

A Guide for the Creation and Evaluation of Transportation Concurrency Exception Areas

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Table of Contents

LIST OF FIGURES	III
LIST OF TABLES	IV
LIST OF ABBREVIATIONS	V
SECTION 1: INTRODUCTION	1
SECTION 2: PURPOSE OF THE GUIDE FOR THE CREATION AND EVALUATION OF TRANSPORTATION CONCURRENCY EXCEPTION AREAS	4
SECTION 3: REVIEW OF CURRENT RULES, REGULATIONS AND GUIDANCE DOCUMENTS	5
3.1 FLORIDA STATUTES CHAPTER 163.....	5
3.2 RELATIONSHIP WITH OTHER PORTIONS OF THE STATUTES	6
3.3 FLORIDA ADMINISTRATIVE CODE RULE 9J-5.....	7
3.4 FLORIDA DEPARTMENT OF TRANSPORTATION 2002 QUALITY/LEVEL OF SERVICE (Q/LOS) HANDBOOK	9
3.5 FDOT MULTIMODAL TRANSPORTATION DISTRICT AND AREA-WIDE QUALITY OF SERVICE HANDBOOK	9
3.6 MODEL REGULATIONS AND PLAN AMENDMENTS FOR MULTIMODAL TRANSPORTATION DISTRICTS.....	10
3.7 FDOT’S PEDESTRIAN AND TRANSIT FRIENDLY DESIGN	11
3.8 DCA’S BEST DEVELOPMENT PRACTICES: A PRIMER.....	12
3.9 SAFE WAYS TO SCHOOL –THE ROLE IN MULTIMODAL PLANNING.....	13
SECTION 4: NEW TCEA REQUIREMENTS	14
4.1 SIMILARITY TO MMTDS.....	16
4.2 ADDRESSING LEGISLATIVE STANDARDS FOR TCEAS	16
4.2.1 Strategies to support mobility	17
4.2.2 Strategies to fund mobility.....	18
4.2.3 Strategies should support the purpose of the designation (urban infill, urban redevelopment, urban infill and redevelopment, downtown revitalization)	20
4.2.4 Strategies should include alternative modes of travel.....	21
4.2.5 Strategies should demonstrate how mobility will be provided	21
4.2.6 Strategies should address urban design.....	22
4.2.7 Strategies should identify appropriate land use mixes	23
4.2.8 Strategies should establish minimum intensity and density standards for development	24
4.2.9 Strategies should address network connectivity.....	24
4.2.10 Plans should mitigate effects on SIS.....	25
4.3 DATA AND ANALYSIS TO SUPPORT THE TCEA	26
SECTION 5: BASIC REVIEW OF EXISTING TCEAS	27
5.1 TREND ANALYSIS	27
SECTION 6: DETAILED EVALUATION CRITERIA FOR TCEA REVIEW	33
SOURCES	44

List of Figures

FIGURE 1: PIECING TOGETHER COMPREHENSIVE PLAN AMENDMENTS FOR A TCEA	15
FIGURE 2: LAND USES AND MULTIMODAL COMPATIBILITY	23

List of Tables

TABLE 1: STATEWIDE TRANSPORTATION CONCURRENCY EXCEPTION AREA LIST	2
TABLE 2: SPECIFIC REQUIREMENTS FOR THE PURPOSE FOR DESIGNATION OF A TCEA.....	8
TABLE 3: BASIC TCEA OVERVIEW	29
TABLE 4: BASIC MIAMI-DADE COUNTY TCEA OVERVIEW	30
TABLE 5: TCEA DETAILED COMPREHENSIVE PLAN COMPARISON.....	31
TABLE 6: MIAMI-DADE COUNTY TCEA DETAILED COMPREHENSIVE PLAN COMPARISON.....	32
TABLE 7: TCEA RECOMMENDED STRATEGIES AND EVALUATION CRITERIA	34

List of Abbreviations

CBD	Central Business District
CIE	Capital Improvements Element
CRA	Community Redevelopment Area
DCA	Department of Community Affairs
EAR	Evaluation and Appraisal Report
F.A.C.	Florida Administrative Code
FAR	Floor Area Ratio
FDOT	Florida Department of Transportation
FIHS	Florida Interstate Highway System
F.S.	Florida Statutes
HOV	High Occupancy Vehicle
LDR	Land Development Regulation
LGCP	Local Government Comprehensive Plan
LOS	Level of Service
MMTD	Multimodal Transportation District
MPO	Metropolitan Planning Organization
Q/LOS	Quality/Level-of-Service
QOS	Quality of Service
RCEA	Redevelopment Concurrency Exception Areas (Miami-Dade County)
SIS	Strategic Intermodal System
SR2S	Safe Routes to School
TCEA	Transportation Concurrency Exception Area
TCMA	Transportation Concurrency Management Area
TDM	Transportation Demand Management
TOD	Transit-Oriented Design
TRIP	Transportation Regional Improvement Program
TSM	Transportation System Management
UDB	Urban Development Boundary
UIA	Urban Infill Area
VMT	Vehicle Miles of Travel

Section 1: Introduction

Concurrency refers to the requirement that infrastructure, including transportation facilities, be available concurrent with the impact of development. In order to implement concurrency, local governments are required to establish concurrency management systems in their Local Government Comprehensive Plans (LGCPs) and Land Development Regulations (LDRs). Transportation Concurrency Exception Areas (TCEAs) represent one of the tools local governments can use to manage concurrency and direct growth in ways that promote the overall goals of the community. With assistance from the guidance provided in this document and cooperation from the Florida Department of Transportation (FDOT), the Department of Community Affairs (DCA) desires to work with local governments in updating and enhancing their TCEAs to provide for adequate mobility and sustainable, quality developments that support the vision and goals of their communities.

Chapter 163.3180 Florida Statutes (F.S.) authorizes local governments to establish TCEAs – special transportation management areas that are exempt from the transportation concurrency requirement. The Florida Legislature recognized that the concurrency requirement for transportation facilities may discourage urban infill development and redevelopment and enacted exceptions to this requirement to support the goals and policies of the state comprehensive plan. TCEAs were established in 1993 in Florida to promote urban infill and redevelopment where opportunities for expansion or addition of new transportation corridors may be limited (primarily in downtowns and urban cores).

The criteria used for the establishment of TCEAs determine that exceptions may be granted if the proposed development is consistent with the LGCP and is located within an area designated in the comprehensive plan for urban infill development, urban redevelopment, downtown revitalization, or urban infill and redevelopment as specified by §163.2517 F.S. This particular section of the statutes allows local governments to designate “a geographic area or areas within its jurisdiction as an urban infill and redevelopment area for the purpose of targeting economic development, job creation, housing, transportation, crime prevention, neighborhood revitalization and preservation, and land use incentives to encourage urban infill and redevelopment within the urban core.” Projects may also be exempted from transportation concurrency if they promote public transit and the local government has established a procedure for awarding such exemptions in their LGCP.

To date, twenty-nine TCEAs have been established under this legislation in Florida. Table 1 identifies the existing twenty-nine TCEAs, with the plan amendment numbers, size, and justification for each TCEA.

Table 1: Statewide Transportation Concurrency Exception Area List

Municipality	Size (acres)	Plan Amendment No.	Justification for TCEA
City of Boynton Beach	669	05-1	Urban Redevelopment
Collier County	1,073	03-2	Urban Infill, Urban Redevelopment, Public Transit
City of Coral Gables	1,123	95-2	Urban Infill, Urban Redevelopment
City of Daytona Beach	310	95-1	Downtown Revitalization
City of Delray Beach	436	95-1	Urban Redevelopment, Downtown Revitalization
City of Gainesville	19,704	99-2ER	Urban Redevelopment
City of Jacksonville	1,740	05-2B	Downtown Revitalization
City of Lake Worth	338	03-1	Urban Redevelopment
City of Largo (Clearwater-Largo Rd.)	407	98-1ER	Urban Redevelopment
City of Largo (West Bay Drive)	77	98-1ER	Urban Redevelopment
Miami-Dade County	128,000	94-2	Urban Infill, Urban Redevelopment, Public Transit
City of New Port Richey	150	99-1	Downtown Revitalization
City of Ocala	2,381	96-R1	Urban Infill, Urban Redevelopment
City of Orlando	26,132	98-1SUA	Urban Redevelopment, Urban Infill, Downtown Revitalization
City of Oviedo	500	97-1	Urban Redevelopment, Downtown Revitalization
Panama City Beach	1,910	04-2	Urban Redevelopment
City of Pensacola	1,308	95-1	Urban Infill, Urban Redevelopment
City of Riviera Beach	645	03-1	Urban Redevelopment
City of St. Petersburg	22,632	00-2	Urban Infill, Urban Redevelopment
City of Safety Harbor	110	98-1ER	Urban Redevelopment, Downtown Revitalization, Public Transit
City of Sanford	357	00-2ER	Redevelopment
City of Sarasota	640	98-1ER	Urban Redevelopment, Downtown Revitalization
City of Stuart	581	01-1	Urban Infill, Urban Redevelopment
City of Tallahassee	925	94-2	Urban Infill, Downtown Revitalization
City of Tampa	42,337	98-2ER	Urban Infill, Downtown Revitalization
City of Temple Terrace	225	04-1	Urban Redevelopment
Westgate (Palm Beach County)	1,170	02-1	Urban infill, Urban Redevelopment
City of West Palm Beach	786	97-1	Urban Infill, Downtown Revitalization
City of North Miami	5,120	03-1	Urban Infill, Urban Redevelopment

Adopted from DCA Statewide Transportation Concurrency Exception Area List, February 2007

In 2005 new legislation¹ was enacted that set new standards for TCEAs to ensure mobility within these designated areas. Additionally, the new legislation requires that all TCEAs existing prior to July 1, 2005 be updated to comply with new requirements by July 1, 2006 or at the time of the local government Evaluation and Appraisal Report (EAR) comprehensive plan amendments, whichever is later. The legislation also requires all TCEAs to be evaluated as part of the EAR process to determine (1) the degree to which they are implementing their established objectives and (2) the degree to which they comply with the provisions of the 2005 legislation.

The 2005 growth management legislation strengthened the requirements for the designation and implementation of TCEAs to ensure that although exceptions to transportation concurrency are allowed, local governments still plan for and implement transportation strategies to enhance mobility within the designated areas. Specifically, a local government is now required to establish guidelines within its LGCP that implement a comprehensive strategy promoting the purposes of the exception. The local government shall also adopt strategies into the LGCP that support and fund mobility and address urban design, appropriate land use mixes and network connectivity plans needed to promote urban infill, redevelopment, and downtown revitalization. A plan is now required to be developed in coordination with the FDOT to mitigate impacts of the TCEA on the Strategic Intermodal System (SIS).

¹ Chapter 2005-290, Laws of Florida

Section 2: Purpose of the Guide for the Creation and Evaluation of Transportation Concurrency Exception Areas

To assist local governments in meeting the requirements of the new legislation, the DCA has prepared this guide to clarify the new legislative requirements for the update and establishment of new TCEAs and to develop criteria and methodologies for the evaluation of existing TCEAs. Six sections comprise this document. Section 1 provides an introduction to the background and evolution of TCEAs. Section 2 examines the purpose of the research and the model evaluation criteria for TCEAs, and identifies the components of this report. Section 3 reviews the rules, regulations, and guidance documents relating to TCEAs to understand the existing information available to planners in state and local agencies. Section 4 further defines and details the new TCEA standards to assist practicing planners in the development of specific goals, objectives, policies, and strategies to fulfill the intent of the legislation. Section 5 includes a review of the twenty-nine existing TCEAs to determine how well they are currently fulfilling the new standards in the 2005 legislation and to understand current practices and techniques that may be applicable in other areas of the state. Section 6 includes evaluation criteria, recommended strategies, performance measures, and methodologies to assist in TCEA evaluations. In the accompanying report *A Guide for the Creation and Evaluation of Transportation Concurrency Exception Areas: Case Studies of Florida Communities*, the evaluation criteria were tested in TCEAs across the state. Miami-Dade County's comprehensive plan was evaluated, and three communities within the county's TCEA were analyzed in more detail: Aventura, North Miami Beach, and Miami. The TCEAs in Collier County and Daytona Beach were also analyzed in detail. The final section of *A Guide for the Creation and Evaluation of Transportation Concurrency Exception Areas: Case Studies of Florida Communities* provides a summary of lessons learned from the case studies.

Section 3: Review of Current Rules, Regulations and Guidance Documents

In this section, current rules, regulations, and guidance documents relating to TCEAs are reviewed to understand the existing information available to planners in state and local agencies. The following documents are reviewed: (1) Florida Statutes, with a focus on Chapter 163; (2) Florida Administrative Code Rule 9J-5; (3) FDOT's 2002 Quality/Level of Service (Q/LOS) Handbook; (4) FDOT's *Multimodal Transportation District and Areawide Quality of Service Handbook*; (5) Model Regulations and Plan Amendments for Multimodal Transportation Districts; (6) FDOT's *Pedestrian and Transit Friendly Design*; (7) DCA's *Best Development Practices: A Primer*, and (8) FDOT's *Safeways to School – The Role in Multimodal Planning*.

3.1 Florida Statutes Chapter 163

The general requirements related to transportation concurrency are addressed in §163.3180 F.S. and the specific requirements for TCEAs are covered in sub-section (5). To enable development that advances planning goals in areas where it is difficult to achieve concurrency, the state offers exceptions if the project is located in an area designated for urban infill development, urban redevelopment, downtown revitalization, or urban infill and redevelopment under §163.2517 F.S. Additionally, if the development is located within any of the aforementioned areas or an existing urban service area and the development only causes special part-time demands on the transportation system or promotes public transportation, then it too may qualify for exception.

The 2005 legislation revises the requirements for TCEAs in several ways. The requirements for designating a TCEA are to be included in the LGCP. Local governments should implement strategies to support and fund mobility within the TCEA, including alternative modes of transportation, and demonstrate how the strategies support the purpose of the exception and how mobility within the designated area will be provided. The strategies to support and fund mobility must address urban design, appropriate land use mixes, intensity and density, and network connectivity needed to promote urban infill, redevelopment, or downtown revitalization. Further requirements include data and analysis that justifies the size of the area, the need for a TCEA, existing and future traffic operations with and without the TCEA, and, if appropriate, a consultation with the FDOT regarding impacts to SIS and Transportation Regional Improvement Program (TRIP) facilities. If the TCEA is already in existence, it must meet the new requirements by July 1, 2006 or at the time the LGCP is revised based on the recommendations in the EAR.

3.2 Relationship with other portions of the Statutes

Although TCEAs are generally addressed in §163.3180 (5) F.S., other provisions in the statutes may need to be considered before updating or establishing a TCEA. These include the applicability of the de minimus requirement, the connection between the SIS, the TRIP, and TCEAs, the relationship between multimodal transportation districts (MMTDs) and TCEAs, the use of developer contributions as a strategy to “support and fund mobility,” and the reduced level of review for infill and urban redevelopment.

Section 163.3180 (6) F.S. discusses developments with de minimus impacts. De minimus impacts are not considered in TCEAs because concurrency review is typically not necessary in TCEAs. However, local governments may choose to measure LOS standards along TCEA facilities. For designated hurricane evacuation routes, local governments must ensure that the Level of Service (LOS) standards of these facilities are maintained.

Section 163.3180 (10) F.S. encourages local governments to coordinate with adjacent jurisdictions in establishing common LOS standards on roadway facilities. To the extent that the LOS standards are relaxed in TCEAs, the implications of this amendment need to be considered and will be addressed in further research being conducted for DCA regarding multi-jurisdictional LOS methodologies.

TCEAs and MMTDs (defined in §163.3180 (15) F.S.), use similar techniques to ensure mobility is provided within the designated special concurrency area. The amendments contained in the 2005 legislation add many of the criteria used in MMTDs to TCEAs, yet each of these special concurrency areas involves slightly different rules. Available trips are not monitored in TCEAs, but mobility solutions may contain improvements to maintain automobile LOS. In MMTDs, available trips are monitored for all modes, but secondary preference is given to automotive modes and the reduction of vehicle miles or travel (VMT) is emphasized. These are the most significant distinctions between the two areas. (For a more detailed discussion of the differences between the two areas, see Section 4.)

In TCEAs, other planning standards must be met depending upon the purpose of the designation (See Table 2). Consultation with FDOT and DCA is highly recommended before local governments consider establishing TCEAs or MMTDs. The requirement that local governments develop a proportionate fair-share methodology [§163.3180 (16) F.S] does not apply to TCEAs; however, it is the intent of the new legislation that a process for determining public and private revenue sources – which may include developer mitigation strategies – be incorporated into TCEAs as a strategy to “support and fund mobility.”

Finally, the 2005 legislation adds §163.3184 (18) F.S. that allows local governments to adopt plan amendments related to map amendments in urban infill and redevelopment areas without state and regional agency review. Under this section, local governments

who have established TCEAs in their urban infill and redevelopment areas could amend land use maps in the TCEA without state and regional agency review. However, this stipulation does not apply to “any amendment within an area of critical state concern, to any amendment that increases residential densities allowable in high-hazard coastal areas as defined in §163.3178(2)(h) F.S., or to a text change to the goals, policies, or objectives of the local government’s comprehensive plan.” In order for a local government to designate a geographic area as an urban infill and redevelopment area, it must comply with the requirements set out in §163.2517 F.S. Specifically, the municipality can demonstrate that the proposed area is in need of special transportation considerations including mass transit and multimodal linkages.

3.3 Florida Administrative Code Rule 9J-5

Section 6 of Rule 9J-5 deals specifically with the creation of TCEAs. All TCEAs must be consistent with the LGCP and have supporting data and analysis to justify the size and purpose of the TCEA. LGCPs should include guidelines and policies that address transportation needs of the TCEAs and establish strategies to promote mobility within the TCEA. Capital Improvements related to the mobility strategies must also be reflected in the Capital Improvements Element (CIE) of the LGCP to ensure that the mobility strategies are adequately funded. The TCEA should also include guidelines for developer contributions, mitigation strategies, and other methods to fund and implement the strategies. The impacts of development in TCEAs on SIS and TRIP facilities are not currently addressed in 9J-5.

Rule 9J-5.0055(6) specifies the TCEA guidelines and policies that must be included in the LGCP:

(6) TRANSPORTATION CONCURRENCY EXCEPTION AREAS.

(a) In order to exercise the option of establishing a transportation concurrency exception area, a local government must designate in its comprehensive plan a specific geographic area, or areas, of transportation concurrency exception, consistent with the purpose of this subsection. A proposed development located in a designated exception area shall not be subject to the requirements of subparagraphs 9J-5.0055(3)(c)1.-4., F.A.C., of this chapter.

(b) To implement the transportation concurrency exceptions, a local government should adopt as an amendment to its comprehensive plan, guidelines and/or policies which specify programs to address transportation needs of such areas. The guidelines may incorporate a wide range of strategies including, timing and staging plans, parking control and pricing policies, transportation demand management programs, transportation system management programs, availability of public transportation, and utilization of creative financing tools for the provision of transportation services and facilities.

The specific criteria identified for TCEAs in Rule 9J-5.0055, Florida Administrative Code (F.A.C.) have not yet been updated for consistency with the new standards identified in

the statutes. Therefore, the statutes – in conjunction with this document – should be used as the most recent source of guidance for the creation, update, and evaluation of TCEAs.

Rule 9J-5.0055 (6) F.A.C. also identifies the specific land use justification requirements that each type of transportation concurrency exception area must follow, excluding urban infill and redevelopment areas which are defined in the Florida Statutes (see Table 2). The exceptions provide flexibility for concurrency management to encourage the application of a wide range of planning strategies that correspond with local circumstances of a specific geographic area.

Table 2: Specific Requirements for the Purpose for Designation of a TCEA

Urban Infill	Urban Redevelopment	Downtown Revitalization	Infill and Redevelopment (§163.2517 F.S.)
<ul style="list-style-type: none"> ° No more than 10 percent developable land* ° If predominately residential (60 percent or more), avg. density 5 dwellings/acre ° If predominately nonresidential (60 percent or more), avg. density 1 Floor Area Ration (FAR)/acre ° If no predominate use, use both standards described above. 	<ul style="list-style-type: none"> ° No more than 40 percent Developable land ° Located within an Urban Infill or Urban Service Area (see Rule 9J5.055 (6) (a) 1.a F.A.C. and § 163.3164 (29)) 	<ul style="list-style-type: none"> ° Developable land within the Central Business District (CBD) 	<ul style="list-style-type: none"> ° Public services are available ° Suffers from pervasive poverty, unemployment, and general distress ° Above average proportion of substandard, overcrowded, dilapidated, vacant, abandoned, or functionally obsolete buildings. ° More than 50 percent of area is within ¼ mile of a transit stop ° Includes or is adjacent to community redevelopment areas, brownfields, enterprise zones, or Main Street programs (or has been designated by the state/Federal government as an urban redevelopment, revitalization, or infill area under empowerment zone, enterprise community, or brownfield showcase community programs or similar programs.
<p>* Developable land shall not include water bodies and land designated for conservation use, natural reservation , public road rights of way, recreation sites, nor designated as unavailable for development in comprehensive plan.</p>			

An urban infill TCEA cannot have more that 10 percent vacant developable land (not including water bodies or land designated for conservation use, natural preservation, public road rights of way, recreation sites, or other land unavailable for development). The area must also meet minimum density requirements based on its land use (predominately residential, predominately commercial, or no predominant use). An urban redevelopment TCEA must be located in an urban infill area or an existing urban service area with less than 40 percent vacant developable land. A downtown revitalization TCEA must fall within the designated central business district (CBD), and the comprehensive plan must include objectives and policies that specify actions and programs to promote downtown revitalization.

In addition to establishing TCEAs, local governments may exempt projects that promote public transportation by establishing guidelines in the local comprehensive plan for the granting of such exceptions. The guidelines must establish how a project will demonstrate that it promotes public transportation.

3.4 Florida Department of Transportation 2002 Quality/Level of Service (Q/LOS) Handbook

The 2002 Quality/Level of Service Handbook and its accompanying software are intended to be used by engineers, planners, and decision-makers in the development and review of roadway users' quality/level of service (Q/LOS) at planning and preliminary engineering levels. The Handbook provides tools to quantify multimodal transportation service inside the roadway right-of-way. These methods provide a multimodal approach combining automobile, bicycle, pedestrian and bus Q/LOS evaluation techniques into a common transportation analysis process. With these professionally accepted techniques, analysts can now easily evaluate roadways from a multimodal perspective, which results in better multimodal decisions for projects in planning. The multimodal methodologies outlined in the Q/LOS Handbook can be applied to the multimodal analysis of TCEAs upgraded to meet the requirements of the 2005 legislation.

3.5 FDOT Multimodal Transportation District and Areawide Quality of Service Handbook

An MMTD is a special district that local governments can designate to encourage redevelopment and infill development that focuses on multimodal infrastructure. MMTDs use a multimodal level of service (MMLoS) that measures the quality of pedestrian, cycling, and transit facilities and service rather than focusing on automobile LOS. The MMLoS for the district gives the local government flexibility for meeting automobile concurrency requirements.

To establish an MMLoS for the MMTD, local governments analyze the area's transportation network characteristics, urban design, and population or jobs served by multimodal transportation facilities on arterial and collector roads. Meeting the standards established for the MMTD takes priority over meeting automobile level of service standards. As with a TCEA, the local government must enact strategies to mitigate the MMTD's potential impacts on SIS facilities.

The Multimodal Transportation District and Areawide Quality of Service Handbook (MMTD Handbook) was created in 2003 to help local governments use the relationships between transportation, land use, and urban design to reduce automobile usage and vehicle miles traveled by establishing an MMTD in their LGCP. There are three main types of MMTDs, including an urban center, a regional center, and a traditional town or village. In each case, MMTDs are characterized by community design standards and

mixed land uses that ensure a good pedestrian environment and mobility, and discourage the type of automobile centered development that constrains physical activity. These characteristics are expressed in the MMTD handbook as five main criteria for MMTD designation:

- 1) a complementary mix of land uses,
- 2) appropriate density and intensity of these uses,
- 3) network connectivity of bicycle and pedestrian routes,
- 4) urban design standards that improve the bicycle/pedestrian environment, and
- 5) additional considerations, which include schools.

MMTDs can develop on one of two tracks. The first track is for a proposed district in an already developed area, with a focus on enhancing the existing elements of the district. The second track is for new developments located outside of the traditional urban core. For these new MMTDs, the emphasis lies in incorporating the necessary elements for designation, and the establishment of multimodal regional connectivity to existing centralized areas.

Good candidates for MMTD designation have a mix of mutually supporting land uses, good urban design, good multimodal access and connectivity, interconnected transportation network, and the provision of alternative modes (other than automobiles). Conversely, poor candidates exhibit a single land use, a poor transportation network (a large number of cul-de-sacs, for example), few accommodations for pedestrians and bicyclists, and no transit service.

The MMTD standards contained in the MMTD handbook can be used as guidance for TCEAs located in traditional urban cores. MMTD standards for density, intensity, appropriate land use mixes, network connectivity, urban design, and alternative modes of transportation can be applied to TCEAs when addressing the new requirements of the 2005 legislation (see Section 4 for a more detailed discussion of the application of MMTD standards to TCEAs).

3.6 Model Regulations and Plan Amendments for Multimodal Transportation Districts

In April 2004, the Center for Urban Transportation Research (CUTR) produced model comprehensive plan amendments and model regulations for MMTDs to assist local governments in Florida attempting to establish an MMTD in their jurisdiction. The report focuses on creating MMTDs through changes to comprehensive plans, land development regulations, and capital improvement programs. The model regulations provide guidance on how to implement the new requirements of TCEAs. As noted previously, the primary differences between MMTDs and TCEAs is that TCEAs do not typically monitor the LOS, and MMTDs strive for a reduction of VMT through giving secondary preference to automobile travel.

The model comprehensive plan amendments provide policies that address the designation of MMTDs, organization of its land uses, relationship to major thoroughfares, transportation quality/level of service, transportation concurrency, street design and operation, and connectivity for all modes. Additionally, the amendments address contributions to the multimodal network, transit, parking, transportation demand management (TDM), building orientation, intergovernmental coordination, and additional considerations such as schools and demographics of MMTDs.

The model land development regulations establish land use, community design, and transportation network guidelines for automobile alternatives, as well as incentives for developer contribution to an MMTD. The land use mix specifies percentages of open space, office space, or residential space that support MMTDs. The model land development regulations also address the compatibility of such land uses and their respective densities and intensities within the three types of MMTDs. The land development regulations give examples of language that can be used to regulate street design and connectivity, including traffic calming measures, as well as parking regulations, transit facilities, bicycle and pedestrian facilities, and also describes building design standards. The model regulations also specify language outlining the MMTD application process and the incentives that could be offered to developers in MMTDs. Similarly, the model language for MMTD comprehensive plan amendments and land development regulations can be used in the development and update of TCEAs.

3.7 FDOT's Pedestrian and Transit Friendly Design

FDOT's Handbook *Pedestrian and Transit-Friendly Design* was prepared by Reid Ewing and the Joint Center for Environmental and Urban Problems at Florida Atlantic University/Florida International University in 1996. It aims to prioritize features of transit- and pedestrian-oriented design into three categories: essential features, highly desirable features, and those that are "nice but somewhat incidental." The features listed tend to align with those listed in the DCA's Best Development Practices primer.

Essential features of pedestrian and transit friendly design include medium-to-high densities, a mix of land uses, short-to-medium block lengths, transit routes every half mile, two- or four-lane walkable streets, continuous sidewalks (five feet wide), safe street crossings, appropriate buffering from traffic, street-oriented buildings, and comfortable and safe places to wait at transit stops.

Highly desirable features include supportive commercial uses, grid-like street networks, traffic calming and shade trees along access routes, a limited amount of "dead" space (like visible parking), nearby parks and other public spaces, small-scale buildings or articulated larger buildings, and attractive transit facilities.

The last category includes features that are desirable to have, but not as essential as the features falling into the other two tiers. These "nice additions" include streetwalks, functional street furniture, coherent small-scale signage, special pavement, and lovable

objects (like public art). Although not mentioned in the handbook, local governments should consider that any texturing of the surface may create an impediment to wheelchair users, since bricks or pavers produce surfaces that are very similar to rumble strips.

Policies that address good pedestrian and transit friendly design should be included in TCEA designation. Some of these characteristics are addressed in the MMTD handbook, but local governments may find the classification of urban design features as essential, highly desirable, or non-essential helpful in developing TCEA funding priorities. Many local governments include landscaping/streetscaping in their comprehensive plans but do not address the “essential” features that draw people out of their cars.

3.8 DCA’s Best Development Practices: A Primer

In *Best Development Practices: A Primer*, the DCA lists recommended “best development practices” for local government planners, public officials, and private developers. The recommendations aim to encourage “good community development, as distinct from sprawl.” The recommendations reflect elements of New Urbanism while recognizing that “the automobile is a fact of life, and the low-density lifestyles...clearly appeal to most Americans.” The primer divides the best development practices into four categories: best land use practices, best transportation practices, best environmental practices, and best housing practices. Examples from successful communities both in Florida and in other states reinforce the feasibility and desirability of the recommended practices.

The best land use practices stress the mixing of land uses (but only to the extent the market will accept) and concentrating development. Recommendations include developing in small clusters, placing higher density housing closer to commercial centers, transit lines, and parks, reducing VMT, considering the jobs-housing balance, thinking about the placement of convenience shopping, recreation, and school sites in relation to housing, concentrating commercial development in compact centers or districts, and separate automobile- and pedestrian-oriented land uses.

The best transportation practices stress the need to disperse and calm automobile traffic while providing for alternative modes of travel. Recommendations include street networks with good connectivity and direct routes, through-streets placed no more than a half mile apart, slow speed limits on local streets (no more than 20 mph), use of traffic-calming techniques, narrow streets (no more than four lanes), energy-efficient building orientation through proper street alignment, limited use of traffic signals spaced for good traffic progression, pedestrian and bicycle networks equal to the quality of road networks, pedestrian and bicycle shortcuts to avoid travel on high-volume streets, transit-oriented design features, and use of transportation demand management (TDM) at employment centers.

These recommendations have been designed primarily for use in new “green field” development. Some recommendations may not translate easily for use in infill or redevelopment projects. However, the practices listed within the primer could be used to assess existing development and guide redevelopment efforts.

3.9 Safe Ways to School – The Role in Multimodal Planning

The Safe Ways to School – The Role in Multimodal Planning study examines the roles that state, local, and private organizations play – through guiding legislation, agency rules, and professional practice – in improving the effectiveness of Safe Routes to School (SR2S) programs. The report provides a framework to understand the connections between three areas of planning (transportation, land development, and education) and three overlapping areas of coordination: multimodal planning, coordinated school siting, and SR2S. The study identifies best practices in each of the overlapping areas of coordination and analyzes the effects of the overlapping areas of coordination on the implementation of SR2S programs. It also provides recommendations for local governments to improve the environment for bicyclists, pedestrians, and transit users near schools. While TCEA requirements primarily address only two of the overlaps discussed in Safe Ways to School – The Role in Multimodal Planning (transportation and land development), the location and multimodal accessibility to schools in TCEAs should also be addressed.

Section 4: New TCEA Requirements

For local governments with TCEAs or those wanting to establish TCEAs, the new growth management legislation requires that local governments adopt into the LGCP ten basic strategies. The plan should contain strategies that:

- Support mobility;
- Fund mobility;
- Support the purpose of the designation (Urban Infill, Urban Redevelopment, Urban Infill and Redevelopment, Downtown Revitalization);
- Implement alternative modes of travel;
- Demonstrate how mobility will be provided;
- Address urban design;
- Identify appropriate land use mixes;
- Establish minimum intensity and density standards for development;
- Address network connectivity; and
- Mitigate impacts to the SIS.

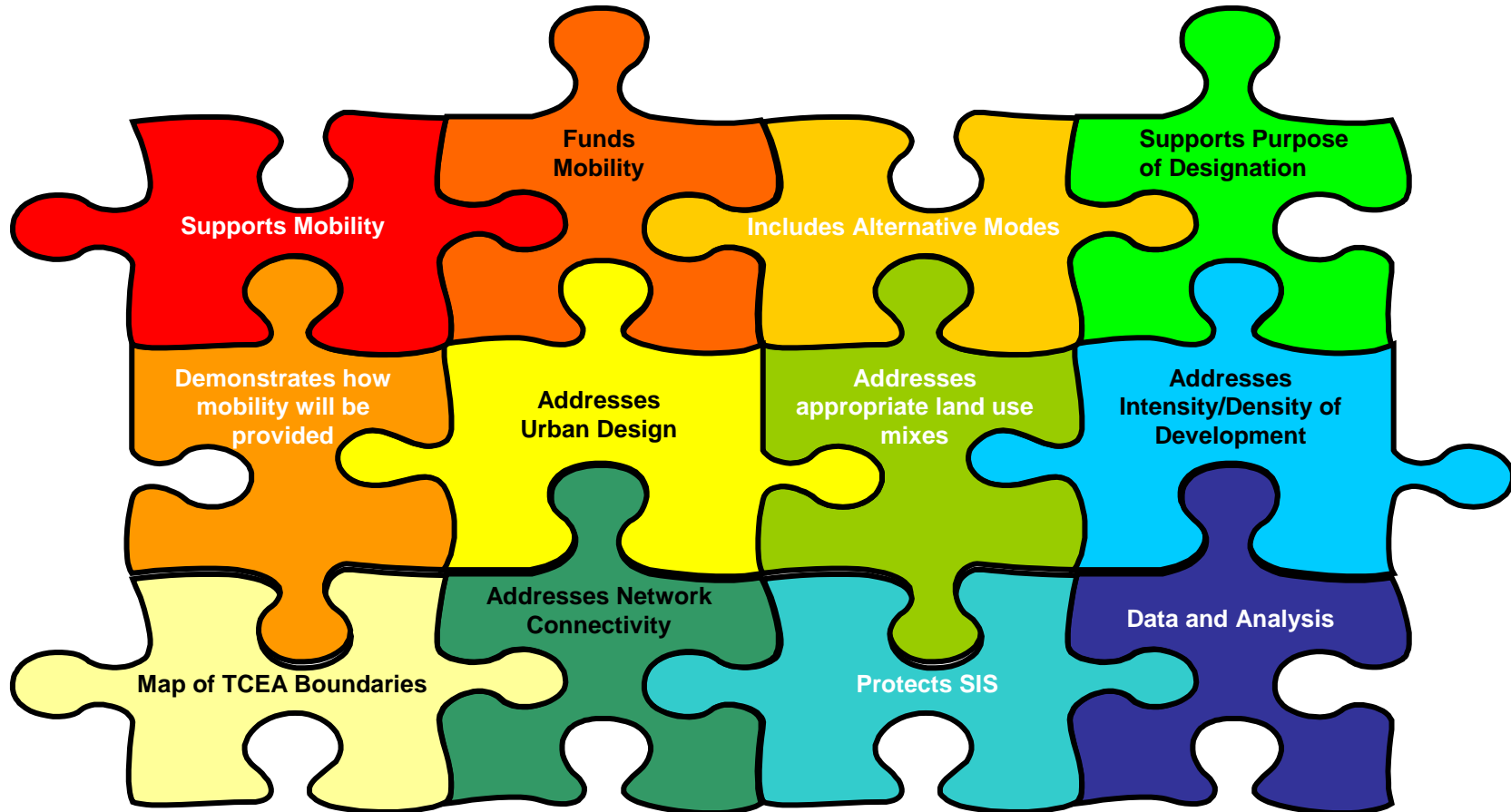
Additionally, the new legislation requires that the strategies be supported by relevant and appropriate data and analysis. The data and analysis should address:

- Size and boundaries of the TCEA;
- Purpose of the TCEA;
- Need for the TCEA based on existing and future (short-term and long-term) operating conditions;
- Impacts created by the TCEA on the surrounding transportation network; and
- How the implementation of the multimodal strategies will improve mobility within the TCEA.

The comprehensive plan should include objectives and policies that directly address the implementation of these strategies and are specific enough to provide detailed design guidelines for prospective developers. These strategies – in addition to the data and analyses and a map identifying the TCEA boundaries – comprise the comprehensive plan amendment for the establishment and update of a TCEA. Figure 1 illustrates the basic comprehensive plan components for a TCEA.

This section of the report further details the ten basic strategies for the creation and update of a TCEA, highlights some of the specific information necessary to guide development in the TCEA, and recommends other issues for consideration.

Figure 1: Piecing Together Comprehensive Plan Amendments for a TCEA



4.1 Similarity to MMTDs

The Florida Legislature has found that mixed use, high density development (1) is appropriate for urban infill and redevelopment areas, (2) accommodates a variety of uses, (3) promotes pedestrian-friendly, sustainable communities, (4) improves the quality of life for residents and businesses in urban areas by creating livable communities with alternative modes of transportation, and (5) is integral to the success of urban areas [§163.3177(11)(e) F.S.].

With the introduction of the 2005 growth management legislation, TCEAs and MMTDs are now more similar. Both focus on ensuring that mobility is provided through an integration of all modes of transportation. Both are designed to offer concurrency incentives that direct growth to existing urban service areas and counter the trend of sprawl development. However, the MMTD can also be used in a totally new development generally located outside of the traditional urban area. The significant differences between TCEAs and MMTDs are measurement and modal priority. In TCEAs, local governments are not required to measure LOS for concurrency purposes, while in MMTDs LOS standards are designed to include all modes of transportation into the concurrency management process and establish LOS standards for all modes. Local governments may track LOS standards in TCEAs to assess development impacts for mitigation or to determine general facility conditions (especially for SIS facilities), but are not required to do so. Additionally, the primary emphasis for MMTDs is the reduction of VMT and the creation of a walkable environment; TCEAs focus on a variety of multimodal solutions, including the automobile.

The basic principles of functioning TCEAs and MMTDs are similar – mobility is encouraged through urban design, network connectivity, alternative modes of transportation, and land use mixes, densities, and intensities that support transit usage. Plans for both areas should focus on alleviating the pressure new development may put on the existing roadway network by encouraging alternative modes and patterns for making trips. Therefore, a substantial amount of detailed information regarding the new TCEA standards has been borrowed from the MMTD Areawide Quality of Service Handbook and the Model Regulations and Plan Amendments for Multimodal Transportation Districts.

4.2 Addressing Legislative Standards for TCEAs

The following list of standards for TCEAs has been drawn from the language of §163.3180 (5) (a through g) F.S. Using the documents discussed in Section 3 (primarily the MMTD guidance material), this section defines how local governments can address each requirement. The requirements identified below are not only intended to be read as minimum standards for TCEAs, but as “best practices” to encourage the establishment of TCEAs according to the current legislation and to evaluate the extent to which existing TCEAs address multimodal mobility. Local governments may also adopt additional standards to specifically address local conditions in their TCEAs.

4.2.1 Strategies to support mobility

Mobility strategies should be identified and defined in the LGCP. The strategies should be appropriate for the TCEA area and should be coordinated and connected to regional transportation systems to form a comprehensive, interconnected, multimodal system of transportation. These strategies can include a variety of multimodal transportation services, as identified below, to address transportation capacity, modal services, and demand management. These strategies should be consistent with and derived from local long-range modal transportation plans. The LGCP should include an implementation schedule for these strategies and show a commitment, if appropriate, from other agencies in the provision of the transportation facilities and services. Strategies may include:

- Alternative modes of transportation (walking, biking, and public transit) that do not focus solely on the automobile
- Parking management, such as:
 - Large parking lots are not located adjacent to pedestrian corridors or between pathways and building entrances
 - On-street parallel parking can serve as roadway buffers for pedestrians
 - Parking fees or limited parking hours for employees or visitors
 - Remote parking, with shuttle services
 - Shared parking requirements and encouragement of a park-once environment
 - Individual developments contribute to a fund for aggregated parking (perhaps as structured parking) rather than providing subsidized parking
- Transit-Oriented Design standards to support the strategies
- Land use densities and intensities to support alternative modes of transportation
- A mix of land uses, including medium-to-high density residential uses to support alternative modes of transportation
- Plans to maintain or improve the connectivity between all modes of transportation within the TCEA, and from the TCEA to the greater metropolitan area
- Plans to mitigate the effects of the TCEA on the SIS, so that traffic does not spillover into other areas of the jurisdiction or adjacent jurisdictions even if multimodal mobility is supported within the TCEA
- Transportation System Management (TSM) to make the existing transportation system operate more efficiently. TSM techniques and strategies may include:
 - Incident management strategies,
 - Exclusive turn lanes,
 - Signalization coordination,

- Access management programs,
 - High Occupancy Vehicle (HOV) lanes,
 - Incident response plans,
 - Targeted traffic enforcement, and/or
 - Intelligent Transportation Systems (ITS).
- Transportation Demand Management (TDM) to encourage alternatives to the single-occupant automobile and alter local peak hour travel demand. These strategies and techniques may include:
 - Ridesharing programs
 - Flexible work hours
 - Telecommuting
 - Shuttle services
 - Van pooling
 - Bicycle/pedestrian connectivity programs and facilities
 - Unlimited access or other subsidized transit passes

Mobility strategies should also address traffic impacts from developments located along the outer edge of the TCEA that generate and distribute traffic inside the TCEA. Typically, these developments must mitigate for the traffic impacts in accordance with TCEA strategies.

4.2.2 Strategies to fund mobility

The comprehensive plan should identify potential sources of funding for the implementation of the mobility strategies and capital improvements. Examples of funding mechanisms may include community redevelopment taxes, mitigation contributions, and/or community redevelopment grants. Capital improvement strategies that are scheduled for construction within five years should also be included in the Capital Improvements Element (CIE) to ensure financial feasibility of the comprehensive plan and the implementation of TCEA. Long-term strategies to fund mobility should also be addressed and potential revenue sources for these long-term strategies should be included.

The following text provides more detailed information regarding potential sources of funding for local governments to fund mobility within a TCEA:

- **Public investment** – Local governments with TCEAs should pursue all available local, state, and federal funds and use the funds in ways that support multimodal mobility and the purpose of the TCEA. Enterprise Zones, Community Block Grant Areas, or other special designations may be used in conjunction with a TCEA designation to help fund improvements and/or development in the TCEA. Community redevelopment taxes generate an excellent, dedicated, recurring source of income to implement transportation strategies.

Other investment strategies may include:

- **Parking Pricing** – Local governments may charge market-rate fees for parking in public lots. The revenue generated from parking fees should be used exclusively within the TCEA for improvements that support all forms of mobility.
- **Private investment** – New development/redevelopment in the TCEA should be consistent with the LGCP and support mobility (as defined above) in the design of the site. Additionally, local governments may require developers to fund mobility in the TCEA in exchange for the concurrency exceptions.

Examples of private investment contributions in the TCEA could include:

- Intersection or signalization modifications to improve roadway operation;
- Addition of dedicated turn lanes into and out of developments;
- Construction of bus shelters and/or bus turn-out facilities;
- Provision of bus pass programs to the residents/employees negotiated as a contract with the transit system provider;
- Payments to the transit system provider to increase service or add additional service to serve the development;
- Construction of public sidewalks along street frontages where none currently exist;
- Widening of existing sidewalks to increase pedestrian mobility and safety;
- Deeding of land for the addition and construction of bicycle lanes or shared use paths;
- Provision of ride sharing or van pooling programs;
- Use of joint driveways or cross-access to reduce curb cuts;
- Provision of park and ride facilities;
- Construction of new road segments or additional lanes for existing road segments; and/or
- Construction of new bicycle lanes, shared paths, or sidewalks that provide local connectivity and reduce trips on major arterials.

In most instances, trips are not monitored within TCEAs; therefore, the proportionate share methodology required by §163.3180(16), F.S. does not apply in TCEAs. However, local governments are encouraged to include language in their comprehensive plans that would require developers to mitigate their impacts based on the development's trip generation in the form of contributions or physical improvements. The mitigation strategies should be specific to the TCEA. Since TCEAs are designed to provide incentives for the private sector to develop within the TCEA rather than contribute to sprawl at the urban fringe, the mitigation should not create a disincentive to development and redevelopment.

4.2.3 Strategies should support the purpose of the designation (urban infill, urban redevelopment, urban infill and redevelopment, downtown revitalization)

The LGCP should include goals, objectives, and/or policies that address the purpose of the TCEA – for example, infill development should be given priority in an urban infill TCEA. In meeting the other standards outlined in this document, local governments should not lose sight of the original justification for the TCEA. The commitment to the purpose of the TCEA should be reflected through the TCEA LGCP amendments or (if applicable) the special area plan. The goals, objectives and policies for the TCEA may be excerpted from other plans such as redevelopment plans or urban infill goals, objectives, and policies as adopted in the LGCP.

For urban infill designated TCEAs, no more than 10 percent of available land in the outlined area should be considered developable. If the area is predominately residential, that is, if more than 60 percent of land is designated as such; a minimum density of at least five dwelling units per acre is required. However, if the land is predominately nonresidential, an average intensity of at least 1.0 FAR per acre is required. In a case where neither residential nor nonresidential uses are predominant, both the density and intensity, as outlined above, are required. The developable vacant land shall not include water bodies and land designated for conservation use, natural reservations, public road rights-of-way, public recreation sites, or related activities or uses designated in the local government's comprehensive plan as unavailable for development.

Urban redevelopment TCEAs should have no more than 40 percent of available land deemed as developable. In addition, Rule 9J-5.0055(6)(a)2, F.A.C. specifies other requirements for urban redevelopment TCEAs. The local comprehensive plan should contain objectives and policies that specify actions and programs to promote urban redevelopment. A designated urban redevelopment area may include a Community Redevelopment Area established pursuant to the Community Redevelopment Act of 1969 when these areas exist within an urban infill area or an Existing Urban Service Area as designated in the LGCP.

Downtown revitalization TCEAs are required to have developable land that is within a CBD as defined by the LGCP.

For urban infill and redevelopment TCEAs, an appropriate mix of land uses is specifically required. The requirements for this type of TCEA are detailed in §163.2517, F.S. The plan must demonstrate the local government and community's commitment to comprehensively address the urban problems within the TCEA and identify activities and programs to accomplish locally identified goals such as provision of infrastructure needs, including mass transit, multimodal linkages, and mass transit operations. The TCEA designation for urban infill and redevelopment includes a number of other

requirements. However, they are not specifically related to transportation. Development in urban infill and redevelopment areas must meet additional requirements that are not incorporated in either redevelopment or infill areas; however, extra incentives are awarded to developers for complying with the requirements of §163.2517 F.S.

4.2.4 Strategies should include alternative modes of travel

The plan should address alternative modes of transportation (interpreted as public transit, walking, and/or biking) as they relate to the designated exception area. Similar to MMTDs, the goal of the TCEA is to improve mobility through the various modes of travel and reduce demand for automobile travel. Although large capacity projects – which may involve roadway widening or new roadway facilities – are not excluded, additional right-of-way to accommodate these types of projects is limited in most urban infill and redevelopment areas and should not be relied upon as the sole mobility strategy. For each mode identified within the TCEA, the plan should identify short-term and long-term improvements and the implementing agency.

In addition to the various modes, the plan should address intermodal hubs such as park-and-ride facilities or bus transfer centers to accommodate the safe and efficient transfer from one mode to another.

4.2.5 Strategies should demonstrate how mobility will be provided

Multimodal strategies identified for the TCEAs should be developed based on local transportation agency long-range modal plans and, where appropriate, should be coordinated with the local transportation service provider. The comprehensive plan must include objectives that address how and when these modal strategies will be implemented and identify any interlocal or developer funding agreements necessary to implement the strategies. A schedule of the committed and planned capital improvements is required to establish the implementation timeframe, funding source, and responsible agency.

Further, accompanying data and analysis for the TCEA should identify how the concurrency exception will impact multimodal facilities in the TCEA and the surrounding transportation network and should demonstrate how the multimodal strategies will continue to provide mobility over the duration of the TCEA.

Transportation strategies may include TSM, TDM, parking management strategies, and any transportation modifications necessary for safety and/or operational purposes. Land use strategies may include implementation of Transit-Oriented Design (TOD) standards, establishing land use mixes, densities, and intensities that support alternative modes of transportation, and/or using land use patterns that promote internal capture of trips.

4.2.6 Strategies should address urban design

Within the TCEA, urban design should go beyond aesthetics. Urban design should encourage TOD, promote pedestrian, bicycle, and transit activity, and provide an attractive, walkable community. Detailed design specifications should be included in the comprehensive plan to guide new development in creating an environment that supports and implements the mobility strategies identified for the TCEA. Design specifications for site features may include, but should not be limited to:

- Visible, attractive, safe, and comfortable transit stations/stops;
- Good access to transit stations/stops;
- Transit stations/stops with provisions for bicycle access and storage;
- Transit bus bays and turn-out facilities;
- Transit with direct or reasonable access to major attractions/destinations;
- Transit stations/stops that comply with the Americans with Disabilities Act of 1999;
- Sidewalks and path placements and connections;
- Mix of land uses that encourage alternative modes of transportation and off-peak activity;
- Buildings/services located adjacent to sidewalks;
- Building heights, facades, fenestration, and awnings or canopies;
- Parking lots or park-and-ride services located on the peripherals of the TCEA, not the core;
- Design and location of drive-throughs, automotive service bays, and gas pumps does not inhibit pedestrian and bicycle mobility on the site;
- Driveway placement and shared easements/connections;
- Roadway widths, curb and gutter, turning radii, speeds, and other design guidelines;
- Streetwalls and street furniture;
- Streetscaping/Landscaping;
- Street Lighting;
- Clustering of and design of development to achieve maximum density and maximum FAR for the preservation of open space;
- Block lengths of 660 feet (one-eighth of a mile);
- Pedestrian crossing opportunities need to be located at reasonable distances between crossings (if block lengths are longer than 660 feet, mid-block crossings should occur at least twice per mile and include enhanced facilities, such as raised islands, illumination, warning signs, and landscaping).

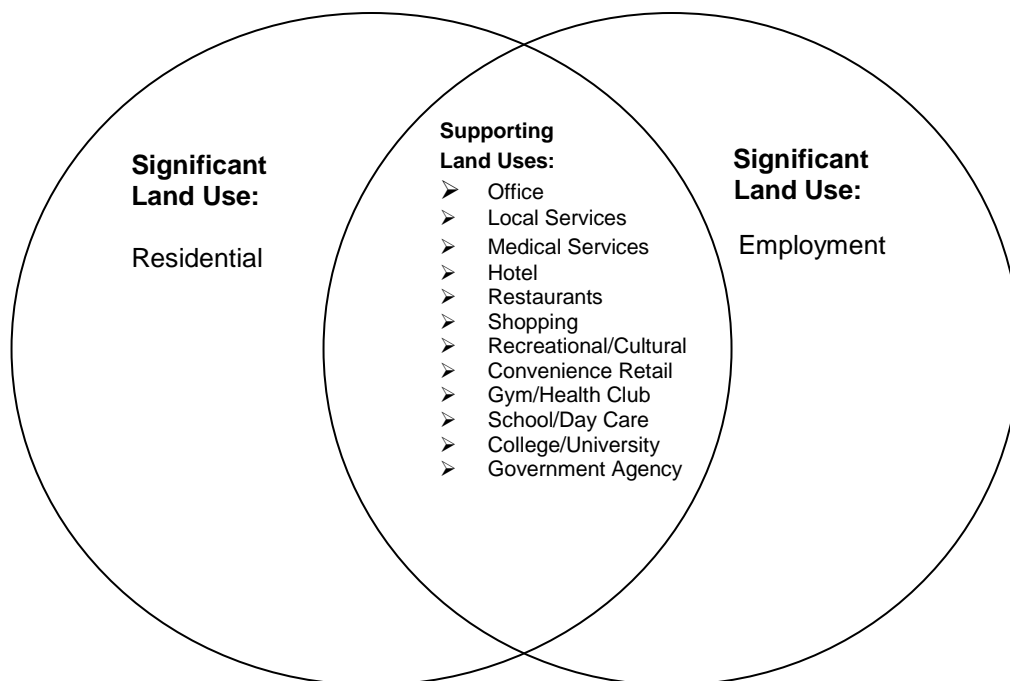
Not all plans will include all elements, but a reasonable number of the elements must be present. The urban design elements should address the essential features that draw

people out of their cars and make a place special. These detailed urban design standards should also be supported by local land development codes or regulations.

4.2.7 Strategies should identify appropriate land use mixes

The land use mixes in TCEAs should support alternative modes of transportation and satisfy the purpose for which the TCEA was created (i.e. urban infill, redevelopment, etc.). Appropriate land use mix is interpreted to mean three or more significant land uses (retail, office, residential, hotel/motel, entertainment, cultural, recreational, educational, etc.) that are mutually supporting. The land use mix could include vertical or horizontal land use integration. The purpose behind requiring such a mix of land uses is to create a mix of trip origins and destinations within close proximity to encourage walking and biking for various shopping or recreational trips, thus reducing automobile congestion and improving mobility within the TCEA. The MMTD Handbook provides a useful chart (see Figure 2) for determining the kinds of land uses that could be appropriate for TCEAs:

Figure 2: Land Uses and Multimodal Compatibility



Source: MMTD Areawide Quality of Service Handbook, pg. 23

The LGCP should prescribe target percentages for the specified mix of residential communities and retail. Depending on the size of the TCEA and the character of the community, different land use mixes could be deemed appropriate or inappropriate. Certain land uses, particularly schools, should receive special consideration, as these uses generate trips much like a significant land use, only they are associated with a higher number of younger travelers requiring additional care. An office may be more compatible with a busy shopping center than a school or day care, especially when heavy traffic coincides with children's arrival or departure from school.

Additionally, special consideration should be given to new development of automobile-oriented uses located within the TCEA such as gasoline service stations, car washes, automotive repair shops, parking garages and drive-through businesses. If allowed, special design criteria for these uses may be developed to provide access to these locations and ensure the safety of other modes of travel.

4.2.8 Strategies should establish minimum intensity and density standards for development

The density in a TCEA will relate to the type of transit service available or anticipated. At a minimum, densities should be able to support bus ridership (7-14 units per acre for residential land uses and 60-99 employees per acre for commercial land uses). To encourage effective transit use, the most intense development of land and the highest allowable densities should be required:

- Along major transit corridors, land uses should be distributed along the corridor to promote transit usage. This can be accomplished through activity centers (see below) located at key crossings of perpendicular routes or transit service routes. The highest intensities should occur around the activity centers, and decrease as the distance from the activity centers and the main corridor increases.
- In central cores, the highest intensities should be focused in the center and decrease as the distance from the core increases. The highest capacity transit services should also be located in the core.
- At activity centers, the highest intensities should occur within walking distance of major transit stops and an appropriate mix of land uses should be required.

4.2.9 Strategies should address network connectivity

The comprehensive plan should address the connectivity between pedestrian, bike, and transit options within the TCEA and/or from the TCEA to the greater metropolitan area. The plan should contain specific policies to establish an interconnected system for each mode and require connections as modal projects are implemented. The plan may also address how automobile facilities interact with alternative transportation modes (on-street parking, park-n-ride lots, etc). The connectivity of one mode of transportation

(e.g. bicycles) should not be severely compromised to promote the connectivity of another mode (e.g. a new freeway extension to serve automobiles and trucks).

Additionally, roadway facilities within the TCEA should be developed to create an interconnected grid pattern with short blocks (660 feet) to encourage walking within the TCEA and improve mobility through the provision of multiple parallel transportation routes. The plan should demonstrate how short- and long-term infrastructure improvements identified for the TCEA will connect to and support the Metropolitan Planning Organization's Regional Transportation Plan.

The MMTD Handbook offers an example of how connectivity can be measured and levels of service can be assessed. Although TCEAs do not require that LOS be measured, the MMTD handbook may be a useful tool for establishing a baseline measurement and assessing the measurement of future goals for connectivity during the evaluation process.

4.2.10 Plans should mitigate effects on SIS

This requirement ensures that a designation of a TCEA by a local government will not significantly decrease mobility on SIS facilities that are located adjacent to or inside of the TCEA. The purpose of the SIS is to facilitate international (includes deep water ports and airports), interstate and interregional travel of passengers and goods. Within TCEAs, local governments should address local transportation needs through strategies to improve local connectivity and reduce the impact on SIS and TRIP facilities. Local governments should consult FDOT prior to the designation of a new TCEA or during the update of a TCEA to determine what, if any, SIS or TRIP facilities their TCEA(s) may affect. As a part of the TCEA plan, local governments must establish policies to mitigate any impacts on SIS facilities.

These policies could include:

- A methodology to assess the impacts a future development may have on the SIS facility.
- Policies requiring developers to engage in TDM, TSM, funding of regional premium transit services such as Tri-Rail, Metrorail, or LYNX, TOD, land use strategies, multimodal connectivity, and/or parking management strategies as a way to mitigate their effects on SIS.
- Policies and funding to provide alternative routes, overpasses or other new facilities for local traffic in order to preserve LOS for through traffic on SIS facilities. These policies can include the use of access management techniques, such as parallel facilities, and improved network connections that keep local trips off of SIS and TRIP facilities.
- Long term schedule or plan for implementing these strategies to reduce impacts to SIS.

FDOT may require annual reports, LOS monitoring, evaluations, or traffic studies for the TCEA to assess impacts to the SIS and TRIP facilities. No new TCEA or update of a TCEA will be approved by DCA without prior consultation between the local government and the FDOT.

4.3 Data and analysis to support the TCEA

Amendments to the LGCP establishing a TCEA must include data and analysis that justify the size of the TCEA [§163.3180 (5)(e), F.S.]. Rule 9J-5.0055 (6) F.A.C. specifies the data and analysis required to justify the size and boundary of the various TCEA justifications.

The data and analysis must include a traffic study that identifies existing and future operational conditions for multimodal facilities within the TCEA and justifies the need for the TCEA based on these conditions. The traffic data and analysis must identify the multimodal strategies proposed by the TCEA and evaluate how the implementation of these strategies will support mobility within the designated area. Additionally, it is recommended that the analysis consider the impact of the TCEA on surrounding transportation facilities to ensure that the TCEA will not degrade mobility in areas directly adjacent to the TCEA. The data and analysis should also include a review of existing comprehensive policies and objectives and make recommendations for modifications to these policies to support the TCEA.

For existing TCEAs, a review of existing plan policies and objectives should be conducted and recommendations to modify the language for consistency with the new legislation should be included. Additional data, analyses, and maps to support the new policies and objectives may be required for further clarification.

Additional considerations for inclusion in TCEA policy language:

- Special provisions may apply to developments of regional impact (DRIs) that were approved prior to the establishment of the TCEAs.
- Mobility strategies should address developments located outside of the TCEA that generate traffic impacts within the TCEA. Typically, these developments shall mitigate for the traffic impacts in accordance with the TCEA strategies.
- A policy for evaluating the TCEA as part of the EAR process should also be included that identifies the specific criteria for which the TCEA will be evaluated. See Section 6 of this report for further evaluation guidance.

Section 5: Basic Review of Existing TCEAs

Existing TCEAs were reviewed to determine how well they addressed mobility, urban design, appropriate land use mixes (including intensity and density), and network connectivity plans needed to promote urban infill, redevelopment, or downtown revitalization. Table 3 contains a basic overview of the content of the twenty-nine existing TCEAs. Table 4 contains a basic overview of the municipalities in Miami-Dade County's TCEA. Using the criteria identified in Section 4 of this report, preliminary comparisons are made of the 29 existing TCEAs.

The existing TCEAs are ranked on a scale from 0 to 3. A ranking of 0 indicates that the comprehensive plan does not mention a TCEA, and a ranking of 3 indicates that the comprehensive plan provides explicit detail on the TCEA, addresses most or all of the elements of new legislation, specifically links them to the TCEA, and provides a direct connection to the purpose of the TCEA while minimizing or improving conditions of all transportation modes. Tables 5 and 6 provide a detailed review and ranking of each TCEA and Miami-Dade County's TCEA, respectively.

5.1 Trend Analysis

A review of each city's comprehensive plan indicates that even the first step in creating a TCEA – defining the area and purpose of designation – is completed to varying degrees with little uniformity across the state. It is important to note which cities specifically address TCEAs and to what extent. By compiling this information, the cities that exemplify the most thorough outline of TCEA implementation provide a model for evaluation and recommendation. Those local governments that do not mention TCEAs or only announce future creation of a TCEA are significant because they may be operating as a TCEA without proper guidance regarding the purpose and the steps necessary to implement the TCEA. If local governments do not provide adequate direction, a great potential exists for insufficient transportation mitigation.

There were several noteworthy cities that exemplified a well-documented TCEA. The municipalities with particularly detailed TCEA descriptions include Daytona Beach, Gainesville, Jacksonville, Riviera Beach, City of Sarasota, and North Miami. The common elements of these high ranking municipalities are that the purpose of the designation is clear and detailed, the applicable components of the Florida Statutes and/or Florida Administrative Code are noted and discussed, and specific requirements are set out with possible methods to meet the necessary elements. On the other hand, the cities of New Port Richey, Boynton Beach, and Panama City Beach fail to mention the existence of a TCEA, although the DCA has a record of each as containing one.

Those municipalities that were given moderate rankings contain general information pertaining to the TCEA requirements but do not include TCEA-specific policies. For instance, if a TCEA was located in an existing Community Redevelopment Area (CRA), the city may have gone into extensive detail about redevelopment, but failed to discuss

completely the transportation, urban design, or land use elements of the area that are important for TCEA designation. It is important that these cities address the complete list of TCEA requirements when they revise their LGCP through the EAR-based amendments in order to be compliant with current state legislation.

Miami-Dade County's TCEA is unique because 28 jurisdictions fall within its boundaries. Some jurisdictions designate TCEAs in conjunction with the County's TCEA (Aventura, Miami, and South Miami) while Coral Gables and North Miami designate TCEAs independently of the county. The LGCPs for each municipality are compared in Table 6, and a summary of each municipality is included in Section 2.3 of the accompanying report (*A Guide for the Creation and Evaluation of Transportation Concurrency Exception Areas: Case Studies of Florida Communities*).

Table 3: Basic TCEA Overview

Jurisdiction	TCEA Justification					Basic Information						
	Urban Infill	Urban Redevelopment	Urban infill and redevelopment	Downtown Revitalization	Public Transit	Size (in acres)	Impacts SIS facility(s)	Year Established	Projected TCEA Update Deadline ^a	Due Date for EAR adoption	Plan designates a TCEA	Has a DRI
Boynton Beach		X				669	X	2005	8/1/07	11/1/05	X	
Collier County	X	X			X	1,073		2003	7/1/06	1/1/04	X	
Coral Gables	X	X				1,123		1995	1/1/08	4/1/06	X	
Daytona Beach				X		310	X	1995	6/1/09	9/1/07	X	
Delray Beach		X		X		436	X	1995	10/1/07	1/1/06	X	X
Gainesville		X				19,704	X	1999	8/1/12	11/1/10	X	
Jacksonville				X		1,740	X	2005	2010	12/1/08	X	X
City of Largo Clearwater-Largo Road		X				77		1998	10/1/08	1/1/07	X	
City of Largo West Bay Drive		X				407		1998	10/1/08	1/1/07	X	
Lake Worth		X				338	X	2003	5/1/08	8/1/06	X	
Miami-Dade County	X	X			X	128,000	X	1994	7/1/06	11/1/03	X	X
North Miami	X	X				5,120	X	2003			X	
New Port Richey				X		150		1999	12/1/07	3/1/06		
Ocala	X	X				2,381	X	1996	1/1/13	4/1/11	X	
Orlando	X	X		X		26,132	X	1998	8/1/09	11/1/07	X	
Oviedo		X		X		500		1997	12/1/09	3/1/08	X	
Panama City Beach		X				1,910		2004	9/1/09	12/1/07		
Pensacola	X	X				1,308	X	1995	5/1/10	8/1/08	X	
Riviera Beach		X				645	X	2003	10/1/08	1/1/07	X	
Sanford				X		357		2001		4/1/08	X	
St. Petersburg	X	X				22,632	X	2000	3/1/09	6/1/07	X	X
Safety Harbor		X		X	X	110		1998	1/1/09	4/1/07	X	
Sarasota		X		X		640		1998	8/1/07	11/1/05	X	X
Stuart	X	X				581		2001	7/1/11	10/1/09	X	
Tallahassee	X			X		925		1994	4/1/09	7/1/07	X	
Tampa	X			X		42,337	X	1998	5/1/08	8/1/06	X	
Temple Terrace		X				225		2004	6/1/08	9/1/06	(b)	X
Westgate (Palm Beach County)	X	X				1,170	X	2002	7/1/06	10/1/04	X	X
West Palm Beach	X			X		786		1997	12/1/08	3/1/07	X	X

(a) The 2005 legislation requires that TCEAs existing prior to July 1, 2005, shall meet, at a minimum, the provisions of Section 163.3180(5)(d), (e) and (f), F.S., by July 1, 2006, or at the time of the comprehensive plan update pursuant to the evaluation and appraisal report (EAR), whichever occurs last.

(b) Plan Amendment CPA 04-09 refers to a TCEA that is congruous with the boundaries of the CRA. However, in the version of the Comprehensive Plan reviewed by the research team, no policy designated a TCEA.

Table 4: Basic Miami-Dade County TCEA Overview

Miami-Dade County has designated its large Urban Infill Area as a TCEA. These cities fall at least partially within the boundaries of the Urban Infill Area/TCEA.					
Jurisdictions in UIA ^{a,c}	Size of City (in square miles) ^b	Population ^b	Population Density (persons per square mile) ^b	Located entirely within UIA ^c	Comprehensive plan designates a TCEA
Aventura	2.88	26,882	9,344.70	X	X
Bal Harbour	0.34	3,305	9,791.40	X	
Bay Harbor Islands	0.37	5,146	13,875.40	X	
Biscayne Park	0.64	3,269	5,147.00	X	
Coral Gables	13.22	42,539	3,216.9	X	X
El Portal	0.42	2,505	5,896.60	X	
Golden Beach	0.34	919	2,692.70	X	
Hialeah	19.24	226,401	11,767.30		
Indian Creek Village	0.42	33	77.9	X	
Key Biscayne	1.26	10,324	8,225.00	X	
Medley	3.70	1,076	290.7		
Miami	37.08	376,815	10,160.90	X	X
Miami Beach	7.14	89,312	12,502.10	X	
Miami Gardens	18.93	100,887	5,328.41		
Miami Lakes	5.96	22,676	3,806.40		
Miami Shores	2.46	10,380	4,227.60	X	
Miami Springs	2.94	13,712	4,666.80	X	
North Bay Village	0.33	6,733	20,267.10	X	
North Miami	8.38	59,310	7,080.00	X	X
North Miami Beach	4.90	40,345	8,230.60	X	
Opa-Locka	4.33	14,951	3,451.90	X	
Palmetto Bay	7.75	24,469	3155.6		
Pinecrest	7.69	19,432	2,527.80		
South Miami	2.29	10,741	4,680.50	X	X
Sunny Isles Beach	1.01	15,315	15,231.10	X	
Surfside	0.50	4,909	9,721.80	X	
Virginia Gardens	0.30	2,348	7,820.60	X	
West Miami	0.71	5,863	8,241.50	X	

(a) Coral Gables and North Miami are included here because they are located in the UIA. They are also listed on Table 3 because they have independent TCEAs.

(b) These numbers reflect those from censuses taken in 2000-2004

(c) UIA = Urban Infill Area (same as Miami-Dade's TCEA)

Table 5: TCEA Detailed Comprehensive Plan Comparison

Jurisdiction	Overall Rating of TCEA	TCEA Justification					Basic TCEA Requirements								Other Elements								
		Urban Infill	Urban Redevelopment	Urban infill and redevelopment	Downtown Revitalization	Public Transit	Supports mobility	Funds mobility	Includes alternative modes of transportation	Strategies support purpose of designation	Demonstrates how mobility will be provided	Addresses Urban Design	Addresses appropriate land use mixes	Addresses intensity and density	Addresses network connectivity	Plan to mitigate effects on SIS	Long-term Concurrency Management System	Transportation Concurrency Management Areas (TCMAs)	Allow de minimus impact exceptions	Transportation System Management (TSM)	Travel Demand Management (TDM)	Considers school locations	Uses LOS Standards in the TCEA
Boynton Beach	0		X					X			X	X	X									X	
Collier County	2	X	X			X		X							X		X					X	
Coral Gables	2	X	X					X	X						X		X					X	
Daytona Beach	3				X			X	X	X	X	X	X										
Delray Beach	2		X		X			X	X			X			X								
Gainesville	3		X					X			X	X	X	X		X					X		X
Jacksonville	3				X		X	X	X	X	X	X	X	X	X						X		
Lake Worth	1		X									(c)	(c)	(c)	X								
Largo (two TCEAs)	2		X					X	X					X	X	X		X			X		
Miami-Dade County	2	X	X			X		X			X	X	X		X		X						X
New Port Richey	0				X			X							X								
North Miami	3	X	X				X	X	X	X	X	X	X	X	X						X		X
Ocala	2	X	X							X											X		
Orlando	2	X	X		X																		
Oviedo	2		X		X			X	X		X	X			X								
Panama City Beach ^a	0		X					X														X	
Pensacola	2	X	X					X	X	X	X								X	X			
Riviera Beach	3		X					X	X	X	X			X		X					X		
Sanford	2				X		X	X	X	X				X				X			X		
St. Petersburg	2	X	X					X	X					X		X					X		
Safety Harbor	2		X		X	X		X			X	X	X	X							X		
City of Sarasota	3		X		X		X	X	X	X	X	X	X	X			X	X	X		X		X
Stuart	2	X	X						X		X	X	X	X									X
Tallahassee	2	X			X				X		X	X	X	X							X		X
Tampa	2	X			X		X	X				X		X	X				X	X			
Temple Terrace ^b	1		X					X			X	X	X	X					X				
Westgate (Palm Beach Cnty.)	1	X	X					X	X								X		X				
West Palm Beach	3	X			X			X	X		X	X	X	X							X		

Rating Scale

- 0 - Does not mention a TCEA or references the future designation of a TCEA.
- 1 - Designates a TCEA but addresses few if any of the evaluation criteria.
- 2 - Mentions the TCEA in basic detail. Satisfaction of the evaluation criteria is not linked to the TCEA.
- 3 - Provides explicit detail on the TCEA. Satisfaction of the evaluation criteria is linked to the TCEA.

(a) The version of the Comprehensive Plan reviewed mentioned TCEAs only as future possibilities and did not officially designate any.

(b) Plan Amendment CPA 04-09 refers to a TCEA that is congruous with the boundaries of the CRA. However, in the version of the Comprehensive Plan reviewed by the research team, no policy designated a TCEA.

(c) Lake Worth Comp Plan Transportation Element Policy 02.01.07.05 states that "within 24 months...the City shall participate...in a Corridor Master Plan process to determine appropriate densities, mix of uses, interconnectivity of properties and adopt a plan for smart growth involving the 10th Ave. North Corridor and link to I-95."

Table 6: Miami-Dade County TCEA Detailed Comprehensive Plan Comparison

Goals, objectives, and policies that support Miami-Dade's TCEA (purpose: infill, redevelopment, and transit)							Basic TCEA Requirements							Other Elements									
Jurisdictions in Urban Infill Area ^a	Overall Rating of TCEA	Allows concurrency exceptions for projects that promote transit	Adopts tiered LOS standards for UDB and/or UIA ^d	Supports county public transportation network	Designates redevelopment areas that could be RCEAs ^d	Specifically designates a TCEA	Supports mobility	Funds mobility	Includes alternative modes of transportation	Strategies support purpose of designation	Demonstrates how mobility will be provided	Addresses Urban Design	Addresses appropriate land use mixes	Addresses intensity and density	Addresses network connectivity	Plan to mitigate effects on SIS	Long-term Concurrency Management System	Transportation Concurrency Management Areas (TCMAs)	Allow de minimus impact exceptions	Transportation System Management (TSM)	Travel Demand Management (TDM)	Considers school locations	Uses LOS Standards in the TCEA
Miami-Dade County	2	X	X	X	X	X			X			X	X	X		X							X
Aventura	2		X	(b)		X			X			X	X	X	X						X		X
Bal Harbour	0								X														
Bay Harbor Islands	0													X									
Biscayne Park	0																						
Coral Gables	2			X		X			X	X						X			X			X	
El Portal	0								X														
Golden Beach	0								X														
Hialeah	0		X		X				X	X		X	X	X	X			X					
Indian Creek Village	0																						
Key Biscayne	0								X														
Medley	0																						
Miami	2		X		X	X			X	X		X	X	X				X				X	X
Miami Beach	0								X	X		X	X		X			X			X		
Miami Gardens	0			X			X	X	X	X	X	X	X	X	X			X		X	X	X	
Miami Lakes	0		X	X					X			X	X		X							X	
Miami Shores	0		X	X		(c)			X								(c)						
Miami Springs	0		X	X		(c)			X					X			(c)						
North Bay Village	0																						
North Miami	3			X		X	X	X	X	X	X	X	X	X	X						X		X
North Miami Beach	0		X	X	X				X	X			X	X		X			X	X			
Opa-Locka	0				X				X														
Palmetto Bay	0	X			X				X			X	X	X									
Pinecrest	0		X						X			X						X	X				
South Miami	2			X	X	X			X	X		X			X								
Sunny Isles Beach	0																						
Surfside	0								X														
Virginia Gardens	0																						
West Miami	0											X											

Rating Scale

- 0 - Does not mention a TCEA or references the future designation of a TCEA.
- 1 - Designates a TCEA but addresses few if any of the evaluation criteria.
- 2 - Mentions the TCEA in basic detail. Satisfaction of the evaluation criteria is not linked to the TCEA.
- 3 - Provides explicit detail on the TCEA. Satisfaction of the evaluation criteria is linked to the TCEA.

(a) Coral Gables and North Miami are included on in this table to provide additional information on their independent TCEAs. They are also included in the Table 5.

(b) Policies 4.1 and 4.2 of the Transportation Element state that Aventura will implement a local public transit system to operate exclusively within the local TCEA.

(c) Miami Shores Transportation Element Policy 1.12 and Miami Springs Transportation Element Policy 1.1.8 set a priority to evaluate the potential effectiveness of TCEAs and/or TCMAs but do not actually designate either one in either city.

(d) RCEA = Redevelopment Concurrency Exception Area
 UDB = Urban Development Boundary
 UIA = Urban Infill Area

Section 6: Detailed Evaluation Criteria for TCEA Review

Table 7 provides an organized checklist that can be used to evaluate TCEAs. The first part evaluates the TCEA in terms of basic statutory TCEA designation requirements with the intent to discern the degree to which the TCEA meets the basic requirements of the Florida Statutes, and the second part provides a framework for a more detailed evaluation of the TCEA by section. Each section corresponds to a specific portion of the TCEA requirements established by the statutes. Each section consists of one to three subsections that evaluate the degree to which the TCEA meets the respective requirements of the legislation in both plan and practice. The first subsection is a set of “Plan Evaluation Criteria,” that measure of the success of the comprehensive plan in meeting the objectives of the TCEA. The second subsection, if present, is a set of “Primary Performance Measures” including the measures generally contained in the MMTD Handbook that are used to demonstrate progress towards the specific goals outlined in the comprehensive plan. The third subsection, if present, contains “Alternative Performance Measures,” which are measures used in general planning practice that may be used in addition to or in lieu of Primary Performance Measures to demonstrate progress towards the specific goals outlined in the comprehensive plan. For each requirement of the Florida Statutes, the table is designed to evaluate the LGCP’s completeness first, and to provide performance measures that can be used to demonstrate progress towards reaching the goals and objectives outlined in the plan second.

These evaluation criteria are used to evaluate TCEAs in the following pilot communities: Miami-Dade County (including the cities of Aventura, North Miami Beach, and Miami), Collier County, and Daytona Beach (see *A Guide for the Creation and Evaluation of Transportation Concurrency Exception Areas: Case Studies of Florida Communities*). The LGCP and supporting documents for each community are reviewed using the evaluation criteria presented below and recommendations for improvement are made to each community.

Table 7: TCEA Recommended Strategies and Evaluation Criteria

TCEA EVALUATION CRITERIA		
Basic Statutory TCEA Designation Requirements	<input type="checkbox"/> Does the Comprehensive Plan establish strategies and guidelines that promote the purposes of the concurrency exception? Specifically does the Comprehensive Plan: <ul style="list-style-type: none"> <input type="checkbox"/> Adopt and implement strategies that support and fund mobility including alternative modes of transportation? (see "Recommended Strategies and Evaluation Criteria", Sections 1, 2, and 4) <input type="checkbox"/> Demonstrate how strategies will support the purpose of the exception? (see "Recommended Strategies and Evaluation Criteria", Section 3) <input type="checkbox"/> Demonstrate how mobility within the designated exception area will be provided in the short-term and the long-term? (see "Recommended Strategies and Evaluation Criteria", Section 5) <input type="checkbox"/> Address urban design, appropriate land use mixes, density and intensity, and network connectivity needed to promote urban infill, redevelopment, or downtown revitalization? (see "Recommended Strategies and Evaluation Criteria", Sections 6 through 9) 	
	<input type="checkbox"/> If the TCEA exempts projects that place only special part-time demand on the transportation system, does the Comprehensive Plan require that such projects meet the following criteria? <ul style="list-style-type: none"> <input type="checkbox"/> The exemption is limited to projects that have no more than 200 scheduled events each calendar year, AND <input type="checkbox"/> Do not affect the 100 highest traffic volume hours 	
	URBAN INFILL	<input type="checkbox"/> If the TCEA is located within an area designated by the comprehensive plan for Urban Infill (as defined by §163.3164 (27) F.S.), does it meet the following criteria? <ul style="list-style-type: none"> <input type="checkbox"/> No more than 10 percent of the area is developable vacant land (vacant lands may not include water bodies or other unavailable lands) <input type="checkbox"/> If residential use comprises 60 percent or more of the developed land, the average density is no less than 5 dwelling units per acre <input type="checkbox"/> If non-residential use comprises 60 percent or more of the developed land, the average intensity is no less than 1.0 per gross non residentially developed acre
	URBAN REDEV.	<input type="checkbox"/> If the TCEA is located within an area designated by the comprehensive plan for Urban Redevelopment (as defined by §163.3164 (26) F.S.) does it meet the following criteria? <ul style="list-style-type: none"> <input type="checkbox"/> Is within an Urban Infill area as identified in Rule 9J-5.0055(6)(a) 1a&b OR <input type="checkbox"/> Is within an existing urban service area as defined by §163.31464 (29) F.S.
	DOWNTOWN REVIT.	<input type="checkbox"/> If the TCEA is located within an area designated by the comprehensive plan for Downtown Revitalization (as defined by §163.3164 (25) F.S.) does it meet the following criteria? <ul style="list-style-type: none"> <input type="checkbox"/> Located within a Central Business District (CDB) designated by the Comprehensive Plan? <input type="checkbox"/> Includes both downtown development and redevelopment?
	URBAN INFILL & REDEV.	<input type="checkbox"/> If the TCEA located within an Urban Infill and Redevelopment Area (§163.2517 F.S.) by the local government in its Comprehensive Plan for the purpose of targeting economic development, job creation, housing, transportation, crime prevention, neighborhood revitalization and preservation, and land use incentives to encourage urban infill and redevelopment within the urban core <ul style="list-style-type: none"> <input type="checkbox"/> Does the Comprehensive Plan provide for infrastructure needs including mass transit and multimodal linkages? <input type="checkbox"/> Does the Comprehensive Plan identify and map existing transportation concurrency exception areas and any relevant public transportation corridors for which the local government seeks designation as a transportation concurrency exception area? <input type="checkbox"/> For such areas, does the Comprehensive Plan describe how public transportation, pedestrian ways, and bikeways will be implemented as an alternative to increased automobile use?

Recommended Strategies and Evaluation Criteria	SECTION 1
	<p style="text-align: center;"><i>Plan Evaluation Criteria:</i></p> <p style="text-align: center;">Supports Mobility</p> <ul style="list-style-type: none"> <input type="checkbox"/> Has the plan identified strategies for funding mobility, alternative modes of transportation, transit-oriented design, density/intensity, mix of land uses, network connectivity, and the mitigation of effects on the SIS, as described below? <input type="checkbox"/> Does the plan include other mobility supporting strategies, such as Transportation Demand Management (TDM), Transportation System Management (TSM), or siting criteria for public facilities such as schools, government buildings, and recreational facilities? <input type="checkbox"/> Does the plan establish performance measures for mobility adequate to address the specific goals of the TCEA? <input type="checkbox"/> Are the adopted performance measures for mobility adequate to address the specific goals of the TCEA?
	SECTION 2
<p style="text-align: center;"><i>Plan Evaluation Criteria:</i></p> <p style="text-align: center;">Funds Mobility</p> <ul style="list-style-type: none"> <input type="checkbox"/> Does the plan contain policies that designate funding for the TCEA or describe revenue sources such as: <ul style="list-style-type: none"> <input type="checkbox"/> Direct public investment through local, state, or federal governments, such as Capital Improvement Plans or direct grants? <input type="checkbox"/> Direct public investment through specially empowered authorities such as Community Development Corporations? <input type="checkbox"/> Redirection of public investment through specially designated, non-profit organizations such as Community Redevelopment Areas and Downtown Redevelopment Agencies? <input type="checkbox"/> Special tax incentive programs such as Enterprise Zones? <input type="checkbox"/> Mitigation strategies to fund TCEA mobility strategies? <input type="checkbox"/> Are mobility strategies funded in the Capital Improvements Element? <input type="checkbox"/> Does the plan establish performance measures for funding adequate to address the specific goals of the TCEA? <input type="checkbox"/> Are the adopted performance measures for funding adequate to address the specific goals of the TCEA? <hr style="border-top: 1px dashed black;"/> <p style="text-align: center;"><i>Primary Performance Measures:</i></p> <ul style="list-style-type: none"> ▪ Amount of funding for bicycle, pedestrian, and transit operations and capital improvements within the TCEA as a percentage of other transportation funding through the funding sources described above ▪ List of TCEA improvements implemented and included in the CIE over the last 5 years. 	
SECTION 3	
<p style="text-align: center;"><i>Plan Evaluation Criteria:</i></p> <p style="text-align: center;">Strategies Support Purpose of Designation</p> <ul style="list-style-type: none"> <input type="checkbox"/> Is the purpose of the designation made clear in the policy or policies that designate the TCEA? <input type="checkbox"/> Does the plan place a priority on the type of development within the TCEA (i.e., redevelopment for a redevelopment TCEA or infill development for an infill development TCEA)? <input type="checkbox"/> Does the plan establish performance measures for “Strategies to Support Purpose of Designation” adequate to address the specific goals of the TCEA? <input type="checkbox"/> Are the adopted performance measures for “Strategies to Support Purpose of Designation” adequate to address the specific goals of the TCEA? 	

		<p><i>Primary Performance Measures:</i></p> <p>Consistent with original justification for designation of the TCEA:</p> <ul style="list-style-type: none">▪ Urban Infill: Percentage of the remaining developable land that has been developed in the TCEA▪ Urban Redevelopment: Number of square feet, or dwelling units, of redevelopment that has occurred within TCEA▪ Urban Infill and Redevelopment:<ul style="list-style-type: none">▪ Percentage of the remaining developable land that has been developed▪ Amount of redevelopment (square feet or dwelling units) that has occurred within the TCEA▪ Downtown Redevelopment:<ul style="list-style-type: none">▪ Percentage of the remaining developable land that has been developed▪ Amount of redevelopment (square feet or dwelling units) that has occurred within the TCEA
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SECTION 4

Includes
Alternative
Modes of
Transportation

Plan Evaluation Criteria:

- Does the plan address or identify existing and future alternative modes of transportation, such as biking, walking, and transit?
- Does the plan include a mode-split goal for alternative modes?
- Does the plan establish performance measures for evaluating if the modal split goals are being met within the TCEA such as
 - Pedestrian, bicycle and transit QOS?
 - Transit network coverage?
 - Transit span of service?
 - Bicycle network coverage?
 - Pedestrian network coverage?
 - Reduction in the amount of vehicle miles traveled?
 - Rates of internal capture?
- Does the plan address alternative modes of transportation as they relate to the specific and identified mobility needs within the TCEA (as opposed to generally fulfilling the requirements of Rule 9J-5.019 (c) (5) F.A.C.)?
- Does the plan include policies requiring new development or redevelopment to support alternative modes of transportation such as
 - Provision of sidewalks, bikeways, transit stops, or other facilities to support alternative modes?
 - Parking management?
- Does the plan identify short-term and long-term strategies and projects for implementation of each mode?
- Does the plan establish performance measures for Alternative Modes adequate to address the specific goals of the TCEA?
- Are the adopted performance measures for Alternative Modes adequate to address the specific goals of the TCEA?

Primary Performance Measures:

- Pedestrian, bicycle and transit Q/LOS: C or better
- Mode split
- Transit network coverage
- Transit span of service
- Bicycle network coverage
- Pedestrian network coverage
- Reduction in the amount of vehicle miles traveled within the TCEA
- Rate of internal capture

Alternative Performance Measures:

- Pedestrian Environment Factor
- Pedestrian/Bicycle Friendliness Factor as calculated by INDEX

Recommended Strategies and Evaluation Criteria	SECTION 5	
	Demonstrates How Mobility will be Provided	<p><i>Plan Evaluation Criteria:</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Does the plan specify how policies related to supporting mobility will be implemented? <input type="checkbox"/> Does the plan link the discussion of alternative modes, urban design, density and intensity, mix of land use, and network connectivity specifically to the TCEA through a special area plan or in the TCEA plan amendment? <input type="checkbox"/> Is there a provision of transit service within the designated area, or a definitive commitment to the provision of transit? <input type="checkbox"/> Does the plan contain a short-term and long-term schedule of mobility improvements with implementation dates and responsible agencies? <input type="checkbox"/> Does the plan establish performance measures for mobility within the TCEA? <input type="checkbox"/> Are the adopted performance measures for mobility adequate to address the specific goals of the TCEA?
		<p><i>Primary Performance Measures:</i></p> <ul style="list-style-type: none"> • Implementation of short-term and long-term improvements over the 5-year period • Execution of interlocal agreement with transportation agencies and employers to provide mobility strategies
	SECTION 6	
Addresses Urban Design	<p><i>Plan Evaluation Criteria:</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Does the plan link urban design policies to the support of alternative modes of transportation? <input type="checkbox"/> Does the plan specifically provide for Transit-Oriented Design (TOD) in the TCEA? <input type="checkbox"/> Does the urban form encourage daily activities within walking distance of residences; public infrastructure that is safe, comfortable, and attractive for pedestrians; adjoining buildings open to the street; and parking facilities structured to avoid conflict with pedestrian, transit, automobile, and truck travel? <input type="checkbox"/> Does the plan require and provide detailed design standards specific to development within the TCEA? <input type="checkbox"/> Does the plan establish performance measures for Urban Design within the TCEA? <input type="checkbox"/> Are the adopted performance measures for Urban Design adequate to address the specific goals of the TCEA? 	

Primary Performance Measures:

- Road network density (lane miles per square mile). Higher densities may indicate more efficient roadways and correlate with population and housing density.
- Portion of the road network comprised of 2 lane and 4 lane roads
- Block lengths: 300' desirable, 400' to 500' sufficient, 600' or greater undesirable
- Structural density of the area (F.A.R.)
- Population or household density
- Pedestrian crossing of reasonable distances (1/2 mile or less when block length is greater than 600')
- Amount of redevelopment, infill development, etc. that were build in accordance with the new design standards prescribed in plan
- Average distance of buildings from road
- Number of plan prescribed improvements implemented over 5-year period
- Are the transit stations or stops a visible point of identity for the neighborhood district and community?
- Is there continuous and safe pedestrian access provided by sidewalks and pathways to transit stops?
- Do the transit stations and stops provide direct or reasonable access to major attractions and destinations?
- Are the transit stations and stops accessible in accordance with the Americans with Disabilities Act?
- Are buildings and services located adjacent to the sidewalk?
- Is adequate parking provided with direct access to major transit stations or park-and-ride services?

Recommended Strategies and Evaluation Criteria

SECTION 7

Addresses
Appropriate
Land Use
Mixes

Plan Evaluation Criteria:

- Does the area in the plan contain a variety of land uses, including employment, residential, and supporting activities?
- Does the plan require mixed-use zoning?
- Does the plan consider school siting in the treatment of land-use mix?
- Does the plan identify specific ratios of mixed-use development for the TCEA?
- Does the plan establish performance measures for Land Use Mix within the TCEA?
- Are the adopted performance measures for Land Use Mix adequate to address the specific goals of the TCEA?

Primary Performance Measures:

- Jobs to Population Ratio: range of 1:1 to 3:1 (FDOT 2004)
- 3 or more Significant Land Uses including residential and employment (Figure 2 MMTD Handbook)
 - Center or suburban office
 - Local, regional, or specialty shopping
 - Hospital
 - Recreational
 - Cultural
 - Schools/Colleges
 - Government/Institutional
 - Residential (>8 du/acre)
- Land use separations (Table 5 of MMTD Handbook)
 - Home based shopping within 0.25 to 0.5 miles (5 to 10 minutes)
 - Home based social/recreational within 0.5 to 1.0 miles (10 to 20 minutes)
 - Home based work within 1.0 to 1.25 miles (20 to 25 minutes)
- Land use ratios (Refer Land Use Mix Table of MMTD Handbook)
 - 5 to 15 percent open space
 - 30 to 70 percent office
 - 20 to 60 percent residential

Alternative Performance Measures:

- Number of Acres/Percentage of mixed-use development within the TCEA as compared to number of acres/percentage of total development
- Number of suggested land uses from the land-use compatibility matrix in Tables 3 and 4 of the Pedestrian and Transit-Friendly Design Manual?
- Land-use mix as calculated by INDEX
- Land-use balance as calculated by INDEX
- Area completeness as calculated by INDEX

SECTION 8

Addresses Intensity and Density

Plan Evaluation Criteria:

- Does the plan include specific minimum densities for development in the TCEA as related to support the objectives of the TCEA?
 - Residential density of no less than 5 du/ acre (for infill TCEA) or high enough to support multimodal potential?
 - Employment Density of no less than 1.0 FAR (for infill TCEA) or high enough to support multimodal potential?
- Does the plan specify areas where development should be intensified (i.e., around major transit stations)?
- Do the densities specified in the plan support the type of transit available or planned for the TCEA?
- Does the plan establish performance measures for intensity and density within the TCEA?
- Are the adopted performance measures for intensity and density adequate to address the specific goals of the TCEA?

Primary Performance Measures:
(Table adapted from MMTD Handbook)

- Residential population > 5,000
- Residential density
- Employment density

Residential Land Use (units per acre)	Commercial Land Use (employees per acre)	Multimodal Potential & Transportation Compatibility
1 - 3	1 - 39	Poor multimodal potential
4 - 6	40 - 59	Marginal multimodal potential
7 - 14	60 - 99	Good multimodal potential
15+	100+	High multimodal potential

Alternative Performance Measures:

- Densities to demonstrate transit ridership
- Higher intensities and densities within the primary service area for the central core, or does the area provide a density of development (not necessarily concentric) that promotes the provision of primary services (as shown in Figure 3 of MMTD Handbook)
- Intensities along major transit corridors
- Higher densities and intensities at activity centers along corridors in proximity to transit usage
- Densities and intensities of land-uses in Table 6 of MMTD Handbook
- Centeredness of the area as calculated by INDEX

SECTION 9

Addresses Network Connectivity

Plan Evaluation Criteria:

- Does the plan require development or redevelopment to provide sidewalks where appropriate?
- Does the plan require development or redevelopment to provide transit stops where appropriate?
- Does the plan support connectivity between modes through required bike racks at major transit stops, park-and-ride facilities for automobiles at major transit stops on the edge of the TCEA, or other measures?
- Does the plan emphasize a connected pedestrian system and/or a connected bike lane/path system in addition to a connected roadway system?
- Does the plan require developments where a modal link is provided to connect to internal and external modal systems?
- Does the plan establish performance measures for Network Connectivity within the TCEA?
- Are the adopted performance measures for Network Connectivity adequate to address the specific goals of the TCEA?

Primary Performance Measures:

- Number of polygons per square mile for bicycle, pedestrian, and transit networks: 50 polygons per square mile (MMTD handbook)
- Block lengths: 300' desirable, 400' to 500' sufficient, 600' or greater undesirable (MMTD Handbook)

Alternative Performance Measures:

- Pedestrian Route Directness as calculated by INDEX
- Pedestrian Network Coverage as calculated by INDEX
- Pedestrian Network Connectivity as calculated by INDEX
- Network Density of the streets in the TCEA as calculated by INDEX
- Street Connectivity as calculated by INDEX
- Ratio of intersection types in the street network
- Link-Node Ratio of the street network
- Bicycle Route Connectivity as calculated by INDEX
- Convenience of connections to regional transportation
- Convenience of modal connections
- Area wide multimodal level of service meet the suggested level for each mode (as described in Table 7 of MMTD Handbook)
- LOS for pedestrian and bicycle networks a "B" or better within a two-mile radius of schools within the TCEA
- Street network provide access to a community focal point or urban core
- Hierarchical road network organization and roadway pattern similar to Figures 5 and 6 of MMTD Handbook

SECTION 10

Plan to Mitigate Effects on SIS

Plan Evaluation Criteria:

- Does the plan acknowledge potential effects of the TCEA on the SIS and list the facilities in question?
- Does the plan establish a methodology to measure the impact of development or redevelopment within the TCEA on SIS facilities?
- Does the plan require development or redevelopment with the potential to impact SIS facilities to enact Transportation Demand Management (TDM) or Transportation System Management (TSM) policies?
- Does the transportation plan and/or Capital Improvements Element plan to build and fund roadway improvements or other strategies to increase the capacity of parallel facilities and/or improve network connections to keep local trips off SIS facilities?

		<p><i>Primary Performance Measures:</i></p> <ul style="list-style-type: none">▪ Rate of internal capture on roadways parallel to SIS facilities▪ LOS on SIS facilities/available capacity (if required by FDOT district – monitoring of LOS on SIS facilities is not mandatory for TCEAs)
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