

Building Livable Communities:

New Strategies for a New Age

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New Strategies for New Age

Sustainability



Our Topic Tonight:
Fiscal Sustainability



Our Real Topic:
How Places Learn

A Question:

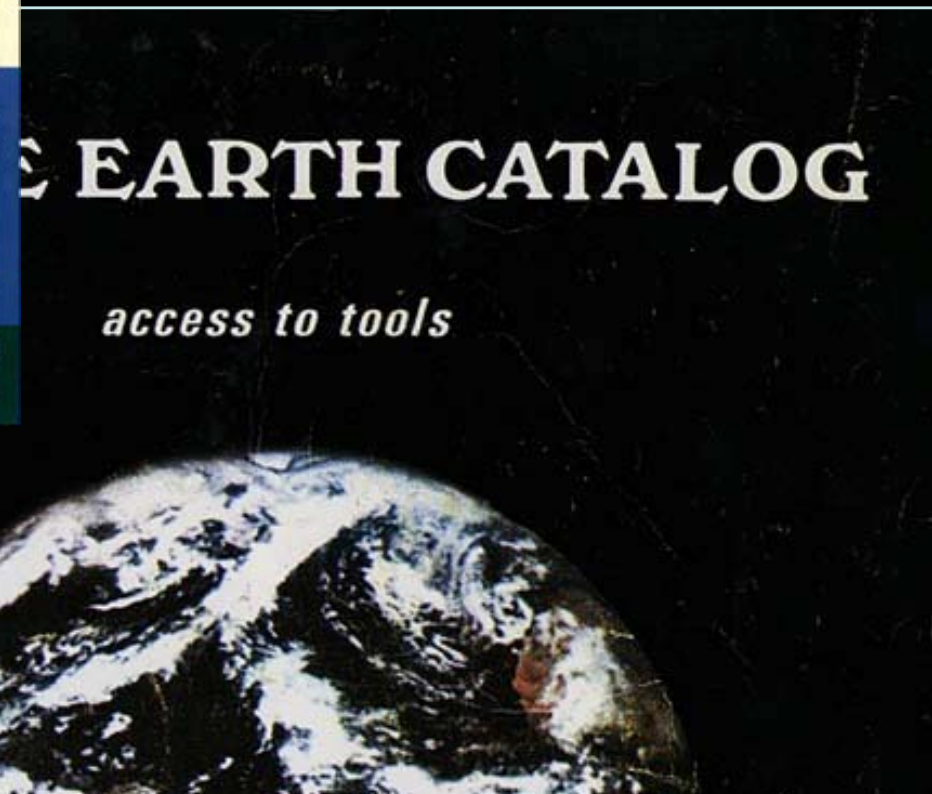
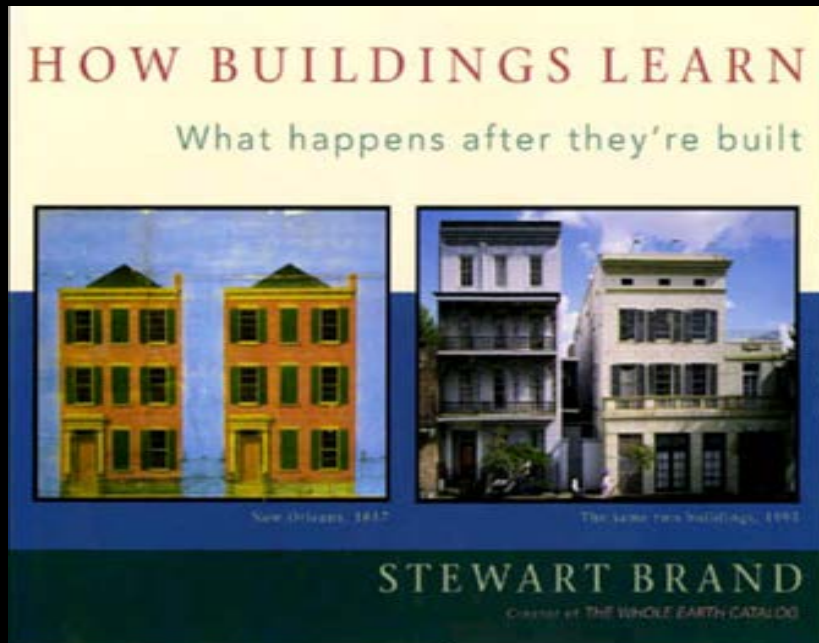
How Do Places Learn?

**The Same Way
People Do**

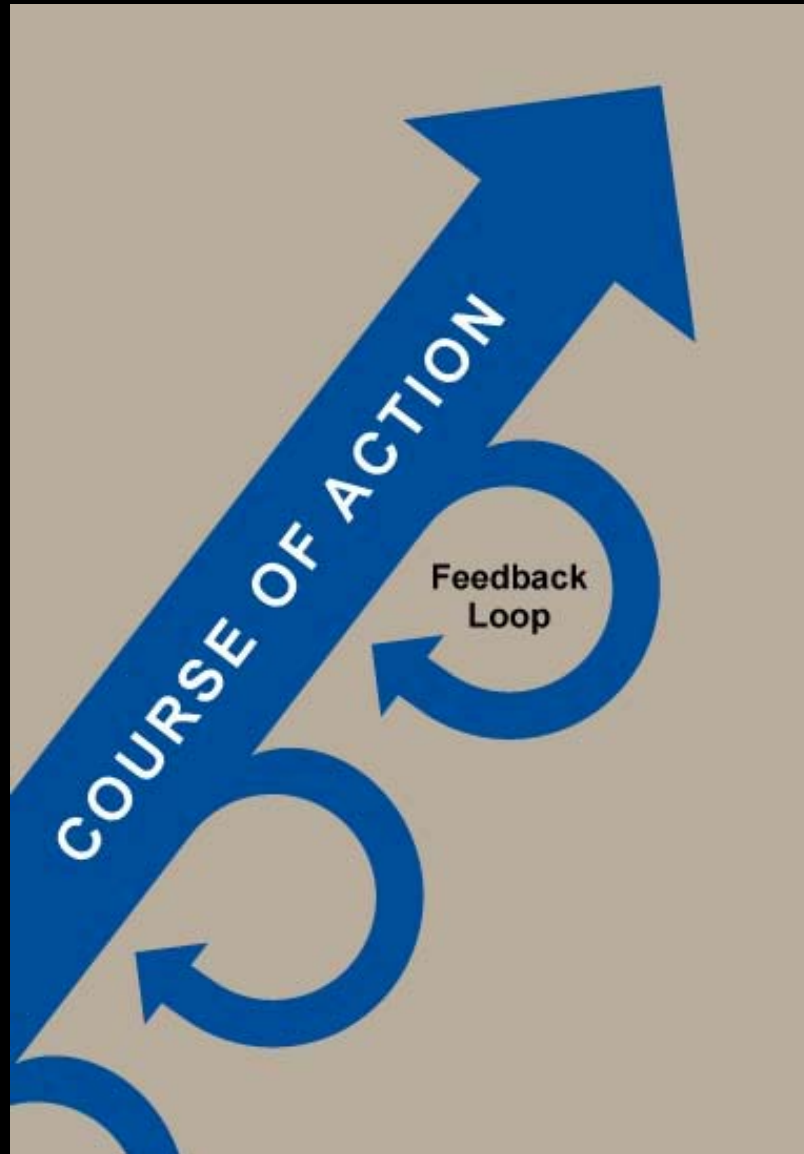
Feedback Loops

The difficulty with planning the physical environment is that the feedback loops are too long.

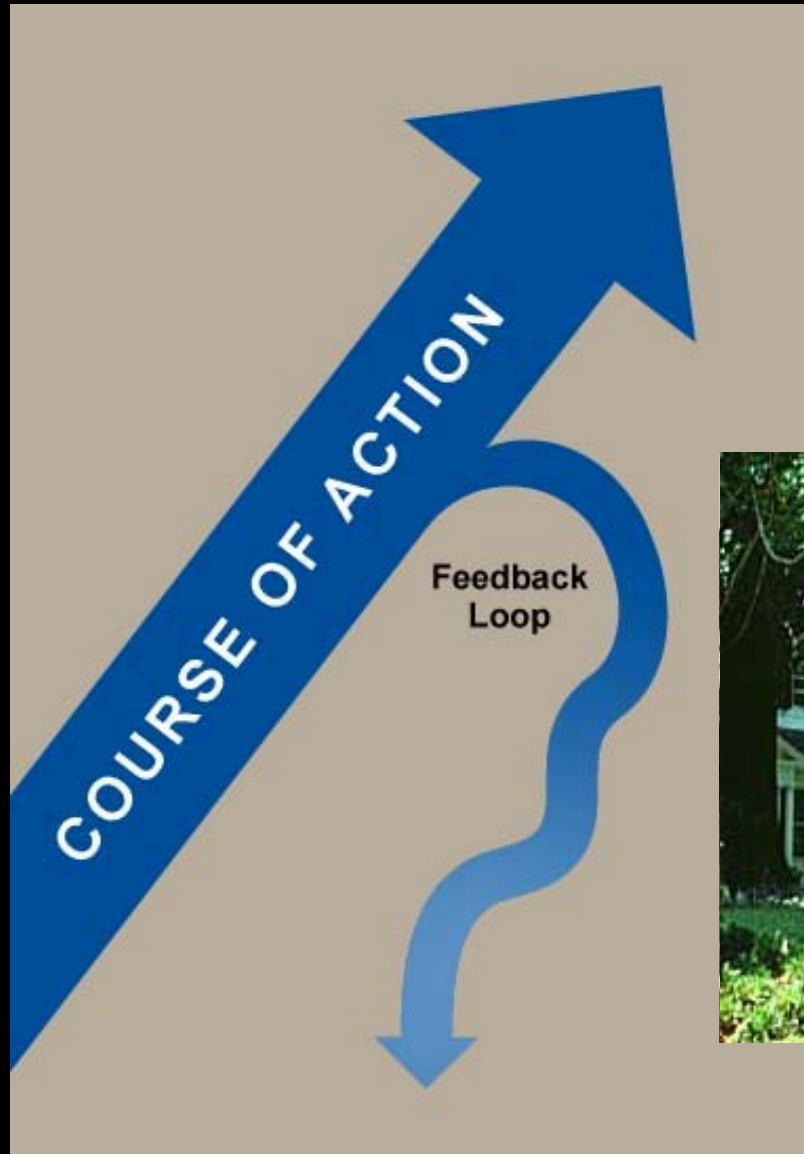
Stewart Brand



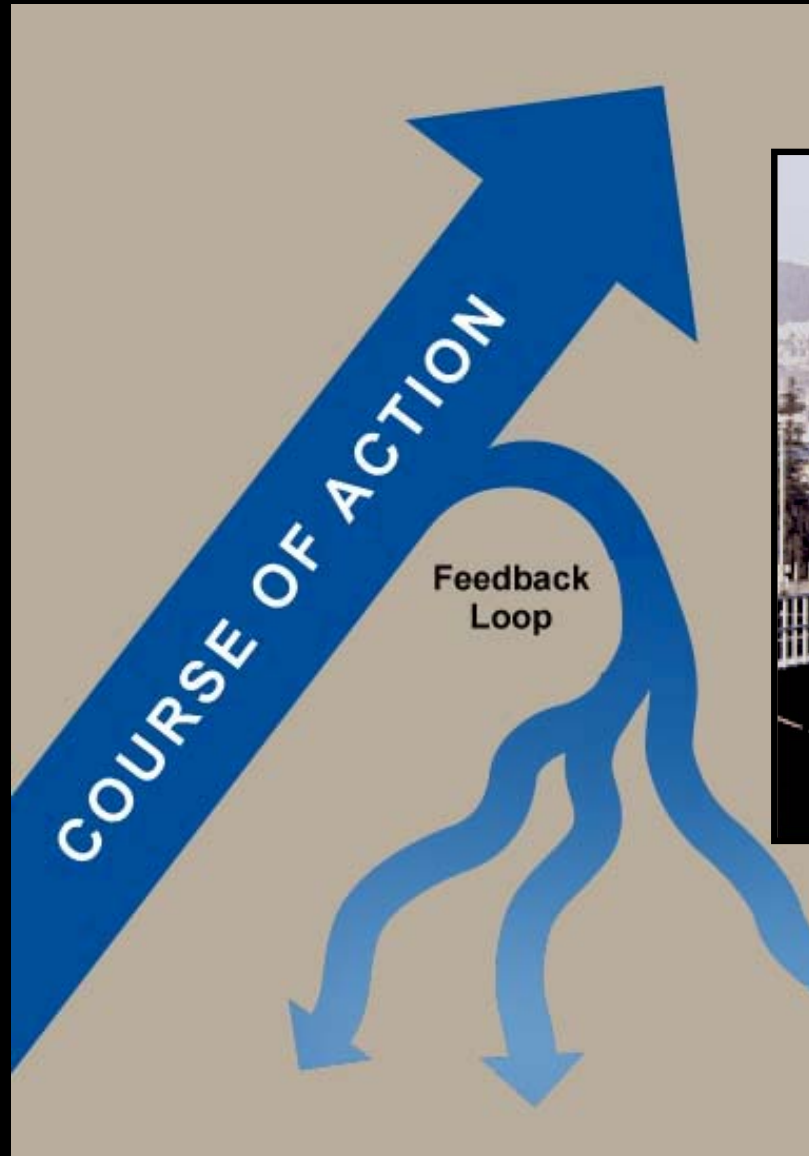
Short Feedback Loops



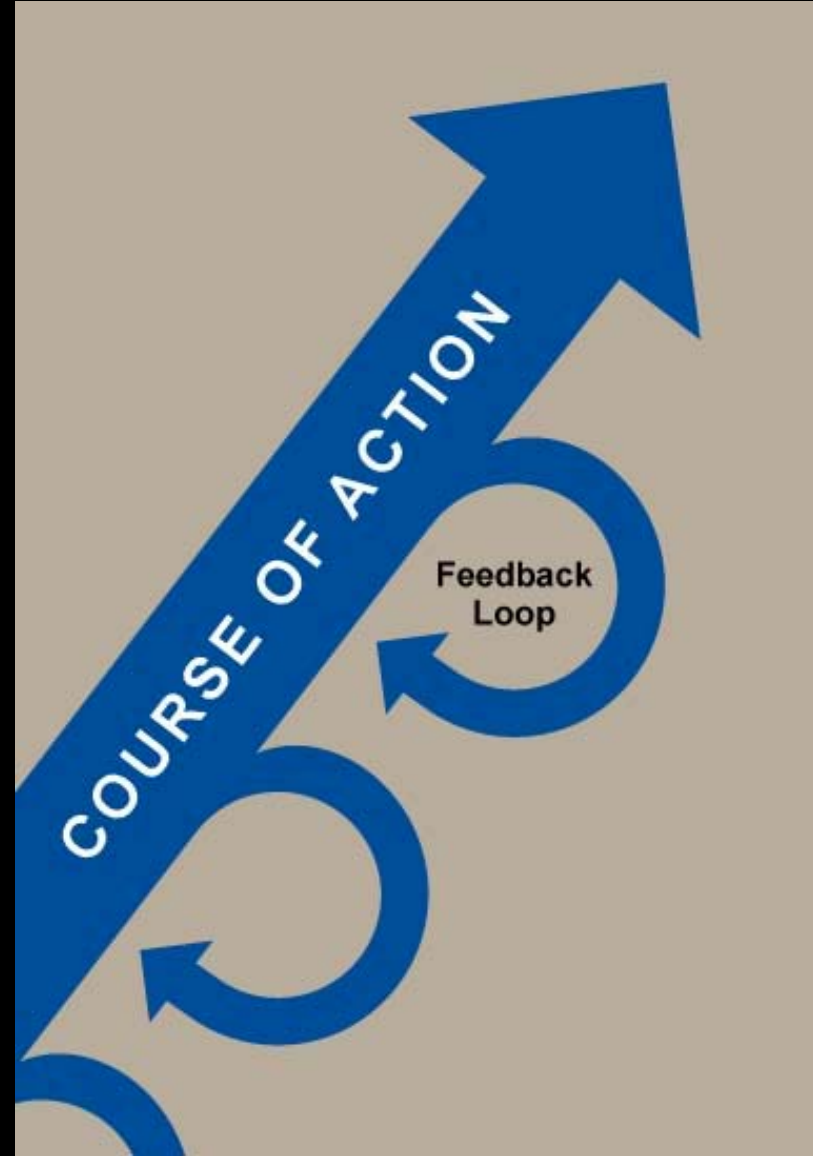
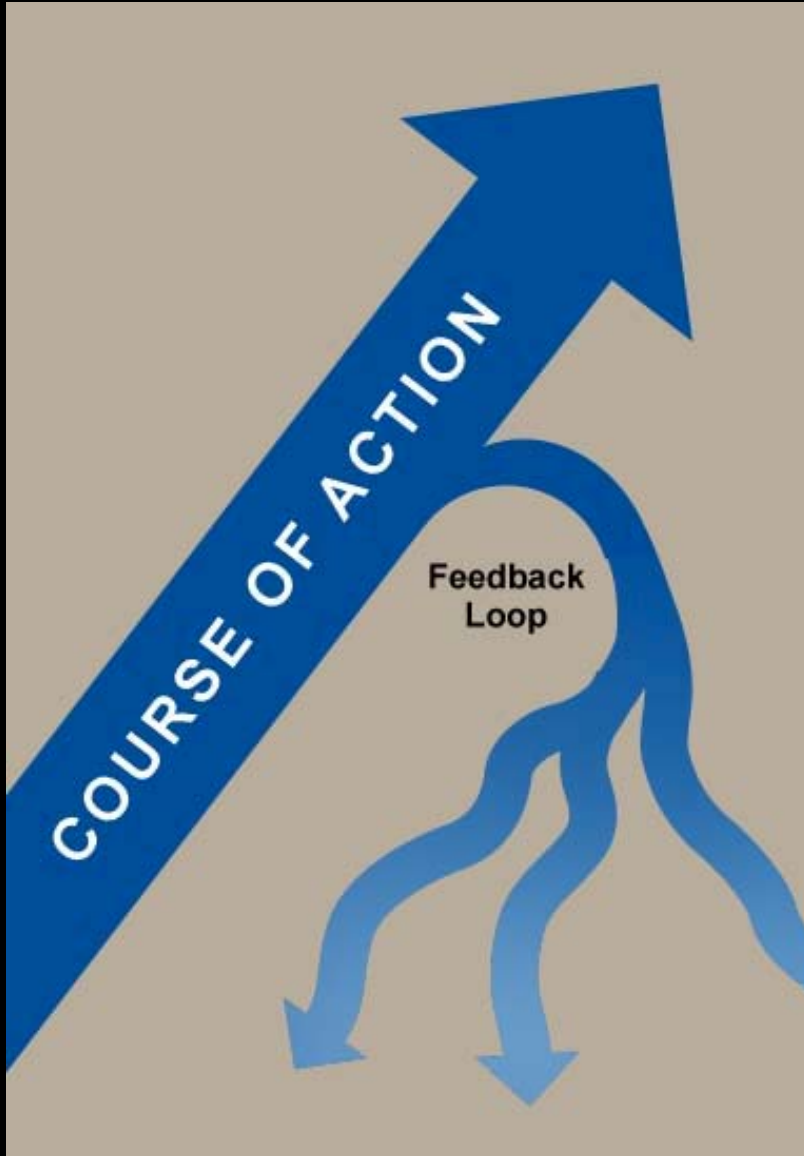
Long Feedback Loops



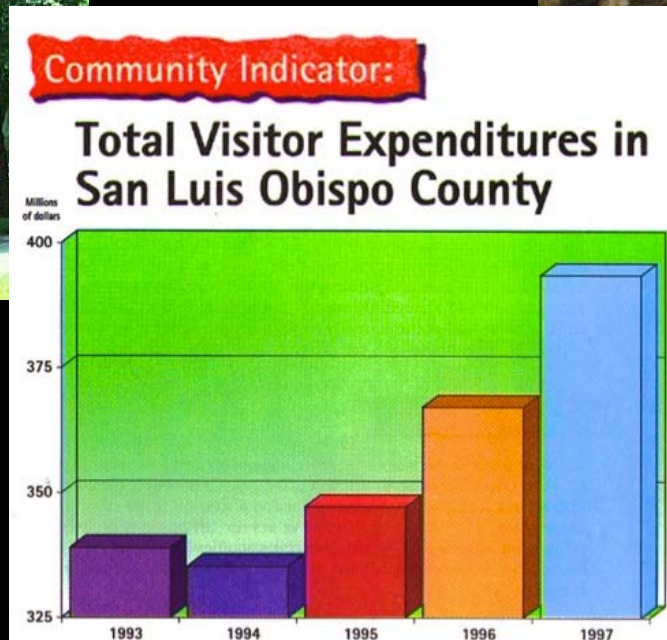
Diffuse Feedback Loops



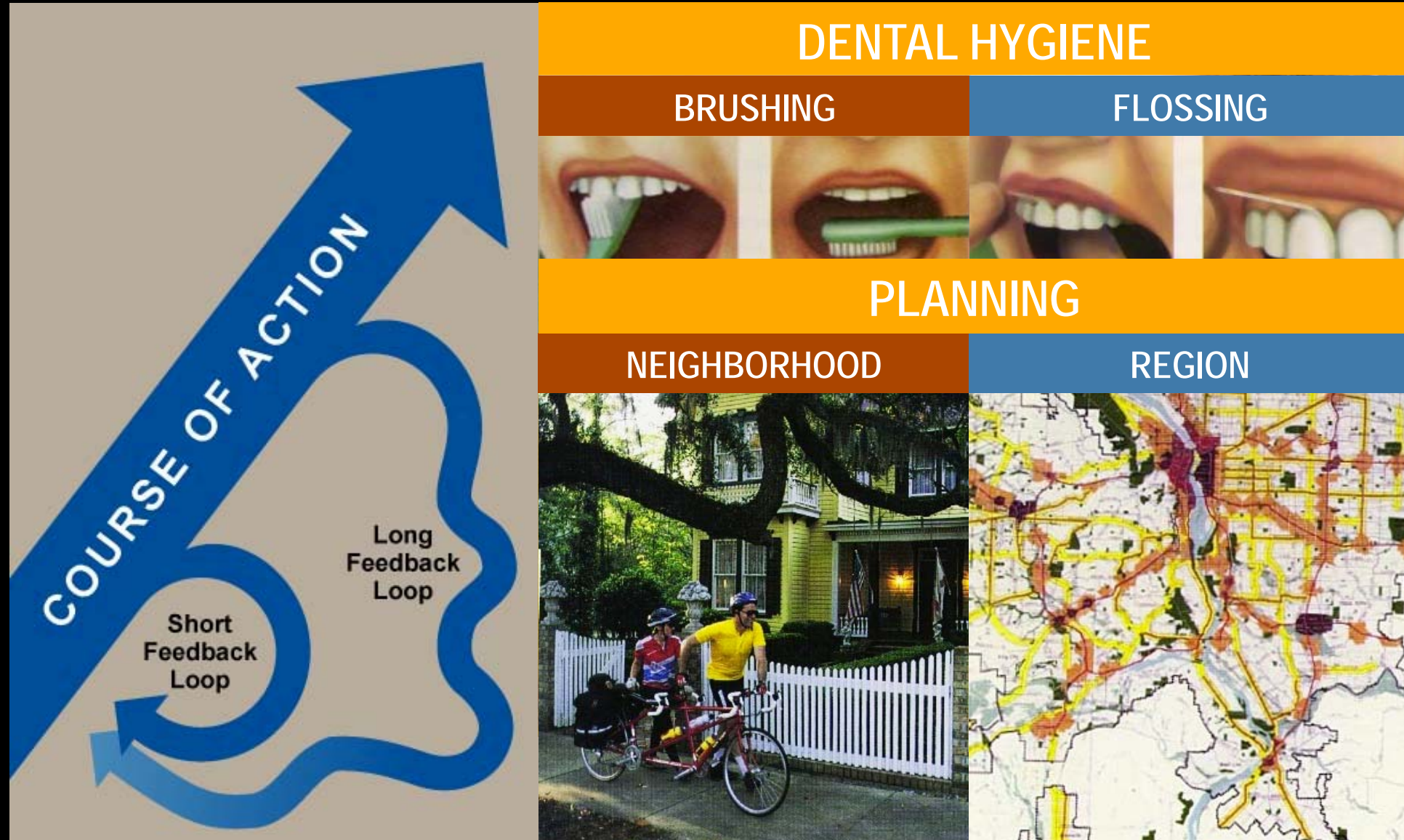
Strategy 1: Shorten, Clarify and Amplify Long Feedback Loops



Strategy 1: Shorten, Clarify and Amplify Long Feedback Loops



Strategy 2: Link Long and Short Feedback Loops



Deceptive Feedback Loops

Deceptive Feedback Loops



Deceptive Feedback Loops



**The moth is not
smarter than it's
would-be predator.
Indeed, its brain
is far less capable.**



**The moth is not
smarter than it's
would-be predator.
Indeed, its brain
is far less capable.
But it's genes may
be more “adaptive.”**



Deceptive Feedback Loops and Planning



Deceptive Feedback Loops and Planning

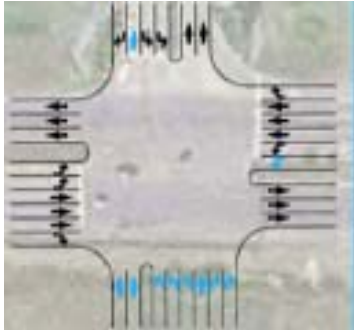


Deceptive Feedback Loops and Planning

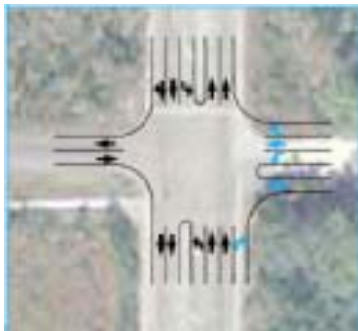


New Roadway Facilities

University Pkwy & N.
Cattlemen Rd. / Cooper
Creek Boulevard Intersection



Honore Avenue & DeSoto
Road Intersection



← EXISTING
← PROPOSED



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

N. Cattlemen Road & DeSoto
Road Intersection

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

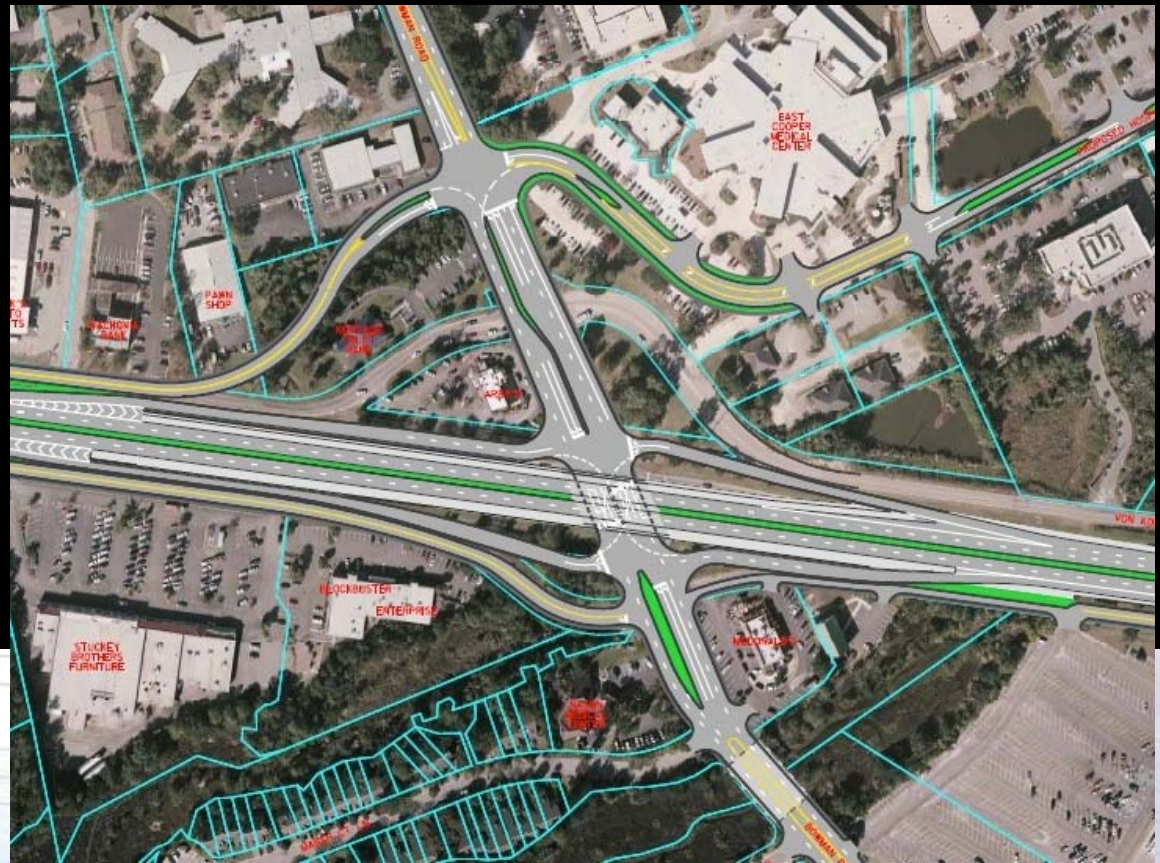
DeSoto Road (from Honore Avenue
to N. Cattlemen Road)

Total
Estimated Cost
\$38,050,000

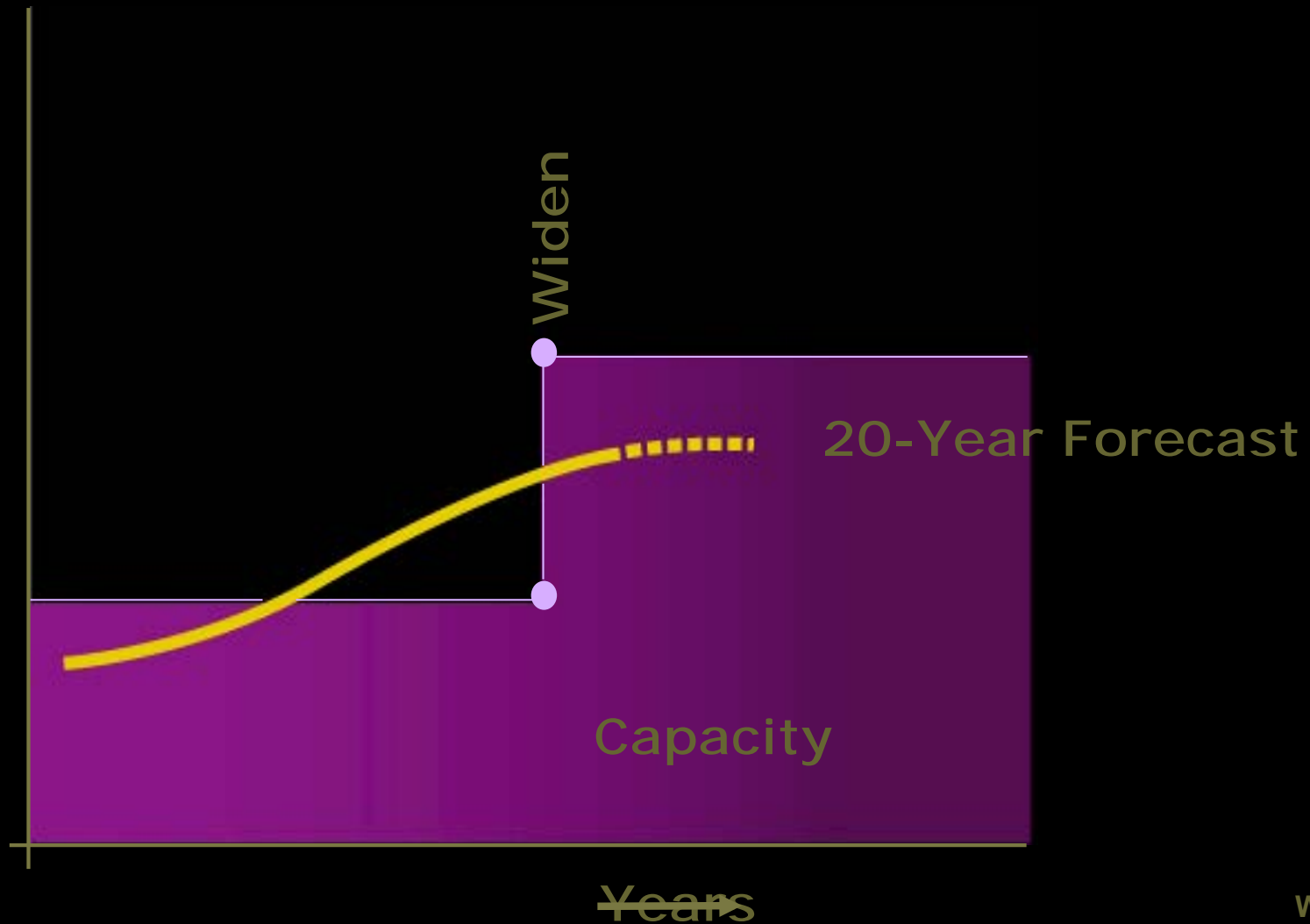
Right of Way \$5,000,000
Construction \$33,500,000

Traffic Improvement?





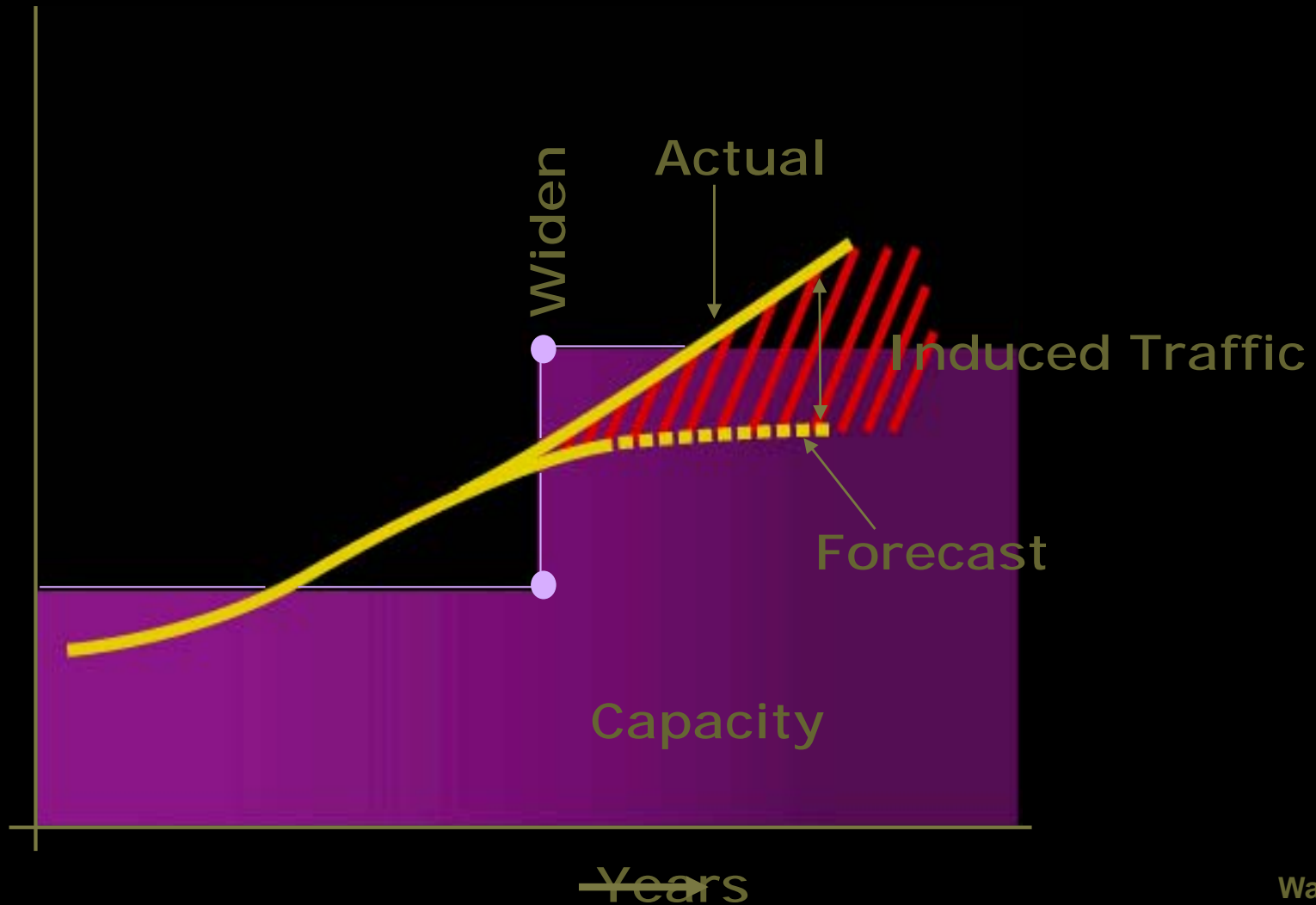
Induced Traffic, Stage I





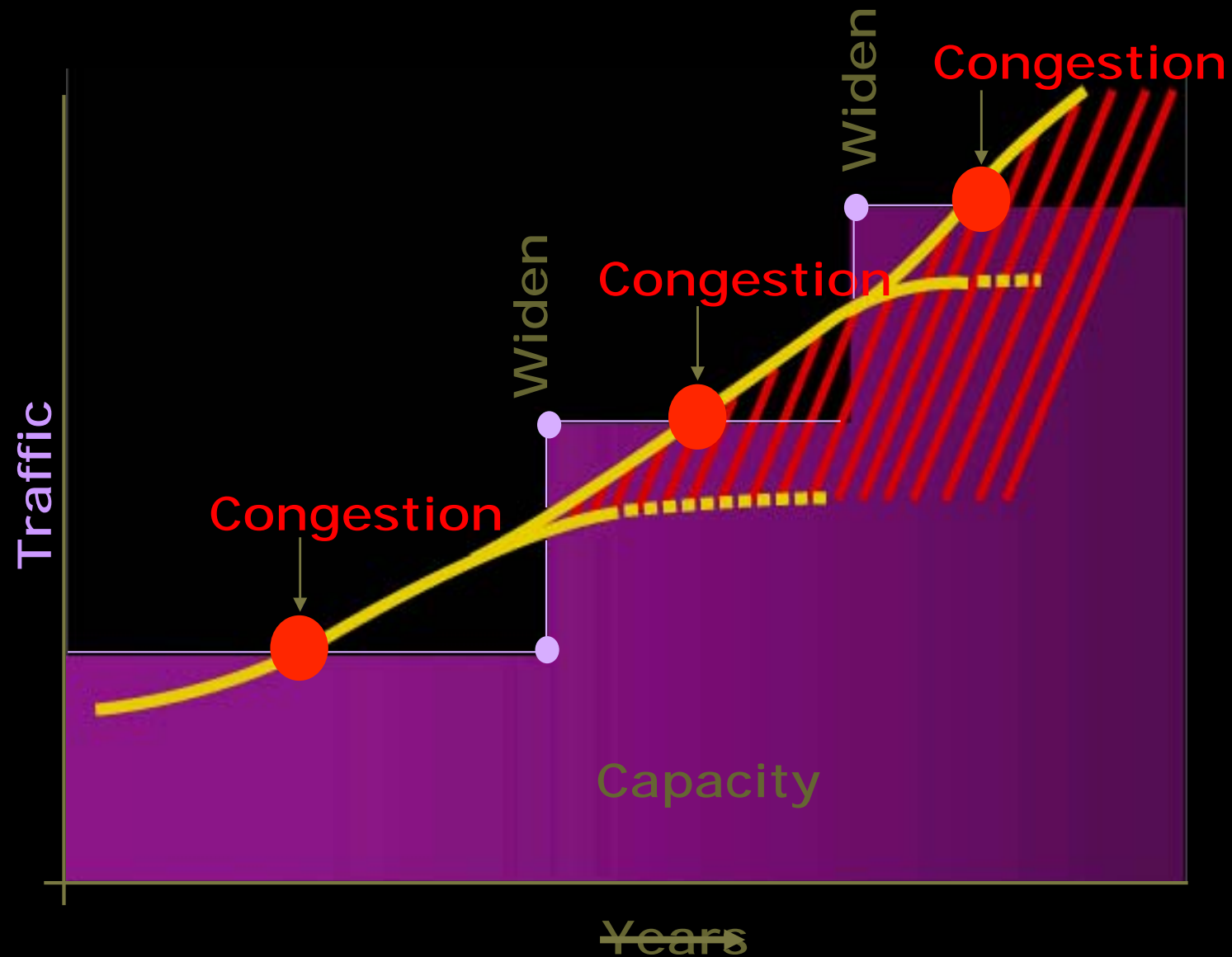


Induced Traffic, Stage II

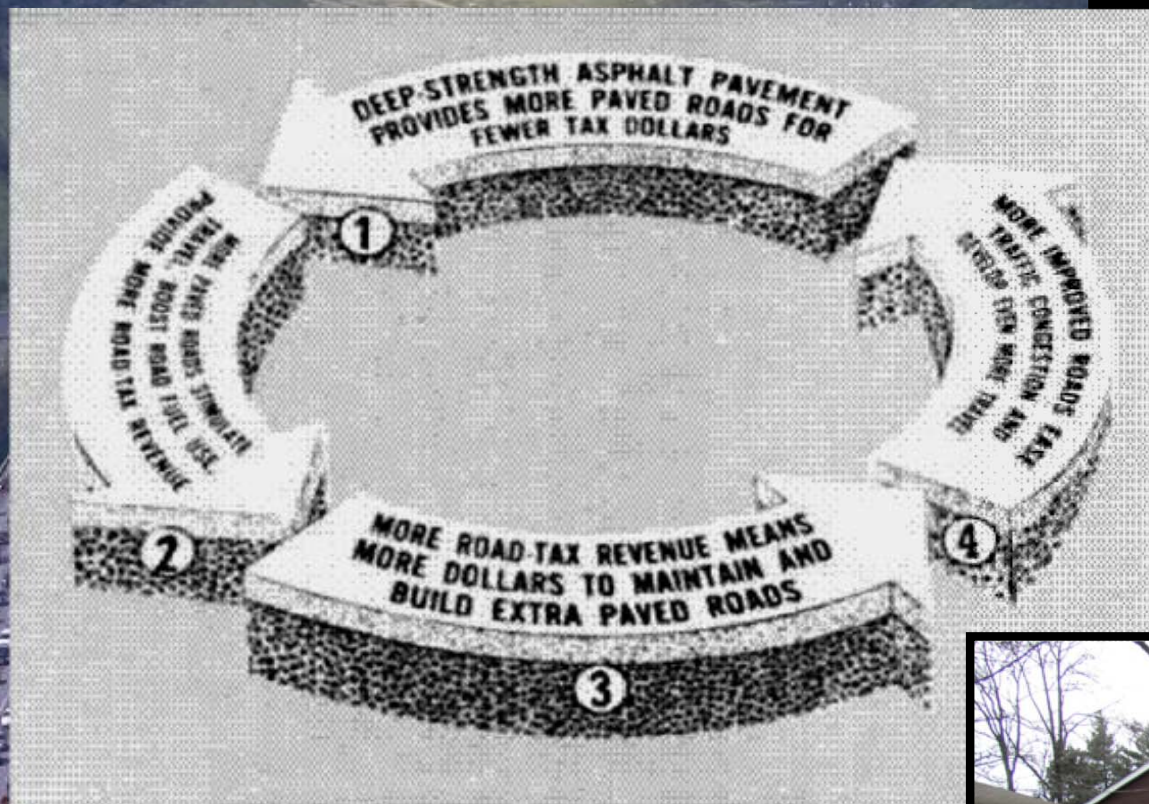




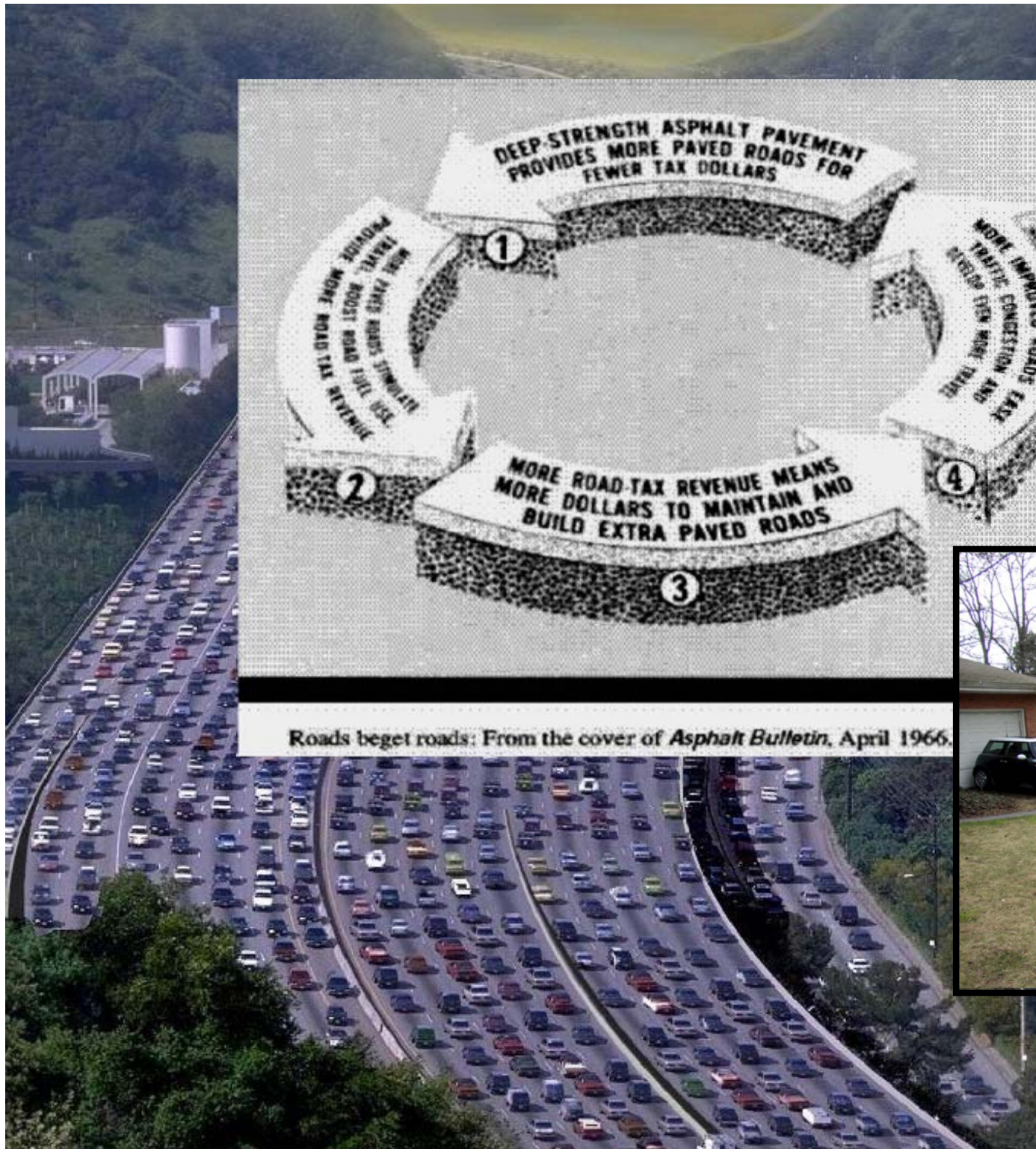
Induced Traffic, Stage III...







Roads beget roads: From the cover of *Asphalt Bulletin*, April 1966.



**This road-traffic vicious circle
is intersected and intensified
by others.**



This road-traffic vicious circle is intersected and intensified by others. The car-suburban sprawl vicious circle makes transit routes expensive and otherwise impractical;



This road-traffic vicious circle is intersected and intensified by others. The car-suburban sprawl vicious circle makes transit routes expensive and otherwise impractical; therefore, cars are even more necessary;



This road-traffic vicious circle is intersected and intensified by others. The car-suburban sprawl vicious circle makes transit routes expensive and otherwise impractical; therefore, cars are even more necessary; therefore people who can't afford cars are required to support them...



As riders and fare incomes drop, transit services are reduced;



As riders and fare incomes drop, transit services are reduced; therefore, more riders and fares are lost;



As riders and fare incomes drop, transit services are reduced; therefore, more riders and fares are lost; therefore service is further reduced;



As riders and fare incomes drop, transit services are reduced; therefore, more riders and fares are lost; therefore service is further reduced; and so on– to the point of collapse, meaning the disappearance of former transit services.



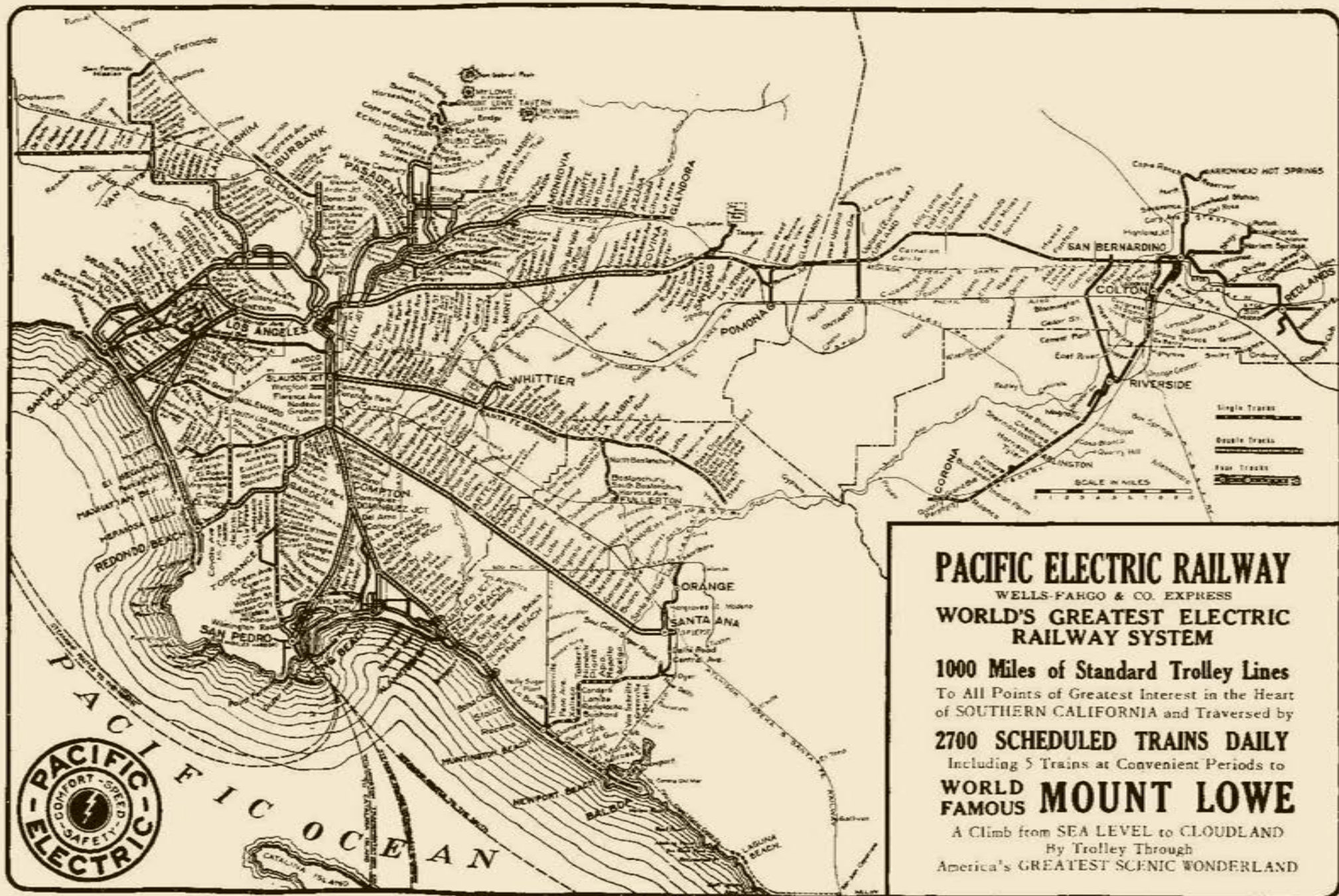
As riders and fare incomes drop, transit services are reduced; therefore, more riders and fares are lost; therefore service is further reduced; and so on– to the point of collapse, meaning the disappearance of former transit services.



–Jane Jacobs, *The Nature of Economies*



LINE OF THE PACIFIC ELECTRIC RAILWAY IN SOUTHERN CALIFORNIA



PACIFIC ELECTRIC RAILWAY

WELLS-FARGO & CO. EXPRESS

WORLD'S GREATEST ELECTRIC RAILWAY SYSTEM

1000 Miles of Standard Trolley Lines

To All Points of Greatest Interest in the Heart of SOUTHERN CALIFORNIA and Traversed by

2700 SCHEDULED TRAINS DAILY

Including 5 Trains at Convenient Periods to

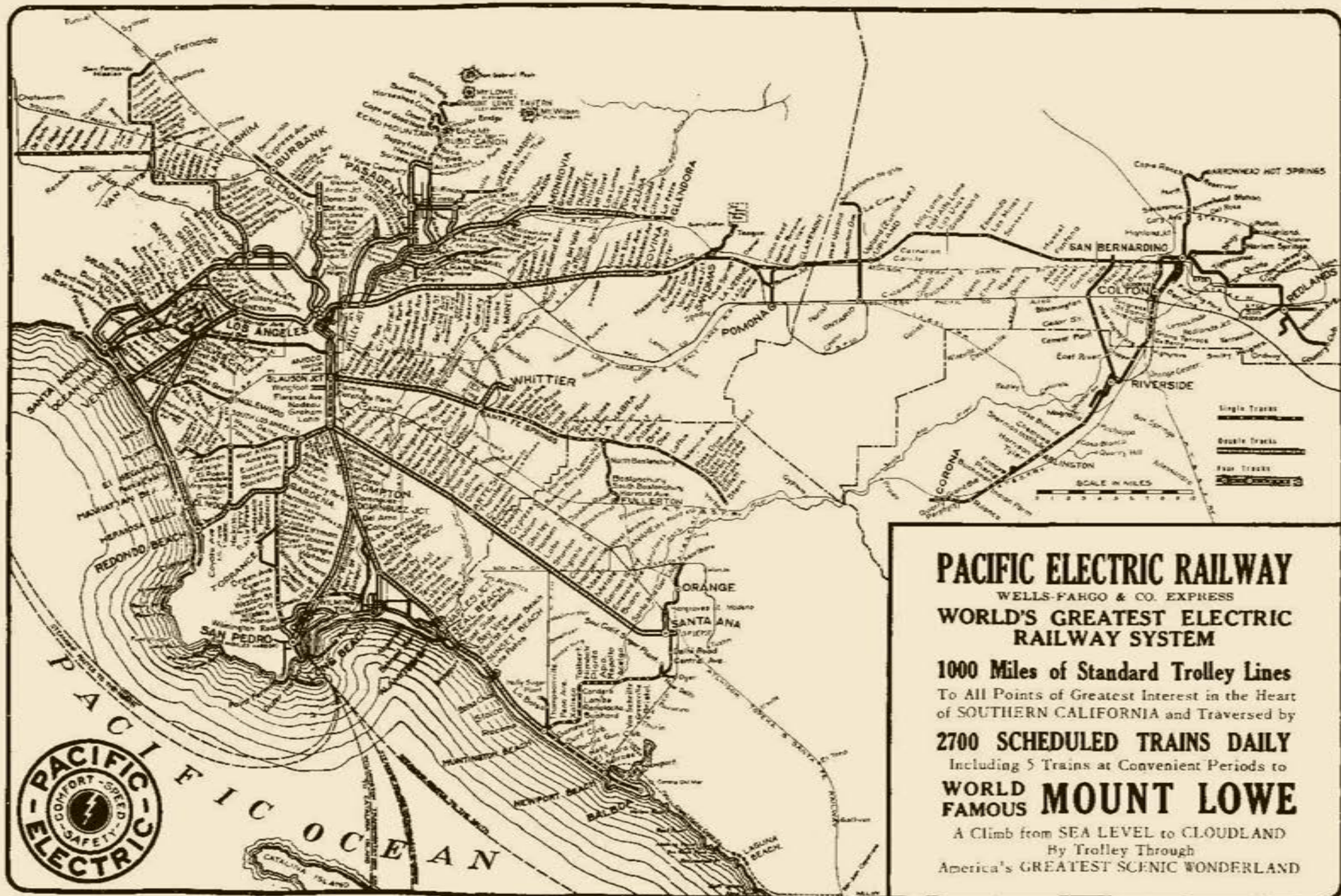
WORLD FAMOUS MOUNT LOWE

A Climb from SEA LEVEL to CLOUDLAND

By Trolley Through

America's GREATEST SCENIC WONDERLAND

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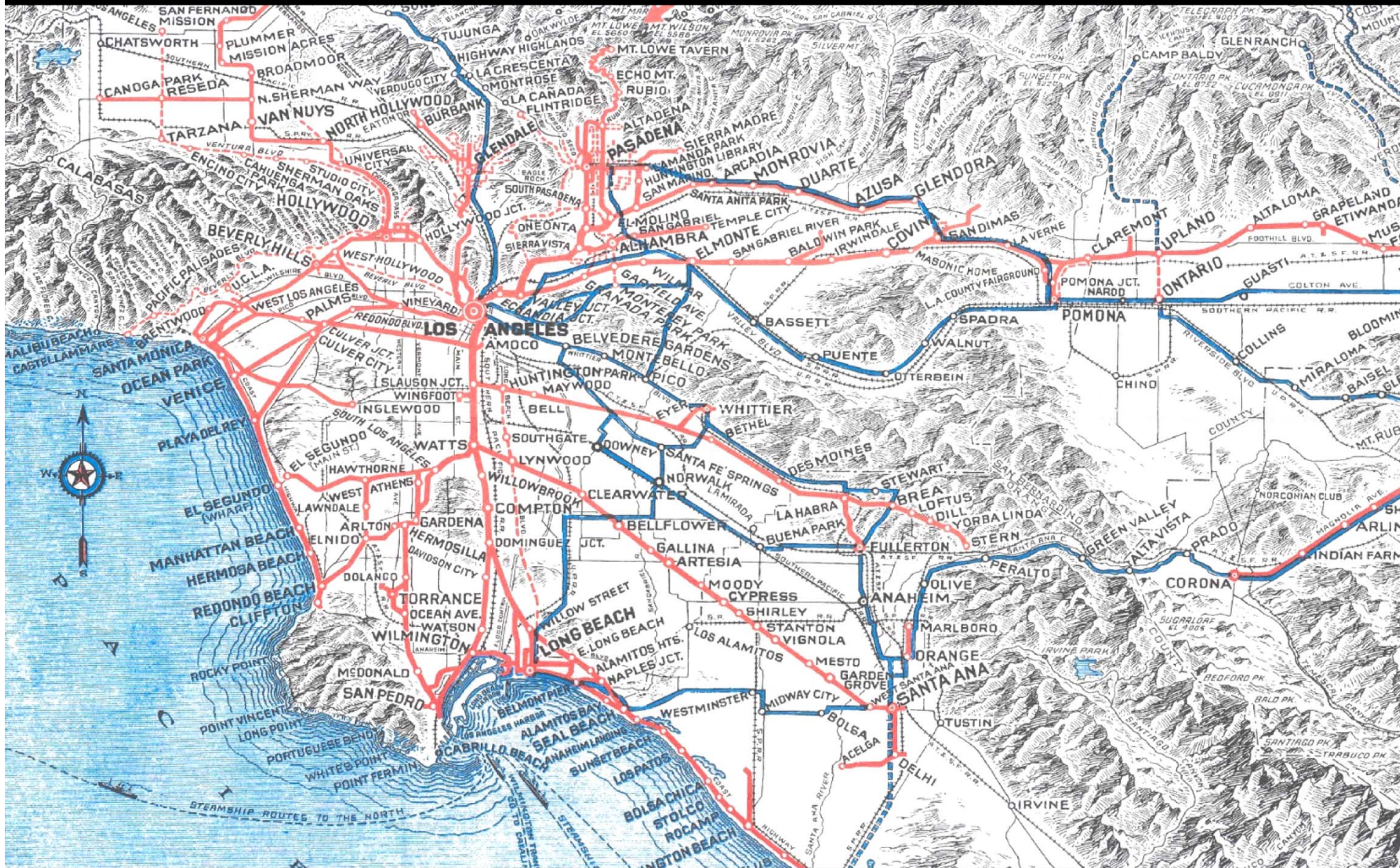
Including 5 Trains at Convenient Periods to

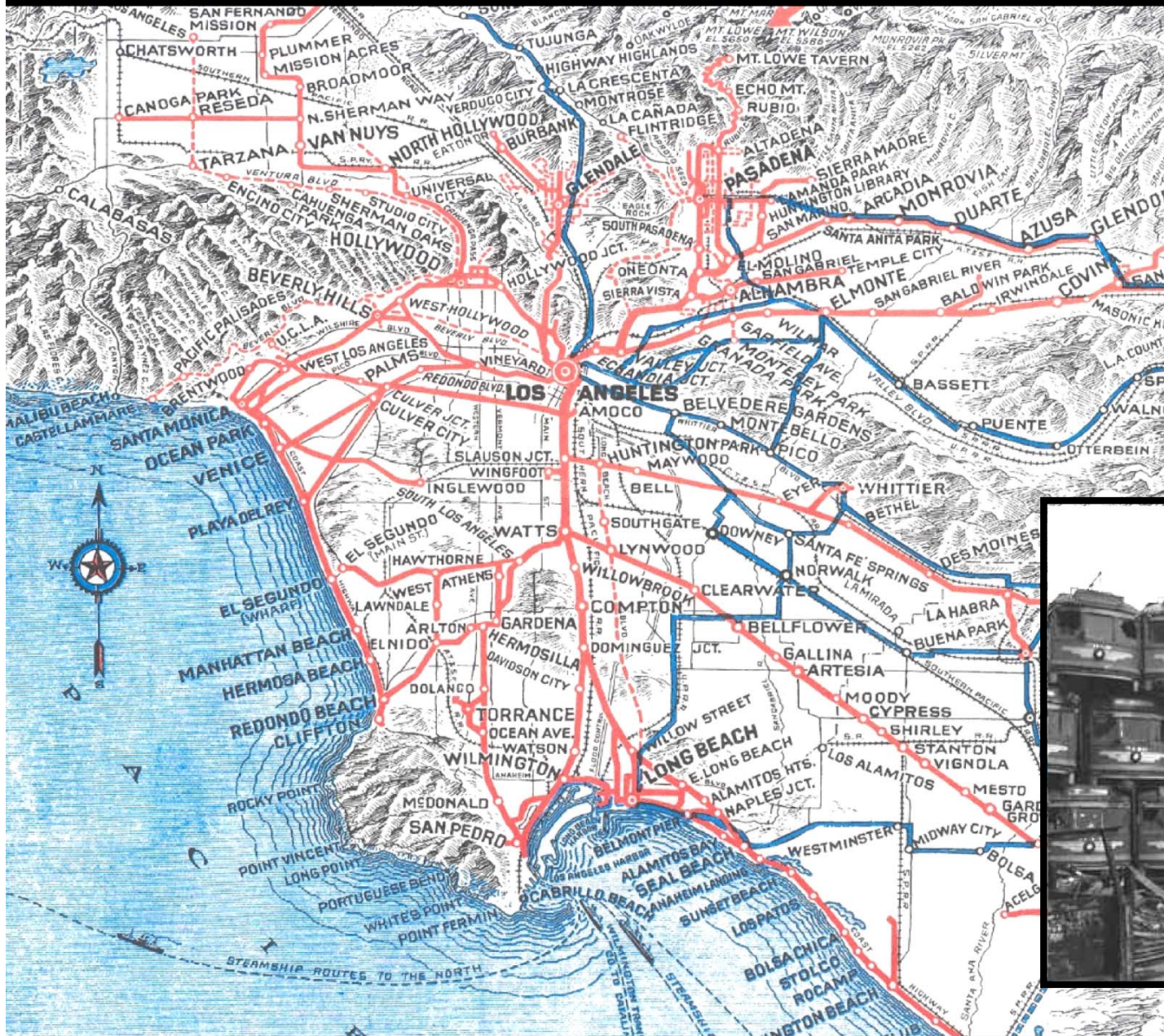
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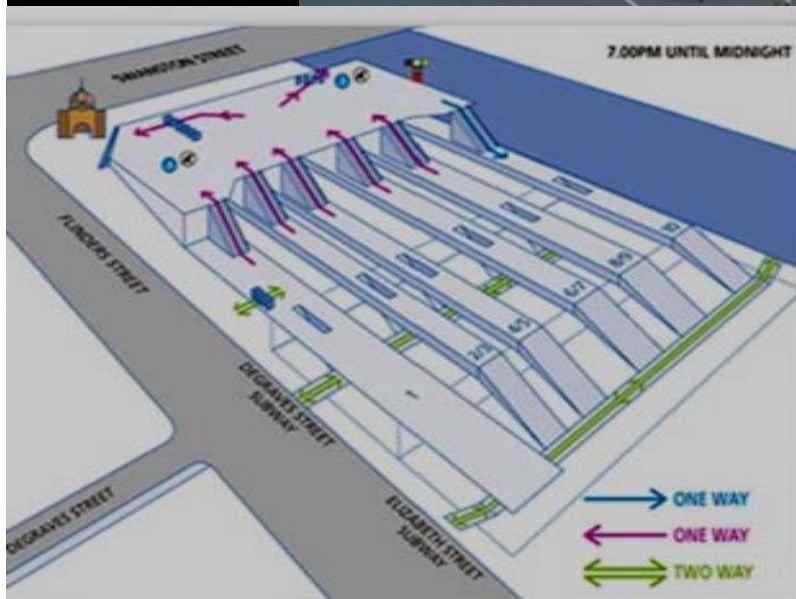
By Trolley Through

America's GREATEST SCENIC WONDERLAND

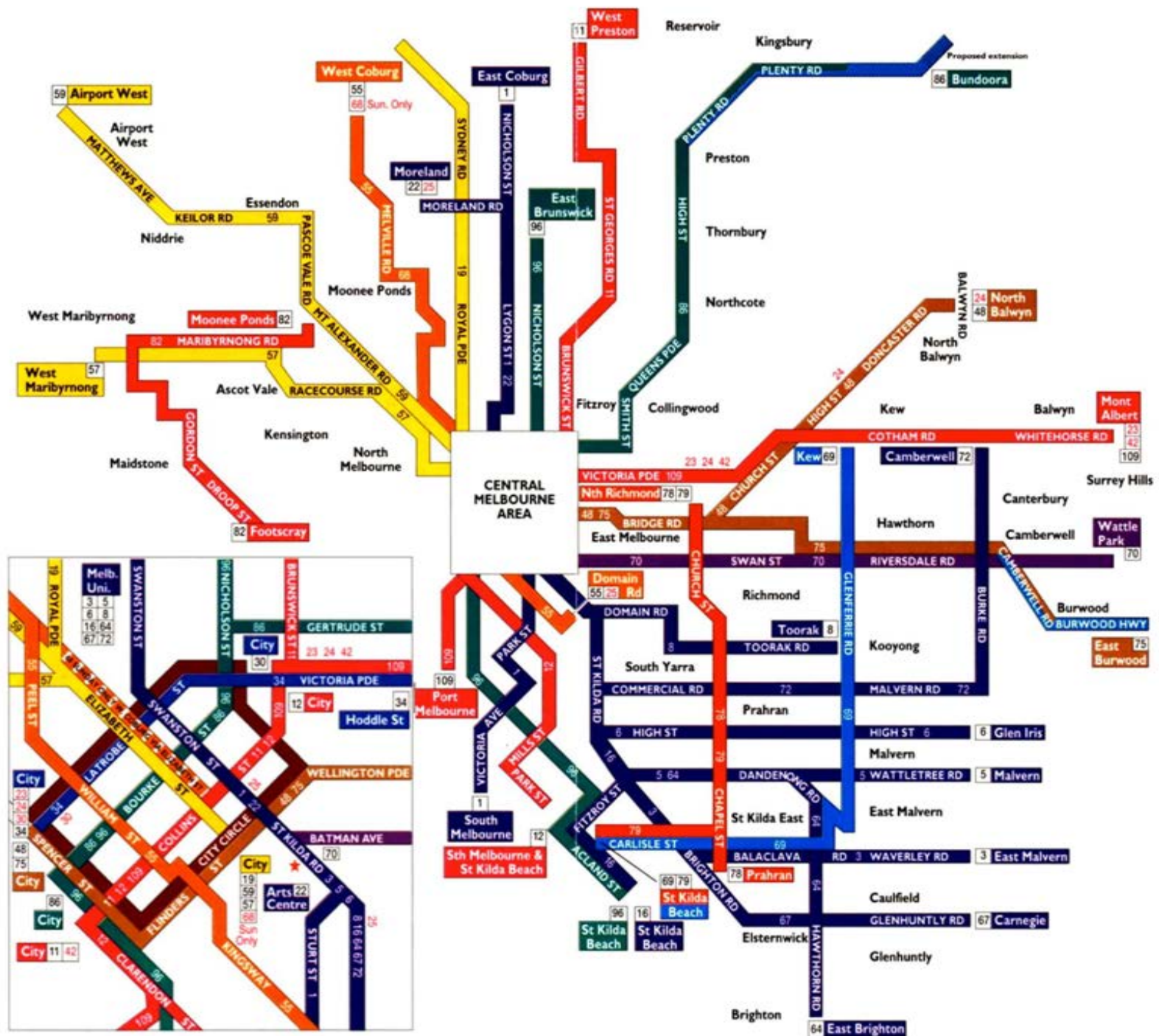


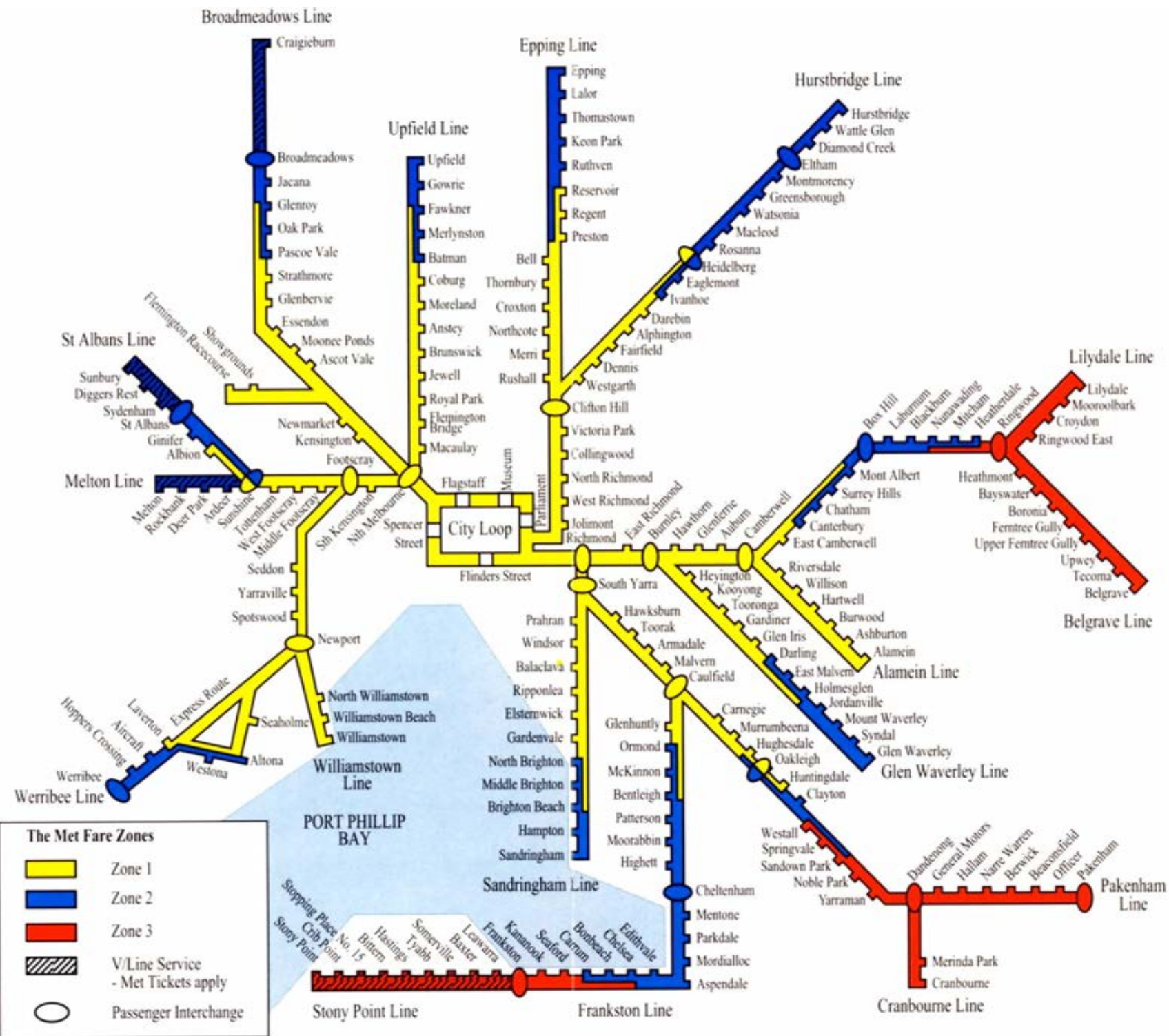


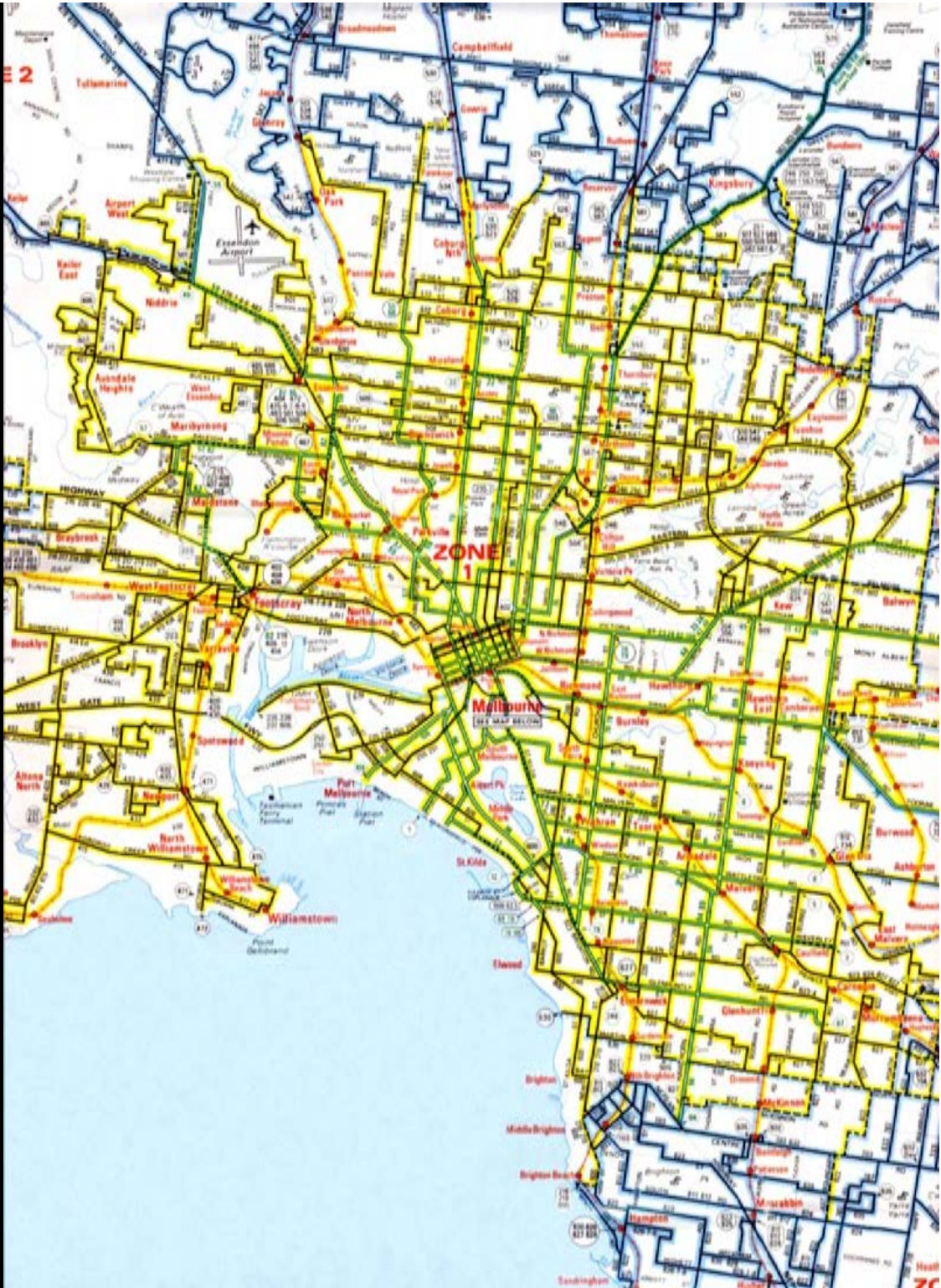
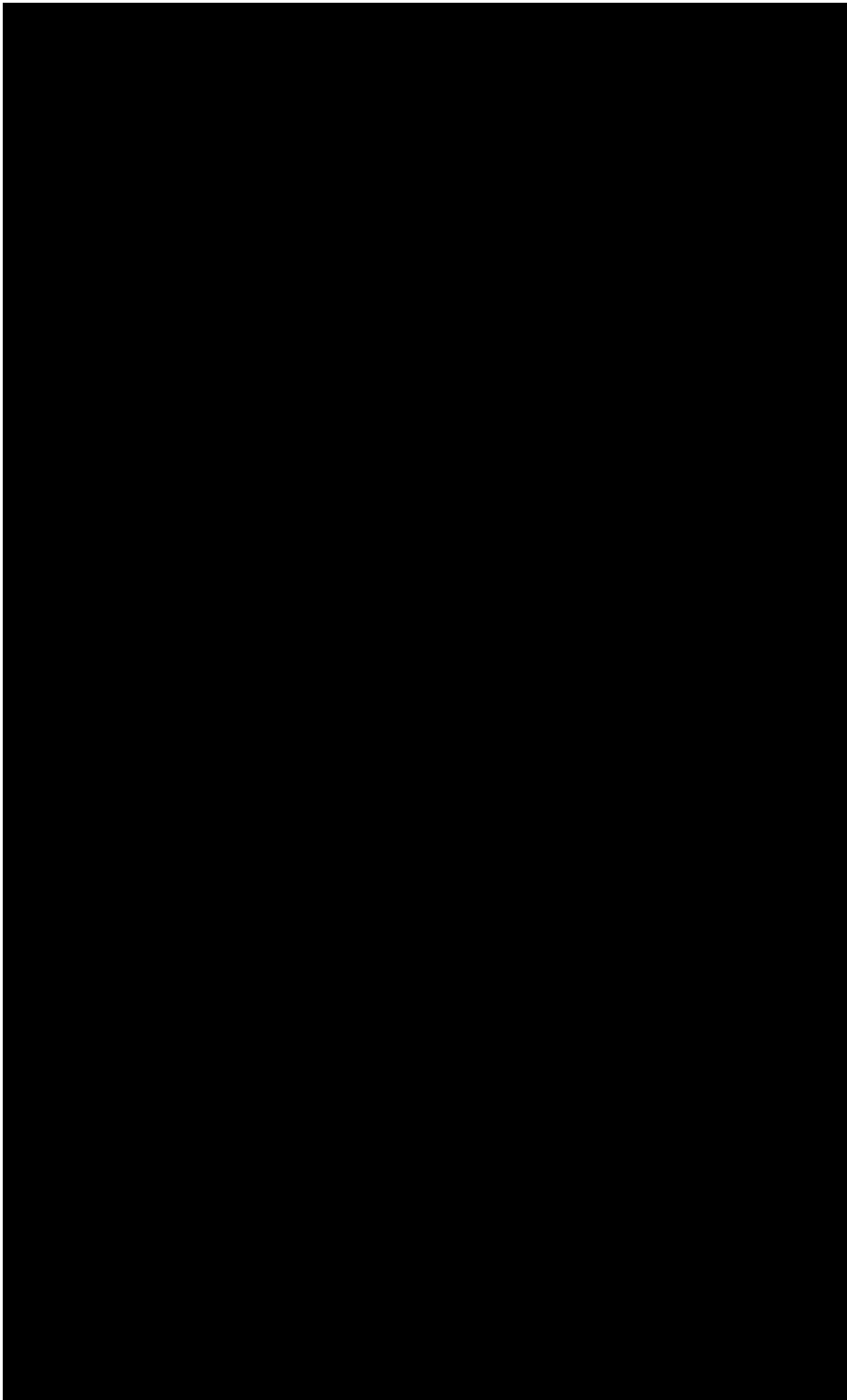


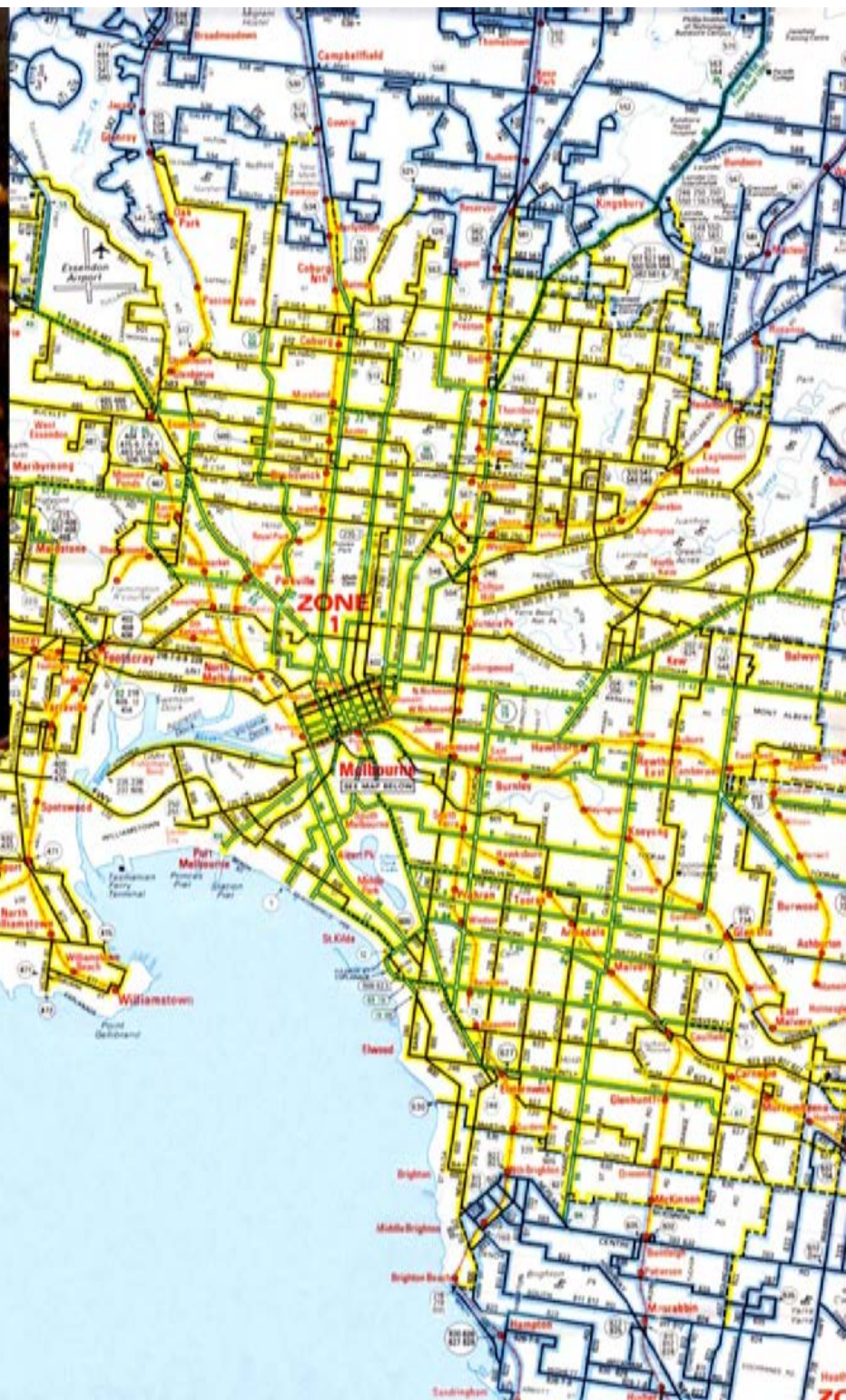














Deceptive Feedback Loops



Strategy for Deceptive Feedback Loops?



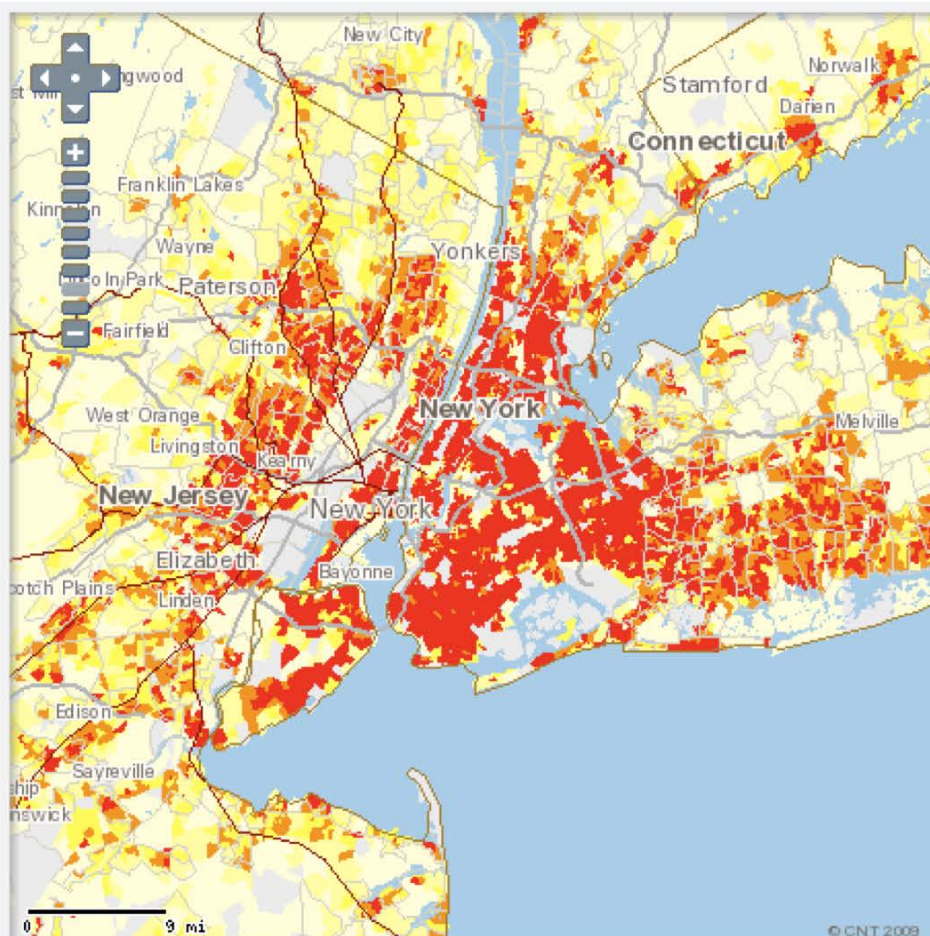
Strategy for Deceptive Feedback Loops: Better Information



CO2 per Acre From Household Auto Use [CHANGE](#)

- Data not available
- 0 to 6 Metric Tons/Acre
- 6 to 14 Metric Tons/Acre
- 14 to 20 Metric Tons/Acre
- 20 to 30 Metric Tons/Acre
- 30+ Metric Tons/Acre

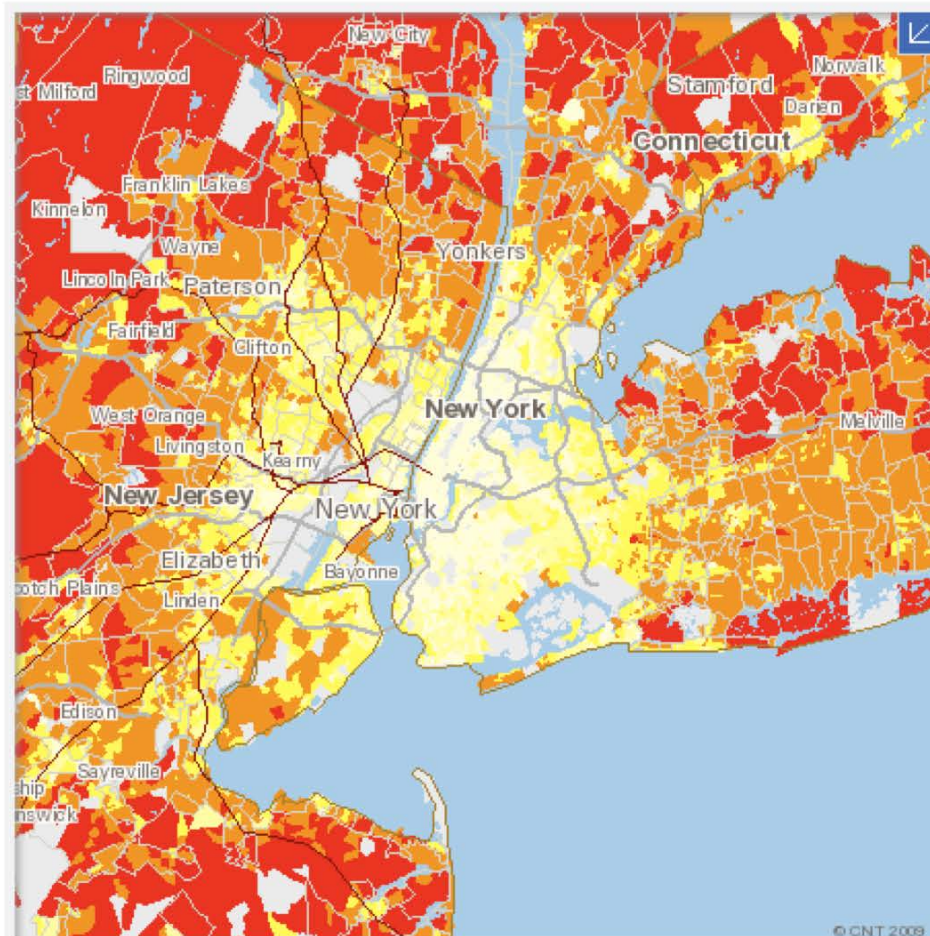
Total CO2 emissions are calculated for the Block Group and then divided by the total area of the Block Group. This method of measuring emissions will show that areas with more households tend to produce more carbon dioxide per acre.

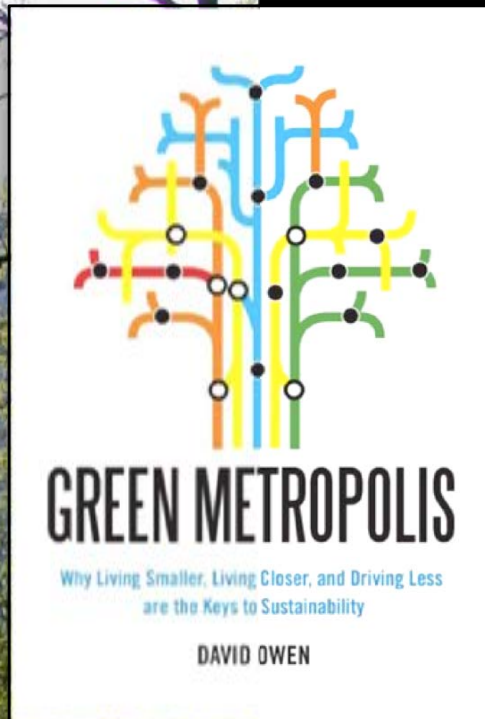


CO2 per Household From Household Auto Use [CHANGE](#)

- Data not available
- 0 to 3.3 Metric Tons/HH
- 3.3 to 5.1 Metric Tons/HH
- 5.1 to 6.5 Metric Tons/HH
- 6.5 to 8.6 Metric Tons/HH
- 8.6+ Metric Tons/HH

Total CO2 emissions are calculated for the Block Group and then divided by the total number of households in the Block Group. This method of measuring emissions shows that in areas where there are more households, average emissions tend to be lower per household.





“Anyplace that has such tall buildings and heavy traffic is obviously an environmental disaster—except that it isn’t.”

**–John Holtzclaw,
Transportation
Consultant**

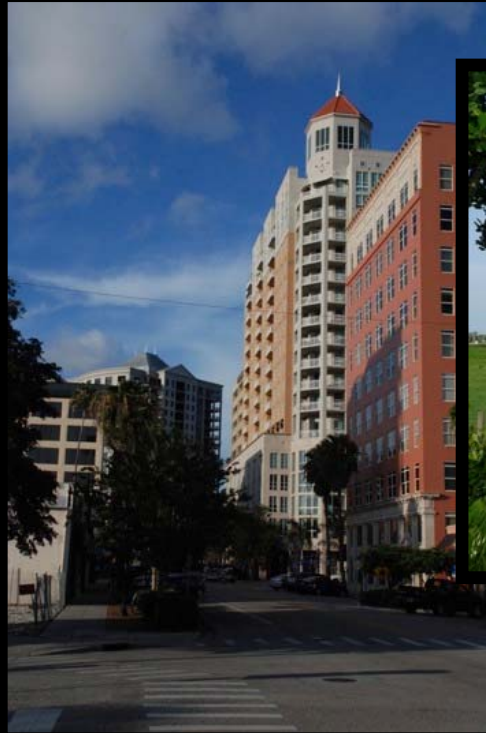
**Better information can
help us understand matters
of fiscal sustainability**

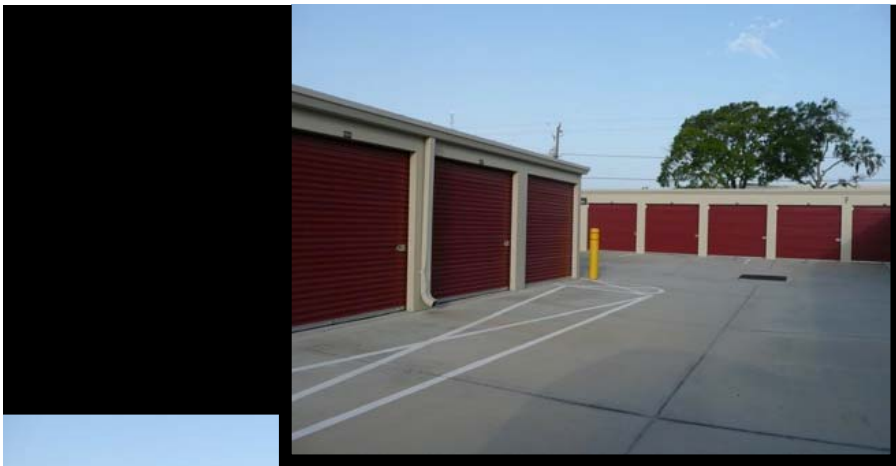


**Better information can
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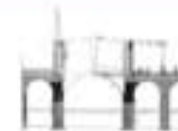
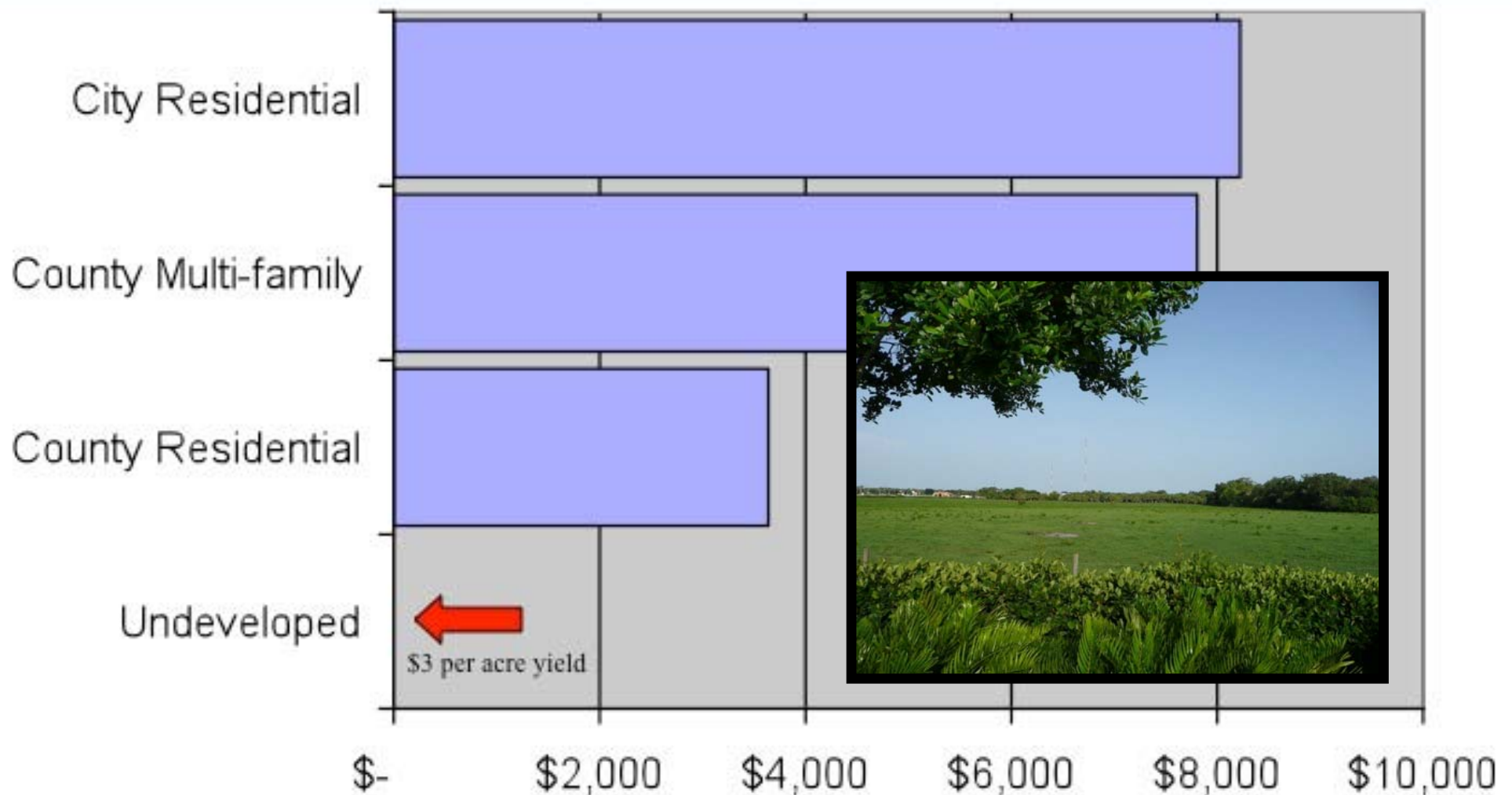


Let's look at where our property taxes come from...

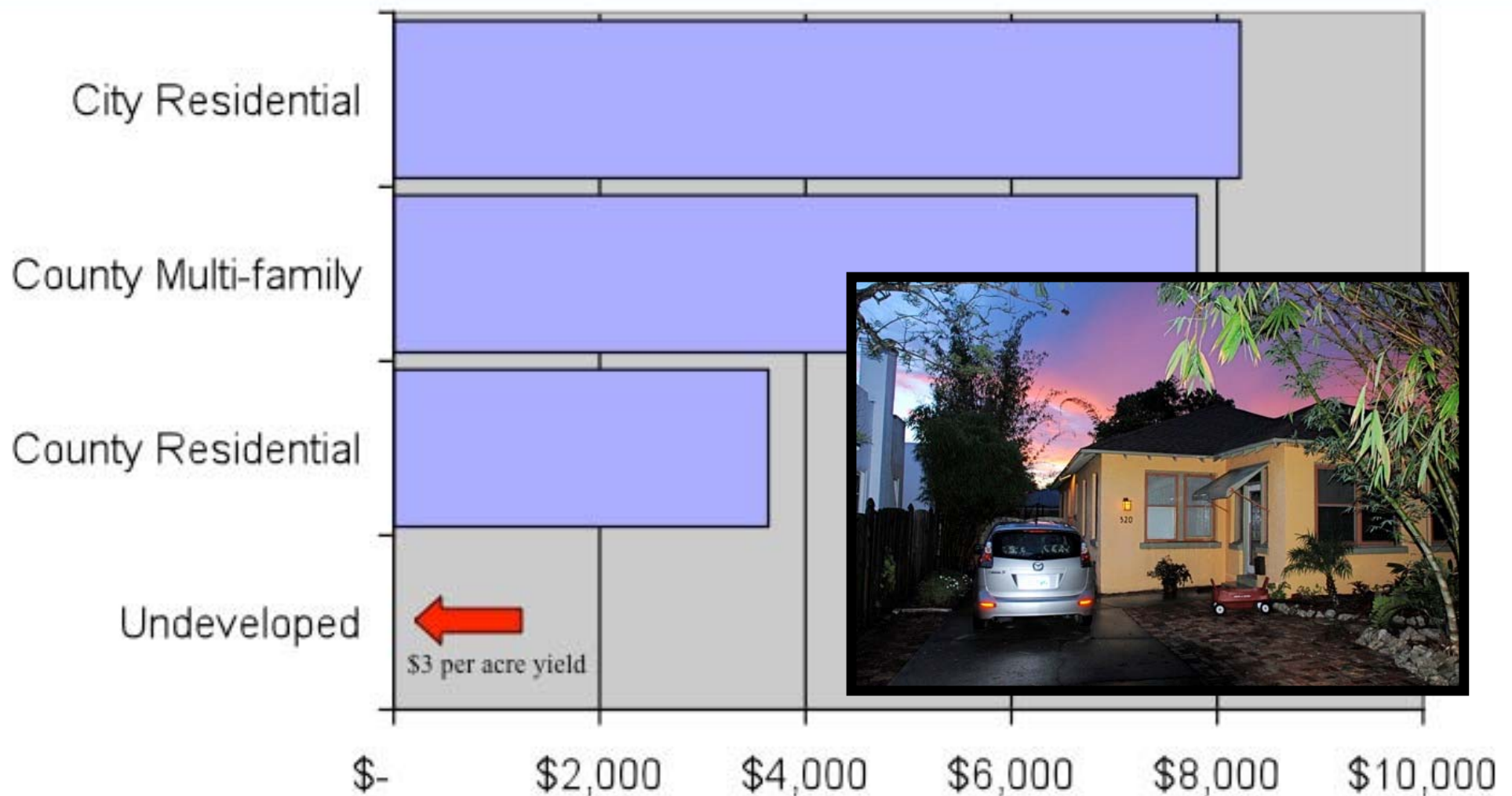




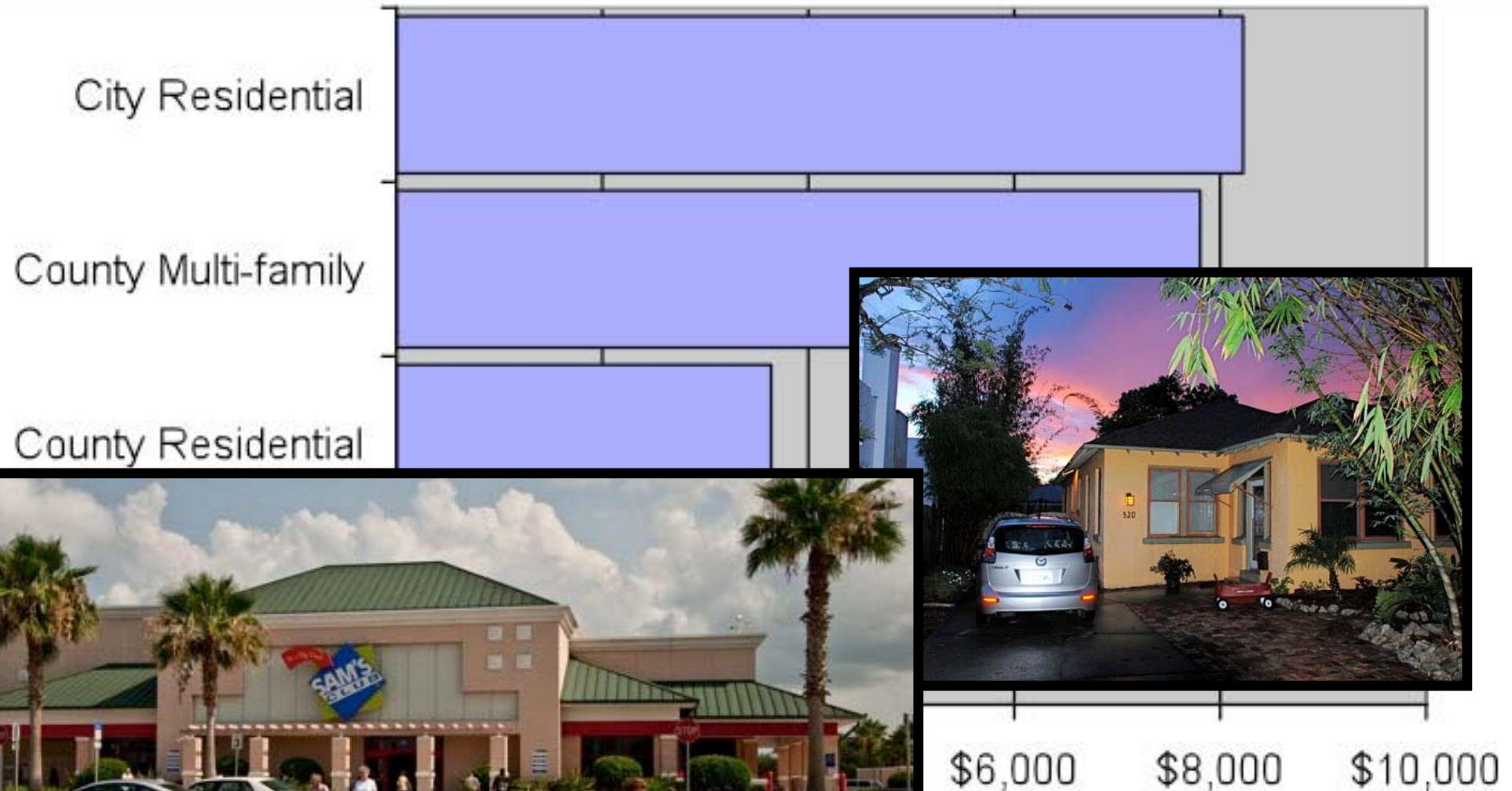
County Tax Yield Per Acre



County Tax Yield Per Acre

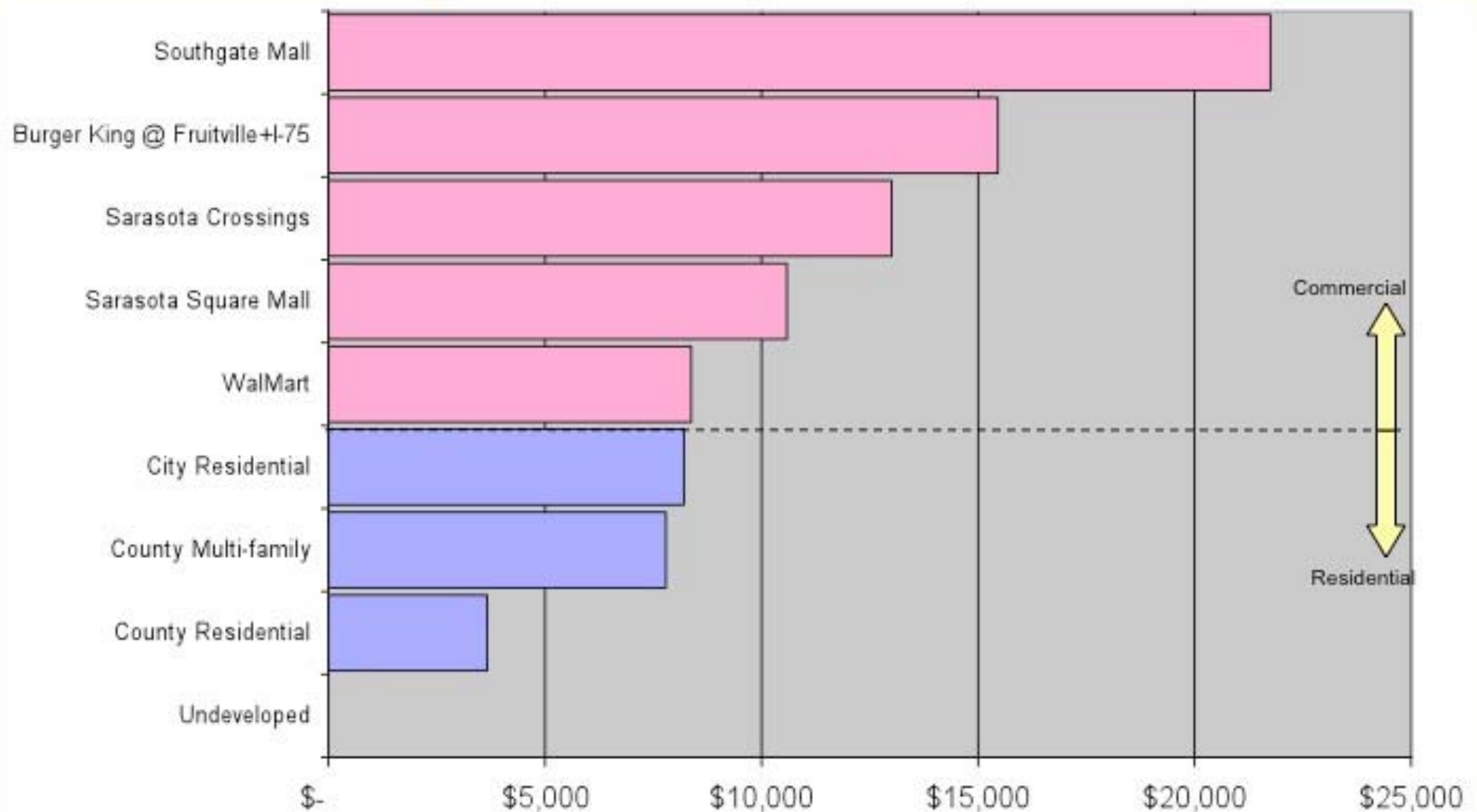


County Tax Yield Per Acre

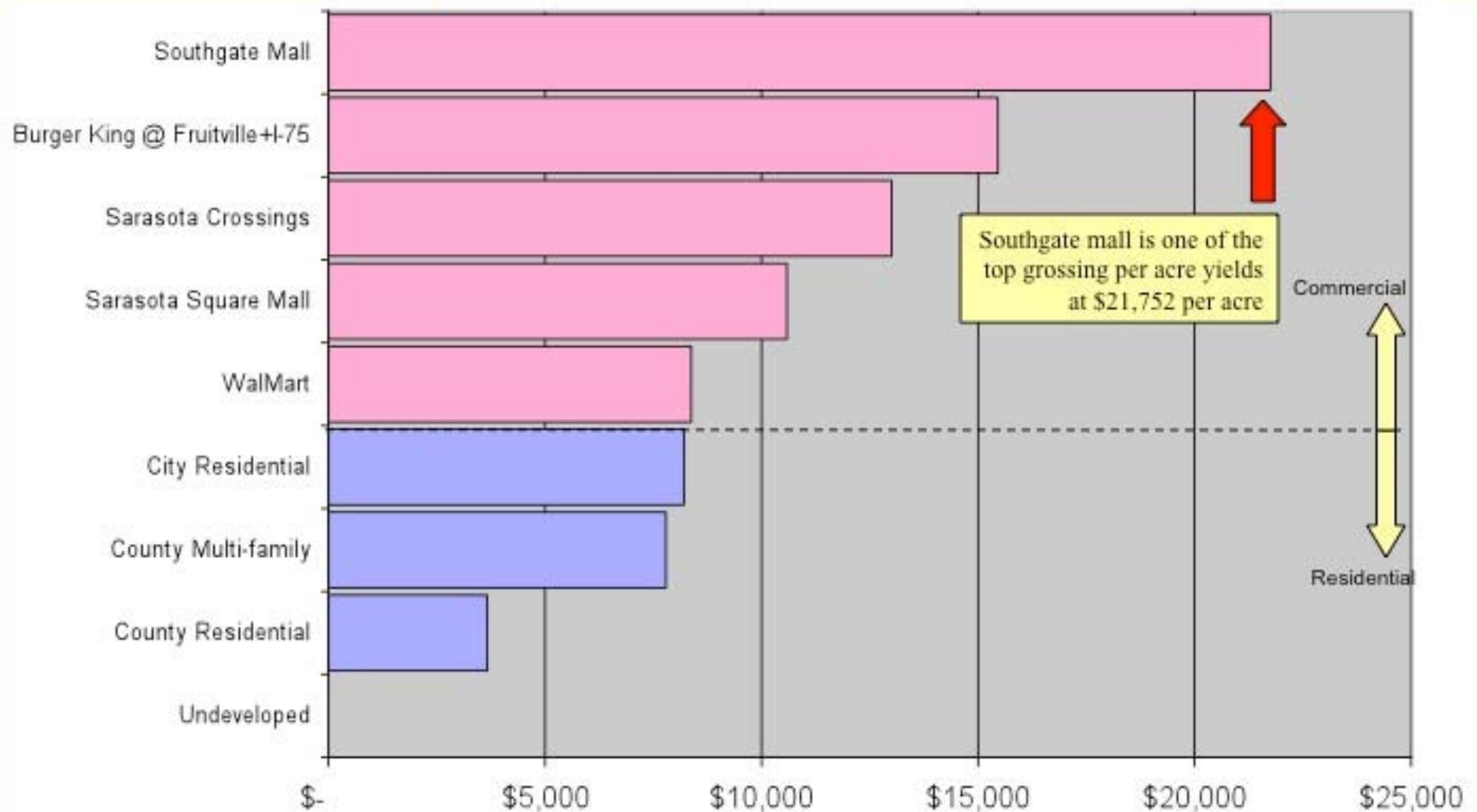


Public Interest Projects, Inc.
J. Patrick Whelan
Joseph Mulvaney, AICP

County Tax Yield Per Acre



County Tax Yield Per Acre





Southgate Mall

32.0 Acres

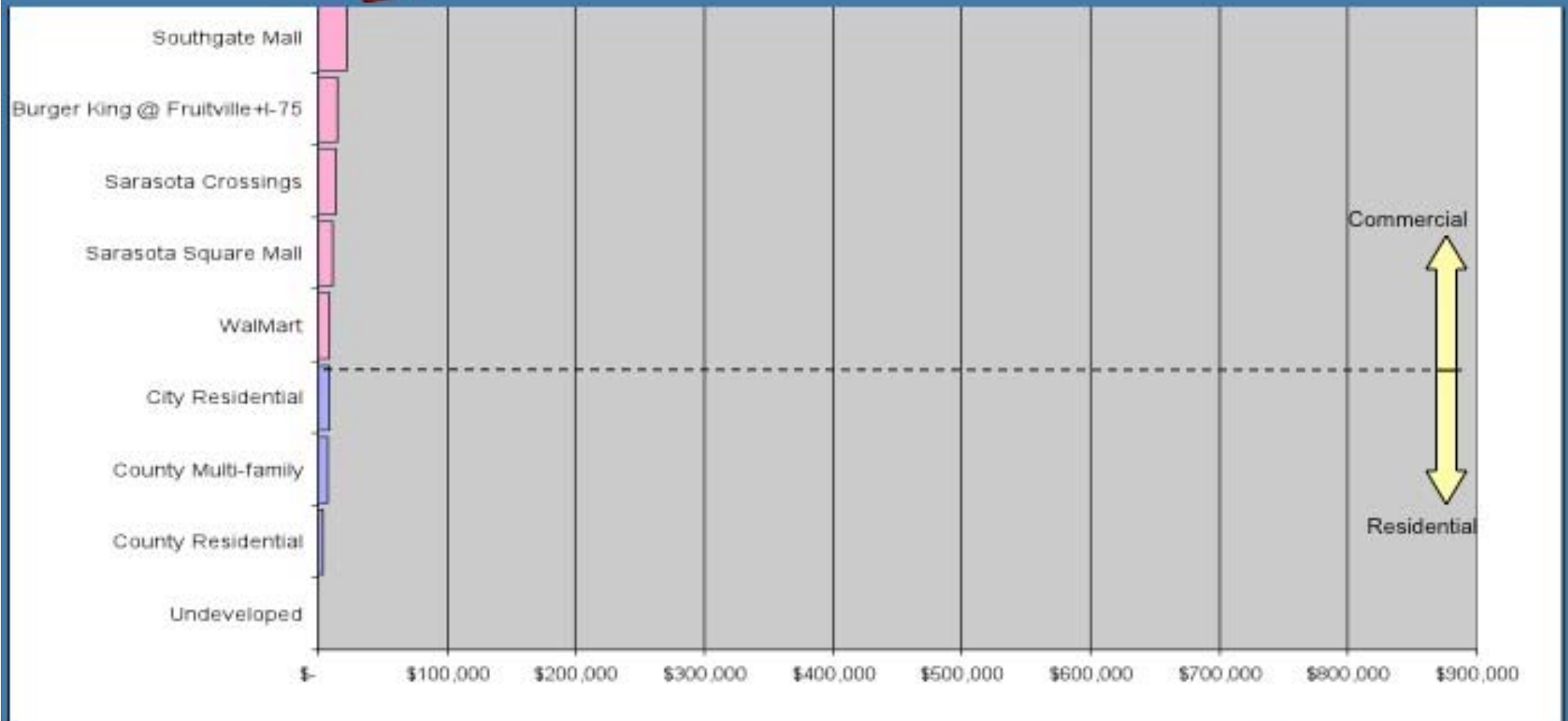
\$58.8 million value

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

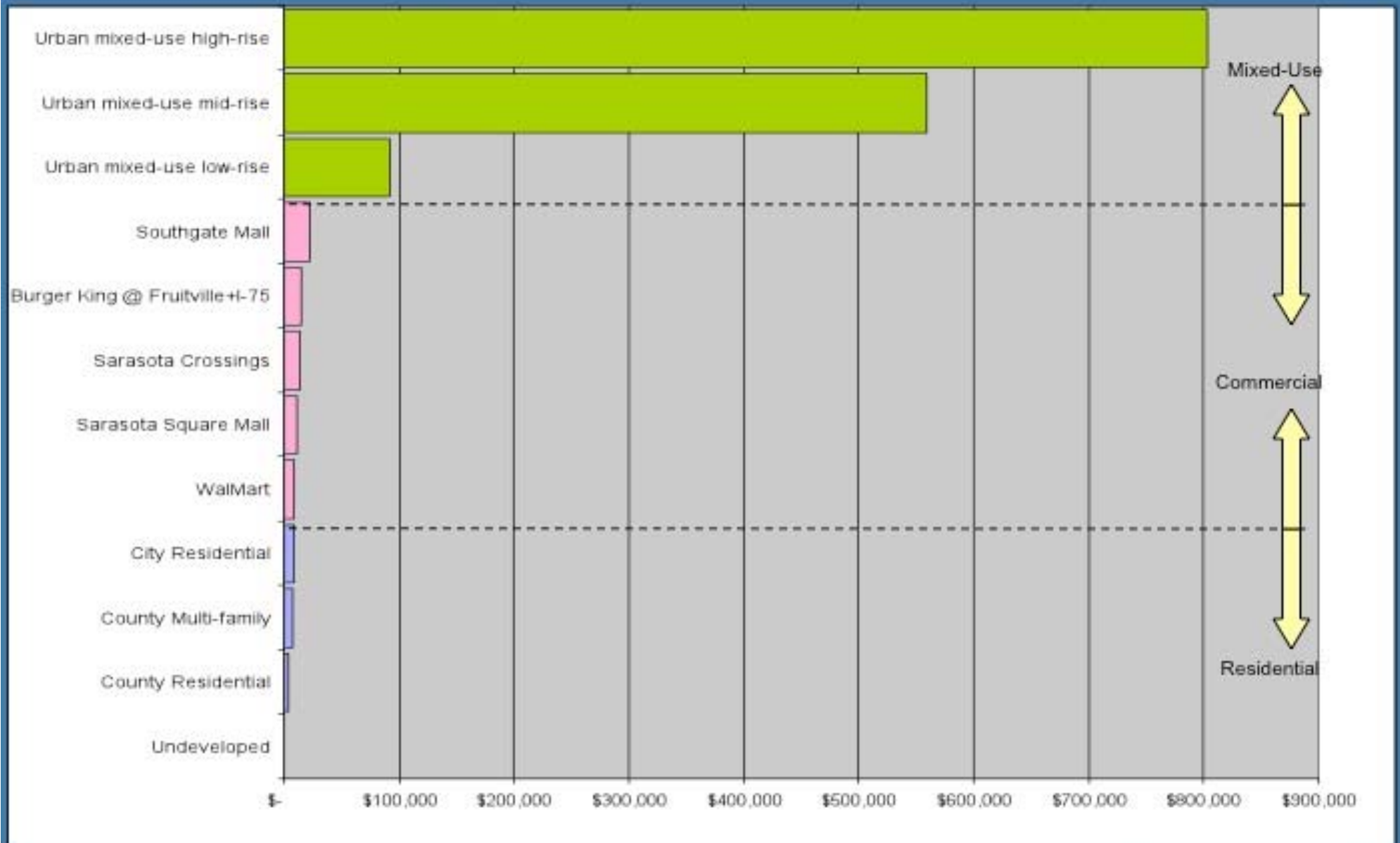


County Tax Yield Per Acre

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



County Tax Yield Per Acre



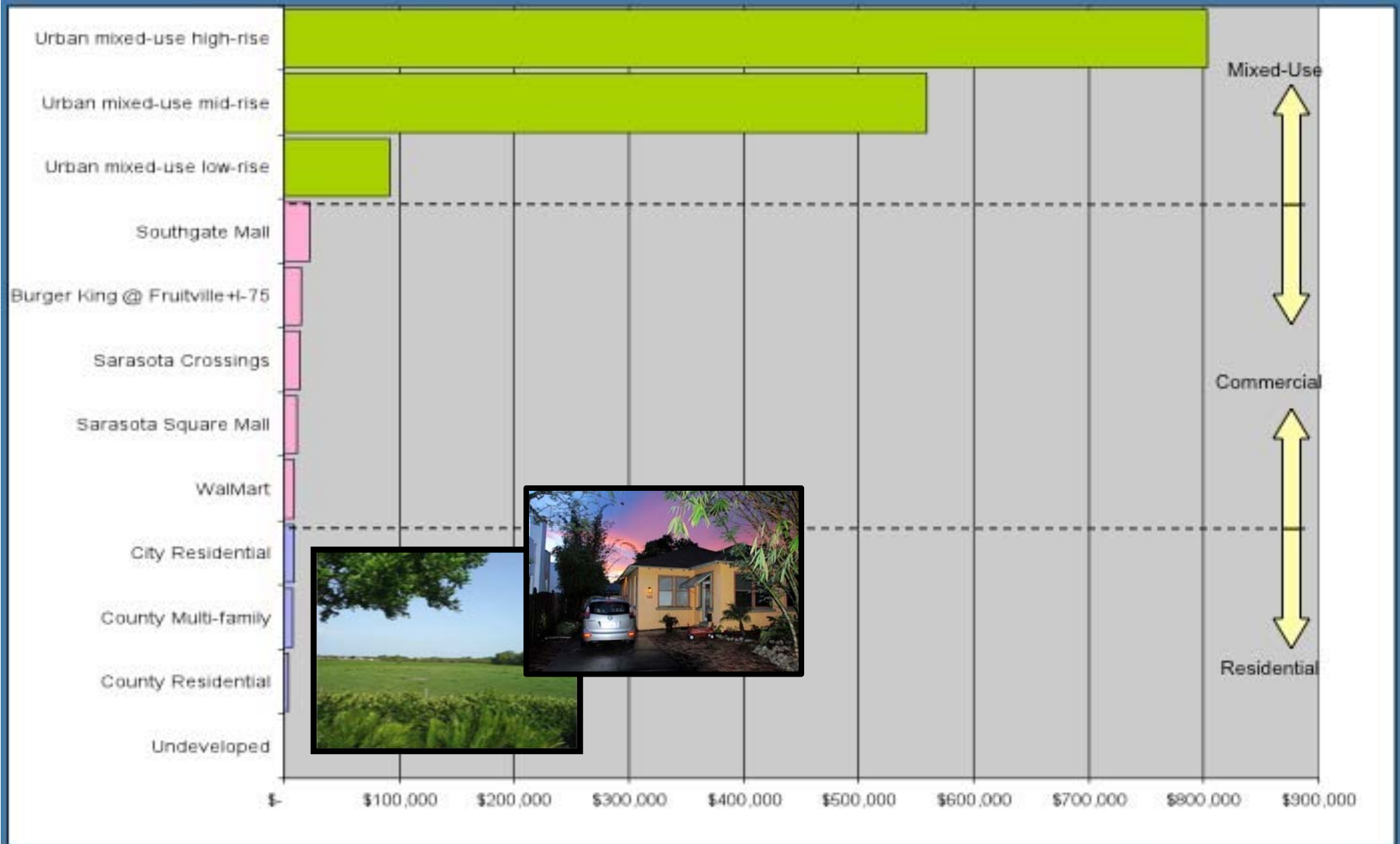
5 Points Plaza

1.0 Acres

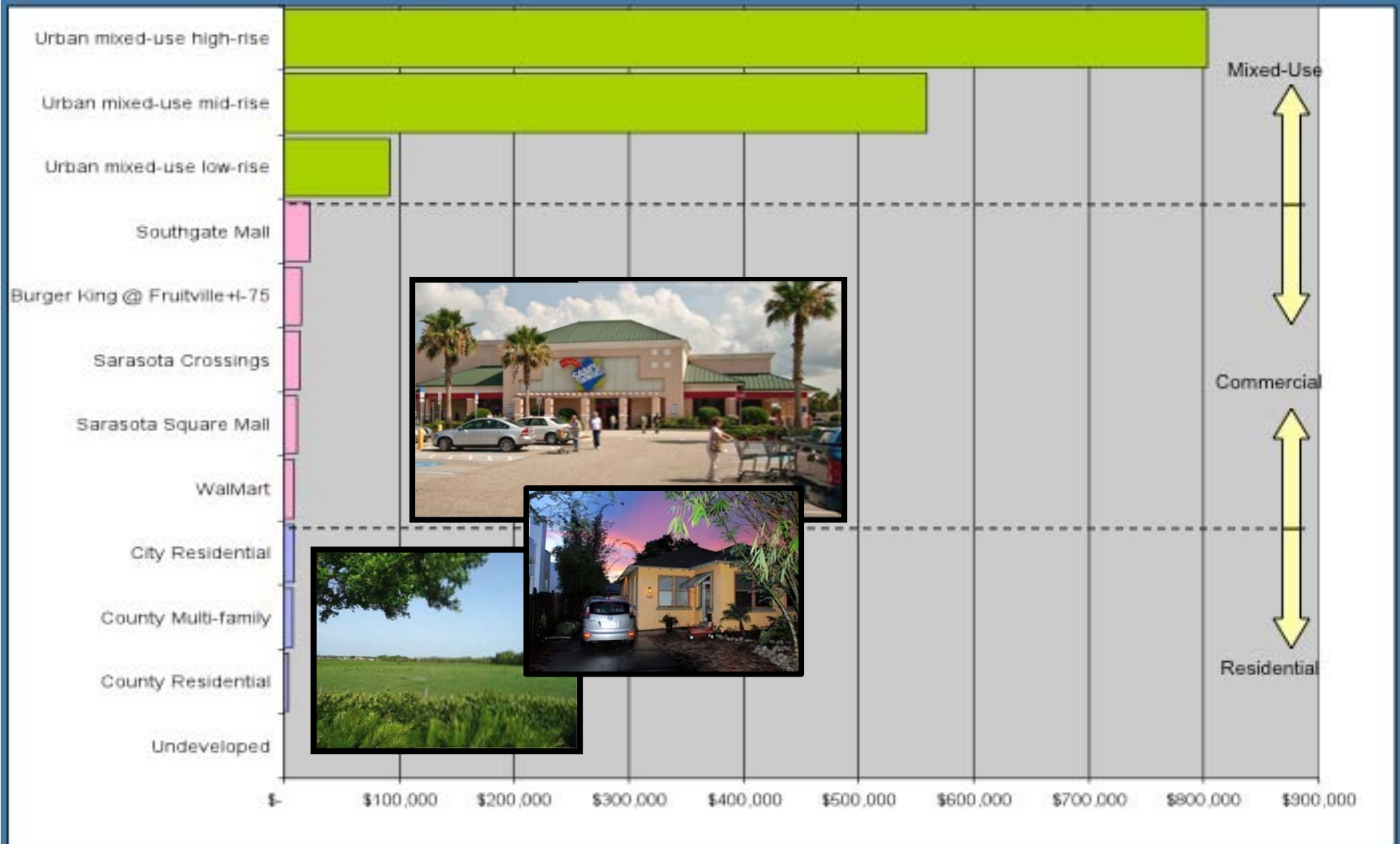
\$65.9 million value



County Tax Yield Per Acre



County Tax Yield Per Acre



County Tax Yield Per Acre



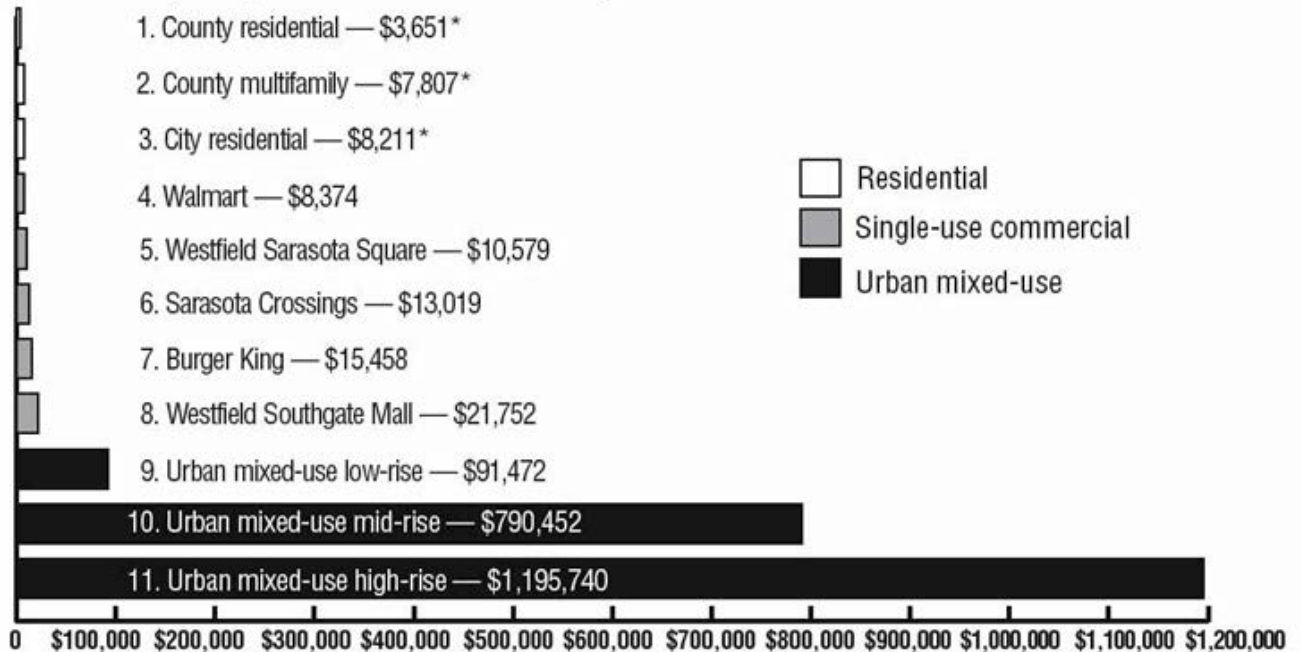
County Tax Yield Per Acre



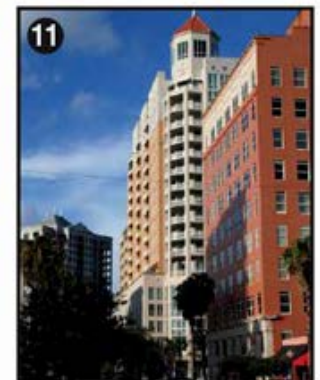
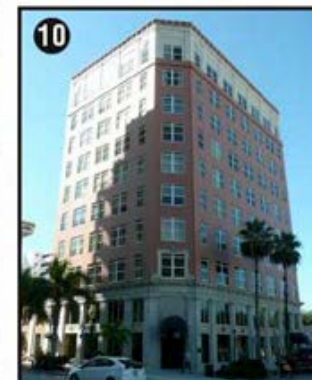
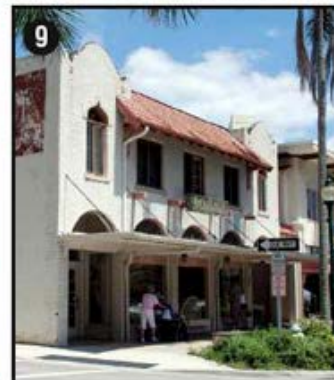
The final numbers are even more dramatic



Annual tax yield per acre: Sarasota County, Florida

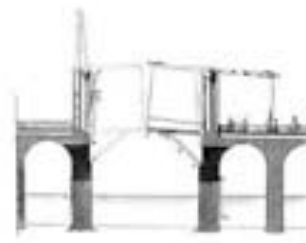


New Urban News; Sources: Sarasota County Government, Office of Financial Planning; Joe Minicozzi, Public Interest Projects. Based on 2008 tax figures.
 *Based on average sales price per Sarasota County Board of Realtors, 2008 data.



Comparative Example #2

Density Efficiency Analysis



Public Interest Projects, Inc.

J. Patrick Whalen

Joseph Minicozzi, AICP

One Acre
of
Moderate
High-rise
Mixed
Use



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



Can generate as much local
property taxes as

The **21** acre Super Walmart



plus

The **34 acre** Southgate Mall





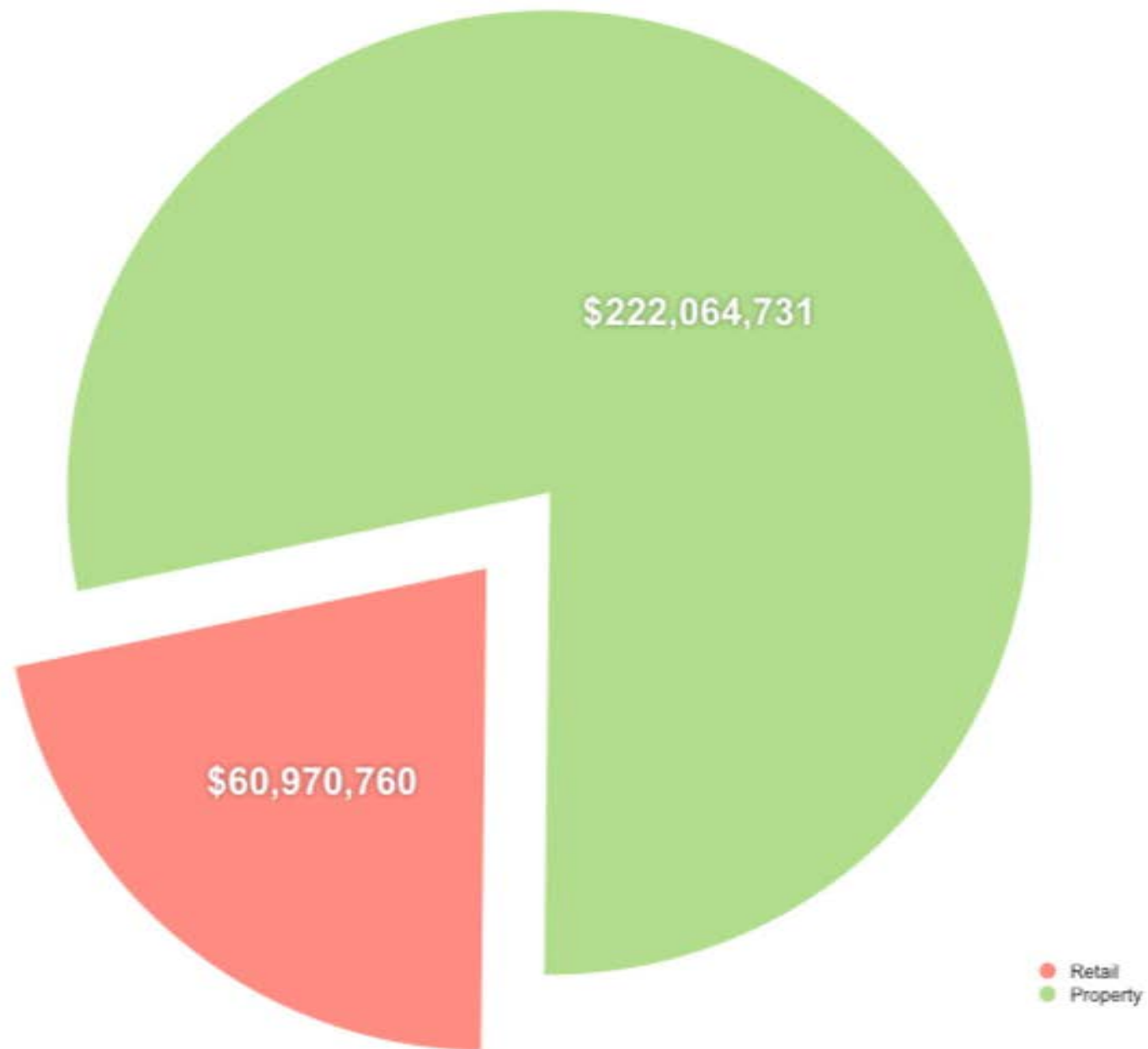
1.0 acre of CBD High-rise Mixed-use > local property taxes than **55.4 acres** of our 2 large mall and big box centers - **combined**

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

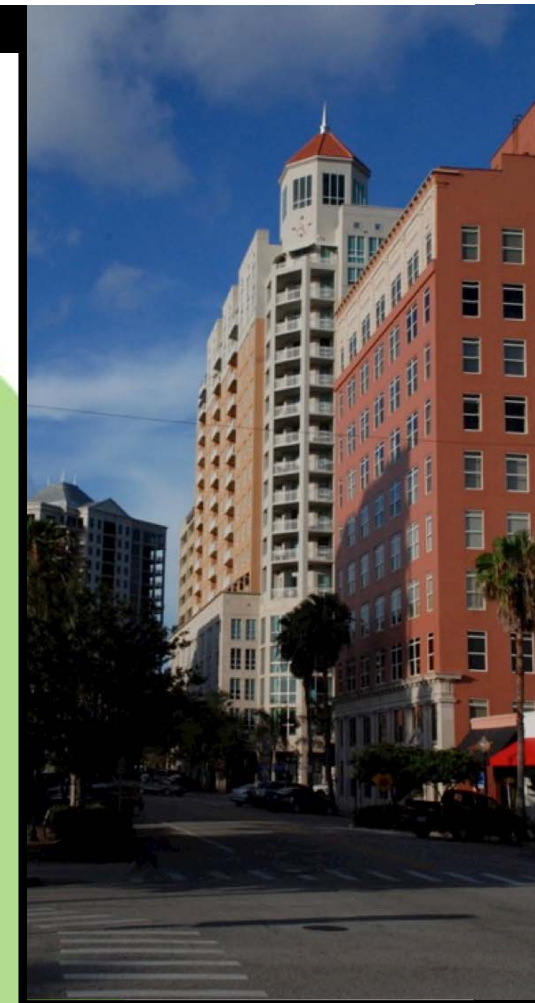


**But what about
sales tax?**

Sarasota County's Revenue (2008)



Sarasota County's Revenue (2008)

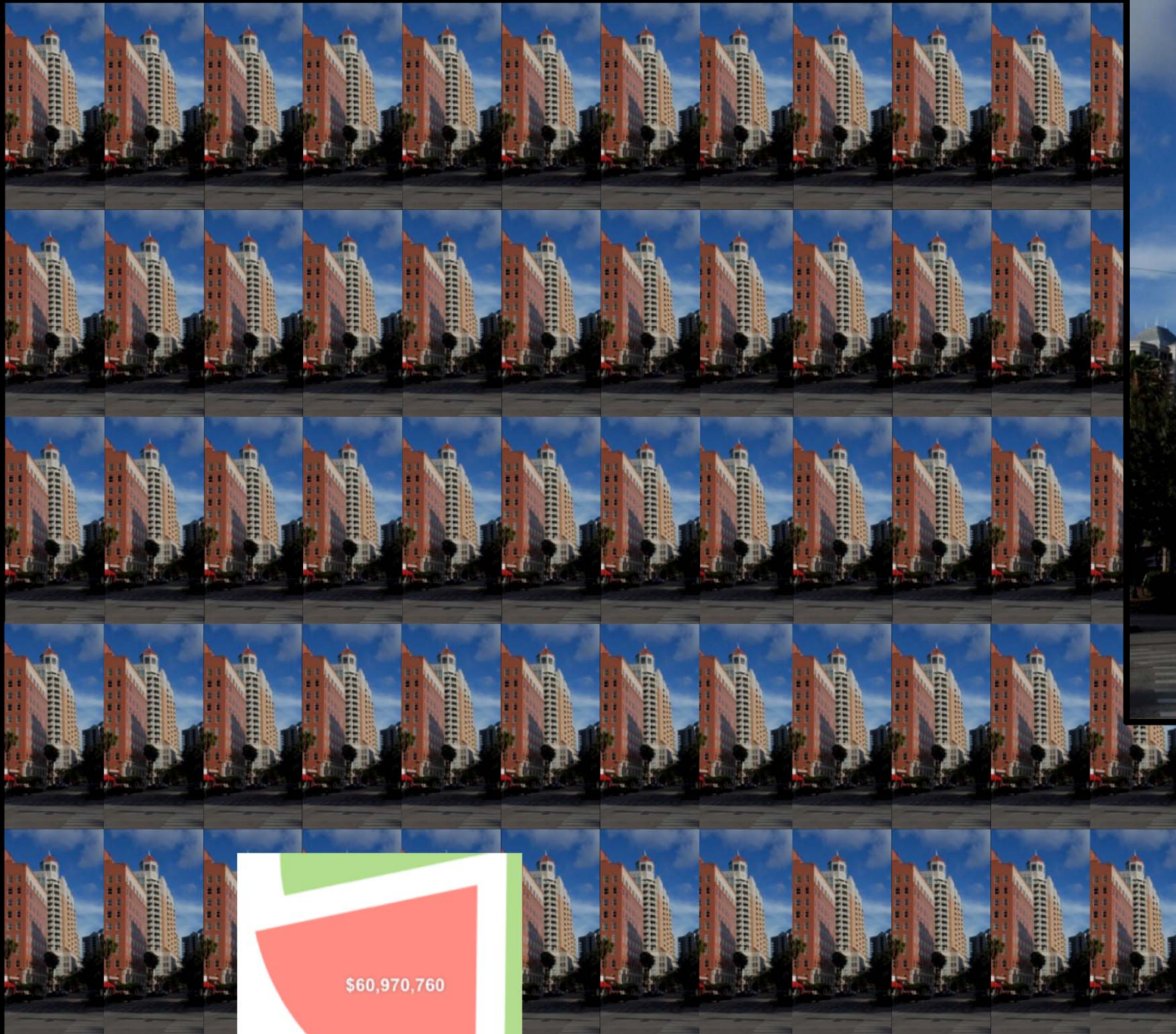


**1350 Main St
\$1+ million
generated
on .67 acres**

● Retail
● Property

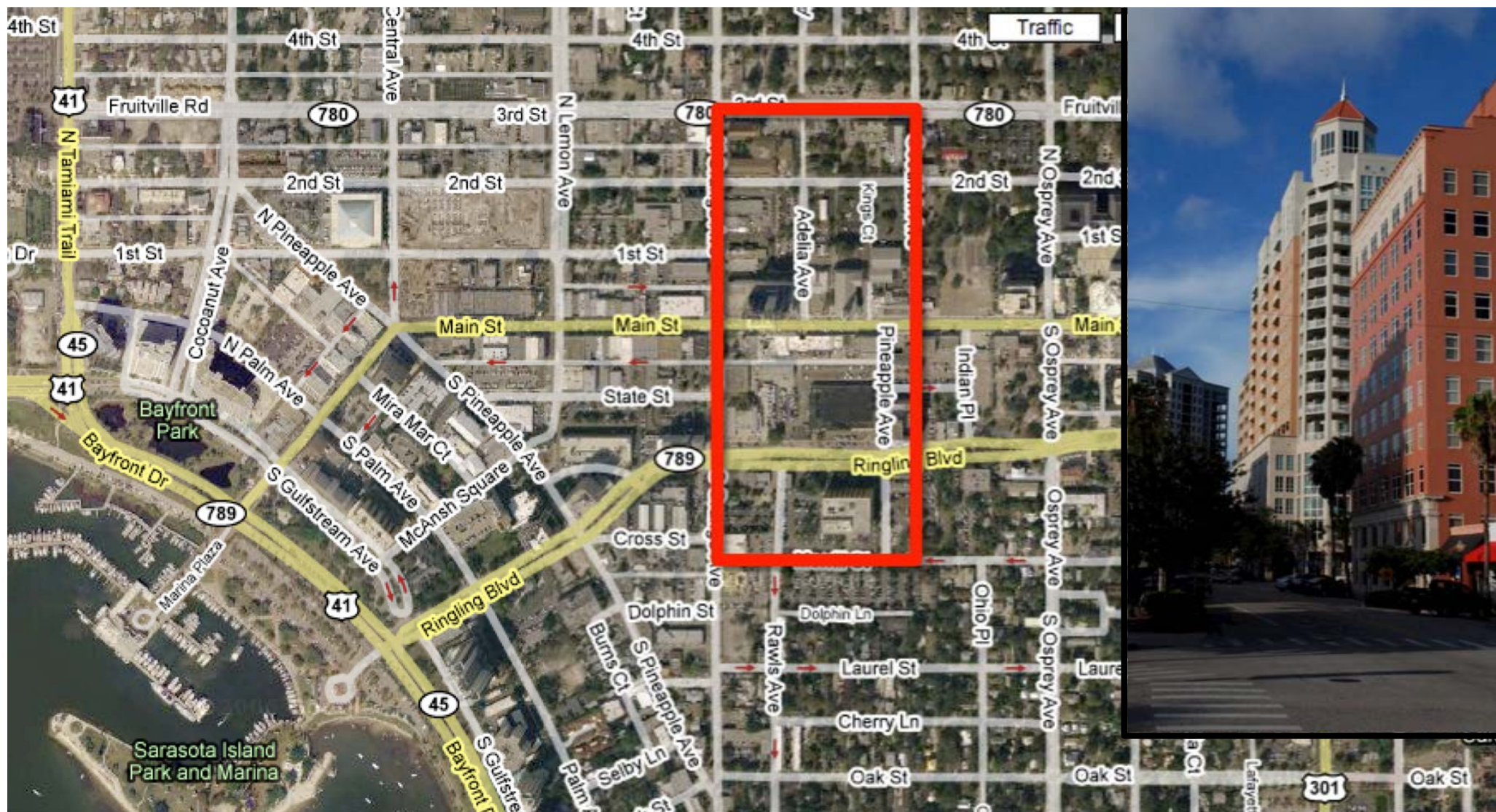


**1350 Main St:
\$1+ million
generated
on .67 acres**



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

\$60,970,760



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

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



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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_f) is: **35%**



Suburban multi-family
Return on Infrastructure
Dollars (ROI_f) 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



NW Fruitville and I-75

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Downtown Sarasota



NW Fruitville and I-75



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



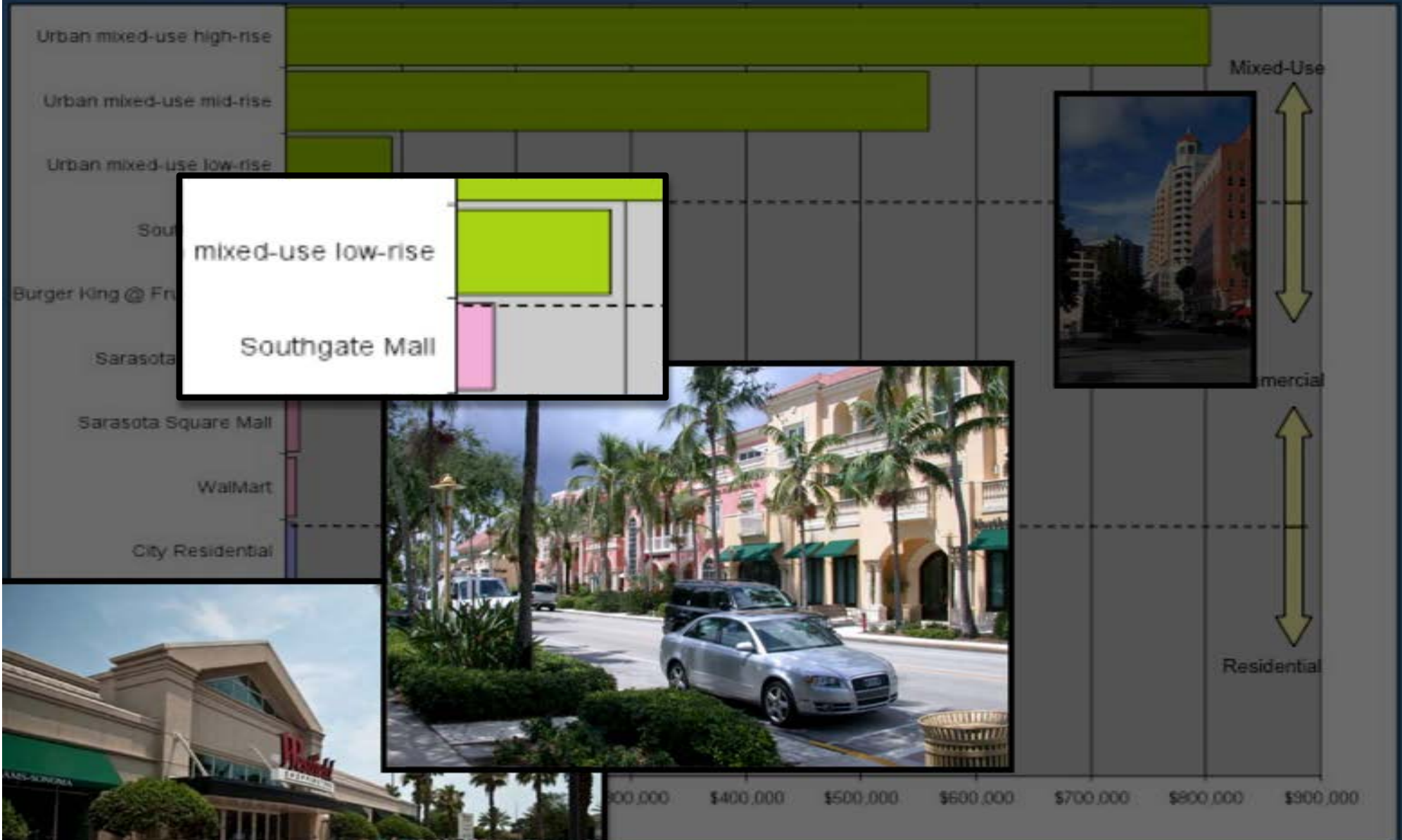
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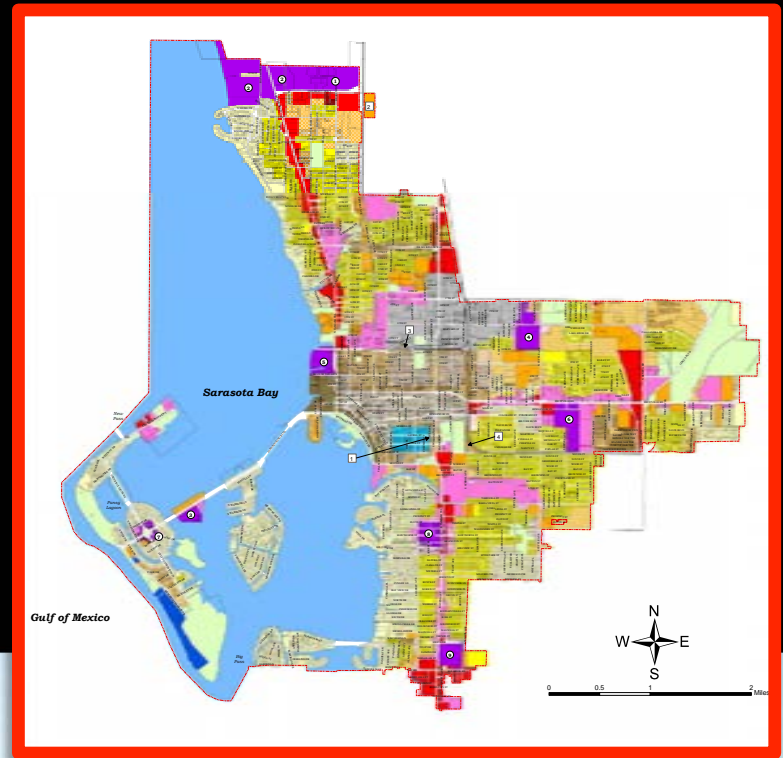
County Tax Yield Per Acre



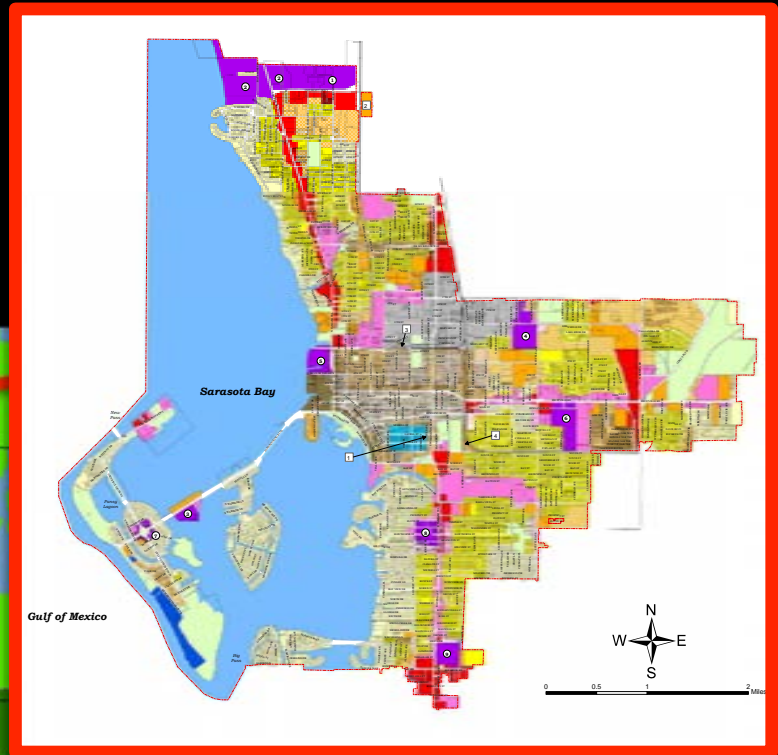
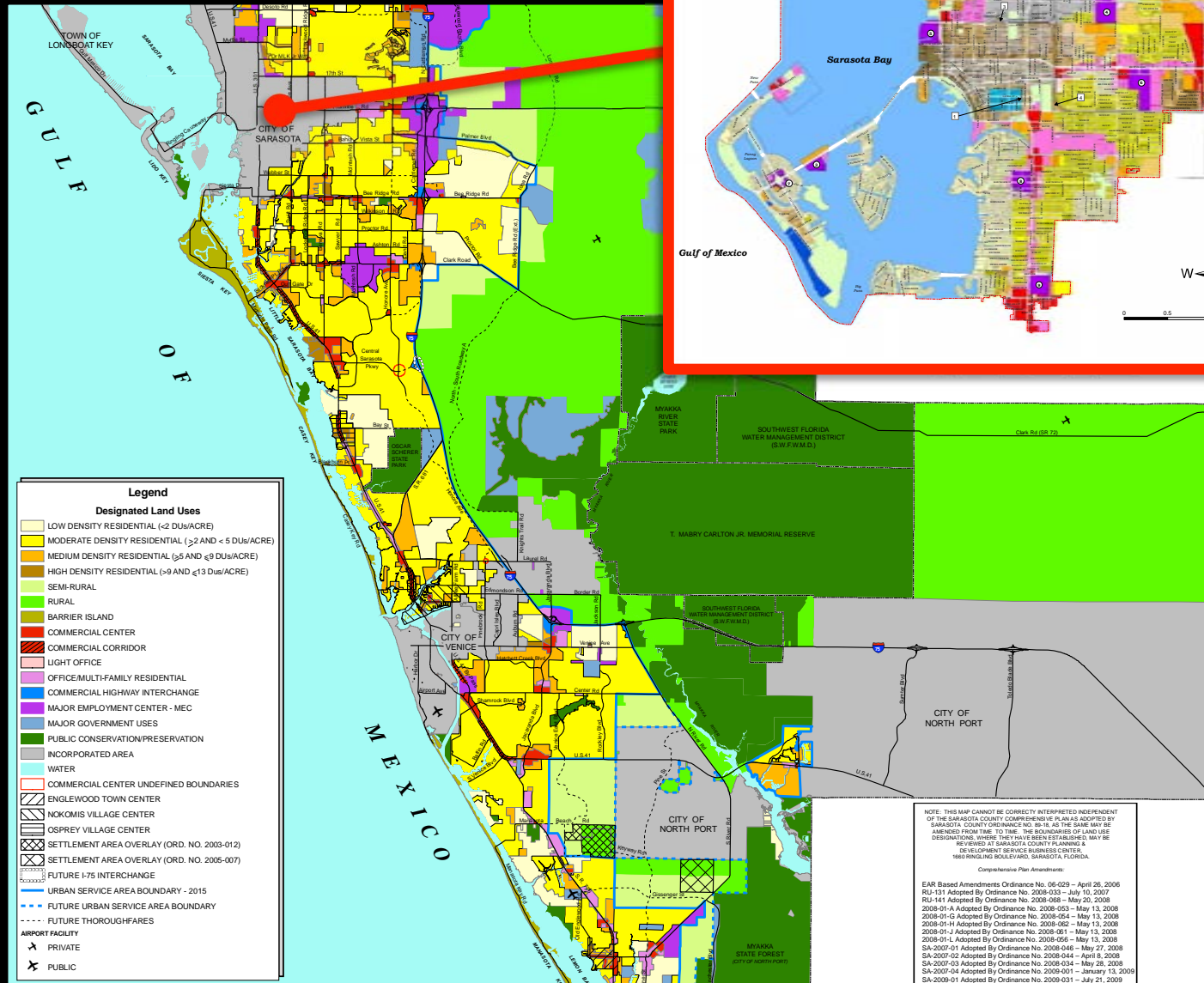
**Where do you put these
high value places?**



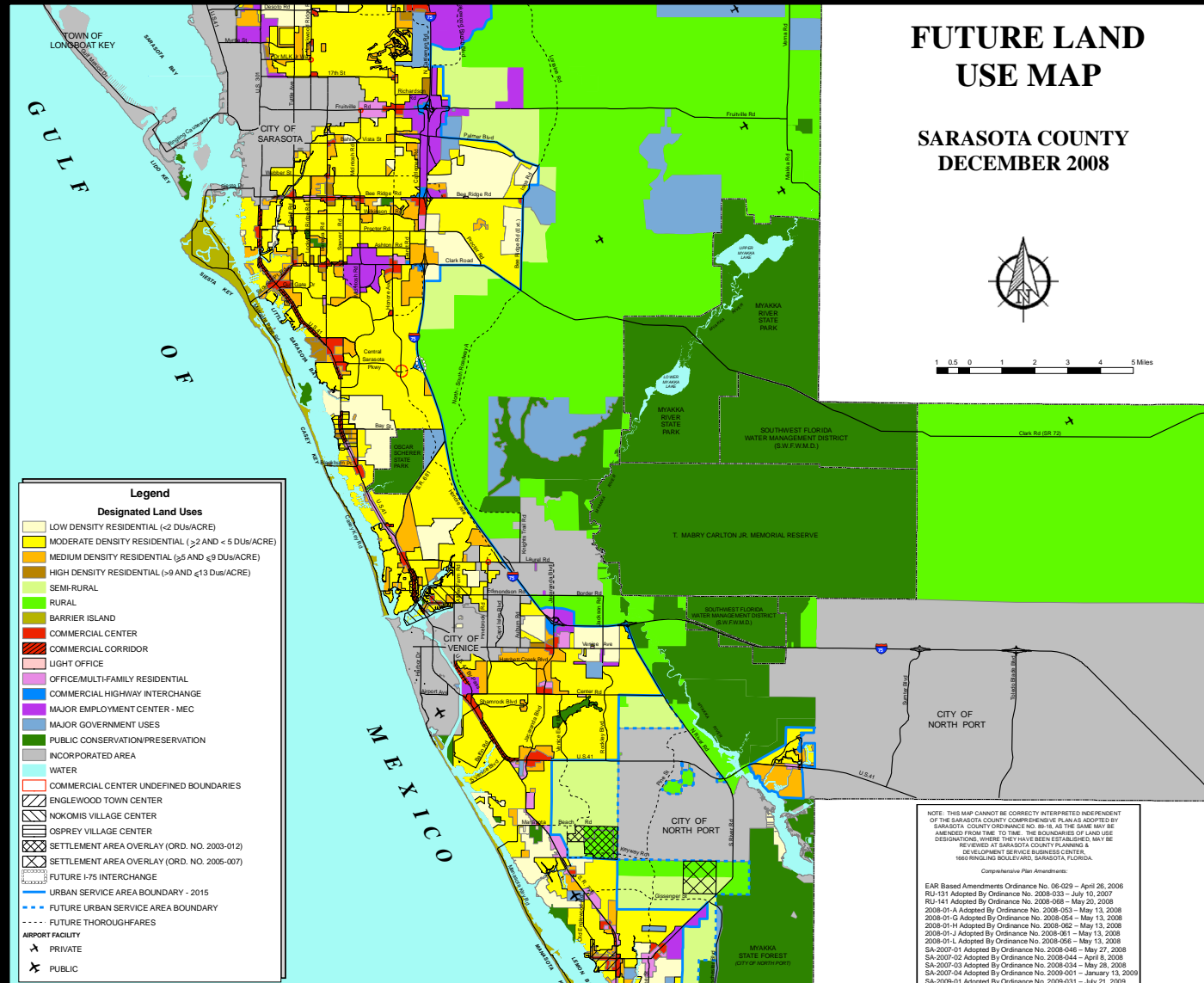
In cities...



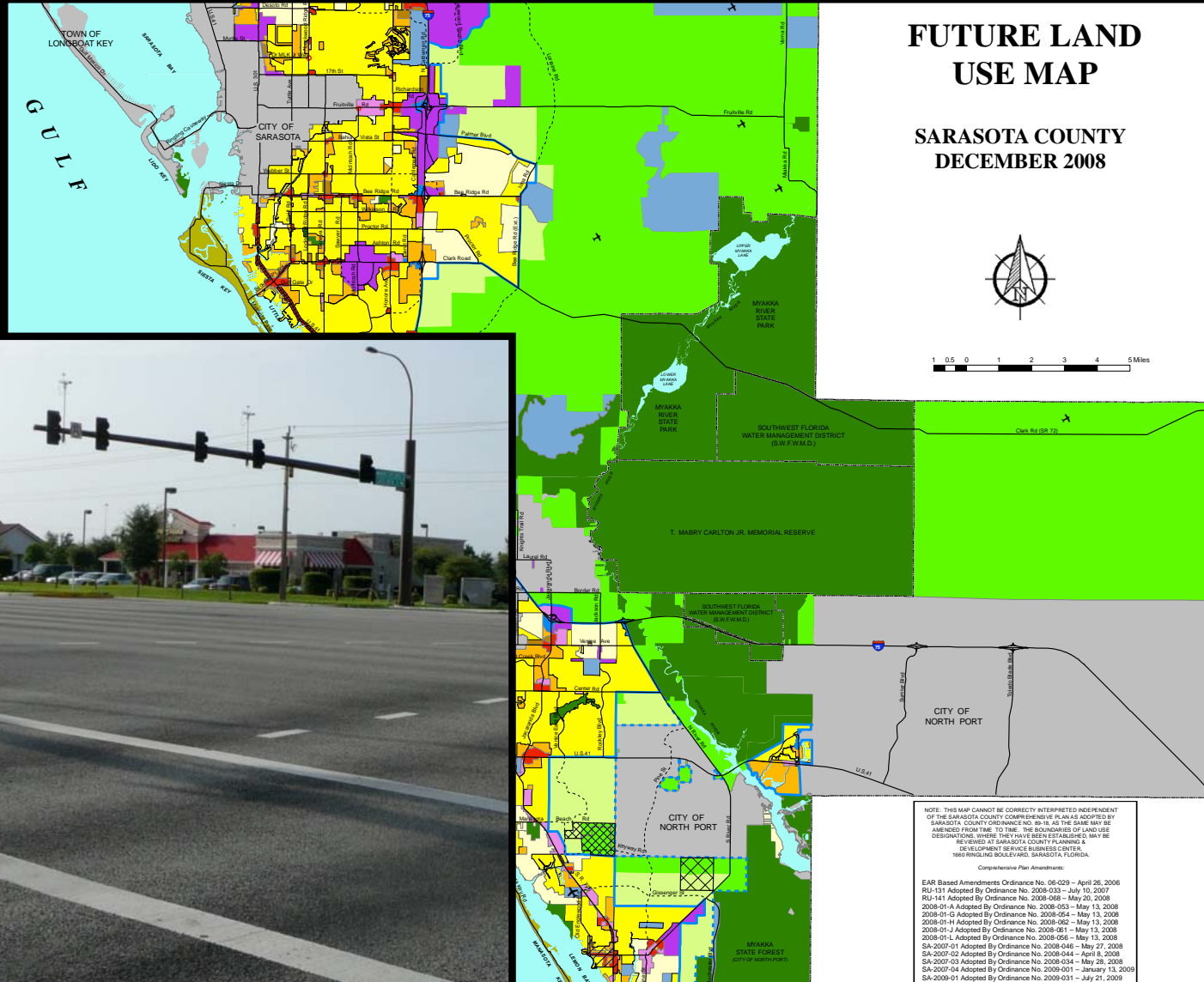
In cities...



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.



Table 5: Total Potential Annual Property Tax Revenue with the Residential Growth Cap

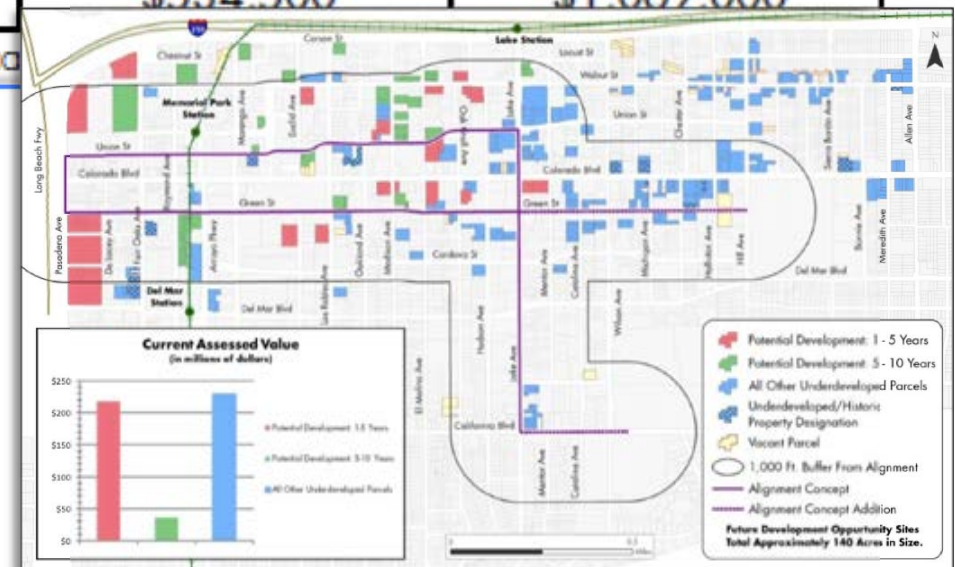
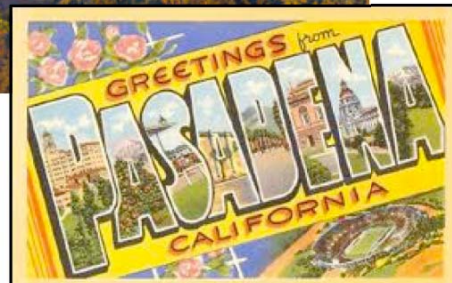
	Current Assessed Value*	Current Property Tax Revenue	Potential New Property Value	New Property Tax Revenue	Projected Additional Revenue
1 - 5 Years	\$79,721,000	\$168,132	\$313,200,000	\$661,000	\$493,000
Long-term Development Sites	\$114,842,000	\$242,202	\$587,945,000	\$1,240,000	\$998,000
Total	\$194,563,000	\$410,334	\$901,145,000	\$1,901,000	\$1,491,000

Economic Benefit	Low	Medium	High
Assessed Value*	\$901,145,000	\$1,901,145,000	\$3,139,745,000
Annual Retail Sales	\$4,244,900	\$8,489,900	\$25,469,600
Annual Hotel Revenues	\$267,300	\$534,500	\$1,069,000

* "Low" scenario assumes that the current residential growth cap



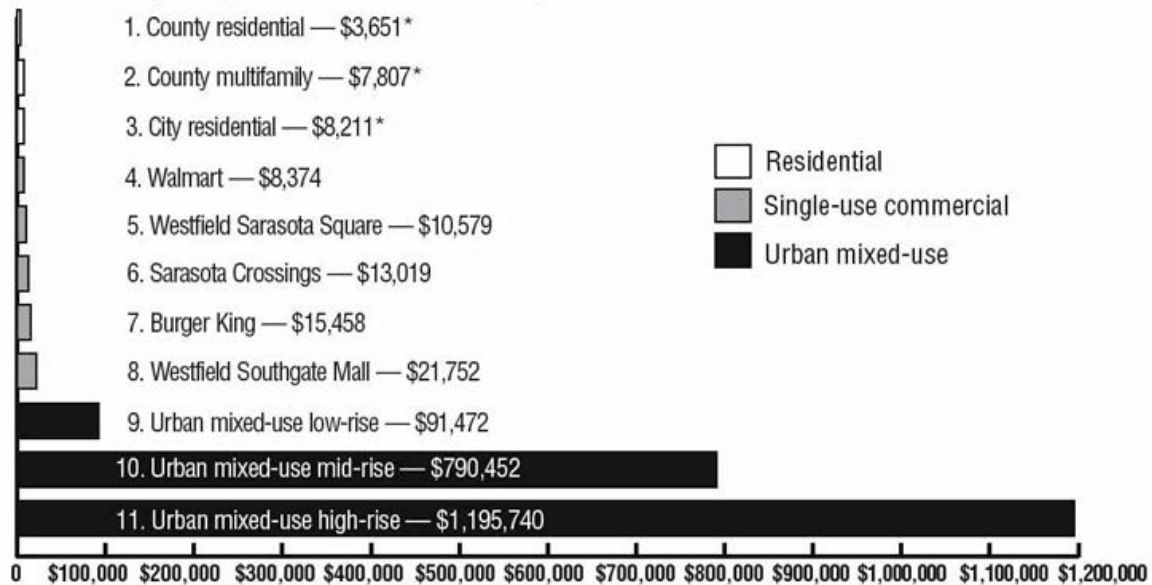
Metro Gold Line - Mission



**We've been
looking at the public
sector perspective**

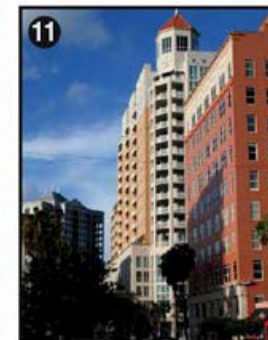


Annual tax yield per acre: Sarasota County, Florida



New Urban News; Sources: Sarasota County Government, Office of Financial Planning; Joe Minicozzi, Public Interest Projects. Based on 2008 tax figures.

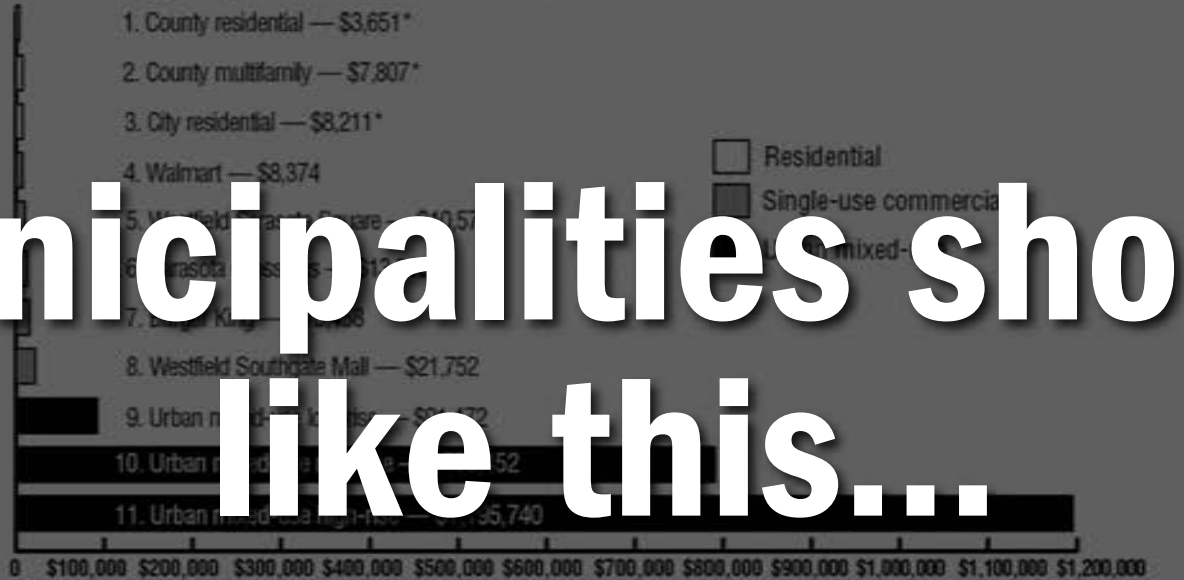
*Based on average sales price per Sarasota County Board of Realtors, 2008 data.



Municipalities should like this...



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.





\$24M, 5.2 acres, 12 stories



\$34M, 0.7 acres, 9 stories, 70 units



\$24M, 5.2 acres, 12 stories



Joe Minicozzi, AICP

Joseph Minicozzi, AICP is the company of downtown Asheville. Prior to creating U3, he served Downtown Association. Before administrator of the Form Base. Joe's cross-training in city plan private sector real estate finan analytic tools that have garner Street Journal, [Planning Magazine](#), [Wealthier](#) report. Joe is a sou has been featured at the Cong Association, the International Partners for SmartGrowth con





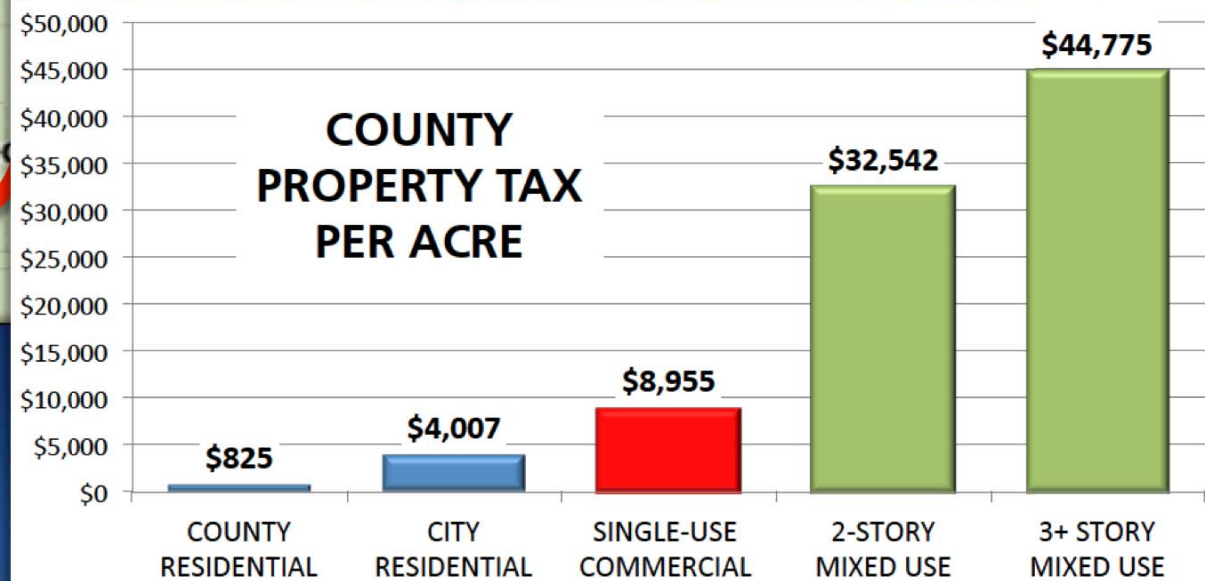
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About Town

Building Revenue for Communities



The results were clear across the board—each community showed the same pattern. Multi-story mixed use properties bring in many times more revenue per acre than other types of commercial or residential developments.



Shaping the Future of the West

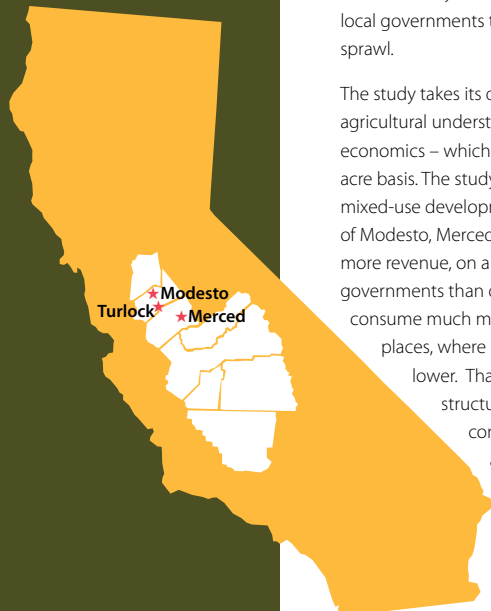


Valuing Downtowns:

Upward Not Outward is a Smart Revenue Strategy for Local Governments

Average Downtown Total Property Tax Revenue

Modesto	\$8,163/acre
Turlock	\$6,268/acre
Merced	\$7,593/acre



SAN JOAQUIN VALLEY MUNICIPAL REVENUES STUDY:

Investing in Downtowns Yields More Property Tax Revenue
per acre than Building on the Periphery

A new review of city and county property tax revenues in three San Joaquin Valley cities finds that focusing growth in downtown areas is usually a better bet for cash-strapped local governments than traditional urban sprawl.

The study takes its direction from the agricultural understanding of land economics – which is calibrated on a per acre basis. The study finds that even small mixed-use developments near the centers of Modesto, Merced and Turlock achieve more revenue, on a per acre basis, for local governments than developments that consume much more land in more remote places, where land values are typically lower. That's because multi-story structures, which are more common in downtown areas, use land more efficiently than expansive single-story structures with adjacent parking lots.

The report makes two important findings with relevance to the San Joaquin Valley region and other California communities:

Big-box style retail developments provide significantly less property tax revenue per acre to local governments (city and county combined) than the average of all downtown properties.

In Turlock... Walmart yields **48.6% less property tax revenue** per acre than the average downtown property. Walmart and JC Penny combined still produced **41.7% less property tax revenue** per acre than the downtown average.¹

In Modesto... the Central Valley Plaza area yields **43.6% less property tax revenue** per acre and Vintage Faire Mall yields **16.3% less property tax revenue** per acre than the average downtown property.²

In Merced... the Merced Mall yields **40.5% less property tax revenue** per acre than the average downtown property.³

Continued on back page

**"We hope officials will use this property tax yield per acre
as another way to quantify the importance of downtown —
and of in-fill projects."**

The Modesto Bee editorial, April 23, 2012

¹ Walmart: \$2,660/acre; Walmart/JC Penny: \$3,014/acre; Downtown Turlock taxable mean: \$5,173/acre

² CV Plaza and outparcels: \$4,604/acre; Vintage Faire Mall: \$6,831/acre; Downtown Modesto taxable mean: \$8,163/acre

³ Merced Mall: \$4,520/acre; Downtown Merced taxable mean: \$7,593/acre



Downtown Business District



917 J Street



1020 Tenth Street



Double Tree Hotel

A Case for Downtown Investment

MODESTO, CA

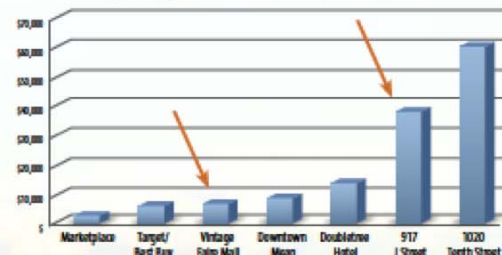
Modesto got its start as a railroad stop between Sacramento and Los Angeles. But the fertile farmland, proximity to the river and railroad traffic positioned it for growth well beyond its modest beginning.

Home to more than 200,000 residents today, Modesto will continue to grow. The question is will this growth be up or out? The recent San Joaquin Valley economic study, authored by Joe Minicozzi, provides insight to this question and illustrates the benefits of downtown growth, not just to the environment, but to city and county finances too.

Take **917 J Street**; this simple 3-story mixed-use property containing Modesto's Sports Bar & Grill along with other commercial space, takes up just 0.16 acres of space yet generates significant property tax revenue – to the tune of over \$38,000 per acre. Conversely, the **Vintage Faire Mall**, located near the edge of town consumes nearly 100 acres but generates just under \$7,000 per acre.

1020 Tenth Street is another example. This 3-story Class A office and retail property, home to Fuzio Universal Bistro, is located in the heart of downtown Modesto near the 13-story Double Tree Hotel and Brenden Theaters. It generates \$60,481 per acre in property tax revenue.

Property Tax Revenue Per Acre



On a per acre basis, downtown property 917 J Street brings in 5 times more property tax revenue than the Vintage Faire Mall.

Vintage Faire Mall
Located 5 Miles from Modesto Downtown



Shopping Centers Meet Hard Times

Century Center, Modesto

As shopping centers struggle to retain and bring in new tenants, many parking lots and large stores outside of downtown remain vacant. Empty stores mean less sales tax revenue for the city and county.

The Modesto Bee, January 11, 2012 Raley's closing Modesto's Century Center store

...The Raley's store has anchored Century Center since 1979, when the shopping complex opened. It was Modesto's second Raley's, following its Tully Road outlet.

Its closure marks another in a series of high-profile businesses to leave the shopping center.

In July 2009, California department store giant Gottschalks went out of business, leaving an empty 90,000-square-foot anchor spot, which is still vacant today...

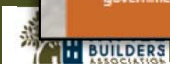
Repeating This Study in Your Community

Urban 3 obtained public assessors and GIS data from Stanislaus County, Merced County and the cities of Merced, Modesto, and Turlock, to build a database of properties in each city. The data indicates the property acreage, assessed value and the corresponding property tax revenues due to local governments.

Researchers evaluated each property by dividing its revenue obligation by its acreage to arrive at a measure of the property's land efficiency as a revenue source. The results were sorted from low to high to facilitate comparison between land use types and locations.

The Modesto Bee editorial, April 23, 2012

¹ Walmart: \$2,660/acre; Walmart/JC Penny: \$3,014/acre; Downtown Turlock taxable mean: \$5,173/acre
²CV Plaza and outparcels: \$4,604/acre; Vintage Faire Mall: \$6,831/acre; Downtown Modesto taxable mean: \$8,163/acre
³Merced Mall: \$4,520/acre; Downtown Merced taxable mean: \$7,593/acre



Density is "In"

**Dense vibrant places
should be a
Win-Win-Win**



Multiple surveys show that
between 30 and 55 percent of
Americans want to live in mixed
use, mixed density places

-"Creating a New Urbanism" by C. Leinberger

Density is “In”



Multiple surveys show that between 30 and 55 percent of Americans want to live in mixed use, mixed density places

- "Option of Urbanism" by C. Leinberger

Density is "In"

Municipalities build robust tax base

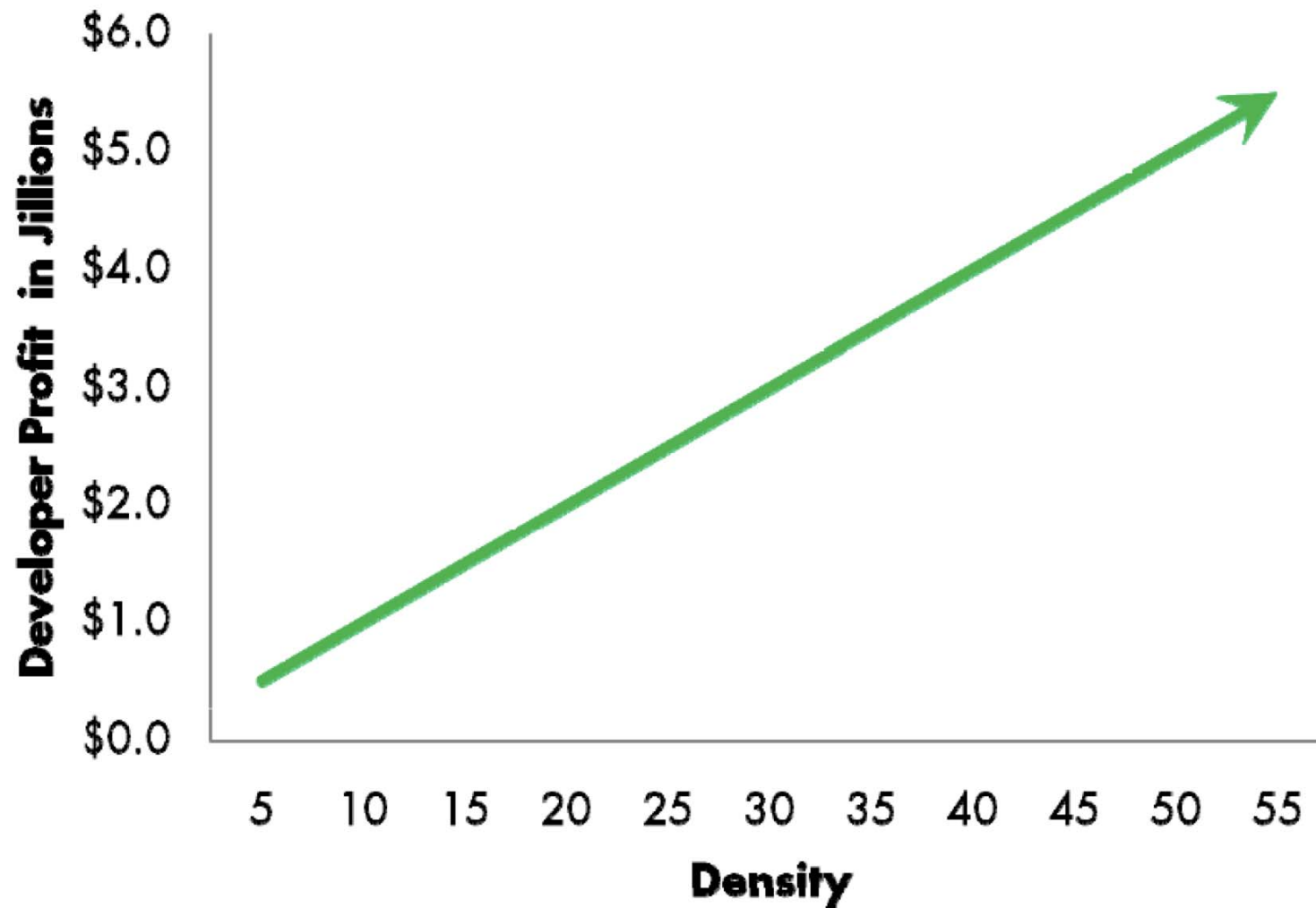
Citizens get great places

Developers get higher yield from
their land asset

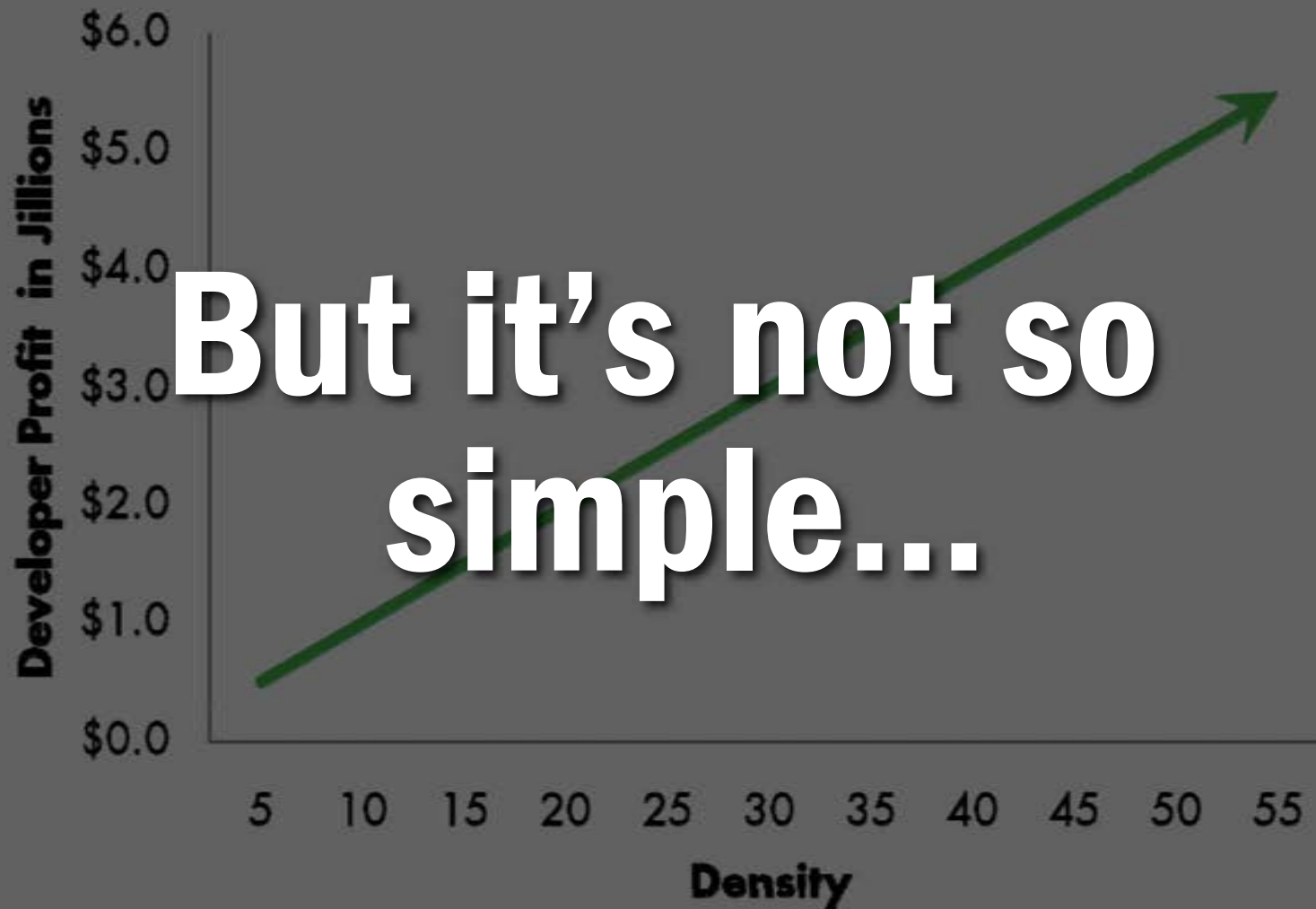
Multiple surveys show that
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- "Option of Urbanism" by C. Leinberger

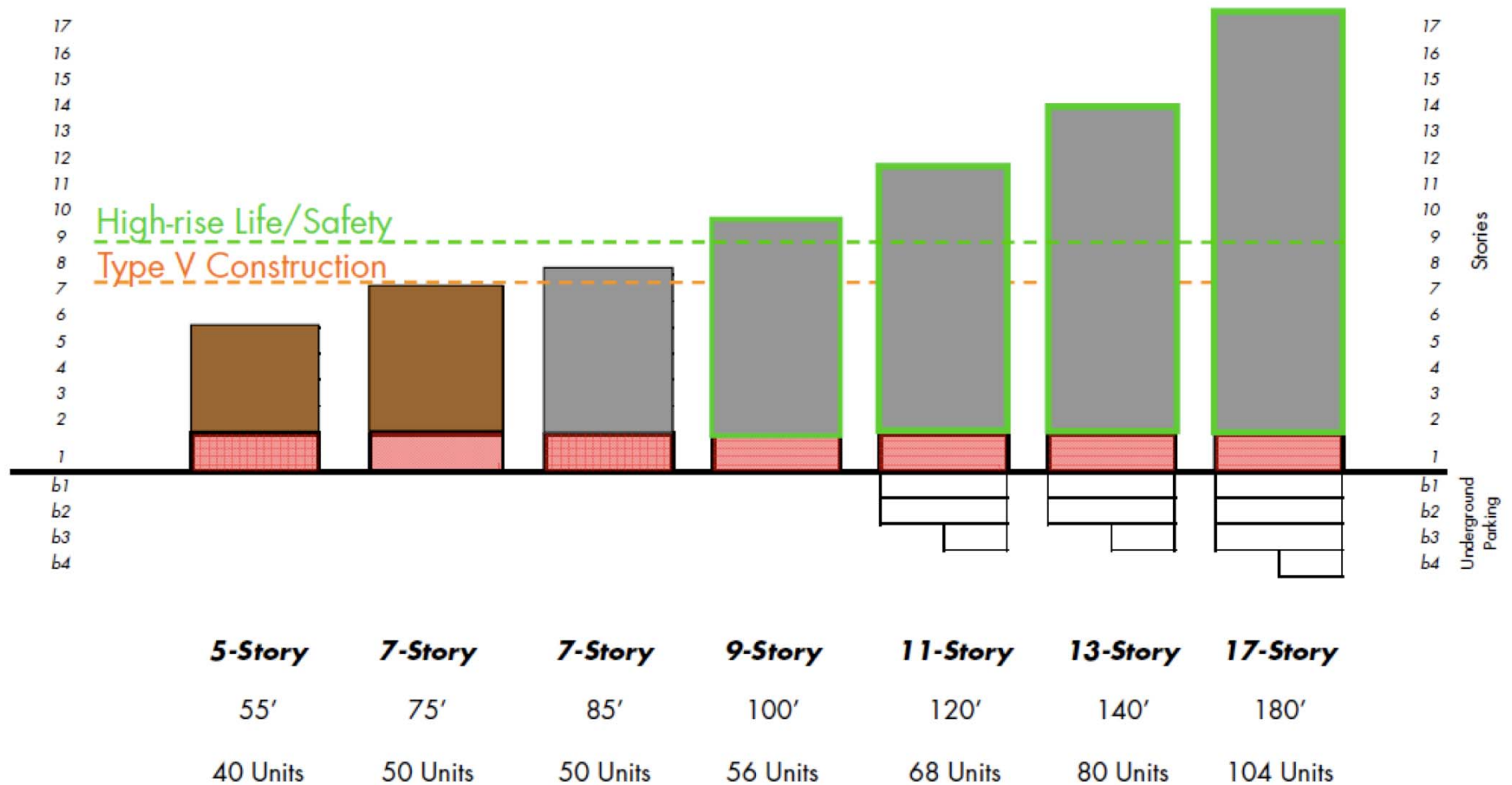
Common Perception of Density



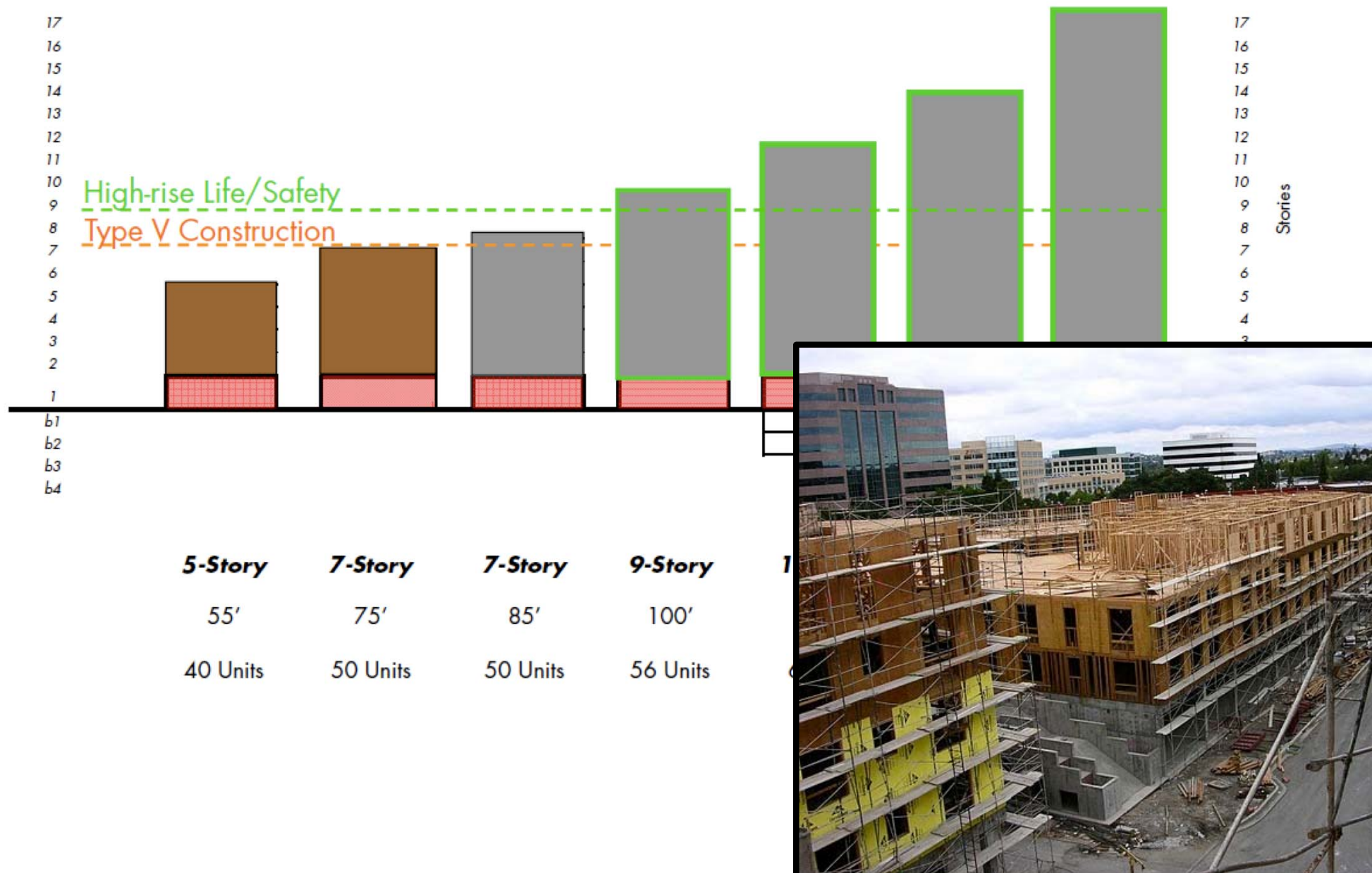
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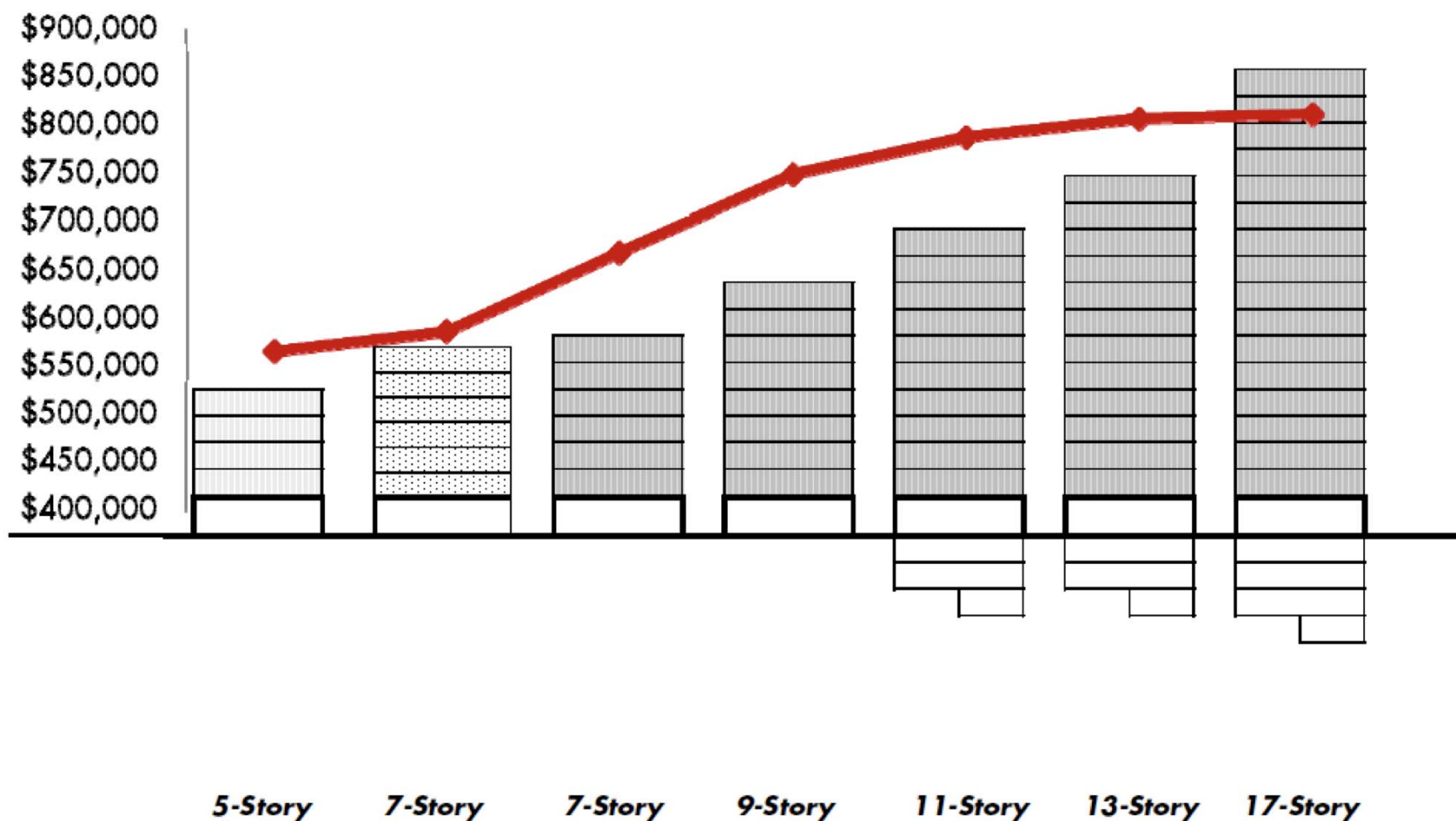
How Does it Work in the Real World?



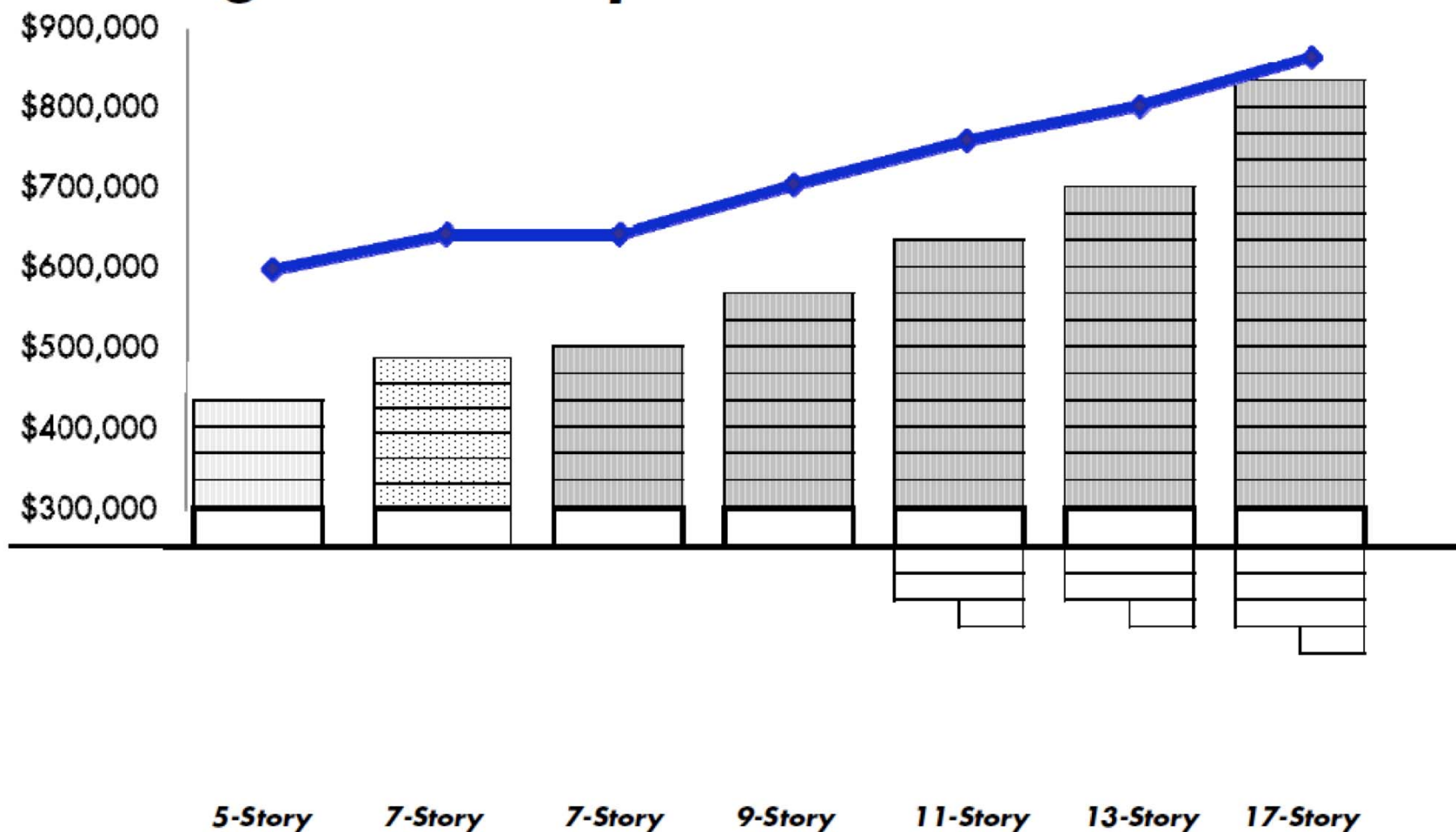
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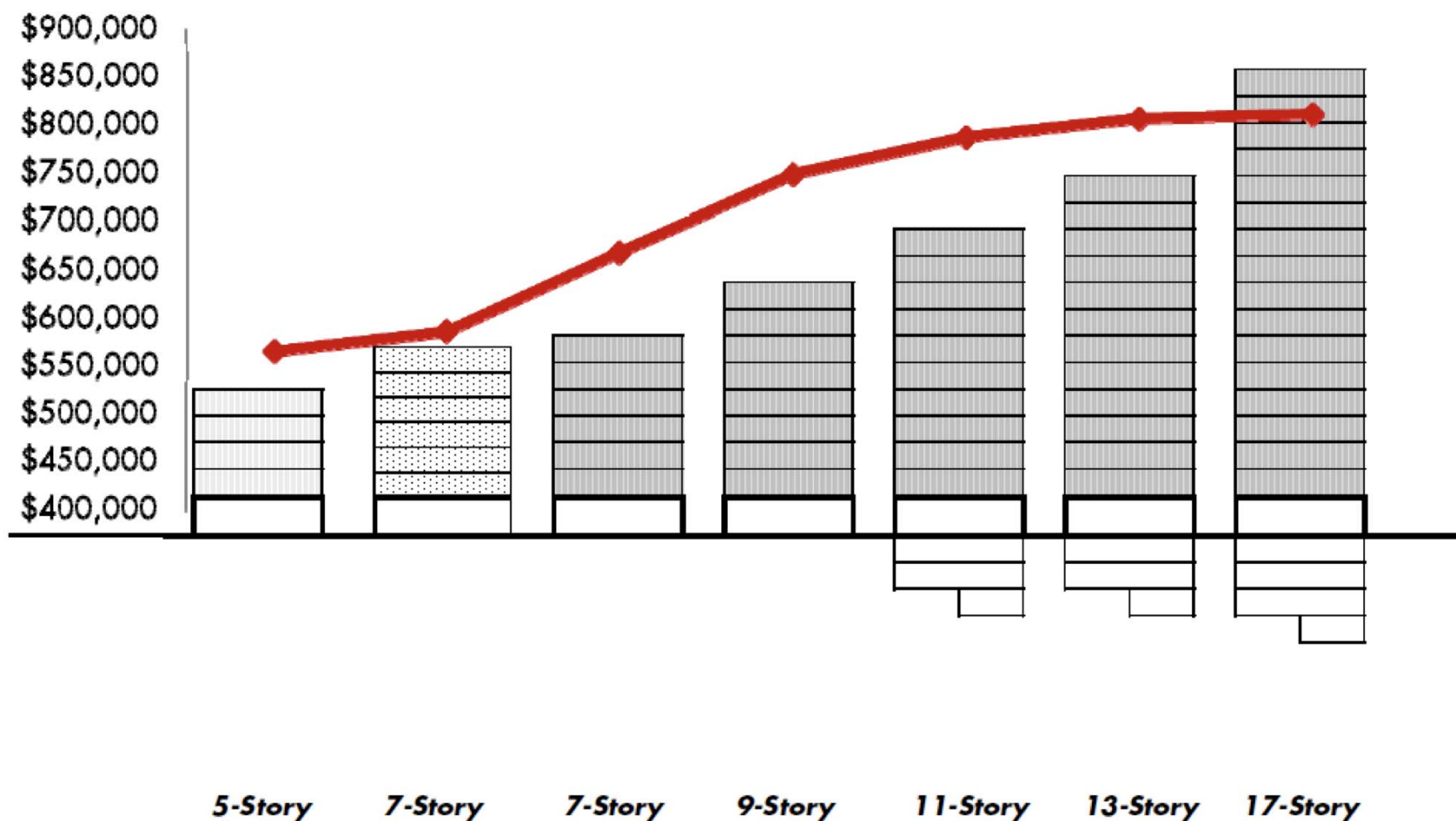
Average Cost per Unit



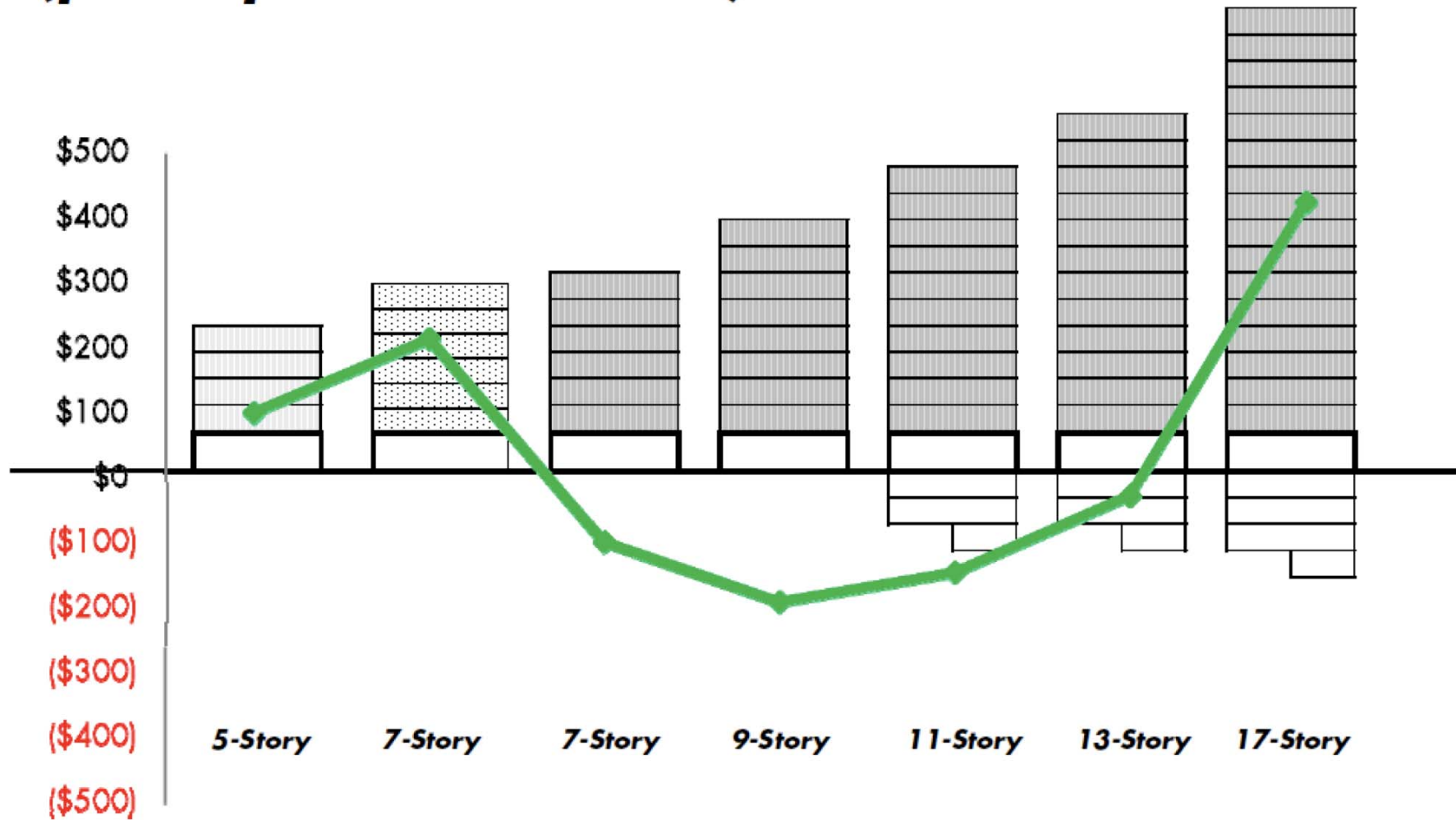
Average Revenue per Unit



Average Cost per Unit

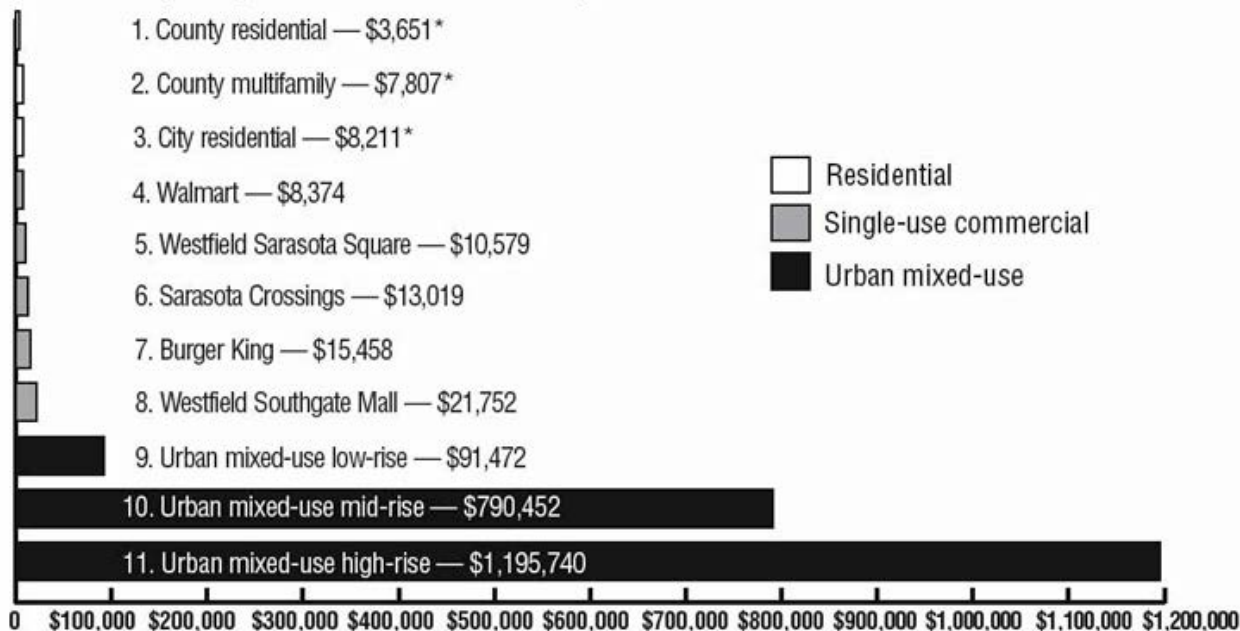


Residual Land Value (per Square Foot Land)



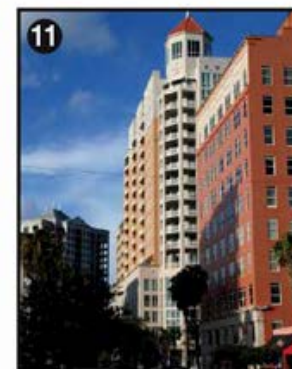
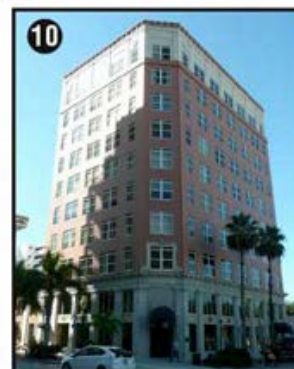
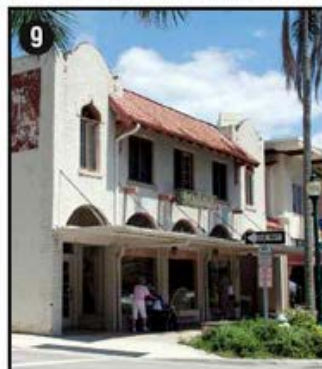


Annual tax yield per acre: Sarasota County, Florida



New Urban News; Sources: Sarasota County Government, Office of Financial Planning; Joe Minicozzi, Public Interest Projects. Based on 2008 tax figures.

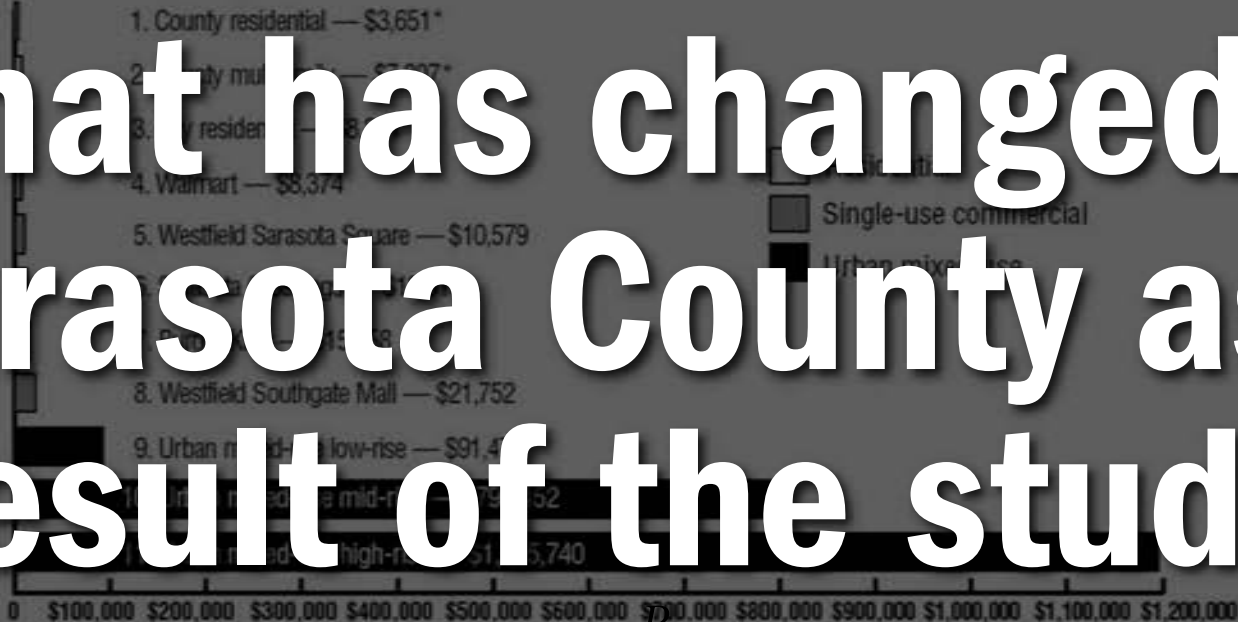
*Based on average sales price per Sarasota County Board of Realtors, 2008 data.



What has changed in Sarasota County as a result of the study?



Annual tax yield per acre: Sarasota County, Florida



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*Based on average sales price per Sarasota County Board of Realtors. 2008 data.



What has changed in Sarasota County as a result of the study?



Annual tax yield per acre: Sarasota County, Florida

1. County residential — \$3,651*

2. County multi-family — \$7,007*

3. County residential — \$8,374

4. Walmart — \$8,374

5. Westfield Sarasota Square — \$10,579

6. Westfield Sarasota Square — \$15,158

7. Westfield Southgate Mall — \$21,752

8. Westfield Southgate Mall — \$21,752

9. Urban mixed-use low-rise — \$91,400

10. Urban mixed-use mid-rise — \$79,052

11. Urban mixed-use high-rise — \$156,740

Single-use commercial

Urban mixed-use

0 \$100,000 \$200,000 \$300,000 \$400,000 \$500,000 \$600,000 \$700,000 \$800,000 \$900,000 \$1,000,000 \$1,100,000 \$1,200,000

New Urban New
*Based on aver



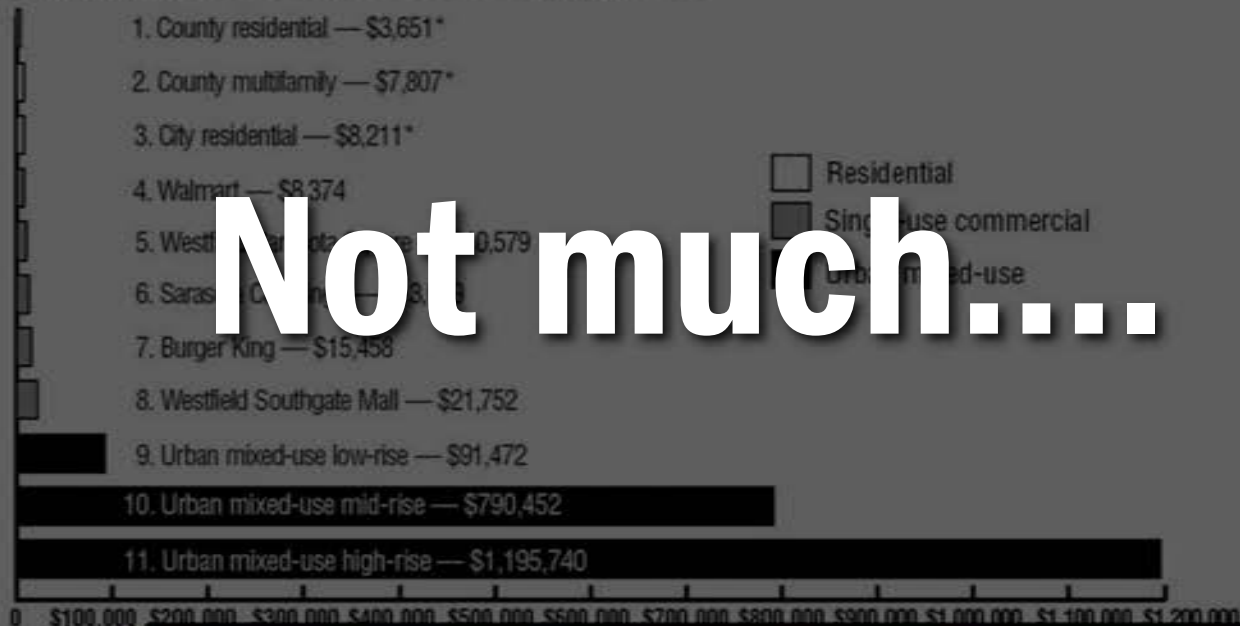
Commissioners

Dedicated to Quality Service





Annual tax yield per acre: Sarasota County, Florida



Not much....

New Urban New
 *Based on aver



Commissioners

Dedicated to Quality Service



Sarasota's SMART Growth Dividend

COUNTY, like many other, see a huge wave of suburban in the boom years from 1990 to 2000. During that time, more than of land within the county and not municipalities came under . Responding to some growth policies and seeking to direct growth, county officials on a service boundary in 1997, was to channel future growth here the county was planning tax services and infrastructure. initiative in 2006 strengthened laws, requiring a unanimous county commission to enlarge within a

to boundary now constrains supply of developable land, the rule cited in the county—St. Petersburg, and Sarasota—can still incorporate county lands inside existing boundary. Given such supply of developable land, and in due to annexation, Sarasota seemed that future property tax would be squeezed. The county's tax has already taken a major hit from economy. Still, results mostly from lower revenues need to falling real estate prices and not falling real estate prices. With regard to crossing the line, he added, "we need more like a city."

version 2010

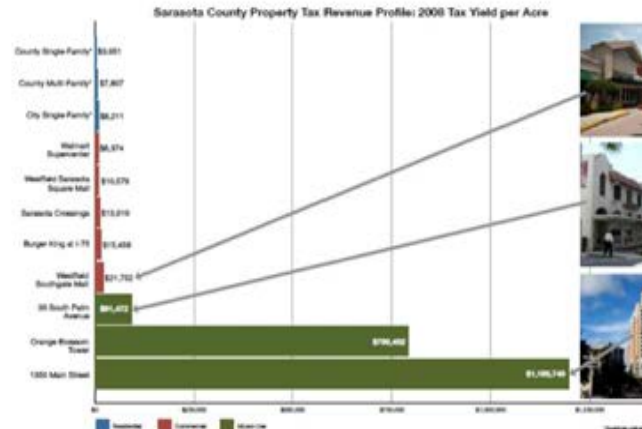
Doing the numbers proves that compact, centrally located, mixed use development yields the most property taxes.

By Peter Katz

than the more typical per lot, per acre, or per household basis. Although unusual, this approach clearly showed a much greater result from some types of development—mostly dense, mixed use properties, both old and new—over more conventional, single-use suburban offerings.

Solving the dramatic results for Ashville, Sarasota County staff asked Public Interest Projects to compile a similar profile for the Sarasota region. That work is the primary focus of this article.

The data highlighted in the profile is straightforward—its the amount of county property tax paid by the owners of each of the profiled properties (information that is readily obtainable from the local tax assessor). The taxes are then divided into the land area occupied by each property to obtain a tax per acre figure. The complete revenue profile also provides an apples-to-apples comparison of the property tax yield for each development type.



incorporated county pay, on average, shows \$1,740 per acre a year in property taxes. Mid-density developments (such as apartments or mixed-use centers) generate approximately a revenue

more than two and one-half times the tax revenue of the big box center, or \$21,732 per acre. The difference can be attributed to a more central location, a better location, and the higher price per square foot (the latter translating to square foot, and thus tax revenue).

Take these examples, all of them local or near one intersection in downtown Sarasota, just a few blocks from the bay. • 35 South Palm Avenue, a two-building complex from the 1920s, was built as a retail store, the second floor is a retail store, the second floor is a retail store. The structure can generate more than \$90,000 in a property taxes per year, calculated on a per acre basis.

• The 10-story Orange Blossom was built in 1926 as the American National Bank Building. In the 1930s, it was converted into a hotel and later became a hotel. Today, the structure houses a mix of offices, second-floor offices, and a floor retail. It brings in nearly \$800,000 in property taxes per year.

• 1350 Main Street generates more than any other building in the city (shown in the green

ing the game

shown in the green

SWITCHBOARD Natural Resources Defense Council Staff Blog

Kaid Benfield's Blog

Tax revenue from downtown mixed-use outperforms big-box superstores and malls



Posted July 14, 2010 in [Living Sustainably](#)

Share | |



Analysis of property tax revenues from Sarasota, Florida reveals that mixed-use, compact development outperforms Wal-marts and conventional shopping malls by a considerable margin when compared on a per-acre basis. Co-writing one of our better pieces of the built environment, Mary Newsom, in

REUTERS Mixed-Use Downtown Development Creates the Most Tax Revenue

Mixed-Use Downtown Development Creates the Most Tax Revenue

Monday, August 2, 2010

by Zachary Shahan

With a much smaller carbon footprint and much more

development sees... Localities... of the past... are used... they support... aren't... (e.g. Wal-M

THE WALL STREET JOURNAL

JULY 14, 2010, 2:32 PM ET

Big Box Stores Don't Produce Big Tax Gains

So-called big box stores like Wal-Mart and Home Depot

Financial Post /

Smart money in real estate is on urban experience

In this story: [FPI US\\$52.67](#) [US\\$52.04](#)



HUD NEIGHBORHOOD PROGRAMS, PAGE 3 / TWO-WHEELED TRAFFIC CALMING, PAGE 2

NEW URBAN NEWS

COVERING DESIGN & DEVELOPMENT OF HUMAN-SCALE NEIGHBORHOODS

VOLUME 15 • NUMBER 6

SEPTEMBER 2010

Best bet for tax revenue: mixed-use downtown development

Studies in Florida and North Carolina show that dense urban development pays off for local governments. Big-box retail doesn't.

At a time when local governments are struggling financially, two studies—one in Sarasota County, Florida, the other in Asheville, North Carolina—suggest that one of the best fiscal remedies is dense, mixed-use development. The studies, by Public Interest Projects, a real estate development firm in Asheville,

A melding of New Urbanism and 'One Planet Communities'

Sonoma Mountain Village is envisioned as a walkable, mixed-use center with thousands of jobs and a world-class environmental



Bloomberg News
Stores such as Wal-Mart produce less tax revenue.

venue — more than \$800,000 per acre — comes from a because they are able to generate sales and property

Sarasota's SMART Growth Dividend

COUNTY, like many other ones, saw a huge wave of suburbanization in the boom years from 1970 to 1990. During that time, more than 1 million acres of land within the county and within its jurisdiction were added. Responding to new growth policies and seeking to direct growth, county officials created a services boundary in 1997. It was a channel future growth here: the county was planning bus services and infrastructure, initiatives in 2008 strengthened limits, requiring a unanimous county commission to enlarge within it.

The boundary now constrains supply of developable land, the rule cities in the county—Sarasota, and Sarasota—can still incorporate county lands inside the boundary. Given such supply of developable land, and in due to annexation, Sarasota seemed that future property tax revenue would be squeezed. The county has already taken a major tax cut in 2009.

Still, results mostly from lower revenues and in falling real-estate values and in falling real-estate values and in falling real-estate values. A further effort to increase revenues is the loss of a downtown in new commercial permitting activity in may has gone from more than 100 acres in 2005 to under 100 acres in 2009. Commercial development has stalled. There were 110 acres in 2005 and fewer than 10 in 2009.

It shows so in future revenue matters have started to rethink it as a community building. "We

Doing the numbers proves that compact, centrally located, mixed use development yields the most property taxes.

By Peter Katz

need a better understanding of where our revenues are coming from," said Sarasota County Administrator Jim Lay last year. With regard to creating new sources of revenue, he added, "we need to start thinking more like a city."

Responding to Lay's directive, county planners came up with an idea. When researching new approaches for a comprehensive plan update, they found a unique revenue analysis of the Sarasota, North Carolina, area. The analysis, prepared by Joe Mancini of Public Income Projects, included a "revenue profile" that compared revenues generated by a range of building types in different locations around the city.

What made this analysis different from more conventional studies was that the figures were calculated on a per-acre basis rather

than the more typical per lot, per unit, or per household basis. Although unusual, this approach clearly showed a much greater return from some types of developments—mostly dense, mixed-use properties, both old and new—over more conventional, single-use suburban offerings.

Seeing the dramatic results for Sarasota, Sarasota County staff asked Public Income Projects to compile a similar profile for the Sarasota region. This work is the primary focus of this article.

The data highlighted in the profile is straightforward—at the amount of county property tax paid by the owners of each of the profiled properties (information that is readily obtainable from the local tax assessor). The taxes are then divided into the land area occupied by each property to obtain a tax per acre figure. The complete revenue profile thus provides an apples-to-apples comparison of the property tax yield for each development type.

While the revenue analysis may be straightforward, the cost analysis is not. That is because municipal services are provided, charged for, and assessed in ways that differ greatly from place to place.

Still, common sense suggests that some of the biggest public costs will be lower in downtown areas. Funding public schools is generally cheaper there because, in most U.S. regions, families with children tend to live in more suburban areas. Having families who do live downtown, many will opt to place their children in private schools. What we, too, is likely to be lower in more urban areas because such are relatively small if they exist at all.

The county's revenue profile

Looking at the top bar of Sarasota's revenue profile (in the graphic above), one sees that owners of single-family homes in the unincor-

porated county pay, on average, about \$2,740 per acre a year in property taxes. Multifamily developments (such as apartments or condominiums) typically exceed amounts that double that amount, yielding about \$7,900 in property taxes on a per-acre basis. Within the city of Sarasota, single-family home owners annually pay \$6,231 per acre, on average, in county taxes alone.

Looking at commercial developments (the red bars in the graphic), one sees that the county's new 21-acre Walmart Supercenter annually pays only \$693 more in property taxes per year, on a per-acre basis, than the average single-family home in the city of Sarasota. Walmart's tax bill of \$4,574 per acre seems low, especially given the controversy that such big-box projects generate when they come before rezoning bodies.

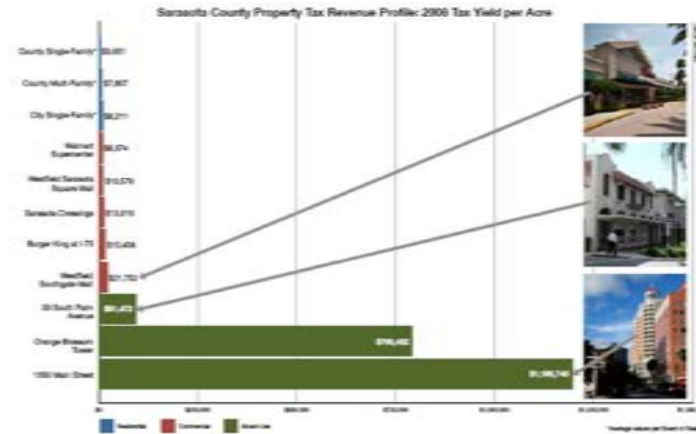
Southeast, an established shopping mall anchored by Macy's, Dillard's, and Saks Fifth Avenue, suggests a different story. The 12-acre property, which is located within the city of Sarasota, brings in

more than two and one-half times the tax revenue of the big box center, or \$21,752 per acre. The difference can be attributed to a more central location, a lower standard of conservation, and the higher merchandise price points set by upscale anchor merchants (the latter translating into higher taxes per square foot, and thus higher property valuations).

A five-story regional shopping center like Southeast may be the best revenue generator that many counties can ever hope to attain. That is why local governments try so hard to woo prestigious national merchants like Macy's or Nordstrom (the ultimate prize). But all an achievable goal only if the locality has the demographic makeup to attract such merchants.

Mixed use: changing the game

Mixed-use properties (shown in the green bars in the bottom of the profile) perform dramatically better even than Southeast, the strongest mall in the county, when it comes to generating property tax revenue.



Take these examples, all of them located in or near one intersection in downtown Sarasota, just a few blocks in from the bay.

• 10 South Palm Avenue, a two-story building dating from the 1920s, was originally part of a larger hotel complex. Its first floor is a retail store; the second floor is used for offices. The structure currently generates more than \$90,000 in county property taxes per year, calculated on a per-acre basis.

• The 10-story Orange Blossom Tower was built in 1920 as the American National Bank Building. In the 1990s, it was converted to a hotel and later became a transient residence. Today, the structure houses condominiums, second-floor offices, and ground-floor retail. It brings in nearly \$600,000 in county property taxes per year.

• 1150 Main Street generates more taxes than any other building in the profile. Its attached ground-floor houses a bank and other retail uses; condominiums occupy the upper floors. Although some units have water views, the building's principal attraction

Analysis

Doing the numbers proves that compact, centrally located, mixed use development yields the most property taxes.

that the most typical for us, for you, or for human beings. Although unusual, the approach clearly does not reflect grand truths about nature, spirit, or development—mostly about human progress, both old and new—over more conventional, single-line solutions, although.

While the income analysis may be straightforward, the measurement is. This is because marginal actions are provided, charged for, and assessed in ways that differ greatly from place to place.

Still, income and, suggest the work, of the biggest public issue will be lower in downstate areas. Funding public schools is generally stronger there because so many U.S. regions battle with children and adults in more suburban areas. Among families who live in downstate, many will opt to place their children in private schools. However, one is likely to be lower in more urban areas because public are relatively small in these areas all.

and a better understanding of where our money is coming from," said Sen. Gary Schuman. Jim Lee has not. With regard to raising new sources of money, he added, "we want to see clothing more like a car."

Responding to Lash directly, some planners came up with an idea. When something new attracts flies for a competition just opened, they found a unique way to create awareness of the initiative. North Carolina, aka The Tarheel, prepared to let Missouri's Public Service Program establish a "tarheel grade" that compared its resources stretched by a range of building types in different business areas and the tar-

What made this study different from more conventional studies was that the subjects were all African American and were from the same community.



Wood isn't changing the game
Wood has prospered, shown in its growth in the bottom of the profit picture. Statistically lower over the long-term, the company still is the money when it comes to generating profits at times.

• 1170 Main Street, gateway into main shop and other building in the profile. In gravel ground floor between a bank and other building, which remains above the upper floor. Although some area has been covered, the building's original structure

DST

Analysis

Sarasota's SMART Growth Dividend

COUNTY, like many other
ones, are a huge source of
growth in the future years.
During the 2000s, Sarasota
County's growth was rapid
and sustainable, even under
tough economic conditions.
According to the growth
policy and strategy report
issued in 2009, Sarasota
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Doing the
numbers
proves that
compact,
centrally
located,
mixed use
development
yields the
most property
taxes.

By Peter Katz

When the numbers are
done, the results are clear:
compact, centrally located,
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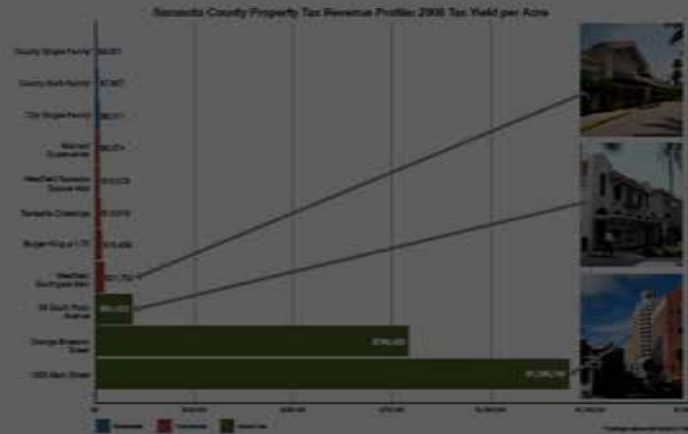
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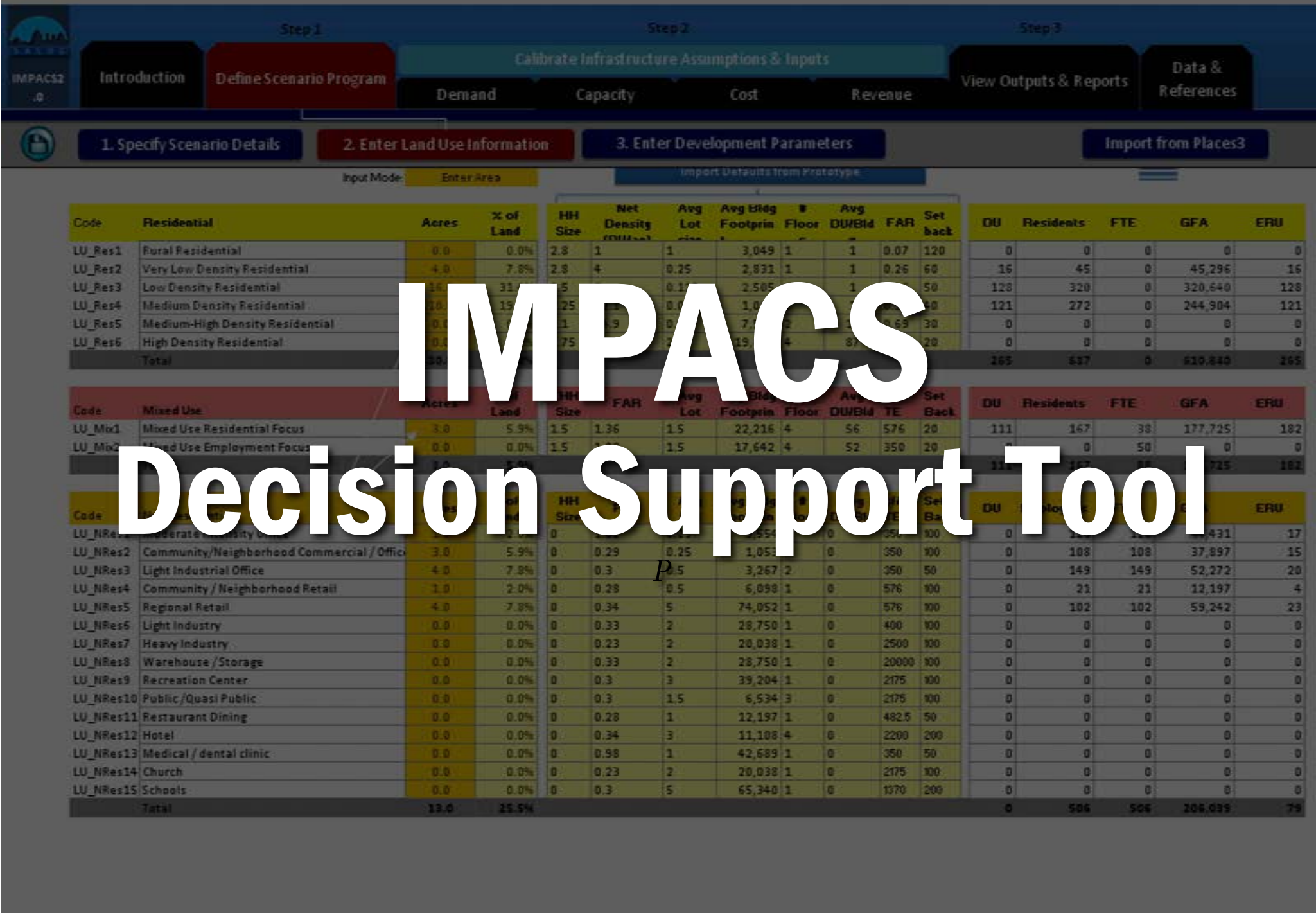
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PLANNING PRACTICE



DST Decision Support Tool

Analysis



IMPACS Decision Support Tool

Input Mode: Enter Area

Import Defaults from Prototype

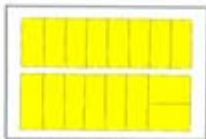
Code	Residential	Acres	% of Land	HH Size	Net Density (DU/Ac)	Avg Lot Size	Avg Bldg Footprint	# Floor	Avg DU/Bldg	FAR	Set back	DU	Residents	FTE	GFA	ERU
LU_Res1	Rural Residential	0.0	0.0%	2.8	1	1	3,049	1	1	0.07	120	0	0	0	0	0
LU_Res2	Very Low Density Residential	4.0	7.8%	2.8	4	0.25	2,831	1	1	0.26	60	16	45	0	45,296	16
LU_Res3	Low Density Residential	16.0	31.4%	2.5	8	0.125	2,505	1	1	0.46	50	128	320	0	320,640	128
LU_Res4	Medium Density Residential	10.0	19.6%	2.25	12.1	0.083	1,012	2	1	0.56	40	121	272	0	244,904	121
LU_Res5	Medium-High Density Residential	0.0	0.0%	2.1	24.9	0.5	7,514	2	13	0.69	30	0	0	0	0	0
LU_Res6	High Density Residential	0.0	0.0%	1.75	43.5	2	19,602	4	87	0.9	20	0	0	0	0	0
Total		30.0	58.8%									265	637	0	610,840	265

Code	Mixed Use	Acres	% of Land	HH Size	FAR	Avg Lot	Avg Bldg Footprint	# Floor	Avg DU/Bld	sqft TE	Set Back	DU	Residents	FTE	GFA	ERU
LU_Mix1	Mixed Use Residential Focus	3.0	5.9%	1.5	1.36	1.5	22,216	4	56	576	20	111	167	38	177,725	182
LU_Mix2	Mixed Use Employment Focus	0.0	0.0%	1.5	1.08	1.5	17,642	4	52	350	20	0	0	50	0	0
	Total	3.0	5.9%									111	167	88	177,725	182

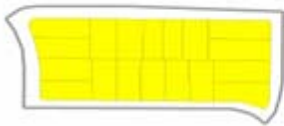
Code	Non-Residential	Acres	% of Land	HH Size	FAR	Avg Lot	Avg Bldg Footprint	# Floor	Avg DU/Bld	stff TE	Set Back	DU	Employees	FTE	GFA	ERU
LU_NRes1	Moderate Intensity Office	1.0	2.0%	0	1.02	0.25	5,554	2	0	350	100	0	126	126	44,431	17
LU_NRes2	Community/Neighborhood Commercial / Office	3.0	5.9%	0	0.29	0.25	1,053	3	0	350	100	0	108	108	37,897	15
LU_NRes3	Light Industrial Office	4.0	7.8%	0	0.3	0.5	3,267	2	0	350	50	0	149	149	52,272	20
LU_NRes4	Community / Neighborhood Retail	1.0	2.0%	0	0.28	0.5	6,098	1	0	576	100	0	21	21	12,197	4
LU_NRes5	Regional Retail	4.0	7.8%	0	0.34	5	74,052	1	0	576	100	0	102	102	59,242	23
LU_NRes6	Light Industry	0.0	0.0%	0	0.33	2	28,750	1	0	400	100	0	0	0	0	0
LU_NRes7	Heavy Industry	0.0	0.0%	0	0.23	2	20,038	1	0	2500	100	0	0	0	0	0
LU_NRes8	Warehouse /Storage	0.0	0.0%	0	0.33	2	28,750	1	0	20000	100	0	0	0	0	0
LU_NRes9	Recreation Center	0.0	0.0%	0	0.3	3	39,204	1	0	2175	100	0	0	0	0	0
LU_NRes10	Public /Quasi Public	0.0	0.0%	0	0.3	1.5	6,534	3	0	2175	100	0	0	0	0	0
LU_NRes11	Restaurant Dining	0.0	0.0%	0	0.28	1	12,197	1	0	482.5	50	0	0	0	0	0
LU_NRes12	Hotel	0.0	0.0%	0	0.34	3	11,108	4	0	2200	200	0	0	0	0	0
LU_NRes13	Medical / dental clinic	0.0	0.0%	0	0.98	1	42,689	1	0	350	50	0	0	0	0	0
LU_NRes14	Church	0.0	0.0%	0	0.23	2	20,038	1	0	2175	100	0	0	0	0	0
LU_NRes15	Schools	0.0	0.0%	0	0.3	5	65,340	1	0	1370	200	0	0	0	0	0
Total		13.0	25.5%									0	506	506	206,039	79

3-A BLOCK STREET PATTERN:

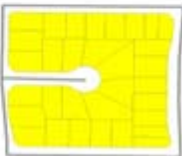
Grid Block



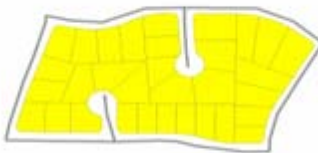
Modified Grid Block



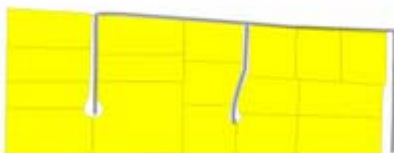
Mixed Block



Cul-de-Sac Block



Rural Block



3-B STREET WIDTH:

Type	Description	ROW (ft)	Pavement width (ft)	Sidewalk Width (ft)	Sidewalk Completeness	Curb & Gutter Completeness	Lighting Spacing (ft)
StreetA	arterial street	80.00	48.00	6.00	100.00%	100.00%	300
StreetB	collector street	60.00	48.00	4.00	100.00%	100.00%	300
StreetC	local access 1	50.00	36.00	3.00	100.00%	100.00%	100
StreetD	local access 2	50.00	24.00	4.00	100.00%	100.00%	100
StreetE	parkway	50.00	24.00	0.00	0.00%	0.00%	500

Assign Development Pattern to Land Uses

Code	Land Use	Street Pattern
LU_Res1	Rural Residential	Rural Block
LU_Res2	Very Low Density Residential	Rural Block
LU_Res3	Low Density Residential	Cul-de-Sac Block
LU_Res4	Medium Density Residential	Modified Grid Block
LU_Res5	Medium-High Density Residential	Mixed Block
LU_Res6	High Density Residential	
LU_Mix1	Mixed Use Residential Focus	
LU_Mix2	Mixed Use Employment Focus	
LU_NRes1	Moderate Intensity Office	
LU_NRes2	Community/Neighborhood Commercial / Office	
LU_NRes3	Light Industrial Office	

Default Street Pattern

Modified Grid Block

Default Local Street

StreetC

Default Major Street

StreetB



Simple Payback Analysis

Total Public Sector Costs	\$867,092
Public Sector Annual O&M Costs	\$121,894
Annual Revenue (Taxes etc.)	\$168,290
Annual Net Revenue	\$46,396

Actual Simple Payback:	18.7	yrs
Desired Simple Payback (yrs)	20	
Gap per ERU (desired payba	\$0	per year

Bond Analysis

Maturity period (yrs) 20

Coupon Rate 5.0%

Annual Coupon Payments \$43,355

Total Additional Funds: \$3,042

Bond Gap per ERU: \$0

Life Cycle Cost Analysis

Discount Rate 5.0%

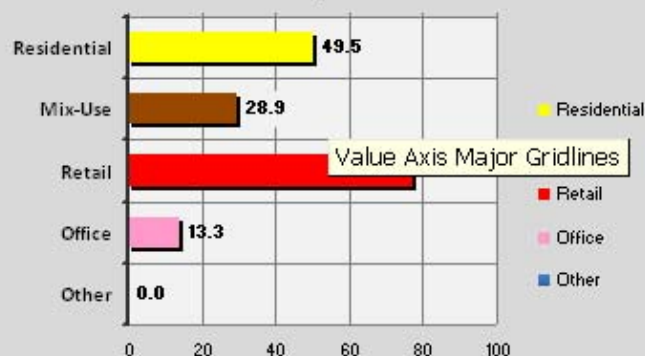
Analysis Time Period (yrs) 20

Maintenance Escalation rate 0.0%

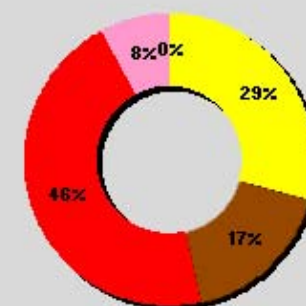
Net Present Value (NPV) savings (20 yrs) -\$20,139

Thousands \$

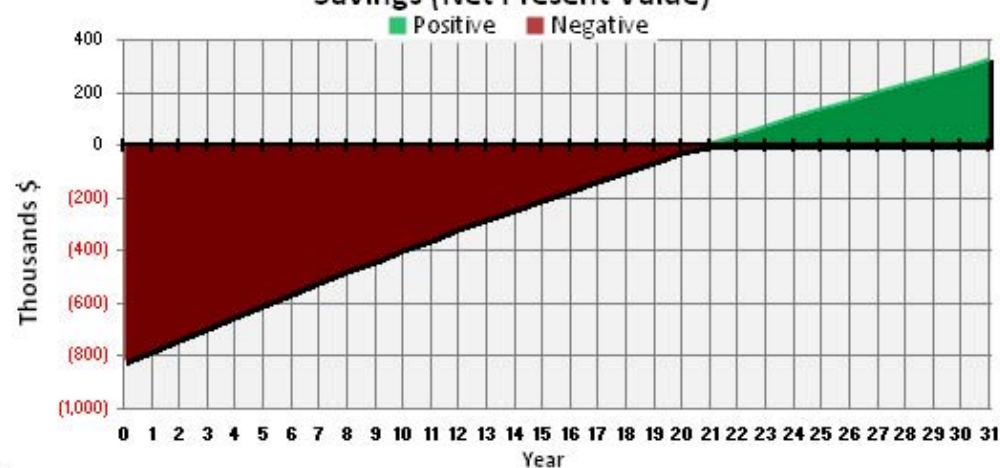
Revenue per Year



Positive Revenue Sources



Savings (Net Present Value)



Doing the numbers proves that compact, centrally located, mixed use development yields the most property taxes.

Analysis → Policy?

Raliegh, North Carolina



Fastest growing cities in the South

According to the latest census data, population growth in the last decade was concentrated in sleepy Southern cities like Austin, Charlotte and Orlando. Of the 11 metropolitan areas with the biggest jump, eight were located in the South, making it the fastest-growing region in the country. Here's why.

Raleigh-Cary, NC

1 of 8

Back

Next

Total Population: 1,130,490

Change From 2000: 41.8%

Raleigh is one corner of the triangle region of North Carolina, a booming area that includes Durham and Chapel Hill and is home to the largest research park in the U.S. In 2010, the Milken Institute ranked Raleigh No. 7 in its list of best performing cities for creating and sustaining economic growth. This Silicon Valley of the East coast attracts flocks of IT-types for jobs at tech giants like Cisco and IBM.



PHOTO: NITOLD, SKRYPONAR/GETTY IMAGES

The area also draws professionals in biotech and financial services, with Biogen Idec, Credit





**Mitchell Silver,
Director of
Planning and
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Development
Raleigh, NC**



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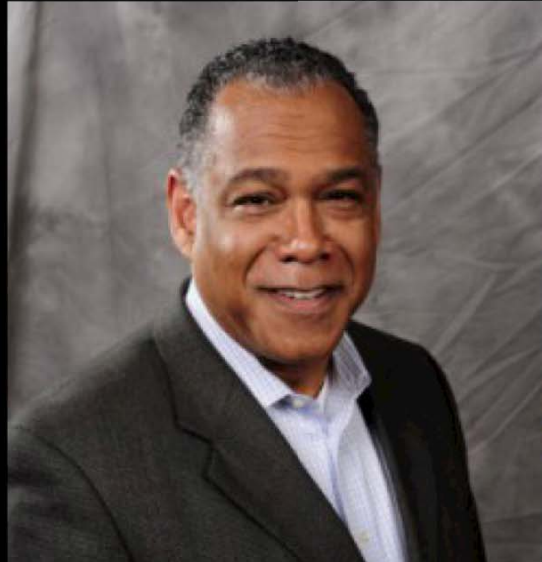
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PHOTO: NITOLD, SKRYPONAR/GETTY IMAGES

The area also draws professionals in biotech and financial services, with Biogen Idec, Credit



Return on Investment



**Mitchell Silver,
Director of
Planning and
Community
Development
Raleigh, NC**



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PHOTO: MITOLED SKRYPGZAK/GETTY IMAGES

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Policy IM 2.4: Return on Investment

Major capital projects not tied to immediate life safety or capacity deficiencies should be subjected to a return on investment analysis as part of the prioritization process. The return on capital projects should be based on the ability of the project to catalyze private investment, make efficient use of existing infrastructure, and generate new net revenues.

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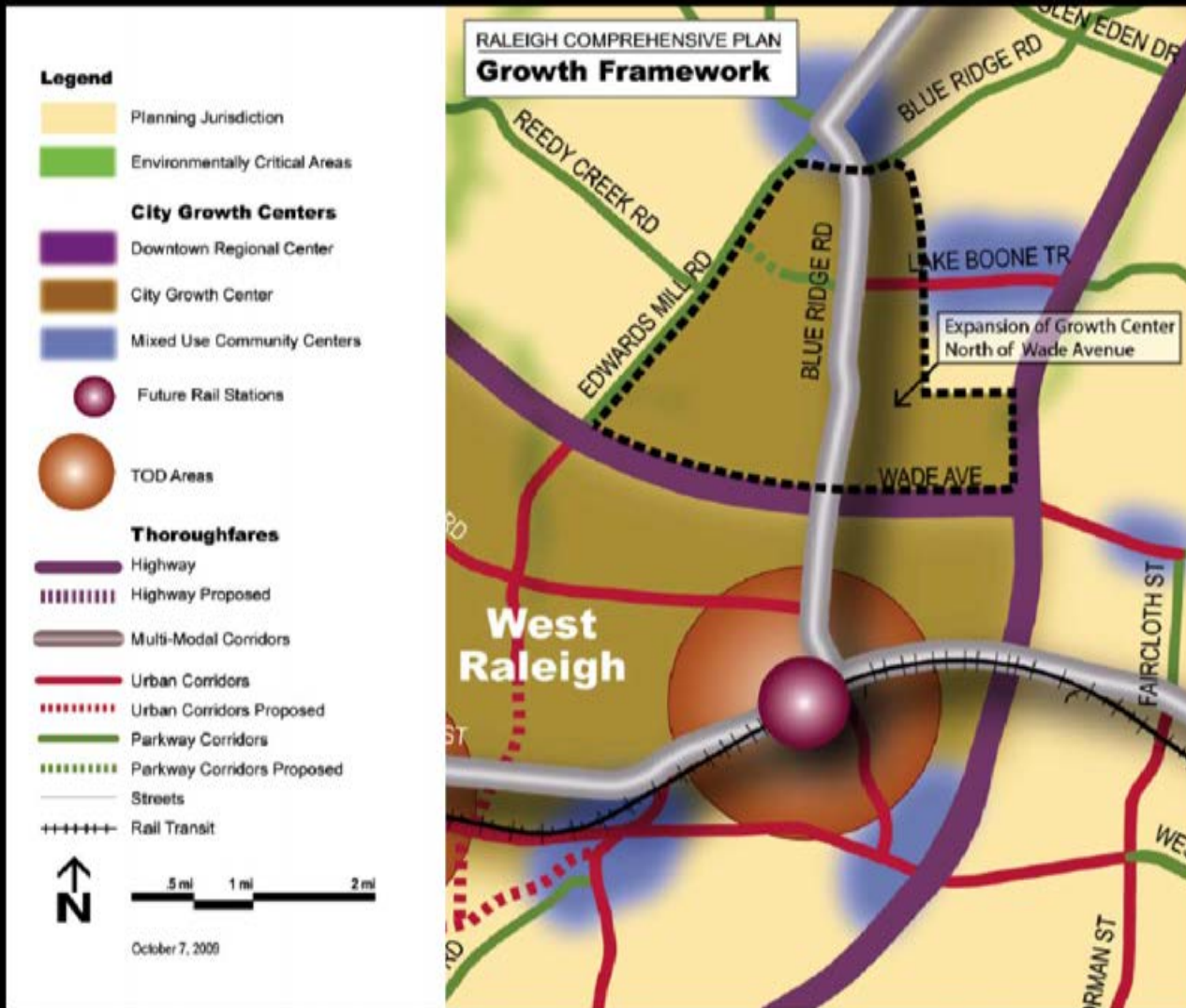
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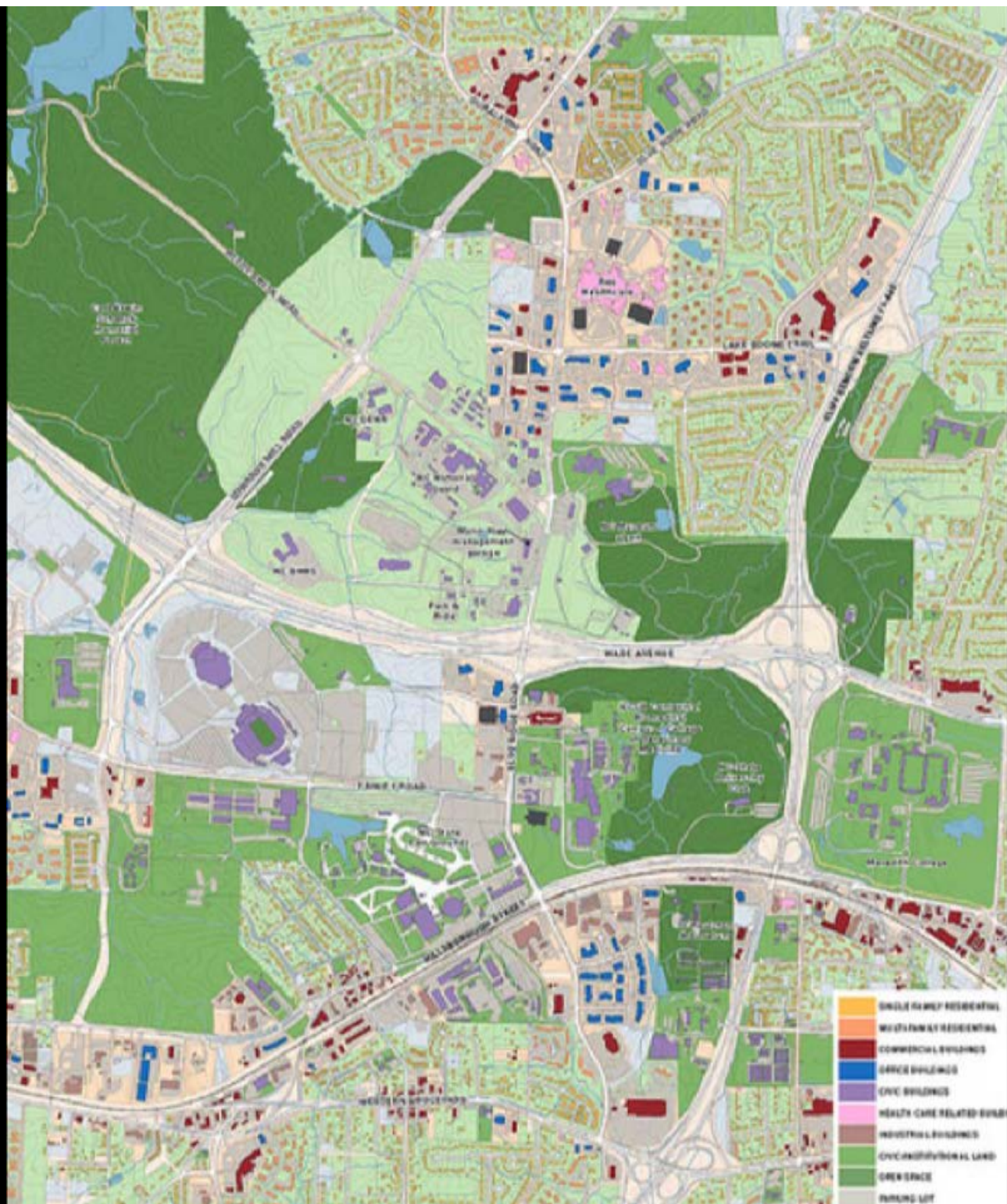
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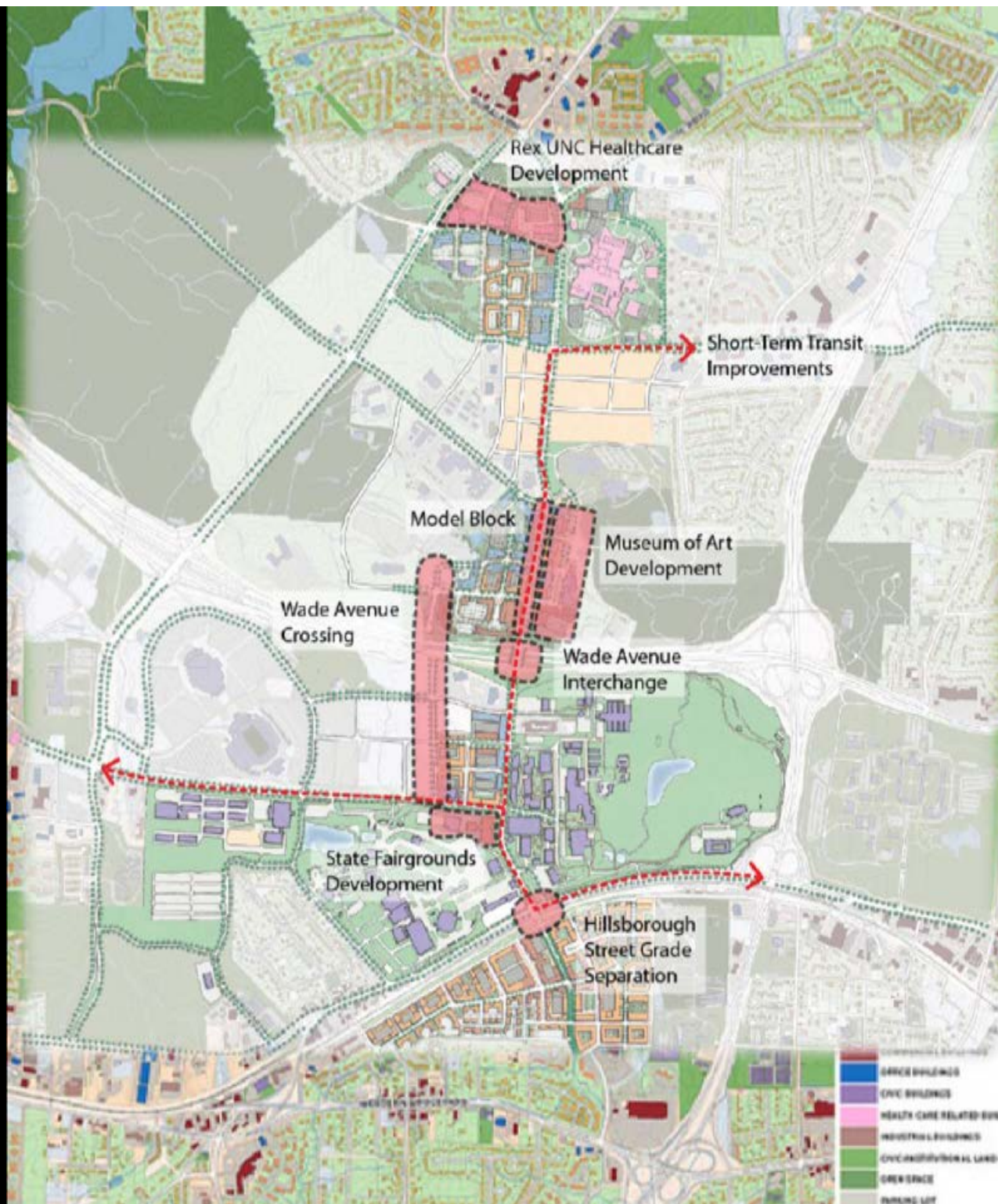
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Example: Blue Ridge Corridor

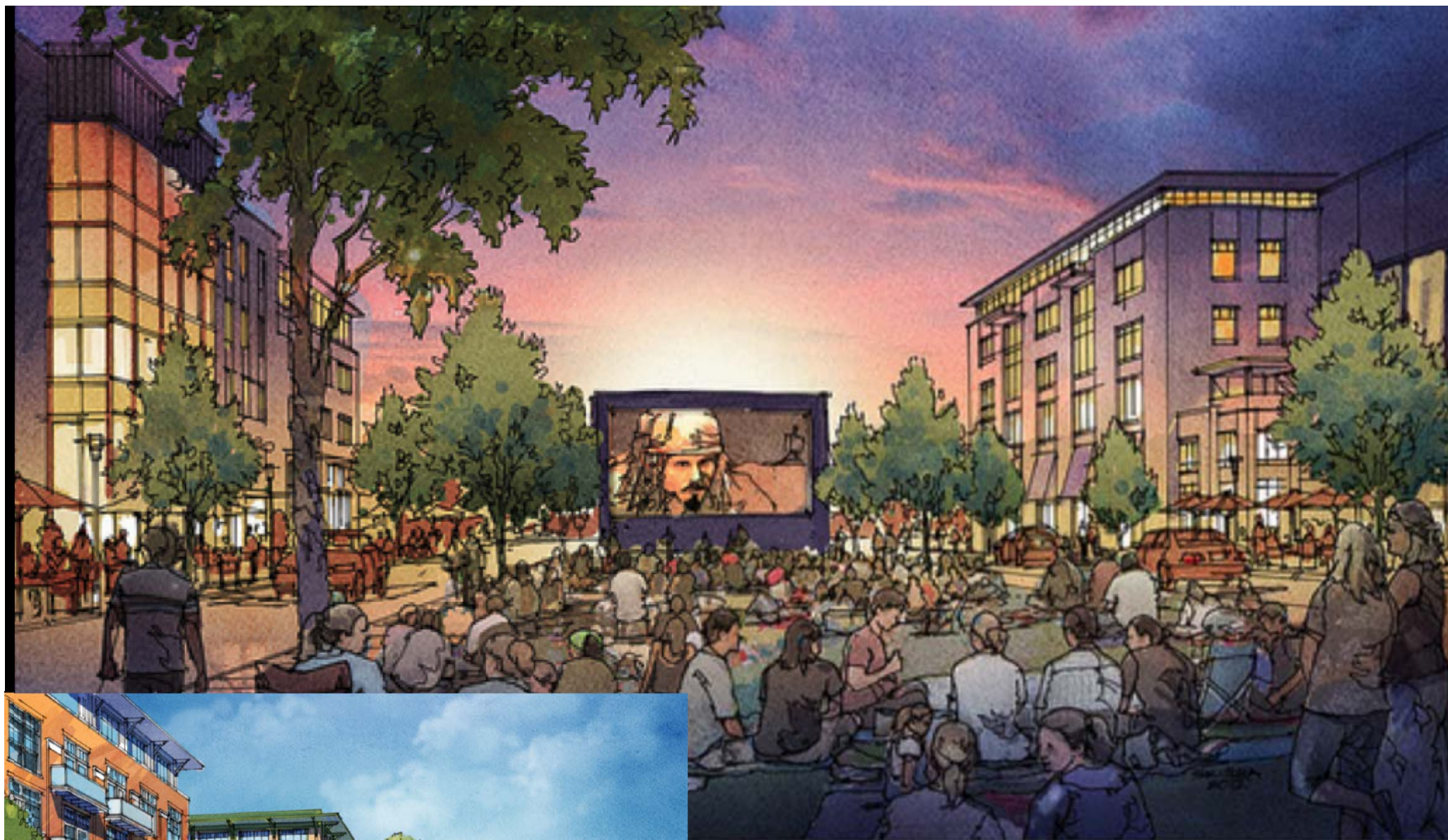


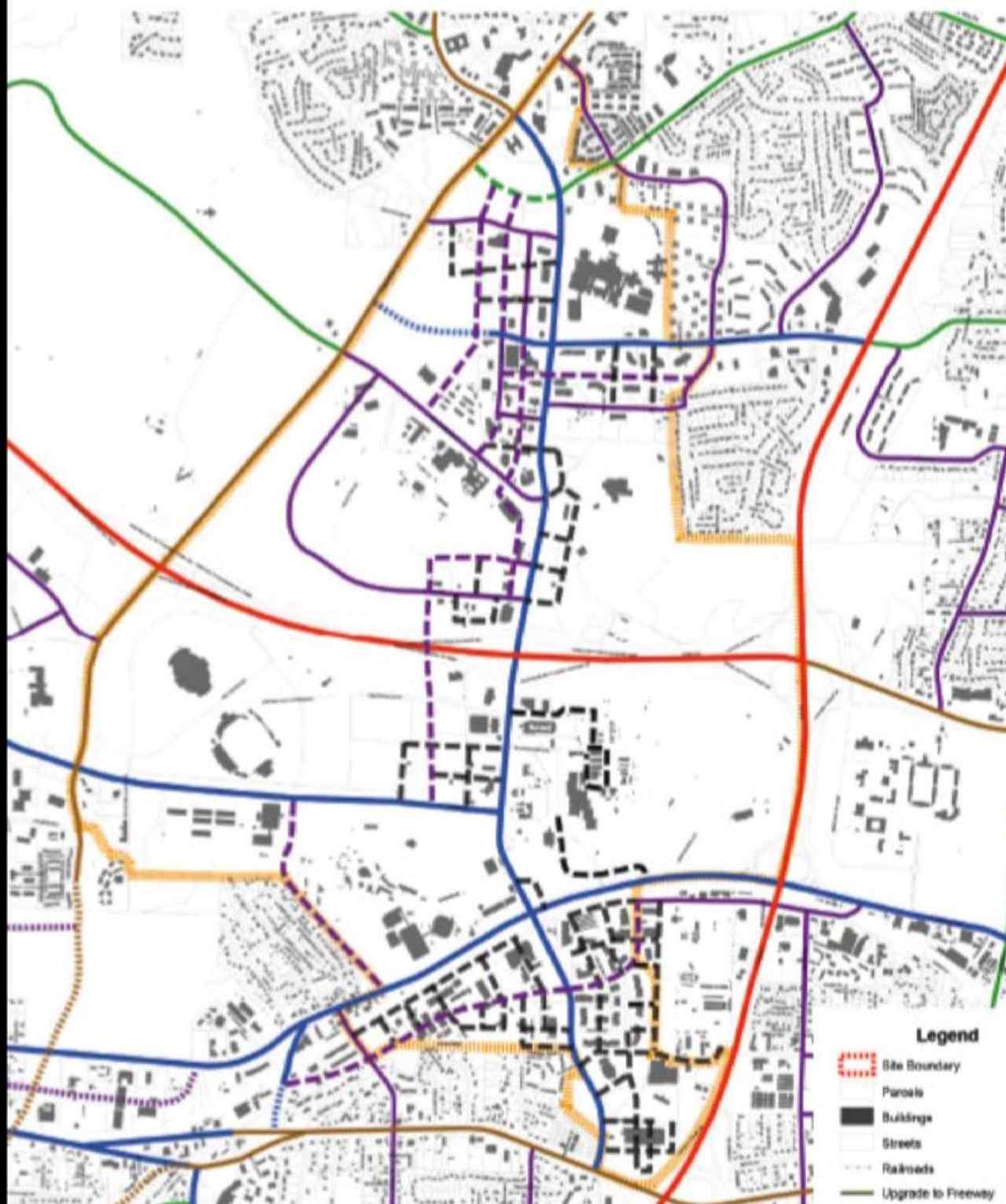




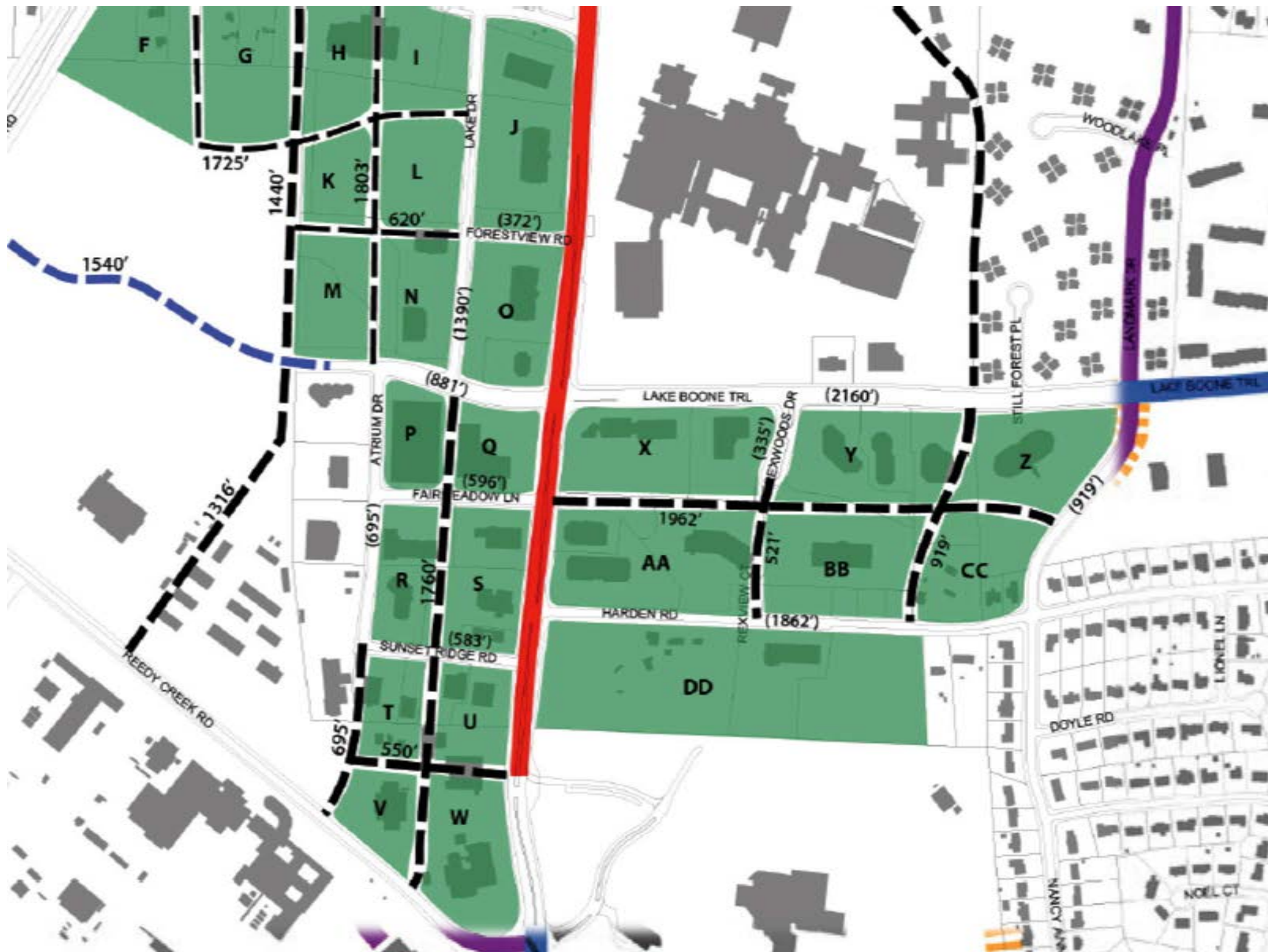












PRO FORMA - HEALTH & WELLNESS DISTRICT

Location	Square Feet - R.O.W.	Acres											Field Per County of .9166)	Range - Post-Development Tax Revenue	
HEALTH & WELLNESS DISTRICT															
A	664800	2.87													
B	267350	6.14											\$1,339.10	\$14,069.80	\$19,697.73
C	129600	2.97											\$1,339.10	\$8,100.59	\$9,528.10
D	75800	1.74											\$1,913.00	\$3,189.77	\$3,328.62
E	388725	8.92											\$1,913.00	\$16,352.14	\$40,880.36
F	201987	4.63											\$1,339.10	\$10,609.65	\$14,848.92
G	209800	4.81											\$1,339.10	\$11,022.11	\$15,430.96
H	135625	3.11											\$1,339.10	\$7,126.57	\$9,977.19
I	122535	2.81											\$1,339.10	\$2,687.77	\$9,014.77
J	264700	6.07											\$1,339.10	\$13,909.41	\$31,746.40
K	88775	2.04											\$1,721.70	\$5,609.59	\$8,414.39
L	127875	2.93											\$1,721.70	\$8,056.91	\$8,414.39
M	111657	2.56											\$1,721.70	\$7,039.49	\$10,559.23
N	114313	2.62											\$1,721.70	\$7,204.48	\$10,806.71
O	175487	4.02											\$1,339.10	\$9,211.83	\$12,896.56
P	87400	2											\$1,339.10	\$4,583.00	\$5,499.60
Q	92250	2.12											\$1,339.10	\$4,835.07	\$6,769.09
R	108150	2.48											\$1,339.10	\$4,546.34	\$6,819.50
S	97500	2.24											\$1,721.70	\$5,132.96	\$7,186.14
T	85800	1.97											\$1,339.10	\$3,611.40	\$5,417.11
U	112000	0.26											\$1,721.70	\$595.79	\$834.11
V	92100	2.11											\$1,339.10	\$3,868.06	\$5,802.08
W	147700	3.39											\$1,721.70	\$7,768.19	\$10,875.46
X	283100	6.5											\$1,721.70	\$14,894.75	\$20,852.65
Y	251750	5.78											\$1,721.70	\$13,244.87	\$9,951.43
Z	163000	0.37	\$250,000.00	\$350,000.00	\$92,500.00	\$129,500.00	\$0.00			\$1,147.80	\$1,721.70	\$847.86	\$1,186.98		
AA	244950	5.62	\$250,000.00	\$350,000.00	\$1,405,000.00	\$1,967,000.00	\$0.00			\$1,147.80	\$1,721.70	\$12,878.23	\$18,029.52		
BB	197200	4.53	\$200,000.00	\$300,000.00	\$906,000.00	\$1,359,000.00	\$0.00			\$956.00	\$1,339.10	\$8,304.40	\$12,456.59		
CC	152775	3.5	\$200,000.00	\$300,000.00	\$700,000.00	\$1,050,000.00	\$0.00		\$975,000.00	\$956.00	\$1,339.10	\$6,416.20	\$9,624.30		
DD	629000	14.44	\$250,000.00	\$350,000.00	\$3,600,000.00	\$5,054,000.00	\$0.00		\$4,900,000.00	\$1,147.80	\$1,721.70	\$32,997.60	\$46,324.96		
Local Collectors									\$20,655,211.00						
Subtotal	3079029	115.54	NA	NA	\$26,498,000.00	\$50,388,995.00	\$0.00	\$2,404,800.00	\$26,530,211.00	\$16,642.10	\$21,425.60	\$248,714.83	\$373,173.85		

			LAND VALUE										
Location	Square Feet - R.O.W.	Acres	Range - Potential Price per Acre		Total Range		Facility Relocation Costs	Water & Sewer (\$150/lft)	Street Infrastructure Costs	Range - Tax Yield Per Acre (City/County Combined Rate of .9166)		Range - Post-Development Tax Revenue	
HEALTH & WELLNESS DISTRICT								16032 lf					
A	664800	2.87	UNDER DEVELOPMENT										
B	267350	6.14	\$250,000.00	\$350,000.00	\$1,535,000.00	\$2,149,000.00	\$0.00			\$956.50	\$1,339.10	\$14,069.80	\$19,697.73
C	129600	2.97	\$250,000.00	\$350,000.00	\$742,500.00	\$1,039,500.00	\$0.00			\$956.50	\$1,339.10	\$8,100.59	\$9,528.10
D	75800	1.74	\$200,000.00	\$500,000.00	\$348,000.00	\$8,700,000.00	\$0.00			\$765.20	\$1,913.00	\$3,189.77	\$3,328.62
E	388725	8.92	\$200,000.00	\$500,000.00	\$1,784,000.00	\$4,460,000.00	\$0.00			\$765.20	\$1,913.00	\$16,352.14	\$40,880.36
F	201987	4.63	\$250,000.00	\$350,000.00	\$1,157,500.00	\$1,620,500.00	\$0.00			\$956.50	\$1,339.10	\$10,609.65	\$14,848.92
G	209800	4.81	\$250,000.00	\$350,000.00	\$1,202,500.00	\$1,683,500.00	\$0.00			\$956.50	\$1,339.10	\$11,022.11	\$15,430.96
H	135625	3.11	\$250,000.00	\$350,000.00	\$777,500.00	\$1,088,500.00	\$0.00			\$956.50	\$1,339.10	\$7,126.57	\$9,977.19
I	122535	2.81	\$250,000.00	\$350,000.00	\$702,500.00	\$983,500.00	\$0.00			\$956.50	\$1,339.10	\$2,687.77	\$9,014.77
J	264700	6.07	\$250,000.00	\$350,000.00	\$1,517,500.00	\$3,463,495.00	\$0.00			\$956.50	\$1,339.10	\$13,909.41	\$31,746.40
K	88775	2.04	\$300,000.00	\$450,000.00	\$612,000.00	\$918,000.00	\$0.00			\$1,147.80	\$1,721.70	\$5,609.59	\$8,414.39
L	127875	2.93	\$300,000.00	\$450,000.00	\$879,000.00	\$1,319,500.00	\$0.00			\$1,147.80	\$1,721.70	\$8,056.91	\$8,414.39
M	111657	2.56	\$300,000.00	\$450,000.00	\$768,000.00	\$1,152,000.00	\$0.00			\$1,147.80	\$1,721.70	\$7,039.49	\$10,559.23
N	114313	2.62	\$300,000.00	\$450,000.00	\$786,000.00	\$1,179,000.00	\$0.00			\$1,147.80	\$1,721.70	\$7,204.48	\$10,806.71
O	175487	4.02	\$250,000.00	\$350,000.00	\$100,500.00	\$1,407,000.00	\$0.00			\$956.50	\$1,339.10	\$9,211.83	\$12,896.56
P	87400	2	\$250,000.00	\$300,000.00	\$500,000.00	\$600,000.00	\$0.00			\$956.00	\$1,339.10	\$4,583.00	\$5,499.60
Q	92250	2.11	\$250,000.00	\$350,000.00	\$527,500.00	\$738,500.00	\$0.00			\$956.00	\$1,339.10	\$4,835.07	\$6,769.09
R	108150	2.48	\$200,000.00	\$300,000.00	\$496,000.00	\$744,000.00	\$0.00			\$956.00	\$1,339.10	\$4,546.34	\$6,819.50
S	97500	2.24	\$250,000.00	\$350,000.00	\$560,000.00	\$784,000.00	\$0.00			\$1,147.80	\$1,721.70	\$5,132.96	\$7,186.14
T	85800	1.97	\$200,000.00	\$300,000.00	\$394,000.00	\$591,000.00	\$0.00			\$956.00	\$1,339.10	\$3,611.40	\$5,417.11
U	112000	0.26	\$250,000.00	\$350,000.00	\$65,000.00	\$91,000.00	\$0.00			\$1,147.80	\$1,721.70	\$595.79	\$834.11
V	92100	2.11	\$200,000.00	\$300,000.00	\$422,000.00	\$633,000.00	\$0.00			\$956.00	\$1,339.10	\$3,868.06	\$5,802.08
W	147700	3.39	\$250,000.00	\$350,000.00	\$847,500.00	\$1,186,500.00	\$0.00			\$1,147.80	\$1,721.70	\$7,768.19	\$10,875.46
X	283100	6.5	\$250,000.00	\$350,000.00	\$1,625,000.00	\$2,275,000.00	\$0.00			\$1,147.80	\$1,721.70	\$14,894.75	\$20,852.65
Y	251750	5.78	\$250,000.00	\$350,000.00	\$1,445,000.00	\$2,023,000.00	\$0.00			\$1,147.80	\$1,721.70	\$13,244.87	\$9,951.43
Z	163000	0.37	\$250,000.00	\$350,000.00	\$92,500.00	\$129,500.00	\$0.00			\$1,147.80	\$1,721.70	\$847.86	\$1,186.98
AA	244950	5.62	\$250,000.00	\$350,000.00	\$1,405,000.00	\$1,967,000.00	\$0.00			\$1,147.80	\$1,721.70	\$12,878.23	\$18,029.52
BB	197200	4.53	\$200,000.00	\$300,000.00	\$906,000.00	\$1,359,000.00	\$0.00			\$956.00	\$1,339.10	\$8,304.40	\$12,456.59
CC	152775	3.5	\$200,000.00	\$300,000.00	\$700,000.00	\$1,050,000.00	\$0.00		\$975,000.00	\$956.00	\$1,339.10	\$6,416.20	\$9,624.30
DD	629000	14.44	\$250,000.00	\$350,000.00	\$3,600,000.00	\$5,054,000.00	\$0.00		\$4,900,000.00	\$1,147.80	\$1,721.70	\$32,997.60	\$46,324.96
Local Collectors									\$20,655,211.00				
Subtotal	3079029	115.54	NA	NA	\$26,498,000.00	\$50,388,995.00	\$0.00	\$2,404,800.00	\$26,530,211.00	\$16,642.10	\$21,425.60	\$248,714.83	\$373,173.85

Location	Square Feet - R.O.W.	Acres	LAND VALUE		Facility Relocation Costs	Water & Sewer (\$150/lf)	Street Infrastructure Costs	Range - Tax Yield Per Acre (City/County Combined Rate of .9166)		Range - Post-Development Tax Revenue			
			Range - Potential Price	Total Range									
HEALTH & WELLNESS DISTRICT													
						16032 lf							
A	664800	2.87											
B	267350	6.14	\$250,000.00		\$0.00			\$956.50	\$1,339.10	\$14,069.80	\$19,697.73		
C	129600	2.97	\$250,000.00		\$0.00			\$956.50	\$1,339.10	\$8,100.59	\$9,528.10		
D	75800	1.74	\$200,000.00					\$765.20	\$1,913.00	\$3,189.77	\$3,328.62		
E	388725	8.92	\$200,000.00					\$765.20	\$1,913.00	\$16,352.14	\$40,880.36		
F	201987	4.63	\$250,000.00					\$956.50	\$1,339.10	\$10,609.65	\$14,848.92		
G	209800	4.81	\$250,000.00					\$956.50	\$1,339.10	\$11,022.11	\$15,430.96		
H	135625	3.11	\$250,000.00					\$956.50	\$1,339.10	\$7,126.57	\$9,977.19		
I	122535	2.81	\$250,000.00					\$956.50	\$1,339.10	\$2,687.77	\$9,014.77		
J	264700	6.07	\$250,000.00					\$956.50	\$1,339.10	\$13,909.41	\$31,746.40		
K	88775	2.04	\$300,000.00					\$1,147.80	\$1,721.70	\$5,609.59	\$8,414.39		
L	127875	2.93	\$300,000.00					\$1,147.80	\$1,721.70	\$8,056.91	\$8,414.39		
M	111657	2.56	\$300,000.00					\$1,147.80	\$1,721.70	\$7,039.49	\$10,559.23		
N	114313	2.62	\$300,000.00					\$1,147.80	\$1,721.70	\$7,204.48	\$10,806.71		
O	175487	4.02	\$250,000.00					\$956.50	\$1,339.10	\$9,211.83	\$12,896.56		
P	87400	2	\$250,000.00					\$956.50	\$1,339.10	\$4,583.00	\$5,499.60		
Q	92250	2.11	\$250,000.00					\$956.50	\$1,339.10	\$4,835.07	\$6,769.09		
R	108150	2.48	\$200,000.00					\$956.50	\$1,339.10	\$4,546.34	\$6,819.50		
S	97500	2.24	\$250,000.00					\$1,147.80	\$1,721.70	\$5,132.96	\$7,186.14		
T	85800	1.97	\$200,000.00					\$956.50	\$1,339.10	\$3,611.40	\$5,417.11		
U	112000	0.26	\$250,000.00					\$1,147.80	\$1,721.70	\$595.79	\$834.11		
V	92100	2.11	\$200,000.00					\$956.50	\$1,339.10	\$3,868.06	\$5,802.08		
W	147700	3.39	\$250,000.00					\$1,147.80	\$1,721.70	\$7,768.19	\$10,875.46		
X	283100	6.5	\$250,000.00										
Y	251750	5.78	\$250,000.00										
Z	163000	0.37	\$250,000.00										
AA	244950	5.62	\$250,000.00										
BB	197200	4.53	\$200,000.00	\$300,000.00									
CC	152775	3.5	\$200,000.00	\$300,000.00									
DD	629000	14.44	\$250,000.00	\$350,000.00									
Local Collectors													
Subtotal	3079029	115.54	NA	NA	\$26,458,000.00	\$50,388,995.00	\$0.00	\$2,404,800.00	\$26,530,211.00	\$16,642.10	\$21,425.60	\$248,714.83	\$373,173.85

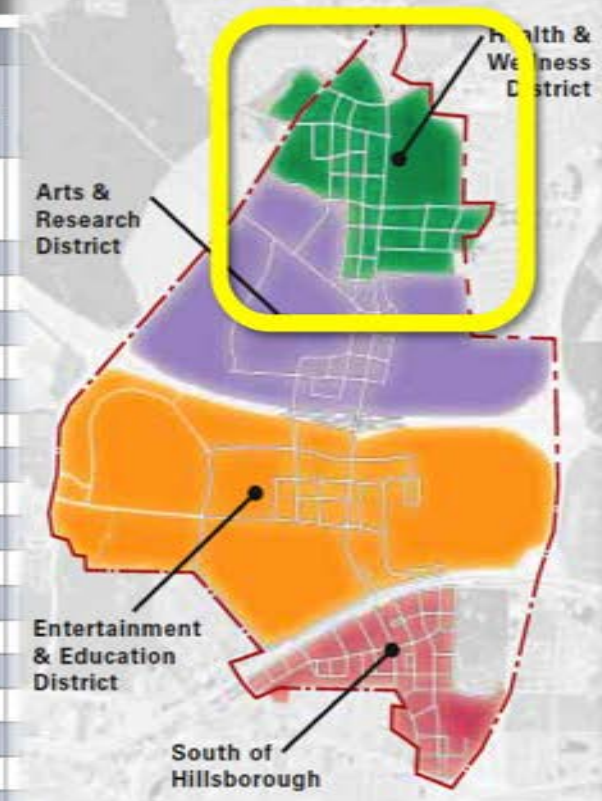
PRO FORMA - HEALTH & WELLNESS DISTRICT

Location	Square Feet - R.O.W.	Acres	LAND VALUE				Facility Relocation Costs	Water & Sewer (\$150/lf)	Street Infrastructure Costs
			Range - Potential Price per Acre		Total Range				
HEALTH & WELLNESS DISTRICT								16032 lf	
A	664800	2.87	UNDER DEVELOPMENT						
B	267350	6.14	\$250,000.00	\$350,000.00	\$1,535,000.00	\$2,149,000.00	\$0.00		
C	129600	2.97	\$250,000.00	\$350,000.00	\$742,500.00	\$1,039,500.00	\$0.00		
D	75800	1.74	\$200,000.00	\$500,000.00	\$348,000.00	\$8,700,000.00	\$0.00		
E	388725	8.92	\$200,000.00	\$500,000.00	\$1,784,000.00	\$4,460,000.00	\$0.00		
F	201987	4.63	\$250,000.00	\$350,000.00	\$1,157,500.00	\$1,620,500.00	\$0.00		
G	209800	4.81	\$250,000.00	\$350,000.00	\$1,202,500.00	\$1,683,500.00	\$0.00		
H	135625	3.11	\$250,000.00	\$350,000.00	\$777,500.00	\$1,088,500.00	\$0.00		
I	122535	2.81	\$250,000.00	\$350,000.00	\$702,500.00	\$983,500.00	\$0.00		
J	264700	6.07	\$250,000.00	\$350,000.00	\$1,517,500.00	\$3,463,495.00	\$0.00		
K	88775	2.04	\$300,000.00	\$450,000.00	\$612,000.00	\$918,000.00	\$0.00		
L	127875	2.93	\$300,000.00	\$450,000.00	\$879,000.00	\$1,319,500.00	\$0.00		
M	111657	2.56	\$300,000.00	\$450,000.00	\$768,000.00	\$1,152,000.00	\$0.00		
N	114313	2.62	\$300,000.00	\$450,000.00	\$786,000.00	\$1,179,000.00	\$0.00		
O	175487	4.02	\$250,000.00	\$350,000.00	\$100,500.00	\$1,407,000.00	\$0.00		
P	87400	2	\$250,000.00	\$300,000.00	\$500,000.00	\$600,000.00	\$0.00		
Q	92250	2.11	\$250,000.00	\$350,000.00	\$527,500.00	\$738,500.00	\$0.00		
R	108150	2.48	\$200,000.00	\$300,000.00	\$496,000.00	\$744,000.00	\$0.00	\$956.00	\$1,339.10
S	97500	2.24	\$250,000.00	\$350,000.00	\$560,000.00	\$784,000.00	\$0.00	\$1,147.80	\$1,721.70
T	85800	1.97	\$200,000.00	\$300,000.00	\$394,000.00	\$591,000.00	\$0.00	\$956.00	\$1,339.10
U	112000	0.26	\$250,000.00	\$350,000.00	\$65,000.00	\$91,000.00	\$0.00	\$1,147.80	\$1,721.70
V	92100	2.11	\$200,000.00	\$300,000.00	\$422,000.00	\$633,000.00	\$0.00	\$956.00	\$1,339.10
W	147700	3.39	\$250,000.00	\$350,000.00	\$847,500.00	\$1,186,500.00	\$0.00	\$1,147.80	\$1,721.70
X	283100	6.5	\$250,000.00	\$350,000.00					
Y	251750	5.78	\$250,000.00	\$350,000.00					
Z	163000	0.37	\$250,000.00	\$350,000.00					
AA	244950	5.62	\$250,000.00	\$350,000.00					
BB	197200	4.53	\$200,000.00	\$300,000.00					
CC	152775	3.5	\$200,000.00	\$300,000.00					
DD	629000	14.44	\$250,000.00	\$350,000.00					
Local Collectors									
Subtotal	3079029	115.54	NA	NA	\$26,458,000.00	\$50,388,995.00	\$0.00	\$2,404,800.00	\$26,530,211.00
Range - Tax Yield Per Acre (City/County Combined Rate of .9166)									
Range - Post-Development Tax Revenue									
\$16,642.10 \$21,425.60 \$248,714.83 \$373,173.85									

Arts & Research District

Entertainment & Education District

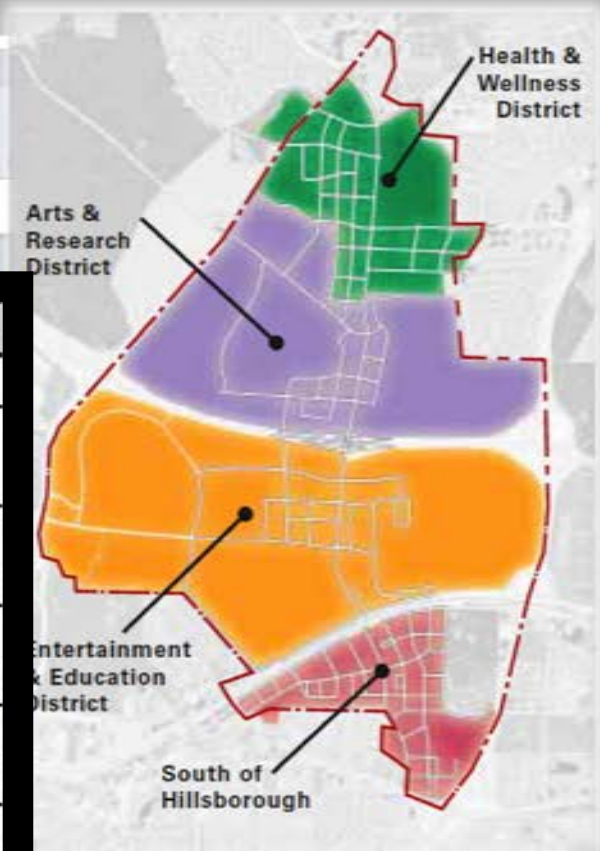
South of Hillsborough



SS DISTRICT

Location	Square Feet - R.O.W.	Acres	LAND VALUE		Facility Relocation Costs	Water & Sewer (\$150/lf)	Street Infrastructure Costs
			Range - Potential Price per Acre	Total Range			
HEALTH & WELLNESS DISTRICT							

Pro Forma Categories	Grand Totals
Development Area (Acres)	487.3
Total Land Value	\$86,997,410 – \$164,765,945
Facility Relocation Costs	\$114,750,000
Water and Sewer Costs (\$150 lf)	\$8,551,200
Street Infrastructure Costs (20.45 total miles)	\$100,100,000
Range – Tax Yield Per Acre (City/County combined Rate of .9166)	\$110,569.90 – \$181,352.40
Post Development Tax Revenue	\$53,880,712.27 – \$88,373,024.52



\$1,339.10	\$7,126.57	\$9,977.19
\$1,339.10	\$2,687.77	\$9,014.77
\$1,339.10	\$13,909.41	\$31,746.40
\$956.00	\$1,339.10	\$3,868.06
\$1,147.80	\$1,721.70	\$7,268.19
\$1,147.80	\$1,721.70	\$14,894.75

Post-Development Tax Revenue			
\$16,642.10	\$21,425.60	\$248,714.83	\$373,173.85

CC	152775	3.5	\$200,000.00	\$300,000.00
DD	629000	14.44	\$250,000.00	\$350,000.00
Local Collectors				
Subtotal	3079029	115.54	NA	NA



Post Development Tax Revenue	\$53,880,712.27 – \$88,373,024.52
------------------------------	-----------------------------------

Elevation view:



Plan view:



a suite of urban and regional planning tools

H1 - Suburban Mixed Use Residential, Low

Portland Metro

BUILDING FORM & USE

10,000 sf
0.23 acres
3 stories
1.15 FAR
950 sf
34 /acre
10 /acre



PERFORMANCE

price N/A
N/A /sf
\$ 1,187.50 /month

Parking Outputs

Parking Type Urban Perpendicular 255 Sq Ft per Space

Required spaces per 1,000 sf of development 0.92

Parking Spaces by Land Use	Spaces Required	Parking Area
Market-Rate Residential	8	1,971 sf
Affordable Residential	0	0 sf

Post Development Tax Revenue

\$53,880,712.27 – \$88,373,024.52

Parking Spaces by Type

Surface	11
Structured (above ground)	0
Underground	0
Internal (Tuck Under or Sandwich)	0

2	Portland Metro	square feet
3	10,000	acres
4	100%	(enter percentage)
5	15%	(enter percentage)
6	3	stories
7	77%	(enter percentage)



CONSTRUCTION COSTS

Construction	\$3,000 /space
Structured (above ground)	\$20,000 /space
Underground	\$60,000 /space

Elevation view:



Plan view:



envision tomorrow

a suite of urban and regional planning tools

H1 - Suburban Mixed Use Residential, Low

Portland Metro

BUILDING FORM & USE

10,000 sf
0.23 acres
3 stories
1.15 FAR
950 /sf
34 /acre
10 /acre

PERFORMANCE

price N/A
N/A /sf
\$ 1,187.50 /month



Post Development Tax Revenue

\$53,880,712.27 – \$88,373,024.52

Parking On

Parking Type

Required spaces per type and development

Parking Spaces by Land Use

Market-Rate Residential

Affordable Residential

Retail

Office

Industrial

Public

Total

Parking Spaces by Type

Surface

Structured (above ground)

Underground

Internal (Trench/Under or Surround)

② Spaces Required

Parking Area

1,971 sf

0 sf

0 sf

0 sf

0 sf

0 sf

11

2,705 sf

④

11

0

0

0

②

③

④

⑤

⑥

⑦

Portland Metro

10,000 square feet

0.23 acres

100% (enter percentage)

15% (enter percentage)

3 stories

77% (enter percentage)



■ Building footprint
■ Landscaping or open space
■ Parking area next to building

CONSTRUCTION COSTS

Construction

↑

ed (above ground)

und

\$3,000 /space

\$20,000 /space

\$100,000 /space

Policy IM 2.4: Return on Investment



Projects not tied to immediate capacity deficiencies should be subject to return on investment analysis as part of the prioritization process. The return on capital projects should be based on the ability of the project to catalyze private investment, make efficient use of existing infrastructure, and generate new net revenues.

Policy IM 2.4: Return on Investment



Raleigh City Council

Policy IM 2.4: Return on Investment

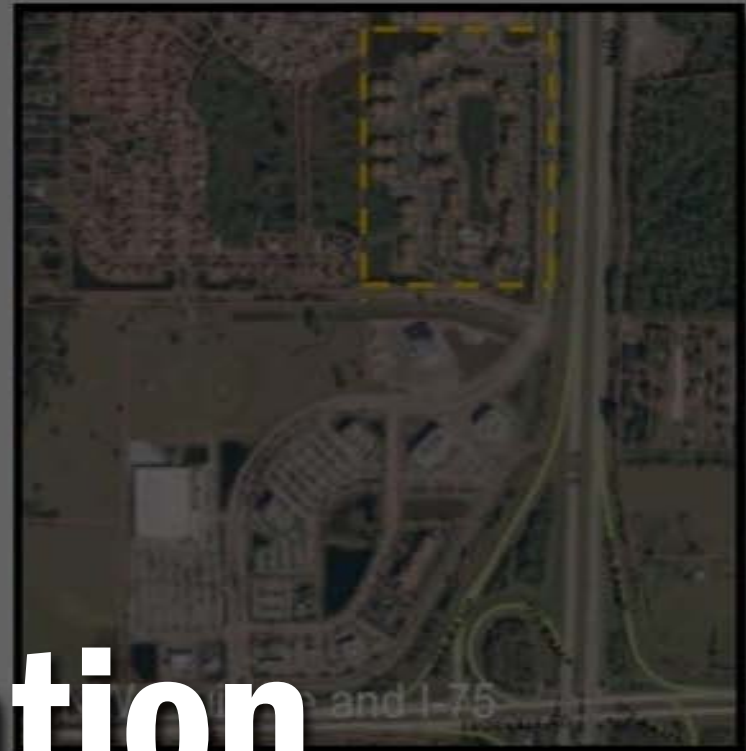
**What if you don't have
Mitch as your
planning director?**

Raleigh City Council

Doing the numbers proves that compact, centrally located, mixed use development yields the most property taxes.

Analysis → Policy → Regulation

Downtown Sarasota



Regulation

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

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

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



NW Fruitville and I-75

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Downtown Sarasota



NW Fruitville and I-75

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Could we mandate a maximum pay back period?

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

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

FIQ=Fiscal Impact Quotient

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

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

FIQ=Fiscal Impact Quotient

**The number of years required to
pay back the municipality's
infrastructure investment**

FIQ=Fiscal Impact Quotient

County A FIQ: 10 years

County B FIQ: 5 years

County C FIQ: 20 years

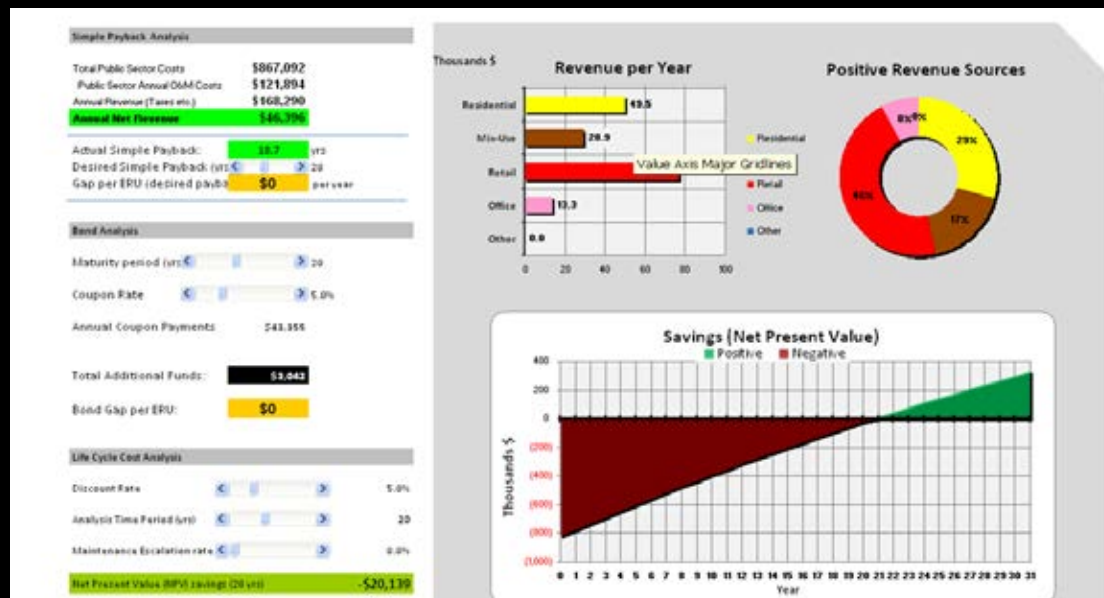
FIQ=Fiscal Impact Quotient
County A FIQ: 10 years

FIQ=Fiscal Impact Quotient

County A FIQ: 10 years

is target to eliminate impact fees.

FIQ=Fiscal Impact Quotient
County A FIQ: 10 years
is target to eliminate impact fees.



A cool idea, but some places may not be ready politically.





Other places may be...

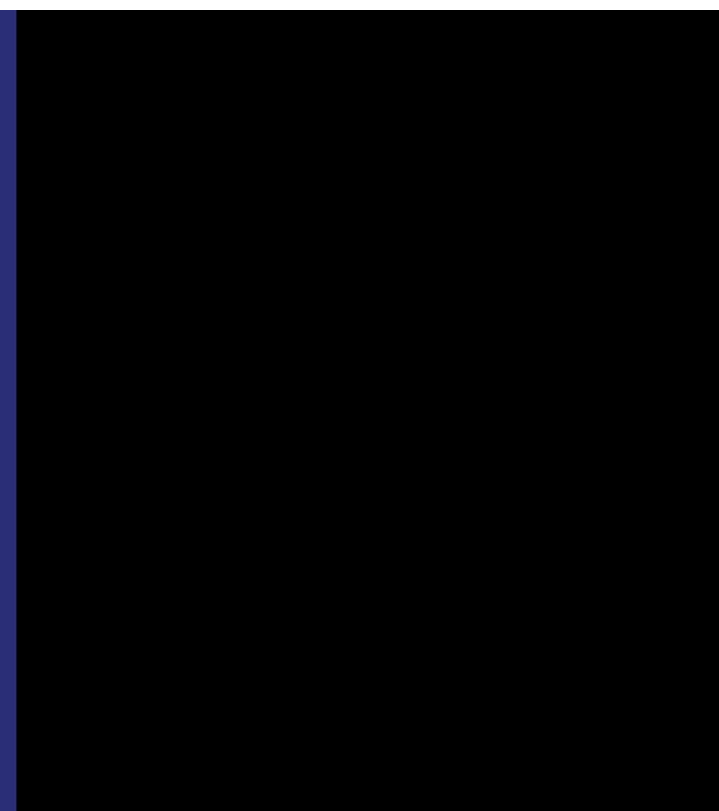




**The nation's most ambitious
planning legislation:
California's
State Assembly Bill 32
Senate Bill 375**

It's all about reducing levels of greenhouse gases





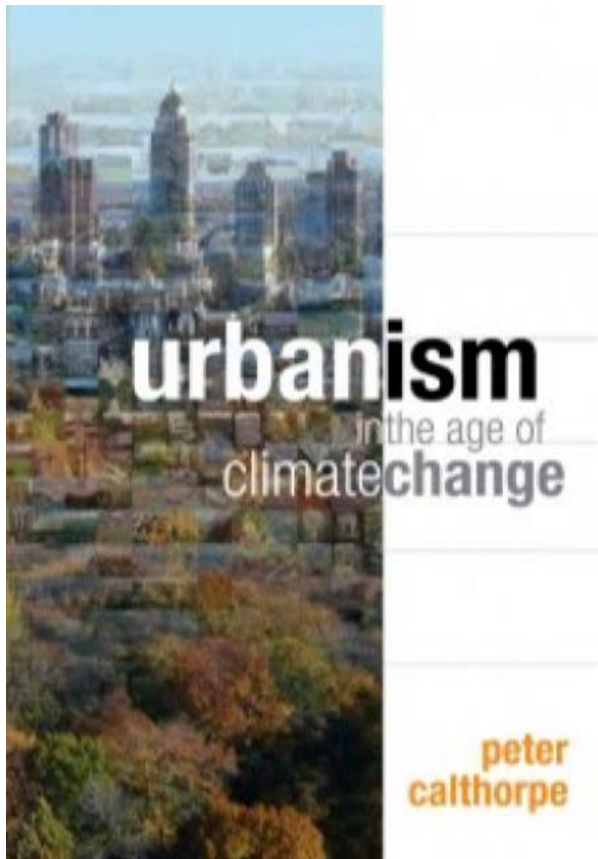


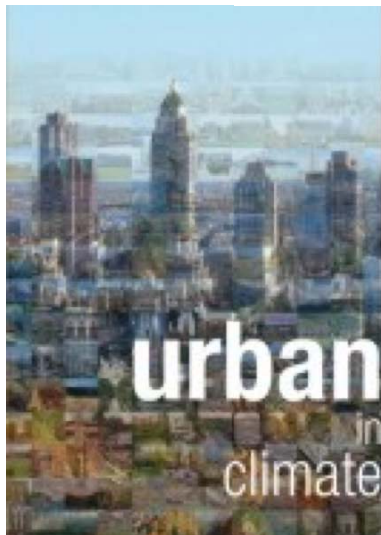
This is a global problem



**This is a global
problem
that requires
local action**







urbanism
in the age of
climate change

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

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



New Urbanism has traditionally positioned itself as an antidote to sprawl, with an emphasis on "soul" -- the ineffable benefits of scale rather than breaking out hard metrics as to why dense is qualitatively and quantitatively better than the auto-driven suburb.



comparing households

■ buildings
■ transportation

Typical subdivision
single-family home with
three cars averaging
20 MPG driving 31,000
miles a year.

SUBURBAN



30 percent more
energy-efficient single-
family home with three
cars averaging 30 MPG.

GREEN SUBURBAN



Townhome with two
cars driving 15,500
Vehicle Miles Traveled
(VMT)/year.

COMPACT



Energy-efficient
townhome with
two cars averaging
30 MPG.

GREEN COMPACT



Condo with one car
averaging 20 MPG
driving 10,000
miles a year.

URBAN



In Million British Thermal Units
Transportation carbon includes
well as vehicle

Energy-efficient
condo with one car
averaging 30 MPG.

GREEN URBAN



The household building energy numbers account for
(or input) energy. All figures represent national



comparing households

■ buildings
■ transportation

Typical subdivision
single-family home with
three cars averaging
20 MPG driving 31,000
miles a year.

SUBURBAN



30 percent more
energy-efficient single-
family home with three
cars averaging 30 MPG.

GREEN SUBURBAN



Townhome with two
cars driving 15,500
Vehicle Miles Traveled
(VMT)/year.

COMPACT



Energy-efficient
townhome with
two cars averaging
30 MPG.

GREEN COMPACT



Condo with one car
averaging 20 MPG
driving 10,000
miles a year.

URBAN



In Million British Thermal Units (MBTU)/year
Transportation carbon includes oil refining as
well as vehicle consumption.

Energy-efficient
condo with one car
averaging 30 MPG.

GREEN URBAN



In MBTU/year
The household building energy numbers account for source
(or input) energy. All figures represent national averages.



VISION CALIFORNIA | CHARTING OUR FUTURE

STATEWIDE SCENARIOS REPORT

California must plan for future growth – by 2050, the state's population is expected to grow to nearly 60 million people and 24 million jobs.* The path that we take to accommodate growth can lead us in many directions. Vision California provides the information we need to make informed decisions about how and where we want to grow.



The energy, water, fiscal, and public health challenges facing California will require taking new directions in how we invest in and develop our communities, transportation systems, and critical infrastructure. The California Global Warming Solutions Act (Assembly Bill 32) and Senate Bill 375 have set challenging targets for reducing greenhouse gases (GHGs) across the state and in its regions. Vision California is driven by the need to provide critical context for the implementation of these policies.

What is Vision California?

Vision California explores the role of land use and transportation investments in meeting the environmental, fiscal, and public health challenges facing California over the coming decades. Funded by the California High Speed Rail Authority (calhighspeedrail.ca.gov) in partnership with the California Strategic Growth Council (www.sgc.ca.gov), the project is producing new scenario development and analysis tools to compare physical growth alternatives. By clearly expressing the consequences of different scenarios, Vision California's tools can inform the critical state and regional decisions that will drive California's infrastructure investments, as well as inform and sync with improvements to regional (MPD) travel models.

* California DVM and FDO-based projections.

Vision California will:

- Frame California's development issues in a comprehensive manner, illustrating the role of land use in meeting greenhouse gas (GHG) reduction targets through robust analysis.
- Illustrate the connections between land use and other major challenges, including water and energy use, housing affordability, public health, farmland preservation, infrastructure provision, and economic development.
- Clearly link land use and infrastructure priorities to mandated targets as set forth by AB 32, SB 375, and the California Air Resources Board (CARB).
- Produce scalable tools, for use by state agencies, regions, local governments, and the non-profit community, which can defensibly measure the impacts of land use and transportation investment scenarios – including those represented by the regions' SB 375-mandated Sustainable Communities Strategies.
- Build upon Blueprints and other regional plans to produce statewide growth scenarios that go beyond regional boundaries and assess the combined impact of these plans.
- Connect state and national goals for energy independence, energy efficiency, and green job creation to land use and transportation investments.
- Highlight the unique opportunity presented by California's planned High Speed Rail network in shaping growth and other investments.



Step 1: Understand existing land use category

URBAN

Land Use Characteristics

The most intense and most mixed LDC, often found within and directly adjacent to moderate- and high-density urban centers. Virtually all 'Urban' growth would be considered infill or redevelopment. The majority of housing in Urban areas is multifamily and attached single family (townhome), with some small-lot single family homes. These housing types tend to consume less water and energy than the larger types found in greater proportion in less urban locations.

Transportation Infrastructure

Supported by high levels of regional and local transit service. Well-connected street networks and the mix and intensity of uses result in a highly walkable environment and relatively low dependence on the automobile for many trips.

Per-capita VMT range: ~ 1,500 to 4,000 per year



Some examples of Urban in the Bay Area include Mission Bay in SF, the Uptown District in Oakland, and recent infill projects in and around Downtown Berkeley.



COMPACT

Land Use Characteristics

Less intense than the Urban LDC, but highly walkable with a rich mix of retail, commercial, residential, and civic uses. The Compact form is most likely to occur as new growth on the urban edge or large-scale redevelopment. It contains a rich mix of housing, from multifamily and attached single family (townhome) to small- and medium-lot single family homes. Housing types in Compact areas tend to consume less energy and water than the larger types found in the Standard LDC.

Transportation Infrastructure

Well served by regional and local transit service, but may not benefit from as much service as Urban growth, and is less likely to occur around major multimodal hubs. Streets are well connected and walkable, and destinations such as schools, shopping, and entertainment areas can typically be reached via a walk, bike, transit, or short auto trip.

Per-capita VMT range: ~ 4,000 to 7,500 per year



Some examples of Compact in the Bay Area include the Hercules Waterfront district, Bay Meadows in San Mateo, the Rockridge district in Oakland, Downtown Palo Alto and its neighborhoods, and development at the Richmond and Fruitvale BART stations.



STANDARD

Land Use Characteristics

Represents the majority of separate-use auto-oriented development that has dominated the American suburban landscape over the past decades. Densities tend to be lower than those of the Compact LDC, and are generally not highly mixed or organized to facilitate walking, biking, or transit service. The Standard LDC can contain a wide variety of housing types, though medium and larger-lot single family homes comprise the majority of this development form; these larger single family homes tend to consume more energy and water than those in the Urban or Compact LDCs.

Transportation Infrastructure

Not typically well served by regional transit service. Local street networks are not well connected, discouraging walking and bike trips. Most trips are made via automobile.

Per-capita VMT range: ~ 9,500 to 18,000 per year.



Standard in the Bay Area includes the more auto-oriented, single-use residential and commercial areas of the region, developed predominately from the 1950s to today.



Step 4: Aggregate impacts to determine scenario that best achieves statewide goal

OUTPUT METRICS

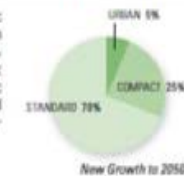
THREE LAND USE OPTIONS

The Rapid Fire land use options are defined according to their proportions of the three Land Development Categories. All options accommodate the same amounts of housing unit and job growth. The pie charts below show the composition of growth in each land use option by 2050, which in turn result in different housing type mixes. The housing type mix for new growth in each option is shown in the upper bar charts. The total end-state housing type mix in 2050 – new development plus the existing housing stock – is shown in the lower charts.

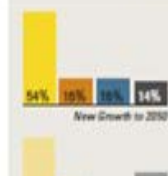
Land Use Option A. Trend Growth

The Trend Growth option represents a future based on historic market trends, development patterns, and transportation investments in California.^{2,3,4} This option is comprised of 70% Standard development, with Compact and Urban development totaling 30%. The resulting housing type mix aligns with historic market trends in California, in which single family detached homes have comprised the majority of new construction in major metropolitan areas.⁵

LDC Proportions

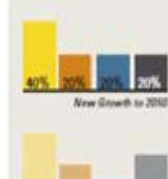
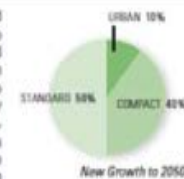


Housing Mix



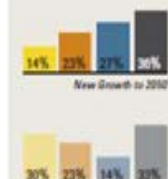
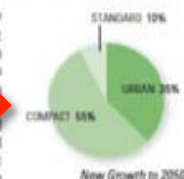
Land Use Option B. Mixed Growth

The Mixed Growth option reflects the least-aggressive end of projected market and development trends, which indicate that 50-70% of development in California between 2010 and 2020 should be Compact or Urban. These trends stem from changing demographics and lifestyles, trends in construction, the undersupply of compact units on the market, and projected energy price increases. The Mixed Growth option accommodates 50% of growth in Compact or Urban forms. It is assumed that growth will be supported by transportation investments that balance roadway and transit infrastructure, and a move towards planning for compact development by regions and cities.

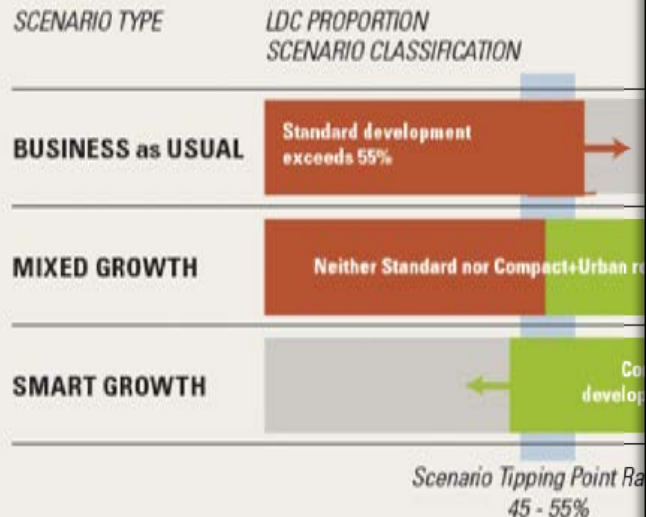


Land Use Option C. Smart Growth

The Smart Growth option assumes that a greater share of new growth will occur in Urban and Compact forms to meet a current and projected undersupply of compact development and align with projected demographic, regulatory, and market trends. This option accommodates 55% of new growth in Compact or Urban forms by 2050. Despite these high proportions, the Smart Growth option still accommodates a diverse housing mix, with nearly 70% of housing in single-family detached or attached (townhome) types. It is assumed that significant investments in transit and other infrastructure will be made to support smart growth.



Base and Increment VMT Adjustment Factors by Scenario Type
If a scenario is more oriented towards Standard development, then VMT is calculated to increase at a greater rate than if a scenario is more focused towards Urban and Compact growth. Overall scenario orientation is determined using a "tipping point" range. If Standard development falls below the range, adjustment factors reflective of



PUBLIC HEALTH METRICS

- Incidences of respiratory and cardiovascular disease
- Healthcare costs

TRANSPORTATION METRICS

- Light Duty Vehicle (LDV) Vehicle Miles Traveled (VMT)
- Fuel Consumed (gal)
- Fuel Cost (\$)
- Transportation Electricity Consumed (kWh)
- Transportation Electricity Cost (\$)
- Transportation Electricity CO₂e Emissions (MMT)
- ICE Fuel Combustion CO₂e Emissions (MMT)
- ICE Full Fuel Lifecycle CO₂e Emissions (MMT)
- Criteria Pollutant Emissions (tons)

BUILDING ENERGY USE METRICS

- Residential and Commercial Energy Consumed (Btu)
- CO₂e Emissions (MMT)
- Residential and Commercial Energy

Greenhouse Gas (GHG) Emission Rates

- Fuel emissions: Tank-to-wheel per gallon; well-to-wheel per gallon
- Electricity emissions per kWh
- Natural gas emissions per therm

TOTAL GHG EMISSIONS

- Total CO₂e Emissions (Transportation and Buildings, MMT)

Step 4: Aggregate impacts to determine scenario that best achieves statewide goal

OUTPUT METRICS

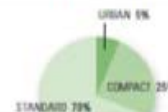
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LDC Proportions



PUBLIC HEALTH METRICS

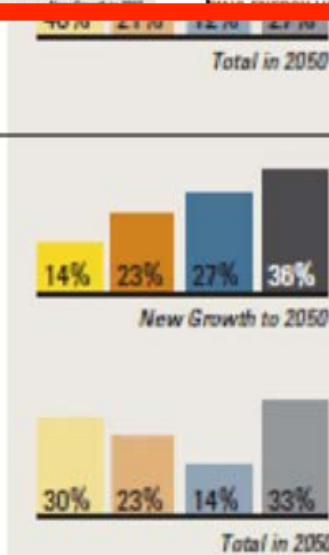
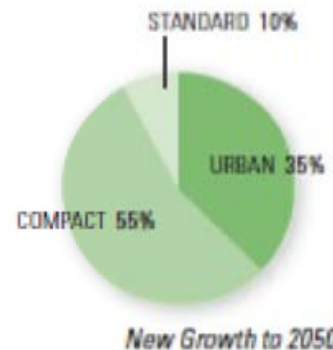
- Incidences of respiratory and cardiovascular disease
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TRANSPORTATION METRICS

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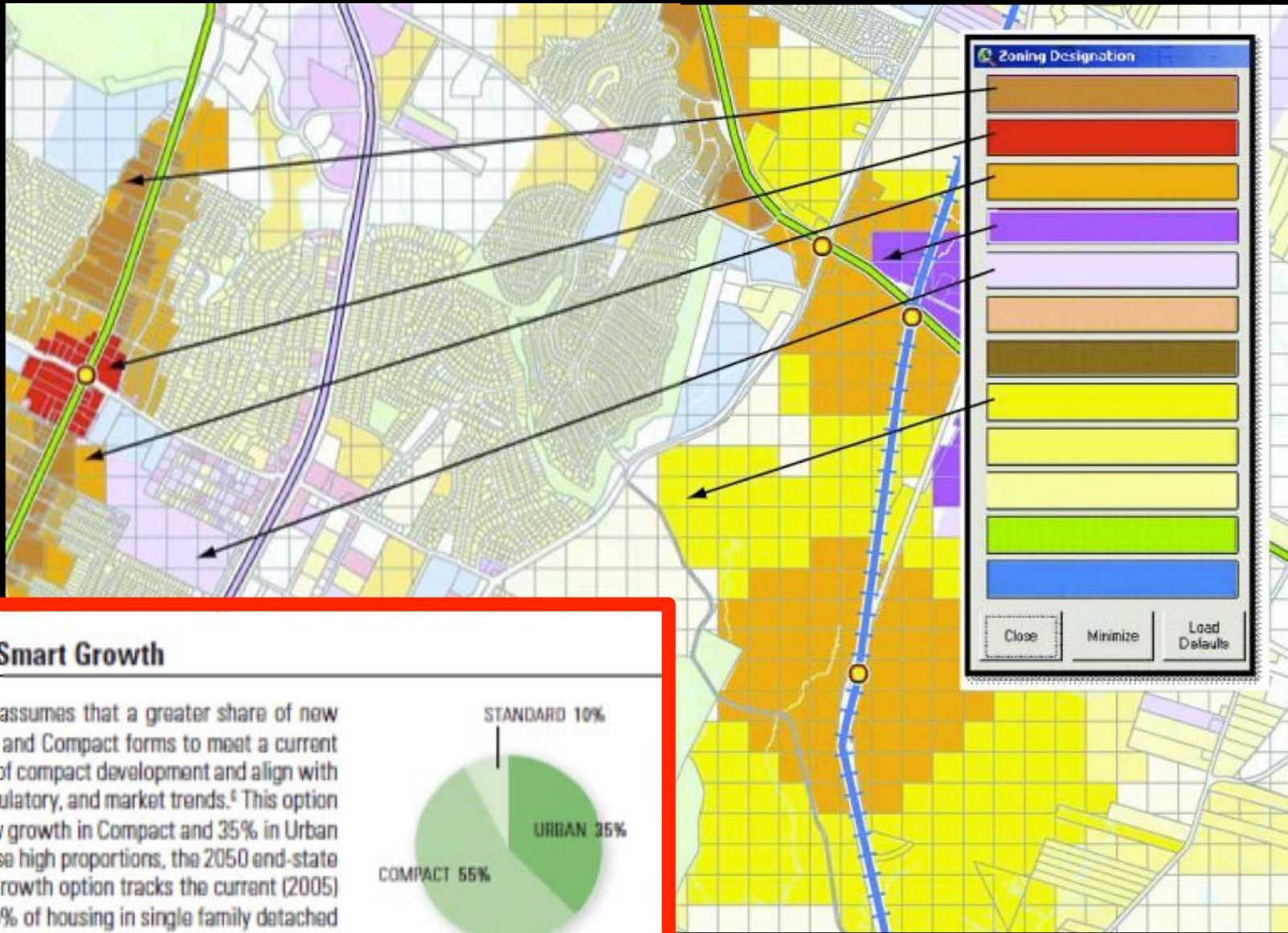


TOTAL GHG EMISSIONS

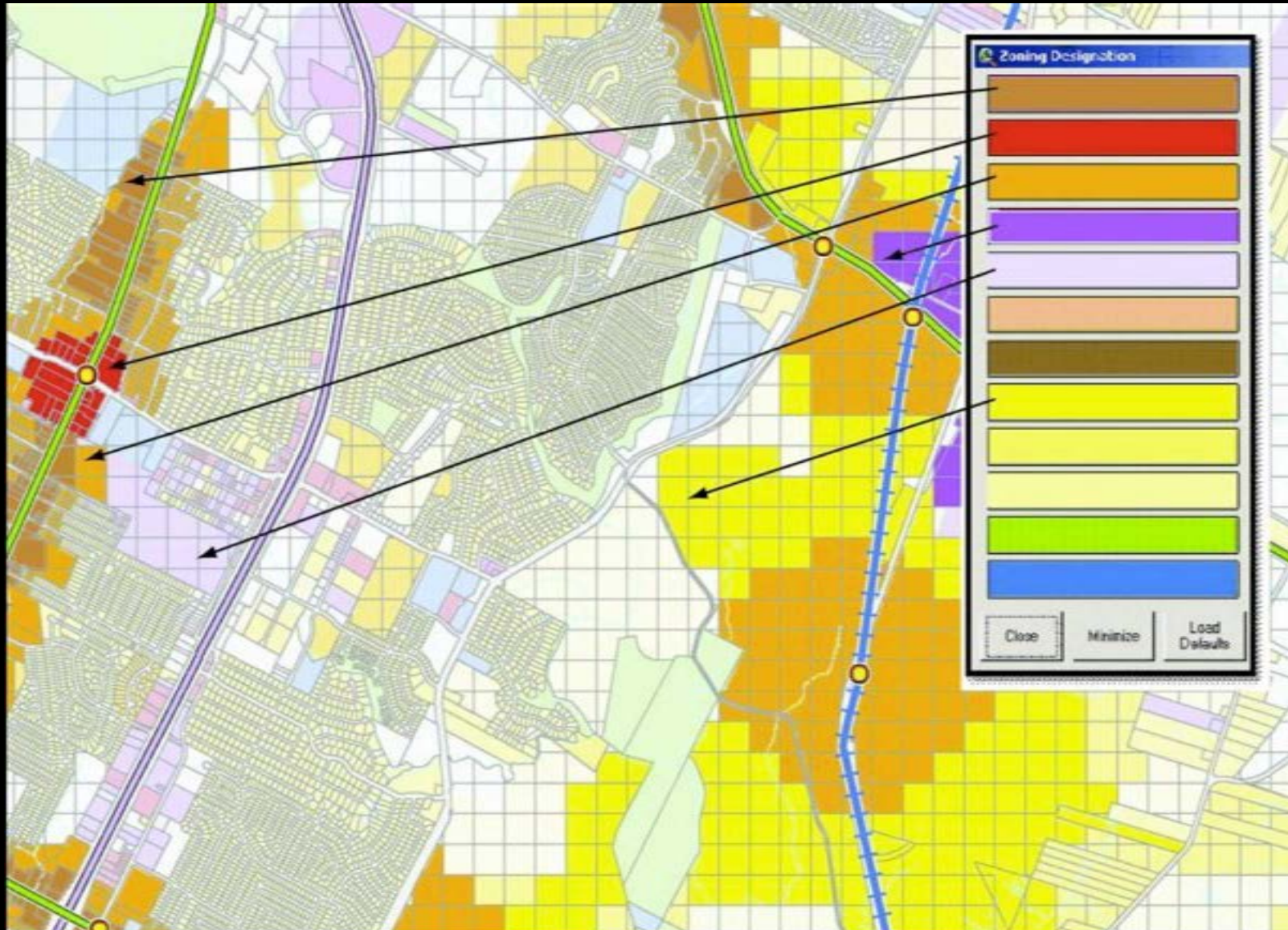
- Total CO₂e Emissions (Transportation and Buildings, MMT)

OUTPUT METRICS

Step 5: Based on the adopted scenario, assign density to specific places; **Not so fast...**

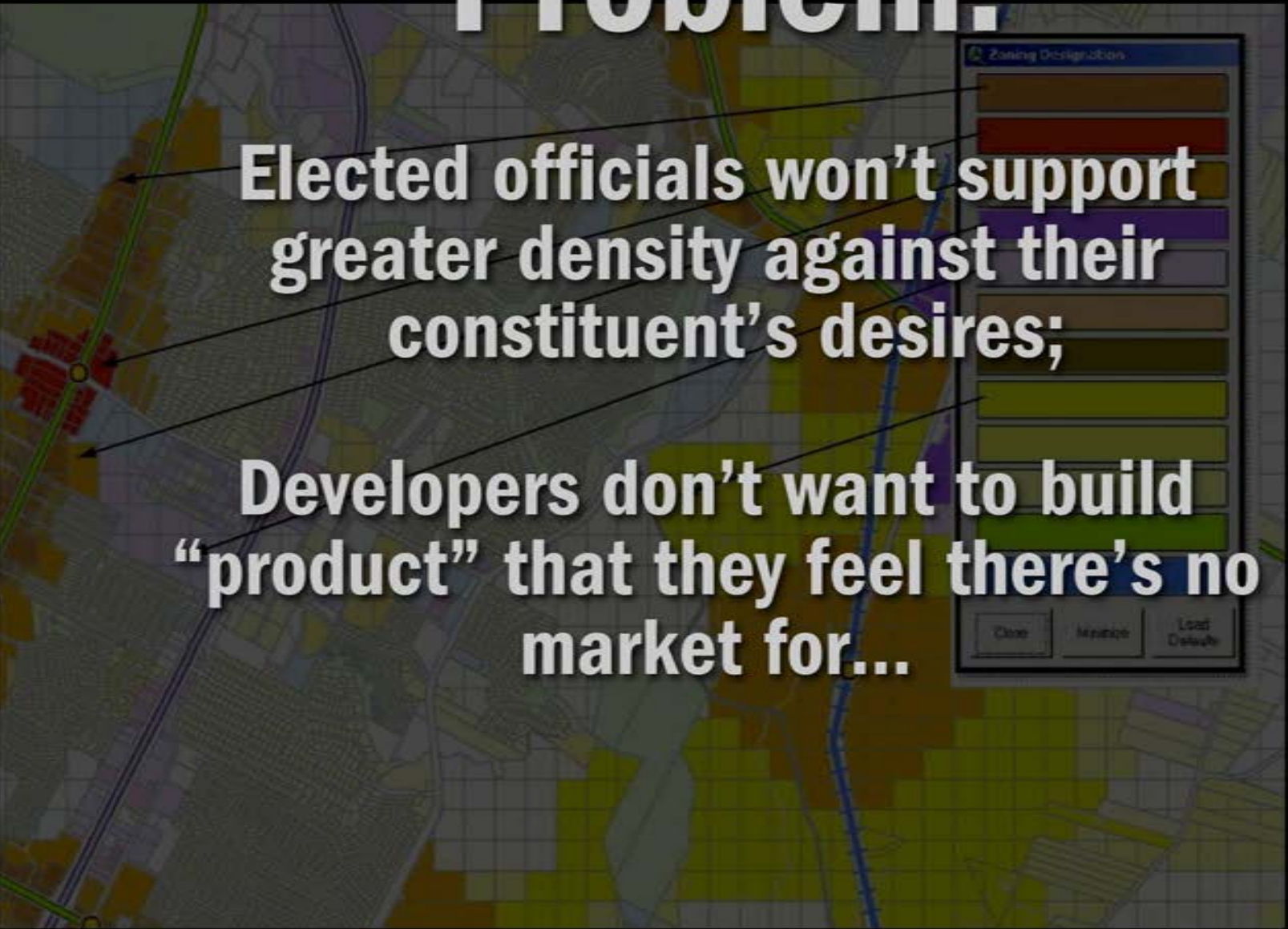


Step 5: Based on the adopted scenario, assign density to specific places; **Not so fast...**



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Problem:



Elected officials won't support greater density against their constituent's desires;

Developers don't want to build "product" that they feel there's no market for...

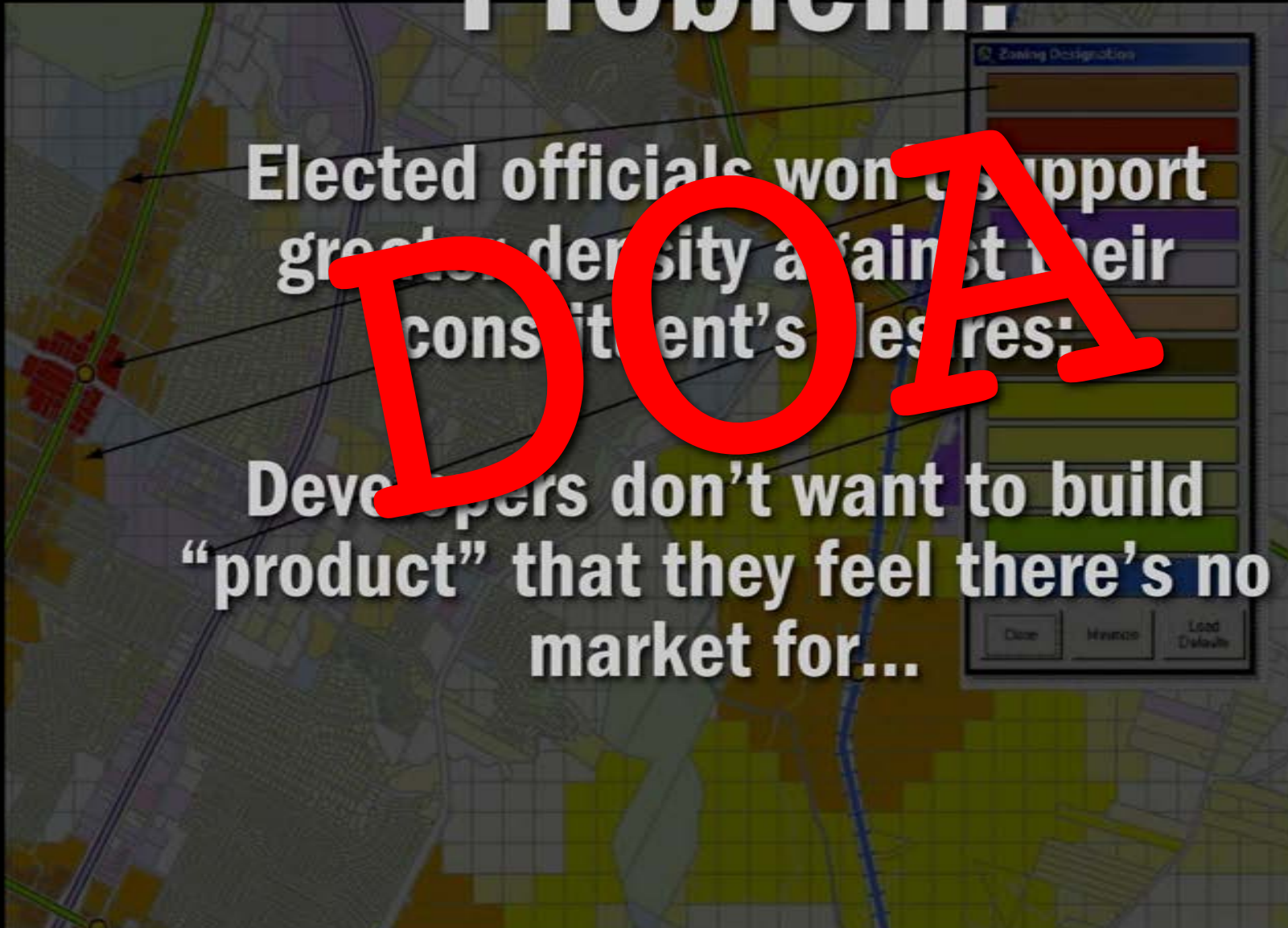
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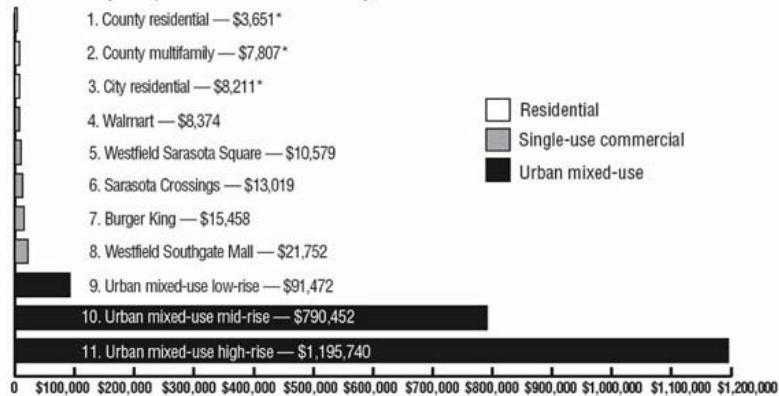
DOA



Alternative step 5: Regulate to encourage high value real estate development



Annual tax yield per acre: Sarasota County, Florida

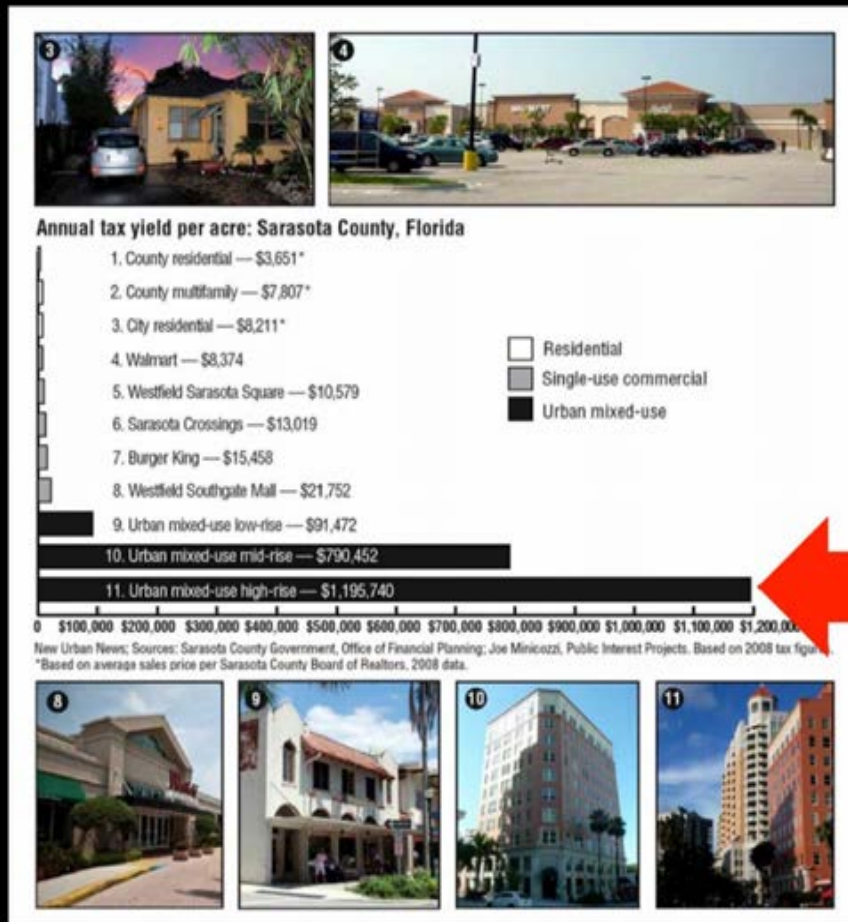


New Urban News; Sources: Sarasota County Government, Office of Financial Planning; Joe Minicozzi, Public Interest Projects. Based on 2008 tax figures. *Based on average sales price per Sarasota County Board of Realtors, 2008 data.



Alternative step 5: Regulate to encourage high value real estate development

We want you to create high value real estate





Municipalities build robust tax base

Citizens get great places

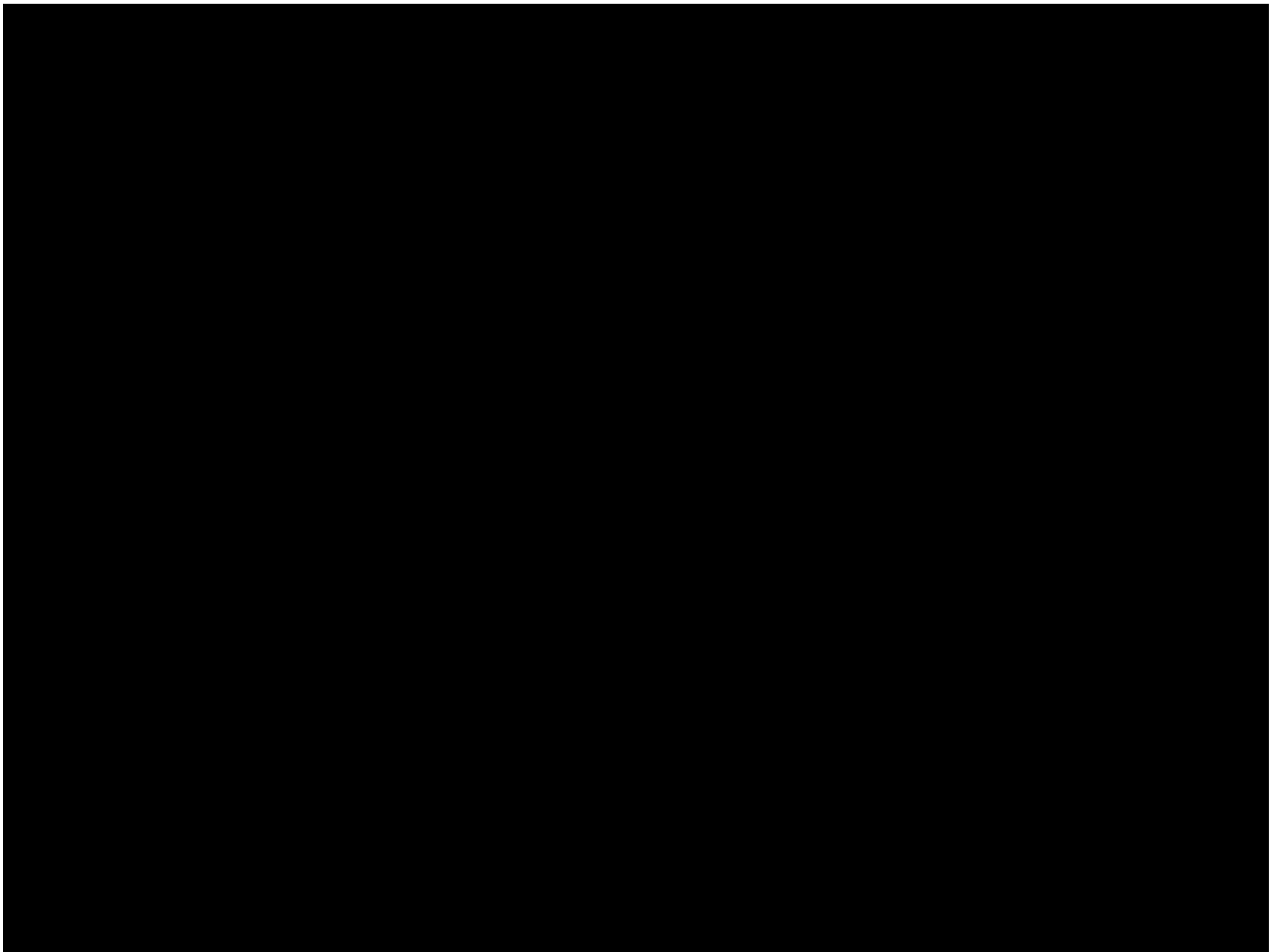
**Developers get higher yield from their
land asset**

Not a left or right issue



**Not a left or right issue;
It's about
good government**



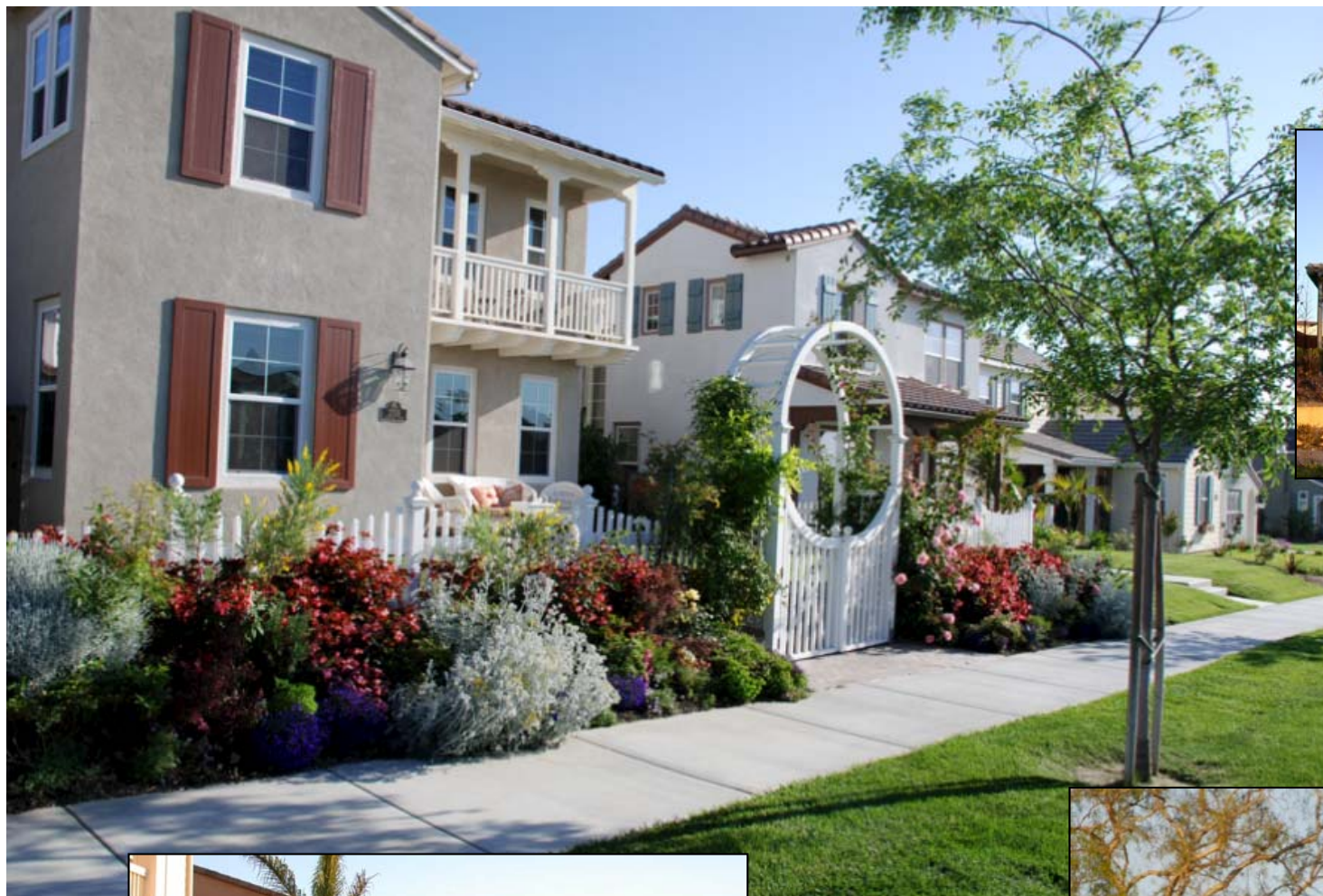


My LGC Heroes

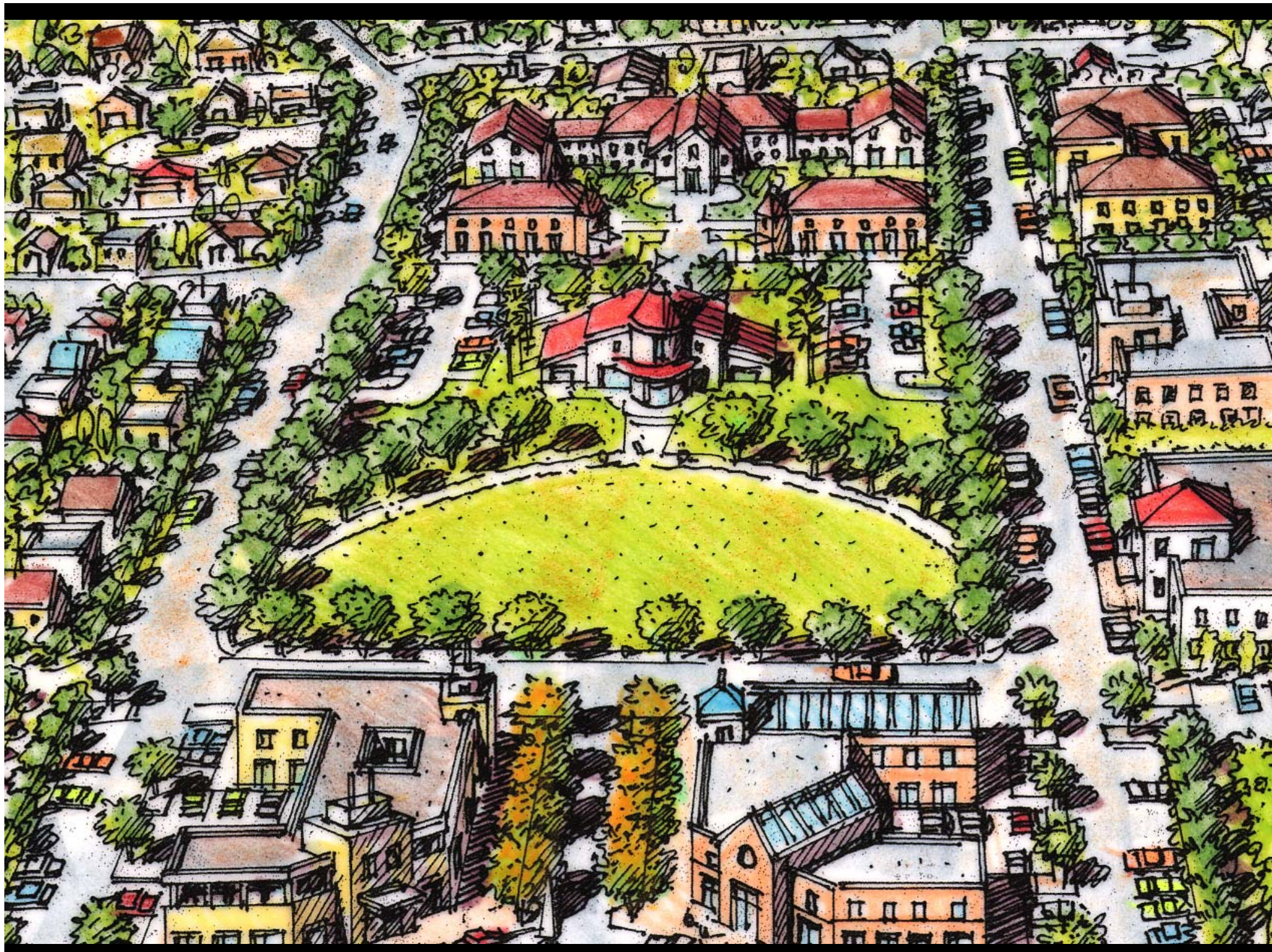
Bressi Ranch Carlsbad, CA



**Ramona Finilla
Carlsbad, CA**





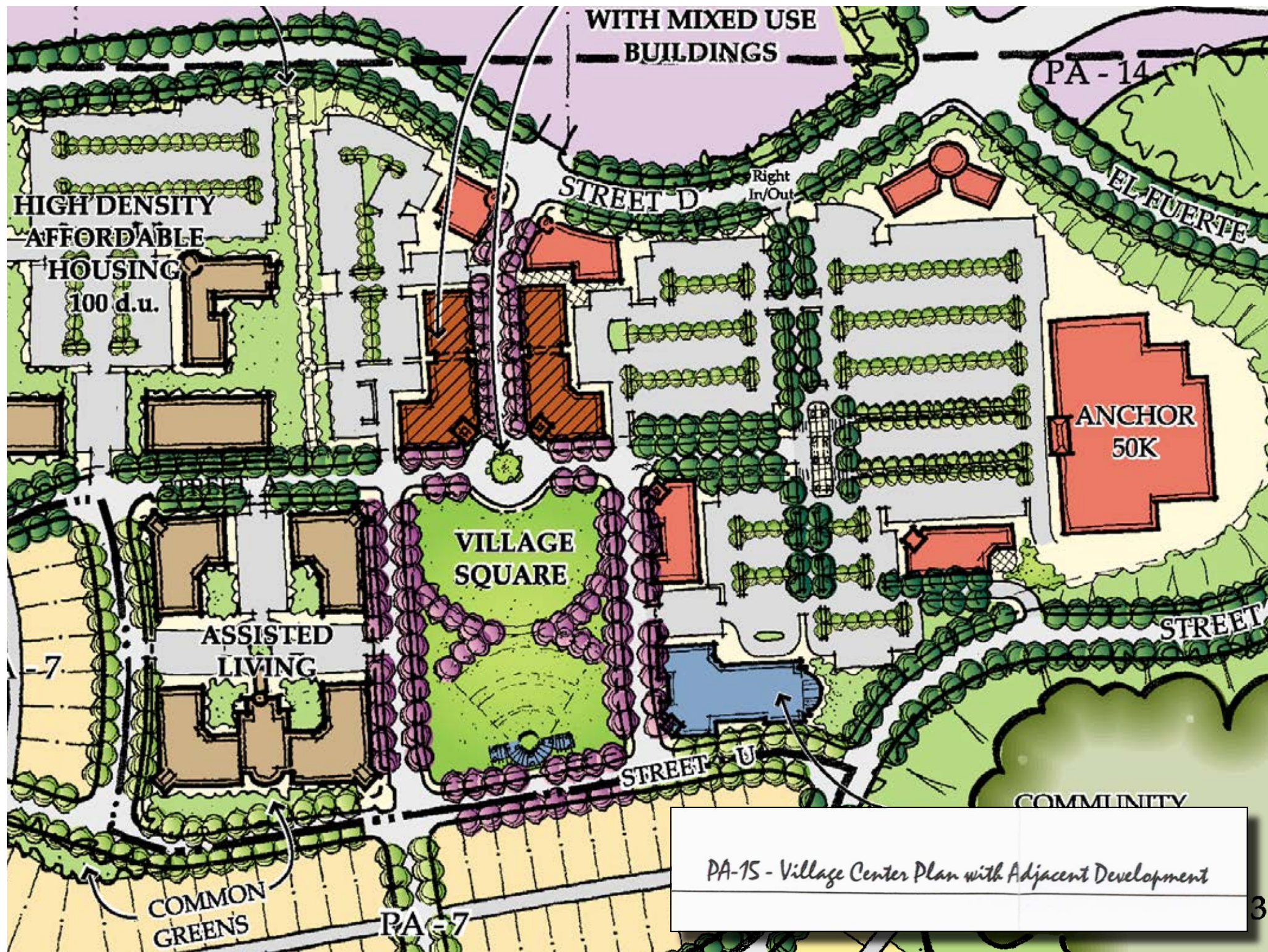


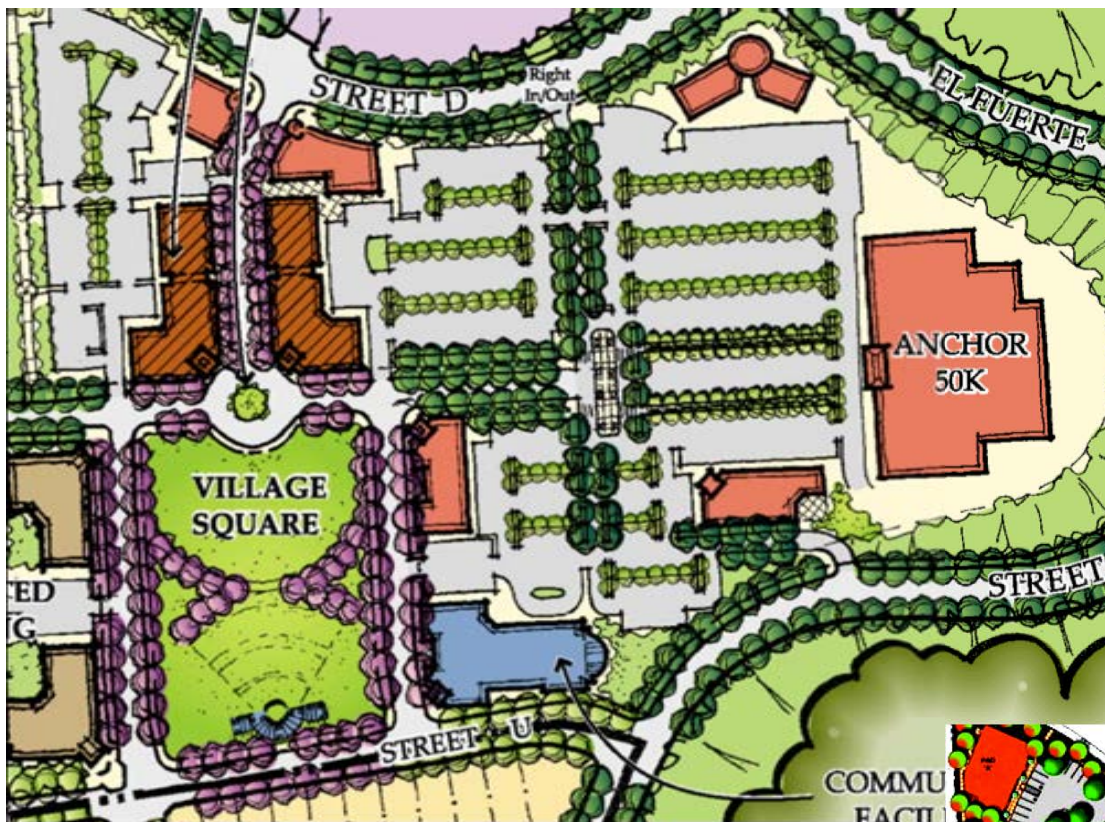
Bressi Ranch Master Plan

II. GOALS OF THE BRESSI RANCH MASTER PLAN

The Bressi Ranch Master Plan incorporates many “Smart Growth” techniques to create a livable community, not just a successful project. It is difficult to provide a short definition of what “Smart Growth” growth is, but its end result is to create viable long-term communities where people can live, work and play. The implementing techniques of “Smart Growth” can best be summed up by the Ahwahnee Principles.

As much as possible the Bressi Ranch Master Plan has been designed to create a community generally in keeping with guidelines established by the Ahwahnee Principles. The Ahwahnee Principles are a set of fundamental planning principles dedicated to building resource-efficient communities that serve the needs of those who live and work within them. One of the main goals of the Ahwahnee Principles is locating all things required to meet the daily needs of residents within walking distance of one another. A sense of community, the importance of open space and resource-efficient land use planning are also addressed by the Ahwahnee Principles. A number of factors such as topography, the City’s Habitat Management Plan, existing City plans for public facilities and the proximity of Palomar Airport have an impact on how closely development within Bressi Ranch can comply with





**Modification Requested
by Applicant**

**Illustration from
Approved Master Plan**



Finnila Way

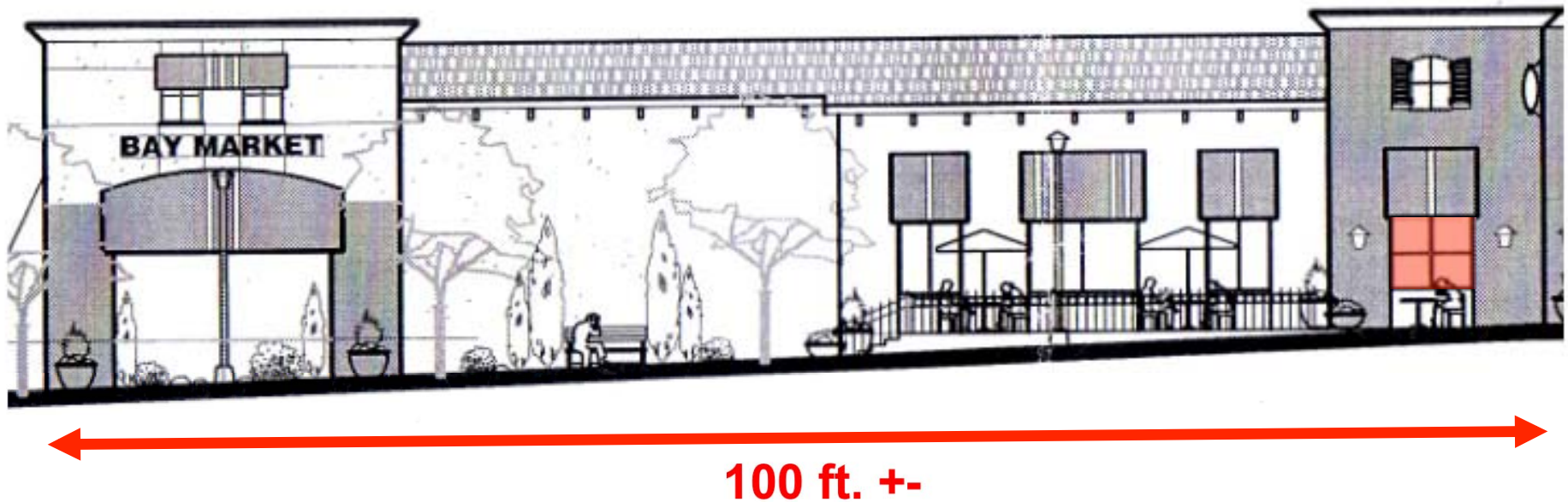








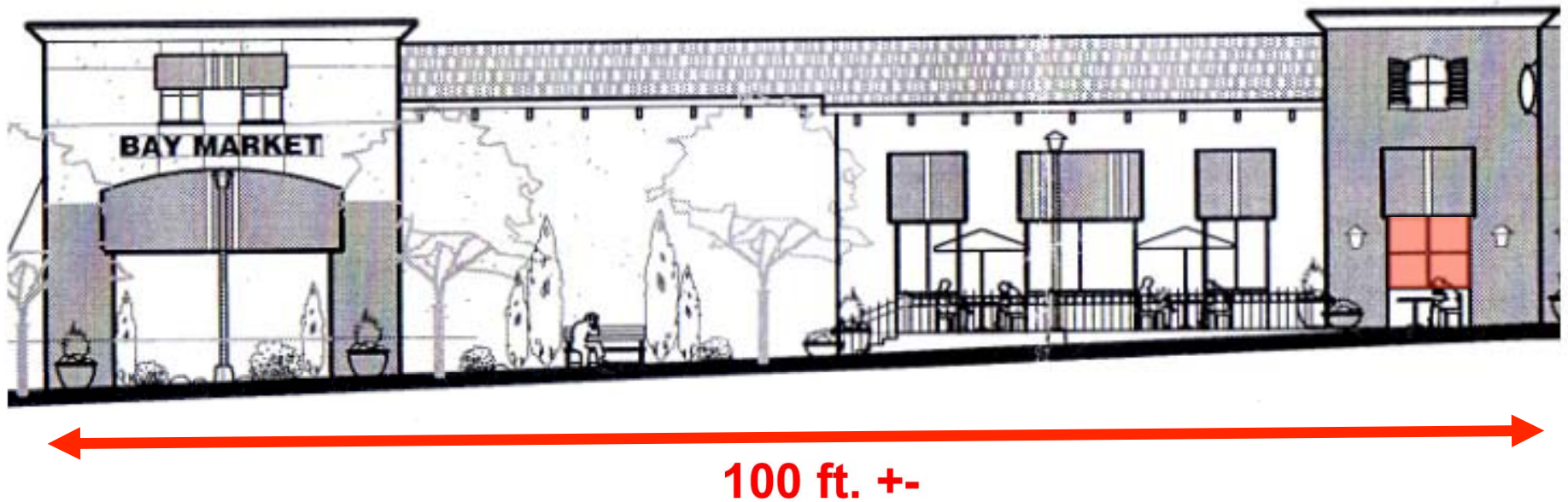




Buildings shall be oriented with windows, entries, balconies and/or porches oriented toward the street or active pedestrian area. This design will increase public safety by placing “eyes” on the street.

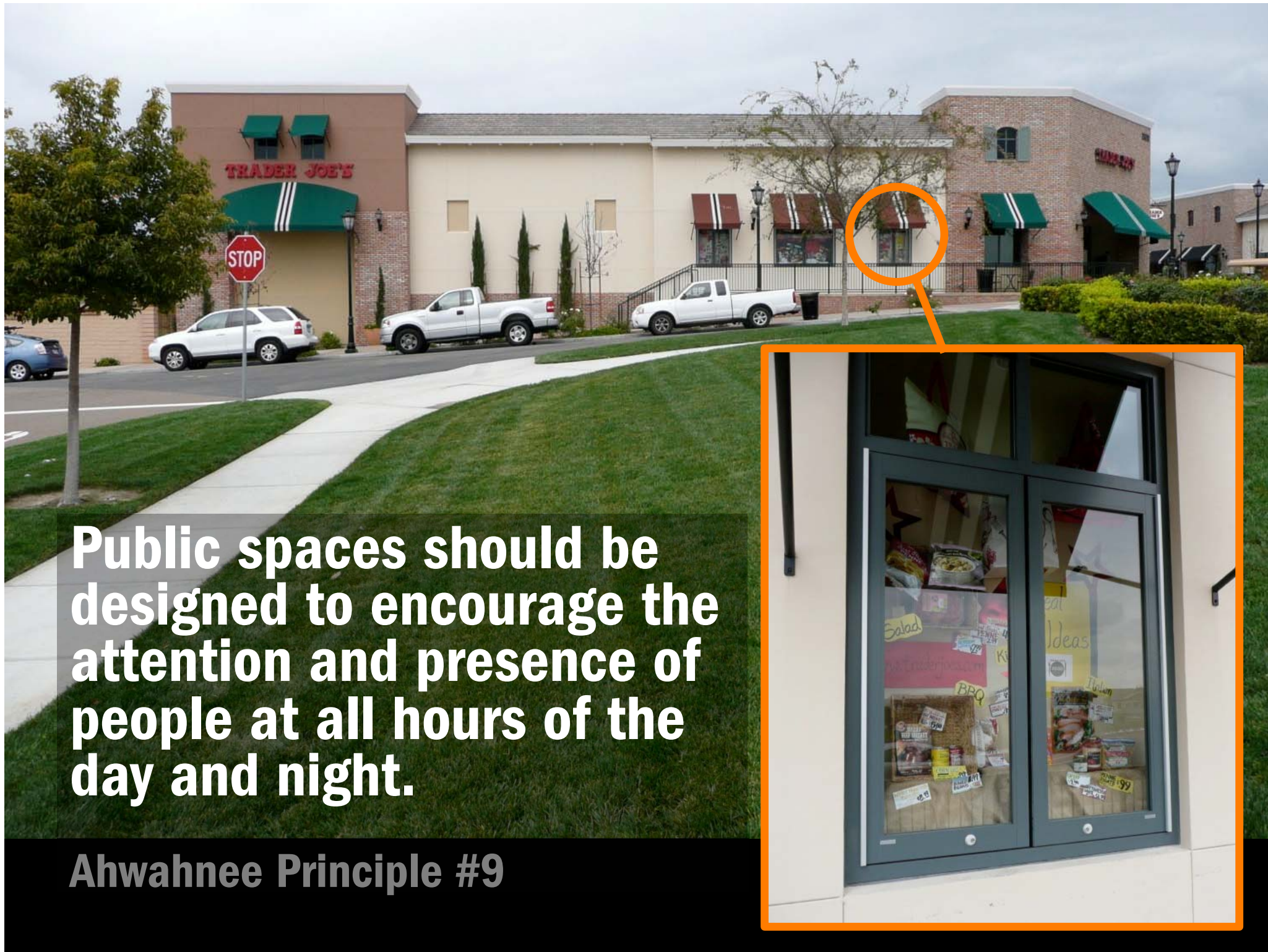
Bressi Ranch Master Plan

Commercial/Community Facilities; Development Standards & Design Guidelines



Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.

Ahwahnee Principle #9



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Ahwahnee Principle #9

TRADER JOE'S



Contra Costa Centre Transit Village, Walnut Creek, CA



**Dona Gerber,
Contra Costa County**

THE NEW
PLEASANT HILL BART
STATION PROPERTY











American Planning Association

Honors

National Planning Awards

Categories and Criteria

Previous Winners

FAQ

Jury and Recognition

Pioneers

Landmarks

FAICP

High School Essay Contest

AICP Outstanding Students

Scholarships & Fellowships

AICP Student Project Awards

SRC Planning Student
Organization (PSO) Awards

Journalism Awards

KUDOS

National Planning Excellence Award for Implementation

Contra Costa Centre Transit Village *California*

Contra Costa Centre Transit Village is a 140-acre area that focused on merging work, social, and living environments. The County of Contra Costa and its Redevelopment Agency Planners, working with the private sector, have been implementing this smart growth model for 25 years.

The project's goal was to connect residents, businesses and employees near the convergence of several regional transportation systems including rail systems, a major arterial, and a regional trail. The site is nearly 90 percent built out and features 2,700 housing units, 2.4 million square feet of office and commercial space, and 432 hotel rooms, and an array of public facilities and amenities. The Transit Village accommodates 7,000 employees, 6,000 residents, and 6,000 BART patrons on a daily basis. All uses in the village are within a quarter-mile of the BART fare gates.

☒ [Contra Costa Centre Transit Village](#)



Thank You

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

Decision support tools
website:
www.smartgrowthtools.org/TCDDM