

**TMACOG REGION**  
**Land Use Inventory**  
**Initiative**  
**2012-2013**



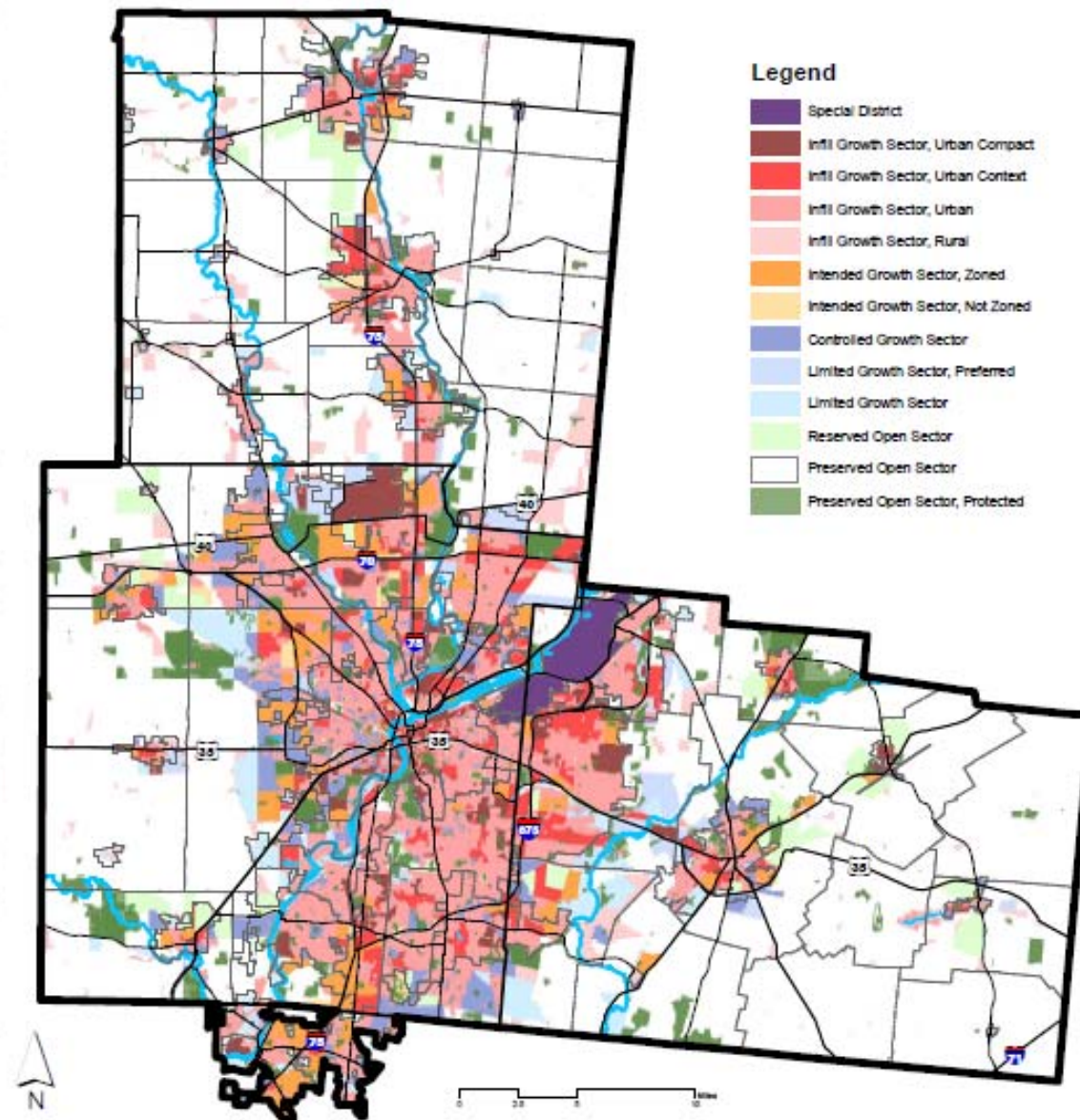
# Maumee Valley Regional Planning Commission (Dayton area)

## Scenario planning process:

- To develop a shared future land use vision
- Selected a **scenario** to guide future development patterns
- Will use as **alternative scenario** in **Regional Transportation Plan**



# A Living Region – The 2040 Regional Growth Framework (DRAFT)



# **AMATS – Akron area**

- **Did transportation, land use, & zoning inventories**
- **Published “Connecting Communities” with variety of findings, and recommendations for livability**
- **Doing small grants program to encourage local action**

# *Connecting Communities – A Guide to Integrating Land Use and Transportation.*

## **PURPOSE:**

**Promote a region that balances environmental, social, & economic concerns by**

**Improving coordination between land use & transportation**

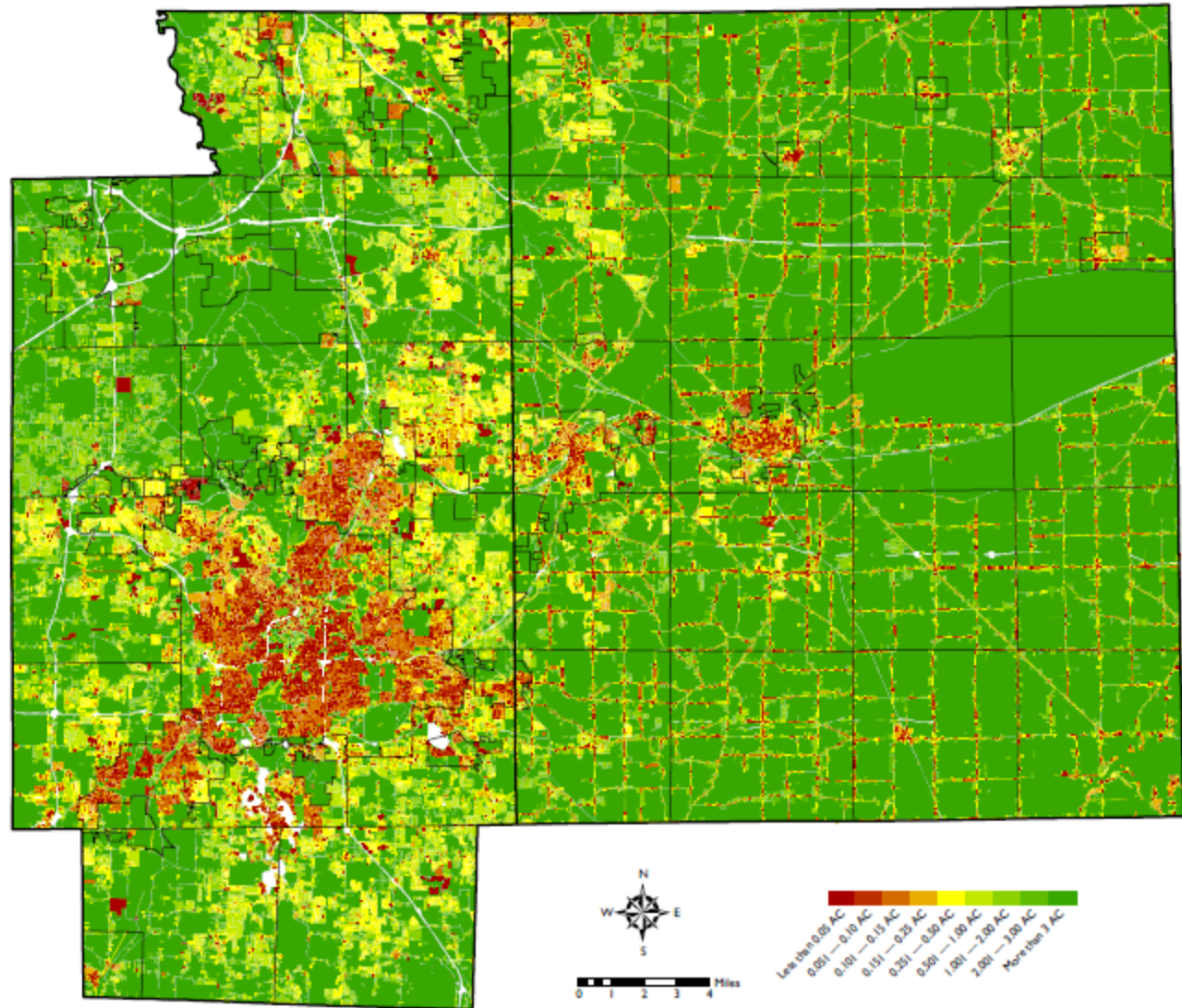
<http://www.amatsplanning.org/wp-content/uploads/2010/10/Connecting-Communities-Report-September-2010.pdf>



## Parcel Sizes

A parcel size analysis was completed to evaluate the distribution and patterns of land use types across different parcel sizes. The map was color coded to show the various densities of the region's land use development patterns. It also acts as a framework for understanding the association between various land use behaviors, neighborhood interactions, and landscape patterns.

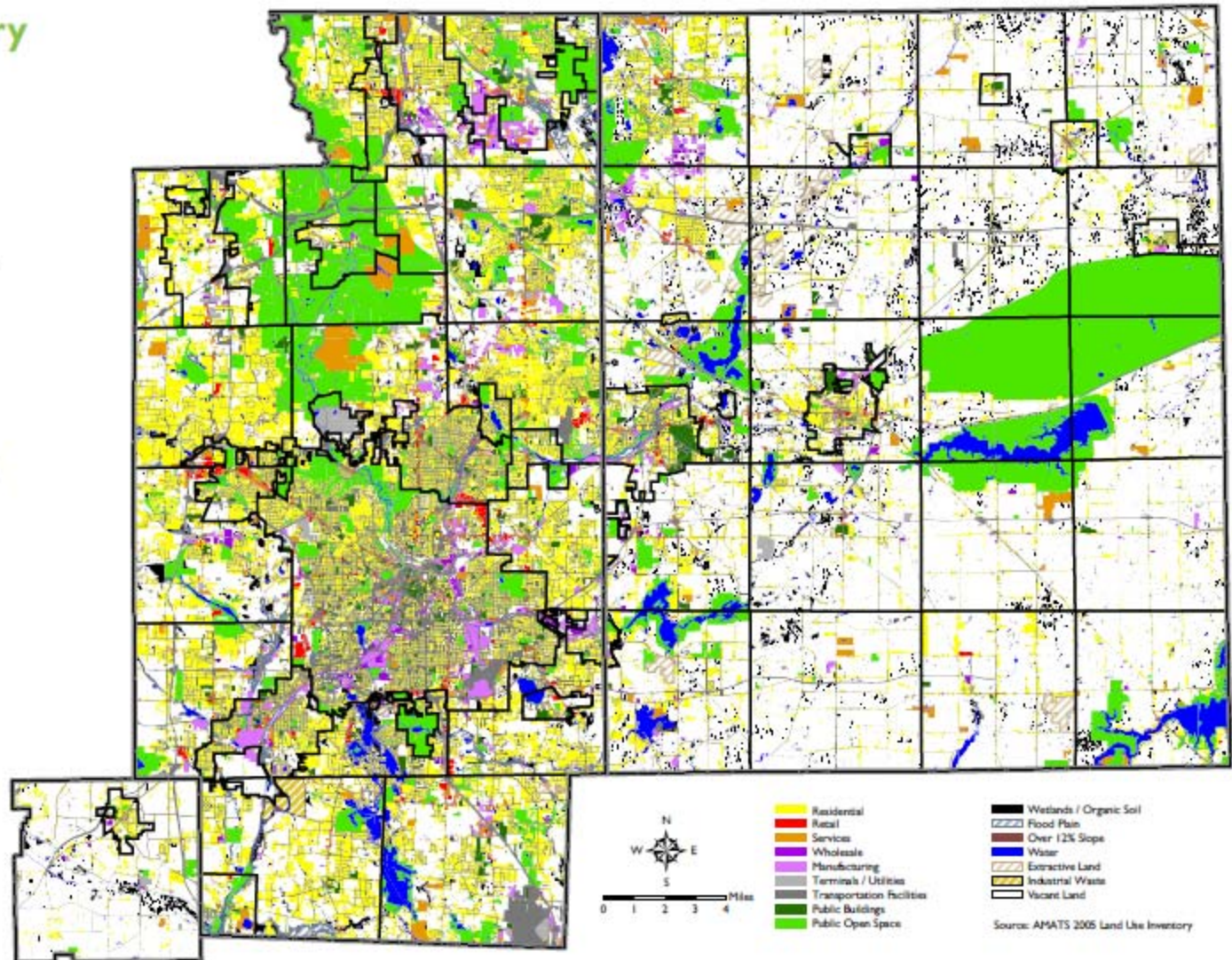
Older cities such as Akron, Barberton, and Cuyahoga Falls are generally more dense with smaller parcel sizes as shown in reds and oranges. The map illustrates how parcel sizes generally increase, while density decreases outward from the urban core. While downtown Akron is the most dense area of the region, it contains a lot of large parcels for office and university buildings making sections appear green on the map.



## Land Use Inventory

Understanding land use trends is an important part of transportation planning. Land use trends identify where and how land in the region has been developed. This development has major impacts on transportation infrastructure by generating new demand for housing, roadway improvements, additional roadway capacity, and transit service.

The Land Use Inventory examines the area's land use patterns between 2000 and 2005. During this time the region continued to sprawl rapidly. While the population remained stagnant (less than one percent growth), new residential development consumed over 16,000 acres of land. This development was primarily in suburban and exurban areas, especially in central and southern Summit County and northwestern Portage County.



## RECOMMENDATIONS

*Connecting Communities* is a guide to integrate land use and transportation planning, decision making, and investments in the Akron metropolitan area. It is intended to be used by AMATS and other public and private agencies as a framework for targeting investments and regional cooperation. While some of the recommendations are specific to AMATS, many are aimed at local communities and organizations. Without their collaboration and commitment, *Connecting Communities* will not have as great of an impact.

The recommendations of this plan were developed from an analysis of the transportation system, land use patterns, and the built environment, as shown in the analysis section. They build on the analysis to fill in the missing links, identify priority needs and areas, and highlight opportunities to integrate land use and transportation.

This section is organized using recommendations, strategies, and best practices. The recommendations of *Connecting Communities* are listed in the adjacent box.

Each recommendation is followed by supportive strategies to be implemented to achieve the recommendation. Best practices are also provided to demonstrate innovative approaches that other communities have taken and can be used as a model in the region.

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1. Improve pedestrian planning and facilities through targeted investments.
  2. Improve bicycle planning and facilities through targeted investments.
  3. Enhance public transportation systems to meet the needs of current users and be attractive to new users.
  4. Incorporate complete streets principles into land use and transportation decisions.
  5. Implement land use policies that improve community cohesion and reduce urban sprawl.
  6. Integrate environmental planning into land use and transportation planning.
  7. Improve inter-agency coordination on regional planning.
  8. Create a planning grant program to implement *Connecting Communities*.



# AMATS – Akron area

## IMPLEMENTATION:

- **Doing small grants program to encourage local action**

### **Recommendation 8**

AMATS should create a grant program to encourage communities to implement *Connecting Communities*.

# Questions to consider:

- **What land use-related info do we need to plan for better transportation?**
- **What land use/transportation planning strategies make sense for our region?**