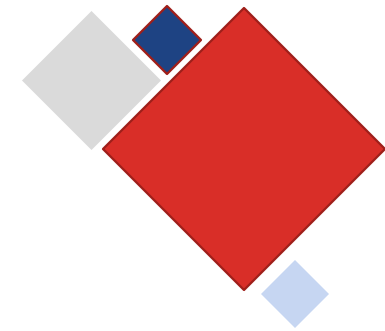




FDOT District Five Complete Streets & Context Classification

December 2017



OVERVIEW

1. The Roles of Land Use & Transportation in Complete Streets
2. Context Classification Case Studies
3. Additional Considerations



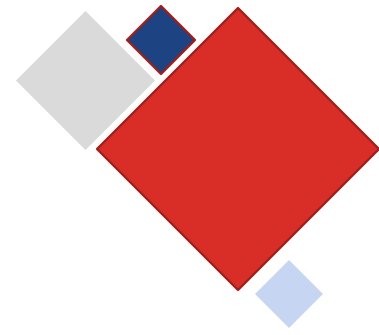
01

THE ROLES OF LAND USE & TRANSPORTATION IN COMPLETE STREETS

Is this a Complete Street?



Is this a Complete Street?



Ingredients to Complete Streets

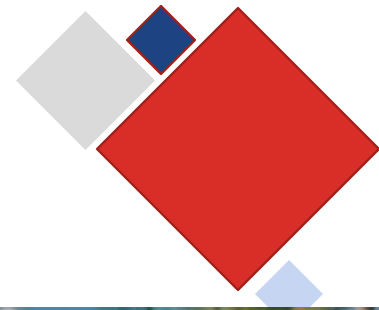
TRANSPORTATION

+

LAND USE



TRANSPORTATION + LAND USE



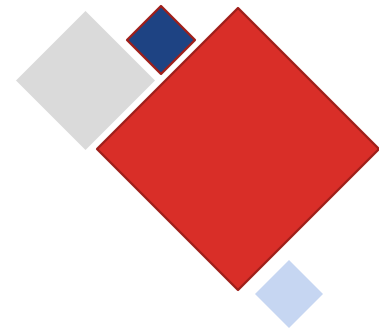
LAND USE



TRANSPORTATION



CONVENTIONAL APPROACH



Land Use



GENERATES

Travel



DEMANDS

Road Capacity



Anticipate

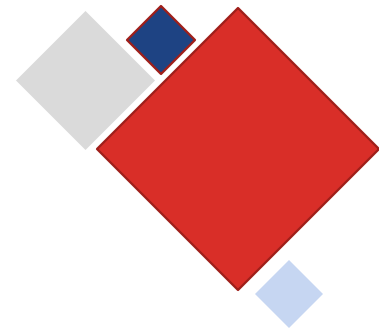


Forecast
(Based on Speed)



Accommodate

INTEGRATED LAND USE & TRANSPORTATION APPROACH



**Transportation
Investments**



HELP
MANAGE

Travel



INFLUENCES

Land Use



Multi-Modal

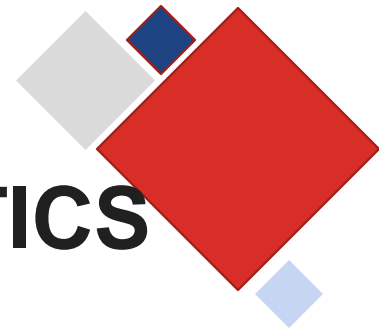


Manage



Coordinate

CONTEXT CLASSIFICATION + TRANSPORTATION CHARACTERISTICS

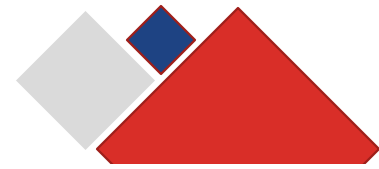


District 5

Version 3 | DRAFT- September 2014



PLANNING PROCESS



Phase 1: Define Problem

1.1 Initial
Stakeholder Outreach

1.2 Collect Data

1.3 Synthesize Issues
& Opportunities

Phase 2: Define Guiding Principles

2.1 Define
Guiding Principles

2.2 Define
Purpose & Need

2.3 Define Measures
of Success

Phase 3: Define & Select Alternatives

3.1 Define
Alternatives

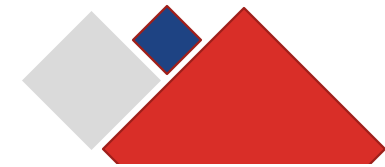
3.2 Compare
Alternatives

3.3 Select Alternatives
& Determine
Next Phase

Stakeholder Outreach

Programming & Implementation

PLANNING PROCESS



Phase 1: Define Problem

1.1 Initial
Stakeholder Outreach

1.2 Collect Data

1.3 Synthesize Issues
& Opportunities

**1.4 Update or Confirm
Context Classification**

Phase 2: Define Guiding Principles

2.1 Define
Guiding Principles

2.2 Define
Purpose & Need

2.3 Define Measures
of Success

Phase 3: Define & Select Alternatives

3.1 Define
Alternatives

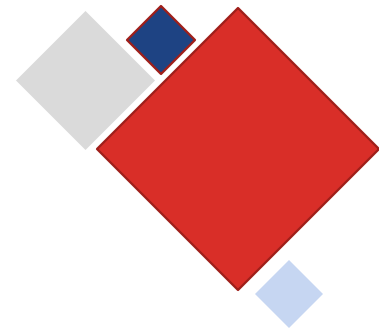
3.2 Compare
Alternatives

3.3 Select Alternatives
& Determine
Next Phase

Stakeholder Outreach

Programming & Implementation

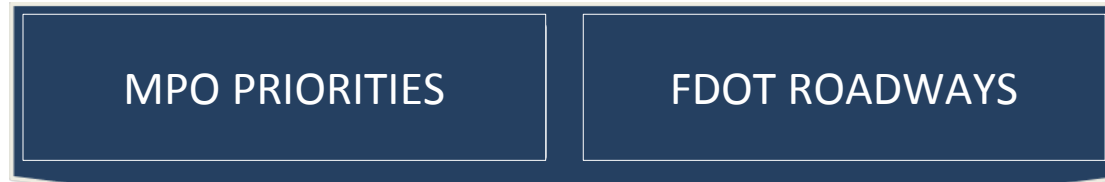
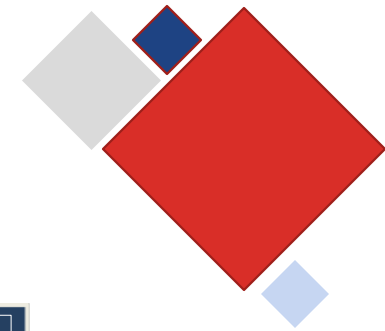
CORRIDOR PLANNING



- Process is 3-4 years old
- Model for other Districts
- PD&E Studies preceded by a Planning Study
- Concept Development follows Planning Study and precedes Design

Focus on planning for implementation!

MULTI-MODAL CORRIDOR SCREENING



Land Use Screening

Transportation Screening



IS IT A LIMITED ACCESS FACILITY?

YES

NO

DOES IT HAVE A PLAN?

YES

NO

DOES IT HAVE LOCAL SUPPORT?

YES

NO

PLANNING STUDY

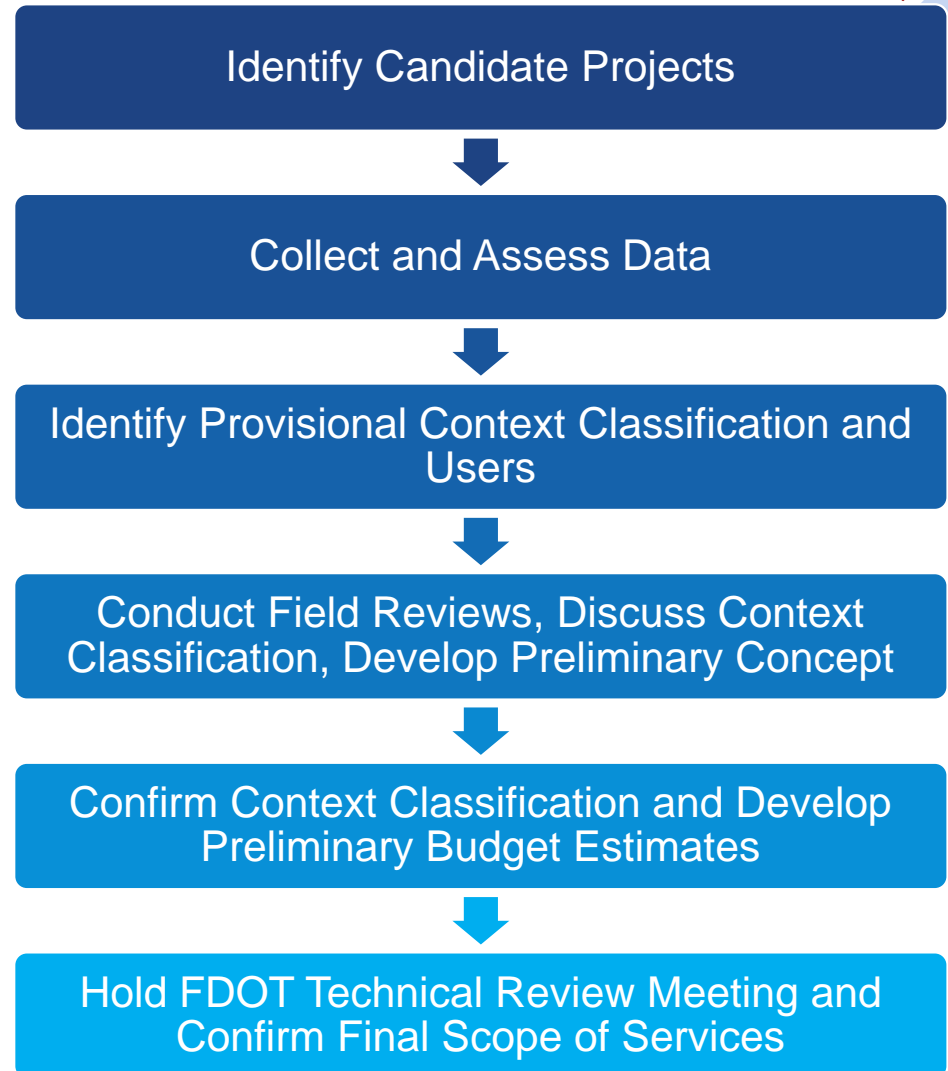
- Key Employment Centers
- Population Density
- Future Land Use
- Transportation Disadvantaged Index
- Public Facilities
- Higher Education

- High frequency transit service
- Planned premium transit service
- Sidewalk gaps
- Bicycle facility gaps
- Regional bicycle-pedestrian trail
- High bicycle and pedestrian crash frequency
- High vehicle crash frequency

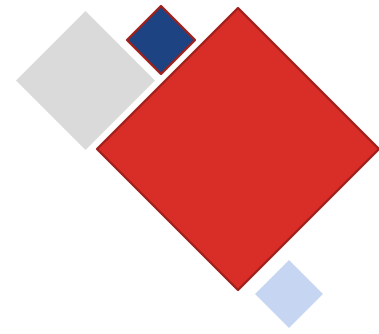
DEFINING CONTEXT CLASSIFICATION

RRR, TRAFFIC OPS, SAFETY PROJECTS

- Projects that do not qualify for ETDM Process
- Context classification must be determined prior to design
- Partnership among FDOT offices and with local government



PROVISIONAL CONTEXT CLASSIFICATION

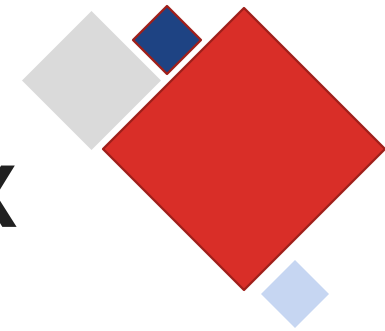


- FDOT plans to map the “**provisional**” context **classification** districtwide.
- “Provisional” context classifications will be **re-evaluated as projects occur**, on a project-by-project basis.



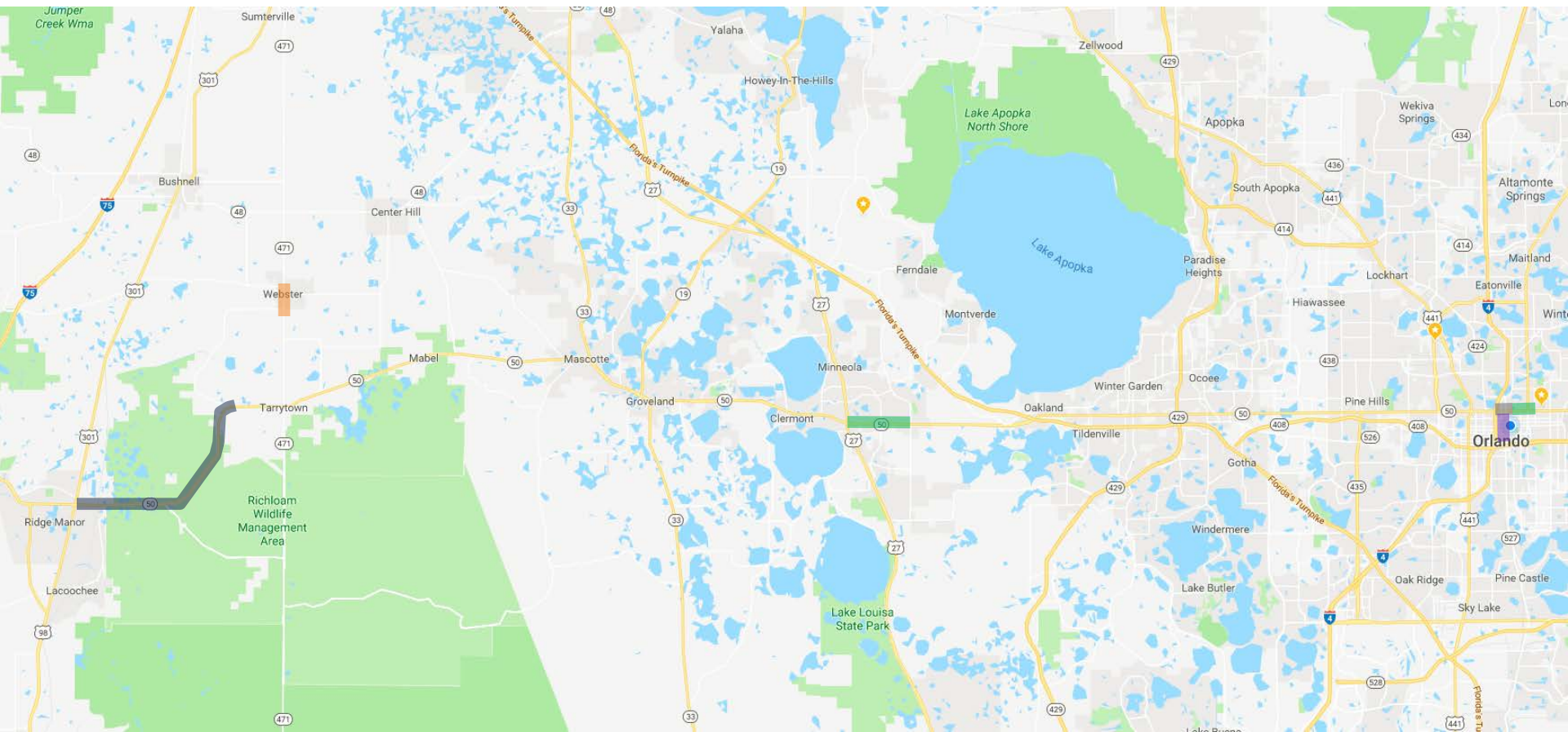
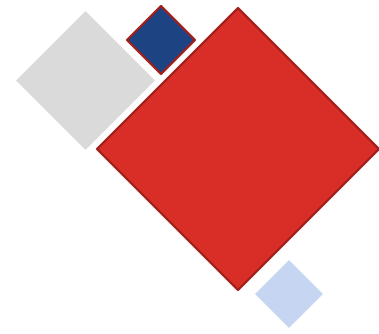
CONTEXT CLASSIFICATION CASE STUDIES

CONTEXT CLASSIFICATION MATRIX

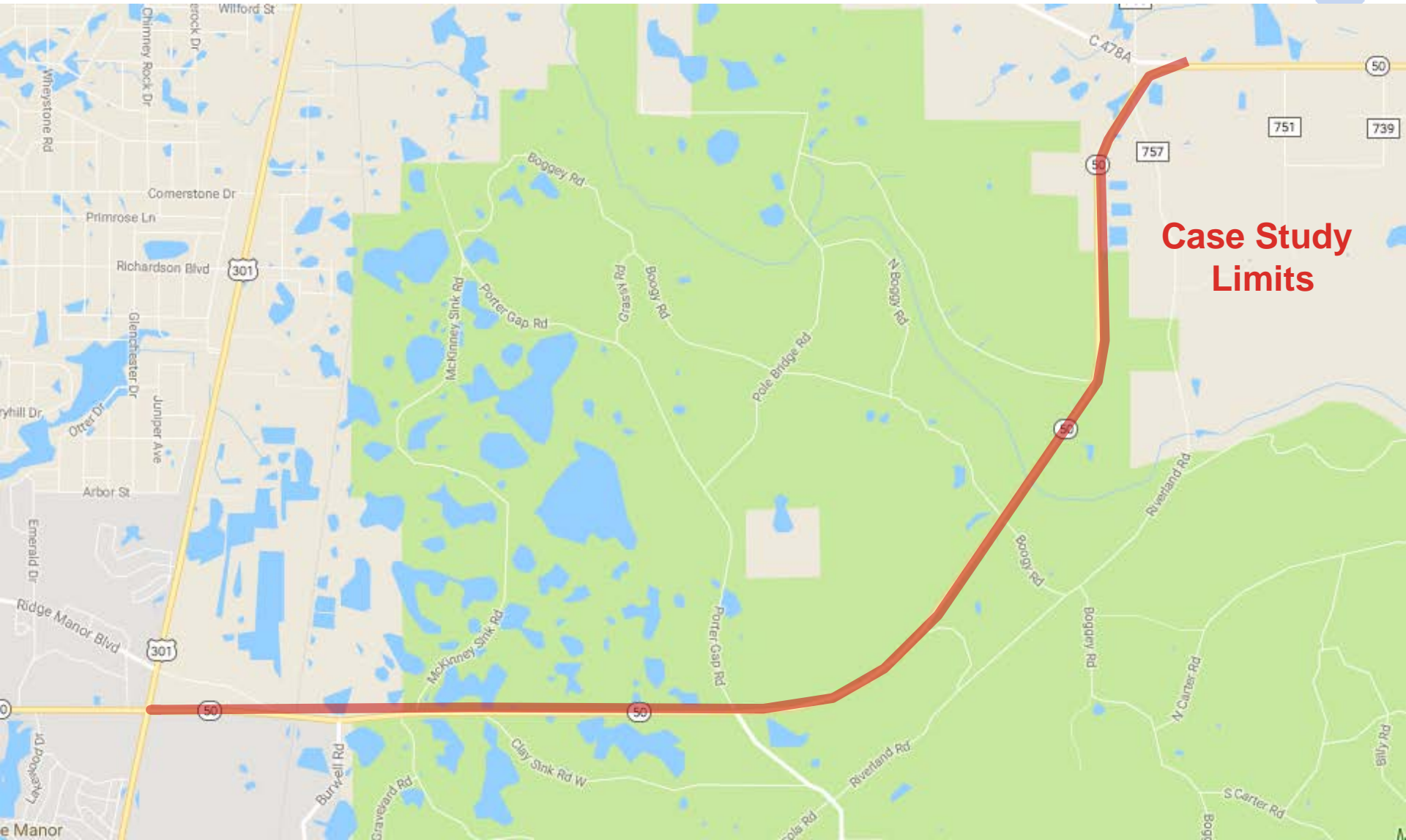
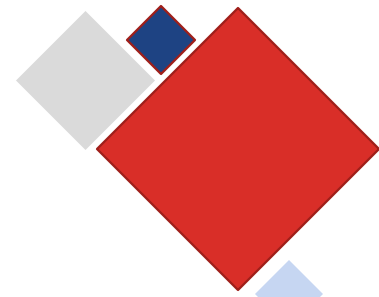


Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity			Allowed Residential Density	Allowed Office/ Retail Density	Population Density	Employment Density
		Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Block Perimeters	Block Length	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
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or shallow (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660	>16	>2	>20	>45

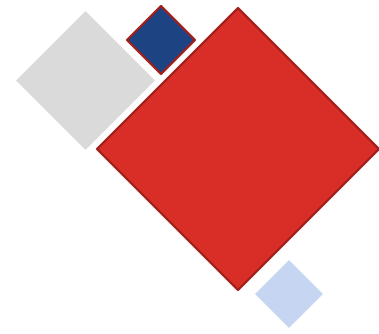
SR 50 – US 301 TO DOWNTOWN ORLANDO



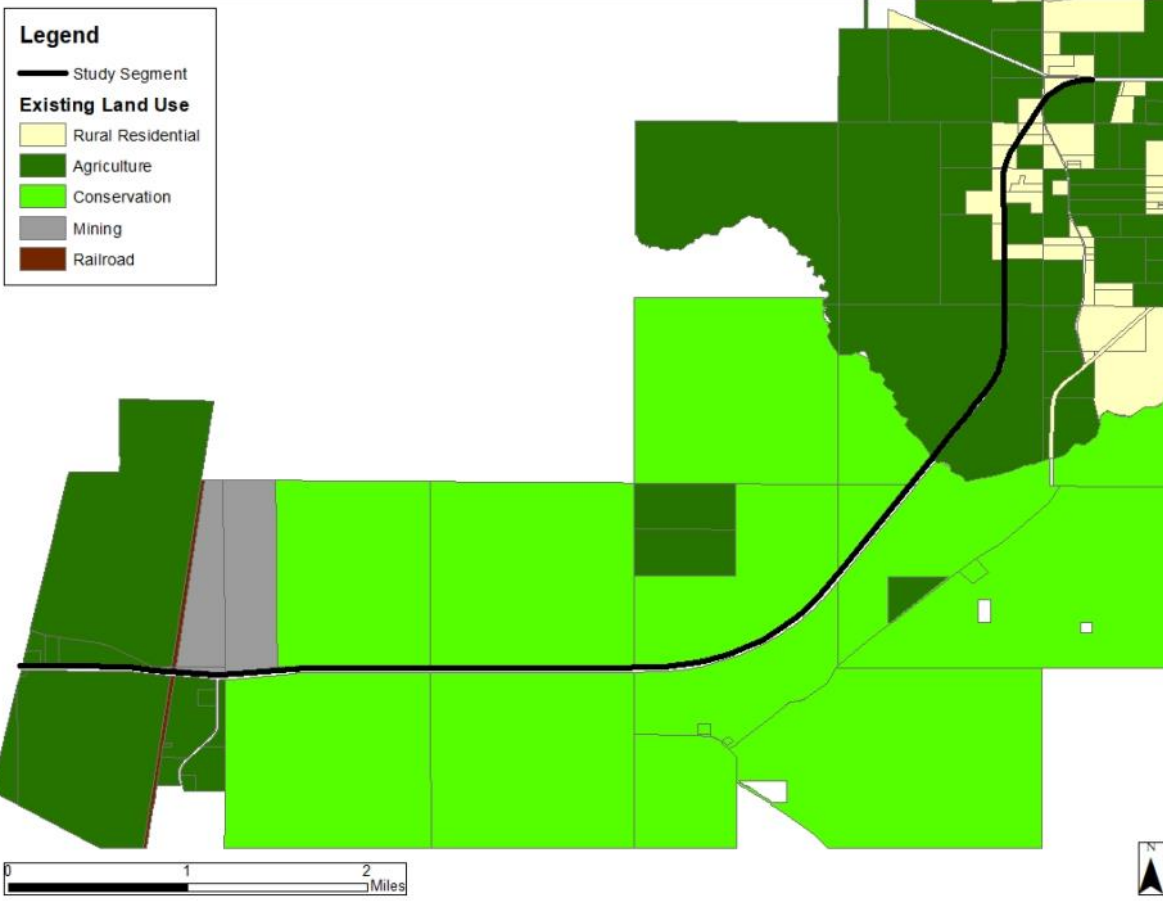
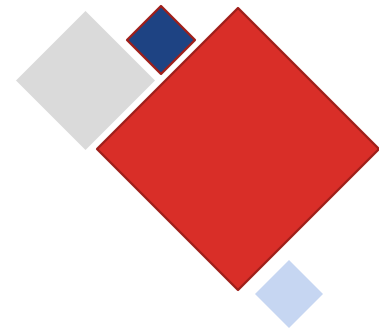
W SR 50 – US 301 TO CR 478A (HERNANDO COUNTY)



W SR 50 – US 301 TO CR 478A (HERNANDO COUNTY)



PRIMARY MEASURES: LAND USE



Existing Land Use

PRIMARY MEASURES

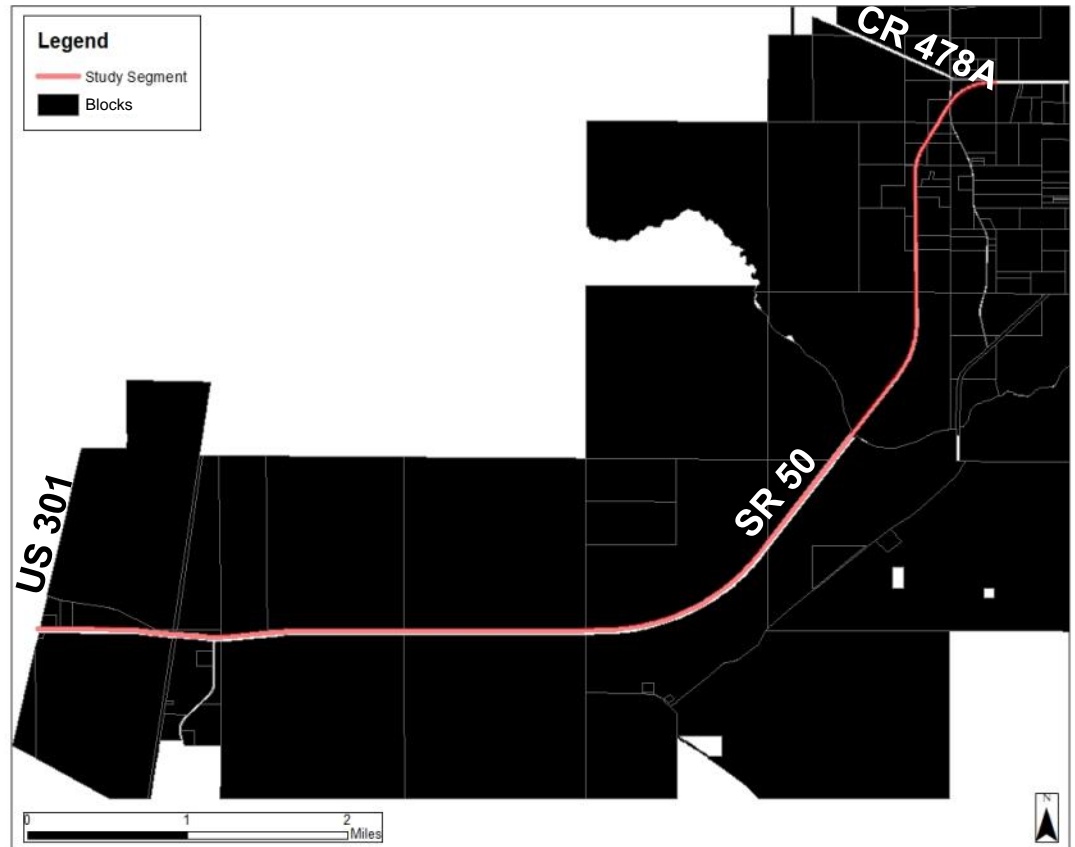
- Building Height
 - None
- Building Placement
 - None
- Fronting Uses
 - None
- Off-street Parking
 - None



PRIMARY MEASURES:

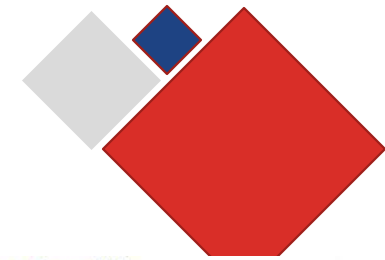
ROADWAY CONNECTIVITY

- Intersection Density
 - N/A
- Block Perimeter
 - N/A
- Block Length
 - N/A



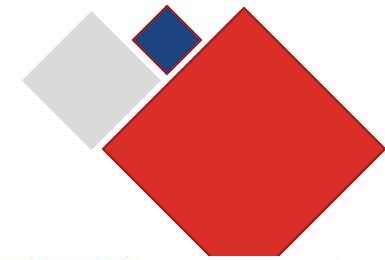
Street & Block Network

PRIMARY MEASURES



Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity		
							Intersection Density	Block Perimeters	Block Length
		Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet
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
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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
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PRIMARY MEASURES



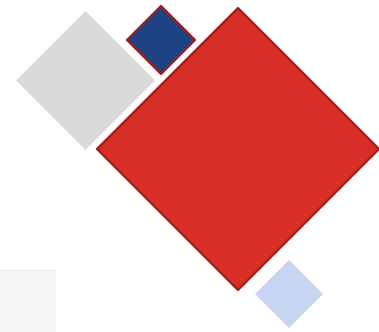
Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity		
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C4-Urban General	Mix of uses set within small blocks with a well-connected roadway 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
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SECONDARY MEASURES

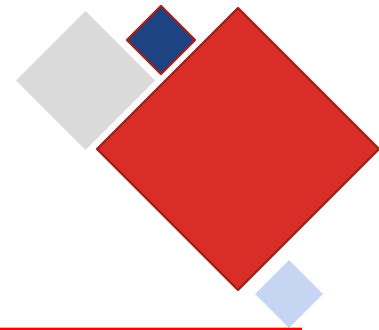
- Allowed Residential Density:
 - Not Allowed
- Allowed Office / Retail Density:
 - Not Allowed
- Existing Population Density:
 - 0 Population/Acre
- Existing Employment Density:
 - 0 Jobs/Acre

Context Classification	Allowed Residential Density	Allowed Office / Retail Density	Population Density	Employment Density
	Dwelling Units/ Acre	Floor-Area Ratio (FAR)	Persons/Acre	Jobs/Acre
C1-Natural	N/A	N/A	N/A	N/A
C2-Rural	<1	N/A	<2	N/A
C2T-Rural Town	>4	>0.25	N/A	>2
C3R-Suburban Residential	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	N/A	<0.75	N/A	N/A
C4-Urban General	>4	N/A	>5	>5
C5-Urban Center	>8	>0.75	>10	>20
C6-Urban Core	>16	>2	>20	>45

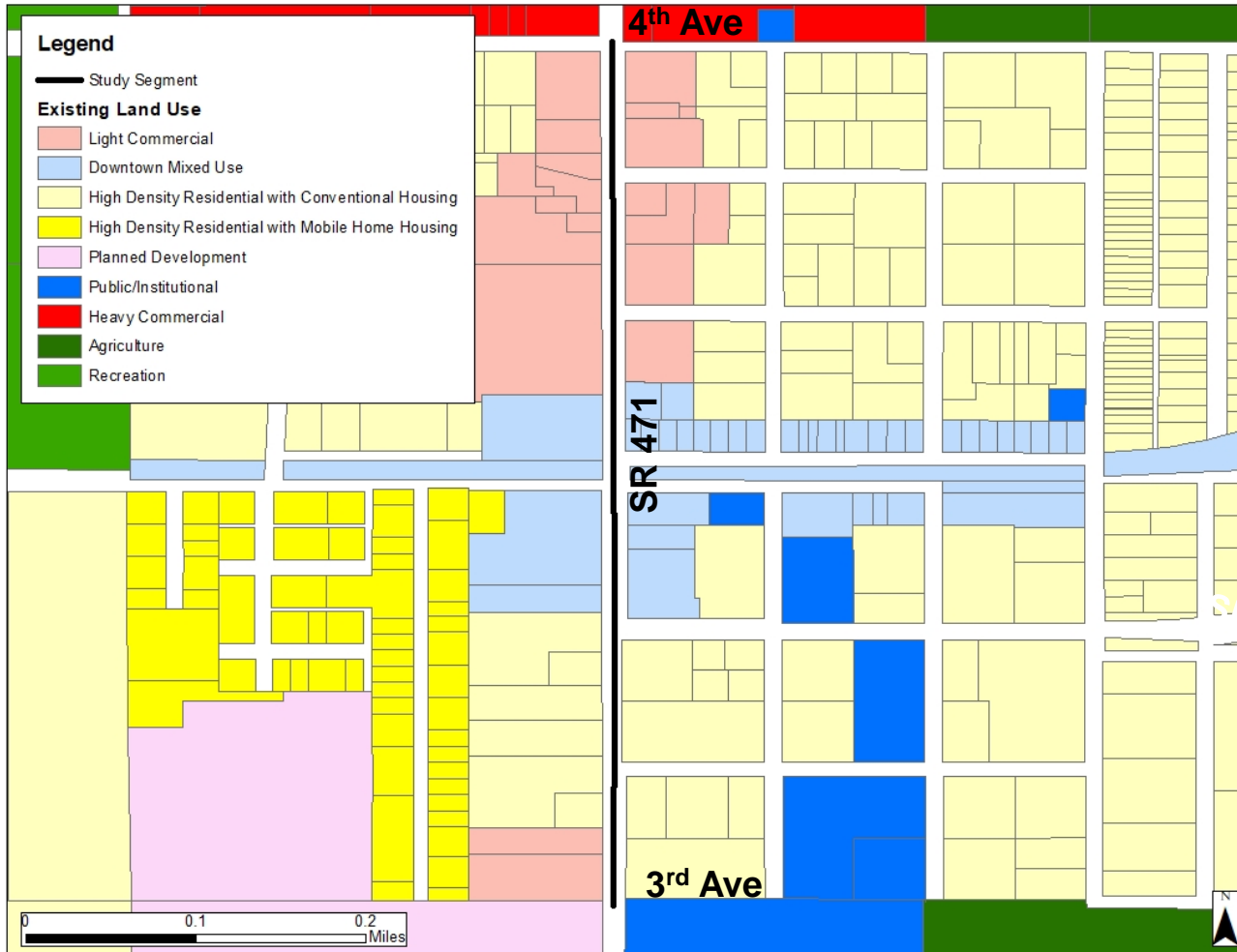
SR 471 – 3RD AVE TO 4TH AVE (WEBSTER)



SR 471 – 3RD AVE TO 4TH AVE (WEBSTER)



PRIMARY MEASURES: LAND USE



Existing Land Use

PRIMARY MEASURES :

BUILDING HEIGHT, PLACEMENT, & PARKING

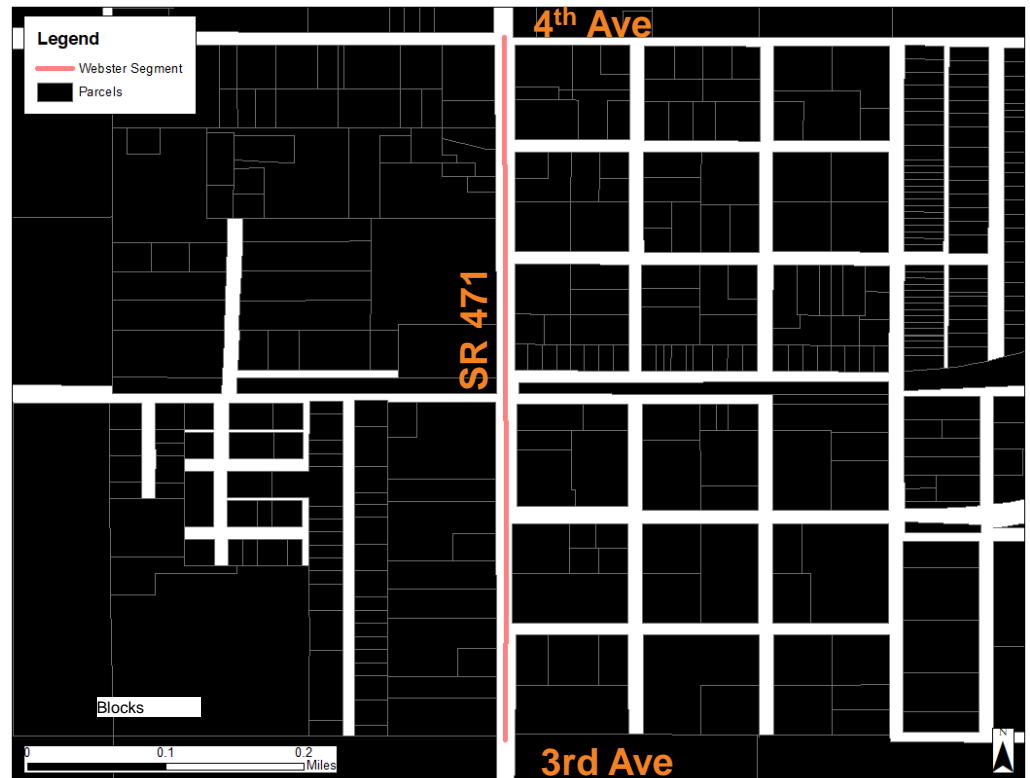
- Building Height
 - 1 Floor
- Building Placement
 - Detached
 - Most buildings with no or small setback, some with medium setbacks
- Fronting Uses
 - Yes



PRIMARY MEASURES:

ROADWAY CONNECTIVITY

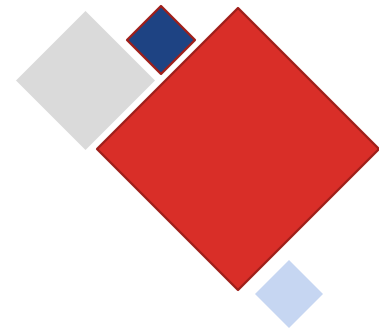
- Intersection Density
 - 144 intersections/sq mile
- Block Perimeter
 - Average 2,360 feet
- Block Length
 - Average 530 feet



Street & Block Network

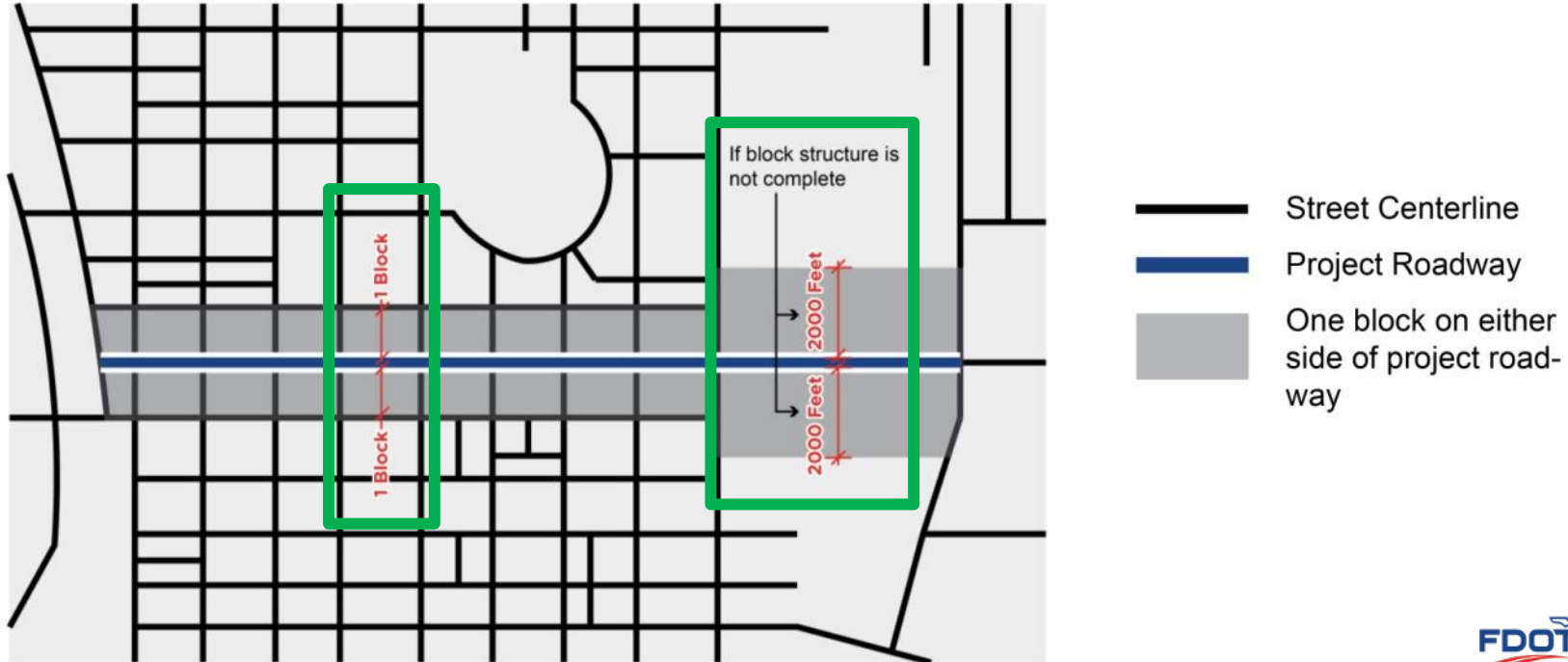
PRIMARY MEASURES:

ROADWAY CONNECTIVITY

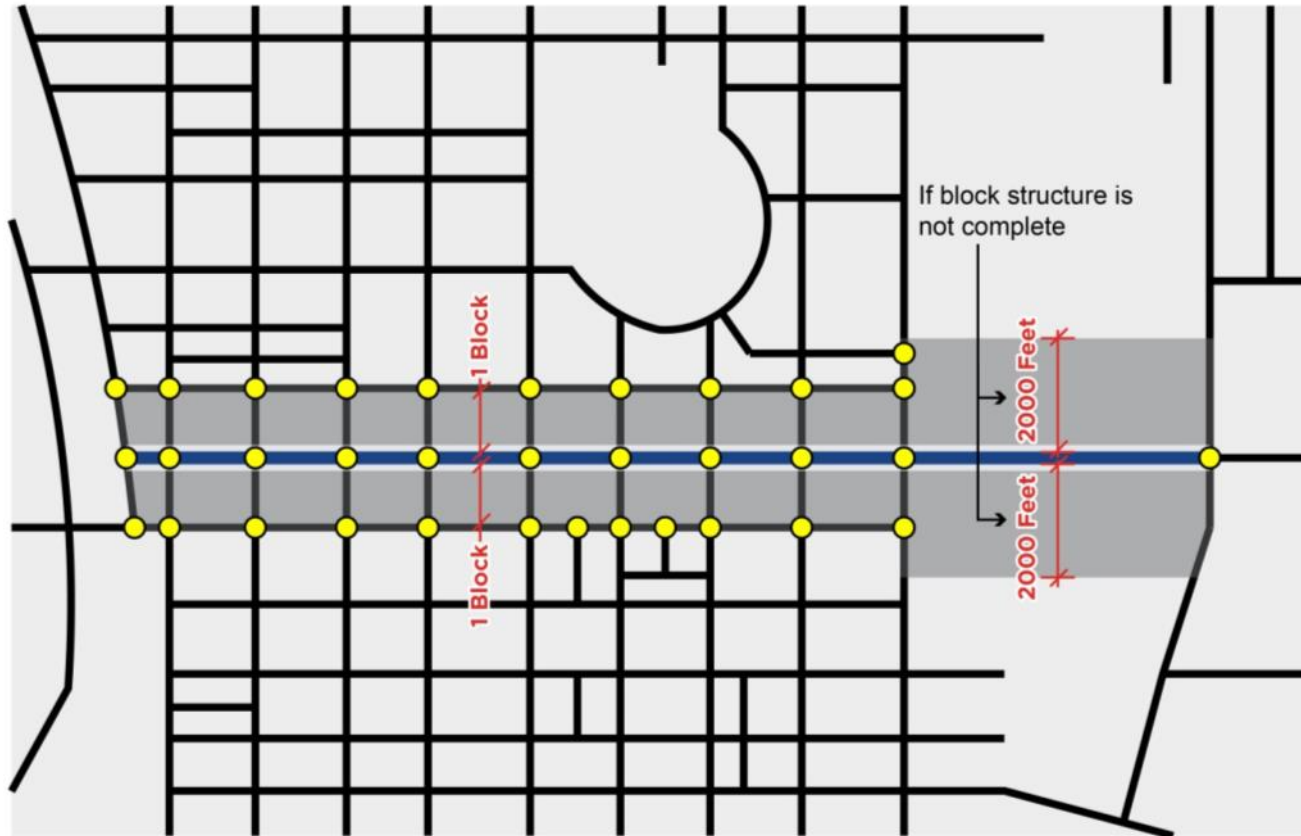


- Block Length
- Block Perimeter
- Intersection Density

Measurement Area – One block on either side of roadway



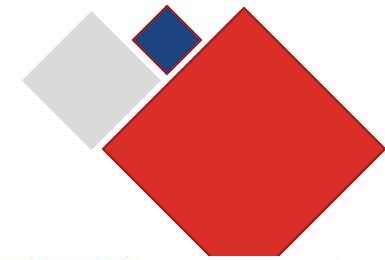
INTERSECTION DENSITY



- Street Centerline
- Project Roadway
- One block on either side of project roadway
- Intersections

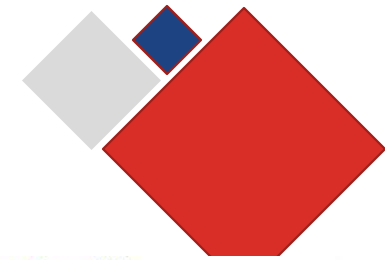
$$\text{Intersection Density} = \frac{\text{Number of Intersections}}{\text{Total area of blocks along both sides of the project roadway}}$$

PRIMARY MEASURES



Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity		
							Intersection Density	Block Perimeters	Block Length
		Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet
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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
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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
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
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
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or shallow (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660

PRIMARY MEASURES



Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity		
							Intersection Density	Block Perimeters	Block Length
		Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet
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
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
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
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
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
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
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
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SECONDARY MEASURES

- Allowed Residential Density:
 - 6 DU
- Allowed Office / Retail Density:
 - 0.5 FAR
- Existing Population Density:
 - 0.1 Pop/Acre
- Existing Employment Density:
 - 0.01 Jobs/Acre

Context Classification	Allowed Residential Density	Allowed Office/ Retail Density	Population Density	Employment Density
	Dwelling Units/ Acre	Floor-Area Ratio (FAR)	Persons/Acre	Jobs/Acre
C1-Natural	N/A	N/A	N/A	N/A
C2-Rural	<1	N/A	<2	N/A
C2T-Rural Town	>4	>0.25	N/A	>2
C3R-Suburban Residential	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	N/A	<0.75	N/A	N/A
C4-Urban General	>4	N/A	>5	>5
C5-Urban Center	>8	>0.75	>10	>20
C6-Urban Core	>16	>2	>20	>45

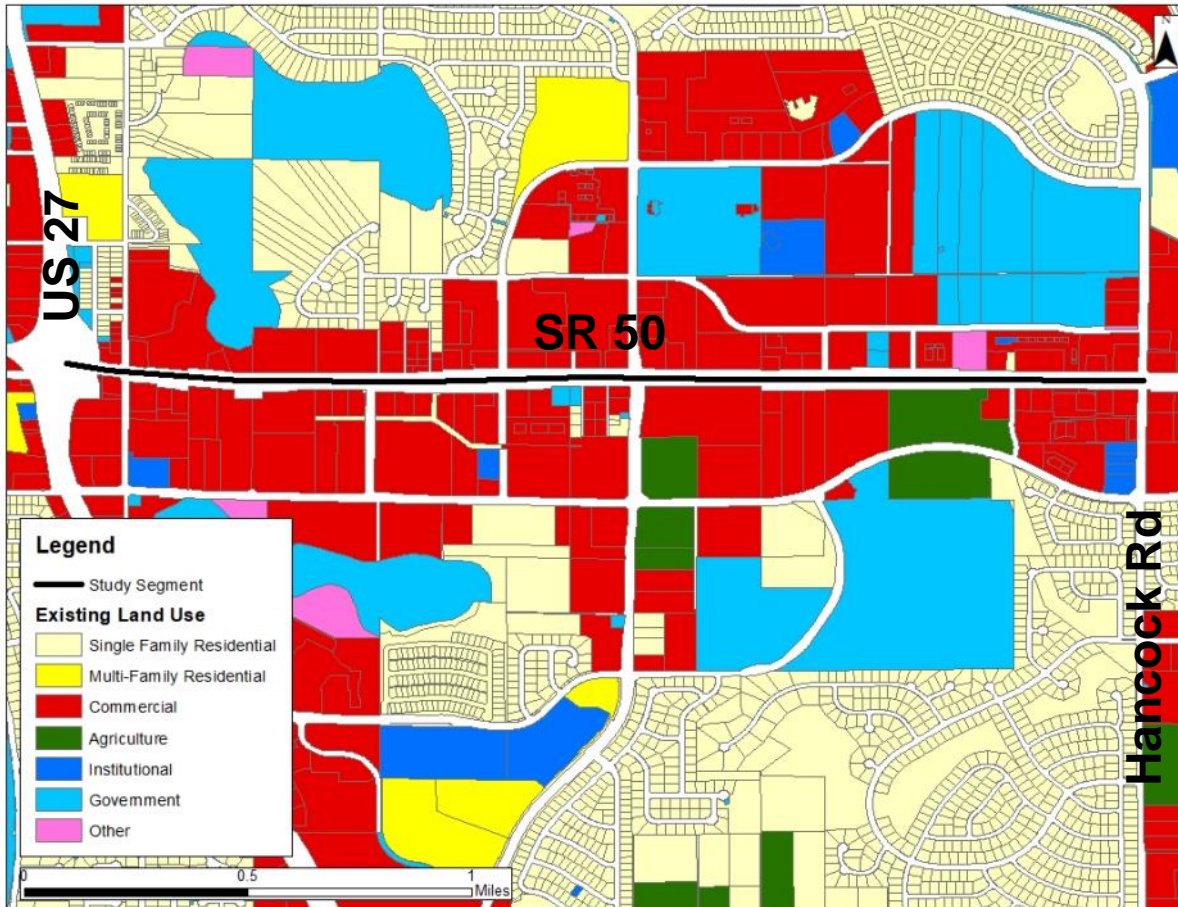
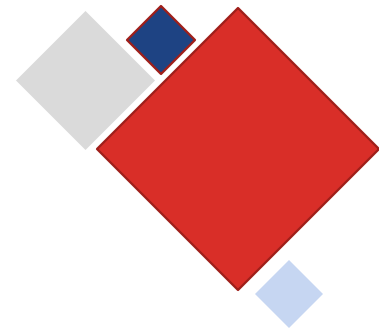
W SR 50 – US 27 TO HANCOCK ROAD (CLERMONT)



W SR 50 – US 27 TO HANCOCK ROAD (CLERMONT)



PRIMARY MEASURES: LAND USE



Existing Land Use

PRIMARY MEASURES :

BUILDING HEIGHT, PLACEMENT, & PARKING

- Building Height
 - 1 -2 Floors
- Building Placement
 - Detached buildings
 - Medium/large setbacks on all sides
- Fronting Uses
 - No
- Parking
 - Front



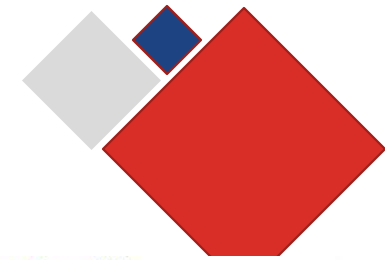
PRIMARY MEASURES: ROADWAY CONNECTIVITY

- Intersection Density
 - 38 intersections/sq mile
- Block Perimeter
 - Average 4,638 feet
- Block Length
 - 1,600 feet



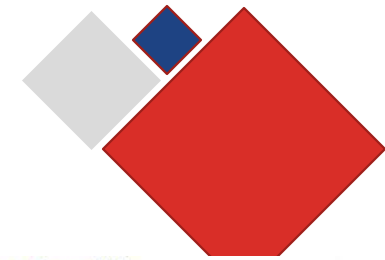
Street & Block Network

PRIMARY MEASURES



Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity		
							Intersection Density	Block Perimeters	Block Length
		Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet
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
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
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
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
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
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
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
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or shallow (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660

PRIMARY MEASURES



Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity		
							Intersection Density	Block Perimeters	Block Length
		Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet
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
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
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
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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
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or shallow (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660

SECONDARY MEASURES

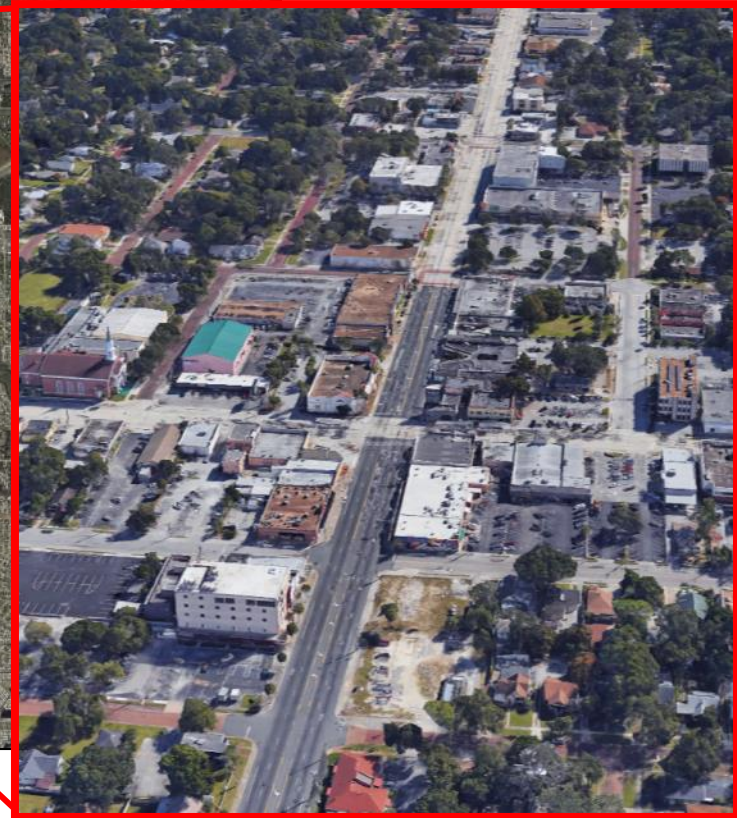
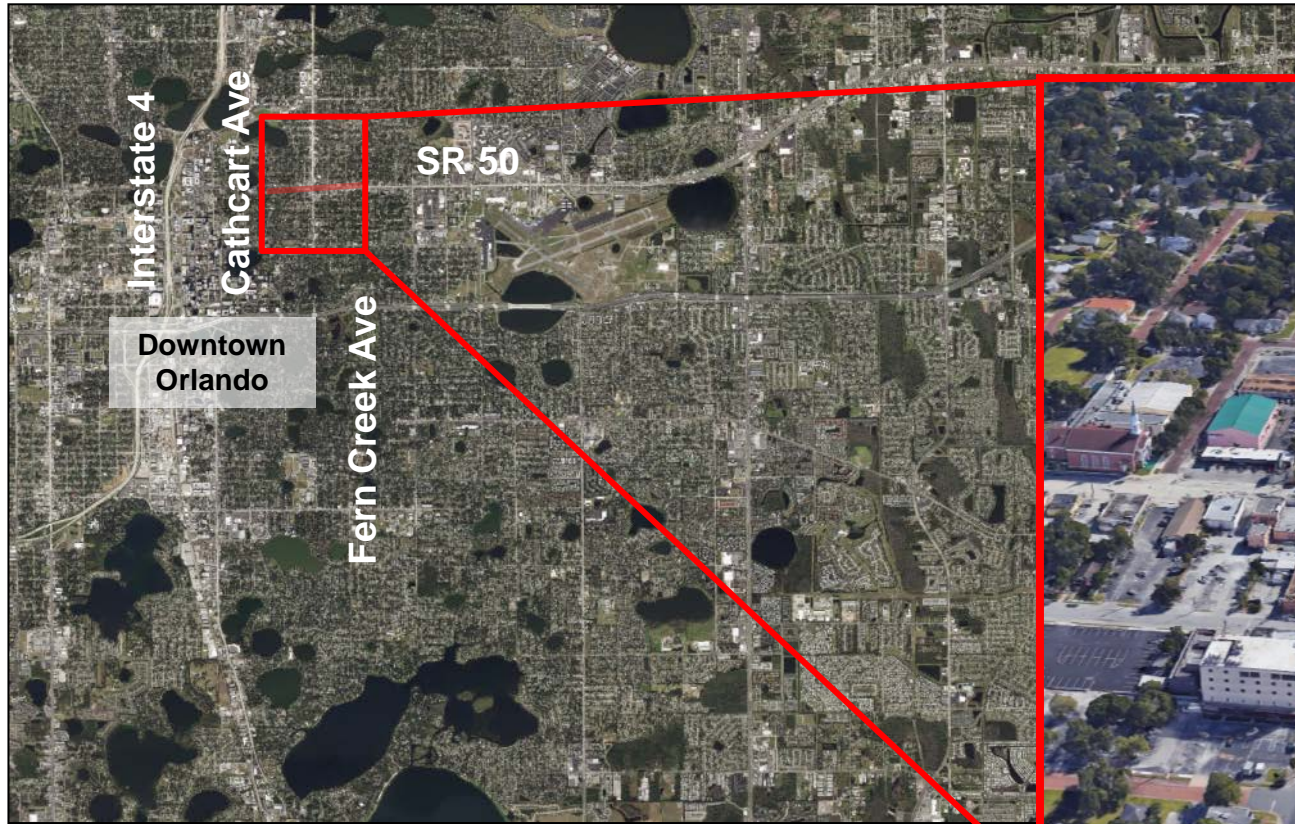
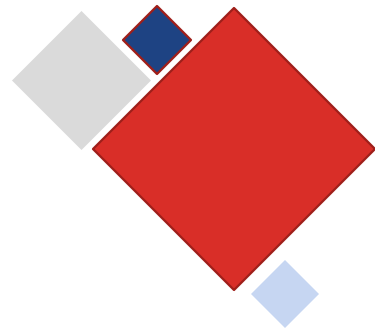
- Allowed Residential Density:
 - 12 DU
- Allowed Office / Retail Density:
 - 0.25 FAR
- Existing Population Density:
 - 2.5 Population/Acre
- Existing Employment Density:
 - 2.1 Jobs/Acre

Context Classification	Allowed Residential Density	Allowed Office/ Retail Density	Population Density	Employment Density
	Dwelling Units/ Acre	Floor-Area Ratio (FAR)	Persons/Acre	Jobs/Acre
C1-Natural	N/A	N/A	N/A	N/A
C2-Rural	<1	N/A	<2	N/A
C2T-Rural Town	>4	>0.25	N/A	>2
C3R-Suburban Residential	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	N/A	<0.75	N/A	N/A
C4-Urban General	>4	N/A	>5	>5
C5-Urban Center	>8	>0.75	>10	>20
C6-Urban Core	>16	>2	>20	>45

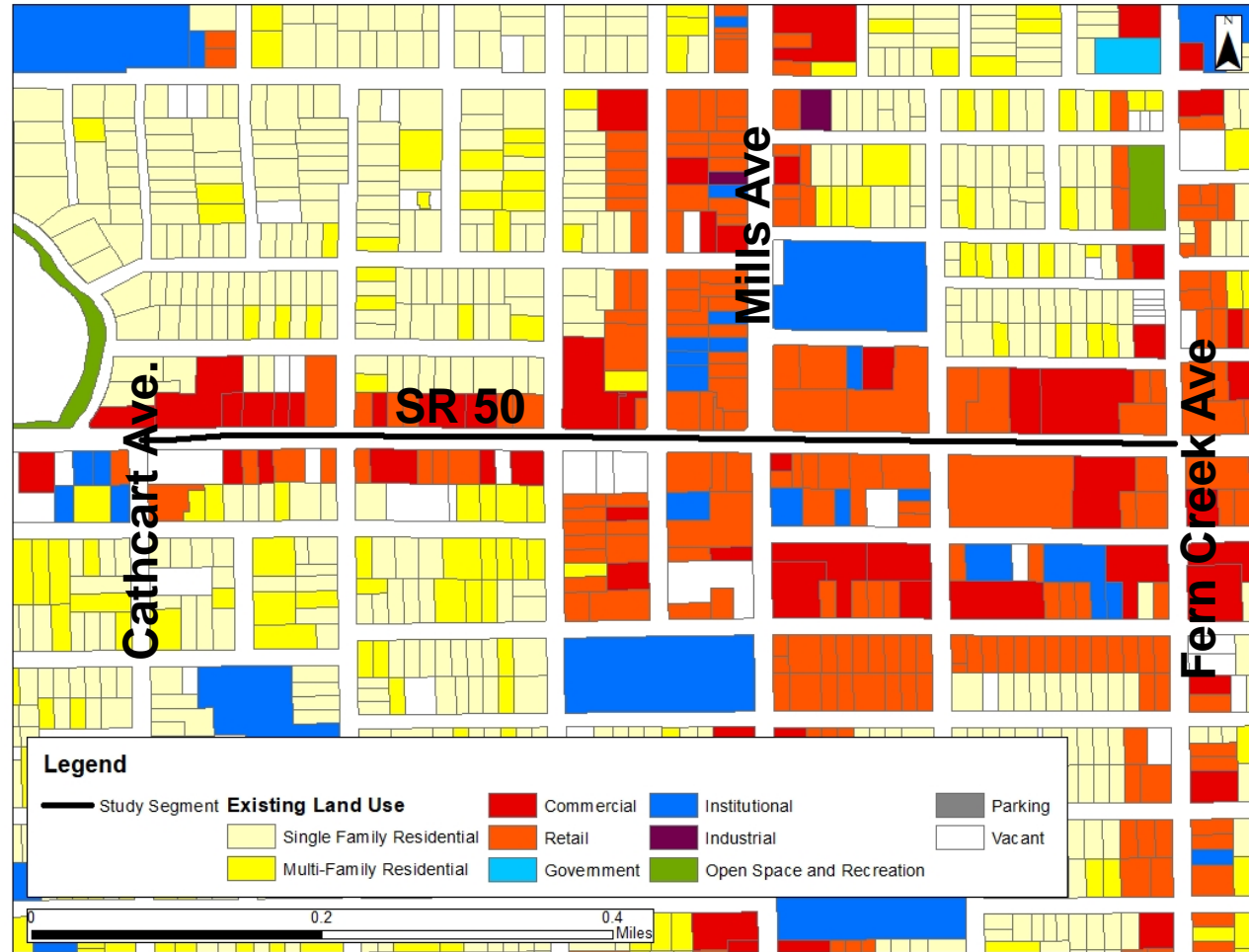
E SR 50 – CATHCART AVE TO FERN CREEK AVE (ORLANDO)



E SR 50 – CATHCART AVE TO FERN CREEK AVE (ORLANDO)



PRIMARY MEASURES: LAND USE



PRIMARY MEASURES:

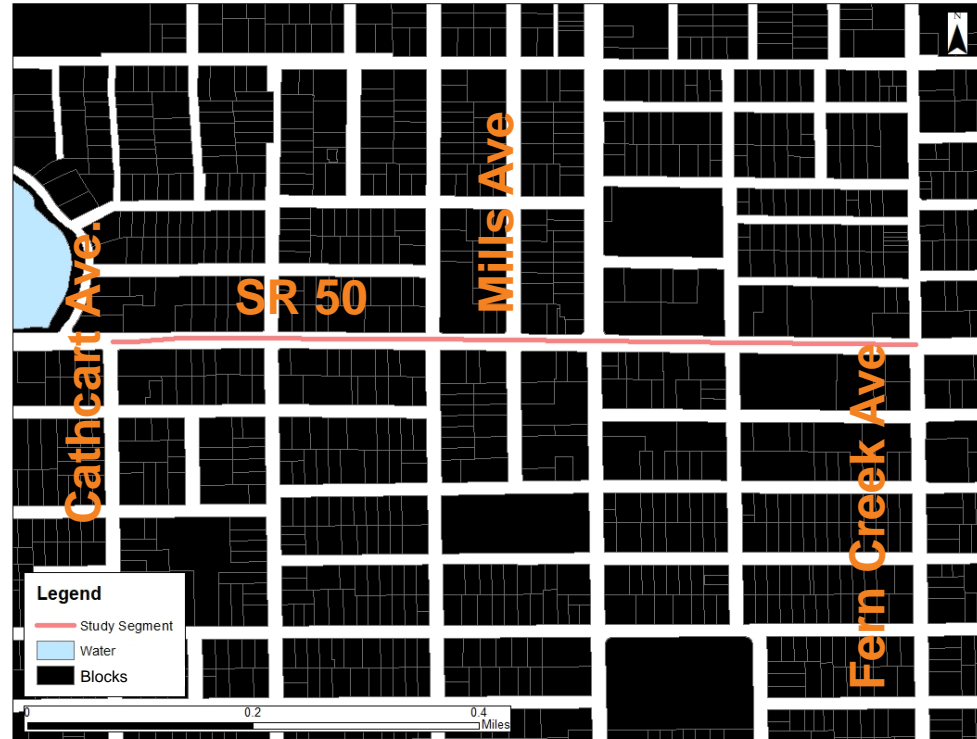
BUILDING HEIGHT, PLACEMENT, AND PARKING

- Building Height
 - 1 -2 Floors with some 3 Floors
- Building Placement
 - Detached and attached buildings
 - No to shallow setbacks
- Fronting Uses
 - Yes
- Parking
 - Mostly behind, with some on side



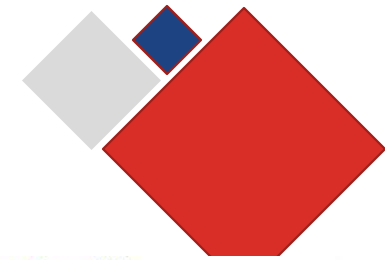
PRIMARY MEASURES: ROADWAY CONNECTIVITY

- Intersection Density
 - 289 intersections/sq mile
- Block Perimeter
 - 1,700 feet
- Block Length
 - 550 feet



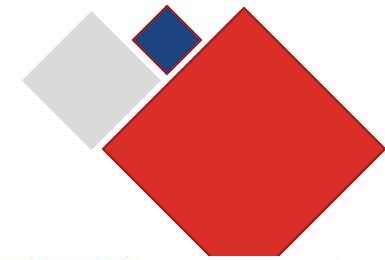
Street & Block Network

PRIMARY MEASURES



Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity		
		Description	Floor Levels	Description	Yes/No	Description	Intersection Density Square Mile	Block Perimeters Feet	Block Length Feet
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
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
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
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
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
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
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C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or shallow (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660

PRIMARY MEASURES



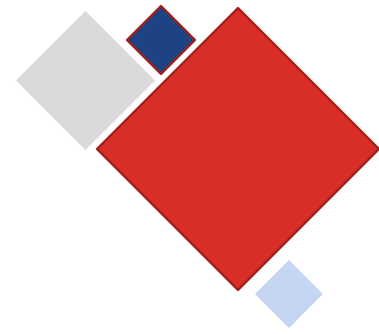
Context Classification	Distinguishing Characteristics	Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Roadway Connectivity		
							Intersection Density	Block Perimeters	Block Length
		Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet
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
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
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
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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
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
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C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or shallow (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660

SECONDARY MEASURES

- Allowed Residential Density:
 - 20-40 DU
- Allowed Office / Retail Density:
 - 0.35-0.7 FAR
- Existing Population Density:
 - 6.4 Pop/Acre
- Existing Employment Density:
 - 26.2 Jobs/Acre

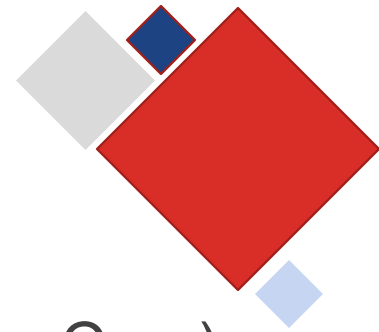
Context Classification	Allowed Residential Density	Allowed Office/ Retail Density	Population Density	Employment Density
	Dwelling Units/ Acre	Floor-Area Ratio (FAR)	Persons/Acre	Jobs/Acre
C1-Natural	N/A	N/A	N/A	N/A
C2-Rural	<1	N/A	<2	N/A
C2T-Rural Town	>4	>0.25	N/A	>2
C3R-Suburban Residential	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	N/A	<0.75	N/A	N/A
C4-Urban General	>4	N/A	>5	>5
C5-Urban Center	>8	>0.75	>10	>20
C6-Urban Core	>16	>2	>20	>45

SR 50 – US 301 TO DOWNTOWN ORLANDO





ADDITIONAL
CONSIDERATIONS



PEDESTRIAN CONSIDERATIONS

- C4 (Urban General)/C5 (Urban Center)/C6 (Urban Core):
 - Assume high levels of pedestrian and bicycle activity.
- Mid-block crossings
 - Traffic Engineering Manual (TEM)
 - Future editions of the TEM will be reviewed to potentially incorporate context classification
- Sidewalks
 - Per FDM, provide sidewalk on high speed curbed and flush shoulder roadways within C2T (Rural Town), C3R (Suburban Residential), C4 (Urban General), C5 (Urban Center), or C6 (Urban Core) context classification; and within C1 (Natural), C2 (Rural) or C3C (Suburban Commercial) where the demand for use is demonstrated.
 - If provided, minimum widths based on context classifications

PEDESTRIAN CONSIDERATIONS

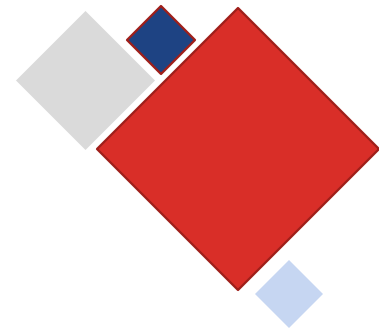
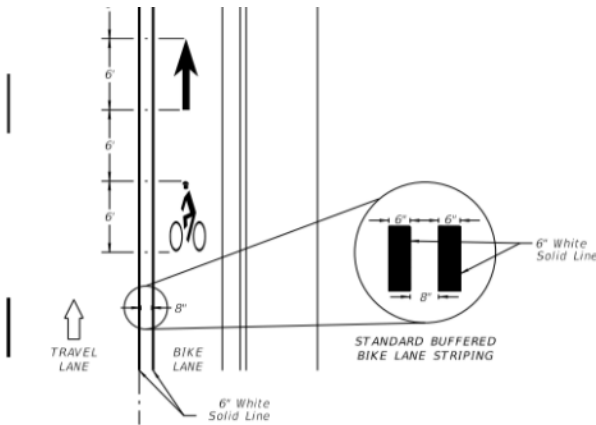


Table 222.1.1 Standard Sidewalk Widths

Context Classification		Sidewalk Width (feet)
C1	Natural	5
C2	Rural	5
C2T	Rural Town	6
C3	Suburban	6
C4	Urban General	6
C5	Urban Center	10
C6	Urban Core	12
<p>Notes:</p> <ul style="list-style-type: none">(1) For C2T, C3 and C4, sidewalk width may be increased up to 8 feet when the demand is demonstrated.(2) For C5 and C6, when standard sidewalk width cannot be attained, provide the greatest attainable width possible, but not less than 6 feet.(3) For RRR projects, unaltered sidewalk with width 4 feet or greater may be retained within any context classification.(4) See FDM 260.2.2 for sidewalk width requirements on bridges.		

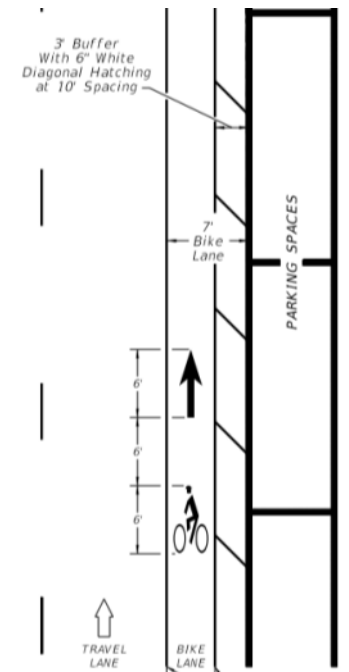
CYCLIST CONSIDERATIONS

- Bike Facilities
 - Bicycle facility design standards in **FDM Section 223**
 - 7-ft buffered bike lane continues to be the standard
 - **Context Classification document (pg 15)** discusses how transportation characteristics define the **role of a roadway**, including the type of access the roadway provides, the types of trips served, and the **users served**
 - Currently developing more bicycle guidance to be included in the FDM



ON-STREET PARKING CONSIDERATIONS

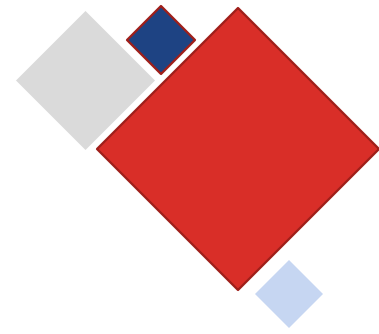
- “Key element of urban contexts C6 (Urban Core), C5 (Urban Center), and C4 (Urban General), but may also be found in C2T (Rural Town)”
- Leave existing on-street parking in place unless local plans call for its removal
- Where on-street parking is not present in C6 (Urban Core), C5 (Urban Center), or C4 (Urban General), determine whether it should be added per local plan
- **More flexibility provided** in different context classifications
 - FDM (210.2) allows for parallel or angled parking



DESIGN SPEED CONSIDERATIONS

- **Context classification, by itself, does not determine posted speed**
- Design and posted speeds determination will still follow [FDOT's Speed Zoning Manual](#)
- **New roadways and reconstruction:**
 - Design speeds can be determined using ranges based on context classification, as detailed in [FDM Table 201.4.1 Design Speed](#).

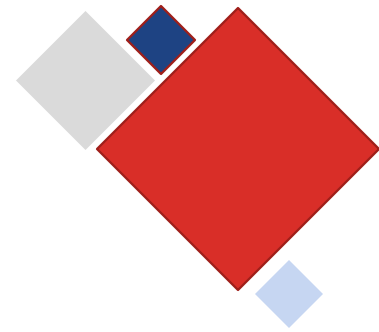
LIGHTING AND LANDSCAPING CONSIDERATIONS



- Lighting
 - New lighting standards in the FDM would apply
 - FDOT has statewide LED retrofit initiative
 - Future editions of FDM may include context-specific standards
- Landscaping
 - Standards per FDM
 - Future editions of FDM may include context-specific standards



Source: Pensacola News-Journal



MORE TO COME

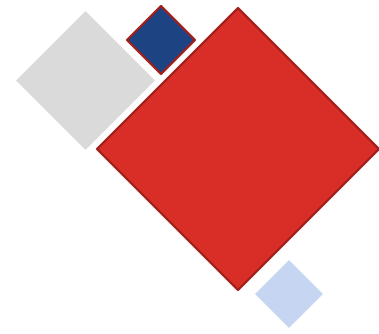
- **Transit Amenities**

- No specific recommendations from FDOT
- Future refinements of the FDM and an addendum to the [FDOT Accessing Transit Handbook](#)

- **Access Management**

- Interim guidance is included in the FDM
- [Updating the Access Management Handbook](#) to incorporate context classification

FDOT CONTEXT CLASSIFICATION CONTACT



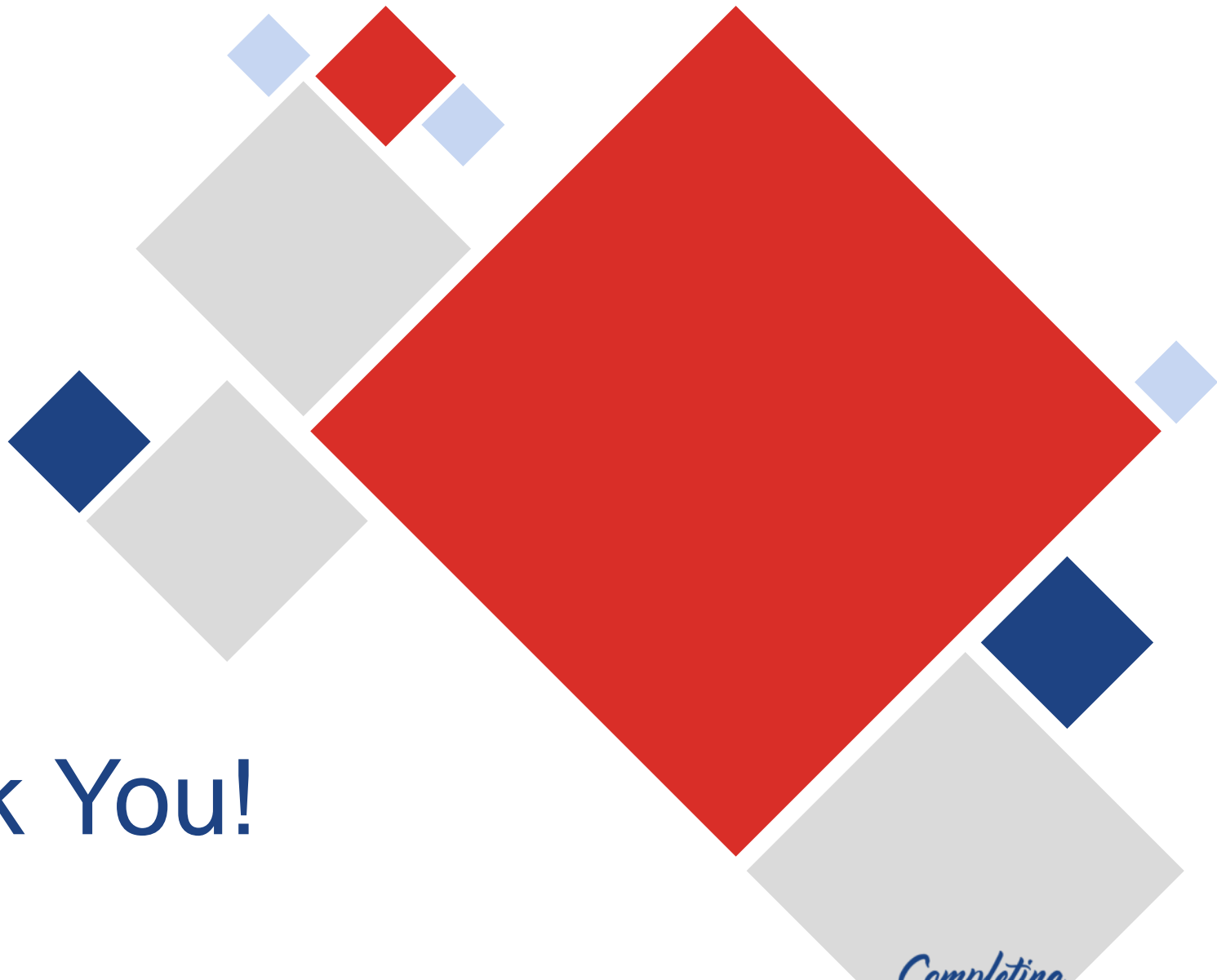
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Thank You!