Chapter 4:

Forecasting Growth and Land Use

Chapter 4: Forecasting Growth and Land Use

INTRODUCTION

The Pasco County Metropolitan Planning Organization (MPO) has a long established process used for the development of forecast socioeconomic data. Socioeconomic data, such as population and employment information, are a vital component of travel demand forecasting models used for transportation planning. The Pasco County MPO participates in the development and maintenance of this information within Pasco County for the Tampa Bay Regional Planning Model (TBRPM).

This chapter describes some of the more significant issues relative to the forecast of socioeconomic data in Pasco County and the specific process used to develop this data, and results of the analysis. Additionally, the technical appendix contains a more in-depth review of the methodologies and assumptions presented in this chapter.

HISTORIC DEVELOPMENT PATTERNS

Pasco County is approximately 745 square miles in size with six municipalities:

- Dade City
- Zephyrhills
- San Antonio
- St. Leo
- Port Richey
- New Port Richey

The oldest municipality is Dade City, which is located on U.S. 301 in the northeastern part of the county. Originally the site of Fort Dade in the early 1800s, its transportation importance as a weigh station between the Port of Tampa and Jacksonville has diminished since then. It remains the official County seat. In area, the largest cities are New Port Richey and Zephyrhills. Located on the west coast, New Port Richey is also the most populous, a beneficiary of spillover growth from Pinellas County. Consequently, its development pattern may be categorized as the most urban of Pasco County's incorporated areas. Zephyrhills, located south of Dade City on U.S. 301 in eastern Pasco, differs markedly. Its development pattern is predominantly rural in character, as are San Antonio, St. Leo, and Dade City.

The settlement patterns observed in Pasco County can be explained by a combination of several factors, not the least of which is transportation. Pasco County is served by four major north-south roadways and two major east-west roadways.

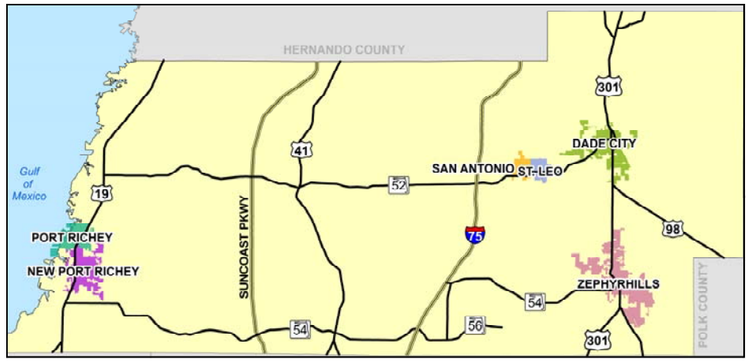
The most heavily populated areas are situated along U.S. 19, which connects St. Petersburg to Tallahassee via the coastal area of Pasco County. U.S. 41, which connects Tampa with Brooksville and beyond, bisects Pasco County in the vicinity of Land O' Lakes. The suburbanization of northwestern Hillsborough County has had a significant influence on the southern part of U.S. 41 and the SR 54/SR 56 areas in Pasco County in that this area impacts the roadways in Southern Pasco County and land use demand.

Parallel to and east of U.S. 41 is I-75, which connects Tampa to Gainesville and Georgia. Development in the I-75 corridor has been concentrated primarily at the SR 54 and SR 56 interchanges, and has been influenced by development pressures occurring in Hillsborough County to the south.

East of I-75 is U.S. 301, which connects Tampa to Jacksonville. At the intersections of US 301 with SR 54 and 52, are the cities of Zephyrhills and Dade City, respectively. These State roads are the only major arterials that connect cities in the eastern half of the county with those in the west. SR 54 connects Zephyrhills with New Port Richey along the county's southern border, while SR 52 connects Dade City, St. Leo, San Antonio, and the coastal communities via a more central route.

POPULATION AND EMPLOYMENT GROWTH TRENDS

Over time, much of Pasco County has developed in a scattered pattern, making it difficult for the county to draw a Future Land Use Map which restricts growth to limited areas. This pattern, evident in the County's updated Existing Land Use Map contained in the Comprehensive Plan's Future Land Use Map Series, has resulted from several factors, including a strong preference for a low density, rural lifestyle, the lack of a defined urban center, and a limited transportation network.



Map 4-1: Major regional roadways and municipalities in Pasco County

Historically, the County has encouraged growth in all three sectors by constructing separate County Centers serving the coastal areas, Dade City, and Land O' Lakes. Over the last 10 years, Pasco has provided residential opportunities for workers in Hillsborough and Pinellas counties, with new residential communities developing along the county's southern border.

There are four areas of concentrated development in Pasco County: the U.S. 19 Corridor, from Pinellas to Hernando County; Land O' Lakes; Zephyrhills/ Wesley Chapel; and Dade City. However, the county currently lacks a clearly-defined urban center to attract growth and economic development. Unfortunately, the most densely populated area in the county is along the coast where flooding potential is the highest and where transportation facilities, particularly U.S. 19, are least able to handle additional growth.

The following section fulfills the Metropolitan Planning Organization's Program Management Handbook, Long Range Transportation Checklist, US Code Requirement C-3 as stated below:

"Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies in the approved local government comprehensive plans? [Subsection 339.175(6), F.S.]"
The County's Future Land Use Map can be found on Page 3-3, and was used as the base for which socioeconomic data to support travel demand forecasting was developed.

FUTURE LAND USE AND TRANSPORTATION COORDINATION

The future land use map for Pasco County is a key tool used to determine where growth will occur in the future. Each future land use category has maximum allowable residential densities and non residential intensities associated to ensure natural resource preservation while optimizing social infrastructure enhancements, including transportation. The future land use plan was used in the development of the socioeconomic data in the following ways :

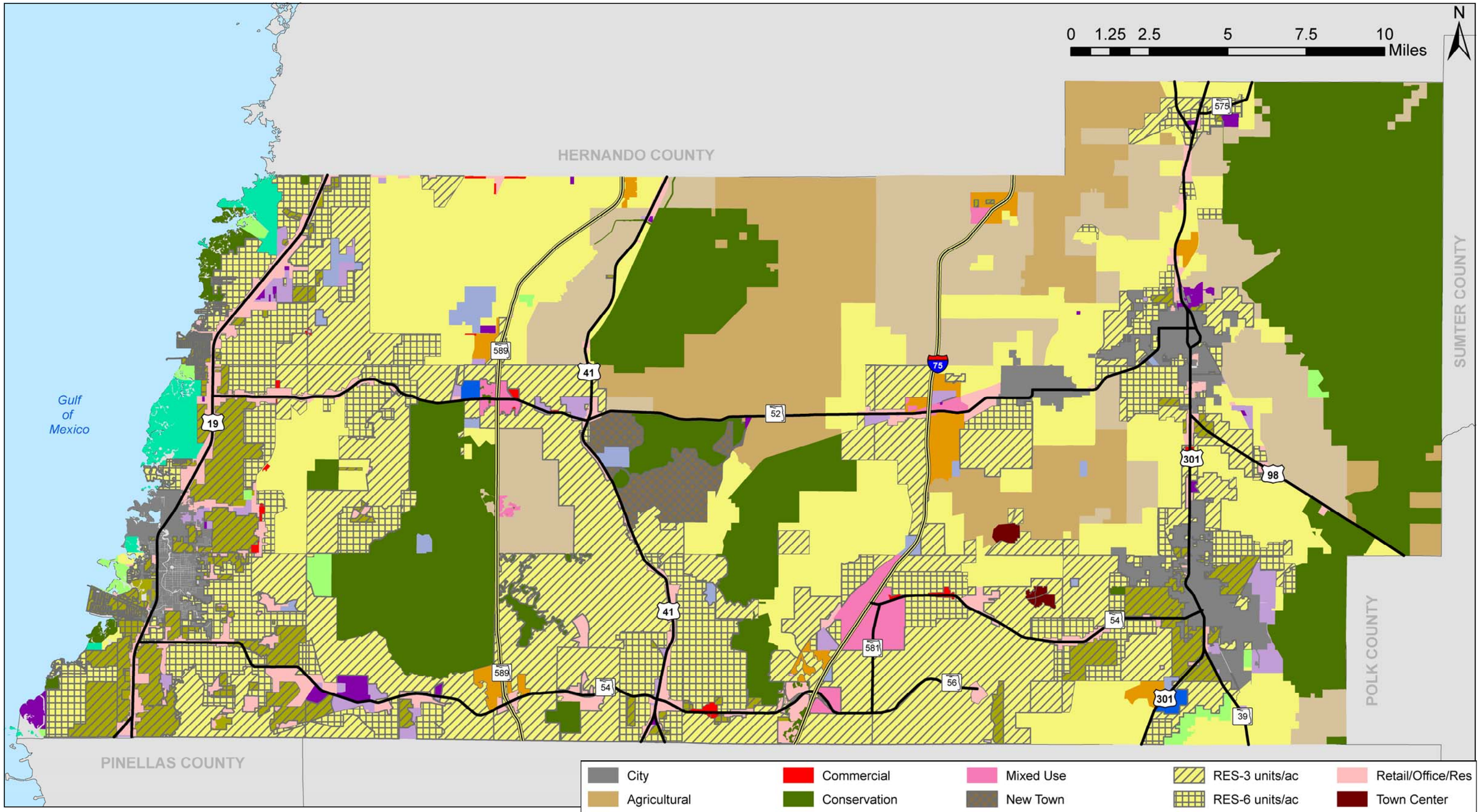
- Determination of maximum allocable units to be added to an area.
- Identification of physical constraints imposed by coastal zones and coastal hazard areas
- Guidance of new growth towards existing urban areas that can accommodate growth and to vacant lands in the vicinity of urban areas.

The adopted Future Land Use used to develop the socioeconomic data projections for this LRTP is shown in **Map 4-2**.

SOCIOECONOMIC DATA DEVELOPMENT

Development of Pasco County's socioeconomic data involved the following steps:

1. Developing countywide control totals for population, employment, school enrollment, and hotel/motels.
2. Allocating approved development to the appropriate areas using the County's database and geographic information system (GIS).
3. Calculating vacant developable lands in Pasco County using GIS.
4. Allocating growth to appropriate zones throughout the county using a land use allocation model and GIS.



Map 4-2: Pasco County MPO 2035 LRTP - Socioeconomic Data Update
Unincorporated Pasco Future Land Use (2007)

The following section fulfills the Metropolitan Planning Organization's Program Management Handbook, Long Range Transportation Checklist, US Code Requirement B-3 as stated below:

"Was the plan created using the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? [23 C.F.R. 450.322(e)]"

Table 4-1 shows the assumptions used and represent the latest available data.

SUMMARY OF SOCIOECONOMIC DATA

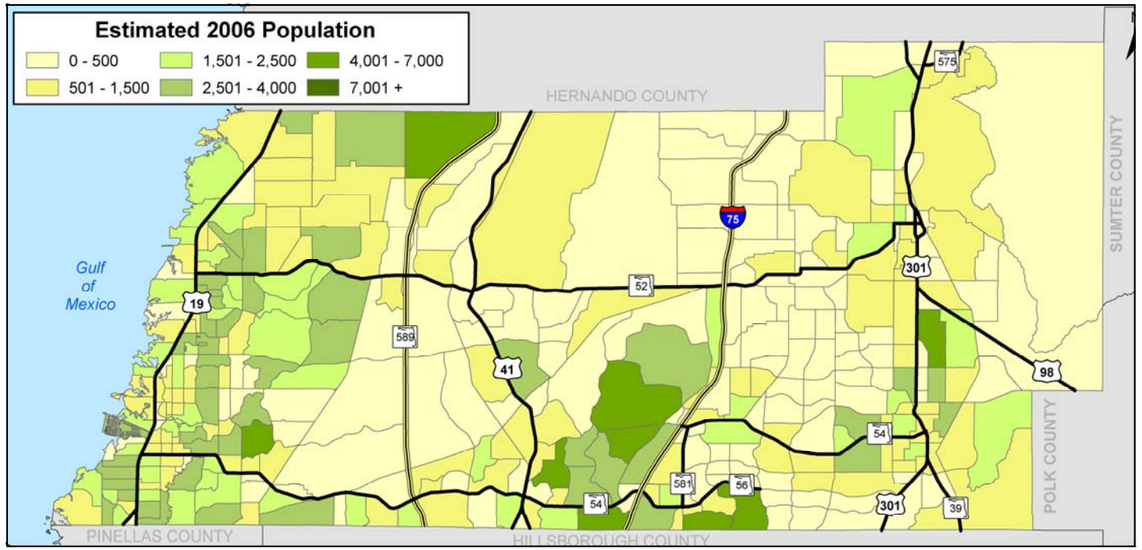
Table 4-1 summarizes the control totals used to forecast future population and employment in Pasco County. The current and future land uses, population, and employment in addition to planned development represent the basis for this forecast. The allocation of growth to different areas is based on modeling efforts, public involvement, and consultation with County staff and is described in greater detail in the Technical Support Appendix.

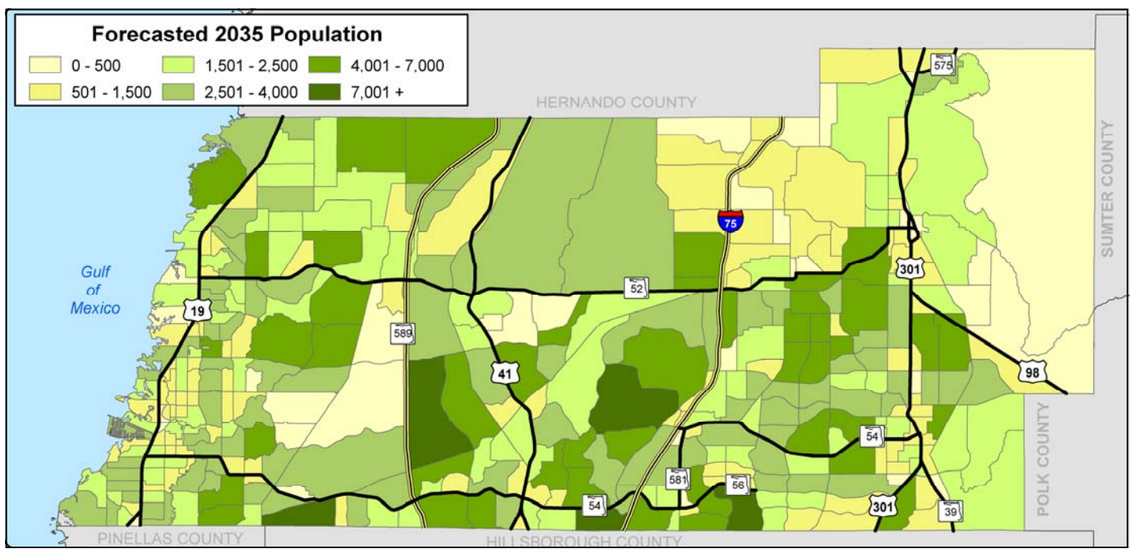
The socioeconomic data forecast results are illustrated in Maps 4-3 and 4-4. These maps illustrate which areas of the county have the most growth in population and employment occurring between 2006 and 2035.

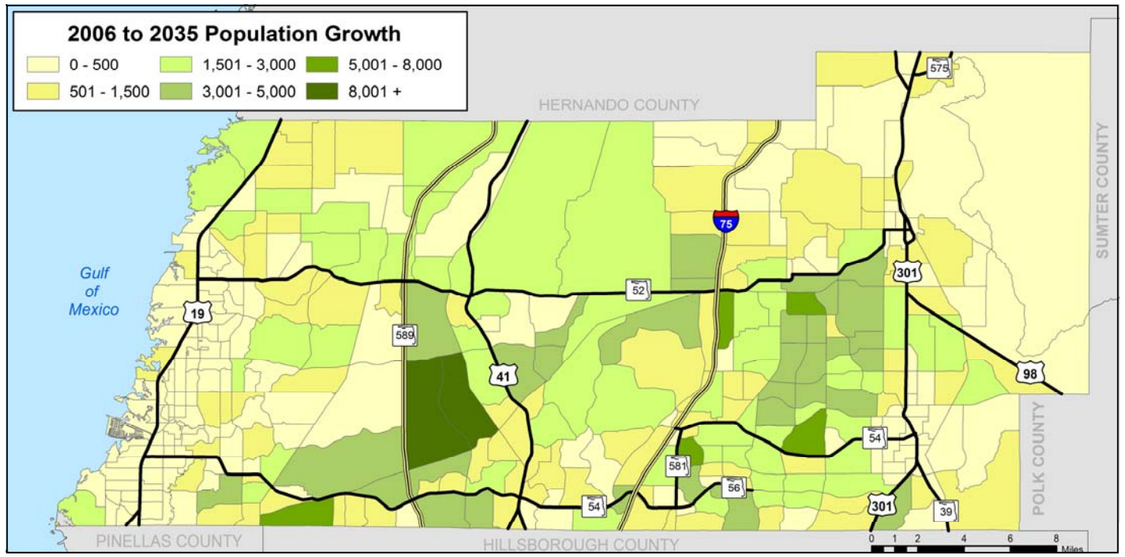
Table 4-1: Socioeconomic Data Summary

	Control Totals by Year				Growth by Timeframe			
	2006	2015	2025	2035	2006-2015	2015-2025	2025-2035	2006-2035
Total Population	**424,400**	**550,120**	**701,160**	**852,200**	**125,720**	**151,040**	**151,040**	**427,800**
Total Employees	**125,200**	**162,868**	**213,613**	**265,511**	**37,668**	**50,745**	**51,898**	**140,311**
Industrial Employees	28,900	37,460	46,995	55,757	8,560	9,535	8,762	26,857
Commercial Employees	30,800	39,088	51,267	63,723	8,288	12,179	12,456	32,923
Service Employees	65,500	86,320	115,351	146,031	20,820	29,031	30,680	80,531
Hotel/Motel Units	**2,992**	**4,575**	**5,175**	**5,465**	**1,583**	**600**	**290**	**2,473**
School Enrollment	**78,477**	**101,725**	**129,653**	**153,528**	**23,248**	**27,928**	**23,875**	**75,051**

Source: Bureau of Economic and Business Research, Florida Statistical Abstract 2006,Table 1.41. University of Florida, 2006.



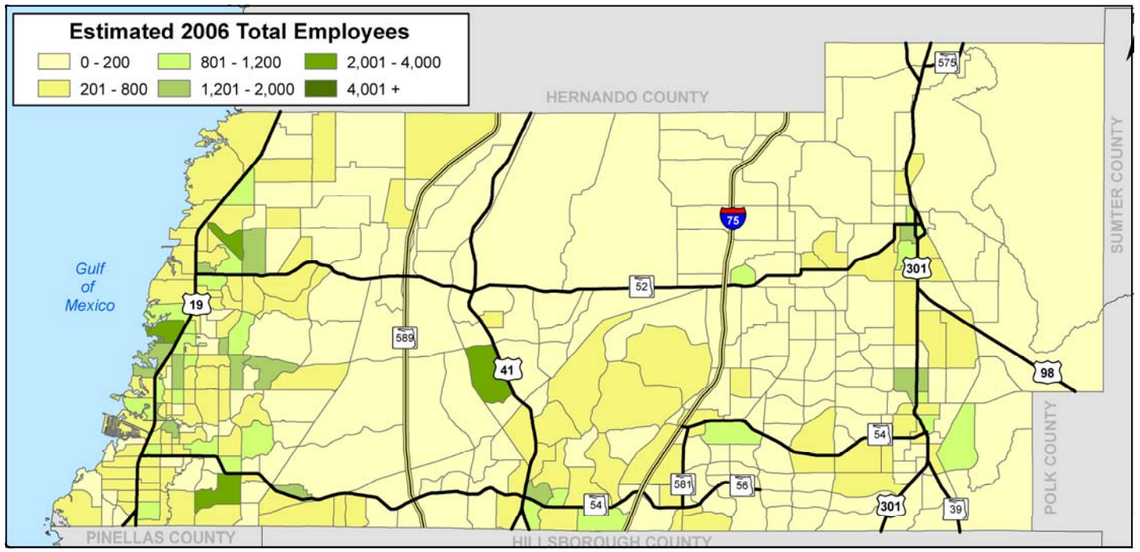


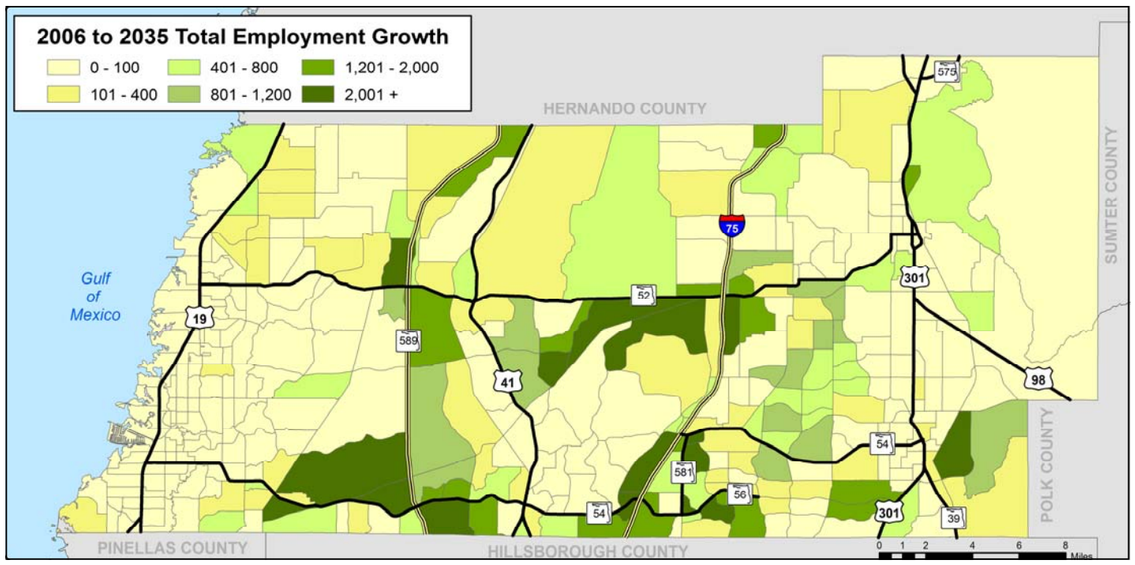


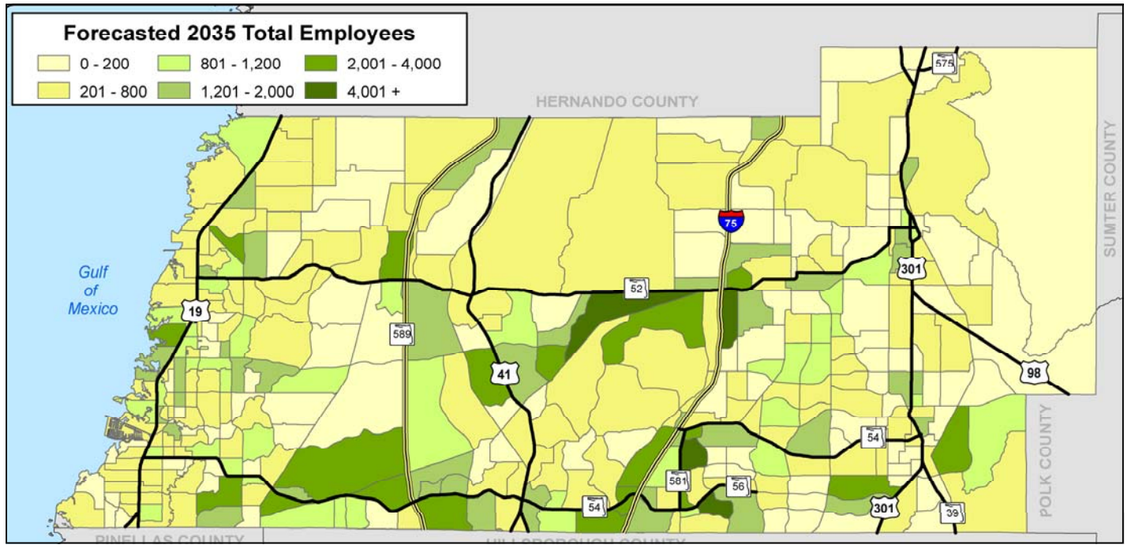
Total Population

2006:	**424,400**
2035:	**852,200**
Growth:	**427,800**

Map 4-3: 2006—2035 Population Growth







Total Employment

2006:	**125,200**
2035:	**265,511**
Growth:	**140,311**

Map 4-4: 2006—2035 Total Employment Growth