



HILLSBOROUGH
COUNTY PLANNING
AND GROWTH
MANAGEMENT
DEPARTMENT

TRANSPORTATION CONCURRENCY

*"EFFECT OF DEVELOPMENT ON LOCAL
TRANSPORTATION"*

AUGUST, 2005

IMPACT OF GROWTH ON ROADWAYS

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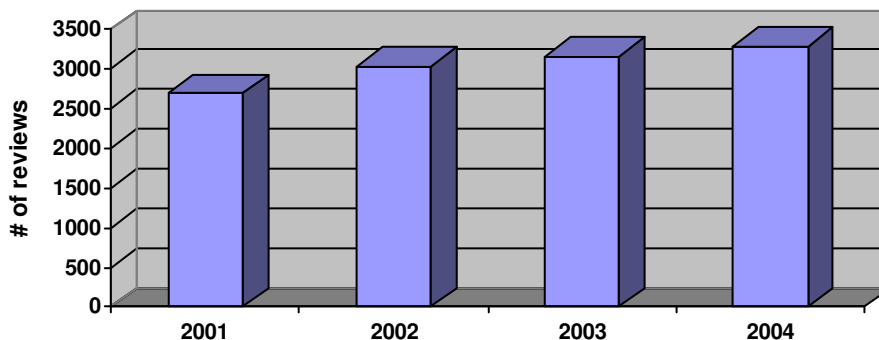
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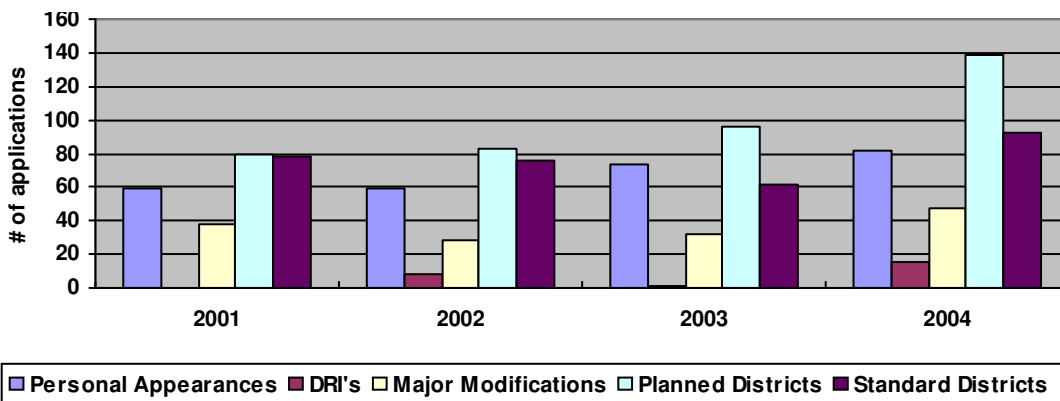
For the past several years there has been a considerable increase in the number of development applications being reviewed by staff. PGM Transportation and Development Services staffs reviewed approximately 3,000 submittals in 2004. In 2003, staff reviewed approximately 2,700 applications. Based on current rate of applications, the County can expect to exceed 3,500 submittals this year. The increased number of applications has had a significant impact on the time it takes to approve an application.

DEVELOPMENT REVIEW APPLICATIONS (2001-2004)



This increased level of development activity is also occurring in the rezoning process which is typically the first stage in the development process. There has been a significant increase in Planned Development Applications, Standard Districts applications and Personal Appearances. Many of these projects are seeking rezoning approvals and immediately submitting site plans to the Development Services Department for Preliminary Site Plan Approval. The chart below demonstrates the steady increase in zoning activity between 2001 through 2004.

REZONING APPLICATIONS (2001-2004)



POINTS OF INTEREST:

- 277 LANE MILES OF DEFICIENT REGULATED COUNTY ROADS
- 283 LANE MILES OF DEFICIENT REGULATED STATE ROADS
- 147 DEFICIENT INTERSECTIONS

FREQUENTLY ASKED QUESTIONS

What is transportation concurrency?

Concurrency means that transportation facilities must be adequate to carry the traffic of a proposed development at the adopted level of service. If standards are not met at the time you apply for development (“concurrent” with your application), the County can approve development only if financial commitments for improvements are made that will achieve the standards no later than 3 years after the development is approved. These commitments may be made by the County in its Capital Improvement Program or by agreement between the County and the developer.

What is transportation concurrency review?

Concurrency is determined by adding the traffic from the proposed development to the traffic already on the road and then calculating the projected resulting level of service. This is then compared to the County’s standard. If the projected level of service is as good as, or better than the standard, the development passes the concurrency test and the applicant will be issued a Certificate of Capacity. If the projected level of service falls below the standard, the development fails the concurrency test and no COC will be issued.

What is the 5% rule?

The 5% rule applies to Planned Development rezoning applications. Planned Developments must submit a detailed traffic analysis if the proposed development’s daily trips exceed 5% of the capacity of adjacent streets at the adopted level of service.

What is a de minimis impact? De Minimis is a latin term which means “of minimum importance”

Development that impacts a deficient roadway is allowed if the proposed development is found to have a minimum impact. An impact of not more than one percent of the maximum volume at the adopted level of service of the affected transportation facility is de minimis.

No impact will be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a regulated transportation facility would exceed 110 percent of the maximum volume at the adopted level of service of the affected regulated transportation facility.

How long is Concurrency reserved?

Transportation Concurrency is granted at Preliminary Site Plan Approval. The COC is good for six months or until construction plans are approved, whichever is sooner. If construction plans are submitted but not approved, Hillsborough County may consider a 3-month extension. The COC is good for a two year period after construction plan approval. At the issuance of the Certificate of Occupancy the COC becomes permanent.

What is Level of Service?

Level of service is a concept that characterize operational conditions of a roadway. There are given letter designations from A to F, A representing the best, F representing the worst.

TECHNICAL REVIEW COMMITTEE

To allow a more comprehensive and coordinated transportation concurrency review, the Planning and Growth Management Department created the Technical Review Committee (TRC). The TRC consists of staff from the Planning and Growth Management Transportation Section, the Public Works Traffic Operations Section and the Public Works Design Section. This group consists of Professional Planners, Professional Licensed Engineers, and a County Attorney is present in an advisory capacity for all concurrency reviews. The TRC’s responsibility is to ensure that all proposed projects meet transportation concurrency requirements and all proposed project mitigation meets the County technical standards. The TRC meets every Friday morning from 8:00am to 11:00am. Please contact Charles White at 307-4513 for more information.



TAMPA INTERSTATE SYSTEM

**“ADEQUATE
PUBLIC
FACILITIES
MUST BE
AVAILABLE TO
ACCOMMODATE
PROPOSED
DEVELOPMENT”**



LUMSDEN ROAD DURING PM
PEAK HOUR TRAFFIC

We are on the web

www.hillsboroughcounty.org

**HILLSBOROUGH COUNTY
PLANNING AND GROWTH
MANAGEMENT DEPARTMENT**

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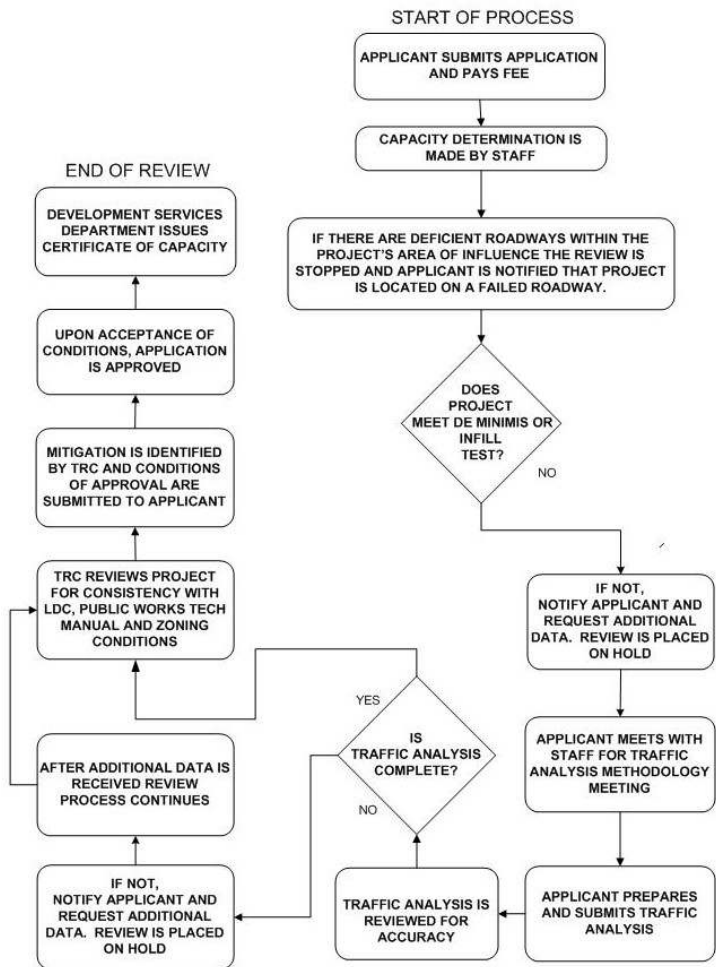
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2005 DEFICIENT ROADWAYS

- 56TH ST: (HILLSBOROUGH AVE-to-FOWLER AVE)
- BALM RIVERVIEW RD: (US HWY 301-to-BOYETTE RD)
- BEARSS AVE: (BRUCE B DOWNS BLVD -to-DALE MABRY HWY)
- BELL SHOALS RD: (LITHIA PINECREST-to-BOYETTE RD)
- BIG BEND RD: (US HWY 41-to-US HWY 301)
- BLOOMINGDALE AVE: (US HWY 301 -to-LITHIA PINECREST)
- BRUCE B DOWNS BLVD: (FOWLER AVE-to-COUNTY LINE RD)
- BUSCH BLVD: (ARMENIA AVE-to-DALE MABRY)
- CR 579: (I-4-to-M L KING BLVD)
- CROSS CREEK BLVD: (KINNAN ST -to-MORRIS BRIDGE RD)
- DALE MABRY HWY: (HILLSBOROUGH AVE-to-LUTZ LAKE FERN)
- EHRlich RD: (DALE MABRY HWY -to-GUNN HWY)
- FISH HAWK BLVD: (BELL SHOALS RD -to-LITHIA PINECREST)
- FLETCHER AVE: (DALE MABRY HWY -to-I-75)
- FOWLER AVE: (BRUCE B DOWNS-to-I-75)
- GEORGE RD: (MEMORIAL HWY -to-HILLSBOROUGH AVE)
- GIBSONTON DR: (I-75 -to-US HWY 301)
- GUNN HWY: (S. MOBLEY-to-PASCO COUNTY)
- HIGHVIEW RD: (SR 574/MLK-to-WINDHORST RD)
- HILLSBOROUGH AVE: (50TH ST -to-US HWY 301)
- HILLSBOROUGH AVE: (ANDERSON-to-SHELDON RD)
- HIMES AVE: (HILLSBOROUGH AVE -to-BUSCH BLVD)
- HUTCHINSON RD: (EHRlich RD-to-N MOBLEY RD)
- I-75: (FOWLER AVE -to-BRUCE B. DOWNS BLVD)
- LITHIA PINECREST RD: (SR 60 -to-FISH HAWK BLVD)
- LUMSDEN RD: (KINGS AVE -to-S. MULRENNAN RD)
- LUTZ LAKE FERN RD: (DALE MABRY HWY-to-SUNCOAST)
- LYNN TURNER: (GUNN HWY -to-EHRlich RD)
- M L KING BLVD: (CR 579-to-PARSONS AVE)
- M L KING BLVD: (FALKENBURG-to-WILLIAMS RD)
- MEMORIAL HWY: (VETERANS EXPWY -to-HILLSBOROUGH AVE)
- MORRIS BRIDGE RD: (I-75 -to-CROSS CREEK BLVD)
- MT CARMEL/FRONT ST: (SEFFNER VALRICO-to-SR 60)
- PARSONS AVE: (SR 60-to-LUMSDEN RD)
- RACE TRACK RD: (COUNTRYWAY BLVD-to-S MOBELY RD)
- SHELDON RD: (HILLSBOROUGH AVE -to-WATERS AVE)
- SR 60 / ADAMO DR: (US HWY 41-to-LITHIA PINECREST)
- SYMMES RD: (EAST BAY RD-to-US HWY 301)
- US HWY 301: (CAUSEWAY-to-SR 674)
- US HWY 92: (WILLIAMS RD-to-CR 579)
- VALRICO RD: (ML KING BLVD-to-SR 60)
- VAN DYKE RD: (SIMMONS RD -to-DALE MABRY HWY)
- WATERS AVE: (ARMENIA AVE -to-DALE MABRY HWY)
- WHEELER RD: (LAKEWOOD DR-to-VALRICO)

**TRANSPORTATION CONCURRENCY
REVIEW PROCESS WHEN THERE ARE
DEFICIENT ROADWAYS WITHIN
PROJECT'S AREA OF INFLUENCE**



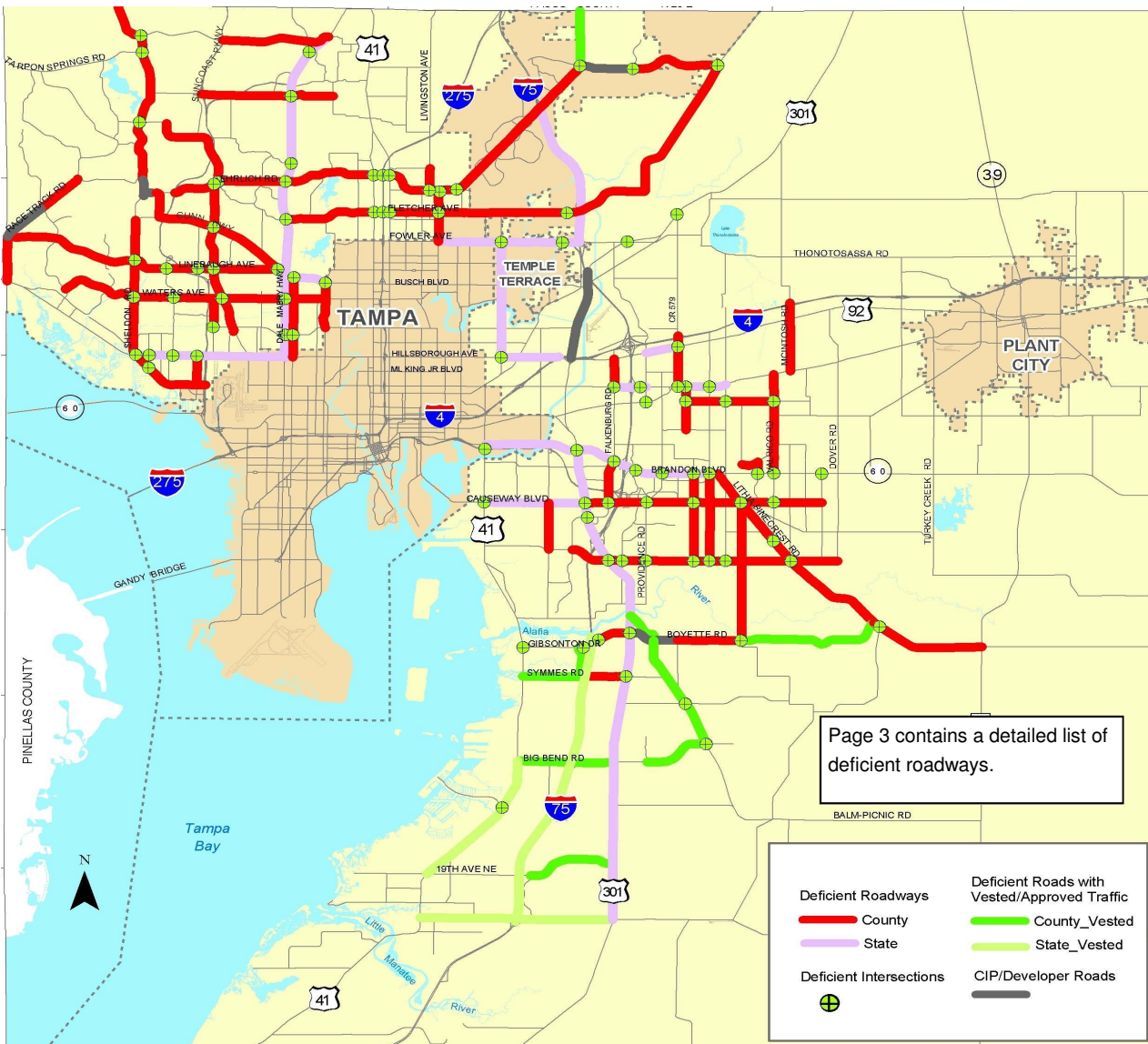
The flow chart above illustrates the process that an applicant will encounter if their proposed project is located on a deficient roadway. The most time-consuming part of the process will be the identification of traffic mitigation. This process can be expedited if the applicant has an understanding of the traffic issues in the proposed project area and mitigation to address those issues are proposed in the initial stages of the review process. Both the 2025 Long Range Transportation Plan and the Hillsborough County Level Of Service Report are good sources of information to get an understanding of the transportation needs in the County.



Dale Mabry Highway during off-peak traffic conditions

TRANSPORTATION CONCURRENCY

2005 DEFICIENT ROADWAYS



A proposed Development that will create a Deficient Regulated Road Segment or place trips on a Deficient Regulated Road Segment will be allowed under concurrency if:

1. The necessary road and/or transit improvements to provide the capacity necessary to ensure the adopted level of service will be maintained:
 - are under construction, or will be under construction within the next two fiscal years from the issuance of the Certificate of Capacity,
 - are the subject of an executed contract.,
 - have been included in the Capital Improvements Element of the County or the State for the period set in the Hillsborough Comprehensive Plan; or
2. The road and/or transit improvements necessary to accommodate all transportation impacts of the proposed Development are provided or in an enforceable Development Agreement approved by the Board; or
3. The proposed Development is a government facility which the Board finds is essential to the health or safety of persons residing in or using previously approved or existing Development.
4. If the availability of public facilities is determined pursuant to subsection 1 above, it must be reasonably anticipated that the necessary road improvements will be available prior to the time required by the Hillsborough Comprehensive Plan.