

PANEL 2: LAND DEVELOPMENT AND JOB CREATION

# Intent Meets Implementation: A Way Forward for Fort Ord

*Peter Katz, Consultant*



California State University  
**MONTEREY BAY**  
Extraordinary Opportunity



**This doesn't have to be  
difficult...**



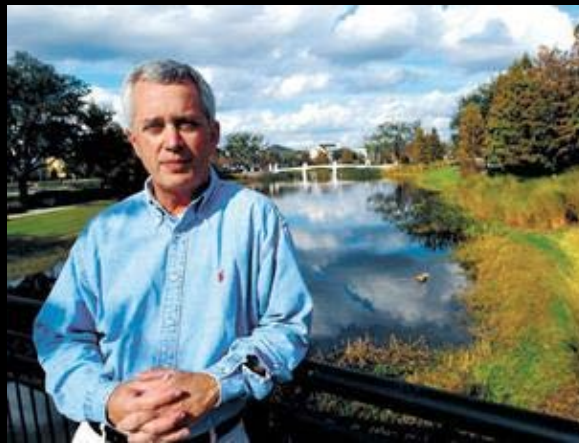
**One of my favorite  
projects...**

# **Baldwin Park;**

*The former (and current)  
Naval Training Center in Orlando*

# Baldwin Park;

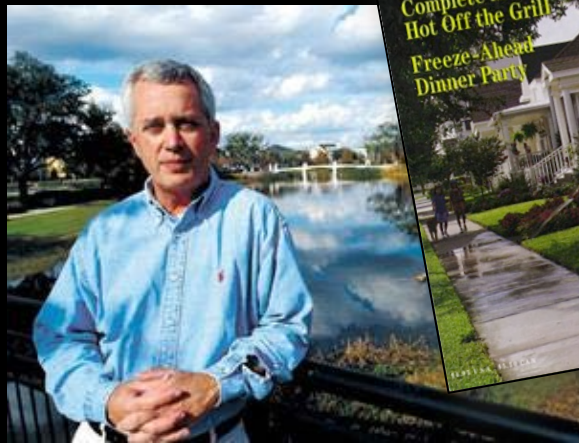
*The former (and current)  
Naval Training Center in Orlando*



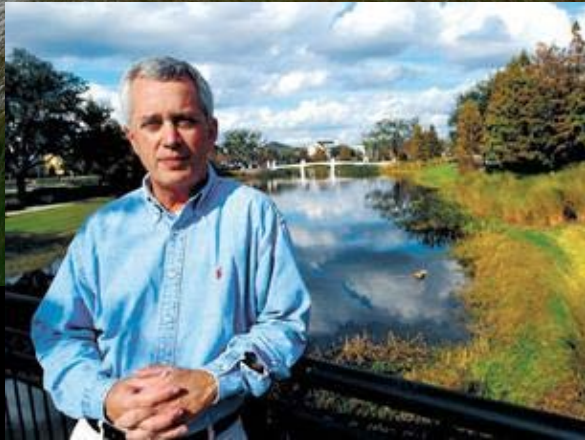
**David Pace,  
developer  
of Baldwin Park**

# Baldwin Park;

*The former (and current)  
Naval Training Center Orlando*



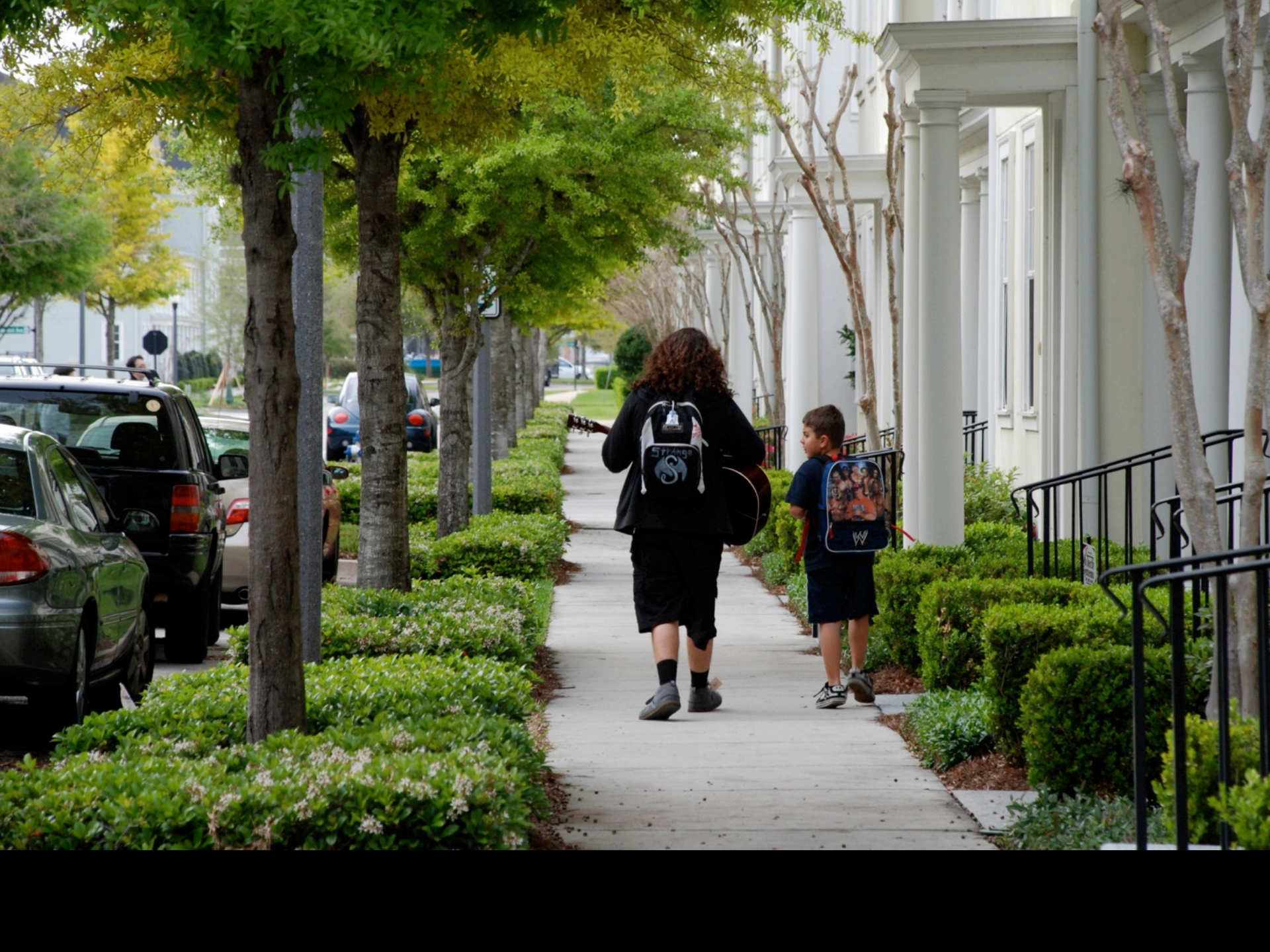












































P  
PARKING











13  
1825



# BALDWIN PARK

**APPAREL / SHOES**

- Life Size
- The Shoe

**BEAUTY / HEALTH**

- Beauty's Best
- Cosmetology
- Charlie's Hair, DCS
- Flora's Taper
- Her Corner
- Beauty Hair
- Beauty Beauty

**FOOD - SPECIALTY**

- Barney's Coffee
- UPPER PRODUCE
- Paris Agatha's Chocolates
- Flora's Smoothies
- Wine Shop
- Upper White Bar

**GROCERY**

- Target

**HOBBIES / SPORTS**

- Kennel Bids
- Lane Petland Bids
- California Vinyl Golf
- Home

**RESTAURANT / BAR**

- Barney
- La Chica Strip
- Curry's Mexican Restaurant
- The Club House Burgers
- OTY's BBQ
- Jack's Good House
- Levi
- Philly Philly's Pub
- La Bella Luce
- Barry's Italian Bar
- Salvino

**REAL ESTATE**

- Home Sweet Home Realty
- Plastic

**SERVICES**

- Chloe's Hair Salon
- Allyson's Hair Salon
- Barney's Cleaners
- Agatha's Hair
- TRIMM Health Center

**SPECIALTY SHOPS**

- Barney's Book
- Levi's Clothing
- Philly Philly's Pub
- Therapy Jewelry

**VACANT**

- Home

**VILLAGE CENTER**













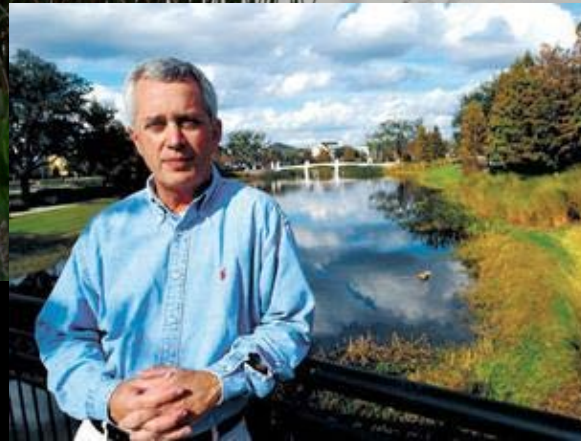






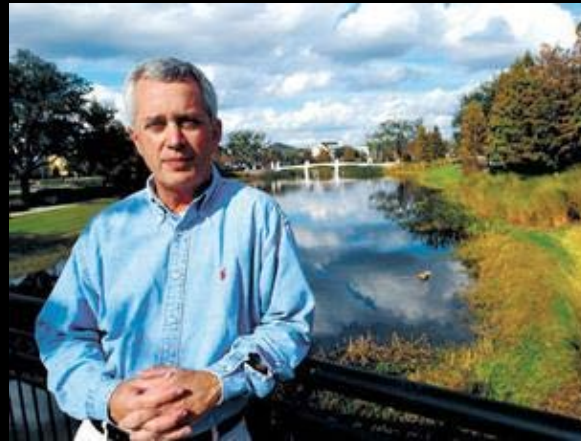


**It looks easy when it's  
done well!**



# It looks easy when it's done well!

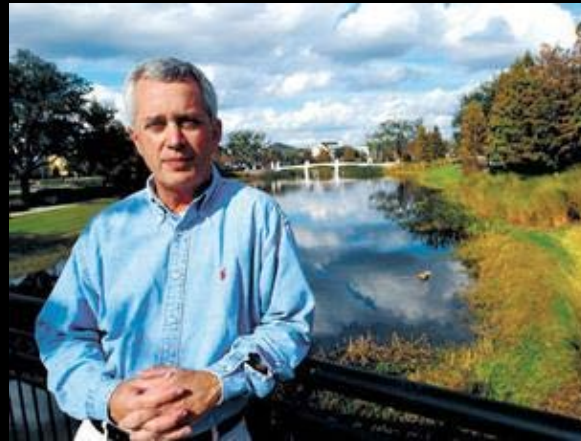
**Rick Bernhardt,  
Planning Director**





# It looks easy when it's done well!

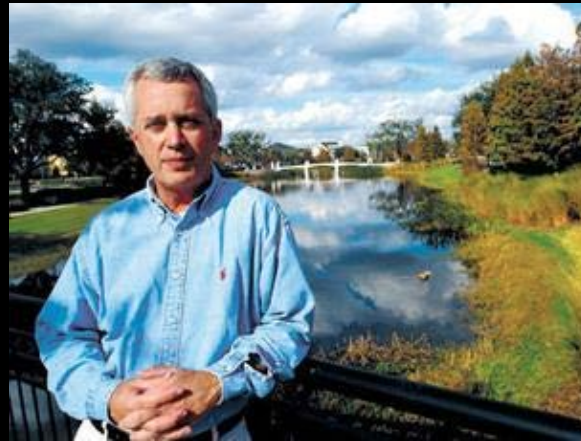
**Penny Pritzker,  
Investor**



King Farm, Rockville, MD



**It looks easy when it's  
done well!**



**I want to  
do a few things  
today:**

**1. Debunk the myth  
that planning and  
business can't coexist**

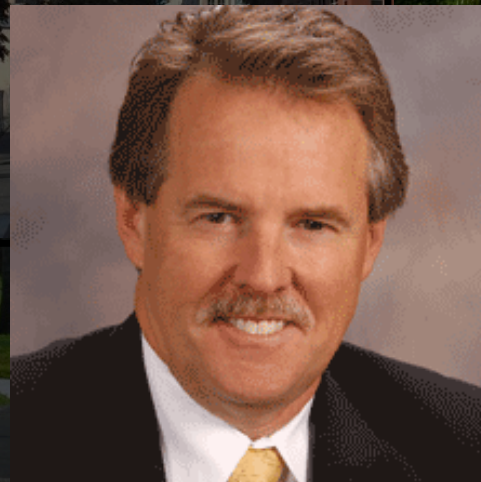




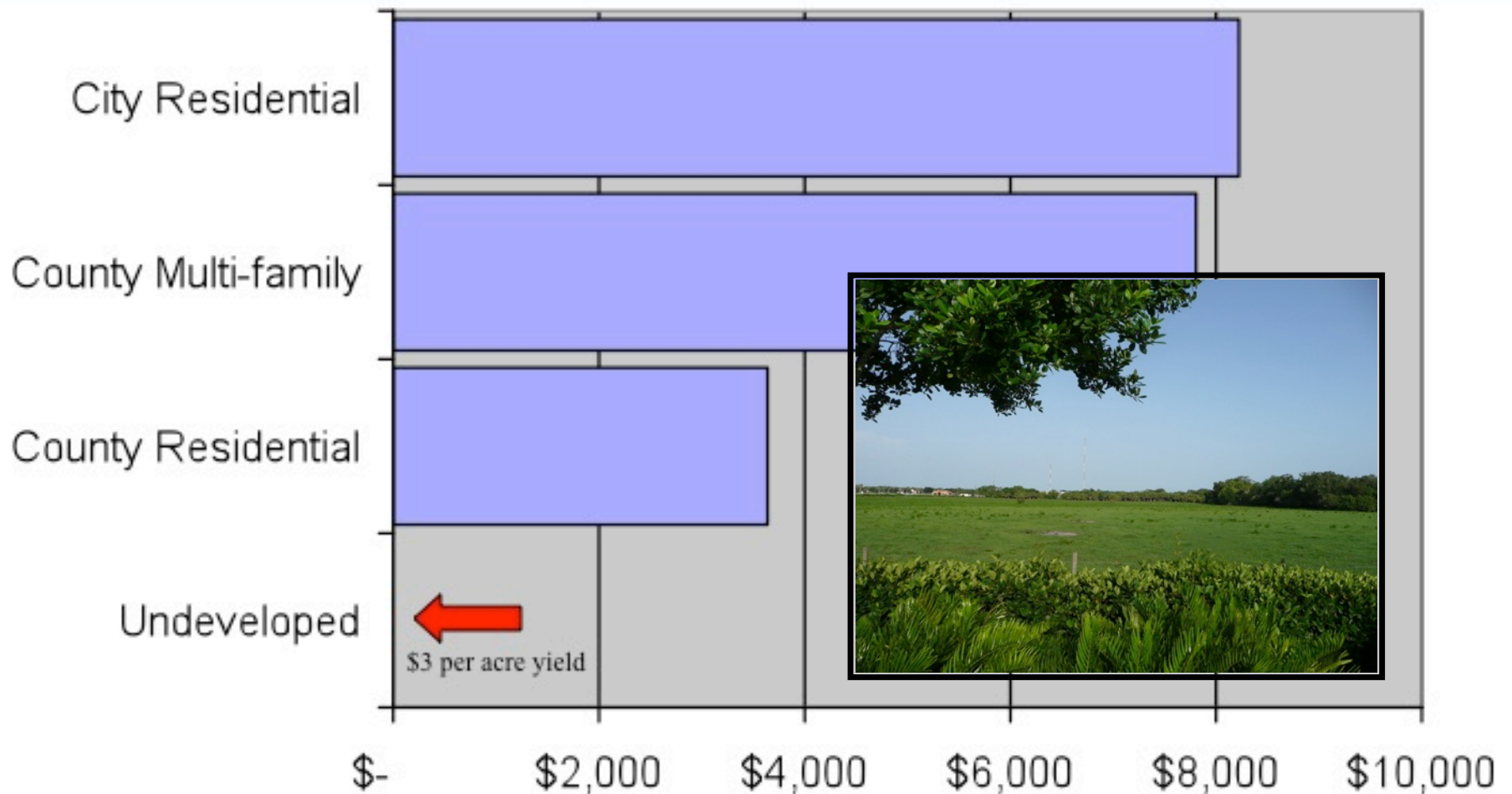




**We didn't know what  
was paying the bills**



# County Tax Yield Per Acre





# County Tax Yield Per Acre

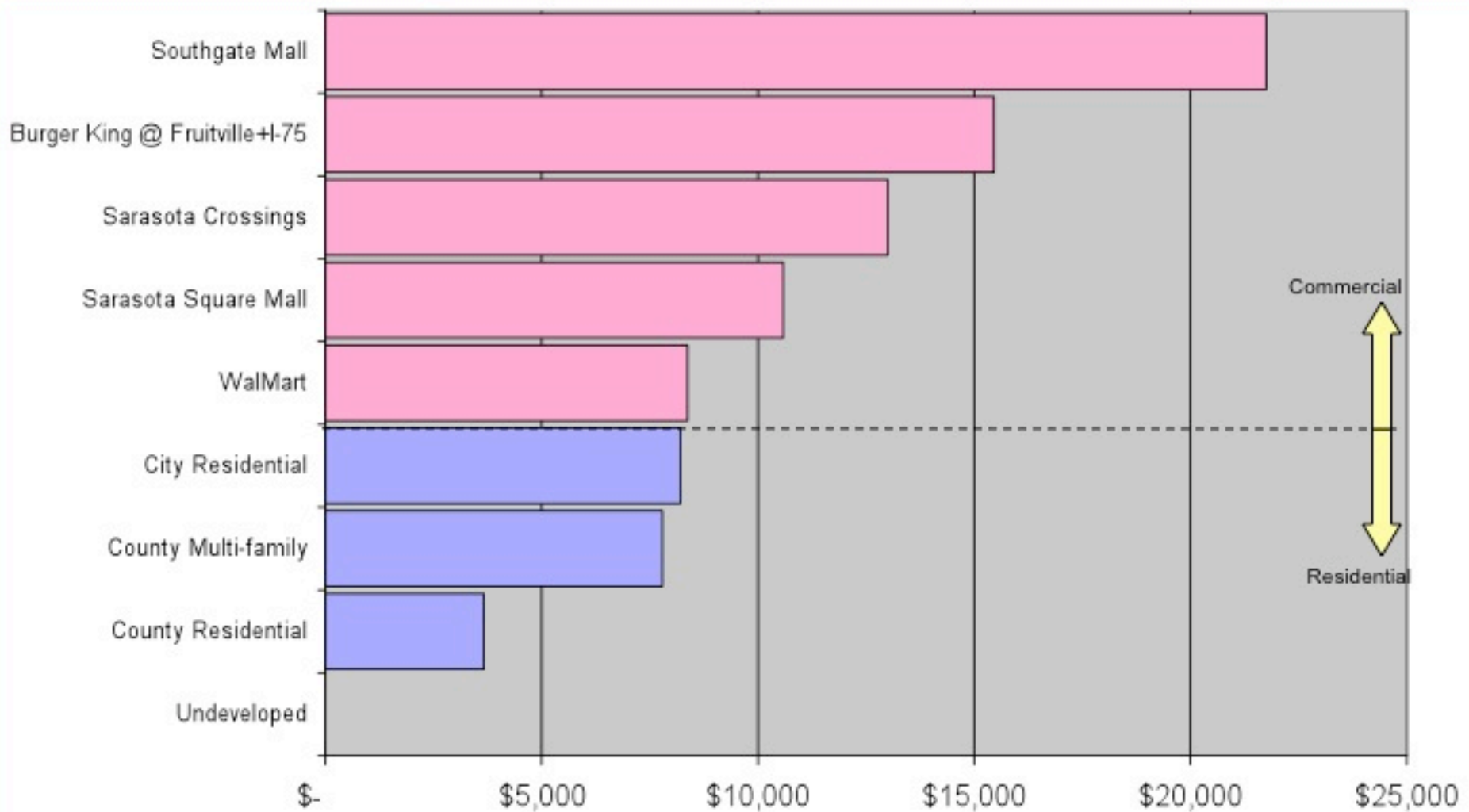




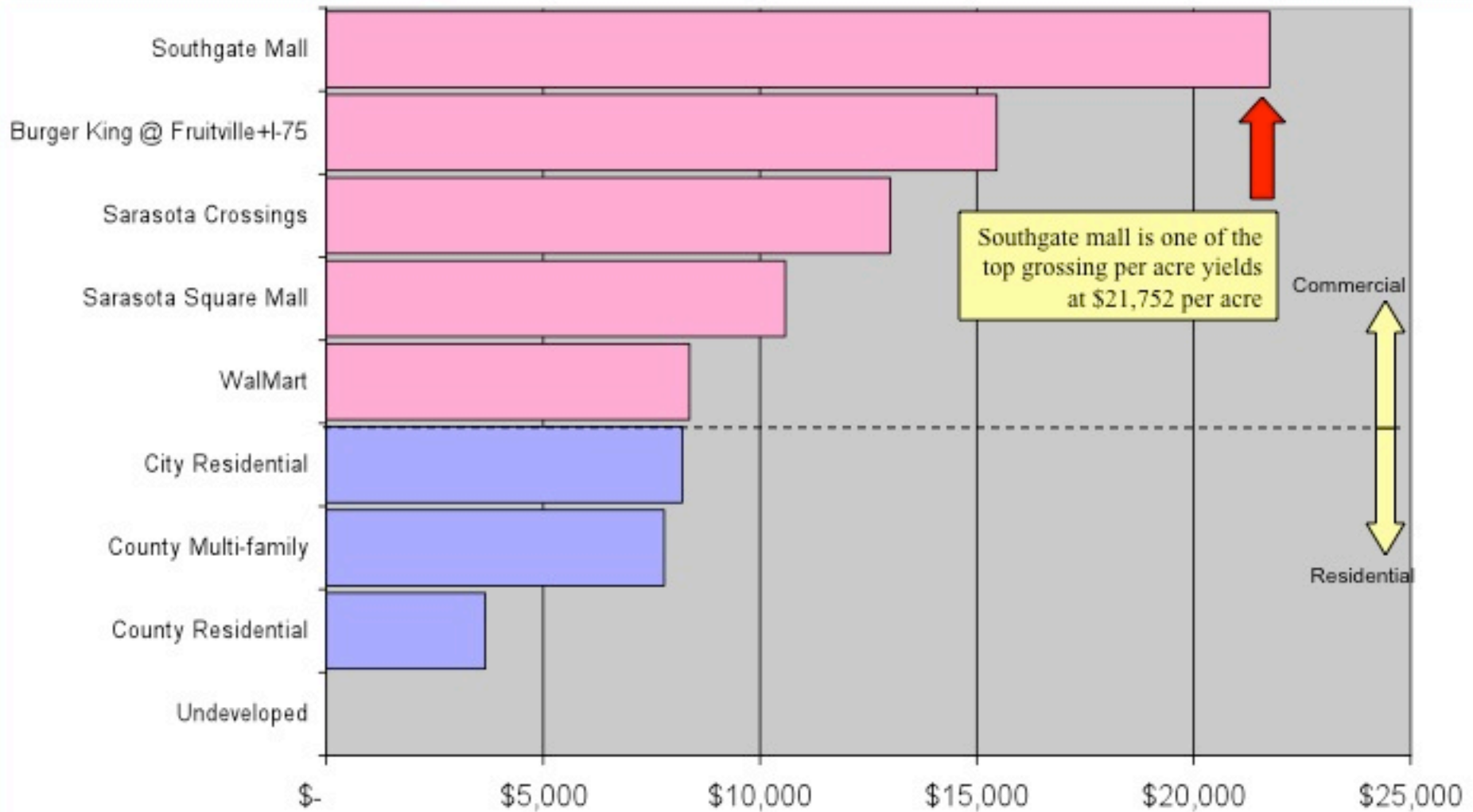
# County Tax Yield Per Acre



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# County Tax Yield Per Acre







## Southgate Mall

32.0 Acres

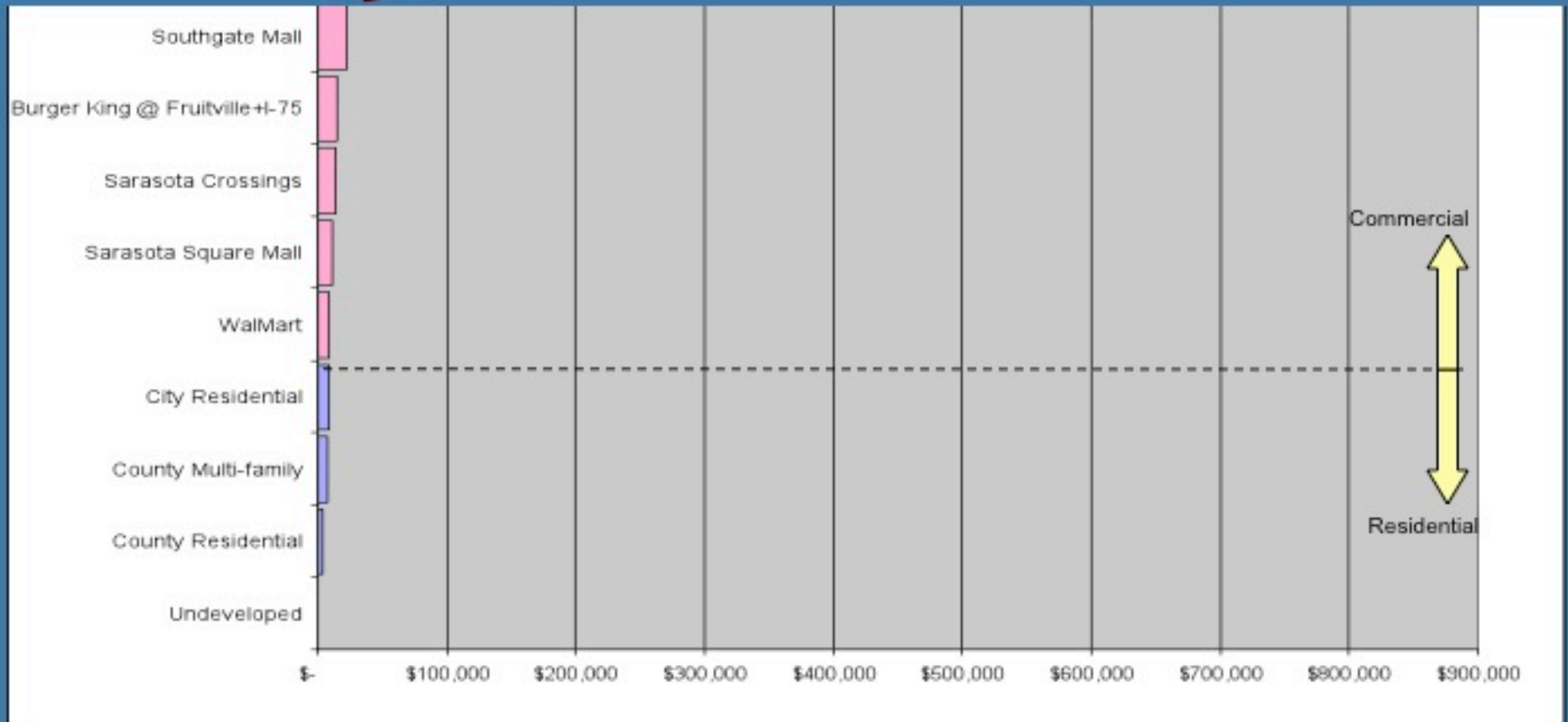
\$58.8 million value

... and now we have to change  
the scale of the charts...



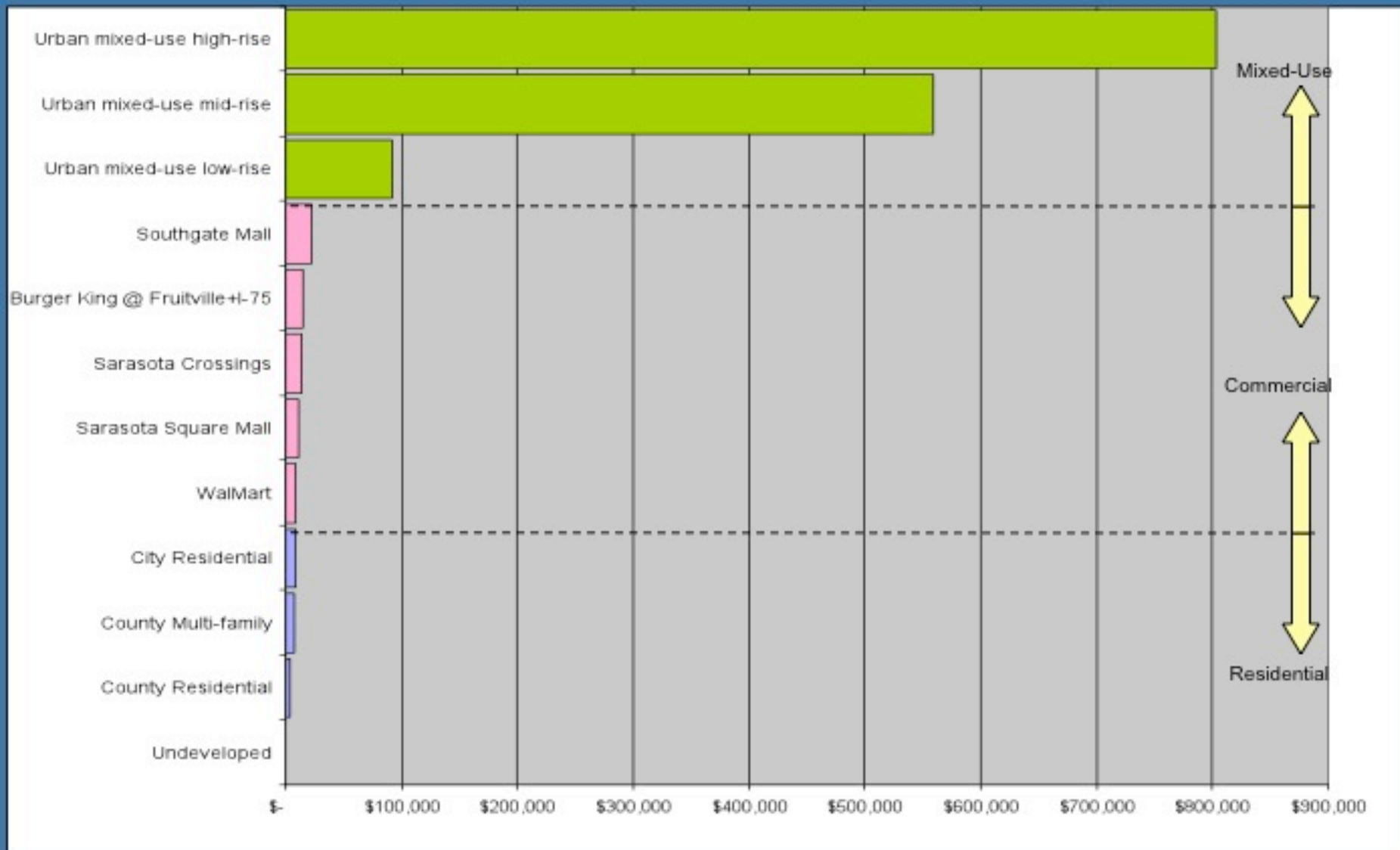
# County Tax Yield Per Acre

Here is Southgate mall at  
\$21,752 per acre





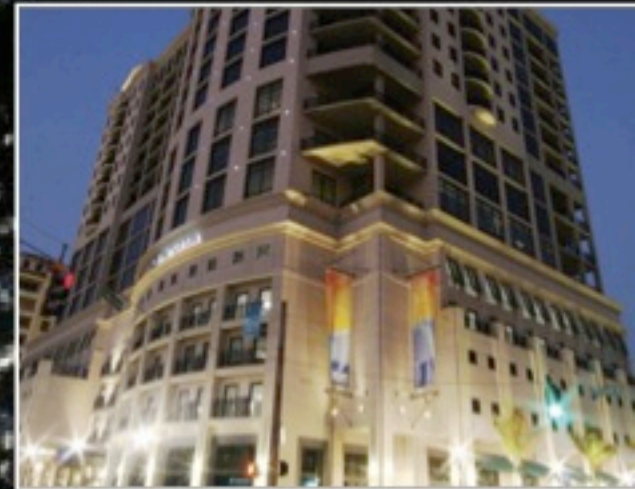
# County Tax Yield Per Acre



# 5 Points Plaza

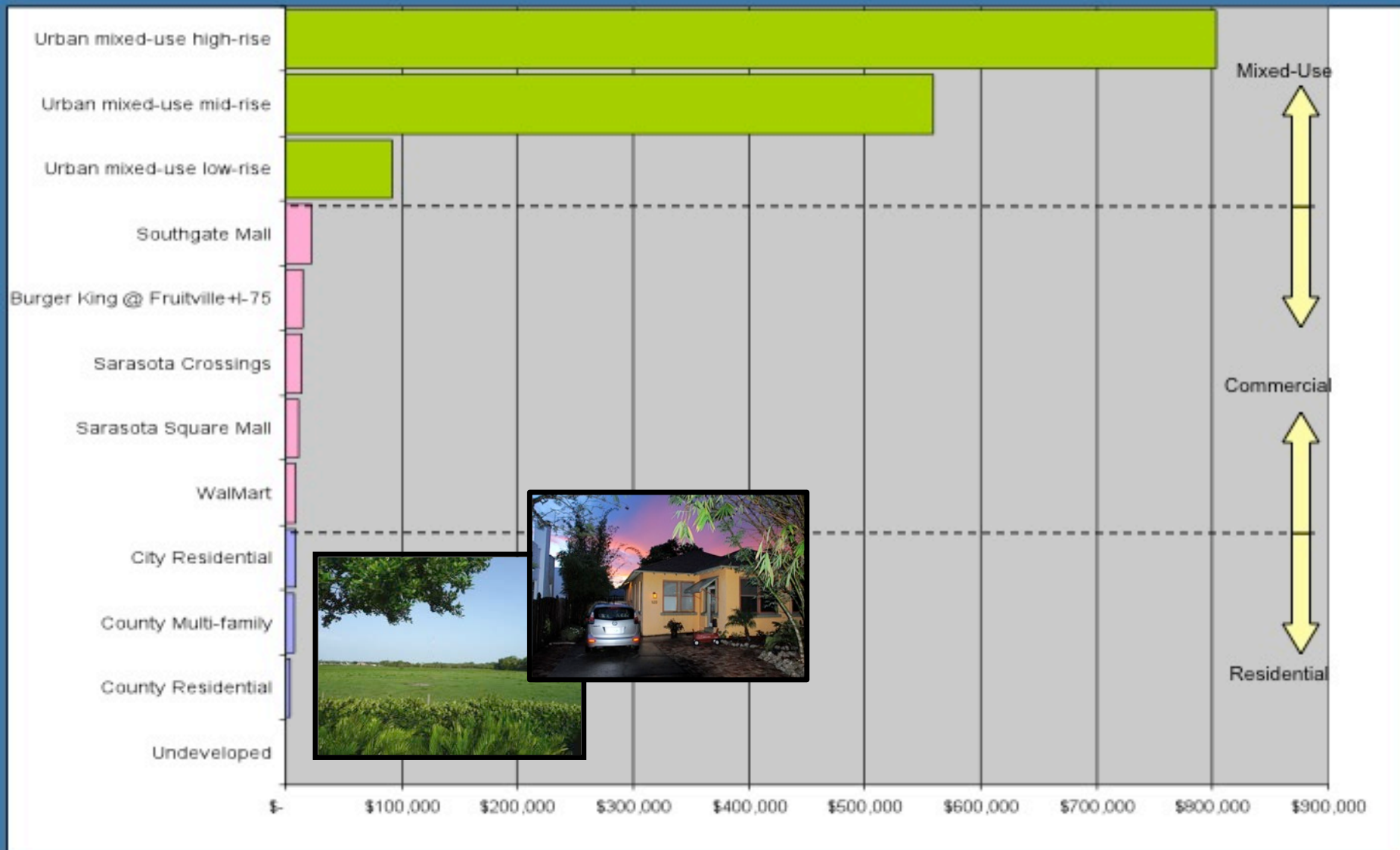
1.0 Acres

\$65.9 million value

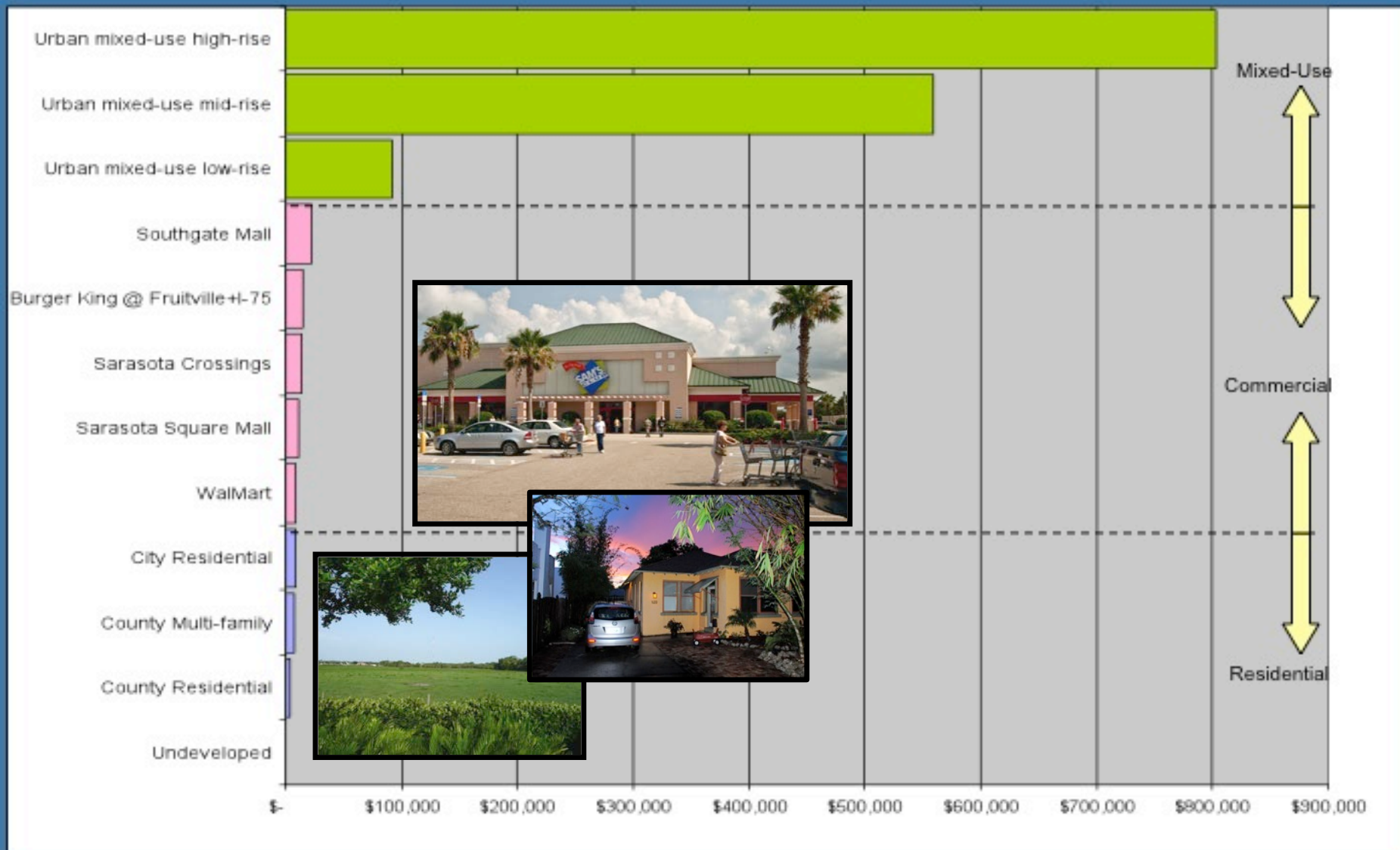




# County Tax Yield Per Acre

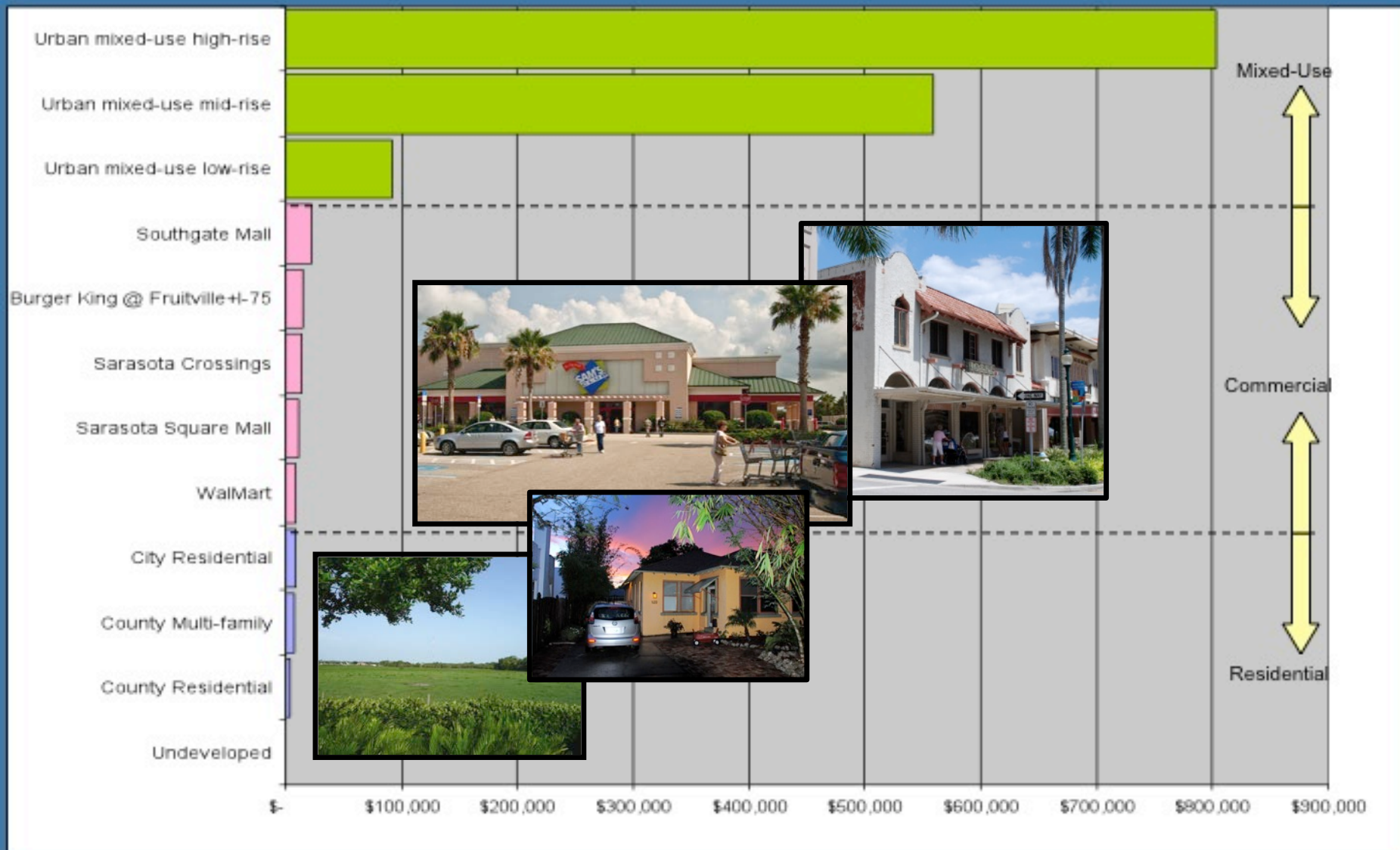


# County Tax Yield Per Acre





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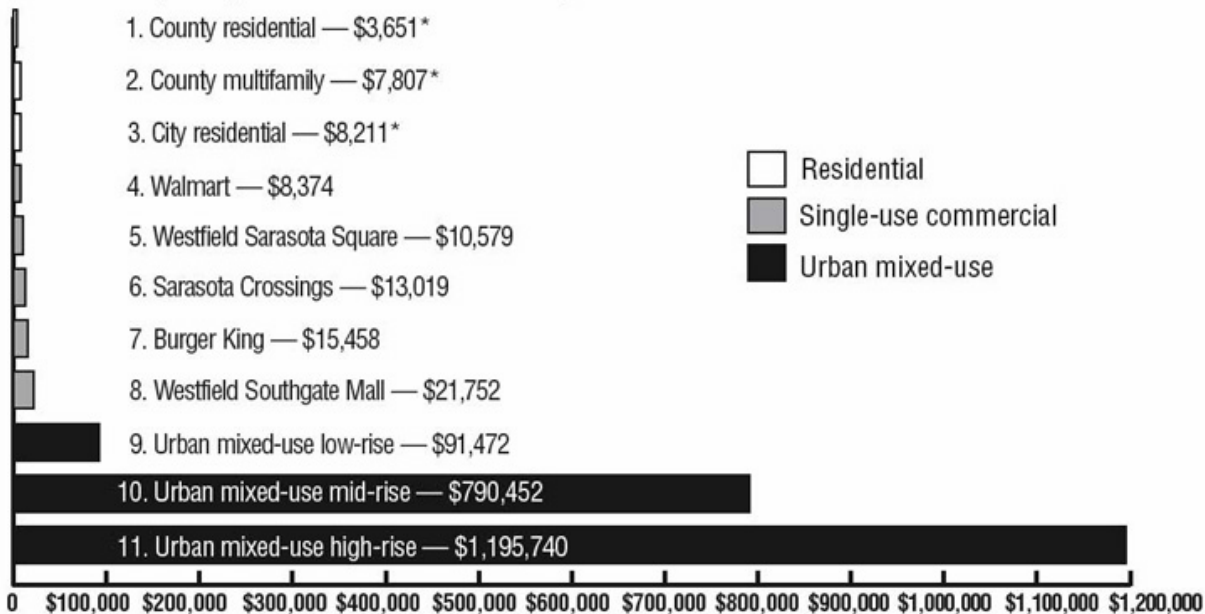




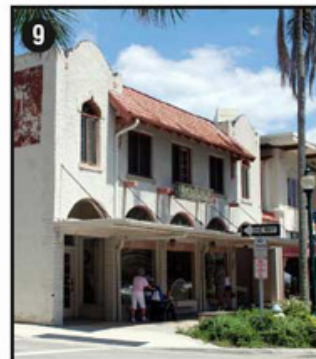
# The final numbers are even more dramatic



## Annual tax yield per acre: Sarasota County, Florida

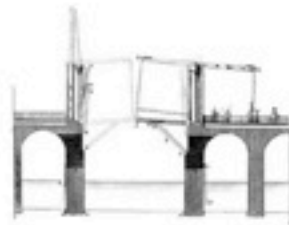


New Urban News; Sources: Sarasota County Government, Office of Financial Planning; Joe Minicozzi, Public Interest Projects. Based on 2008 tax figures. \*Based on average sales price per Sarasota County Board of Realtors, 2008 data.



# Comparative Example #2

## Density Efficiency Analysis



Public Interest Projects, Inc.

J. Patrick Whalen

Joseph Minicozzi, AICP



One Acre  
of  
Moderate  
High-rise  
Mixed  
Use

1350 Main



~~One~~ **.67** Acre  
of  
Moderate  
High-rise  
Mixed  
Use

1350 Main





Can generate as much local  
property taxes as

The **21** acre Super Walmart



**plus**

The  
**34 acre**  
Southgate Mall







**1.0 acre** of CBD High-rise Mixed-use > local property taxes than **55.4 acres** of our 2 large mall and big box centers - **combined**

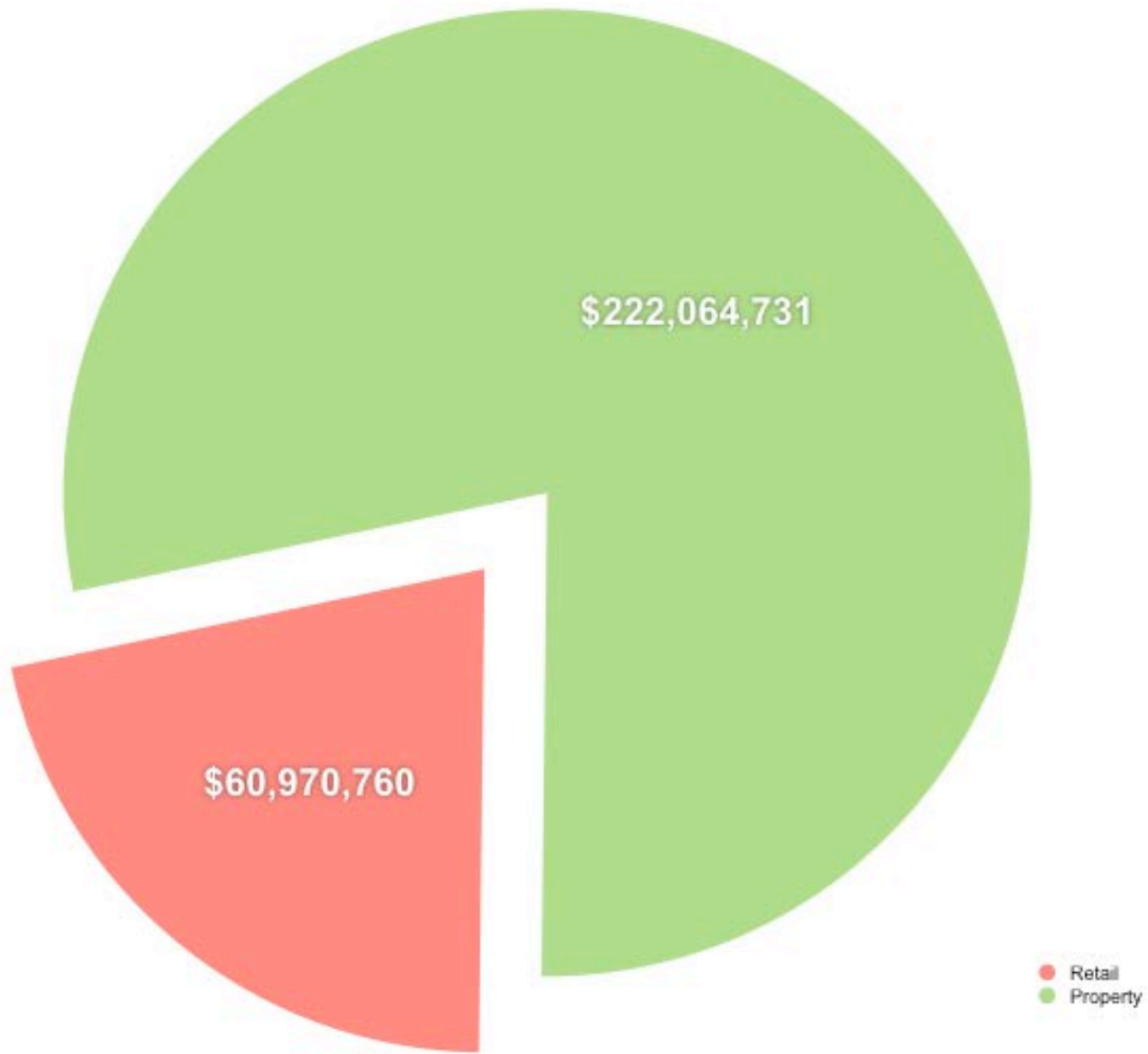
Property	Acres	Local Annual Property Tax Contribution
Southgate + Walmart	55.4	\$1,145,028
1 acre urban mixed-use high-rise	<del>1.0</del> <b>.67</b>	\$1,491,486



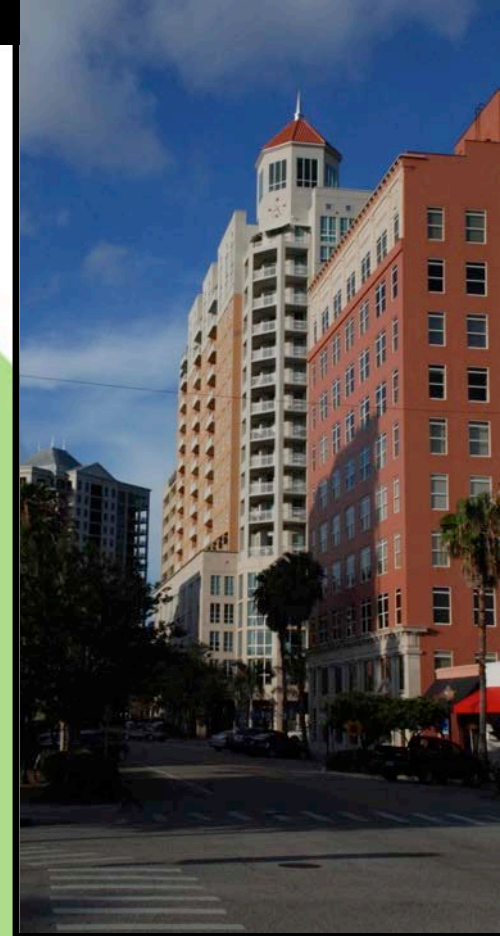
**But what about  
sales tax?**



# Sarasota County's Revenue (2008)



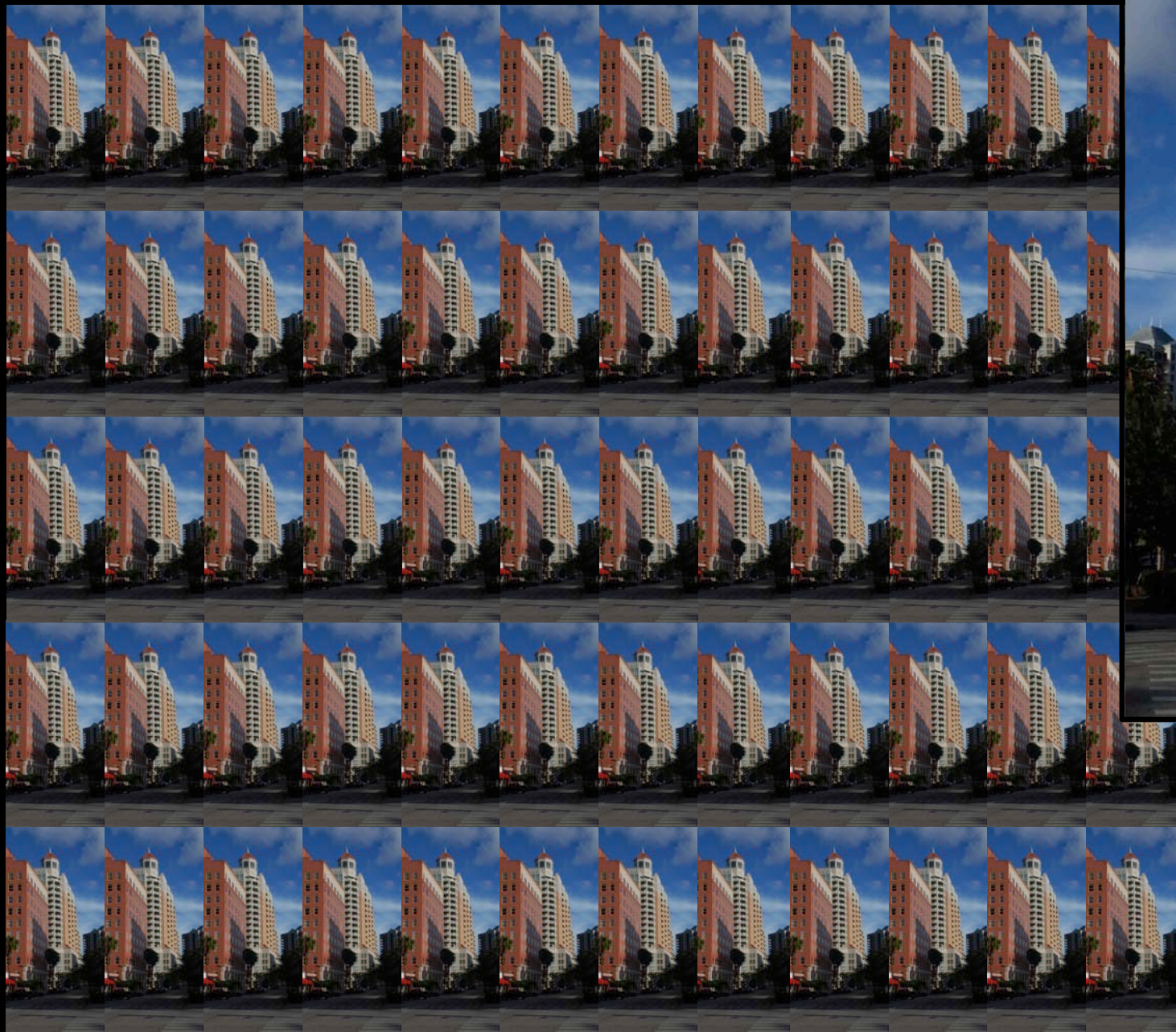
# Sarasota County's Revenue (2008)



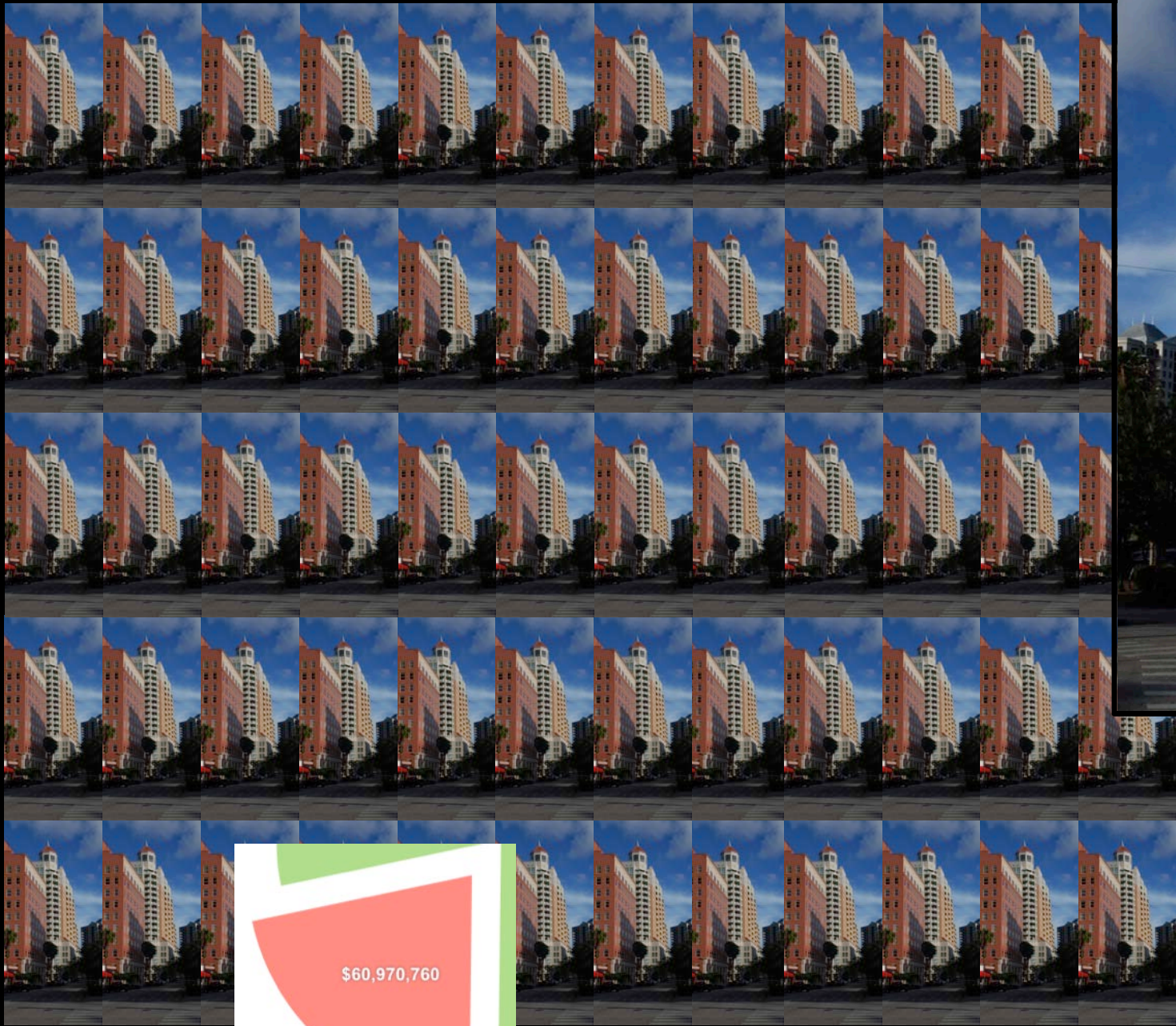
**1350 Main St**  
**\$1+ million**  
**generated**  
**on .67 acres**

● Retail  
● Property

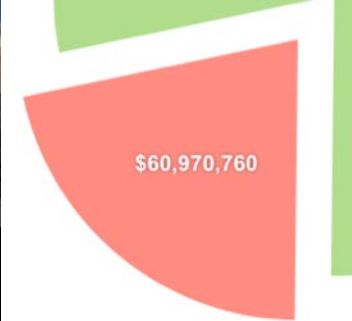




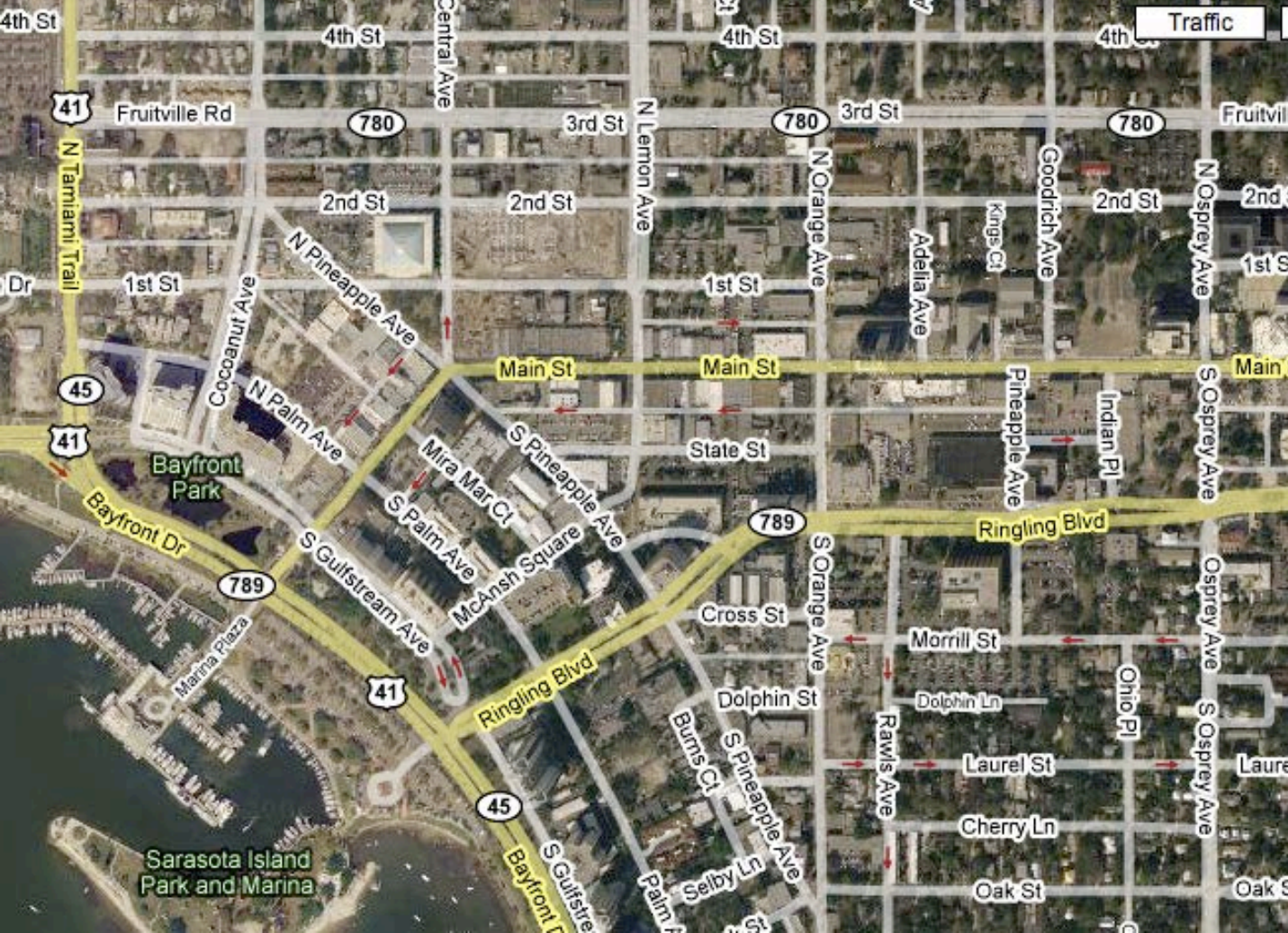
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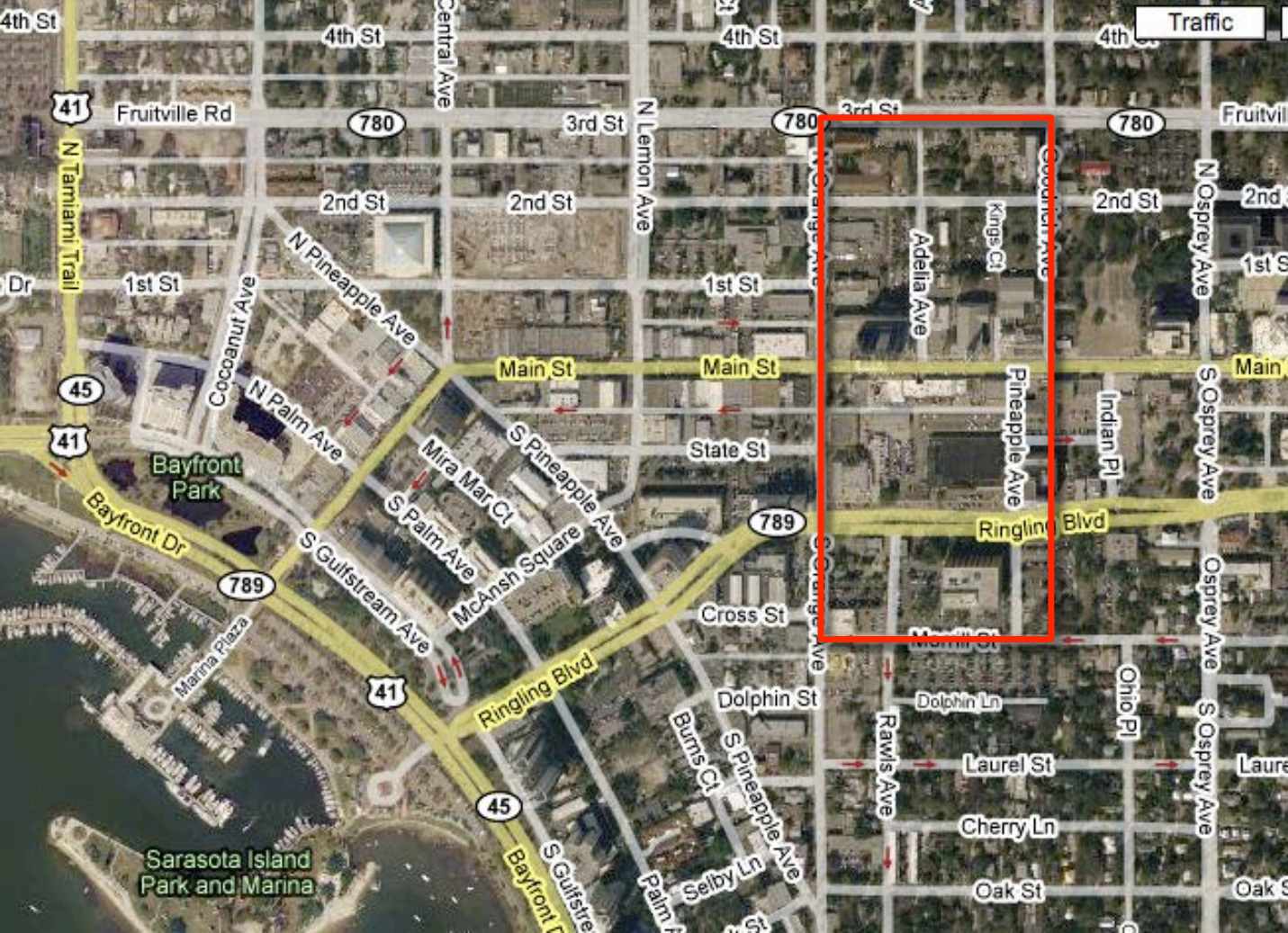






301







# Sarasota's downtown today— Mostly 1-2 story buildings











# St. Petersburg; the boom improved its downtown

**So what about  
the cost side of the  
equation?**





A 1989 study in Florida showed that the costs for providing infrastructure per dwelling unit is lowest and most efficient for more compact developments

<b>Efficiency Rank</b>	<b>Study Area</b>	<b>Urban Form</b>	<b>Cost</b>
1	Downtown	Compact	<b>\$9,252</b>
2	Southpoint	Contiguous	<b>\$9,767</b>
3	Countryside	Contiguous	<b>\$12,693</b>
4	Cantonment	Scattered	<b>\$15,316</b>
5	Tampa Palms	Satellite	<b>\$15,447</b>
6	University	Linear	<b>\$16,260</b>
7	Kendall	Linear	<b>\$16,514</b>
8	Wellington	Scattered	<b>\$23,960</b>
<b>Average</b>			<b>\$14,901</b>



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# Downtown

1350 Main  
5 Points  
Orange Blossom

197 Units  
108,200 sf  
**\$193.35 M**  
1.9 acres

357 Units  
569,928 sf  
**\$18.9 M**  
30.6 acres

# NW Corner of Fruitville & I-75





# Return on Infrastructure Dollars

Downtown Sarasota



CBD High-rise urban residential Return on Infrastructure Dollars (ROI<sub>f</sub>) is:

**35%**



Suburban multi-family Return on Infrastructure Dollars (ROI<sub>f</sub>) is:

**2%**

Property (357 residential units)	Acres Consumed	Infrastructure Cost/Unit*	Total Infrastructure Cost	Total County Tax Return
Urban residential @ 100 units/acre	3.4	\$15,956	\$5,696,292	\$1,980,900
NW Quadrant of Fruitville and I-75	30.6	\$28,042	\$10,010,994	\$238,529

\* 1989 Brookings Institute Metropolitan Study adjusted to current values by Dept. of Labor/CPI



## Downtown Sarasota



CBD High-rise urban residential pays off its infrastructure in **3 years**

While suburban multi-family layout pays off its infrastructure in **42 years**

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# Downtown Sarasota





**Caveat: This is less about tall buildings than having the market to fill them.**

P



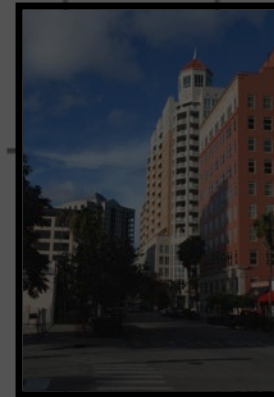
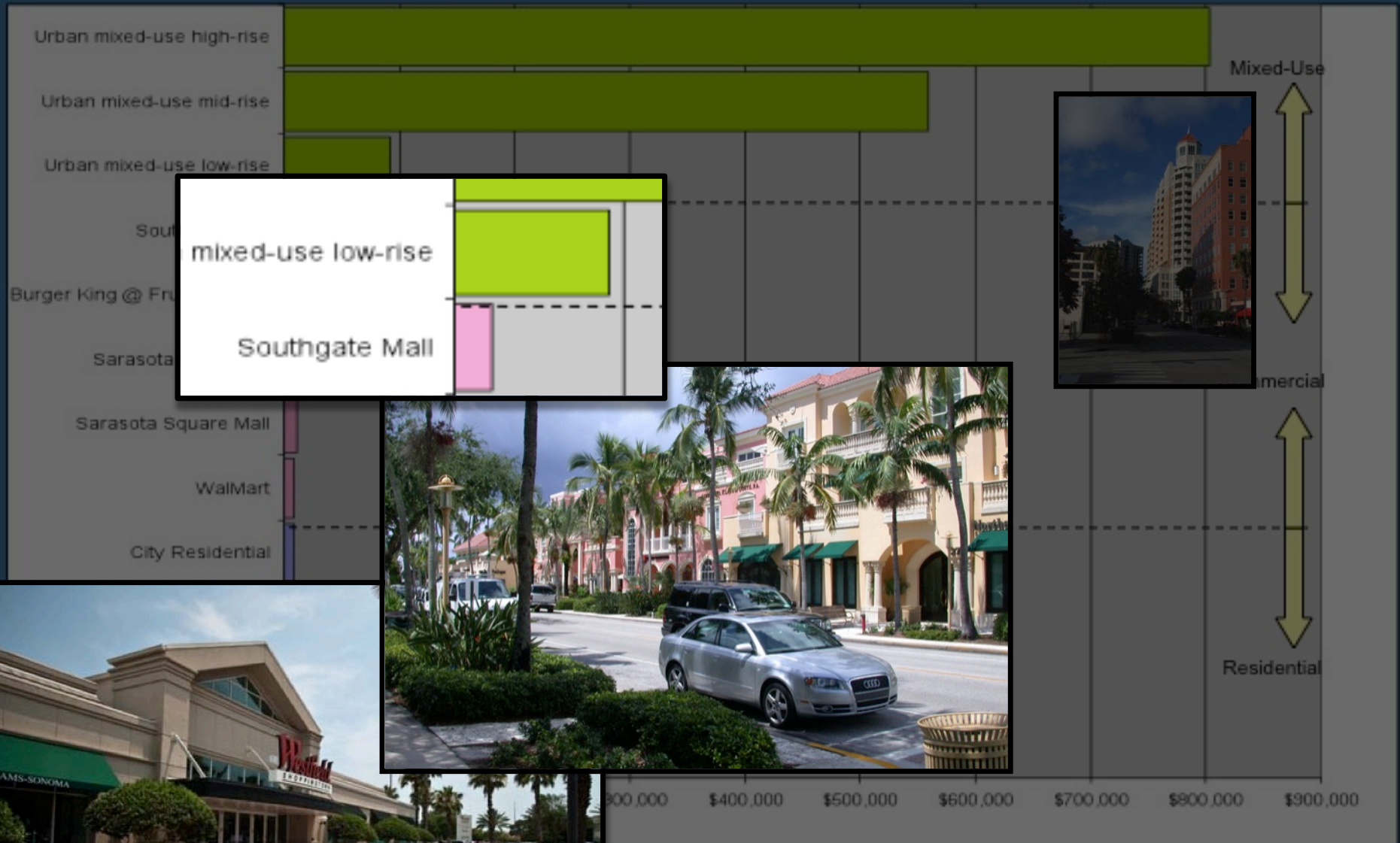


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P



# County Tax Yield Per Acre





**Where do you put these  
high value places?**

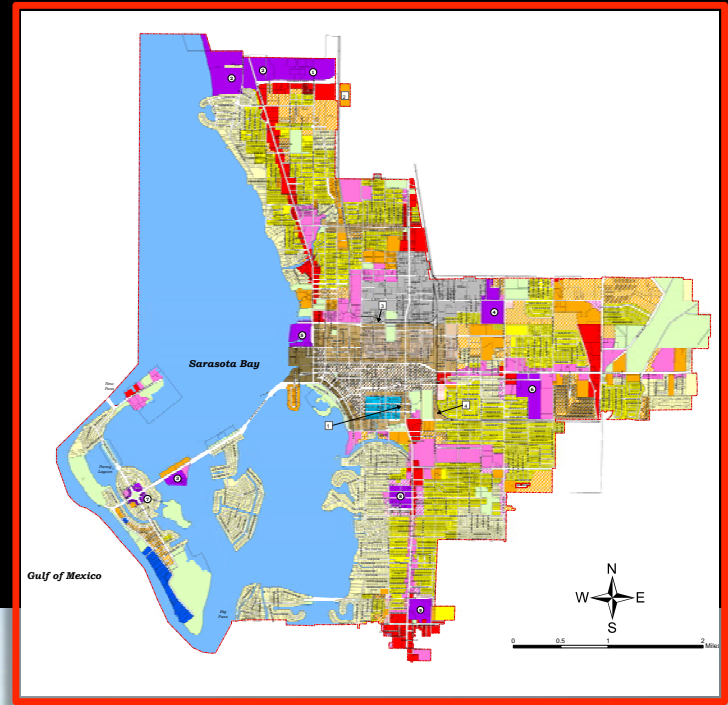


**In cities...**

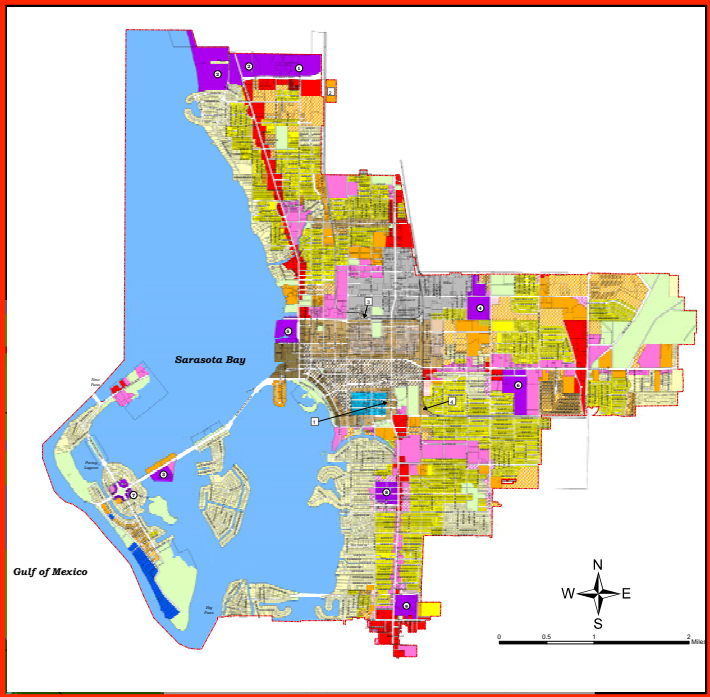
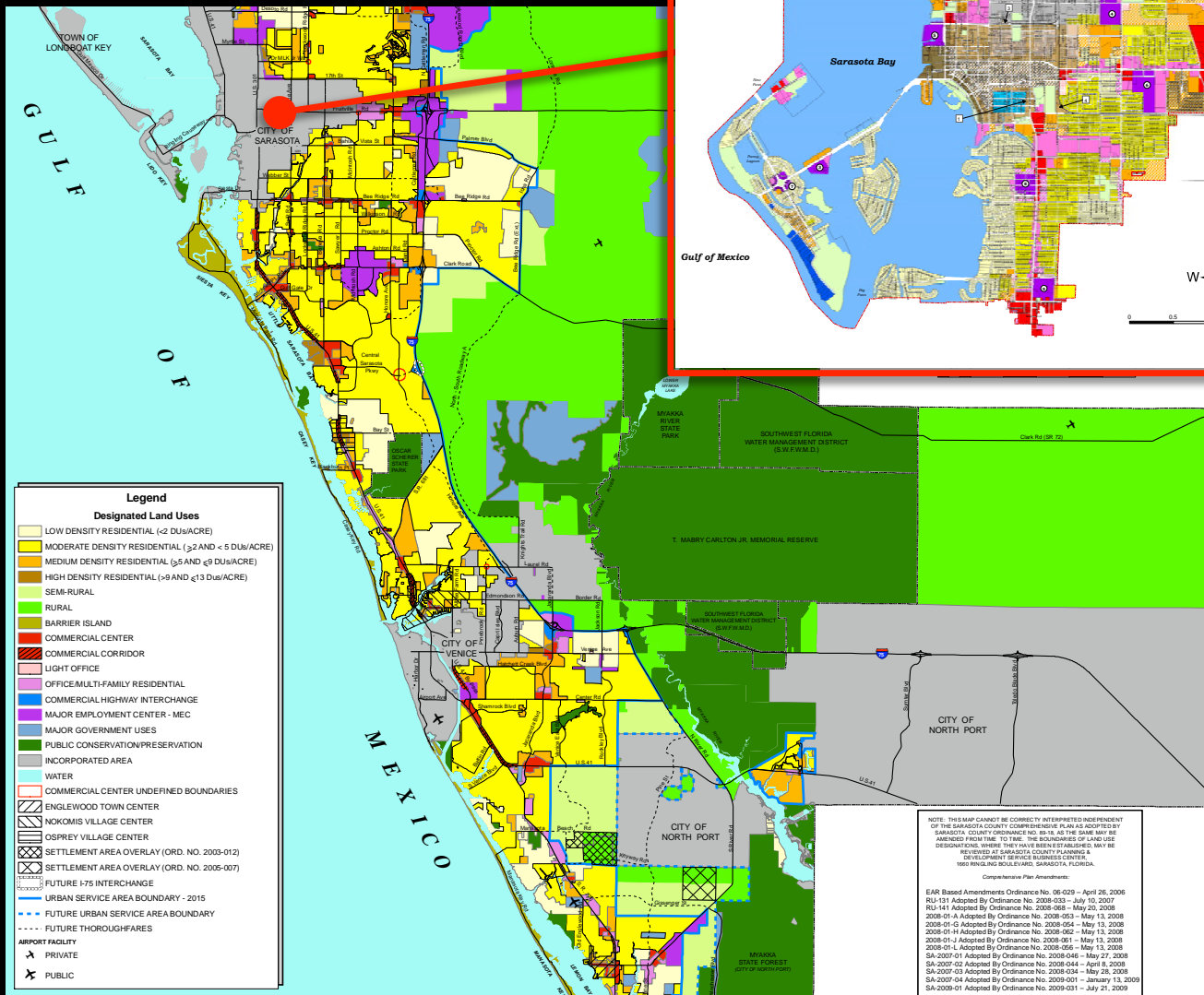




# In cities...



# In cities...



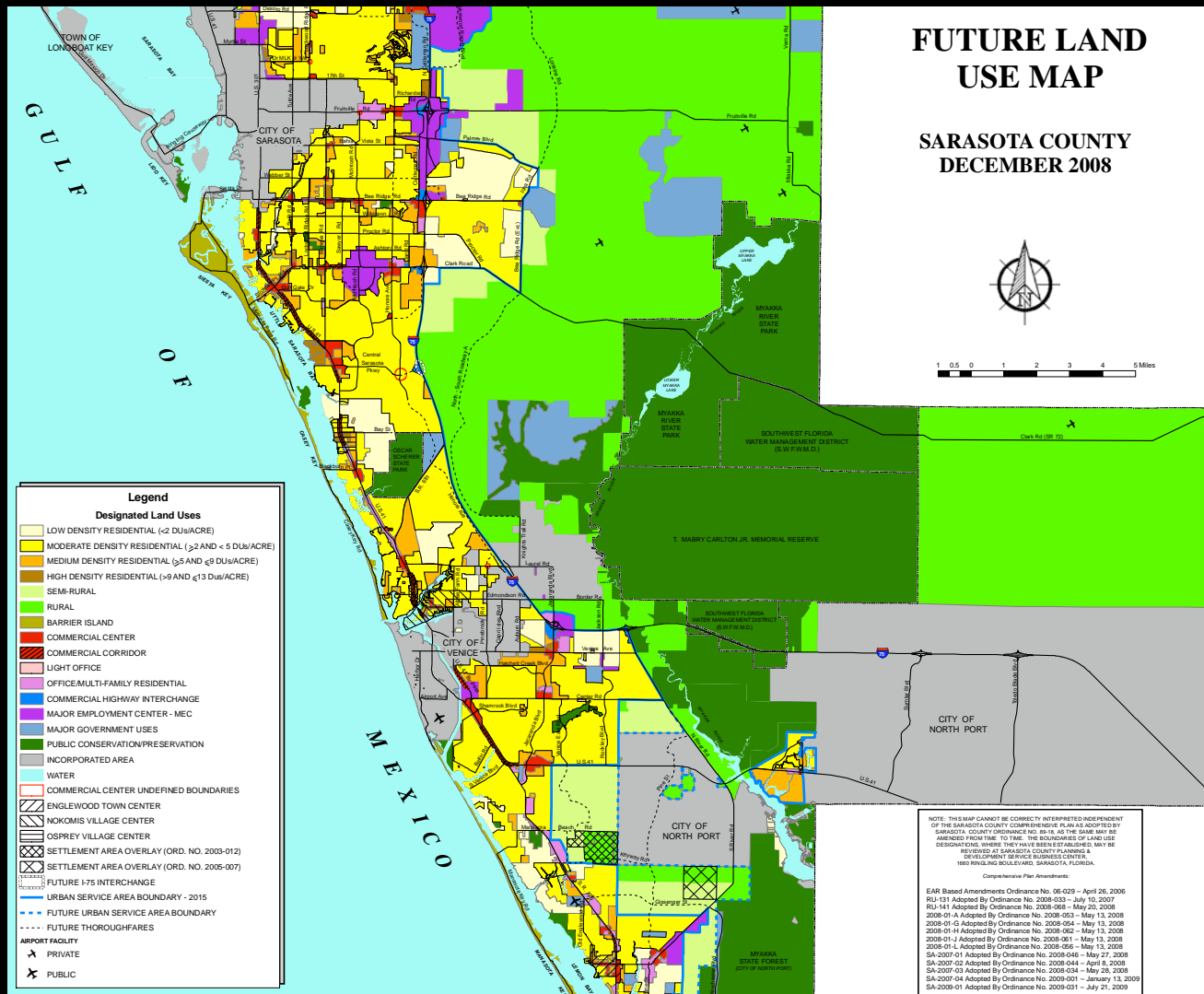
**NOTE:** THIS MAP CANNOT BE CONSIDERED AN INTERPRETATION INDEPENDENT OF THE SARASOTA COUNTY COMPREHENSIVE PLAN AS ADOPTED BY SARASOTA COUNTY ORDINANCE NO. 01-18 AS THE SAME MAY BE AMENDED FROM TIME TO TIME. THE BOUNDARIES OF LAND USE DESIGNATIONS, WHERE THEY HAVE BEEN ESTABLISHED, MAY BE REVIEWED AT SARASOTA COUNTY PLANNING & DEVELOPMENT SERVICE BUSINESS CENTER, 1500 RINGLING BOULEVARD, SARASOTA, FLORIDA.

Completed by: Per Associates

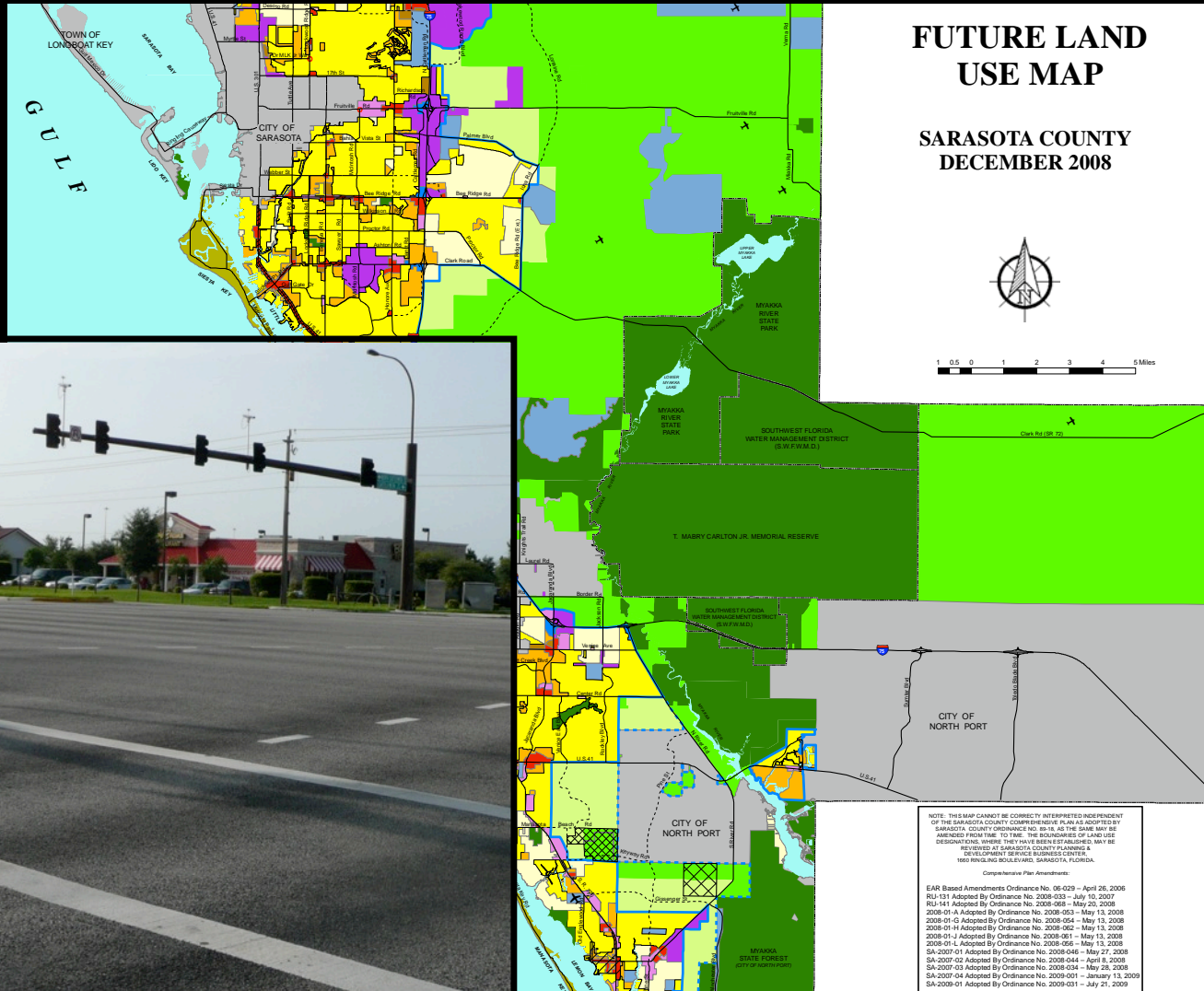
EAR Based Amendments Ordinance No. 08-029 - April 26, 2008  
 RU-131 Adopted By Ordinance No. 2008-033 - July 10, 2007  
 RU-141 Adopted By Ordinance No. 2008-098 - May 20, 2008  
 2008-01-A Adopted By Ordinance No. 2008-023 - May 13, 2008  
 2008-01-G Adopted By Ordinance No. 2008-064 - May 13, 2008  
 2008-01-H Adopted By Ordinance No. 2008-062 - May 13, 2008  
 2008-01-J Adopted By Ordinance No. 2008-061 - May 13, 2008  
 2008-01-L Adopted By Ordinance No. 2008-066 - May 13, 2008  
 SA 2007-01 Adopted By Ordinance No. 2008-046 - May 27, 2008  
 SA 2007-02 Adopted By Ordinance No. 2008-044 - April 8, 2008  
 SA 2007-03 Adopted By Ordinance No. 2008-034 - May 28, 2008  
 SA 2007-04 Adopted By Ordinance No. 2009-001 - January 12, 2009  
 SA 2009-01 Adopted By Ordinance No. 2009-031 - July 21, 2009



# Where else do you put these high value places?



# Where else do you put these high value places?



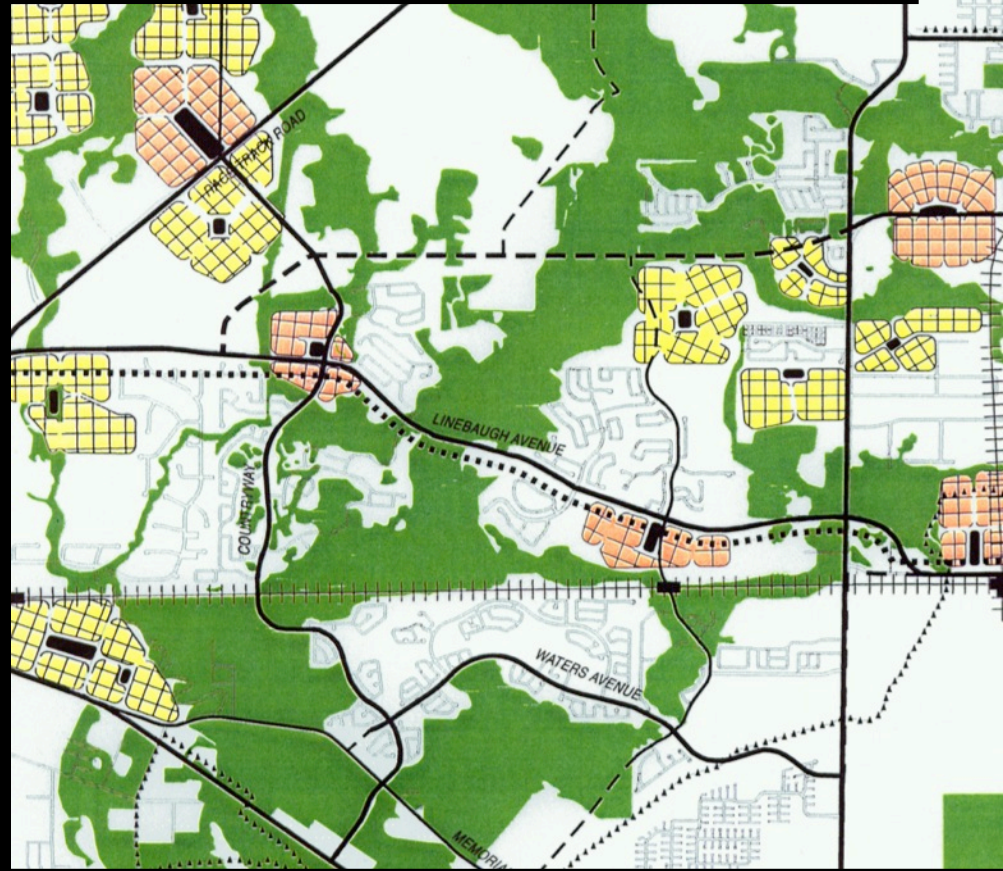


**Where else do you put  
these high value places?**

**Hint: Not on big arterials...**



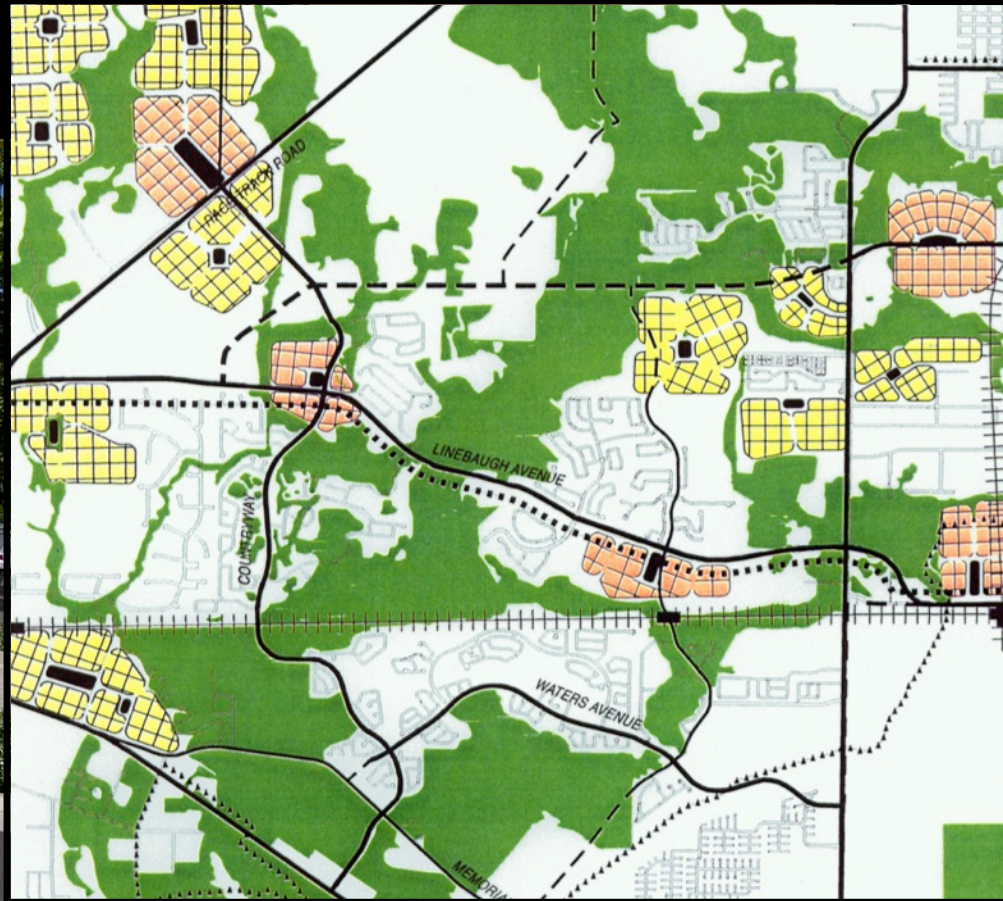
...near transit.





...near transit.

But you need to get  
the transit and  
land-use plan right



# **2. Look at Fort Ord's Progress**



# FORT ORD REUSE PLAN

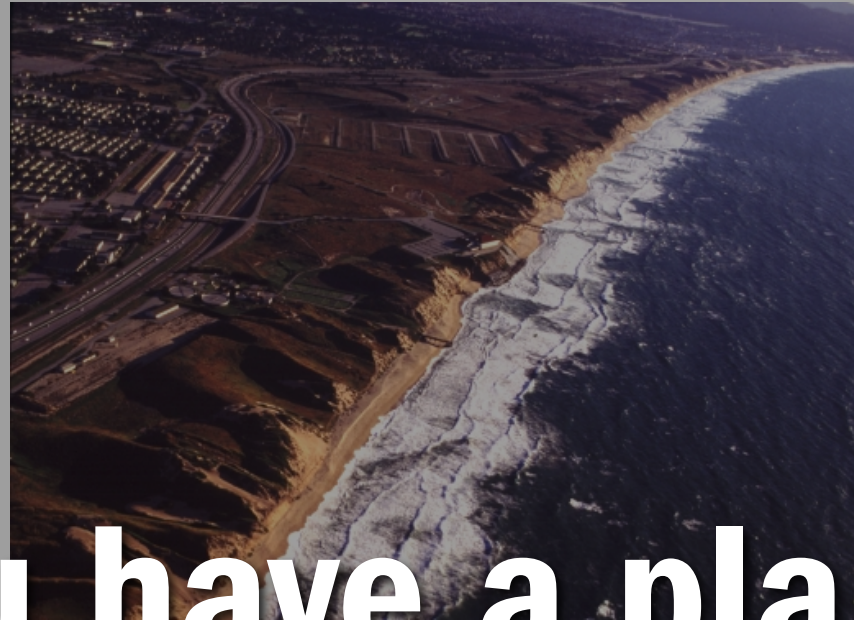


*Volume I:*  
**Context and Framework**

*Adopted June 13, 1997*



# FORT ORD REUSE PLAN



# You have a plan...

*Volume I:*

## Context and Framework

*Adopted June 13, 1997*





F O R T O R D R E U S E P L A N



...with a lot of good  
words

Volume 1  
Context and Framework

Adopted June 13, 1997



# **Design Principles:**

- 1. Create a unique identity for the new community around the educational institutions.**
- 2. Reinforce the natural landscape setting consistent with Peninsula character.**
- 3. Establish a mixed-use development pattern with villages as focal points.**
- 4. Establish diverse neighborhoods as the building blocks of the community.**
- 5. Encourage sustainable practices and environmental conservation.**
- 6. Adopt regional urban design guidelines.**



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- *Maintain the fine-grained development pattern of existing areas of the Main Garrison.*
- *Encourage a development pattern which mixes uses horizontally and vertically for an active streetscape.*
- *Encourage a scale and pattern of development which is appropriate to a village environment and friendly to the pedestrian and cyclists.*
- *Where appropriate establish a readily discernible edge to the new development.*
- *Create compact community form and patterns of development.*
- *Create distinctive and memorable entries to the area.*
- *Establish community form consistent with peninsula prototypes.*
- *Link the new neighborhoods with the surrounding cities' development fabric.*

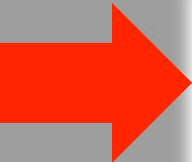
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- *Maintain the fine-grained development pattern of existing areas of the Main Garrison.*

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# Huh?



*Encourage a scale and pattern of development which is appropriate to a village environment and friendly to the pedestrian and cyclists.*

- *Where appropriate establish a road network*
- *Create compact community form and*
- *Create distinctive and memorable environments*
- *Establish community form consistent*
- *Link the new neighborhoods with the*

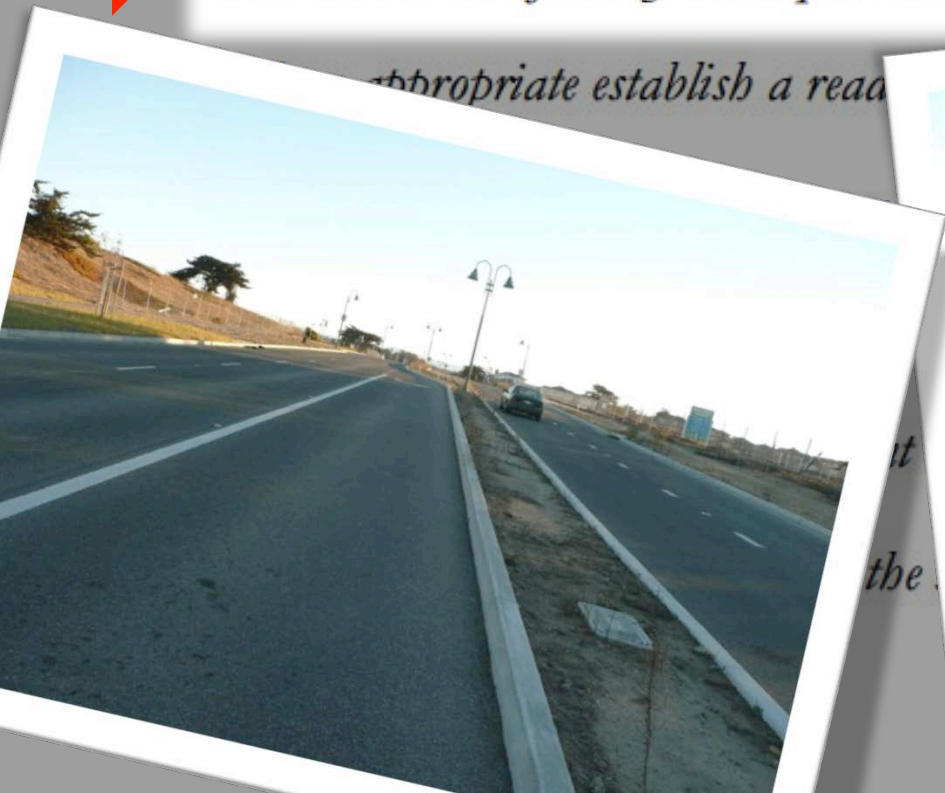


- *Maintain the fine-grained development of Garrison.*
- *Encourage a development pattern that creates an active streetscape.*



*Encourage a scale and pattern of development which is appropriate to a village environment and friendly to the pedestrian and cyclists.*

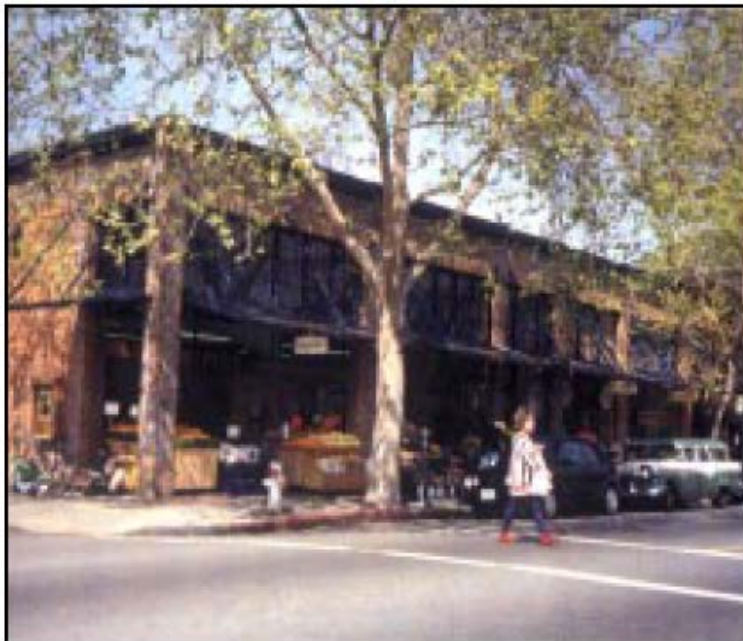
*appropriate establish a road*



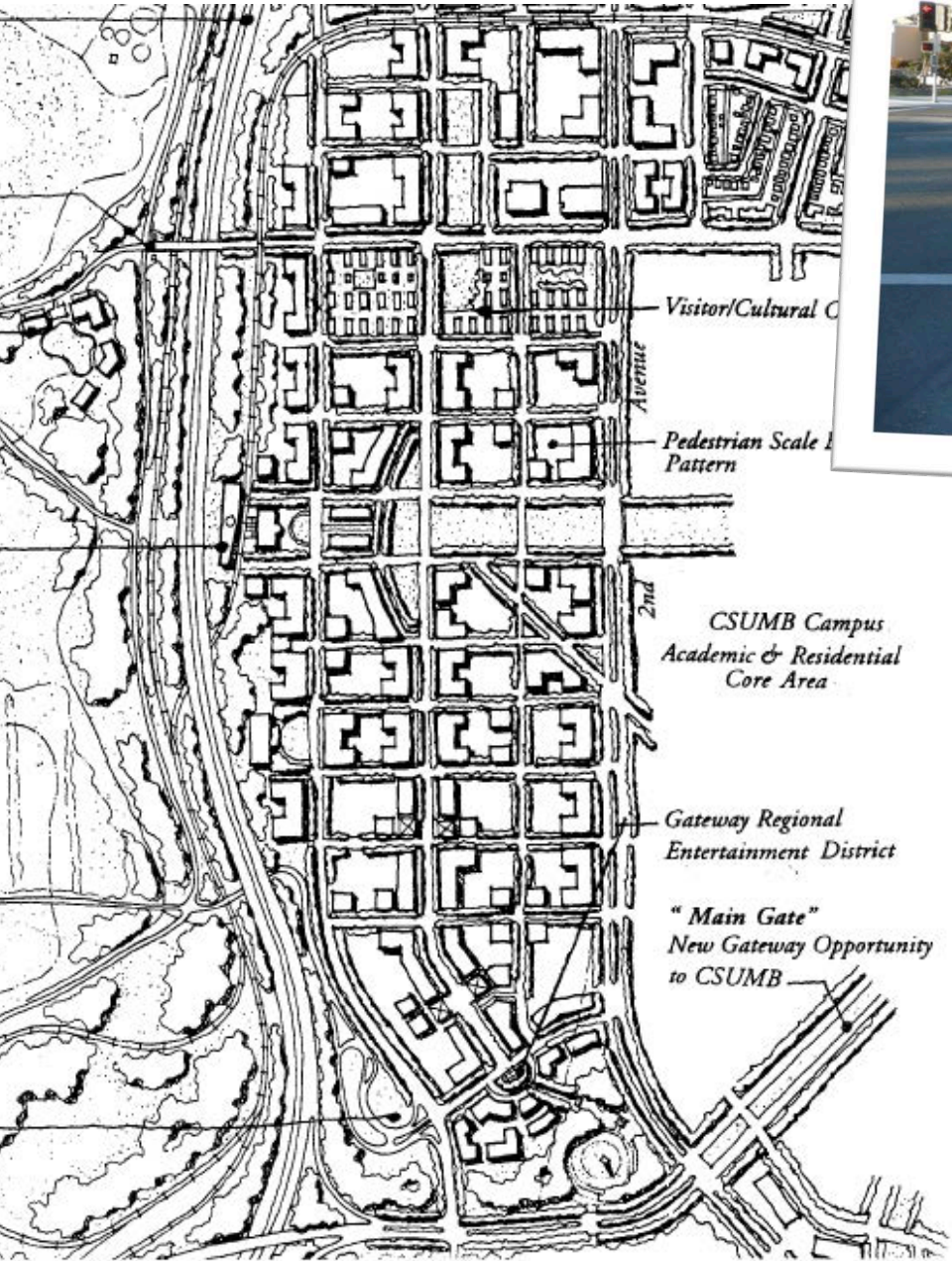




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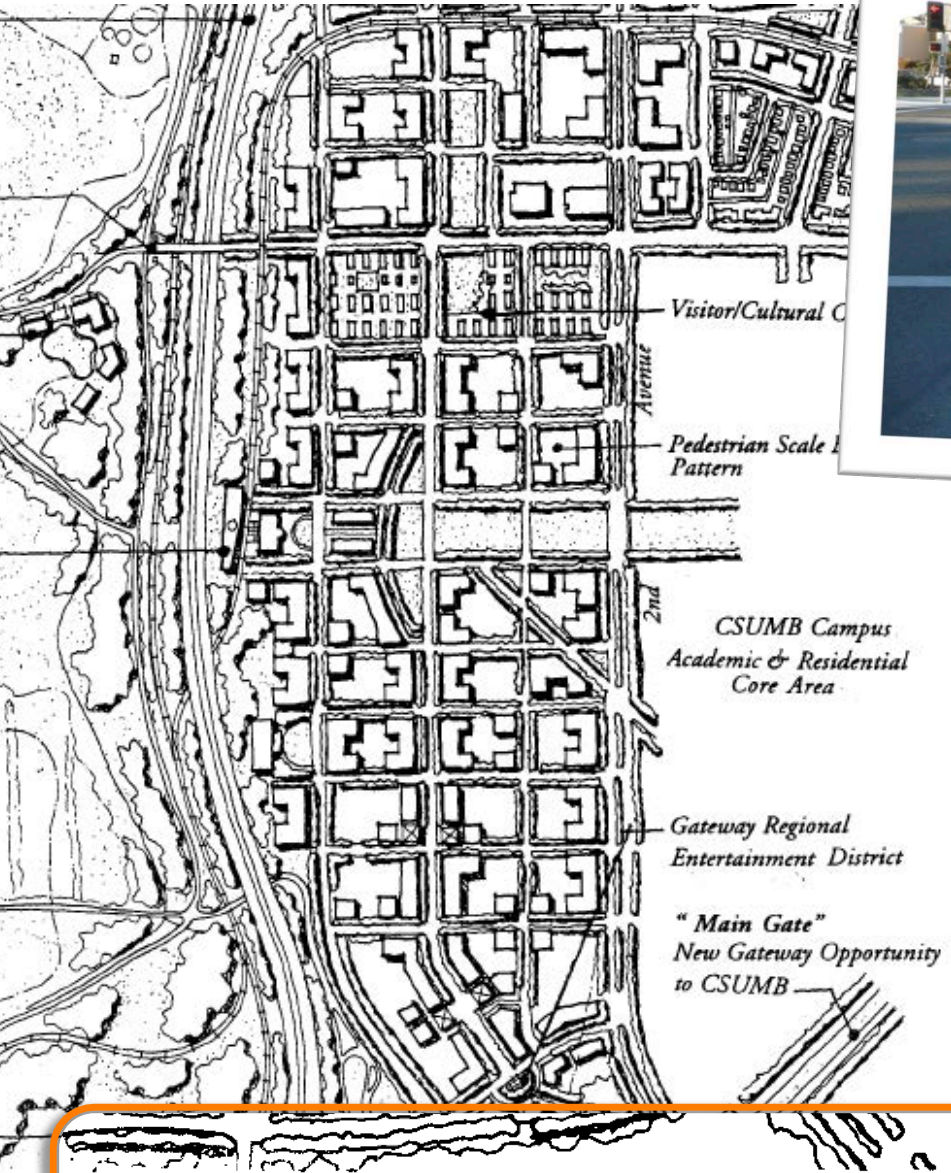




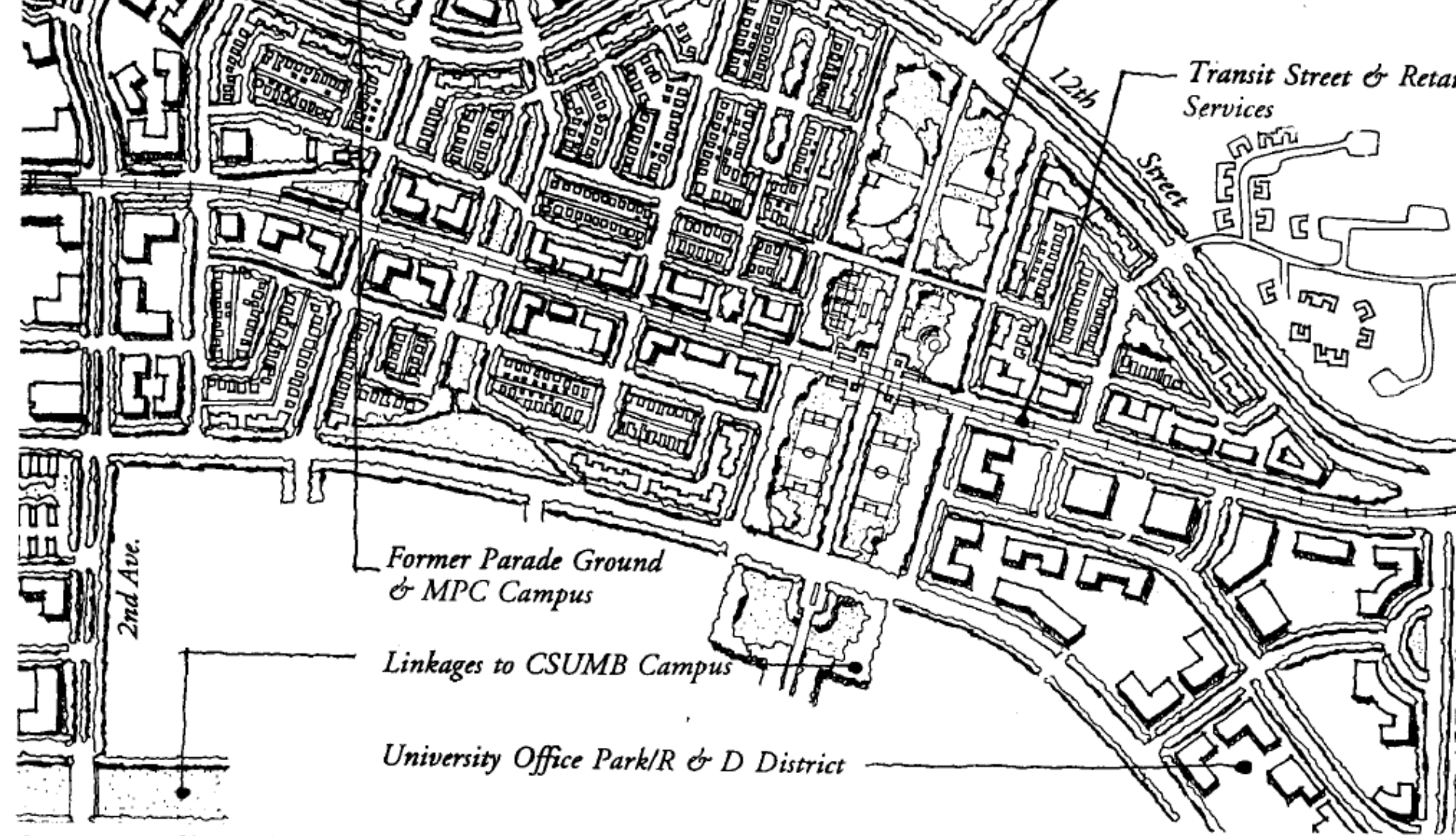
*Marina Town Center Illustrative  
Housing/ Retail/ Office in Mixed Use Pattern*







*Marina Town Center Illustrative Housing/ Retail/ Office in Mixed Use Pattern*



12th

Transit Street & Retail Services

Street

2nd Ave.

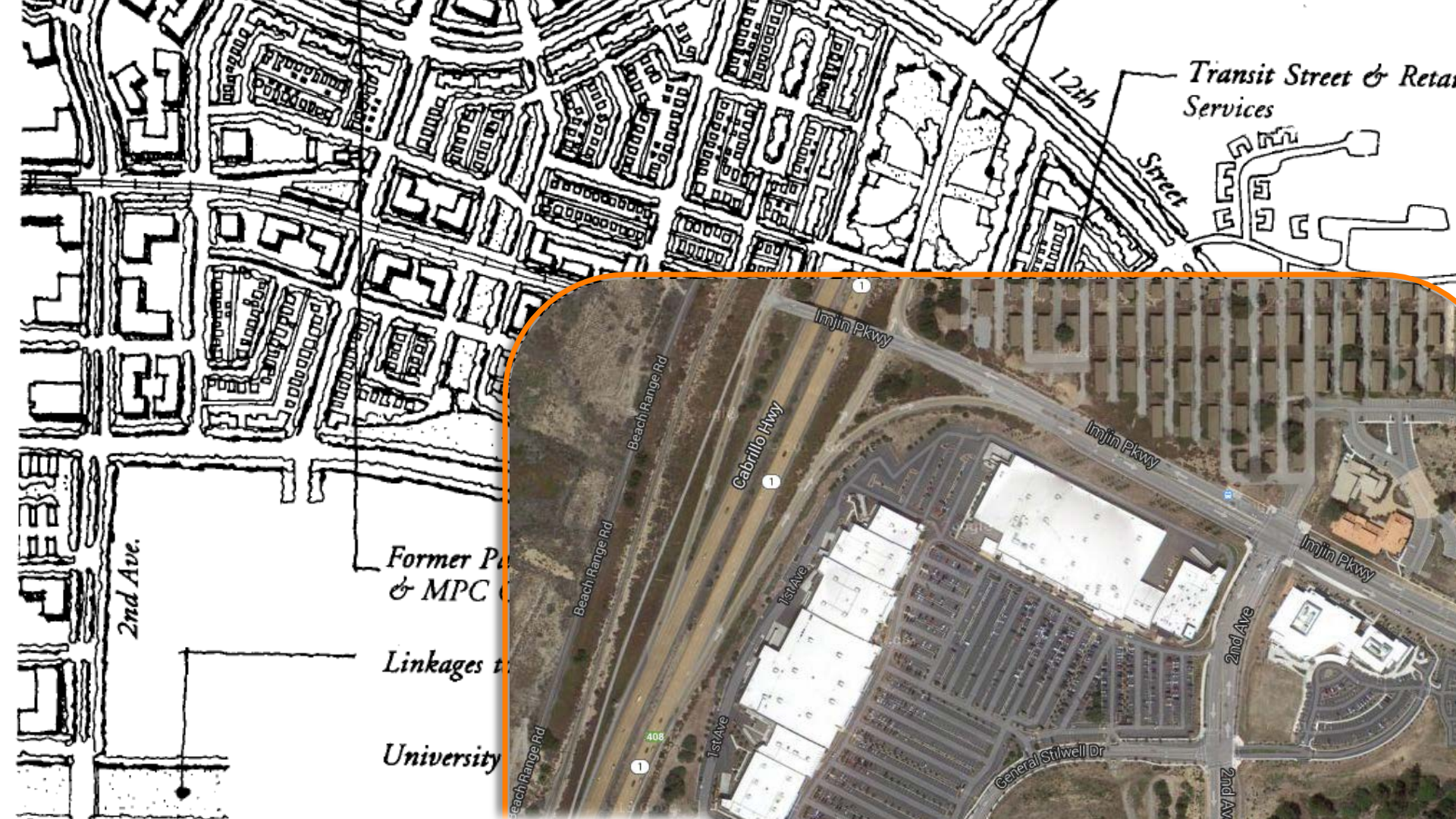
Former Parade Ground & MPC Campus

Linkages to CSUMB Campus

University Office Park/R & D District

*Marina Village Illustrative  
Housing / Retail / Office in Mixed Use Pattern*





12th Street

Transit Street & Retail Services

Street

Imjin Pkwy

Beach Range Rd

Cabrillo Hwy

Imjin Pkwy

Imjin Pkwy

Former P & MPC

Linkages to

University

2nd Ave.

1st Ave

2nd Ave

General Stilwell Dr

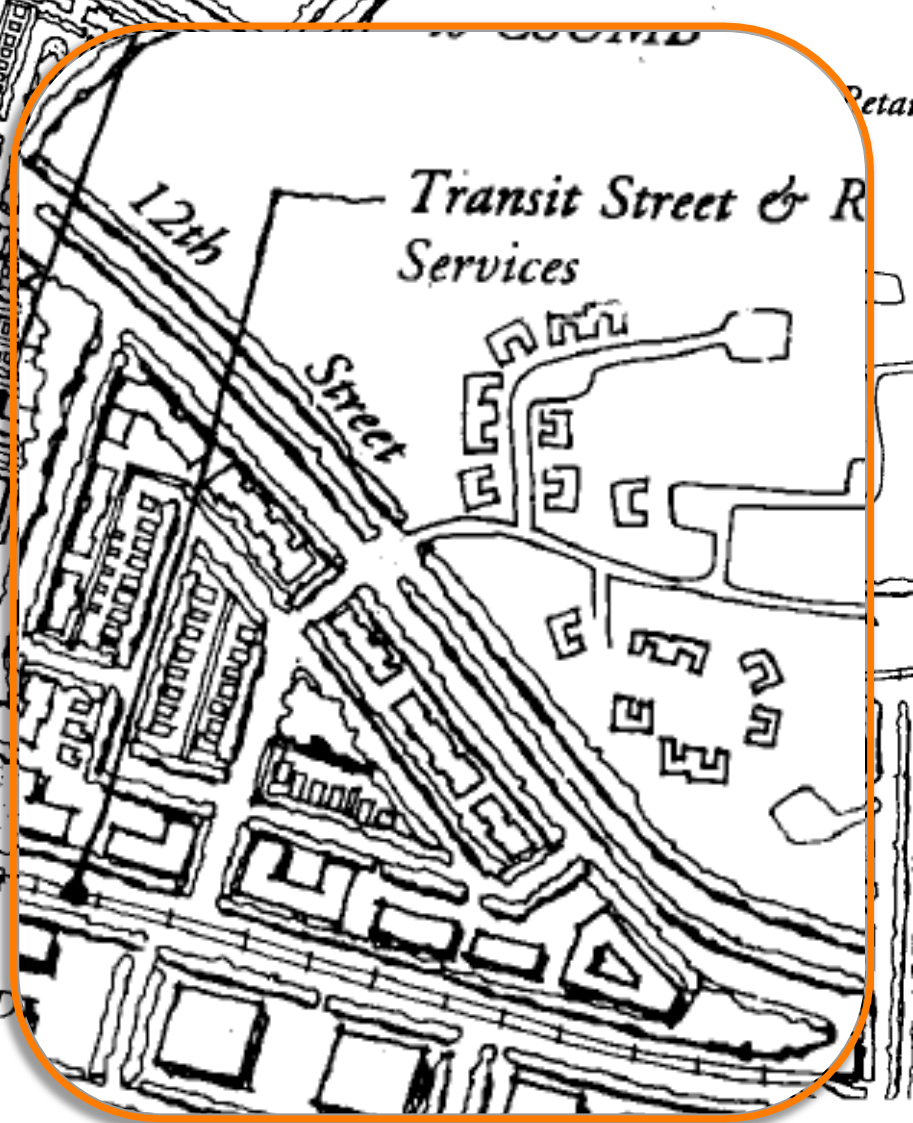
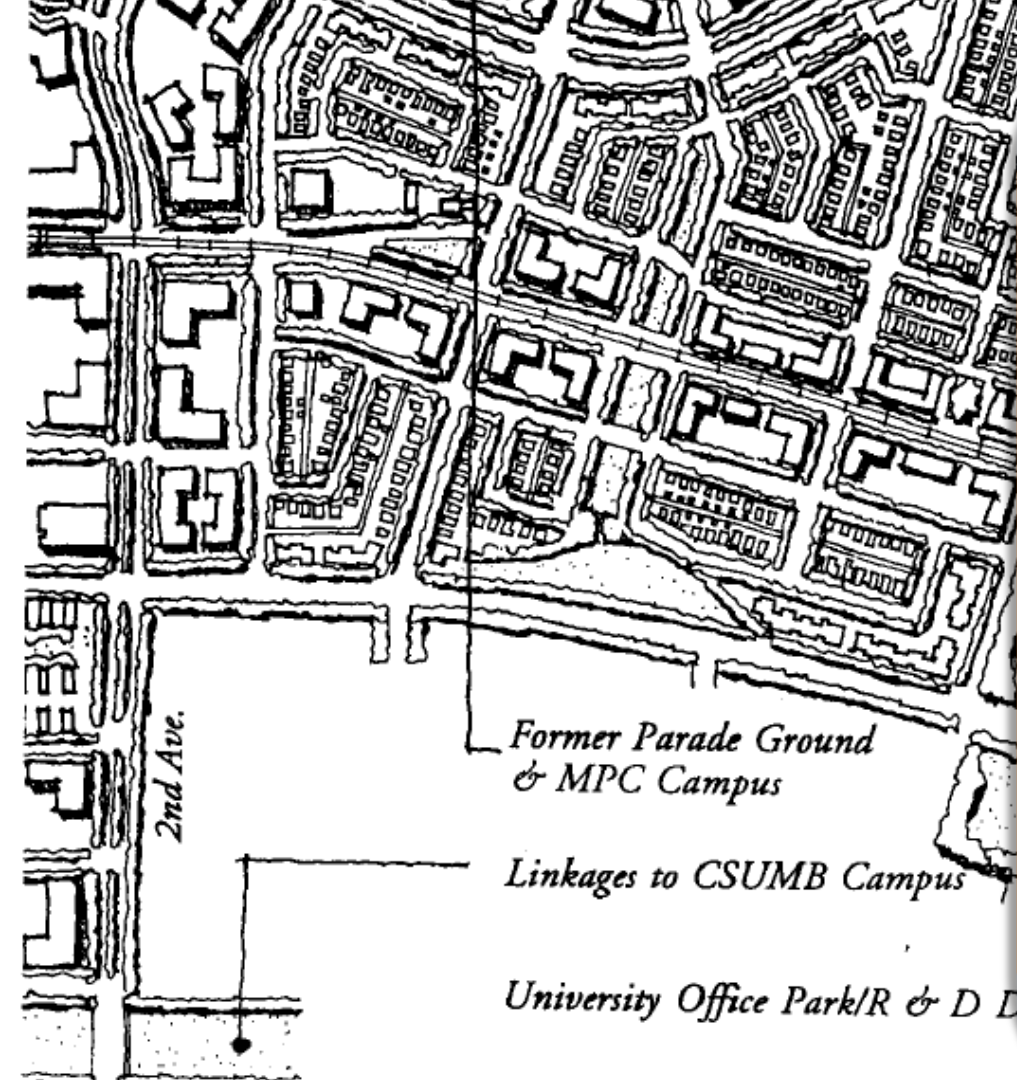
2nd Ave

10th St

10th St

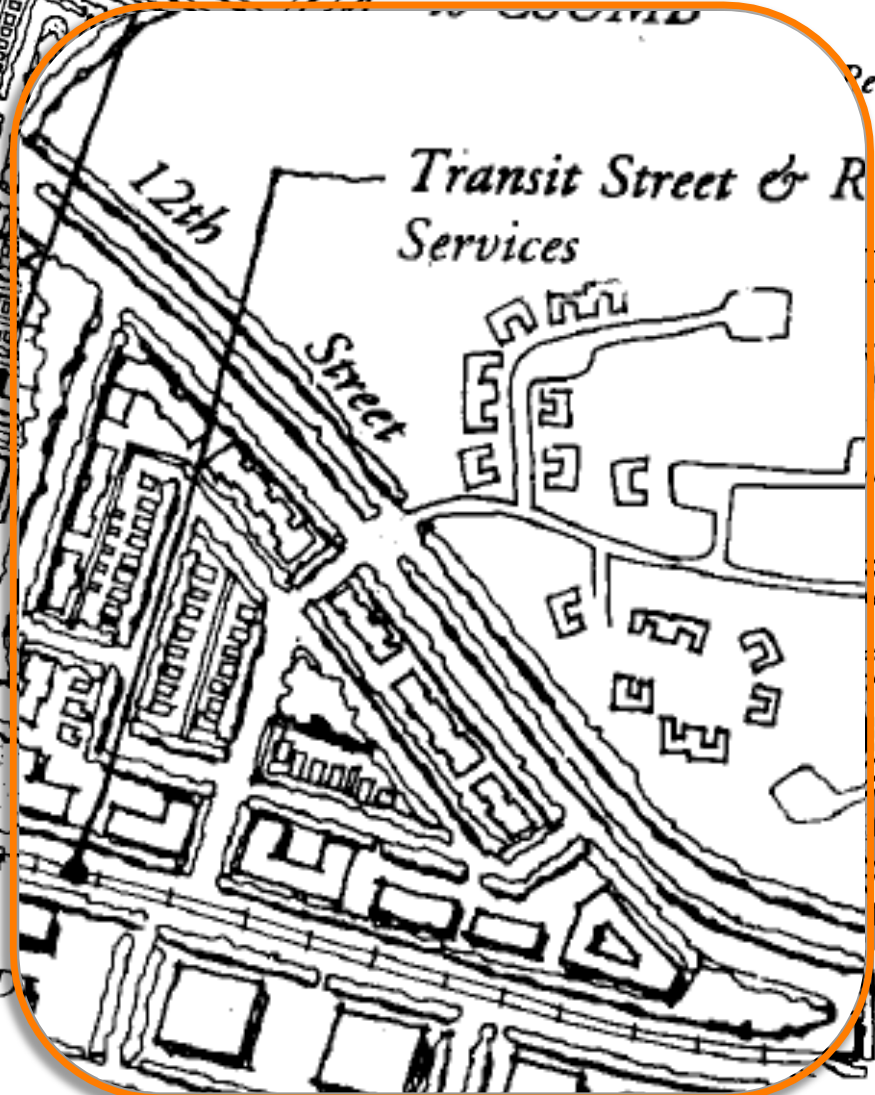
*Marina Village Illustrative  
Housing / Retail / Office in Mixed Use Pattern*





*Marina Village Illustrative  
Housing / Retail/Office in Mixed Use Pattern*





2nd Ar

Transit & R Services  
& MPC Campus

Linkages to CSUMB Campus

University Office Park/R & D D

*Marina Village Illustrative  
Housing / Retail/Office in Mixed Use Pattern*



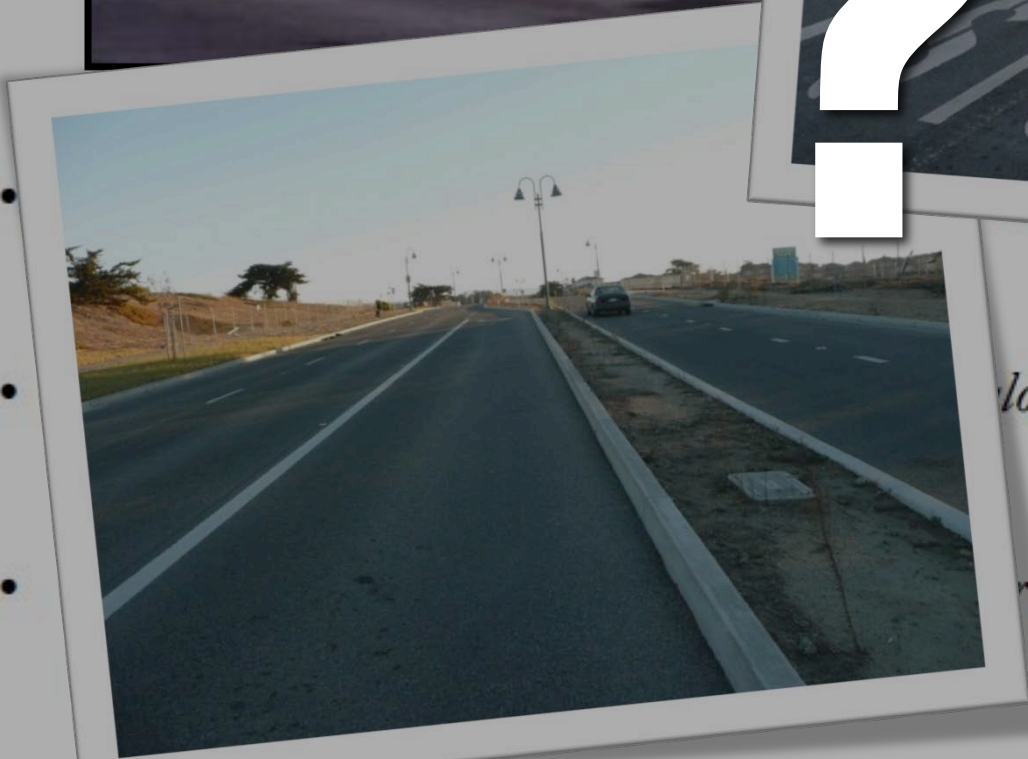
- *Ensure a high degree of connectivity and accessibility to CSUMB from the surrounding village centers, and vice versa.*
- *Locate concentrations of activity and density along future transit rights-of-way for efficient movement.*
- *Limit the scale, particularly the width, of major roadways to minimize barriers to movement and interaction within the community.*





*along future transit rights-of-way for*

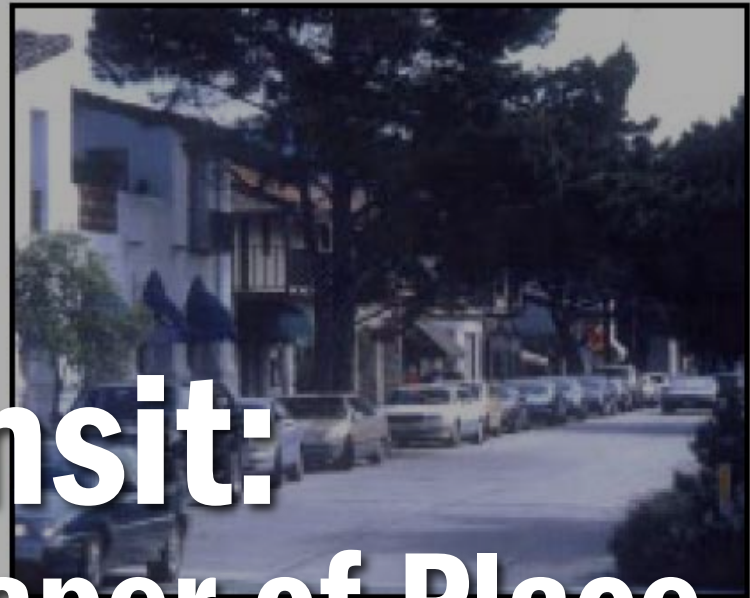
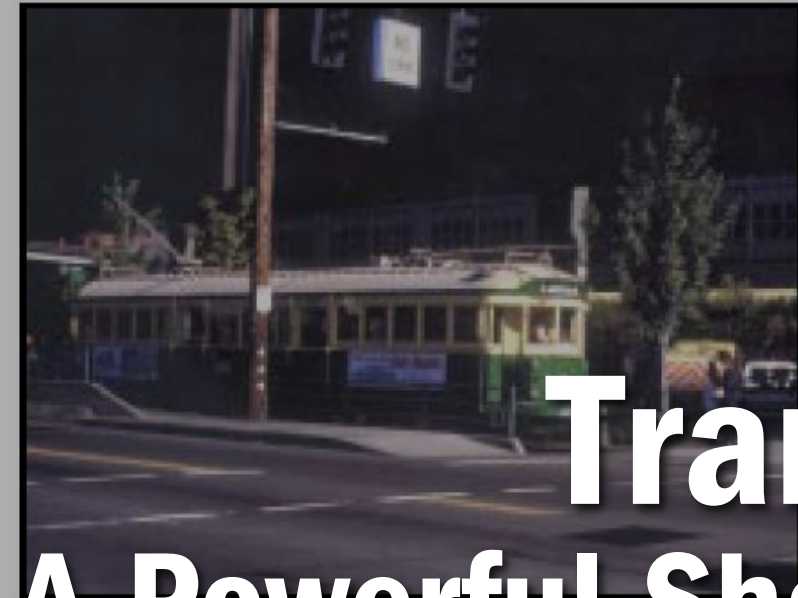
*roadways to minimize barriers to*



*long future transit rights-of-way for*

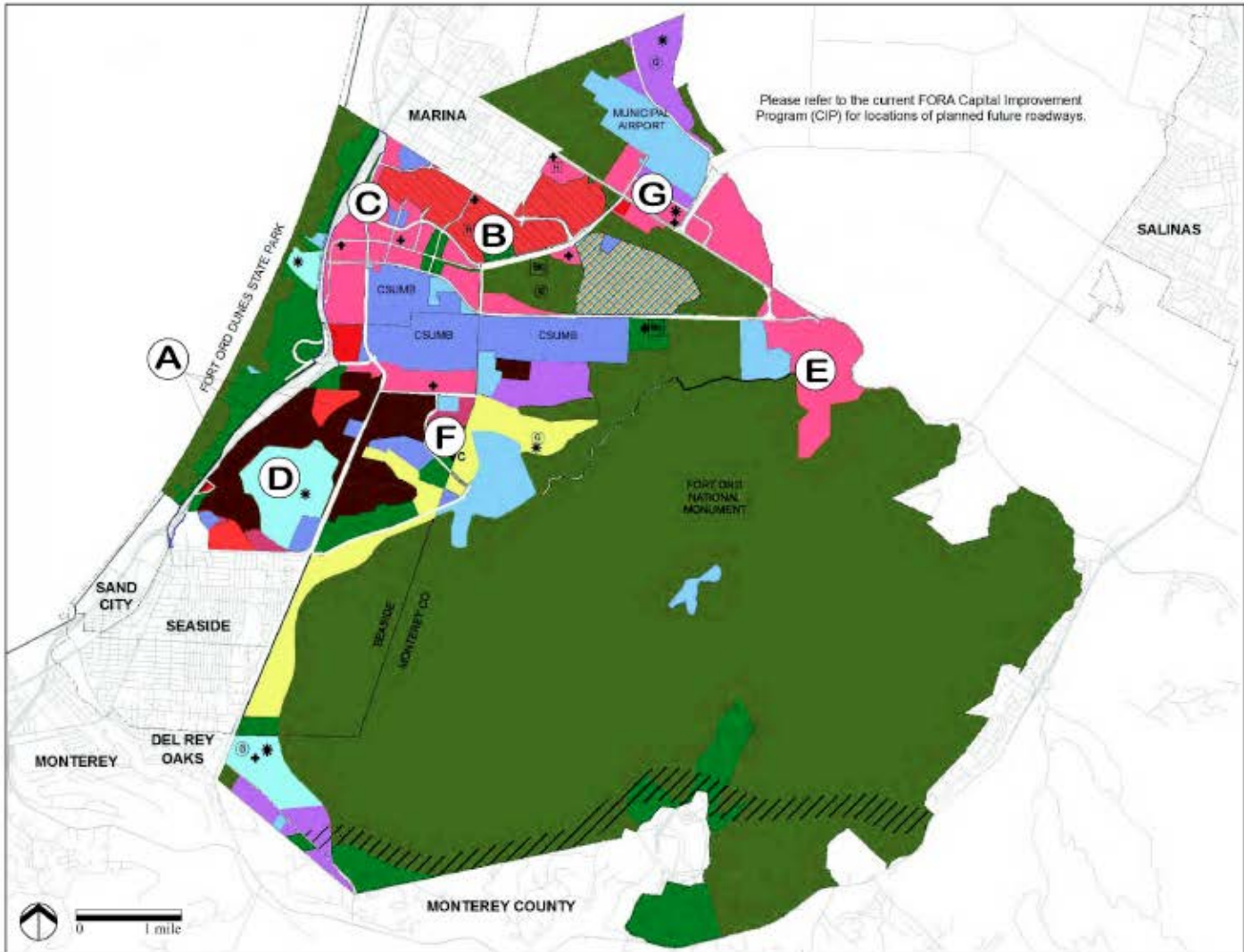
*roadways to minimize barriers to*





# Transit: A Powerful Shaper of Place...

- *Ensure a high degree of connectivity and accessibility to CSUMB from the surrounding village centers, and vice versa.*
- *Locate concentrations of activity and density along future transit rights-of-way for efficient movement.*
- *Limit the scale, particularly the width, of major roadways to minimize barriers to movement and interaction within the community.*



**Legend**

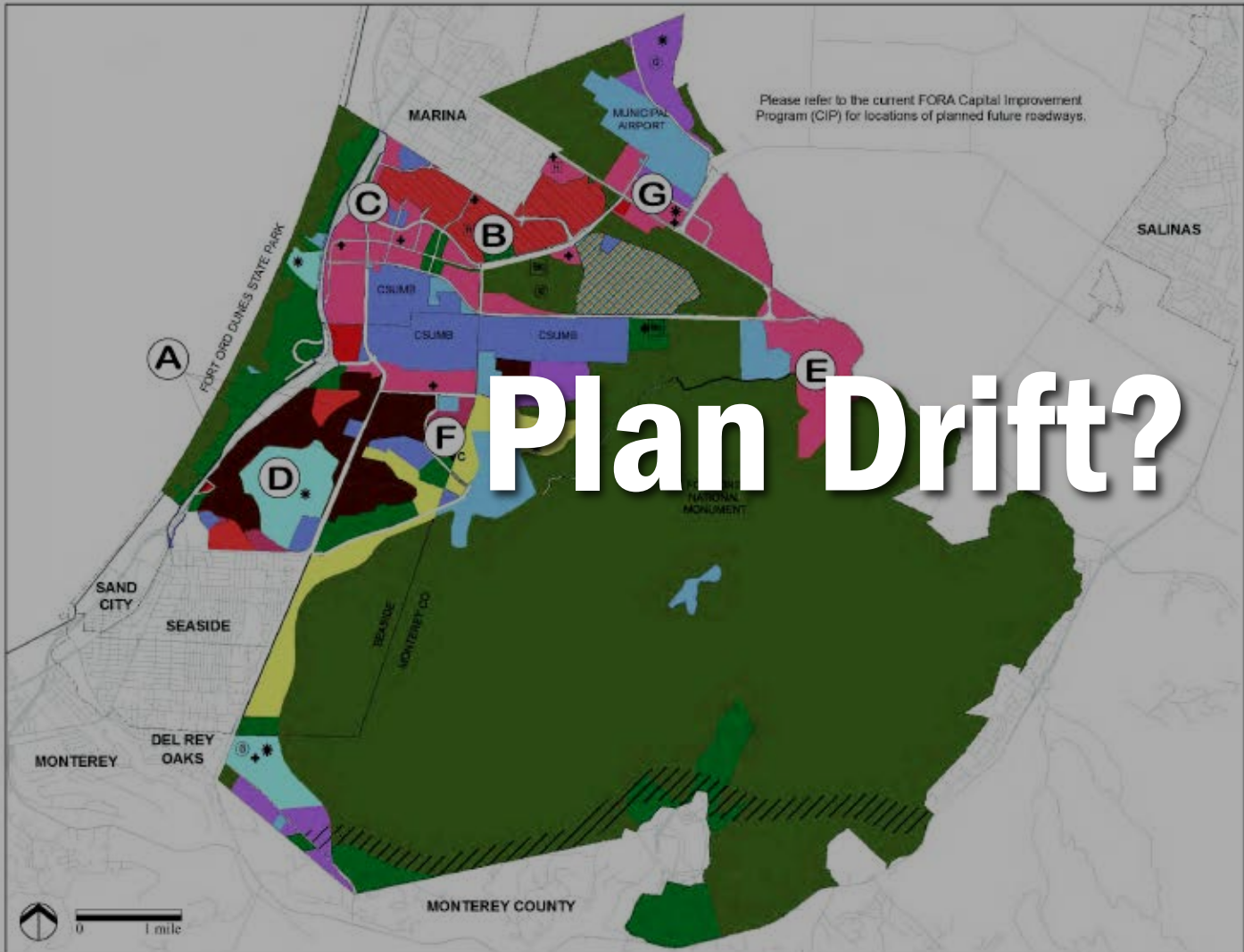
- SFD Low Density Residential
- SFD Medium Density Residential
- MFD High Density Residential
- Residential Infill Opportunities
- Highway 68 Bypass ROW; Development with Restrictions
- Planned Development Mixed Use District
- Business Park/Light Industrial, Office/R&D
- Convenience Retail
- Neighborhood Retail
- Regional Retail
- Visitor Serving
- G Golf Course Opportunity Site
- Hotel Opportunity Site
- Eq Equestrian Center Opportunity Site
- Open Space/Recreation
- Habitat Management
- School/University
- University Medium Density Residential
- H Alternative High School Sites
- Public Facility/Institutional
- Military Enclave
- VC Veterans Cemetery

**Map Description**

2012 Draft update to Figure 3.3-1 Land Use Concept Ultimate Development from the 1997 Fort Ord Base Reuse Plan.



# Plan Drift?



### Legend

- SFD Low Density Residential
- SFD Medium Density Residential
- MFD High Density Residential
- Residential Infill Opportunities
- Highway 68 Bypass ROW; Development with Restrictions
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- Public Facility/Institutional
- Military Enclave
- VC Veterans Cemetery

### Map Description

2012 Draft update to Figure 3.3-1 Land Use Concept Ultimate Development from the 1997 Fort Ord Base Reuse Plan.

# It happens all the time!



### Legend

- SFD Low Density Residential
- SFD Medium Density Residential
- MFD High Density Residential
- Residential Infill Opportunities
- Highway 68 Bypass ROW; Development with Restrictions
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### Map Description

2012 Draft update to Figure 3.3-1 Land Use Concept Ultimate Development from the 1997 Fort Ord Base Reuse Plan.





**Legend**

- SFD Low Density Residential
- SFD Medium Density Residential
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- Residential Infill Opportunities
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**Map Description**

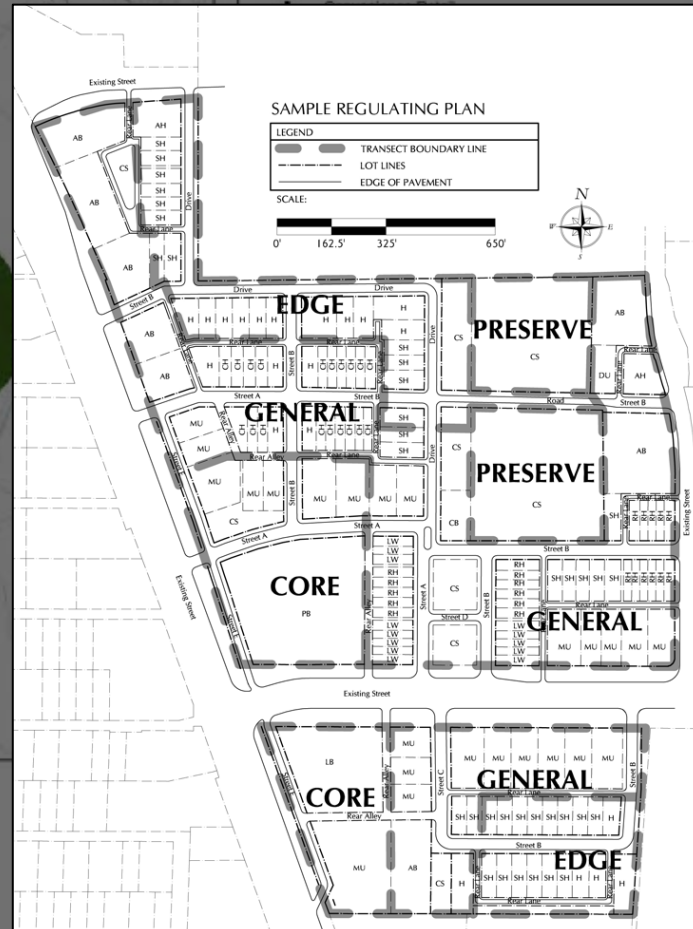
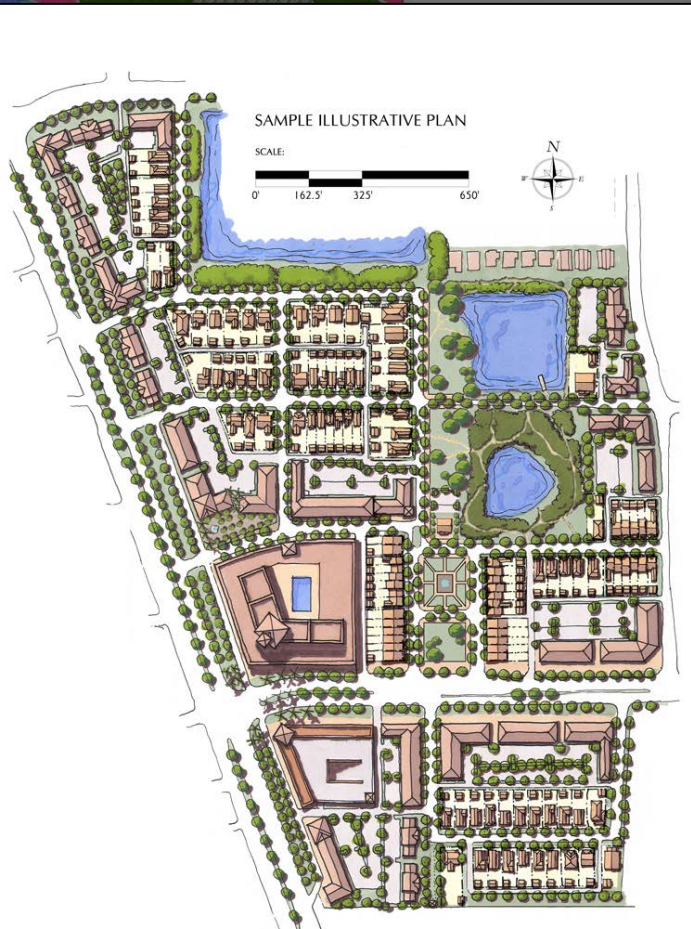
2012 Draft update to Figure 3.3-1 Land Use Concept Ultimate Development from the 1997 Fort Ord Base Reuse Plan.



Please refer to the current FORA Capital Improvement Program (CIP) for locations of planned future roadways.

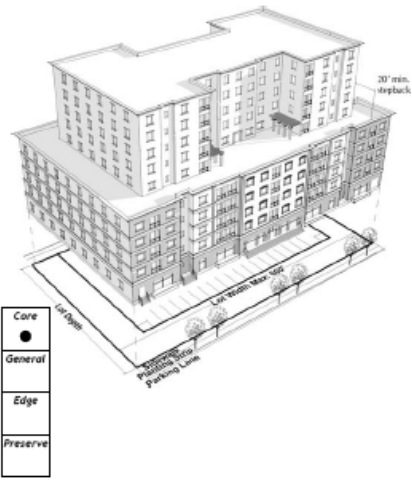
### Legend

- SFD Low Density Residential
- SFD Medium Density Residential
- MFD High Density Residential
- Residential Infill Opportunities
- Highway 68 Bypass ROW; Development with Restrictions
- Planned Development Mixed Use District
- Business Park/Light Industrial, Office/R&D





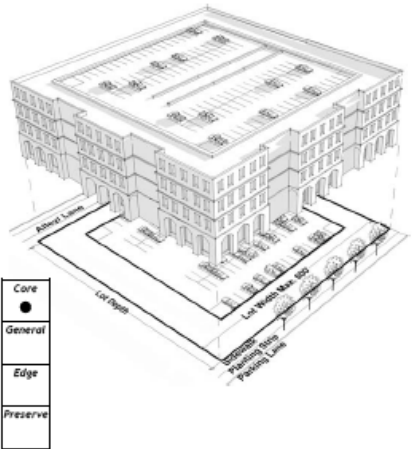
**Pedestal Building Lot (PB):**



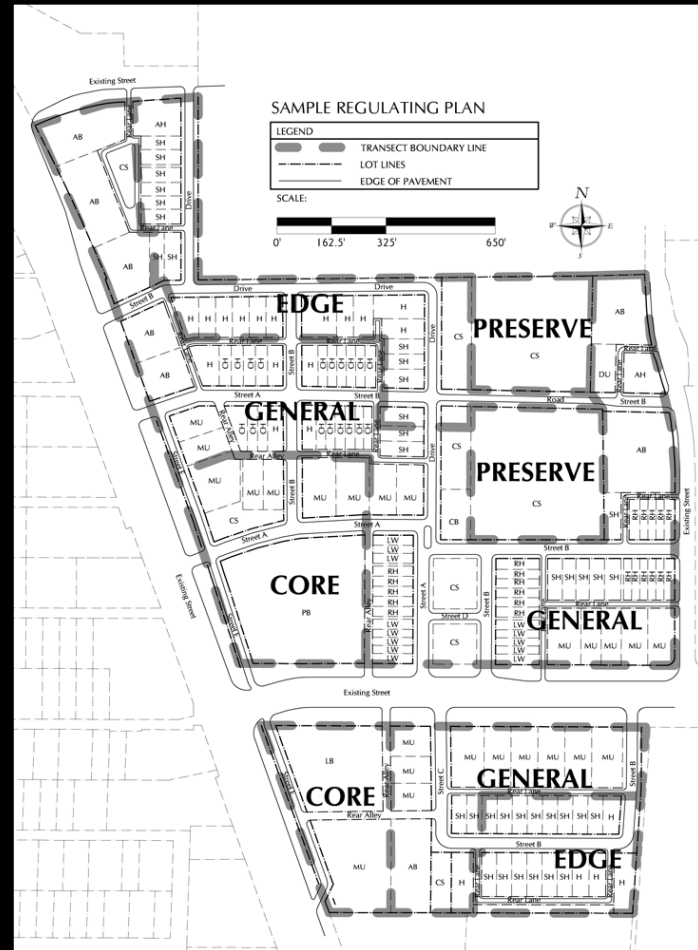
**Character Examples:**



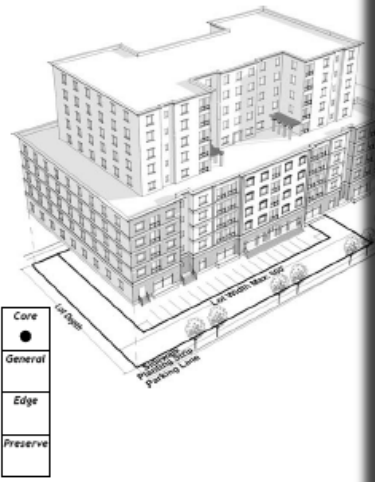
**Lined Building Lot (LB):**



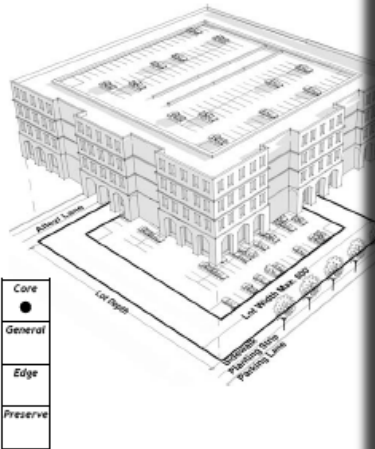
**Character Examples:**



**Pedestal Building Lot (PB):**



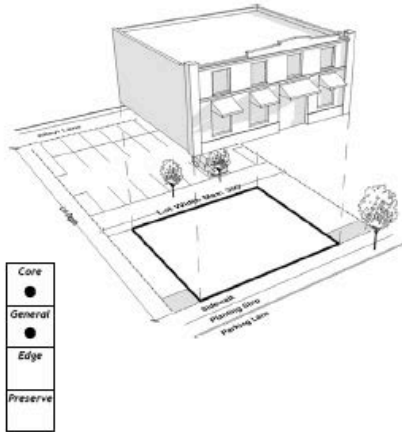
**Lined Building Lot (LB):**



Section 6.11.5.d

Article 6. District Development Review Standards

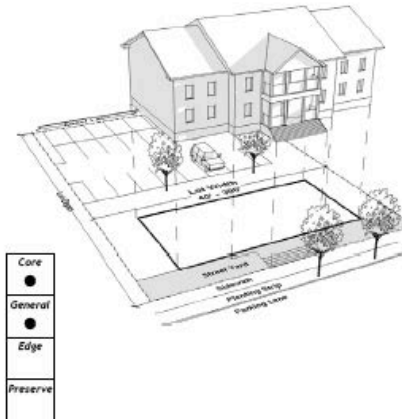
**Mixed-Use Building Lot (MU):**



**Character Examples:**



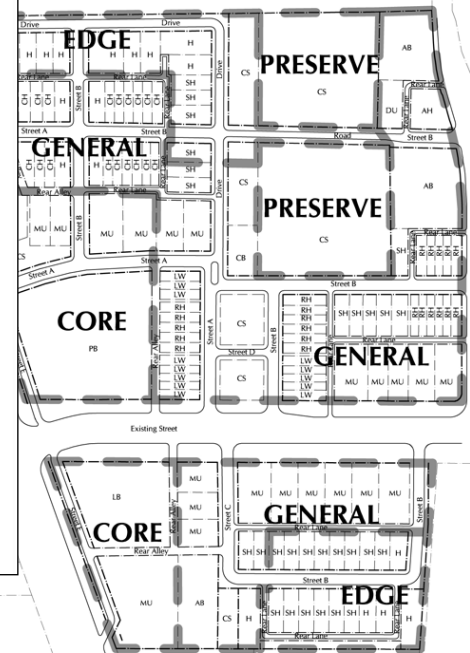
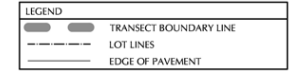
**Apartment Building Lot (AB):**



**Character Examples:**

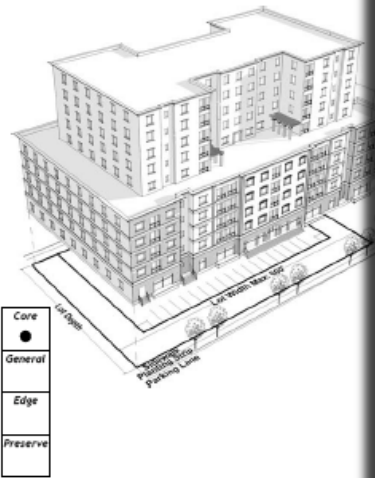


SAMPLE REGULATING PLAN





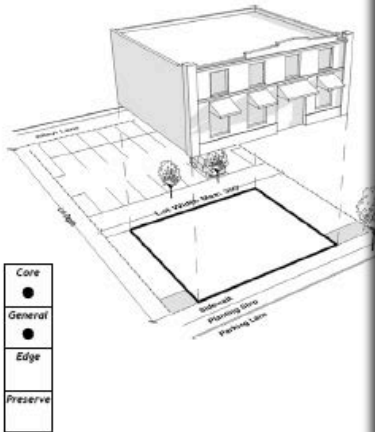
**Pedestal Building Lot (PB):**



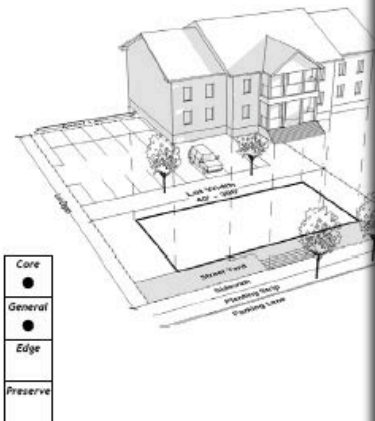
**Lined Building Lot (LB):**



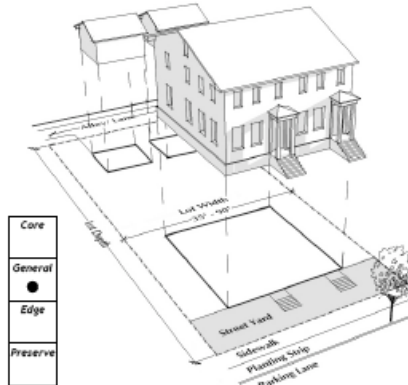
**Mixed-Use Building Lot (MU):**



**Apartment Building Lot (AB):**



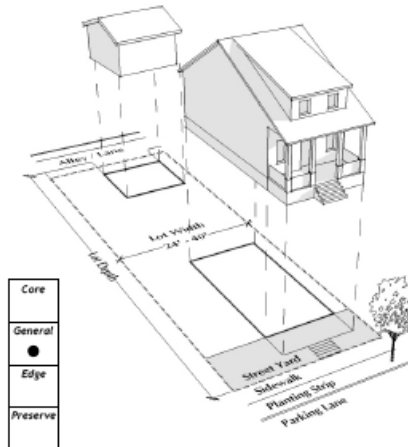
**Duplex Lot (DU):**



**Character Examples:**



**Cottage House Lot (CH):**

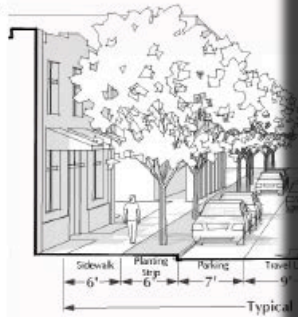


**Character Examples:**



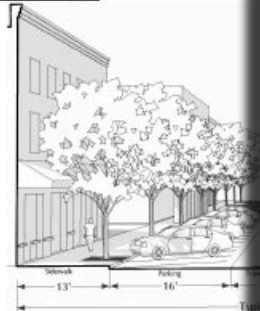
**Street B:**

- Core
- General ●
- Edge ●
- Preserve



**Street C (angle parking):**

- Core
- General ●
- Edge ●
- Preserve



**Street D (one way):**

- Core
- General ●
- Edge ●
- Preserve



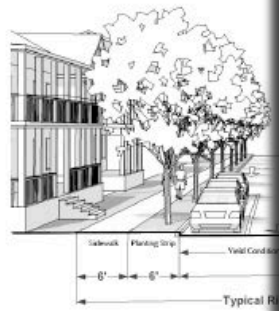
**Street E (access street):**

- Core
- General ●
- Edge ●
- Preserve



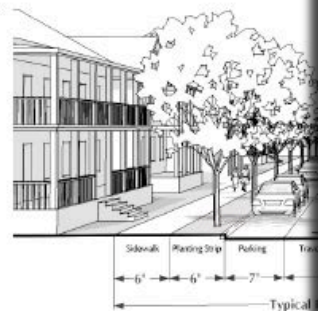
**Street F:**

- Core
- General ●
- Edge ●
- Preserve



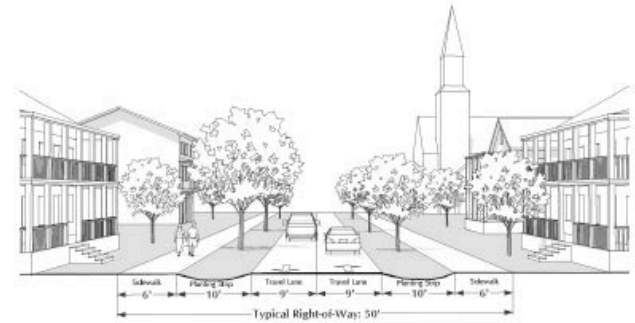
**Drive:**

- Core
- General ●
- Edge ●
- Preserve



**Road:**

- Core
- General
- Edge ●
- Preserve



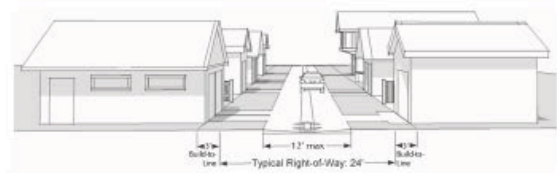
**Rear Alley:**

- Core
- General ●
- Edge ●
- Preserve



**Rear Lane:**

- Core
- General ●
- Edge ●
- Preserve





Street B:

- Core
- General ●
- Edge ●
- Preserve



Street C (angle parking):

- Core
- General ●
- Edge ●
- Preserve



Street D (one way):

- Core
- General ●
- Edge ●
- Preserve



Street E (access street):

- Core
- General ●
- Edge ●
- Preserve



Street F:

- Core
- General ●
- Edge ●
- Preserve



Drive:

- Core
- General ●
- Edge ●
- Preserve



Road:

- Core
- General
- Edge ●
- Preserve



Alley:

- Core
- General ●
- Edge ●
- Preserve



Rear Lane:

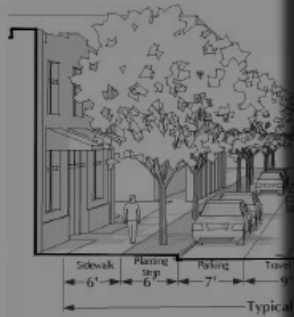
- Core
- General ●
- Edge ●
- Preserve



It's a kit of parts

Street B:

- Core
- General ●
- Edge ●
- Preserve



Street C (angle parking):

- Core ●
- General ●
- Edge
- Preserve



Street D (one way):

- Core ●
- General ●
- Edge ●
- Preserve



Street E (access street):

- Core ●
- General ●
- Edge ●
- Preserve



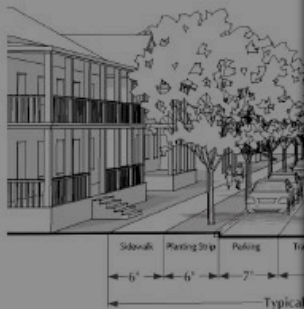
Street F:

- Core ●
- General ●
- Edge ●
- Preserve



Drive:

- Core ●
- General ●
- Edge ●
- Preserve



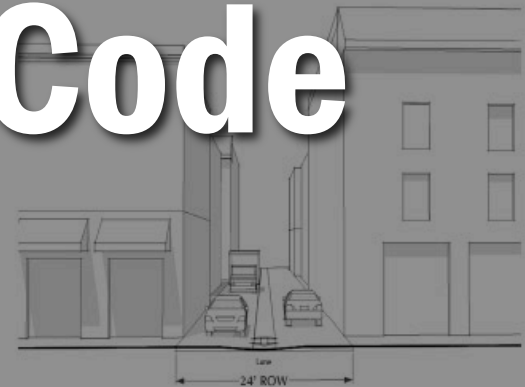
Road:

- Core
- General ●
- Edge ●
- Preserve



Rear Lane:

- Core ●
- General ●
- Edge ●
- Preserve



Rear Lane:

- Core ●
- General ●
- Edge ●
- Preserve



It's called a Form-Based Code



# **3. Discuss**

## **Ways to Do Better**

# **Design Principles:**

- 1. Create a unique identity for the new community around the educational institutions.**
- 2. Reinforce the natural landscape setting consistent with Peninsula character.**
- 3. Establish a mixed-use development pattern with villages as focal points.**
- 4. Establish diverse neighborhoods as the building blocks of the community.**
- 5. Encourage sustainable practices and environmental conservation.**
- 6. Adopt regional urban design guidelines.**



# **Design Principles:**

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- 5. Encourage sustainable practices and environmental conservation.**
- 6. Adopt regional urban design guidelines.**

# **The Dirty Secret About Regional Plans...**



**They fail to link to  
zoning**

**They're mostly about  
"Dialing for Dollars"**



# Trafficware<sup>®</sup>

## Synchro 7



SYNCHRO 7 © 2005 International Inc., WA, USA - 100526P-200507

File Edit View Database Help Call Help Help Help Help Help Help

Project: [N:\PROJECTS\GSA\SYNCHRO\SYNCHRO\FILE\STATMAP\VIEW\STATMAP\_2005.LUP]

Scenario: [PROJECT02 - [July 2005 PM Peak 15:2]]

Source: [SYNCHRO 7 - [July 2005 PM Peak 15:2]]

Map: [SYNCHRO 7 - [July 2005 PM Peak 15:2]]

View: [SYNCHRO 7 - [July 2005 PM Peak 15:2]]

Map - 3D PREVIEW

LINK	TYPE	TRAVEL	MODE	TRV4	LANE	USE	EXP_14	EXP_100
18012-1	0.01	Active	3P	2.0	E	R	1500	2000
18012-2	0.01	Active	3P	2.0	E	R	1500	2000
18012-3	0.01	Active	3P	2.0	E	R	1500	2000
18012-4	0.01	Active	3P	2.0	E	R	1500	2000
18012-5	0.01	Active	3P	2.0	E	R	1500	2000
18012-6	0.01	Active	3P	2.0	E	R	1500	2000
18012-7	0.01	Active	3P	2.0	E	R	1500	2000
18012-8	0.01	Active	3P	2.0	E	R	1500	2000
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18012-11	0.01	Active	3P	2.0	E	R	1500	2000
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18012-74	0.01	Active	3P	2.0	E	R	1500	2000
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18012-77	0.01	Active	3P	2.0	E	R	1500	2000
18012-78	0.01	Active	3P	2.0	E	R	1500	2000
18012-79	0.01	Active	3P	2.0	E	R	1500	2000
18012-80	0.01	Active	3P	2.0	E	R	1500	2000

3D Viewer 7 - Demo 3D

File Window Help

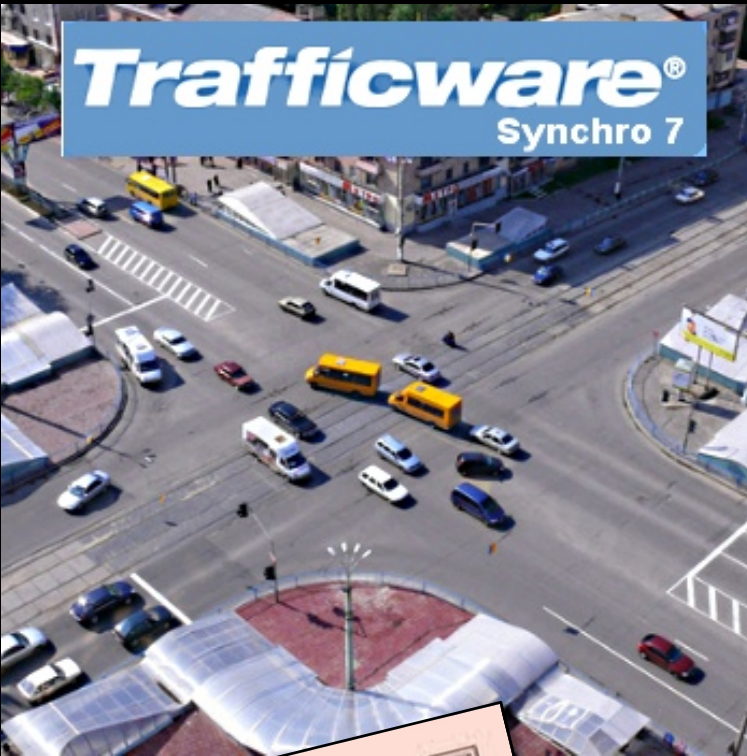
Playback Time: 7:00:00 7:00:05 7:00:10

Map: [Scene]

Tour: [Tour]

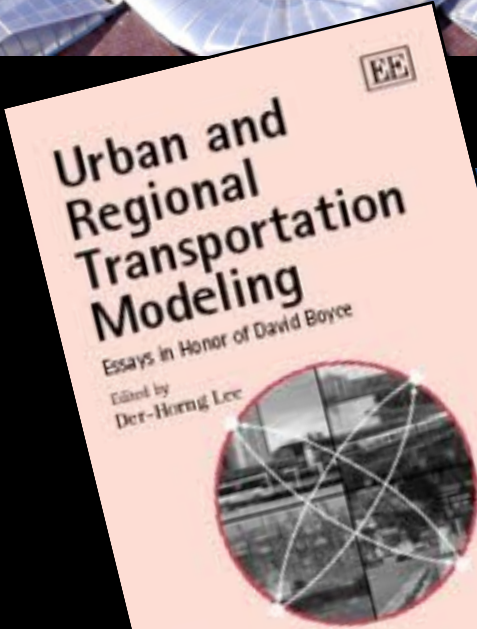
Models: [Add Model]

# Trafficware® Synchro 7



The screenshot displays the Trafficware Synchro 7 software interface. The top window shows a network diagram with various nodes and links, representing a transportation network. The bottom window displays a data table with columns for various parameters:

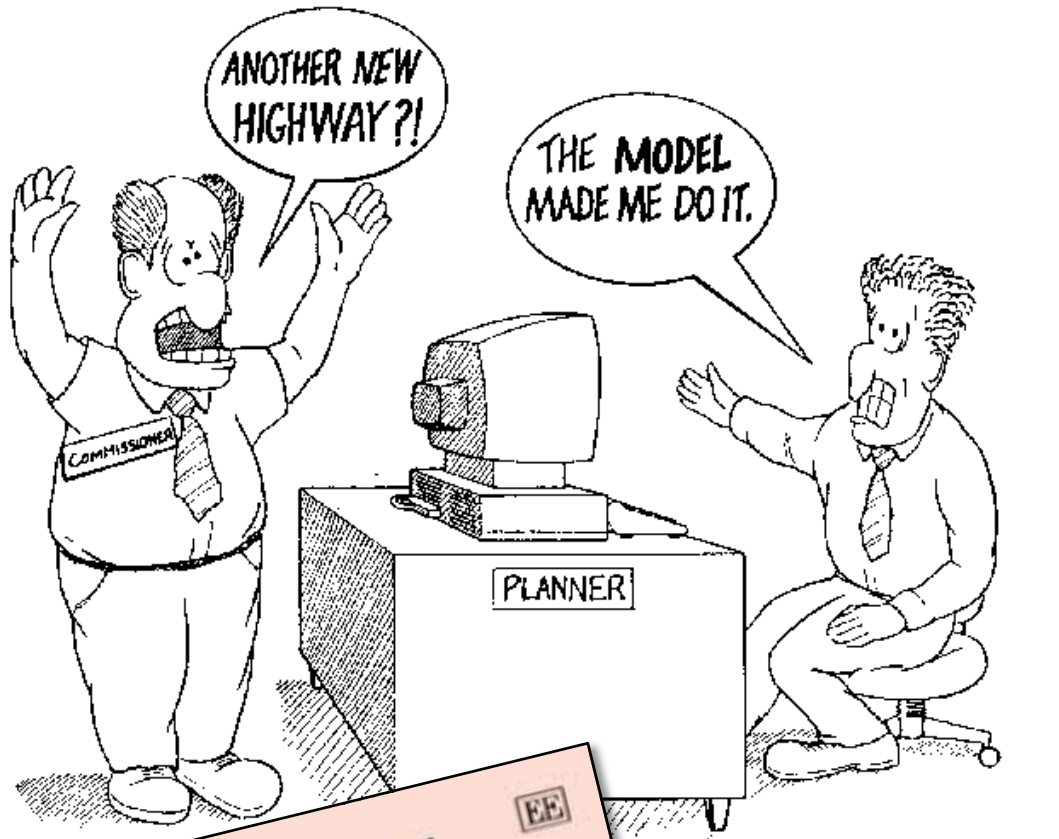
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18114	1	0.43	Autoc	90	2.0	E	1.000	2000	
18115	4	0.74	Autoc	60	2.0	E	1.000	2000	
18116	3	0.44	Autoc	90	2.0	E	1.000	2000	
18117	4	0.83	Autoc	18	2.0	E	1.000	2000	
18118	3	0.49	Autoc	60	2.0	E	1.000	2000	
18119	3	0.39	Autoc	18	2.0	E	1.000	2000	
18120	3	0.83	Autoc	60	2.0	E	1.000	2000	
18121	3	0.83	Autoc	90	2.0	E	1.000	2000	
18122	15	0.87	Autoc	90	2.0	E	1.000	2000	
18123	15	0.87	Autoc	90	2.0	E	1.000	2000	
18124	15	0.81	Autoc	90	2.0	E	1.000	2000	
18125	15	0.81	Autoc	90	2.0	E	1.000	2000	
18126	15	0.42	Autoc	60	2.0	E	1.000	2000	
18127	15	0.29	Autoc	90	2.0	E	1.000	2000	
18128	15	0.41	Autoc	90	2.0	E	1.000	2000	
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18130	15	0.81	Autoc	90	2.0	E	1.000	2000	
18131	15	0.81	Autoc	90	2.0	E	1.000	2000	
18132	15	0.42	Autoc	60	2.0	E	1.000	2000	
18133	15	0.49	Autoc	90	2.0	E	1.000	2000	
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18000	18	0.87	Autob	30	2.0	N	L	18000	2000
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18440	18	0.41	Autob	30	2.0	N	L	18000	2000
18450	18	0.41	Autob	30	2.0	N	L	18000	2000
18460	18	0.41	Autob	30	2.0	N	L	18000	2000
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18490	18	0.41	Autob	30	2.0	N	L	18000	2000
18500	18	0.41	Autob	30	2.0	N	L	18000	2000

**Urban and Regional Transportation Modeling**  
 Essays in Honor of David Boyce  
 Edited by Der-Hong Lee













# New Roadway Facilities



N. Cattlemen Road (from University Pkwy to DeSoto Road)

N. Cattlemen Road & DeSoto Road Intersection

N. Cattlemen Road (from DeSoto Road to Richardson Road)

DeSoto Road (from Honore Avenue to N. Cattlemen Road)



Total  
Estimated Cost

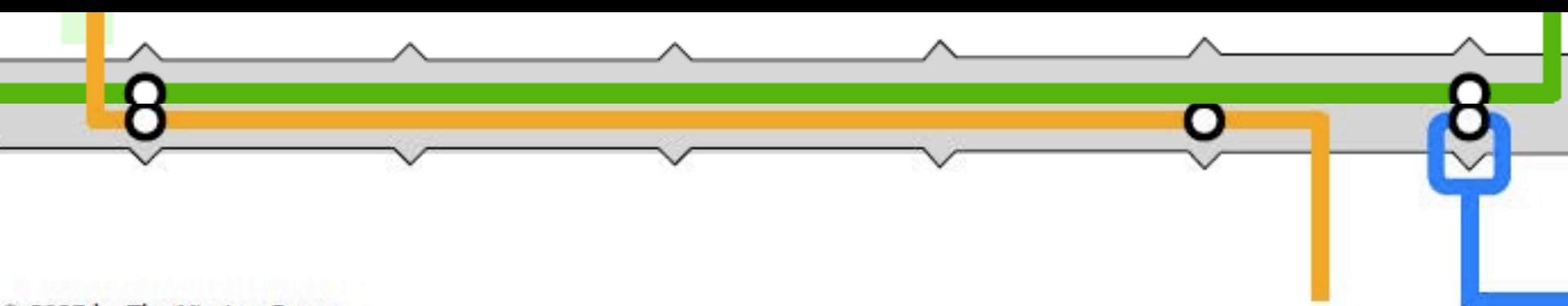
**\$38,050,000**

Right of Way \$5,000,000  
Construction \$33,500,000



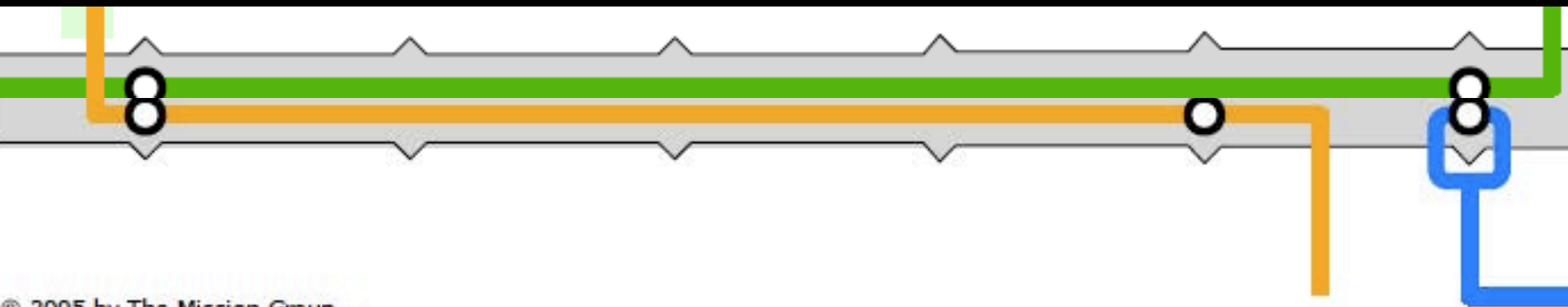




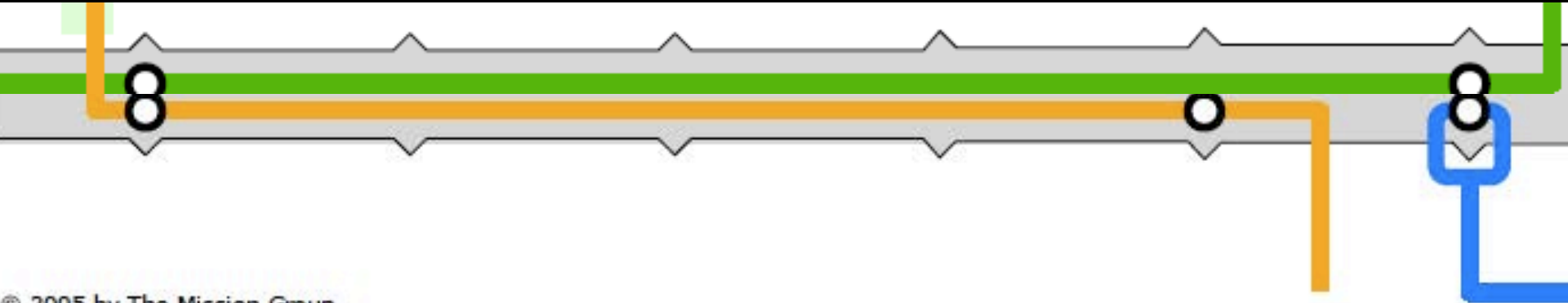
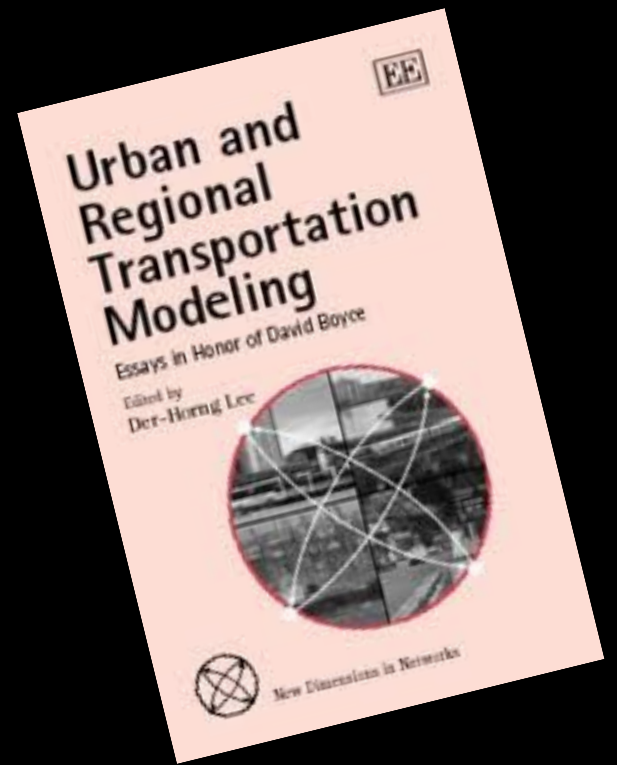


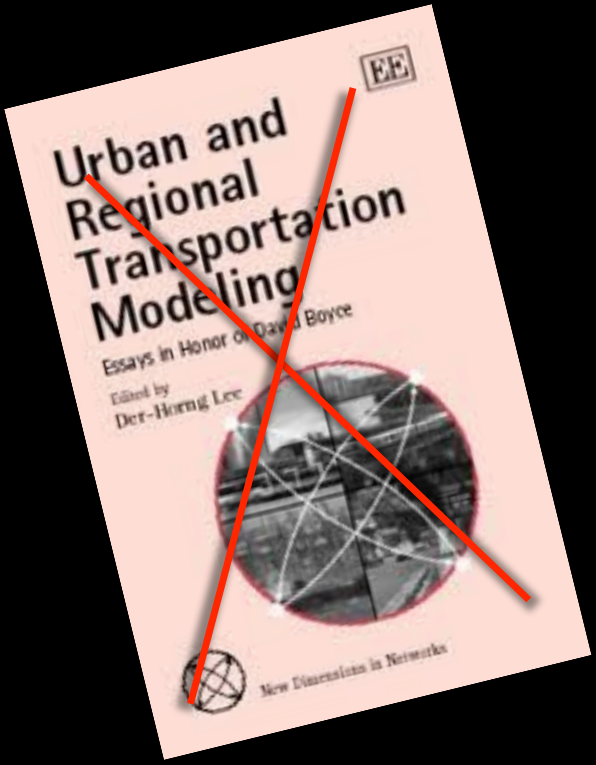


Washington, DC

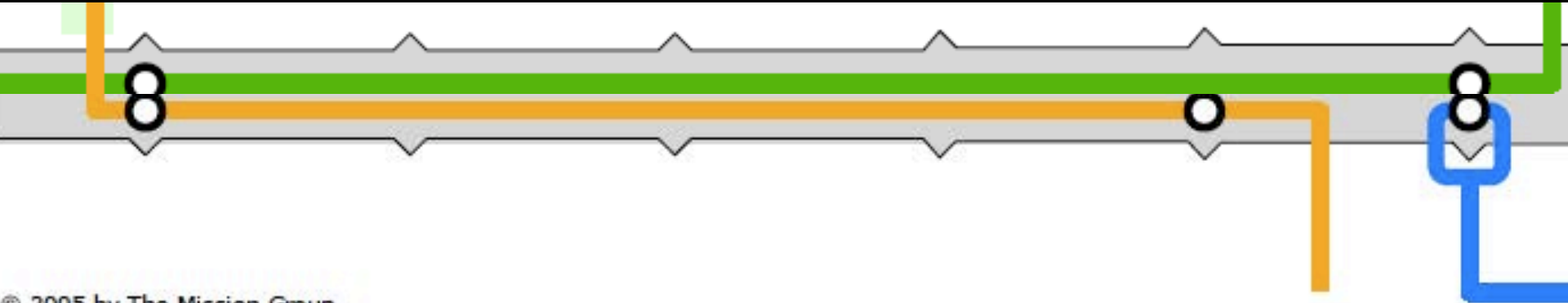








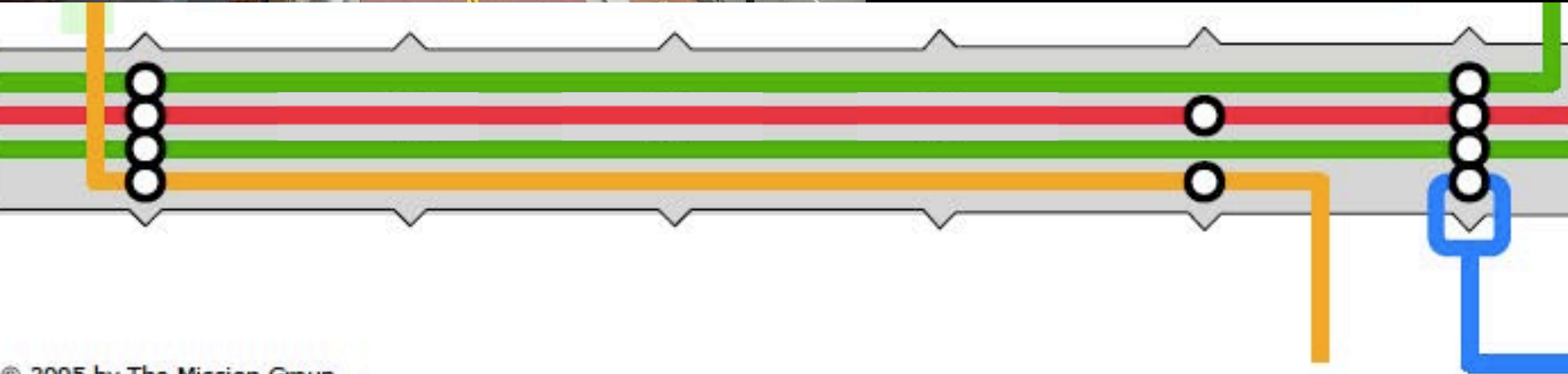
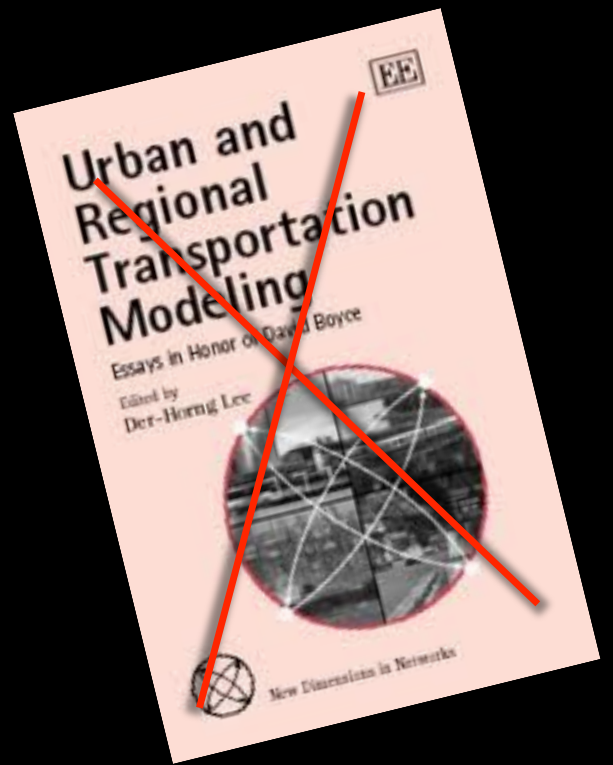
Washington, DC





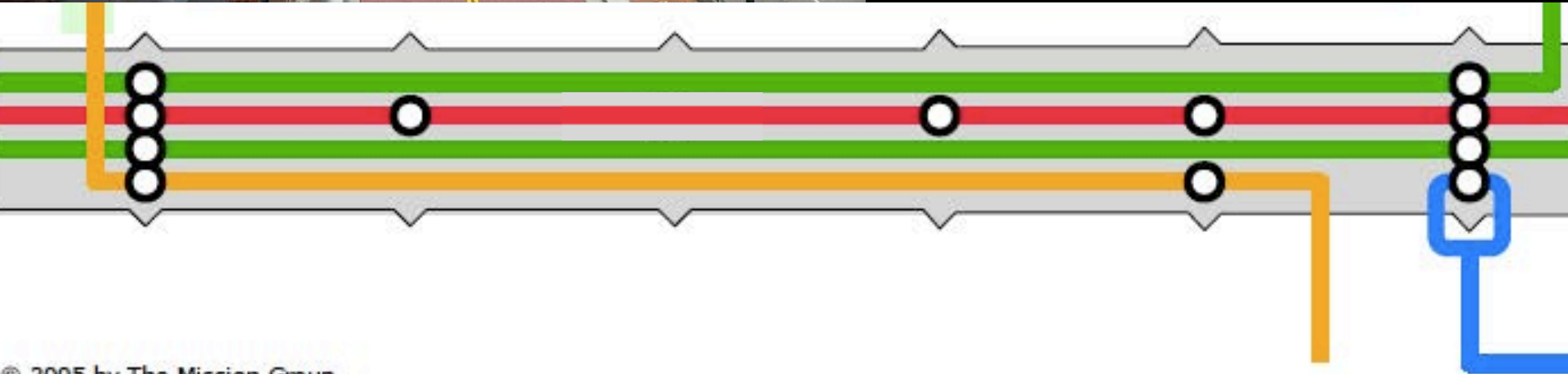
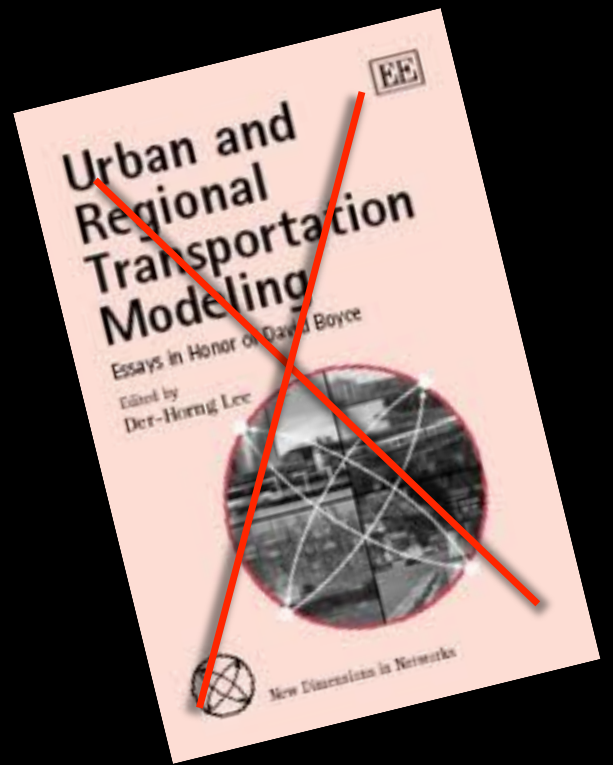


Washington, DC





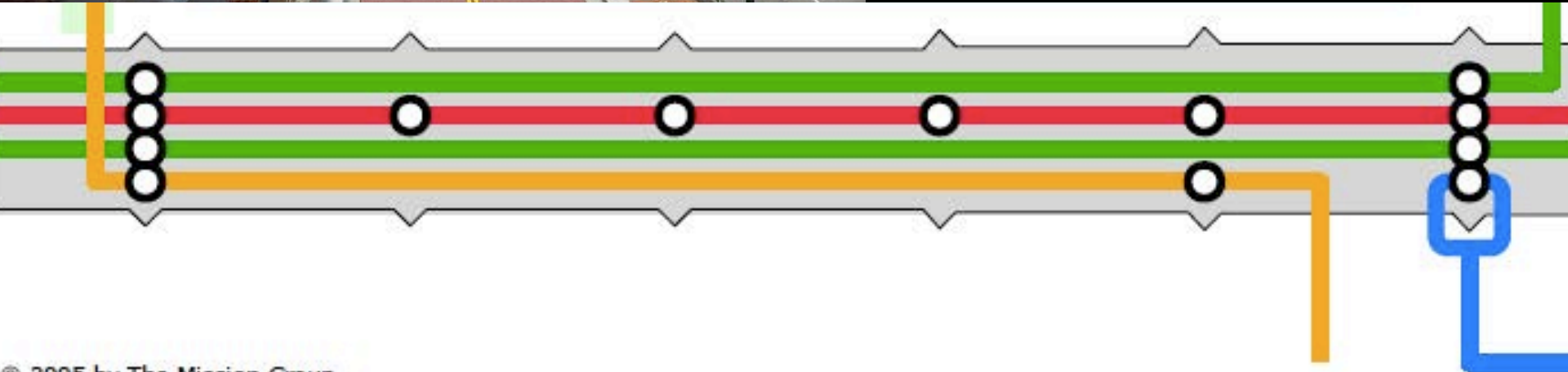
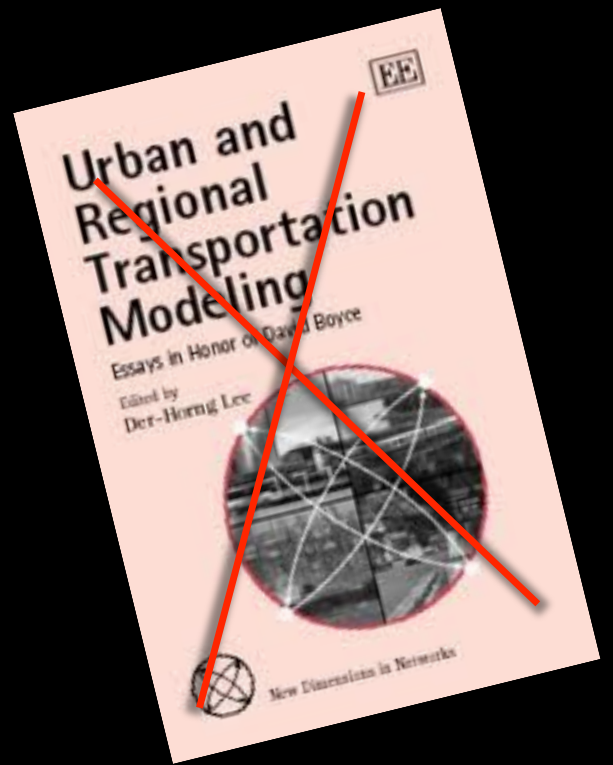
Washington, DC



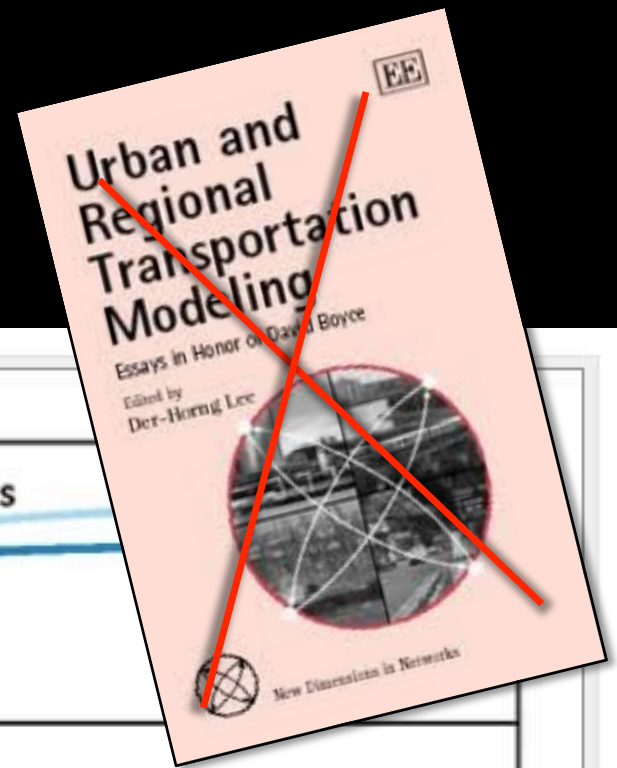
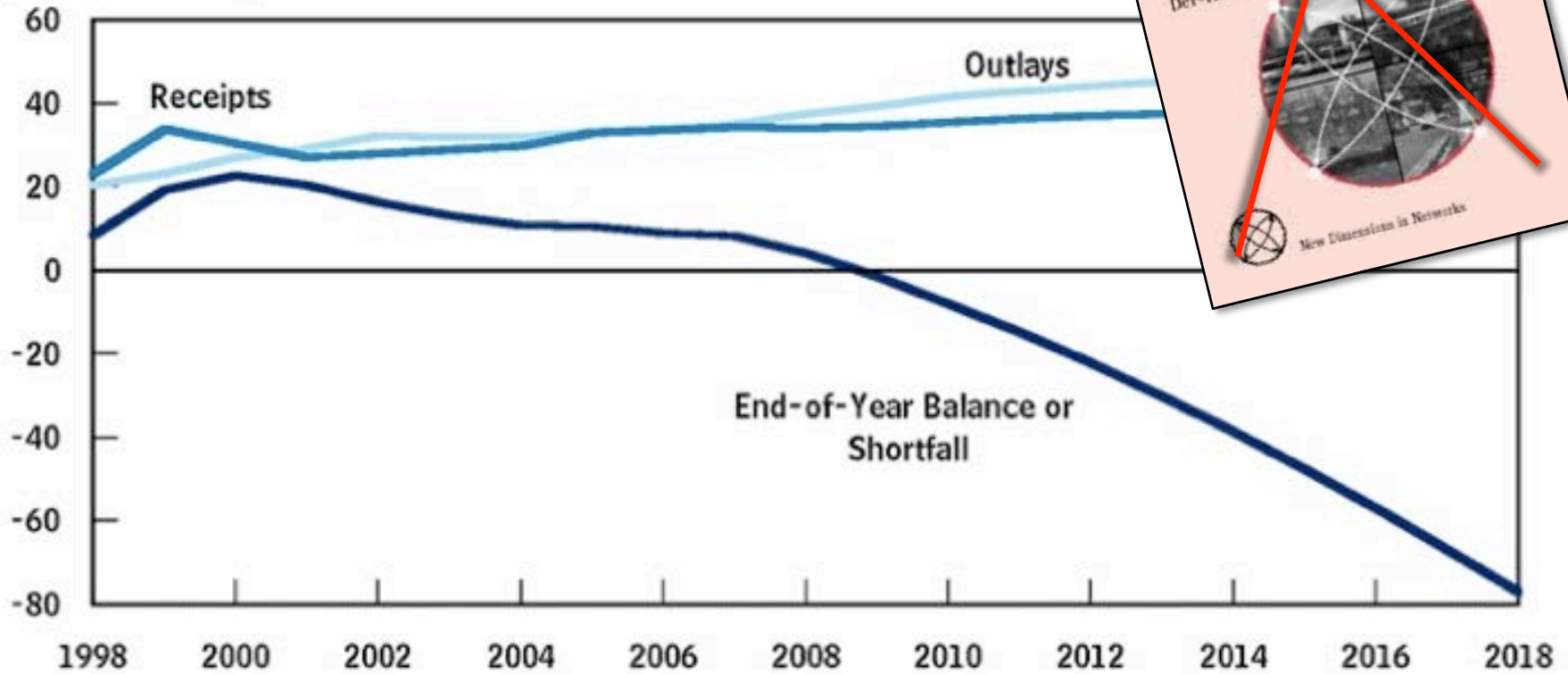




Washington, DC



(Billions of dollars)

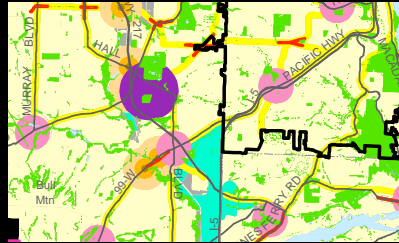


The bad news about the Highway Trust Fund: Gas tax receipts aren't keeping up with spending levels, leading to a shortfall that gets bigger each year. Source: [Congressional Budget Office](#)



















# The new kind of regional plan has a lot of dots

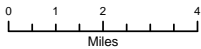




# Metro 2040 Concept Map

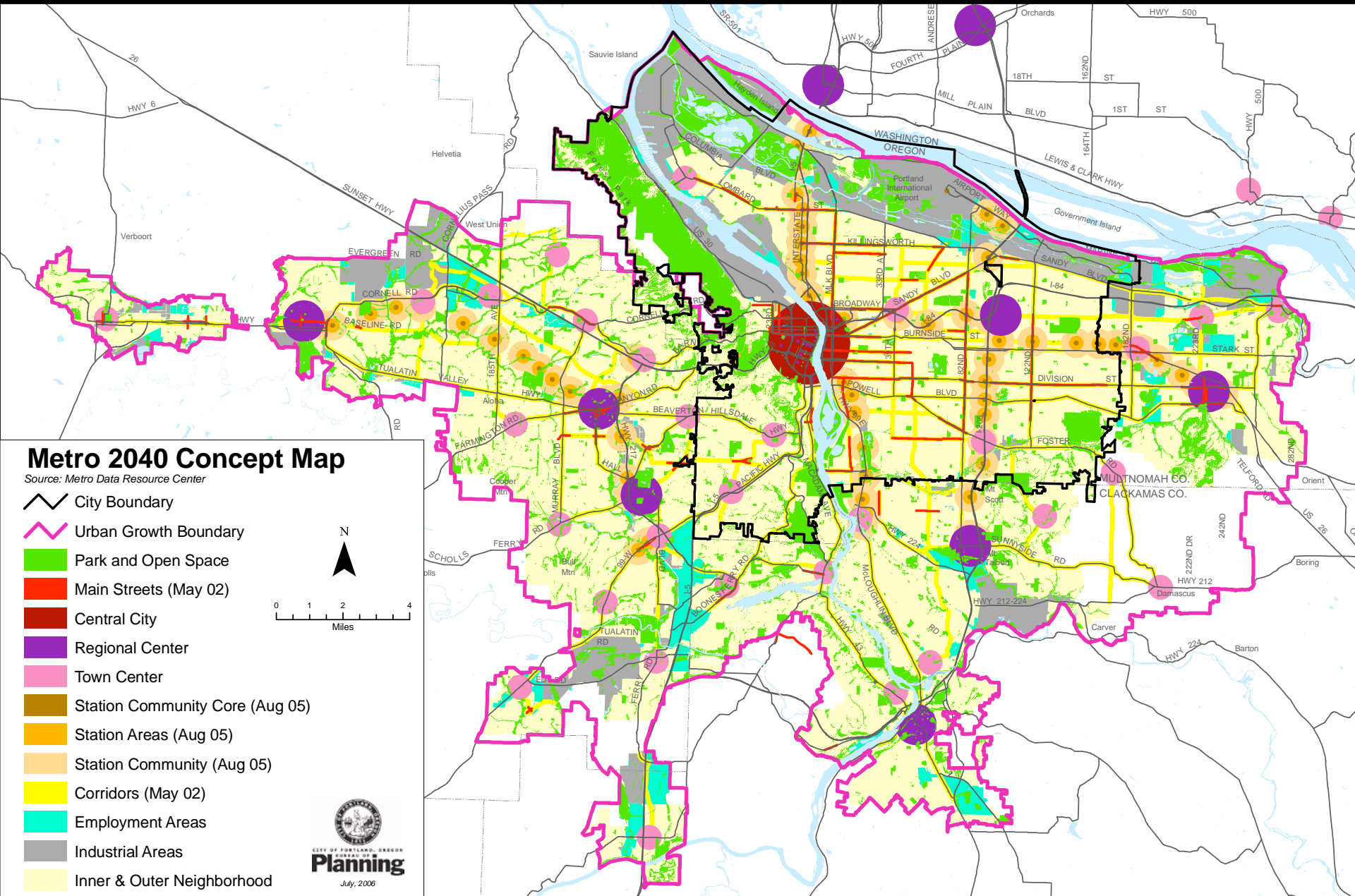
Source: Metro Data Resource Center

-  City Boundary
-  Urban Growth Boundary
-  Park and Open Space
-  Main Streets (May 02)
-  Central City
-  Regional Center
-  Town Center
-  Station Community Core (Aug 05)
-  Station Areas (Aug 05)
-  Station Community (Aug 05)
-  Corridors (May 02)
-  Employment Areas
-  Industrial Areas
-  Inner & Outer Neighborhood

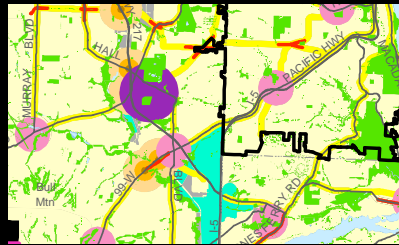


**Planning**

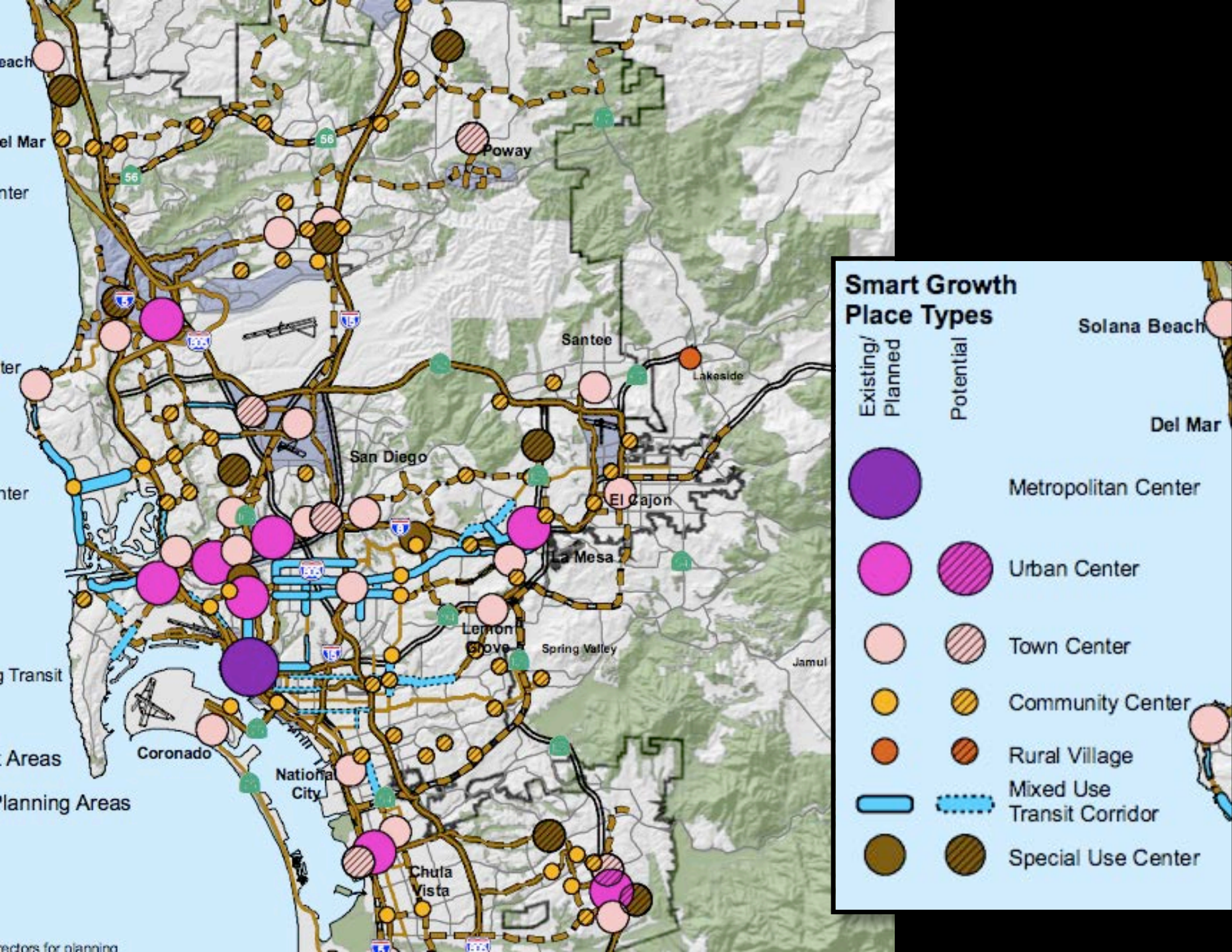
July, 2006



# What's in the Dot?







## Smart Growth Place Types

Existing/  
Planned

Potential



Metropolitan Center



Urban Center



Town Center



Community Center



Rural Village



Mixed Use  
Transit Corridor



Special Use Center

Solana Beach

Del Mar

Santee

Lakeside

San Diego

El Cajon

La Mesa

Lemon Grove

Spring Valley

Jamul

Coronado

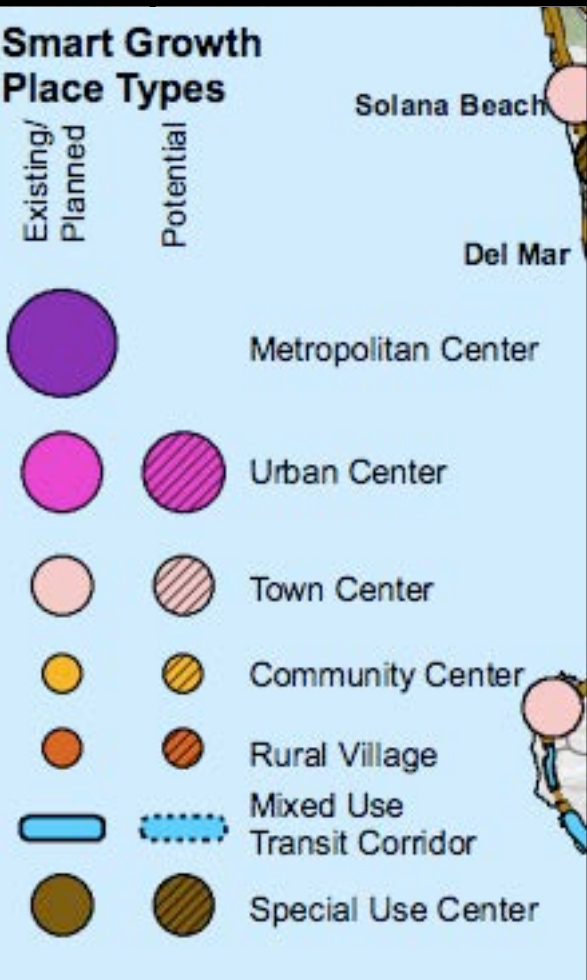














National City

Chula Vista

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g Transit  
Areas  
Planning Areas  
ectors for planning


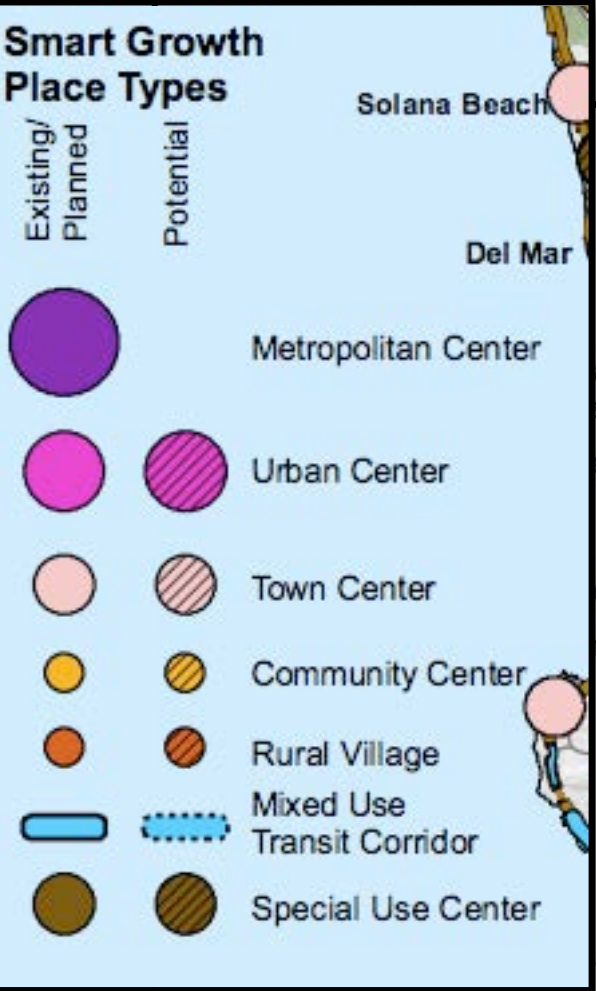


## SMART GROWTH MATRIX REGIONAL COMPREHENSIVE PLAN (RCP)










































CATEGORY/ LAND USE TYPE CHARACTERISTICS	LAND USE INTENSITY TARGETS	TRANSPORTATION CHARACTERISTICS	<div style="text-align: center;"> <h3>Smart Growth Place Types</h3>  </div>
<p style="text-align: center;"><b>Metropolitan Center</b></p> <ul style="list-style-type: none"> <li>Draws from throughout the region</li> <li>Metropolitan center has several SGOA designations</li> <li>Regional commercial/ retail center</li> <li>Regional civic/cultural center</li> </ul>  <p style="text-align: center;"><i>Downtown San Diego</i></p>	<ul style="list-style-type: none"> <li>Desired Building Types: Mid- to high-rise residential and office/ commercial</li> <li>75+ dwelling unit/ average net residential acre within ¼ mile radius of transit station</li> <li>80+ employees/average net acre within ¼ mile of transit station</li> </ul>	<ul style="list-style-type: none"> <li>Access from several freeways with multiple access points</li> <li>Hub transit system</li> <li>Regional hub for numerous local and regional transit services</li> <li>Shuttle services pedestrian oriented internal trips</li> </ul>	<div style="display: flex; flex-direction: column; align-items: flex-end;"> <div style="margin-bottom: 10px;"> <span>Existing/ Planned</span> <span>Potential</span> </div> <div style="margin-bottom: 10px;">  Metropolitan Center         </div> <div style="margin-bottom: 10px;">   Urban Center         </div> <div style="margin-bottom: 10px;">   Town Center         </div> <div style="margin-bottom: 10px;">   Community Center         </div> <div style="margin-bottom: 10px;">   Rural Village         </div> <div style="margin-bottom: 10px;">   Mixed Use Transit Corridor         </div> <div style="margin-bottom: 10px;">   Special Use Center         </div> </div>



## SMART GROWTH MATRIX REGIONAL COMPREHENSIVE PLAN (RCP)


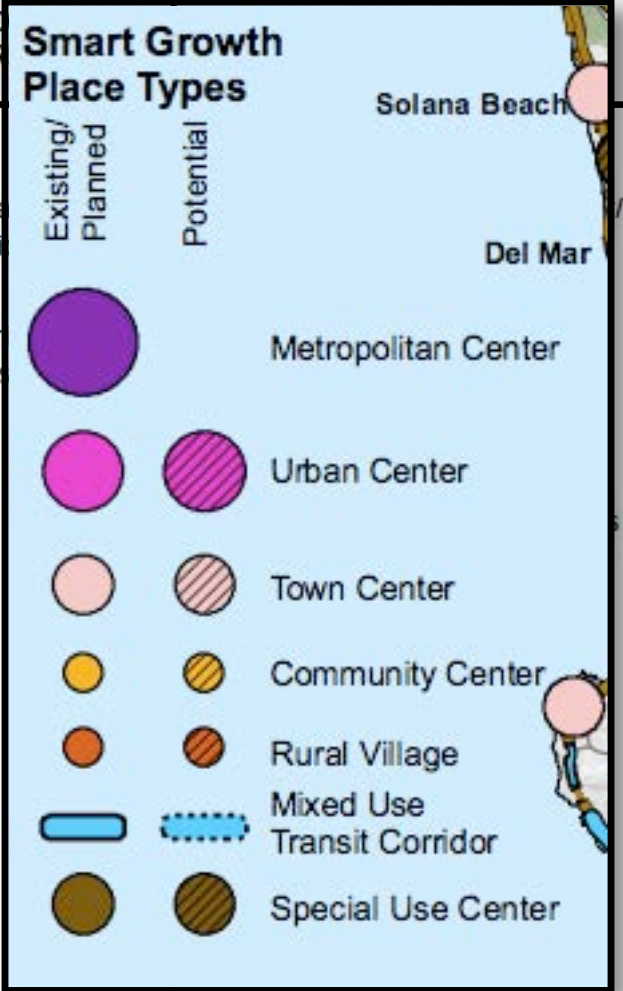
CATEGORY/ LAND USE TYPE CHARACTERISTICS	LAND USE INTENSITY TARGETS	TRANSPORTATION CHARACTERISTICS	Smart Growth Place Types																								
<p style="text-align: center;"><b>Urban Center</b></p> <ul style="list-style-type: none"> <li>Employment draws from throughout region, while other uses draw mainly from subregional area</li> <li>Urban centers likely located within larger area that has several SGOA designations</li> <li>Mixed use employment</li> <li>Civic/cultural facilities</li> </ul>  <p style="text-align: center;"><i>University City</i></p>	<ul style="list-style-type: none"> <li>Desired Building Types: Mid-to high-rise residential and office/commercial</li> <li>40-75+ dwelling unit/average net acre residential within ¼ mile radius of transit station</li> <li>25+ dwelling unit/ acre for mixed use sites within ¼ mile radius of transit station</li> <li>50+ employees per net acre within ¼ mile of transit station</li> </ul>	<ul style="list-style-type: none"> <li>Freeway connected to multiple access</li> <li>Served by several regional transit lines and several local services</li> <li>Possible shuttle for internal trips</li> <li>Minimal park-and-ride facilities; access handled by internal transit system</li> </ul>	 <p><b>Smart Growth Place Types</b></p> <table border="1"> <thead> <tr> <th>Existing/Planned</th> <th>Potential</th> <th>Place Type</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>Metropolitan Center</td> </tr> <tr> <td></td> <td></td> <td>Urban Center</td> </tr> <tr> <td></td> <td></td> <td>Town Center</td> </tr> <tr> <td></td> <td></td> <td>Community Center</td> </tr> <tr> <td></td> <td></td> <td>Rural Village</td> </tr> <tr> <td></td> <td></td> <td>Mixed Use Transit Corridor</td> </tr> <tr> <td></td> <td></td> <td>Special Use Center</td> </tr> </tbody> </table> <p>Solana Beach Del Mar</p>	Existing/Planned	Potential	Place Type			Metropolitan Center			Urban Center			Town Center			Community Center			Rural Village			Mixed Use Transit Corridor			Special Use Center
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		Special Use Center																									

## SMART GROWTH MATRIX REGIONAL COMPREHENSIVE PLAN (RCP)










































CATEGORY/ LAND USE TYPE CHARACTERISTICS	LAND USE INTENSITY TARGETS	TRANSPORTATION CHARACTERISTICS																									
<p style="text-align: center;"><b>Town Center</b></p> <ul style="list-style-type: none"> <li>Draws mainly from immediate subregional area</li> <li>Residential and office/ commercial, including mixed use</li> <li>Civic/cultural facilities</li> </ul>  <p style="text-align: center;"><i>Hillcrest</i></p>	<ul style="list-style-type: none"> <li>Desired Building Types: Low- to mid-rise</li> <li>20-45+ dwelling unit/average net acre within ¼ mile radius of transit station or connecting transit service</li> <li>30-50 employees/ average net acre within ¼ mile of transit station or connecting transit service</li> </ul>	<ul style="list-style-type: none"> <li>Served by one or more transit corridor/ regional line and several local services</li> <li>May also be served by regional arterial</li> </ul>	<div data-bbox="1263 386 1881 1368"> <h3 style="text-align: center;">Smart Growth Place Types</h3> <table border="0"> <tr> <td style="text-align: center;">Existing/ Planned</td> <td style="text-align: center;">Potential</td> <td></td> </tr> <tr> <td style="text-align: center;"></td> <td></td> <td>Metropolitan Center</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Urban Center</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Town Center</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Community Center</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Rural Village</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Mixed Use Transit Corridor</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Special Use Center</td> </tr> </table>  </div>	Existing/ Planned	Potential				Metropolitan Center			Urban Center			Town Center			Community Center			Rural Village			Mixed Use Transit Corridor			Special Use Center
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## SMART GROWTH MATRIX REGIONAL COMPREHENSIVE PLAN (RCP)










































CATEGORY/ LAND USE TYPE CHARACTERISTICS	LAND USE INTENSITY TARGETS	TRANSPORTATION CHARACTERISTICS	Smart Growth Place Types
<p style="text-align: center;"><b>Community Center</b></p> <ul style="list-style-type: none"> <li>▪ Draws from nearby community/ neighborhoods</li> <li>▪ Residential and commercial, including mixed use</li> <li>▪ Possible community-serving civic uses</li> </ul>  <p style="text-align: center;"><i>Otay Ranch Heritage Village</i></p>	<ul style="list-style-type: none"> <li>▪ Desired Building Types: Low- to mid-rise</li> <li>▪ 20-45+ dwelling unit/average net acre within ¼ mile of transit station</li> </ul>	<ul style="list-style-type: none"> <li>▪ Served by at least one transit corridor or regional transit line</li> <li>▪ Served by arterial collector streets</li> </ul>	

## SMART GROWTH MATRIX REGIONAL COMPREHENSIVE PLAN (RCP)

CATEGORY/ LAND USE TYPE CHARACTERISTICS	LAND USE INTENSITY TARGETS	TRANSPORTATION CHARACTERISTICS																									
<p style="text-align: center;"><b>Transit Corridor</b></p> <ul style="list-style-type: none"> <li>Draws mainly from several nearby communities</li> <li>Residential and office/ commercial, including mixed use</li> <li>Linear size with length extending from less than one mile long, and width extending 1 to 2 blocks outward from corridor</li> </ul>  <p style="text-align: center;"><i>University Avenue in City Heights</i></p>	<ul style="list-style-type: none"> <li>Desired Building Types: Variety of low-, mid-, and high-rise</li> <li>25-75+ dwelling unit/ average net acre along transit corridor and within ¼ mile of transit stations</li> <li>Employment: Commercial and retail supportive uses</li> </ul>	<ul style="list-style-type: none"> <li>Located along a major arterial</li> <li>Served by a corridor regional service services with less than 15 minutes travel to a corridor/ regional line station</li> <li>Small shared-use ride facilities possible</li> </ul>	<div style="border: 1px solid black; padding: 5px;"> <p><b>Smart Growth Place Types</b></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; vertical-align: middle;">Existing/ Planned</td> <td style="text-align: center; vertical-align: middle;">Potential</td> <td></td> </tr> <tr> <td style="text-align: center;"></td> <td></td> <td>Metropolitan Center</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Urban Center</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Town Center</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Community Center</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Rural Village</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Mixed Use Transit Corridor</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Special Use Center</td> </tr> </table> </div> 	Existing/ Planned	Potential				Metropolitan Center			Urban Center			Town Center			Community Center			Rural Village			Mixed Use Transit Corridor			Special Use Center
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<p style="text-align: center;"><b>Special Use Center</b></p> <ul style="list-style-type: none"> <li>▪ Employment draws from throughout region, with other uses being community serving</li> <li>▪ Special use centers may be located within larger area that has several SGOA designations</li> <li>▪ Dominated by one non-residential land use</li> <li>▪ Retail support services</li> <li>▪ Potential residential element</li> </ul>	<ul style="list-style-type: none"> <li>▪ Desired Building Types: Variety of low-, mid-, and high-rise</li> <li>▪ 45+ employees/ average net acre within ¼ mile of transit station</li> <li>▪ Optional residential: 50+ dwelling units/ average net residential acre</li> </ul>	<ul style="list-style-type: none"> <li>▪ Nearby freeway</li> <li>▪ Served by one corridor/ regional local services</li> <li>▪ May be served by service for inter-</li> </ul>	<div data-bbox="1263 386 1889 1368"> <h3 style="text-align: center;">Smart Growth Place Types</h3> <table border="0"> <tr> <td style="text-align: center;">Existing/ Planned</td> <td style="text-align: center;">Potential</td> <td></td> </tr> <tr> <td style="text-align: center;"></td> <td></td> <td>Metropolitan Center</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Urban Center</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Town Center</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Community Center</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Rural Village</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Mixed Use Transit Corridor</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td>Special Use Center</td> </tr> </table>  </div>	Existing/ Planned	Potential				Metropolitan Center			Urban Center			Town Center			Community Center			Rural Village			Mixed Use Transit Corridor			Special Use Center
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 <p style="text-align: center;"><i>Proposed Paseo at San Diego State</i></p>																											

# **We seek data to model capacity**

**(housing units, jobs, road/transit and parking  
demand, etc.)**



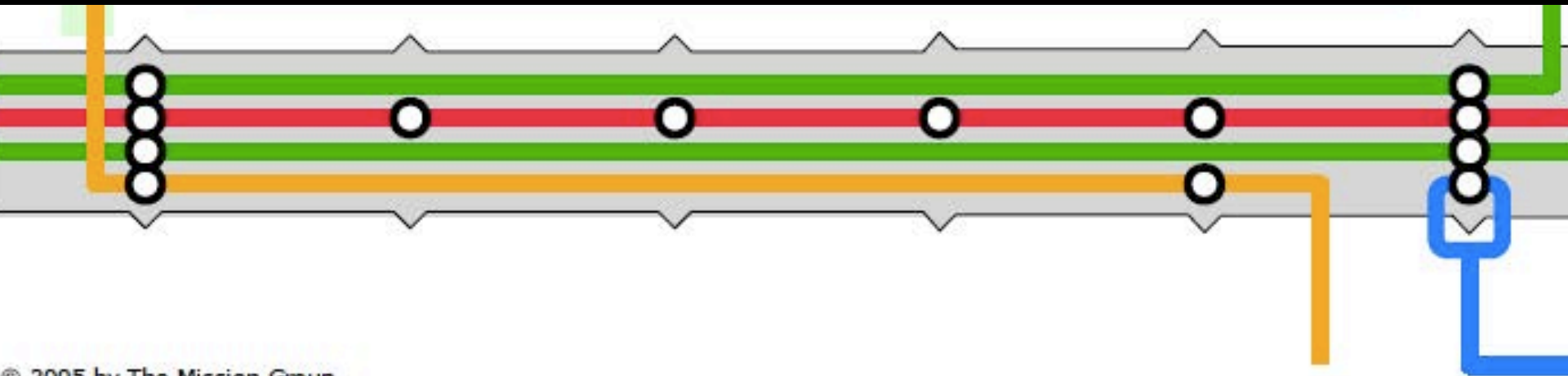
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# We seek data to model capacity

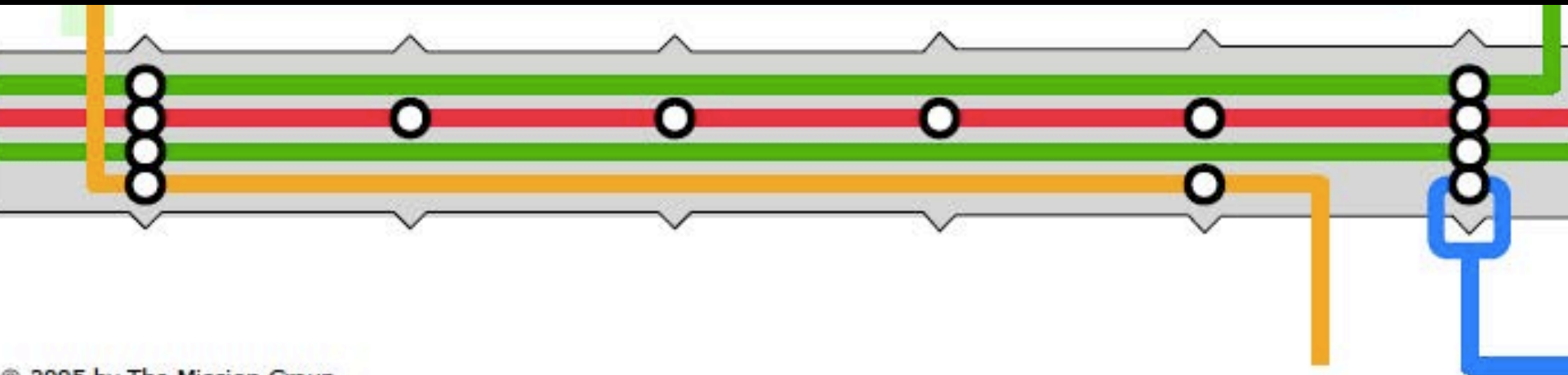
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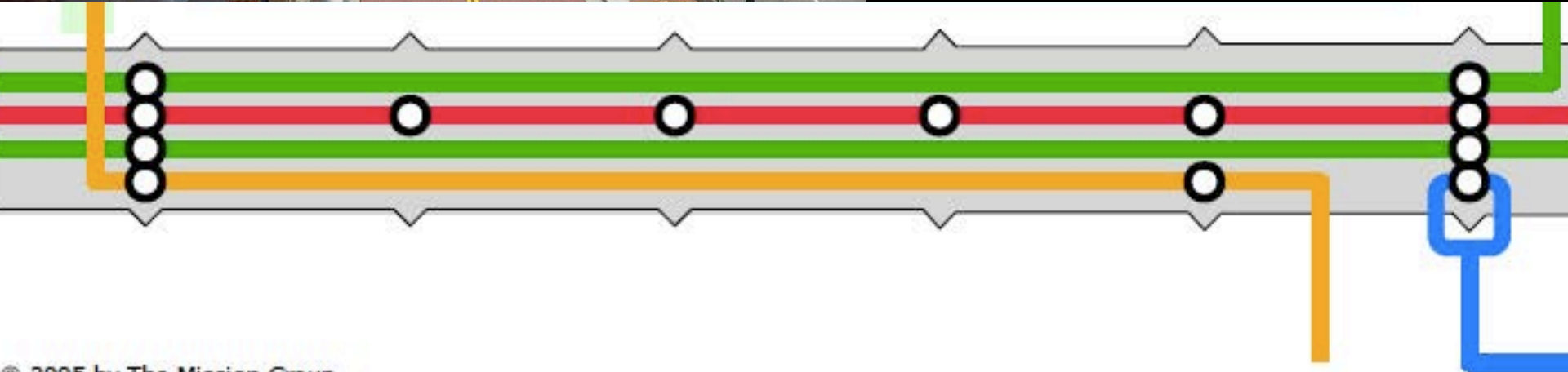
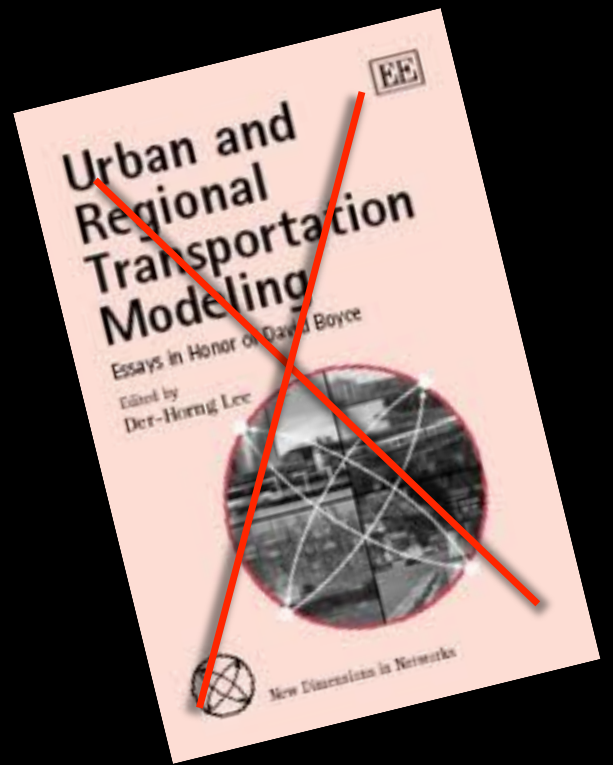
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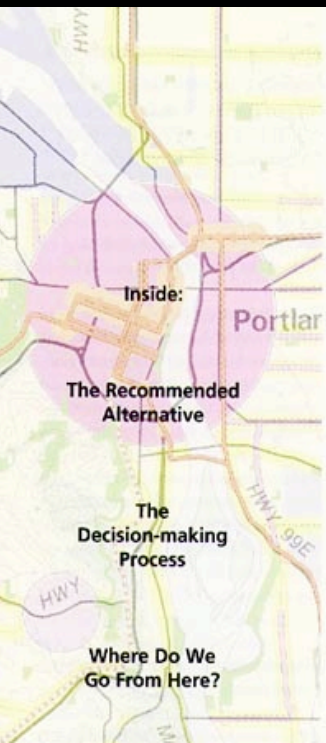


Washington, DC





**The new kind of  
regional plan  
is more about what  
the region wants to be  
when it grows up.**



# 2040

*Decisions for Tomorrow*

Metro Region 2040 Update

Fall 1994

## You Said It

**T**wo years ago, we began Region 2040 by asking very basic, general questions about how our region should grow. We wanted to know people's regional values – which elements of our community should be protected and which things needed improving. We learned that, in general, people tended to value most highly a clean and accessible natural environment, freedom from excessive traffic congestion and quiet, safe neighbor-

**"These are tough issues because people like to have their space ... I know I do."**

community leaders, a video, speaking engagements and open houses – we asked people to tell us how they felt about those four specific issues. Those questions asked people how they felt





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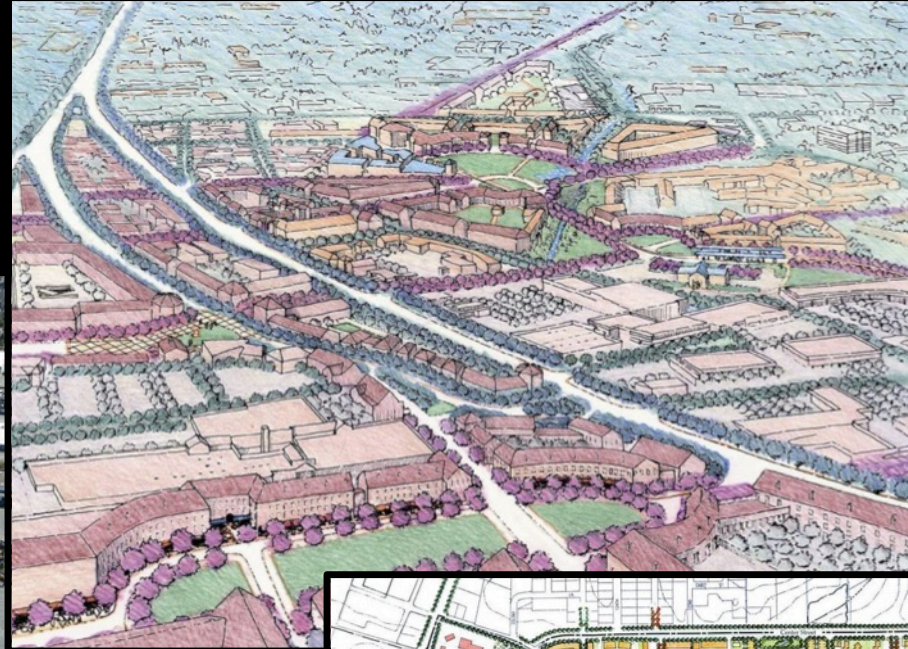


# Clackamas Town Center; a dying mall becomes a town center





# Beaverton; an unfinished suburban town center





# EPA, HUD, DOT Form Partnership For Sustainable Communities

Share Email This Post Add your comments



Using six guiding “livability principles,” federal efforts in transportation, environmental protection and housing investments will be coordinated under a new partnership.

The Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency, the Department of Transportation and Housing and Urban Development (HUD), according to a press release.

The partnership’s six livability principles are:

1. Provide more transportation choices – Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation’s dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

### RELATED STORIES

SABMiller, WWF Seek Water Futures Partners  
 Xerox Joins USCAP  
 Dow Joins U.S. Climate Action Partnership

### RELATED TOPICS



## partnership for Sustainable Communities

an interagency partnership HUD • DOT • EPA



### Leveraging the Partnership: DOT, HUD, and EPA Programs for Sustainable Communities

April 2010

*This guide to federal programs is intended to help communities identify resources available to support their efforts to promote livable and sustainable communities.*

*In June 2009, the Partnership for Sustainable Communities was formed by the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental*

### U.S. DEPARTMENT OF TRANSPORTATION

The U.S. Department of Transportation serves the United States by ensuring a fast, safe, efficient, accessible, and convenient transportation system that meets our national interests and enhances the quality of life of the American people, both today and into the future.



DOT will work to promote livable communities and enhance the economic and social well-being of all Americans by

Google Search

...ether, [HUD], can make it come to housing, energy, e things

...y exclusive; they go hand in means making sure that ging exists in close bs and transportation. ouraging shorter travel r travel costs. It means more livable communities.

Barack Obama

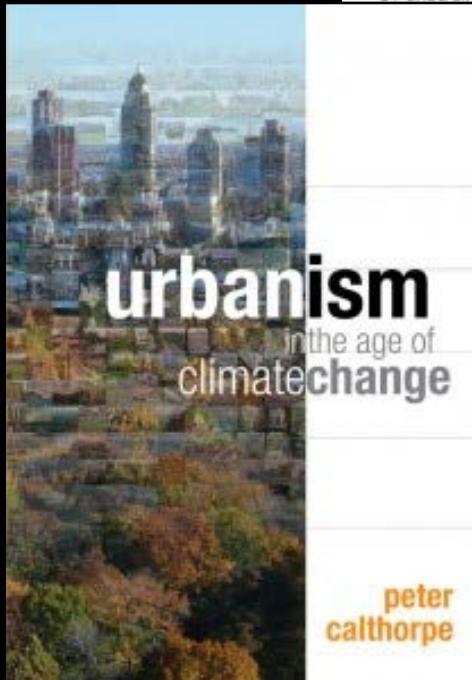






## Peter Calthorpe's Vision for California: Save the Cities, Save the World

BY GREG LINDSAY | 05-21-2010 | 1:21 PM



Urbanism has traditionally positioned itself as an antidote to the soullessness of urban life with an emphasis on "soul" -- the ineffable benefits in living in places built to human scale rather than breaking out hard metrics as to why dense mixed-use communities are both qualitatively and quantitatively better than the auto-driven suburb of single-family homes. But the 18th annual Congress for the New Urbanism is shaping up to be the year New Urbanists

**The new kind of  
regional plan  
is about more than  
quality of life...**



**...it's also about  
defining the bones of a  
great region**

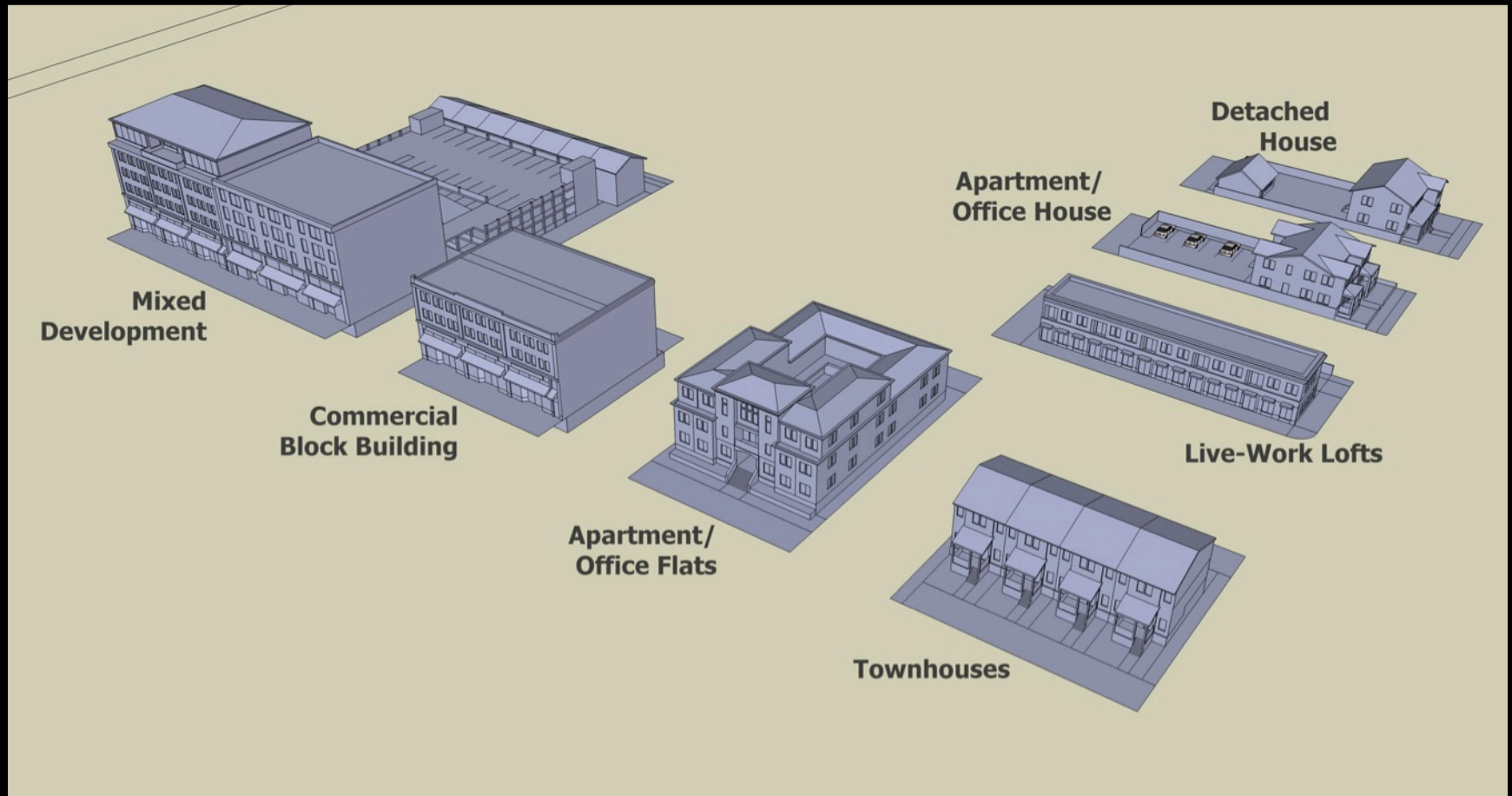


# Cities, towns, neighborhoods, villages and hamlets are physical places

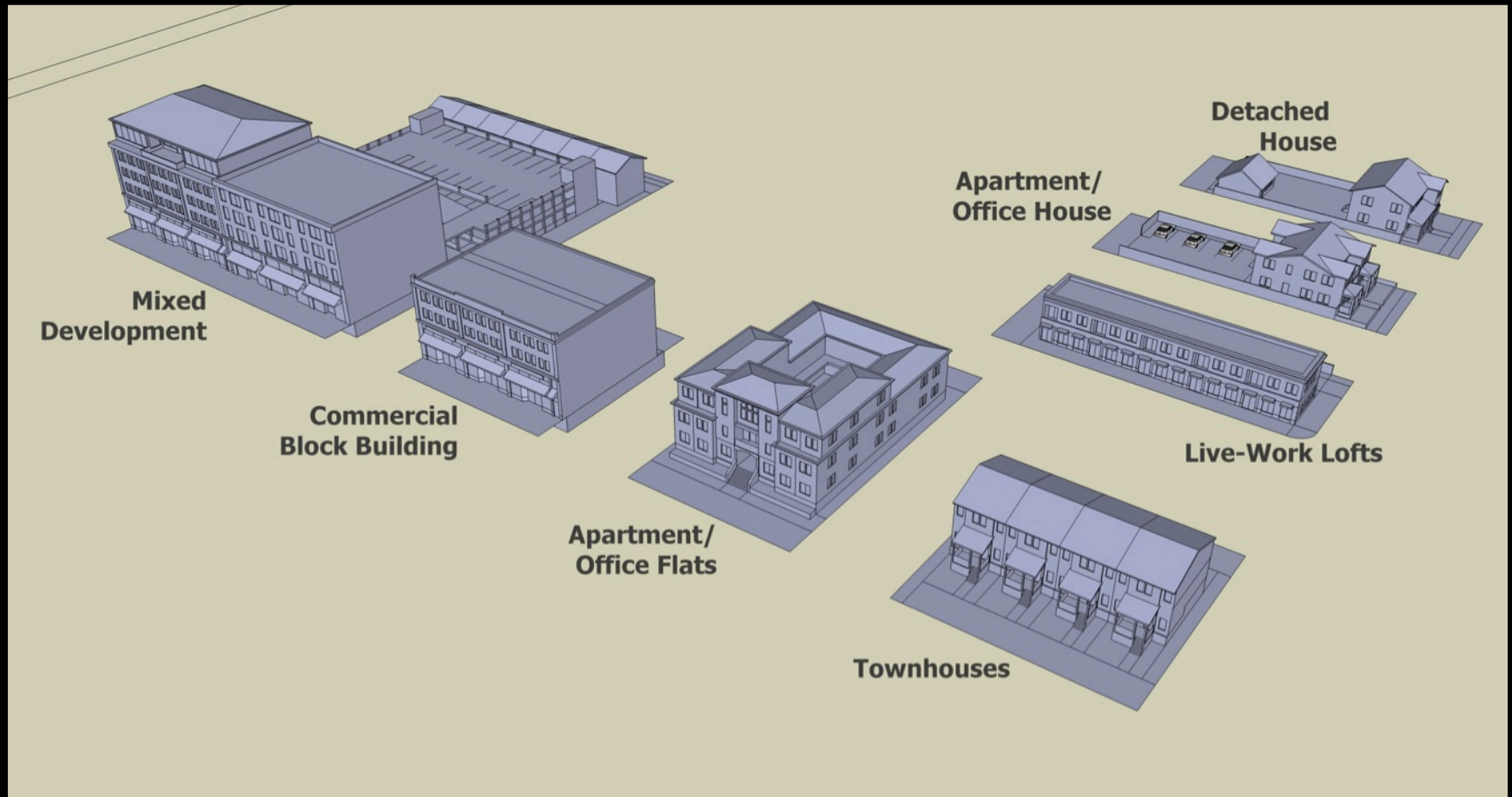




# Buildings are the most elemental unit

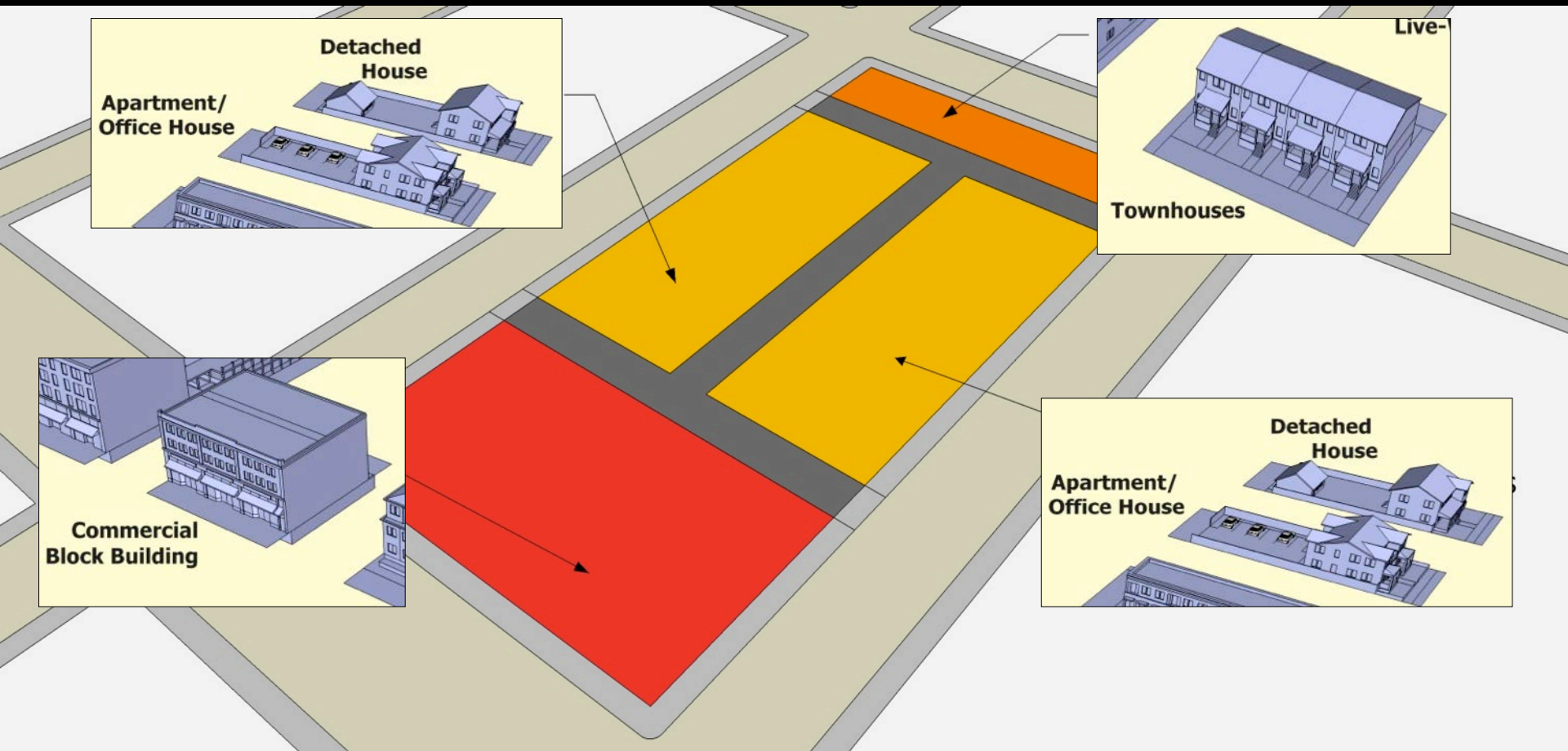


# Buildings combine with other buildings to form blocks...

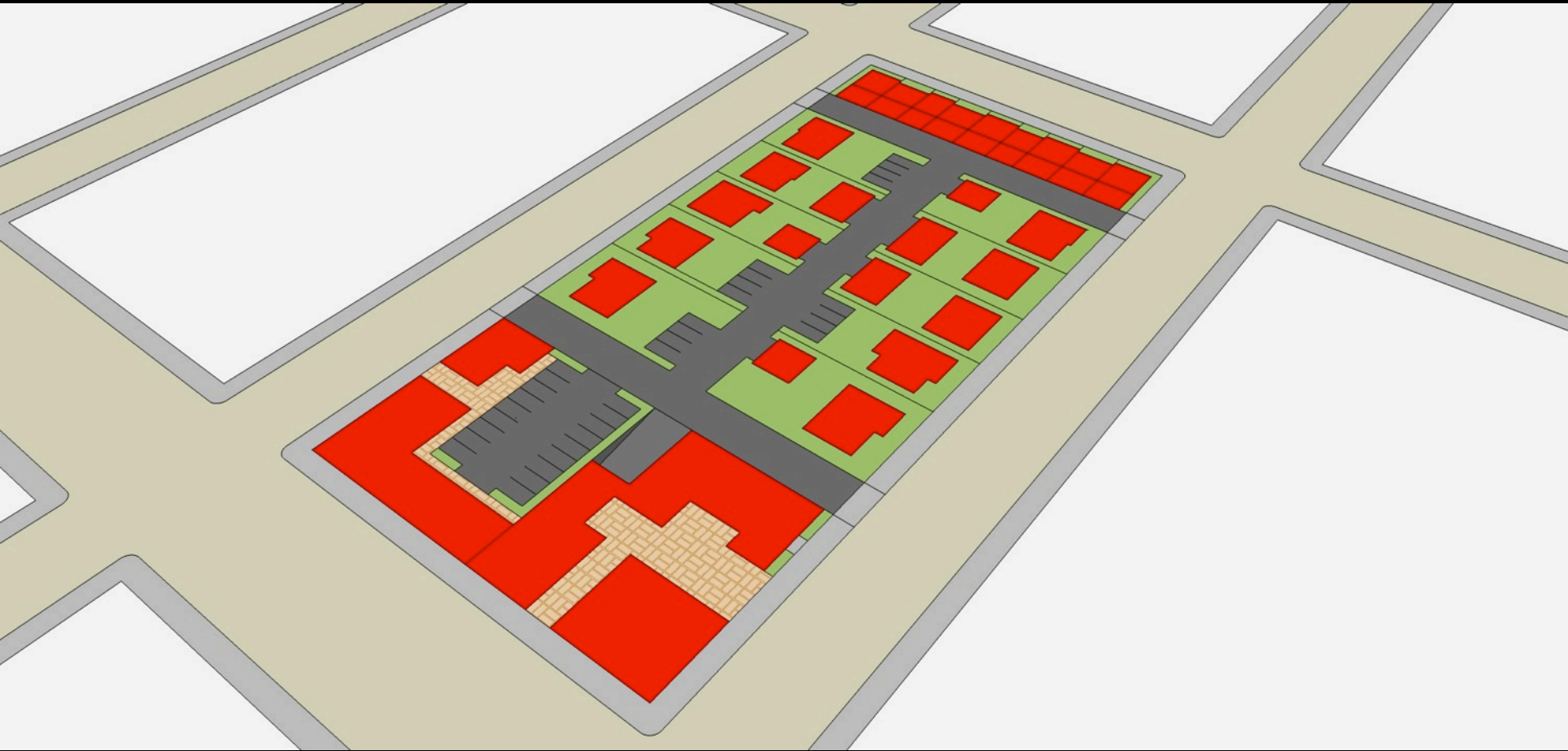




# Buildings combine with other buildings to form blocks...



**Buildings combine with other buildings to form blocks...**





**Buildings combine with other buildings to form blocks...**



**Blocks combine with other blocks to form neighborhoods...**





**Blocks combine with other blocks to form neighborhoods...**





**Neighborhoods combine with other neighborhoods to create towns, cities and regions.**



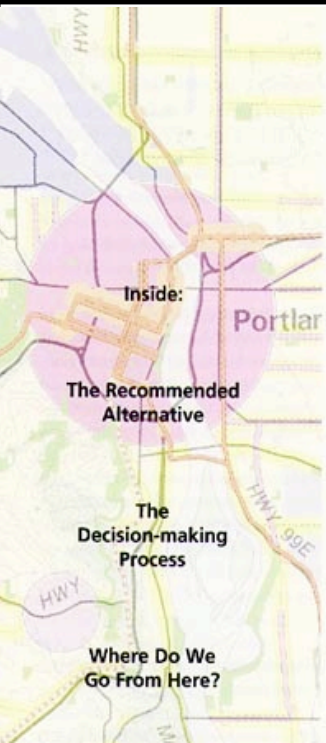
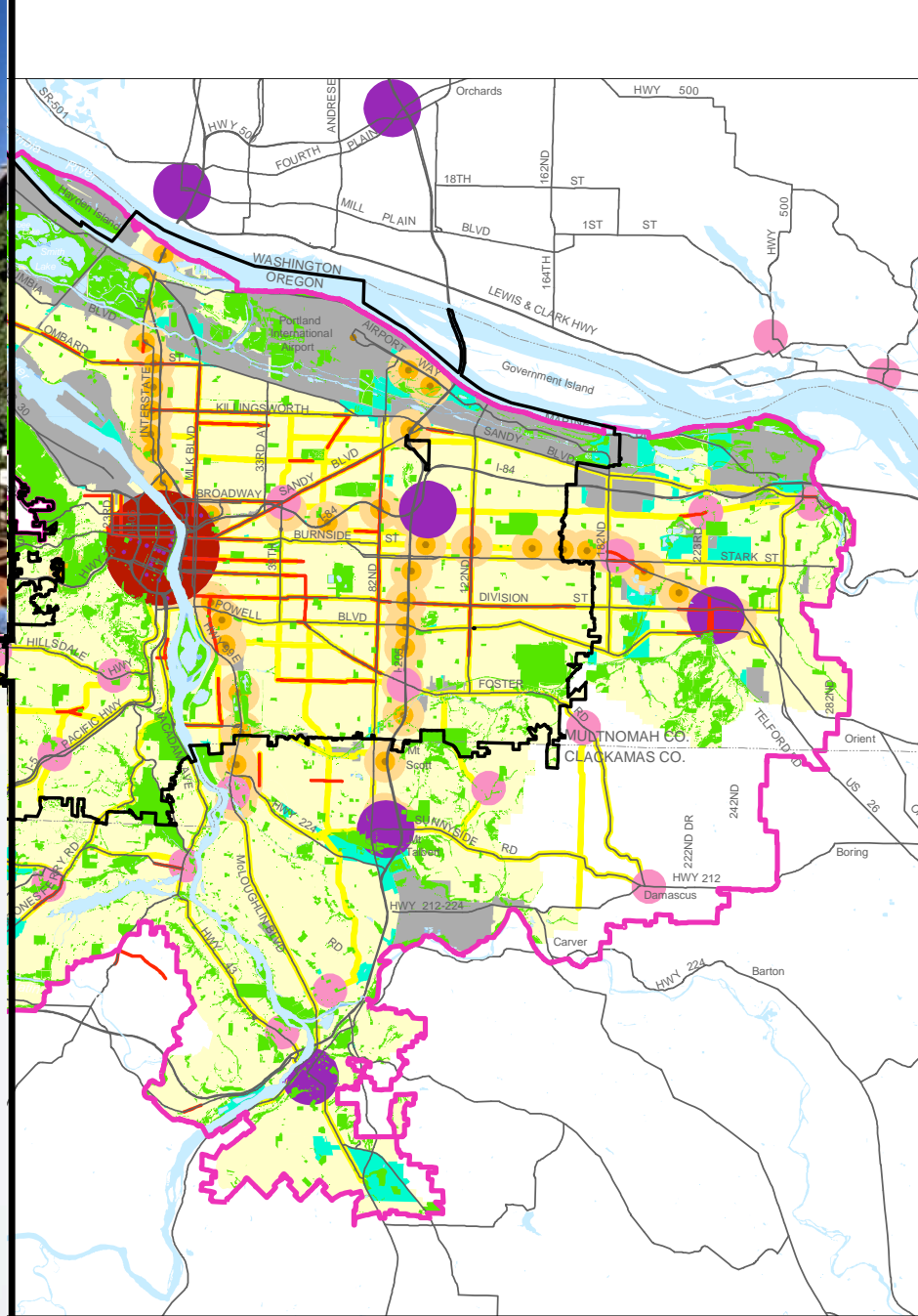


**Neighborhoods combine with other neighborhoods to create towns, cities and regions.**



**The new kind of  
regional plan is a  
transit plan**





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Inside:

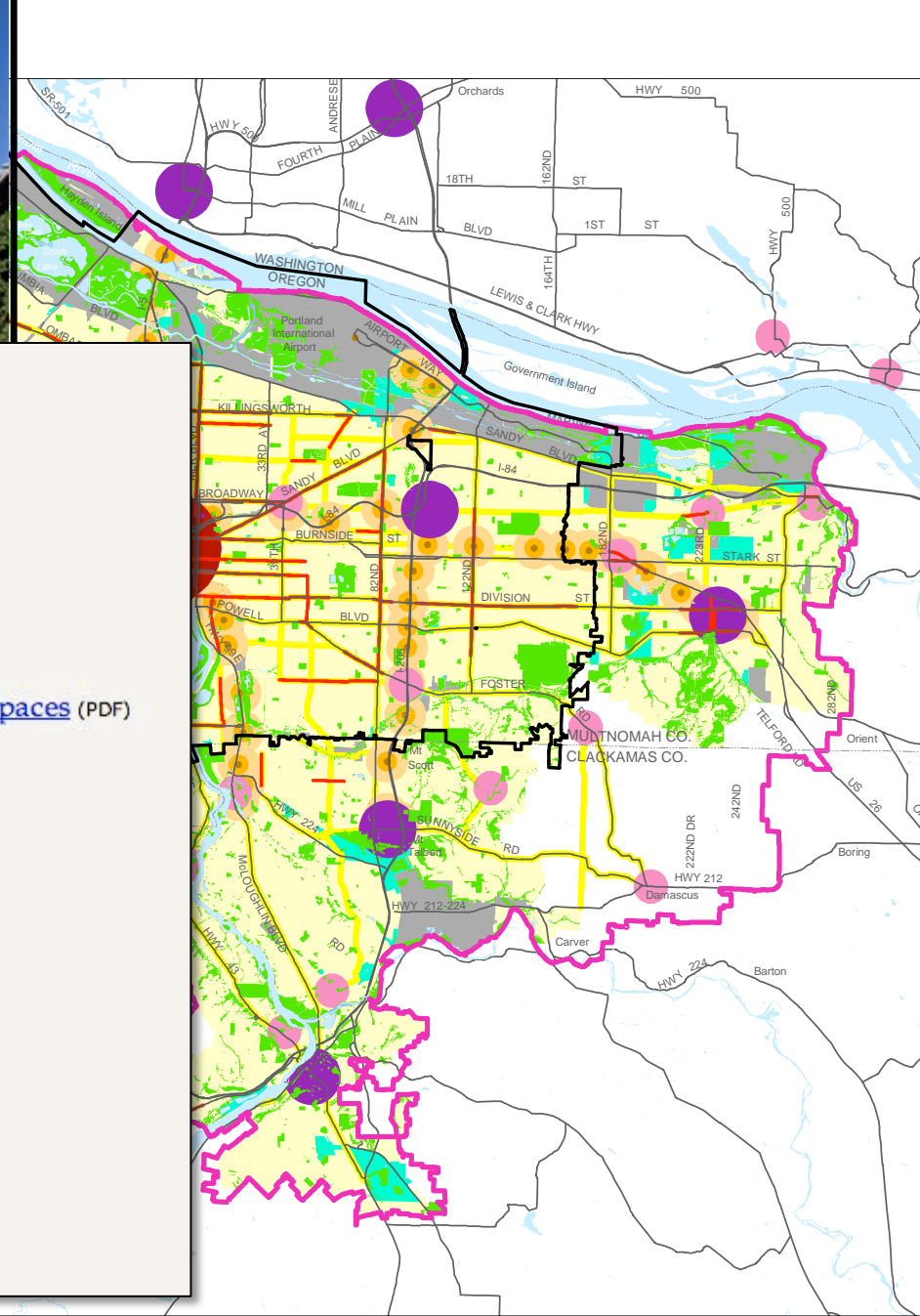
Portlar

The Recommended Alternative

The Decision-making Process

Where Do We Go From Here?





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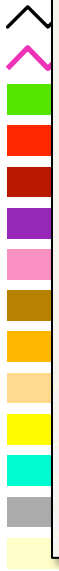
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- Goal 3 - [Agricultural Lands](#) (PDF)
- Goal 4 - [Forest Lands](#) (PDF)
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[Additional Adopted Documents](#) (PDF)

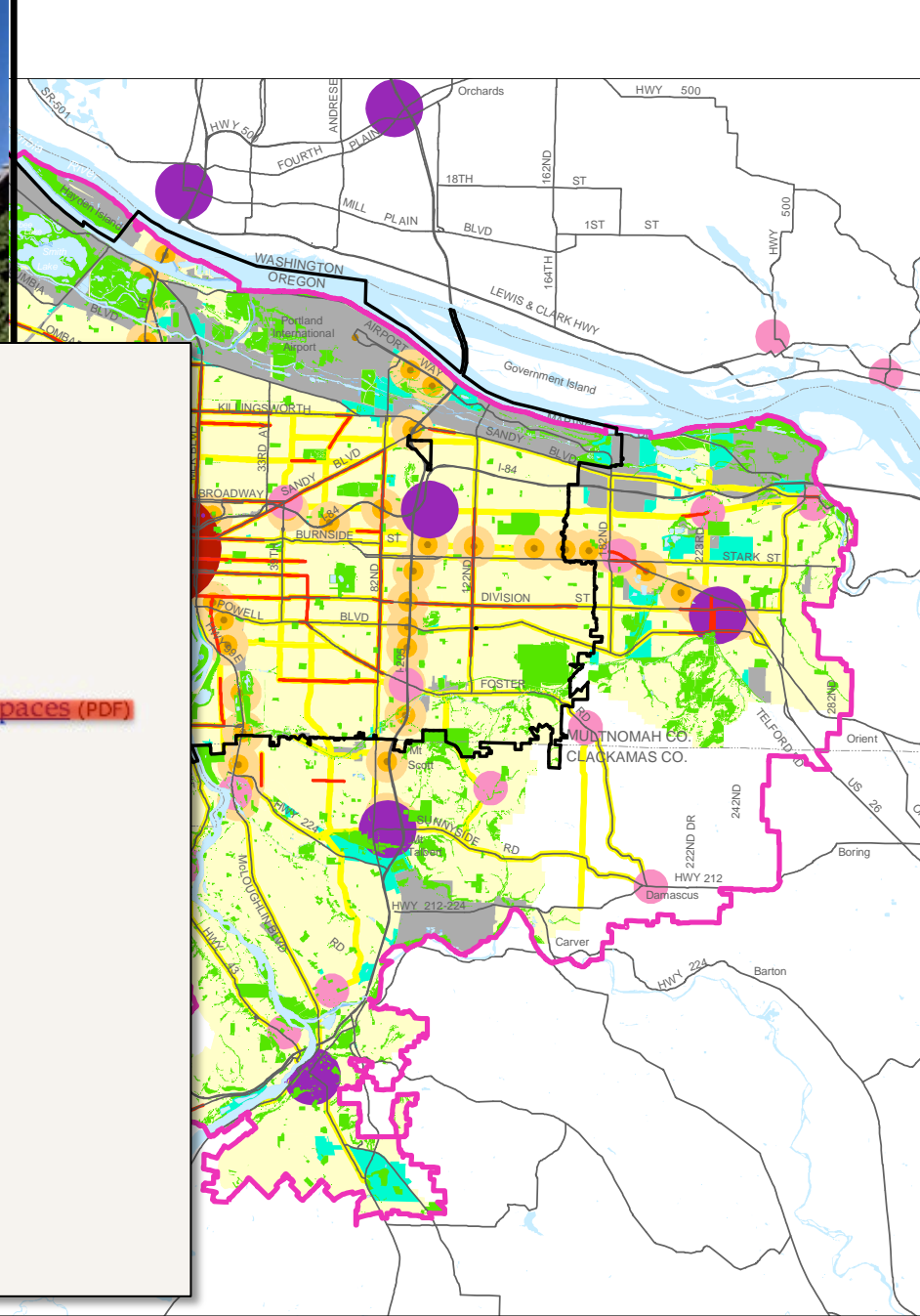
[Amending the Plan](#) (PDF)

[Appendix](#) (PDF)

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- [Goal 4 - Forest Lands](#) (PDF)
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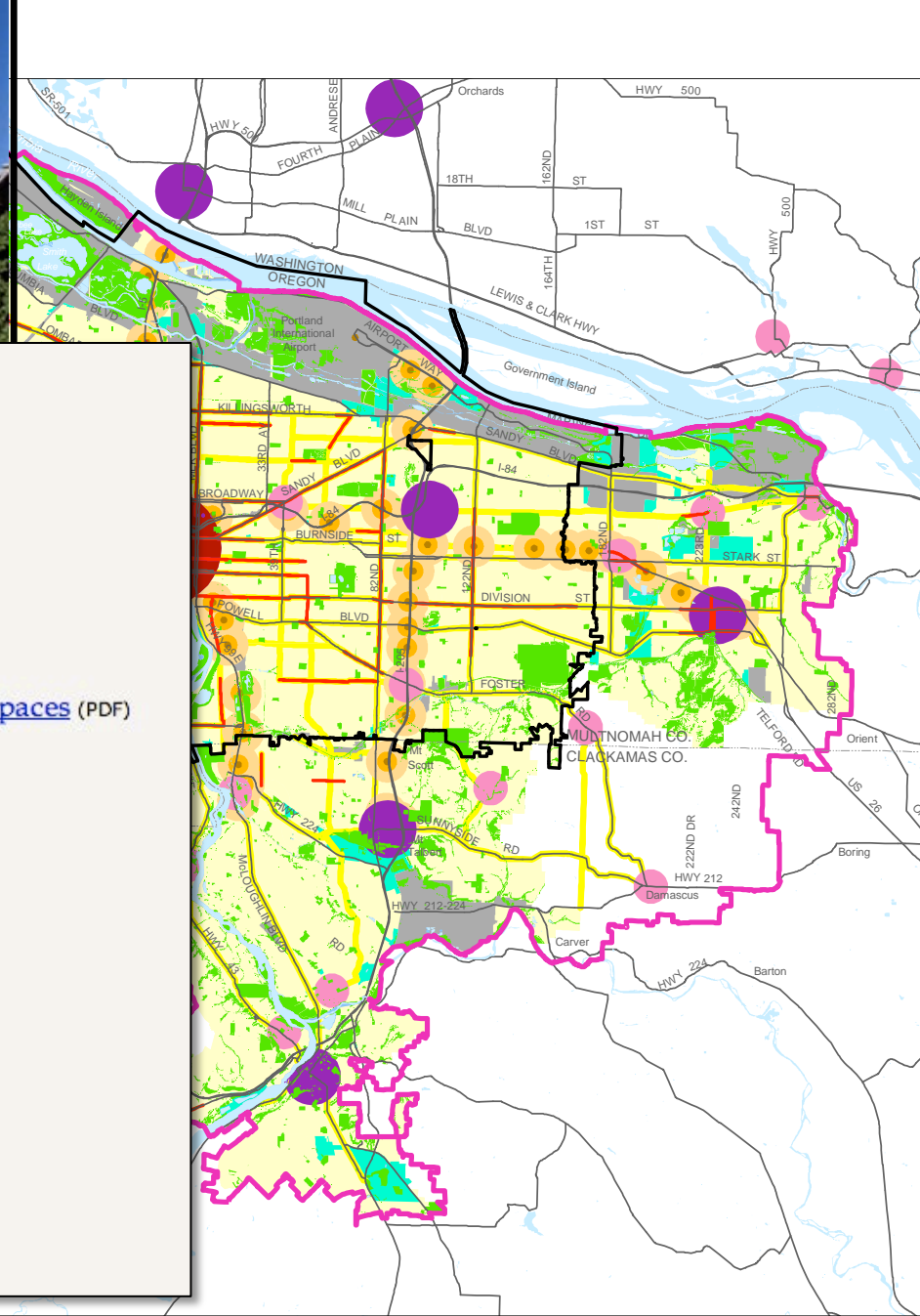
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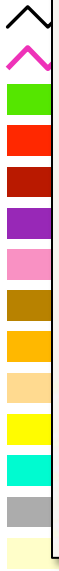
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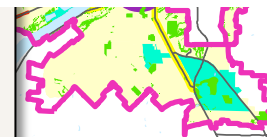
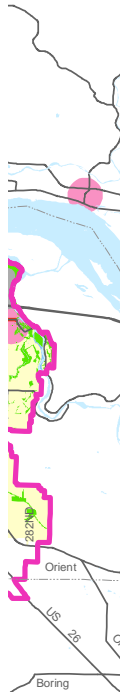
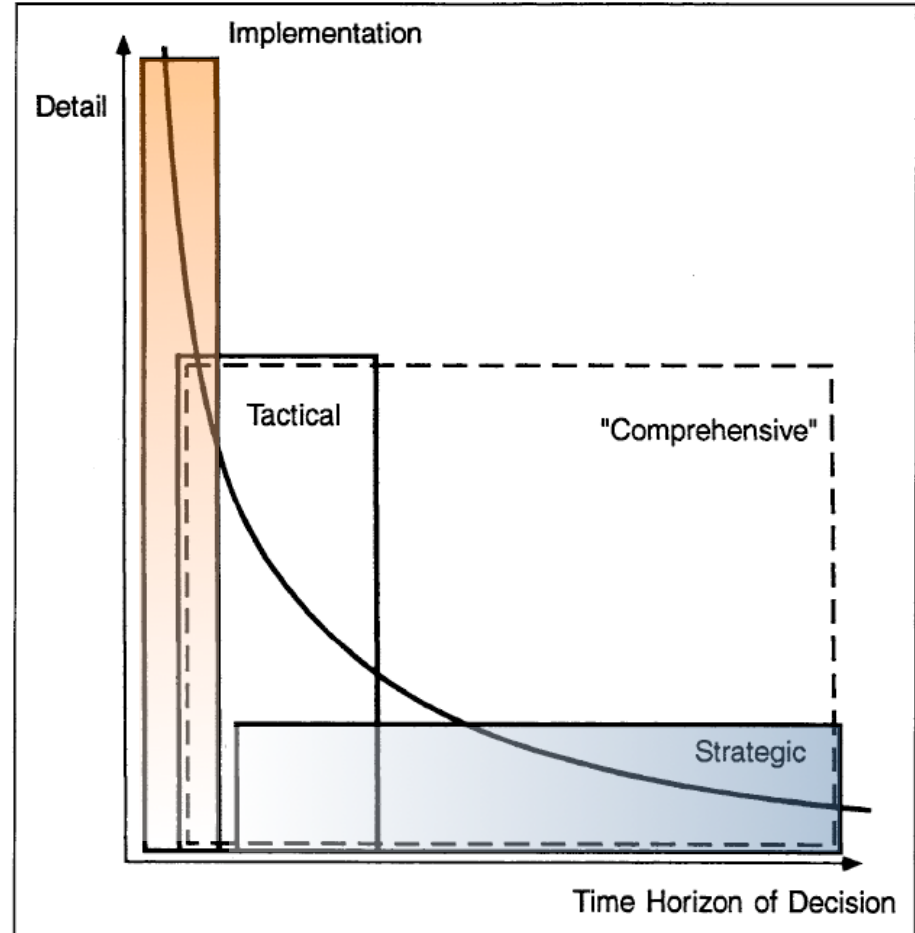
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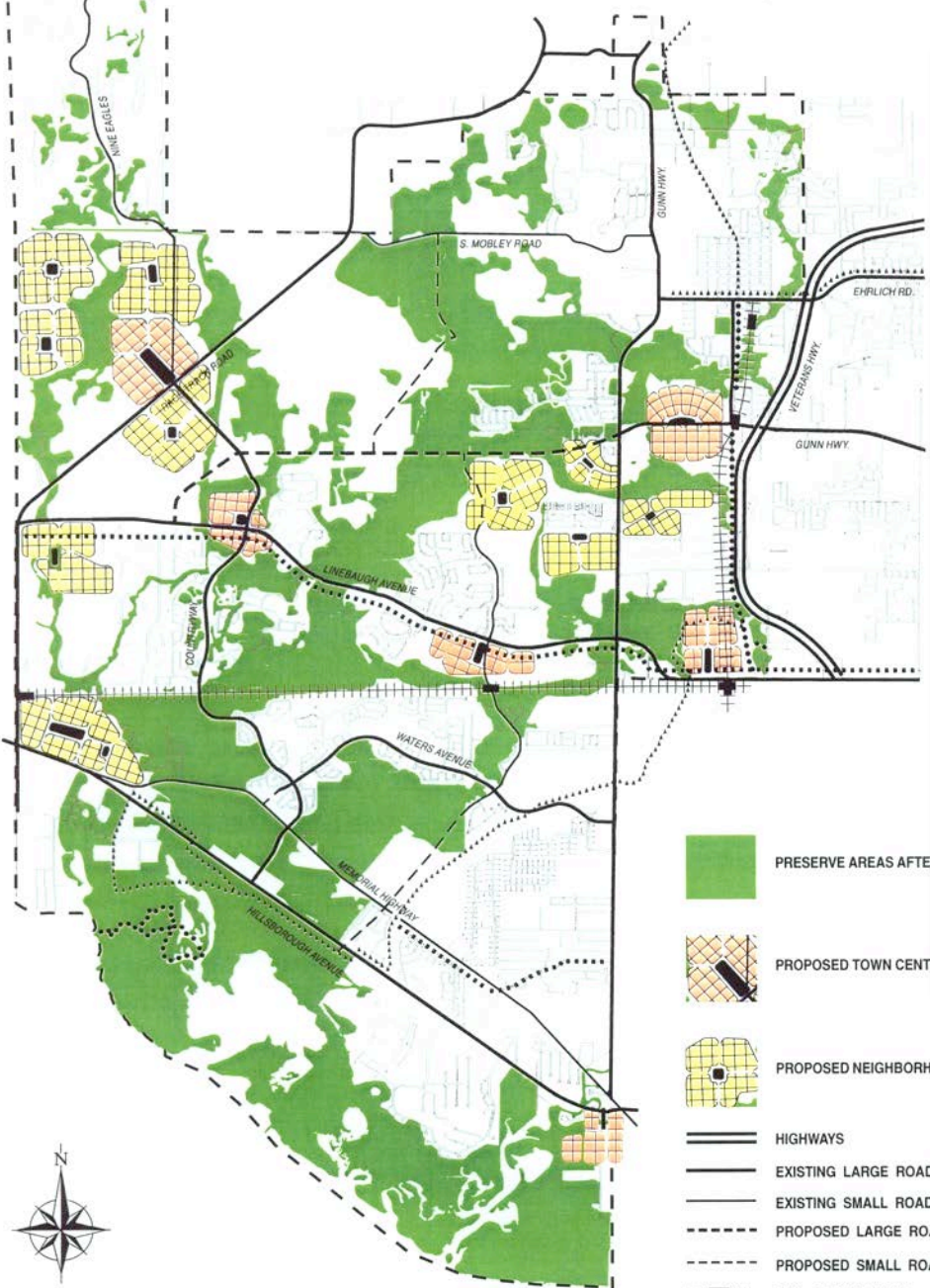














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**Regional Plans  
fail to link to zoning**

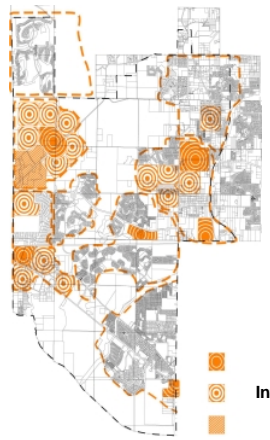




-  PRESERVE AREAS AFTER
-  PROPOSED TOWN CENTER
-  PROPOSED NEIGHBORHOODS / TND'S
-  HIGHWAYS
-  EXISTING LARGE ROADS (120 ROW)
-  EXISTING SMALL ROADS (70 ROW)
-  PROPOSED LARGE ROADS (120 ROW)
-  PROPOSED SMALL ROADS (70 ROW)
-  RAIL TRANSIT LINES
-  EXISTING TRAILS
-  PROPOSED TRAILS
-  BIKE LANE

## Peer Review Summary

### Northwest Hillsborough County Master Plan



 Intentional Neighborhoods



**PRESERVE AREAS AFTER TDR TRANSFERS**

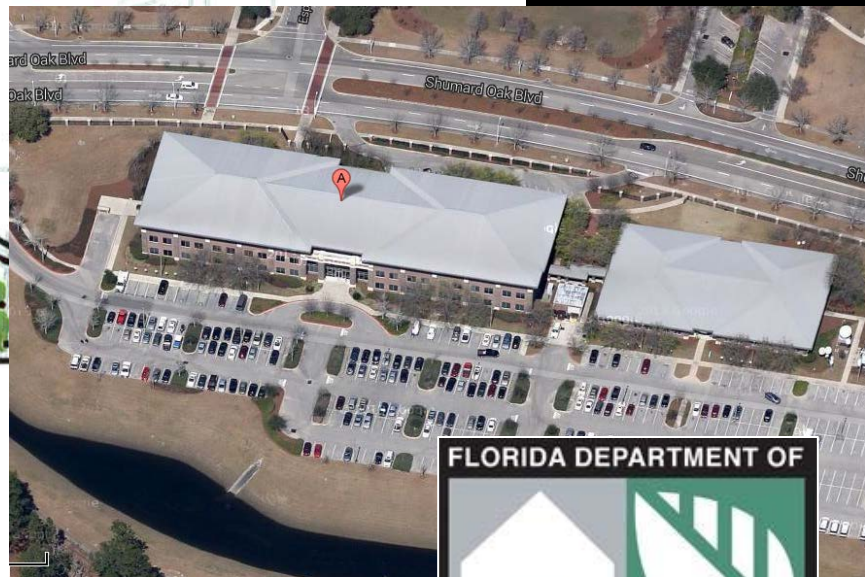
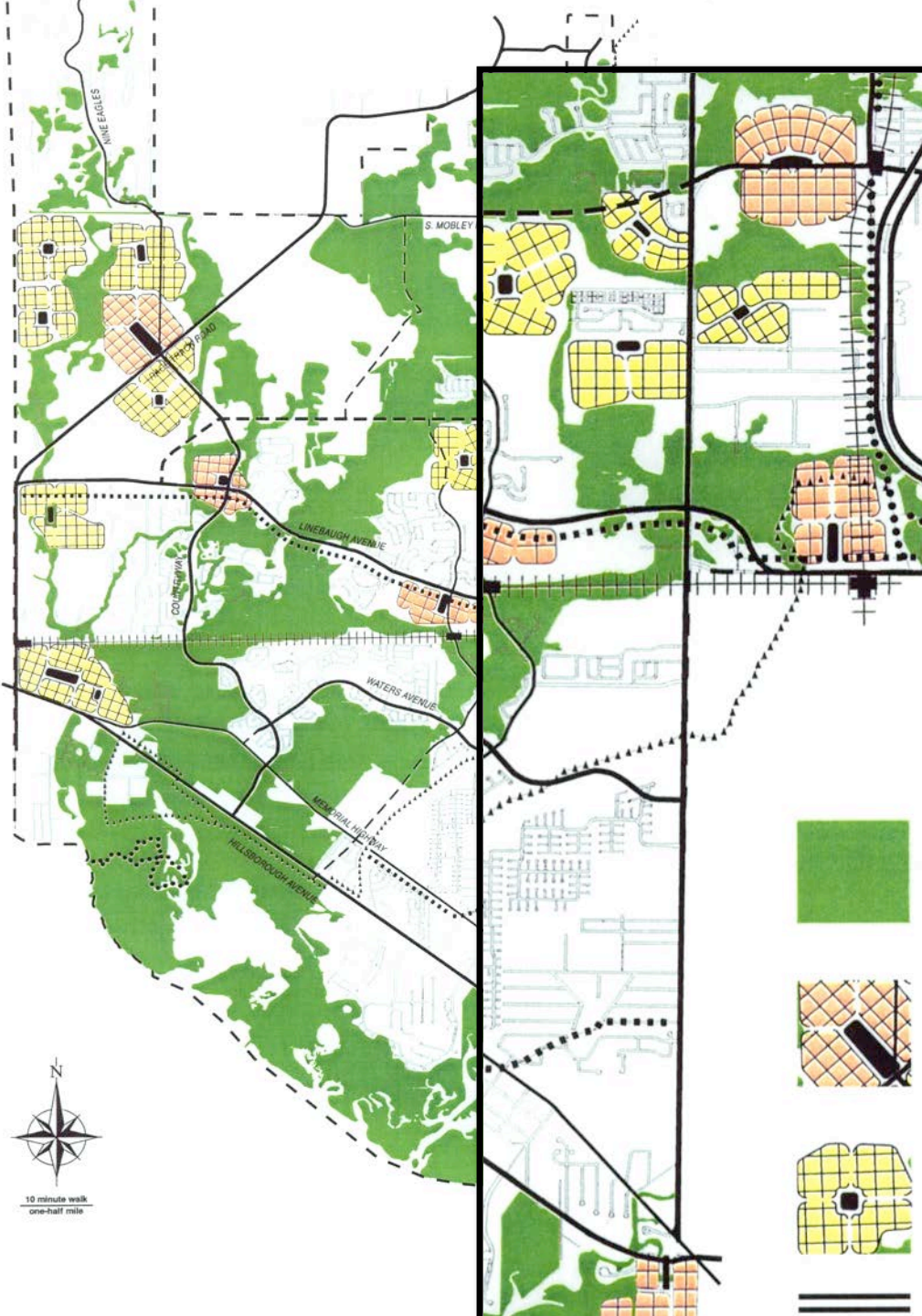
**PROPOSED TOWN CENTERS / TOD'S**

**PROPOSED NEIGHBORHOODS / TND'S**

**HIGHWAYS**







PRESERVE AREAS AFTER TDR TRANS



PROPOSED TOWN CENTERS / TOD'S



PROPOSED NEIGHBORHOODS / TND'S



HIGHWAYS

FLORIDA DEPARTMENT OF



**Community  
Affairs**

**This regulatory hurdle  
is an issue that  
neither staff nor  
consultants want to  
talk about**

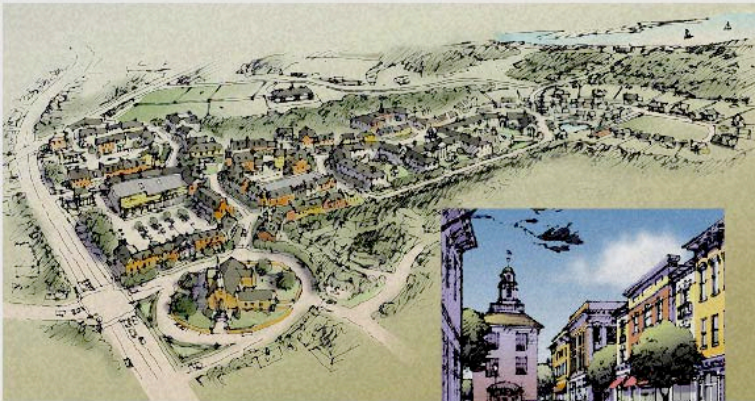


**How does one turn the  
Vision into a binding  
ordinance?**

# Why not create a catalogue of types to use when assembling the physical components of the region?

*Regional Sourcebook:*

Place Types for Berkeley,  
Charleston and  
Dorchester Counties





## Transit Corridor (Heavy Rail)

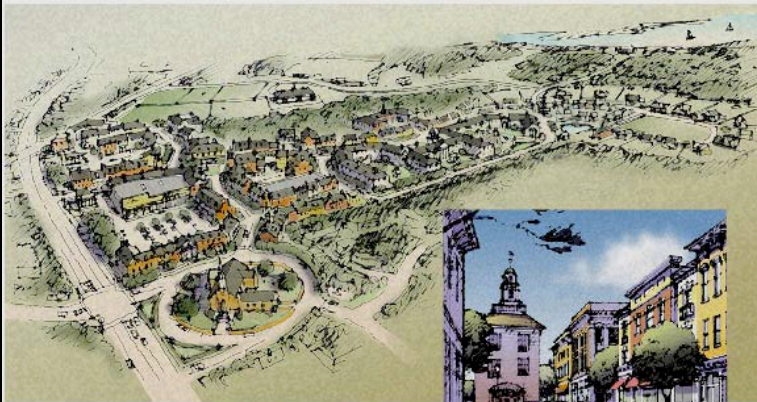


This is dummy copy for a series of advertisements about the BCD Planning Process. Transformative change is both the easiest and the most difficult of outcomes to achieve. Timing, of course, is the primary variable. The Berlin Wall stood as the inviolable line of demarcation between two opposing political systems for more than a quarter century. Then, one day it was gone. The factors that caused it

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*Regional Sourcebook:*

## Place Types for Berkeley, Charleston and Dorchester Counties



*The Berlin Wall stood as the inviolable line of demarcation between two opposing political systems for more than a quarter century. Then, one day it was gone.*

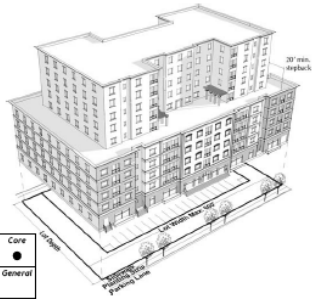
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**Pedestal Building Lot (PB):**

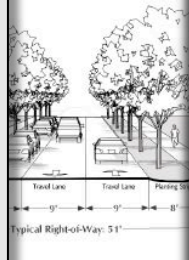
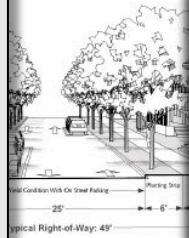
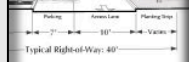
**Character Examples:**



- Core ●
- General ●
- Edge ●
- Preserve ●

**Street E. (access street):**

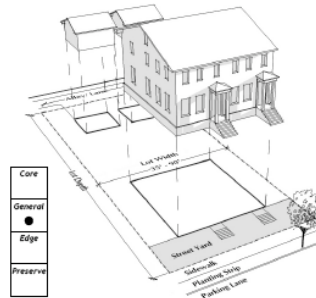
- Core ●
- General ●
- Edge ●
- Preserve ●



Draft: 4/5/07

**Duplex Lot (DU):**

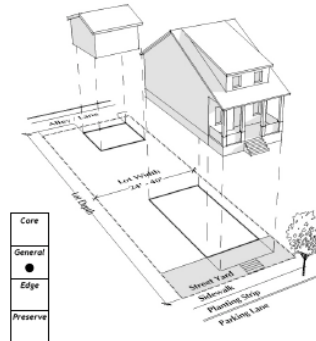
**Character Examples:**



- Core ●
- General ●
- Edge ●
- Preserve ●

**Cottage House Lot (CH):**

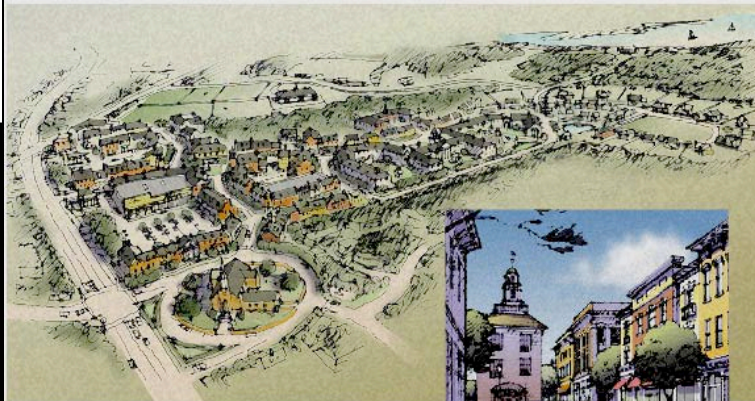
**Character Examples:**



- Core ●
- General ●
- Edge ●
- Preserve ●

*Regional Sourcebook:*

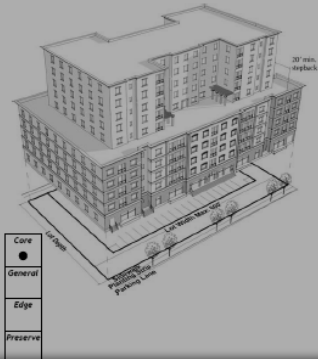
# Place Types for Berkeley, Charleston and Dorchester Counties





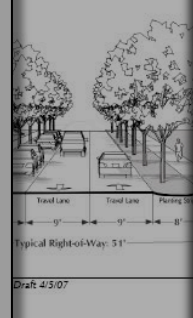
**Pedestal Building Lot (PB):**

**Character Examples:**



**Street E (access street):**

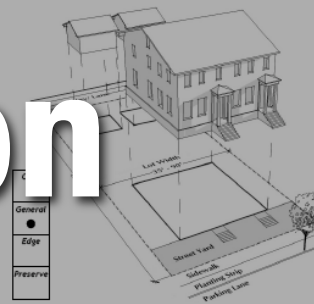
- Core ●
- General ●
- Edge ●
- Preserve



Draft: 4/5/07

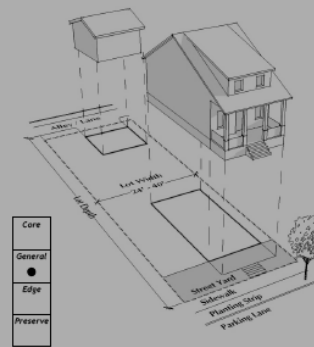
**Duplex Lot (DU):**

**Character Examples:**



**Cottage House Lot (CH):**

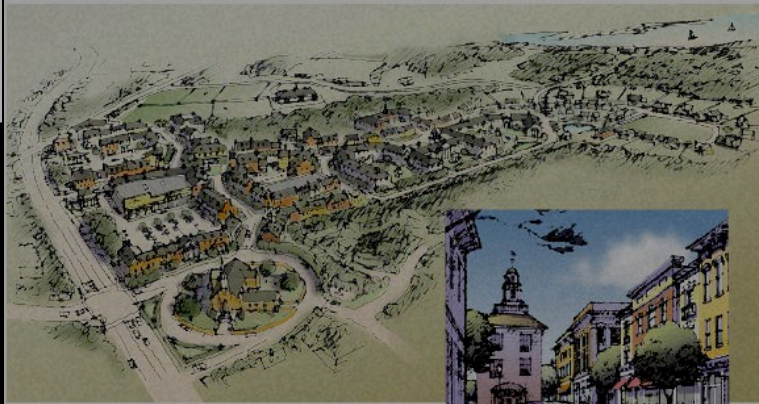
**Character Examples:**



*Regional Sourcebook:*

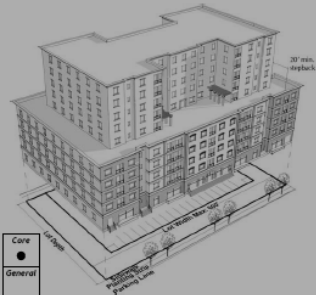
**Place Types for Berkeley, Charleston and Dorchester Counties**

# Precision



**Pedestal Building Lot (PB):**

**Character Examples:**



- Core ●
- General ●
- Edge ●
- Preserve ●

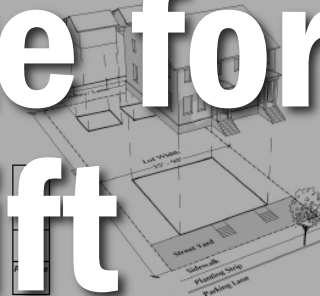
**Street E (access street):**

- Core ●
- General ●
- Edge ●
- Preserve ●



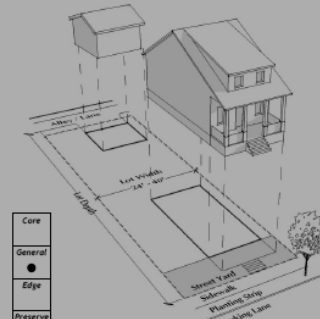
**Duplex Lot (DU):**

**Character Examples:**



**Cottage House Lot (CH):**

**Character Examples:**



- Core ●
- General ●
- Edge ●
- Preserve ●

Regional Source Book:

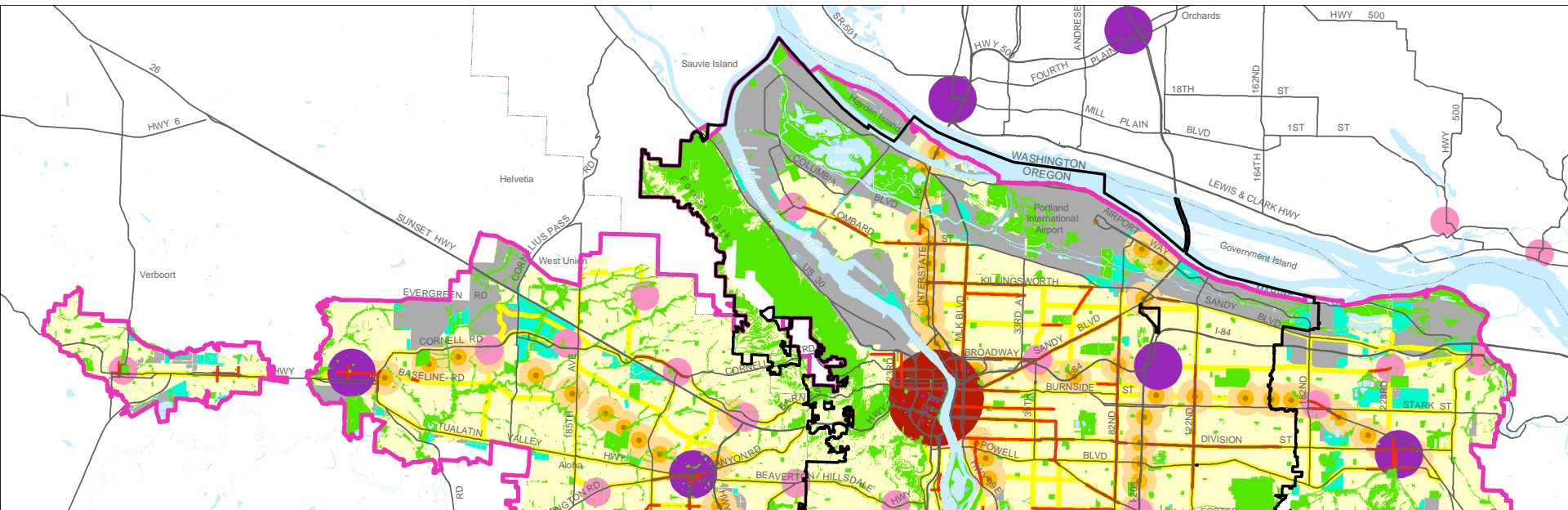
# Place Types for Berkeley, Charleston and Dorchester Counties

# The Antidote for Plan Drift



















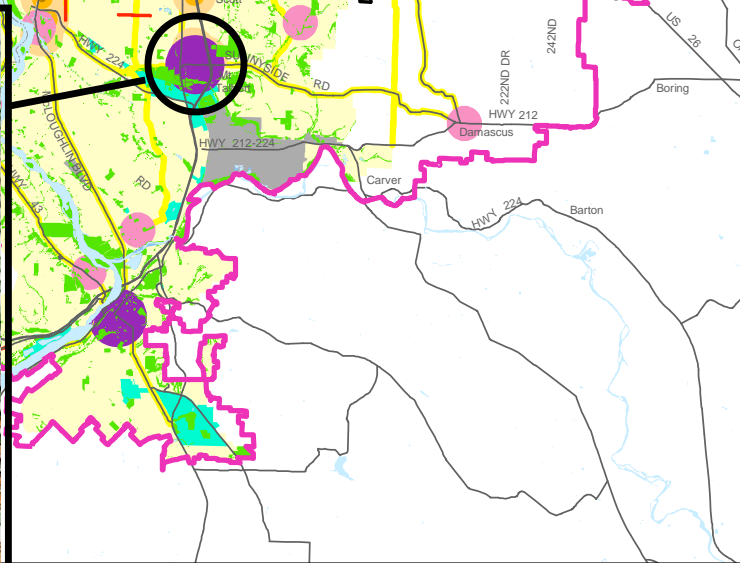
**How does one get that  
Precision?**



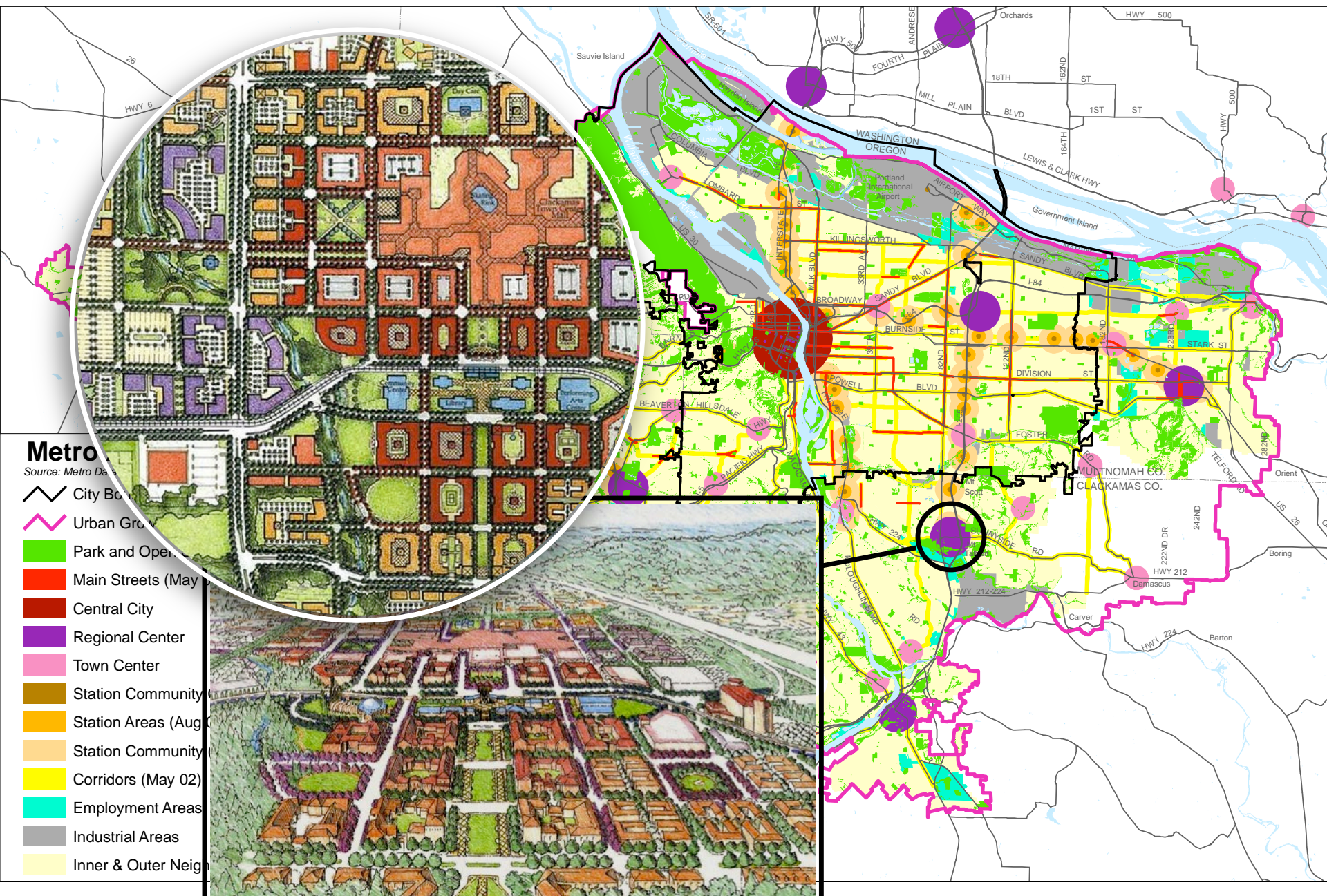
# Metro 2040 Concept Map

Source: Metro Data Resource Center

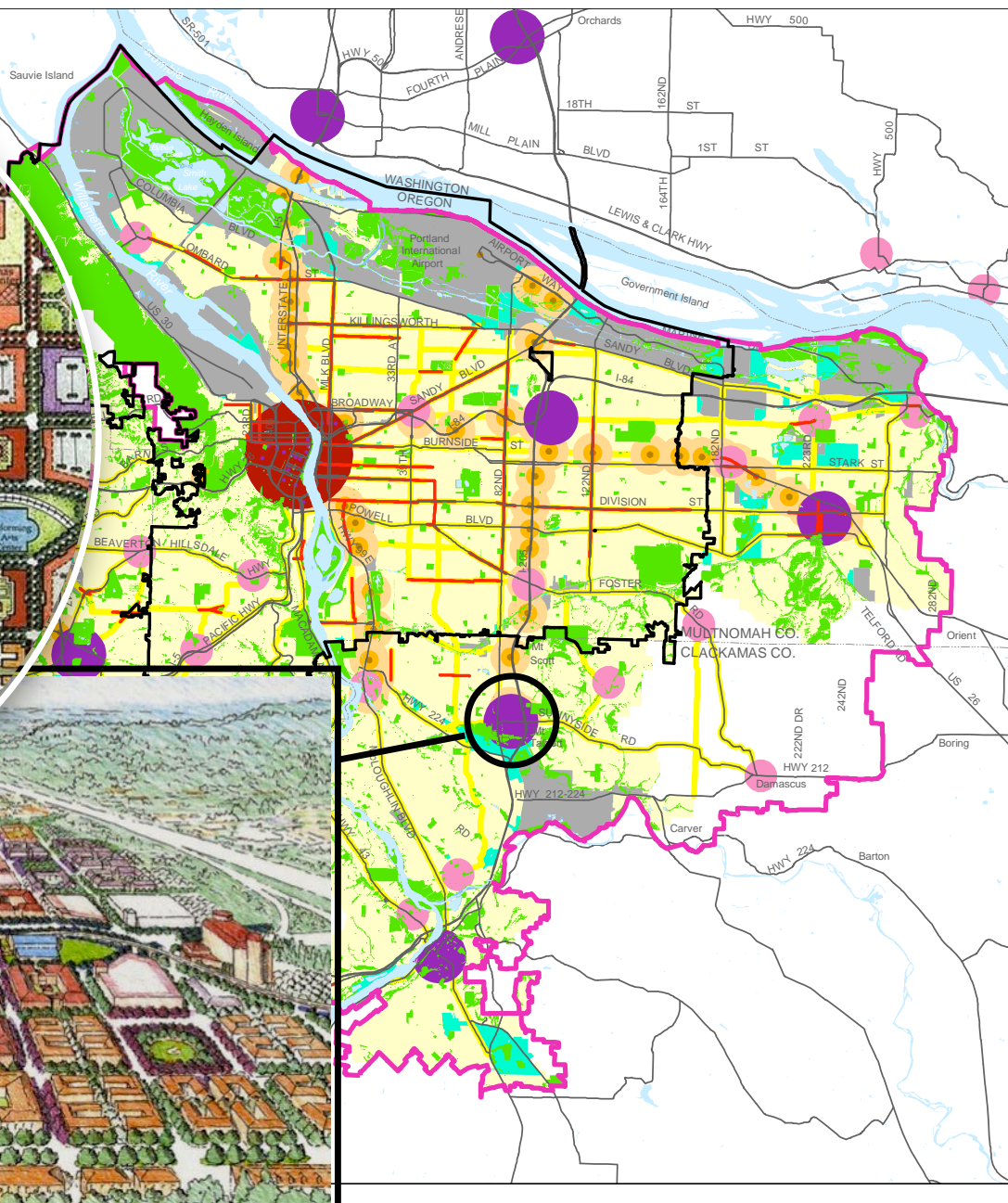
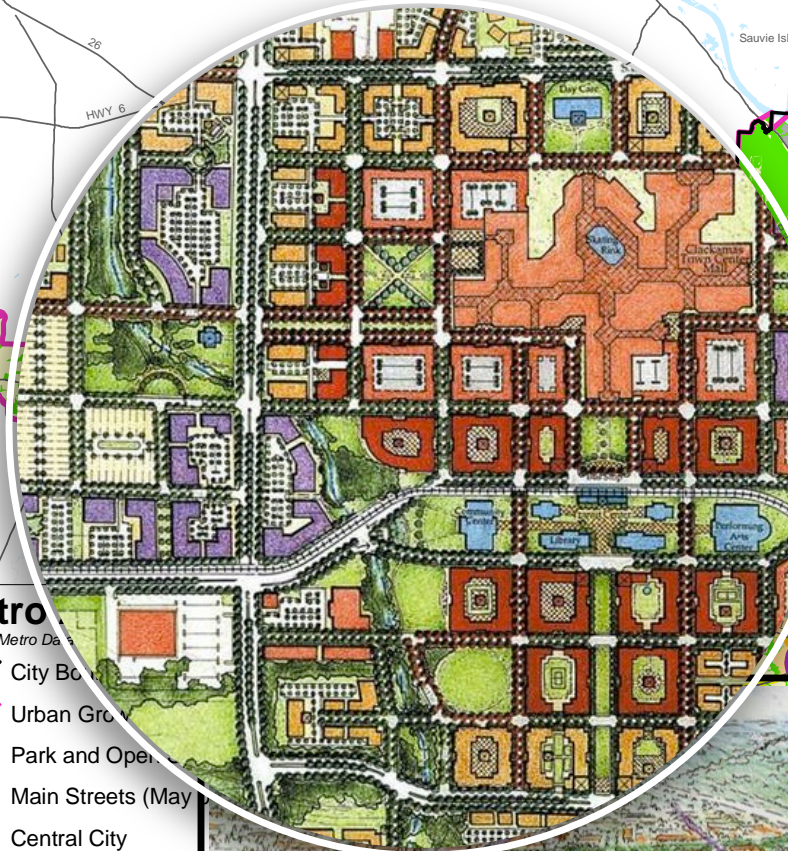
-  City Boundary
-  Urban Growth Boundary
-  Park and Open Space
-  Main Streets (May 02)
-  Central City
-  Regional Center
-  Town Center
-  Station Community
-  Station Areas (Aug 02)
-  Station Community
-  Corridors (May 02)
-  Employment Areas
-  Industrial Areas
-  Inner & Outer Neighborhoods







- Metro**  
 Source: Metro Data
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  - Inner & Outer Neighborhoods



# FUTURE LAND USE MAP

SARASOTA COUNTY  
DECEMBER 2008



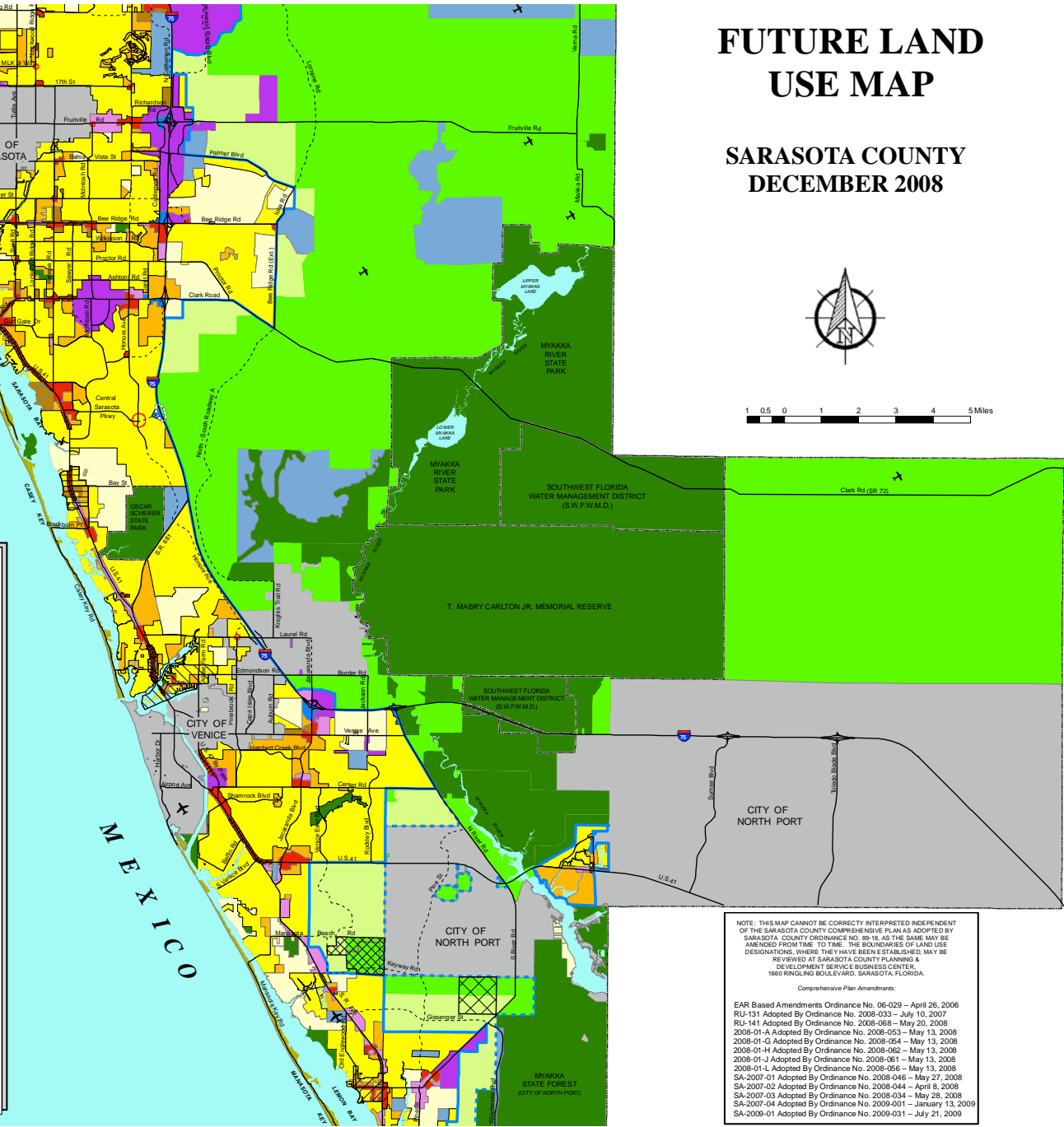
**Legend**

**Designated Land Uses**

- LOW DENSITY RESIDENTIAL (<2 DUs/ACRE)
- MODERATE DENSITY RESIDENTIAL (≥2 AND < 5 DUs/ACRE)
- MEDIUM DENSITY RESIDENTIAL (≥5 AND ≤9 DUs/ACRE)
- HIGH DENSITY RESIDENTIAL (>9 AND ≤13 DUs/ACRE)
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- RURAL
- BARRIER ISLAND
- COMMERCIAL CENTER
- COMMERCIAL CORRIDOR
- LIGHT OFFICE
- OFFICE/MULTI-FAMILY RESIDENTIAL
- COMMERCIAL HIGHWAY INTERCHANGE
- MAJOR EMPLOYMENT CENTER - MEC
- MAJOR GOVERNMENT USES
- PUBLIC CONSERVATION/PRESERVATION
- INCORPORATED AREA
- WATER
- COMMERCIAL CENTER UNDEFINED BOUNDARIES
- ENGLEWOOD TOWN CENTER
- NOKOMIS VILLAGE CENTER
- OSPREY VILLAGE CENTER
- SETTLEMENT AREA OVERLAY (ORD. NO. 2003-012)
- SETTLEMENT AREA OVERLAY (ORD. NO. 2005-007)
- FUTURE I-75 INTERCHANGE
- URBAN SERVICE AREA BOUNDARY - 2015
- FUTURE URBAN SERVICE AREA BOUNDARY
- FUTURE THOROUGHFARES

**AIRPORT FACILITY**

- PRIVATE
- PUBLIC



NOTE: THIS MAP CANNOT BE CORRECTLY INTERPRETED INDEPENDENT OF THE SARASOTA COUNTY COMPREHENSIVE PLAN AS ADOPTED BY SARASOTA COUNTY ORDINANCE NO. 89-18 AS THE SAME MAY BE AMENDED FROM TIME TO TIME. THE BOUNDARIES OF LAND USE DESIGNATIONS, WHERE THEY HAVE BEEN ESTABLISHED, MAY BE REVIEWED AT SARASOTA COUNTY PLANNING & DEVELOPMENT SERVICE BUSINESS CENTER, 1660 RINGLING BOULEVARD, SARASOTA, FLORIDA.

Comprehensive Plan Amendments:

EAR Based Amendments Ordinance No. 06-029 – April 26, 2006  
 RU-131 Adopted By Ordinance No. 2008-033 – July 10, 2007  
 RU-141 Adopted By Ordinance No. 2008-068 – May 20, 2008  
 2008-01-A Adopted By Ordinance No. 2008-053 – May 13, 2008  
 2008-01-G Adopted By Ordinance No. 2008-054 – May 13, 2008  
 2008-01-H Adopted By Ordinance No. 2008-062 – May 13, 2008  
 2008-01-J Adopted By Ordinance No. 2008-061 – May 13, 2008  
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 SA-2007-01 Adopted By Ordinance No. 2008-046 – May 27, 2008  
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 SA-2007-03 Adopted By Ordinance No. 2008-034 – May 28, 2008  
 SA-2007-04 Adopted By Ordinance No. 2009-001 – January 13, 2009  
 SA-2009-01 Adopted By Ordinance No. 2009-031 – July 21, 2009



# FUTURE LAND USE MAP

SARASOTA COUNTY  
DECEMBER 2008



2 3 4 5 Miles

BEE RID

KINSON RD

PROCT

**Legend**

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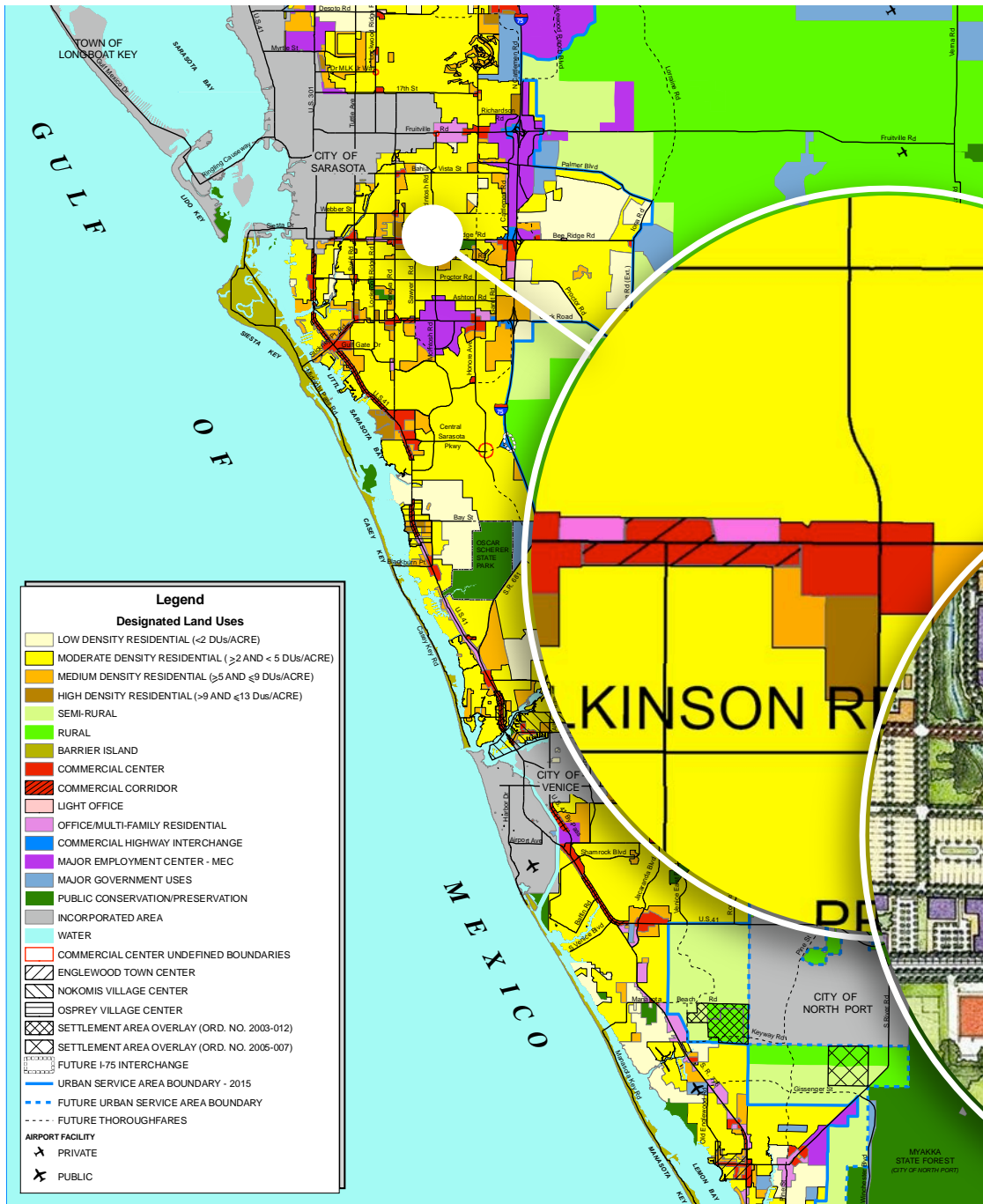
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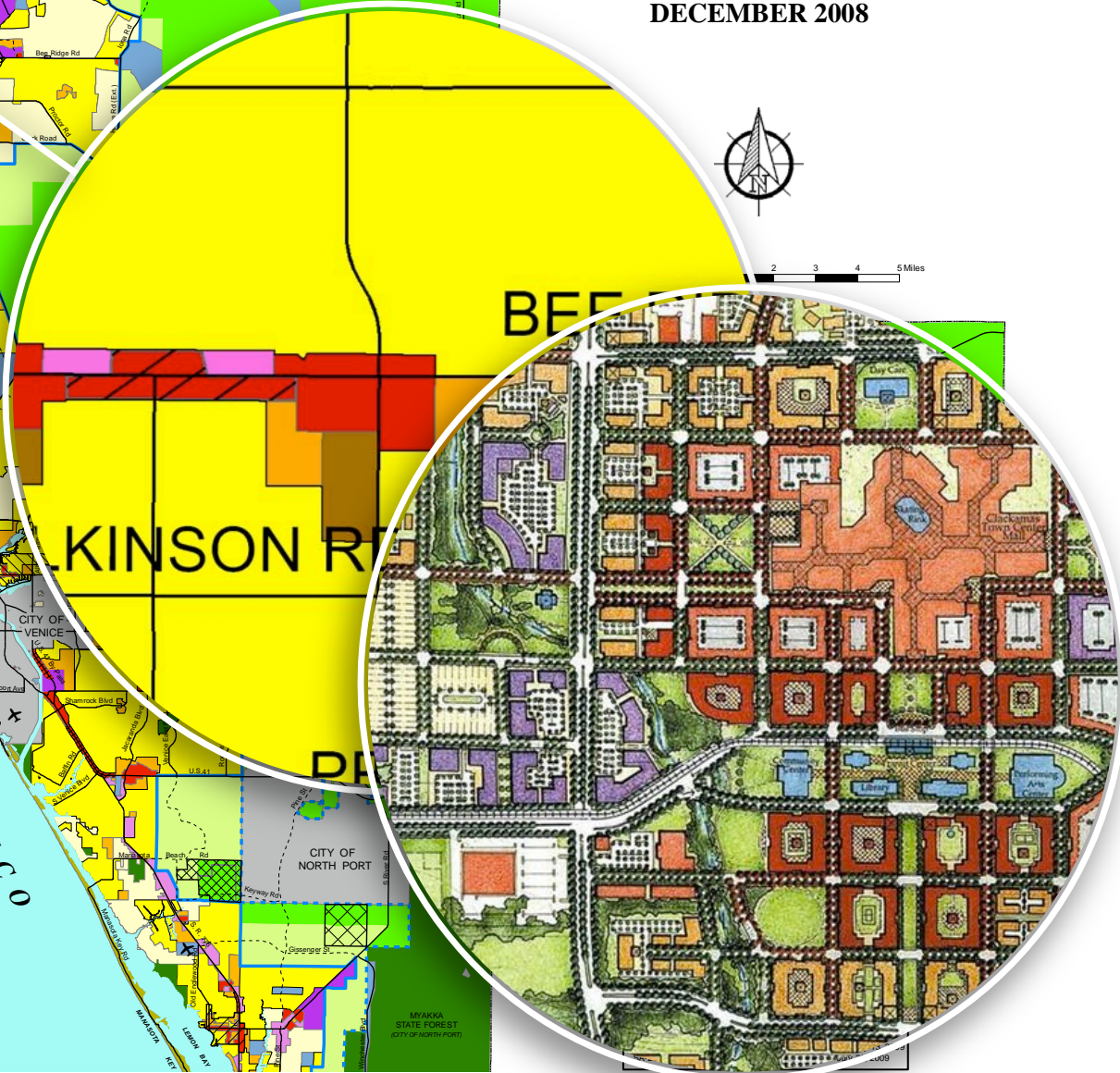
# FUTURE LAND USE MAP

SARASOTA COUNTY  
DECEMBER 2008

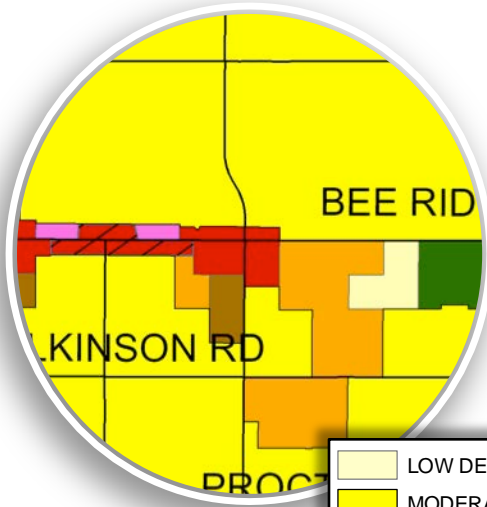















2 3 4 5 Miles

Legend	
Designated Land Uses	
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	MAJOR EMPLOYMENT CENTER - MEC
	MAJOR GOVERNMENT USES







# Precision involves People



**Here's the part  
where I talk about  
public transit**





Anytown, USA  
Main Street



# Anytown, USA

## Main Street





# Anytown, USA

## Main Street





San Jose, CA

# Alum Rock Avenue and 28th Street





San Jose, CA

# Alum Rock Avenue and 28th Street





San Jose, CA

# Alum Rock Avenue and 28th Street





Sarasota County, Florida

Bee Ridge Road & Beneva Road



Sarasota County, Florida

# Bee Ridge Road & Beneva Road





Sarasota County, Florida

# Bee Ridge Road & Beneva Road





# Sarasota County, Florida

## Bee Ridge Road & Beneva Road

















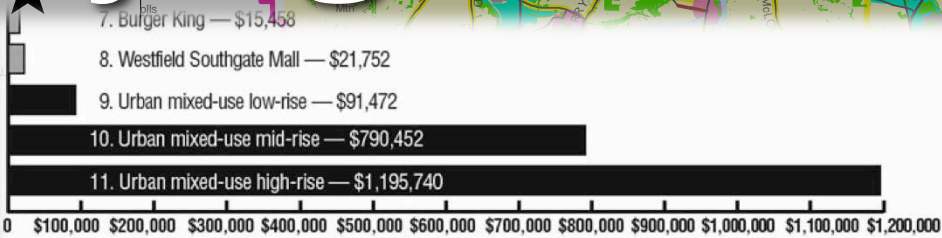


# The dots are what's paying the bills!

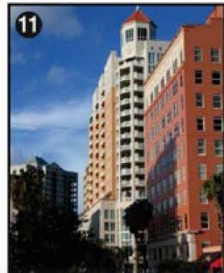
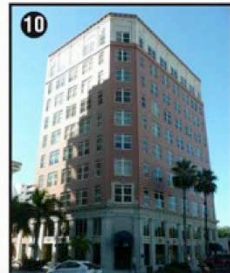
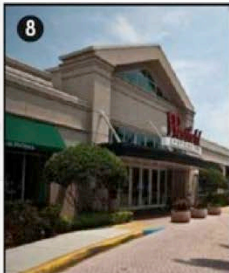
## Metro 2040 Concept Map

Source: Metro Data Resource Center

-  City Boundary
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


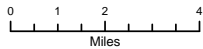
New Urban News; Sources: Sarasota County Government, Office of Financial Planning; Joe Minicozzi, Public Interest Projects. Based on 2008 tax figures. \*Based on average sales price per Sarasota County Board of Realtors, 2008 data.



# Metro 2040 Concept Map

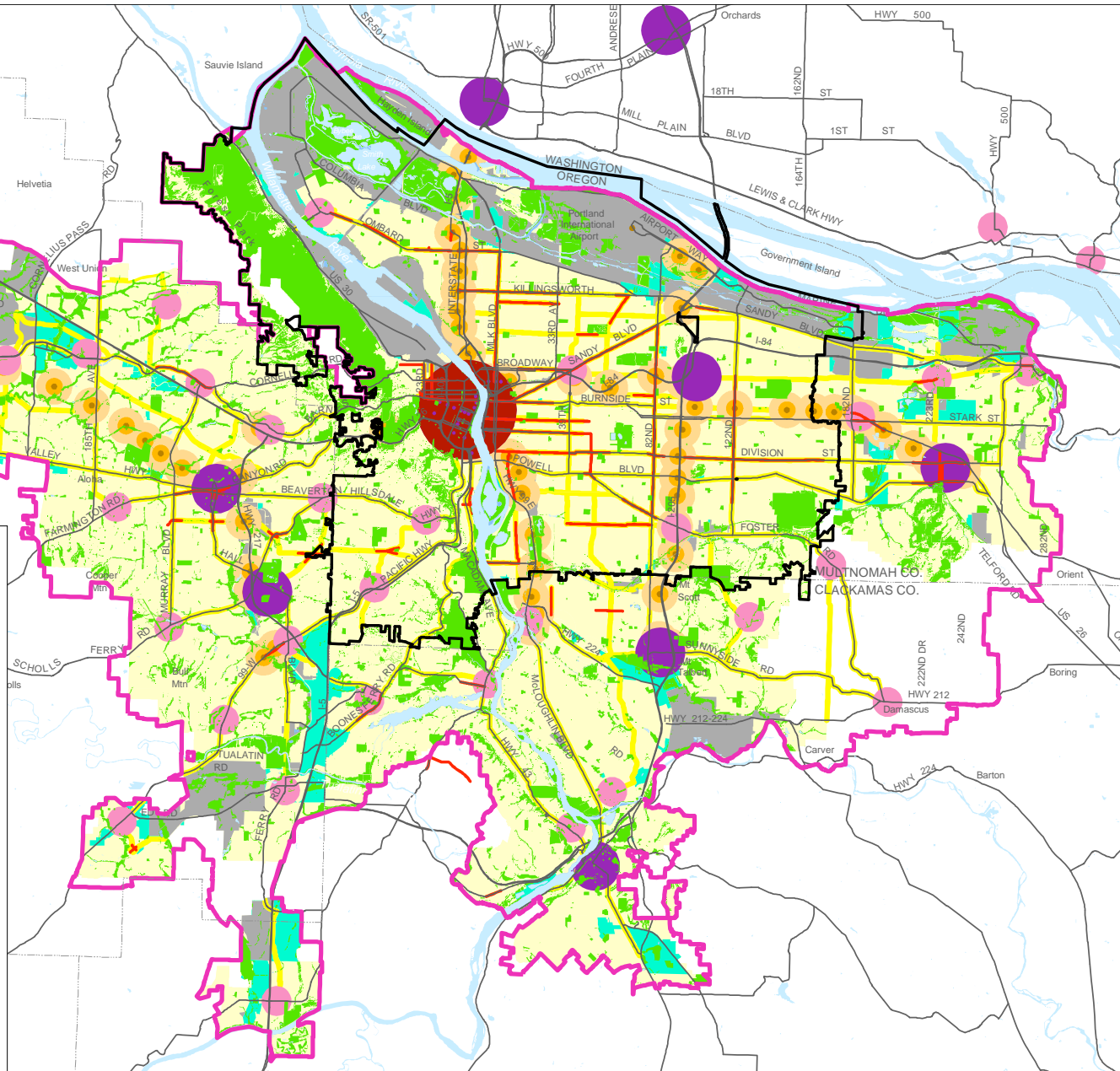
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**City of Portland, Oregon**  
**Bureau of Planning**















July, 2006

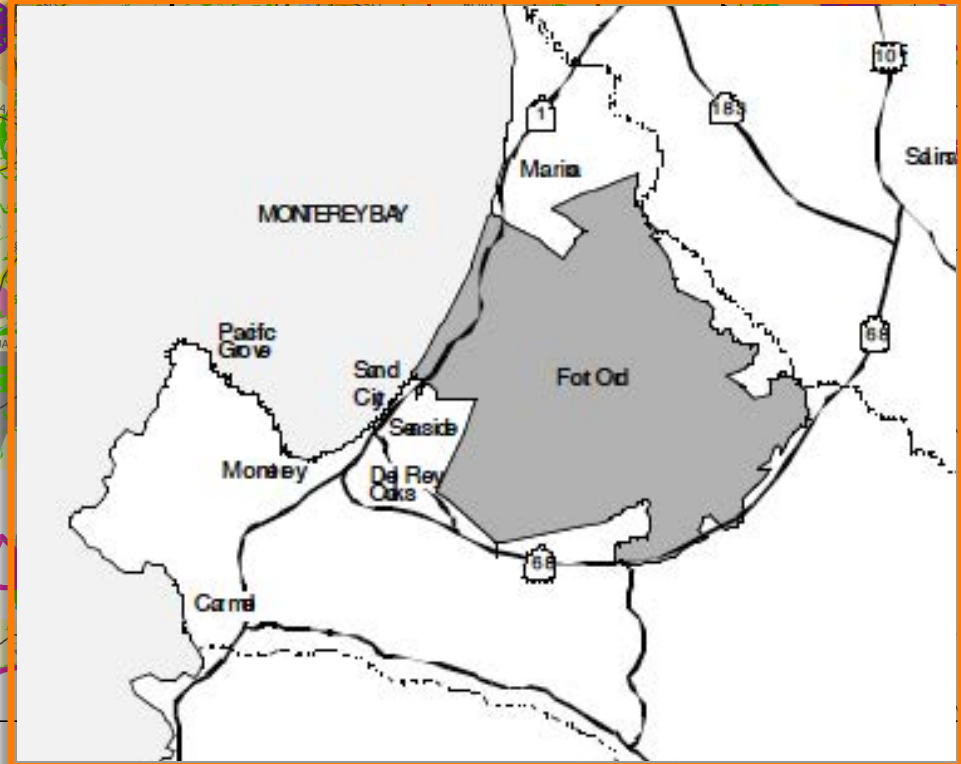
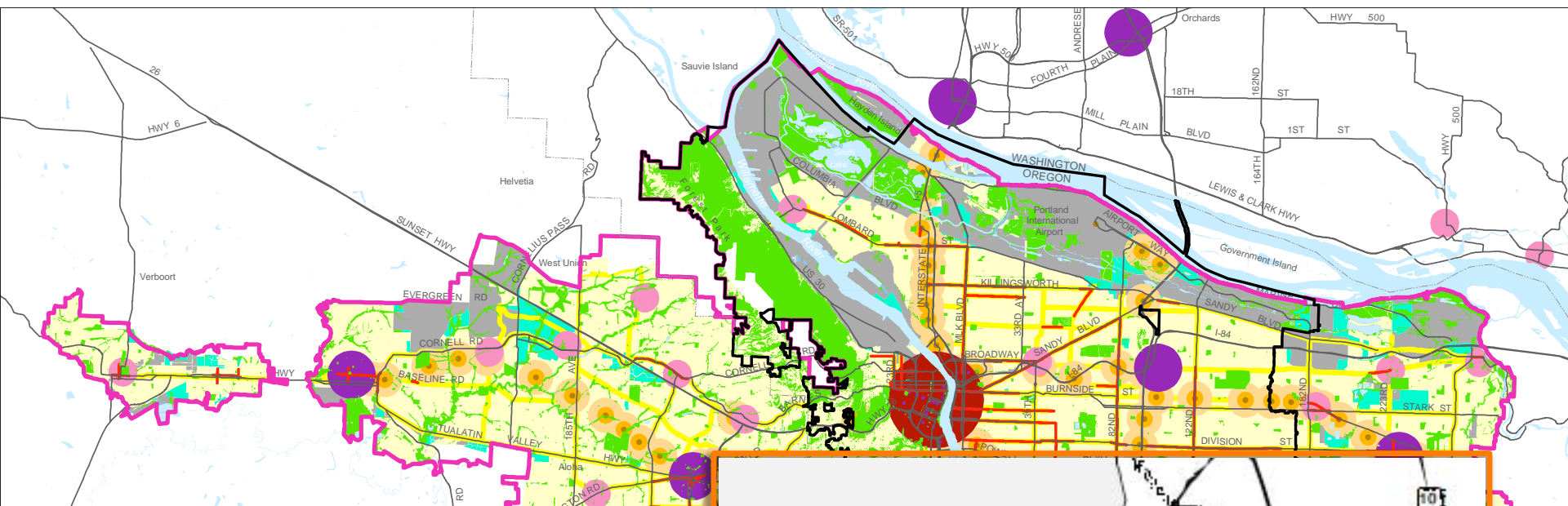
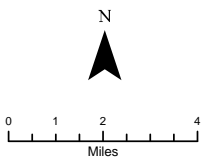


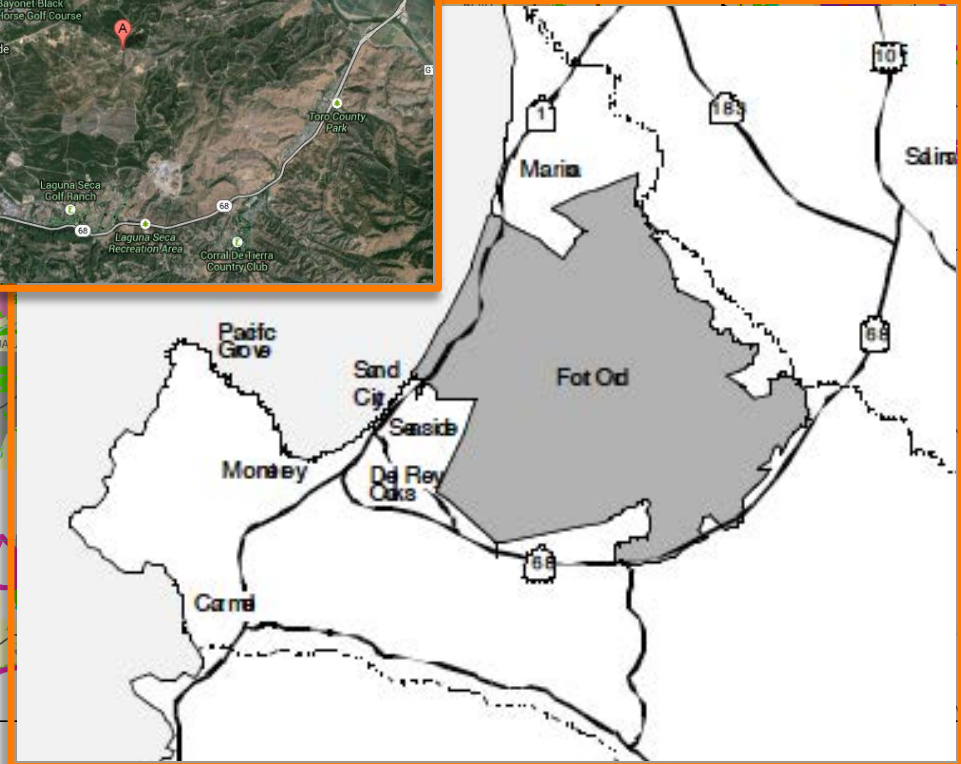
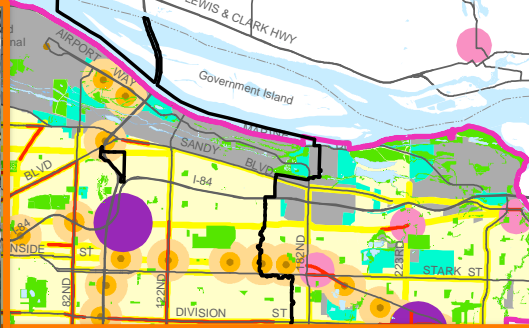
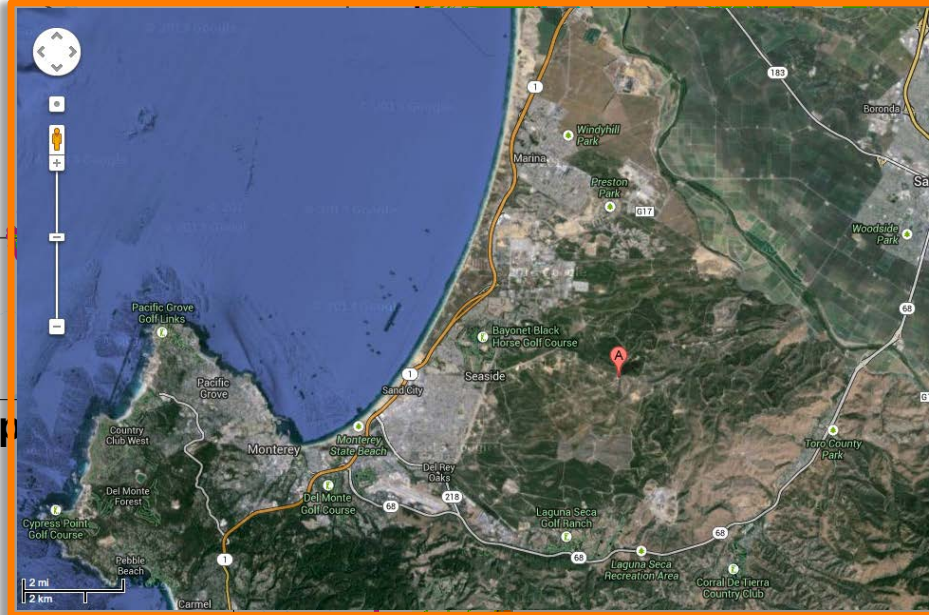
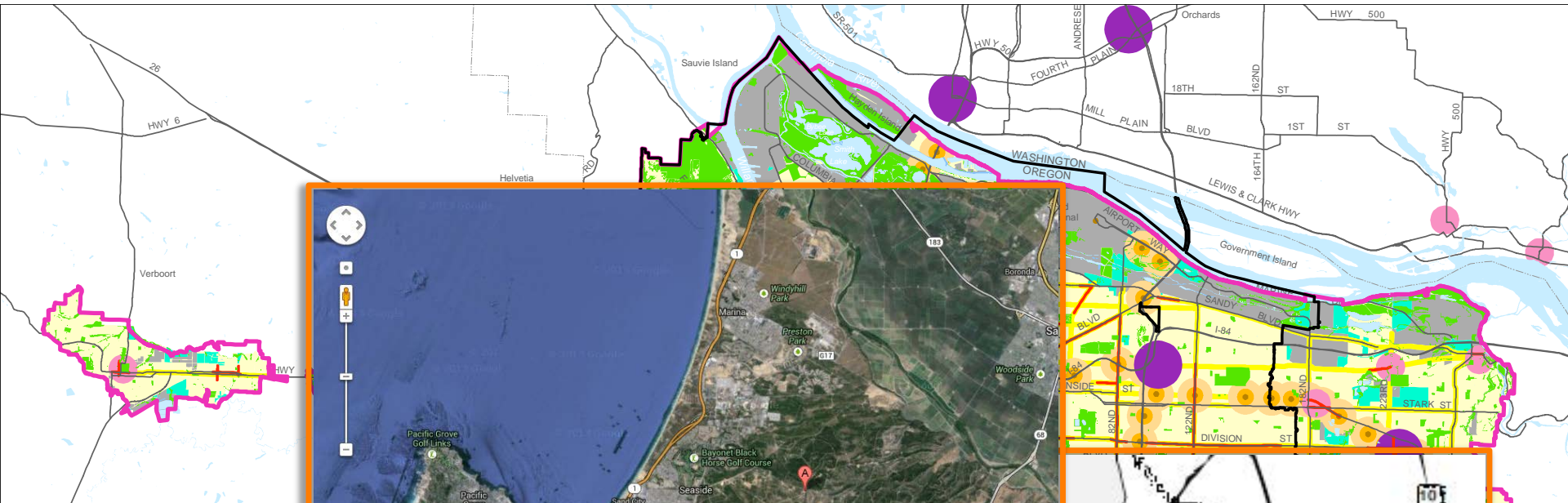


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**Contact me:**  
**Katzoid@earthlink.net**  
**202/486-7160**