FDOT District Five
Complete Streets &
Context Classification

January 2018
R2CTPO Presentation
OVERVIEW

1. FDOT Complete Streets Policy
2. Context Classifications
3. Florida Design Manual (FDM) Design Criteria
4. Implementation Schedule
COMPLETE STREETS AND CONTEXT CLASSIFICATION
FDOT Complete Streets Policy

- 100+ yrs. – select typical section elements based on needed capacity and urban/rural designation.
- 15 years ago “Context Sensitive Solutions” debuted.
- 2014 – Provide a typical that serves all users and is in harmony with the context of adjacent properties.

Policy adopted in Sept 2014
FDOT Context Classification

- Defines Approach, Process, Expectations, Best Practices
- Complete description of context classifications
FDOT Design Manual (FDM)

- Final manual posted November 1, 2017
- Implementation date January 1, 2018.
- Replaces Plans Preparation Manual
WHAT ARE THE FDOT CONTEXT CLASSIFICATIONS?
What are the FDOT Context Classifications?

- C1-Natural
- C2-Rural
- C2T-Rural Town
- C3R-Suburban Residential
- C3C-Suburban Commercial
- C4-Urban General
- C5-Urban Center
- C6-Urban Core
Context classification informs planners and engineers about the type and intensity of users along various roadway segments.

For example, C4, C5, and C6 context classification will have higher number of pedestrians, bicyclists, and transit users than in a C1, C2, or C3 context classification. C2T will be similar to C4.
HOW WILL CONTEXT CLASSIFICATION BE USED?
## CONTEXT CLASSIFICATION MATRIX

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<tr>
<td>C1-Natural</td>
<td>Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.</td>
<td>Conservation Land, Open Space, or Park</td>
<td>N/A</td>
<td>N/A</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>C2-Rural</td>
<td>Sparsely settled lands: may include agricultural land, grassland, woodland, and wetlands.</td>
<td>Agricultural or Single-Family Residential</td>
<td>1 to 2</td>
<td>Detached buildings with no consistent pattern of setbacks</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>&lt;1</td>
<td>N/A</td>
<td>&lt;2</td>
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<td>C2T-Rural Town</td>
<td>Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.</td>
<td>Retail, Office, Single-Family Multi-Family Residential, Institutional, or Industrial</td>
<td>1 to 2</td>
<td>Both detached and attached buildings with no, shallow (&lt;10'), or medium (10' to 24') front setbacks</td>
<td>Yes</td>
<td>Mostly on side or rear; occasionally in front</td>
<td>&gt;100</td>
<td>&lt;3,000</td>
<td>&lt;500</td>
<td>&gt;4</td>
<td>&gt;0.25</td>
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<td>C3R-Suburban Residential</td>
<td>Mostly residential uses within large blocks and a disconnected or sparse roadway network.</td>
<td>Single-Family or Multi-Family Residential</td>
<td>1 to 2, with some 3</td>
<td>Detached buildings with medium to large (10') front setbacks</td>
<td>No</td>
<td>Mostly in front; occasionally in rear or side</td>
<td>&lt;100</td>
<td>N/A</td>
<td>N/A</td>
<td>1 to 8</td>
<td>N/A</td>
</tr>
<tr>
<td>C3C-Suburban Commercial</td>
<td>Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.</td>
<td>Retail, Office, Multi-Family Residential, Institutional, or Industrial</td>
<td>1 (retail uses) and 1 to 4 (office uses)</td>
<td>Detached buildings with medium to large (&gt;10') setbacks on all sides</td>
<td>No</td>
<td>Mostly in front; occasionally in rear or side</td>
<td>&lt;100</td>
<td>&gt;3,000</td>
<td>&gt;600</td>
<td>N/A</td>
<td>&lt;0.75</td>
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<td>C4-Urban General</td>
<td>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.</td>
<td>Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office</td>
<td>1 to 3, with some taller buildings</td>
<td>Both detached and attached buildings with no, shallow (&lt;10'), or medium (10' to 24') front setbacks</td>
<td>Yes</td>
<td>Mostly on side or rear; occasionally in front</td>
<td>&gt;100</td>
<td>&lt;3,000</td>
<td>&lt;500</td>
<td>&gt;4</td>
<td>N/A</td>
</tr>
<tr>
<td>C5-Urban Center</td>
<td>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.</td>
<td>Retail, Office, Single-Family Multi-Family Residential, Institutional, or Light Industrial</td>
<td>1 to 5, with some taller buildings</td>
<td>Both detached and attached buildings with no, shallow (&lt;10'), or medium (10' to 24') front setbacks</td>
<td>Yes</td>
<td>Mostly on side or rear; occasionally in front, in shared off-site parking facilities</td>
<td>&gt;100</td>
<td>&lt;2,500</td>
<td>&lt;500</td>
<td>&gt;8</td>
<td>&gt;0.75</td>
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<tr>
<td>C6-Urban Core</td>
<td>Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population &gt;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.</td>
<td>Retail, Office, Institutional, or Multi-Family Residential</td>
<td>&gt;4, with some shorter buildings</td>
<td>Mostly attached buildings with no or shallow (&lt;10') front setbacks</td>
<td>Yes</td>
<td>Side or rear; often in shared off-site garage parking</td>
<td>&gt;100</td>
<td>&lt;2,500</td>
<td>&lt;600</td>
<td>&gt;16</td>
<td>&gt;2</td>
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RELATIONSHIP TO FDM

- On-street parking – may be acceptable in Rural Towns (C2T), Urban General (C4), Urban Center (C5), and Urban Core (C6) if supported by codes and regulations
- Bulb-outs – not required, but may be applied in appropriate contexts
- Street Trees – not required, but lower speeds permit closer placement to face of curb. Clear sight triangles still apply.
- Sidewalks – 6’ standard width, but wider in Urban Center (C5) and Urban Core (C6), where possible
- Application of FDM criteria also influenced by local plans, codes, and regulations
FDM IMPLEMENTATION SCHEDULE

• The FDM was made effective January 1, 2018

• Context-based criteria in the FDM will be required on projects that have not begun design by January 1, 2018

• For PD&E projects, implementation of context classification and the FDM is required for all projects that have the Public Hearing scheduled in April 2018 or later
WHO WILL DETERMINE CONTEXT CLASSIFICATION?

• District Staff
  o District Five has assigned a Complete Streets coordinator to oversee context classification evaluation
  o Multiple offices/groups should be involved
  o On projects where FDOT currently coordinates with local governments, FDOT should continue to coordinate with local governments to calibrate context classification
  o Local form-based codes and zoning can be used to inform FDOT’s context classification determination

• Final determination is made by FDOT
LOCAL INFLUENCE ON CONTEXT CLASSIFICATION

- Current classification is as-built/conditions today
- Future changes based on plans, codes, and regulations that support the proposed future use

Photo courtesy of Dan Burden
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