



METROPARKS OF THE TOLEDO AREA

TOMORROW



metroparks
TOLEDO AREA

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INTRODUCTION



In November of 2012, the citizens of Lucas County saw fit to pass a ten-year, 0.9 mill park district levy for the purpose of general operations, land acquisition, land development and capital improvements.

With the passage of this levy, the park system was presented an opportunity to chart an operational course for the next two decades. This will include the restoration of public program and service levels, ongoing investment in capital improvements and major maintenance in existing parks, completing developments for several new parks, initiating planning for park improvements on recently acquired land and the continuation of essential land acquisition for open space preservation and connectivity.

In 2013 Metroparks of the Toledo Area launched a comprehensive planning process to establish a long-term 20-year vision for the park system. This effort involved creating an inventory of existing conditions and opportunities for protecting high quality natural areas, establishing open space parks and includes a set of site-specific conception master plans for landholdings considered priority areas for the new park development over the next ten years. Both mid-term and long-term priorities which are incorporated into Volume II of the Metroparks Comprehensive Plan.

To fully maximize the potential of this multi-tiered approach, three separate consulting firms were selected based on their specific areas of expertise. Each consulting firm created an independent plan representing one volume of the Metroparks Comprehensive Plan. These three firms worked together to coordinate their data collection, information evaluation and format of the final product. MKSK was retained to review, evaluate, and complete existing preliminary plans for several non-developed park areas and to create conceptual plans for new park development areas in selected locations within the Oak Openings Corridor (i.e., develop the Future Parks Plan).

While the park district land holdings had nearly doubled as the result of a ten year land acquisition levy between 2003 and 2013, Metroparks had not opened a new park for over three decades. However, at the time this comprehensive planning process began in 2013, two major park projects, Howard Farms and The Middlegrounds, were moving forward. Both projects had undergone extensive planning, received outside grant funding for advancement, and included preliminary schedules for completion. We have included these properties in this *Tomorrow Plan* because they are considered parks of tomorrow; however, as previously mentioned, the concept plans were already in place prior to the development of our overall comprehensive planning process.



Howard Farms NE corner from canal dike.

Prior to 2013, Metroparks had completed a basic level of planning for Fallen Timbers Battlefield and Fort Miamis National Historic Site, Blue Creek Metropark (previously named Blue Creek Conservation Area), Brookwood, and a future park area near Reynolds Corners (the former Keil Farm), following the National Park Service General Management Plan format. However, due to the economic recession of 2008, progress on these projects had stopped. The development of General Management Plans for emerging park projects included information on resource evaluation and public input. MKSK reviewed and evaluated these existing plans for purpose, functionality, feasibility and cost. Modifications were made as needed and potential phasing strategies and general cost estimates were also developed or updated.

In addition to these project sites, the park system had acquired over 2,000 acres of parkland within the Oak Openings Corridor between Secor and Oak Openings Preserve Metroparks. This parkland had not been formally evaluated for public accessibility or facility development. As part of the *Tomorrow Plan*, MKSK created conceptual plans for four potential public access areas in order to provide a suitable platform for more detailed plans and future development.

Collectively, this *Tomorrow Plan* will help to shape the park district's capital improvement priorities and enabled realistic budget projections through 2022.



The Middlegrounds shoreline view looking towards downtown Toledo.

HOWARD FARMS



Location:
200 Howard Road
Curtice, Ohio

Acreage: 987

A RESTORED COASTAL WETLAND IN THE HEART OF THE 'WARBLER CAPITAL' WITH A BLUEWATER TRAIL AND DIKE-TOP HIKING.

This 1,000-acre park will become a managed coastal wetland, with trails, a trailhead for the Lake Erie Blueway, managed waterways, a number of habitats, picnicking, waterfowl hunting and birding. The close proximity to large federal and state public lands provides opportunities for a variety of partnerships.

Potential Attractions and Features:

- Future Trailhead for Lake Erie Blueway
- Marsh Kayaking Trails
- Walking Trails (6 planned)
- Birding Hot Spot
- Coastal Marsh Restoration





Howard Farms area map (Tomorrow Plan)

THE MIDDLEGROUNDS



Location:
111 Ottawa Street
Toledo, Ohio

Acreage: 28

A RESTORED NATURAL AREA IN A DOWNTOWN SETTING OVERLOOKING THE LARGEST RIVER ON THE GREAT LAKES.

Planning has begun for a new park on a 28-acre site along the downtown Toledo riverfront historically known as The Middlegrounds. The half-mile of Maumee River frontage begins at the Anthony Wayne Bridge and extends southwest of Martin Luther King Plaza.

The Middlegrounds previously was used as a granary. A bridge was located at the south end of the property, but it was destroyed by a freighter that came loose from its moorings.

Metroparks purchased the land in 2006 with grant funding from the National Oceanic and Atmospheric Administration Coastal and Estuarine Land Conservation Program. Since then, more than 8,000 tons of debris has been removed from the site in preparation for a future urban green space with restored natural areas and sweeping views of the largest river on the Great Lakes. Most of Toledo's bridges can be viewed from The Middlegrounds, as

well as parts of downtown and Toledo's east side neighborhoods across the river. Visitors to the new park will be able to stroll along the waterfront, see Toledo from a new perspective and learn about the city's rich natural and human history and Toledo as an industrial giant.

The first downtown Metropark will add to the momentum that has been building along the riverfront, while serving nearby neighborhoods as a clean, safe, natural destination for families.

Completion of phase one of The Middlegrounds is scheduled for 2015, following a major renovation to the adjacent Anthony Wayne Bridge.

Potential Attractions and Features:

- Blueway Trailhead for Maumee River and Swan Creek
- River Fishing Experience
- Small Watercraft Launch
- Pavilion / Picnicking
- Birding
- Off-leash Area

MISSION STATEMENT

A site that once connected people and goods from the river to land will now connect people back to Toledo's waterfront. The restoration and management of natural areas at Middlegrounds will forge new recreational and interpretive connections between the community and its unique Maumee River heritage.

GOALS

- Respond to the site's natural, historic, and cultural environment
- Increase park system access to urban residents
- Attract users beyond the city
- Encourage users of all ages/abilities
- Provide a balance between active and passive uses
- Encourage year-round use
- Create the opportunity for green design solutions
- Physically and visually connect to the community/city

SITE LEGEND

- | | | | |
|--|---|--|---------------------------|
| | Turf Grass Lawn / Fescue Mow Edge | | Large / Canopy Tree |
| | Shrub / Groundcover Bed | | Small / Ornamental tree |
| | Existing Woods | | Existing Large Tree |
| | Meek Prairie | | Light Features |
| | Wetland | | Benches |
| | Concrete | | Outdoor Tables |
| | Asphalt | | Bicycle Rack |
| | Special Paving Brick / Colored Concrete | | Kiosk / Display Structure |
| | Special Paving Cobble | | Fencing |
| | Elevated Walk / Docking | | Property Line |

INTERPRETIVE FRAMEWORK

PHASE 1: INTERPRETIVE ELEMENTS

- 1 Historic Native Plantings (wetlands, upland forest, meek prairie)
- 2 Stormwater Treatment System Testing & Education
- 3 Inland Shipping Map
- 4 Riverview Viewing Scopes
- 5 Misc. Interpretive Sign Panels / Kiosks (Locations TBD)
- 6 Interactive Material Handling Physcscope



The Middlegrounds area map (Tomorrow Plan)

BLUE CREEK METROPARK



A SERENE NATURAL ENVIRONMENT FEATURING ENVIRONMENTAL STEWARDSHIP, LAND-BASED HUMAN ENDEAVORS AND ACTIVE RECREATION.

This Plan builds upon the 2006 General Management Plan (GMP) for Blue Creek Conservation Area (the southern portion of what is now Blue Creek Metropark). It states the vision for the 579-acre Blue Creek Conservation Area as:

'A premier educational facility showcasing conservation of northwest Ohio's natural, agricultural and wildlife resources and promoting the importance of agriculture to the State of Ohio's Economy.'

Surrounded by agricultural lands rich with local and natural history, the unique character of Blue Creek Metropark continuously evolves through changing land uses.



Metroparks of the Toledo Area (Metroparks) operates Blue Creek through a partnership with Lucas Soil and Water Conservation District (LSWCD), the Village of Whitehouse, the Anthony Wayne Youth Foundation (AWYF) and Nature's Nursery.

PARTNER MISSION STATEMENTS

Metroparks of the Toledo Area (Metroparks)

The mission of Metroparks of the Toledo Area is to conserve the region's natural resources by creating, developing, improving, protecting, and promoting clean, safe, and natural parks and open spaces for the benefit, enjoyment, education, and general welfare of the public.

Village of Whitehouse (Village)

The Mission of the Village of Whitehouse is to provide efficient service to the citizens and improvement to the community of the Village of Whitehouse.

Lucas Soil & Water Conservation District (LSWCD)

To promote conservation of our soil, water and other natural resources through education, information and technical assistance.

Nature's Nursery

To improve the well-being of Northwest Ohio wildlife populations through public education and wildlife rehabilitation with an emphasis on coexistence.

Anthony Wayne Youth Foundation (AWYF)

To support youth enrichment by providing funds and resources specifically for the needs of Anthony Wayne area youth organizations as it relates to programs, education and facilities, with a primary focus on active recreation.



Glacial grooves at Blue Creek.



Tall grass prairie at Blue Creek.

SITE HISTORY

The site is steeped in history, dating to the late 1700s when native people lived, hunted and farmed in the area. The property was the site of limestone quarries in the mid- to late-1800s. In 1917, the city of Toledo bought the land to build a prison work farm. The Toledo House of Corrections operated onsite from 1918 until early 1991.

Located on the edge of the Oak Openings region, Blue Creek Metropark has glacial grooves, several ponds and wetlands, and restored tall grass prairie. A focal point is a 20,873-square foot barn with a gambrel roof built in the late 1920s.

Source: 2006 GMP

DRIVERS

- Strengthen partnerships with Whitehouse, Anthony Wayne Youth Foundation, LSWCD and Nature's Nursery to realize the full potential of the property and the programs.
- Reorganize and clarify park spaces.
- Establish a proactive approach to future park development, operations and management.
- Unique programming: Seed production, wildlife rehabilitation, active sports recreation, components of the historic prison work farm, significant water recreation opportunities.

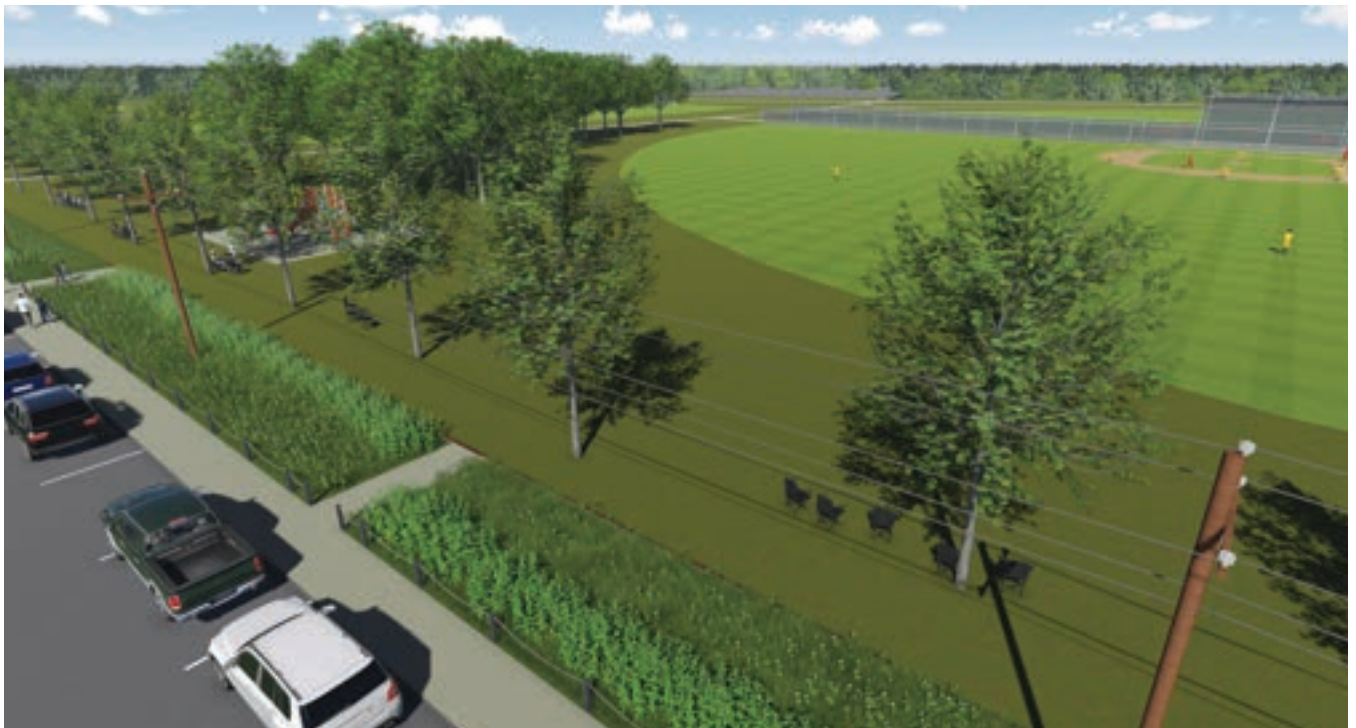
GENERAL RECOMMENDATIONS

- Clarify nature and expectations for partnerships (both near and long-term).
- Use existing public roads as primary park roadway network.
- Develop a hierarchy of trail systems to serve park operations, improve visitor access opportunities and heighten the visitor experience.
- Simplify and organize the partner 'zones'.
- Strengthen Metroparks identity around perimeter of property with appropriate plantings and hardscape treatments.

NORTH ZONE RECOMMENDATIONS

- Work with the Village to ensure that AWYF's needs are met (flexible field space to respond to shifting use, field rotation, and long-term maintenance requirements).
- Identify zones within recreation area that can be planted with trees and other native plants.
- Strengthen Metroparks identity with appropriate plantings and hardscape treatments.
- Identify Blue Creek Metropark as a trailhead for the Wabash Cannonball Trail; provide parking, signage and other amenities.
- Establish a comprehensive system of sustainable stormwater management practices throughout Blue Creek Metropark.
 - Riparian buffers, both wooded and herbaceous along all creeks, ditches and intermittent streams that feed into Mosquito Creek and Blue Creek.

- Provide wooded or herbaceous buffer around the quarry.
- Establish biofiltration beds within and adjacent to parking lots and drives.
- Strive to incorporate permeable pavement in parking bays.
- Minimize permanent paving to serve typical demand and not occasional extremes.
- Provide interpretive signs to educate the public about sustainability and its benefits to the environment.
- Provide an appropriate public facility adjacent to the quarry and the sledding hill to enable and enhance year-round activities.
- Provide Metroparks kiosks and / or interpretive displays across the park, including within the various public facilities, to educate the public about visitor opportunities throughout Blue Creek Metropark.
- Protect the glacial grooves and provide interpretive signs about them.
- Provide an amphitheater on the north side of Nona France Quarry for small music events, plays and other similar activities. This combined with other park facilities could provide excellent space for community festivals and events.
- Extend the woodland around the quarry, the sledding hill and the intermittent stream to enhance the habitat and aesthetic quality of the site.
- Work with the Village to evaluate the need to expand recreational fields.



Blue Creek recreation area concept drawing.

- Capitalize on high visibility to general public and recreation participants by emphasizing natural features and sustainable development.
 - Strengthen Metroparks identity throughout the property, and especially along the edges of the recreation field area with tree and native herbaceous plantings along Providence Street and Stiles Road.
 - Provide a system of wayfinding signs along the edge of facilities to direct visitors to the various fields, playground and other park amenities.
 - Strive for all future development to comply with LEED1 and Sustainable Sites Initiative2 guidelines.
 - Provide centralized, visible recycling bins.
 - Provide centralized, visible compost facility to process landscape and turf grass trimmings to provide natural amendments for the fields.
 - Over time, shift to high efficiency, cut-off light fixtures for parking, drives and recreation fields as appropriate.
- Provide a concession / restroom facility near the baseball diamonds or one of the primary parking areas.
- Provide small picnic shelters for team and family use, adjacent to the primary parking areas and along the edges of the quarry and woodlands.
- Extend Stiles Road to the east with a turn around to provide access into this area of the park.
- Work with the partners to determine the highest and best use of the 45-acre eastern agricultural field.
 - Enhance street frontage to improve the image and functionality for both AWYF and Metroparks.
 - Provide a paved sidewalk along the street to enhance pedestrian safety and provide a cleaner, better-maintained edge.
 - Establish plantings of native prairie plants alternating with hedges of native shrubs to help define the park edge and make use of the area beneath overhead power lines.
 - Plant native shade trees east of the power lines to provide structure and shade.
 - Establish a pedestrian barrier around plantings to protect them from foot traffic.



White barn at Blue Creek.

SOUTH ZONE RECOMMENDATIONS

- Renovate farmyard as primary day use / program area with centralized, convenient access to seed production, Nature's Nursery, LSWCD, picnicking, trails and pond.
 - Evaluate adaptive re-use or removal of farmhouse.
 - Direct vehicles north of the farmhouse and provide visitor parking and bus access from that side of the farmyard to better separate pedestrians and vehicles.
 - Conduct a specific planning initiative to evaluate the most appropriate use and possible renovation of the white barn.
 - Enhance the programming and internal structures of the walled garden to more fully utilize this unique feature. Retain the stone walls to maintain the historical, highly aesthetic element.
 - Seek smaller-scale demonstration plots within the farmyard to demonstrate some of the conservation focus of LSWCD and the Metroparks native seed production program.
 - Provide enhanced restroom facilities within the stone garage to enhance the visitor experience.
- Provide a public outreach area within the seed production building. LSWCD should have an office there and Nature's Nursery should have a kiosk and / or displays to direct visitors to their primary facility in the hog barn.
- Consolidate Nature's Nursery operations to one side of Schadel Road.
 - Evaluate Nature's Nursery facilities suitability as a visitor destination in proximity to the hog barn.
 - Renovate the hog barn to provide both public outreach space and 'back-of-house' space adequate for the rehabilitation activities.
 - Provide meeting rooms and space at the hog barn to enable Metroparks and LSWCD to have a presence and direct visitors to their programs.
 - Provide public display cages / areas on the north side of the rehabilitation yard, between the hog barn and the raptor house.
 - Provide an additional wildlife rehabilitation enclosure with cages to the south of the existing yard.
 - Service access for Nature's Nursery shall use the southern drive that leads to the wildlife yards.
 - Public access shall be from the drive, parking and trails to the north of the hog barn.
- Consolidate LSWCD operations generally to the west and south of the farmyard and enhance visibility to the public.
 - Explore opportunities for more diverse agricultural demonstration fields.
 - Make the agricultural conservation activities more visible to the public with enhanced public viewing opportunities.
 - Provide interpretive signs and displays to explain the agricultural conservation demonstrations.
 - Provide public paths through some of the agricultural demonstration fields.
 - Place most distinct, easily understood demonstration activities in highly visible areas adjacent to the farmyard and along roads and the perimeter of the park.
 - Better organize the composting facility and place it in a visible location to simplify access for people contributing materials and for public education.
 - Consider showcasing composting cycle adjacent to the farmyard: sources of material, the composting process, and use of the compost in small fields.



Milkweed at Blue Creek.

- Consider placing demonstrations of conventional agricultural practice and leading edge conservation agricultural practices in adjacent demonstration fields to clearly demonstrate differences.
- Provide demonstration stream crossing across Blue Creek.
- Establish partnership with private sports club to expand opportunities for the public.
- Provide visitor amenities to encourage and accommodate picnicking and day use at the pond.
 - Picnic shelter and tables.
 - Fishing docks.
 - Trails, both improved and unimproved.
- Capitalize on high visibility to general public and recreation participants by emphasizing natural features and sustainable development (as previously identified in the North Zone Recommendations).
 - Renovate demonstration wetland as needed to restore functionality and demonstrate water quality treatment.
 - Showcase some organic and other sustainable gardening techniques suitable for small farmers and home owners in the walled garden and around the farmyard.
- Provide a full complement of visitor amenities including trails, picnic shelters and tables, restrooms, and convenient parking.
 - The existing improved trail should be expanded as part of a system of diverse trails with varying lengths to suite different visitor needs.
 - Trails should include designated paths, improved aggregate trails and fully accessible paved trails and boardwalks where appropriate. This variety of trails will encourage a wider spectrum of the public to enjoy the different areas of the park.
 - Shelters, restrooms and other structures should be designed and constructed to the same level of quality found in some of the District's original parks.



Blue Creek Conservation Area map - North Zone (Tomorrow Plan)



Blue Creek Conservation Area map – South Zone (Tomorrow Plan)

BROOKWOOD



LOCATED ON A BLUFF OVERLOOKING SWAN CREEK, BROOKWOOD CREATES AN OPPORTUNITY TO BLEND THE PROMOTION AND ENJOYMENT OF THE ARTS WITH NATURE.

Brookwood's intimate setting in the Swan Creek Corridor offers a venue for harmony in music and nature to cultivate visitor inspiration.

DRIVERS

- Property transfer documents stipulate some programming requirements.
- The small site in a residential setting limits public use opportunities.
- Location along Swan Creek and adjacency to the Anderson property is an opportunity for continued expansion of the Swan Creek Corridor.
- New opportunity for Metroparks to provide nature-inspired music, arts and other programming.



CONNECTIVITY CONSIDERATIONS

- The 5.2-acre Brookwood parcel donated by Virginia Belt's estate in 2004 is adjacent to 48.6 acres of additional property donated by Virginia Belt in 1999.
- Brookwood is contiguous with 67.4 acres of Metroparks-owned property donated by the Andersons in 1995. An additional 16.3-acre property owned by the Andersons (including a 12-acre pond) may be transferred to Metroparks as early as 2026 but no later than 2040.
- Near-term use of the site will be as a program destination with pedestrian connectivity to the adjacent neighborhood, a potential blue-trail portal on Swan Creek and visual connectivity to the Anderson property.
- In the long-term, this parcel may serve as a portal to the larger Andersons / Belt properties and the Swan Creek Corridor. It could be connected with a variety of trails and possibly a footbridge to the Andersons property across Swan Creek.
- Vehicular access to the site is limited to Swan Creek Drive, a residential street in a quiet residential area.
- Site use should be by reservation or program only to control and limit the number of vehicles to access the neighborhood. The site should be gated during non-program hours to discourage undesired vehicular use.

RECOMMENDATIONS

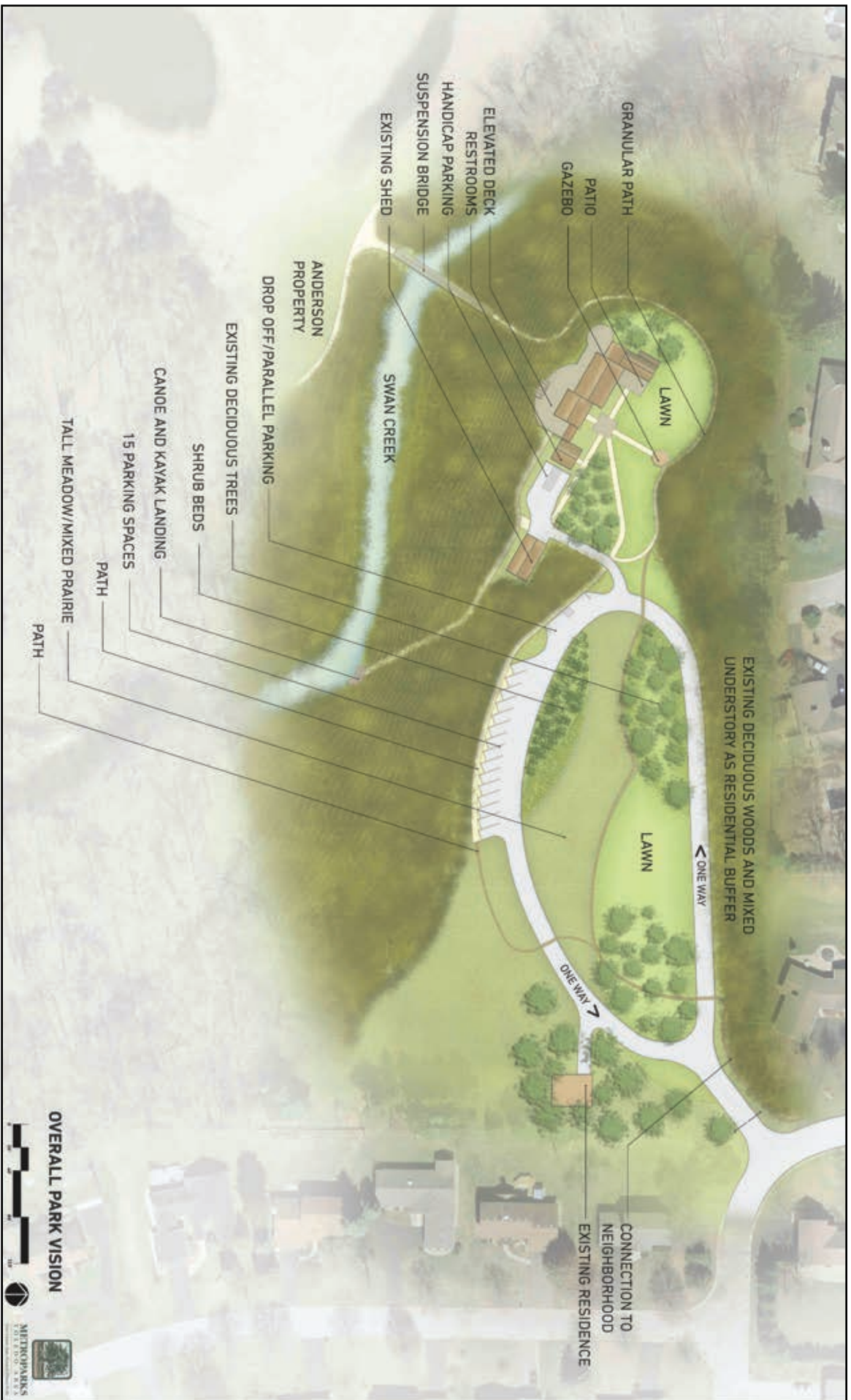
- Renovate the house to protect the structure and provide opportunities for desired programming.
- Provide limited parking for small events.
- Work with the City of Toledo Fire Department to provide adequate emergency access that does not overwhelm the site with pavement.
- Provide trails, boardwalks and possibly a pedestrian bridge to connect to Swan Creek and the Andersons property.
- Provide outdoor program area on the ravine side of the house.
- Strengthen evergreen buffer with four-season vegetative species between the property and adjacent residences.
- Establish native meadow plantings to increase habitat while preserving the open character of the parcel.
- Develop a natural resource management and interpretive / education plan for this property and the Swan Creek Corridor.
- Pursue opportunities to emphasize natural features and sustainable development principles.
- Strengthen Metroparks identity along entry drive with tree and native herbaceous plantings.
- Strive for all future development to comply with LEED1 and Sustainable Sites Initiative2 guidelines.
- Provide centralized, visible recycling bins.



Belt estate viewed from ravine.



Creek at back of the Belt estate.



Brookwood/Swan Creek Corridor map (Tomorrow Plan)

FALLEN TIMBERS BATTLEFIELD



SITE OF THE “LAST BATTLE OF THE AMERICAN REVOLUTION” WHICH WAS THE CULMINATING EVENT THAT DEMONSTRATED THE TENACITY OF THE AMERICAN PEOPLE IN THEIR QUEST FOR WESTERN EXPANSION AND THE STRUGGLE FOR DOMINANCE IN THE OLD NORTHWEST TERRITORY.

The rich resources and setting of the Maumee River Valley influenced events leading up to the Battle of Fallen Timbers.



BACKGROUND

- Fallen Timbers Battlefield is part of the ‘Fallen Timbers Battlefield and Fort Miamis National Historic Site’ managed by Metroparks of the Toledo Area. It is also an Affiliated Unit of the National Park Service.
- Fallen Timbers is actually three sites, two of which are currently open to the public. This collection of historical places is still in the planning stages and offers little in the way of visitor services and interpretation.
- Passport stamps: Until the Battlefield is open visitors can have their National Parks Passport stamped at the Maumee Branch of the Toledo-Lucas County Public Library, located on River Road.

THE THREE SITES

- Fallen Timbers Battlefield - The Battlefield is not yet open to the public. The property is located largely in the City of Maumee at the intersection of US23 / I-475 and US24 (Anthony Wayne Trail) with portions of the property extending into Monclova Township. There is currently limited access to the Battlefield during special events or park programs.
- Fallen Timbers Monument - This impressive monument to the important battle is across the Anthony Wayne Trail from the actual battlefield. A bike / pedestrian bridge connects the two sites. The monument is situated on a bluff overlooking Side Cut Metropark and the beautiful Maumee River.
- Fort Miamis - The former British fort, located several miles away on River Road, played a key role in the Battle of Fallen Timbers and, later, the War of 1812. The park is open, and much of the earthworks used to create the fort are still visible.

Source: Toledo Metroparks Website

DRIVERS

- Protect the natural and historic resources.
- Meet needs of both history enthusiasts and general park visitors.
- Enhance opportunities for guided and self-interpretation of the history of the site and the natural resource features.
- Develop the site to respect the legal constraints limiting site disturbance.
- Capitalize on convenient access to the Wabash Cannonball Trail.

GENERAL RECOMMENDATIONS

- Provide a trail system with a variety of routes and surfaces to increase options for visitors.
- Establish an ADA accessible trail loop that takes visitors from the parking and visitor facility to the primary historic interpretation sites.
- Provide additional primitive trails to other areas of the site for causal nature observation and recreation.
- Identify and develop the program area to serve as a public trailhead for the Wabash Cannonball Trail.
- Clarify and improve the link to Wabash Cannonball Trail.
- Establish a clear, convenient paved trail link between the Wabash Cannonball Trail and the Visitor Center and restrooms.



Fallen Timbers Monument.

- Develop appropriate amenities to serve trail users, such as shaded rest areas, bike racks, a drinking fountain and restrooms.
- Develop park amenities utilizing sustainable development principles.
- Provide interpretive signs to educate visitors about natural features and sustainable development techniques and measures that have been implemented at this site.
- Strive for all new development to comply with LEED1 and Sustainable Sites Initiative2 guidelines.
- Provide recycling bins.
- Provide limited, unobtrusive parking for visitors and design parking area to serve bus maneuvering and parking.
- Strengthen Metroparks identity along Jerome Road with appropriate plantings and hardscape treatments.
- Protect historical resources.
- Provide appropriate interpretive facilities and signs close to but not within the actual historical sites.
- Assure that park development within the primary historical zones is done in accordance with the General Management Plan and conforms to recommendations of historians to protect the historic resources.
- Initiate reforestation of the former agricultural fields and residential parcels using bare root stock and a planting bar (or similar low-impact planting method) to protect the site's historical resources.
- Archeological resources discovered on the site shall be stored in secure, appropriately conditioned storage space, approved by the appropriate historical preservation authorities.
- Replicas of archeological materials may be used for on-site display.
- Renovate the existing ranch-style house at 4949 Jerome Road to provide public program space in a manner that does not require regular staffing.
- Provide public restrooms at the ranch house that can be locked from the remainder of the house and accessed by the public when the house is unstaffed.
- As funding becomes available, renovate other areas of the ranch house to provide interpretive displays, areas for indoor program use and office and storage space as needed.
- Facilitate interpretation of history of the site by providing interpretive nodes close to significant points of the battle.
- Work with adjacent property owners to establish buffers to protect and enhance the visitor experience.



Fallen Timbers Battlefield area.

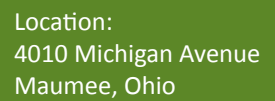


Fallen Timbers bike/pedestrian bridge that connects the two sites together.



Fallen Timbers Battlefield map (Tomorrow Plan)

FORT MIAMIS



**A GATEWAY TO THE SCENIC MAUMEE RIVER
AND THE NATIONAL HISTORIC SITE.**

The Fallen Timbers Battlefield and Fort Miamis National Historic Site have been protected by Metroparks to help inspire a reverence for historical and natural preservation.

DRIVERS

- Meet needs of history enthusiasts and general park visitors.
- Provide for interpretation of history and natural features.
- Protect the historic and natural resources.
- Protect and enhance the site's scenic views of the Maumee River.
- Utilize the site's strategic location as a portal to the Maumee River blueway trail.





River view from Fort Miamis site.

- Establish appropriate vegetation between stone blocks to protect areas that are not currently eroded.
- Strengthen park's orientation to Fallen Timbers Battlefield, Fort Meigs and other historic sites.
- Extend the trail system to expand the vantage points of the fort site to enhance visitor experience near the earthworks.
- Provide vegetative screenings between park and adjacent residences.
- Provide facilities and exhibits to facilitate both guided and self-interpretation.
- Emphasize natural features and sustainable development principles.
- Strengthen Metroparks identity with appropriate tree and native herbaceous buffer plantings along perimeter.
- Minimize impervious surfaces.
- Provide interpretive signs about the riverine environment.

RECOMMENDATIONS

- Improve the vehicular access for cars and buses.
- Provide additional parking for cars.
- Provide loop drive to accommodate bus access and parking.
- Consider use of pervious turf pavers for parking spaces along bus loop to discourage undesired use of fort earthworks for sledding.
- Strengthen orientation of park visitors to the Maumee River.
- Improve access for non-motorized boats and pedestrians to the Maumee River.
- Establish boardwalks and overlooks within the wooded slopes to better connect the site to the river.
- Selectively thin limbs and understory to provide views of the river.
- Provide floating docks suitable for non-motorized, personal watercraft.
- Highlight the connections between the history and the natural environment with interpretive signs.
- Repair and protect the shoreline from erosion.
- Provide large stone blocks to prevent erosion and provide platforms for fishing and sitting.



Fort Miamis sign.



Concept drawing of floating docks.



Concept drawing of large stones to prevent erosion.



Fort Miami map (Tomorrow Plan)

FUTURE METROPARK (FORMERLY KEIL FARM)



Location:
At the corner of Hill Avenue
and Reynolds Road
Toledo, Ohio

Acreage: 129

CENTRALLY LOCATED SITE THAT CAN PROVIDE YEAR ROUND PUBLIC RECREATION OPPORTUNITIES, NATIVE HABITATS AND REGIONAL STORMWATER MANAGEMENT BENEFITS.

DRIVERS

- Opportunity to redistribute park visitation across the park district from more heavily used parks such as Wildwood Preserve.
- Most of the site has been disturbed; few constraints on development.
- Site may have the ability to help alleviate flooding and stormwater management issues downstream.
- Agricultural history is one of several messages to be conveyed at the site.

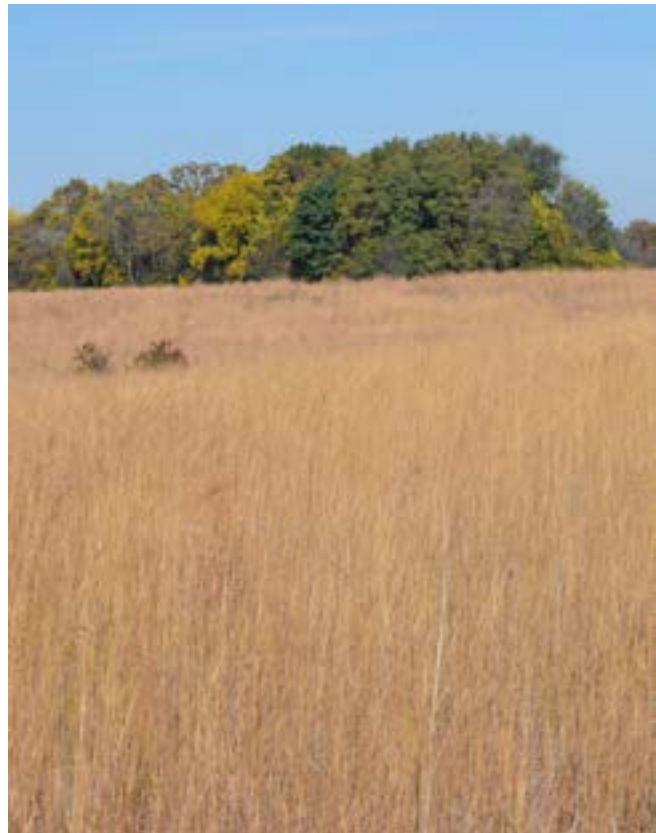


RECOMMENDATIONS

- Immediately determine the permanent name for this park.
- Complete acquisition of the remaining 34 acres of farmland (including barn) still owned by the Keil family.
- Explore the potential to re-grade the ditches and site topography to provide a system of permanent ponds and wetlands for regional stormwater management, habitat and recreational opportunities.
- Consider designating the south pond as the 'active' pond with fishing, ice skating and other recreational opportunities deemed appropriate (with final approval from NOAA, subject to federal deed restrictions).
- Provide wetlands with native plantings along some areas of the ponds to provide natural aesthetics, wildlife habitat and stormwater management benefits.
- Respect federal deed restrictions on development and planting within 33-acre southeastern quadrant of the site.
- Take advantage of the site's current disturbed condition to provide public amenities and recreational offerings that might not be appropriate at other, more environmentally sensitive Metropark properties.



Keil Farm tall grass and woods.



Keil Farm wetland area.

- Evaluate the potential renovation of the existing barn / farmyard to serve as primary day use / program area and staging area for large events.
- Renovate the barn to provide a public use facility that preserves the essential agricultural character of the site.
- Develop the program area to serve large gatherings, special events, cross country meets and other underserved uses.
- Provide native meadows to create a distinct aesthetic that recalls the property's agricultural heritage.
- Introduce neighborhood trail linkages.
- Provide accessible and primitive trail links to residential neighborhood to the north.
- Provide accessible trail links to both Reynolds Road and Hill Road.
- Enhance this segment of the Reynolds Road corridor to claim the frontage and demonstrate the aesthetic potential of the corridor.
- Strengthen Metroparks identity around perimeter of property with appropriate plantings and hardscape treatments.
- Work with City Transportation Engineers to identify and celebrate the watercourse crossings.
- Provide opportunities for winter activities: trails, ice skating, sledding.

- Use fill material generated by pond construction to build a sledding hill.
- Design the active pond to accommodate ice skating.
- Designate some of the trails as cross-country ski trails.
- Provide a dog play area in northwest part of parcel.
- Consider providing a dog 'beach' and access to the pond, separated from the larger areas of the pond by a boardwalk.
- Provide limited parking, a fenced dog play area, water, picnic tables and possibly a shelter or other shade structure in this general area.
- Provide access drive that enables a 'drive-through' experience.
- Connect Reynolds Road and Hill Avenue to simplify operations and visitor access.
- Cross Deline Ditch and the end of the pond with a culvert or small bridge to enable all visitors to physically and visually engage with the ponds and wetlands.
- Capitalize on high visibility to general public and recreation participants by emphasizing natural features and sustainable development.
- Strive for all new development to comply with LEED1 and Sustainable Sites Initiative2 guidelines.
- Provide convenient recycling bins.



Keil farm.

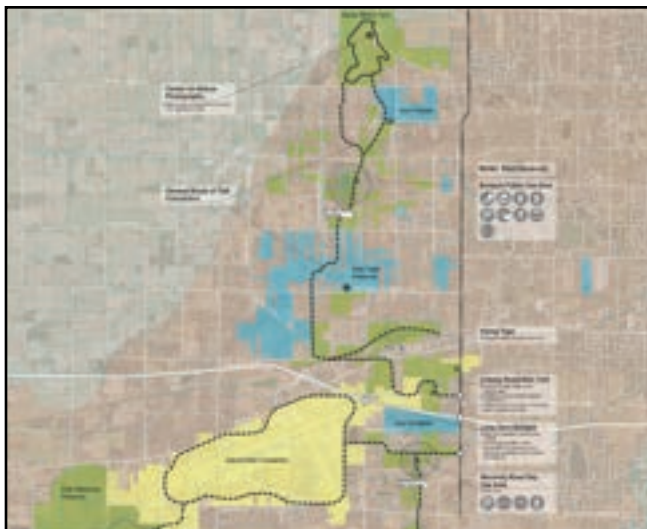


Keil Property map (Tomorrow Plan)

OAK OPENINGS CORRIDOR



A BIOLOGICAL AND RECREATIONAL CORRIDOR OF NATURAL BEAUTY, RARE PLANTS AND ANIMALS, AND QUALITY RECREATION OPPORTUNITIES STRETCHING ACROSS “ONE OF THE LAST GREAT PLACES ON EARTH”.



DRIVERS

- Enhance linkages to protected open spaces: pedestrian, bicycle, and automobile between Oak Openings Preserve and Secor Metropark.
- Protect, enhance and promote awareness of the corridor's globally-significant natural resources.
- For near-term development, focus on selected nodes of activity.
- Develop strategies to physically connect the corridor across significant barriers to north-south connectivity such as Interstate 80 / 90 and the major railroad crossing north of Airport Highway.

GENERAL RECOMMENDATIONS

- Communicate criteria and priorities for future land acquisitions based on connectivity, public use potential, and natural significance.
- Develop and foster partnerships within the Oak Openings Corridor with clear expectations for each partner.
- Establish a consistent palette of materials, signage, and building / hardscape details for Metroparks properties within the Oak Openings Corridor.
- Identify and sign properties owned and operated by Metroparks of the Toledo Area.
- Consider use of solar power, composting toilets and other sustainable waste treatment technologies for remote areas with low levels of public use.
- Prioritize opportunities for connectivity and public use.
- Strengthen and celebrate the connections to Secor and Oak Openings Preserve as the major trail heads for the corridor.
- Target land acquisition efforts to establish continuous linked properties suitable for development of a diverse trail system.
- Develop appropriate trails based on environmental conditions.
- Develop appropriate trail loops.
- Identify and sign a driving trail through the Oak Openings Corridor.
- Identify appropriate access portals and destinations along the trails to accommodate a variety of users with different abilities.
- Work with partners to establish connecting trails in the corridor for protected lands not owned by Metroparks.
- Work with county officials to improve use of existing public roads as a primary park roadway network for driving and biking tours.



Oak Openings Corridor.



Concept drawing for Oak Openings Corridor.

NORTH ZONE RECOMMENDATIONS

- Develop the pond area on the west side of Eber Road as a day-use area.
- Install fishing docks and a picnic area adjacent to the pond.
- Consider stocking the pond for fishing.
- Consider use of the pond area for outdoor recreation such as canoeing, kayaking and adjacent areas for cross country skiing.
- Provide one or more picnic shelters, a restroom facility, adequate parking and trails for the pond area.
- Evaluate opportunity for limited primitive camping sites.
- Provide adequate vegetative screening between public use areas and nearby residences to enhance the natural experience.
- Work with the Nature Conservancy and the Ohio Department of Natural Resources to implement north-south trails including sections through Irwin Prairie State Nature Preserve and Kitty Todd Nature Preserve.

CRISSEY ROAD RECOMMENDATIONS

- The large 302-acre block of properties bounded by Airport Highway, Crissey Road, Eber Road, and the Ohio Turnpike includes examples of several rare Oak Openings plant communities. This area features excellent opportunities to provide interpretive programs for school groups and the general public.

- The 174-acre Geiser Road property currently used by the Flying Tigers RC Model Club is already partially developed with a viewing shelter, parking and a mowed field for the remote control airplane events. Metroparks can continue to work with the Flying Tigers to provide a unique recreational opportunity.
- The Geiser Road area could provide for more public use with the addition of picnic facilities and trails.
- Work with adjacent communities to establish a regional multi-purpose trail along Crissey Road.
- Implementation of a regional trail will likely require a long-term commitment from Metroparks, Lucas County, Springfield Township and other partners, including establishment of zoning and development standards for the trail.
- Investigate other potential community links that would provide a link to the Crissey Road area.
- Work with turnpike authority and TMACOG to plan for bicycle and pedestrian connectivity on the bridges across I-80 / 90 when they need to be replaced.
- Work to establish an agreement with the Ohio Turnpike Authority.
- Seek opportunities to secure transportation enhancement funds or grants to complete the crossing.



Shelter example.

SOUTH ZONE RECOMMENDATIONS

- Develop a day-use area on Weckerly Road at the former off-road vehicle area.
- Although previously disturbed by off-road vehicle use, this area features populations of several disturbance-tolerant Oak Openings plant species now designated as threatened or endangered.
- Develop the area with a small parking area, picnic shelter, tables, a restroom building and other passive recreation amenities.
- Complete a detailed feasibility study for the development of a paved bike trail connecting the Weckerly Road area north to the Crissey Road area and south to Oak Openings Preserve.
- Provide a variety of accessible and primitive trails.
- Develop a second day-use area at the Springer Farm parcel located adjacent to the Wabash Cannonball Trail
- This site may provide an opportunity to develop stormwater management wetlands and ponds which will offer additional public use and aesthetic values.
- This site should be developed to include one or more picnic shelters, restrooms, drinking water, parking, a small playground, trails and a variety of passive recreation amenities.
- If developed, the stormwater wetlands / ponds could include fishing and observation docks, boardwalks and other features to maximize opportunities for nature interpretation and visitor access to these natural systems.
- This site is adjacent to the Wabash Cannonball trail; bike racks and a short loop bike path could enable trail users to experience this area as a stop on the trail.
- Establish a bicycle loop trail around the airport to provide connectivity between Oak Openings Preserve and other parts of the corridor. While not as scenic as more natural areas within the corridor, this route would provide a safe, off-road option for bicyclists wishing to avoid public roads.
- Work with partners and other landowners to establish both paved and primitive trails in the corridor.
- Work with Monclova Township and adjacent property owners to establish trail links between the Springer Farm parcel and the Weckerly Road area.
- Identify appropriate access portals and feature destinations along the Wabash Cannonball Trail to serve a wide range of users with various degrees of fitness.
- Work with township officials and adjacent property owners to establish a paved link between the north and south forks of the Wabash Cannonball Trail.

PICNIC SHELTERS

- High quality architecture and a distinctive style will help establish a clear and consistent image of the Oak Opening Corridor.
- The design should continue the tradition of high quality materials and detailing that has been established throughout Metroparks.
- Maintenance considerations must be balanced with aesthetics, especially at more remote locations.

THREE-SEASON SHELTERS

- High quality architecture and a distinctive style will help establish a clear and consistent image of the Oak Opening Corridor.
- The design and detailing should continue the Metroparks tradition of providing facilities that do not require excessive staffing requirements.
- Three season shelters will extend and enhance public use throughout much of the year.

PRIMITIVE CAMPING

- Primitive camping will provide opportunities to expand public use within areas of Lucas County where opportunities are currently limited.
- Facilities could range from simple clearings designated for tents, to distinct camp sites with picnic tables, charcoal grills, fire pits and possibly primitive shelters or yurts.
- Camp sites should be located to provide relatively easy access with appropriate screening for privacy.
- Sites should be within reasonable distance from restrooms and drinking water where possible.



Campsite example at Farnsworth Metropark.

TRAILS

- A variety of trail types will serve the widest segment of the public.
- In many corridor areas, trails may need to be maintained as primitive paths, or wood / metal mesh boardwalk to avoid damage to the natural environment while also providing public use opportunities.
- Opportunities to develop accessible and paved multi-purpose trails may be limited in many portions of the corridor. Where possible, development of paved trails will provide public utility to the greatest range of users.



Campsite example at Oak Openings Preserve.

IMPLEMENTATION STRATEGY



INTRODUCTION

The *Tomorrow Plan* identifies a range of physical improvements to be implemented over time. The vision that each plan represents will be accomplished through a series of individual site, building and resource management projects. Some of the projects will be performed by Metroparks personnel; some will be publicly bid and built by private contractors. Some of these improvements may be developed as joint initiatives between Metroparks and various partners.

The following implementation strategy identifies the broad recommendations of each concept plan and provides reasonable cost estimates for those improvements based on the needs and priorities of

Metroparks over the next twenty years. These cost estimates are conceptual projections based on many assumptions about existing conditions, program needs and construction methods and materials. These cost ranges must be further evaluated to provide additional details on specific improvements, implementation methods, and design criteria prior to establishing specific capital budget line items.

These cost ranges are based on general square foot costs in 2014 dollars. The costs are for construction only; they do not include land acquisition, furnishings, project soft costs, consultant fees or permitting costs.



Blue Creek Concept drawing.

BLUE CREEK METROPARK (North)

B-1 QUARRY DAY USE AREA

The east edge of the quarry would be modified to provide an appropriate public swimming area with a beach. A new public use facility would provide support for year-round outdoor activities. The building cost is based on a 10,000 square foot structure with a sq. ft. cost range of \$175 to \$225. A new entry drive, parking lot, walks, picnic tables and plantings are included.

Approximate Cost: \$2.35M to \$4.25M

B-2 NORTH PARKING, RESTROOM, SHELTERS

These costs assume all new 24-foot wide regular duty asphalt entry drive and parking areas. Costs include a restroom facility, picnic shelter, picnic tables, general site enhancements, modest grading, storm sewers and lighting.

Approximate Cost: \$1.1M to \$4.8M

B-3 STREETScape IMPROVEMENTS

These costs assume all new 6-foot wide concrete sidewalks, continuous 16-foot wide beds of native plants, street trees, signs and post, and chain edging.

Approximate Cost: \$300K to \$600K

B-4 PARKING LOT VISITOR AMENITIES

These costs assume all new 24-foot wide regular duty asphalt drive and parking areas. Costs include bio-swales along perimeter of parking areas, street

trees, a picnic shelter, picnic tables, restroom facility, general site enhancements, modest grading, storm sewers and lighting.

Approximate Cost: \$700K to \$950K

B-5 PARKING LOT IMPROVEMENTS

These costs assume all new 24-foot wide regular duty asphalt drive and parking areas. Costs include bio-swales along perimeter of parking areas, street trees, picnic tables, paths, general site enhancements, modest grading, storm sewers and lighting.

Approximate Cost: \$1.1M to \$1.5M

B-6 ACCESS IMPROVEMENTS

These costs assume all new 24-foot wide regular duty asphalt entry drive and 60-foot diameter turn around, a picnic shelter, paths, picnic tables, general site enhancements, modest grading, storm sewers and lighting.

Approximate Cost: \$360K to \$500K

B-7 MISCELLANEOUS PARK IMPROVEMENTS

These costs assume the development of trails as indicated, general picnic areas, program areas, landscape improvements, land restoration and reforestation.

Approximate Cost: \$300K to \$600K

BLUE CREEK METROPARK (South)

B-8 FARMYARD PROGRAM AREA

A new 24-foot wide regular duty asphalt drive and parking areas north of the main program area. Costs include general site improvements, tree plantings, a picnic shelter, picnic tables, a restroom facility and lighting. These costs assume that the agricultural fields, native seed areas and other resource-related work will be done by Metroparks personnel or their partners. The extent of the barn renovation has not yet been determined, for the purposes of this cost estimate a sq. ft. cost range of \$150 to \$250 (based on the footprint) has been used.

Approximate Cost: \$1.6M to \$3.0M

B-9 NATURE'S NURSERY COMPOUND

These costs assume renovation of the hog barn, new animal containment yard with cages, public display yards / cages and general site enhancements. The extent of the hog barn renovation has not yet been determined, for the purposes of this cost estimate a sq. ft. cost range of \$100 to \$200 has been used.

Approximate Cost: \$1.2M to \$2.6M

B-10 NEW DAY USE AREA

These costs include two small picnic shelters, picnic tables, paths and general site improvements. It is assumed that people using this area will utilize restrooms and parking within the Nature's Nursery compound.

Approximate Cost: \$160K to \$325K

B-11 BIRD OBSERVATION AREA

These costs including a viewing blind or observation tower, 20 parking spaces, modest grading and paths.

Approximate Cost: \$90K to \$170K

B-12 STREAM PROTECTION IMPROVEMENTS

These costs include rehabilitation of the wetland complex and construction of two new stream crossings.

Approximate Cost: \$75K to \$145K

B-13 MISCELLANEOUS PARK IMPROVEMENTS

These costs assume the trails indicated, general picnic areas, program areas, landscape improvements, land restoration and reforestation.

Approximate Cost: \$200K to \$450K

BROOKWOOD

BR-1 HOUSE/PROGRAM AREA RENOVATION

The house will be renovated to serve as a program facility for both nature and music programming. The specific renovation have not yet been finalized, for the purpose of this estimate, a sq. ft. cost range of \$125 to \$225 has been used. These costs assume landscape improvements in the immediate house environs, a wood gazebo, enhanced paver patio, paths, tree plantings and general site improvements.

Approximate Cost: \$780K to \$1.4M

BR-2 ENTRY DRIVE / PARKING IMPROVEMENTS

These costs assume all new 20-foot wide regular duty asphalt entry drive and parking areas. Costs include modest grading, tree plantings, storm sewers and lighting.

Approximate Cost: \$220K to \$380K

BR-3 PEDESTRIAN BRIDGE

This assumes the pedestrian bridge will be constructed of wood or metal and cables to minimize the impact on the adjacent vegetation.

Approximate Cost: \$300K to \$700K

BR-4 GENERAL SITE IMPROVEMENTS

These costs assume the development of trails as indicated, general picnic areas, program areas, general landscape and stream access improvements.

Approximate Cost: \$70K to \$190K

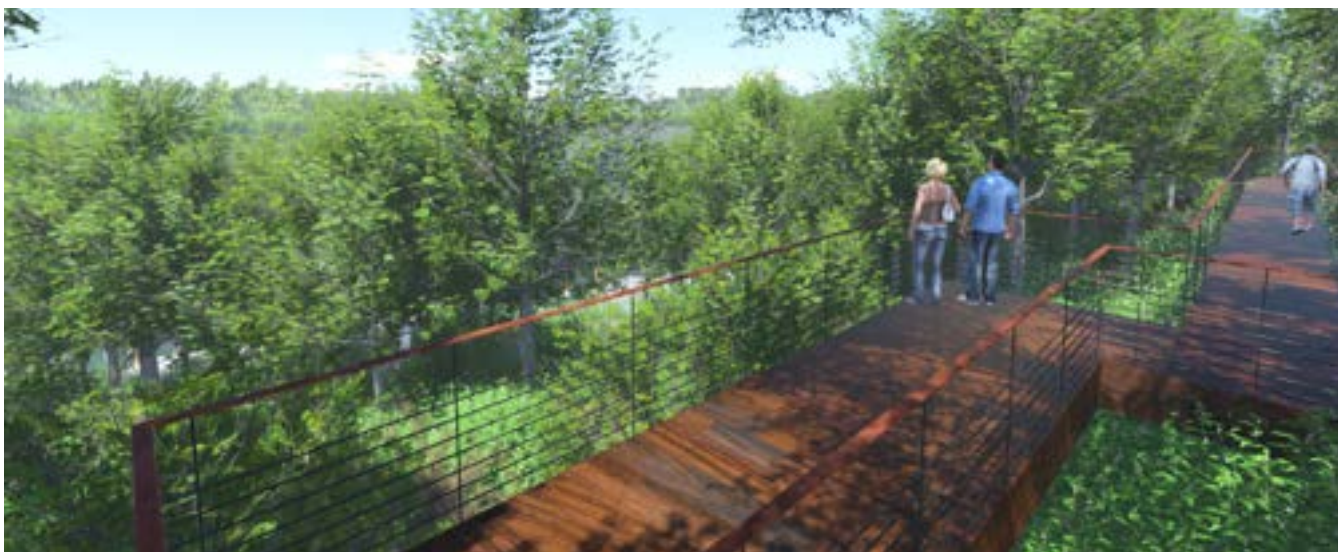
BR-5 OVERLOOK/PROGRAM DECK

These costs include an extensive deck along the back of the house. These costs assume a wood structure with benches and portions of overhead trellis.

Approximate Cost: \$60K to \$120K



Nature Nursery's headquarters.



Concept drawing for Fort Miamis.

FALLEN TIMBERS BATTLEFIELD

F-1 HOUSE/PROGRAM AREA RENOVATION

The house will be renovated to serve as a program facility with public restrooms. The specific renovations have not yet been finalized, for the purpose of this estimate, a sq. ft. cost range of \$125 to \$200 has been used. These costs assume improvements in the immediate house environs to create a program staging area: a fire pit, benches, bike racks, drinking fountain, patio, paths, tree plantings and general site improvements. A new asphalt parking area is included. The 24-foot wide drive aisle should be heavy-duty asphalt to accommodate school buses.

Approximate Cost: \$500K to \$1M

F-2 ACCESSIBLE TRAIL AND PROGRAM AREAS

This includes the initial accessible trail loops and three program areas. The trail may be compacted aggregate, portions may require boardwalk to provide ADA access.

Approximate Cost: \$400K to \$875K

F-3 MISCELLANEOUS PARK IMPROVEMENTS

This includes the remaining trail system which is assumed to be primarily designated paths. Additional program areas, tree plantings, limited picnic facilities and general site enhancements are included.

Approximate Cost: \$100K to \$300K

FORT MIAMIS

FM-1 VEHICULAR ACCESS IMPROVEMENTS

These costs assume: reinforced turf paver parking areas and a 24-foot wide heavy-duty asphalt drive aisle to accommodate school buses. New signs, split rail fencing, landscaping, benches and general site improvements.

Approximate Cost: \$100K to \$160K

FM-2 BOARDWALK SYSTEM

These costs assume 6-foot wide wood boardwalk system with wire mesh / wood railing system. Several expanded areas of boardwalk with built-in benches.

Approximate Cost: \$60K to \$120K

FM-3 RIVER ACCESS IMPROVEMENTS

These costs assume large, generally rectangular blocks of local limestone set along edge of shore line. Two floating metal mesh fishing docks, reinforced, heavy-duty concrete access ramp at end of access street.

Approximate Cost: \$450K to \$800K

FM-4 GENERAL SITE IMPROVEMENTS

These costs include the development of trails as indicated, general picnic areas, program areas, tree plantings and general landscape improvements.

Approximate Cost: \$50K to \$80K

Prerequisites:

Detailed design and allocation of funds are necessary for all improvements. Final design and construction of the proposed improvements may require coordination and review by the National Park Service to maintain the affiliate status.

FUTURE METROPARK (FORMERLY KEIL FARM)

K-1 PONDS AND MASS EARTHWORK

This cost includes the overall earthwork to create the ponds, wetlands, sledding hills and general mounding around the site.

Approximate Cost: \$1.0M to \$1.6M

K-2 ENTRY DRIVE / PARKING IMPROVEMENTS

These costs assume all new 24-foot wide regular duty asphalt entry drive and parking areas. Costs include modest grading, tree plantings, storm sewers and lighting.

Approximate Cost: \$1.3M to \$2.0M

K-3 FARMYARD DAY USE AREA

These costs include renovation of the existing barn, new restrooms, picnic shelter, parking, three fishing docks, tree plantings and general site improvements. The type and extent of renovations of the barn is uncertain at this point. This cost range reflects a renovation cost between \$100 and \$250 per sq. ft. of footprint.

Approximate Cost: \$1.2M to \$2.0M

K-4 DAY USE AREA

These costs include a restroom facility, picnic shelter, general picnic facilities, parking and general site amenities.

Approximate Cost: \$620K to \$1.1M

K-5 GENERAL SITE IMPROVEMENTS

These costs include general trails, a picnic shelter and picnic tables, program areas, and general park enhancements.

Approximate Cost: \$350K to \$600K

Prerequisites:

Land acquisition must occur before many of these improvements can be implemented. Detailed design and allocation of funds are necessary for all improvements. Construction of the pond embankments and wetlands may require coordination and approval of Ohio Department of Natural Resources and the United State Army Corps of Engineers. Additionally, any improvements within the 33-acre southeastern section of the property acquired with NOAA grant funds must be approved in advance by the granting agency.



Concept drawing for Keil Farm.



Concept drawing for Oak Openings Corridor.

OAK OPENINGS CORRIDOR (North Zone)

O-1 EBER ROAD DAY USE AREA

A day-use area would be created with restroom facilities, two picnic shelters, general picnic facilities, fishing dock, trails and general site amenities. Parking and vehicular access would be aggregate. Primitive camping may be accommodated with four or five primitive camping sites consisting of a cleared area with a picnic table, charcoal grill and fire ring. The higher cost range reflects the provision of primitive camping shelters or yurts. These costs assume modest earthwork and do not anticipate any site lighting or storm sewers.

Approximate Cost: \$440K to \$735K

O-2 WECKERLY ROAD DAY USE AREA

A day-use area would be created with restroom facilities, a picnic shelter, general picnic facilities, trails and general site amenities. Parking and vehicular access would be aggregate with no site lighting or storm sewers anticipated. These costs assume modest earthwork.

Approximate Cost: \$275K to \$425K

O-3 NORTH TRAIL LINKS

Provide a continuous path connection between Secor Metropark and the Eber Road day use area through Irwin Prairie State Nature Preserve. Much of this area is comprised of wetlands and the precise route is uncertain. These costs assume 7,000 linear feet of trail with one third of that length being wood or metal mesh boardwalk and two thirds of that length being compacted aggregate surface.

Approximate Cost: \$680K to \$1.0M

Prerequisites:

Most of these improvements can commence once detailed design is completed and funds allocated. The north trail linkage will require land acquisition or agreements with adjacent property owners. Additionally, multiple properties acquired by Metroparks south of Dorr Street and north of Frankfort Road are encumbered by Environmental Covenants held by Ohio EPA. Ohio EPA approval must be obtained prior to initiating trail development within these areas.

OAK OPENINGS CORRIDOR (South Zone)

O-4 SOUTH TRAIL LINKS

Provide a continuous path connection between the Weckerly Road day use area and Crissey Road; and between the Weckerly Road day use area and the Wabash Cannonball Trail. The precise route is uncertain. These costs assume 10,000 linear feet of trail with one half of that length being wood or metal mesh boardwalk. The remaining portions will be light-duty asphalt pavement. Evaluate options for bicycle connections/use from the Wabash Cannonball Trail.

Approximate Cost: \$950K to \$1.8M

O-5 SOUTH TRAIL LINKS

This area presents a good opportunity for more intensive improvements. A day-use area would be created with restroom facilities, trails and general site amenities. Parking would be regular-duty asphalt pavement; the entry drive shall be 24-foot wide heavy-duty asphalt pavement. A pond / wetland complex would be created to assist in regional stormwater management and to provide recreational amenities and enhanced wildlife habitat.

Approximate Cost: \$895K to \$1.46M