

TOLEDO, OH

SUSTAINABLE NEIGHBORHOOD ASSESSMENT



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SUSTAINABLE NEIGHBORHOOD ASSESSMENT USING LEED-ND

Through the Sustainable Neighborhood Assessment Tool developed by Global Green USA, public officials and local government staff are using the LEED for Neighborhood Development (LEED-ND) rating system to determine ways for future development in their communities to achieve high levels of environmental, economic, and social sustainability. LEED-ND integrates the principles of smart growth, walkable urbanism and green building into the first national rating system for neighborhood design. In Toledo, Global Green used the tool as a means to evaluate existing conditions and plans for the Old West End neighborhood, in order to identify opportunities to augment current revitalization efforts and develop recommendations to increase the neighborhood's overall level of sustainability.

ENVIRONMENTAL PROTECTION AGENCY

Technical Assistance provided by Global Green USA with the US Green Building Council to the City of Toledo was made possible through funding from the US EPA's Office of Sustainable Communities Building Blocks for Sustainable Communities Grant Program.

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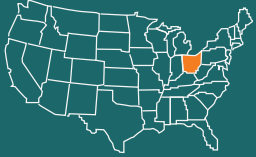
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Assessment Area

NEIGHBORHOOD LOCATION

OHIO



LUCAS COUNTY



CITY OF TOLEDO



OLD WEST END /
OVERLAND PARK
NEIGHBORHOOD



The goal of the sustainable neighborhood assessment process is to identify topical and physical focus areas where policy or planning changes will promote sustainable urban development over the short and long term. To define these focus areas, Global Green USA and its team members utilize the Sustainable Neighborhood Assessment Tool, which is based on the LEED for Neighborhood Development (ND) criteria and checklist.

Prior to visiting the target neighborhood, the team conducts a thorough baseline review of existing planning documents, code requirements, and the stated city and stakeholder priorities for the neighborhood. An initial assessment is completed, with the credits in each of the three LEED-ND categories (Smart Location & Linkages, Neighborhood Pattern & Design, and Green Infrastructure & Building) marked as "achieved", "not achieved," "unknown," or "not applicable." Each credit is further ranked for the degree that it correlates to regional or local policy priorities, regulatory support, technical feasibility, market support, and stakeholder input. The checklist for the Old West End neighborhood and the Overland Industrial Park is provided on pages 13-15.

This initial assessment serves as the point of departure for the Global Green team's three-day site visit and evaluation. During the visit, the team walks each block of the target neighborhood, photographs examples of positive qualities and areas for improvement, and conducts a series of meetings with targeted stakeholders, city staff, and representatives of

relevant public agencies. Throughout the process, the preliminary checklist is edited and refined to incorporate the team's visual observations and contextual issues raised by stakeholders. The initial findings of the evaluation are grouped into broad categories noted on the next page in the grey box. These categories are presented and discussed at a community workshop. The dialogue and suggestions which emerge during the community workshop are incorporated into the final version of the checklist and this report.

The assessment process then enables the team to identify a series of recommendations to augment and increase the neighborhood's sustainability. The sustainability performance metrics are derived from the LEED-ND standards and serve as the technical foundation for the team's specific policy and planning recommendations. The intention of the recommendations is to suggest policy, planning, and development changes that will promote the sustainable future growth of the Old West End neighborhood and the Overland Industrial Park.

The Global Green team's recommendations for the Old West End neighborhood and the Overland Industrial Park are organized into four topic areas. Some recommendations could be implemented fairly quickly, while others will require long-term dedication and collaboration among public agencies and with private-sector partners. Following these recommendations will, in time, enable the area to look, feel, and perform as a sustainable neighborhood.

NEIGHBORHOOD BACKGROUND

The Old West End neighborhood and the Overland Industrial Park are located in the center of Toledo, Ohio in Lucas County. Within the Overland Park neighborhood, the assessment area is bound by the Norfolk Southern Railroad to the west, I-75 to the north, Cherry Street to the east, and W. Central Avenue to the south. Toledo emerged as a formal city in the late 1830's and was known for shipping before the emergence of the railroad in the 1850's. The industrialization of Toledo and the emergence of the electric motor car in 1915 brought the Willys-Overland Company to Toledo, which became the second largest automobile manufacturer in the U.S. The company eventually became known for production of Toledo's trademark, the Jeep. By 1918, the company employed 15,000 people. Toledo prospered during the 1950's and 1960's, with the population reaching over 383,000 and the completion of the Interstate Highway System and Ohio Turnpike. Three major industries rose to the forefront: glass production, automobile production, and the refining industry.

The subsequent decline in manufacturing coupled with a population shift away from the central

city caused Toledo's population to decline. Beginning in the 1970's, and over the last several decades, the Old West End neighborhood has suffered from a gradual disinvestment, including poor employment and educational opportunities, foreclosures, blight and crime. The closing of the Jeep Parkway manufacturing plant just west of our assessment area boundary had a significant impact on the surrounding residential neighborhood, namely the Old West End neighborhood. Our assessment addresses this neighborhood specifically while also considering how future development plans of the former Jeep site will impact the neighborhood.

Responding to the downturn in the neighborhood, a community initiative has emerged, partially funded through the Lucas County Community Foundation. As a key stakeholder, the goals of the Old West End Neighborhood Initiatives (OWENI) is to improve the built environment; reduce vacancy rates; increase safety and walkability; provide multi-modal access to employment; and develop small retail and green space.

FOCUS AREAS

Related LEED-ND Credits

Vacant Land

Category: Smart Location & Linkages

- Preferred Location (credit 1)
- Brownfield Redevelopment (credit 2)

Category: Neighborhood Pattern & Design

- Access to Civic and Public Spaces (credit 9)
- Access to Recreation Facilities (credit 10)
- Local Food Production (credit 13)

Category: Green Infrastructure & Building

- Stormwater Management (credit 4)
- Water Efficient Landscaping (credit 4)

Street Types

Category: Smart Location & Linkages

- Locations w/Reduced Auto Dependence (credit 3)
- Bicycle Network & Storage (credit 4)

Category: Neighborhood Pattern & Design

- Walkable Streets (prerequisite & credit 1)
- Mixed-Use Neighborhood Centers (credit 3)
- Transit Facilities (credit 7)
- Community Outreach and Involvement (credit 12)
- Tree-Lined & Shaded Streets (credit 14)

Place Types: Mixed-Use, Residential

Category: Neighborhood Pattern & Design

- Compact Development (credit 6)
- Mixed-Use Neighborhood Centers (credit 3)
- Access to Civic & Public Space (credit 9)
- Access to Recreational Facilities (credit 10)
- Local Food Production (credit 13)

Jobs and Housing

Category: Smart Location & Linkages

- Brownfield Redevelopment (credit 2)
- Bicycle Network & Storage (credit 4)
- Housing and Job Proximity (credit 5)

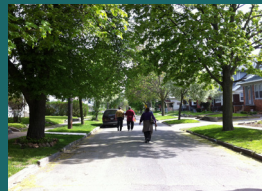
Category: Neighborhood Pattern & Design

- Walkable Streets (prerequisite & credit 1)
- Mixed-Use Neighborhood Centers (credit 3)
- Mixed-Income Diverse Communities (credit 4)

NEIGHBORHOOD HIGHLIGHTS



QUALITY HOUSING



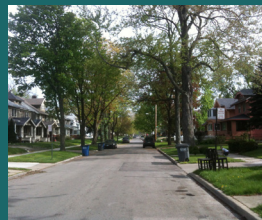
MATURE STREET TREES



ADAPTIVE REUSE POTENTIAL



NEIGHBORHOOD PARKS



PEDESTRIAN SCALE STREETS

CATALYTIC PROJECT

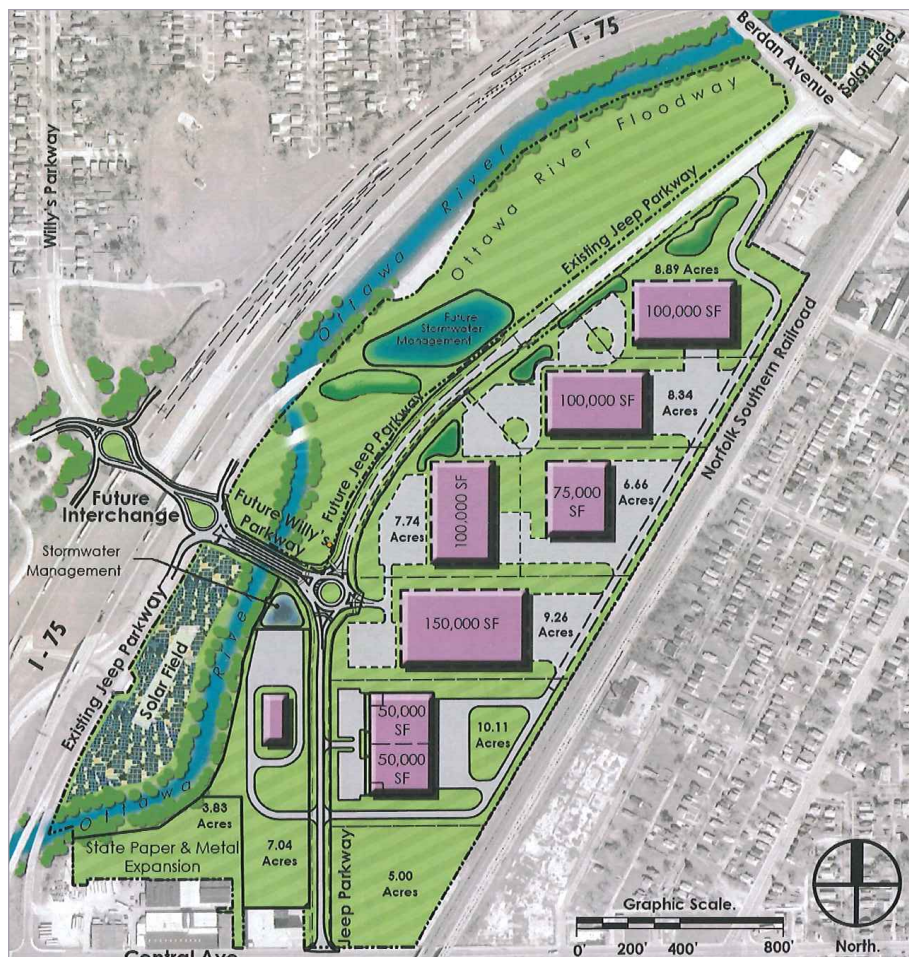
The redevelopment of the former historic Jeep Parkway manufacturing plant creates a unique opportunity for new investment and job creation. The site is 110 acres and is owned by the Port Authority. The Port secured over \$8 million in federal and state funds to support the redevelopment, including remediation of the brownfield, which is complete.

At present the Port and Lucas County are making horizontal infrastructure improvements to the western end of the site. Additional infrastructure improvements to the area include the I-75 interchange upgrades at Willy's Parkway. The Port, the development team, and the City are currently working to construct the first speculative building with site improvements at the southern end of the site. The development team has already recruited Air Gas and is negotiating with other light industrial companies to relocate onto the site.

The master plan for the site aims to create 1,500 new jobs with over 1 million square feet of industrial/office space which will have significant social, economic, and physical impact on the assessment area to the east.

RECOMMENDATIONS

Based on the team's review of the relevant regulations and plans for the neighborhood, a walking tour, input from City staff, and a number of community stakeholders, the following report contains recommendations that aim to increase the long term overall level of sustainability in the Old West End neighborhood. In the interim, however, some immediate recommendations focus on stabilizing the neighborhood to ensure no further decline occurs.



Illustrative site plan for industrial buildings, river, and river buffer to be constructed as part of the Overland Industrial Park

INTERIM USES FOR VACANT LAND

Recommendation 1

RESPONSIBLE DEPARTMENTS
 Engineering & Environmental Services, Sewer & Drainage, Lucas County Land Bank, & Neighborhood Stabilization

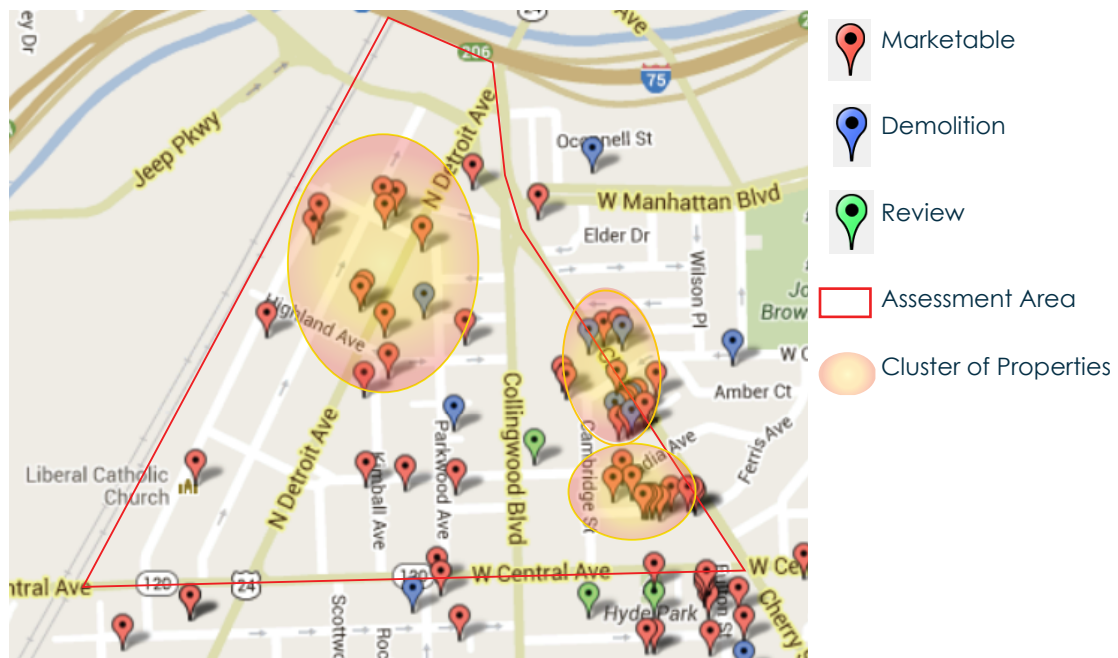
The physical structure of the Old West End neighborhood contains many of the characteristics that LEED-ND promotes. Levels of density, diversity of housing types, street and sidewalk widths, tree canopy, elevated ground-floor residential units, and on-street parking all meet or exceed LEED-ND's high sustainability performance criteria. Unfortunately, the prolonged economic downturn in Toledo and the resultant clusters of blighted housing and vacant lots in the Old West End neighborhood threaten to erode a number of these features.

While tearing down abandoned homes is an effective strategy to remove blight, unless these teardowns are done with a strong vision for how the resulting vacant lots can ultimately generate positive neighborhood change, other problems will develop, including the disruption of social networks and continued physical disinvestment. Furthermore, this disruption could ultimately result in the permanent loss of key sustainability features. The City should work with the Lucas County Land Bank to develop a more comprehensive use strategy for vacant lots, a strategy that keeps residents engaged and preserves much of the neighborhood's underlying physical structure.

The Lucas County Land Bank is to be commended for suggesting that some vacant lots

be converted to agricultural use and community gardens. However, such strategies are unlikely to flourish beyond a few lots unless a critical mass of local residents purposefully commits to making the Old West End neighborhood a food hub that produces and commercializes fresh produce at a significant scale. Urban agriculture should not be considered an interim use but rather a long-term economic development strategy which is covered later in this report.

Instead, some of the most promising interim uses are passive and require little-to-no ongoing activity or maintenance, such as converting vacant parcels into infiltration basins and redirecting downspouts to help mitigate some of the stormwater management issues in the Old West End neighborhood. Other uses require more City oversight and community participation but can ebb and flow as needed, such as using local residents and businesses for maintenance activities. Finally, policies that cap the number of side-lot acquisitions and preserve a few abandoned structures can serve as placeholders which will preserve the neighborhood's overall structure, but could easily be jettisoned should the reactivation of the Overland Industrial Park become a catalyst for building new housing or other permanent structures on the vacant land.



Map showing all properties that the Lucas County Land Bank owns within the assessment area as of June 5, 2013

INTERIM USES FOR VACANT LAND

1 Recommendations:

1. Alter grading specifications for teardowns to include the digging of a gravel-filled basin in the center of the lot and have the lots graded away from the street towards the basin.
2. Incentivize neighboring property owners to redirect their downspouts away from the street and towards those lots that have been graded to effectively handle stormwater infiltration. This incentive could be in the form of a small grant program and/or rebate of property-owner's stormwater fee. Downspout retrofits should be permitted without the neighboring property owner being required to pursue a formal side-lot acquisition.
3. Build on the neighborhood's own Adopt-a-Lot program and create an incentive component where local residents maintain vacant lots, principally through mowing and trash removal. Possible incentives that are significantly cheaper than over-burdened city workers include the creation of a summer landscaping job program for neighborhood youth, lending or donating tools and equipment for local organizations, and incubating a local business that can provide landscape and trash removal services.
4. The use of animal-based vegetation management services, i.e. goats, has been a successful business and cost-containment strategy in cities such as Chicago and San Francisco and is a promising idea for Toledo. The City should allow small-scale herding on a trial basis if presented with a viable and cost-effective proposal for bringing such services to the Old West End neighborhood.
5. Work with Lucas County Land Bank to assess both the uptake of the side lot adoption program and the administrative procedure to ensure that potential density of the neighborhood does not fall below 25 units per acre. Currently the neighborhood is zoned and platted for up to 36 units per acre – worth four points in the LEED-ND compact development credit. If too many of the current and planned teardowns result in lot consolidation, the potential density of the neighborhood could fall below the 25 unit per acre level, the minimum density needed to maintain the four LEED-ND point level.
6. The City should acquire, through the Lucas County Land Bank, a small number of abandoned homes prior to demolition and preserve and hold them as low-rent structures suitable for the small business incubation described in the Jobs and Economic Development section of this report.



Above: Demolition site with grading towards street and storm drain, resulting in increase stormwater runoff
To Right: Quality of the Demolition LCLB Policies & Procedures

“Every Land Bank demolition must include a compacting of the substructure, a residential grading, quality fill, and top soil sufficient to support the long-term integrity of the land and side lot or other neighborhood use.”

RECLASSIFY STREET FOR INTENDED USES

Recommendation

2

RESPONSIBLE DEPARTMENTS

Engineering Services, Public Utilities, with support from ODOT

The Neighborhood Pattern and Design credits within LEED-ND that are focused on walkability identify specific characteristics that provide a safe, pedestrian friendly and active street life. While this is a central element to the idea of reducing both vehicle miles traveled and greenhouse gas emissions, the rating system does recognize that various streets serve different functions. Knowing that all streets are not intended for the same users and modes of transportation, a concerted effort should be made to characterize each of the main arterials within the assessment area as serving existing and intended users. By providing a classification for Cherry Street, Collingswood Avenue, Detroit Avenue, and Central Avenue, future incremental improvements will reflect the intended users, thus intentionally creating a more walkable environment for the neighborhood. By designating these streets as either pedestrian, transit, bicycle, auto, truck or some combination thereof, the pedestrians and bicycle networks will be safer and potentially more better utilized, resulting in a net reduction in vehicle VMT.

As it relates to public and private rights-of-way, walkability and safety are priorities in the Old West End neighborhood. The active Norfolk Southern Railroad is another right-of-way that should be taken into consideration when establishing the classification of roadways. Although the rail right-of-way is strictly

dedicated for heavy rail, the physical reality of residential homes abutting an active rail line creates an extremely dangerous situation - particularly in the absence of adequate signage. With well over 350 residents between the ages of 0 and 9 living within the assessment area boundary (Tract: 39095000800 Lucas County, Ohio 2011 Neilson Company, US Census), the unenclosed and easily accessible rail right-of-way puts all residents, particularly children, at risk of injury or death. Future incidences are preventable but only if the rail right-of-way is enclosed to isolate the tracks.

Explicitly and intentionally designating all the major arterials and the rail right-of-way not only improves safety but can potentially lead to funding opportunities for infrastructure improvements. Specifically "green" street demonstration projects, which combine integrated strategies of sustainable stormwater management can also contribute to community redevelopment and a more sustainable neighborhood overall. Existing projects within the City of Toledo have set a precedent for using green street strategies in place of routine street rehabilitation to address stormwater, transportation, and neighborhood stabilization goals. By combining street reclassification and transportation choice with environmental strategies, public streets can support redevelopment efforts that involve multiple stakeholders, from residents to City officials.



Lack of parkway or planting strip to separate pedestrians from truck traffic on Detroit Avenue



Detroit Avenue pocket park with minimal pedestrian buffer from truck route results in a conflicting user classification

RECLASSIFY STREET FOR INTENDED USES

2

Recommendations:

- Amend the Complete Streets Policy, chapter 901.04 -Other of the Municipal Code to read as follows:
 - All major infrastructure projects will contemplate long-range transportation plans, community-wide goals, neighborhood contextual matters, site-specific opportunities, **street classification**, and physical constraints (see image on page 6).
- Apply the street reclassification based on existing and intended to the streets listed in the chart below.
- When the Federal Aid Routes Map is updated in 2014, cross reference the LEED-ND based design standards in the chart below to ensure that Functional Classification Codes for Principal Arterial and Minor Arterials are not in conflict with leading, nationally agreed upon standards for walkable streets (NPD p1, and NPD c1)
 - Document these and other street classifications for all roadway projects in the City by amending the Complete Streets Check List (See image on page 6).
 - Apply the relevant design standards when redesigning "thousand island" area under the Cherry Street Legacy Project.
- Begin discussions with Norfolk Southern to construct a sound wall where the rail right-of-way abutts residential housing.
 - OWENI should form a coalition with State, County, and Local elected officials to present an organized case to the Public Utility Commission in support of erecting a sound wall.

	DETROIT AVE	CHERRY ST	COLLINGWOOD BLVD	CENTRAL AVE
STREET CLASSIFICATION	Trucks Auto Pedestrian	Pedestrian Cyclist Bus Auto	Pedestrian Cyclist Auto	Pedestrian Cyclist Bus Auto
DESIGN STANDARDS	5 foot sidewalks Pedestrian scale lighting 2 foot planting strip with street trees planting every 40 feet on-center excluding bus stops, driveways and intersections between travel lanes and sidewalk	8-10 foot sidewalks (including planting strip) Pedestrian scale lighting Class III striped sharrow On-street parking 25 mph design speed	5-8 foot sidewalk (including planting strip) Pedestrian scale lighting Class II bike lane (3 foot on street bike lane) On-street parking 20 mph design speed	8-10 foot sidewalk (including planting strip) Pedestrian scale lighting Class II bike lane (3 foot on street bike lane) On-street parking 25 mph design speed

Suggested street classification and design standards for the major streets within the assessment area

RECLASSIFY STREET FOR INTENDED USES

2 Recommendations:

Amended Complete Streets Check List identifying the classification of all projects involving roadways planned for the City of Toledo.

Definition/ Policy/ Goal (Toledo Ordinance 656-10):

A "Complete Street" is one that is designed to be a transportation corridor and public space that accommodates all users including ~~pedestrians, bicyclists, public transit users and motorists alike. A complete Street should offer safe and unimpeded travel for all users.~~

The City of Toledo will identify, evaluate, plan, design and construct all major infrastructure projects with a multi-purpose approach to maximize project investment. All projects will be evaluated regarding the relative opportunity to enhance multi-purpose overlap of complete street elements such as: bicycle lanes adjacent to roadway, sidewalks & multi-use paths within the right of way, pedestrian crossing signals for the visually and hearing impaired, access to public transit facilities, and pedestrian street amenities including: ~~benches, lighting, landscaping and pedestrian way finding signage.~~

All major infrastructure projects will contemplate long-range transportation plans, community-wide goals, neighborhood contextual matters, site-specific opportunities, **street reclassification**, and physical constraints to ensure that all potential users' needs are considered. On roadway projects, current and projected traffic counts will be reviewed to determine if the number of lanes can be reduced to allow for bike lanes; where practical and economically feasible the City of Toledo will strive to incorporate Complete Streets elements and principles into all of its public transportation and infrastructure projects.

In order to provide due consideration of the Complete Streets Policy the following check list is to be used on all projects involving roadways planned within the City of Toledo. Fill in each area (include NA if it does not apply) and forward a copy to the Open Space Planning section head. Maintain a completed copy of this list in the project file.

Name of Project: _____

Type of project: Roadway, Sewer, Storm, Water, Park/ Open Space

Project Location/ Termini: _____

Roadway Project Reclassification: Pedestrian Cyclist Bus Auto Truck

Rank in order of priority from 1-5, check only those that apply to the project.

Existing Street / Roadway Characteristics:

_____ Current Functional Classification of the Street
_____ Current traffic count
_____ Projected traffic count
_____ Is traffic count expected to increase, decrease, or hold steady? Why? _____
_____ Existing number of vehicle traffic lanes? Appropriate to traffic? _____
_____ Existing lane width?
_____ Existing ROW width?
_____ Existing sidewalks? Width? _____
_____ Existing trees/special landscaping? Tree lawn width? _____
_____ Current posted speed limit? Need for change? _____
_____ Is Roadway Curbed or Non-curbed?

Are there any overlapping infrastructure projects planned or being designed in this area? (Y) or (N) If yes, please identify type of project, contact person for coordination purposes, and ongoing efforts to coordinate projects. _____

CIVIC & COMMERCIAL NODES

Recommendation 3

A sustainable neighborhood per the LEED-ND rating system should have a diversity of civic and commercial uses within a quarter mile walking distance of at least half of the residents within the assessment area boundary. At present, the neighborhood does not have a wide variety of formal commercial activity within walking distance. However, with the redevelopment of Overland Industrial Park, there is a synergistic opportunity to meet this criteria by identifying commercial nodes where retail, service, community, and civic facilities can be clustered as future development emerges in response to the expected job growth.

The first steps in drawing retail into the neighborhood is to analyze the existing and future market needs, and identify the location of commercial nodes. A survey of the territory including the current trade area, demographics, and retail supply and demand will illustrate the amount of supportable retail space. The area's overall land use and density is crucial to developing a strategy for increasing commercial activity in the area. Once the traditional market analysis is complete, the City should re-envision how future retail nodes are situated, with input from stakeholders, including local business startups.

The ultimate outcome of the market analysis should provide a strategy to support a diversity of retail types and scales. However, traditional market studies often focus on the number of roof tops and expendable income within a retail trade area. The reality of houses being demolished within the assessment area may lead to a discouraging market analysis that overlooks the need and potential for entrepreneurial and civic activity. Anticipating this outcome and knowing the value of investing in the social capital of residents, the Team recommends establishing a local business incubator. A business incubator can be a precursor to private investment into local business. Additional information on business incubators can be found in the Jobs and Economic Development section of this report.

Additionally, recognizing Mercy St. Vincent Medical Center as a strong institutional anchor in the neighborhood, the Team recommends investigating the emerging planning trend of creating a health

district. For several years the Medical Center has staffed the Cherry St. Legacy Project a community development initiative that has effectively advanced a large number of neighborhood enhancement projects. The health districts movement envisions urban hospitals as anchors of walkable healthy neighborhoods that helping to foster healthy and active lifestyles. This trend builds on recent public health research promoting the importance of physical activity in maintaining health and addressing chronic disease such as obesity. As a purveyor of health and a large institution with fixed investments in the communities, civic minded urban hospitals such as Mercy St. Vincent are ideal candidates to undertake such an initiative. While LEED-ND does not have a specific credit to reward such an undertaking a health district initiative would help achieve the diversity of uses credit.

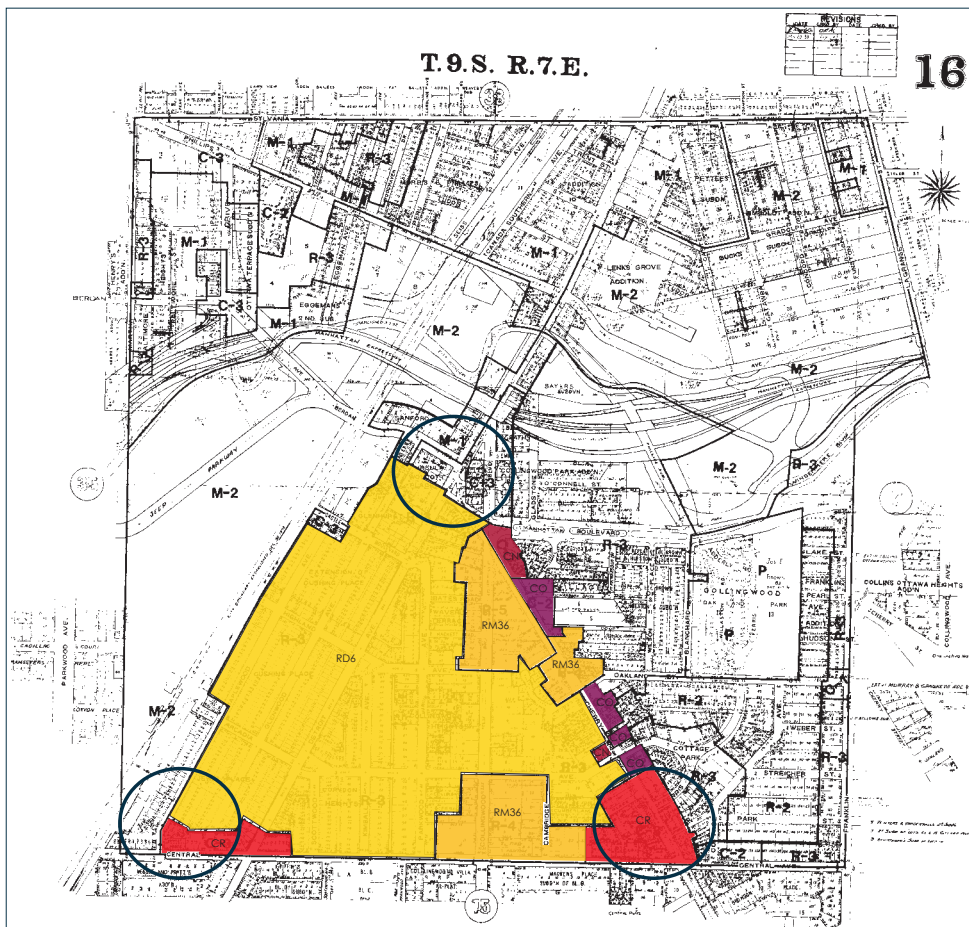
Outside of the hospital, the City plays an important role in the creation of civic and commercial nodes through the zoning code. Under today's zoning code the CO (Office Commercial), and CR (Regional Commercial) zones along Cherry Street between Berdan Avenue and Central Avenue results in a long strip of relatively shallow commercial parcels. While this was appropriate during the days of the Street Car, the current public transportation system is not well suited to this form of office and commercial zoning. With surrounding high density residential zoning (Multi-Dwelling Residential 36 units per acre), this area may be better suited for a condensed commercial zone at various intersections. These "nodes" of activity will likely promote patronage from pedestrians, transit users, and cyclists while also generating a critical mass of retail that attracts drivers from outside of the neighborhood. The only caution is to ensure that the building form, setback, and design requirements within these zones do not result in the form of auto oriented strip malls. That would require principle entries to face the public R.O.W., tucking parking to the side or behind the building, eliminating blank wall space, increasing building transparency by adding large, unshuttered windows, appropriate lighting, and eliminating roll down gates.

RESPONSIBLE DEPARTMENTS
Community Planning and Development,
Zoning Division with coordination from
Mercy St. Vincent

CIVIC & COMMERCIAL NODES

3 Recommendations:

1. Commission a market/leakage study to identify the amount of money that is leaving the neighborhood to purchase retail goods.
2. Identify target locations or "nodes" for where commercial uses should continue to develop. Change the zoning between these nodes from non-residential to residential to ensure that commercial uses are phased out, thereby concentrating future commercial investment and promoting patronage in specific areas.
 - Change or eliminate zoning requirements in the CO and CR zones that encourage auto-oriented forms.
 - Ensure that buildings are built to the lot line, require principle building entries to face the sidewalk and not a parking lot, and eliminate blank walls and roll down shutters.
3. Identify two local business startups that are further along in their business development that can be located within the assessment area.
 - Examine their hard cost needs for potential pairing with vacant land or vacant buildings owned by Lucas Co. or the City in exchange for job training/job recruitment for residents within the assessment area.
4. Start discussions around the viability of creating a health district with Mercy St. Vincent. Additional information on health districts can be found at: <http://www.cnu.org/healthdistricts>



Current zoning in the assessment area overlaid with where potential commercial zones should be exclusively along Cherry

LEVERAGING NEW INDUSTRIAL DEVELOPMENT

Recommendation

4

RESPONSIBLE DEPARTMENTS

Economic Development,
Toledo Lucas Co. Port
Authority, Regional
Growth Partnership,
LCEDC

Historically, the fate of the Old West End neighborhood has closely tracked the rise and demise of the Jeep Site, now rebranded as the Overland Industrial Park. This symbiotic relationship was principally due to the direct jobs located at the Jeep Site and the fact that many people who worked at the site lived in Old West End. When those jobs disappeared, the residential neighborhood became unmoored and began suffering from the challenges that continue to the present time.

The clean-up and redevelopment of the Overland Industrial Park has the potential to be a catalyst for the revival of the Old West End neighborhood. But unlike many expectations in the community, it is unlikely that such a revival will be led by neighborhood residents obtaining a significant percentage of the new jobs that will be created at Overland, at least not initially. There is a significant mismatch between the skills and education of the neighborhood residents and the requirements of new employers at the Overland Industrial Park that will take time and resources to overcome. There should be efforts made to place neighborhood residents in new jobs at Overland, but this will clearly be a long-term endeavor.

Instead, the more immediate opportunities will be in creating indirect jobs within the local community by focusing on the business opportunities to serve the

companies and employees at Overland. Examples of these kinds of services include janitorial, landscaping, all types of food service and catering, and child care. A number of these types of businesses and skills are already present in the Old West End neighborhood and focusing small business assistance – financial and otherwise – in these areas could be fruitful. The Old West End Neighborhood Initiative can play a key role in this area.

Whether local businesses feel “welcome” by companies and employees at Overland is not only a social issue that can be overcome by dedicated outreach. There is also a physical component to being a welcoming neighbor as well. The physical barriers between the neighborhood and Overland are more significant now than they were decades ago, because new workers at Overland have a wider variety and choice of housing and transportation options than long ago and are unlikely to feel any immediate connection to the Old West End. Because of this, the physical design of the entry road to Overland from Central Avenue, the uses that are located adjacent to that entryway, the transportation patterns of truck traffic within the park and the existence of public space within Overland could all contribute to the sense of openness that can break down some of these barriers.



Existing food service business in the Old West End neighborhood

LEVERAGING NEW INDUSTRIAL DEVELOPMENT

4 Recommendations:

1. Local representatives from The Source and the OWENI should meet with every new company locating at Overland to discuss both employment and services needs. Those opportunities should be publicized at the local Library and through the community networks that the Old West End Neighborhood Initiative has established.
2. Upon signing a lease, construction a building, and during all outreach for jobs at Overland Industrial Park, employers should be clear about what training and skills requirements are and where to obtain that training and acquire those skills. This information should be directed to the OWENI for dissemination to neighborhood residents.
3. Existing local businesses and entrepreneurs that can service larger employers at Overland should be identified and targeted for assistance by the Economic and Community Development Institute and other small business assistance organizations.
4. One or more of the abandoned homes in the Old West End should be renovated and repurposed to serve as a rent-free incubator for small business that can service Overland. Promising areas include janitorial, landscaping, food and catering businesses, child care, and construction.
5. The road network and circulation pattern of the Overland Industrial Park should be redesigned so that trucks do not dominate the north-south entry road from Central Ave or the front facades of the industrial buildings. (See diagram below)
6. The layout of the industrial buildings within Overland should emphasize putting short sides of the buildings along the main road and providing public space for informal gathering between the buildings.



Suggested reorientation of future buildings and truck access road

SUSTAINABILITY ASSESSMENT

LEED-ND Checklist

The Sustainable Neighborhood Assessment tool includes an annotated LEED-ND checklist created by Global Green. It is a key component of the process used to document and compare the assessment area against the LEED-ND prerequisites and credits. Each credit within the three credit categories (Smart Location & Linkage, Neighborhood Pattern & Design, and Green Infrastructure & Building) is marked as "achieved," "not achieved," "unknown," or "not applicable" under baseline conditions. Additional analysis has been done based on local planning policy, regulatory support, technical feasibility, market support and stakeholder input. The preliminary checklist analysis was edited and augmented during our site visit, stakeholder meetings, and after the community workshop. This information was then translated into an overall assessment of sustainable neighborhood performance.

LEED for Neighborhood Development: Project Assessment Checklist																							
OLD WEST END NEIGHBORHOOD																							
TOLEDO, OHIO																							
Baseline Conditions	Local/Regional Planning Priority	Regulatory Support	Technical feasibility	Receptivity to Investment	Neighborhood Need/ Stakeholder Input																		
<table border="1"> <thead> <tr> <th colspan="2">Legend</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td>Achieved</td> </tr> <tr> <td>?</td> <td>Unkown</td> </tr> <tr> <td>X</td> <td>Not Achieved</td> </tr> <tr> <td>-</td> <td>Does not exist/ NA</td> </tr> <tr> <td>Green</td> <td>Explicit support/ no technical issues</td> </tr> <tr> <td>Yellow</td> <td>Lack of explicit support/ minor technical issues</td> </tr> <tr> <td>Red</td> <td>Opposition/ significant technical issues</td> </tr> <tr> <td>Grey</td> <td>Not Applicable</td> </tr> </tbody> </table>						Legend		✓	Achieved	?	Unkown	X	Not Achieved	-	Does not exist/ NA	Green	Explicit support/ no technical issues	Yellow	Lack of explicit support/ minor technical issues	Red	Opposition/ significant technical issues	Grey	Not Applicable
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Smart Location and Linkage																							
✓	Green	Green	Green	Yellow	Grey	P 1 Smart Location																	
✓	Yellow	Yellow	Green	Grey	Grey	P 2 Imperiled Species and Ecological Communities																	
✓	Yellow	Green	Green	Green	Yellow	P 3 Wetland and Water Body Conservation																	
-	Grey	Grey	Grey	Grey	Grey	P 4 Agricultural Land Conservation																	
-	Grey	Grey	Grey	Grey	Green	P 5 Floodplain Avoidance																	
✓	Green	Green	Green	Green	Yellow	C 1 Preferred Locations																	
✓	Green	Green	Green	Green	Green	C 2 Brownfield Redevelopment																	
✓	Yellow	Green	Green	Green	Yellow	C 3 Locations with Reduced Automobile Dependence																	
X	Yellow	Yellow	Yellow	Yellow	Green	C 4 Bicycle Network																	
X	Yellow	Green	Green	Yellow	Green	C 4 Bicycle Storage																	
X	Green	Red	Yellow	Yellow	Green	C 5 Housing and Jobs Proximity																	
-	Grey	Grey	Grey	Grey	Grey	C 6 Steep Slope Protection																	
-	Grey	Grey	Grey	Grey	Grey	C 7 Site Design for Habitat or Wetland and Water Body Conservator																	
-	Grey	Grey	Grey	Grey	Grey	C 8 Restoration of Habitat or Wetlands and Water Bodies																	
-	Grey	Grey	Grey	Grey	Grey	C 9 Long-Term Conservation Management of Habitat or Wetlands an																	

SUSTAINABILITY ASSESSMENT

LEED-ND Checklist

LEED for Neighborhood Development: Project Assessment Checklist

OLD WEST END NEIGHBORHOOD TOLEDO, OHIO

Baseline Conditions
Local/Regional Planning Priority
Regulatory Support
Technical feasibility
Receptivity to Investment
Neighborhood Need/ Stakeholder Input

Legend	
✓	Achieved
?	Unknown
X	Not Achieved
-	Does not exist/ NA
Green	Explicit support/ no technical issues
Yellow	Lack of explicit support/ minor technical issues
Red	Opposition/ significant technical issues
Grey	Not Applicable

Neighborhood Pattern and Design

✓	Green	Green	Green	Green	Grey	P 1 Walkable Streets- Principal Entries
X	Yellow	Yellow	Yellow	Yellow	Grey	P 1 Walkable Streets- Building Height to Street Width Ratio
✓	Green	Green	Green	Green	Green	P 1 Walkable Streets-Continuous Sidewalks
✓	Yellow	Yellow	Green	Yellow	Grey	P 1 Walkable Streets-Garage and Service Bays
X	Yellow	Red	Yellow	Yellow	Yellow	P 2 Compact Development
✓	Yellow	Yellow	Green	Green	Green	P 3 Connected and Open Community
X	Green	Yellow	Green	Yellow	Grey	C 1a Walkable Streets : Facades and Entries
X	Yellow	Green	Green	Yellow	Grey	C 1b Walkable Streets: Ground-Level Use and Parking
✓	Yellow	Yellow	Yellow	Yellow	Green	C 1c Walkable Streets:Design Speed for Safe Ped and Bike Travel
✓	Yellow	Yellow	Green	Yellow	Grey	C 1d Walkable Streets: Sidewalk Intrusions
X	Yellow	Red	Yellow	Yellow	Yellow	C 2 Compact Development
X	Yellow	Yellow	Green	Green	Green	C 3 Mixed-Use Neighborhood Centers
✓	Green	Green	Green	Green	Green	C 4 Mixed-Income Housing
X	Yellow	Yellow	Red	Yellow	Green	C 4 Diversity of Housing Types
X	Yellow	Yellow	Green	Yellow	Yellow	C 5 Reduced Parking Footprint
✓	Yellow	Yellow	Green	Green	Green	C 6 Street Network
X	Green	Yellow	Green	Green	Green	C 7 Transit Facilities
-	Grey	Grey	Grey	Grey	Grey	C 8 Transportation Demand Management
X	Green	Yellow	Yellow	Green	Yellow	C 9 Access to Civic and Public Spaces
X	Green	Yellow	Yellow	Green	Yellow	C 10 Access to Recreation Facilities
X	Yellow	Yellow	Green	Red	Yellow	C 11 Visitability and Universal Design
✓	Green	Yellow	Green	Green	Green	C 12 Community Outreach and Involvement
X	Green	Yellow	Green	Green	Green	C 13 Local Food Production
✓	Yellow	Yellow	Green	Green	Grey	C 14 Tree-Lined and Shaded Streets
✓	Green	Green	Green	Green	Yellow	C 15 Neighborhood Schools

Toledo, Ohio

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5/7/2013

SUSTAINABILITY ASSESSMENT

LEED-ND Checklist

LEED for Neighborhood Development: Project Assessment Checklist

OLD WEST END NEIGHBORHOOD TOLEDO, OHIO

Baseline Conditions
Local/Regional Planning Priority
Regulatory Support
Technical feasibility
Market Support
Neighborhood Need/ Stakeholder Input

Legend	
✓	Achieved
?	Unknown
X	Not Achieved
-	Does not exist/ NA
Green	Explicit support/ no technical issues
Yellow	Lack of explicit support/ minor technical issues
Red	Opposition/ significant technical issues
Grey	Not Applicable

Green Infrastructure and Buildings

✓	Green	Yellow	Green	Yellow	Grey	P 1	Certified Green Building
X	Green	Yellow	Green	Yellow	Grey	P 2	Minimum Building Energy Efficiency
X	Green	Yellow	Green	Yellow	Grey	P 3	Minimum Building Water Efficiency
✓	Green	Green	Green	Grey	Grey	P 4	Construction Activity Pollution Prevention
X	Green	Yellow	Green	Yellow	Grey	C 1	Certified Green Buildings
X	Green	Yellow	Green	Yellow	Grey	C 2	Building Energy Efficiency
X	Green	Yellow	Green	Yellow	Grey	C 3	Building Water Efficiency
✓	Green	Yellow	Green	Yellow	Yellow	C 4	Water-Efficient Landscaping
✓	Green	Green	Green	Green	Yellow	C 5	Existing Building Use
✓	Green	Green	Green	Green	Grey	C 6	Historic Resource Preservation and Adaptive Reuse
-	Grey	Grey	Grey	Grey	Grey	C 7	Minimized Site Disturbance in Design and Construction
✓	Green	Green	Green	Grey	Yellow	C 8	Stormwater Management
X	Yellow	Yellow	Yellow	Yellow	Grey	C 9	Heat Island Reduction
-	Grey	Grey	Grey	Grey	Grey	C 10	Solar Orientation
X	Green	Yellow	Green	Yellow	Grey	C 11	On-Site Renewable Energy Sources
-	Grey	Grey	Grey	Grey	Grey	C 12	District Heating and Cooling
X	Green	Yellow	Green	Yellow	Grey	C 13	Infrastructure Energy Efficiency
-	Grey	Grey	Grey	Grey	Grey	C 14	Wastewater Management
X	Green	Yellow	Green	Grey	Grey	C 15	Recycled Content in Infrastructure
✓	Green	Green	Green	Grey	Grey	C 16	Solid Waste Management Infrastructure
X	Yellow	Yellow	Yellow	Yellow	Grey	C 17	Light Pollution Reduction

Toledo, Ohio

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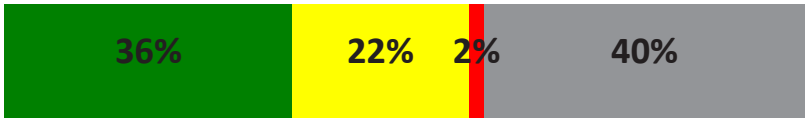
5/7/2013

SUSTAINABILITY ASSESSMENT

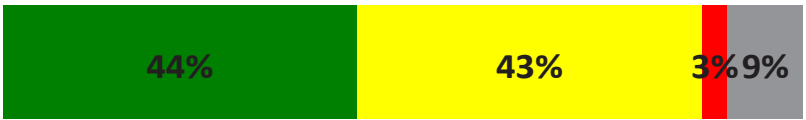
Based on in-field assessment, planning document review, various stakeholder meetings, and the community workshop, the Global Green team estimated which LEED-ND credits were “Likely,” “Possible with Effort,” “Unlikely” to be achieved, or “Not Applicable,” considering existing conditions, technical feasibility, policy readiness, financial burden, and applicability to neighborhood conditions. The bar graph summary identifies the overall level of sustainable neighborhood performance for the Old West End neighborhood. Traditionally, LEED-ND standards are best suited for new neighborhoods where the layout and design can be influenced, however existing neighborhoods that are well-sited and dedicated to social, physical, and environmental sustainability still have the ability to be a “green neighborhood.” To that end, in all three of the LEED-ND credit categories, a certain percentage of credits fall into the “Likely” category, which affirms the team’s perception that the area has existing attributes of sustainability. Of the remaining credits, many fall in the “Possible with Effort” category, which shows the large potential for improving the neighborhood’s level of sustainability specifically by pursuing the high-priority recommendations described in this report.

The summary table below shows the numeric values extrapolated from the percentage of credits identified as “Likely” below. While these values do not correlate exactly to specific LEED-ND points, they provide an estimate of the neighborhood’s potential level of future achievement. It should be noted that this is a rough measure of performance and not an exact representation of the project’s level of possible certification. It should also be noted that all the prerequisites need to be achieved if certification will be pursued.

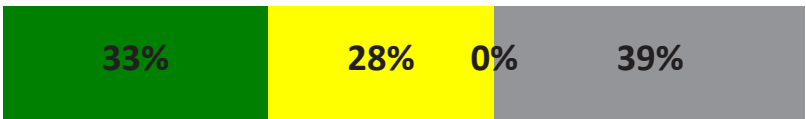
Smart Location and Linkages



Neighborhood Pattern and Design



Green Infrastructure and Building



Legend

- “Likely”
- “Possible with Effort”
- “Unlikely”
- “Not Applicable”

Point Requirements for LEED-ND Certification

Certified:	40-49
Silver:	50-59
Gold:	60-79
Platinum:	80+

TOLEDO, OH			
LEED for Neighborhood Development			
	Total	Achievable	Possible
Smart Location and Linkage	27	10	6
Neighborhood Pattern and Design	44	19	19
Green Building and Infrastructure	29	10	8
	100	39	33

WORKSHOP NOTES

Community Input

VACANT LAND

- AG BUSINESS / POP-UP / GROWERS ONLY
- CHILDREN'S PARK / EXERCISE
 - ↳ SAFE ZONE
- N'HOOD HISTORY
- SMALL SPACE GARDENS
- COMM COLLECTION SITE - w/LIMITS
- DRAW PPL IN THE N'HOOD
- YOUTH INVOLVEMENT / STIPPENED / SPONSORS
- GOATS TO HELP W/ LANDSCAPING
- REC FACILITY W/ OTHER REC CENTERS
 - Rain Garden, small trees; beautification projects
 - Senior needs - house painting, grass cutting
 - Increase civic involvement

JOBS

- NOT ENOUGH INFO ABOUT JOBS
 - ↳ TIME / DATE ON REGULAR BASIS TO PREPARE
- JULY 8th TRAINING FROM BROWNFIELD GRANT
 - ↳ CONTACT MARK / JOEL
- ACCESS CENTER (LIBRARY)
- UTILIZE VACANT SPACE, RETROFIT EXISTING, BLD TO HOUSE BUSINESS
- TRAVELING FARMERS MARKET (CENTRAL'S DETROIT) GOTHER VACANT LAND
- INCREASE OUTREACH VIA MEDIA (TV, RADIO, INTER DOOR-2-DOOR)
- LOCAL HIRE REQUIREMENTS
 - ↳ CRA TAX EXEMPTION - TRADE OFF INCENTIVES TAXES FOR EMPLOYMENT
- SHORT TERM: OUTREACH /
- LONG TERM: LOCAL HIRE DEBATE

MIXED-USE

- LEAKAGE STUDY / OPPORTUNITY TO MEET NEEDS
- SHORT TERM / FIELD TRIPS
- 1-3 YR: FUNDING IDENTIFIED / CROWD SOURCE
 - EXTERNAL INVESTMENT / FRANK
 - INTERNAL
- 2-5 YRS - BUSINESS OPEN ON THE GROWN w/ LOCAL GRACE COMM CENTER UP
- LINUMA
- ART CENTER
- HACKER SPACE
- LET INFORMATION DICTATE FUTURE RETAIL

STREETS

- NEED FOR SAFETY & ACCESSIBILITY TO RIDE
- NEED FOR TRUCKS ON DETROIT AVE.
- CENTRAL / CHERRY (BIKE) PED CROSSING
- COLLINWOOD } ALL 4 (PED, BIKE, BUS, AUTO)
- 1,000 ISLAND IMPROVEMENT } COULD BE A HUB
- SAFETY #1
- ACCOMMODATE EVERYTHING BUT BE SAFE
- STUDY FEASIBILITY FOR BIKE LANE & PARK LANE
- EXAMPLE CITY: QUEBEC CITY
- SIDE ST. FOR BIKE PATHS
- CYCLISTS CAN BRING EYES ON ST. & INCREASE SAFETY

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