

Final Report from Mercy St. Vincent Medical Center

August 19, 2015

Creating Sustainable Development in an Inner City Neighborhood

Abstract

Cherry St. Legacy developed a comprehensive community plan which included combining and enlarging lots/greenspace and reducing storm water runoff by reducing the impervious surfaces, enlarging lots and reducing the number of house footprints in an urban neighborhood. With our project, we utilized 6 (six) vacant empty parcels to create a common clean and green space near the building site of the new housing, Legacy Homes Project. Commons is made up of six parcels: 130 Melrose; 134 Melrose; 138 Melrose; 140 Melrose; 137 Rosalind; and 131 Rosalind.

These parcels had old trees cut down and stumps removed along with debris and left over fence posts. The top 12 inches of fill “urbanite soil” was removed. No mow lawn seed mix was purchased from Prairie Nursery, Westfield Wisconsin. This is a specially designed blend of six low growing fine fescue turf grasses that grow to form a dense sod and thrive in full sun or partial shade. This approach increases green space that is designed to retain water. An established area requires little, if any watering and minimizes weed growth through interlocking root system. A neighborhood sign was added to define ownership of the area. This project was made possible through the Lake Erie Protection Fund (LEPF). The LEPF is supported by tax deductible donations and voluntary contributions of Ohioans who purchase a Lake Erie license plate featuring the Marblehead lighthouse or the Lake Erie life preserver. To see more please go to www.lakeerie.ohio.gov.

Community Profile:

In 1837, after the conclusion of the Toledo War, the City of Toledo was incorporated in Ohio. It is located where the Maumee River meets Lake Erie. Traditionally, the city’s neighborhoods grew within walking distances of factories in the late 19th and early 20th century. Heavy manufacturing, particularly with the automotive industry and close proximity to Detroit, was plentiful. These factories provided jobs to many immigrants that were to secure high wages. Schools, churches, hospitals and theatres were built to reinforce the pedestrian based communities. The downtown areas contained department stores, professional offices, and financial institutions that served large regions.

In 1880, 43 years after incorporation, Toledo’s population was 50,100; by 1920 it was 243,200. In 1970, the city’s population swelled to 383,800. Today the city’s population is 287,100—a 25% decline in 43 years, reflecting sustained job losses. Toledo is made up of a little over 80 square miles.

Toledo now faces daunting economic, social, physical, and operational challenges. Vacant factories and housing stock especially in our older inner city neighborhoods is a constant reminder of better days.

Mercy St. Vincent Medical Center (MSVMC) was established in 1855 and is on the first platting of the City of Toledo. MSVMC is the critical care regional referral and teaching center with the Mercy Health System. The mission of the facility is to improve the health of the community with special emphasis on the poor and the underserved. MSVMC employs about 3000 individuals and is a major economic anchor on Cherry St. It remains in its original location surrounded by inner city neighborhoods and shares strong roots with the community. The neighborhoods around the hospital were built in the late 1800s and early 1900s. A healthy community depends on strong anchors to provide jobs, purchase local goods

and services and improve infrastructure and support its education, health and social needs.

In 2010, the residents of the neighborhood created a vision: “The Cherry Street area Health District is made up of multiple neighborhoods who work together to create a place where people want to live, work and visit. The neighborhoods will be a place of evident pride with a strong social fabric that is safe and walkable, with a solid infrastructure where people interact positively and work together.” A Cherry St. Development Organization (CSDO) was established to provide direction to the vision developed by residents of the area that has adopted a data driven, neighborhood led approach to planning and implementation.

The Cherry St. Legacy area is comprised of 2265 parcels. This makes up 1.8% of the total parcels in the City of Toledo. A parcel by parcel survey was completed in 2014 under the direction of the Lucas County Land Bank.

Properties	Legacy area Totals	Legacy area %	City of Toledo Totals	City of Toledo %
Total parcels	2265	1.86	121847	100%
Vacant lots	674	29.76%	14626	12%
Residential homes	1380	60.93%	95437	78.33%
Non- residential	201	8.87%	10608	8.71%
Unoccupied	291	21.09%	4927	5.16%
Owner occupied	568	41.16%	59487	62.33%
Tenant Occupied	521	37.75%	31023	32.51%
Condition Grades				
Good	1072	77.68%	84781	88.84%
Fair	222	16.09%	7950	8.33%
Poor	85	6.16%	2697	2.83%

In 2010/2011 our first Success Measures® survey was completed with over 200 households that drove the plan for the neighborhood. This gave us a 95% confidence rating that the information gathered could be applied across the Health District and were the most important issues for our residents. A plan was put in place and strategies were designed to improve the health of the community.

The neighborhoods are distressed and low-income, inhabited predominately by minorities and include a greater percentage of single parent families than the County, State or National Average. Sixty percent of the households have children. Unoccupied structures range from about 11-30% with about 100 vacant lots/parcels. The median household income across census tracts within the district is about \$20,000 (in 2010 dollars). About 45% of the population is at or below poverty. *Source of data is The American Community Survey of 2006 to 2010.*

The area is currently served by three public elementary schools and one public high school. There is also one Catholic elementary school and one Catholic high school that serve the area. Ohio schools are graded by the State Board of Education and given a designation. The designations are (best to worst - excellent with distinction, excellent, effective, continuous improvement, academic watch and academic emergency). Two of the elementary schools are in academic emergency; the remaining elementary school has the designation of effective. The high school has received the designation of continuous

improvement. The high school is made up of 84% economically disadvantaged students, 25.2% disabilities, and 92.4% are Black, non-Hispanic.

Zip code 43610 is the highest zip code with lead issues in the entire city of Toledo. The remaining zip codes in the legacy area are also lead ridden. Is it a coincidence that educational issues and Juvenile Justice Issues are so high?

USDA considers census tracts 8 and 16 in zip code 43610 as Food Deserts. 74% of Success Measures® respondents are compelled to go out of the community to do food shopping.

Plan Development

To address and plan for one section of the neighborhood, community meetings were held in August of 2011. There was consensus that the area bound by Melrose, Rosalind and Edmunds, which was once the site of 6 houses would make a great green space area. There was one abandoned house left on this site accompanied by vacant lots, high weeds, over grown shrubbery and left over fence posts. There was consensus that passive green space should be created in the area. Green space offers a variety of mental, physical and social benefits ranging from an increase in air quality and water absorption to quicker healing and stress reduction. It also opens up a line of site for police officers and residents thus, decreasing crime.

A second community meeting was held in January 2012 to revisit and cover the next steps with our housing partner NeighborWorks® Toledo Region. The Cherry St. Legacy project partnered with NeighborWorks® Toledo Region (formally known as Neighborhood Housing Services) to apply for a tax credit project to build 40 new energy efficient homes utilizing recycled material and purchasing material in a 150 mile radius of the site. In 2012, \$10 million in tax dollars was granted to build 40 new single-family homes on 63 individual parcels that were reconfigured to provide more green space per home. Construction began August 2013.

Congress New Urbanism movement states that” healthy urban neighborhoods consist of a range of parks from tot lots and village greens to ball fields and community gardens.” Conservation and open land should be used to define and connect different neighborhoods and districts. Although the Legacy area has five community gardens, we lack ball fields and common green space. In this project we were able to recapture six vacant parcels at the entrance to the neighborhood to create a village green or common space known as “the triangle”. While standing on this .36 acre area of green space, more than half the homes in the 40 new homes sites are visible.

Soil Testing

Ohio State Extension soil expert, Dr. Elizabeth Dayton came to the site and completed sample testing on the existing soil. Below are the results of that testing.

The Cherry St. Triangle	USEPA method 3051a						
Project ID	Cs	Cs	Cs	Cs	Cs	Cs	Cs
#	1	3	5	7	9	11	13
Lab ID	Cs_1	Cs_3	Cs_5	Cs_7	Cs_9	Cs_11	Cs_13
latitude	41.67224	41.67237	41.67243	41.6723	41.67238	41.67243	41.67231
longitude	-83.54892	-83.5487	-83.54855	-83.54848	-83.54853	-83.54833	-83.54832

depth	3"	3"	3"	3"	3"	3"	3"
Yard or foundation	Y	Y	F	F	F	Y	Y
Sample Prep	TD	TD	TD	TD	TD	TD	TD
batch	165	165	165	165	165	165	165
Analysis ID	10Cs_1_TD-165	12Cs_3_TD-165	14Cs_5_TD-165	16Cs_7_TD-165	18Cs_9_TD-165	20Cs_11_TD-165	22Cs_13_TD-165
ICP run	13-41	13-41	13-41	13-41	13-41	13-41	13-41
ICP #	10	12	14	16	18	20	22
unit	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
As	6.59	6.43	5.09	7.73	6.07	10.1	5.65
B	26.7	26.3	20.8	28.9	16.0	29.8	27.2
Ba	74.1	98.4	86.7	76.3	48.9	176	86.7
Be	0.583	0.543	0.436	0.555	0.398	0.785	0.607
Cd	0.447	0.514	0.439	0.477	0.252	1.94	0.564
Co	4.36	4.83	5.24	6.08	4.15	6.74	6.28
Cr	18.2	16.2	14.1	16.0	12.3	24.6	18.2
Cu	18.0	16.2	14.6	14.9	10.1	54.5	17.7
Mg	1852	2660	2687	2626	2462	2537	2108
Mn	115	186	251	324	167	312	264
Mo	0.930	1.18	.995	1.37	1.17	1.41	1.11
Na	152	201	157	165	119	206	183
Ni	12.4	13.0	10.4	14.1	9.97	19.4	13.6
P	678	540	390	423	286	1059	828
Pb	81.7	166	159	105	38.4	590	88.4
Se	<2.4	<2.4	<2.4	<2.4	<2.4	<2.4	<2.4
Ti	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0
V	29.9	27.8	23.3	28.7	23.4	26.5	30.4
Zn	89.5	152	146	101	56.5	405	90.7

Very little is known about urban soil that was already built on by the late 1800s. Even less is known about what happens to the soil after demolitions or if the particles left in the soil are hazardous. Our original plan was to work in partnership with the City of Toledo and the Lucas County Port Authority. After a demolition and clean-up of the area, the City of Toledo would remove 12" of soil that would be replaced with "Nu soil" a mixture of dredge and compost.

Dredging shipping channels is a part of harbor maintenance in the Lake Erie basin. In Toledo, The Army Corps of Engineers remove more than 1 million cubic yards of sediment from the Maumee River each year, washed downstream by heavy rainstorms and agricultural runoff. What is done with the dredge material from the shipping channels? There are currently two options: storage in containment facilities, or open lake dumping. However, containment facilities' take up valuable space and are not particularly attractive, and open lake dumping could add fertilizer to an already fragile lake ecosystem, potentially worsening algal blooms that affect our drinking water.

Dr. Elizabeth Dayton, Research Scientist in Ohio State University's School of Environmental and Natural Resources, began working on a beneficial reuse of the dredge material. Funded by Ohio Sea Grant, she

is collaborating with soil blenders along Lake Erie shore to create custom soil blends for construction and landscaping that incorporate dredge material as a main component.

Dr. Elizabeth Dayton was able to complete a characterization scheme for soil blends, based on chemical and physical properties. She was able to create a recipe for the soil that would meet the needs of our area. That is exactly what she did for this project. What Dr. Dayton found was that the inclusion of 20% leaf compost significantly increased the soil blend's ability to transmit water (Ksat) and reduce the bulk density of the Toledo dredge material that would allow for plant roots to establish more easily. In addition the leaf compost would provide plants available nutrients that are fairly low in the Toledo dredge material; including 10% sand did not increase Ksat or provide any enhancement in fertility. The results of Dr. Dayton's preliminary incubation suggested that a blend of 80% Toledo dredge material and 20% leaf compost would provide a moderate soil blend capable of transmitting water and supporting plant growth.

Timeline and Work Products

The Port Authority would provide the dredge material and the city would mix it with the compost and it would be used for fill on this site. This Nu soil would be utilized in the rejuvenation project for Cherry St. Legacy neighborhoods both providing filling for demolished lots after the lead contaminated soil was removed and for turning lots into green spaces or side yards for neighboring homes.

Low grow, no mow grass would be planted on this site. Mowing of vacant lots is a huge expense for the city and if this project could be replicated it had the potential to reduce costs to the City of Toledo for maintenance of such lots and beautification for the inner city neighborhoods.

The Port Authority also agreed to highlight this project at conferences after this site was completed.

In 2013, Toledo experienced one of the worst winters in a decade. From the first snow in October 2013 we did not see the ground until the spring of 2014. That pushed the time table of this project back. Finally in April, 2014 we could see the ground again and began work.

To further complicate our completion of our grant project, a change in Mayor and upper administration came into effect January 2014. The City of Toledo changed its direction and chose to sell the piece of machinery that could mix the dredge and the compost. Composting and mulching were contracted out to a vendor. The City of Toledo no longer wished to have a compost site. The agreement between the Port Authority, The Cherry St. Legacy Project and the City of Toledo became null and void. The Port Authority did not have a current amount of dredge material available for the project.

Mayor Collins past away suddenly on February 6, 2015 and head of City Council was appointed to be Mayor. Mayor Paula Hicks –Hudson will hold office until the November election. Under the new Mayor there was a slight modification of direction. The Port authority wanted to pursue the use of Nu soil and the Mayor agreed as long as the EPA would approve it. A meeting was held with EPA and the Port about the usages of Nu soil. The triangle was presented and EPA turned down the usage in a residential area.

In spite of these setbacks and changes in direction, much was accomplished. The City of Toledo removed all the cracked sidewalks in the spring of 2014. Unused telephone poles and electric poles were removed, thus reducing the impervious surface area of the site. Some topsoil was brought in to stabilize the trees on this project site. In October 2014 the low grow, no mow grass was planted and the sign marking the Twin Pines Common neighborhood was installed. However, this did not allow enough time

for the landscaper to install the perennial garden at the site before 2014 snow hit. The winter of 2014 was brutally cold and windy. The signage in the triangle sustained some movement.

In the spring of 2015 the signage was repaired and cemented in the ground. The garden was established and landscaping installed.

SEE Before and AFTER PHOTOS IN APPENDIX A

The Cherry St. Legacy project met the deliverables of establishing a clean and green site for beautification of a .36 acre lot in the Cherry St. Legacy Neighborhood in Toledo located in the Ottawa River Water Shed area and has resulted in the reduction of impervious material and house footprints in the area to manage storm water runoff. The project was unable to utilize engineered soil.

A low maintenance common green space on vacant urban land was established.

The top 12 inches of soil was removed and some clean topsoil was brought into the area, leading to an increase in the health of the community. A mixture of Topsoil and compost was utilized to establish the gardens on the triangle.

We continue to promote the redevelopment of an existing urban area.

A final copy of this report will be shared with TMACOG, The City of Toledo, Ohio Office of Development Services and OSU Extension.

We completed Success Measures that is a measure of programing in the area. PLEASE SEE APPENDIX B FOR THE FULL ENVIRONMENTAL SUSTAINABILITY report. From an inner city perspective the most important issues facing inner cities is the removal of lead, asbestos, mold and radon from homes (94%). It is the elimination of illegal dumping (93%) and removal of pollutants from parks and other public spaces (92%), the remediation of toxic waste sites (87%) and building rain gardens to reduce flooding (84%). Some of the suggestions of the neighborhood were the addition of native plantings and development of bird and butterfly sanctuaries.

Appendix A. Photos of Project



Before the grant—unkempt, debris, left over fence posts in an overgrown area.



During restoration



During restoration--



Completion of the grant.

Appendix B. Success Measures® Report on Environmental Sustainability

Success Measures® Survey Responses Related to Environmental Sustainability

Introduction

An emerging trend influencing people's choice in selecting a neighborhood since our last Success Measures Survey in 2011 is people's perceptions as to the degree of what is being done within a given neighborhood to "green" or increase environmental sustainability.

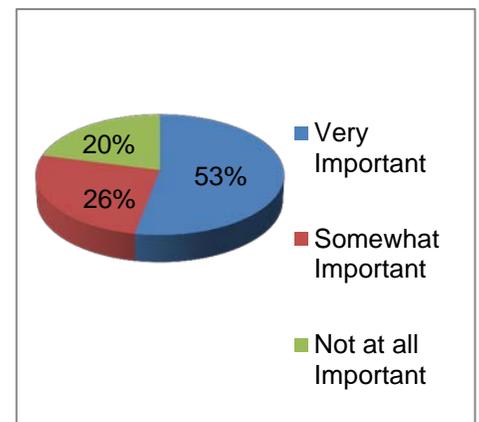
The presence of brownfield sites, illegal dumping, overgrown vacant lots, the urban "heat island" and deteriorated conditions in the public right-of-ways all contribute to the unhealthy image of urban areas. They also discourage residents from simple activities such as taking walks that increase safety and promote better health of neighborhood residents.

In the interest of measuring people's interest in making the Cherry Street Legacy Neighborhood a greener, more sustainable neighborhood and in gauging their willingness to become personally involved in pursuing strategies to do so, the 2014 Success Measures® survey contained a series of questions related to neighborhood sustainability. These included questions related to:

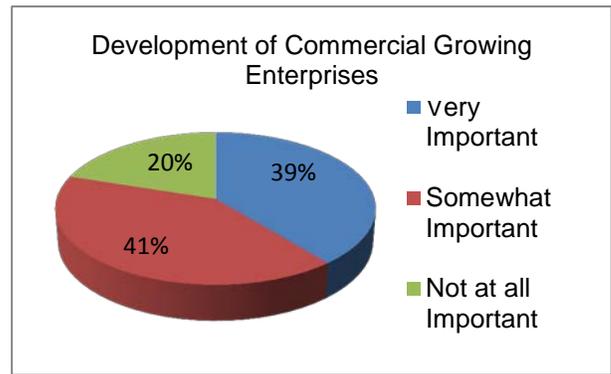
- Increasing accessibility to fresh, locally sourced produce
- Development of walking trails and bike paths
- Usage of environmentally-friendly transportation
- The desire for development of more open space including both active and passive recreation areas
- Respondents desire to see more "greening" along streets and sidewalks
- Concerns regarding remediation of various types of environmental hazards

Section 1: Responses Regarding Food Access

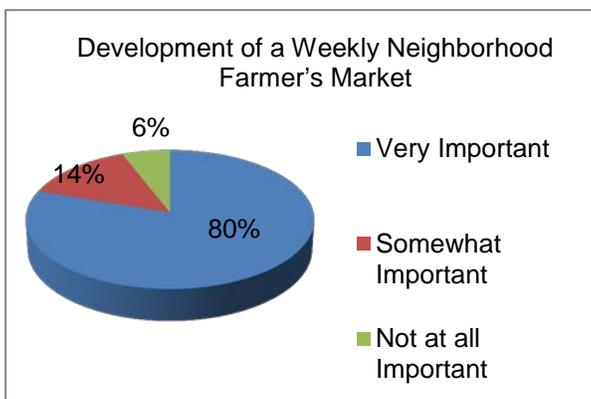
The Cherry Legacy neighborhood is fortunate enough to be home to at least one full-service grocery store, Toledo Seaway Foods. It is important to note, however, that it is located at the southern boundary of the neighborhood which proves a challenge for residents of the northern sector of the neighborhood who lack transportation. And, as is common with many centrally-located markets, prices do tend to be higher than at comparable suburban locations. One common response in many neighborhoods has been the development of community gardens, some featuring individual plots for participants. When asked how important development of community gardens might be to the neighborhood as the chart at the right indicates, fully 53% expressed that they considered it a very important response with another 26% expressing that it was somewhat important. Many of the people we spoke to do garden but prefer to do it in the privacy of their own yard. Many others, however, expressed that it might be a great way to pool resources such as tools, share seeds and starter plants, or that they felt it was just a nice way to build community.



Two other ways of addressing the problem that are often employed in central-city neighborhoods are the development of the opportunity for people to purchase fresh locally grown produce by alternative means such as through commercial growers located within the neighborhood or via development of weekly farmer's markets. When queried regarding the development of commercial food growers within the neighborhood approximately 39% were very supportive with another 41% stating that they were at least somewhat supportive.



Many respondents, however, no matter how supportive anecdotally expressed skepticism regarding the concept with many finding the concept of tractors plowing in the neighborhood humorous or sharing doubts about the vulnerability of greenhouses to vandalism. When asked about the potential development of a weekly farmer's market somewhere in the neighborhood, as you can see in the chart on



the left, opinions swung wildly in support of the concept with 81% responding that they would view this as very important and another 14% as at least somewhat important. Many individuals were aware of similar once-a-week markets at Westgate and Perrysburg and felt that it could be a viable alternative for the neighborhood.

Although not as popular as the concept of a farmer's market, there appeared to be at least some interest in the concept of developing the type of Community Supported Agriculture program or CSA programs that have been utilized in a number of other

communities. While 34% of respondents expressed that this could be very important and 45% at least somewhat important, many people seemed unfamiliar with the concept and stated that they would need to more about it. One important caveat to all of these responses, however, is the percentage of people willing to take personal action.

Personal Interest in Taking Action

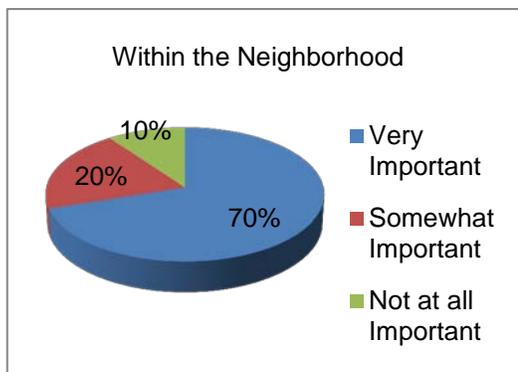
Item/Action	Very Interested	Somewhat Interested	Not that Interested
Community Gardens/ Grow Your Own Plots	39%	31%	30%
Development of Commercial Growing	25%	36%	38%
Linkage with CSA's	24%	43%	33%
Development of a Weekly Farmer's Market	68%	19%	13%
More Fresh Local Produce at Stores	70%	18%	12%

As the previous chart indicates, the numbers of people who actually express interest in taking personal action falls markedly when compared to those who express support for the individual actions. This is not surprising in that many who expressed support for the suggested actions were constrained by time or physical capacity or expressed a need for further knowledge regarding their possible personal role.

Section 2: Development of Environmentally Friendly Transportation Alternatives

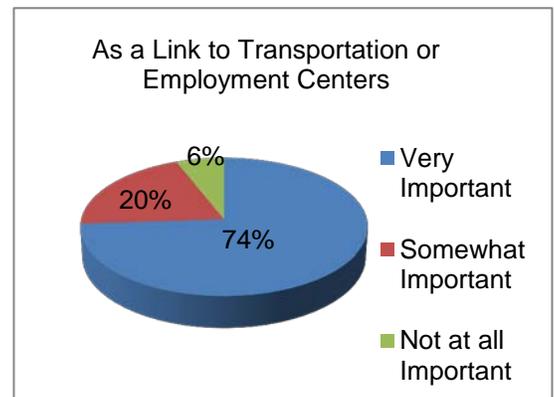
Another important element in improving the health of neighborhood residents and in increasing neighborhood sustainability is enhancing neighborhood infrastructure to facilitate outdoor activity and reducing dependency on the use of automobiles.

Development of infrastructure that promotes pedestrian activity and use of bicycles even for short trips within the neighborhood to the store or a medical appointment promotes a healthier lifestyle. According to an article in the Center for Disease Control's 2011, on-line newsletter, walking, even for 30 minutes or more several times a week is proven to reduce rates of obesity, diabetes and heart disease. In order to measure resident's support for creation of a more pedestrian, bike-friendly environment, several questions were included in the survey to gauge their support.

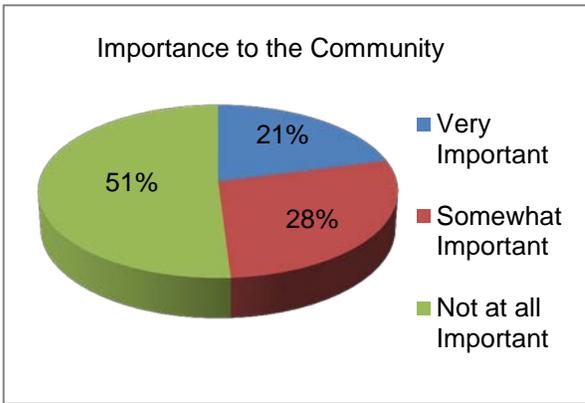


As indicated by the chart to the left, when asked how important development of urban walking trails and bike paths were to the neighborhood 70% of respondents cited development as very important, with an additional 20% expressing that they found development to be at least somewhat important. Anecdotally, many residents expressed a level of dismay that they had not seen integration of walking/bike paths included during the recent reconstruction of Collingwood Blvd.

During the course of the survey, it was difficult not to notice the increasing number of people who were obviously using bikes as a primary source of transportation. Observations of the presence of filled pannier bags or baskets, or individuals wearing backpacks or briefcases were quite common. This may provide some explanation for the high degree of support of respondents when asked regarding the importance of walking/bike paths as a link to transportation or employment centers. As the chart to the right indicates, the number of respondents citing development as very important, 74% actually exceeded the number who expressed the importance of development of such infrastructure within the neighborhood. In an attempt to explore some more non-traditional approaches to reduction of automobile use and increase of bike use, we also integrated a question within the survey that questioned resident's possible interest in the types of bike or car sharing programs that are currently available in some other urban areas.



Recently, when a group of residents from the legacy and OWENI neighborhoods attended a NeighborWorks® conference in Cincinnati, they had the opportunity to observe the presence of such a program in the form of a rack of bikes located near the convention center where the conference was being held. They, to a person, expressed a high degree of skepticism as to the possible success of such a program outside of a tourist area. Their primary concern was that the bikes would be stolen and sold outside the area. This concern was obviously shared by a majority of respondents when asked about the possible creation of a bike/car sharing program within the neighborhood. As the chart to the right indicates, only 21% expressed that this issue was very important to them versus 51% who expressed that it was not at all important. Many individuals also shared that they would be leery of a car sharing program for a variety of reasons related to what personal responsibility that they would bear for insurance coverage and perceived damage to the vehicles.



Increasing usage of public transportation is another strategy to reduce dependence on use of cars as the primary source of transportation. In an effort to gauge the response of neighborhood residents regarding their opinions on whether or not the quality of the available public transit system had barriers that discouraged use a number of questions were included in the survey regarding perceptions of the quality of the system. The chart below requires some explanation so as not to mislead the reader.

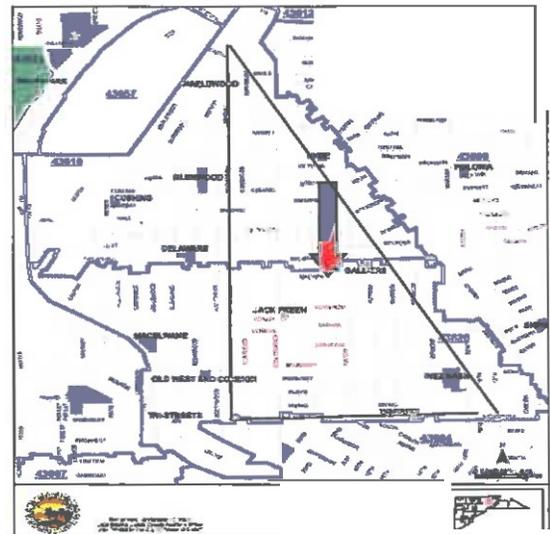
Satisfaction/Barriers, if any, to usage of public transportation

	Strongly Agree	Agree	N/A	Disagree	Strongly Disagree
Schedule is satisfactory	12%	31%	51%	6%	1%
Buses run on schedule	9%	36%	48%	6%	1%
Takes me where I need to go	10%	34%	50%	4%	1%
Practical routes with few or no transfers	9%	32%	50%	7%	2%
Condition and safety of shelters is satisfactory	5%	33%	48%	11%	3%
I can safely get to the bus stops and shelters	7%	37%	52%	4%	1%

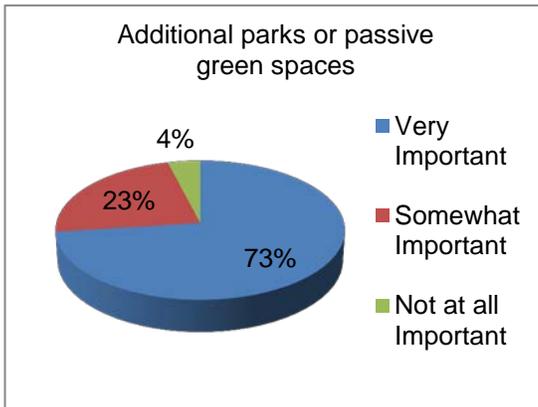
When we initially constructed the survey, we should have limited responses regarding the qualitative factors to people who regularly use the system. As you can see, a majority of respondents expressed that they had no opinion one way or the other. This is because the response tally includes both those who never utilize the system with those who do, but were ambivalent. The other tallies also include some people who have access to cars, but have used the system in the past. Most respondents expressed that even if they didn't have a car they could get a ride from a friend or relative so the data may not be as relevant as intended.

Section 3: Increasing the Availability of Parks and Open Space

Currently the Legacy neighborhood has a single park centrally located near the Intersection of Delaware Avenue and Putnam Street. Galliers Park, however currently was in a state of disrepair at the time of the survey. Since that time the playground equipment has been repaired. The basketball court remains in a state of disrepair. (It should be noted that the City of Toledo has informed the CSDO that repairs are scheduled for the park sometime in 2015.)

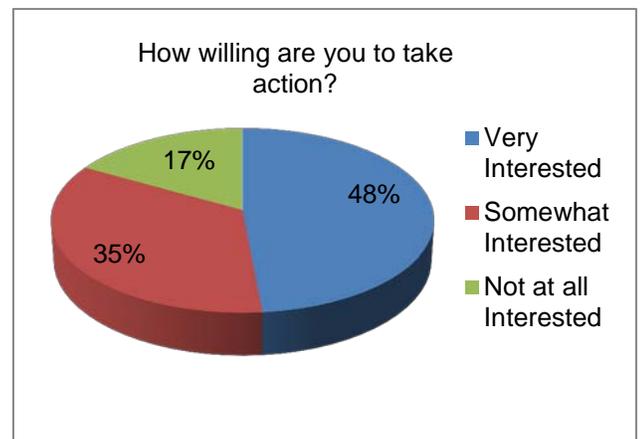


Additionally, survey respondents who live at the southern boundary report that due to safety concerns, they are reluctant to allow their children to walk the distance required to reach the park. Due to the recent demolition of Fulton School there is now a large open space located at the corner of Delaware and Fulton. This is in very close proximity to Galliers Park. Demolitions of vacant housing have, however, opened up a considerable amount of open space near the southern boundary of the neighborhood. This opens up the possibility for possible development of recreational or passive green space in that sector.



As indicated by the chart to the left, it would appear that such development would have considerable support among neighborhood residents. When asked if they would support development of additional parks or passive green space, 73% of respondents cited this as very important. Bearing in mind its current fiscal position, however, the capability of the City to construct any new recreational facilities or even properly maintain the existing ones is very much in question.

For this reason we included a question regarding the willingness of people to take action to build or maintain new parks or opens spaces. As you can see from the graph to the right 49% stated that they would be very interested with an additional 35% stating they would be somewhat interested. The level of commitment however ranged from supporting a levy to people who stated that they would help build or maintain parks.



Section 4: Respondents Opinions on the Most Crucial Environmental Issues

The Cherry Street Legacy neighborhood is fortunate in that unlike a number of adjacent neighborhoods that border Toledo's largely vacant old industrial belt, the area does not contain any large brownfield sites. There are a small number of sites that may require remediation, primarily the sites of old gas stations or auto-related businesses that need to be addressed.

The larger problem confronting the neighborhood is, in fact, internalized within the residential housing stock. Since the vast majority of homes in the neighborhood were constructed prior to 1977, almost every home unless previously remediated has lead paint present.

Two other environmental problems of concern are the blight and hazards posed by illegal dumping on empty lots and vacant alleys and flooding of streets and basements related to the topography of the neighborhood in areas built over natural swales that are still quite visible on some streets like Victoria.

Respondents' opinions on the most important environmental and remediation needs by numerical significance were as follows:

- Removing, lead, asbestos, mold and radon from homes 94%
- Elimination of illegal dumping 93%
- Removal of pollutants from parks and other public spaces 92%
- Remediation of toxic waste sites 87%
- Reducing land erosion and water runoff 85%
- Building rain gardens to reduce flooding 84%

When asked for suggestions to improve "greening" of the neighborhood some common suggestions included:

- Developing floral displays on traffic islands
- Placement of planters at intersections
- Addition of native plantings on vacant lots
- Adding quiet, meditative areas with benches
- Development of bird and butterfly sanctuaries
- Lighting to highlight green spaces and public art
- Consistent trimming of overgrown trees and bushes on vacant lots
- Flower Gardens located on "tree lawns" between the street and sidewalk

Section 5: Public Art

Recently, there have been several pieces of public art added in or around the neighborhood. These include the mural on the south wall of Black Kite Coffee House, a bike stand sculpture located on the north side of the same building, and a large photographic mural located on the side of a building near the intersection of Delaware and Collingwood. For the most part, these installations have received very positive reception from residents when respondents were queried regarding their perceptions of the impact of public art in the neighborhood and their preferences by category their responses were as follows:

Responses related to the impact of public art and preferences by category

	Significant Positive Impact	Some Positive Impact	Little Positive Impact	Almost No Impact
Murals or mosaics	46%	29%	13%	12%
Sculptures and Other Freestanding Works of Art	49%	26%	12%	13%
Artistic Benches, Lamp Posts or Bus Shelters	51%	28%	9%	12%