Miami Valley Regional Planning Commission
Regional Land Use Planning

This document provides an overall approach on the region-based land use planning process, outlining the major tasks and work elements that are essential for a successful and meaningful outcome. Furthermore, the process illustrates how regional land use planning interrelates to the regional transportation planning process.

It should be noted that there is no one best approach for conducting regional land use planning. Rather, the approach should be designed in a way that best serves the purposes and needs of the Region. However, regardless of the approach chosen, it is very important that the process be carefully defined with clear goals and objectives.

PRINCIPLES

MVRPC has no legal authority on local land use designation nor does it have any intention of superseding any local authority on the issue of land use planning. MVRPC's intention on the Regional Land Use Planning is to serve the Region as a forum to facilitate a discussion on how we should or could shape our Region in the future to revitalize economic competitiveness and improve the quality of life of its residents.

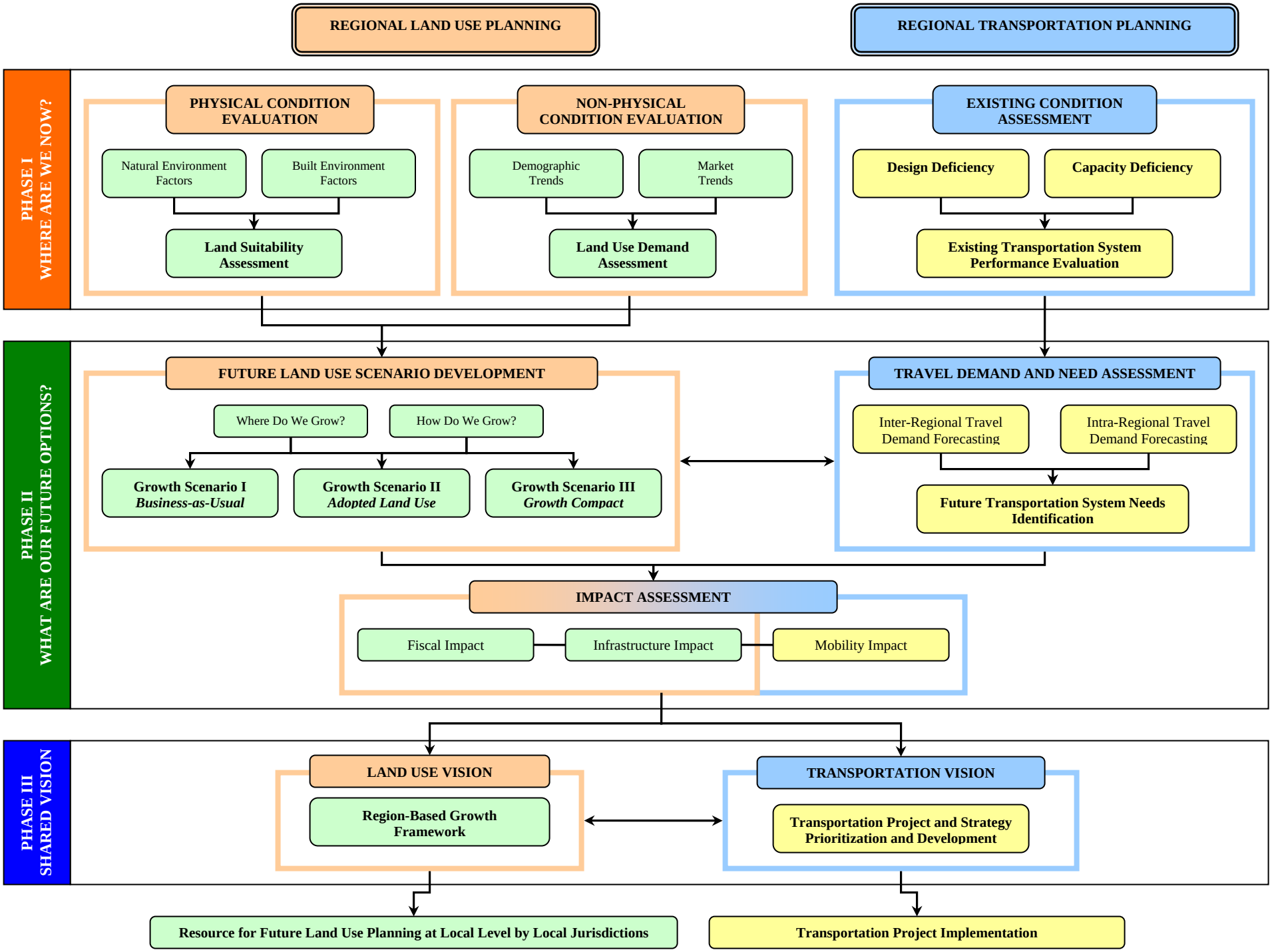
The entire process is geared toward developing a shared future land use vision represented by the region-based conceptual land use framework that local jurisdictions can use as a resource and guidance in conducting local land use planning.

METHODS

The process of how the regional land use planning can be approached is presented in the diagram on the next page, followed by a detailed explanation. In summary, the process is designed in three phases:

- Phase I – Existing Condition Assessment: Physical and Non-Physical Condition Evaluation
- Phase II – Future Landscape Exploration: Future Land Use Scenario Development and Assessment
- Phase III – Building a Clear and Shared Regional Land Use Framework

In order for the outcome to be both successful and meaningful, three major components are needed. First, the process needs to incorporate technical data analysis of good quality data. Second, public engagement is the key ingredient of the entire process so that the outcome reflects the collective and shared vision of regional stakeholders, which includes leaders of government and non-government entities, various interest groups, and the general public. Lastly, strong leadership is imperative in order for this new initiative to be successfully implemented. Leaders of the Miami Valley Region, whether they are from the public or private sector, need to become fully engaged in and support not only the process but also the outcome.


REGIONAL LAND USE PLANNING
REGIONAL TRANSPORTATION PLANNING
PHASE I
WHERE ARE WE NOW?
PHYSICAL CONDITION EVALUATION
Natural Environment Factors
Built Environment Factors
Land Suitability Assessment
NON-PHYSICAL CONDITION EVALUATION
Demographic Trends
Market Trends
Land Use Demand Assessment
EXISTING CONDITION ASSESSMENT
Design Deficiency
Capacity Deficiency
Existing Transportation System Performance Evaluation
PHASE II
WHAT ARE OUR FUTURE OPTIONS?
FUTURE LAND USE SCENARIO DEVELOPMENT
Where Do We Grow?
How Do We Grow?
Growth Scenario I
Business-as-Usual
Growth Scenario II
Adopted Land Use
Growth Scenario III
Growth Compact
TRAVEL DEMAND AND NEED ASSESSMENT
Inter-Regional Travel Demand Forecasting
Intra-Regional Travel Demand Forecasting
Future Transportation System Needs Identification
IMPACT ASSESSMENT
Fiscal Impact
Infrastructure Impact
Mobility Impact
PHASE III
SHARED VISION
LAND USE VISION
Region-Based Growth Framework
TRANSPORTATION VISION
Transportation Project and Strategy Prioritization and Development
Resource for Future Land Use Planning at Local Level by Local Jurisdictions
Transportation Project Implementation

PHASE I – EXISTING CONDITION ASSESSMENT: PHYSICAL AND NON-PHYSICAL CONDITION EVALUATION

The first phase of the process is to answer the question of where we are. More specifically, this step is to evaluate the Region's physical landscape and identify various socioeconomic trends. Two major tasks under Phase I are:

Land Suitability Assessment: Natural and Built Environmental Factors

This task involves work elements to acquire and/or develop various spatial data pertaining to both natural and built environments and developing a composite map for each. Examples of data regarding the natural environment include prime farmland, slope, flood plains, wetland, etc. Examples of data regarding the built environment include roadways, water supply infrastructure, sewer line, etc.

Both composite maps are intended to evaluate the current use of land in the Region, identifying areas that are more or less suitable for future development. The natural environment composite map identifies natural constraints for future development while the built environment composite map identifies development opportunities based on the evaluation of existing man-made urban environment.

Land Use Demand Assessment: Demographic and Market Trends Analysis

The second task under Phase I involves work elements to examine demographic trends and developing a socioeconomic forecast at the regional level. Examples of demographic data to examine include population, households, employment, housing, etc.

The purpose of this task is to examine historical socioeconomic trends in order to understand how the Region has developed from the non-physical perspective and to develop socioeconomic forecasts. During this process, various forecasts developed by individual jurisdictions in the Region, as well as from the State (Ohio Department of Development) will be reviewed and analyzed. In addition, this task involves conducting a market trend assessment to present a more realistic demographic forecast. These forecasts will then be translated into land use demands.

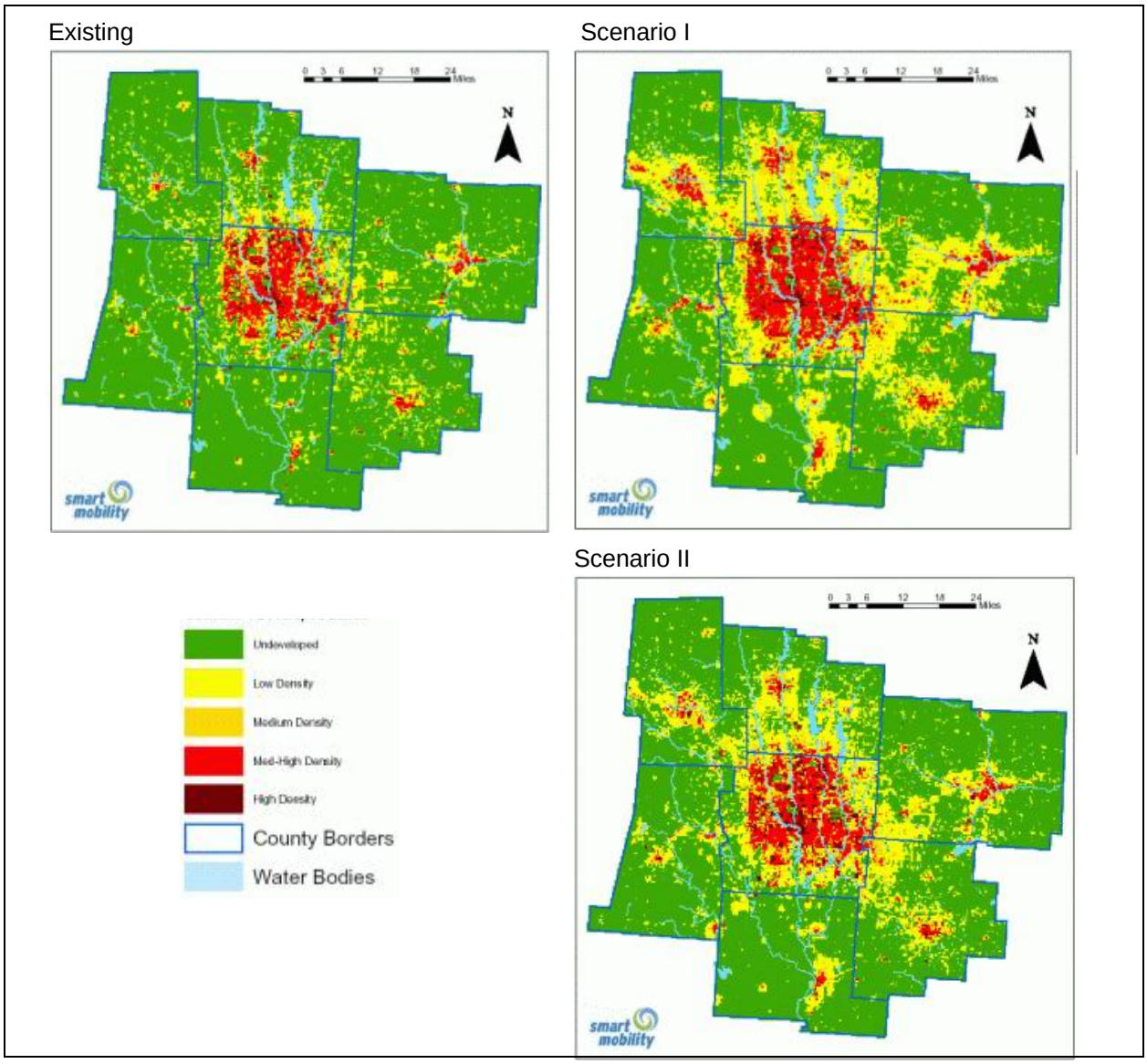
PHASE II – FUTURE LANDSCAPE EXPLORATION: FUTURE LAND USE SCENARIO DEVELOPMENT AND ASSESSMENT

The second phase is tasked with exploring the future landscape options of the Region. From the previous phase, we gain an understanding of what our current landscape looks like as well as past, current, and future regional socioeconomic regional trends. The next task is to explore different options for the future landscape of the Region. Unlike the previous phase, extensive engagement of the regional stakeholders is required.

Future Land Use Scenario Development

The first work element under Phase II is to develop future land use scenarios. The three scenarios presented in the diagram are for illustrative purposes only and do not represent pre-determined scenarios. The scenarios need to be generated based on answers provided by regional stakeholders to the following two questions: where and how do we grow?

Examples of Land Use Scenarios: Columbus Region



Relationship to the Regional Transportation Planning

The spatial pattern depicting any given land use scenario affects regional traffic patterns such as where trips are generated and their intra- and inter-regional distribution. Further, these anticipated traffic patterns result in future transportation system needs to accommodate those future travel demands. However, the land use scenarios developed through this process need to be balanced with the transportation system needs and capacity. Therefore, the land use planning process and the transportation planning process must be interconnected at this level.

Land Use Scenario Impact Assessment

Land use has social, economic, and environmental implications. The purpose of the land use scenario impact assessment is to measure these implications using various indicators

and benchmark their impacts against one another. Examples of indicators include, but are not limited to, fiscal, infrastructure, and mobility impact measures.

PHASE III – BUILDING A CLEAR AND SHARED REGIONAL LAND USE FRAMEWORK

The last phase of the regional land use planning process is to develop a shared land use vision among regional stakeholders that will be used as a guide to shape the future landscape of the region.

Land Use Vision

The goal of Phase III is to develop a clear and share regional land use framework based on various technical analyses as well as extensive public involvement aimed at assessing the existing conditions of the Region and future development options. The regional land use framework does not set land use designations. Rather, it is intended to serve as a conceptual framework, identifying areas that are desired and/or appropriate for new development, redevelopment, or preservation, and as a resource for local jurisdictions as they conduct their local land use planning and develop future land use plans.

Relationship to the Regional Transportation Planning

The regional land use framework will serve as a base for developing regional transportation projects and strategies that fulfill future travel demands. Further, transportation system investment and subsequent future land developments that change the regional landscape will need to be analyzed as the Region reassesses its future land use vision.