

Urban Development Patterns

STATEMENT OF ISSUE

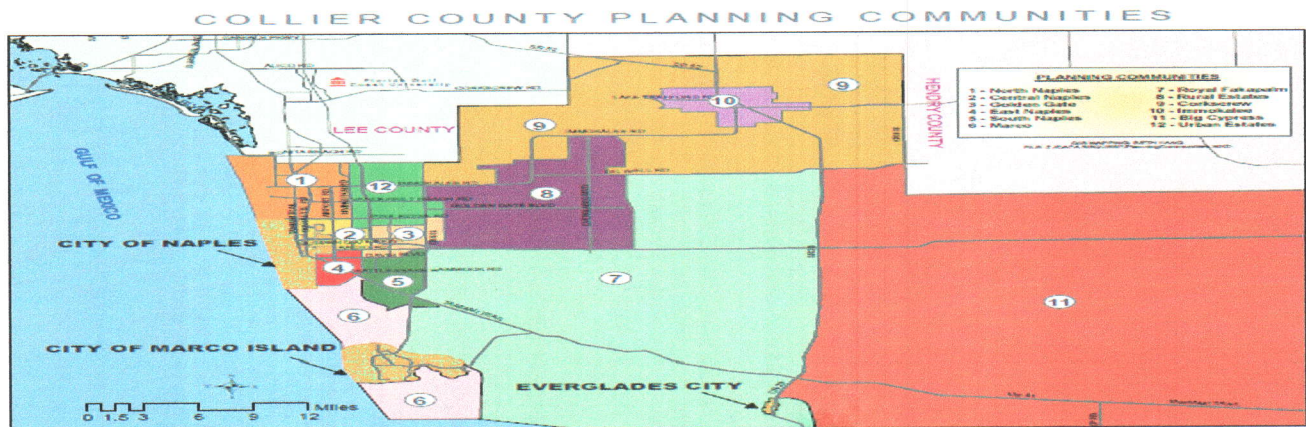
An evaluation of the objectives and policies of the GMP for their effect upon the pattern and timing of urban development throughout the County.

ISSUE BACKGROUND

The Collier County GMP has two primary designations within the Future Land Use Map, Urban and Rural/Agricultural. All land within the County geography will fall within one of these categories. The majority of coastal area west of County Road 951 and the entire Immokalee area, with the designation of Urban on the Future Land Use Map, promotes a diversity of urban development and a wide variety of land uses within these designated areas. The Rural/Agricultural designation does not prevent development, but rather limits the array of land uses allowed within the designation. In addition to the limited array of land uses outside of the urban designation, the GMP does provide for concentrated pockets of urbanization through the development of towns and villages within the Rural Fringe Mixed Use District and the Rural Lands Stewardship Area. The towns and villages are designed to provide a range of land uses with options within the range of housing types as well as mobility options. The future development of the towns and villages within both of the districts is a primary strategy employed by the GMP to bring goods, services and employment opportunities to the eastern portion of the County and end a reliance upon the Urban area to the west for these commodities and the vehicles miles traveled and corresponding green house gas emissions associated with the long commutes.

With the absence of a designated urban service or urban growth boundary, the Collier County Growth Management Plan utilizes two primary controls to shape or influence the pattern of urban development, capital expenditures and land-use controls. The capital expenditures contained with the Capital Improvement Element of the GMP provides for the expansion and extension of transportation corridors, public facilities and urban services and infrastructures which shape the land market. The Urban designated area has been the location for the majority of the County's capital infrastructure expenditures, as evidence by the infrastructure maps provided for at the end of this section. The Land Use controls established by the GMP and implemented within the Land development Code shapes the arrangement of allowable and prohibited land uses.

To evaluate the effectiveness of these controls, an assessment of the growth and development within the individual planning communities provides an appropriate barometer. The urban planning communities are North Naples, Central Naples, East Naples, South Naples Golden Gate, Marco, Urban Estates and Immokalee. The rural planning communities are Royal Fakapalm, Big Cypress, Rural Estates and Corkscrew.



Planning	Developed	Undeveloped	Conservation	Agricultural	Total	% of Land
Community	Land*(less Ag)	Land (less Ag)	Preservation	Land	Acres	Developed
North Naples	13,500	4,381	501	1,123	19,505	69.21%
Central Naples	5,743	702	61	156	6,662	86.21%
East Naples	3,853	807	19	1,186	5,865	65.69%
South Naples	7,543	2,530	989	1,517	12,579	59.97%
Golden Gate	6,863	1,254	46	137	8,300	82.69%
Marco	1,486	4,741	12,472	1,510	20,209	7.35%
Urban Estates	14,376	3,474	288	2,904	21,042	68.32%
Immokalee	5,041	789	1,137	10,788	17,755	28.39%
Sub-Total	58,405	18,678	15,513	19,321	111,917	
Rural Estates	29,634	28,950	114	16,426	75,124	39.45%
Corkscrew	12,603	13,464	20,672	134,427	181,166	6.96%
Royal Fakapalm	10,104	36,441	230,698	75,715	352,958	2.86%
Big Cypress	21,218	210	563,658	11,220	596,306	3.56%
Sub-Total	152,867	106,747	844,552	272,311	1,376,477	
Urban	Rural					

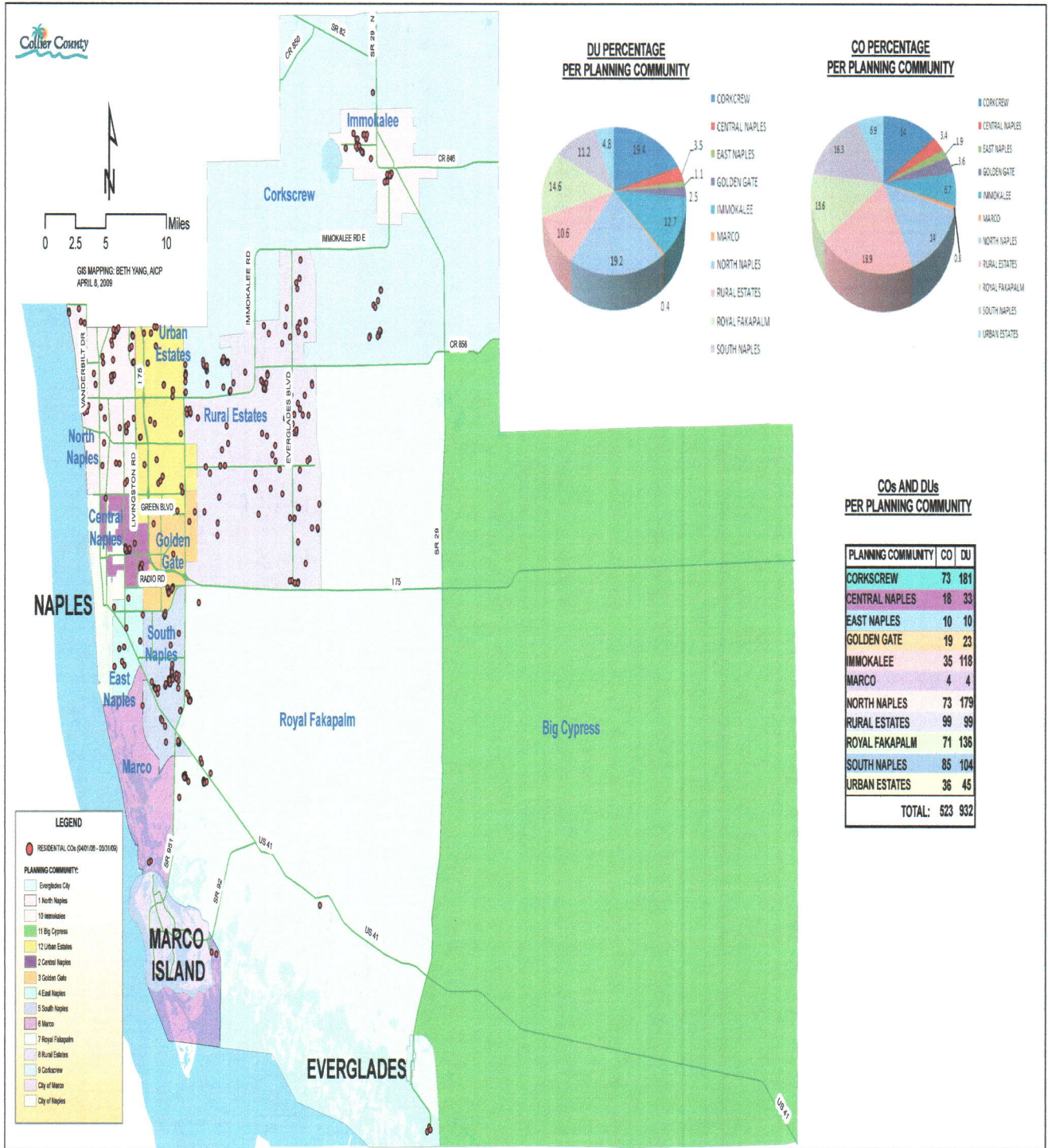
(Source: 2009 Property Appraiser Records & Collier County GIS data)

* Includes developed Residential, Commercial, Industrial, Institutional Use land, Government, Golf Courses and R-O-W, Utility, Outdoor Rec. land etc

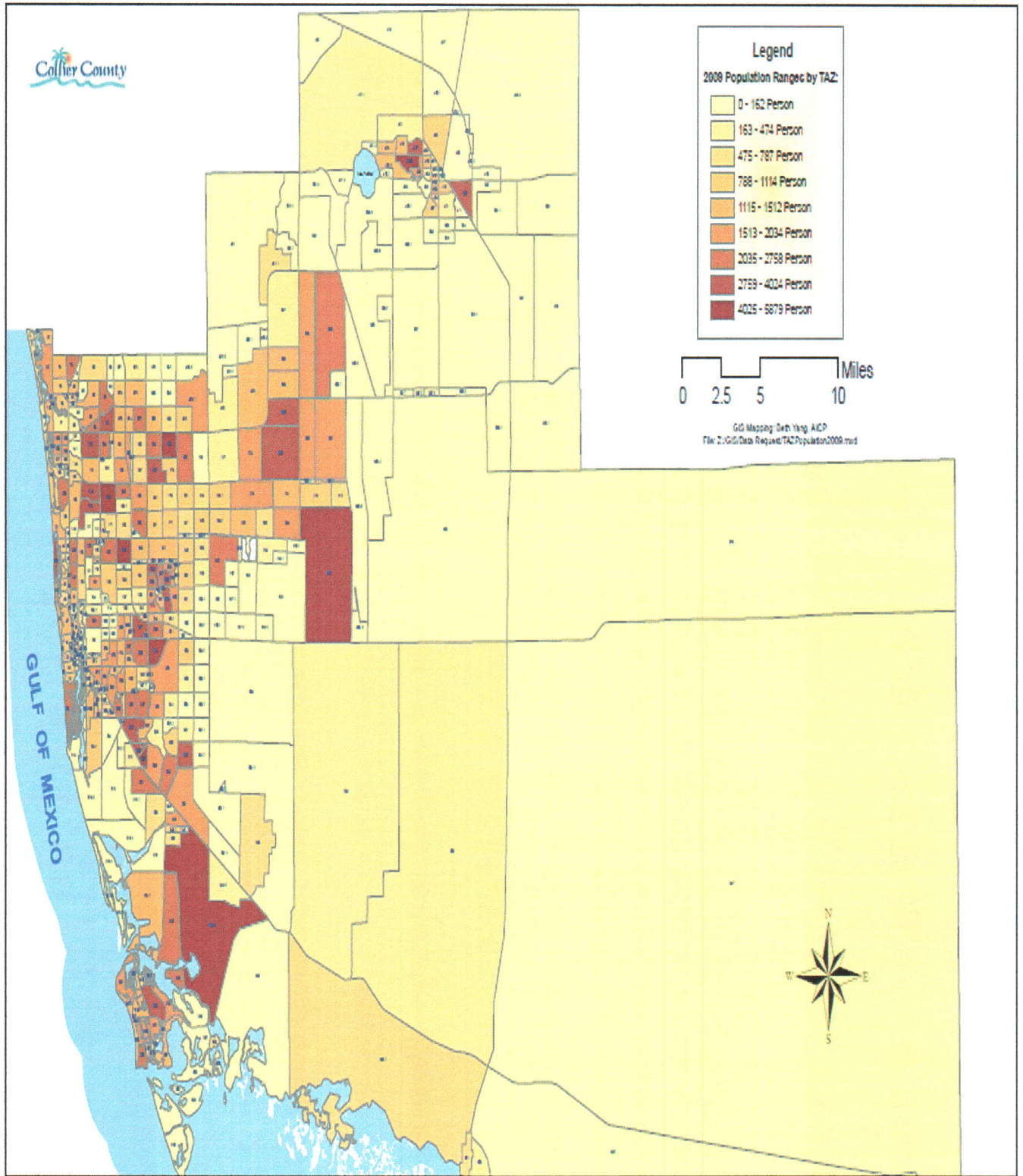
With the exception of Immokalee and the Marco planning communities, each urban planning community is at or past the sixty percent developed stage. The urbanized area with the existing infrastructure and services readily available is where the County has anticipated the majority of development to locate. As the County transitions into the next decade of growth and development, it is expected that this pattern will continue as each of the urban planning communities begin to approach build-out. In addition to the expected growth within the urban planning communities, the one rural planning community which has experienced considerable growth within the EAR evaluation period is the rural estates. The rural estates within the EAR evaluation period has seen a thirty-six percent increase in developed acres. The magnitude of this growth, while not unexpected due to the pre-platted nature of the planning community, has placed pressure upon the transportation system due to the limited land uses allowed for within the planning community. Whether this pattern of development in the rural estates continues over the next seven years is contingent upon the supply and demand balance of available units and their pricing points in the Urban area. Whatever the future rate of growth is moving forward, general accepted planning principals recognizes the need to bring a diversity of land uses to the area. The private marketplace and County government has responded to this pressure with the adoption of the Randal Boulevard Commercial Subdistrict to the Future Land Use Map in July of 2010, specifically to bring the goods and services required by the estates residents in closer proximity to the communities dwelling units. Services and employment opportunities continue to develop in neighboring sub-districts to the rural estates, as well as request to bring these opportunities interior to the rural estates.

The following maps will illustrate the location existing population, vacant and undeveloped land for the County as well as the location of the public facilities and infrastructure currently available.

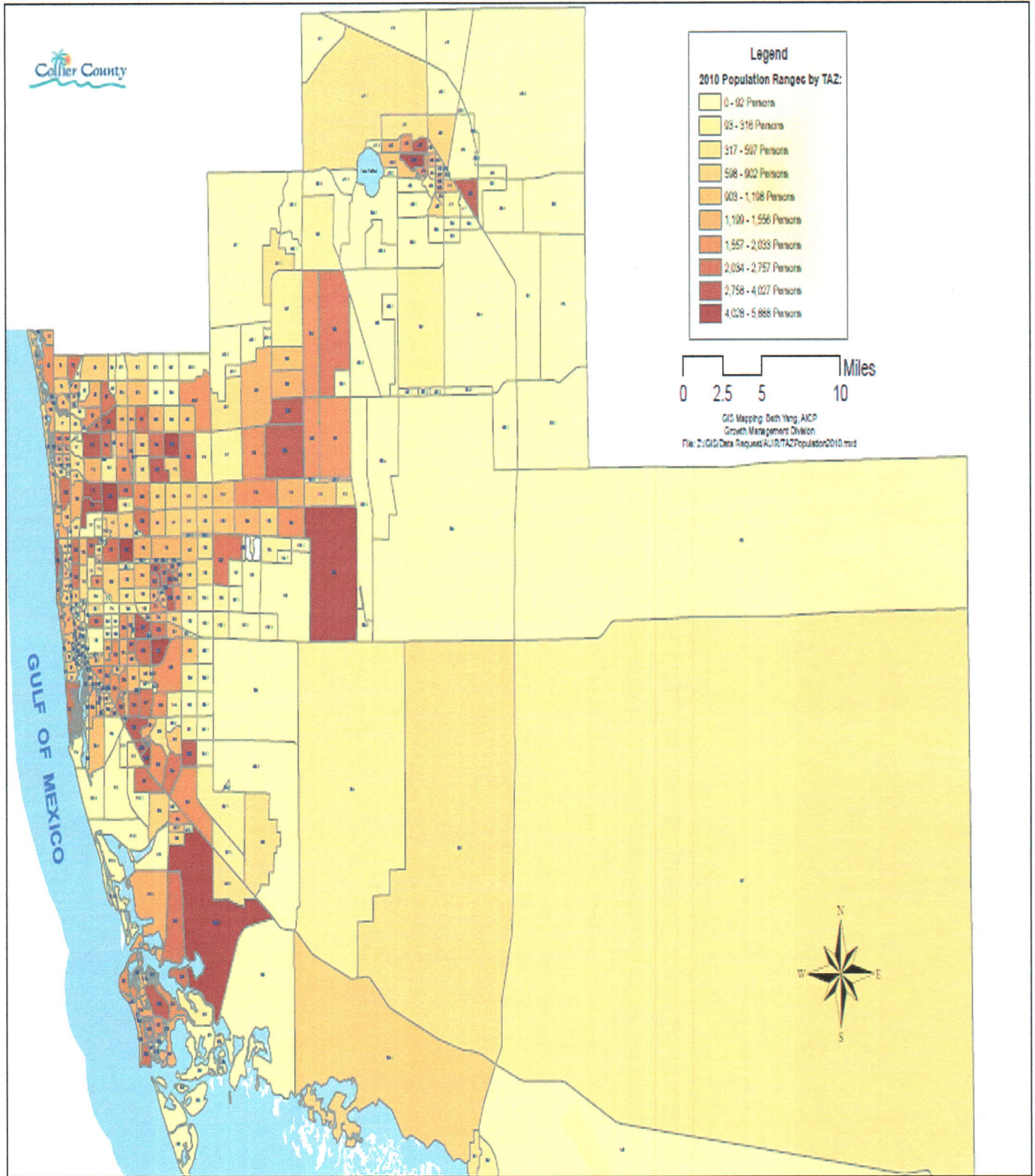
RESIDENTIAL CERTIFICATE OF OCCUPANCY DATA (APRIL 1, 2008 - MARCH 31, 2009)
 Total COs: 523 Total DUs: 932

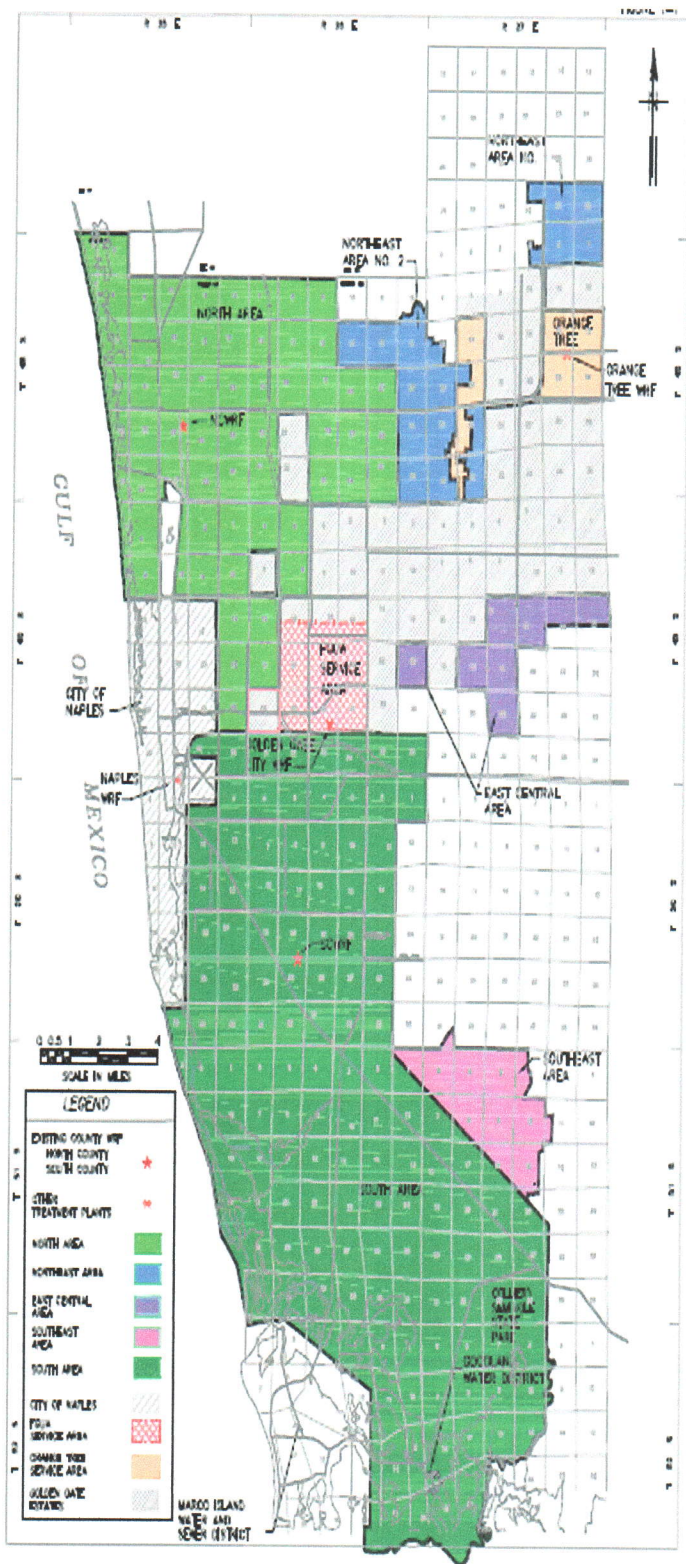


COLLIER COUNTY 2009 POPULATION (PEAK SEASON) DISTRIBUTION BY TRAFFIC ANALYSIS ZONE



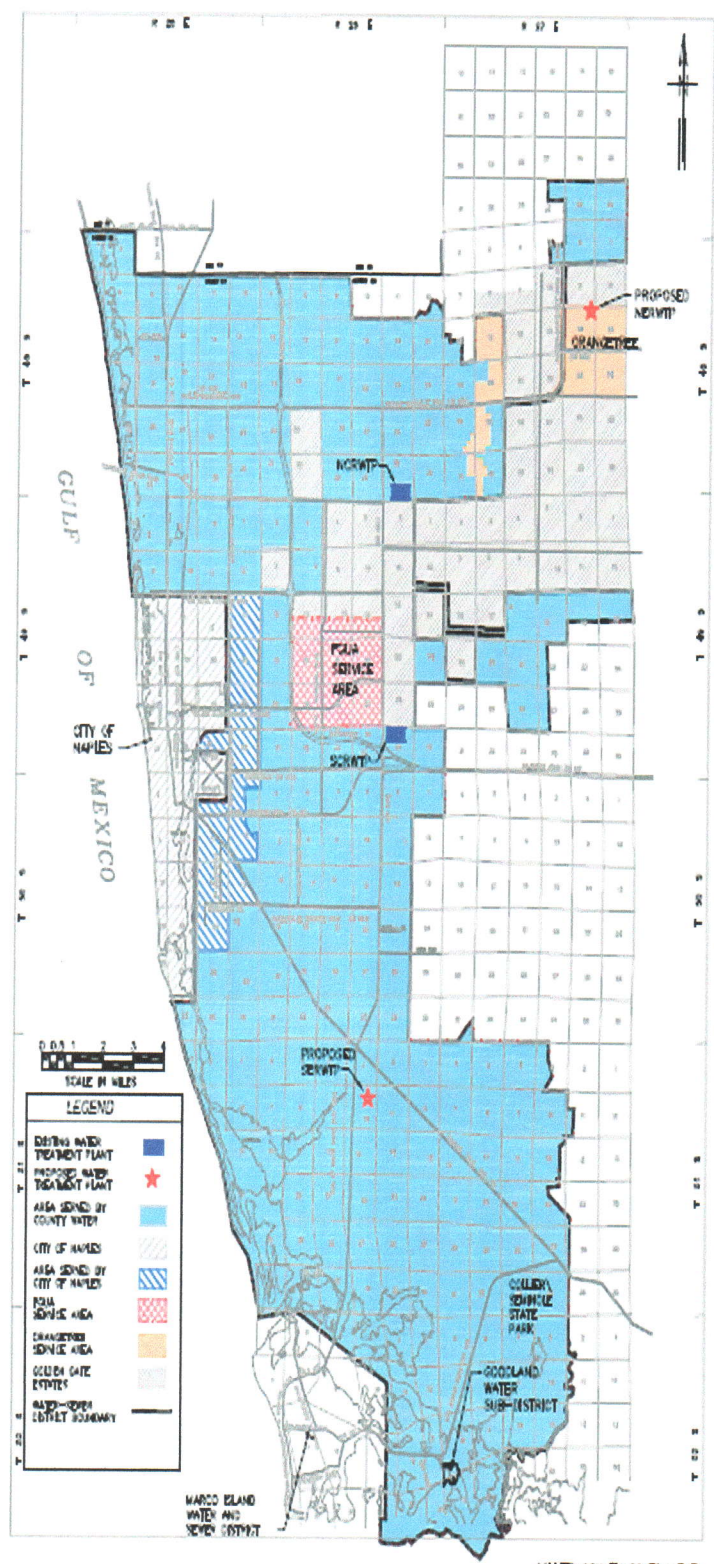
COLLIER COUNTY 2010 POPULATION (PEAK SEASON) DISTRIBUTION BY TRAFFIC ANALYSIS ZONE





EXISTING AND FUTURE WASTEWATER SERVICE AREAS WW-13

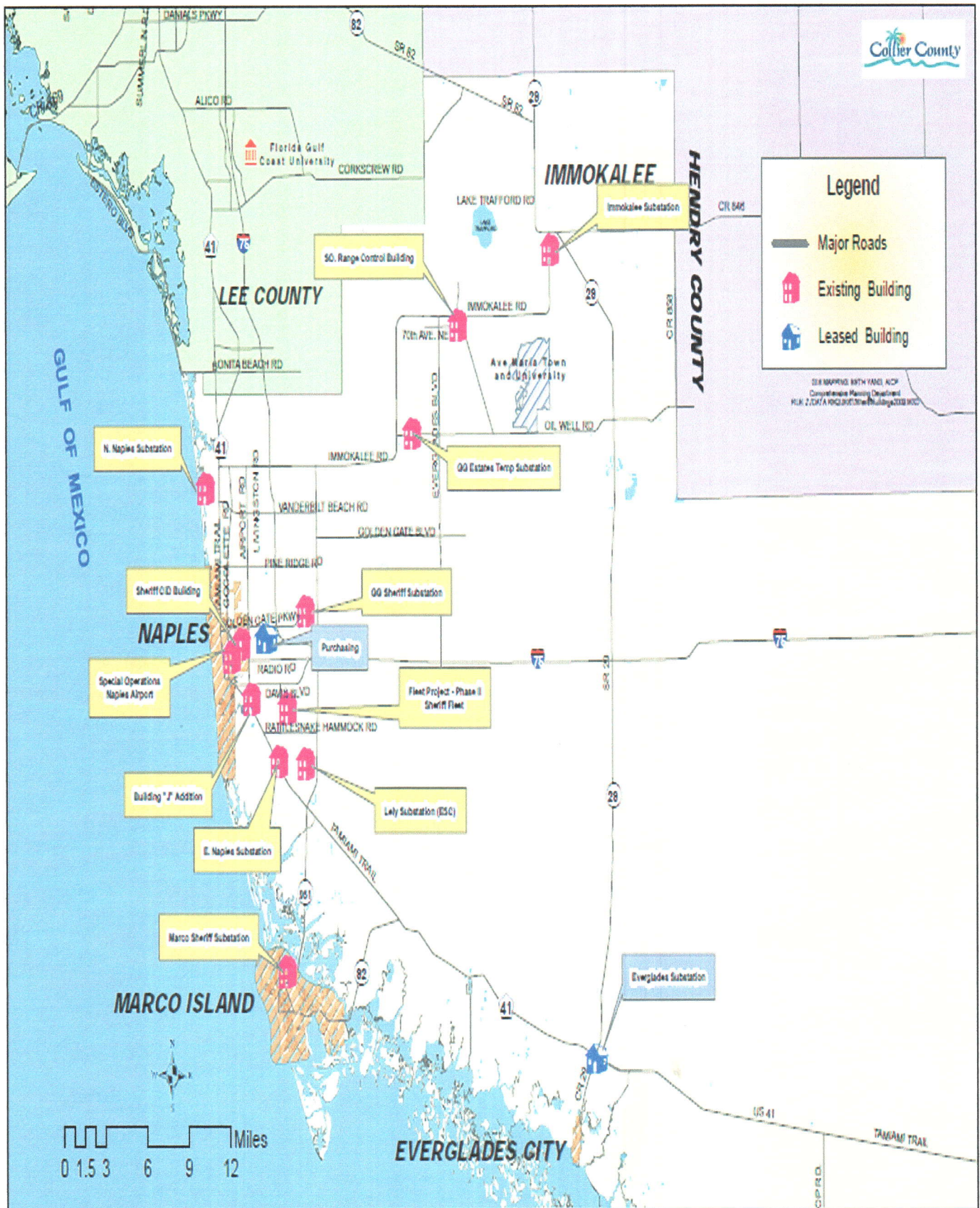
COLLIER COUNTY GOVERNMENT
PUBLIC UTILITIES PLANNING
AND PROJECT MANAGEMENT
2009 WASTEWATER AUP



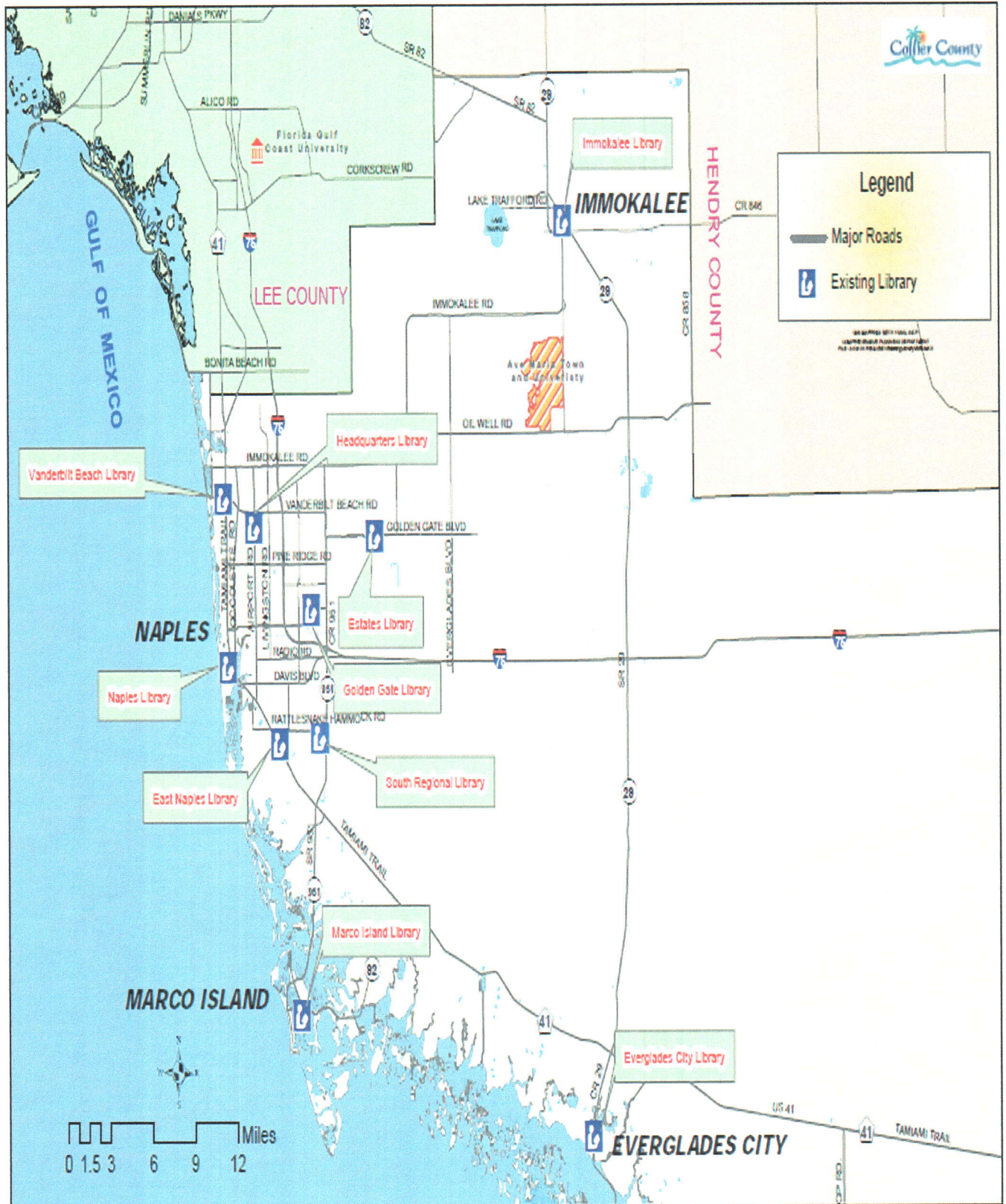
EXISTING AND FUTURE WATER SERVICE AREAS W-10

COLLIER COUNTY GOVERNMENT
PUBLIC UTILITIES PLANNING
AND PROJECT MANAGEMENT
2009 WATER AUP

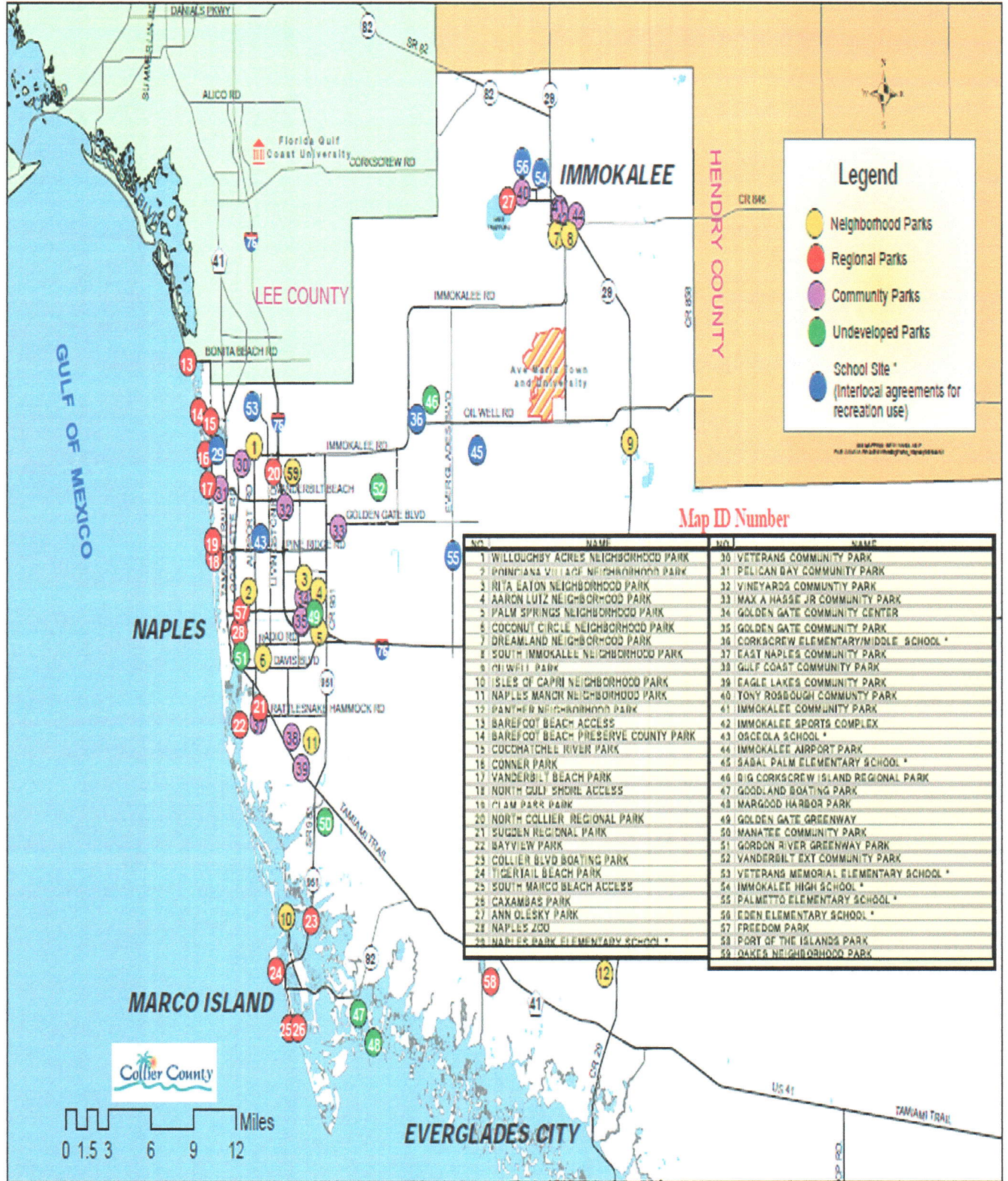
2009 LAW ENFORCEMENT BUILDINGS - EXISTING AND LEASED



2009 LIBRARY BUILDING INVENTORY



2009 PARKS AND PARK FACILITIES

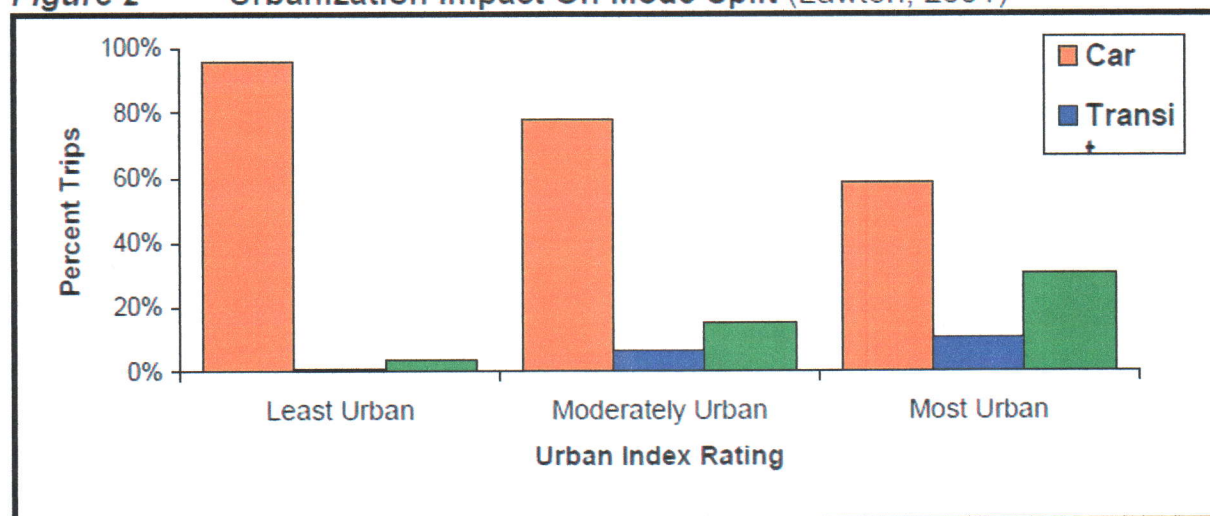


As noted, the Urban Development Pattern has a direct bearing upon the infrastructure and services provided by the County and the cost of providing that infrastructure and services. As development moves further away from existing development a percentage of the cost of extending that infrastructure falls upon the County. Understanding this cost ramifications, the FLUE is designed to provide incentives (higher density, wider arrangement of land uses, lower infrastructure development cost) to the development community to promote utilize existing urban designated land before Agricultural/Rural designated land. The regulatory allowances for the Rural Fringe Mixed Use District (RFMUD) and the Rural Lands Stewardship Area (RLSA) District both have provision within the District's that require that the urban development (the villages and towns) allowed for in the District are required to establish fiscal neutrality to the County in regards to provision of services against impact fees generated and property tax collected.

In addition to economic impact associated with the County's Urban Development Pattern, social and environmental impacts are related to the County's development pattern. As noted above, as development moves outward and consumes more undeveloped land, the natural environmental systems are impacted, from natural habitat for listed species to flood plain management, to water quality, to a number of natural systems; the presence of urbanized development has the potential to disrupt natural systems. It was based upon this recognition that the County in 2003 and 2004 adopted the RLSA and the RFMUD to better manage the development patterns within the areas of the County outside of the Urbanized designated area and adjacent to federally and state protected conservation lands. Again, it cannot be understated that 67 percent of all land area within Collier County is protected from urban development. The RLSA and the RFMUD, the areas that buffer these conservation lands were design to attain the appropriate balance between environmental protection, agricultural protection and property rights. The programs are both design to preserve a much greater area than they entitle and require the concentration of development to occupy a much reduced foot print of impact within these Districts and further ensure a greater degree of protection to the natural systems.

In regard to social impact, Urban Development Patterns have the potential to create unintended consequences to a Community and its sense of place. Increased accessibility tends to increase overall economic opportunity and productivity, providing for increased social equity. Workers have a larger pool of potential jobs; employers have a larger pool of potential workers; there are more education options; professionals have more opportunities to share information; businesses have more potential customers; and increased competition forces businesses to improve service quality. Increased accessibility tends to reduce transportation costs to individual consumers, businesses and regional economies, providing economic development benefits.

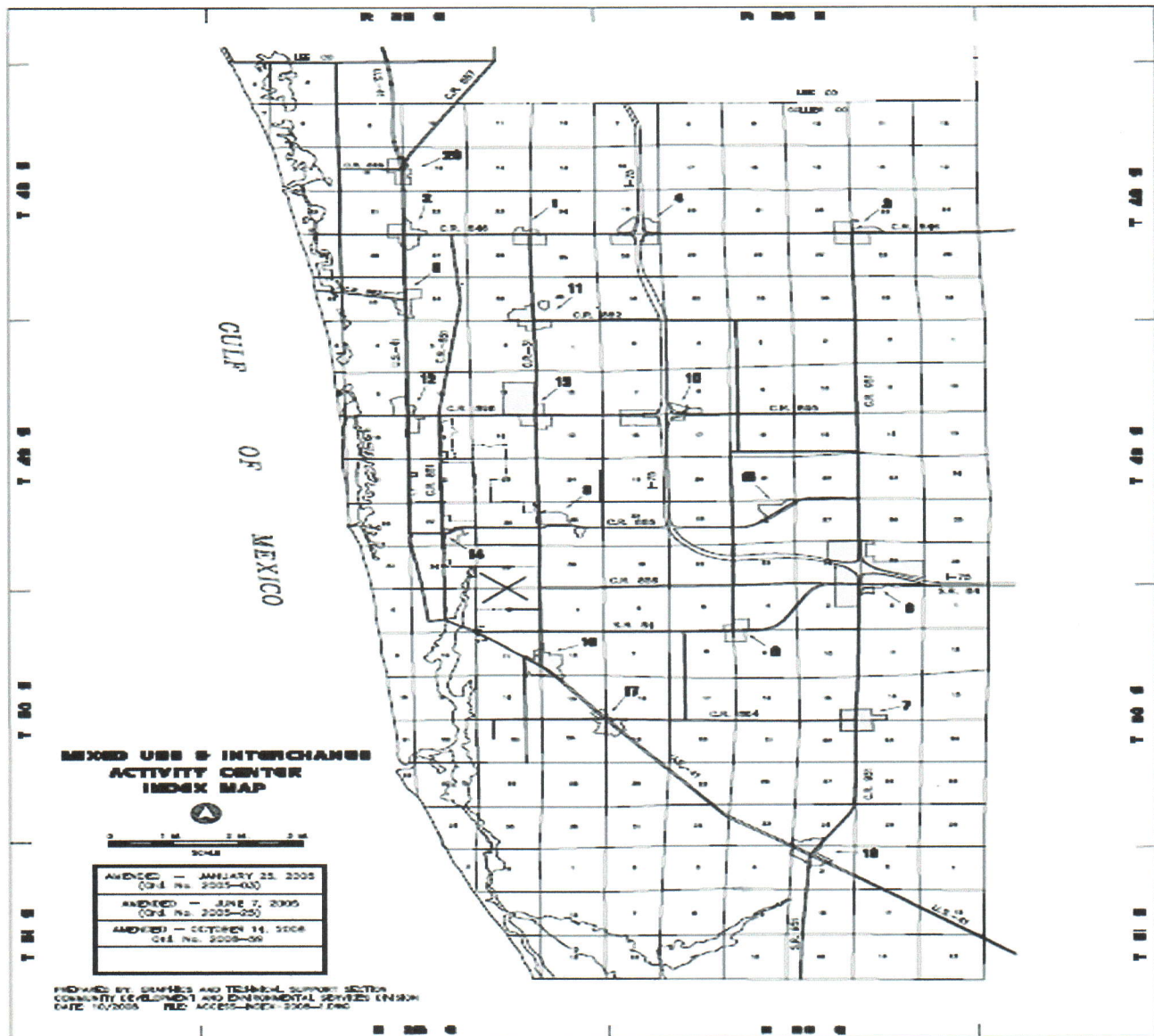
Figure 2 Urbanization Impact On Mode Split (Lawton, 2001)



The portion of trips made by transit and walking increase as an area becomes more urbanized.

As noted, urban environments tend to reduce per capita motor vehicle use and increase non-motorized travel (see graph on previous page). These travel impacts provide a variety of economic, social and environmental benefits, including reductions in total transportation costs, per capita traffic accidents, energy consumption and pollution emissions, and increases physical fitness and public health. Urban environments designed for walking and social interactions also tend to increase the quality of relationships among people in a community, as indicated by increased opportunities of positive interactions, the number of neighborhood interactions, and their sense of community connections, particularly among people of different economic classes and social conditions. As a result, urban environments are more equitable than automobile-dependent suburban and rural land use patterns that isolate non-drivers and increase transportation costs.

In addition to the adoption of the RLSA and the RFMUD Overlays, the GMP in the Urbanized Area, through numerous policies, promotes the mixing of land uses and bringing goods and services within close proximity to residential units. The primary intent of the existing Mixed Use activity Centers (map provided on the following page) is to concentrate the most intense land uses at the confluence of major roadways and bring goods and services to closer proximity to surrounding residential units.



Additionally, the Activity Centers are designed by policy to promote a mix of residential and commercial uses within the same project. While the private development community has not responded to the regulatory allowances for mixed use or neo-traditional development in the majority of the Activity Centers, Activity Center Number Five in 2005 through Ordinance 05-58 provided for the development of the “Mercato”. The development is a true mixed use project on 53 acres with 175 multifamily units and 470,000 square feet of commercial development. The same year the Town of Ave Maria was approved on 5,027 acres with 1,383,500 square feet of commercial and 11,000 residential units, with a portion of each contained within neo-traditional mixed use development. In addition to these traditional mixed use developments, the FLUE contains provisions for Planned Unit Developments to provide for commercial opportunities to service the basic needs of the residential units the PUD provide.

Conclusion

It should be noted that during this EAR evaluation, the Objectives and Policies to promote infill and redevelopment in the Urban Designated area of the County have been analyzed for their effectiveness in promoting infill and redevelopment, not only to address the issues described within the Urban Development major issue, but also address climate change, green house gas emission and maximization of existing infrastructure, which results in a corresponding maximization of public expenditure.

Keith T. Lawton (2001), *The Urban Structure and Personal Travel: an Analysis of Portland, Oregon Data and Some National and International Data*, E-Vision 2000 Conference (www.rand.org/scitech/stpi/Evision/Supplement/lawton.pdf).