Workshop 3 & 4 Report

REGIONAL VISIONING PROCESS
WHERE DO WE GROW FROM HERE?

OCTOBER 25 & NOVEMBER 22, 2002

PREPARED FOR
OHIO–KENTUCKY–INDIANA
REGIONAL COUNCIL OF GOVERNMENTS

PREPARED BY
ACP–VISIONING & PLANNING, LTD.
Proceedings

Introduction

The following is a report summarizing the proceedings of Workshops 3 and 4 for OKI’s Regional Visioning Process. After its series of eight public forums and adoption of the Vision for Stewardship, OKI’s Land Use Commission was ready to move forward into the final phase of the “Where Do We Grow From Here?” process – strategic issue identification. This final phase consisted of two more workshops that were designed not only to utilize the products of the first two workshops, but also to narrow the list of 80 regional issues\(^1\) to a set of strategic issues that will become the basis for the Land Use Commission’s Strategic Regional Policy Plan.

The efforts of the commission are designed to answer the following questions:

1. Where are we as a region?
2. Where are we going given current trends?
3. Where do we want to go?
4. How do we get there?

Workshop 1 and 2 and the eight public forums addressed the first three questions. Workshops 3 and 4, in which strategic regional issues as the basis for the policy plan were discussed and established, began to address the How-do-we-get-there question.

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\(^1\) Accepted by the Land Use Commission November 8, 2001.
Overview of Workshop 3

Workshop 3 for OKI’s Regional Visioning Process, “Where do we grow from here?” was held on October 25, 2002 at the Holiday Inn, Downtown Cincinnati (see Appendix A for a list of the participants). It was the third in a series of workshops for the Land Use Commission and its three working committees (Land Use Planning and Policy, Environment and Infrastructure, and Economic Development and Funding).²

The purpose of Workshop 3 was to identify the regional issues that are the most strategic to achieving the mission and the vision of the Land Use Commission. This is an essential task for the Land Use Commission because the strategic issues will become the focus of the policy plan.

The main objectives of Workshop 3 were to:

- Review the 80 regional issues that were accepted by the Land Use Commission in November 2001;
- Consider how the 80 regional issues relate to the mission of the Land Use Commission, the Vision for Stewardship that was adopted by the Commission on October 10, 2002 or any other factors;
- Discuss the issues that could be considered the most strategic.

These objectives were accomplished through a combination of participants working individually and in small groups. The agenda for the workshop is in Appendix B.

The significance of the strategic issues relative to the policy plan is that these issues will become the most significant opportunities, threats, and/or problems that must be addressed to help achieve the mission and vision of the Land Use Commission.

In their first two workshops, Land Use Commission members indicated a strong sentiment to modify the trends in development and land consumption. Workshop 3 was an effort to refine the critical challenges or fundamental policy concerns that affect the Commission’s mission and vision.

Workshop 3 Process

Participants were reminded of the Land Use Commission’s long-standing mission, as well as its Vision for Stewardship (see Appendix C). Participants also understood that the workshop was designed to begin identifying the strategic regional issues, and that these strategic issues would be finalized at the next workshop in November.

It was explained that the final set of strategic regional issues would be the basis for the remainder of the Commission’s work. It was expected that the Commission’s three working committees would be

² For the purposes of this report, all references to the Land Use Commission include its three committees.
reconvened in 2003 to look more closely at the trends and conditions related to the strategic issues. The trends and conditions will then be used to develop the goals and objectives, and ultimately the Land Use Commission’s recommended set of policy statements.

Workshop 3 was designed so that participants worked first as individuals and then in small groups, reviewing the regional issues identified by the Land Use Commission in November 2001.

These 80 regional issues were separated into six categories: Transportation, Public Facilities and Services, Natural Resources and Open Space, Housing, Economic Development, and Land Use. Eight small groups of participants reviewed the issues, with each small group reviewing three of the six issue categories.

Working individually, the participants were provided categorized worksheets (see Appendix D) that showed how the regional issues relate to the stewardship principles of the vision. The participants were asked to read each issue, look at how it relates to the vision principles, and consider some additional factors about each issue.

The additional factors participants were asked to consider were:

- Obstacles - Would dealing with this issue remove a major obstacle to achieving the mission and vision?
- Incentives - Would dealing with this issue provide a major incentive to achieving the mission and vision?
- Timeliness – Would dealing with this issue take advantage of a particular window of opportunity or enable other actions to follow sequentially?
- Other – Are there other considerations that you believe make this issue strategic?

Participants were also given a sheet on which they could make remarks about any issue, whether they were comments about other considerations or about the wording of issues.

After each participant went through all the issues in a category and made notes, they chose the three issues within the issue category that they thought were the most strategic to achieving the Land Use Commission’s mission and vision.

When participants finished their individual reviews of the regional issues, the top three issues in the three categories were tallied for each small group. This focused the ensuing small group discussions on those issues that more than one person thought to be strategic.

**Table Discussions of Strategic Regional Issues**

The remainder of Workshop 3 was spent in small group discussions. Table leaders (identified prior to the workshop) led the deliberations on issues that got the most votes in the group. For each regional issue, the focus was on why participants thought it was strategic, in terms of how it
relates to the vision principles, removing obstacles, creating incentives, timeliness, or other considerations.

Table leaders took notes during the discussion on recurring themes or significant comments. Participants were asked to make any additional explanation as a result of the discussions, and, if they were so inclined, to change their top three strategic issues in each category.

All participants’ worksheets were collected at the end of the meeting. The results of the individual strategic issue identification can be seen in Appendix E.

**What did we learn from Workshop 3?**

The results of Workshop 3 became the basis for creating the final list of strategic issues to be addressed in the policy plan.

After the workshop, staff and consultants reviewed the table leaders’ discussion themes and the participants’ written comments. Those themes reinforced the need to address some fundamental aspects of the Commission’s vision, such as:

- The important relationship between economic development and transportation, in terms of access to jobs, and the availability of choice.
- Regionally, the need to create sufficient densities and systems that encourage walkability.
- The need for more incentives for revitalization (e.g., brownfield revitalization).
- The need to quantify the costs of development relative to benefits.
- The need to identify the benefits of working regionally, as well as to discuss drivers for regional cooperation.
- Opportunities to combine similar issues.
- Non-traditional solutions, like watershed-based planning, that should be considered in addressing issues related to governmental fragmentation.
- Policies that address these issues at a regional level will be extremely difficult to implement.
- Public apathy is a major obstacle, and public education about the planning process and these issues is desirable.

**Workshop 3 Follow-up**

Worksheets used during the meeting were mailed to all Commission and committee members who did not attend the workshop to provide additional input. Seventeen (17) worksheets were returned. Those sheets were tallied, recorded, and added to the tallies from the workshop participants.

**Draft Strategic Issues**

To address Land Use Commission members’ comments, staff and consultants looked through the broad list of 80 regional issues for those
that could be combined. Where issues were combined, Workshop 3 tallies were also combined. The total number of regional issues was thereby reduced to 65.

Using the list of combined issues and the preferences indicated by Workshop 3 participants (see Appendix F), the Commission’s Steering Committee refined and narrowed the list to 26 strategic issues. The draft strategic issues continued to be organized by the six discrete categories (Transportation, Public Facilities and Services, Natural Resources and Open Space, Housing, Economic Development, and Land Use). In addition to the list of 26 strategic issues below is a brief explanation of how the issues in the category relate to the Vision Principles, as well as any other significant notes regarding the process.

**Strategic Transportation Issues**

1. There is little coordination among transportation planning, land use planning, capital budgeting and economic development at the local level.
2. On a regional scale, there are few available modes of transportation. Limited public transit is an obstacle to accessibility and mobility for the region’s citizens, especially the transportation disadvantaged.
3. The costs associated with transportation are rising. There is a lack of adequate financial resources to provide roadways and transit in the region.
4. There is insufficient coordination of land use issues between local, state and regional transportation planning agencies.
5. Traffic congestion is increasing in the region.
6. The number of local trips on Interstate highways has been increasing as a result of commercial and residential development patterns.

Most of these issues relate to the stewardship principles of Transportation Choices and Intergovernmental Coordination, but they also touch on Land Use Patterns To Support Transit, Connectivity, Cooperative Economic Development, Environmental Quality, and Fiscal Responsibility Principles.

**Strategic Public Facilities and Services Issues**

7. Ill-timed extension of water, sewer and road facilities and services may expedite sprawling, inefficient development.
8. Adequate infrastructure is not always provided simultaneously with the impacts of development.
9. There is little coordination among public facilities and services planning, transportation planning, and land use planning.
These three draft strategic issues are all associated with the Public Facilities and Services principle. They also address our Fiscal Responsibility and Intergovernmental Coordination Principles.

**Strategic Natural Resources and Open Space Issues**

10. Protection and sustainability of groundwater and surface water resources are not always addressed in local, state, regional and federal planning processes.
11. The value and preservation of diverse natural systems are not always examined in local, state, regional and federal planning processes.
12. There is little coordination among natural systems planning, land use planning, and public facilities planning.
13. Protection and sustainability of water resources are most effectively addressed on a watershed basis, while local governments make planning and budgeting decisions on a jurisdictional basis.

These draft issues are heavily weighted toward the Environmental Quality and the Intergovernmental Cooperation principles. There is also some relationship to the Public Facilities and Services principle. Issue 13 was included because of the number of written comments regarding watershed planning.

**Strategic Housing Issues**

14. The housing stock in the region's older urban neighborhoods is in need of stabilization and revitalization in order to maintain the community's fiscal strength and protect the property owner's assets.
15. Generally, there is a lack of housing convenient to transit and services such as shopping and daycare.
16. Affordable housing is not consistently available throughout the region.
17. Distressed public school districts affect and are affected by the surrounding neighborhoods.

Draft strategic issues 14, 15, and 16 are closely associated with the Housing principle. But because the topic of housing is so broad, they also relate to a number of the other principles – Fiscal Responsibility, Mixed Use Centers and Neighborhoods, Land Use Patterns to Support Transit, Environmental Quality, and Intergovernmental Cooperation.

**Strategic Economic Development Issues**

18. Suburbs and cities are linked in a single regional economy, but numerous economic development organizations operate without a common mission, plan, or coordination and compete for economic development opportunities.
19. Economic vitality depends on an educated, skilled workforce.
20. Sprawling development patterns can de-stabilize central downtown business districts, as well as secondary business districts.

These draft issues address the Cooperative Economic Development principle. This category can be associated with principles such as Educational Opportunity, Redevelopment and Infill Development, Land Use Patterns to Support Transit, Mixed Use Centers, and Intergovernmental Cooperation.

**Strategic Land Use Issues**

21. There are few truly comprehensive plans at the local government level which link land use policies with transportation planning and capital budgeting.

22. There is major fragmentation of political, legal, and land use authority in the region, including wide variations among state planning laws. 23. The public costs associated with new development are not widely understood, nor is a consistent method for calculating public costs used in the region, leading to developments that may not generate anticipated revenues.

24. Land is being consumed for new development at a rate five times faster than population growth, resulting in a decrease in population density and population movement toward communities farther away from current centers of population and employment.

25. There is a tendency in the region to develop vacant land on the suburban fringe because greenfield development is more economical and less constrained than brownfield redevelopment.

26. Low-density developments, and the isolation of residential, work place, and shopping uses increases the per-unit cost of public facilities, taxes or user fees, and the level of income needed to obtain housing.

These draft issues relate to all 13 of the stewardship principles. Issue 26 originally appeared in the housing category; however, the Commission’s Steering Committee decided that it relates more to land use than housing.

The worksheets used by the Steering Committee are included in Appendix G.

**Overview of Workshop 4**

Workshop 4 for OKI’s Regional Visioning Process, “Where do we grow from here?” was held on November 22, 2002 at the Holiday Inn, Downtown Cincinnati (see Appendix H for a list of the participants). It was the last in a series of four workshops for the Land Use Commission and its three working committees (Land Use Planning and Policy, Environment and Infrastructure, and Economic Development and Funding).
The purpose of Workshop 4 was to finish identifying the regional issues that are the most strategic to achieving the mission and the vision of the Land Use Commission. This is an essential task for the Land Use Commission because the strategic issues will become the focus of the policy plan.

The main objectives of Workshop 4 were to:

• Review the list of 26 draft strategic issues recommended by the Steering Committee based on the output of Workshop 3;
• Consider how the 26 draft strategic issues relate to the Mission of the Land Use Commission, and the Vision for Stewardship that was adopted by the Land Use Commission on October 10, 2002 (see Appendix C), or any other factors;
• Reach consensus on a set of issues that are considered the most strategic.

These objectives were accomplished through a combination of small groups discussions and a discussion by the entire Land Use Commission. The agenda for the workshop can be found in Appendix I.

**Workshop 4 Process**

Workshop 4 participants were reminded about the Land Use Commission’s long-standing mission, as well as the Vision for Stewardship (see Appendix C). The objective of the workshop was explained so that all participants were clear that the day’s meeting was designed to finalize the strategic regional issues.

The participants were also given more detail about the purpose of the Land Use Commission’s final policy plan:

• To move the region toward a common vision (to alter the trend), especially as the vision relates to linking land use and transport planning.
• To encourage land use patterns that promote multimodal travel and the efficient uses of land, natural resources, and public facilities and services.
• To focus on high priority, strategic issues facing the region over a 20-year time horizon.
• To bring about consistency between the long range transportation plan and local land use policies.
• To provide a framework to link the planning and implementation activities of various entities.
• To provide a framework to tie planning to capital budgeting.
• To provide a basis for OKI’s decisions regarding transportation projects.
• To emphasize consensus and coordination between local governments, regional entities, state and federal agencies, and the public.

Participants were also given a preview of how the policy plan will be organized:
• It will include the commission’s mission, its vision for stewardship and stewardship principles.
• It will include the strategic regional issues, and identify potential strengths, opportunities and challenges facing the region. For each strategic issue, the following question will be asked, "What is this issue’s background and what will the state of the region be in this issue area, in the next 20 years?"
• The policy plan will then develop measurable and achievable goals and policies that move the region closer to accomplishing the mission, realizing the vision, and addressing the strategic issues.

Workshop 4 was designed so that participants would first work in small groups, discussing the 26 draft strategic issues. This was intended as an opportunity to test opinions and discern common ideas. Afterward, the floor was opened for a discussion by all registered attendees.

The 26 draft strategic issues were separated into the previously established six categories: Transportation, Public Facilities and Services, Natural Resources and Open Space, Housing, Economic Development, and Land Use. Each of the nine participant small groups discussed all of the issues in all six categories.

Table leaders (identified prior to the workshop) took notes during these discussions and were asked to begin the large-group dialogue by highlighting general themes of their tables’ conversations. The remainder of the meeting involved an exchange of ideas regarding the 26 draft strategic issues and the issue categories.

Participants’ ideas were recorded on flip chart paper by staff during the workshop and can be seen in Appendix J.

**What did we learn from Workshop 4?**

It was apparent from the workshop discussion that there was a shared concern for two missing themes. Several individuals and small groups mentioned the omission of an issue that took note of air quality and one that addresses the impact of socioeconomic issues fueling migration patterns in the region.

Participants suggested further combining of issues, which was something that staff, consultants, and the steering committee had given considerable consideration. In many cases, these and other comments were important because they provided insight into the need to clarify some issues.

Based on the Workshop 4 discussions, proposed revisions were made by the Steering Committee to the draft strategic regional issues, and the Steering Committee’s recommended set of issues follows.

**Strategic Issues**
Transportation

1. At the local level, there is little coordination among transportation planning, land use planning, capital budgeting, and economic development.

2. On a regional scale, there are few available modes of transportation. Limited public transit is an obstacle to accessibility and mobility for the region's citizens, especially the transportation disadvantaged, which includes elderly, disabled, low income, and minority populations, and other zero-car households.

3. The costs associated with transportation are rising. There is a lack of adequate financial resources to provide roadways and transit in the region.

4. There is insufficient coordination of land use issues between local, state, and regional transportation planning agencies.

5. Traffic congestion is increasing in the region, with multiple implications including loss of productivity, increased pricing of goods and services, loss of personal time, wasted fuel, and degradation of air quality.

6. The number of local trips on Interstate highways has been increasing as a result of commercial and residential development patterns.

7. Transportation project choices affect the region's ability to attain air quality standards.

Public Facilities and Services

8. Ill-timed extension of water, sewer, and road facilities and services may expedite sprawling, inefficient development.

9. Adequate infrastructure does not keep pace with the impacts of development.

10. There is little coordination among public facilities and services planning, transportation planning, and land use planning.

Natural Resources and Open Space

11. Protection and sustainability of groundwater and surface water resources are not always addressed in local, state, regional, and federal planning processes.

12. The value and preservation of diverse natural systems, which includes air, water, wildlife, plantlife and land are not always examined in local, state, regional, and federal planning processes.

13. There is little coordination among natural systems planning, land use planning, and public facilities planning.

14. Protection and sustainability of water resources are most effectively addressed on a watershed basis, while local governments make planning and budgeting decisions on a jurisdictional basis.

Housing
15. The housing stock in the region's older neighborhoods is in need of stabilization and revitalization in order to maintain the community's fiscal strength and protect the property owner's assets.

16. Generally, there is a lack of housing convenient to transit and services such as shopping and daycare.

17. Affordable housing is not consistently available throughout the region.

18. Distressed public school districts affect and are affected by the surrounding neighborhoods.

19. Socioeconomic issues continue to fuel migration within the region.

**Economic Development**

20. Suburbs and cities are linked in a single regional economy, but numerous economic development organizations operate without a common mission, plan, or coordination and compete for economic development opportunities.

21. Economic vitality depends on an educated, skilled workforce.

22. Sprawling development patterns can de-stabilize central downtown business districts, as well as secondary business districts.

**Land Use**

23. There are few truly comprehensive plans at the local government level which link land use policies with transportation planning and capital budgeting.

24. There is major fragmentation of political, legal, and land use authority in the region, including wide variations among state planning laws. 25. The public costs associated with new development are not widely understood, nor is a consistent method for calculating public costs used in the region, leading to developments that may not generate anticipated revenues.

26. Land is being consumed for new development at a rate five times faster than population growth, resulting in a decrease in population density and population movement toward communities farther away from current centers of population and employment.

27. There is a tendency in the region to develop vacant land on the suburban fringe because greenfield development is more economical and less constrained than brownfield redevelopment.

28. Low-density developments, and the isolation of residential, work place, and shopping uses increases the per-unit cost of public facilities, taxes or user fees, and the level of income needed to obtain housing.
Appendices

The appendices include the detailed output from each of the activities conducted during Workshop 3 and 4.

A. Workshop 3 Participants
B. Workshop 3 Agenda
C. Land Use Commission Mission and Vision
D. Workshop 3 Worksheets
E. Results from Individual Strategic Issue Identification
F. Workshop 3 Participants’ Comments
G. Steering Committee Worksheets
H. Workshop 4 Participants
I. Workshop 4 Agenda
J. Workshop 4 Participants’ Comments
Appendix A: Workshop 3 Participants

There were a total of 44 attendees at Workshop 3. Of the 44 participants, 66 percent were from Ohio, 30 percent represented Kentucky, and 4 percent represented Indiana.

The participants represented a broad range of professional affiliations:

- Elected officials (34%)
- Planning officials (30%)
- Local government staff (does not include planning) (9%)
- Private sector business representatives (2%)
- Nonprofit organization representatives (11%)
- Citizens (7%)
- Transportation agency representatives (7%)

The following is a complete list of all participants in Workshop 3 of OKI’s Regional Visioning Process.

Workshop 3 Participants

Neal Barille  Daniel Batta
Elizabeth Blume  Glen Brand
William Brayshaw  Ed Burdell
Barry Burke  MaryAnn Burwinkel
Kevin Costello  Robert Craig
Stephen Dana  Frank Davis
Tom Dix  Cathy Flaig
Danny Fore  James Gradolf
Ralph Grieme, Jr.  Corrine Gutjahr
Catherine Hartman  Tom Holocher
Martin Kohler  Janet Korach
Diana Martin  Christine Matacic
John Mays  Ron Miller
Gary Moore  Chris Moran
Richard Murgatroyd  Curt Paddock
Joseph Price  Kenneth Reed
Tim Reynolds  Elmo Rose
Chris Ruthemeyer  Marshall Slagle
Tom Spellmire  J.T. Spence
Harry Stone  Perry Thatcher
Winter Troxell  Sterling Uhler
Gregory Wilkens  Tom Yeager
Appendix B: Workshop 3 Agenda

Agenda

1. Welcome   (9:00 a.m.)
2. Introduction   (9:05 a.m.)
3. Explanation of Tabletop Work   (9:15 a.m.)
4. Identification of Strategic Regional Issues   (9:25 a.m.)
5. Break and Tallying of Issues by Table Leaders   (10:15 a.m.)
6. Explanation of Next Steps   (10:30 a.m.)
7. Table Discussion of Tally Results and Strategic Regional Issues   (10:40 a.m.)
Appendix C: Land Use Commission Mission and Vision

OKI LAND USE COMMISSION
MISSION
Through open dialogue and communication with decision makers and the public, the OKI Commission on Land Use shall develop a strategic regional plan, which encourages land use patterns that promotes multimodal travel and the efficient use of land, natural resources, and public facilities and services.

OKI LAND USE COMMISSION
VISION FOR STEWARDSHIP

The Stewardship Statement
In 2020, the region’s land resources will be carefully managed based on a shared commitment of citizens and public and private sector stakeholders. This commitment will guide decisions on the timing, location, impact of development and redevelopment in the region. In addition, this commitment will enhance our quality of life, reduce government spending on development and ensure the health and viability of natural systems. Some areas of the region will have higher densities of people and more intense uses than other areas, and greater emphasis will be given to encourage reuse and redevelopment. Key green space areas, which add value to surrounding property and improve overall quality of life, will be preserved and protected for future generations. Future generations will also enjoy key areas of the built environment—such as established neighborhoods and villages, as well as places of cultural and historical significance.

The Supporting Stewardship Principles:
Redevelopment And Infill Development
In 2020, redevelopment of underutilized areas and infill development within existing areas will be actively promoted for more efficient use of land resources, with consideration given to the need for parkland and green space.

Land Use Patterns To Support Transit
In 2020, communities throughout the region will have areas that are developed with higher concentrations of housing, businesses, and activities to better utilize land resources and support public transit.

Transportation Choices
In 2020, transportation choices will be available throughout the region, including public transit, automobiles, biking and walking, in a manner that optimizes accessibility, efficiency, mobility, and affordability.
Public Facilities And Services
In 2020, public facilities and services will be well coordinated and determined prior to land development and redevelopment. Such public facilities and services will include transportation, water, sewer, parks and storm water management systems.

Connectivity
In 2020, neighborhoods will be linked by a network of interconnected streets and walkways as part of a larger system that provides safe motorized and non-motorized access to homes, businesses, schools, recreation facilities and services, and other destinations. These networks will be designed to keep local traffic off major arterials and high-speed, through-traffic off local streets.

Mixed-Use Centers
In 2020, centers that include a mix of integrated office, retail, residential and civic uses will be found throughout the region. These mixed-use centers – of a scale appropriate to their surroundings – will concentrate uses in a manner that supports walking, biking and public transit, and automobiles.

Mixed-Use Neighborhoods
In 2020, new and redeveloped neighborhoods will include walkable, compatible retail, business, education, and civic uses, as well as a broad range of housing types and price levels.

Housing Choices
In 2020, a diverse mix of housing choices – in terms of size, price, type and location – will be available within communities throughout the region. Every community in the region will maintain quality housing, whether it is newer developments or older neighborhoods, owner-occupied or rental.

Educational Opportunity
In 2020, comprehensive and quality education will be available throughout the region for residents of all ages.

Environmental Quality
In 2020, the health and viability of natural systems, such as air quality, water resources and wildlife habitats will be protected. There will be an extensive network of green spaces in the region that includes neighborhood and regional parks, hillsides, river corridors, forests, flood plains and farmland.

Cooperative Economic Development
In 2020, communities will cooperate, coordinate, and share on mutually beneficial economic development opportunities, on business retention and recruitment, and workforce development. This cooperative effort will require the active participation of local governments, economic development organizations, businesses and other stakeholders.

Fiscal Responsibility
In 2020, decisions on land development, redevelopment, and improvements to public facilities and services will be made with a clear understanding of their fiscal impacts to individual communities and the region. The cost of development will be allocated among those who benefit, with consideration of the fiscal impacts to existing residents.

Intergovernmental Cooperation
In 2020, land use policy remains a fundamental prerogative and responsibility of each local jurisdiction. However, local governments will effectively and willingly communicate, cooperate and coordinate on issues of land use, transportation, natural systems, economic development and public facilities and services.
Appendix D: Workshop 3 Worksheets

Strategic Regional Issue Identification Worksheet
Transportation

Participant name: ________________________________ Table Number: ________________

Instructions: Please consider each of the regional issues listed below to help determine which are the most strategic to achieving the mission and vision of the Land Use Commission. The regional issues (accepted by the Land Use Commission on November 8, 2001) are presented in a matrix to show their relationship to the stewardship principles adopted on October 10, 2002. Considerations for determining which issues are most strategic are also listed with blank boxes for you to check off. For each issue, please indicate in the appropriate box whether dealing with the issue would: remove a major obstacle to achieving the mission and vision; provide a major incentive to achieving the mission and vision; and/or address a need for timeliness (involving a particular window of opportunity or sequence needed) to achieving the mission and the vision. If you believe other considerations are equally significant to determining whether a particular issue is strategic, please make note of this in the box marked “other,” and/or use the back of the sheet to make comments. After you have reviewed all the regional issues and marked the appropriate considerations, please choose the three issues in each category that you believe are the most strategic to achieving the mission and vision of the Land Use Commission. Please mark the appropriate box under “Choose 3 Strategic Issues,” and hand in the completed matrix to your group leader. Your group leader will tally the responses and your group will then discuss them.

<table>
<thead>
<tr>
<th>Issue No.</th>
<th>REGIONAL TRANSPORTATION ISSUES</th>
<th>STEWARDSHIP PRINCIPLES</th>
<th>CONSIDERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>There is little coordination among transportation planning, land use planning and economic development in the region.</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>2</td>
<td>There is insufficient coordination of land use issues between local, state and regional transportation planning agencies.</td>
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<td>x</td>
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<td>3</td>
<td>Automobile dependency is increasing in the region (85% of the region’s workers drove alone in 1995 vs. 79% in 1990).</td>
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<td>x</td>
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<td>4</td>
<td>Traffic congestion is increasing (the Cincinnati urban area, the 23rd largest metropolitan area in</td>
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<td>x</td>
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<td>Issue No.</td>
<td>REGIONAL TRANSPORTATION ISSUES</td>
<td>STEWARDSHIP PRINCIPLES</td>
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<td>5</td>
<td>The number of local trips on Interstate highways has been increasing as a result of commercial and residential development patterns (more local trips increases Interstate congestion, increases maintenance costs, and decreases the efficiency of these international trade routes).</td>
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<td>6</td>
<td>The costs associated with transportation are rising (nationally, the average cost of travel by auto was roughly 78 cents per mile in 1994).</td>
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<td>7</td>
<td>There is a lack of adequate financial resources to provide roadways and transit in the region (the OKI 2030 Regional Transportation Plan has identified a $3.5 billion shortfall in regional capital transit and highway needs for which no sources of funding have been identified versus a $3.3 billion shortfall forecast in the 2020 plan).</td>
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<td>8</td>
<td>Transportation project choices affect the region’s ability to attain air quality standards.</td>
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<td>9</td>
<td>Citizens and governments do not always agree on the location and cost of transit routes and transit stops.</td>
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</tr>
<tr>
<td>10</td>
<td>Both high residential density, and the high density and relative size of employment and commercial destinations are major factors in the</td>
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<td>Issue No.</td>
<td>REGIONAL TRANSPORTATION ISSUES</td>
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<td></td>
<td>CONSIDERATIONS</td>
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<tr>
<td>11</td>
<td>On a regional scale, there are few available modes of transportation.</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>12</td>
<td>Limited public transit is an obstacle to accessibility and mobility for the region’s citizens, especially the transportation disadvantaged (people without cars, including the disabled, the elderly, and low income persons).</td>
<td>x</td>
<td>x</td>
</tr>
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<tr>
<th>Issue No.</th>
<th>REGIONAL PUBLIC FACILITIES AND SERVICES ISSUES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>STEWARDSHIP PRINCIPLES</td>
</tr>
<tr>
<td></td>
<td>CONSIDERATIONS</td>
</tr>
<tr>
<td>13</td>
<td>There is little coordination among public facilities and services planning, transportation planning, and land use planning.</td>
</tr>
<tr>
<td>14</td>
<td>Ill-timed extension of water, sewer and road facilities and services may expedite sprawling, inefficient development.</td>
</tr>
<tr>
<td>15</td>
<td>New public water facilities tend to be constructed in advance of or simultaneously with land development.</td>
</tr>
<tr>
<td>16</td>
<td>New public sewer facilities tend to be constructed simultaneously with new development or retrofitted in response</td>
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<td>REGIONAL PUBLIC FACILITIES AND SERVICES ISSUES</td>
</tr>
<tr>
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</tr>
<tr>
<td>17</td>
<td>New roads or capacity improvements tend to be constructed after a decline in level of service.</td>
</tr>
<tr>
<td>18</td>
<td>Adequate infrastructure is not always provided simultaneously with the impacts of development.</td>
</tr>
<tr>
<td>19</td>
<td>The future ability of local governments to retrofit sanitary sewer facilities and services in residential areas now using on-site sewage systems is in question because of cost and fiscal capacities.</td>
</tr>
<tr>
<td>20</td>
<td>Public facility siting can be affected by NIMBY-ism (&quot;Not-In-My-Back-Yard&quot;).</td>
</tr>
<tr>
<td>21</td>
<td>State governments' tendency to make grants to developing areas while making interest-bearing loans to &quot;first suburbs&quot; exacerbates fiscal imbalances between developing areas and established communities.</td>
</tr>
<tr>
<td>22</td>
<td>There is a lack of coordination between independent park district plans and local government comprehensive plans.</td>
</tr>
<tr>
<td>23</td>
<td>Increasing volumes of solid waste create needs for additional disposal sites and infrastructure to serve them.</td>
</tr>
<tr>
<td>24</td>
<td>The timing and location of land development in the suburbs and the location of school facilities affect each other.</td>
</tr>
<tr>
<td>25</td>
<td>As school populations grow in outlying areas and decline in central cities and older suburbs, costs for new school infrastructure rise and older facilities are underutilized.</td>
</tr>
<tr>
<td>26</td>
<td>Aging public facilities and the need to rehabilitate them can discourage infill development, while well-maintained public facilities and services enable infill development.</td>
</tr>
<tr>
<td>Issue No.</td>
<td>REGIONAL NATURAL RESOURCES AND OPEN SPACES ISSUES</td>
</tr>
<tr>
<td>-----------</td>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>27</td>
<td>There is little coordination among natural systems planning, land use planning, and public facilities planning.</td>
</tr>
<tr>
<td>28</td>
<td>The environmental, economic, aesthetic, and recreational values of diverse natural systems (&quot;green infrastructure&quot;) are underemphasized in local government planning processes.</td>
</tr>
<tr>
<td>29</td>
<td>Preservation of natural systems involves patterns of development, the role of nature preserves, greenways, and ecosystems, and these factors are not always examined in local planning processes.</td>
</tr>
<tr>
<td>30</td>
<td>Protection of water supplies involves potable water demands, groundwater quality, groundwater recharge, the water benefits of natural communities/open space protection, water conservation, and water supply management, and these factors are not always examined in local planning processes.</td>
</tr>
<tr>
<td>31</td>
<td>Protection of water resources involves wastewater effluent limits, best management practices for stormwater runoff, riparian zones and buffer zones, mitigating the loss of natural communities/open space, and dredging, and these factors are not always examined in local planning processes.</td>
</tr>
<tr>
<td>Issue No.</td>
<td>REGIONAL NATURAL RESOURCES AND OPEN SPACES ISSUES</td>
</tr>
<tr>
<td>----------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>32</td>
<td>Protection of water bodies, flood zones and wetlands involves managing impacts of urban, suburban and rural development activities, and agricultural impacts, and these factors are not always examined in local planning processes.</td>
</tr>
<tr>
<td>33</td>
<td>Wildlife habitat and survival of endangered and threatened species are factors not always examined in local planning processes.</td>
</tr>
<tr>
<td>34</td>
<td>Protection and sustainability of water resources are most effectively addressed on a watershed basis, while local governments make planning and budgeting decisions on a jurisdictional basis.</td>
</tr>
<tr>
<td>35</td>
<td>Development activities on steep slopes and clay soils in the region increase erosion, runoff, landslides, and flooding.</td>
</tr>
<tr>
<td>36</td>
<td>There is little intergovernmental coordination of recreation and open space plans.</td>
</tr>
<tr>
<td>37</td>
<td>The efforts of non-profit conservation organizations are not always coordinated, and are not necessarily reflected in local government comprehensive plans.</td>
</tr>
<tr>
<td>38</td>
<td>There may be several independent conservation organizations operating within each county; however, criteria for open space conservation are determined on an individual organization/agency level.</td>
</tr>
<tr>
<td>Issue No.</td>
<td>REGIONAL HOUSING ISSUES</td>
</tr>
<tr>
<td>----------</td>
<td>----------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>39</td>
<td>There is little emphasis on housing issues in local government comprehensive plans.</td>
</tr>
<tr>
<td>40</td>
<td>The condition of a community's housing stock impacts local governments' fiscal strength.</td>
</tr>
<tr>
<td>41</td>
<td>There is continuing demand to own a home in outer suburbs.</td>
</tr>
<tr>
<td>42</td>
<td>Socioeconomic issues (color, culture and income) continue to fuel migration within the region.</td>
</tr>
<tr>
<td>43</td>
<td>There are more surviving elderly and fewer children per household; nationally, the &quot;over 50&quot; age group is expected to increase from approximately one-fourth of the population in 1995 to one-third in 2030.</td>
</tr>
<tr>
<td>44</td>
<td>Generally, there is a lack of housing convenient to transit and services such as shopping and daycare.</td>
</tr>
<tr>
<td>45</td>
<td>Affordable housing is not consistently available throughout the region.</td>
</tr>
<tr>
<td>46</td>
<td>Many housing units in older urban neighborhoods and &quot;first suburbs&quot; are in need of stabilization and revitalization.</td>
</tr>
<tr>
<td>47</td>
<td>The Community Development Block Grant program may act to maintain low-income housing concentrations.</td>
</tr>
<tr>
<td>48</td>
<td>Perceptions about personal safety differ for urban, suburban and rural areas.</td>
</tr>
</tbody>
</table>

- **STEWARDSHIP PRINCIPLES**
  - Redevelopment
  - Land Use Patterns to Support Transit
  - Transportation Choices
  - Public Facilities and Services
  - Connectivity
  - Mixed-Use Neighborhood
  - Housing Choices
  - Educational Opportunity
  - Environmental Quality
  - Economic Development
  - Fiscal Responsibility
  - Inter-Governmental Cooperation

- **CONSIDERATIONS**
  - Obstacles
  - Incentives
  - Timeliness
  - Other
  - Choose 3 Strategic Issues
### STEWARDSHIP PRINCIPLES

<table>
<thead>
<tr>
<th>Issue No.</th>
<th>Regional Housing Issues</th>
<th>Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Low-density developments, and the isolation of residential, work place, and shopping uses increases the per-unit cost of public facilities, taxes or user fees, and the level of income needed to obtain housing.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The educational, social, and physical fabric of distressed public school districts affects and is affected by the surrounding neighborhoods.</td>
<td></td>
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<tr>
<td></td>
<td>Of the 25 largest metropolitan regions, only six had a higher rate of income disparity in the public schools than greater Cincinnati.</td>
<td></td>
</tr>
</tbody>
</table>

### Regional Economic Development Issues

<table>
<thead>
<tr>
<th>Issue No.</th>
<th>Regional Economic Development Issues</th>
<th>Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>There is little coordination between economic development and local government comprehensive planning.</td>
<td></td>
</tr>
<tr>
<td>Issue No.</td>
<td>REGIONAL ECONOMIC DEVELOPMENT ISSUES</td>
<td>STEWARDSHIP PRINCIPLES</td>
</tr>
<tr>
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</tr>
<tr>
<td>53</td>
<td>There is little coordination between economic development and local government capital budgeting.</td>
<td>Redevelopment and Infill Development</td>
</tr>
<tr>
<td>54</td>
<td>Sprawling development patterns can de-stabilize central downtown business districts, as well as secondary business districts.</td>
<td>Land Use Patterns to Support Transit</td>
</tr>
<tr>
<td>55</td>
<td>There are many disincentives to redevelop blighted, underutilized and polluted areas.</td>
<td>Public Facilities and Services</td>
</tr>
<tr>
<td>56</td>
<td>Access to larger markets depends on maintaining adequate multi-modal transportation facilities including airports, rail, interstate highways and river ports.</td>
<td>Mixed-Use Neighborhood</td>
</tr>
<tr>
<td>57</td>
<td>Suburbs and cities are linked in a single regional economy, but numerous independent economic development organizations operate without a common mission or plan.</td>
<td>Mixed-Use Neighborhood</td>
</tr>
<tr>
<td>58</td>
<td>Intra-regional competition for economic development opportunities (and the resulting tax base) appears to occur more often than coordinating project recruitment or expansion.</td>
<td>Housing Choices</td>
</tr>
<tr>
<td>59</td>
<td>Incentive programs, such as tax abatements and tax credits, are commonplace in the economic development field, although they sacrifice tax revenues, and contribute to intra-regional competition.</td>
<td>Educational Opportunity</td>
</tr>
<tr>
<td>60</td>
<td>It is important to develop and maintain economic &quot;clusters&quot; of industries that have similar characteristics because they</td>
<td>Environmental Quality</td>
</tr>
</tbody>
</table>

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### REGIONAL ECONOMIC DEVELOPMENT ISSUES

<table>
<thead>
<tr>
<th>Issue No.</th>
<th>STewardship Principles</th>
<th>Considerations</th>
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<td>Obstacles</td>
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<tr>
<td></td>
<td>Redevelopment and Redevelopment Patterns to Support Transit</td>
<td>Obstacles</td>
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<td></td>
<td>Redevelopment and Redevelopment Patterns to Support Public Facilities and Services</td>
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<td>Redevelopment and Redevelopment Patterns to Support Mixed-Use Centers</td>
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<td>Redevelopment and Redevelopment Patterns to Support Mixed-Use Neighborhood</td>
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<td>Redevelopment and Redevelopment Patterns to Support Educational Opportunity</td>
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<td>Redevelopment and Redevelopment Patterns to Support Environmental Quality</td>
<td>Obstacles</td>
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<tr>
<td></td>
<td>Redevelopment and Redevelopment Patterns to Support Cooperative Economic Development</td>
<td>Obstacles</td>
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<tr>
<td></td>
<td>Redevelopment and Redevelopment Patterns to Support Fiscal Responsibility</td>
<td>Obstacles</td>
</tr>
<tr>
<td></td>
<td>Redevelopment and Redevelopment Patterns to Support Inter Governmental Cooperation</td>
<td>Obstacles</td>
</tr>
</tbody>
</table>

**Redevelopment and Infill Development**

- Redevelopment and Redevelopment Patterns to Support Transit
- Redevelopment and Redevelopment Patterns to Support Public Facilities and Services
- Redevelopment and Redevelopment Patterns to Support Connectivity
- Redevelopment and Redevelopment Patterns to Support Mixed-Use Centers
- Redevelopment and Redevelopment Patterns to Support Mixed-Use Neighborhood
- Redevelopment and Redevelopment Patterns to Support Housing Choices
- Redevelopment and Redevelopment Patterns to Support Educational Opportunity
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- Redevelopment and Redevelopment Patterns to Support Cooperative Economic Development
- Redevelopment and Redevelopment Patterns to Support Fiscal Responsibility
- Redevelopment and Redevelopment Patterns to Support Inter Governmental Cooperation

**Considerations**

- Obstacles
- Incentives
- Timeliness
- Other

---

**Economic vitality depends on an educated, skilled workforce.**

---

**There is major fragmentation of political, legal, and land use authority in the region:**

- The OKI region includes two federal districts, three states, eight counties, 72 cities, 44 villages, 67 townships, and 138 zoning authorities.

- Planning laws vary considerably among the three states: Kentucky provides for local comprehensive planning; Indiana permits local comprehensive planning; and Ohio law provides for zoning, but not necessarily planning.

- There are few truly comprehensive plans at the local government level.

- Local government comprehensive plans are...
<table>
<thead>
<tr>
<th>Issue No.</th>
<th>REGIONAL LAND USE ISSUES</th>
<th>STEWARDSHIP PRINCIPLES</th>
<th>CONSIDERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>66</td>
<td>inconsistent in content and approach.</td>
<td></td>
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</tr>
<tr>
<td>67</td>
<td>Few local governments link land use planning to transportation planning.</td>
<td></td>
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</tr>
<tr>
<td>68</td>
<td>Few local governments link land use planning and capital budgeting, i.e. identify and calculate the true costs of development.</td>
<td></td>
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</tr>
<tr>
<td>69</td>
<td>Few local governments place priority on natural systems (&quot;green infrastructure&quot;).</td>
<td></td>
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</tr>
<tr>
<td>70</td>
<td>The public costs associated with new development are not widely understood, nor is a consistent method for calculating public costs used in the region.</td>
<td></td>
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</tr>
<tr>
<td>71</td>
<td>Land is being consumed for new development at a rate five times faster than population growth, resulting in a 27% decrease in population density and population movement toward communities farther away from current centers of population and employment.</td>
<td></td>
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</tr>
<tr>
<td>72</td>
<td>Land development trends tend to continue the economic and social stratification of neighborhoods and communities.</td>
<td></td>
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<tr>
<td>73</td>
<td>Public participation in planning processes is needed for citizens to see and understand the big picture of their community and their region.</td>
<td></td>
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<tr>
<td>74</td>
<td>Development approvals are often based on the anticipation of increased/adequate tax</td>
<td></td>
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<tr>
<td>Issue No.</td>
<td>REGIONAL LAND USE ISSUES</td>
<td>STEWARDSHIP PRINCIPLES</td>
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<tr>
<td>74</td>
<td>revenues, which ultimately may not cover public costs.</td>
<td></td>
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</tr>
<tr>
<td>75</td>
<td>Annexation issues result in intergovernmental conflicts.</td>
<td></td>
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<tr>
<td>76</td>
<td>Antiquated local planning, zoning and subdivision resolutions/ordinances often make low-density, greenfield development less difficult than the re-development/revitalization of older urban areas.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>77</td>
<td>There is a tendency in the region to develop vacant land on the suburban fringe because greenfield development is more economical and less constrained than brownfield redevelopment.</td>
<td></td>
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</tr>
<tr>
<td>78</td>
<td>Many new suburban developments are not walkable, which in turn requires people to drive to all destinations.</td>
<td></td>
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</tr>
<tr>
<td>79</td>
<td>Zoning and subdivision decisions are not necessarily based on ordinance review standards.</td>
<td></td>
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</tr>
<tr>
<td>80</td>
<td>Sprawling development patterns and the segregation of land uses increase vehicle miles traveled and affect the region's ability to attain air quality standards.</td>
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</tbody>
</table>

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## Appendix E: Results from Individual Strategic Issue Identification

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<tr>
<th>Issue No.</th>
<th>REGIONAL TRANSPORTATION ISSUES</th>
<th>Table 1 Tally</th>
<th>Table 2 Tally</th>
<th>Table 3 Tally</th>
<th>Table 4 Tally</th>
<th>Table 5 Tally</th>
<th>Table 6 Tally</th>
<th>Table 7 Tally</th>
<th>Table 8 Tally</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>There is little coordination among transportation planning, land use planning, and economic development in the region.</td>
<td>2</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>24</td>
</tr>
<tr>
<td>2</td>
<td>There is insufficient coordination of land use issues between local, state, and regional transportation planning agencies.</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>-</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>17</td>
</tr>
<tr>
<td>3</td>
<td>Automobile dependency is increasing in the region (85% of the region's workers drove alone in 1995 vs. 79% in 1990).</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>2</td>
<td>2</td>
<td>-</td>
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<td>5</td>
</tr>
<tr>
<td>4</td>
<td>Traffic congestion is increasing (the Cincinnati urban area, the 23rd largest metropolitan area in population, ranks 14th in annual hours of delay per person).</td>
<td>3</td>
<td>-</td>
<td>1</td>
<td>4</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>1</td>
<td>10</td>
</tr>
<tr>
<td>5</td>
<td>The number of local trips on Interstate highways has been increasing as a result of commercial and residential development patterns (more local trips increases Interstate congestion, increases maintenance costs, and decreases the efficiency of these international trade routes).</td>
<td>-</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>-</td>
<td>2</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>6</td>
<td>The costs associated with transportation are rising (nationally, the average cost of travel by auto was roughly 78 cents per mile in 1994).</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>7</td>
<td>There is a lack of adequate financial resources to provide roadways and transit in the region (the OKI 2030 Regional Transportation Plan has identified a $3.5 billion shortfall in regional capital transit and highway needs for which no sources of funding have been identified versus a $3.3 billion shortfall forecast in the 2020 plan).</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>5</td>
<td>20</td>
</tr>
<tr>
<td>8</td>
<td>Transportation project choices affect the region's ability to attain air quality standards.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>9</td>
<td>Citizens and governments do not always agree on the location and cost of transit routes and transit stops.</td>
<td>-</td>
<td>1</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>10</td>
<td>Both high residential density, and the high density and relative size of employment and commercial destinations are major factors in the determination of public transit use.</td>
<td>-</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>11</td>
<td>On a regional scale, there are few available modes of transportation.</td>
<td>2</td>
<td>-</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>12</td>
</tr>
<tr>
<td>12</td>
<td>Limited public transit is an obstacle to accessibility and mobility for the region's citizens, especially the transportation disadvantaged (people without cars, including the disabled, the elderly, and low income persons).</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>-</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>11</td>
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</tr>
<tr>
<td>13</td>
<td>There is little coordination among public facilities and services planning, transportation planning, and land use planning.</td>
<td>-</td>
<td>-</td>
<td>2</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>14</td>
<td>Ill-timed extension of water, sewer and road facilities and services may expedite sprawling, inefficient development.</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>2</td>
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<td>6</td>
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<td>New public water facilities tend to be constructed in advance of or simultaneously with land development.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>16</td>
<td>New public sewer facilities tend to be constructed simultaneously with new development or retrofitted in response to failed on-site sewage systems.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>1</td>
</tr>
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<td>17</td>
<td>New roads or capacity improvements tend to be constructed after a decline in level of service.</td>
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<td>18</td>
<td>Adequate infrastructure is not always provided simultaneously with the impacts of development.</td>
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<td>19</td>
<td>The future ability of local governments to retrofit sanitary sewer facilities and services in residential areas now using on-site sewage systems is in question because of cost and fiscal capacities.</td>
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<tr>
<td>20</td>
<td>(&quot;Not-In-My-Back-Yard&quot;).</td>
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<td>21</td>
<td>State governments’ tendency to make grants to developing areas while making interest-bearing loans to &quot;first suburbs&quot; exacerbates fiscal imbalances between developing areas and established communities.</td>
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<td>22</td>
<td>There is a lack of coordination between independent park district plans and local government comprehensive plans.</td>
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<td>23</td>
<td>Increasing volumes of solid waste create needs for additional disposal sites and infrastructure to serve them.</td>
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<td>24</td>
<td>The timing and location of land development in the suburbs and the location of school facilities affect each other.</td>
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<td>25</td>
<td>As school populations grow in outlying areas and decline in central cities and older suburbs, costs for new school infrastructure rise and older facilities are underutilized.</td>
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<td>26</td>
<td>Aging public facilities and the need to rehabilitate them can discourage infill development, while well-maintained public facilities and services enable infill development.</td>
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<td>Issue No.</td>
<td>REGIONAL NATURAL RESOURCES AND OPEN SPACES ISSUES</td>
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<tr>
<td>27</td>
<td>There is little coordination among natural systems planning, land use planning, and public facilities planning.</td>
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<tr>
<td>28</td>
<td>The environmental, economic, aesthetic, and recreational values of diverse natural systems (&quot;green infrastructure&quot;) are underemphasized in local government planning processes.</td>
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<td>29</td>
<td>Preservation of natural systems involves patterns of development, the role of nature preserves, greenways, and ecosystems, and these factors are not always examined in local planning processes.</td>
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<td>30</td>
<td>Protection of water supplies involves potable water demands, groundwater quality, groundwater recharge, the water benefits of natural communities/open space protection, water conservation, and water supply management, and these factors are not always examined in local planning processes.</td>
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<td>31</td>
<td>Protection of water resources involves wastewater effluent limits, best management practices for stormwater runoff, riparian zones and buffer zones, mitigating the loss of natural communities/open space, and dredging, and these factors are not always examined in local planning processes.</td>
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<td>32</td>
<td>Protection of water bodies, flood zones and wetlands involves managing impacts of urban, suburban and rural development activities, and agricultural impacts, and these factors are not always examined in local planning processes.</td>
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<td>33</td>
<td>Wildlife habitat and survival of endangered and threatened species are factors not always examined in local planning processes.</td>
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<td>34</td>
<td>Protection and sustainability of water resources are most effectively addressed on a watershed basis, while local governments make planning and budgeting decisions on a jurisdictional basis.</td>
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<td>35</td>
<td>Development activities on steep slopes and clay soils in the region increase erosion, runoff, landslides, and flooding.</td>
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<td>36</td>
<td>There is little intergovernmental coordination of recreation and open space plans.</td>
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<td>37</td>
<td>The efforts of non-profit conservation organizations are not always coordinated, and are not necessarily reflected in local government comprehensive plans.</td>
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<td>38</td>
<td>There may be several independent conservation organizations operating within each county; however, criteria for open space conservation are determined on an individual organization/agency level.</td>
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<tr>
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<td>REGIONAL HOUSING ISSUES</td>
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<td>39</td>
<td>There is little emphasis on housing issues in local government comprehensive plans.</td>
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<td>40</td>
<td>The condition of a community's housing stock impacts local governments' fiscal strength.</td>
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<td>41</td>
<td>There is continuing demand to own a home in outer suburbs.</td>
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<td>42</td>
<td>Socioeconomic issues (color, culture and income) continue to fuel migration within the region.</td>
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<td>43</td>
<td>There are more surviving elderly and fewer children per household; nationally, the &quot;over 50&quot; age group is expected to increase from approximately one-fourth of the population in 1995 to one-third in 2030.</td>
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<td>44</td>
<td>Generally, there is a lack of housing convenient to transit and services such as shopping and daycare.</td>
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<td>45</td>
<td>Affordable housing is not consistently available throughout the region.</td>
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<td>46</td>
<td>Many housing units in older urban neighborhoods and &quot;first suburbs&quot; are in need of stabilization and revitalization.</td>
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<td>47</td>
<td>The Community Development Block Grant program may act to maintain low-income housing concentrations.</td>
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<td>48</td>
<td>Perceptions about personal safety differ for urban, suburban and rural areas.</td>
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<td>49</td>
<td>Low-density developments, and the isolation of residential, work place, and shopping uses increases the per-unit cost of public facilities, taxes or user fees, and the level of income needed to obtain housing.</td>
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<td>50</td>
<td>The educational, social, and physical fabric of distressed public school districts affects and is affected by the surrounding neighborhoods.</td>
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<td>51</td>
<td>Of the 25 largest metropolitan regions, only six had a higher rate of income disparity in the public schools than greater Cincinnati.</td>
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<td>Issue No.</td>
<td>REGIONAL ECONOMIC DEVELOPMENT ISSUES</td>
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<td>52</td>
<td>There is little coordination between economic development and local government comprehensive planning.</td>
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<td>53</td>
<td>There is little coordination between economic development and local government capital budgeting.</td>
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<td>54</td>
<td>Sprawling development patterns can de-stabilize central downtown business districts, as well as secondary business districts.</td>
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<td>55</td>
<td>There are many disincentives to redevelop blighted, underutilized and polluted areas.</td>
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<td>56</td>
<td>Access to larger markets depends on maintaining adequate multi-modal transportation facilities including airports, rail, interstate highways and river ports.</td>
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<td>57</td>
<td>Suburbs and cities are linked in a single regional economy, but numerous independent economic development organizations operate without a common mission or plan.</td>
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<td>58</td>
<td>Intra-regional competition for economic development opportunities (and the resulting tax base) appears to occur more often than coordinating project recruitment or expansion.</td>
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<td>59</td>
<td>Incentive programs, such as tax abatements and tax credits, are commonplace in the economic development field, although they sacrifice tax revenues, and contribute to intra-regional competition.</td>
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<td>60</td>
<td>It is important to develop and maintain economic &quot;clusters&quot; of industries that have similar characteristics because they require similar types of employees, products and services.</td>
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<td>61</td>
<td>Economic vitality depends on an educated, skilled workforce.</td>
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### REGIONAL LAND USE ISSUES

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<th>Issue No.</th>
<th>Description</th>
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<tbody>
<tr>
<td>62</td>
<td>There is major fragmentation of political, legal, and land use authority in the region: the OKI region includes two federal districts, three states, eight counties, 72 cities, 44 villages, 67 townships, and 138 zoning authorities.</td>
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<tr>
<td>63</td>
<td>Planning laws vary considerably among the three states: Kentucky provides for local comprehensive planning; Indiana permits local comprehensive planning; and Ohio law provides for zoning, but not necessarily planning.</td>
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<td>64</td>
<td>There are few truly comprehensive plans at the local government level.</td>
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<td>65</td>
<td>Local government comprehensive plans are inconsistent in content and approach.</td>
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<td>66</td>
<td>Few local governments link land use planning to transportation planning.</td>
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<td>67</td>
<td>Few local governments link land use planning and capital budgeting, i.e. identify and calculate the true costs of development.</td>
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<td>68</td>
<td>Few local governments place priority on natural systems (&quot;green infrastructure&quot;).</td>
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<td>69</td>
<td>The public costs associated with new development are not widely understood, nor is a consistent method for calculating public costs used in the region.</td>
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<td>70</td>
<td>Land is being consumed for new development at a rate five times faster than population growth, resulting in a 27% decrease in population density and population movement toward communities farther away from current centers of population and employment.</td>
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<td>71</td>
<td>Land development trends tend to continue the economic and social stratification of neighborhoods and communities.</td>
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<td>72</td>
<td>Public participation in planning processes is needed for citizens to see and understand the big picture of their community and their region.</td>
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<td>73</td>
<td>Development approvals are often based on the anticipation of increased/adequate tax revenues, which ultimately may not cover public costs.</td>
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<td>74</td>
<td>Annexation issues result in intergovernmental conflicts.</td>
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<td>75</td>
<td>Antiquated local planning, zoning and subdivision resolutions/ordinances often make low-density, greenfield development less difficult than the re-development/ revitalization of older urban areas.</td>
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<td>Table 2 Tally</td>
<td>Table 3 Tally</td>
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<td>76</td>
<td>There is a tendency in the region to develop vacant land on the suburban fringe because greenfield development is more economical and less constrained than brownfield redevelopment.</td>
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<tr>
<td>77</td>
<td>Many new suburban developments are not walkable, which in turn requires people to drive to all destinations.</td>
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<td>-</td>
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<td>78</td>
<td>Zoning and subdivision decisions are not necessarily based on ordinance review standards.</td>
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<tr>
<td>79</td>
<td>There are few attempts to coordinate land uses on adjacent properties.</td>
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<tr>
<td>80</td>
<td>Sprawling development patterns and the segregation of land uses increase vehicle miles traveled and affect the region's ability to attain air quality standards.</td>
<td>-</td>
<td>1</td>
<td>-</td>
<td>1</td>
<td>1</td>
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<td>6</td>
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</tbody>
</table>
Appendix F: Workshop 3 Participants’ Comments

1. There is little coordination among transportation planning, land use planning, and economic development in the region.
   - This is the major issue.
   - Issue is disincentives from the state to coordinate.
   - Must be improved.
   - An abstract but financing need. Importance in getting the job done should contribute to the incentives.
   - People put local objectives ahead of regional.
   - OKI should attempt a major vision forum on this.
   - Education and publicity on the issues- better information almost always leads to better decisions.

2. There is insufficient coordination of land use issues between local, state, and regional transportation planning agencies.
   - Issue is disincentives from the state to coordinate.
   - Big picture.
   - Lack of coordinated planning on state level causes problems on local/regional. State mandate may help but also need local pressure/leadership.
   - This fact should encourage OKI to seek a solution.
   - Education and publicity on the issues- better information almost always leads to better decisions.

3. Automobile dependency is increasing in the region (85% of the region’s workers drove alone in 1995 vs. 79% in 1990).
   - Other convenient substitutes are not available to most in the region.
   - Inevitable given incentives to multi-modal transportation.
   - Incentives needed for riders to take public transit from businesses particularly (i.e., fully funding transit pass, no free parking). Need cooperation and leadership.
   - This comes with an affluent society.
   - Issues 3-8 and 11-12 are all interrelated- actually its one issue.
   - Opportunity to focus on issues.
   - These are the results of a problem not a problem definition.

4. Traffic congestion is increasing (the Cincinnati urban area, the 23rd largest metropolitan area in population, ranks 14th in annual hours of delay per person).
   - Air quality levels used to restrict single occupancy vehicle use. Transit fare decrease to add incentives to rider-ship. Demand auto industry to decrease production of gas regulators.
   - Opportunity studies now to make better use of non-Highway routes for local traffic. Not a problem compared to delays in other communities.

5. The number of local trips on Interstate highways has been increasing as a result of commercial and residential development patterns (more local trips increases Interstate congestion, increases maintenance costs, and decreases the efficiency of these international trade routes).
   - These patterns have their root in poor, destructive state policies.
   - Promote local pedestrian traffic within developments of shops/apartment buildings for convenience.

6. The costs associated with transportation are rising (nationally, the average cost of travel by auto was roughly 78 cents per mile in 1994).
   - People like SUVs.
   - When this cost is transferred to the motorists, it will force the consideration of other transit or location choices.
   - This is another (public) education opportunity. Real costs as opposed to pump costs.
   - People seem to discount gasoline cost, pollution, time, and oil usage for suburban living.
   - This would provide incentives for public transportation.
• We have very limited control over this issue.
• Should help public transportation.
• Plan to facilitate growth (the market is the voice of the people).

7 There is a lack of adequate financial resources to provide roadways and transit in the region (the OKI 2030 Regional Transportation Plan has identified a $3.5 billion shortfall in regional capital transit and highway needs for which no sources of funding have been identified versus a $3.3 billion shortfall forecast in the 2020 plan).

- This is nation wide not just local.
- There is a lack of prioritization of resources to provide for essential infrastructure.
- This is the core of the problem. Without funding, the current trends will continue thus complicating the situation even more.
- Time.
- Opportunity to set regional priorities.
- Can we shift focus from current circumstances/sources to new different financing approaches?

8 Transportation project choices affect the region's ability to attain air quality standards.

- Not a major consideration by the public.
- Air quality will only be attained by an abandonment of internal combustion engine.

9 Citizens and governments do not always agree on the location and cost of transit routes and transit stops.

- Lack of public participation at a regional level a big problem.
- Listen to the citizens.

10 Both high residential density, and the high density and relative size of employment and commercial destinations are major factors in the determination of public transit use.

- So?

11 On a regional scale, there are few available modes of transportation.

- Insufficient public participation in state policies is major factor. Also OKI's business is persuasion. If its decision had some powers of enforcement by way of incentives, this would be good.
- Need to educate public on case/convenience of public transit.
- They are not coordinated.
- Choices are adequate.

12 Limited public transit is an obstacle to accessibility and mobility for the region's citizens, especially the transportation disadvantaged (people without cars, including the disabled, the elderly, and low income persons).

- Need to sell, need to raise consciousness and support prioritizing alternative, options.
- Those with cars have no incentives to think of those who need services, must be shown.
- Not proved by job studies.

13 There is little coordination among public facilities and services planning, transportation planning, and land use planning.

14 Ill-timed extension of water, sewer and road facilities and services may expedite sprawling, inefficient development.

- Same as or interrelated to issues 13, 14, 15, 16, 17, 28, 19, 21, and 24.

15 New public water facilities tend to be constructed in advance of or simultaneously with land development.

16 New public sewer facilities tend to be constructed simultaneously with new development or retrofitted in response to failed on-site sewage systems.

- Mad rush to create sewer districts and extend mains ahead of demand for development (to ward off annexations is a greater problem in terms of sprawl).

17 New roads or capacity improvements tend to be constructed after a decline in level of service.

18 (17a) Adequate infrastructure is not always provided simultaneously with the impacts of development.

19 (17b) The future ability of local governments to retrofit sanitary sewer facilities and services in residential areas now using on-site sewage systems is in question because of cost and fiscal capacities.
The future ability of local governments to retrofit sanitary sewer facilities and services in residential areas now using on-site sewage systems is in question because of cost and fiscal capacities.

Public facility siting can be affected by NIMBY-ism ("Not-In-My-Back-Yard").

State governments’ tendency to make grants to developing areas while making interest-bearing loans to “first suburbs” exacerbates fiscal imbalances between developing areas and established communities.

There is a lack of coordination between independent park district plans and local government comprehensive plans.

Increasing volumes of solid waste create needs for additional disposal sites and infrastructure to serve them.

The timing and location of land development in the suburbs and the location of school facilities affect each other.

As school populations grow in outlying areas and decline in central cities and older suburbs, costs for new school infrastructure rise and older facilities are underutilized.

Aging public facilities and the need to rehabilitate them can discourage infill development, while well-maintained public facilities and services enable infill development.

There is little coordination among natural systems planning, land use planning, and public facilities planning.

- How can multi governmental areas coordinate?
- Key issue to be addressed- what's happening next door?
- If this is overcome, then there would be better condition and incentives for regional approaches.

The environmental, economic, aesthetic, and recreational values of diverse natural systems ("green infrastructure") are underemphasized in local government planning processes.

- Governments need to coordinate master planning. How?
- Education issue.
- Perhaps these are underemphasized in local planning because of the perspective but are strongly encouraged in the NEPA (National Environmental Protection Act) process.

Preservation of natural systems involves patterns of development, the role of nature preserves, greenways, and ecosystems, and these factors are not always examined in local planning processes.

- Natural systems take "back seat" to infrastructure, streets and maintenance in older communities.
- If this issue was more relevant- then coordination might be more possible, local awareness, education.
- Perhaps these are underemphasized in local planning because of the perspective but are strongly encouraged in the NEPA process.

Protection of water supplies involves potable water demands, groundwater quality, groundwater recharge, the water benefits of natural communities/open space protection, water conservation, and water supply management, and these factors are not always examined in local planning processes.

- Federal funding incentives are needed to co-ordinate planning.
- If this was given as reason for coordination, it may make it easier to educate public about word, and relevance of good planning.
- Perhaps these are underemphasized in local planning because of the perspective but are strongly encouraged in the NEPA process.

Protection of water resources involves wastewater effluent limits, best management practices for storm-water runoff, riparian zones and buffer zones, mitigating the loss of natural communities/open space, and dredging, and these factors are not always examined in local planning processes.

- Current TMDL (Total Maximum Daily Load) planning, CSO (Combined Sewer Overflow) activities make this timely and provide potential to lower costs through better planning.
- Tactical to support (issue no. 30) implementation once larger idea (#30) accepted.
• Perhaps these are underemphasized in local planning because of the perspective but are strongly encouraged in the NEPA process.

32 (30b) Protection of water bodies, flood zones and wetlands involves managing impacts of urban, suburban and rural development activities, and agricultural impacts, and these factors are not always examined in local planning processes.
• Flood zone in older communities involve expensive infrastructure.
• Current proposals for Mill Creek flood mitigation $ 800 million for deep tunnel.
• Perhaps these are underemphasized in local planning because of the perspective but are strongly encouraged in the NEPA process.

33 (30c) Wildlife habitat and survival of endangered and threatened species are factors not always examined in local planning processes.
• Needs to have human connection- yes its sad but why it is important.
• Should be done in conjunction with issue #29 and many other items in this section.
• Perhaps these are underemphasized in local planning because of the perspective but are strongly encouraged in the NEPA process.

34 (30d) Protection and sustainability of water resources are most effectively addressed on a watershed basis, while local governments make planning and budgeting decisions on a jurisdictional basis.
• Watershed approach is only way to ensure a solution because of hierarchical and nested ecosystem impacts.
• This is a problem/challenge to good planning, not a strategic step.

35 Development activities on steep slopes and clay soils in the region increase erosion, runoff, landslides, and flooding.
• This is a problem/challenge to good planning, not a strategic step.

36 There is little intergovernmental coordination of recreation and open space plans.
• As well as usage- communities do not share.

37 The efforts of non-profit conservation organizations are not always coordinated, and are not necessarily reflected in local government comprehensive plans.
• This can move across jurisdictions, provide funding and in kind support and protect elected officers.
• There needs to be a strategic approach- what is the larger question? (Why is this important?)

38 There may be several independent conservation organizations operating within each county; however, criteria for open space conservation are determined on an individual organization/agency level.
• There needs to be a strategic approach- what is the larger question? (Why is this important?)

39 There is little emphasis on housing issues in local government comprehensive plans.
• In Kentucky it is required per KRS 100.

40 The condition of a community's housing stock impacts local governments' fiscal strength.
• Nature.

41 (40a) There is continuing demand to own a home in outer suburbs.
• Creates problems of sprawl.

42 (40b) Socioeconomic issues (color, culture and income) continue to fuel migration within the region
• See Issue # 51- may be our most important challenge; OKI can't lead, but should support change.

43 (40c) There are more surviving elderly and fewer children per household; nationally, the "over 50" age group is expected to increase from approximately one-fourth of the population in 1995 to one-third in 2030.
• This is a root cause issue that will affect almost every aspect of community life. It needs much more thought.

44 Generally, there is a lack of housing convenient to transit and services such as shopping and daycare.
• Income changes, housing variety and appropriate densities are needed.

45 Affordable housing is not consistently available throughout the region.
Many housing units in older urban neighborhoods and "first suburbs" are in need of stabilization and revitalization.

The Community Development Block Grant program may act to maintain low-income housing concentrations.

Perceptions about personal safety differ for urban, suburban and rural areas.
- Media driven but true.

Low-density developments, and the isolation of residential, work place, and shopping uses increases the per-unit cost of public facilities, taxes or user fees, and the level of income needed to obtain housing.

The educational, social, and physical fabric of distressed public school districts affects and is affected by the surrounding neighborhoods.

Of the 25 largest metropolitan regions, only six had a higher rate of income disparity in the public schools than greater Cincinnati.

There is little coordination between economic development and local government comprehensive planning.
- These two are classic tensions between public and private concerns; developer must understand this benefit comes from cooperation local government must give developer the chance for profits.
- Need to promote greater cooperation of political units to assure economic health for all.
- Local government unlikely to give up local control.
- In our case economic development is part of the planning staff, which does our comprehensive planning.
- Land use patterns are coordinated within counties but OKI's regional approach could strengthen areas along borders promoting economic development.
- These two can't be separated- this is essential issue and major obstacle.
- Not in our case.

There is little coordination between economic development and local government capital budgeting.
- In addition disincentives to regional economic development is a major obstacle.
- Local government unlikely to give up local control.

Sprawling development patterns can de-stabilize central downtown business districts, as well as secondary business districts.
- True but sprawl require secondary business districts.
- Sprawling development patterns do de-stabilize.
- Downtown leadership needs to become more involved with planning and implementing, and make their contributions to health of region.
- This is a problem.

There are many disincentives to redevelop blighted, underutilized and polluted areas.
- How much money should a developer make?
- Among a host of factors here, state policies and priorities are a major culprit.
- Need government and business to provide funding.
- Brownfield programs are designed to "level the playing field" with Greenfield sites.
- But not enough.

Access to larger markets depends on maintaining adequate multi-modal transportation facilities including airports, rail, interstate highways and river ports.
- Yes.
- Urgent need.
- Limited to issue 7-timeliness, Eastern Corridor timeliness, I-75 study timeliness.
- Very true.

Suburbs and cities are linked in a single regional economy, but numerous independent economic development organizations operate without a common mission or plan.
- Conflicts of turfs must be resolved by greater cooperation yielding the greater benefits.
- Yes.
- Regional task but where is the real cooperation? We still act to promote our own political area.
- This is somewhat a function of the proliferation of governments but many local
governments do not have an economic development organization, depending upon the county.

- Same as Issues 52-53.
- Its’ hard to coordinate.

58 (57a) **Intra-regional competition for economic development opportunities (and the resulting tax base) appears to occur more often than coordinating project recruitment or expansion.**

- Again the big picture must be seen.
- Same as Issues 52-53.
- Yes.

59 **Incentive programs, such as tax abatements and tax credits, are commonplace in the economic development field, although they sacrifice tax revenues, and contribute to intra-regional competition.**

- Again.
- Need to go to table with regional government to create a more level playing ground.
- Future planning of industrial areas as land is developed and redeveloped.
- Businesses need to cooperate with local schools to develop programs making vocational track a live option for students.
- Not always necessary.

60 **It is important to develop and maintain economic "clusters" of industries that have similar characteristics because they require similar types of employees, products, and services.**

- Yes.
- Future planning of industrial areas as land is developed and redeveloped.
- I do not necessarily agree. Clustering water intensive industries dependent upon ground water is not desirable.

61 **Economic vitality depends on an educated, skilled workforce.**

- Yes
- This is key, but is linked to competition among region for quality of life and amenities, which in turn is largely dependent upon multi-model transportation and alternatives. This region has heavy dependence upon traditional recreations like stadium and professional sports.
- Business need to cooperate with local schools to develop programs make vocational track a live option for students.
- This is a particular concern to Warren County.
- Takes a balance.

62 **There is major fragmentation of political, legal, and land use authority in the region: the OKI region includes two federal districts, three states, eight counties, 72 cities, 44 villages, 67 townships, and 138 zoning authorities.**

- Efficiency vs. freedom issue/ not necessarily detrimental if public is educated.
- How coordinate? How eliminate competition?
- The role played by state in creating obstacle to regional (in addition to local) land use development must be acknowledged and addressed.
- A result of history and narrowly focused development.
- Hard to get a consensus.

63 **Planning laws vary considerably among the three states: Kentucky provides for local comprehensive planning; Indiana permits local comprehensive planning; and Ohio law provides for zoning, but not necessarily planning.**

- Can still do planning regardless/see "education".
- Perhaps planning should co-ordinate i.e. building standards.
- The role played by state in creating obstacle to regional (in addition to local) land use development must be acknowledged and addressed.
- Need for similar updated planning requirements for comprehensive planning.

64 **There are few truly comprehensive plans at the local government level.**

- Use of watershed commissions could help this.
- Define comprehensive. Can we ever be truly comprehensive?
Report on Workshop 3 and 4

- The role played by state in creating obstacle to regional (in addition to local) land use development must be acknowledged and addressed.
- This could be easily remedied.

Local government comprehensive plans are inconsistent in content and approach.

- This would be an important way to raise issues and educate.
- Goes to issues of guidelines- what constitute comprehensive?
- The role played by state in creating obstacle to regional (in addition to local) land use development must be acknowledged and addressed.
- This could be easily remedied.
- State guidelines for local comprehensive plans.
- Yes.

Few local governments link land use planning to transportation planning.

- This could be a good thing.
- The role played by state in creating obstacle to regional (in addition to local) land use development must be acknowledged and addressed.
- Transportation commissions should use land use to plot needs- they should be provided the authority to establish routes.
- Very true.

Few local governments link land use planning and capital budgeting, i.e. identify and calculate the true costs of development.

- See issue #65
- The role played by state in creating obstacle to regional (in addition to local) land use development must be acknowledged and addressed.
- Need education.
- Needs to be done- lets show them how.

Few local governments place priority on natural systems ("green infrastructure").

- See Issue #65
- Until too late.
- The role played by state in creating obstacle to regional (in addition to local) land use development must be acknowledged and addressed.
- Yes.
- Percent of natural areas within region should be decided on a state/regional basis.

The public costs associated with new development are not widely understood, nor is a consistent method for calculating public costs used in the region.

- This is a major aspect of education therefore relevant to good planning.
- Does widely understood mean within the region, a locality, the US?
- The role played by state in creating obstacle to regional (in addition to local) land use development must be acknowledged and addressed.
- Public participation in the planning process should be a major objective of OKI.
- Let us show them how.
- Hard to calculate.
- Absolutely critical that these costs be fully understood before decisions are made.
- True or full time costs/benefit account needed.
- Educating and creating incentives will help in getting desired results.

Land is being consumed for new development at a rate five times faster than population growth, resulting in a 27% decrease in population density and population movement toward communities farther away from current centers of population and employment.

- Aspect of Issue #69
- Needs to be controlled-consumerism?
- Depending on the targeted market some communities are too dense but generally a lot are not dense enough.
- The role played by state in creating obstacle to regional (in addition to local) land use development must be acknowledged and addressed.
- Encourage cluster development with green space; builders need to be educated as to merits of developing this type of community.
- Blend with Issue #80.
• This statement is too superficial in its wording.
• Consumer desires to live in these areas.

71 Land development trends tend to continue the economic and social stratification of neighborhoods and communities.
• Aspect of Issue #69 and more of social issue. Why is this important?
• Linked with ability to travel to escape poverty.
• This is reasoning for planning and zoning, mixed-use neighborhood and master planning minimize this.
• Diversifies.
• Developers need to build homes/dwellings for varied income levels.

72 Public participation in planning processes is needed for citizens to see and understand the big picture of their community and their region.
• See Issue #69, if involved & learn costs then become more educated.
• Sorry- we the public arise only to deal with threats to our personal space.
• People are too busy with work, family for public meetings.
• Yes.
• The planning process needs to be part of civics class curriculum.
• Very hard to reach agreement.
• Public too often feels like a victim, that they have no meaningful voice- rubber stamping, favors for moneyed interests, etc.
• Public participation is usually uninformed emotional and based on NIMBY and worse.

73 Development approvals are often based on the anticipation of increased/adequate tax revenues, which ultimately may not cover public costs.
• See issue #69.
• Victims of their own poor planning.
• In my experience, there is very little open discussion of increased/adequate tax revenues.

74 Annexation issues result in intergovernmental conflicts.
• Yes, so? How is this relevant?
• The nature of government structure in Ohio builds in these conflicts.
• Yes, yes, yes unless good relations exist.

75 Antiquated local planning, zoning and subdivision resolutions/ordinances often make low-density, green field development less difficult than the re-development/revitalization of older urban areas.
• Yes- education issue/politics of local gait.
• Other regulations beyond local zoning and subdivision also add to the cost of brownfield development.
• Too little control in the other areas of the region.
• Environmental issues are more of the problem.

76 There is a tendency in the region to develop vacant land on the suburban fringe because green-field development is more economical and less constrained than brownfield redevelopment.
• High leverage by using market to change lost, e.g., prepay for future clean up on green field.
• But why is this so? What is strategic issue here?
• Because there is a lack of political will especially in Ohio, to redevelop as opposed to new development.
• Need to redevelop brownfields, incentives help keep cities, inner ring cities alive.
• See issue #69.
• Too much bureaucracy in older cities.

77 Many new suburban developments are not walk able, which in turn requires people to drive to all destinations.
• See issue #69
• This puts massive strains on working families- have little time for planning.
• Mandates for developers.
• Very true.
78  **Zoning and subdivision decisions are not necessarily based on ordinance review standards.**
   - I guarantee that subdivisions are based upon ordinance review standards, zoning is much more political.

79  **There are few attempts to coordinate land uses on adjacent properties.**
   - Taking the larger view requires education. See issue #69.
   - See issue #79.
   - In this area it is almost everyone for themselves.
   - Because there are few incentives provided for regional solutions.
   - Some of us are trying (this is why I can't sleep at night).
   - There is no coordination or respect across government boundaries.

80  **Sprawling development patterns and the segregation of land uses increase vehicle miles traveled and affect the region's ability to attain air quality standards.**
   - This is the result of so much but what is the strategic initiative here?
   - See issue #80.
   - Charge development for cost of run-off from roads to parking lots.
   - Significant issue- new smog and soot standards should be incorporated now for modeling and conformity.
   - Air quality will only be obtained when we abandon the internal combustion engine in cars and trucks.
Appendix G: Steering Committee Worksheets

Explanatory Notes About the Regional Issues Worksheets:

1. The issues are organized by the six categories in which they were developed and accepted by the Land Use Commission in November 2001.

2. The original 80 issues accepted by the Land Use Commission last November have been reduced to 65 issues. These 65 are based on participants’ suggestions for consolidating similar issues that arose at the Land Use Commission workshop on October 25, 2002.

3. The first column is the new issue number resulting from the merging of issues. There are 26 recommended “strategic” issues and these numbers are in bold.

4. The second column indicates the original issue number, or combination of original issue numbers.

5. The third column indicates the recommended strategic issue in bold, followed by the original wording of the issue(s).

6. The fourth, fifth, and sixth columns show the October 25th tally, the mail-in tally and then a total final tally.

7. The issue chart has been sorted by the final tally, so the issues with the highest "scores" are at the top of each category.

8. The first 3-6 issues in each category (transportation, public facilities and services, natural resources and open space, etc.) are shaded in gray and separated from the remainder by a double line. These issues are recommended for discussion as "strategic," because of considering both the point spread in the issue category and recurring comments received about some issues. There are 26 recommended strategic issues here for discussion.
<table>
<thead>
<tr>
<th>DRAFT Strategic Issue No.</th>
<th>Original Issue No.</th>
<th>Transportation</th>
<th>10/25/02 WS3 Tally</th>
<th>Mail-in Tally</th>
<th>Final Tally</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong></td>
<td>1 &amp; 52 &amp; 53</td>
<td>There is little coordination among transportation planning, land use planning, capital budgeting and economic development at the local level. There is little coordination among transportation planning, land use planning, and economic development in the region. There is little coordination between economic development and local government comprehensive planning. There is little coordination between economic development and local government capital budgeting.</td>
<td>29</td>
<td>17</td>
<td>46</td>
</tr>
<tr>
<td><strong>2</strong></td>
<td>11 &amp; 12</td>
<td>On a regional scale, there are few available modes of transportation. Limited public transit is an obstacle to accessibility and mobility for the region's citizens, especially the transportation disadvantaged. On a regional scale, there are few available modes of transportation. Limited public transit is an obstacle to accessibility and mobility for the region's citizens, especially the transportation disadvantaged (people without cars, including the disabled, the elderly, and low income persons).</td>
<td>23</td>
<td>8</td>
<td>31</td>
</tr>
<tr>
<td><strong>3</strong></td>
<td>6 &amp; 7</td>
<td>The costs associated with transportation are rising. There is a lack of adequate financial resources to provide roadways and transit in the region. The costs associated with transportation are rising (nationally, the average cost of travel by auto was roughly 78 cents per mile in 1994). There is a lack of adequate financial resources to provide roadways and transit in the region (the OKI 2030 Regional Transportation Plan has identified a $3.5 billion shortfall in regional capital transit and highway needs for which no sources of funding have been identified versus a $3.3 billion shortfall forecast in the 2020 plan).</td>
<td>21</td>
<td>10</td>
<td>31</td>
</tr>
<tr>
<td><strong>4</strong></td>
<td>2</td>
<td>There is insufficient coordination of land use issues between local, state and regional transportation planning agencies. There is insufficient coordination of land use issues between local, state and regional transportation planning agencies.</td>
<td>17</td>
<td>4</td>
<td>21</td>
</tr>
<tr>
<td><strong>5</strong></td>
<td>4</td>
<td>Traffic congestion is increasing in the region. Traffic congestion is increasing (the Cincinnati urban area, the 23rd largest metropolitan area in population, ranks 14th in annual hours of delay per person).</td>
<td>10</td>
<td>7</td>
<td>17</td>
</tr>
</tbody>
</table>
The number of local trips on Interstate highways has been increasing as a result of commercial and residential development patterns.
The number of local trips on Interstate highways has been increasing as a result of commercial and residential development patterns (more local trips increases Interstate congestion, increases maintenance costs, and decreases the efficiency of these international trade routes).

Automobile dependency is increasing in the region (85% of the region's workers drove alone in 1995 vs. 79% in 1990).

Both high residential density, and the high density and relative size of employment and commercial destinations are major factors in the determination of public transit use.

Citizens and governments do not always agree on the location and cost of transit routes and transit stops.

Transportation project choices affect the region's ability to attain air quality standards.

<table>
<thead>
<tr>
<th>DRAFT Strategic Issue No.</th>
<th>Original Issue No.</th>
<th>Public Facilities and Services</th>
<th>10/25/02 WS3 Tally</th>
<th>Mail-in Tally</th>
<th>Final Tally</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>5</td>
<td>The number of local trips on Interstate highways has been increasing as a result of commercial and residential development patterns.</td>
<td>11</td>
<td>6</td>
<td>17</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>Automobile dependency is increasing in the region (85% of the region's workers drove alone in 1995 vs. 79% in 1990).</td>
<td>5</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>Both high residential density, and the high density and relative size of employment and commercial destinations are major factors in the determination of public transit use.</td>
<td>6</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td>Citizens and governments do not always agree on the location and cost of transit routes and transit stops.</td>
<td>2</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>Transportation project choices affect the region's ability to attain air quality standards.</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>7</td>
<td>14</td>
<td>Ill-timed extension of water, sewer and road facilities and services may expedite sprawling, inefficient development.</td>
<td>6</td>
<td>8</td>
<td>14</td>
</tr>
<tr>
<td>8</td>
<td>18 (17a)</td>
<td>Adequate infrastructure is not always provided simultaneously with the impacts of development.</td>
<td>5</td>
<td>9</td>
<td>14</td>
</tr>
<tr>
<td>9</td>
<td>13</td>
<td>There is little coordination among public facilities and services planning, transportation planning, and land use planning.</td>
<td>3</td>
<td>10</td>
<td>13</td>
</tr>
<tr>
<td>21</td>
<td></td>
<td>State governments' tendency to make grants to developing areas while making interest-bearing loans to &quot;first suburbs&quot; exacerbates fiscal imbalances between developing areas and established communities.</td>
<td>2</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>26</td>
<td></td>
<td>Aging public facilities and the need to rehabilitate them can discourage infill development, while well-maintained public facilities and services enable infill development.</td>
<td>5</td>
<td>2</td>
<td>7</td>
</tr>
<tr>
<td>25</td>
<td></td>
<td>As school populations grow in outlying areas and decline in central cities and older suburbs, costs for new school infrastructure rise and older facilities are underutilized.</td>
<td>1</td>
<td>3</td>
<td>4</td>
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<tr>
<td>17</td>
<td>New roads or capacity improvements tend to be constructed after a decline in level of service.</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Public facility siting can be affected by NIMBY-ism (&quot;Not-In-My-Back-Yard&quot;).</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Increasing volumes of solid waste create needs for additional disposal sites and infrastructure to serve them.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>New public sewer facilities tend to be constructed simultaneously with new development or retrofitted in response to failed on-site sewage systems.</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>The timing and location of land development in the suburbs and the location of school facilities affect each other.</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>There is a lack of coordination between independent park district plans and local government comprehensive plans.</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>19 (17b)</td>
<td>The future ability of local governments to retrofit sanitary sewer facilities and services in residential areas now using on-site sewage systems is in question because of cost and fiscal capacities.</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>New public water facilities tend to be constructed in advance of or simultaneously with land development.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DRAFT Strategic Issue No.</th>
<th>Original Issue No.</th>
<th>Natural Resources and Open Space</th>
<th>10/25/02 WS3 Tally</th>
<th>Mail-in Tally</th>
<th>Final Tally</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>30 &amp; 31 &amp; 32</td>
<td>Protection and sustainability of groundwater and surface water resources are not always addressed in local, state, regional and federal planning processes. Protection of water supplies involves potable water demands, groundwater quality, groundwater recharge, the water benefits of natural communities/open space protection, water conservation, and water supply management, and these factors are not always examined in local planning processes. Protection of water resources involves wastewater effluent limits, best management practices for stormwater runoff, riparian zones and buffer zones, mitigating the loss of natural communities/open space, and dredging, and these factors are not always examined in local planning processes. Protection of water bodies, flood zones and wetlands involves managing impacts of urban, suburban and rural development activities, and agricultural impacts, and these factors are not always examined in local planning processes.</td>
<td>10</td>
<td>9</td>
<td>19</td>
</tr>
<tr>
<td>#</td>
<td>Issue No.</td>
<td>Description</td>
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<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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<td></td>
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<tr>
<td>11</td>
<td>28 &amp; 29</td>
<td>The value and preservation of diverse natural systems are not always examined in local, state, regional and federal planning processes. The environmental, economic, aesthetic, and recreational values of diverse natural systems (&quot;green infrastructure&quot;) are underemphasized in local government planning processes. Preservation of natural systems involves patterns of development, the role of nature preserves, greenways, and ecosystems, and these factors are not always examined in local planning processes.</td>
<td></td>
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<tr>
<td>12</td>
<td>27</td>
<td>There is little coordination among natural systems planning, land use planning, and public facilities planning. There is little coordination among natural systems planning, land use planning, and public facilities planning.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>13</td>
<td>34 (30d)</td>
<td>Protection and sustainability of water resources are most effectively addressed on a watershed basis, while local governments make planning and budgeting decisions on a jurisdictional basis. Protection and sustainability of water resources are most effectively addressed on a watershed basis, while local governments make planning and budgeting decisions on a jurisdictional basis.</td>
<td></td>
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<tr>
<td></td>
<td>35</td>
<td>Development activities on steep slopes and clay soils in the region increase erosion, runoff, landslides, and flooding.</td>
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<tr>
<td></td>
<td>36</td>
<td>There is little intergovernmental coordination of recreation and open space plans.</td>
<td></td>
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<tr>
<td></td>
<td>37 &amp; 38</td>
<td>The efforts of non-profit conservation organizations are not always coordinated, and are not necessarily reflected in local government comprehensive plans. There may be several independent conservation organizations operating within each county; however, criteria for open space conservation are determined on an individual organization/agency level.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>33 (30c)</td>
<td>Wildlife habitat and survival of endangered and threatened species are factors not always examined in local planning processes.</td>
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<td>Issue No.</td>
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<tr>
<td>14</td>
<td>40 &amp; 46</td>
<td>The housing stock in the region's older urban neighborhoods is in need of stabilization and revitalization in order to maintain the community's fiscal strength and protect the property owner's assets. The condition of a community's housing stock impacts local governments' fiscal strength. Many housing units in older urban neighborhoods and &quot;first suburbs&quot; are in need of stabilization and revitalization.</td>
<td></td>
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<tr>
<td>15</td>
<td>44</td>
<td>Generally, there is a lack of housing convenient to transit and services such as shopping and daycare. Generally, there is a lack of housing convenient to transit and services such as shopping and daycare.</td>
<td></td>
<td></td>
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<tr>
<td>Strategic Issue No.</td>
<td>Original Issue No.</td>
<td>Economic Development</td>
<td>10/25/02 WS3 Tally</td>
<td>Mail-in Tally</td>
<td>Final Tally</td>
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<tr>
<td>16</td>
<td>45</td>
<td>Affordable housing is not consistently available throughout the region.</td>
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<td>8</td>
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<tr>
<td>17</td>
<td>50 &amp; 51</td>
<td>Distressed public school districts affect and are affected by the surrounding neighborhoods. The educational, social, economic, and physical fabric of distressed public school districts affects and is affected by the surrounding neighborhoods. Of the 25 largest metropolitan regions, only 6 had a higher rate of income disparity in the public schools than Greater Cincinnati.</td>
<td>5</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>42 (40b)</td>
<td></td>
<td>Socioeconomic issues (color, culture and income) continue to fuel migration within the region.</td>
<td></td>
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</tr>
<tr>
<td>43 (40c)</td>
<td></td>
<td>There are more surviving elderly and fewer children per household; nationally, the &quot;over 50&quot; age group is expected to increase from approximately one-fourth of the population in 1995 to one-third in 2030.</td>
<td>3</td>
<td>2</td>
<td>5</td>
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<tr>
<td>39</td>
<td></td>
<td>There is little emphasis on housing issues in local government comprehensive plans.</td>
<td>2</td>
<td>2</td>
<td>4</td>
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<tr>
<td>48</td>
<td></td>
<td>Perceptions about personal safety differ for urban, suburban and rural areas.</td>
<td>1</td>
<td>3</td>
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<tr>
<td>47</td>
<td></td>
<td>The Community Development Block Grant program may act to maintain low-income housing concentrations.</td>
<td>2</td>
<td>1</td>
<td>3</td>
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<tr>
<td>41 (40a)</td>
<td></td>
<td>There is continuing demand to own a home in outer suburbs.</td>
<td>1</td>
<td>2</td>
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<tr>
<td>DRAFT</td>
<td></td>
<td><strong>Economic Development</strong></td>
<td></td>
<td></td>
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<tr>
<td>18</td>
<td>57 &amp; 58</td>
<td>Suburbs and cities are linked in a single regional economy, but numerous economic development organizations operate without a common mission, plan, or coordination and compete for economic development opportunities. Suburbs and cities are linked in a single regional economy, but numerous independent economic development organizations operate without a common mission or plan. Intra-regional competition for economic development opportunities (and the resulting tax base) appears to occur more often than coordinating project recruitment or expansion.</td>
<td>8</td>
<td>14</td>
<td>22</td>
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<tr>
<td>19</td>
<td>61</td>
<td>Economic vitality depends on an educated, skilled workforce. Economic vitality depends on an educated, skilled workforce.</td>
<td>6</td>
<td>8</td>
<td>14</td>
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<tr>
<td>20</td>
<td>54</td>
<td>Sprawling development patterns can de-stabilize central downtown business districts, as well as secondary business districts. Sprawling development patterns can de-stabilize central downtown business districts, as well as secondary business districts.</td>
<td>5</td>
<td>6</td>
<td>11</td>
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<tr>
<td></td>
<td>Access to larger markets depends on maintaining adequate multi-modal transportation facilities including airports, rail, interstate highways and river ports.</td>
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<td>56</td>
<td>4</td>
<td>5</td>
<td>9</td>
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<td></td>
<td>Incentive programs, such as tax abatements and tax credits, are commonplace in the economic development field, although they sacrifice tax revenues, and contribute to intra-regional competition.</td>
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<td>59</td>
<td>3</td>
<td>3</td>
<td>6</td>
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<td></td>
<td>There are many disincentives to redevelop blighted, underutilized and polluted areas.</td>
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<td>55</td>
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<td>2</td>
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<td>It is important to develop and maintain economic “clusters” of industries that have similar characteristics because they require similar types of employees, products and services.</td>
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<td>60</td>
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<tr>
<th>Strategic Issue No.</th>
<th>Original Issue No.</th>
<th>Land Use</th>
<th>10/25/02 WS3 Tally</th>
<th>Mail-in Tally</th>
<th>Final Tally</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>64 &amp; 66 &amp; 67</td>
<td><strong>There are few truly comprehensive plans at the local government level which link land use policies with transportation planning and capital budgeting.</strong> There are few truly comprehensive plans at the local government level. Few local governments link land use planning to transportation planning. Few local governments link land use planning and capital budgeting, i.e. identify and calculate the true costs of development.</td>
<td>26</td>
<td>10</td>
<td>36</td>
</tr>
<tr>
<td>22</td>
<td>62 &amp; 63</td>
<td><strong>There is major fragmentation of political, legal, and land use authority in the region, including wide variations among state planning laws.</strong> There is major fragmentation of political, legal, and land use authority in the region: the OKI region includes two federal districts, three states, eight counties, 72 cities, 44 villages, 67 townships, and 138 zoning authorities. Planning laws vary considerably among the three states: Kentucky provides for local comprehensive planning; Indiana permits local comprehensive planning; and Ohio law provides for zoning, but not necessarily planning.</td>
<td>22</td>
<td>10</td>
<td>32</td>
</tr>
<tr>
<td>23</td>
<td>69 &amp; 73</td>
<td><strong>The public costs associated with new development are not widely understood, nor is a consistent method for calculating public costs used in the region, leading to developments that may not generate anticipated revenues.</strong> The public costs associated with new development are not widely understood, nor is a consistent method for calculating public costs used in the region. Development approvals are often based on the anticipation of increased/adequate tax revenues, which ultimately may not cover public costs.</td>
<td>19</td>
<td>6</td>
<td>25</td>
</tr>
<tr>
<td>24</td>
<td>70</td>
<td><strong>Land is being consumed for new development at a rate five times faster than population growth, resulting in a decrease in population density and population movement toward communities farther away from current centers of population and employment.</strong> Land is being consumed for new development at a rate five times faster than population growth, resulting in a 27% decrease in population density and population movement toward communities farther away from current centers of population and employment.</td>
<td>13</td>
<td>5</td>
<td>18</td>
</tr>
<tr>
<td>25</td>
<td>76</td>
<td><strong>There is a tendency in the region to develop vacant land on the suburban fringe because greenfield development is more economical and less constrained than brownfield redevelopment.</strong> There is a tendency in the region to develop vacant land on the suburban fringe because greenfield development is more economical and less constrained than brownfield redevelopment.</td>
<td>10</td>
<td>6</td>
<td>16</td>
</tr>
<tr>
<td>26</td>
<td>49</td>
<td><strong>Low-density developments, and the isolation of residential, work place, and shopping uses increases the per-unit cost of public facilities, taxes or user fees, and the level of income needed to obtain housing.</strong> Low-density developments, and the isolation of residential, work place, and shopping uses increases the per-unit cost of public facilities, taxes or user fees, and the level of income needed to obtain housing.</td>
<td>4</td>
<td>7</td>
<td>11</td>
</tr>
<tr>
<td>71</td>
<td></td>
<td>Land development trends tend to continue the economic and social stratification of neighborhoods and communities.</td>
<td>5</td>
<td>3</td>
<td>8</td>
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<tr>
<td>72</td>
<td></td>
<td>Public participation in planning processes is needed for citizens to see and understand the big picture of their community and their region.</td>
<td>6</td>
<td>2</td>
<td>8</td>
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<tr>
<td>80</td>
<td></td>
<td>Sprawling development patterns and the segregation of land uses increase vehicle miles traveled and affect the region's ability to attain air quality standards.</td>
<td>6</td>
<td>2</td>
<td>8</td>
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<tr>
<td>68</td>
<td></td>
<td>Few local governments place priority on natural systems (&quot;green infrastructure&quot;).</td>
<td>4</td>
<td>3</td>
<td>7</td>
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<tr>
<td>75</td>
<td></td>
<td>Antiquated local planning, zoning and subdivision resolutions/ordinances often make low-density, greenfield development less difficult than the re-development/ revitalization of older urban areas.</td>
<td>5</td>
<td>0</td>
<td>5</td>
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<tr>
<td>74</td>
<td></td>
<td>Annexation issues result in intergovernmental conflicts.</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>77</td>
<td></td>
<td>Many new suburban developments are not walkable, which in turn requires people to drive to all destinations.</td>
<td>2</td>
<td>1</td>
<td>3</td>
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<tr>
<td>79</td>
<td></td>
<td>There are few attempts to coordinate land uses on adjacent properties.</td>
<td>3</td>
<td>0</td>
<td>3</td>
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<tr>
<td>65</td>
<td></td>
<td>Local government comprehensive plans are inconsistent in content and approach.</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>78</td>
<td></td>
<td>Zoning and subdivision decisions are not necessarily based on ordinance review standards.</td>
<td>0</td>
<td>0</td>
<td>0</td>
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</tbody>
</table>
Appendix H: Workshop 4 Participants

There were a total of 60 attendees at Workshop 4. Of the 60 participants, 70% were from Ohio, 25% were from Kentucky, and 5% were from Indiana.

The participants represented a broad range of professional affiliations (Note: Total does not add up to 100% because of rounding.):

- Elected officials (27%)
- Planning officials (25%)
- Local government staff (does not include planning) (10%)
- Private sector business representatives (7%)
- Nonprofit organization representatives (12%)
- Citizens (10%)
- Transportation agency representatives (7%)
- Education representatives (3%)

The following is a complete list of all participants in Workshop 4 of OKI’s Regional Visioning Process.

### Workshop 4 Participants

<table>
<thead>
<tr>
<th>Name</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tim Bachman</td>
<td>Neal Barille</td>
</tr>
<tr>
<td>Daniel Batta</td>
<td>Frank Baukert</td>
</tr>
<tr>
<td>Kenneth Bogard</td>
<td>John Bowling</td>
</tr>
<tr>
<td>Barry Burke</td>
<td>Kevin Costello</td>
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<tr>
<td>Robert Craig</td>
<td>Stephen Dana</td>
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<tr>
<td>Frank Davis</td>
<td>Carol Erickson</td>
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<tr>
<td>Danny Fore</td>
<td>Rick Greiwe</td>
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<tr>
<td>Robert Haney</td>
<td>Dave Hart</td>
</tr>
<tr>
<td>Catherine Hartman</td>
<td>Chuck Heilman</td>
</tr>
<tr>
<td>Hans Jindal</td>
<td>Michael Juengling</td>
</tr>
<tr>
<td>Peter J.Klear</td>
<td>Janet Korach</td>
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<tr>
<td>Henry Mann</td>
<td>Mel Martin</td>
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<tr>
<td>Christine Matacic</td>
<td>Ron Miller</td>
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<tr>
<td>Peg Moertl</td>
<td>Chris Moran</td>
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<tr>
<td>Pamela Mullins</td>
<td>Richard Murgatroyd</td>
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<tr>
<td>Curt Paddock</td>
<td>Thomas Pennekamp</td>
</tr>
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<td>Joseph Price</td>
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<td>Melissa Williams</td>
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Appendix I: Workshop 4 Agenda

Agenda

1. Welcome (9:00 a.m.)
2. Today’s Meeting Objective and Next Steps (9:05 a.m.)
3. Beginning with the End in Mind: The Strategic Regional Policy Plan (9:10 a.m.)
4. What We Learned From the October 25th Workshop (9:20 a.m.)
5. Small Group Discussion of the Proposed Strategic Issues (9:45 a.m.)
6. Break (10:15 a.m.)
7. Full Commission Discussion of Proposed Strategic Issues (10:30 a.m.)
Appendix J: Workshop 4 Participants’ Comments

General Comments on the Issues
1) This is the set of 26 issues that need to be addressed in the SRPP (affirmed by all groups).
2) The strategic issues could be more prescriptive – framed as questions so that they lead to action.
3) Concern regarding equity issue.
4) If the strategies are too prescriptive they won’t get local buy-in.
5) What are the next steps of the process?
6) Perhaps these issues should be tested at local level – are these the right issues?
7) This effort needs to be integrated w/ Orfield, Gallis reports.
8) Incentives to local jurisdictions will be needed to implement.
9) Need to demonstrate relationships among issues.
10) Make policies general enough to be addressed by three different states.
11) Improve coordination, cooperation, and communication.
12) Absence of mandates or incentives make implementation challenging.
13) Is there enough political will to implement? Is there enough regional thinking?
14) There is “no teeth” to ensure implementation.
15) Build assurances of mutual benefit into issues, policies and recommendations.
16) How do we implement?
17) Air quality standards not recognized in the proposed issues.
18) The true price of new homes is not obvious – aging infrastructure costs disproportionate to providing new infrastructure (Which has an impact on redevelopment efforts).
19) Need to think comprehensively and across jurisdictional boundaries.
20) Schools are not adequately addressed by issues – there should be a reference in Public Facilities and Services.
21) What are the costs associated with action or no action? What does this all mean?
22) Need to educate a variety of groups and individuals regarding the consequences of not changing the trend (both general public and lobbying at state, local level, etc.).
23) “Old” issue #42 should be included in the list of strategic issues for Housing.
24) Holders of conservation land should be involved in the process.
25) “Old” issue #26 – the implications of maintenance of existing infrastructure vs. new infrastructure.
26) Coordination between states, regions, local jurisdictions and planning groups is a must for implementation.
27) Need to recognize consequences of segregation of housing stock.
28) Where do we go from here? Need: incentives to implement; education of school children, articulation of issues across jurisdictional boundaries; and OKI to take appropriate/active role.
29) There is a broad lack of understanding regarding funding of transportation projects.
30) Need to promote OKI and raise the organizations profile, PSAs could be one of many tools.
31) How do new EPA standards impact the strategic issues (Clean Air Standards)?
32) Issues and their implications need to be measurable, quantifiable.
33) Regional thinking needs to be emphasized.
34) OKI needs to move from coordination to leadership.
35) There is a need to articulate consequences: “This is what is going to happen if we don’t address the issues.”
36) Reduce the number of governing bodies in region.
37) State driven incentives are needed to address the issues – performance incentives approach.
38) OKI decision making process should include pre-decision discussions to better understand the implications/merits of decisions.
39) Common incentives at the state level are needed.
40) Proactive measures for funding schools are needed. The impact of tax abatements on schools need to be better understood.
41) There needs to be a regional basis (and a body) to facilitate cooperation and coordination.
42) Implementation could be facilitated through the creation of uniform planning requirements that would become pre-requisites for funding.
43) Implementation is the most important consideration – the product/plan is not the end of the effort. Education is needed to help with implementation.
44) OKI could use incentives – based on a consistency test among various plans – to facilitate implementation.
45) Educate the public, developers and schools (as users of land and transportation) regarding the options for implementation.

Comments on Economic Development Issues
1) Unequal taxes across jurisdictions not addressed by the issues.
2) Revenue sharing not addressed – fiscal disparity and competing tax districts is the issue, revenue sharing is a potential solution (not issue).
Comments on Transportation Issues
1) #5 and #6 – Should they be combined?
2) No air quality references are specifically mentioned among the Transportation issues.
3) Should issues #2, 3, 5 and 6 be combined?
4) Don’t combine #2 – it has a special emphasis that should not be lost: transportation disadvantaged.
5) There seems to be inconsistency between the Stewardship Statement and the proposed strategic issues regarding and funding and government spending. The Statement says “. . .reduce government spending. . .” and issues could imply that more spending is needed.
6) Spending on transportation project needs to be balanced with many other considerations.
7) There is a need to ”paint a better picture” of the problems that the region faces.

Comments on Land Use Issues
1) Are the issues for Land Use appropriate given that it appears the public is satisfied. They may not see these as issues that need to be addressed.
2) Consider combining issues #24 and 25.

Comments on Natural Resources Issues
1) A more obvious statement is needed regarding air quality.
2) Stormwater management should be referenced in these issues as well as the issues in Public Facilities and Services.