



METROPARKS TOLEDO

REQUEST FOR LETTERS OF INTEREST (LOI) FOR ARCHITECTURE & ENGINEERING SERVICES

NOTICE TO FIRMS

SEALED LETTERS OF INTEREST marked “**Architecture & Engineering Services: Glass City Riverwalk**” will be received at the Metropolitan Park District of the Toledo Area, Fallen Timbers Field Office, 6101 Fallen Timbers Lane, Maumee, Ohio 43537, until:

**12:00 Noon, Local Time, on
Thursday, July 08, 2021**

Letters of Interest received after the specified due date and time will not be considered.

The Metropolitan Park District of the Toledo Area ("Owner") is seeking Letters of Interest from ODOT prequalified firms to provide professional Architecture & Engineering design services for construction of Better Utilizing Investments to Leverage Development (BUILD) grant funded portions of the Glass City Riverwalk, within the City of Toledo. In general, the project designer or "Engineer of Record" shall work cooperatively with the Construction Manager at Risk (CMAR) and any other consultants to the Project that may be retained by the Owner and provide, among other services, construction plans, specifications and engineer estimates consistent with ODOT's documented Project Development Process. The project will include riverfront improvements within Glass City Metropark, International Park and downtown Toledo. The planning & construction budget for this project has been set at approximately 30 million dollars.

Anticipated design services/prequalification categories include: Non-Complex Roadway Design; Bicycle Facilities & Enhancement Design; Subsurface Utility Location Services; Level 1 Bridge Design; Geotechnical Engineering Services; Geotechnical Field Exploration Services; and Basic Lighting.

A Disadvantaged Business Enterprise Goal of seven percent (7%) has been established for this contract.

Information packets for the Letter of Interest requirements may be obtained electronically by contacting Jon Zvanovec, Project Manager at jon.zvanovec@metroparkstoledo.com, (419) 407-9732. Three (3) copies of the Letter of Interest must be sealed, marked and submitted as above. The Metropolitan Park District of the Toledo Area will directly select a firm based on the Letter of Interest.

By order of the Board of Park Commissioners
METROPOLITAN PARK DISTRICT OF THE TOLEDO AREA

David D. Zenk, Executive Director

1. INTRODUCTION

The Metropolitan Park District of the Toledo Area ("Owner") is seeking Letters of Interest from qualified firms to provide Architecture and Engineering services for the design of BUILD grant funded portions of the Glass City Riverwalk, within the City of Toledo (the "Project"). A description of the Project, as well as site maps are included in **Exhibit A** attached hereto. If your firm is interested in being considered, please respond by submitting a Letter of Interest as instructed below.

The Project budget is approximately thirty million dollars, including both planning and construction. Current designs are conceptual and undeveloped. Construction is expected to start by March, 2023, and substantial completion is targeted for June, 2025. Metroparks is currently/simultaneously soliciting for consultant services to support the project on behalf of the Owner, including: Construction Manager at Risk services for preconstruction services, construction management and likely construction of the project; an Independent Cost Estimator; and a Construction Administration consultant. A project surveyor and environmental consultant have already been placed on the project directly by Metroparks Toledo.

2. PROJECT DELIVERY

The Project will be constructed using the Construction Manager at Risk project delivery format. The CMAR project delivery method is an integrated team approach to the planning, design, and construction of a project. With this project delivery method, the Owner selects a CMAR to provide construction expertise and management and to be contractually responsible for price, schedule and quality during construction. With this solicitation, the Owner will select a design consultant or "Engineer of Record" to prepare the final design/construction documents. The CMAR will provide preconstruction advice during the advanced, preliminary and final design phases to the Owner and Engineer of Record concerning constructability, pricing, scheduling, staging, methods, efficiency, material procurement strategies, risk identification/management, and other areas related to the construction of the project. The CMAR is not authorized to proceed into construction unless the Owner agrees that the price provided, as part of a guarantee to complete the project, or a portion of the project, is fair, reasonable and defensible – as independently evaluated by an Independent Cost Estimator retained by the Owner. This project will utilize BUILD funds from FHWA as passed through ODOT District 2. This is a Metroparks Toledo / ODOT LPA project.

The CMAR method is substantially similar to the Construction Manager/General Contractor (CM/GC) project delivery method. The Ohio Revised Code Section 9.33 refers to this two-phase project delivery method as "Construction Manager at Risk". The United States Department of Transportation (USDOT) refers to this two-phase project deliver method as

“Construction Manager/General Contractor” in the enabling rule at 23 CFR 635.501. The USDOT acknowledges that the CMAR delivery method is so substantially similar to the CM/GC delivery method that multiple states, by state law, use the names of these two delivery methods interchangeably.¹ As such, for purposes of this document, any reference to a CMAR shall also be considered to refer to a ‘Construction Manager/General Contractor’.

3. INTERVIEWS AND SELECTION

Metroparks will select a consultant based upon the Contract Award Criteria below. While each LOI will be considered objectively, Metroparks assumes no obligation to accept or take action on any LOI. However, the consultants must indicate in their schedules the availability of their firm to meet the schedule laid out in this LOI. The availability of the consultant to commence work on short notice and meet the schedule for completion may be a factor in evaluating the LOI.

Metroparks will base the consultant selection for Professional Engineering Services for the **Architecture & Engineering Services: Glass City Riverwalk** on the following criteria:

- Firm qualifications and the qualifications, strength and experience of the particular individuals identified as the firm's proposed team for the Project.
- Experience of firm in partnering with construction managers at risk/contractors on projects with like delivery methods (CM/CG, CMAR).
- Technical approach and understanding of this project.
- Similarity, relevance, and performance success on projects offered as examples by the firm.
- Similarity, relevance, and performance success on specific projects associated with references offered by the firm.
- Ability to implement the project promptly and meet the schedule.

After submitting responses to the LOI solicitation, the top two to three short-listed firms may be interviewed by the Owner. The purpose of the interview will be to meet the firm's proposed Project team, become familiar with key personnel, and understand the Project approach and ability to meet the Owner's stated objectives for the Project. Each firm must be prepared to discuss with specificity the firm's capacity to perform the work in compliance with the Owner's timetable and budget. The Owner will notify each short-listed firm to schedule individual times for interviews within the scheduled timeframe outlined in the LOI solicitation. The Owner reserves the right to determine if interviews are necessary based on responses to the solicitation.

Based on the above Contract Award Criteria, the top or highest ranked consultant(s) as determined by Metroparks will be expected to provide a final comprehensive scope of services and a detailed fee proposal for review and approval by the Chief of Planning and Capital Projects. Final contract award will be subject to the review and approval by way of legislation through Metroparks Board of Park Commissioners.

¹See: <https://www.fhwa.dot.gov/construction/cqit/cm.cfm>

After the interviews, the Owner shall negotiate the fee proposal with the firm the Owner determines to be the most qualified. Contract negotiations shall be directed toward: (i) ensuring that the A&E firm and the Owner mutually understand the essential requirements involved in providing the required services, including the provisions for the use of contingency funds and the possible distribution of savings in the final costs of the project; (ii) ensuring that the A&E firm will be able to provide the necessary personnel, equipment, and facilities to perform the services within the required timeline; and (iii) agreeing upon the costs of all the work, the cost of its reimbursables, and any contingency.

Selection Schedule. The Owner's anticipated schedule for selection of the Engineer of Record is as follows:

Task	Date
LOI solicitation posted	06/09/2021
LOI submissions due	07/08/2021
Metropark review	07/09 – 07/16/2021
Interviews (if needed)	07/21 – 07/22/2021
Metropark firm selection & fee negotiation	07/23 – 08/13/2021
Contract award to selected firm	08/25/2021

Those responding to the LOI will be notified if the foregoing schedule changes.

4. BASIC SCOPE OF SERVICES:

The CONSULTANT will partner with the Owner and Construction Manager at Risk (CMAR) and other consultants to the Project that may be retained by the Owner to advance the Project through completion. Regular partnering sessions will be held throughout design development through construction. The CONSULTANT'S Basic Services shall consist of implementing/facilitating all relevant aspects from the ODOT Project Development Process Manual (PDP) and shall include normal architectural, structural, mechanical, electrical, and civil engineering, landscape architecture, and construction cost estimating services for the design and construction documents necessary to complete the Project. The CMAR alternative project delivery method will necessitate close coordination with ODOT District 2 and FHWA as necessary, to creatively schedule/apply the PDP to this ODOT LPA project.

1 PLANNING PHASE

- Project Start-Up begins with a project level planning analysis to identify project specific needs in order to determine the right type, size, scope, phasing and location for a facility, mode, operational or management solution to solve the identified transportation problem.
- Planning and Programming involves prioritizing and matching the project program with available funds through the various phases of project development.

- STIP/TIP is a listing of the specific prioritized transportation system improvement projects scheduled for implementation.
- Internal Meeting with Project Sponsor and ODOT at the onset of the project, the Project Manager holds a “kick-off” meeting involving all appropriate ODOT disciplines.
- The Project Initiation Package is intended to provide a snapshot of potential issues and concerns that could require major scope, schedule or cost issues during project development.
- Conduct Field Review with members of the project team visit the potential project site to confirm the problem and discuss solutions which could be proposed for the project.
- Define Study Area limits identified through the long-range planning or systems analysis that identified the transportation problem.
- Transportation and Land Use Plans use existing work to understand conclusions and recommended solutions from any earlier studies/plans.
- Safety Considerations are assessed during the Planning process
- Existing and Future Conditions Analysis to identify and quantify deficiencies in the project area.
- Performance Based Project Development improvements should be right sized based on specific needs and not an attempt to meet current standards in all deficient areas, regardless of the impacts or outcomes of meeting those standards.
- Purpose and Need Statement for identifying and analyzing reasonable strategies for projects with multiple feasible alternatives.
- Stakeholder Involvement and Public Involvement Plan involving individuals and groups who have an interest in the project.
- Concept, Scope, and Budget Estimates used to better define which alternatives are carried forward for consideration.
- Project Management for Planning projects that are well-organized from the beginning and have a dedicated team are more likely to stay within their budgets and meet established timeframes.
- Meetings regularly scheduled to ensure that the project is advancing according to the established scope, schedule and budget.
- General Oversight of the project and how it progresses over its lifetime.
- Transitioning to Preliminary Engineering by gathering more detailed information by conducting technical studies, more detailed engineering analysis, and involving and informing stakeholders and the public during project development.

2 PRELIMINARY ENGINEERING PHASE

- Feasibility Study and Alternative Evaluation Report to develop preliminary alternatives.
- Safety Analysis for those projects that identify safety as a need in the project’s Purpose and Need Statement.

- Perform Environmental Field Studies determine the required level of environmental field studies and agency coordination for each environmental resource in coordination with the Owner's environmental consultant.
- Preliminary Engineering for Feasibility Study and Alternative Evaluation Report to generate an accurate scope, schedule, and budget for the remainder of the design.
- Stakeholder Consultation and Public Involvement for Alternatives typically includes Federal, State, and local agencies, community organizations, special interest groups, and the general public.
- Feasibility Study and Alternative Evaluation Report Submittals to disseminate the reports for review to the appropriate offices.
- Begin Staged Detailed Design refer to the ODOT Location and Design Manual, Volume 3, Section 1403.5 for typical details included in Stage 1 DD and the review process. After approval of the Stage 1 DD, the project can move into the next phase, Environmental Engineering (EE). During EE, Stage 2 DD can begin concurrently with refined NEPA studies and permits, as appropriate for the project and prior to approval of the environmental document.
- Project Management for Preliminary Engineering Phase to ensure that regular communication among the project team members occurs.
- Meetings regularly scheduled to ensure that the project is advancing according to the established scope, schedule and budget.
- Cost Estimates and Ellis Milestone Dates update the schedule in Ellis to reflect any changes.
- Transitioning to Environmental Engineering critical elements of the overall project plan of action form the basis for the work to be undertaken during the Environmental Engineering Phase.

3 DESIGN DEVELOPMENT PHASE

- Comply with NEPA (Initiated April/2021) on the Preferred Alternative to incorporate refined environmental studies and design recommendations on the preferred alternative, along with solid decision making. Please note, the Owner reserves the right to unilateral contract termination if the approved NEPA environmental document does not result in selection of a build alternative.
- Stage 1 Value Engineering is a systematic analysis by a multi-disciplinary team which identifies the functions of a project, establishes the worth of that function, generates alternatives through the use of creative thinking, and identifies ways to provide the needed utility at the lowest overall cost.
- Stage 1 and 2 Detailed Design can begin with the inclusion of any existing, refined NEPA studies and permits as appropriate for the project.
 - Typical Stage 2 Design Elements in addition to a refinement of those elements included in the Stage 1 design, consider the following:
 - Removal items shown on plans
 - Quantity balloons (no quantities)

- Pavement details/elevation tables
 - Underdrain details
 - Signal design/layout
 - Lighting design/layout
 - Signing and pavement marking
 - Maintenance of traffic details
 - Complete structure design including substructure and superstructure
 - Retaining wall plans
- Right-of-Way Plans (Initiated February/2021) are incorporated into Stage 2 plans including any review comments related to right-of-way issues.
- Comply with NEPA (Initiated April/2021) Commitments on social, economic and environmental impacts, and NEPA should be used to document project issues in accordance with the National Environmental Policy Act (NEPA).
- Environmental Commitments to ensure follow-through of commitments made with stakeholders.
- Final Environmental Mitigation Plans Coordination addresses comments from ODOT's Office of Environmental Services (OES) on draft mitigation plans.
- Waterway Permits for submission to the regulatory agencies.
- Cultural Resources mitigating an adverse effect upon cultural resources.
- Update Cost Estimates and Milestone Dates in Ellis to reflect any changes as a result of the Stage 2 engineering, environmental field studies, or other project information.
- Project Management for Environmental Engineering by continuing to conduct regular team meetings and ensure that Ellis milestones are updated.
- Transitioning to Final Engineering/Right-of-Way finalize the NEPA document and Stage 2 design, conduct a Value Engineering Study, and perform other technical and engineering tasks.

4 FINAL ENGINEERING / RIGHT-OF-WAY PHASE

- Right-of-Way Acquisition (Certification Initiated February/2021) allows sufficient control of the rights of way needed for the project; plan RW compliance allows the construction phase to proceed unaffected by RW issues. RW work is being completed under a separate contract held by the Owner. It will be necessary to coordinate with the RW consultant to include relevant RW plan elements into the construction documents.
- Stage 3 Detailed Design Plans must contain all details and quantities required to bid and construct the proposed project, including a final cost estimate.
 - Design Elements to Be Considered for the Stage 3 Design Plans:
 - Project Site Plan
 - All final quantities
 - Construction estimate
 - General notes

- Pavement calculations
 - FAA clearance notification
 - Wiring diagrams
 - Pole orientation and signal timing charts
 - Reinforcing layout and computation
 - Environmental Commitment Plan Notes
 - Special Provision Package
- Procedure to Determine Contract Time to avoid issues when the traveling public is being inconvenienced and the contractor does not appear to be aggressively pursuing the work.
 - Contract Time Determination Techniques by the application of the Construction Duration Estimation Tool.
 - Critical Path Method Progress Schedule for more complex projects that cannot be calculated using the other techniques.
 - Cost Estimates to verify that the proposed design is within the original budgeted amount and if the design or budget needs to be revised.
 - Plan Package may also contain other information relevant to the project, such as the Innovative Contracting Notification Form (ICNF), which is prepared by District and submitted as part of the plan package.
 - Final Legislation to establish participation levels and provide details for the transfer of local funds toward the financing of the project.
 - Federal Authorization of the CMAR Construction Package from the Federal Highway Administration.
 - Contract Award by Owner
 - Project Management for Final Engineering and Right-of-Way Phase
 - Transitioning to Construction Phase

5 CONSTRUCTION PHASE

- The A&E Firm/Engineer of Record and subconsultants (in general) are prohibited from performing construction administration services by FHWA/ODOT on projects in which they've participated in design.
- The Engineer of Record will be retained for design related questions and issues.
- The Engineer of Record will be retained for partnering and other meetings as needed post award.

5. DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION GOAL

It is the policy of Metroparks Toledo/Ohio Department of Transportation (ODOT) that firms certified by ODOT as Disadvantaged Business Enterprises (DBEs) shall have equal opportunity to compete for and participate in agreements included in this request for Letters of Interest, either as a prime consultant or subconsultant. The Consultant must use good faith efforts to include DBE participation. Consequently, the

requirements of Title 49 CFR Part 26 will apply. The Consultant must ensure that the DBE firms participating in the agreement are performing a "commercially useful function" as defined in 49 CFR 26.55.

This agreement includes a DBE Goal of seven percent (7%). At least this percent of the agreement shall be subcontracted to certified DBE firms.

The letter of interest **must show** that the consultant has made good faith efforts to meet the goal. Good faith efforts may include: (1) Documentation that the consultant has obtained enough DBE participation to meet the goal; or (2) Documentation that it made adequate good faith efforts, as defined in 49 CFR 26.53, to meet the goal, even though it did not succeed in obtaining enough DBE participation to do so.

If the consultant does not succeed in obtaining enough DBE participation to meet the Goal, Metroparks Toledo/ODOT will determine whether the consultant has made a good faith effort to meet the goal in accordance with 49 CFR 26.53 and Appendix A to Part 26. Consultants that do not show good faith efforts to meet the Goal will not be eligible for selection.

6. PROJECT SCHEDULE

Anticipated start-up & completion dates for the project are as follows:

LOI advertisement	June 9 th , 2021
Receipt / Initial Review of LOIs	July 8 th , 2021
Owner Review.....	July 9 th – 16 th , 2021
A&E Consultant Chosen.....	July 23 rd , 2021
Board of Park Commissioners Contract Approval.....	August 25 th , 2021
Contract Award	August 25 th , 2021
Project Kick Off / Initiation	August, 2021
Plans Complete.....	July, 2022
Permits Approved.....	December, 2022
Estimated Begin Construction.....	March 1 st , 2023
Estimated End Construction.....	June, 2025

7. LETTER OF INTEREST REQUIREMENTS

Three (3) paper copies and one (1) digital PDF copy of the Letter of Interest shall be submitted by **12:00 Noon Local Time on Thursday, July 08, 2021** and directed to:

“Architecture & Engineering Services: Glass City Riverwalk”

**Jon Zvanovec, Project Manager
The Metropolitan Park District of the Toledo Area**

**Fallen Timbers Field Office
6101 Fallen Timbers Lane
Maumee, Ohio 43537**

Late or faxed submittals will not be considered.

The submitted Letter of Interest shall contain the following items, **which must be presented in this order:**

- A) **Qualifications and related project experience:** A statement of the firm's qualifications to provide the requested services. The statement should include the following:
- A general firm background (Company Name, Address, Telephone, Professional services offered;
 - Professionally licensed Architects (R.A.), Engineers (P.E.) and other key task managers backgrounds, including work history and experience with similar projects;
 - Describe the expertise and experience your proposed project team has providing like services on projects of similar size;
 - Identify and describe **three (3)** projects in which your firm has completed over the past five (5) years that have similarities and relevance to this proposed project and scope of services, include a summary of performance and ability to meet client's schedule;
 - Provide a list of **five (5)** projects with references, including name, address and telephone number of previous clients on specific projects with a similar scope of work. Cite and briefly describe the project(s) which correlate with each reference provided.
- B) **Office Location:** A statement of the firm's primary office location. Designate the office location where the primary work, other than the project fieldwork will be performed. Include anticipated type of work to be done at each office.
- C) **Familiarity with local, state and federal regulations:** A written statement of the firm's familiarity with City of Toledo, local, state and federal laws and regulations relevant to this type of project.
- D) **Current workload:** A brief description of the firm's current workload. Include the availability of the firm to immediately commence this project upon receipt of a Notice to Proceed.
- E) **Understanding of the project:** A description in detail of the firm's understanding of the services to be provided and anticipated approach to completing the project. Include any considerations or evaluations that may be prudent to effectively minimize the project cost, ensure timely completion of the project, and more satisfactorily achieve the project goal. Also include any possible challenges that will be encountered and any intended or probable special techniques, services, or approaches to be used for solution. Discuss potential alternate methods. If there are certain tasks that could more easily be performed

by Metropark personnel/others that would result in substantial cost savings, please indicate these potential savings.

F) Schedule and staffing:

- Metroparks requires that the personnel listed in the proposal will be assigned to the project in the event your firm is selected. Any personnel changes in key positions identified in the contract shall be subject to prior approval by Metroparks as outlined in the contract.
- Listing of any Sub-consultants that might be employed on the project along with the consultant's qualifications. A list of key sub-consultant personnel who will work on the project and their technical competence and related specialized experience.

G) Questions, Inquiries:

Questions regarding interpretation of the content of this LOI solicitation must be directed in writing to: Jon Zvanovec, jon.zvanovec@metroparkstoledo.com (419) 407-9732.

H) Communications: Firms considering responding to this LOI solicitation are strictly prohibited from communicating with any member of the Owner's staff, or Owner's representative(s), as all questions must be directed to the person identified above.

I) Public Records: All documents submitted to the Owner in response to this solicitation are public records and will be available for inspection in accordance with Ohio Revised Code Section 149.43 at the conclusion of the selection process.

J) Cancellation, Rejection: The Owner reserves the right to accept or reject any or all LOI statements and cancel at any time for any reason this LOI solicitation, any portion of this LOI or any phase of the Project. The Owner shall have no liability to any firm arising out of such cancellation or rejection. The Owner reserves the right to waive minor variations in the selection process.

K) Costs: The Owner assumes no responsibility for costs incurred in the preparation, presentation or submission of the firm's response.

L) Amendments to LOI Solicitation: At its discretion, the Owner may amend this solicitation at any time prior to the deadline for receipt of LOI statements, and distribute the amendments to all firms who are on record with the Owner as having requested and been furnished a copy of this solicitation.

M) Selection Criteria: Offeror's qualifications will be evaluated based on the following criteria:

Topic	Evaluation Criteria	Maximum Points
Qualifications and Related Project Experience	Does the proposed project team demonstrate expertise and experience in providing like services on projects of similar size?	15

	Does the firm's three completed, example projects exhibit similarities and relevance to this project's scope; met client performance expectations; met client's schedule?	30
	Does the firm's five projects regarding references exhibit similarities and relevance to this project's scope; met client performance expectations; met client schedule?	25
Familiarity with Local, State and Federal Regulations	Is the Offeror's primary office location where the primary work will be performed local; within the County; within the State?	5
	Does the Offeror demonstrate familiarity with local, State, and Federal laws and regulations relevant to this project?	5
Offeror's Understanding of the Project	Has the Offeror demonstrated a thorough understanding of this project; exhibited an anticipated approach to complete this project; included any prudent considerations or evaluations to minimize costs and/or risks; identified challenges and mitigation strategies?	20
Total		100

The ratings are not intended to be interpreted as a reflection of a Proposer's professional abilities. Instead, they reflect the Owner's best attempt to quantify each Proposer's ability to provide the services sought by the Owner and to meet the specific requirements of this LOI, for comparison purposes.

8. APPENDICES

- Exhibit A – Project Overview
- Exhibit B – Project Area Map
- A wealth of relevant BUILD / Riverwalk documents exists on the Toledo Metropolitan Area Council of Governments (TMACOG) website: <https://tmacog.org/news/2020-build-grant-application-materials>

Exhibit A

PROJECT OVERVIEW:

The Maumee River is the prime asset for downtown Toledo, and the Glass City Riverwalk (GCR) will serve as the anchor for an activated riverfront, and creates new opportunities for downtown and neighborhood redevelopment and reinvestment. The GCR is the lynchpin for the future development of the broader riverfront on both sides of the Maumee, complementing the other essential elements in place or planned to create an active, livable and attractive downtown.

Prior to industrialization, the lower Maumee River was a wide estuary bordered by thousands of acres of riverine marshes and swamps. As Toledo expanded, wetlands were drained and filled, and the shoreline was hardened to meet demands for shipping and industry. The revitalization of Toledo's downtown core is gaining momentum, and the area is primed for the next level of infrastructure investment. Industry and shipping continue to be an important component of our regional economy and the proposed infrastructure improvements do not conflict with those endeavors.

The 2017 Downtown Toledo Master Plan created a vision of a thriving riverfront city. A city that celebrates and builds from its greatest natural asset and amenity outward into the surrounding neighborhoods, districts, and community. As stated in the plan, across the country and the region, the downtowns that are successful are the ones that are reinvesting in their riverfronts. The Plan focuses on access, connections, public space, activity and development opportunities, renewing the riverfront as the prime asset for Downtown Toledo, surrounding urban districts and adjacent neighborhoods.

The GCR is a highly connected urban experience with multi-modal transportation improvements and connections along the Maumee River. The Riverwalk will improve safety, facilitate growth, integrate natural systems, and encourage civic engagement. Shared green spaces along with safe multi-modal transportation options will increase civic engagement through the connection of neighborhoods which have historically been disconnected through activated greenspace and the promotion of civic and cultural institutions. The GCR will unite both sides of the river and be a destination for visitors.

Our plan is to invest in public spaces where our residents can gather to build life-long connections to each other and nature. More than 6 miles of new shared-use paths will connect communities on both sides of the river. So that you know when you're here, you're safe, you're connected to community, and you belong.

Project Goals: The GCR seeks to refocus the community's attention on one of

the region's greatest natural resources, the Maumee River, by creating a new asset in the community that promotes a healthy lifestyle, community engagement, and positive experiences that last a lifetime. The completed transportation network will be a centerpiece for the community and with a number of significant investments over the last 10 years in the downtown area, the Riverwalk will connect these investments to one another and serve as a major economic catalyst. The following are just some of the key investments in the last 5-6 years:

- Hensville (\$21 million in 2014): Located in Toledo's downtown Warehouse District, Hensville features restaurants, shopping, and live entertainment.
- National Museum of the Great Lakes (\$24 million 2014): Educates visitors about the importance of the Great Lakes to our national story.
- Tower on the Maumee (\$30 million in 2016): One of the region's tallest buildings was vacant for more than 20 years before being converted to apartments.
- ProMedica Downtown Headquarters (\$60 million in 2017): The locally owned, nonprofit healthcare organization is the largest employer in the region and their new, centralized headquarters in the heart of downtown repurposed an historic, steam plant, housing close to a 1,000 employees.
- Nexus Health Care (\$11 million in 2017): A 43,000 square foot medical facility operated by the Toledo-based Neighborhood Health Association.
- Renaissance Hotel (\$30 million in 2017): Employing over 200 people, significant upgrades included two new restaurants, one with unparalleled views of the river.
- Toledo Lucas County Downtown Library (\$12 million in 2019): Significant renovations included improvements to the children's library, a new cafe, new meeting spaces, and new recording/editing studios.
- Imagination Station (\$10 million in 2020): Construction is nearing completion for a new immersive theater at the science center.
- Marina Lofts (\$50 million in 2020): The mixed-use development includes apartment homes for rent on the Toledo riverfront.

The vision and goals for the Riverwalk resulted from numerous planning processes and a high level of community interest. The vision for Toledo sees a completely accessible riverfront that extends both sides of the Maumee. The open space is connected by a network of paths, parks, and open corridors. The strength of the vision lies in the renewed focus on the natural systems of the Toledo region. As an outgrowth of several key local plans which identify the importance of providing safe and

convenient transportation alternatives for Toledo residents and visitors, a unified plan is in place to guide the City of Toledo, partner organizations, and private development in phased implementation of the downtown riverfront. The Glass City Riverwalk would complement the resurgence of downtown Toledo. Since 2012, over \$305 million has been invested in development projects in the downtown area, with another \$101 million projected by 2021. Downtown Toledo has experienced a 32% increase in residential population since 2000, and another 700 residential units are planned or currently under construction. Similarly, 200 hotel rooms are slated for completion by 2020. Thus, the Glass City Riverwalk will directly benefit downtown residents and visitors who are seeking alternative transportation modes to access shopping and restaurant venues in surrounding neighborhoods, as well as area residents who want to commute to downtown for work, shopping or visiting attractions.

Our plan for the riverfront provides a continuous shared-use path on both sides of the Maumee River. Access points are strategically located to connect to each of the adjacent neighborhoods. The current infrastructure is in varying states of disrepair and has reached the end of its useful life. Additionally, in some areas, the infrastructure is disconnected from the later network and simply does not exist. In a truly accessible and connected network, people of all ages and abilities will be able to navigate the community through safe and reliable infrastructure. Fully accessible park elements will be located throughout the Riverwalk that individuals can use during every season. Additionally, safe access for kayaks, canoes and paddle boards will be constructed on a river that is still used by ships serving heavy industries.

As our nation continues to plan for the long-term impact of COVID-19, active transportation and open green space are being recognized in a new way as vital pieces of healthy community infrastructure. While the pandemic has presented many hardships and challenges, we have the opportunity to make transformative changes for the future as part of the recovery.

Expected Users: The expected users of the Glass City Riverwalk includes representation from the 35,000 residents within a mile of the project area, the over 25,000 people who work in downtown Toledo, and of course visitors to the area. In an ever-evolving mobility ecosystem, the needs and expectations of users are increasingly dynamic and do not necessarily revolve around an automobile. Over half of all trips taken in the United States are suitable for a short bike ride, and more than one in four are suitable for a short walk, making walking and biking both realistic and feasible transportation options. Americans desire safe places to walk and bike on a broad scale.

The GCR will help with “last mile” connections to the transit network, due to proximity to existing bus routes, effectively increasing their catchment area. All TARTA buses are

equipped with bike racks that hold 2-3 bikes, allowing for an even greater population positively impacted by the proposed Riverwalk. Key factors that are helping to drive the redevelopment of the downtown riverfront include the following:

- 70% of the adults and 37% of children in Lucas County are overweight or obese.
- 17% of the jobs in Lucas County are located in downtown Toledo. In a relatively small landmass, the GCR can reach a large percentage of the local population, making the return on investment more viable and sustainable.
- The neighborhoods near downtown contain some of the most economically disadvantaged families, and studies have shown there is a direct correlation between poverty and health risks (such as obesity).
- Residents, employees and visitors to downtown Toledo lack the proper quantity and access to open recreation space.

The GCR will be a safe means of connectivity and independence for everyone to access destinations, regardless of their age, ability or income. A measure of success will be the user experience, by studying the number of active participants, number of return visitors, and the overall comfort level for all demographics engaged.

Project Details: Toledo's riverfront has largely been closed off to the community due to heavy industrial land use. The publicly accessible riverfront is concentrated in certain areas and other public spaces are situated as pockets in neighborhoods, creating a fragmented array of open space. The GCR proposes a strong central core at the heart of the region, provides the areas with the highest density of humans alternative modes of transportation, offers universal access through the region, and allows for a greater appreciation for the area's natural systems –all of which support a unified Toledo community.

The Riverwalk is designed with three levels in mind:

- **Level 1:** The entire GCR needs to function as one unit. A consistent, underlying theme will be expressed throughout the network to provide a cohesive network.
- **Level 2:** Each district is rooted to a neighborhood that has its own sense of character and culture. Subthemes provides each district the opportunity to express their uniqueness.
- **Level 3:** Within each district is a smaller subset of spaces, referred to as nodes. These primary and secondary nodes are discussed in further detail below.

The current design of the GCR is a combination of connectors, links, and nodes:

- **Connectors** are generally linear corridors that provide clear routes in two

directions. Widths vary and are determined by the intensity of users. Amenities are integrated in a designated zone.

- **Primary nodes** are landmark destinations. They are recognizable anchors within neighborhoods along the riverfront. Their primary role is to function as an attraction and provide both core and supplemental amenities.
- **Secondary nodes** are gateways. They are located at trail access points from adjacent neighborhoods and street ends. Their primary role is to function as a gateway and provide core amenities.

This BUILD grant application includes connectors, 2 primary nodes, and 5 secondary nodes. The GCR serves multiple functions in addition to providing multimodal infrastructure. Primary and secondary nodes are placed at strategic locations as access points to the Riverwalk and for locating infrastructure and amenities to support programming. Strong, year-round programming will reinforce the GCR experience.

Overall, downtown Toledo currently attracts 3 million visitors annually at thousands of events every year. The proposed Riverwalk supports the growing tourism industry and has the full support of both Destination Toledo and ConnecToledo.

Project Area 1: Glass City Metropark

Glass City Metropark, the hub of the Glass City Riverwalk, had its Phase 1 opened in late 2020. As part of the BUILD grant request (1% of overall construction funds), specific features in this project area include:

- A transient dock landing to allow residents and visitors by boat to safely and more comfortably enjoy the waterfront.
- A new public transit stop with a shelter to service TARTA buses.
- A new ToleGO bike share hub.

This project area of the BUILD grant is well-positioned to move forward first to complement the work already completed by Metroparks Toledo.

Project Area 2: International Park

As part of the BUILD grant request (17% of overall construction funds), specific features in this project area include:

- 3 secondary nodes
- Almost a half mile of shared-use paths to provide a route free of vehicle conflicts
- The existing walkway and amenities around the main gathering area, known as

The Basin, appear tired and show signs of aging. The shoreline conditions discourage engagement with the water.

- Soften river's edge with plants, and provide stepped access to water through planted edge. Manage stormwater in riparian buffer.
- Area behind The Docks restaurants improved with planters and other amenities
- A transient dock landing to allow residents and visitors by boat to safely and more comfortably enjoy the waterfront.
- A new public transit stop with a shelter to service TARTA buses
- A new ToLeGO bike share hub
- A new kayak share location to allow for greater paddling access

International Park is also located on the east side of the Maumee River, and offers captivating views of Toledo's downtown skyline, which prompted local business owners to open a number of restaurants there in 1996 (known as The Docks). International Park offers the longest unobstructed pedestrian path along the Maumee River within the GCR. During the summer, the park is often used at night by local residents to enjoy and take-in the lights of downtown. Additionally, competitive crew racing is a huge attraction. City owned sand volleyball courts are also riverside hosting summer and fall recreation leagues.

Once a favorite destination, visits to the park have dropped in recent years and the infrastructure, originally constructed in the 1970's, is under-utilized and nearing the end of its life. When Metroparks Toledo was planning for Glass City Metropark, there was also some preliminary planning for improvements to International Park as part of the overall master plan. Conversations continue between the City of Toledo and Metroparks Toledo with a future goal to merge the two parks into one large green space. Contained with the plans for the GCR are goals to enhance the existing park and restaurant assets which are in place and restore the riparian zone while softening the river's edge. Primary and secondary nodes would capitalize on existing assets and create further programming opportunities. Most of the existing infrastructure needs to be replaced in order for GCR users to feel comfortable using the space. Existing seawalls and pathways need to be repaired or replaced with wider pathways, and new lighting and signage needs to be added in order to create a sense of place and make the area feel safe.

Project Area 3: Downtown Toledo

As part of the BUILD grant request (82% of overall construction funds), specific features in this project area include:

- 2 primary nodes
- 2 secondary nodes
- More than a half mile of shared-use paths to provide a route free of vehicle conflicts
- New lighting, benches and decorative banners will make the space feel more inviting and helps establish a sense of place.
- Sea wall repairs
 - A new kayak share location to allow for greater paddling access

In the past decade, downtown Toledo has seen great success in bringing people back to the urban core, with nearly three million people annually visiting arts and cultural destinations and sporting events. The downtown riverfront plays host to a myriad of events through all seasons. Annually, our largest event is the Toledo Jeep Fest which brings over 60,000 people from all over the world for a three-day festival with a parade, displays, vendors and music festival. While the parade snakes through the streets of downtown, the major events happen on the riverfront in Promenade Park.

Promenade Park is the major event venue for all our riverfront events. Fourth in the 419, the city's Fourth of July celebration, attracts up to 40,000 to the Maumee River while the Toledo Symphony Orchestra performs with the fireworks booming. The ProMedica Summer Concert Series takes place on 14 Fridays throughout June to September with attendance averaging 5,000 – 7,500 featuring national artists. The riverfront also saw the return of Formula One powerboat racing in 2019 and drew 25,000 spectators. The arts also draw large crowds to the riverfront. The Arts Commission hosts a monthly Art Loop, which celebrates art and artists all throughout downtown, and Momentum. Momentum is a three-day art festival that is based in Promenade Park and brought over 22,000 visitors to our riverfront. PRIDE, Toledo's annual celebration for the LBGTQA, attracts tens of thousands from throughout the Midwest.

This area of the Riverwalk needs the most significant infrastructure improvements and amenities to support a high intensity of users, many notable community attractions, and a growing list of programming. One of the primary areas of opportunities is integrating green infrastructure at One SeaGate. The existing infrastructure is aging, but there are multiple opportunities to capitalize on water (water feature, the basin, Water Street terminus) to re-create a landmark space.

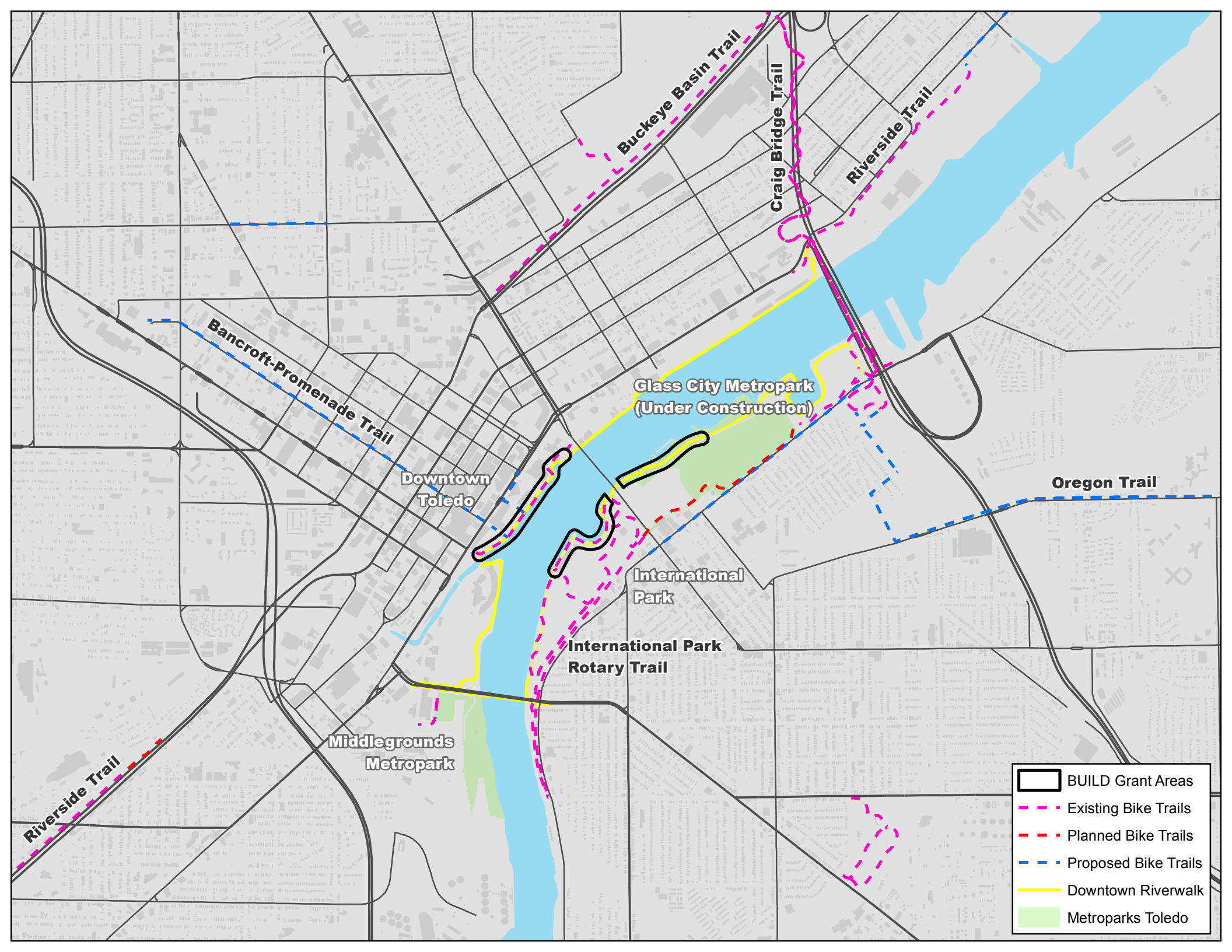
Economic Competitiveness: This project will be a successful driver of economic growth that helps shift our region into a healthy, sustainable, and interactive place to live. We're proud to call this place home and believe this project will be a cornerstone to the city's continued growth.

Investing in walking, biking and paddling is a good deal for the American economy. The benefits of active transportation are enjoyed throughout society. Therefore, as the Glass City Riverwalk enhances transportation options, it leverages new development. Adjacent businesses to the future Riverwalk should be able to take advantage of the increase in traffic in the area. Future amenities could additionally boost the quality of life for local employees and help enhance curb appeal in the area. We believe that the higher the quality and greater the quantity of services and amenities included in the Riverwalk (1) the more people will be attracted, (2) the longer people will stay in the downtown area, (3) the more money people will spend in the community, and (4) the more income and jobs people will create for local residents.

Environmental Sustainability: Our environmental vision for The Glass City Riverwalk is to promote conservation through planting thousands of new trees, restoring natural areas, and creating new wetland spaces to improve the quality of our natural water source.

The completion of this project will underscore the importance of innovative stormwater management within Toledo's urban center. All stormwater runoff from the GCR will be managed and can use the development of Glass City Metropark as a guide for coordinating this work with private developers. Various stormwater practices, depending on the site conditions, will include restored riparian buffer, vegetated swales, and bio-retention facilities in planters along the Riverwalk. Along with restoring water quality, these added green spaces will reduce maintenance costs by allowing trees, shrubs, and vegetation to purify the air of pollution that corrodes and damages city buildings, roads, and bridges.

Additional BUILD information is available on the Toledo Metropolitan Area Council of Governments website: <https://tmacog.org/news/2020-build-grant-application-materials>



Downtown Toledo

**Glass City Metropark
(Under Construction)**

International Park

**International Park
Rotary Trail**

**Middlegrounds
Metropark**

Buckeye Basin Trail







Craig Bridge Trail

Riverside Trail

Bancroft-Promenade Trail

Oregon Trail

Riverside Trail

-  **BUILD Grant Areas**
-  **Existing Bike Trails**
-  **Planned Bike Trails**
-  **Proposed Bike Trails**
-  **Downtown Riverwalk**
-  **Metroparks Toledo**