nearly 900 with 225 additional units under construction and expected to be occupied. Commercial activity has been increasing at a rapid pace as well with approximately 23 new businesses opening since 2012. Currently it is estimated that employment in the Warehouse District is approximately 3050 with many business owners and employees also residing in the District. According to recent statistics median income, within the District, has risen from \$9000 to \$70,000.



BOUNDARIES MAP

-  EXISTING BUILDINGS
-  TOLEDO WAREHOUSE DISTRICT/UNO DISTRICT (URBAN NEIGHBORHOOD OVERLAY)
-  TOLEDO WAREHOUSE DISTRICT ASSOCIATION

2017 TOLEDO WAREHOUSE DISTRICT PLAN
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BOUNDARIES

Two different descriptions of the Toledo Warehouse District are important for the opportunities and tools included within each. First, the District can be defined by the Urban Overlay District that defines the “official” borders of the District for purposes of architectural standards and review. Within this area all development proposals and demolition requests must be vetted by a review group and recommended to the Plan Commissions. The official Legal Description of the current Planning Area is laid out in Ordinance 86-13, approved on February 19, 2013.

The District can also be defined by the limits of the Toledo Warehouse District Association membership. This area is also shown on the District map. This is a slightly larger area encompassing important neighboring areas with individuals and organizations that recognize the strong ties that their areas have with the Toledo Warehouse District but are not included within the “official” boundaries of the District. Their continued interest and efforts to promote the development of the Warehouse District are an essential component of future growth and development.

CURRENT STATE OF THE TOLEDO WAREHOUSE DISTRICT

ZONING

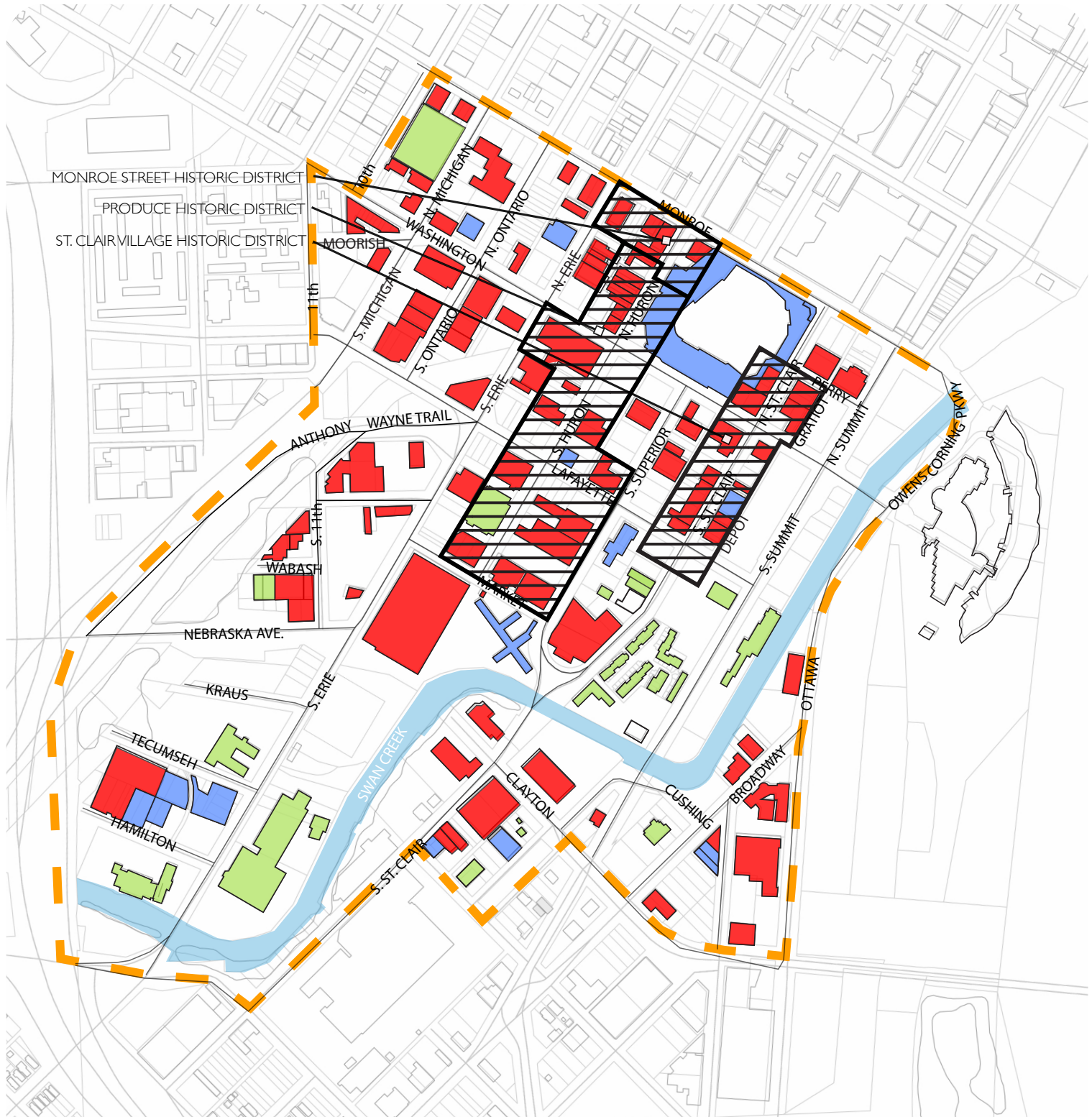
Existing zoning in the Warehouse District continues to be primarily Limited Industrial (IL) and Downtown Commercial (CD) although the gradual shift is moving more to Downtown Commercial. The Downtown Commercial classification allows for commercial uses on the ground floor with the ability to convert or construct upper floors for residential as well as commercial uses. Further, it does not have onsite parking requirements thus reducing the need of utilizing valuable land for parking. However, rather than rezoning the entire area to CD or Mixed Commercial (CM) at this time, it continues to appear to be more logical for property owners to request zoning changes, if required, when new projects emerge. This approach allows all existing businesses to continue operating until a new use for a building or property is requested. Further, it produces a better review process for the Toledo Warehouse District Architectural Review Committee and Toledo Plan Commission to be more effective in performing their duties. An Existing Zoning Map follows.

LAND USE





In the 2020 Plan for Toledo, the Warehouse District is included within the Downtown area due to its proximity to Downtown but to also identify it as a smaller urban district, supporting its mixed-use development and to preserve its distinctive character. Although it is not designated as an Urban Village in the Plan, it is a specialized residential and commercial district that possesses characteristics of an Urban Village as well as a Traditional Neighborhood Development (TND), emphasizing pedestrian orientation, zero building setbacks, mixed uses and distinct architectural character.

The Warehouse District is so named because, historically, the area was predominantly utilized for warehousing and the distribution of the various goods stored or produced there. After a long period of decline due to suburbanization and the desirability of relocating to single story facilities, the area became a community of empty and underutilized large and small buildings. In the 1980's the realization that these buildings were very desirable for repurposing into residential and mixed uses and the shift to providing live/work opportunities with galleries, restaurants and other small businesses nearby began in earnest.

Within the last five years, the District has seen residential use increase from seven multiple unit structures to sixteen with another scheduled for completion in the summer of 2017. The number of single unit structures continue to increase as well. In terms of surface area covered by residential use, it is low since many of the buildings that include residential use are multistory former warehouses. Commercial activity has similarly increased with 23 new businesses since 2012 coming into the District. Still, the largest amount of area in the Warehouse District continues to be utilized for surface parking; a less than ideal use. However, this land area can easily be redeveloped with vertical construction to provide an ideal mixture of old and new structures and also increase new residential, commercial and business options. Open space that can provide a higher quality of life is abundant but is currently under developed.

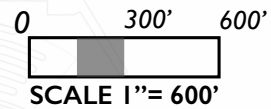


CURRENT ARCHITECTURAL RESOURCES

-  NATIONAL HISTORIC DISTRICTS
-  HISTORIC (1940 OR OLDER)
-  SIGNIFICANT (1941 TO PRESENT)
-  OTHER

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THE BUILT ENVIRONMENT AND ARCHITECTURAL RESOURCES

Since 2012 minimal demolition has occurred in the District thus preserving a significant number of quality buildings that are suitable for renovation and repurposing. It can also be said with pride that the vast majority of development within the District has been of high quality design and construction thereby establishing a standard worthy of maintaining. Two new buildings, 5/3 Field and the Pizza Papalis addition, have been constructed within the Warehouse District since 2006. This investment has been crucial in the continued growth and development of the District. The RiverWest Townhomes were constructed in 2002.

One item that plagues much of Toledo is the number of abandoned signs and sign frames that are unsightly and contribute to a negative impression of the City. However, in the Warehouse District there are only a few of these unsightly signs and this is a primary contributing factor for the current vibrancy and popularity that the District enjoys.

Murals continue to be added throughout the District adding significantly to the appearance and quality of life.

STREETS/ SIDEWALKS/ ALLEYS

Streets in the Warehouse District are in a reasonably good state of repair compared to much of Toledo. However, the most unsightly issues center around pavement repairs made after the streets are torn up for underground utility repairs. The repairs are most often made in haste with asphaltic concrete and without regard to the existing materials, colors and special surface patterns. Edges are often not clean straight lines and brick intersections are not replaced with matching material. This results in the appearance of sloppy and uncaring workmanship. Sidewalks are also repaired in the same manner and usually only where needed instead of removing entire sections of pavement and replacing the larger sections. The Warehouse District is attempting to work with City officials to improve the results of these type of repairs and impress upon the appropriate City Departments the importance of this work. This plan recommends that all repair work within the District be sensitive to the materials surrounding the repair; emergency repair work shall be reviewed and repairs updated if required for thoroughness and sensitivity to the context in the surrounding area. The Warehouse District also continues its efforts to improve and beautify alleys in the District and, obviously, pavement is an important element in that endeavor also, and repairs made in any alley deserve this same careful attention as well.

For a long period of time Washington and Monroe were a pair of one-way streets that carried State Routes through this part of Toledo. Both also carried in-bound and out-bound downtown traffic and have long been used as a truck routes through the Warehouse District. This has caused damage to not only the street pavement, but considerable damage is occurring at an accelerating rate to adjacent curbs, sidewalks, landscape and utility poles, fire hydrants, street signs and most importantly, buildings along both sides of the street and in some instances other buildings in close proximity to Washington Street. This Plan and the Warehouse District Association believe that the trucks weighing in excess of 5000 pounds must be banned on Washington Street from Erie Street to Summit Street and on Summit Street from Monroe Street to Clayton Street, except for service vehicles.

Public Utilities: Although not visible at the street level, the issue of the ongoing need to frequently tear up streets and sidewalks to access aging underground sewer, water, natural gas and electrical utility service lines leave unsightly repair work throughout the District. As noted previously this must be changed and this Plan and the TWDA continue to advocate for better quality repair work on these utility cuts.

STREETSCAPE

The 2012 Plan addressed and provided guidelines for Warehouse District streetscape improvements, however substantial progress has not been achieved. New projects usually comply and often exceed City and Warehouse District requirements but many existing properties do not comply and are in need of streetscape related improvements. This Plan update continues to include those guidelines for future streetscape improvements.

A major improvement for both traffic and enhanced streetscape is the anticipated 2017 spring start of construction of the new Gateway at the intersection of the Anthony Wayne Trail/I-75, S. Erie Street and Lafayette Street. New landscaping and public art are integral elements of the work.



VEHICULAR CIRCULATION

Most of the streets within the boundaries of the Warehouse District are now two way and current plans are underway to have all streets, with the exception of N. and S. Erie Street and N. and S. Michigan Street, return to two way traffic. The one block of Lafayette between S. Erie Street and S. Huron Street is being addressed by the Gateway project as noted below. This leaves 11th Street between Washington Street and Avondale Avenue and the one block of Moorish Avenue. as the remaining one-way streets yet to be converted.

Many intersections are now four-way stops, as recommended in the 2012 Plan. All signals that are not warranted should be replaced with four way stops. This works well in slowing traffic and allowing safer crossing for pedestrians. Drivers will also anticipate stopping at all intersections and no longer crossing intersections on yellow lights.

The intersection of Erie Street, Lafayette Street, the Anthony Wayne Trail and I-75 continues to be the heaviest point of traffic congestion within the Toledo Warehouse District as well as being extremely dangerous for pedestrians to cross. The new plan brings the Anthony Wayne Trail/I-75 exit ramp into S. Erie Street further south thus permitting a typical four way intersection rather than the existing five way intersection and allows Lafayette to be restored to two way operation. This project also calls for "bump outs" on the corners to narrow the pavement crossing. As noted above this will allow pedestrian crossings on all four legs of the intersection and improve connectivity for areas on both sides of Erie Street. This plan supports these changes.

Heavy trucks continue to cause damage along the entire length of Washington Street through the District. In addition all vehicular traffic throughout the District is an issue as pedestrian and bicycle traffic increases, especially when community events take place.

PEDESTRIAN AND BICYCLING CIRCULATION AND CONNECTIONS

Although there is a constant increase in pedestrian and bicycling popularity within the Warehouse District, there is only one designated bikeway within its boundaries. On Owens Corning Parkway there is a marked bike lane but it currently begins at Monroe Street, extends into Ottawa Street at the Oliver House, passes the new Middle Grounds Metropark and ends at Emerald Avenue near the Martin Luther King Plaza. This route will become a major component of a proposed system of bikeways through the City of Toledo. Due to the popularity of the Middle Grounds Metropark; the need for improved pedestrian and bicycling connections are essential for continued growth and vibrancy of the Warehouse District.

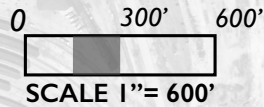


CURRENT OPEN SPACE BASE MAP

 OPEN SPACE

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PARKING

Parking within the District occurs in five forms: Metered on-street; free on-street; free public off-street; public pay off-street and private on-site parking for residential and commercial businesses. The Warehouse District is within the Downtown Surface Parking Lot Ban District meaning all new and expansion of existing commercial surface lots is prohibited. A summary of the five types of parking follow:

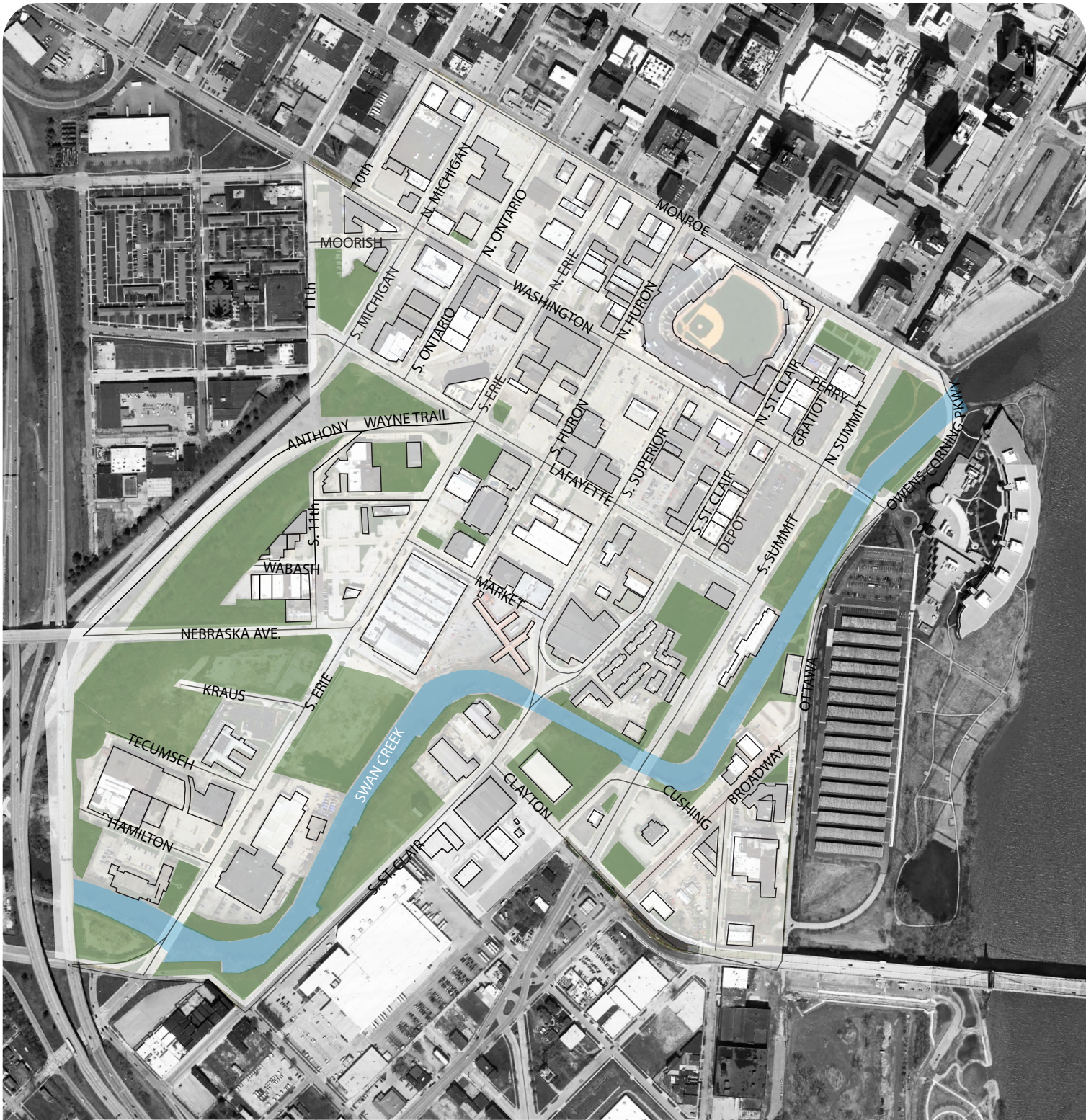
Metered on-street Approximately 131 digital parking meters are located within the area of Monroe, Michigan, Lafayette and Summit Streets and are managed by ParkSmart for The Toledo Lucas County Port Authority. This Parking Zone has a duration time of two hours at \$1.00 per hour allowing for a good turnover rate with ample parking for visitors to shop, dine, conduct business and enjoy the District. However, this does not address the lost parking revenue during special events within the District and Downtown in the evenings when the meters are free nor does it address the lost revenue during the free three hour lunch time hours between 11:00 am and 2:00 pm.

Free on-street Un-metered curbside parking exists throughout the District south of Lafayette Street except where “No Parking”, “Loading Zone” or fire hydrants prohibit the use. Public parking has been encouraged to be primarily on-street rather than occurring in commercial surface parking lots. This category of parking has not been quantified, although it is significant.

Free public off street Within the area of the outdoor Farmers’ Market and the Erie Street Market Building, approximately 330 off-street spaces currently exist. Throughout the year, but especially during the warmer months, these spaces are often used as overflow parking for Mud Hens games, Convention Center events and various Warehouse District events. It is the owner's intention to begin converting all spaces to pay public parking for these events.

Pay public off-street Throughout the District pay surface parking has reached 2346 spaces with approximately 26 surface parking lots and includes commercial lots and private lots use as commercial during special events. Many of these lots occupy street corner property and this has contributed to major blighted areas that totally detract from the “urban neighborhood” character. Although new and expanded surface lots are prohibited, many of the lots have not yet complied with existing City of Toledo and Warehouse District requirements, standards and guidelines for fencing, screening, landscaping and lighting. These lots currently face being closed when applying for relicensing for 2017. Noticeable headway is apparent, but less than strict enforcement of the laws has led to delays. This is an important part of re-establishing the character of the District and this Plan and the Association continue to push for aggressive enforcement to the laws.

Private on-site This category is strictly intended for private use only and must serve adjacent commercial or residential buildings tenants, residents and visitors. They must be paved and fenced in accordance with the Warehouse District Overlay standards. However, new parking areas cannot be located on street corners and are encouraged to be located behind structures. There are currently 1037 spaces in 24 private areas.

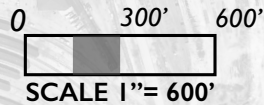


CURRENT OPEN SPACE BASE MAP

 OPEN SPACE

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NON VEHICULAR CIRCULATION AND OPEN SPACE

Pedestrian and Bicycling Circulation The streets and sidewalks within the District are becoming crowded with pedestrians and the frequency of bicycle use continues to increase as more and more people are becoming residents, employees of businesses and visitors. Currently there are no designated bikeways within the District and it is difficult for bicyclists to navigate safely. Although the general conditions of most sidewalks are passable, they remain unattractive and uninviting. However, the sidewalks, where major development and renovations have occurred, namely Owens Corning World Headquarters, St. Clair Village, Fifth Third Field and Hensville, the sidewalks have been replaced and become a part of the projects thus providing major contrast with existing surrounding sidewalks. Also, pedestrian and bicycling connections with the recently opened Middlegrounds Metropark and the developing Maumee Riverfront are currently lacking.

Open Space Abundant undeveloped open space exists along both sides of Swan Creek from the Maumee River to I-75 and along southbound Anthony Wayne Trail. This provides an opportunity to develop a perimeter of walking, running and biking trails that can connect with other regional trails. It will also be important to provide major open space connections with the recently opened Middlegrounds Metropark and the Maumee Riverfront. The current condition of Swan Creek and its adjoining banks is deplorable. Clean up plans are needed in order to transform it into an tribute.



HENSVILLE- CORNER OF WASHINGTON STREET LOOKING NORTH ON ST. CLAIR STREET



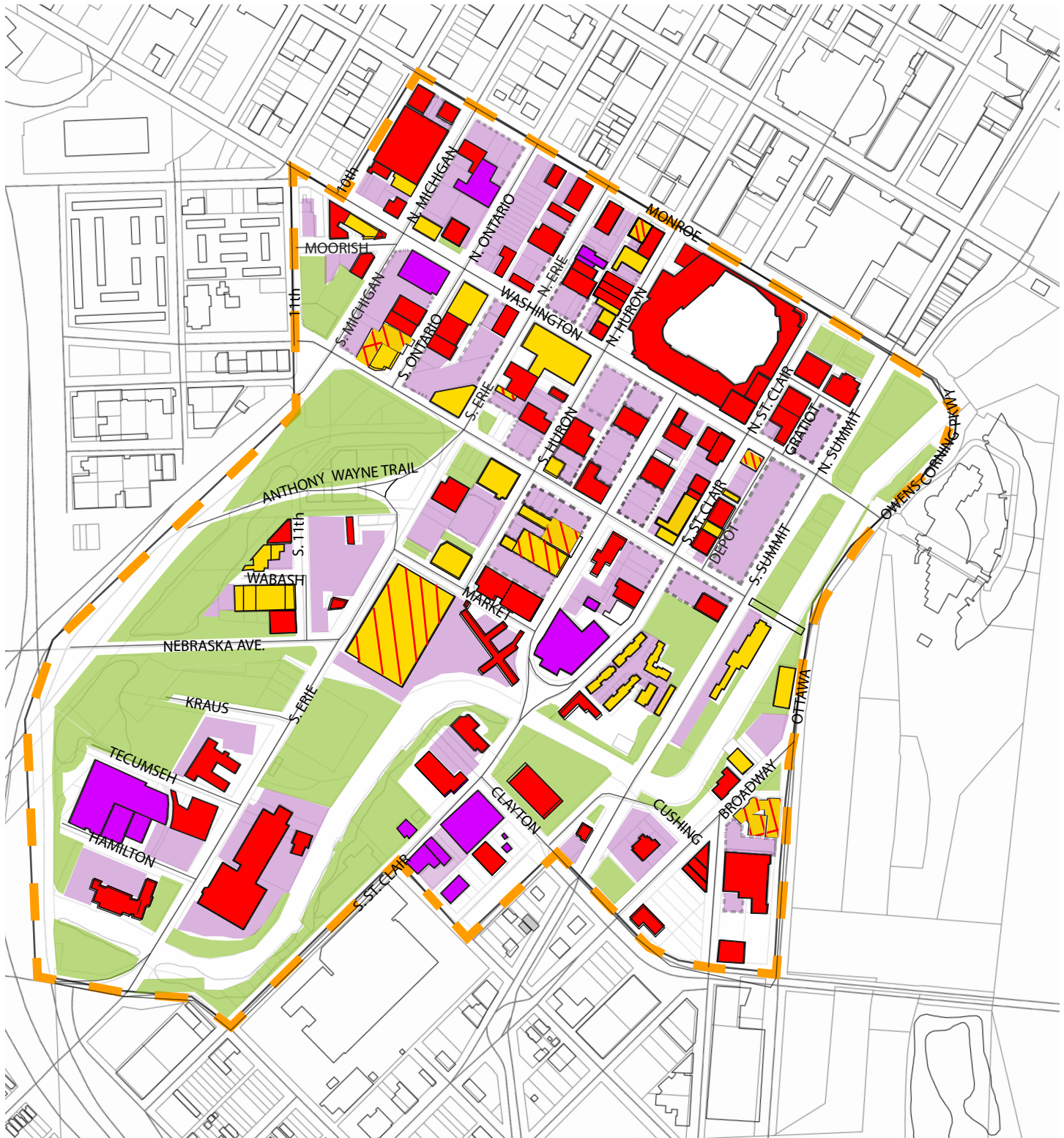
BERDAN BUILDING- CORNER OF S. ERIE STREET AND WASHINGTON STREET



WEST ERIE REALTY SOLUTIONS, LTD.



ANTHONY WAYNE TRAIL GATEWAY PROJECT

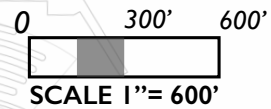


PROPOSED LAND USE BASE MAP

- COMMERCIAL
- RESIDENTIAL
- WAREHOUSE
- OPEN SPACE
- PARKING W/ FENCE
- MIXED USE

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VISION FOR THE NEXT FIVE YEARS AND BEYOND

ZONING

The current approach to addressing zoning appears to be working well and it is anticipated to maintain this method. Refer back to Current State of the Toledo Warehouse District, Zoning Section.

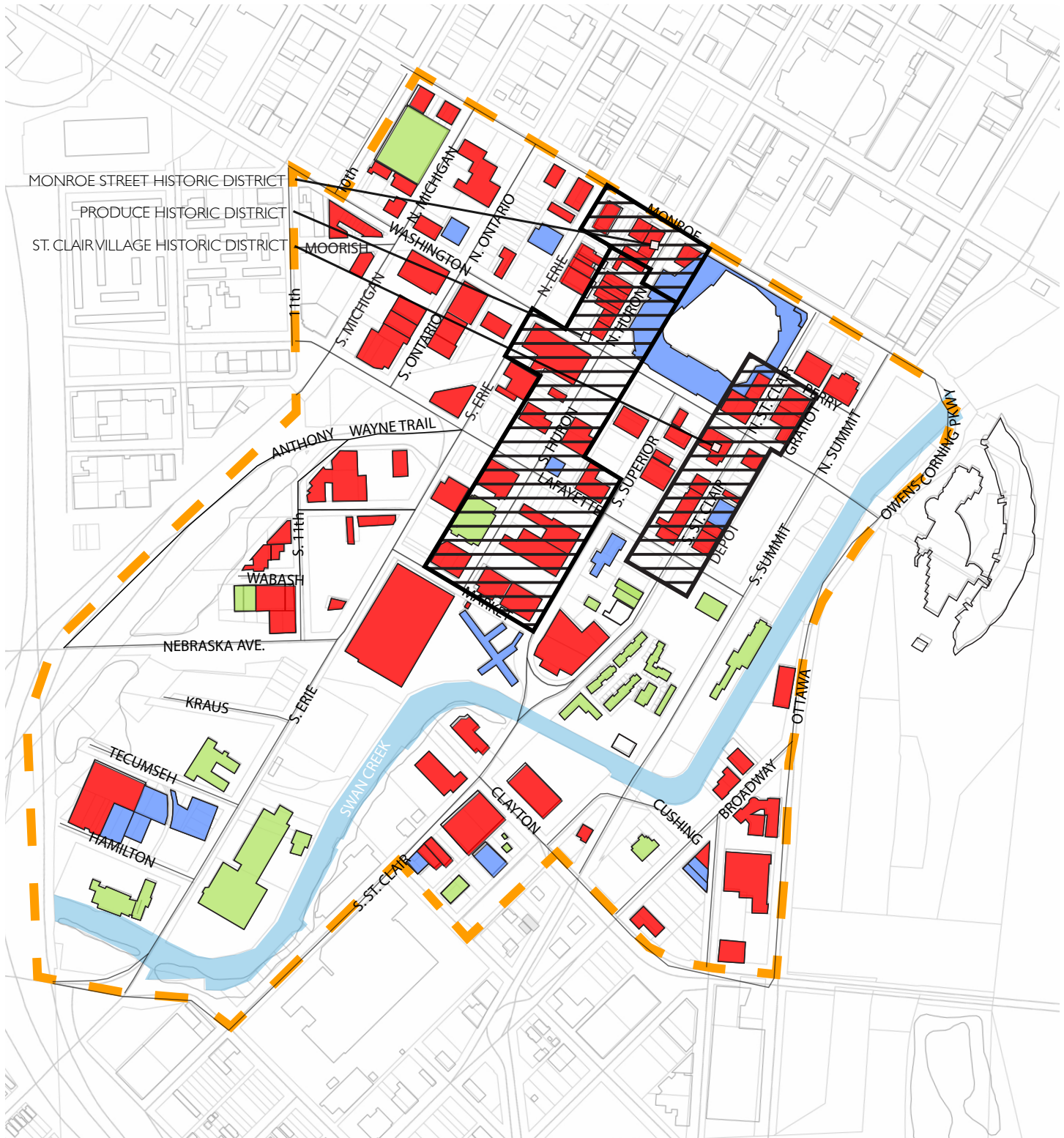
LAND USE

As stated in the Current State of the Toledo Warehouse District Land Use Section, the largest amount of surface area remaining is for surface parking. In traditional “planning” terms, this use of land must be viewed as a temporary use until vertical development replaces the parking. The vision for the future is to initially begin restoring street corner property to permanent multi-story buildings with commercial/retail space on the ground level and residential use above. Also, if parking can be located on upper levels, that too will be acceptable. Adjacent private, on-site properly landscaped and screened surface parking for residential or other tenants will also be acceptable.





All other surface parking lots with normal street frontage must conform to existing and modified standards per the Toledo Warehouse Urban Overlay District standards until infill vertical development occurs.

Mixed use commercial and residential, specific commercial or residential and open space are the preferred uses throughout the Warehouse District. Any other use that is deemed compatible with the District will be considered on an individual basis.

Residential developments such as the RiverWest Townhomes are desirable and offer an alternative to loft living. Although the core of the District is more difficult to locate this type of development, areas along both sides of Swan Creek are ideal. Also desirable are low and mid-rise apartment and condominium structures. Single family residents will not be suitable.

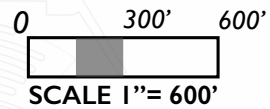


CURRENT ARCHITECTURAL RESOURCES

-  NATIONAL HISTORIC DISTRICTS
-  HISTORIC (1940 OR OLDER)
-  SIGNIFICANT (1941 TO PRESENT)
-  OTHER

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BUILT ENVIRONMENT AND ARCHITECTURAL RESOURCES

What the Toledo Warehouse District does from this time forward will determine whether the current state of the District continues to develop in a creative and positive manner or does it assume an attitude of apathy and just let things happen that may begin to turn toward another direction. For instance, the number of large warehouse structures that are candidates for adaptive reuse is dwindling and new construction will soon become the primary option for further development. Therefore, it will be extremely important that new construction enhance the District and not compete with the historic warehouse character and begin to change the "image". Architecture must respect the existing warehouse character although new buildings should not attempt to imitate or copy historic design. Scale, massing, materials, details and colors should be what dictate new design and the Toledo Warehouse District Architectural Review Committee will have to assure compliance with the revised design guidelines in the updated overlay.

The remaining large warehouse structures yet to be redeveloped include the Willis Day Warehouse Building on Washington Street between Michigan and Ontario; the Commerce Paper Company on Ontario Street next to the Bartley Lofts (currently under option to become residential); the former Swift Meats Building on S. Erie at Washington Street; the Lorenzen Building on S. Ontario across from the Number Five Fire Station; the Morton Storage Building on N. Huron Street across from Fifth Third Field; the Galliers Building and Stanwalt Hotel on S. Superior Street between Tony Packo's and Lafayette Street; Venable Building at the merging of S. Superior and S. St. Clair Streets by the Farmers' Market and the Chariot Produce Building on the corner of S. Superior Street and Market Street.

On the other hand, the property occupied with surface parking lots remains abundant and should be considered for new vertical construction. The first of these properties that should be considered are those on street corners since they are usually the most obtrusive in nature and have a negative effect on two streets rather than on the one street as the mid-block parking lots provide. From a desirability standpoint, corner properties prevail by far and as stated earlier in the Plan. Ground floor areas are more desirable for commercial and retail uses and upper levels should be used for commercial, residential, parking or storage uses. There are approximately twelve corner properties suitable for vertical construction. Subsequently the mid-block surface parking areas will follow with infill vertical construction.

A major effort must be undertaken to market full occupancy of all street level spaces throughout the District to add "curb appeal" and to create a perception of vibrancy.

STREETS / SIDEWALKS / ALLEYS / PUBLIC UTILITIES

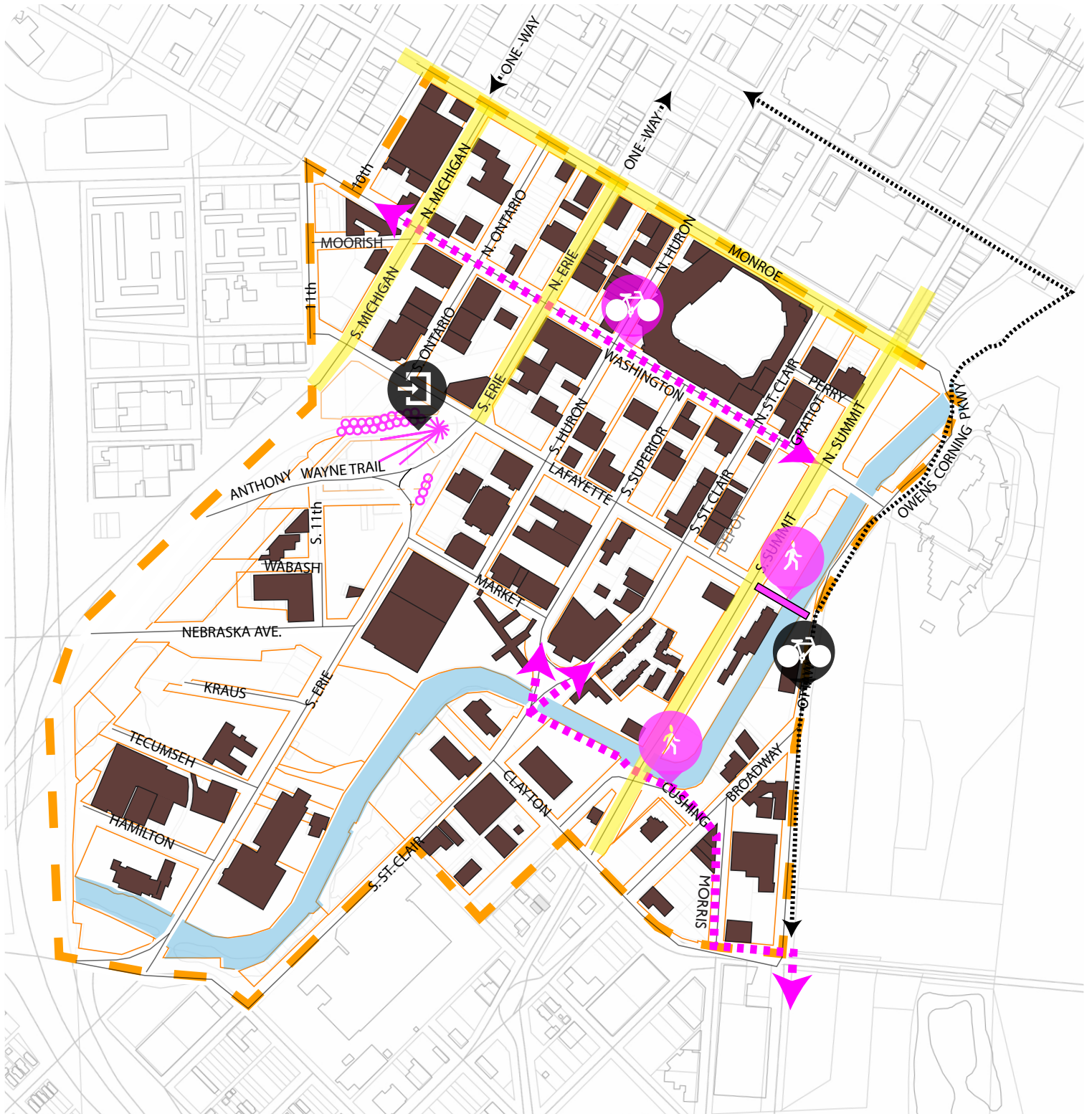
This plan calls for the development of a five year plan for street, sidewalk, alley and public utilities improvements that will assure these infrastructure needs are satisfactorily addressed for the anticipated additional development in the Warehouse District. Since this development for the most part will include considerable new construction, it is imperative that developers know before property is purchased that the infrastructure will sustain their needs into the future and that they will not have to request these improvements later. It is also logical to plan underground improvements prior to doing above ground street, alley and sidewalk repairs. The data is available from the City, but it needs to be documented for the Toledo Warehouse District specifically and must be updated on a regular basis. It is suggested that an ongoing committee be formed for this purpose.



STREETSCAPE

The 100 block of S. Huron Street was originally established to become the standard for all future streetscape design throughout the District. This included street trees and tree wells, salt strips, sidewalks and pedestrian level street lighting. With modifications such as using LED lighting, having all street lighting height at sixteen feet at both intersections (multiple head fixtures) and mid-block (single head fixtures) and varying the street tree species options, the existing standards should continue to be followed.





PROPOSED VEHICULAR CIRCULATION BASE MAP



PROPOSED BIKE ROUTE



PROPOSED PED. PATH & BRIDGE

PROPOSED TRUCK STREETS



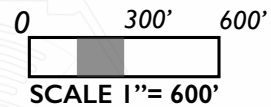
EXISTING BIKE ROUTE



GATEWAY PROJECT

WAREHOUSE DISTRICT 2017 MASTER PLAN

Produced By The Toledo Design Center 1/30/17



VEHICULAR CIRCULATION

Throughout the Toledo Warehouse District, the long range vision is to have all two way streets. This has nearly been accomplished except for Michigan and Erie Streets where the most traffic occurs either entering or leaving the downtown area. Conversion of these two major arteries will be difficult to achieve but the notion should not be dropped. A downtown Traffic Study addressing vehicular circulation and testing the impacts of Erie and Michigan conversion to two way should be completed. The one block of Lafayette between S. Huron Street and S. Erie Street will become two-way at the completion of the Gateway Project. Moorish Avenue will remain one-way until The Salvation Army completes a new facility and the Moorish-Michigan intersection can be modified to accept two-way traffic. Ottawa Street (Owens Corning Way) between Washington and Monroe should also be returned to two-way traffic flow to create an improved intersection. This will provide another access to the Owens Corning campus.

Another objective of the vision is to have all intersections be all-way stop throughout the District with the exception of signalization of those existing along Michigan Street, Erie Street, Summit Street, and Monroe Street. Additionally, the Huron Street/ Washington Street and St. Clair Street/ Washington Street intersections at Fifth-Third Field will remain on "game days/evenings" but will be all-way stops at all other times. Where signalized intersections remain, they can be programmed to flash red in all directions. This proposed consistency throughout the District will constantly remind drivers, bicyclists and pedestrians that they are in a pedestrian friendly environment.

Further, it is essential that all trucks weighing in excess of 5,000 pounds use only designated streets within the District. Michigan Street, Erie Street, Monroe Street and Summit Street shall become the designated street for all trucks except those serving businesses within the District. Strict enforcement will be required for effectiveness.

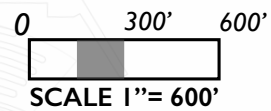


PROPOSED PEDESTRIAN & BICYCLING CIRCULATION CONNECTIONS

-  PROPOSED BICYCLE ROUTE
-  PROPOSED PED. PATH & BRIDGE
-  EXISTING BICYCLE ROUTE
-  GATEWAY PROJECT
-  MODIFIED EXISTING BUILDING
-  PROPOSED NEW BUILDING

WAREHOUSE DISTRICT 2017 MASTER PLAN

Produced By The Toledo Design Center 1/30/17



PEDESTRIAN AND BICYCLE CIRCULATION AND CONNECTIONS

Although the general character of the Toledo Warehouse District is designed for the total integration of pedestrian, bicycle and car movement, certain streets identified by their width and designation as main thoroughfares and highways are less desirable and comfortable for pedestrians and bicycles. These streets include Summit, Monroe, Erie and Michigan. Fortunately, these streets border the District for the most part thus allowing all other streets to be friendly to pedestrians, bicycles and slower moving cars.

The new Middle Grounds Metropark has become a major destination for Warehouse District residents and access to the park is becoming more and more difficult due to the number of users and the amount of car traffic. Two additional access possibilities have been identified that will assist in improving access to and from the park. One route is to use southbound St. Clair and Superior Streets to Clayton Street (the South boundary of the Warehouse District) eastward to Oliver Street and across Summit Street to Cushing Street to Broadway; then north to Morris Street and then south on Morris to the Anthony Wayne Bridge. There is vacant “paper street” next to the bridge that could be converted into a pedestrian path to connect to Ottawa Street at the entrance to the Park. Ideally, if an easement along Swan Creek could be obtained from J & J Supply Company, the route could be shortened by eliminating the need to use Clayton and Oliver Streets.

The second connection that could be developed involves the construction of a new pedestrian/bike bridge across Swan Creek at the foot of Lafayette Street that would connect to Ottawa Street in front of the Owens Corning campus, then south to the park entrance. This second connection is preferred for safety and distance reasons but will obviously cost more due to the cost of the bridge that is estimated to between \$150,000 and \$225,000.

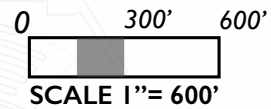


PROPOSED PARKING BASE MAP

- PRIVATE/ COMMERCIAL AND PRIVATE
- COMMERCIAL PARKING
- CURRENT METERED ON-STREET
- PROPOSED ADDITIONAL ON-STREET
- OPEN SPACE

2017 TOLEDO WAREHOUSE DISTRICT PLAN

Produced By The Toledo Design Center 7/31/17



PARKING: ON-STREET / OFF-STREET PARKING

Metered On-Street parking was discussed above. There is potential to add approximately 75 spaces along both sides of Lafayette Street (36 feet wide pavement) between Erie Street and Summit Street and by converting the parallel spaces on one side of Superior Street (48 feet wide pavement) to angle spaces on the two blocks of Superior Street between Market Street and Washington Street. With the ability of the digital (smart) parking meters that can be programmed for differing rates as demand varies during day and evening and special events, revenues can be maximized from all meters within the District. This additional meter revenue should be directed to the District through a revenue sharing program negotiated with the Toledo Lucas County Port Authority and the city.

Free On-Street Unmetered curbside parking will remain available south of Market Street to accommodate the outdoor Farmers' Market, Libbey Glass Factory Outlet and possibly a new indoor food market within the Erie Street Market building.

Free Public Off-Street The only free off street public will remain on the site of the outdoor Farmers' Market and across Erie Street on Saturday morning only. There are approximately 300 spaces within these areas.

Private/Commercial Off-Street With the amount of activity generated within the Warehouse District, many private owners are also operating as commercial lots for special events. In order to obtain a commercial license, these owners must also comply with the standards established for commercial lots regarding screening, barriers and landscape improvements.

Private On-Site As new development occurs, the desirability of having this type of parking adjacent to a business or a residential structure is very desirable and encouraged as long as it is located behind the structure or adjacent as long as it is properly fenced. However, using street corner property for parking will not be permitted in the future.

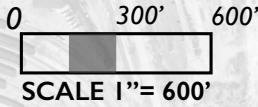


MIDDLE GROUNDS
METROPARK

PROPOSED OPEN SPACE BASE MAP

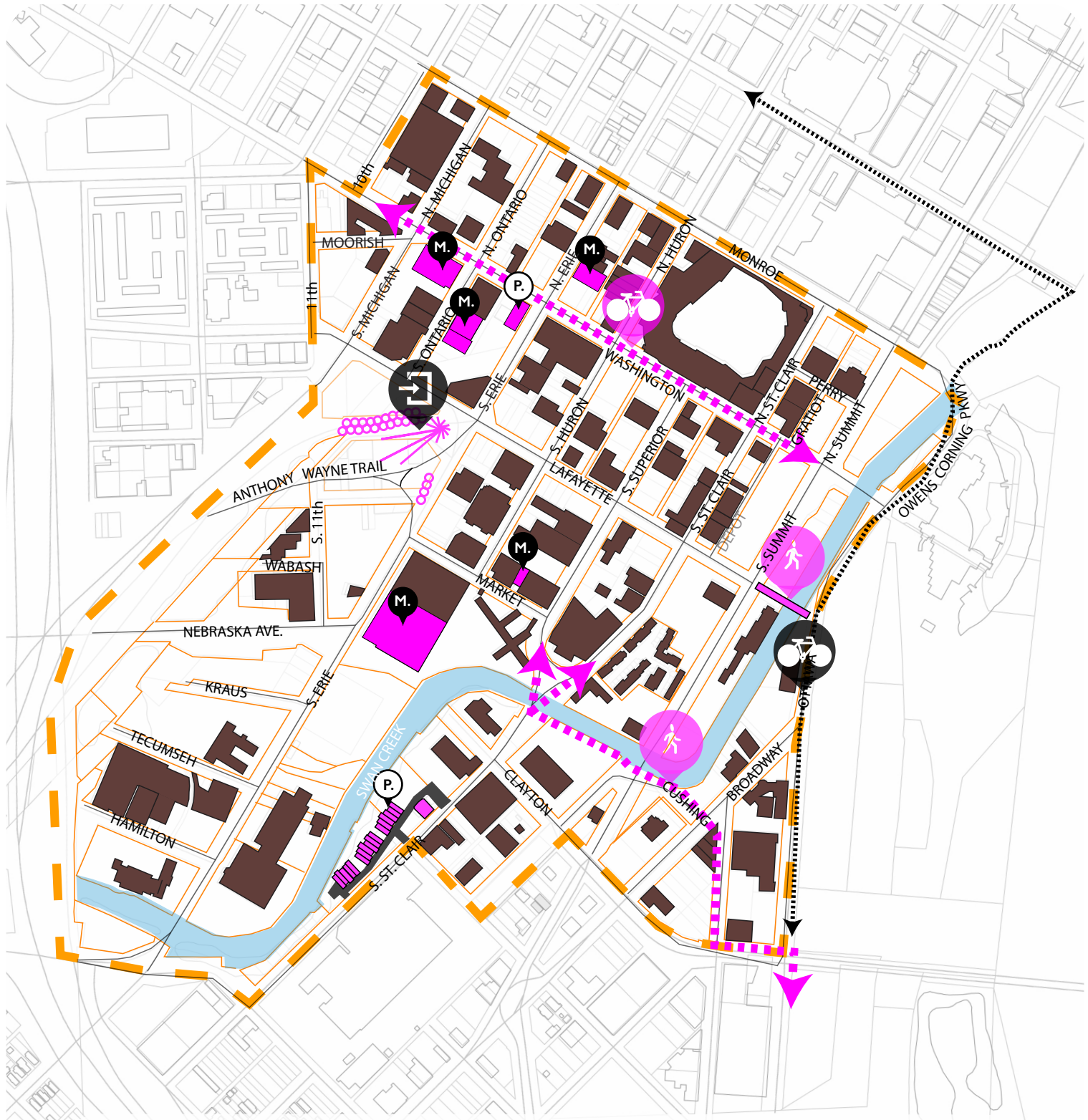
 OPEN SPACE

2017 TOLEDO WAREHOUSE DISTRICT PLAN
Produced By The Toledo Design Center 7/31/17



Open Space Although most of the open space within the Warehouse District boundaries is narrow, undeveloped and linear, the space is suitable and desirable to be developed as walking, running and bicycle trails that extend along the eastern edge of southbound Anthony Wayne Trail to the southern edge of the southbound entrance ramp onto I-75 and along both sides of Swan Creek to the Maumee River. It is nearly one and one half miles in length and extends around three sides of the District. A "River Walk" along Swan Creek has been considered in future planning since the beginning of the District and the continuation of the open space along the highways is a natural extension. The development of this area will provide a source of recreation, natural vegetation and enjoyment for all of the Downtown area as well as for the residents and employees living and working within the District.

A five year plan for cleaning up and improvement to Swan Creek and adjoining banks is needed to assure that it becomes an asset in every respect to the Warehouse District and to all neighborhoods through which it passes. A "river walk", kayaking, boating, walks, trails and many other opportunities along its entire length must be planned and developed within the next five years.



PROPOSED FIVE YEAR BASE MAP

- 

PROPOSED BIKE ROUTE
- 

PROPOSED PED. PATH & BRIDGE
- 

MODIFIED EXISTING BUILDING
- 

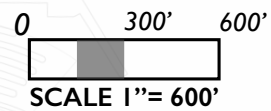
PROPOSED NEW BUILDING
- 

EXISTING BIKE ROUTE
- 

GATEWAY PROJECT

WAREHOUSE DISTRICT 2017 MASTER PLAN

Produced By The Toledo Design Center 7/31/17



DEVELOPMENT OPPORTUNITIES

IMMEDIATE:

Anthony Wayne Trail – Erie Street Gateway Preconstruction work is occurring presently, and the entire project has been bid with construction to begin in the summer of 2017. This project will relieve a major traffic congestion at the intersection and restore the Erie Street – Lafayette Street intersection back to four way instead of the current five way. A major public art component featuring sculpture and landscape will provide a signature gateway into the Warehouse District and Downtown.

Washington Street Improvements The suggested initial project to move this project forward is to temporarily convert all intersections between Erie Street and Summit Street to four-way stops except at the Huron Street and St. Clair Street intersections during games at Fifth Third Field. Those with traffic signals can be flashing red in all directions with temporary four way stop signs. This will cause all traffic to expect to stop at all intersections and not attempt to beat traffic signals. In addition, special signs indicating that pedestrians have the right of way at all times and temporary “bump outs” be installed at Huron Street and St. Clair Street to accommodate Fifth Third Field visitors.

Knight Building Expansion located adjacent to the existing Knight Insurance building on Erie Street. The owner is planning to expand the street level area of the business into the recently purchased structure and convert the upper levels into residential lofts. The existing below grade portion will indoor parking and the corner of Erie Street and Washington Street will be landscaped.

Commerce Paper Company Building located on S. Ontario Street between Washington Street and Lafayette Street is in the process of being sold and is planned to be converted into 75 market rate apartments, including indoor parking.

Willis Day Warehouse located on Washington Street between Michigan Street and Ontario Street is anticipated to be purchased and redeveloped. The structure is in very good condition and has sufficient parking. The potential for additional residential opportunities appears to be the most desirable use.

DEVELOPMENT OPPORTUNITIES

IMMEDIATE:

Swift & Company Building This is the former home of the well known wholesale meat company that constructed the building in 1893. It is envisioned that the rear portion of the building could be removed and an addition added to the north that would create another needed corner building along Washington Street. The street level portion of the building could accommodate a specialty fresh meat market to serve the Bartley Lofts to the west and the Berdan Building across S. Erie Street to the east as well as the entire Warehouse District. The upper two floors could either be apartments or storage units to also serve the many nearby apartments and condominiums.

New Pedestrian/ Bike Bridge To be located across Swan Creek at the foot of Lafayette Street between Summit Street and Ottawa Street, the project is estimated to cost between \$150,000 and \$225,000. Grants and fund raising events will be investigated to cover the cost. This will be a major asset for the Toledo Warehouse District toward having better access to the Middle Grounds Metropark.

LONGER RANGE:

The Salvation Army Adult Rehabilitation Center A new structure to replace the current facility located on Moorish Avenue west of Michigan Street is being planned. It will be located at the rear of the property along 10th Street. The Center currently houses up to 60 residents and the new facility will accommodate 100 residents. They have been at this location for more than 100 years and have always been excellent neighbors.

Continuing Improvement to Infrastructure This item will require a firm commitment from the City of Toledo and all public utility companies to provide the necessary improvements to the underground and above ground utilities to assure developers that all the infrastructure elements are sufficient in location, capacity and condition to suit their current and future needs. Also, street and sidewalk improvements must follow any infrastructure improvements to avoid having to redo any previous above ground work. Further, all new and repair above ground improvements must be consistent with adjacent materials, colors and textures. Whenever possible, replacement of above grade electrical service lines should be relocated underground.

Gallier Building Located on S. Superior Street between Washington Street and Lafayette Street, this six story open floor light industrial/ warehouse building is very suitable for conversion into apartments or condominiums or commercial space on the upper five floors with commercial space and lobby for apartments on the ground floor. The basement may be suitable for indoor parking. The

building appears to be in very good condition and is located near the center of the Warehouse District. It was constructed in 1909 and is designed in the Chicago Style.

Former Stanwalt Hotel Building Located adjacent to the Galliers Building and constructed in 1889, this Italianate structure has been used as a saloon, an auto repair business, butter manufacture, food store, a marine supply dealer and later as a hotel. This last use appears to be ideal to become a boutique hotel with a small restaurant for guests and the public. It is near Fifth Third Field and the need for a small hotel in the Warehouse District is apparent with the number of small apartments where guests accommodations are minimal at best.

Grasser & Brand Brewery Building Located on S St. Clair Street across from the Main Post Office. This building constructed in 1866 was last occupied in 1995. It is suitable for five very unique condominiums with one on each floor. A large freight elevator can be replaced with a smaller elevator and stairway serving each unit.

S. St. Clair Street Townhouses On the site directly south of the Grasser & Brand Brewery Building and the Main Post Office, there is a narrow strip of property formerly occupied by Playbell Rubber Products. This site is along Swan Creek and is ideally suited for approximately 17 two and three story townhouses, all with a view overlooking Swan Creek and including garages.

OTHER OPPORTUNITIES:

1. Development of the former Columbia Gas property on east side of S. Erie Street south of the Erie Street Market building.
2. Vacant property on west side of S. Erie Street between Nebraska Avenue and Krauss Street across from Columbia Gas property.
3. Former Throm Supply Company Building on Hamilton Street.
4. Adaptive reuse of Toledo Humane Society Building on Hamilton Street when available.
5. Adaptive reuse of Venable Storage Building between S. St. Clair and S. Superior Street where the streets merge across from the Farmers' Market.

OTHER BUSINESS OPPORTUNITIES THAT ARE NEEDED:

Antique and used furniture shops | Authentic Delicatessen | Bakery | Computer Sales and service
 Barber shop | Bicycle sales and repair | Boutique new clothing shop(s) | Car rental agency |
 Grocery and meat Market(s) | Laundry and dry cleaning shop | Shoe repair shop | Urban hardware
 and garden shop | Used clothing shop(s) | Veterinarian and pet boarding

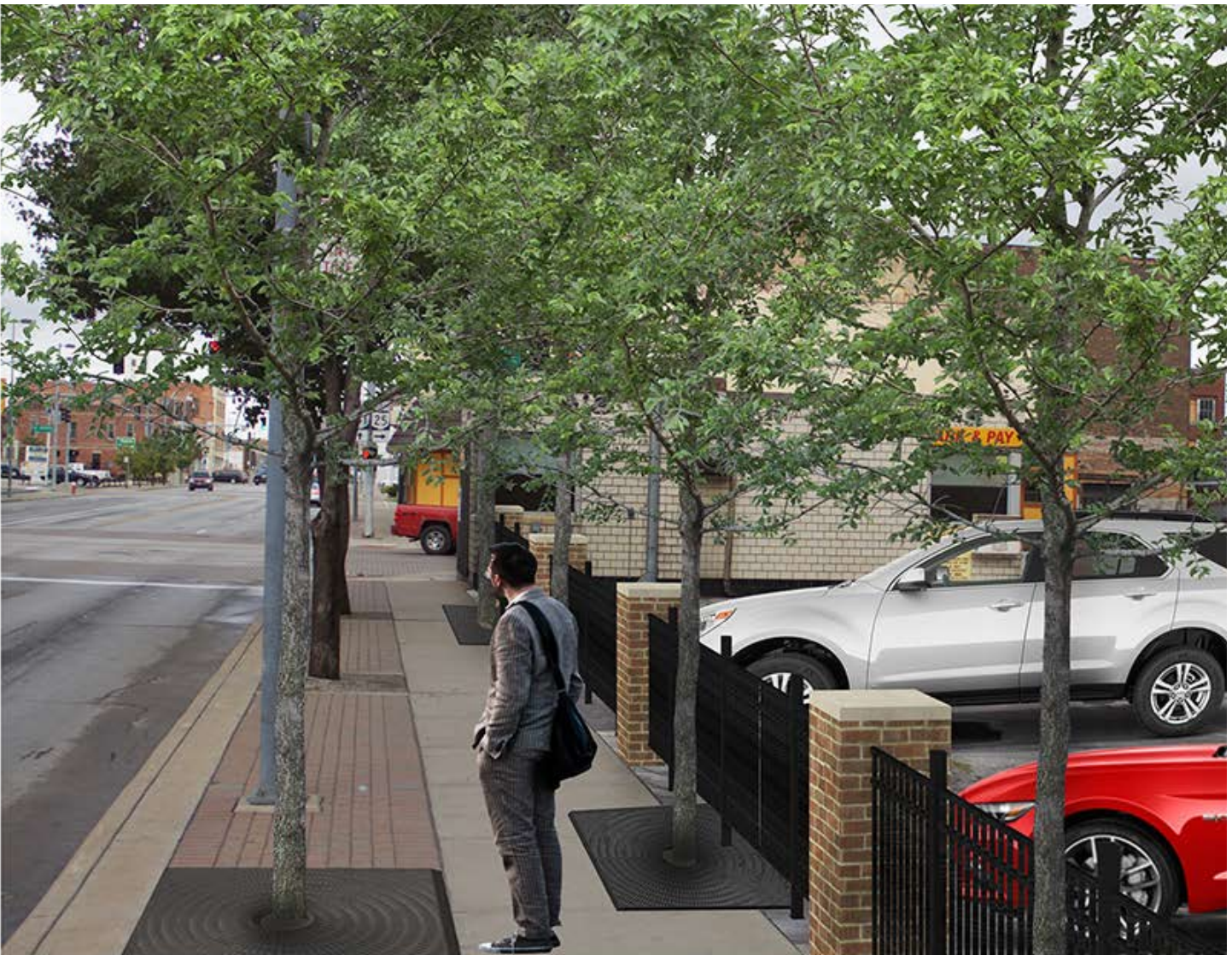


PARKING LOT IMPROVEMENT STUDY: WASHINGTON/ HURON





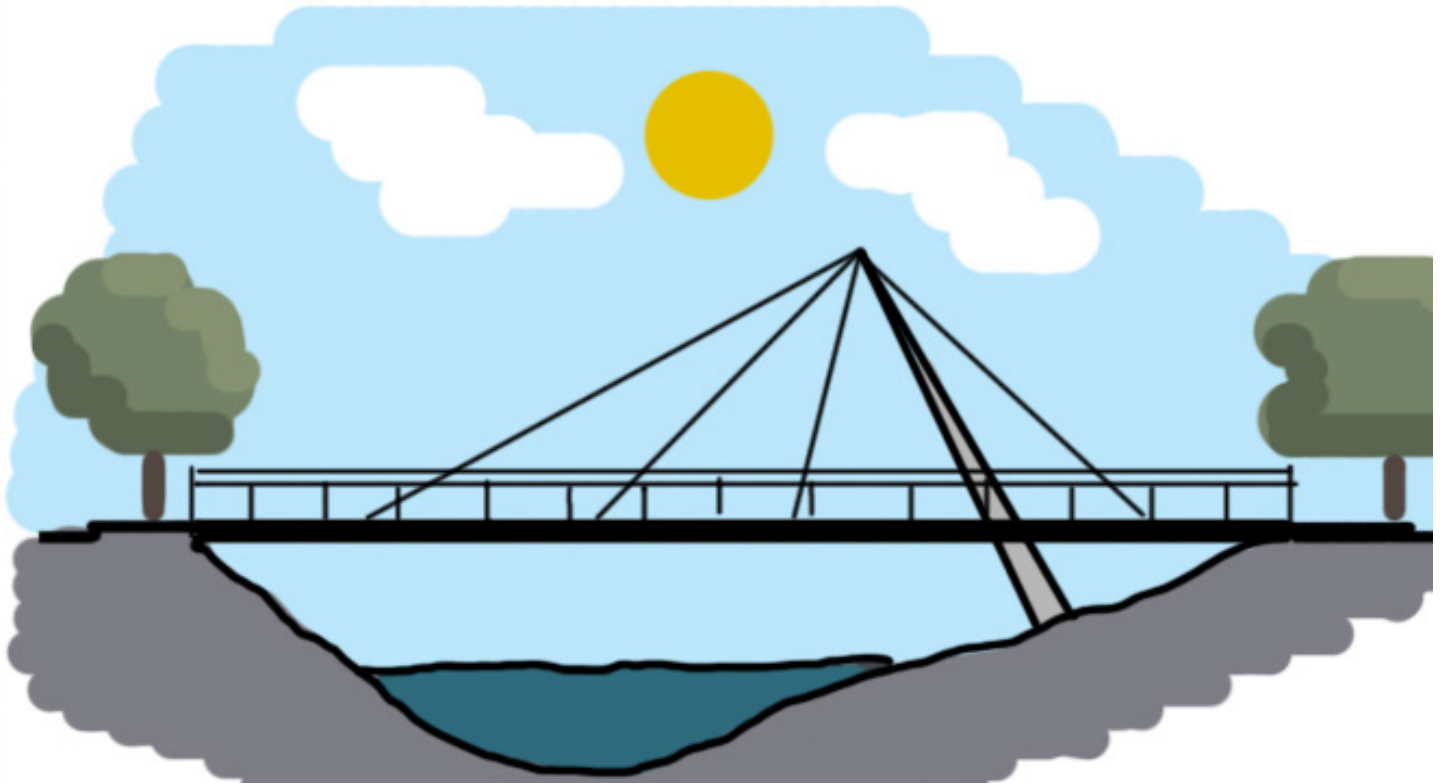
PARKING LOT IMPROVEMENT STUDY: MONROE/ ERIE



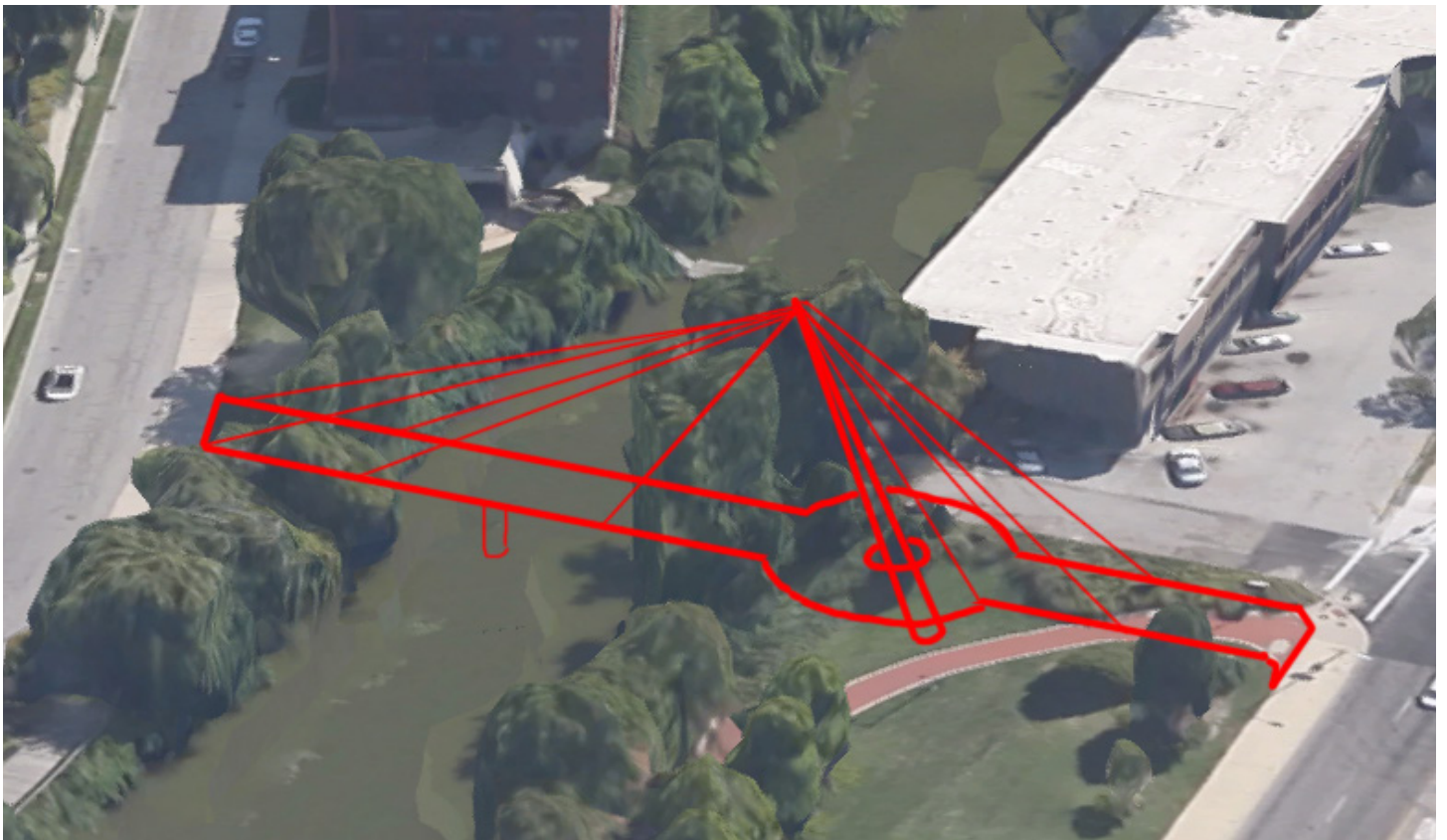


SWIFT BUILDING- CORNER INFILL





PEDESTRIAN BRIDGE ACROSS SWAN CREEK AT LAFAYETTE STREET





ST. CLAIR TOWNHOMES





COMMERCE PAPER





WILLIS DAY WAREHOUSE





WASHINGTON STREET ■ Prepared for Toledo Warehouse District Association

Job #

WASHINGTON STREET PLAN





POTENTIAL RENOVATION AND REUSE OF THE FORMER WHOLESALE PRODUCE BUILDING ON THE CORNER OF S. HURON STREET AND MARKET STREET.

REDEVELOPMENT ASSISTANCE ORGANIZATION AND RESOURCES

The following section provides current information on local, state, and federal resources which support redevelopment.

LUCAS COUNTY LAND REVITALIZATION CORPORATION (LAND BANK)

The Land Bank is a community improvement agency with a proven toolkit to acquire tax delinquent vacant land and abandoned properties where the market has no solution. The primary goal is to stop the property from continuing to deplete the values of all the properties surrounding it through rehabilitation, new construction, or demolition.

By working with potential end-users, the object is to transfer the property and return it to long-term productive use. The Land Bank will collaborate with neighborhood partners to improve the quality of neighborhoods, increase land values, create diverse housing opportunities, and return properties to the tax rolls by promoting real estate redevelopment and blight elimination of vacant, abandoned, and underutilized properties through an open and equitable process.

With input from residents, neighborhood groups, community development corporations, institutional leaders, elected officials, and others, the Land Bank has established policies and procedures to govern their day-to-day operations.

ACQUISITION OF PROPERTIES:

The Land Bank may acquire property through:

- Expedited Tax Foreclosure of vacant or abandoned properties
- The County Auditor's Forfeited Lands List
- Deed-in-Lieu of Foreclosure

- Donations by individuals or institutions

DISPOSITION OF PROPERTIES:

- The Land Bank will transfer properties for productive use to end-users, including investors, CDCs, non-profit organizations, institutions, and others.
- All end-users will be required to undergo an underwriting process before any properties are transferred. Transfer forms are available on the Land Bank's website.
- End-users who have undergone the underwriting process once will be considered pre-qualified for future transfers, subject to some limitations.
- Development agreements and other transfer restrictions may be imposed on property transfers to achieve the Land Bank's policy mission.

CONSIDERATION:

- All Land Bank properties will be transferred for the fair market value of the property, but not less than \$250.
- Consideration for the transfer may be cash, development restrictions, or other non-monetary considerations at the discretion of the Land Bank.

DEMOLITION & MAINTENANCE:

- The Land Bank will contract with the City of Toledo and other private entities to demolish and/or maintain properties while the Land Bank seeks an ultimate end-user for the property.
- The Land Bank may partner with a qualified end-user to hold title to property for a set period of time and enter into agreements where the end-user maintains the property during that period of time.

TOLEDO LUCAS COUNTY/PORT AUTHORITY

The Toledo-Lucas County Port Authority plays a strategic role when it comes to neighborhood development. From brown field redevelopment to innovative financing programs, the Port Authority focuses on growth and development opportunities.

The Port Authority has developed programs to implement energy efficiency building retrofits. In addition, they provide funding to implement the wide-scale use of energy efficiency and alternative energy practices and solutions in commercial, governmental, and industrial facilities within our community

The Toledo-Lucas County Port Authority continues to take action to strengthen the Northwest Ohio Bond Fund by identifying investment sources via public and private funds. The Port Authority is also exploring other investment offerings that will fill a need in the region, while providing a financial advantage to our diverse community.

ECONOMIC DEVELOPMENT PROGRAMS:

The Port Authority's Economic and Community Development Institute (EDCI) grant and loan program is funded with proceeds from the property tax levy for the purpose of providing grants and loans to projects undertaken by eligible, neighborhood-based organizations. Grant or loan recipients must be 501 (c) 3 organizations in good standing and must demonstrate the capacity to manage funds and develop real estate. Applicants must demonstrate that they are a neighborhood-based, community development organization and must operate within Lucas County.

EDCI helps businesses start and expand by combining business training and technical assistance with necessary capital. The Institute's Small Business Loan program provides loans up to \$350,000 to new and existing businesses that do not qualify for conventional bank loans. The ECDI's Small Business Loans may be used for business expenses, including:

- Purchase of equipment, machinery, supplies, inventory
- Start-up operating expenses
- Working capital
- Other uses may be considered, but may be limited by program policies

Loans may not be used for real estate acquisition or construction.

ECDI administers loans from 18 different sources, each with particular objectives and eligibility criteria. The annual fixed rate is determined by the source of funds used to capitalize the loan,

but ranges from 5.75% to 11.5%. Loan terms range from 6-60 months. In addition to traditional loan products, interest-free, fee-based loans are available for borrowers whose religious beliefs preclude them from paying interest. The Institute can provide services in English, Somali, Spanish, Amharic, Arabic, and Russian. Fees for training and loan origination apply. See Micro-loan Rates and Fees Disclosure statement.

ECDI TRAINING INSTITUTE:

The ECDI Training Institute has extensive training and technical assistance available to help clients acquire the knowledge and tools you need to succeed. The EDCI provides general micro-enterprise development training courses, during which entrepreneurs are given the tools needed to start and successfully manage a business. In addition to general micro-enterprise development training, the ECDI offers financial literacy, and other generalized training geared towards specific industries such as food-based or home-based childcare businesses.

The Port Authority has developed a national reputation for innovative business financing, assisting more than 290 economic development projects representing a total investment of nearly \$1.1 billion while helping to create and retain more than 15,500 jobs.

Financing Options include:

- Brownfield Redevelopment Programs
- Fixed Interest Rate Revenue Bonds
- Off-Balance Sheet Transactions
- Infrastructure Financing

- Conduit Revenue Bonds
- Ohio 166 Regional Loan Program
- Small Business Administration 504 Loan Program

The Port Authority created the Brownfield Redevelopment Program in response to the growing number of polluted, former industrial sites throughout the region. The program focuses on obtaining federal and state grants for the clean-up and redevelopment of these properties and also coordinates the rehabilitation efforts once grants are awarded. In addition to the crucial work of brownfield redevelopment, this division also oversees the acquisition, sale, and lease of Port Authority property.

Fixed Interest Rate Revenue Bonds provide small and medium sized companies access to the national capital market as if they were BBB Investment Grade companies. It provides:

- Financing for projects from \$1 million to \$8 million
- Fixed interest rates for full term of the bonds
- Typically 90% financing and 10% equity
- Twenty-year financing for land and buildings
- Financing up to 10 years for equipment
- Tax exempt bonds for manufacturing, non-profit 501(c)3 and governmental operations
- Taxable bonds for all other projects

Infrastructure Financing helps developers, governmental entities, and other organizations finance public infrastructure such as streets, utilities, and public parking facilities. The Toledo-Lucas County Port Authority has provided over \$100 million in Tax Increment Financing (TIF) and special assessment-backed bonds in

tax exempt, long-term, fixed-rate bond financing. Other benefits include:

- Possibility of 100% financing
- Lower cost of construction
- Fixed interest rate, tax exempt financing
- Terms of up to 32 years

Conduit Revenue Bond financing offers a company the option of variable interest rates. Depending upon the borrower, these bonds may be backed 100% by a Letter of Credit. The Toledo-Lucas County Port Authority acts as a “conduit” for the issuance of such bonds. Revenue Bond Territory is any county in the State of Ohio. The Ohio Department of Development Regional 166 Loan Program provides a low interest rate financing for fixed assets purchases such as land, building, and equipment for projects in Ohio. It offers:

- Loans of up to \$500,000, based on about \$50,000 for each job created or retained
- A term of five to 15 years
- Current fixed interest rate of 3%
- Only a 10% equity injection into the project is required

Small Business Administration 504 Loan Program provides fixed asset funding to for-profit businesses with a net worth not exceeding \$15 million and net after-tax profit of not more than \$5 million. A typical transaction consists of 50% bank financing; 40% SBA; and 10% equity. The SBA takes a second collateral position. This program is available from the Toledo-Lucas County Port Authority throughout Ohio.

Benefits include:

- Maximum loan of \$5 million or up to \$5.5 million for manufacturers
- Terms of either 10 or 20 years
- Only a 10% equity injection into the project is required
- Long-term fixed interest rates

LOCAL INITIATIVES SUPPORT CORPORATION (LISC)

LISC brings financing and technical expertise to local residents who are transforming their neighborhoods into healthy communities.

LISC offers financial resources in four general areas:

PLANNING: Either through in-house staff or third-party consultants, LISC will assist communities in planning their future. Feasibility grants are used to cover the expenses associated with testing whether the development of a particular project is feasible. This might include market studies, land-use plans, financial analyses, or other activities necessary to determine the viability of a proposed project. These grants are typically used for real estate projects, but can be used to test the feasibility of other community programs as well.

LISC/Toledo can provide training to community organizations on many topics, including: Community organizing, Board and staff development, fund-raising, administrative systems, including human resources, finance and management information, real estate development, property management, asset (portfolio) management, strategic planning, project and program development and comprehensive community building. In all of these, LISC/Toledo will underwrite

the costs of on-site technical assistance. Depending on the availability of resources, LISC will provide “seed” and operating grants, as well as grants for specific program purposes. These include: Organizational Development Grants, to assist community organizations with improving their administrative structures, management and financial systems, and real estate development and management capabilities. Strategic Grants, to cover the costs associated with the creation of new programs that are particularly important to the organization’s overall mission and the specific needs of community residents. Grants for selective comprehensive development programs are used to assist community-building efforts as public safety, job readiness training, health care and education.

PROJECT FINANCING: LISC is probably best known for financing real estate projects, including housing, community facilities, commercial (retail and office) and industrial development. We offer: Recoverable grants, used to cover specific pre-development costs associated with a real estate development project. Predevelopment loans, used for projects that are highly likely to proceed to construction. Construction financing, usually in tandem with a lead construction lender, such as a local bank. In these cases, LISC is willing to take a subordinate position on its collateral to a conventional lender and will share its position with other non-profit or public lenders. Mini-perm loans, generally for commercial or industrial developments. These loans can have a maturity of seven years (depending on the nature of the project) and may be either fully-amortizing or have a longer amortization term with a “balloon” payment at the end. Collateral is of

course required. Equity. LISC/Toledo provides equity for affordable “Low Income Housing Tax Credit” financial rental housing through its affiliate, the National Equity Fund (NEF).

SUGGESTED AMENDMENTS TOLEDO WAREHOUSE DISTRICT OVERLAY

During the initial five years of having an official Toledo Warehouse District Overlay, there have been a number of suggested modifications from the Toledo Warehouse District Architectural Review Committee (TWDARC). Since the Overlay District can be modified only after the 2017 Toledo Warehouse District Plan is Adopted, the following suggestions are mentioned for consideration by the ARC and the Toledo City Plan Commission:

1. Add new guidelines regarding design and installation of murals and signage.
2. Add a section regarding possible administrative approval of certain items such as windows, doors, paint colors and minor repairs that match existing or do not modify architectural design or historical character. This will help eliminate delays in the approval process for building owners or tenants.
3. All building additions require approval. Originally, any addition that added less than 10% of the gross floor area did not require review.
4. Site Lighting for parking lots with less than twenty five cars can be mounted on adjacent building walls when possible.
5. Parking lot screening shall be modified to meet proposed new downtown guidelines. In addition landscaping will be encouraged to further enhance the appearance of surface parking lots.

