

File No. _____

Date Received: _____

BAY COUNTY TRANSPORTATION CONCURRENCY REVIEW APPLICATION

A. Applicant Information (Please print or type)

1. Municipality: Parker___ Springfield___

2. Name of Applicant: _____

3. The Applicant is the: A) Property Owner _____ or; B) Authorized Agent _____
(If the applicant is an agent, attach a signed statement from the property owner granting permission for the agent to obtain any necessary permits.)

4. Applicant Address: _____

E-Mail Address: _____

5. Applicant Telephone :(____) _____ Fax :(____) _____

6. Name of Project Contact _____

7. Project Contact Address: _____

E-Mail Address: _____

8. Contact Telephone: (____) _____ Fax: (____) _____

9. Name of Person or Firm the Development Order is to be issued to (If not same as the Applicant): _____

Address of Recipient: _____

E-Mail Address: _____

10. Traffic Concurrence and Proportional Fair Share Mitigation Review Fees (Please attach check made payable to "Bay County Planning and Zoning Division".)

Type Review

	1st Review	2nd Review	3rd Review
De <i>Minimis</i> Developments (See Appendix A)	\$350.00	\$150.00	\$150.00
Minor Transportation Concurrency Review (See Appendix A)	\$500.00	\$200.00	\$200.00
Comprehensive Transportation Concurrency Review & Proportionate Share Mitigation Review	\$750.00	\$250.00	\$250.00

Any review after the 3rd Review will incur an additional \$200.00 for all types of reviews.

- De Minimis Developments: \$ _____
- Minor Transportation Concurrency Review: \$ _____
- Comprehensive Transportation Concurrency Review: \$ _____
- Proportionate Share Mitigation Review: \$ _____

B Project Information

1. Proposed Use of Site: _____
2. Number of Units (or lots, if subdivision): _____
3. Is this project part of an **existing** multi-phased development? _____ No _____ Yes; this project is part of _____
4. Is this project the start of a **new** multi-phase project? _____ No _____ Yes; this is a multi-phase project anticipated to be developed in _____ phases. This application is for phase(s) _____.

C. Development Site Information

1. Current Use of Site: _____
2. Address of Site: _____
3. Property Appraiser's Parcel ID #(s) _____

NOTE: Copy of deed with legal description MUST be included.

4. Size of property: _____ (square feet); _____ (acres)
5. Name(s) of Adjacent Street(s):
 North- _____ South- _____
 East - _____ West- _____

D. Traffic Impacts

1. ITE Code & Existing Level of Service (This section is to be filled out for all projects to determine whether the proposed development meets or exceeds any of the thresholds listed in Section F.3. of this application necessitating a traffic study. **NOTE:** If the project is part of a phase of an overall master development that meets or exceeds the requirements of Section F.3., a Traffic Impact Analysis will be required)

a. Include trips generated by proposed project using ITE Trip Generation 8th Edition.

ITE Code	Land Use	# Units	Independent Variable	Daily Trips	PM Peak Hour Trips
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
Total		_____	_____	_____	_____

- b. If applicable, list credited trips (*removed units must be located on same parcel*):

ITE Code	Land Use	# Units Removed	Independent Variable	Daily Trips	PM Peak Hour Trips
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
Total Trips Credited				_____	_____
New Trips Added from Replacement			Minus	_____	_____
Total Trips			Equals	_____	_____

- c. Include the following information for road(s) impacted by the proposed development.

Road	Segment	Peak Hour Maximum Service Volume	LOS	AADT	Peak Hour Volume AADT*(K100 factor/100)	PM Peak Hour Trips Added	New Peak Hour Volume	LOS
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____

(NOTE: information required above may be obtained from the Bay County TPO's Congestion Management System and the Bay County's Concurrency Management System)

2. 211, 279 Turn Lane Analysis

- a. 211 left turn lane analysis required: Yes (Attached) ___ No ___
 b. 279 right turn lane analysis required: Yes (Attached) ___ No ___

3. Traffic Impact Analysis

- a. A Transportation Study is required if the proposed development meets any of the following criteria:
 ___ Impacts any facility that is at or within 10% of its adopted level-of-service volume
 ___ The proposed development is expected to generate 100 or more peak-hour trips
 ___ The proposed development meets any of the thresholds listed as 100 peak-hour trips as provided in Table 1 of the Site Impact Handbook promulgated by the Department of Transportation.
- b. Transportation Studies must adhere to requirements of Sections 2008-6&7 of the Land Development Regulations.

4. Proportionate Share Mitigation (To be filled out if required after initial review of Concurrency Application and pre-application meeting)

- a. Attach document stating proposed mitigation strategy stating the following:
 1. Road Segment affected (*FDOT concurrence required on SIS facilities pursuant to LDR Section 3306-5.*);

2. Project description, including type, intensity, and amount of development;
3. Phasing schedule (if applicable);
4. Description of requested proportionate fair-share mitigation method(s), and
5. Estimated value of the proposed fair-share mitigation pursuant to Chapter 33 of the Land Development Regulations.

5. Hurricane Evacuation The subject property occurs in the following hurricane evacuation zone(s) (check all that apply):

_____ Tropical Storm _____ Category 1 Hurricane _____ Category 2 Hurricane
 _____ Category 3 Hurricane _____ Category 4-5 Hurricane _____ N/A

H. Required Permits (check all that apply)

1. _____ FDOT (_____ Driveway Access _____ Drainage _____ Utility)
2. _____ Right-of-Way Use (_____ Bay County; _____ City of _____)
3. _____ Driveway (_____ Bay County; _____ City of _____)
4. _____ Others (specify): _____

I. Understanding of Transportation Concurrency Requirements

I hereby certify that the information contained herein is true and correct and that I am either the true and sole owner of the subject property, or am authorized to act on behalf of the true owner(s) in all regards on this matter, pursuant to proof and authorization submitted with the corresponding development application **or** attached hereto. I hereby represent that I have the lawful right and authority to file this application. I understand that submission of the form initiates a process and does not imply approval by Bay County.

I further certify that I understand that issuance of a Certificate of Concurrency will require successful completion of Development Review, and that likewise no final development order will be issued except upon successful completion of this Concurrency Review. I further understand that "Inquiry Only" Review will result in no Certificate of Concurrency being issued, and therefore no binding assurance of future capacity, and that a new Concurrency Review application will be required in conjunction with the first final development order applies for on this property.

By signing this application, the owner hereby authorizes Planning and Zoning Division staff to access the subject property to verify information contained in this application and accompanying submittal documents. Further, the person named as the Project Contact is authorized on my behalf (if applicable).

 Owner's or Authorized Agent's signature

 Date

 (Please Print or Type Name)

Appendix A: De Minimis Impacts & Minor Transportation Concurrency Review

F.S. 163.3180(6) - The Legislature finds that a de minimis impact is consistent with this part. A de minimis impact is an impact that would not affect more than 1 percent of the maximum volume at the adopted level of service of the affected transportation facility as determined by the local government. No impact will be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a transportation facility would exceed 110 percent of the maximum volume at the adopted level of service of the affected transportation facility; provided however, that an impact of a single family home on an existing lot will constitute a de minimis impact on all roadways regardless of the level of the deficiency of the roadway. Further, no impact will be de minimis if it would exceed the adopted level-of-service standard of any affected designated hurricane evacuation routes. Each local government shall maintain sufficient records to ensure that the 110-percent criterion is not exceeded. Each local government shall submit annually, with its updated capital improvements element, a summary of the de minimis records. If the state land planning agency determines that the 110-percent criterion has been exceeded, the state land planning agency shall notify the local government of the exceedance and that no further de minimis exceptions for the applicable roadway may be granted until such time as the volume is reduced below the 110 percent. The local government shall provide proof of this reduction to the state land planning agency before issuing further de minimis exceptions.

Projects generating trips that do not affect more than 1% of the maximum volume at the adopted level of service of the affected transportation facilities listed below shall be reviewed as a ***De Minimus Developments***. Projects that generate more than 1% of the maximum volume at the adopted level of service of the affected transportation facilities listed below shall fall under ***Minor Transportation Concurrency Review***. All service volumes listed are for Peak Hour Two-Way Volumes.