

Encouraging Smart Growth through Effective Mobility Planning

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Following the passage of SB 360 (the “Community Renewal Act”) in 2009, TOA authored a series of articles on subjects surrounding the bill that are pertinent to local governments. The third and final article of this SB 360 article series highlighted a community’s need for a strategic vision as the guiding principal in the development of a mobility plan. Growth management policies included in the mobility plan should be selected based on the development goals of the community consistent with its strategic vision.

Encouraging the right development at the right place at the right time should be done through the mobility plan growth strategy. The growth strategy understands where development should be targeted and encouraged and develops programs and policies to direct the right type of development to the targeted areas. For example, if a community would like to intensify and redevelop the existing urban core while at the same time discourage development in the suburban and ex-urban areas, then infrastructure, development review, and funding policies should be designed to facilitate this goal.

Examples of smart growth concepts that a community may explore during the development of its mobility plan include:

- Policies that reflect major public investment for capital infrastructure within the existing targeted growth areas, with limited public investment outside the targeted areas.
- Relaxed transportation concurrency and roadway level of service (LOS) standards as a tool to encourage development within targeted growth areas while at the same time implementing more stringent concurrency and LOS standards in areas where development is not desired.
- Creation of geographic differential in impact/mobility fee schedules through the use of innovative techniques such as “buy-downs,” variation in LOS, and variation in fee variables (i.e., demand, cost, credits). In addition to geographic variation, create differential between land uses to encourage certain types of development through the buy-down of favored land uses.

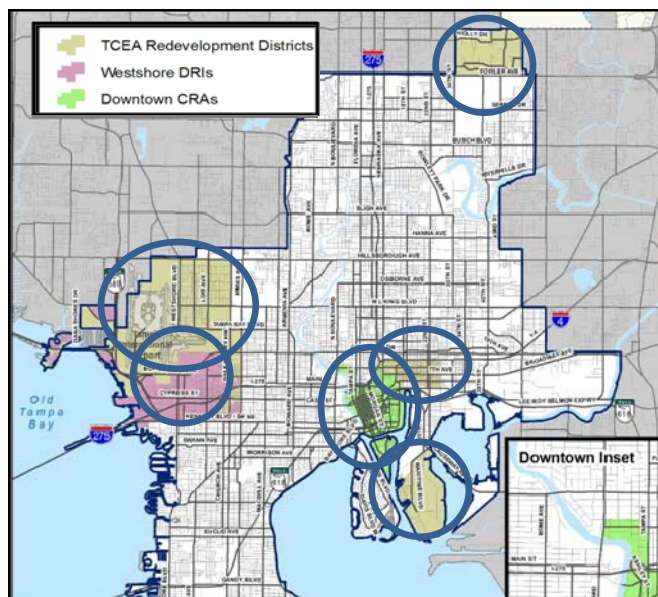
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City of Tampa TCEA Redevelopment Districts emphasize targeted growth areas (denoted by blue circles) that utilize an expedited development review system, including pay-and-go.



What is a Corridor Management Program and Why Create One?

By Jared Schneider, AICP | jschneider@tindaleoliver.com

What is a Corridor Management Program?

A Corridor Management Program establishes land use controls that enable future right-of-way acquisition with reduced impacts to adjacent properties and structures. The goal typically is to ensure that the municipality can provide appropriate corridors to meet future mobility needs. The program can help a community avoid extensive development in future right-of-way in order to preserve future transportation options. The point is generally to maintain options for the future.

What are the components of a Corridor Management Program?

A Corridor Management Program generally can be implemented by adding language in the comprehensive plan and land development code. The changes to the comprehensive plan and land development code typically include:

- a thoroughfare map/table that identifies future corridors and needed right-of-way widths
- setback requirements
- flexible or cluster zoning
- roadway design standards
- interim uses, such as those that possibly could be built in the right-of-way on a temporary basis (landscaping, storm water retention, parking, etc.)
- land dedication, exaction, and acquisitions

Why Create a Corridor Management Program?

A Corridor Management Program can help a community to:

- provide advance notice on an impacted right-of-way
- meet long range needs
- achieve mobility
- promote orderly development
- decrease inconsistent development

In addition, a successful Corridor Management Program can help reduce the need to move/remove structures such as homes and businesses, which potentially could reduce the future cost in acquiring right-of-way. Also, it potentially could minimize adverse environmental, social, and economic impacts of existing and future developments.

Where have Corridor Management programs been implemented?

TOA recently completed a review of corridor management applications being used in several communities in Florida for the Sarasota/Manatee MPO and has been involved in helping to set up corridor management practices for communities across the state, including Pasco County and Collier County. Specifically in Pasco County, TOA helped to identify future needed right-of-way widths for several corridors throughout the county and assisted in developing comprehensive language as well as language for a corridor management ordinance. The Corridor Management Program in Pasco County has helped the County to get more desired roadways built and built earlier.



Florida Department of Community Affairs Suspends Rule Development for HB 697 (2008)

By Elisabeth Schuck, AICP, LEED GA | eschuck@tindaleoliver.com

In 2008, the Florida Legislature enacted House Bill 697, which established new local planning requirements related to energy-efficient land use patterns, transportation strategies to address greenhouse gas reductions, energy conservation, and energy-efficient housing. These new requirements became effective on July 1, 2008, requiring compliance by local governments no later than the due date of their Evaluation and Appraisal Report (EAR)-based amendments.



In 2009, the Florida Department of Community Affairs (FDCA) began the Rule Development process to establish minimum criteria to be used in reviewing comprehensive plans to determine whether they comply with the new requirements of House Bill 697. However, on November 24, 2010, the Department provided formal notice that it had withdrawn the proposed rule for HB 697 to more carefully review and consider the comments received during the Rule Development process.

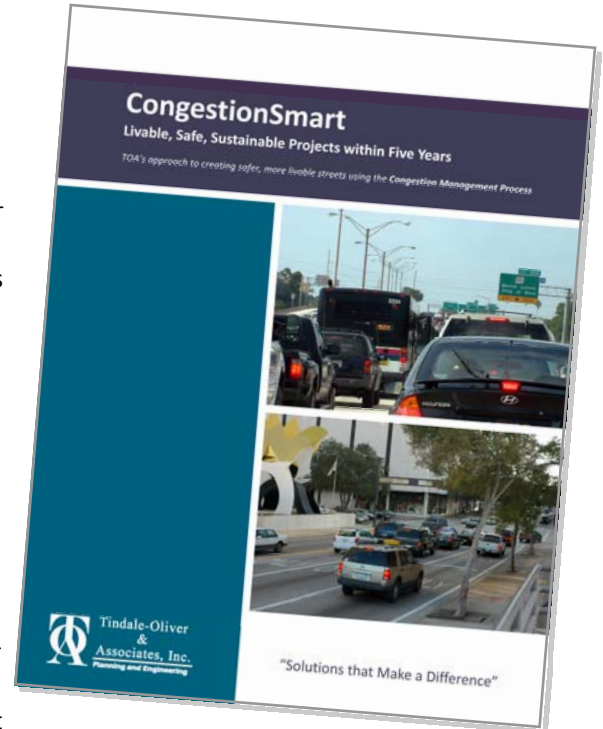
A previous TOA article summarizing HB 697 can be found at www.tindaleoliver.com/HB697.html.

CongestionSmart for a Better Community

By William Roll, AICP | wroll@tindaleoliver.com

Are you interested in a safer, less congested transportation system for your community? The CongestionSmart process was developed by TOA to leverage the efforts required of MPOs to develop a Congestion Management Process (CMP) to meet federal requirements. CongestionSmart addresses each community's unique needs by targeting mobility improvements for all modes of travel resulting in projects that can be implemented quickly. CongestionSmart reduces the efforts required to monitor system performance so that resources can be applied to identify specific improvements that can be implemented.

CongestionSmart also is structured to allow for integration between the MPO's CMP and local government concurrency management systems and Comprehensive Plan Capital Improvement Element development efforts where desired. This helps to reduce duplicate efforts and adds more resources to fund and implement congestion reduction and safety improvement projects. TOA recently implemented five new Congestion Management Process systems for MPOs in Florida. These projects build on TOA's established experience in developing Congestion Management and Concurrency Management Systems. Additional CongestionSmart information can be found on our Web site at www.tindaleoliver.com/CMP.pdf





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TOA is your solution provider for everything Planning & Growth Management, Transit Services, Public Finance & Infrastructure Planning, Transportation Engineering & ITS, Safety Services, GIS & Technology Services, and Parking Planning.

TOA Introduces Web-Based Crash Data Management System

By Charles Shultz | cshultz@tindaleoliver.com

TOA is pleased to announce the development of a new Web-based crash data service that provides the same level of ingenuity and analysis that TOA clients have come to expect. This system will leverage cutting-edge GIS mapping technology to provide the needed functionality for crash data records management, analysis, and safety project development. Currently, the website is available in four counties.

The Web-based crash data management systems (CDMS) is a turnkey service that includes data management and the conversion of historical crash data to the new DHSMV 2010 crash form. TOA is in the process of developing both a CDMS Web-service hosted by TOA as well as enterprise CDMS sites for select clients.



TOA is nationally recognized for its work with GIS-based CDMS, with 17 clients in Florida, a national award from the Federal Highway Administration, and numerous local awards. For more information, visit www.tindaleoliver.com/CDMSWEB.pdf.

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