November 29, 2017

RE: Downtown Toledo Nautical Mile Vision Plan

Dear Cindy,

We are proud to share with you the Downtown Toledo Nautical Mile Vision Plan.

Over the last 11 months, members of the Healthy Downtown Toledo Coalition have been working hard and collaborating with local constituents to formulate a vision for Toledo's downtown waterfront. A vision that — when brought to fruition — will improve the health and well-being of downtown Toledo's residents, employees and visitors.

The excitement from those who have seen and participated in the planning process has been overwhelming. Our hope is for this report to continue stimulating that excitement and passion among the downtown community, so it may become the catalyst and framework for driving the Nautical Mile to implementation. Included at the end of the report is a schedule and list of action steps for moving the Vision forward. Our wish is that this Plan will serve as a living document for implementation over the next ten years.

We also want to thank General Electric for supporting The Healthy Downtown Toledo Coalition Team in our development of the 2017 Nautical Mile Vision Plan. Without their generous gift, the Vision Plan would not have been possible.

Lastly, thank you for inviting The Collaborative to be part your team. We truly appreciate your commitment and enthusiasm for the plan and look forward to working with you in the future on Downtown Toledo's Nautical Mile.

Sincerely

Philip Enderle, ASLA, LEED AP
Landscape Architect | Principal
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Executive Summary

Project Overview
Behind the 2017 Nautical Mile Vision Plan

**The Healthy Downtown Toledo Coalition**

On October 11, 2016, The Healthy Downtown Toledo Coalition (HDTC) received a gift of $25,000 from General Electric through their HealthyCities Leadership Challenge program. The gift is intended to help mentor and support local leaders in the Toledo area as they develop new strategies to tackle population health challenges in the community.

With the specific goal of improving people's health in the downtown Toledo area, HDTC decided to build upon the efforts of the 2016 Downtown Toledo Master Plan and use the gift to design a new multiuse recreation trail along both sides of the Maumee River from the Anthony Wayne Bridge to the Veteran's Glass City Skyway (1-280). This report is a summary of that planning process and HDTC’s vision for the recreational trail, affectionately known as The Nautical Mile.

**The Nautical Mile**

Referred to in the Downtown Toledo Master Plan as the Nautical Mile, this five mile multi-use recreation trail — once complete — will provide employees and residents of the downtown area more open space, and allow ample opportunity to improve health while appreciating the beauty and history of Toledo’s riverfront.

Developed with the assistance of The Collaborative’s team of Landscape Architects and Planners, the goal of the 2017 Nautical Mile Vision Plan is to create a multi-use trail that encourages physical exercise and capitalizes on the unique opportunities along Toledo’s downtown waterfront.
Driving Forces
Key factors that are helping to drive the redevelopment of the riverfront into an outdoor recreation venue include:

- 70% of the adult population and 37% of children in Lucas County are overweight or obese.
- 17% of the jobs in Lucas County are located in downtown Toledo. In a relatively small landmass, the Nautical Mile can reach a large percentage of the local population, making the return-on-investment more viable and sustainable.
- The neighborhoods near downtown contain some of the most economically disadvantaged families, and studies have shown there is a direct correlation between poverty and health risks (such as obesity).
- Residents, employees and visitors to downtown Toledo lack the proper quantity and access to open recreation space. According to the Downtown Toledo Master Plan: “Toledo is woefully inadequate in the amount of usable public open space. Currently downtown Toledo has just 32 acres of parks and green space available. To make downtown Toledo more attractive and livable, this figure needs to be closer to 320 acres.”

Plan Objectives
The Nautical Mile Vision Plan is the result of a process that began in February of 2017. Developed over 10 months through an open process, the Plan is intended to guide the physical development of downtown Toledo’s riverfront for the next 10+ years.

Based on input from the Healthy Downtown Toledo Coalition and local downtown leaders, a number of planning objectives were established. With a focus on improving the physical and mental health of downtown Toledo’s employees, residents and visitors, the Nautical Mile project aims to:

- Encourage physical and mental health
- Build excitement & support for advancement of the Nautical Mile
- Build on the 2016 Downtown Toledo Master Plan
- Rediscover the riverfront
- Reconnect the downtown
- Work in cooperation with partners
- Practice environmental sustainability
Planning Process

The planning process for the Downtown Toledo Nautical Mile Vision Plan was divided into three overlapping phases: (1) Data Gathering, (2) Exploration of Options and (3) Vision Development. This specific process was used to create a sense of community ownership over the Plan and its goals.

Who are you?
- Establish goals
- Assemble existing data
- Assess existing conditions

Who do you want to be?
- Review concepts
- Begin to identify a direction for further study & refinement

How do you get there?
- Select & refine alternatives
- Agree on one direction
- Determine cost implications
- Develop implementation plan

Each phase of the planning process included meetings with the Healthy Downtown Toledo Coalition and Downtown Toledo constituent groups, such as the Art Commission of Great Toledo, The Toledo Design Center, Downtown Toledo Improvement District, The Toledo Warehouse District, and the Downtown Toledo Development Corporation.

On October 6, 2017, the Nautical Mile Vision Plan was shared with the Downtown Toledo Development Corporation Board of Directors. Members of the Board include individuals from an array of corporate and civic executive stakeholders. Upon final review, the Board overwhelmingly supported the Plan’s direction and goals.

The Team

The planning process included input from a broad cross-section of the downtown Toledo community. Helping to filter that input and provide direction was the Healthy Downtown Toledo Coalition, which was developed to lead the visioning process, as well as the team’s engagement with the community.

The Healthy Downtown Toledo Coalition Team included the following individuals:

- Stephanie Cihon  
  ProMedica — Community Relations, Advocacy and Grants
- Cindy Kerr 
  ConnectToledo, Downtown Development Corp. — VP of Operations
- Beth Deakins  
  YMCA — Live Well Greater Toledo
- Rebekka Aparian  
  Toledo Metropolitan Area Council of Governments
- Emily Ziegler 
  Metroparks Toledo — Director of Planning
- Carla Nowak  
  Fifth Third Bank
- David Dysard  
  City of Toledo Engineer — Architect
- Don Rettig  
  Owens Corning
- Mike Young  
  Toledo Design Center — Landscape Architect
- Paul Hollenbeck 
  Toledo Design Center — Architect
- Margo Puffenberger  
  Graphic Designer
- Phil Enderle, ASLA, LEED AP  
  The Collaborative — Landscape Architect | Principal

* (DTID) Downtown Toledo Improvement District
(TDC) Toledo Design Center
(DTDC) Downtown Toledo Development Corporation

Team Meetings
Constituent Meetings
Project Milestone
GE Deliverables
## Nautical Mile Vision Plan Schedule

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### Data Gathering

- **3/23**: Toledo Warehouse Dist. Meeting

### Exploration of Options

- **2/13**: Team Kick-Off Meeting
- **4/11**: Team Meeting
- **5/30**: Team Meeting
- **6/19**: Tour & Meeting with GE

### Plan Refinement

- **8/17**: Toledo Arts Commission Meeting

### Meetings & Workshops

- **3/23**: Toledo Warehouse Dist. Meeting
- **5/22**: Submit Mid-Year Report
- **5/25**: Lighting Study #2
- **8/21**: Present Draft Vision Plan to DTID Board
- **9/7**: Present Draft Vision Plan to TDC Board
- **10/6**: Present Final Vision Plan to DTDC Board
- **11/30**: Submit GE Round 2 Application
2017 Nautical Mile Vision Plan

Project Zones

To help describe the 2017 Nautical Mile Vision Plan in detail, it has been diagrammatically divided into seven zones:

- Zone A
- Zone B
- Zone C
- Zone D
- Zone E
- Zone F
- Zone G

The proposed physical improvements within each zone are described on the pages that follow.

Note: Zone H is currently being designed by Metroparks Toledo.
Zone A

Existing Conditions
Zone A includes the area along the Maumee River from the Martin Luther King Bridge to Monroe Street. Often referred to as Promenade Park, this area of downtown Toledo has experienced some recent significant investments with the construction of ProMedica’s Corporate Headquarters.

Originally constructed in the early 1980’s Promenade Park has aged into a tired and outdated riverfront. The sidewalks are cracked and uneven, making it difficult to navigate for both pedestrians and bicyclist. This stretch of the Nautical Mile also lacks adequate places to sit, socialize or gather in small groups. With the Owens Corning Headquarters located on the south end and the Fifth Third Bank Building on the north end, this portion of the Nautical Mile is the most heavily used. During the lunch hour, several hundred people can be seen walking, jogging, or biking this zone of the Nautical Mile. The aged sidewalks, with their narrow configuration makes the experience challenging at best.

Also worth noting is the aged condition of the City of Toledo’s sewer overflow, which runs directly under this portion of the Nautical Mile. The pathway is literally supported over the overflow. Recent photos show the concrete and steel supports in decay and need of repair.

The southern end of Promenade Park is dominated by parked cars on the uphill side and an aged and dilapidated shoreline littered with oversized riprap on the river side. Despite these poor conditions, this path is still heavily used by downtown employees and neighborhood residents eager to get out and enjoy the waterfront.
To accommodate the increase in foot and bicycle traffic, the Vision for this portion of the Nautical Mile is to increase the width of the path to twenty feet. This will allow for both pedestrians and bicyclist to use the pathway in a comfortable manor. New lighting, benches and decorative banners will make the space feel more inviting and helps establish a sense of place.

Along Swan Creek, the Plan recommends replacing some of the parking with green space for outdoor yoga classes or simply a place to relax and enjoy the view under the large London Plane Trees. A new stone shoreline will not only make the space visually appealing, but will also make a safe and convenient means to get closer in touch with the water.
The Nautical Mile Vision Plan calls for increasing the width of sidewalks along Promenade Park to 20 feet and adding new lighting, banners and benches.
A popular spot for fishing, the Vision Plan calls for replacing the existing riprap with more attractive cut-stone boulders to allow for more casual seating.
Zone B

Existing Conditions
Zone B extends along the northwest bank of the Maumee River, from Owens Corning Headquarters at the north end to the High Level Bridge at the south end. It encompasses Boeschenstein Park and the Historic Oliver House, and is also proximate to Fifth Third Field, the Warehouse District and the Farmers Market. Yet, despite a location near both established and up-and-coming venues, Zone B appears to be overlooked and under-utilized.

Wayfinding is particularly difficult in this zone. The primary walking and cycling route diverges from the Maumee River, yet there is little to no signage for orientation. Low light levels at night further complicate wayfinding and decrease the perception of safety.

Boeschenstein Park, while beautifully maintained, has few amenities and seems to get little use.

The stretch along Ottawa Street feels very ‘back-of-house,’ flanked by the rear of several warehouse buildings on one side and the Owens Corning Headquarters parking lot on the other. It also lacks continuous sidewalks.

The recent construction of a bike route along Owens Corning Parkway and Ottawa Street in 2017, and the opening of Middlegrounds Metropark just south of the High Level Bridge in 2016 should draw more people to and through Zone B. However, it will likely continue to languish if wayfinding, site lighting and connectivity issues are not addressed.
Recommended Improvements — Zone B

The Plan proposes a number of changes to make Zone B more of a destination. New signage and site lighting will make it simpler and safer for people to navigate, and encourage greater pedestrian traffic to and from prominent nearby venues.

Improvements along the Nautical Mile focus on connections to nearby neighborhoods, such as the Warehouse District. This includes a new footbridge across Swan Creek linking Lafayette Street to Ottawa Street.

Establishing a continuous sidewalk along Ottawa Street will facilitate travel to Middlegrounds Metropark, where additional recreational opportunities can be found. There is potential for businesses along Ottawa to add murals to the rear of their buildings, which would enliven the space and make it feel more welcoming.
The recent opening of Middlegrounds Metropark, coupled with advancements to the Nautical Mile, allows currently under-utilized spaces the opportunity for economic development.
A new footbridge across Swan Creek, at the intersection of Lafayette and Summit Streets, will provide a more convenient means for residents of the Warehouse District to access the Nautical Mile.
Zone C

Existing Conditions
Zone C encompasses the Anthony Wayne Bridge crossing. The primary goal for this zone is to create a path that encourages and welcomes Nautical Mile users to take the challenge and ascend to the top of the bridge. Once at the top, users are given a breathtaking view of downtown Toledo, and in the distance Maumee Bay as well. At 100 feet above the Maumee River, the view is perhaps one of the most spectacular available to the public in the Toledo area.

Having gone through a recent renovation, the pedestrian walk along the Anthony Wayne Bridge is in good condition. While the width of the walk is not ideal, the view overcomes the clumsy nature of the narrow path. An existing stair at the base of the bridge and Morris Street makes it convenient for users to reach the bridge platform.

Once they reach the top of the bridge, the issue then becomes how to best guide users off the bridge in a convenient and safe manner without having to turn around. Currently the only way to descend from the Anthony Wayne Bridge on the east side is to follow vehicular traffic to the base of the bridge at Clark Street. Unfortunately, this route takes path users five blocks away from the City’s riverfront scene.
Recommended Improvements — Zone C

The Vision Plan for this area of the Nautical Mile is to make the pedestrian access points onto and off of the bridge convenient, safe and inviting. The pedestrian access point at the west side of the bridge is in good shape and fairly visible. The Vision is to add creative signage, wall graphics and lighting to entice users to climb the steps to gain access to the bridge.

The Vision for the east side is to reopen an abandoned stairwell near Miami Street, which will take users within one block of the water’s edge. This new pedestrian access point will require the redesign and reconstruction of the stair to make it safe and inviting for users. Options include creating an open air stair with LED lights for a fun and artful addition to the Anthony Wayne Bridge.
Zone D

Existing Conditions
Zone D includes the east side of the Maumee River, referred to locally as The Docks. Much of the area within Zone D is a public park, known as International Park. It offers captivating views of Toledo's Downtown skyline, which prompted local business owners to open a number of restaurants there in 1996.

International Park offers the longest unobstructed pedestrian path along the Maumee River within the Nautical Mile. Once a favorite destination, visits to the park have dropped in recent years and the infrastructure, originally constructed in the 1970's, is nearing the end of its life.

During the summer, the park is often used at night by local residents to enjoy and take-in the lights of downtown Toledo's skyline. However, other than this and the occasional events, the park goes mostly under-utilized.
A positive attribute of Zone D is that the entire zone is owned by the City of Toledo. Unfortunately, most of the existing infrastructure needs to be replaced in order for Nautical Mile users to feel comfortable using the space.

Existing seawalls and pathways need to be repaired or replaced with wider pathways, and new lighting and signage needs to be added in order to create a sense of place and make the Nautical Mile feel safe.

To be successful, it is vital for Zone D to focus on connections to the east side neighborhoods, the Anthony Wayne Bridge and the new Marina Metropark.
To avoid traffic at the intersection of Cherry Street and Boers-Boyer Way, the Vision Plan recommends building a boardwalk underneath the MLK Bridge. The boardwalk will provide a safe and unique experience for Nautical Mile users.
Creating a safe and convenient method for Nautical Mile users to descend off the Anthony Wayne Bridge can be an opportunity to combine art with function.
Zone E

Existing Conditions
Zone E includes the Martin Luther King Bridge. Constructed in 1914, the bridge is a concrete double-leaf drawbridge, and includes an observation deck housing a monument to Martin Luther King and offering a spectacular view of the downtown skyline. Located adjacent to downtown Toledo, it is the main bridge connecting downtown to the east Toledo neighborhoods.

The bridge’s four vehicular lanes and center turn lane is used primarily to carry local traffic. While speed is posted at 35 MPH, traffic typically travels at a higher rate of speed. An 8 foot wide pedestrian walk is located on both sides of the bridge, and is separated from vehicular traffic by only a 6 inch high concrete curb. This makes the pedestrian experience uncomfortable when walking across the bridge, and pedestrians and bicyclists are often seen hugging the side of the bridge to avoid oncoming traffic.

The bridge connects to Summit Street on the west and Boers-Boyer Way on the east. Both intersections are designed to handle large volumes of vehicular traffic. As a pedestrian, these intersections are less than ideal. An open stairwell along the southwest side of the bridge provides direct access to Promenade Park.
While traffic on the Martin Luther King Bridge may be classified as low, the bridge plays an important role in connecting the east and west Toledo neighborhoods. To that end, traffic speed should be reduced to a 25 MPH and the width of the walk increased to 12-15 feet. This will make crossing the bridge a more enjoyable experience for pedestrians and bicyclists. The task can be accomplished by eliminating the center turn lane and reducing the width of the traffic lanes.

The existing open steel stairway that connects the bridge to Promenade Park should be illuminated with LED lights to make the stair more attractive and inviting to users. The seven concrete archways that define the underside of the bridge should also be illuminated to make the bridge a more attractive element in Toledo’s downtown skyline.
Zone F

Existing Conditions
Zone F includes the area directly under and around the Veterans’ Glass City Skyway (I-280 Bridge), including the Craig Memorial Bridge. After decades of planning and years of construction, the Skyway was opened in 2007.

Construction of the bridge included the addition of a 15 foot wide asphalt multiuse trail connecting the east and north Toledo neighborhoods. While the pathway is inviting to use, its physical connection to downtown is weak at best. The pathway ends at the Summit Street sidewalk on the west and the National Museum of the Great Lakes on the east. The path also lacks adequate signage, branding and lighting to make it inviting and create a sense of place.
With a lot of the infrastructure already in place, the recommendations for this zone of the Nautical Mile focuses primarily on adding new signage, branding and lighting to help visually connect the Nautical Mile to the downtown and make the experience more inviting. The large open green space adjacent to the path may also be ideal for incorporating fields of native meadow.
Zone G

Existing Conditions
Of the seven zones, Zone G is perhaps the most challenging, and yet once completed the most rewarding for Nautical Mile users. It includes the last working Great Lakes shipping port within the Nautical Mile, which is an important part of Toledo’s history and is worth acknowledging and celebrating. With railroad tracks and grain silos, the old industrial feel can easily be transformed into a positive experience that is a highlight of the pathway.

This zone has little to no public access to the water’s edge. The only portion open to the public is the existing boardwalk adjacent to the Toledo Port Authority building. Water Street, which runs parallel to the Maumee River, is the only area along Zone G that is open to the public. The street is in need of major repair as it is used primarily for truck delivery along the docks.

A majority of the property along this portion of the river is owned by the City of Toledo. The land is home to the City’s salt storage and the City’s Streets, Bridges and Harbors warehouse. The zone is also home to a large Toledo Edison electrical substation. While the site lacks good views and access to the river, it does provide some unique glimpses into Toledo’s past, such as the old brick and cobble streets that date back to the early shipping days.

Another notable item is the City of Toledo’s pending construction of a green infrastructure basin to help reduce sewage overflows into the Maumee River. This project, located between Olive and Magnolia Streets, will include a 10 foot wide multi-use trail extending from Mulberry Street to Olive Street. The 700 foot long path will provide a safe and convenient means for users to navigate from Summit Street to Water Street (see page 40).
To help draw users, the Vision for Zone G is to add a collection of LED light displays to some of the industrial components. The lights will help attract path users while making the zone safer. To set the stage, the Plan includes lighting the existing open steel stairwell leading up to the Martin Luther King Bridge with blue LED lights. Acting as the gateway to Zone G, it will not only welcome users, but also entice them to ascent up onto the bridge.

Another component of Zone G is opening City owned land to the public. The area behind the City’s warehouse building is plenty wide to accommodate a multiuse trial, and based on site observations appears to get little use for City operations. By improving this area and relocating the City’s salt storage, approximately 2000 linear feet of shoreline would open to the public — a distance equal to the entire length of Zone A (Promenade Park).
Plan for the City of Toledo's Green Infrastructure Basin

(Graphic Provided by: City of Toledo)
A common element along the Maumee River, silos become the perfect canvas for an artistic light display.
The Toledo Edison Substation at Water Street and Locust Street is the last remaining element of the Powerplants that once populated Toledo’s downtown waterfront. In lieu of trying to hide it, the Nautical Mile Vision is to transform the substation into an art element.
The area behind the City’s Streets, Bridges and Harbors Warehouse offers a captivating view of the Veteran’s Glass City Skyway. Opening this area to the public is seen as an important element in connecting downtown Toledo to the Skyway.
Lighting
Nautical Mile Lighting

Existing Conditions
As part of the Data Gathering Phase of the Planning Process, members from the Healthy Downtown Toledo Coalition conducted an inventory of the lighting along the Nautical Mile. Based on the haphazard way in which the area has been developed over the years, it is no surprise to find many flavors of lighting fixture types and colors, ranging from yellow high pressure-sodium to white LED.

Large portions of the Nautical Mile are also very dark. Throughout the area, foot candle readings of less than 1 foot candle is a common theme. For this type of outdoor activity, foot candle readings of 3-5 is more ideal in order to make the space feel safe and inviting.

Recommended Improvements
To become a valued community asset, the Nautical Mile needs to feel welcome and inviting year round. This includes during the winter months, when often the only time to get out and exercise is after daylight hours. To that end the Nautical Mile Vision Plan recommends developing a standard light fixture and light color to create a consistent light level throughout the corridor.

As mentioned above, the ideal lighting level for an outdoor multiuse path is 3-5 foot candles. While adding more light poles is one step toward achieving this, the Nautical Mile Vision Plan recommends increasing the light level by supplementing the standard pole fixtures with indirect lighting. Possibilities include building façade and bridge accent lighting, landscape lighting and tree lighting. Indirect lighting can help increase the overall light levels along the Nautical Mile, while creating an experience that is equally beautiful as it is safe.
Downtown Toledo Lighting Styles
Signage
Nautical Mile Signage

Existing Conditions
The Nautical Mile offers a striking conglomeration of modern city life, historical significance and wildlife that is ripe for exploration by residents and visitors alike. Currently, however, there is a remarkable lack of signage to guide exploration or interpret features that might not be obvious at first glance. What little signage does exist is generally outdated and in disrepair. One pocket of newer signage near the Veteran’s Memorial Skyway suggests an interrupted effort to introduce way-finding elements, but is too isolated to have impact. A comprehensive new suite of signage will be essential if the Nautical Mile is to define itself as a unified, experientially rich downtown area.

Recommended Improvements
The Collaborative teamed with Margo Puffenberger, a local Graphic Designer, to develop signage concepts that reflect the Nautical Mile’s character and unique offerings. Instead of one static image that is repeated everywhere, the proposed logo and signage concepts are flexible, allowing them to parallel and emphasize the variety of possible experiences along the Nautical Mile.

The logo itself is an abstracted map of the Maumee River and the three iconic bridges, with a “Nautical Mile” title that is uniform from sign to sign. The title then frames a space for location-specific text that highlights a notable feature of the area—e.g. trail, birding, fishing, parks, etc. Likewise, the design of the sign itself can vary by location, assuming a form or displaying graphics that take a cue from nearby landmarks, like the High Level Bridge trusses or I-280 Bridge support towers. Such a flexible signage palette offers aesthetic and thematic consistency without becoming monotonous, and also incorporates subtle way-finding indicators that reinforce the textual message.

Thoughtful placement of mile markers, directional signs, and interpretive panels throughout the area will direct and inform passersby, while simultaneously standing as attractive site furnishings in their own right. Investing upfront in durable materials like stainless steel and integral (rather than painted) graphics, will pay off with long-term reductions in costly maintenance, repair or replacement.
create your own bridge to bridge experience.
Conceptual Signage

- NAUTICAL
- mile

Dimensions:
- 708 x 23 inches
- 36" H
- 78" H
- 55.92" H
- 72" W
- 48" H
- 15' H
- 6' H
Next Steps
Next Steps for Toledo’s Nautical Mile

In order to keep the Nautical Mile Vision Plan moving forward, the Healthy Downtown Toledo Coalition recommends the following action items:

City Endorsement
The first step is to have the plan approved by the City of Toledo. Formal approval will help inform other developments that may occur adjacent to the Nautical Mile. Having the City’s endorsement is also needed when applying for grants and other funding sources.

Feasibility Study
A Feasibility Study should run concurrently with the City Approval process. Feasibility studies are a common next step for many Master Plans, because agencies and government institutions desire additional information about the viability and cost of certain infrastructure improvements.

The following issues should be addressed in a Feasibility Study:

- Identify the probable cost of construction.
- Identify the probable cost of maintenance and the entity responsible for maintenance.
- Identify potential problems and road blocks.
- Identify potential grant and funding opportunities, as well as potential public & private partnerships.
- Develop a framework for implementation, including schedule; phasing; milestones; and identification of roles and responsibilities.
- Develop illustrations and other materials for grant applications.
- Identify potential environmental issues.
- Identify opportunities to incorporate green infrastructure.
- Identify locations where art can be incorporated.
- Identify future collaboration projects.

Branding and Signage Study
As stated earlier in this report, developing a sense of place and identity is very important if the Nautical Mile is to define itself as a unified, experientially rich area. This can be accomplished by developing a Standard Branding and Signage Guide. The graphics and signage mentioned in this report only touch the surface of possibilities. The Healthy Downtown Toledo Coalition recommends developing a comprehensive Branding and Signage Guide as a logical next step.

Phasing
The schedule on the following page aims to advance the Nautical Mile Vision over the next ten years and beyond. Implementation of the Vision is broken down into five possible phases. The sequencing of each phase may vary depending on funding sources and other outside initiatives.

Possible funding sources for each phase may include:

- The Ohio Department of Transportation
- Toledo Metropolitan Council of Governments
- Ohio Public Works
- The Ohio Department of Natural Resources
10-Year Plan

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