

## Transportation Concurrency System

The Transportation Concurrency Management System divides Broward County into 10 Concurrency Districts (**see Concurrency District Map**). Two (2) of these districts (Northwest and Southwest Districts) maintain the existing roadway concurrency system. The remaining eight (8) districts are designated as Transportation Concurrency Districts. The District boundaries, as well as the transit improvements within the districts, are the result of extensive consultations with the municipalities. Transportation Concurrency assessments are based on a five-year Transit Development Plan (TDP) adopted by the County Commission. The Transportation Concurrency Assessment is calculated as the total peak-hour trip generation of the proposed development, multiplied by a constant dollar figure for each District, that represents the cost per trip of all the TDP enhancements in that District. The revenues from Transportation Concurrency Assessments must be used to fund transit enhancements in the District.

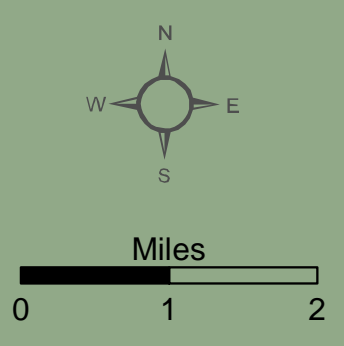
The table titled **Examples of Transportation Concurrency Fees by Land Use and District** shows examples of transportation concurrency assessments for various land uses in the eight (8) Transportation Concurrency Districts. In order to calculate a transportation concurrency fee, a proposed use must be multiplied by the peak hour trips generation rate as shown in **TRIP Rates by Land Use**. Once the number of trips has been calculated, the number (rounded to the nearest hundredth) is multiplied by the appropriate Trip Length Factor **and** multiplied by the Cost per Trip by District. (**see Trip Length Factors and Cost per Trip by District Table and 10% Credit Criteria**). Refer to the **Concurrency District Map** to determine which district the proposed site is located within.

It is important to note, however, that **there are opportunities for substantial credit against these fees for projects which are designed to encourage transit usage**. The criteria for credit are addressed in the Administrative Code. In addition, the program provides waivers for “low” and “very low” affordable housing and for governmental uses which promote the health and safety needs of the general public. Within the new Transportation Concurrency Districts, instead of assessing concurrency at the plat stage, the system assesses development prior to the application for a building permit. This broadens the County’s concurrency program to cover all new development and redevelopment, not only development subject to platting. Since the proposed concurrency assessments are calculated to represent mitigation for all project trips, no road or transit impact fees are assessed on projects paying transportation concurrency fees.

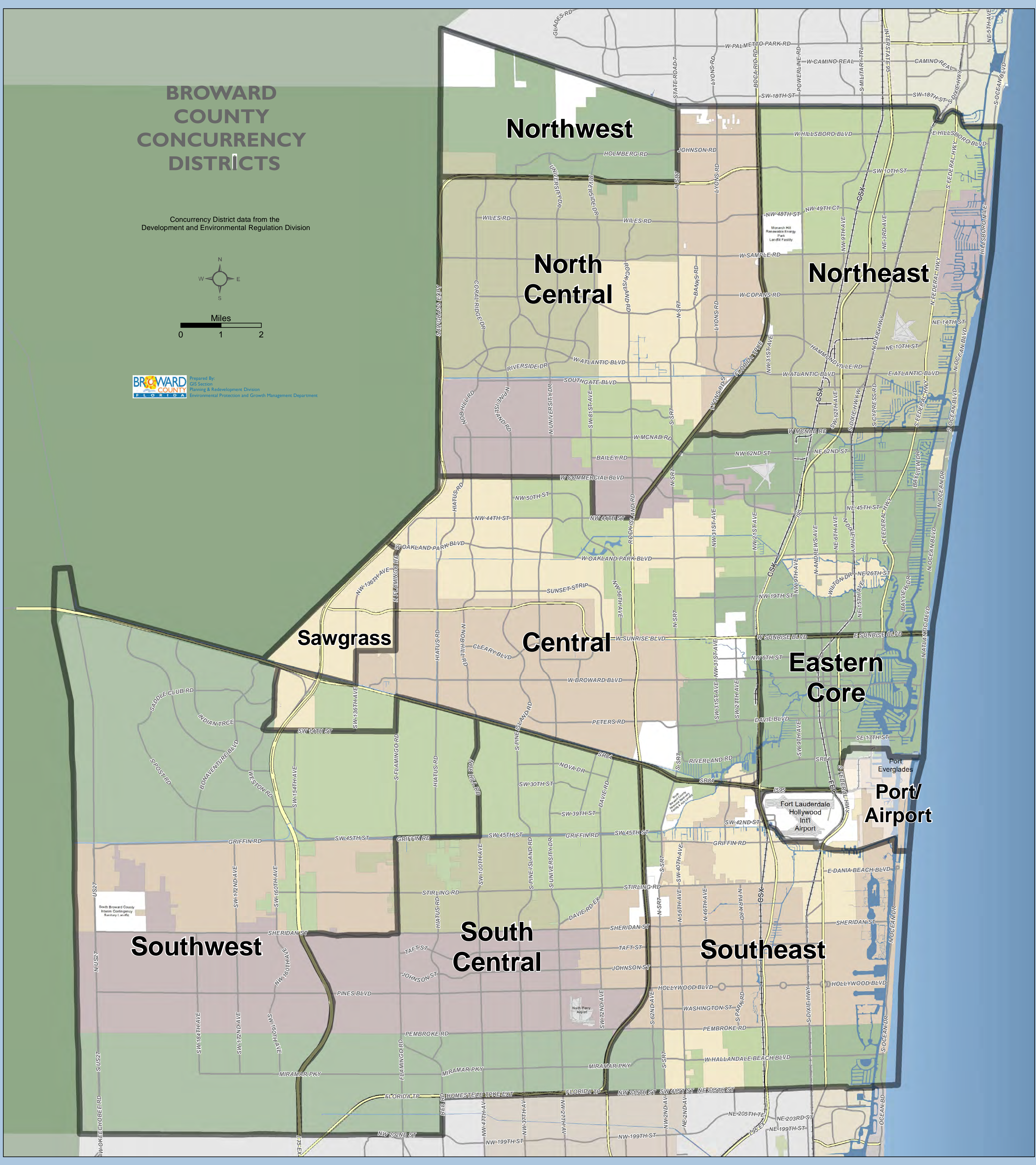
Prior to the application for a building permit with any local government within Broward County, an applicant must obtain a Transportation Concurrency Satisfaction Certificate from Broward County. No municipal government can accept a building permit application, or issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate is presented. Enforcement of the proposed concurrency system is connected to the County’s environmental review/approval of construction plans.

# BROWARD COUNTY CONCURRENCY DISTRICTS

Concurrency District data from the  
Development and Environmental Regulation Division



Prepared By:  
GIS Section  
Planning & Redevelopment Division  
Environmental Protection and Growth Management Department



## Examples of Concurrency Fees by Land Use

Land Use	# of Trips/ Peak Hour (T/PH)	Trip Length Factor	Adjusted # of Trips/ Peak Hour (T/PH)	Cost Per Trip	Final Cost
50 Single Family Units	50.5	0.88	44.44	\$1,380	<b>\$61,327</b>
50 Garden Apartments	30	0.88	26.4	\$1,380	<b>\$36,432</b>
50,000 square feet Industrial	36	1.00	36.0	\$1,380	<b>\$49,680</b>
50,000 square feet Office	111.52	0.77	85.87	\$1,380	<b>\$118,501</b>
50,000 square feet Retail	397.4	0.65	258.31	\$1,380	<b>\$356,468</b>

### Example: How to calculate the concurrency fee for a 50 Single Family unit project

- 1) Multiply the use (50 Single Family units) by trip generation rate\* for single family (1.01 T/PH)=  $50 \times 1.01 = 50.5$  T/PH
- 2) Apply trip length factor for residential use (.88) by multiplying 50.5 Trips x .88 = 44.44 T/PH
- 3) Multiply the adjusted number of peak hour trips (44.44) by the cost per trip (\$1,380) = **\$61,327**

NOTE: All trips are **p.m. peak hour trips (T/PH)**.

*Trip generation rates used are those adopted by Broward County Commission for TRIPS model.*

\* For trip generation rates by land use, see table "Trip Rates by Land Use"

**APPENDIX A - TRIP RATES BY LAND USE**

ITE 11th Edition

Category	Land Use Type	Trip Rate Expression/ P.M. Peak Hour	Trip Length Factor
<b>Residential</b> (dwelling units)	Assisted Living Facility (Units)	0.33	0.88
	Garden Apartment	0.57	0.88
	High Rise	0.40	0.88
	Hotel (Units)	0.6	0.88
	Midrise	0.39	0.88
	Mobile Home	0.65	0.88
	Single Family	0.99	0.88
	Timeshare	0.63	0.88
	Townhouse, Duplex & Villa	0.61	0.88
	Continuing Care Retirement Community (Units)	0.25	0.88
<b>Office</b> (1,000 sq.ft.)	Public Park (Acres)	0.11	0.77
	Bank (free standing and/or drive-thru)	20.92	0.65
	Church (weekday)	0.80	0.65
	Community Facility	2.53	0.59
	Golf Course (Acres)	0.39	0.59
	Hospital	10.77	0.77
	Library	8.53	0.59
	Marina (Boat berths)	0.20	0.59
	Nursing Home (Beds)	0.33	0.77
	Office <10,000 sq.ft.	3.15	0.77
	Medical-Dental Office Building	3.93	0.77
	Animal Hospital/Veterinary Clinic	3.53	0.77
	General Office	1.44	0.77
	Elementary School (Students)	0.45	0.59
	Private School (K-12) (Students)	0.53	0.59
	Private School (K-8) (Students)	0.60	0.59
	Middle School/Junior High School (Students)	0.36	0.59
High School (Students)	0.32	0.59	
<b>Commercial</b> (1,000 sq.ft.)	Fast Casual Restaurant	18.57	0.65
	Fast Food Restaurant (with or without drive thru)	33.03	0.65
	Service Station w/ Conv. Store (Fuel positions)	19.13	0.65
	Day Care/Pre-School	11.82	0.65
	Drug Store with Drive-Through Window	11.23	0.65
	Auto Dealership	2.65	0.65
	Health/Fitness Club	3.92	0.65
	Auto Care Center	3.51	0.65
	Shopping Center (>150K)	4.09	0.65
	Strip Retail Plaza (<40K)	13.24	0.65
	Shopping Plaza (40-150K)	9.72	0.65
	Nursey/Garden Center	8.37	0.65
	Drug Store with Drive-Without Through Window	8.62	0.65
	Commercial Recreation(sq)	3.58	0.65
	Fine Dining Restaurant	8.28	0.65
	Furniture Store	0.70	0.65
	Casino	27.21	0.65
<b>Industrial</b> (1,000 sq.ft.)	Self-Storage (Mini-warehouse)	0.18	1
	General Industrial >100,000 sq. ft.	0.71	1
	General Light Industrial/Manufacturing	0.80	1
	Warehousing	0.23	1

## Trip Length Factors and Cost Per TRIP by District and 10% Credit Criteria

### Trip Length Factors by Land Use

Industrial	1.00
Residential	0.88
Office, hospital, nursing home, park	0.77
Retail, bank, church, day care	0.65
Community facility, library, school, marina, golf course	0.59

### Cost Per TRIP by District

Concurrency District	¥ Fee per Peak-Hour Trip
Northeast	\$1,380
North Central	\$1,380
Eastern Core	\$1,380
Port/Airport	\$1,380
Central	\$1,380
Sawgrass	\$1,380
Southeast	\$1,380
South Central	\$1,380

¥ Effective October 24, 2012, the same fee per peak hour trip will be applied to all concurrency districts.

### 10 % Credit Criteria (contact staff for further credits)

Project Site within ¼ mile of BCT bus route: (existing or programmed) unless the proposed development is an auto-oriented use\*.

\*Auto-oriented uses include: automobile sales, service, repairs, leasing, storage, washing, parts sales, and similar uses for other motorized vehicles, including trucks and motorcycles; gasoline stations and/or convenience stores; banks with drive-thru windows; retail stores and restaurants with drive-thru windows; towing services; RV and travel trailer parks; and truck stops.

## Transit Concurrency Credits

### LEVEL ONE

#### CRITERIA

A	Auto-oriented uses excluded <sup>1</sup>
B	Project site is within ¼ mile of BCT bus route (existing or programmed) or within ½ mile of an existing Regional Transit Center, Major Transit Hub or rail station <sup>2</sup>

### LEVEL TWO

A	Auto-oriented uses excluded <sup>1</sup>
B	Resid. density > 7 units/acre Non-res. FAR > 0.25 <sup>3</sup>
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station <sup>2</sup>
D	No more <sup>4</sup> parking spaces than minimum required by local regulations.
E	Inverted U bike racks, or equivalent, at least 1 per 20 auto spaces, minimum of 2. <sup>5</sup>
F	Record document against property as notice of obligations.

### LEVEL THREE

A	Auto-oriented uses, SF, self storage, warehouses excluded <sup>1</sup>
B	Resid. density > 10 units/acre Non-res. FAR > 0.5 <sup>3</sup>
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station <sup>2</sup>
D	Purchase monthly transit passes. <sup>6</sup>
E	No more <sup>4</sup> parking spaces than minimum required by local regulations.
F	Inverted U bike racks, or equivalent, at least 1 per 10 auto spaces, minimum of 2 <sup>5</sup>
G	All surface parking lots are in rear or on side of building <sup>7</sup>
H	Buildings are oriented to street if collector or arterial. <sup>8</sup>
I	Pedestrian path to reach transit meets minimum criteria <sup>9</sup>
J	Internal pedestrian connections, meeting minimum criteria, between all principal buildings and each adjacent street with existing or programmed transit service <sup>10</sup>
K	Recorded agreement among County, City and property owner(s) to enforce criteria. Default enables County to lien property for value of credit plus interest. City agrees to withhold C.O.s if notified by County that owner is not in compliance.

## **LEVEL FOUR**

A	Auto-oriented uses, SF, self storage, warehouses excluded <sup>1</sup>
B	Mixed-use development with overall FAR > 1.0. <sup>11</sup>
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station <sup>2</sup>
D	Purchase monthly transit passes. <sup>6</sup>
E	Project is designed with on-site transit passenger facility, or, project provides private feeder service to public transit <sup>12</sup>
F	No more parking spaces than minimum required by local regulations. <sup>4</sup>
G	Inverted U bike racks, or equivalent, at least 1 per 10 auto spaces, covered <sup>5</sup>
H	All surface parking lots are in rear or on side of building <sup>7</sup>
I	Buildings are oriented to street if collector or arterial. <sup>8</sup>
J	Pedestrian path to reach transit meets advanced criteria <sup>13</sup>
K	Internal pedestrian connections, meeting advanced criteria, between all principal buildings and each adjacent street with existing or programmed transit service. <sup>13</sup>
L	Recorded agreement among County, City and property owner(s) to enforce criteria. Default enables County to lien property for value of credit plus interest. City agrees to withhold C.O.s if notified by County that owner is not in compliance.

<sup>1</sup>Auto-oriented uses include: automobile sales, service, repairs, leasing, storage, washing, parts sales, and similar uses for other motorized vehicles, including trucks and motorcycles; gasoline stations and/or convenience stores; banks with drive-thru windows; retail stores and restaurants with drive-thru windows; towing services; RV and travel trailer parks; and truck stops.

<sup>2</sup>Majority of site is within ¼ mile of BCT fixed route service, existing or included in adopted County Transit Program (CTP), or is within the service area of the Broward Urban Shuttle, a free on-demand door-to-door minibus service. Except for Level One, ¼ mile is measured as walking distance, and without having to cross walls, fences, waterbodies, limited access roadways, or any similar barriers. Site can also be within ½ mile straight-line distance of an existing Regional Transit Center, or Major Transit Hub, as shown in the Long Range Transportation Plan, or an existing rail station.

<sup>3</sup>Floor area ratio (FAR) calculations are based on the Net Site Area, which is the entire acreage of the site located inside the parcel boundary. Residential density is based on gross acreage as defined in the Plan Implementation Requirements of the Broward County Land Use Plan. An application to qualify under Levels Two or Three, for a development involving both residential and non-residential uses, would need to satisfy the minimum density requirement for the residential portion, and the FAR requirement as applied to the whole development.

<sup>4</sup>If municipal regulations do not contain a minimum number of required parking spaces, then the analogous requirement from the Broward County Zoning Code shall be used.

<sup>5</sup>Bicycle parking for employees and/or customers shall be situated at least as conveniently as the most convenient non-ADA motor vehicle parking area. Bicycle and motor vehicle parking areas shall be separated by a physical barrier or sufficient distance to protect parked bicycles from damage by motor vehicles.

<sup>6</sup>Must purchase 3 years of BCT monthly passes, in a quantity as shown below. Total payment to be made prior to recordation of the agreement. Delivery of passes to begin when requested by developer. Payment guarantees passes regardless of potential fare increases, for up to five years after payment.

Level 3: 4 passes for each 25,000 square feet GFA, minimum of 4.

Level 4: 8 passes for each 25,000 square feet GFA, minimum of 8.

<sup>7</sup>No off-street surface parking shall be located between the front façade of any building and the primary adjacent street.

<sup>8</sup>If the property abuts a collector or arterial street, then the building(s) adjacent to that street shall have at least one main building entrance oriented to that street. Such an entrance shall not require a pedestrian to first pass through a garage, parking structure, parking lot or loading area to gain access to the entrance from the street, but the entrance may be through a porch, breezeway, arcade, antechamber, portico, outdoor plaza or similar architectural features. The entrance shall be visible from the street and no further back from the front of the building than one-half the depth of the building. Entrances set back from the sidewalk shall have a well-demarcated walkway leading to them.

If a building has frontage on more than one collector and/or arterial street, then this requirement shall pertain to the street which has an existing or programmed BCT bus route. If there is frontage on multiple collectors and/or arterials with such transit service, then the applicant may choose to which of these this requirement applies. If none of the collectors and/or arterials on which the property abuts has such transit service, then the applicant may choose to which of these this requirement applies.

A building may have more than one main building entrance oriented to a collector and/or arterial street, and may have other entrances in addition.

<sup>9</sup>Minimum pedestrian criteria include 5-foot unobstructed width on and adjacent to site, and wherever right-of-way is available off-site; and 5-foot overall width elsewhere.

<sup>10</sup>Principal Building is as defined in the Plan Implementation Requirements of the Broward County Land Use Plan.

<sup>11</sup>The project shall include residential and at least one of the following non-residential uses: commercial, commercial recreation, community facility, office. Each of the two required uses shall constitute at least 10% of the total floor area. The combined FAR of all uses shall be greater than 1.0. The residential density must exceed 16 units/acre.



<sup>12</sup>An on-site transit passenger facility that is not in the public right-of-way must be connected to a BCT or Community Bus Service bus stop by an exterior accessible route in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADA). The transit passenger facility is a designated waiting area that must have, at a minimum, a bus shelter or canopy that provides protection from the elements, bench seating and trash receptacle. It must be located close to the bus stop in a highly visible and well lit area that is accessible to a location in the public right-of-way that can accommodate a standard 40-foot or articulated 60-foot bus. Route deviation to serve

this facility is discouraged, but in any case shall not increase scheduled travel time by more than five minutes.

Private bus feeder service, if provided, must service the project site to a location in the public right-of-way where there is an accessible BCT bus stop. Both private bus feeder service and vehicles must meet ADA regulations and run a fixed-route, fixed-schedule or on-demand, on-call type of service. Service must be provided a minimum of four trips a day, at least three days a week. Service routes, policies and standards must be approved and coordinated with the Mass Transit Division.

<sup>13</sup>Advanced pedestrian criteria include 8-foot unobstructed width on and adjacent to site, and wherever right-of-way is available off-site; and 6-foot overall width elsewhere. All street crossings along the pedestrian path, including the street corners and their approaches, shall be illuminated.

**Section 4.**

**DEGREE OF CREDIT AVAILABLE BASED ON LEVEL OF MITIGATION AND PROJECT LOCATION**

For development located:	WITHIN DESIGNATED LAND USE PLAN CATEGORIES*	WITHIN ALL OTHER LAND USE PLAN CATEGORIES
Meeting all criteria for:		
Level 1	10%	10%
Level 2	25%	20%
Level 3	40%	30%
Level 4	50%	40%

\*Designated categories are:

- (1) Transit Oriented Development (TOD);
- (2) Transit Oriented Corridor (TOC); and
- (3) Local Activity Center (LAC) on a corridor with existing, or programmed for, premium bus service in the adopted County Transit Program, or including a rail station.