



Planning Progress

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In June of 2012, SCRPC was awarded a Local Government Innovation Fund (LGIF) grant from the Ohio Development Services Agency to study sharing of services within the local building departments. A Request for Qualifications was developed and a non-profit, the Institute for Building Technology & Safety (IBTS) was selected to carry out the study.

Through detailed surveys, in-person visits to the building departments, and much analysis, a draft Master Report has just been released. IBTS staff met with representatives of the various communities having building departments at SCRPC on September 9. In addition to the meeting to review the Master Report, IBTS met individually with each community to go over their own building department's practices, with recommendations for streamlining.

There are four basic levels of sharing services that are proposed in the study. Some suggestions include switching to online permitting software that could be used by all building departments, training to have multi-certified inspectors, sharing inspectors across political boundaries, customer service training and unified public bulletins. Many other recommendations can be found in the Master Report, available at RPC's website. Ongoing discussions will determine what all changes will take place as far as sharing services.

The Stock Pile Celebrates Its Best Year Yet!



The Stock Pile Reuse Store celebrated its best fiscal year in the non-profit's 13-year history this June. During the 2012-2013 fiscal year, it brought in over \$95,000 in handling fees through sales of salvaged and reusable building materials like doors, windows, paint, and furniture. This record breaking year increased sales by 18% above its 5-year average for handling fees.

The Stock Pile also increased its membership of elderly, disabled, and low-to-moderate customers by 37% this past fiscal year. Program Manager, Patrick Gerber, attributes the record breaking year to the hard work of the staff and a series of improvements made throughout the year, including new online marketing strategies, increased member benefits, increased member retention, and the addition of new donors in the community.

"We are hoping to continue to grow and improve this fiscal year", says Gerber. "In August, we were invited to deconstruct and salvage materials from Lazar's Creative Framing in Canton before the property was sold and demolished. The deconstruction generated truckloads of high value items for our members like furnaces, air conditioners, carpet, and windows. Thanks to this recent deconstruction project and its growing membership, we have already seen an increase in sales during July and August of this year over those months last year."

"It's amazing to see so many homeowners saving money and improving their homes because of The Stock Pile", says Gerber. "We are looking forward to helping even more families in need this year."

We are open to the public too! Visit our store at 1387 Clarendon Ave SW, Canton, OH 44710 or schedule a donation pickup to your home by calling (330) 455-4585.

STARK COUNTY'S FY 2014 HOME FUNDING

The Stark County Regional Planning Commission is under contract to the Board of Stark County Commissioners to administer the Stark County HOME program. Stark County receives this federal funding as a direct entitlement grant from the US Department of Housing and Urban Development (HUD). Last year, the County received \$651,471 in HOME funding. It is expected the County will receive approximately this same amount, or possibly a slight reduction in FY 2014 funding. This funding will be available for use between July 1, 2014 and June 30, 2015.

Stark County participates in the HOME program as a consortium with both of the cities of Massillon and Alliance, thus a portion of Stark County's HOME funding will be provided to each. The cities will receive 18.35% and 20.25%, respectively, of the HOME allocation for use in their jurisdictions.

HOME eligible activities are housing-related projects that benefit low-and moderate-income persons/households. Community Housing Development Organizations (CHDO) are encouraged to apply. The Consortium plans to allocate approximately \$87,950 of HOME funding to such activities.

In July 2013, HUD published the HOME Final Rule in the Federal Register to amend the HOME Investment Partnership (HOME) Program regulations. These amendments to the HOME regulations represent the most significant changes to the HOME program in 17 years and became effective on August 23rd. As such, potential HOME applicants are highly encouraged to become familiar with the "HOME Final Rule" document and the changes it makes to the HOME program.

A HOME "Request for Proposal" workshop will be held on November 20th, with applications for this upcoming HOME program being due by Friday, January 10th at noon. After the applications are received, they will be reviewed. A decision in regard to the 2014 program is expected to be presented to the public by mid-March, with a public hearing to take place in early April presenting the proposed program to the Board of Stark County Commissioners. For questions about the HOME program, please contact Lynn Carlone, Community Development Administrator at 330-451-7774.

SCATS Transportation and Land Use Study

In 2012 SCATS commissioned a transportation and land use study to evaluate and plan for future transportation improvements in northern Stark County. The area of Stark and Summit Counties includes Jackson, Lake, and Plain Townships, and the cities of North Canton and Green. The study area extends along the I-77 corridor in north Stark County. The area is generally bound by Greensburg Road to the north, Massillon Road/S.R. 241 to the west, just south of Portage St./S.R. 236 to the south, and Main St./Cleveland Avenue to the east.

A unique and innovative approach included a detailed evaluation of the existing and future land use conditions within the study area, as well as a careful analysis of likely job creation as a result of planned and anticipated economic development. Through this approach the study team developed a list of transportation recommendations based on a likely development scenario, ensuring planned improvements are balanced with economic growth without overbuilding the transportation network and infrastructure.

This approach provides SCATS and others an opportunity to plan and partner with the development community to provide a transportation network that supports everyone's goals.

The planning team, including representation from political subdivisions, local agencies, and the consulting firm OHM, identified several areas with congestion and safety concerns. Recognizing current issues helps with transportation improvements now as well as in future planning.

Two policy related recommendations, put forward by the study for discussion, are access management and traffic impact studies. Access management is a tool designed to reduce congestion and provide safe access in and out of areas. Appropriate levels of access for each roadway (based on purpose and use) is vital. Traffic impact studies are just an extension of this study regarding proposed development.

The study team also recommended and developed alternatives for current concerns. The four main intersections that were analyzed and given two alternatives are below:

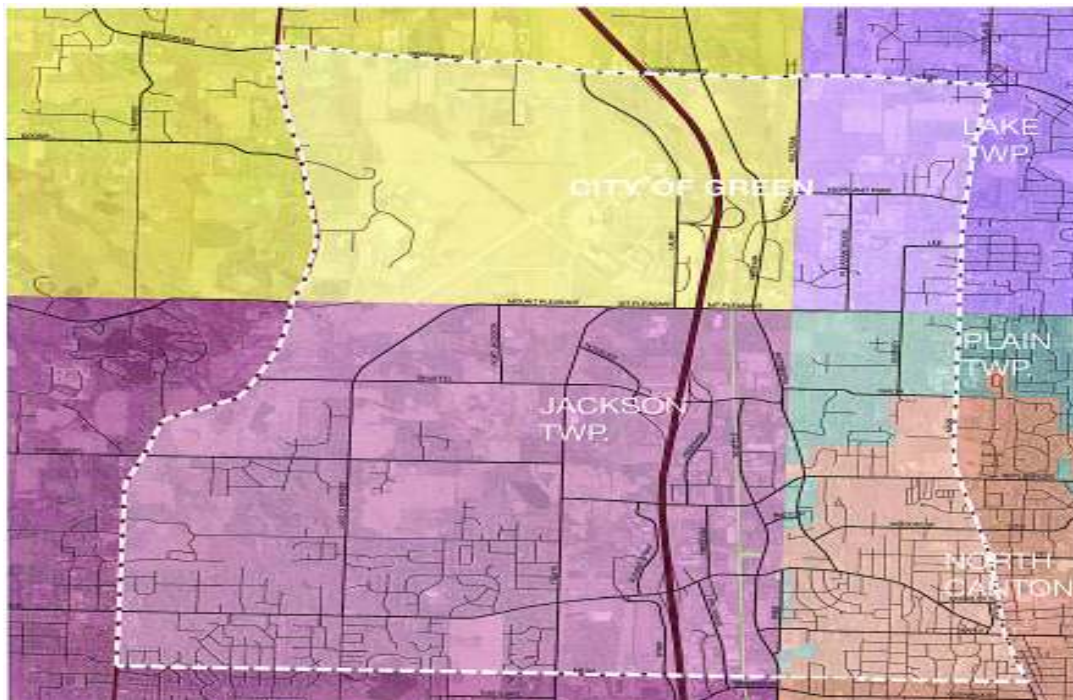
Adding Lanes

Intersection	Effects of Improvements
Pittsburg & Mt. Pleasant	lower cost, faster implementation, minimal right of way impacts
Pittsburg & Applegrove	lower cost, faster implementation, minimal right of way impacts
Pittsburg & Shuffel	minimal right of way impacts, avoids environmentally sensitive area
Whipple & Applegrove	minimal right of way impacts, implemented as part of a larger project

Roundabouts

Intersection	Effects of Improvements
Pittsburg & Mt. Pleasant	addresses long term needs, safer traffic control for higher volumes
Pittsburg & Applegrove	addresses long term needs, safer traffic control, longer life cycle
Pittsburg & Shuffel	addresses long term needs, safer traffic control, allows traffic to flow
Whipple & Applegrove	addresses long term needs, safer traffic control, standalone project

The SCATS Transportation and Land Use Study can be reviewed at www.rpc.co.stark.oh.us.



Study Area



Low-Impact Development (LID)

LID at “The Strip” in Jackson Twp.

In traditional stormwater management, water is typically moved off a site as quickly as possible to a centralized facility, such as a pond or a local tributary. LID, however, treats rainfall on-site by attempting to integrate control into site and building design in order to maintain hydrological function. LID treats rainwater where it falls by creating conditions that allow the water to infiltrate back into the ground.



Pollution from stormwater runoff can also be a major concern, especially in urban areas. LID design principles can be used as buffers to filter these pollutants before they reach aquifers.

If planned correctly, LID practices can be installed for a lower cost than other storm and water management options. Though vegetative roof systems and cisterns may be expensive initially, they can provide for energy and utility savings in the future. Proper maintenance and groundskeeping must be employed for the system to perform properly, but this is no more expensive than typical landscaping maintenance.

Cost benefits to builders and developers utilizing LID strategies can be significant. According to the Center for Watershed Protection, traditional curbs, gutters, storm drain inlets, piping and detention basins can cost two to three times more than engineered grass swales and other techniques to handle roadway runoff. Other LID strategies can have similar impact. Choosing permeable pavement for a parking area may remove the need for a catchbasin and conveyance piping. Small distributed filtration areas on individual lots can reduce site requirements for larger detention ponds that take up valuable land area.

Stormwater- Mary Catherine Hager and NAHB Research Center-www.toolbase.org

Annual CleanUp

The 12th annual Nimishillen Creek LEAP (Litter, Elimination, Awareness, and Prevention) CleanUp was held September 21, 2013 at Thurman Munson Memorial Stadium in Canton. Although “Mother Nature” did not cooperate, more than 59 volunteers were still able to collect 25 tires and enough trash to fill a 10 cubic yard dumpster. A free lunch was provided for all of the volunteers.

This year’s Creek LEAP organizers and supporters include the City of Canton, Stark Parks, William McKinley Presidential Library & Museum, Kent State University at Stark, Stark State College, Stark County Regional Planning Commission, Marathon Petroleum, K.W. Zellars & Sons, Earth Action Partnership, and the Northeast Ohio Four County Regional Planning and Development Organization (NEFCO).

Stark County Land Bank & the Moving Ohio Forward Grant Program

The Stark County Land Reutilization Corporation (SCLRC) received an allocation of \$2.3 million in demolition funds from the Ohio Attorney General's Moving Ohio Forward Program (MOF) in August, 2012. In January 2013, the SCLRC signed a contract with the Stark County Regional Planning Commission to administer the Moving Ohio Forward demolition grant on their behalf.



The SCLRC adopted "MOF Policies & Procedures" on May 13th, 2013. Within these policy statements, the portion of the MOF grant that is not required to be matched was made available to all subdivisions for the demolition of qualified residential properties. Three tiers, based on population, were established to allow all subdivisions to share the unmatched portion of funding until the total unmatched amount is exhausted. After the policy adoption, notification was sent to every community in the County which explained these policies and requested participation from interested communities.

Currently across Stark County, 22 communities are participating in the MOF program. Of those communities, four communities entered into subrecipient agreements with the SCLRC to provide matched funding for demolitions. The following communities provided the following match funding: the City of Alliance in the amount of \$75,000, the City of Canton in the amount of \$1,000,000, Perry Township in the amount of \$15,000, and Plain Township in the amount of \$100,000. Pike Township also provided \$500 towards a demolition of a property in their community, but is not considered a subrecipient. According to status reports received from subrecipients, 49 demolitions have been completed which are expected to utilize approximately \$120,000 in match funding, while an additional 164 properties are being prepared for demolition (estimated to cost approximately \$984,000 utilizing match funding).

Eighteen interested communities, which did not provide a match, submitted prioritized lists of potential properties for review and Board approval under the program by June 28, 2013. Fifty-four properties were approved for demolition by the SCLRC which are estimated to cost \$432,000 as it is assumed that on average \$8,000 will be utilized per demolition on hard cost (demo) & eligible reimbursable soft costs.

The original MOF program deadline for all demolition work was December 31, 2013. Recently, the State Attorney General's Office has announced a one-time program extension to complete all demolition work to May 31, 2014 with a final drawdown deadline for reimbursement submissions by June 30, 2014. Locally, the original timeline will currently remain in place. As it is still encouraged by the State to complete the program by the end of the year, additional demolitions are expected to be completed and submitted or reimbursement to the State to exhaust the \$2.3 million awarded funds.

Downtown Canton's Bike Loop Ribbon Cutting

Canton celebrated its first “complete streets” project during First Friday on September 6th as the first phase of the new Canton City downtown Bike Loop had its ribbon cutting and grand opening.

Complete streets are new to Stark County so here are answers to questions you may have:

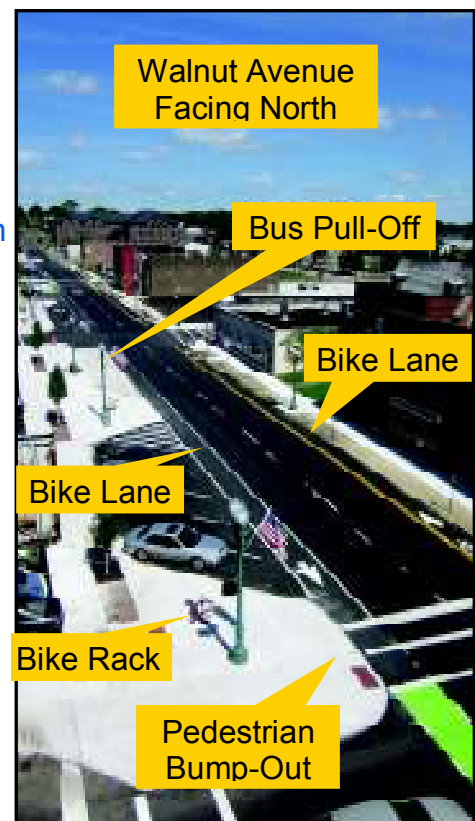
What is a Complete Street?

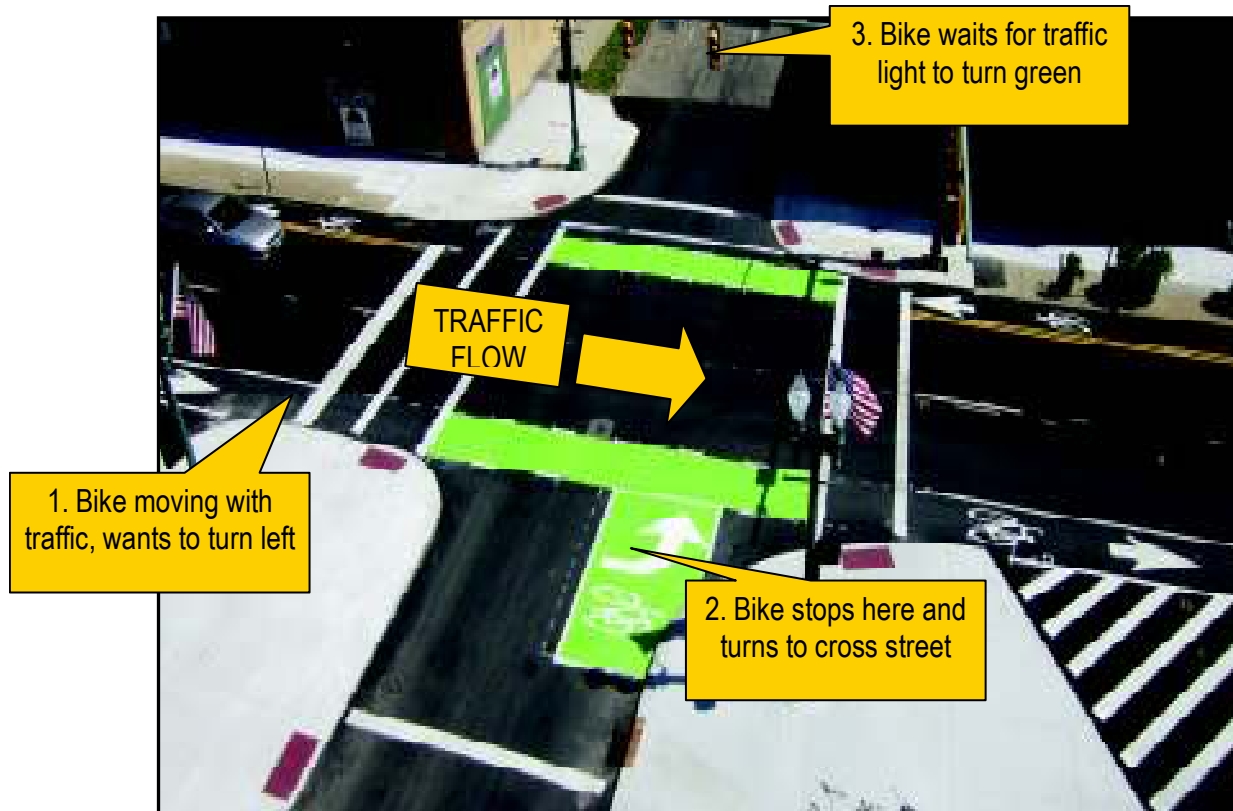
A complete street is a transportation corridor designed to accommodate all methods of traveling: walking, rolling (wheelchair or mobility device), bicycling, public transit and driving. A complete street can include bus pull-off lanes and shelters, bicycle racks, bicycle lanes, pedestrian crossing bump-outs, and other features to make travel safe and easy.

I know what a bus stop looks like...I can see the bicycle painted in the bicycle lane... but what is that green box and green painted lane?

The green painted lane in intersections is there to remind motorists that bicycles are traveling through the intersection in that area. A car turning right or left will cross through this area. The green is a reminder to watch for bicyclists.

The green box indicates that a bicycle will make a left turn from the bicycle lane. To make a left a bicyclist will stop in the box and reorient their bicycle to cross the street while waiting for the light to turn green. This prevents left turns across two lanes of cars that are traveling in the same direction. (See the diagram with instructions on how to make the turn on the top of the next page).



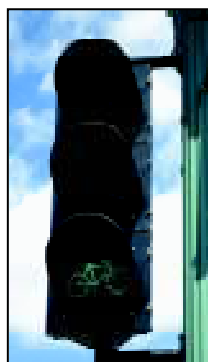


What are those metal sculptures shaped like footballs and the Pro Football Hall of Fame for?

The “cutout” shapes are artist made bicycle racks. A bicycle can be leaned against them and then locked by passing cables or chains through the cutout area. Sponsorships are available to assist in paying for their installation.



Why are there traffic lights with bicycles on them?



These are traffic signals for the contraflow lane for bicycles. Walnut Avenue is a one-way street for cars and trucks but bicycles can travel in both directions. The traffic signals are for the bicycle lane traveling against the flow of car and truck traffic. They are there to stop bicycles when the crossing traffic has the right-of way. This is the first contraflow bicycle lane in Ohio.

Why Complete Streets?

It's an easier and safer way to share the road. Making it safer can encourage people to utilize alternative modes of transportation.



Stark County Regional Planning Commission
201- 3rd St. N.E.
Canton, Ohio 44702

Upcoming Events

October

7	Subdivision Review	1:30 PM
8	SCRPC	7:30 PM
28	SCATS	1:30 PM

November

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

December

2	Subdivision Review	1:30 PM
3	SCRPC	7:30 PM

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