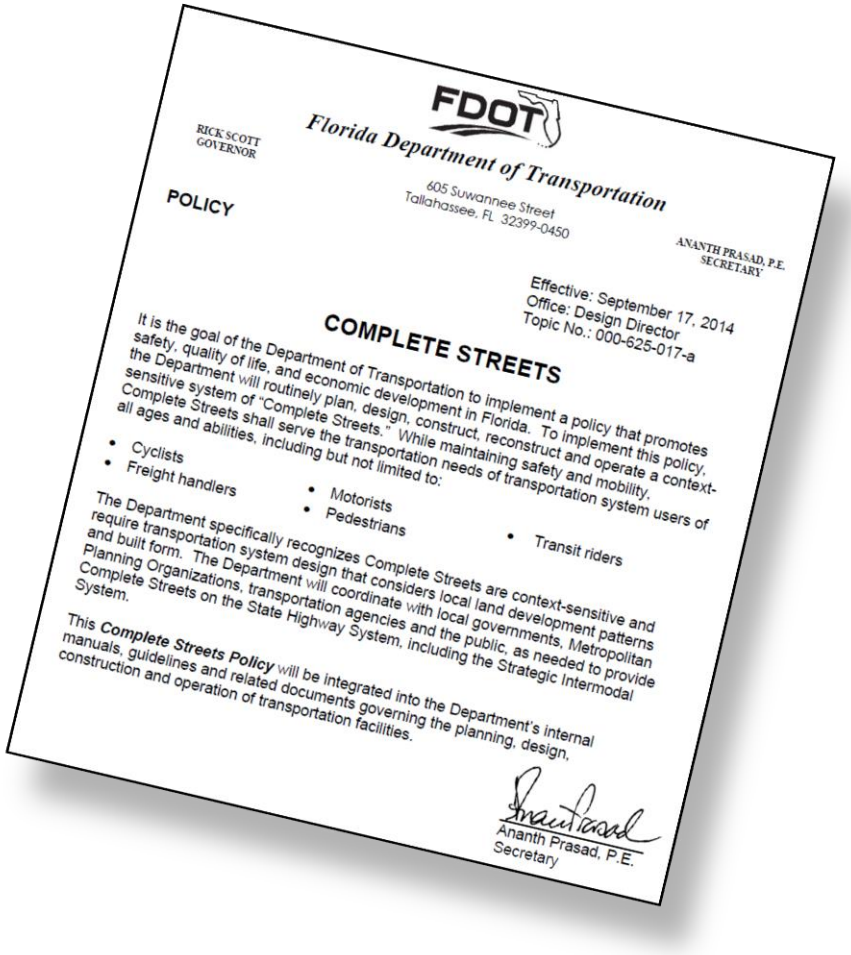
# STATE ROAD CONTEXT CLASSIFICATION ASSESSMENT

## FDOT DISTRICT 6

FDOT Planning & Environmental Management Office
09/27/2017

# Complete Streets Policy

- Adopted September 2014
- Promotes safety, quality of life, and economic development,
- Context sensitive system of "Complete Streets."
- Serve the transportation needs of transportation system users of all ages and abilities, including :
  - Cyclists
  - Freight handlers
  - Motorists
  - Pedestrians
  - Transit riders



FDOT

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GOVERNOR

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SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This ***Complete Streets Policy*** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

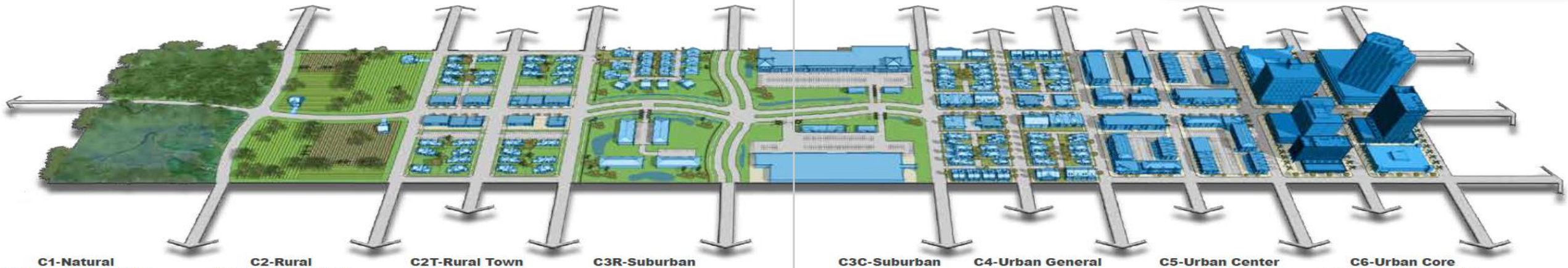
Ananth Prasad, P.E.
Secretary

# New FDOT Design Manual

- **FDOT Design Manual (FDM)**
  - The Department's new design manual to replace the Plans Preparation Manual
  - Set forth design criteria and procedures for FDOT projects
  - Guidelines on how to determine design criteria based on established design controls

# Context Classifications

| Context Classification | Distinguishing Characteristics |
|---|---|
| C1 - Natural | Lands preserved in a natural or wilderness condition |
| C2 - Rural | Agricultural land, Grassland, Woodland, and Wetland |
| C2T - Rural Town | Small concentrations of developed areas |
| C3R - Suburban Residential | Mostly residential uses |
| C3C – Suburban Commercial | Mostly non-residential uses and large parking lot |
| C4 – Urban General | Mix of uses set within small blocks with a well-connected roadway network |
| C5 – Urban Center | Mix of uses set, concentrated around a few blocks as economic center |
| C6 – Urban Core | Areas with the highest densities and building heights |



**C1-Natural**
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

**C2-Rural**
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

**C2T-Rural Town**
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

**C3R-Suburban Residential**
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

**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.

**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.

**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.

**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.

# Context Classification Matrix - Measures

## CONTEXT CLASSIFICATION MATRIX

| Context Classification | Distinguishing Characteristics | Primary Measures | | | | | | | | Secondary Measures | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 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 |
| | | | | | | | Intersection Density | Block Perimeters | Block Length | | | | |
| | | 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 |
| 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 |

# District 6 Context Classification Effort

- Systemwide approach to assess Context Classification (no outreach and coordination efforts at this stage)
- Based on the existing conditions and desktop reviews using Google Earth
- The following data sources were used:

  State Highway System: FDOT RCI Database
  Land Use: Miami-Dade County and Monroe County GIS Database
  Building Height: Miami-Dade County GIS Database
  Roadway Connectivity: FDOT RCI Database and Florida Geographic Data Library
  Building Placement/Fronting Uses/Off-Street Parking: Internet-based aerials maps; and Street View Images
  Residential/Population/Employment Density: Florida Geographic Data Library

# Analysis Procedure

- Identify the distinguishing characteristics from the Context Classification Matrix
- Assessment based on aerials maps, Street View images, GIS analysis, and existing zoning information
- Evaluate the Primary Measures
  - Land Use, Building Height, Building Placement, Fronting Uses, Location of Off-Street Parking, and Roadway Connectivity
- Evaluate the Secondary Measures
  - Allowed Residential Density, Allowed Office/Retail Density, Population Density, and Employment Density

# Sample 1: SR 916 / NW 135 Street


- SR 916 from SR 953 / NW 42 Avenue to NW 30 Avenue, City of Opa-Locka, Miami-Dade
- Mostly non-residential uses (primarily industrial and conservation land uses); height of buildings (majority 2 and 3 floor levels); detached buildings with setbacks on all sides > 10’;  no Fronting use; large off-street parking lots in front; sparse roadway network
- Intersection Density < 100 intersections/mi$^2$; Block Perimeter>3,000’
- Recommended Context Classification is C3C-Suburban

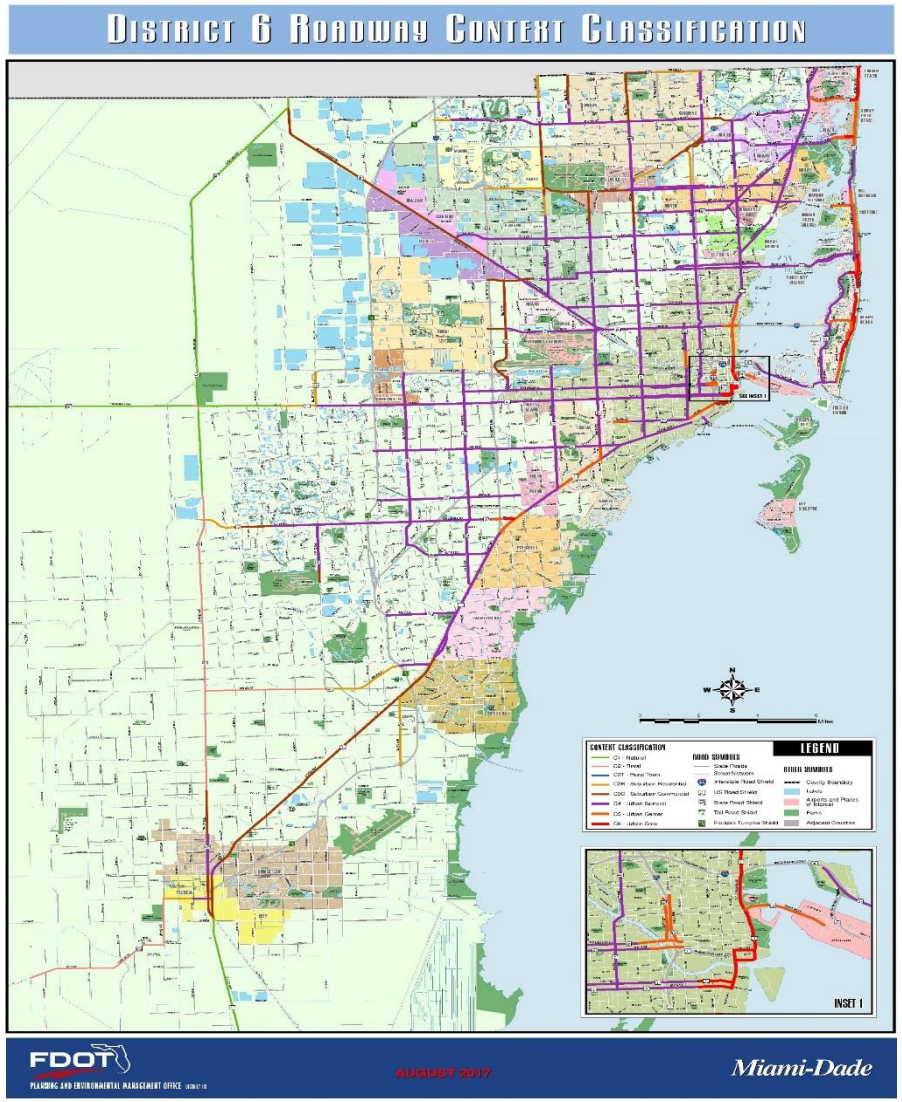
# Sample 2: SW 13 Street

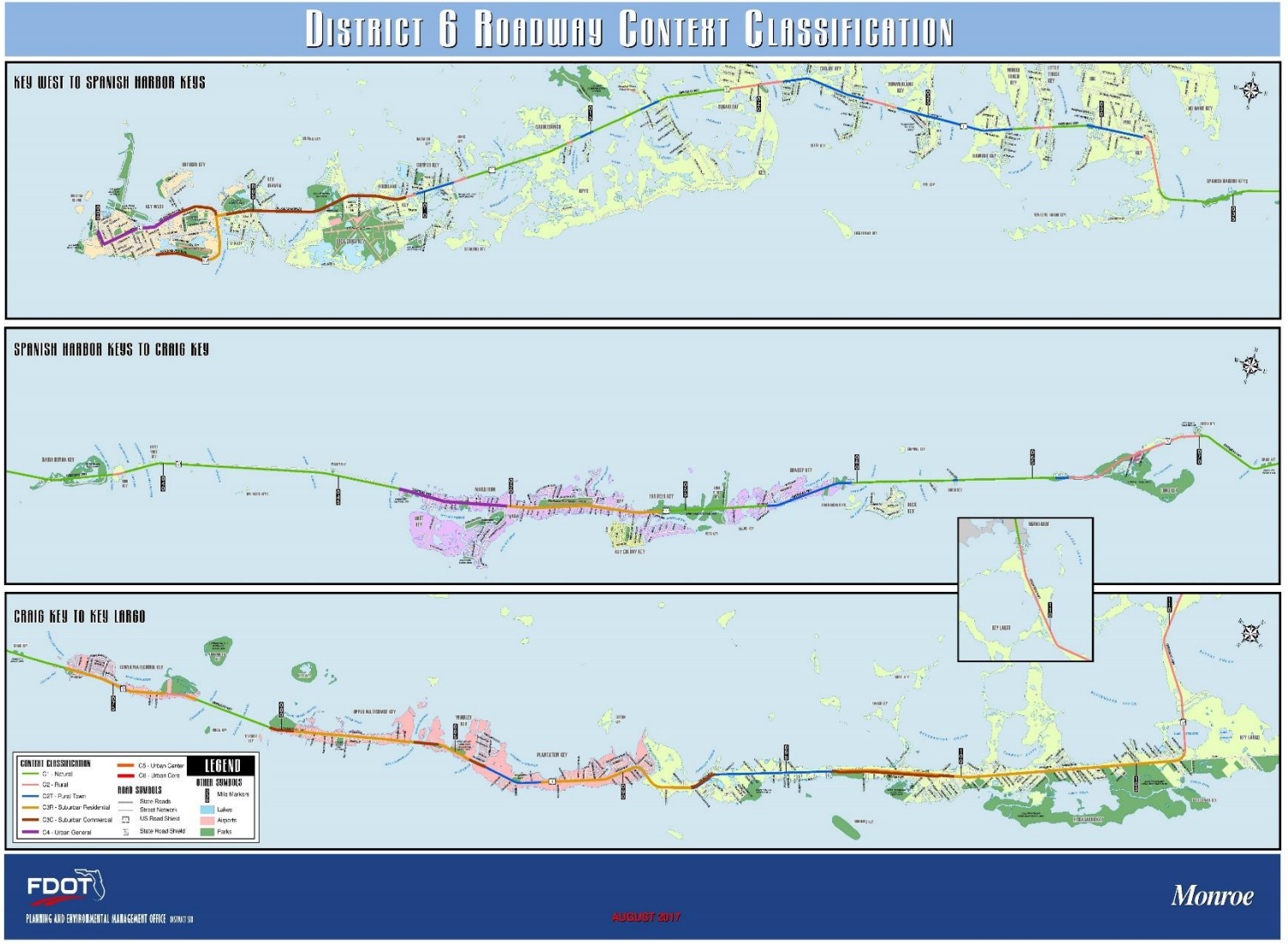

- SW 13 Street between I - 95 and US – 1, Downtown Miami
- Primarily multi-family, office and retail uses; high population density and height of buildings (61% buildings with 5 or more floor levels); detached buildings with setbacks on all sides > 10’, no Front set back, Fronting use; side or rear parking lots; well connected roadway network
- Intersection Density > 100 intersections/$mi^2$; Block Perimeter<2,500’
- Recommended Context Classification is C6-Urban Core

# Sample 3: Truman Avenue


- Truman Avenue from Whitehead Street to White Street , Key West, Monroe County
- Mixed land uses; most buildings with 3 or less floor levels; attached and detached buildings with no/shallow setbacks; Fronting uses; side or rear parking; well connected roadway network
- Intersection Density > 100 intersections/mi$^2$; Block Perimeter<3,000’; Block Length<500’
- Recommended Context Classification is C4-Urban General

# Context Classification Map



# Examples of Context Sensitive Projects

- Alton Road in Miami Beach – Reconstruction - Wider sidewalks, on street parking, medians and landscaping;
- Red Road in Coral Gables - Resurfacing - Bikes lanes, sidewalks and improved parking for businesses;
- NW 119 Street, NW 125 Street and NW 135 Street in North Miami - Resurfacing, - Medians, landscaping and improved lighting;
- SR 7 – Resurfacing - Lane elimination, reduced speed limit, medians, bike lanes, on street parking and landscaping;
- All of these projects had a political champion.


Questions?