



Planning Progress

January - March 2010

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Issue 1

OPWC Projects Approved

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The District 19 Public Works Integrating Committee (OPWC) met on November 19, 2009 to review the program year projects. The following projects were approved by the committee:

Applicant: City of North Canton
Project: N. Main St. Waterline

Project Cost: \$374,600
OPWC Funds: \$374,600

This project will replace a 40 year old water line on North Main St. in the city. The line is being replaced in conjunction with a road reconstruction project from Applegate to Wilbur.

Applicant: Stark County
Project: Vine St. Bridge

Project Cost: \$497,000
OPWC Funds: \$367,780

Located in Lexington Township, the Vine Street Bridge over the Beech Creek will completely be removed and replaced. The bridge was built in 1954.

Applicant: Louisville
Project: Main St. Reconstruction

Project Cost: \$8,041,000
OPWC Funds: \$1,500,000

The project will widen Main St. in Louisville and will add turn lanes along the western portion of Main St. in Louisville. OPWC funds will assist the city in completing the project with Federal Highway and Stimulus funds.

Applicant: Stark County Sewer
Project: Everhard/Dressler Sanitary Sewer

Project Cost: \$1,850,000
OPWC Funds: \$906,500

The project will reline a major trunk sewer in the Belden Village area that was damaged by the release of hydrogen sulfide.

Applicant: Stark/Lake/Hartville
Project: Market/Lake Center/King Church

Project Cost: \$3,507,069
OPWC Funds: \$670,469

The project will improve three intersections along Market Street and Lake Center in Hartville and Lake Township. The intersection adjacent to Lake High School will be signalized.

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OPWC con't.

Applicant: Stark/Plain/N. Canton	Project Cost: \$6,758,000
Project: Applegrove/Market Improvement	OPWC Funds: 1,194,000

The project will improve the intersection of Market and Applegrove and widen Applegrove west of Market Avenue.

Applicant: Stark/Jackson Township	Project Cost: \$2,219,534
Project: Frank Ave. Widening	OPWC Funds: \$1,107,500

The project involves widening Frank Ave. south of Portage St. to Mega Street to five lanes. The intersection north of Portage St. will be widened to 6 lanes.

Applicant: Stark/Navarre	Project Cost: \$598,330
Project: Fohl St./Market Reconstruction	OPWC Funds: \$292,000

The project will reconstruct Fohl St. along the Bethlehem and Perry Township border and in the Village of Navarre. Market St. in Navarre will also be improved.

Applicant: Stark/Pike Township	Project Cost: \$349,745
Project: Howenstine/Sandy/Greenport	OPWC Funds: \$150,000

The project will repave Howenstine, Sandy, and Greenport roads in Pike Township.

SCATS Planner, Jeff Dotson, stated that "Funding for road and bridge improvements increased significantly from previous years due to the Governor's stimulus package in 2008. We were able to fund many more road and bridge projects throughout the entire county."

Applicant: Stark/Paris Township	Project Cost: \$475,817
Project: Georgetown/Rummell Ave. Reconst.	OPWC Funds: \$230,000

The project will repair and repave Georgetown and Rummell Ave. in Paris Township.

Applicant: Stark/Canton Township	Project Cost: \$2,358,652
Project: Trump/Georgetown Intersection	OPWC Funds: \$609,652

The project will improve the intersection of Trump Ave. and Georgetown in Canton Township. Turn lanes will be added to the intersection.

Applicant: Stark County	Project Cost: \$272,000
Project: Mt. Eaton St. Bridge	OPWC Funds: 201,180

The project will rehabilitate the Mt. Eaton Bridge over the Sugar Creek. The steel superstructure will be replaced on the bridge located between Brewster and Sugar Creek Township.

Applicant: Stark County	Project Cost: \$2,540,000
Project: Riverland Ave. Bridge	OPWC Funds: \$413,200

The existing two span truss bridge will be replaced with a three truss span steel bridge with new abutments and piers. The bridge, located in Bethlehem Township over the Tuscarawas River, was built in 1913.

Applicant: North Canton	Project Cost: \$347,300
Project: E. Maple St. Paving	OPWC Funds: \$127,177

East Maple Street in North Canton will be repaved from Taft Ave. NE to just east of Marquardt.

Applicant: North Canton
Project: Main St. Resurfacing

Project Cost: \$1,270,135
OPWC Funds: \$310,135

This project involves the reconstruction of Main Street from 7th St. to Roselane.

Applicant: Canton
Project: Harrisburg Rd. Paving

Project Cost: \$460,000
OPWC Funds: \$150,000

The project consists of removing existing surface and repaving Harrisburg Rd. NE from Mahoning Road to US 62. ADA curb ramps will be constructed where needed.

Applicant: Alliance
Project: Main St. Paving

Project Cost: \$280,049
OPWC Funds: \$138,000

East Main St. in Alliance will be repaved from SR 183 to Liberty Ave. in downtown.

Applicant: Massillon
Project: 9th St. SW Paving

Project Cost: \$219,008
OPWC Funds: \$109,503

The project will replace the pavement on 9th St. SW from Albrecht Ave. to Oberlin Rd.

Applicant: Hartville
Project: N. Prospect Ave. Improvement

Project Cost: \$481,620
OPWC Funds: \$235,990

This will improve 1,300 feet of North Prospect in the Village with larger storm sewers and new curb and gutter along with new sidewalks.

Applicant: Bethlehem Township
Project: Woodland/Lawndell Intersection

Project Cost: \$ 184,000
OPWC Funds: \$136,000

The project will realign and reconstruct the intersection of Woodland Hills and Lawndell. It will eliminate the steep grade that is currently on Woodland Hills.

Spotlight Stark County

This year, staff member Rachel Lewis attended the Canton Regional Chamber of Commerce's Spotlight Stark County program. Spotlight Stark County was a six-week program designed for young professionals looking to develop a sense of place within the community. This program, which is part of the Chamber of Commerce's Leadership Stark County program, focused on leadership development, community service and gaining a better understanding of the true value of the Stark County community. Topics covered during this program included speed networking, discovering and applying your strengths, community service projects, an introduction to the local political scene, a brief overview of the history of downtown Massillon and Canton, and an update on the cultural revitalization of these two cities. By participating in this program, students gained stronger leadership effectiveness, greater enthusiasm for the Stark County community, an increased value in the workplace and a competitive advantage in today's economy. Kent State Stark Office of Corporate and Community Service served as the facilitator for this program.

Save the Date

SCRPC, in conjunction with the SC Prosecutor's Office, will be sponsoring a Governmental Law Seminar on Saturday, February 20, 2010. The seminar will be from 9:00 - 2:00 at the Holiday Inn at Belden Village.

Topics will include: Signs, Sex and God (a review of regulations regarding signs, sexually-oriented businesses and places of worship); Fundamentals of Zoning; Boards of Zoning Appeals; Sustainable Development Issues; Nuisance Abatement; Employment Law; Contracting with Townships; Public Records and Sunshine Laws; and Fair Housing. Contact Cliff Meidlein for further information at 330-451-7904.



RPC's Annual Dinner will be held on Wednesday, March 24, 2010 at Skyland Pines. The guest speaker will be Fred Abousleman, Executive Director of the National Association of Regional Councils (NARC).

Fred Abousleman is the Executive Director of NARC in Washington, D.C. In this role, he leads a professional staff in representing the interests of Metropolitan Planning Organizations and Regional Councils, large and small, urban and rural, across the country. NARC is responsible for advocacy, policy, technical assistance, events, services and training for its members. He was previously the Deputy Director and the Transportation Director with the Association.

Fred brings to NARC knowledge of urban and rural policy across many program areas through his work in local, state, and federal agencies and programs. Fred has worked in politics as a Field Director for a major presidential campaign and legislative director for senate leadership in state legislature. He has also managed major federal programs including the Transportation and Community and System Preservation Pilot Program; the Federal Highway Administration's Rural Capacity Building Program; planning for the Territories of the United States, and was point person on Round Two of the Empowerment Zone and Enterprise Community Program.

In 1999, Fred was a Visiting Fellow to the Library of Congress and has also had his work published on various planning and policy issues. Fred holds Masters Degrees in Public Policy and Community and Regional Planning and has won numerous awards from the Department of Transportation, a Hammer Award for Reinventing Government, and a National Civic League All American City Award.

Plan now to attend! Contact Malia Watkins for further information at 330-451-7405.

CAK Continues to Grow

The Citizens' Advisory Council (CAC) for the SCRPC met on November 18th at the Akron-Canton Airport (CAK). The guest speaker was President and CEO, Richard McQueen. He gave a Power Point presentation updating attendees on the status of the airport. The airport board consists of four members from Stark County and four from Summit. CAK is self-sufficient. It does not receive any funding from either county or the state.

McQueen stated that even though overall air travel has decreased slightly, CAK continues to grow. Much is new there. They now offer non-stop flights to Washington D.C., Fort Lauderdale, and Milwaukee, a newer concourse, and new amenities that include: a business lounge, food court, free WIFI, shuttle services within the parking lot, and a play area for kids. The airport is responsible for 2,243 jobs, \$73.2 million in payroll taxes, and \$284.1 million in total economic impact (which extends to area restaurants, hotels, etc.).



The average fare at CAK is 20% less than that at Cleveland Hopkins and it has the lowest average fares in the United States. Air Tran claims 40% of the Akron-Canton passengers due to affordable fares. As the various airlines plan their service through CAK, it is important to note that flights must be full or they would not be able to afford to continue service to Akron-Canton.

McQueen also discussed the 2018 Capital Improvement Plan that will expend over \$110 million and includes the following projects:

- Runway extension
- Customs/border patrol facility
- New aircraft rescue and fire fighting facility
- Expansion of the parking lots
- Widening of the entrance road
- Expansion of aircraft parking
- Expansion of the ticket wing
- Improvements to security screening
- Expansion of the newer concourse
- Port Green Industrial Park (bringing jobs)

It was a very interesting presentation and the CAC appreciates the airport hosting the meeting.

Storm Water



Rachel Neal
St. Thomas Aquinas

Billboard

Katie Miller
St. Thomas Aquinas



Contest



Christopher Stevens
St. Thomas Aquinas

Winners!

Haley Lefever
Hoover



Road Salt - Contaminating Our Water



It's that season again. When the snow and ice hit the roads, the salt trucks come out. Yes, our vehicular safety is essential; however, we also have to consider the harm done to our water from the road salt. The issue of groundwater and surface water contamination resulting from road deicing salt use is one of contaminant mitigation, not best management practices. Nothing can be done to remove salt and its compounds once they get into water supplies, so the management focus is on reducing or eliminating salt in point and nonpoint sources before stormwater becomes a carrier of pollution to groundwater and surface waters. For years, the deleterious effects of road salt on infrastructure (concrete reinforcing steel and pavements), has been well known, but the adverse effects of salt on the natural environment have come to the fore more recently.

Salt dissolves in water from snow and ice to form brine, which lowers the freezing point of water, and thus breaks the bond between the pavement and snow or ice. Why is road salt still used given its ecological harm? It is a public safety tool and economic catalyst in northern climates.

The most common type of road salt is sodium chloride. High sodium concentrations in drinking water can contribute to hypertension. Chloride is considered harmful because it damages wildlife food resources and shelter and can change the composition of the plant community in a wetland and allow invasive plant species to populate it.

There are other calcium and magnesium-based products coming out, but they still have chloride in them and they're more expensive.

Addressing excessive chloride levels in natural water supplies resulting from deicing salt runoff is a complex, daunting challenge, and no easy solutions currently exist. However, the city of Akron tested a concoction that's been used in various areas of the Midwest that consists of beet juice and brine. The biodegradable solution is better for cars as well as the environment allowing reduced use of calcium chloride which boosts the effect of salt.

"Stormwater" - October 2009
& The Associated Press - 12-3-07

Demolition Projects

In 2008 Congress passed the Housing and Economic Recovery Act (HERA) which established the Neighborhood Stabilization Program (NSP). The purpose of NSP is to stabilize communities that have suffered from foreclosure and abandonment. The Stark County Regional Planning Commission (SCRPC), on behalf of the Board of Stark County Commissioners, is administering NSP funding in Stark County, which includes the areas outside the cities of Canton, Massillon and Alliance, and the Village of Hills and Dales. SCRPC has allocated \$217,447 of NSP funding for residential demolition activities and is currently collaborating with local political subdivisions to implement a residential demolition plan. The plan targets blighted vacant residential structures that are in low, moderate and middle income neighborhoods, which are geographic areas that are designated less than 120% of area median income. It aims to strengthen our communities and neighborhoods by eliminating blighting influences caused by foreclosed and abandoned residential housing. The expected outcome is to demolish 20 to 30 units with current NSP funding. For a property to qualify for funding it must meet the following three eligibility criteria:

- Must fall within a Low, Moderate and Middle Income (LMMI) project area (LMMI is $\leq$ 120% of area median income)

- Must be a vacant residential structure

- Must be a blighted structure as defined in the Ohio Revised Code Chapter 1.08

SCRPC will administer the demolition work including: contracting, the bidding process, project inspection and payment. The participating cities, villages, or townships will be responsible for designating the property a nuisance through a lawful nuisance abatement process, providing this documentation to the SCRPC and placing the cost of the demolition on the property tax duplicate to be payable back to the SCRPC NSP program. For more information on the program, or to find out if a property falls within a qualifying LMMI project area, call Dan Morganti, Community Development Planner at 330-451-7031.

NSP Homes for Sale

NSP Home in Minerva



NSP Home in Louisville



NSP Homes in
Canton Township

The Board of Stark County Commissioners has received funding under the Neighborhood Stabilization Program (NSP) to provide money to non-profit and for profit developers for the purchase and renovation of foreclosed, vacant and abandoned homes in designated target areas. These homes are to be sold to individuals/families with incomes up to 120% of the area median income. Presently four homes have been purchased and are in the process of being rehabilitated. These homes are currently for sale at an affordable price.

Help is available for closing costs and/or down payment assistance to qualified applicants. Homebuyers qualify by income, based on the Housing and Urban Development's (HUD) most current median income limits. (Gross income must fall below these amounts)

<u>Household size</u>	<u>Up to 120% income</u>
1	\$48,480
2	\$55,440
3	\$62,280
4	\$69,240
5	\$74,760
6	\$80,280
7	\$85,800
8	\$91,440

Financial assistance will be provided one time only per qualified household toward the down payment and/or closing costs. The down payment assistance will be used in conjunction with mortgage financing through a lending institution chosen by the potential buyer.

Qualified applicants may receive up to 7% of the purchase price of the home based upon income. Up to 50% of the down payment and reasonable closing costs may be provided. Homebuyers must provide at least 50% of the required down payment and any closing costs not covered by the NSP funds. Assistance will be in the form of a 0% interest, 5-year forgiven loan.

Potential homebuyers must: 1) attend eight hours of pre-purchase homeownership counseling (provided free of charge), 2) be income eligible, and 3) agree to occupy the home as principal residence during a 5-year affordability period.

For more information on the homes that are available for purchase, please contact Mary Crombie at 330-451-7485.

Upcoming Events

January

4	Subdivision Review	1:30 PM
5	SCRPC	7:30 PM
25	SCATS	1:30 PM

February

8	Subdivision Review	1:30 PM
9	SCRPC	7:30 PM
20	Governmental Law Seminar	9:00 AM
22	SCATS	1:30 PM

March

8	Subdivision Review	1:30 PM
9	SCRPC	7:30 PM
22	SCATS	1:30 PM
24	Annual Dinner	6:00 PM

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