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The Future of Central Florida



CENTRAL FLORIDA 2050

How Shall We Grow

Economic Impact

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Growth

- State of Florida continues to welcome over one thousand people who move in everyday
- Central Florida, home to around 3.6 million people in 2006 is expected to grow to around 7.2 million people in 2050



How Shall We Grow

- One of the largest regional visioning projects in the United States and the first in Florida.
- The main goal of the Central Florida Regional Growth Visioning Process is to develop four different growth patterns that the region may follow in the future based on critical goals and objectives and then study their impacts



Impact Study

- Technologies from various fields of planning were brought together to study the different land use, transportation, economic, and environmental impacts.



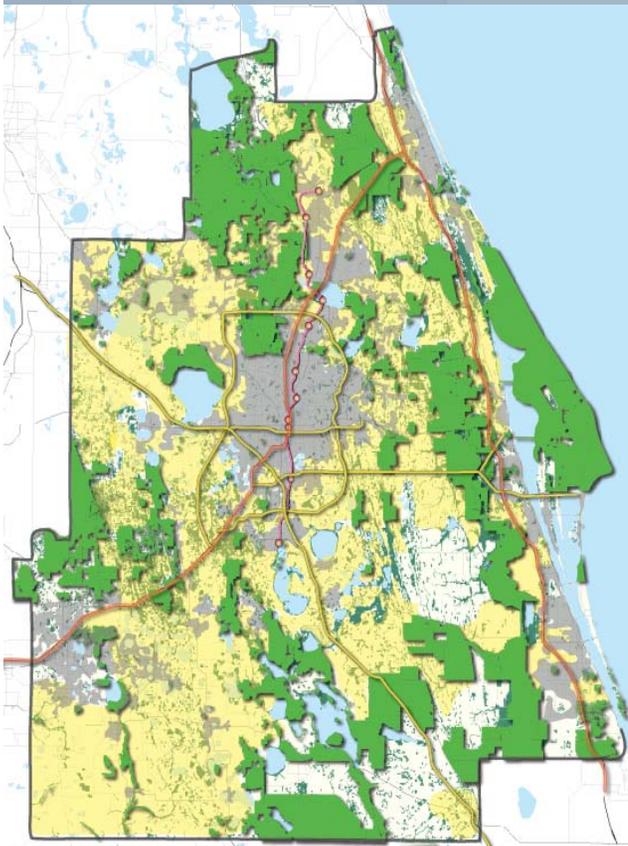
Technologies Used

- Examples of these technologies are LUCIS model for land use analysis, the REMI Policy Insight model for economic analysis, the FSUTMS model for transportation analysis, the EPA Mobile 6 model for environmental analysis, and Arc GIS ESRI software for data integration and map drawing.



Trend 2050

Most development occurs in the suburbs, farther from traditional centers. Most new housing is single-story single-family homes on lots of $\frac{1}{3}$ to $\frac{1}{2}$ acre.



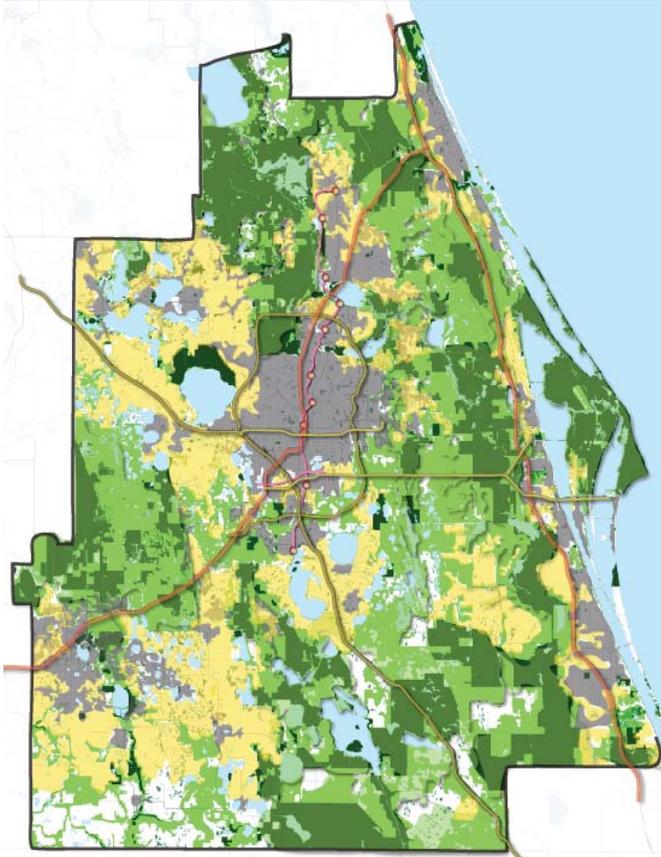
There is limited bus service; commuter rail runs 43 miles from Deland to Kissimmee, but most communities discourage taller buildings and higher densities near light rail stations, so people still need to drive to the station and park.

As the population doubles, so do road lane-miles, but traffic is much worse. Each person spends 1.5 hours per day in the car, compared to 20 minutes in 2005.

344 square miles (the size of Manhattan) of sensitive wildlife habitat is destroyed as 2,577 square miles of new urban land is developed, an area equal to 1.7 times the size of Rhode Island. This doubles all the land area urbanized from 1565-2005. The region is 58 % urban.



Green Areas 2050



The region's most sensitive habitat, wetlands and water recharge areas are permanently preserved. The region is 39 % urban and 51% conservation, with 10% undeveloped.

2,483 square miles of proposed new conservation land is added, totaling 4,627 square miles of conservation land, equal to 1/2 the size of Vermont.

Most new growth is located along existing highway corridors, but some new development follows 272 miles of passenger rail system. There is limited bus service. Despite rail service, the average person spends 1.45 hours per day in the car, similar to the Trend.

In order to accommodate the higher densities needed to preserve desired the open space, more apartments, town homes and single-family homes on smaller lots are built than currently exist today.

Centers

(cities, towns, villages, and transit)



New Growth primarily placed into different sized centers,

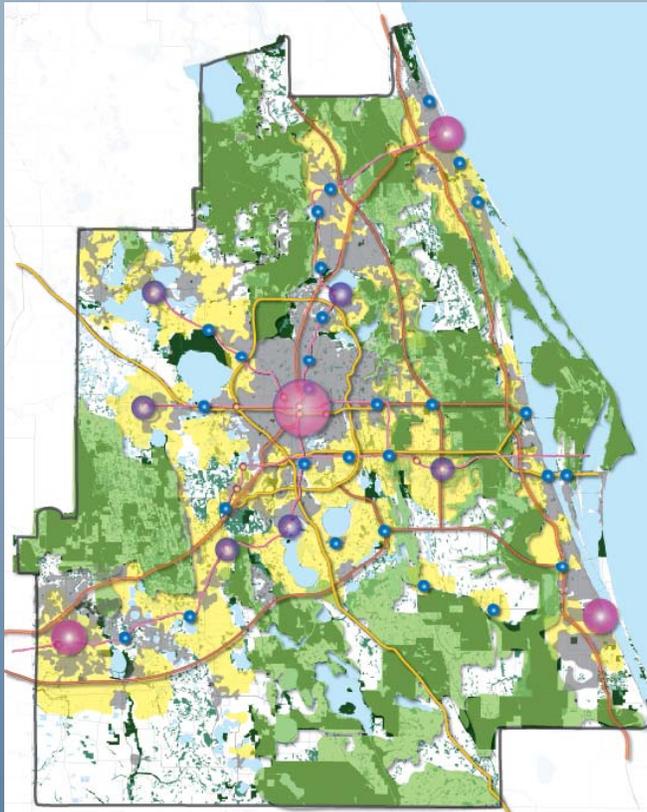
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where more people can live closer to their work.



Centers 2050

Most new growth occurs in “garden cities” that are centers of commerce and living surrounded by a “greenbelt” of conservation that totals 4,198 sq. mi. or 47 % of the region. The region is 38 % urban, with 15% undeveloped land.



The ideal neighborhood size is designed around a core of parks and shops within a 1/4-1/2 mile walk. A network of sidewalks with shady street trees and bike paths connects all neighborhoods.

People move freely throughout the region on a system of 282 miles of street cars, light rail and commuter rail supplemented by buses and autos.

Two and three family homes are sprinkled in with single family, and larger apartment buildings are located on the corners of major intersections.

Corridors:

Building new growth
along fixed rail lines



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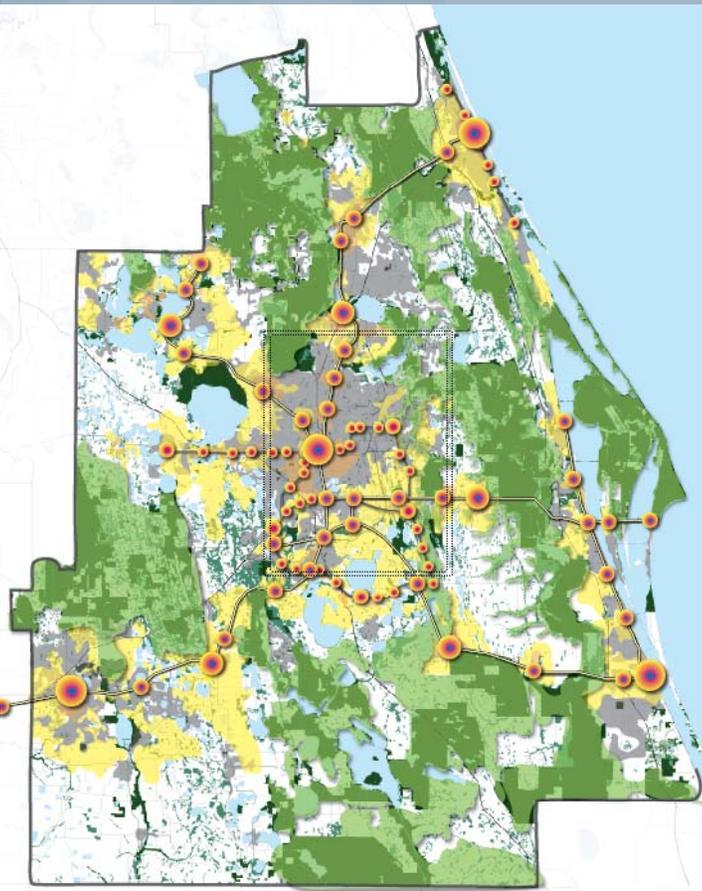
Corridors 2050

Transit is the transportation “backbone” of the region. Cities encourage taller buildings within 1/3 mile of transit stops. Many vacant strip centers become new town centers near transit stops with densities up to 30 units per acre.

There is a 413-mile system of commuter rail, light rail and streetcars that extend into all seven counties, replacing the need for some new roads. Most folks who live in the corridor take transit to work. The average person spends 1.3 hours per day in the car.

The density is higher in these transit corridors than it would be in the villages or town centers.

Because the urban footprint is denser along the rail lines, the amount of urban land consumed from 2005-2050 is just 660 square miles, or 1/4 as much as the Trend. The region is 36 % urban. Total conservation land is 3,816 sq. mi., or 42 % of the region. 21 % of the region remains undeveloped.





Economic Impact

- The goal was to relate the economy outlook to the general vision of each scenario.
- The focus was on the type of region we will become under each scenario. This will translate into the type of jobs we add to the market.
- Each scenario offered different types of amenities.



What are the facts?

- There was difference between REMI's demographic forecast and that of the University of Florida Geo Plan Center.
- This meant there was a difference in the number of jobs expected to be in the market by 2050.



Methodology

- Since there is no scientific proof that land use directly affects the economic prosperity of a region...
- It was decided to go with REMI's forecast for the number of jobs in 2050 and then take the difference between REMI and the new forecast based on land use and alter its composition depending on the scenario.



Outcome

- Different Indirect and Induced effects among the different growth patterns.

■ Trend →
billion →

Economy (2000 \$) **\$421**

Avg. Wage (2007 \$) **\$55,169**



Green Areas Economic Impact

- **Employment** **3,966,000**
(Trend + 198 K)

- **Economy (2000 \$)** **\$449 billion**
GRP **(Trend + \$ 28**
billion)

- **Avg. Annual Wage (2007 \$)** **\$ 55,236**

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Centers Economic Impact

Employment

4,123,000

(Trend + 354K)

Economy (2000 \$)

\$461 billion

(Trend + \$ 40 billion)

Avg. annual wage (2007 \$)

\$55,963



Corridors Economic Impact

- Employment **4,225,000**
■ (Trend + 456,000)
- Economy (2000 \$) **\$513 billion**
■ (Trend + \$92 billion)
- Avg. annual wage (2007 \$) **\$58,990**



- **The Trend offers the least economic growth**

1. Difficulty moving people and goods restrains economic expansion.

2. Lower paying service jobs remain dominant.

- **The Green Areas**

Increase in urban density adds 200,000 jobs more than the Trend.



- Centers

Attracts the super-creative class, which shifts away from service sector and adds 355,000 more higher paying jobs than the Trend.

- **Corridors: Offers the most economic growth:**

- 1. Transit system and surrounding new development attracts the creative and professional classes.**
- 2. Provides more affordable housing opportunities.**