

# Lucas County Vacant Industrial Land Use Report



*Prepared by*  
The Toledo-Lucas County Plan Commissions

*February 2008*

## EXECUTIVE SUMMARY

The Toledo-Lucas County Plan Commissions directed the preparation of this report to provide decision makers in Lucas County along with developers and industrial realtors with an analysis of undeveloped and limited use industrial land. This report examines nine (9) areas of Lucas County comprising approximately 2,800 acres located outside of the cities of Toledo, Maumee, Oregon and Sylvania.

Professors Neil Reid of the University of Toledo Department of Geography and Planning and Michael C. Carroll of Bowling Green State University's Department of Economics – Center for Policy Analysis and Public Service conducted research to identify the target industrial clusters for the Northwest Ohio region.

Based on their research, Professors Reid and Carroll have identified seven (7) initial industrial target clusters as the basis for recruitment efforts in the region:

- Innovative Engineering and Architectural Services
- Automotive
- Information Technology
- Transportation Logistics
- Specialized Agriculture/Greenhouses
- Plastics/Glass
- Alternative Energy

The challenge to the region, as identified by Drs. Reid and Carroll, is to focus economic development efforts to compete on a global basis, and to grow and attract these industries to Northwest Ohio.

The most significant factor derived from local industrial real estate professionals was proximity to the Interstate Highway System. The real estate group told the Plan Commission staff that highway access, as opposed to rail access, was the primary consideration for industrial sites. Rail proximity can be an advantage but one participant noted that only one out of ten industrial firms typically need a rail spur.

Convergence of freeways in the area, i.e., I-75 and the Turnpike (I-80/I-90), gives the Toledo area a strong location advantage in the region. The group also felt that Toledo should pursue distribution firms and use Toledo Express Airport for small freight shipping.

Overall the report suggests the most viable and attractive industrial sites are those near and around the Toledo Express Airport vicinity, which is ideally situated near the Ohio Turnpike, rail lines, and an air freight hub. Other potential industrial locations are located in and adjacent to the West Winds Business Center in Spencer Township and within the Triad / Keystone Business Park in Monclova Township.

## **SECTION 1 INTRODUCTION**

### **1.1 Purpose of the Lucas County Vacant Industrial Land Use Report**

This Lucas County Vacant Industrial Land Use Report was prepared for the decision makers and industrial developers and realtors in Lucas County at the request of the Toledo-Lucas County Plan Commissions. The goal of this report is to serve as a basis for future land use decision-making by identifying undeveloped acreage with the highest potential for industrial development. Good land use planning dictates that there is land available for industrial development. Today's production processes rely on more efficient, large one-story buildings. As such, today's manufacturers tend to spread out rather than up, creating a need for large tracts of land. The challenge for the County is to identify property suited for industrial use while balancing the need for farmland and open space preservation.

Large tracts of land situated near interstate highways and multi-modal facilities provide for the best industrial sites. The infrastructure of roads, rail terminals, lake ports, and airports play a significant role in determining the best location for manufacturing or a distribution center. The time it takes to move materials and finished products to and from the facility ultimately has an impact on customer satisfaction and the success of the business. Adequate tracts of land for industrial use adjacent to transportation and other infrastructure are needed to support industrial development.

### **1.2 Organization of the Lucas County Vacant Industrial Land Use Report**

#### **Section 2 – Description of the Vacant Industrial Land Use Areas**

A description of the boundaries, major land uses, and infrastructure serving each of the nine (9) study areas are presented in Section 2. A review of impediments to development, recommendations on the industrial zoning classification, aerial photographs, maps, and a table identifying the vacant industrial parcels are also found in this section.

#### **Section 3 – Existing Land Use Plans and Studies**

This section gives a broad overview of the various Township land use policies regarding industrial development within their jurisdictions. It is recommended copies of these plans be reviewed in detail when contemplating development in these areas.

### 1.3 Study Areas

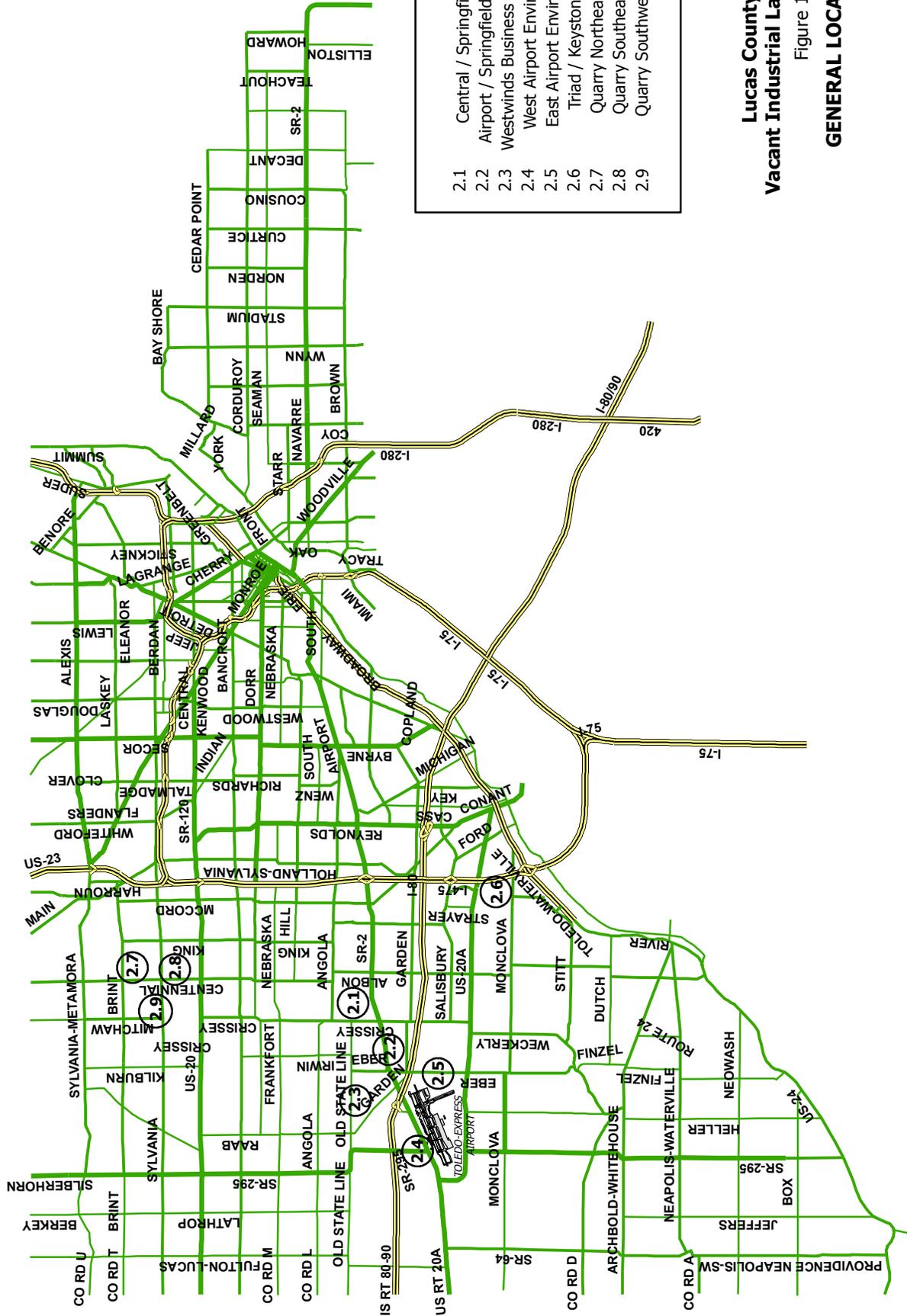
In order to facilitate the analysis of undeveloped industrially zoned parcels in Lucas County, nine (9) locations with industrial zoning were identified. Industrial areas in Lucas County not included in this study are located in the cities of Toledo, Oregon, Maumee and Sylvania and in the villages of Whitehouse, Swanton, Holland and Waterville.

Not all vacant industrially zoned parcels in Lucas County are included in this report due to their use or location. The nine (9) study areas were selected based on the concentration of industrially zoned properties and potential for industrial development.

The nine (9) Vacant Industrial Land Use Study Areas identified in this report are listed below. See Figure 1 on page 1-3 for a map illustrating the study areas.

- **Central / Springfield (Springfield Township)** - bounded by Airport Highway, Geiser Road, Angola Road, Centennial Road (extended), and Crissey Road.
- **Airport / Springfield West (Springfield Township)** - bounded by Old State Line Road, Crissey Road, Airport Highway and Eber Road.
- **Westwinds Business Center (Spencer Township)** - generally bounded by Old State Line Road, Eber, Shaffer and Whitehouse-Spencer Roads.
- **East Airport Environs (Springfield and Monclova Townships)** - bounded by Whitehouse-Spencer (extended), Maumee-Western Road (U.S. 20A), Shaffer Road, Airport Highway, Crissey Road, Weckerly and Eber Road.
- **West Airport Environs (Swanton Township)** - bounded by Shaffer Road, Spencer Road (extended), Sager Road and Wilkins Road.
- **Triad / Keystone Business Park (Monclova Township)** - bounded by Maumee-Western Road (U.S. 20A), U.S. 23, the Norfolk-Southern Railroad and Strayer.
- **Quarry Northeast (Sylvania Township)** - bounded by Little Road (extended), Brint Road, King Road, Sylvania Avenue and Centennial Road.
- **Quarry Southeast (Sylvania Township)** - bounded by Sylvania Avenue, King Road, Central Avenue and Centennial Road.
- **Quarry Southwest (Sylvania Township)** - bounded by Sylvania Avenue, Centennial Road, Central Avenue and Herr Road.

# GENERAL LOCATION MAP



- 2.1 Central / Springfield Study Area
- 2.2 Airport / Springfield West Study Area
- 2.3 Westwinds Business Center Study Area
- 2.4 West Airport Environs Study Area
- 2.5 East Airport Environs Study Area
- 2.6 Triad / Keystone Study Area
- 2.7 Quarry Northeast Study Area
- 2.8 Quarry Southeast Study Area
- 2.9 Quarry Southwest Study Area

## Lucas County, Ohio Vacant Industrial Land Use Report

Figure 1

### GENERAL LOCATION MAP

Figure 1  
1-3

## **SECTION 2 DESCRIPTION AND ANALYSIS OF THE VACANT INDUSTRIAL LAND USE AREAS**

### **2.1 Central / Springfield Study Area**

#### **Study Area Boundary**

Central / Springfield is bounded by Crissey Road, Geiser Road, Airport Highway, Angola Road and Centennial Road (extended) in Springfield Township. See Figure 2 on page 2-4 for an aerial photograph of the study area. The total undeveloped acreage available is 126.3 acres.

#### **Development in the Central / Springfield Study Area**

The 2004 Springfield Township Community Master Plan and the Toledo-Lucas County Port Authority's Airport Environs Plan influence the study area.

The 2004 Springfield Township Community Master Plan designates a majority of parcels in the study area as rural and single-family residential, institutional, and industrial. Industrial areas are proposed at the intersection of Kieswetter and Geiser Roads and at Albon Road directly north of the Norfolk Southern Railroad. More dense urban residentially developed areas are to be buffered by agricultural and rural residential-type land uses found along Angola and Crissey Roads. Single-family areas are found in the eastern half of the study area.

The Toledo-Lucas County Port Authority's 1998 Airport and Vicinity Land Use and Circulation Plan identifies the study area as Office Warehouse and Office/Industry Park for parcels in the south half of the study area and single-family residential for parcels in the northern half.

Industrial development in the study area is concentrated at Geiser and Kieswetter Roads, with some industrial uses along Airport Highway. Residential uses are located on the western edge of the study area along Crissey Road and within industrially zoned areas along Kieswetter Road.

#### **Vacant Industrially Zoned Parcels**

There are a small number of vacant industrially zoned parcels in the Central / Springfield Study Area. See Figure 3 on page 2-5 for a location map and Table 1 on page 2-6 for a listing of the vacant parcels.

Several industrially zoned parcels are located outside of areas deemed as environmentally sensitive. Parcel 1, although characterized as a wetland, is situated north and west of industrial uses along Kieswetter Road. The 50-acre parcel is also split zoned industrial and residential. The industrially zoned portion is vacant and accounts for approximately 22.45 acres of land. The 2004 Springfield Township Community Master Plan designates the parcel as rural residential. Parcel 1 has access only from Crissey Road where the predominant land uses are residential. Parcel 2 is of limited size, and if combined with adjacent parcels to form a larger industrial site, it would abut residential uses to the east, north and west.

Parcels 2-6 located in the eastern half of the study area north of Geiser Road represent 93.7 acres of vacant land. Any investment in this site would involve environmental considerations because the land has been characterized as being wet. Parcels 2-6 exist south of existing residential development, but are directly west of parcels designated as industrial in the 2004 Springfield Township Community Master Plan at Albon Road north of the Norfolk Southern Railroad. Although currently zoned as industrial, the 2004 Springfield Township Community Master Plan designates Parcels 2-6 as single-family residential. According the Plan, these sites are located within the Oak Openings area. Parcel 5 is bisected by the Norfolk Southern Railroad, but has frontage along Airport Highway.

#### **Other Potential Development Parcels**

Parcel 7 is an 11.25 acre limited use industrially zoned parcel that is between several industrial uses and fronts on Geiser Road. Parcel 7 is being used as a salvage yard. Parcels 8 and 9 are zoned for industrial use but accommodate single-family residential.

#### **Available Infrastructure**

Airport Highway, Angola, Crissey, Kieswetter, and Geiser Roads serve the Central / Springfield Study Area. Airport Highway is a five-lane State Route (SR-2), which provides direct access to U.S. 23 and I-475, but indirect access to many industrial parcels in the study area. Primary access into the industrial areas is from Geiser Road, a two-lane County Road. Kieswetter and Angola Roads are two-lane roads providing direct access to existing industrial parcels in the study area. Crissey Road is a two-lane County arterial.

Water service is available in the study area. Water lines exist along Crissey, Albon and Angola Roads and water petitions are being considered for lines along Airport Highway and Kieswetter Road within the study area. With the exception of sanitary sewer lines located at Albon Road (to the east of the study area) and Airport Highway, there are no sanitary sewer lines in the study area.

According to the County Engineer, the ditch system in this area (the Trumbull Ditch and branch of Trumbull Ditch) would need to be improved prior to development. Wetlands could be an issue for some of the parcels. The Blair Ditch, which lies next to the pond, is in adequate condition in spite of the fact that very little area drains toward this outlet (approximately 12 acres).

### **Impediments to Development**

The primary access to Parcel 1 would be through residentially zoned land and would pose a land use conflict for heavy industrial development.

A portion of parcels 4 and 5 have frontage on Airport Highway, are bisected by the Norfolk Southern Railroad and do not have direct access to public roads. These parcels are characterized as wetlands with the rear portions of the parcels rendered landlocked.

Sanitary sewers are available to some properties along Geiser Road and Airport Highway in the study area. Parcels 2-6 do not have access to water and sanitary sewer. A sanitary sewer line is under design to serve parcels along Airport Highway between Crissey and Albon Roads.

A review of the Federal Emergency Management Agency Flood Insurance Rate Maps for the Central / Springfield Study Area indicates that the parcels are not within the 100-year floodplain.

### **Planned Infrastructure Improvements**

There are no street improvements in the Central / Springfield Study Area in the TMACOG 2025 Transportation Plan.

### **Recommendations for Future Land Uses**

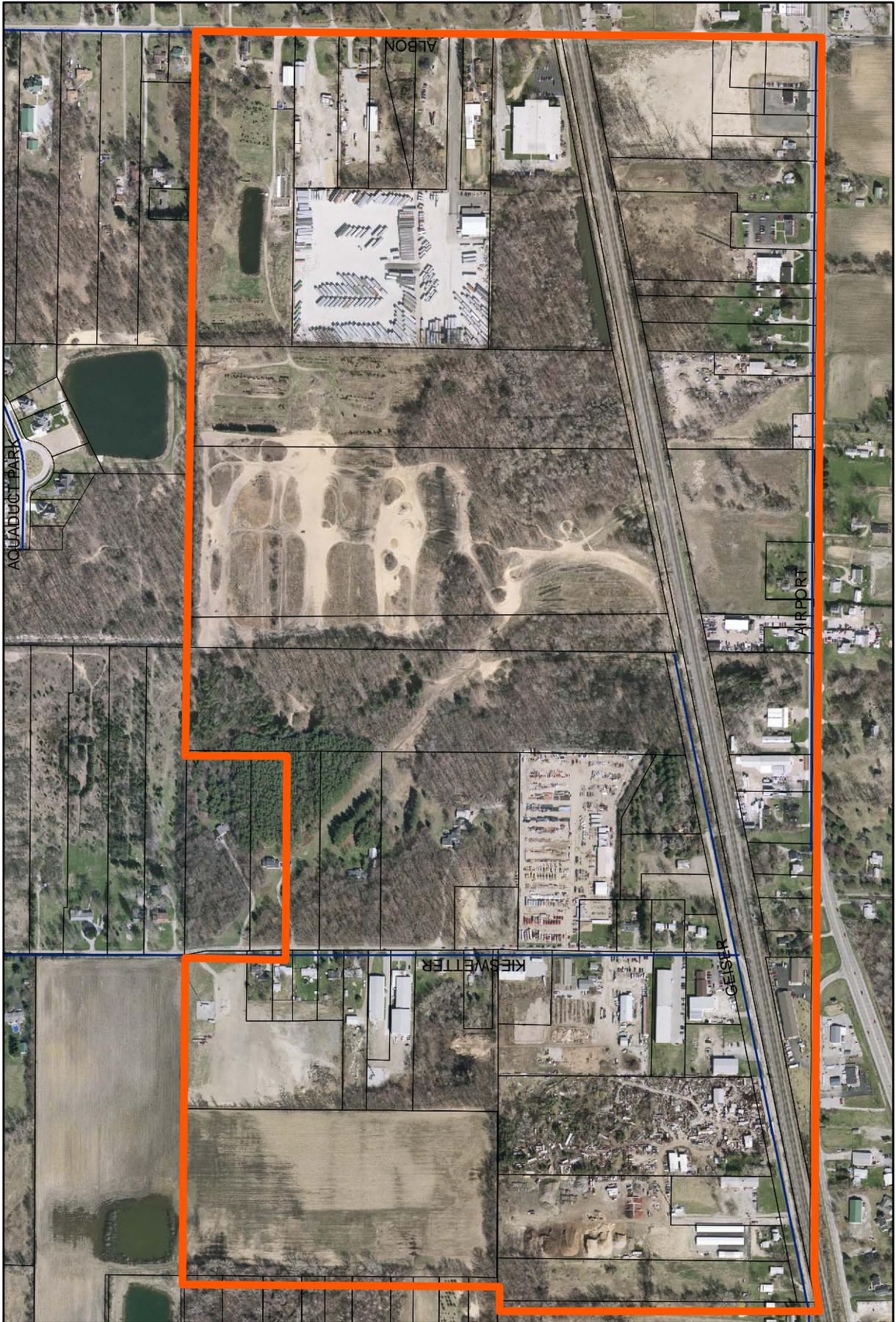
Industrial land uses designations should be maintained for Parcels 2-6. Industrial development of these parcels should be developed concurrent with the area wide extension of utilities and with design standards consistent with protecting and preserving environmentally sensitive land. This means that any development on these sites should compliment large lot residential or planned unit development as the areas are located in environmentally sensitive areas and are adjacent to existing residential.

Parcels 8 and 9 could be considered for a future light industrial development. Residential development should be discouraged because of proximity to the Airport.

### **Recommended Priority Infrastructure Projects**

- Install sanitary sewers and water along Kieswetter Road.
- Install sanitary sewers and water lines along Airport Highway from Kieswetter Road to Albon Road.

AERIAL PHOTO OF CENTRAL / SPRINGFIELD STUDY AREA





**TABLE 1  
CENTRAL / SPRINGFIELD STUDY AREA  
VACANT PARCELS**

Parcel	Owner	Address	Acres	Zoning	Water	Sewer	Flood Plain	Remarks
1	6517804 BUCK THOMAS G & LOU ANN	8412 AIRPORT HWY	4.8	M-1	No	No	No	
2	6518091 ZIEGLER NAIDA	8702 GEISER RD	1.83	M-3	No	No	No	
3	6517877 LOWRY MFG INC	8638 AIRPORT HWY	25.33	M-1/M-3	No	No	No	CAUV
4	6517701 KEETON FRED E SR	8550 AIRPORT HWY	8.96	M-1/M-3	No	No	No	
5	6517704 ARHEIT INC	8544 AIRPORT HWY	41.77	M-1/M-3	No	No	No	CAUV
6	6517824 KISTNER, KISTNER, & KISTNER AN OH GEN PT	8412 AIRPORT HWY REAR	17.65	M-3	No	No	No	CAUV
7	6519104 TJ & CJ ANDERSON	8880 GEISER RD	11.25	M-1	No	No	No	
8	6518094 LRN LLC	1403 KIESWETTER	9.4	M-1/M-3	No	No	No	
9	6518077 ROBERT TRUMBELL	1403 KIESWETTER	5.3	M-1/M-3	No	No	No	

Total Acreage = 126.3

## **2.2 Airport / Springfield West Study Area**

### **Study Area Boundary**

The Airport / Springfield West Study Area is bounded by Old State Line Road, Crissey Road, Airport Highway, and Eber Road in Springfield Township. See Figure 4 on page 2-11 for an aerial photograph of the study area. The total acreage available is 123.6 acres.

### **Development in the Airport / Springfield West Study Area**

The study area consists of large vacant, wooded parcels with a significant amount of residential zoning in the north half of the area. Residential zoning exists west of Crissey Road in the southeast quadrant of the study area. Industrial and commercial land uses exist along Airport and Old Airport Highways.

The 2004 Springfield Township Community Master Plan and the Toledo-Lucas County Port Authority's Airport Environs Plan influence the study area. The 2004 Springfield Township Community Master Plan designates parcels in the study area as Rural Residential, Recreation/Open Space, Institutional, and Industrial. The Plan calls for the development of light industry or business and technology park-type uses in the study area. Light industrial uses are considered more appropriate for the study area rather than residential uses due to noise-associated impacts of the airport. More dense urban residentially developed areas are to be buffered from the airport by agricultural and rural residential-type land uses found along Old State Line and Crissey Roads. The desire for business and technology type uses reflect the township resident's preference for development that recognize and incorporates the preservation of open space and the protection of environmentally sensitive areas.

The Toledo-Lucas County Port Authority's 1998 Airport and Vicinity Land Use and Circulation Plan identifies the study area as office/warehouse for parcels in the southwest corner of the study area and north of the Norfolk Southern Railroad. Office/industry park was designated for most of the western half of the study area north of the Norfolk Southern rail line.

### **Vacant Industrially Zoned Parcels**

There are two vacant or partially vacant industrially zoned parcels located north of Airport Highway in the Airport / Springfield West Study Area. These two parcels, Parcels 1 and 2, comprise approximately over 111 acres of land. See Figure 5 on page 2-12 for a location map and Table 2 on page 2-13 for a listing of the vacant parcels. Parcel 1 is directly east of the Westwinds Business Park on Eber Road and has access to water and sewer lines. Parcels 1 and 2 are large parcels that have access off of Geiser Road, but exist in low-lying wetland areas and may be difficult to develop. The Toledo-Lucas County Port Authority purchased parcel 2 as part of their noise mitigation efforts and has indicated that they would prefer to give the parcel to the Metropark organization. The eastern half of parcel 2 is underutilized, as it contains a miniature landing strip and does not appear as wet as the other industrially-zoned parcels in the study area. Parcel 2 is also adjacent to a recently acquired parcel to be used for parks and open space. Parcels 3-6 could be combined to form a larger industrial site with access off of Airport Highway.

### **Other Potential Development Parcels**

These parcels are adjacent to industrially zoned parcels to the south and west (Westwinds Business Park). Sanitary sewer service would have to be extended to these sites. These lands, however, lie within the proposed Oak Openings area.

Springfield Township officials should consider designating lands now identified as Rural Residential in the northwest quadrant of the study area south of Old State Line Road and west of Crissey Road to a non-residential use. These parcels are below flight paths of aircraft and may have unacceptable noise levels for residential areas.

### **Available Infrastructure**

The Airport / Springfield West Study Area is generally served with good highway and roadway infrastructure. The study area provides easy access to main transportation corridors because of its proximity to I-80/90 (the Ohio Turnpike). Gate Three of I-80/90 at Airport Highway is located approximately one mile west of the study area. Airport Highway is a five-lane state route (SR-2) also providing excellent access to I-475/U.S. 23 located approximately four miles to the east. The remaining roads, including Eber, Old State Line, Mescher, Geiser, Crissey and Old Airport Highway, are two-lane facilities.

Water service is available in the study area. There are water lines of 8, 12, and 16 inches along Eber Road between Airport Highway and Old State Line Road. A 12-inch water line runs between Eber and Crissey Roads on Old State Line Road, and a 16-inch water line runs along Crissey Road between Old State Line Road and Airport Highway. Water petitions exist for a water line along Airport Highway between Eber and Crissey Roads.

The area is not completely served by sanitary sewers. A 21-inch sewer line runs along Airport Highway in the study area. There is also a 6 to 8-inch sewer line existing along Eber Road between Old State Line Road and Airport Highway. A sewer line also runs along Old State Line Road between Eber and Irwin Roads.

The Wood and Thomas Ditches are located north of Geiser Road and would most likely need improvement prior to any development. Detention and water quality structures would be required for all development in this area. Wetlands would be an issue for most of the parcels, especially parcels located north of Old Airport Highway. South of Old Airport Highway, the ditch system is adequate but the storm sewer along Old Airport Highway is undersized and would need to be improved if used. The area does have some 100-year floodplain as shown on FEMA panel maps #206 and #207.

A railroad serves the area with a Norfolk Southern line running parallel to the Old Airport Highway alignment across the study area.

### **Impediments to Development**

The vacant industrially zoned parcels in the study area all fall within the Oak Openings area. Wetland areas are located on much of the industrially zoned land.

Both the Toledo-Lucas County Port Authority and Metroparks organizations have been acquiring land in industrially zoned areas. The Toledo-Lucas County Port Authority has been purchasing property both in an effort to build up a reserve of wetland areas for future mitigation and for airport noise attenuation purposes. The Toledo-Lucas County Port Authority finds that wetlands in the study area are Category III type wetlands and should not be developed. The Metroparks organization has also purchased parcels in an effort to preserve lands located within the Green Ribbon Initiative. The Green Ribbon Initiative includes lands in the Oak Openings Preserve (4,000 acres), Secor Metropark (600 acres), Wildwood Preserve (500 acres), Kitty Todd Nature Preserve (630 acres), Maumee State Forest (3,100 acres), Irwin Prairie (187 acres), and the Louis W. Campbell site (169 acres). The Wabash-Cannonball Trail and the Blue Creek Conservation area comprise many of the parcels to be preserved.

Parcels 1 and 2 have limited access to water and sanitary sewer lines.

There are two at-grade railroad crossings at Eber and Crissey Roads in the study area. The Norfolk Southern Railroad accommodates approximately 75-85 trains per day that includes both freight and Amtrak passenger service.

Sanitary sewers are not available in the public right-of-way of Geiser Road between Crissey and Eber Roads.

Parcels 3-6 should remain industrially zoned.

Because the study area is located within the Township's Transition Zone, it is expected that the Township and the Toledo-Lucas County Port Authority will work together on a redevelopment plan for the study area for planned business and industrial park uses.

**Recommend Priority Infrastructure Projects**

With the exception of continued improvements to Mescher Drive at Airport Highway, no infrastructure projects are recommended for the study area.

A review of the Federal Emergency Management Agency Flood Insurance Rate Maps for the Airport / Springfield West Study Area indicates areas are in a 100-year floodplain.

**Planned Infrastructure Improvements**

The 2008-11 Lucas County Capital Improvements Program also does not include improvements within the study area. Mescher Drive should be strengthened for the anticipated increase of industrial park traffic. Other than that, there are no street improvements in the Airport / Springfield West Study Area in the TMACOG 2025 Regional Transportation Plan - Update 2004.

**Recommendations for Future Land Uses**

Parcel 1 has access to public roads, sewers and water and should be maintained as an industrially zoned parcel provided environmental concerns can be addressed.

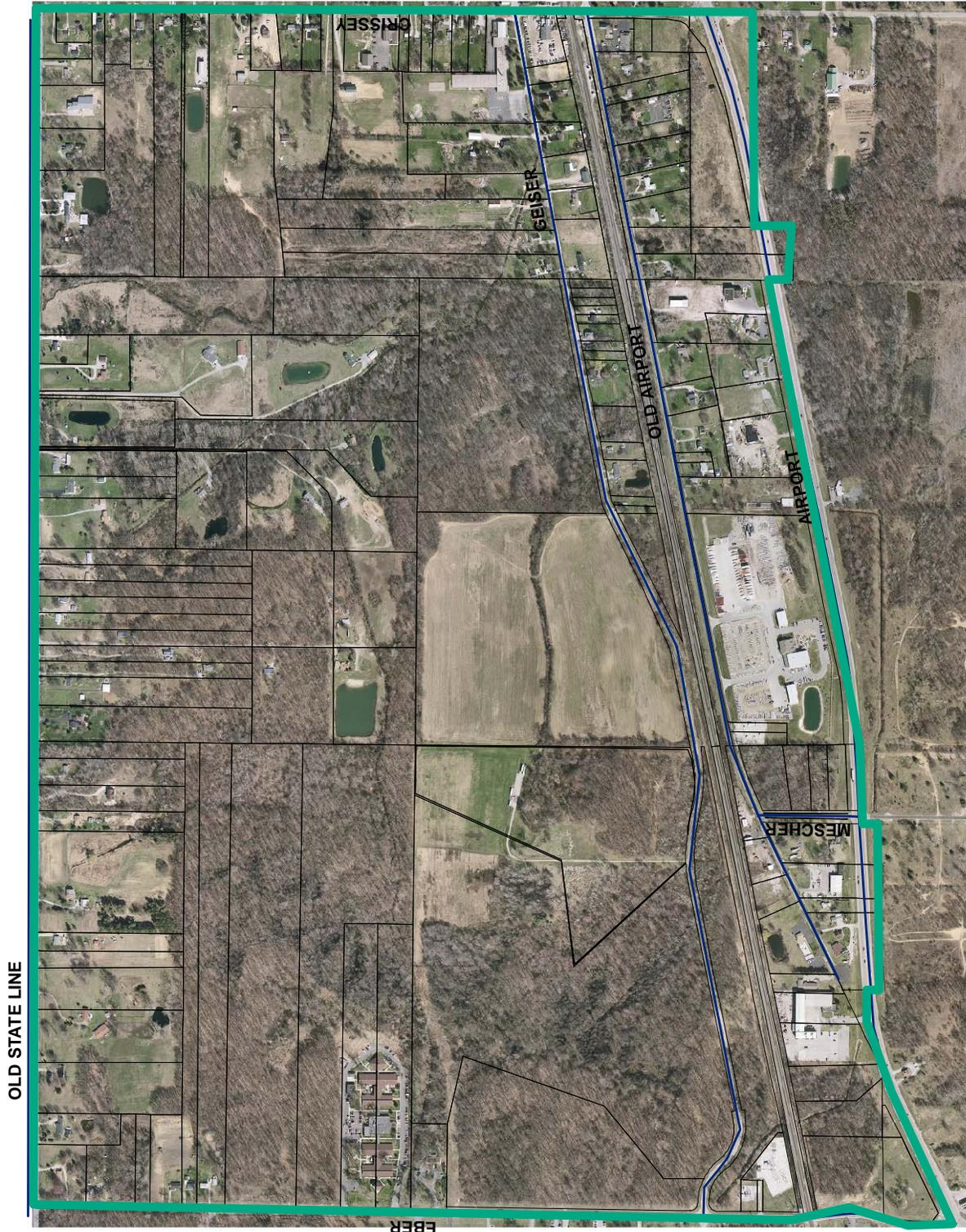
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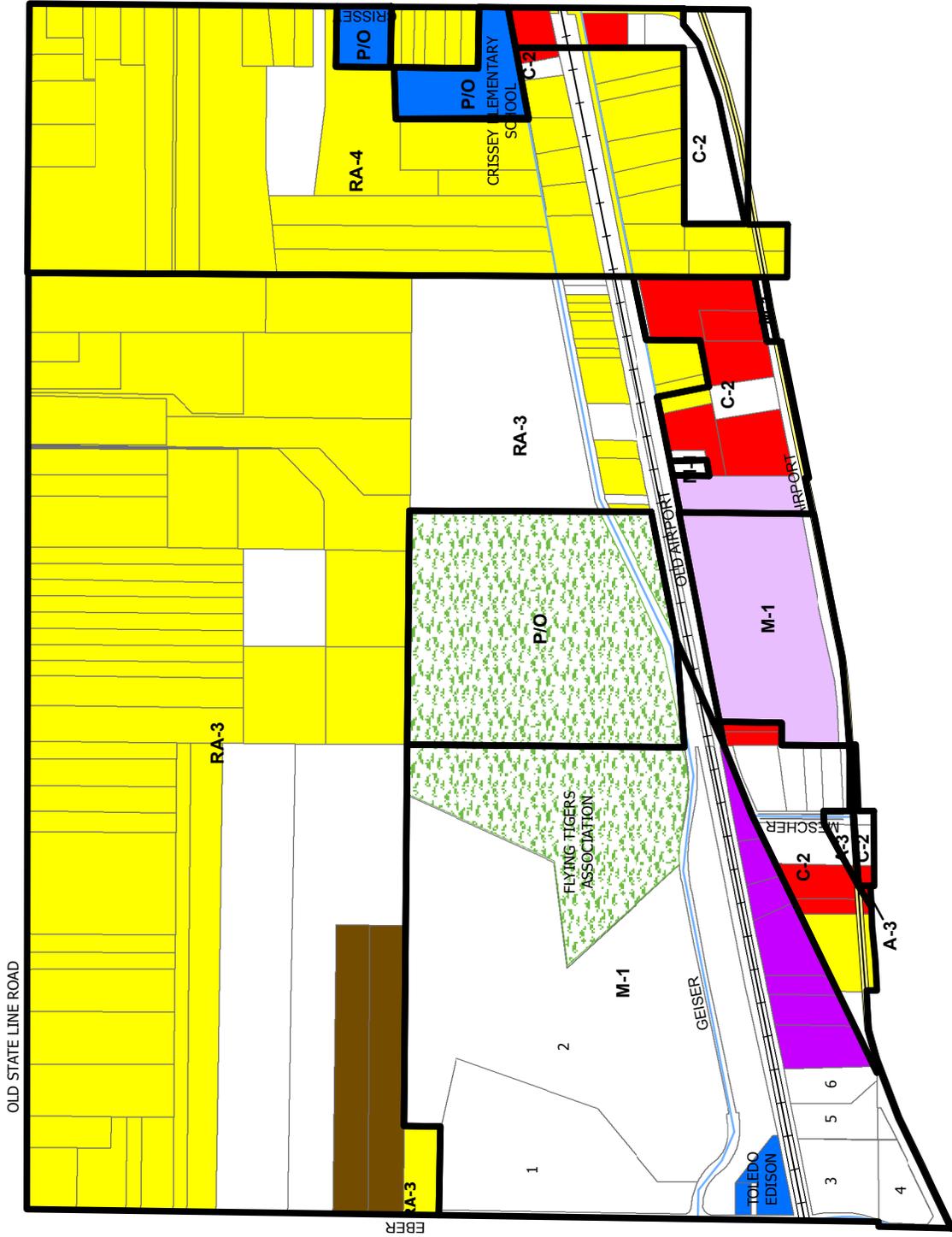
**Recommend Priority Infrastructure Projects**

With the exception of continued improvements to Mescher Drive at Airport Highway, no infrastructure projects are recommended for the study area.

**AERIAL PHOTO OF AIRPORT / SPRINGFIELD WEST STUDY AREA**



# AIRPORT / SPRINGFIELD WEST STUDY AREA SPRINGFIELD TOWNSHIP ZONING AND LOCATION MAP



Vacant Parcels	Heavy Industrial	Light Industrial	Commercial	Public / Institutional	Multi-Family Residential	Single-Family Residential	Agricultural	Open Space	Zoning District	Index Number to Database	Major Street	Major Highway	Railroad
[White]	[Purple]	[Light Purple]	[Red]	[Blue]	[Brown]	[Yellow]	[Green]	[Light Green]	[Black outline]	[1]	[Blue line]	[Yellow line]	[Black line with cross-ticks]

**Lucas County, Ohio**  
**Vacant Industrial Land Use Report**  
Figure 5  
**AIRPORT / SPRINGFIELD WEST STUDY AREA**

Figure 5  
2-12

**TABLE 2  
AIRPORT / SPRINGFIELD WEST STUDY AREA  
VACANT PARCELS**

	<b>Parcel</b>	<b>Owner</b>	<b>Address</b>	<b>Acres</b>	<b>Zoning</b>	<b>Water</b>	<b>Sewer</b>	<b>Flood Plain</b>	<b>Remarks</b>
1	6535847	LUCAS COUNTY COMMISSIONERS BOARD OF	1701 EBER RD	56.978	M-1	Yes	Yes	High	Utility lines
2	6535850	TOLEDO-LUCAS COUNTY PORT AUTHORITY	0 GEISER RD	54.521	M-1	No	No	High	along
3	6535907	TOLEDO-LUCAS COUNTY PORT AUTHORITY	1989 EBER RD	4.43	M-1	Yes	Yes	High	Eber Rd
4	6533254	TOLEDO-LUCAS COUNTY PORT AUTHORITY	10160 AIRPORT HWY	3.5	M-1	Yes	Yes	High	
5	6535806	MACK MOON	0 AIRPORT HWY	2.2	M-1	Yes	Yes	High	
6	6535808	MACK MOON	0 AIRPORT HWY	2	M-1	Yes	Yes	High	

Total Acreage: 123.629

## **2.3 Westwinds Business Center Study Area**

### **Study Area Boundary**

The Westwinds Business Center Study Area is bounded by Old State Line, Eber, Shaffer, and Whitehouse-Spencer Roads in Spencer Township. See Figure 6 on page 2-16 for an aerial photograph of the study area. The total acreage available in this study area is 103.4 acres.

### **Development in the Westwinds Business Center Study Area**

The study area is influenced by the 1999 Spencer Township Master Plan and the Toledo-Lucas County Port Authority's Airport Environs Plan. The 1999 Spencer Township Master Plan designates parcels in the study area as low-density residential/conservation and industrial. The Toledo-Lucas County Port Authority's 1998 Airport and Vicinity Land Use and Circulation Plan identifies the study area as Industrial.

Industrial, residential and vacant land comprises much of the study area. Vacant land, however, is the largest land use in the study area. Much of the land is characterized as being environmentally sensitive and largely unsuitable for development. The Metroparks organization has purchased approximately 133 acres of vacant land in the study area, including parcels directly south of Westwinds Business Park in an effort to preserve the Great Oak Savanna open space. The Westwinds Business Park contains light and heavy industrial uses. There is a single-family home located at the intersection of Shaffer and Whitehouse-Spencer Roads and residential zoning southeast of the Old State Line Road and Whitehouse-Spencer Road intersection.

### **Vacant Industrially-Zoned Parcels**

The 133 acres acquired by Metroparks and the Nature Conservancy represents more than half of the available vacant industrially-zoned land in the study area. See Figure 7 on page 2-17 for a location map and Table 3 on 2-18 for a listing of the vacant parcels. Parcel 7 is an underutilized industrially zoned parcel with frontage on Garden and Schaffer Roads. Parcels 1-6 are the remaining undeveloped parcels in the Westwinds Business Park with access to sanitary sewer and water services.

### **Available Infrastructure**

Eber Road, a two-lane county road, provides direct access to existing industrial properties in the Westwinds Business Center. Geiser, Trade, Industrial, and Commerce Roads are county roads directly serving the Westwinds Business Park and are principally two-lane roads. Old State Line, Shaffer, and Whitehouse-Spencer Roads are also two-lane roads.

Water and sanitary sewer service is available only to the parcels within and adjacent the Westwinds Business Center, and not to other parcels in the study area. There are 8, 12, and 16-inch water lines along Eber Road between Airport Highway and Old State Line Road. A sanitary sewer line also runs along Old State Line Road between Eber and Irwin Roads, but it is on a force main that does not allow new taps. There is also a 6 to 8-inch sanitary sewer line existing along Eber Road between Old State Line Road and Airport Highway, which is also part of a force main system.

A railroad serves the area with a Norfolk Southern line running parallel to Old Airport Highway within the study area.

#### **Impediments to Development**

The most significant impediment for the development of the vacant industrially zoned parcels is wetland areas and parcels within the Great Oak Savannah that are scattered through much of the industrially zoned land.

There is an at-grade railroad crossing at Eber Road in the study area.

#### **Planned Infrastructure Improvements**

The TMACOG 2025 Regional Transportation Plan - Update 2004 does not identify any transportation improvements in the study area.

#### **Recommendations for Future Land Uses**

Parcels 1-8 should be designated as a non-residential or open space use.

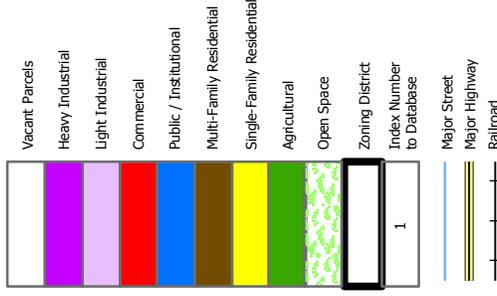
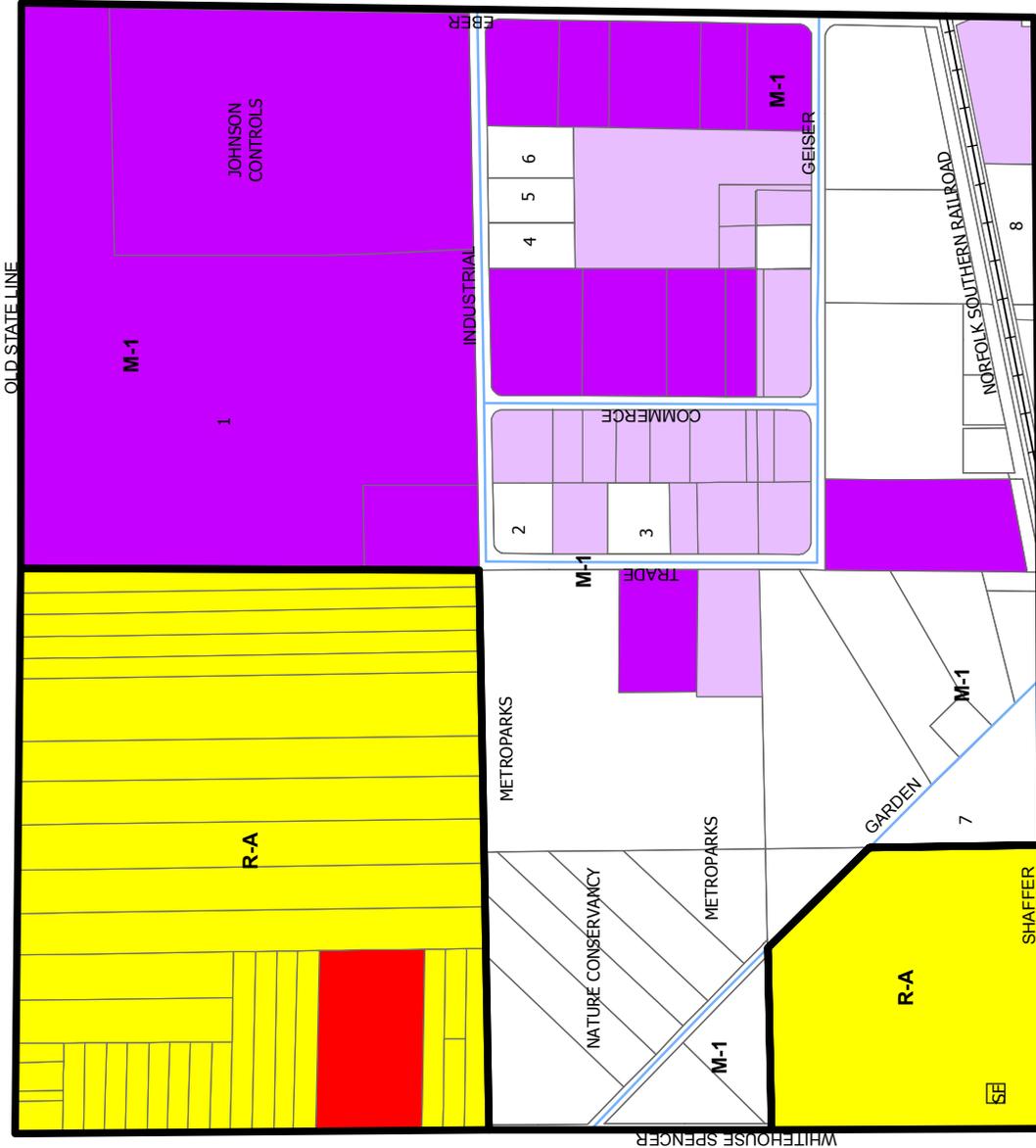
#### **Recommended Priority Infrastructure Projects**

There are no recommended infrastructure improvements within the study area.

AERIAL PHOTO OF WESTWINDS BUSINESS PARK STUDY AREA



# WESTWINDS BUSINESS PARK SPENCER TOWNSHIP ZONING AND LOCATION MAP



Lucas County, Ohio  
**Vacant Industrial Land Use Report**  
 Figure 7  
**WESTWINDS BUSINESS PARK  
 STUDY AREA**

Figure 7  
 2-17

**TABLE 3  
WESTWINDS BUSINESS PARK - SPENCER TOWNSHIP  
VACANT PARCELS**

Parcel	Owner	Address	Acres	Zoning	Water	Sewer	Flood Plain	Remarks
1	LUCAS COUNTY COMMISSIONERS BOARD OF	10401 OLD STATE LINE RD	85.2	M-1	Yes	Yes	No	
2	J BUGERT LLC	1621 TRADE RD	2.05	M-1	Yes	Yes	No	
3	LEONARD BULLARD	1701 TRADE RD	2	M-1	Yes	Yes	No	
4	BROOKWOOD PROPERTIES LLC	10401 INDUSTRIAL RD	1.78	M-1	Yes	No	No	
5	BROOKWOOD PROPERTIES LLC	10373 INDUSTRIAL RD	1.78	M-1	Yes	No	No	
6	BROOKWOOD PROPERTIES LLC	10349 INDUSTRIAL RD	1.78	M-1	Yes	No	No	
7	LUCAS COUNTY COMMISSIONERSBOARD OF	10736 GARDEN RD	6.81	M-1	No	No	No	
8	LUCAS COUNTY COMMISSIONERSBOARD OF	1950 EBER RD REAR	2	M-1	No	No	No	Land locked

Total Acreage: 103.4

## **2.4 West Airport Environs Study Area**

### **Study Area Boundary**

The West Airport Environs Study Area is bounded by Shaffer, Whitehouse-Spencer (extended), Sager, and Roads in Swanton Township. See Figure 8 on page 2-23 for an aerial photograph of the study area. The total acreage in the study area is 279.5 acres.

### **Development in the West Airport Environs Study Area**

Industrial and airport related land uses are proposed for much of the study area largely because the Toledo Express Airport is the dominant land use in the area. The 1999 Swanton Township Land Use Plan, proposes industrial uses north of Toledo Express Airport, from the existing sand pit operation (Parcel 51) located directly west of the Ohio Turnpike Access Ramp south to the proposed commercial district along Airport Highway. Commercially zoned properties are concentrated at the intersections of Airport Highway and Maumee-Western (U.S. 20A) and Berkey-Southern Roads. Industrially zoned parcels exist south of the airport along Maumee-Western (U.S. 20A) and Sager Roads. Air transport-related industry and services are to be developed within and south of Toledo Express Airport. Agricultural and residential uses along Soul, Wilkins, Berkey-Southern, and Shaffer Roads occupy areas designated as Suburban Residential in the Land Use Plan.

The Toledo-Lucas County Port Authority's 1998 Airport and Vicinity Land Use and Circulation Plan proposes commercial uses along Airport Highway west of Berkey-Southern Road. Single-family residential is proposed north of Soul Road and west of Berkey-Southern Road. Airport and office/warehouse uses were identified for the remainder of the study area.

Since 1991, the Toledo Express Airport has been an air cargo hub for Burlington Air Express (BAX) Global operations. Approximately 350 acres have been rezoned to M-1 Limited Industrial to accommodate warehouse and cargo-related development. The Toledo-Lucas County Port Authority is currently working with several developers in negotiating development on this property related to warehousing and logistics.

Major non-residential developments are planned for areas south of the airport. According to the Toledo Express Airport Environs Plan, the preferred location for expansion of air cargo facilities is in the future midfield area just south of existing Runway 7-25. Additional cargo facilities and cargo-related facilities would be located south of future Runway 7R-25L following its construction. In 2006, the Ohio International Developers proposed to lease 40 acres at Air Cargo Parkway and U.S. 20A upon which to build a 400,000 square foot warehouse.

The Toledo-Lucas County Port Authority has acquired several properties in the study area. As a result of the BAX project, they have also acquired several tracts of land around the Airport. In addition, in an effort to mitigate noise impacts, they acquired 47 homes in the noise-impact area.

The latest plan for the airport calls for a four-lane airport perimeter road connecting Berkey-Southern Road to the south and Wilkins Road to the west. The north gate will provide access from the Ohio Turnpike exit at Airport Highway.

### **Vacant Industrially Zoned Parcels**

The Toledo-Lucas County Port Authority owns the majority of the existing vacant industrially zoned parcels in the West Airport Environs Study Area. See Figure 9 on page 2-24 for a location map and Table 4 on pages 2-25 and 2-26 for a listing of the vacant parcels. The Toledo-Lucas County Port Authority, for the purpose of airport facility expansion, has purchased much of the vacant industrially zoned land south of the airport.

The 300-acre airport Foreign Trade Zone (FTZ), south of the airport and within the study area, contains the largest accumulation of industrially zoned vacant land. Foreign Trade Zones were established to provide incentives for companies by reducing their inventory taxes.

With the exception of Parcels 11-14, sanitary sewers and water do not directly serve the parcels south of the airport. Water and sanitary sewer lines exist along Air Cargo Road, and would have to be extended to serve other vacant parcels.

Of the parcels with potential for industrial development, the 218 acres of agriculturally and commercially zoned parcels (parcels 33-51) could be rezoned and developed for industrial uses. These parcels are also within the noise impacted areas of the Toledo Express Airport.

### **Available Infrastructure**

Roadway improvements are planned at Airport Highway and the Ohio Turnpike Interchange. Airport Highway is a five-lane state route serving as the primary route in the study area. The Ohio Turnpike traverses the study area to the north with an exit at Airport Highway.

Access to the BAX operations is from Sager Road, a two-lane county road, while Air Cargo and Maumee-Western (U.S. 20A) Roads provide direct access to vacant industrially zoned parcels in the FTZ. Maumee-Western Road (U.S. 20A) is closed north and south of the airport. Shaffer Road is a two-lane county road providing access to residential areas. Berkey-Southern Road is a two-lane state route providing direct access to vacant parcels in the planned airport cargo area.

The study area is mostly drained by an inadequate ditch system that would likely have to be improved prior to any major development. Detention and water quality structures would be required and wetland issues would need to be addressed.

### **Impediments to Development**

All vacant industrially zoned properties are devoted to future runway extensions. The landlocked parcels and lack of utilities limit the potential for development without major infrastructure extensions.

At-grade rail crossings with the Norfolk Southern rail line occur at Berkey-Southern and Wilkins Roads.

The Federal Emergency Management Agency Flood Insurance Rate Maps for the study area indicate the study area is partially within the 100-year floodplain.

### **Planned Infrastructure Improvements**

The TMACOG 2025 Regional Transportation Plan – Update 2004 calls for improvements to the north-south runway and a new parallel east-west runway at the Toledo Express Airport. Lengthening the north-south runway from its current 5,599 feet to 10,000 feet will be the primary goal. The north-south runway is too short for larger jets, making nighttime cargo operations vulnerable to capacity problems at the 10,600 foot main (east-west) runway. Construction is reported to begin in five to seven years. New airport access roads are proposed to serve the airport on the south side.

Water and sanitary sewer services are to be extended on Airport Highway.

The TIP schedules the resurfacing of Maumee-Western Road (U.S. 20A) from the Whitehouse-Spencer Road area to U.S. 23/I-475 for 2008-11 at an estimated cost of \$1.1 million. The Lucas County 2008-11 Capital Improvements Program has scheduled the Whitehouse-Spencer Road reconstruction (U.S. 20A to Maumee-Western) and involves a new South Airfield Road (Air Cargo Parkway to Maumee-Western), water/sanitary sewer lines, and drainage improvements.

### **Recommendations for Future Land Uses**

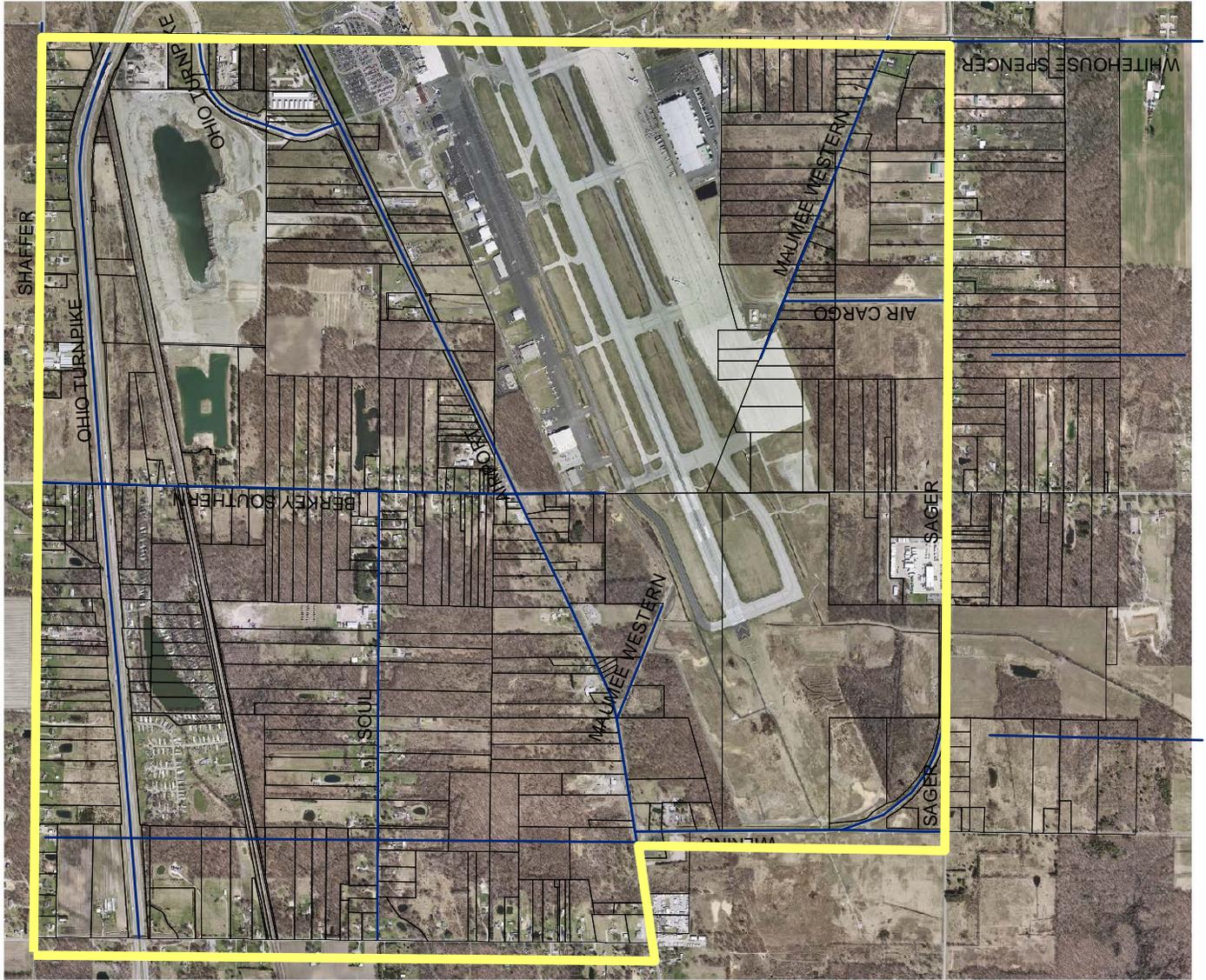
Maintain the existing industrial zoning in the study area.

Rezone non-residential parcels identified in the Swanton Township Land Use Plan, including the existing sand pit operation, to industrial from agricultural/residential districts. These parcels are located east of Berkey-Southern Road and north of Airport Highway, south and west of the Ohio Turnpike and west of Whitehouse-Spencer Road extended.

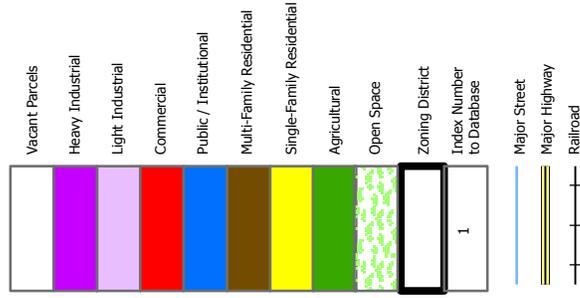
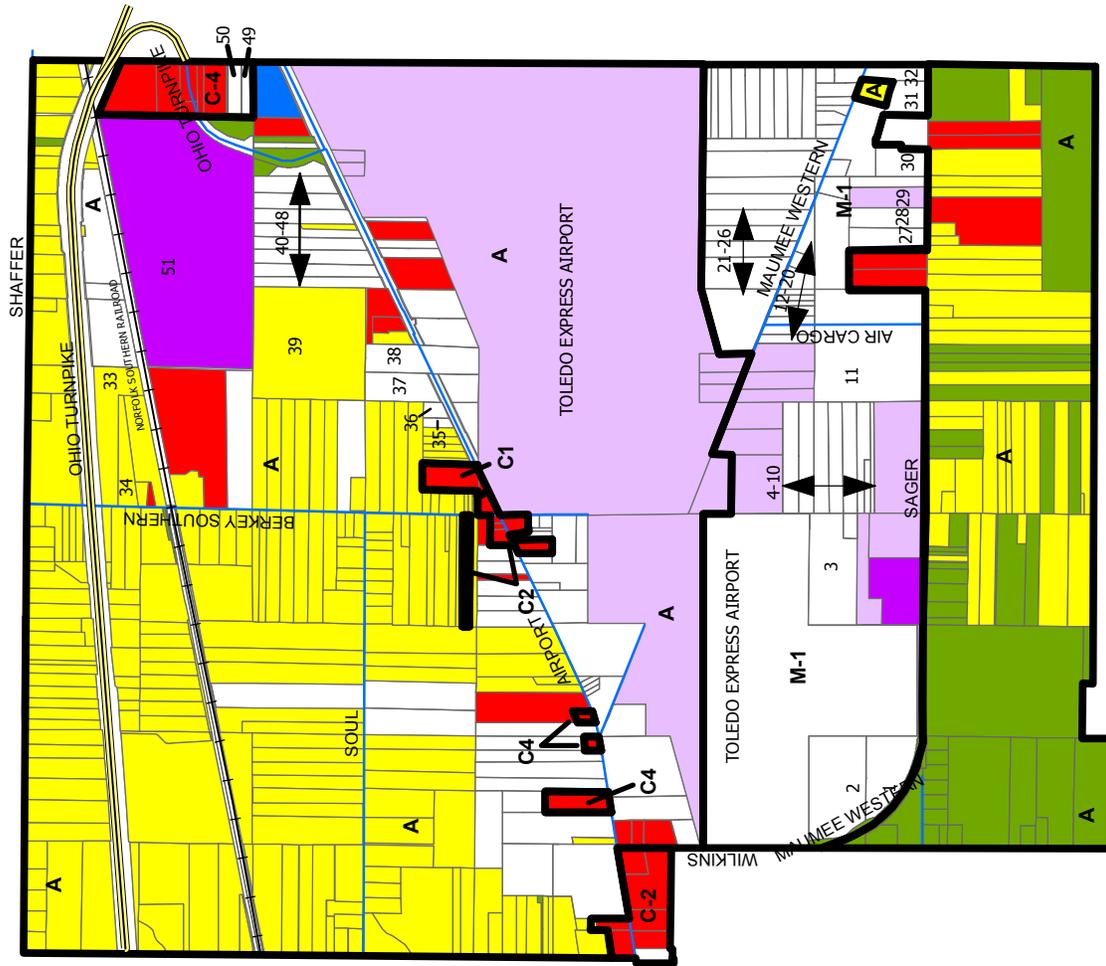
**Recommended Priority Infrastructure Projects**

- Identify truck and rail access potential of the proposed industrial area from the Norfolk Southern Railroad and Airport Highway.
- Construct an interchange at Airport Highway to facilitate the flow of traffic in and out of the Airport Midfield area.

**AERIAL PHOTO OF WEST AIRPORT ENVIRONS STUDY AREA**



# WEST AIRPORT ENVIRONS AREA SWANTON TOWNSHIP ZONING AND LOCATION MAP



**Lucas County, Ohio  
Vacant Industrial Land Use Report**

Figure 9  
**WEST AIRPORT ENVIRONS  
STUDY AREA**

Figure 9  
2-24

**TABLE 4  
WEST AIRPORT ENVIRONS AREA - SWANTON AND MONCLOVA TOWNSHIP  
VACANT PARCELS**

Parcel	Owner	Address	Acres	Zoning	Water	Sewer	Flood Plain	Remarks
1	7210757	TOLEDO LUCAS COUNTY PORT AUTHORITY	3521 WILKINS RD REAR	M-1	No	No	Medium	
2	7210799	TOLEDO CITY OF	3445 WILKINS RD	M-1	No	No	Medium	
3	7209627	TOLEDO-LUCAS COUNTY PORT AUTHORITY	3430 S BERKEY SOUTHERN RD	M-1	No	No	Medium	
4	7212701	TOLEDO LUCAS COUNTY PORT AUTHORITY	3357 S BERKEY SOUTHERN RD	M-1	No	No	Medium	
5	7212723	TOLEDO LUCAS COUNTY PORT AUTHORITY	3387 S BERKEY SOUTHERN RD	M-1	No	No	Medium	
6	7212751	TOLEDO-LUCAS COUNTY PORT AUTHORITY	3425 S BERKEY SOUTHERN RD	M-1	No	No	Medium	
7	7212767	TOLEDO LUCAS COUNTY PORT AUTHORITY	3443 S BERKEY SOUTHERN RD	M-1	No	No	Medium	
8	7212777	TOLEDO-LUCAS COUNTY PORT AUTHORITY	3455 S BERKEY SOUTHERN RD	M-1	No	No	Medium	
9	7212794	TOLEDO LUCAS COUNTY PORT AUTHORITY	3461 S BERKEY SOUTHERN RD	M-1	No	No	Medium	
10	7212954	TOLEDO-LUCAS COUNTY PORT AUTHORITY	3756 S BERKEY SOUTHERN RD	M-1	No	No	Medium	
11	7212581	TOLEDO LUCAS COUNTY PORT AUTHORITY	11464 SAGER RD	M-1	No	No	Medium	
12	7212531	TOLEDO LUCAS COUNTY PORT AUTHORITY	11481 MAUMEE WESTERN RD	M-1	No	No	Medium	
13	7212517	TOLEDO LUCAS COUNTY PORT AUTHORITY	11443 MAUMEE WESTERN RD	M-1	No	No	Medium	
14	7212527	TOLEDO-LUCAS COUNTY PORT AUTHORITY	11419 MAUMEE WESTERN RD	M-1	No	No	Medium	
15	7212524	TOLEDO-LUCAS COUNTY PORT AUTHORITY	11419 MAUMEE WESTERN RD	M-1	No	No	Medium	
16	7212537	TOLEDO-LUCAS COUNTY PORT AUTHORITY	11403 MAUMEE WESTERN RD	M-1	No	No	Medium	
17	7212541	TOLEDO LUCAS COUNTY PORT AUTHORITY	11379 MAUMEE WESTERN RD	M-1	No	No	Medium	
18	7211724	TOLEDO LUCAS COUNTY PORT AUTHORITY	11355 MAUMEE WESTERN RD	M-1	No	No	Medium	
19	7211717	TOLEDO LUCAS COUNTY PORT AUTHORITY	11333 MAUMEE WESTERN RD	M-1	No	No	Medium	
20	7211721	TOLEDO LUCAS COUNTY PORT AUTHORITY	11301 MAUMEE WESTERN RD	M-1	No	No	Medium	
21	7211774	TOLEDO-LUCAS COUNTY PORT AUTHORITY	11328 MAUMEE WESTERN RD	M-1	No	No	Medium	
22	7212817	TOLEDO LUCAS COUNTY PORT AUTHORITY	3291 S BERKEY SOUTHERN RD	M-1	No	No	Medium	
23	7211801	TOLEDO-LUCAS COUNTY PORT AUTHORITY	11300 MAUMEE WESTERN RD	M-1	No	No	Medium	
24	7211834	TOLEDO-LUCAS COUNTY PORT AUTHORITY	11250 MAUMEE WESTERN RD	M-1	No	No	Medium	
25	7211531	TOLEDO LUCAS COUNTY PORT AUTHORITY	3350 WHITEHOUSE SPENCER RD	M-1	No	No	Medium	
26	7211754	TOLEDO LUCAS COUNTY PORT AUTHORITY	11210 MAUMEE WESTERN RD	M-1	No	No	Medium	
27	7211856	TOLEDO-LUCAS COUNTY PORT AUTHORITY	11264 SAGER RD	M-1	No	No	Medium	
28	7211858	TOLEDO LUCAS COUNTY PORT AUTHORITY	11246 SAGER RD	M-1	No	No	Medium	
29	7211853	GREEN SWEEP INC	11230 SAGER RD	M-1	No	No	Medium	
30	7211544	TOLEDO-LUCAS COUNTY PORT AUTHORITY	11160 SAGER RD	M-1	No	No	Medium	
31	7211542	TOLEDO LUCAS COUNTY PORT AUTHORITY	11112 SAGER RD	M-1	No	No	Medium	

32	7211654	TOLEDO CITY OF	11008	SAGER RD	3.3	M-1	No	No	Medium	
33	7201320	PORT LAWRENCE TITLE & TRUST COMPANY	2111	BERKEY SOUTHERN RD	9.65	A	No	No	No	
34	7201374	DETRICK ARTHUR & TOOTIE	2145	BERKEY SOUTHERN RD	4.92	A	No	No	No	
35	7201994	PORT LAWRENCE TITLE & TRUST COMPANY	11620	AIRPORT HWY	1	A	No	No	No	
36	7201984	PORT LAWRENCE TITLE & TRUST COMPANY	11610	AIRPORT HWY	1.4	A	No	No	No	
37	7201721	PORT LAWRENCE TITLE & TRUST COMPANY	11550	AIRPORT HWY	6.67	A	No	No	No	
38	7201691	PORT LAWRENCE TITLE & TRUST COMPANY	11510	AIRPORT HWY	5.39	A	No	No	No	
39	7201504	PORT LAWRENCE TITLE & TRUST COMPANY	11520	AIRPORT HWY	40	A	No	No	No	
40	7200791	PORT LAWRENCE TITLE & TRUST COMPANY	11400	AIRPORT HWY	5	A	No	No	No	
41	7200757	PORT LAWRENCE TITLE & TRUST COMPANY	11344	AIRPORT HWY	5	A	No	No	No	
42	7200774	PORT LAWRENCE TITLE & TRUST COMPANY	11330	AIRPORT HWY	5	A	No	No	No	
43	7200807	PORT LAWRENCE TITLE & TRUST COMPANY	11320	AIRPORT HWY	5	A	No	No	No	
44	7200871	AL-MACKEY ENTERPRISES INC	11310	AIRPORT HWY	3.6	A	No	No	No	
45	7200854	PORT LAWRENCE TITLE & TRUST COMPANY	11254	AIRPORT HWY	5	A	No	No	No	
46	7200887	SANTUS AUDREY ANN	11230	AIRPORT HWY	4.7	A	No	No	No	
47	7200904	SANTUS AUDREY ANN	11210	AIRPORT HWY	4.6	A	No	No	No	
48	7200541	SANTUS AUDREY ANN	11160	AIRPORT HWY	1.8	A	No	No	No	
49	7200234	TOLEDO LUCAS COUNTY PORT AUTHORITY	2360	WHITEHOUSE SPENCER RD	2.5	C-4	No	No	No	
50	7200244	KERMET LLC	2336	WHITEHOUSE SPENCER RD	5	C-4	No	No	No	
51	7223011	PORT LAWRENCE TITLE & TRUST COMPANY	2190	WHITEHOUSE SPENCER RD	N/A	A	No	No	No	

Total Acreage: 279.565

## 2.5 East Airport Environs Study Area

### **Study Area Boundary**

The East Airport Environs Study Area is bounded by Whitehouse-Spencer Road (extended), Maumee-Western Road (U.S. 20A), Shaffer Road, Airport Highway, Crissey Road, the southern parcel line of the Lewis W. Campbell Nature Preserve and Eber Road. The Study area has been divided into Areas A and B for review purposes. The study areas are located in both Springfield and Monclova Townships. See Figures 10 and 11 on pages 2-31 and 2-32 for aerial photographs of the study area. The total acreage in the study area is 279.3 acres.

### **Development in the East Airport Environs Study Area**

The 2004 Springfield Township Community Master Plan, the Monclova Township Comprehensive Plan and the Toledo-Lucas County Port Authority's Airport Environs Plan influence the study area.

The 2004 Springfield Township Community Master Plan designates parcels in the study area as predominantly light industrial/business park.

The study area is identified in the Springfield Township Community Master Plan as a Redevelopment Zone. Much of the study area contained residential uses that have been acquired and removed by the Port Authority.

The section of the study area within Monclova Township has been designated as an Airport Transition Area in the Monclova Township Comprehensive Plan. The transition area is located east of the airport on both sides of Eber Road in the study area. According to the Plan, the transition area may include home occupations in existing single-family residences and also service uses, construction, and contractor businesses, as well as warehousing and limited commercial uses.

The Toledo-Lucas County Port Authority's 1998 Airport and Vicinity Land Use and Circulation Plan identifies the study area as Office Warehouse for parcels northwest of Crissey and Garden Roads.

Wooded and agriculturally used parcels predominately characterize the study area with scattered single-family uses found along Airport Highway near the Eber Road and Garden Road areas. There are also several large parcels of land that have been rezoned from industrial to a park/open space district. The 169-acre Louis W. Campbell Nature Preserve, for example, has been rezoned to parks and open space.

Other major land uses in the East Airport Environs Study Area include the 983<sup>rd</sup> Army Reserve Center and commercial and industrial uses along Eber Road. A predominantly vacant industrial park exists at Mescher Drive south of Airport Highway. Five parcels along Mescher Drive however, are used for truck repair operation.

### **Vacant Industrially Zoned Parcels**

There are several vacant industrially zoned parcels in the East Airport Environs Study Area. See Figures 12 and 13 on pages 2-33 and 2-34 for location maps and Table 5 on pages 2-35 and 2-36 for a listing of the vacant parcels.

Significant undeveloped acreage is present south of Airport Highway and east of Mescher Road. These parcels have been characterized as potential land to redevelop as noise-compatible uses to the airport, which are generally non-residential in nature. Parcel 1 is located south of Airport Highway has commercial frontage and industrial zoning in the rear.

Parcels 31-53 front along Mescher Drive and are ready for development. These parcels could be combined into larger lots to create development sites.

Parcel 59 has access from Garden Road, but any industrial development would be directly adjacent to a church.

Parcels 61-66 contain vacant and limited uses with access from Eber Road.

Parcels 67 and 68, located directly north of where Airport Highway and the Ohio Turnpike intersect, have access from Airport Highway and are less than a mile from a gate at the Ohio Turnpike. Parcel 67 is a split-zoned parcel with industrial zoning to the rear and commercial frontage with access from Airport Highway. The Port Authority is in the process of selling many of these parcels to private interests.

### **Other Potential Development Parcels**

Parcels 2-15, 54-59 and Parcel 60 are residentially zoned, but are situated in noise-impacted areas near the airport. Parcels 4-6 have commercially zoned frontage off of Airport Highway and because of their proximity to the Ohio Turnpike, would make for good industrial sites. These parcels have been designated light industrial/business park in the 2004 Springfield Township Community Master Plan. All of these parcels have access to public roads and water. Sanitary sewer lines, however, would have to be extended to these sites.

### **Available Infrastructure**

The East Airport Environs Study Area is generally well served with transportation infrastructure. The Ohio Turnpike I-80/I-90 traverses the study area and has an exit gate at Airport Highway. Airport Highway is a five-lane state route (SR-2), which also provides direct access to U.S. 23 and I-475. Maumee-Western Road (U.S. 20A) is another two-lane principal arterial, with direct access to the Toledo Express Airport. Eber, Salisbury, Crissey, and Shaffer Roads are all two-lane county roads providing local service to the study area.

Storm sewers and water service is available in the study area. Water line petitions have been filed for Airport Highway between Crissey and Eber Roads. Waterlines are proposed for the intersection of Salisbury and Crissey Roads. Sewers are in place along Mescher Drive and at the intersection of Garden Road and Mescher Drive.

Drainage for Eber, Crissey, Garden, Mescher Roads and Airport Highway is adequate. Detention would be required along with water quality structures for all development in area. Ditch systems east of Mescher Road south of the Ohio Turnpike would need to be improved before any additional development occurs. Wetlands will be an issue for many of the parcels in this area. Parcels along Mescher Road located approximately 1000 feet north of Garden Road to Garden Road are in 100-year floodplain. Parcels along Garden Road from approximately 500 feet east of Mescher Road to west along Garden Road are in 100-year floodplain as shown on FEMA panel map #207.

Railroad lines serving the area include the Norfolk Southern Railroad.

#### **Impediments to Development**

Parcels 59 and 60 are located within the Oak Openings area, which may hinder the full development of these vacant industrially zoned parcels.

Although zoned for residential use, Parcels 2-15 are within noise-impacted areas of the airport and should be developed as non-residential uses. These parcels may not, however, be conducive for industrial development because of the wetness of the site.

Former industrially zoned property is being acquired by the Toledo-Lucas County Port Authority and Metroparks organizations and is being rezoned to parks and open space. The wetlands acquired by the Toledo-Lucas County Port Authority in the study area are Category III wetlands and may never be developed.

Sanitary sewers are not available in much of the study area.

A review of the Federal Emergency Management Agency Flood Insurance Rate Maps for the East Airport Environs Study Area indicates that Parcels 16-53 are within a 100-year floodplain.

#### **Planned Infrastructure Improvements**

The TMACOG 2025 Regional Transportation Plan calls for improvements to the Toledo Express Airport (TEA) and to Maumee-Western Road (U.S. 20A). The Plan proposes a new north-south runway at TEA and a new east-west parallel runway. The plan also calls for the widening of Maumee-Western Road (U.S. 20A) from the Airport to I-475 for improved access to freight terminals.

The 2008-11 TIP contains the Maumee-Western Road (U.S. 20A) resurfacing project that is scheduled for the 2011 timeframe at an estimated cost of \$1.1million.

**Recommendations for Future Land Uses**

Parcel 1 and parcels fronting along Mescher Drive (Parcels 16-53) should remain industrially zoned.

Vacant residentially and agriculturally-zoned parcels generally bounded by Eber Road, Airport Highway, Garden Road, and east of Mescher Road (Parcels 2-15 and 54-60) should be rezoned to accommodate business dependent upon or related to airport operations. The area provides excellent access to the Ohio Turnpike via Airport Highway.

Parcel 59, although located within a critical environmental area, should remain industrially zoned. Any development there should be sensitive to environmental conditions. Vehicular access to these parcels would have to occur from Airport Highway and Garden Road.

Parcel 60 should be rezoned to open space or developed as an environmentally sensitive non-residential development.

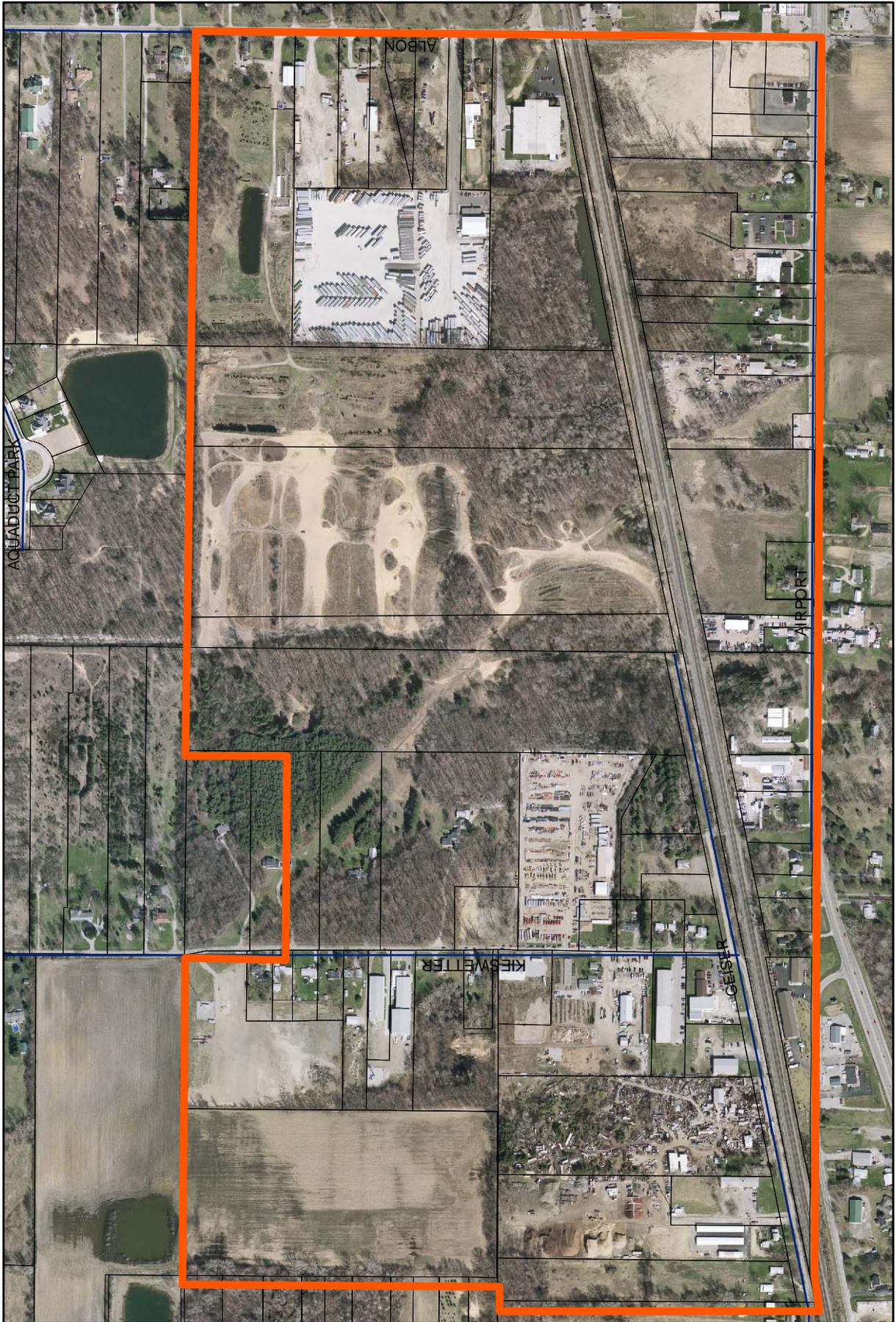
Parcels 61, 65 and 66 are residentially zoned parcels that should be rezoned for industrial purposes.

Parcels 62-64 should remain industrially zoned.

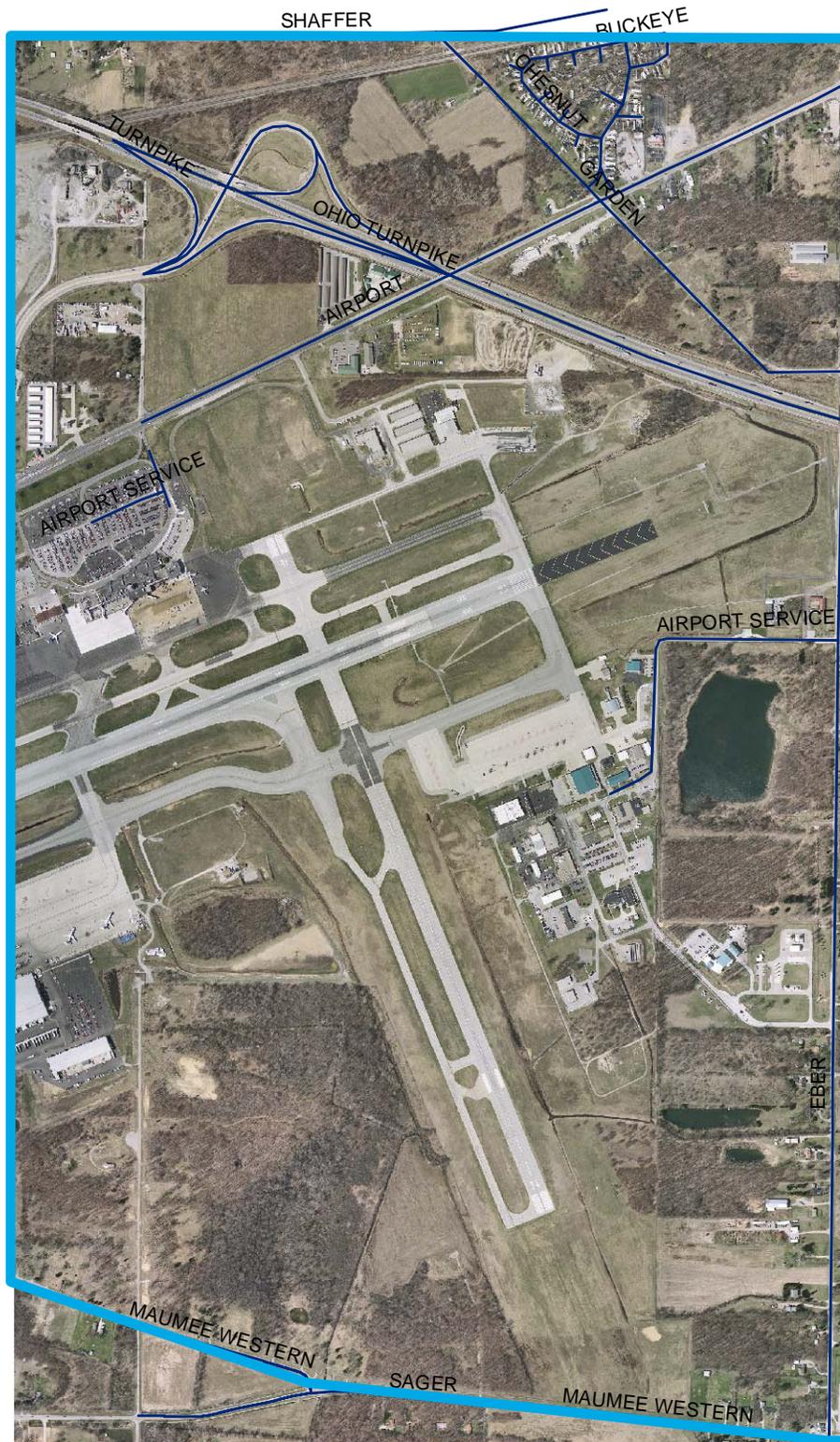
**Recommended Priority Infrastructure Projects**

- Widen Maumee-Western Road (U.S. 20A) from the airport to I-475.
- Widen and resurface Eber Road between Maumee-Western (U.S. 20A) and Garden Roads.
- Install a water line along Mescher Drive from Airport Highway to Garden Road.
- Construct a sanitary sewer line along Eber Road between Weckerly Road and Airport Highway

AERIAL PHOTO OF CENTRAL / SPRINGFIELD STUDY AREA

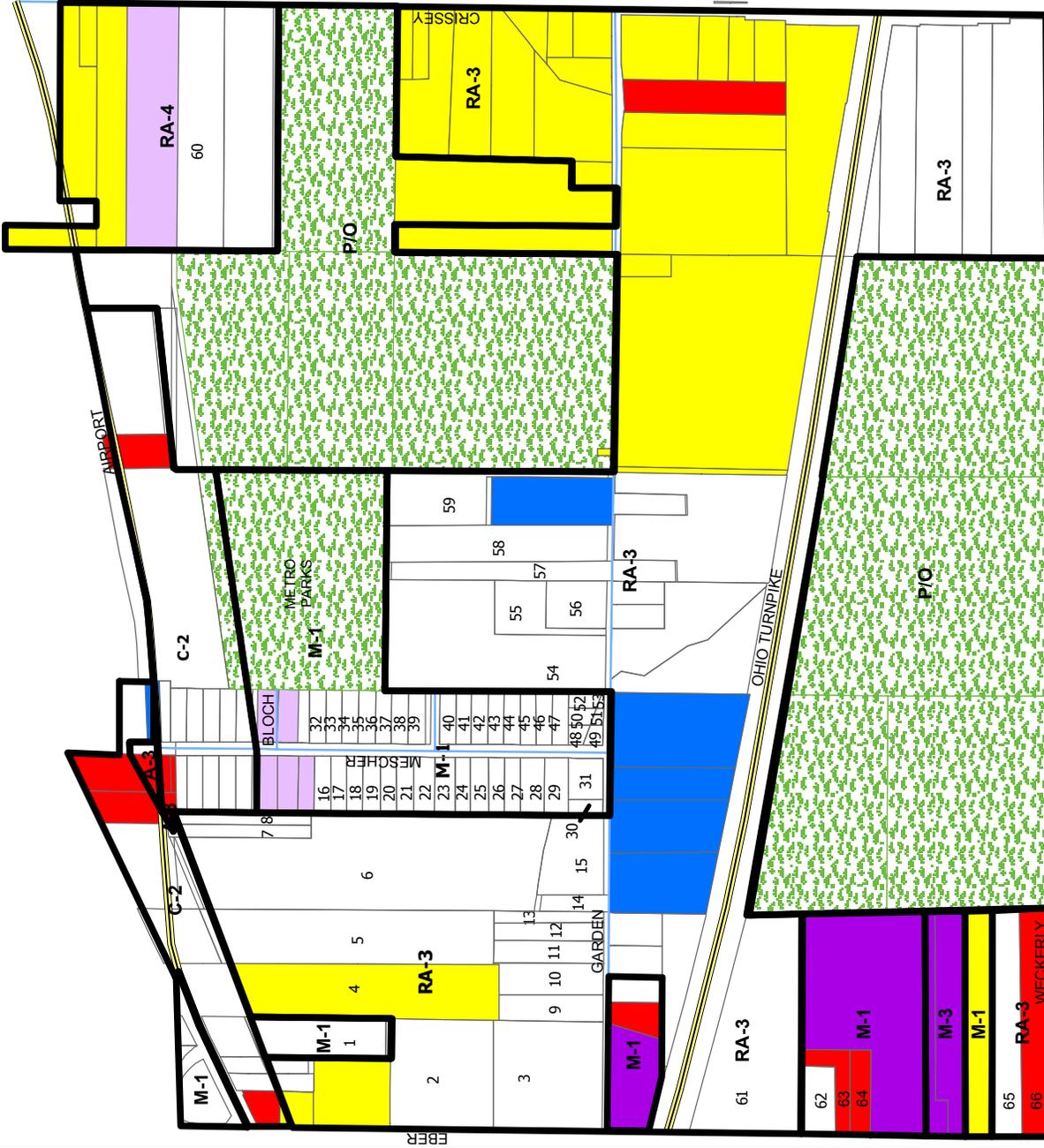


# AERIAL PHOTO B OF EAST AIRPORT ENVIRONS STUDY AREA





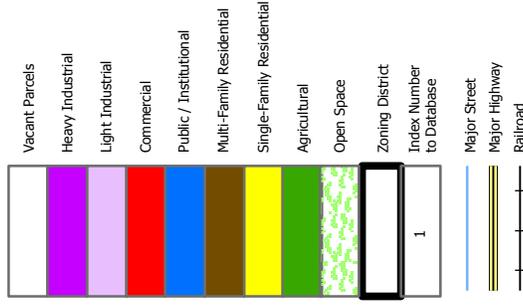
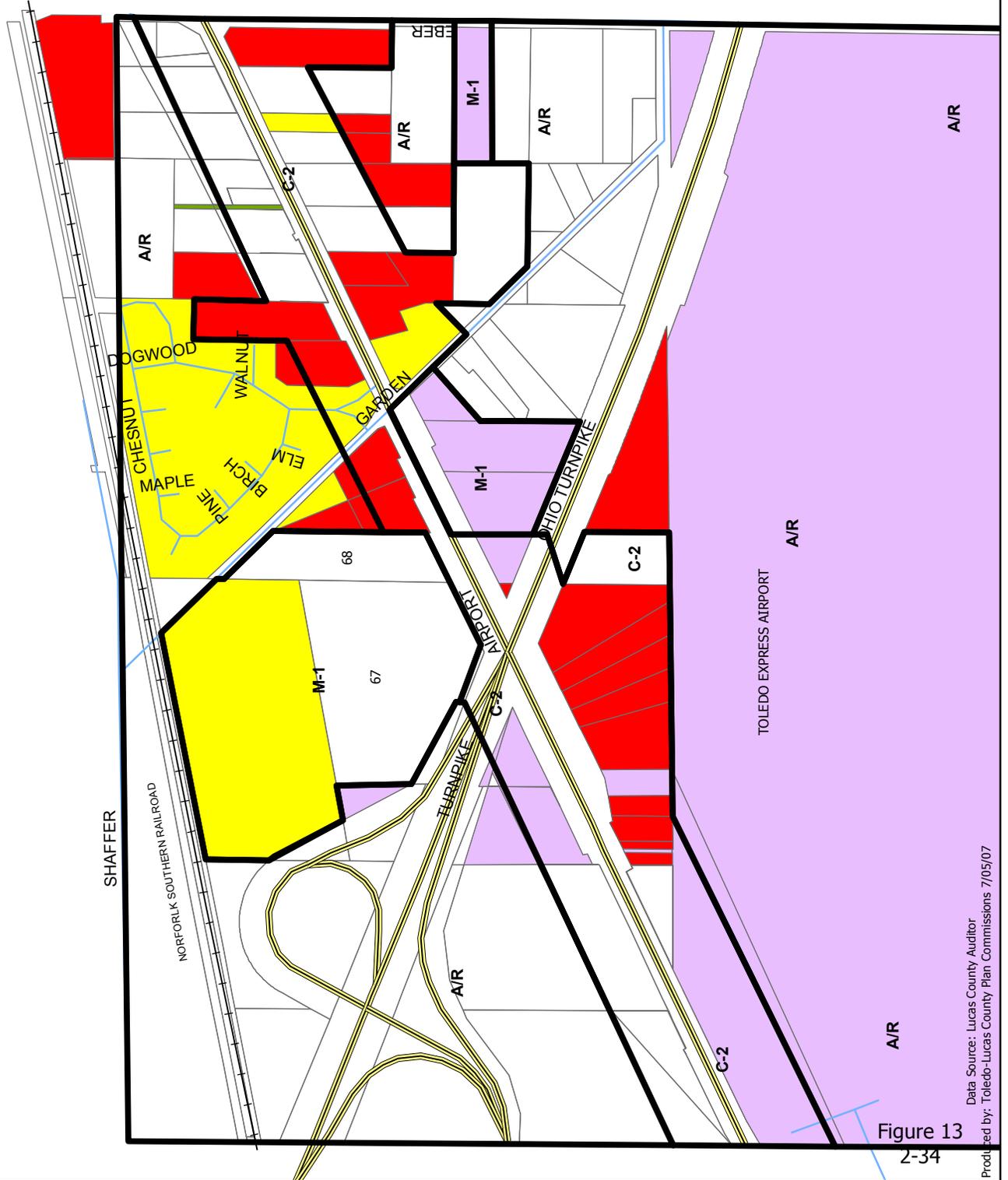
# EAST AIRPORT ENVIRONS STUDY AREA A SPRINGFIELD TOWNSHIP ZONING AND LOCATION MAP



- Vacant Parcels
- Heavy Industrial
- Light Industrial
- Commercial
- Public / Institutional
- Multi-Family Residential
- Single-Family Residential
- Agricultural
- Open Space
- Zoning District Index Number to Database
- Major Street
- Major Highway
- Railroad

Lucas County, Ohio  
Vacant Industrial Land Use Report  
Figure 12  
EAST AIRPORT ENVIRONS  
STUDY AREA A

# EAST AIRPORT ENVIRONS AREA B MONCLOVA TOWNSHIP ZONING AND LOCATION MAP



Lucas County, Ohio  
Vacant Industrial Land Use Report  
Figure 13  
EAST AIRPORT ENVIRONS  
STUDY AREA B

**TABLE 5  
EAST AIRPORT ENVIRONS STUDY AREA - SPRINGFIELD AND MONCLOVA TOWNSHIP  
VACANT PARCELS**

Parcel	Owner	Address	Acres	Zoning	Water	Sewer	Flood Plain	Remarks
1	6533271	BUCHER PAUL J	10105 AIRPORT HWY	6.35	M-1	No	Medium	
2	6533337	MOON MACK S ETAL	2175 S EBER RD	9.65	RA-3	Yes	High	
3	6533304	ROACH GROUP LTD	2275 S EBER RD	10.02	RA-3	Yes	High	
4	6533174	LOUISVILLE TITTLE AGENCY	10051 AIRPORT HWY	15	RA-3	No	High	
5	6533127	SANDAIR ENTERPRISES, LTD	10025 AIRPORT HWY	15	RA-3	No	High	
6	6533021	SANDAIR ENTERPRISES, LTD	10011 AIRPORT HWY	29.03	RA-3	No	High	
7	6533094	SANDAIR ENTERPRISES, LTD	9999 AIRPORT HWY	1.73	RA-3	No	Medium	
8	6533099	SANDAIR ENTERPRISES, LTD	9978 AIRPORT HWY	1.73	RA-3	No	Medium	
9	6533222	TOLEDO-LUCAS COUNTY PORT AUTHORITY	10150 GARDEN RD	2.26	RA-3	Yes	High	
10	6533243	TOLEDO-LUCAS COUNTY PORT AUTHORITY	10150 GARDEN RD	2.74	RA-3	Yes	High	
11	6533234	TOLEDO-LUCAS COUNTY PORT AUTHORITY	10028 GARDEN RD	2	RA-3	Yes	High	
12	6533244	TOLEDO-LUCAS COUNTY PORT AUTHORITY	10014 GARDEN RD	2	RA-3	Yes	High	
13	6533251	TOLEDO-LUCAS COUNTY PORT AUTHORITY	10090 GARDEN RD	1	RA-3	Yes	High	
14	6533111	TOLEDO-LUCAS COUNTY PORT AUTHORITY	10020 GARDEN RD	1	RA-3	Yes	High	
15	6533107	TOLEDO-LUCAS COUNTY PORT AUTHORITY	9940 GARDEN RD	4.46	RA-3	Yes	High	
16	6556704	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2126 MESCHER DR	0.8	M-1	No	High	
17	6556691	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2136 MESCHER DR	0.8	M-1	No	High	
18	6556677	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2146 MESCHER DR	0.8	M-1	No	High	
19	6556664	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2156 MESCHER DR	0.8	M-1	No	High	
20	6556651	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2206 MESCHER DR	0.8	M-1	No	High	
21	6556637	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2216 MESCHER DR	0.8	M-1	No	High	
22	6556625	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2226 MESCHER DR	1	M-1	No	High	
23	6556612	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2240 MESCHER DR	1	M-1	No	High	
24	6556597	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2250 MESCHER DR	0.8	M-1	No	High	
25	6556584	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2260 MESCHER DR	0.8	M-1	No	High	
26	6556571	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2306 MESCHER DR	0.8	M-1	No	High	
27	6556557	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2316 MESCHER DR	0.8	M-1	No	High	
28	6556544	TOLEDO-LUCAS COUNTY PORT AUTHORITY	2326 MESCHER DR	1.2	M-1	No	High	
29	6556517	TOLEDO-LUCAS COUNTY PORT AUTHORITY ONE MARITIME PL	2346 MESCHER DR	1.2	M-1	No	High	
30	6556501	TOLEDO-LUCAS COUNTY PORT AUTHORITY ONE MARITIME PL	9990 GARDEN RD	0.498	M-1	Yes	High	
31	6556478	TOLEDO LUCAS COUNTY PORT AUTHORITY	9849 GARDEN RD	1.25	M-1	Yes	High	
32	6556224	WEISENBURGER MICHAEL J	2115 MESCHER DR	0.76	M-1	No	High	
33	6556237	WEISENBURGER MICHAEL J	2125 MESCHER DR	0.76	M-1	No	High	
34	6556251	WEISENBURGER MICHAEL J	2135 MESCHER DR	0.76	M-1	No	High	
35	6556264	WEISENBURGER MICHAEL J	2145 MESCHER DR	0.76	M-1	No	High	

36	6556277	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2155	MESCHER DR	0.75	M-1	No	Yes	High
37	6556291	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2205	MESCHER DR	0.76	M-1	No	Yes	High
38	6556304	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2215	MESCHER DR	0.76	M-1	No	Yes	High
39	6556317	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2225	MESCHER DR	0.76	M-1	No	Yes	High
40	6556331	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2239	MESCHER DR	0.76	M-1	No	Yes	High
41	6556344	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2249	MESCHER DR	0.76	M-1	No	Yes	High
42	6556357	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2259	MESCHER DR	0.76	M-1	No	Yes	High
43	6556371	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2305	MESCHER DR	0.76	M-1	No	Yes	High
44	6556384	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2315	MESCHER DR	0.76	M-1	No	Yes	High
45	6556397	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2325	MESCHER DR	0.76	M-1	No	Yes	High
46	6556411	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2335	MESCHER DR	0.76	M-1	No	Yes	High
47	6556424	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2345	MESCHER DR	0.76	M-1	No	Yes	High
48	6556464	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	2349	MESCHER DR	0.32	M-1	No	Yes	High
49	6556471	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	9826	GARDEN RD	0.33	M-1	No	Yes	High
50	6556451	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	9814	GARDEN RD REAR	0.25	M-1	Yes	Yes	High
51	6556457	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	9814	GARDEN RD	0.25	M-1	Yes	Yes	High
52	6556437	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	9806	GARDEN RD REAR	0.25	M-1	No	Yes	High
53	6556444	ZERBEY PROPERTIES LTD A LIMITED LIABILITY COMPANY	9806	GARDEN RD	0.25	M-1	Yes	Yes	High
54	6536334	TOLEDO LUCAS COUNTY PORT AUTHORITY	2014	S CRISSEY RD	10	M-1	No	No	No
55	6532483	TOLEDO-LUCAS COUNTY PORT AUTHORITY	9602	GARDEN RD	51.5	M-1	Yes	No	No
56	6532451	TOLEDO-LUCAS COUNTY PORT AUTHORITY	9780	GARDEN RD	6.6	RA-3	Yes	No	High
57	6532471	TOLEDO-LUCAS COUNTY PORT AUTHORITY	9660	GARDEN RD	3.5	RA-3	Yes	No	High
58	6532421	TOLEDO-LUCAS COUNTY PORT AUTHORITY	9718	GARDEN RD	2.52	RA-3	Yes	No	High
59	6532411	TOLEDO-LUCAS COUNTY PORT AUTHORITY	9734	GARDEN RD	2.6	RA-3	Yes	No	High
60	6532391	TOLEDO-LUCAS COUNTY PORT AUTHORITY	9750	GARDEN RD	15.34	RA-3	Yes	No	High
61	6533717	TOLEDO CITY OF	2475	S EBER RD	18.1	RA-3	No	No	High
62	6533711	TOLEDO-LUCAS COUNTY PORT AUTHORITY	2525	S EBER RD	1.98	M-1	No	No	No
63	6533644	TOLEDO-LUCAS COUNTY PORT AUTHORITY	2545	S EBER RD	1.663	M-1	No	No	No
64	6533651	TOLEDO-LUCAS COUNTY PORT AUTHORITY	2555	S EBER RD	1.46	M-1	No	No	No
65	6700134	GREENSWEEP INC	2735	S EBER RD	5	RA-3	No	No	No
66	6700114	TOLEDO-LUCAS COUNTY PORT AUTHORITY	2780	S EBER RD	6	RA-3	No	No	No
67	3828757	OHIO STEEL SHEET & PLATE INC AN OH CORP	10650	AIRPORT HWY	14.747	M-1	No	No	No
68	3846521	OHIO STEEL SHEET & PLATE, INC., AN OH CORP	10580	AIRPORT HWY	6.45	M-1	No	No	No

Total Acreage: 279.378

## 2.6 Triad / Keystone Study Area

### **Study Area Boundary**

The Triad / Keystone Study Area is generally bounded by Maumee-Western (U.S. 20A) Road, U.S. 23, Strayer Road (extended), and Monclova Road in Monclova Township. See Figure 14 on page 2-40 for an aerial photograph of the study area. The total acreage in the study area is 229.6 acres.

### **Development in the Triad / Keystone Study Area**

The Monclova Township Land Use Plan identifies the study area as light industrial and office.

Major developments in the Triad / Keystone Study Area include the Dana Corporation's 170,000 square foot Automotive Systems Group Technology Center. Other industrial users include the JAC Products and Metokote Companies at Technology Drive.

Industrial uses also exist at Monclova Road and Keystone Drive. A large parcel that is industrially and commercially zoned, exists at the southeast corner of Strayer and Maumee-Western (U.S. 20A) Roads. That parcel, however, has a grocery store proposed for a portion of the site. A light industrial use exists on Keystone Drive at Monclova Road. Several single-family uses also exist along Monclova Road.

### **Vacant Industrially-Zoned Parcels**

A significant number of large vacant or limited use industrially zoned parcels exist in the Triad / Keystone study area. See Figure 15 on page 2-41 for a location map and Table 6 on page 2-42 for a listing of the vacant parcels.

Parcels 1-6 are owned by the City of Toledo, and have access from either Monclova Road or Technology Drive, and are directly adjacent to existing industrial uses. Parcels 7 and 8 are privately owned with access off of Monclova Road as well. There are several vacant 1 to 2 acre parcels remaining along Keystone Drive (parcels 9-15) adjacent to several others under construction. Parcels 4-6, 16-17 and 18 have access off of Technology Drive, and are adjacent to the dominant heavy industrial uses in the study area. Parcels to the east of 16 and 17 are reserved for the proposed interchange at Maumee-Western (U.S. 20A) Road and U.S. 23/I-475 and have been recently annexed to the City of Maumee.

### **Available Infrastructure**

Maumee-Western Road (U.S. 20A) is a four-lane principal arterial providing the primary east-west travel through the study area. Salisbury Road is a two-lane county road providing a connection to the existing freeway interchange at I-475/U.S. 23. Technology Drive is a two-lane road providing direct access to establishments within the business park.

Water and sanitary sewer service are available to all of the vacant industrially zoned properties.

Storm drainage outlets for the study area are adequate. Some detention for Triad and Keystone Business Park is already set up for existing developments, however additional detention on site would be required for individual lots depending on their impervious area. A water quality device is already incorporated within the Triad Business Park.

### **Impediments to Development**

The Federal Emergency Management Agency Flood Insurance Rate Maps for the study area indicate that the study area is not within the 100-year floodplain.

### **Planned Infrastructure Improvements**

The TMACOG 2025 Regional Transportation Plan - Update 2004 proposes the widening of I-475 from U.S. 24 to Airport Highway (SR 2), the construction of a new braided interchange at U.S. 20A/I-475, and the widening of Maumee-Western Road (U.S. 20A) from the Toledo Express Airport to I-475. The new U.S. 20A/I-475 Interchange will be braided into the Salisbury/Dussel/I-475 Interchange further to the north.

A recently completed infrastructure project in the study area is the north-south roadway connection between Maumee-Western Road (U.S. 20A) and Monclova Road. This roadway connects the industrial uses north of Maumee-Western Road (U.S. 20A) in the *Briarfield Business Park* to the vacant industrially zoned parcels along Monclova Road. The Strayer Road right-of-way between U.S. 20A and Monclova Road is unimproved, although it contains water and a major sanitary sewer line.

Jerome Road is to be developed in two stages. Phase 1 (from Monclova Road to Technology Drive) is estimated at \$2.3 million and is to be bid in late 2006. Phase 2 involves the extension of Jerome Road from Technology Drive to Maumee-Western Road (U.S. 20A).

Future construction projects include the widening of Maumee-Western Road (U.S. 20A) for a continuous left turn between Coder Road and Briarfield Boulevard at an estimated cost of \$2.6 million. It is anticipated that these improvements will be made prior to the Jerome Road Phase 2 improvements.

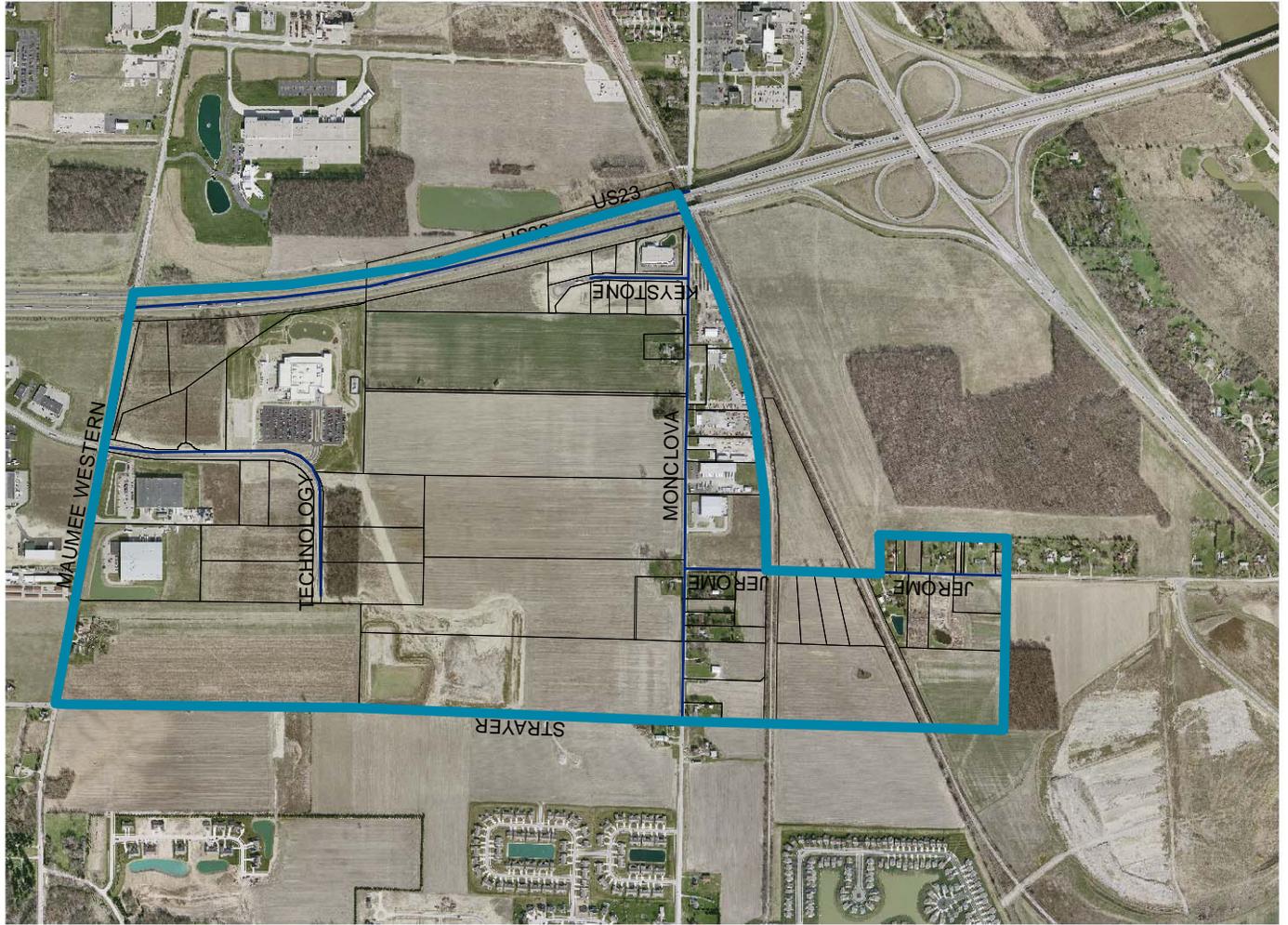
### **Recommendations for Future Land Uses**

Retaining the industrial zoning classification for all vacant parcels in the Triad / Keystone Study Area is strongly recommended due to the potential for improved interstate highway access of the area.

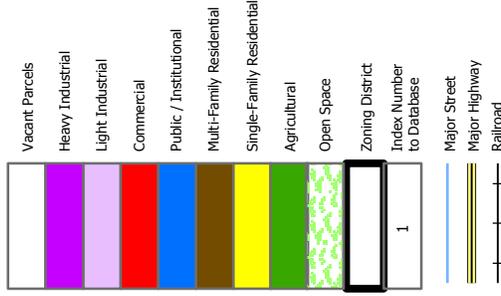
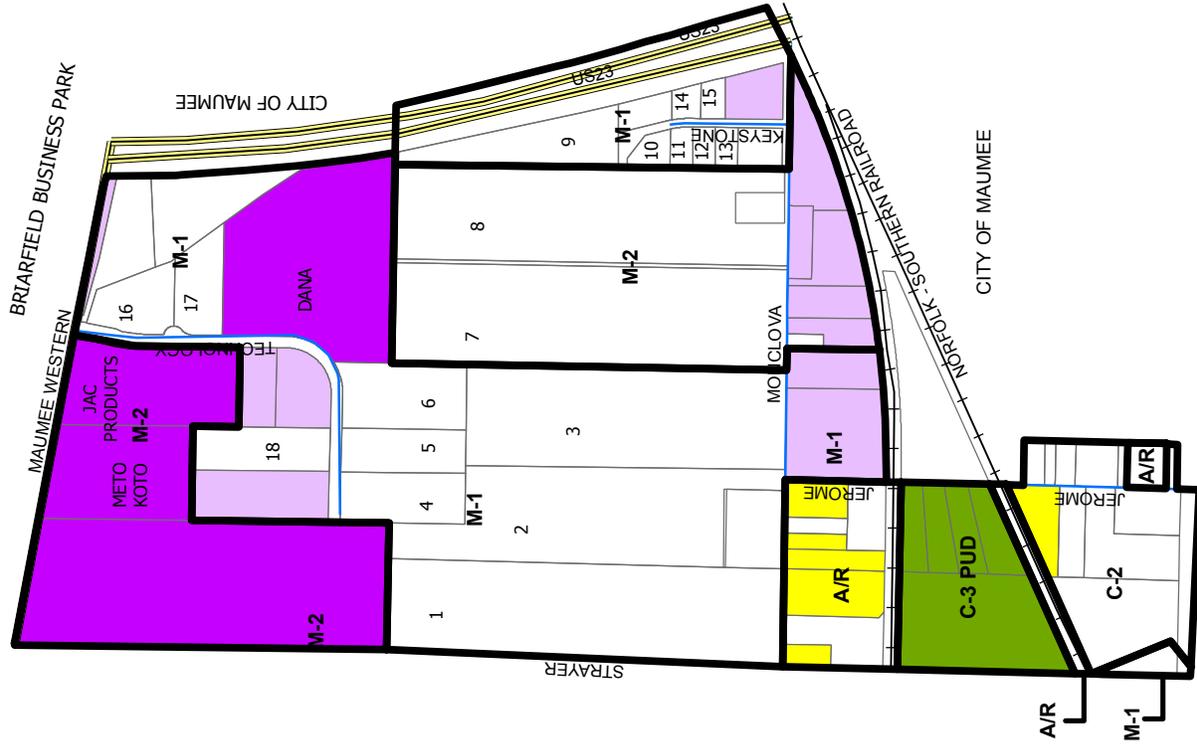
### **Recommended Priority Infrastructure Projects**

- Implement Phase 1 of the I-475 Interchange Modification at Salisbury Road and Dussel Drive.
- Begin Phase 1 and 2 of the Jerome Road construction project.
- Widen Maumee-Western Road (U.S. 20A) from the Toledo Express Airport to I-475.
- Widen Maumee-Western Road (U.S. 20A) from Coder Road to Briarfield Road from two lanes to six with two new intersections, including turn lanes and signals.
- Implement Phase 2 construction of an interchange at Maumee-Western Road (U.S. 20A) that is to be braided into the Salisbury/Dussel Interchange.
- Widen I-475 from U.S. 24 to Airport Highway (SR 2).

AERIAL PHOTO OF TRIAD / KEYSTONE BUSINESS PARK STUDY AREA



# TRIAD / KEYSTONE BUSINESS PARK MONCLOVA TOWNSHIP ZONING AND LOCATION MAP



Lucas County, Ohio  
**Vacant Industrial Land Use Report**  
 Figure 15  
**TRIAD / KEYSTONE BUSINESS PARK  
 STUDY AREA**

Figure 15  
 2-41

**TABLE 6  
TRIAD / KEYSTONE BUSINESS PARK - MONCLOVA TOWNSHIP  
VACANT PARCELS**

Parcel	Owner	Address	Acres	Zoning	Water	Sewer	Flood Plain	Remarks
1	3800934 TOLEDO CITY OF	6630 MONCLOVA RD	40	M-1	Yes	Yes	No	
2	3800814 TOLEDO CITY OF	6606 MONCLOVA RD	29.57	M-1	Yes	Yes	No	
3	3800694 TOLEDO CITY OF	6606 MONCLOVA RD	31.71	M-1	Yes	Yes	No	
4	3888720 TOLEDO CITY OF	4061 TECHNOLOGY DR	6.901	M-1	Yes	Yes	No	
5	3888721 TOLEDO CITY OF	4031 TECHNOLOGY DR	5.901	M-1	Yes	Yes	No	
6	3888714 TOLEDO CITY OF	4001 TECHNOLOGY DR	8.956	M-1	Yes	Yes	No	
7	3800574 ST LUKES HOSPITAL AN OH NOT-FOR-PROFIT CORPORATION	6404 MONCLOVA RD	40	M-2	Yes	Yes	No	
8	3800357 ECLAT DEVELOPMENT, LTD., AN OHIO LIMITED LIABILITY CO	6232 MONCLOVA RD	40	M-2	Yes	Yes	No	Existing Bid
9	3889167 GEORGE ISAAC PROPERTIES, LTD., AN OHIO LIMITED LIABILITY CO	4311 KEYSTONE DR	10.709	M-1	Yes	No	No	
10	3889166 GEORGE ISAAC PROPERTIES, LTD., AN OHIO LIMITED LIABILITY CO	4330 KEYSTONE DR	1.005	M-1	Yes	No	No	
11	3889173 GEORGE ISAAC PROPERTIES, LTD., AN OHIO LIMITED LIABILITY CO	4356 KEYSTONE DR	1.004	M-1	Yes	No	No	
12	3889172 GEORGE ISAAC PROPERTIES, LTD., AN OHIO LIMITED LIABILITY CO	4406 KEYSTONE DR	1.004	M-1	Yes	No	No	
13	3889171 GEORGE ISAAC PROPERTIES, LTD., AN OHIO LIMITED LIABILITY CO	4422 KEYSTONE DR	1.003	M-1	Yes	No	No	
14	3889174 GEORGE ISAAC PROPERTIES, LTD., AN OHIO LIMITED LIABILITY CO	4359 KEYSTONE DR	1.004	M-1	Yes	No	No	
15	3889175 GEORGE ISAAC PROPERTIES, LTD., AN OHIO LIMITED LIABILITY CO	4413 KEYSTONE DR	1.004	M-1	Yes	No	No	
16	3900743 NEURO-MUSCULAR SKELELAL INSTITUTE	3811 TECHNOLOGY DR	4.98	M-1	Yes	Yes	No	
17	3900744 NEURO-MUSCULAR SKELELAL INSTITUTE	3857 TECHNOLOGY DR	4.94	M-1	Yes	Yes	No	

Total Acreage: 229.691

## 2.7 Quarry Northeast Study Area

### **Study Area Boundary**

The Quarry areas located in Sylvania Township represent the largest concentration of industrially zoned land in the township. For land use analysis and presentation purposes, the Quarry area was subdivided into three smaller study areas. The total acreage in the study area is 303.7 acres.

The Quarry Northeast Study Area is bounded by Little Road (extended), Brint Road, King Road, Sylvania Avenue, and Centennial Road in Sylvania Township. See Figure 16 on page 2-46 for an aerial photograph of the study area.

### **Development in the Quarry Northeast Study Area**

The Sylvania Township Land Use Plan Update states that there are limited areas designated for heavy industrial uses. The Quarries and areas immediately adjacent to the southeast of Ten Mile Creek are designated for heavy industrial uses.

Parcels adjacent to the quarries have been transitioning from industrial to non-industrial uses. A former auto salvage yard on the east side of the study area has been redeveloped into residential uses. The parcel immediately east of Parcel 9 was rezoned from M-3 (Heavy Industry) to R-A (Suburban Residential) in November of 2002, and the parcel directly south of that was rezoned from M-3 to M-2 (Restricted Industrial) for office and warehouse uses. See Figure 17 on page 2-47 for a location map and Table 7 on page 2-48 for a listing of the vacant parcels.

Mixed in with the residential development are agriculturally zoned parcels. Commercially zoned properties in the study area are limited to Sylvania Avenue. Industrially zoned parcels used for residential purposes include several small parcels along Sylvania Avenue and on Brint Road.

### **Vacant Industrially Zoned Parcels**

Several vacant industrially zoned parcels exist adjacent to the Quarry north of Brint and along Centennial Road. Parcels 1-4 are less than an acre each and when combined, comprise only 2.27 acres, and may be too small for any industrial use. Parcels 5 and 6 are designated in the Future Land Use Plan as Office/Neighborhood Commercial. These parcels are less attractive for industrial development because of the existing residential uses across the street on the west side of Centennial Road. There is also limited capacity of Centennial Road to accommodate large volumes of traffic.

Parcels 7-9 will probably be used for future quarry operations and act as a buffer to the residential areas to the east. Parcel 8 is part quarry operations and part vacant.

### **Available Infrastructure**

The available transportation infrastructure in the Quarry Northeast Study Area has limited capacity to accommodate future industrial growth. Sylvania Avenue is a county road that provides direct access into the quarry. Centennial Road is a two-lane county road that provides direct access to residential areas along Centennial Road and is not conducive to heavy truck movements. Brint Road is a two-lane county road with access into the quarry from Centennial Road.

Water and sanitary sewer lines are not available to all parcels in the study area except for Parcel 9, which has access to a 16-inch water line on Sylvania Avenue. There are plans to add a 12-inch sewer line along Sylvania between Centennial and Mitchaw Roads west of the study area.

The area east of Centennial Road and south of Brint Road to north of Sylvania Avenue is mainly in a 100-year floodplain as per FEMA panel map #53. Parcels lying north of Brint Road are not in a flood hazard area. Detention and water quality structures would be required for all developments in the study area. Drainage to Ten Mile Creek would be allowed, but held to existing five-year storm and detained to a 25-year storm. The area north of Brint Road has no adequate storm sewer or ditch and would need to be improved before additional development occurs in the study area.

There are no at-grade rail crossings in the study area.

### **Impediments to Development**

It is unlikely that the area will transition from quarry operations to manufacturing uses. The Township is moving away from developing heavy industrial uses in the study area to more residential and office/warehouse uses.

Parcels 1-4 are small, owned by two separate entities, and do not represent a consolidated industrial parcel.

The location of upscale single-family homes to the east and west of the existing quarry reduces the desirability for heavy industry. Parcels 5-6 are not attractive for heavy industrial development because of the existing residential uses across the street on the west side of Centennial Road. There is also limited capacity of Centennial Road to accommodate large volumes of traffic.

Another concern with the location of the vacant industrial parcels is their lack of proximity to the Interstate Highway System. The closest interchange is on I-475 at Central Avenue, approximately three miles southeast of the study area.

The Federal Emergency Management Agency Flood Insurance Rate Maps for the Quarry Northeast Study Area indicate that with the exception of Parcels 7-10, the study area is not within a 100-year flood plan.

**Planned Infrastructure Improvements**

There are no transportation improvements planned in the study area according to the TMACOG 2025 Regional Transportation Plan - Update 2004.

The 2008-11 TMACOG Transportation Improvement Program (TIP) contains a bridge replacement project on Herr Road north of Central Avenue at a cost of \$520,000.

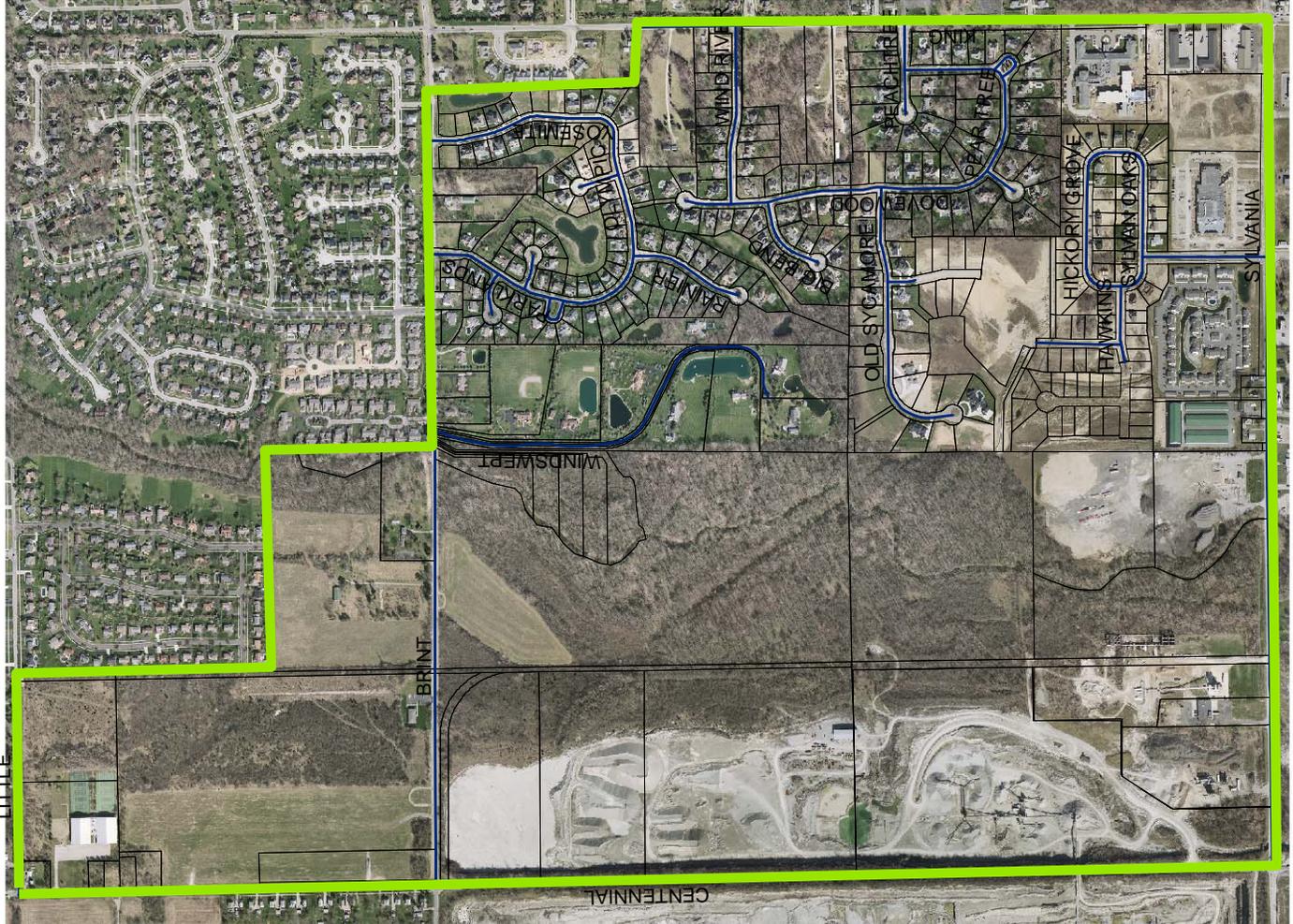
**Recommendations for Future Land Uses**

There are a limited number of developable vacant industrial parcels in the study area. The locations of those parcels are directly adjacent to residential areas and it is recommended that any industrial development be limited to office or light industrial uses.

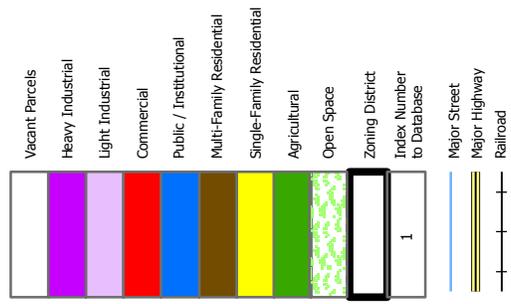
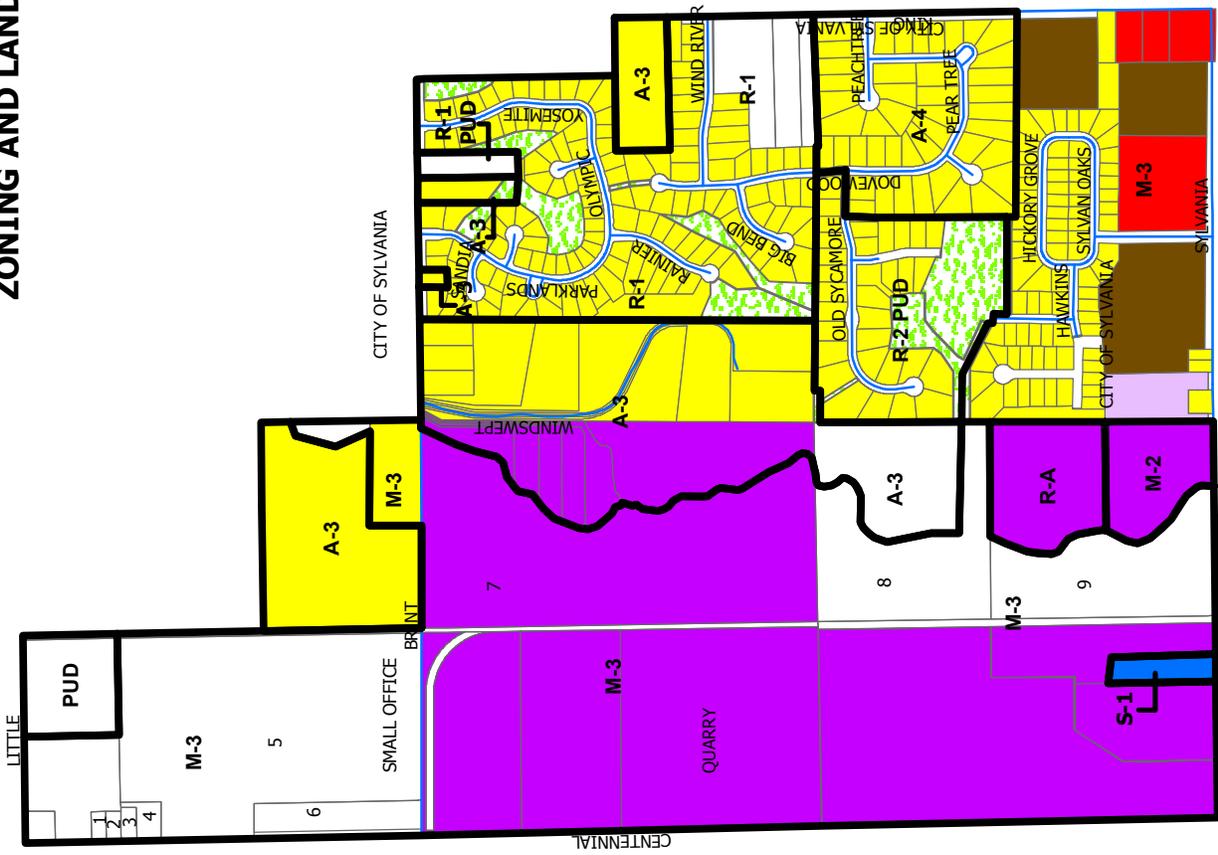
**Recommended Priority Infrastructure Projects**

There are no infrastructure recommendations in the study area.

AERIAL PHOTO OF QUARRY NORTHEAST STUDY AREA



# QUARRY NORTHEAST STUDY AREA SYLVANIA TOWNSHIP ZONING AND LAND USE MAP



Lucas County, Ohio  
Vacant Industrial Land Use Report  
Figure 17  
QUARRY NORTHEAST  
STUDY AREA

Figure 17  
2-47

**TABLE 7  
QUARRY NORTHEAST STUDY AREA - SYLVANIA TOWNSHIP  
VACANT PARCELS**

Parcel	Owner	Address	Acres	Zoning	Water	Sewer	Flood Plain	Remarks
1	TRD LIMITED PT AN OH LTD PT	5334 CENTENNIAL RD	0.24	M-3	No	No	No	
2	C & T PLUMBING	5324 CENTENNIAL RD	0.38	M-3	No	No	No	
3	C & T PLUMBING	5316 CENTENNIAL RD	0.38	M-3	No	No	No	
4	BEGIN JOHN R	5316 N CENTENNIAL RD	0.46	M-3	No	No	No	
5	BEGIN JOHN R	5286 CENTENNIAL RD	0.81	M-3	No	No	No	
6	FRANCE STONE COMPANY	8130 BRINT RD	49.94	M-3	No	No	No	
7	FRANCE STONE CO	5000 CENTENNIAL RD	6.08	M-3	No	No	High	
8	FRANCE STONE CO	0 BRINT RD	68.69	M-3	No	No	High	
9	FRANCE STONE CO	8250 W SYLVANIA AVE	90.47	M-3	No	No	High	
10	KUHLMAN CORPORATION	8150 W SYLVANIA AVE	18	M-3	Yes	No	High	

Total acreage: 303.76

## **2.8 Quarry Southeast Study Area**

### **Study Area Boundary**

The study area represents the southeast quadrant of the quarry operation in the Township. The Quarry Southeast study area is bounded by Sylvania Avenue, King Road, Central Avenue, and Centennial Road in Sylvania Township. See Figure 18 on page 2-52 for an aerial photograph of the study area. The total acreage in the study area is 314.1 acres.

### **Development in the Quarry Southeast Study Area**

The Sylvania Township Land Use Plan Update calls for a variety of land uses in the study area. Heavy and general industrial zoning, as well as office/distribution/light industrial, commercial, and parks and open space are proposed.

Commercial and industrial uses are the predominant land uses in the study area. Industrial uses are located along Sylvania Avenue, Centennial, and Silica Roads. Commercial uses are anchored at King Road and Sylvania Avenue, where a Kroger store is located, and along the busy Central Avenue Corridor. There are several vacant commercially zoned parcels along Sylvan Towne and King Roads that are adjacent to industrially zoned land. Residential uses are found along Central Avenue as well.

### **Vacant Industrially Zoned Parcels**

A significant amount of vacant and underutilized industrially zoned land exists in the Quarry Southeast Study Area. See Figure 19 on page 2-53 for a location map and Table 8 on page 2-54 for a listing of the vacant parcels.

Parcel 1 is approximately 56 acres and located at the southeast corner of Sylvania Avenue and Centennial Road. The parcel is underutilized and is adjacent to industrial uses to the south. Parcel 1 is bisected by an industrially zoned auto salvage yard.

Parcel 2 is a .38-acre parcel and is too small for industrial development.

Parcels 3-9 provide an ample amount of vacant industrially zoned land with access to water and, in some cases, sanitary sewer lines. Parcel 3, a 12.2-acre site, is adjacent to existing industrial uses, has frontage on Silica Road, and is also adjacent to the bike trail. Parcel 4 exists near the northeast corner of Silica and Centennial Roads and is adjacent to residential uses, but could be developed as an industrial use with enough of a buffer from residential areas. Parcel 5 is a large underutilized industrially zoned parcel with access off of Silica Road. The parcel is currently being used as a gun firing range but has an eight lot light-industrial plat approved for it. Parcels 6-8 exist along Sylvan Town Road and abut industrial uses and vacant commercially zoned property. Parcel 9 is a 105-acre former landfill that could be used as an industrial site in the future. The Sylvania Plan Update identifies this property as a conservation parcel until the environmental mitigation occurs. The site fronts on both Silica and King Roads, and is bisected by a bike trail.

### **Available Infrastructure**

Principal streets serving the Quarry Southeast Study Area are Sylvania Avenue, King Road, Silica Road, Central Avenue, and Centennial Road. With the exception of Central Avenue (a federal and state route) and Silica Road (a Township road), all streets are two-lane county roads.

Water and sanitary sewer service are available to the vacant industrial parcels 3-5 in the study area.

The area west of Silica Road is mostly within the 100-year floodplain, except for part of Parcel 1 in the northwest corner of study area. Detention and water quality structures would be required for all development. King Road and Central Avenue storm sewers are sized adequately, but have limited additional capacity. Porter Ditch, which runs from the end of Covert Road west to Silica Road, would need to be improved if used for a drainage outlet. Silica Road drainage is undersized and would need to be improved or limited to existing capacity.

Railroad service is not available in the study area.

### **Impediments to Development**

Water service is not available to Parcel 1 and would have to be extended to the site. Sanitary sewer service would have to be extended to Parcels 6-8. These parcels are, however, likely to be developed as office/neighborhood commercial uses.

The study area is within 2.5 miles of U.S. 23/I-475 via Central Avenue, but traffic congestion is a concern and could add delay to the movement of goods. Central Avenue traffic congestion has been cited as a major concern, and access management plans are being implemented along the corridor to reduce the incidence of vehicular turning movements.

The Federal Emergency Management Agency Flood Insurance Rate Maps for the study area indicate the floodplain is limited to industrial properties west of Silica Road.

### **Planned Infrastructure Improvements**

There are no TMACOG 2025 Regional Transportation Plan - Update 2004 improvements scheduled for the area.

The proposed 2008-11 Lucas County Capital Improvements Program does not include any project in the Quarry Southeast Study Area.

**Recommendations for Future Land Uses**

It is recommended that heavy, general, and light industrial zoning be maintained in the study area. The Quarries should remain heavy industrial, and adjacent areas along Centennial Road could be designated for light industrial use. Parcels at Sylvania Avenue and King Road should be developed as office/distributional and light industrial. Parcels 5-8 should be considered for a light industrial, office neighborhood and other commercial uses.

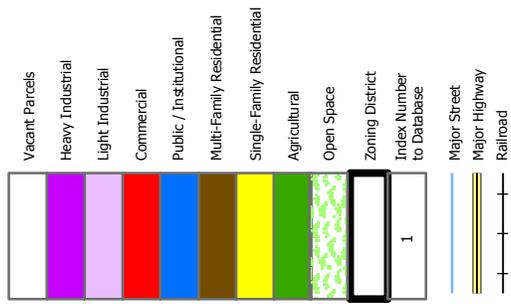
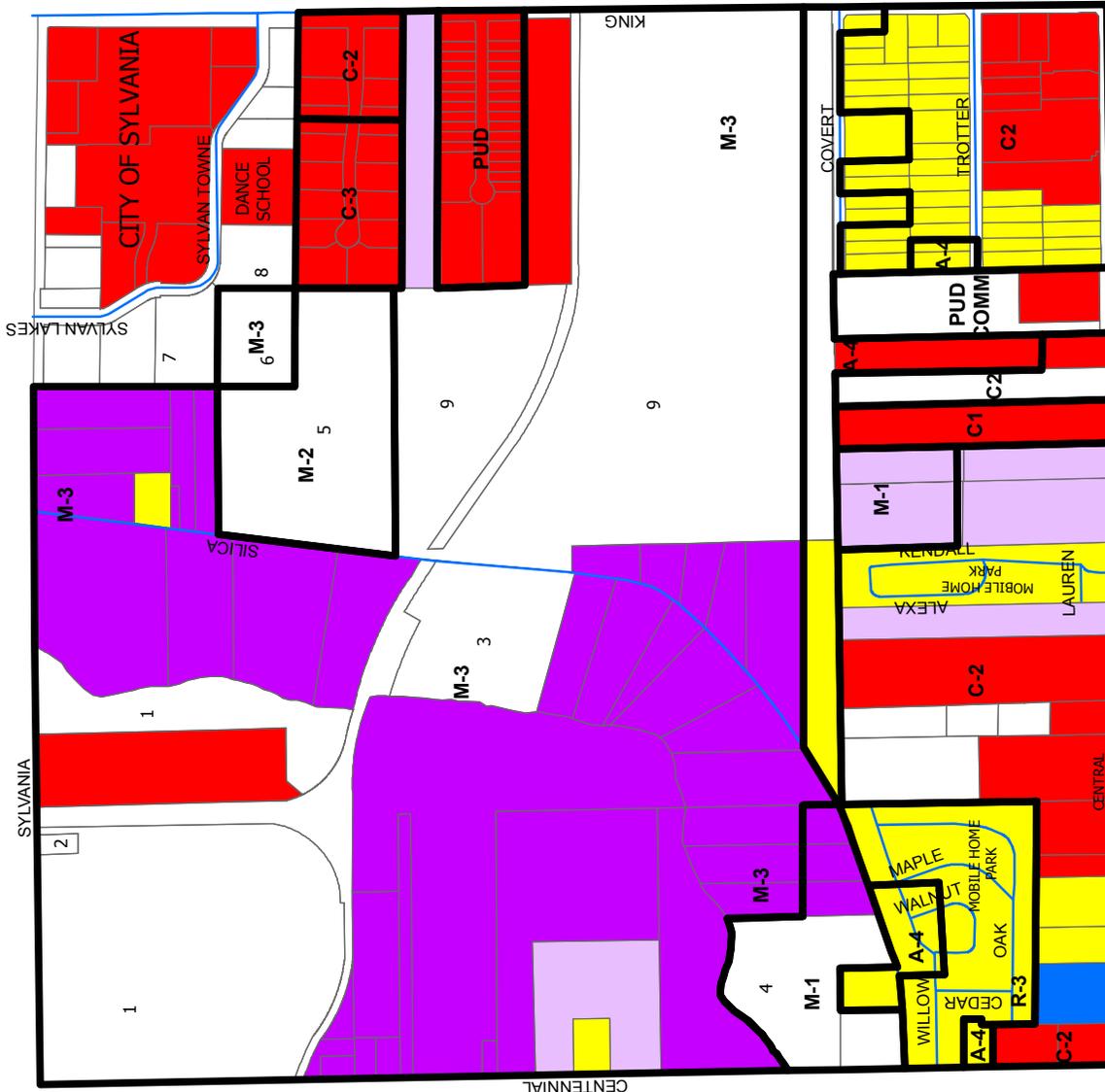
**Recommended Priority Infrastructure Projects**

There are no recommended infrastructure improvements for the Quarry Southeast Study Area.

**AERIAL PHOTO OF QUARRY SOUTHEAST STUDY AREA**



# QUARRY SOUTHEAST STUDY AREA SYLVANIA TOWNSHIP ZONING AND LOCATION MAP



Lucas County, Ohio  
Vacant Industrial Land Use Report  
Figure 19  
QUARRY SOUTHEAST  
STUDY AREA

Figure 19  
2-53

**TABLE 8**  
**QUARRY SOUTHEAST STUDY AREA - SYLVANIA TOWNSHIP**  
**VACANT PARCELS**

Parcel	Owner	Address	Acres	Zoning	Water	Sewer	Flood Plain	Remarks
1	7830954	FRANCE STONE CO	7981 SYLVANIA AVE	55.81	M-3	No	High	
2	7830897	FRANCE STONE CO	8101 SYLVANIA AVE	0.38	M-3	No	High	
3	7830902	BOARD OF LUCAS COUNTY COMMISSIONERS	3575 SILICA RD	122.08	M-3	Yes	High	
4	7831804	STURT WILLARD H ET AL	3450 CENTENNIAL RD	9.7	M-1	Yes	High	
5	7830374	SILICA INVESTORS LLC	3750 SILICA RD	21.09	M-2	Yes	No	
6	7972721	LOUISVILLE TITLE AGENCY OF NW OHIO INC TR	3859 SYLVAN LAKES BLVD	NA	M-2	Yes	No	
7	8205984	LOUISVILLE TITLE AGENCY OF NW OHIO INC TR	3859 SYLVAN LAKES BLVD	NA	M-2	Yes	No	
8	7972720	LOUISVILLE TITLE AGENCY OF NW OHIO INC TR	7649 SYLVAN TOWNE DR	NA	M-2	Yes	No	
9	7830447	LUCAS COUNTY COMMISSIONERSBOARD OF	3501 KING RD	105.042	M-3	Yes	No	

Total Acreage: 314.102

## **2.9 Quarry Southwest Study Area**

### **Study Area Boundary**

The study area represents the southwest quadrant of the quarry operation in the Township. The Quarry Southwest Study Area is bounded by Sylvania Avenue, Centennial Road, Central Avenue, and Herr Road in Sylvania Township. See Figure 20 on page 2-57 for an aerial photograph of the study area. The total acreage in the study area is 289.8 acreage.

### **Development in the Quarry Southwest Study Area**

The Sylvania Township Land Use Plan Update calls for heavy and general industrial zoning for the vacant quarry site and adjacent areas.

The study area consists of a variety of land uses. The predominant land use in the study area is the vacated quarry operation pits. Other industrial uses exist along Resource Park Drive, Brent, Centennial Roads, and Central Avenue. Commercially zoned uses are generally confined to Central Avenue. A large truck salvage yard operates in the center of the study area adjacent to the vacated quarry use. Agricultural and residential uses occur along Herr Road. A large parcel at the southwest corner of Herr Road and Resource Park Drive was proposed for rezoning from an agricultural use to a residential PUD to allow for a residential subdivision but was denied by the Sylvania Township Board of Trustees so that the site could be developed with a light industrial/office use.

### **Vacant Industrially Zoned Parcels**

There are several developable vacant industrial parcels in the study area. See Figure 21 on page 2-58 for a location map and Table 9 on page 2-59 for a listing of the vacant parcels.

Parcels 1-4 contain approximately 28 acres of land, are located at the southeast corner of Herr and Sylvania Roads, and could be developed for light industrial uses. These parcels are adjacent to light industrial uses at Resource Park.

Much of the existing vacant industrially zoned land directly abuts the quarry. Parcel 5 is a 106-acre parcel that is vacant as a result of past quarry operations and is undevelopable. Parcel 6 is a parcel with frontage on two public roads, i.e., Centennial Road and Sylvania Avenue. Both Parcels 7 and 8 abut the vacant quarry pit (parcel 5). Parcel 7 appears landlocked and is directly adjacent to the truck salvage yard. The southern half of parcel 7 has been split into a commercial zoning district. Parcel 8 is a small site zoned for industrial purposes. Parcel 9 has frontage on Centennial Road and also abuts industrial uses.

### **Available Infrastructure**

Principal streets serving the Quarry Southwest Study Area are Sylvania Avenue, Herr Road, Centennial Road and Central Avenue. With the exception of Central Avenue (a federal and state route), all streets are two-lane county roads.

Water is available to Parcels 1-6 and 10.

The study area is within the 100-year floodplain as per FEMA panel maps #42 and #61. Detention and water quality structures would be required for any new construction. The storm sewers in this area are mostly undersized and would need to be improved or development runoff would be limited to the capacity of existing storm sewers.

Railroad service is not available in the study area.

### **Impediments to Development**

Water service is only available to Parcels 1-6 and 10, and sanitary sewer facilities would have to be extended to these parcels. With the exception of Parcel 10, sewer service would have to be extended to all industrially zoned parcels.

The study area is within 2.5 miles of U.S. 23/I-475 via Central Avenue, but traffic congestion is a concern along Central Avenue and could add delay to the movement of goods. Central Avenue traffic congestion has been cited as a major concern. Access management plans are being implemented along the corridor to reduce the incidence of vehicular turning movements.

The Federal Emergency Management Agency Flood Insurance Rate Maps for the study area indicate the floodplain is limited to industrial properties west of Silica Road. Silica Road is just east of the study area.

### **Planned Infrastructure Improvements**

There are no TMACOG 2025 Regional Transportation Plan - Update 2004 improvements scheduled for the area.

The proposed 2008-11 Lucas County Capital Improvements Program does not include any project in the Quarry Southeast Study Area.

### **Recommendations for Future Land Uses**

It is recommended that heavy, general, and light industrial zoning be maintained in the study area. The Quarries should remain heavy industrially zoned.

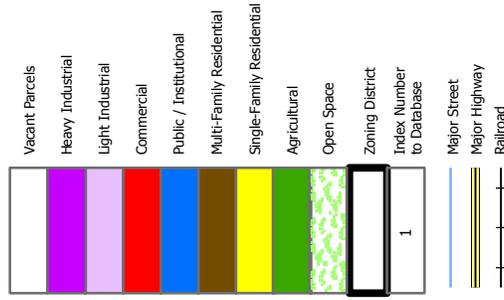
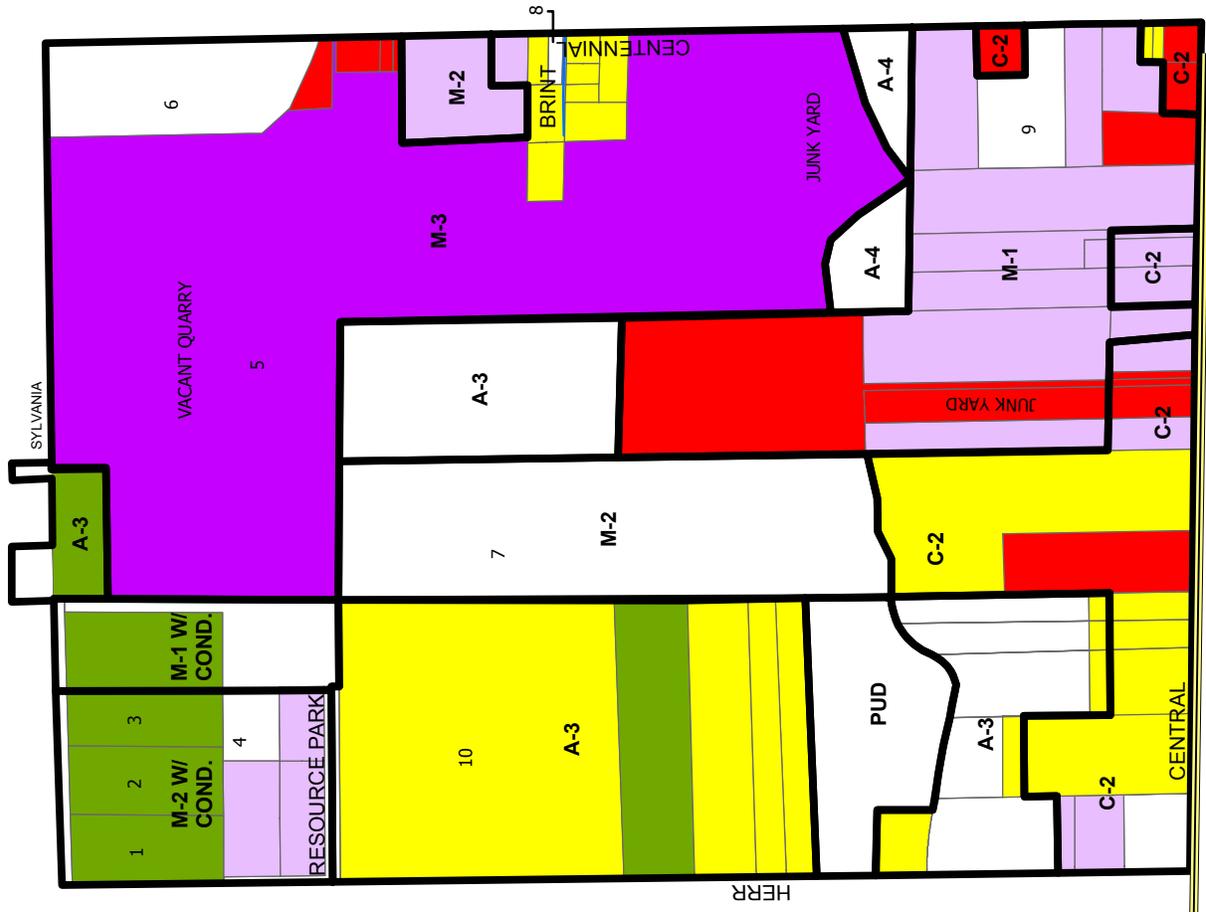
### **Recommended Priority Infrastructure Projects**

There are no recommended infrastructure improvements for the Quarry Southwest Study Area.

**AERIAL PHOTO OF QUARRY SOUTHWEST STUDY AREA**



**QUARRY SOUTHWEST STUDY AREA  
 SYLVANIA TOWNSHIP  
 ZONING AND LOCATION MAP**



**Lucas County, Ohio  
 Vacant Industrial Land Use Report**  
 Figure 21  
**QUARRY SOUTHWEST  
 STUDY AREA**

Figure 21  
 2-58

**TABLE 9  
 QUARRY SOUTHWEST STUDY AREA - SYLVANIA TOWNSHIP  
 VACANT PARCELS**

Parcel	Owner	Address	Acres	Zoning	Water	Sewer	Flood Plain	Remarks
1	FIRST CAPITAL TITLE SERVICES INC TRUSTEE	0 SYLVANIA AVE	5.17	M-2	Yes	Yes	High	
2	MILESTONE VENTURES INC	8819 SYLVANIA AVE	5.18	M-2	No	Yes	High	
3	MILESTONE VENTURES INC	8739 W SYLVANIA AVE	10.05	M-1/M-2	No	Yes	High	
4	PIONEER INVESTORS LLC	0 RESOURCE PARK DR	N/A	M-1/M-2	No	Yes	High	
5	EMAJ CORPORATION A PENN CORP	8401 SYLVANIA AVE REAR	153.85	M-3	No	Yes	High	
6	FRANCE STONE CO	8351 SYLVANIA AVE	10.32	M-3	No	Yes	High	
7	WHITLATCH JANE	8541 W CENTRAL AVE	60	M-2	No	No	High	
8	BROCK ELVIRA M CO-TRS ET AL	3631 N CENTENNIAL RD	0.4	M-3	Yes	No	High	
9	PEAJAY REALTY INC	3239 N CENTENNIAL RD	4.83	M-1	Yes	Yes	High	
10	LLOYD MARY	3608 HERR RD	40	A				

Total Acreage: 289.8

## SECTION 3 EXISTING LAND USE PLANS AND STUDIES

### **Township Land Use Plans and Industrial Zoning Classes**

The Lucas County Planning Commission has influence over eleven township areas and provides recommendations on land use matters to the Township Trustees. The eleven townships include Harding, Jerusalem, Monclova, Providence, Richfield, Spencer, Springfield, Sylvania, Swanton, Washington and Waterville. Each township has developed its own zoning classifications as discussed below. The following are the industrial development plans, policies and zoning categories for each of the eleven townships.

**Harding Township** - No industrial development is proposed due to the lack of sanitary sewer and waterlines. The township's industrial district is divided into two categories known as M-1 Limited Industrial and M-2 Heavy Industry District.

**Jerusalem Township** - No industrial development proposed due to the lack of sanitary sewer and waterlines. The township's industrial districts are the M-1 Limited Industrial/Office Research and the M-2 General Industrial District.

**Monclova Township** - The Monclova Township Land Use Plan promotes "well-planned, high quality business development" in those areas identified as most suitable for commercial and industrial land uses. The main areas identified for industrial development are the existing Briarfield Business Park area and the area bounded by I-475/U.S. 23, Monclova Road, Strayer Road (unimproved), and U.S. 20A. Most of this area has been rezoned from M-2 General Industrial to M-1 Industrial/Office Research and includes the Triad Business Park currently under construction (home to the Dana Technology Center) along with Jac Products and Metokote facilities. This area is easily accessible from I-475/U.S. 23 via the Salisbury Road and U.S. 24 Interchanges and is adjacent to the planned U.S. 20A Interchange. A smaller area located east of the Toledo Express Airport along Eber Road is designated as an "airport transition area" and could accommodate smaller scale industrial uses and warehousing.

The township's industrial zoning classifications are M-1 Limited Industrial/Office Research and M-2 General Industrial. The M-1 (Industrial/Office Research) District is to provide for light industrial, research laboratories, offices and warehousing types of businesses, which may be conducted in areas in proximity to residential and commercial areas. These uses may include activities such as manufacturing, processing, assembly of products, and the provision of services.

The M-2 (General Industrial) District provides for industries that by their nature and function require large parcels for development and access to utilities and major transportation networks. These uses may be objectionable to adjacent residential or commercial properties and therefore, should be grouped together where similar uses are located.

**Providence Township** - The Providence Township Land Use Plan includes an emphasis on agricultural preservation, but also reflects the impacts of the proposed relocation and expansion of U.S. 24 through the township. Several small commercial and industrial uses already exist in the township, with roughly 31 acres zoned for industrial uses. A survey of residents identified several preferred locations for additional industrial land uses. The future industrial areas include the area along Providence-Neapolis-Swanton Road immediately to the south of the unincorporated Village of Neapolis and the area north of existing U.S. 24, south of Pollock Road. A Community Attitude Survey conducted by the Poggemeyer Design Group in 2005 indicated that residents were open to the idea of identifying areas for industry to locate, but were not enthusiastic about the Trustees seeking resources and infrastructure to attract and develop an office or industrial park.

The township's industrial zoning classifications are M-1 Light Industrial/Office Research and M-2 General Industrial.

The Light Industrial/Office Research District is to provide for light industrial, research laboratories, warehousing types of businesses that may be conducted in areas that are in proximity to residential and commercial uses. These uses may include activities of manufacturing, processing, assembly of products, or the provision of services.

The M-2 General Industrial District provides for industries that by their nature and function require large parcels for development and access to utilities and major transportation networks. These uses may be objectionable to adjacent residential or commercial properties and therefore, should be grouped together where similar uses are located.

**Richfield Township** - The Richfield Township Land Use Plan's overall goal is to preserve the predominant agricultural function and character of the area, while allowing limited development to occur. There are no parcels currently zoned for industrial uses and there are no provisions or areas directed toward industrial land use. The capacity for industrial development is limited due to the lack of public water and sewers in the area.

The township has a M-1 Limited Industrial and a M-2 Heavy Industrial zoning district.

The M-1 Limited Industrial District is to provide for light industrial, research laboratories, and warehousing types of businesses that may be conducted in areas proximate to residential and commercial areas. These uses may include activities of manufacturing, processing, and assembly of products or the provision of services.

The M-2 Heavy Industrial District provides for industries that by their nature and function require large parcels for development and access to utilities and major transportation networks. These uses may be objectionable to adjacent residential or commercial properties and therefore, should be located where similar uses exist. Sales distribution and sales outlets may be permitted as an accessory use providing that goods and services are produced at the site or are an integral part of a warehousing distribution system.

**Spencer Township** - The Spencer Township Land Use Plan proposes industrial development at the West Winds Industrial Center located in the western portion of the township west of Eber Road. The township, for the most part, lacks critical infrastructure such as sanitary sewers and waterlines, creating problems for industrial development to occur with the exception of West Winds.

The township has one industrial zoning classification. The M-1 Industrial is intended to accommodate all industrial uses in the township.

**Springfield Township** - The Springfield Township Land Use Plan proposes industrial development in the western portion of the township, primarily in those areas impacted by Toledo Express Airport (West and East Airport Environs and Airport / Springfield areas) to include those areas serviced by Airport Highway and the Ohio Turnpike. A good portion of land designated for industrial development in the Airport / Springfield area consists of Oak Openings habitat and will be difficult to develop due to various environmental concerns. The township views the land use of Springdale Parke as a mix of retail and office, but does not envision further development of the business park in either light or heavy manufacturing.

Springfield Township has two zoning classifications that can accommodate industrial uses, including the M-1 Limited Industrial District and the M-3 Heavy Industrial District. The C-2 General Commercial District accommodates a blend of “heavy” commercial and light industrial type uses. The C-2 District is to provide areas for general commercial uses serving a regional area. A Planned Unit Development District proposed in Springdale Parke accommodates residential, commercial, office and research and industrial uses.

**Sylvania Township** - The Sylvania Township Land Use Plan was updated and adopted in September 2007. As the Land Use Plan indicates, industrial uses in the township are primarily focused around the existing quarry areas and along Silica Road, Centennial Road, and a small portion of Reynolds Road.

The township's M-1 General Industrial District provides areas for general manufacturing, while the M-2 Restricted Industrial District provides areas for light industries with restricted manufacturing operations. The M-3 Heavy Industry District provides areas that are isolated from other urban uses and therefore, can accommodate industrial uses, which might cause detrimental effects in other areas.

**Swanton Township** - The Swanton Township Land Use Plan was adopted in 1999 and is under revision at this time. The plan identifies industrial uses proposed along the east side of Fulton-Lucas Road, north and adjacent to the Norfolk Southern line. Existing manufacturing lies across the road to the west, in the Village of Swanton. An industrial district is proposed north of Toledo Express Airport, from the existing sand pit operation, south to the proposed commercial district along Airport highway. Air transport related industry and services are expected to be developed within and adjacent to Toledo Express Airport.

Swanton Township's M-1 Limited Industrial permits industrial development in close proximity to residential districts, as well as other industrial developments. The M-2 Heavy Industrial allows uses that generally cannot be operated economically without creating conditions such as truck traffic. This district allows for those industrial uses that may be objectionable to residential areas. The "M" District Planned Unit Development allows industrial uses to be developed in park like surroundings utilizing landscaping and existing woodlands as buffers. Certain types of commercial uses, such as a restaurant, central secretarial or stenographic pool, or other business service type uses, repair services, or clinics, may form a small commercial center to serve the needs of the industries or their personnel in the planned industrial area.

**Washington Township** - This Township does not have an adopted land use plan, but it has three industrial zoning districts. The M-1 General Industrial District is characterized as areas with good access to transportation and community services and relative isolation from other land uses. The M-2 Restricted Industrial is characterized as areas for light industries with restricted manufacturing operations, research facilities and offices of a restricted nature which will have little or no detrimental effects on neighboring land uses. The M-3 Heavy Industrial District is characterized as areas that are isolated from other urban uses and therefore, can accommodate industrial uses, which might cause detrimental effects in other areas.

**Waterville Township** - The Waterville Township Land Use Plan designates a small area in the northeastern portion of the township along Dutch Road west of U.S. 24, surrounding the Johns Manville Plant, for industrial land uses. This area includes most of the 275 acres currently zoned for industrial land uses, with smaller pockets of industrial zoning along Route 64 and on Herzfeld Road near U.S. 24. A larger area designated for industrial development, but still zoned for agriculture, is located on the south side of Neapolis-Waterville Road adjacent to the Village of Waterville's Industrial Park along Waterville-Monclova Road. Most of this area is within the tax sharing and annexation agreement area established by the Village of Waterville and Waterville Township.

The township land use plan discusses the possibility of a mixed office/light industrial area in the Route 64 Corridor modeled after the Arrowhead Park design in Maumee, Ohio. The Waterville Township Land Use Plan was prepared prior to the selection of the route for relocated U.S. 24. It was thought that the selection of the bypass route through the township, with an interchange planned for Route 64, could attract additional industrial development to the area.

Three zoning classifications in the township accommodate industrial uses. The M-1 Industrial/Office Research District is to provide for light industrial, research laboratories, warehousing types of businesses that may be conducted in areas in proximity to residential and commercial areas with attempts to provide as much separation as possible. The M-2 General Industrial District provides for industries that by their nature and function require large parcels for development and access to utilities and major transportation networks. These uses may be objectionable to adjacent residential or commercial properties and therefore, should be located where similar uses are. The C-4 Mixed Use Business District is intended to provide for a compatible range of commercial, office and light industrial business uses in a single business park site.

#### **U.S. 24 Draft Environmental Impact Statement (DEIS)**

The Ohio Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), has undertaken a study of improvements to U.S. 24 in northwest Ohio. The focus of this study is the approximately 25-mile segment of U.S. 24 between Napoleon, Ohio and Toledo, Ohio.

The purpose of the new U.S. 24 Highway is to:

- Improve the operational efficiency and safety of U.S. 24 for both through and local current traffic;
- Provide an expandable transportation system with additional capacity to accommodate forecasted traffic volumes; and

- Enhance transportation service to existing and planned economic development in the project area and within the Fort-to-Port corridor extending from Ft. Wayne, Indiana to Toledo, Ohio.

The DEIS looked at various modes of transportation and concluded that the highway alternatives proved best at meeting all of the transportation and safety needs identified in the study area. A controlled access highway was found to be the only way to address the current major conflicts between local and through commercial traffic.

The most recent proposal calls for five overpasses and two interchanges at State Route 295 and State Route 64. In total, there will be overpasses at Providence-Neapolis-Swanton Road (County Road 109), Jeffers Road, Neowash Road, Neapolis-Waterville Road, Dutch Road and Waterville-Monclova Road. All at-grade intersections will be eliminated. There are no plans to widen S.R. 295 to four lanes. Bidding for the U.S. 24 project is scheduled for late 2008 and the construction operations will most likely commence in the spring of 2009.

#### **Airport Environs Plan - Toledo Express Airport**

The Toledo Express Airport, which is located approximately 5.2 miles from the Toledo city limits, is the only major air carrier airport in the Toledo metropolitan area. The Toledo-Lucas County Port Authority operates the airport.

The Environs Plan examined the potential for increasing air cargo shipments at the airport and considered airport expansion issues relative to potential new runways, improving airport access, and land use planning for the area surrounding the airport. Related studies that comprise the overall Airport Environs Plan include: (1) Potential Airport Development Plan, (2) Airport Access Plan, and (3) Airport Vicinity Area Plan.

According to the 1998 Airport Environs report, BAX Global (then known as Burlington Air Express) began air cargo hub operations in 1991 at Toledo Express Airport. In order to better serve air cargo aircraft, the Toledo-Lucas County Port Authority has completed significant improvements to the airfield and other facilities at the airport. Improvements included the extension of the east-west runway 7-25 to its current length of 10,600 feet, and the construction of an air cargo-parking apron. The Toledo-Lucas County Port Authority has also been engaged in an extensive property acquisition program to mitigate noise impacts associated with increased aircraft activity at the airport, particularly nighttime air cargo operations.

The Toledo-Lucas County Port Authority should own sufficient land to accommodate the required air cargo and airfield facilities in order to attract additional cargo air carriers and accommodate future growth in passenger air traffic. The Toledo Express Airport is very accessible from major interstate and state highways such as the Ohio Turnpike and State Route 2. In addition, the Toledo-Lucas County Port Authority desires assurances from local government planning agencies that long-term community land use plans remain compatible with development plans for Toledo Express Airport and Toledo-Lucas County Port Authority goals.

The purpose of the Potential Airport Development Plan is to provide airport users and the public with a conceptual plan for long-term expansion and development of Toledo Express Airport. The plan includes an optimal future land use pattern for the airport that permits significant flexibility to respond to land and facility demands in order to account for the uncertainty of the future. Major on-airport land use recommendations in the Plan are as follows:

**Airfield.** The ultimate airfield at Toledo Express Airport would consist of three runways - 7L-25R, 7R-25L, and 16-34, a taxiway system, paved apron areas, runway safety areas, and runway protection zones. Existing Runway 16-34 would be extended 4,400 feet to the southeast (total length 10,000 feet) to accommodate B-747 aircraft. Existing Runway 7-25 (renamed 7L-25R) would be extended 1,400 feet to the west (total length 12,000 feet). Future Runway 7R-25L would be 12,000 feet long and would be parallel to and 6,000 feet south (when measured from centerline to centerline) of existing Runway 7-25.

**Future Terminal Complex.** In the short term, the terminal building and associated support facilities, including public and rental car parking areas, would remain in their existing location north of the airfield. When the existing terminal is insufficient to accommodate growth in passenger traffic, new terminal facilities and support facilities would be constructed south of BAX Global's existing cargo facilities (the future midfield area).

**Air Cargo.** The preferred location for expansion of air cargo facilities is in the future midfield area just south of existing Runway 7-25. Additional cargo facilities and cargo-related facilities (freight forwarders) would be located south of future Runway 7R-25L following its construction.

**Intermodal Transfer/Warehousing.** A site northeast of the existing airport property line is reserved for businesses and facilities that support the intermodal transfer of goods. Rail access could be provided to the site if a rail spur were constructed from the existing Norfolk Southern line.

**General Aviation.** The existing northeast general aviation area would continue to provide facilities for aircraft storage. Additional aircraft storage areas could be developed south and east of the Ohio Air National Guard facilities. Operator facilities could remain in their existing location west of the existing terminal facilities or could be relocated to the site south and east of the Guard facilities.

**Military.** Air Guard facilities would continue to be located east of crosswind Runway 16-34, with expansion occurring to the southeast.

**Aviation-related commercial/industrial.** Several sites on airport land would be reserved for aviation-related commercial and industrial facilities, including freight forwarding companies, aircraft maintenance facilities, warehouses, and an industrial park.

**Mixed Use/Open Space.** Areas located under the approach surfaces to the existing and future runways could be developed with airport compatible land uses, or left in open space.

**Airport Perimeter Road.** The Toledo-Lucas County Port Authority could develop a four-lane airport perimeter road to permit easy access between the various sectors of the airport. The perimeter road would be connected to the adjacent State and County roadway system at several major intersections. Gates could be placed at these intersections to enhance airport security and to control vehicle access to and from the airport.

The Airport Access Plan for Toledo Express Airport was developed to address the interrelated issues of airport access and local access to industrial, commercial, and residential development in western Lucas County and eastern Fulton County. Access projects have been identified as priority 1, 2 and 3 improvements. Priority 1 improvements include those projects that are necessary to relieve existing deficiencies related to airport access and projects that will be needed to relieve traffic congestion in the near future. Priority 2 projects are not considered to be critical, but should be implemented when politically and fiscally possible. Priority 3 projects are those that were not considered critical by the Policy Advisory Committee and Technical Advisory Committee, but could be required to accommodate long-range forecasted traffic volumes prepared by TMACOG.

**Table 10  
Toledo Express Airport Access Improvement Prioritization Plan**

	<b>Title</b>	<b>Description</b>
<b>Priority 1</b>	Improve sections of Airport Highway	I-475 to Wilkins Road
	Upgrade U.S. 20A and redesign the existing interchange between I-475 and Salisbury Road to include U.S. 20A	I-475 to Weckerly Road
	Realign and redesignate U.S. 20A	Weckerly Road to Wilkins Road *
	Extend Briarfield Boulevard	U.S. 20A to Monclova Road
<b>Priority 2</b>	Realign Wilkins Road and redesignate a section of SR 295	Monclova Road to Old Stateline Road **
	Construct an interchange on I-475.	At Dorr St.
	Widen Monclova Road.	Eber Road to Wilkins Road
<b>Priority 3</b>	Construct an interchange between Wilkins Road and the Ohio Turnpike	
	Upgrade SR 295	U.S. 24 to Airport Highway

\*U.S. 20A would be realigned between Maumee-Western Road at Weckerly Road and Monclova Road at Eber Road.

\*\*Wilkins Road would be extended south of Airport Highway to meet the eastern section of the roadway near the Sager Road intersection.

Source: Toledo Lucas County Port Authority and the Toledo Express Airport

### **Hammer-Siler-George Report**

The City of Toledo, Lucas County, and the Toledo-Lucas County Port Authority commissioned Hammer-Siler-George Associates and the International Economic Development Council to prepare the *Toledo-Lucas County Economic Development and Innovation Plan*, issued in February 2004, and hereinafter referred to as the “Hammer-Siler-George Report.”

The primary purpose of the Hammer-Siler-George Report was to develop an economic innovation and development strategy to maximize the economic development potential of the area. Work performed at the University of Toledo and Bowling Green State University (see discussion below), six industry clusters were identified as high potential targets for the Toledo area market:

- Plastics (existing industry)
- Logistics and transportation (existing industry)
- Second and third-tier auto industry support (existing industry)
- Engineering and architectural services (existing industry)
- Bioengineering and advanced medical manufacturing (potential industry)
- Propulsion systems and related advanced manufacturing (potential industry)

The Hammer-Siler-George Report cites the lack of land assembly and site preparation capability as a major conclusion in their analysis. The report states that a good inventory of sites (with infrastructure) must be maintained and notes that the lack of such sites and the lack of capacity to assemble sites is a “serious negative factor.”

#### SECTION 4 ACKNOWLEDGEMENTS

Toledo-Lucas County Plan Commission staff contributing to this report include Josh Lewandowski and Clement Chukwu for their GIS expertise, Lucas County planners Robert Davis, Thomas Lemon, John Nagy and Molly Maguire and Administrative Assistant Amy Noonan. Former Planning Director Stephen Herwat provided the outline for this report as it was fashioned after the 2005 *City Vacant Industrial Land Use Study*.

Staff also recognizes Keith Earley, Lucas County Engineer for drainage and transportation project analysis, the Toledo-Lucas County Port Authority, the zoning staffs of Springfield, Monclova and Sylvania Townships, and area industrial realtors who provided valuable insight in the preparation of this report.

Special thanks goes to the AREIS staff in the Lucas County Auditor's Office for providing the data, base parcel mapping and photography used to prepare this report.