

SALE

114 19th Street

TOLEDO, OH 43604

Land For Sale

PRESENTED BY:

TIM SCHLACHTER, CCIM

O: 419.540.8888

C: 419.466.5501

tim.schlachter@svn.com

OH #BRKP. 2017001584

BRIAN DOWNEY

O: 419.540.8888

C: 419.466.6690

brian.downey@svn.com

OH #2012001418



PROPERTY SUMMARY



OFFERING SUMMARY

SALE PRICE:	\$475,000
LOT SIZE:	1.04 Acres
ZONING:	CR/CO
MARKET:	Downtown Toledo Commercial
CURB CUTS:	6

PROPERTY OVERVIEW

1.04 acre site is conveniently located in the Uptown District, less than 1/2 mile from I-75. Close proximity to Huntington Center, 5/3rd Field, and Warehouse District. Mixed Regional Commercial/Office Commercial zoning on this site allow development opportunities for numerous uses. Could be combined with adjacent properties if required.

PROPERTY HIGHLIGHTS

- Sale includes 11 parcels: 1025024, 1025021, 1025071, 1025074, 1025077, 1025037, 1025044, 1025104, 1025107, 1025111, 1025101
- Flat topography ready for development
- Within the Connecting Toledo Neighborhoods to Opportunity infrastructure project
- Situated adjacent to the 152 unit approved Village on the Green apartment development

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PROPERTY DETAILS

SALE PRICE	\$475,000
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LOCATION INFORMATION

STREET ADDRESS	114 19th Street
CITY, STATE, ZIP	Toledo, OH 43604
COUNTY	Lucas
MARKET	Downtown Toledo Commercial
CROSS-STREETS	Monroe St & 19th St
SIGNAL INTERSECTION	No
ROAD TYPE	Paved
NEAREST HIGHWAY	I-75

UTILITIES

ALL AVAILABLE ON SITE	Gas, Electric, Water
SEE MAP TO THE RIGHT	

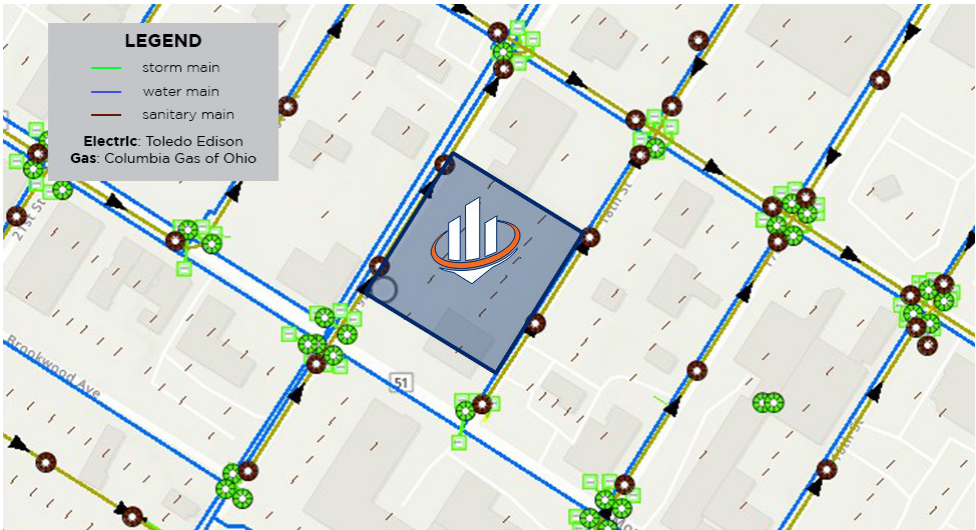
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PROPERTY INFORMATION

PROPERTY TYPE	Land
ZONING	CR/CO
LOT SIZE	1.04 Acres
APN #	1025024, 1025021, 1025071, 1025074, 1025077, 1025037, 1025044, 1025104, 1025107, 1025111, 1025101



ADDITIONAL PHOTOS



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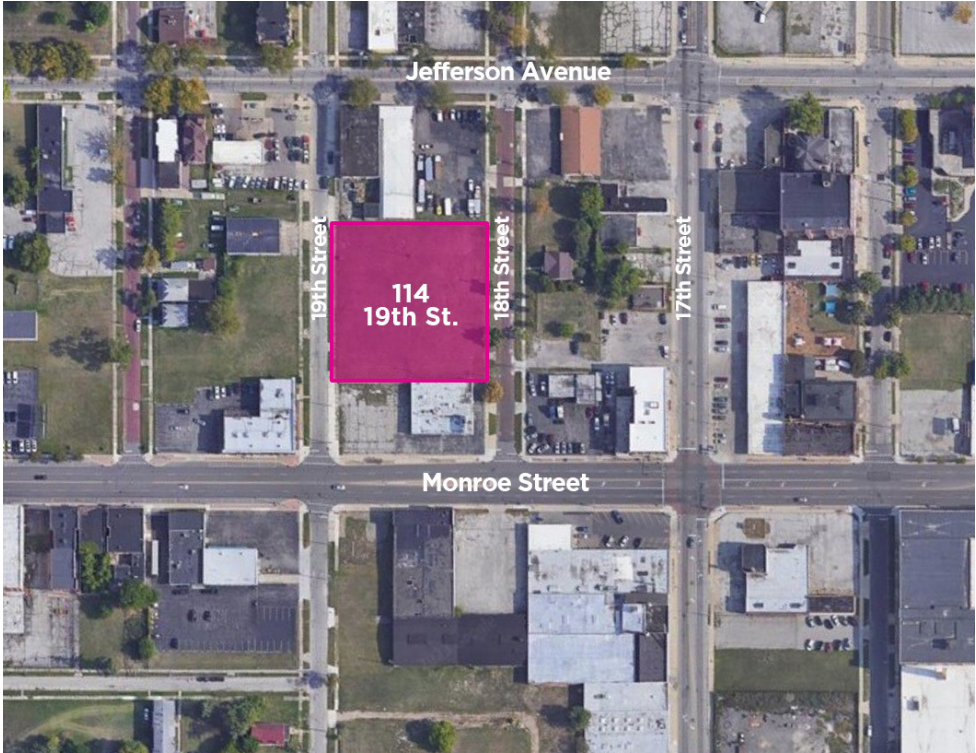
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SVN | ASCENSION COMMERCIAL REALTY

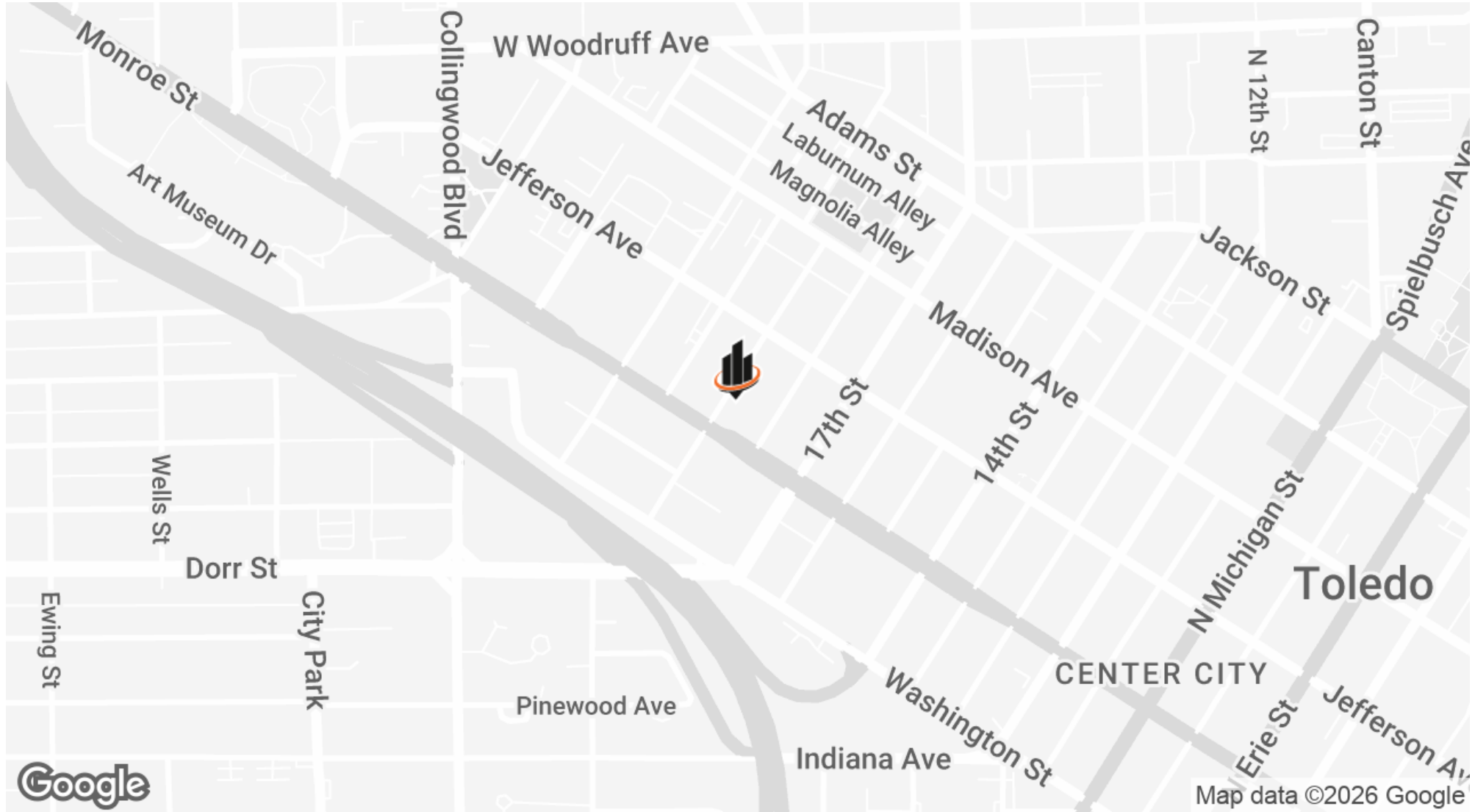
AVAILABLE PROPERTIES MAP



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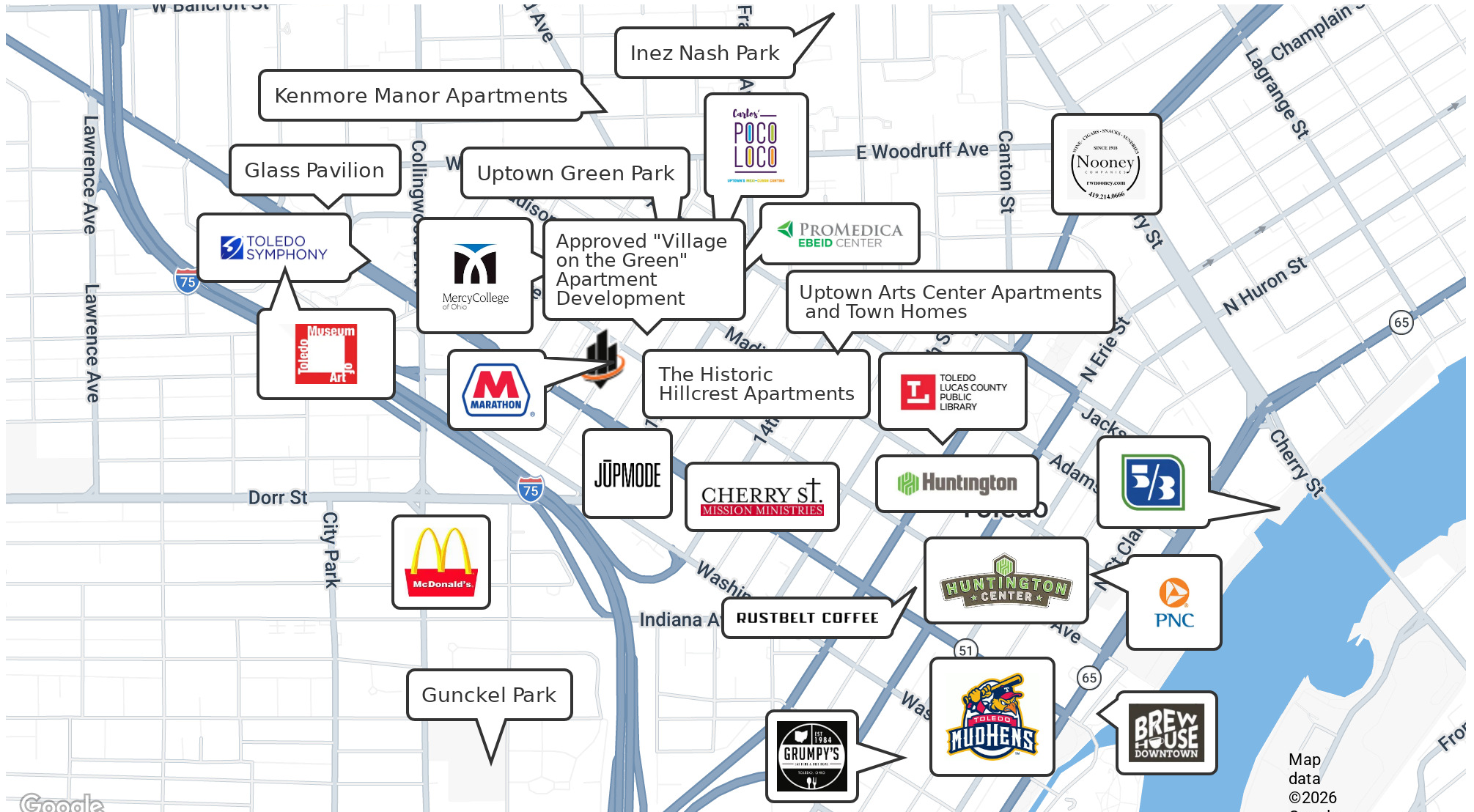
LOCATION MAP



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RETAILER MAP



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Project Description

EXECUTIVE SUMMARY

Connecting Toledo Neighborhoods to Opportunity (CTNO) will comprehensively modernize the public infrastructure of Toledo, Ohio's disadvantaged Junction and Uptown neighborhoods. Located adjacent to the city's downtown core, these once-thriving communities now suffer from some of the city's highest rates of poverty, unemployment, and blight. Historically, this majority-Black area has been disproportionately impacted by harmful transportation policy decisions. The construction of Interstate 75 (I-75) in the 1960s isolated Junction from Uptown and downtown Toledo, and - along with later urban renewal efforts - caused displacement from which the area has never fully recovered.



Figure 1: Project Location

The impacts of discriminatory infrastructure planning continue to be felt in Junction and Uptown today. As population and investment have fled the area, the area's aging, car-centric roadways have fallen into disrepair and become increasingly unsafe. Although a high proportion of residents lack access to a car, there are few protections for non-motorized or public transportation users, and the area has high bicycle and pedestrian crash rates.

Recently, however, a resurgence of community-driven revitalization efforts has brought new attention and investment to these neighborhoods. In Junction, neighborhood groups and public agencies collaborated to win a prestigious Choice Neighborhoods Initiative planning grant in 2020. In Uptown, the creation of a new regional innovation district is beginning with the renovation of the long-vacant US Main Post Office building; when renovations are complete in summer 2023, the facility will anchor the Toledo Social Innovation District (TSID). The TSID implements a core recommendation of the region's 2021 Comprehensive Economic Development Strategy (CEDS); it will catalyze job creation, investment, and workforce development and bring equitable, broad-based economic opportunity to one of Toledo's most disadvantaged areas.

In many ways, Junction and Uptown are poised for transformation. However, fully capitalizing on this momentum - and, crucially, ensuring that all neighborhood residents have safe and equitable access to its benefits - will require a fundamental transformation of the area's infrastructure. CTNO aims to bring about that transformation by introducing a comprehensive suite of bicycle and pedestrian infrastructure improvements, new supports for public transit, and neighborhood-wide green streetscapes. Together, these improvements will

1. catalyze the growth of the Uptown TSID entrepreneurial ecosystem;
2. address key safety, mobility, and connectivity challenges that disproportionately impact the area's most disadvantaged residents, improving their access to economic opportunity in the TSID and downtown Toledo; and
3. improve individual and environmental health and quality of life.



PROJECT LOCATION

The CTNO project is located in the Junction and Uptown neighborhoods of Toledo, Ohio, in Lucas County (see Figure 2). The project area is within the existing right-of-way in Uptown, bounded by 21st Street to the north, 13th Street to the south, Adams Street to the east, and Monroe Street to the west, as well as existing right-of-way in Junction, along Dorr Street's northern boundary from I-75 to the Mott Branch Library.

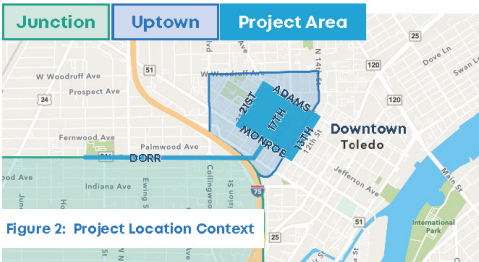


Figure 2: Project Location Context

CTNO will improve infrastructure and connectivity in four census tracts (Lucas County census tracts 26, 27, 28, and 34). Three of these census tracts (27, 28, and 34) are designated as Areas of Persistent Poverty. None are considered Historically Disadvantaged Communities. The median household income for Junction is \$30,743 and 58% of residents have a high school diploma/GED or less. The median household income for Uptown is \$21,858 and 50% of residents have a high school diploma/GED or less, compared to the national average of \$67,521.

TRANSPORTATION CHALLENGES

Roadway Safety. The roadways in the TSID have a high crash rate, particularly for pedestrians and bicyclists. The TSID area has a significantly higher proportion of pedestrian and bicycle crashes than the city as a whole, and the per-capita crash rate for bicyclists and pedestrians is more than seven times the citywide rate. Several roadways and intersections that are crucial for local connectivity are particularly unsafe for vulnerable road users, such as the Dorr Street corridor and the intersection of 17th St. and Monroe St., which have seen fatal crashes and rank high in severity for crashes in the Toledo region.

Roadway Condition. The utility and roadway infrastructure in the TSID is in poor condition. Roadways have deteriorated and are missing or have damaged side-walks, and there is a lack of bicycle facilities. The City measures the performance of roadway infrastructure using a Pavement Condition Index (PCI), with the average PCI rating for roadways in the project area at 42, which is considered serious. Nearly half of the blocks in the project area are rated as poor, very poor, serious, or failed. The age and condition of the subsurface water and sanitary sewers, which exceed the useful life identified by the American Water Works Association, further accelerated the decline of these roadways. This aging infrastructure occasionally leaks or breaks, causing roadway deterioration.

Lack of Connectivity. The construction of I-75 has created a barrier that separates the Junction neighborhood from the TSID and downtown Toledo, and reduced the number of roadway connections from 13 to four, with two of the remaining connections being high-traffic volume and high-speed ramps to the interstate. The over-passes that exist do not provide safe or pleasant conditions for pedestrians and cyclists. The lack of connectivity is exacerbated by the high percentage of households without a car in both Junction (13%) and Uptown (40%).

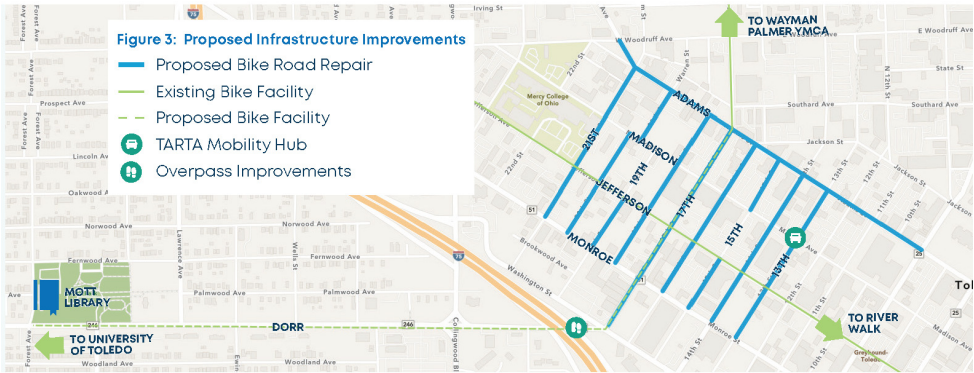


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SCOPE OF WORK

This project will comprehensively modernize the roadway infrastructure of the project area. It will involve the overhaul of 38 city blocks with new water and sanitary utilities, roadwork, sidewalks, and street-scapes, and will include the installation of a new TARTA Mobility Hub in the TSID and a 0.75-mile multi-purpose path in Junction. The project aims to bring the city's utilities and roadways up to a state of good repair, while also enhancing the urban tree canopy and promoting environmental sustainability. The work will take place within the existing publicly dedicated right-of-way, improving connectivity between neighborhoods and creating a safer and more accessible corridor for all users. The project is expected to cost \$54.9 million and will be partially funded by a \$25 million RAISE grant. A benefit-cost analysis (BCA) estimated a return in public benefits of \$5.62 for every \$1 spent on this project (details in BCA attachments).



Detailed Scope of Work. All projects will be designed by a licensed engineer and will be competitively bid to find the most qualified contractor with the most competitive proposal. The contractor will install new water or sanitary sewer lines in the right-of-way and terminate service to the old lines once the new lines are in place. The costs for the water and sanitary sewer replacement will be exclusively paid with the City's local match and not RAISE grant proceeds.

After the water and sanitary sewer lines have been installed, the hired contractor will then remove the entire roadway down to the soil, including curbs, curb ramps, and drive approaches and replace it with new curbs, curb ramps, and asphalt that is a minimum of 6 1/4-inch thick. As specifically detailed for each roadway improvement project below, streetscape elements, generally including sidewalk, landscape and decorative lighting will be installed. An experienced licensed City engineer will inspect the work for compliance with design plans and construction standards before the project's completion is finalized. Below are detailed scopes of work for each roadway that will be improved by this project. Roadways that will receive improvements are shown in Figure 3.



DEMOGRAPHICS MAP & REPORT

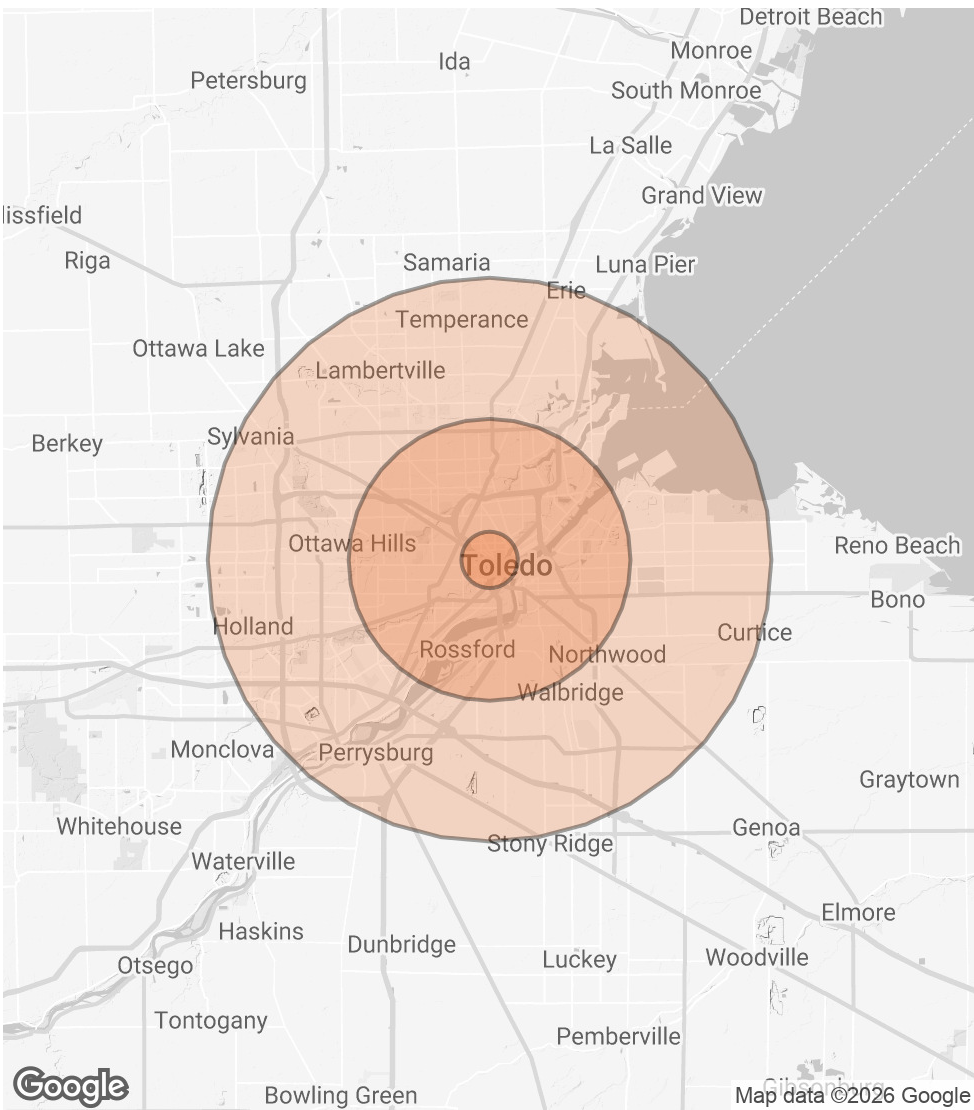
POPULATION

	1 MILE	5 MILES	10 MILES
TOTAL POPULATION	11,362	218,471	462,017
AVERAGE AGE	37.2	36.6	39.4
AVERAGE AGE (MALE)	36.2	35.4	37.8
AVERAGE AGE (FEMALE)	39.2	37.8	40.8

HOUSEHOLDS & INCOME

	1 MILE	5 MILES	10 MILES
TOTAL HOUSEHOLDS	6,928	108,036	217,965
# OF PERSONS PER HH	1.6	2.0	2.1
AVERAGE HH INCOME	\$28,713	\$44,632	\$61,009
AVERAGE HOUSE VALUE	\$65,313	\$75,360	\$119,444

2020 American Community Survey (ACS)



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