towards a more sustainable Buffalo Niagara

A Plan to Move One Region Forward
Final Working Team Meeting
Sept 9, 2014
What we are doing today...

1. Welcome and Introductions
2. What 1RF has been up to
3. Review the "Performance Base" of 1RF
4. Review 1RF’s recommended “Networked Approach” to Implementation
5. Provide written feedback
What 1RF has been up to...
What 1RF has been up to...

citizen planning school idea summit

SAVE THE DATE 10/4/2014
10 AM
North Park Cinema
1428 Hertel Ave
Buffalo, NY
What 1RF has been up to...
What do we want our region to look like in 40 years?

New homes built

New jobs

Homes left abandoned
Existing Development Pattern

But Existing Usual

Projected Pattern

Back to the City
Measuring Our Values

Growth on Undeveloped vs. Developed Land

I think ALL new growth should be on undeveloped land.

I think new growth should be on BOTH undeveloped land and land we’ve already developed.

I think ALL new growth should be on land we’ve already developed.
What 1RF has been up to...

What if we imagined our future differently?

Citizens across Buffalo Niagara have weighed in on four alternative scenarios for how our region could grow and develop over the next 40 years.

WE’RE TAKING THE CONVERSATION ONLINE!

Learn more and participate

Deadline to provide feedback:
Friday, Sept. 12th
What 1RF has been up to...

Draft Report of work to date:

Please offer feedback between now and Sept. 12, 2014
Fair Housing Equity Assessment:

Please offer feedback between now and Sept. 24, 2014
Timeline Update: Next Steps

10/15/14  FINAL DRAFT PLAN AVAILABLE FOR PUBLIC REVIEW

11/6/14  PUBLIC COMMENT PERIOD CLOSES

NOV – DEC 2014  FINAL REVISIONS MADE TO DRAFT, REVIEW & APPROVAL BY STEERING COMMITTEE, GBNRTC, ETC.

JAN 2015  CELEBRATION COMMUNITY CONGRESS
In Summary...

1. Come to the Oct. 4th *Idea Summit* at North Park Theater
2. Weigh in on the scenario feedback form
3. Review and provide comments on the draft report and FHEA
4. Help us get the word out about all of these participation opportunities!
ASKING THE DATA IF WE ARE MOVING ONE REGION FORWARD?
What is your working team?

1. Housing and Neighborhoods
2. Land Use and Development
3. Transportation and Mobility
4. Food Access and Justice
5. Climate Change Action
6. Other
A series of indicators to measure the region’s collective movement toward the key outcomes identified through the planning process. Intent is to measure the performance base over time and annually. Indicators are not set in stone – new ones could emerge over time as data availability changes.
Three important criteria for indicator selection:

- Does regularly updated data exist to measure this indicator?
- Does the indicator help us identify if we are moving in the right direction?
1RF Performance Base

Are we concentrating new development where we already have infrastructure?

**Definition: % of Development within Urbanized Areas serviced by a sewer district**

**Source:** Parcel Data (NYS ORPS/ Erie Co. DEP, Niag. Co. DED); Developed Land Area (NLCD)

Are we focusing job growth around our main streets, downtowns and former industrial sites?

**Definition: % of jobs within identified “Main Street” areas, downtowns, or Brownfield Opportunity Areas**

**Source:** LODES Census Block Data from OnTheMap; BOA Boundaries. Downtown boundaries, Main Street boundaries

Are we protecting and conserving open space and farmland?

**Definition: % of Open Space (as of 2011) Conserved from Development**

**Source:** Parcel Data (NYS ORPS/ Erie Co. DEP, Niag. Co. DED); Developed Land Area (NLCD)
Are we increasing public access to our waterfronts?

**Definition:** Linear Miles of Shoreline with Public Access

**Source:** Parcel Data (NYS ORPS/ Erie Co. DEP, Niag. Co. DED); U.S. Geological Survey (2012) National Hydrography Dataset

Are we reducing the miles we travel in cars each day?

**Definition:** Vehicle Miles Traveled per Capita

**Source:** Greater Buffalo Niagara Regional Transportation Council; ACS 1-year estimates

Are more workers commuting via alternative modes of transportation?

**Definition:** % of Workers Commuting via Alternative Modes of Transportation

**Source:** U.S. Census Bureau. American Community Survey 1-year estimates
Are we building new homes and job centers where transit can easily connect them?

*Definition:* % of new development sites built within areas accessible to transit stops

*Source:* Parcel Data (NYS ORPS/ Erie Co. DEP, Niag. Co. DED)

Are we becoming more bike-friendly?

*Definition:* Linear Miles of bike lanes, sharrows, trails, and greenways

*Source:* Greater Buffalo Niagara Regional Transportation Council

Are we reducing the number of vacant homes and businesses in our region?

*Definition:* # of residential addresses determined “undeliverable” by US Postal Service

*Source:* HUD and US Postal Service
Is the new housing we build walkable to services and amenities?

**Definition:** % of Homes built in Walkable Communities

**Source:** Parcel Data (NYS ORPS/ Erie Co. DEP, Niag. Co. DED); LODES Census Block DATA from OnTheMap

Are we building neighborhoods that provide opportunity for all?

**Definition:** The percentage of income the average family spends on housing and transportation costs

**Source:** ACS 1-yr estimates

Are we increasing access to healthy food for those most in need?

**Definition:** # of Households with low car ownership and beyond walking distance to a supermarket

**Source:** Reference USA; US Census, ACS 5-year estimates
Are we preserving our farmland?

**Definition:** Acres of Land dedicated to farming

**Source:** Parcel data and USDA- National Agricultural Statistical Service

Are we growing our agricultural economy?

**Definition:** Annual earnings for jobs in food production sectors

**Source:** NYS Department of Labor, Quarterly Census of Employment and Wages

Are we conserving energy in our buildings?

**Definition:** Square Footage of LEED- Certified projects

**Source:** U.S. Green Building Council, Green Building Information Gateway
Are we increasing the generation of renewable energy?

**Definition:** Electricity Generated from Renewable Sources

**Source:** U.S. energy Information Administration, Department of Energy. (2012).

Are we planning for climate change?

**Definition:** Climate Smart Communities (Communities with a Climate Action Plan)

**Source:** [http://www.dec.ny.gov/energy/56876.html](http://www.dec.ny.gov/energy/56876.html)

Are we building in a way that best prepares for climate change?

**Definition:** Percent of new development on environmentally-sensitive areas

**Source:** Parcel data, US Geological Survey, 2011 National Land Cover Dataset; FEMA, Q3 Flood Zone Data; USGS, National Hydrography Dataset
The Performance Base for 1RF is:

1. Complete and on target
2. Mostly good
3. Missing some crucial indicator
4. Includes some things that don’t belong
5. Needs to be rethought from the start
6. Other comment
The indicators capture the intent of the “Big Idea” my working team shaped...

1. Completely agree
2. Mostly agree
3. Agree somewhat
4. Don’t really agree
5. Don’t agree at all
6. Other
A **networked** approach to implementation

- **Moving One Region Forward** will not rely on one actor, organization, or body – but will, as it has been, involve disparate contributions from across the region.

- Local **governments, businesses, nonprofits, citizens, counties, other agencies**, etc. all have a role to play using their **distinct powers and authority**

- Working together to **move the needle across the performance base of 1RF**
How it will get done:

5 keys to networked implementation

- **Making Smarter Investments**—Can we target public and private investments to achieve common regional goals for land use and transportation?

- **Coordinating planning with regional values**—aligning local comprehensive planning, zoning, etc.

- **Community Learning** – communicating why implementing the vision of 1RF is important.

- **Collaboration** – working across agencies, local governments, etc. to do things together that can’t be done alone.

- **Capacity Building to get it done** – support for local implementation, shared tools and resources, support for catalytic or demonstration projects
How it will get done:

Smarter Investments

Momentum for implementation: REDC, Buffalo Billion, GBNRTC transportation funding, Preferred Sustainability Status at Federal level.
How it will get done:

Smarter Investments

Moving Forward into the Future: Can we imagine local and county gov’ts using 1RF focus and set criteria for capital budgeting, Industrial Development Agency funding, CDBG funding, etc.?
How it will get done:

Coordinated Planning

Momentum for implementation: GBNRTC Long Range Transportation Plan, Buffalo Green Code, etc.
How it will get done:

Coordinated Planning

Moving Forward into the Future: Can we imagine 1RF value statements and performance measures embedded into local comprehensive plan and zoning updates?
How it will get done:

Broad based community learning

Momentum for implementation: *Citizen Planning School, 1RF website and social media tools, etc.*
How it will get done:

Broad-based community learning

Moving Forward into the Future: Could we imagine additional service-learning and citizen training activities aligning with 1RF?
How it will get done:

Building Capacity

Momentum for implementation: Scenario planning tools, web-based and GIS tools, planning products, as well as programs offered by aligned organizations.
How it will get done:

Building Capacity

Moving Forward into the Future: Could we imagine a comprehensive regional data sharing capacity, a dedicated team to assist local planning initiatives, etc?
How it will get done:

Collaborative Implementation

Momentum for implementation: Buffalo Building Reuse, Food Policy Council, WNY Environmental Alliance, shared service agreements, etc.
How it will get done:

Collaborative Implementation

Moving Forward into the Future: *Could we imagine these efforts scaled-up, expanded, and grown throughout the region?*
One Region Forward Network

A dedicated body to measure progress and facilitate collaboration

- To start, this body will be an evolution of the **1RF steering committee** with opportunities to re-evaluate membership and participation

- Over time, this body and its governance structure could evolve, i.e. create sub-committees, working groups, project-specific implementation councils, etc.

- Members will be asked to use their powers and authority to implement the plan or components of it
Some nuts and bolts

- Steering Committee is in discussion of who will play what role, how the body moves from planning to implementation, and other logistical matters.

- Finding funding to support the collaboration will be a key objective, but the lack of start-up funds won’t hold back the momentum of 1RF
One Region Forward Network

Initial Charge

- **Monitoring our progress** – a report out to the community in late 2015 that measures progress/regress across the performance base and plan implementation
- **Continue Community Learning** – Class #2 of the Citizen Planning School, online engagement
- **Bring 1RF Plan on the road** – Communicating to local governments and organizations the formal and informal ways to plug into the network
- **Seek funding** – support to extend the bandwidth of the network
The general direction for implementation is:

1. Complete and on target
2. Okay depending on the details
3. Missing some crucial content
4. Includes some things that don’t belong
5. Missing things/ wrong things
6. Needs to be rethought from the start
7. Other comment
The Five Keys to Implementation...

1. Fully cover what 1RF implementation should be about
2. Mostly cover it
3. Is missing something crucial
4. Includes something that doesn’t belong
5. Other comment
The One Region Forward Network...

1. Is the best approach to guide implementation of the plan
2. Is a good start, but needs to evolve into something more
3. Is ok, but needs more consideration
4. Is not likely to be successful
5. Other comment
Provide Deeper Feedback

Fill out your feedback form to provide more detailed comment from your working team perspective.
Provide Deeper Feedback

Do your strategies fall into one of the 5 implementation categories? Is there a natural “lead implementer”?

Elimination of federal operating subsidies and constraints on state support have compounded the loss of farebox revenues. Service cuts continue to limit ridership growth and the revenues that would come with it. All of this has occurred during decades of sprawl without growth and rising automobile use.

Transit Oriented Development, in which new homes and apartments, offices and shops are built in close proximity to high quality transit service — especially rail transit — has proven in many cases around the nation to be a good way to improve land use, neighborhood quality, and transportation access.

The concept of joint development opens the possibility of coordinating investments in transit infrastructure with investments in new buildings to reinforce the relationship between transportation and land use.

If we want to promote alternative modes of travel — walking, cycling, transit, etc. — we need to provide the environment and infrastructure to make it safe, comfortable, and interesting for those travelers.

Part of the difficulty in promoting alternative modes of travel can be seen in the character of many suburban “main drags,” where multi-lane roadways without sidewalks serve retail establishments with big set backs and big parking lots.

A crucial element in promoting travel by bicycle — not just for recreation but for getting from here to there — is to provide the appropriate infrastructure to make it safe and convenient — on the way to and at the destination.

The Buffalo Niagara Medical Campus Inc. has been a local pioneer in bringing together multiple...
Provide Deeper Feedback

Fill out your worksheet to help us:

- Determine if the construct for implementation fits well for the plan’s recommended strategies
- Identify what types of actors will need to be engaged for implementation
- Consider potential alternative ways to organize the recommended strategies within the plan
- Identify any holes/gaps in strategies and/or indicators