



TOLEDO-LUCAS COUNTY PLAN COMMISSIONS

ONE GOVERNMENT CENTER, SUITE 1620, TOLEDO, OHIO 43604

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THOMAS C. GIBBONS, DIRECTOR



DATE: January 12, 2018

REF: M-22-17

TO: President Matt Cherry and Members of Council, City of Toledo

FROM: Toledo City Plan Commission, Thomas C. Gibbons, Secretary

SUBJECT: Request for Adoption of the Stickney West Urban Renewal Plan.

The Toledo City Plan Commission considered the above-referenced request at its meeting on Thursday, January 11, 2018 at 2:00 P.M.

GENERAL INFORMATION

Subject

Request	-	Adoption of the Stickney West Urban Renewal Plan
Location	-	3808 Twining Street & 3733 Stickney Avenue; an area bounded by the Ottawa River, Pennsylvania Lines Railroad, Stickney Avenue and Expressway Drive
Applicant	-	Department of Economic & Business Development City of Toledo One Government Center, Suite 2250 Toledo, OH 43604

Site Description

Zoning	-	IG / General Industrial
Area	-	± 40.72 acres
Frontage	-	± 1,000' along Stickney Avenue ± 1,250' along Expressway Drive ± 500' along Twining Street ± 275' along Medcorp Drive
Existing Use	-	Vacant industrial land
Proposed Use	-	Industrial development

Area Description

North	-	Railroad, auto fleet parking lot / IG
South	-	Expressway Drive, Interstate-75 / IG
East	-	Stickney Avenue, FCA Jeep Assembly Plant / IG
West	-	Facility & Fleet Operations, Ottawa River / IG

GENERAL INFORMATION (cont'd)

Combined Parcel History

- | | | |
|-----------|---|--|
| V-103-96 | - | Vacation of the alley between Elbon, Dayton, Stickney, and Twining (case was withdrawn). |
| Z-6004-00 | - | Zone Change from R-2 Single Family Residential to M-1 Limited Industrial (P.C. rec. approval on 8/10/00, C.C. approved on 9/26/00 by Ord. 903-00). |
| Z-6005-00 | - | Zone Change from R-2 Single Family Residential to M-1 Limited Industrial, (P.C. rec. approval on 8/10/00, C.C. approved on 9/26/00 by Ord. 904-00). |
| V-408-05 | - | Vacation of Elbon Street west of Stickney Avenue (P.C. rec. approval on 7/14/05, C.C. approved on 8/17/05 by Ord. 735-05). |
| SPR-69-06 | - | Minor Site Plan Review for building expansion at 3835 Stickney Avenue (P.C. admin. approved w/ cond. on 1/17/2007). |
| SPR-19-07 | - | Minor Site Plan Review for Medcorp office vehicle building (P.C. admin. approved w/ cond. on 7/17/07). |
| V-448-15 | - | Vacate a part of Twining St. and part of a north south alley between MedCorp Dr. and N. Expressway Dr. (P.C. rec. app. on 10/8/2015, C.C. approved on 8/16/2016 by Ord. 314-16). |
| Z-8002-15 | - | Zone Change from IL, RS6 & CR To IG at 3701-3836 Twining, 3722-3730 Lagrange, 3723-3835 Stickney, 4320 Expressway Drive, 4418-4425 Creekside, 56 Tyler (Rear), 64-76 Erin St, & 733 Elbon (P.C. rec. app. on 10/8/2015, C.C. approved on 11/24/2015 by Ord. 557-15). |
| V-274-16 | - | Vacation of alley running north from Expressway Drive North along Lots 139-142 in the NORTHLAWN ADDITION (P.C. rec. app. on 8/11/2016, C.C. approved on 3/21/2017 by Ord. 121-17). |

GENERAL INFORMATION (cont'd)

Applicable Plans and Regulations

- Toledo Municipal Code Section 1201: Community Development Plans
- Toledo Municipal Code Part Eleven: Planning and Zoning
- Toledo 20/20 Comprehensive Plan

STAFF ANALYSIS

The Stickney West Urban Renewal Plan was undertaken to establish an Urban Renewal Area for a portion of Stickney Avenue after the area has been surveyed and documented as having “blighted” conditions. In November 2017, the City of Toledo Plan Commission staff conducted a survey of the proposed study area and determined that seventy-five percent (75%) of the parcels are blighted and exhibit signs of growth impairment.

The study area for the Stickney West Urban Renewal Plan is approximately 40 acres. The site is comprised of two (2) parcels with frontages along Stickney Avenue and Expressway Drive. The parcels are split by Twining Street and Medcorp Drive. The larger parcel is approximately 38 acres and predominantly vacant with the exception of two (2) foundation slabs remaining from demolished buildings. No residential structures are located within the boundaries of the study area. The smaller parcel is approximately 2.5 acres and was previously occupied by single-family residential homes. It was acquired and demolished by the City and currently sits vacant with numerous blighted conditions. Surrounding land uses include a City of Toledo Fleet and Facility Services building to the west, the FCA Jeep Assembly Plant across Stickney Avenue to the east, an automotive fleet storage parking lot to the north across a railroad and the site abuts Expressway Drive and Interstate-75 to the south.

The survey methodology adopted was designed under the guidelines set forth under the definition of blighted area in the Toledo Municipal Code Section 1201 and Ohio Revised Code Chapters 1.08 and 725, to document the prevalence of deteriorating or blighted conditions. For an analysis of the study area’s existing conditions, refer to the Area Conditions Report in the Stickney West Urban Renewal Plan.

The Stickney West Urban Renewal Plan includes a project summary, legal description, objectives, proposed actions, site preparation, demolition plan, land use description, zoning description, community benefits, and proposed land use plan. The purpose of this study is to review the subject area in which the conditions of “blight” will be remediated through current or projected site redevelopment. As a result, the Stickney West Urban Renewal Plan will aid in the revitalization of vacant industrial land in close proximity to manufacturing and production facilities along a popular transportation and distribution network. This improvement will occur by the strength and support of the economic growth in the manufacturing sector.

STAFF ANALYSIS (cont'd)

Staff recommends approval of the proposed Stickney West Urban Renewal Plan since the purpose and objectives conform to the Zoning Code and are consistent with the goals of the Toledo 20/20 Comprehensive Plan. Additionally, staff recommends approval because the plan will alleviate blighted conditions and facilitate the maximum opportunity for redevelopment of the site thereby producing construction and jobs for the City. Furthermore, the proposed Stickney West Urban Renewal Plan will serve as a guide for any future developments and/or improvements necessary for the rehabilitation or redevelopment of the proposed area by private and public enterprise.

PLAN COMMISSION RECOMMENDATION

The Toledo City Plan Commission recommends approval of M-22-17, the Stickney West Urban Renewal Plan and designate the area generally bounded by bounded by the Ottawa River, Pennsylvania Lines Railroad, Stickney Avenue and Expressway Drive as an Urban Renewal Area, to the Toledo City Council for the following three (3) reasons:

1. The Plan conforms to the purpose of the Zoning Code and consistent with The Toledo 20/20 Comprehensive Plan.
2. The Plan will alleviate blighted conditions and facilitate the development for new manufacturing facilities thereby producing construction and jobs for the City; and
3. Adoption of the Plan is necessary to provide for the proposed developments and public improvements outlined in the Plan.

Respectfully Submitted,



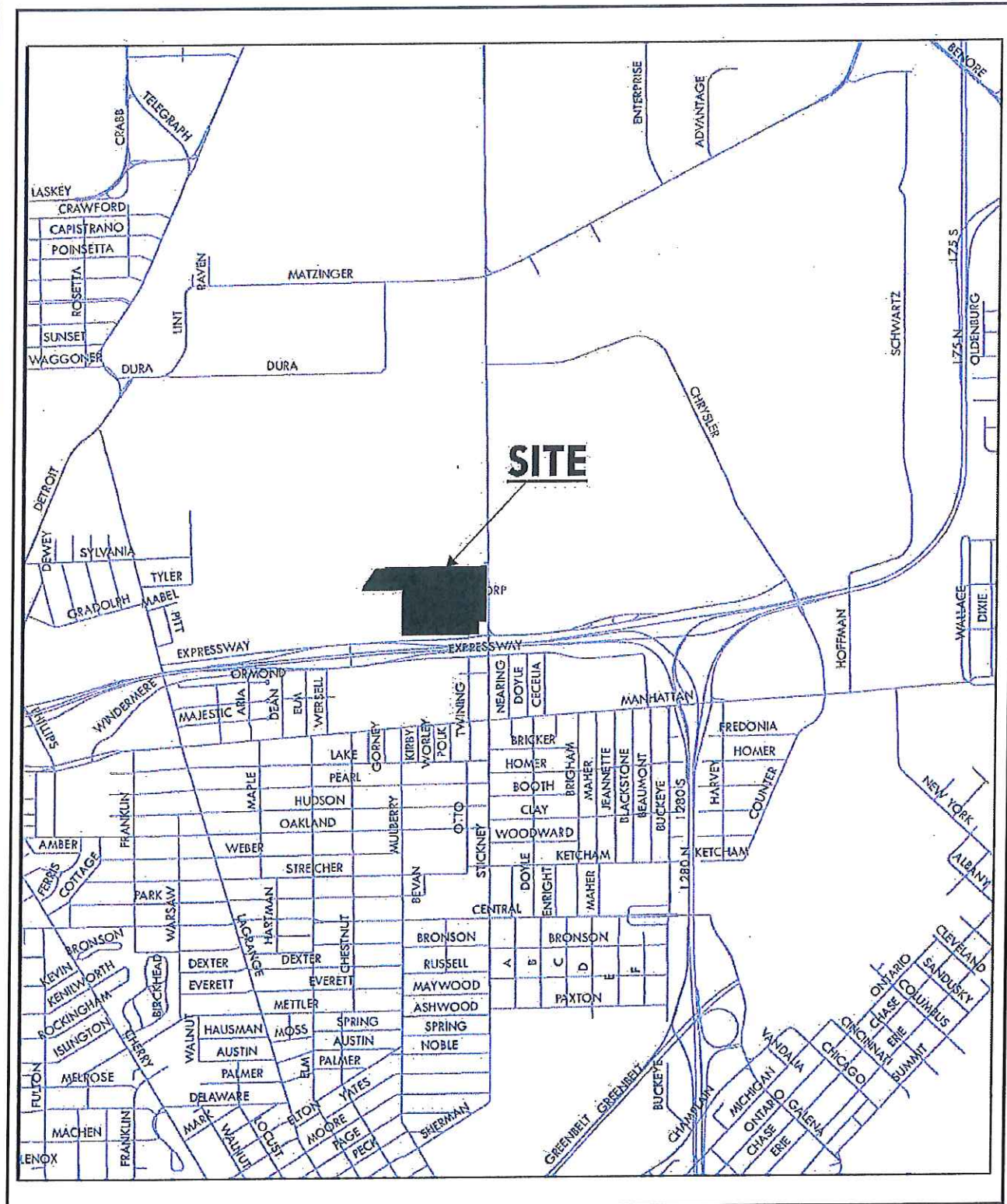
Thomas C. Gibbons
Secretary

Three (3) sketches follow

CC: Lisa Cottrell, Administrator
Ryne Sundvold, Planner

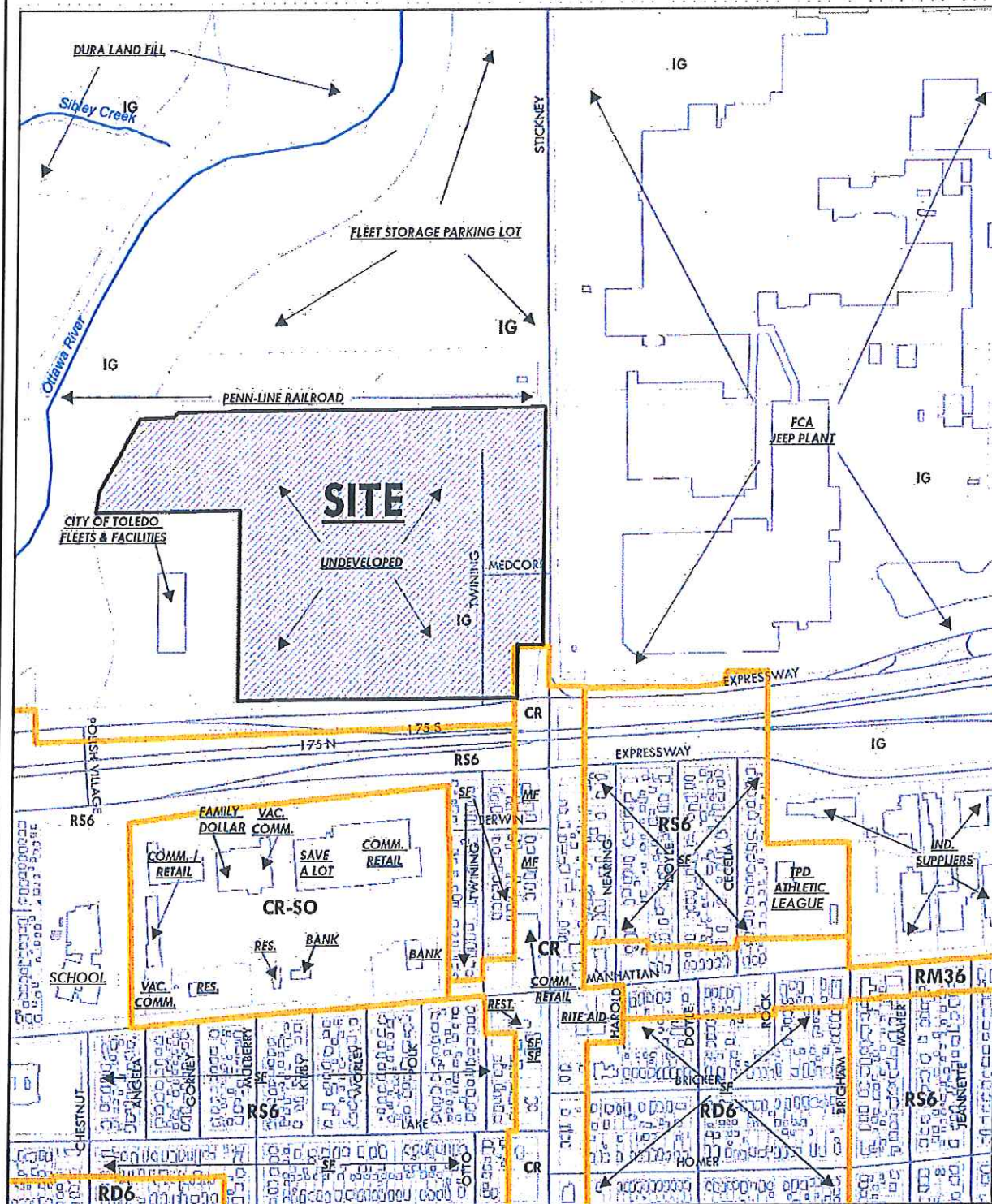
GENERAL LOCATION

M-22-17
ID 7



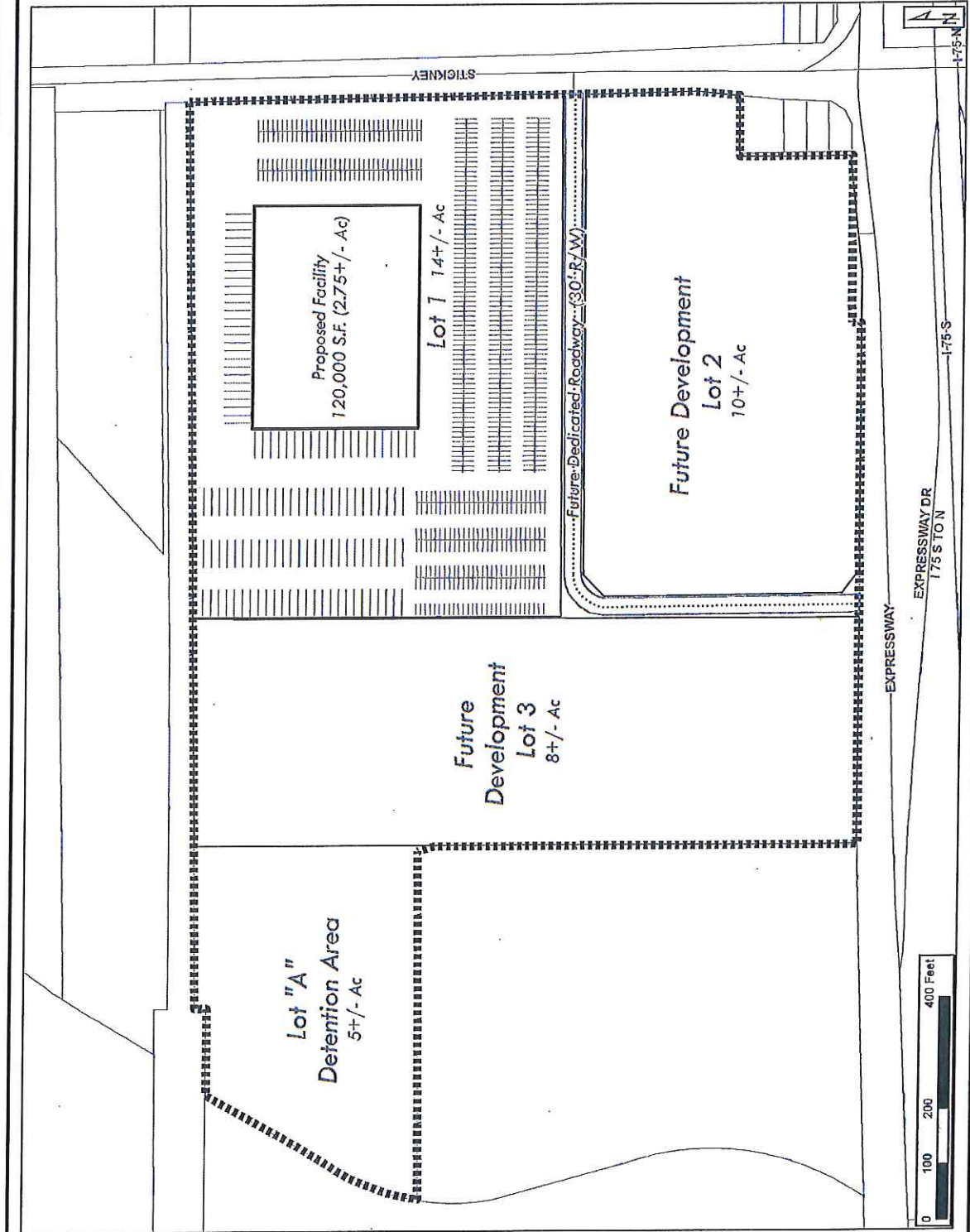
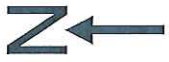
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PROPOSED LAND USE PLAN (REVISED)

M-22-17
ID 7



STICKNEY WEST

URBAN RENEWAL PLAN



Wade Kapszukiewicz

Mayor

Prepared by:

TOLEDO - LUCAS COUNTY PLAN COMMISSIONS

January 2018



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Introduction

The City of Toledo is proposing to undertake redevelopment of the former Textileather facility by establishing an Urban Renewal Area. The “District” or “Urban Renewal Area” generally includes the former Textileather facility, the former Med Corp property and the vacant land surrounding a portion of Twining Street and Medcorp Drive between Stickney Avenue to the east and Expressway Drive to the south along Interstate-75. See page 3 for a Project Boundary Map of the “District”.

The activities associated with redevelopment are designed to remove blighted conditions; encourage private investment and to improve the overall welfare of the City of Toledo. The City plans to enter into a development agreement under which the developer(s) or end user(s) and the City would undertake a range of activities including site clearing and demolition; infrastructure improvements; financial incentives to eliminate deteriorated conditions and conditions which affect health and safety; create construction and industrial sector jobs; and other measures to ensure the economic vitality of the area. These redevelopment efforts are designed to eliminate and prevent the reoccurrence of conditions which cause blight and impair economic growth opportunities.

This Urban Renewal Plan will provide information on the range of public and private activities and actions that will be undertaken; land use and zoning classifications; redevelopment plans and objectives; and considerations affecting the scope and implementation of this project. The terms “Urban Renewal Plan” and “Urban Renewal Area” as used herein are interchangeable.

Four appendices are contained in this Urban Renewal Plan. Appendix A contains a zoning description for the IG General Industrial District. Appendix B contains the Stickney West Urban Renewal Plan Cost Estimate Report. Appendix C contains the Stickney West Urban Renewal Plan Utilities and Transportation Report. Appendix D contains the Stickney West Urban Renewal Plan Area Conditions Report.

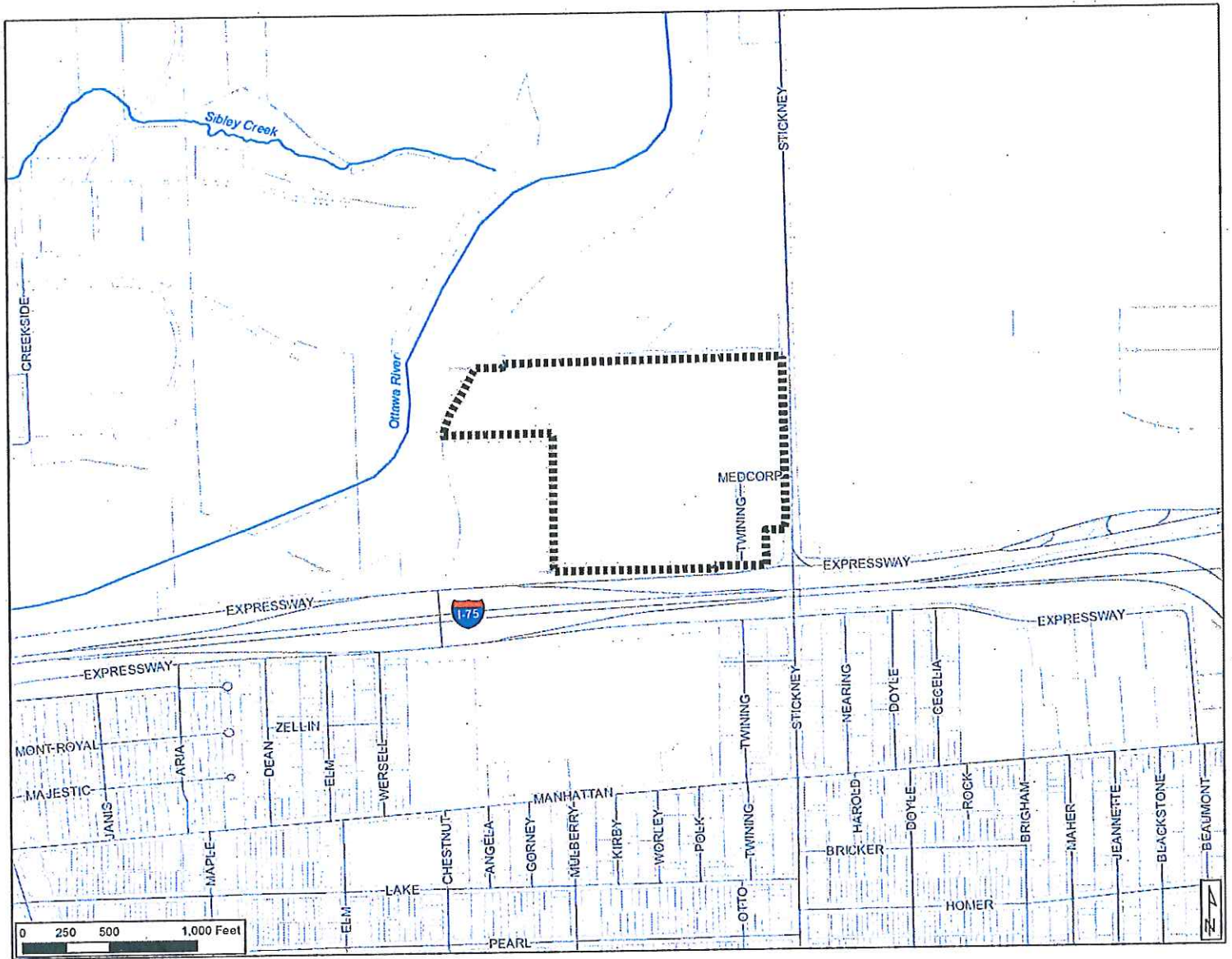
Project Summary

The Stickney West Urban Renewal Plan will aid in improving the redevelopment opportunity of the District which can support the thriving industrial economy in this part of the City. The site is adjacent to an existing urban renewal area surrounding the Jeep Assembly Plant established by the Stickney Urban Renewal Plan in 1998. The Stickney Urban Renewal Plan was part of a larger redevelopment plan that included an industrial park across Stickney Avenue and another on Alexis Road. The Stickney West Urban Renewal Plan will support the Stickney Urban Renewal Plan and other industrial land use plans in North Toledo and along Stickney Avenue; including the 20/20 Comprehensive Plan and the Vacant Industrial Land Use Report. This improvement will occur by the strength and support of the economic growth, development, and management of the District.

Site improvements will include site clearing and demolition of existing foundations, vacation of right-of-ways, creation and reconfiguration of parcels lines, public roadway improvements, and a proposed industrial spec building with parking lot for a future end user. The plan will convert the existing vacant land into premier industrial real estate that will provide a location for development that will support the surrounding land uses and economy. The goal of the Stickney West Urban Renewal Plan is to establish a marketable site that will attract industrial developers and businesses. This Urban Renewal Plan shall be in effect for a period of thirty (30) years from the date of passage by Toledo City Council.

The current estimated project costs, provided by the City of Toledo Division of Engineering Services, for project improvements are contained in Appendix B "Stickney West Urban Renewal Plan Cost Estimate Report". The proposed development is herein referred to as the "Stickney West Urban Renewal Area".

The proposed Stickney West Urban Renewal Area comprises roughly 40 acres of property bounded by Stickney Avenue to the east, Expressway Drive and Interstate-75 to the south, Ottawa River to the west, and railroad tracks to the north (see map on page 3).



STICKNEY WEST URBAN RENEWAL AREA
Project Boundary Map

Legal Description of Boundaries

Said parcels located in the City of Toledo, Lucas County, Ohio, subject to legal highways:

TD 11-05974

Situated in the City of Toledo, Lucas County, Ohio and being more particularly described as follows:

- Northlawn Lots 39 to 72 & Lots 139 to 162 & 7 9 24 Lot 7PT ELY Windermere Blvd NLY I-75 SLY RR WLY
- Northlawn Exc W 670.77 Ft on S Line 764.55 Ft & 37.06 Ft on E Line & Vac

TD 11-06011

Situated in the City of Toledo, Lucas County, Ohio and being initially more particularly described as follows:

- Northlawn Lots 32 to 38 & Lots 73 to 84 Exc Rd WDNG & EXC Vacated Alley Adj

Together with all existing right-of-way lying between parcels 11-06011 and 11-05974, being known as "Twining Street" from N Expressway Drive to Medcorp Drive and "Medcorp Drive" from Stickney Avenue to Twining Street.

Urban Renewal Plan and Objectives

Plan Objectives

The objectives that will be achieved by the Urban Renewal Plan are as follows:

1. Renewal of the area through the removal existing blighting influences and prevent the reoccurrence of blight. -
2. The redesign of parcels in order to encourage the evolution of unified development.
3. The provision of supporting infrastructure improvements necessary to facilitate economic redevelopment.
4. The creation or preservation of job opportunities; and
5. Stimulate economic revitalization and development through incentives to encourage new construction and redevelopment activities, increased employment opportunities, and to improve the economic welfare of Toledo residents.

Types of Proposed Actions

The Plan Objectives will be accomplished by a combination of public and private actions. These actions include the following:

1. Eliminate remaining foundation slabs that have a blighting effect upon the area through demolition within the development area.
2. Utilize the various forms of municipal powers to achieve clearance of those structures requiring such treatment.
3. Construct and reconstruct streets, sidewalks, utilities, on and off street improvements, and such other needed or necessary improvements as may be required to properly serve the area; and
4. Provide assistance to developers so they may develop the property with maximum economic benefit.

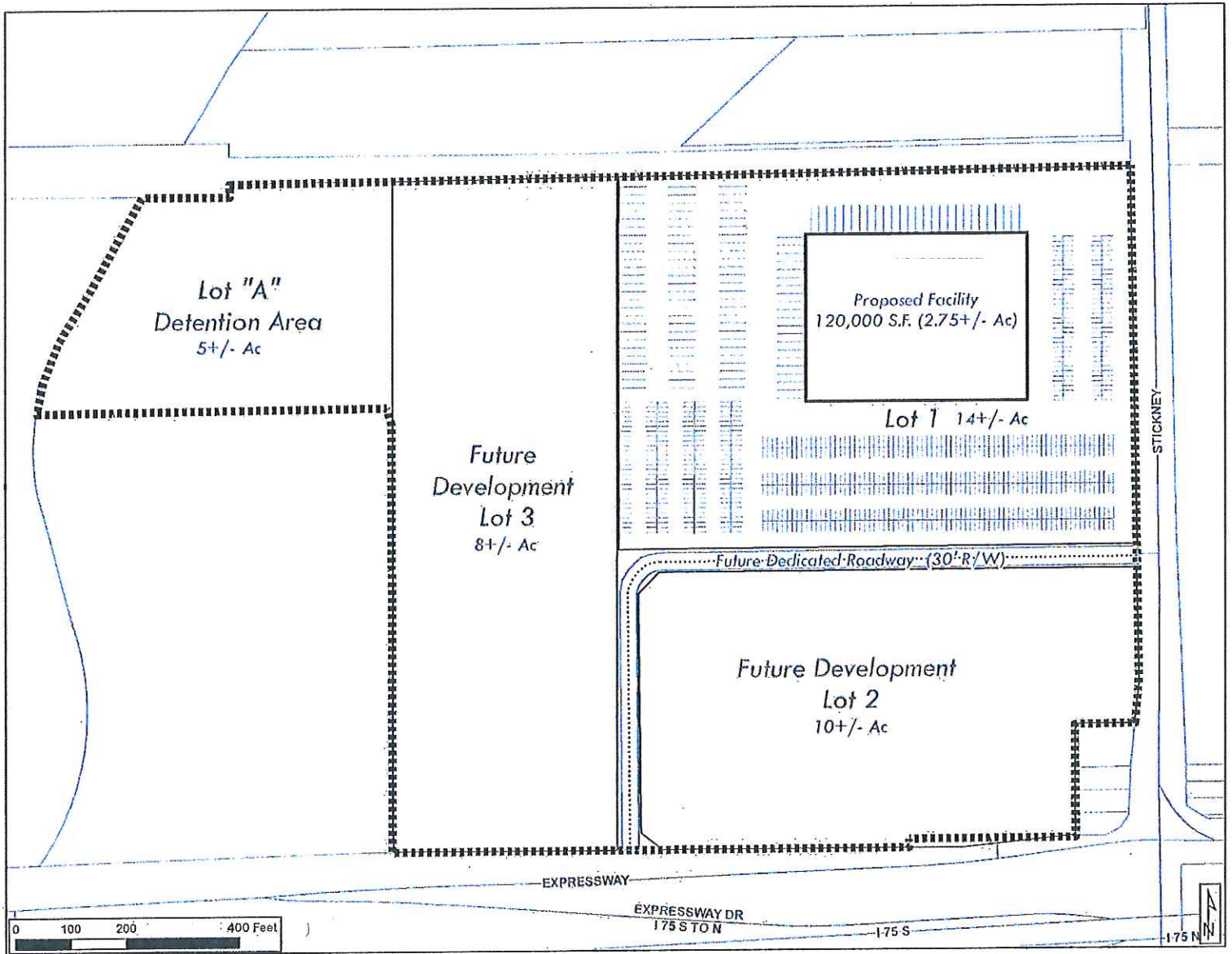
Land Acquisition

The City of Toledo currently owns all of the land within the proposed Urban Renewal Area. It is anticipated that the site will be divided into multiple parcels for future industrial developments. All land will continue to be held by the City of Toledo until future development agreements have been reviewed and approved by Toledo City Council.

Land Use Plan

The Proposed Land Use Plan on page 8 indicates the conceptual development plans for the site. The following represents land use provisions and building requirements:

1. The proposed land use within the Urban Renewal District include those uses permitted in the IG General Industrial zoning classification from the Toledo Municipal Code - Part 11 Planning & Zoning Code, and re-printed as Exhibit "A" in the Appendix of this Urban Renewal Plan beginning on page A-1.



STICKNEY WEST URBAN RENEWAL AREA
Proposed Land Use Plan

Project Description

The Stickney West Urban Renewal Area is intended to be marketed as a site for industrial development opportunities that will complement the manufacturing and production industry in North Toledo and Northwest Ohio. The majority of the District is a remediated brownfield. Brownfield is a term used to describe an environmentally contaminated piece of land typically associated with historical industrial/manufacturing activities and processes. In addition to being used more generally to describe all older and economically obsolescent industrial and manufacturing areas, brownfields are required to be remediated in order to be redeveloped. Upon remediation, redevelopment is often difficult to achieve due to the site preparation required for creating shovel-ready sites. The strategy to implement this project will be to reverse this trend through the following elements:

- **Proximity to Industry**
- **Site Selection**
- **Project Costs**

Proximity to Industry

Vacant industrial sites and brownfields are all too common in the Rust Belt of America and throughout the city of Toledo. Factories that once thrived with manufacturing and production fall victim to declining economies. However, as the economy drives revitalization of brownfields for redevelopment, accessible and shovel-ready sites have a high demand and value for industrial development. This plan will further enhance and support the existing industrial land uses that occupy North Toledo along Stickney Avenue.

The District is adjacent to the Urban Renewal Area around the Jeep Assembly Plant established by the Stickney Urban Renewal Plan in 1998. The Stickney Urban Renewal Plan was part of a larger redevelopment plan that included an industrial park across Stickney Avenue and another on Alexis Road. The proposed Urban Renewal Area will support the goals and objectives of previously adopted land use plans for this area in Toledo.

In terms of land use planning, brownfields have the capability to be the excellent opportunities for developing industrial shovel-ready sites. For example, typically these sites are located on highly trafficked transportation corridors which provide sufficient access by rail or truck. The Stickney West Urban Renewal Plan will include industrial developments, employment, right-of-way improvements, and other activities essential to redevelopment of the District.

Site Selection

The City remediated the former Textileather Property of environmental concerns from 2015-2017. After remediation, the City has retained all the properties within the District for redevelopment. The Proposed Land Use Plan includes the creation of new taxable parcels, an internal dedicated public right-of-way, and a 120,000 square foot industrial spec building with parking lot.

The redevelopment of the site has been in preparation and essential to the strategic plans that exist for this area of Toledo. Many attributes related to this area of Toledo were key factors for the site selection. The existing manufacturing and production work force, access to nearby transportation networks, and existing zoning classification will all play a role in reducing the construction timeline and development process, thus making the site more marketable for redevelopment. Additionally, sufficient land is nearby to support the development of additional services, equal to that of other possible sites in Toledo.

The Stickney West Urban Renewal Area is directly across the street from the Jeep Assembly Plant and less than two miles from the newly constructed Overland Park Industrial Complex, formerly the Jeep Parkway facility. The site is accessible from Interstate-75, possesses railroad access, and offers access to all the required utilities. With these advantages, the Stickney West Urban Renewal Area is a better match with industrial developer's operational plans than other sites.

The City of Toledo Vacant Industrial Land Use Report adopted by City Council in 2005, designated an area, including the District, as one (1) of fourteen (14) industrial areas targeted for priority development consideration. Labeled the Stickney South Study Area, it

includes the industrial areas around the Jeep Assembly Plant, bounded on the north and west by the Ottawa River, Ann Arbor Railroad to the east and Interstate-75 to the south. The report recommended retaining the industrial zoning classification for all vacant parcels in the Stickney South Study Area due to the potential of using the property to support expansion of the Jeep Assembly Plant and/or additional industrial developments.

The Toledo 20/20 Comprehensive Plan approved by City Council in 2011 is the officially adopted City of Toledo Master Plan. The 20/20 Comprehensive Plan designates current and future industrial areas within the city and outlines policies related to their future development. The 20/20 Comprehensive Plan identifies future land use designation of this area of Toledo as predominantly heavy industrial. This future land use designation is intended for heavy industrial and other moderate and high-impact industrial uses, including large scale or specialized industrial operations requiring good transportation access and public facilities and services. Additionally, the 20/20 Comprehensive Plan identifies the area on the north side of Toledo the area bounded by I-75, Detroit Avenue, and the Michigan state line to be designated as future business and industrial parks. The land in these areas should be aggregated under single ownership whenever possible, served with adequate utilities, and provided with appropriate incentives to offer the level of inducement necessary to build a critical mass of employment. Since this area includes the Jeep Assembly Plant, this area will attract many automotive industry suppliers due to its exception access to all transportation modes and utilities.

Project Cost

Providing shovel ready industrial development sites is the anticipated outcome of this Stickney West Urban Renewal Plan. The current estimated project costs for the District are contained in Appendix B '*Stickney West Urban Renewal Plan Cost Estimate Report*'.

Community Benefits

Environment

As stated previously, the former Textileather Property is considered a remediated brownfield. On behalf of the City of Toledo, Haley & Aldrich, Inc. submitted the Resource Conservation and Recovery Act (RCRA) Corrective Measures Construction Completion Report on September 8, 2017. The report describes the 2015, 2016 and 2017 RCRA Corrective Measure activities that were completed at the former Textileather Property to fulfill requirements of the U.S. EPA Administrative RCRA Corrective Action Order on Consent (*Order*) issued to the City of Toledo. The Order identified that interim measures could be undertaken in advance of the final measures. In a letter dated September 9, 2016, the U.S. EPA acknowledged that the interim measures could proceed in advance of the Final Decision and can be considered as final remedies without the requirement to prepare a remedial work plan. The U.S. EPA indicated, however, that additional excavation activities could be required based on field observations made during the excavations. The report provided the details of the remedial actions that were the final remedies for the Site to fulfill the requirements of the Order and Final Decision. These remedies included:

- Excavation and disposal of impacted soil and groundwater contaminants from specific areas that were calculated to pose unacceptable risk to future industrial/commercial use;
- Excavation/demolition and disposal of impacted building foundations and walls;
- Removal of the majority of the storm and sanitary sewer system to remove preferential pathways;
- Removal and closure of the underground storage tanks in accordance with Ohio BUSTR requirements;
- Recording of an Environmental Restrictive Covenant to restrict future land use to industrial/commercial and prohibit overburden groundwater use;
- Provision of financial assurance for Site maintenance and groundwater monitoring; and
- Establishment of 5-year groundwater monitoring system to verify that on-site soil sources have been remediated and do not impact off-site receptors.

The original buildings on the former Textileather Property were constructed in the 1920's for the manufacturing of coated fabric products. In the late 1920's a company also known as Textileather Corporation ("Old Textileather"), unrelated to the most recent Textileather operations, bought the operations and operated the Facility producing coated fabric products. In 1954, The General Tire & Rubber Company (now known as GenCorp) merged with Old Textileather, with the surviving entity being The General Tire & Rubber Company, which operated the Facility for the next 36 years. In June 1990, the company known as Textileather Corporation purchased the Facility from GenCorp and continued the vinyl manufacturing operations. In 1995 the company was purchased by Canadian General-Tower Ltd. The Facility ceased manufacturing operations in March 2009, and the manufacturing equipment was dismantled and removed by 2011. Facility decommissioning activities were then undertaken in accordance with Ohio's Cessation of Regulated Operation (CRO) requirements. In 2014, all accessible asbestos-containing materials in the main building area, excluding the Calender Basement, were removed by local environmental contractors. To secure the site from trespassers and facilitate redevelopment, all of the buildings were demolished to slabs in 2014. The floor slabs and building foundations were left in place. No activities were completed below grade other than to fill in depressions and voids left behind by the demolition activity to make the site as safe as possible.

The Site was sold by Canadian General-Tower Ltd. to the City of Toledo in December 2014 to facilitate economic redevelopment in the region. The RCRA Corrective Action Order from 2009 between the U.S. EPA and Textileather Corporation was terminated on January 22, 2015. The 2009 Order was immediately replaced with the U.S. EPA Administrative RCRA Corrective Action Order on Consent (*Order*), in January 2015, which was then issued to the City of Toledo to complete the RCRA Corrective Action work at the Site. Following the purchase of the property by the City of Toledo from Canadian General-Tower Ltd. in December 2014, the City hired a local contractor to remove the concrete floor slabs and building foundations located outside the Area of Impact (AOI) boundaries requiring remediation, identified by the 2012 CMS. Over 45,000 tons of concrete was excavated between March and October 2015, crushed on-site to an ODOT 304 gradation

material, and reused as ground cover on site. The City of Toledo also demolished all the buildings on the former Med Corp property, bordering the eastern edge of the Textileather property, along with eighteen (18) residential and commercial properties on Twining Street and Stickney Avenue. All utilities on the properties were verified as abandoned prior to demolition.

The remedies detailed in the report for the Site were completed consistent with the remedies identified in the U.S. EPA – Approved Revised Corrective Measures Study and as outlined in the U.S. EPA Statement of Basis and Final Decision. Since the remediation activities were completed prior to the issuance of the Final Decision by the U.S. EPA, no remedial work plan was required by the U.S. EPA. The remedies completed, as detailed in the report, attained the remedial objectives as defined in the Final Decision, with removal of the identified areas of soil impact (as confirmed with post-excavation soil sampling) and land use restrictions as described in the Environmental Covenant.

Economy

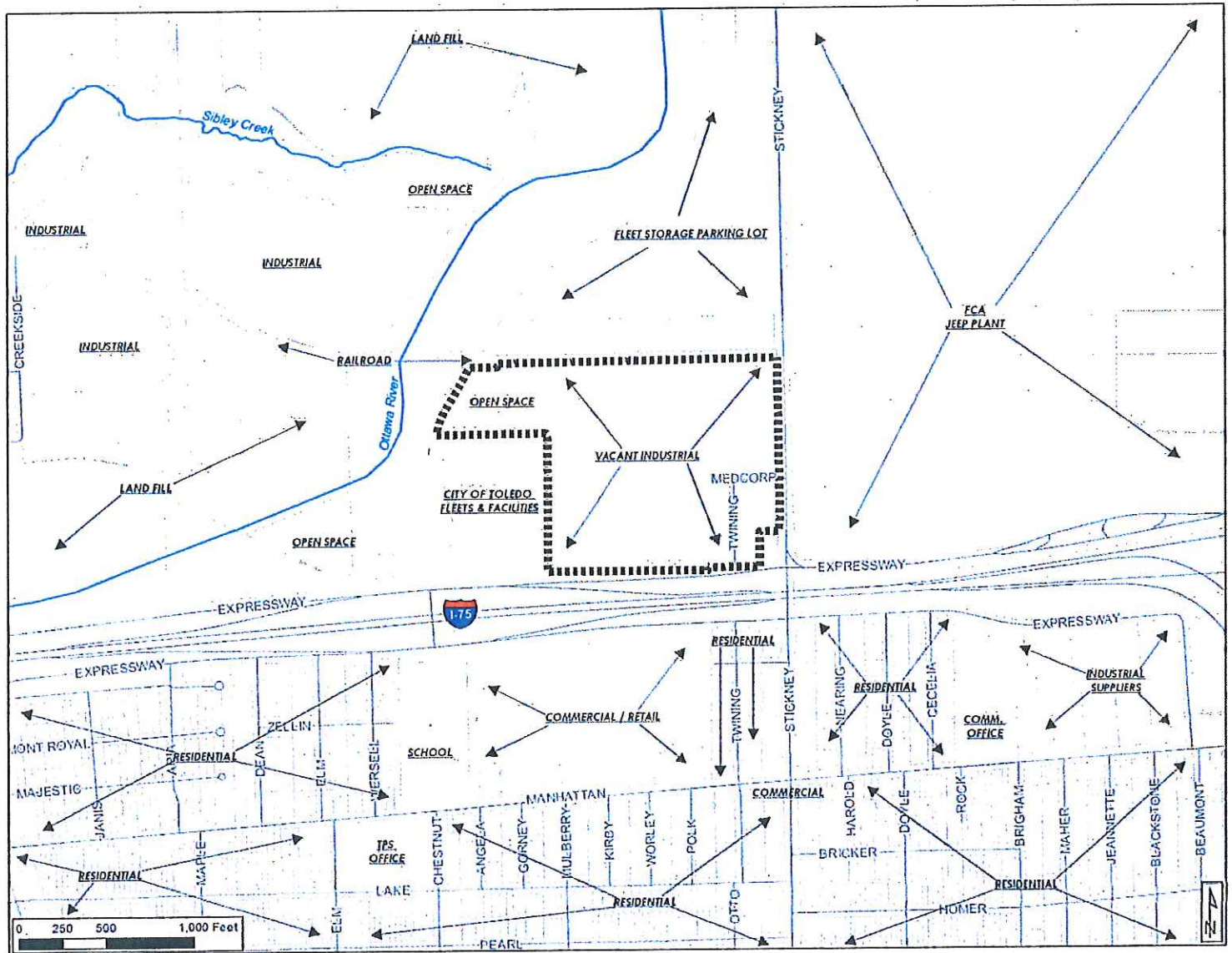
The redevelopment of the District is as important to economic growth as it is to Toledo's existing tax base and industrial manufacturing employees. The benefits from such a plan translate to new jobs and additional economic development projects. When completed, the project's success will be measured through job retention and creation, as well as an improved environment around the new development.

Toledo's capacity to fully implement this project will exemplify the city's possibilities for future businesses and developments around the region. Toledo's successful collaboration with the State of Ohio and U.S. EPA in remediating the site is a prominent example. Together, the city and private developer(s) are projected to spend in excess of \$8.75 million on site improvements. As a result of the Stickney West Urban Renewal Plan the roadway improvements will include the construction of an internal dedicated right-of-way which will allow for a more access through the District. This is one of the first steps in revitalizing the District by improving access to the shovel ready development sites.

Land Use Description

The District for the Stickney West Urban Renewal Plan is approximately 40 acres. The site is comprised of two (2) parcels with frontages along Stickney Avenue and Expressway Drive. The parcels are split by Twining Street and Medcorp Drive. The larger parcel of the two (2), approximately 38 acres, is predominantly vacant with two (2) foundation slabs from previous buildings being demolished. No residential structures are located within the boundaries of the District. The smaller parcel, roughly 2 acres, was previously occupied by single-family residential homes. After being acquired and demolished by the City, the site sits vacant with numerous blighted conditions.

Surrounding land uses include a City of Toledo Fleet and Facility Services building to the west of the site, the Jeep Assembly Plant across Stickney Avenue to the east, an automotive fleet storage parking lot to the north across a railroad and Expressway Drive and Interstate-75 abuts the site to the south.



STICKNEY WEST URBAN RENEWAL AREA
Existing Land Use Map

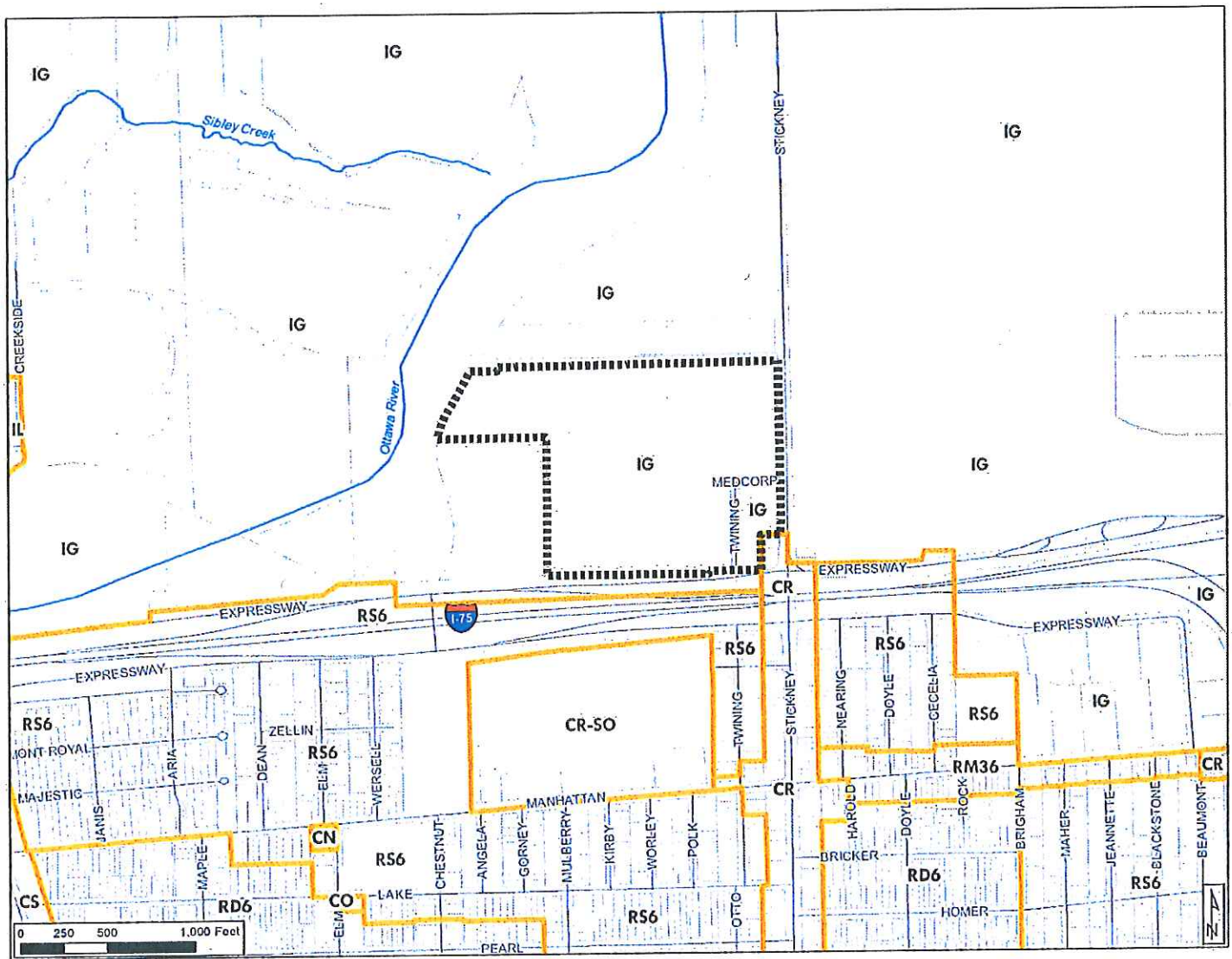
Zoning Description

The Stickney West Urban Renewal Area has one (1) zoning classification, General Industrial (IG). The existing zoning classification is illustrated in the map on page 24. The IG zoning classification is intended to permit moderate and high-impact industrial uses, including large scale or specialized industrial operations requiring good transportation access and public facilities and services. The IG zoning classification in the District is a result of the pattern of zoning land near active rail and interstate transportation corridors to encourage industrialization.

Zoning Table

Stickney West Urban Renewal Area		
Classification	Acres	Percent of Land
IG	40.72	100%

The existing IG zoning classification is consistent with the Plan Objectives for the District and will not require any modifications. All properties included in the District are zoned applicably for implementing the Proposed Land Use Plan. The existing zoning classification is shown in a map on page 24.



STICKNEY WEST URBAN RENEWAL AREA
Existing Zoning Map

Land Acquisition

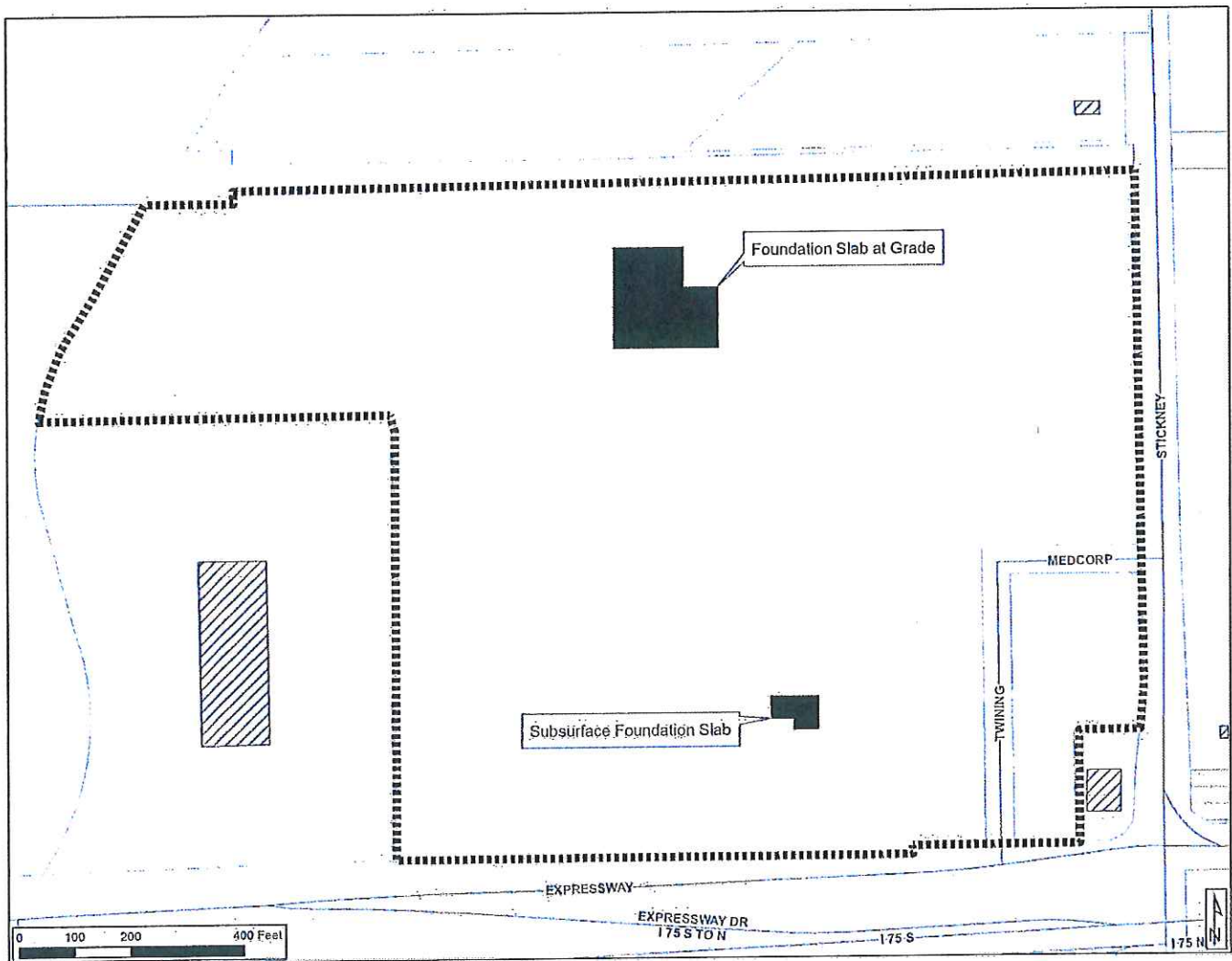
As of 2015, the City of Toledo had acquired all the parcels of land within the Urban Renewal Area. The City of Toledo plans to work in conjunction with the future developer(s) and/or property owner(s) within the District to help implement the Proposed Land Use Plan. It is anticipated that Lot 1 will be acquired by an industrial developer or end user. The remaining portions of the site will be marketed for future industrial development.

Land Disposition

The property within the District owned by the City will either be retained and used for public improvements or sold to a developer for private improvements under a development agreement to be approved by City Council. Under a development agreement, the City may transfer the property free of liens, financial encumbrances, or deed restrictions (other than those identified in consent orders, Environmental Covenants, and Memorandum of Agreements (MOA)). This Urban Renewal Plan shall be in effect for a period of thirty (30) years from the date of passage by Toledo City Council.

Demolition Plan

The City intends to demolish the existing foundation slabs on site to begin site preparation as early as possible. The two foundation slabs remain on site because site preparation funds allocated to the project in 2015 were expended. All of the demolition work will be conducted by the City or locally licensed contractors. The cost associated with the demolition of the structures is contained in Appendix B '*Stickney West Urban Renewal Plan Cost Estimate Report*'. The map on page 19 shows existing foundation slabs to be demolished.



STICKNEY WEST URBAN RENEWAL AREA
Property Demolition Map

Site Preparation

Environmental Issues

All remediation activities, as detailed in this report, have been completed prior to the redevelopment of the site. The only continued environmental monitoring required on site is the establishment of 5-year groundwater monitoring system to verify that on-site soil sources have been remediated and do not impact off-site receptors. In addition, an Environmental Restrictive Covenant was required to be recorded in order to restrict any future land uses to only industrial/commercial and prohibit overburden groundwater use.

A portion of the site contains a floodplain area along the Ottawa River. Upon review of the Federal Emergency Management Agency (FEMA) Flood Map Service it was identified the flood map for the selected area is number 39095C0091E, effective on 08/16/2011. The flood map identified this portion of the property as having a 0.2% Annual Chance Flood Hazard. Per the Proposed Land Use Plan, no construction is proposed within this floodplain area with the exception of a separate lot for stormwater detention that would sit adjacent to the floodplain.

Zoning

The zoning classification currently comprising the entire District is “IG” General Industrial. The current IG zoning designation conforms to the Proposed Land Use Plan and the goals of this Urban Renewal Plan. The City of Toledo shall have the responsibility for reviewing all Development Plans and Building Permits (“Submissions”) for projects in the District. In the event a zoning classification change is required for future developments, requests shall be filed with the Toledo City Plan Commission. The Plan Commission will base its review of the request substantially on this Urban Renewal Plan. The process includes two public hearings; the Toledo City Plan Commission and the City Council Zoning and Planning Committee. Each body meets once a month following an annual schedule published in the Toledo City Journal.

Platting

As indicated on the Proposed Land Use Plan there is a need for platting due to the Industrial Park type style development, which includes an internal dedicated right-of-way, future development parcels and a separate lot for stormwater detention. The developer(s) and/or property owner(s) will be responsible for platting the lots at the time of development.

Utilities

The developer(s) will work with the appropriate City departments to cut and remove vacated utility lines to the departments' satisfaction. The developer will work with private utility companies to remove respective lines and/or any easements associated with utility access from the street vacation. An existing Columbia Gas utility line is located within the right-of-way for Twining Street and Medcorp Drive which may need to be removed and/or relocated upon redevelopment.

A description of project utilities and transportation issues for the District is contained in Appendix C entitled "*Stickney West Urban Renewal Plan Utilities and Transportation Report*".

Vacations

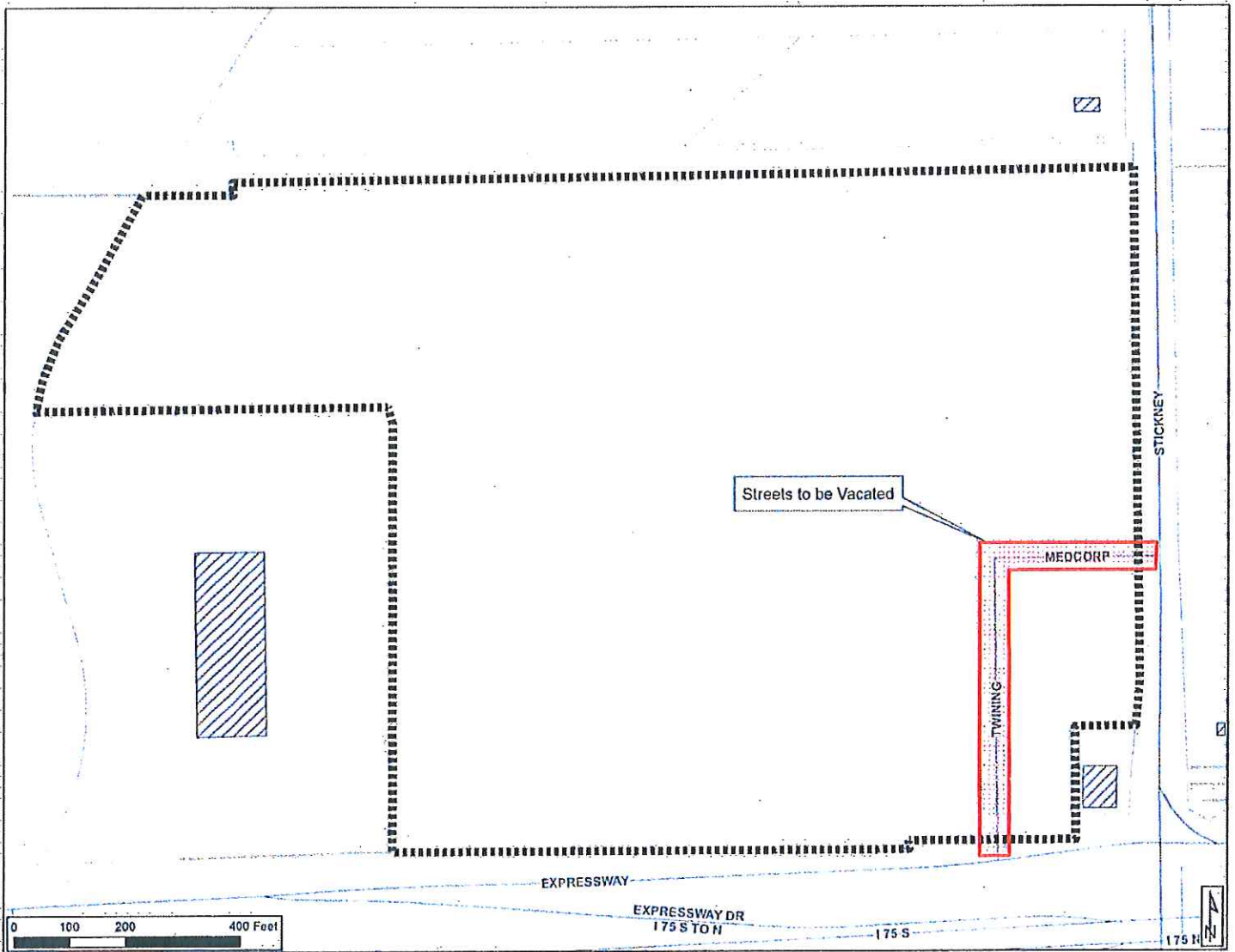
The proposed development may require the vacations of public streets. Medcorp Drive and Twining Street may need to be vacated in order for the Proposed Land Use Plan to be implemented. If the streets are vacated for public purposes, an assumed easement shall be granted for any private utilities affected. If the streets are vacated for private development purposes, a utility access easement shall be provided for any private utilities and property owner(s) affected. A map of the proposed street vacations is included on page 22.

A future roadway is proposed to be constructed as a 1,500' long by 30' wide internal dedicated right-of-way that transects the proposed development. The new dedicated roadway will be a two-way thoroughfare accessed from Expressway Drive and Stickney Avenue. A map of the future dedicated roadway is included on the Proposed Land Use Plan on page 7.

Petitions to Toledo City Council for street vacations are submitted to the Clerk of Council and referred to the Toledo City Plan Commission for review and recommendation. The Plan Commission will base its review of the request substantially on this Urban Renewal Plan. The process includes three public hearings: the Toledo City Plan Commission, the Toledo City Council Zoning and Planning Committee, and the Lucas County Board of Revisions. Each body meets following an annual schedule published in the Toledo City Journal.

Area Conditions

The area conditions of the District are summarized in Appendix D entitled "*Stickney West Urban Renewal Plan Area Conditions Report*".



STICKNEY WEST URBAN RENEWAL AREA
Street Vacation Map

APPENDICES

Appendix A: Toledo Municipal Code - Zoning Description

Appendix B: Stickney West Urban Renewal Plan Project Cost Estimate Report

Appendix C: Stickney West Urban Renewal Plan Utility & Transportation Report

Appendix D: Stickney West Urban Renewal Plan Area Conditions Report

APPENDIX A

TOLEDO MUNICIPAL CODE IG ZONING DESCRIPTION

CHAPTER 1102 BASE ZONING DISTRICTS

1102.1300 IG, General Industrial

The General Industrial zoning classification is intended to permit moderate and high-impact industrial uses, including large scale or specialized industrial operations requiring good transportation access and public facilities and services.

(Ord. 170-04, Passed 3-23-04.)

CHAPTER 1104 USE REGULATIONS

1104.0101 [P] Permitted Uses (For Numbers in Brackets [] – See *Table Notes Below*)

A building or lot within the IG General Industrial District shall be used only for the following purposes:

Public and Civic

- a. Community Recreation.
 - 1. Passive
- b. Day Care.
 - 1. Day Care Center [12]
- c. Postal Service
- d. Public Safety
- e. Utilities, Minor
- f. Utilities and Services, Major

Commercial Use Types

- a. Animal Services
 - 1. Kennels [14]
 - 2. Veterinary
- b. Building Maintenance Services
- c. Business Equipment Sales and Services
- d. Communications Service Establishments
- e. Construction Sales and Services
- f. Eating and Drinking Establishments
 - 1. Tavern
- g. Funeral and Interment Services
 - 1. Cremating
- h. Sexually-Oriented Business Establishment [20]
- i. Vehicle Sales and Service
 - 1. Fleet Storage
 - 2. Heavy Equipment Repairs
 - 3. Light Equipment Repairs
 - 4. Heavy Equipment Sales/Rental
 - 5. Storage of Recreational Vehicles

Industrial Use Types

- a. Industrial, General
- b. Industrial, Intensive
- c. Laundry Service
- d. Manufacturing and Production, Limited
- e. Manufacturing and Production, Technological
- f. Medical Marijuana Facility
 - 1. Cultivator [30]
 - 2. Processor [30]
 - 3. Testing Laboratory [30]
- g. Wholesale, Storage and Distribution
 - 1. Mini-Warehouse
 - 2. Light
 - 3. Heavy

Other Use Types

- a. Agriculture
 - 1. Nurseries and Greenhouses
 - 2. Other Agriculture
- b. Mining
- c. Recycling Facilities
 - 1. Large Collection Facilities
 - 2. Small Collection Facilities
 - 3. Processing Center
- d. Wireless Telecommunications Facilities
 - 1. Co-Located [25]
 - 2. Freestanding [25]

1104.0102 [S] Special Uses (For Numbers in Brackets [] – See *Table Notes* Below)

A building or lot within the IG General Industrial District shall be used only if reviewed and approved in accordance with the Special Use procedures of Sec. 1111.0700:

Public and Civic

- a. Community Recreation
 - 1. Active
 - 2. Marinas [11]

Commercial Use Types

- a. Vehicle Sales and Service
 - 1. Storage of Towaway Vehicles [24]

Industrial Use Types

- a. Explosive Storage
- b. Scrap and Salvage Operations

Other Use Types

- a. Wireless Telecommunications Facilities
 - 1. Radio/TV Towers [25]

Table Notes:

- [11] Subject to standards of Sec. 1104.1400 Marinas
- [12] Subject to standards of Sec. 1104.0700 Day Care
- [14] Subject to standards of Sec. 1104.1200 Kennels
- [20] Subject to standards of Sec. 1104.1500 Sexually-oriented Business Establishment
- [25] Subject to standards of Sec. 1104.1800 Wireless Facilities
- [30] Subject to standards of Sec. 1104.2300 Medical Marijuana Facilities

CHAPTER 1105 ACCESSORY USES

1105.0302 Commercial and Industrial Districts

A. The following standards apply in all Commercial and Industrial districts:

- 1. Fences may not exceed 3½ feet in height in the required front setback.
- 2. Fences may not exceed 10 feet in any other location on a lot.
- 3. No part of any fencing or swing gate may extend into the public right-of-way.

B. See Sec. 1108.0203(H) for required outdoor storage screening standards.

C. See Sec. 1104.1600 for storage of towaway vehicles screening standards.

1105.0303 Barbed Wire Prohibited

The use of barbed wire, razor wire, concertina wire or the like shall not be permitted in any zoning district except the Industrial districts and then only in the side and rear yards when not within 50 feet of a Residential district, not in the front yard setback and not anywhere along a street right-of-way.

CHAPTER 1106 INTENSITY AND DIMENSIONAL STANDARDS

1106.0103 Industrial District Standards

Unless otherwise expressly stated, all buildings in Industrial (I) zoning districts must comply with the standards of the following table.

Standard	IG
Minimum Contiguous Site Area (acres)	None
Minimum Setbacks (feet)	
Front	30
Side/Rear abutting other C or I districts	0
Side/Rear abutting R districts	25[2][3]
Maximum Height (feet)	No Max
Maximum Building Coverage (% of site)	100

Table Notes:

[2] Outdoor manufacturing, repairing, refuse compacting and recycling areas (when permitted by district use regulations) must be set back at least 50 feet from all R-zoned lots.

[3] Outdoor recycling collection stations; loading spaces and storage areas must be setback at least 15 feet from all R-zoned lot.

CHAPTER 1107 PARKING, LOADING AND ACCESS

1107.0500 Off-Street Parking Schedule "C" Additional Industrial Standards

Off-street parking spaces for Schedule C uses must be provided in accordance with the following standards. This schedule is to be read cumulatively using each increment.

Floor Area (Sq. Ft.)		Off-Street Parking Required	
		Warehousing Floor Area	Manufacturing or Other Floor Area
1-20,000	1 per vehicle used in the business +	1 per 1,000 square feet +	1 per 750 square feet
20,001 - 120,000		1 per 5,000 square feet +	1 per 1,500 square feet
120,001 +		1 per 10,000 square feet +	1 per 3,000 square feet

1107.1000 | Off-Street Loading Schedule

Off-street loading spaces must be provided in accordance with the following minimum ratios.

Type of Use/Floor Area	Loading Spaces Required
Commercial or industrial uses involving the retail or wholesale exchange, sale, storage, processing or manufacturing of merchandise or personal property of any use allowed in any C or I district	
Under 5,000 square feet	None
5,000 – 9,999 square feet	1
10,000 – 29,999 square feet	2
30,000 – 89,999 square feet.	3
90,000 – 149,999 square feet.	4
150,000 – 249,999 square feet.	5
250,000 square feet or more	5 plus 1 for each 80,000 square feet or fraction thereof in excess of 250,000 square feet.

CHAPTER 1108 LANDSCAPING AND SCREENING

1108.0203 Buffer and Screening Requirements

H. Outdoor Storage Screening

In all Commercial and Industrial districts, fencing to screen from public view open storage areas, except display areas for customer viewing when abutting a Commercial or Industrial district, shall be required in accordance with the following criteria:

1. The fencing shall be at least 6 feet high, but not higher than 10 feet, except that, when adjacent to a Residential district or residential use, fencing no higher than 3½ feet high shall be installed within the front setback.
2. The fence type may be shadow box, chain link with slats, stockade, or another type approved by the Plan Commission.
3. Wherever possible a Type A landscape buffer should be used to soften the appearance of the fence. (See Sec. 1108.0203(E)).
4. No part of any fencing may extend into the public right-of-way.
5. See Sec. 1104.1600 for Storage of Towaway Vehicles screening standards.

CHAPTER 1109 DESIGN STANDARDS

1109.0400 Industrial Building Design Standards

1109.0401 Building Orientation for New Construction

Along major streets buildings shall be sited so that at least 30 percent of the building frontage shall not consist of a blank wall.

1109.0402 Building character and color

Facade colors shall be low-reflectance, subtle, neutral or earth tone colors. Building trim and accent areas may feature brighter colors, including primary colors, subject to the approval of the Planning Director.

1109.0403 Storage and Operational Areas

To the extent reasonably feasible when buildings are along a major street or across from a residential district, side and rear yards shall be used for vehicle operations and storage areas, front yards shall be used for less intensive automobile parking. When a building has more than one major street frontage this provision shall apply to the most traveled street.

1109.0404 Façade Materials

No tent or air-supported structure shall be permitted with a vinyl coated polyester membrane (golf dome) or similar pliable material. All structures shall utilize durable building materials such as brick, stone, metal, or concrete. A tent shall be considered to be a temporary structure or enclosure, the roof of which and /or one half or more of the sides are constructed of silk, cotton, canvas, fabric, or similar pliable material. An air-supported (or air-inflated) structure is any building or structure that derives its structural integrity from the use of internal pressurized air to inflate a pliable material (i.e. structural fabric) envelope, so that air is the main support of the structure, and where access is via airlocks.

(Ord. 381-14. Passed 8-26-14; Ord. 435-16. Passed 11-22-16.)

CHAPTER 1113 SIGNS

1113.0100 | Sign Provisions Reference Table

The Sign Provisions Reference Table provides a sign provision reference for each zoning district. The table also shows the zoning district map designations in effect before June 6, 2004 and the districts they are converted to.

Part 13 Building Code, Title 9, Sign Code, Sec. 1387.05

APPENDIX B

STICKNEY WEST URBAN RENEWAL PLAN PROJECT COST ESTIMATE REPORT

STICKNEY WEST URBAN RENEWAL PLAN

PROJECT COST ESTIMATE REPORT

In order to implement the Stickney West Urban Renewal Plan, a number of site improvements are proposed to be undertaken by the developer. These improvements include, but are not solely limited to, site clearance and demolition, public and private utility improvements, and public and private road construction. The actual site improvements to be undertaken will depend on the private development and the availability of funding sources.

A. PROJECT PHASES & COST ESTIMATES

PHASE 1

Site clearance and demolition – Demolition and clearance of subsurface foundations (see property improvements map on page B-4) will include the removal of the foundation floor slabs, backfilling with proper material, and general cleaning of debris and leveling of the site(s).

Estimated cost: \$25,000 – \$250,000

PHASE 2

Infrastructure modifications – Street vacations of Twining Street & Medcorp Drive, removal of existing sidewalk and pavement, earthwork, utilities (*relocation/removal*).

Estimated cost: \$500,000

PHASE 3

Site development – Parking lot, stormwater drainage and detention areas.

Estimated cost: \$5,000,000 – \$7,000,000

PHASE 4

Public Road Improvement – Construction of thirty-foot (30') wide future dedicated right-of-way.

Estimated cost: \$700,000 – \$1,000,000

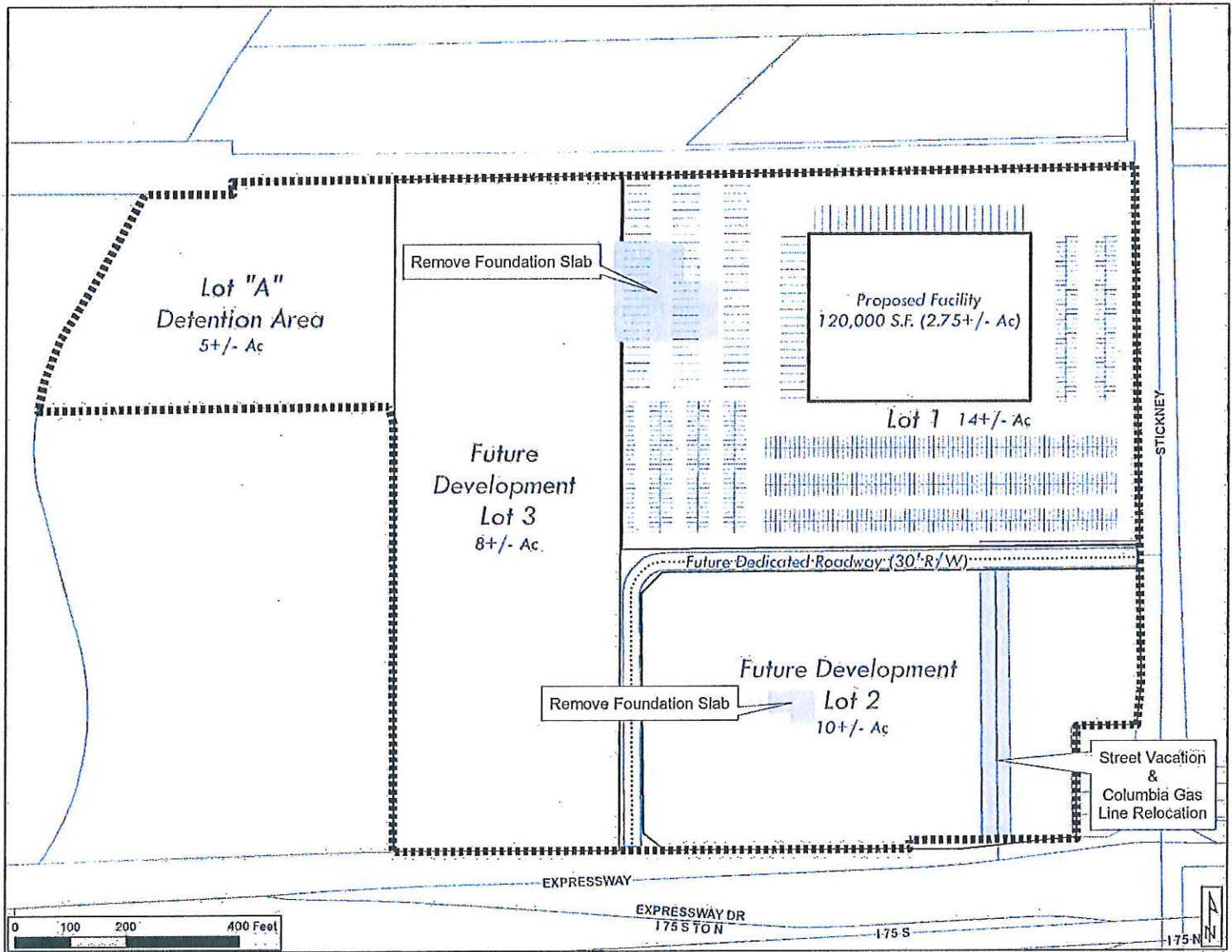
As a result, the total estimated cost associated with redevelopment is \$8.75 million. The cost estimates listed are general approximations provided by the City of Toledo Division of Engineering Services, the actual costs and the private development to be undertaken will be determined by the development agreement and available funding sources.

B. PRIVATE UTILITIES

All off-site private utilities (i.e., electric, gas, telephone, cable) will be provided by private utility companies and any changes required during the development will be carried out by the private utility company and/or developer(s).

C. SOURCES OF ANTICIPATED FUNDING

The City proposes to assist in financing the undertaking of items above to the extent required under any development agreement with the combination of debt financing, revenue funding, tax increment financing, general fund appropriations, capital improvement fund appropriations, State grants, State loans, Federal loans and grants including, but not limited to, brownfield redevelopment funds, HUD section 108 Loan Guarantee Financing, Federal Transportation Funds and other federal loans and grants.



STICKNEY WEST URBAN RENEWAL AREA

Project Improvements Map

APPENDIX C

STICKNEY WEST URBAN RENEWAL PLAN UTILITIES AND TRANSPORTATION REPORT

STICKNEY WEST URBAN RENEWAL PLAN

UTILITIES AND TRANSPORTATION REPORT

The following is an overview of the current Proposed Land Use Plan for the Stickney West Urban Renewal Plan including utility and transportation improvements as well as the impact on the existing surrounding street network. The following improvements will primarily depend on available funding sources.

Utilities Plan

Sanitary sewer and water service for the Stickney West Urban Renewal Area will be provided primarily through the extension of existing facilities along Stickney Avenue, at the eastern edge of the District. In addition, storm and sanitary sewers and a water main (along with other private utilities) are intended to be located in the thirty-foot (30') wide public right-of-way of the proposed dedicated roadway, a two-way street accessed from Expressway Drive at the southern boundary and Stickney Avenue at the eastern boundary.

Existing utilities are located in the streets at the southeastern portion of the District (Twining Street and Medcorp Drive) which may need to be abandoned or reconfigured to serve the redevelopment needs of the District. The developer shall work with the appropriate city departments to cut and remove any vacated utility lines to the departments' satisfaction. Additionally, the developer shall work with the private utility companies to remove any service lines and/or any easements associated with utility access. An existing Columbia Gas utility line is located within the right-of-way for Twining Street and Medcorp Drive which may need to be removed and/or relocated upon redevelopment.

Transportation Conditions & Improvements

The Stickney West Urban Renewal Area currently lacks an adequate roadway system to access all portions of the site. Expressway Drive is currently a one-way street directed westbound from Stickney Avenue which causes insufficient access to the District. The Proposed Land Use Plan includes the construction of future dedicated roadway to accommodate access to all lots included in the District. The traffic circulation issues will be corrected by the construction of a new roadway access from Expressway Drive and Stickney Avenue. Right-of-way improvements include construction of the street, street signage, lighting, landscaping and installing sidewalks.

Given the current traffic along this section of Expressway Drive the current lane configuration should be adequate to address any new developments. Additionally, the level of traffic on the surrounding roadways should not be negatively impacted by the proposed development.

The Stickney West Urban Renewal Area is currently not served by the area's transportation provider, the Toledo Area Regional Transit Authority (TARTA). The closest existing TARTA service bus stop to the District is less than one half-mile south down Stickney Avenue along Manhattan Boulevard. At this point in time, it is not known whether TARTA anticipates any changes in service to the District based on the proposed redevelopment.

APPENDIX D

STICKNEY WEST URBAN RENEWAL PLAN
AREA CONDITIONS REPORT

STICKNEY WEST URBAN RENEWAL PLAN

AREA CONDITIONS REPORT

Blight Conditions

The Stickney West Urban Renewal Area (see map on page D-9 and legal description on page D-23) was examined in conjunction with the criteria established in Toledo Municipal Code (TMC) Chapter 1201 "Community Development Program" under the definition of "blighted area" and "inappropriately developed area", Ohio Revised Code (O.R.C.) Chapter 725 "Urban Renewal Debt Retirement Fund", and Ohio Revised Code (O.R.C.) Chapter 1728.01 "Community Redevelopment Corporation". TMC Chapter 1201.03(g) (i), O.R.C. Section 725.01(B), and O.R.C. Section 1728.01(E) define "blighted area" as follows:

T.M.C. Chapter 1201.03 (g)

(g) "Blighted area" means an area not yet deteriorated in which some or all of the following conditions are present:

- (1) A substantial number of deteriorated structures such as, but not limited to:
 - A. Buildings having defects not correctable by ordinary maintenance and repairs; or
 - B. Buildings having extensive minor defects collectively having a deteriorating effect on the surrounding area; or
 - C. Buildings having inadequate construction or alterations which have a deteriorating effect on the viability of the area for residential or commercial use; or
 - D. Buildings having endemically unsafe plumbing, or electrical facilities.
- (2) A predominance of defective or inadequate street layouts leading to congestion, traffic hazards or other unsafe conditions;
- (3) Faulty lot layout in relation to the size, adequacy, accessibility or potential usefulness of the land or premises thereon;
- (4) Unsanitary or unsafe conditions on the land or premises thereon which are not remediable by ordinary repair or maintenance or which are not likely to be remedied given the present and reasonably foreseeable use of such land or the premises thereon;
- (5) Substantially decreased tax values or fair market values of the land;

- (6) Defective or unusual conditions of title impairing future improvement or development of the area;
- (7) Improper or inappropriate subdivision or obsolete platting of the area;
- (8) The existence of conditions which impede the community's ability to generate or preserve jobs and employment opportunities and to improve the economic welfare of the people of the community;
- (9) The existence of conditions which lead to the reasonable conclusion that life or property is endangered by the possibility of fire, disease or other such causes resulting there from;
- (10) Endemic conditions which impede the provision of safe, decent housing accommodations for residents of the area or for residents of contiguous areas;
- (11) Endemic conditions which impede or retard the economic vitality of the area and which depress the sound economic growth and development of the community at large;
- (12) Adverse influences from noise, smoke or fumes which lead to the conclusion that the area in its present condition and use constitutes an economic or social liability to the community and is a menace to the public health, safety, morals or welfare.

T.M.C. Chapter 1201.03 (i)

(i) "Inappropriately developed area" means an area which is inappropriately developed from the standpoint of sound community development and growth in that there are present some of the following factors:

- (1) A substantial degree of prolonged vacancy in residential premises or business establishments constituting existing structures;
- (2) An increase in the number or frequency of the closing of businesses and commercial establishments or the abandonment of residential facilities;
- (3) Increased incidents of vandalism and malicious destruction of property;
- (4) Faulty lot layouts in relation to the size, adequacy or potential usefulness of the land or premises thereon;
- (5) Defective or unusual conditions of title impairing the utility of the area for reasonable residential or commercial usages;

- (6) Substantial deterioration in the economic viability of commercial or mercantile establishments in the area;
- (7) Conditions in residences which deny the inhabitants thereof the benefits of safe, decent housing accommodations;
- (8) Defective street layouts;
- (9) Lack of economic feasibility for the remodeling or refurbishing of existing structures either for residential or nonresidential uses compatible with community development and growth;
- (10) Serious violations, or existing large numbers of minor violations, or increasing numbers of minor violations of current zoning codes and regulations not likely to be remedied given the present and foreseeable use of the land and premises thereon;
- (11) Nonconforming uses under current zoning codes and regulations, not likely to be remedied given the present and foreseeable use of the land and premises thereon and which are detrimental to the public health, safety, morals or welfare of the City.

Ohio Revised Code Section 1728.01 (E)

“Blighted area” means an area within a municipality containing a majority of structures that have been extensively damaged or destroyed by a major disaster, or that, by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, unsafe and unsanitary conditions or the existence of conditions which endanger lives or properties by fire or other hazards and causes, or that, by reason of location in an area with inadequate street layout, incompatible land uses or land use relationships, overcrowding of buildings on the land, excessive dwelling unit density, or other identified hazards to health and safety, are conducive to ill health, transmission of disease, juvenile delinquency and crime and are detrimental to the public health, safety, morals and general welfare.

Ohio Revised Code General Provisions Chapter 1.08 (which applies to ORC 1728.01)

As used in the Revised Code:

- (A) “Blighted area” and “slum” mean an area in which at least seventy per cent of the parcels are blighted parcels and those blighted parcels substantially impair or arrest the sound growth of the state

or a political subdivision of the state, retard the provision of housing accommodations, constitute an economic or social liability, or are a menace to the public health, safety, morals, or welfare in their present condition and use.

(B) “Blighted parcel” means either of the following:

(1) A parcel that has one or more of the following conditions:

(a) A structure that is dilapidated, unsanitary, unsafe, or vermin infested and that because of its condition has been designated by an agency that is responsible for the enforcement of housing, building, or fire codes as unfit for human habitation or use;

(b) The property poses a direct threat to public health or safety in its present condition by reason of environmentally hazardous conditions, solid waste pollution, or contamination;

(c) Tax or special assessment delinquencies exceeding the fair value of the land that remains unpaid thirty-five days after notice to pay has been mailed.

(2) A parcel that has two or more of the following conditions that, collectively considered, adversely affect surrounding or community property values or entail land use relationships that cannot reasonably be corrected through existing zoning codes or other land use regulations:

(a) Dilapidation and deterioration;

(b) Age and obsolescence;

(c) Inadequate provision for ventilation, light, air, sanitation, or open spaces;

(d) Unsafe and unsanitary conditions;

(e) Hazards that endanger lives or properties by fire or other causes;

(f) Noncompliance with building, housing, or other codes;

(g) Nonworking or disconnected utilities;

(h) Is vacant or contains an abandoned structure;

(i) Excessive dwelling unit density;

(j) Is located in an area of defective or inadequate street layout;

(k) Overcrowding of buildings on the land;

(l) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;

(m) Vermin infestation;

(n) Extensive damage or destruction caused by a major disaster when the damage has not been remediated within a reasonable time;

(o) Identified hazards to health and safety that are conducive to ill health, transmission of disease, juvenile delinquency, or crime;

(p) Ownership or multiple ownership of a single parcel when the owner, or a majority of the owners of a parcel in the case of multiple ownership, cannot be located.

(C) When determining whether a property is a blighted parcel or whether an area is a blighted area or slum for the purposes of this section, no person shall consider whether there is a comparatively better use for any premises, property, structure, area, or portion of an area, or whether the property could generate more tax revenues if put to another use.

(D)(1) Notwithstanding any other provision of this section, absent any environmental or public health hazard that cannot be corrected under its current use or ownership, a property is not a blighted parcel because of any condition listed in division (B) of this section if the condition is consistent with conditions that are normally incident to generally accepted agricultural practices and the land is used for agricultural purposes as defined in section 303.01 or 519.01 of the Revised Code, or the county auditor of the county in which the land is located has determined under section 5713.31 of the Revised Code that the land is "land devoted exclusively to agricultural use" as defined in section 5713.30 of the Revised Code.

(2) A property that under division (D)(1) of this section is not a blighted parcel shall not be included in a blighted area or slum.

Effective Date: 2007 SB7 10-10-2007

Ohio Revised Code Section 725.01 (B)

"Blighted area" means an area within a municipal corporation, which area by reason of the presence of a substantial number of slums, deteriorated or deteriorating structures predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility, or usefulness, unsanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions to title, or the existence of conditions which endanger life or property by fire and other

causes, or any combination of such factors substantially impairs or arrests the sound growth of a municipal corporation, retards the provision of housing accommodations, or constitutes an economic or social liability and is a menace to the public health, safety, morals, or welfare in its present condition and use.

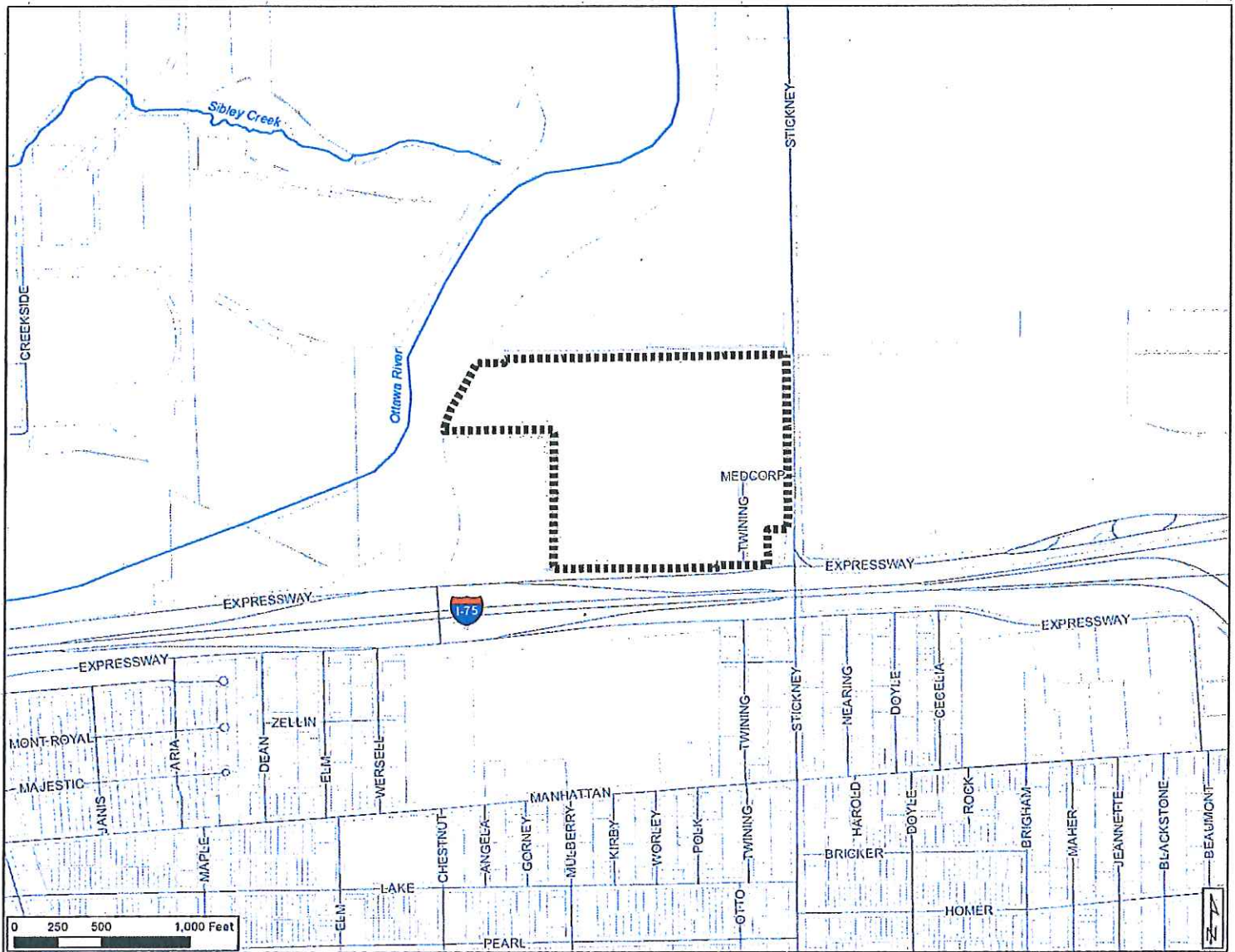
An analysis of the criteria in Toledo Municipal Code (TMC) Chapter 1201 “Community Development Program” under the definition of “blighted area” and “inappropriately developed area”, Ohio Revised Code (O.R.C.) Chapter 725 “Urban Renewal Debt Retirement Fund”, and Ohio Revised Code (O.R.C.) Chapter 1728.01 “Community Redevelopment Corporation” to the District is as follows:

The Existence of Deterioration, Hazards and Unsafe Conditions – this project will require site clearing of vegetative overgrowth, debris piles, standing water, broken asphalt/concrete and abandoned utilities. All of which make the District conducive to ill health, transmission of disease, juvenile delinquency, or crime; particularly in regard to vandalism, trespassing and/or dumping.

The Existence of a Defective/Inadequate Street Layout – the street system serving the District consists of Expressway Drive, Stickney Avenue, Twining Street and Medcorp Drive. Expressway Drive is a one-way westbound thoroughfare from Stickney Avenue. There is no connection from Expressway Drive to Stickney Avenue through the District due to Twining Street being obsolete and deteriorated. As a result Medcorp Drive is a dead end from Stickney Avenue. These two (2) streets, Twining St. & Medcorp Dr., are remnant right-of-ways from previous street vacations in the area. This street layout does not provide safe and efficient access to the entire District. Twining Street must either be repaired or replaced to adequately address the defective street layout.

The Existence of Faulty Lot Layout – the two (2) lots in the District are not conducive for unified development of the site in relation to size, adequacy, accessibility, or usefulness. This is due to the current parcel configuration and disproportion in size, the result of the City acquiring and assembling the properties in the District. The District will need to be platted in order to allow for a multiple lot development with internal dedicated right-of-way.

The Existence of Vacancy and Growth Impairment – the vacancy rate in the District is continuing to have a negative impact on the area. Out of the two (2) parcels in the District, 100% of the parcels are completely vacant. The former Textileather Property is vacant with two (2) foundation slabs that remain from buildings being demolished. These foundation slabs, one (1) subsurface and one (1) at grade, will need to be removed in order for the sites to be redeveloped. The continued vacancy of these parcels only perpetuates the perception of a failing industrial district. These vacancies may also be a result of the functional obsolescence of the buildings and limited access provided to the site. Functional obsolescence is the decrease in the value of property due to a feature or lack thereof which renders the property undesirable. Functional obsolescence can also occur when the surrounding area changes, such as high vacancy rates, rendering the property unusable for its original intended purpose.



STICKNEY WEST URBAN RENEWAL AREA
Project Boundary Map

General

Information contained in this report has been obtained from field observations, from various City of Toledo departments, and from other pertinent sources, and, as such, is believed to be reliable and represents an assessment of the scope of the undertakings, based on information provided at the time of preparation. Consequently, undertakings proposed herein may be affected by future private and public sector developments.

Field Survey

A summary of the District property conditions is found on pages D-16 to D-17. This information is based on an in-the-field inspection survey of all properties in the District. Detailed survey forms were completed for both properties in the District. Photographs were taken of the District contributing to the area's deteriorated and/or blighted conditions. From these inspections, a conclusion was reached as to the condition of the area.

Survey Form

The survey covers basic and major site characteristics to determine the property's condition. It also evaluates other pertinent information regarding nonstructural components to determine the overall condition of the property and surrounding neighborhood. A determination of conditions is based on a point accrual system.

Survey Criteria

The City of Toledo Blight Survey has been designed under the guidelines set forth under the definition of “blighted area” in the Toledo Municipal Code Section 1201 and Ohio Revised Code Chapter 725 and Section 1728.01, to document the prevalence of deteriorating conditions including conditions such as:

- (1) Unsafe and unsanitary conditions;
- (2) Nonworking or disconnected utilities;
- (3) Vacancy;
- (4) Defective or inadequate street layout;
- (5) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness; and
- (6) Identified hazards to health and safety that are conducive to ill health, transmission of disease, juvenile delinquency, or crime

The survey form combines the property characteristics with general quality of life indicators that, when considered collectively, become important factors in the overall condition and character of the area (i.e. prevalence of debris or deterioration). Since the properties were not occupied by any existing structures at the time of surveying, the properties were evaluated according to adjacent vacant parcels, adjacent undeveloped land, adjacent parking lots, site condition, fire, drainage, proximity to schools and churches and the overall neighborhood quality. It was then determined if the property characteristics were detrimental to public health, safety, welfare, and conducive to crime, and economic or social degeneracy. It was also determined if the property showed signs of blight or obsolescence. All of the research criteria utilized were consistent with the Toledo Municipal Code's definition of a deteriorated area. In addition, the general blighted area criteria of Ohio Revised Code Section 725.01 (B) were evaluated in determining the blight conditions in the area.

Definitions and Point Values

□ *Building Condition*

For the purposes of this survey, Building Condition is defined as the sum total of the structural conditions evaluated. A structure was assigned points based on the condition of the buildings. For example, a building received zero (0) points for the condition of its foundation if its foundation was intact.

A poor foundation with advanced deterioration would score a three (3), the most points that could be assigned to any specific building condition. If a building scored ten (10) points or more for all of its specific conditions, it qualified as a blighted building when other non-quantifiable conditions were counted.

□ *Adjacent Occupied Parcels*

This data was quantified by scoring two (2) points for each vacant parcel on either side of an occupied structure. Having a vacant parcel next to an occupied structure devalues the worth of the occupied structure, thus contributing to the deteriorating conditions and adding to the area blight.

□ *Adjacent Undeveloped Land*

Undeveloped land is vacant land which has no structure on it, not used for parking or developed into useful green space. Characteristics of undeveloped land usually have overgrown weeds and trash, litter or debris present. This undeveloped land adds to the blighted conditions of the adjacent structure, vacant or not. To quantify this data, each adjacent undeveloped parcel was assigned two (2) points.

□ *Site Condition*

This category refers to the overall condition of the exterior qualities of the area immediately surrounding the structure, accounting for the presence of trash, debris, as well as broken windows, signs of vandalism and any green space surrounding the structure. The site was assigned a point value from two (2) to three (3), with zero (0) points assigned for a site with excellent

upkeep and three (3) assigned to a site with very poor conditions.

☐ *Proximity to School/Church*

Upon determining that the parcel demonstrates the threshold ten (10) points, additional points were added if the parcel was in close proximity to a school or church. This would pose as a danger to the public health, safety and welfare of the respective constituents, for example an elementary student who has to walk by a vacant house possibly inhabited by frequent drug users. Points were assigned according to the proximity of the blighted building to the school and/or church. If it is within the same block, two (2) points were added, and if within two (2) blocks of the blighted structure, one (1) point was assigned.

☐ *Good Neighborhood Quality*

Zero (0) to three (3) points were assigned for the overall quality of the neighborhood (good = 0, fair = 1, poor = 2, very poor = 3).

☐ *Area detrimental to public health, safety and/or welfare*

An area is considered detrimental to public health, safety and/or welfare if it exhibits characteristics which impede the provision of safe decent housing accommodations for residents of the contiguous area and/or the area in its present condition or use constitutes a menace to the public's health, welfare or safety (Ord. 475-76). An example of this would be endemic conditions or adverse influences from vibration, noise, smoke or fumes. Further examples are if the building is unsecured or if the building exhibited a clear and present danger to the public health. Also, the existence of conditions which lead to the conclusion that life or property is endangered by the possibility of fire, disease or other such causes. If a building was found to exhibit qualities detrimental to social and/or community welfare, it was assigned a "yes" response to the survey question.

☐ *Building is conducive to crime, economic degeneracy and/or social degeneracy*

These characteristics are defined as endemic conditions which impede or retard the economic vitality of the area and which depress the sound economic growth and development of the community at large. Also included here is the existence of conditions which impede the community's ability to generate or preserve jobs and create employment opportunities and to improve the economic welfare of the community. If the building was found to exhibit qualities detrimental to the economic growth as defined here, it was assigned a "yes" response to the survey question.

- ☐ *Structure shows signs of age, dilapidation or obsolescence*

If a structure exhibited any of these characteristics, it was given a "yes" response to the survey question.

Blight Conditions

The parcels surveyed for blight conditions included a physical inspection of the entire Stickney West Urban Renewal Area. Two (2) parcels were surveyed and both meet the conditions of ten (10) points or more described as "blight" by Ohio Revised Code Chapter 725 and Section 1728.01 and Toledo Municipal Code Chapter 1201 are summarized on pages D-15 to D-16.

Area Condition Survey

In November 2017 a survey of the entire Stickney West Urban Renewal Area was conducted by the Plan Commission staff. The results of this survey indicate that the overall condition of the area is deteriorated with blighted conditions. The entire subject site is completely vacant. Page D-8 describes the growth impairment that exists for this area. These vacant parcels are blighting influences and are not economically conducive for reuse as industrial properties due to their parcel configuration and size.

The report entitled Stickney West Urban Renewal Plan Area Condition Report contains criteria on pages D12 – D15 that discuss the methodology used to determine whether properties within the District satisfied the conditions of being blighted. There are a total of two (2) parcels in the District, of which 75% of the properties satisfy the threshold of 10 points or greater which were established to determine blight within the District. These properties are:

3808 Twining Street

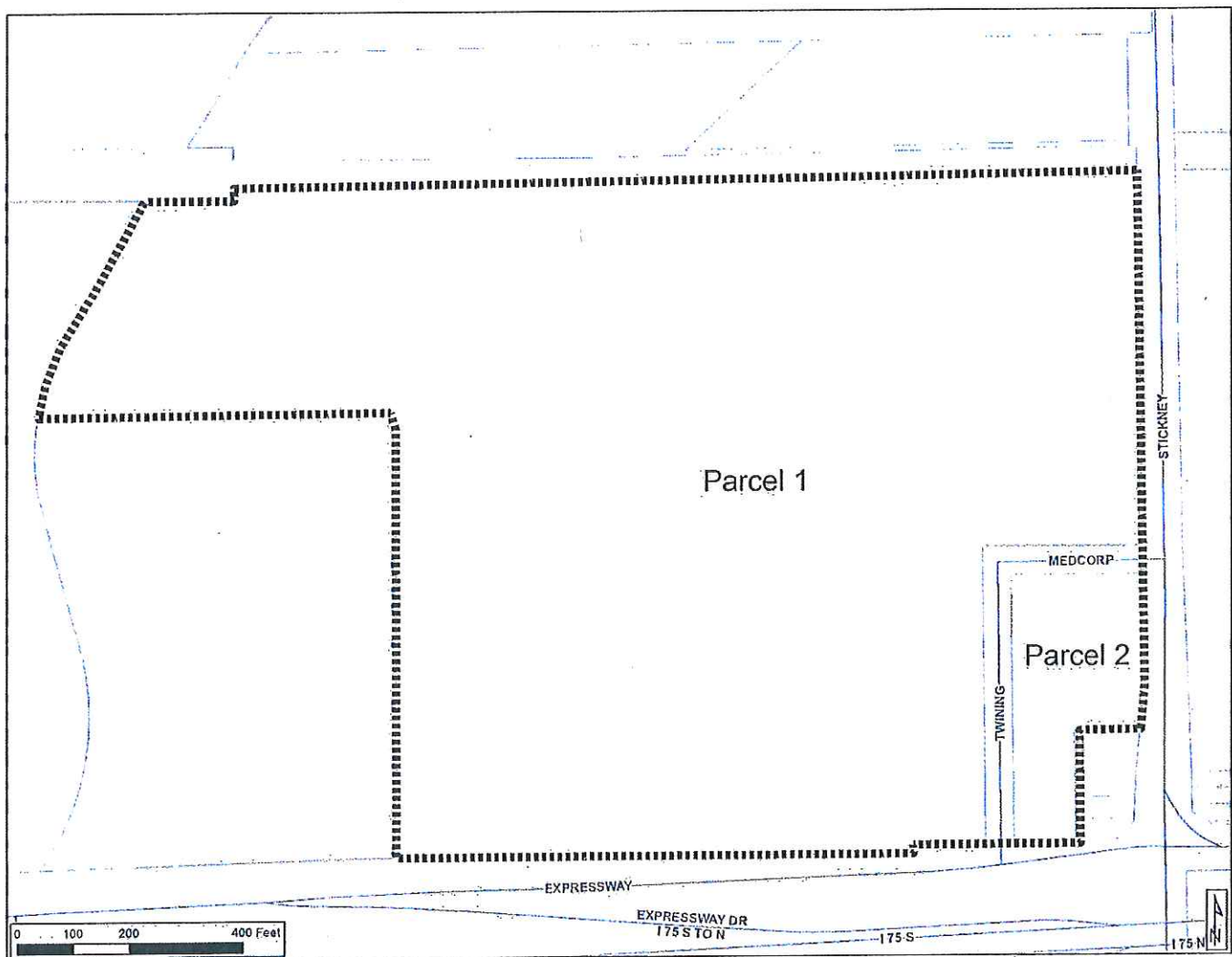
3733 Stickney Avenue

These two (2) parcels, shown on page D-17, in the District satisfy the definition of blighted properties under Ohio Revised Code Chapter 725, Ohio Revised Code Section 1728.01 & 1.08, and Toledo Municipal Code Chapter 1201 as a result of vacancy and deterioration as well as other factors. This determination is in addition to the findings of defective/inadequate street layout, faulty lot layout, unsanitary or unsafe conditions and impairment of growth as described in the Stickney West Urban Renewal Plan Area Conditions Report. As a result of these blighted conditions the parcels are a threat to the public health, safety, morals, and welfare in the present condition. The parcels within the Urban Renewal Area adversely affect the surrounding community through the vacancy and obsolescence of buildings and by the presence of blighted conditions which dissuade potential reinvestment and redevelopment.

STICKNEY WEST URBAN RENEWAL PLAN

Parcel Ownership Table

ID	Building	Parcel	Address	Owner	Zoning	Acres	Year Built	Points
1	Vacant	11-05974	3808 Twining St	City of Toledo	IG	38.68	--	15
2	Vacant	11-06011	3733 Stickney Ave	City of Toledo	IG	2.05	--	15
	Totals					40.72		



STICKNEY WEST URBAN RENEWAL AREA
Parcel Ownership Map

Conclusion

Based on the findings of the Area Conditions Survey for the Stickney West Urban Renewal Plan, an area in North Toledo which is proposed as a new Urban Renewal District as provided in the Toledo Municipal Code Chapter 1201 and the Ohio Revised Code Chapters 725, 1728 and 1.08, the circumstances justify a decision to designate this area as a blighted area. As a result of the blighted conditions the Urban Renewal Area is a menace to the public health, safety, morals, and welfare in their present condition and use. This decision is supported by the Department of Business & Economic Development and the City of Toledo and their development activity.

The Toledo City Plan Commission and Toledo City Council will study the area proposed as an Urban Renewal District, the plans for redevelopment and the expected outcomes. It is recommended that the Plan Commission and City Council determine that this proposed Urban Renewal Plan conforms to the Master Plan of the City of Toledo, is consistent with the goals of the Toledo 20/20 Comprehensive Plan, and will afford maximum opportunity in a manner consistent with the sound needs of the City as a whole, for the rehabilitation or redevelopment of the proposed area by private and public enterprise.

LEGAL DESCRIPTION

STICKNEY WEST URBAN RENEWAL PLAN

Said parcels located in the City of Toledo, Lucas County, Ohio, subject to legal highways:

TD 11-05974

Situated in the City of Toledo, Lucas County, Ohio and being more particularly described as follows:

- Northlawn Lots 39 to 72 & Lots 139 to 162 & 79 24 Lot 7 PT ELY Windermere Blvd NLY I-75 SLY RR WLY
- Northlawn Exc W 670.77 Ft on S Line 764.55 Ft & 37.06 Ft on E Line & Vac

TD 11-06011

Situated in the City of Toledo, Lucas County, Ohio and being initially more particularly described as follows:

- Northlawn Lots 32 to 38 & Lots 73 to 84 Exc Rd WDNG & EXC Vacated Alley Adj

Together with all existing right-of-way lying between parcels 11-06011 and 11-05974, being known as "Twining Street" from N Expressway Drive to Medcorp Drive and "Medcorp Drive" from Stickney Avenue to Twining Street