Context Classification / Florida Design Manual Workshop, November 6th 2017

Link between Land Use and Transportation

Completing FLORIDA'S STREETS

OVERVIEW

1. Why Complete Streets?
   - Safety
   - Quality of Life
   - Economic Development

2. Context Classification – *The link between Land Use and Transportation*
   - Matrix
     - Primary and Secondary Measures
   - Case Studies
     - Lakeland AAA
     - SR 80

Completing FLORIDA'S STREETS

WHY COMPLETE STREETS?

- **Improve Safety, Support Economic Development and Create Quality Places** through integrated land use and transportation

FDOT's Mission…
"*provide a **safe transportation system** that ensures the mobility of people and goods, **enhances economic prosperity** and preserves the quality of our environment and **communities**"*

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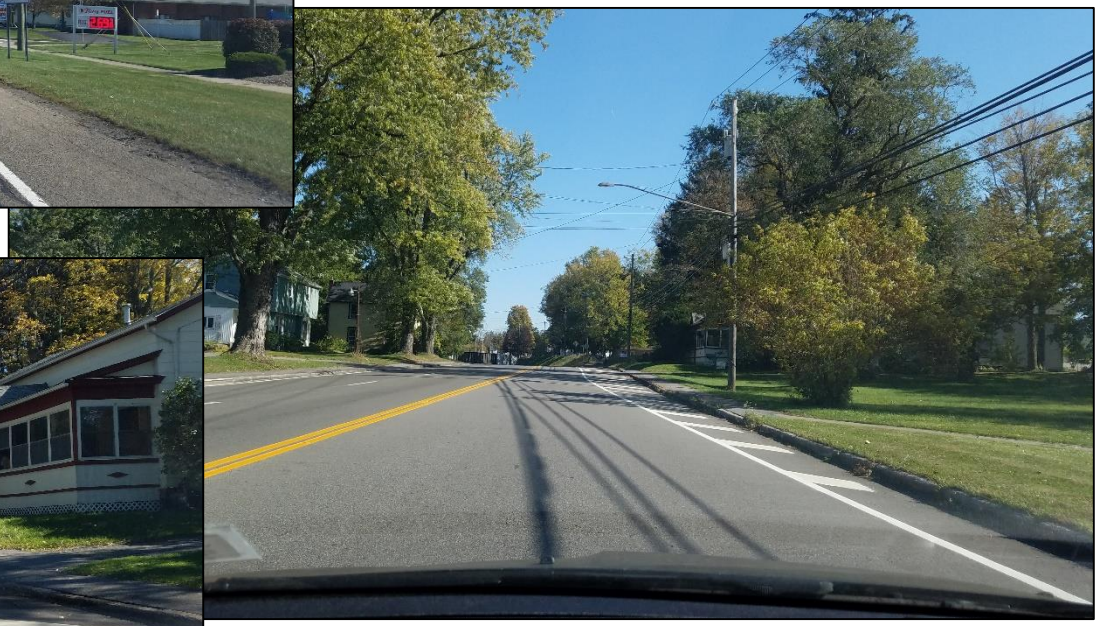
BROADWAY AVE, ALDEN NEW YORK



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THE CURB WAS RECONSTRUCTED AND CREATED A WIDER PATHWAY

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TOWN OF ALDEN ACTIVITY CENTER

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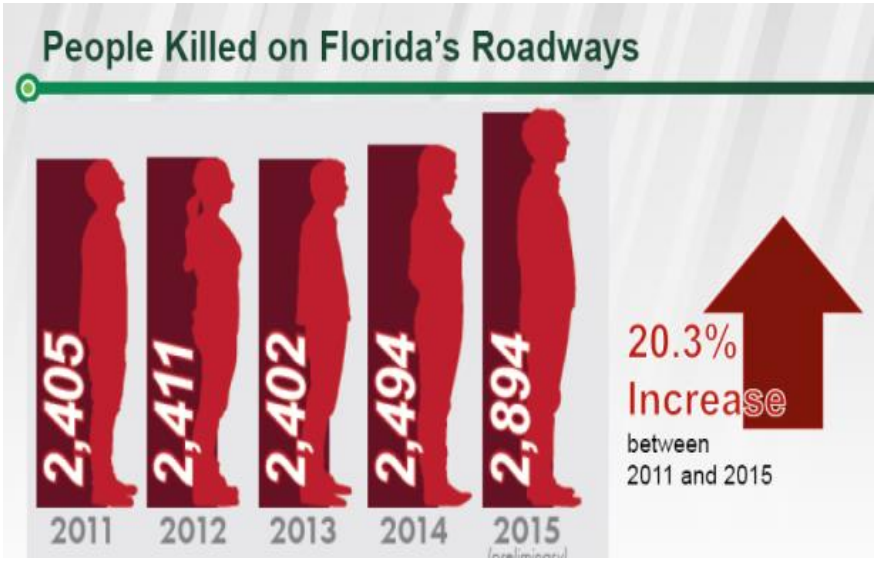
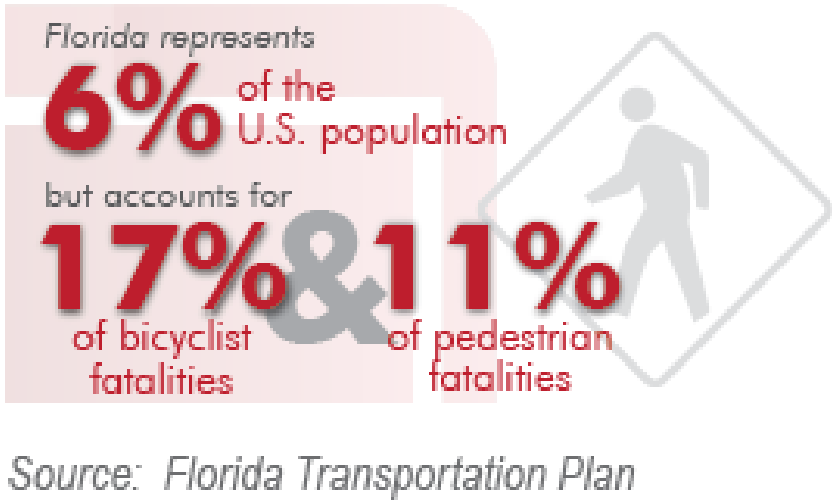
WHY COMPLETE STREETS?

- **Improve Safety** for all modes



Source: Department of Highway Safety and Motor Vehicles (2016)



Source: Florida Transportation Plan

Vision: Zero Deaths

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WHY COMPLETE STREETS?

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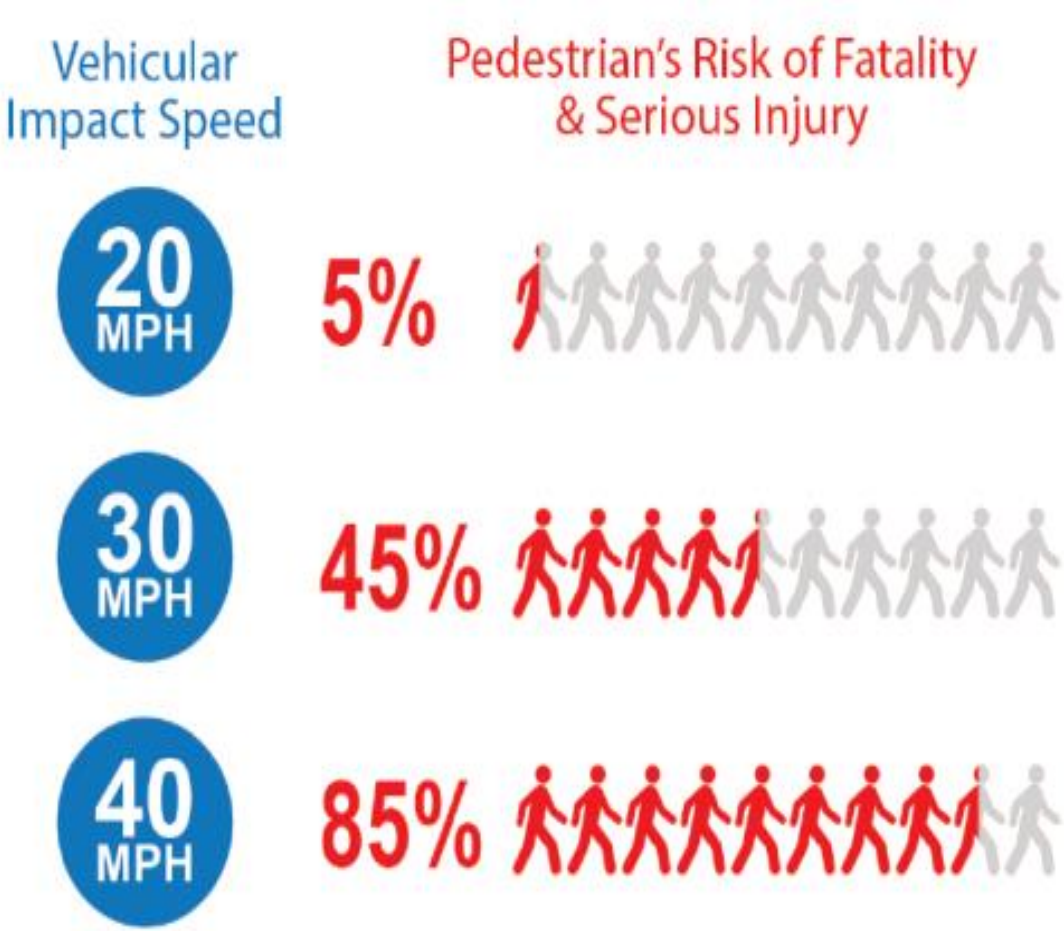

Source: "Killing Speed and Saving Lives - The Government's Strategy for Tackling the Problems of Excess Speed on our Roads." London: Department of Transport, November 1992.

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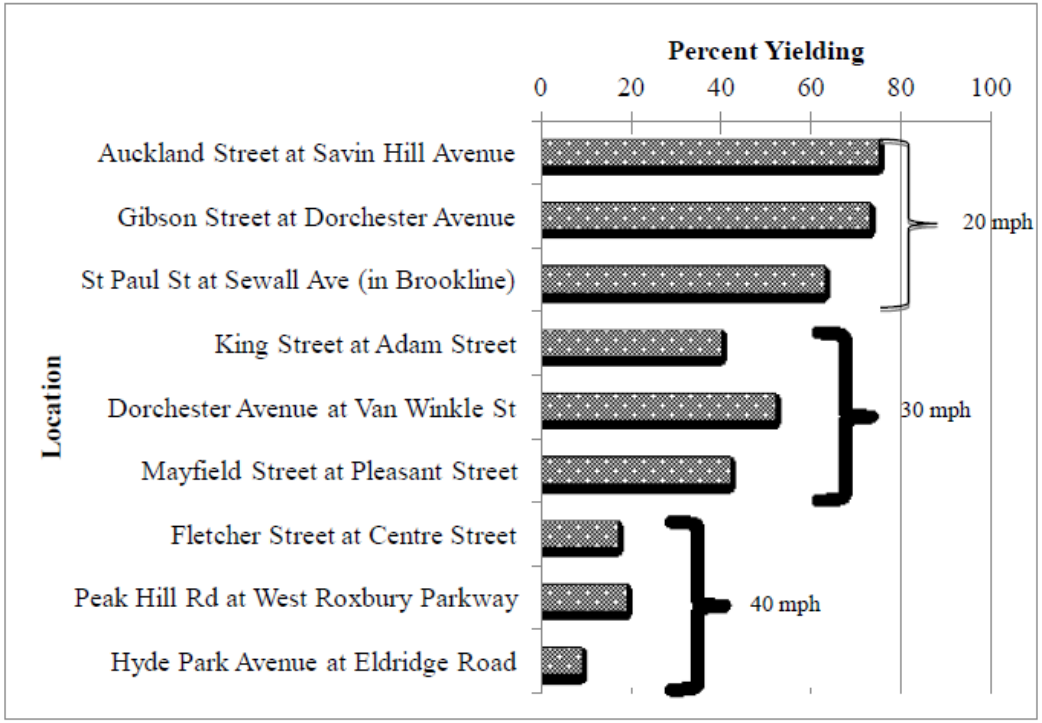
WHY COMPLETE STREETS?

- **Improve Safety** for all modes

Speed and Yielding Rate		
Number of Lanes	**85% Speed**	**Yielding Rate**
2	20 MPH	75%
2	37 MPH	17%
4	40 MPH	9%



Source: Driver Approach Speed and Its Impact on Driver Yielding to Pedestrian Behavior at Unsignalized Crosswalks

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WHY COMPLETE STREETS?

- Improve **Quality of Life**
  - **Increase transportation choices** - 50% of all trips are **3 miles** or shorter; 28% of trips are **1 mile** or shorter

Kids Walking to School	
1970	Today
48%	13%

Sources: National Household Travel Survey (most recent survey)
Center for TOD – Transportation Affordability Index, 2004 Bureau of Labor Statistics
A century of change: the U.S. labor force, 1950–2050, Bureau of Labor Statistics

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WHY COMPLETE STREETS?

- Improve **Quality of Life**

Likelihood of someone meeting recommended activity level impacted by infrastructure	
Safe place to walk within 10 minutes of home	43%
No safe place to walk	27%

A review of all 50 U.S. states and 47 of the largest 50 US cities concluded that "higher rates of walking and cycling to work were associated with a higher percentage of adults who achieved recommended levels of physical activity, a lower percentage of adults with obesity, and a lower percentage of adults with diabetes.[1]

[1] Pucher, John, et al. "Walking and cycling to health: a comparative analysis of city, state, and international data." American Journal of Public Health 100.10 (2010): 1986-1992.

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WHY COMPLETE STREETS?

- Improve **Quality of Life**

WALKING & BIKING
DECREASES
5 of the Top 10
Causes of Death in the US

- Cardiovascular diseases
- Heart disease
- Cancers
- Stroke
- Respiratory disease

WALKING
6 Miles a Week
is Associated with
a Lower Risk of

- Alzheimer's
- Depression
- Heart Disease

WALKING can
Help Improve

- Academic performance
- Self-esteem

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WHY COMPLETE STREETS?

- Support **Economic Development**
  - knowledge-based companies that require **highly skilled workers** are increasingly locating in walkable areas with access to transit.
  - **Increased property values**
  - Complete Streets improvements help **enhance access to jobs** and education, spurring economic development and job creation.

Sources: National Household Travel Survey (most recent survey)
Center for TOD – Transportation Affordability Index, 2004 Bureau of Labor Statistics
A majority of venture capital businesses are relocating to center cities or walkable suburbs. (Making the Economic Case for Walkability, May 8, 2015, http:// urbanland.uli.org/sustainability/houston-economic-case-walkability/)
National Center for Transit Research (NCTR), Capturing the Benefits of Complete Streets, December 2015, http://www.nctr.usf.edu/wp-content/uploads/2016/01/BDV26-977-04-Final-Report.pdf).

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WHY COMPLETE STREETS?

- Support **Economic Development**
  - US families are spending **19-25% of their income** on transportation a

Sources: National Household Travel Survey (most recent survey)
Center for TOD – Transportation Affordability Index, 2004 Bureau of Labor Statistics

Completing FLORIDA'S STREETS

CONTEXT CLASSIFICATION MATRIX

Context Classification	Distinguishing Characteristics	Primary Measures: Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity: Intersection Density	Roadway Connectivity: Block Perimeters	Roadway Connectivity: Block Length	Secondary Measures: Allowed Residential Density	Allowed Office/ Retail Density	Population Density	Employment Density
		Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet	Dwelling Units/ Acre	Floor-Area Ratio (FAR)	Persons/Acre	Jobs/Acre
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Conservation Land, Open Space, or Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Agricultural or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A	N/A	N/A	N/A	<1	N/A	<2	N/A
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Industrial	1 to 2	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500	>4	>0.25	N/A	>2
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Single-Family or Multi-Family Residential	1 to 2, with some 3	Detached buildings with medium to large (>10') front setbacks	No	Mostly in front; occasionally in rear or side	<100	N/A	N/A	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Retail, Office, Multi-Family Residential, Institutional, or Industrial	1 (retail uses) and 1 to 4 (office uses)	Detached buildings with medium to large (>10') setbacks on all sides	No	Mostly in front; occasionally in rear, or side	<100	>3,000	>660	N/A	<0.75	N/A	N/A
C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office	1 to 3, with some taller buildings	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500	>4	N/A	>5	>5
C5-Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Light Industrial	1 to 5, with some taller buildings	Both detached and attached buildings with no, shallow (<10'), or medium (10' to 24') front setbacks	Yes	Mostly on side or rear; occasionally in front, or in shared off-site parking facilities	>100	<2,500	<500	>8	>0.75	>10	>20
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Completing FLORIDA'S STREETS

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C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Agricultural or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A	N/A	N/A	N/A	<1	N/A	<2	N/A
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Completing FDOT FLORIDA'S STREETS

CONTEXT CLASSIFICATION MATRIX

Context Classification	Distinguishing Characteristics	Primary Measures: Land Use – Description	Primary Measures: Building Height – Floor Levels	Primary Measures: Building Placement – Description	Primary Measures: Fronting Uses – Yes/No	Primary Measures: Location of Off-street Parking – Description	Primary Measures: Roadway Connectivity: Intersection Density – Intersections/Square Mile	Primary Measures: Roadway Connectivity: Block Perimeters – Feet	Primary Measures: Roadway Connectivity: Block Length – Feet	Secondary Measures: Allowed Residential Density – Dwelling Units/Acre	Secondary Measures: Allowed Office/Retail Density – Floor-Area Ratio (FAR)	Secondary Measures: Population Density – Persons/Acre	Secondary Measures: Employment Density – Jobs/Acre
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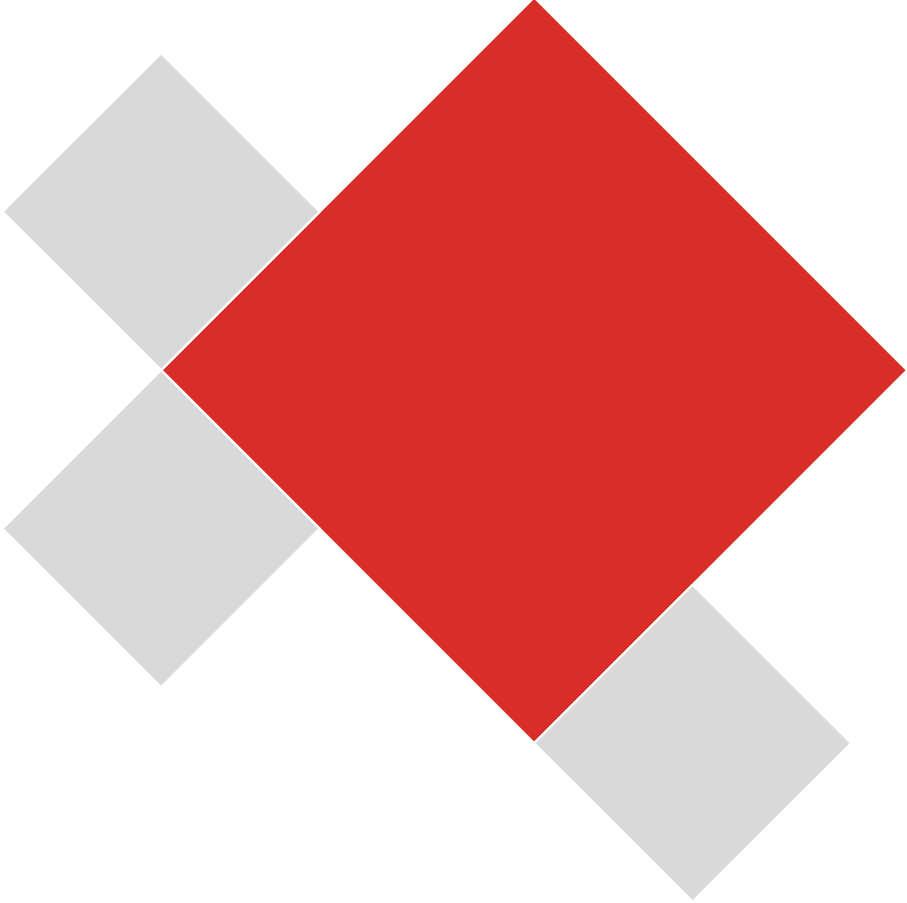
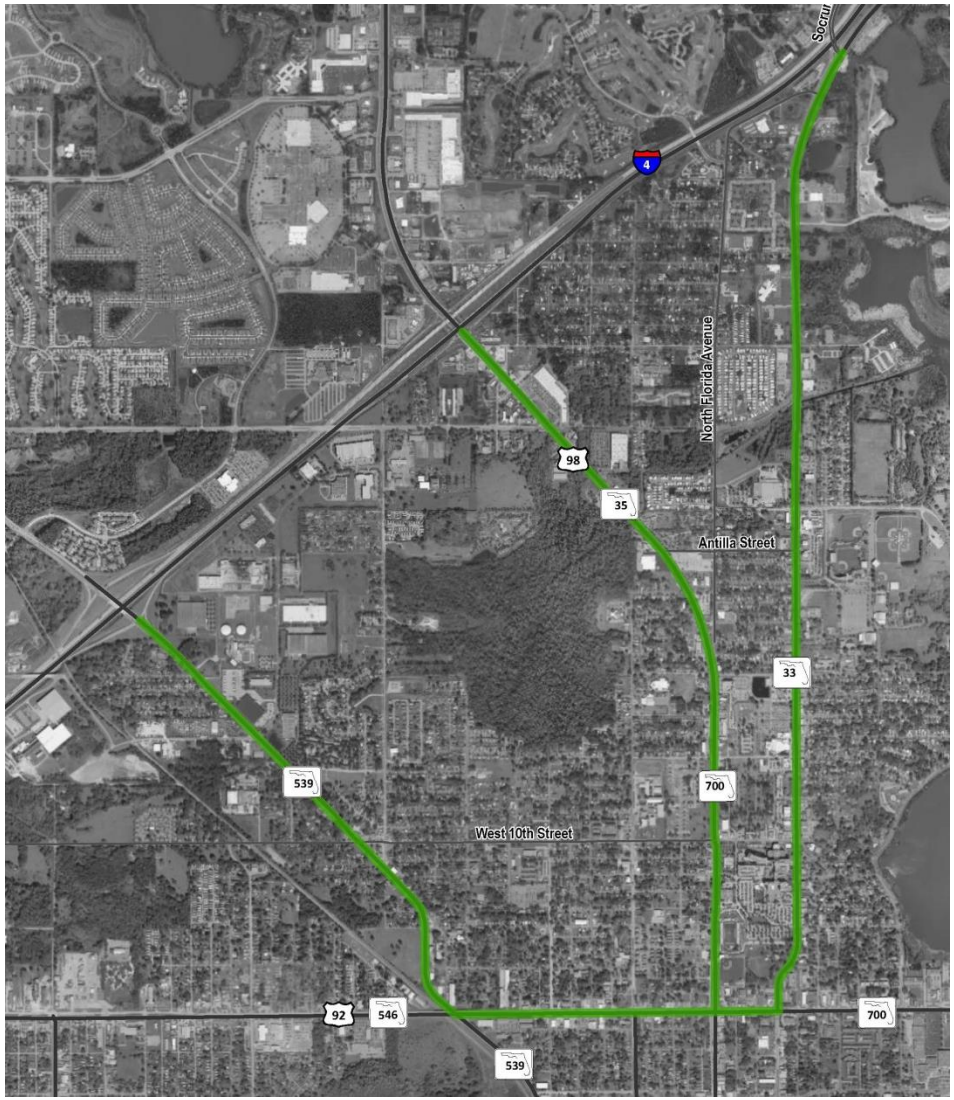
Completing FLORIDA'S STREETS



Lakeland AAA Case Study

LAKELAND AAA STUDY AREA



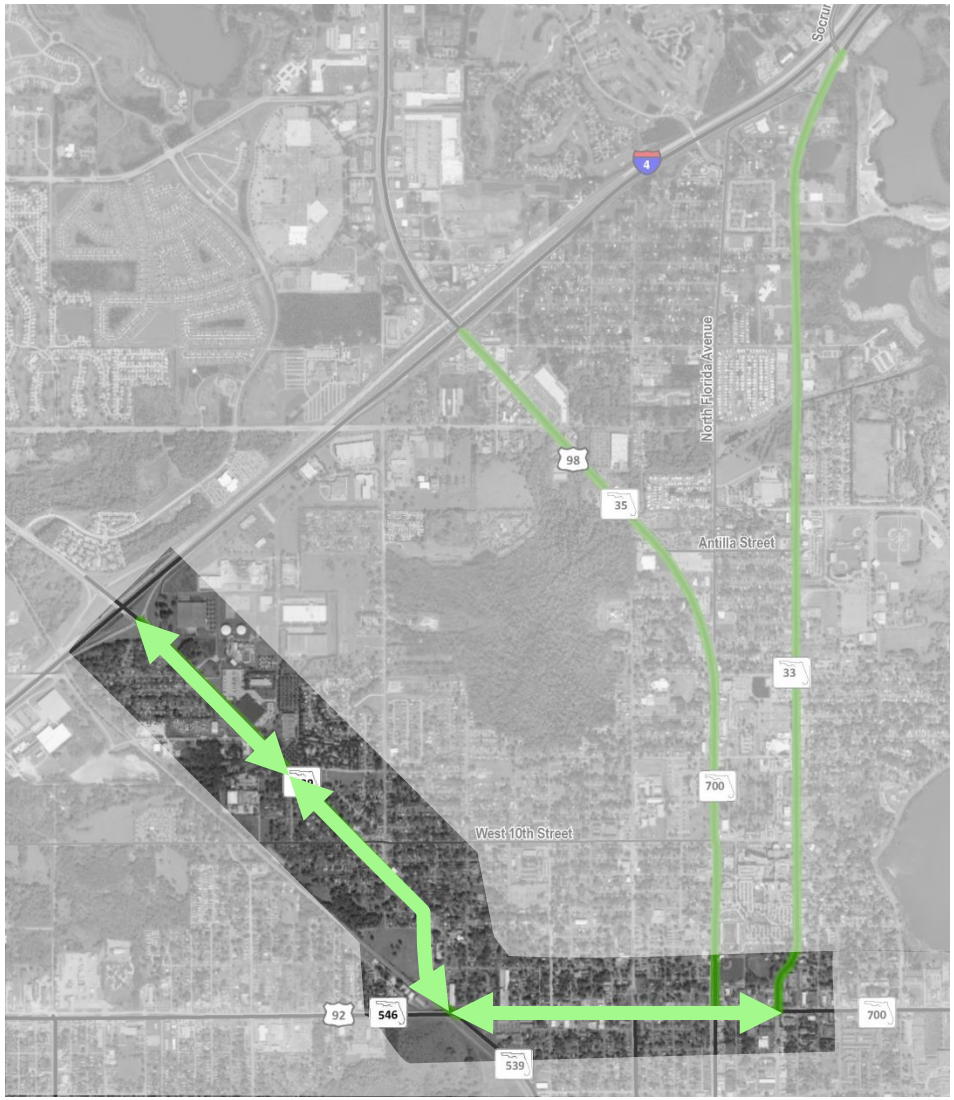
State Routes

Local Streets

Study Segments

FDOT Completing FLORIDA'S STREETS

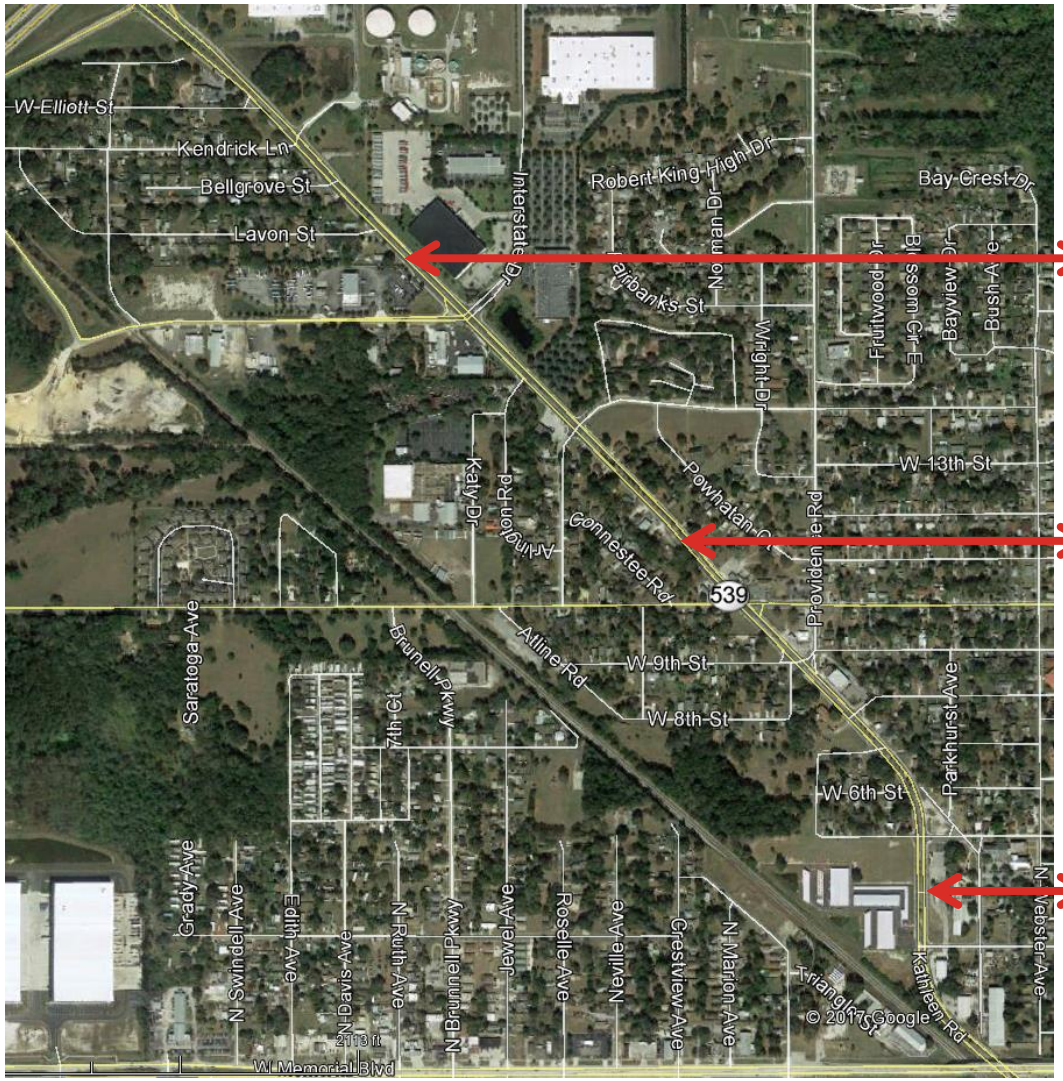
LAKELAND AAA STUDY AREA



- SR 539 (Kathleen Rd)
- SR 546/US 92 (Memorial Blvd)

FDOT Completing FLORIDA'S STREETS

DISTINGUISHING CHARACTERISTICS

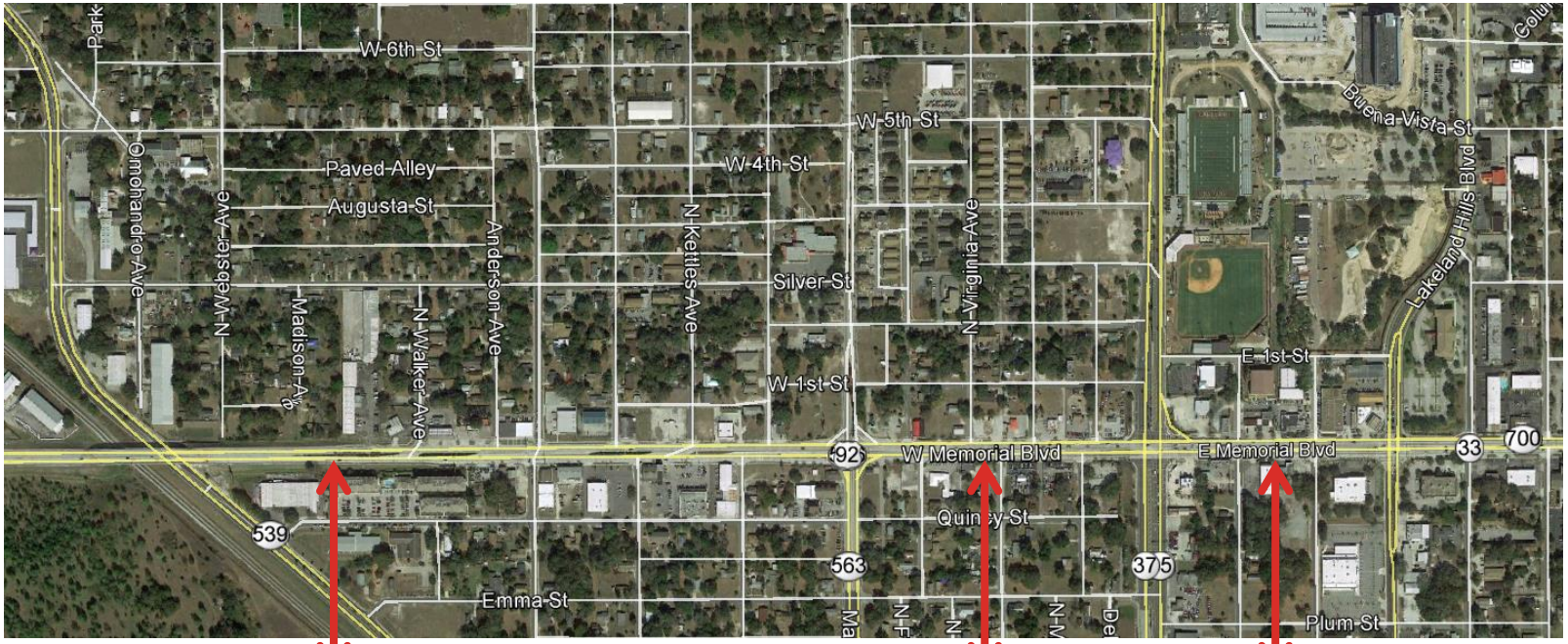


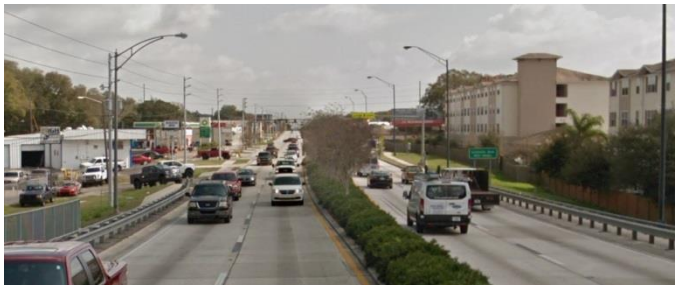
- SR 539 (Kathleen Rd)

Completing FLORIDA'S STREETS

DISTINGUISHING CHARACTERISTICS

- SR 546/US 92





Completing FLORIDA'S STREETS

PRIMARY MEASURES

Roadway	Limits	Existing Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Intersection Density	Block Perimeter	Block Length
		*Land use mix for >50% of the fronting uses (**Bold uses** are dominant)*	*Range in building heights for >50% of the properties (stories)*	*Location of buildings in terms of setbacks (ft) for >50% of parcels*	*>50% of buildings have front doors accessible from the sidewalk*	*Location of parking in relation to the building*	*Number of intersections per square mile*	*Avg. perimeter of blocks adjacent to the roadway on either side (ft)*	*Avg. distance between intersections (ft)*
SR 539 (Kathleen Rd)	I-4 to W 10th St	Industrial Single Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	Mostly in front, occasionally in side	59	5,990	560
SR 539 (Kathleen Rd)	W 10th St to SR 546	Commercial Industrial Single Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	Mostly in front, occasionally in side	150	2,095	431
SR 546 (US 92 / Memorial Blvd)	SR 549 to SR 33	Commercial	1 to 2, with isolated 4-story residential	Detached buildings with no consistent pattern of setbacks	Limited	Mostly in front, occasionally in side or rear	355	1,423	361

Meeting C4 Measure

Meeting C5 Measure

FDOT Completing FLORIDA'S STREETS

SECONDARY MEASURES

Roadway	Limits	Population Density (Existing)[1]	Employment Density (Existing)[2]	Allowed Residential Density[3]	Allowed Office/Retail Density[3]
		Population per acre based on the census block group (Persons/Acre)	*Total number of jobs per acre (Jobs/Acre)*	*Maximum allowed residential density by adopted zoning (Dwelling Units/Acre)*	*Maximum allowed office or retail density in terms of Floor Area Ratio (FAR)*
SR 539 (Kathleen Rd)	I-4 to W 10th St	3	4	7-22	0.5-3
SR 539 (Kathleen Rd)	W 10th St to SR 546	3	2	7-22	0.5-1.5
SR 546 (US 92 / Memorial Blvd)	SR 549 to SR 33	5	3	22	1.5

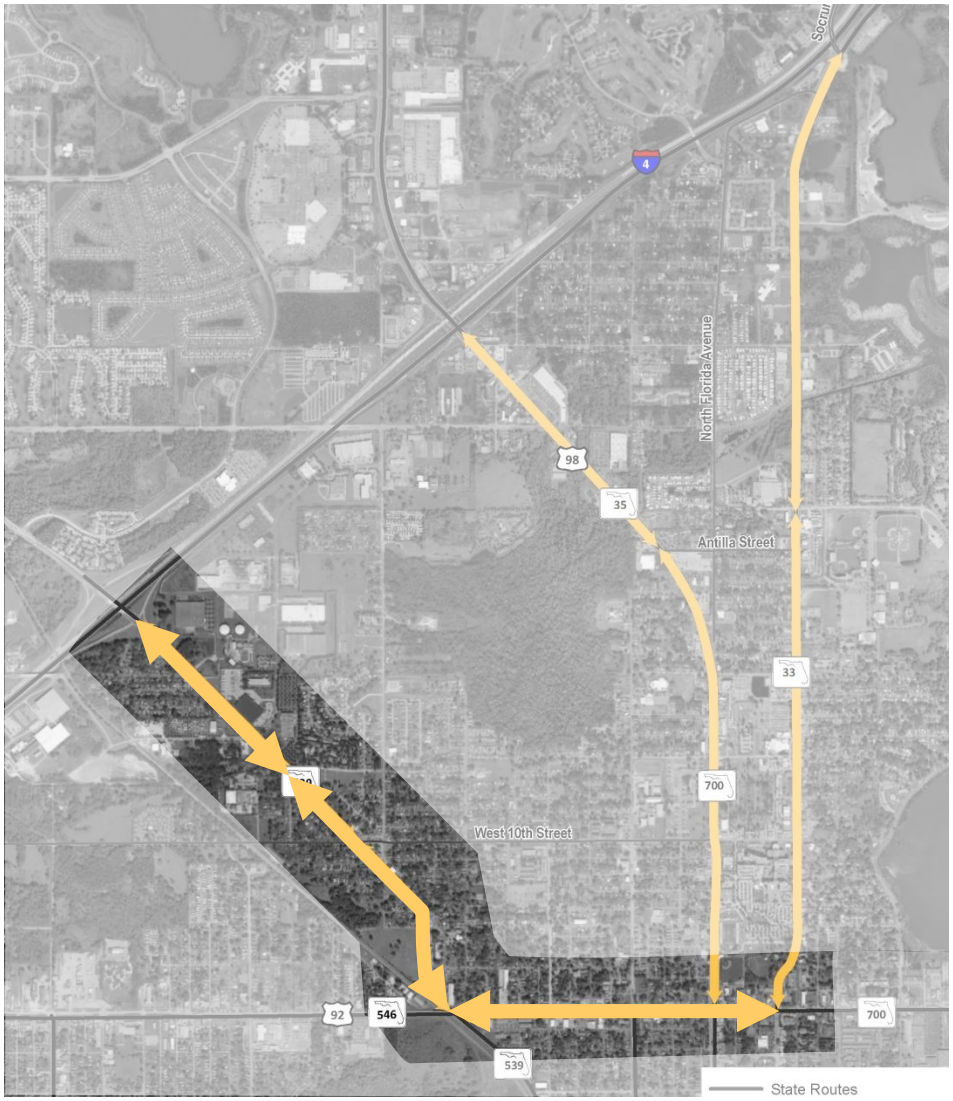
Sources:
[1] 2010 Census Data
[2] 2014 Longitudinal Employer-Household Dynamics (LEHD) Data
[3] City Lakeland zoning map (as of 2016); City of Lakeland Land Development Code (2017); City of Lakeland 2010 – 2020 Comprehensive Plan

Meeting C4 Measure

Meeting C5 Measure

FDOT Completing FLORIDA'S STREETS

EXISTING CONTEXT



State Routes

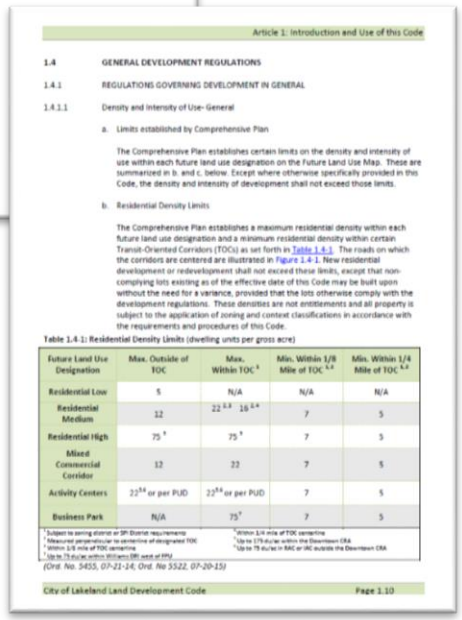
Local Streets

Context Classification

C3C-Suburban Commercial

Completing FLORIDA'S STREETS

LAKELAND ZONING AND PLANNING


Article 1: Introduction and Use of this Code

1.4 GENERAL DEVELOPMENT REGULATIONS

1.4.1 REGULATIONS GOVERNING DEVELOPMENT IN GENERAL

1.4.1.1 Density and Intensity of Use- General

a. Limits established by Comprehensive Plan

The Comprehensive Plan establishes certain limits on the density and intensity of use within each future land use designation on the Future Land Use Map. These are summarized in b. and c. below. Except where otherwise specifically provided in this Code, the density and intensity of development shall not exceed those limits.

b. Residential Density Limits

The Comprehensive Plan establishes a maximum residential density within each future land use designation and a minimum residential density within certain Transit-Oriented Corridors (TOCs) as set forth in Table 1.4-1. The roads on which the corridors are centered are illustrated in Figure 1.4-1. New residential development or redevelopment shall not exceed these limits, except that non-complying lots existing as of the effective date of this Code may be built upon without the need for a variance, provided that the lots otherwise comply with the development regulations. These densities are not entitlements and all property is subject to the application of zoning and context classifications in accordance with the requirements and procedures of this Code.

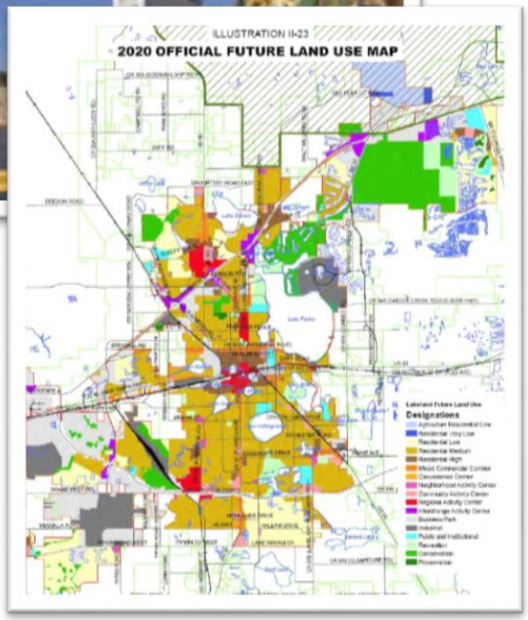
Table 1.4-1: Residential Density Limits (dwelling units per gross acre)

Future Land Use Designation	Max. Outside of TOC	Max. Within TOC [1]	Min. Within 1/8 Mile of TOC [2,3]	Min. Within 1/4 Mile of TOC [2,3]
Residential Low	5	N/A	N/A	N/A
Residential Medium	12	22 [2,3] 16 [2,4]	7	5
Residential High	75 [5]	75 [5]	7	5
Mixed Commercial Corridor	12	22	7	5
Activity Centers	22 [6,4] or per PUD	22 [6,4] or per PUD	7	5
Business Park	N/A	75 [7]	7	5

[1] Subject to zoning district or SPI District requirements
[2] Measured perpendicular to centerline of designated TOC
[3] Within 1/8 mile of TOC centerline
[4] Up to 75 du/ac within Williams DRI west of Fifth
[5] Within 1/4 mile of TOC centerline
[6] Up to 175 du/ac within the Downtown CRA
[7] Up to 75 du/ac in RAC or IAC outside the Downtown CRA

(Ord. No. 5455, 07-21-14; Ord. No 5522, 07-20-15)

City of Lakeland Land Development Code Page 1.10



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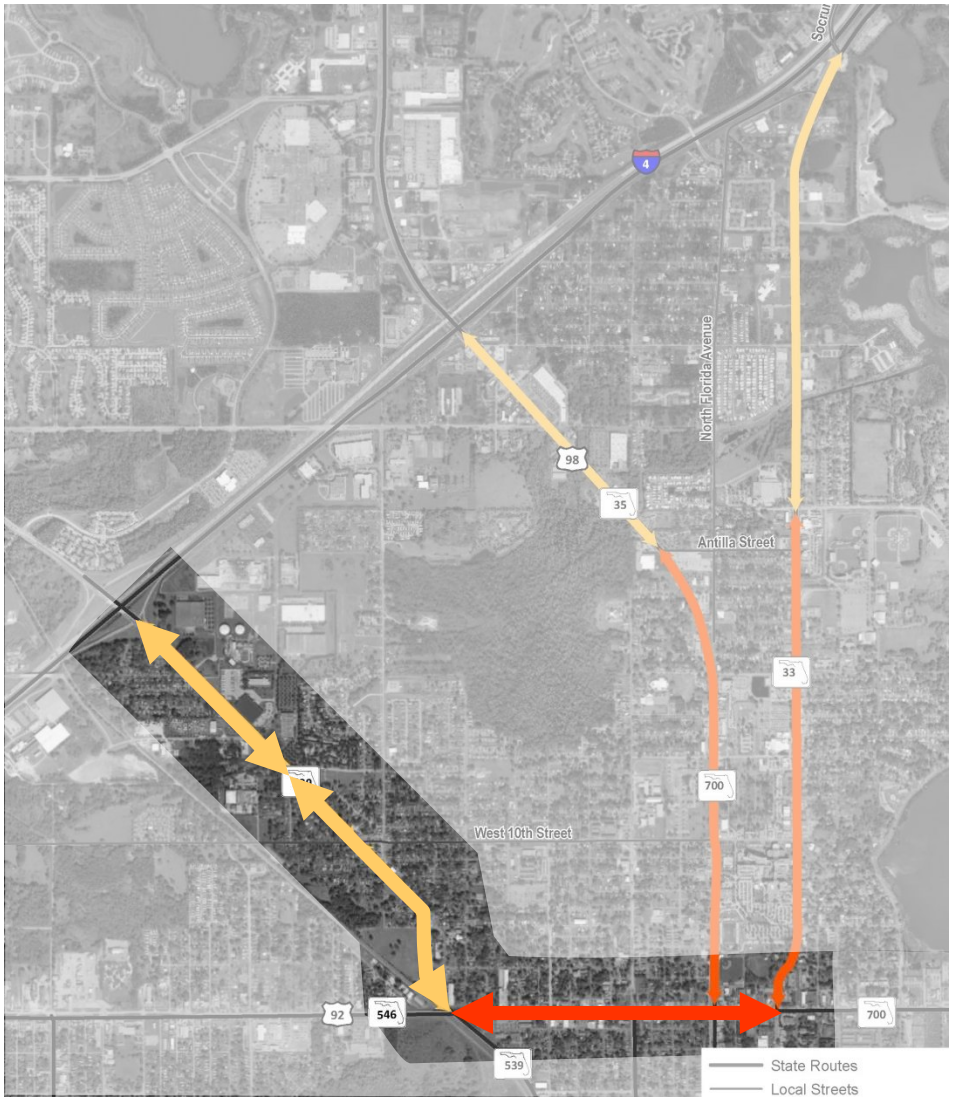
FUTURE CONTEXT



- Within the Central City Core Improvement Area

State Routes

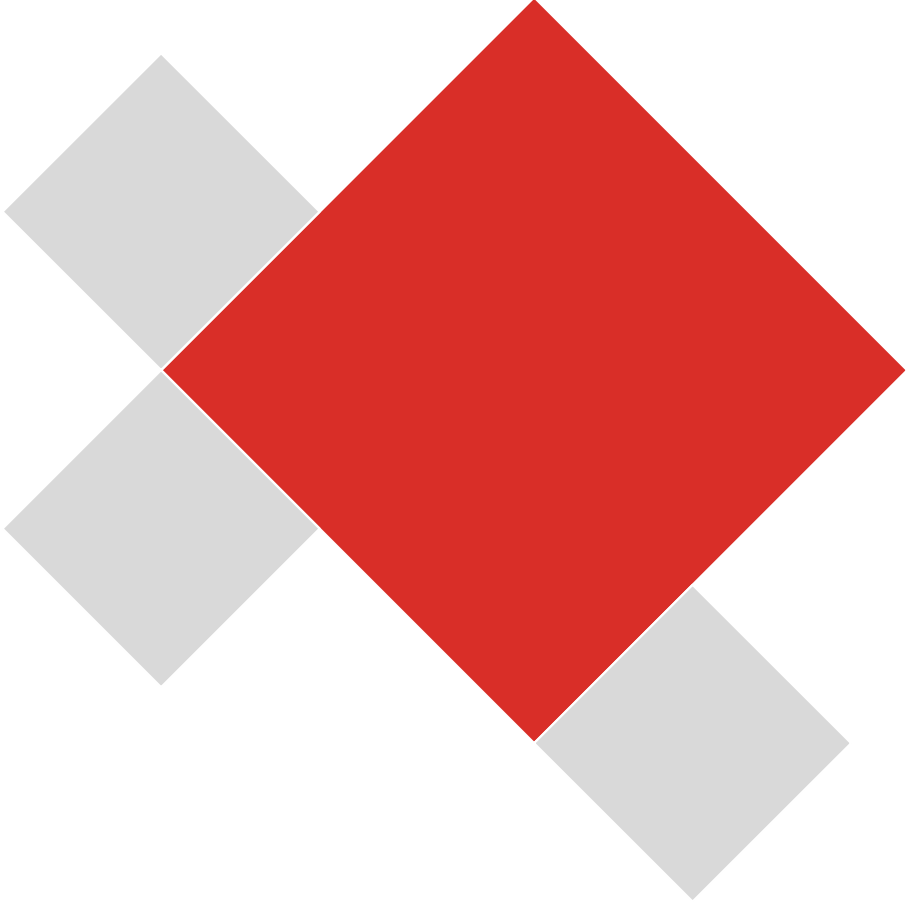
Local Streets

Context Classification

C3C-Suburban Commercial

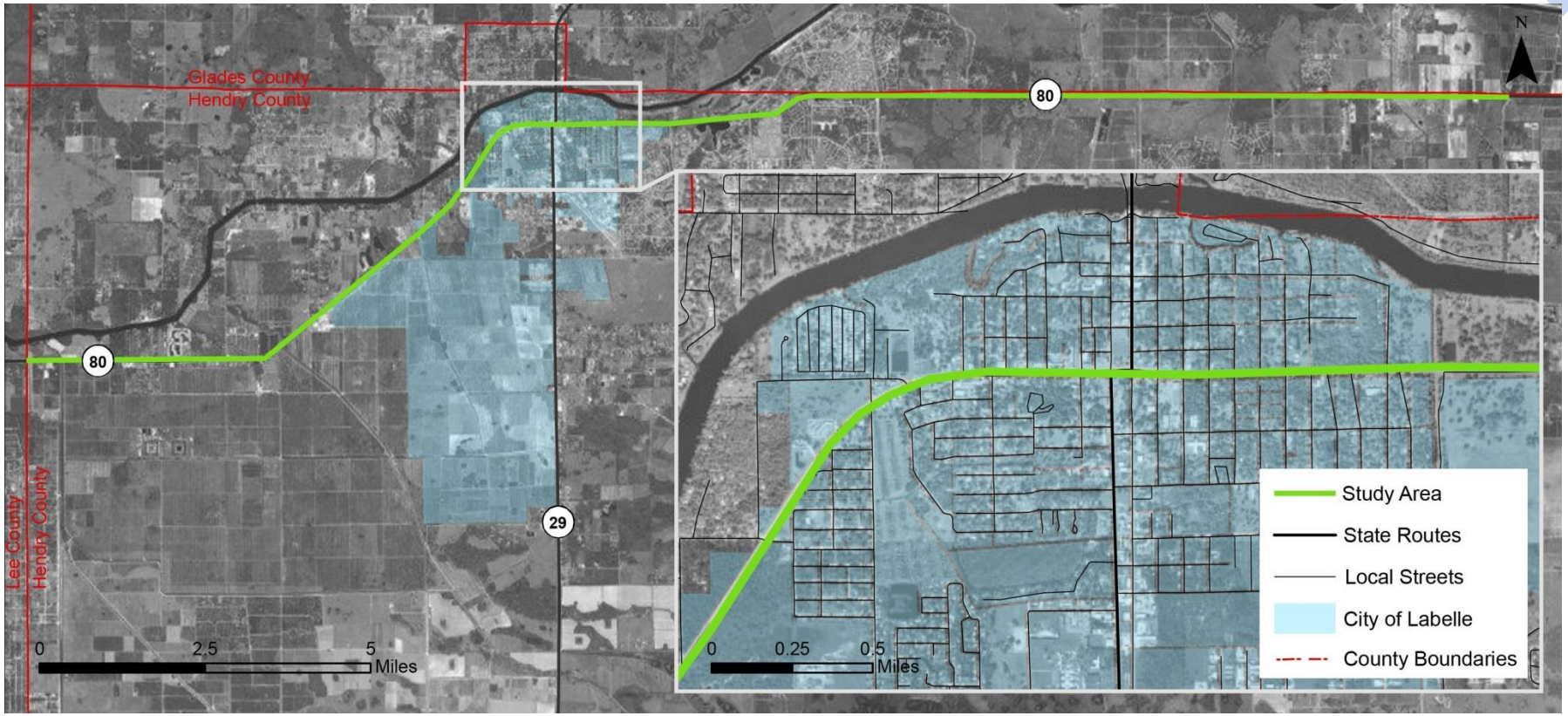
C4-Urban General

FDOT Completing FLORIDA'S STREETS



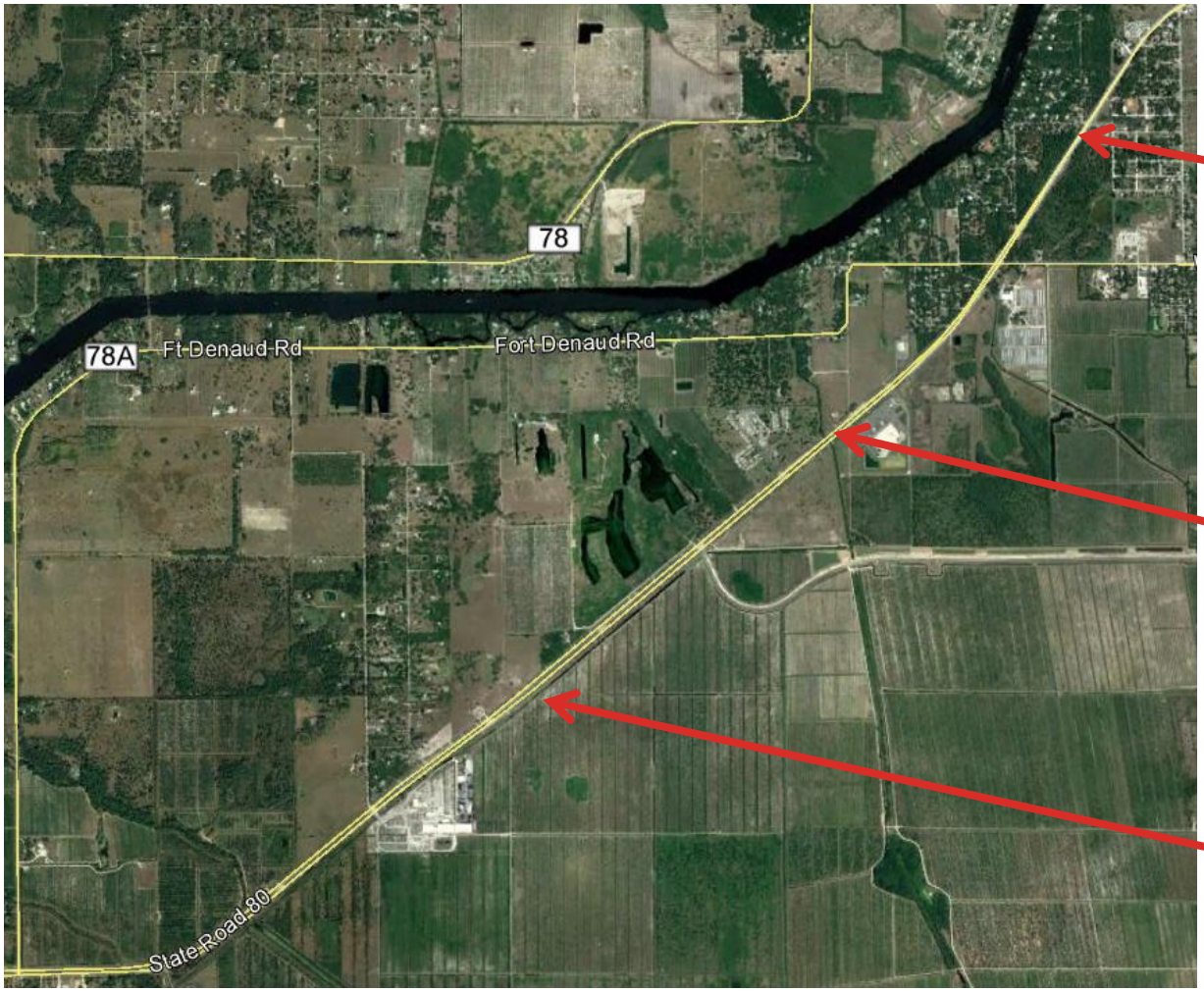
SR 80 Case Study

SR 80 STUDY AREA

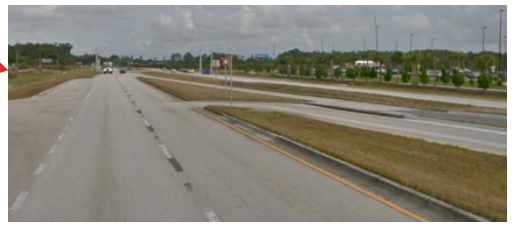


Completing FLORIDA'S STREETS

DISTINGUISHING CHARACTERISTICS

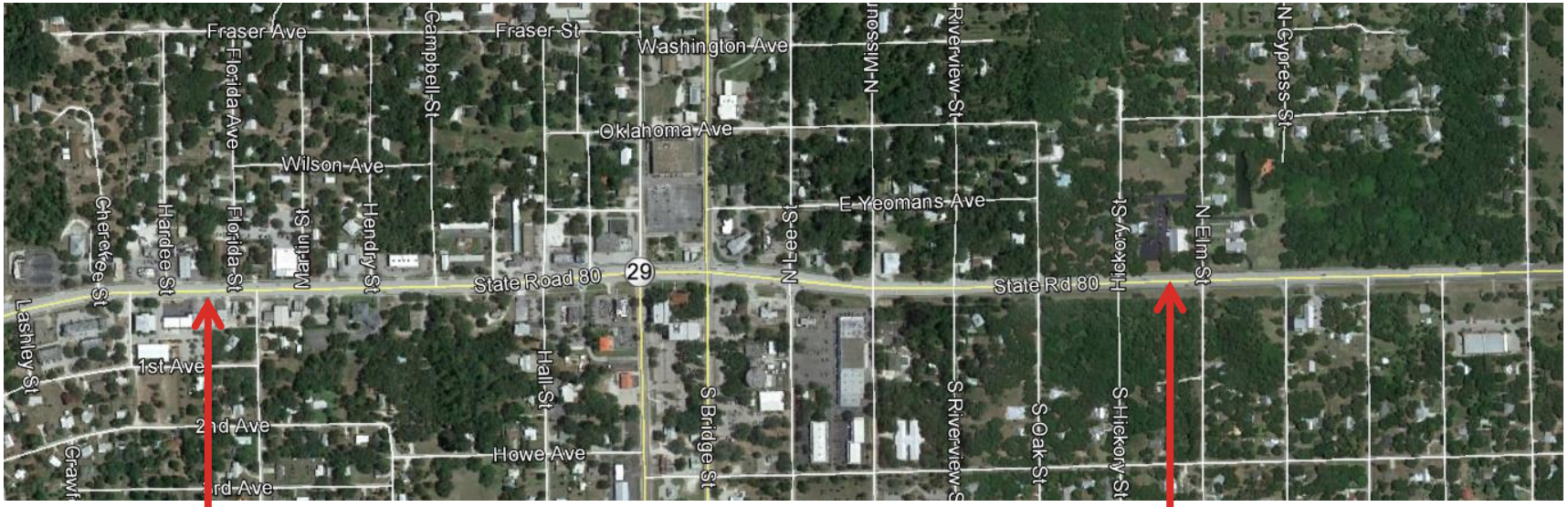


- SR 80 West



DISTINGUISHING CHARACTERISTICS

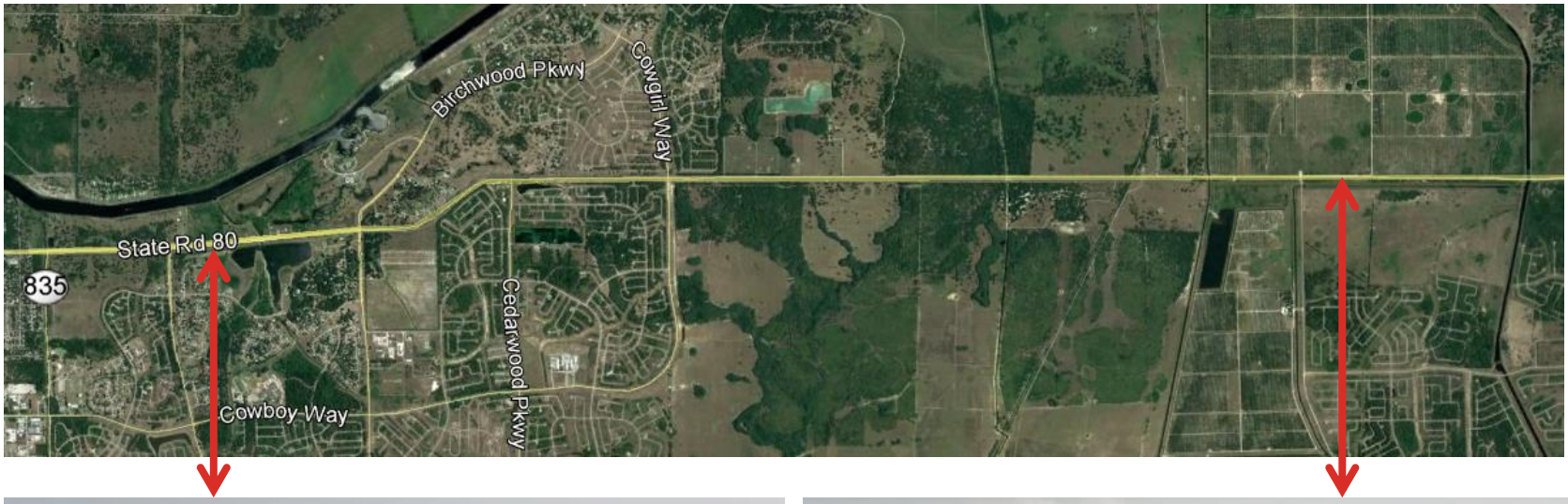
- SR 80 through LaBelle



Completing FLORIDA'S STREETS

DISTINGUISHING CHARACTERISTICS

- SR 80 East



PRIMARY MEASURES

- SR 80

Limits	Existing Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Intersection Density	Block Perimeter	Block Length
Lee/Hendry County Line to Capt Hendry Dr (north)	Agricultural Rural residential, One large commercial center	1 to 2	Detached buildings, no consistent pattern of setbacks	No	N/A	18	N/A	N/A
Capt Hendry Dr (north) to Dr. MLK Blvd	Commercial Open space Single-family residential	1 to 2	Detached buildings, no consistent pattern of setbacks	No	Mostly in front, if present	113	7,094	1,948
Dr. MLK Blvd to Forrey Dr	Commercial Institutional Residential	1 to 2	Detached buildings, medium setbacks (<75')	No	Mostly in front, occasionally in side or rear	105	2,612	450
Forrey Dr to Birchwood Pkwy	Open space Residential	1 to 2	Detached buildings, no consistent pattern of setbacks	No	N/A	35	N/A	N/A
Birchwood Pkwy to Cowgirl/ Cowboy Wy	Undeveloped suburban residential	1 to 2	Detached buildings, no consistent pattern of setbacks	No	N/A	61	N/A	N/A
Cowgirl/Cowboy Wy to Whitt Rd	Open space Agriculture Rural residential	1 to 2	Detached buildings, no consistent pattern of setbacks	No	N/A	4	N/A	N/A

C2 Measure

C2T Measure

C3R Measure

FDOT Completing FLORIDA'S STREETS

SECONDARY MEASURES

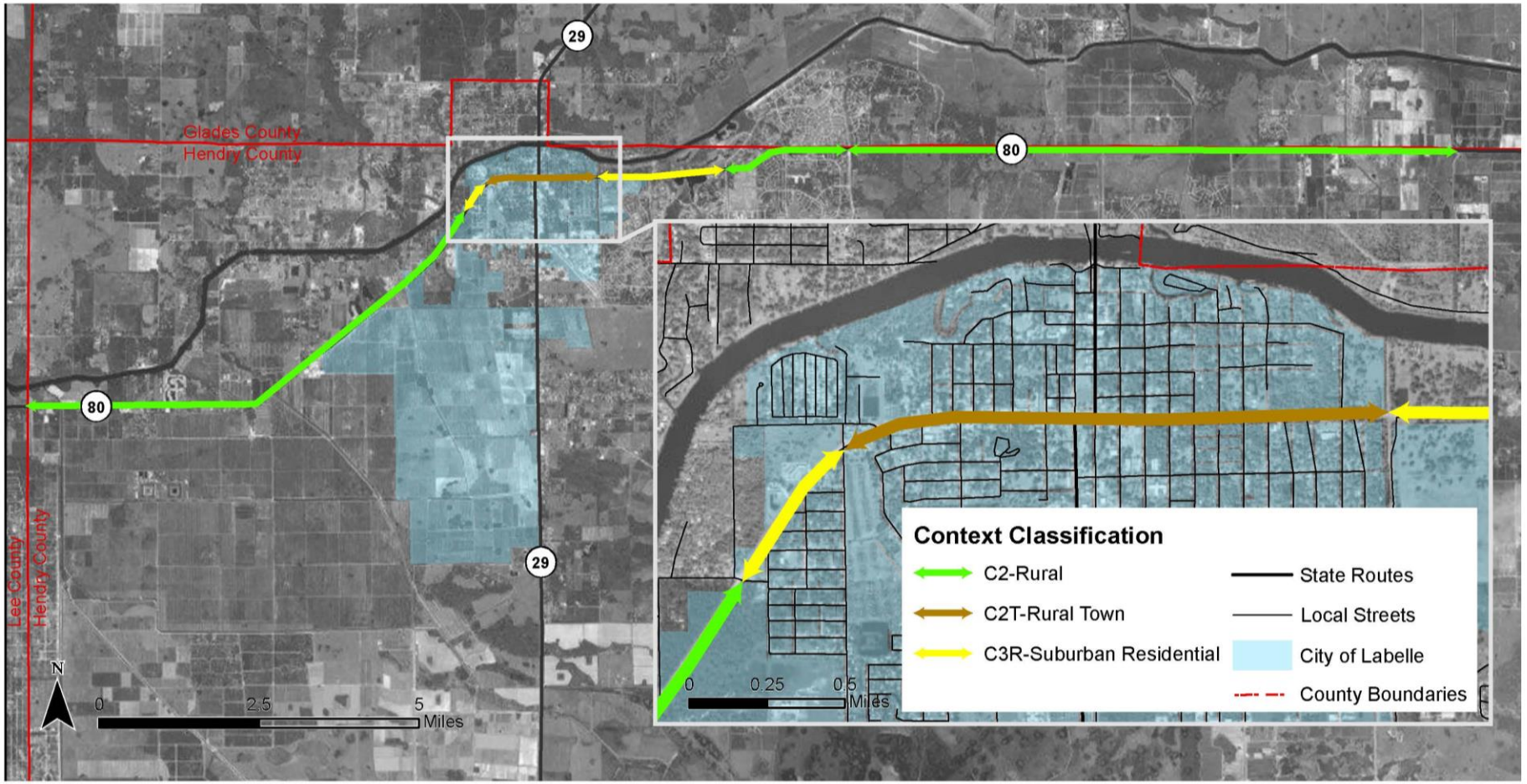
- SR 80

Limits	Population Density (Existing)[1]	Employment Density (Existing)[2]	Allowed Residential Density[3]	Allowed Office/Retail Density[3]
Lee/Hendry County Line to Capt Hendry Dr (north)	1.6	0.1	0.2 - 1	0 - 0.5
Capt Hendry Dr (north) to Dr. MLK Blvd	0.3	0.0	15	0.5 - 1
Dr. MLK Blvd to Forrey Dr	1.3	3.4	18	0.5 - 1
Forrey Dr to Birchwood Pkwy	1.0	0.0	0.2 - 1	0.4
Birchwood Pkwy to Cowgirl/Cowboy Wy	0.5	0.0	6 - 10	0.25 - 1
Cowgirl/Cowboy Wy to Whitt Rd	0.0	0.5	0.2 - 1	0.4

Sources:
1 2010 Census Data
2 2014 Longitudinal Employer-Household Dynamics (LEHD) Data
3 Hendry County Zoning (as of 6/20/17) and City of LaBelle Zoning (amended 5/11/17)

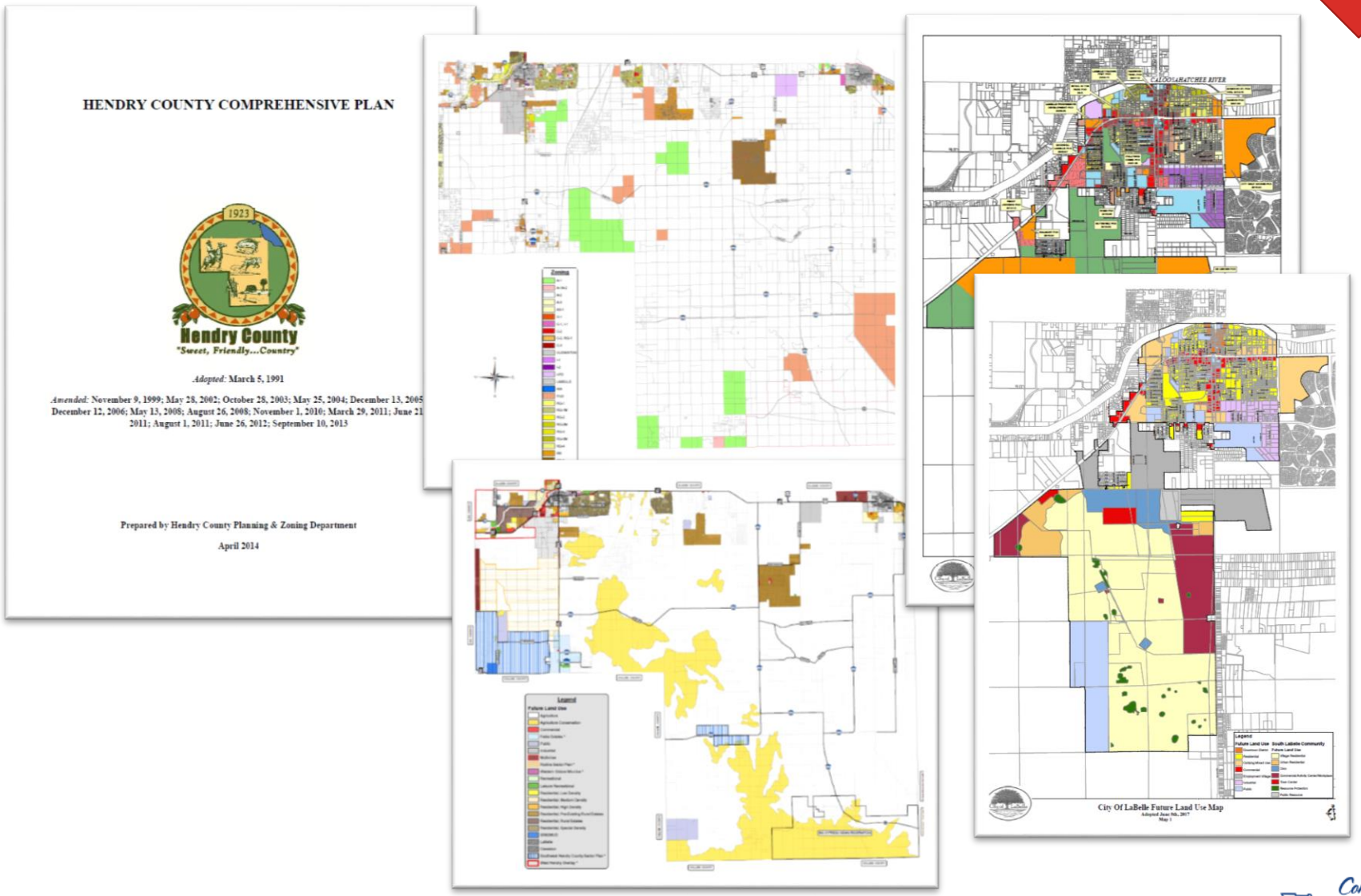
C3C Measure

EXISTING CONTEXT



Completing FLORIDA'S STREETS

HENDRY COUNTY/LABELLE ZONING



FUTURE CONTEXT

- Walmart; Future land use - Medium Density Residential