Plans?

Many names for the same thing

– Regions
  * Areawide Land Policy Plan
  * Puget Sound Regional Council
  * San Francisco Bay Area Conservation District
  * Tahoe Regional Planning Agency
  * California Coastal Commission
  * Joint Venture Silicon Valley

– Local Governments (cities and counties)
  * Communitywide Land Use Design Plan
  * The General Plan
  * The Comprehensive Plan
  * Specific Plans, District Plans, Policy Plans
Plans?

Many names for the same thing

– Regions
  * Areawide Land Policy Plan
  * Puget Sound Regional Council
  * San Francisco Bay Area Conservation District
  * Tahoe Regional Planning Agency
  * California Coastal Commission
  * Joint Venture Silicon Valley

– Local Governments
  * Communitywide Land Use Design Plan
  * The General Plan
  * The Comprehensive Plan
  * Specific Plans, District Plans, Policy Plans
## A Language for Plans

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>1960s</th>
<th>1970s</th>
<th>1980s</th>
<th>1990s</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Schools of Thought</strong></td>
<td>Comprehensive Planning</td>
<td>Policy Planning</td>
<td>Strategic Planning</td>
<td>Consensus-Building</td>
</tr>
<tr>
<td><strong>Views of Planning</strong></td>
<td>Planning as applied science&lt;br&gt; <em>Rational, value-neutral</em></td>
<td>Planning as Politics&lt;br&gt; <em>Information has political power</em></td>
<td>Planning as Communication&lt;br&gt; Ways to transmit information</td>
<td>Planning as Reasoning Together&lt;br&gt; <em>Facilitation</em></td>
</tr>
</tbody>
</table>
It’s all about space

1. Land available
2. Demands for growth (pop, emp)
3. How much space is needed
4. Where to supply it (houses, jobs)

... ideas that came along slowly, one by one
A bit of ...History

1785  Ordinance of 1785. Provided for the rectangular land survey of the Old Northwest.

1901  New York State Tenement House Law. The legislative basis for the revision of city codes that outlawed tenements such as the "Dumbbell Tenement."

1916  Nation's first comprehensive zoning resolution adopted by New York City Board of Estimates.

Zoning ...History


Tenement Housing in New York City
A bit of ...History

1926  *Village of Euclid v. Ambler Realty Co.*
Constitutionality of zoning upheld by the U.S. Supreme Court.

Euclidian and Exclusive Zoning

...History


*Finally,... Planning!*
The General Plan and Zoning Are Not the Same

A general plan is a set of long-term goals and policies that the community uses to guide development decisions. Although the plan establishes standards for the location and density of land uses, it does not directly regulate land use.

Zoning, on the other hand, is regulatory. Under the zoning ordinance, development must comply with specific, enforceable standards such as minimum lot size, maximum building height, minimum building setback, and a list of allowable uses. Zoning is applied lot-by-lot, whereas the general plan has a community-wide perspective.
It’s all about space

1. Land available
2. Demands for growth (pop, emp)
3. How much space is needed
4. Where to supply it (houses, jobs)

... looking at 3 and 4
The Real Estate Development Process

- 1. Need Determination
  - Population
  - Employment
  - Area Development

- 2. Site Evaluation

- 3. Site Analysis

- 4. Option Purchase

- 5. Market Analysis

- 6. Preliminary Planning & Engineering

- 7. Financial Analysis

- 8. Government Approval

- 9. Risk Protection

- 10. Construction

- 11. Marketing

PUBLIC

It’s all about space

1. Land available
2. Demands for growth (pop, emp)
3. How much space is needed
4. Where to supply it (houses, jobs)
Transportation
The Tyranny of Standards
Irvine, California
Estimating Demand

Land Use and Socioeconomic Factors

Trip Generation

Identifies how many trips are made from various origins to destinations

Road Network

Trip Distribution

Identifies links and nodes in the road system

Modal Split

Sorts out number of trips made by using each mode of transportation

Trip Assignment

Assigns vehicle trips to specific links in the road network; identifies transit patronage

Analysis of Land Use/Transportation System

Compares projected traffic volumes to road capacity for each link in the road network

Andersen, Larz. 2000. Planning the Built Environment. APA.
Hierarchy of Streets

Andersen, Larz. 2000. Planning the Built Environment. APA.
Process for Highways

PSR = Project Study Report
RTIP = Regional Transportation Improvement Program
ITIP = Interregional Transportation Improvement Program
RoW = Right of Way
<table>
<thead>
<tr>
<th>Type of Development</th>
<th>Average Weekday Trip-Ends</th>
<th>Range</th>
<th>Number of Studies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RESIDENTIAL</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-family, detached</td>
<td>9.57 per DU*</td>
<td>4.31-21.85</td>
<td>348</td>
</tr>
<tr>
<td>Condo/townhouse</td>
<td>5.86 per DU</td>
<td>1.83-11.79</td>
<td>53</td>
</tr>
<tr>
<td>Mobile home park</td>
<td>4.81 per occupied DU</td>
<td>2.29-10.42</td>
<td>37</td>
</tr>
<tr>
<td>Low-rise apartment</td>
<td>6.59 per occupied DU</td>
<td>5.10-9.24</td>
<td>22</td>
</tr>
<tr>
<td>High-rise apartment</td>
<td>4.20 per DU</td>
<td>3.00-6.45</td>
<td>9</td>
</tr>
<tr>
<td><strong>MAJOR INSTITUTIONS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Junior/community college</td>
<td>1.54 per student</td>
<td>0.94-2.16</td>
<td>4</td>
</tr>
<tr>
<td>University/college</td>
<td>2.38 per student</td>
<td>2.03-3.31</td>
<td>7</td>
</tr>
<tr>
<td>Hospital</td>
<td>5.17 per employee</td>
<td>2.17-11.10</td>
<td>19</td>
</tr>
<tr>
<td><strong>COMMERCIAL</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fast-food restaurant with drive-thru</td>
<td>496.12 per 1,000 sq. ft. gross floor area</td>
<td>195.98-1132.92</td>
<td>21</td>
</tr>
<tr>
<td>Supermarket</td>
<td>111.51 per 1,000 sq. ft. gross floor area</td>
<td>68.65-168.88</td>
<td>2</td>
</tr>
<tr>
<td>Shopping center</td>
<td>49.97 per 1,000 sq. ft. gross floor area</td>
<td>16.70-227.50</td>
<td>123</td>
</tr>
<tr>
<td>General office building</td>
<td>3.32 per employee</td>
<td>1.59-7.28</td>
<td>62</td>
</tr>
<tr>
<td><strong>INDUSTRIAL</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General light industrial</td>
<td>3.02 per employee</td>
<td>1.53-4.48</td>
<td>18</td>
</tr>
<tr>
<td>Industrial park</td>
<td>3.34 per employee</td>
<td>1.24-8.80</td>
<td>48</td>
</tr>
<tr>
<td>General heavy industrial</td>
<td>0.82 per employee</td>
<td>0.75-1.81</td>
<td>3</td>
</tr>
</tbody>
</table>
TYPICAL AVERAGE DAILY TRAFFIC (ADT)

- Freeway: 20,000 – 200,000
- Expressway: 20,000 – 50,000
- Arterial street: 5,000 – 25,000
- Collector street: 1,000 – 10,000
- Subcollector street: 250 – 1,000
- Local access street: 0 – 250

Andersen, Larz. 2000. Planning the Built Environment. APA.
Standards?

• Don’t take them lightly
  – Safety
  – Respect

• Don’t take them for granted
  – They creep up
  – They take over the landscape
  – They prevent us from re-creating places we love
Creeping Standards

Cobblestone Streets of Rome, 15 BC

Hampstead Garden Suburb, 1904

Creeping Standards


Radburn Cul-de-sac, 1929

Radburn Cul-de-sac, 1990s
Institute of Transportation Engineer’s guidelines for street width, 1965 and 1984
Las Vegas, Nevada
Developers have their own process for deciding how to utilize space

In Sum

• Scale matters (regional, local)
• Organization matters
  – Is the plan/map voluntary or binding?
• Laws don’t change very much
• Figure out how to do your best
  – Know what you like
  – Learn how it became what it is
  – Develop a critical eye for standards
  – Engage the public with your ideas