



# City of North Miami

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## Overview Of The City Of North Miami's TCEA

The following is a chronological overview of the City of North Miami's TCEA designation and the proposed transportation strategies created to support this designation:

On **September 23, 2003** the mayor and council unanimously approved **Ordinance # 1146**, which established the City's Regional Activity Center (RAC). Based on a traffic analysis that was completed at that time, the City recognized that over 50% of its roadways were projected to exceed the permitted level of service standards with build out of the RAC. Therefore, the City decided to establish a Transportation Concurrency Exemption Area (TCEA) in an effort to establish a more favorable development pattern that would support future development projects within the RAC, which included Biscayne Landings.

September 23, 2003 the Mayor and Council also approved **Ordinance # 1145** which amended the city's Comprehensive Plan to establish a Transportation Concurrency Exception Area (TCEA) pursuant to Section 163.3180 (5)(b), Florida Statutes and Chapter 9J-5.0555. The TCEA was established in order to minimize the adverse impacts of transportation concurrency on the City's future urban infill and redevelopment initiatives. Furthermore, Section 163.3180 (5)(b), Florida Statutes requires that TCEA communities develop multimodal transportation strategies to mitigate traffic impacts caused by future development. As such TCEA communities are required to adopt measurable goals, objectives and policies in their Comprehensive Plan and develop strategies to support and fund mobility efforts such as creating: Bike paths, free commuter services (such as the Nomi Shuttle), sidewalk connectivity, improving access to mass transit, etc.

**Ordinance # 1145** also allowed for an update of the City's Comprehensive Plan to include a new Transportation Element which outlines a series of strategies that the city agreed to pursue in order to encourage greater mobility by providing increased access to public transit, pedestrian connectivity and bicycle linkages. Additionally, policy 1.3.6 of the Transportation Element directs the City to adopt a Transportation Master Plan (TMP) which outlines a transportation vision with recommendations to guide the city in the implementation of the goals, policies and objectives outlined in the Comprehensive Plan.

Again on **September 23, 2003** the Mayor and Council approved **Ordinance # 1154** which amended the City's Zoning Code to establish Section 29-27, as required by policy 1.2.1 of the City's Comprehensive Plan, which indicates that all future developments are exempt from meeting traffic concurrency requirements under the City's Transportation Concurrency Exception Area (TCEA)

On **July 26, 2005** the Mayor and Council unanimously approved **Resolution # R-2005-79** to adopt the City's Transportation Master Plan consistent with policy 1.3.6 of the City's Comprehensive Plan. The adopted master plan includes recommendations of various transportation strategies that are currently being pursued such as the Nomi Shuttle, improvement and connectivity of city sidewalks as well as the provision of additional bus shelters. The Transportation Master Plan also recommends implementing additional mobility strategies to encourage a more pedestrian oriented environment by developing additional bike path routes as depicted in the proposed bicycle network map in Fig 18, (page 41) of the Transportation Master Plan.

On **June 25, 2005** the Mayor and Council approved **Resolution # R-2005-71** which allowed the City Manager to enter into an agreement with the Florida Department of Transportation for the design and construction of the 1.5 mile Arch Creek Bike Path, to be located along 135 Street, east of Biscayne Boulevard and connecting to the existing path at Florida International University (FIU).

On **September 19, 2005** the Mayor and Council recognized the funding for the Arch Creek Bike Path as a Capital Improvement Project in the 2006-2007 fiscal budget.

On **May 31, 2006** the City retained Keith & Schnars P.A. to develop a design for the proposed Arch Creek Bike Path. Staff has held a series of workshops with area residents to gain input regarding the design of the bike path. Based on the information gathered, the current proposal is to create a 4' wide striped path along the roadway.