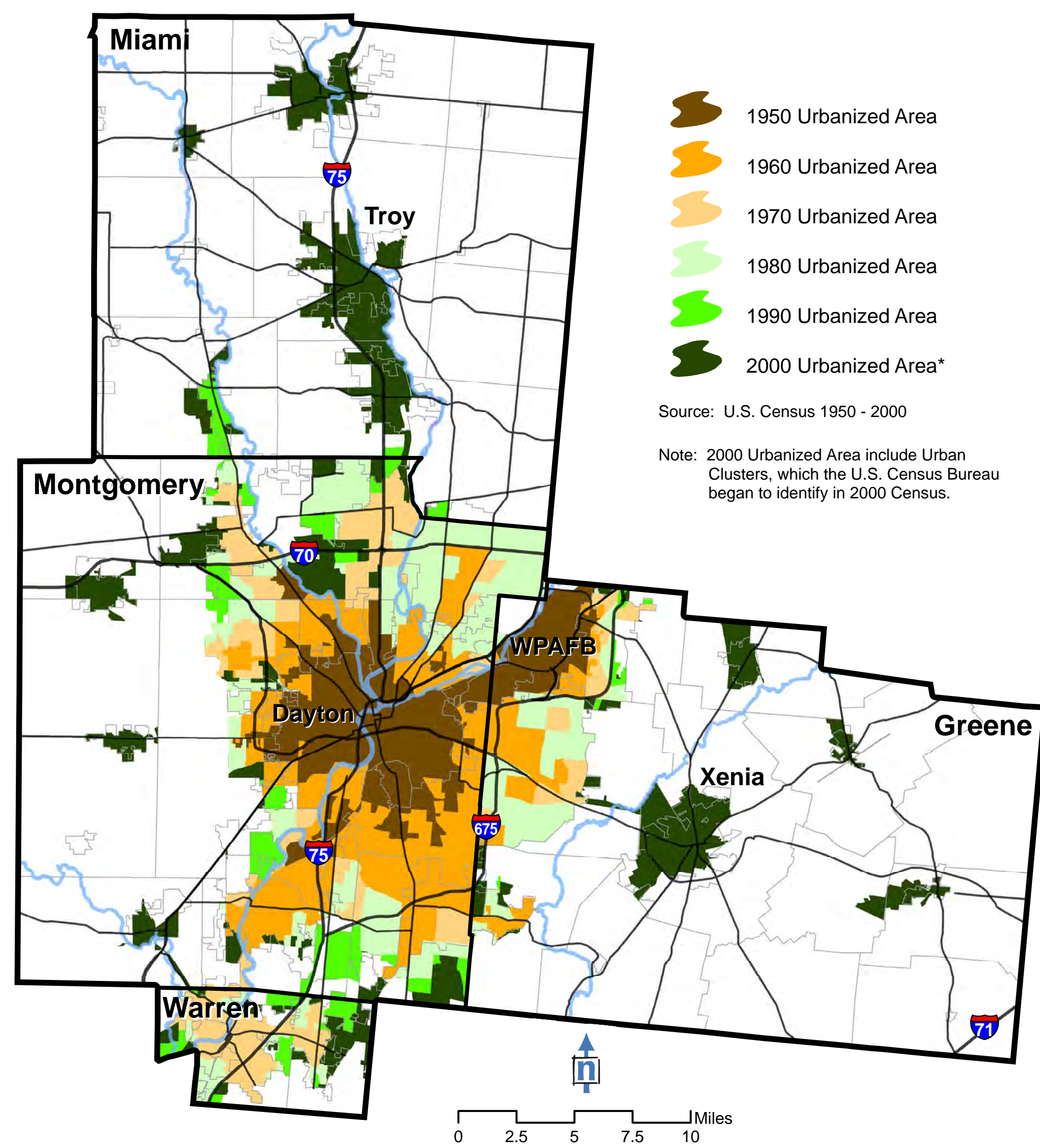


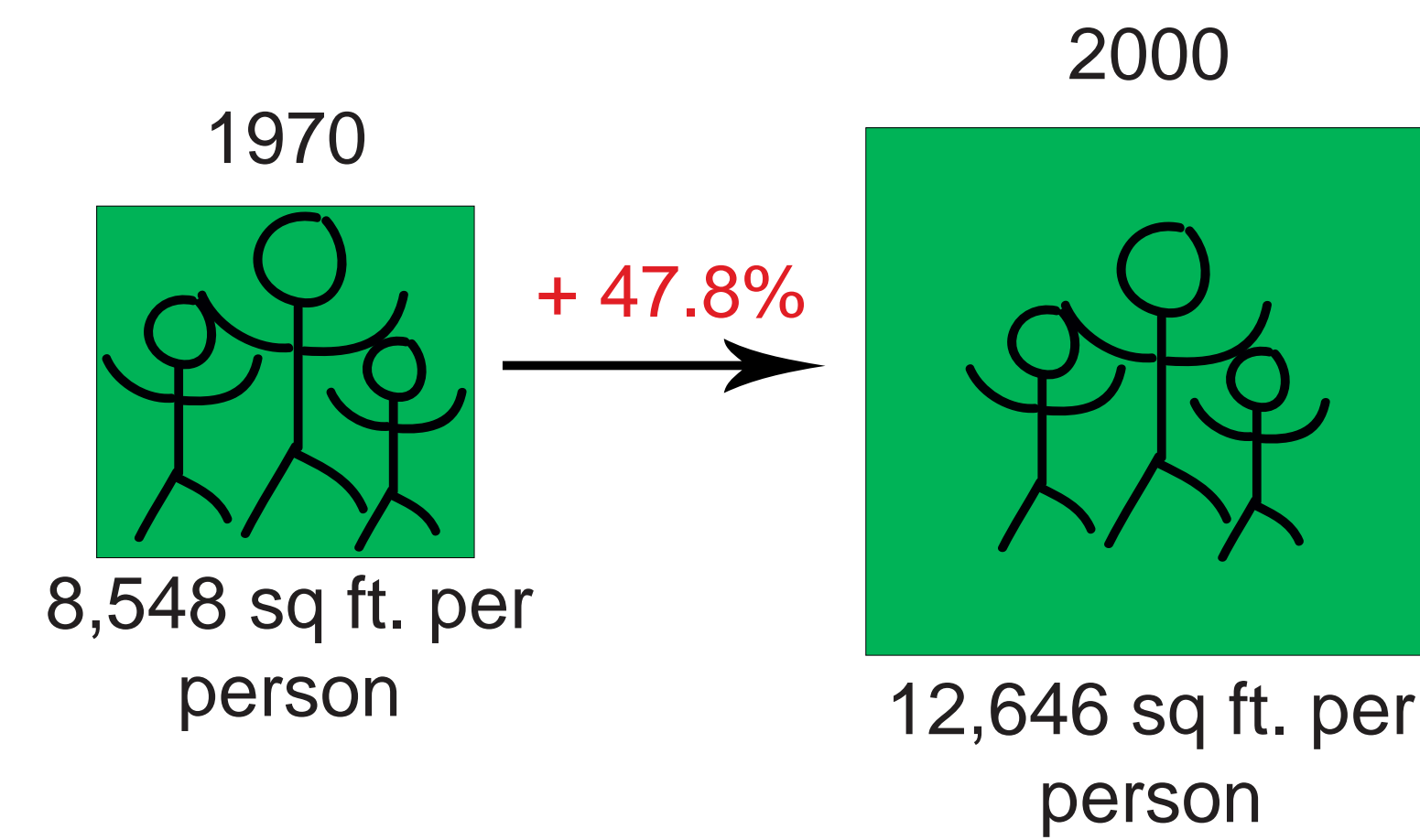
GOING PLACES PHASE I - EXISTING CONDITIONS ASSESSMENT

What have we learned?

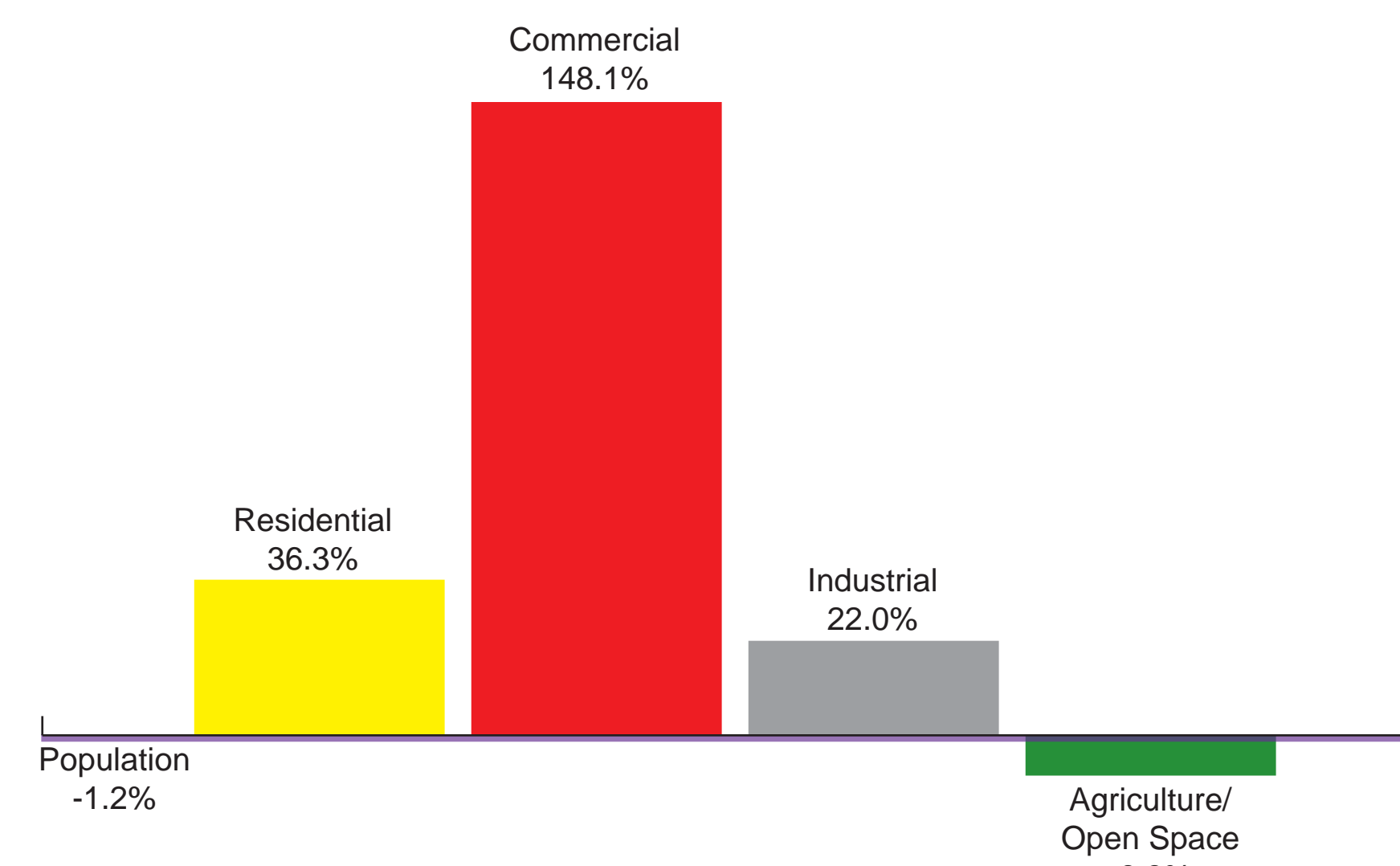
We have developed a lot of land



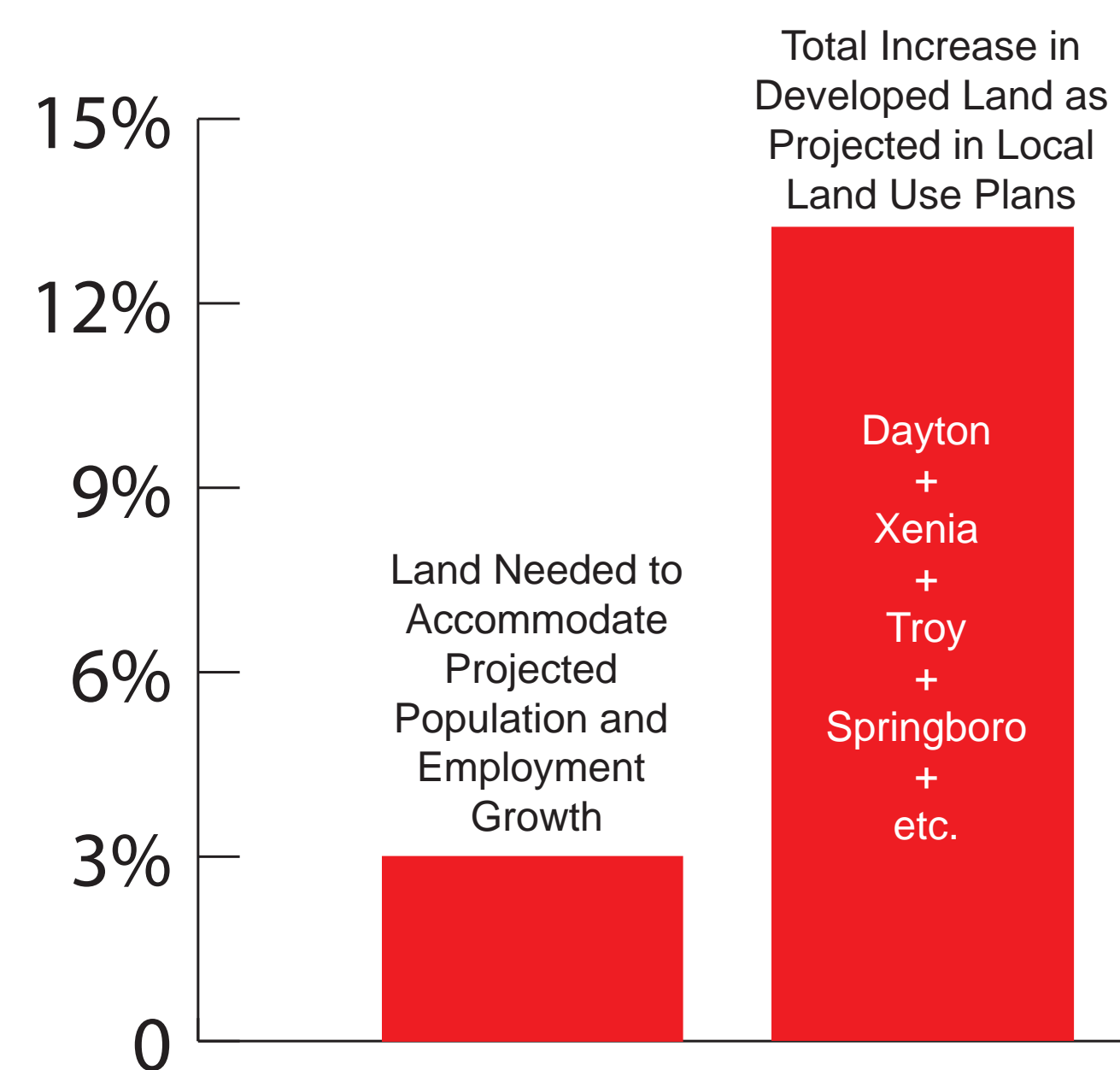
We take up more space than we used to



We have developed more land than we need



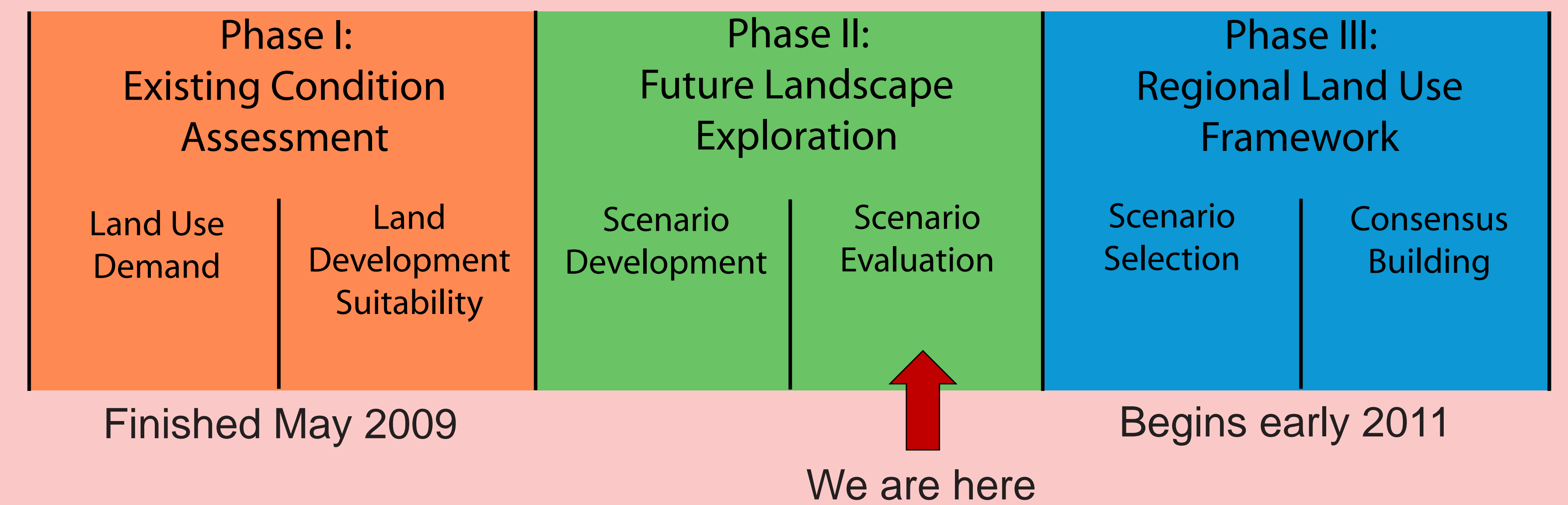
We don't need to develop as much land as we have planned through 2040



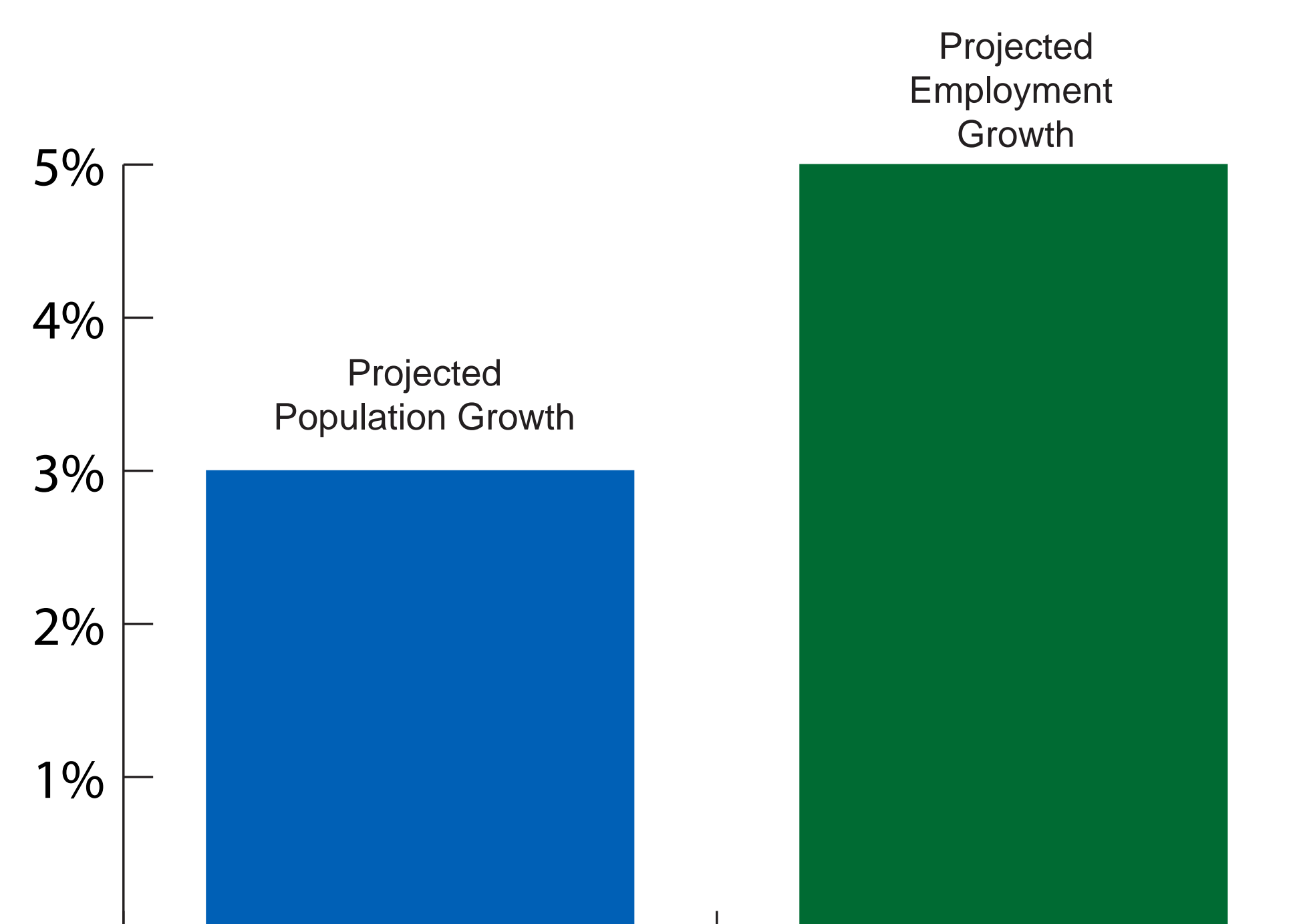
What is Going Places?

A 3-phase effort to create a plan for the physical development of the Miami Valley Region through the year 2040

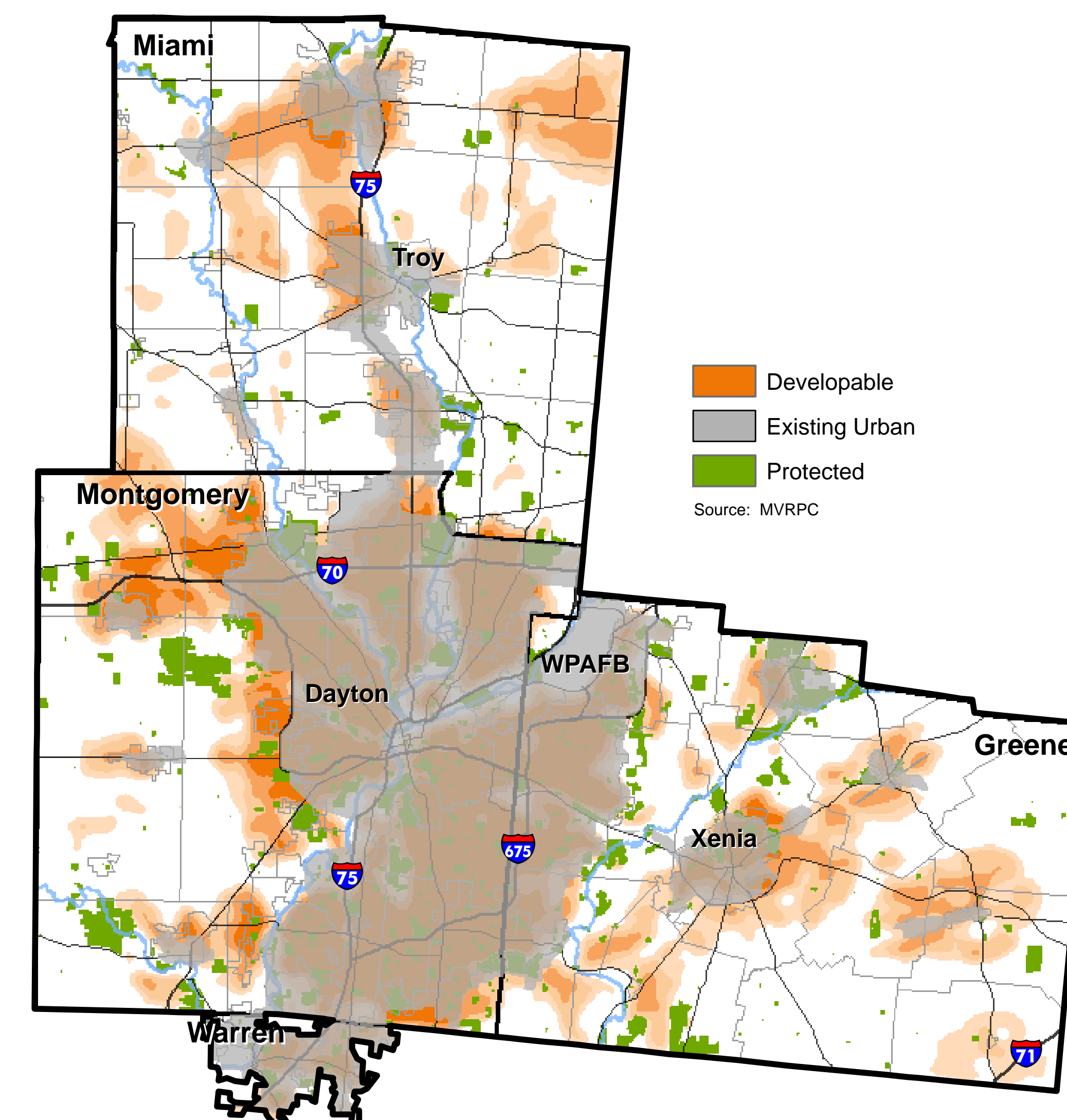
- In Phase I we examined historic and current land use trends in the Region.
- In Phase II we have worked with people throughout the Region to create, refine, and analyze different development scenarios for the future of land use in the Region.
- In Phase III we will use all the information gathered through phases I and II to select a final scenario and work with planning professionals and government officials to build consensus around this vision for the future development of our Region.



Population and employment projections through 2040 are modest



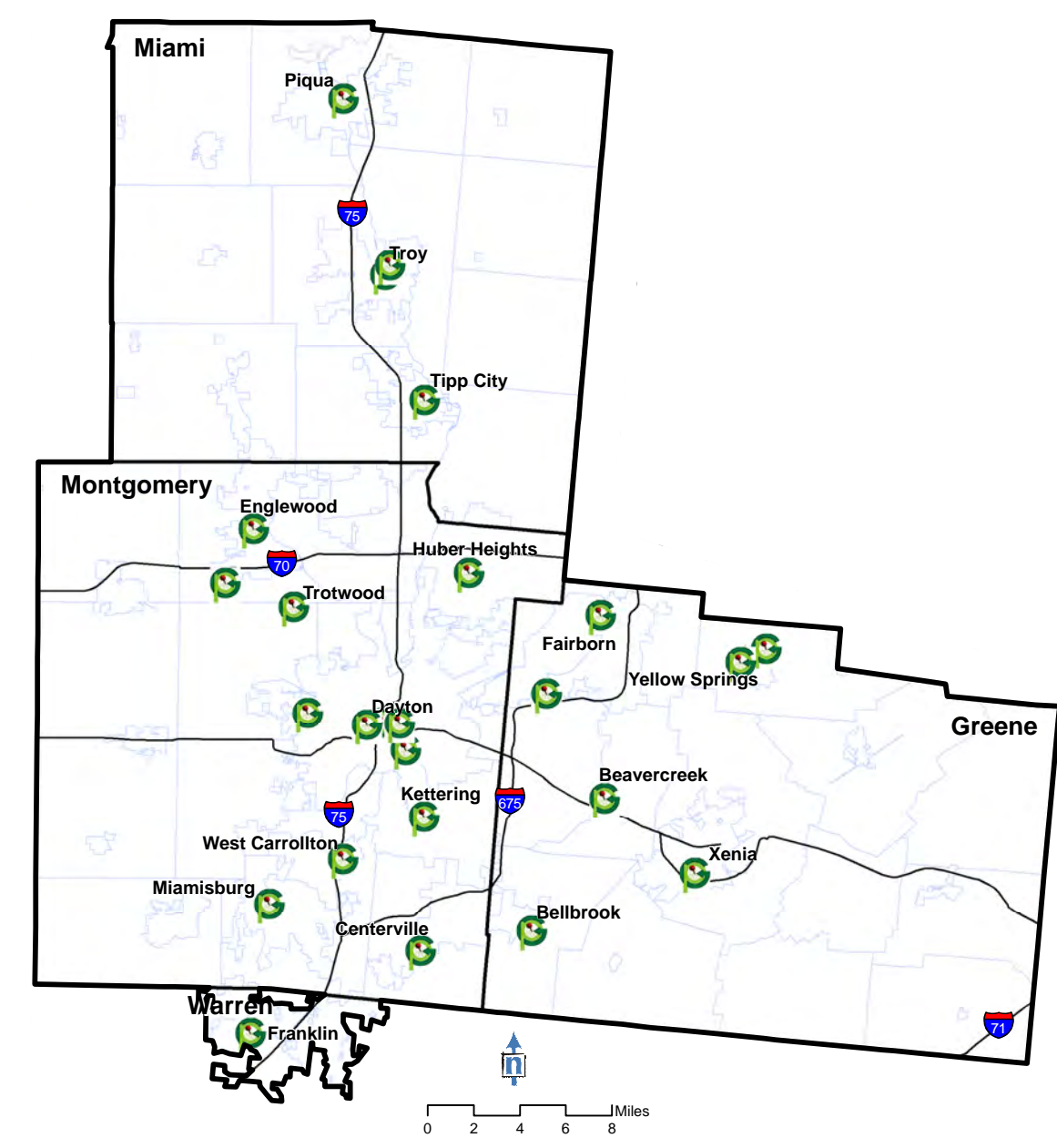
Some areas are better-suited than others for future development



GOING PLACES PHASE II

HOW DID WE DO IT?

Community Workshops
17 workshops in 4 counties

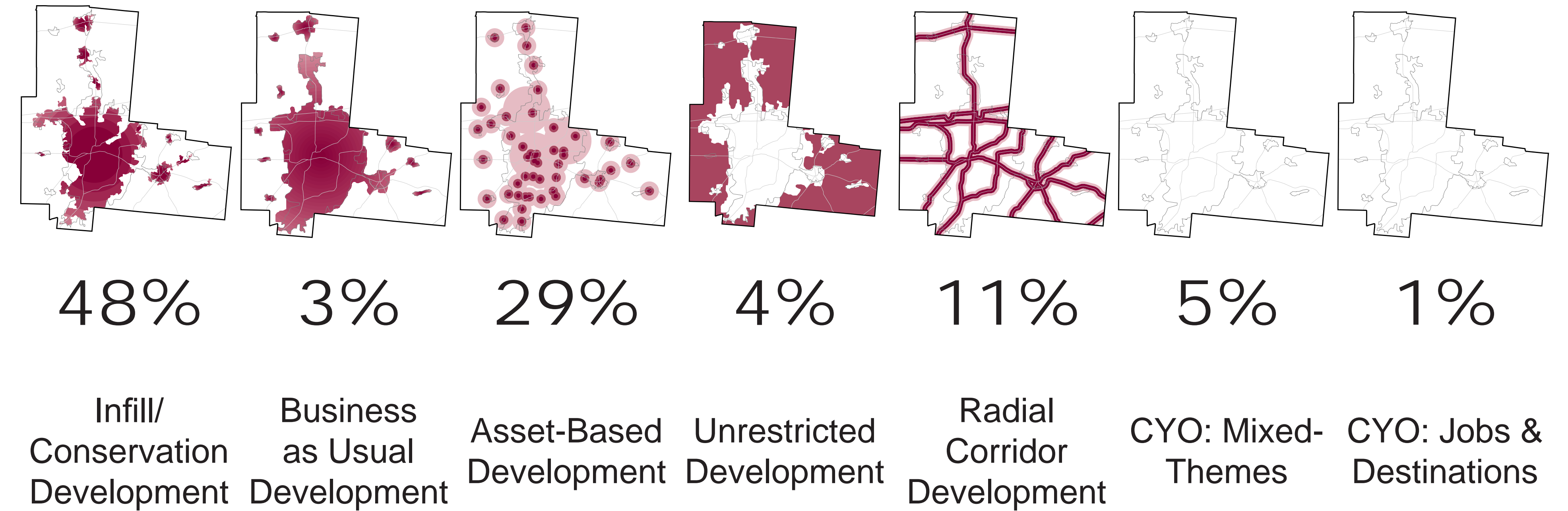


Focused Group Workshops
16 workshops in 7 groups

- Business & Economic Development Groups
- Environmental Groups
- Planners & Government Officials
- Social & Cultural Groups
- Young Professionals
- College Students
- Middle/Junior High & High School Students

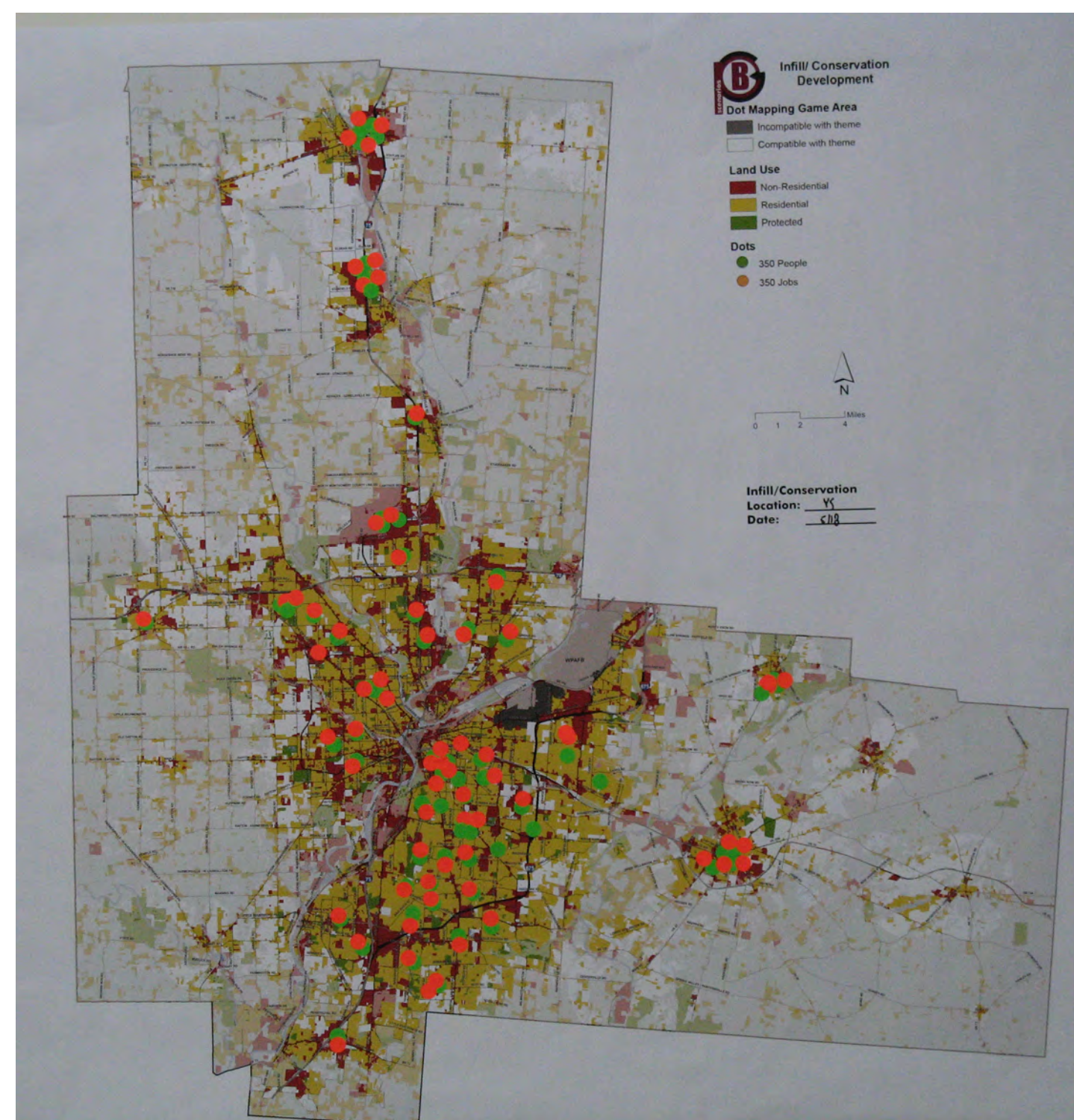
Themes

Participants were asked to choose a theme:

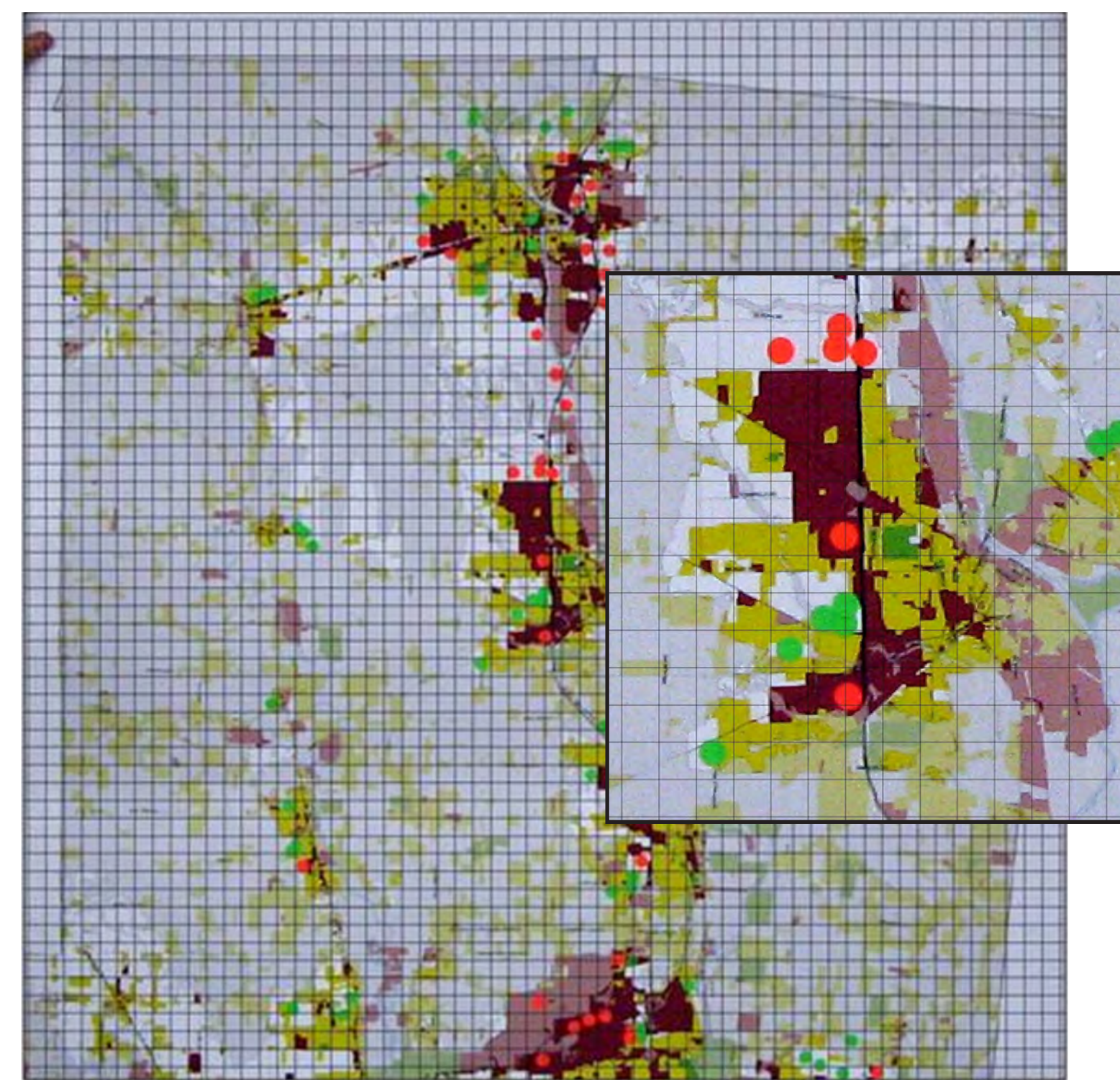


Dot Maps – Where?

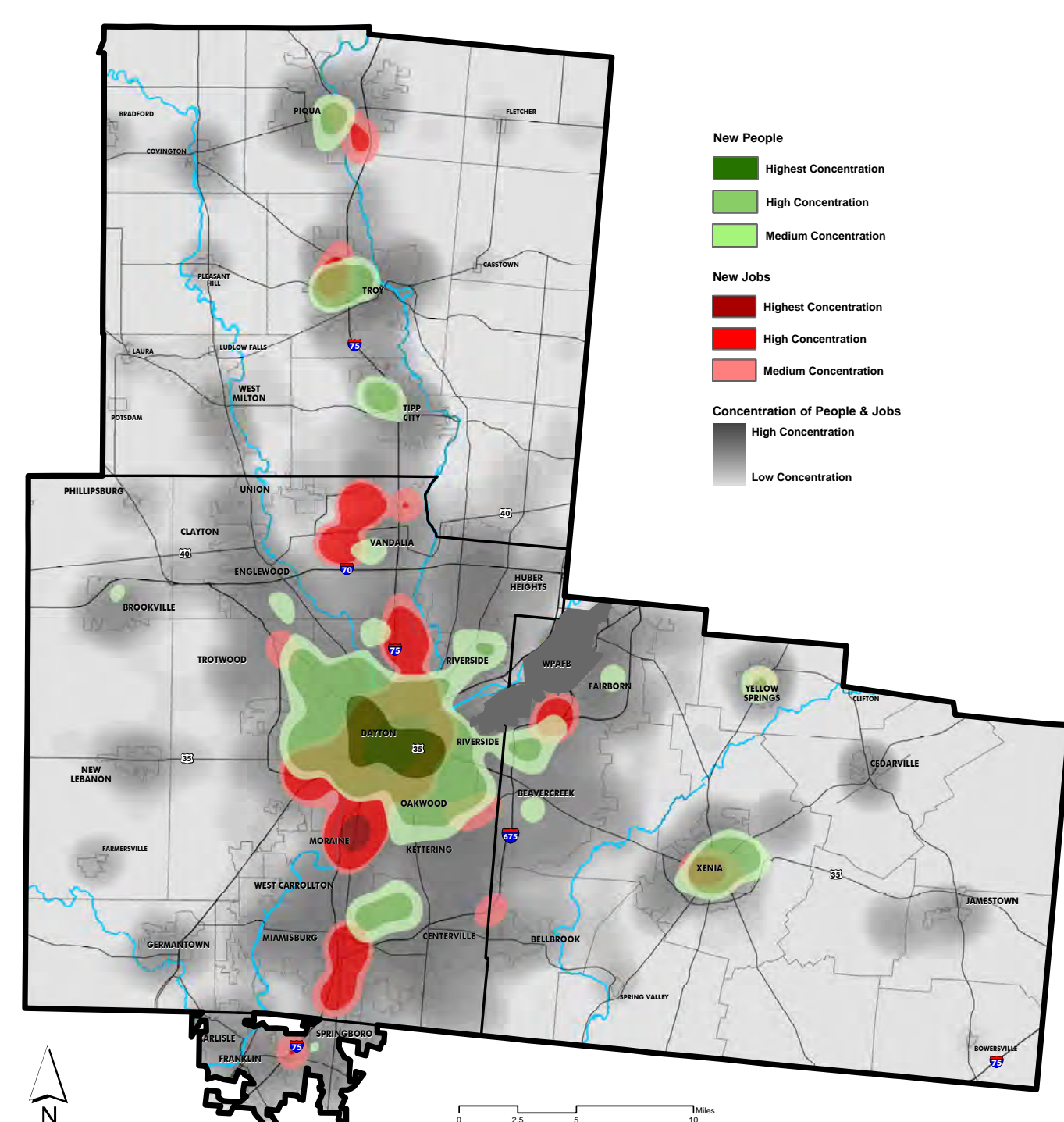
Completed Dot Map



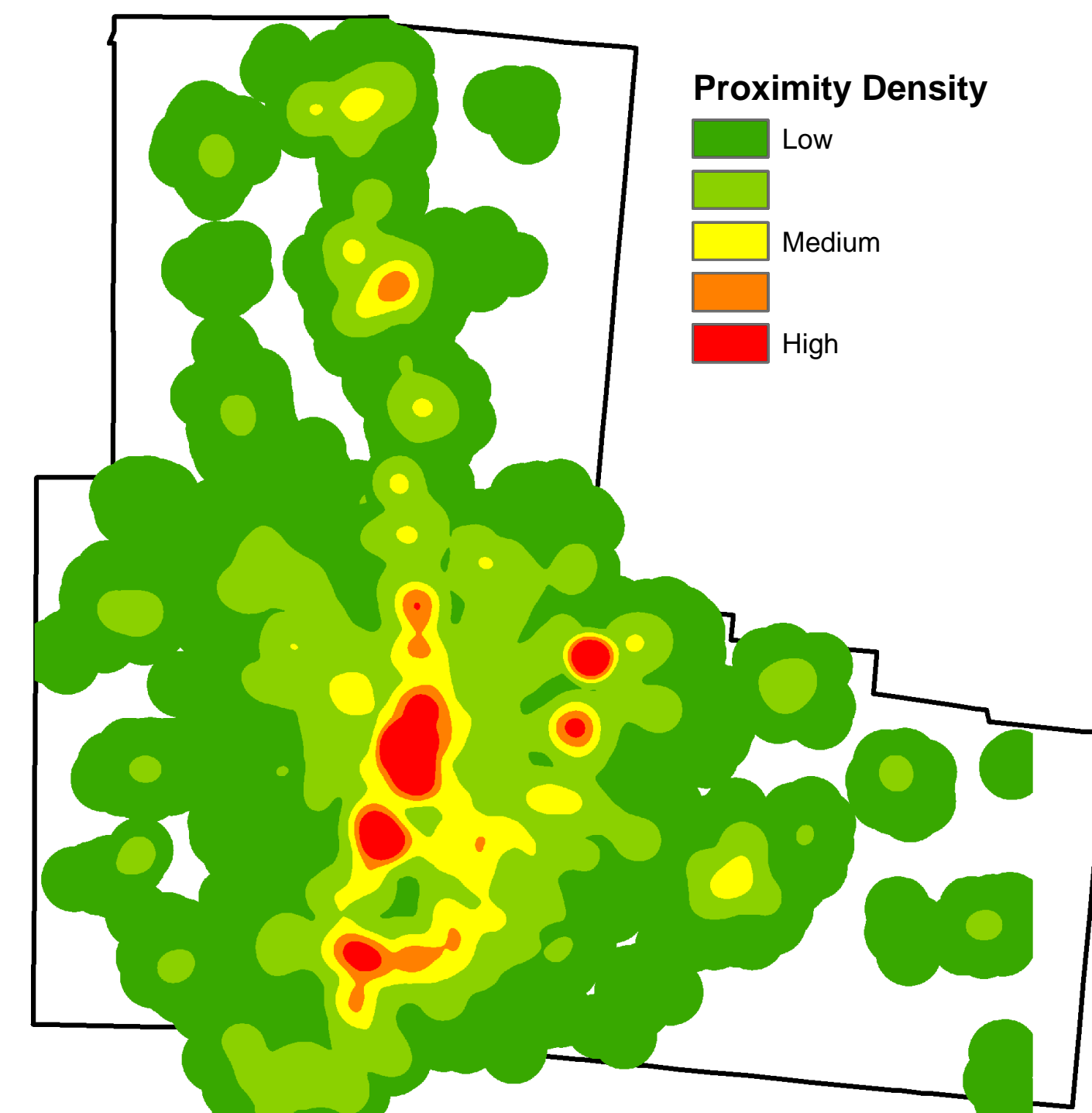
Dot Map Processing



Final Scenario Map



Analysis

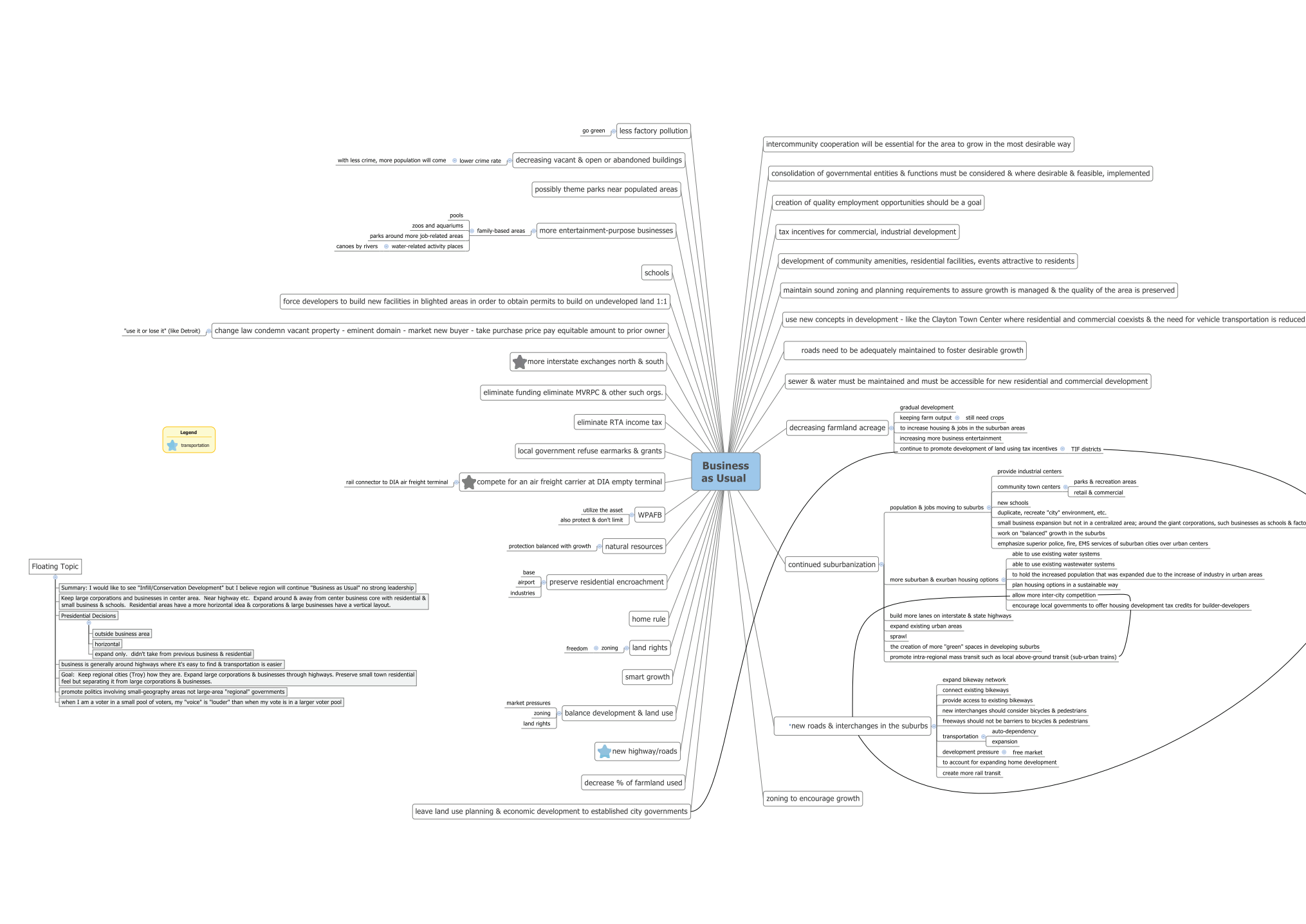


Mind Maps – How?

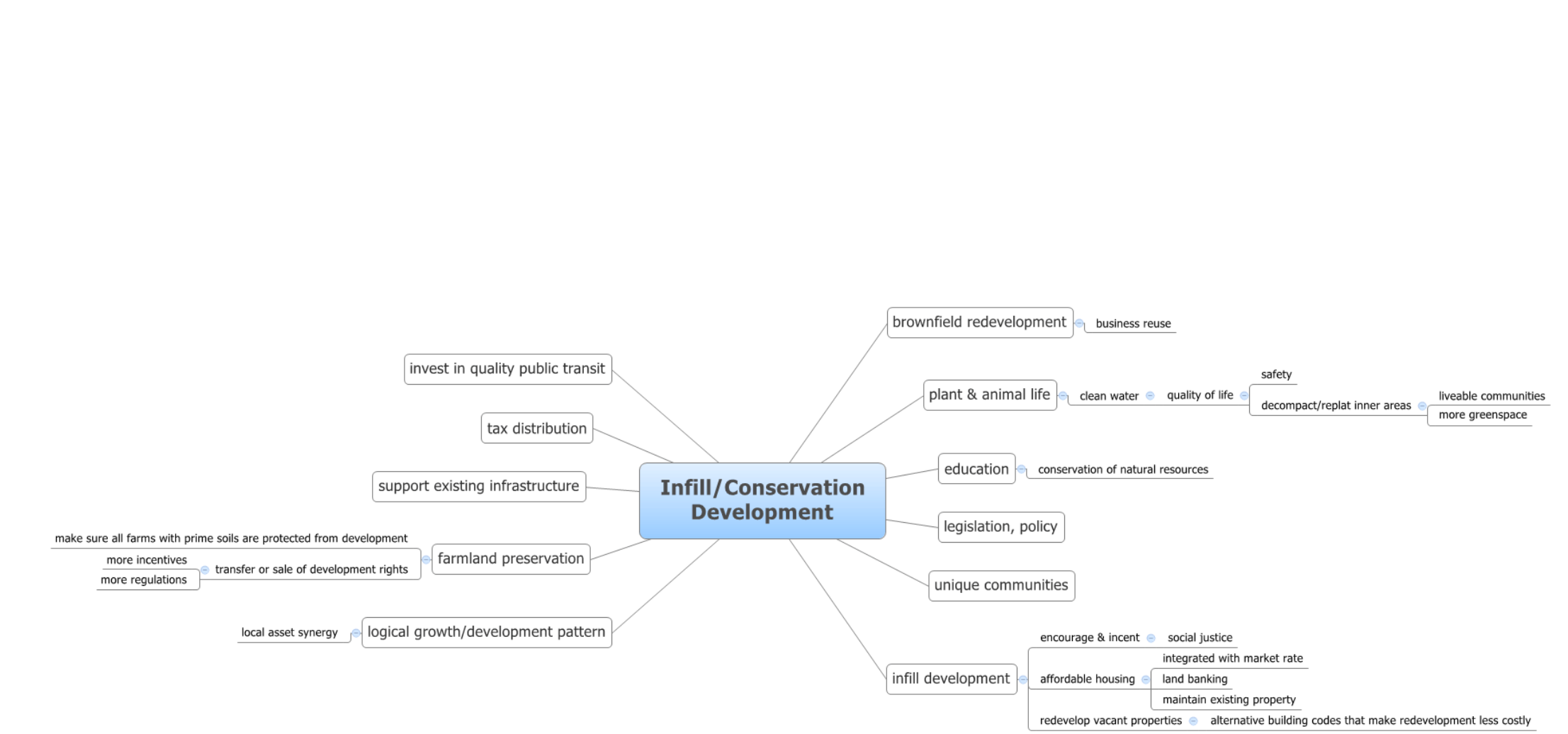
Completed Mind Map



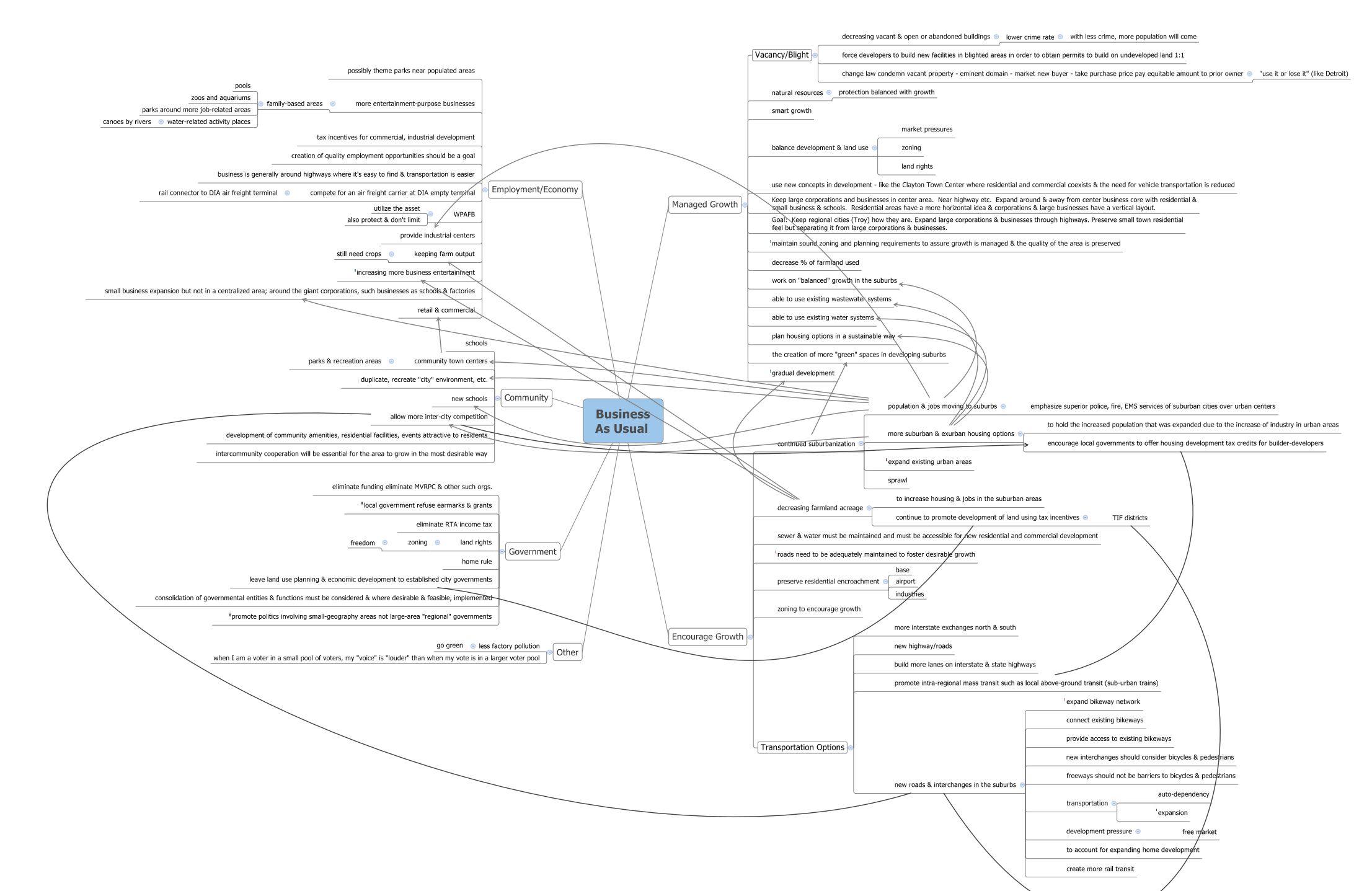
Processing



Mind Map Digitizing



Analysis



THE INDICATORS

Indicators		Definitions	Below Average	Average	Above Average
Land Use	Population Density	A measure of whether people are living closer together or farther apart.			
	Employment Density	A measure of whether jobs are located closer together or farther apart.			
Housing	Accessibility to Amenities	A measure of the number of people living within walking distance of at least one of the following amenities: schools, libraries, retail clusters, hospitals, senior centers, museums, or entertainment venues.			
	Housing Unit Density	A measure of whether housing units are located closer together or farther apart.			
Employment	Concentration of Employment	A measure of whether jobs are concentrated in a few discrete areas or are spread out throughout the Region.			
	Accessibility to Support Infrastructure	A measure of the number of jobs located within 1 mile of at least one of the following features: water/sewer lines, a major road, a highway interchange, a pump station, a rail yard, or an airport.			
Environment	Air Quality Impact	A measure of the amount of air pollutants emitted from motor vehicles per day.			
	Open Space Accessibility	A measure of the number of people living within a quarter mile of a neighborhood park and/or within two miles of a community park or bikeway.			
Transportation	Transit Ridership Potential	A measure of the number of people who might use transit services based on employment density and housing unit density.			
	Vehicle Miles Traveled	A measure of the total number of miles traveled by all motor vehicles on a typical weekday.			
	Traffic Congestion	A measure of the perception of traffic conditions by people in their cars on a typical weekday.			
	Daily Vehicle Trips	A measure of the total number of trips taken by motor vehicles on a typical weekday.			

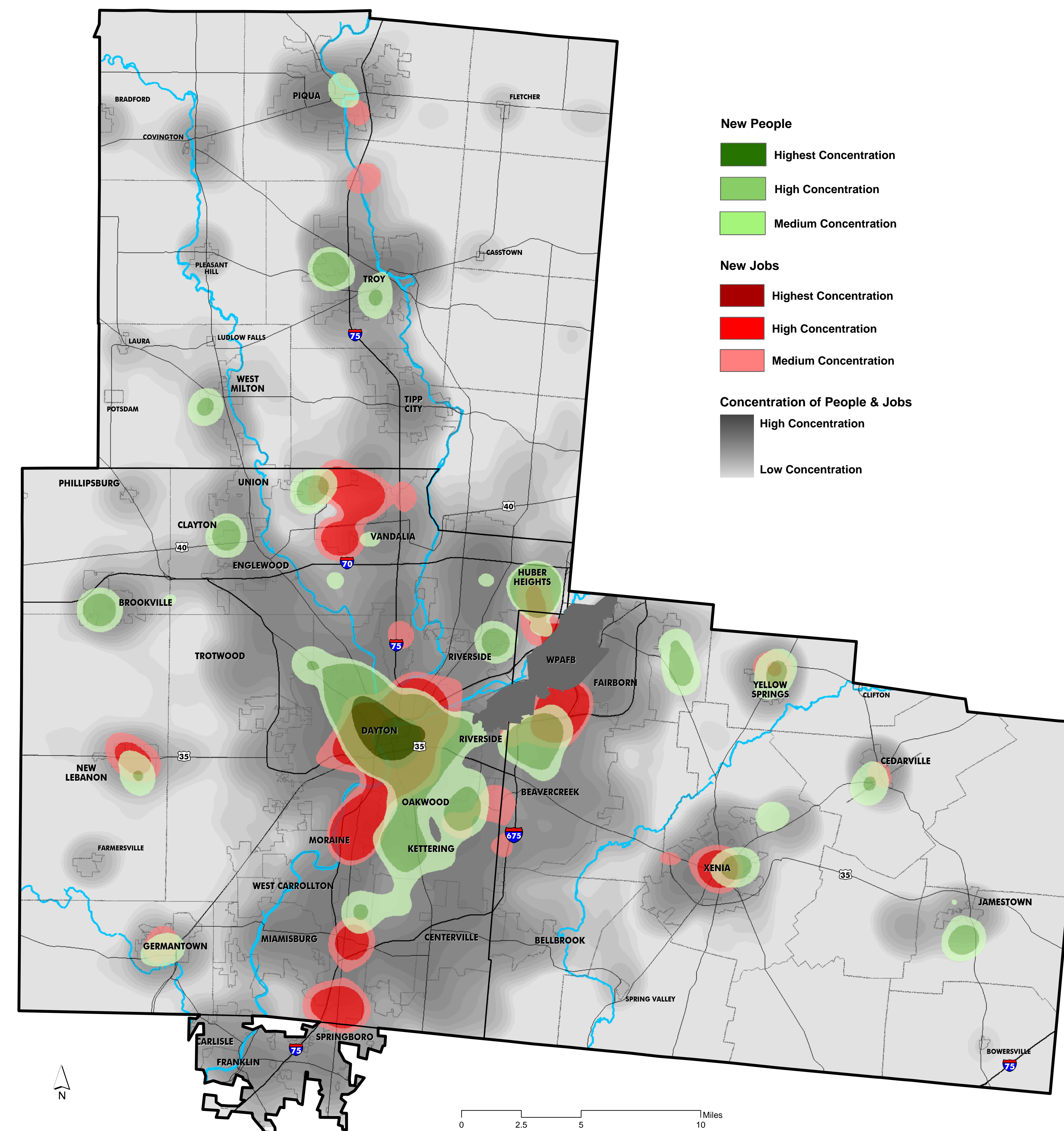
Definition

The Asset-Based development scenario emphasizes existing regional assets, concentrating future development around these assets. Regional assets include sports arenas, higher education institutions, medical facilities, cultural and entertainment venues, Wright-Patterson Air Force Base, the Dayton Art Institute, water resources, the Region's workforce, its neighborhoods, and its cultural and historical heritage. Suggested strategies include using community assets to establish community identities; using zoning to encourage development concentrated around regional assets; and maximizing BRAC opportunities.

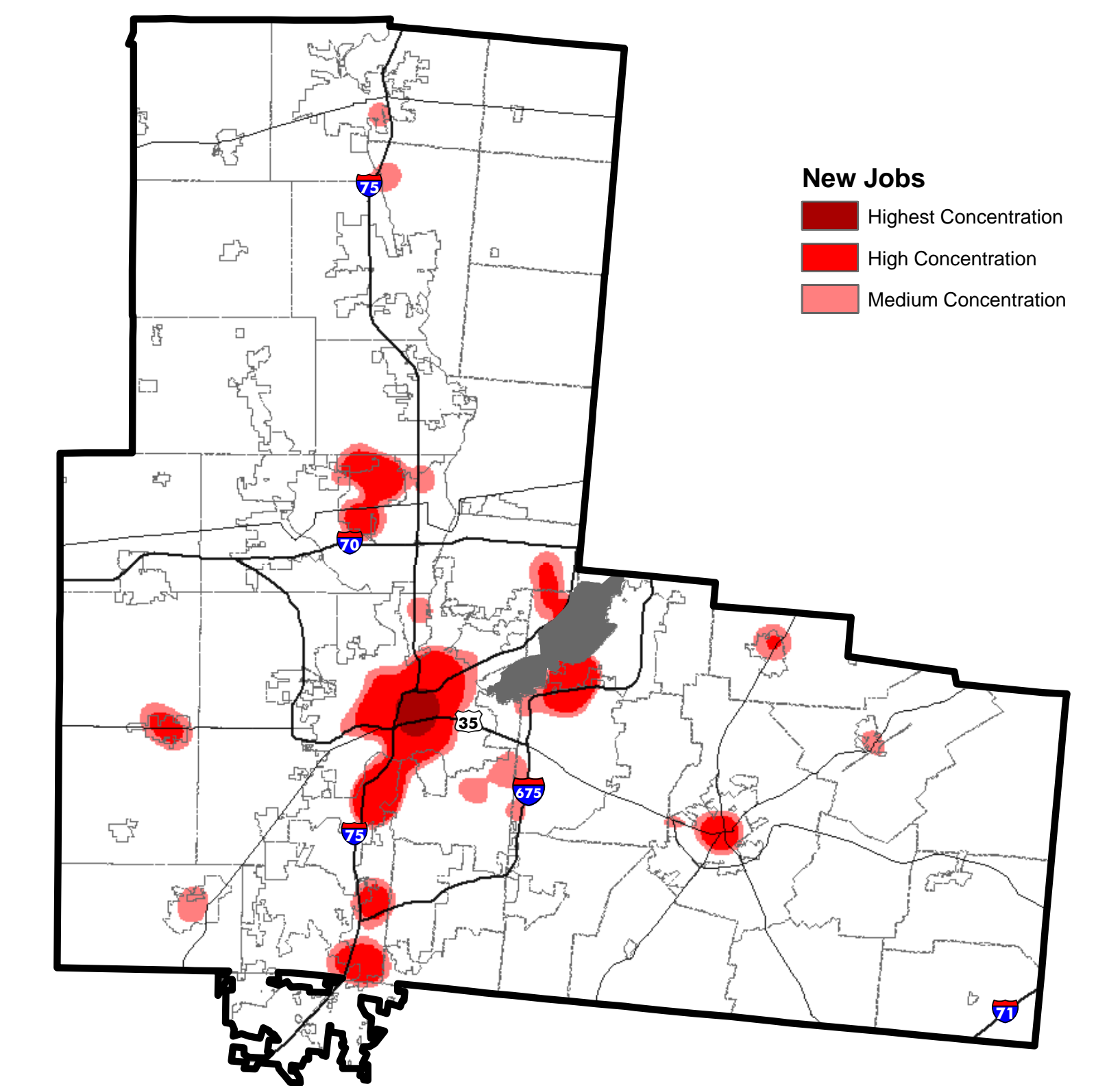
Characteristics

- Assets
 - Entertainment/Cultural Assets
 - Development Assets
 - Job centers such as Research Park and Tech Town
 - Old industrial sites such as GM and NCR
 - Locational Assets
 - Urban areas
 - Central business districts
 - Non-Physical Assets
 - Quality of life
 - Historical legacy
 - Aerospace/Defense Assets
 - Transportation Assets
 - Bikeways
 - Interstates
 - Commercial Assets
 - Hospitals/Medical Assets
 - Education Assets
 - Natural Resource Assets
- Methods
 - Historic preservation
 - Use community assets to establish community 'identities'
 - Renovate and re-use existing structures
 - Develop communities around regional assets
 - Use 'green' development practices
 - Incentivize infill and redevelopment
 - Use zoning to encourage development concentrated around regional assets
 - Design transportation for easier access across the Region
 - Maximize BRAC opportunities
 - Attract high-tech employers
 - Increase job training opportunities

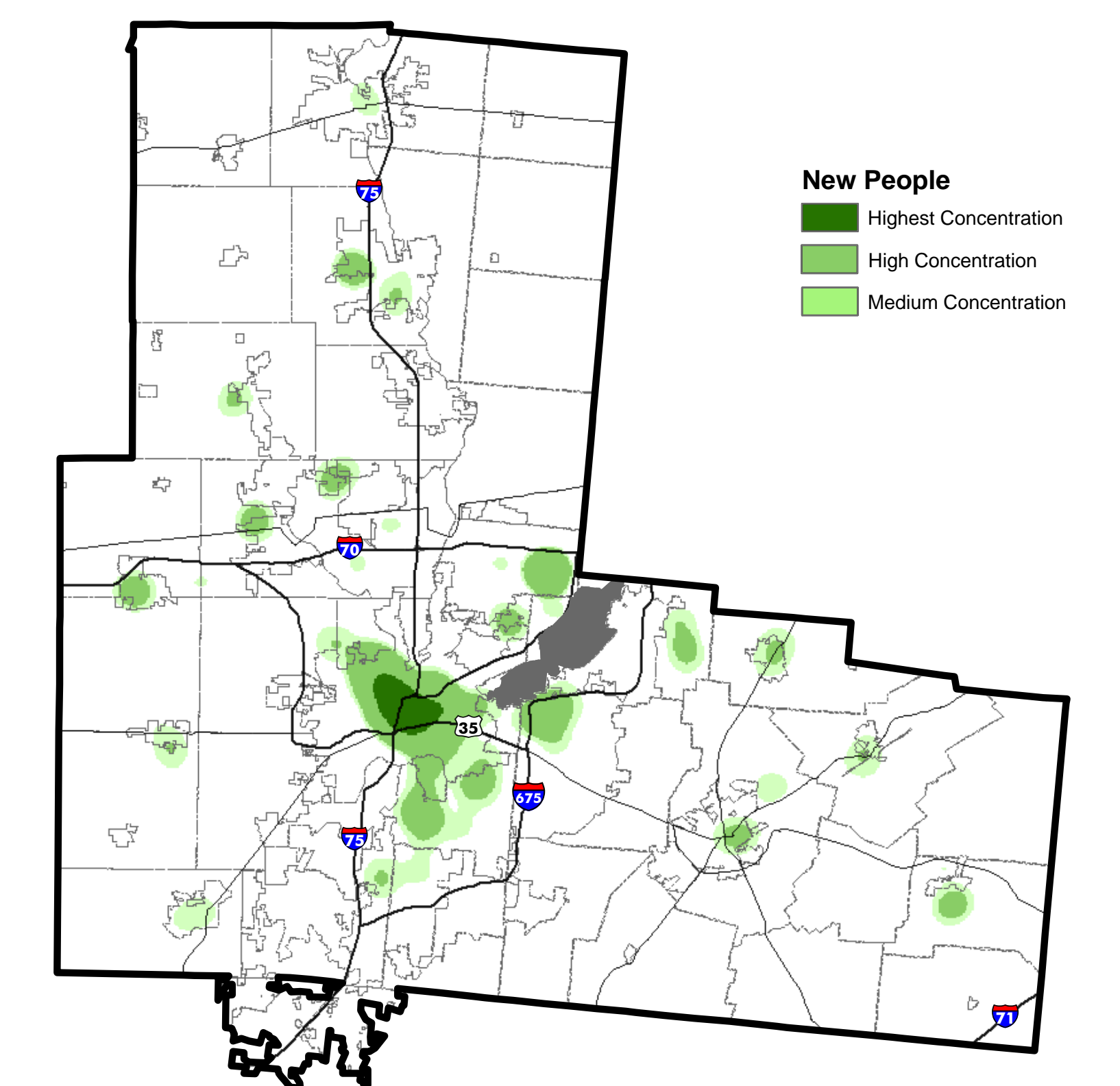
Asset-Based Development Scenario Map



Change in Jobs



Change in Population



Scenario Evaluation

Land Use		Housing		Employment		Environment		Transportation			
Population Density	Employment Density	Accessibility to Amenities	Housing Unit Density	Concentration of Employment	Accessibility to Support Infrastructure	Air Quality Impact	Open Space Accessibility	Transit Ridership Potential	Vehicle Miles Traveled	Traffic Congestion	Daily Vehicle Trips

BUSINESS AS USUAL DEVELOPMENT

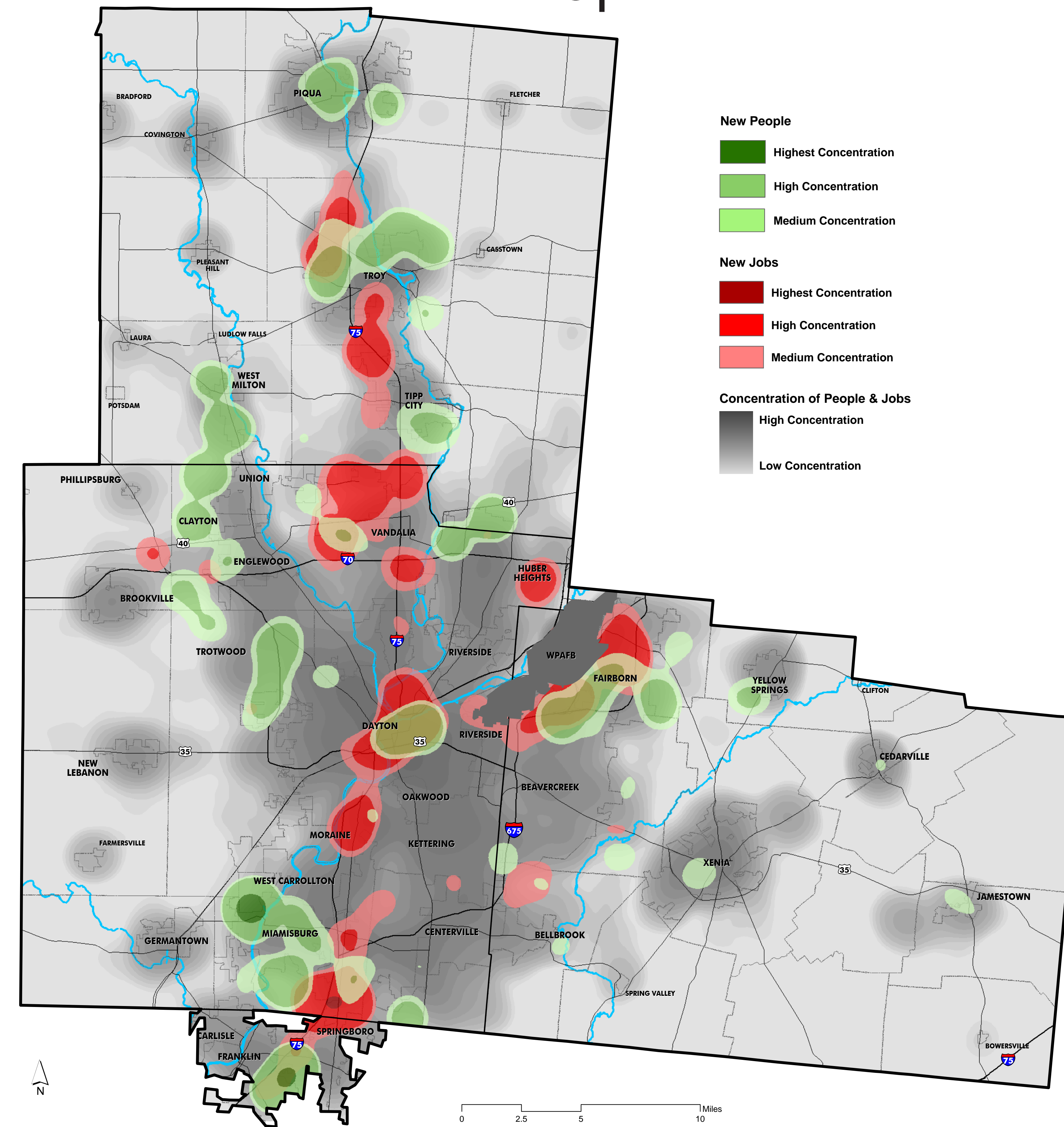
Definition

The Business As Usual development scenario represents the continuation of existing development patterns. The suburbs will continue to grow and farmland will continue to be developed. Growth would be encouraged, but managed, and governments in the Region will remain local – focused on the politics and policies of their respective jurisdictions. Business development should be encouraged, focusing on industrial, commercial, and recreation-based enterprises. Future transportation options would be focused on the construction of new roads, highways, and interchanges. Suggested strategies include tax incentives for commercial and industrial development, maintaining sound zoning and planning requirements, and encouraging local governments to offer housing development tax credits.

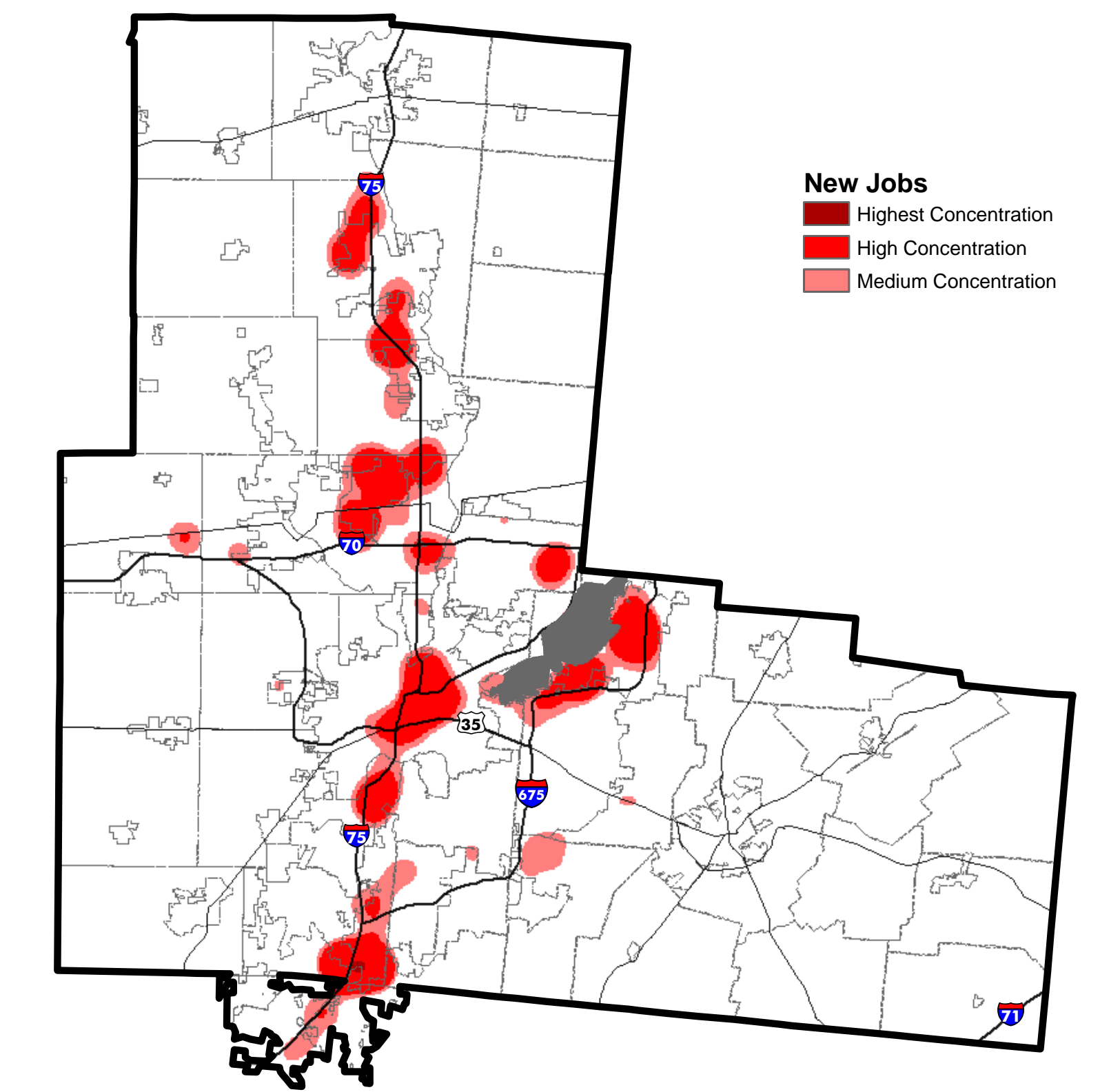
Characteristics

- Employment/Economy
 - Provide incentives for industrial and commercial development
 - Increase the number of entertainment-related businesses
- Community
 - New schools
 - Develop more community amenities
- Government
 - Focus on local governments
- Encourage Growth
 - Encourage continued suburbanization
- Transportation options
 - More highways and roads
 - New roads and highways should consider bicycles and pedestrians
- Managed Growth
 - Encourage balanced growth
- Vacancy/Blight
 - Encourage new development in vacant and blighted areas

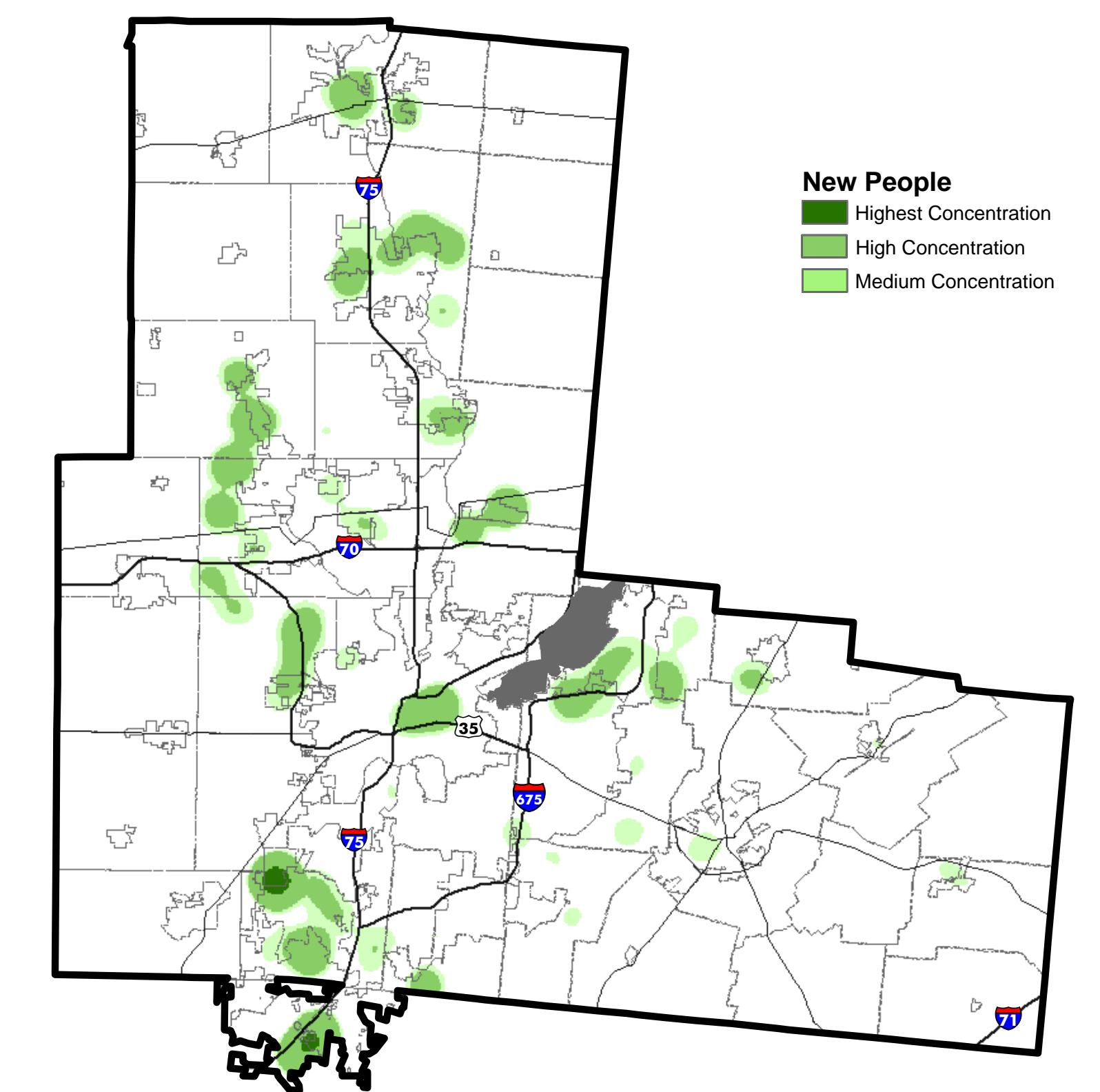
Business As Usual Development Scenario Map



Change in Jobs



Change in Population



Scenario Evaluation

Land Use		Housing		Employment		Environment		Transportation			
Population Density	Employment Density	Accessibility to Amenities	Housing Unit Density	Concentration of Employment	Accessibility to Support Infrastructure	Air Quality Impact	Open Space Accessibility	Transit Ridership Potential	Vehicle Miles Traveled	Traffic Congestion	Daily Trips

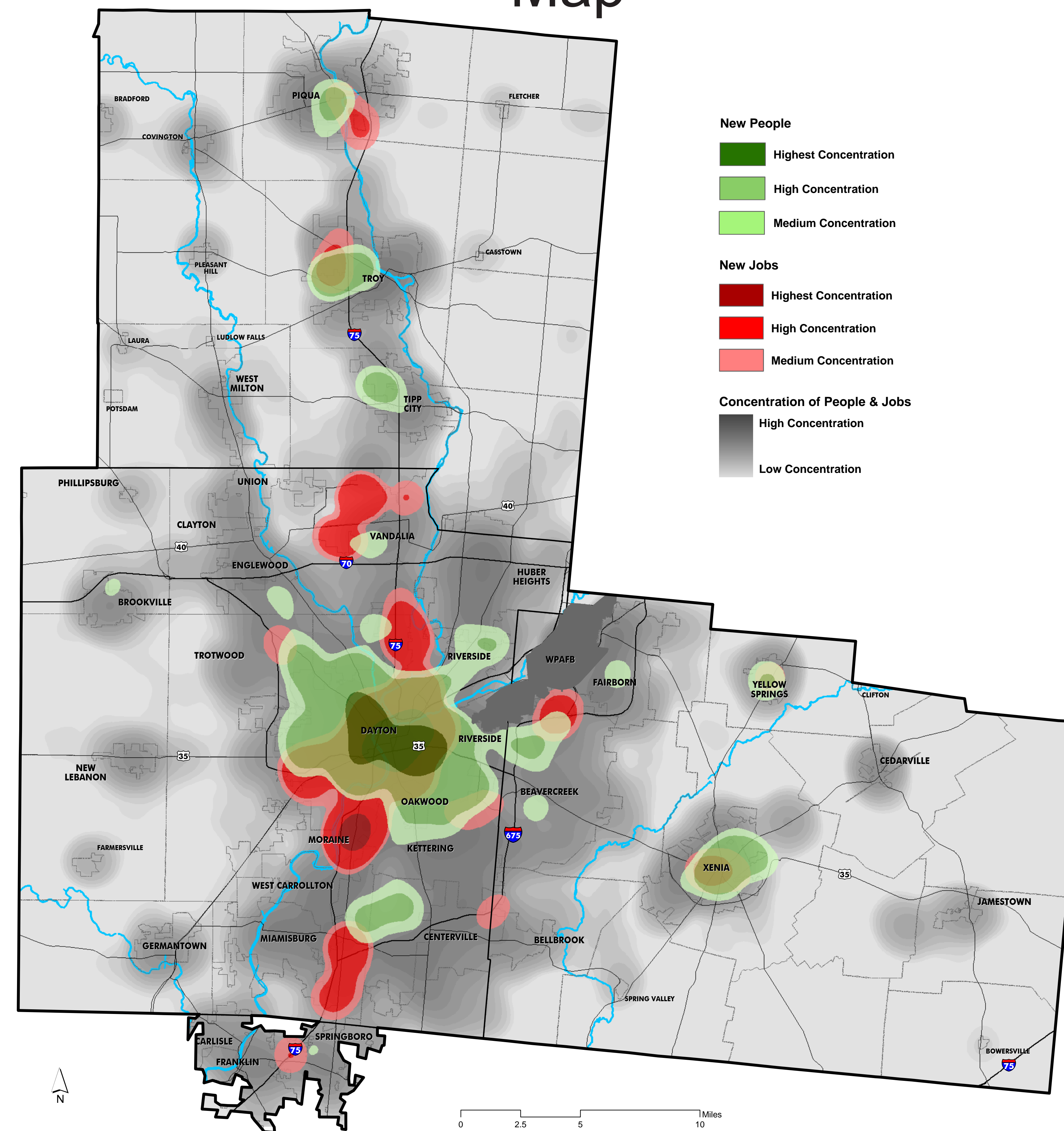
Definition

The Infill/Conservation Development scenario emphasizes directing future development to existing urban areas that already have the infrastructure to support it. The focus for development in this scenario would be on the redevelopment of vacant properties, the development of more affordable housing, and the preservation of the Region's farmland. New development should employ 'green' development practices and mass transit and other alternative modes of transportation should be invested in and encouraged. Suggested strategies include incentives for developing, living, and conducting business in the Region's core; regionalizing some government functions; and special zoning and regulations to protect farmland.

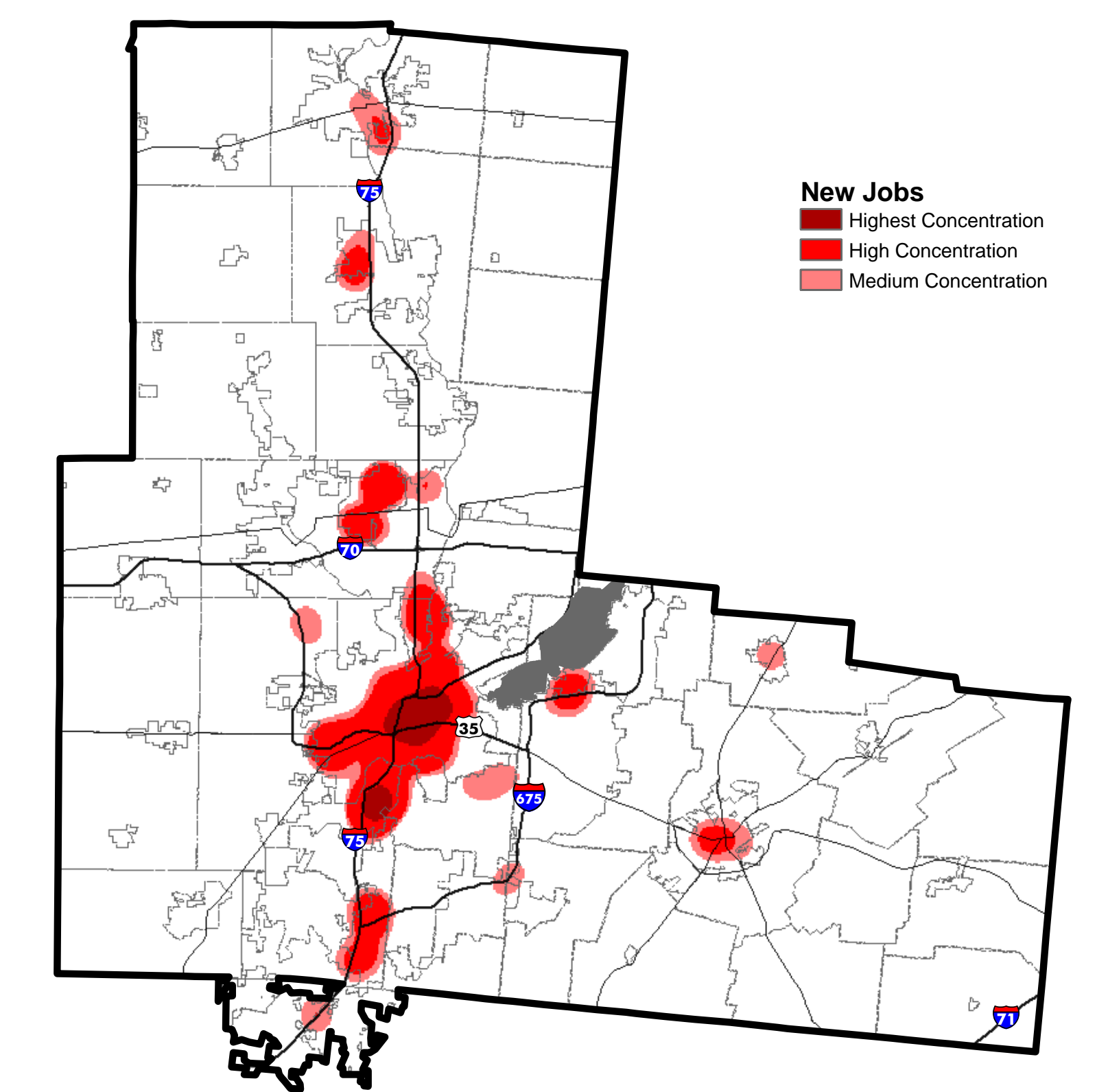
Characteristics

- Transit/Transportation
 - Invest in mass transit and other alternative modes of transportation
 - Provide more efficient transportation opportunities near affordable housing
- Green Building/LEED
 - Use 'green' and/or LEED building standards
- Development Options
 - Concentrate new development in areas with the infrastructure to support it
 - Create incentives to drive development into the core for developers, residents, and businesses – be creative.
 - Develop quality, realistic affordable housing
 - Protect existing farmland
- Employment & Economy
 - More jobs
 - Support for small and local businesses
- Government
 - Intergovernmental cooperation
 - Strong zoning regulations and city leadership
- Taxes & Financing
 - Tax incentives to encourage infill development and re-use
 - Enact tax-sharing plan
 - Maintaining land trusts and grants
- Brownfield Rehab
 - Funds for reclamation and clean-up
- Education, Schools
 - Strengthen and support schools
- Parks, Open Space
 - More parks and green space
 - Conservation of natural resources
- Quality of Life
 - Improve safety/reduce crime

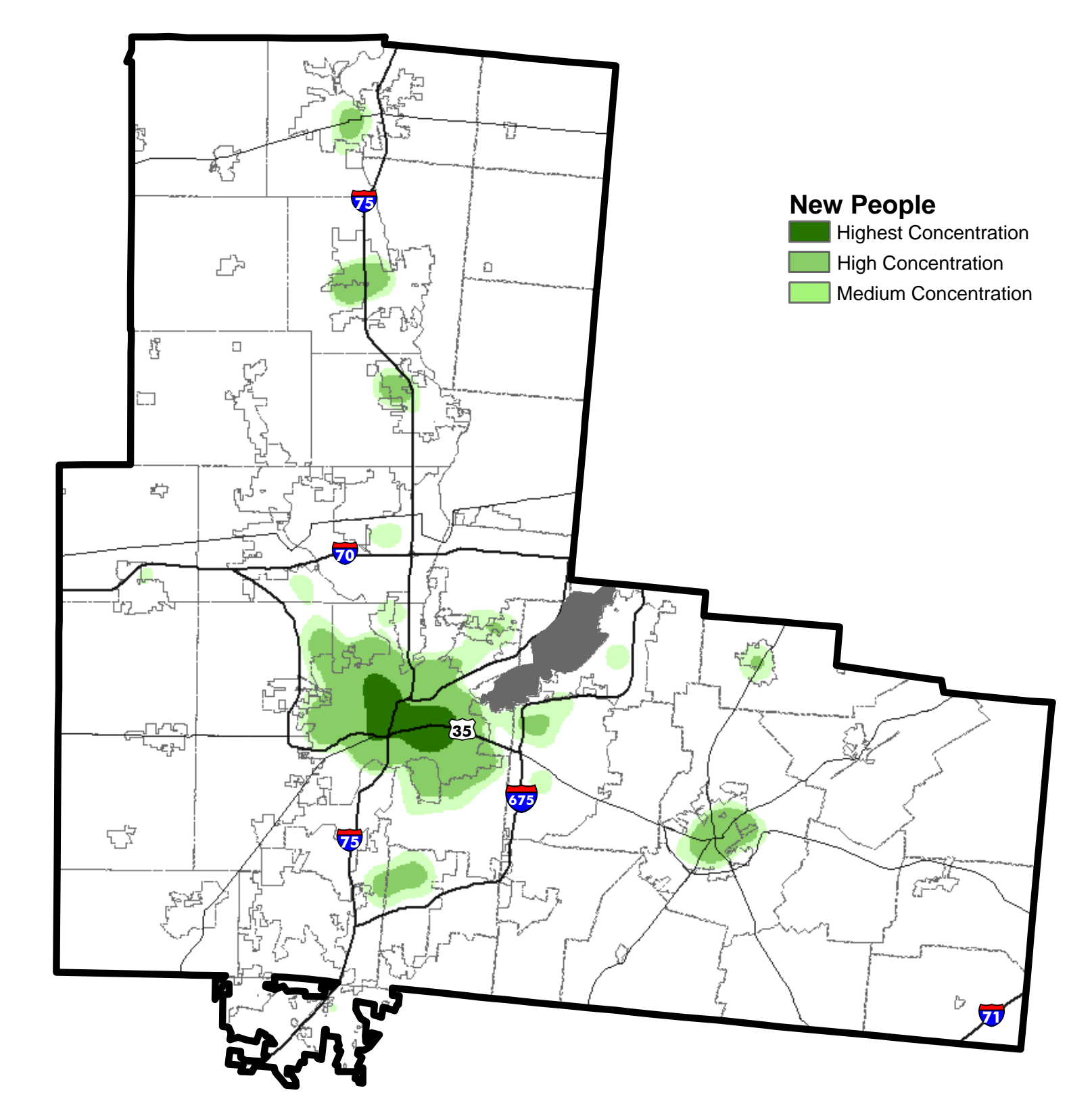
Infill/Conservation Development Scenario Map



Change in Jobs



Change in Population



Scenario Evaluation

Land Use		Housing		Employment		Environment		Transportation			
Population Density	Employment Density	Accessibility to Amenities	Housing Unit Density	Concentration of Employment	Accessibility to Support Infrastructure	Air Quality Impact	Open Space Accessibility	Transit Ridership Potential	Vehicle Miles Traveled	Traffic Congestion	Daily Vehicle Trips

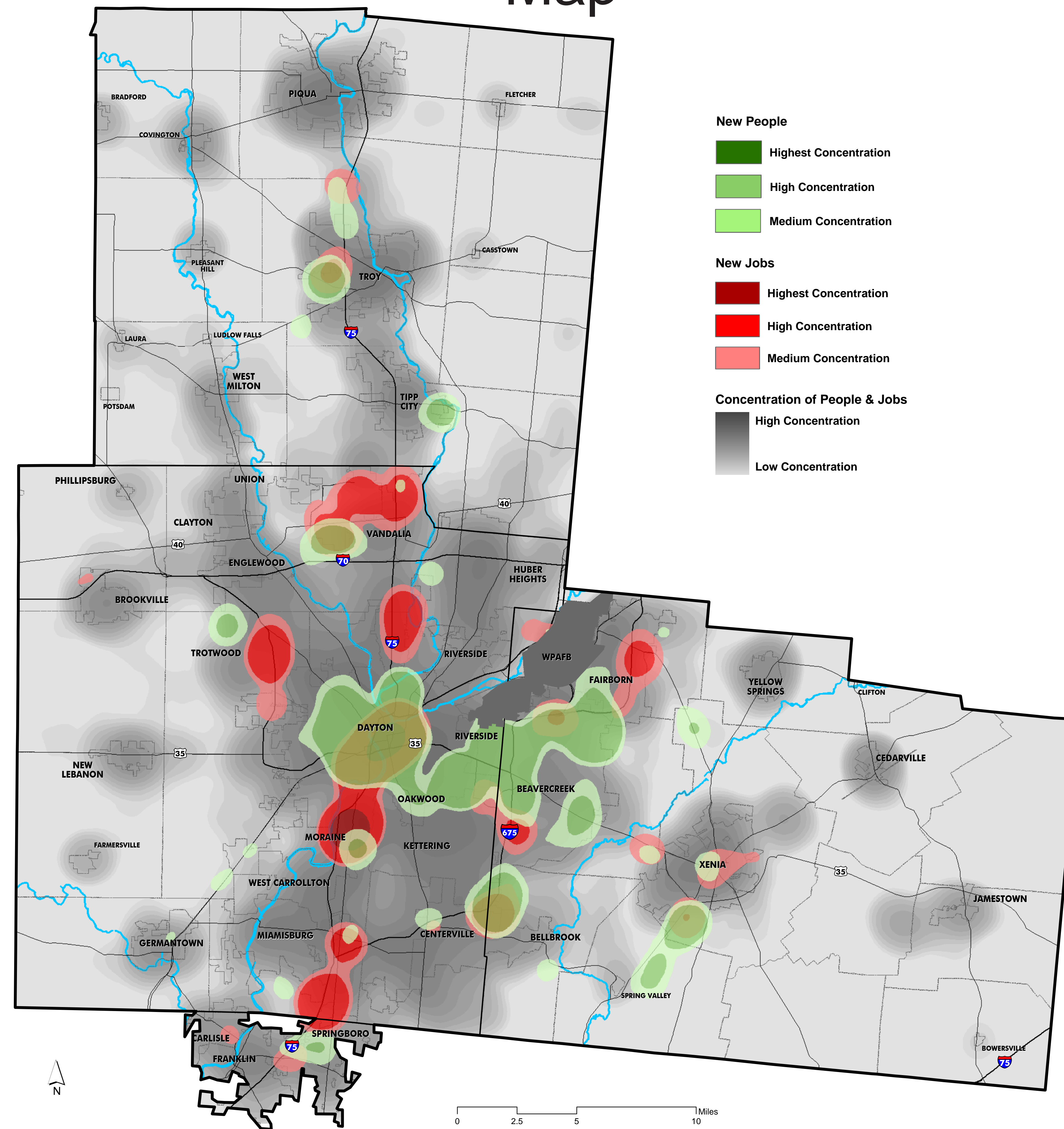
Definition

The Radial Corridor Development scenario encourages maximizing the use of existing roadways and transit networks and directs future development along existing corridors and junctions. Transportation infrastructure is not limited to roadways but also includes existing transit systems such as airports, bus lines, and transit hubs. Future development of alternative modes of transportation, such as high-speed rail and/or monorail, is encouraged. Suggested strategies include attracting businesses to the interstate corridors, refurbish and using existing infrastructure, and tax breaks and zoning to encourage development along the regional transportation corridors.

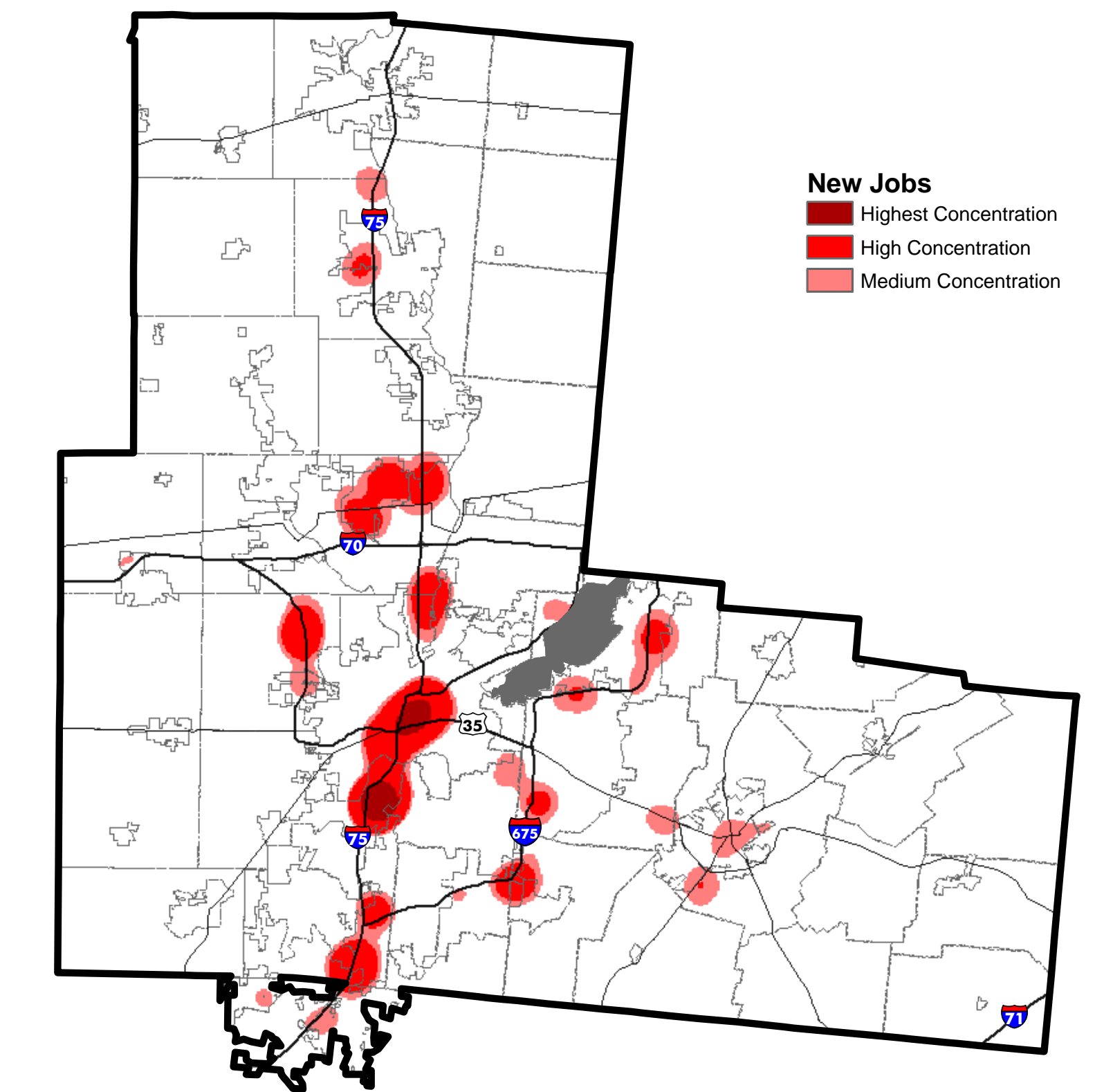
Characteristics

- Economic Development
 - Job development
 - Attract businesses to the interstate corridors
- Development
 - Infill development
 - Concentrate development along main transportation routes
- Connectivity
 - Connections between different modes of transportation
 - Connections between different locations
- Transportation
 - Roads
 - Rail
 - Other
 - Bikeways
 - Bus routes
- Infrastructure
 - Refurbish and use existing infrastructure
- Methods
 - Tax breaks to encourage development in areas along major transportation routes
 - Zoning to encourage radial development
- Government
 - More municipal cooperation
 - Regional zoning
- Conservation
 - Protect farmland and other undeveloped areas
 - Minimize air and water pollution

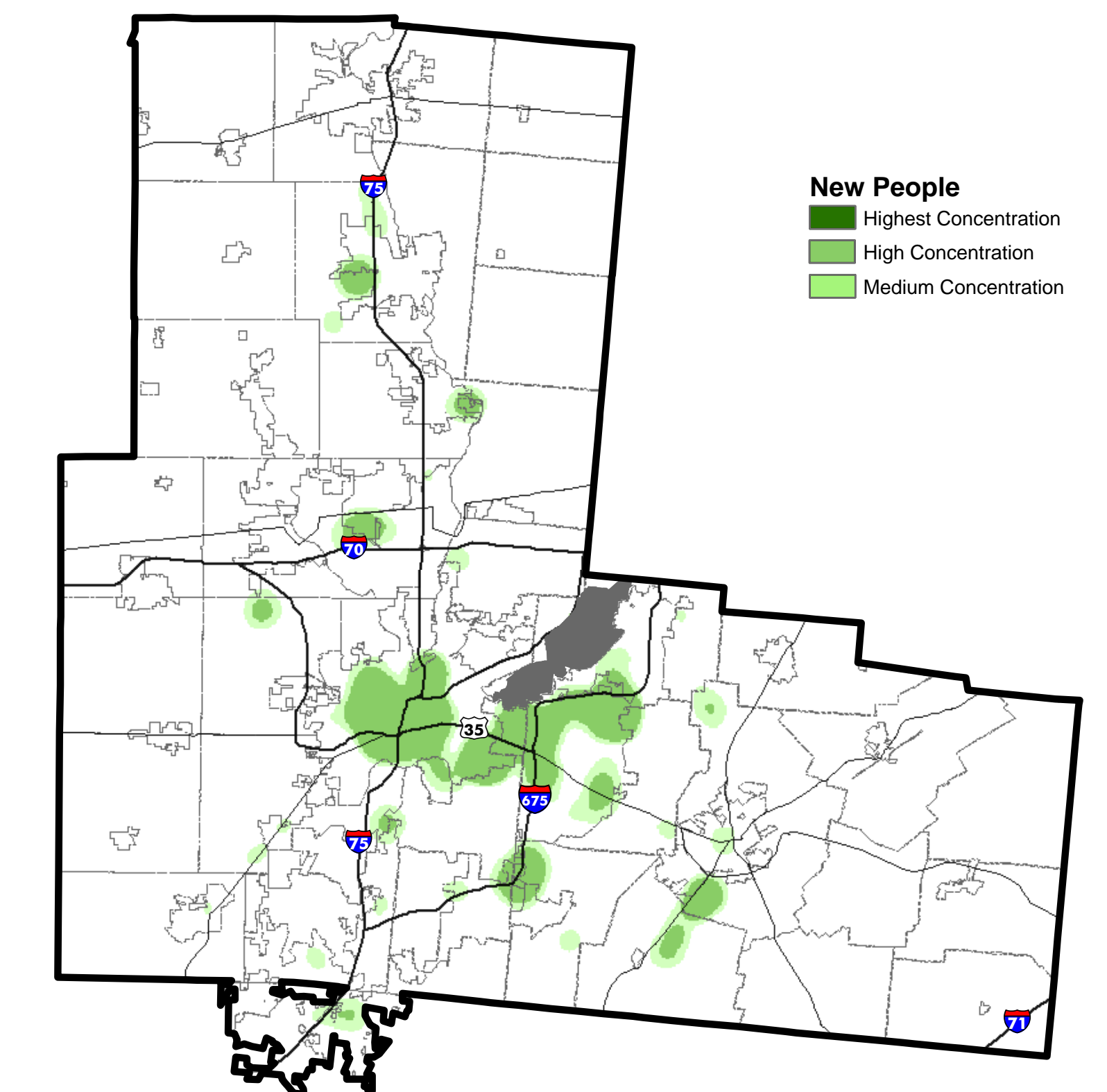
Radial Corridor Development Scenario Map



Change in Jobs



Change in Population



Scenario Evaluation

Land Use		Housing		Employment		Environment		Transportation			
Population Density	Employment Density	Accessibility to Amenities	Housing Unit Density	Concentration of Employment	Accessibility to Support Infrastructure	Air Quality Impact	Open Space Accessibility	Transit Ridership Potential	Vehicle Miles Traveled	Traffic Congestion	Daily Vehicle Trips

UNRESTRICTED DEVELOPMENT

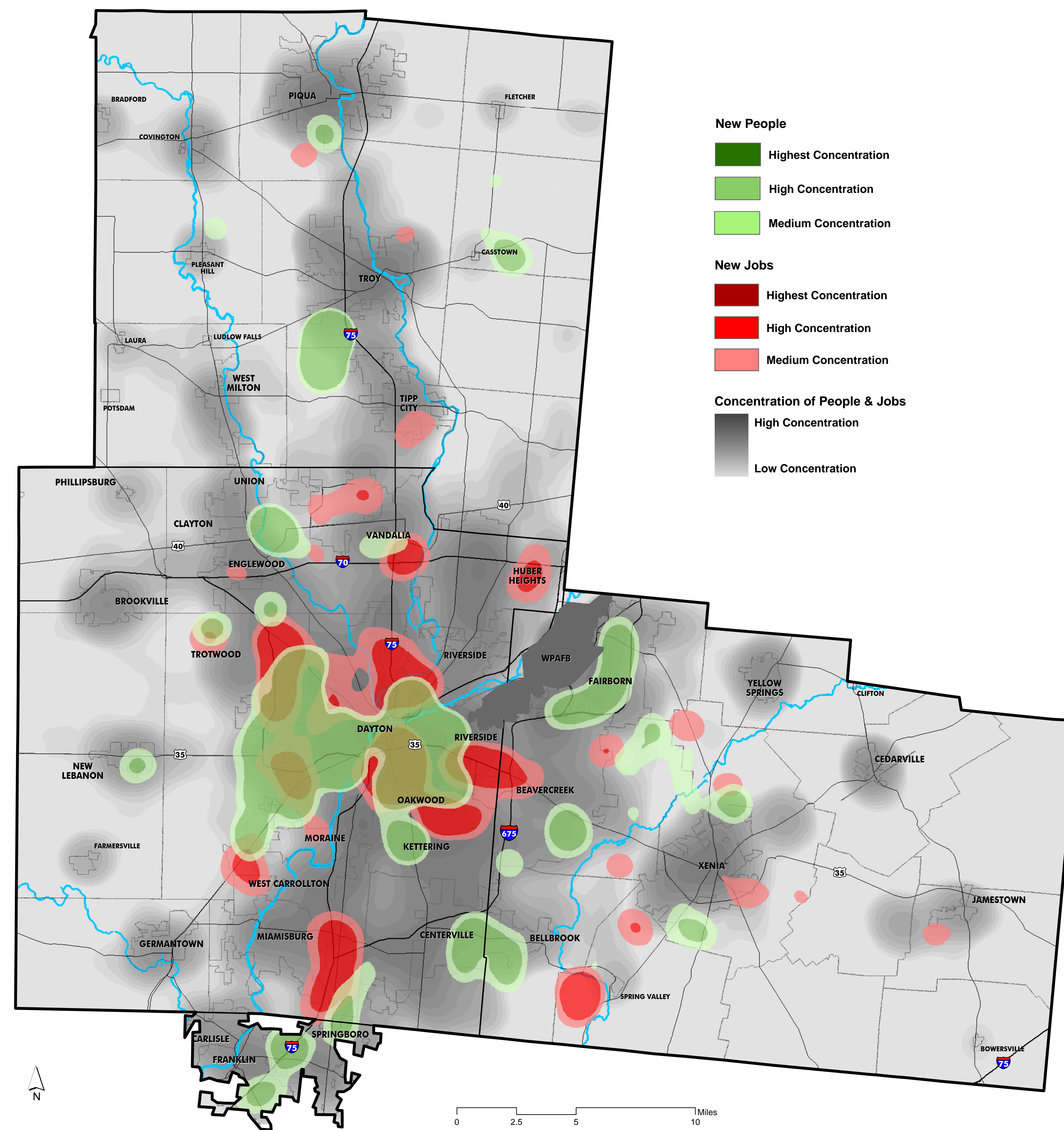
Definition

Development under the Unrestricted Development scenario would be practically devoid of any sort of planning, either at the regional or local level. Development would be completely market driven and would occur wherever there is demand for it. The three main tenets of this development scenario are that government should not restrict development, there should be more business growth, and there should be fewer or no zoning restrictions.

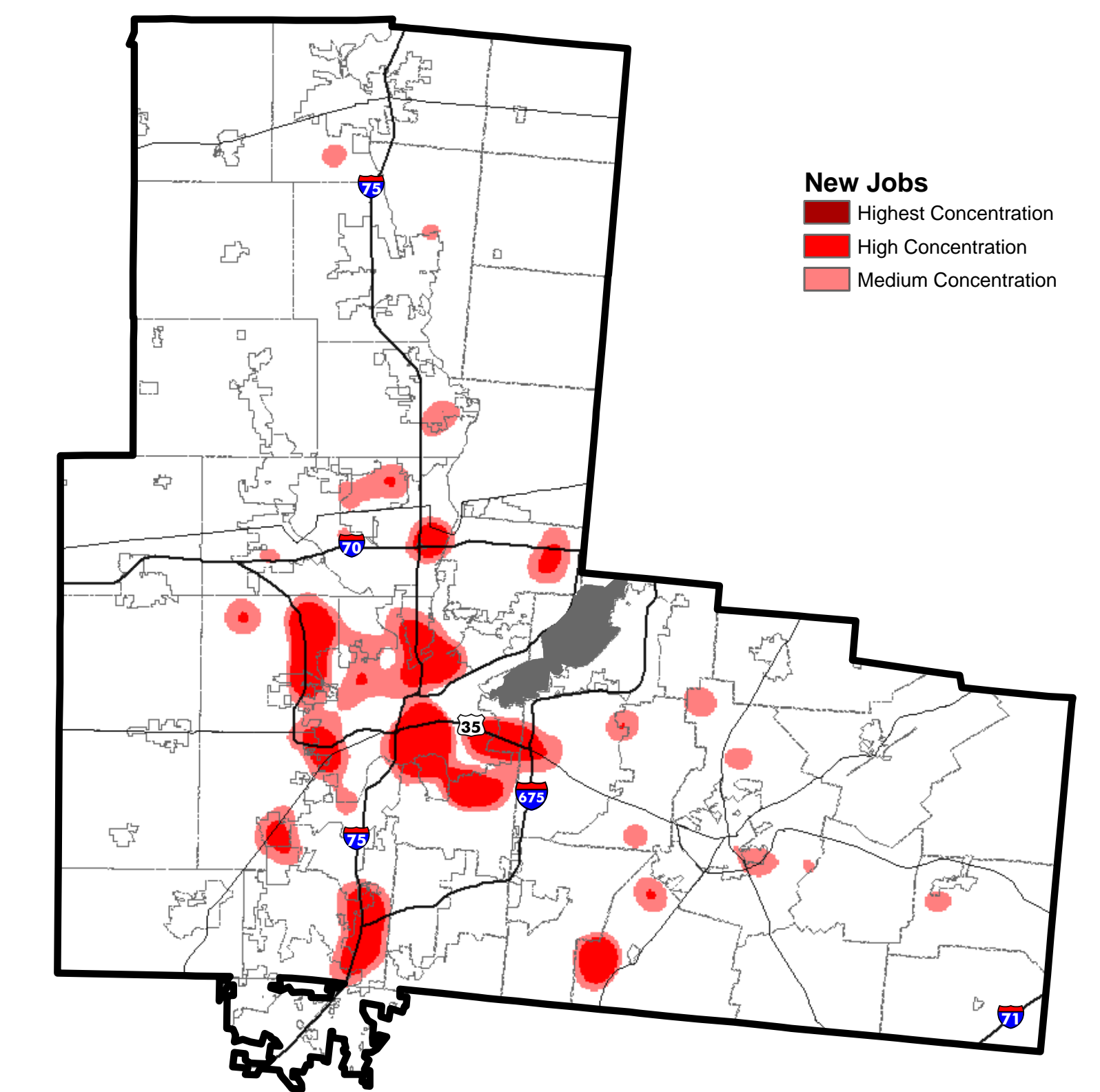
Characteristics

- Free Market
- Government should not restrict development
- Jobs
- More business growth
- Zoning/Development
- Fewer/no zoning restrictions

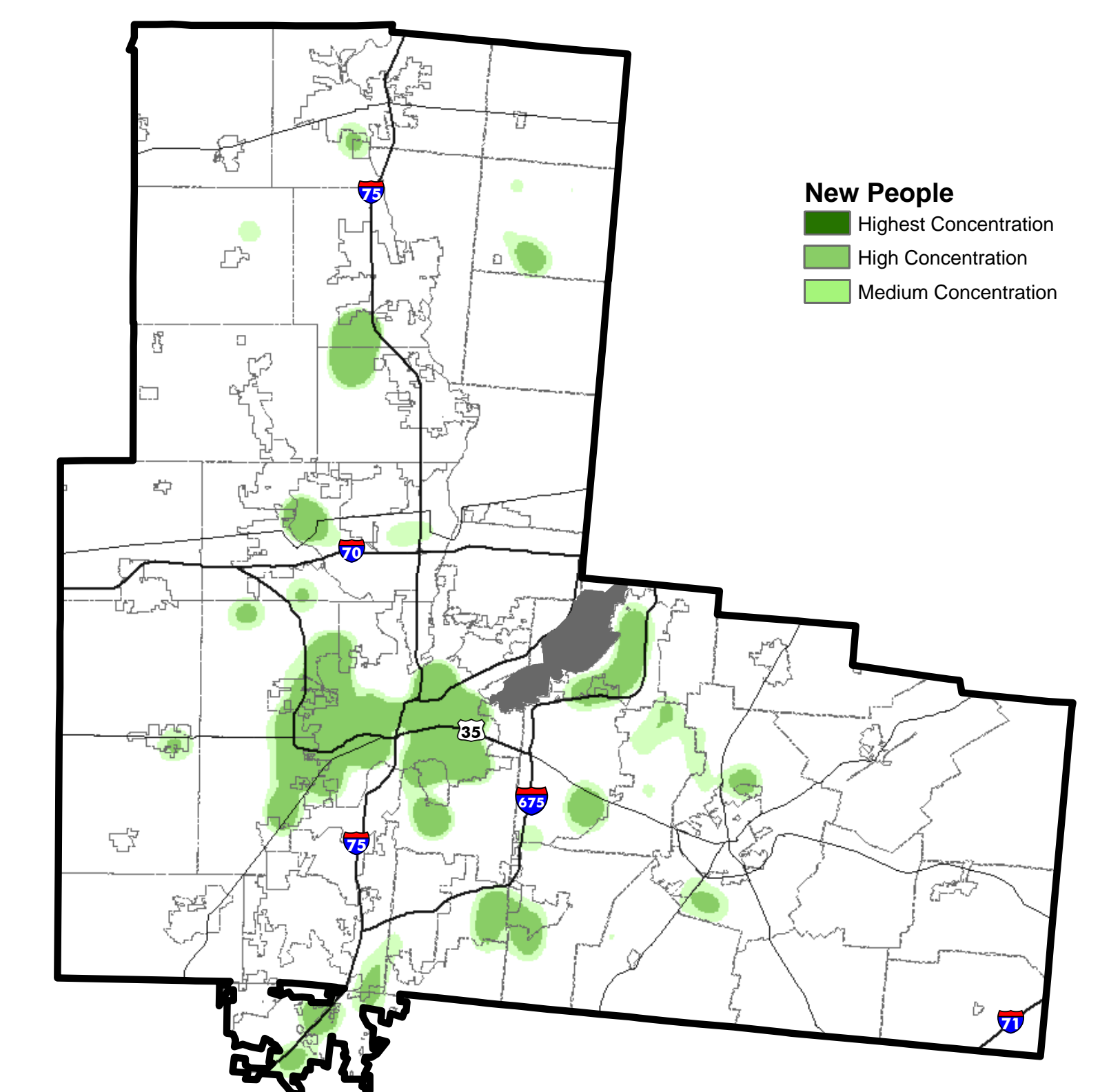
Unrestricted Development Scenario Map



Change in Jobs



Change in Population



Scenario Evaluation

Land Use		Housing		Employment		Environment		Transportation			
Population Density	Employment Density	Accessibility to Amenities	Housing Unit Density	Concentration of Employment	Accessibility to Support Infrastructure	Air Quality Impact	Open Space Accessibility	Transit Ridership Potential	Vehicle Miles Traveled	Traffic Congestion	Daily Vehicle Trips

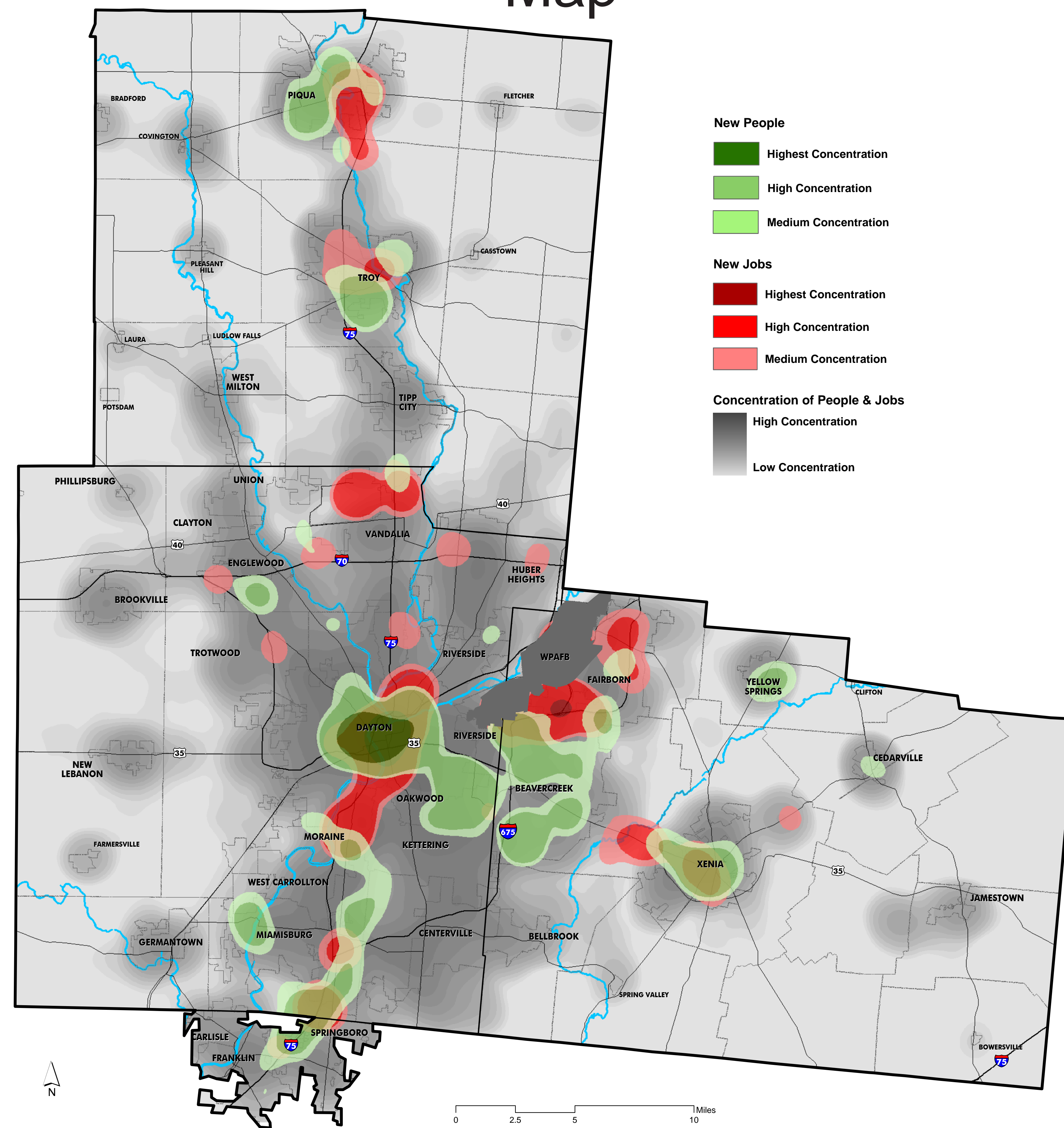
Definition

Development under the Mixed-Themes Development scenario would encompass elements from the predetermined development scenarios. It would support asset-based development around employment centers, encourage infill development, encourage the facilitation of inter-modal transportation connections, and encourage farmland preservation. Suggested strategies include increased cooperation between communities and the use of creative zoning regulations.

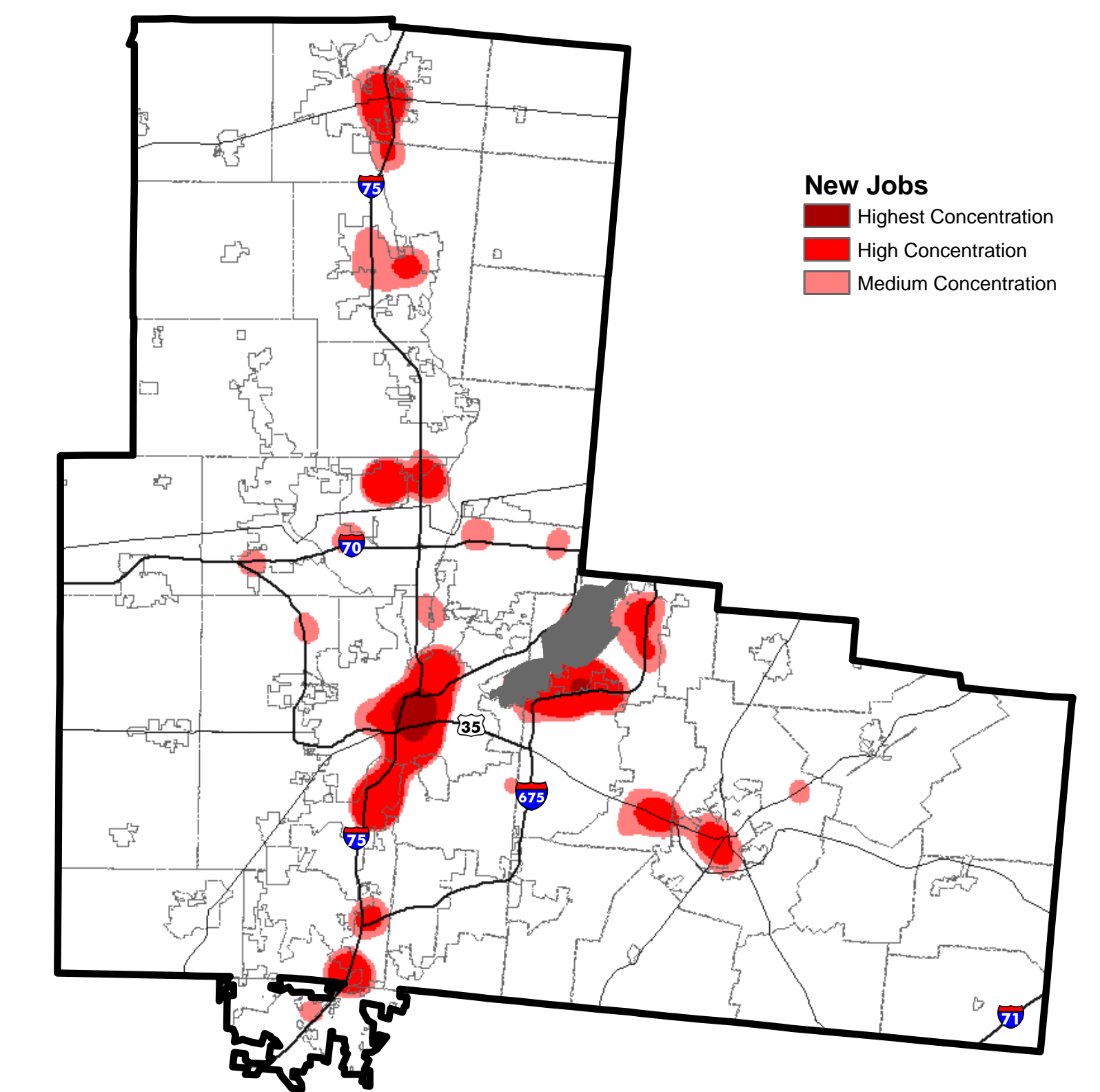
Characteristics

- Economic Development
 - Support growth around employment centers
- Development Options
 - Reutilizing existing developed areas/infill development
- Education
 - Universities
- Government
 - Further cooperation between communities
 - Creative zoning
- Open Space/Natural Environment
 - Protect open space and natural resources
 - Farmland preservation
- Infrastructure/Transportation
 - Improve infrastructure
 - Facilitate inter-modal connections

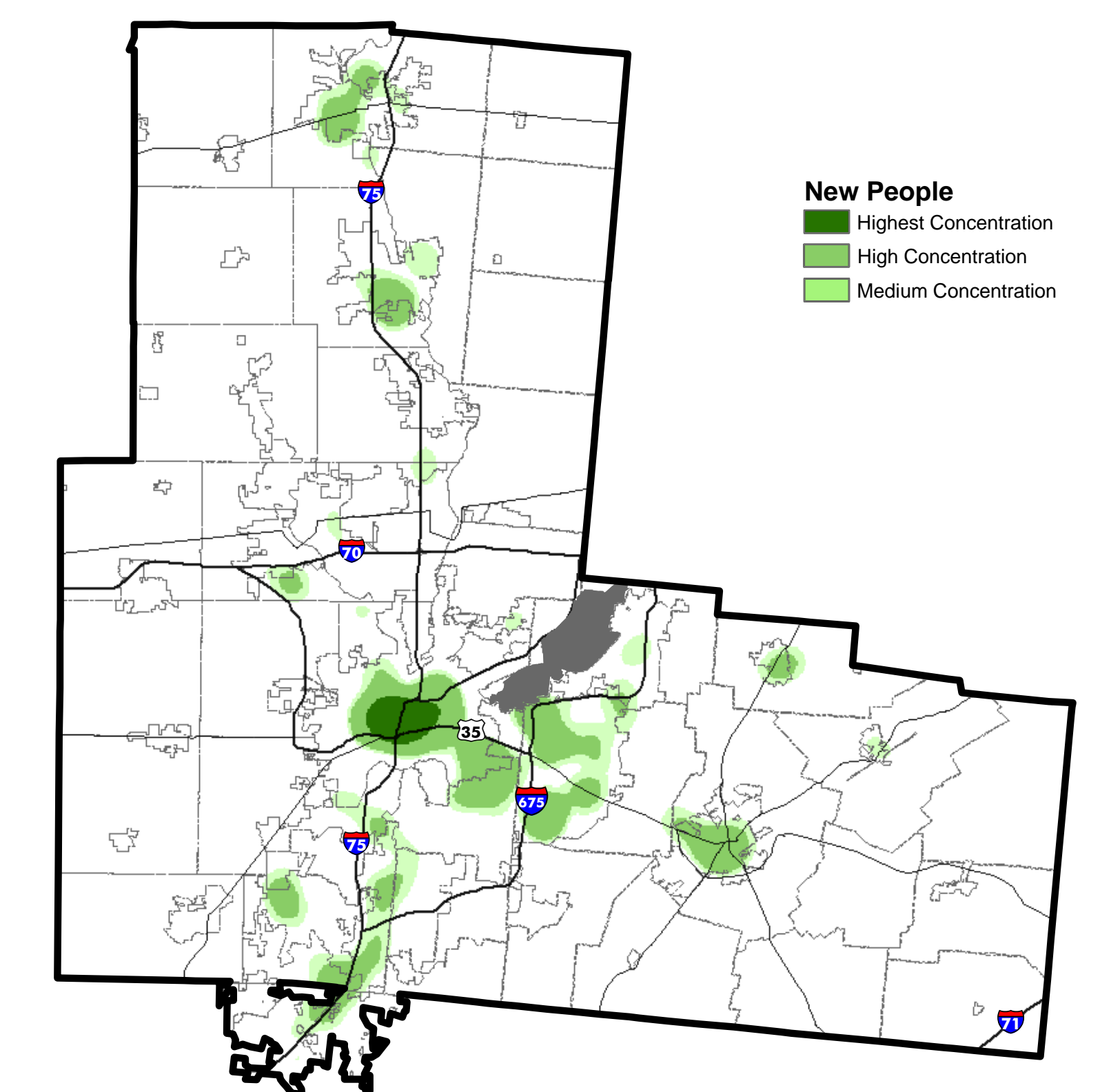
Mixed-Themes Development Scenario Map



Change in Jobs



Change in Population



Scenario Evaluation

Land Use		Housing		Employment		Environment		Transportation			
Population Density	Employment Density	Accessibility to Amenities	Housing Unit Density	Concentration of Employment	Accessibility to Support Infrastructure	Air Quality Impact	Open Space Accessibility	Transit Ridership Potential	Vehicle Miles Traveled	Traffic Congestion	Daily Vehicle Trips

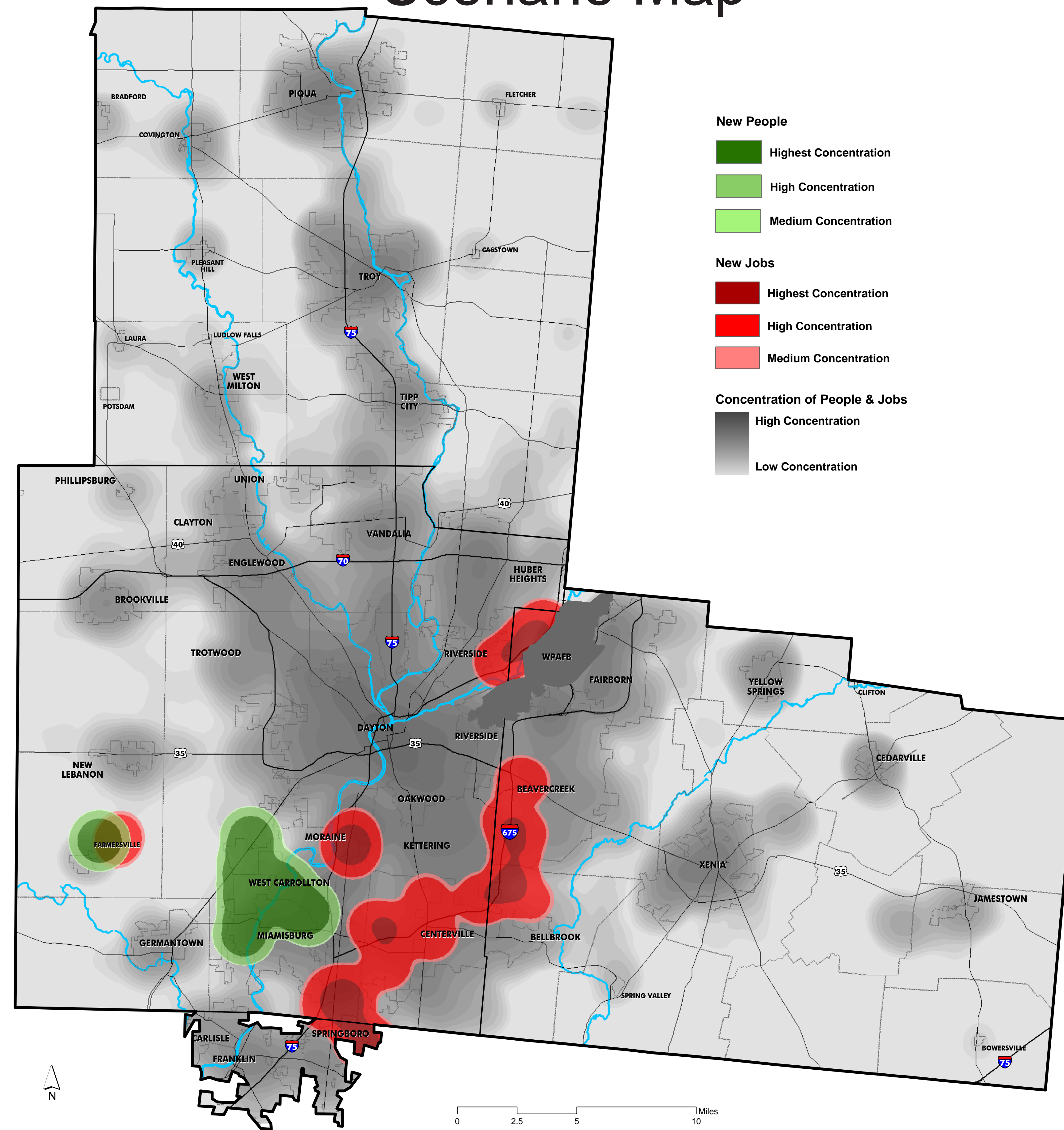
Definition

In Jobs & Destinations Development scenario, development would be centered around the creation and retention of jobs for the region's residents and the creation of new attractions, along with the augmentation of existing assets, to draw in tourists and new employers. In order to create and retain jobs, incentives could be provided to employers and the region could focus on attracting new industries such as the manufacturing of windmills for new windmill farms. The region's educational institutions could be expanded with a focus on the retention of new graduates in the region and the region's trade schools could be expanded with a focus on re-training the region's workforce for new industries. New development could be centered around existing attractions – such as the Air Force Museum – and the creation of new attractions – such as a new concert amphitheater and a whitewater recreation center.

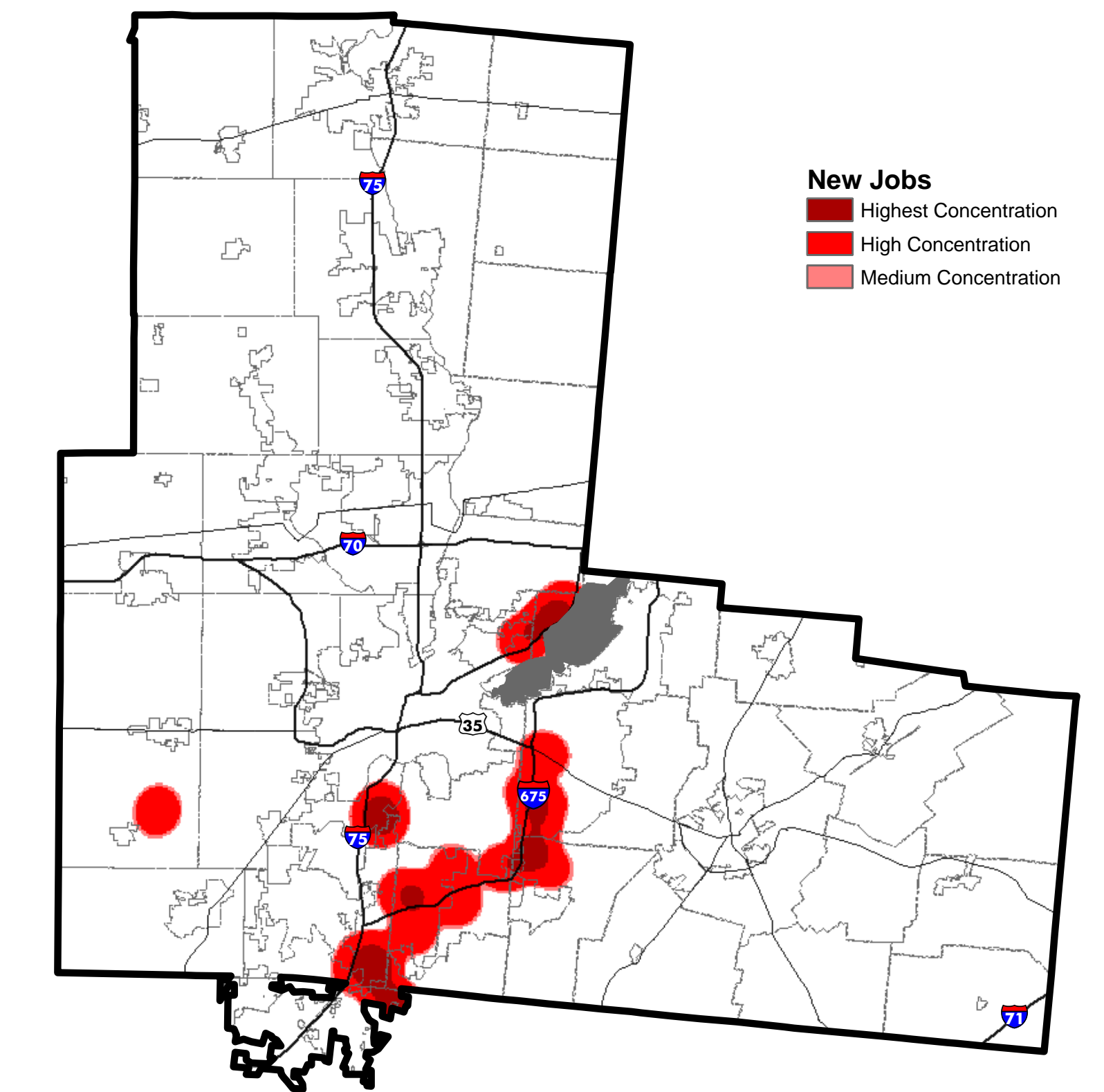
Characteristics

- Tourism/Entertainment
 - Tourist attractions
 - Concert amphitheater
- Open Space/Natural Environment
- Economic Development
 - Incentives for employers
 - 'Green' energy manufacturing
- Education
 - Expansion of area universities and trade schools

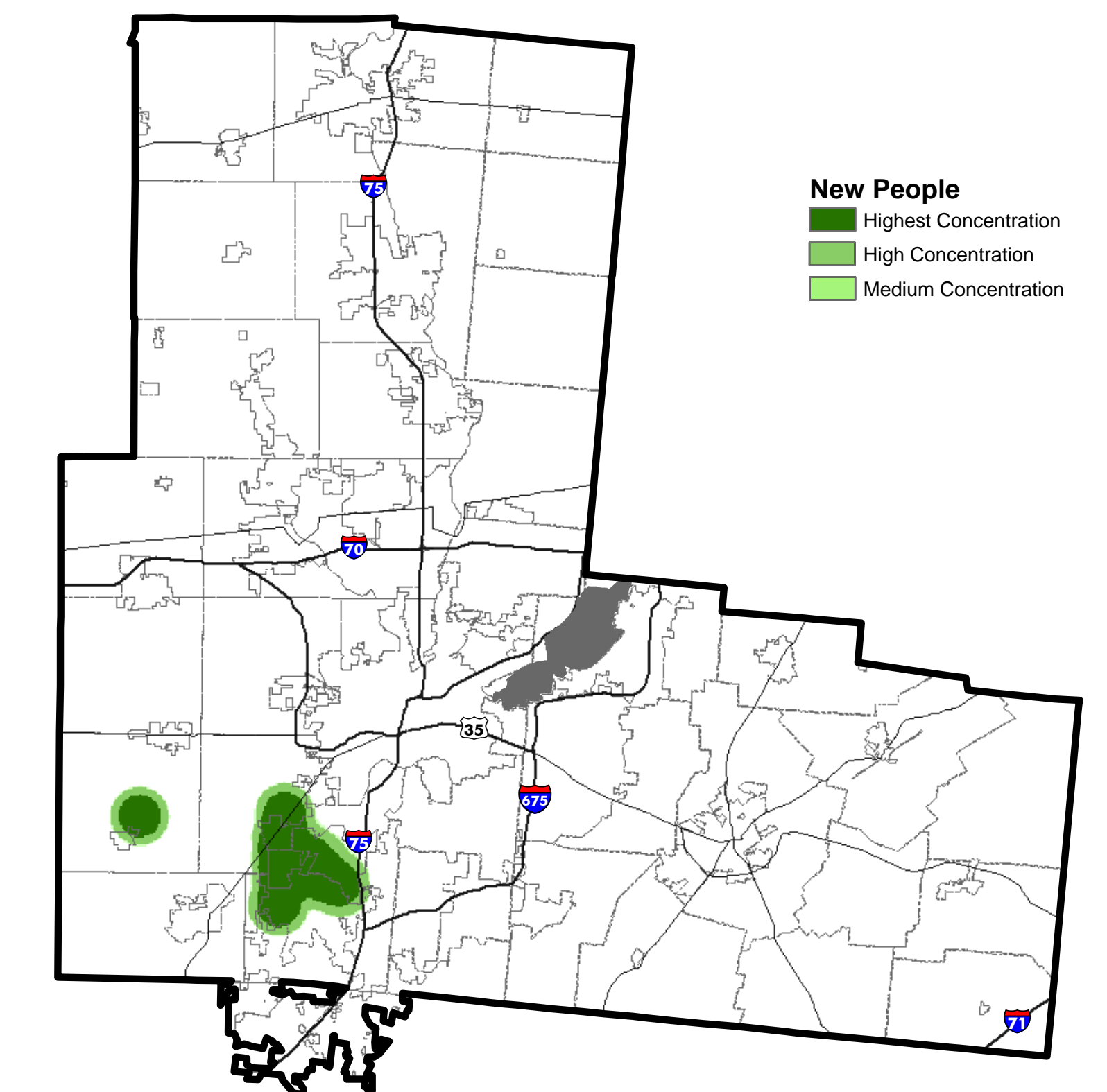
Jobs & Destinations Development Scenario Map



Change in Jobs



Change in Population



Scenario Evaluation

Land Use		Housing		Employment		Environment		Transportation			
Population Density	Employment Density	Accessibility to Amenities	Housing Unit Density	Concentration of Employment	Accessibility to Support Infrastructure	Air Quality Impact	Open Space Accessibility	Transit Ridership Potential	Vehicle Miles Traveled	Traffic Congestion	Daily Vehicle Trips

INDICATOR COMPARISON TABLE

	Land Use		Housing		Employment		Environment		Transportation			
	Population Density	Employment Density	Accessibility to Amenities	Housing Unit Density	Concentration of Employment	Accessibility to Support Infrastructure	Air Quality Impact	Open Space Accessibility	Transit Ridership Potential	Vehicle Miles Traveled	Traffic Congestion	Daily Vehicle Trips
 Asset-Based Development												
 Business As Usual Development												
 Infill/Conservation Development												
 Radial Corridor Development												
 Unrestricted Development												
 Mixed Themes Development												
 Jobs & Destinations Development												