

# CONCURRENCY IN NORTHEAST FLORIDA

Northeast Florida Regional Council  
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# Agenda

1. Introductions (5 minutes)
2. HB 7207 on concurrency (10 minutes)
3. Concurrency in the Region (15 minutes)
4. Brainstorming Session (45 minutes)
  - Retain or not to retain?
  - Options to consider
5. Next steps (15 minutes)

What does HB 7207  
say about Concurrency?

Overview

# HB 7207 Eliminates.....

- State concurrency requirement for
  - transportation
  - schools and
  - parks and recreation facilities

Concurrency remains mandatory for health and safety facilities, including sanitary sewer, potable water, solid waste and drainage.

# TRANSPORTATION

- Florida Department of Transportation (FDOT) no longer establishes the level of service for the Strategic Intermodal System (SIS)
- Consult with the FDOT when proposed amendments affect the SIS
- Public transit facilities are exempt from concurrency

# SCHOOLS

- If you keep school concurrency requirements are generally unchanged.
- NOTE - The requirement for a Public Schools Facility Element has been deleted.

# Parks and Recreation

- No longer required and the option to delete this is a consideration

# CIE

- No longer required in the Plan
- The concurrency provisions do not strictly require the funding to be available and scheduled in the CIS, but the funding need must be identified.
- Include standards to ensure availability of public facilities to meet adopted LOS standards.
- The CIE must include a schedule to meet LOS, but the schedule is not specifically required to achieve and maintain the standard within the five year period. In other words, the CPA requires a five year schedule, but can extend beyond the five year period, depending on the priority Funding schedule.

# KEY POINT

- No immediate requirement for a local government to adopt amendments implementing these statutory requirements until the next scheduled Evaluation and Appraisal period
- Why do EAR-Based amendments?

# Concurrency in our Region

# Baker

- The County is responsible for keeping a management system including facilities and capacities
- The applicant is responsible for submitting an initial test for concurrency
- Applicant shall schedule a traffic analysis methodology meeting with the Planning and Zoning Department and shall subsequently submit the documents
- If more than 1000 trips per day, FDOT and the Planning and Zoning Department shall have fifteen (15) business days to complete their reviews
- County issues certificate of concurrency, concurrency with conditions or deny the application

# Clay

- Any project that generates 400 average daily trips or greater is required to have a study.
- If there is sufficient capacity to accommodate a project within the 1 mile radius, concurrency is approved.
- If the trips allocated to a proposed project exceed the available capacity, concurrency is denied and the applicant is given the option to enter into a fair share agreement.
- We only review concurrency on projects located in the unincorporated county. Any projects falling within the city limits is reviewed by the city.

# Duval

- Still operating under the old concurrency management procedures for transportation at this time. The Mobility Fee has not been enacted.
- Study impacts of all roadway segments within a 2-mile radius of the project access points.
- No LDTAs required in Duval County
- A link is considered insignificant if the project traffic is less than 1% of LOS D capacity and falls out of testing. If project traffic is greater than 1% of LOS D or "significant:", then the link is tested. If capacity exists on links that are significant then the link passes. If capacity does not exist (greater than 100% of LOS E) then a link fails or is "adverse". A fair share is estimated for all significant and adverse links.
- Stop all analyses at County line

# Flagler

- If capacity thresholds are met including the proposed impacts – at 75, 85, and 100%, respectively – then County Commission notification is required.
- Previously approved subdivisions and building permits determined to be vested, with final site plans and approved preliminary plats having vesting periods ranging from six months to up to five years .
- “The latest point at which concurrency is determined is the preliminary development order. If no development order is required, the latest point to determine concurrency is the first building permit on a site.”
- Study radii for transportation system impacts ranging from 0.5 miles (uses like fast food and convenience stores) to up to 4 miles for large-scale residential and industrial/manufacturing developments.

# Nassau

- In effect since 1999. Modeled after St. Johns County as it existed at that time.
- Small projects = 5 or less ADT; Minor project = 5-399 ADT; Major projects (LDTA) 400 plus ADT
- Small and minor look at first impacted segment of the transportation network;
- LDTA goes out 2-mile radius
- Actual review is based upon net PMPH trip generation.
- LOS D or C on rural segments. SIS facilities currently at 110% maintain.
- Trip reservations supposed to be 2 years use it or lose it. Legislative development order extensions have led to approximately 1/3 of all trips being “ghost trips”.

# Putnam

- Analysis is within one (1) mile of the project. All such roads and intersections within two (2) miles shall be analyzed for developments generating more than two thousand (2,000) trip ends per day.
- For development proposals impacting on roadway facilities which are within two (2) percent of the established LOS

# St. Johns

- Similar setup to Nassau County
- The St. Johns County Board of County Commissioners authorized the initial release of up to 50% of the reserved/approved concurrency trips on 5/18/10 provided certain criteria is met; to be evaluated and adjusted annually
- There is no release of trips on SIS Facilities

# Issues with Concurrency today

- Ghost or vested or background trip issues
- Impact area (1-2 mile or percents?)
- DRI related trips
- LOS calculations
- Pass by and Internal Capture Rates
- Maximum Capacity calculations
- Evacuation Routes
- SIS facilities
- Extra-jurisdictional impacts

# Brainstorming Session

(or....Brianstorming?)

# Other Regional Efforts

## ■ 6 – Regional Concurrency Standards

“ORIGINAL RESOLVE: We resolve to create a regional planning organization with authority to develop and implement regional concurrency standards to ensure that growth in one county or municipality does not adversely impact another county or municipality.”

(myregion.org)

# So..... you don't want CONCURRENCY?

- The amendment is not subject to state review...GREAT!!!
- **Strike-thru the Plan .....** it's just so much easier!
  - For all or just one public facility?
  - What are the possible implications of doing this?
  - Would you consider introducing concurrency or some form of concurrency in a few years?

# So.... you DO WANT CONCURRENCY?

- Local Governments May OPT to Retain Concurrency for Schools, Transportation, and Parks and Recreation Facilities
- May choose to keep concurrency for any one or all of these public facilities



Retain or not to retain?

# Still saying yes to CONCURRENCY?

- If a Local Government Chooses to KEEP Concurrency
  - Adopted levels of service (LOS) to guide its application
  - Amendments implementing new requirements are done as part of the evaluation and appraisal
  - However, any new amendments to the plan must comply with new concurrency requirements.

# Keeping concurrency do we have:

- Long-term strategies to facilitate development patterns that support multimodal solutions?
- Area-wide level of service for the roadway network?
- Coordination with adjacent local governments, including using common methodologies for measuring impacts?

# Other considerations

- A Mobility Fee like in COJ
  - Will it work for you?
- A hybrid
  - What kind of hybrid?
- Multi-jurisdictional impact fees only
- Trip based fee
- Zone based flat fee
- VMT based fee
- Proportionate Share system similar to DRIs
- Regional Concurrence

# Where do we go from here?

A series of meetings with everyone?

**OR**

NEFRC convenes meetings for each County and their municipalities?

**OR**

**??**