

Creation of a Land Use Plan

- **Economic use of the land;** in other words, would someone contest a taking of property value due to excessive government regulation?
- **Investment-backed expectations when the property was purchased.** For example, what is my neighbor doing with their property and can I do something similar?
- **Furthering a legitimate government interest through regulation.** The concerns of individuals in items one and two are balanced against the role of government in item three, for example:
 - *Maintain the attractiveness of the rural environment which the landowner bought into by preventing encroachment of dissimilar uses,*
 - *Preserving hillsides, washes and native vegetation,*
 - *Minimizing the impact of additional trips on County Highways,*
 - *Preserving ground water resources by limiting residential density outside of water district or when located on bedrock, and*
 - *Following the current pattern of development* aided by several overlay maps:
 - *a) topographic contours, b) FEMA flood hazard zones, c) surface hydrology, d) native vegetation, e) existing and planned roadways, f) geohydrology, g) well sites, h) service districts, i) cadastral (tax maps), j) digital orthographic aerial photography, and k) existing land use.*

Landscape Planning - The Transect

courtesy of John Montague Massengale, AIA



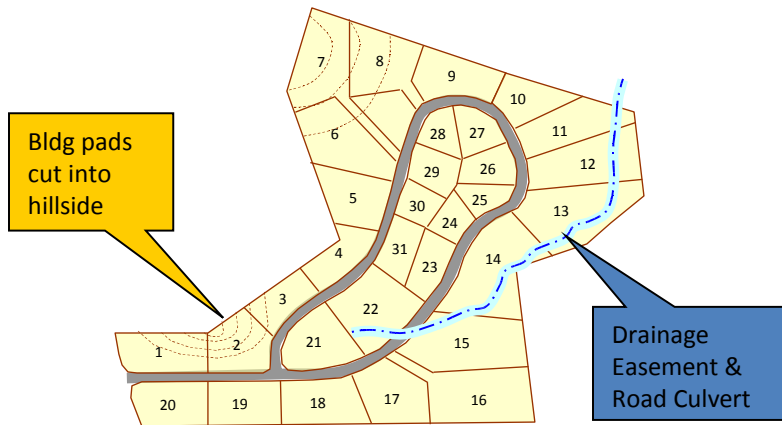
The New Urban Transect describes the range of natural and built environments from the **heart of the wilderness** to the **center of the city**.

The diagrams for the Transect show these as Transect Zones: each urban T-zone is a neighborhood with most or many of the needs and activities of daily life within a short five-to-ten minute walk.

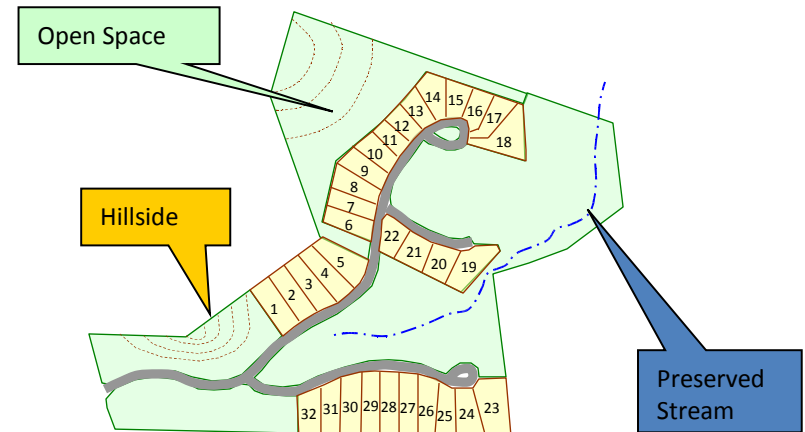
The Transect reflects **the New Urban reaction to the sub-urban way we've been building** for the last 50 years, a way of building that not only requires that everyone drive everywhere for virtually everything, but that usually creates non-places where no one wants to walk even if they can.

Conservation Subdivision

Conventional Subdivision



Conservation Subdivision



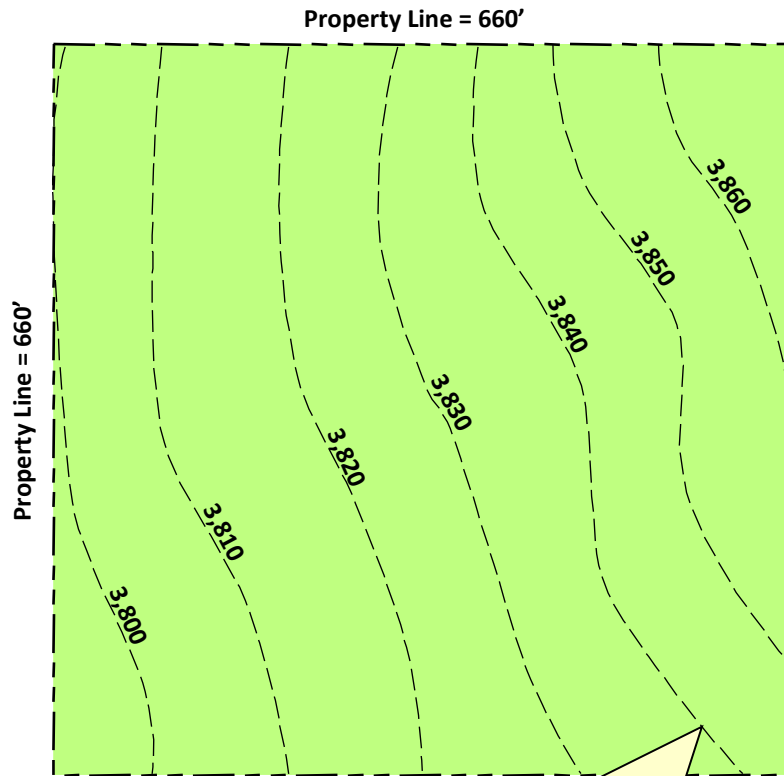
Pros

- Exclusivity
- Lower Development Costs
- Lot Premiums/Faster Sales
- Open Space Conservation

Cons

- Exclusionary
- Loss of Farm Land
- Leap-frog Development
- Mismanaged Open Space

Graphic Representation of Cross-Slope



$$\frac{\text{Interval} \times \text{Length} \times 0.0023}{\text{Acreage}} = \text{Cross-Slope}$$

Or

$$\frac{10 \times 4,000 \times 0.0023}{10 \text{ acres}} = 9.2\%$$

What is important about the land?

Preservation of Prehistoric and Historic Archaeological Sites

Recognition of Special View-sheds and Scenic Character

Preservation of Historic Landscapes

Respect of Rivers, Streams, and Natural Drainage Ways

Recognition of Edges, Fence Lines, Tree Lines

Respect for Historic Road Traces

Recognition of Distant Vistas, Mountains, Rivers, Oceans, Lakes, and Horizons

Preservation of Natural Land Forms



Some of the questions to ask at this stage include:

What are the physical characteristics of the corridor?

Is it in an urban, suburban, or rural setting?

How is the corridor being used (other than for vehicular traffic)?

Are there destination spots along the traveled way that require safe access for pedestrians to cross?

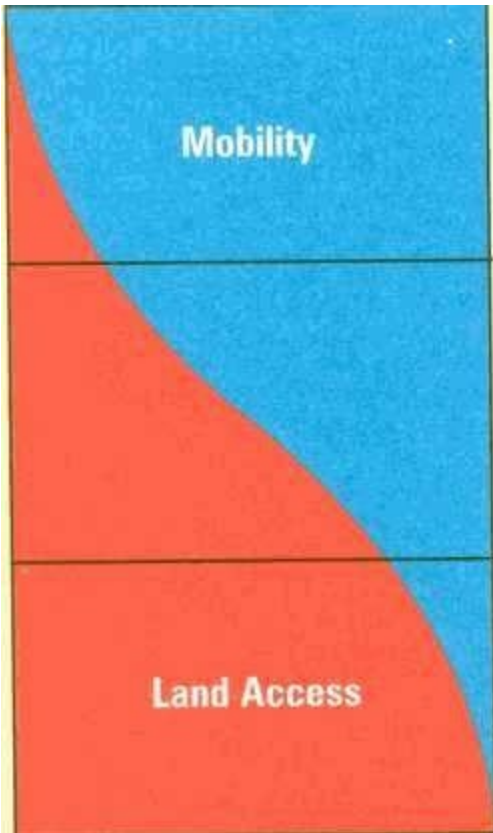
Do bicycles and other non-motorized vehicles or pedestrians travel along the road?

What is the vegetation along the corridor?

Is it sparse or dense; are there many trees or special plants?

Are there important view-sheds from the road?

What is the size of the existing roadway and how does it fit into its surroundings?



Arterials

- higher mobility
- low degree of access

Collectors

- balance between mobility and access

Locals

- lower mobility
- high degree of access

Roadway Design Criteria

Design speed

Lane width

Shoulder width

Bridge width

Structural capacity

Horizontal alignment

Vertical alignment

Grade

Stopping sight distance

Cross slope

Super-elevation

Vertical clearance

Horizontal clearance (not including clear zone)

Figure

Relationship of functionally classified highway systems in serving traffic mobility and land access.

Source: *Safety Effectiveness of Highway Design Features*, Volume I, Access Control, FHWA, 1992

Source: The Green Book a.k.a. "A Policy on the Geometric Design of Highways and Streets," published by the AASHTO since the late 1930's, with the most recent edition issued in 1994.

Ideas for Land Use Element Goals and Policies

- Preserve the Rural to semi-Rural lifestyle for homes on smaller lots and parcels
 - Create Suburban Development Areas to preserve integrity of “legacy” subdivisions.
 - Establish Suburban Development Areas as a buffer between Urban and Rural Development Areas.
 - Require a layering of lot sizes when adjacent to lower density development on the periphery allowing similar lots to front each other while placing smaller lots in the center of the development.
 - Designate Suburban Development Areas only where adequate facilities and infrastructure occur or will be provided.