

CONCURRENCY

I. OBJECTIVE [STANDPOINT]

II. OPERATIONAL [ASPECT]

III. EXCEPTIONS TO CONCURRENCY

CONCURRENCY DEFINED

**“GROWTH MANAGEMENT CONCEPT
INTENDED TO INSURE NECESSARY
PUBLIC SERVICES ARE AVAILABLE
CONCURRENT WITH IMPACTS OF
DEVELOPMENT”**

APPLICATION OF CONCURRENCY

- ❖ SANITARY SEWER
- ❖ SOLID WASTE DRAINAGE
- ❖ PORTABLE WATER
- ❖ PARKS AND RECREATION
- ❖ SCHOOL
- ❖ TRANSPORTATION FACILITIES
(INCLUDES TRANSIT)

TIME FRAME FOR CONCURRENCY

TRANSPORTATION

**“FACILITIES IN PLACE OR UNDER
CONSTRUCTION WITHIN THREE
YEARS AFTER ISSUANCE OF
BUILDING PERMIT”**

CONCURRENCY - OPERATIONAL

LOCAL GOVERNMENT

- ❖ **DEFINE – ADEQUATE LEVEL OF SERVICE (LOS)**
- ❖ **MEASURE – SERVICE NEEDS OF NEW DEVELOPMENT IN RELATION TO EXISTING AND PLANNED CAPACITY OF IMPACTED FACILITY**

CONCURRENCY – ADVANTAGE ROADS

- ❖ **CLEAR SYSTEM TO DEFINE AND MEASURE LOS**
- ❖ **LONG TERM PLANS TO BASE AND ALLOCATE COSTS**
- ❖ **PROPORTIONATE SHARE FORMULA SET IN STATUTE**

TRANSPORTATION EXCEPTION AREAS (TCEA)

CONCURRENCY EXCLUDED IN DESIGNATED AREAS

- ❖ **URBAN INFILL DEVELOPMENT**
- ❖ **URBAN REDEVELOPMENT**
- ❖ **DOWNTOWN REVITALIZATION**

TCEAS TRANSIT FRIENDLY

REQUIREMENTS

- ❖ **PLAN AND IMPLEMENT STRATEGIES TO SUPPORT AND FUND MOBILITY INCLUDING ALTERNATIVE MODES OF TRANSPORTATION.**
- ❖ **PLAN FOR LAND USE AND DESIGN TO PROMOTE ALTERNATIVE FORMS OF TRAVEL.**

MULTI-MODAL TRANSPORTATION DISTRICTS (MMTD)

- ❖ LOCAL COMPREHENSIVE PLAN ASSIGNS SECONDARY PRIORITY TO VEHICLE MOBILITY AND PRIMARY PRIORITY TO SAFE, COMFORTABLE ATTRACTIVE PEDESTRAIN ENVIRONMENT, WITH CONVENIENT INTER CONNECTION TO TRANSIT.

MMTD REQUIREMENTS

DESIGN FEATURES

- ❖ PROVIDE ADEQUATE LEVEL OF MOBILITY
- ❖ PROVIDE CONVENIENT INTERCONNECTION TO MULTIMODAL TRANSPORTATION SYSTEM

CAPITAL IMPROVEMENTS

- ❖ FINANCIALLY FEASIBLE





NEW GROWTH MANAGEMENT LEGISLATION (SB-360)

- ❖ **INSTITUTES “HARD CONCURRENCY”**
- ❖ **LINKS LAND USE DECISIONS TO
PROVISION OF INFRASTRUCTURE**
- ❖ **REQUIRES FINANCIALLY FEASIBLE
CIPs**

PROVIDES OPTIONS FOR DEVELOPERS TO MOVE FORWARD

PROPORTIONATE SHARE

- ❖ CALCULATED ON PROJECT IN EXISTING 5 YEAR CIP OR 10 YEAR CMS (DEVELOPER RIGHT)
- ❖ NEGOTIATES PROJECT SUBSEQUENTLY ADDED TO CIP OR LTCMS (LOCAL GOVERNMENT OPTION)

FLEXIBILITY FOR LOCAL GOVERNMENT

**PROPORTIONATE SHARE
CONTRIBUTION BASED ON**

**TRANSPORTATION IMPROVEMENT
WITHIN CIE THAT, UPON
COMPLETION, WILL SATISFY THE
REQUIREMENTS OF THE
(CITY/COUNTY) TRANSPORTATION
CMS.**