



The Next Fifty Years

As the Stark County Regional Planning Commission (RPC) celebrates fifty years of planning progress this year, where is the agency going for the next fifty? Using the county's 2030 Comprehensive/Transportation Plan, the RPC is planning for the future. According to the agency's Executive Director, Bob Nau, "The RPC has historically been a problem-solving agency. As times change, so do the challenges. The strength of the agency is its ability to be flexible and diverse. It is flexible in its scope of work and diverse in the kinds of projects that the staff can undertake."

An example of flexibility can be seen in the development of the recently updated Subdivision Regulations. How can regulations be flexible? They become flexible by being more user-friendly. The RPC partners with public agencies like Soil & Water Conservation and Sanitary Engineering, and will include private agencies such as developers and the BIA to help make future updates more flexible. New updates will attempt to be user-friendly while maintaining the integrity of the regulations.

Along with the subdivision changes, the RPC, on behalf of the Board of Stark County Commissioners, is responding to the EPA mandate concerning the National Pollutant Discharge Elimination System (NPDES). The RPC began an education and awareness program which will be instrumental in educating the public about the proper care of one of our most important natural resources - water.

An area that requires both flexibility and diversity is a planning concept known as smart growth. This is a broad term used to cover many diverse issues including brownfield redevelopment and sustainability of the built environment. It encompasses planning issues such as zoning, eco friendly development that minimizes urban sprawl and provides transportation choices that include bike paths and public transit. Transportation options need to change with the times. A challenge in the near future is funding for transportation infrastructure. With legislation being passed to improve fuel efficiency, dependence on fuel

taxes for transportation improvements is a concern. Mr. Nau stated, "As you conserve energy and increase vehicle mileage, gasoline tax revenues become stagnant, and an alternative funding mechanism will be required. It will be essential for the RPC and SCATS to study alternative funding sources."

While smart growth is a "right" way to go, it costs money. Acquiring new funding sources as well as maintaining old ones is an obstacle that requires constant vigilance.

Partnering with area cities and townships, the staff works with the Ohio Public Works Commission in ranking area projects for brownfield redevelopment and transportation improvement funding. Two projects were submitted by the City of Canton and await a final funding decision from the Clean Ohio Council.

In what direction is the RPC going? Mr. Nau stated, "The RPC remains an agency that is open to new challenges. Conscientious commission members, working with knowledgeable and adaptable staff, will continue to successfully face the diverse needs of our county."

Brownfield Clean-up

The District 19 Public Works Integrating Committee met on June 7, 2007 to prioritize two applications for funding under the Clean Ohio Revitalization Fund. The program is administered by the Clean Ohio Council and the Ohio Department of Development.

The City of Canton submitted two applications. Both applications seek \$3 million to clean up brownfields to allow for economic development. Officials from the City of Canton presented the two projects to the committee: the former Bison Corporation and the former Hercules Engines Plant. The committee gave its top ranking to the Bison Corporation site. Both projects will compete with others from around the state with the Clean Ohio Council making its funding decision at a meeting on July 25, 2007 in Columbus.

The former Bison Corporation, adjacent to Thurman Munson Stadium, was a bulk distributor of chemical solvents used for degreasing at metal plating facilities. This project will help to eradicate

the contamination levels that currently exceed regulatory levels. Abbott Electric is in the process of purchasing the site.

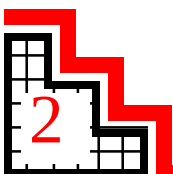
The former Hercules Engines property, located in downtown Canton, was a manufacturing site and is currently abandoned. The goal of this brownfield redevelopment project is to create an economically productive mix of residential and commercial space. The owner of the property has purchased the site and entered into a Development Partnership Agreement with the City of Canton.

The Clean Ohio Revitalization Fund was established to provide funding for brownfield clean-up activities. It allows communities to reclaim and improve their lands, making previously utilized property viable for new development.

The Stock Pile Needs You !

Volunteers are always needed at The Stock Pile (TSP), for warehouse or clerical work or even deconstruction. If you are 18 or older and would like to volunteer, please call Becky Lewis at 330-455-4585.

Donations of used or overstock building materials are needed and can be scheduled for drop-off or pickup. TSP staff and volunteers have done partial deconstruction on roughly a dozen properties and are looking for more. If you know of a property slated for remodeling or demolition, call Don Reifsnyder at 330-575-4775.





Coordinated Public Transit-Human Services Transportation Plan

The Coordinated Public Transit-Human Services Transportation Committee has been meeting monthly since March to complete a coordinated plan, which is necessary to qualify for federal transit funding.

The committee is prioritizing the list of transportation needs acquired from surveys distributed late last year and from participants at the committee meetings. Examples of transportation needs identified include:

- * demand response services (immediate transportation needs for unexpected appointments)
- * 24/7 availability of transit services
- * additional service to rural areas
- * additional types of transportation services such as family coverage to multiple destinations, transportation for frail persons unable to utilize existing vehicles, and for single individuals who cannot access public transit
- * transportation to out-of-county medical appointments
- * need for further information about available services

Lack of information of current services is one of the most glaring problems facing those trying to meet transportation needs in Stark County. While there are numerous services available to residents, each have their own client restrictions, hours of operation, limits on passengers, and various other factors.

The committee is compiling information on all transportation services available to residents in order to complete a directory that can simplify the process. It would eventually like to offer residents the option of calling one central number to schedule a ride from any provider for all of their transit needs.

Please contact Karl Lucas at 330-451-7386 or Carole Kuczynski from SARTA at 330-454-6132 (ext 521), if you would like to assist with the committee or have any questions.

Stark County Meets Ozone Standard

Effective June 15, 2007, the USEPA completed the necessary procedures, notifications, and publications that redesignated Stark County as meeting the required 8-hour ozone standards for air pollution.

In April 2004, Stark County was designated as being in basic non-attainment, the lowest impact level of non-attainment. Controls on industrial pollution, as well as newer vehicles having more stringent pollution controls, have helped lessen ozone. An easy reduction in ozone pollution comes from reducing unburned gasoline vapors. Sunlight causes a reaction with the vapors which results in ozone. On "ozone alert" days, you should mow your grass or fill your gas tank at dusk.

Ozone is a health hazard that affects the respiratory system, making breathing more difficult, and aggravates asthma. For more information on ozone visit www.epa.gov/ozonedesignations.

Construction of New Street Pavements

Construction of streets in new allotments starts with a properly designed pavement thickness based upon the site's existing subgrade soils, as well as the number and type of vehicles the streets will serve. An adequate number of soil borings need to be taken to determine the support capacity of the subgrade soils. After this has been determined, the design of the required thickness of the pavement is performed. The first method uses minimum pavement thickness charts that are based upon the support capacity of the subgrade soils and the type of street being designed (residential, collectors, etc.). The second method is calculation oriented, with data input consisting of daily traffic volume, percentage of trucks, capacity of the subgrade soils, and soil classification. If a site's subgrade soils contain large amounts of clay and are not free-draining, underdrains are needed so that water collecting under the pavement will be eliminated.

The Stark County Subdivision Regulations require street pavements to be designed in accordance with the latest edition of ODOT's Pavement Design & Rehabilitation Manual, which is a calculation oriented method. An analysis to determine whether asphalt, concrete, or a combination

should be used, examines the street's life-cycle cost rather than only the initial cost. In Stark County, asphalt pavement with concrete curbs continues to be most common, although concrete pavements are permitted by the Subdivision Regulations.

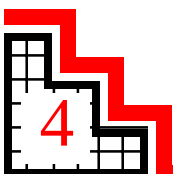


The first step in the actual construction is to remove all topsoil, install any underdrains, and prepare the subgrade soils that will support the street pavements. The sub-grade soils must be compacted appropriately. Contractors in Stark County have been choosing

to have the compaction verified by proof rolling, in which nearly every square foot of the subgrade surfaces are tested. Immediately after the subgrades have been tested and approved, the various layers of pavement may be installed.

Other factors related to an allotment's street pavements are its cross slope, horizontal and vertical alignment, and spacing of catch basins; however, thickness design is of major importance. A properly designed residential or commercial street pavement should have a usable life of at least 10 years before having to be resurfaced. With a maintenance program of periodically sealing the pavement surface, this usable life can be greatly extended. For more information, go to: www.rpc.co.stark.oh.us.

This summer ODOT will continue a project to complete pavement condition ratings for roads in Stark County. While ODOT normally rates only pavement on roads that qualify for federal funds, it has expanded the program to include additional roads in order to assist all communities in Stark County in road maintenance planning.



Fight Water Pollution With a Rain Garden

You can help fight water pollution by putting in a rain garden. Rain gardens are shallow depressions that divert rain water from going directly into storm drains or ditches which eventually lead to streams or creeks. They take runoff from a roof, driveway, parking lot or other hard surfaces where it can pick up pollutants such as lawn fertilizers and pet droppings along the way and allow it to soak into the ground instead of rushing into a storm sewer.

The rain garden can be small or large. Every little bit helps to cut down on the amount of pollutants entering our water systems.

Before getting started, check local laws. Some areas do not allow downspouts to be diverted. Also be aware of the location of public utilities.



The rain garden should be at least 10 feet from your home and not in an area where rain already collects. Place it in a low spot away from trees.

Garden design will depend on three factors: depth of garden, amount of runoff being diverted and type of soil already in your garden.

A good soil mix for rain gardens is 50 to 60 percent sand, 20 to 30 percent topsoil and 20 to 30 percent compost. It is recommended that you put down shredded hardwood mulch so the soil remains moist and able to soak up rain.

To direct water to your rain garden, disconnect a downspout and reroute it to the garden. You can either extend the downspout across your property or create a rock-lined channel. You can also run PVC pipe underground to the garden. Putting in landscape rocks or fabric at the outlet of a pipe can help slow down the rainfall and prevent erosion.

For more information, suggestions and directions, visit www.raingardens.org or www.ouohio.org.

Household Hazardous Waste Collection

The S-T-W Joint Solid Waste Management District is holding a Household Hazardous Waste Collection August 9-11 at Stark State and September 27-29 at the Timken Company on Dueber. The collection will run from 8 a.m. - 4 p.m. on all days.

Acceptable items include: paint, computers, batteries, motor oil, fertilizers, and paint thinners. For a complete list of acceptable and non-acceptable items, please visit: www.timetorecycle.org



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Rain Garden Fights Water Pollution
Brownfield Redevelopment Funding

Upcoming EVENTS

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7	SCRPC	7:30 PM
23	Citizens' Advisory Council	1:30 PM
27	SCATS	1:30 PM

September

4	Subdivision Review	1:30 PM
4	SCRPC	7:30 PM
24	SCATS	1:30 PM

October

9	Subdivision Review	1:30 PM
9	SCRPC	7:30 PM
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25	Citizens' Advisory Council	1:30 PM

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