



## ***UNDERSTANDING TRANSPORTATION CONCURRENCY***

*All developments need to ensure adequate transportation facilities are in place as part of obtaining building permits. This document is designed to assist you with the county's process to determine if your project will meet concurrency for transportation.*

### ***AFFECTED REGULATED ROADS***

1. LDC [Sec. 4.02.03(D) (1)]: What are the regulated roads within 1/4 mile or the nearest regulated road when none are within one-quarter mile, of any point on the proposed development boundary?

### ***PROJECT TRIP GENERATION***

2. What is the net Daily and PM Peak Hour trips generated by the proposed development?

Net Project Trips = Total Daily or PM peak hour trip ends minus passerby capture (certain commercial uses) minus internal capture (mixed uses).

*Source: ITE latest Edition, Trip Generation Manual*

### ***CAPACITY DETERMINATION***

3. Do the affected roadways have sufficient capacity to accommodate the proposed development's trips? Yes/No

If *No*, go to Question 4 – de minimis test

If *Yes*, go to Question 7

*Source: Hillsborough County 2001 Level of Service Report*

### ***DE MINIMIS TEST***

4. Will the proposed project meet the de minimis test? (A project with small impacts, i.e., de minimis impacts, can be approved on deficient roads if it meets these tests.) LDC [Sec. 4.02.03(C) (1)] defines de minimis impact as not more than 1% of the maximum volume at the adopted level of service of the affected transportation facility.

No impact will be de minimis if the total volumes on a regulated transportation facility exceed 110% of the maximum volume at the adopted level of service standard of the affected regulated transportation facility.

***DE MINIMIS TEST (continued)***

Further, no impact will be de minimis if it exceeds the adopted level of service of any affected designated hurricane evacuation route, except for a single-family home on an existing lot.

If a project qualifies for de minimis, no further analysis is needed since Concurrency is met. If the project does not qualify for de minimis, continue to Question 5.

5. Does the proposed project meet the Infill test? LDC [Sec. 4.02.03(C) (3)]: Development that creates infill opportunities is allowed if the proposed Development meets the following criteria:
  - a) It generates less than 5% of the maximum service volume flow rate at the adopted level of service standard on adjacent roadways, but not more than 1,696 average daily trips; AND
  - b) It is an existing Development or is adjacent to existing Development or proposed Development subject to a valid Certificate of Capacity or is vested; AND
  - c) It is a parent tract/parcel or a lot of record established prior to February 1, 1990; AND
  - d) It is located in a portion of an urban service area that has been designated as a Special Activity Center as defined in the Comprehensive Plan, or a Regional Activity Center as defined in the Comprehensive Plan, or on a High Transit Level of Service (HTLOS) Roadway as defined in the current Hillsborough County Comprehensive Plan in effect at the time of the application, plus any new HTLOS roadways created by increased bus service; AND
  - e) It is characterized as a residential project or a high employment use, such as, but not limited to, office, industrial, hospital or college centers; AND
  - f) It makes provisions for shared access of existing curb cuts or provides for shared access that reasonably could be expected to be used in the future; AND
  - g) The density of the proposed Development, other than change in use or expansion, is not less than  $\frac{1}{4}$  of the density allowed by the existing land uses; OR
  - h) The proposed development meets all the above criteria except d. and e. and would result in an impact of less than 150 average daily trips on each Deficient or Potentially Deficient Regulated road Segment.

If project meets infill criteria, no further analysis is needed, since concurrency is met. If project does not meet infill criteria, the following options are available:

- Reduce development to meet concurrency
- Improve roadway facilities
- Perform a detailed traffic analysis to demonstrate that more capacity is available than is indicated in the Hillsborough County LOS Report.

**AREA OF INFLUENCE**

6. What is the proposed development’s area of influence? LDC [Sec. 4.02.03(D) (2)] For regulated roads, the table below shall determine the development’s area of influence:

Proposed project’s net daily trip generation.	Maximum radius of development’s area of influence
0 – 200	Address only the segments of regulated roads that are directly accessed by the proposed project.
201 – 500	0.5 miles
501 - 1,000	1.0 miles
1,001 – 5,000	2.0 miles
5,001 – 10,000	3.0 miles
10,001 – 20,000	4.0 miles
Over 20,000	5.0 miles

**INTERSECTION REVIEW**

7. Does the proposed development impact intersections in the area? LDC [Sec. 4.02.03(D) (3)] Intersections linked to roadways segments within a project’s study area (area of influence) upon which the proposed development contributes 10% or more of the segment’s total volume on an Annual Average Daily Traffic (AADT) basis must be analyzed. Improvements may be required if the project creates an impact on these intersections.

**INFORMATION**

The *2001 Level of Service Report* is available for \$5 each (additional \$2 for postage) for a hard copy or CD. To obtain a copy, contact our office at (813) 272-5920 or visit our website at [www.hillsboroughcounty.org/pgm](http://www.hillsboroughcounty.org/pgm).

***Questions or comments, please contact:***

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