

SRTC AND STAKEHOLDER WORKSHOP

Presented to



June 14, 2006

Presented by



In association with

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Technical Memorandum # 2

Concurrency Literature Review

ORGANIZATION

- ❖ Purpose of Concurrency
- ❖ Components of a Concurrency System
- ❖ Statewide Approaches to Concurrency
- ❖ Approaches to Regional Concurrency
- ❖ Evaluation of Regional Concurrency Systems

PURPOSE OF CONCURRENCY

❖ Link Provision of Key Public Facilities/Services with

- ❖ Type

- ❖ Amount

- ❖ Location

- ❖ Density

- ❖ Rate

- ❖ Timing of New Development

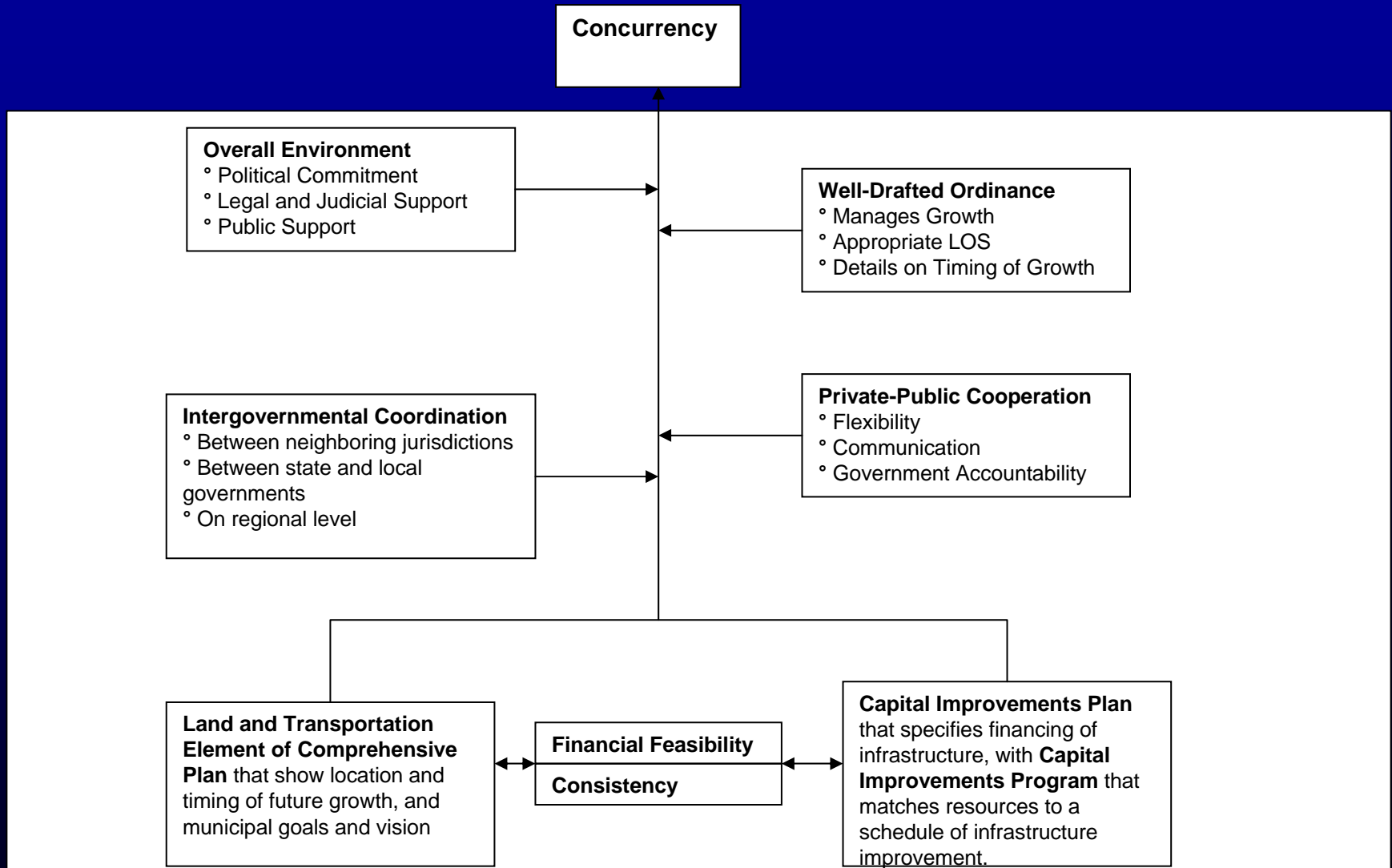
PURPOSE OF CONCURRENCY

- ❖ **Manage Growth and Development with Ability to Maintain Level of Service (LOS)**
- ❖ **Coordinate Public Facility and Service Capacity with Demands of New Development**

PURPOSE OF CONCURRENCY

- ❖ **Discourage Sprawl and Leapfrog Development Patterns/Promote Infill and Redevelopment**
- ❖ **Encourage Efficient Development Patterns (e.g., New Urbanism)**
- ❖ **Maintain LOS for Existing Residents**
- ❖ **Offer an Approach for Providing Necessary Infrastructure for New Residents**

Components of a Concurrency System



Concurrency v. Adequate Public Facilities Ordinances

Both have the goal of providing public facilities and services concurrent with the impact of development

APF Ordinances

- In Suburban Communities throughout country
- Part of Suburban Exclusion

Concurrency

- Under GMA in Florida and Washington
- Applies to all Local Governments in the GM program

Statewide Approaches to Concurrency

- ❖ Florida and Washington are ONLY States with Requirement for Local Governments to Include Concurrency in Local Comprehensive Plan
- ❖ BUT Their Approaches are Significantly Different

Washington vs. Florida

- Only Local Governments in GM
- Local concurrency measurement system
- State Environmental Policy Act (SEPA) Review
- Highways of State Significance
- Regional Transportation Planning Organizations
- All Local Governments
- Adaptation of Highway Capacity Manual – including exceptions and Multi-modal Planning
- Developments of Regional Impact (DRI)/Local Concurrency Systems
- Strategic Intermodal System/Florida Intrastate Highway System
- Weak Intergovernmental Coordination

Approaches to Regional Concurrency/APFOs

- ❖ **Montgomery and Other Counties in Maryland**
- ❖ **Albuquerque and Bernalillo County, New Mexico**
- ❖ **Eastside of Puget Sound Region (Bellevue, Redmond, Kirkland, Issaquah)**
- ❖ **Orlando and Orange County, FL**

Other Regions Identified

- ❖ Boise, Idaho
- ❖ Dane County (Madison), Wisconsin
- ❖ Davidson and Concord-Cabarrus County, NC
- ❖ Vancouver and Clark County, Washington
- ❖ Hillsborough County (Tampa), FL
- ❖ Palm Beach County, FL
- ❖ Miami-Dade County, FL
- ❖ Jacksonville/Duval County, FL

Montgomery County, MD

- ❖ **Since 1973**
- ❖ **Two Tests of Facility Adequacy**
 - ❖ **Policy Area (22 in community) – eliminated in 2005**
 - ❖ **Local Area Transportation Review – measured at local intersections**
- ❖ **Standards Lower in Areas with Better Transit Service**

Montgomery County, MD

- ❖ Longevity is Measure of Success
- ❖ Not Seen a Transferable Because of Complexity
- ❖ Spillover Effects of Growth in Adjacent Counties
 - ❖ Do not have APFOs
 - ❖ Did Not Implement As Early
 - ❖ Housing Affordability

- ❖ **Planned Growth Strategy Preferred Alternative in 2002**
 - 1.** The location of population and housing should be phased and timed to achieve community goals.
 - 2.** Critical infrastructure capacity (streets, parks, schools, water, sewer, and storm drainage) is available to support urban growth.
 - 3.** The needs of growth, rehabilitation, and correction of existing infrastructure deficiencies are fully funded.

- ❖ **Planned Growth Strategy Preferred Alternative in 2002**
 - 4. Implementation is guided by adopted plans, e.g., corridor plans, sector plan (neighborhood) plans, redevelopment plans, and area plans.**
 - 5. Charges for infrastructure to support growth reflect the costs of growth to the community.**
 - 6. The system is flexible.**

Albuquerque/Bernalillo County, NM

- ❖ **PGS Identifies Short-term (1-10 Years) And Medium-term (10-25 Years) Growth Areas Reflecting Community Goals For Location, Density, Timing And Sequencing Of Development**
- ❖ **Three Tiers: Fully-served, Partially-served, Unserved Areas**

Albuquerque/Bernalillo County, NM

❖ Variety of Tools Used

- Capital Improvements Programs
- APFO
- Impact Fees
- Development Agreement
- Development Incentives and Inducements
- Community Plans

❖ Flexibility of APFO to be Mandatory, Incentive-based or Combination of Both

Albuquerque/Bernalillo County, NM

- ❖ **Lower LOS or Exemption Used in Areas with Capacity or Political Constraints**
- ❖ **Incentives for Infill and Redevelopment by Removing Steps in Review Process**
- ❖ **Flexible Approach Also Ensures that New Development Can Take Place**
- ❖ **Implemented for Short-, Medium- and Long-Term**
- ❖ **Uncertain if County is Using APFOs**

Eastside of Puget Sound Region, Washington

- ❖ 2001 Study for Cities of Bellevue, Redmond, Kirkland, and Issaquah
- ❖ Study Conducted by Washington State Transportation Center and University of Washington
 - ❖ Focused on Measurement of Concurrency
 - ❖ Describe Concurrency Approaches
 - ❖ Develop Alternative Multimodal Approaches
 - ❖ Evaluate Approaches
 - ❖ Recommend Changes in Legislation

Eastside of Puget Sound Region, Washington

- ❖ **Communities are Using Different Approaches to Measuring Concurrency**
- ❖ **Sufficient Flexibility, Under Current Law, to Develop, Implement, and Fund Multi-modal Concurrency**
- ❖ **Regional Approach Could Be Coordinated Under PSRC And Would NOT Require A Change in State Law UNLESS the Cities Wanted to Create Metropolitan Government.**

Eastside of Puget Sound Region, Washington

❖ Use Fewer Roads

- ❖ Monetary Awards for Reduced Single-Occupant Vehicle Trips, Roadway Pricing

❖ Fund More Transit

- ❖ Developer Agreements, Transportation Management Associations, Transit-Oriented Development, Subsidies on Major Routes

❖ Act Inter-jurisdictionally

- ❖ Developer Agreements to Fund Services Across Jurisdictional Boundaries, Multi-city Transportation Benefit Districts, Region-wide Transportation Concurrency Authority

ORLANDO AND ORANGE COUNTY, FL

- ❖ Incorporated New Urbanism in Local Planning Efforts in Differing Contexts
- ❖ Coordinate Planning with Concurrency Management
 - ❖ Transportation Concurrency Exception Areas/Development of Regional Impact (Downtown)
 - ❖ Redevelopment (Baldwin Park)
 - ❖ Incentives for New Urbanist Development (Southeast Sector Plan)
 - ❖ Rural Development (Sector Planning)

ORLANDO AND ORANGE COUNTY, FL

- ❖ **Use Flexibility of Growth Management Tools and Concurrency Provisions**
- ❖ **Better Example of Regional New Urbanist Planning**
- ❖ **Efforts NOT Coordinated with Each Other and Adjacent Communities**

Evaluation of Regional Concurrency Systems

❖ Critique of Concurrency/APFO

- ❖ **Contributes to Sprawl Rather than Compact Development**
- ❖ **Failure to Fund Backlog and Develop Financially Feasible Plans (Florida)**
- ❖ **One-Size-Fits-All Approach vs. Flexibility**
- ❖ **Need to Balance Community and Economic Development Goals with Need for Interstate and Interregional Mobility**

Evaluation of Regional Concurrency Systems

❖ Critique of Concurrency/APFO

- ❖ Focus on Vehicle Mobility rather than Capacity for All Modes
 - ❖ Provides Wrong Signals to Local Decision Makers
 - ❖ May Reflect Congestion Preference Rather than the Coordination of Transportation and Land Use in the Long-Term
- ❖ Standards Do Not Evolve Over Time
- ❖ Contribute to Increased Housing Costs

Evaluation of Regional Concurrency Systems

- ❖ **Most Efforts Are Relatively New**
- ❖ **Regions that are Known For Regional Coordination and Cooperation Do NOT Necessarily Use Regional Concurrency Systems (e.g., Minneapolis, Indianapolis, Lexington, KY, Miami-Dade, Palm Beach and Duval Counties, FL)**
- ❖ **Need to Coordinate Concurrency System with Regional Plans and Goals**

Evaluation of Regional Concurrency Systems

- ❖ **Consistency and Financial Feasibility**
- ❖ **Intergovernmental Coordination**
- ❖ **Private-Public Cooperation**
- ❖ **Well-Drafted Ordinances**
- ❖ **Overall Political Environment**