



Vision, Framework and Action Products

December 17, 2013



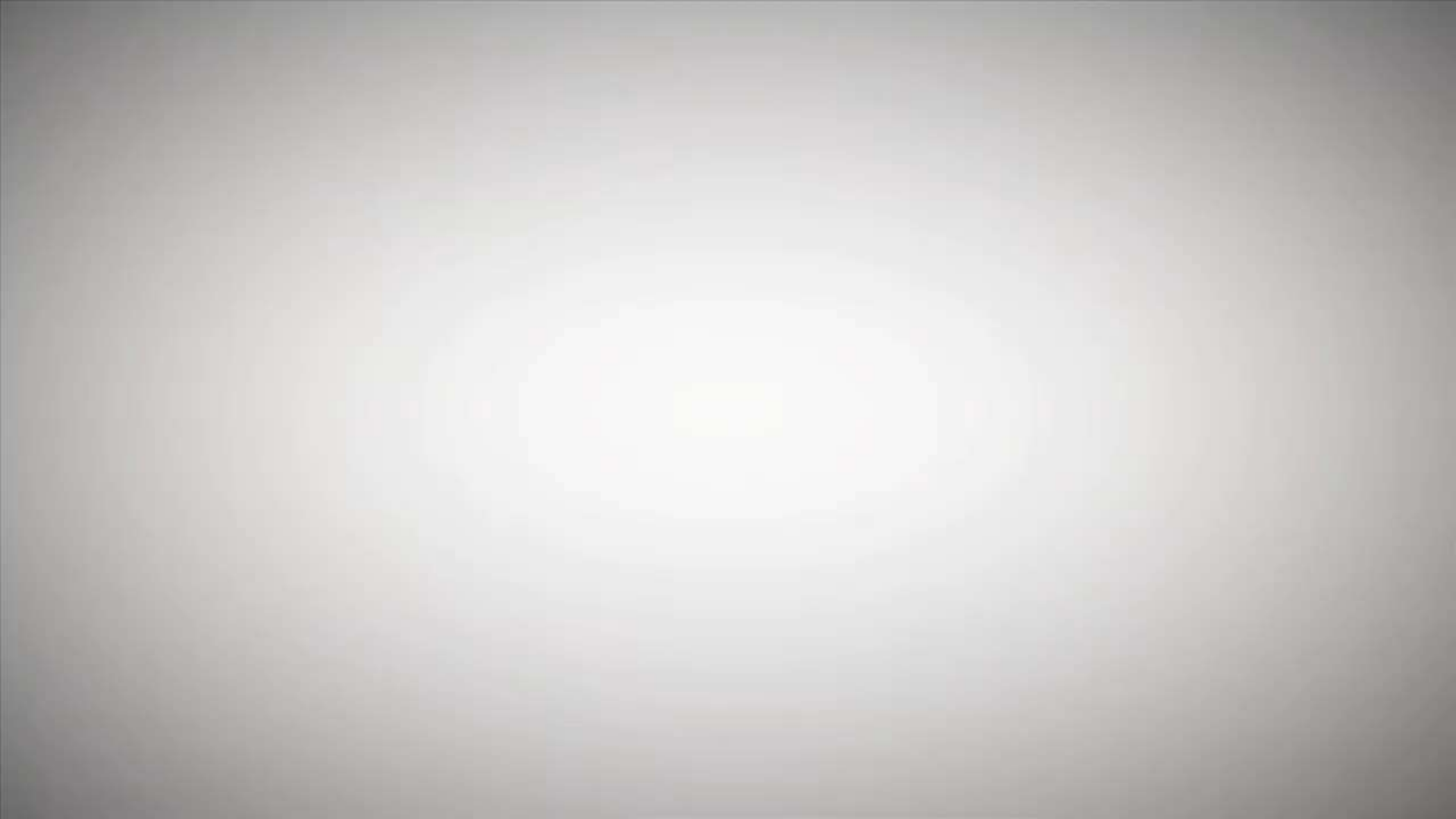
Agenda

Vision

Implementation Framework

Action Products

Next Steps



Outreach

**Total Engaged:
5,600**

(Meeting attendance,
ImagineMyNEO and
polling research)

	% of Scenario Planning Attendees	% of Actual Census of Region
Ashtabula	4%	3%
Cuyahoga	33%	33%
Geauga	3%	2%
Lake	6%	6%
Lorain	11%	8%
Mahoning	9%	6%
Medina	2%	5%
Portage	4%	4%
Stark	7%	10%
Summit	14%	14%
Trumbull	7%	6%
Wayne	1%	3%



A map of Northeast Ohio showing a purple line connecting Cleveland, Akron, and Youngstown. The map includes labels for various cities and towns, as well as geographical features like Lake Erie and the Cuyahoga River. The word "Vision" is overlaid in large blue letters.

Vision

VIBRANT
NEO 2040

Organization

8 Objectives: The outcomes the Vision aims to achieve

13 Indicators: Regional performance metrics that will tell us if we are on track to attain the Vision

4 Themes: Four key Vision topic areas

9 Recommendations: Steps and tools for realizing the Vision, which include **41 Initiatives**

22 Development Strategies: Local resources for creating great places consistent with the Vision objectives

Objectives

An aerial photograph of a city skyline, featuring a prominent skyscraper in the center. The image is slightly blurred and serves as a background for the text.

Vision Objectives

Overarching Objective:

Promote investment in Northeast Ohio's established communities

Develop our regional economy with accessible employment opportunities

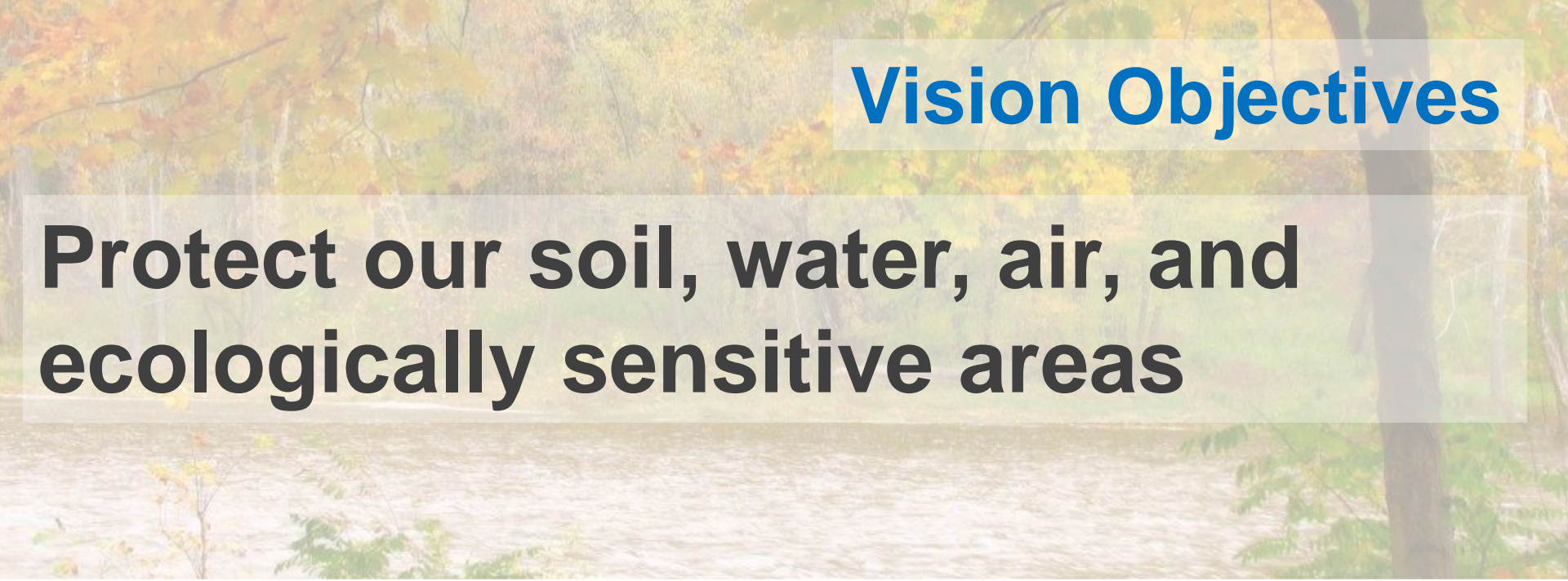
A photograph of Painesville City Hall, a large, classical-style building with a prominent portico supported by white columns. The words "PAINESVILLE CITY HALL" are inscribed on the pediment. The building has a red brick facade and a central dome with a cupola.

Vision Objectives

Improve our regional fiscal health

A photograph of a modern bus stop at night. The stop has a curved, illuminated roof and glass walls. A bus is visible in the background, and a person is standing near the stop. The scene is lit by streetlights and the bus's lights.

**Enhance our regional
transportation network**



Vision Objectives

Protect our soil, water, air, and ecologically sensitive areas



Cultivate and celebrate our local assets and places of public value



Vision Objectives

Expand our parks and open space network



Preserve and value our prime farmland as a regional economic asset

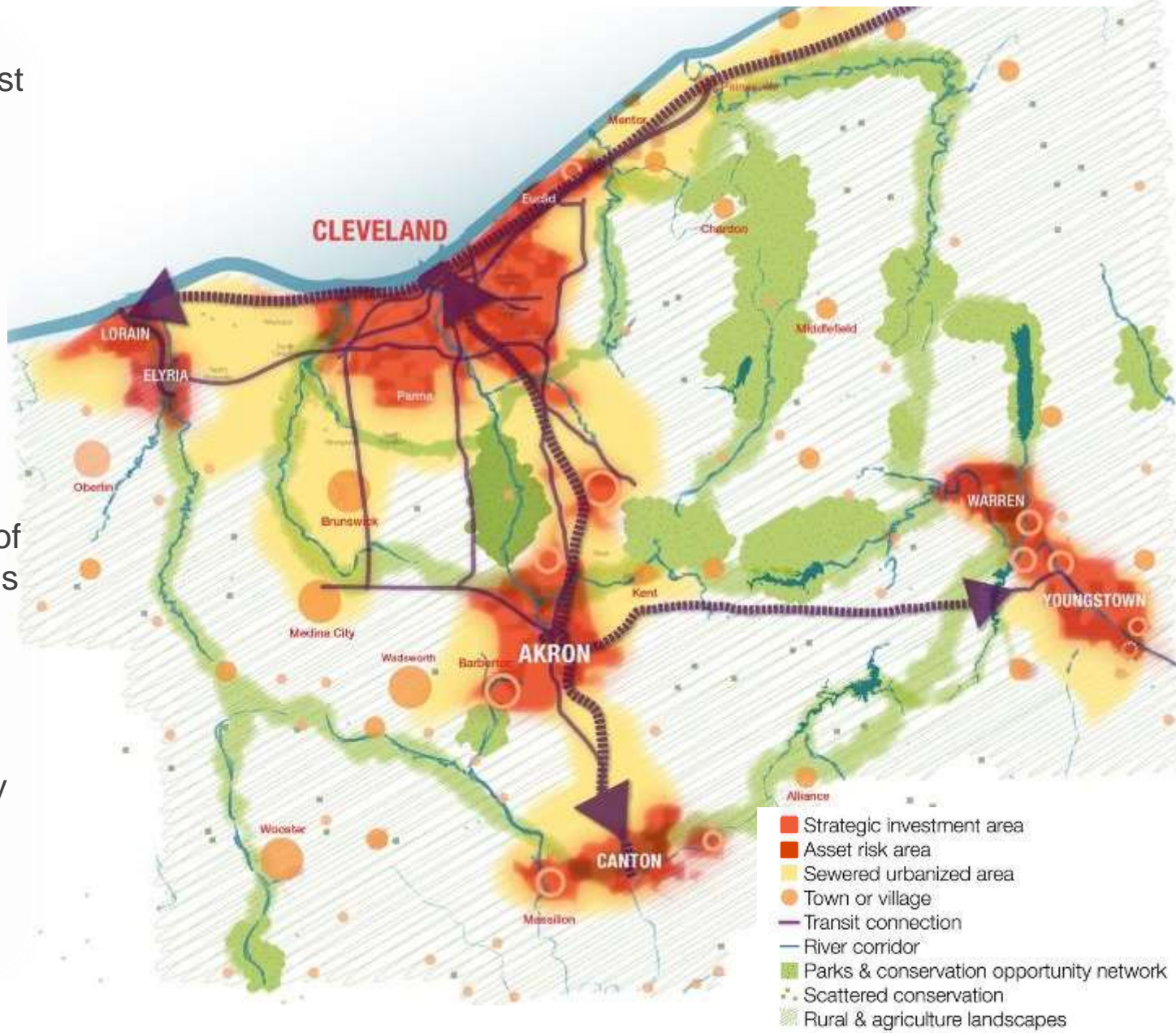
Where do we want to be in 2040?

Strengthen and invest in our legacy cities and established communities

Create a diverse range of new community, neighborhood and place types

Offer a wider range of transportation options

Protect our prime farm land and preserve the character and quality of our rural landscapes



Terms

STRATEGIC INVESTMENT AREAS: Places with stable or growing populations and a high density of community assets, and existing infrastructure that supports current and likely future development. This makes these areas ideal candidates for investment.

ASSET RISK AREAS: Places facing declining population and employment but have a high density of existing infrastructure and community assets that could support reinvestment and future population growth. Declining population/employment puts valuable regional assets at risk.

COST RISK AREAS: Places that have experienced rapid population growth but would require investment in new infrastructure and community facilities to support future development. New development must be carefully planned to ensure long-term financial stability.

Vibrant NEO 2040: Proposed Regional Vision

- 
- Strategic Investment Area
 - Asset Risk Area
 - Cost Risk Area
 - Sewered Urbanized Area
 - Transit Connection
 - Greenway
 - Parks and Conservation Land
 - Rural & Agriculture Landscapes
 - Western Reserve Town
 - Innovation Zone
 - Emerging Cultural District
 - Industrial Waterfront
 - New Industrial Opportunity Site

Indicators

	Overarching Theme: Promote Investment in our established communities	Protect our soil, air, water, and ecologically sensitive areas	Improve our regional fiscal health	Develop our regional economy with accessible employment opportunities	Enhance our regional transportation network	Cultivate and celebrate our local assets and places of public value	Expand our parks and open space network	Preserve and value our prime farmland as a regional economic asset
Development Location								
VMT								
Urban & Multifamily Housing								
Housing Vacancy								
H+T Costs								
Transit Proximity								
Roadway Investment Balance								

Indicators

	Overarching Theme: Promote Investment in our established communities	Protect our soil, air, water, and ecologically sensitive areas	Improve our regional fiscal health	Develop our regional economy with accessible employment opportunities	Enhance our regional transportation network	Cultivate and celebrate our local assets and places of public value	Expand our parks and open space network	Preserve and value our prime farmland as a regional economic asset
Commute – Mode Share								
Existing Road Infrastructure Maintenance								
Open Space Conservation								
Riparian Corridor Protection								
Clean Water								
Clean Air								

Direct link between objective and indicator

Indirect link between objective and indicator

Themes

- **Strengthen Established Communities**
 - **Increase Transportation Choice**
- **Preserve and Protect Natural Resources**
- **Promote Collaboration and Efficiency**

Recommendations and Initiatives

Recommendations/Initiatives and Implementation

- 9 Recommendations
- 41 Initiatives or action areas under the recommendations

Not “one size fits all” solutions

Some aspects of initiatives will not be applicable to all parts of the 12-county region

The decision to implement individual initiatives will be a made at the local level

REGIONAL VISION RECOMMENDATIONS + OBJECTIVES MATRIX

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OBJECTIVES

Direct Impact
 Indirect Impact

RECOMMENDATIONS

	Promote investment in our established communities	Protect our soil, water, air, and ecologically sensitive areas	Improve our regional fiscal health	Develop our regional economy with accessible employment opportunities	Enhance our regional transportation network	Cultivate and celebrate our local assets and places of public value	Expand our parks and open space network	Preserve and value our prime farmland as a regional economic asset
Focus new residential and commercial development on sites within established communities								
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Encourage a higher frequency of mixed-use development and a range of diverse, affordable housing options								
Enhance and coordinate the region's rail and bus services								
Enhance walking and cycling as transportation options to increase regional mobility and improve public health								
Preserve our natural areas for future generations, provide outdoor recreation opportunities, and develop a regional approach to protecting air, water, and soil quality								
Support sustainable agriculture and the local food system in Northeast Ohio								
Increase collaboration among the region's government agencies to expand information sharing and find more cost-effective means of providing essential services								



REGIONAL VISION RECOMMENDATIONS + INDICATORS MATRIX

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INDICATORS



Direct Impact
 Indirect Impact

RECOMMENDATIONS

	Development Location Targeted at Low-Growth or In-Straight and Protection Area	Drinking and Wastewater Treatment	Housing Vacancy Rate	Housing + Transportation Costs	Existing Road Infrastructure	Roadway Investment Release	Salmonide Made More	Perkins Vehicle Miles Traveled	Transportation Jobs and	Urban Sprawl Conversion Zones of Parks and Protected Land	Coastal Dune Protection	Water Water	Water for
Focus new residential and commercial development on sites within established communities	x	x	x	--	x	--	x	x	x	x	--	x	x
Focus new residential and commercial development on sites within established communities	x	x	x	x	x	--	x	x	x	--	--	--	x
Focus new residential and commercial development on sites within established communities	x	--	x	x	x	--	--	x	x	x	x	x	x
Encourage a higher frequency of mixed-use development and a range of diverse, affordable housing options	--	x	--	x	--	x	--	x	--	--	--	--	x
Enhance and coordinate the region's rail and bus services	x	x	x	x	x	x	x	x	x	--	--	--	x
Enhance walking and cycling as transportation options to increase regional mobility and improve public health	--	--	--	x	x	x	x	x	--	x	x	x	x
Preserve our natural areas for future generations, provide outdoor recreation opportunities, and develop a regional approach to protecting air, water, and soil quality	x	--	--	--	--	--	--	--	--	x	x	x	x
Support sustainable agriculture and the local food system in Northeast Ohio	x	--	--	--	--	--	--	--	--	x	--	x	x
Increase collaboration among the region's government agencies to expand information sharing and find more cost-effective means of providing essential services	x	x	x	x	x	x	x	x	x	x	x	x	x

REGIONAL VISION RECOMMENDATIONS + IMPLEMENTATION CONTEXT MATRIX

RECOMMENDATIONS & INITIATIVES

Focus new residential and commercial development on sites within established communities

Encourage infill and redevelopment through the use of tax credits and other direct and indirect public incentives.

Fix it first: continue to privilege projects that maintain the existing road network in a state of good repair, rather than building additional capacity.

Improve the ability of municipalities and townships to analyze the long-term impacts of new development and better manage their own development.

Continue development throughout the region in accordance with local zoning requirements and preferences, but prioritize public subsidies to projects within the region's established communities.

Require the users of new sewer extensions that serve previously unsewered areas to pay the full cost of service.

Consider instituting a land value tax to replace existing improvement-based property assessment and taxation methods.

Develop a robust network of regional job centers connected by multimodal transportation corridors within and between counties

Strengthen regional job centers—and the corridors that connect them—by diversifying and intensifying land uses and investing in strategic local economic development within them.

Use transit oriented development (TOD) to create stronger, more accessible, regional job centers.

Implement a tiered approach to local parking requirements.

Pursue the remediation, assembly, marketing, and redevelopment of abandoned properties at both the local and regional levels

Develop and maintain a regional vacant industrial and commercial properties database and criteria for determining the most appropriate successive use, whether for redevelopment, green infrastructure, food production, parks, or natural areas.

TARGET COMMUNITY

SCALE OF ACTION

IMPLEMENTATION COMPLEXITY

Strategic	Asset Risk	Cost Risk	Regional	County	Local Jurisdiction	High	Moderate	Low
X	X	X			X			X
X	X	X	X	X	X			X
X	X	X			X			X
X	X	X	X	X	X		X	
		X		X	X		X	
X	X	X		X	X	X		
X	X	X	X	X	X			X
X			X		X		X	
X	X	X	X		X		X	
X	X		X	X	X			X

LEADS

Municipalities

Metropolitan Planning Organizations

Nonprofit Organizations; Councils of Government; Universities

Municipalities, Townships, Counties; Metropolitan Planning Organizations, Councils of Government

Sanitary Sewer Districts; Municipalities, Townships, Counties

Municipalities, Townships, Counties

Municipalities, Townships, Counties; Metropolitan Planning Organizations, Councils of Government

Municipalities; Metropolitan Planning Organizations, Councils of Government

Municipalities, Townships; Metropolitan Planning Organizations

Chambers of Commerce/Economic Development Organizations; Universities; Nonprofit Organizations; Councils of Government

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REGIONAL VISION RECOMMENDATIONS + IMPLEMENTATION CONTEXT MATRIX

RECOMMENDATIONS & INITIATIVES

Expedite permitting and remove barriers for adaptive reuse of abandoned buildings and empty lots.

Expand and coordinate existing land bank efforts to acquire, assemble, manage, and dispose of vacant properties throughout the region.

Identify, evaluate, and where appropriate pursue the reuse of vacant and abandoned industrial sites endowed with significant preexisting infrastructure that could provide unique opportunities for regional economic development. Advocate for a brownfield redevelopment fund and promote these sites through a marketing campaign.

Encourage a higher frequency of mixed-use development and a range of diverse, affordable housing options

Include mixed-use designations and/or planned unit overlay districts in zoning codes throughout the region.

Include traditional small-lot, compact single-family and townhouse residential designations in zoning codes throughout the region.

Offer financial incentives to developers that incorporate affordable housing units into their projects and implement inclusionary zoning in markets with widespread affordability gaps.

Offer financial literacy and housing education programs for tenants and homeowners. Focus on areas in established communities where investments in housing are underway.

Enhance and coordinate the region's rail and bus services

Invest in a regional network of bi-directional public transit connections between Northeast Ohio's major job centers.

Create a network of high-frequency express and local transit routes connecting the region's job centers. Prioritize infill development in the corridors served by these routes. In the short and medium terms, upgrade high-performing existing bus routes and create new bus routes in designated corridors. In the long term, upgrade the highest-demand routes into commuter rail service.

Coordinate the region's transit systems for joint marketing, information technology, and fare media, including information regarding private transit resources such as university/health system shuttles, private bus services, airport transportation, etc.

TARGET COMMUNITY

SCALE OF ACTION

IMPLEMENTATION COMPLEXITY

Strategic	Asset Risk	Cost Risk	Regional	County	Local Jurisdiction	High	Moderate	Low
X	X				X			X
X	X		X	X	X		X	
X	X		X	X	X		X	
X	X	X	X		X			X
X	X	X	X	X	X			X
X	X	X	X	X	X		X	
X	X		X		X			X
X	X		X			X		
X	X		X	X	X		X	
X	X	X	X	X	X		X	

LEADS

Municipalities

Nonprofit Organizations; Land Banks; Municipalities, Counties

Nonprofit Organizations; Chambers of Commerce/Economic Development Organizations

Municipalities, Townships; Metropolitan Planning Organizations, Councils of Government

Municipalities, Townships, Counties; Councils of Government

Public Housing Authorities; Municipalities, Townships, Counties; Metropolitan Planning Organizations

Public Housing Authorities; Municipalities; Universities; Nonprofit Organizations

Transit Operators; Metropolitan Planning Organizations

Transit Operators; Metropolitan Planning Organizations; Municipalities, Counties

Transit Operators; Metropolitan Planning Organizations; Municipalities, Counties; Universities



REGIONAL VISION RECOMMENDATIONS + IMPLEMENTATION CONTEXT MATRIX

RECOMMENDATIONS & INITIATIVES

Evaluate the condition of all existing rail trackage and rail crossings to determine what investments would be necessary to bring substandard infrastructure up to standard for freight and passenger service.

Enhance walking and cycling as transportation options to increase regional mobility and improve public health

Expand the existing bicycle lane and trail system and connect it to regional transit hubs via on-and-off street facilities.

Repair existing sidewalks and crosswalks and add new ones as needed wherever a fixed-route bus service is in operation.

Promote "Complete Streets" through regional policy and the identification of local champions.

Collaborate with school districts and local communities to further develop safe routes to school, encouraging walking and biking, and site new schools in walkable locations.

Preserve our natural areas for future generations, provide outdoor recreation opportunities, and develop a regional approach to protecting air, water, and soil quality

Expand and connect the existing network of parks, trails, rivers, lakes, and natural areas through continued partnerships with private land owners, land conservancies, land trusts, community members, and local governments.

Support and expand green infrastructure options for flood control and general water management, both at the local level with projects like green alleys and bioswales, and at the regional level with a network of large, upstream water retention areas.

Improve regional quality of life and health by focusing on the interface between natural and human systems in the areas of flood mitigation, stormwater run-off, and clean beaches and the water quality of our lakes, rivers, and streams.

Strengthen and expand watershed partnerships that foster communication and collaboration between upstream and downstream communities across all 15 Northeast Ohio watershed geographies.

Expand collaboration between existing natural resource districts and consider the creation of new districts where appropriate.

Develop and maintain a natural resources inventory of the region.

TARGET COMMUNITY

SCALE OF ACTION

IMPLEMENTATION COMPLEXITY

Strategic	Asset Risk	Cost Risk	Regional	County	Local Jurisdiction	High	Moderate	Low
X	X	X	X				X	
X	X	X	X	X	X			X
X	X		X		X		X	
X	X	X	X	X	X		X	
X	X	X	X	X	X		X	
X	X	X	X	X	X		X	
X	X	X	X	X	X		X	
X	X	X	X	X	X		X	
X	X	X	X	X	X	X		
X	X	X	X				X	

LEADS

Ohio Rail Development Commission; Metropolitan Planning Organizations

Nonprofit Organizations; Metropolitan Planning Organizations; Metroparks Authorities; Municipalities; Counties

Municipalities; Metropolitan Planning Organizations

Municipalities, Townships, Counties; Metropolitan Planning Organizations

Metropolitan Planning Organizations; School Districts; Municipalities, Townships

Metroparks Authorities; Land Conservancies and Trusts; Municipalities, Townships, Counties; Councils of Government

Metroparks Authorities; Land Conservancies and Trusts; Municipalities, Townships, Counties; Soil and Water Conservation Districts

Metroparks Authorities; Land Conservancies and Trusts; Municipalities, Townships, Counties; Councils of Government

Watershed Partnerships; Soil and Water Conservation Districts; Metropolitan Planning Organizations, Councils of Government; Municipalities, Townships, Counties

Municipalities, Townships, Counties; Soil and Water Conservation Districts

Metropolitan Planning Organizations, Councils of Government; Universities; Nonprofit Organizations

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REGIONAL VISION RECOMMENDATIONS + IMPLEMENTATION CONTEXT MATRIX

RECOMMENDATIONS & INITIATIVES

Support sustainable agriculture and the local food system in Northeast Ohio

Support the expansion of community supported agriculture (CSAs), farmer cooperatives, farm-to-school programs, and other existing mechanisms that support sustainable agriculture and enhance food access.

Partner with local landowners, the food processing industry, and local organizations to protect agriculturally valuable land for future generations.

Review and amend local ordinances to allow for small- and moderate-scale urban farming on occupied and vacant parcels that are environmentally safe for growing food

Support the work of local food initiatives to share best practices and identify policies of regional significance

Increase collaboration among the region's government agencies to expand information sharing and find more cost-effective means of providing essential services

Study privatization and public-private partnerships as means to fund critical infrastructure projects that cannot be funded solely through public dollars.

Utilize joint procurement strategies and the sharing of facilities, staff, and other resources wherever possible to save money on the provision of public services.

Identify one or more organizations that will host and maintain the technical resources created by NEOSCC so that they will remain current, accurate, and available for future regional visioning and planning.

Align MPO/COG/ODOT transportation model inputs and continue to collaborate, share information, and align policy objectives across the multiple regional planning agencies of Northeast Ohio.

Foster greater engagement between MPOs/COGs and organizations/initiatives that address natural resources, parks, sewer, public health, housing, education, private business investment, and economic development.

Sustain the momentum of NEOSCC by continuing to convene stakeholders to identify and address regional issues and to advance the region's collaborative capacity.

TARGET COMMUNITY

SCALE OF ACTION

IMPLEMENTATION COMPLEXITY

Strategic	Asset Risk	Cost Risk	Regional	County	Local Jurisdiction	High	Moderate	Low
X	X	X		X	X			X
		X	X	X	X		X	
X	X	X	X		X			X
X	X	X	X	X	X		X	
X	X	X	X	X	X			
X	X	X	X	X	X		X	
X	X	X	X	X	X			X
X	X	X	X	X	X		X	
X	X	X	X				X	
X	X	X	X	X	X	X		
X	X	X	X	X	X		X	

LEADS

Municipalities, Townships, Counties, Land Banks, Nonprofit Organizations, School Districts

Land Conservancies, Nonprofit Organizations, Ohio State University Extension, Local Universities, Soil and Water Conservation Districts

Municipalities, Townships, Counties, Councils of Government, Food Policy Councils

Food Policy Councils; Ohio State University Extension, Local Universities, Municipalities, Townships, Counties

Ohio Department of Transportation; Municipalities, Townships, Counties

Municipalities, Townships, Counties; Metropolitan Planning Organizations, Councils of Government; Ohio Department of Development Services

Metropolitan Planning Organizations, Councils of Government; Nonprofit Organizations; Municipalities, Townships, Counties

Metropolitan Planning Organizations, Councils of Government

Metropolitan Planning Organizations, Councils of Government; Universities; Nonprofit Organizations; Special Purpose Districts or Agencies; Municipalities, Townships, Counties

Metropolitan Planning Organizations, Councils of Government; Universities; Nonprofit Organizations; Special Purpose Districts or Agencies; Municipalities, Townships, Counties



Implementation Framework

Sample Layout

other agriculture. Such municipalities should consider collaborating with local land banks to identify vacant parcels suitable for multiple scales of farming, consult with urban farmers on their needs and desires, and engage local universities and agriculture extension.

TARGET COMMUNITY: Asset Risk Areas, Strategic Investment Areas, Core Risk Areas

SCALE: Individual Jurisdiction

SECTOR: Public

Initiative 5.2: Support the expansion of community supported agriculture, restaurants, and other businesses that sustain small and moderate-scale agriculture and enhance food access

The entrepreneurial ecosystem around the local food movement is expanding steadily. It includes a diverse range of actors, community supported agriculture (CSA) cooperatives, incubators, research extensions, farmers markets, and pop-ups. Many cities and towns have moved in recent years to establish farmers markets, but fewer have taken action to support other actors in the local food value chain. While amending zoning laws to allow for orchards, crops, and in some cases small-scale livestock help producers, municipalities and regions should also invest in the intermediary mechanisms that nurture urban agriculture entrepreneurs. These investments could include:

- Clearing vacant or abandoned municipal-owned or land bank-owned buildings and land to cooperative or CSA for sorting, processing or distribution of products.
- Allocating community development block (CDBG) and other economic development startup funds and food processing zoning.
- Amending procurement standards and policies.

DRAFT

privilege locally-sourced foods

TARGET COMMUNITY: Asset Risk Areas, Strategic Investment Areas, Core Risk Areas

SCALE: Individual Jurisdiction

SECTOR: Public, Private, Non-Profit



Agriculture land lost to development

Agriculture plays an important economic and cultural role in Northeast Ohio, and preserving it has been a priority in public discourse. The total acres of farmland has been steadily decreasing since the 1950s. Although the rate has slowed recently, the trend of new development away from urban areas continues to threaten important agricultural land. The scenarios show that if current patterns continue, more than 20,000 acres of the region's most important farmland could be developed by 2040. Northeast Ohio has sufficient land to accommodate new development and also preserve farmland. The "Efficient" scenarios show that dramatically decreasing the number of acres of prime farmland lost is possible.

Farmland classification are based upon soil surveys from the National Resources Conservation Service (NRCS) which are developed in consultation with input from local agencies. "Prime" farmland in this indicator includes areas of prime farmland, farmland of local importance, and farmland of unique importance. This indicator measures the number of acres of these farms that are developed each year.

Target: No more than 21.5 acres of prime or important farmland lost per 1,000 new residents, for a total loss not to exceed 700 acres per year.

Prime Agriculture Land Lost in the Scenarios

Year	Acres of prime farmland lost to development	Ratio of loss (acres/year)	Population increase	Acres lost per 1,000 new residents
2040	21,500	1.00	45,000	200%
Green the River	40,000	2.00	80,000	400%
Go Through Differently	40,000	2.00	90,000	400%
Green Differently	50,000	2.50	100,000	500%

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RECOMMENDATION 5:

MAXIMIZE INVESTMENT IN EXISTING ROADS AND HIGHWAYS BEFORE BUILDING NEW ONES

Years of investment in Northeast Ohio's highway network have resulted in a geographically expensive and robust system connecting the cities and economic centers of the region. However, this has also left the

This is not a recommendation that is unique to Northeast Ohio or one that will work only there. Multiple state transportation agencies and regional planning organizations faced with similar situations have adopted "fix-it-first" policies that establish maintenance of existing infrastructure as a "state of good repair" and prioritize maintenance of roadways or bridges over the construction of new facilities. These include the Pennsylvania Department of Transportation's Fix It First asset management system, which set targets for reducing the number of deficient roadways and bridges throughout the state before continuing to fund highway system expansion projects.

The also reflects direction being taken at the federal level. MAP-21, the current legislation authorizing federal spending on transportation, has emphasized the fix-it-first and state-of-good-repair approach much more than its predecessors. For roads and highways, the cornerstone of this approach is the National Highway Performance Program, estimated to be funded at nearly \$40 billion, or nearly 40 percent of the total amount appropriated amount for the ISTEA. Projects under the NEPP must demonstrate that they help in achieving nationwide goals on improving infrastructure condition, safety, mobility or freight movement on the National Highway System. The NEPP sets a lower maximum level of federal contribution for states that have not developed asset management plans.

Initiative 5.5: Amend MPO project selection criteria to privilege projects that maintain the existing Federal Aid System (as well as existing local infrastructure in a state of good repair)

WAC 1140.05. Metropolitan Planning Organizations (MPOs) are required to develop "locally constrained" plans identifying a series of projects and programs that enhance a region's transportation system but can be funded through projected revenue for transportation.

See more at <http://www.northeastohioplanning.org>

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RECOMMENDATION 3: Pursue the remediation, assembly, marketing, and redevelopment of abandoned properties at both the local and regional levels

Initiative 3.2: Expedite permitting and remove barriers for adaptive reuse of abandoned buildings and empty lots.

WHAT THIS MEANS: The recycling of urban land and buildings is the principal development challenge facing built-out communities. Barriers to redevelopment arise through such issues as toxic contamination, property age and code conformance, and opposition from other landowners.

RECOMMENDATION 3: Pursue the remediation, assembly, marketing, and redevelopment of abandoned properties at both the local and regional levels

Initiative 3.2: Expedite permitting and remove barriers for adaptive reuse of abandoned buildings and empty lots.

WHERE IT'S BEEN DONE

Pilot - Collinwood Rising:

- A community plan establishing a strategy for transforming vacant parcels and houses into community-based assets. Funding was awarded by an ArtPlace America grant.
<http://www.artplaceamerica.org/articles/collinwood-rising-7/>
- The City of Cleveland's Collinwood Recreation Center is a prime example of adaptive re-use. A long-abandoned Big Lots store was stripped down and reutilized to provide a LEED Gold recreation center for the City's residents. In addition, the project will help support redevelopment in this artist neighborhood while reducing the environmental impact with bio-swales and on-site filtration.



RECOMMENDATION 3: Pursue the remediation, assembly, marketing, and redevelopment of abandoned properties at both the local and regional levels

Initiative 3.2: Expedite permitting and remove barriers for adaptive reuse of abandoned buildings and empty lots.

WHY IT'S IMPORTANT

The challenge becomes a problem when natural churn in a property market decays into long-term, structural vacancy. Invariably, cities or municipal authorities are saddled with the responsibility for maintaining chronically vacant property. This saps municipalities of needed revenue, results in substandard care for a property, and dims the prospects of a productive successive use.

RECOMMENDATION

RECOMMENDATION 3: Pursue the remediation, assembly, marketing, and redevelopment of abandoned properties at both the local and regional levels

Initiative 3.2: Expedite permitting and remove barriers for adaptive reuse of abandoned buildings and empty lots.

GETTING IT DONE

Local governments, particularly established municipalities, must take responsibility for implementation of this initiative. Leadership could come from members of planning commissions or zoning boards, or administrative staff from a planning or development department.

Potential Lead	Local jurisdictions (municipalities)
Target Community	Strategic investment areas, asset risk areas
Implementation Complexity	Low

Development Strategies

1. UNIVERSITY / COLLEGE TOWN DISTRICT
2. MEDICAL / INSTITUTIONAL CENTER
3. WATERFRONT DEVELOPMENT
4. SENIOR LIVING COMMUNITY
5. MIXED-INCOME NEIGHBORHOOD
6. SUBURBAN MULTI-FAMILY NEIGHBORHOOD
7. CORPORATE CAMPUSES
8. LIGHT INDUSTRIAL BUSINESS PARK
9. DOWNTOWN COMMERCIAL CORE
10. DOWNTOWN RESIDENTIAL NEIGHBORHOOD
11. TRANSIT ORIENTED DISTRICT
12. COMPACT RESIDENTIAL
13. WESTERN RESERVE TOWN CENTERS
14. NEIGHBORHOOD MAIN STREETS
15. BUSINESS / COMMERCE DISTRICTS
16. HEAVY INDUSTRIAL DEVELOPMENT
17. ARTERIAL COMMERCIAL DISTRICT
18. LIFESTYLE CENTER / MALL DISTRICT
19. NEW TOWN CENTER
20. SUBURBAN SUBDIVISION
21. RURAL RESIDENTIAL
22. CONSERVANCY / PARKS

Development Strategies

Vibrant NEO 2040 Development Strategies December 14, 2014

The Development Strategies bring the Vision down to the neighborhood scale. They provide guidance for creating and maintaining quality places. The local and incremental sites that they describe are a key aspect of the overall Vision, and like the Recommendations, they are tailored to the different communities found throughout the region. These Strategies are not intended to present a rigid planning formula or to prescribe the future of a community—they are meant to illustrate the tremendous transformative potential of thoughtful planning, design, and development.

This section references many of the community categories presented thus far in Vibrant NEO 2040: A Vision and Framework for Our Future, including the six place types, as well as the smaller development types that make up the building blocks of the scenarios. See the “Existing Conditions” section for more information.

To make the best use of the Strategies, readers should look for the development types found in their communities or that their communities are considering building. The Strategies associated with those types will offer guidelines and best practices for getting the most out of their investments and for creating the highest quality outcomes.

Development Type: University / College Town District

Impact: Regional

Neighborhoods surrounding a university or college. Mixes the needs of students and educators with nearby communities to provide various housing options and amenities. Typically high density, compact, and mixed-use in legacy cities and established cities and towns.

- Maximize the potential for connecting students, residents, and employees through connected and shared spaces and amenities.
- Connect to adjacent institutions and companies to create knowledge sharing communities, linking students with potential jobs.
- Encourage density through mixed-use, off-campus housing options and supportive amenities like grocery, retail, restaurants, etc.
- Locate and expand within existing infrastructure and urban fabric. Focus on infilling adjacent vacant lots and renovating vacant buildings to expand campus footprint.
- Promote healthy living and active lifestyles through walkable environments, multimodal streetscapes, and integrated public and park spaces.
- Incentivize employees to live where they work and be part of the greater education community.
- Promote the expansion of transit connectivity and multimodal options through the development of transit centers that connect to regional networks, bicycle amenities, continuous sidewalks and walkable neighborhoods.
- In higher density districts, incentive parking garages rather than surface parking to free-up land for continued development.

Associated and Supporting Development Types:

Existing University / College Town Districts	New University / College Town Districts
Mixed-income Neighborhood	Medical / Institutional Centers
Medical / Institutional Centers	Downtown Residential
Transit Oriented Development	Arterial Commercial Districts

Two before-and-after photos of a building in a city center. The building is a multi-story, modern structure with a glass facade. The photo on the left shows the building at night, illuminated by streetlights and building lights. The photo on the right shows the building during the day, with a clear blue sky and some trees in the foreground.



City of Denver, Denver International Airport, Denver International Airport, Denver International Airport



City of Denver, Denver International Airport, Denver International Airport, Denver International Airport

Measure & Inspire



Dashboard

ACTION PRODUCTS



Toolkit & Best Practices

Test & Prove



Pilots

Support &
Move Forward

Policy
Recommendations

Action Product Overview

- Vision alone is not enough to effect change
- Action Products were developed to encourage, equip, and support Northeast Ohioans to learn, share, create, and act together to build a more vibrant future
- The *Vibrant NEO 2040* vision and these products are meant to inspire and guide decision-making at the MPO, COG, and local level to ensure that land use, transportation, and environmental considerations are simultaneously addressed by their processes



Action Product Overview

Dashboard

Visualization tool that communicates a set of indicators and metrics, against which progress toward the *Vibrant NEO 2040* vision will be measured.



Tool Kit & Best Practices

Implementation tools and techniques to realize the regional preferred vision developed through *Vibrant NEO 2040*.



Policy Recommendations

Framework for analyzing the effects existing policies have on the region and determining what may be needed to create desired change.



Pilots

Emerging best practices that show promise in moving the region towards the *Vibrant NEO 2040* preferred vision.



Relationship to the Vision

- Action Products are aligned with final Vibrant NEO 2040 Vision themes, recommendations & initiatives
 - Dashboard & Policy Recommendations are higher-level and aligned with recommendations
 - Tools, Best Practices & Pilots are aligned by initiative
- Relevant examples included as in-text references in Recommendations section
- Also structured as stand-alone elements

How to Use the Action Products as Stand-Alone Elements

- Structured as a suite of resources
- Intended to promote local action to take more “next steps” needed to implement the vision
- Focused on local examples to encourage knowledge sharing & replication
- Some out-of-region examples highlight best practices and different approaches

Dashboard



- Contains 7 “buckets” of indicators
 - 3 key “vision” buckets of indicators tied to vision themes
 - 4 broader “context” buckets of indicators that are important to the Working Group and public, but not directly tied to vision
- 54 total indicators
- Audiences
 - Current: NEOSCC Board. Serves as an example of format and content for indicators and measures for a Dashboard to be scoped and built
 - Future (if built): General public, stakeholders, elected officials, NEOSCC Board



DASHBOARD INDICATOR “BUCKETS”

KEY “VISION” INDICATORS

STRENGTHEN ESTABLISHED COMMUNITIES

- Development Location
- Urban and Multi-Family Housing
- Housing Vacancy Rate
- Housing + Transportation Costs
- Existing Road Infrastructure Maintenance

INCREASE TRANSPORTATION CHOICE

- Roadway Investment Balance
- Commute Mode Share
- Vehicle Miles Traveled (VMT)
- Transit Proximity: Jobs & Residents

PRESERVE AND PROTECT NATURAL RESOURCES

- Open Space Conservation
- Riparian Corridor Protection
- Clean Water
- Clean Air
- Greenhouse Gas Emissions (future)
- Impervious Surface (future)

BROADER “CONTEXT” INDICATORS

ECONOMY

- Jobs
- Gross Regional Product
- Per Capita Income
- Labor Force

EDUCATION

- Attainment
- Expenditures
- School Quality
- Professional Certifications

HEALTH

- County Health Rankings (*Robert Wood Johnson Foundation and University of Wisconsin Population Health Institute*)
- Health Outcomes
- Health Factors

PEOPLE

- Distribution/Segregation
 - Race/Ethnicity
 - Income/Poverty
 - Age



BUCKET: STRENGTHEN ESTABLISHED COMMUNITIES
INDICATOR: Urban and Multi-Family Housing

WHAT DO WE MEASURE?:

The percentage of all housing units that are single family homes on lots smaller than 7,000 square feet, two or three-family dwellings, or multifamily apartments.

WHY DOES IT MATTER?:

Urban and multifamily housing styles use land more efficiently than larger lot detached single family homes, reducing environmental impacts of development, reducing infrastructure needed to service it and supporting frequent and convenient public transit service possible. In addition to this, there is a strong central tendency in the feedback we received from the public suggesting demand for this kind of housing is not met by current supply. *Improving Northeast Ohio's measure on this indicator may also improve the region's measures on Economy: Labor Force; Health Outcomes: Physical Environment, Built Environment; and People: Distribution/Segregation "context" indicators.*

HOW ARE WE DOING?:

Urban and Multifamily Housing

Existing Conditions	% of All Housing Units that are Urban or Multifamily
	44.8
Trend	39.0
Grow the Same	38.7
Do Things Differently	48.1
Grow Differently	48.8

Target: *The percentage of urban and multifamily homes in the region should increase to at least 50% of the housing supply*

IDEAS FOR CHANGE:

POLICY: Provide incentives for people to live near work or transit
PRACTICE: Greater Circle Living Program: Housing assistance program for employees in the Greater University area and is designed as an incentive for people to live near work (www.universitycircle.org/live-here/housing).

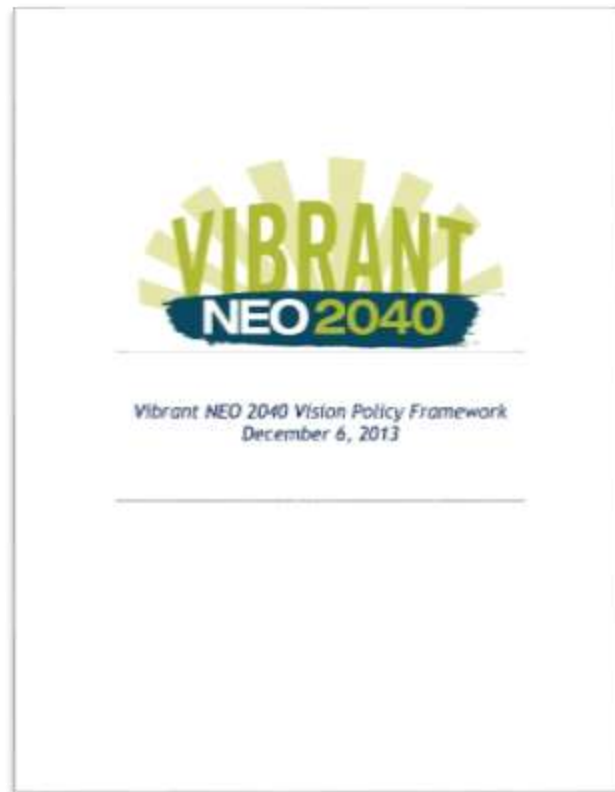
VIBRANT INITIATIVES:

PILOT: Uptown Cleveland (www.uptowncleveland.com)

Policy Framework



- Contains 40 policy recommendations
 - Includes “Top Ten” policies
- Can be used as starting point for NEOSCC 2.0 advocacy work
- Audiences
 - NEOSCC Board, stakeholders, elected officials



**Recommendation ONE: Focus new residential and commercial development on sites within established communities**

Healthy cities and towns anchor a region's economy and civic identity by providing a place for economic and social interaction. This is true of any urban region, at any time in history. And yet for the past fifty years, the notion of what constitutes the space for economic and social interaction has shifted substantially, caused by changing preferences enabled by technology and policy.

In Northeast Ohio, as elsewhere, this shift manifested itself in a "hollowing out" of the region's city and town centers, with the pace of growth in new outlying areas interfering in the ability of established places to grow.

To revitalize our town centers, we should encourage development that (1) is located near existing development and infrastructure, (2) provides a range of housing options, (3) protects open space, farmland, and critical environmental areas, (4) has a mix of uses, (5) provides choices for getting around, (6) is walkable and designed for personal interaction, and (7) is respectful of community character and design.

Supportive policies:

- **Policy: Support redevelopment of vacant and abandoned properties where infrastructure and services are already in place:** Local and county governments should prioritize redevelopment of vacant and abandoned properties over development of greenfields. Local governments should also incentivize development of vacant land or rehabilitation of existing structures in areas where infrastructure and services are already in place. The incentives should focus on substantial rehabilitation/improvement abandoned properties. Prime locations for infill development include downtowns, transit corridors and locations near employment, shopping, and recreational and cultural amenities. **Implementation Actor(s):** Local and county governments and land bank authorities.
 - **BEST PRACTICE:** Re-Imagining Cleveland: Alternative land use strategies used in this initiative to return vacant land to productive use in ways that complement the City of Cleveland's long-term development objectives and empowers residents to reclaim their neighborhood. <http://www.npi-cle.org/places/urban-greening/about-reimagining-cleveland/>
 - **BEST PRACTICE:** Regenerating Youngstown and Mahoning County through Vacant Property Reclamation: Reforming Systems and Right-Sizing Markets- In partnership with the Youngstown-Mahoning County Vacant Properties Initiative, the National Vacant Properties Campaign designed a work plan and proposal for a regional assessment of vacant properties in the City of Youngstown and Mahoning County, in Ohio. <http://www.smartgrowthamerica.org/research/policy-analysis-vacant-properties/>



VIII. Top Ten Regional Priority Policies

After analysis of the goals and recommendations of the Vibrant NEO2040 Vision document; the following ten policies surfaced as the most essential and when implemented will help usher Northeast Ohio into a new vibrant and sustainable region. Each policy is nested under the applicable high-level THEME(S) and aforementioned RECOMMENDATION(S) originating from the Vibrant NEO 2040 Vision document.

Theme: Strengthen Established Communities

Recommendation ONE: Focus new residential and commercial development on sites within established communities

- **Policy: *Rebuild the central core of the regions legacy cities:*** Rebuilding the central core of legacy cities often constitutes the first step in the regeneration of a city and subsequently the region. If the physical fabric of the area is largely intact, the combination of density and a walkable, urban texture with proximity to major institutions and employers creates significant opportunities for regeneration driven by residential development. **Implementation Actor(s):** Local and county governments and land bank authorities.
- **Policy: *Incorporate "Fix-It-First" as the central principle guiding transportation investment decisions:*** A fix-it-first strategy prioritizes infrastructure spending to support the maintenance and upgrading of existing structures and facilities, instead of incurring the cost of constructing or installing new infrastructure. It also maximizes the value of past investments, minimizes the use of state funds on new projects, stretches limited resources and reinvests in revitalizes existing communities. **Implementation Actor(s):** MPO's, ODOT, and local and county governments.

Recommendation TWO: Develop a robust network of regional job centers connected by multimodal transportation corridors within and between counties

- **Policy: *Support targeted investments in transportation infrastructure and services designed to connect clusters, improve workforce mobility, and promote vibrant communities.*** How we plan our transportation networks, and allocate resources within them, plays a large role in making our economy more diversified and resilient. Targeted investments will improve the region's economic competitiveness in the global economy and foster greater economic resilience. Job creation and retention are major challenges facing much of the country, as well as northeast Ohio. Transportation planning can play a key role in shaping the regions' economy and also has the ability to shape our communities into vibrant places that attract and retain high-wage workers who can choose where they live and work, particularly next generation workers. **Implementation Actor(s):** MPO's, public transit agencies, ODOT, and local and county economic development and planning departments.

“Place Type” Framework for Tools, Best Practices & Pilots

- Derived from Quality Connected Places Work Stream output
- Basic Development Types (Urban, Suburban & Rural/Exurban) Expanded to 6 Place Types (“Typologies”) by Growth Pattern
 - Defined by time period of primary development
- Utilized in Scenario Planning & Vision



Legacy Cities (Pre 1910)

Akron, Canton, Cleveland, Elyria, Lorain, Warren, Youngstown



1st Ring Suburbs (1910-1959)

Cleveland Heights, Wickliffe, Sheffield, Parma, Mogadore, East Canton, Howland, etc.



2nd Ring Suburbs (1950-1969)

Orange, Eastlake, Norton, Fairlawn, Boardman, Liberty, North Olmstead, etc.



Outer Ring Suburbs (1970-present)

Bainbridge, Avon, Westlake, Twinsburgh, Bazetta, etc.



Established Cities & Towns (varies)

Medina, Painesville, Ravenna, Wooster, Niles, Ashtabula, Kent, Oberlin, etc.



Rural Townships (varies)

Parkman, Wellington, Westfield, Hiram, Wyndham, Saybrook, Jackson, Gustavus

Community Categorization by Growth Patterns

“Place Type” Framework for Tools, Best Practices & Pilots

- Provides additional organizational framework beyond sorting by Vision Recommendations & Initiatives
- Organizes results into a “menu” of Tools, Best Practices & Pilots relevant to each place type
 - Intention is for communities to self-select relevant type based on definitions
 - Also organized by topic

Tool Kit & Best Practices



- Contains 150+ Tools & Best Practices
- Definitions & selection criteria developed
- Audiences: All, but mainly local practitioners, elected officials, citizens, nonprofits

Tool Kit & Best Practices



TOOL KIT & BEST PRACTICES (as of 12/4/13)

Location:	Tool Name:	Description:	Website:
<u>Initiative 2.1:</u> Strengthen regional job centers—and the corridors that connect them—by diversifying and intensifying land uses and investing in strategic local economic development within them.			
Local	Evergreen Cooperatives	The Evergreen Cooperatives are an integrated network of for-profit, employee-owned, green businesses in Cleveland. Evergreen transforms lives and neighborhoods by building profitable and sustainable worker-owned businesses linked to the supply chains of the city's anchor institutions and other locally based customers. They are working to revitalize core city neighborhoods through job and wealth creation for employee-owners, while supplying customers with highest quality, cost-competitive services.	http://evergreencooperatives.com/busin
Local	JumpStart	JumpStart works with entrepreneurs leading young, high growth, technology-based startup companies and regions that want to create more of them. They work one-on-one with Northeast Ohio entrepreneurs leading high potential companies to achieve value-creating milestones of growth and selectively invest in high potential companies. JumpStart also shares its insights with regional leaders across the country who are interested in growing their region's	http://www.jumpstartinc.org/

Pilots



- Contains **275+** existing pilots & **30+** proposed pilots
- Framework, selection & evaluation criteria developed
- Includes potential funding sources by topic/grant opportunity
- Audiences: All, but mainly local practitioners, elected officials, citizens, nonprofits

Pilots



Sub-Group Classification	Issue Pilot is Addressing	Initiation Pilot is Providing	Pilot Name	Pilot Location	County	Organization	Person to Contact About Pilot	Contact Person's Email / Phone #	Website	Year	Pilot Status (Implemented, In Progress)	Pilot Description
usally Connected Places	Pleasureless	Urban Revitalization	Public Square Redesign	Cleveland	Cuyahoga	LWD Studio, CUDC, Nelson / Rogers, James Coney Field Operations	LWD Studio	NA	http://www.lwd-studio.org/about-us/public-square-redesign	2015	In Progress	Project to transform Public Square into an attractive, walkable area where area residents and visitors can spend their time.
usally Connected Places	Pleasureless	Urban Revitalization	Circus Market	Detroit, MI	NA	City of Detroit	NA	NA	http://www.pas.org/programs/implementation/	2014	Implemented	An urban revitalization project in downtown Detroit that creates a vibrant, public park with concerts, outdoor movies, flower gardens, fountains, and a casual atmosphere for people to meet and relax. Circus Market attracts a variety of visitors and has been successful in bringing a heterogeneous group of people from the suburbs into the urban core.
usally Connected Places	Pleasureless	Placemaking	Route 7 Corridor	Franklin County	Franklin	Thru Route 7	Don Sutton	roads@franklincountyma.gov	route7.com	2010	In Progress	Promotion of the Route 7 Corridor to small business, community, and charity events.
usally Connected Places	Pleasureless, High Cost of Improvement of Public Spaces	Neighborhood Events	Neighborhood Day Akron	Akron	Summit	City of Akron	NA	NA	http://neighborhooddayakron.org/	2007	In Progress	Annual event in Akron for the city's residents to promote a sense of community through neighborhood activities and events.
usally Connected Places	Pleasureless, High Cost of Improvement of Public Spaces	Neighborhood Events	Open Air Market Square	Cleveland	Cuyahoga	Ohio City Development Corporation	Joe Adams	JAdams@ohiocitydc.org	http://www.ohiocitydc.org/files/39/photos/open_market&file=more%20info%202011	1997	Implemented	Open air market takes place every Saturday during the summer.
usally Connected Places	Pleasureless, Opportunities for Further Development of Existing Assets	Urban Revitalization, Assets Development, Right-Building, Connecting Existing Assets	Indianapolis Cultural Trail Alongside of Canal and New Line Old	Indianapolis, IN	NA	Central Indiana Community Foundation	NA	NA	http://www.pas.org/bridging-the-journey-and-destination/indianapolis-cultural-trail-journey	2007	In Progress	An urban trail and pedestrian path that connects neighborhoods, cultural districts and entertainment amenities, and serves as the downtown hub for the entire central Indiana transit system.
usally Connected Places	Pleasureless, Opportunities for Further Development of Existing Assets	Urban Revitalization, Assets Development	Star Plaza	Cleveland	Cuyahoga	Star Bank, Renaissance Square	NA	NA	http://events.ohio.com/development/starplaza/show/204488-star-plaza	2010	Implemented	As a result of a fight from Star Bank, the urban trail and plaza in the heart of the Theater District was revitalized with a new design of the square and programmed events such as music performances, free yoga classes, and lunchtime shows and shows to enliven the square.
usally Connected Places	Pleasureless, Opportunities for Further Development of Existing Assets	Urban Revitalization, Assets Development	Rough & Ready Plaza	Cleveland	Cuyahoga	City of Cleveland, LWD Studio, Columbus Cleveland Alliance	NA	NA	http://www.downtowncleveland.com/starplaza/rough-and-ready-plaza		Implemented	The Urban Trail and Plaza Corporation (UPTC) designed a new 100-foot long landscape architecture firm who have reimagined the plaza as a vibrant gathering place with activities to attract pedestrians, thus promoting the surrounding street-front retail. The newly designed plaza is the home of Annual Wednesdays, the lunchtime event on Wednesdays where local employees and residents gather to purchase lunch from the nearby food trucks, sit and enjoy the plaza, and listen to music from local musicians.
usally Connected Places	Pleasureless, Opportunities for Further Development of Existing Assets	Placemaking, Assets Development	Colinwood Rising	Cleveland	Cuyahoga	St. Clair Superior Development Corporation	Michael Fleming	NA	http://www.artspacecleveland.org/artspacecolinwood-rising/	2010	In Progress	Community plan for establishing a strategy for transforming vacant parcels and houses into community-based assets, funding secured by an ArtPlace America grant.
usally Connected Places	Willing to Demand for Walkable, Mixed-Use Places, Buildings, Consume High Amounts of Energy	Comprehensive Neighborhood Planning, Sustainable Design	Coastal Green Arts District Campus Plan	Coeur d'Alene	Latah	The Coastal Project, Coastal College	NA	NA	http://www.coeurcollege.edu/development/district-campus-plan	2010	In Progress	Phase 1 of the plan was implemented in 2010 and the rest of the project is ongoing. The project will transform an entire city block in Coeur d'Alene into a vibrant, sustainable site featuring arts and science with sustainable design.
usally Connected Places	Willing to Demand for Walkable, Mixed-Use Places, Opportunities for Further Development of Existing Assets	Comprehensive Neighborhood Planning, Transit-Oriented Development, Assets Development	Little Italy - University Circle Rapid Station	University Circle	Cuyahoga	GO RTA	NA	NA	http://www.rta.com/rapid/projects/littleitaly/	2008	In Progress	Transit-Oriented Development project for the University Circle and Little Italy neighborhoods, a part of the TOBRII grant program.
usally Connected Places	Opportunities for Further Development of Existing Assets	Assets Development	The 80 Foot	Portland, OR	NA	Human Access Project	NA	NA	http://www.the80foot.com/	2010	In Progress	Annual fundraising event to celebrate the Millennium Bridge in downtown Portland. The event encourages people to enjoy their lives as a recreational resource and support for a renovation and health. The event begins in the park and is then followed by everyone walking into their homes and businesses into the center.

Additional Products

- Envision Tomorrow and Fiscal Impact Analysis
- Regional Analysis of Impediments to Fair Housing Choice/FHEA
- Summary Quality Connected Places Work Stream report and technical appendices in final draft
- HUD Flagship Sustainability Indicators Stand Alone Report complete for HUD

How to Use the Action Products with the Vision - Examples

Increase Transportation
Choice: 6.3

Preserve & Protect
Natural Resources: 7.3



Example:

Increase Transportation Choice

- **Recommendation 6:** Enhance walking and cycling as transportation options to increase regional mobility and improve public health
 - **Initiative 6.3:** Promote “Complete Streets” through regional policy and the identification of local champions

Example: Initiative 6.3

Original Example

City of Cleveland Complete and Green Streets Ordinance

Policy: Adopt a Complete Street policy:

Local governments should integrate a “complete streets” approach into their transportation planning and funding decisions. These policies require agencies to balance the needs of all users in the planning, design and construction of all transportation projects. This will allow users of all ages and abilities including pedestrians, bicyclists, motorists, transit riders, older people, children and those with disabilities to move safely along and across a network of complete streets. Good multi-modal facilities along major roads can reduce congestion by providing an alternative to short-distance car trips.

Example: Initiative 6.3

Best Practice

City of Cleveland Complete and Green Streets Ordinance:

The City of Cleveland passed a Complete and Green Streets ordinance in September of 2011. The ordinance requires implementation of sustainable policies and guidelines in all construction projects within the public right-of-way. This ordinance will create a walking, biking and public transportation-friendly city while reducing environmental impact by incorporating green infrastructure.

Additionally, the city completed a Complete and Green Streets Typologies Plan in 2013.

http://www.city.cleveland.oh.us/CityofCleveland/Home/Government/CityAgencies/OfficeOfSustainability/SustainableMobility?piref34_1131668_34_1122491_1122491.tabstring=Tab



Source: City Architecture

Example: Preserve & Protect Natural Resources

- **Recommendation 7:** Preserve our natural areas for future generations, provide outdoor recreation opportunities, and develop a regional approach to protecting air, water, and soil quality
 - **Initiative 7.3:** Improve regional quality of life and health by focusing on the interface between natural and human systems in the areas of flood mitigation, storm water run-off, and clean beaches and the water quality of our lakes, rivers, and streams

Example: Initiative 7.3

- **Original Examples:** None
- **Tool**

Stark County Water Quality Protection Toolkit:

The Nimishillen Creek Watershed lies almost entirely in Stark County. The Stark County Planning Commission used this watershed as a model and organized data to create a water quality protection toolkit. The toolkit is divided into five sections.

The first four sections address current sources of pollution: storm water runoff and flooding, agricultural runoff, failing home sewage treatment systems and acid mine drainage. The last section addresses how to prevent future sources of pollution.

In each section, possible solutions are suggested along with information regarding funding sources and implementation for each solution.

http://www.co.stark.oh.us/internet/HOME.DisplayPage?v_page=rpc

Example: Initiative 7.3

- **Best Practice**

Stark County Storm Water Management Program:

A consortium established by the Stark County Regional Planning Commission was created to map storm water features in the urbanized area in Stark County, Ohio. This concept was mandated by the Ohio EPA and falls under the NPDES Phase II regulations.

<http://www.co.stark.oh.us/internet/docs/rpc/Storm%20Water%2009-14.pdf>

- **Pilot**

Lakewood Lakefront Open Space Project :

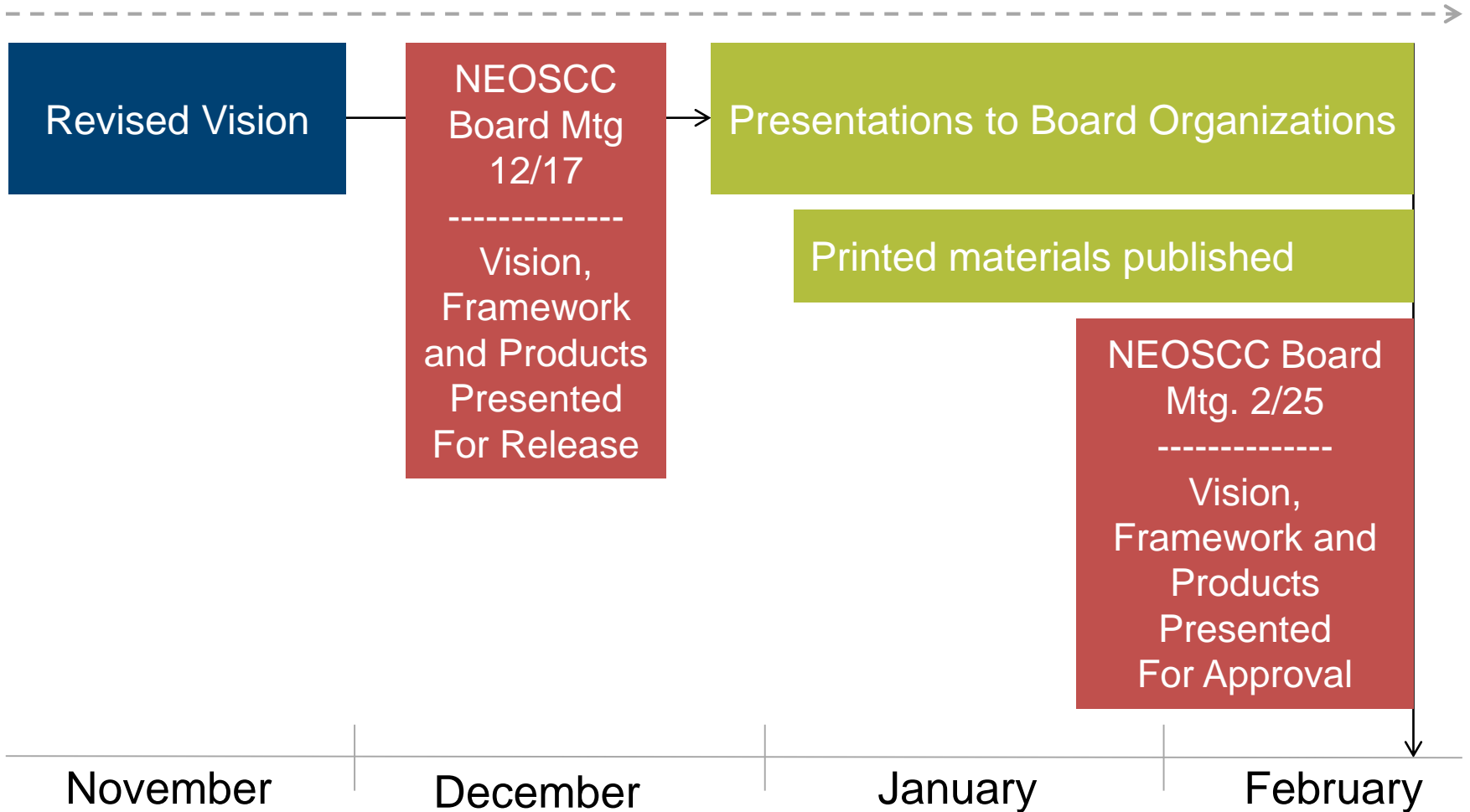
The project consists of the acquisition of approximately one acre of beach area on Lake Erie. In addition to public access the project provides for the introduction of appropriate native plantings; creates habitat; prevents erosion; and completes an aesthetically pleasing resource. <http://development.ohio.gov/cleanohio/>

NEOSCC 2.0

- Post-Grant Questions
 - Dashboard: Build a fully functioning Dashboard?
 - Policy Recommendations: Further policy work (white papers, advocacy)
 - Tools & Best Practices: Overall maintenance responsibilities and additions post-launch
 - Pilots: Sponsors and funding
- Request to Fund for Our Economic Future
- Additional resources, grants, etc.

Next Steps

Timeline



Member Organizations Presentations Scheduled

Akron Metropolitan Area Transportation Study	Present at TAC on 12/12 Present at CIC on 12/12 Present at Policy Board on 12/19 at 1:30
Ashtabula County	Meeting will be on 1/21/13 at 1:30 pm.
City of Youngstown	Wednesday, December 11, at 1:30 pm 6th floor City Hall, 26 S. Phelps St.
Eastgate Regional Council of Governments	Present at Policy Board on 1/27 at 10:00 am, printed copy in Eastgate office by 1/1/14, email powerpoint or executive summary to Board on 1/15
Greater Cleveland Regional Transit	Presenting (Hunter and Grace) at Board/Citizens Committee meeting on 12/17
Northeast Ohio Four County Regional Planning and Development Organization (NEFCO)	Present at Policy Board on 1/15 at 8:30, they will vote on 2/22, also present at their ERTAC on 12/4 at 9:00 am
Regional Prosperity Initiative	Quarterly meeting January 16
Stark County	Present at Policy Board on 1/14 at 7:30 pm
Stark County Area Transportation Study	Present at Policy Board on 1/27 at 1:30 pm
Summit County	Meeting with County Executive Pry on 12/18

Other Presentations

Efficient Gov	Monthly meeting – Fiscal Impact December 17 at 9:00 am
Cleveland-Cuyahoga Port Authority	Board of Directors January 21 at 9:00 am
Team NEO	Lunch N Learn January 23 at 12:00 pm
Baldwin Wallace Sustainability Forum	January 28 at 8:00 am

Materials

Vision, Framework and Products Report

- Vision Chapter in January
- Full report in February

Executive Summary

- 8 to 12 pages
- Late January

Road Map

- 24"x 36" poster/map
- Early February

Power point Presentations

- Professionals, Elected and General public
- ## Communications Toolkit





Vision, Framework and Products

December 17, 2013

