

PLANNING COMMISSION

AGENDA

NOVEMBER 14, 2024

5:01 P.M.

**Commissioner's Chambers, Okaloosa County Administrative Complex 1250 Eglin Parkway
N, Shalimar, FL 32579.**

Commissioner Vacant, District 1

Commissioner Jack Beery, District 2

Chairman Jeremy Stewart, District 3

Commissioner Todd Tarchalski, District 4

Vice-Chairman Commissioner John Collins, District 5 Okaloosa County School Board Rep., Bill Smith
Eglin Air Force Base Representative, Jack Kiger

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES FOR OCTOBER 10, 2024

D. OPEN TO PUBLIC (FOR ANY ITEMS NOT QUASI JUDICIAL ON THIS AGENDA)

E. ANNOUNCEMENTS

F. ADDITIONS, DELETIONS, OR CHANGES TO THE AGENDA

G. ACCEPTANCE OF THE AGENDA

H. OATH TAKING

I. DISCLOSURES

J. OLD BUSINESS

None

K. NEW BUSINESS

a. Applications for Development Review

None

b. Public Hearings

Agenda Item # 1: CPA-2024-01. Comprehensive Plan Text Amendment; Mobility Plan. Consideration of an ordinance of the Board of County Commissioners of Okaloosa County, Florida Amending the Comprehensive Plan of Okaloosa County to provide a Large Scale Plan Amendment consisting of text amendments to Chapter 1 Administration, Chapter 2.1 Future Land Use Element (FLUE), Chapter 2.2 Transportation Element (TE), Chapter 2.12 Intergovernmental Coordination Element (ICE), Chapter 2.13 Capital Improvements Element (CIE), and Chapter 4 Concurrency Management System of the Okaloosa County 2020 Comprehensive Plan.

Agenda Item #2: 558750-BCC-2024 and 558748-BCC-2024 Consideration of a request changing the use of land as submitted by Step One Investments LLC, owner, relating to parcel 03-2S-24-0900-0004-0070 located at 702 Bayou View Drive, Fort Walton Beach, Florida. The request is to change the Comprehensive Plan Future Land Use Map (FLUM) designation from **Suburban Residential (SR)** to **Commercial (C)**, or a more restrictive FLUM designation. If the FLUM amendment is approved, request to rezone the subject property from **Suburban Residential (SR)** district to **General Commercial (C-3)** district, or a more restrictive zoning district. The subject property contains 0.42 acres.

Agenda Item #3: 551873-BCC-2024 & 551875-BCC-2024 Request for Large Scale Plan Amendment for property located on Possum Ridge Road. Consideration of a request changing the use of land submitted by Raymond Greer, on behalf of Christopher Ryles relating to property located directly north of Possum Ridge Road and generally east of State Road 85. The request is to change the Comprehensive Plan Future Land Use Map (FLUM) from **Rural Residential (RR)** and **Agricultural (AG)** to **Low Density Residential (LDR)**. If the FLUM amendment is approved, the applicant has submitted a companion request to rezone the property from **Rural Residential (RR)** and **Agricultural (AG)** to **Residential-1 (R-1)**, or a more restrictive zoning district. The subject property is 498 acres, more or less. This is the Transmittal hearing for State Planning Agency review.

L. OTHER BUSINESS

The December 12, 2024 Planning Commission Meeting will be held at the Commissioner's Chambers, Okaloosa County Administrative Complex 1250 Eglin Parkway N, Shalimar, FL 32579

M. ADJOURNMENT

PLANNING COMMISSION

MINUTES

OCTOBER 10, 2024

5:01 P.M.

The regular meeting of the Okaloosa County Planning Commission was held Thursday, October 10, 2024, 5:01 p.m., Commissioner's Chambers, Okaloosa County Administrative Complex 1250 Eglin Parkway N, Shalimar, FL 32579. Board members in attendance were Jack Beery and Todd Tarchalski.

Eglin Representative Jack Kiger was not in attendance.

Okaloosa County School Board representative Bill Smith was not in attendance.

Growth Management Staff in attendance were Randy Woodruff, Deputy Director, Stuart Campbell, Planner III, Leslie Adams, Planner I and Martina Barrow, Planner I.

County Attorney Kerry Parsons was in attendance.

Speaker recognition forms were submitted by persons wishing to speak as follows:

Agenda Item 1: Tim Bowden – 6575 Hwy 189 N, Baker, FL – Applicant

Agenda Item 1: Logan Snow – 6575 Hwy 189 N, Baker, FL – Applicant

Agenda Item 1: Phyllis Bernier – Unknown – Opponent

Agenda Item 1: Nicholas Smith Jr. – 6257 Maloy Dr, Crestview, FL – Opponent

Agenda Item 1: Pat Watkins – 6087 Bud Moulton Rd, Crestview, FL – Unknown

Agenda Item 1: Lane Watkins – 6087 Bud Moulton Rd, Crestview, FL – Opponent

Agenda Item 1: Jeremiah Kaylor – 6301 Possum Ridge Rd, Crestview, FL – Unknown

Agenda Item 1: Chris Bowermaster – 6400 Possum Ridge Rd, Crestview, FL – Opponent

Agenda Item 1: Gaye Ellis – 607 Overbrook Cir, Fort Walton Beach, FL – Unknown

Agenda Item 1: Al Whitmore – 6650 Possum Ridge Rd, Crestview, FL – Unknown

Agenda Item 1: Bonnie Grundel – 5790 Buck Ward Rd, Baker, FL – Unknown

Agenda Item 1: Don Grundel – 5790 Buck Ward Rd, Baker, FL – Unknown

Agenda Item 1: Heather Smallwood – 6336 Possum Ridge Rd, Crestview, FL – Unknown

Agenda Item 1: James Reeves – 6528 Possum Ridge Rd, Crestview, FL – Opponent

MINUTES ARE NOT VERBATIM

Agenda Item 1: Jonathan Smallwood – 6336 Possum Ridge Rd, Crestview, FL – Unknown

Agenda Item 1: Brian Hornberg – 5578 Buck Ward Rd, Baker, FL – Unknown

Agenda Item 1: De'Carlo Garcia – 3217 Twilight Dr, Crestview, FL – Unknown

Agenda Item 1: Mike Chesser – 1201 Eglin Pkwy, Shalimar, FL – Unknown

A. CALL TO ORDER

Commissioner Jack Beery called the meeting to order at 5:04 pm. Commissioner Beery stated that the board did not have a quorum, thus this is not an official meeting and no voting action could take place but the board will still hear members of the public.

B. ROLL CALL

Martina Barrow conducted roll call.

C. APPROVAL OF MINUTES FOR SEPTEMBER 12, 2024 MEETING.

Unable to conduct due to lack of quorum.

D. OPEN TO PUBLIC (FOR ANY ITEMS NOT QUASI JUDICIAL ON THIS AGENDA)

None.

E. ANNOUNCEMENTS

None.

F. ADDITIONS, DELETIONS, OR CHANGES TO THE AGENDA

None.

G. ACCEPTANCE OF THE AGENDA

Unable to conduct due to lack of quorum.

H. OATH TAKING

Unable to conduct due to lack of quorum.

I. DISCLOSURES

Unable to conduct due to lack of quorum.

J. OLD BUSINESS

None

K. NEW BUSINESS

None

a. Applications for Development Review

None

b. Public Hearings

AGENDA ITEM 1: 551133-PLT-2024 Consideration of a request for Nielsen Place Planned Unit Development (PUD), as submitted by Raymond Greer with Design West Group, agent on behalf of the property owners Kenneth & Julie Nielsen. The subject property is located on a portion of parcels 22-3N-23-0000-0010/0020, and the entire area of parcel 22-3N-23-0000-0040-0000; which is located on Earl Kennedy Road, Crestview, FL. The property has a current Future Land Use Map (FLUM) designation of Low Density Residential (LDR) and has a Residential-1 (R-1) zoning district. The site contains 19.0 acres more or less.

Commissioner Beery called for Phyllis Bernier to speak.

Phyllis Bernier addressed the board stating she is against the rezoning and wants the rural zoning to stay.

Commissioner Beery called for Nicholas Smith Jr. to speak.

Nicholas Smith Jr. addressed the board with his concerns: there are enough home currently for sale and rent, traffic concerns, safety concerns, and wildlife concerns.

Commissioner Beery called for Pat Watkins to speak.

Pat Watkins addressed the board with her concerns: urban sprawl and separation of rural and urban zonings.

Commissioner Beery called for Jeremiah Kaylor to speak.

Jeremiah Kaylor addressed the board with his concerns: wildlife concerns, needs to stay rural, water management, and traffic concerns.

Commissioner Beery called for Chris Bowermaster to speak.

Chris Bowermaster addressed the board with her concerns: loss of character and charm, congestion, traffic concerns, and wildlife concerns.

Commissioner Beery called for Gaye Ellis to speak.

Gaye Ellis addressed the board with her concerns: need agriculture land for food and rezoning changes character and people.

Commissioner Beery called for Al Whitmore to speak.

Al Whitmore addressed the board with his concerns: development will divide current neighborhood, water retention concerns, school bus concerns, change character, and ingress and egress concerns.

Commissioner Beery called for Bonnie Grundel to speak.

MINUTES ARE NOT VERBATIM

Bonnie Grundel addressed the board with her concern: rezoning is not needed and the north planning study needs to be done.

Commissioner Beery called for Heather Smallwood to speak.

Heather Smallwood addressed the board with her concerns: road concerns, noise pollution, wildlife concerns, emergency services and DEP approvals.

Commissioner Beery called for James Reeves to speak.

James Reeves addressed the board with his concerns: traffic concerns, infrastructure concerns, wildlife concerns, and not consistent with surrounding area.

Commissioner Beery called for Jonathan Smallwood to speak.

Jonathan Smallwood addressed the board with his concerns: lot sizes, too many homes, road concerns, speeding concerns, the rezoning would change the character of existing neighborhood, and emergency services concerns.

Commissioner Beery called for Brian Hornberg to speak.

Brian Hornberg addressed the board with his concerns: rezoning goes against comp plan and property has prime farmland.

Commissioner Beery called for Mike Chesser to speak.

Mike Chesser addressed the board stating he wanted to introduce himself and gave a brief description of his history within Okaloosa County.

Commissioner Beery called for De'Carlo Garcia to speak.

De'Carlo Garcia addressed the board with her concerns: overpopulation, change of character, traffic concerns, crime rate concerns, and school concerns.

L. OTHER BUSINESS

The **NOVEMBER 14, 2024**, Planning Commission Meeting will be held at the Commissioner's Chambers, Okaloosa County Administrative Complex 1250 Eglin Parkway N, Shalimar, FL 32579.

M. ADJOURNMENT

Chairman Stewart adjourned the meeting at approximately 6:20 p.m.



Prepared by: _____
Martina Barrow, Recording Secretary

Date 10/14/2024

PLANNING COMMISSION

AGENDA REQUEST

TO: HONORABLE CHAIRMAN & MEMBERS OF THE PLANNING COMMISSION

THROUGH: Elliot Kampert, AICP, Director

FROM: Randy Woodruff, AICP, Deputy Director

SUBJECT: Okaloosa County Mobility Fee Ordinance

DATE: November 14, 2024

BCC DISTRICT: All

PLANNING COMMISSION DISTRICT: All

PUBLIC HEARING: The County is proposing the Okaloosa County Mobility Fee Ordinance which includes amendments to Land Development Code Chapter 4 - Concurrency, Chapter 12 - Schedule of Fees, and Appendix A - Definitions. The amendments will implement a Mobility Plan per ongoing amendments to the Comprehensive Plan Chapter 1 - Administration, Chapter 2.1 - Future Land Use Element (FLUE), Chapter 2.2 - Transportation Element (TE), Chapter 2.12 - Intergovernmental Coordination Element (ICE), and Chapter 2.13 - Capital Improvements Element (CIE).

The proposed amendments seek to transition the County away from the current transportation concurrency system, which unintentionally incentivizes developers to build outside urban areas where road capacity is readily available and cheaper to construct. The concurrency system requires costly and burdensome studies and negotiated mitigation of congestion; however, a mobility plan and mobility fee are transparent, expected, and equally applied. The amendments outline important issues to address livability, safety, and balancing the need to both accommodate growth and reduce congestion and provide adequate accessibility and mobility.

The amendments provide guidance on the County's Mobility Plan in implementing the Multimodal Transportation Element. In addition, the implementation of the Multimodal Transportation Element through the Mobility Plan will assist in providing guidance to other municipalities within the County who are also considering transitioning towards a mobility plan and mobility fee-based system.

STAFF FINDINGS. The proposed amendments bring the Land Development Code into conformance with proposed changes to the Comprehensive Plan. The Mobility Plan will be implemented through the collected mobility fee which is encouraged by Florida Statute.

The 2045 Mobility Plan for Okaloosa County is found in **Attachment A**. The Okaloosa County 2045 Mobility Plan includes the Data, Inventory, and Analysis (DIA) and Map Series for the Comprehensive Plan amendments related to replacement of transportation concurrency with a mobility fee system. **Attachment B** is the Okaloosa County Mobility Fee Technical Report that describes the legal basis and methodology required to establish the mobility plan and fee. **Attachment C** is the Okaloosa County Mobility Fee Ordinance. **Attachment D** is the strikethrough and underline version of Chapter 4 – Concurrency Management of the Land Development Code. **Attachment E** is the strikethrough and underline version of Chapter 12 - Fees of the Land Development Code. **Attachment F** is the strikethrough and underline version of Appendix A – Definitions of the Land Development Code.

BACKGROUND. In 1985, the Florida Legislature passed the Growth Management Act that required all local governments in Florida to adopt Comprehensive Plans to guide future development and mandated that adequate public facilities be provided “concurrent” with the impacts of new development. Transportation concurrency became the measure used by local governments to ensure that adequate public facilities, in the form of road capacity, were available to meet the transportation demands from new development. By 1993, the Florida Legislature recognized that an unintended consequence of transportation concurrency is that it discouraged development in urban areas where road capacity was constrained and pushed development to suburban and rural areas where road capacity was either available or was cheaper to construct.

In 2007, the Legislature introduced the concept of mobility plans and mobility fees as an alternative to transportation concurrency, proportionate share, and road impact fees. In 2011, the Legislature eliminated state mandated transportation concurrency through the Community Planning Act and made it optional for any local government. In 2013, the Legislature encouraged local governments, defined equally in Florida Statute as counties and municipalities, to adopt alternative mobility funding systems. Mobility fees, based on a plan of improvements (aka mobility plan), are an alternative funding system that allows development to equitably mitigate its transportation impact (i.e., traffic) through a streamlined and transparent one-time payment to local governments.

The Community Planning Act was later amended by the Florida Legislature in 2019 and provides the following guidance for local governments that elect to repeal transportation concurrency and adopt an alternative mobility funding system. Section 163.3180(5)(i) states as follows:

“If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development’s identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative system must be used to implement the needs of the local government’s plan which serves as the basis for the fee imposed. A mobility fee-based funding system must comply with s. 163.31801 governing impact fees. An alternative system that is not mobility fee-based shall not be applied in a

manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h) ”.

Accordingly, Florida Commerce (FC), which replaced the Department of Economic Opportunity (DEO), formerly the Department of Community Affairs (DCA), provides the following direction related to elimination of transportation concurrency and adoption of a mobility fee-based plan, in accordance with Florida Statute 163.3180:

“Transportation Concurrency

In accordance with the Community Planning Act, local governments may establish a system that assesses landowners the costs of maintaining specified levels of service for components of the local government's transportation system when the projected impacts of their development would adversely impact the system. This system, known as a concurrency management system, must be based on the local government's comprehensive plan. Specifically, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of its transportation concurrency management system.

Prior to June 2, 2011, transportation concurrency was mandatory for local governments. Now that transportation concurrency is optional, if a local government chooses, it may eliminate the transportation concurrency provisions from its comprehensive plan and is encouraged to adopt a mobility fee-based plan in its place (see below). Adoption of a mobility fee-based plan must be accomplished by a plan amendment that follows the Expedited State Review Process. A plan amendment to eliminate transportation concurrency is not subject to state review.

It is important to point out that whether or not a local government chooses to use a transportation concurrency system, it is required to retain level of service standards for its roadways for purposes of capital improvement planning. The standards must be appropriate and based on professionally accepted studies, and the capital improvements that are necessary to meet the adopted levels of service standards must be included in the five-year schedule of capital improvements. Additionally, all local governments, whether implementing transportation concurrency or not, must adhere to the transportation planning requirements of section 163.3177(6)(b), Florida Statutes.

Mobility Fee Based Plans

If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in section 163.3180(5)(f), Florida Statutes (bullets added):

Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity and density.

Adoption of an area wide level of service not dependent on any single road segment function.

Exempting or discounting impacts of locally desired development.

Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.

Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate a level of mobility.

Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.”

Okaloosa County has developed a mobility plan and mobility fee. The County’s 2045 Mobility Plan includes projects addressing future mobility needs for the residents, businesses, and visitors to Okaloosa County and emphasizes expanding the County’s existing multimodal transportation system. The Mobility Plan features a mixture of multimodal projects such as: sidewalks, multi-use paths and trails, bicycle and multimodal lanes, road widenings, new complete streets, multimodal safety enhancements, intersection improvements, along with mobility related plans, programs, services, and studies.

The 2045 Mobility Plan will be utilized by the County to implement the Multimodal Transportation Element of the Comprehensive Plan. The Okaloosa County Public Works Department will administer, implement, maintain, and update the Mobility Plan to reflect changes in the existing multimodal transportation system overtime. These changes will be tracked and mapped as part of the Mobility Plan data reports and map series.

The Mobility Plan will be used to consolidate various transportation plan initiatives and multimodal projects from updates of projects funded through the infrastructure sales tax and long-range transportation plan.

The 2045 Mobility Fee is based on the multimodal projects in the 2045 Mobility Plan. Okaloosa County does not currently have a road impact fee. The Mobility Fee is intended to replace the County’s current transportation concurrency and proportionate share systems and the mobility plan identifies the multimodal improvements necessary to fully mitigate the impact of future development within the County. The proposed mobility fee would equally replace the approximate \$1 million in revenue currently generated by transportation concurrency. The mobility fee will be assessed on new development and redevelopment activity in unincorporated county and does not mandate municipalities to collect the fee. However, the County is open to municipalities opting-in to the County mobility fee system and is supportive of municipalities developing their own systems.

POLICY CHANGE IMPLICATIONS. With the adoption of the proposed amendments, applicants for projects will be provided with a clearer understanding of the County's policies, signaling a shift in the approach to mobility analysis. Instead of solely prioritizing capacity and maximizing traffic flow, the safety and quality within the multimodal transportation system will also be taken into consideration. The overarching

goal will be to diminish the frequency and severity of vehicular accidents while concurrently fostering a shift towards multiple modes of transportation by ensuring they are safer and more attractive options for travel. This shift underscores a commitment to creating a multimodal transportation system that not only efficiently moves people, but also prioritizes their safety and well-being.

In the past and consistent with former transportation policy, a developer of land on a road with a failing level of service classification might propose to mitigate the new traffic impact of their development by offering the County land for a turn lane or possibly a fair share contribution toward an additional lane. Under the new proposed policy, the developer will pay a mobility fee to mitigate off-site impacts to the overall transportation system while also addressing on-site or site related multimodal access and circulation.

The County will still recognize roadway level of service (LOS) standards, just not to regulate development and evaluate the availability of roadway capacity. Roadway LOS standards may be used to evaluate site related access, amendments to the future land use element that result in increased density and intensity, mobility and long-range transportation planning, and intergovernmental coordination to pursue funding opportunities.

LEGISLATIVE HISTORY: The Comprehensive Plan text amendments relative to the proposed 2045 Mobility Plan were reviewed at the August 8, 2024 Planning Commission meeting which satisfied the intent of Section 163.3184(3), Florida Statutes, whereby the local planning agency must hold at least one public hearing on the proposed comprehensive plan amendment, and must provide the public notice for that hearing. Pursuant to Section 163.3184(3) and (11), Florida Statutes, the governing body of the local government must consider transmittal of the proposed amendment at a public hearing.

The Comprehensive Plan amendment package was presented to the Board of County Commissioners for transmittal on September 3, 2024. The Commission approved the transmission of the amendment to Florida Commerce (formerly the Florida Department of Economic Opportunity), Florida Department of Transportation and other reviewing agencies. The State provided all comments in October of 2024.

The Board of County Commissioners will conduct a second public hearing on November 4, 2024 to receive comments and consider the adoption of the comprehensive plan amendments. The adopted comprehensive plan amendment must be transmitted to Florida Commerce within ten working days after the second public hearing.

PUBLIC COMMENT/OPPOSITION: No public comment or opposition has been received as of this writing for Ordinance No. 24-TBD.

PUBLIC NOTICE: The proposed agenda item was properly advertised in the Northwest Florida Daily News on October 18, 2024 (see **Attachment G**).

STAFF POSITION: Staff has no objections to the Okaloosa County Mobility Fee Ordinance which includes amendments to Land Development Code.

RECOMMENDATION: It is recommended that the Planning Commission consider the facts herein, as well as any facts that may be presented at the public hearing, and then make a favorable recommendation to the Board of County Commissioners when it considers this proposed Okaloosa County Mobility Fee Ordinance which includes amendments to Land Development Code.

ATTACHMENTS:

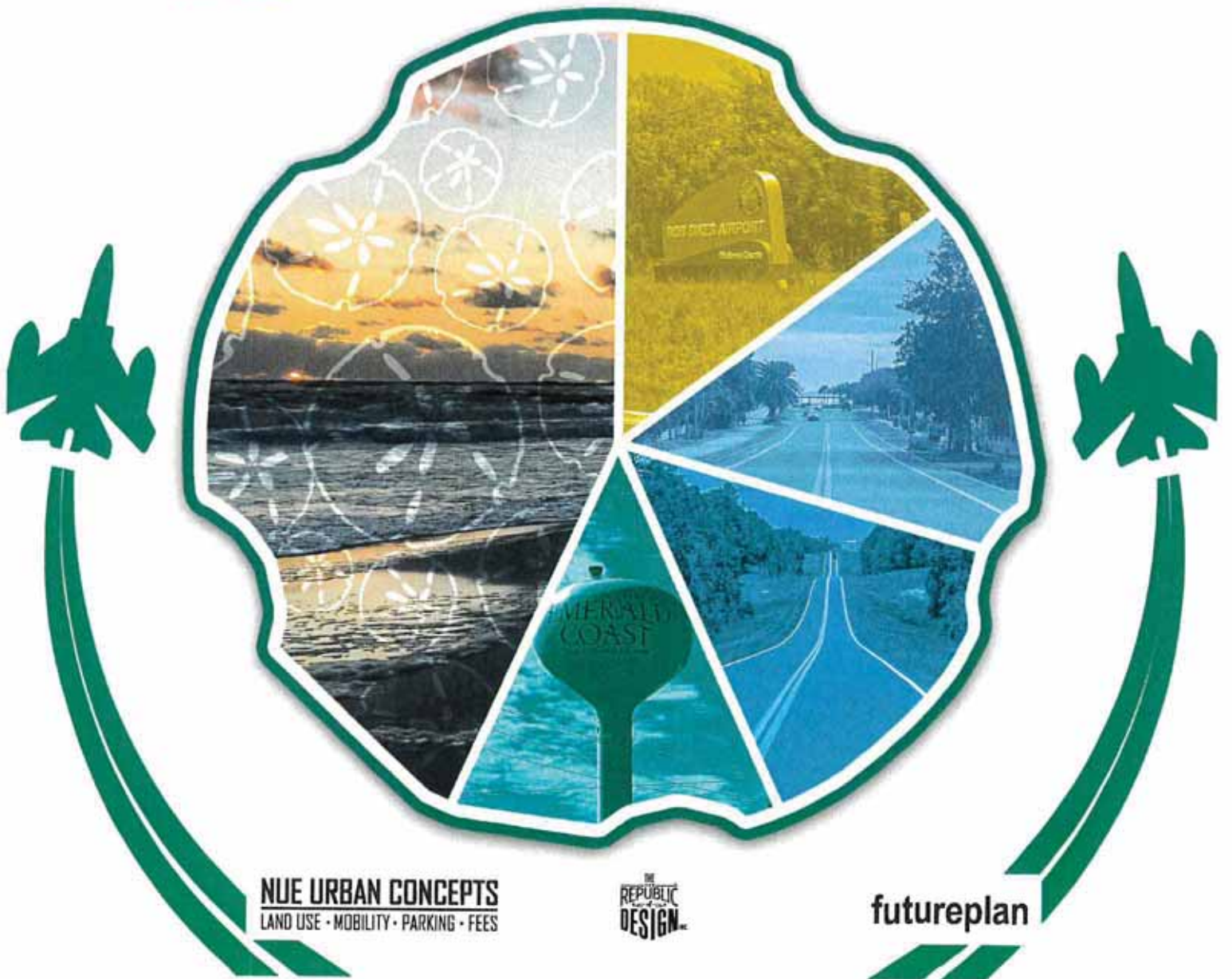
- A. Okaloosa County 2045 Mobility Plan.
- B. Okaloosa County Mobility Fee Technical Report
- C. Okaloosa County Mobility Fee Ordinance No. 24-TBD
- D. LDC Chapter 4 – Concurrency in ~~striketrough~~ / underline format.
- E. LDC Chapter 12 - Fees in ~~striketrough~~ / underline format.
- F. LDC Appendix A – Definitions in ~~striketrough~~ / underline format.
- G. Legal Advertisement



Okaloosa County

2045 MOBILITY PLAN

JULY 2024



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

**THE REPUBLIC
DESIGN**

futureplan

OKALOOSA COUNTY 2045 MOBILITY PLAN

JULY 2024

Produced for:

Okaloosa County
Public Works Department
1759 S. Ferdon Blvd
Crestview, FL 32536



Produced by:

Jonathan B. Paul, AICP
Principal, NUE Urban Concepts, LLC
34990 Emerald Coast Parkway, Suite 396
Destin, FL 32541



2024 NUE Urban Concepts, LLC. All rights reserved. This material may not be reproduced, displayed, modified or distributed without the express prior written permission of the copyright holder. For permission, send written request to NUE Urban Concepts, LLC 34990 Emerald Coast Parkway, Suite 396, Destin, FL, 32541, or email info@nueurbanconcepts.com. This work may be reproduced, in whole or in part, without prior written permission, solely by Okaloosa County; provided all copies contain the following statement: "© 2024 NUE Urban Concepts, LLC. This work is reproduced with the permission of NUE Urban Concepts. No other use is permitted without the express prior written permission of NUE Urban Concepts, LLC. For permission, send written request to NUE Urban Concepts, LLC 34990 Emerald Coast Parkway, Suite 396, Destin, FL, 32541, or email info@nueurbanconcepts.com."

TABLE OF CONTENTS

Introduction	1
Okaloosa County's Story	1
Okaloosa County 2045 Mobility Plan	1
Mobility Planning	2
What is a Mobility Plan?	2
What is Different About a Mobility Plan?	3
Why Does Okaloosa County Need a Mobility Plan?	4
Mobility Planning in the Comprehensive Plan	5
Level & Quality of Service	7
Creating Safer Streets for All	17
Mobility Planning Based on Travel Speed	17
Moving Towards Target Zero	19
What is Target Zero?	19
Why is Moving Towards Target Zero Needed?	19
Designing for Safe Speeds	20
Building a Complete Streets Network	21
What are Complete Streets?	21
What is a Complete Network?	21
Multimodal Elements of the Mobility Plan	21
Okaloosa County 2045 Mobility Plan	23
Corridors Plan	23
Intersections Plan	25
The Multimodal Transportation Element	26
Implementation	26
Transportation Map Series	28
Functional Classification	29
Number Of Lanes	29
Speed Limits	30
North Okaloosa Corridor	31

Table of Contents, continued

Street Quality of Service (QOS)	32
Off-Street Multimodal Facilities	33
On-Street Multimodal Facilities	34

Figures

Figure 1.	Integrating Land Use, Transportation, Parking & Funding	2
Figure 2.	Moving People, Providing Choices	4
Figure 3.	Multimodal QOS Standards for Complete Streets	11
Figure 4.	Speed, Accessibility & Mobility	12
Figure 5.	On-Street Multimodal Quality of Service (QOS) Standards	13
Figure 6.	Off-Street Multimodal Quality of Service (QOS) Standards	15
Figure 7.	Speed of Travel	17
Figure 8.	Off-Street & On-Street Multimodal Project Types	18
Figure 9.	Speed and Crash Severity	20
Figure 10.	Multimodal Elements	22
Figure 11.	FDOT Context Classifications	27

Tables

Table 1.	2024 Existing Conditions Evaluation	9
Table 2.	2024 Street Quality of Service (QOS)	11
Table 3.	2024 Off-Street Multimodal Quality of Service (QOS)	14
Table 4.	2024 On-Street Multimodal Quality of Service (QOS)	16
Table 5.	Mobility Plan Projects: Corridors Plan	24
Table 6.	Mobility Plan Projects: Intersections Plan	25
Table 7.	Functional Classification	29
Table 8.	Number of Lanes	29
Table 9.	Speed Limits	30
Table 10.	Reserved for Map D	--
Table 11.	Reserved for Map G	--

Tables, continued

Table 12.	Reserved for Map H	--
Table 13.	Street Quality of Service (QOS)	32
Table 14.	Off-street Multimodal Facilities	33
Table 15.	On-Street Multimodal Facilities	34
Table 16.	Reserved for Map O	--

Appendix

Appendix A:	Traffic Characteristics Report
Appendix B:	Multimodal Quality of Service (QOS)
Appendix C:	Mobility Plan Maps
Appendix D:	Mobility Plan Projects

Maps

Map A:	Functional Classification (Table 7)
Map B:	Number of Lanes (Table 8)
Map C:	Speed Limits (Table 9)
Map D:	Reserved (Reserved - Table 10)
Map E:	Mobility Plan: Corridors Plan (Table 5)
Map F:	Mobility Plan: Intersections Plan (Table 6)
Map G:	North Okaloosa Corridors (Reserved - Table 11)
Map H:	Reserved (Reserved - Table 12)
Map I:	Street Quality of Service (QOS) (Table 13)
Map J:	Off-Street Multimodal Facilities (Table 14)
Map K:	Off-Street Multimodal QOS South / East side of ROW (Table 3)
Map L:	Off-Street Multimodal QOS North / West side of ROW (Table 3)
Map M:	On-Street Multimodal Facilities (Table 15)
Map N:	On-Street Multimodal Quality of Service (QOS) (Table 4)
Map O:	Reserved (Reserved - Table 16)

INTRODUCTION

Okaloosa County's Story

Established in 1915 and carved out of existing Santa Rosa and Walton Counties, Okaloosa County has grown from a collection of small towns with established industries in lumber, turpentine, and fishing, to the thriving County with its several modern cities known today including Crestview, Destin, Fort Walton Beach, Laurel Hill, Mary Esther, Niceville, and Valparaiso. Okaloosa's growth in the 20th and 21st centuries can be largely attributed to the establishment of the Eglin Air Force Base in the 1940's, along with its beautiful beaches and recreational activities that attract visitors from around the world.

As the County's largest employer and landowner, comprising nearly three quarters of the local economy with unmeasurable economic impact, Eglin Air Force Base and the military are strong features of the local community and culture. In addition to its direct contribution to the local community, as the world's largest Air Force installation and a leader in military research and testing, the Base's impacts reach far beyond Okaloosa County and have attracted world-renowned businesses such as Boeing, BAE Systems, Lockheed Martin, and L3 Technologies.

Military folks and other residents who chose to live in Okaloosa benefit from its beautiful natural features, desirable climate, and high quality of life achieved through an 'A' rated primary school system, higher education opportunities, affordability, and its pro-business local government.

With 24 miles of white sand beaches and emerald green water, Okaloosa County is what Florida vacation dreams are made of. Residents and tourists visiting Okaloosa County can enjoy several beaches and water activities including boating, jet skiing, paddleboarding, and offshore fishing. While the beaches are Okaloosa's crown jewel, the County also offers many off-beach activities including world-class golf courses, shopping, river rafting, canoeing, and camping and hiking in Blackwater River State Park and Eglin Reservation. In north Okaloosa County, visitors and residents can enjoy historic "Small Town America" in Crestview's downtown main street.

Okaloosa County 2045 Mobility Plan

The Okaloosa 2045 Mobility Plan proposes multimodal infrastructure projects, policies, and programs, and brings together various County initiatives to proactively plan for growth so that Okaloosa County can continue to be an outstanding place. The Mobility Plan is more than just a list of piecemeal improvements to Okaloosa's streets, it is a vision and strategy, over the next 21 years, to improve its mobility, strengthen its economy, and promote continued growth while maintaining both a high quality of life for its resident and a high-quality experience for its visitors.

This is done by planning for multimodal transportation projects that provide people choices: whether they want to walk, bicycle, ride transit, use new mobility technology, or continue to drive their cars.

The Mobility Plan seeks to further emphasize and build upon existing plans and projects such as the Okaloosa-Walton County Long Range Transportation Plan, the Okaloosa County Comprehensive Plan, FDOT's 5-Year Work Program, and the planned Crestview Bypass to improve mobility and accessibility for vehicles and multimodal travel throughout the County.

The 2045 Mobility Plan consists of two (2) distinct plans: (1) **Corridors Plan**; and (2) **Intersections Plan**. The two plans include sidewalks, multi-use trails, multi-use paths, bicycle lanes, multimodal lanes, road widenings, new complete streets, complete street corridor studies, multimodal safety enhancements, and the future Southwest Crestview Bypass, Northwest Crestview Bypass, and East-West Connector.

MOBILITY PLANNING

What is a Mobility Plan?

A Mobility Plan is a forward-looking and progressive approach that sets forth a **vision of a multimodal transportation system** that emphasizes the movement of people over cars and provides people with the opportunity to safely, comfortably, and conveniently walk, bicycle, ride transit, drive or use new mobility technology to move around their towns, cities, or counties.

An effective Mobility Plan provides a blueprint for that vision that identifies **multimodal transportation improvements** such as sidewalks, trails, multimodal lanes, and intersection and crosswalk improvements to accommodate new growth, based on the Future Land Use Element of the Comprehensive Plan, and serve as the basis for development of a Mobility Fee that serves as a funding source for multimodal transportation improvements (**Figure 1**).

Mobility Plans may also be used to reduce vehicle congestion by adding turn lanes at busy intersections and improving traffic signals. Lastly, Mobility Plans may also identify **strategic policies and programs** that facilitate implementation of the proposed infrastructure projects.

Figure 1. Integrating Land Use, Transportation & Funding



What is Different About a Mobility Plan?

As Florida continues to grow, it is becoming increasingly difficult and expensive for its counties and cities to strike a balance between reducing congestion and accommodating new development while also preserving the quality of life in a community and protecting existing residential neighborhoods. The traditional, car-oriented approach has been to solve congestion by adding road capacity and building new roads.

Transportation concurrency unintentionally intensified this approach by incentivizing developers to build outside urban areas where road capacity is readily available or cheaper to construct. However, many communities have found that this new road capacity is quickly consumed through what is known as induced demand – if driving is made more convenient (i.e., less traffic), more people will drive. Realizing that it is increasingly difficult to “build their way out of congestion,” many local governments are looking for opportunities to provide unique mobility solutions to their communities.

In 2007, in recognition that new and wider roads are not the only means in which to provide mobility, the Florida Legislature introduced the concept of Mobility Plans and Mobility Fees as an alternative to transportation concurrency that would provide a more equitable and sustainable way for new development to mitigate its impact to the transportation system. A Mobility Plan provides local governments with more flexibility to take a Complete Streets approach to planning its transportation system and to provide more choices for how people get around. **It is intended to shift communities away from the traditional car-oriented approach and towards thinking about how to move people, not only cars, throughout the community.**

The Okaloosa Mobility Plan is focused on: (1) Improve traffic circulation to reduce vehicle congestion and better **move people and goods** to, from, and within the County; (2) building a **complete and connected multimodal infrastructure network** of sidewalks, multi-use paths, multi-use trails, bicycle lanes, and multimodal lanes; (3) improving intersection operations; (4) providing more **visible and safe multimodal crossings**; (5) providing an integrated transportation system that strengthens and provides **mobility and accessibility in Okaloosa County**.

In 2013, the Legislature updated the Community Planning Act to encourage and allow local governments to adopt alternative mobility funding systems, such as Mobility Plans and Mobility Fees, as a replacement for transportation concurrency, proportionate share, and road impact fees (Florida Statute 163.3180). ***Mobility Fees serve as a funding mechanism to fund the multimodal projects proposed in the Mobility Plan and compared to road impact fees, provide more flexibility in how the funds are expended.***

While projects funded by road impact fees are spent on widening roads and building new roads, Mobility Fees provide Okaloosa County with a funding source that can be used to fund a variety of multimodal transportation projects, policies, and programs that emphasize moving people and providing people with viable choices to move about the community (Figure 2).

Figure 2. Moving People, Providing Choices



Why Does Okaloosa County Need a Mobility Plan?

Okaloosa County is projected to continue experiencing significant population and employment growth that will add new homes, businesses, and shops to the community over the next 21 years based on the Future Land Use Elements of the Comprehensive Plan. These new residents and businesses will generate additional traffic and increase the demand for multimodal transportation projects to travel within the County and to and from surrounding communities.

A Mobility Plan is needed to guide the strategic implementation of multimodal transportation projects that will retrofit existing streets. A Mobility Plan assist the County with balancing the need to both accommodate new growth, while also enhancing mobility for its existing residents, employees, businesses, students, and visitors to the community.

The Mobility Plan also serves as a basis for the County's Mobility Fee by identifying multimodal projects and priorities. A Mobility Plan helps Okaloosa County to position itself to take advantage of additional funding opportunities such as federal, state, and regional assistance programs and grants. For example, in coordination with the Okaloosa-Walton County Transportation Planning Organization (TPO), projects in the Okaloosa County 2045 Mobility Plan may be identified for funding through inclusion in the region's Long Range Transportation Plan.

Mobility Planning in the Comprehensive Plan

The following are an excerpt of goals, objectives, and policies from the amended Multimodal Transportation Element:

CHAPTER 2.2 MULTIMODAL TRANSPORTATION ELEMENT

Goal 1: Provide a safe, efficient, convenient, and interconnected multimodal transportation system that enhances mobility for all users and provides people the choice to walk, bicycle, ride transit, use new mobility technology, or drive a vehicle.

Objective 1.1 Develop a forward-looking mobility plan that identifies multimodal projects to accommodate the mobility demands of projected growth in travel demand consistent with the Future Land Use Element and that serves as the foundation for adoption of an alternative transportation system.

Policy 1.1.1 The multimodal projects identified in the mobility plan shall emphasize:

- a. Improving traffic circulation for existing and future development to reduce vehicle congestion and better move people and goods to, from, and within the County;
- b. Creating a complete and connected network of sidewalks, paths, trails, and bicycle lanes that connect existing and planned residential areas with community, education, employment, recreation, and retail destinations;
- c. Enhancing existing intersection operations and safety and planning for safe and efficient future intersections that designed to meet the demands from new development and accommodate all users of the multimodal transportation system;
- d. Providing more visible and safe multimodal crossings of driveways, intersections, and roadways for existing and future residents walking, bicycling, using assisted mobility devices, accessing transit, and riding personal mobility devices;
- e. Continue developing an integrated multimodal transportation system that strengthens and provides mobility and accessibility for existing and future County residents, business, and visitors.

Policy 1.1.2 To ensure that the multimodal projects identified in the mobility plan are adequate to serve existing and future travel demand from new development, the horizon year for the mobility plan shall be consistent with either the latest Comprehensive Plan or the most recently adopted Long Range Transportation Plan.

Policy 1.1.3 The County shall utilize the multimodal projects identified in the mobility plan, the most recently adopted Long-Range Transportation Plan, and the infrastructure sales tax project list, to annually develop the Capital Improvements Program.

Policy 1.1.4 The mobility plan shall be implemented, maintained, and periodically updated by the County and incorporate projects from the Long-Range Transportation Plan, the infrastructure sales tax project list, and any accepted or approved plans or studies. The County shall utilize the Mobility Plan to identify funded multimodal projects and anticipated multimodal projects to be funded over a 10-year period. These projects shall be incorporated into updates of the Capital Improvements Element. The mobility plan shall be updated no later than every five (5) years consistent with the time frame for updates of the Long-Range Transportation Plan.

Policy 1.1.5 The multimodal projects in the mobility plan shall be coordinated with road reconstruction, rehabilitation, or resurfacing projects and new or upgraded utility projects within road rights-of-way or easements to potentially advance construction of the projects.

Policy 1.1.6 The mobility plan shall include an inventory of the existing functional classification, number of lanes, posted speed limit, sidewalks, bike lanes, shared-use paths and maps that illustrate new and widened roadways, intersection improvements, new roads and multimodal improvements, upgrades to roadways, and projected changes in functional classification.

Objective 1.3 Transition from a transportation concurrency system focused on the regulation of road capacity and the movement of motor vehicles towards an alternative transportation system focused on planning for mobility emphasizing the movement of people.

Policy 1.3.1 The County shall adopt a mobility fee, based on the multimodal projects identified in the mobility plan, as an alternative transportation system that replaces transportation concurrency and proportionate fair share through-out all of unincorporated Okaloosa County.

Policy 1.3.2 The mobility fee is a one-time payment to allow new development within unincorporated Okaloosa County to equitably mitigate its travel demand impact to the multimodal transportation system.

Policy 1.3.3 Mobility fees are intended to mitigate off-site impacts from new development to the multimodal transportation system. The County may establish separate criteria and requirements to address site-related impacts and impacts to the multimodal transportation system from future land use map or element amendments that result in an increase in traffic above existing land use designations.

Policy 1.3.4 The mobility fee shall initially feature a single uniform assessment area for all new development within unincorporated Okaloosa County. Future mobility fee updates may feature multiple assessment areas where mobility fee rates differ based on difference in travel demand, mixed-use development patterns, or the need for multimodal projects. Assessment areas shall be established in the implementing mobility fee ordinance.

Policy 1.3.5 The mobility fee shall initially feature a two benefit districts to ensure that mobility fees are expended on multimodal projects within the district to provide a mobility benefit to new development that paid the mobility fee. Future mobility fee updates may feature additional benefit districts, including districts established for new development that advance multimodal projects. Benefit districts shall be established in the implementing mobility fee ordinance.

Policy 1.3.6 Mobility fees shall be used as a funding source, along with gas taxes, sales taxes, and other available revenue sources, for multimodal projects.

Policy 1.3.7 The mobility plan and mobility fee shall be updated by the County at least once every five years from the date of last adoption. The mobility plan may be updated more frequently to reflect funding constraints and opportunities. More frequent updates of the mobility fee are subject to statutory requirements. In some instances, mobility fees may require update to address legal or statutory requirements.

Policy 1.3.8 A municipality may enter into an interlocal agreement with the County to participate in the mobility plan and mobility fee system. The interlocal agreement shall address the administration, implementation, maintenance, and update of mobility fees within the municipality.

LEVEL & QUALITY OF SERVICE

Okaloosa County has experienced sustained growth over the last few decades. While an increasing number of people across the nation look to call Florida home, Okaloosa County can expect to attract new residents with its beautiful natural features, recreational amenities, highly rated school system, and higher education opportunities. As it grows, Okaloosa County's biggest challenge will be to find a balance between accommodating this growth in development and maintaining its quality of life and local character.

One way to do this is by taking a close look at traditional transportation planning practices and approaching mobility from a new perspective. The adoption of a mobility plan is an opportunity to expand beyond the current practice of evaluating the current transportation system solely on the availability of road capacity on a segment-by-segment basis. Florida Statute Section 163.3180 allows local governments to establish areawide roadway level of service (LOS) standards and multimodal quality of service (QOS) standards for people bicycling, walking, accessing transit, and making roads safer for all users.

Areawide roadway LOS standards and multimodal QOS standards are intended to be used for the following planning and design activities and incorporation into the Comprehensive Plan (CP) and Land Development Code (LDC):

1. Identification of multimodal projects to develop and update the Mobility Plan,
2. Performance measures to evaluate over time changes in service and mobility provided,
3. Determining multimodal capacities for the multimodal projects in the Mobility Plan,
4. Prioritizing multimodal projects for annual capital improvement programming,
5. Developing Complete Streets design standards in the LDRs for new and retrofitted streets,
6. Implementing FDOT's Context Classifications for Complete Streets,
7. Developing mobility strategies in the CP and LDRs for new development,
8. Developing multimodal site access analysis,
9. Developing internal street evaluation requirements, and
10. Developing multimodal criteria to review CP amendments and Rezonings.

The intent of an areawide analysis is to evaluate the traffic and capacity of multiple roads across a transportation system versus an individual segment-by-segment analysis. The standard approach to evaluating individual segments is using a metric known as a volume-to-capacity (V/C) ratio, with the capacity based on an adopted LOS standard for the road. The V/C ratio is used to measure AM Peak Hour (between 7 AM and 9 AM), PM Peak Hour (between 4 PM and 6 PM), and Daily traffic (aka AADT) by dividing the traffic (for a given time-period) and capacity (based on an adopted LOS standard) for the roadway segment.

For example, a four-lane road with 30,000 cars a day and a capacity of 40,000 cars based on a LOS standard of "E" would have a V/C of .75%: meaning the road has available capacity. A two-lane road with 20,000 cars a day and a capacity of 18,500 based on a LOS standard of "E" would have a V/C of 1.08%: meaning the road is over capacity.

An areawide LOS analysis is conducted in recognition of the potential for an interconnected network to disperse traffic across multiple corridors. Using the two (2) road examples from above, the combined traffic for the two roads is 50,000 cars a day, with a combined capacity of 58,500, resulting in a V/C ratio of .86%. Under this approach, evaluating the two (2) roads together indicates that there is available road capacity. To truly account for the capacity over a given area, the V/C analysis is expanded to also include the length of roadways, resulting in a vehicle mile of travel (VMT) and vehicle miles of capacity (VMC) analysis, otherwise known as a VMT/VMC ratio.

An areawide VMT/VMC analysis combines the travel (AADT) and capacity (at the adopted LOS Standard) for multiple roads. The capacity of roadways can be based on the applicable adopted LOS standard. The intent of a roadway specific LOS would be to establish a capacity for use in the areawide analysis. The benefit of an areawide approach is that it provides the County with increased flexibility to determine when, or if, an existing road needs to be widened to add road capacity due to existing or projected traffic. An areawide approach allows Okaloosa County to either construct a new road or to utilize the capacity of existing roads within a defined area, as opposed to widening an existing road to achieve the adopted LOS standard.

An areawide LOS analysis was performed for **arterials and collectors** on County and State Roads detailed in the Okaloosa County Mobility Plan & Mobility Fee Technical Report (**Appendix A**). Based on the evaluation of existing conditions, the areawide LOS analysis for **arterials and collectors** on County and State Roads results in a VMT/VMC ratio for 2024 of 0.62 (**Table 1**). *In simplified terms, traffic in 2024 within the County is using 62% of the available capacity for arterials and collectors* on County and State Roads.

TABLE 1. 2024 EXISTING CONDITIONS EVALUATION

Functional Classification	Length (mi)	Lane Miles	2024 Vehicle Miles of Travel (VMT)	2024 Vehicle Miles of Capacity (VMC)	VMT /VMC
Minor Collector	15.48	30.96	28,769	190,274	0.15
Major Collector	62.84	133.66	404,362	885,088	0.46
Minor Arterial	97.74	251.22	1,089,805	1,710,603	0.64
Principal Arterial	94.49	365.40	2,936,450	3,602,499	0.82
Limited Access	39.24	132.46	971,718	2,312,145	0.42
Total	309.79	913.70	5,431,104	8,700,608	0.62

Source: Traffic Characteristics Report (**Appendix A**).

Florida Statute 163.3180 (5)(f)(5) identifies the establishment of multimodal quality of service (QOS) standards as part of a mobility plan and mobility funding systems. Street quality of service (QOS) standards, based on posted speed limits, are intended to be used in conjunction with areawide roadway LOS standards as a planning tool used for innovative street design. Multimodal QOS standards are based on the types of facilities for people walking, bicycling, using micromobility, and riding microtransit included in the Mobility Plan.

The establishment of street quality of service (QOS) standards based on the posted speed limit is both an alternative and a complement to areawide roadway LOS standards (**Figure 3**). *While areawide roadway LOS standards are based on road capacity to move cars, street QOS standards are intended to enhance mobility and safety for all users of the transportation system by prioritizing slower speeds for cars for local roads and residential streets.*


Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes. As speeds increase, so does the probability that a crash involving people walking, bicycling, or driving will result in one or more fatalities. The street QOS standards are the inverse of roadway LOS standards. As speed limits go down, street QOS goes up and provides increased flexibility to design safer streets for all users. Whereas, for roadway LOS, as speed limits go down, road LOS also goes down, requiring the need to look at ways to add road capacity. *Street QOS standards allow for slower speeds in residential and urbanizing areas, providing planners and engineers with greater flexibility to implement innovative designs, such as shared, low speed, or complete streets, narrow travel lanes, and allowing buildings and trees closer to travel lanes.*

To ensure streets are designed to be safer for all users, design speeds are intended to be based on posted speed limits. This approach differs greatly from the 85th percentile speed of travel traditionally used to design roads and streets based on the speeds at which 85% of drivers travel. This traditional approach prioritizes driving vehicles. The following Street QOS standards allow for slower speeds, where appropriate, in urban and suburban residential areas, where more people walk and bike; while also recognizing that higher posted speeds occur on roads carrying higher volumes of motor vehicles that serve countywide and regional travel (Figure 3).






Figure 3. Multimodal QOS Standards for Complete Streets

**MOVING TOWARDS
SAFE STREETS FOR ALL**

Okaloosa County
**STREET QUALITY
OF (QOS) SERVICE STANDARDS**



**PURPOSE: ALTERNATIVE TO ROAD CAPACITY BASED LEVEL OF SERVICE STANDARDS
INTENT: POSTED SPEED = DESIGN SPEED (AKA DESIGN ROADS TO REFLECT DESIRED SPEEDS)**

	POSTED SPEED LIMIT	APPLICABLE LOCATIONS
Quality of Service (QOS) A*		Local & residential streets, along with street arterials and collectors with ROW modifications to slow vehicle speeds
Quality of Service (QOS) B		Select local & residential streets, collectors along with select arterials with ROW modifications to slow vehicle speeds
Quality of Service (QOS) C		Major collectors and minor arterials, select minor collectors and principal arterials
Quality of Service (QOS) D		Select collectors, arterials
Quality of Service (QOS) E**		Principal arterials, limited access roads, select arterials and rural highways (arterial or collector)


* 25 MPH IS THE MAXIMUM SPEED LIMIT
** 45 MPH IS THE MINIMUM SPEED LIMIT

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
QOS STANDARDS WORK IN CONJUNCTION WITH AREAWIDE ROADWAY LEVEL OF SERVICE STANDARDS. QOS STANDARDS ARE INTENDED TO ALLOW FOR LOWERING VEHICLE SPEEDS AND INCREASING FLEXIBILITY TO DESIGN ROADS AT THE DESIRED SPEED OF TRAVEL (POSTED SPEED) VS TRADITIONAL APPROACHES USING 85TH PERCENTILE SPEED OR THE ACTUAL OR ANTICIPATED SPEED OF TRAVEL. QOS STANDARDS ARE APPLICABLE AS PART OF AN OVERALL VISION ZERO OR SAFER STREETS PROGRAM AT A NEIGHBORHOOD, DESIGNATED AREA, OR COMMUNITY WIDE SCALE

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

© 2024 NUE Urban Concepts, LLC. All Rights Reserved.
www.nueurbanconcepts.com

REPUBLIC DESIGN



Just because a lower speed limit is posted, does not mean cars will slow down. *Slowing down cars requires physical and visual changes to the street right-of-way that result in people driving slower and people feeling more comfortable bicycling and walking.* Changes in speed limits and resulting changes in street QOS standards would be phased in over time as part of: (1) designing new multimodal projects; (2) reimagining and repurposing existing right-of-way to emphasize the safe movement of people, versus the quick movement of cars (aka complete street reconstruction). The QOS standards and corresponding posted speed limit for the County are proposed to vary by type of multimodal facility, speed, and roadway. The adoption of Street QOS standards is the first step in providing increased flexibility in street design and moving towards the goal of zero fatalities (aka Vision or Target Zero).

The Street QOS establishes a baseline for **arterials and collectors** on County and State Roads from which to measure the Street QOS over-time as part of updates to the Mobility Plan. **The posted speed limits that are used to determine the existing Street QOS are the posted speeds that apply to the majority of the roadway facility being evaluated.**

Speed limits will often transition to lower posted speeds approaching intersections, schools, parks, commercial areas, and other adjacent land uses where lower posted speed limits are appropriate. Speed limits often increase as one drives away from a town, city, or built-up areas to less developed or rural areas. This is frequently the case in northern Okaloosa County.

An analysis of Street Quality of Service (QOS) in Okaloosa County reflects **existing conditions** for **arterials and collectors** on County and State Roads, many of which feature speed limits of 45 MPH or greater, which corresponds to QOS “E” (**Table 2**). The County is in the process of undertaking a systemwide analysis of posted speed limits that would include local roads and residential streets. The majority of local roads and residential streets have speed limits of 30 MPH, consistent with Florida Statute, which would be a QOS of “B”. The analysis allows for a benchmark from which to evaluate future updates of the Mobility Plan and reflect changes from including local and residential County Roads.

TABLE 2. 2024 STREET QUALITY OF SERVICE (QOS)

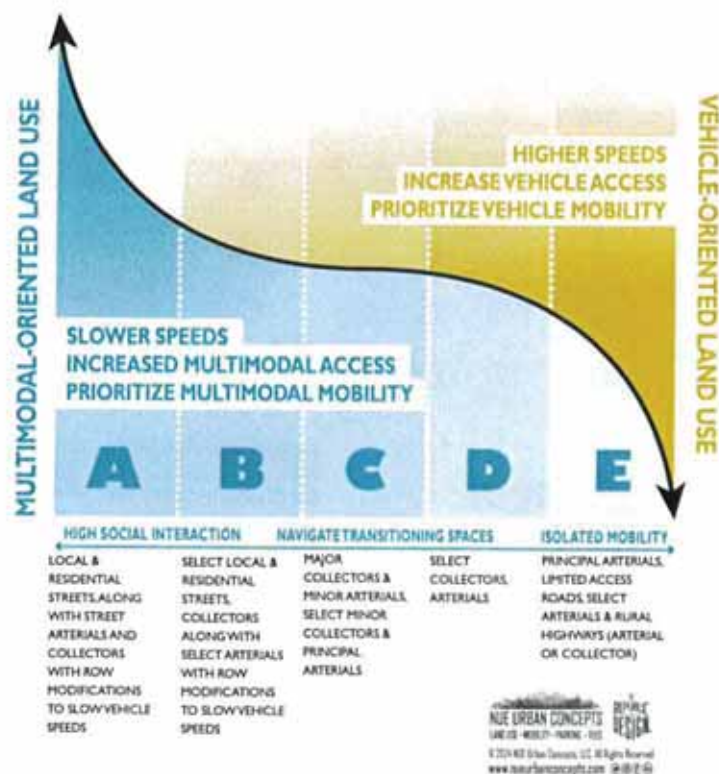
	QOS A (mi)	QOS B (mi)	QOS C (mi)	QOS D (mi)	QOS E (mi)	Total (mi)	Total Percent
County	10.56	5.45	22.84	3.13	53.57	95.55	35.32%
State	0.55	1.16	22.92	11.39	138.98	175.00	64.68%
Total	11.11	6.61	45.76	14.52	192.55	270.55	100%
Total Percent	4.11%	2.44%	16.91%	5.37%	71.17%	100%	

Source: Traffic Characteristics Report (**Appendix A**). Limited Access Facilities are excluded in **Table 2**.

The QOS analysis reflects the difference in urbanized areas where posted speed limits on **arterials and collectors** is typically 35 MPH (QOS “C”) compared with more rural areas where posted speed limits are typically 45 MPH or greater. The calculated Street QOS reflects the function of arterials and collectors on County and State Roads, which is to carry countywide and regional traffic.

The establishment of Street QOS provides guidance to the nine (9) municipalities within the County that may elect to move forward in a similar direction as the County to enhance multimodal transportation. Municipal streets which serve shorter trip lengths and greater access to residential and urban areas will feature higher levels of QOS “A” and “B”. Many of the County’s roads traverse urban areas where municipalities seek to create quality urban spaces for people. Transitioning to a Street QOS is a key component in allowing the County to be a cooperative partner to local municipalities and facilitating the development of these quality spaces.

Figure 4. Speed, Accessibility & Mobility



Establishing street QOS standards based on posted speed limits more accurately reflects:

- (1) the purpose of a street (residential v. commercial);*
- (2) the desired level of people walking and bicycling;*
- (3) the primary type of access to adjacent land uses; and*
- (4) the type of travel such as access to homes and schools v. countywide and regional travel (Figure 4).*

Lower speed limits reflect greater accessibility to adjacent land uses by people walking and bicycling and driving in urban and residential areas. The higher the speed limit, the greater the accessibility of motor vehicles to adjacent land uses and driving in commercial areas and between municipalities and regional destinations.

Multimodal QOS standards are used to establish multimodal capacities for the mobility fee calculations. The multimodal QOS standards can also be used for: (1) developing performance measures; (2) mobility planning; (3) design standards; and (4) prioritizing multimodal projects.

The multimodal QOS standards for off-street facilities for people bicycling and walking are based on: (1) the width of the facility (i.e., bike lane, path, sidewalk); (2) the type of physical separation between multimodal facilities and travel lanes for cars, SUVs, and other motor vehicles; and (3) the posted speed limit (Figure 5).

Figure 5. Bicycling and Walking Quality of Service (QOS) Standards

MOVING TOWARDS SAFE STREETS FOR ALL | Okaloosa County MULTIMODAL QUALITY OF SERVICE (QOS) STANDARDS 

OFF-STREET MULTIMODAL QUALITY OF SERVICE (QOS) STANDARDS FOR PEOPLE BICYCLING OR WALKING

FACILITY TYPE	RIGHT-OF-WAY (ROW) FEATURES				
	LIMITED SEPARATION	STREET TREES	ON-STREET PARKING/ PHYSICAL BARRIER	LANDSCAPE BUFFER	SPEED LIMIT 25 MPH OR LESS
Multi-Use Trail 12' wide or greater	B	A	A	A	A
Multi-Use Path 10' wide	C	B	B	B	B
Multi-Use Path 8' wide or less	D	C	C	C	C
Sidewalk 6' wide or less	E	D	D	D	D

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC

NOTES: THE QOS INCREASES ONE LETTER GRADE WITH THE PRESENCE OF TWO OR MORE ROW FEATURES BEYOND LIMITED SEPARATION. FOR EXAMPLE, A TEN (10) FOOT WIDE PATH WITH STREET TREES AND ON-STREET PARKING WOULD RESULT IN A QOS OF "A". A FIVE (5) FOOT SIDEWALK, WITH STREET TREES AND A LANDSCAPE BUFFER WOULD RESULT IN A QOS OF "C".



An analysis was conducted of the existing Quality of Service (QOS) on **arterials and collectors** on County and State Roads in Okaloosa County for people bicycling and walking on off-street multimodal facilities (sidewalks, multi-use paths, and trails). This analysis shows that roughly 13% of all off-street multimodal facilities in Okaloosa County achieve a QOS of D, while roughly 7% achieve a QOS of E (Table 3). The mileage with no facilities reflects that there are a fair amount of rural County and State Roads in the northern portions of Okaloosa County. State Roads also play a significant role in travel within Okaloosa County due to the presence of Eglin Airforce Base. Due to base operations and for national security reasons, SR 85 and SR 285 are the only two (2) publicly accessible roads that traverse Eglin Airforce Base.

There are ongoing discussions at a regional level through the Long Range Transportation Planning process to explore the addition of multimodal facilities along SR 85 and SR 285 in a manner that is compatible with base operations. Further, Eglin Airforce Base is a regional destination and employment hub, resulting in significant travel along US 90, US 98, and all State Roads within the County. The Mobility Plan and Long Range Transportation Plan both include the need for multi-use paths and trails along State Roads. The Crestview Bypass is also being designed and constructed as a multimodal corridor with wider off-street and on-street multimodal facilities.

The existing conditions reflect that there is the potential to construct more off-street multimodal facilities on both County and State Roads (Table 3). The intent of this data, inventory and analysis is to establish a benchmark from which to evaluate the performance of mobility planning. The Mobility Plan and Long Range Transportation Plan include a significant number of off-street multimodal improvements planned over the next 21 years. This baseline analysis allows the County to evaluate changes overtime and the performance of the adopted Plans.

TABLE 3. 2024 OFF-STREET MULTIMODAL QUALITY OF SERVICE (QOS)

	QOS A (mi)	QOS B (mi)	QOS C (mi)	QOS D (mi)	QOS E (mi)	No Facility	Total (mi)
North or West side of the right-of-way (ROW)							
County	0.0	2.23	2.08	8.87	3.18	79.19	95.55
State	0.44	0.32	3.01	26.23	15.92	129.07	175.00
Total	0.44	2.55	5.09	35.09	19.11	208.27	270.55
Total Percent	0.16%	0.94%	1.88%	12.97%	7.06%	76.98%	100%
South or East side of the right-of-way (ROW)							
County	0.00	0.44	0.27	11.39	3.37	80.09	95.55
State	0.00	0.00	8.00	23.48	15.37	128.15	175.00
Total	0.00	0.44	8.27	34.87	18.74	208.24	270.55
Total Percent	0.00%	0.16%	3.06%	12.89%	6.93%	76.97	100%

Source: Multimodal Quality of Service (Appendix B).

The multimodal QOS standards for on-street bike lanes and multimodal lanes that accommodate travel demand for people riding a bicycle, e-bike, e-scooter, other micromobility device, or for microtransit vehicles are based on the width of the facility, the level of physical separation from motor vehicle travel lanes, the visibility of the facility, and the posted speed limit (Figure 6).

The proposed multimodal QOS standards for people bicycling, riding micromobility devices, and microtransit vehicles are intended for on-street facilities (Figure 6). People riding bicycles may also use sidewalks, multi-use paths, and multi-use trails. The use of micromobility devices and microtransit vehicles on sidewalks and multi-use paths and trails would require adoption of ordinances by the County to permit their use on off-street multimodal facilities.

Figure 6. Bicycling, Micromobility & Microtransit Quality of Service (QOS) Standards

MOVING TOWARDS SAFE STREETS FOR ALL

Okaloosa County MULTIMODAL QUALITY OF SERVICE (QOS) STANDARDS



ON-STREET MULTIMODAL QUALITY OF SERVICE (QOS) STANDARDS

MULTIMODAL LANE FOR MOTORIZED AND NON-MOTORIZED TRANSPORTATION (10-20 MPH)

FACILITY TYPE ON-STREET	TYPES OF SEPARATION FROM TRAVEL LANES			SIGNS AND/OR MARKINGS	
	LIMITED SEPARATION	PROTECTED	BUFFERED	ENHANCED VISIBILITY MARKINGS	25 MPH SPEED LIMIT
Bike / Multimodal Lane* 7' wide or wider	C	A	B	B	C
Bike / Multimodal Lane* 5' to 6' wide	D	B	C	C	C
Bike Lane 4' wide	E	C	D	D	C
Paved Shoulder (Arterial or Collector)	E	—	D	—	C
Advisory Bike Lane (3'- 8' wide) Local / Residential Street only	D	A	B	B	—

* MULTIMODAL = ELECTRIC MICROMOBILITY (E.G., SCOOTER) & MICROTRANSIT (E.G., GOLF CART)

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC

NOTES: THE QOS INCREASES ONE LETTER GRADE WITH THE PRESENCE OF TWO OR MORE ROW FEATURES BEYOND LIMITED SEPARATION (E.G., 5' BUFFERED BIKE LANE WITH ENHANCED MARKINGS = QOS B). PROTECTED BIKE LANES FEATURE A PHYSICAL BARRIER SUCH AS A RAISED MEDIAN BETWEEN VEHICLE AND BICYCLE LANES. BUFFERED BIKE LANES FEATURE A BUFFER AT LEAST TWO (2) FEET IN WIDTH WITH EITHER CHEVRONS, RPMS, OR FLEX POSTS BETWEEN VEHICLE AND BICYCLE LANES. ENHANCED VISIBILITY INCLUDES PAVEMENT MARKINGS, SUCH AS GREEN OR BLUE LANES, GREEN OR BLUE LANE MARKINGS APPROACHING INTERSECTIONS AND DRIVEWAYS, OR DOUBLE LINES SPACED A MINIMUM OF FOUR (4) INCHES APART AND FEATURING RPMS OR FLEX POSTS BETWEEN VEHICLE AND BICYCLE LANES.



LAND USE • MOBILITY • PARKING • FEES



© 2024 NUE Urban Concepts, LLC. All Rights Reserved. www.nueurbanconcepts.com

The term “bike lane” no longer reflects all the potential users of these lanes that accommodate people traveling between 5 and 15 mph. Bicycle lanes or “multimodal” lanes provide a way for the County to accommodate additional modes of travel besides bicycles. Neither FDOT, AASHTO, or NACTO have settled on a defined term for lanes that accommodate modes of travel beyond just bicycles. “Advisory Bike Lanes” are primarily intended for local and residential streets and can accommodate multiple modes of travel.

An analysis was conducted of the existing On-Street Multimodal Quality of Service (QOS) on **arterials and collectors** on County and State Roads in Okaloosa County for bicycling, micromobility, and microtransit. This analysis shows that 4.08% of all streets in Okaloosa County achieve a QOS of D and 11.89% achieve a QOS of E (**Table 4**).

TABLE 4. 2024 ON-STREET MULTIMODAL QUALITY OF SERVICE (QOS)

	QOS A (mi)	QOS B (mi)	QOS C (mi)	QOS D (mi)	QOS E (mi)	No Facility	Total (mi)
County	0.0	0.0	0.0	0.0	2.14	93.41	95.55
State	0.0	0.0	0.0	11.04	30.03	133.93	175.00
Total	0.0	0.0	0.0	11.04	32.17	227.34	270.55
Total Percent	0.0%	0.0%	0.0%	4.08%	11.89%	84.03%	100%

Source: Multimodal Quality of Service (**Appendix B**).

Many of the County and State roads in rural parts of the County may not be appropriate contexts for bicycle, micromobility, and microtransit use. However, this evaluation serves as a baseline for existing conditions to evaluate changes over time. FDOT has adopted policies to include buffered bike lanes on State Road improvements. The plans for the Crestview Bypass also include buffered bike lanes. County Plan for Santa Rosa Blvd are evaluating different types of bicycle and multimodal lane options for the Corridor. There is a Statewide trend on higher traffic volume and higher speed roads to prioritize off-street multimodal facilities for people bicycling and walking. The Mobility Plan and Long Range Transportation Plan both reflect a greater number of off-street sidewalks, paths, and trails versus on-street bicycle lanes.

The County's currently adopted roadway LOS standards are primarily intended to implement transportation concurrency and identify the need for additional road capacity on a segment-by-segment basis. Policy 1.2.5 of the Multimodal Transportation Element does include the following roadway LOS standards to be used for mobility plan, not regulating road capacity:

- a. South of the northern limits of Eglin Airforce Base: Road LOS Standard of "E".
- b. North of Eglin Airforce Base: Road LOS Standard of "D".
- c. Interstate 10, U.S. Highways, and State Roads: FDOT established Road LOS Standards.

These standards can be used for mobility planning and for conducting areawide LOS analysis to evaluate the overall capacity of the road network (**Table 1**). These standards may also be used to evaluate site access connections, traffic impacts from future land use amendments, and intergovernmental coordination for planning and pursuit of funding opportunities.

CREATING SAFER STREETS FOR ALL

Mobility Planning Based on Travel Speed

Transportation modes are often grouped into two categories, cars and “multimodal.” While slowing the speed of cars makes the biggest overall impact on street safety for other road users, there are significant speed differentials between different types of multimodal modes that can also sometimes create unsafe situations. Sidewalks and paths are designed to accommodate people bicycling, jogging, walking, or pushing a stroller at 1 to 7 miles per hour, while roads are designed to accommodate people driving cars between 20 and 50 miles per hour. This is a large speed difference that creates a “missing middle mode” in how local governments currently build their transportation infrastructure.

The speed of multimodal travel generally falls within five tiers, each of which requires appropriate multimodal improvements to accommodate the desired speed of travel (Figure 7). People riding electric bicycles or scooters, driving electric low speed vehicles or riding a transit circulator are moving between 10 and 20 miles per hour and are not currently accommodated on most major roads. It is not preferred, and can be unsafe for pedestrians, for electric bicycles or electric scooters to use sidewalks in the County, even though Florida Statute allows them to be used wherever bicycles are used unless the County adopts regulations regarding their use. It is also not preferred, and most often not safe, for bicycles, low speed electric vehicles, or scooters to use the entire lane on major roads, even though Florida Statute allows them to use the entire lane where other infrastructure is not available.

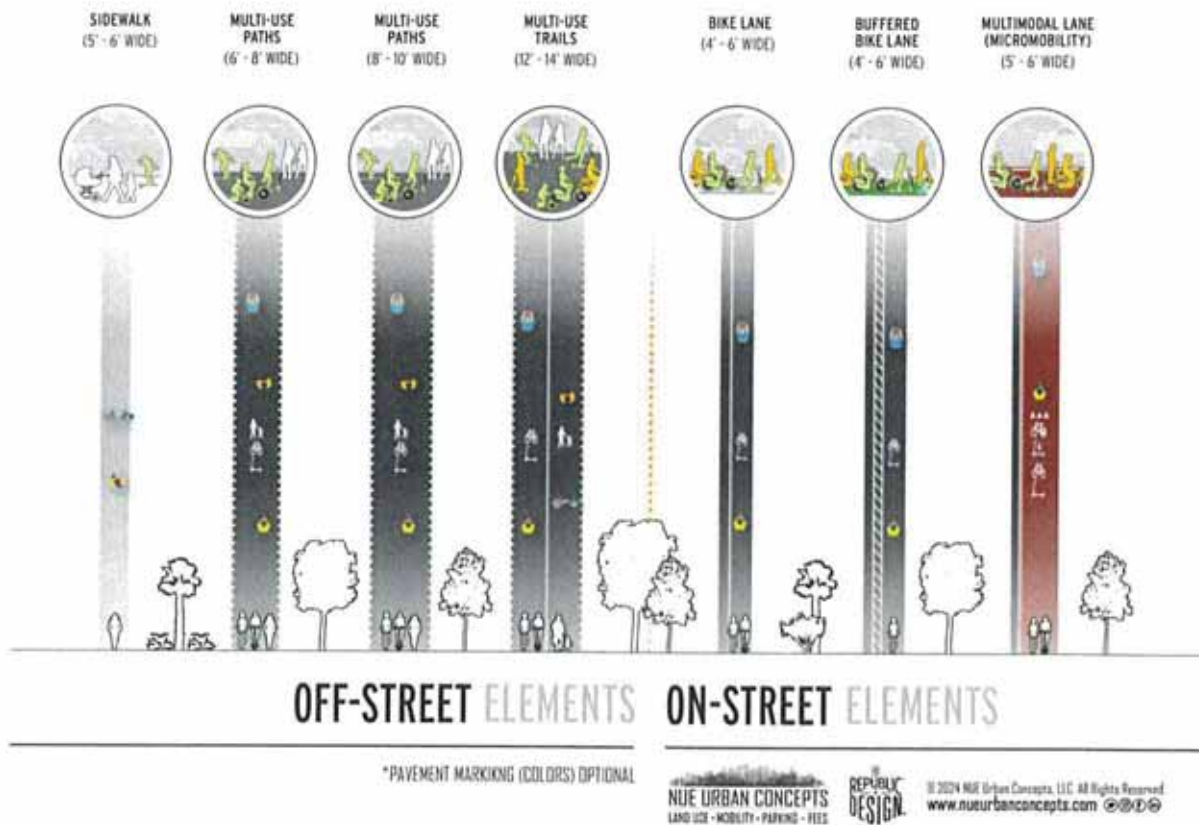
Figure 7. Speed of Travel



The Mobility Plan attempts to accommodate multiple modes, traveling at varying speeds, with infrastructure that is appropriate and safe for each mode. As micromobility (e.g., electric bikes and electric scooters), microtransit (e.g., golf carts, neighborhood electric vehicles, and autonomous transit shuttles), and shared mobility (e.g., transit, ride-hail, and car-share) devices, services, and programs expand, there will be a need to reimagine and repurpose road and street rights-of-way and travel lanes to accommodate different speeds of travel. Future updates of the Mobility Plan may involve additional multimodal projects to accommodate desired modes of travel and reflect new mobility technology.

The Mobility Plan recommends a variety of multimodal facilities including sidewalks, bike lanes, multimodal lanes, multi-use paths, multi-use trails, and complete streets. The graphic below illustrates the types of multimodal projects, both on-street and off-street, that are included in the Mobility Plan (Figure 8). Sidewalks, bike lanes, and multi-use paths are intended to be primarily used by people bicycling and walking (non-motorized travel). However, multi-use paths and multi-use trails can also be used by micromobility devices (motorized travel).

Figure 8. Off-Street & On-Street Multimodal Project Types



Further, multimodal lanes (on-street) are infrastructure typologies that could be implemented as part of a future Micromobility & Low Speed Electric Vehicle Program and would accommodate low speed electric vehicles such as golf carts and microtransit vehicles. As new micromobility and microtransit technology becomes more prevalent, the term “bike lane” becomes less representative of users of the facility. Thus, the term ‘multimodal lane’ is used in conjunction with the term ‘bike lane’ to reflect the different types of travel that could be accommodated.

MOVING TOWARDS TARGET ZERO

What is Target Zero?

Target Zero (aka Vision Zero) is a fundamentally different way to approach traffic safety that includes a multifaceted approach to:

1. Eliminating traffic fatalities and serious injuries; and
2. Implementing a strategy to reach this goal and provide safe, healthy, and equitable mobility for people of all ages and abilities.

Vision Zero originated in Sweden and in 2019 the City of Oslo was the first to achieve zero traffic deaths. While the feasibility of achieving Vision Zero has been controversial, the concept has quickly swept across the globe where many local governments have adopted Vision Zero policies and action plans that have facilitated significant steps forward to create safe transportation systems for all people.

FDOT uses the term “Target” Zero to address disagreement on the use of the term “Vision”. Other communities have used the phrase “Moving Towards Safer Streets for All.” The Target Zero strategy is governed by a Safe Systems approach. This approach acknowledges that people make mistakes, but these mistakes shouldn’t lead to death. A Safe System is designed and managed to be forgiving to human error and to keep the risk of a mistake low.

Why is Moving Toward Target Zero Needed?

Implementation of the Target Zero strategy is guided by three principles: 1) **Engineering**; 2) **Education**; and 3) **Enforcement**.

In 2022, there were a total of 3,493 lives lost on the state’s roadways and 249,990 injuries from crashes (Florida Highway Safety and Motor Vehicles, 2022). Florida consistently ranks as the most dangerous state in the United States for people walking and bicycling and annually tops the list of cities with the highest per capita rate of fatalities for people walking and bicycling.

In Okaloosa County last year there were a total of 20 fatalities from crashes, a quarter (25%) of which were bicyclists or pedestrians (Florida Highway Safety and Motor Vehicles, 2022). Even with the efforts of the State, counties, and local municipalities to implement Complete Streets, it’s not enough as the rate of both crashes and fatalities involving people walking and bicycling continues to increase.

Traffic crashes and fatalities have been taken for granted as a fact of life for decades and “drive safe” has become a standard pleasantry – but things haven’t always been this way, and they don’t have to be in the future. Crashes are preventable. A Mobility Plan that emphasizes the safe, comfortable, and convenient movement of all people using the transportation system is an opportunity to reverse this deadly trend and move towards Target Zero.

Design for Safe Speed

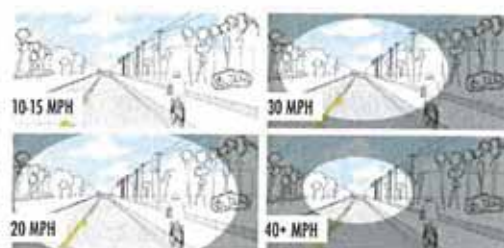
There are two primary components in moving towards Target Zero and Safer Streets for All: **(1) multimodal projects** and **(2) speed of cars**. The Mobility Plan addresses multimodal projects. Speed is the most important variable in reducing crashes, traffic deaths and serious injuries.

Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes (Figure 9). As speed increases, so does the probability that a crash involving vulnerable road users (people walking, bicycling, scooting, in wheelchairs, etc.) and motorists will result in one or more fatalities. The adoption of Street QOS is the first of many steps that can be used to evaluate the appropriate speed to reflect adjacent land uses and the desired speed of travel.

Figure 9. Speed and Crash Severity



Higher speeds reduce not only the sight distance but also the reaction time a driver needs to avoid a collision.



The Remainder of This Page was Intentionally Left Blank

BUILDING A COMPLETE STREETS NETWORK

What are Complete Streets?

Complete Streets are streets that are designed and maintained in consideration of people of all ages and abilities, whether they are walking, biking, scooting, taking the bus, driving, or using wheelchairs. There is no one-size-fits-all design standard for Complete Streets; each Complete Street is unique and context sensitive.

In order to enable safe, convenient, and comfortable travel and access for all people, Complete Streets may include bicycle lanes, multimodal lanes, multi-use paths, trails, traffic calming, landscaped medians / buffers, narrower travel lanes, roundabouts, mid-block crossings, curb extensions, high visibility crosswalks, and more.

What is a Complete Network?

A Complete Network is a network of Complete Streets that is connected, without gaps, and forms a seamlessly integrated system between the various modes of transportation to provide system users with a safe and convenient, door-to-door travel experience. A Completed Network will provide Okaloosa County the opportunity to better partner with its local municipalities to improve its public space and offer safe and convenient transportation for all road users while providing convenient access to the County's assets.

Multimodal Elements of the Mobility Plan

The multimodal improvements identified in the Mobility Plan were established with a comprehensive approach towards building a Complete Street Network. Identified improvements were guided by the fundamental multimodal elements, demonstrated in the following graphic, necessary to transition from a transportation system focused on moving cars towards a safe, comfortable, and convenient multimodal transportation system focused on moving people and providing mobility choices.

The multimodal elements to encourage walking and bicycling do not differ much from those that encourage driving: **(1) Mobility; (2) Accessibility; (3) Connectivity; (4) Visibility; (5) Continuity; (6) Safety; (7) Comfort; and (8) Social Value.** If multimodal systems for moving people were built like those for moving cars, far more people would walk, bike, and ride transit (**Figure 10**).

Figure 10. Multimodal Elements

THE REPUBLIC DESIGN

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

© 2024 NUE Urban Concepts, LLC. All Rights Reserved.
www.nueurbanconcepts.com



Okaloosa Multimodal Elements

MOBILITY: The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner. The lack of sidewalks, paths, trails, bike lanes, and curb access ramps are often impediments to people choosing to walk or bike from home to work and other daily activities.



ACCESSIBILITY: The ease at which people reach, enter, and use modes of travel (walk / bike / transit / vehicle) at the origin and destination of their trip. Transit systems are frequently burdened with addressing the issue of first and last mile access. Providing Americans with Disabilities Act (ADA)-compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments for vulnerable users such as the disabled, children, the elderly, and people riding bicycles and micromobility devices.



CONNECTIVITY: The number of route options people have available to them and their directness and/or distance. Gridded street networks provide a high level of connectivity, whereas dead-end cul-de-sacs do not. Innovative approaches to enhance connectivity, such as Low Speed and Shared Streets, along with using paths and trails for non-vehicular connections, improve mobility and accessibility for people walking, bicycling, riding micromobility devices, and accessing transit.



VISIBILITY: The frequency at which those driving a car see people walking, bicycling, riding various micromobility devices, and accessing transit. More people walking and biking = greater awareness and more people walking and biking = safer conditions (i.e. safety in numbers). Green bike lanes, pavers at crosswalks, and flashing signals are all design elements used to increase visibility of people walking and bicycling.



CONTINUITY: The uninterrupted consistency of sidewalks, paths, trails, and bike lanes in width and condition with logical beginning and endpoints that are without gaps and without sudden and abrupt termination. Roads do not suddenly terminate without warning, change number of lanes, or randomly change width without proper transitions — neither should sidewalks, paths, trails, or bike lanes.



SAFETY: The combination of behavioral and physical design elements of the built environment can make mobility comfortable and pleasant for all ages and abilities. The elements that provide safety include slower speeds, physical separation, enhanced visibility crossings, and designations for different mobility modes. Enhanced safety features encourage behavioral changes that make safety everyone's responsibility.



COMFORT: The sum of all the mobility elements plus the overall quality of the built environment provided for the various mobility modes that allow for comfortable travel, trip satisfaction, travel choice, and time-cost choice. The perception of comfort shows that the availability of a car doesn't automatically make it a first mode choice and the most obvious or direct route may also not be the most comfortable. Improving conditions can remove impediments, increase trip satisfaction and usefulness, and incline travellers to use non-vehicular modes.



SOCIAL VALUE: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions increases both individual happiness and societal happiness through active engagement with the community that overall increases the quality of life and fosters independence, especially for children and the elderly.

OKALOOSA COUNTY 2045 MOBILITY PLAN

Corridors Plan

The 2045 Mobility Plan consists of separate Plans for **1) Corridors** and **2) Intersections**. The Corridors Plan features multimodal projects for sidewalks, multi-use paths, trails, bike and multimodal lanes, new and reconstructed Complete Streets, the widening of existing roads, and the future Crestview Bypass. The Transportation Map Series illustrates a Countywide Mobility Plan Corridors Map. Separate maps have been prepared for the 1) Crestview, 2) Destin, 3) Fort Walton Beach, 4) Shalimar, and 5) Niceville, Valparaiso, and Blue Water Bay areas to provide for a closer perspective of the multimodal projects in the Corridors Plan (**Appendix C**).

The Corridors Plan maps are accompanied by a corresponding Corridors Plan table that provides the facility name, limits of the project, the length of the project, the entity likely to construct the project, the proposed planning level cost (PLC), person miles of capacity (PMC), projected available funding, preliminary time frame of the multimodal projects, and a detailed description of each project (**Appendix D**). The planning level cost and person miles of capacity are adjusted for projected funding and used in the mobility fee calculations.

The Corridors Plan also includes supplemental multimodal programs and studies that will facilitate effective implementation of the proposed infrastructure projects. Included is a 'Development of a Fee-In-Lieu of Multimodal Improvements Program' that would allow smaller developers or a group of developers to make a payment to the County for site related access and immediately adjacent intersection improvements. This allows the County to pool resources for a given corridor or intersection and construct improvements such as center turn lanes, turn lanes, and traffic control devices in a systematic manner that connects attractors and generators.

The Corridors Plan also includes 'Multimodal Ordinances & Studies' such as corridor or multimodal plans and studies, a traffic count program, pursuit of grant opportunities, ordinances for micromobility and microtransit, and complete streets policies and programs.

To reflect that transportation needs are dynamic, the Corridors Plan includes a 'Mobility Plan Implementation' project which consist of four (4) miles of multimodal improvements 8' or less in width, three (3) miles of multimodal improvements 8' or greater in width, two (2) miles of new complete streets, and two (2) miles of complete street reconstruction.

These multimodal programs and studies allow the County to address new needs or opportunities that may arise and include multimodal projects not specifically identified in the Corridors Plan. New development and redevelopment may also provide opportunities for the County to enter public private partnerships to advance multimodal projects. These programs and studies have also been included in recognition that each year the County amends its Capital Improvements Program as part of the annual budget development and that priorities and elected officials change overtime.

The multimodal programs and studies have also been added to address the recent amendments to Florida Statute Section 163.31801 (The Impact Fee Act) that limit impact fee and mobility fee updates to once every four (4) years, unless there are extraordinary circumstances that warrant an update earlier than every four (4) years. The mobility fee ordinance includes additional details related to what would be considered extraordinary circumstances. The following is a summary of types of projects in the Corridors Plan detailing the length in miles, planning level cost estimate, and person miles of capacity added (**Table 5**). Limited access facilities are funded through state and federal sources and not included in mobility fee calculations.

TABLE 5. MOBILITY PLAN PROJECTS: CORRIDORS PLAN

Multimodal Project	Length (Miles)	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
Multimodal Improvement (8' wide or less)	37.57	\$37,033,057	226,560
Multimodal Improvement (10' wide or greater)	13.62	\$22,467,788	135,540
Multi-Use Trail (12' or wider)	28.21	\$64,144,450	237,828
Northwest Crestview Bypass (Widen Road, New / Reconstructed Complete Street)	18.90	\$157,564,000	686,888
Complete Street Reconstruction	3.42	\$1,553,963	35,832
Complete Street / Corridor Study	20.10	\$4,500,000	-
Multimodal Safety Enhancements	3.83	\$1,766,898	9,600
Widen Road & Multimodal Improvement	28.21	\$326,373,224	1,044,815
Widen Limited Access Facilities	24.56	\$1,511,909,053	-
Multimodal Programs	21.96	\$22,908,264	109,427
Total (with Limited Access Facilities)	200.38	\$2,150,220,715	2,486,490
Total (without Limited Access Facilities)	175.82	\$638,311,662	2,486,490

Source: Mobility Plan Projects ([Appendix D](#)).

Intersections Plan

Intersections Plan features proposed intersections improvements, a pedestrian overpass on SR 85 at Commerce Center Drive, interchange modifications on I-10, and two future interchanges at I-10 at CR 4 (Antioch Rd) and I-10 at Jericho Road ([Appendix D](#)). The Transportation Map Series includes a Countywide Mobility Plan Intersections map. Separate maps have been prepared for North Okaloosa County and South Okaloosa County to provide for a closer perspective of the multimodal projects in the Intersections Plan ([Appendix C](#)).

The Intersections Plan maps are accompanied by a corresponding Intersection Plans table that provides the location of the intersection projects, the entity likely to construct the project, the proposed planning level cost (PLC), person miles of capacity (PMC), projected available funding, preliminary time frame of the multimodal project, and a detailed description of each intersection project ([Appendix D](#)). The following is a summary of types and number of projects in the Intersections Plan including planning level cost and person miles of capacity ([Table 6](#)).

TABLE 6. MOBILITY PLAN PROJECTS: INTERSECTIONS PLAN

Multimodal Project	Number	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
Intersection	22	\$63,065,223	157,300
Interchange	4	\$57,171,687	79,700
Pedestrian Overpass	1	\$5,800,000	10,000
Multimodal Crossings	20	\$4,417,250	24,000
Mobility Plan Implementation: Intersections	20	\$15,000,000	70,000
<i>Total</i>	<i>42 intersections 4 interchanges 1 pedestrian overpass 20 multimodal crossings</i>	<i>\$145,454,160</i>	<i>341,000</i>

Source: Mobility Plan Projects ([Appendix D](#)).

THE MULTIMODAL TRANSPORTATION ELEMENT

Implementation

The implementation of the Multimodal Transportation Element will be through adoption, maintenance, and update of the County's Mobility Plan. A significant level of multimodal data collection has been undertaken as part of the development of the Mobility Plan. The amendments to the County's Comprehensive Plan were the first step in moving toward a transportation system focused on the regulation of road capacity towards a multimodal system that emphasizes safety, connectivity, and convenience.

The transition away from Roadway Level-of-Service (LOS) towards Street and Multimodal Quality of Service (QOS) is a significant, but necessary step to transition from transportation concurrency and proportionate share to mobility fees for mitigation of development impacts. Okaloosa County features a different land use pattern and transportation system north and south of Eglin Air Force Base. South of Eglin, most of the developable land is already within a municipality and there is an interconnected roadway network with a need for retrofit of rights-of-way (ROW) to incorporate multimodal elements such as sidewalks, shared-use paths, and trails. Except for the need for capacity improvements along portions of US Hwy 98 and SR 20, there are few proposed road and intersection capacity improvements within unincorporated Okaloosa County. Municipalities are focused on enhancing multimodal access and facilities.

The need for future roadway capacity north of the City of Niceville would entail plans for widening SR 293 as a limited access toll road by the State. SR 285 to Walton County and SR 85 to Crestview are the only two north south corridors that connect north and south Okaloosa. Given both are State Roads and both traverse Eglin Air Force Base, the County has little control of what happens along both corridors, except through intergovernmental coordination. The Mobility Plan recognized the need for both roads to be improved by the State and the County's desire, if feasible, is for a multimodal trail or shared-use path along SR 85 to provide multimodal connectivity to the extent Eglin Air Force Base would agree to such an improvement.

North of Eglin Air Force Base is where most new growth is likely to occur in unincorporated County and within the City of Crestview. The biggest capacity improvement that the County seeks to make is to continue implementing the Crestview By-Pass to provide an alternative to SR 85. The County supports FDOT efforts to make capacity improvements where feasible along SR 85 and supports Crestview's efforts to implement access management along SR 85.

The City of Crestview and the County has been coordinating to develop a network of major local roads, minor and major collectors to enhance connectivity, provide parallel alternatives to SR 85 and US 90, and to ensure that as annexations occur into the City that new development helps to build out the complete street network within the greater Crestview Area.

The desire for greater connectivity and an emphasis on proactive mobility planning and working with developments and the City to enhance mobility is one of the primary factors in moving away from the more antagonist interactions that accompany proportionate share and towards planning for mobility through a mobility fee system.

Under a mobility fee system, all developments pay something for the system, whereas with transportation concurrency, there was always a push to not be the last one standing and getting saddled with the cost to improvement capacity. The City of Crestview is exploring either opting-in to the County’s system or developing its own mobility fee system to ensure development in the City also pays for expanding the multimodal system. The Mobility Plan is the most effective means from which to proactively plan for mobility as development pressures continue to expand and there is a need for continuous coordination with the City and with FDOT.

To that end, one part of development of the Mobility Fee was integrating FDOT’s context classification system into the Traffic Characteristics Report (**Appendix A**). This will require ongoing coordination with FDOT to refine the designations as the County works to integrate the context classification system (**Figure 11**).

Figure 11. FDOT Context Classifications



Transportation Map Series

Florida Statute requires that the Comprehensive Plan include an inventory of existing multimodal facilities and provides a map series to visually relay those facilities as well as plans for future improvements. The development of the Mobility Plan has assisted in establishing a baseline inventory for existing roads and multimodal facilities. The Mobility Plan also seeks to expand the multimodal network primarily through sidewalks and shared-use paths. The County is also actively upgrading existing dirt roads into local, major local, and collector roads. There is also significant development occurring through-out greater Crestview. This results in a constantly changing and evolving transportation system.

The County believes that the best way to maintain and update the system of roads, sidewalks, and other multimodal facilities is through the Mobility Plan. The County will also be actively using the Mobility Plan to develop annual updates of the Capital Improvements Program and will be working to integrate transportation improvements through the sales tax program. The County will also be updating its traffic impact analysis requirements to focus on driveway connections, internal circulation, complete streets, and multimodal connectivity with adjacent parcels. The Mobility Fee will provide a funding source for improvements and allow the County to work with developments to front-end improvements and be reimbursed through Mobility Fees.

The following is the map series that will be maintained and updated through the Mobility Plan to assist in implementation of the Multimodal Transportation Element:

Map A:	Functional Classification (Table 7)
Map B:	Number of Lanes (Table 8)
Map C:	Speed Limits (Table 9)
Map D:	Reserved (Table 10 - Reserved)
Map E:	Mobility Plan Corridors Plan (Table 5)
Map F:	Mobility Plan Intersection Improvements (Table 6)
Map G:	North Okaloosa Corridor Evaluation Plan (Table 11 - Reserved)
Map H:	Reserved (Table 12 - Reserved)
Map I:	Street Quality of Service (QOS) (Table 13)
Map J:	Off-Street Multimodal Facilities (Table 14)
Map K:	Off-Street Multimodal Quality of Service (QOS) South Okaloosa (Table 3)
Map L:	Off-Street Multimodal Quality of Service (QOS) North Okaloosa (Table 3)
Map M:	On-Street Multimodal Facilities (Table 15)
Map N:	Off-Street Multimodal Quality of Service (QOS) (Table 4)
Map O:	Reserved (Table 16 - Reserved)

Functional Classification

The functional classification map identifies arterial, collector, and limited access facilities for County Roads and State Roads. The Traffic Characteristics Report includes the functional classification for all major roads. The Multimodal Transportation Element also includes a table of functionally classified major roads. The following is a summary of the total mileage by functional classification for County and State Roads ([Table 7](#)).

TABLE 7. FUNCTIONAL CLASSIFICATION

Functional Classification	County (miles)	State (miles)	Total (miles)
Minor Collector	15.48	0.00	15.48
Major Collector	61.61	1.23	62.84
Minor Arterial	16.59	81.15	97.74
Principal Arterial	1.87	92.62	94.49
Limited Access	0.00	39.24	39.24
<i>Total</i>	95.55	214.24	309.79

Source: Traffic Characteristics Report ([Appendix A](#)).

Number of Lanes

The number of lanes maps identifies the number of lanes for all major County Roads and State Roads. The Traffic Characteristics Report includes the number of lanes as well as median type for all major roads. The following is a summary of the total mileage by number of lanes for County and State Roads ([Table 8](#)).

TABLE 8. NUMBER OF LANES

Number of Lanes	County (miles)	State (miles)	Total (miles)
Two (2) Lanes	87.02	73.64	160.66
Three (3) Lanes	0.00	0.84	0.84
Four (4) Lanes	8.53	89.73	98.26
Five (5) Lanes	0.00	0.38	0.38
Six (6) Lanes	0.00	10.41	10.41
<i>Total</i>	95.55	175.00	270.55

Source: Traffic Characteristics Report ([Appendix A](#)). Analysis excludes limited access facilities.

Speed Limits

The collection of posted speed limits for **arterial and collectors** on County and State Roads has been undertaken to calculate the Street QOS for the major roads in the County. The role of posted speed limits and its relationship to Street QOS and replacement of Roadway level of service (LOS) is discussed in more detail under the Quality of Service (QOS) Standard section.

The data in the Traffic Characteristics Report contains the existing posted speed limits for County and State arterials and collectors (**Appendix A**). *The posted speed limit represents the predominate speed limit along a corridor. The posted speed limits are not intended to reflect every change in posted speed along a corridor.* The following summary of posted speed limits corresponds to Street QOS standards and illustrates the miles of roads and percentage of overall mileage within the applicable Street QOS standards range by governmental entity (**Table 9**).

TABLE 9. SPEED LIMITS

Speed Limit	County (miles)	County (percentage)	State (miles)	State (percentage)	Total (miles)	Total (percentage)
25 MPH or Less	10.56	3.90%	0.55	0.20%	11.11	4.11%
30 MPH	5.45	2.01%	1.16	0.43%	6.61	2.44%
35 MPH	22.84	8.44%	22.92	8.47%	45.76	16.91%
40 MPH	3.13	1.16%	11.39	4.21%	14.52	5.37%
45 MPH or Greater	53.57	19.80%	138.98	51.37%	192.55	71.17%
<i>Total</i>	95.55	35.32%	175.00	64.68%	270.55	100%

Source: Traffic Characteristics Report (**Appendix A**). Analysis excludes limited access facilities.

The County is undertaking a further evaluation of posted speed limits that will include local roads, residential streets, and where applicable, unimproved roads. The posted speed limits illustrated on **Map C** and those included in the Traffic Characteristics Report (**Appendix A**) are subject to update as further evaluation is undertaken of the posted speed limits. Additional segments may be added to reflect the variation in posted speeds that can occur along a given road facility.

North Okaloosa Corridors

The City of Crestview and Okaloosa County have coordinating over the past year to develop a corridors evaluation map. This map will be used through development review by the City and County to ensure new development helps to expand the complete streets network. Corridors identified on this map maybe become part of a future functional classification map, mobility plan projects, or a separate action plan. Existing corridors are shown as either complete street retrofit candidates or candidates for upgrades in functional classification.

The future arterial corridor shown is the Crestview Bypass. Additional corridors may be added in the future. The underlying GIS data is being developed to add more detailed attributes. At this present time, these are just corridors and have not been incorporated into any tables or reports. The corridors in this map will be part of the mobility plan implementation improvements. Existing corridors that are not illustrated on this map may be included in the Mobility Plan for improvements. Corridors not identified on either the Mobility Plan or the North Okaloosa Corridors map are not intended for improvements at this present time.

The Remainder of This Page was Intentionally Left Blank

(Tables 10 thru 12 are reserved for future data)

Street Quality of Service (QOS)

To illustrate that QOS standards can meet the statutory requirement for measurable standards and can serve as performance measures, a detailed evaluation of all **arterials and collectors** on County and State Roads was developed (**Appendix A**). The current Street QOS for these **arterials and collectors** is summarized in **Table 13**.

The evaluated **arterials and collectors** on County and State Roads reflect existing conditions based on the posted speed limit applicable to the majority of the road facility evaluated. The County is undertaking additional analysis to collect posted speed limit data on County maintained roads. Many of these roads have posted speed limits of 30 MPH, consistent with Florida Statute. This would result in an increase in mileage achieving a QOS of “B”. The Street QOS analysis reflect that 35 MPH is the predominate posted speed limits on County and State **arterials and collectors** within more developed areas and 45 MPH or greater in less developed areas.

TABLE 13. STREET QUALITY OF SERVICE (QOS)

Functional Classification	QOS A (miles)	QOS B (miles)	QOS C (miles)	QOS D (miles)	QOS E (miles)	Total (miles)
Minor Collector	2.23	2.02	3.08	0.00	8.15	15.48
Major Collector	7.99	3.43	20.99	3.13	27.30	62.84
Minor Arterial	0.34	0.50	6.89	3.25	86.76	97.74
Principal Arterial	0.55	0.66	14.80	8.14	70.34	94.49
Limited Access	0.00	0.00	0.00	0.00	39.24	39.24
Total	11.11	6.61	45.76	14.52	231.79	309.79

Functional Classification	QOS A (percentage)	QOS B (percentage)	QOS C (percentage)	QOS D (percentage)	QOS E (percentage)	Total (percentage)
Minor Collector	0.72%	0.65%	0.99%	0.00%	2.63%	5.00%
Major Collector	2.58%	1.11%	6.78%	1.01%	8.81%	24.13%
Minor Arterial	0.10%	0.16%	2.22%	1.05%	28.01%	31.55%
Principal Arterial	0.18%	0.21%	4.78%	2.63%	22.71%	30.50%
Limited Access	0.00%	0.00%	0.00%	0.00%	12.67%	12.67%
Total	3.59%	2.13%	14.77%	4.69%	74.82%	100%

Source: *Traffic Characteristics Report (Appendix A)*.

Off-Street Multimodal Facilities

The Mobility Plan emphasizes the construction of off-street multimodal facilities such as sidewalks and shared-use paths for people walking and bicycling. Off-street facilities have been shown to be safer and will appeal to a greater number of people looking to walk or ride bicycle. The County did not have a pedestrian level of service (LOS) prior to development of the Off-Street Multimodal QOS Standards.

The County has been actively constructing more sidewalks and shared-use paths. A portion of the infrastructure sales tax can be used for off-street multimodal facilities. The Mobility Fee will also provide the County with an additional funding source for off-street multimodal facilities. Most major roads do not currently have off-street multimodal facilities. This provided the County with the opportunity to increase both the total milage and off-street multimodal QOS for County arterials and collectors. The following is an inventory of existing off-street multimodal facilities on County and State arterials and collectors (Table 14).

TABLE 14. OFF-STREET MULTIMODAL FACILITIES

	Sidewalk 6' wide or less	Multi-use Path 8' wide or less	Multi-use Path 10' wide	Multi-use Trail 12' Wide or more	No Off-Street Facility	Total
North or West side of the right-of-way (ROW)						
County (miles)	12.05	2.08	2.23	0.00	79.19	95.55
State (miles)	38.48	6.43	1.02	0.00	129.07	175.00
Total (miles)	50.53	8.51	3.25	0.00	208.27	270.55
South or East side of the right-of-way (ROW)						
County (miles)	14.26	0.76	0.44	0.00	80.09	95.55
State (miles)	34.25	10.95	1.65	0.00	128.15	175.00
Total (miles)	48.51	11.71	2.09	0.00	208.24	270.55

Source: Multimodal Quality of Service (Appendix B).

On-Street Multimodal Facilities

The Mobility Plan established on-street multimodal QOS standards as it is still common practice to provide on-street bicycle lanes as part of design of complete streets. FDOT also has policies regarding the provision of buffered bike lanes on State Roads. Portions of the Northwest Crestview Bypass are being designed with buffered bicycle lanes. The Mobility Plan project description for the Northwest Crestview Bypass does include the potential to re-evaluate the provision of on-street facilities and to consider wider off-street multimodal facilities.

Most people feel safer riding a bicycle off-street on sidewalks or multi-use paths, unless speed limits are 25 MPH or lower or the street is in a residential area. On-street facilities have been shown to be appeal to a greater number of people if they protected from adjacent traffic through a physical barrier. Due to clear zone recovery areas, protected on-street multimodal facilities are not often provided on roadways where speed limits are 40 MPH or greater, which is where they are most needed.

Thus, many local governments and FDOT Districts is other parts of Florida are increasingly providing off-street multimodal facilities that are physically separated from vehicle travel lanes. A roadway cross-section with a five (5) foot on-street bicycle land and a five (5) foot sidewalk can be redesigned to provide a ten (10) foot wide multi-use path. If there is right-of-way to include a green buffer, an eight (8) foot wide multi-use path could be provided and the two (2) additional feet of right-of-way allocated to the green buffer to allow for street trees or landscape and provide additional separation from vehicle travel lanes.

The County did not have a bicycle level of service (LOS) prior to development of the On-Street Multimodal QOS Standards. The following is an inventory of existing on-street multimodal facilities for County and State arterials and collectors (Table 15).

TABLE 15. ON-STREET MULTIMODAL FACILITIES

	Bike Lane 7' Wide or more	Bike lane 5' to 6' wide	Bike lane 4' wide	Sharrow	No Off-Street Facility	Total
County (miles)	0.00	0.00	2.14	0.00	93.41	95.55
State (miles)	0.00	6.31	34.26	0.50	133.93	175.00
Total (miles)	0.00	6.31	36.40	0.50	227.34	270.55

Source: Multimodal Quality of Service (Appendix B).



*Okaloosa
County*

APPENDIX A:

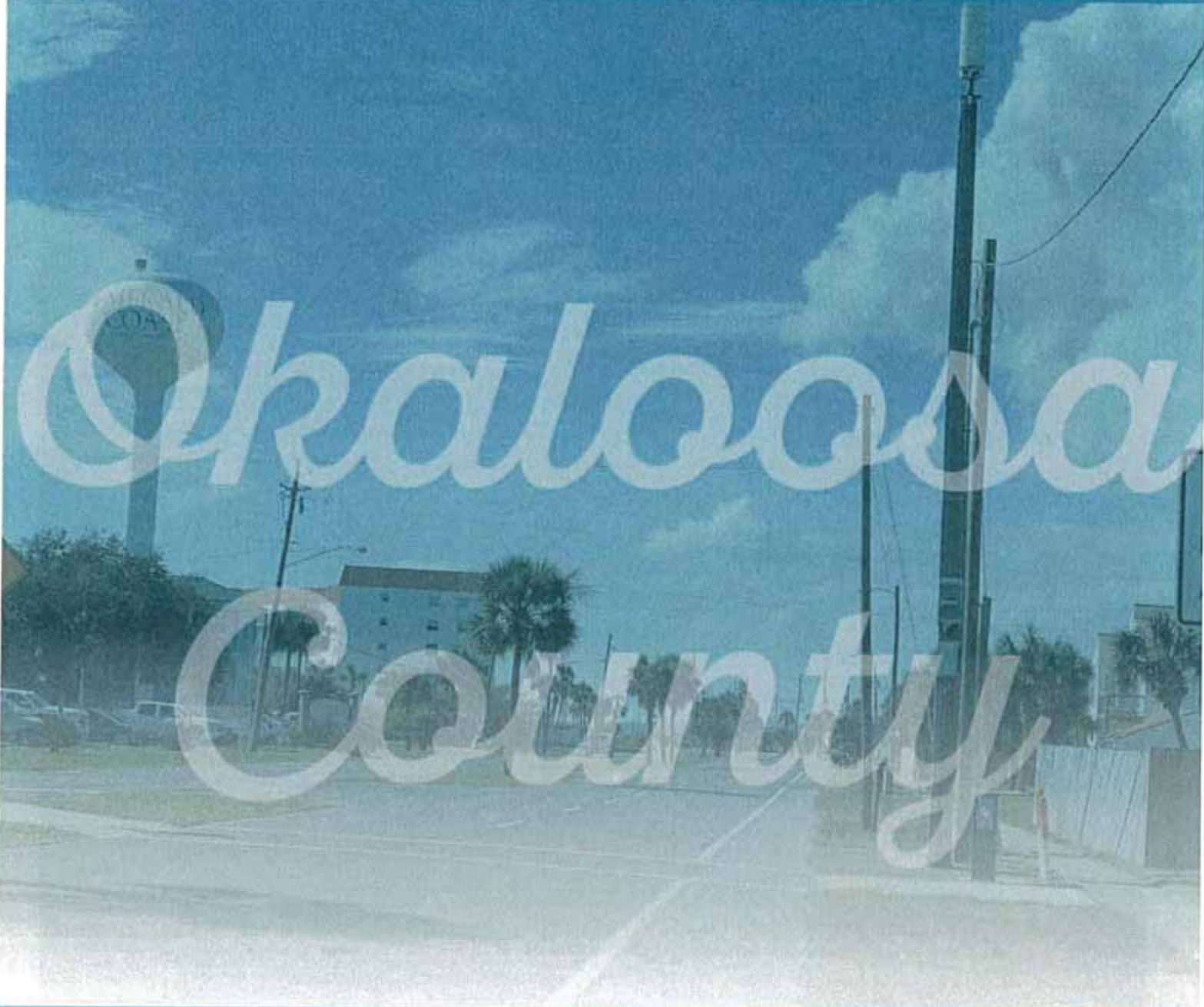
TRAFFIC CHARACTERISTICS REPORT



*Okaloosa
County*

APPENDIX B:

MULTIMODAL QUALITY OF SERVICE (QOS)



APPENDIX C:

MOBILITY PLAN MAPS



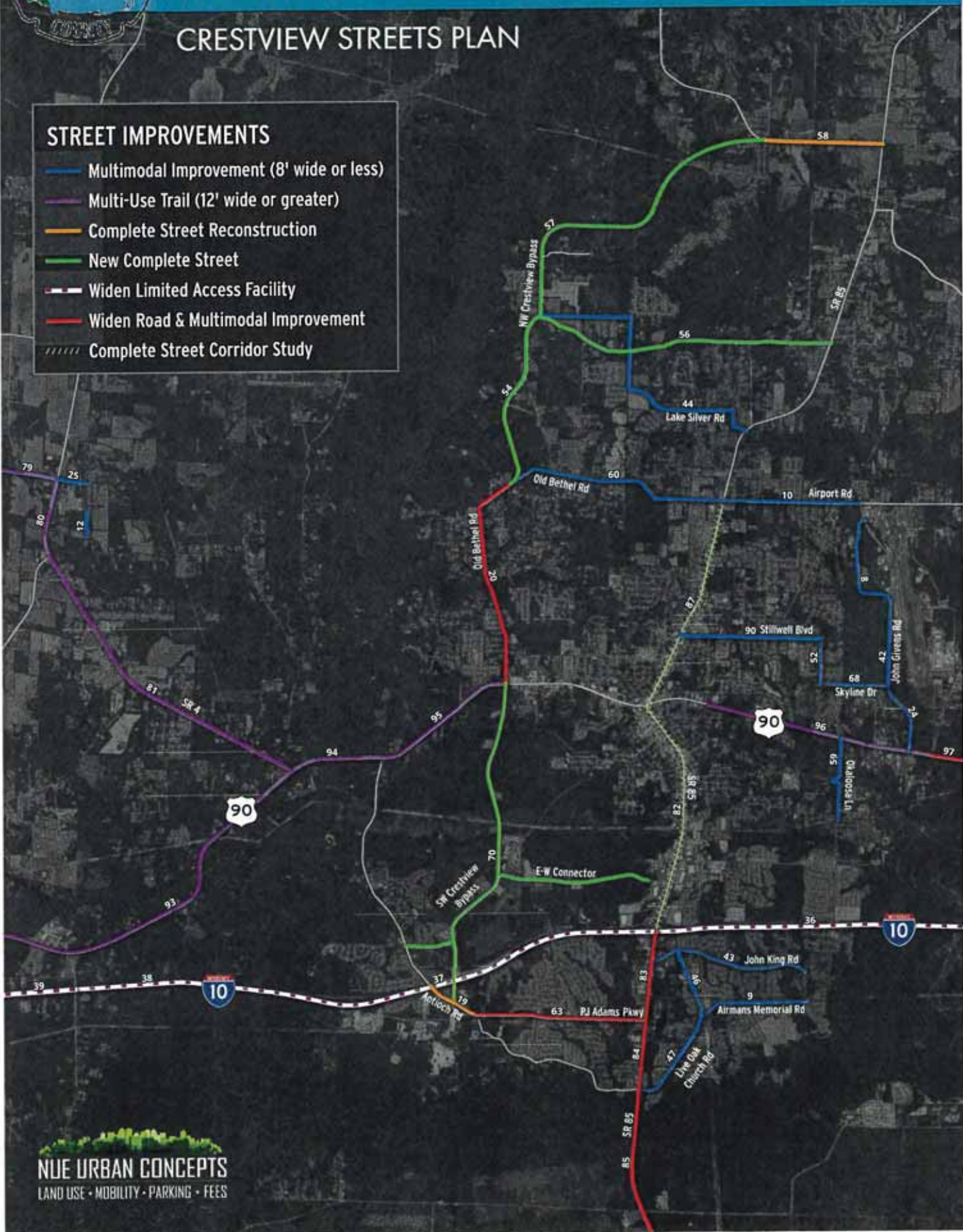
JULY 2024

2045 OKALOOSA COUNTY MOBILITY PLAN

CRESTVIEW STREETS PLAN

STREET IMPROVEMENTS

- Multimodal Improvement (8' wide or less)
- Multi-Use Trail (12' wide or greater)
- Complete Street Reconstruction
- New Complete Street
- Widen Limited Access Facility
- Widen Road & Multimodal Improvement
- - - - Complete Street Corridor Study





JULY 2024

2045 OKALOOSA COUNTY MOBILITY PLAN

DESTIN STREETS PLAN

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

STREET IMPROVEMENTS

- Multimodal Improvement (8' wide or less)
- Widen Road & Multimodal Improvement





JULY 2024

2045 OKALOOSA COUNTY MOBILITY PLAN

FORT WALTON BEACH STREETS PLAN

NUE URBAN CONCEPTS
LAND USE - MOBILITY - PARKING - FEES

STREET IMPROVEMENTS

- Multimodal Improvement (8' wide or less)
- Multimodal Improvement (10' wide or greater)
- Multi-Use Trail (12' wide or greater)
- Complete Street Reconstruction
- Widen Road & Multimodal Improvement
- Multimodal Safety Enhancements
- Complete Street Corridor Study





JULY 2024

2045 OKALOOSA COUNTY MOBILITY PLAN

SHALIMAR CORRIDORS PLAN

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

CORRIDOR IMPROVEMENTS

— Multimodal Improvement (8' wide or less)





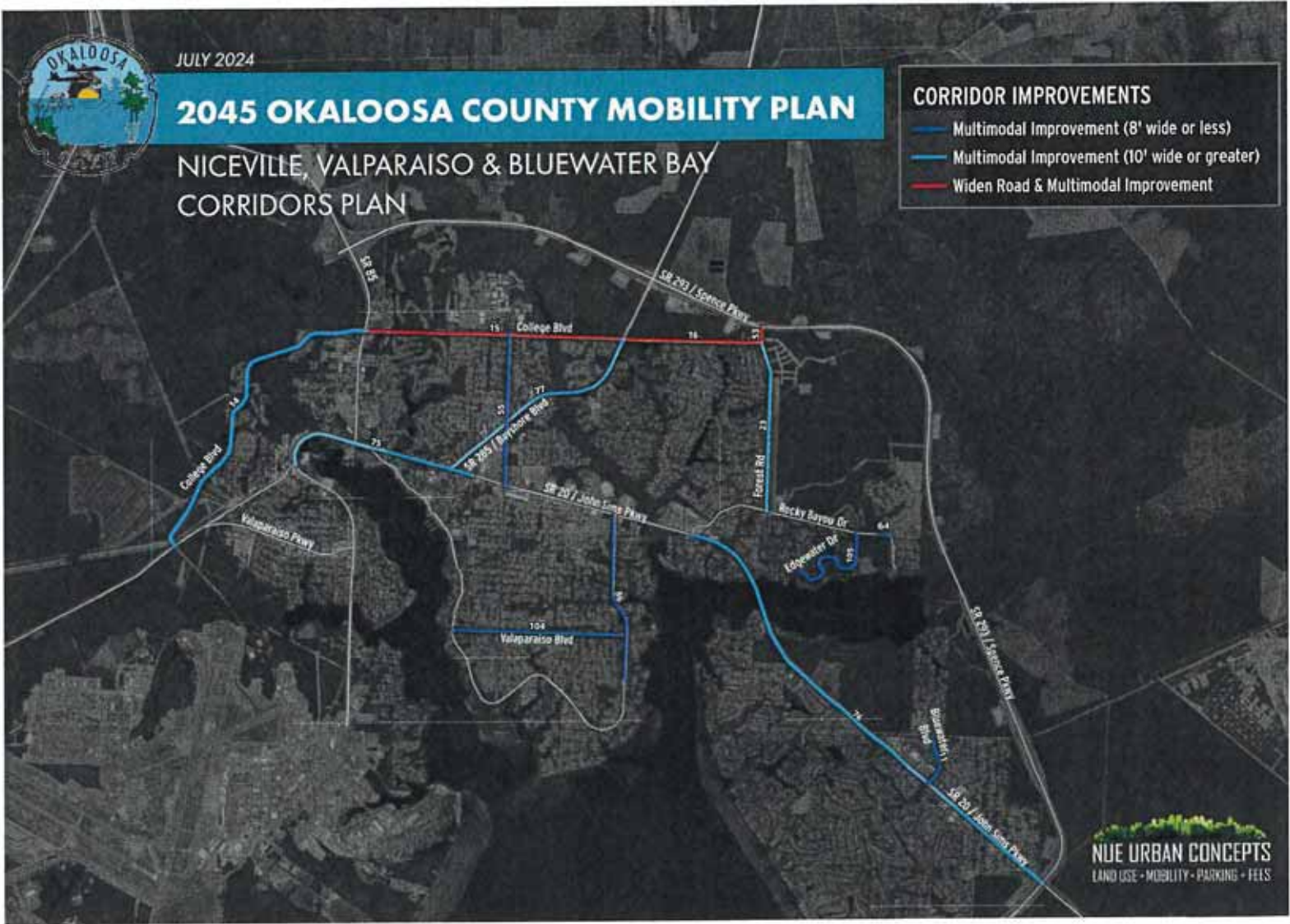
JULY 2024

2045 OKALOOSA COUNTY MOBILITY PLAN

NICEVILLE, VALPARAISO & BLUEWATER BAY CORRIDORS PLAN

CORRIDOR IMPROVEMENTS

- Multimodal Improvement (8' wide or less)
- Multimodal Improvement (10' wide or greater)
- Widen Road & Multimodal Improvement



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEELS



*Okaloosa
County*

APPENDIX D:
MOBILITY PLAN PROJECTS

APPENDIX D: OKALOOSA COUNTY MOBILITY PLAN CORRIDORS PLAN

Project ID	Project Name	Location	Year	Length (Miles)	Project Type	Project Type	Project Type	Project Description	Construction Cost (\$M)	Operating Cost (\$M/Year)	Annual Benefits (\$M/Year)	Net Present Value (\$M)	Internal Rate of Return (%)	Payback Period (Years)	Other Notes
01	0.17	...	...	...	...	...	...	...	...	...	...	...
02	0.10	...	...	...	...	...	...	...	...	...	...	...
03	0.10	...	...	...	...	...	...	...	...	...	...	...
04	0.10	...	...	...	...	...	...	...	...	...	...	...
05	0.10	...	...	...	...	...	...	...	...	...	...	...
06	0.10	...	...	...	...	...	...	...	...	...	...	...
07	0.10	...	...	...	...	...	...	...	...	...	...	...
08	0.10	...	...	...	...	...	...	...	...	...	...	...
09	0.10	...	...	...	...	...	...	...	...	...	...	...
10	0.10	...	...	...	...	...	...	...	...	...	...	...
11	0.10	...	...	...	...	...	...	...	...	...	...	...
12	0.10	...	...	...	...	...	...	...	...	...	...	...
13	0.10	...	...	...	...	...	...	...	...	...	...	...
14	0.10	...	...	...	...	...	...	...	...	...	...	...
15	0.10	...	...	...	...	...	...	...	...	...	...	...
16	0.10	...	...	...	...	...	...	...	...	...	...	...
17	0.10	...	...	...	...	...	...	...	...	...	...	...
18	0.10	...	...	...	...	...	...	...	...	...	...	...
19	0.10	...	...	...	...	...	...	...	...	...	...	...
20	0.10	...	...	...	...	...	...	...	...	...	...	...
21	0.10	...	...	...	...	...	...	...	...	...	...	...
22	0.10	...	...	...	...	...	...	...	...	...	...	...
23	0.10	...	...	...	...	...	...	...	...	...	...	...
24	0.10	...	...	...	...	...	...	...	...	...	...	...
25	0.10	...	...	...	...	...	...	...	...	...	...	...
26	0.10	...	...	...	...	...	...	...	...	...	...	...
27	0.10	...	...	...	...	...	...	...	...	...	...	...
28	0.10	...	...	...	...	...	...	...	...	...	...	...
29	0.10	...	...	...	...	...	...	...	...	...	...	...
30	0.10	...	...	...	...	...	...	...	...	...	...	...
31	0.10	...	...	...	...	...	...	...	...	...	...	...
32	0.10	...	...	...	...	...	...	...	...	...	...	...
33	0.10	...	...	...	...	...	...	...	...	...	...	...
34	0.10	...	...	...	...	...	...	...	...	...	...	...
35	0.10	...	...	...	...	...	...	...	...	...	...	...
36	0.10	...	...	...	...	...	...	...	...	...	...	...
37	0.10	...	...	...	...	...	...	...	...	...	...	...
38	0.10	...	...	...	...	...	...	...	...	...	...	...
39	0.10	...	...	...	...	...	...	...	...	...	...	...
40	0.10	...	...	...	...	...	...	...	...	...	...	...
41	0.10	...	...	...	...	...	...	...	...	...	...	...
42	0.10	...	...	...	...	...	...	...	...	...	...	...
43	0.10	...	...	...	...	...	...	...	...	...	...	...
44	0.10	...	...	...	...	...	...	...	...	...	...	...
45	0.10	...	...	...	...	...	...	...	...	...	...	...
46	0.10	...	...	...	...	...	...	...	...	...	...	...
47	0.10	...	...	...	...	...	...	...	...	...	...	...
48	0.10	...	...	...	...	...	...	...	...	...	...	...
49	0.10	...	...	...	...	...	...	...	...	...	...	...
50	0.10	...	...	...	...	...	...	...	...	...	...	...

APPENDIX D: DEKLOSA COUNTY MOBILITY PLAN: CORRIDORS PLAN

Project / Map ID	Location	Phase	Size (Acres)	Project Type	Project Name	Project Description	Estimate	Planning Level (in \$K)	Source (State or County/PMO)	Start (Yr)	End (Yr)	Notes
201	20th Street Corridor	Phase 1	1.5	Light Rail	20th Street Corridor	Light rail station and platform at 20th Street and 1st Avenue. Includes pedestrian walkways and bicycle lanes.	100,000	100,000	State	2025	2028	Station 1
202	20th Street Corridor	Phase 2	1.5	Light Rail	20th Street Corridor	Light rail station and platform at 20th Street and 2nd Avenue. Includes pedestrian walkways and bicycle lanes.	100,000	100,000	State	2025	2028	Station 2
203	20th Street Corridor	Phase 3	1.5	Light Rail	20th Street Corridor	Light rail station and platform at 20th Street and 3rd Avenue. Includes pedestrian walkways and bicycle lanes.	100,000	100,000	State	2025	2028	Station 3
204	20th Street Corridor	Phase 4	1.5	Light Rail	20th Street Corridor	Light rail station and platform at 20th Street and 4th Avenue. Includes pedestrian walkways and bicycle lanes.	100,000	100,000	State	2025	2028	Station 4

Source: City of Dekloosa Mobility Plan, 2023. All figures are estimates and subject to change.

APPENDIX D: OKALOOSA COUNTY MOBILITY PLAN: INTERSECTIONS PLAN

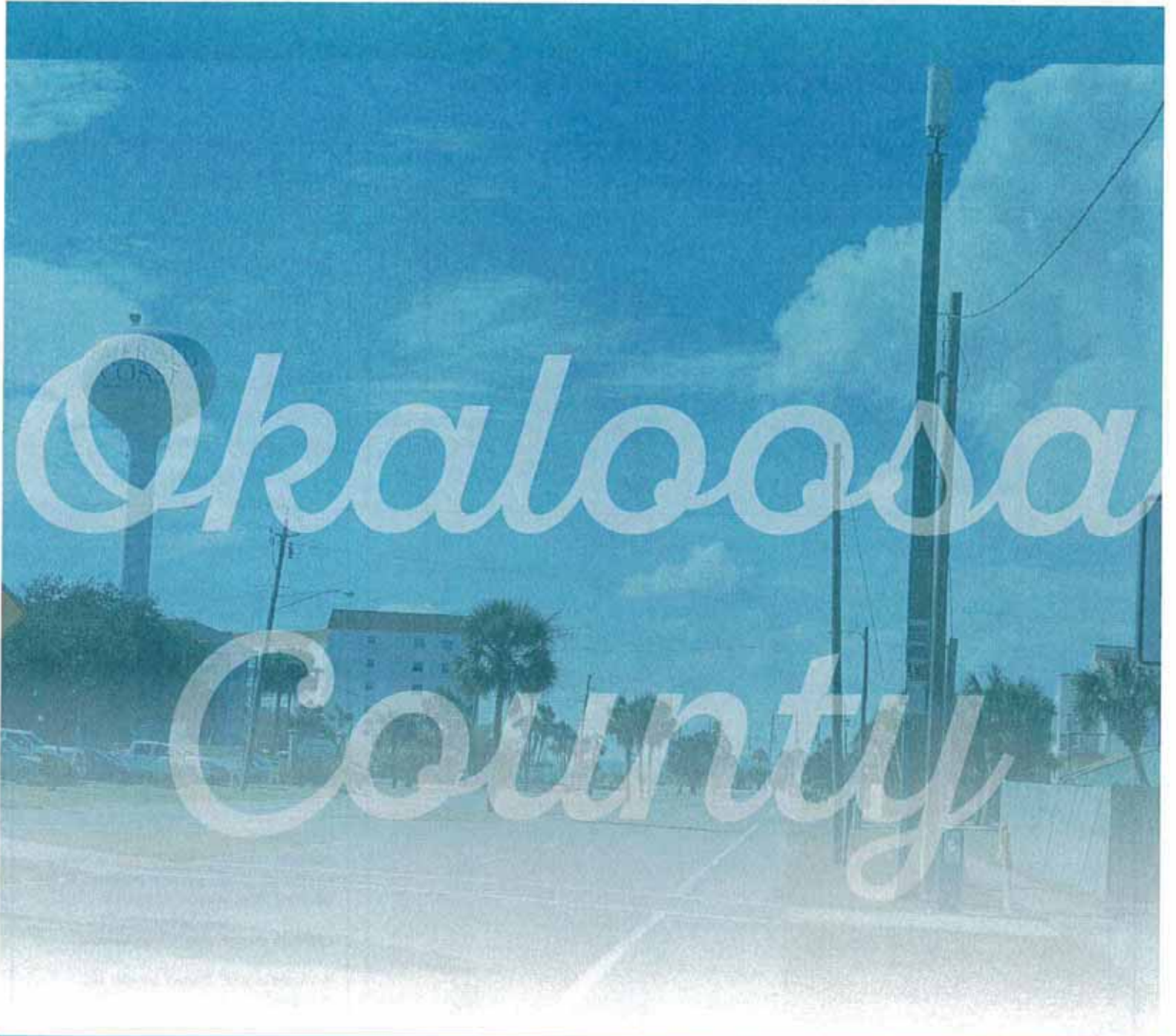
Project / Mile ID	Facility Location	Project Type	Construction Entity	Project Description	Timeline	Planning Level Cost (PLC)	Percent Miles of Capacity (PMOC)	Current Funding Status	Anticipated Funding	Funding Source
109	College Blvd @ Forest Road	Intersection	County	Add a left turn lane, signal intersection when warranted	2024-2028	\$742,000	2.3%	Unfunded		
110	College Blvd @ NW Florida State College Entrance	Intersection	County	Make improvements to the NW Florida State College entrance and signal intersection when warranted	2021-2026					
111	College Blvd @ SR 281	Intersection	State	Add EB & WB dual left turn lanes on College Blvd. Add a left turn lane on SR 281 and EB & WB right turn lanes on College Blvd. Signal following lanes on SR 281.	2021-2026	\$6,700,000	13.0%	Partially Funded	\$2,230,000	\$4,300,000 (PMOC), \$100,000 (State Fee), \$2,300,000 (Other CMT) (35% of cost from Mobility Fee).
112	College Blvd @ SR 91 (Forest)	Intersection	County	Add EB & WB dual left turn lanes on College Blvd and SR dual left turn lanes on SR 91. Add a left turn lane on SR 91 and a left turn lane on College Blvd. Add a left turn lane on College Blvd.	2021-2026					
113	College Blvd @ SR 91 (South)	Intersection	County	Signal and upgrade SR left and right turn lanes on College Blvd. Signal intersection when warranted and approved by FDOT.	2021-2026					
114	SR 100 @ Longly Rd	Intersection	County	Remove left phasing for eastbound and westbound turning movements	2022-2028	\$800,000	2.3%	Funded	\$400,000	State Fee
115	SR 100 @ South Rd	Interchange	State	Construct new interchange at SR 100 and SR 100 (signal modification) with SR 100.	2041-2042	\$8,000,000	25.0%	Unfunded	\$8,000,000	For Mobility Fee purposes, 50% of the PLC & PMOC are used in the mobility fee calculations. Between 50% and 100% of the total cost will be funded by City & County Surplus, Federal & State Funds & Other Sources.
116	SR 100 @ Wilkerson Blvd Road	Interchange	State	Interchange modifications. The cost for this interchange was included in the 15-year bond funding plan. This project would provide improvements between SR 100 and SR 100, SR 100 at this location, as the improvements would occur with existing mobility.	2028-2040	\$47,011,867	85.0%	Unfunded	\$47,011,867	
117	SR 100 @ CR 4 (Piney Hill Rd)	Interchange	State	Interchange is currently under construction and funded as part of the green Corridor System Project.	2028-2040	Under Construction	Under Construction	Funded	Under Construction	FDOT
118	SR 100 @ SR 91	Interchange	State	This project involves improving the interchange at SR 100 and SR 91. The SR 91 and SR 100 interchange is currently a chokepoint for traffic during the AM and PM peak periods. The interchange does not operate efficiently and therefore causes delay.	2041-2042	\$1,349,000	4.3%	Unfunded	\$1,349,000	For Mobility Fee purposes, 50% of the PLC & PMOC are used in the mobility fee calculations. Between 50% and 100% of the total cost will be funded by City & County Surplus, Federal & State Funds & Other Sources.
119	John Day Hwy @ Redwood Ave	Intersection	State	Add northbound dual left turn lane and a right turn lane.	2024-2026	\$1,212,000	4.3%	Unfunded	\$612,250	
120	John Turner Blvd @ Pleasant Rd	Intersection	State	Add signal on westbound turn movements.	2022-2025	\$400,000	3.3%	Funded	\$200,000	State Fee
121	PL Adams Parkway @ Pleasant Rd	Intersection	County	Intersection realignment at PL Adams / Pleasant / Linda Apple with signal.	2024-2028	\$3,870,000	4.3%	Funded	\$3,870,000	County Surplus, Federal & State Funds
122	SR 140 Blvd Hwy @ Central DuPont Rd	Intersection	State	Add dual westbound left turn lanes.	2021-2025	\$1,700,000	4.3%	Partially Funded	\$1,620,000	County Surplus, FDOT
123	SR 140 Blvd Hwy @ CR 100 (Piney Hill Rd)	Intersection	State	Make intersection improvements. The intersection of SR 140 and Pleasant Road will be improved. This improvement project is needed to increase the safety and functionality of this intersection.	2021-2025	\$4,320,000	9.0%	Unfunded	\$4,320,000	For Mobility Fee purposes, 50% of the PLC & PMOC are used in the mobility fee calculations. Between 50% and 100% of the total cost will be funded by City & County Surplus, Federal & State Funds & Other Sources.
124	SR 291 (Dorsey Way) @ SR 291 @ Commons Drive	Intersection	State	Add westbound dual left turn lanes.	2022-2025	\$3,211,000	4.3%	Unfunded	\$311,250	

APPENDIX D: OKALOOSA COUNTY MOBILITY PLAN: INTERSECTIONS PLAN

Project / Map ID	Facility Location	Project Type	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Percent 50% of Capacity (PMG)	Current Funding Status	Anticipated Funding	Funding Sources
119	SR 95 @ Commerce Dr	Pedestrian Access	State	Construct pedestrian ramps to allow pedestrian safe option to cross SR 95 at Commerce Drive	2018-2019	\$5,800,000	10.50%	Partially Funded	\$5,220,000	Federal & State Funds
120	SR 95 @ Lake King Rd	Intersection	County	Add wide and left turn at SR 95. Add turning lanes for southbound and left turn from SR 95. Add capacity and multimodal improvements on Lake King Road and at the intersection with Lakeview Church Road.	2022-2025	\$2,200,000	8.80%	Partially	\$2,024,995	Local Tax
121	SR 95 @ Lakeview Church Road	Intersection	County	Add left turn lane SR 95. Add two WB lanes and a WB right turn lane on the Old. Add capacity and safety improvements on Lakeview Church between SR 95 and Grand View Drive.	2022-2025	\$4,200,000	8.80%	Partially Funded	\$3,850,000	50% Developer Contribution, Sales Tax
122	SR 95 @ Mingo Ave	Intersection	State	A major intersection improvement will be constructed at the intersection of SR 95 and Mingo Ave. This project will improve the intersection of SR 95 and Mingo Ave to facilitate a safe and efficient travel along the respective roadways.	2018-2019	\$4,000,000	8.80%	Unfunded	\$4,000,000	
123	SR 95 @ Ft. Adams Hwy	Intersection	State	Intersection improvements including adding right turn lanes. This project would greatly improve connectivity between local traffic and the major north/south thoroughfare of SR 95 and provide access north to Crestview and south to Reynolds and Fort Walton Beach.	2016-2019	\$1,899,312	2.70%	Unfunded	\$1,674,281	
124	SR 95 @ Robinson Ave	Intersection	State	A major intersection improvement will be constructed at the intersection of SR 95 and Robinson Ave. This project will improve the intersection of SR 95 and Robinson Ave to facilitate a safe and efficient travel along the respective roadways.	2016-2019	\$2,750,000	8.80%	Unfunded	\$1,375,000	
125	SR 95 @ US 90	Intersection	State	A major intersection improvement will be constructed at the intersection of SR 95 and US 90. This project will improve the intersection of SR 95 and US 90 to facilitate a safe and efficient travel along the respective roadways.	2016-2019	\$2,750,000	8.80%	Unfunded	\$1,375,000	
126	US 90 @ Watkins Rd	Intersection	State	Intersection improvements including adding right turn lanes on the northbound US 90 on Watkins Road. The need for this improvement would include turn lanes on all approaches or additional turn lanes not funded through widening of both roads and would be done in conjunction with an interchange at I-10 Signalized intersection when warranted and approved by FHWA.	2011-2015	\$2,750,000	8.80%	Unfunded	\$1,375,000	
127	US 90 @ Danny Wynn Way (SR 200)	Intersection	State	A major intersection improvement will be constructed at the intersection of US 90 and Danny Wynn Way. This project will improve the intersection of Danny Wynn Way and US 90 to facilitate a safe and efficient travel along US 90.	2016-2019	\$16,897,815	18.80%	Unfunded	\$15,017,470	
128	US 90 @ Stateview Ave	Intersection	State	Intersection improvement under study by City of Destin and FDOT. Improvements may include WB and SB turn lanes and pedestrian grade separation. Improvement will create an alignment that will allow efficient use of the Destin Cross-Town Corridor.	2022-2025	\$1,000,000	8.80%	Funded	\$1,300,000	Sales Tax, OP
129	US 90 @ Kirkley Road	Intersection	County	Install widening curbs, drainage, and street lighting to provide American with Quality Road (AQ) complete curb ramps and widening details.	2022-2045	\$1,800,000	8.80%	Unfunded		
130	Mobility Plan Implementation Intersections	Intersection	County	Construct capacity and safety improvements such as turn lanes, roundabouts, signalization, curbed medians, and crosswalks for up to 22 major and minor intersections.	2020-2045	\$15,000,000	70.0%	Unfunded		
131	Countywide Multimodal Overlay	Intersection	County	Construct high visibility crosswalks, intersection, and mid-block crossing through improvements such as pavement markings, access medians, signs, rectangular Rapid Flashing Beacons (RFBS), and High Intensity Activated Crosswalk Signs (HIACS).	2010-2045	\$4,817,200	24.0%	Unfunded		

For Mobility Fee purposes, 10% of the PLC & PMG are used in the mobility fee calculations. Between 50% and 100% of total cost is so funded by City & County Surplus, Federal & State Funds & Other Sources.

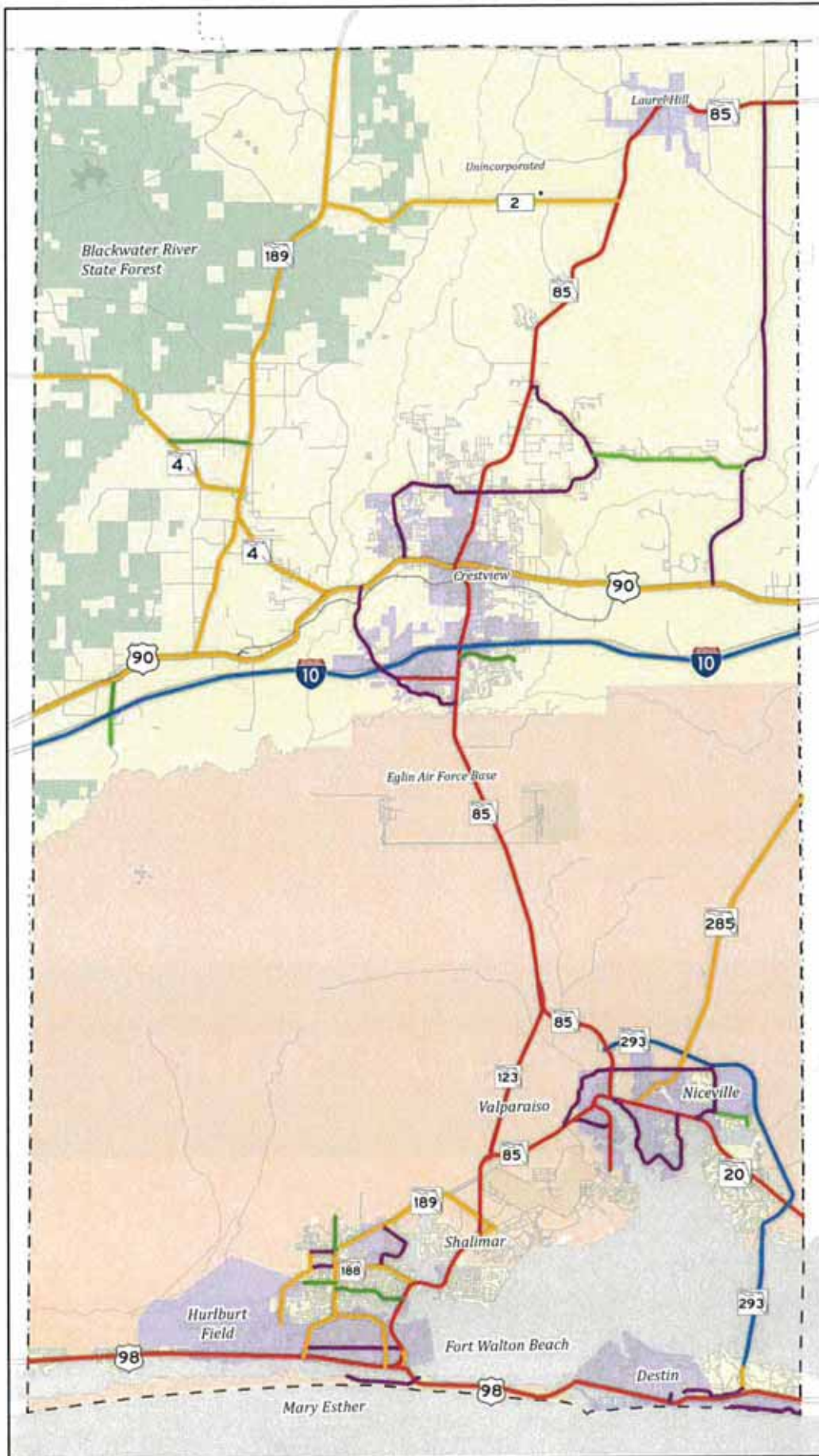
Source: For further information related to types of projects, costs, and capacity please see the Okaloosa County Mobility Plan & Mobility Fee Technical Report dated July 2016.



TRANSPORTATION MAP SERIES

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map A. Roadway Functional Classification



NOTE:
 *Roads do not qualify for Non-Residential Allowance for Suburban Residential (SR) Land Uses per Land Use Element Policy 10.1A.

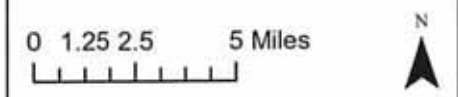
MAP PROJECTION:
 Universal Transverse Mercator (UTM)
 NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:
 This map is the public domain pursuant to Chapter 119, Florida Statutes.

DISCLAIMER:
 Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

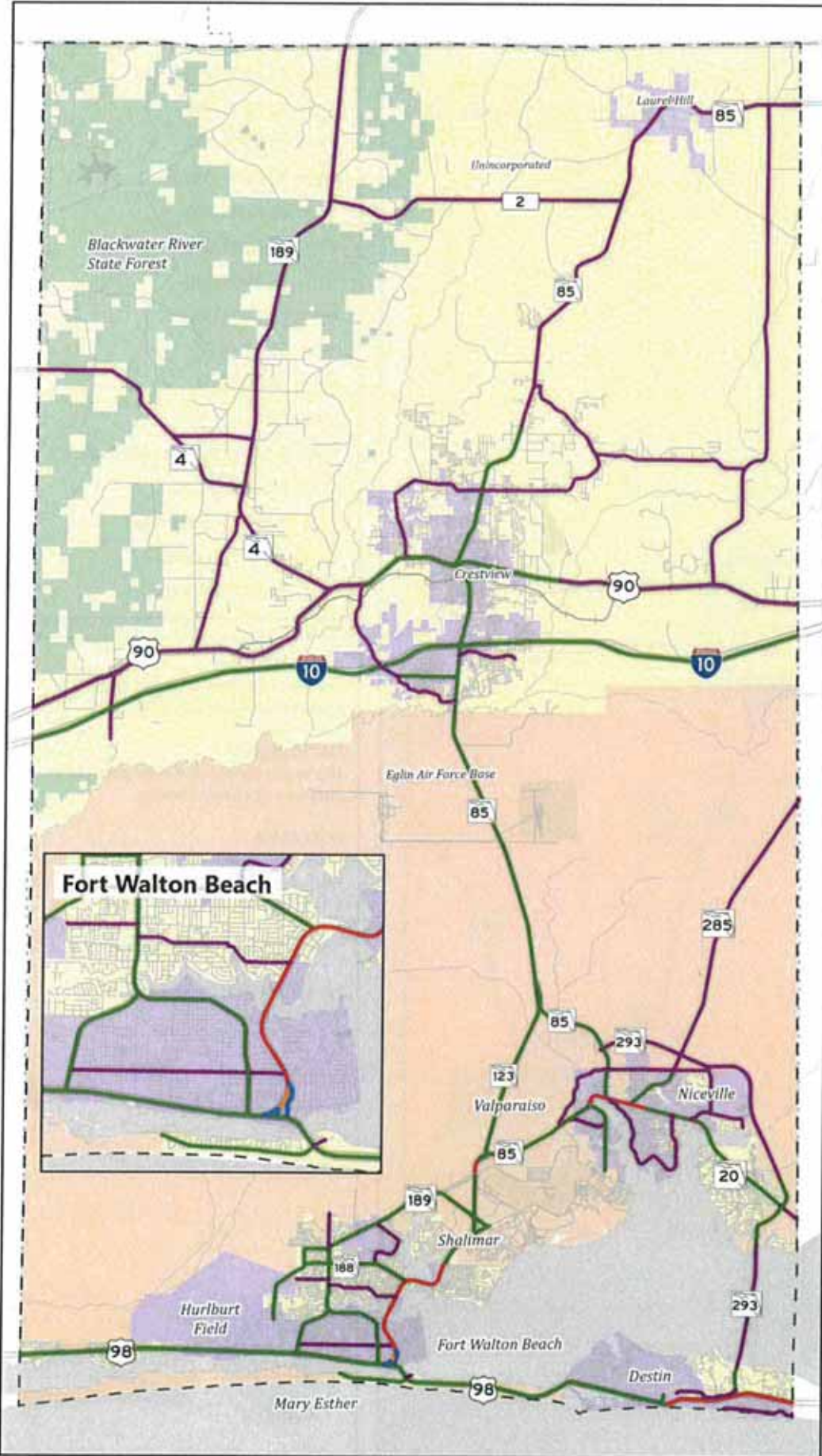
Okaloosa County Growth Management

Produced by NUE Urban Concepts, LLC
 (July 2024)



Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map B. Number of Lanes



- 2 Lanes (75)
- 3 Lanes (4)
- 4 Lanes (87)
- 5 Lanes (1)
- 6 Lanes (14)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

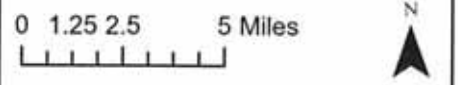
MAP PROJECTION:
 Universal Transverse Mercator (UTM)
 NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:
 This map is the public domain pursuant to Chapter 119, Florida Statutes.

DISCLAIMER:
 Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

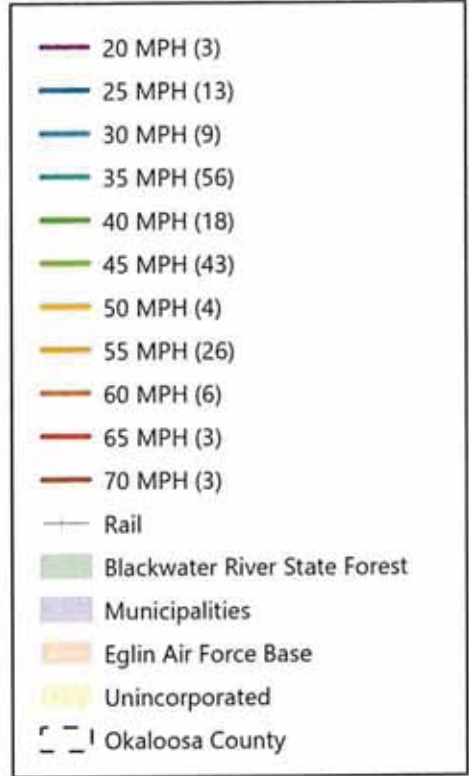
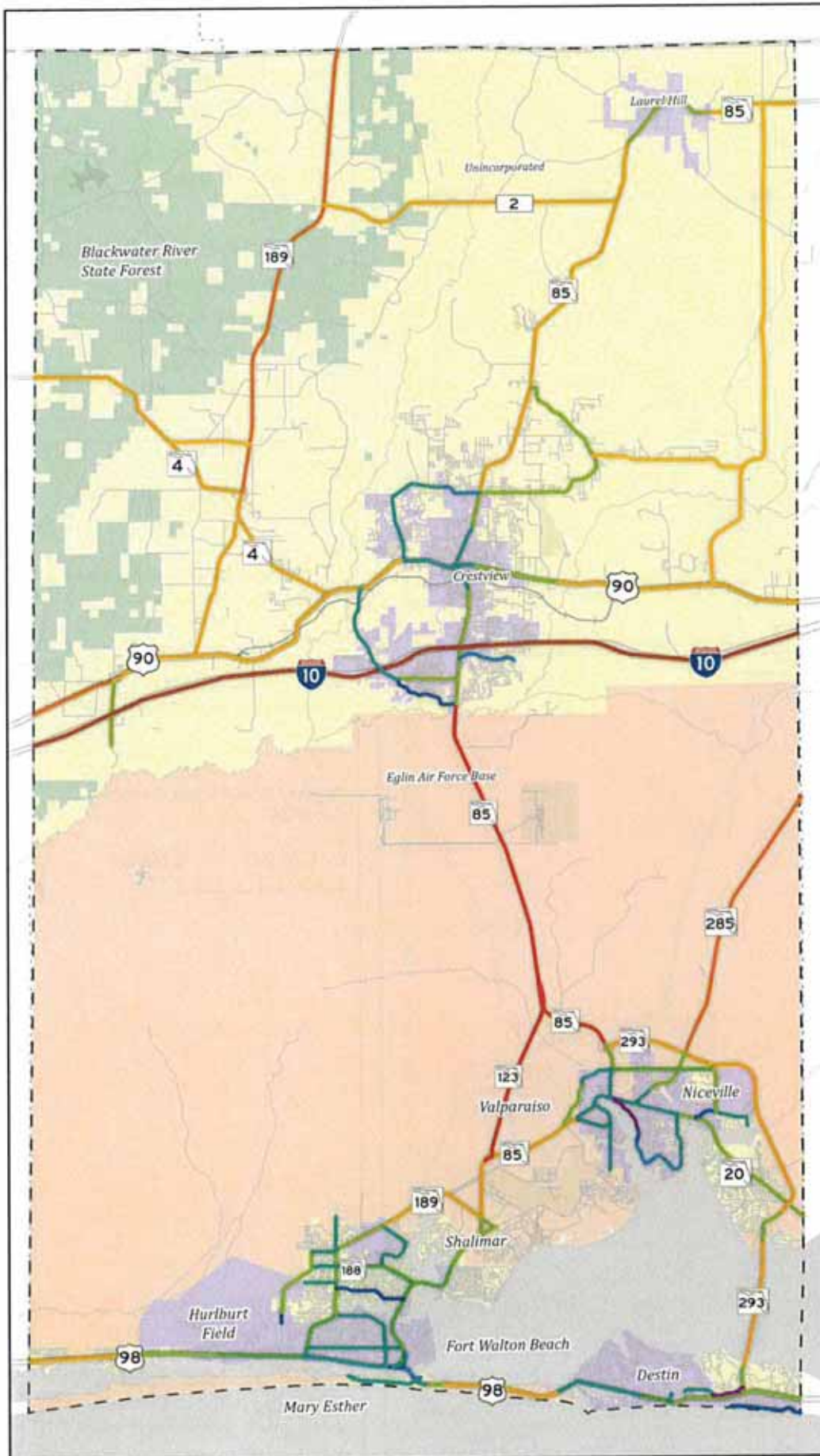
Okaloosa County Growth Management

Produced by NUE Urban Concepts, LLC
 (July 2024)



Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map C. Posted Speed Limits



MAP PROJECTION:
 Universal Transverse Mercator (UTM)
 NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:
 This map is the public domain pursuant to Chapter 119, Florida Statutes.

DISCLAIMER:
 Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

Okaloosa County Growth Management

Produced by NUE Urban Concepts, LLC
 (July 2024)

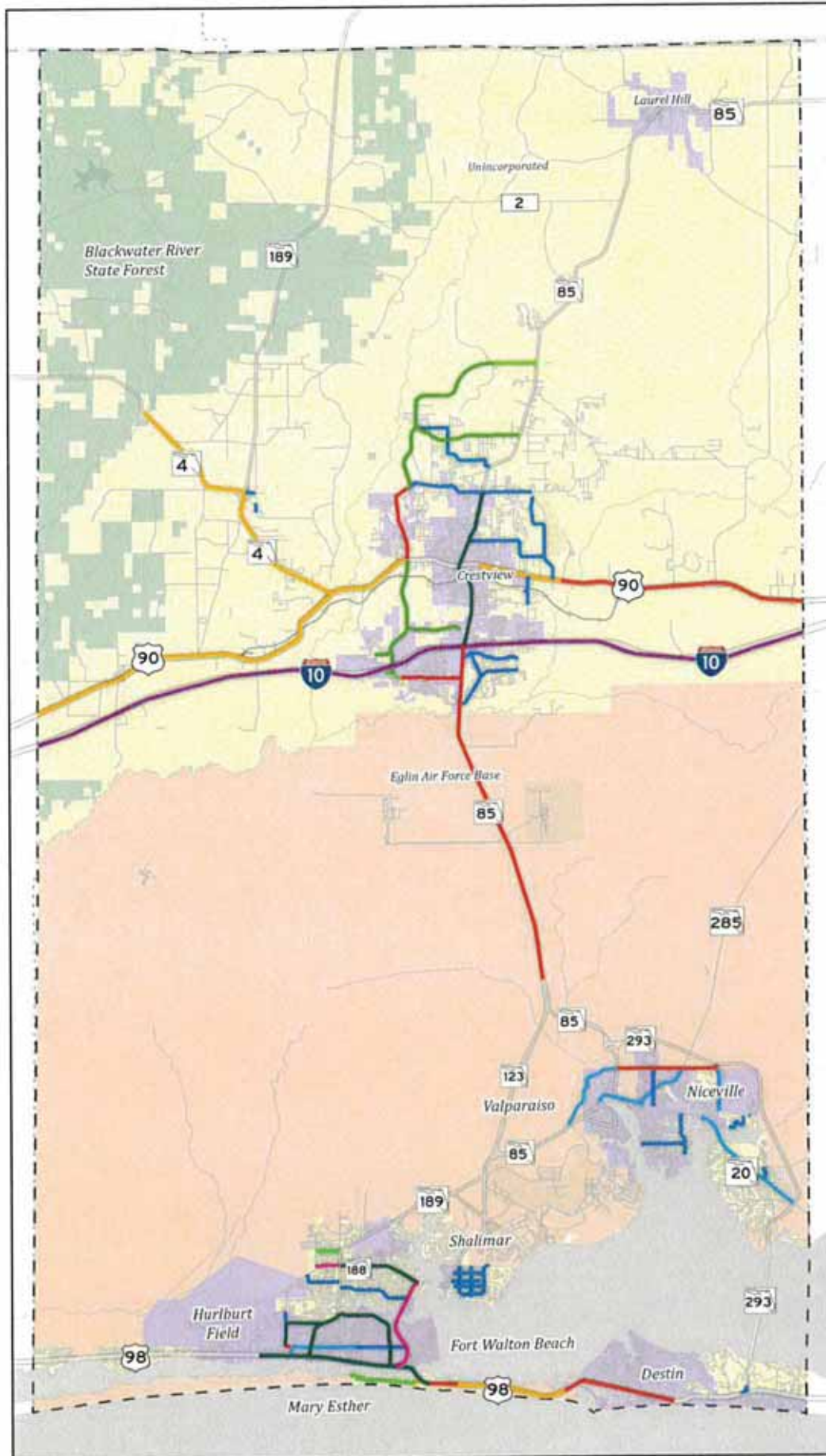


Map D

Reserved

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map E. 2045 Okaloosa Mobility Plan Corridors



- Multi-Use Trail (12' wide or greater) (11)
- Multimodal Improvement (10' wide or greater) (9)
- Multimodal Improvement (8' wide or less) (46)
- Complete Street Reconstruction (5)
- New Complete Street (4)
- Complete Street / Corridor Study (9)
- Widen Limited Access Facility (5)
- Widen Road & Multimodal Improvement (13)
- Multimodal Safety Enhancements (4)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

NOTE:
Detailed project information can be found in the 2045 Okaloosa County Mobility Plan.

MAP PROJECTION:
Universal Transverse Mercator (UTM)
NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:
This map is the public domain pursuant to Chapter 119, Florida Statutes.



DISCLAIMER:
Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

Okaloosa County Growth Management

Produced by NUE Urban Concepts, LLC
(July 2024)

0 1.25 2.5 5 Miles

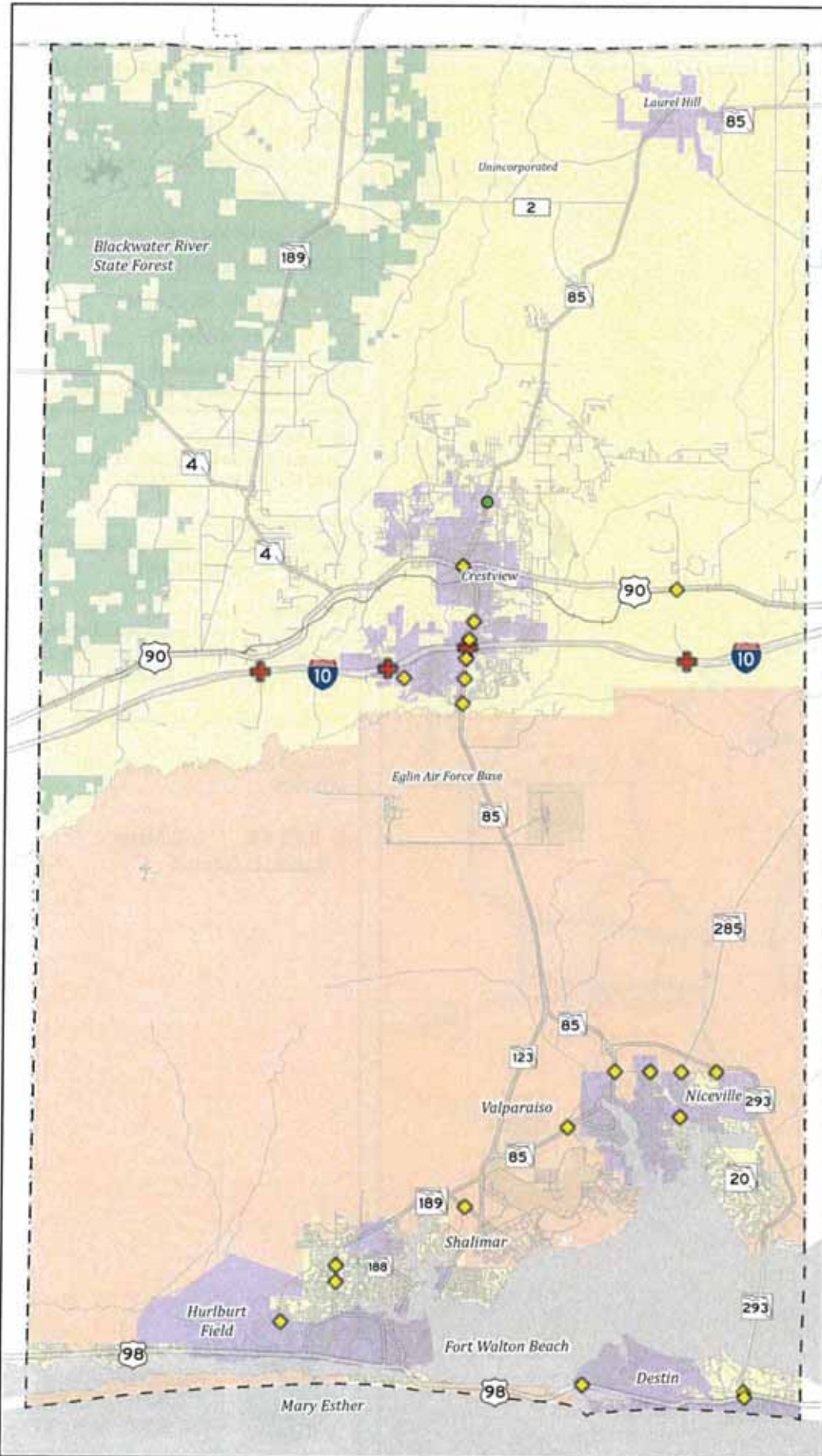
N
▲

LAND USE • MOBILITY • PARKING • FEES

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map F. 2045 Okaloosa Mobility Plan Intersection Improvements



- ◆ Intersection (21)
- ✚ Interchange (4)
- Pedestrian Access (1)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

NOTE:
Detailed project information can be found in the 2045 Okaloosa County Mobility Plan.

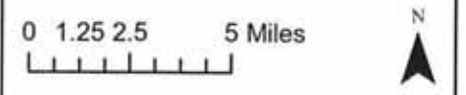
MAP PROJECTION:
Universal Transverse Mercator (UTM)
NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:
This map is the public domain pursuant to Chapter 119, Florida Statutes.

DISCLAIMER:
Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

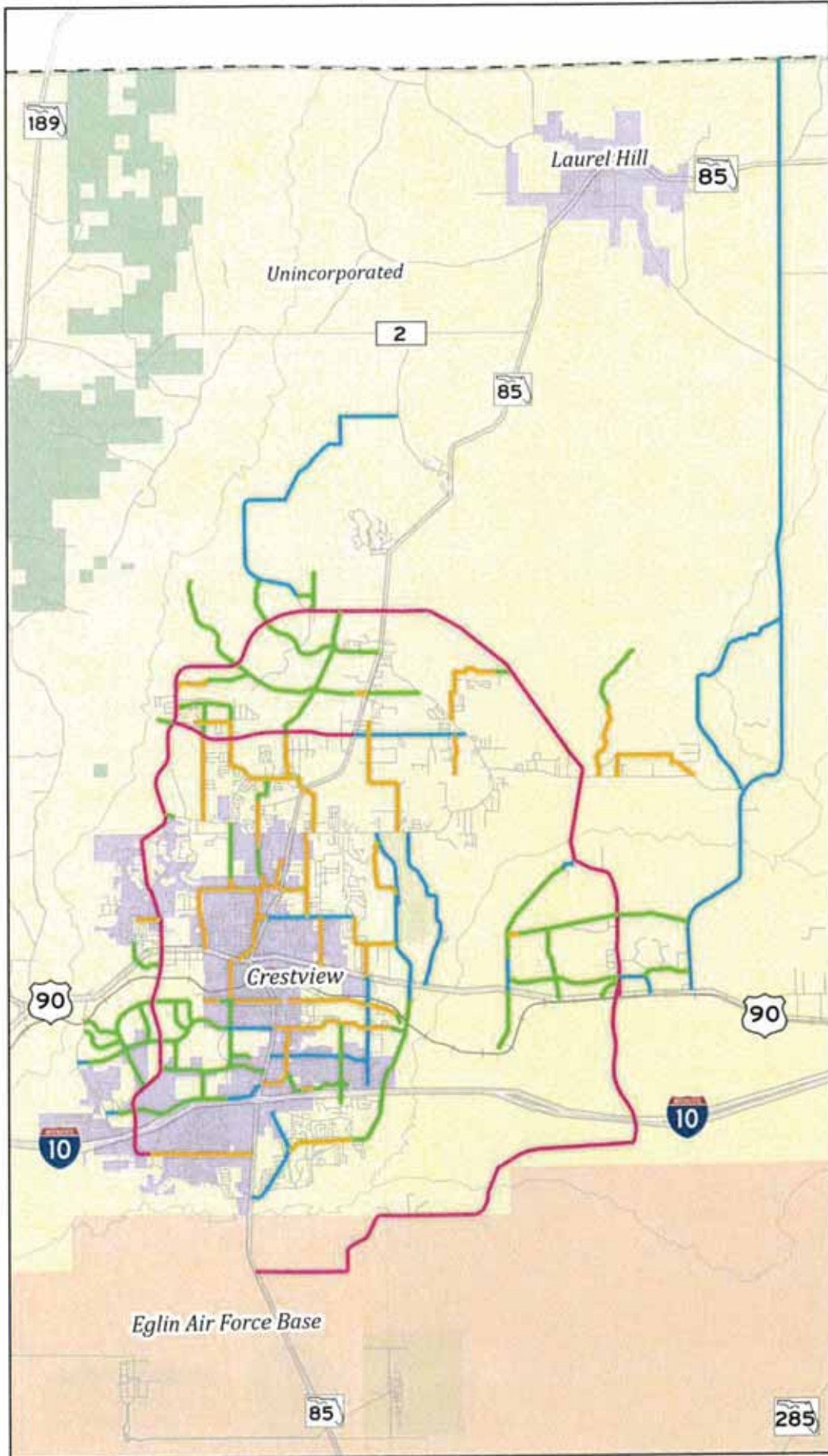
Okaloosa County Growth Management

Produced by NUE Urban Concepts, LLC (July 2024)



Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map G. North Okaloosa Corridors



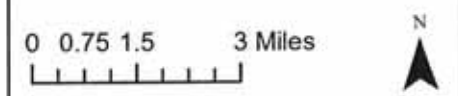
- Future Arterial (21)
- Complete Street Reconstruction (55)
- New Complete Street (61)
- Functional Class Upgrade (23)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

MAP PROJECTION:
 Universal Transverse Mercator (UTM)
 NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:
 This map is the public domain pursuant to Chapter 119, Florida Statutes.

DISCLAIMER:
 Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

Okaloosa County Growth Management
 Produced by NUE Urban Concepts, LLC
 (July 2024)

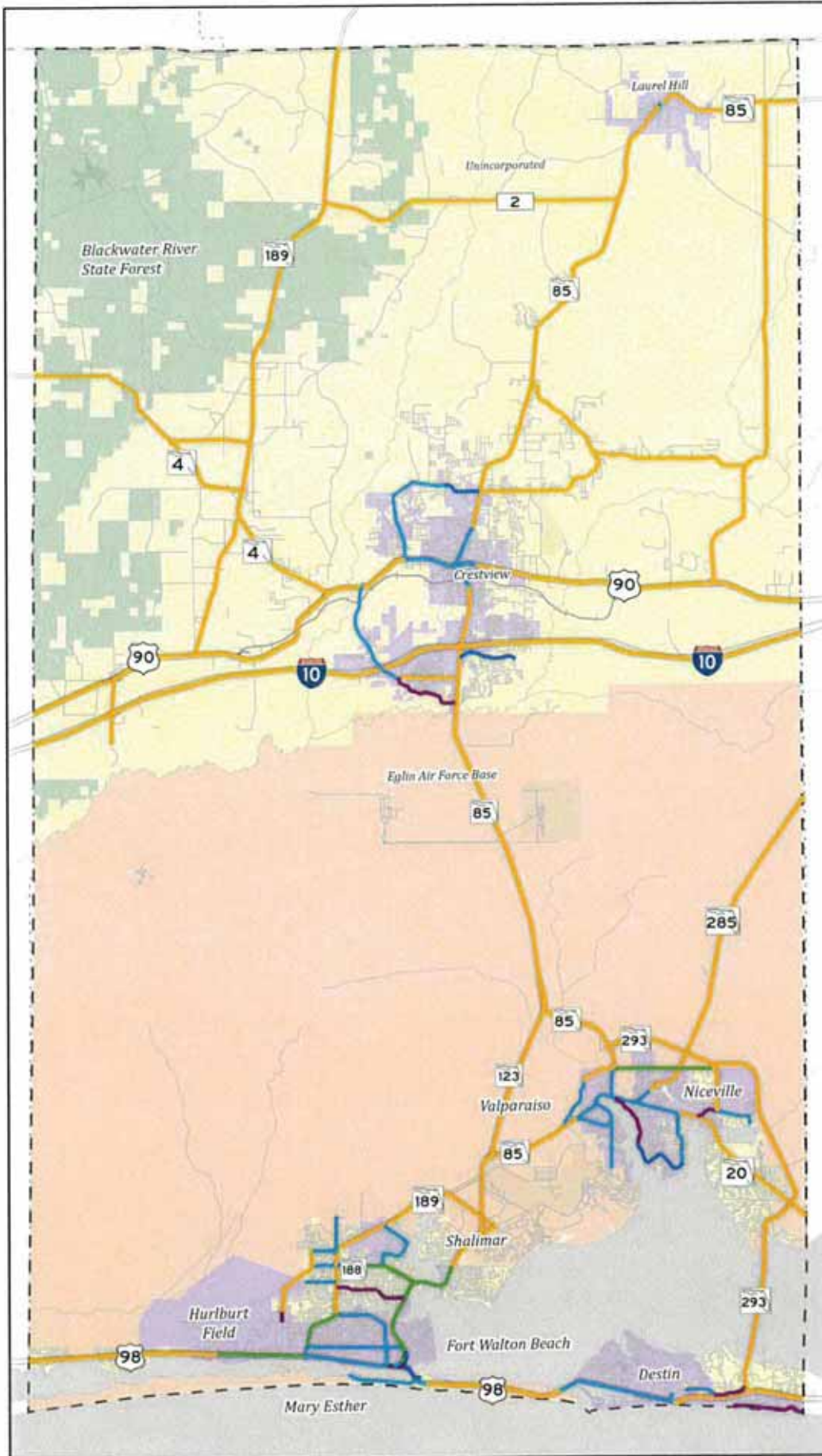


Map H

Reserved

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map I. Street Quality of Service (QOS)



- QOS A = 25 MPH or less (16)
- QOS B = 30 MPH (9)
- QOS C = 35 MPH (57)
- QOS D = 40 MPH (17)
- QOS E = 45 MPH or more (85)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

NOTE:
Further analysis may result in an increased QOS based on elements in the right-of-way.

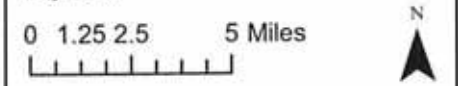
MAP PROJECTION:
Universal Transverse Mercator (UTM)
NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:
This map is the public domain pursuant to Chapter 119, Florida Statutes.

DISCLAIMER:
Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

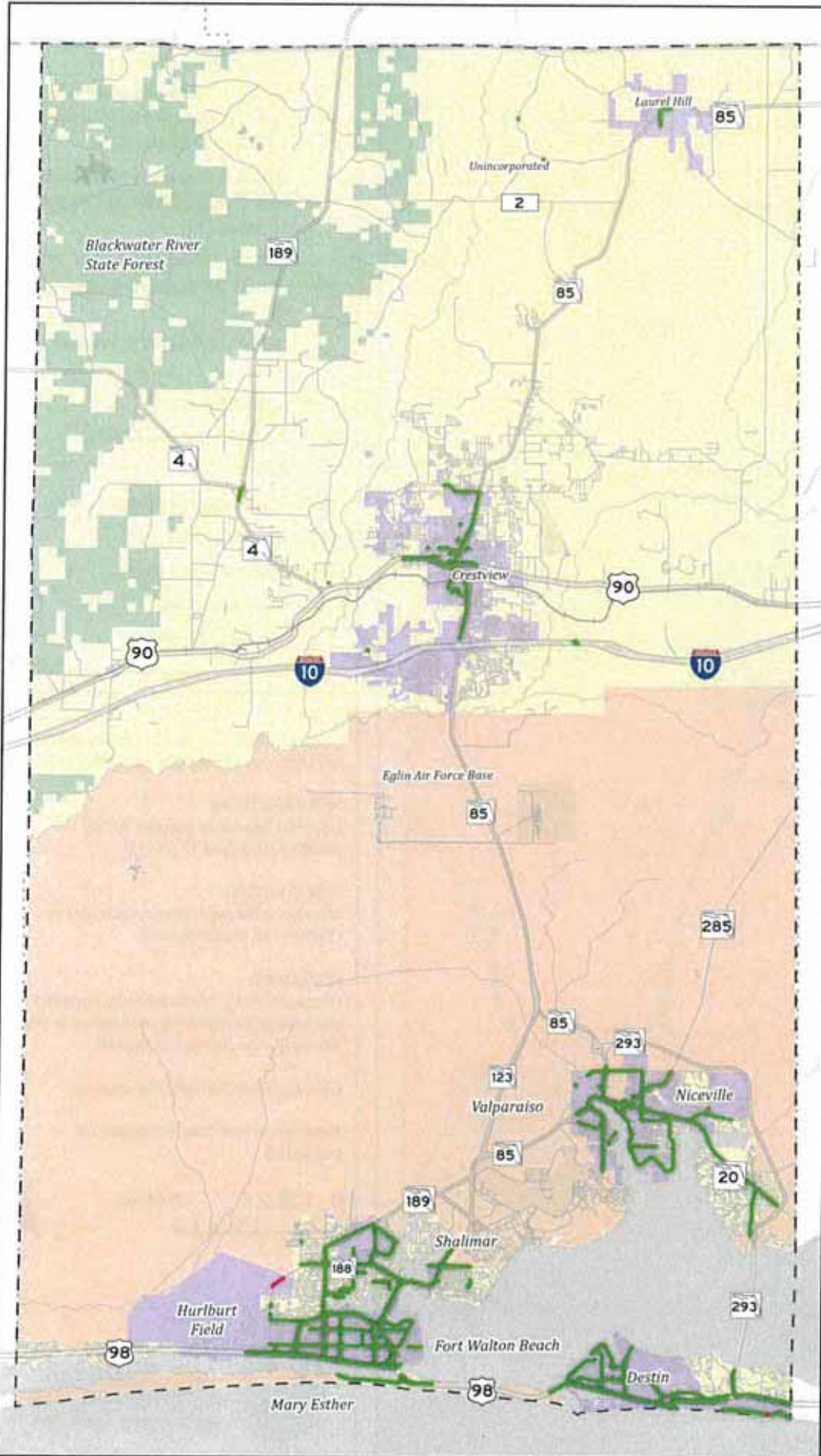
Okaloosa County Growth Management

Produced by NUE Urban Concepts, LLC
(July 2024)



Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map J. Off-Street Multimodal Facilities



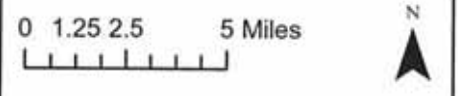
- Shared Paths (10)
- Sidewalks (944)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

MAP PROJECTION:
 Universal Transverse Mercator (UTM)
 NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:
 This map is the public domain pursuant to Chapter 119, Florida Statutes.

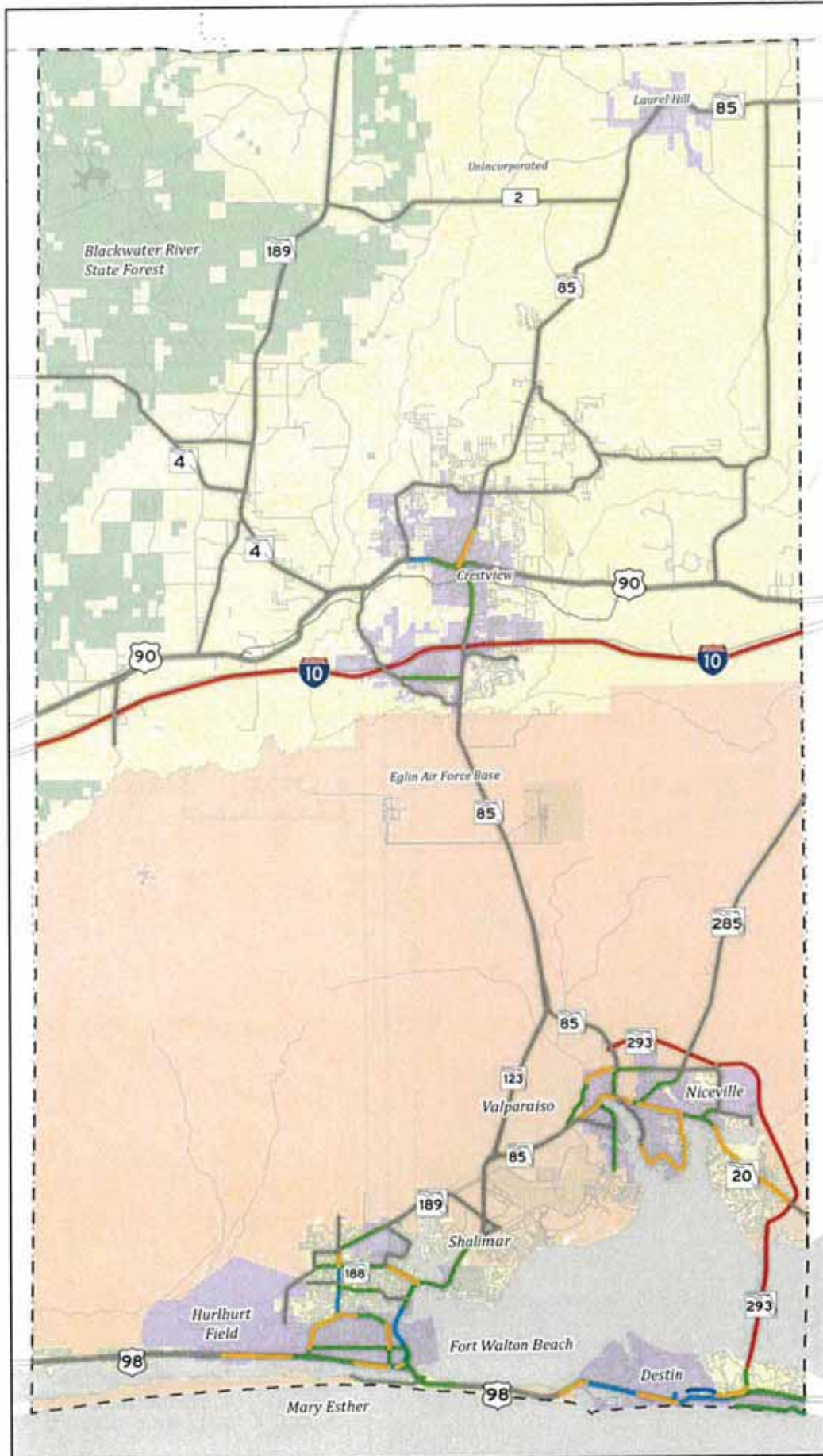
DISCLAIMER:
 Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

Okaloosa County Growth Management
 Produced by NUE Urban Concepts, LLC (July 2024)



Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map K. Multimodal Quality of Service (QOS) for Off-Street Facilities Accommodating People Walking and Bicycling (South or East Side of Right-of-Way)



- QOS A = Protected Multi-Use Trail 12' Wide or More (0)
- QOS B = Protected Multi-Use Path 10' Wide OR Multi-Use Trail 12' Wide or More (1)
- QOS C = Protected Multi-Use Path 8' Wide OR Multi-Use Path 10' Wide (13)
- QOS D = Multi-Use Path 8' Wide or Less OR Separated Sidewalk (52)
- QOS E = Sidewalk 6' Wide or Less (27)
- Limited Access (9)
- No Off-Street Facility (82)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

NOTE:
Further analysis may result in an increased QOS based on elements in the right-of-way.

MAP PROJECTION:
Universal Transverse Mercator (UTM)
NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:
This map is the public domain pursuant to Chapter 119, Florida Statutes.

DISCLAIMER:
Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

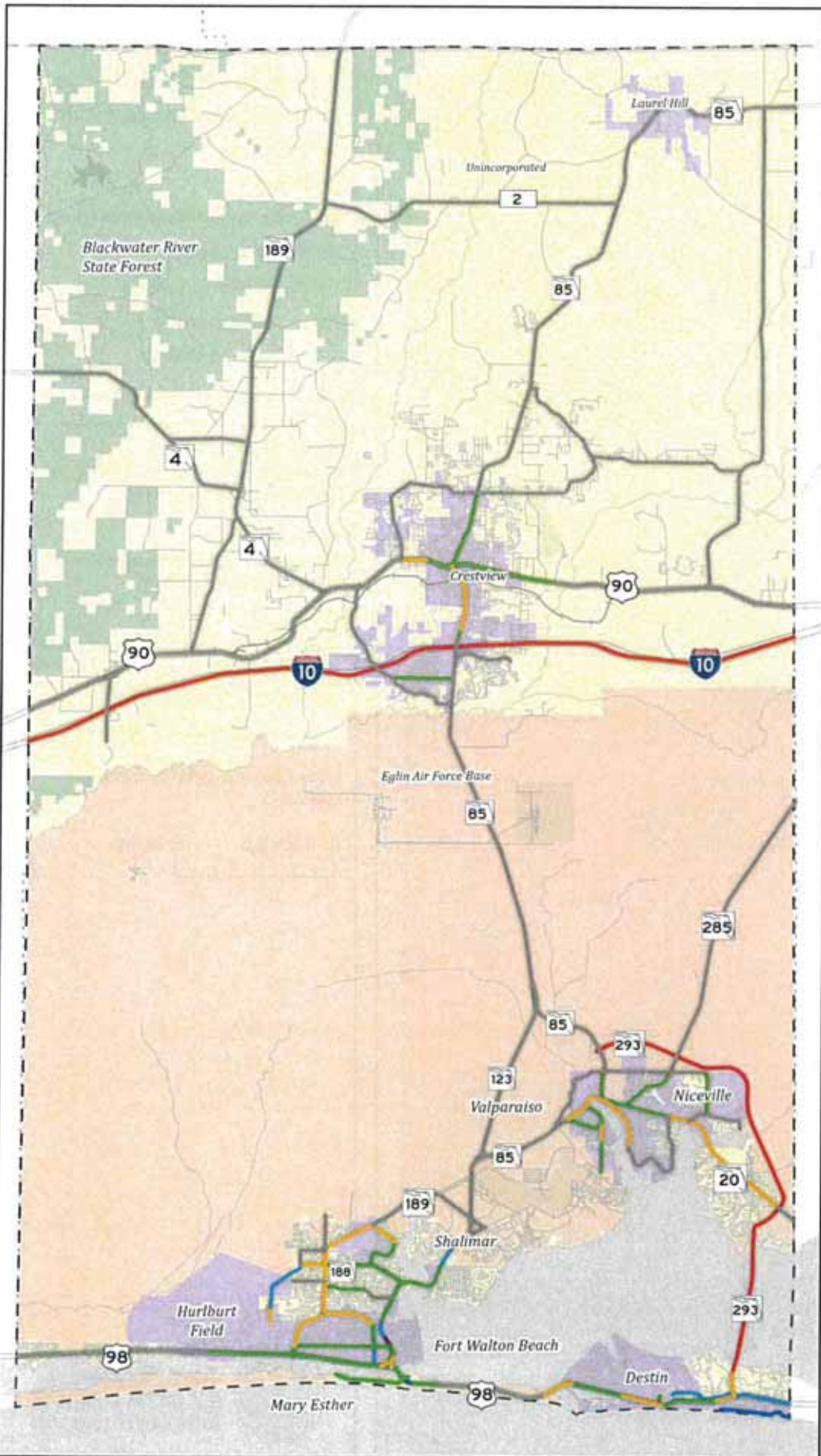
Okaloosa County Growth Management

Produced by NUE Urban Concepts, LLC
(July 2024)



Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map L. Multimodal Quality of Service (QOS) for Off-Street Facilities Accommodating People Walking and Bicycling (North or West Side of Right-of-Way)



- QOS A = Protected Multi-Use Trail 12' Wide or More (1)
- QOS B = Protected Multi-Use Path 10' Wide OR Multi-Use Trail 12' Wide or More (4)
- QOS C = Protected Multi-Use Path 8' Wide OR Multi-Use Path 10' Wide (8)
- QOS D = Multi-Use Path 8' Wide or Less OR Separated Sidewalk (57)
- QOS E = Sidewalk 6' Wide or Less (31)
- Limited Access (9)
- No Off-Street Facility (74)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

NOTE:
Further analysis may result in an increased QOS based on elements in the right-of-way.

MAP PROJECTION:
Universal Transverse Mercator (UTM)
NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:
This map is the public domain pursuant to Chapter 119, Florida Statutes.

DISCLAIMER:
Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

Okaloosa County Growth Management

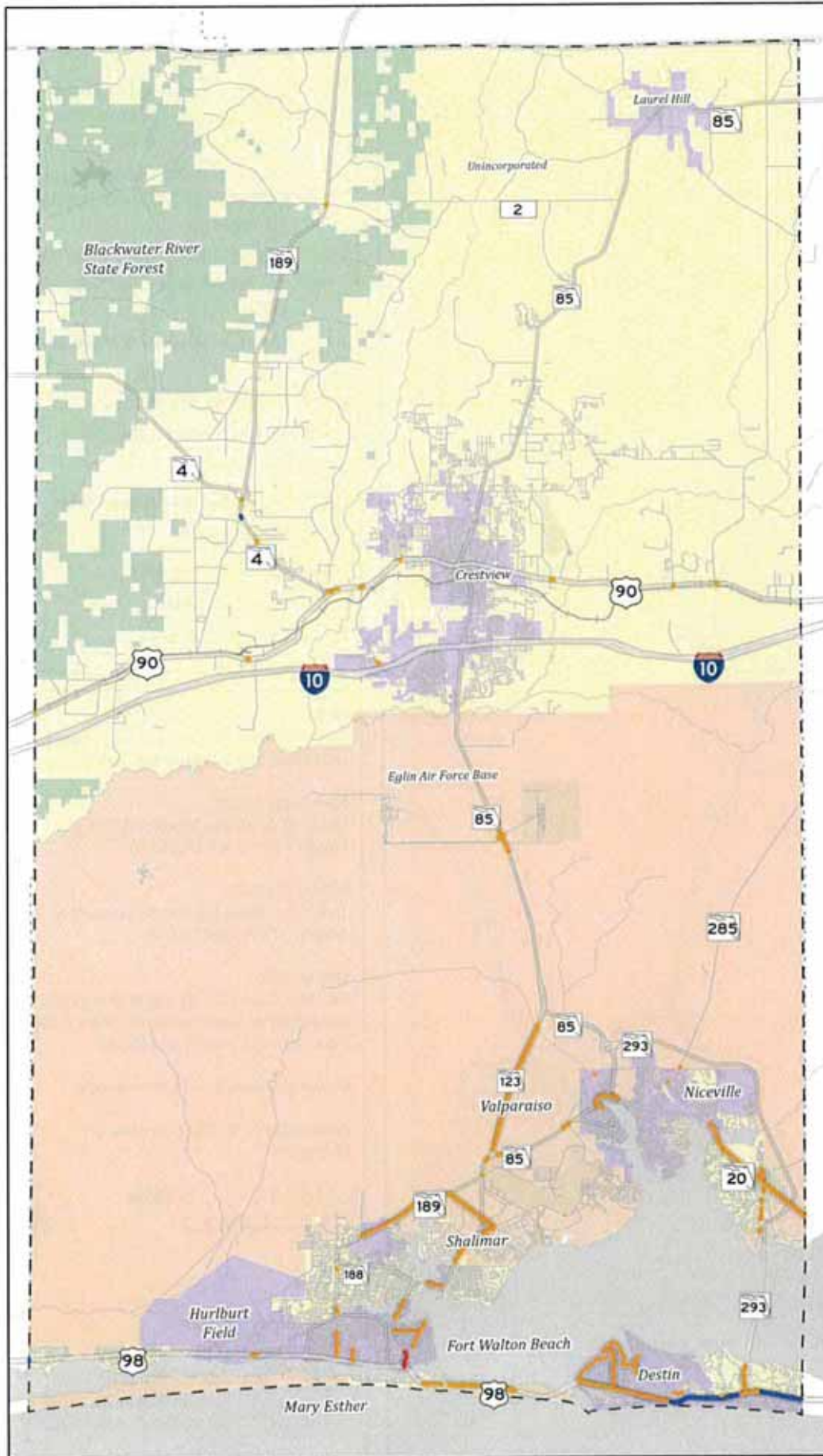
Produced by NUE Urban Concepts, LLC (July 2024)

0 1.25 2.5 5 Miles

LAND USE • MOBILITY • PARKING • FEES

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map M. On-Street Multimodal Facilities



- Buffered Bike Lane (11)
- Colored Bike Lane (1)
- Designated Bike Lane (104)
- Sharrow
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

MAP PROJECTION:
 Universal Transverse Mercator (UTM)
 NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:
 This map is the public domain pursuant to Chapter 119, Florida Statutes.

DISCLAIMER:
 Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

Okaloosa County Growth Management

Produced by NUE Urban Concepts, LLC
 (July 2024)

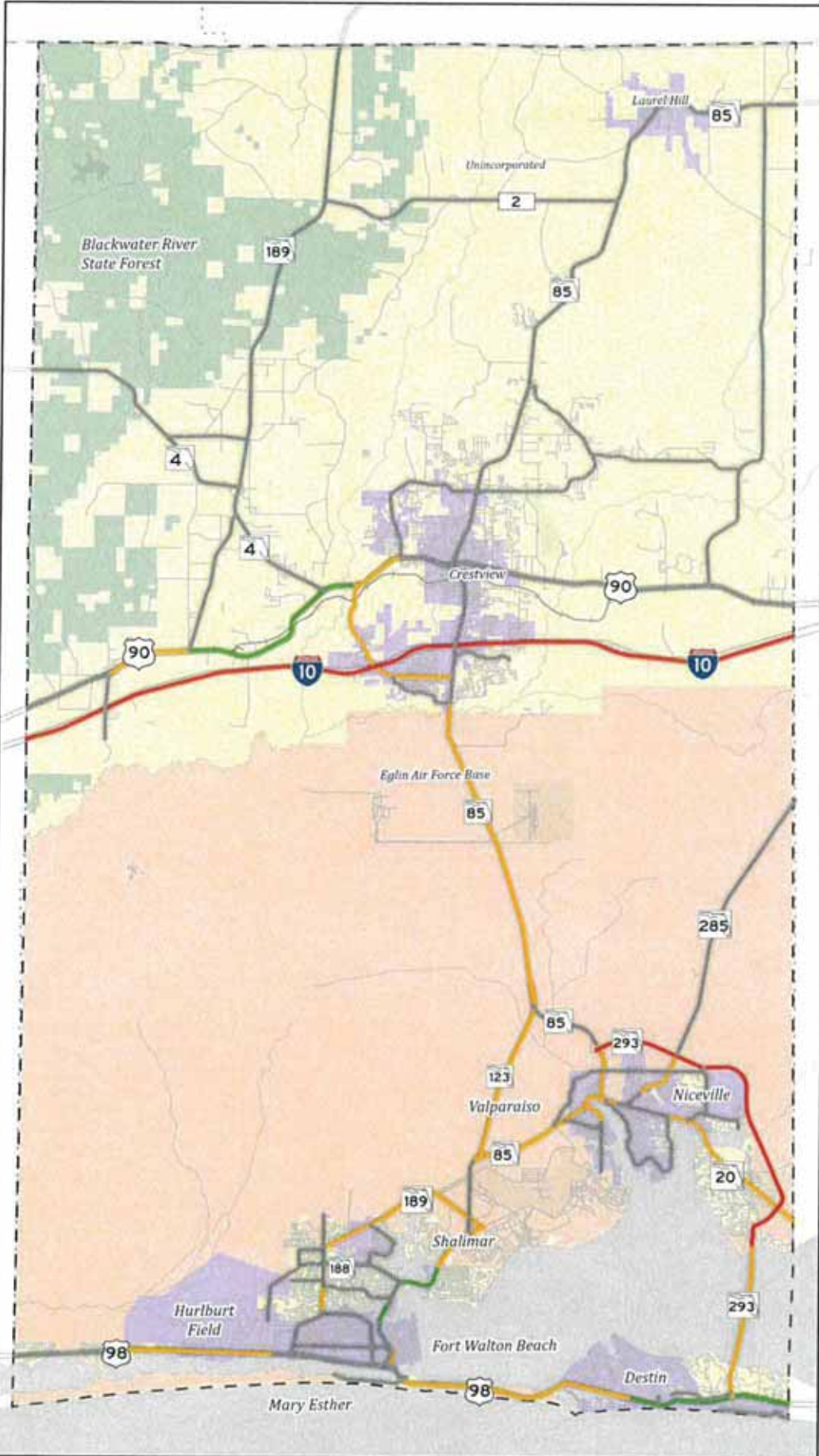
0 1.25 2.5 5 Miles

N

LAND USE • MOBILITY • PARKING • FEES

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map N. Multimodal Quality of Service (QOS) for On-Street Facilities Accommodating People Bicycling and Riding Micromobility & Microtransit



- QOS A = Protected Bike / Multimodal Lane > 7' Wide (0)
- QOS B = Buffered Bike / Multimodal Lane > 7' Wide (0)
- QOS C = Bike / Multimodal Lane 7' Wide or More (0)
- QOS D = Bike / Multimodal Lane 5' to 6' Wide (8)
- QOS E = 4' Wide Bike Lane or Paved Shoulder (40)
- Limited Access (8)
- No On-Street Multimodal Facility (128)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

NOTE:

Further analysis may result in an increased QOS based on elements in the right-of-way.

MAP PROJECTION:

Universal Transverse Mercator (UTM)
NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:

This map is the public domain pursuant to Chapter 119, Florida Statutes.

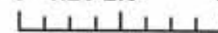
DISCLAIMER:

Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

Okaloosa County Growth Management

Produced by NUE Urban Concepts, LLC
(July 2024)

0 1.25 2.5 5 Miles



Map O
Reserved

Contact: Jonathan B. Paul, AICP | Principal

Northwest Florida Office:

34990 Emerald Coast Pkwy,
Suite 396
Destin, FL 32451-8662

Southeast Florida Office:

2000 PGA Blvd,
Suite 4440
Palm Beach Gardens, FL 33408

P 833-NUC-8484
E nueurbanconcepts@gmail.com

www.nueurbanconcepts.com



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

THE
REPUBLIC
OF
DESIGN

ANTIN
CONSULTING, LLC

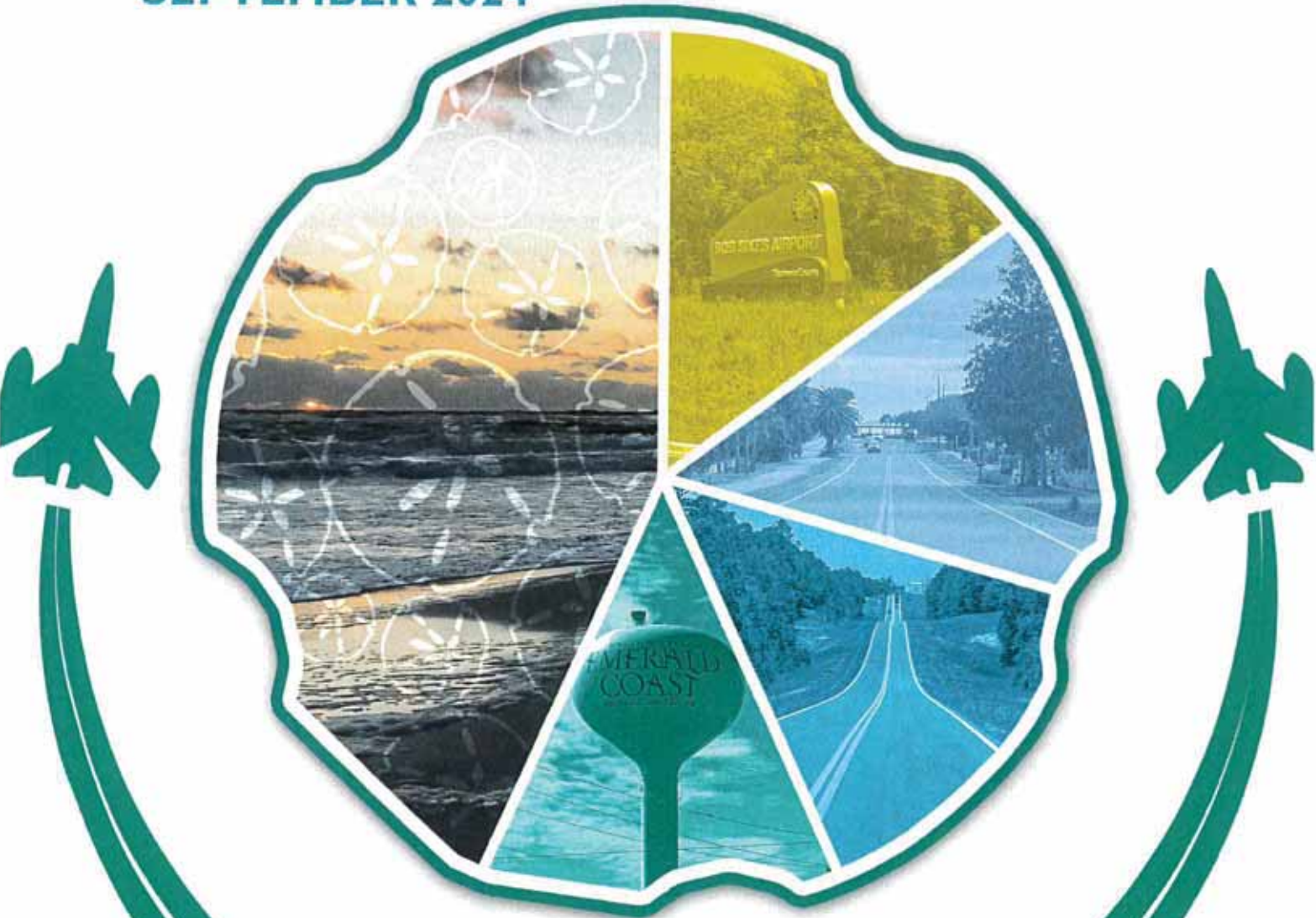
futureplan



Okaloosa County

**MOBILITY FEE
TECHNICAL REPORT**

SEPTEMBER 2024





NUE URBAN CONCEPTS, LLC
34990 Emerald Coast Pkwy, Suite 396
Destin, FL 32451
833-NUC-8484
nueurbanconcepts@gmail.com

September 30th, 2024

Scott Bitterman, P.E.
County Engineer
Engineering Division
Okaloosa County
1759 S. Ferdon Blvd.
Crestview, FL 32536

Re: Okaloosa County Mobility Fee Technical Report

Dear Scott:

Enclosed is the Okaloosa County Mobility Fee Technical Report. The Mobility Fee is based on the multimodal projects included in the 2045 Mobility Plan. The Mobility Fee Technical Report has been prepared for consideration by the Board of County Commissioners. The 2045 Mobility Plan and the Mobility Fee Technical Report would be adopted through an implementing ordinance. The earliest that an implementing ordinance could become effective is a minimum of 90 calendar days after adoption, as required by Florida Statute.

The 2045 Mobility Plan includes projects addressing future mobility needs for the residents, businesses, and visitors to Okaloosa County. The 2045 Mobility Plan emphasizes expanding the County's existing multimodal transportation system to increase the number of sidewalks and shared-use paths. The Mobility Plan also includes new roads, the widening of existing roads and intersection improvements on County and State Roads. The Plan recognizes that the Florida Department of Transportation would fund the majority of improvements to State Roads and that the County may elect to provide up to 10% matching funding to advance select multimodal and road capacity projects on State Roads.

The Mobility Fee is based on the multimodal projects in the 2045 Mobility Plan. The Mobility Fee as presently calculated is intended to replace the County's current transportation concurrency and proportionate share systems with an equitable and simplified one-time Mobility Fee mitigation payment to the County. The Mobility Fee is only proposed for assessment on new development activity within the unincorporated portions of the County. The calculated Mobility Fee is consistent with all legal and statutory requirements and meets the dual rational nexus test and the rough proportionality test. The NUE Urban Concepts team looks forward to continuing to work with County staff on finalizing the 2045 Mobility Plan and Mobility Fee per direction from the Board of County Commissioners.

Sincerely,

Jonathan B. Paul, AICP
Principal

OKALOOSA COUNTY MOBILITY FEE TECHNICAL REPORT

SEPTEMBER 2024

Produced for: Okaloosa County

Produced by: Jonathan B. Paul, AICP
Principal, NUE Urban Concepts, LLC
34990 Emerald Coast Parkway
Suite 396
Destin, FL 32451-8662
833-NUC-8484
nueurbanconcepts@gmail.com
www.nueurbanconcepts.com



© 2024 NUE Urban Concepts, LLC. All rights reserved. This material may not be reproduced, displayed, modified or distributed without the express prior written permission of the copy right holder at 34990 Emerald Coast Parkway, Suite 396 Destin, FL 32451. For permission, send written request to NUE Urban Concepts, LLC 34990 Emerald Coast Parkway, Suite 396 Destin, FL 32451, or email nueurbanconcepts@gmail.com. This work may be reproduced, in whole or in part, without prior written permission, solely by Okaloosa County; provided all copies contain the following statement: "© 2024 NUE Urban Concepts, LLC. This work is reproduced with the permission of NUE Urban Concepts. No other use is permitted without the express prior written permission of NUE Urban Concepts, LLC. For permission, send written request to NUE Urban Concepts, LLC 34990 Emerald Coast Parkway, Suite 396 Destin, FL 32451 or email nueurbanconcepts@gmail.com."



TABLE OF CONTENTS

Figures & Tables	II
Appendix & Maps	III
Executive Summary	IV
Mobility Fee Schedule	V
Introduction	1
Legislative Background	3
Impact Fee & Mobility Fee Comparison	7
The Impact Fee Act & Case Law Overview	8
Developing the 2045 Mobility Plan & Fee Growth	16
Vehicle Miles of Travel (VMT)	17
Person Miles of Travel (PMT)	18
Mobility Fee	19
Existing Conditions Evaluation (ECE)	21
Mobility Plan Summary	22
Funding	24
New Growth Evaluation (NGE)	26
Mobility Fee Assessment Areas	29
Person Miles of Capacity Rate (PMCr)	30
Person Travel Demand per Land Use (PTDu)	31
Mobility Fee Schedule	33
Mobility Fee Benefit Districts	39
Mobility Fee Comparison	43
Definitions	44
Conclusion	47
	58



Figures

Figure 1.	Concurrency Cycle	5
Figure 2.	Developing a Mobility Plan & Mobility Fee	16
Figure 3.	Person Miles of Travel (PMT) Increase	19
Figure 4.	Mobility Plan and Mobility Fee	21
Figure 5.	New Growth Evaluation (NGE)	29
Figure 6.	Person Miles of Capacity Rate (PMCr)	31
Figure 7.	Person Travel Demand Per Land Use (PTDu)	38
Figure 8.	Mobility Fee Calculation	39
Figure 9.	Mobility Fee Schedule Components	41

Tables

Table 1.	Projected Growth	17
Table 2.	Growth in Vehicle Miles of Travel (VMT)	18
Table 3.	Increase in Person Miles of Travel (PMT)	20
Table 4.	2024 Existing Conditions Evaluation (ECE)	22
Table 5.	2024 Existing Travel by Ownership	23
Table 6.	Mobility Plan Multimodal Project Summary	24
Table 7.	Mobility Plan Summary	25
Table 8.	Reasonably Anticipated Funding for State Roads	27
Table 9.	Reasonably Anticipated Funding for County Roads	28
Table 10.	New Growth Evaluation Factor (NGEf)	29
Table 11.	Person Miles of Capacity Rate (PMCr)	32
Table 12.	Limited Access Evaluation Factor (LAEf)	35
Table 13.	State Road Factor (SRf)	36
Table 14.	Trip Purpose Factor (TPf)	37
Table 15.	Proportionate Share Comparison	44
Table 16.	Mobility Fee Comparison	46



Appendices

- Appendix A. Florida Commerce Transportation Planning Guidance
- Appendix B. Laws of Florida HB 479 (Chapter 2024 – 266)
- Appendix C. Impact Fee Act (Florida Statute Section 163.31801)
- Appendix D. Projected Growth in Vehicle Miles of Travel
- Appendix E. 2022 National Household Travel Survey Data
- Appendix F. Traffic Characteristics Data
- Appendix G. FDOT 2023 Generalized Daily Service Volumes
- Appendix H. Planning Level Cost & Person Miles of Capacity
- Appendix I. Mobility Plan Multimodal Projects: Corridors
- Appendix J. Mobility Plan Multimodal Projects: Intersections
- Appendix K. Mobility Plan Maps
- Appendix L. Trip Generation
- Appendix M. Vehicle Miles of Travel (VMT)
- Appendix N. 2022 National Household Travel Survey Data: Trip Purpose
- Appendix O. Person Travel Demand (PTD)
- Appendix P. Mobility Fee Schedule
- Appendix Q. Proportionate Share Contributions
- Appendix R. Population Comparison
- Appendix S. Alachua & Walton Counties Mobility Fee Schedules

Maps

- Map A. Mobility Fee Assessment Area
- Map B. Mobility Fee Benefit Districts
- Map C. Mobility Fee Study Area

The Remainder of This Page Intentionally Left Blank



EXECUTIVE SUMMARY

In 1985, the Florida Legislature passed the Growth Management Act that required all local governments in Florida to adopt Comprehensive Plans to guide future development and mandated that adequate public facilities be provided “concurrent” with the impacts of new development. Transportation concurrency became the measure used by local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development. By 1993, the Florida Legislature recognized that an unintended consequence of transportation concurrency is that it discouraged development in urban areas where road capacity was constrained and pushed development to suburban and rural areas where road capacity was either available or was cheaper to construct.

In 2007, the Legislature introduced the concept of mobility plans and mobility fees as an **alternative** to transportation concurrency, proportionate share, and road impact fees. In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for any local government. In 2013, the Legislature encouraged local governments, defined equally in Florida Statute as counties and municipalities, to adopt alternative mobility funding systems. Mobility fees, based on a **plan of improvements (aka mobility plan)**, are an alternative funding system that allows development to equitably mitigate its **transportation impact (i.e., traffic)** through a streamlined and transparent one-time payment to local governments. In 2019, the Legislature required mobility fees follow the same statutory process requirements as impact fees.

Okaloosa County’s 2045 Mobility Plan is intended to implement the Transportation Element of the Comprehensive Plan to further develop an efficient, safe, connected, and cost feasible multimodal transportation system that provides travel choices for all users. The Mobility Plan features a mixture of **multimodal projects** such as: sidewalks, shared-use paths, multi-use trails, bicycle lanes, road widenings, new complete streets, multimodal safety enhancements, intersection improvements, along with mobility related plans, programs, services, and studies.

The Mobility Fee features one (1) Assessment Area and two (2) Benefit Districts to ensure Mobility Fees paid to the County are spent on multimodal projects in the Mobility Plan that provide a mobility benefit to new development activity that paid the Mobility Fee. The County is not mandating municipalities collect its Mobility Fee. The County is open to municipalities opting-in to the County system and or developing their own systems. **The Okaloosa County Mobility Fee Technical Report, dated September 2024, documents the data and methodology used to develop a Mobility Fee, based on the 2045 Mobility Plan, that meets legally established dual rational nexus and rough proportionality tests, along with the requirements of Florida Statute Sections 163.3180 and 163.31801, along with Florida Statute Chapter 380.**

OKALOOSA COUNTY MOBILITY FEE SCHEDULE (10.02.2024)		
Schedule of Land Uses	Unit of Measure	Mobility Fee
Residential Uses		
Single-Family Detached	per Dwelling Unit	\$1,009
Single-Family Attached	per Dwelling Unit	\$772
Multifamily	per Dwelling Unit	\$722
Mobile Home and Micro (Tiny) Home	per Dwelling Unit	\$762
Institutional Uses		
Community Serving (Cultural Center, Gallery, Lodge, Performance Venue, Place of Assembly or Worship)	per 1,000 Sq. Ft.	\$260
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 Sq. Ft.	\$388
Private Education (Afterschool, Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	\$466
Recreational Uses		
Marina (Wet berths, dry slips, fueling, maintenance, repair, and service)	per Berth plus per ten (10) dry slips	\$132
Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)	per Acre	\$1,456
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports)	per 1,000 Sq. Ft.	\$1,271
Industrial Uses		
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 Sq. Ft.	\$145
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Wholesale Nursery, Warehouse)	per 1,000 Sq. Ft.	\$128
Office Uses		
Office (General, Post Secondary Education, Hospital, Professional)	per 1,000 Sq. Ft.	\$441
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 Sq. Ft.	\$1,227
Retail Uses		
Retail (Not Otherwise Specified on Schedule)	per 1,000 Sq. Ft.	\$1,469
Bank	per 1,000 Sq. Ft.	\$2,337
Convenience Store	per 1,000 Sq. Ft.	\$4,964
Drinking Establishment (Bar, Brewery, Distillery or Wine Tasting Tap Room, Club)	per 1,000 Sq. Ft.	\$1,552
Fast Food or Quick Service Restaurant	per 1,000 Sq. Ft.	\$5,262
Furniture Store	per 1,000 Sq. Ft.	\$483
Grocery Store	per 1,000 Sq. Ft.	\$2,929
Pharmacy or Dispensary	per 1,000 Sq. Ft.	\$4,017
Sit Down Table Service Restaurant	per 1,000 Sq. Ft.	\$2,297
Superstore	per 1,000 Sq. Ft.	\$1,934
Variety or Dollar Store	per 1,000 Sq. Ft.	\$2,438
Motor Vehicle or Boat Sales	per 1,000 Sq. Ft.	\$1,617
Wholesale Club	per 1,000 Sq. Ft.	\$1,626
Non-Residential Uses Per Unit of Measure (* denotes Additive Mobility Fee)		
Overnight Lodging	per Room	\$713
Recreational Vehicle or Travel Trailer Park	per Space	\$394
Bank Drive-Thru or Free-Standing ATM*	per Lane or ATM	\$3,331
Motor Vehicle or Boat Cleaning (Detailing, Wash, Wax)*	per Bay, Lane, Stall plus per five (5) Finishing Stations	\$7,477
Motor Vehicle Charging or Fueling (Commercial Facility which requires Payment)*	per Charging or Fueling Position	\$2,169
Motor Vehicle or Boat Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires)*	per Bay or Stall	\$1,294
Fast Food or Quick Service Restaurant Drive Thru*	per Lane	\$7,534
*Additive Mobility Fees are assessed in addition to the Retail Mobility Fee associated with the square footage of buildings or structures.		
Prepared by NUE Urban Concepts, LLC		V



INTRODUCTION

Okaloosa County intends for the Mobility Fee to provide an alternative to and replacement of its existing transportation concurrency and proportionate share systems within the unincorporated portions of the County for all new development activity with land uses entitlements consistent with the currently adopted Comprehensive Plan. The County may require an evaluation of the impact a Comprehensive Plan Amendment, that results in an increase density and intensity, would have on the adopted Mobility Plan and Mobility Fee, and may require mitigative measures based on that impact. The County has transmitted amendments to its Comprehensive Plan to ensure that the Comprehensive Plan and the 2045 Mobility Plan are consistent with requirements of Florida Statute Sections 163.3180 and 163.31801.

The Mobility Fee is intended to be assessed on all new development activity within unincorporated Okaloosa County. **New Development Activity** is defined as *“new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in person travel demand (aka impact) above the demand generated by the existing use of property”*.

Mobility Fees are not: (1) a reoccurring tax; (2) assessed to existing residential or non-residential property; or (3) deposited into general revenue funds of the County.

Mobility Fees are: (1) a streamlined one-time assessment on new development activity; (2) intended to offset the impact of new development activity; and (3) deposited into special revenue funds for Mobility Fees to be expended within defined benefit districts.

The Mobility Fee system features a single **Assessment Area** that includes all of unincorporated Okaloosa County (**Map A**). An assessment area defines where new development activity is assessed a mobility fee. The Mobility Fee system assesses a uniform rate per land use established on the mobility fee schedule. Mobility Fees are assessed at the time of development order application, or its functional equivalent, and are paid at the time a development order is issued or equivalent approval is granted by the County. The County is not mandating municipalities collect the County Mobility Fee on its behalf. The County is open to municipalities opting-in to the County's Mobility Fee system or adopting their own.



Okaloosa County Mobility Fee

The Mobility Fee system features two (2) **Benefit Districts** that cover the entire County (**Map B**). When Mobility Fees are paid by new development activity, they are deposited into two (2) special funds established by the County, one (1) fund for each Benefit District. Mobility Fee are required by legal and statutory requirements to be spent on multimodal projects identified in the Mobility Plan that provide a mobility “**benefit**” to new development activity that paid the Mobility Fee.

The boundary for the two (2) Benefit Districts is intended to be the northern boundary of Eglin Airforce Base to reflect primary travel patterns. The northern Benefit District extends to the northern County limits. The southern Benefit District extends to the Gulf of Mexico. The Mobility Fee Ordinance will provide for the expenditure of Mobility Fee Funds across the boundaries of both Benefit Districts if there is a written finding that the multimodal projects would provide a mobility benefit to new development activity that paid Mobility Fees within each District. For example, a multi-use path or trail that connects to a park outside of the northern limits of the District or that runs across the District Boundaries along SR 85 or SR 285.

The Board of County Commissioners (BOCC) will determine how Mobility Fee revenues are allocated and expended through its annual Capital Improvements Program (CIP). Mobility Fee revenues may be expended on Mobility Plan multimodal projects within a Mobility Fee Benefit District, so long as the projects are included in the CIP or the BOCC votes to add the projects through an amendment to the CIP. The BOCC may also elect to provide matching funds to projects identified in the Okaloosa - Walton Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP) or the Florida Department of Transportation (FDOT) Transportation Improvements Program (TIP). The County may also expend Mobility Fee revenues on projects identified as part of the County’s Infrastructure sales tax program or on Special Plans or Studies adopted by the BOCC.

In recognition that the County’s multimodal system is dynamic, the 2045 Mobility Plan includes **implementation projects** to allow for the County to address needs and demands due to new development activity, public private partnerships, advancing projects through matching funding, and unforeseen events. It is strongly recommended that any use of Mobility Fee funds be included in the CIP as the County’s Chief Financial Officer, or functional equivalent, is required, as part of the County’s Annual Financial Report submitted to the State of Florida pursuant to Florida Statute Chapter 218 Section 32, to submit a statement that mobility fees were collected and expended consistent with Florida Statute 163.31801.



LEGISLATIVE BACKGROUND

The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida adopt Comprehensive Plans to guide future development. The Act mandated that adequate public facilities must be provided “concurrent” with the impacts of new development. State mandated “concurrency” was adopted to ensure the health, safety, and general welfare of the public by ensuring that adequate public facilities would be in place to accommodate the demand for public facilities created by new development.

Transportation concurrency became the measure used by the Florida Department of Community Affairs (DCA), Florida Department of Transportation (FDOT), Regional Planning Councils (RPCs), and local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development. To meet the travel demand impacts of new development and be deemed “concurrent”, transportation concurrency was primarily addressed by constructing new roads and widening existing roads.

Traditional transportation concurrency allowed governmental entities to deny development where road capacity was not available to meet the travel demands from new development. Transportation concurrency also allowed governmental entities to require that developments be timed or phased concurrent with the addition of new road capacity. In addition, transportation concurrency also allowed governmental entities to require new development to improve (widen) roads that were already overcapacity (aka “deficient” or “backlogged”).

In urban areas throughout Florida, traditional transportation concurrency had the unintended consequence of limiting and stopping growth in urban areas. This occurred because roads were often over capacity based on traffic already on the roads or the combination of that traffic and trips from approved developments. Further, the ability to add road capacity in urban areas was more limited as right-of-way was often constrained by existing development and utilities, physical barriers, and environmental protections.

Stopping development in urban areas encouraged suburban sprawl by forcing new development to suburban and rural areas where road capacity was either readily available or cheaper to construct. In the late 90’s, as the unintended impact of transportation concurrency became more apparent, the Legislature adopted Statutes to provide urban areas with alternatives to address the impact of new development through Transportation Concurrency Exception Areas (TCEA) and Transportation Concurrency Management Areas (TCMA).



The intent of TCEAs and TCMA's was to allow local governments alternative solutions to provide mobility within urban areas by means other than providing road capacity and to allow infill and redevelopment in urban areas. In the mid 2000's, Florida experienced phenomenal growth that strained the ability of local governments to provide the necessary infrastructure to accommodate that growth. Many communities across the State started to deny new developments, substantially raise impact fees, and require significant transportation capacity improvements. In 2005, the Legislature enacted several laws that weakened the ability of local governments to implement transportation concurrency by allowing new development to make proportionate share payments to mitigate its travel demand. The Legislature also introduced Multi-Modal Transportation Districts (MMTD) for areas that did qualify for TCEAs or TCMA's.

In 2007, the Florida Legislature introduced the concept of mobility plans and mobility fees to allow development to equitably mitigate its impact and placed additional restrictions on the ability of local governments to charge new development for over capacity roadways. The Legislature directed the Florida Department of Community Affairs (DCA) and the Florida Department of Transportation (FDOT) to evaluate mobility plans and fees and report the findings to the Legislature in 2009.

In 2009, the Legislature designated Dense Urban Land Areas (DULA), which are communities with a population greater than 1,000 persons per square mile, as TCEA's. The Legislature accepted the findings of the DCA and FDOT analysis for mobility plans and mobility fees but did not take any formal action as the State was in the great recession. The Legislature also placed further restrictions on local government's ability to implement transportation concurrency, by adding direction on how to calculate proportionate share and how overcapacity roads are addressed.

In 2011, the Florida Legislature through House Bill (HB) 7207 adopted the "Community Planning Act" which implemented the most substantial changes to Florida's growth management laws since the 1985 "Local Government Comprehensive Planning and Land Development Regulation Act," which had guided comprehensive planning in Florida for decades. The 2011 legislative session eliminated State mandated concurrency, made concurrency optional for local governments, and eliminated the Florida Department of Community Affairs (DCA) and replaced it with the Florida Department of Economic Opportunity (DEO). The Act essentially removed the DEO, Florida Department of Transportation (FDOT), and Regional Planning Councils (RPC) from the transportation concurrency review process.



Although local governments are still required to adopt and implement a comprehensive plan, the requirements changed significantly and shifted more discretion to local governments to plan for mobility within their community and enacted further restrictions on the implementation of transportation concurrency, proportionate share, and backlogged roads.

The Florida Legislature did not include any provisions in House Bill 7207 exempting local governments existing transportation concurrency system, when it elected to abolish statewide transportation concurrency, made transportation concurrency optional for local governments, and enacted further restrictions on the implementation of transportation concurrency.

House Bill 319, passed by the Florida Legislature in 2013, amended the Community Planning Act and brought about more changes in how local governments could implement transportation concurrency and further recognized the ability of local governments to adopt alternative mobility funding system, such as mobility fees based on a plan of improvements, to allow development, consistent with an adopted Comprehensive Plan, to equitably mitigate its travel demand impact. Florida Statute Section 163.3180(5)(i) states:

"If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. A mobility fee-based funding system must comply with the dual rational nexus test applicable to impact fees. An alternative system that is not mobility fee-based shall not be applied in a manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h)."

Figure 1. Concurrency Cycle





Okaloosa County Mobility Fee

Prior to the passage of the Florida Community Planning Act by the Legislature on June 2, 2011, transportation concurrency was mandatory for local governments statewide, except those with approved TCEAs or MMTDs. After adoption of the Community Planning Act, transportation concurrency became optional for any local government and the Legislature encouraged local governments to adopt alternative mobility funding systems and specifically references mobility fees, based on a plan for mobility improvements. Accordingly, Florida Commerce, which replaced the Department of Economic Opportunity, which replaced the Department of Community Affairs, provides direction related to elimination of transportation concurrency and adoption of a mobility fee-based plan, in accordance with Florida Statute 163.3180 ([Appendix A](#)).

In 2019, the Florida Legislature, through House Bill 7103, amended the Community Planning Act and required mobility fees to be governed by the same procedures as impact fees. This amendment further confirmed that mobility fees are an equivalent form of mitigation to impact fees that allow development to mitigate its impact to the transportation system consistent with the needs identified in the local governments adopted mobility plan per Florida Statute Section 163.3180(5)(i).

In 2024, the Florida Legislature, through House Bill 479, amended the Community Planning Act to update the requirements for alternative transportation systems. This amendment states that local governments can adopt mobility plan and mobility fee systems or alternative transportation systems that are not mobility-plan and fee based. The amendment requires all alternative transportation systems follow the process and procedures of the Impact Fee Act and that further confirmed that mobility fees are an equivalent form of mitigation to impact fees that alternative transportation systems cannot require new development to fund existing deficiencies. HB 479 also provides guidance in instances where both a county and a municipality charge new development for a fee for transportation capacity impacts ([Appendix B](#)).

The Remainder of This Page Intentionally Left Blank



IMPACT FEE & MOBILITY FEE COMPARISON

The Florida Constitution grants local governments broad home rule authority to establish special assessments, impact fees, mobility fees, franchise fees, user fees, and service charges as revenue sources to fund specific governmental functions and capital infrastructure. Payment of impact fees or mobility fees are one of the primary ways local governments can require new development, along with redevelopment or expansion of existing land uses that generate additional transportation demand, to mitigate its impact to a local governments transportation system. While road impact fees and mobility fees are both intended to be means in which a development can mitigate its transportation impact, the following are the major differences between the two fees:

Road Impact Fees

- Partially or fully fund road capacity improvements, including new roads, the widening of existing roads, and the addition or extension of turn lanes at intersections to move people driving vehicles (i.e., cars, trucks, SUVs, motorcycles).
- Are based on increases in trip generation, vehicle trip length, and road capacity, along with the cost of road capacity improvements and the projected vehicle miles of travel from development.
- Maybe based on either an adopted LOS standard (aka standards or consumption-based fee) or on future road improvements (aka plan or improvements-based fee).

Mobility Fees

- Pay for the cost associated with adding new multimodal capacity to move people walking, bicycling, scooting, riding transit, driving vehicles, or using shared mobility technology.
- Partially or fully fund multimodal projects, including sidewalks, paths, trails, bike lanes, streetscape and landscape, complete and low speed streets, micromobility (i.e., electric bikes, electric scooters) devices, programs, and services, microtransit (i.e., golf carts, neighborhood electric vehicles, autonomous transit shuttles, trolleys) circulators, services and vehicles, new roads, the widening of existing roads, and turn lanes, signals, and ADA upgrades at intersections.
- Are based on increases in person trips, person trip lengths, and person miles of capacity from multimodal projects, along with projected person miles of travel from development.
- Assessment areas may include all or portions of a municipality or county, and may vary based on geographic location (e.g., downtown) or type of development (e.g., mixed-use).
- Must be based on future multimodal projects adopted as part of a mobility plan and incorporated or referenced in the local governments Comprehensive Plan.



THE IMPACT FEE ACT & CASE LAW OVERVIEW

Local governments through-out Florida began adopting road impact fees in the late 70's and early 80's as a means for new development to pay for its traffic impact and provide local governments with revenues to fund transportation infrastructure improvements. Counties, especially Charter Counties, began to require that municipalities collect road impact fees on their behalf to fund improvements to the county road system. Throughout the 1980's, 1990's, and 2000's, municipalities through-out Florida challenged the ability of counties to compel municipalities to collect road impact fees for new development. The opposition stemmed in part from an unintended consequence of transportation concurrency which was that it essentially stopped development in urban areas (aka "municipalities"). Both municipalities and new development activity were constrained in their ability to add road capacity due to cost of acquiring developed land and fierce opposition from existing residents concerned about increased traffic and the impact new road capacity would have on their homes.

The inability of new development activity in urban areas to meet transportation concurrency resulted in development moving to suburban and rural areas (aka "urban sprawl") where fewer residents would come out in opposition to new road capacity improvements and road capacity was either available or was cheaper to construct. Municipalities found themselves in the unenviable position of sending road impact fees to counties, when new development activity did meet concurrency, only to see those road impact fees being spent on new road capacity projects outside of urban areas that made it even easier for new development activity to continue to sprawl outside municipalities.

Further, the courts frequently sided with counties, as municipalities that did challenge the legality of counties compelling them to collect impact fees did not offer alternatives to show how they would address the traffic impacts from new development. These challenges all occurred prior to the Florida Legislature adopting the "Impact Fee Act" through Florida Statute 163.31801. Further, these challenges also existed prior to the introduction of mobility plans and mobility fees and the adoption of the "Community Planning Act" through Florida Statute 163.3180.

Before the Florida "Impact Fee Act" was adopted, many local governments had already developed impact fees through their home rule powers. In 2006, the Legislature adopted the "Impact Fee Act" to provide process requirements for the adoption of impact fees and formally recognized the authority of local governments to adopt impact fees. Prior to 2006, the Florida Legislature, unlike many States throughout the U.S. that had adopted enabling legislation,



elected to defer to the significant case law that had been developed in both Florida and throughout the U.S. to provide guidance to local governments to adopt impact fees.

In 2009, the Legislature made several changes to the “Impact Fee Act”, the most significant of which was placing the burden of proof on local governments, through a preponderance of the evidence, that the imposition of the fee meets legal precedent and the requirements of Florida Statute Section 163.31801. Prior to the 2009 amendment, Courts generally deferred to local governments as to the validity of an imposed impact fee and placed the burden of proof, that an imposed impact fee was invalid or unconstitutional on the plaintiff. Prior to 2020, there had yet to be a legal challenge to impact fees in Florida since the 2009 legislation, due in large part to the great recession and the fact that many local governments either reduced impact fees or placed a moratorium on impact fees between 2009 and 2015.

In 2019, the Legislature, through HB 207 and HB 7103, made several changes to the “Impact Fee Act”, the most significant of which was the requirement that fees not be collected before building permit. The changes also expanded on the requirements of the dual rational nexus test, the collection and expenditure of fees, credits for improvements and administrative cost.

In 2020, the Legislature, through SB 1066, made several additional changes to the Impact Fee Act to clarify that new or updated impact fees cannot be assessed on a permit if the permit application was pending prior to the new or updated fee. The bill also made credits assignable and transferable to third parties.

In 2021, the Legislature, through HB 337 made significant amendments to the “Impact Fee Act”, which the Governor subsequently approved. The amendments require that impact fees be based on planned improvements and that there is a clear nexus between the need for improvements and the impact from new development. The amendments have a greater impact on increases to existing impact fees and have phasing requirements for increases to existing fees. There are provisions that allow a local government to fully implement updated fees based on a finding of extraordinary circumstances, holding public hearings, and requiring a super majority approval by elected officials. Florida Statute Section 163.31801.

In 2024, the Legislature, through HB 479 made amendments to the “Impact Fee Act” that requires fee studies be completed and adopted within 12 months from the date of initiation of the study. The amendment also stipulated that data used in fee studies should not be older than four years. The amendment also requires alternative transportation systems recognize transportation or road impact fee credits granted prior to adoption of the alternative transportation systems. The most recently enacted version of the Impact Fee Act is provided in [Appendix C](#).



One of the primary purposes of this Technical Report, consistent with Florida Statute Section 163.31801(4)(f) and (g), is to demonstrate that Okaloosa County's Mobility Fee is proportional and reasonably connected to, or has a rational nexus with, both the "need" for new multimodal transportation projects and the mobility "benefits" provided to those who pay the fee, otherwise known as the "dual rational nexus test", herein further described as:

The "Need" for additional (new) capital facilities (projects) to accommodate the increase in demand (impact) from growth (new development activity), and

The "Benefit" that the new growth (new development activity) receives from the payment and expenditure of fees to construct the new capital facilities (projects).

In addition to the "dual rational nexus test", the U.S. Supreme Court in *Dolan v. Tigard* also established a "rough proportionality test" to address the relationship between the amount of a fee imposed on new development activity and the impact of the new development activity. The "rough proportionality test" requires that there be a reasonable relationship (proportional and reasonably connected) between the impact fee and the impact of new development activity based upon the applicable unit of measure for residential and non-residential uses. The "rough proportionality test" further requires that the variables used to calculate a fee are reasonably assignable and attributable to the impact of new development activity.

The Courts recognized the authority of a municipality to impose "impact fees" in Florida occurred in 1975 in the case of *City of Dunedin v. Contractors and Builders Association of Pinellas County*, 312 So.2d 763 (2d DCA. Fla., 1975), where the court held: "that the so-called impact fee did not constitute taxes but was a charge using the utility services under Ch. 180, F. S." The Court set forth the following criteria to validate the establishment of an impact fee:

"...where the growth patterns are such that an existing water or sewer system will have to be expanded in the near future, a municipality may properly charge for the privilege of connecting to the system a fee which is in excess of the physical cost of connection, if this fee does not exceed a proportionate part of the amount reasonably necessary to finance the expansion and is earmarked for that purpose." 312 So.2d 763, 766, (1975).

The case was appealed to the Florida Supreme Court and a decision rendered in the case of *Contractors and Builders Association of Pinellas County v. City of Dunedin* 329 So.2d 314 (Fla. 1976), in which the Second District Court's decision was reversed. The Court held that "impact fees" did not constitute a tax; that they were user charges analogous to fees collected by privately owned utilities for services rendered.



However, the Court reversed the decision, based on the finding that the City did not create a separate fund where impact fees collected would be deposited and earmarked for the specific purpose for which they were collected, finding:

"The failure to include necessary restrictions on the use of the fund is bound to result in confusion, at best. City personnel may come and go before the fund is exhausted, yet there is nothing in writing to guide their use of these moneys, although certain uses, even within the water and sewer systems, would undercut the legal basis for the fund's existence. There is no justification for such casual handling of public moneys, and we therefore hold that the ordinance is defective for failure to spell out necessary restrictions on the use of fees it authorizes to be collected. Nothing we decide, however prevents Dunedin from adopting another sewer connection charge ordinance, incorporating appropriate restrictions on use of the revenues it produces. Dunedin is at liberty, moreover, to adopt an ordinance restricting the use of moneys already collected. We pretermitt any discussion of refunds for that reason."
329 So.2d 314 321, 322 (Fla. 1976)

The case tied impact fees directly to growth and recognized the authority of a local government to impose fees to provide capacity to accommodate new growth and basing the fee on a proportionate share of the cost of the needed capacity. The ruling also established the need for local government to create a separate account to deposit impact fee collections to help ensure those funds are expended on infrastructure capacity.

The Utah Supreme Court had ruled on several cases related to the imposition of impact fees by local governments before hearing *Banberry v. South Jordan*. In the case, the Court held that: "the fair contribution of the fee-paying party should not exceed the expense thereof met by others. To comply with this standard a municipal fee related to service like water and sewer must not require newly developed properties to bear more than their equitable share of the capital costs in relation to the benefits conferred" (*Banberry Development Corporation v. South Jordan City*, 631 P. 2d 899 (Utah 1981)). To provide further guidance for the imposition of impact fees, the court articulated seven factors which must be considered (*Banberry Development Corporation v. South Jordan City*, 631 P. 2d 904 (Utah 1981)):

- "(1) the cost of existing capital facilities;*
- (2) the manner of financing existing capital facilities (such as user charges, special assessments, bonded indebtedness, general taxes or federal grants);*
- (3) the relative extent to which the newly developed properties and the other properties in the municipality have already contributed to the cost of existing capital facilities (by such means as user charges, special assessments, or payment from the proceeds of general taxes);*
- (4) the relative extent to which the newly developed properties in the municipality will contribute to the cost of existing capital facilities in the future;*



- (5) *the extent to which the newly developed properties are entitled to a credit because the municipality is requiring their developers or owners (by contractual arrangement or otherwise) to provide common facilities (inside or outside the proposed development) that have been provided by the municipality and financed through general taxation or other means (apart from user fees) in other parts of the municipality;*
- (6) *extraordinary costs, if any, in servicing the newly developed properties; and*
- (7) *the time-price differential inherent in fair comparisons of amounts paid at different times."*

The Court rulings in Florida, Utah and elsewhere in the U.S. during the 1970's and early 1980's led to the first use of what ultimately became known as the "dual rational nexus test" in *Hollywood, Inc. v. Broward County*; which involved a Broward County ordinance that required a developer to dedicated land or pay a fee for the County park system. The Florida Fourth District Court of Appeal found to establish a reasonable requirement for dedication of land or payment of an impact fee that:

"... the local government must demonstrate a reasonable connection, or rational nexus between the need for additional capital facilities and the growth of the population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for the use in acquiring capital facilities to benefit new residents." (*Hollywood, Inc. v. Broward County*, 431 So. 2d 606 (Fla. 4th DCA), rev. denied, 440 So. 2d 352 (Fla. 1983).

In 1987, the first of two major cases were heard before the U.S. Supreme Court that have come to define what is now commonly referred to as the "dual rational nexus test". The first case was *Nollan v. California Coastal Commission* which involved the Commission requiring the Nollan family to dedicate a public access easement to the beach in exchange for permitting the replacement of a bungalow with a larger home which the Commission held would block the public's view of the beach. Justice Scalia delivered the decision of the Court: "The lack of nexus between the condition and the original purpose of the building restriction converts that purpose to something other than what it was...Unless the permit condition serves the same governmental purpose as the development ban, the building restriction is not a valid regulation of land use but an out-and-out plan of extortion (*Nollan v. California Coastal Commission*, 483 U. S. 825 (1987)". The Court found that there must be an essential nexus between an exaction and the government's legitimate interest being advanced by that exaction (*Nollan v. California Coastal Commission*, 483 U. S. 836, 837 (1987)).

The second case, *Dolan v. Tigard*, heard by the U.S. Supreme Court in 1994 solidified the elements of the "dual rational nexus test". The Petitioner Dolan, owner and operator of a Plumbing & Electrical Supply store in the City of Tigard, Oregon, applied for a permit to expand the store and pave the parking lot of her store. The City Planning Commission granted conditional approval,



dependent on the property owner dedicating land to a public greenway along an adjacent creek and developing a pedestrian and bicycle pathway to relieve traffic congestion. The decision was affirmed by the Oregon State Land Use Board of Appeal and the Oregon Supreme Court. The U.S. Supreme Court overturned the ruling of the Oregon Supreme Court and held:

"Under the well-settled doctrine of "unconstitutional conditions," the government may not require a person to give up a constitutional right in exchange for a discretionary benefit conferred by the government where the property sought has little or no relationship to the benefit. In evaluating Dolan's claim, it must be determined whether an "essential nexus" exists between a legitimate state interest and the permit condition. Nollan v. California Coastal Commission, 483 U. S. 825, 837. If one does, then it must be decided whether the degree of the exactions demanded by the permit conditions bears the required relationship to the projected impact of the proposed development." Dolan v. City of Tigard, 512 U.S. 383, 386 (1994)

The U.S. Supreme Court in addition to upholding the "essential nexus" requirement from Nollan also introduced the "rough proportionality" test and held that:

"In deciding the second question-whether the city's findings are constitutionally sufficient to justify the conditions imposed on Dolan's permit-the necessary connection required by the Fifth Amendment is "rough proportionality." No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the proposed development's impact. This is essentially the "reasonable relationship" test adopted by the majority of the state courts. Dolan v. City of Tigard, 512 U.S. 388, 391 (1994)"

An often-overlooked component of Dolan v. City of Tigard is the recognition that while multimodal facilities may off-set traffic congestion there is a need to demonstrate or quantify how the dedication of a pedestrian / bicycle pathway would offset the traffic demand generated. per the following excerpt from the opinion of the Court delivered by Chief Justice Rehnquist:

"The city made the following specific findings relevant to the pedestrian/bicycle pathway: "In addition, the proposed expanded use of this site is anticipated to generate additional vehicular traffic thereby increasing congestion on nearby collector and arterial streets. Creation of a convenient, safe pedestrian/bicycle pathway system as an alternative means of transportation could offset some of the traffic demand on these nearby streets and lessen the increase in traffic congestion." We think a term such as "rough proportionality" best encapsulates what we hold to be the requirement of the Fifth Amendment. No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development.

With respect to the pedestrian/bicycle pathway, we have no doubt that the city was correct in finding that the larger retail sales facility proposed by petitioner will increase traffic on the streets of the Central Business District. The city estimates that the proposed development would generate roughly 435 additional trips per day. Dedications for streets, sidewalks, and other public ways are generally reasonable exactions to avoid excessive congestion from a proposed property use. But on the record



before us, the city has not met its burden of demonstrating that the additional number of vehicle and bicycle trips generated by the petitioner's development reasonably relate to the city's requirement for a dedication of the pedestrian/bicycle pathway easement. The city simply found that the creation of the pathway "could offset some of the traffic demand . . . and lessen the increase in traffic congestion."

"As Justice Peterson of the Supreme Court of Oregon explained in his dissenting opinion, however, "[t]he findings of fact that the bicycle pathway system could offset some of the traffic demand' is a far cry from a finding that the bicycle pathway system will, or is likely to, offset some of the traffic demand." 317 Ore., at 127, 854 P. 2d, at 447 (emphasis in original). No precise mathematical calculation is required, but the city must make some effort to quantify its findings in support of the dedication for the pedestrian/bicycle pathway beyond the conclusory statement that it could offset some of the traffic demand generated." Dolan v. City of Tigard, 512 U.S. 687 (1994).

The U.S. Supreme Court recently affirmed, through *Koontz vs. St. Johns River Water Management District*, that the "dual rational nexus" test equally applies to monetary exactions in the same manner as a governmental regulation requiring the dedication of land. Justice Alito described:

"Our decisions in Nollan v. California Coastal Commission, 483 U. S. 825 (1987), and Dolan v. City of Tigard, 512 U. S. 374 (1994), provide important protection against the misuse of the power of land-use regulation. In those cases, we held that a unit of government may not condition the approval of a land-use permit on the owner's relinquishment of a portion of his property unless there is a "nexus" and "rough proportionality" between the government's demand and the effects of the proposed land use. In this case, the St. Johns River Water Management District (District) believes that it circumvented Nollan and Dolan because of the way in which it structured its handling of a permit application submitted by Coy Koontz, Sr., whose estate is represented in this Court by Coy Koontz, Jr. The District did not approve his application on the condition that he surrender an interest in his land. Instead, the District, after suggesting that he could obtain approval by signing over such an interest, denied his application because he refused to yield." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2586 (2013).

"That carving out a different rule for monetary exactions would make no sense. Monetary exactions—particularly, fees imposed "in lieu" of real property dedications—are "commonplace" and are "functionally equivalent to other types of land use exactions." To subject monetary exactions to lesser, or no, protection would make it "very easy for land-use permitting officials to evade the limitations of Nollan and Dolan." Furthermore, such a rule would effectively render Nollan and Dolan dead letters "because the government need only provide a permit applicant with one alternative that satisfies the nexus and rough proportionality standard, a permitting authority wishing to exact an easement could simply give the owner a choice of either surrendering an easement or making a payment equal to the easement's value." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2599 (2013).

The Florida First District Court of Appeals recently affirmed, through *The BoCC of Santa Rosa County vs. the Builders Association of West Florida*, that impact fees are required to meet the "dual rational nexus" test to avoid being found to be an unconstitutional tax. The Court cited the following sections of Florida Statute:



“Second, the Florida Impact Fee Act sets forth the minimum statutory requirements for a valid impact fee. § 163.31801(3), Fla. Stat. (2019). The Act requires impact fees to be based on the “most recent and localized data.” § 163.31801(3)(a), Fla. Stat.” The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).

The Court cited expert testimony that the County’s school impact fee did not recognize differences in growth or needs that would be the basis for different fees based on geographic location and needs due to new growth:

“the impact fees failed the dual rational nexus test because they did not account for the differences between the northern and southern parts of the county. This resulted in impact fees that were disproportionate to the growth in these geographical regions.” The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).

The U.S. Supreme Court in April 2024 issued a unanimous decision in *Sheetz v. County of El Dorado, California* (144 S.Ct. 893) where the Court narrowly determined that legislatively enacted impact fees are not exempt from the requirements set forth in two previous property rights cases (*Nollan v. California Coastal Commission* and *Dolan v. City of Tigard, Oregon*). Thus, local governments that impose impact fees will now be subjected to a standard requiring them to demonstrate the relationship and relative impact of the development on the community. Specifically, local governments will have to show that conditions (impact fees) to obtain a land-use permit have an “essential nexus” (relationship) to the government’s land-use interest and a “rough proportionality” between the weight on the property owner and the development’s effects of the proposed land use.

The Impact Fee Act already requires the imposed impact fees and mobility fees demonstrate an “essential nexus” between the fee and the impact from new development activity. The Supreme Court ruling also reinforces prior impact fee case law that the amount of impact fees or mobility fees imposed must be “rough proportionality” to the impact from new development activity. Finally, the Supreme Court ruling also stipulated that required monetary payments in the form of impact fees are an exaction just like requiring new development activity to dedicate land for a governmental purpose and could be subject to a takings claim if the impact fees imposed do not demonstrate an “essential nexus” between the amount and imposition and the impact from new development activity. NUE Urban Concepts has always advised its local government clients that impact fees and mobility fees are an exaction and subject to case law requirements related to takings. The U.S. Supreme Court confirmed that monetary payments in the form of an impact fee are an exaction in *Sheetz v. County of El Dorado, California*.



DEVELOPING THE 2045 MOBILITY PLAN & FEE

There were multiple steps that went into development of the Mobility Plan and the Mobility Fee for Okaloosa County. The following is a step-by-step overview of the process used to develop the Mobility Plan and Mobility Fee consistent with legal and statutory requirements (Figure 2).

Figure 2. Developing a Mobility Plan & Mobility Fee





GROWTH

The first requirement of the “**dual rational nexus**” for the County’s Mobility Fee is to demonstrate that there is a need for multimodal projects to accommodate the increase in person travel demand from new development activity. An evaluation of existing population and employment and projected growth in population and employment was conducted for Okaloosa County (**Table 1**).

Current population data for Okaloosa County is based on the annual projections prepared by the Bureau of Economic and Business Research (BEBR) at the University of Florida. The projected increase in population is based on the high estimate provided by BEBR. The U.S. Census OnTheMaps Application was utilized to obtain total employment data in 2021. Total employment are all jobs (part-time and full-time) within the County, not the number of people who live and are employed in Okaloosa County. The Northwest Florida Regional Planning Model (NWFRPM) was used to project employment in 2045. The NWFRPM was developed by FDOT District Three (Northwest District) and used by the Okaloosa-Walton TPO in development of the 2045 LRTP.

The 2045 employment and population data are on the higher end of projections. Population growth in the County is projected to increase by 39% from 2023 to 2045 (**Table 1**). Employment growth in the County is projected to increase by 97% from 2021 to 2045 (**Table 1**). The projected increase in both population and employment will generate additional person travel demand from new development activity and will create a “**need**” for multimodal projects to meet that demand.

TABLE 1. PROJECTED GROWTH

Year	Population	Employees
2023 & 2019 (Current Data)	219,260	85,788
2045 (Mobility Plan future year)	304,300	163,221
Increase	85,040	77,433

Source: The 2023 and 2045 Population data is based on the Bureau of Economic and Business Research (BEBR) Projects of Florida Population by County and Estimates for 2023. 2021 Employment data is based on the U.S. Census Bureau OnTheMap Application. 2045 employment data was obtained using the Northwest Florida Regional Planning Model (NWFRPM) Version 3.1.4 developed by FDOT District 3. The projected increase was obtained based on the difference between 2020/2019 and 2045. Population growth is projected to increase by 39% ($85,040 / 219,260 = .39$). Employment growth is projected to increase by 87% ($77,433 / 85,788 = .87$).



VEHICLE MILES OF TRAVEL (VMT)

The growth in vehicle miles of travel (VMT) is one of the factors evaluated to determine the need for future multimodal projects within the County. The model network from latest version of the Northwest Florida Regional Planning Model (NWFPM) was used to evaluate the VMT growth within Okaloosa County between 2015 and 2045 ([Appendix D](#)). The growth in VMT is based on arterial and collector roads within the Mobility Study Area ([Map C](#)). The Mobility Fee Assessment Area and the Mobility Study Area cover the same limits.

VMT on arterial and collector roads are projected to increase by 36.7% from 2024 to 2045 ([Table 2](#)). VMT on limited access facilities (Interstate 10 & SR 293) are projected to increase by 37.2% from 2024 to 2045 ([Table 2](#)). The projected increase in VMT will generate additional vehicle travel demand and will create a “need” for multimodal projects to meet that demand.

The Mobility Fee calculations will utilize travel on limited access facilities to adjust overall travel lengths in the calculation of person travel demand. Travel on limited access facilities is excluded from Mobility Fee calculations due to improvements being primarily funded through federal gas taxes for Interstate 10 and toll revenue for SR 293. Vehicles pay federal gas taxes when purchasing fuel and pay toll revenues when driving on toll roads.

TABLE 2. GROWTH IN VEHICLE MILES OF TRAVEL (VMT)

Year	Arterial & Collector Roads	Limited Access	Total
2015 (Model base year)	1,895,166	693,433	2,588,599
2024 (Mobility Plan base year)	2,166,566	793,992	2,960,558
2045 (Mobility Plan future year)	2,960,713	1,089,040	4,049,753
VMT increase (2024 to 2045)	794,147	295,048	1,089,195

Source: Projected growth in VMT prepared by NUE Urban Concepts, LLC ([Appendix D](#)). The 2015 base year and 2045 future year VMT were extracted using the FDOT District 3 Northwest Florida Regional Planning Model Version 3.1.14 provided by FuturePlan Consulting, LLC. The model files were obtained from FDOT District 3 and the Okaloosa-Walton TPO. The annual growth rate of travel on arterial and collector roads is 1.50% and 1.52% for limited access facilities. The model growth rates were used to calculate the 2024 Mobility Plan base year VMT. The VMT increase is based on the difference between 2024 and 2045. VMT increase on arterials and collectors is projected to grow by 36.7% ($794,147 / 2,166,566 = 36.7\%$). VMT increase on limited access facilities is projected to grow by 37.2% ($295,048 / 793,992 = 37.2\%$).



PERSON MILES OF TRAVEL (PMT)

The growth in vehicle miles of travel (VMT) is often used in road impact fees to evaluate the need for road capacity improvements to move vehicles. Mobility Fees utilize person miles of travel (PMT) to evaluate the need for multimodal projects to move people. To account for multimodal trips made by people walking, biking, riding transit, and the number of people per vehicle (aka vehicle occupancy), the projected increase in vehicle miles of travel (VMT) demand is converted into person miles of travel (PMT) demand for arterial and collector roads.

The conversion is based on person and vehicle trips and trip length data from the 2022 National Household Travel Survey (NHTS). The NHTS data is used to calculate a person miles of travel factor (PMTf) based on PMT and VMT per trip purpose. The evaluation of the vehicle and person data from the 2022 NHTS resulted in a person miles of travel factor (PMTf) of 1.40 (Appendix E).

Figure 3: Person Miles of Travel (PMT) Increase

Person Miles of Travel increase (PMTi)

$$\sum \text{VMT} = (\sum \text{Vehicle per Trip} \times \sum \text{Average Vehicle Trip Length})$$
$$\sum \text{PMT} = (\sum \text{Persons per Trip} \times \sum \text{Average Person Trip Length})$$
$$\text{PMTf} = (\sum \text{ of PMT} / \sum \text{ of VMT})$$
$$\text{VMTi} = (2045 \text{ VMT} - 2024 \text{ VMT})$$
$$\text{PMTi} = (\text{VMTi} \times \text{PMTf})$$

WHERE:

- VMT = Vehicle Miles of Travel
- PMT = Person Miles of Travel
- $\sum \text{VMT}$ = Sum of Vehicle Miles of Travel by trip purpose (Appendix E)
- $\sum \text{PMT}$ = Sum of Person Miles of Travel by trip purpose (Appendix E)
- PMTf = Person Miles of Travel factor of 1.40
- VMTi = Vehicle Miles of Travel Increase (Table 2)
- PMTi = Person Miles of Travel increase (Table 3)

Prepared by NUE Urban Concepts, LLC



The increase in person miles of travel (PMT) is based on the projected increase in vehicle miles of travel (VMT) multiplied by the applicable person miles of travel factor (PMTf) illustrated in further detail on [Figure 3](#). The total increase of **1,111,806** person miles of travel (PMT) on arterial and collector roads demonstrates that there is projected growth in future travel demand by 2045.

Travel on limited access facilities is not included in the calculation of increases in PMT. The growth in PMT will result in the “need” for multimodal projects to accommodate the increase in future travel demand ([Table 3](#)). The documented increase in PMT and the identification of needed multimodal projects via the 2045 Mobility Plan demonstrates compliance with the “needs” test of the dual rational nexus test.

The following is the calculation for the increase in PMT for the Mobility Study Area:

$$\text{VMT increase} \times \text{PMTf} = \text{PMTi} \quad (794,147 \times 1.40 = 1,111,806)$$

TABLE 3. INCREASE IN PERSON MILES OF TRAVEL (PMT)

2045 Vehicle Miles of Travel increase (VMTi)	794,147
Person Miles of Travel factor (PMTf)	1.40
Total Increase in Person Miles of Travel (PMTi)	1,111,806
<small>Source: The 2045 VMT increase was obtained from Table 2. PMTi obtained by multiplying VMTi by the PMTf per Figure 3. The calculation for the increase in PMT is illustrated above Table 3.</small>	

The Remainder of This Page Intentionally Left Blank



MOBILITY FEE

The bases for Okaloosa County’s Mobility Fee are the multimodal projects identified in the 2045 Mobility Plan, consistent with Florida Statute 163.3180(5)(i). Mobility Fees collected from new development activity are to be expended on the multimodal projects identified in the Mobility Plan (Figure 4). The multimodal projects identified in the Mobility Plan are intended to provide the person miles of capacity needed to meet future person miles of travel demand, consistent with the “needs” requirement of the dual rational nexus test. The Mobility Fees collected from new development activity are to be used to fund the needed multimodal projects to provide a mobility benefit to new development and serve the increase in person travel demand from that development, consistent with the “benefits” requirement of the dual rational nexus test.

Figure 4. Mobility Plan and Mobility Fee





EXISTING CONDITIONS EVALUATION (ECE)

Florida Statute prohibits local governments from charging new development activity for an existing transportation deficiency (aka over capacity or backlogged roads), except for Mobility Fees. Per Florida Statute Section 163.3180(i), Mobility Fees can be assessed to cure an existing transportation deficiency; other alternative mobility funding systems may not. While not required, in an abundance of caution, the capacity of the major road system has been evaluated on a system-wide basis to ensure that new development activity is not being charged for existing transportation deficiencies.

The **existing conditions evaluation (ECE)** is achieved by dividing vehicle miles of travel (VMT) by vehicle miles of capacity (VMC). A VMT/VMC ratio greater than 1.00 indicates that there are system deficiencies. The Mobility Study Network evaluated includes major roads within the Mobility Study Area including City, County, and State roads (**MAP C**). Based on the evaluation of existing conditions, the VMT/VMC ratio for 2024 is 0.62 (**Table 4**). Thus, there are no backlogged facilities on a system-wide basis for which new development activity would be assessed. New development activity will only be assessed on its share of the cost to provide new capacity. The major roads evaluated within the Mobility Study Area currently provide adequate capacity to meet existing travel demand. For purposes of the Mobility Fee calculation, the existing conditions evaluation factor (ECEf) is set to 1.00.

TABLE 4. 2024 EXISTING CONDITIONS EVALUATION (ECE)

Functional Classification	Length (miles)	Lane Miles	2024 VMT	2024 VMC	VMT to VMC (VMT/VMC)
Minor Collector	15.48	30.96	28,769	190,274	0.15
Major Collector	62.84	133.66	404,362	885,088	0.46
Minor Arterial	97.74	251.22	1,089,805	1,710,603	0.64
Principal Arterial	94.49	365.40	2,936,450	3,602,499	0.82
Limited Access	39.24	132.46	971,718	2,312,145	0.42
Total	309.79	913.70	5,431,104	8,700,608	0.62

Source: Existing conditions evaluation is based on Traffic Characteristics Data for the County (**Appendix F**). The Traffic Characteristics Data was obtained from the County and FDOT. VMT is based on AADT x length of a road segment. VMC is based on the daily capacity x length of a road segment. Capacities for roads are based on the 2023 FDOT Generalized Tables (**Appendix G**). The Mobility Study Area and Network is illustrated in **Map C**.



Further analysis of existing (2024) conditions was developed to include total length of facilities, total lane miles, vehicle miles of travel (VMT), vehicle miles of capacity (VMC), and a breakdown of percentages by road ownership with and with-out limited access facilities (Table 5). The analysis with limited access facilities illustrates that County Road VMT is projected at just under 11% in 2024.

To provide context within the Mobility Study Area, just under 65% of the total mileage of roads in the Study Network are State Roads (non-limited access) that carry 73% of all VMT. County roads account for 35% of all road mileage in the Study Network and accommodate just over 13% of the total VMT occurring within the Mobility Study Area. The analysis is for arterial and collector roads. The County does not collect traffic counts on local roads. If traffic counts were available on local roads, the percentage of travel on County Roads would increase.

TABLE 5. 2024 EXISTING TRAVEL BY ROAD OWNERSHIP

Government Entity	Length (miles)	Lane Miles	2024 VMT	2024 VMC
County	95.55	208.16	587,985	1,397,062
State	175.00	573.08	3,871,401	4,991,402
Limited Access	39.24	132.46	971,718	2,312,145
Total (With LA)	309.79	913.7	5,431,104	8,700,608
Total (With LA)	270.55	781.24	4,459,386	6,388,464
County	30.84%	22.78%	10.83%	16.06%
State	56.49%	62.72%	71.28%	57.37%
Limited Access (LA)	12.67%	14.50%	17.89%	26.57%
Total (With LA)	100.00%	100.00%	100.00%	100.00%
County (w/o LA)	35.32%	26.64%	13.19%	21.87%
State (w/o LA)	64.68%	73.36%	86.81%	78.13%
Total (w/o LA)	100.00%	100.00%	100.00%	100.00%

Source: Traffic Characteristics Data for the County (Appendix E). Limited access facilities are Interstate 10 and SR 293.



MOBILITY PLAN SUMMARY

The Okaloosa County 2045 Mobility Plan includes maps and detailed descriptions for each multimodal project that serve as the basis for development of the Mobility Fee. These multimodal projects are necessary to meet future person miles of travel demand and lay the foundation for future use of new micromobility devices such as electric pedal assist bicycles (e-bike) and electric scooters (e-scooter) and microtransit vehicles such as golf carts, and neighborhood electric vehicles. Planning level cost (PLC) estimates have been developed for the multimodal projects based on cost from the County, FDOT District Three, and the Okaloosa-Walton TPO ([Appendix H](#)).

To account for the capacity benefit provided by multimodal projects, person miles of capacity (PMC) were established for multimodal projects included in the Mobility Plan ([Appendix H](#)). The 2023 FDOT Generalized Service Volume Tables were used to establish daily capacities for roads and intersections ([Appendix G](#)). The person miles of travel factor (PMTf) of 1.40 developed from the 2022 National Household Travel Survey (NHTS) was utilized to convert vehicle capacity to person capacity ([Appendix E](#)). Multimodal capacities for bicycling and walking are based on the Quality of Service (QOS) standards established in the 2045 Mobility Plan ([Appendix H](#)).

The following is a summary of the total number, length, planning level cost (PLC), and person miles of capacity (PMC) for the multimodal projects in the Mobility Plan ([Table 6](#)). This summary includes three large projects: (1) the widening of Interstate 10 to six (6) lanes; (2) the Northwest Crestview Bypass; and (3) the widening of College Blvd to four (4) lanes from SR 85 to SR 285. Further analyses are provided to adjust the PLC and PMC used to calculate the Mobility Fee.

TABLE 6. MOBILITY PLAN MULTIMODAL PROJECT SUMMARY

Multimodal Projects	Length (Miles) or Number	Planning Level Cost (PLC) Estimates	Person Miles of Capacity (PMC)
Corridors	212.38 miles	\$2,197,273,289	2,700,090
Intersections	42 intersections 4 interchanges 1 pedestrian access 20 multimodal crossings	\$145,454,160	341,000
Total	See above	\$2,342,727,449	3,041,090

Source: Multimodal Projects: Corridors ([Appendix I](#)). Multimodal Projects: Intersections ([Appendix J](#)). Data used for the Multimodal Projects is from the 2045 Okaloosa County Mobility Plan. PLC and PMC are rounded to the nearest whole number. Mobility Plan Maps ([Appendix K](#)).



To determine the cost of the Mobility Plan applicable to new development activity, the cost to widen Interstate 10 to six (6) lanes was excluded from the overall PLC and PMC (Table 7). The widening of Interstate 10 would be funded through federal funds. The Northwest Crestview Bypass and the widening of College Blvd are the two most costly County projects.

TABLE 7. MOBILITY PLAN SUMMARY

Multimodal Projects	Length (Miles)	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
Total (unadjusted)	212.38	\$2,342,727,449	3,041,090
Interstate 10	24.56	\$1,511,909,053	--
Total (adjusted)	187.82	\$830,818,396	2,217,526
State Road Corridors	83.58	\$346,111,913	1,234,117
State Road Intersections	--	\$112,374,410	209,500
State Road Totals	83.58	\$458,486,323	1,443,617
County Road Corridors	104.24	\$339,252,324	1,465,973
County Road Intersections	--	\$33,079,750	131,500
County Road Totals	104.24	\$372,332,074	1,597,473

Source: Multimodal Projects: Corridors (Appendix H). Multimodal Projects: Intersections (Appendix I). Data used for the Multimodal Projects is from the 2045 Okaloosa County Mobility Plan. PLC and PMC are rounded to the nearest whole number.

The Remainder of This Page Intentionally Left Blank



FUNDING

The availability of funding for Mobility Plan projects over the next 21 years is projected to come from a variety of funding sources. Okaloosa County can allocate a portion of gas taxes and infrastructure sales tax towards Mobility Plan projects. Gas taxes have been declining locally, statewide and nationally as vehicles have become more fuel efficient and the percentage of electric vehicles and hybrid vehicles increase. Neither the Federal Government nor the State of Florida have raised gas taxes in a number of years. The gas taxes that are available are largely earmarked for maintenance and operations of the existing transportation network.

The County's existing infrastructure sales tax provides a broader opportunity to have available funds to contribute towards Mobility Plan projects. There has been some discussion of a VMT tax to replace the gas tax at the federal and state level. There are several states that are testing pilot programs for a VMT tax. Given the current political climate, a VMT tax is unlikely to pass anytime soon. However, as a greater number of electric vehicles and autonomous vehicles come online, overtime there will be renewed interest in replacing the gas tax with a VMT fee.

The Okaloosa-Walton Transportation Planning Organization (TPO) has some available funding identified through the 2045 Cost Feasible Long Range Transportation Plan (LRTP). Most of the projected funding is allocated towards improvements on the Strategic Intermodal System (SIS), with a significant amount of the funds allocated toward SR 293 and US 98. Historically, there have been some grants, earmarks, and the use of the various pool of funds identified in the LRTP to allocate towards multimodal projects in Okaloosa County. There are several corridor and intersection improvements that are already funded.

The majority of VMT on major roads within Okaloosa County occurs on State Roads. A significant portion of the Mobility Plan projects are for State Roads. To calculate the attributable cost of multimodal projects to new development activity, it is reasonably anticipated that 90% of the funding for State Roads will come from federal and state funds (**Table 8**). The remaining 10% could be funded from various local sources as a match to advance projects, such as gas taxes, sales tax, or Mobility Fees. The remaining 10% could also be funded from federal and state funds.

There are four (4) interchanges and associated improvements proposed as part of the Mobility Plan: (1) Interstate 10 and Jericho Rd; (2) Interstate 10 and Wilkerson Bluff Rd; (3) Interstate 10 and SR 85; and (4) Interstate 10 and CR 4 (Antioch Rd). The interchange at Interstate 10 and Antioch Rd is fully funded and under construction. It is reasonably anticipated that a minimum of 90% of the funding will come from federal and state funds for these improvements (**Table 8**).



TABLE 8. REASONABLY ANTICIPATED FUNDING FOR STATE ROADS

Ownership	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
State Road Corridors	\$346,111,913	1,234,117
State Road Intersections	\$112,374,410	209,500
State Road PLC & PMC	\$458,486,323	1,443,617
State Road Corridor Funding	\$299,033,116	1,110,705
State Road Intersection Funding	\$101,491,969	188,550
Reasonably Anticipated State Funding	\$400,525,085	1,299,255
State Road PLC	\$458,486,323	1,443,617
State Road Funding	\$400,525,085	1,299,255
Attributable State Road PLC & PMC	\$57,961,238	144,362

Source: PLC and PMC from Table 7. Reasonably anticipated funding is based on 90% of the PLC and PMC projected cost for State Roads and is documented in Multimodal Projects: Corridors (Appendix I) and Multimodal Projects: Intersections (Appendix J). Attributable PLC determined by subtracting funding from PLC: (\$458,486,322 - \$400,525,085 = \$57,961,238). Attributable PMC determined by subtracting funded capacity from PMC: (1,443,617 - 1,299,255 = 144,362).

The Mobility Plan projects include two major County Road projects: (1) Northwest Crestview Bypass; and (2) the widening of College Blvd. These two projects account for 61% of the overall corridor cost for County Roads (Table 9). Portions of the Northwest Crestview Bypass are already funded, and it is projected that at least 90% of the cost will be funded from the County sales tax and from federal and state funds through the LRTP (Table 9). Funding for widening of College Blvd to four lanes from SR 85 to SR 285 will involve the City of Niceville, Okaloosa County, Eglin Airforce Base, Northwest Florida State College, FDOT, and the Okaloosa-Walton TPO.

The County has allocated funding from its sales tax, gas tax, and existing developer proportionate share contributions towards Mobility Plan projects (Table 9). The County has also been successful in securing federal and state funds for County Roads. The calculation of attributable and assignable PLC and PMC for County Roads accounts for reasonably anticipated funding of 90% for the Northwest Crestview Bypass and the widening of College Blvd (Table 9).



TABLE 9. REASONABLY ANTICIPATED FUNDING FOR COUNTY ROADS

Ownership	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
County Road Corridors	\$339,252,324	1,465,973
County Road Intersections	\$33,079,750	131,500
County Road PLC & PMC	\$372,332,074	1,597,473
Northwest Crestview Bypass	\$157,564,000	686,888
College Blvd Widening	\$55,477,611	123,009
Northwest Crestview Bypass & College Blvd PLC & PMC	\$213,041,611	809,897
Reasonably Anticipated Funding: Bypass & College Blvd	\$191,737,450	728,907
Reasonably Anticipated County Funding: Corridors	\$16,028,856	--
Reasonably Anticipated County Funding: Intersections	\$10,024,995	--
Reasonably Anticipated Funding	\$217,791,301	728,907
Attributable County Road PLC & PMC	\$154,540,773	868,566

Source: PLC and PMC from Table 7. Reasonably anticipated Bypass and College Blvd funding is based on 90% of the PLC and PMC for the Bypass and College Blvd projects and currently funded County projects as documented in Multimodal Projects: Corridors (Appendix I) and Multimodal Projects: Intersections (Appendix J). Attributable PLC determined by subtracting funding from PLC: (\$372,332,074 - \$217,791,301 = \$154,540,773). Attributable PMC determined by subtracting funded capacity from PMC: (1,597,473 - 728,907 = 868,566).

The reasonably anticipated funding of 90% for State Roads, the Northwest Crestview Bypass, and the widening of College Blvd is undertaken in recognition that there is existing travel demand for these projects. For purposes of calculating Mobility Fees, reasonably anticipated funding is utilized to determine the attributable cost to new development activity for funding Mobility Plan projects. Determining attributable cost does not mean that new development activity or the County is obligated to pay 10% of the cost for all Federal and State Road projects. Funding and the need for Mobility Plan projects is dynamic and will change over time. The calculation of Mobility Fees determines the share of cost attributable and assignable to new development activity, it does not anticipate that new development activity is responsible for all unfunded Mobility Plan projects.



NEW GROWTH EVALUATION (NGE)

To ensure that new growth is not paying for more than its fair share of the cost of the multimodal projects identified in the Mobility Plan, as required by case law, a new growth evaluation (NGE) has been conducted. The NGE is based on the projected increase in person miles of travel (PMT) and the projected increase in person miles of capacity (PMC) from Mobility Plan projects. A PMT / PMC ratio less than 1.00 means that more multimodal capacity is being provided than is needed to accommodate future travel demand. A ratio greater than 1.00 means that development is not being charged more than its attributable share of the cost of the Mobility Plan projects. The calculation for the new growth evaluation factor (NGEf) is illustrated in [Figure 5](#).

FIGURE 5. NEW GROWTH EVALUATION (NGE)

New Growth Evaluation factor (NGEf)
 $PMCI = (PMCI_s + PMCI_c)$
 $NGEf = (PMT_i / PMCI)$

If $NGEf > 1.00$, then the NGEf is set at 1.00

Where:

- NGEf = New Growth Evaluation factor (Table 10)
- PMCI_s = Person Miles of Capacity for State Roads (Table 8)
- PMCI_c = Person Miles of Capacity for County Roads (Table 9)
- PMT_i = Person Miles of Travel increase (Table 6)
- PMCI = Person Miles of Capacity increase (Table 10)

Prepared by NUE Urban Concepts, LLC

The projected PMT_i / PMCI ratio is 1.10, which is more than 1.00 ([Table 10](#)). Thus, new growth is not being charged more than its attributable share of the cost of Mobility Plan projects. For purposes of the calculation of the Mobility Fee rate, the NGEf is set to 1.00.

TABLE 10. NEW GROWTH EVALUATION FACTOR (NGEf)

Increase in Person Miles of Travel (PMT _i)	1,111,806
Increase in Attributable Person Miles of Capacity (PMCI)	1,012,927
New Growth Evaluation Factor (NGEf)	1.10

Source: The Increase in Person Miles of Travel (PMT_i) was obtained from [Table 3](#). The Increase in Attributable Person Miles of Capacity (PMCI) was obtained by adding the increase for State Road ([Table 8](#)) plus County Roads ([Table 9](#)). Calculation for PMCI: (144,362 + 868,566 = 1,012,927). The New Growth Evaluation factor (NGEf) obtained by dividing PMT_i by PMCI: (1,111,806 / 1,012,927 = 1.10).



MOBILITY FEE ASSESSMENT AREAS

There are two kinds of geographic areas in mobility fee systems: assessment areas and benefit districts. Assessment areas are based on either a physical location, such as a downtown, or a type of development pattern, such as a traditional neighborhood development (TND). New development within the County only pays the mobility fee rate applicable to the assessment area in which the new development is located.

The establishment of different assessment areas is done in recognition that certain geographic locations or types of developments will result in shorter trips, more people walking and bicycling, and higher levels of internal capture; thus, minimizing impact to the external roadway network. Multiple assessment areas are established if there is a desire to see a mobility fee that reflects differences due to internal capture or external distribution of trips.

Multiple assessment area options within the County were considered based on a review of the Future Land Use Element (FLUE), Future Land Use Map (FLUM), and current development patterns. The County's Mobility Fee does not currently include any municipality. The FLUE, FLUM and current development patterns for unincorporated County do not feature enough variation to warrant Mobility Fees that vary by assessment area. The majority of mixed-use developments occur within municipalities and downtowns are all located within municipalities.

The Mobility Fee system will feature a single **Assessment Area** that includes all of unincorporated Okaloosa County (**Map A**). The assessment area defines where new development activity is assessed and where Mobility Fees are collected from that new development activity. Mobility Fees are typically assessed at the time of development order application, or its functional equivalent, and are paid prior to development order or equivalent approval is granted by the County. The County is not mandating municipalities collect the County Mobility Fee on its behalf. The County is open to municipalities opting-in to the County's Mobility Fee system or adopting their own.

Should the County adopt future land use policies for mixed-use developments such as traditional neighborhood developments (TNDs), then the County may elect to establish a mixed-use assessment area to account for internal capture of trips. If municipalities elect to opt-in to the County system, then the County may elect to establish an assessment area for the municipalities to reflect shorter trip lengths and community capture of trips.



PERSON MILES OF CAPACITY RATE (PMCr)

The attributable planning level cost (PLC) and the person miles of capacity (PMC) for State Roads in [Table 8](#) and County Roads in [Table 9](#), the existing conditions evaluation factor (ECEf) in [Table 4](#), and the new growth evaluation factor (NGEf) in [Table 10](#), are used in the formula to calculate the person miles of capacity rate (PMCr). The attributable PLC of the Mobility Plan projects is multiplied by the existing conditions evaluation factor (ECEf) and the new growth evaluation factor (NGEf) to obtain the assignable cost of Mobility Plan projects (MPCa). The assignable cost of Mobility Plan projects is then divided by the increase in PMC (PMCi) to determine the PMCr ([Figure 6](#)).

FIGURE 6. PERSON MILES OF CAPACITY RATE (PMCr)

Person Miles of Capacity Rate (PMCr)

$$PLCa = (PLCs + PLCc)$$
$$MPCa = (PLCa \times ECEf) \times NGEf$$
$$PMCi = (PMCis + PMCic)$$
$$PMCr = (MPCa / PMTi)$$

PLCs = Planning Level Cost for State Roads (Table 8)
PLCc = Planning Level Cost for County Roads (Table 9)
PLCa = Attributable Planning Level Cost
ECEf = Existing Conditions Evaluation factor of 1.00 (Table 4)
NGEf = New Growth Evaluation factor of 1.00 (Table 10)
MPCa = Assignable Cost of Mobility Plan projects
PMCis = Person Miles of Capacity for State Roads (Table 8)
PMCic = Person Miles of Capacity for County Roads (Table 9)
PMCi = Person Miles of Capacity Increase
PMCr = Person Miles of Capacity Rate

Prepared by NUE Urban Concepts, LLC



The following is the calculation for the Person Miles of Capacity Rate (PMCr):

$$\begin{aligned}
 \text{PLCa} &= (\text{PLCs} + \text{PLCc}); \text{MPCa} = (\text{PLCa} \times \text{ECEf}) \times \text{NGEf}; \text{PMCi} = (\text{PMCiS} + \text{PMCiC}); \text{PMCr} = (\text{MPCa} / \text{PMCi}) \\
 \$212,502,011 &= (\$57,961,238 + \$154,540,773); \$212,502,011 = \$212,502,011 \times 1.00 \times 1.00 \\
 1,012,928 &= (144,362 + 868,566); \$209.79 = (\$212,502,011 / \$209.79)
 \end{aligned}$$

With a Mobility Plan assignable cost of \$212,502,011 and an attributable PMC increase of 1,012,928, the calculated PMC rate is \$209.79 (Table 11).

TABLE 11. PERSON MILES OF CAPACITY RATE (PMCr)

Attributable State Road Planning Level Cost (PLCs)	\$57,961,238
Attributable County Road Planning Level Cost (PLCc)	\$154,540,773
Attributable Planning Level Cost (PLCa)	\$212,502,011
Existing Conditions Evaluation Factor (ECEf)	1.00
New Growth Evaluation Factor (NGEf)	1.00
Assignable Cost of Mobility Plan Projects (MPCa)	\$212,502,011
Attributable State Road Person Miles of Capacity Increase (PMCiS)	144,362
Attributable County Road Person Miles of Capacity Increase (PMCiC)	868,566
Person Miles of Capacity Increase (PMCi)	1,012,928
Assignable Cost of Mobility Plan Projects (MPCa)	\$212,502,011
Person Miles of Capacity Increase (PMCi)	1,012,928
Person Miles of Capacity Rate (PMCr)	\$209.79

Source: The attributable State Road Planning Level Cost (PLCs) was obtained from Table 8. The attributable County Road Planning Level Cost (PLCc) was obtained from Table 9. The Existing Conditions Evaluation factor (ECEf) was obtained from Table 4. The New Growth Evaluation factor (NGEf) was obtained from Table 10. The attributable State Road Person Miles of Capacity increase (PMCiS) was obtained from Table 8. The attributable County Road Person Miles of Capacity increase (PMCiC) was obtained from Table 9. Person Miles of Capacity Rate (PMCr) calculated per Figure 6.



PERSON TRAVEL DEMAND PER LAND USE (PTDU)

The second component in the calculation of a mobility fee is the calculation of person travel demand (PTD) for each use included on the County's Mobility Fee schedule. The factors utilized in the calculation of person travel demand (PTD) for each use are the principal means to achieve the "rough proportionality" test established by the courts and Florida Statute 163.31801.

Trip Generation

Trip generation rates are based on daily trip information published in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th edition*. The detail for the daily trip generation rates for each land use is included in [Appendix L](#). For uses where daily trips are not provided or there are only a few samples, the AM and PM Peak hours of adjacent street traffic were averaged and divided by a peak-to-daily ratio to derive daily trips.

The Mobility Fee schedule requires that trip generation rates for non-residential uses be based on multiple land uses. The trip generation for Mobility Fee schedule land uses such as Community Serving, Long Term Care, and Overnight Lodging are based on weighted AM and PM trip generation data to develop the daily trip generation rates. Additional detail is provided in [Appendix L](#) for land uses with trip generations based on multiple land uses.

The simplest way to calculate the daily trip generation rate for a use, where trip generation is based on multiple trip generation rates, would be to simply average the trip rates. The issue with a simple average is that the ITE Manual may only have one (1) or two (2) studies for a given land use and 50 studies for another use. Generally, the greater the number of studies, the more accurate the trip generation rate is for a given use. To ensure that a trip generation rate based on one (1) study does not have the same weight as a trip generation rate based on 30 studies, a weighted trip generation rate is calculated for each Land Use where daily trips are based on more than one ITE land use code.

% New Trips

The percentage of new trips is based on a combination of the various pass-by analyses provided in ITE's Trip Generation Handbook, 3rd edition and various traffic studies conducted throughout Florida. The percentage of new trips differs slightly from the commonly used pass-by trip term as it is the percentage difference in trips after pass-by trips are deducted. The concept is better understood based on the following example:

$$(10 \text{ trips} \times (100\% - 30\% \text{ pass-by rate})) = 7 \text{ trips or } 70\% \text{ new trips}.$$



While ITE's Trip Generation does not recognize pass-by rates for uses other than retail, pass-by rates are utilized for uses such as medical offices, day care, entertainment, and recreation use to reflect how people move about the community. A pass-by trip is a trip that is traveling and stops at another land use between an origin point (commonly a dwelling) and a destination (place of employment). The detail for the % new trips is included in [Appendix M](#).

Trip Length (TL)

Trip length is based on data by trip purpose collected as part of the 2022 National Household Travel Survey (NHTS). The NHTS data is based on travel surveys collected for the South Atlantic Region of the U.S., which includes Florida. The data is based on trips of fifteen (15) miles or less in length ([Appendix N](#)). Several trip purposes have been combined to reflect trip characteristics more accurately for the land uses established in the Mobility Fee schedule ([Appendix N](#)).

Vehicle Miles per Land Use (VMTu)

The result of multiplying trip generation rates, percentage of new trips, and trip length is the establishment of a per unit Vehicle Miles of Travel Person per land use ([Appendix M](#)). The VMTu reflects the projected Vehicle Miles of Travel during an average weekday per uses in the Mobility Fee schedule. The following is an example of the calculation for VMTu for a single-family detached residential dwelling unit:

$$((\text{Trip Generation (TG)} \times \% \text{ New Trips}) \times \text{Trip Length (TL)}) = \text{VMT}; ((9.43 \times 1.00) \times 5.66) = 53.37$$

Limited Access Evaluation Factor (LAEf)

Travel on Interstate 10 and SR 293, which are limited access facilities, are excluded from Mobility Fee calculations as Interstate 10 is principally funded and maintained by the Federal Government in coordination with FDOT and SR 293 is funded and maintained from toll revenues by FDOT. To ensure development that generates new person travel demand is not charged for travel on I-10 and SR 293, a limited access factor has been developed based on 2024 VMT ([Table 2](#)). The limited access evaluation factor (LAEf) of 0.821 is based on 17.9% of VMT occurring on I-10 and SR 293 ([Table 12](#)). The LAEf adjustment is applied to the VMT per land use ([Appendix O](#)) and is used in the calculation of person travel demand per land use ([Appendix O](#)).

The following is the calculation for the Limited Access Evaluation factor (LAEf):

$$\text{Arterial \& Collector Roads VMT plus Limited Access VMT} = \text{Total VMT}$$

$$\text{Arterial \& Collector Roads VMT divided by Total VMT} = \text{Limited Access Evaluation factor}$$

$$4,459,386 + 971,718 = 5,431,104; (4,459,386 / 5,431,104) = .821$$



TABLE 12. LIMITED ACCESS EVALUATION FACTOR (LAEf)

Facility	2024 VMT
Arterial & Collector Roads VMT	4,459,386
Limited Access VMT	971,718
Total VMT	5,431,104
Limited Access Evaluation Factor (LAEf)	0.821

Source: 2024 VMT (Table 5).

State Road Factor (SRf)

Travel on State Roads, excluding travel on limited access facilities, represents 88.81% of all existing VMT within the County (Table 5). State Roads play a significant role in travel within Okaloosa County due to the presence of Eglin Airforce Base.

Due to Base operations and for national security reasons, SR 85 and SR 285 are the only two (2) publicly accessible roads that traverse Eglin Airforce Base. Further, Eglin Airforce Base is a regional destination and employment hub, resulting in significant travel along US 90, US 98, and all State Roads within the County. This travel has created a need for improvements above the impact from just new development activity.

To account for regional travel and funding from federal and state sources, only 10% of the travel on State Roads is used in the calculation of Mobility Fees. New development activity is only being assessed for 10% of the cost of improvements to State Roads, consistent with the 10% level of travel included in the Mobility Fee calculation.

The State Road factor is developed based on the 2024 VMT for County and State Roads, excluding limited access facilities (Table 5). The State Road factor (SRf) of 0.2187 accounts for 10% of the VMT on State Roads, and 100% of VMT on County Roads in the Mobility Study Area (Table 13). The SRf adjustment is applied to the LAEf adjusted VMT per land use and is used in the calculation of person travel demand per land use (Appendix O).



The following is the calculation for the State Road factor (SRf):

$$\begin{aligned} &\text{County VMT plus State VMT} = \text{Total VMT;} \\ &\text{County VMT plus 10\% State VMT} = \text{Adjusted VMT;} \\ &\text{Adjusted VMT divided by Total VMT} = \text{State Road factor (SRf)} \\ &587,985 + 3,871,401 = 4,459,386 \\ &587,985 + 387,140 = 975,125 \\ &975,125 / 4,459,386 = .2187 \end{aligned}$$

TABLE 13. STATE ROAD FACTOR (SRf)

Government Entity	2024 VMT	2024% of VMT
County	587,985	13.19%
State	3,871,401	86.81%
Total VMT	4,459,386	100%
County	587,985	13.19%
State (10%)	387,140	8.68%
State Road factor (SRf)	975,125	21.87%

Source: 2024 VMT (Table 5).

Person Miles of Travel Factor (PMTf)

The person miles of travel factor (PMTf) are used to convert vehicle miles of travel to person miles of travel based on the recently released 2022 National Household Travel Survey (NHTS). The person miles of travel factor (PMTf) are used in the calculation of person travel demand. The NHTS data is based on travel surveys collected for the South Atlantic Region of the U.S., which includes Florida. The data is based on trips of fifteen (15) miles or less in length ([Appendix N](#)).

The travel surveys are from metropolitan statistical areas with a population of less than 1,000,000 people, which includes Okaloosa County ([Appendix N](#)). The person trip factors, and person trip lengths vary by trip purpose. Several trip purposes have been combined to more accurately reflect trip characteristics of the uses established in the Mobility Fee schedule.



Trip Purpose Factor (TPf)

Trip generation rates represent trip-ends at the site of a land use. Thus, a single origin trip from home to work counts as one trip-end for the residence and from work to the residence as one trip-end, for a total of two trip ends. This distributes the impact of travel between origins and destinations of trips based on the overall share of travel by trip purpose (Table 14). The trip purpose data is obtained from the 2022 National Household Travel Survey Data (Appendix D). The application of the trip purpose factor (TPf) eliminates double charging new development activity for the same trip. The TPf is used in the calculation of PTDu (Appendix M).

TABLE 14. TRIP PURPOSE FACTOR (TPf)

Trip Purpose	Person Miles of Travel (PMT)	Trip Purpose Factor (TPf)
Home	35,285,186,340	0.3612
Work	14,005,861,272	0.1413
Shopping	26,945,382,542	0.2759
Social Recreation	21,440,778,045	0.2195
Total	97,677,208,199	1.000

Source: Source: Trip Characteristics by Trip Purpose (Appendix D). Shopping based trips include personal errands, buying meals, and buying goods (Appendix D). Social based trips include community serving, social / vacation, school, family care, medical / dental, exercise, and recreation / entertainment (Appendix D).

Person Travel Demand per Lane Use (PTDu)

The results of multiplying trip generation rates, percentage of new trips, trip length, the limited access evaluation factor, the state road factor, and the trip purpose factor are the establishment of a per unit person travel demand per use (Appendix M).

The PTDu calculation is illustrated in Figure 7. The PTDu reflects the projected person travel demand per land use during an average weekday per uses in the Mobility Fee schedule. The following is an example of the calculation for PTDu for a single-family detached dwelling unit:

$$((TG \times \% \text{ NEW}) \times TL) = \text{VMT}; (((\text{VMT} \times \text{LAEf}) \times \text{SRf}) \times \text{PMTf}) \times \text{TPf} = \text{PTDu}$$

$$((9.43 \times 1.00) \times 5.66) = 53.37; (((53.37 \times 0.821) \times 0.2187) \times 1.39) \times 0.3612 = 4.81$$



FIGURE 7. PERSON TRAVEL DEMAND PER LAND USE (PTDu)

Person Travel Demand per Land Use (PTDu)

$$VMT_u = (TG \times \% \text{ NEW}) \times TL$$

$$PTD_u = (((VMT \times LAEf) \times SRf) \times PMTf) \times TPf$$

Where:

VMT_u = Vehicle Miles of Travel per land use (Appendix M)

TG = Trip Generation (Appendix L)

% NEW = Percent of Trips that are Primary Trips (Appendix M)

TL = Trip Length by Trip Purpose (Appendix M)

PTD_u = Person Travel Demand per use (Appendix O)

LAEf = Limited Access Evaluation factor of 0.821 (Table 12)

SRf = State Road factor of 0.2187 (Table 13)

PMTf = Person Miles of Travel factor by Trip Purpose (Appendix O)

TPf = Trip Purpose factor (Table 14)

Prepared by NUE Urban Concepts, LLC

The Remainder of This Page Intentionally Left Blank



MOBILITY FEE SCHEDULE

To ensure the rough proportionality test is addressed, the person travel demand of individual land uses is evaluated through the development of a Mobility Fee schedule ([Appendix P](#)). The Mobility Fee is based on the person travel demand for each use (PTDu) listed on the Mobility Fee schedule multiplied by the person miles of capacity rate (PMCr) established in [Table 11](#). The calculated person travel demand for each use (PTDu) represents the full person travel demand impact of that land use within the County ([Appendix O](#)).

The Mobility Plan and Mobility Fee has been developed to provide the multimodal projects needed on City, County, and State roads to address growth in future travel demand within the County and allow new development activity to mitigate its impact by payment of a Mobility Fee to the County. The calculations for determining the Mobility Fee per land use is illustrated in [Figure 8](#). The following is an example of the calculation for PTDu for a single-family detached (sfd) dwelling:

$$\begin{aligned} & \text{(Person Travel Demand (PTDu) x Person Miles of Capacity Rate (PMCr) = Mobility Fee (MFsfd);} \\ & \quad \quad \quad (4.81 \times \$209.79) = \$1,009.09 \end{aligned}$$

FIGURE 8. MOBILITY FEE CALCULATION

Mobility Fee per land use (MFu)

MFu = PTDu x PMCr

Where:

PTDu = Person Travel Demand per land use ([Appendix O](#))

PMCr = Person Miles of Capacity Rate ([Table 11](#))

MFu = Mobility Fee per land use ([Appendix P](#))

Prepared by NUE Urban Concepts, LLC

The Mobility Fee schedule seeks to strike a balance between the County's Comprehensive Plan and current market trends. The uses included on the Mobility Fee schedule enable the County to use the Mobility Fee as an additional tool to further integrate land use and transportation planning consistent with the County's Comprehensive Plan. The Mobility Fee schedule has been developed to recognize uses that enhance the County's quality of life and provide employment opportunities and economic development. The calculated Mobility Fee per land use is provided in [Appendix P](#).



The Mobility Fee schedule of uses is broken down into four (4) components: (1) category of land uses; (2) individual land use classifications; (3) representative land uses; and (4) the mobility fee per unit of measure for the land use (further described below).

The first (1st) component are overall categories of uses, such as residential or office. Under each overall category there are multiple uses for which a mobility fee is calculated. The overall category is generally consistent with the overall function of a use of land for the individual land use classification. These overall categories are generally consistent with the County Comprehensive Plan and the ITE Trip Generation Manual. These categories headings also specify if the individual uses are calculated on a per dwelling unit basis, per square foot (sq. ft.), per 1,000 square feet, or note if uses have a different unit of measure, such as the number of rooms.

The second (2nd) component are individual land use classifications, such as community serving or commercial storage. These individual land use classifications have similar person travel demand characteristics and / or similar functions to the overall land use category. These individual land use classifications are generally consistent with the ITE Trip Generation Manual classification under a give category of land uses. The individual land use classifications will specify the unit of measure to calculate the mobility fee if it differs from a rate per dwelling unit, per square foot (sq. ft.) or per 1,000 square feet.

The third (3rd) component are representative land uses under the individual land use classifications. These representative land uses are shown in brackets such as (Child Care, Day Care, Private Primary School, Pre-K) after the individual land use classification of Private Education. These representative land uses have similar person travel demand characteristics and functions to the individual land use classification.

Theses land uses are not exhaustive and are intended to serve as a guide to describe the types of use that would be assessed a mobility fee based on the rate for the individual land use classification. The definition of each individual land use classification provides further detail on the types of representative land uses would fall under an individual land use classification. These representative land uses are generally consistent with the ITE Trip Generation Manual classification under a give category of land uses and individual land use classifications.

The fourth (4th) component are the mobility fees per unit of measure for each individual land use classification. The mobility fee for an individual land use is determined by multiplying the mobility fee rate by the applicable unit of measure. The following is an example the four (4) components of the Mobility Fee schedule ([Figure 9](#)):



FIGURE 9. MOBILITY FEE SCHEDULE COMPONENTS

Four (4) Components of a Mobility Fee Schedule	
Land Use Categories, Land Uses Classifications, and Representative Land Uses	Mobility Fee
(1 st - Land Use Category) = Institutional Uses per sq. ft.	
(2 nd - Land Use Classification) = Community Serving (3 rd - Representative Land Use = (Civic, Place of Assembly, Museum)	(4 th) Mobility Fee per Unit of Measure

The Mobility Fee schedule includes the following Land Use Categories, which are defined in further detail under the Definitions section of this Technical Report:

- Residential Uses,
- Institutional Uses,
- Recreational Uses,
- Industrial Uses,
- Office Uses,
- Retail Uses, and
- Non-Residential Uses.

The Mobility Fee schedule proposes residential mobility fees per dwelling unit for the following:

- Single-family detached residential,
- Single-family attached residential,
- Multifamily, and
- Mobile home.

The institutional, industrial, recreation, and office use categories in the proposed schedule represent the most common land use classifications. The retail land use classifications are less aggregated. Twelve (12) separate retail uses have been established to directly reflect the person travel demand impact for each use to the transportation system. The retail uses with the highest mobility fees include Convenience Store, Fast Food or Quick Service Restaurant, Grocery Store, and Pharmacy or Dispensary to reflect the higher travel demand these uses attract. The retail uses with the lowest mobility fees include Furniture Store and Retail (Not Otherwise Specified on Mobility Fee Schedule).



To reflect higher travel demand, there are also five (5) non-residential land uses that will be assessed additive mobility fees in addition to any mobility fee assessed for buildings associated with the land use. As more and more land uses downsize, a mobility fee based solely on building size does not fully capture the travel demand impact of certain high travel demand uses.

An additive fee is applied to quick service restaurant (QSR) drive-thru lanes to capture the impact of QSR uses that offer one (1) or more drive-thru lanes. Some QSR uses are migrating to walk-up ordering, outdoor seating only, and two (2) drive-thru lanes and one (1) delivery pick-up lane, further increasing travel demand.

Additive fees are provided for car washes, quick lube, and tire service bays. The net result of additive mobility fees is they capture the full travel demand impact of a given land use. For banks, an additional mobility fee is assessed per drive-thru lane. A mobility fee is also assessed for any free-standing ATMs or ATMs served by a drive-thru lane.

Additive mobility fees are also assessed to any use that offers commercial vehicle charging and fueling of vehicles and is accessible to the public or through a membership club for a fee. The mobility fee is assessed per charging station or fueling position. Any motor vehicle charging that does not charge for service (non-commercial) will not be assessed a mobility fee (e.g., residential complexes for resident use only).

Uses with a car wash or quick lube service shall be required to pay a mobility fee per lane, stall, or bay for the use, plus any mobility fee associated with any building space used beyond the area used per stall or bay. Any building solely for maintenance or supply purposes that does not include any accessible spaces for personnel would not be required to pay a mobility fee beyond that associated with the additive fee.

The following is an example calculation of an additive mobility fee for a 3,000 square foot (sq. ft.) bank with two (2) drive-thru lanes:

Bank (3,000 sq. ft.) plus two (2) drive-thru lanes:

Mobility Fee for a bank (MFb) per 1,000 sq. ft. = \$2,337

Mobility Fee for a bank drive-thru (MFbdt) per lane = \$3,331

Bank of 3,000 sq. ft. in size: $3,000 / 1,000 = 3.0$; $3.0 \times \$2,337 = \$7,011$

Bank has two (2) drive-thru lanes: $2 \times \$3,331 = \$6,662$

3,000 sq. ft. MFb plus two (2) drive-thru lanes MFbdt: $\$7,011 + \$6,662 = \$13,673$



MOBILITY FEE BENEFIT DISTRICTS

A benefit district is an area within which Mobility Fees are collected and are earmarked for expenditure as required by the “benefits” test of the dual rational nexus test. To ensure that Mobility Fees paid by new development activity are expended to provide a benefit to those who have paid the Fee, the following are the two (2) Mobility Fee Benefit Districts to be established with the Mobility Fee adoption (**Map B**):

- (1) North Okaloosa Benefit District; and
- (2) South Okaloosa Benefit District

When Mobility Fees are paid by new development activity, they will be deposited into two (2) special funds established by the County, one (1) fund for each Benefit District. Mobility Fee are required by legal and statutory requirements to be spent on multimodal projects identified in the Mobility Plan that provide a mobility “benefit” to new development activity that paid the Mobility Fee.

The boundary for the two (2) Benefit Districts is intended to be the northern boundary of Eglin Airforce Base to reflect primary travel patterns. The northern Benefit District extends to the northern, eastern, and western County boundary. The southern Benefit District extends to the Gulf of Mexico, as well as to the eastern and western County boundary.

The Mobility Fee Ordinance will provide for the expenditure of Mobility Fee Funds across the boundaries of both Benefit Districts if there is a written finding that the project would provide a mobility benefit to new development activity that paid Mobility Fees within each District. For example, a multi-use path or trail that connects to a park outside of the northern limits of the District or that runs across the District Boundaries along SR 85 or SR 285.

The Board of County Commissioners (BOCC) will determine how Mobility Fee revenues are allocated and expended through its annual Capital Improvements Program (CIP). Mobility Fee revenues may be expended on Mobility Plan multimodal projects within a Mobility Fee Benefit Districts, so long as the projects are included in the CIP or the BOCC votes to add the projects through an amendment to the CIP. Inclusion in the CIP is required as the County’s Chief Financial Officer, or functional equivalent position, is required, as part of the County’s Annual Financial Report submitted to the State of Florida pursuant to Florida Statute Chapter 218 Section 32, to submit a statement that mobility fees were collected and expended consistent with Florida Statute 163.31801.



MOBILITY FEE COMPARISON

A comparison was conducted between proportionate share contributions from developments in the County and the calculated Mobility Fee. The proportionate share contributions occurred between 2019 and 2023, with several in pending status awaiting final approval (Appendix Q). Over the five (5) year period, a total of \$4,261,927 was contributed from residential developments (Table 15). The calculated Mobility Fee for the same residential development would be \$4,293,678 (Table 15). While the final dollar amounts were similar, under the current proportionate share system, contributions ranged from a low of \$496 per dwelling unit to a high of \$3,602 per dwelling unit (Appendix Q). Whereas, under a Mobility Fee system, all dwelling units would have paid \$1,009.09.

TABLE 15. PROPORTIONATE SHARE COMPARISON

Mitigation System	Dwelling Units	Mitigation per Dwelling Unit	Mitigation Payment
Existing Proportionate Share System	4,225	\$1,008.74	\$4,261,927
New Mobility Fee System	4,225	\$1,009.09	\$4,293,678
Difference in total Mitigation	0	\$0.35	\$3,277

Source: Existing proportionate share system contributions (Appendix Q). Mobility Fee schedule (Appendix P).

One of the primary reasons that the Florida Legislature established alternative transportation systems is the inequity of transportation concurrency. Prior to proportionate share, it was often the last development along a corridor that was stopped for concurrency and was required to mitigate for its traffic, in addition to traffic from all other approved development. This inequity was partially resolved by proportionate share. A significant issue with proportionate share is the requirement that developers conduct a detailed traffic impact analysis and then negotiate back and forth with the County.

Developers that can afford large engineering firms and expensive attorney's, proportionate share contributions often entail significant negotiations and are based on more expensive and sophisticated travel demand modeling and level of service analyses. The proportionate share system also has varying levels of study network limits based on net trip generation and the location of access connections.



Two (2) developments may access and travel on the same roads, generate the same traffic, but one is a ½ mile from an arterial and the other is 2 ½ miles north (further away); due to location the 1st development's study network includes an arterial, the 2nd development does not: the 1st pays \$1,500 per dwelling, the 2nd only pays \$500 per dwelling, even with longer trips and travel on the arterial, its study network does not include the arterial.

Mobility Fees are the same for all new development activity within the Mobility Fee Assessment Area. The large variations in contributions that currently occur based on the County's proportionate share system would be replaced by an equitable mitigation requirement for all new development activity. New development activity would also not be required to undertake detailed proportionate share traffic impact analysis to determine mitigation and County staff would not be required to enter into prolonged negotiations over proportionate share mitigation.

It should be noted, new development activity may still be required to undertake site impact analysis or site access assessments to determine if site related turn lanes or site related traffic control devices (i.e., traffic signal, median modifications) are warranted at project access connections with major roads. Site access specifically addresses access into and out of a development, not off-site improvements, which may be required under transportation concurrency and proportionate share.

A comparative analysis was also undertaken between the Mobility Fees collected by Walton County and Alachua County. Walton County adopted its Mobility Fee in December of 2023, and the Mobility Fee became effective as of April 2024. The Walton County Mobility Fee features four different assessment areas that vary based on projected future travel demand. Walton County and the City of Destin are the only two local governments with existing adopted transportation related fees. The City of Destin is in the process of updating its transportation related fee. In full disclosure, NUE Urban Concepts, LLC developed Alachua and Walton Counties Mobility Fees.

Alachua County's Mobility Fee was updated in 2023. The County originally adopted its Mobility Fee in 2011. Alachua County was chosen due to similarities with Okaloosa County. Alachua County's population is 284,000, Okaloosa County's is 215,751. The population of unincorporated Alachua County is 111,892, unincorporated Okaloosa County is 125,362 ([Appendix R](#)). Alachua County and Okaloosa County each have nine (9) municipalities, which are not required to collect their respective County's Mobility Fee. Both Alachua County and Okaloosa County have regional destinations and employment hubs that generate significant traffic and take property off the tax roles with the University of Florida in Alachua County and Eglin Airforce Base in Okaloosa.



Finally, both Counties also have sales tax revenues available to partially fund multimodal projects. Alachua County’s Mobility Fee features two (2) Assessment Areas, Alachua East & West due to fewer road capacity need in the East versus the West. (Table 16). Alachua County also has lower fees for mixed-use developments. The following is a comparison of the rates between the three local governments. Okaloosa County’s residential rates are per dwelling unit based on the type of residential use. Walton County calculated its fee per square foot for single family detached residential and per bedroom for single-family attached and multi-family residential uses (Appendix 5). Alachua County takes a more streamlined approach and like non-residential uses, charges residential fees the same rate per square foot. For comparative purposes, a square footage is provided by type of dwelling unit (Table 16). All other non-residential land uses feature similar units of measure between the three local governments to calculate the respective fees. For comparative purposes, the Mobility Fee rates for Walton County are based on the South Walton Planning Area (Table 16).

TABLE 16. MOBILITY FEE COMPARISON

Land Use	Okaloosa	Walton County	Alachua East	Alachua West
Single-Family Detached (2,000 sq. ft.)	\$1,009	\$2,723	\$4,318	\$7,730
Single-Family Attached (1,500 sq. ft.)	\$772	\$2,077	\$3,239	\$5,797
Multi-Family Residential (1,000 sq. ft.)	\$722	\$1,737	\$2,160	\$3,865
Office per 1,000 sq. ft.	\$441	\$882	\$4,899	\$6,065
Retail per 1,000 sq. ft.	\$1,469	\$2,590	\$10,859	\$12,745
Industrial per 1,000 sq. ft.	\$145	\$465	\$4,097	\$2,289
Place of Worship per 1,000 sq. ft.	\$260	\$436	\$2,114	\$3,784
Hotel per Room	\$713	\$1,924	\$5,437	\$3,038
Supermarket per 1,000 sq. ft.	\$2,929	\$4,172	\$16,526	\$29,581
Fast Food Restaurant per 1,000 sq. ft.	\$5,262	\$12,775	\$17,320	\$31,022
Convenience Store per 1,000 sq. ft.	\$4,964	\$12,775	\$21,439	\$38,375

Source: Alachua and Walton Counties Fee Schedules (Appendix 5). Walton County Single-Family Attached based on three bedrooms. Walton County Multi-Family based on two bedrooms.



DEFINITIONS

Additive Fee shall mean a mobility fee based on a unit of measure that is assessed for a component of a high impact use that is outside of the square footage of the building and generates person travel demand. Additive fees are combined with any assessed mobility fee based on the square footage of a building or structure for the use. The mobility fee rate for additive fees is based on the unique units of measure under the additive fee category.

Assessment Area shall mean a geographic area with a specific mobility fee rate per use that is assessed to new development activity at a uniform rate per use within defined areas of the County.

Bank shall mean any building used for banking purposes such as deposits, withdrawals, balance inquires, or bill pay. This use includes banks and credit unions. Strictly financial services such as investment products or stockbrokers without on-site commercial banking services shall be considered office uses. The banks may include one (1) or more walk-up Automated Teller Machine (ATM). Any drive-thru lane or drive-up ATM shall be assessed an additive Mobility Fee rate per lane or free-standing ATM.

Bank Drive-Thru Lane or Free-Standing ATM shall mean any drive-thru lane used for banking purposes such as deposits, withdrawals, balance inquires, or bill pay. The drive-thru may include either a teller window, pneumatic device for transferring banking information or funds, or an Automated Teller Machine (ATM). This use also includes free standing bank drive-thru lanes and freestanding walk-up or drive-thru ATM machines. An ATM inside or attached to a building that has a use open to the public or end user and is not just a standalone ATM structure or building shall not be assessed a fee. The fee shall be based upon the total number of drive-thru lanes with a banking window, pneumatic device or ATM and/or the total number of free-standing ATM's.

Benefit District shall mean a geographic area where fees that are paid by new development activity are expended on multimodal projects within the district to provide a mobility benefit to the new development activity that paid the fees.

Capacity shall mean the maximum sustainable flow rate, at a service standard, at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a bicycle facility, pedestrian facility, roadway, or shared-use multimodal facility during a given time-period under prevailing conditions. For transit, the capacity is the maximum number of persons reasonably accommodated riding a transit vehicle, along with the frequency and duration of transit service.

Commercial shall mean those activities that require a monetary payment for goods, products, services, or which provide for sale, lease, or rent of goods, products, services, accommodations or use of space to individuals, businesses, or groups and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900. Monetary payment shall mean any form of payment via use of currency, card, or any electronic means of transactions.



Commercial Storage shall mean buildings, structures, or acreage in which one or more warehouses, storage units or vaults are rented for the storage of goods and/or acreage is providing for the storage of boats, RVs, vehicle trailers and other physical items that are larger than what is typically stored within an enclosed structure. The acreage for outdoor storage, excluding drive aisles, buffers and stormwater management areas, shall be converted to square footage for purposes of calculating the fee. This shall not include an individual's personal property where such items are stored by the owner of the land and not for commercial purposes. This use falls under Land Use Codes in the 100 Series of the ITE Trip Generation Manual.

Community Serving shall mean those uses that are operated by a civic origination, governmental entity, non-profit, foundation, or fraternal organization, including places of assembly or worship. Community serving also includes uses such as YMCA, museum, art studio, gallery, cultural center, community meeting spaces, community theater, library, or a fraternal or masonic lodge or club, or any community and civic based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods and services maybe offered for ancillary fundraising and sales to support the community serving use.

Complete Streets shall mean a transportation policy and design approach that requires multimodal transportation improvements to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation and to allow for safe travel by those walking, bicycling, or using other forms of non-motorized travel, riding public transportation, or driving electric or gas-powered vehicles.

Convenience Store shall mean a use that sells convenience goods and products as further defined in the ITE Trip Generation Manual for Land Use Codes 851, 944, 945, and 950. Convenience store uses with motor vehicle charging or fueling shall be assessed an additive Mobility Fee per position. Convenience store uses with third party restaurants shall be assessed Mobility Fees for the areas for fast food or quick service and based on those applicable rates for the defined areas. Uses with fast food or quick service drive-thru lanes, Mobility Fees shall be assessed per drive-thru standards. Uses with motor vehicle cleaning shall be assessed per motor vehicle cleaning standards.

Drinking Establishment shall mean a use where alcoholic beverages are sold for on-site or area consumption purposes. These include bars, lounges, night clubs, tap rooms, and tasting rooms. Drinking establishments are where 75% or more of gross revenues are from the sales of alcoholic beverages. Any areas associated with brewing, distilling, or fermentation would be assessed as industrial uses. The areas for tap or tasting would be assessed as drinking establishments.

Fast Food or Quick Service Restaurant shall mean a building or structure where an order for food is placed at a service counter, at a drive-thru or walk-up pick-up window, or via a mobile device or an on-line application or portal, or a designated delivery or parking area. These uses may or may not have indoor or outdoor seating and may or may not have a drive thru. These uses include fast casual, fast food, quick service, food, and beverages, communal or ghost kitchens, delivery only services, food trucks, or shipping container facilities. Any use with a drive-thru lane or parking areas designated for delivery pick-ups shall be assessed an additive Mobility Fee per drive-thru lane.



Fast Food or Quick Service Restaurant Drive-Thru shall mean a delivery lane where an order is picked-up by a customer that placed an order at a call box, window, or screen, or via a mobile device or an on-line application or portal. The number of drive-thru lanes shall be based on the total number of lanes, not the number of windows where an order is picked-up. Some drive-thru lanes may be opened longer than the restaurant is open. Food may be obtained from a pick-up window, locker, station, or functional equivalent after the order has been placed. For uses with designated parking areas for delivery pick-up where food is brought to the parking location, every (5) designated spaces shall be considered the equivalent to a drive-thru lane. The Mobility Fee per drive-thru is assessed in addition to the Mobility Fee assessed for the building. Drive-thru's maybe located in multi-tenant retail buildings, free-standing retail buildings, or free-standing quick service restaurants.

Indoor Commercial Recreation shall mean facilities that primarily focus on individual or group fitness, exercise, training or provide recreational activities. The uses typically provide exercise, dance or cheerleading classes, weightlifting, yoga, pilates, cross-fit training, fitness and gymnastics equipment. Indoor commercial recreation also includes uses such as bowling, pool, darts, arcades, video games, batting cages, trampolines, laser tag, bounce houses, skating, climbing walls, and performance centers. Food, beverages, equipment and services maybe offered for ancillary sales. The use would generally fall under the ITE Land Use Code 400 series.

Industrial shall mean those activities which are predominantly engaged in building and construction trades, the assembly, distribution, finishing, packaging, processing, production, and/or storage of goods or products, utilities, recycling, waste management and uses that include brewing and distilling that may have taps, sampling or tasting rooms, and include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 excluding governmental uses and commercial storage uses. Industrial uses typically have ancillary office space and may have display or merchandise display areas for various trades and industries that are not open to the general public. Industrial uses are also located in land uses and zoning districts intended for industrial uses.

Industrial Uses shall mean those activities which are predominantly engaged in the assembly, distribution, fabrication, finishing, packaging, processing, production, storage, and/or warehousing of goods and products and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses.

Institutional Uses shall mean those public or quasi-public uses that serve one or more community's social, educational, health, and cultural needs and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 500, and includes Land Use Codes 253, 254, 255, and 620. Land Use Codes 540 and 550 are included in office uses.

ITE Trip Generation Manual shall mean and refer to the latest edition of the report entitled "Trip Generation" produced by the Institute of Transportation Engineers (ITE), and any official updates hereto, as approved by Public Works.



Level of Service (LOS) shall mean a quantitative stratification of the level of service provided to a by a facility, roadway, or service stratified into six letter grade levels, with “A” describing the highest level and “F” describing the lowest level: a discrete stratification of a level of service continuum.

Long Term Care shall mean communities designed for long term care of on-site residents, such as assisted living facilities, congregate care facilities, and nursing homes with common dining and on-site health facilities for residents that is not a general retail or commercial use open to the public. This use includes ITE Trip Generation Manual Land Use Codes 253, 254, 255, and 620.

Marina shall mean facilities that provide docks and berths for boats, including yacht clubs. Any buildings for shops, retail, or restaurants accessible to the public would fall under retail land use and pay the mobility fee rate for retail uses.

Medical Office shall mean a building or buildings that provide medical, dental, or veterinary services and care. Medical office shall also include any clinics or emergency care uses, and any uses specified in the ITE Trip Generation Manual under Land Use Code Series 600, including Land Use Code 720. Land Use Code 620 is included under Long Term Care land uses.

Micromobility shall mean electric powered personal mobility devices such as electric bicycles, electric scooters, hoverboards, One-Wheel, Unicycle, electric skateboards and other electric assisted personal mobility devices. Low speed vehicles such as golf carts or mopeds are not considered personal micromobility devices.

Microtransit Vehicle shall mean low speed vehicles such as autonomous transit shuttles, golf carts neighborhood electric vehicles, or trolleys subject to requirements established by a governmental entity responsible for approval, permitting or regulating said vehicles.

Mobile Home shall mean any residential use or vehicle where one or more persons can temporarily or permanently reside and include any dwelling with wheels or which once had wheels on a platted lot, residential lot or within a park on predefined lots or spaces that have connections for communications, electric, water and wastewater. Parks may have common amenities and building with recreation uses, laundry and park office that are considered accessory and not subject to mobility fee assessments.

Mobility shall mean the ability to move people and goods from an origin to a destination by multiple modes of travel in a timely manner based on the speed of travel.

Mobility Fee shall mean a monetary exaction imposed on new development activity to fund multimodal projects identified in the Mobility Plan.

Mobility Fee Schedule shall mean the uses for which a Mobility Fee is to be assessed on new development activity within the Mobility Fee Assessment Area. The schedule includes the Mobility Fee rates per unit of measure for each use.



Mobility Fee Technical Report shall mean the Okaloosa County Mobility Fee Technical Report dated September 2024 and prepared by NUE Urban Concepts, LLC that documents the analysis, data and methodology used to develop a Mobility Fee and is adopted pursuant to an implementing ordinance which authorizes imposition of the Mobility Fee.

2045 Mobility Plan shall mean the Okaloosa County 2045 Mobility Plan dated July 2024 and prepared by NUE Urban Concepts, LLC that identifies multimodal projects within the County to meet future person travel demand between 2024 and 2045 and serves as the basis for the County's Mobility Fee. The Mobility Plan is subject to periodic updates and at a minimum shall be updated every five years.

Mobility Plan shall mean a forward looking transportation plan that identifies multimodal projects within the County to meet existing and future travel demand and serves as the basis for the County's mobility fee.

Mobility Plan Implementation shall mean multimodal projects identified in the Mobility Plan in recognition that the Mobility Plan may be amended over time, new development activity improvements maybe required beyond their impact and eligible to apply for credits, and that the Capital Improvements Program is updated annually and may include amended or new multimodal projects.

Mode shall mean the choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, transit, taxi or using a new mobility technology.

Motor Vehicle shall mean a car, SUV, truck, van, or motorcycle that is either electric powered, gasoline powered, a hybrid, or some other fuel source that propels the motor vehicle.

Motor Vehicle or Boat Cleaning shall mean a building, stalls, stations, or tunnels for the cleaning, detailing, polishing, washing, or waxing of motor vehicles or boats which fall under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. This use includes full-service, partial service, and self-service uses. The unit of measure shall be the number of bays or stalls for self-service cleaning, and the number of approach lanes for automated, semi-automated, or tunnel washes where payment is rendered or a card, code, or other means is used to access the cleaning service. For uses with automated, semi-automated, or tunnels, finishing stations for detailing, drying, or vacuuming Mobility Fees shall also be assessed at a rate of one (1) station per every five (5) finishing stations. For uses with self-service bays or stalls, which typically feature a greater number of facilities than automated or semi-automated facilities, finishing stations for detailing, drying, or vacuuming, Mobility Fees shall also be assessed at a rate of one (1) station per every ten (10) finishing stations.



Motor Vehicle or Boat Service shall mean a building, bays, service bays, stalls, or stations for the routine maintenance of motor vehicles including oil changes, cleaning, or replacing filters, replacing windshield wipers, changing tires, providing for maintenance, service, and repair, and changing and topping off vehicle fluids and falls under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. Any building square footage associated with motor vehicle service would fall under retail uses and pay the applicable mobility fee per the square footage of the building not associated with the quick lube service.

Motor Vehicle Charging or Fueling shall mean the total number of vehicles that can be charged or fueled at one time (fueling positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., dollar general), and wholesale clubs (i.e., Costco) are also offering vehicle fueling with or with/out small convenience stores. The mobility fee rate per fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle fueling. Motor vehicle charging stations that do not require a customer to pay for charging are exempt from payment of the mobility fee.

Multi-Family Residential shall mean a residential building with three or more dwelling units that are not considered single-family and shall include those uses specified in the ITE Trip Generation Manual under Land Use Codes within the 220 and 230 series, along with use 252. Multi-family residential includes uses such as accessory dwelling units, apartments, dormitories, senior housing, tiny homes, and triplexes.

Multimodal shall mean multiple modes of travel including, but not limited to walking, bicycling, jogging, rollerblading, skating, scootering, riding transit, driving a golf cart, low speed electric vehicle or motor vehicle.

Multimodal Lane shall mean a designated lane between four and seven feet in width intended for use by bicycles, golf-carts, and micromobility devices. Pavement markings shall indicate the types of modes permitted and may use green pavement markings or green skip markings are driveways, approaching intersections and through intersections.

Multimodal Project shall mean corridor and intersection improvements such as bike lanes, buffered bike lanes, intersections, interchanges, landscape, shared-use paths or multi-use trails, multimodal lanes, overpasses or underpasses, roads, roundabouts, sidewalks, streets, and streetscape. Multimodal projects also include mobility policies, programs and services, wayfinding, micromobility devices, and microtransit vehicles and lanes. Projects can include new or additional road travel lanes and turn lanes, upgrade of roads that results in a change in functionally classification of the road, complete and low speed streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, engineering and inspection, utility relocation, environmental mitigation, right-of-way, easements, stormwater management facilities. These projects may also be referred to as mobility plan projects or mobility projects.



Multimodal Project Expense shall mean expenditures for: (a) the repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding consistent with statutory allowances; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving multimodal projects; (c) crosswalks, traffic control and crossing warning devices, landscape, trees, multimodal way finding, irrigation, hardscape, and lighting related to projects; (d) micromobility devices, microtransit vehicles, programs and services, (e) transit circulators, facilities, programs, shuttles, services and vehicles; (f) reasonable expenses for engineering studies, stormwater reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects; (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness; (k) reasonable costs of design, engineering and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services of multimodal projects, (l) county administration, implementation updates to the mobility plan and mobility fee, including any analysis, assessments, counts, data collection, plans, programs or studies needed for multimodal projects. May also be referenced as a mobility fee expense.

New Development Activity shall mean new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in person travel demand (aka impact) above the demand generated by the existing use of property. Property includes submerged lands.

Residential Uses shall mean a dwelling unit or room in overnight accommodations or mobile home or RV park and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 and 300 and land use code 416. Land use codes 253, 254, and 255 are considered institutional uses.

Office shall mean financial services, general office, higher education, hospitals, and professional activities primarily involving the provision of professional or skilled services, including but not limited to accounting, legal, real estate, insurance, financial, engineering, architecture, accounting, and technology. Banks and credit unions are excluded from this land use. Medical offices are excluded from this use.



Office Uses shall mean those businesses which provide medical and professional services to individuals, businesses, or groups and which include those uses in the ITE Trip Generation Manual under Land Use Code Series 600 and 700 and includes Land Use Codes 540 and 550. Land Use Code 620 is included under institutional uses.

Outdoor Commercial Recreation shall mean means outdoor recreational activity including land uses with miniature golf, batting cages, video arcade, bumper boats, go-carts, golf driving ranges, tennis, racquet or basketball courts, soccer, baseball and softball fields, paintball, skating, cycling, or biking that require paid admittance, membership, or some other type of fee for use. Buildings for refreshments, bathrooms, changing and retail may be included. The fee shall be based upon the total acreage of the facility for active uses outside of buildings and all buildings used to carry out a primary function of the land use activity. Areas for parking, buffers and stormwater that are not active features of the land use are excluded from the fee acreage. The use would generally fall under the ITE Land Use Code 400 series.

Overnight Lodging shall mean places of accommodations, such as bed and breakfast, inns, motels, hotels and resorts that provide places for sleeping and bathing and may include supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and limited recreational facilities (pool, fitness room) intended for primary use by guest, and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300.

Person Miles of Capacity (PMC) shall mean the number of persons "capacity" that can be accommodated, at a determined standard, on a facility while walking, bicycling, riding transit, driving, or using a mobility assisted device over a defined distance.

Person Miles of Travel (PMT) shall mean a unit to measure person travel made by one person where each mile traveled is counted as one person mile. PMT is calculated by multiplying Person Trip Length by the number of Person Trips. Increase in future person miles of travel are used to plan multimodal project needs that form the basis for the Mobility Fee.

Person Miles of Travel Factor (PMTf) shall mean the factor utilized to convert vehicle miles of travel to person miles of travel to account for the number of persons per person trip.

Person Travel Demand (PTD) shall mean travel demand from new development activity based on trip generation, pass-by trips, person trip length, limited access travel, state road travel, person miles of travel and trip purpose. The resulting Mobility Fees are roughly proportional to the person travel demand per use on the Mobility Fee schedule.

Person Trip (PT) shall mean a trip by one person by one or more modes of travel including, but not limited to, driving a motor vehicle or low speed electric vehicle, riding transit, walking, bicycling or form of person powered, electric powered or gasoline powered device.

Person Trip Length shall mean the length of a person trip per trip purpose.



Pharmacy or Dispensary shall mean a building where an individual places or pick-ups a prescription or where a medical card is required to obtain a product. These uses may also include personal goods, products, and services and may include medical services. Current Florida Statutes requires that dispensaries, where allowed, are required to be treated as pharmacies. Should Florida Statute be amended, then dispensaries may be a separately defined use, if allowed within the County.

Private Education shall mean a building or buildings used for pre-school, private school, childcare, or day care where students are educated by a non-governmental entity with grades ranging from pre-kindergarten to 12th grade. Private schools do not include Charter Schools, which are exempt from local government fees per Florida Statute. Childcare and day care shall mean a facility where care for young children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Postsecondary education falls under office uses. These uses are under ITE Trip Generation Manual under Land Use Code Series 500.

Quality of Service (QOS) shall mean a quantitative stratification of the quality of service of personal mobility stratified into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality: a discrete stratification of a quality-of-service continuum.

Recreational Uses shall mean those public or quasi-public uses that serve a community's social, cultural, fitness, entertainment, and recreational needs, which include applicable land uses specified in the ITE Trip Generation Manual under Land Use Code Series 400 and 500.

Residential Uses shall mean a dwelling unit or room in overnight accommodations or mobile home or RV park and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 and 300 and land use code 416. Land use codes 253, 254, and 255 are considered institutional uses.

Recreational Vehicle or Travel Trailer Park shall mean any vehicle where one or more persons can temporarily or permanently reside and include any dwelling with wheels including recreational vehicles, tiny homes on wheels, or travel trailers on a platted lot, residential lot or within a park on predefined lots or spaces that have connections for communications, electric, water and wastewater. Parks may have common non-commercial amenities and building with recreation uses, laundry and park office that are considered accessory and not subject to mobility fee assessments.

Residential Square Feet shall mean the area (in square feet) of each dwelling unit measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily or dormitory hallways, or the centerline of common walls shared with other dwelling units. Residential square feet include all livable, habitable, or temperature controlled enclosed spaces (enclosed by doors, windows, or walls) in a dwelling unit. Residential square feet does not include unconditioned garages or unenclosed areas under roof. For multifamily and dormitory uses, common area, leasing offices, and amenities not accessible to the public are not included in the square feet calculation, unless that space is leased to a third party that provides drinks, food, goods, or services to the public or through paid memberships available to individuals that do not reside in a dwelling unit.



Residential Uses shall mean a dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200.

Retail shall mean buildings and structures that offer business and personal goods, products, or services for sale and are not otherwise defined as a separate use on the Mobility Fee schedule. Land Use Codes under the 800 and 900 series of the ITE Trip Generation Manual would be considered retail uses. For uses with outdoor display, placement, or storage of goods or products outside of a building or structure, the square footage of the area shall be treated the same as the square footage as buildings and structures for purposes of calculating Mobility Fees.

Retail Uses shall mean those commercial activities which provide goods, products, or services for lease, rent, or sale, or offer accommodations or use of space to individuals, businesses, or groups for rent and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900.

Service Standard shall mean the adopted or desired quality or level of service for a bicycle facility, pedestrian facility, roadway, shared-use multimodal facility, or transit.

Sit Down Table Service Restaurant shall mean a use where food or drinks are order at a table and the food or drink is brought to the table by a server. These uses may include bars and may have a pick-up counter or window for to-go orders. For restaurants that are more than 5,000 square feet in size and orders are placed at a counter but delivered to a table are considered sit-down restaurants. A restaurant more than 5,000 square feet in size may have one drive-thru lane. Any sit-down restaurant with more than one (1) drive-thru lane will be assessed an additive Mobility Fee per drive-thru lane. Food Truck or Food Container parks with locations for three (3) or more food trucks or containers that feature on-site seating shall be considered a sit-down restaurant. The Mobility Fees per these parks with be assessed Mobility Fees for the areas, including building and seating, at the sit-down restaurant rate and areas for indoor or outdoor recreation at the applicable recreational rate. Food halls will be assessed Mobility Fees at the sit-down restaurant rate for areas used for cooking and eating and the retail rate for all other areas.

Single-Family Attached Residential shall mean a single-family residential dwelling that shares a common wall with at least one (1) other dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under Land Use Codes 215 and 251. Attached Residential includes uses such as condos, duplexes, rowhouses, senior housing, townhomes, and villas.

Single-Family Detached Residential shall mean a free standing single-family residential dwelling that is not attached to another residential structure and shall include those uses specified in the ITE Trip Generation Manual under Land Use Codes 210.



Streetscape shall mean hardscape elements such as pavers, benches, lighting, trash and recycling receptacles, fountains, seating, shade structure, crosswalks, landscape elements such as canopy and understory trees, shrubs, bushes, grasses and flowers, green infrastructure and architectural structures and projections that provide shade and protection from various weather conditions.

Trip shall mean travel between locations, often times between an origin, such as a home, to a destination, such as a business, but the trip can end and begin at the same location, such as walking a dog in the neighborhood where the home is both the origin and destination.

Trip Length shall mean the length of a trip per trip purpose.

Trip Purpose shall mean the primary purpose at the destination of a trip such as travel to buy goods, services, or meals, entertainment, recreation, school, work, places of assembly, errands, medical, day care, or work related. Trip purposes maybe either home based meaning the trip originates at a residence or non-home based meaning the trip originates at a use other than a residence.

Use shall mean a use of land for residential or non-residential purposes. For Mobility Fee purposes the terms land use and use are interchangeable. The inclusion of a land use or use on the Mobility Fee schedule does not mean that land use or use is permitted by the County's Comprehensive Plan or Land Development Regulations. Any defined term in this Technical Report does not supersedes definitions in the County's Comprehensive Plan or Land Development Regulations.

Vehicle Miles of Travel (VMT) shall mean a unit to measure vehicle travel made by a motor vehicle where each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle. VMT is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

Vehicle Occupancy shall mean the total number of persons in a single motor vehicle making a trip.

Vehicle Trip shall mean a trip by a single motor vehicle, regardless of the number of persons in the motor vehicle.

Variety or Dollar Store shall mean a use that sells a variety of goods and products as further defined in the ITE Trip Generation Manual for Land Use Code 814. Uses with motor vehicle charging or fueling shall be assessed an additive Mobility Fee per position. Uses with third party restaurants shall be assessed Mobility Fees for the areas for fast food or quick service and based on those applicable rates for the defined areas. Uses with fast food or quick service drive-thru lanes, Mobility Fees shall be assessed per drive-thru standards. Uses with motor vehicle cleaning shall be assessed per motor vehicle cleaning standards.



CONCLUSION

The Okaloosa County Mobility Fee is based on the multimodal projects in the 2045 Okaloosa County Mobility Plan. The future travel demand analysis provided in this Technical Report clearly demonstrates there is significant growth in travel demand projected within the County. The Mobility Plan establishes the framework over the next 21-years to move people, provide choices, and meet future travel demand through expansion of the County's multimodal transportation system by adding bicycle lanes, sidewalks, multi-use paths and paths, and additional road capacity.

Mobility Plan Implementation projects have been included in the 2045 Mobility Plan and in the Mobility Fee calculations to address: (1) the potential for amendments to the Mobility Plan that will be made before the next plan update; (2) that Florida Statute requires updates of fees be limited to once every four years, unless there is a finding of extraordinary circumstances; (3) new development activity may be require to construct multimodal projects beyond their impact and be eligible for Mobility Fee credits; and (4) the County will annually update its Capital Improvement Program to reflect current needs and projected revenues.

The County's Mobility Fee is a streamlined, equitable way for new development activity to mitigate its impact to the multimodal transportation system. The multimodal projects in the 2045 Mobility Plan projects are based on the projected increase in person miles of travel between 2024 and 2045: consistent with the "needs" requirement of the dual rational nexus test. The Mobility Fee is also based on the person travel demand (PTD) attributable to new development activity and is roughly proportional to the impact on the County's transportation system, consistent with Florida Statute Sections 163.3180 and 163.31801.

The Mobility Fee has been developed to offset the impact of new development activity on the multimodal network within the County. The Mobility Fee will be assessed on new development activity within the County's Mobility Fee Assessment Area which includes the developed and developing portions of unincorporated County. The Mobility Fee is not currently being proposed for assessment within any municipality. The County is open to municipalities opting-in to the County's Mobility Fee system or adopting their own.

The implementation of Mobility Fee Benefit Districts, where a Mobility Fee paid by development is to be expended to fund multimodal projects within the District, ensures that the Mobility Fee will meet the "benefits" requirement of the dual rational nexus test. All Mobility Fee revenues collected will be placed within specific funds for each Mobility Fee Benefit District.



Okaloosa County Mobility Fee

The County will determine how Mobility Fee revenues are allocated and expended through its annual Capital Improvements Program. Mobility Fee revenues may be expended on projects identified in the 2045 Mobility Plan and / or the County's Capital Improvements Program. Mobility Plan Implementation projects have been included as part of the Mobility Plan in recognition that the County's Capital Improvements Program can be amended to add, remove, or update multimodal projects as needs change or to address available revenues.

An implementing ordinance for the Mobility Fee has been developed. Florida Statute requires a minimum of 90 days from the public notice to implement Mobility Fees to the effective date where Mobility Fees would be assessed on new development activity. Some local governments start the 90 days at the time the Mobility Fee Implementing Ordinance is first published. Others start the 90 days from the date of adoption of the Mobility Fee Implementing Ordinance.

The person miles of travel for each land use included in the Mobility Fee schedule meets the "rough proportionality test" established through case law and Florida Statute 163.31801. The new growth evaluation demonstrates that new development activity is not being assessed more than its fair share of the cost of the multimodal projects in the Mobility Plan. Payment of the Mobility Fee addresses mitigation of the person travel demand generated by new development activity that increases person travel demand within the County. The Okaloosa County 2045 Mobility Plan and the Mobility Fee meet all legal requirements and are consistent with the requirements of Florida Statute Sections 163.3180 and 163.31801 and Florida Statute Chapter 380.

APPENDIX A

Florida Commerce Transportation Planning Guidance

Transportation Planning

Home > Community Planning, Development and Services > Community Planning > Community Planning Table of Contents > Transportation Planning

- Community Planning
 - Community Planning Table of Contents
 - Areas of Critical State Concern Program
 - Assessing Comprehensive Plans and Plan Amendments (Florida Papers)
 - GRC Reports and Notices of Intent
 - Property Rights Element
 - Evaluation and Appraisal Review of the Comprehensive Plan
 - General Information About Developments of Regional Impact and Florida Quality Developments
 - Developments of Regional Impact Repository
 - List of Local Governments Qualifying as Dense Urban Land Areas
 - Revitalization of Expired Homeowners Association Declarations and Covenants
 - Community Planning Staff Directory (Alphabetical)
 - Community Planning Review Team Assignments
- Community Services
- Community Development Block Grants
- Community Partnerships
- Broadband
- Rural Community Programs
- Special Districts
- Homeowner Assistance

Transportation Element

Section 163.3177(6)(b), Florida Statutes, establishes the requirements for transportation and mobility planning in local government comprehensive plans. Comprehensive plans must focus on providing a multimodal transportation system that emphasizes public transportation systems, where feasible, and encourages economic development through flexible transportation and mobility options for Florida communities. Links to transportation planning related issues and organizations are included below to help provide additional information on transportation mobility planning in Florida.

Multimodal Transportation

A multimodal transportation system recognizes the importance of providing mobility options through a variety of integrated travel modes, such as by bus or rail transit, bicycle, automobile, or foot. A well-designed multimodal transportation network minimizes impacts to the environment and enhances the livability of neighborhoods by increasing transportation options, expanding access, and increasing connectivity between destinations.

A well-designed and efficient transportation network can help create a sustainable development pattern that contributes to the community's prosperity, enhances transportation efficiency by minimizing vehicle trips and contributes to a healthier environment by reducing air pollution and greenhouse gas emissions.

The Transportation Element of a local government's comprehensive plan should contain policies that will create a well-connected multi-modal transportation network; support increased residential densities and commercial intensity; help walking become more practical for short trips; support bicycling for both short- and long-distance trips; improve transit to serve frequented destinations; conserve energy resources; reduce greenhouse gas emissions and air pollution; while maintaining vehicular access and circulation. Key multimodal transportation strategies can include the following:

- ▶ Create an interconnecting grid network of streets, connectors, arterials and sidewalks that provide a complete and accessible transportation network;
- ▶ Establish land use patterns that support a mixture of residential, commercial and retail uses, and dense populations and urban intensities, so that transit service may be provided more efficiently and economically;
- ▶ Increase the viability of pedestrian and bicycle travel;
- ▶ Integrate land use and transportation planning to create communities that provide transportation choice; and,
- ▶ Accommodate the flow of freight throughout the state so that the economy can continue to grow.

Other multimodal transportation planning efforts, such as transit-oriented developments, defined in section 163-3164(46), Florida Statutes, are being developed and planned by the Cities of Boca Raton, Clearwater, Gainesville, Jacksonville, Miami, Tampa and West Palm Beach, and in Broward, Miami-Dade, Palm Beach and Pinellas Counties and other locations. Below are a several examples of successful multimodal transportation planning efforts in Florida:

- ▶ Alachua County, Department of Growth Management, Transportation Planning ☞ - Alachua County's Mobility Plan includes transit-oriented development and multimodal transportation planning as one of several methods being implemented to provide mobility options.
- ▶ City of Gainesville Comprehensive Planning ☞ - The City of Gainesville comprehensive plan includes six mixed-use categories and eight Special Area Plans based on Traditional Neighborhood Development standards and an established Urban Infill and Redevelopment Area.

Complete Streets

Complete Streets is a transportation strategy to develop an integrated, connected networks of streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. According to Smart Growth America and the National Complete Streets Coalition, Complete Streets make active transportation such as walking and bicycling convenient, provide increased access to employment centers, commerce, and educational institutions, and allow greater choice in travel.

In Florida, complete streets are context-sensitive. For example, a street considered complete for use within a dense urban area would look and function very differently from one located in a rural area, and a complete suburban street would look and function differently from both the urban and rural complete streets. One way to think about what elements are necessary to create a complete street is to determine its context within the community and based upon that context, match the design and operation of that street with the direction and guidance provided in the local government's comprehensive plan.

As an example, some communities use an Urban-Rural Transect (or simply Transect) to assign portions of their community into approximately five or six "context zones" based on the degree of development intensity desired and geographic location, ranging from very low intensity rural context zones to more intense urban context zones. For each context zone, the community establishes a context in terms of appropriate public facility design, urban design, general spatial form, and appropriate street types.

This approach allows the local government to determine, in its comprehensive plan or other public planning document, which portions of the community fit within which context zone, and to provide guidance within the comprehensive plan as to what mobility functions (such as walking, biking, transit use) are most important in that context zone, and what design features and operational characteristics are appropriate for streets in that location.

Several examples of communities have initiated complete streets planning in Florida. Here are a few excellent examples:

- ▶ Model Design Manual for Living Streets - Los Angeles County, 2011 ☞
- ▶ Deerfield Beach Complete Street Guidelines ☞
- ▶ Ft. Lauderdale Complete Streets ☞

Transportation Concurrency

In accordance with the Community Planning Act, local governments may establish a system that assesses landowners the costs of maintaining specified levels of service for components of the local government's transportation system when the projected impacts of their development would adversely impact the system. This system, known as a concurrency management system, must be based on the local government's comprehensive plan. Specifically, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of its transportation concurrency management system.

Prior to June 2, 2011, transportation concurrency was mandatory for local governments. Now that transportation concurrency is optional, if a local government chooses, it may eliminate the transportation concurrency provisions from its comprehensive plan and is encouraged to adopt a mobility fee based plan in its place (see below). Adoption of a mobility fee based plan must be accomplished by a plan amendment that follows the Expedited State Review Process. A plan amendment to eliminate transportation concurrency is not subject to state review.

It is important to point out that whether or not a local government chooses to use a transportation concurrency system, it is required to retain level of service standards for its roadways for purposes of capital improvement planning. The standards must be appropriate and based on professionally accepted studies, and the capital improvements that are necessary to meet the adopted levels of service standards must be included in the five-year schedule of capital improvements. Additionally, all local governments, whether implementing transportation concurrency or not, must adhere to the transportation planning requirements of section 163.3177(6)(b), Florida Statutes.

Mobility Fee Based Plans

If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in section 163.3180(5)(f), Florida Statutes:

- ▶ Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity and density.
- ▶ Adoption of an area wide level of service not dependent on any single road segment function.
- ▶ Exempting or discounting impacts of locally desired development.
- ▶ Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.
- ▶ Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate a level of mobility.
- ▶ Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Requirements for Transportation Concurrency

If a local government elects to use transportation concurrency, it must adhere to the following concurrency requirements in section 163.3180(5), Florida Statutes:

- ▶ Include principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of concurrency to transportation.
- ▶ Use professionally accepted studies to evaluate the appropriate levels of service.
- ▶ Adopt appropriate amendments to the capital improvements element of the comprehensive plan consistent with the requirements of section 163.3177(3), Florida Statutes.
- ▶ Allow for proportionate share contributions to mitigate transportation impacts for all developments, including developments of regional impact (DRIs), consistent with section 163.3180(5)(h), Florida Statutes.
- ▶ Consult with the Florida Department of Transportation when proposed amendments affect the Strategic Intermodal System.
- ▶ Exempt public transit facilities from concurrency.

In addition, local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency consistent with section 163.3180(5)(f), Florida Statutes, and to coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts to transportation facilities.

Links

- ▶ Florida Department of Transportation - Florida Transportation Plan [↗](#)
- ▶ Model Regulations and Plan Amendments for Multimodal Transportation Districts [↗](#)
- ▶ Florida Metropolitan Planning Organizations [↗](#)
- ▶ Florida Department of Transportation - Forecasting and Trends Office [↗](#)
- ▶ Florida Scenic Highways [↗](#)
- ▶ Transportation Site Impact Handbook [↗](#)
- ▶ Florida Transit-Oriented Development [↗](#)
- ▶ A / Framework for Transit Oriented Development in Florida, published March 2011 [↗](#)
- ▶ Florida Department of Transportation - Pedestrian and Bicycle Design [↗](#)
- ▶ Florida Department of Transportation, Public Transit Office [↗](#)
- ▶ Florida Safe Mobility for Life Coalition [↗](#)
- ▶ Florida Safe Mobility for Life Coalition's Aging in Place Checklist [↗](#)
- ▶ The Florida Greenbook [↗](#)
- ▶ Pasco County Mobility Fees [↗](#)

<https://www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/transportation-planning>

APPENDIX B

**Laws of Florida HB 479
(Chapter 2024-266)**

CHAPTER 2024-266

Committee Substitute for House Bill No. 479

An act relating to alternative mobility funding systems and impact fees; amending s. 163.3164, F.S.; providing definitions; amending s. 163.3180, F.S.; revising requirements relating to agreements to pay for or construct certain improvements; authorizing certain local governments to adopt an alternative transportation system that is mobility-plan and fee-based in certain circumstances; prohibiting an alternative transportation system from imposing responsibility for funding an existing transportation deficiency upon new development; requiring counties and municipalities to create and execute interlocal agreements if a developer is charged a fee for transportation impacts for a new development or redevelopment; providing requirements for such agreements; providing requirements for when such interlocal agreements are not executed by a specified date; authorizing a local government that issues the building permit to collect a fee for transportation impacts under certain circumstances unless otherwise agreed; amending s. 163.31801, F.S.; revising requirements for the calculation of impact fees by certain local governments and special districts; requiring local governments transitioning to alternative transportation systems to provide holders of impact fee credits with full benefit of intensity and density of prepaid credit balances as of a specified date in certain circumstances; amending s. 212.055, F.S.; conforming a cross-reference; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsections (32) through (52) of section 163.3164, Florida Statutes, are renumbered as subsections (34) through (54), respectively, and new subsections (32) and (33) are added to that section, to read:

163.3164 Community Planning Act; definitions.—As used in this act:

(32) “Mobility fee” means a local government fee schedule established by ordinance and based on the projects included in the local government’s adopted mobility plan.

(33) “Mobility plan” means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031.

Section 2. Paragraphs (h) and (i) of subsection (5) of section 163.3180, Florida Statutes, are amended, and paragraph (j) is added to that subsection, to read:

163.3180 Concurrency.—

(5)

(h)1. Local governments that continue to implement a transportation concurrency system, whether in the form adopted into the comprehensive plan before the effective date of the Community Planning Act, chapter 2011-139, Laws of Florida, or as subsequently modified, must:

a. Consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

b. Exempt public transit facilities from concurrency. For the purposes of this sub-subparagraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage of aircraft. As used in this sub-subparagraph, the terms “terminals” and “transit facilities” do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

c. Allow an applicant for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government’s concurrency management system, and s. 380.06, when applicable, if:

(I) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection. The agreement must provide that after an applicant makes its contribution or constructs its proportionate share pursuant to this sub-sub-subparagraph, the project shall be considered to have mitigated its transportation impacts and be allowed to proceed if the applicant has satisfied all other local government development requirements for the project.

(II) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. A local government may accept contributions from multiple applicants for a planned improvement if it maintains contributions in a separate account designated for that purpose. A local government may not prevent a single applicant from proceeding after the applicant has satisfied its proportionate-share requirement if the applicant has satisfied all other local government development requirements for the project.

d. Provide the basis upon which the landowners will be assessed a proportionate share of the cost addressing the transportation impacts resulting from a proposed development.

2. An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share pursuant to this paragraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.

a. The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

b. In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

c. When the provisions of subparagraph 1. and this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase.

d. In projecting the number of trips to be generated by the development under review, any trips assigned to a toll-financed facility shall be eliminated from the analysis.

e. The applicant shall receive a credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future for the project. The credit shall be

reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit.

3. This subsection does not require a local government to approve a development that, for reasons other than transportation impacts, is not qualified for approval pursuant to the applicable local comprehensive plan and land development regulations.

4. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.

(i) ~~If a local government elects to repeal transportation concurrency, the local government may it is encouraged to adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan and fee-based. The local government mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not use an alternative transportation system be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. An alternative transportation A mobility fee-based funding system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose that is not mobility fee-based shall not be applied in a manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).~~

(j)1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.

b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub-subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement.

Section 3. Paragraph (a) of subsection (4), paragraph (a) of subsection (5), and subsection (7) of section 163.31801, Florida Statutes, are amended to read:

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any other form of exaction, related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

Section 4. Paragraph (d) of subsection (2) of section 212.055, Florida Statutes, is amended to read:

212.055 Discretionary sales surtaxes; legislative intent; authorization and use of proceeds.—It is the legislative intent that any authorization for imposition of a discretionary sales surtax shall be published in the Florida Statutes as a subsection of this section, irrespective of the duration of the levy. Each enactment shall specify the types of counties authorized to levy; the rate or rates which may be imposed; the maximum length of time the surtax may be imposed, if any; the procedure which must be followed to secure voter approval, if required; the purpose for which the proceeds may be expended; and such other requirements as the Legislature may provide. Taxable transactions and administrative procedures shall be as provided in s. 212.054.

(2) LOCAL GOVERNMENT INFRASTRUCTURE SURTAX.—

(d) The proceeds of the surtax authorized by this subsection and any accrued interest shall be expended by the school district, within the county and municipalities within the county, or, in the case of a negotiated joint

county agreement, within another county, to finance, plan, and construct infrastructure; to acquire any interest in land for public recreation, conservation, or protection of natural resources or to prevent or satisfy private property rights claims resulting from limitations imposed by the designation of an area of critical state concern; to provide loans, grants, or rebates to residential or commercial property owners who make energy efficiency improvements to their residential or commercial property, if a local government ordinance authorizing such use is approved by referendum; or to finance the closure of county-owned or municipally owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection. Any use of the proceeds or interest for purposes of landfill closure before July 1, 1993, is ratified. The proceeds and any interest may not be used for the operational expenses of infrastructure, except that a county that has a population of fewer than 75,000 and that is required to close a landfill may use the proceeds or interest for long-term maintenance costs associated with landfill closure. Counties, as defined in s. 125.011, and charter counties may, in addition, use the proceeds or interest to retire or service indebtedness incurred for bonds issued before July 1, 1987, for infrastructure purposes, and for bonds subsequently issued to refund such bonds. Any use of the proceeds or interest for purposes of retiring or servicing indebtedness incurred for refunding bonds before July 1, 1999, is ratified.

1. For the purposes of this paragraph, the term “infrastructure” means:

a. Any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of 5 or more years, any related land acquisition, land improvement, design, and engineering costs, and all other professional and related costs required to bring the public facilities into service. For purposes of this sub-subparagraph, the term “public facilities” means facilities as defined in s. 163.3164(41) ~~s. 163.3164(39)~~, s. 163.3221(13), or s. 189.012(5), and includes facilities that are necessary to carry out governmental purposes, including, but not limited to, fire stations, general governmental office buildings, and animal shelters, regardless of whether the facilities are owned by the local taxing authority or another governmental entity.

b. A fire department vehicle, an emergency medical service vehicle, a sheriff’s office vehicle, a police department vehicle, or any other vehicle, and the equipment necessary to outfit the vehicle for its official use or equipment that has a life expectancy of at least 5 years.

c. Any expenditure for the construction, lease, or maintenance of, or provision of utilities or security for, facilities, as defined in s. 29.008.

d. Any fixed capital expenditure or fixed capital outlay associated with the improvement of private facilities that have a life expectancy of 5 or more years and that the owner agrees to make available for use on a temporary basis as needed by a local government as a public emergency shelter or a staging area for emergency response equipment during an emergency

officially declared by the state or by the local government under s. 252.38. Such improvements are limited to those necessary to comply with current standards for public emergency evacuation shelters. The owner must enter into a written contract with the local government providing the improvement funding to make the private facility available to the public for purposes of emergency shelter at no cost to the local government for a minimum of 10 years after completion of the improvement, with the provision that the obligation will transfer to any subsequent owner until the end of the minimum period.

e. Any land acquisition expenditure for a residential housing project in which at least 30 percent of the units are affordable to individuals or families whose total annual household income does not exceed 120 percent of the area median income adjusted for household size, if the land is owned by a local government or by a special district that enters into a written agreement with the local government to provide such housing. The local government or special district may enter into a ground lease with a public or private person or entity for nominal or other consideration for the construction of the residential housing project on land acquired pursuant to this sub-subparagraph.

f. Instructional technology used solely in a school district's classrooms. As used in this sub-subparagraph, the term "instructional technology" means an interactive device that assists a teacher in instructing a class or a group of students and includes the necessary hardware and software to operate the interactive device. The term also includes support systems in which an interactive device may mount and is not required to be affixed to the facilities.

2. For the purposes of this paragraph, the term "energy efficiency improvement" means any energy conservation and efficiency improvement that reduces consumption through conservation or a more efficient use of electricity, natural gas, propane, or other forms of energy on the property, including, but not limited to, air sealing; installation of insulation; installation of energy-efficient heating, cooling, or ventilation systems; installation of solar panels; building modifications to increase the use of daylight or shade; replacement of windows; installation of energy controls or energy recovery systems; installation of electric vehicle charging equipment; installation of systems for natural gas fuel as defined in s. 206.9951; and installation of efficient lighting equipment.

3. Notwithstanding any other provision of this subsection, a local government infrastructure surtax imposed or extended after July 1, 1998, may allocate up to 15 percent of the surtax proceeds for deposit into a trust fund within the county's accounts created for the purpose of funding economic development projects having a general public purpose of improving local economies, including the funding of operational costs and incentives related to economic development. The ballot statement must indicate the intention to make an allocation under the authority of this subparagraph.

Section 5. This act shall take effect October 1, 2024.

Approved by the Governor June 25, 2024.

Filed in Office Secretary of State June 25, 2024.

APPENDIX C

Impact Fee Act

Title XI COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS

Chapter 163 INTERGOVERNMENTAL PROGRAMS

SECTION 163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(1) This section may be cited as the "Florida Impact Fee Act."

(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments' reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) For purposes of this section, the term:

(a) "Infrastructure" means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, a school bus as defined in s. 1008.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).

(b) "Public facilities" has the same meaning as in s. 163.3164 and includes emergency medical, fire, and law enforcement facilities.

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.

(c) Limit administrative charges for the collection of impact fees to actual costs.

(d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.

(e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.

(f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.

(h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.

(i) Ensure that revenues generated by the impact fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any form of exaction related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).

(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

1. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

(h) This subsection operates retroactively to January 1, 2021.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

(8) A local government, school district, or special district must submit with its annual financial report required under s. 218.32 or its financial audit report required under s. 218.39 a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.

(9) In any action challenging an impact fee or the government's failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

(10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after June 4, 2021.

(11) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.

(12) This section does not apply to water and sewer connection fees.

(13) In addition to the items that must be reported in the annual financial reports under s. 218.32, a local government, school district, or special district must report all of the following information on all impact fees charged:

(a) The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.

(b) The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.

(c) The amount assessed for each purpose and for each type of dwelling.

(d) The total amount of impact fees charged by type of dwelling.

(e) Each exception and waiver provided for construction or development of housing that is affordable.

History.—s. 9, ch. 2006-218; s. 1, ch. 2009-49; s. 5, ch. 2009-96; s. 5, ch. 2011-14; s. 1, ch. 2011-149; s. 1, ch. 2019-106; s. 5, ch. 2019-165; s. 5, ch. 2020-27; s. 1, ch. 2020-58; ss. 1, 2, ch. 2021-63; s. 3, ch. 2024-2

APPENDIX D

Projected Growth in Vehicle Miles of Travel

APPENDIX D: PROJECTED GROWTH IN VEHICLE (VMT)

Mobility Plan Study Area		Limited Access		Total	
Year	Vehicle Miles of Travel (VMT)	Year	Vehicle Miles of Travel (VMT)	Year	Vehicle Miles of Travel (VMT)
2015	1,895,166	2015	693,433	2015	2,588,599
2016	1,923,559	2016	703,945	2016	2,627,505
2017	1,952,378	2017	714,617	2017	2,666,995
2018	1,981,628	2018	725,451	2018	2,707,079
2019	2,011,317	2019	736,449	2019	2,747,766
2020	2,041,450	2020	747,614	2020	2,789,064
2021	2,072,035	2021	758,948	2021	2,830,983
2022	2,103,078	2022	770,454	2022	2,873,532
2023	2,134,586	2023	782,135	2023	2,916,721
2024	2,166,566	2024	793,992	2024	2,960,558
2025	2,199,026	2025	806,029	2025	3,005,055
2026	2,231,971	2026	818,249	2026	3,050,220
2027	2,265,410	2027	830,654	2027	3,096,064
2028	2,299,351	2028	843,247	2028	3,142,598
2029	2,333,799	2029	856,031	2029	3,189,830
2030	2,368,764	2030	869,009	2030	3,237,773
2031	2,404,253	2031	882,183	2031	3,286,436
2032	2,440,273	2032	895,557	2032	3,335,830
2033	2,476,833	2033	909,134	2033	3,385,967
2034	2,513,941	2034	922,917	2034	3,436,858
2035	2,551,604	2035	936,909	2035	3,488,513
2036	2,589,832	2036	951,113	2036	3,540,945
2037	2,628,633	2037	965,532	2037	3,594,165
2038	2,668,015	2038	980,170	2038	3,648,185
2039	2,707,987	2039	995,029	2039	3,703,016
2040	2,748,558	2040	1,010,114	2040	3,758,672
2041	2,789,736	2041	1,025,428	2041	3,815,164
2042	2,831,532	2042	1,040,974	2042	3,872,506
2043	2,873,954	2043	1,056,756	2043	3,930,709
2044	2,917,011	2044	1,072,776	2044	3,989,787
2045	2,960,713	2045	1,089,040	2045	4,049,753

Source: Northeast Florida Regional Travel Demand Model (Version 3.14). Mobility Plan Study Area annual growth rate: 1.50%. Limited Access annual growth rate: 1.52%.

APPENDIX E

2022 National Household Travel Survey Data

APPENDIX E: 2022 NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS)

TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTf)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRIP LENGTH (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGTH (VTL)	VEHICLE OCCUPANCY (VO)
HOME	6,624,199,495	1.48	35,285,186,340	1.39	5.33	4,481,465,384	25,369,936,263	5.66	1.23
WORK	2,356,526,265	1.20	14,005,861,272	1.09	5.94	1,963,205,320	17,791,853,794	6.52	1.11
PERSONAL ERRANDS	2,327,061,591	1.85	9,405,177,297	1.69	4.04	1,260,912,296	5,576,684,072	4.42	1.40
COMMUNITY SERVING	327,996,315	1.68	2,278,360,799	1.70	6.95	195,014,877	1,938,131,292	6.86	0.95
SOCIAL / VACATION	536,496,565	1.63	2,874,557,724	1.50	5.36	329,852,272	1,922,421,803	5.83	0.81
SCHOOL	1,132,825,199	1.61	8,365,787,471	1.57	7.38	702,886,105	5,311,752,213	7.56	1.50
FAMILY CARE	79,917,690	1.72	177,871,923	2.00	2.23	46,402,047	88,935,962	1.92	1.50
MEDICAL / DENTAL	330,962,031	1.10	2,389,994,597	1.08	7.22	301,061,696	2,215,659,250	7.36	1.36
BUY MEALS	1,296,017,136	1.47	6,312,093,174	1.41	4.87	882,552,649	4,467,855,320	5.06	1.65
BUY GOODS	2,448,057,314	1.61	11,228,112,070	1.66	4.59	1,522,626,824	6,754,766,833	4.44	1.51
EXERCISE	525,061,171	1.46	2,630,239,525	1.28	5.01	360,660,381	2,059,688,741	5.71	1.85
RECREATION / ENTERTAINMENT	498,922,452	1.64	2,723,966,006	1.58	5.46	305,103,669	1,718,741,922	5.63	1.74
TOTAL	18,484,043,222	1.50	97,677,208,199	1.40	5.28	12,351,743,522	69,616,427,466	5.64	1.36

Source: 2022 National Household Travel Survey (NHTS), Summary of Trip Purpose for South Atlantic MSA/CMSA less than 1 million population, Average of trips based on trip lengths of 15 Miles or Less.

APPENDIX F

Traffic Characteristics Data

APPENDIX F: OKALOOSA COUNTY TRAFFIC CHARACTERISTICS REPORT

Route	From Street	To Street	Functional Classification	Current Classification for Complete Streets	Within Municipal Limits	Maintaining Entity	Road Type	Number of Travel Lanes	Speed (mi/h)	Length (miles)	Last Mile	Street DCS	Road LOS Standard (B-Value)	AAOF	Daily Capacity	Year Count	Annual Growth Rate	2024 AADT	2025 VMT	2026 VMT	2027 VMT	2028 VMT	2029 VMT	2030 VMT
CAMEL DR*	COMMUNIC DR	SR 189/BEAL PKWY	Minor Collector	C1R	No	County	2U	2	35	0.99	1.98	C	E	2,100	21,280	2022	1.39%	2,500	2,475	21,007	3,360	3,287	31,067	
COMMUNIC DR W	INDHAY TRAIL	COMMUNIC DR ROUNDABOUT	Major Collector	C1C	No	County	2U	2	35	6.98	1.96	C	D	14,100	15,850	2022	1.39%	14,900	14,603	14,886	15,900	15,502	14,685	
COMMUNIC DR W	COMMUNIC DR ROUNDABOUT	SR 203/SPENCE PKWY	Major Collector	C1C	No	County	2U	2	20	1.11	2.22	A	D	13,600	15,850	2022	1.39%	14,000	15,540	16,851	18,760	20,727	16,463	
CR 2	SR 183	SR 85	Minor Arterial	C2	No	County	2U	2	65	6.43	18.86	E	D	2,700	14,000	2022	1.53%	2,800	26,401	132,020	3,800	33,934	132,019	
CR 4/ANTIOCH RD	US 90	BEL ARBER	Major Collector	C2T	Partial	County	2U	2	35	2.62	5.24	C	D	10,700	12,600	2022	1.67%	11,300	29,606	33,012	16,000	41,370	33,012	
CR 4/ANTIOCH RD	BEL ARBER	PJ ADAMS PKWY	Major Collector	C2R	Yes	County	2U	2	35	0.5	1.00	C	D	10,900	15,600	2022	1.67%	11,300	5,698	7,840	16,000	6,000	7,840	
CR 4/ANTIOCH RD	PJ ADAMS PKWY	SR 85/S FELLOWS BLVD	Major Collector	C2T	Partial	County	2U	2	15	1.35	4.50	A	D	4,900	11,000	2022	1.67%	4,200	8,456	11,350	6,000	13,500	20,350	
CR 4A*	SR 189	SR 189	Minor Collector	C1	No	County	2U	2	60	2.52	5.04	E	C	1,200	12,000	2022	1.67%	1,200	3,024	2,664	1,800	4,536	30,644	
CR 106/WINDY RD	US 90/DR 30/HARBOR BLVD	COMMUNIC DR W	Major Collector	C1C	Yes	County	4D	4	35	0.27	1.08	C	D	8,800	32,670	2022	1.39%	9,000	2,490	5,823	12,100	41,616	55,188	
CR 189/WINDY RD	SR 85	POVERTY CREEK RD	Major Collector	C2T	Partial	County	2U	2	45	4.38	8.76	E	D	7,000	12,600	2022	1.67%	7,200	31,338	55,188	10,700	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,657	42,900	
CR 189/WINDY RD*	POVERTY CREEK RD	SR 85	Major Collector	C2	No	County	2U	2	45	3.67	7.34	E	D	9,300	14,000	2022	1.67%	3,600	11,051	43,980	5,100	13,		

APPENDIX B OKALOOSA COUNTY TRAFFIC CHARACTERISTICS REPORT

Name	From Street	To Street	Functional Classification	Current Classification for Complete Streets	Within Municipal Limits	Metropolitan City	Road Type	Number of Travel Lanes	Speed Limit	Length (miles)	Lane Miles	Street QOS	Road LOS Standard (Besting)	AAOT	Daily Coyalty	Year Count	Annual Growth Rate	2024 AADT	2024 VMT	2024 VMC	2045 AADT	2045 VMT	2045 VMC
INTERSTATE 10	WALTON COUNTY	SR 85	Limited Access	LAT	Partial	State/IA	4B	1	70	10.72	42.88	E	D	21,500	70,300	2022	1.52%	28,300	281,916	733,434	36,100	385,592	753,616
INTERSTATE 10	SR 85	LOOK LAKE RD	Limited Access	LAT	Partial	State/IA	4B	4	70	11.23	44.92	E	D	32,807	70,300	2022	1.52%	33,800	175,974	729,459	46,400	521,071	789,459
INTERSTATE 10	LOG LAKE RD	SANFORD COUNTY	Limited Access	LAT	No	State/IA	4D	4	70	2.61	10.44	E	D	32,500	70,300	2022	1.52%	33,500	87,435	193,483	45,000	120,060	193,483
SR 121/WOODEN J CLARY HWY	SR 85	SR 85/OLIN PKWY	Principal Arterial	C2	No	State	4D	4	65	5.86	23.92	E	D	24,500	55,700	2022	1.50%	21,200	156,696	338,256	14,500	206,310	333,086
SR 145/PERY AVENUE	US 84/SR 30	CRISTINA AVENUE	Minor Arterial	C4	Yes	State	3U	3	30	0.3	0.50	B	C	24,000	18,410	2022	1.52%	24,700	7,410	8,544	33,000	9,000	1,544
SR 145/PERY AVENUE	CRISTINA AVENUE	SR 145/OLIN PKWY SE	Minor Arterial	C4	Yes	State	3U	3	30	0.2	0.60	B	C	24,000	18,410	2022	1.38%	23,500	4,600	5,656	30,100	6,020	3,686
SR 145/RACETRACK RD	SR 145/BEA PKWY	DIXON BLVD	Minor Arterial	C4	No	State	4D	4	35	0.82	3.52	C	C	28,500	25,400	2022	1.38%	29,300	25,784	21,472	39,200	34,496	21,472
SR 145/RACETRACK RD	BRITTON BLVD	MOONEY RD	Minor Arterial	C4	No	State	4D	4	40	0.56	2.24	D	C	28,000	24,400	2022	1.38%	28,800	15,128	13,844	39,500	21,550	18,654
SR 145/RACETRACK RD	MOONEY RD	SR 85/OLIN PKWY	Minor Arterial	C4	No	State	4D	4	40	1.14	4.55	D	C	28,500	24,400	2022	1.38%	29,300	33,402	27,816	39,200	44,654	27,816
SR 183	SR 4	VINSON HWY RD	Minor Arterial	C2	No	State	2U	2	60	4.01	8.01	E	D	6,100	14,000	2022	1.67%	6,700	25,263	56,149	9,900	35,649	56,149
SR 183	VINSON HWY RD	COUNTY HWY 2	Minor Arterial	C1	No	State	2U	2	60	5.58	11.20	E	C	4,900	8,200	2022	1.67%	5,100	28,560	45,970	7,200	40,210	45,970
SR 183	COUNTY HWY 2	COUNTY HWY 180	Minor Arterial	C1	No	State	2U	2	60	2.35	4.50	E	C	4,500	8,200	2022	1.67%	4,700	9,458	14,458	6,000	13,550	18,450
SR 183	COUNTY HWY 180	STATE OF ALABAMA	Minor Arterial	C1	No	State	2U	2	60	2.58	5.16	E	C	3,300	6,200	2022	1.67%	3,400	6,777	21,156	4,800	12,984	21,156
SR 185/AL PKWY N	US 84/SR 30	HOLLYWOOD BLVD	Minor Arterial	C4	Yes	State	4D	4	35	0.55	2.33	C	C	14,400	24,400	2022	1.39%	14,800	8,584	14,152	19,800	11,494	14,152
SR 185/AL PKWY N	HOLLYWOOD BLVD	YACHT CLUB DR	Minor Arterial	C4	Yes	State	4D	4	35	0.74	2.96	C	C	11,000	24,400	2022	1.39%	11,600	15,944	16,056	18,800	21,312	18,966
SR 185/AL PKWY N	YACHT CLUB DR	MEMORIAL PKWY HWY	Minor Arterial	C4	Yes	State	4D	4	35	1.41	4.16	C	C	16,500	24,400	2022	1.39%	16,700	27,249	26,576	35,000	36,400	25,176
SR 185/AL PKWY N	MEMORIAL PKWY HWY	MARY ESTHER CUL DE SAC 293	Minor Arterial	C4	Partial	State	4D	4	35	0.89	3.96	C	C	31,000	24,400	2022	1.39%	31,000	15,631	15,956	42,800	19,874	11,556
SR 185/AL PKWY N	MARY ESTHER CUL DE SAC 293	LEWIS ST	Minor Arterial	C4	Yes	State	4D	4	45	0.79	3.16	E	C	43,000	24,400	2022	1.39%	43,500	42,755	15,276	71,400	56,400	19,276
SR 185/AL PKWY N	LEWIS ST	SR 145/RACETRACK RD	Minor Arterial	C4	Yes	State	4D	4	45	0.68	2.72	E	C	43,000	24,400	2022	1.39%	43,500	39,056	19,076	59,100	49,188	16,376
SR 185/AL PKWY N	SR 145/RACETRACK RD	GREEN ACRES RD	Minor Arterial	C4	Yes	State	4D	4	45	0.44	1.76	E	C	34,500	24,400	2022	1.39%	35,500	15,620	10,736	47,400	29,556	10,736
SR 185/AL PKWY N	GREEN ACRES RD	MOONEY RD	Minor Arterial	C4	No	State	4D	4	45	1.66	6.64	E	C	31,500	24,400	2022	1.39%	32,400	15,784	40,204	47,400	71,872	40,204
SR 185/AL PKWY N	MOONEY RD	GEN BOND BLVD	Minor Arterial	C2	No	State	4D	4	35	2.34	9.36	E	C	31,500	45,800	2022	1.39%	32,500	28,410	107,172	48,800	114,192	107,172
SR 185/AL PKWY N	GEN BOND BLVD	SR 85	Minor Arterial	C2	No	State	4D	4	35	1.25	5.00	E	C	21,000	45,800	2022	1.39%	22,000	28,125	97,290	30,160	112,620	97,290
SR 185/AL PKWY N	SR 85	SR 145/OLIN PKWY	Minor Arterial	C2	No	State	4D	4	45	0.51	2.04	E	C	11,900	45,800	2022	1.39%	12,200	6,222	23,958	12,200	4,313	23,958
SR 185/AL PKWY N	SR 145/OLIN PKWY	SR 145/BEA PKWY	Minor Arterial	C2	No	State	4D	4	45	0.45	1.80	E	C	4,100	15,000	2022	1.39%	4,200	1,722	5,773	5,600	2,256	5,773
SR 185/AL PKWY N	SR 145/BEA PKWY	SR 145/OLIN PKWY	Minor Arterial	C2	No	State	4D	4	45	0.72	2.88	E	C	3,100	17,000	2022	1.39%	3,200	2,304	11,672	4,300	3,088	11,672
SR 185/AL PKWY N	SR 145/OLIN PKWY	SR 145/BEA PKWY	Minor Arterial	C2	No	State	4D	4	45	0.10	0.20	C	C	3,100	18,488	2022	1.39%	3,200	320	1,488	4,300	450	1,488
SR 20	WALTON COUNTY	SR 293/SPENCE PKWY	Principal Arterial	C2T	No	State	2U	2	45	0.87	1.94	E	C	14,400	11,049	2022	1.39%	14,500	9,715	7,887	19,409	13,984	7,887
SR 20	SR 293/SPENCE PKWY	WHITEPOINT RD	Principal Arterial	C3C	No	State	4D	4	45	0.87	3.48	E	C	25,000	30,700	2022	1.39%	25,700	22,359	26,769	34,200	29,841	26,769
SR 20	WHITEPOINT RD	RAF OR	Principal Arterial	C3C	No	State	4D	4	45	0.76	3.04	E	C	31,500	30,700	2022	1.39%	32,400	24,624	23,393	43,000	33,004	22,312
SR 20	RAF OR	EDGOWATER DR	Principal Arterial	C3C	Partial	State	4D	4	45	1.75	7.00	E	C	49,000	30,700	2022	1.39%	41,100	71,925	33,721	84,306	36,075	33,721
SR 20/OLIN HWY PKWY	EDGOWATER DR	REDWOOD AVE	Principal Arterial	C3C	Yes	State	4D	4	45	1.17	4.68	E	C	40,500	30,700	2022	1.39%	41,600	48,472	35,919	55,600	45,052	35,919
SR 20/OLIN HWY PKWY	REDWOOD AVE	PALM BLVD	Principal Arterial	C3C	Yes	State	4D	4	35	0.93	3.64	C	C	42,000	30,700	2022	1.39%	43,100	39,312	27,937	57,700	32,507	27,937
SR 20/OLIN HWY PKWY	PALM BLVD	CR 295/PATRIN DR	Principal Arterial	C3C	Yes	State	STWLT	6	35	0.45	2.70	C	C	38,000	54,100	2022	1.39%	39,100	17,595	14,425	52,200	33,490	14,425
SR 20/OLIN HWY PKWY	CR 295/PATRIN DR	OWASOR	Principal Arterial	C3C	Yes	State	STWLT	6	35	0.25	1.50	C	C	44,500	54,100	2022	1.39%	45,700	11,425	13,375	61,100	15,273	13,375
SR 20/OLIN HWY PKWY	OWASOR	SR 85	Principal Arterial	C3C	Yes	State	STWLT	6	35	0.53	3.18	C	C	45,000	54,100	2022	1.39%	46,300	24,539	28,673	61,800	32,754	28,673
SR 205/BAISH HORE DR	SR 205/OLIN HWY PKWY	PALM BLVD	Minor Arterial	C3C	Yes	State	4D	4	35	0.57	2.28	C	C	7,900	30,700	2022	1.39%	8,100	4,617	17,499	10,900	5,211	17,499
SR 205/BAISH HORE DR	PALM BLVD	COLLEGE BLVD	Minor Arterial	C3R	Partial	State	4D	4	45	1.22	4.88	E	C	8,900	34,900	2022	1.39%	9,100	11,102	41,846	12,200	14,884	41,846
SR 205/BAISH HORE DR	COLLEGE BLVD	SR 293/SPENCE PKWY	Minor Arterial	C2	No	State	2U	2	45	0.56	1.12	E	D	6,700	14,700	2022	1.39%	6,900	3,864	8,222	5,200	5,152	8,222
SR 205/BAISH HORE DR	SR 293/SPENCE PKWY	WALTON COUNTY	Minor Arterial	C2	No	State	2U	2	60	8.76	17.52	E	D	7,800	11,300	2022	1.50%	8,000	76,085	94,112	11,000	96,940	94,112
SR 205/BAISH HORE DR	WALTON COUNTY	US 84/BRAND COAST PKWY	Minor Arterial	C2	No	State	4D	4	45	0.81	3.24	E	C	24,000	32,295	2022	1.39%	24,700	36,007	26,130	33,000	26,736	26,130
SR 293/SPENCE PKWY**	MIDDLE SCHOOL RD	WHITEPOINT DR 293	Limited Access	LAU	No	State/IA	2U	2	35	3.54	9.85	E	C	23,000	33,310	2022	1.52%	23,700	93,176	131,039	32,500	126,056	131,039
SR 293/SPENCE PKWY	WHITEPOINT DR 293	LASCHORE DR	Limited Access	LAU	No	State/IA	4D	4	45	0.48	1.92	E	C	23,000	66,700	2022	1.52%	23,700	11,376	32,018	32,500	15,600	32,018
SR 293/SPENCE PKWY	LASCHORE DR	BEHN SIMS PKWY/SR 20	Limited Access	LAU	No	State/IA	4D	4	45	0.74	2.96	E	C	18,100	68,700	2022	1.52%	18,700	13,833	49,338	25,600	18,914	49,338
SR 293/SPENCE PKWY	SR 20	RANGER	Limited Access	LAU	No	State/IA	4D	4	55	1.21	4.84	E	C	9,000	66,700	2022	1.52%	9,300	11,253	40,767	17,700	15,267	40,767
SR 293/SPENCE PKWY**	RANGER	BAWBER DR/SR 285	Limited Access	LAT	Partial	State/IA	2U	2	55	5.3	10.60	E	D	11,100	25,150	2022	1.52%	11,400	60,410	186,295	15,700	83,210	186,295
SR 293/SPENCE PKWY**	BAWBER DR/SR 285	SPERSON BLVD/SR 285	Limited Access	LAF	No	State/IA	2U	2	55	3.01	6.02	E	D	19,500	35,150	2022	1.52%	19,800	52,508	105,802	14,900	44,429	105,802
SR 393/MARY ESTHER CUL DE SAC	US 84/BRAND COAST PKWY	HOLLYWOOD BLVD	Minor Arterial	C4	Yes	State	4D	4	35	0.39	1.56	C	C	35,500	24,400	2022	1.39%	36,000	5,800	7,074	46,800	7,272	7,074
SR 393/MARY ESTHER CUL DE SAC	HOLLYWOOD BLVD	ANCHORS ST	Minor Arterial	C4	Yes	State	4D	4	40	0.58	2.32	D	C										

APPENDIX F: OKALOOSA COUNTY TRAFFIC CHARACTERISTICS REPORT

Name	From Street	To Street	Functional Classification	Control Classification for Complete Streets	Within Municipal Limits	Maintained Daily	Road Type	Number of Travel Lanes	Speed Limit	Length (miles)	Lane Miles	Street QOS	Road LOS Standard (Category)	AADT	Daily Capacity	Year Count	Annual Growth Rate	2024 AADT	2024 VMT	2024 VMC	2045 AADT	2045 VMT	2045 VMC
SR 97/204TH PKWY	SR 85 NS	COLLIER GATE	Minor Arterial	C2T	No	State	4D	4	15	0.91	3.64	E	C	9,969	22,890	2022	1.33%	10,300	5,282	26,870	13,602	12,375	20,430
SR 137/204TH PKWY	COLLIER GATE	N WASHORE DR	Principal Arterial	C1C	Partial	State	4D	4	15	0.97	3.68	C	C	15,366	36,700	2022	1.33%	15,700	15,229	25,778	24,000	20,370	23,779
SR 137/204TH PKWY	N WASHORE DR	SR 190/WALFORD PKWY	Principal Arterial	C1R	Yes	State	4D	4	15	0.42	1.68	C	C	19,800	36,015	2021	1.33%	20,400	3,568	15,126	27,205	11,424	15,126
SR 137/204TH PKWY	SR 190/WALFORD PKWY	CHICAGO AVE	Principal Arterial	C4	Yes	State	4D	4	15	0.12	0.48	C	C	18,800	24,000	2021	1.33%	20,400	2,448	2,928	27,205	3,264	2,928
SR 137/204TH PKWY	CHICAGO AVE	GOVERNMENT AVE	Principal Arterial	C4	Yes	State	4D	4	15	0.75	3.04	C	C	23,000	24,400	2021	1.33%	22,600	17,175	14,544	30,200	23,852	18,544
SR 4	SANTA ROSA COUNTY	CR 185/SALVIER CUT/OFF	Minor Arterial	C2	No	State	2U	2	55	0.00	18.00	E	D	1,850	11,300	2022	1.67%	2,000	18,000	100,800	2,900	25,100	100,800
SR 4	CR 185/SALVIER CUT/OFF	US 90/SE 10	Minor Arterial	C2T	No	State	2U	2	55	0.71	7.42	E	D	11,400	14,400	2022	1.67%	11,800	43,778	53,474	15,700	61,897	53,474
SR 85/FLORIDA PL SE	EAST ST SE	SR 85/MARICOLA STRIP PKWY	Principal Arterial	C4	Yes	State	3U	3	30	0.12	0.36	B	C	6,800	18,800	2022	1.33%	7,000	940	2,708	9,500	1,116	2,718
SR 85/FLORIDA PL SE	SR 85/MARICOLA STRIP PKWY	SR 85/FLORIDA PL SE	Principal Arterial	C4	Yes	State	3U	3	35	0.22	0.66	C	C	6,200	18,400	2022	1.33%	6,400	1,408	4,016	9,500	1,870	4,066
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C4	Yes	State	3U	3	40	0.38	1.10	D	C	14,200	24,400	2022	1.33%	14,600	3,548	5,273	18,500	7,410	9,272
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C4	Yes	State	3U	3	40	0.14	0.44	D	C	37,000	44,700	2022	1.33%	38,000	5,120	6,228	55,800	7,112	6,228
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C4	Yes	State	3U	3	40	0.84	2.64	D	C	40,500	44,700	2022	1.33%	41,600	16,304	15,668	55,800	24,464	19,668
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C4	Yes	State	3U	3	40	0.48	1.44	D	C	42,000	44,700	2022	1.33%	42,200	18,440	23,115	57,700	25,268	20,115
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C4	Yes	State	3U	3	40	0.59	1.74	D	C	52,000	44,700	2022	1.33%	51,600	21,665	21,373	71,400	42,126	36,373
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C4	No	State	3U	3	40	0.81	2.46	D	C	42,500	44,700	2022	1.33%	43,700	25,397	36,207	58,400	47,304	36,207
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C4	Partial	State	3U	3	40	1.57	4.74	D	C	46,500	44,700	2022	1.33%	47,800	25,056	29,178	63,900	37,300	38,773
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C4	No	State	3U	3	40	0.81	2.46	D	C	42,500	44,700	2022	1.33%	43,700	25,397	36,207	58,400	47,304	36,207
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C4	Partial	State	3U	3	40	1.57	4.74	D	C	46,500	44,700	2022	1.33%	47,800	25,056	29,178	63,900	37,300	38,773
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C2	No	State	4D	4	15	0.89	3.56	E	C	23,200	48,000	2022	1.33%	24,400	31,712	45,884	46,800	49,000	44,884
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C2	No	State	4D	4	15	0.79	3.16	E	C	40,500	49,800	2022	1.33%	41,600	53,664	59,692	55,600	71,724	59,692
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C2	No	State	6D	6	55	0.49	2.94	E	C	54,000	63,600	2022	1.33%	55,500	77,195	33,283	74,200	36,328	31,283
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C2	No	State	4D	4	55	3.18	12.72	E	C	30,000	49,800	2022	1.33%	30,800	57,044	145,641	41,200	110,000	145,641
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C2	No	State	4D	4	55	0.82	3.28	C	C	23,500	35,700	2021	1.33%	24,200	15,814	23,171	33,200	26,444	23,171
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C4	No	State	6D	6	35	0.64	2.44	C	C	47,500	54,100	2021	1.33%	48,800	21,232	34,624	65,300	31,792	34,624
SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	SR 85/FLORIDA PL SE	Principal Arterial	C4	Partial	State	4D	4	35	0.89	3.56	C	C	14,000	24,400	2022	1.33%	15,000	13,350	19,716	20,100	17,800	29,716
SR 85	SR 107	SR 150/COLLEGE BLVD	Principal Arterial	C2	No	State	4D	4	45	0.89	3.56	E	D	13,200	28,700	2022	1.33%	13,600	12,004	19,314	19,100	15,100	45,972
SR 85	SR 150/COLLEGE BLVD	SR 222/SPENCE PKWY	Principal Arterial	C2	No	State	4D	4	45	2.43	8.88	E	D	17,700	58,045	2022	1.50%	18,200	14,014	141,534	24,700	50,254	141,534
SR 85	SR 222/SPENCE PKWY	SR 113/ROSS/CLARY HWY	Principal Arterial	C2	No	State	4D	4	45	0.77	3.08	E	D	42,500	57,700	2022	1.50%	43,800	42,800	59,300	61,133	42,800	
SR 85	SR 113/ROSS/CLARY HWY	SR 123/ROSS/CLARY HWY	Principal Arterial	C2	Yes	State	4D	4	60	9.78	39.12	E	D	42,500	57,700	2022	1.50%	43,800	33,726	42,800	59,300	61,133	42,800
SR 85	SR 123/ROSS/CLARY HWY	SR 123/ROSS/CLARY HWY	Principal Arterial	C2	No	State	4D	4	45	0.77	3.08	E	D	42,500	57,700	2022	1.50%	43,800	33,726	42,800	59,300	61,133	42,800
SR 85/PERDON BLVD	SR 123/ROSS/CLARY HWY	SR 123/ROSS/CLARY HWY	Principal Arterial	C2T	Partial	State	4D	4	45	0.84	3.36	E	D	41,000	52,870	2022	1.67%	42,000	27,136	21,101	60,000	38,400	21,101
SR 85/PERDON BLVD	SR 123/ROSS/CLARY HWY	SR 123/ROSS/CLARY HWY	Principal Arterial	C1C	Yes	State	4D	4	45	0.51	1.74	E	D	51,500	38,430	2022	1.67%	53,200	16,492	11,913	75,400	23,374	11,913
SR 85/PERDON BLVD	SR 123/ROSS/CLARY HWY	SR 123/ROSS/CLARY HWY	Principal Arterial	C2T	Yes	State	4D	4	45	0.39	1.56	E	D	47,500	32,670	2022	1.67%	49,100	14,339	9,561	69,200	20,155	9,561
SR 85/PERDON BLVD	SR 123/ROSS/CLARY HWY	SR 123/ROSS/CLARY HWY	Principal Arterial	C2T	Yes	State	4D	4	45	0.34	1.36	E	D	45,000	32,670	2022	1.67%	46,500	15,912	11,210	69,200	20,100	11,210
SR 85/PERDON BLVD	SR 123/ROSS/CLARY HWY	SR 123/ROSS/CLARY HWY	Principal Arterial	C2T	Yes	State	4D	4	45	1.29	5.16	E	D	45,500	31,400	2022	1.67%	47,000	10,610	40,560	66,000	48,914	40,560
SR 85/PERDON BLVD	SR 123/ROSS/CLARY HWY	SR 123/ROSS/CLARY HWY	Principal Arterial	C2T	Yes	State	4D	4	35	0.79	3.16	C	D	38,500	31,200	2022	1.67%	39,600	11,442	24,606	56,400	44,554	24,606
SR 85/PERDON BLVD	SR 123/ROSS/CLARY HWY	SR 123/ROSS/CLARY HWY	Principal Arterial	C2T	Yes	State	4D	4	35	0.37	1.28	C	D	28,000	31,400	2022	1.67%	30,000	17,100	17,889	42,400	24,148	17,889
SR 85	LONG DR	LONG DR	Principal Arterial	C2T	Partial	State	4D	4	35	0.72	2.88	C	D	28,500	31,400	2022	1.67%	29,500	17,100	17,889	42,400	24,148	17,889
SR 85	LONG DR	LONG DR	Principal Arterial	C2T	Partial	State	4D	4	45	1.13	4.52	E	D	27,000	32,770	2022	1.67%	27,800	11,927	37,226	39,500	46,839	37,226
SR 85	LONG DR	LONG DR	Principal Arterial	C2T	Partial	State	4D	4	55	2.53	10.12	E	D	12,700	31,400	2022	1.67%	13,100	33,149	79,442	18,000	47,098	79,442
SR 85	LONG DR	LONG DR	Principal Arterial	C2T	No	State	2U	2	35	2.04	8.08	E	C	3,980	13,800	2022	1.67%	4,100	8,164	28,192	5,800	11,892	28,192
SR 85	LONG DR	LONG DR	Principal Arterial	C2T	No	State	2U	2	55	6.09	13.18	E	C	3,980	13,800	2022	1.67%	4,100	24,968	84,047	5,800	13,372	84,047
SR 85	LONG DR	LONG DR	Principal Arterial	C2T	No	State	2U	2	55	1.8	7.80	E	C	3,980	13,800	2022	1.67%	4,100	7,800	24,840	5,800	10,440	24,840
SR 85	LONG DR	LONG DR	Principal Arterial	C2T	Partial	State	2U	2	45	1.5	3.00	E	C	4,400	13,800	2022	1.67%	4,600	7,800	20,700	6,200	10,900	20,700
SR 85	LONG DR	LONG DR	Principal Arterial	C1	Yes	State	2U	2	35	0.13	0.26	C	C	4,200	4,200	2022	1.67%	4,300	559	1,016	6,100	793	1,016
SR 85	LONG DR	LONG DR	Principal Arterial	C2	Yes	State	2U	2	45	1.84	3.68	E	C	3,400	8,200	2022	1.67%	3,500	6,490	13,038	5,200	9,200	13,038
SR 85	LONG DR	LONG DR	Principal Arterial	C2	No	State	2U	2	55	2.64	5.28	E	C	3,400	8,200	2022	1.67%	3,500	6,240	12,564	5,200	10,200	12,564
US 90/SE 10	SANTA ROSA COUNTY	CR 185/JOG LAKE RD	Minor Arterial	C2	No	State	2U	2	60	2.73	5.46	E	D	4,000	11,200	2022	1.67%	4,100	11,893	30,376	5,800	16,107	30,376
US 90/SE 10	CR 185/JOG LAKE RD	MIDDLEBROOKS RD																					

APPENDIX F: OKALOOSA COUNTY TRAFFIC CHARACTERISTICS REPORT

Name	From/Start	To/End	Functional Classification	Context Classification for Complete Streets	Within Municipal Limits	Municipality	Road Type	Number of Travel Lanes	Speed Limit	Length (miles)	Line Miles	Street QOS	Road LOS Standard (60min)	AADT	Daily Capacity	Year Count	Annual Growth Rate	2024 AADT	2024 VMT	2024 VMC	2045 AADT	2045 VMT	2045 VMC
US 90 SR 16	CR 893 HWY 333	WALTON COUNTY	Minor Arterial	C2	No	State	2L	2	55	2.25	5.50	E	D	7,600	11,700	2022	1.67%	7,900	21,735	30,600	51,100	10,525	30,800
US 90 SR 30/HARBOR BLVD	SANTAROSA COUNTY	PARISH BLVD	Principal Arterial	C3C	No	State	4L	4	55	3.07	12.28	E	D	39,400	36,430	2022	1.39%	40,500	124,335	117,560	54,100	166,087	117,660
US 90 SR 30/HARBOR BLVD	PARISH BLVD	COOY AVE	Principal Arterial	C3C	Partial	State	4L	4	45	2.78	11.12	E	D	56,000	38,430	2022	1.39%	51,400	142,892	106,435	68,700	190,580	106,435
US 90 SR 30/HARBOR BLVD	COOY AVE	DOCKVILLE BLVD	Principal Arterial	C3C	Yes	State	4L	4	40	2.19	8.76	D	D	45,500	33,430	2022	1.39%	46,800	102,492	84,183	62,560	136,875	84,442
US 90 SR 30/HARBOR BLVD	DOCKVILLE BLVD	SR 333 HWY ESTHER BLVD	Principal Arterial	C3C	Yes	State	4L	4	40	0.54	2.16	D	D	35,000	34,430	2021	1.39%	37,000	19,260	28,752	49,560	26,730	20,752
US 90 SR 30/HARBOR BLVD	SR 333 HWY ESTHER BLVD	MEMORIAL PKWY SW	Principal Arterial	C4	Yes	State	4L	4	35	1.49	5.36	C	D	28,000	37,905	2022	1.39%	28,800	42,913	55,478	36,560	52,365	56,478
US 90 SR 30/HARBOR BLVD	MEMORIAL PKWY SW	SR 189 HWY PKWY SW	Principal Arterial	C4	Yes	State	4L	4	35	1.07	4.28	C	D	30,500	37,905	2022	1.39%	31,400	33,558	46,558	41,800	48,933	40,358
US 90 SR 30/HARBOR BLVD	SR 189 HWY PKWY SW	SR 85 HWY PKWY SW	Principal Arterial	C4	Yes	State	4TWET	4	25	0.23	0.53	A	D	38,000	37,905	2022	1.39%	39,100	8,593	8,738	52,700	12,000	8,718
US 90 SR 30/HARBOR BLVD	SR 85 HWY PKWY SW	FLORIDA PL SE	Principal Arterial	C4	Yes	State	4L	4	25	6.21	0.84	A	D	34,500	37,905	2022	1.39%	35,500	7,455	7,950	47,400	9,354	7,950
US 90 SR 30/HARBOR BLVD	FLORIDA PL SE	PEARLY AVE SE	Principal Arterial	C4	Yes	State	4L	4	25	6.11	0.44	A	D	34,100	37,905	2022	1.39%	35,300	3,905	4,170	47,400	5,214	4,170
US 90 SR 30/HARBOR BLVD	PEARLY AVE SE	SANTAROSA BLVD	Principal Arterial	C4	Partial	State	4L	4	30	0.54	2.16	B	D	49,100	36,430	2022	1.39%	50,800	27,481	30,752	68,000	36,730	20,792
US 90 SR 30/HARBOR BLVD	SANTAROSA BLVD	PIER RD	Principal Arterial	C4	No	State	4TWEL	4	35	0.34	1.36	C	D	49,200	37,905	2022	1.39%	50,800	17,306	12,888	68,000	23,120	12,888
US 90 SR 30/HARBOR BLVD	PIER RD	GULF NATIONAL SEASHORE DR	Principal Arterial	C3C	No	State	4L	4	45	0.8	2.40	E	D	41,700	36,430	2022	1.39%	42,800	25,240	23,068	57,300	34,340	23,958
US 90 SR 30/HARBOR BLVD	GULF NATIONAL SEASHORE DR	WEST END OF DESTEIN BRIDGE	Principal Arterial	K1	No	State	4L	4	55	3.64	14.56	E	D	41,700	45,800	2022	1.39%	42,900	156,156	166,712	57,300	208,372	165,322
US 90 SR 30/HARBOR BLVD	WEST END OF DESTEIN BRIDGE	STARLINA AVE	Principal Arterial	C3	No	State	4L	4	35	0.47	3.48	C	D	41,700	45,800	2022	1.39%	42,900	17,123	19,846	57,300	69,881	59,446
US 90 SR 30/HARBOR BLVD	STARLINA AVE	MAWST	Principal Arterial	C4	Yes	State	4L	4	35	1.65	6.60	C	D	39,000	37,905	2022	1.39%	40,100	66,165	62,543	53,600	88,340	62,543
US 90 SR 30/HARBOR BLVD	MAWST	GULF SHORE DR	Principal Arterial	C4	Yes	State	4L	4	35	0.19	0.76	C	D	39,000	37,905	2022	1.39%	40,100	5,376	7,802	67,300	12,787	7,202
US 90 SR 30/HARBOR BLVD	GULF SHORE DR	AIRPORT RD	Principal Arterial	C3C	Yes	State	4L	4	40	1.03	4.12	D	D	53,500	38,430	2022	1.39%	55,000	56,650	39,583	73,500	75,705	59,583
US 90 SR 30/HARBOR BLVD	AIRPORT RD	KELLY PLANTATION	Principal Arterial	C3C	Yes	State	6D	6	65	1.75	10.50	E	D	47,000	56,805	2021	1.39%	48,300	84,325	95,400	64,640	113,050	99,400
US 90 SR 30/HARBOR BLVD	KELLY PLANTATION	HUTCHINSON ST	Principal Arterial	C3C	Yes	State	6D	6	65	0.54	3.24	E	D	58,000	56,805	2022	1.39%	59,400	32,184	30,678	79,700	41,038	30,678
US 90 SR 30/HARBOR BLVD	HUTCHINSON ST	WALTON COUNTY	Principal Arterial	C3C	Yes	State	6D	6	45	1.76	10.56	E	D	51,000	56,805	2021	1.39%	52,400	92,224	95,977	70,160	123,376	99,977

Source: Traffic data obtained from Florida Department of Transportation website, Oklahoma County, and field collected. LOS Standards based on FDOT District 3 Level of Service and adopted 2020 Comprehensive Plan for Okaloosa County. Context Classification and Daily Capacity from FDOT 2023 Quality Level of Service Handbook (See Table 10.1). Growth Factors of 1.67% (Urban), 1.39% (Suburban), 1.04% (Rural) (Steady State), and 3.52% (Lowest Accrual) based on FDOT District 3 Northwest Florida Regional Planning Model Version 3.1.4. Roadway with an "*" indicate that the AADT was estimated. 2024 AADT projected from base year of traffic count (2022) multiplied by the annual application of the model growth factor. 2024 and 2045 AADT rounded to the nearest 100. VMT is length x Daily Capacity. 2045 AADT and VMT derived by applying growth rates.

APPENDIX G

**Florida Department of
Transportation (FDOT)
2023 Generalized Service Volumes**

Appendix B: Florida's Generalized Service Volume Tables

Limited Access

Freeway Generalized Service Volume Tables

	Peak Hour Directional				Peak Hour Two-Way				AADT						
	B	C	D	E		B	C	D	E		B	C	D	E	
(Core Urbanized)	2 Lane	2,400	3,170	3,970	4,150	4 Lane	4,360	5,760	7,220	7,550	4 Lane	51,300	67,800	84,900	88,800
	3 Lane	3,390	4,600	5,810	6,130	6 Lane	6,160	8,360	10,560	11,150	6 Lane	72,500	98,400	124,200	131,200
	4 Lane	4,340	6,060	7,700	8,170	8 Lane	7,890	11,020	14,000	14,850	8 Lane	92,800	129,600	164,700	174,700
	5 Lane	5,480	7,450	9,680	10,390	10 Lane	9,960	13,550	17,600	18,890	10 Lane	117,200	159,400	207,100	222,200
	6 Lane	6,630	9,220	11,520	12,760	12 Lane	12,050	16,760	20,950	23,200	12 Lane	141,800	197,200	246,500	272,900
(Urbanized)	2 Lane	2,500	3,300	4,070	4,240	4 Lane	4,550	6,000	7,400	7,710	4 Lane	50,600	66,700	82,200	85,700
	3 Lane	3,570	4,900	6,080	6,360	6 Lane	6,490	8,910	11,050	11,560	6 Lane	72,100	99,000	122,800	128,400
	4 Lane	4,720	6,500	8,090	8,490	8 Lane	8,580	11,820	14,710	15,440	8 Lane	95,300	131,300	163,400	171,600
	5 Lane	5,790	8,020	10,020	10,610	10 Lane	10,530	14,580	18,220	19,290	10 Lane	117,000	162,000	202,400	214,300
	6 Lane	6,930	9,400	11,700	12,440	12 Lane	12,670	17,000	21,300	22,540	12 Lane	141,600	192,000	242,400	256,600
(Transitioning)	2 Lane	2,430	3,180	3,790	3,910	4 Lane	4,420	5,780	6,890	7,110	4 Lane	45,100	59,000	70,300	72,600
	3 Lane	3,520	4,670	5,610	5,870	6 Lane	6,400	8,490	10,200	10,670	6 Lane	65,300	86,600	104,100	108,900
	4 Lane	4,630	6,170	7,440	7,830	8 Lane	8,420	11,220	13,530	14,240	8 Lane	85,900	114,500	138,100	145,300
	5 Lane	5,690	7,640	9,220	9,800	10 Lane	10,350	13,890	16,760	17,820	10 Lane	105,600	141,700	171,000	181,800
	6 Lane	6,810	9,100	11,100	11,660	12 Lane	12,490	16,500	20,300	21,360	12 Lane	129,800	173,000	212,300	224,600
(Rural)	2 Lane	2,010	2,770	3,270	3,650	4 Lane	3,650	5,040	5,950	6,640	4 Lane	34,800	48,000	56,700	63,200
	3 Lane	2,820	3,990	4,770	5,470	6 Lane	5,130	7,250	8,670	9,950	6 Lane	48,900	69,000	82,600	94,800
	4 Lane	3,630	5,220	6,260	7,300	8 Lane	6,600	9,490	11,380	13,270	8 Lane	62,900	90,400	108,400	126,400
	5 Lane	4,440	6,300	7,600	8,800	10 Lane	8,070	11,300	13,700	15,800	10 Lane	76,900	109,000	133,000	156,000

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
 Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
 Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
 Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

- 2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
- Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
- Multilane Undivided Highway without Exclusive Left Turn Adjustment: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.



C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional

Peak Hour Two-Way

AADT



	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900



	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one-way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

APPENDIX H

Planning Level Cost (PLC) & Person Miles of Capacity (PMC)

APPENDIX H: OKALOOSA COUNTY MOBILITY PLAN PLANNING LEVEL COST (PLC) & PLANNING LEVEL CAPACITIES (PLC)

Multimodal Improvement		Construction Cost (CC)	Maintenance of Traffic (MOT) & Mobilization (MOB)	Planning & Engineering (PE)	Right-of-Way (ROW)	Construction, Engineering, Inspection (CEI)	Environmental & Stormwater (ENV)	Utility Relocation (UTL)	Landscape (LS)	Hardscape & Streetscape (HS)	Total Cost (TC) per Mile or Unit	Person Miles of Capacity (PMC)	Person Miles of Capacity Rate (PMCR)
ID		100%	20%	25%	30%	15%	12.5%	10%	7.5%	5%	225%		
1	New Construction 5' Sidewalk (4" depth)	\$ 300,240	\$ 60,048	\$ 75,060	\$ 90,072	\$ 45,036	\$ 37,530	\$ 30,024	\$ 22,518	\$ 15,012	\$ 675,540	3,600	\$ 187.65
2	New Construction 6' Sidewalk (6" depth)	\$ 419,906	\$ 83,981	\$ 104,977	\$ 125,972	\$ 62,986	\$ 52,488	\$ 41,991	\$ 31,493	\$ 20,995	\$ 944,789	4,800	\$ 196.83
3	New Construction 8' Multi-Use Path	\$ 472,735	\$ 94,547	\$ 118,184	\$ 141,821	\$ 70,910	\$ 59,092	\$ 47,274	\$ 35,455	\$ 23,637	\$ 1,063,654	6,000	\$ 177.28
4	New Construction 10' Multi-Use Path	\$ 528,848	\$ 105,770	\$ 132,212	\$ 158,654	\$ 79,327	\$ 66,106	\$ 52,885	\$ 39,664	\$ 26,442	\$ 1,189,908	7,200	\$ 165.27
5	New Construction 12' Multi-Use Trail	\$ 579,347	\$ 115,869	\$ 144,837	\$ 173,804	\$ 86,902	\$ 72,418	\$ 57,935	\$ 43,451	\$ 28,967	\$ 1,303,531	8,400	\$ 155.18
6	New Construction 14' Multi-Use Trail	\$ 643,817	\$ 128,763	\$ 160,954	\$ 193,145	\$ 96,573	\$ 80,477	\$ 64,382	\$ 48,285	\$ 32,191	\$ 1,448,588	9,600	\$ 150.89
7	High Visibility Mid-Block Crossing	\$ 196,322	\$ 39,264	\$ 49,081	\$ 58,897	\$ 29,448	\$ 24,540	\$ 19,632	\$ 14,724	\$ 9,816	\$ 441,725	2,400	\$ 184.65

Street & Road Improvements		Construction Cost (CC)	Maintenance of Traffic (MOT) & Mobilization (MOB)	Planning & Engineering (PE)	Right-of-Way (ROW)	Construction, Engineering, Inspection (CEI)	Environmental & Stormwater (ENV)	Utility Relocation (UTL)	Landscape (LS)	Hardscape & Streetscape (HS)	Total Cost (TC)	Person Miles of Capacity (PMC)	Person Miles of Capacity Rate (PMCR)
ID		100%	20%	25%	30%	15%	12.5%	10%	7.5%	5%	225%		
8	New two (2) lane rural road	\$ 2,178,018	\$ 435,604	\$ 544,505	\$ 653,405	\$ 326,703	\$ 272,252	\$ 217,802	\$ 163,351	\$ 108,901	\$ 4,900,541	15,000	\$ 326.70
9	New two (2) lane urban street	\$ 3,598,268	\$ 719,654	\$ 899,567	\$ 1,079,480	\$ 539,740	\$ 449,784	\$ 359,827	\$ 269,870	\$ 179,913	\$ 8,096,103	39,700	\$ 203.93
10	New four (4) lane divided rural road	\$ 5,521,006	\$ 1,104,201	\$ 1,380,252	\$ 1,656,302	\$ 828,151	\$ 690,126	\$ 552,101	\$ 414,075	\$ 276,050	\$ 12,422,264	83,800	\$ 148.24
11	New four (4) lane divided urban street	\$ 9,079,049	\$ 1,815,810	\$ 2,269,762	\$ 2,723,715	\$ 1,361,857	\$ 1,134,881	\$ 907,905	\$ 680,929	\$ 453,952	\$ 20,427,860	67,000	\$ 304.89
12	Widen two (2) lane to four (4) lane divided (rural)	\$ 4,362,670	\$ 872,534	\$ 1,090,668	\$ 1,308,801	\$ 654,401	\$ 545,334	\$ 436,267	\$ 327,200	\$ 218,134	\$ 9,816,008	68,800	\$ 142.67
13	Widen two (2) lane to four (4) lane divided (urban)	\$ 6,932,075	\$ 1,386,415	\$ 1,733,019	\$ 2,079,623	\$ 1,039,811	\$ 866,309	\$ 693,208	\$ 519,905	\$ 346,604	\$ 15,597,169	27,300	\$ 571.32
14	Widen four (4) lane to six (6) divided (rural)	\$ 5,292,050	\$ 1,058,410	\$ 1,323,013	\$ 1,587,615	\$ 793,808	\$ 661,506	\$ 529,205	\$ 396,904	\$ 264,603	\$ 11,907,113	41,200	\$ 289.01
15	Widen four (4) lane to six (6) divided (urban)	\$ 7,618,379	\$ 1,523,676	\$ 1,904,595	\$ 2,285,514	\$ 1,142,757	\$ 952,297	\$ 761,838	\$ 571,378	\$ 380,919	\$ 17,141,353	32,000	\$ 535.67
16	Upgrade existing two (2) lane	\$ 436,015	\$ 87,203	\$ 109,004	\$ 130,805	\$ 65,402	\$ 54,502	\$ 43,602	\$ 32,701	\$ 21,801	\$ 981,034	11,700	\$ 83.85
17	Upgrade existing four (4) lane	\$ 924,761	\$ 184,952	\$ 231,190	\$ 277,428	\$ 138,714	\$ 115,595	\$ 92,476	\$ 69,357	\$ 46,238	\$ 2,080,712	10,800	\$ 192.66
18	Upgrade existing six (6) lane	\$ 1,333,870	\$ 266,774	\$ 333,468	\$ 400,161	\$ 200,081	\$ 166,734	\$ 133,387	\$ 100,040	\$ 66,694	\$ 3,001,208	11,700	\$ 256.51
19	Intersection Improvement (minor)	\$ 250,000	\$ 50,000	\$ 62,500	\$ 75,000	\$ 37,500	\$ 31,250	\$ 25,000	\$ 18,750	\$ 12,500	\$ 562,500	2,300	\$ 244.57
20	Intersection Improvement (major)	\$ 450,000	\$ 90,000	\$ 112,500	\$ 135,000	\$ 67,500	\$ 56,250	\$ 45,000	\$ 33,750	\$ 22,500	\$ 1,012,500	4,700	\$ 215.43

Note: Cost factors are obtained by multiplying the applicable percentage by construction cost. Total cost is the sum of construction cost (CC) + the cost factors for: maintenance of traffic (MOT) and mobilization (MOB) + planning and engineering (PE) + right-of-way (ROW) + construction, engineering, and inspection (CEI) + environmental & stormwater (ENV) + utility relocation (UR) + landscape (LS) + hardscape and streetscape (HS). Person Miles of Capacity based on FDOT Generalized Tables, Highway Capacity Manual, and Transportation Research Record 1636 Paper No. 58-0056, the 2006 Shared-Use Path Level of Service Calculator-A User's Guide developed for the Federal Highway Administration. Person Miles of Capacity Rate is determined by dividing total cost by person miles of capacity. Construction cost and cost factors based on data from County, FDOT and TPO 2045 Long Range Transportation Plan. Rural Road Capacity based on LOS C (FDOT C2). Urban Street Capacity based on LOS D. Widen Capacity based on difference between respective capacities for each road type (i.e. capacity of 4 lane minus capacity of 2 lane). Upgrade Capacity based on capacity difference from LOS C to LOS D (FDOT C3C Section). Minor Intersections capacity based on average capacity of all roads x 5%. Major Intersection capacity based on average capacity of all roads x 10%.

APPENDIX I

Mobility Plan Multimodal Projects: Corridors

APPENDIX J

Mobility Plan Multimodal Projects: Intersections

APPENDIX J: OKALOOSA COUNTY MOBILITY PLAN MULTIMODAL PROJECTS: INTERSECTIONS PLAN

Project / Map ID	Facility Location	Project Type	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Current Funding Status	Anticipated Funding	Funding Sources
109	College Blvd @ Forest Road	Intersection	County	Add a SB right turn lane, Signalize intersection when warranted.	2020-2030	\$762,500	2,300	Unfunded		
110	College Blvd @ NW Florida State College Entrance	Intersection	County	Make improvements to the NW Florida State College entrance and signalize intersection when warranted.	2031-2035					
111	College Blvd @ SR 285	Intersection	State	Add EB & WB dual left turn lanes on College Blvd. Add a NB right turn lane on SR 85 and EB & WB right turn lanes on College Blvd. Extend NB receiving lane on SR 285.	2031-2035	\$3,700,000	23,500	Partially Funded	\$3,390,000	\$1,500,000 (FDOT) \$550,000 (Sales Tax) \$1,550,000 (Other CIP) Up to 10% of cost from Mobility Fees
112	College Blvd @ SR 85 (North)	Intersection	County	Add EB & WB dual left turn lanes on College Blvd and SB dual left turn lanes on SR 85. Add a NB right turn lane on SR 85 and a EB right turn lane on College Blvd. Add a EB receiving lane on College Blvd.	2031-2035					
113	College Blvd @ SR 85 (South)	Intersection	County	Extend and upgrade SB left and right turn lanes on College Blvd. Signalize intersection when warranted and approved by FDOT.	2031-2035					
114	Hill Ave @ Lovejoy Rd	Intersection	County	Remove split phasing for eastbound and westbound turning movements.	2022-2025						$400,000	2,300	Funded	$400,000	Sales Tax
115	I-10 @ Jericho Rd	Interchange	State	Construct new interchange at I-10 and a new/upgraded roadway connecting I-10 with US90.	2041-2045	\$9,000,000	25,000	Unfunded	\$8,100,000	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by City & County Sales Tax, Federal & State Funds & Other Sources.
116	I-10 @ Wilkerson Bluff Road	Interchange	State	Interchange modifications. The need for this interchange was included in the 55 Year 5 year funding plan. This project would greatly improve connectivity between US 90 and I-10. I-10 is also an evacuation route, so this improvement would assist with evacuating residents.	2036-2040	\$47,011,687	50,000	Unfunded	\$42,310,514	
117	I-10 @ CR 4 (Antioch Rd)	Interchange	State	Interchange is currently under construction and funded as part of the greater Creekview Bypass project.	2036-2040	Under Construction	Under Construction	Funded	Under Construction	FDOT
118	I-10 @ SR 85	Interchange	State	This project involves improving the interchanges at SR 85 and I-10. The SR 85 at I-10 interchange is currently a choke point for traffic during the AM and PM peak periods. The interchange does not operate efficiently and therefore causes delay.	2041-2045	\$11,000,000	4,700	Unfunded	\$1,044,000	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by City & County Sales Tax, Federal & State Funds & Other Sources.
119	John Slunk Play @ Redwood Ave	Intersection	State	Add northbound dual left turn lanes and a right turn lane.	2031-2035	\$1,012,500	4,700	Unfunded	\$911,250	
120	Lewis Turner Blvd @ Pasqallo Rd	Intersection	State	Add signal or remove left turn movements.	2022-2025	\$300,000	2,300	Funded	\$300,000	Sales Tax
121	PJ Adams Parkway @ Antioch Rd	Intersection	County	Intersection realignment at PJ Adams / Antioch / Crab Apple with signal.	2036-2040	\$3,800,000	4,700	Funded	\$3,800,000	County Sales Tax, Federal & State Funds
122	SR 189/Beal Pkwy @ Carmel Dr/Clifford St	Intersection	State	Add dual eastbound left turn lanes.	2022-2025	\$1,750,000	4,700	Partially Funded	\$1,600,000	County Sales Tax, FDOT
123	SR 189/Beal Pkwy @ CR 188/Racetrack Rd	Intersection	State	Major intersection improvements. The intersection of SR 189 and Racetrack Road will be improved. This improvement project is needed to increase the safety and functionality of this intersection.	2022-2025	\$4,170,000	9,400	Unfunded	\$3,888,000	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 90% and 100% of the total cost to be funded by City & County Sales Tax, Federal & State Funds & Other Sources.
124	SR 293 (Danny Wuerfel Wy) @ Commona Drive	Intersection	State	Add eastbound dual left turn lanes.	2022-2025	\$1,012,500	4,700	Unfunded	\$911,250	

APPENDIX J: OKALOOSA COUNTY MOBILITY PLAN MULTIMODAL PROJECTS: INTERSECTIONS PLAN

Project / Map ID	Facility Location	Project Type	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Current Funding Status	Anticipated Funding	Funding Sources
125	SR 85 @ Commerce Dr	Pedestrian Access	State	Construct pedestrian overpass to allow pedestrian a safer option to cross SR 85 at Commerce Drive.	2036-2040	\$5,800,000	10,000	Partially Funded	\$5,220,000	Federal & State Funds
126	SR 85 @ John King Rd	Intersection	County	Add westbound left turn at SR 85. Add receiving lanes for southbound dual left turns from SR 85. Add capacity and multimodal improvements on John King Road and at the intersection with Live Oak Church Road.	2023-2025	\$2,200,000	9,400	Partially	\$2,024,995	Sales Tax
127	SR 85 @ Live Oak Church Road	Intersection	County	Add South turn lane at SR 85. Add two WB lanes and a WB right turn lane on Live Oak. Add capacity and safety improvements on Live Oak Church between SR 85 and Shoal River Drive.	2022-2025	\$4,600,000	9,400	Partially Funded	\$3,800,000	FDOT, Developer Contribution, Sales Tax
128	SR 85 @ Mirage Ave	Intersection	State	A major intersection improvement will be constructed at the intersection of SR 85 and Mirage Ave. This project will improve the intersection of SR 85 and Mirage Ave to facilitate a safe and efficient travel along the respective roadways.	2034-2040	\$4,500,000	9,400	Unfunded	\$4,050,000	
129	SR 85 @ PJ Adams Pkwy	Intersection	State	Intersection improvements including adding right to turn lanes; this project would greatly improve connectivity between local traffic and the major north/south thoroughfare of SR 85 and provide access north to Crestview and south to Niceville and Fort Walton Beach.	2036-2040	\$1,860,312	4,700	Unfunded	\$1,674,281	For Mobility Fee purposes, 10% of the PLC & PMC are used in the mobility fee calculations. Between 50% and 100% of the total cost to be funded by City & County Sales, Federal & State Funds & Other Sources.
130	SR 85 @ Redstone Ave	Intersection	State	A major intersection improvement will be constructed at the intersection of SR 85 and Redstone Ave. This project will improve the intersection of SR 85 and Redstone Ave to facilitate a safe and efficient travel along the respective roadways.	2036-2040	\$3,750,000	9,400	Unfunded	\$3,375,000	
131	SR 85 @ US 90	Intersection	State	A major intersection improvement will be constructed at the intersection of SR 85 and US 90. This project will improve the intersection of SR 85 and US 90 to facilitate a safe and efficient travel along the respective roadways.	2036-2040	\$3,750,000	9,400	Unfunded	\$3,375,000	
132	US 90 @ Jericho Rd	Intersection	State	Intersection improvements Realign Mount Olive Road to intersect US 90 at Jericho Road. The need for this improvement would include turn lanes on all approached or additional turn lanes not funded through widening of both roads and would be done in conjunction with an interchange at I-10. Signalized intersection when warranted and approved by FDOT.	2041-2045	\$3,750,000	9,400	Unfunded	\$3,375,000	
133	US 98 @ Danny Wuerfel Way (SR 283)	Intersection	State	A major intersection improvement will be constructed at the intersection of US 98 and Danny Wuerfel Way. This project will improve the intersection of Danny Wuerfel Way and US 98 to facilitate a safe and efficient travel along US 98.	2010-2030	\$16,897,411	16,800	Unfunded	\$15,027,670	
134	US 98 @ Stahlman Ave	Intersection	State	Intersection improvement under study by City of Destin and FDOT. Improvements may include NB and SB turn lanes and pedestrian grade separation; improvement will create an alignment that will allow efficient use of the Destin Cross Town Connector.	2022-2025	\$3,000,000	9,400	Funded	\$3,000,000	Sales Tax, OP
135	ADA Curb Ramp Retrofits	Intersection	County	Retrofit existing curbs, driveways, and intersections to provide American with Disability Act (ADA) compliant curb ramps and warning devices.	2022-2045	\$2,500,000	9,400	Unfunded		
136	Mobility Plan Implementation: Intersections	Intersection	County	Construct capacity and safety improvements such as turn lanes, roundabouts, signalization, raised medians, and crosswalks for up to 20 major and minor intersections.	2022-2045	\$15,000,000	70,000	Unfunded		
137	Countywide Multimodal Crossings	Intersection	County	Construct high visibility driveway, intersection, and mid-block crossings through improvements such as pavement markings, various materials, signs, Rectangular Rapid Flashing Beacons (RRFB), and High Intensity Activated Crosswalk Signals (HAWK).	2022-2045	\$4,417,250	24,000	Unfunded		

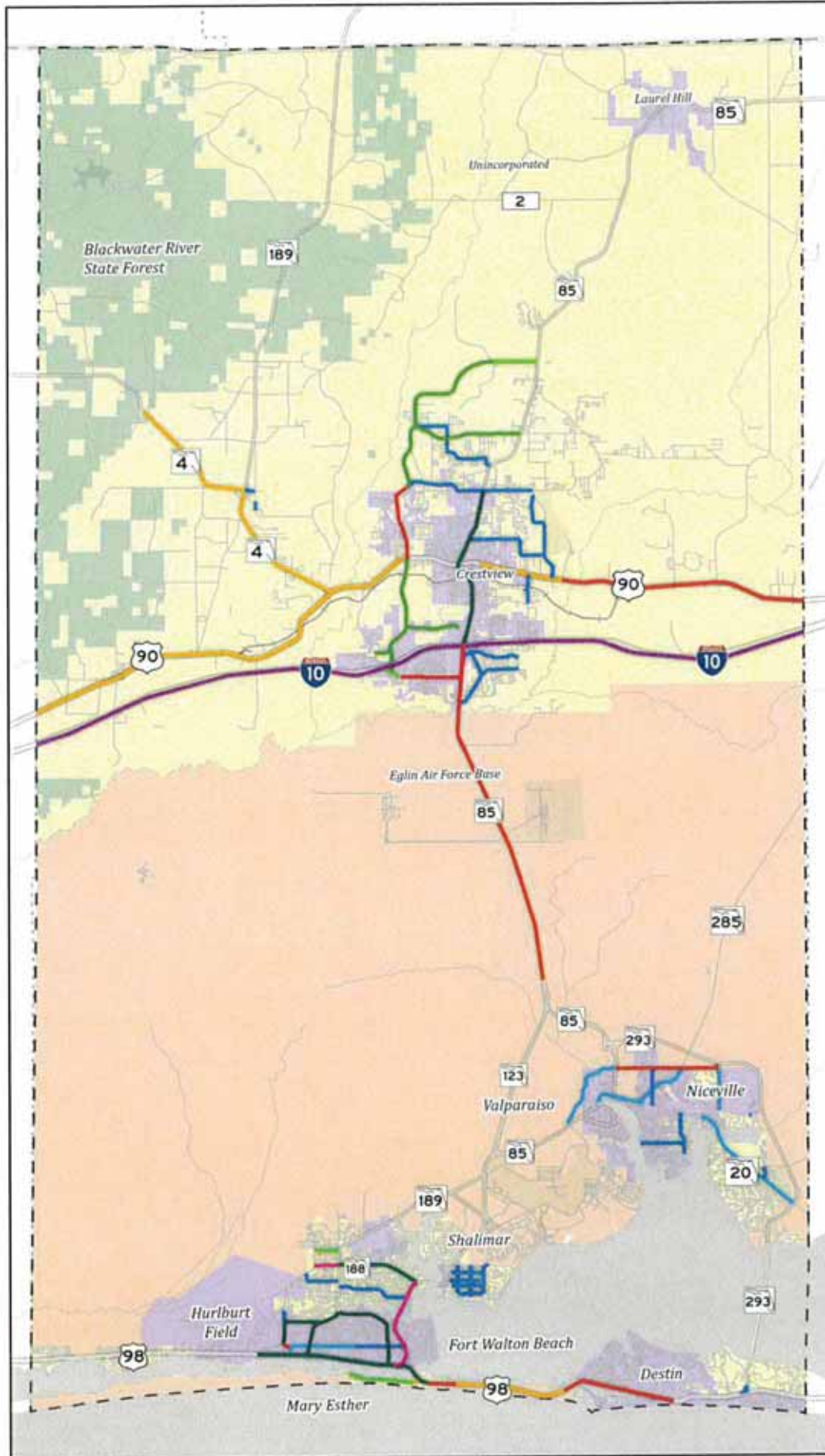
Source: Notes (Appendix K)

APPENDIX K

Mobility Plan Maps

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Map Series | 2045 Okaloosa Mobility Plan Corridors



NOTE:
Detailed project information can be found in the 2045 Okaloosa County Mobility Plan.

MAP PROJECTION:
Universal Transverse Mercator (UTM)
NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:
This map is the public domain pursuant to Chapter 119, Florida Statutes.

DISCLAIMER:
Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

Okaloosa County Growth Management

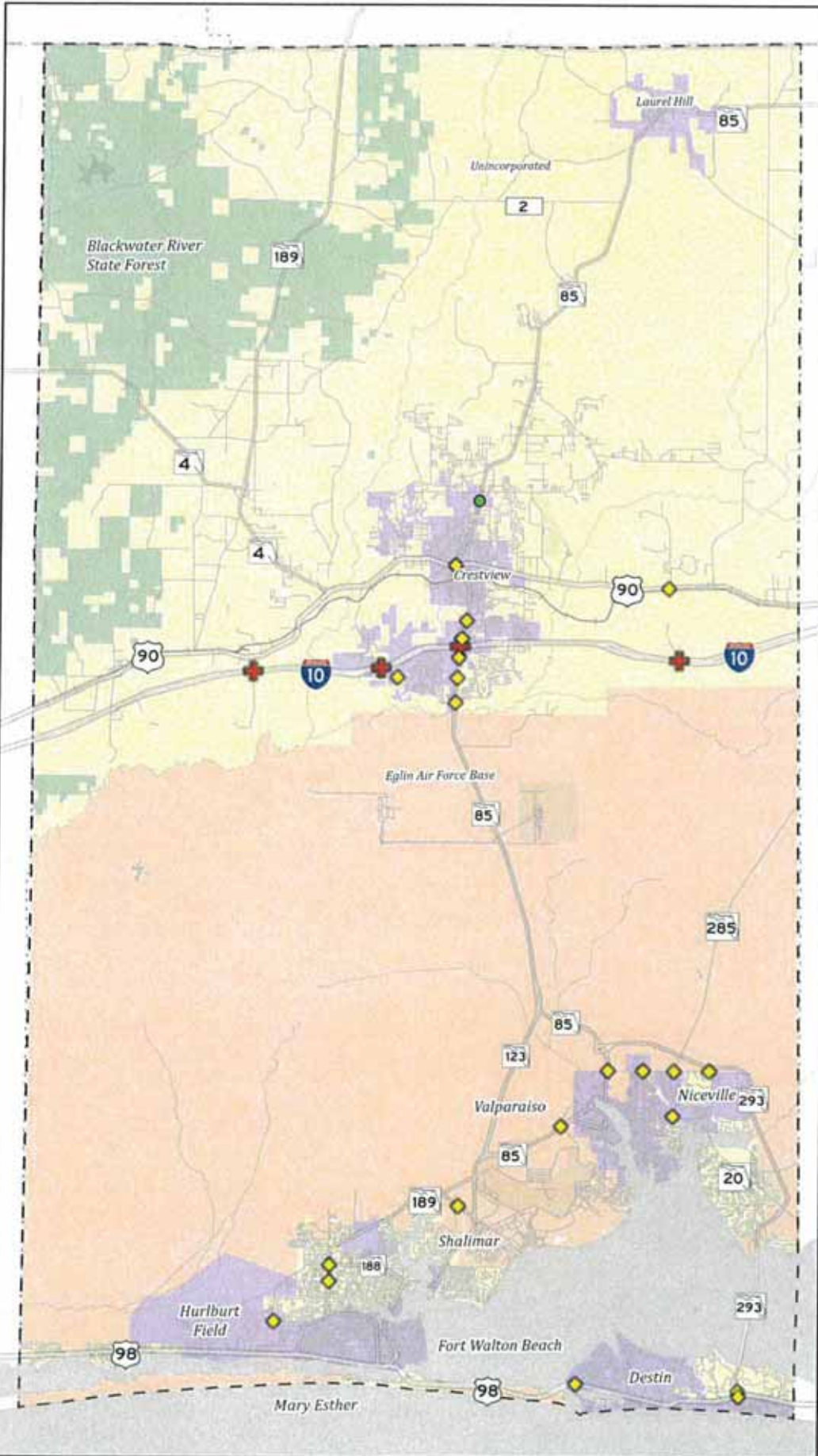
Produced by NUE Urban Concepts, LLC
(July 2024)

0 1.25 2.5 5 Miles

LAND USE • MOBILITY • PARKING • FEES

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Map Series | 2045 Okaloosa Mobility Plan Intersection Improvements



- ◆ Intersection (21)
- ✚ Interchange (4)
- Pedestrian Access (1)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

NOTE:
Detailed project information can be found in the 2045 Okaloosa County Mobility Plan.

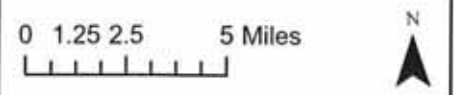
MAP PROJECTION:
Universal Transverse Mercator (UTM)
NAD83 / UTM Zone 17 (26917)

PUBLIC RECORD:
This map is the public domain pursuant to Chapter 119, Florida Statutes.

DISCLAIMER:
Okaloosa County hereby expressly disclaims any liability for any errors or omissions in the following maps, indexes, or legends.

Okaloosa County Growth Management

Produced by NUE Urban Concepts, LLC (July 2024)



APPENDIX L

Trip Generation

APPENDIX L: TRIP GENERATION (TG) PER LAND USE

Mobility Fee Schedule of Land Uses	Unit of Measure	Trip Generation (TG)	ITE Land Use Code(s)
Residential Uses			
Single-Family Detached	per Dwelling Unit	9.43	210
Single-Family Attached	per Dwelling Unit	7.20	215
Multifamily	per Dwelling Unit	6.74	220
Mobile Home and Micro (Tiny) Home	per Dwelling Unit	7.12	240
Institutional Uses			
Community Serving (Cultural Center, Gallery, Lodge, Performance Venue, Place of Assembly or Worship)	per 1,000 Sq. Ft.	5.52	See Community Serving
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 Sq. Ft.	6.68	See Long Term Care
Private Education (Afterschool, Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	9.82	See Private Education
Recreational Uses			
Marina (Wet berths, dry slips, fueling, maintenance, repair, and service)	per Berth plus per ten (10) dry slips	2.41	420
Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)	per Acre	28.45	See Outdoor Commercial Recreation
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports)	per 1,000 Sq. Ft.	24.86	See Indoor Commercial Recreation
Industrial Uses			
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 Sq. Ft.	3.85	See Industrial
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Wholesale Nursery, Warehouse)	per 1,000 Sq. Ft.	2.34	See Commercial Storage
Office Uses			
Office (General, Post Secondary Education, Hospital, Professional)	per 1,000 Sq. Ft.	11.63	See Office
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 Sq. Ft.	29.33	See Medical Office
Retail Uses			
Retail (Not Otherwise Specified on Schedule)	per 1,000 Sq. Ft.	38.34	See Retail
Bank	per 1,000 Sq. Ft.	100.35	912
Convenience Store	per 1,000 Sq. Ft.	326.47	See Convenience Retail
Drinking Establishment (Bar, Brewery, Distillery or Wine Tasting Tap Room, Club)	per 1,000 Sq. Ft.	69.78	See Drinking Establishment
Fast Food or Quick Service Restaurant	per 1,000 Sq. Ft.	354.87	See Quick Service Restaurant
Furniture Store	per 1,000 Sq. Ft.	6.30	890
Grocery Store	per 1,000 Sq. Ft.	95.61	See Grocery & Liquor Store
Pharmacy or Dispensary	per 1,000 Sq. Ft.	129.40	See Pharmacy or Dispensary
Sit Down Table Service Restaurant	per 1,000 Sq. Ft.	103.31	See Sit Down Table Restaurant
Superstore	per 1,000 Sq. Ft.	50.52	813
Variety or Dollar Store	per 1,000 Sq. Ft.	63.66	814
Motor Vehicle or Boat Sales	per 1,000 Sq. Ft.	26.39	See Motor Vehicle or Boat Sales
Wholesale Club	per 1,000 Sq. Ft.	42.46	857
Non-Residential Uses Per Unit of Measure			
Overnight Lodging	per Room	6.67	See Overnight Lodging
Recreational Vehicle or Travel Trailer Park	per Space	3.69	416
Bank Drive-Thru or Free-Standing ATM	per Lane or ATM	143.04	See Bank Drive-Thru
Motor Vehicle or Boat Cleaning (Detailing, Wash, Wax)	per Bay, Lane, Stall plus per five (5) Finishing Stations	321.08	See Motor Vehicle or Boat Cleaning
Motor Vehicle Charging or Fueling (Commercial Facility which requires Payment)	per Charging or Fueling Position	279.39	See Motor Vehicle Fueling
Motor Vehicle or Boat Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires)	per Bay or Stall	33.35	See Motor Vehicle Service
Fast Food or Quick Service Restaurant Drive Thru	per Lane	507.99	See Quick Service Restaurant Drive-Thru

COMMUNITY SERVING TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY TRIPS (TG)	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
CHURCH	560	1000 SF	0.32	0.070	6	0.49	0.07	11	17	5.79	0.89	5.18
MUSEUM	580	1000 SF	0.28	0.070	1	0.18	0.07	1	2	3.29	0.11	0.35
TOTAL	--	--	--	--	7	--	--	12	19	--	1.00	5.52

Notes: Community Serving Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on a peak to daily factor of 0.07. The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by Trip Study Weight (TSw). The total trips per room is the sum of the weighted Trip Generation (TGw). Church Example: = $((0.32 / .07) + (0.49 / 0.07)) = 5.79$; TSw = $(17 / 19) = 0.89$; TGw = $(5.79 \times 0.89) = 5.18$. Community Serving Trip Generation is the sum of the weighted trip generation $(5.18 + 0.35) = 5.52$.

LONG TERM CARE TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK TRIPS (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK TRIPS (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED [WEIGHTED]	TRIP GENERATION [WEIGHTED]
CONGREGATE CARE FACILITY	253	DWELLING	0.08	0.047	8	0.18	0.081	9	17	1.96	0.23	0.46
CONTINUING CARE RETIREMENT COMMUNITY	255	UNITS	0.15	0.047	15	0.19	0.081	15	30	2.77	0.41	1.14
LONG TERM CARE TRIP GENERATION PER 1,000 SQ. FT.												
CONGREGATE CARE FACILITY	253	1000 SQ. FT.	0.26	0.047	8	0.59	0.081	9	17	6.48	0.23	1.51
ASSISTED LIVING	254	1000 SQ. FT.	0.38	0.093	5	0.48	0.088	5	10	4.77	0.14	0.65
CONTINUING CARE RETIREMENT COMMUNITY	255	1000 SQ. FT.	0.38	0.047	15	0.48	0.081	15	30	6.92	0.41	2.84
NURSING HOME	620	1000 SQ. FT.	0.55	0.075	8	0.59	0.074	8	16	7.65	0.22	1.68
TOTAL / AVERAGE			0.39	0.066	36	0.53	0.081	37	73	6.46	1.00	6.68

Notes: Long Term Care Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. Congregate Care Facilities and Continuing Care Retirement Community were converted from units to 1,000 sq. ft. based on unit sizes of 330 sq. ft. and 400 sq. ft. respectively. Congregate Care Facilities AM and PM Peak Trips were multiplied by 3.3 to convert 330 sq. ft. units to 1,000 sq. ft. Continuing Care Retirement Community AM and PM Peak Trips were multiplied by 2.5 to convert 400 sq. ft. units to 1,000 sq. ft. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Nursing Home Example: DT = $\{(0.55 / 0.075) + (0.59 / 0.074)\} = 7.65$; TSW = $(16 / 73) = 0.22$; TGW = $(7.65 \times 0.22) = 1.68$. Long Term Care TG: $\text{Sum}(1.51 + 0.65 + 2.84 + 1.68) = 6.68$. Average values in the last row are shown in italics for informational purposes only.

PRIVATE EDUCATION TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK OF GENERATOR	NUMBER OF STUDIES	PM PEAK OF GENERATOR	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TOTAL NUMBER OF STUDIES	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ELEMENTARY SCHOOL	520	STUDENTS	0.75	46	0.45	54	1.80	100	0.19	0.34
MIDDLE SCHOOL / JR HIGH SCHOOL	522	STUDENTS	0.74	25	0.36	29	1.65	54	0.10	0.17
HIGH SCHOOL	525	STUDENTS	0.51	51	0.32	65	1.25	116	0.22	0.28
PRIVATE K-8	530	STUDENTS	1.01	14	0.6	12	2.42	26	0.05	0.12
PRIVATE K-12	532	STUDENTS	0.8	5	0.53	3	2.00	8	0.02	0.03
PRIVATE HIGH SCHOOL	534	STUDENTS	0.66	4	0.40	4	1.59	8	0.02	0.02
CHARTER ELEMENTARY SCHOOL	536	STUDENTS	1.07	26	0.72	27	2.69	53	0.10	0.27
CHARTER HIGH SCHOOL	538	STUDENTS	0.94	4	0.73	4	2.51	8	0.02	0.04
DAY CARE	565	STUDENTS	0.79	75	0.81	75	2.40	150	0.29	0.69
TOTAL								523	1.00	1.96

CALCULATED DAILY TRIP GENERATION RATE PER 1,000 SQ. FT. IS $(1.96 \times 5) = 9.82$ PER 1,000 SQ. FT.

9.82

DAILY TRIP GENERATION RATE OF 9.82 PER 1,000 SQ. FT. BASED ON 1,000 SQ. FT. DIVIDED BY THE AVERAGE SQUARE FEET PER STUDENT OF 200 SQ. FT. MULTIPLIED BY WEIGHTED TRIP GENERATION PER STUDENT: $(1,000 / 200 = 5.00)$; $(1.96 \times 5.00 = 9.82)$. TRIP GENERATION ROUNDED TO NEAREST 100TH PLACE. DAILY TRIPS BASED ON THE SUM OF THE AM AND PM PEAK HOUR OF GENERATOR TIMES A PEAK-TO-DAILY FACTOR OF 1.5: (E.G., CHARTER HIGH SCHOOL $0.94 \times 0.73 = 1.67$; $1.67 \times 1.5 = 2.51$). PEAK HOUR DATA HAD SIGNIFICANTLY MORE STUDIES THAN DAILY DATA. TOTAL NUMBER OF STUDIES BASED ON THE SUM OF THE NUMBER OF STUDIES FOR THE AM AND PM PEAK HOUR OF GENERATOR PER SCHOOL TYPE. ALL TRIP GENERATION DATA BASED ON THE ITE TRIP GENERATION MANUAL, 11TH EDITION.

AVERAGE SQUARE FEET PER STUDENT = 142.5 SQ. FT. BASED ON A WEIGHTED AVERAGE OF STUDENTS PER SCHOOL TYPE BASED ON TABLE 10 FROM THE FLORIDA DEPARTMENT OF EDUCATION REVIEW & ADJUSTMENT FOR FLORIDA'S COST PER STUDENT STUDENT STATION (JANUARY 2020).

OUTDOOR COMMERCIAL RECREATION TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK TRIPS (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK TRIPS (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
GOLF DRIVING RANGE	432	TEES	0.08	0.029	1	0.18	0.072	1	2	2.63	0.13	0.33
SOCCER COMPLEX	488	FIELDS	0.99	0.029	5	16.43	0.072	5	10	131.17	0.63	81.98
TENNIS CLUB	490	COURTS	--	--	--	4.21	0.083	2	2	50.72	0.13	6.34
RACQUET / TENNIS CLUB	491	COURTS	--	--	--	3.82	0.083	2	2	46.02	0.13	5.75
TOTAL / AVERAGE					6			10	16	57.64	1.00	94.40
OUTDOOR COMMERCIAL RECREATION TRIP GENERATION PER ACRE												
PUBLIC PARK	410	ACRES	0.03	0.083	5	0.11	0.083	6	11	0.86	0.31	0.27
GOLF COURSE	430	ACRES	0.19	0.083	3	0.28	0.083	3	6	2.83	0.17	0.49
GOLF DRIVING RANGE	432	ACRES	0.16	0.029	1	0.36	0.072	1	2	5.26	0.06	0.30
AMUSMENT PARK	480	ACRES	0.21	0.083	1	3.95	0.088	1	2	23.57	0.06	1.35
SOCCER COMPLEX	488	ACRES	0.40	0.029	5	6.57	0.072	5	10	52.47	0.29	14.99
TENNIS CLUB	490	ACRES	--	--	--	8.42	0.083	2	2	101.45	0.06	5.80
RACQUET / TENNIS CLUB	491	ACRES	--	--	--	7.64	0.083	2	2	92.05	0.06	5.26
TOTAL / AVERAGE		ACRES	<i>0.24</i>	<i>0.059</i>	15	<i>3.90</i>	<i>0.081</i>	20	35	<i>39.78</i>	1.00	28.45
<p><i>Notes:</i> Outdoor Commercial Recreation Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The trip generation for golf driving ranges was converted from tees to acreage based on two (2) tees per acre. The trip generation for a soccer complex was converted from fields to acreage based on two and a half acres (2.5) per field. The trip generation for tennis courts and a racquet / tennis court was converted from courts to acreage based on two (2) courts per acre. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per acre is the sum of the weighted Trip Generation (TGW). Golf Course Example: $DT = ((0.19 / 0.083) + (0.28 / 0.083)) = 2.83$; $TSW = (6 / 35) = 0.17$; $TGW = (2.83 \times 0.17) = 0.49$. Outdoor Commercial Recreation TG is equal to the sum of the following: $(0.27 + 0.49 + 0.30 + 1.35 + 14.99 + 5.80 + 5.26) = 28.45$. Average values in the last row are shown in italics for informational purposes only.</p>												

INDOOR COMMERCIAL RECREATION TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK [7 to 9]	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK [4 to 6]	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ROCK CLIMBING GYM	434	1,000 SQ. FT.	1.40	0.068	1	1.64	0.123	1	2	16.96	0.04	0.65
MULTI-PURPOSE	435	1,000 SQ. FT.	0.00	0.068	0	3.58	0.123	3	3	14.55	0.06	0.84
TRAMPOLINE PARK	436	1,000 SQ. FT.	0.00	0.068	0	1.50	0.123	3	3	6.10	0.06	0.35
BOWLING ALLEY	437	1,000 SQ. FT.	0.81	0.068	1	1.16	0.123	5	6	10.67	0.12	1.23
HEALTH / FITNESS	492	1,000 SQ. FT.	1.31	0.068	6	3.45	0.123	8	14	23.66	0.27	6.37
ATHLETIC CLUB	493	1,000 SQ. FT.	3.16	0.068	2	6.29	0.123	3	5	48.80	0.10	4.69
COMMUNITY CENTER	495	1,000 SQ. FT.	1.91	0.068	12	2.50	0.123	15	27	24.21	0.52	12.57
TOTAL	--	--	--	0.068	21	--	0.123	31	52	--	1.00	24.86

Notes: Indoor Commercial Recreation Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Code 495 (Recreational Community Center). This was the only indoor recreational use with a reported daily trip distribution. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 SQ. FT. is the sum of the weighted Trip Generation (TGW). Community Center Example: $DT = \{(1.91 / .068) + (2.50 / 0.123)\} = 24.21$; $TSW = (27 / 52) = 0.52$; $TGW = (24.21 \times 0.52) = 12.57$. Indoor Commercial Recreation Trip Generation is the sum of $(0.65 + 0.84 + 0.35 + 1.23 + 6.37 + 4.69 + 12.57) = 24.86$. *Average values in the last row are shown in italics for informational purposes only.*

INDUSTRIAL TRIP GENERATION

ITE LAND USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
LIGHT INDUSTRIAL	110	1,000 SQ. FT.	4.87	37	0.247	1.201
INDUSTRIAL PARK	130	1,000 SQ. FT.	3.37	27	0.180	0.607
MANUFACTURING	140	1,000 SQ. FT.	4.75	53	0.353	1.678
WAREHOUSE	150	1,000 SQ. FT.	1.71	31	0.207	0.353
DATA CENTER	160	1,000 SQ. FT.	0.99	2	0.013	0.013
AVERAGE (STUDIES = TOTAL)	--	--	<i>3.14</i>	150	1.000	3.85

Notes: Industrial Trip Generation based on the Daily Rate from the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for Daily Trips (DT) are used to calculate a Trip Study Weight (TSw). The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by weighted Trip Study. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGw). Light Industrial Example: $TSW = (37 / 150) = 0.247$; $TGW = (4.87 \times 0.247) = 1.201$. The trip generation (TG) for Industrial uses is the sum of $(1.201 + 0.607 + 1.678 + 0.353 + 0.013) = 3.85$. *Average DT shown in italics for informational purposes only.*

COMMERCIAL STORAGE TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (Tsw)	WEIGHTED TRIP GENERATION (TGw)
WAREHOUSE	150	1,000 SQ. FT.	0.18	0.065	36	0.18	0.065	49	85	2.77	0.22	0.61
MINI-WAREHOUSE	151	1,000 SQ. FT.	0.15	0.087	13	0.15	0.087	18	31	1.72	0.08	0.14
HIGH CUBE TRANSLOAD	154	1,000 SQ. FT.	0.10	0.048	102	0.10	0.048	103	205	2.08	0.53	1.10
HIGH CUBE FULLFILLMENT	155	1,000 SQ. FT.	0.16	0.113	22	0.16	0.113	22	44	1.42	0.11	0.16
HIGH CUBE FULLFILLMENT - SORT	155	1,000 SQ. FT.	1.20	0.113	2	1.20	0.113	3	5	10.52	0.01	0.14
HIGH CUBE PARCEL HUB	156	1,000 SQ. FT.	0.64	0.113	4	0.64	0.113	4	8	5.66	0.02	0.12
HIGH CUBE COLD STORAGE	157	1,000 SQ. FT.	0.15	0.048	5	0.15	0.048	5	10	3.13	0.03	0.08
TOTAL	--	--	--	--	184	--	--	204	388	--	--	2.34

Notes: Commercial Storage Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (Tsw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the closest 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Weighted Trip Generation (TGw) is calculated based on daily trips multiplied by Weighted Trip Study (Tsw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). High Cube Fulfillment Example: $DT = ((0.16 / 0.113) + (0.16 / 0.113)) = 1.42$; $Tsw = (44 / 388) = 0.113$; $TGw = (1.42 \times 0.11) = 0.16$. Commercial Storage Weighted Trip Generation (TGw) is the sum of $(0.61 + 0.14 + 1.10 + 0.16 + 0.14 + 0.12 + 0.08) = 2.34$.

OFFICE TRIP GENERATION

USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
UTILITY	170	1,000 SQ. FT.	12.29	13	0.08	0.96
OFFICE	710	1,000 SQ. FT.	10.84	59	0.35	3.83
SMALL OFFICE	712	1,000 SQ. FT.	14.39	21	0.13	1.81
CORPORATE HEADQUATERS	714	1,000 SQ. FT.	7.95	7	0.04	0.33
SINGLE TENANT	715	1,000 SQ. FT.	13.07	12	0.07	0.94
HOSPITAL	610	1,000 SQ. FT.	10.77	7	0.04	0.45
OFFICE PARK	750	1,000 SQ. FT.	11.07	10	0.06	0.66
RESEARCH & DEVELOPMENT	760	1,000 SQ. FT.	11.08	22	0.13	1.46
BUSINESS PARK	770	1,000 SQ. FT.	12.44	16	0.10	1.19
TOTAL				167	1.00	11.63

Notes: Office Trip Generation based on Daily Weekday Trip Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 11th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Office Example: $TSw = (59 / 167) = 0.35$; $TGw = (10.84 \times 0.35) = 3.83$. Office Trip Generation is the sum of $(0.96 + 3.83 + 1.81 + 0.33 + 0.94 + 0.45 + 0.66 + 1.46 + 1.19) = 11.63$.

MEDICAL OFFICE TRIP GENERATION						
USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
HOSPITAL	610	1,000 SQ. FT.	10.77	7	0.16	1.71
CLINIC	630	1,000 SQ. FT.	37.60	9	0.20	7.69
VETERINARY	640	1,000 SQ. FT.	21.50	6	0.14	2.93
EMERGENCY CARE	650	1,000 SQ. FT.	24.94	4	0.09	2.27
MEDICAL OFFICE	720	1,000 SQ. FT.	36.00	18	0.41	14.73
TOTAL				44	1.00	29.33

Notes: Medical Office Trip Generation based on Daily Weekday Trip Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 11th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Medical Office Example: $TSw = (18 / 44) = 0.41$; $TGw = (36.00 \times 0.41) = 14.73$. Medical Office Trip Generation is the sum of $(1.71 + 7.69 + 2.93 + 2.27 + 14.73) = 29.33$.

RETAIL TRIP GENERATION						
USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
BUILDING MATERIALS & LUMBER	812	1,000 SQ. FT.	17.05	13	0.06	1.07
FREE STANDING DISCOUNT STORE	815	1,000 SQ. FT.	53.87	21	0.10	5.44
NURSERY GARDEN CENTER	817	1,000 SQ. FT.	68.10	10	0.05	3.27
MULTI-TENANT GREATER THAN 150K	820	1,000 SQ. FT.	37.01	108	0.52	19.22
MULTI-TENANT 40K to 150K WITHOUT SUPERMARKET	821	1,000 SQ. FT.	67.52	7	0.03	2.27
MULTI-TENANT UNDER 40K	822	1,000 SQ. FT.	54.45	4	0.02	1.05
SPORTING GOODS SUPERSTORE	861	1,000 SQ. FT.	23.78	8	0.04	0.91
HOME IMPROVEMENT	862	1,000 SQ. FT.	30.74	19	0.09	2.81
ELECTRONIC SUPERSTORE	863	1,000 SQ. FT.	41.05	5	0.02	0.99
DISCOUNT HOME FURNISHINGS	869	1,000 SQ. FT.	20.00	8	0.04	0.77
DEPARTMENT STORE	875	1,000 SQ. FT.	22.88	5	0.02	0.55
TOTAL		1,000 SQ. FT.	39.68	208	1.00	38.34

Notes: Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Multi-Tenant Greater than 150K Example: $TSw = (108 / 208) = 0.52$; $TGw = (37.01 \times 0.52) = 19.22$. Retail Trip Generation is the sum of $(1.07 + 5.44 + 3.27 + 19.22 + 2.27 + 1.05 + 0.91 + 2.81 + 0.99 + 0.77 + 0.55) = 38.34$. *Average values in the last row are shown in italics for informational purposes only.*

CONVENIENCE STORE TRIP GENERATION

USE	ITE LAND USE CODE	UNIT OF MEASURE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
CONVENIENCE STORE	851	1,000 SQ. FT.	62.54	0.062	39	49.11	0.060	39	78	913.60	0.23	205.96
CONVENIENCE STORE WITH GAS (2 TO 8 POSITIONS)	945	1,000 SQ. FT.	40.59	0.062	57	48.48	0.071	67	124	668.75	0.36	239.67
CONVENIENCE STORE WITH GAS (9 TO 15 POSITIONS)	945	1,000 SQ. FT.	56.52	0.065	34	54.52	0.068	39	73	835.65	0.21	176.31
CONVENIENCE STORE WITH GAS (16 TO 24 POSITIONS)	945	1,000 SQ. FT.	91.35	0.065	32	78.95	0.068	39	71	1283.21	0.21	263.32
TOTAL		1,000 SQ. FT.	62.75	0.06	162	57.77	0.07	184	346	925.30	1.00	885.25
NET TRIP GENERATION (BASED ON TGW PER 1,000 SQ. FT. MINUS TGW PER FUEL POSITION x 2: $(885.25 - (279.39 \times 2)) = 326.47$)												

326.47

MOTOR VEHICLE FUELING TRIP GENERATION

GASOLINE SERVICE STATION	944	PER FUEL POSITION	10.28	0.050	53	13.91	0.075	65	118	195.53	0.31	59.77
CONVENIENCE STORE WITH GAS (2-4K)	945	PER FUEL POSITION	16.06	0.062	76	18.42	0.071	93	169	259.23	0.44	113.50
CONVENIENCE STORE WITH GAS (4-5.5K)	945	PER FUEL POSITION	27.04	0.065	18	22.76	0.068	23	41	375.35	0.11	39.87
CONVENIENCE STORE WITH GAS (5.5-10K)	945	PER FUEL POSITION	31.60	0.065	29	26.90	0.068	29	58	440.87	0.15	66.24
TOTAL		PER FUEL POSITION	21.25	0.06	176	20.50	0.07	210	386	317.75	1.00	279.39

Notes: Convenience Retail and Motor Vehicle Fueling Trip Generation based on the AM and PM Peak of adjacent street traffic per the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for applicable ITE Land Use Codes. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per unit of measure is the sum of the Weighted Trip Generation (WTG). Convenience Store Example: $DT = ((62.54 / 0.062) + (49.11 / 0.060)) = 913.60$; $TSw = (78 / 346) = 0.23$; $TGw = (913.60 \times 0.23) = 205.96$. Convenience Store Trip Generation per 1,000 sq. ft. is the sum of $(205.96 + 239.67 + 176.31 + 263.32) = 885.25$. Motor Vehicle Fueling Trip Generation per fuel position is the sum of $(59.77 + 113.50 + 39.87 + 66.24) = 279.39$. The net trip generation rate for Convenience Retail is determined by multiplying the fuel position rate by two positions and subtracting the sum from the convenience store rate per 1,000 sq. ft.: $(279.39 \times 2) = 558.77$; $(885.25 - 558.77) = 326.47$. Average values in the last row are shown in italics for informational purposes only.

DRINKING ESTABLISHMENT TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGW)
WINE TASTING ROOM	970	1,000 SQ. FT.	2.07	0.023	5	7.31	0.148	4	9	69.70	0.36	25.09
BREWERY TAP ROOM	972	1,000 SQ. FT.	0.68	0.011	2	9.83	0.157	2	4	62.21	0.16	9.95
DRINKING ESTABLISHMENT	975	1,000 SQ. FT.	0.00	0.011	0	11.36	0.157	12	12	72.36	0.48	34.73
TOTAL	--	1,000 SQ. FT.	0.92	0.015	7	9.50	0.154	18	25	68.09	1.00	69.78

*Notes: Drinking Establishment Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq. Ft based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 970, 972 and 975. The Weighted Trip Generation Weight (TGW) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per 1000 Sq. Ft is the sum of the Weighted Trip Generation (WTG). *Wine Tasting Room* Example: $DT = ((2.07 / .0023) + (7.31 / 0.148)) = 69.70$; $TSw = (9 / 25) = 0.36$; $TGW = (69.70 \times 0.36) = 25.09$. Drinking Establishment Trip Generation per 1000 Sq. Ft is the sum of $(25.09 + 9.95 + 34.73) = 69.78$. Average values in the last row are shown in italics for informational purposes only.*

QUICK SERVICE RESTAURANT (AKA FAST FOOD) TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (Tsw)	WEIGHTED TRIP GENERATION (Tgw)
FAST CASUAL RESTAURANT	930	1,000 SQ. FT.	1.43	0.015	1	12.55	0.074	15	16	132.46	0.03	4.53
FAST FOOD WITHOUT DRIVE-THRU	933	1,000 SQ. FT.	43.18	0.019	3	33.21	0.064	8	11	1395.77	0.02	32.81
FAST FOOD WITH DRIVE-THRU	934	1,000 SQ. FT.	44.61	0.035	96	33.03	0.057	190	286	883.78	0.61	540.09
COFFEE DONUT WITHOUT DRIVE-THRU	936	1,000 SQ. FT.	93.08	0.1	25	32.29	0.044	16	41	832.33	0.09	72.92
COFFEE DONUT WITH DRIVE-THRU	937	1,000 SQ. FT.	85.88	0.1	78	38.99	0.044	36	114	872.47	0.24	212.52
TOTAL	--	1,000 SQ. FT.	53.64	0.054	203	30.01	0.059	265	468	823.36	1.00	862.86
NET TRIP GENERATION (BASED ON TGW PER 1,000 SQ. FT. MINUS TGW PER DRIVE-THRU: (862.86 - 507.99) = 354.87												354.87

Notes: Quick Service Restaurant Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (Tsw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 930, 933, 934, 936 and 937. The Weighted Trip Generation Weight (TGW) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per 1000 Sq. Ft is the sum of the Weighted Trip Generation (WTG). Fast Casual Restaurant Example: DT = ((1.43 / .015) + (12.55 / 0.074)) = 132.46; Tsw = (16 / 468) = 0.03; TGW = (132.46 x 0.03) = 4.53. Quick Service Restaurant Trip Generation per 1000 Sq. Ft is the sum of (4.53 + 32.81 + 540.09 + 72.92 + 212.52) = 862.86. The average trip generation associated with drive-thru lanes is 507.99 trips. The net trip generation is equal to 862.86 minus 507.99 = 354.87. Average values in the last row are shown in italics for informational purposes only.

GROCERY & LIQUOR STORE TRIP GENERATION

USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
MULTI-TENANT 40K to 150K WITH SUPERMARKET	821	1,000 SQ. FT.	94.49	17	0.39	36.51
SUPERMARKET	850	1,000 SQ. FT.	93.84	22	0.50	46.92
LIQUOR STORE	899	1,000 SQ. FT.	107.21	5	0.11	12.18
TOTAL		1,000 SQ. FT.	98.51	44	1.00	95.61

Notes: Grocery and Liquor Store Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Supermarket Example: $TSw = (22 / 44) = 0.50$; $TGw = (93.84 \times 0.50) = 46.92$. Grocery and Liquor Store Trip Generation is the sum of $(36.51 + 46.92 + 12.18) = 95.61$.

PHARMACY & DISPENSARY TRIP GENERATION

USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
PHARMACY WITH DRIVE-THRU	880	1,000 SQ. FT.	90.08	6	0.21	18.64
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	108.4	16	0.55	59.81
MARJUANA DISPENSARY	882	1,000 SQ. FT.	211.12	7	0.24	50.96
TOTAL		1,000 SQ. FT.	136.53	29	1.00	129.40

Notes: Pharmacy & Dispensary Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Pharmacy with Drive-Thru Example: $TSw = (16 / 29) = 0.55$; $TGw = (108.40 \times 0.55) = 59.81$. Pharmacy with Drive-Thru Trip Generation is the sum of $(18.64 + 59.81 + 50.96) = 129.40$.

SIT DOWN TABLE SERVICE RESTAURANT TRIP GENERATION

USE	ITE LAND USE CODE	UNIT OF MEASURE	CALCULATED DAILY TRIPS (DT)	TOTAL NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
FINE DINING RESTAURANT	931	1,000 SQ. FT.	83.84	10	0.17	13.97
HIGH TURN OVER RESTAURANT	932	1,000 SQ. FT.	107.20	50	0.83	89.33
TOTAL				60	1.00	103.31

Notes: Sit Down Restaurant Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Fine Dining Restaurant Example: $TSw = (10 / 79) = 0.13$; $TGw = (83.84 \times 0.13) = 10.61$. Sit Down Restaurant Trip Generation is the sum of $(10.61 + 67.85 + 2.91 + 1.56 + 10.99) = 93.92$.

MOTOR VEHICLE OR BOAT SALES TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
AUTO SALES NEW	840	1,000 SQ. FT.	1.86	0.083	35	2.42	0.082	50	85	25.96	0.71	18.54
AUTO SALES USED	841	1,000 SQ. FT.	2.13	0.05	8	3.75	0.11	14	22	38.35	0.18	7.09
RECREATIONAL VEHICLE SALES	842	1,000 SQ. FT.	0.46	0.063	5	0.77	0.10	7	12	7.50	0.10	0.76
TOTAL		<i>1,000 SQ. FT.</i>	<i>1.48</i>	<i>0.065</i>	<i>48</i>	<i>2.31</i>	<i>0.097</i>	<i>71</i>	<i>119</i>	<i>23.24</i>	<i>1.00</i>	<i>26.39</i>

Notes: Motor Vehicle or Boat Sales Trip Generation based on the AM and PM Peak of adjacent street traffic per Service Bay based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 840 and 841. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per 1,000 square feet is the sum of the Weighted Trip Generation (WTG). Auto Sales New example: $DT = \{(1.86 / .083) + (2.42 / 0.082)\} = 25.96$; $TSw = (85 / 119) = 0.71$; $TGw = (25.96 \times 0.71) = 18.54$. Motor Vehicle or Boat Sales Trip Generation per 1,000 sq. ft. is the sum of $(18.54 + 7.09 + 0.76) = 26.39$. *Average values in the last row are shown in italics for informational purposes only.*

OVERNIGHT LODGING TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
HOTEL	310	ROOM	0.46	0.053	28	0.59	0.077	31	59	8.17	0.30	2.46
ALL SUITES HOTEL	311	ROOM	0.34	0.052	9	0.36	0.077	10	19	5.61	0.10	0.54
BUSINESS HOTEL	312	ROOM	0.36	0.071	17	0.31	0.069	24	41	4.78	0.21	1.00
MOTEL	320	ROOM	0.35	0.066	15	0.36	0.071	20	35	5.19	0.18	0.93
RESORT HOTEL	330	ROOM	0.32	0.050	6	0.41	0.050	9	15	7.30	0.08	0.56
TIMESHARE	265	ROOM	0.40	0.060	14	0.63	0.060	13	27	8.58	0.14	1.18
TOTAL	--	--	--	--	89	--	--	107	196	--	1.00	6.67

*Notes: Overnight Lodging Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per room is the sum of the weighted Trip Generation (TGW). Hotel Example: $DT = ((0.46 / .053) + (0.59 / 0.077)) = 8.17$; $TSW = (59 / 196) = 0.30$; $TGW = (8.17 \times 0.30) = 2.46$. Hotel Trip Generation: $Sum (2.46 + 0.54 + 1.00 + 0.93 + 0.56 + 1.18) = 6.67$. Average values in the last row are shown in **italics** for informational purposes only.*

FINANCIAL SERVICES DRIVE THRU TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY TRIPS (TG)	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
BANK	912	1,000 SF	9.95	0.063	44	21.01	0.102	114	158	181.96	0.52	94.88
BANK	912	DRIVE-THRU	8.54	0.063	35	27.07	0.102	109	145	200.47	0.48	95.94
TOTAL / AVERAGE			9.25	0.063	80	24.04	0.102	223	303	191.22	1.00	190.82
ITE LAND USE	ITE LAND USE CODE	VARIABLE	WEIGHTED AM PEAK (7 to 9)	WEIGHTED AM PEAK FACTOR	WEIGHTED AM NUMBER OF STUDIES	WEIGHTED PM PEAK (4 to 6)	WEIGHTED PM PEAK FACTOR	WEIGHTED PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	WEIGHTED PEAK HOUR TRIPS	WEIGHTED PEAK HOUR FACTOR	WEIGHTED DAILY TRIPS (DT)
BANK	912	1,000 SF	2.77	0.018	0.28	15.16	0.074	0.72	158	17.93	0.09	196.73
BANK	912	DRIVE-THRU	2.12	0.016	0.25	20.35	0.077	0.75	145	22.47	0.09	243.39
NET TRIP GENERATION TGw PER BANK DRIVE-THRU MINUS TGw FOR HIGH-IMPACT RETAIL (PER 1,000 SQ. FT.) (243.39 - 100.35) = 137.06												143.04

Notes: Bank Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 912. The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by Trip Study Weight (TSw). The total trips is the sum of the weighted Trip Generation (TGw). The trip generation per drive-thru is based on the weighted daily trips per drive-thru of 243.39 minus the daily trips per 1,000 sq. ft. for Banks with Drive-Thru of 100.35 for a net trip generation of 143.04 (243.39 - 100.35 = 143.04). The mobility fee for the square footage of the Financial Services building is based on the trip generation for Financial Service land uses.

MOTOR VEHICLE CLEANING TRIP GENERATION

NUMBER OF STUDIES

ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	PM PEAK (4 to 6)	PM PEAK FACTOR	NUMBER OF STUDIES / UNITS	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
SELF SERVICE CAR WASH	947	STALL	5.54	0.087	6	63.68	0.60	38.21
AUTOMATED CAR WASH	948	TUNNEL	77.50	0.087	3	890.80	0.30	267.24
CAR WASH & DETAIL CENTER	949	STALL	13.60	0.087	1	156.32	0.10	15.63
TOTAL	--	--	--	--	10	--	1.00	321.08

NUMBER OF UNITS

SELF SERVICE CAR WASH	947	STALL	5.54	0.087	7	445.75	0.58	260.02
CAR WASH & DETAIL CENTER	949	STALL	13.60	0.087	5	781.61	0.42	325.67
TOTAL	--	--	--	--	12	--	1.00	585.69

Notes: Car Wash Trip Generation based on the PM Peak of adjacent street traffic per unit of measure based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the PM Peak are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the PM Peak divided by the PM Peak factor. PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 949. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips is the sum of the Weighted Trip Generation (WTG). Self-Service Car Wash Example: $DT = (5.54 / .087) = 63.68$; $TSw = (6 / 10) = 0.60$; $TGw = (63.68 \times 0.60) = 38.21$. Car Wash Trip Generation is the sum of $(38.21 + 267.24 + 15.63) = 321.08$. Automated car washes typically feature one (1) lane and one (1) tunnel. Some high volume car washes will feature two (2) or (3) approach lanes. Self service or full service car washes may feature between four (4) and eight (8) stalls. The high volume car washes will feature multiple finishing stations for vacuuming and detailing vehicles. An additional analysis based on total units of measure was performed to illustrate that on a daily trip basis, car washes produce similar results for the facility as a whole. For car washes with a tunnel system, the trip generation would also apply to every three (3) finishing stations based on TGw divided by Average Number of Stalls multiplied by three (3): $(585.69 / 6 = 97.61)$; $(97.61 \times 3 = 328.02)$. Accounting for the number of finishing stations levels the trip generation between self service and automated car washes. For automated stations, the trip generation would also include 321.08 trip per five (5) finishing stations.

MOTOR VEHICLE FUELING TRIP GENERATION

USE	ITE LAND USE CODE	UNIT OF MEASURE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
GASOLINE SERVICE STATION	944	PER FUEL POSITION	10.28	0.050	53	13.91	0.075	65	118	195.53	0.31	59.77
CONVENIENCE STORE WITH GAS (2-4K)	945	PER FUEL POSITION	16.06	0.062	76	18.42	0.071	93	169	259.23	0.44	113.50
CONVENIENCE STORE WITH GAS (4-5.5K)	945	PER FUEL POSITION	27.04	0.065	18	22.76	0.068	23	41	375.35	0.11	39.87
CONVENIENCE STORE WITH GAS (5.5-10K)	945	PER FUEL POSITION	31.60	0.065	29	26.90	0.068	29	58	440.87	0.15	66.24
TOTAL		PER FUEL POSITION	21.25	0.06	176	20.50	0.07	210	386	317.75	1.00	279.39

*Notes: Motor Vehicle Fueling Trip Generation based on the AM and PM Peak of adjacent street traffic per the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for applicable ITE Land Use Codes. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per unit of measure is the sum of the Weighted Trip Generation (WTG). Gasoline Service Station Example: DT = $\{(10.28 / .050) + (13.91 / 0.075)\} = 195.53$; TSw = $(118 / 386) = 0.31$; TGw = $(195.53 \times 0.31) = 59.77$. Motor Vehicle Fueling Trip Generation per 1,000 sq. ft. is the sum of $(59.77 + 113.50 + 39.87 + 66.24) = 279.39$. Average values in the last row are shown in *italics* for informational purposes only.*

MOTOR VEHICLE SERVICE TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
AUTOMOBILE SALES NEW	840	SERVICE BAY	2.03	0.083	3	2.26	0.082	3	6	26.01	0.10	2.56
TIRE STORE	848	SERVICE BAY	2.10	0.066	9	3.42	0.091	10	19	34.70	0.31	10.81
TIRE SUPERSTORE	849	SERVICE BAY	2.01	0.066	11	3.17	0.091	12	23	32.64	0.38	12.31
QUICK LUBE VEHICLE SHOP	941	SERVICE BAY	3.00	0.083	1	4.85	0.115	10	11	39.16	0.18	7.06
AUTOMOBILE CARE CENTER	942	SERVICE BAY	1.52	0.083	1	2.17	0.115	1	2	18.59	0.03	0.61
TOTAL	--	--	2.13	0.076	25	3.17	0.099	36	61	30.22	1.00	33.35

Notes: Motor Vehicle Service Trip Generation based on the AM and PM Peak of adjacent street traffic per Service Bay based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 848 and 941. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per Service Bay is the sum of the Weighted Trip Generation (WTG). Tire Store Example: DT = ((2.10 / .066) + (3.42 / 0.091)) = 34.70; TSw = (19 / 61) = 0.31; TGw = (34.70 x 0.31) = 10.81. Motor Vehicle Service Trip Generation per bay is the sum of (2.56 + 10.81 + 12.31 + 7.06 + 0.61) = 33.35. Average values in the last row are shown in italics for informational purposes only.

QUICK SERVICE RESTAURANT (AKA FAST FOOD) DRIVE-THRU TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	935	PER DRIVE-THRU	43.00	0.035	1	59.50	0.067	6	7	1058.32	0.20	211.66
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	938	PER DRIVE-THRU	39.81	0.100	20	15.08	0.044	8	28	370.41	0.80	296.33
TOTAL	--	PER DRIVE-THRU	41.41	0.07	21	37.29	0.06	14	35	714.36	1.00	507.99

Notes: Quick Service Restaurant Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 934 and 937. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per drive-thru is the sum of the Weighted Trip Generation (WTG). Fast Food with Drive-Thru Example: $DT = ((43.00 / .035) + (59.50 / 0.067)) = 1058.32$; $TSw = (7 / 35) = 0.20$; $TGw = (1058.32 \times 0.20) = 211.66$. Quick Service Restaurant Drive-Thru Trip Generation per lane is the sum of $(211.66 + 296.33) = 507.99$. *Average values in the last row are shown in italics for informational purposes only.*

APPENDIX M

Vehicle Miles of Travel

APPENDIX M: VEHICLE MILES OF TRAVEL (VMT)

Mobility Fee Schedule of Land Uses	Unit of Measure	Trip Gen (TG)	% New Trips (%NT)	Vehicle Trip Length (VTL)	Vehicle Miles of Travel (VMT)
Residential Uses					
Single-Family Detached	per Dwelling Unit	9.43	1.0	5.66	53.37
Single-Family Attached	per Dwelling Unit	7.20	1.0	5.66	40.75
Multifamily	per Dwelling Unit	6.74	1.0	5.66	38.15
Mobile Home and Micro (Tiny) Home	per Dwelling Unit	7.12	1.0	5.66	40.30
Institutional Uses					
Community Serving (Cultural Center, Gallery, Lodge, Performance Venue, Place of Assembly or Worship)	per 1,000 Sq. Ft.	5.52	0.5	6.68	18.44
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 Sq. Ft.	6.68	0.9	5.62	33.79
Private Education (Afterschool, Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	9.82	0.5	7.14	35.06
Recreational Uses					
Marina (Wet berths, dry slips, fueling, maintenance, repair, and service)	per Berth plus per ten (10) dry slips	2.41	0.8	5.63	10.18
Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)	per Acre	28.45	0.8	5.73	122.26
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports)	per 1,000 Sq. Ft.	24.86	0.8	5.73	106.84
Industrial Uses					
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 Sq. Ft.	3.85	1.0	6.52	25.10
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Wholesale Nursery, Warehouse)	per 1,000 Sq. Ft.	2.34	0.7	4.42	7.24
Office Uses					
Office (General, Post Secondary Education, Hospital, Professional)	per 1,000 Sq. Ft.	11.63	1.0	6.52	75.83
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 Sq. Ft.	29.33	0.7	6.63	136.12
Retail Uses					
Retail (Not Otherwise Specified on Schedule)	per 1,000 Sq. Ft.	38.34	0.5	4.44	85.11
Bank	per 1,000 Sq. Ft.	100.35	0.3	4.42	133.06
Convenience Store	per 1,000 Sq. Ft.	326.47	0.2	4.69	306.23
Drinking Establishment (Bar, Brewery, Distillery or Wine Tasting Tap Room, Club)	per 1,000 Sq. Ft.	69.78	0.3	5.06	105.93
Fast Food or Quick Service Restaurant	per 1,000 Sq. Ft.	354.87	0.2	5.06	359.13
Furniture Store	per 1,000 Sq. Ft.	6.30	1.0	4.44	27.97
Grocery Store	per 1,000 Sq. Ft.	95.61	0.4	4.44	169.80
Pharmacy or Dispensary	per 1,000 Sq. Ft.	129.40	0.4	4.42	228.78
Sit Down Table Service Restaurant	per 1,000 Sq. Ft.	103.31	0.3	5.06	156.82
Superstore	per 1,000 Sq. Ft.	50.52	0.5	4.44	112.15
Variety or Dollar Store	per 1,000 Sq. Ft.	63.66	0.5	4.44	141.33
Motor Vehicle or Boat Sales	per 1,000 Sq. Ft.	26.39	0.8	4.44	93.74
Wholesale Club	per 1,000 Sq. Ft.	42.46	0.5	4.44	94.26
Non-Residential Uses Per Unit of Measure					
Overnight Lodging	per Room	6.67	1.0	5.66	37.75
Recreational Vehicle or Travel Trailer Park	per Space	3.69	1.0	5.66	20.89
Bank Drive-Thru or Free-Standing ATM	per Lane or ATM	143.04	0.3	4.42	189.67
Motor Vehicle or Boat Cleaning (Detailing, Wash, Wax)	per Bay, Lane, Stall plus per five (5) Finishing Stations	321.08	0.3	4.42	425.75
Motor Vehicle Charging or Fueling (Commercial Facility which requires Payment)	per Charging or Fueling Position	279.39	0.1	4.42	123.49
Motor Vehicle or Boat Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires)	per Bay or Stall	33.35	0.5	4.42	73.70
Fast Food or Quick Service Restaurant Drive Thru	per Lane	507.99	0.2	5.06	514.09

APPENDIX N

2022 National Household Travel Survey Data: Trip Purpose

APPENDIX N: 2022 NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS): TRIP PURPOSE

TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTF)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTF)	PERSON TRIP LENGTH (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGTH (VTL)	VEHICLE OCCUPANCY (VO)
HOME	6,624,199,495	1.48	35,285,186,340	1.39	5.33	4,481,465,384	25,369,936,263	5.66	1.23
WORK	2,356,526,265	1.20	14,005,861,272	1.09	5.94	1,963,205,320	12,791,853,794	6.52	1.11
PERSONAL ERRANDS	2,327,061,591	1.85	9,405,177,297	1.69	4.04	1,260,912,296	5,576,684,072	4.42	1.40
COMMUNITY SERVING	327,996,315	1.68	2,278,360,799	1.70	6.95	195,014,877	1,398,131,292	6.86	0.95
BUY MEALS	1,296,017,136	1.47	6,312,093,174	1.41	4.87	882,552,649	4,467,855,320	5.06	1.65
BUY GOODS	2,448,057,314	1.61	11,228,112,070	1.66	4.59	1,522,626,824	6,754,766,833	4.44	1.51
BUY MEALS / ERRANDS	3,623,078,726	1.69	15,717,270,471	1.56	4.34	2,143,464,945	10,044,539,392	4.69	1.52
SOCIAL / EXERCISE / RECREATION / ENTERTAINMENT	1,560,480,187	1.57	8,228,763,255	1.44	5.27	995,616,323	5,700,852,466	5.73	1.31
HOME / FAMILY CARE	6,704,117,185	1.48	35,463,058,263	1.39	5.29	4,527,867,430	25,458,872,225	5.62	1.37
SCHOOL / COMMUNITY SERVICE / FAMILY CARE	1,540,739,204	1.63	10,822,020,193	1.61	7.02	944,303,029	6,738,819,466	7.14	1.32
MEDICAL / DENTAL / WORK	2,687,488,295	1.19	16,395,855,869	1.09	6.10	2,264,267,016	15,007,513,045	6.63	1.23
RECREATION / ENTERTAINMENT	498,922,452	1.64	2,723,966,006	1.58	5.46	305,103,669	1,718,741,922	5.63	1.74

Source: 2022 National Household Travel Survey (NHTS). Summary of Trip Purpose for South Atlantic MSA/CMSA less than 1 million population. Average of trips based on trip lengths of 15 Miles or Less.

APPENDIX O

Person Travel Demand (PTD)

APPENDIX O: PERSON TRAVEL DEMAND (PTD) PER LAND USE

Mobility Fee Schedule of Land Uses	Unit of Measure	Limited Access Factor (LAF)	State Road Factor (SRF)	Person Miles of Travel Factor (PMTF)	Trip Purpose Factor (TPF)	Person Travel Demand (PTD)
Residential Uses						
Single-Family Detached	per Dwelling Unit	43.82	9.58	1.39	0.3612	4.81
Single-Family Attached	per Dwelling Unit	33.46	7.32	1.39	0.3612	3.68
Multifamily	per Dwelling Unit	31.32	6.85	1.39	0.3612	3.44
Mobile Home and Micro (Tiny) Home	per Dwelling Unit	33.09	7.24	1.39	0.3612	3.63
Institutional Uses						
Community Serving (Cultural Center, Gallery, Lodge, Performance Venue, Place of Assembly or Worship)	per 1,000 Sq. Ft.	15.14	3.31	1.7	0.2195	1.24
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 Sq. Ft.	27.74	6.07	1.39	0.2195	1.85
Private Education (Afterschool, Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	28.78	6.29	1.61	0.2195	2.22
Recreational Uses						
Marina (Wet berths, dry slips, fueling, maintenance, repair, and service)	per Berth plus per ten (10) dry slips	8.36	1.83	1.58	0.2195	0.63
Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)	per Acre	100.38	21.95	1.44	0.2195	6.94
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports)	per 1,000 Sq. Ft.	87.72	19.18	1.44	0.2195	6.06
Industrial Uses						
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 Sq. Ft.	20.61	4.51	1.09	0.1413	0.69
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Wholesale Nursery, Warehouse)	per 1,000 Sq. Ft.	5.94	1.3	1.69	0.2759	0.61
Office Uses						
Office (General, Post Secondary Education, Hospital, Professional)	per 1,000 Sq. Ft.	62.26	13.62	1.09	0.1413	2.10
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 Sq. Ft.	111.75	24.44	1.09	0.2195	5.85
Retail Uses						
Retail (Not Otherwise Specified on Schedule)	per 1,000 Sq. Ft.	69.88	15.28	1.66	0.2759	7.00
Bank	per 1,000 Sq. Ft.	109.24	23.89	1.69	0.2759	11.14
Convenience Store	per 1,000 Sq. Ft.	251.41	54.98	1.56	0.2759	23.66
Drinking Establishment (Bar, Brewery, Distillery or Wine Tasting Tap Room, Club)	per 1,000 Sq. Ft.	86.97	19.02	1.41	0.2759	7.40
Fast Food or Quick Service Restaurant	per 1,000 Sq. Ft.	294.85	64.48	1.41	0.2759	25.08
Furniture Store	per 1,000 Sq. Ft.	22.96	5.02	1.66	0.2759	2.30
Grocery Store	per 1,000 Sq. Ft.	139.41	30.49	1.66	0.2759	13.96
Pharmacy or Dispensary	per 1,000 Sq. Ft.	187.83	41.08	1.69	0.2759	19.15
Sit Down Table Service Restaurant	per 1,000 Sq. Ft.	128.75	28.16	1.41	0.2759	10.95
Superstore	per 1,000 Sq. Ft.	92.08	20.14	1.66	0.2759	9.22
Variety or Dollar Store	per 1,000 Sq. Ft.	116.03	25.38	1.66	0.2759	11.62
Motor Vehicle or Boat Sales	per 1,000 Sq. Ft.	76.96	16.83	1.66	0.2759	7.71
Wholesale Club	per 1,000 Sq. Ft.	77.39	16.93	1.66	0.2759	7.75
Non-Residential Uses Per Unit of Measure						
Overnight Lodging	per Room	30.99	6.78	1.39	0.3612	3.40
Recreational Vehicle or Travel Trailer Park	per Space	17.15	3.75	1.39	0.3612	1.88
Bank Drive-Thru or Free-Standing ATM	per Lane or ATM	155.72	34.06	1.69	0.2759	15.88
Motor Vehicle or Boat Cleaning (Detailing, Wash, Wax)	per Bay, Lane, Stall plus per five (5) Finishing Stations	349.54	76.44	1.69	0.2759	35.64
Motor Vehicle Charging or Fueling (Commercial Facility which requires Payment)	per Charging or Fueling Position	101.39	22.17	1.69	0.2759	10.34
Motor Vehicle or Boat Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires)	per Bay or Stall	60.51	13.23	1.69	0.2759	6.17
Fast Food or Quick Service Restaurant Drive Thru	per Lane	422.07	92.31	1.41	0.2759	35.91

Source: Limited Access Evaluation Factor (LEAF) (Table 12), State Road Factor (SRF) (Table 13), Person Miles of Travel Factor (PMTF) (Appendix D), Trip Purpose Factor (TPF) (Table 14), Person Travel Demand (PTD) (Figure 7).

APPENDIX P

Mobility Fee Schedule

APPENDIX P: MOBILITY FEE SCHEDULE		
Schedule of Land Uses	Unit of Measure	Mobility Fee
Residential Uses		
Single-Family Detached	per Dwelling Unit	\$1,009
Single-Family Attached	per Dwelling Unit	\$772
Multifamily	per Dwelling Unit	\$722
Mobile Home and Micro (Tiny) Home	per Dwelling Unit	\$762
Institutional Uses		
Community Serving (Cultural Center, Gallery, Lodge, Performance Venue, Place of Assembly or Worship)	per 1,000 Sq. Ft.	\$260
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 Sq. Ft.	\$388
Private Education (Afterschool, Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	\$466
Recreational Uses		
Marina (Wet berths, dry slips, fueling, maintenance, repair, and service)	per Berth plus per ten (10) dry slips	\$132
Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)	per Acre	\$1,456
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports)	per 1,000 Sq. Ft.	\$1,271
Industrial Uses		
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 Sq. Ft.	\$145
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Wholesale Nursery, Warehouse)	per 1,000 Sq. Ft.	\$128
Office Uses		
Office (General, Post Secondary Education, Hospital, Professional)	per 1,000 Sq. Ft.	\$441
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 Sq. Ft.	\$1,227
Retail Uses		
Retail (Not Otherwise Specified on Schedule)	per 1,000 Sq. Ft.	\$1,469
Bank	per 1,000 Sq. Ft.	\$2,337
Convenience Store	per 1,000 Sq. Ft.	\$4,964
Drinking Establishment (Bar, Brewery, Distillery or Wine Tasting Tap Room, Club)	per 1,000 Sq. Ft.	\$1,552
Fast Food or Quick Service Restaurant	per 1,000 Sq. Ft.	\$5,262
Furniture Store	per 1,000 Sq. Ft.	\$483
Grocery Store	per 1,000 Sq. Ft.	\$2,929
Pharmacy or Dispensary	per 1,000 Sq. Ft.	\$4,017
Sit Down Table Service Restaurant	per 1,000 Sq. Ft.	\$2,297
Superstore	per 1,000 Sq. Ft.	\$1,934
Variety or Dollar Store	per 1,000 Sq. Ft.	\$2,438
Motor Vehicle or Boat Sales	per 1,000 Sq. Ft.	\$1,617
Wholesale Club	per 1,000 Sq. Ft.	\$1,626
Non-Residential Uses Per Unit of Measure (* denotes Additive Mobility Fee)		
Overnight Lodging	per Room	\$713
Recreational Vehicle or Travel Trailer Park	per Space	\$394
Bank Drive-Thru or Free-Standing ATM*	per Lane or ATM	\$3,331
Motor Vehicle or Boat Cleaning (Detailing, Wash, Wax)*	per Bay, Lane, Stall plus per five (5) Finishing Stations	\$7,477
Motor Vehicle Charging or Fueling (Commercial Facility which requires Payment)*	per Charging or Fueling Position	\$2,169
Motor Vehicle or Boat Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires)*	per Bay or Stall	\$1,294
Fast Food or Quick Service Restaurant Drive Thru*	per Lane	\$7,534
*Additive Mobility Fees are assessed in addition to the Retail Mobility Fee associated with the square footage of buildings or structures.		

APPENDIX Q

Proportionate Share Contributions

APPENDIX Q: PROPORTIONATE SHARE CONTRIBUTIONS

	Project Name	Land Use	Number of Lots	Date Plans Approved	Cash Amount	In-kind Mitigation Value	Proposed In-kind Mitigation	Value of Traffic Mitigation	Traffic Mitigation Status	Per Unit Mitigation
1	Patriot Ridge (Development Agreement)	Residential	657	11/5/2019	\$ 1,300,524.00			\$ 1,300,524	Partially Paid	\$ 1,979.49
2	Hillwood Estates	Residential	45	12/3/2020		\$ 40,500.00	13' ROW Donation	\$ 40,500	Dedicated	\$ 900.00
3	Silvercrest Subdivision	Residential	89	6/30/2021	\$ 47,899.00			\$ 47,899	Paid	\$ 538.19
4	Highlands Phase 1 (Dev. Agreement)	Residential	64	10/21/2021	\$ 21,722.00	\$ 100,000.00	Right Turn Lanes	\$ 121,722	Not Pd/Cons.	\$ 1,901.91
5	White Wolf Run (D/W, City of Crestview)	Residential	332	3/2/2021		\$ 489,847.10	Jones Rd Relocation	\$ 489,847	Not Constr.	\$ 1,475.44
6	Silver Lake Village	Residential	78	12/7/2021	\$ 39,438.00			\$ 39,438	Paid	\$ 505.62
7	Southern Belle Subdivision	Residential	28	8/29/2022	\$ 16,902.00			\$ 16,902	Paid	\$ 603.64
8	Arbor Grove Subdivision	Residential	145	11/14/2022	\$ 76,059.00			\$ 76,059	Not Paid	\$ 524.54
9	Lantern Ridge (D/W, City of Crestview)	Residential	39	11/17/2022	\$ 19,719.00			\$ 19,719	Paid	\$ 505.62
10	Days Landing Subdivision	Residential	33	12/13/2022	\$ 19,719.00			\$ 19,719	Paid	\$ 597.55
11	Magnolia Blossoms (Dev. Agreement)	Residential	576	1/4/2023	\$ 247,896.00			\$ 247,896	Not Paid	\$ 430.38
12	Ashton View Subdivision	Residential	46	1/24/2023	\$ 25,353.00			\$ 25,353	Not Paid	\$ 551.15
13	Cherry Brooke (D/W, City of Crestview)	Residential	110	4/18/2023	\$ 67,608.00			\$ 67,608	Not Paid	\$ 614.62
14	Buckhaven Subdivision	Residential	131	Pending		\$ 149,068.74	Buck W. Rd Widening	\$ 149,069	Under Review	\$ 1,137.93
15	Creekside S/D	Residential	54	5/23	\$ 81,693.00			\$ 81,693	Not Paid	\$ 1,512.83
16	Myrtle Wood S/D	Residential	36	5/23	\$ 22,536.00			\$ 22,536	Not Paid	\$ 626.00
17	Houston Place S/D	Residential	72	5/4/2023		\$ 259,355.00	Left Turn Lane	\$ 259,355	Not Constr.	\$ 3,602.15
18	Chelsea Village Ph I	Residential	301	Pending	\$ 149,501.00			\$ 149,301	Under Review	\$ 496.02
19	Independence S/D	Residential	1,200	Pending	\$ 319,444.12	\$ 469,315.88	66' ROW Donation	\$ 788,760	Under Review	\$ 657.30
20	Highlands Phase 2&3 (DA, Future Phases)	Residential	189	Pending	\$ 198,011.00	\$ 100,000.00	Right Turn Lanes	\$ 298,011	Not Pd/Cons.	\$ 1,576.78

Source: Okaloosa County

APPENDIX R

Population Comparison

APPENDIX R: POPULATION COMPARISON

County & Municipalities	April 1st, 2022	Change	April 1st, 2020
Alachua County	287,872	9,404	278,468
Alachua	10,844	270	10,574
Archer	1,151	11	1,140
Gainesville	145,879	4,794	141,085
Hawthorne	1,480	2	1,478
High Springs	6,741	526	6,215
La Crosse	288	-28	316
Micanopy	656	8	648
Newberry	8,066	724	7,342
Waldo	875	29	846
UNINCORPORATED	111,892	3,068	108,824
Okaloosa County	215,751	4,083	211,668
Cinco Bayou	455	-2	457
Crestview	27,542	408	27,134
Destin	14,472	541	13,931
Fort Walton Beach	21,011	89	20,922
Laurel Hill	627	43	584
Mary Esther	4,396	414	3,982
Niceville	16,186	414	15,772
Shalimar	774	37	737
Valparaiso	4,926	174	4,752
UNINCORPORATED	125,362	1,965	123,397

Source: Bureau for Economic and Business Research (BEBR) at the University of Florida.

APPENDIX S

Alachua & Walton Counties Mobility Fee Schedules

Alachua County Mobility Fee	Alachua County West			Alachua County East			Currently Adopted MMTM			Percent Increase
	NON TND/TOD	TND	TOD	NON TND/TOD	TND	TOO	NON TND/TOO	TND	TOO		NON TND/TOD
Residential Per 1,000 Sq. Ft.										
Urban Cluster Residential	\$ 3,865	\$ 3,283	\$ 2,902	\$ 2,159	\$ 1,834	\$ 1,621	\$ 3,164	\$ 2,494	\$ 1,851	22%
Urban Cluster Residential Expansion	\$ 1,932	\$ 1,645	\$ 1,451	\$ 1,080	\$ 919	\$ 811	\$ 1,582	\$ 1,247	\$ 929	22%
Outside Urban Cluster Residential	\$ 5,415	\$ -	\$ -	\$ 3,025	\$ -	\$ -	--	--	--	--
Outside Urban Cluster Residential Expansion	\$ 2,708	\$ -	\$ -	\$ 1,513	\$ -	\$ -	--	--	--	--
Recreation per 1,000 Sq. Ft. or unit of measure										
Outdoor Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis) per Acre	\$ 6,081	\$ 5,168	\$ 4,560	\$ 3,397	\$ 2,887	\$ 2,547	--	--	--	--
Indoor Recreation (Fitness, Health, Indoor Sports, Kids Activities, Theater, Yoga)	\$ 11,509	\$ 9,783	\$ 8,630	\$ 6,430	\$ 5,465	\$ 4,822	\$ 9,864	\$ 8,384	\$ 6,904	17%
Institutional per 1,000 Sq. Ft.										
Community Serving (Civic, Clubhouse, Lodge, Museum, Performing Arts, Place of Assembly or Worship)	\$ 3,784	\$ 3,215	\$ 2,838	\$ 2,114	\$ 1,796	\$ 1,585	\$ 3,256	\$ 2,767	\$ 2,306	16%
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	\$ 2,495	\$ 2,122	\$ 1,871	\$ 1,394	\$ 1,186	\$ 1,045	\$ 1,934	\$ 1,644	\$ 1,354	29%
Private Education (Day Care, Private Primary School, Pre-K)	\$ 4,357	\$ 3,705	\$ 3,268	\$ 2,434	\$ 2,070	\$ 1,826	\$ 3,502	\$ 2,977	\$ 2,480	24%
Office per 1,000 Sq. Ft.										
Office (General, Higher Education, Hospital, Professional, Tutoring)	\$ 6,065	\$ 5,154	\$ 4,552	\$ 3,388	\$ 2,879	\$ 2,543	\$ 4,899	\$ 4,164	\$ 3,429	24%
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	\$ 8,555	\$ 7,273	\$ 6,418	\$ 4,779	\$ 4,063	\$ 3,585	\$ 7,133	\$ 6,063	\$ 4,993	20%
Industrial Buildings per 1,000 Sq. Ft.										
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	\$ 4,097	\$ 3,480	\$ 3,073	\$ 2,289	\$ 1,944	\$ 1,717	\$ 4,384	--	--	-7%
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	\$ 1,513	\$ 1,286	\$ 1,135	\$ 845	\$ 719	\$ 634	\$ 1,393	--	\$ 697	9%
General Commercial Retail per 1,000 Sq. Ft.										
Local Retail (Non-Chain or Franchisee) (Entertainment, Restaurant, Retail, Sales, Services)	\$ 5,576	\$ 4,739	\$ 4,183	\$ 3,115	\$ 2,648	\$ 2,337	\$ 8,321	\$ 6,585	\$ 4,938	-33%
Multi-Tenant Retail (Excludes Retail Uses with Specific Land Use)	\$ 12,745	\$ 10,833	\$ 9,558	\$ 7,120	\$ 6,052	\$ 5,340	\$ 10,859	\$ 9,114	\$ 7,263	17%
Free-Standing Retail (Discount, Entertainment, Financial, Pharmacy, Retail, Sales, Services, Superstore)	\$ 25,126	\$ 21,356	\$ 18,843	\$ 14,037	\$ 11,931	\$ 10,527	\$ 21,898	\$ 18,614	\$ 15,329	15%
Grocery or Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	\$ 29,581	\$ 25,145	\$ 22,187	\$ 16,526	\$ 14,048	\$ 12,395	\$ 21,775	\$ 18,509	\$ 15,242	36%
Convenience Store (With or Without Motor Vehicle Fueling)	\$ 38,375	\$ 32,618	\$ 28,782	\$ 21,439	\$ 18,223	\$ 16,079	\$ 33,085	\$ 28,123	\$ 23,160	16%
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual, Fast Food, Take Away, Virtual)	\$ 31,002	\$ 26,351	\$ 23,251	\$ 17,320	\$ 14,722	\$ 12,990	\$ 26,295	\$ 22,351	\$ 18,406	18%
Non-Residential (NR) per Unit of Measure (All Uses, except Overnight Lodging & Mobile Residence, Fees = Retail Building fee per Sq. Ft. fee plus NR fee per Unit of Measure)										
Financial Service Drive-Thru Lane or Free-Standing ATM per Lane or ATM	\$ 25,212	\$ 21,431	\$ 18,910	\$ 14,085	\$ 11,973	\$ 10,564	\$ 20,519	\$ 17,441	\$ 14,364	23%
Overnight Lodging per Room	\$ 5,437	\$ 4,623	\$ 4,080	\$ 3,038	\$ 2,583	\$ 2,279	\$ 4,708	\$ 3,767	\$ 2,825	15%
Mobile Residence (RV, Travel Trailer, Tiny Home on Wheels) per Lot or Space	\$ 2,572	\$ -	\$ -	\$ 1,437	\$ -	\$ -	--	--	--	--
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) per Two Finishing Stations & per Tunnel	\$ 9,662	\$ 8,212	\$ 7,247	\$ 5,398	\$ 4,588	\$ 4,048	\$ 8,858	\$ 5,541	\$ 4,563	41%
Motor Vehicle Charging or Fueling per Charging Station & per Fueling Position	\$ 20,406	\$ 17,345	\$ 15,304	\$ 11,400	\$ 9,690	\$ 8,550	\$ 33,085	\$ 28,123	\$ 23,160	23%
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) per Service Bay	\$ 7,966	\$ 6,770	\$ 5,974	\$ 4,450	\$ 3,782	\$ 3,338	\$ 6,243	\$ 5,254	\$ 4,327	28%
Pharmacy Drive-Thru per Lane	\$ 14,468	\$ 12,297	\$ 10,851	\$ 8,083	\$ 6,870	\$ 6,062	\$ 14,897	\$ 12,662	\$ 10,428	--
Quick Service Restaurant Drive-Thru per Lane	\$ 36,840	\$ 31,314	\$ 27,630	\$ 20,581	\$ 17,494	\$ 15,436	\$ 26,295	\$ 22,351	\$ 18,406	--

APPENDIX S: WALTON COUNTY MOBILITY FEE SCHEDULE

Land Use Categories, Land Use Classifications, and Representative Uses	Unit of Measure (UM)	South Walton Planning Area	South Central Walton Planning Area	North Central Walton Planning Area	North Walton Planning Area
Residential & Overnight Accommodations					
<small>Affordable & Workforce Residential shown as reduced as permitted per Florida Statute (Fla. Sta.) 193.3180 (5) [1] G. Can be waived by County per Fla. Sta. 193.31801 (1) per Affordable de-finition in Fla. Sta. 420.0073</small>					
Affordable & Workforce Residential (Single-Family, Multi-Family, Mobile Residence)	per dwelling unit	\$681	\$368	\$915	\$178
Single-Family Residential Detached (One Dwelling Unit)	per 1,000 sq. ft.	\$1,362	\$735	\$629	\$356
Single-Family Residential Attached (Two or Three Dwelling Units)	per bedroom	\$692	\$374	\$320	\$181
Multi-Family Residential (Four or More Dwelling Units, Rooming & Boarding)	per bedroom	\$868	\$469	\$401	\$227
Overnight Accommodations (B&B, Hotel, Motel, Lodging, Short Term Vacation Rental)	per room	\$1,924	\$1,039	\$889	\$509
Mobile Residence Park (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	\$1,673	\$903	\$773	\$437
Institutional Uses					
Community Serving (Civic, Place of Assembly or Worship, Museum, Gallery)	per 1,000 sq. ft.	\$436	\$236	\$202	\$114
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	\$587	\$317	\$271	\$153
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	\$501	\$271	\$232	\$131
Heavy & Light Industrial Uses					
Industrial (Assembly, Brewery, Fabrication, Manufacturing, Production, Utilities, Trades)	per 1,000 sq. ft.	\$465	\$251	\$215	\$121
Commercial Storage (Boats, RVs & Outdoor Storage, Mini-Warehouse, Nursery, Warehouse)	per 1,000 sq. ft.	\$223	\$120	\$103	\$58
Active Recreation Uses (Privately owned facilities that charge admission, fees, or membership)					
Marina (including dry storage) per berth	per berth	\$336	\$182	\$155	\$88
Outdoor Commercial Recreation (Active Recreation or Outdoor Amusement)	per acre	\$1,113	\$601	\$514	\$291
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	\$2,269	\$1,225	\$1,049	\$593
Professional Service & Office Uses					
Office (Business, General, Hospital, Professional, Post-Secondary Education, Research)	per 1,000 sq. ft.	\$882	\$476	\$408	\$230
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	\$1,458	\$787	\$674	\$381
General & Neighborhood Commercial Uses					
Retail (Entertainment, Restaurant, Retail, Sales, Services)	per 1,000 sq. ft.	\$2,590	\$1,399	\$1,197	\$676
High Impact Retail (Banks, Car Wash, Liquor, Pharmacy, Sit Down Restaurant, Supermarket)	per 1,000 sq. ft.	\$4,172	\$2,253	\$1,928	\$1,090
Convenience Retail (Convenience Store, Gas Station, Fast Food, Quick Service Restaurant)	per 1,000 sq. ft.	\$12,775	\$6,898	\$5,905	\$3,336

Prepared by NHE Urban Concepts, LLC

MAP A




Mobility Fee Assessment Area



SEPTEMBER 2024

2045 OKALOOSA COUNTY MOBILITY FEE

MOBILITY FEE ASSESSMENT AREA

-  Mobility Fee Assessment Area
-  Okaloosa Municipalities
-  Okaloosa County

**Mobility Fee not assessed within municipalities*



MAP B




Mobility Fee Benefit Districts



SEPTEMBER 2024

2045 OKALOOSA COUNTY MOBILITY FEE

MOBILITY FEE BENEFIT DISTRICTS

-  North Okaloosa Benefit District
-  South Okaloosa Benefit District
-  Okaloosa County

**Mobility Fees are to be spent within the Benefit District in which they are collected. The Mobility Fee Ordinance provides additional guidance and requirements for expenditure of Mobility Fees between Benefit Districts.*



MAP C

Mobility Fee Study Area



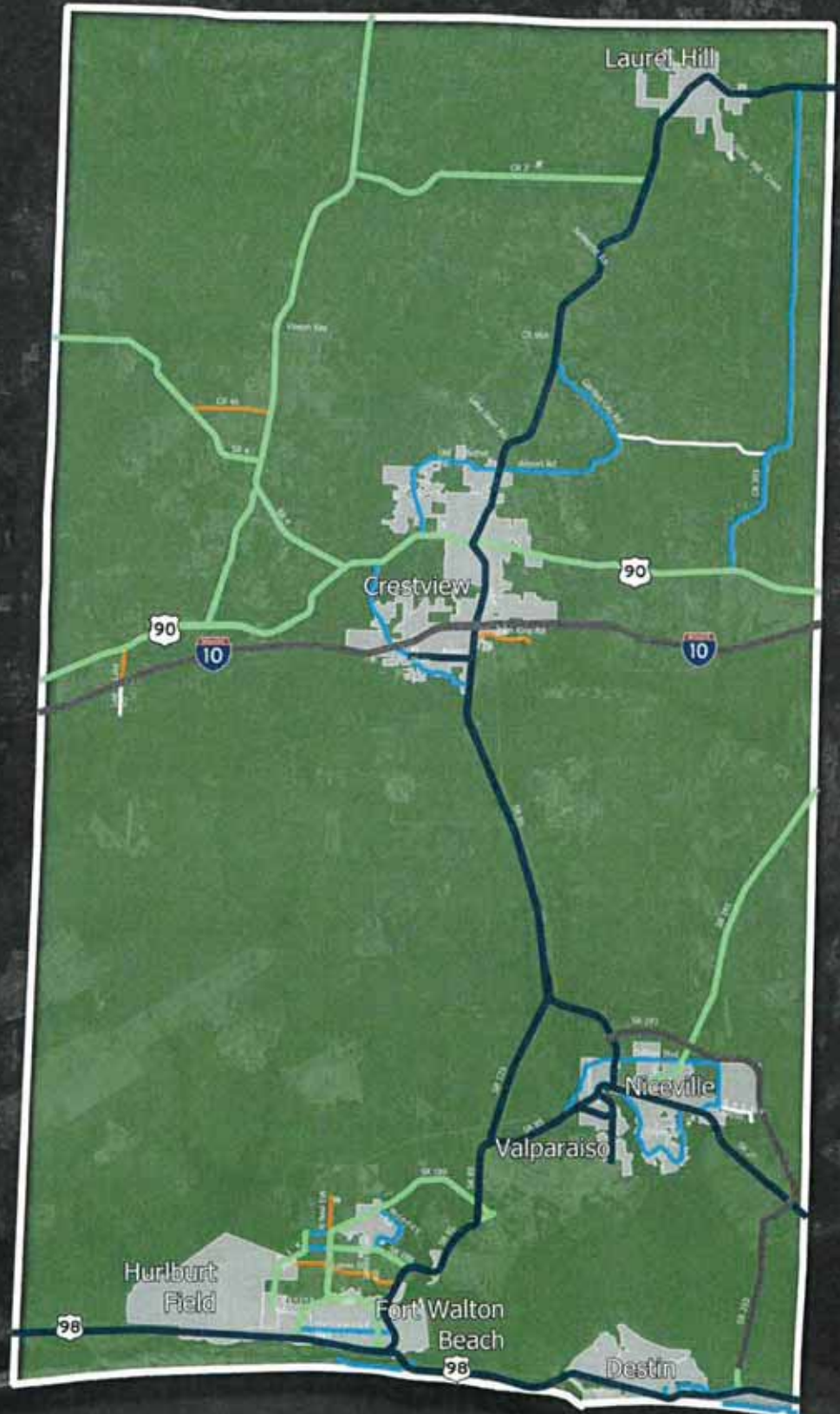
SEPTEMBER 2024

2045 OKALOOSA COUNTY MOBILITY FEE

MOBILITY STUDY AREA & NETWORK

- Limited Access
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Minor Collector*
- Assesment Area
- Municipalities
- Okaloosa County

**Roads do not qualify for Non-Residential Allowance for Suburban Residential (SR) Land Uses per Future Land Use Element Policy 10.1A.*



This is the Last Page in the

**Okaloosa County
Mobility Fee
Technical Report**

September 2024



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

Contact: Jonathan B. Paul, AICP | Principal

Northwest Florida Office:

34990 Emerald Coast Pkwy
Suite 396
Destin, FL 32451-8662

Southeast Florida Office:

2000 PGA Blvd
Suite 4440
Palm Beach Gardens, FL 33408

P 833-NUC-8484

E nueurbanconcepts@gmail.com

www.nueurbanconcepts.com



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

THE
REPUBLIC
DESIGN^{LLC}

futureplan

ORDINANCE 2024-__

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA AMENDING THE OKALOOSA COUNTY LAND DEVELOPMENT CODE, ORDINANCE 91-01, AS AMENDED; REVISING CERTAIN PORTIONS OF CHAPTER 4 RELATED TO CONCURRENCY MANAGEMENT, SPECIFICALLY EXEMPTIONS AND EXCEPTIONS, DETERMINATION OF CONCURRENCY, PRO RATA SHARE, LEVEL OF SERVICE; ESTABLISHING THE OKALOOSA COUNTY MOBILITY FEE SYSTEM; REVISING CHAPTER 12 RELATED TO THE SCHEDULE OF FEES; REVISING APPENDIX A: DEFINITIONS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

RECITALS

WHEREAS, pursuant to Article VIII, Section (1)(g) of the Florida Constitution and Chapter 125, F.S., Okaloosa County has broad home rule powers to adopt ordinances to provide for and operate multimodal transportation systems, including bicycle, pedestrian, and transit facilities, roadways, intersections, and regulate the use of shared mobility services and use of new mobility technology within the County; and

WHEREAS, Chapter 163, F.S., requires that all local governments adopt and maintain comprehensive plans to manage growth within their jurisdictions, consisting of several elements as well as a map depicting the future uses of land throughout the jurisdiction and requiring the adoption of land development regulations to regulate growth and development; and

WHEREAS, Okaloosa County adopted, and has from time to time amended, Ordinance 91-01 that establishes the Okaloosa County Land Development Code as required by Chapter 163 to implement the Comprehensive Plan; and

WHEREAS, Chapter 4 of the Okaloosa County Land Development Code implements the concurrency provisions of the Okaloosa County Comprehensive Plan including for transportation throughout the County; and

WHEREAS, the current Okaloosa County transportation concurrency and proportionate share system is principally focused on vehicular mobility, whereas the mobility plan and mobility fee system emphasize a holistic view on the provision of mobility through walking, biking, transit, motor vehicles and new personal and shared mobility technology; and

WHEREAS, Okaloosa County is experiencing growth in population and employment from new development that results in increase in person travel demand and the need to add and expand mobility projects as part of the countywide multimodal transportation system;

WHEREAS, § 163.3180(5)(i), F.S., encourages local governments to develop tools and techniques including adoption of long-term strategies to facilitate development patterns that support multimodal solutions, adoption of area wide service standards that are not dependent on any single road segment function, and establishing multimodal service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide an adequate level of personal mobility; and

WHEREAS, § 163.3180(5)(i), F.S., authorizes local governments to adopt an alternative transportation system; and

WHEREAS, Okaloosa County intends to adopt a mobility fee system, based on the mobility projects included in a mobility plan, as an alternative transportation system consistent with § 163.3180(5)(i), F.S.; and

WHEREAS, Okaloosa County intends to replace its transportation concurrency and proportionate share system, per Land Development Code Chapter 4 Concurrency Management, with a mobility fee system consistent with the requirements for an alternative transportation system pursuant with § 163.3180(5)(i), F.S.; and

WHEREAS, the mobility fee system is a source of revenue paid by new development to offset its person travel demand impact to the countywide multimodal transportation system by funding mobility projects identified in a mobility plan that increase multimodal capacity for walking, biking, transit, and driving; and

WHEREAS, imposition of a mobility fee requiring new development within unincorporated Okaloosa County to contribute its attributable share of the cost of mobility projects is necessary and reasonably related to the public health, safety, and welfare of the people of the County; provided that the mobility fee does not exceed the actual amount necessary to offset the person travel demand on multimodal capacity generated by new development; and

WHEREAS, new development generating an increase in personal travel demand shall not be required to pay both proportionate share and a mobility fee upon the effective date of the mobility fee whereby it is assessed on new development; and

WHEREAS, Okaloosa County, in the Transportation Element of its Comprehensive Plan sets out goals, objectives and policies to develop and maintain a safe, convenient, and efficient multimodal transportation system coordinated with the Future Land Use Plan; and

WHEREAS, the mobility fees imposed hereby (1) are in compliance with the "dual rational nexus test" developed under Florida case law, (2) meet the "essential nexus" and "rough proportionality" requirements established by the United States Supreme Court, in *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987) and *Dolan v. City of Tigard*, 512 U.S. 374 (1994), (3) are consistent with the requirements set forth in § 163.31801, F.S., and (4) are consistent with and being imposed in accordance with § 163.31801, F.S.; and

WHEREAS, the Board of County Commissioners has determined that the proposed Ordinance adopting a mobility fee will help to preserve and enhance the rational nexus between the need for multimodal person travel demand generated by new development and the mobility fees imposed on that new development; and

WHEREAS, mobility fees shall be assessed on new development in unincorporated Okaloosa County and within any municipality that elects to collect the County's mobility fee through an interlocal agreement; and

WHEREAS, establishment of mobility fee benefit districts to regulate mobility fee expenditures is the best method of ensuring that the mobility projects funded by mobility fees have the rational nexus and benefit to new development for which the mobility fees were paid; and

WHEREAS, mobility fees collected will be deposited into mobility fee special revenue funds for each mobility fee benefit districts and expended for the purposes set forth herein; and

WHEREAS, mobility fees imposed hereunder achieve the goals, objectives and policies of the Comprehensive Plan and utilize the tools and techniques encouraged by § 163.31801, F.S.; and

WHEREAS, Okaloosa County developed a 2045 Mobility Plan and Mobility Fee Technical Report dated September 2024 prepared by NUE Urban Concepts, LLC, that provided the technical analysis to determine the mobility fee, based on the mobility projects identified in the mobility plan, constitutes a proper factual predicate for imposition and expenditure of the mobility fees; and

WHEREAS, after due public notice having been provided, Okaloosa County held a public hearing on November 14, 2024, and December 2, 2024, to consider the adoption of the proposed amendment to its Land Development Code, in accordance with § 163.3184, F.S.; and

WHEREAS, Chapter 12 of the Okaloosa County Land Development Code establishes the mobility fee schedule for the provisions of the Okaloosa County Land Development Code; and

WHEREAS, the Board of County Commissioners has determined that it is advisable and in the public interest to amend the Okaloosa County Land Development Code to provide for mobility fee provisions as provided herein.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA AS FOLLOWS:

Section 1. This Ordinance shall be referred to as the "Okaloosa County Mobility Fee Ordinance" establishing the procedures for setting the appropriate fees to be charged to mitigate transportation system impacts resulting from the development of land within unincorporated Okaloosa County.

Section 2. Chapters 4, 12, and Appendix A of the Okaloosa County Land Development Code, are hereby amended as shown in Exhibits A, B, and C attached hereto and made a part of.

Section 3. This Ordinance hereby repeals any ordinances, or portions thereof, in conflict herewith.

Section 4. Should any word, phrase, sentence, section, subsection, or other provision of this Ordinance be held by a court of competent jurisdiction to be illegal, void, unenforceable, or unconstitutional, then the part so held shall be severed from this Ordinance and the remainder of this Ordinance shall remain in full force and effect.

Section 5. The effective date of the amendment to the Land Development Code (Okaloosa County Ordinance 91-01, as amended) as provided herein shall be concurrent with the effective date of Okaloosa County Comprehensive Plan Amendment No. _____, as provided in section 163.3187, Florida Statutes.

DULY PASSED AND ADOPTED in regular session this _____ day of _____, _____.

BOARD OF COUNTY COMMISSIONERS
OKALOOSA COUNTY, FLORIDA:

Paul Mixon
Chairman, Board of County Commissioners

ATTEST:

APPROVED AS TO FORM:

J.D. Peacock II
Clerk of Circuit Court

Lynn M. Hoshihara
County Attorney

Chapter 4 CONCURRENCY MANAGEMENT

1 4.00.00. Purpose.

2 It is the purpose of this chapter to describe the requirements and procedures for determination of
3 concurrency requirements of the comprehensive plan, Ordinance No. 90-1, as amended.

4 4.01.00. Concurrency management system.

5 This concurrency management system (CMS) is to verify that facilities and services needed to support
6 development are available concurrent with the impacts of such development. Prior to the issuance of a
7 development order, development permit, building permit, or certificate of occupancy, as may be applicable, the
8 system shall ensure that the adopted level of service standards in this chapter for ~~roadways~~, potable water,
9 sanitary sewer, solid waste, drainage, and recreation will be maintained. Annexation by any municipality shall not
10 change the service provider or service area for water and sewer services. Concurrency approval must be certified
11 by the water and sewer provider providing services to the geographic location of the proposed residential,
12 commercial, or industrial project.

13 4.01.01. Exemptions and exceptions.

14 The following exemptions and exceptions shall apply to the requirements of this chapter.

- 15 1. The concurrency requirements specified herein do not apply to public transit facilities. For the
16 purposes of this paragraph, public transit facilities include transit stations and terminals; transit station
17 parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus,
18 guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and
19 hangars for the maintenance or storage of aircraft. As used in this paragraph, the terms "terminals"
20 and "transit facilities" do not include seaports or commercial or residential development constructed
21 in conjunction with a public transit facility [Section 163.3180(4)(b), Florida Statutes].
- 22 2. Parcels of record recorded prior to July 10, 1990 shall be vested for the development of one dwelling
23 unit. A "parcel of record" is a piece of property duly recorded by plat or deed in the official records of
24 the clerk of court, and may include metes and bounds legal descriptions when such descriptions apply
25 to individual, discreet parcels of land.
- 26 ~~3. The urban development area as shown on the comprehensive plan future land use map is hereby~~
27 ~~designated as a "transportation concurrency exception area"~~
28 ~~"pursuant to Section 163.3180(5)(b), i.e. Florida Statutes. The planning official, after obtaining concurrence~~
29 ~~from the directors of the public works department and Okaloosa County Water and Sewer, and the~~
30 ~~county administrator, may grant an exception from the concurrency requirement for transportation~~
31 ~~facilities as specified herein if a proposed development project is otherwise consistent with the~~
32 ~~comprehensive plan and this code.~~
- 33 ~~3.4.~~ For the purpose of development order or permit, a proposed development may be deemed to have a
34 de minimis impact and may not be subject to the concurrency requirements if all of the following
35 conditions are met:

36 a. The development proposal is for an increase in density or intensity of less than or equal to twice
37 the density or intensity of the existing development of a vacant parcel of land, at a residential
38 density of less than four dwelling units per acre, or, for nonresidential uses, at an intensity of less
39 than 0.1 floor area ratio. Isolated vacant lots in predominantly built residential areas where
40 construction of a single-family house would be the most suitable use, may be developed for
41 single-family residential under the de minimis exception even if smaller than one-quarter acre in
42 size.

43 ~~b. The transportation impact of the proposed development alone does not exceed 0.1 percent of~~
44 ~~the maximum service volume at the adopted level of service standard for the peak hour of the~~
45 ~~affected transportation facility.~~

46 ~~c. The cumulative total transportation impact from the de minimis exemptions does not exceed~~
47 ~~three percent of the maximum service volume at the adopted level of service standard of the~~
48 ~~affected transportation facility if the facility does not meet the minimum level of service~~
49 ~~standard.~~

50 ~~b.d.~~ Small projects or additions that will have a negligible impact upon facilities and services as
51 determined by mutual agreement between ~~growth management,~~ public works, and the utility
52 service provider.

53 ~~4.5.~~ Notwithstanding section 4.01.06, the LOS may be degraded during the actual construction of new
54 facilities if upon completion the prescribed standards will be met.

55 4.01.02. Determination of concurrency.

56 Concurrency shall be evaluated and a final determination made by the ~~planning official~~ Public Works Director
57 prior to authorization of development. Any final determinations of concurrency by the ~~planning official~~ Public
58 Works Director shall be based upon initial concurrency determinations as follows:

59 1. The public works department shall be responsible for initial determinations regarding ~~roadways,~~
60 drainage and stormwater management facilities, ~~and~~ solid waste facilities, ~~and recreation facilities.~~

61 2. Okaloosa County Water and Sewer shall be responsible for initial determinations regarding potable
62 water facilities and sanitary sewer facilities for areas within its designated service area.

63 ~~3. New development shall mitigate its transportation impact through payment of a mobility fee or through~~
64 ~~an agreement with the County to construct multimodal projects identified in the mobility plan or capital~~
65 ~~improvements program that are determined by the Public Works Department to be eligible for mobility~~
66 ~~fee credits.~~

67 ~~4. The facility & parks maintenance department shall be responsible for initial determinations regarding~~
68 ~~parks and recreation facilities.~~

69 4.01.03. Development authorization.

70 Development authorization indicating compliance with this concurrency management system is required
71 prior to obtaining development orders or permits. An approved development order or permit shall be valid for a
72 period of one year from the date of issuance, unless otherwise specified in this Code. Development activity
73 authorized must commence within the one-year period or the development order shall become invalid. Extensions
74 of time for an approved development order or permit may be granted by concurrent agreement of the ~~planning~~
75 ~~official~~ Public Works Director. Any such extension must be requested in writing by the permit holder who must
76 demonstrate justifiable cause for the extension. An approved development order or permit shall expire at the time
77 the authorized development activity is completed.

78 **4.01.04. Burden of proof.**

79 The burden of proof for showing concurrency shall be upon the developer.

80 **4.01.05. Phased construction.**

81 The construction of any development project may be phased or staged so as to coincide with the phased or
82 staged construction of infrastructure facilities so that levels of service for such facilities are maintained upon
83 completion of each phase or stage of the development project.

84 **4.01.06. Quantitative methods for sanitary sewer, solid waste, stormwater, potable water,
85 and recreation.**

86 For purposes of these regulations, ensuring that minimum standards are maintained requires calculation of
87 existing capacity and planned new capacity of facilities less demand imposed by the planned development.

- 88 1. *Adding capacity:*
 - 89 a. Add total capacity of existing facilities (sanitary sewer, solid waste, stormwater, potable water,
90 and recreation).
 - 91 b. Add to the above, total capacity of new facility expansion that will result from planned activity.
92 Capacity of new facility shall be counted only when construction is underway. In no event will the
93 capacity of new facilities be reserved longer than one year after a development and building
94 permits have been issued unless construction has commenced within one year time frame.
- 95 2. *Subtracting capacity:* From the sum calculated above, subtract the following:
 - 96 a. The demand for the service or facility created by existing development as documented in the
97 data and analysis of the comprehensive plan plus the demand upon any new facility, expansions,
98 or improvements anticipated as a result of the planned activity.
 - 99 b. Demand shall be calculated using the adopted LOS shown in section 4.02.
- 100 3. *Deficient capacity:* Where capacity is shown to be deficient, the following methods may be used to
101 maintain adopted levels of service.
 - 102 a. The developer may agree to provide necessary capacity improvements to maintain levels of
103 service. In such case, the planned activity shall be modified guarantee no degradation of existing
104 capacity.
 - 105 b. The planned activity may be reduced in scope so that demand does not exceed capacity.

106 **4.01.07. Pro rata share or fair share costs for improvements.**

107 Reference Objective 14.A.4 and Policies 14.A.4.1 and 14.A.4.2 in comprehensive plan. All user fees collected
108 as a fair share cost will be used in the commission district where the project is located and will be used only for the
109 ~~design, construction and/or maintenance of county roads and the~~ design, construction and/or maintenance of
110 county stormwater facilities. For purposes of this section the following rates will be charged:

- 111 1. Fees for new Residential construction on previously vacant property: \$10.00 per dwelling unit
- 112 2. Fees for new commercial construction: \$10.00 per 1,000 square feet of floor area or fraction thereof.

113 **4.01.08. Physical improvements in lieu of fees.**

114 Developers may submit proposals to the public works department for approval to provide additional
115 improvements to ~~the county roads or~~ county stormwater systems in lieu of fees or portions thereof. The additional
116 improvements shall be in addition to the normal requirements for the project.

117 **4.01.09. Payment of fees.**

118 The user fees will be paid at the same time a development permit is purchased at the planning and
119 inspection department. Mobility fees shall be paid at the time the development order application is submitted to
120 Public Works. The county finance department will credit user fees to the public works department.

121 **4.02.00. Levels of service and general requirements.**

122 The following minimum levels of service and general requirements shall guide the issuance of development
123 authorizations. Except as stated in section 4.01.01, no proposed development shall commence without a finding of
124 concurrency which establishes that levels of service will not be degraded.

125 **4.02.01. General requirements.**

126 As a minimum, at least one of the following standards will be met prior to development authorization:

- 127 1. The necessary facilities and services are in place at the time development authorization is issued; or
- 128 2. Development authorization is issued subject to the conditions that the necessary facilities and services
129 will be in place when the impacts of the development occur; or
- 130 3. The necessary facilities are in place or under construction at the time development authorization is
131 issued, or in the first three years after issuance of a development order as provided in the adopted
132 five-year schedule of capital improvements ~~or included in the first three years of the adopted FDOT~~
133 ~~five-year work program of the CIE or TIP~~, or an agreement is made between the county and property
134 owner to construct improvements; or
- 135 4. The necessary facilities and services are the subject of a binding executed contract for the construction
136 of the facilities or the provision of services at the time development authorization is issued. (Note: This
137 provision only relates to parks and recreation facilities ~~and roadways~~.)

138 **4.02.02. Levels of service (LOS), site access evaluations, and concurrency determinations.**

139 The following LOS and methodologies shall be used for concurrency determinations. Level of service
140 standards are those established for public facilities and services in the comprehensive plan.

- 141 1. *Roadways:*
 - 142 a. New development shall mitigate its off-site impact to the multimodal transportation system
143 through payment of a mobility fee. Level of service: Comprehensive Plan Transportation Element
144 Policy 1.2.1 prescribes LOS standards for state roads as shown on Table 4.1. Transportation
145 Element Policy 1.2.2 prescribes LOS standards for county roads as shown on Table 4.2.
 - 146 b. The following LOS standards for arterials, collectors, and major local roads established in
147 Multimodal Transportation Element Policy 1.2.5. may be used to establish site access evaluation
148 criteria, review traffic impacts from amendments to the future land use map or element,
149 coordinate intergovernmental funding opportunities with municipalities, adjacent Counties,
150 FDOT, and the TPO, and for mobility and long range transportation planning based on the
151 following:
 - 152 i. South of the northern limits of Eglin Airforce Base: Road LOS Standard of "E".
 - 153 ii. North of Eglin Airforce Base: Road LOS Standard of "D".
 - 154 iii. Interstate 10, U.S. Highways, and State Roads: FDOT established Road LOS Standards.
 - 155 c. New developments shall be required to submit a trip generation analysis with development plans
156 per the following thresholds:
 - 157 i. Residential development: 25 or more dwelling units;
 - 158 ii. Industrial uses: 10,000 square feet or greater;
 - 159 iii. Office and non-residential uses (not otherwise specified): 5,000 square feet or greater;

- iv. Medical Office: 2,000 square feet or greater;
 - v. Overnight Lodging: 25 or more rooms;
 - vi. Retail uses: 2,000 square feet or greater;
 - vii. Any use with a drive-thru lane, regardless of square footage;
 - viii. Any extraction, mining, utility, waste management, or heavy industrial use;
 - ix. Any fast-food restaurant, convenience store, commercial use with vehicle charging or fueling, vehicle alternative, cleaning, maintenance, repair, service; or
 - x. Any use the Public Works Department determines should be required to submit a trip generation analysis.
- d. The latest edition of the Institute of Transportation Engineers Trip generation Manual shall be used to determine trip generation rates. Any alternative trip generation rates would require approval by the County Engineer or designee.
- e. Site access evaluations are intended to address access connection impacts. Pass-by and diverted trips utilize access connections and shall not be included in the trip generation analysis. Any request to utilize internal capture requires approval by the County Engineer or designee.
- f. For development with a mixture of land uses, the thresholds shall be determined based on the size and mixture of land uses. Mixed-use developments with a cumulative development that is less than 100% of the thresholds shall not be required to submit a trip generation analysis.
- g. Development access connections to the County Road System shall be designed and constructed in a manner that maintains the health, safety, and welfare of the public.
- i. Each access connection to a street functionally classified as an arterial or a collector shall be considered a project access subject to operational and safety requirements.
 - ii. For developments without a direct access connection to an arterial or a collector, the determination for development access connections shall be made based on the first intersection of a local street, which provides an access connection to the development, with an arterial or a collector.
 - iii. If there are multiple local streets that are used to provide access to the development, the first intersection with an arterial or a collector shall be based on the most direct and shortest distance route from each development access connection with the local street.
- h. Developments shall be required to design, and construct turn lanes on arterials or collectors at each development access connection where development exceeds the thresholds established in Table 4.1. Development may request a methodology meeting with the County Engineer or designee to conduct a site access evaluation to demonstrate that turn lanes and traffic control devices are not warranted per the thresholds established in Table 4.1.

<u>Table 4.1: Access Connections to County Road System</u>			
<u>Two (2) lane road with a posted speed limit of 25 MPH or less</u>			
<u>Movement</u>	<u>Trip Threshold</u>		
	<u>Peak Hour Turning Movement</u>	<u>Peak Hour</u>	<u>Daily</u>
<u>Ingress</u>			
<u>Left turn lane</u>	<u>40</u>	<u>150</u>	<u>1,500</u>
<u>Right turn lane</u>	<u>80</u>	<u>200</u>	<u>2,000</u>
<u>Egress</u>			
<u>Left turn lane</u>	<u>100</u>	<u>225</u>	<u>2,250</u>
<u>Right turn lane</u>	<u>125</u>	<u>250</u>	<u>2,500</u>

Two (2) lane road with a posted speed limit of 30 MPH or less			
<u>Movement</u>	<u>Trip Threshold</u>		
<u>Ingress</u>	<u>Peak Hour Turning Movement</u>	<u>Peak Hour</u>	<u>Daily</u>
<u>Left turn lane</u>	<u>30</u>	<u>120</u>	<u>1,200</u>
<u>Right turn lane</u>	<u>60</u>	<u>180</u>	<u>1,800</u>
<u>Egress</u>			
<u>Left turn lane</u>	<u>80</u>	<u>200</u>	<u>2,000</u>
<u>Right turn lane</u>	<u>100</u>	<u>225</u>	<u>2,250</u>
Two (2) lane road with a posted speed limit of 35 or 40 MPH			
<u>Movement</u>	<u>Trip Threshold</u>		
<u>Ingress</u>	<u>Peak Hour Turning Movement</u>	<u>Peak Hour</u>	<u>Daily</u>
<u>Left turn lane</u>	<u>25</u>	<u>100</u>	<u>1,000</u>
<u>Right turn lane</u>	<u>55</u>	<u>150</u>	<u>1,500</u>
<u>Egress</u>			
<u>Left turn lane</u>	<u>75</u>	<u>175</u>	<u>1,750</u>
<u>Right turn lane</u>	<u>90</u>	<u>200</u>	<u>2,000</u>
Two (2) lane road with a posted speed limit of 45 MPH or more			
<u>Movement</u>	<u>Trip Threshold</u>		
<u>Ingress</u>	<u>Peak Hour Turning Movement</u>	<u>Peak Hour</u>	<u>Daily</u>
<u>Left turn lane</u>	<u>20</u>	<u>80</u>	<u>800</u>
<u>Right turn lane</u>	<u>40</u>	<u>120</u>	<u>1,200</u>
<u>Egress</u>			
<u>Left turn lane</u>	<u>50</u>	<u>150</u>	<u>1,500</u>
<u>Right turn lane</u>	<u>75</u>	<u>175</u>	<u>1,750</u>
Four (4) or more lane road with a posted speed limit of 40 MPH or less			
<u>Movement</u>	<u>Trip Threshold</u>		
<u>Ingress</u>	<u>Peak Hour Turning Movement</u>	<u>Peak Hour</u>	<u>Daily</u>
<u>Left turn lane</u>	<u>25</u>	<u>100</u>	<u>1,000</u>
<u>Right turn lane</u>	<u>80</u>	<u>200</u>	<u>2,000</u>
<u>Egress</u>			
<u>Left turn lane</u>	<u>50</u>	<u>150</u>	<u>1,500</u>
<u>Right turn lane</u>	<u>75</u>	<u>175</u>	<u>1,750</u>
Four (4) or more lane road with a posted speed limit of 45 MPH or more			
<u>Movement</u>	<u>Trip Threshold</u>		
<u>Ingress</u>	<u>Peak Hour Turning Movement</u>	<u>Peak Hour</u>	<u>Daily</u>
<u>Left turn lane</u>	<u>20</u>	<u>80</u>	<u>800</u>
<u>Right turn lane</u>	<u>40</u>	<u>100</u>	<u>1,000</u>
<u>Egress</u>			
<u>Left turn lane</u>	<u>40</u>	<u>120</u>	<u>1,200</u>
<u>Right turn lane</u>	<u>60</u>	<u>140</u>	<u>1,400</u>
<p>For roads with a median, left turn lanes would be constructed at median openings consistent with access management requirements of the government entity with right-of-way authority. Should FDOT or the County Engineer determine that a turn lane is not warranted or that the turn lane would create conflicts, then the requirement for the turn lane can be waived. FDOT or the County Engineer could allow for payment in lieu of construction where multiple developments are projected, or there is a need to acquire right-of-way, relocate utilities, or there is a programmed improvement where the turn lane could be constructed in conjunction with the programmed improvement.</p>			

- 195 h. Developments shall be required to design and construct a traffic signal or a roundabout at the
196 primary development access connection with an arterial or collector where peak hour or daily
197 traffic from the development exceeds the following threshold:
- 198 i. 500 peak hour trips during the development's highest peak hour; or
199 ii. 5,000 daily trips; and
200 iii. Developments that exceed the 500 peak hour trip or 5,000 daily trip threshold may also be
201 required to construct more than one traffic signal or roundabout at development access
202 connection with an arterial or collector, as warranted by a study, if deemed warranted by
203 the County Engineer to protect the general health, safety, and welfare of the public.
- 204 iv. The County Engineer may allow the development to make a monetary contribution to a
205 special revenue fund established for the primary access connection to fund the design and
206 construction of the traffic control device when warranted or when the necessary right-of-
207 way is acquired, or utilities are relocated. The County Engineer may allow the development
208 to make a monetary contribution for an attributable portion of the cost of traffic control
209 devices and intersection improvements where more than one development is projected to
210 impact an intersection or where there is a programmed improvement.
- 211 i. Developments with 250 or more peak-hour trips during the development's highest peak-hour or
212 2,500 or more daily trips shall be required to submit a site access evaluation. The site access
213 evaluation will address the impact of a development's access connection(s) on external arterial and
214 collector roads and adjacent parcels access connections. The site access evaluation shall address
215 the need for turn lanes, turn lane storage, traffic control devices, access management
216 improvements, multimodal cross-access connections, along with safety and operational
217 improvements attributable to the impact of the Development. The following thresholds establish
218 the extent of the site access evaluation:
- 219 i. Developments with 250 to 499 peak-hour trips during the development's highest peak-
220 hour or with 2,500 to 4,999 daily trips shall be required to evaluate each development
221 access connection to an arterial or collector and the closest intersection of two roads
222 functionally classified as an arterial or a collector or a signalized intersection within one-
223 quarter (.25) mile radius of each access connection.
- 224 ii. Developments with 500 or more peak-hour trips during the development's highest peak-
225 hour or with 5,000 or more daily trips shall be required to evaluate each Development
226 access connection to an arterial or collector and the first intersection on either side of the
227 Development access connection of two roads functionally classified as an arterial or a
228 collector or a signalized intersection within one-half (.50) mile radius of each access
229 connection.
- 230 i. If the County Engineer can demonstrate a development's access connection could endanger the
231 health, safety, and welfare of the public, then a site access evaluation may be required for a
232 development less than 250 peak hour trips or 2,500 daily trips or the distance radius may be
233 extended beyond the established thresholds. The criteria for consideration of a site access
234 evaluation below thresholds or extending the radius of evaluation shall include, but not be limited
235 to, the following:
- 236 i. Development access connection location in proximity to the intersection;
237 ii. Access management or limited access restrictions;
238 iii. High crash or existing traffic volumes restricted access connection location;
239 iv. No other intersections, other than the access connections were in the influence area;

- 240 v. Traffic speeds restricted access location;
- 241 vi. Site distance requirements (e.g., topography, road curvature, obstructions);
- 242 vii. Environmental or natural areas;
- 243 viii. Drainage, flooding, or impairments to stormwater facilities or water bodies;
- 244 ix. Proximity to access restricted land uses such as governmental, military, or utility uses; or
- 245 x. Number of conflict points restricted access location.
- 246 k. Prior to the preparation of the site access evaluation, a methodology meeting shall be held with
- 247 the Public Works Department. The site access evaluation shall include documentation indicating
- 248 that the Public Works Department has approved the methodology and a signed statement that the
- 249 site access evaluation has been conducted per the approved methodology. The following shall be
- 250 provided as part of the site access evaluation:
- 251 i. Aerial Location Map;
- 252 ii. Proposed Development Access Connection Locations;
- 253 iii. Location of adjacent driveways, intersections, bike lanes, sidewalks and transit stop;
- 254 iv. Trip Generation;
- 255 v. Trip Distribution;
- 256 vi. Trip Assignment (access connections);
- 257 vii. Turn Lane Warrants;
- 258 viii. Traffic Control Device Warrants (if required);
- 259 ix. Detailed Intersection Analysis (if required);
- 260 x. Identification of operation and safety improvements;
- 261 xi. Identification of improvements assignable and attributable to development impact; and
- 262 xii. A Technical Study that compiles the assessment, data, methodology, and outcome.
- 263 l. The Public Works Department maintains and periodically updated the arterial and collector roads
- 264 established in Table 4.2. The County Engineer may identify additional functional class upgrades,
- 265 collector roads, along with major local roads, that would require turn lanes, traffic control devices,
- 266 or site access evaluations beyond those established in Table 4.2.
- 267
- 268
- 269
- 270
- 271
- 272
- 273
- 274
- 275

276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320

- b. ~~Quantitative methods for transportation concurrency: Transportation concurrency analysis shall be based on professionally accepted techniques for determining transportation impacts.~~
- e. ~~Impact determination: Development impact on the roadway system shall be determined by utilizing the PM peak hour trip generation rates provided in the latest edition of "Trip Generation, An Informational Report, Institute of Transportation Engineers." If available, alternative trip generation rates based on data collected at the development site, or similar sites, may be used.~~
- d. ~~A level of service analysis shall be conducted by using the generalized tables found in the latest FDOT Quality/Level of Service Handbook. Traffic modeling (i.e. ARTPLAN, SYNCHRO, or other acceptable model deemed appropriate by Okaloosa County) using PM peak hour and incorporating committed and proposed trips must be utilized once the roadway has degraded beyond the adopted level of service based on the generalized tables. The results of the analyses shall be added to the road system and then used to evaluate development impacts. Since most models are sensitive to signal control data, it is necessary to maintain updated signal timing data in the concurrency management system as changes are made in the field.~~
- e. ~~Impact of land use on roads: From points of ingress/egress to roadways serving the development distribute the PM peak hour trips expected to be generated by the proposed development (per paragraph c.) along the roadway network until the project traffic is less than five percent of the trips generated by the project.~~
- f. ~~The following information shall be indicated for each direction for state roads and bi-directional for county roadways: Existing PM peak hour volume (background trips), committed trips, project trips, total trips, and available capacity.~~
- g. ~~Capacity determination: The estimated PM peak hour trips expected to be generated by the proposed development and distributed along the roadway network shall be subtracted cumulatively from the available capacity to determine whether adequate roadway's capacity exists to accept the development traffic. The capacity determination is based on the overall level of service for the segment and not any one intersection or portion of the segment.~~
- h. ~~Traffic counts: For roadways where there are no traffic counts from within 12 months or the most recent published counts from FDOT, the applicant shall obtain a count prior to plan review. The count must be based upon accepted traffic engineering principles. All traffic counts must be recorded in 15-minute intervals to isolate the peak traffic period. The peak period is used to calculate the service flow rate which is the maximum hourly rate at which vehicles (or persons) can reasonably be expected to traverse a point of uniform roadway section during a given period under prevailing conditions at a designated level of service.~~
- i. ~~An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share, Okaloosa County may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.~~
- j. ~~The proportionate share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or~~

321 phase being approved, divided by the change in the peak hour maximum service volume of
 322 roadways resulting from construction of an improvement necessary to maintain or achieve the
 323 adopted level of service, multiplied by the construction cost, at the time of development
 324 payment, of the improvement necessary to maintain or achieve the adopted level of service.

325 k. In using the proportionate share formula provided in this subparagraph, the applicant, in its
 326 traffic analysis, shall identify those roads or facilities that have a transportation deficiency in
 327 accordance with the transportation deficiency as defined in subparagraph 4, 31801 F.S. The
 328 proportionate share formula provided shall be applied only to those facilities that are
 329 determined to be significantly impacted by the project traffic under review. If any road is
 330 determined to be transportation deficient without the project traffic under review, the costs of
 331 correcting that deficiency shall be removed from the project's proportionate share calculation
 332 and the necessary transportation improvements to correct that deficiency shall be considered to
 333 be in place for purposes of the proportionate share calculation. The improvement necessary to
 334 correct the transportation deficiency is the funding responsibility of the entity that has
 335 maintenance responsibility for the facility. The development's proportionate share shall be
 336 calculated only for the needed transportation improvements that are greater than the identified
 337 deficiency.

338 ml. The roadway segments presented within Table 4.2, Tables 4.1 and 4.2 shall, for purposes of
 339 determining land use, turn lane warrants, traffic control devices, and site access evaluations, shall
 340 be the official list of arterial and collector roadways.

<u>Table 4.2 County and State Roadway Functional Classification</u>			
<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Functional Classification</u>
<u>County Roadways* (*Roads do not qualify for Non-Residential Allowance for Suburban Residential (SR) Land Uses per Future Land Use Element Policy 10.1A)</u>			
<u>CARMEL DR</u>	<u>COMANCHE DR</u>	<u>SR 189/BEAL PKWY</u>	<u>Minor Collector</u>
<u>COMMONS DR W</u>	<u>INDIAN BAYOU TRAIL</u>	<u>SR 293 / SPENCE PKWY</u>	<u>Major Collector</u>
<u>CR 2*</u>	<u>SR 189</u>	<u>SR 85</u>	<u>Minor Arterial</u>
<u>CR 4 / ANTIOCH RD</u>	<u>US 90</u>	<u>PJ ADAMS PKWY</u>	<u>Major Collector</u>
<u>CR 4 / ANTIOCH RD</u>	<u>PJ ADAMS PKWY</u>	<u>SR 85 / S FERDON BLVD</u>	<u>Major Collector</u>
<u>CR 4A</u>	<u>SR 4</u>	<u>SR 189</u>	<u>Minor Collector</u>
<u>CR 30F/ AIRPORT RD</u>	<u>US 98 / SR 30 / HARBOR BLVD</u>	<u>COMMONS DR W</u>	<u>Major Collector</u>
<u>CR 188 / AIRPORT RD</u>	<u>SR 85</u>	<u>POVERTY CREEK RD</u>	<u>Major Collector</u>
<u>CR 188 / GARDEN CITY RD</u>	<u>POVERTY CREEK RD</u>	<u>SR 85</u>	<u>Major Collector</u>
<u>CR 188 / OLD BETHEL RD</u>	<u>US 90</u>	<u>SR 85</u>	<u>Major Collector</u>
<u>CR 189 / GALLIVER CUT-OFF</u>	<u>US 90</u>	<u>SR 4</u>	<u>Minor Arterial</u>

<u>CR 189 / LOG LAKE RD</u>	<u>US 90</u>	<u>I-10</u>	<u>Major Collector</u>
<u>CR 189 / LOG LAKE RD*</u>	<u>I-10</u>	<u>WHIPPOORWILL DR</u>	<u>Minor Collector</u>
<u>CR 190 / E & W COLLEGE BLVD</u>	<u>SR 85</u>	<u>FOREST RD</u>	<u>Major Collector</u>
<u>CR 285B / BAYSHORE DR</u>	<u>SR 20 / JOHN SIMS PKWY</u>	<u>7TH ST</u>	<u>Major Collector</u>
<u>CR 285B / REDWOOD AVE</u>	<u>7TH ST</u>	<u>SR 20 / JOHN SIMS PKWY</u>	<u>Major Collector</u>
<u>CR 393 / ROBINSON RD</u>	<u>SR 85</u>	<u>US 90</u>	<u>Major Collector</u>
<u>Enzor RD</u>	<u>Old Bethel Road</u>	<u>P J Adams Pkwy</u>	<u>Principal Arterial</u>
<u>FOREST RD</u>	<u>SR 293 / SPENCE PKWY</u>	<u>ROCKY BAYOU DR</u>	<u>Major Collector</u>
<u>GREEN ACRES RD</u>	<u>GREEN ACRES BLVD</u>	<u>SR 189 / BEAL PKWY</u>	<u>Major Collector</u>
<u>JOHN KING RD</u>	<u>SR 85</u>	<u>SR 85 / S FERDON BLVD</u>	<u>Minor Collector</u>
<u>HILL AVE</u>	<u>LOVEJOY RD NW</u>	<u>FREEDOM WAY</u>	<u>Minor Arterial</u>
<u>HOLLYWOOD BLVD</u>	<u>SR 393 / MARY ESTHER</u>	<u>SR 85/EGLIN PKWY NW</u>	<u>Major Collector</u>
<u>HURLBURT RD</u>	<u>MLK BLVD</u>	<u>SR 189/BEAL PKWY</u>	<u>Major Collector</u>
<u>LEWIS ST</u>	<u>SR 189 / BEAL PKWY</u>	<u>DENTON BLVD</u>	<u>Minor Collector</u>
<u>MAYFLOWER AVE</u>	<u>DENTON BLVD</u>	<u>JAMES LEE RD</u>	<u>Minor Collector</u>
<u>MLK BLVD</u>	<u>FREEDOM WAY</u>	<u>GREEN ACRES RD</u>	<u>Minor Arterial</u>
<u>MOONEY RD NE</u>	<u>SR 188 / RACETRACK RD</u>	<u>SR 189 / LEWIS TURNER BLVD</u>	<u>Major Collector</u>
<u>NORTH BEAL EXT</u>	<u>SR 189/BEAL PKWY</u>	<u>WRIGHT LANDFILL</u>	<u>Minor Collector</u>
<u>P J ADAMS PKWY</u>	<u>CR 4 / ANTIOCH RD</u>	<u>SR 85</u>	<u>Principal Arterial</u>
<u>POVERTY CREEK RD*</u>	<u>CR 188 / AIRPORT RD</u>	<u>CR 393 / ROBINSON RD</u>	<u>Minor Collector</u>
<u>ROCKY BAYOU DR</u>	<u>SR 20/JOHN SIMS PKWY</u>	<u>FOREST RD</u>	<u>Major Collector</u>
<u>ROCKY BAYOU DR*</u>	<u>FOREST RD</u>	<u>HUNTINGTON RD</u>	<u>Minor Collector</u>
<u>SANTA ROSA BLVD</u>	<u>EGLIN AFB E GATE</u>	<u>US 98 / SR 30 / HARBOR BLVD</u>	<u>Major Collector</u>
<u>SANTA ROSA BLVD</u>	<u>US 98 / SR 30 / HARBOR BLVD</u>	<u>ROSS MARLER PARK</u>	<u>Major Collector</u>
<u>SCENIC HIGHWAY 98</u>	<u>WESTERN TERMINUS OF SCENIC HWY 98</u>	<u>WALTON COUNTY</u>	<u>Major Collector</u>

Created: 2023-10-24 10:47:49 [EST]

(Supp. No. 22)

<u>SR 85 / JOHN SIMS PKWY</u>	<u>SR 397</u>	<u>SR 20</u>	<u>Principal Arterial</u>
<u>SR 85</u>	<u>SR 20</u>	<u>PJ ADAMS PKWY</u>	<u>Principal Arterial</u>
<u>SR 85 / S FERDON BLVD</u>	<u>PJ ADAMS PKWY</u>	<u>LONG DR</u>	<u>Principal Arterial</u>
<u>SR 85</u>	<u>LONG DR</u>	<u>WALTON COUNTY</u>	<u>Principal Arterial</u>
<u>US 90 / SR 10</u>	<u>SANTA ROSA COUNTY</u>	<u>SR 4</u>	<u>Minor Arterial</u>
<u>US 90 / SR 10 / WEST JAMES LEE BLVD</u>	<u>SR 4</u>	<u>SR 85</u>	<u>Minor Arterial</u>
<u>US 90 / SR 10 / EAST JAMES LEE BLVD</u>	<u>SR 85</u>	<u>CR 393 / HWY 393</u>	<u>Minor Arterial</u>
<u>US 90 / SR 10</u>	<u>CR 393/HWY 393</u>	<u>WALTON COUNTY</u>	<u>Minor Arterial</u>
<u>US 98 / SR 30 / HARBOR BLVD</u>	<u>SR 189/BEAL PKWY SW</u>	<u>AIRPORT RD</u>	<u>Principal Arterial</u>
<u>US 98 / EMERALD COAST PKWY</u>	<u>AIRPORT RD</u>	<u>WALTON COUNTY</u>	<u>Principal Arterial</u>

341

TABLE 4-1 STATE ROADWAY LEVEL-OF-SERVICE STANDARD-S							
Roadway	Segment	Functional Class	Type	Area	Lanes	Adopted LOS	
I-10	Santa Rosa County line to SR-85	Principal Arterial	Divided	Rural Undivided	4	B	
I-10	SR-85 to Walton Co. line	Principal Arterial	Divided	Transitioning	4	B	
SR-123	SR-85 to SR-85	Principal Arterial	Undivided	Transitioning	2	D	
SR-189	Mooney Rd. to SR-85	Minor Arterial	Divided	Urbanized	4	D	
SR-189	SR-4 to Alabama State line	Minor Arterial	Undivided	Rural Undivided	2	C	
SR-189	Mooney Rd. to SR-85	Minor Arterial	Divided	Urbanized	4	D	
SR-189	SR-4 to Alabama State line	Minor Arterial	Undivided	Rural Undivided	2	C	
SR-189	SR-4 to Alabama State line	Minor Arterial	Undivided	Rural Undivided	2	C	
SR-20	Rocky Bayou Br to White Point Rd.	Principal Arterial	Divided	Urbanized	4	F	
SR-20	White Point Rd. to Walton Co. line	Principal Arterial	Undivided	Urbanized	2	D	
SR-285	College Blvd. to Walton Co. line	Minor Arterial	Undivided	Transitioning	2	D	
SR-293	US-98 to Mid Bay Bridge S-approach	Minor Arterial	Divided	Urbanized	4	F	

SR-293	Mid-Bay Bridge S-approach to SR-20	Minor Arterial	Undivided	Urbanized	2	E
SR-85	Racetrack Rd. to 12th Ave	Principal Arterial	Divided	Urbanized	6	D
SR-85	12th Ave. to SR-189	Principal Arterial	Divided	Urbanized	4	D
SR-85	SR-123 to SR-190	Principal Arterial	Divided	Urbanized	4	D
SR-85	College Blvd. to Antioch Rd.	Principal Arterial	Divided	Transitioning	4	C
SR-85	Antioch Rd. to I-10	Principal Arterial	Divided	Transitioning	4	C
SR-85	Old Bethel/Airport Rd. to 2-lane	Principal Arterial	Divided	Transitioning	4	C
SR-85	Begin 2-lane to Senterfitt Rd.	Principal Arterial	Undivided	Transitioning	2	C
SR-85	Senterfitt Rd. to Walton Co. line	Principal Arterial	Undivided	Rural Undivided	2	C
SR-85	SR-123 to SR-190	Principal Arterial	Divided	Urbanized	4	D
SR-85	College Blvd. to Antioch Rd.	Principal Arterial	Divided	Transitioning	4	C
SR-85	Antioch Rd. to I-10	Principal Arterial	Divided	Transitioning	4	C
SR-85	SR-123 to SR-190	Principal Arterial	Divided	Urbanized	4	D
SR-85	College Blvd. to Antioch Rd.	Principal Arterial	Divided	Transitioning	4	C

SR-85	Antioch Rd. to I-10	Principal Arterial	Divided	Transitioning	4	€
SR-85	Old Bethel/Airport Rd. to 2-lane	Principal Arterial	Divided	Transitioning	4	€
SR-85	Begin 2-lane to Senterfitt Rd.	Principal Arterial	Undivided	Transitioning	2	€
SR-85	Senterfitt Rd. to Walton Co. line	Principal Arterial	Undivided	Rural Undivided	2	€
US-90	Santa Rosa Co. line to SR-4	Minor Arterial	Undivided	Rural Undivided	2	€
US-90	SR-4 to MPA boundary	Minor Arterial	Undivided	Rural Development	2	€
US-90	MPA boundary to Antioch Rd.	Minor Arterial	Undivided	Transitioning	2	€
US-90	Antioch Rd. to Fairchild Rd.	Minor Arterial	Divided	Transitioning	4	€
US-90	Fairchild Rd. to Walton Co. line	Minor Arterial	Undivided	Rural Development	2	€
US-98	Santa Rosa Co. line to Hurlburt Field	Principal Arterial	Divided	Urbanized	4	€
US-98	Eastern leg SR-85 to Eglin boundary	Principal Arterial	Divided	Urbanized	4	€
US-98	Brooks Bridge to Marler Bridge	Principal Arterial	Divided	Urbanized	4	€
US-98	CR-2378 to Walton Co. line	Principal Arterial	Divided	Urbanized	4	€

TABLE 4.2
COUNTY ROADWAY LEVEL-OF-SERVICE STANDARDS

Roadway	Segment	Functional Class	Type	Area	Lanes	Adopted LOS
Garnet Drive	MLK Jr. Blvd. to Beat Pkwy	Collector	Undivided	Urban	2	E
Commons Drive	Two Trees Rd. to Kelly Plantation Dr.	Collector	Divided/ Undivided	Urban	2	D
Commons Drive	Kelly Plantation Dr. to Matthew Blvd.	Collector	Undivided	Urban	2	D
CR 188 (Airport Rd./Garden City Rd.)	SR 85 to SR 85	Collector	Undivided	Rural Development	2	D
CR 188 (Old Bethel Rd.)	US 90 to SR 85	Collector	Undivided	Urban	2	D
CR 189/Galliver Cut-off	US 90 to SR 4	Collector	Undivided	Rural	2	D
CR 189/Log Lake Rd.	US 90 to I 10	Collector	Undivided	Rural	2	D
CR 190 (College Blvd. E)	SR 85 to Forest Rd.	Collector	Undivided	Urban	2	E
CR 190 (College Blvd. W)	SR 85 to SR 85	Collector	Undivided	Urban	2	E
CR 2	SR 189 to SR 4	Collector	Undivided	Rural	2	D
CR 393	US 90 to SR 85	Collector	Undivided	Rural	2	D
CR 4 (Antioch Rd.)	PJ Adams Pkwy to US 90	Collector	Undivided	Urban	2	D
Forest Road	Rocky Bayou Dr. to 285	Collector	Undivided	Urban	2	E
Hollywood Boulevard	Mary Esther Cut off to Eglin Pkwy	Collector	Undivided	Urban	2	E
Hurlburt Road	MLK Jr. Blvd. to Beat Pkwy	Collector	Divided/ Undivided	Urban	4	E

Created: 2023-10-24 10:47:49 [EST]

John King Road	SR 85 to end	Collector	Undivided	Urban	2	E
Lewis St./Mayflower Ave./South Ave.	Beal Pkwy to Eglin Pkwy	Collector	Undivided	Urban	2	E
Martin Luther King Jr. Blvd	Hill St. to Green Acres Rd.	Collector	Divided	Urban	4	E
North Beal Extension	Beal Pkwy to Wright Landfill	Collector	Undivided	Urban	2	E
PJ Adams Parkway	SR 85 to Antioch Rd.	Collector	Undivided	Urban	2	D
Rocky Bayou Drive	SR 20 to Forest Rd.	Collector	Undivided	Urban	2	E
Santa Rosa Boulevard	Eglin boundary to Marler Park	Collector	Divided	Urban	4	E

- 344 2. *Sanitary sewer:*
- 345 Level of service: Comprehensive Plan Sanitary Sewer Element Policy 2.3 prescribes LOS standards for
346 sanitary sewer facilities as follows:
- 347 a. Provide the capacity to collect and treat a minimum of 100 gallons per capita per day (225 gpd
348 peak demand) for all county operated systems, and;
- 349 b. If served by other than county operated systems, the provider's LOS must be met.
- 350 c. *Presumption of adequate capacity:* For purposes of concurrency determinations and
351 development authorizations there shall be a presumption of adequate capacity until 80 percent
352 of permitted treatment capacity for any given service area is met.
- 353 d. All sewer lines and treatment plants or treatment facilities shall have the approval of the Florida
354 D.E.P., the Okaloosa County Water and Sewer Department and other concerned federal, state
355 and local agencies.
- 356 e. Developments in the vicinity of operating sewer systems or districts shall connect into that
357 system, if it is adequate.
- 358 f. For developments not accessible to operating sewer systems either one of the following may be
359 used:
- 360 1.i. Obtain approval from the health department and/or other concerned agencies for
361 individual septic tanks for each lot after issuance of a letter of sewer non-availability from
362 the Okaloosa County Water and Sewer Department for lots located within the OCWS urban
363 service area.
- 364 2.ii. Developments not meeting the standards specified hereinabove shall install collection
365 system and an approved sewage treatment facility. Such facility shall be designed so as to
366 be capable of tying in with an operating central system when such a central system
367 becomes available.
- 368 g. *Inspection:* Sanitary sewer lines on county right-of-way or easements shall be inspected and
369 approved by the county water and sewer and public works departments if the lines will be a part
370 of the county system. The developer shall complete all construction punch list items prior to final
371 project approval, and shall provide two sets of "as-built" plans and a copy of the department of
372 environmental protection certification of completion and letter of clearance to place the system
373 into service within 30 days of construction completion.
- 374 h. *Utility easements:* Reference section 6.01.051.
- 375 i. *Percolation ponds:* Reference section 6.05.09 for required trees to be planted around percolation
376 ponds.
- 377 3. *Potable water:*
- 378 a. *Level of service:* Comprehensive Plan Potable Water Element Policy 2.2 prescribes the potable
379 water LOS standard as follows:
- 380 i. The level of service standard for all public and private potable water systems serving
381 unincorporated Okaloosa County shall be a minimum of 100 gallons per capita per day
382 peak demand.
- 383 ii. *Presumption of adequate capacity:* For purposes of concurrency determinations and
384 development authorizations there shall be a presumption of adequate capacity until 80
385 percent of permitted capacity for any given service area is met.

-
- 386 b. *Water supply:*
- 387 i. All subdivision or other types of development water systems shall have the approval of the
- 388 Northwest Florida Water Management District (NFWWMD), the Florida D.E.P., the
- 389 Okaloosa County Water and Sewer Department, when applicable, and other required
- 390 approvals. Subdivisions developed in the vicinity of operating water systems shall connect
- 391 to that system if the system has adequate capacity available.
- 392 ii. For developments not accessible to operating water systems, either one of the following
- 393 may be used:
- 394 (1) Obtain approvals from the NFWWMD and/or other concerned agencies for
- 395 individual wells for each lot; or
- 396 (2) Install a Community Water System approved by F.D.E.P. and other concerned
- 397 agencies.
- 398 iii. Adequate water supplies and facilities must be available to serve new development no
- 399 later than the date on which a Certificate of Occupancy or equivalent is issued, and the
- 400 applicable water provider must be consulted prior to issuing a building permit to determine
- 401 if adequate supply will be available to serve the new development.
- 402 c. *Inspection:* Water and/or sewer lines on county ROW or on county easements must be inspected
- 403 and approved by the county water and sewer and public works departments if the lines will be a
- 404 part of the county system. The developer shall complete all construction punch list items prior to
- 405 final project approval, and shall provide two sets of "as-built" plans and a copy of the department
- 406 of environmental protection certification of completion and letter of clearance to place the
- 407 system into service within 30 days of construction completion.
- 408 d. *Utility easements:* Reference section 6.01.051.
- 409 4. *Solid waste:*
- 410 a. *Level of service:* Comprehensive Plan Solid Waste Element Policy 2.5 prescribes the level of
- 411 service standard for solid waste as follows:
- 412 i. The LOS standard for solid waste collection and disposal shall be six pounds per capita per
- 413 day.
- 414 5. *Drainage and stormwater management:*
- 415 a. *Level of service:* Comprehensive Plan Stormwater Element Policy 2.3 prescribes the level of
- 416 service for drainage and stormwater management facilities as follows:
- 417 i. *Single-family detached residential subdivisions:* Post development runoff shall not exceed
- 418 the pre-development runoff rate for a 25-year storm event, up to and including an event
- 419 with a 24-hour duration;
- 420 ii. *All other development:* The first one inch of runoff from the property shall be retained on
- 421 the site of the development and post development runoff shall not exceed the pre-
- 422 development runoff rate for a 25-year storm event, up to and including an event with a 24-
- 423 hour duration; and
- 424 iii. A "pop off" shall be provided for stormwater runoff beyond the above requirements. The
- 425 developers must provide a pop off to an outfall with adequate capacity to handle
- 426 additional stormwater runoff and must document that the pop off to the outfall has been
- 427 authorized by the owner of the outfall system. If no pop off is available the stormwater

- 428 storage facility shall be designed with a minimum capacity to retain a storm event of 100-
429 year frequency up to and including a 24-hour duration for post development.
- 430 iv. The level of service standard for stormwater management on county roads shall be Level II
431 (capacity maximum): Street gutter systems are flowing full however ten to 12 feet of the
432 road crown is not submerged and traffic can move at a slightly reduced speed. Stormwater
433 swales and ditches are full with water overflowing the tops and edges in some locations.
434 Water may be ponded eight to ten feet onto private property and yards. Inlets and culverts
435 are flowing full to overfull slightly backing up water at entrances.
- 436 6. *Recreation:*
- 437 a. *Level of service:* Comprehensive Plan Recreation and Open Space Element Policy 3.1 prescribes
438 level of service standards for recreation facilities as follows:
- 439 i. The level of service standard for recreation for the unincorporated areas of Okaloosa
440 County shall be 0.6 acres of parks per 1,000 population.

441 **4.03.00. Mobility Fees.**

442 Mobility fees are an alternative transportation system that replace transportation concurrency and
443 proportionate share and allow new development in compliance with the Comprehensive Plan to share in the
444 burdens of growth and to equitably mitigate its off-site impact to the multimodal transportation system through
445 payment of a mobility fee. New development shares in this burden by paying an attributable share of the
446 reasonably anticipated costs of multimodal projects needed to accommodate the person travel demands created
447 by new development as well as by complying with other appropriate development order conditions. The
448 imposition, exemption, determination, credits, collection, expenditure, administration, implementation,
449 maintenance, and update of the mobility fee shall be collectively referred to as the mobility fee system.
450

451 **4.03.01. Intent and Purpose.**

452 The mobility fee system is intended to impose a mobility fee, assessed at development order application
453 and payable prior to development order approval, in an amount based upon the most recently adopted mobility
454 fee schedule maintained by the Public Works Department. The mobility fee schedule is reflective of that amount of
455 person travel demand attributable to new development, the person miles of capacity needed to serve new
456 development, and the cost of multimodal projects established in the mobility plan.

457 **4.03.02. Mobility Plan and Mobility Fee Technical Report.**

458 The Okaloosa County 2045 Mobility Plan and the Okaloosa County Mobility Fee Technical Report ("Technical
459 Report") dated September 2024 and prepared by NUE Urban Concepts, LLC, is hereby adopted. This adoption
460 includes, but is not limited to, the following: the multimodal projects included in the mobility plan, the basis of the
461 assumptions, conclusions, and findings in such report as to the basis of the mobility fee, the methodology for
462 calculating the mobility fee, the person miles of travel person miles of capacity assigned to mobility projects, the
463 person travel demand and mobility fee rates assigned to various land use categories. The report presents the
464 technical analysis and detailed methodology supporting the mobility fees consistent with the multimodal projects
465 included in the mobility plan. The mobility plan includes mobility implementation projects and provides for the
466 funding of projects not expressly identified in the mobility plan to address mobility needs that may arise prior to
467 the next update. Florida Statute limits updates of mobility fees to once every four years, unless there is a finding of
468 extraordinary circumstances. The latest mobility plan and mobility fee technical report shall be maintained by the
469 Public Works Department and made available upon request.

470 **4.03.03. Definitions.**

471 Appendix A of the Land Development Code includes definitions for mobility fee specific terms used in this
472 ordinance. The Technical Report includes definitions of mobility terms used in the Report and not in this ordinance.

473 **4.03.04. Mobility Fee Imposition.**

474 The mobility fee imposed by the County shall apply to all development orders applications that result in an
475 increase in person travel demand above the existing use of a parcel(s) in unincorporated Okaloosa County
476 submitted 91 days or more after the adoption of the mobility fee ordinance.

- 477 1. *Imposition.* There is hereby imposed upon all new development, a mobility fee assessed at the time
478 of development order application. Mobility fees shall be assessed at the mobility fee rate in effect
479 at the time of application. The total mobility fee shall be assessed for all new development included
480 in the development order approval.
- 481 2. *Payment.* The mobility fee shall be paid prior to approval of the development order. No
482 development order requiring payment of a mobility fee shall be issued until said mobility fee has
483 been paid except as otherwise herein provided. The obligations for payment of mobility fees shall
484 run with the parcel(s) for which the development order is approved.
- 485 3. *Unpaid fees.* If mobility fees are owed, no new development order approvals of any type or
486 certificates of occupancy may be issued while the mobility fee remains unpaid. The County may
487 authorize the initiation of any action as permitted by law or equity to collect the unpaid fees.
- 488 4. *Calculation.* The mobility fee shall be calculated based on the applicable unit of measure detailed
489 on the mobility fee schedule multiplied by the total number of units.
- 490 5. *Change in use or size.* If the person travel demand increases due to a change in size of a structure
491 or use of land, the mobility fee due shall be the incremental difference resulting from the change in
492 size or use as determined by the latest mobility fee schedule, less the mobility fee that would be
493 imposed under the applicable rate prior to the change in size or use.
- 494 6. *Refund.* If there is a change in size or use that results in a decrease in person travel demand
495 generated by the prior land use, the applicant shall not be entitled to a refund or credit.
- 496 7. *Abandoned structures.* A structure or use that is inactive and has been abandoned or vacant for a
497 period of more than four (4) years shall not be considered an existing or active use for purposes of
498 calculating mobility fee off-sets. The mobility plan and mobility fee are to be updated at least once
499 every five (5) years and person travel demand is measured on a yearly basis. Thus, person travel
500 associated with the structure or use is no longer captured in the collected travel demand data that
501 serves as a component to determine the need for multimodal projects. The burden of
502 demonstrating the existence of a use or structure shall be upon the fee payer where an off-set
503 request is made.
- 504 8. *Prior payment.* For structures and uses considered to be active, any previous payment of mobility
505 fees may be credited against the appropriate mobility fees owed as a result of a change of use or
506 re-establishing a use of land or structure that has been abandoned or vacant.
- 507 9. *Request for credit or off-set.* Any request for credit or offsets of a mobility fee shall be made prior
508 to submittal of a development order application and shall be resolved prior to issuance of a
509 development order approval, unless otherwise stated in a written agreement between the
510 applicant and the County. Any off-sets or credits not so claimed shall be deemed waived by the
511 applicant. Credits and off-sets shall be further detailed in an administrative manual.

- 513 9. Municipalities. A municipality may elect, through an interlocal agreement, to collect mobility fees
514 from new development on behalf of the County. Unless a municipality elects to collect the County's
515 mobility fee through an interlocal agreement, the mobility fee shall not be assessed on any new
516 development within a municipality. This ordinance in no way prohibits a municipality from
517 establishing its own alternative transportation system or impact fee system.
- 518 10. Administration. The Public Works Director or designee, in consultation with the County Attorney
519 shall administer, implement, maintain, and update the Mobility Plan and Mobility Fee on behalf of
520 the County and shall have the ability to act regarding the imposition of the fee, payment of the fee,
521 determination of credit or off-set utilization, or other such action to ensure that the mobility fee
522 meets all legal and statutory requirements and to address unique circumstances that may arise
523 from time to time that are not expressly addressed herein.

524 **4.03.05. Mobility Fee Exemption.**

525 A general exemption from mobility fee assessment applies to all active development orders which were
526 subject to transportation concurrency analysis under the prior proportionate fair share system that were issued
527 prior to the adoption of the mobility fee ordinance AND all previously approved Development of Regional Impact
528 (DRI) Development Orders. All exempt projects shall have valid unexpired development orders as of the date of
529 adoption of the mobility fee ordinance. Any application for a development order in process as of the date of the
530 adoption of the mobility fee ordinance shall also be exempt from mobility fee assessment, provided that a
531 Development Order is issued within one year of the adoption of the mobility fee ordinance.

532 The following specific types of new development will be exempt from payment after the date of adoption unless
533 otherwise administratively determined to be subject to mobility fees:

- 534 1. Recorded plats. Lots of record platted prior to the adoption of the mobility fee ordinance; or
- 535 2. Modifications. Additions, remodeling, rehabilitation, or other improvements to an existing residential
536 structure, provided there is no increase in the number of dwelling units for residential land uses; or
- 537 3. Rebuilding. Rebuilding of a damaged or destroyed structure, provided there is no increase in the
538 number of dwelling units for residential uses, increase in square footage for non-residential uses, or
539 intensity from a change of use; or
- 540 4. Change of use. A change in use that does not generate additional person travel demand; or
- 541 5. Amenities. Development amenities not available to the public and accessory buildings that do not
542 result in an increase in person travel demand.
- 543 6. Governmental entity. A federal, state, county, municipal, or governmental entity structure, excluding
544 community development districts or special districts. Public and charter schools for pre-K to 12th
545 grade are exempt from mobility fees per Florida Statutes; community colleges, colleges, and
546 universities are not exempt.
- 547 7. Timing. Any claim of exemption must be made no later than the time of application for a
548 development order approval.
- 549 8. Administration. The Public Works Director or designee shall have the ability to act regarding declaring
550 or revoking an exemption of the fee to address unique circumstances that may arise from time to
551 time that are not expressly addressed herein. Any request for exemptions shall be supported by
552 substantial and competent evidence provided by the applicant at the time of the request.

553 **4.03.06. Mobility Fee Schedule.**

554 Any person who shall initiate any new development, except as otherwise provided for herein, shall pay a
555 mobility fee, based on the applicable unit of measure, as set forth in the most recently adopted mobility fee
556 schedule. The mobility fee schedule may be updated from time to time. The most recently adopted mobility fee
557 schedule shall be maintained by the Public Works Department. The most recently adopted version of the schedule
558 shall be provided in Land Development Code, Appendix E, -Chapter 12 Schedule of Fees.
559

560 **4.03.07. Mobility Fee Determination.**

561 The mobility fee per land use shall be determined using the closest land use category on the mobility fee
562 schedule.

- 563 1. *Closest Use Determination.* In the event a project involves a land use not contemplated under the
564 mobility fee land use categories on the mobility fee schedule, the mobility fee shall be determined
565 utilizing the closest land use category based on the administrative manual.
- 566 2. *Mixed-Use.* In the event new development involves a mixture of land uses, the mobility fee shall be
567 based on each separate mobility fee land use classification.
- 568 3. *Assessment.* The mobility fee shall be determined using the appropriate land use category, land use
569 classification, unit of measure, and mobility fee rate established on the mobility fee schedule. The
570 administrative manual shall provide further detail related to the assessment of mobility fees.
- 571 4. *Additive mobility fee.* The total mobility fee for non-residential land uses with an additive mobility fee
572 shall be based on the mobility fee assessed based on square footage and the mobility fee assessed
573 based on the applicable unit of measure such as bay, lane, position, or stall. The administrative
574 manual shall include additional detail related to the calculation of additive mobility fees.
- 575 5. *Alternative land use.* In the event an applicant disagrees with the mobility fee assessment based on
576 the proposed land use, the applicant may submit an alternative land use determination application
577 consistent with the criteria established in the administrative manual.
- 578 6. *Alternative mobility study.* In the event an applicant believes that the cost to mitigate the impact of
579 new development is less than the mobility fee established in the mobility fee schedule, the applicant
580 may submit an alternative mobility fee study application consistent with the criteria established in
581 the administrative manual.
- 582 7. *Prior Approved Development.* New development activity approved prior to the effective date of the
583 mobility fee that entered into a developer agreement or other agreement with the County that
584 exempted the new development from some or all of a proportionate fair share payment shall be
585 required to mitigate its impact as required in the agreement. The administrative manual shall include
586 additional provisions related to new development approved prior to the mobility fee effective date
587 and requirements for payment of a mobility fee.
- 588
589 8. *County Determination.* The Public Works Director or designee, shall have the ability to act regarding
590 determination of use, request to reconsider determinations, use of credit or off-sets, acceptance of
591 alternative studies, payment of the fee, timing of payment, updates of the fee and to address unique
592 circumstances that may arise for time to time that are not expressly addressed herein, consistent
593 with legal and statutory requirements.

594 **4.03.08. Agreements.**

595 In lieu of the payment of mobility fees, an applicant may propose to enter into a mobility fee agreement
596 with the County to advance a multimodal project identified in the mobility plan or capital improvements program.

- 597
- 598 1. Impact. New development shall be presumed to generate the maximum impact generated by the
599 most intensive use permitted under the applicable land use consistent with the Comprehensive Plan
600 or development order approvals.
 - 601
 - 602 2. Credit account. A mobility fee credit account may be established against which mobility fees
603 assessments from new development within the overall proposed development would be debited
604 against at a time period defined in the agreement; or
 - 605
 - 606 3. Benefit district. A development specific benefit district maybe established in which subsequent new
607 development would pay the assessed mobility fee and the applicant would be reimbursed from the
608 mobility fees collected within the benefit district at time periods defined in the agreement.
 - 609
 - 610 4. Application. The administrative manual shall detail the application requirements for the agreement,
611 as well as the schedule and approval process.

612 **4.03.09. Mobility Fee Credits.**

613 An applicant may request credit against any assessed mobility fee in an amount equal to the cost of
614 multimodal projects or contributions of land, money, or services for mobility projects contributed, paid for, or
615 committed to by the applicant or his predecessor in interest.

- 616
- 617 1. Capital improvements program. Only multimodal projects included in the mobility plan or capital
618 improvements program are eligible for mobility fee credits. An applicant may request the County
619 Commission add a multimodal project to the capital improvements program. The administrative
620 manual shall detail the information required to request mobility projects be added to the capital
621 improvements program for purposes of establishing mobility fee credits.
 - 622
 - 623 2. Application. The administrative manual shall detail the application requirements for the agreement,
624 as well as the schedule, approval process, and use of the credit.
 - 625
 - 626 3. Plan and code requirements. Multimodal projects required to meet minimum comprehensive plan or
627 land development code requirements are not eligible for mobility fee credit. Site related access
628 improvements such as turn lanes, sidewalks, bike lanes, or traffic signals are not eligible for mobility
629 fee credit. The administrative manual shall provide further detail related to eligibility for mobility fee
630 credits, including instances where required or site related improvements may be eligible for partial
631 mobility fee credits.
 - 632

633 **4.03.10. Mobility Fee Benefit Districts.**

634 The establishment of mobility fee benefit districts is the best method of ensuring that the mobility fees
635 paid by new development are expended on multimodal projects that provide a mobility benefit to the new
636 development as required in the benefits test of the dual rational nexus test.

- 637
- 638 1. Expenditure. Mobility fee benefit districts provide a clearly defined boundary for the expenditure of
639 mobility fee revenue. Establishing mobility fee benefit districts ensures that funds paid by new

- 640 development are spent on mobility projects to accommodate person travel demand within the
641 benefit district, providing a reasonable nexus between the expenditure of mobility fee revenue and
642 the new development for which the mobility fees are paid.
643
- 644 2. Establishment. There are two (2) mobility fee benefit districts. The first benefit district, herein "north
645 benefit district", includes all portions of the County north of Eglin Air Force Base. The second benefit
646 district, herein "south benefit district", includes all portions of the County south of the north benefit
647 district. The mobility fee benefit districts map is included in the Technical Report.
648
- 649 3. Municipalities. Any municipality which elects to participate in the County's mobility fee system shall
650 be within one of the two mobility fee benefit districts. The interlocal agreement between the
651 municipality and the County may establish an additional benefit district based on municipal limits.
652
- 653 4. New development. The County may elect to establish a benefit district for a new development that
654 agrees to advance construction of a multimodal project. The benefit district may extend beyond the
655 boundaries of the new development where an advanced multimodal project provides a mobility
656 benefit to adjacent areas.
657
- 658 5. Special revenue funds. The County shall establish a special revenue fund for each mobility fee benefit
659 district. Collected mobility fees shall be deposited into the applicable special revenue fund. Mobility
660 fees shall not be deposited into general revenue funds. Special revenue funds shall be established
661 where a municipality elects to participate in the County's mobility fee system or where the County
662 enters into an agreement with a new development to establish a new benefit district.
663
- 664 6. Expenditure outside benefit district. In recognition that person travel demand along certain corridors
665 provides a mobility benefit beyond the limits of a mobility fee benefit district, the following are
666 instances in which mobility fees may be expended from multiple benefit districts:
667
- 668 a. District boundary. The County may spend mobility fees on corridors from adjacent benefit
669 districts if the corridors form a boundary between benefit districts.
670
- 671 b. Traverse boundary. The County may spend mobility fees from adjacent benefit districts where
672 a mobility project traverses or is planned to traverse the boundary of one or more benefit
673 districts.
674
- 675 c. Crossings. Multimodal crossings (overpass and underpass), new bridges, or interchanges, over
676 either Interstate 10, Choctawhatchee Bay or its tributaries, that connect with mobility projects
677 or to the existing transportation network may utilize funds from both benefit districts.
678
- 679 d. Connectivity. Mobility projects that connect to the existing transportation or multimodal
680 network that will facilitate mobility across benefit district boundaries may utilize funds from
681 both districts.
682
- 683 e. Regional travel. Mobility projects that extend outside County limits that facilitate regional
684 travel may utilize funds from benefit districts that receive a mobility benefit.
685
- 686 f. Finding. The County shall be permitted to make a finding that a multimodal project provides a
687 mobility benefit to new development within multiple benefit districts. The finding shall be
688 required to demonstrate how the use of funds meets the benefits requirement of the dual

rational nexus test. The administrative manual shall further detail documentation and justification to be provided.

g. Review. The County Attorney shall review and concur, if consistent with the benefits requirement of the dual rational nexus test, with a finding that a mobility fee may be expended in a different benefit district than the one from which it was collected, before the finding can be considered for review and approval by the Public Works Director.

4.03.11. Mobility Fee Expenditures.

Mobility fees are intended to fund multimodal project expenses such as the planning, design, and construction consistent with the following:

1. Expenditure of funds. Amounts on deposit in mobility fee special revenue funds shall be expended by the County for the advancement or construction of multimodal projects or for financing directly, or as a pledge against bonds, revenue certificates and other obligations of indebtedness, the expenses for multimodal projects, or portions thereof, that are:
 - a. Location. Located in the mobility fee benefit district from which the funds were collected;
 - b. Planned project. Included in the mobility plan or capital improvement program; and
 - c. Benefit. Beneficial to new development in terms of enhanced mobility.
 - d. Timing. Mobility fees shall be expended based on a first in, first out basis.
2. Prohibition. The amounts on deposit in the mobility fee fund shall not be used for periodic or routine maintenance as defined in F.S. § 334.03 (18) and (23).
3. Use of funds. Funds withdrawn from these accounts must be on eligible multimodal project expenses.
4. Audit. Audits of the County performed pursuant to F.S. § 218.39, shall include an affidavit from the chief financial officer of the County addressing reporting requirements of F.S. § 163.31801.
5. Administration. Should the County elect to not establish a service charge or the service charge does not fully capture expenses, the administration and implementation of the mobility fee system may be funded by mobility fees in an amount not to exceed that actual cost to administer and implement the mobility fee system.
6. Municipalities. Expenditure of funds on municipal maintained roads shall be limited to those identified either in the mobility plan, the capital improvements program, or those municipalities that elect to participate in the County's mobility fee system. The interlocal agreement between the municipality and the County shall further detail the collection, if applicable, and expenditure of mobility fees within the municipality.

4.03.12. Mobility Fee Refunds.

1. Time frame for expenditure. Mobility fees collected shall be returned to the then present owner of the new development if the mobility fees have not been encumbered or spent by the end of the calendar quarter immediately following seven (7) years from the date the fees were collected, or if the development for which the fees were paid never commenced.
2. Expenditure of funds. Mobility fees collected shall be deemed to be encumbered or expended on a "first in, first out" basis.

- 729 3. Refund process. A landowner may request a refund of mobility fees not expended within the time
730 frame for expenditure of funds. Request shall be reviewed by the Public Works Director or designee
731 and approved if mobility fees have not been expended within the time frame for expenditure of
732 funds or as provided for in refund process and procedures detailed in the administrative manual.
- 733 4. Municipalities. The interlocal agreement between a municipality and the County shall further detail
734 refund of mobility fees if the process and procedures differ from the administrative manual.

735 **4.03.13. Effect on Land Development Code.**

- 736 1. Land Use. The listing of a land use in the mobility fee schedule is solely for purposes of establishing
737 the applicable mobility fee rate to be assessed per land use, and such listing does not mean that the
738 land use is permitted or available under applicable zoning and Comprehensive Plan requirements. In
739 addition, the listing of the land use in the mobility fee schedule shall not be considered evidence that
740 the land use is appropriate in any land use classification or zoning district.
- 741 2. Land Development Code. The payment of mobility fees does not ensure nor grant compliance with
742 the County's land development code, including regulations relating to transportation corridor
743 management, access management, substandard roads, secondary access, timing, and phasing, and,
744 where applicable, development of regional impact review.

745 **4.03.14. Administrative Manual and Service Charges.**

- 746 1. Administrative manual. The County shall prepare and periodically update a mobility fee
747 administrative manual that addresses day to day administration and the implementation and update
748 of the mobility plan and fee. The administrative manual shall address assessments, credit and off-set
749 request, special studies, fee expenditures and monitoring. The administrative manual shall be
750 accepted by resolution of the County Commission. Until such time as an administrative manual is
751 adopted, determinations related to the mobility fee system shall be made by the Public Works
752 Director or designee.
- 753 2. Service charge. The County may elect to prepare and periodically update mobility fee service charges
754 to ensure that the County's general fund does not bear the full burden of administering and
755 implementing the mobility fee system, provided that the service charges does not exceed the
756 County's actual costs of administration and implementation of the mobility fee system. Mobility Fee
757 service charges shall be in addition to the imposed mobility fee and shall account for future updates
758 of the mobility plan and mobility fee in the service charge determination, along with any required
759 application fees for special studies or credit request. The mobility fee service charge shall be based on
760 a service charge study and accepted by resolution of the County Commission.
- 761 3. Municipalities. The administrative manual procedures would apply to any municipality that elects to
762 participate in the County's mobility fee system, except as otherwise provided for in an interlocal
763 agreement between the municipality and the County. Any municipality that collects mobility fees on
764 behalf of the County shall be entitled to receive a portion of any service charge adopted by the
765 County to offset the cost of collection and processing of mobility fees paid by new development.

766 **4.03.15. Annual Report.**

767 The County, and any municipality that elects to participate in the County's Mobility Fee system, shall comply
768 with all audit requirements of F.S. § 218.39. The County shall include in its annual capital improvement program
769 update, an accounting of mobility projects funded by mobility fees. The annual budget shall indicate mobility fee
770 revenues and expenditures. Audits of the County performed pursuant to F.S. § 218.39, shall include an affidavit
771 from the chief financial officer of the County addressing requirements of F.S. § 163.31801.

772 **4.03.16. Review and Update.**

- 773 1. Mobility plan and fee update. The Mobility Plan and Mobility Fee shall be updated by the County at
774 least once every five (5) years from the date of the last adoption. The five (5) year time frame shall
775 account for the 90-day notice period for any increase as required by Florida Statutes. The update shall
776 commence no later than four (4) years after the date of last adoption. If a full re-evaluation and
777 update are not complete within the required time period, the last adopted mobility fee shall remain
778 in effect until the update is complete.
- 779
- 780 2. Annual report. The mobility plan and mobility fee shall be reviewed annually, and an annual report
781 shall be prepared documenting collections and expenditures. The review shall include a
782 recommendation regarding the need to update the mobility plan and mobility fee earlier than the
783 required update schedule due to extraordinary circumstances. The administrative manual shall detail
784 additional factors to be addressed as part of the annual update to ensure the mobility plan and
785 mobility fee is consistent with case law and Florida Statute.
- 786
- 787 3. Annual inflation adjustment. The County shall annually update mobility fees based on inflation
788 adjustments, starting in 2025. The data for inflation shall be based on local cost to the extent data is
789 available. The most recent FDOT Transportation Cost Report Construction Cost Inflation Factors or
790 FDOT Monthly Inflation Factor Reports shall also be referenced to determine inflation factors. If local
791 or FDOT data is not available, the annual inflation factor adjustments shall be based on either the
792 national Producers Price Index for highways and streets, the National Highway Construction Cost
793 Index or the Consumer Price Index.
- 794
- 795 4. Required notice for increase. Increases in the County mobility fees require a 90-day notice period per
796 F.S. § 163.31801 before updated mobility fees can go into effect. The County shall advertise the fees
797 in a publication of general circulation available to County residents and businesses, or as permitted by
798 Florida Statutes, publish the updated rates on the County’s website. The advertisement shall be
799 published and/or posted no later than 90 days prior to the increase of the mobility fees.
- 800
- 801 5. Notice provided. The following notice is provided that the County will annually adjust mobility fees for
802 inflation and will be maintained by the Public Works Department. Applicants are encouraged to
803 contact the Public Works Department to obtain the most recently adopted version of the mobility
804 fees and inquire about any noticed updates of the mobility fee.
- 805
- 806 6. Municipal notice. The County shall provide municipalities who elect to participate in the County’s
807 mobility fee system written notice of mobility fee increases. The written notices shall be provided no
808 later than 90 days prior to the effective date of the mobility fee increase.
- 809
- 810 7. County initiated update. The Public Works Director or designee may authorize County initiated
811 updates of the mobility plan or mobility fee to ensure that mobility fees meet legal and statutory
812 requirements. The administrative manual shall provide further detail on factors that would
813 potentially require that the County move forward with a County initiated update.

814 **4.03.16. Appeals.**

815 If an applicant is dissatisfied with one or more of the following decisions of the Public Works Director or
816 designee, the applicant may appeal the decision in writing to the Board of Adjustment;

- 817
- 818 1. Imposition. The requirement to pay a mobility fee per 4.03.04;
- 819

- 820 2. Exemption. That a proposed new development does not qualify for an exemption per 4.03.05;
- 821
- 822 3. Determination. The assessed mobility fee per 4.03.07;
- 823
- 824 4. Refunds. The refund or refunded amount of mobility fees per 4.03.09;
- 825
- 826 5. Notice of appeal. The applicant shall file a notice of appeal with the Board of Adjustment within
- 827 thirty (30) calendar days of any final decision in which the applicant does not concur.
- 828
- 829 6. Evidence. As part of the appeal, the applicant shall submit in writing the specific decision being
- 830 appealed and shall provide documentation detailing the reasons why the applicant believes the
- 831 decision is incorrect. The applicant shall also provide in writing the desired final outcome and shall
- 832 provide evidence in support of that decision. Technical documentation submitted as evidence shall
- 833 be prepared by either a licensed professional engineer, a certified planner, or an impact fee
- 834 consultant with experience administering, implementing, or developing impact fees or mobility fees.
- 835
- 836 7. Date of hearing. The appeal hearing before the Board of Adjustment shall be held within 60 working
- 837 days of the receipt of the notice of appeal.
- 838
- 839 8. Hearing. The Board of Adjustment shall base its decision on any appeal on the applicable standards
- 840 and criteria established for the mobility fee system established per 4.03.00 and the evidence
- 841 presented at a properly advertised public hearing.
- 842
- 843 9. Board actions. The Board of Adjustment may uphold or revoke, in whole or in part, the
- 844 determination being appealed and to that end shall have the powers of the Public Works Director
- 845 from whom the appeal is taken.
- 846
- 847 10. Payment of mobility fees. A development order approval will not be issued unless the mobility fee is
- 848 paid in full, regardless of an appeal by an applicant. Any reduction of mobility fees or an exemption
- 849 from mobility fees resulting from a successful appeal shall be by refund of any excess amount where
- 850 a mobility fee is reduced, or the full amount where an applicant is exempt, paid at the time of the
- 851 issuance of the development order with the refund to be paid within 60 days. No interest will be
- 852 paid on a refund of any such overpayment or payment.
- 853

854 **4.03.17. Vested Rights.**

855 It is not the intent of the mobility fee system to abrogate, diminish, or modify the rights of any persons
856 that have vested rights pursuant to a valid governmental act of the County. An applicant may petition the County
857 Commission for a vested rights determination which would exempt the applicant from the provisions of the
858 mobility fee system. The Public Works Department and County Attorney shall evaluate the petition and submit a
859 recommendation to the County Commission based upon the following criteria:

- 860 1. Valid act. A valid, unexpired governmental act of the County, authorizing the building for which
- 861 applicants seeks a certificate of occupancy, exists.
- 862 2. Investment backed expectation. Expenditures or obligations made or incurred in reliance upon the
- 863 authorizing act are reasonably equivalent to the assessed mobility fee.
- 864 3. Prior approvals. That it would be inequitable to deny the applicant the opportunity to occupy a
- 865 previously approved building under the conditions of the previous approval by requiring the applicant
- 866 to comply with the provisions of the mobility fee system.

867

868 **4.03.18. Penalty.**

869 Violations of 4.03.00 will be enforceable by all legally available remedies.

CODE OF ORDINANCES
APPENDIX E - LAND DEVELOPMENT CODE
Chapter 12 SCHEDULE OF FEES

EXHIBIT B

1 **12.01.00. Schedule of fees.**

2 *Cost recovery for outside consultants will be billed directly to the applicant

3 1. Development Permits\$30.00

4 2. Building Permits Reference
5 Ord. No. 99-26

6 3. Certificates of Zoning Compliance (Grandfathering)100.00

7 4. Appeals to the Board of Adjustment800.00

8 5. Variances800.00

9 6. Variances (Okaloosa Island)800.00

10 7. After-the-fact Variances400.00

11 (Setback encroachments prior to 1993)

12 8. After-the-fact Variances (Okaloosa Island)500.00

13 (Setback encroachments prior to 1993)

14 9. Special Exceptions800.00

15 10. PUD Request (base fee)800.00

16 plus \$15.00 per lot/unit

17 11. PUD Revised Plans Submittal (each submittal)150.00

18 12. Rezoning Requests/Comprehensive Plan Amendments

19 (0 to 9.99 acres) (base fee)1,200.00

20 Plus \$10.00 per acre or fraction thereof

21 (10 acres or more) (base fee)1,700.00

22 Plus \$20.00 per acre or fraction thereof

23 13. Comprehensive Plan Amendments

24 (0 to 9.99 acres) (base fee)1,200.00

25 Plus \$20.00 per acre or fraction thereof

26 (10 acres or more) (base fee)2,500.00

27 Plus \$10.00 per acre or fraction thereof

28 14. Residential Subdivision Request350.00

29 Plus \$15.00 per lot

30 Residential Subdivision Revised Plan Submittal (each submittal)150.00

31 15. Commercial Subdivision (base fee)350.00

32 Plus \$15.00 per lot

33 Commercial Subdivision Revised Plan Submittal (each submittal)150.00

34 16. Industrial Subdivision (base fee)350.00

35 Plus \$15.00 per lot

36 Industrial Subdivision Revised Plan Submittal (each submittal)150.00
37 17. Minor Division of Lands (base fee)350.00
38 Plus \$15.00 per lot
39 Revised Plan Submittal (each submittal)150.00
40 18. Mobile Home Park (base fee)350.00
41 Plus \$15.00 per lot
42 Revised Plan Submittal (each submittal)150.00
43 18. Lot Split Requests50.00
44 20. Alcohol Signature75.00
45 21. Home Occupations50.00
46 22. Apartments and Condominium Projects (base fee)350.00
47 Plus \$10.00 per dwelling unit
48 Apartments and Condominium Projects Revised Plan Submittal (each submittal)150.00
49 23. Townhomes (base fee)350.00
50 Plus \$15.00 per lot
51 Townhome Revised Plan Submittal (each submittal)150.00
52 24. Application for Marine Construction100.00
53 25. Landscaping Review and Compliance for Certificate of Occupancy (Inspection)100.00
54 Plus \$50.00 for each reinspection or temporary Certificate of Occupancy
55 26. Copy of Maps
56 Future Land Use15.00
57 Zoning20.00
58 Custom (8.5" x 11")10.00
59 Custom (24" x 36")20.00
60 27. Copies of Documents (per page)15.00
61 28. Street Addresses (per lot/unit)15.00
62 29. Administrative Fee for Stormwater Management*A
63 (*A) Permit Fees for Stormwater Management and Conservation
64 30. Copy of Ordinance No. 90-1 (Comp. Plan without Binder)30.00
65 (Comp. Plan with Binder)40.00
66 31. Copy of Ordinance No. 91-1 (LDC without Binder)30.00
67 (LDC with Binder)40.00
68 32. Maps of Santa Rosa Island3.00
69 33. Projects of Area Wide Impact (larger than 100,000 square feet)2,000.00

70 For the 1st 100,000 square feet plus \$20.00 per 1,000 square feet or fraction thereof

71 34. Development of Regional Impact (DRI), Notice of Proposed Change, Substantial Deviation (base
72 fee)2,000.00

73 Plus \$20.00 per acre or fraction thereof

74 35. Regional Activity Center (RAC) (base fee)2,500.00

75 Plus \$20.00 per acre or fraction thereof

76 Revised Plan/Document Submittal (each submittal)500.00

77 36. Master Plans (base fee)2,000.00

78 Plus \$20.00 per acre or fraction thereof

79 Revised Plan/Document Submittal (each submittal)500.00

80 37. Grandfather Transfer Fee50.00

81 38. Tall Structure Review750.00

82 Tall Structure Revised Plan Submittal (each submittal)150.00

83 39. Temporary Use Permit (For Special Events)50.00

84 40. Temporary Use Permit (Other than Special Events)200.00

85 41. Commercial Site Plan Review

86 Minor Project (0—9,999 square feet)500.00

87 Minor Project Revised Plan Submittal (each submittal)150.00

88 Major Project (10,000 square feet and above)(for the first 10,000 square feet)500.00

89 Plus \$40.00 per 1,000 square feet or fraction thereof

90 Major Project Revised Plan Submittal (each submittal)150.00

91 42. Minor Change of Use (0—9,999 square feet)250.00

92 Revised Plan Submittal125.00

93 43. Major Change of Use (10,000 square feet or more) (for the first 10,000 square feet)500.00

94 Plus \$20.00 per 1,000 square feet or fraction thereof

95 Revised Plan Submittal150.00

96 44. Master Sign Plan

97 On-Site100.00

98 Off-Site100.00

99 45. Land Development Code Interpretation/Determination of Vested Rights40.00

100 46. Comprehensive Plan Consistency Letter50.00

101 47. Storage Fee — Researching for Requested Files (per request)25.00

102 48. Clearing Permits50.00

103 Required only for commercial or residential parcels without development plans, (tree survey will be required).

104 Exemptions will be for all vested residential lots or parcels and agricultural and silvicultural parcels.

- 105 49. FEMA Map Revisions/Amendment 40.00
 106 50. White Sand Compliance (Inspection) (per initial inspection) 25.00
 107 \$75.00 per each reinspection
 108 51. Appeals to the Code Enforcement Board 150.00
 109 (Ord. No. 11-01, § 2, 1-18-11)
- 110 52. Reserved
 111 53. Reserved
 112 54. Reserved
 113 55. Reserved
 114 56. Reserved
 115 57. Reserved
 116 58. Reserved
 117 59. Reserved
 118 60. Mobility Fee Schedule
 119

<u>Schedule of Land Uses</u>	<u>Unit of Measure</u>	<u>Mobility Fee</u>
<u>Residential Uses</u>		
<u>Single-Family Detached</u>	<u>per Dwelling Unit</u>	<u>\$1,009</u>
<u>Single-Family Attached</u>	<u>per Dwelling Unit</u>	<u>\$772</u>
<u>Multifamily</u>	<u>per Dwelling Unit</u>	<u>\$722</u>
<u>Mobile Home and Micro (Tiny) Home</u>	<u>per Dwelling Unit</u>	<u>\$762</u>
<u>Institutional Uses</u>		
<u>Community Serving (Cultural Center, Lodge, Museum, Performance Venue, Place of Assembly or Worship)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$260</u>
<u>Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$388</u>
<u>Private Education (Afterschool, Day Care, K-12, Pre-K, Trade School, Tutor)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$466</u>
<u>Recreational Uses</u>		
<u>Marina (Wet berths, dry slips, fueling, maintenance, repair, and service)</u>	<u>per Berth plus per ten (10) dry slips</u>	<u>\$132</u>
<u>Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)</u>	<u>per Acre</u>	<u>\$1,456</u>
<u>Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,271</u>
<u>Industrial Uses</u>		
<u>Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$145</u>

<u>Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Wholesale Nursery, Warehouse)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$128</u>
<u>Office Uses</u>		
<u>Office (General, Post Secondary Education, Hospital, Professional)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$441</u>
<u>Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,227</u>
<u>Retail Uses</u>		
<u>Retail (Not Otherwise Specified on Schedule)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,469</u>
<u>Bank</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$2,337</u>
<u>Convenience Store</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$2,482</u>
<u>Drinking Establishment (Bar, Brewery, Distillery or Wine Tap Room, Club)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,552</u>
<u>Fast Food or Quick Service Restaurant</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$5,262</u>
<u>Furniture Store</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$483</u>
<u>Grocery Store</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$2,929</u>
<u>Pharmacy or Dispensary</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$4,017</u>
<u>Sit Down Table Service Restaurant</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$2,297</u>
<u>Superstore</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,934</u>
<u>Variety or Dollar Store</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$2,438</u>
<u>Motor Vehicle or Boat Sales</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,617</u>
<u>Wholesale Club</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,626</u>
<u>Non-Residential Uses Per Unit of Measure (* denotes Additive Mobility Fee)</u>		
<u>Overnight Lodging</u>	<u>per Room</u>	<u>\$713</u>
<u>Recreational Vehicle or Travel Trailer Park</u>	<u>per Space</u>	<u>\$394</u>
<u>Bank Drive-Thru or Free-Standing ATM*</u>	<u>per Lane or ATM</u>	<u>\$3,331</u>
<u>Motor Vehicle or Boat Cleaning (Detailing, Wash, Wax)*</u>	<u>per Bay, Lane, Stall plus per five (5) Stations</u>	<u>\$7,477</u>
<u>Motor Vehicle Charging or Fueling (Commercial Facility requiring Payment)*</u>	<u>per Charging or Fueling Position</u>	<u>\$2,169</u>
<u>Motor Vehicle or Boat Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires)*</u>	<u>per Bay or Stall</u>	<u>\$1,294</u>
<u>Fast Food or Quick Service Restaurant Drive Thru*</u>	<u>per Lane</u>	<u>\$7,534</u>
<u>*Additive Mobility Fees are assessed in addition to the Mobility Fee assessed with the square footage of buildings or structures.</u>		

120

1 **Appendix A DEFINITIONS**

2 **A**

3 *Abutting property:* Any property that is immediately adjacent or contiguous to (adjoining), or immediately
4 across any road or public right-of-way from the lot in question.

5 *Accessory use or structure:* A use or structure on the same lot with, and of a nature customarily incidental
6 and subordinate to, the principal use or structure.

7 *Additive Fee:* A mobility fee based on a unit of measure that is assessed for a component of a high impact use
8 that is outside of the square footage of the building and generates person travel demand. Additive fees are
9 combined with any assessed mobility fee based on the square footage of a building or structure for the use. The
10 mobility fee rate for additive fees is based on the unique units of measure under the additive fee category.

11 *Administrative official:* The director of planning and inspection or any other county department staff
12 authorized to carry out the requirements of this Code.

13 *Adult entertainment establishment:* A commercial enterprise which predominantly limits admission to
14 "Adults Only" due to the sexual nature of its merchandise or entertainment. Such establishments shall include
15 adult book stores, adult theater, and adult lounges with nude or semi-nude entertainers or employees. Reference
16 Ordinance No. 88-26 for specific regulations regarding adult entertainment establishments.

17 *Adult Foster Home:* A full-time, family-type living arrangement, in a private home, under which a person or
18 persons provide, on a nonprofit basis, services of room, board, personal assistance, general supervision, and health
19 monitoring, as appropriate for the level of functional impairment, for three or fewer non-relatives who are aged or
20 disabled adults placed in the home by the Florida Department of Children and Family Services.

21 *Affordable housing:* "Affordable" means that monthly rents or monthly mortgage payments, including taxes
22 and insurance, do not exceed thirty (30) percent of the amount representing the percentage of the area median
23 income limits as determined by HUD, adjusted for family size.

24 *Agent of the owner:* The person authorized to act as agent or representative of the owner shall be limited to
25 architects, attorneys, engineers, surveyors, planners or persons having power-of-attorney to act.

26 *Agricultural lands:* Those lands in any agricultural use including forestry and aquaculture.

27 *Airport, private:* A private airport means an airport used primarily by the licensee but is available for use by
28 invitation of the licensee. Aviation services may be provided if authorized by the Florida Department of
29 Transportation (FDOT) and this Code. Public airports are defined in section 3.03.01.

30 *Alley:* Any public or private right-of-way primarily designed to serve as secondary access to the side or rear of
31 those properties where principal frontage is on a street, and having a right-of-way width of 30 feet or less.

32 *Applicant:* A person applying for a development order approval.

33 *Aquifer:* An underground formation, group of formations, or part of a formation that is permeable enough to
34 transmit, store or yield usable quantities of water.

35 *Architect:* A person duly licensed by the State of Florida to practice architecture or interior design.

36 *Architectural planter:* A permanent container within which plantings may be placed to meet the
37 requirements of this ordinance.

38 *Artificial drainage system:* Any canal, ditch, culvert, dike, storm sewer or other man-made facility which
39 tends to control the surface flow of water.

CODE OF ORDINANCES
Appendix A DEFINITIONS

40 *As-built plans:* The amended site or construction plans specifying the locations, dimensions, elevations,
41 capacities and capabilities of structures or facilities as they have been constructed,

42 *Authorized representative:* Any county employee authorized to carry out activities required by this
43 ordinance.

44 **B**

45 *Bed and breakfast inn:* A house, or portion thereof, where short-term lodging rooms and meals are provided.
46 The owner or resident manager of the inn shall live on the premises.

47 *Benefit District:* A geographic area where mobility fees that are paid by new development are expended on
48 multimodal projects within the district to provide a mobility benefit to the new development that paid the fees.

49 *Biomedical waste:* Any solid or liquid waste which may present a threat of infection to humans. The term
50 includes, but is not limited to, non-liquid human tissue and body parts; laboratory and veterinary waste which
51 contains human disease-causing agents; discarded disposable sharps; human blood, and blood products, and body
52 fluids, and other materials which in the opinion of the department of family and children services represent a
53 significant risk of infection to persons outside the generating facility. The term does not include human remains
54 that are disposed of by persons licensed under Chapter 470, Florida Statutes.

55 *Biomedical waste generator:* A facility or person that produces or generates biomedical waste. The term
56 includes, but is not limited to, hospitals, skilled nursing or convalescent hospitals, intermediate care facilities,
57 clinics, dialysis, clinics, dental offices, health maintenance organizations, surgical clinics, medical buildings,
58 physicians' offices, laboratories, veterinary clinics, and funeral homes.

59 *Board of county commissioners:* The governing body of Okaloosa County, Florida. Also may be referred to as
60 "county commission" or "the board."

61 *Boarding house/rooming house:* An establishment, where meals, and/or lodging are provided for compensation:

- 62 1. By prearrangement, but without limitations on time periods involved,
63 2. With lodging for compensation other than in dwelling units.

64 *Boathouse:* A structure which houses boats and related equipment. May be open or have enclosing walls.

65 *Boatyards:* An establishment for the hauling, repairing, painting, or manufacturing of vessels (boats). Also
66 may include dock rentals, fuel sales, and sale of boats and related marine equipment.

67 *Breakaway wall (frangible wall):* A partition independent of supporting structural members that will
68 withstand design wind forces, but will fail under hydrostatic, wave, and run-up forces associated with the design
69 storm surge. Under such conditions, the wall will fail in a manner such that it disintegrates or breaks up into
70 components that will minimize the potential for damage to life or adjacent property.

71 *Buffer strip:* A strip of land utilized to separate and protect one type of land use from another; for example, a
72 screen of planting or fencing to insulate the surrounding from the noise, smoke, or visual aspects of an
73 incompatible zoning district or land use.

74 *Building:* Any structure that encloses a space used for sheltering any use of occupancy, including a building in
75 the course of construction, alteration or repair and a manufactured (mobile) home on a foundation.

76 *Building area:* The portion of a lot remaining after required yards have been provided.

77 *Building setback:* The minimum horizontal distance permitted between the front, side or rear of a structure
78 for a building and the nearest property line. May be referred to as "yard."

CODE OF ORDINANCES
Appendix A DEFINITIONS

79 *Bulkheads (seawalls):* Structural walls located in or near the water to prevent erosion caused by wind or
80 wave action. May be used to prevent shoaling in channels or as a breakwater to stop wave action for mooring of
81 vessels.

82 C

83 *Campground:* One or more buildings, structures, tents, trailers or camping vehicles together with the land,
84 used as temporary living quarters for 15 or more persons, including children, whether or not rent is paid for space
85 in connection with the use of the premises. A campground shall include all land utilized for the temporary housing
86 of people for uses such as recreational, educational, commercial, and for temporary labor.

87 *Clearing:* The removal of trees and brush from a substantial part of the land, shall not include mowing of
88 grass and weeds.

89 *Coastal building zone:* The land area from the seasonal high-water line landward to a line 1,500 feet
90 landward from the coastal construction control line as established pursuant to Section 161.053, Florida Statutes,
91 and for those coastal areas fronting on the Gulf of Mexico, Atlantic Ocean, Florida Bay, or Straits of Florida and not
92 included under Section 161.053, Florida Statutes, the land area seaward of the most landward velocity zone (V-
93 zone) line as established by the Federal Emergency Management Agency and shown on flood insurance rate maps.
94 The Coastal Construction Code in Section 6.02.01 K applies to this land area.

95 *Coastal construction control line (CCCL):* The line established by the Florida Department of Environmental
96 Protection, Bureau of Beaches and Shores, that defines the upland line of jurisdiction for D.E.P.'s coastal regulatory
97 jurisdiction along the sandy beaches of the state which front on the Gulf of Mexico, Atlantic Ocean, and the Straits
98 of Florida. CCCLs are established pursuant to Section 161.053, Florida Statutes, on a county by county basis.

99 *Code enforcement officer:* Includes the building official, building inspectors, fire inspectors, and county
100 engineering inspectors. For the purpose of this ordinance, "code enforcement officer" shall mean any authorized
101 agent or employee of the county whose duty is to enforce and assure compliance with codes and ordinances of the
102 county.

103 *Common areas:* Areas of land or water owned, controlled, maintained, and improved through an
104 organization consisting of all individual owners of PUDs, residential or commercial subdivisions.

105 *Community residential home:* A dwelling unit licensed to serve clients of Florida Department of Family and
106 Children Services, that provides a living environment for one—six or seven—14 community residential home
107 residents who operate as the functional equivalent of a family, including such supervision and care by support staff
108 as may be necessary to meet the physical, emotional and social needs of the residents pursuant to Chapter 419,
109 Florida Statutes.

110 *Community residential home resident:* An aged person as defined in Section 400.618(3), Florida Statutes; a
111 physically handicapped or disabled person as defined in Section 760.22(7)(a), Florida Statutes; a developmentally
112 disabled person as defined in Section 393.063(11), Florida Statutes; a non-dangerous mentally ill person as defined
113 in Section 394.455(3), Florida Statutes; a dependent child as defined in Section 39.01(14), Florida Statutes.
114 Excluded are delinquent children, alcohol or drug abusers, and dangerous mentally ill persons.

115 *Comprehensive plan:* Okaloosa County Comprehensive Plan, Ordinance No. 90-1, as amended.

116 *Concerned agencies:* County, state, federal or private agencies that would be involved in any phase of
117 planning or construction as set forth in the provisions of this ordinance. Such agencies would be the county health
118 department, county public works department, department of environmental protection, department of
119 community affairs, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, etc.

CODE OF ORDINANCES
Appendix A DEFINITIONS

204 power, water service, gas service, or telephone line, whether underground or overhead. Easement width shall not
205 be greater than required to meet or satisfy the specified use or uses.

206 *Engineer:* A person duly licensed by the State of Florida to practice engineering.

207 *Erosion:* The wearing or washing away of soil (consolidated or unconsolidated material) by the action of wind
208 or water.

209 F

210 *Family:* One or more persons occupying a single dwelling unit, provided that unless all members are related
211 by blood or marriage no such family shall contain more than five persons, but further provided, that up to three
212 servants employed on the premises may be housed on the premises without being counted as a family or families
213 and not more than two rooms may be occupied by a total of four or fewer boarders, including roomers. (For five or
214 more roomers or boarders, see boarding and rooming houses.) The term "family" shall not be construed to mean a
215 fraternity, sorority, club, or institutional group. In addition, a family may be constituted of one or more persons,
216 not related by blood or marriage, if the occupants are handicapped persons as defined in Title VIII of the Civil
217 Rights Act of 1968, as amended by the Fair Housing Act of 1988.

218 *Farm:* For the purposes of this ordinance, a farm is land used for the production of any food or fiber
219 products.

220 *Fence:* A barrier erected to screen, protect, control animals, or mark boundary of any open area. Fences can
221 be made of wood, metal, concrete, or similar type of material, or planted matter. Fences shall be installed in
222 conformance with Chapter 7.01.01.

223 *Filling station:* Building and premises where gasoline, oil, grease, batteries, tires, and automobile accessories
224 may be supplied and dispensed at retail. Uses permissible at a filling station do not include major mechanical and
225 body work, straightening of body parts, painting, welding, storage of automobiles not in operating condition, or
226 other work involving noise, glare, fumes, smoke or other noxious characteristics. Sales of cold drinks, package
227 foods, tobacco, and similar convenience goods for filling station's customers, as an accessory and incidental to
228 principal operation, are allowed.

229 *Flood:* A temporary rise in the level of any water body, watercourse, or wetland which results in the
230 inundation of areas not ordinarily covered by water.

231 *Freestanding building:* An unattached building, standing alone, containing one business, rather than a row of
232 stores or businesses with common roof and sidewalls.

233 *Frontage:* The length of the front property line of the lot, lots, or tract of land abutting a public street, road,
234 highway, or rural right-of-way.

235 G

236 *Grade:* The average finished ground level of the land around the building or structure.

237 *Ground cover:* Natural mulch or low growing evergreen plants other than deciduous varieties installed to
238 form a continuous cover over the ground.

239 *Ground waters:* Naturally remaining water beneath the surface of the ground, whether or not flowing
240 through known and definite channels.

241 H

242 *Habitable floor area:* The total floor area of all the habitable rooms in a dwelling unit.

243 *Habitable structure:* A structure or building intended for human occupancy.

CODE OF ORDINANCES
Appendix A DEFINITIONS

244 *Handicapped parking:* A parking space or spaces reserved exclusively for persons with disabilities as
245 described in Section 316.1955, F.S.

246 *Hardship:* Physical characteristics of a piece of property such as size, shape, elevation, etc., that create
247 practical difficulties for use or development of the property.

248 *Hazardous material:* Any substance or material that, by reason of its toxic, caustic, corrosive, abrasive, or
249 otherwise injurious properties, may be detrimental or deleterious to human health or the environment.

250 *Height, building:* The vertical distance from grade plane to the average height of the highest roof surface.

251 *Health care facility:* A facility or institution, whether public or private, principally engaged in providing
252 services for health maintenance and the treatment of mental or physical conditions.

253 *Highway:* A public or private vehicular roadway.

254 *Historic resources:* Something that has been identified or otherwise determined to be of historic significance.

255 *Home occupation:* A commercial or business activity that (i) is conducted by a person on the same lot (in a
256 residential district) where such person resides, and (ii) is not so insubstantial or incidental or is not so commonly
257 associated with the residential use as to be regarded as an accessory use, but that can be conducted without any
258 significantly adverse impact on the surrounding neighborhood.

259 Without limiting the generality of the foregoing, a use may not be regarded as having an insignificantly
260 adverse impact on the surrounding neighborhood if (i) goods, stock in trade, or other commodities are displayed,
261 (ii) any on-premises retail sales occur, (iii) more than one person not a resident on the premises is employed in
262 connection with the purported home occupation, [or] (iv) it creates objectionable noise, fumes, odor, dust or
263 electrical interference.

264 *Home office of convenience:* The use of a room or other part of a residence as an office which is incidental to
265 the residential use.

266 *Hospital:* An institution providing primary health care services and medical and surgical care to persons,
267 primarily inpatients, suffering from illness, disease, injury, deformity and other abnormal physical and mental
268 conditions and may include related facilities such as laboratories, outpatient facilities, training facilities, medical
269 offices, staff residences, and administrative offices.

270 I

271 *Immediate family:* A group of related people limited to the grandparents, father, mother, sisters, brothers,
272 spouse, sons, daughters and grandchildren of a person.

273 *Impervious surface:* A surface which has been compacted or covered with a layer of material so that it is
274 highly resistant to infiltration by water. The term includes most conventionally surfaced streets, roofs, sidewalks,
275 parking lots, and similar structures.

276 *Incinerator:* Any unit of any facility that combusts any waste material and is not categorized as a boiler or
277 process heater.

278 J

279 *Junkyard, salvage or wrecking yard:* Place, structure or lot where junk, waste, discarded, salvaged or similar
280 materials such as old metals, lumber, glass, paper, rags, cloth, bagging, cordage, barrels, containers, etc., are
281 bought, brought, sold, exchanged, baled, packed, disassembled, stored or handled; including used lumber and
282 building material yards, house wrecking yards, heavy equipment wrecking yards and yards or places for the
283 storage, sale or handling of salvaged house wrecking steel materials and also including the dismantling or

CODE OF ORDINANCES
Appendix A DEFINITIONS

284 disassembling of used motor vehicles, boats or trailers, or the storage, sale or dumping of dismantled, partially
285 dismantled, obsolete, or wrecked vehicles or their parts.

286 L

287 *Landfills:* Landfills or solid waste disposal units are classified according to the amount or types of waste received:

- 288 1. *Landfill, Class I.* Landfills that receive an average of 20 tons or more of solid waste per day. Class I
289 landfills receive general, non-hazardous household, commercial, industrial, and agricultural wastes,
290 subject to the restrictions of Rules 62-701.300 and 62-701.520, F.A.C.
- 291 2. *Landfill, Class II.* Landfills that receive an average of less than 20 tons of solid waste per day. Class II
292 Landfills receive general, non-hazardous household, commercial, industrial, and agricultural wastes,
293 subject to the restrictions of Rules 62-701.300 and 62-701.520, F.A.C.
- 294 3. *Landfill, Class III.* Landfills that receive only yard trash, construction and demolition debris, waste tires,
295 asbestos, carpet, cardboard, paper, glass, plastic, furniture other than appliances, or other materials
296 approved by the department which are not expected to produce leachate which poses a threat to
297 public health or the environment. Class III landfills shall not accept putrescible household waste.
- 298 4. See definition for *Construction and demolition debris*.

299 *Land surveyor:* A person duly registered by the State of Florida to practice land surveying.

300 *Landscape:* The placement of landscape material in the planting area in accordance with the requirements of
301 the land development code, undisturbed areas of natural vegetation, or areas which may be used for drainage.

302 *Landscape material:* Living plant material including trees, shrubs, vines, lawn grass, ground cover, landscape
303 water features, and non-living durable material commonly used in landscaping including rocks, pebbles, sand,
304 prairie film, brick pavers, earthen mounds, but excluding impervious surfaces for vehicular use.

305 *Lot:* A parcel of land of sufficient size to meet minimum zoning requirements for use, coverage and area, and to
306 provide such yards and other open spaces as are herein required. Lot includes tract or parcel and means the least
307 fractional part of subdivided lands having limited fixed boundaries, and an assigned number, letter, or other name
308 through which it may be identified. Such lot shall consist of:

- 309 1. A single lot of record;
- 310 2. A portion of a lot of record;
- 311 3. A combination of complete lots of record, or complete lots of record and portions of lots of record, or
312 portions of lots of record; or
- 313 4. A parcel of land described by metes and bounds.

314 *Lot — corner:* A lot abutting upon two or more streets at a street intersection, or abutting upon two
315 adjoining and deflected lines of the same street.

316 *Lot — depth:* Depth of a lot shall be the distance between the mid-points of straight lines connecting the
317 foremost points of the side lot lines in front and the rear-most points of the side lot lines in the rear.

318 *Lot — double frontage:* A lot having two non-adjointing property lines abutting upon a street or streets.

319 *Lot — frontage:* The front of a lot shall be construed to be the portion nearest the street or streets. For the
320 purposes of determining yard requirements on corner lots and double-frontage lots, all sides of a lot adjacent to
321 streets shall be considered frontage, and yards shall be provided as indicated under "yard" in the schedule of
322 dimensional requirements.

CODE OF ORDINANCES
Appendix A DEFINITIONS

323 *Lot — interior:* A lot other than a corner lot or a double frontage lot.

324 *Lot of record:* A lot which is part of a recorded subdivision or a Planned Unit Development, or a parcel of land
325 which has been duly recorded with the Clerk of Court's Office of Okaloosa County and is identified on tax records
326 dating prior to adoption of the Okaloosa County Comprehensive Plan, Ordinance No. 90-1 (July 10, 1990).

327 *Lot — reverse frontage:* A double frontage lot fronting on both a minor street and primary or collector street
328 with access only permitted to the minor street. Rear access to the primary or collector street shall be prohibited by
329 means of a non-access reservation strip or easement along the primary or collector street.

330 *Lot — width:* Width of a lot shall be the distance between straight lines connecting front and rear lot lines at
331 each side of the lot, measured at the required front building setback line; provided, however, that width between
332 side lot lines at their foremost points (where they intersect with the street line) shall not be less than 80 percent of
333 the required lot width except in the ease of lots on the turning circle of a cul-de-sac, where the 80 percent
334 requirement shall not apply.

335 M

336 *Major thoroughfare:* Any principal arterial, minor arterial or major collector roadway as classified by the
337 Florida Department of Transportation or the County.

338 *Manufactured building:* A factory-constructed building not constructed on a chassis, built to comply with the
339 Standard Building Code, and inspected by the Florida Department of Community Affairs.

340 *Manufactured housing:* A structure, transportable in one or more sections, which, in the traveling mode, is
341 eight (8) body feet or more in width and forth (40) body feet or more in length which when erected on site, has
342 320 or more square feet in living area; and which is built on a permanent chassis and designed to be used as a
343 dwelling with or without a permanent foundation when connected to the required utilities. If fabrication of such a
344 housing unit has occurred after June 15, 1976, each section must be built to standards prescribed by the U.S.
345 Department of Housing and Urban Development.

346 *Manufacturing:* Establishments engaged in the mechanical or chemical transformation of materials or
347 substances into new products, including the assembling of component parts, the creation of products, and the
348 blending of materials, such as lubricating oils, plastics, resins, or liquors.

349 *Map, future land use:* The Official Future Land Use Map shown in the Comprehensive Plan.

350 *Map, official zoning:* The Official Zoning Map of the Zoning Regulations.

351 *Marina, commercial:* Any dock or facility offering spaces for boat dockage or slip rentals not associated with
352 the regular fabrication, repair, construction or maintenance of boats or vessels or the removal of boats or vessels
353 from the water for such purposes. Any dock, with or without spaces for slip rental, where fuel or merchandise may
354 be purchased shall be deemed a commercial marina.

355 *Marina facility:* Any business associated with the construction, fabrication, refurbishing, repair or
356 maintenance of boats or vessels, including equipment installation thereon or the removal of any boat or vessel
357 from the water for any such purpose.

358 *Marina, private:* Any dock or facility having spaces for boat dockage or slip rentals, the use of which is
359 restricted to membership of a private club or organization, including yacht clubs, sailing associations and other like
360 and similar types of organizations.

361 *Master plan:* A graphic representation, or combination of graphics and text, which depicts and describes an
362 overall strategy of development including the layout of lots, buildings, streets, amenities, and related features.

CODE OF ORDINANCES
Appendix A DEFINITIONS

363 *Mean high water line:* The intersection of the tidal plane of mean high water with the shore (Section 177.27,
364 F.S.).

365 *Median:* A barrier placed between lanes of traffic flowing in opposite directions.

366 *Metes and bounds:* A method of describing land boundaries by directions (bounds) and distances (metes)
367 from a known point of reference.

368 *Mid-rise:* A building three to seven stories in height.

369 *Mini-warehouse:* See Self-Service Storage Facility.

370 *Mining:* The extraction of earth materials such as soil, sand, clay, rock, and other similar materials.

371 *Mitigation:* A method, activity, or action used to lessen or compensate for the impact of development.

372 *Mixed-use development:* The development of land with a variety of complementary and integrated uses,
373 such as, but not limited to, residential, office, manufacturing, retail, public, entertainment, or recreation in a
374 compact urban form.

375 *Mobile home:* A structure, including manufactured homes, transportable in one or more sections, which is
376 eight (8) feet or more in width and over thirty-five (35) feet or more in length, and which is built upon an integral
377 chassis and designed to be used as a dwelling when connected to the required utilities including plumbing, heating,
378 air conditioning and electrical systems. "Mobile homes" include structures fabricated before and after June 15,
379 1976, but does not include "manufactured buildings" as defined in Chapter 553, Part IV, F.S. or "recreational
380 vehicles" as defined in Section 320.01, F.S.

381 *Mobile home park:* A use of land in which lot or spaces are offered for rent or lease for the placement of
382 mobile homes for residential purposes.

383 *Mobile home subdivision:* Recorded plats of land sold to individual owners for the placement of mobile
384 homes, and where common areas or any amenities exclusively serving the subdivision may be retained by a sole
385 owner, developer or homeowner association.

386 *Mobility:* The ability to move people and goods from an origin to a destination by multiple modes of travel in
387 a timely manner based on the speed of travel.

388 *Mobility fee:* A monetary exaction imposed on new development to fund multimodal projects identified in
389 the mobility plan.

390 *Mobility fee schedule:* The establishment of land use categories for which a mobility fee is to be assessed on
391 new development activity. The schedule includes the mobility fee rates per unit of measure for each land use
392 category.

393 *Mobility plan:* A multimodal transportation plan that identifies multimodal projects within the County to
394 meet existing and future travel demand and serves as the basis for the County's mobility fee.

395 *Motel/hotel, tourist court, motor lodge:* A group of attached or detached buildings containing individual
396 sleeping units, and providing automobile storage or parking space in connection therewith, for transients; or any
397 facility licensed as a motel by the State.

398 *Motor vehicle:* The word "motor vehicle" shall have the meaning set forth in Chapter 320, F.S.

399 *Multi-family dwelling:* Any residential building or structure used as a multiple dwelling for the purpose of
400 providing more than four separate dwelling units which may share means of egress and other essential facilities.

401 *Multimodal:* multiple modes of travel including, but not limited to walking, bicycling, jogging, rollerblading,
402 skating, scootering, riding transit, driving a golf cart, low speed electric vehicle or motor vehicle.

CODE OF ORDINANCES
Appendix A DEFINITIONS

403 Multimodal project: Corridor and intersection improvements such as bike lanes, buffered bike lanes,
404 intersections, interchanges, landscape, multi-use paths or trails, multimodal lanes, pedestrian overpasses or
405 underpasses, roads, roundabouts, sidewalks, streets, and streetscape. Multimodal projects also include mobility
406 policies, programs and services, wayfinding, micromobility devices, and microtransit vehicles and lanes. Projects
407 can include new or additional road travel lanes and turn lanes, upgrade of roads that results in a change in
408 functionally classification of the road, complete and low speed streets, new or upgraded traffic signals, traffic
409 synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction,
410 engineering and inspection, utility relocation, right-of-way, easements, stormwater management facilities. These
411 projects may also be referred to as mobility plan projects or mobility projects.

412 Multimodal project expenses: Expenditures for: (a) the repayment of principal and interest or any
413 redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness
414 then outstanding consistent with statutory allowances; (b) reasonable administrative and overhead expenses
415 necessary or incidental to expanding and improving multimodal projects; (c) crosswalks, traffic control and crossing
416 warning devices, landscape, trees, multimodal way finding, irrigation, hardscape, and lighting related to projects;
417 (d) micromobility devices, microtransit vehicles, programs and services, (e) transit circulators, facilities, programs,
418 shuttles, services and vehicles; (f) reasonable expenses for engineering studies, stormwater reports, soil borings,
419 tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects;
420 (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection
421 with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of
422 structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater
423 management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement,
424 or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve,
425 redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or
426 other form of indebtedness; (k) reasonable costs of design, engineering and construction, including mobilization,
427 maintenance of traffic during construction and CEI (construction engineering and inspection) services of
428 multimodal projects, (l) county administration, implementation updates to the mobility plan and mobility fee,
429 including any analysis, assessments, counts, data collection, plans, programs or studies needed for multimodal
430 projects.

431 *Multi-use building:* A building which contains two or more distinct uses.

432 *Municipal:* Of or relating to an incorporated municipality.

433 *Municipality:* A political subdivision incorporated pursuant to State law; a city or town.

434 N

435 *Natural systems:* Systems which predominately consist of or use those communities of plants, animals,
436 bacteria, and other life systems which naturally occur on the land, in the soil or in the water.

437 New development: New residential and non-residential construction, any new land development or site
438 preparation activity, any new construction of buildings or structures, any modification, reconstruction,
439 redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any
440 special exception approval, variance, or special use permit that results in an increase in person travel demand (aka
441 impact) above the demand generated by the existing use of a parcel.

442 *Nonconforming use:* A land or structure use that is inconsistent or does not conform to the regulations of the
443 use district in which it is located.

444 *Non-residential subdivision:* Subdivisions designed and used exclusively for non-residential purposes.

CODE OF ORDINANCES
Appendix A DEFINITIONS

445 *Non-tidal waters:* Waters not daily affected by the periodic rise and fall of the waters of the Gulf of Mexico,
446 Choctawhatchee Bay, Santa Rosa Sound (Inter-coastal waters) and all of the bayous connected to the system. Non-
447 tidal waters include all freshwaters of the rivers, lakes, and streams.

448 O

449 *Open space:* Undeveloped lands suitable for passive recreation or conservation uses.

450 P

451 *Paper street:* A street or road shown on an approved plan, plat, tax map, or other official map that does not
452 actually exist on the ground.

453 *Parcel:* An area of land capable of being described with such definition that its location and boundaries may
454 be legally established.

455 *Park:* An area of land used by the public designated for active or passive recreation.

456 *Parking area:* Any public or private area, under or outside of a building or structure, designed and used for
457 parking motor vehicles including parking lots, garages, driveways, and legally designated areas of public streets.

458 *Parking lot:* An off-street, ground level open area, usually improved, for the temporary parking of motor
459 vehicles.

460 *Parking space:* A space for the parking of a motor vehicle within a public or private parking area.

461 *Parking structure:* A multi-level structure used for the temporary parking or storage of motor vehicles.

462 *Party:* One who takes part in a transaction.

463 *Path:* A cleared way for pedestrians and/or bicycles that may or may not be paved or otherwise improved.

464 *Paving material:* Any number of materials including asphalt products, concrete, crushed shell, or other
465 substance used to stabilize a soil surface to be suitable for the movement of motor vehicles.

466 *Peak-hour traffic:* The largest number of vehicles passing over a designated section of a street during the
467 busiest one-hour period during a twenty-four-hour period.

468 *Percolation test:* A test designed to determine the ability of ground to absorb water and used to determine
469 the suitability of soils for buildings, drainage, or septic systems.

470 *Pedestrian:* An individual who travels on foot.

471 *Perimeter:* The boundaries or borders of a lot, parcel or area of land.

472 *Permit:* Written governmental permission issued by an authorized official, empowering the holder thereof to
473 do some act not forbidden by law but not allowed without such authorization.

474 *Permitted use:* Any use allowed in a zoning district and subject to the restrictions applicable to that district.

475 *Person:* An individual, corporation, governmental agency, business trust, estate, trust, partnership,
476 association, two or more persons having a joint or common interest, or any other legally established entity.

477 *Person miles of capacity:* The number of persons "capacity" that can be accommodated, at a determined
478 standard, on a facility while walking, bicycling, riding transit, driving, or using a mobility assisted device over a
479 defined distance.

480

CODE OF ORDINANCES
Appendix A DEFINITIONS

481 Person miles of travel: A unit to measure person travel made by one person where each mile traveled is
482 counted as one person mile. Person miles of travel is calculated by multiplying person trip length by the number of
483 person trips. Increase in future person miles of travel are used to plan multimodal project needs that form the basis
484 for the mobility fee.

485 Person travel demand: Travel demand from new development based on trip generation, pass-by trips, person
486 trip length, limited access travel, state road travel, person miles of travel and trip purpose. The resulting mobility
487 fees are roughly proportional to the person travel demand per use on the mobility fee schedule.

488 Person trip: A trip by one person by one or more modes of travel including, but not limited to, driving a
489 motor vehicle or low speed electric vehicle, riding transit, walking, bicycling or form of person powered, electric
490 powered or gasoline powered device.

491 Person trip length: The length of a person trip per trip purpose.

492 *Personal services:* Establishments primarily engaged in providing services involving the care of a person or his
493 or her personal goods or apparel.

494 *Pervious surface:* Any material including naturally occurring soils or vegetation that allows full or partial
495 absorption of rainfall or stormwater runoff.

496 *Petition:* A formal written document requesting an action, right, or benefit from the County.

497 *Picnic area:* A place equipped with tables, benches, grills, and trash receptacles, and may include play
498 equipment, for people to assemble, cook, eat, and relax.

499 *Pier:*

500 (1) See "Dock."

501 (2) A column poured or placed in the ground to support a structure.

502 *Place of worship:* A church, synagogue, temple, mosque, or other facility that is used for prayer and religious
503 services by a religious congregation or persons of similar beliefs.

504 *Plan amendment:* Any action of the County which has the effect of amending, adding to, deleting from, or
505 changing the Comprehensive Plan or Future Land Use Map.

506 *Planned unit development:* A contiguous area of at least four (4) acres in size to be planned, developed,
507 operated, [and] maintained as a single entity under unified control, and which contains one or more residential
508 clusters or mix of housing types, and which may also contain one or more public, quasi-public, commercial,
509 industrial, recreation, or other non-residential uses.

510 *Planning commission:* The appointed local planning agency for Okaloosa County.

511 *Plat:* A map or delineated representation of the subdivision of lands, being a complete exact representation
512 of the subdivision and other information in compliance with the applicable requirements of Chapter 177, F.S. and
513 this Code (Section 177.031(14), F.S.).

514 *Plat, final:* A plat accepted and signed by the Board of County Commissioners, and officially recorded with
515 the Clerk of Court.

516 *Plat, preliminary:* A plat submitted to obtain a Development Order to begin construction of subdivision
517 improvements prior to final inspection and acceptance (final plat).

518 *Playground:* A recreation area with play equipment such as swings, slides, etc. which may also include courts
519 and fields.

CODE OF ORDINANCES
Appendix A DEFINITIONS

- 520 *Plot*: A parcel of land that can be identified and referenced to a recorded plat or map.
- 521 *Point-source*: A stationary, identifiable source of pollutant emissions.
- 522 *Potable water*: Water suitable for drinking and cooking purposes.
- 523 *Preexisting use*: The use of a lot or structure prior to the time of the enactment of a zoning or development
524 code.
- 525 *Poultry*: All kinds of poultry and includes chickens, turkeys, ducks, guineas, geese, pigeons raised as
526 domesticated food birds, quail, and other domesticated food birds.
- 527 *Premises*: A lot, parcel, tract, or plot of land together with the buildings and structures thereon.
- 528 *Prescription*: The acquisition of land by right of continuous use without protest from the owner of said land.
- 529 *Principal use*: The primary, main, or predominate use located on a lot or parcel.
- 530 *Private roadway*: A road or street owned and maintained by a private person or entity other than a
531 government agency.
- 532 *Professional engineer*: A person licensed as a professional engineer by the State of Florida.
- 533 *Prohibited use*: A use that is not permitted in a zoning district.
- 534 *Property*: A lot, parcel, or tract of land together with the building and structures located thereon.
- 535 *Property line*: See Lot Line.
- 536 *Property owner*: A person possessing an ownership interest in a piece of property.
- 537 *Property value*: The monetary worth of a piece of property established by appraisal, assessment, sales price,
538 or other accepted means of valuation.
- 539 *Protected tree*: A tree which by virtue of type or size cannot be destroyed without a permit being issued.
- 540 *Public*: Something owned, maintained for, or used by the general community or the people at large.
- 541 *Public access*: Any road, easement, trail, path, or way where the public is invited to, and unrestricted from,
542 moving across.
- 543 *Public facilities*: Facilities such as roadways, drainage structures, water and sewer lines, pump stations,
544 treatment plants, or other similar improvements owned, operated, and maintained by a government agency.
- 545 *Public food service establishment*: Shall have the meaning given at § 509.013, Fla. Stat.
- 546 *Public hearing*: A formal proceeding held by a presiding body where the public is allowed to present
547 statements or testimony relative to an action to be undertaken by the County.
- 548 *Public lodging establishment*: Shall have the meaning given at § 509.013, Fla. Stat.
- 549 *Public notice*: The advertisement of a public hearing or meeting through the news media, posting of signs,
550 letters, or other devices intended to inform the public about a particular hearing or meeting.
- 551 *Public parking*: Any parking area available and open to the general public for motor vehicle parking.
- 552 *Public records*: The official records of Okaloosa County maintained by the Clerk of the Court.
- 553 *Public utility*: A regulated utility provider with a franchise for providing to the public a utility service deemed
554 necessary for the public health, safety, and welfare.

CODE OF ORDINANCES
Appendix A DEFINITIONS

555 *Public way:* Any road, street, alley, easement, trail, path, or access available for and open to use by the
556 public.

557 *Pump station:* A structure used to house pumps and equipment for pumping water or sewage; lift station.

558 Q

559 *Quality of service:* A quantitative stratification of the quality of service of personal multimodal mobility
560 stratified into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality: a
561 discrete stratification of a quality-of-service continuum.

562 R

563 *Receiving body of water:* Any water body, watercourse or wetland into which surface waters flow.

564 *Recharge:* The inflow of water into a project, site, aquifer, drainage basin or facility.

565 *Resort hotel:* A facility offering transient lodging accommodations to the general public and providing
566 additional services, such as restaurants, meeting rooms, entertainment, and recreational facilities, or any similar
567 facility licensed as a hotel by the State.

568 *Residential airpark:* A residential airpark or fly-in community is a residential subdivision containing a private
569 airport for the use of the owner(s) and invitees.

570 *Restrictive covenants:* Agreements and restrictions placed on property, usually by deed, and filed in the
571 Office of Clerk of Circuit Court for subdivisions, townhouses, condominiums and the like.

572 *Retention:* The collection and storage of runoff without immediate surface discharge to surface waters.

573 *Roadway:* That portion of the street right-of-way containing the street pavement and gutter used primarily
574 as a channel for vehicular movement and secondarily as a drainage channel for storm water.

575 S

576 *School:* Private or public primary or secondary (K—12) facility in compliance with Chapter 232, Florida
577 Statutes. This definition does not include technical, business, trade or vocational schools.

578 *Sediment:* Solid material, whether mineral or organic, that is in suspension, is being transported, or has
579 moved from its site of origin by air, water or gravity.

580 *Sedimentation facility:* Any structure or area which is designed to hold runoff water until suspended
581 sediments have settled.

582 *Setback:* An area defined within the limits of a lot in which no building, other than accessory structures may
583 be located, except as otherwise specified in this ordinance.

584 *Setback line:* A line generally parallel with and measured from the lot line defining the limits of a setback or
585 yard.

586 *Sewer, on-site:* A septic tank or similar installation on an individual lot which utilizes an aerobic
587 bacteriological process or equally satisfactory process for the elimination of sewage and provides for proper and
588 safe disposal of the effluent, subject to the approval of health and sanitation officials having jurisdiction.

589 *Sewer, public or community:* An approved sewage disposal system which provides a collection network and
590 disposal system and central treatment facility for a single development, community or region.

591 *Shade tree:* Any self-supporting woody plant of a species that is well-shaped, well-balanced and well-foliated
592 which normally grows to a height of at least 25 feet and normally develops an average mature spread of crown
593 greater than 20 feet in Okaloosa County, Florida.

CODE OF ORDINANCES
Appendix A DEFINITIONS

594 *Shrub*: A woody perennial plant differing from a perennial herb by its persistent and woody stems and from a
595 tree by its shorter stature and habit of branching from the base.

596 *Sign*: Outdoor advertising display by means of any letter, figure, character, mark, plane, point, marquee sign,
597 design, poster, pictorial, picture, stroke, stripe, line, trademark, reading matter, or illuminated service, which shall
598 be so constructed, placed, attached, painted, erected, fastened, or manufactured in any manner whatsoever, so
599 that the same shall be used for the attraction of the public to any place, subject, person, firm corporation, public
600 performance, article, machine, or merchandise, whatsoever, and which is displayed in any manner whatsoever
601 outdoors.

602 *Sign, off-site*: A sign relating in its subject matter to a premises other than the premises on which it is located
603 or to products, accommodations, service or activities available on premises other than on the site on which the
604 sign is located, including signs erected in the conduct of the outdoor advertising business.

605 *Sign, on-site*: A sign relating in its subject matter to the premises on which it is located or to products,
606 accommodations, service or activities on the premises. Free-standing signs are those which have structural support
607 for the sign independent of support by buildings or other structures.

608 *Signs, number and surface area*: For the purpose of determining number of signs, a sign shall be considered
609 to be a double display surface or display device containing elements organized, related and composed to form a
610 unit. Where matter is displayed in a random manner without organized relationship of elements or where there is
611 reasonable doubt about the relationship of elements, each element shall be considered to be a single sign. The
612 surface area of a sign shall be computed as including the entire area within a regular geometric form or
613 combinations of regular geometric forms comprising all of the display area of the sign, and including all of the
614 elements of the matter displayed. Frames and structural members shall be included in computation of surface
615 area.

616 *Site*: Any tract, lot or parcel of land or combination of tracts, lots or parcels of land which are in one
617 ownership, or are contiguous and in diverse ownership where development is to be performed as part of a unit,
618 subdivision or project.

619 *Special exception*: A special exception is a use that would not be appropriate generally or without restriction
620 throughout the zoning division or districts, but which, if controlled as to number, area, location, or relation to the
621 neighborhood, would promote the public health, safety, morals, order, comfort, convenience, appearance,
622 prosperity or general welfare. Such use may be permitted in such zoning district as special exceptions, if specific
623 provisions for such special exception is made in any particular zoning district. The board of adjustment will hear
624 and decide requests for special exceptions where required in this ordinance.

625 *Story*: That portion of a building included between the upper surface of a floor and upper surface of the floor
626 or roof next above.

627 *Structure*: Anything constructed or erected with fixed location on the ground, measuring 30 inches above
628 natural grade, or attached to something having a fixed location on the ground. May be a building, mobile home,
629 sign or billboard, gas or liquid storage tank, antenna, or tower.

630 *Subdivision*: The platting of real property into three or more lots, parcels, tracts, tiers, blocks, sites, units, or
631 any other division of land; may include establishment of new streets and alleys, additions, and re-subdivisions,
632 and, when appropriate to the context, may relate to the process of subdividing or to the lands of areas subdivided.

633 *Surface waters*: Rivers, lakes, streams, springs, impoundments and all other waters upon the surface of the
634 earth, whether contained in bounds created naturally or artificially, shall be designated as surface waters until they
635 disappear by infiltration or evaporation.

CODE OF ORDINANCES
Appendix A DEFINITIONS

636 *Swale*: A natural or manmade drainage pathway, which if manmade has a top width to depth ratio of the
637 cross-section equal to or greater than six to one or side slopes equal to or greater than three feet horizontal to one
638 foot vertical; and has a grade as flat as the topography and design conditions will allow; and contains contiguous
639 areas of standing or flowing water only following the occurrence of rainfall or flooding; and is planted with
640 vegetation suitable for soil stabilization; stormwater treatment, and nutrient uptake.

641 T

642 *Temporary use*: A prospective use, intended for limited duration, to be located in a zoning district not
643 permitting such use, and not continuing a nonconforming use or building.

644 *Tidal waters*: Waters that are affected daily by the periodic rise and fall of the waters of the Gulf of Mexico
645 and water connected such as the waters of Choctawhatchee Bay, Santa Rosa Sound (Inter-Coastal waters), and all
646 of the bayous connected to the system.

647 *Townhouse*: A single-family dwelling unit constructed as part of a group of at least three dwelling units with
648 individual entrances. The group of dwelling units are contiguous, customarily owner-occupied (but also may be
649 rented), and share common walls.

650 *Travel demand*: The vehicle and person miles of travel from existing development and the projection of
651 *vehicle and person miles of travel for a future time period used to identify the need for multimodal projects*
652 *identified in a mobility plan.*

653 *Travel trailer*: A recreational vehicle used for temporary housing by individuals and families during travel.
654 This category includes campers, camping trailers, motorhomes, and smaller mobile homes (up to a length of 28
655 feet exclusive of hitch) capable of being towed by a passenger motor car.

656 *Travel trailer park*: A development for the accommodation of tourists or vacationers on a short-term basis,
657 providing rental spaces for individual trailers, campers, motorhomes, etc. May provide recreation and service
658 facilities for the use of the tenants. Spaces are not individually owned.

659 *Tree, canopy*: A tree, either single stemmed or multi-stemmed (clump form) which has a height at planting of
660 at least eight feet and, if single stemmed, a diameter of at least two inches (measured six inches above grade) at
661 the time of planting; and, is of a species which at maturity, can be expected to reach a height of at least 35 feet.

662 *Tree, understory*: A tree, either single stemmed or multi-stemmed (clump form) which has a height at
663 planting of at least five feet and, if single stemmed, a diameter of at least one and one-quarter inches (measured
664 six inches above grade) at the time of planting, and, is of a species which, at maturity, can be expected to reach a
665 height of at least 15 feet.

666 U

667 *Utility company*: Any public company engaged in providing a public service, such as water, electricity,
668 wastewater disposal, telephone service or natural gas.

669 V

670 *Variance*: A quasi-judicial action approving, because of unusual or unique circumstance, a use of land,
671 building, structure or property, which is otherwise restricted by this Code. Variances may be authorized only for
672 height, area, size of structure, or size of yards. Reference chapter 11.

673 *Vehicle miles of travel*: A unit to measure vehicle travel made by a motor vehicle where each mile traveled is
674 *counted as one vehicle mile regardless of the number of persons in the vehicle. Vehicle miles of travel s calculated*
675 *by multiplying the length of a road segment by the total number of vehicles on that road segment.*

676

Chapter 4 CONCURRENCY MANAGEMENT

4.00.00. Purpose.

It is the purpose of this chapter to describe the requirements and procedures for determination of concurrency requirements of the comprehensive plan, Ordinance No. 90-1, as amended.

4.01.00. Concurrency management system.

This concurrency management system (CMS) is to verify that facilities and services needed to support development are available concurrent with the impacts of such development. Prior to the issuance of a development order, development permit, building permit, or certificate of occupancy, as may be applicable, the system shall ensure that the adopted level of service standards in this chapter for ~~roadways~~, potable water, sanitary sewer, solid waste, drainage, and recreation will be maintained. Annexation by any municipality shall not change the service provider or service area for water and sewer services. Concurrency approval must be certified by the water and sewer provider providing services to the geographic location of the proposed residential, commercial, or industrial project.

4.01.01. Exemptions and exceptions.

The following exemptions and exceptions shall apply to the requirements of this chapter.

1. The concurrency requirements specified herein do not apply to public transit facilities. For the purposes of this paragraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the maintenance or storage of aircraft. As used in this paragraph, the terms *"terminals"* and *"transit facilities"* do not include seaports or commercial or residential development constructed in conjunction with a public transit facility [Section 163.3180(4)(b), Florida Statutes].
2. Parcels of record recorded prior to July 10, 1990 shall be vested for the development of one dwelling unit. A *"parcel of record"* is a piece of property duly recorded by plat or deed in the official records of the clerk of court, and may include metes and bounds legal descriptions when such descriptions apply to individual, discreet parcels of land.
- ~~3. The urban development area as shown on the comprehensive plan future land use map is hereby designated as a *"transportation concurrency exception area"* pursuant to Section 163.3180(5)(b), i.e. Florida Statutes. The planning official, after obtaining concurrence from the directors of the public works department and Okaloosa County Water and Sewer, and the county administrator, may grant an exception from the concurrency requirement for transportation facilities as specified herein if a proposed development project is otherwise consistent with the comprehensive plan and this code.~~
- 3.4. For the purpose of development order or permit, a proposed development may be deemed to have a de minimis impact and may not be subject to the concurrency requirements if all of the following conditions are met:

- 36 a. The development proposal is for an increase in density or intensity of less than or equal to twice
37 the density or intensity of the existing development of a vacant parcel of land, at a residential
38 density of less than four dwelling units per acre, or, for nonresidential uses, at an intensity of less
39 than 0.1 floor area ratio. Isolated vacant lots in predominantly built residential areas where
40 construction of a single-family house would be the most suitable use, may be developed for
41 single-family residential under the de minimis exception even if smaller than one-quarter acre in
42 size.
- 43 ~~b. The transportation impact of the proposed development alone does not exceed 0.1 percent of~~
44 ~~the maximum service volume at the adopted level of service standard for the peak hour of the~~
45 ~~affected transportation facility.~~
- 46 ~~c. The cumulative total transportation impact from the de minimis exemptions does not exceed~~
47 ~~three percent of the maximum service volume at the adopted level of service standard of the~~
48 ~~affected transportation facility if the facility does not meet the minimum level of service~~
49 ~~standard.~~
- 50 ~~b,d.~~ Small projects or additions that will have a negligible impact upon facilities and services as
51 determined by mutual agreement between ~~growth management,~~ public works, and the utility
52 service provider.
- 53 ~~4.5.~~ Notwithstanding section 4.01.06, the LOS may be degraded during the actual construction of new
54 facilities if upon completion the prescribed standards will be met.

55 4.01.02. Determination of concurrency.

56 Concurrency shall be evaluated and a final determination made by the ~~planning official~~ Public Works Director
57 prior to authorization of development. Any final determinations of concurrency by the ~~planning official~~ Public
58 Works Director shall be based upon initial concurrency determinations as follows:

- 59 1. The public works department shall be responsible for initial determinations regarding ~~roadways,~~
60 drainage and stormwater management facilities, and solid waste facilities, ~~and recreation facilities.~~
- 61 2. Okaloosa County Water and Sewer shall be responsible for initial determinations regarding potable
62 water facilities and sanitary sewer facilities for areas within its designated service area.
- 63 ~~3. New development shall mitigate its transportation impact through payment of a mobility fee or through~~
64 ~~an agreement with the County to construct multimodal projects identified in the mobility plan or capital~~
65 ~~improvements program that are determined by the Public Works Department to be eligible for mobility~~
66 ~~fee credits.~~
- 67 ~~4. The facility & parks maintenance department shall be responsible for initial determinations regarding~~
68 ~~parks and recreation facilities.~~

69 4.01.03. Development authorization.

70 Development authorization indicating compliance with this concurrency management system is required
71 prior to obtaining development orders or permits. An approved development order or permit shall be valid for a
72 period of one year from the date of issuance, unless otherwise specified in this Code. Development activity
73 authorized must commence within the one-year period or the development order shall become invalid. Extensions
74 of time for an approved development order or permit may be granted by concurrent agreement of the ~~planning~~
75 ~~official~~ Public Works Director. Any such extension must be requested in writing by the permit holder who must
76 demonstrate justifiable cause for the extension. An approved development order or permit shall expire at the time
77 the authorized development activity is completed.

78 **4.01.04. Burden of proof.**

79 The burden of proof for showing concurrency shall be upon the developer.

80 **4.01.05. Phased construction.**

81 The construction of any development project may be phased or staged so as to coincide with the phased or
82 staged construction of infrastructure facilities so that levels of service for such facilities are maintained upon
83 completion of each phase or stage of the development project.

84 **4.01.06. Quantitative methods for sanitary sewer, solid waste, stormwater, potable water,
85 and recreation.**

86 For purposes of these regulations, ensuring that minimum standards are maintained requires calculation of
87 existing capacity and planned new capacity of facilities less demand imposed by the planned development.

88 1. *Adding capacity:*

89 a. Add total capacity of existing facilities (sanitary sewer, solid waste, stormwater, potable water,
90 and recreation).

91 b. Add to the above, total capacity of new facility expansion that will result from planned activity.
92 Capacity of new facility shall be counted only when construction is underway. In no event will the
93 capacity of new facilities be reserved longer than one year after a development and building
94 permits have been issued unless construction has commenced within one year time frame.

95 2. *Subtracting capacity:* From the sum calculated above, subtract the following:

96 a. The demand for the service or facility created by existing development as documented in the
97 data and analysis of the comprehensive plan plus the demand upon any new facility, expansions,
98 or improvements anticipated as a result of the planned activity.

99 b. Demand shall be calculated using the adopted LOS shown in section 4.02.

100 3. *Deficient capacity:* Where capacity is shown to be deficient, the following methods may be used to
101 maintain adopted levels of service.

102 a. The developer may agree to provide necessary capacity improvements to maintain levels of
103 service. In such case, the planned activity shall be modified guarantee no degradation of existing
104 capacity.

105 b. The planned activity may be reduced in scope so that demand does not exceed capacity.

106 **4.01.07. Pro rata share or fair share costs for improvements.**

107 Reference Objective 14.A.4 and Policies 14.A.4.1 and 14.A.4.2 in comprehensive plan. All user fees collected
108 as a fair share cost will be used in the commission district where the project is located and will be used only for the
109 ~~design, construction and/or maintenance of county roads and the~~ design, construction and/or maintenance of
110 county stormwater facilities. For purposes of this section the following rates will be charged:

111 1. Fees for new Residential construction on previously vacant property: \$10.00 per dwelling unit

112 2. Fees for new commercial construction: \$10.00 per 1,000 square feet of floor area or fraction thereof.

113 **4.01.08. Physical improvements in lieu of fees.**

114 Developers may submit proposals to the public works department for approval to provide additional
115 improvements to ~~the county roads or~~ county stormwater systems in lieu of fees or portions thereof. The additional
116 improvements shall be in addition to the normal requirements for the project.

117 **4.01.09. Payment of fees.**

118 The user fees will be paid at the same time a development permit is purchased at the planning and
119 inspection department. Mobility fees shall be paid at the time the development order application is submitted to
120 Public Works. The county finance department will credit user fees to the public works department.

121 **4.02.00. Levels of service and general requirements.**

122 The following minimum levels of service and general requirements shall guide the issuance of development
123 authorizations. Except as stated in section 4.01.01, no proposed development shall commence without a finding of
124 concurrency which establishes that levels of service will not be degraded.

125 **4.02.01. General requirements.**

126 As a minimum, at least one of the following standards will be met prior to development authorization:

- 127 1. The necessary facilities and services are in place at the time development authorization is issued; or
- 128 2. Development authorization is issued subject to the conditions that the necessary facilities and services
129 will be in place when the impacts of the development occur; or
- 130 3. The necessary facilities are in place or under construction at the time development authorization is
131 issued, or in the first three years after issuance of a development order as provided in the adopted
132 five-year schedule of capital improvements ~~or included in the first three years of the adopted FDOT~~
133 ~~five-year work program of the CIE or TIP,~~ or an agreement is made between the county and property
134 owner to construct improvements; or
- 135 4. The necessary facilities and services are the subject of a binding executed contract for the construction
136 of the facilities or the provision of services at the time development authorization is issued. (Note: This
137 provision only relates to parks and recreation facilities ~~and roadways.~~)

138 **4.02.02. Levels of service (LOS), site access evaluations, and concurrency determinations.**

139 The following LOS and methodologies shall be used for concurrency determinations. Level of service
140 standards are those established for public facilities and services in the comprehensive plan.

- 141 1. *Roadways:*
 - 142 a. New development shall mitigate its off-site impact to the multimodal transportation system
143 through payment of a mobility fee. Level of service: Comprehensive Plan Transportation Element
144 Policy 1.2.1 prescribes LOS standards for state roads as shown on Table 4.1. Transportation
145 Element Policy 1.2.2 prescribes LOS standards for county roads as shown on Table 4.2.
 - 146 b. The following LOS standards for arterials, collectors, and major local roads established in
147 Multimodal Transportation Element Policy 1.2.5. may be used to establish site access evaluation
148 criteria, review traffic impacts from amendments to the future land use map or element,
149 coordinate intergovernmental funding opportunities with municipalities, adjacent Counties,
150 FDOT, and the TPO, and for mobility and long range transportation planning based on the
151 following:
 - 152 i. South of the northern limits of Eglin Airforce Base: Road LOS Standard of "E".
 - 153 ii. North of Eglin Airforce Base: Road LOS Standard of "D".
 - 154 iii. Interstate 10, U.S. Highways, and State Roads: FDOT established Road LOS Standards.
 - 155 c. New developments shall be required to submit a trip generation analysis with development plans
156 per the following thresholds:
 - 157 i. Residential development: 25 or more dwelling units;
 - 158 ii. Industrial uses: 10,000 square feet or greater;
 - 159 iii. Office and non-residential uses (not otherwise specified): 5,000 square feet or greater;

- 160 iv. Medical Office: 2,000 square feet or greater;
- 161 v. Overnight Lodging: 25 or more rooms;
- 162 vi. Retail uses: 2,000 square feet or greater;
- 163 vii. Any use with a drive-thru lane, regardless of square footage;
- 164 viii. Any extraction, mining, utility, waste management, or heavy industrial use;
- 165 ix. Any fast-food restaurant, convenience store, commercial use with vehicle charging or
- 166 fueling, vehicle alternative, cleaning, maintenance, repair, service; or
- 167 x. Any use the Public Works Department determines should be required to submit a trip
- 168 generation analysis.
- 169 d. The latest edition of the Institute of Transportation Engineers Trip generation Manual shall be
- 170 used to determine trip generation rates. Any alternative trip generation rates would require
- 171 approval by the County Engineer or designee.
- 172 e. Site access evaluations are intended to address access connection impacts. Pass-by and diverted
- 173 trips utilize access connections and shall not be included in the trip generation analysis. Any
- 174 request to utilize internal capture requires approval by the County Engineer or designee.
- 175 f. For development with a mixture of land uses, the thresholds shall be determined based on the
- 176 size and mixture of land uses. Mixed-use developments with a cumulative development that is
- 177 less than 100% of the thresholds shall not be required to submit a trip generation analysis.
- 178 g. Development access connections to the County Road System shall be designed and constructed in
- 179 a manner that maintains the health, safety, and welfare of the public.
- 180 i. Each access connection to a street functionally classified as an arterial or a collector shall
- 181 be considered a project access subject to operational and safety requirements.
- 182 ii. For developments without a direct access connection to an arterial or a collector, the
- 183 determination for development access connections shall be made based on the first
- 184 intersection of a local street, which provides an access connection to the development,
- 185 with an arterial or a collector.
- 186 iii. If there are multiple local streets that are used to provide access to the development, the
- 187 first intersection with an arterial or a collector shall be based on the most direct and
- 188 shortest distance route from each development access connection with the local street.
- 189 h. Developments shall be required to design, and construct turn lanes on arterials or collectors at
- 190 each development access connection where development exceeds the thresholds established in
- 191 Table 4.1. Development may request a methodology meeting with the County Engineer or
- 192 designee to conduct a site access evaluation to demonstrate that turn lanes and traffic control
- 193 devices are not warranted per the thresholds established in Table 4.1.

<u>Table 4.1: Access Connections to County Road System</u>			
<u>Two (2) lane road with a posted speed limit of 25 MPH or less</u>			
<u>Movement</u>	<u>Trip Threshold</u>		
	<u>Peak Hour Turning Movement</u>	<u>Peak Hour</u>	<u>Daily</u>
<u>Ingress</u>			
<u>Left turn lane</u>	<u>40</u>	<u>150</u>	<u>1,500</u>
<u>Right turn lane</u>	<u>80</u>	<u>200</u>	<u>2,000</u>
<u>Egress</u>			
<u>Left turn lane</u>	<u>100</u>	<u>225</u>	<u>2,250</u>
<u>Right turn lane</u>	<u>125</u>	<u>250</u>	<u>2,500</u>

Two (2) lane road with a posted speed limit of 30 MPH or less			
<u>Movement</u>	<u>Trip Threshold</u>		
	<u>Peak Hour Turning Movement</u>	<u>Peak Hour</u>	<u>Daily</u>
<u>Ingress</u>			
<u>Left turn lane</u>	<u>30</u>	<u>120</u>	<u>1,200</u>
<u>Right turn lane</u>	<u>60</u>	<u>180</u>	<u>1,800</u>
<u>Egress</u>			
<u>Left turn lane</u>	<u>80</u>	<u>200</u>	<u>2,000</u>
<u>Right turn lane</u>	<u>100</u>	<u>225</u>	<u>2,250</u>

Two (2) lane road with a posted speed limit of 35 or 40 MPH			
<u>Movement</u>	<u>Trip Threshold</u>		
	<u>Peak Hour Turning Movement</u>	<u>Peak Hour</u>	<u>Daily</u>
<u>Ingress</u>			
<u>Left turn lane</u>	<u>25</u>	<u>100</u>	<u>1,000</u>
<u>Right turn lane</u>	<u>55</u>	<u>150</u>	<u>1,500</u>
<u>Egress</u>			
<u>Left turn lane</u>	<u>75</u>	<u>175</u>	<u>1,750</u>
<u>Right turn lane</u>	<u>90</u>	<u>200</u>	<u>2,000</u>

Two (2) lane road with a posted speed limit of 45 MPH or more			
<u>Movement</u>	<u>Trip Threshold</u>		
	<u>Peak Hour Turning Movement</u>	<u>Peak Hour</u>	<u>Daily</u>
<u>Ingress</u>			
<u>Left turn lane</u>	<u>20</u>	<u>80</u>	<u>800</u>
<u>Right turn lane</u>	<u>40</u>	<u>120</u>	<u>1,200</u>
<u>Egress</u>			
<u>Left turn lane</u>	<u>50</u>	<u>150</u>	<u>1,500</u>
<u>Right turn lane</u>	<u>75</u>	<u>175</u>	<u>1,750</u>

Four (4) or more lane road with a posted speed limit of 40 MPH or less			
<u>Movement</u>	<u>Trip Threshold</u>		
	<u>Peak Hour Turning Movement</u>	<u>Peak Hour</u>	<u>Daily</u>
<u>Ingress</u>			
<u>Left turn lane</u>	<u>25</u>	<u>100</u>	<u>1,000</u>
<u>Right turn lane</u>	<u>80</u>	<u>200</u>	<u>2,000</u>
<u>Egress</u>			
<u>Left turn lane</u>	<u>50</u>	<u>150</u>	<u>1,500</u>
<u>Right turn lane</u>	<u>75</u>	<u>175</u>	<u>1,750</u>

Four (4) or more lane road with a posted speed limit of 45 MPH or more			
<u>Movement</u>	<u>Trip Threshold</u>		
	<u>Peak Hour Turning Movement</u>	<u>Peak Hour</u>	<u>Daily</u>
<u>Ingress</u>			
<u>Left turn lane</u>	<u>20</u>	<u>80</u>	<u>800</u>
<u>Right turn lane</u>	<u>40</u>	<u>100</u>	<u>1,000</u>
<u>Egress</u>			
<u>Left turn lane</u>	<u>40</u>	<u>120</u>	<u>1,200</u>
<u>Right turn lane</u>	<u>60</u>	<u>140</u>	<u>1,400</u>

For roads with a median, left turn lanes would be constructed at median openings consistent with access management requirements of the government entity with right-of-way authority. Should FDOT or the County Engineer determine that a turn lane is not warranted or that the turn lane would create conflicts, then the requirement for the turn lane can be waived. FDOT or the County Engineer could allow for payment in lieu of construction where multiple developments are projected, or there is a need to acquire right-of-way, relocate utilities, or there is a programmed improvement where the turn lane could be constructed in conjunction with the programmed improvement.

- 195 h. Developments shall be required to design and construct a traffic signal or a roundabout at the
 196 primary development access connection with an arterial or collector where peak hour or daily
 197 traffic from the development exceeds the following threshold:
- 198 i. 500 peak hour trips during the development's highest peak hour; or
 - 199 ii. 5,000 daily trips; and
 - 200 iii. Developments that exceed the 500 peak hour trip or 5,000 daily trip threshold may also be
 201 required to construct more than one traffic signal or roundabout at development access
 202 connection with an arterial or collector, as warranted by a study, if deemed warranted by
 203 the County Engineer to protect the general health, safety, and welfare of the public.
 - 204 iv. The County Engineer may allow the development to make a monetary contribution to a
 205 special revenue fund established for the primary access connection to fund the design and
 206 construction of the traffic control device when warranted or when the necessary right-of-
 207 way is acquired, or utilities are relocated. The County Engineer may allow the development
 208 to make a monetary contribution for an attributable portion of the cost of traffic control
 209 devices and intersection improvements where more than one development is projected to
 210 impact an intersection or where there is a programmed improvement.
- 211 i. Developments with 250 or more peak-hour trips during the development's highest peak-hour or
 212 2,500 or more daily trips shall be required to submit a site access evaluation. The site access
 213 evaluation will address the impact of a development's access connection(s) on external arterial and
 214 collector roads and adjacent parcels access connections. The site access evaluation shall address
 215 the need for turn lanes, turn lane storage, traffic control devices, access management
 216 improvements, multimodal cross-access connections, along with safety and operational
 217 improvements attributable to the impact of the Development. The following thresholds establish
 218 the extent of the site access evaluation:
- 219 i. Developments with 250 to 499 peak-hour trips during the development's highest peak-
 220 hour or with 2,500 to 4,999 daily trips shall be required to evaluate each development
 221 access connection to an arterial or collector and the closest intersection of two roads
 222 functionally classified as an arterial or a collector or a signalized intersection within one-
 223 quarter (.25) mile radius of each access connection.
 - 224 ii. Developments with 500 or more peak-hour trips during the development's highest peak-
 225 hour or with 5,000 or more daily trips shall be required to evaluate each Development
 226 access connection to an arterial or collector and the first intersection on either side of the
 227 Development access connection of two roads functionally classified as an arterial or a
 228 collector or a signalized intersection within one-half (.50) mile radius of each access
 229 connection.
- 230 j. If the County Engineer can demonstrate a development's access connection could endanger the
 231 health, safety, and welfare of the public, then a site access evaluation may be required for a
 232 development less than 250 peak hour trips or 2,500 daily trips or the distance radius may be
 233 extended beyond the established thresholds. The criteria for consideration of a site access
 234 evaluation below thresholds or extending the radius of evaluation shall include, but not be limited
 235 to, the following:
- 236 i. Development access connection location in proximity to the intersection;
 - 237 ii. Access management or limited access restrictions;
 - 238 iii. High crash or existing traffic volumes restricted access connection location;
 - 239 iv. No other intersections, other than the access connections were in the influence area;

- 240 v. Traffic speeds restricted access location;
- 241 vi. Site distance requirements (e.g., topography, road curvature, obstructions);
- 242 vii. Environmental or natural areas;
- 243 viii. Drainage, flooding, or impairments to stormwater facilities or water bodies;
- 244 ix. Proximity to access restricted land uses such as governmental, military, or utility uses; or
- 245 x. Number of conflict points restricted access location.
- 246 k. Prior to the preparation of the site access evaluation, a methodology meeting shall be held with
- 247 the Public Works Department. The site access evaluation shall include documentation indicating
- 248 that the Public Works Department has approved the methodology and a signed statement that the
- 249 site access evaluation has been conducted per the approved methodology. The following shall be
- 250 provided as part of the site access evaluation:
- 251 i. Aerial Location Map;
- 252 ii. Proposed Development Access Connection Locations;
- 253 iii. Location of adjacent driveways, intersections, bike lanes, sidewalks and transit stop;
- 254 iv. Trip Generation;
- 255 v. Trip Distribution;
- 256 vi. Trip Assignment (access connections);
- 257 vii. Turn Lane Warrants;
- 258 viii. Traffic Control Device Warrants (if required);
- 259 ix. Detailed Intersection Analysis (if required);
- 260 x. Identification of operation and safety improvements;
- 261 xi. Identification of improvements assignable and attributable to development impact; and
- 262 xii. A Technical Study that compiles the assessment, data, methodology, and outcome.
- 263 l. The Public Works Department maintains and periodically updated the arterial and collector roads
- 264 established in Table 4.2. The County Engineer may identify additional functional class upgrades,
- 265 collector roads, along with major local roads, that would require turn lanes, traffic control devices,
- 266 or site access evaluations beyond those established in Table 4.2.
- 267
- 268
- 269
- 270
- 271
- 272
- 273
- 274
- 275

276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320

- b. ~~Quantitative methods for transportation concurrency: Transportation concurrency analysis shall be based on professionally accepted techniques for determining transportation impacts.~~
- c. ~~Impact determination: Development impact on the roadway system shall be determined by utilizing the PM peak hour trip generation rates provided in the latest edition of "Trip Generation, An Informational Report, Institute of Transportation Engineers." If available, alternative trip generation rates based on data collected at the development site, or similar sites, may be used.~~
- d. ~~A level of service analysis shall be conducted by using the generalized tables found in the latest FDOT Quality/Level of Service Handbook. Traffic modeling (i.e. ARTPLAN, SYNCHRO, or other acceptable model deemed appropriate by Okaloosa County) using PM peak hour and incorporating committed and proposed trips must be utilized once the roadway has degraded beyond the adopted level of service based on the generalized tables. The results of the analyses shall be added to the road system and then used to evaluate development impacts. Since most models are sensitive to signal control data, it is necessary to maintain updated signal timing data in the concurrency management system as changes are made in the field.~~
- e. ~~Impact of land use on roads: From points of ingress/egress to roadways serving the development distribute the PM peak hour trips expected to be generated by the proposed development (per paragraph c.) along the roadway network until the project traffic is less than five percent of the trips generated by the project.~~
- f. ~~The following information shall be indicated for each direction for state roads and bi-directional for county roadways: Existing PM peak hour volume (background trips), committed trips, project trips, total trips, and available capacity.~~
- g. ~~Capacity determination: The estimated PM peak hour trips expected to be generated by the proposed development and distributed along the roadway network shall be subtracted cumulatively from the available capacity to determine whether adequate roadway's capacity exists to accept the development traffic. The capacity determination is based on the overall level of service for the segment and not any one intersection or portion of the segment.~~
- h. ~~Traffic counts: For roadways where there are no traffic counts from within 12 months or the most recent published counts from FDOT, the applicant shall obtain a count prior to plan review. The count must be based upon accepted traffic engineering principles. All traffic counts must be recorded in 15 minute intervals to isolate the peak traffic period. The peak period is used to calculate the service flow rate which is the maximum hourly rate at which vehicles (or persons) can reasonably be expected to traverse a point of uniform roadway section during a given period under prevailing conditions at a designated level of service.~~
- i. ~~An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share, Okaloosa County may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.~~
- j. ~~The proportionate share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or~~

phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

k. In using the proportionate share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4; 31801 F.S. The proportionate share formula provided shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

ml. The roadway segments presented within Table 4.2, Tables 4.1 and 4.2 shall, for purposes of determining land use, turn lane warrants, traffic control devices, and site access evaluations, shall be the official list of arterial and collector roadways.

Table 4.2 County and State Roadway Functional Classification

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Functional Classification</u>
<u>County Roadways* (*Roads do not qualify for Non-Residential Allowance for Suburban Residential (SR) Land Uses per Future Land Use Element Policy 10.1A)</u>			
<u>CARMEL DR</u>	<u>COMANCHE DR</u>	<u>SR 189/BEAL PKWY</u>	<u>Minor Collector</u>
<u>COMMONS DR W</u>	<u>INDIAN BAYOU TRAIL</u>	<u>SR 293 / SPENCE PKWY</u>	<u>Major Collector</u>
<u>CR 2*</u>	<u>SR 189</u>	<u>SR 85</u>	<u>Minor Arterial</u>
<u>CR 4 / ANTIOCH RD</u>	<u>US 90</u>	<u>PJ ADAMS PKWY</u>	<u>Major Collector</u>
<u>CR 4 / ANTIOCH RD</u>	<u>PJ ADAMS PKWY</u>	<u>SR 85 / S FERDON BLVD</u>	<u>Major Collector</u>
<u>CR 4A</u>	<u>SR 4</u>	<u>SR 189</u>	<u>Minor Collector</u>
<u>CR 30F/ AIRPORT RD</u>	<u>US 98 / SR 30 / HARBOR BLVD</u>	<u>COMMONS DR W</u>	<u>Major Collector</u>
<u>CR 188 / AIRPORT RD</u>	<u>SR 85</u>	<u>POVERTY CREEK RD</u>	<u>Major Collector</u>
<u>CR 188 / GARDEN CITY RD</u>	<u>POVERTY CREEK RD</u>	<u>SR 85</u>	<u>Major Collector</u>
<u>CR 188 / OLD BETHEL RD</u>	<u>US 90</u>	<u>SR 85</u>	<u>Major Collector</u>
<u>CR 189 / GALLIVER CUT-OFF</u>	<u>US 90</u>	<u>SR 4</u>	<u>Minor Arterial</u>

<u>CR 189 / LOG LAKE RD</u>	<u>US 90</u>	<u>I-10</u>	<u>Major Collector</u>
<u>CR 189 / LOG LAKE RD*</u>	<u>I-10</u>	<u>WHIPPOORWILL DR</u>	<u>Minor Collector</u>
<u>CR 190 / E & W COLLEGE BLVD</u>	<u>SR 85</u>	<u>FOREST RD</u>	<u>Major Collector</u>
<u>CR 285B / BAYSHORE DR</u>	<u>SR 20 / JOHN SIMS PKWY</u>	<u>7TH ST</u>	<u>Major Collector</u>
<u>CR 285B / REDWOOD AVE</u>	<u>7TH ST</u>	<u>SR 20 / JOHN SIMS PKWY</u>	<u>Major Collector</u>
<u>CR 393 / ROBINSON RD</u>	<u>SR 85</u>	<u>US 90</u>	<u>Major Collector</u>
<u>Enzor RD</u>	<u>Old Bethel Road</u>	<u>P J Adams Pkwy</u>	<u>Principal Arterial</u>
<u>FOREST RD</u>	<u>SR 293 / SPENCE PKWY</u>	<u>ROCKY BAYOU DR</u>	<u>Major Collector</u>
<u>GREEN ACRES RD</u>	<u>GREEN ACRES BLVD</u>	<u>SR 189 / BEAL PKWY</u>	<u>Major Collector</u>
<u>JOHN KING RD</u>	<u>SR 85</u>	<u>SR 85 / S FERDON BLVD</u>	<u>Minor Collector</u>
<u>HILL AVE</u>	<u>LOVEJOY RD NW</u>	<u>FREEDOM WAY</u>	<u>Minor Arterial</u>
<u>HOLLYWOOD BLVD</u>	<u>SR 393 / MARY ESTHER</u>	<u>SR 85/EGLIN PKWY NW</u>	<u>Major Collector</u>
<u>HURLBURT RD</u>	<u>MLK BLVD</u>	<u>SR 189/BEAL PKWY</u>	<u>Major Collector</u>
<u>LEWIS ST</u>	<u>SR 189 / BEAL PKWY</u>	<u>DENTON BLVD</u>	<u>Minor Collector</u>
<u>MAYFLOWER AVE</u>	<u>DENTON BLVD</u>	<u>JAMES LEE RD</u>	<u>Minor Collector</u>
<u>MLK BLVD</u>	<u>FREEDOM WAY</u>	<u>GREEN ACRES RD</u>	<u>Minor Arterial</u>
<u>MOONEY RD NE</u>	<u>SR 188 / RACETRACK RD</u>	<u>SR 189 / LEWIS TURNER BLVD</u>	<u>Major Collector</u>
<u>NORTH BEAL EXT</u>	<u>SR 189/BEAL PKWY</u>	<u>WRIGHT LANDFILL</u>	<u>Minor Collector</u>
<u>P J ADAMS PKWY</u>	<u>CR 4 / ANTIOCH RD</u>	<u>SR 85</u>	<u>Principal Arterial</u>
<u>POVERTY CREEK RD*</u>	<u>CR 188 / AIRPORT RD</u>	<u>CR 393 / ROBINSON RD</u>	<u>Minor Collector</u>
<u>ROCKY BAYOU DR</u>	<u>SR 20/JOHN SIMS PKWY</u>	<u>FOREST RD</u>	<u>Major Collector</u>
<u>ROCKY BAYOU DR*</u>	<u>FOREST RD</u>	<u>HUNTINGTON RD</u>	<u>Minor Collector</u>
<u>SANTA ROSA BLVD</u>	<u>EGLIN AFB E GATE</u>	<u>US 98 / SR 30 / HARBOR BLVD</u>	<u>Major Collector</u>
<u>SANTA ROSA BLVD</u>	<u>US 98 / SR 30 / HARBOR BLVD</u>	<u>ROSS MARLER PARK</u>	<u>Major Collector</u>
<u>SCENIC HIGHWAY 98</u>	<u>WESTERN TERMINUS OF SCENIC HWY 98</u>	<u>WALTON COUNTY</u>	<u>Major Collector</u>

<u>SOUTH AVE</u>	<u>JAMES LEE RD</u>	<u>SR 85 / EGLIN PKWY</u>	<u>Minor Collector</u>
<u>State Roadways</u>			
<u>INTERSTATE 10</u>	<u>WALTON COUNTY</u>	<u>SANTA ROSA COUNTY</u>	<u>Principal Arterial Limited Access</u>
<u>SR 123 / ROGER J CLARY HWY</u>	<u>SR 85</u>	<u>SR 85 / EGLIN PKWY</u>	<u>Principal Arterial</u>
<u>SR 145 / PERRY AVE SE</u>	<u>US 98 / SR 30</u>	<u>SR 85 / EGLIN PKWY</u>	<u>Minor Arterial</u>
<u>SR 188 / RACETRACK RD</u>	<u>SR 189 / BEAL PKWY</u>	<u>SR 85 / EGLIN PKWY</u>	<u>Minor Arterial</u>
<u>SR 189</u>	<u>SR 4</u>	<u>STATE OF ALABAMA</u>	<u>Minor Arterial</u>
<u>SR 189/BEAL PKWY N</u>	<u>US 98 / SR 30</u>	<u>MEMORIAL PKWY NW</u>	<u>Minor Arterial</u>
<u>SR 189/BEAL PKWY N</u>	<u>MEMORIAL PKWY NW</u>	<u>GREEN ACRES RD</u>	<u>Minor Arterial</u>
<u>SR 189 / LEWIS TURNER BLVD</u>	<u>GREEN ACRES RD</u>	<u>SR 397 / EGLIN BLVD</u>	<u>Minor Arterial</u>
<u>SR 190 / VALPARAISO PKWY</u>	<u>SR 85</u>	<u>SR 397 / JOHN SIMS PKWY</u>	<u>Major Collector</u>
<u>SR 20</u>	<u>WALTON COUNTY</u>	<u>EDGEWATER DR</u>	<u>Principal Arterial</u>
<u>SR 20 / JOHN SIMS PKWY</u>	<u>EDGEWATER DR</u>	<u>SR 85</u>	<u>Principal Arterial</u>
<u>SR 285 / BAYSHORE DR</u>	<u>SR 20 / <u> </u> JOHN SIMS PKWY</u>	<u>WALTON COUNTY</u>	<u>Minor Arterial</u>
<u>SR 293 / DANNY WUERFFEL WY</u>	<u>US 98 / EMERALD COAST PKWY</u>	<u>MIDDLE SCHOOL RD</u>	<u>Minor Arterial</u>
<u>SR 293 / SPENCE PKWY</u>	<u>MIDDLE SCHOOL RD</u>	<u>SR 85 / S FERDON BLVD</u>	<u>Principal Arterial Limited Access</u>
<u>SR 393 / MARY ESTHER CUT-OFF</u>	<u>US 98 / MIRACLE STRIP</u>	<u>SR 189 / BEAL PKWY</u>	<u>Minor Arterial</u>
<u>SR 397 / EGLIN PKWY</u>	<u>SR 85 NB</u>	<u>EGLIN AFB GATE</u>	<u>Minor Arterial</u>
<u>SR 397 / JOHN SIMS PKWY</u>	<u>EGLIN AFB E GATE</u>	<u>GOVERNMENT AVE</u>	<u>Principal Arterial</u>
<u>SR 4</u>	<u>SANTA ROSA COUNTY</u>	<u>US 90/SR 10</u>	<u>Minor Arterial</u>
<u>SR 85/FLORIDA PL SE</u>	<u>FIRST ST SE</u>	<u>US 98 / MIRACLE STRIP PKWY</u>	<u>Principal Arterial</u>
<u>SR 85/EGLIN PKWY</u>	<u>US 98 / MIRACLE STRIP PKWY</u>	<u>SR 190 / VALPARAISO PKWY</u>	<u>Principal Arterial</u>
<u>SR 85 / GOVERNMENT AVE</u>	<u>SR 190 / VALPARAISO PKWY</u>	<u>SR 397</u>	<u>Principal Arterial</u>

<u>SR 85 / JOHN SIMS PKWY</u>	<u>SR 397</u>	<u>SR 20</u>	<u>Principal Arterial</u>
<u>SR 85</u>	<u>SR 20</u>	<u>PJ ADAMS PKWY</u>	<u>Principal Arterial</u>
<u>SR 85 / S FERDON BLVD</u>	<u>PJ ADAMS PKWY</u>	<u>LONG DR</u>	<u>Principal Arterial</u>
<u>SR 85</u>	<u>LONG DR</u>	<u>WALTON COUNTY</u>	<u>Principal Arterial</u>
<u>US 90 / SR 10</u>	<u>SANTA ROSA COUNTY</u>	<u>SR 4</u>	<u>Minor Arterial</u>
<u>US 90 / SR 10 / WEST JAMES LEE BLVD</u>	<u>SR 4</u>	<u>SR 85</u>	<u>Minor Arterial</u>
<u>US 90 / SR 10 / EAST JAMES LEE BLVD</u>	<u>SR 85</u>	<u>CR 393 / HWY 393</u>	<u>Minor Arterial</u>
<u>US 90 / SR 10</u>	<u>CR 393/HWY 393</u>	<u>WALTON COUNTY</u>	<u>Minor Arterial</u>
<u>US 98 / SR 30 / HARBOR BLVD</u>	<u>SR 189/BEAL PKWY SW</u>	<u>AIRPORT RD</u>	<u>Principal Arterial</u>
<u>US 98 / EMERALD COAST PKWY</u>	<u>AIRPORT RD</u>	<u>WALTON COUNTY</u>	<u>Principal Arterial</u>

341

TABLE 4-1 STATE ROADWAY LEVEL-OF-SERVICE STANDARD-5							
Roadway	Segment	Functional Class	Type	Area	Lanes	Adopted LOS	
I-10	Santa Rosa County line to SR-85	Principal Arterial	Divided	Rural Undivided	4	B	
I-10	SR-85 to Walton Co. line	Principal Arterial	Divided	Transitioning	4	B	
SR-123	SR-85 to SR-85	Principal Arterial	Undivided	Transitioning	2	D	
SR-189	Mooney Rd. to SR-85	Minor Arterial	Divided	Urbanized	4	D	
SR-189	SR-4 to Alabama State line	Minor Arterial	Undivided	Rural Undivided	2	C	
SR-189	Mooney Rd. to SR-85	Minor Arterial	Divided	Urbanized	4	D	
SR-189	SR-4 to Alabama State line	Minor Arterial	Undivided	Rural Undivided	2	C	
SR-189	SR-4 to Alabama State line	Minor Arterial	Undivided	Rural Undivided	2	C	
SR-20	Rocky Bayou Br to White Point Rd.	Principal Arterial	Divided	Urbanized	4	E	
SR-20	White Point Rd. to Walton Co. line	Principal Arterial	Undivided	Urbanized	2	D	
SR-285	College Blvd. to Walton Co. line	Minor Arterial	Undivided	Transitioning	2	D	
SR-293	US-98 to Mid-Bay Bridge S approach	Minor Arterial	Divided	Urbanized	4	E	

SR-293	Mid-Bay-Bridge-S-approach-to-SR-20	Minor Arterial	Undivided	Urbanized	2	E
SR-85	Racetrack Rd. to 12th-Ave	Principal Arterial	Divided	Urbanized	6	D
SR-85	12th-Ave. to SR-189	Principal Arterial	Divided	Urbanized	4	D
SR-85	SR-123 to SR-190	Principal Arterial	Divided	Urbanized	4	D
SR-85	College Blvd. to Antioch Rd.	Principal Arterial	Divided	Transitioning	4	E
SR-85	Antioch Rd. to I-10	Principal Arterial	Divided	Transitioning	4	E
SR-85	Old Bethel/Airport Rd. to 2-lane	Principal Arterial	Divided	Transitioning	4	E
SR-85	Begin 2-lane to Senterfitt Rd.	Principal Arterial	Undivided	Transitioning	2	E
SR-85	Senterfitt Rd. to Walton Co. line	Principal Arterial	Undivided	Rural Undivided	2	E
SR-85	SR-123 to SR-190	Principal Arterial	Divided	Urbanized	4	D
SR-85	College Blvd. to Antioch Rd.	Principal Arterial	Divided	Transitioning	4	E
SR-85	Antioch Rd. to I-10	Principal Arterial	Divided	Transitioning	4	E
SR-85	SR-123 to SR-190	Principal Arterial	Divided	Urbanized	4	D
SR-85	College Blvd. to Antioch Rd.	Principal Arterial	Divided	Transitioning	4	E

SR-85	Antioch-Rd. to I-10	Principal Arterial	Divided	Transitioning	4	€
SR-85	Old Bethel/Airport Rd. to 2-lane	Principal Arterial	Divided	Transitioning	4	€
SR-85	Begin 2-lane to Senterfitt Rd.	Principal Arterial	Undivided	Transitioning	2	€
SR-85	Senterfitt Rd. to Walton Co. line	Principal Arterial	Undivided	Rural Undivided	2	€
US-90	Santa Rosa Co. line to SR-4	Minor Arterial	Undivided	Rural Undivided	2	€
US-90	SR-4 to MPA boundary	Minor Arterial	Undivided	Rural Development	2	€
US-90	MPA boundary to Antioch Rd.	Minor Arterial	Undivided	Transitioning	2	€
US-90	Antioch Rd. to Fairchild Rd.	Minor Arterial	Divided	Transitioning	4	€
US-90	Fairchild Rd. to Walton Co. line	Minor Arterial	Undivided	Rural Development	2	€
US-98	Santa Rosa Co. line to Huriburt Field	Principal Arterial	Divided	Urbanized	4	€
US-98	Eastern leg SR-85 to Eglin boundary	Principal Arterial	Divided	Urbanized	4	€
US-98	Brooks Bridge to Marler Bridge	Principal Arterial	Divided	Urbanized	4	€
US-98	CR-2378 to Walton Co. line	Principal Arterial	Divided	Urbanized	4	€

TABLE 4.2
COUNTY ROADWAY LEVEL OF SERVICE STANDARD-5

Roadway	Segment	Functional Class	Type	Area	Lanes	Adopted LOS
Carmel Drive	MLK Jr. Blvd. to Beal Pkwy	Collector	Undivided	Urban	2	E
Commons Drive	Two Trees Rd. to Kelly Plantation Dr.	Collector	Divided/ Undivided	Urban	2	D
Commons Drive	Kelly Plantation Dr. to Matthew Blvd.	Collector	Undivided	Urban	2	D
CR 188 (Airport Rd./Garden City Rd.)	SR 85 to SR 85	Collector	Undivided	Rural Development	2	D
CR 188 (Old Bethel Rd.)	US 90 to SR 85	Collector	Undivided	Urban	2	D
CR 189/Galliver Cut-off	US 90 to SR 4	Collector	Undivided	Rural	2	D
CR 189/Log Lake Rd.	US 90 to I 10	Collector	Undivided	Rural	2	D
CR 190 (College Blvd. E)	SR 85 to Forest Rd.	Collector	Undivided	Urban	2	E
CR 190 (College Blvd. W)	SR 85 to SR 85	Collector	Undivided	Urban	2	E
CR 2	SR 189 to SR 4	Collector	Undivided	Rural	2	D
CR 393	US 90 to SR 85	Collector	Undivided	Rural	2	D
CR 4 (Antioch Rd.)	PJ Adams Pkwy to US 90	Collector	Undivided	Urban	2	D
Forest Road	Rocky Bypass Dr. to 285	Collector	Undivided	Urban	2	E
Hollywood Boulevard	Mary Esther Cut-off to Eglin Pkwy	Collector	Undivided	Urban	2	E
Hurlburt Road	MLK Jr. Blvd. to Beal Pkwy	Collector	Divided/ Undivided	Urban	4-	E

Created: 2023-10-24 10:47:49 [EST]

John King Road	SR-85 to end	Collector	Undivided	Urban	2	E
Lewis St./Mayflower Ave./South Ave.	Beal Pkwy to Eglin Pkwy	Collector	Undivided	Urban	2	E
Martin Luther King Jr. Blvd	Hill St. to Green Acres Rd.	Collector	Divided	Urban	4	E
North Beal Extension	Beal Pkwy to Wright Landfill	Collector	Undivided	Urban	2	E
PJ Adams Parkway	SR-85 to Antioch Rd.	Collector	Undivided	Urban	2	D
Rocky Bayou Drive	SR-20 to Forest Rd.	Collector	Undivided	Urban	2	E
Santa Rosa Boulevard	Eglin boundary to Marler Park	Collector	Divided	Urban	4	E

344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385

2. *Sanitary sewer:*

Level of service: Comprehensive Plan Sanitary Sewer Element Policy 2.3 prescribes LOS standards for sanitary sewer facilities as follows:

- a. Provide the capacity to collect and treat a minimum of 100 gallons per capita per day (225 gpd peak demand) for all county operated systems, and;
- b. If served by other than county operated systems, the provider's LOS must be met.
- c. *Presumption of adequate capacity:* For purposes of concurrency determinations and development authorizations there shall be a presumption of adequate capacity until 80 percent of permitted treatment capacity for any given service area is met.
- d. All sewer lines and treatment plants or treatment facilities shall have the approval of the Florida D.E.P., the Okaloosa County Water and Sewer Department and other concerned federal, state and local agencies.
- e. Developments in the vicinity of operating sewer systems or districts shall connect into that system, if it is adequate.
- f. For developments not accessible to operating sewer systems either one of the following may be used:
 - 1i. Obtain approval from the health department and/or other concerned agencies for individual septic tanks for each lot after issuance of a letter of sewer non-availability from the Okaloosa County Water and Sewer Department for lots located within the OCWS urban service area.
 - 2ii. Developments not meeting the standards specified hereinabove shall install collection system and an approved sewage treatment facility. Such facility shall be designed so as to be capable of tying in with an operating central system when such a central system becomes available.
- g. *Inspection:* Sanitary sewer lines on county right-of-way or easements shall be inspected and approved by the county water and sewer and public works departments if the lines will be a part of the county system. The developer shall complete all construction punch list items prior to final project approval, and shall provide two sets of "as-built" plans and a copy of the department of environmental protection certification of completion and letter of clearance to place the system into service within 30 days of construction completion.
- h. *Utility easements:* Reference section 6.01.051.
- i. *Percolation ponds:* Reference section 6.05.09 for required trees to be planted around percolation ponds.

3. *Potable water:*

- a. *Level of service:* Comprehensive Plan Potable Water Element Policy 2.2 prescribes the potable water LOS standard as follows:
 - i. The level of service standard for all public and private potable water systems serving unincorporated Okaloosa County shall be a minimum of 100 gallons per capita per day peak demand.
 - ii. *Presumption of adequate capacity:* For purposes of concurrency determinations and development authorizations there shall be a presumption of adequate capacity until 80 percent of permitted capacity for any given service area is met.

- 386 b. *Water supply:*
- 387 i. All subdivision or other types of development water systems shall have the approval of the
- 388 Northwest Florida Water Management District (NFWFMD), the Florida D.E.P., the
- 389 Okaloosa County Water and Sewer Department, when applicable, and other required
- 390 approvals. Subdivisions developed in the vicinity of operating water systems shall connect
- 391 to that system if the system has adequate capacity available.
- 392 ii. For developments not accessible to operating water systems, either one of the following
- 393 may be used:
- 394 (1) Obtain approvals from the NFWFMD and/or other concerned agencies for
- 395 individual wells for each lot; or
- 396 (2) Install a Community Water System approved by F.D.E.P. and other concerned
- 397 agencies.
- 398 iii. Adequate water supplies and facilities must be available to serve new development no
- 399 later than the date on which a Certificate of Occupancy or equivalent is issued, and the
- 400 applicable water provider must be consulted prior to issuing a building permit to determine
- 401 if adequate supply will be available to serve the new development.
- 402 c. *Inspection:* Water and/or sewer lines on county ROW or on county easements must be inspected
- 403 and approved by the county water and sewer and public works departments if the lines will be a
- 404 part of the county system. The developer shall complete all construction punch list items prior to
- 405 final project approval, and shall provide two sets of "as-built" plans and a copy of the department
- 406 of environmental protection certification of completion and letter of clearance to place the
- 407 system into service within 30 days of construction completion.
- 408 d. *Utility easements:* Reference section 6.01.051.
- 409 4. *Solid waste:*
- 410 a. *Level of service:* Comprehensive Plan Solid Waste Element Policy 2.5 prescribes the level of
- 411 service standard for solid waste as follows:
- 412 i. The LOS standard for solid waste collection and disposal shall be six pounds per capita per
- 413 day.
- 414 5. *Drainage and stormwater management:*
- 415 a. *Level of service:* Comprehensive Plan Stormwater Element Policy 2.3 prescribes the level of
- 416 service for drainage and stormwater management facilities as follows:
- 417 i. *Single-family detached residential subdivisions:* Post development runoff shall not exceed
- 418 the pre-development runoff rate for a 25-year storm event, up to and including an event
- 419 with a 24-hour duration;
- 420 ii. *All other development:* The first one inch of runoff from the property shall be retained on
- 421 the site of the development and post development runoff shall not exceed the pre-
- 422 development runoff rate for a 25-year storm event, up to and including an event with a 24-
- 423 hour duration; and
- 424 iii. A "pop off" shall be provided for stormwater runoff beyond the above requirements. The
- 425 developers must provide a pop off to an outfall with adequate capacity to handle
- 426 additional stormwater runoff and must document that the pop off to the outfall has been
- 427 authorized by the owner of the outfall system. If no pop off is available the stormwater

- 428 storage facility shall be designed with a minimum capacity to retain a storm event of 100-
429 year frequency up to and including a 24-hour duration for post development.
- 430 iv. The level of service standard for stormwater management on county roads shall be Level II
431 (capacity maximum): Street gutter systems are flowing full however ten to 12 feet of the
432 road crown is not submerged and traffic can move at a slightly reduced speed. Stormwater
433 swales and ditches are full with water overflowing the tops and edges in some locations.
434 Water may be ponded eight to ten feet onto private property and yards. Inlets and culverts
435 are flowing full to overfull slightly backing up water at entrances.
- 436 6. *Recreation:*
- 437 a. *Level of service:* Comprehensive Plan Recreation and Open Space Element Policy 3.1 prescribes
438 level of service standards for recreation facilities as follows:
- 439 i. The level of service standard for recreation for the unincorporated areas of Okaloosa
440 County shall be 0.6 acres of parks per 1,000 population.

441 **4.03.00. Mobility Fees.**

442 Mobility fees are an alternative transportation system that replace transportation concurrency and
443 proportionate share and allow new development in compliance with the Comprehensive Plan to share in the
444 burdens of growth and to equitably mitigate its off-site impact to the multimodal transportation system through
445 payment of a mobility fee. New development shares in this burden by paying an attributable share of the
446 reasonably anticipated costs of multimodal projects needed to accommodate the person travel demands created
447 by new development as well as by complying with other appropriate development order conditions. The
448 imposition, exemption, determination, credits, collection, expenditure, administration, implementation,
449 maintenance, and update of the mobility fee shall be collectively referred to as the mobility fee system.
450

451 **4.03.01. Intent and Purpose.**

452 The mobility fee system is intended to impose a mobility fee, assessed at development order application
453 and payable prior to development order approval, in an amount based upon the most recently adopted mobility
454 fee schedule maintained by the Public Works Department. The mobility fee schedule is reflective of that amount of
455 person travel demand attributable to new development, the person miles of capacity needed to serve new
456 development, and the cost of multimodal projects established in the mobility plan.

457 **4.03.02. Mobility Plan and Mobility Fee Technical Report.**

458 The Okaloosa County 2045 Mobility Plan and the Okaloosa County Mobility Fee Technical Report ("Technical
459 Report") dated September 2024 and prepared by NUE Urban Concepts, LLC, is hereby adopted. This adoption
460 includes, but is not limited to, the following: the multimodal projects included in the mobility plan, the basis of the
461 assumptions, conclusions, and findings in such report as to the basis of the mobility fee, the methodology for
462 calculating the mobility fee, the person miles of travel person miles of capacity assigned to mobility projects, the
463 person travel demand and mobility fee rates assigned to various land use categories. The report presents the
464 technical analysis and detailed methodology supporting the mobility fees consistent with the multimodal projects
465 included in the mobility plan. The mobility plan includes mobility implementation projects and provides for the
466 funding of projects not expressly identified in the mobility plan to address mobility needs that may arise prior to
467 the next update. Florida Statute limits updates of mobility fees to once every four years, unless there is a finding of
468 extraordinary circumstances. The latest mobility plan and mobility fee technical report shall be maintained by the
469 Public Works Department and made available upon request.

470 **4.03.03. Definitions.**

471 Appendix A of the Land Development Code includes definitions for mobility fee specific terms used in this
472 ordinance. The Technical Report includes definitions of mobility terms used in the Report and not in this ordinance.

473 **4.03.04. Mobility Fee Imposition.**

474 The mobility fee imposed by the County shall apply to all development orders applications that result in an
475 increase in person travel demand above the existing use of a parcel(s) in unincorporated Okaloosa County
476 submitted 91 days or more after the adoption of the mobility fee ordinance.

- 477 1. *Imposition.* There is hereby imposed upon all new development, a mobility fee assessed at the time
478 of development order application. Mobility fees shall be assessed at the mobility fee rate in effect
479 at the time of application. The total mobility fee shall be assessed for all new development included
480 in the development order approval.
- 481 2. *Payment.* The mobility fee shall be paid prior to approval of the development order. No
482 development order requiring payment of a mobility fee shall be issued until said mobility fee has
483 been paid except as otherwise herein provided. The obligations for payment of mobility fees shall
484 run with the parcel(s) for which the development order is approved.
- 485 3. *Unpaid fees.* If mobility fees are owed, no new development order approvals of any type or
486 certificates of occupancy may be issued while the mobility fee remains unpaid. The County may
487 authorize the initiation of any action as permitted by law or equity to collect the unpaid fees.
- 488 4. *Calculation.* The mobility fee shall be calculated based on the applicable unit of measure detailed
489 on the mobility fee schedule multiplied by the total number of units.
- 490 5. *Change in use or size.* If the person travel demand increases due to a change in size of a structure
491 or use of land, the mobility fee due shall be the incremental difference resulting from the change in
492 size or use as determined by the latest mobility fee schedule, less the mobility fee that would be
493 imposed under the applicable rate prior to the change in size or use.
- 494 6. *Refund.* If there is a change in size or use that results in a decrease in person travel demand
495 generated by the prior land use, the applicant shall not be entitled to a refund or credit.
- 496 7. *Abandoned structures.* A structure or use that is inactive and has been abandoned or vacant for a
497 period of more than four (4) years shall not be considered an existing or active use for purposes of
498 calculating mobility fee off-sets. The mobility plan and mobility fee are to be updated at least once
499 every five (5) years and person travel demand is measured on a yearly basis. Thus, person travel
500 associated with the structure or use is no longer captured in the collected travel demand data that
501 serves as a component to determine the need for multimodal projects. The burden of
502 demonstrating the existence of a use or structure shall be upon the fee payer where an off-set
503 request is made.
- 504 8. *Prior payment.* For structures and uses considered to be active, any previous payment of mobility
505 fees may be credited against the appropriate mobility fees owed as a result of a change of use or
506 re-establishing a use of land or structure that has been abandoned or vacant.
- 507 9. *Request for credit or off-set.* Any request for credit or offsets of a mobility fee shall be made prior
508 to submittal of a development order application and shall be resolved prior to issuance of a
509 development order approval, unless otherwise stated in a written agreement between the
510 applicant and the County. Any off-sets or credits not so claimed shall be deemed waived by the
511 applicant. Credits and off-sets shall be further detailed in an administrative manual.

513 9. *Municipalities.* A municipality may elect, through an interlocal agreement, to collect mobility fees
514 from new development on behalf of the County. Unless a municipality elects to collect the County's
515 mobility fee through an interlocal agreement, the mobility fee shall not be assessed on any new
516 development within a municipality. This ordinance in no way prohibits a municipality to
517 establishing its own alternative transportation system or impact fee system.

518 10. *Administration.* The Public Works Director or designee, in consultation with the County Attorney
519 shall administer, implement, maintain, and update the Mobility Plan and Mobility Fee on behalf of
520 the County and shall have the ability to act regarding the imposition of the fee, payment of the fee,
521 determination of credit or off-set utilization, or other such action to ensure that the mobility fee
522 meets all legal and statutory requirements and to address unique circumstances that may arise
523 from time to time that are not expressly addressed herein.

524 **4.03.05. Mobility Fee Exemption.**

525 A general exemption from mobility fee assessment applies to all active development orders which were
526 subject to transportation concurrency analysis under the prior proportionate fair share system that were issued
527 prior to the adoption of the mobility fee ordinance AND all previously approved Development of Regional Impact
528 (DRI) Development Orders. All exempt projects shall have valid unexpired development orders as of the date of
529 adoption of the mobility fee ordinance. Any application for a development order in process as of the date of the
530 adoption of the mobility fee ordinance shall also be exempt from mobility fee assessment, provided that a
531 Development Order is issued within one year of the adoption of the mobility fee ordinance.

532 The following specific types of new development will be exempt from payment after the date of adoption unless
533 otherwise administratively determined to be subject to mobility fees:

534 1. *Recorded plats.* Lots of record platted prior to the adoption of the mobility fee ordinance; or

535 2. *Modifications.* Additions, remodeling, rehabilitation, or other improvements to an existing residential
536 structure, provided there is no increase in the number of dwelling units for residential land uses; or

537 3. *Rebuilding.* Rebuilding of a damaged or destroyed structure, provided there is no increase in the
538 number of dwelling units for residential uses, increase in square footage for non-residential uses, or
539 intensity from a change of use; or

540 4. *Change of use.* A change in use that does not generate additional person travel demand; or

541 5. *Amenities.* Development amenities not available to the public and accessory buildings that do not
542 result in an increase in person travel demand.

543 6. *Governmental entity.* A federal, state, county, municipal, or governmental entity structure, excluding
544 community development districts or special districts. Public and charter schools for pre-K to 12th
545 grade are exempt from mobility fees per Florida Statutes; community colleges, colleges, and
546 universities are not exempt.

547 7. *Timing.* Any claim of exemption must be made no later than the time of application for a
548 development order approval.

549 8. *Administration.* The Public Works Director or designee shall have the ability to act regarding declaring
550 or revoking an exemption of the fee to address unique circumstances that may arise from time to
551 time that are not expressly addressed herein. Any request for exemptions shall be supported by
552 substantial and competent evidence provided by the applicant at the time of the request.

553 **4.03.06. Mobility Fee Schedule.**

554 Any person who shall initiate any new development, except as otherwise provided for herein, shall pay a
555 mobility fee, based on the applicable unit of measure, as set forth in the most recently adopted mobility fee
556 schedule. The mobility fee schedule may be updated from time to time. The most recently adopted mobility fee
557 schedule shall be maintained by the Public Works Department. The most recently adopted version of the schedule
558 shall be provided in Land Development Code, Appendix E, -Chapter 12 Schedule of Fees.
559

560 **4.03.07. Mobility Fee Determination.**

561 The mobility fee per land use shall be determined using the closest land use category on the mobility fee
562 schedule.

- 563 1. Closest Use Determination. In the event a project involves a land use not contemplated under the
564 mobility fee land use categories on the mobility fee schedule, the mobility fee shall be determined
565 utilizing the closest land use category based on the administrative manual.
- 566 2. Mixed-Use. In the event new development involves a mixture of land uses, the mobility fee shall be
567 based on each separate mobility fee land use classification.
- 568 3. Assessment. The mobility fee shall be determined using the appropriate land use category, land use
569 classification, unit of measure, and mobility fee rate established on the mobility fee schedule. The
570 administrative manual shall provide further detail related to the assessment of mobility fees.
- 571 4. Additive mobility fee. The total mobility fee for non-residential land uses with an additive mobility fee
572 shall be based on the mobility fee assessed based on square footage and the mobility fee assessed
573 based on the applicable unit of measure such as bay, lane, position, or stall. The administrative
574 manual shall include additional detail related to the calculation of additive mobility fees.
- 575 5. Alternative land use. In the event an applicant disagrees with the mobility fee assessment based on
576 the proposed land use, the applicant may submit an alternative land use determination application
577 consistent with the criteria established in the administrative manual.
- 578 6. Alternative mobility study. In the event an applicant believes that the cost to mitigate the impact of
579 new development is less than the mobility fee established in the mobility fee schedule, the applicant
580 may submit an alternative mobility fee study application consistent with the criteria established in
581 the administrative manual.
- 582 7. Prior Approved Development. New development activity approved prior to the effective date of the
583 mobility fee that entered into a developer agreement or other agreement with the County that
584 exempted the new development from some or all of a proportionate fair share payment shall be
585 required to mitigate its impact as required in the agreement. The administrative manual shall include
586 additional provisions related to new development approved prior to the mobility fee effective date
587 and requirements for payment of a mobility fee.
- 588 8. County Determination. The Public Works Director or designee, shall have the ability to act regarding
589 determination of use, request to reconsider determinations, use of credit or off-sets, acceptance of
590 alternative studies, payment of the fee, timing of payment, updates of the fee and to address unique
591 circumstances that may arise for time to time that are not expressly addressed herein, consistent
592 with legal and statutory requirements.
593

594 **4.03.08. Agreements.**

595 In lieu of the payment of mobility fees, an applicant may propose to enter into a mobility fee agreement
596 with the County to advance a multimodal project identified in the mobility plan or capital improvements program.

- 597
- 598 1. Impact. New development shall be presumed to generate the maximum impact generated by the
599 most intensive use permitted under the applicable land use consistent with the Comprehensive Plan
600 or development order approvals.
 - 601
 - 602 2. Credit account. A mobility fee credit account may be established against which mobility fees
603 assessments from new development within the overall proposed development would be debited
604 against at a time period defined in the agreement; or
 - 605
 - 606 3. Benefit district. A development specific benefit district maybe established in which subsequent new
607 development would pay the assessed mobility fee and the applicant would be reimbursed from the
608 mobility fees collected within the benefit district at time periods defined in the agreement.
 - 609
 - 610 4. Application. The administrative manual shall detail the application requirements for the agreement,
611 as well as the schedule and approval process.

612 **4.03.09. Mobility Fee Credits.**

613 An applicant may request credit against any assessed mobility fee in an amount equal to the cost of
614 multimodal projects or contributions of land, money, or services for mobility projects contributed, paid for, or
615 committed to by the applicant or his predecessor in interest.

- 616
- 617 1. Capital improvements program. Only multimodal projects included in the mobility plan or capital
618 improvements program are eligible for mobility fee credits. An applicant may request the County
619 Commission add a multimodal project to the capital improvements program. The administrative
620 manual shall detail the information required to request mobility projects be added to the capital
621 improvements program for purposes of establishing mobility fee credits.
 - 622
 - 623 2. Application. The administrative manual shall detail the application requirements for the agreement,
624 as well as the schedule, approval process, and use of the credit.
 - 625
 - 626 3. Plan and code requirements. Multimodal projects required to meet minimum comprehensive plan or
627 land development code requirements are not eligible for mobility fee credit. Site related access
628 improvements such as turn lanes, sidewalks, bike lanes, or traffic signals are not eligible for mobility
629 fee credit. The administrative manual shall provide further detail related to eligibility for mobility fee
630 credits, including instances where required or site related improvements may be eligible for partial
631 mobility fee credits.
 - 632

633 **4.03.10. Mobility Fee Benefit Districts.**

634 The establishment of mobility fee benefit districts is the best method of ensuring that the mobility fees
635 paid by new development are expended on multimodal projects that provide a mobility benefit to the new
636 development as required in the benefits test of the dual rational nexus test.

- 637
- 638 1. Expenditure. Mobility fee benefit districts provide a clearly defined boundary for the expenditure of
639 mobility fee revenue. Establishing mobility fee benefit districts ensures that funds paid by new

development are spent on mobility projects to accommodate person travel demand within the benefit district, providing a reasonable nexus between the expenditure of mobility fee revenue and the new development for which the mobility fees are paid.

2. Establishment. There are two (2) mobility fee benefit districts. The first benefit district, herein "north benefit district", includes all portions of the County north of Eglin Air Force Base. The second benefit district, herein "south benefit district", includes all portions of the County south of the north benefit district. The mobility fee benefit districts map is included in the Technical Report.
3. Municipalities. Any municipality which elects to participate in the County's mobility fee system shall be within one of the two mobility fee benefit districts. The interlocal agreement between the municipality and the County may establish an additional benefit district based on municipal limits.
4. New development. The County may elect to establish a benefit district for a new development that agrees to advance construction of a multimodal project. The benefit district may extend beyond the boundaries of the new development where an advanced multimodal project provides a mobility benefit to adjacent areas.
5. Special revenue funds. The County shall establish a special revenue fund for each mobility fee benefit district. Collected mobility fees shall be deposited into the applicable special revenue fund. Mobility fees shall not be deposited into general revenue funds. Special revenue funds shall be established where a municipality elects to participate in the County's mobility fee system or where the County enters into an agreement with a new development to establish a new benefit district.
6. Expenditure outside benefit district. In recognition that person travel demand along certain corridors provides a mobility benefit beyond the limits of a mobility fee benefit district, the following are instances in which mobility fees may be expended from multiple benefit districts:
 - a. District boundary. The County may spend mobility fees on corridors from adjacent benefit districts if the corridors form a boundary between benefit districts.
 - b. Traverse boundary. The County may spend mobility fees from adjacent benefit districts where a mobility project traverses or is planned to traverse the boundary of one or more benefit districts.
 - c. Crossings. Multimodal crossings (overpass and underpass), new bridges, or interchanges, over either Interstate 10, Choctawhatchee Bay or its tributaries, that connect with mobility projects or to the existing transportation network may utilize funds from both benefit districts.
 - d. Connectivity. Mobility projects that connect to the existing transportation or multimodal network that will facilitate mobility across benefit district boundaries may utilize funds from both districts.
 - e. Regional travel. Mobility projects that extend outside County limits that facilitate regional travel may utilize funds from benefit districts that receive a mobility benefit.
 - f. Finding. The County shall be permitted to make a finding that a multimodal project provides a mobility benefit to new development within multiple benefit districts. The finding shall be required to demonstrate how the use of funds meets the benefits requirement of the dual

689 rational nexus test. The administrative manual shall further detail documentation and
690 justification to be provided.

691
692 g. Review. The County Attorney shall review and concur, if consistent with the benefits
693 requirement of the dual rational nexus test, with a finding that a mobility fee may be expended
694 in a different benefit district than the one from which it was collected, before the finding can
695 be considered for review and approval by the Public Works Director.
696

697 **4.03.11. Mobility Fee Expenditures.**

698 Mobility fees are intended to fund multimodal project expenses such as the planning, design, and
699 construction consistent with the following:

700 1. Expenditure of funds. Amounts on deposit in mobility fee special revenue funds shall be expended by
701 the County for the advancement or construction of multimodal projects or for financing directly, or as
702 a pledge against bonds, revenue certificates and other obligations of indebtedness, the expenses for
703 multimodal projects, or portions thereof, that are:

704 a. Location. Located in the mobility fee benefit district from which the funds were collected;

705 b. Planned project. Included in the mobility plan or capital improvement program; and

706 c. Benefit. Beneficial to new development in terms of enhanced mobility.

707 d. Timing. Mobility fees shall be expended based on a first in, first out basis.

708 2. Prohibition. The amounts on deposit in the mobility fee fund shall not be used for periodic or routine
709 maintenance as defined in F.S. § 334.03 (18) and (23).

710 3. Use of funds. Funds withdrawn from these accounts must be on eligible multimodal project expenses.

711 4. Audit. Audits of the County performed pursuant to F.S. § 218.39, shall include an affidavit from the
712 chief financial officer of the County addressing reporting requirements of F.S. § 163.31801.

713 5. Administration. Should the County elect to not establish a service charge or the service charge does
714 fully capture expenses, the administration and implementation of the mobility fee system may be
715 funded by mobility fees in an amount not to exceed that actual cost to administer and implement the
716 mobility fee system.

717 6. Municipalities. Expenditure of funds on municipal maintained roads shall be limited to those
718 identified either in the mobility plan, the capital improvements program, or those municipalities that
719 elect to participate in the County's mobility fee system. The interlocal agreement between the
720 municipality and the County shall further detail the collection, if applicable, and expenditure of
721 mobility fees within the municipality.

722 **4.03.12. Mobility Fee Refunds.**

723 1. Time frame for expenditure. Mobility fees collected shall be returned to the then present owner of
724 the new development if the mobility fees have not been encumbered or spent by the end of the
725 calendar quarter immediately following seven (7) years from the date the fees were collected, or if
726 the development for which the fees were paid never commenced.

727 2. Expenditure of funds. Mobility fees collected shall be deemed to be encumbered or expended on a
728 "first in, first out" basis.

- 729 3. Refund process. A landowner may request a refund of mobility fees not expended within the time
730 frame for expenditure of funds. Request shall be reviewed by the Public Works Director or designee
731 and approved if mobility fees have not been expended within the time frame for expenditure of
732 funds or as provided for in refund process and procedures detailed in the administrative manual.
- 733 4. Municipalities. The interlocal agreement between a municipality and the County shall further detail
734 refund of mobility fees if the process and procedures differ from the administrative manual.

735 **4.03.13. Effect on Land Development Code.**

- 736 1. Land Use. The listing of a land use in the mobility fee schedule is solely for purposes of establishing
737 the applicable mobility fee rate to be assessed per land use, and such listing does not mean that the
738 land use is permitted or available under applicable zoning and Comprehensive Plan requirements. In
739 addition, the listing of the land use in the mobility fee schedule shall not be considered evidence that
740 the land use is appropriate in any land use classification or zoning district.
- 741 2. Land Development Code. The payment of mobility fees does not ensure nor grant compliance with
742 the County's land development code, including regulations relating to transportation corridor
743 management, access management, substandard roads, secondary access, timing, and phasing, and,
744 where applicable, development of regional impact review.

745 **4.03.14. Administrative Manual and Service Charges.**

- 746 1. Administrative manual. The County shall prepare and periodically update a mobility fee
747 administrative manual that addresses day to day administration and the implementation and update
748 of the mobility plan and fee. The administrative manual shall address assessments, credit and off-set
749 request, special studies, fee expenditures and monitoring. The administrative manual shall be
750 accepted by resolution of the County Commission. Until such time as an administrative manual is
751 adopted, determinations related to the mobility fee system shall be made by the Public Works
752 Director or designee.
- 753 2. Service charge. The County may elect to prepare and periodically update mobility fee service charges
754 to ensure that the County's general fund does not bear the full burden of administering and
755 implementing the mobility fee system, provided that the service charges does not exceed the
756 County's actual costs of administration and implementation of the mobility fee system. Mobility Fee
757 service charges shall be in addition to the imposed mobility fee and shall account for future updates
758 of the mobility plan and mobility fee in the service charge determination, along with any required
759 application fees for special studies or credit request. The mobility fee service charge shall be based on
760 a service charge study and accepted by resolution of the County Commission.
- 761 3. Municipalities. The administrative manual procedures would apply to any municipality that elects to
762 participate in the County's mobility fee system, except as otherwise provided for in an interlocal
763 agreement between the municipality and the County. Any municipality that collects mobility fees on
764 behalf of the County shall be entitled to receive a portion of any service charge adopted by the
765 County to offset the cost of collection and processing of mobility fees paid by new development.

766 **4.03.15. Annual Report.**

767 The County, and any municipality that elects to participate in the County's Mobility Fee system, shall comply
768 with all audit requirements of F.S. § 218.39. The County shall include in its annual capital improvement program
769 update, an accounting of mobility projects funded by mobility fees. The annual budget shall indicate mobility fee
770 revenues and expenditures. Audits of the County performed pursuant to F.S. § 218.39, shall include an affidavit
771 from the chief financial officer of the County addressing requirements of F.S. § 163.31801.

772 **4.03.16. Review and Update.**

- 773 1. *Mobility plan and fee update.* The Mobility Plan and Mobility Fee shall be updated by the County at
774 least once every five (5) years from the date of the last adoption. The five (5) year time frame shall
775 account for the 90-day notice period for any increase as required by Florida Statutes. The update shall
776 commence no later than four (4) years after the date of last adoption. If a full re-evaluation and
777 update are not complete within the required time period, the last adopted mobility fee shall remain
778 in effect until the update is complete.
- 779
- 780 2. *Annual report.* The mobility plan and mobility fee shall be reviewed annually, and an annual report
781 shall be prepared documenting collections and expenditures. The review shall include a
782 recommendation regarding the need to update the mobility plan and mobility fee earlier than the
783 required update schedule due to extraordinary circumstances. The administrative manual shall detail
784 additional factors to be addressed as part of the annual update to ensure the mobility plan and
785 mobility fee is consistent with case law and Florida Statute.
- 786
- 787 3. *Annual inflation adjustment.* The County shall annually update mobility fees based on inflation
788 adjustments, starting in 2025. The data for inflation shall be based on local cost to the extent data is
789 available. The most recent FDOT Transportation Cost Report Construction Cost Inflation Factors or
790 FDOT Monthly Inflation Factor Reports shall also be referenced to determine inflation factors. If local
791 or FDOT data is not available, the annual inflation factor adjustments shall be based on either the
792 national Producers Price Index for highways and streets, the National Highway Construction Cost
793 Index or the Consumer Price Index.
- 794
- 795 4. *Required notice for increase.* Increases in the County mobility fees require a 90-day notice period per
796 F.S. § 163.31801 before updated mobility fees can go into effect. The County shall advertise the fees
797 in a publication of general circulation available to County residents and businesses, or as permitted by
798 Florida Statutes, publish the updated rates on the County's website. The advertisement shall be
799 published and/or posted no later than 90 days prior to the increase of the mobility fees.
- 800
- 801 5. *Notice provided.* The following notice is provided that the County will annually adjust mobility fees for
802 inflation and will be maintained by the Public Works Department. Applicants are encouraged to
803 contact the Public Works Department to obtain the most recently adopted version of the mobility
804 fees and inquire about any noticed updates of the mobility fee.
- 805
- 806 6. *Municipal notice.* The County shall provide municipalities who elect to participate in the County's
807 mobility fee system written notice of mobility fee increases. The written notices shall be provided no
808 later than 90 days prior to the effective date of the mobility fee increase.
- 809
- 810 7. *County initiated update.* The Public Works Director or designee may authorize County initiated
811 updates of the mobility plan or mobility fee to ensure that mobility fees meet legal and statutory
812 requirements. The administrative manual shall provide further detail on factors that would
813 potentially require that the County move forward with a County initiated update.

814 **4.03.16. Appeals.**

815 If an applicant is dissatisfied with one or more of the following decisions of the Public Works Director or
816 designee, the applicant may appeal the decision in writing to the Board of Adjustment:

- 817
- 818 1. *Imposition.* The requirement to pay a mobility fee per 4.03.04;
- 819

- 820 2. Exemption. That a proposed new development does not qualify for an exemption per 4.03.05;
821
822 3. Determination. The assessed mobility fee per 4.03.07;
823
824 4. Refunds. The refund or refunded amount of mobility fees per 4.03.09;
825
826 5. Notice of appeal. The applicant shall file a notice of appeal with the Board of Adjustment within
827 thirty (30) calendar days of any final decision in which the applicant does not concur.
828
829 6. Evidence. As part of the appeal, the applicant shall submit in writing the specific decision being
830 appealed and shall provide documentation detailing the reasons why the applicant believes the
831 decision is incorrect. The applicant shall also provide in writing the desired final outcome and shall
832 provide evidence in support of that decision. Technical documentation submitted as evidence shall
833 be prepared by either a licensed professional engineer, a certified planner, or an impact fee
834 consultant with experience administering, implementing, or developing impact fees or mobility fees.
835
836 7. Date of hearing. The appeal hearing before the Board of Adjustment shall be held within 60 working
837 days of the receipt of the notice of appeal.
838
839 8. Hearing. The Board of Adjustment shall base its decision on any appeal on the applicable standards
840 and criteria established for the mobility fee system established per 4.03.00 and the evidence
841 presented at a properly advertised public hearing.
842
843 9. Board actions. The Board of Adjustment may uphold or revoke, in whole or in part, the
844 determination being appealed and to that end shall have the powers of the Public Works Director
845 from whom the appeal is taken.
846
847 10. Payment of mobility fees. A development order approval will not be issued unless the mobility fee is
848 paid in full, regardless of an appeal by an applicant. Any reduction of mobility fees or an exemption
849 from mobility fees resulting from a successful appeal shall be by refund of any excess amount where
850 a mobility fee is reduced, or the full amount where an applicant is exempt, paid at the time of the
851 issuance of the development order with the refund to be paid within 60 days. No interest will be
852 paid on a refund of any such overpayment or payment.
853

854 **4.03.17. Vested Rights.**

855 It is not the intent of the mobility fee system to abrogate, diminish, or modify the rights of any persons
856 that have vested rights pursuant to a valid governmental act of the County. An applicant may petition the County
857 Commission for a vested rights determination which would exempt the applicant from the provisions of the
858 mobility fee system. The Public Works Department and County Attorney shall evaluate the petition and submit a
859 recommendation to the County Commission based upon the following criteria:

- 860 1. Valid act. A valid, unexpired governmental act of the County, authorizing the building for which
861 applicants seeks a certificate of occupancy, exists.
862 2. Investment backed expectation. Expenditures or obligations made or incurred in reliance upon the
863 authorizing act are reasonably equivalent to the assessed mobility fee.
864 3. Prior approvals. That it would be inequitable to deny the applicant the opportunity to occupy a
865 previously approved building under the conditions of the previous approval by requiring the applicant
866 to comply with the provisions of the mobility fee system.

867

868 **4.03.18. Penalty.**

869 Violations of 4.03.00 will be enforceable by all legally available remedies.

1 **12.01.00. Schedule of fees.**

2 *Cost recovery for outside consultants will be billed directly to the applicant

3 1. Development Permits\$30.00

4 2. Building Permits Reference
5 Ord. No. 99-26

6 3. Certificates of Zoning Compliance (Grandfathering)100.00

7 4. Appeals to the Board of Adjustment800.00

8 5. Variances800.00

9 6. Variances (Okaloosa Island)800.00

10 7. After-the-fact Variances400.00

11 (Setback encroachments prior to 1993)

12 8. After-the-fact Variances (Okaloosa Island)500.00

13 (Setback encroachments prior to 1993)

14 9. Special Exceptions800.00

15 10. PUD Request (base fee)800.00

16 plus \$15.00 per lot/unit

17 11. PUD Revised Plans Submittal (each submittal)150.00

18 12. Rezoning Requests/Comprehensive Plan Amendments

19 (0 to 9.99 acres) (base fee)1,200.00

20 Plus \$10.00 per acre or fraction thereof

21 (10 acres or more) (base fee)1,700.00

22 Plus \$20.00 per acre or fraction thereof

23 13. Comprehensive Plan Amendments

24 (0 to 9.99 acres) (base fee)1,200.00

25 Plus \$20.00 per acre or fraction thereof

26 (10 acres or more) (base fee)2,500.00

27 Plus \$10.00 per acre or fraction thereof

28 14. Residential Subdivision Request350.00

29 Plus \$15.00 per lot

30 Residential Subdivision Revised Plan Submittal (each submittal)150.00

31 15. Commercial Subdivision (base fee)350.00

32 Plus \$15.00 per lot

33 Commercial Subdivision Revised Plan Submittal (each submittal)150.00

34 16. Industrial Subdivision (base fee)350.00

35 Plus \$15.00 per lot

36 Industrial Subdivision Revised Plan Submittal (each submittal)150.00
37 17. Minor Division of Lands (base fee)350.00
38 Plus \$15.00 per lot
39 Revised Plan Submittal (each submittal)150.00
40 18. Mobile Home Park (base fee)350.00
41 Plus \$15.00 per lot
42 Revised Plan Submittal (each submittal)150.00
43 18. Lot Split Requests50.00
44 20. Alcohol Signature75.00
45 21. Home Occupations50.00
46 22. Apartments and Condominium Projects (base fee)350.00
47 Plus \$10.00 per dwelling unit
48 Apartments and Condominium Projects Revised Plan Submittal (each submittal)150.00
49 23. Townhomes (base fee)350.00
50 Plus \$15.00 per lot
51 Townhome Revised Plan Submittal (each submittal)150.00
52 24. Application for Marine Construction100.00
53 25. Landscaping Review and Compliance for Certificate of Occupancy (Inspection)100.00
54 Plus \$50.00 for each reinspection or temporary Certificate of Occupancy
55 26. Copy of Maps
56 Future Land Use15.00
57 Zoning20.00
58 Custom (8.5" x 11")10.00
59 Custom (24" x 36")20.00
60 27. Copies of Documents (per page)15.00
61 28. Street Addresses (per lot/unit)15.00
62 29. Administrative Fee for Stormwater Management*A
63 (*A) Permit Fees for Stormwater Management and Conservation
64 30. Copy of Ordinance No. 90-1 (Comp. Plan without Binder)30.00
65 (Comp. Plan with Binder)40.00
66 31. Copy of Ordinance No. 91-1 (LDC without Binder)30.00
67 (LDC with Binder)40.00
68 32. Maps of Santa Rosa Island3.00
69 33. Projects of Area Wide Impact (larger than 100,000 square feet)2,000.00

70 For the 1st 100,000 square feet plus \$20.00 per 1,000 square feet or fraction thereof

71 34. Development of Regional Impact (DRI), Notice of Proposed Change, Substantial Deviation (base
72 fee)2,000.00

73 Plus \$20.00 per acre or fraction thereof

74 35. Regional Activity Center (RAC) (base fee)2,500.00

75 Plus \$20.00 per acre or fraction thereof

76 Revised Plan/Document Submittal (each submittal)500.00

77 36. Master Plans (base fee)2,000.00

78 Plus \$20.00 per acre or fraction thereof

79 Revised Plan/Document Submittal (each submittal)500.00

80 37. Grandfather Transfer Fee50.00

81 38. Tall Structure Review750.00

82 Tall Structure Revised Plan Submittal (each submittal)150.00

83 39. Temporary Use Permit (For Special Events)50.00

84 40. Temporary Use Permit (Other than Special Events)200.00

85 41. Commercial Site Plan Review

86 Minor Project (0—9,999 square feet)500.00

87 Minor Project Revised Plan Submittal (each submittal)150.00

88 Major Project (10,000 square feet and above)(for the first 10,000 square feet)500.00

89 Plus \$40.00 per 1,000 square feet or fraction thereof

90 Major Project Revised Plan Submittal (each submittal)150.00

91 42. Minor Change of Use (0—9,999 square feet)250.00

92 Revised Plan Submittal125.00

93 43. Major Change of Use (10,000 square feet or more) (for the first 10,000 square feet)500.00

94 Plus \$20.00 per 1,000 square feet or fraction thereof

95 Revised Plan Submittal150.00

96 44. Master Sign Plan

97 On-Site100.00

98 Off-Site100.00

99 45. Land Development Code Interpretation/Determination of Vested Rights40.00

100 46. Comprehensive Plan Consistency Letter50.00

101 47. Storage Fee — Researching for Requested Files (per request)25.00

102 48. Clearing Permits50.00

103 Required only for commercial or residential parcels without development plans, (tree survey will be required).

104 Exemptions will be for all vested residential lots or parcels and agricultural and silvicultural parcels.

- 105 49. FEMA Map Revisions/Amendment 40.00
- 106 50. White Sand Compliance (Inspection) (per initial inspection) 25.00
- 107 \$75.00 per each reinspection
- 108 51. Appeals to the Code Enforcement Board 150.00
- 109 (Ord. No. 11-01, § 2, 1-18-11)
- 110 52. Reserved
- 111 53. Reserved
- 112 54. Reserved
- 113 55. Reserved
- 114 56. Reserved
- 115 57. Reserved
- 116 58. Reserved
- 117 59. Reserved
- 118 60. Mobility Fee Schedule
- 119

<u>Schedule of Land Uses</u>	<u>Unit of Measure</u>	<u>Mobility Fee</u>
<u>Residential Uses</u>		
<u>Single-Family Detached</u>	<u>per Dwelling Unit</u>	<u>\$1,009</u>
<u>Single-Family Attached</u>	<u>per Dwelling Unit</u>	<u>\$772</u>
<u>Multifamily</u>	<u>per Dwelling Unit</u>	<u>\$722</u>
<u>Mobile Home and Micro (Tiny) Home</u>	<u>per Dwelling Unit</u>	<u>\$762</u>
<u>Institutional Uses</u>		
<u>Community Serving (Cultural Center, Lodge, Museum, Performance Venue, Place of Assembly or Worship)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$260</u>
<u>Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$388</u>
<u>Private Education (Afterschool, Day Care, K-12, Pre-K, Trade School, Tutor)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$466</u>
<u>Recreational Uses</u>		
<u>Marina (Wet berths, dry slips, fueling, maintenance, repair, and service)</u>	<u>per Berth plus per ten (10) dry slips</u>	<u>\$132</u>
<u>Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)</u>	<u>per Acre</u>	<u>\$1,456</u>
<u>Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,271</u>
<u>Industrial Uses</u>		
<u>Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$145</u>

Created: 2024-09-09 14:38:03 [EST]

(Supp. No. 22)

<u>Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Wholesale Nursery, Warehouse)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$128</u>
<u>Office Uses</u>		
<u>Office (General, Post Secondary Education, Hospital, Professional)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$441</u>
<u>Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,227</u>
<u>Retail Uses</u>		
<u>Retail (Not Otherwise Specified on Schedule)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,469</u>
<u>Bank</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$2,337</u>
<u>Convenience Store</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$2,482</u>
<u>Drinking Establishment (Bar, Brewery, Distillery or Wine Tap Room, Club)</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,552</u>
<u>Fast Food or Quick Service Restaurant</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$5,262</u>
<u>Furniture Store</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$483</u>
<u>Grocery Store</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$2,929</u>
<u>Pharmacy or Dispensary</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$4,017</u>
<u>Sit Down Table Service Restaurant</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$2,297</u>
<u>Superstore</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,934</u>
<u>Variety or Dollar Store</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$2,438</u>
<u>Motor Vehicle or Boat Sales</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,617</u>
<u>Wholesale Club</u>	<u>per 1,000 Sq. Ft.</u>	<u>\$1,626</u>
<u>Non-Residential Uses Per Unit of Measure (* denotes Additive Mobility Fee)</u>		
<u>Overnight Lodging</u>	<u>per Room</u>	<u>\$713</u>
<u>Recreational Vehicle or Travel Trailer Park</u>	<u>per Space</u>	<u>\$394</u>
<u>Bank Drive-Thru or Free-Standing ATM*</u>	<u>per Lane or ATM</u>	<u>\$3,331</u>
<u>Motor Vehicle or Boat Cleaning (Detailing, Wash, Wax)*</u>	<u>per Bay, Lane, Stall plus per five (5) Stations</u>	<u>\$7,477</u>
<u>Motor Vehicle Charging or Fueling (Commercial Facility requiring Payment)*</u>	<u>per Charging or Fueling Position</u>	<u>\$2,169</u>
<u>Motor Vehicle or Boat Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires)*</u>	<u>per Bay or Stall</u>	<u>\$1,294</u>
<u>Fast Food or Quick Service Restaurant Drive Thru*</u>	<u>per Lane</u>	<u>\$7,534</u>
<u>*Additive Mobility Fees are assessed in addition to the Mobility Fee assessed with the square footage of buildings or structures.</u>		

120

1 **Appendix A DEFINITIONS**

2 A

3 *Abutting property:* Any property that is immediately adjacent or contiguous to (adjoining), or immediately
4 across any road or public right-of-way from the lot in question.

5 *Accessory use or structure:* A use or structure on the same lot with, and of a nature customarily incidental
6 and subordinate to, the principal use or structure.

7 *Additive Fee:* A mobility fee based on a unit of measure that is assessed for a component of a high impact use
8 that is outside of the square footage of the building and generates person travel demand. Additive fees are
9 combined with any assessed mobility fee based on the square footage of a building or structure for the use. The
10 mobility fee rate for additive fees is based on the unique units of measure under the additive fee category.

11 *Administrative official:* The director of planning and inspection or any other county department staff
12 authorized to carry out the requirements of this Code.

13 *Adult entertainment establishment:* A commercial enterprise which predominantly limits admission to
14 "Adults Only" due to the sexual nature of its merchandise or entertainment. Such establishments shall include
15 adult book stores, adult theater, and adult lounges with nude or semi-nude entertainers or employees. Reference
16 Ordinance No. 88-26 for specific regulations regarding adult entertainment establishments.

17 *Adult Foster Home:* A full-time, family-type living arrangement, in a private home, under which a person or
18 persons provide, on a nonprofit basis, services of room, board, personal assistance, general supervision, and health
19 monitoring, as appropriate for the level of functional impairment, for three or fewer non-relatives who are aged or
20 disabled adults placed in the home by the Florida Department of Children and Family Services.

21 *Affordable housing:* "Affordable" means that monthly rents or monthly mortgage payments, including taxes
22 and insurance, do not exceed thirty (30) percent of the amount representing the percentage of the area median
23 income limits as determined by HUD, adjusted for family size.

24 *Agent of the owner:* The person authorized to act as agent or representative of the owner shall be limited to
25 architects, attorneys, engineers, surveyors, planners or persons having power-of-attorney to act.

26 *Agricultural lands:* Those lands in any agricultural use including forestry and aquaculture.

27 *Airport, private:* A private airport means an airport used primarily by the licensee but is available for use by
28 invitation of the licensee. Aviation services may be provided if authorized by the Florida Department of
29 Transportation (FDOT) and this Code. Public airports are defined in section 3.03.01.

30 *Alley:* Any public or private right-of-way primarily designed to serve as secondary access to the side or rear of
31 those properties where principal frontage is on a street, and having a right-of-way width of 30 feet or less.

32 *Applicant:* A person applying for a development order approval.

33 *Aquifer:* An underground formation, group of formations, or part of a formation that is permeable enough to
34 transmit, store or yield usable quantities of water.

35 *Architect:* A person duly licensed by the State of Florida to practice architecture or interior design.

36 *Architectural planter:* A permanent container within which plantings may be placed to meet the
37 requirements of this ordinance.

38 *Artificial drainage system:* Any canal, ditch, culvert, dike, storm sewer or other man-made facility which
39 tends to control the surface flow of water.

CODE OF ORDINANCES
Appendix A DEFINITIONS

40 *As-built plans*: The amended site or construction plans specifying the locations, dimensions, elevations,
41 capacities and capabilities of structures or facilities as they have been constructed,

42 *Authorized representative*: Any county employee authorized to carry out activities required by this
43 ordinance.

44 **B**

45 *Bed and breakfast inn*: A house, or portion thereof, where short-term lodging rooms and meals are provided.
46 The owner or resident manager of the inn shall live on the premises.

47 *Benefit District*: A geographic area where mobility fees that are paid by new development are expended on
48 multimodal projects within the district to provide a mobility benefit to the new development that paid the fees.

49 *Biomedical waste*: Any solid or liquid waste which may present a threat of infection to humans. The term
50 includes, but is not limited to, non-liquid human tissue and body parts; laboratory and veterinary waste which
51 contains human disease-causing agents; discarded disposable sharps; human blood, and blood products, and body
52 fluids, and other materials which in the opinion of the department of family and children services represent a
53 significant risk of infection to persons outside the generating facility. The term does not include human remains
54 that are disposed of by persons licensed under Chapter 470, Florida Statutes.

55 *Biomedical waste generator*: A facility or person that produces or generates biomedical waste. The term
56 includes, but is not limited to, hospitals, skilled nursing or convalescent hospitals, intermediate care facilities,
57 clinics, dialysis, clinics, dental offices, health maintenance organizations, surgical clinics, medical buildings,
58 physicians' offices, laboratories, veterinary clinics, and funeral homes.

59 *Board of county commissioners*: The governing body of Okaloosa County, Florida. Also may be referred to as
60 "county commission" or "the board."

61 *Boarding house/rooming house*: An establishment, where meals, and/or lodging are provided for compensation:

- 62 1. By prearrangement, but without limitations on time periods involved,
- 63 2. With lodging for compensation other than in dwelling units.

64 *Boathouse*: A structure which houses boats and related equipment. May be open or have enclosing walls.

65 *Boatyards*: An establishment for the hauling, repairing, painting, or manufacturing of vessels (boats). Also
66 may include dock rentals, fuel sales, and sale of boats and related marine equipment.

67 *Breakaway wall (frangible wall)*: A partition independent of supporting structural members that will
68 withstand design wind forces, but will fail under hydrostatic, wave, and run-up forces associated with the design
69 storm surge. Under such conditions, the wall will fail in a manner such that it disintegrates or breaks up into
70 components that will minimize the potential for damage to life or adjacent property.

71 *Buffer strip*: A strip of land utilized to separate and protect one type of land use from another; for example, a
72 screen of planting or fencing to insulate the surrounding from the noise, smoke, or visual aspects of an
73 incompatible zoning district or land use.

74 *Building*: Any structure that encloses a space used for sheltering any use of occupancy, including a building in
75 the course of construction, alteration or repair and a manufactured (mobile) home on a foundation.

76 *Building area*: The portion of a lot remaining after required yards have been provided.

77 *Building setback*: The minimum horizontal distance permitted between the front, side or rear of a structure
78 for a building and the nearest property line. May be referred to as "yard."

CODE OF ORDINANCES
Appendix A DEFINITIONS

79 *Bulkheads (seawalls):* Structural walls located in or near the water to prevent erosion caused by wind or
80 wave action. May be used to prevent shoaling in channels or as a breakwater to stop wave action for mooring of
81 vessels.

82 C

83 *Campground:* One or more buildings, structures, tents, trailers or camping vehicles together with the land,
84 used as temporary living quarters for 15 or more persons, including children, whether or not rent is paid for space
85 in connection with the use of the premises. A campground shall include all land utilized for the temporary housing
86 of people for uses such as recreational, educational, commercial, and for temporary labor.

87 *Clearing:* The removal of trees and brush from a substantial part of the land, shall not include mowing of
88 grass and weeds.

89 *Coastal building zone:* The land area from the seasonal high-water line landward to a line 1,500 feet
90 landward from the coastal construction control line as established pursuant to Section 161.053, Florida Statutes,
91 and for those coastal areas fronting on the Gulf of Mexico, Atlantic Ocean, Florida Bay, or Straits of Florida and not
92 included under Section 161.053, Florida Statutes, the land area seaward of the most landward velocity zone (V-
93 zone) line as established by the Federal Emergency Management Agency and shown on flood insurance rate maps.
94 The Coastal Construction Code in Section 6.02.01 K applies to this land area.

95 *Coastal construction control line (CCCL):* The line established by the Florida Department of Environmental
96 Protection, Bureau of Beaches and Shores, that defines the upland line of jurisdiction for D.E.P.'s coastal regulatory
97 jurisdiction along the sandy beaches of the state which front on the Gulf of Mexico, Atlantic Ocean, and the Straits
98 of Florida. CCCLs are established pursuant to Section 161.053, Florida Statutes, on a county by county basis.

99 *Code enforcement officer:* Includes the building official, building inspectors, fire inspectors, and county
100 engineering inspectors. For the purpose of this ordinance, "code enforcement officer" shall mean any authorized
101 agent or employee of the county whose duty is to enforce and assure compliance with codes and ordinances of the
102 county.

103 *Common areas:* Areas of land or water owned, controlled, maintained, and improved through an
104 organization consisting of all individual owners of PUDs, residential or commercial subdivisions.

105 *Community residential home:* A dwelling unit licensed to serve clients of Florida Department of Family and
106 Children Services, that provides a living environment for one—six or seven—14 community residential home
107 residents who operate as the functional equivalent of a family, including such supervision and care by support staff
108 as may be necessary to meet the physical, emotional and social needs of the residents pursuant to Chapter 419,
109 Florida Statutes.

110 *Community residential home resident:* An aged person as defined in Section 400.618(3), Florida Statutes; a
111 physically handicapped or disabled person as defined in Section 760.22(7)(a), Florida Statutes; a developmentally
112 disabled person as defined in Section 393.063(11), Florida Statutes; a non-dangerous mentally ill person as defined
113 in Section 394.455(3), Florida Statutes; a dependent child as defined in Section 39.01(14), Florida Statutes.
114 Excluded are delinquent children, alcohol or drug abusers, and dangerous mentally ill persons.

115 *Comprehensive plan:* Okaloosa County Comprehensive Plan, Ordinance No. 90-1, as amended.

116 *Concerned agencies:* County, state, federal or private agencies that would be involved in any phase of
117 planning or construction as set forth in the provisions of this ordinance. Such agencies would be the county health
118 department, county public works department, department of environmental protection, department of
119 community affairs, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, etc.

CODE OF ORDINANCES
Appendix A DEFINITIONS

120 *Concurrency*: Means that the necessary public facilities (roads, sanitary sewer, solid waste, drainage, potable
121 water, and parks and recreation) and services to maintain the adopted level of service standards are available
122 when the impacts of development occur.

123 *Condominium*: A condominium is a building or buildings on an undivided tract of real estate under single
124 ownership and individual units are sold for business, residential, or industrial purposes using the condominium
125 form of ownership and the project is also platted as a condominium in accordance with Florida Statutes.

126 *Congregate living facility*: A facility providing assisted living for elderly and/or disabled persons that is
127 operated and regulated as a residential environment with supportive services and not as a medical or nursing
128 facility.

129 *Construction*: The placing of construction materials in a permanent position and fastened in a permanent
130 manner.

131 *Construction and demolition debris*: Discarded materials generally considered to be not water soluble and
132 non-hazardous in nature, including but not limited to steel, glass, brick, concrete, asphalt material, pipe, gypsum
133 wallboard, and lumber, from the construction or destruction of a structure as part of a construction or demolition
134 project or from the renovation of a structure, including such debris from construction of structures as a site
135 remote from the construction or demolition project site. The term includes rocks, soils, tree remains, and other
136 vegetative matter which normally results from land clearing or land development operations for a construction
137 project; clean cardboard, paper, plastic, wood, and metal scraps from a construction project; effective January 1,
138 1997, except as provided in Section 403.707(13)(j), Florida Statutes, unpainted, non-treated wood scraps from
139 facilities manufacturing materials used for construction of structures or their components and unpainted, non-
140 treated wood pallets provided the wood scraps and pallets are separated from other solid material where
141 generated and the generator of such wood scraps or pallets implements reasonable practices of the generating
142 industry to minimize the commingling of wood scraps or pallets with other solid waste; and de minimum amounts
143 of other non-hazardous wastes that are generated at construction or demolition projects, provided such amounts
144 are consistent with best management practices of the construction and demolition industries. Mixing of
145 construction and demolition debris with other types of solid waste will cause it to be classified as other
146 construction and demolition debris. See definition of *Landfills*.

147 *County engineer*: The person, currently licensed and registered to practice engineering in the State of Florida,
148 who is responsible for overseeing certain provisions of this ordinance. The department head of the public works
149 department.

150 *County planning and inspection department*: The staff of Okaloosa County Planning and Inspection
151 Department.

152 *Crown spread*: The distance measured across the greatest diameter of a tree.

153

 D

154 *Data and analysis*: Those documents which support the goals, policies and objectives of the Okaloosa County
155 Comprehensive Plan, Ordinance No. 90-1.

156 *Detention*: The collection and storage of surface water for subsequent controlled discharge at a rate which is
157 less than the rate of inflow.

158 *Developed area*: The portion of a plot or parcel of land, excluding public right-of-way, upon which a building,
159 structure, pavement, landscape material, or other improvements have been placed.

160 *Development activity*: The commencing of clearing, grading, draining, site preparation or any other activity to
161 prepare a site for roads, or buildings, or paving. This does not include running of utility lines across private
162 property.

CODE OF ORDINANCES
Appendix A DEFINITIONS

204 power, water service, gas service, or telephone line, whether underground or overhead. Easement width shall not
205 be greater than required to meet or satisfy the specified use or uses.

206 *Engineer:* A person duly licensed by the State of Florida to practice engineering.

207 *Erosion:* The wearing or washing away of soil (consolidated or unconsolidated material) by the action of wind
208 or water.

209 F

210 *Family:* One or more persons occupying a single dwelling unit, provided that unless all members are related
211 by blood or marriage no such family shall contain more than five persons, but further provided, that up to three
212 servants employed on the premises may be housed on the premises without being counted as a family or families
213 and not more than two rooms may be occupied by a total of four or fewer boarders, including roomers. (For five or
214 more roomers or boarders, see boarding and rooming houses.) The term "family" shall not be construed to mean a
215 fraternity, sorority, club, or institutional group. In addition, a family may be constituted of one or more persons,
216 not related by blood or marriage, if the occupants are handicapped persons as defined in Title VIII of the Civil
217 Rights Act of 1968, as amended by the Fair Housing Act of 1988.

218 *Farm:* For the purposes of this ordinance, a farm is land used for the production of any food or fiber
219 products.

220 *Fence:* A barrier erected to screen, protect, control animals, or mark boundary of any open area. Fences can
221 be made of wood, metal, concrete, or similar type of material, or planted matter. Fences shall be installed in
222 conformance with Chapter 7.01.01.

223 *Filling station:* Building and premises where gasoline, oil, grease, batteries, tires, and automobile accessories
224 may be supplied and dispensed at retail. Uses permissible at a filling station do not include major mechanical and
225 body work, straightening of body parts, painting, welding, storage of automobiles not in operating condition, or
226 other work involving noise, glare, fumes, smoke or other noxious characteristics. Sales of cold drinks, package
227 foods, tobacco, and similar convenience goods for filling station's customers, as an accessory and incidental to
228 principal operation, are allowed.

229 *Flood:* A temporary rise in the level of any water body, watercourse, or wetland which results in the
230 inundation of areas not ordinarily covered by water.

231 *Freestanding building:* An unattached building, standing alone, containing one business, rather than a row of
232 stores or businesses with common roof and sidewalls.

233 *Frontage:* The length of the front property line of the lot, lots, or tract of land abutting a public street, road,
234 highway, or rural right-of-way.

235 G

236 *Grade:* The average finished ground level of the land around the building or structure.

237 *Ground cover:* Natural mulch or low growing evergreen plants other than deciduous varieties installed to
238 form a continuous cover over the ground.

239 *Ground waters:* Naturally remaining water beneath the surface of the ground, whether or not flowing
240 through known and definite channels.

241 H

242 *Habitable floor area:* The total floor area of all the habitable rooms in a dwelling unit.

243 *Habitable structure:* A structure or building intended for human occupancy.

CODE OF ORDINANCES
Appendix A DEFINITIONS

284 disassembling of used motor vehicles, boats or trailers, or the storage, sale or dumping of dismantled, partially
285 dismantled, obsolete, or wrecked vehicles or their parts.

286 L

287 *Landfills:* Landfills or solid waste disposal units are classified according to the amount or types of waste received:

- 288 1. *Landfill, Class I.* Landfills that receive an average of 20 tons or more of solid waste per day. Class I
289 landfills receive general, non-hazardous household, commercial, industrial, and agricultural wastes,
290 subject to the restrictions of Rules 62-701.300 and 62-701.520, F.A.C.
- 291 2. *Landfill, Class II.* Landfills that receive an average of less than 20 tons of solid waste per day. Class II
292 Landfills receive general, non-hazardous household, commercial, industrial, and agricultural wastes,
293 subject to the restrictions of Rules 62-701.300 and 62-701.520, F.A.C.
- 294 3. *Landfill, Class III.* Landfills that receive only yard trash, construction and demolition debris, waste tires,
295 asbestos, carpet, cardboard, paper, glass, plastic, furniture other than appliances, or other materials
296 approved by the department which are not expected to produce leachate which poses a threat to
297 public health or the environment. Class III landfills shall not accept putrescible household waste.
- 298 4. See definition for *Construction and demolition debris*.

299 *Land surveyor:* A person duly registered by the State of Florida to practice land surveying.

300 *Landscape:* The placement of landscape material in the planting area in accordance with the requirements of
301 the land development code, undisturbed areas of natural vegetation, or areas which may be used for drainage.

302 *Landscape material:* Living plant material including trees, shrubs, vines, lawn grass, ground cover, landscape
303 water features, and non-living durable material commonly used in landscaping including rocks, pebbles, sand,
304 prairie film, brick pavers, earthen mounds, but excluding impervious surfaces for vehicular use.

305 *Lot:* A parcel of land of sufficient size to meet minimum zoning requirements for use, coverage and area, and to
306 provide such yards and other open spaces as are herein required. Lot includes tract or parcel and means the least
307 fractional part of subdivided lands having limited fixed boundaries, and an assigned number, letter, or other name
308 through which it may be identified. Such lot shall consist of:

- 309 1. A single lot of record;
- 310 2. A portion of a lot of record;
- 311 3. A combination of complete lots of record, or complete lots of record and portions of lots of record, or
312 portions of lots of record; or
- 313 4. A parcel of land described by metes and bounds.

314 *Lot — corner:* A lot abutting upon two or more streets at a street intersection, or abutting upon two
315 adjoining and deflected lines of the same street.

316 *Lot — depth:* Depth of a lot shall be the distance between the mid-points of straight lines connecting the
317 foremost points of the side lot lines in front and the rear-most points of the side lot lines in the rear.

318 *Lot — double frontage:* A lot having two non-adjoining property lines abutting upon a street or streets.

319 *Lot — frontage:* The front of a lot shall be construed to be the portion nearest the street or streets. For the
320 purposes of determining yard requirements on corner lots and double-frontage lots, all sides of a lot adjacent to
321 streets shall be considered frontage, and yards shall be provided as indicated under "yard" in the schedule of
322 dimensional requirements.

CODE OF ORDINANCES
Appendix A DEFINITIONS

323 *Lot — interior:* A lot other than a corner lot or a double frontage lot.

324 *Lot of record:* A lot which is part of a recorded subdivision or a Planned Unit Development, or a parcel of land
325 which has been duly recorded with the Clerk of Court's Office of Okaloosa County and is identified on tax records
326 dating prior to adoption of the Okaloosa County Comprehensive Plan, Ordinance No. 90-1 (July 10, 1990).

327 *Lot — reverse frontage:* A double frontage lot fronting on both a minor street and primary or collector street
328 with access only permitted to the minor street. Rear access to the primary or collector street shall be prohibited by
329 means of a non-access reservation strip or easement along the primary or collector street.

330 *Lot — width:* Width of a lot shall be the distance between straight lines connecting front and rear lot lines at
331 each side of the lot, measured at the required front building setback line; provided, however, that width between
332 side lot lines at their foremost points (where they intersect with the street line) shall not be less than 80 percent of
333 the required lot width except in the ease of lots on the turning circle of a cul-de-sac, where the 80 percent
334 requirement shall not apply.

335 M

336 *Major thoroughfare:* Any principal arterial, minor arterial or major collector roadway as classified by the
337 Florida Department of Transportation or the County.

338 *Manufactured building:* A factory-constructed building not constructed on a chassis, built to comply with the
339 Standard Building Code, and inspected by the Florida Department of Community Affairs.

340 *Manufactured housing:* A structure, transportable in one or more sections, which, in the traveling mode, is
341 eight (8) body feet or more in width and forth (40) body feet or more in length which when erected on site, has
342 320 or more square feet in living area; and which is built on a permanent chassis and designed to be used as a
343 dwelling with or without a permanent foundation when connected to the required utilities. If fabrication of such a
344 housing unit has occurred after June 15, 1976, each section must be built to standards prescribed by the U.S.
345 Department of Housing and Urban Development.

346 *Manufacturing:* Establishments engaged in the mechanical or chemical transformation of materials or
347 substances into new products, including the assembling of component parts, the creation of products, and the
348 blending of materials, such as lubricating oils, plastics, resins, or liquors.

349 *Map, future land use:* The Official Future Land Use Map shown in the Comprehensive Plan.

350 *Map, official zoning:* The Official Zoning Map of the Zoning Regulations.

351 *Marina, commercial:* Any dock or facility offering spaces for boat dockage or slip rentals not associated with
352 the regular fabrication, repair, construction or maintenance of boats or vessels or the removal of boats or vessels
353 from the water for such purposes. Any dock, with or without spaces for slip rental, where fuel or merchandise may
354 be purchased shall be deemed a commercial marina.

355 *Marina facility:* Any business associated with the construction, fabrication, refurbishing, repair or
356 maintenance of boats or vessels, including equipment installation thereon or the removal of any boat or vessel
357 from the water for any such purpose.

358 *Marina, private:* Any dock or facility having spaces for boat dockage or slip rentals, the use of which is
359 restricted to membership of a private club or organization, including yacht clubs, sailing associations and other like
360 and similar types of organizations.

361 *Master plan:* A graphic representation, or combination of graphics and text, which depicts and describes an
362 overall strategy of development including the layout of lots, buildings, streets, amenities, and related features.

CODE OF ORDINANCES
Appendix A DEFINITIONS

363 *Mean high water line:* The intersection of the tidal plane of mean high water with the shore (Section 177.27,
364 F.S.).

365 *Median:* A barrier placed between lanes of traffic flowing in opposite directions.

366 *Metes and bounds:* A method of describing land boundaries by directions (bounds) and distances (metes)
367 from a known point of reference.

368 *Mid-rise:* A building three to seven stories in height.

369 *Mini-warehouse:* See Self-Service Storage Facility.

370 *Mining:* The extraction of earth materials such as soil, sand, clay, rock, and other similar materials.

371 *Mitigation:* A method, activity, or action used to lessen or compensate for the impact of development.

372 *Mixed-use development:* The development of land with a variety of complementary and integrated uses,
373 such as, but not limited to, residential, office, manufacturing, retail, public, entertainment, or recreation in a
374 compact urban form.

375 *Mobile home:* A structure, including manufactured homes, transportable in one or more sections, which is
376 eight (8) feet or more in width and over thirty-five (35) feet or more in length, and which is built upon an integral
377 chassis and designed to be used as a dwelling when connected to the required utilities including plumbing, heating,
378 air conditioning and electrical systems. "Mobile homes" include structures fabricated before and after June 15,
379 1976, but does not include "manufactured buildings" as defined in Chapter 553, Part IV, F.S. or "recreational
380 vehicles" as defined in Section 320.01, F.S.

381 *Mobile home park:* A use of land in which lot or spaces are offered for rent or lease for the placement of
382 mobile homes for residential purposes.

383 *Mobile home subdivision:* Recorded plats of land sold to individual owners for the placement of mobile
384 homes, and where common areas or any amenities exclusively serving the subdivision may be retained by a sole
385 owner, developer or homeowner association.

386 *Mobility:* The ability to move people and goods from an origin to a destination by multiple modes of travel in
387 a timely manner based on the speed of travel.

388 *Mobility fee:* A monetary exaction imposed on new development to fund multimodal projects identified in
389 the mobility plan.

390 *Mobility fee schedule:* The establishment of land use categories for which a mobility fee is to be assessed on
391 new development activity. The schedule includes the mobility fee rates per unit of measure for each land use
392 category.

393 *Mobility plan:* A multimodal transportation plan that identifies multimodal projects within the County to
394 meet existing and future travel demand and serves as the basis for the County's mobility fee.

395 *Motel/hotel, tourist court, motor lodge:* A group of attached or detached buildings containing individual
396 sleeping units, and providing automobile storage or parking space in connection therewith, for transients; or any
397 facility licensed as a motel by the State.

398 *Motor vehicle:* The word "motor vehicle" shall have the meaning set forth in Chapter 320, F.S.

399 *Multi-family dwelling:* Any residential building or structure used as a multiple dwelling for the purpose of
400 providing more than four separate dwelling units which may share means of egress and other essential facilities.

401 *Multimodal:* multiple modes of travel including, but not limited to walking, bicycling, jogging, rollerblading,
402 skating, scootering, riding transit, driving a golf cart, low speed electric vehicle or motor vehicle.

CODE OF ORDINANCES
Appendix A DEFINITIONS

403 Multimodal project: Corridor and intersection improvements such as bike lanes, buffered bike lanes,
404 intersections, interchanges, landscape, multi-use paths or trails, multimodal lanes, pedestrian overpasses or
405 underpasses, roads, roundabouts, sidewalks, streets, and streetscape. Multimodal projects also include mobility
406 policies, programs and services, wayfinding, micromobility devices, and microtransit vehicles and lanes. Projects
407 can include new or additional road travel lanes and turn lanes, upgrade of roads that results in a change in
408 functionally classification of the road, complete and low speed streets, new or upgraded traffic signals, traffic
409 synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction,
410 engineering and inspection, utility relocation, right-of-way, easements, stormwater management facilities. These
411 projects may also be referred to as mobility plan projects or mobility projects.

412 Multimodal project expenses: Expenditures for: (a) the repayment of principal and interest or any
413 redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness
414 then outstanding consistent with statutory allowances; (b) reasonable administrative and overhead expenses
415 necessary or incidental to expanding and improving multimodal projects; (c) crosswalks, traffic control and crossing
416 warning devices, landscape, trees, multimodal way finding, irrigation, hardscape, and lighting related to projects;
417 (d) micromobility devices, microtransit vehicles, programs and services, (e) transit circulators, facilities, programs,
418 shuttles, services and vehicles; (f) reasonable expenses for engineering studies, stormwater reports, soil borings,
419 tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects;
420 (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection
421 with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of
422 structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater
423 management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement,
424 or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve,
425 redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or
426 other form of indebtedness; (k) reasonable costs of design, engineering and construction, including mobilization,
427 maintenance of traffic during construction and CEI (construction engineering and inspection) services of
428 multimodal projects, (l) county administration, implementation updates to the mobility plan and mobility fee,
429 including any analysis, assessments, counts, data collection, plans, programs or studies needed for multimodal
430 projects.

431 *Multi-use building:* A building which contains two or more distinct uses.

432 *Municipal:* Of or relating to an incorporated municipality.

433 *Municipality:* A political subdivision incorporated pursuant to State law; a city or town.

434 N

435 *Natural systems:* Systems which predominately consist of or use those communities of plants, animals,
436 bacteria, and other life systems which naturally occur on the land, in the soil or in the water.

437 New development: New residential and non-residential construction, any new land development or site
438 preparation activity, any new construction of buildings or structures, any modification, reconstruction,
439 redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any
440 special exception approval, variance, or special use permit that results in an increase in person travel demand (aka
441 impact) above the demand generated by the existing use of a parcel.

442 *Nonconforming use:* A land or structure use that is inconsistent or does not conform to the regulations of the
443 use district in which it is located.

444 *Non-residential subdivision:* Subdivisions designed and used exclusively for non-residential purposes.

CODE OF ORDINANCES
Appendix A DEFINITIONS

445 *Non-tidal waters:* Waters not daily affected by the periodic rise and fall of the waters of the Gulf of Mexico,
446 Choctawhatchee Bay, Santa Rosa Sound (Inter-coastal waters) and all of the bayous connected to the system. Non-
447 tidal waters include all freshwaters of the rivers, lakes, and streams.

448 O

449 *Open space:* Undeveloped lands suitable for passive recreation or conservation uses.

450 P

451 *Paper street:* A street or road shown on an approved plan, plat, tax map, or other official map that does not
452 actually exist on the ground.

453 *Parcel:* An area of land capable of being described with such definition that its location and boundaries may
454 be legally established.

455 *Park:* An area of land used by the public designated for active or passive recreation.

456 *Parking area:* Any public or private area, under or outside of a building or structure, designed and used for
457 parking motor vehicles including parking lots, garages, driveways, and legally designated areas of public streets.

458 *Parking lot:* An off-street, ground level open area, usually improved, for the temporary parking of motor
459 vehicles.

460 *Parking space:* A space for the parking of a motor vehicle within a public or private parking area.

461 *Parking structure:* A multi-level structure used for the temporary parking or storage of motor vehicles.

462 *Party:* One who takes part in a transaction.

463 *Path:* A cleared way for pedestrians and/or bicycles that may or may not be paved or otherwise improved.

464 *Paving material:* Any number of materials including asphalt products, concrete, crushed shell, or other
465 substance used to stabilize a soil surface to be suitable for the movement of motor vehicles.

466 *Peak-hour traffic:* The largest number of vehicles passing over a designated section of a street during the
467 busiest one-hour period during a twenty-four-hour period.

468 *Percolation test:* A test designed to determine the ability of ground to absorb water and used to determine
469 the suitability of soils for buildings, drainage, or septic systems.

470 *Pedestrian:* An individual who travels on foot.

471 *Perimeter:* The boundaries or borders of a lot, parcel or area of land.

472 *Permit:* Written governmental permission issued by an authorized official, empowering the holder thereof to
473 do some act not forbidden by law but not allowed without such authorization.

474 *Permitted use:* Any use allowed in a zoning district and subject to the restrictions applicable to that district.

475 *Person:* An individual, corporation, governmental agency, business trust, estate, trust, partnership,
476 association, two or more persons having a joint or common interest, or any other legally established entity.

477 *Person miles of capacity:* The number of persons "capacity" that can be accommodated, at a determined
478 standard, on a facility while walking, bicycling, riding transit, driving, or using a mobility assisted device over a
479 defined distance.

480

CODE OF ORDINANCES
Appendix A DEFINITIONS

481 Person miles of travel: A unit to measure person travel made by one person where each mile traveled is
482 counted as one person mile. Person miles of travel is calculated by multiplying person trip length by the number of
483 person trips. Increase in future person miles of travel are used to plan multimodal project needs that form the basis
484 for the mobility fee.

485 Person travel demand: Travel demand from new development based on trip generation, pass-by trips, person
486 trip length, limited access travel, state road travel, person miles of travel and trip purpose. The resulting mobility
487 fees are roughly proportional to the person travel demand per use on the mobility fee schedule.

488 Person trip: A trip by one person by one or more modes of travel including, but not limited to, driving a
489 motor vehicle or low speed electric vehicle, riding transit, walking, bicycling or form of person powered, electric
490 powered or gasoline powered device.

491 Person trip length: The length of a person trip per trip purpose.

492 *Personal services:* Establishments primarily engaged in providing services involving the care of a person or his
493 or her personal goods or apparel.

494 *Pervious surface:* Any material including naturally occurring soils or vegetation that allows full or partial
495 absorption of rainfall or stormwater runoff.

496 *Petition:* A formal written document requesting an action, right, or benefit from the County.

497 *Picnic area:* A place equipped with tables, benches, grills, and trash receptacles, and may include play
498 equipment, for people to assemble, cook, eat, and relax.

499 *Pier:*

500 (1) See "Dock."

501 (2) A column poured or placed in the ground to support a structure.

502 *Place of worship:* A church, synagogue, temple, mosque, or other facility that is used for prayer and religious
503 services by a religious congregation or persons of similar beliefs.

504 *Plan amendment:* Any action of the County which has the effect of amending, adding to, deleting from, or
505 changing the Comprehensive Plan or Future Land Use Map.

506 *Planned unit development:* A contiguous area of at least four (4) acres in size to be planned, developed,
507 operated, [and] maintained as a single entity under unified control, and which contains one or more residential
508 clusters or mix of housing types, and which may also contain one or more public, quasi-public, commercial,
509 industrial, recreation, or other non-residential uses.

510 *Planning commission:* The appointed local planning agency for Okaloosa County.

511 *Plat:* A map or delineated representation of the subdivision of lands, being a complete exact representation
512 of the subdivision and other information in compliance with the applicable requirements of Chapter 177, F.S. and
513 this Code (Section 177.031(14), F.S.).

514 *Plat, final:* A plat accepted and signed by the Board of County Commissioners, and officially recorded with
515 the Clerk of Court.

516 *Plat, preliminary:* A plat submitted to obtain a Development Order to begin construction of subdivision
517 improvements prior to final inspection and acceptance (final plat).

518 *Playground:* A recreation area with play equipment such as swings, slides, etc. which may also include courts
519 and fields.

CODE OF ORDINANCES
Appendix A DEFINITIONS

- 520 *Plot*: A parcel of land that can be identified and referenced to a recorded plat or map.
- 521 *Point-source*: A stationary, identifiable source of pollutant emissions.
- 522 *Potable water*: Water suitable for drinking and cooking purposes.
- 523 *Preexisting use*: The use of a lot or structure prior to the time of the enactment of a zoning or development
524 code.
- 525 *Poultry*: All kinds of poultry and includes chickens, turkeys, ducks, guineas, geese, pigeons raised as
526 domesticated food birds, quail, and other domesticated food birds.
- 527 *Premises*: A lot, parcel, tract, or plot of land together with the buildings and structures thereon.
- 528 *Prescription*: The acquisition of land by right of continuous use without protest from the owner of said land.
- 529 *Principal use*: The primary, main, or predominate use located on a lot or parcel.
- 530 *Private roadway*: A road or street owned and maintained by a private person or entity other than a
531 government agency.
- 532 *Professional engineer*: A person licensed as a professional engineer by the State of Florida.
- 533 *Prohibited use*: A use that is not permitted in a zoning district.
- 534 *Property*: A lot, parcel, or tract of land together with the building and structures located thereon.
- 535 *Property line*: See Lot Line.
- 536 *Property owner*: A person possessing an ownership interest in a piece of property.
- 537 *Property value*: The monetary worth of a piece of property established by appraisal, assessment, sales price,
538 or other accepted means of valuation.
- 539 *Protected tree*: A tree which by virtue of type or size cannot be destroyed without a permit being issued.
- 540 *Public*: Something owned, maintained for, or used by the general community or the people at large.
- 541 *Public access*: Any road, easement, trail, path, or way where the public is invited to, and unrestricted from,
542 moving across.
- 543 *Public facilities*: Facilities such as roadways, drainage structures, water and sewer lines, pump stations,
544 treatment plants, or other similar improvements owned, operated, and maintained by a government agency.
- 545 *Public food service establishment*: Shall have the meaning given at § 509.013, Fla. Stat.
- 546 *Public hearing*: A formal proceeding held by a presiding body where the public is allowed to present
547 statements or testimony relative to an action to be undertaken by the County.
- 548 *Public lodging establishment*: Shall have the meaning given at § 509.013, Fla. Stat.
- 549 *Public notice*: The advertisement of a public hearing or meeting through the news media, posting of signs,
550 letters, or other devices intended to inform the public about a particular hearing or meeting.
- 551 *Public parking*: Any parking area available and open to the general public for motor vehicle parking.
- 552 *Public records*: The official records of Okaloosa County maintained by the Clerk of the Court.
- 553 *Public utility*: A regulated utility provider with a franchise for providing to the public a utility service deemed
554 necessary for the public health, safety, and welfare.

CODE OF ORDINANCES
Appendix A DEFINITIONS

555 *Public way:* Any road, street, alley, easement, trail, path, or access available for and open to use by the
556 public.

557 *Pump station:* A structure used to house pumps and equipment for pumping water or sewage; lift station.

558 Q

559 *Quality of service:* A quantitative stratification of the quality of service of personal multimodal mobility
560 stratified into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality; a
561 discrete stratification of a quality-of-service continuum.

562 R

563 *Receiving body of water:* Any water body, watercourse or wetland into which surface waters flow.

564 *Recharge:* The inflow of water into a project, site, aquifer, drainage basin or facility.

565 *Resort hotel:* A facility offering transient lodging accommodations to the general public and providing
566 additional services, such as restaurants, meeting rooms, entertainment, and recreational facilities, or any similar
567 facility licensed as a hotel by the State.

568 *Residential airpark:* A residential airpark or fly-in community is a residential subdivision containing a private
569 airport for the use of the owner(s) and invitees.

570 *Restrictive covenants:* Agreements and restrictions placed on property, usually by deed, and filed in the
571 Office of Clerk of Circuit Court for subdivisions, townhouses, condominiums and the like.

572 *Retention:* The collection and storage of runoff without immediate surface discharge to surface waters.

573 *Roadway:* That portion of the street right-of-way containing the street pavement and gutter used primarily
574 as a channel for vehicular movement and secondarily as a drainage channel for storm water.

575 S

576 *School:* Private or public primary or secondary (K–12) facility in compliance with Chapter 232, Florida
577 Statutes. This definition does not include technical, business, trade or vocational schools.

578 *Sediment:* Solid material, whether mineral or organic, that is in suspension, is being transported, or has
579 moved from its site of origin by air, water or gravity.

580 *Sedimentation facility:* Any structure or area which is designed to hold runoff water until suspended
581 sediments have settled.

582 *Setback:* An area defined within the limits of a lot in which no building, other than accessory structures may
583 be located, except as otherwise specified in this ordinance.

584 *Setback line:* A line generally parallel with and measured from the lot line defining the limits of a setback or
585 yard.

586 *Sewer, on-site:* A septic tank or similar installation on an individual lot which utilizes an aerobic
587 bacteriological process or equally satisfactory process for the elimination of sewage and provides for proper and
588 safe disposal of the effluent, subject to the approval of health and sanitation officials having jurisdiction.

589 *Sewer, public or community:* An approved sewage disposal system which provides a collection network and
590 disposal system and central treatment facility for a single development, community or region.

591 *Shade tree:* Any self-supporting woody plant of a species that is well-shaped, well-balanced and well-foliated
592 which normally grows to a height of at least 25 feet and normally develops an average mature spread of crown
593 greater than 20 feet in Okaloosa County, Florida.

CODE OF ORDINANCES
Appendix A DEFINITIONS

594 *Shrub*: A woody perennial plant differing from a perennial herb by its persistent and woody stems and from a
595 tree by its shorter stature and habit of branching from the base.

596 *Sign*: Outdoor advertising display by means of any letter, figure, character, mark, plane, point, marquee sign,
597 design, poster, pictorial, picture, stroke, stripe, line, trademark, reading matter, or illuminated service, which shall
598 be so constructed, placed, attached, painted, erected, fastened, or manufactured in any manner whatsoever, so
599 that the same shall be used for the attraction of the public to any place, subject, person, firm corporation, public
600 performance, article, machine, or merchandise, whatsoever, and which is displayed in any manner whatsoever
601 outdoors.

602 *Sign, off-site*: A sign relating in its subject matter to a premises other than the premises on which it is located
603 or to products, accommodations, service or activities available on premises other than on the site on which the
604 sign is located, including signs erected in the conduct of the outdoor advertising business.

605 *Sign, on-site*: A sign relating in its subject matter to the premises on which it is located or to products,
606 accommodations, service or activities on the premises. Free-standing signs are those which have structural support
607 for the sign independent of support by buildings or other structures.

608 *Signs, number and surface area*: For the purpose of determining number of signs, a sign shall be considered
609 to be a double display surface or display device containing elements organized, related and composed to form a
610 unit. Where matter is displayed in a random manner without organized relationship of elements or where there is
611 reasonable doubt about the relationship of elements, each element shall be considered to be a single sign. The
612 surface area of a sign shall be computed as including the entire area within a regular geometric form or
613 combinations of regular geometric forms comprising all of the display area of the sign, and including all of the
614 elements of the matter displayed. Frames and structural members shall be included in computation of surface
615 area.

616 *Site*: Any tract, lot or parcel of land or combination of tracts, lots or parcels of land which are in one
617 ownership, or are contiguous and in diverse ownership where development is to be performed as part of a unit,
618 subdivision or project.

619 *Special exception*: A special exception is a use that would not be appropriate generally or without restriction
620 throughout the zoning division or districts, but which, if controlled as to number, area, location, or relation to the
621 neighborhood, would promote the public health, safety, morals, order, comfort, convenience, appearance,
622 prosperity or general welfare. Such use may be permitted in such zoning district as special exceptions, if specific
623 provisions for such special exception is made in any particular zoning district. The board of adjustment will hear
624 and decide requests for special exceptions where required in this ordinance.

625 *Story*: That portion of a building included between the upper surface of a floor and upper surface of the floor
626 or roof next above.

627 *Structure*: Anything constructed or erected with fixed location on the ground, measuring 30 inches above
628 natural grade, or attached to something having a fixed location on the ground. May be a building, mobile home,
629 sign or billboard, gas or liquid storage tank, antenna, or tower.

630 *Subdivision*: The platting of real property into three or more lots, parcels, tracts, tiers, blocks, sites, units, or
631 any other division of land; may include establishment of new streets and alleys, additions, and re-subdivisions,
632 and, when appropriate to the context, may relate to the process of subdividing or to the lands of areas subdivided.

633 *Surface waters*: Rivers, lakes, streams, springs, impoundments and all other waters upon the surface of the
634 earth, whether contained in bounds created naturally or artificially, shall be designated as surface waters until they
635 disappear by infiltration or evaporation.

CODE OF ORDINANCES
Appendix A DEFINITIONS

636 *Swale*: A natural or manmade drainage pathway, which if manmade has a top width to depth ratio of the
637 cross-section equal to or greater than six to one or side slopes equal to or greater than three feet horizontal to one
638 foot vertical; and has a grade as flat as the topography and design conditions will allow; and contains contiguous
639 areas of standing or flowing water only following the occurrence of rainfall or flooding; and is planted with
640 vegetation suitable for soil stabilization; stormwater treatment, and nutrient uptake.

641 T

642 *Temporary use*: A prospective use, intended for limited duration, to be located in a zoning district not
643 permitting such use, and not continuing a nonconforming use or building.

644 *Tidal waters*: Waters that are affected daily by the periodic rise and fall of the waters of the Gulf of Mexico
645 and water connected such as the waters of Choctawhatchee Bay, Santa Rosa Sound (Inter-Coastal waters), and all
646 of the bayous connected to the system.

647 *Townhouse*: A single-family dwelling unit constructed as part of a group of at least three dwelling units with
648 individual entrances. The group of dwelling units are contiguous, customarily owner-occupied (but also may be
649 rented), and share common walls.

650 *Travel demand*: The vehicle and person miles of travel from existing development and the projection of
651 *vehicle and person miles of travel for a future time period used to identify the need for multimodal projects*
652 *identified in a mobility plan.*

653 *Travel trailer*: A recreational vehicle used for temporary housing by individuals and families during travel.
654 This category includes campers, camping trailers, motorhomes, and smaller mobile homes (up to a length of 28
655 feet exclusive of hitch) capable of being towed by a passenger motor car.

656 *Travel trailer park*: A development for the accommodation of tourists or vacationers on a short-term basis,
657 providing rental spaces for individual trailers, campers, motorhomes, etc. May provide recreation and service
658 facilities for the use of the tenants. Spaces are not individually owned.

659 *Tree, canopy*: A tree, either single stemmed or multi-stemmed (clump form) which has a height at planting of
660 at least eight feet and, if single stemmed, a diameter of at least two inches (measured six inches above grade) at
661 the time of planting; and, is of a species which at maturity, can be expected to reach a height of at least 35 feet.

662 *Tree, understory*: A tree, either single stemmed or multi-stemmed (clump form) which has a height at
663 planting of at least five feet and, if single stemmed, a diameter of at least one and one-quarter inches (measured
664 six inches above grade) at the time of planting, and, is of a species which, at maturity, can be expected to reach a
665 height of at least 15 feet.

666 U

667 *Utility company*: Any public company engaged in providing a public service, such as water, electricity,
668 wastewater disposal, telephone service or natural gas.

669 V

670 *Variance*: A quasi-judicial action approving, because of unusual or unique circumstance, a use of land,
671 building, structure or property, which is otherwise restricted by this Code. Variances may be authorized only for
672 height, area, size of structure, or size of yards. Reference chapter 11.

673 *Vehicle miles of travel*: A unit to measure vehicle travel made by a motor vehicle where each mile traveled is
674 *counted as one vehicle mile regardless of the number of persons in the vehicle. Vehicle miles of travel s calculated*
675 *by multiplying the length of a road segment by the total number of vehicles on that road segment.*

676

6

Notice of Public Hearing

The Okaloosa County Growth Management Department notice that, on **Thursday November 14, 2024** the Okaloosa County Planning Commission will conduct a public hearing to receive testimony regarding the following:

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA AMENDING THE OKALOOSA COUNTY LAND DEVELOPMENT CODE, ORDINANCE 91-01, AS AMENDED; REVISING CERTAIN PORTIONS OF CHAPTER 4 RELATED TO CONCURRENCY MANAGEMENT, SPECIFICALLY EXEMPTIONS AND EXCEPTIONS, DETERMINATION OF CONCURRENCY, PRO RATA SHARE, LEVEL OF SERVICE; ESTABLISHING THE OKALOOSA COUNTY MOBILITY FEE SYSTEM; REVISING CHAPTER 12 RELATED TO THE SCHEDULE OF FEES; REVISING APPENDIX A: DEFINITIONS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

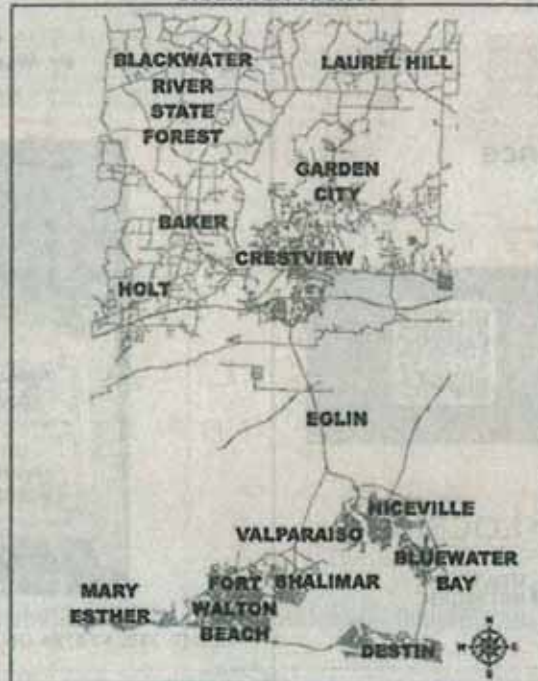
The meeting will be held at **5:01 PM** or soon thereafter in the Okaloosa County Administration Building Commission meeting room, 1250 N EglIn Parkway, Shalimar, Florida

The ordinance information may be inspected at the offices of the Growth Management Department located at 402 Brookmeade Dr, Crestview, Florida 32539 or at the Okaloosa County Administration Building located at 1250 N. EglIn Parkway, Shalimar, Florida 32579. Those offices can be contacted by telephone at 850-689-5080.

If any person decides to appeal any decision made with respect to any matter considered at these hearings, such person will need a record of the proceeding and may need to ensure that a verbatim record of the proceeding is made which record includes the testimony and evidence upon which the appeal is to be based.

Okaloosa County adheres to the Americans with Disabilities Act and will make reasonable modifications for access to these hearings upon request. Requests may be made to the Growth Management Department at 402 Brookmeade Dr, Crestview, Florida 32539 or at 850-689-5080. For Hearing Impaired, Dial 1-800-955-8771 (TDD), and 1-800-955-8770 (Voice). Requests must be received at least 48 hours in advance of the hearing in order for Okaloosa County to provide the requested service.

OKALOOSA COUNTY



PLANNING COMMISSION

AGENDA REQUEST

TO: HONORABLE CHAIRMAN & MEMBERS OF THE PLANNING COMMISSION

THROUGH: Elliot Kampert, AICP, Growth Management Director

FROM: Randy Woodruff, AICP, Deputy Director

SUBJECT: **551873-BCC-2024 & 551875-BCC-2024, Request for Large Scale Plan Amendment for property located on Possum Ridge Road.**

DATE: November 14, 2024

BCC DISTRICT: (1) Chairman Mixon

PLANNING COMMISSION DISTRICT: (1) Vacant

PUBLIC HEARING: Consideration of a request changing the use of land submitted by Seaside Engineering, on behalf of Christopher Ryles relating to property located directly north of Possum Ridge Road and generally east of State Road 85. The request is to change the Comprehensive Plan Future Land Use Map (FLUM) from **Rural Residential (RR)** and **Agricultural (AG)** to **Low Density Residential (LDR)**. If the FLUM amendment is approved, the applicant has submitted a companion request to rezone the property from **Rural Residential (RR)** and **Agricultural (AG)** to **Residential-1 (R-1)**, or a more restrictive zoning district. The subject property is 498 acres, more or less. This is the Transmittal hearing for State Planning Agency review.

BACKGROUND:

- The proposed FLUM amendment is classified as a Type - 1 Plan Amendment which involves properties over 50 acres or more in size. Type - 1 Amendments must be transmitted to the State Planning Agency for review (**Exhibit 1, Okaloosa County Comprehensive Plan Large Scale Future Land Use Map Amendment Application**).

- The subject property is 498 acres, more or less in size and is comprised of five (5) parcels, as defined within **Attachment J, Legal Description**. The subject property is legally described as Parcels 13-4N-23-0000-0002-0000, 13-4N-23- 0000-0003-0000, 13-4N-23-0000-0004-0000, 14-4N-23-0000-0004-0000, and 24-4N-23-0000-0001-020C and is currently being used for timberland.
- The property is located in two Future Land Use (FLU) Categories: **Rural Residential (RR)** 159.59 acres and **Agricultural (AG)** 338.77 acres. The property is located in two zoning districts: **Rural Residential (RR)** 159.59 acres and **Agricultural (AG)** 338.77 acres. Location/Designation criteria for both the existing and proposed Future Land Use categories are expressed in the Comprehensive Plan, Future Land Use Element, Policy 10.1 (see **Exhibit 2, Applicant's Comprehensive Plan Analysis**).
- The property owner is requesting to change the Comprehensive Plan Future Land Use Map (FLUM) from **Rural Residential (RR)** and **Agricultural (AG)** to **Low Density Residential (LDR)**. If the FLUM amendment is approved, the applicant has submitted a companion request to rezone the property from **Rural Residential (RR)** and **Agricultural (AG)** to **Residential-1 (R-1)**, or a more restrictive zoning district.
- The purpose of the existing **Residential Rural (RR)** Zoning District is to provide areas for low-density residential land use and development that is not directly related to agricultural use but still provides an opportunity for residential living in a rural setting which may include agricultural uses and activities as well as hobby farms, ranchettes, or estate lots. The intent of the RR district is to implement and put into regulatory effect the provisions of the "rural residential" future land use category as established in the comprehensive plan.
- The purpose of the existing **Agricultural (AG)** Zoning District is to provide areas for the residential land use and development, production of plants and animals useful to humans including to a variable extent the preparation of plant and animal products for human use by sale or otherwise. This category is also suitable for preservation of green spaces, conservation uses, outdoor recreation, and public/institutional uses.
- The purpose of the proposed **Residential-1 (R-1)** Zoning District is to provide areas for single-family detached residential dwellings, customary accessory uses, and limited non-residential uses. The intent of the R-1 district is to implement and to put into regulatory effect the provision of the "low density residential" future land use category as established in the comprehensive plan.
- Pursuant to the evaluation guidelines and criteria for Type - 1 amendments specified in the Comprehensive Plan, Administration Element, Policy 1.15., the proposed

amendment was found to be generally consistent with the specified guidelines and criteria.

PLAN AMENDMENT GUIDELINES AND CRITERIA

The Okaloosa County Comprehensive Plan is predicated upon and intended to promote governmental interests including, but not limited to the following.

- Promote an orderly and logical pattern of land use and development
- Promote the preservation and conservation of valuable natural resources
- Fulfill the requirements of state law mandated by Chapter 163 Part II, Florida Statutes

The Okaloosa County Board of County Commissioners (BCC) shall exercise its legislative authority when deciding whether or not to approve or not approve this plan amendment. However, the following guidelines and criteria shall be considered when making such decision and may form the basis for approving or not approving any particular Type-1 plan amendment.

1. All procedural requirements prescribed herein must be met.
 2. The requested plan amendment must be consistent with the objectives and policies of this Plan, particularly the designation and location criteria specified in the Future Land Use Element. Consistent with contiguous land use, logical continuation of growth pattern.
 3. The potential to create a threat to the general health, safety, and welfare of the public, or otherwise adversely affect the public interest.
 4. The extent to which any development enabled by the amendment will promote an orderly and logical pattern of development relative to the area involved, and can co-exist in relative proximity to other adjacent or nearby land uses in a stable fashion over time such that no other use or condition is unduly negatively impacted directly or indirectly by another use or condition, or will otherwise interfere with the quiet use and enjoyment of properties enjoyed by other property owners in the vicinity of the amendment area.
- Specifically, 163.3177(6),(a),9, Fla. Stat, the analysis and determination about proliferation of urban sprawl of the plan amendment is based within the context of features and characteristics unique to each plan amendment.

5. The amendment is intended to correct an oversight or mistake in the Plan or on the FLUM, or conditions and circumstances in the vicinity of the amendment area have changed to justify or give rise to a need for the amendment.

6. The amendment will not promote or result in urban sprawl as that term is defined in 163.3177(6),(a),9, Fla. Stat. A finding by the State Land Planning Agency that an amendment will result in urban sprawl shall constitute a rebuttable presumption that the amendment will promote or result in urban sprawl.

7. Facilities and services including roads, water, sewer, recreation, drainage, and public safety are adequate to support the level of development enabled by the amendment, or that mitigation in the form of improvements or compensation can be provided to offset negative impact.

8. The amendment will not result in damage to or destruction of valuable natural resources as described in the Conservation Element of this Plan.

9. The amendment will not conflict, interfere with, or contradict infrastructure plans of the county, or other government agency, or public utility; or otherwise create a physical liability for the county, government agency, or public utility.

10. The amendment will generally result in a net public benefit as opposed to a public liability.

COMPREHENSIVE PLAN ANALYSIS

The following is a detailed Comprehensive Plan analysis of the guidelines and criteria to be considered by the Okaloosa County Board of County Commissioners whether or not to approve or not approve the proposed plan amendment.

A. Type of Request

The application package contains a proposed amendment to Okaloosa County Comprehensive Plan Future Land Use Map. The proposed FLUM amendment is classified as a Type - 1 Plan Amendment which involves properties over 50 acres or more in size. The amendment proposes to change a total of 498 acres, more or less from the **Rural Residential (RR)** and **Agriculture (AG)** land use categories to the **Low-Density Residential (LDR)** land use category on the Okaloosa County Future Land Use Map. The amendment area is located north of Possum Ridge Road and generally to the east of State Road 85.

B. Map Amendment

The request is for an amendment to Okaloosa County's Future Land Use Map for a site consisting of approximately 498 acres, more or less. The site currently has **Rural Residential (RR)** and **Agricultural (AG)** land use designations. This request is to change the site's **Rural Residential (RR)** and **Agricultural (AG)** to **Low Density Residential (LDR)**. The existing and proposed Future Land Use Map designations are

included in Table 1; which includes the total acreage, and the existing and proposed land use for the amendment area.

Future Land Use Categories within the Proposed Amendment Area	Acres		
	Existing	Proposed	Change
Agriculture	338.77	0	-338.77
Rural Residential	159.58	0	-159.58
Low Density Residential	0	498.35	+498.35
Total	498.35	498.35	0

Table 1: Existing and Proposed Future Land Use Classifications

C. Property Description

The subject site is comprised of parcels 13-4N-23-0000-0002-0000, 13-4N-23- 0000-0003-0000, 13-4N-23-0000-0004-0000, 14-4N-23-0000-0004-0000, and 24-4N-23-0000-0001-020C. These parcels are currently being used for timberland. Access to the subject site is provided via parcel 24-4N-23-0000-0001-020C, which connects the other parcels to Possum Ridge Road. Please see the location map of the subject site (see **Attachment A, Location Map**).

The site has a variable elevation, ranging from approximately 240 feet in the southwest corner to approximately 120 feet along the streams that cross the site. Potential Freshwater Forested and Riverine wetlands exist on the site along these streams. The site is located in the Federal Emergency Management Agency Flood Zone 'X', with no discernable flood risk, and the subject site is not located within any storm surge zone.

Future Land Use and Zoning Designations. Adjacent parcels to the west are designated **Low Density Residential (LDR)** and **Rural Residential (RR)**; contiguous parcels to the north are designated as **Low Density Residential (LDR)**, **Rural Residential (RR)**, and **Agricultural (AG)**; adjacent parcels to the east are designated **Agricultural (AG)**; and adjacent parcels to the south are designated **Rural Residential (RR)** and **Low Density Residential (LDR)**. In Okaloosa County, the zoning designation matches the future land use designation. The existing future land use and zoning designations of the surrounding parcels is provided in Table 2.

Table 2: Adjacent Property Future Land Uses and Zoning

	Future Land Use	Zoning
North	Low Density Residential (LDR), Rural Residential (RR), Agricultural (AG)	Low Density Residential (LDR), Rural Residential (RR), Agricultural (AG)
South	Low Density Residential (LDR), Rural Residential (RR)	Low Density Residential (LDR), Rural Residential (RR)
East	Agricultural (AG)	Agriculture (AG)
West	Low Density Residential (LDR), Rural Residential (RR)	Low Density Residential (LDR), Rural Residential (RR)

Source: Okaloosa County GIS Department (August 2024)

D. Natural Resources

The proposed amendment site is located north of Possum Ridge Road, east of State Road 85 in unincorporated Okaloosa County. Primary access to the site will be from Possum Ridge Road. The project site terrain ranges from 240 feet to 145 feet with higher elevations near the south and southwest portions of the property. The northeast portion of the property is lowest portion of the property with Rum Still Creek running along the corner of the property.

The subject property has sixteen soil types on the property as identified on the Okaloosa County GIS website. A description of each of the soil types is included below.

Table 3: Soil Types

Soil Map Unit Symbol	Soil Unit Composite Name	Acres
6	DOROVAN MUCK, FREQUENTLY FLOODED	3.9
12	LAKELAND SAND, 0 TO 5 PERCENT SLOPES	31.7
13	LAKELAND SAND, 5 TO 12 PERCENT SLOPES	20.2
23	TROUP SAND, 0 TO 5 PERCENT SLOPES	44.4
25	TROUP SAND, 8 TO 12 PERCENT SLOPES	73.9
34	ALBANY LOAMY SAND, 0 TO 5 PERCENT SLOPES	57.8
36	BONIFAY SAND, 0 TO 5 PERCENT SLOPES	44.0
38	DOTHAN LOAMY SAND, 0 TO 2 PERCENT SLOPES	3.8
41	FUQUAY LOAMY FINE SAND, 0 TO 5 PERCENT SLOPES	2.7
42	FUQUAY LOAMY FINE SAND, 5 TO 8 PERCENT SLOPES	2.2
43	KINSTON JOHNSTON AND BIBB SOILS, FREQUENTLY FLOODED	105.5
44	LEEFIELD-STILSON COMPLES, 0 TO 5 PERCENT SLOPES	48.3
49	BONIFAY -DOTHAN-ANGIE COMPLEX, 5 TO 12 PERCENT	9.8

Soil Map Unit Symbol	Soil Unit Composite Name	Acres
	SLOPES	
52	ESCAMBIA FINE SANDY LOAM, 0 TO 3 PERCENT SLOPES	43.6
55	PANSEY SANDY LOAM, DEPRESSIONAL	0.4
56	PANSEY SANDY LOAM, 1 TO 3 PERCENT SLOPES	6.5
	TOTAL	498.7

Dorovan muck - The Dorovan series consists of very deep, very poorly drained organic soils that formed in highly decomposed remains of woody and herbaceous plants. This soil is in depressions on nearly level flood plains along streams and rivers. The seasonal high water table ranges from 2 feet above the surface to a depth of ½ foot from December through July in most years. Slopes are less than 1 percent.

Lakeland sand - The Lakeland series consists of very deep, excessively drained, rapid to very rapid permeable soils with exceptionally low runoff potential. These soils formed in sandy marine sediments and are on the summits and side slopes of ridges in the uplands and on low ridges and knolls in the coastal lowlands. Slopes range from 0 to 8 percent. Soils of this type formed in thick beds of eolian or marine sands on Coastal Plains and are associated with Eastern Gulf Coast Flatwoods.

Troup sand - The Troup series consists of sandy, very deep, somewhat excessively drained soil. This soil is on nearly level summits and gently sloping shoulder slopes of ridges in the central and northern parts of the county. The depth of the seasonal water table is more than 6 feet. Available water capacity is low, and permeability is rapid in the surface and subsurface layers and moderate in the subsoil. Slopes generally are long and smooth and range from 0 to 8 percent.

Albany loamy sand - The Albany soil series is nearly level to gently sloping and is somewhat poorly drained. They formed in thick beds of sandy and loamy marine sediments. These soils are in small areas on low uplands. Slopes range from 0 to 5 percent. This Albany soil has a water table at a depth of 18 to 30 inches for 1 month to 3 months during most years. Permeability is rapid in the surface layer, moderately rapid in the subsurface layer, and moderate in the subsoil.

Bonifay loamy sand - Bonifay loamy sand is very deep, well-drained soil on nearly level summits and gently sloping shoulder slopes of ridges in the central and northern parts of the county. Individual areas are irregular in shape. Slopes generally are long and smooth and range from 0 to 5 percent.

Dothan loamy sand - Dothan loamy sand is a very deep, well-drained, moderately slowly permeable soil that formed in thick beds of unconsolidated, medium to fine textured sediments

of the Coastal Plain. These soils are on broad, nearly level to strongly sloping uplands. Slopes are smooth to concave and range from 0 to 5 percent.

Fuquay loamy sand - Fuquay loamy sand is well drained, nearly level to gently sloping soil found primarily on broad and narrow ridgetops in the uplands. In this Fuquay soil the water table is normally at a depth of more than 6 feet. Permeability is rapid in the surface layer, moderate in the upper part of the subsoil, and slow in the lower part of the horizon. Runoff is slow, and the erosion hazard is slight. Slopes are smooth to concave and range from 0 to 5 percent.

Kinston, Johnston and Bibb soils - The Bibb-Kinston Association is poorly drained, nearly level soils in drainageways and on flood plains along streams. Slopes range from 0 to 2 percent. The areas are interspersed with depressions, old stream channels, and meandering sloughs. Bibb and Kinston soils occur in a regular and repeating pattern. The Bibb soil is near the stream edge, and the Kinston soil is in the wider areas generally back from the stream edge.

Leefield-Stilson loamy sand - The Leefield-Stilson series consists of very deep, somewhat poorly drained, moderately slowly to slowly permeable soils on. They formed in deposits of sandy and loamy sediments.

Bonifay-Dothan-Angie complex - Bonifay-Dothan-Angie soils consists of soils that are sloping to strongly sloping, well drained and moderately well drained soils are on side slopes in the uplands.

Escambia fine sandy loam - The Escambia series consists of very deep, somewhat poorly drained, moderately to slowly permeable soils in the Southern Coastal Plain and the Eastern Gulf Coast Flatwoods. They formed in sandy and loamy marine sediments of the Lower Coastal Plain. Slopes range from 0 to 8 percent.

Pansey sandy loam - The Pansey series consists of very deep, poorly drained and very poorly drained, slowly permeable soils that formed in loamy marine or fluvial sediments. These soils are on upland flats and in depressions on interstream divides of the Southern Coastal Plain. Slopes range from 0 to 2 percent.

E. Floodplains

The entirety of the 498-acre amendment area is outside of the 0.2% chance annual flood or is located in an “A” zone where no base flood elevation has been determined. For additional information regarding flood zone locations occurring on the subject site, please reference the FEMA Flood Zones Map in Section IX.

F. Wildlife Species

The area may support a variety of wildlife species. These may include Florida pine snakes, gopher tortoises, gopher frogs, Sherman’s fox squirrel, and potential habitat for the Florida Black Bear. Policies 4.1 and 7.1 of Section 2.10 the Conservation Element in the Okaloosa County Comprehensive Plan addresses state threatened or endangered wildlife habitat. The applicant will perform all habitat analysis at the development order stage.

G. Wetlands

Wetlands for the subject site have been delineated by Wetland Sciences Incorporated. After reviewing background data, the field delineation was performed in accordance with Rule 62-340, Florida Administrative Code. The field delineation identified several wetland complexes located through the subject property, all contiguous to Poverty Creek. These wetlands comprise approximately 170.38 +/- acres.

H. Historic and Cultural Resources

The applicant has requested preliminary cultural and archaeological resource information from the Florida Master Site File (FMSF), Division of Historical Resources. There is one potential cultural resource site on the subject site, located in the southwest corner. This site is listed as “S3-54-1.”

I. Public Facilities and Services

The following analysis is based upon the availability of, and actual and anticipated demand on, facilities and services serving or proposed to serve the subject property. The analysis evaluates the effect of the demands on the level of service standards adopted within the Okaloosa County Comprehensive Plan and identifies any anticipated facility improvements. Facilities and services include potable water, sanitary sewer, solid waste, and transportation.

1. Potable Water

The central water service provider for the amendment site is Auburn Water Services. The permitted capacity for Auburn Water Service is 6,537,000 gallons per day (gpd). Flow rates obtained from Auburn Water Service indicate that the facility is currently running at approximately 2,100,000 gpd. A conservative two-percent growth rate was used to project future water demand created throughout through the year 2033.

Okaloosa County has adopted a Level of Service (LOS) standard for potable water of 100 gallons per capital per day for residential uses. The average household size for Okaloosa County based on the 2023 US Census Bureau data is 2.49 persons per household.

As Table 5 shows, the facility will have adequate capacity to absorb the increase in potable water demand. A letter from Auburn Water Services confirming that there is adequate water capacity to serve the proposed development is included in Appendix A.

As Table 5 shows that the facility will have adequate capacity to absorb the increase in potable water demand.

Table 5: Potable Water Capacity Analysis

Year	Permitted Capacity (gpd)	Average Demand (gpd)	Project Demand (gpd)	Total Demand (gpd)	Percent Utilized
2024	6,537,000	2,100,000	496,300	2,272,100	35%
2029	6,537,000	2,318,570	496,300	2,490,670	38%
2034	6,537,000	2,559,888	496,300	2,731,988	42%

Source: Auburn Water Services, INC. (Permitted Capacity/Total Demand=Percent Utilized)

2. Sanitary Sewer

The requested Large Scale Plan Amendment has been found to be consistent with the Okaloosa Comprehensive Plan, Chapter 2.4 Sanitary Sewer. This is further supported by Goal 1, and Policies 3.1 and 3.3 as described below.

Goal 1: Provide environmentally safe and efficient wastewater treatment and disposal systems.

Policy 3.1 Use of on-site wastewater treatment systems shall be limited to the following conditions:

1. Existing septic tank and package treatment plants may remain in service as long as they perform satisfactorily in accordance with FDEP and FDH standards;
2. For areas not characterized by severely rated soils, use of septic tank systems for new development shall be limited to areas where central service or package plants are not available, and shall only be permitted subsequent to the receipt of all applicable FDH and FDEP permits; and
3. Use of new package treatment plants shall be prohibited, unless it is the most environmentally sound alternative. Central facilities shall be required for subdivisions in areas where septic tanks are prohibited due to severely rated soils, and for land uses proposing generation or processing of hazardous waste or high density or intensity use (based upon FDH and FDEP rules).

Policy 3.3 Future development in North Okaloosa County shall be consistent with the following guidelines:

1. Projects presently being processed for development approvals shall be allowed to proceed by providing septic tanks, until such time as central wastewater treatment can be provided, subject to meeting all local and state regulatory requirements.

The proposed parcel does not have access to an existing sanitary sewer system. The county and the City of Crestview offer central sewer services that do not extend north beyond Airport and Old Bethel roads which are several miles from the subject parcel. The proposed parcel is within a 5-mile radius from the Jerry D. Mitchem Reclamation Facility, which has capacity to serve this development. In accordance with the Okaloosa County Comprehensive Plan, Sewer Element, Policy 3.1 (1,2), septic systems will be utilized until such time as central wastewater service can be provided.

Septic systems must meet all County and State permitting requirements. According to the USDA NRCS Soil Survey of Okaloosa County, the developable soils on this parcel are well suited to septic tank absorption fields. As part of the Development Order process the Okaloosa County Health Department will be requested to review the property for suitability of septic systems.

J. Transportation

The proposed map amendment is estimated to generate 5,974 daily trip ends and 611 PM peak-hour two-way trip ends. As the capacity analysis documented in this report indicates, the additional development intensity proposed as part of the comprehensive plan amendment is not anticipated to create any future roadway deficiencies within the

short-term or long-term planning horizons (see **Exhibit 3, Applicant’s Transportation Analysis**).

K. Stormwater

Okaloosa County has adopted Level of Service (LOS) standards within the Comprehensive Plan that apply to water quantity and water quality for evaluating impacts associated with developments. The LOS standards for water quantity indicate that post-development runoff shall be no greater than predevelopment runoff.

Okaloosa County’s LOS standards for water quality are as follows:

The LOS standards for stormwater management shall be:

- a. Single-Family Detached Residential Subdivisions: Post development runoff shall not exceed the pre-development runoff rate for a twenty-five (25)-year storm event, up to and including an event with a twenty-four (24)-hour duration;
- b. All Other Development: The first one (1) inch of runoff from the property shall be retained on the site of the development and post development runoff shall not exceed the pre-development runoff rate for a twenty-five (25)-year storm event, up to and including an event with a twenty-four (24)-hour duration; and
- c. A “pop off” shall be provided for stormwater runoff beyond the above requirements. The developers must provide a pop off to an outfall with adequate capacity to handle additional stormwater runoff and must document that the pop off to the outfall has been authorized by the owner of the outfall system. If no pop off is available the stormwater storage facility shall be designed with a minimum capacity to retain a storm event of one hundred (100)-year frequency up to and including a twenty-four (24)-hour duration for post development.

L. Solid Waste

Okaloosa County maintains a franchise agreement with Waste Management for household trash, recyclables, and yard waste at curbside disposal in the unincorporated areas of the county. The County adopted a residential level of service standard for solid waste of 6 pounds per person per day (PPPPD).

Table 7: Solid Waste Generation Analysis

Year	Number of Dwelling Units	Number of residents	Level of Service	Total Demand
2034	691	1,721	6 (PPPPD)	10,326 (PPPPD)

M. Urban Sprawl Analysis and Justification

Chapter 163.3177(6)(9)(a), Florida Statutes, provides a thirteen-point list of indicators to help in the evaluation of whether a proposed Future Land Use change would constitute urban sprawl. An analysis of the thirteen points as applied to the Okaloosa County Comprehensive Plan amendment was provided by the applicant (see **Exhibit 2, Applicant’s Comprehensive Plan Analysis**).

In addition to 163.3177(6)(9)(a), F.S., Chapter 163.3177(6)(9)(b) of the Florida Statutes provides an eight-point list of development patterns and urban forms. If the proposed amendment incorporates four or more of the development patterns or urban forms, it is determined to discourage the proliferation of urban sprawl. The four patterns and/or forms that best describes the proposed amendment are defined within (see **Exhibit 2, Applicant’s Comprehensive Plan Analysis**).

163.3177(6)(a)9.a(I): Promotes, allows or designates for development of substantial areas of the jurisdiction to develop as low-intensity, low density, or single-use development or uses in excess of demonstrated need.

The proposed amendment would allow for a 498-acre site to be developed as a low-intensity, low density, single use development to meet the need for additional housing units. Therefore, the proposed amendments do not promote, allow or designate for development of substantial areas of the jurisdiction to develop as low-intensity, low density, or single-use development in excess of demonstrated need.

163.3177(6)(a)9.a(II): Promotes, allows or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development.

The proposed amendment does not promote, allow or designate significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development. The proposed amendment is located within unincorporated Okaloosa County adjacent to other parcels that have a Low Density Residential Future Land Use Map designation and is adjacent to similar residential land uses.

163.3177(6)(a)9.a(III): Promotes, allows or designates urban development in radial, strip, isolated or ribbon patterns generally emanating from existing urban development.

The proposed amendment does not promote, allow, or designate urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban development. The subject site is adjacent to parcels with an existing Low Density Residential Future Land Use Map designation.

163.3177(6)(a)9.a(IV): As a result of premature or poorly planned conversion of rural land or other uses, fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

The proposed amendment does not fail to adequately protect and conserve natural resources. Development will only be permitted on the most suitable parts of the development site, while avoiding development of environmentally sensitive areas of the site, such as wetlands.

163.3177(6)(a)9.a(V): Fails adequately to protect adjacent agricultural areas and activities, including silviculture, and including active agricultural and silvicultural activities as well as passive agricultural activities and dormant, unique and prime farmlands and soils.

The proposed amendment does not fail to adequately protect adjacent agricultural areas and activities, including silviculture. Adjacent agricultural areas will not be impacted by the proposed development.

163.3177(6)(a)9.a(VI): Fails to maximize use of existing public facilities and services.

The existing area will provide access to central water; sewer service will be provided by on-site septic system in accordance with the Okaloosa County Comprehensive Plan.

163.3177(6)(a)9.a(VII): Fails to maximize use of future public facilities and services.

The proposed amendment provides residential development that will connect to central water facilities. Increased density and clustering provide for the cost-efficient delivery of public facilities and services. Therefore, the proposed amendment will not fail to maximize future public facilities and services.

163.3177(6)(a)9.a(VIII): Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

The proposed map amendment does not allow for land use patterns or timing which disproportionately increases the cost in time, money, and energy of providing and maintaining facilities and services. The subject site is located adjacent to existing residential land.

163.3177(6)(a)9.a(IX): Fails to provide clear separation between rural and urban uses.

As previously mentioned, the proposed amendment area is adjacent to or within the general area of other residentially developed land.

163.3177(6)(a)9.a(X): Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

The proposed amendment will not impede redevelopment of existing neighborhoods and communities, but will provide additional needed housing.

163.3177(6)(a)9.a(XI): Fails to encourage an attractive and functional mix of uses.

The proposed amendment provides a residential use that will help encourage an attractive and functional mix of uses within the area. It is located next to existing areas currently zoned for Residential uses. Therefore, the proposed amendment does not fail to encourage an attractive and functional mix of uses.

163.3177(6)(a)9.a(XII): Results in poor accessibility among linked or related land uses.

The proposed map amendment does not result in poor accessibility among linked or related land uses. There are other areas zoned Rural Residential (RR) and Residential-1 (R-1) to the south and west of the proposed amendment. The subject site is directly connected to these land uses.

163.3177(6)(a)9.a(XIII): Results in loss of significant amounts of functional open space.

The proposed amendment will not result in the loss of significant amounts of functional open space. Development will only be permitted on the most suitable parts of a development site, while avoiding development of environmentally sensitive areas of the site. Clustered site development will result in the preservation of any environmentally sensitive land.

In addition to 163.3177(6)(a)9.a, Florida Statutes, Chapter 163.3177(6)(a)9.b of the Florida Statutes provides an eight-point list of development patterns and urban forms. If the proposed amendment incorporates four or more of the development patterns or urban forms, it is determined to discourage the proliferation of urban sprawl. The four patterns and/or forms that best describe the proposed amendment are listed below.

163.3177(6)(a)9.b(I): Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

The proposed amendment does not have an adverse impact on natural resources and ecosystems. Development will only be permitted on the most suitable parts of the development site, while avoiding development of environmentally sensitive areas of the site, such as wetlands.

163.3177(6)(a)9.b(II): Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

The proposed map amendment will promote the cost-effective extension of public services by providing clustered development that will minimize the extension of public facilities.

163.3177(6)(a)9.b(VI): Preserves open space and natural lands and provides for public open space and recreation needs.

The proposed amendment will preserve open space and natural lands and provides for public open space. The site will provide residential development clustered on the upland portions of the site, preserving natural areas around the subject site's streams.

163.3177(6)(a)9.b(VII): Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

The proposed amendment will create a balance of land uses based upon the demands of the residential population and the non-residential needs of an area. The proposed amendment will provide needed housing within the area.

N. Consistency Analysis and Justification

The proposed Future Land Use Map amendment is consistent with the Future Land Use Element and other affected elements of the Okaloosa County Comprehensive Plan. The following is a specific description of how the proposed Future Land Use Map amendment is consistent with the significant subject areas of the Future Land Use, Stormwater, Conservation, Recreation and Open Space, and the Capital Improvements Element of the Okaloosa County Comprehensive Plan:

1. FUTURE LAND USE ELEMENT

Goal: It is the goal of Okaloosa County to plan for and provide for a high quality of life, to meet the needs of population growth through public and private development and redevelopment, and through the appropriate distribution, location, and extent of land use, consistent with adequate levels of services, efficient use of facilities, protection of natural resources and environmental lands, promote an orderly and efficient pattern of growth and development, promote compatibility between land uses and reduce the potential for nuisances, protect viable residential neighborhoods and property values, maintain a healthy property tax base, and to generally promote, protect, and improve the public health, safety, good order, appearance, and general welfare of the community.

Objective 1 The County shall coordinate the location of future land uses with topographic conditions, soil types and environmental constraints.

Policy 1.1 The maximum densities and intensities permitted on a given parcel of land shall be based upon the suitability of topography and soil types for septic drain field systems, potable water wells, and ability to physically support buildings and improvements, as determined by the Okaloosa County Soils Map, the Department of Health, the Natural Resources Conservation Service, DEP, COE, and appropriate engineering manuals, in the review of proposed development projects.

The maximum density and intensity for the subject property will be based upon the suitability of topography and soil types for septic drain field systems, potable water wells, and ability to physically support buildings and improvements, as determined by the Okaloosa County Soils Map and Department of Health. The proposed parcel does not have access to an existing sanitary sewer system.

Septic systems must meet all County and State permitting requirements. According to the USDA NRCS Soil Survey of Okaloosa County, the developable soils on this parcel are well suited to septic tank absorption fields. As part of the Development Order process the Okaloosa County Health Department will be requested to review the property for suitability of septic systems.

Objective 2 Development, redevelopment, land use plan amendments, and changes to the zoning of a site shall be coordinated with the availability of facilities and services, including assurance that land is available for the needed facilities and services. Policy 2.1 All development permits for development undertaken after adoption of this ordinance, including any redevelopment activities, shall be issued only if there are public facilities and services available with sufficient capacities to maintain the level of service standards adopted in this plan concurrent with the impacts of the proposed development.

Policy 2.8 Consideration of land use amendments shall include the relationship of the amendment to the water and sewer service areas, and shall ensure that the land use category is appropriately based on the land use category definition, density or intensity, and location of the site of the proposed amendment within or outside water and sewer service areas. The boundaries of the various water and sewer service areas, as depicted on the Water and Sewer Service Map area boundaries shall not be changed as a result of annexation or a land use map amendment, but shall only be changed through a specific boundary change approved by the BCC, unless such alteration is pursuant to a currently existing or subsequently entered into written agreement, entered into between the County, a municipality, or some other water and sewer service provider, which governs such boundary change.

The proposed parcel does not have access to an existing sanitary sewer system. The county and the City of Crestview offer central sewer services that do not extend north beyond Airport and Old Bethel roads which are several miles from the subject parcel. The proposed parcel is within a 5-mile radius from the Jerry D. Mitchem Reclamation Facility, which has capacity to serve this development. In accordance with the Okaloosa County Comprehensive Plan, septic systems will be utilized until such time as central wastewater service can be provided.

Septic systems must meet all County and State permitting requirements. According to the USDA NRCS Soil Survey of Okaloosa County, the developable soils on this parcel are well suited to septic tank absorption fields. As part of the Development Order process the Okaloosa County Health Department will be requested to review the property for suitability of septic systems.

Policy 2.9

Consideration of Type-1 future land use map amendments shall include a determination that an adequate water supply is available to accommodate the level of development enabled by the proposed amendment.

The proposed amendment's subject site will be served by Auburn Water services, which has sufficient capacity to serve the proposed development.

Objective 4 Land uses (both general land use categories and zoning districts as well as individual uses or activities or structures housing those uses) should be generally compatible with the character of the adjacent and surrounding neighborhood or community. Toward this end, uses that are inconsistent with the neighborhood or community character shall be reduced or eliminated over time.

Policy 4.1 Compatibility between land uses shall be promoted by:

1. Future land use designations on the future land use map and allowable uses, densities, and intensities within such designations;
2. Zoning districts on the official zoning map and attendant zoning regulations, and;
3. Mitigation measures as described in Policy 4.3.

The proposed Large-Scale Plan Amendment is consistent and compatible with the surrounding land uses and developed residential densities. The requested Low Density Residential (LDR) Future Land Use Map designation serves as a "step-down approach" from existing Low Density Residential (LDR) to the west and south, and Rural Residential (RR) FLUM designations to the west, north, south, and west and Agriculture

(AA) to the east; therefore, staff is of the opinion that the proposed amendment is thus compatible with the adjacent surrounding zoning districts.

Policy 4.4

Compatibility of adjacent zoning districts shall be considered during rezoning and land use plan amendments, considering potential maximum densities, intensities, and consistency of the potential land uses with surrounding districts, and the manner in which the land uses on the FLUM and the zoning districts result in an appropriate transition of uses, densities, and intensities (also see Policy 10.13).

The proposed Large-Scale Plan Amendment is consistent and compatible with the surrounding land uses and developed residential densities. The requested Low Density Residential (LDR) Future Land Use Map designation serves as a "step-down approach" from existing Rural Residential (RR) FLUM designation to the north, south, and west and Agriculture (AA) to the east; therefore, staff is of the opinion that the proposed amendment is thus compatible with the adjacent surrounding zoning districts.

Objective 6 Natural resources, environmental lands, and coastal resources shall be protected through identification, classification, planning and management, and limitations on use consistent with the degree of protection required. Also refer to Conservation Objective 3 and related policies, Conservation Objective 5 and related policies, and Coastal Management Objective 1.2 and related policies.

Policy 6.2

Environmentally sensitive lands, as defined in Conservation Policy 3.5, shall be protected through the process of development, redevelopment, land use plan amendments, and changes in zoning. Protection shall be provided by such techniques as limitations on density and intensity, clustering of allowable development on non-sensitive portions of a site, requirements for buffers to mitigate or eliminate impacts to environmentally sensitive areas, and site design techniques that are consistent with the environmentally sensitive areas. Determination of degree of protection required and the imposition of requirements to accomplish protection shall be part of the application and review process and may result in conditions on development approvals.

Environmentally sensitive lands, wetlands, for the subject site have been delineated by Wetland Sciences Incorporated. After reviewing background data, the field delineation was performed in accordance with Rule 62-340, Florida Administrative Code. The field delineation identified several wetland complexes located through the subject property, all contiguous to Poverty Creek. These wetlands comprise approximately 170.38 +/- acres.

Protection shall be provided by such techniques as limitations on density via clustering of allowable development on non-sensitive portions of a site, requirements for buffers to mitigate or eliminate impacts to environmentally sensitive areas, and site design techniques that are consistent with the environmentally sensitive areas.

Policy 6.3

The protection of environmentally sensitive lands, as defined in Conservation Policy 3.5, shall be accomplished by one or more of the following techniques, based on the degree of protection required:

- a. limitations on development density and intensity;
- b. limitations on building placement, such as required clustering on the non-sensitive portions of the site;
- c. limitations on building coverage or impervious surface coverage;
- d. setbacks and landscaped buffers sufficient to provide protection to the resource;
- e. evaluation of proposed plan amendments to ensure that they do not contribute to urban sprawl that fails to protect natural resources.

Policy 9.2

In the evaluation of proposed land use amendments for land in the “agricultural” or “rural residential” categories, the application shall demonstrate the following:

- a. the need for such land use amendment;
- b. the amendment will not result in urban sprawl;
- c. functional relationship of the proposed amendment to other more densely or intensely designated or development lands;
- d. the availability of facilities and services for a more dense or intense land use; and
- e. the relationship of the proposed amendment site to the urban development area boundary

Development of the proposed amendment area meets these criteria. This amendment shows that there is a need for additional housing, the proposed change does not constitute urban sprawl, the subject site is located next to existing residential land with a Low Density Residential (LDR) Future Land Use Map (FLUM) designation. The subject site is located north of the Urban Development Boundary. The proposed densities, with the potential of quarter acre lots, are anticipated to be clustered in an effort to be consistent with surrounding Future Land Use designation patterns.

Policy 9.4

Land use plan amendments will not alter the boundaries of the various water and sewer service areas, as depicted on the Water and Sewer Service Area Map, unless such alteration is pursuant to a currently existing or subsequently entered into written agreement, entered into between the County, a municipality or some other water and sewer service provider, which governs such boundary change.

Development of the proposed amendment area will adhere to the above requirement. The proposed amendment is located within the Auburn Service area on the Water Service Area Map in the Future Land Use Element of the Okaloosa County Comprehensive Plan.

Table 1: Future Land Use Map Categories

LOW DENSITY RESIDENTIAL (LDR)

Purpose: To provide areas for the protection of residential neighborhoods and for future low-density residential development.

Location/Designation Criteria: The LDR category may be allowed either inside or outside the urban development boundary.

Allowable Uses: The following uses are allowed in the LDR category, all other uses are prohibited:

Single-family detached residential dwellings; attached single-family dwellings (townhouse) when planned as a Planned Unit Development; category A and B mobile/manufactured homes; customary accessory uses/structures; small-scale agriculture; places of worship; primary and secondary schools; parks and playgrounds; public or private utilities except for electric substations which may be approved by special exception; family day care; community residential homes; and towers erected by government agencies for the purpose of official communication and emergency response (law enforcement, emergency medical service, evacuation, or national security).

Allowable Density: No more than five (5) dwelling units per acre south of Eglin reservation; no more than four (4) dwelling units per acre north of Eglin reservation. These densities are without any density bonus.

The subject site is proposed to be developed with single-family residential units. The proposed density will not exceed that provided by the land use category.

Policy 10.13 It is the intent of the County that the application of zoning districts for the implementation of the land use categories in this comprehensive plan provide for transition from more intense development to less intense development. Transition means that there is a gradual decrease in the allowable densities and intensities from one district to the next, with the most intense districts near municipal boundaries or areas of established intense urban development. The consideration of the degree to which the zoning districts accomplish transition between land uses shall be part of the review process for land use plan amendments and changes to zoning.

From SR 85 going east, this amendment provides the logical transition from more intense development along SR 85 with a gradual decrease to less intense development eastwards towards the creek (i.e. MU to LDR to RR, and eventually to AG FLUM Map designations). The creek represents a physical boundary that can define the end of the transition of intensity.

Policy 10.16 Residential developments with more than 150 units shall provide recreational facilities to meet the needs of the population of the development and shall either be accessible to neighborhood commercial uses, where practicable, or shall provide these uses on site if zoned appropriately. Development regulations for multi-family developments shall ensure the provision of pedestrian access to recreation and commercial facilities from residential projects over 150 units.

Policy 10.16A Residential development projects shall provide recreation facilities to meet the needs of the population of such projects. Developers of such projects may contribute a fee-in-lieu of recreation facilities based on criteria specified in the Land Development Code.

The proposed development will include recreation facilities within the open space portions of the proposed development as required by both the Okaloosa County Comprehensive Plan and Land Development Code.

2. STORMWATER ELEMENT

Policy 2.3

The LOS standards for stormwater management shall be:

- a. **Single-Family Detached Residential Subdivisions:** Post development runoff shall not exceed the pre-development runoff rate for a twenty-five (25)-year

storm event, up to and including an event with a twenty-four (24)-hour duration;

b. **All Other Development:** The first one (1) inch of runoff from the property shall be retained on the site of the development and post development runoff shall not exceed the pre-development runoff rate for a twenty-five (25)-year storm event, up to and including an event with a twenty-four (24)-hour duration; and

c. A “pop off” shall be provided for stormwater runoff beyond the above requirements. The developers must provide a pop off to an outfall with adequate capacity to handle additional stormwater runoff and must document that the pop off to the outfall has been authorized by the owner of the outfall system. If no pop off is available the stormwater storage facility shall be designed with a minimum capacity to retain a storm event of one hundred (100)-year frequency up to and including a twenty-four (24)-hour duration for post development.

Development of the proposed amendment area will adhere to the above stormwater management guidelines and principles.

3. CONSERVATION ELEMENT

Objective 2

Conserve, appropriately use, and protect the quality of waters that flow into the bay, bayous, or Gulf of Mexico through appropriate land use planning, regulation, and education and through cooperation with environmental planning and regulatory agencies.

Policy 2.1

Increases in land use density and intensity shall be restricted within wetlands, and development in wetland areas shall be subject to the following provisions:

a. Where sufficient uplands exist to locate the proposed development in the upland portion of the site, the County may allow the transfer of development at the future land use densities established on the Future Land Use Map from the wetlands to the upland portion of the site. The transfer of density may occur provided all other plan provisions regarding upland and

floodplain resource protection, compatibility of adjacent land use, stormwater management and setbacks, etc. are met.

b. Where sufficient uplands do not exist to avoid a taking, development in the wetlands shall be restricted to allow residential density use at a maximum density of one (1) unit per ten (10) acres, one (1) unit per five (5) acres, or one (1) unit per lot of record.

c. The dwelling unit shall be constructed so that the lowest floor elevation is at least one (1) foot above the base flood elevation as established by the FEMA Flood Insurance Rate Maps for those wetlands that are also within the floodplains.

d. Okaloosa County does not duplicate the rules of other environmental agencies. Therefore, prior to construction in jurisdictional areas, all necessary permits must have been issued by the agency or agencies having jurisdiction.

Development of the proposed amendment area will adhere to the above restrictions for development within wetlands requirement.

Policy 2.1A

Any transfer of density from wetlands and clustering of development on a site as allowed by Policy 2.1 shall be subject to the following conditions and standards.

1. The jurisdictional nature (connected, isolated) and exact boundaries of the wetland area to be protected must be surveyed and clearly identified.
2. The wetlands must be located on the same property where the density will be transferred, and clustering of development must also occur on the same property where the wetlands are located.
3. The wetland area to be protected must be preserved in perpetuity. To preserve means to leave untouched in its natural state. No fill, building site, recreation area, or portion of any subdivision lot may extend into the preserved wetland area, except as may be necessary for wetlands crossings to connect upland areas.
4. Wetland preservation may be perfected through dedicated open space, conservation easement, fee simple title, or other appropriate encumbrance on the property.

5. In order to determine the number of units that can be transferred from wetlands and clustered on the upland portion of a development site the entire number of units that would be allowable must first be determined (i.e. 100-acre site X 1 du/acre= 100 allowable units). Next, the number of units that would be allowed in the protected wetland area must be determined (i.e. 15 acres of Conservation 2.10.3 wetland X 1 du/acre= 15 units). These 15 units may then be transferred to the upland portions of the development site so as to achieve the development potential of the overall 100 units allowed. Lot sizes or building sites for the transferred 15 units may then be reduced in size only to the extent of enabling the density allowed by the FLUM category within which the site is located; however, in no case shall lot sizes be reduced any smaller than one-third (1/3) acre on lands situated outside the Urban Development Boundary.

6. In order to invoke the wetland density transfer authorized by Policy 2.1 there must be significant wetlands located on a development site. Significant wetlands means that at least 10% of the development site must contain contiguous and continuous wetland areas or, as an alternative, the wetland area may be less than 10% if it can be demonstrated through competent, scientific evidence that the wetlands are "high quality wetlands."

7. Use of the wetland density transfer authorized herein shall not be construed to otherwise affect allowable uses, increase allowable densities, or in any way confer any special privilege other than as specifically prescribed herein. All other applicable provisions of this Plan and the Land Development Code must be complied with.

Development of the proposed amendment area will adhere to the above language regarding any transfer of density from wetlands and clustered on the upland portion of a development site.

Policy 4.1

No development order or permit shall be approved if construction pursuant to the permit would threaten the life or habitat of any species listed on the Federal Endangered Species Inventory or any species designated "threatened" or "species of special concern" either by the State or Federal governments.

Development of the proposed amendment area will adhere to the above language regarding threatened and endangered species prior to getting any type of development approval.

4. RECREATION AND OPEN SPACE ELEMENT

Policy 3.4

In addition to open space provided through natural reservations, protected environmental lands, and stormwater management areas, the County shall ensure open space through regulations in the Land Development Code which shall contain requirements for open space in developments by use of landscape and setback regulations.

Development will only be permitted on the most suitable parts of a development site, while avoiding development of environmentally sensitive areas and also helping ensure compatible amounts of open space.

5. CAPITAL IMPROVEMENTS ELEMENT

Objective 3 Coordinate land use decisions and development approvals with available and/or projected fiscal resources with the schedule of capital improvements so as to maintain adopted LOS standards and meet the existing and future facility needs.

Policy 3.1 Land-use decisions shall be consistent with the five-year schedule of Capital Improvements.

The proposed Large Scale Plan Amendment is consistent with the Okaloosa County Five-Year Schedule of Capital Improvements.

Objective 5

Okaloosa County shall take specific action to coordinate the use of unincorporated land with capital expenditures scheduled within the Comprehensive Plan Elements in order to accommodate future anticipated population.

Any impacts above the adopted level of service standards will be mitigated when the property is proposed for development.

A complete public facilities analysis is included in Section VI of applicants Comprehensive Plan Analysis report. Any impacts above the adopted level of service standards shall be mitigated for when the property is proposed for development.

PUBLIC COMMENT/OPPOSITION: Staff received written comments of opposition as presented within **Attachment K, Public Comments**.

STAFF POSITION: Staff has no objection to the proposed FLUM Amendment and Rezoning; herein referenced as 551873-BCC-2024 & 551875-BCC-2024.

PUBLIC NOTICE: The proposed agenda item was properly advertised in the Northwest Florida Daily News on October 31, 2024; and public notice, via certified, return-receipt letters, were provided to all property owners within 300-foot radius per Section 1.11.02, of the Okaloosa County Land Development Code (see **Attachment K, Legal Advertisement**)

RECOMMENDATIONS: It is recommended that the Board consider the facts presented herein, as well as any facts that may be presented at the public hearing, and then make three (2) separate recommendations to the Board of County Commissioners, with the Future Land Use Amendment being first as follows:

First Motion: Recommend approval of an ordinance changing the Future Land Use Map designation for the subject property from **Rural Residential (RR)** and **Agricultural (AG)** to **Low Density Residential (LDR)**, or a more restrictive FLUM designation.

Second Motion: Recommend approval of an ordinance changing the zoning designation for the subject property from **Rural Residential (RR)** and **Agricultural (AG)** to **Residential-1 (R-1)**, or a more restrictive zoning district.

BOARD OF COUNTY COMMISSIONERS: Transmittal hearing is scheduled for the December 3, 2024 Board of County Commission meeting.

ATTACHMENTS:

- A – Location Map
- B – Aerial Map
- C – Existing Land Use Map
- D – FLUM/Zoning Map
- E – Proposed FLUM/Zoning Map
- F – 1 Mile FLUM/Zoning Map
- G – GIS Analysis Results
- H – Legal Advertisement
- I – FLU Ordinance
- J - Zoning Ordinance
- K – Legal Description
- L- Public Comments

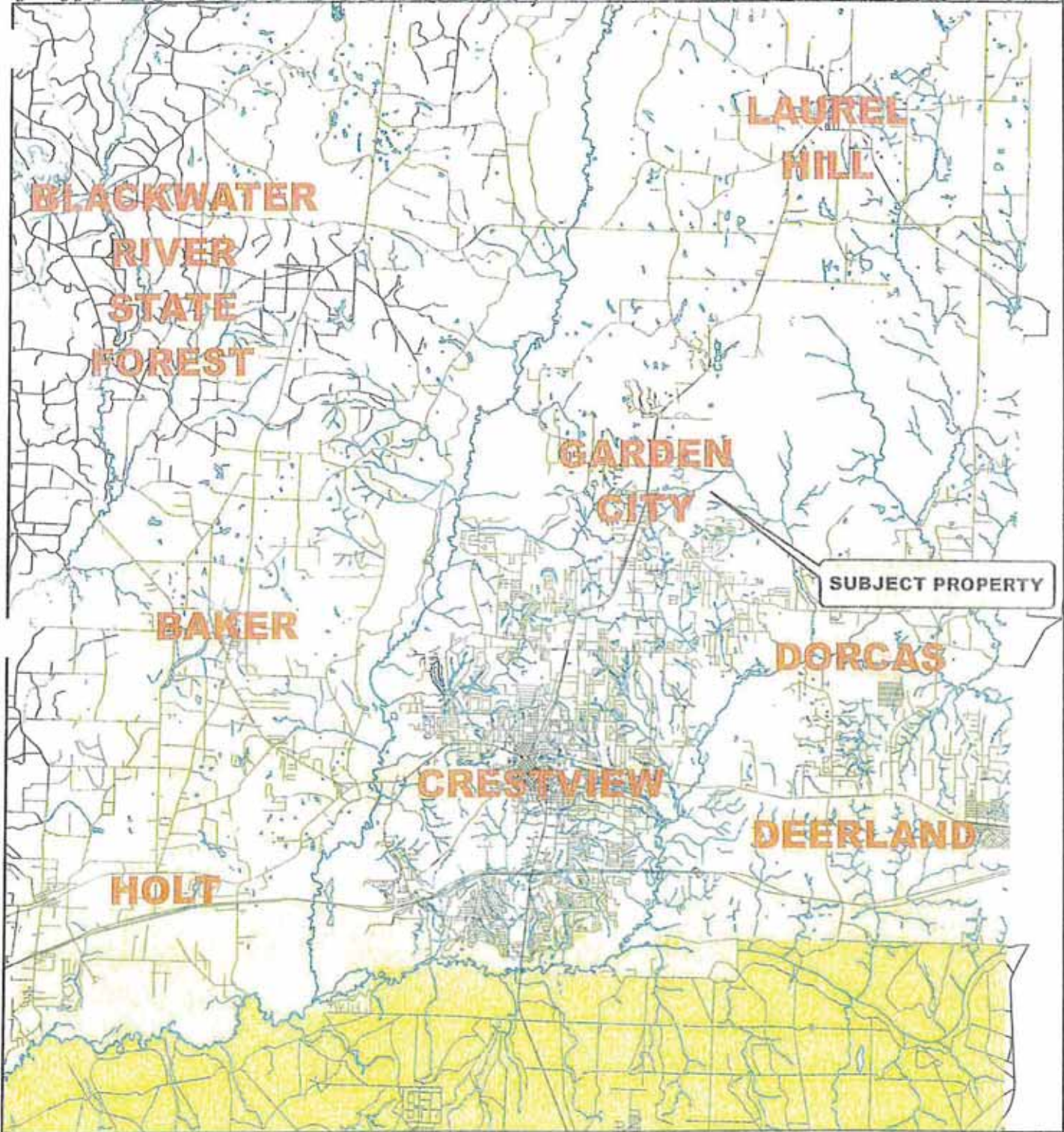
EXHIBITS:

- 1 – Okaloosa County Comprehensive Plan Large Scale Future Land Use Map Amendment Application
- 2 – Applicant’s Comprehensive Plan Analysis
- 3 – Applicant’s Transportation Analysis

ATTACHMENT - A

13-4N-23-0000-0002/0003/0004-0000

14-4N-23-0000-0004-0000, 24-4N-23-0000-0001-0200

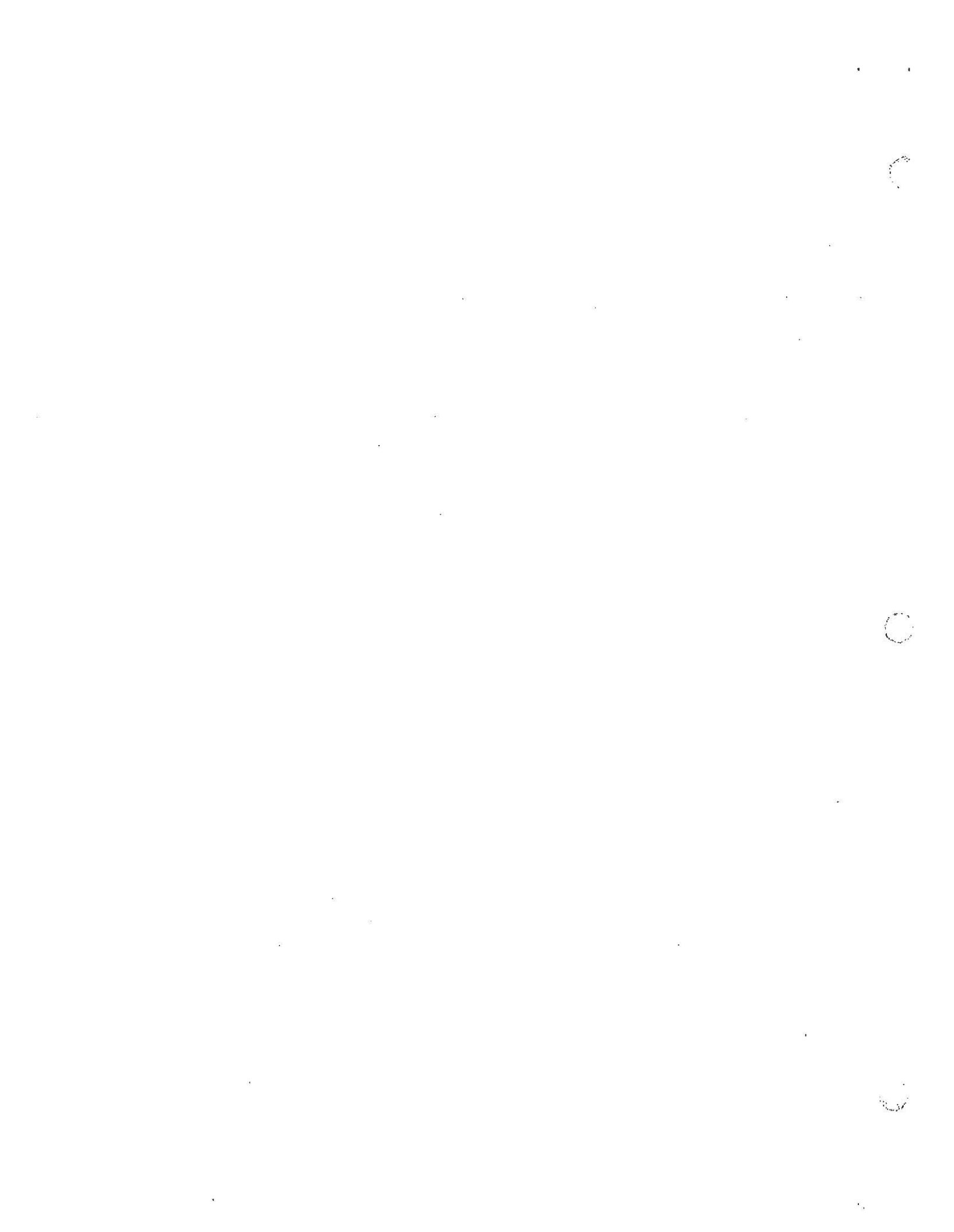


Legend

— Roads

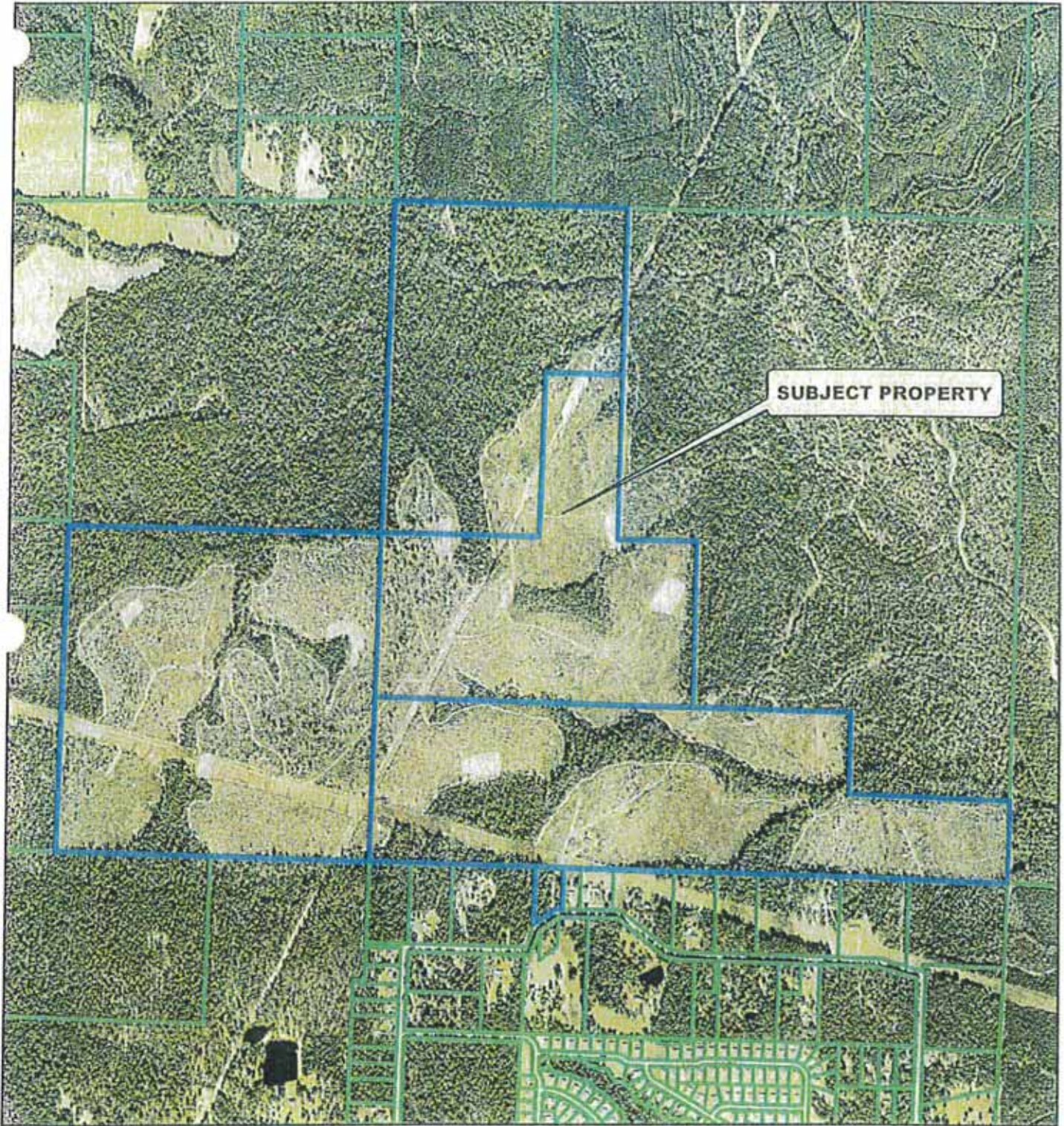


Location Map



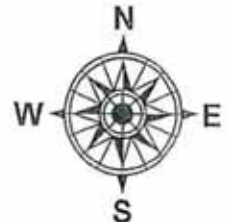
13-4N-23-0000-0002/0003/0004-0000

4-4N-23-0000-0004-0000, 24-4N-23-0000-0001-0200



Legend

 Parcel Lines



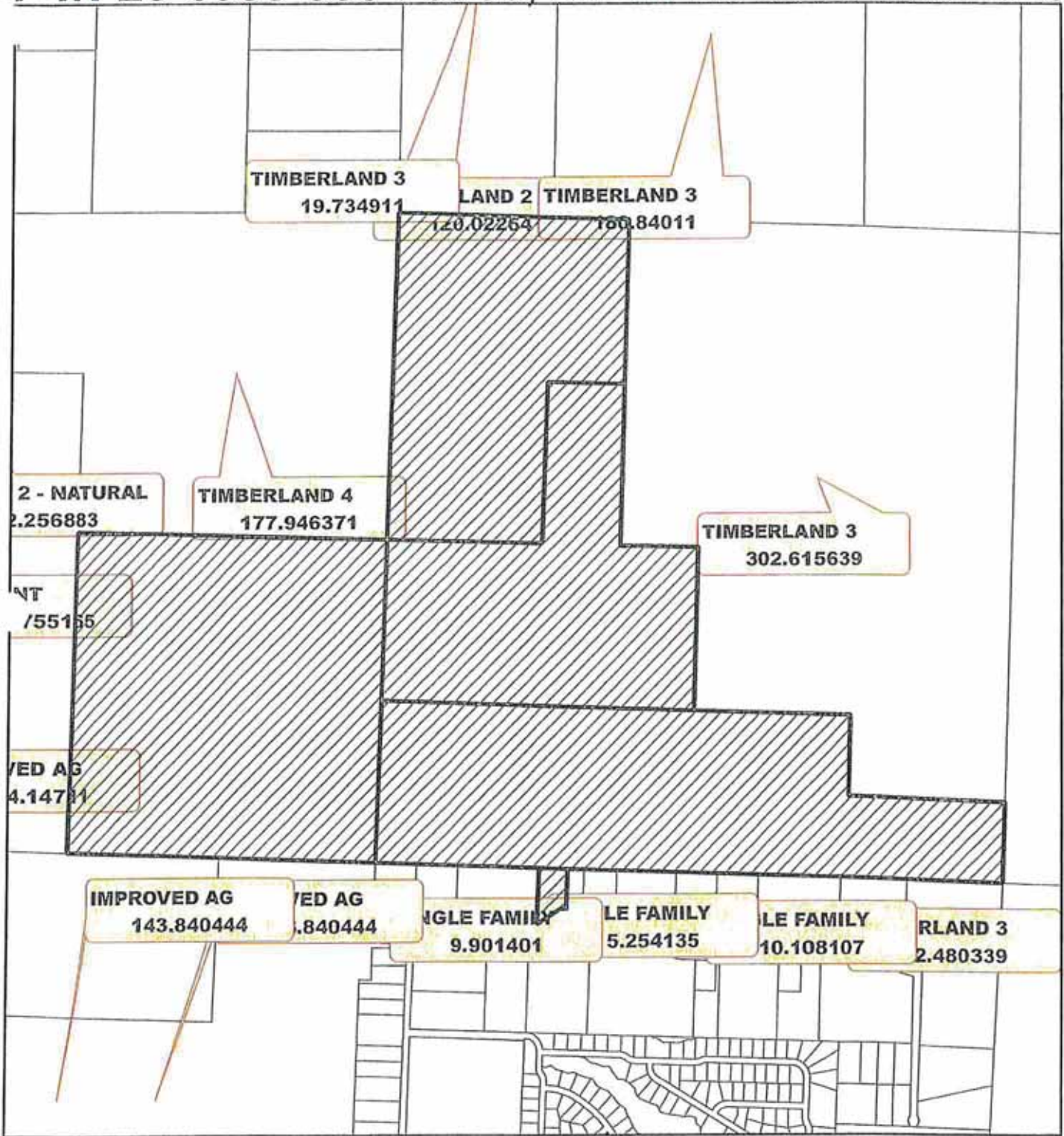
Aerial Photo



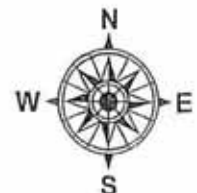
ATTACHMENT - C

13-4N-23-0000-0002/0003/0004-0000

4-4N-23-0000-0004-0000, 24-4N-23-0000-0001-0200



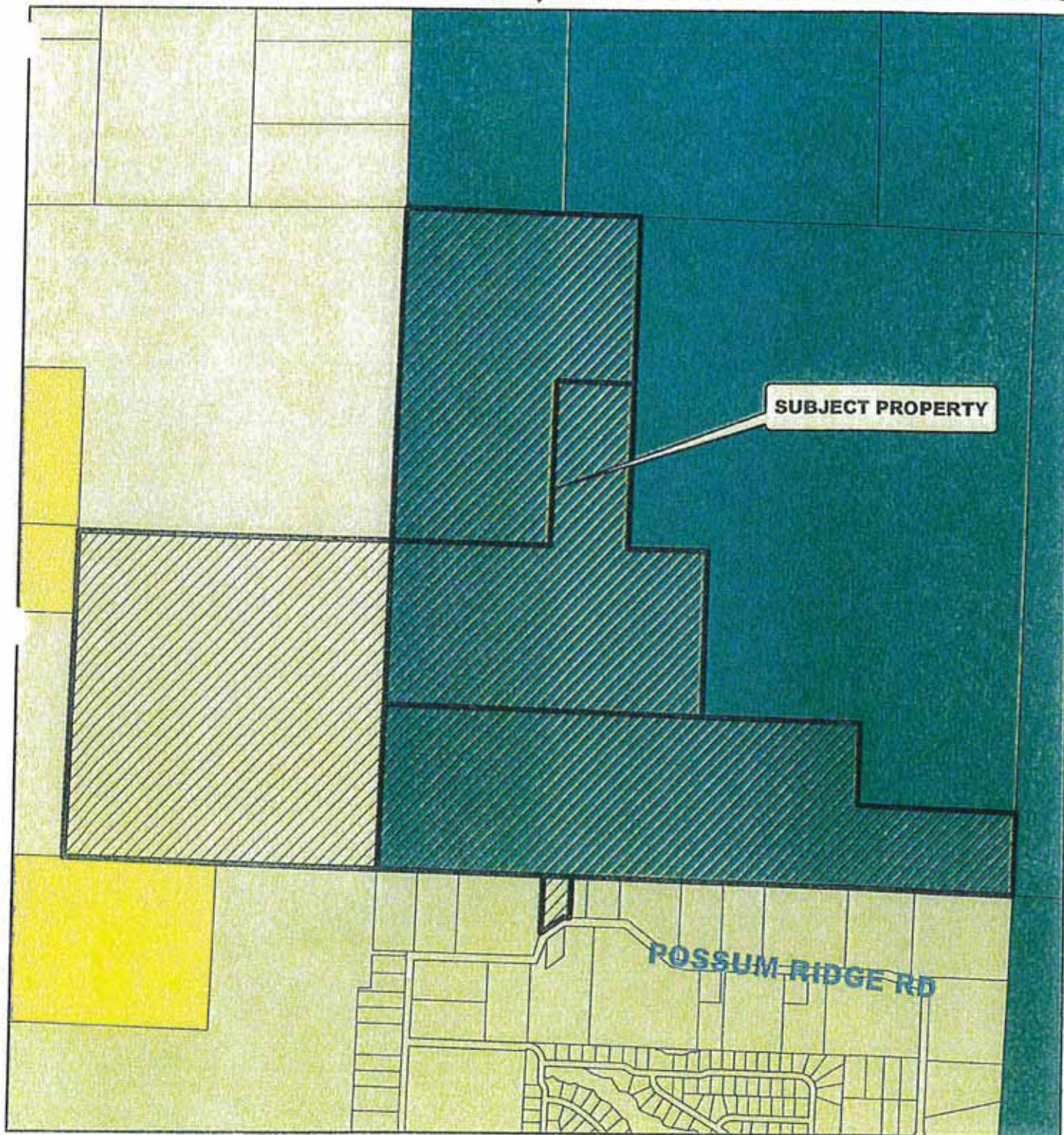
Existing Land Use Map





13-4N-23-0000-0002/0003/0004-0000

14-4N-23-0000-0004-0000, 24-4N-23-0000-0001-0200



FLUM Legend

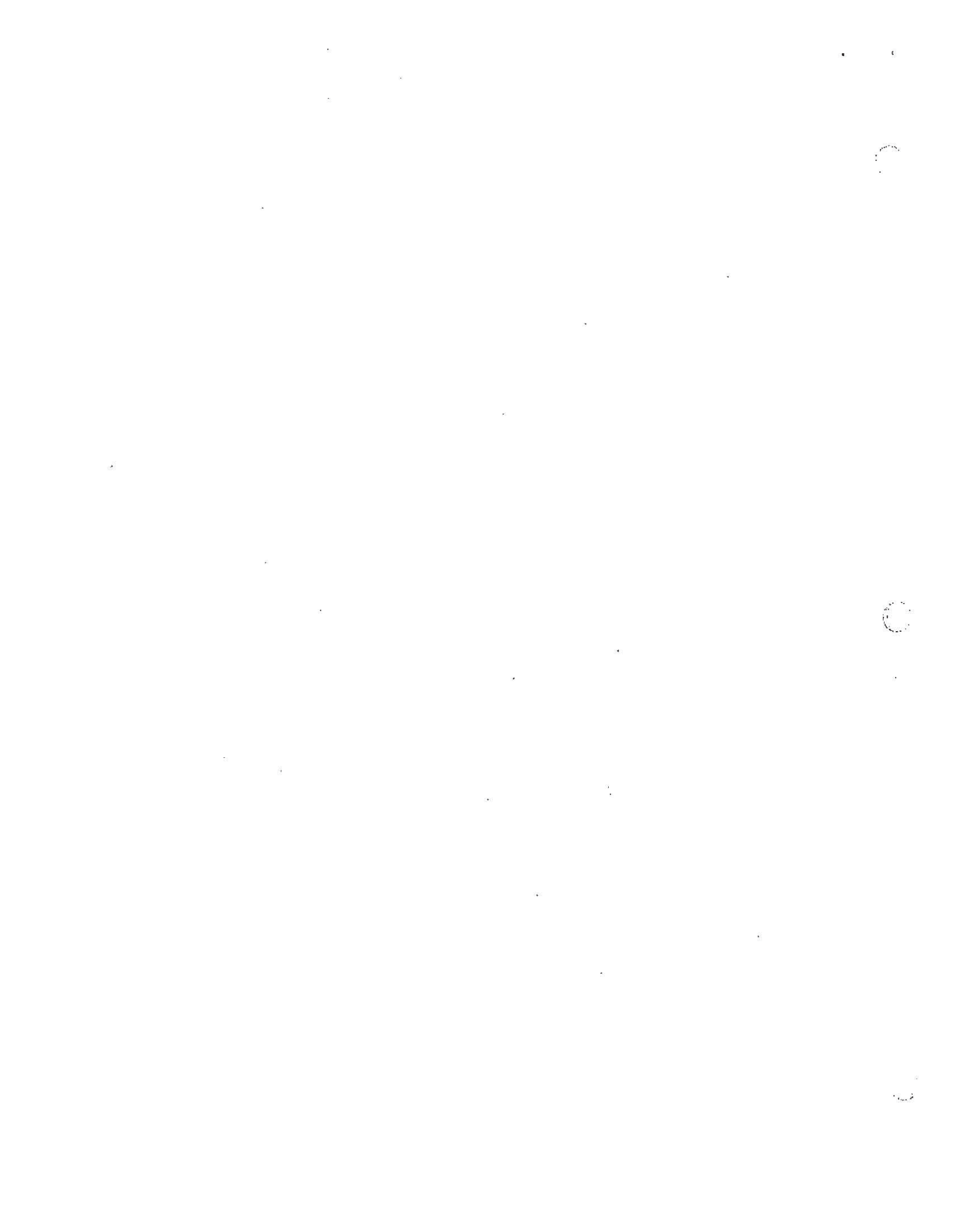
- RR
- AG
- LDR



ZONE Legend

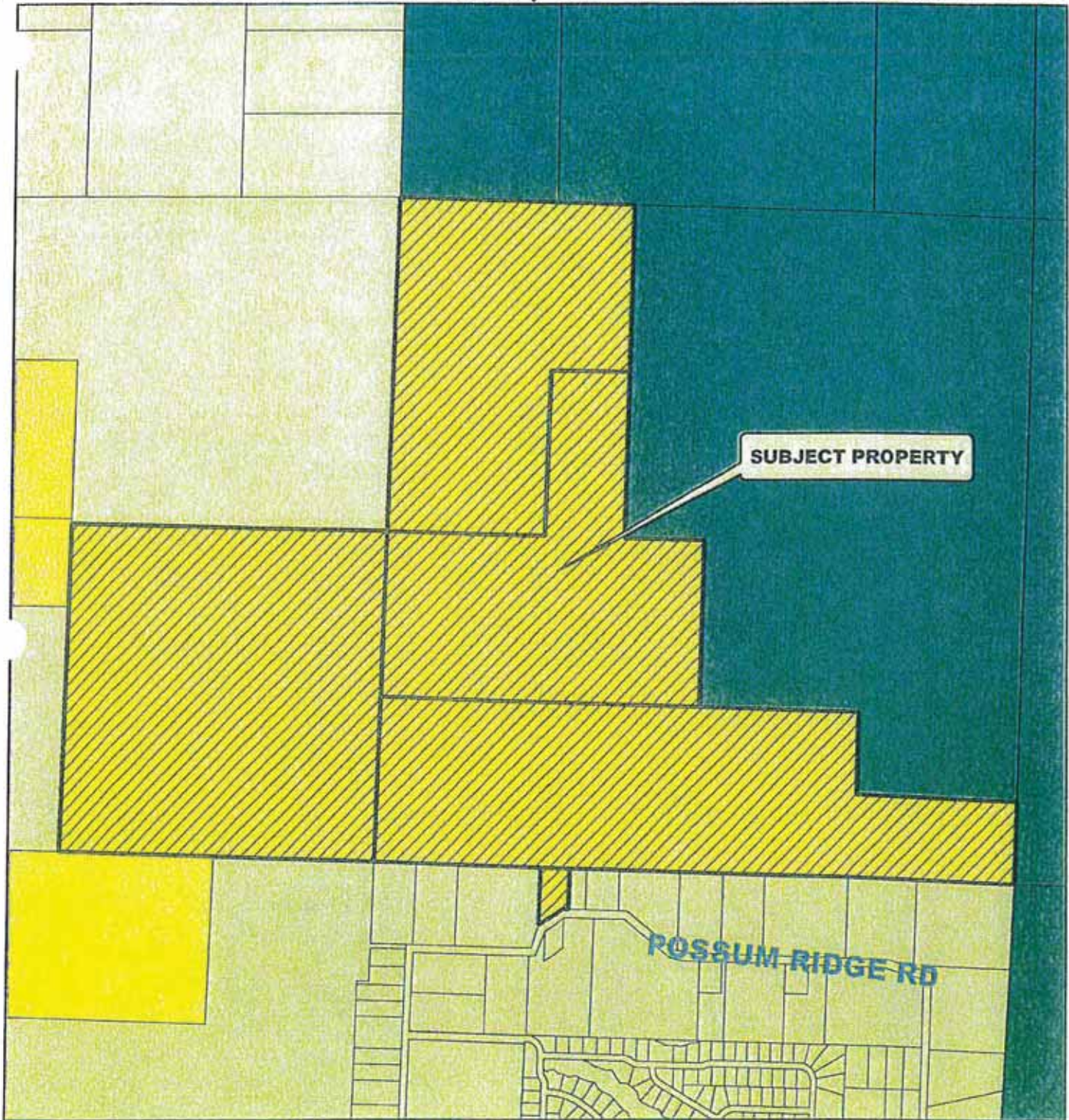
- RR
- AA
- R-1

FLUM & Zoning Map



13-4N-23-0000-0002/0003/0004-0000

14-4N-23-0000-0004-0000, 24-4N-23-0000-0001-0200

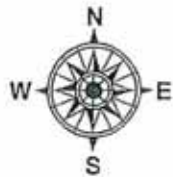


FLUM Legend

- LDR
- AG
- RR

ZONE Legend

- R-1
- AA
- RR



Proposed FLUM & Zoning Map

2

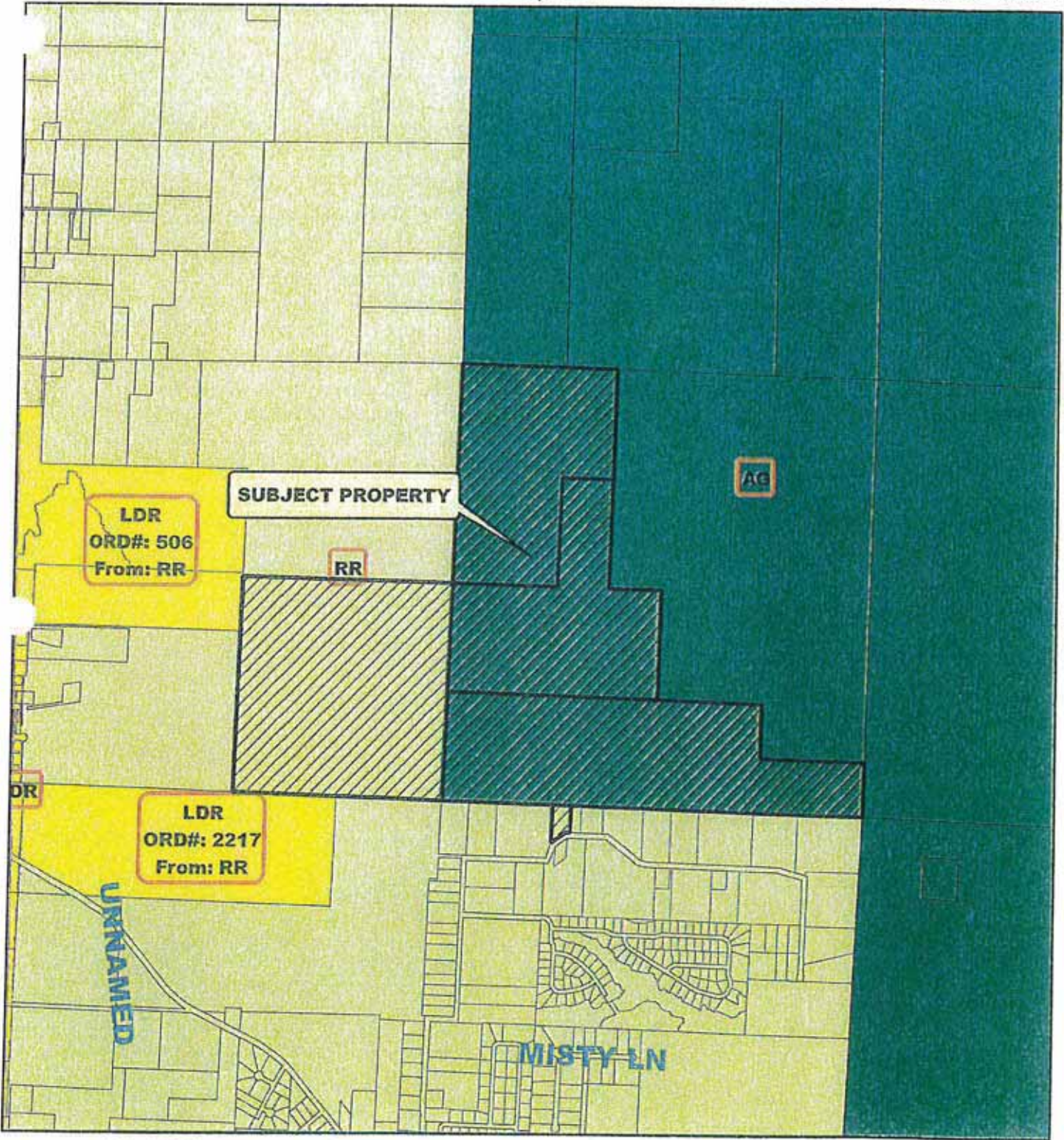
3

4

5

13-4N-23-0000-0002/0003/0004-0000

14-4N-23-0000-0004-0000, 24-4N-23-0000-0001-0200



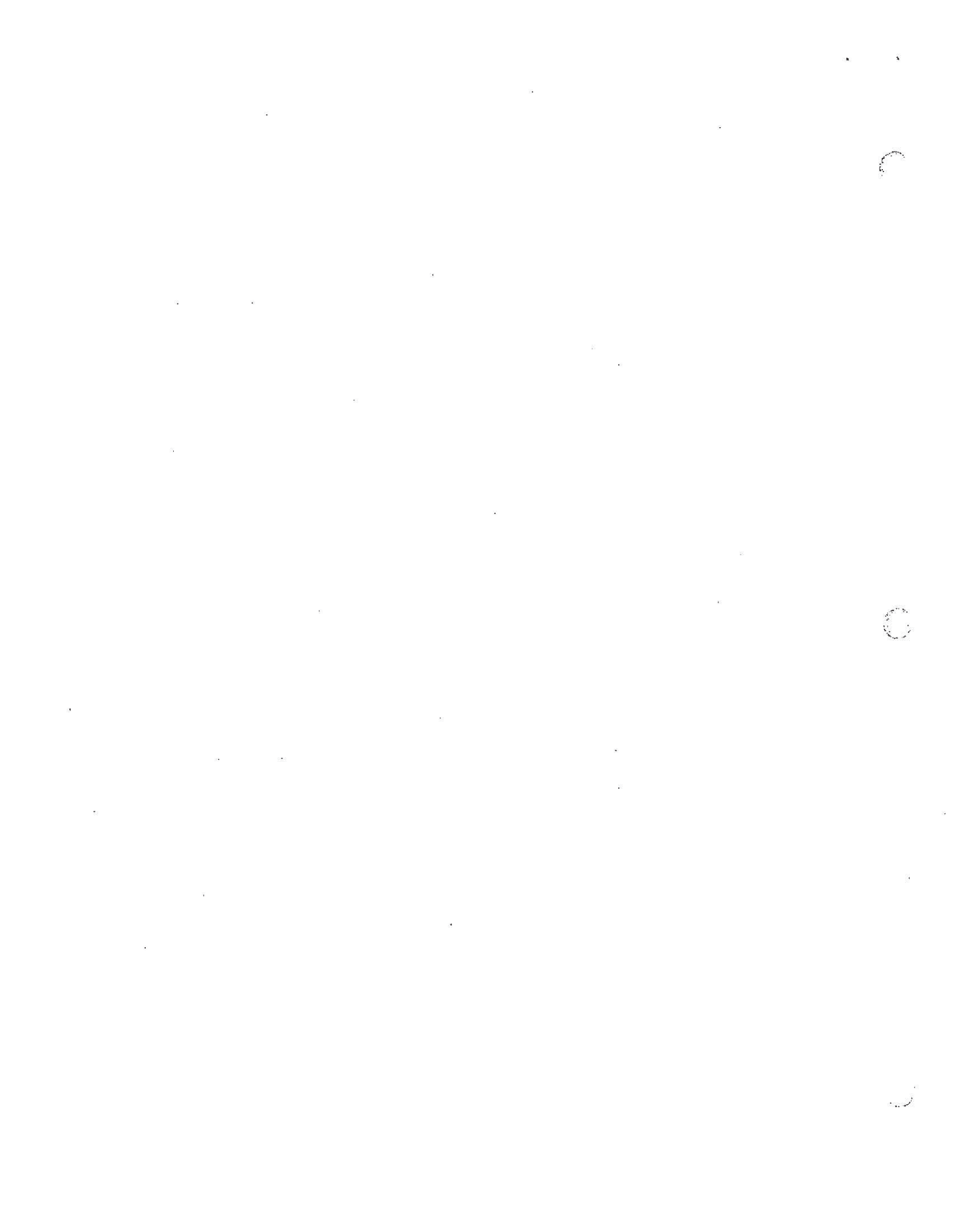
FLUM Legend

- RR
- AG
- LDR

ZONE Legend

- RR
- AA
- R-1





GIS ANALYSIS RESULTS

Date: 6/04/2024

Project: 13-4N-23-0000-0002/0003/0004-0000, 14-4N-23-0000-0004-0000, 24-4N-23-0000-0001-020C

Permit: 551873-BCC-2024 & 551875-BCC-2024 - Christopher Ryles

Property Address: LOCATED AT 6440 POSSUM RIDGE RD CRESTVIEW FL 32539

Zoning: RR & AA

Proposed Zoning: R-1

FLU: RR & AG

Proposed FLU: LDR

Fire District: NORHT OKALOOSA

Commissioner District: 1

Census Tract: 020302

Soil Type: 23 – Troup Sand – 0 to 5% slopes, well drained

25 – Troup Sand – 8 to 12 percent slopes, well drained soil

45 - Orangeburg Sandy loam – 0 to 2% slopes, well drained permeability is moderately rapid in the upper part moderate in lower parts of the soil.

46 – Orangeburg Sandy loam – 0 to 5% slopes, well drained permeability is moderately rapid in the upper part of the soil.

47 – Orangeburg Sandy loam – 5 to 8% slopes, well drained permeability is moderately rapid in the upper part of the soil.

Wind Zone: GREATER THAN 140 IN THE WIND BORNE DEBRIS AREA

Flood Zone: X 500 Year Flood Plain

Map Number: 12091CO 0160 & 0200J

Storm Surge Area: NO

Urban Development Area: NO

Water Efficient Area: NO

Wells: None

Environmental Data: None

Historical Data: YES

Field	Value
OBJECTID	696
SiteID	OK00930
SiteName	S3-54-1
SiteType1	Land-terrestrial
SiteType2	Other
SiteType3	Artifact scatter-low density (< 2 per sq meter)
Culture1	Nineteenth century American, 1821-1899
Culture2	Twentieth century American, 1900-present
SurvEval	Ineligible for NRHP
SurveyNum	4295
D_NRLstcd	<null>
ShpoEval	Ineligible for NRHP
PlotType	NORM

Wetlands: Uplands & Wetlands

Water and Sewer: AWS

Within 3 mile of an Airport: NO

H

Notice of Public Hearing

The Okaloosa County Growth Management Department notice that, on **Thursday, November 14, 2024** the Okaloosa County Planning Commission will consider and authorize transmittal to the state land planning agency (Florida Commerce Bureau of Comprehensive Planning):

AN ORDINANCE AMENDING THE OKALOOSA COUNTY COMPREHENSIVE PLAN FUTURE LAND USE MAP, ORDINANCE 90-01 AS AMENDED; CHANGING THE FUTURE LAND USE MAP DESIGNATION OF PARCELS 24-4N-23-0000-0001-020C; 13-4N-23-0000-0004-0000; 14-4N-23-0000-0004-0000; 13-4N-23-0000-0002-0000; AND 13-4N-23-0000-0003-0000 FROM RURAL RESIDENTIAL (RR) AND AGRICULTURAL (AG) TO LOW DENSITY RESIDENTIAL (LDR) SAID PARCELS LOCATED AS SHOWN ON ATTACHMENT A; REPEALING ALL ORDINANCES OR PROVISIONS THEREOF IN CONFLICT HERewith; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

And

AN ORDINANCE AMENDING THE OKALOOSA COUNTY LAND DEVELOPMENT CODE, ORDINANCE 91-01, AS AMENDED, CHANGING THE ZONING PARCELS 24-4N-23-0000-0001-020C; 13-4N-23-0000-0004-0000; 14-4N-23-0000-0004-0000; AND 13-4N-23-0000-0003-0000 FROM RURAL RESIDENTIAL (RR) AND AGRICULTURAL (AA) TO RESIDENTIAL - 1 (R-1); SAID PARCELS LOCATED AS SHOWN ON ATTACHMENT A; REPEALING ALL ORDINANCES OR PROVISIONS THEREOF IN CONFLICT HERewith; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

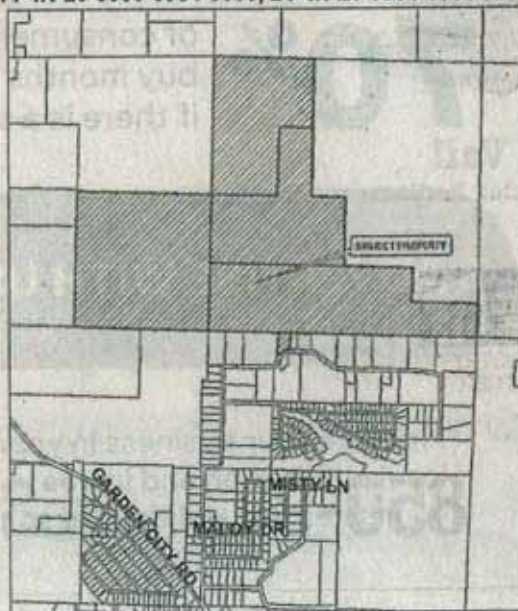
The meeting will be held at **5:01 PM** or soon thereafter in the Okaloosa County Administrative complex, located at 1250 North Eglin Pkwy., Shalimar, FL

The ordinance information may be inspected at the offices of the Growth Management Department located at 402 Brookmeade Dr, Crestview, Florida 32539 or at the Okaloosa County Administration Building located at 1250 N. Eglin Parkway, Shalimar, Florida 32579 Those offices can be contacted by telephone at 850-689-5080.

If any person decides to appeal any decision made with respect to any matter considered at these hearings, such person will need a record of the proceeding and may need to ensure that a verbatim record of the proceeding is made which record includes the testimony and evidence upon which the appeal is to be based.

Okaloosa County adheres to the Americans with Disabilities Act and will make reasonable modifications for access to these hearings upon request. Requests may be made to the Growth Management Department at 402 Brookmeade Dr, Crestview, Florida 32539 or at 850-689-5080. For Hearing Impaired, Dial 1-800-955-8771 (TDD), and 1-800-955-8770 (Voice). Requests must be received at least 48 hours in advance of the hearing in order for Okaloosa County to provide the requested service.

Attachment
13-4N-23-0000-0002/0003/0004-0000 A
14-4N-23-0000-0004-0000, 24-4N-23-0000-0001-020C



F-00000001

AN ORDINANCE AMENDING THE OKALOOSA COUNTY COMPREHENSIVE PLAN FUTURE LAND USE MAP, ORDINANCE 90-01 AS AMENDED; CHANGING THE FUTURE LAND USE MAP DESIGNATION OF PARCELS 13-4N-23-0000-0002-0000, 13-4N-23-0000-0003-0000, 13-4N-23-0000-0004-0000, 14-4N-23-0000-0004-0000, and 24-4N-23-0000-0001-020C FROM RURAL RESIDENTIAL (RR) AND AGRICULTURE (AG) TO LOW DENSITY RESIDENTIAL (LDR); SAID PARCELS LOCATED AS SHOWN ON ATTACHMENT A; REPEALING ALL ORDINANCES OR PROVISIONS THEREOF IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

RECITALS

WHEREAS, Okaloosa County is a political subdivision of the State of Florida to which Chapter 125 of the Florida Statutes grants broad authority and provides for the adoption of ordinances to provide for self-governance: and

WHEREAS, Chapter 163 of the Florida Statutes requires that all local governments adopt and maintain comprehensive plans to manage growth within their jurisdictions, consisting of several elements as well as a map depicting the future uses of land throughout the jurisdiction; and

WHEREAS, Chapter 163 provides processes through which a local government's comprehensive plan and future land use map may be amended from time to time; and

WHEREAS, Okaloosa County adopted, and has from time to time amended, Ordinance 90-01 that establishes the Okaloosa County Comprehensive Plan including its various elements and Future Land Use Map: and

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA:

Section 1. This ordinance shall be referred to as the 551873-BCC-2024, Large Scale Plan Amendment changing the Future Land Use Map designation of a certain parcels of real property owned by Christopher Ryles, Parcels 13-4N-23-0000-0002-0000, 13-4N-23- 0000-0003-0000, 13-4N-23-0000-0004-0000, 14-4N-23-0000-0004-0000, and 24-4N-23-0000-0001-020C, more particularly depicted as shown on Attachment A attached hereto.

Section 2. The Okaloosa County Future Land Use Map is hereby amended to change the designation of the parcels of real property as shown in Attachment A attached hereto from Rural Residential (RR) and Agricultural (AG) to Low Density Residential (LDR).

Section 3. This ordinance does hereby repeal any ordinances, or portions thereof, in conflict herewith.

Section 4. Should any word, phrase, sentence, section, subsection, or other provision of this Ordinance be held by a court of competent jurisdiction to be illegal, void, unenforceable, or unconstitutional, then the part so held shall be severed from this Ordinance and the remainder of this Ordinance shall remain in full force and effect.

Section 5. The effective date of the Future Land Use Map amendment authorized by this Ordinance shall be as provided in section 163.3187, Florida Statutes.

PASSED AND DULY ADOPTED in this ____ day of _____, 2024.

BOARD OF COUNTY COMMISSIONERS
OF OKALOOSA COUNTY, FLORIDA

Paul Mixon,
Chairman

ATTEST:

J.D. Peacock II
Clerk of Circuit Court

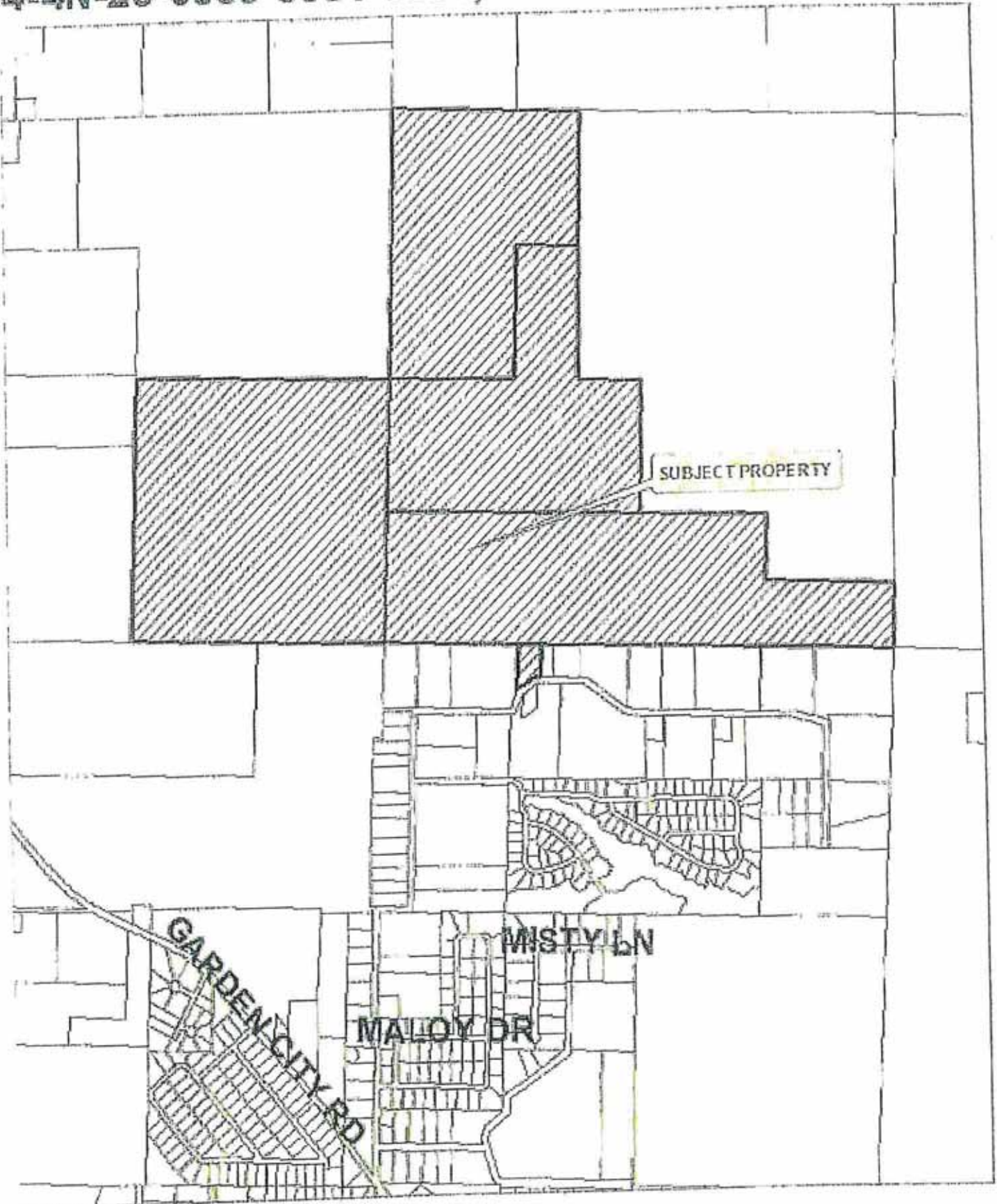
APPROVED AS TO FORM:

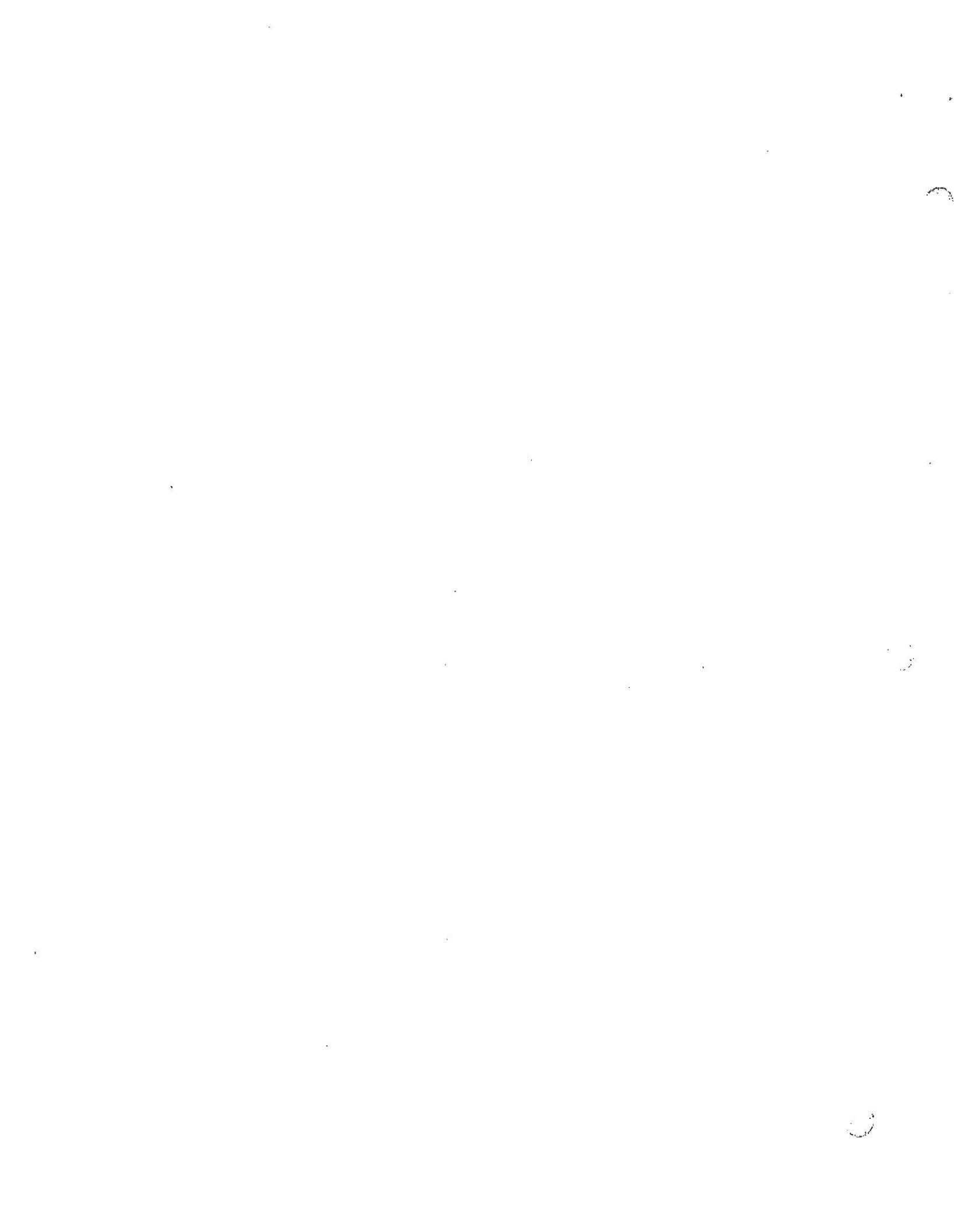
Lynn M. Hoshihara
County Attorney

Attachment

13-4N-23-0000-0002/0003/0004-0000 A

4-4N-23-0000-0004-0000, 24-4N-23-0000-0001-020C





AN ORDINANCE AMENDING THE OKALOOSA COUNTY LAND DEVELOPMENT CODE, ORDINANCE 91-01, AS AMENDED, CHANGING THE ZONING OF PARCEL OF PARCELS 13-4N-23-0000-0002-0000, 13-4N-23-0000-0003-0000, 13-4N-23-0000-0004-0000, 14-4N-23-0000-0004-0000, and 24-4N-23-0000-0001-020C FROM RURAL RESIDENTIAL (RR) AND AGRICULTURE (AA) TO RESIDENTIAL-1 (R-1); SAID PARCELS LOCATED AS SHOWN ON ATTACHMENT A; REPEALING ALL ORDINANCES OR PROVISIONS THEREOF IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

RECITALS

WHEREAS, Okaloosa County is a political subdivision of the State of Florida to which Chapter 125 of the Florida Statutes grants broad authority and provides for the adoption of ordinances to provide for self-governance: and

WHEREAS, Chapter 163 of the Florida Statutes requires that all local governments adopt and maintain comprehensive plans to manage growth within their jurisdictions, consisting of several elements as well as a map depicting the future uses of land throughout the jurisdiction and requiring the adoption of land development regulations to regulate growth and development; and

WHEREAS, Okaloosa County adopted, and has from time to time amended, Ordinance 91-01 that establishes the Okaloosa County Land Development Code as required by Chapter 163 of the Florida Statutes to implement the Comprehensive Plan; and

WHEREAS, Chapter 2 of the Okaloosa County Land Development Code establishes the various zoning districts and includes maps depicting locations of the various zoning districts throughout the County; and

WHEREAS, Chapter 125 of the Florida Statutes establishes the authority and procedure by which a County may amend the zoning applied to properties; and

WHEREAS, the Board of County Commissioners Finds that it is necessary and in the public interest to amend the Okaloosa County Land Development Code to change the zoning of parcels 13-4N-23-0000-0002-0000, 13-4N-23- 0000-0003-0000, 13-4N-23-0000-0004-0000, 14-4N-23-0000-0004-0000, and 24-4N-23-0000-0001-020C as provided herein.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA:

Section 1. This ordinance shall be referred to as the 551875-BCC-2024 Rezoning changing the zoning designation of a certain parcels of real property owned by Christopher Ryles, Parcels 13-4N-23-0000-0002-0000, 13-4N-23- 0000-0003-0000, 13-4N-23-0000-0004-0000, 14-4N-23-0000-0004-0000, and 24-4N-23-0000-0001-020C, more particularly depicted as shown on Attachment A attached hereto.

Section 2. The Okaloosa County Zoning Map is hereby amended to change the designation of the parcels of real property as shown in Attachment A attached hereto from Agriculture (AA) and Rural Residential (RR) to Residential-1 (R-1).

Section 3. This ordinance does hereby repeal any ordinances, or portions thereof, in conflict herewith.

Section 4. Should any word, phrase, sentence, section, subsection, or other provision of this Ordinance be held by a court of competent jurisdiction to be illegal, void, unenforceable, or unconstitutional, then the part so held shall be severed from this Ordinance and the remainder of this Ordinance shall remain in full force and effect.

Section 5. The effective date of the Future Land Use Map amendment authorized by this Ordinance shall be as provided in section 163.3187, Florida Statutes.

PASSED AND DULY ADOPTED in this ____ day of _____, 2024.

BOARD OF COUNTY COMMISSIONERS
OF OKALOOSA COUNTY, FLORIDA

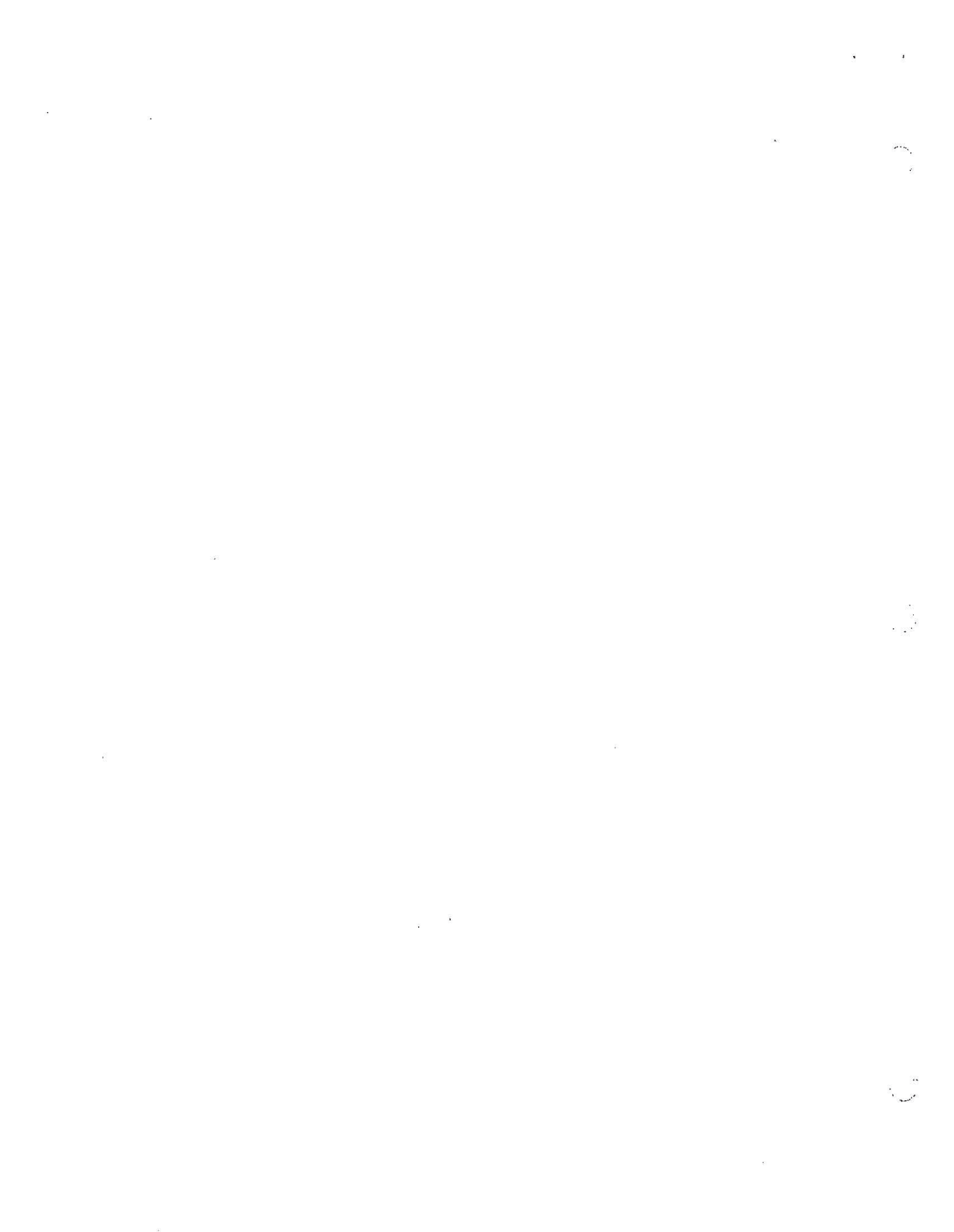
Paul Mixon,
Chairman

ATTEST:

J.D. Peacock II
Clerk of Circuit Court

APPROVED AS TO FORM:

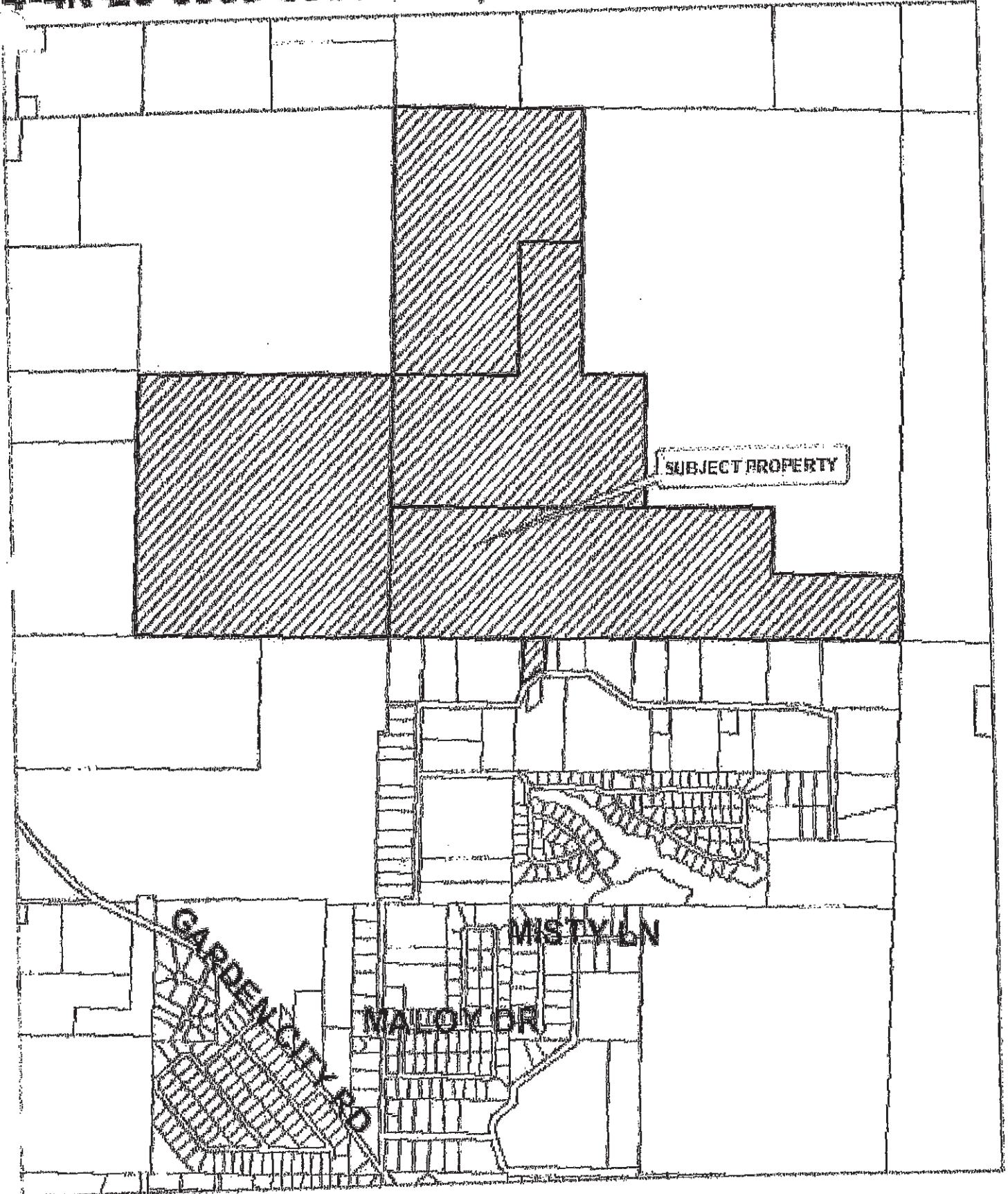
Lynn M. Hoshihara
County Attorney

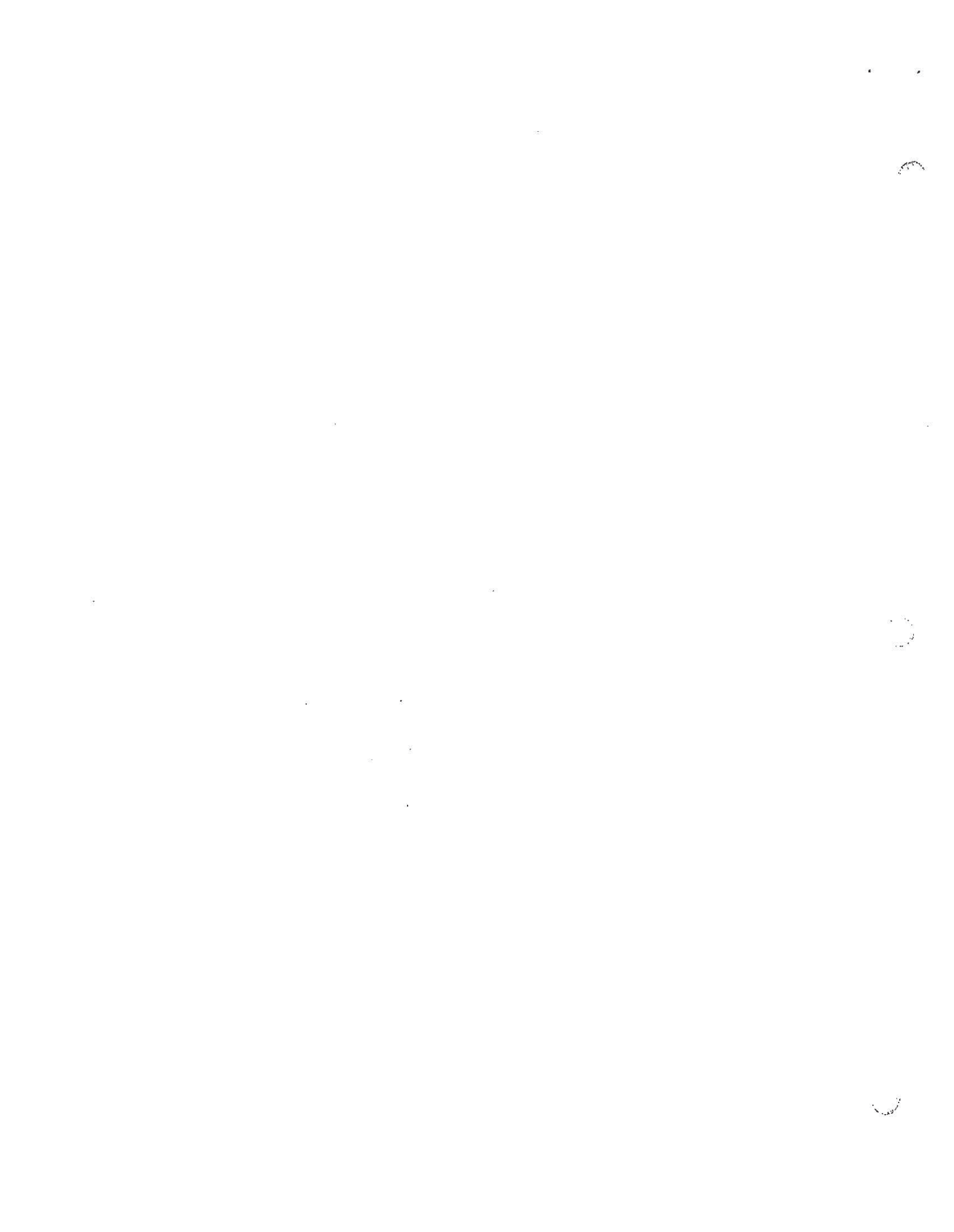


Attachment

13-4N-23-0000-0002/0003/0004-0000 A

4-4N-23-0000-0004-0000, 24-4N-23-0000-0001-020C





②
18

ATTACHMENT K

This instrument prepared by:
McClun Land Title, Inc.
660-A North Pardon Blvd.
Crestview, FL 32536
File Number: 22-089
13-IN-23-0000-0004-0000

WARRANTY DEED

THIS WARRANTY DEED made the 31st day of March, 2022, by WILLIAM ROGERS, as his separate and non-homestead property, whose post office address is: 984 W. JAMES LEE BLVD, CRESTVIEW, FL 32536, hereinafter called Grantor, to CHRISTOPHER R. RYLES, whose post office address is: P.O. Box 711, Baker, FL 32531, hereinafter called the Grantee (whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations).

WITNESSETH: That the grantor, for and in consideration of the sum of \$10.00 and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, allans, renounces, releases, conveys and confirms unto the grantee, all that certain land situate in Okaloosa County, Florida, viz:

LEGAL DESCRIPTION AS CONTAINED IN EXHIBIT "A", WHICH IS ATTACHED HERETO.

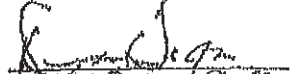
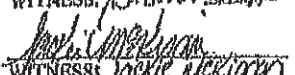
TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

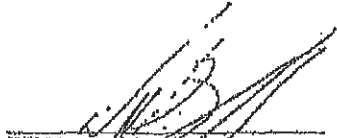
TO HAVE AND TO HOLD, the same in fee simple forever.

AND the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple, that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whatsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 2021.

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:


WITNESS: Deborah A. Shaffer

WITNESS: Jackie McKinney


WILLIAM ROGERS

STATE OF FLORIDA
COUNTY OF Okaloosa

The foregoing instrument was acknowledged before me by means of physical presence or online notarization this day of 31st day of March, 2022, before me personally appeared WILLIAM ROGERS who is personally known to me or produced _____ as identification, who is the person described in and who executed the foregoing instrument, and who, after being duly sworn, says that execution hereof is his/her free act and deed for the uses and purposes herein mentioned and an oath was not taken.
SWORN TO AND SUBSCRIBED before me the undersigned Notary Public by hand and official seal the day and year last aforesaid,

Commission No. _____ Notary Public: _____ Commission Expires: _____

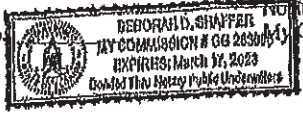


EXHIBIT "A"

Commencing at the Northwest corner of Section 24, Township 4 North, Range 23 West, Okaloosa County, Florida; thence North 88 degrees 43 minutes 09 seconds East, 1382.50 feet, to the Point of Beginning; thence South 01 degrees 05 minutes 38 seconds East, 452.00 feet; thence North 52 degrees 23 minutes 12 seconds East, 228.11 feet; thence North 88 degrees 45 minutes 31 seconds East 51.95 feet; thence North 00 degrees 30 minutes 33 seconds West, 316.89 feet; thence South 88 degrees 43 minutes 09 seconds West, 236.66 feet to the Point of Beginning.

AND

West One-Half of Northwest Quarter and West One-Half of Northeast Quarter of Northwest Quarter of Section 13, Township 4 North, Range 23 West, Okaloosa County, Florida.

AND

North One-Half of Southwest Quarter and West One-Half of Southeast Quarter of Northwest Quarter of Section 13, Township 4 North, Range 23 West, Okaloosa County, Florida.

AND

South One-Half of South One-Half, Except the North One-Half of Southeast Quarter of Southeast Quarter of Section 13, Township 4 North, Range 23 West, Okaloosa County, Florida.

AND

Southeast Quarter of Section 14, Township 4 North, Range 23 West, Okaloosa County, Florida.

Randall Woodruff

From: party.gator@yahoo.com
Sent: Thursday, September 12, 2024 1:02 PM
To: Elliot Kampert; Randall Woodruff
Subject: Possum Ridge--500 acres

TO: Okaloosa County Department of Growth Management
402 Brookmeade Drive
Crestview, FL 32539

RE: Possum Ridge rezoning request

I am against the Future Land Use change from RR and AA to LDR and the rezoning request from R-R and AG to R-1 for the approximately 500 acres of land near Possum Ridge Road.

The reasoning "to match adjacent properties" is not consistent with the majority of the adjacent properties. The request makes no sense because of the approximately 22,619 ft of boundary for this land, only about 1,968 ft that is contiguous bears an R-1 zoning classification. That represents less than 9% of the subject property boundary. The remaining surrounding footage of approximately 20,651 ft has a Future Land Use classification of RR and AA with the corresponding zoning of AG and R-1. So the reasoning cannot be made that the requested change would "match adjacent properties."

This land, if developed into residences—why else would that LDR and R-1 classification be requested and approved?--will represent an egregious example of urban sprawl with little to no roads, sewer, electricity, and other infrastructure in place or even planned.

The vast majority citizens of the north part of the county have spoken and their desire is to remain agricultural and rural.

Please recommend disapproval this request.

I wish that this correspondence be made a part of the Okaloosa Public Records concerning this request.

Pat Watkins

Unincorporated Okaloosa County Florida

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Daniel "Stuart" Campbell

From: Lane <h25pfd@yahoo.com>
Sent: Monday, September 9, 2024 10:17 AM
To: Elliot Kampert; Randall Woodruff; Daniel "Stuart" Campbell
Cc: party.gator@yahoo.com; jweighknecht@gmail.com
Subject: Considerations for the Possum Ridge rezoning application
Attachments: Possum Ridge County GIS FLUM.docx

Folks,

You folks have facilitated meetings with Inspire, attended them all and surely read all of their reports. You must be very cognizant that Inspire has found that an overwhelming number of the North Okaloosa community want to preserve and protect the rural and agricultural character of the area but that the county has been overly aggressive in allowing "inappropriate" residential density growth in rural areas of the county. I couldn't agree more with their conclusions.

Not all changes to county policy that will limit the rapid spread of higher density zoning must wait for amendments to the Comp Plan and LDC. In considering a rezoning application under current policy, using the measure of how much of what zoning is adjacent to the subject property is somewhat subjective. It seems like the county often considers even small amounts of the requested zoning existing near a subject request property as sufficient to recommend approval of a rezoning request. This unwritten culture does not reflect the character of our rural area nor the preference of the community. This culture can be changed now.

The 500 acre Possum Ridge Property (just north of Possum Ridge Road) rezoning application is a case in point. Please see the attached snapshot from the county GIS web site. If this data is correct, there are only two adjacent properties, both on the west side, that are LDR. They border the subject property for only a small percent of its perimeter. In the context of the Okaloosa community's stated goal of preserving the character of the area, this hardly justifies a change in zoning. In addition, this zoning change would be a relatively narrow extension of LDR east into a predominately AA area. Recommending approval of this rezoning would create a narrow finger of LDR into an otherwise AA area.

As you begin your analysis and discussion of this application package, I request you consider changing the culture and criteria for evaluating changes within these rural areas to requiring much more similar adjacent zoning to the subject property than has been used in the past as well as requiring a more uniform spread of higher density zoning rather than a narrow extension of higher density, in this case a narrow finger from Hwy 85 to the east. Please recommend disapproval of this request.

Lane Watkins, 904 673 0788

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



Randall Woodruff

From: Jeremiah Kaylor <jeremiah.kaylor@outlook.com>
Sent: Thursday, October 31, 2024 12:43 AM
To: Randall Woodruff
Cc: jack@topofazure.com; jeremystewart@crestviewhomes.com; tarchalski4@gmail.com; jcollins@avconinc.com
Subject: Opposition to amendment for North Possum Ridge Rd (551873-BCC-2024 & 551875-BCC-2024)
Attachments: possum_ridge_rd_damage1.jpg; possum_ridge_rd_damage2.jpg; possum_ridge_rd_damage3.jpg; undeveloped_existing_LDR.png

Dear Planning Commission,

As a resident of Possum Ridge Road, I am writing to strongly oppose the proposed amendment and rezoning of the property north of Possum Ridge Road (551873-BCC-2024 & 551875-BCC-2024) from Agricultural & Rural Residential to Low Density Residential. This proposal raises significant concerns related to legal standards under the 2024 Florida Statutes, specifically the consistency requirements of our local comprehensive plan, and potential adverse impacts on local infrastructure, environment, and community character.

This amendment contradicts the principles established by Florida's Community Planning Act (Chapter 163), which prioritize sustainable growth, environmental conservation, and reliable infrastructure. Allowing this rezoning would place an undue burden on already strained local resources, risking degraded service quality and putting excessive pressure on roads, and public services. These essential systems are simply not equipped to handle the increased demands that this development would impose.

Below, I have outlined relevant Florida statutes and detailed how this amendment fails to adhere to them. I urge you to take these concerns into careful consideration when reviewing this proposal.

163.3177(6)(a)9.a(II): Urban Development in Rural Areas

- The property under review is not near any designated urban areas. The Garden City parcel referenced in request is not developed and should not have been amended due to the same issues I am outlining now. Rezoning these agricultural & rural parcels to Low Density Residential (LDR) would promote urban development within a primarily agricultural zone, contravening Florida Statute 163.3177(6)(a)9.a(II), which discourages development far from urbanized areas when undeveloped urban land is available. This proposal encroaches on agricultural land and disrupts the rural landscape without utilizing suitable, already-designated development areas closer to urban centers. I have attached a picture highlighting some of the existing Low Density Residential (LDR) areas that are not efficiently used (undeveloped_existing_LDR.png).

163.3177(6)(a)9.a(III): Strip or Isolated Urban Development

- This amendment will create an isolated strip of development surrounded by the majority of agricultural and rural residential zoning. This amendment will not have direct access to existing Low Density Residential zones, forcing a fragmented development pattern. Such a configuration, isolated and

ribbon-like, contradicts Florida's guidelines under 163.3177(6)(a)9.a(III), which aims to maintain cohesive and contiguous land use rather than promoting segmented sprawl.

163.3177(6)(a)9.a(IV): Environmental Protection

- Rezoning this property to allow dense development would place significant strain on local natural resources, impacting wetlands and waterways, including the Poverty Creek extension. With no existing sewer infrastructure, proposed homes would rely on septic systems, raising concerns of potential contamination to protected lands and waterways, which runs counter to statutory obligations for environmental conservation under 163.3177(6)(a)9.a(IV).

163.3177(6)(a)9.a(V): Protection of Adjacent Agricultural Areas

- Rezoning this land risks compromising adjacent agricultural operations and soil integrity. The proposed shift to residential use creates encroachment risks, limiting the viability of agricultural practices nearby and undermining statutory protections for agriculture set forth in 163.3177(6)(a)9.a(V), which seeks to safeguard rural and agricultural lands from incompatible neighboring uses.

163.3177(6)(a)9.a(VI): Maximizing Existing Public Facilities

- The area lacks essential public utilities, particularly sewer services, and there are no plans to extend these utilities to meet increased demand. Florida Statute 163.3177(6)(a)9.a(VI) mandates efficient use of existing public infrastructure, a standard this proposal fails to meet by requiring new service provisions in an underserved area.

163.3177(6)(a)9.a(VII): Use of Future Public Facilities

- Similar to current infrastructure challenges, there are no plans for future utility expansions, such as sewer services, to accommodate new residential development in this rural area. The lack of alignment with statutory objectives to optimize future facility use under 163.3177(6)(a)9.a(VII) underscores the unsustainable nature of this rezoning.

163.3177(6)(a)9.a(VIII): Increased Cost of Services

- The current schools are overcrowded, and elementary school transportation times are almost 1 hour from Possum Ridge Rd, indicating capacity strains. The new K-8 school will not provide enough capacity increase for this proposed amendment plus the in-progress development within the county. New developments would require expanded road maintenance, additional buses, and additional emergency services, driving up taxpayer costs contrary to the intent of 163.3177(6)(a)9.a(VIII), which seeks to prevent development that disproportionately increases the costs of public services. The traffic analysis submitted with the proposal is incomplete, lacking an accurate assessment of Possum Ridge Road's capacity and condition. Possum Ridge Road, along with Airport Road and Auburn Road, is already in disrepair, with multiple asphalt deficiencies, and sharp horizontal curves that are not suited for increased traffic flow. I have attached photos to illustrate these road conditions. Additional traffic would exacerbate safety risks and increase the county's liability for road maintenance and safety.

163.3177(6)(a)9.a(IX): Separation of Rural and Urban Uses

- The proposed rezoning situates Low Density Residential (LDR) within a predominantly agricultural and rural residential area, undermining the statutory mandate for clear separation between rural and urban uses. The proposed development would be isolated and incongruous with its surroundings, failing to maintain the land-use distinctions that 163.3177(6)(a)9.a(IX) is designed to protect.

163.3177(6)(a)9.a(X): Infill Development and Redevelopment

- There are undeveloped Low Density Residential (LDR) areas within the county that could meet residential needs yet remain underutilized. Rezoning this parcel detracts from opportunities for infill development in areas already equipped with infrastructure, in violation of 163.3177(6)(a)9.a(X), which promotes the development of existing urban areas before extending into rural spaces. I have attached a picture highlighting some of the existing Low Density Residential (LDR) areas that are not efficiently used (undeveloped_existing_LDR.png).

163.3177(6)(a)9.a(XI): Mixed Land Use

- The proposal lacks any diverse or mixed-use component, focusing solely on residential development at the expense of agricultural and rural land uses. Florida Statute 163.3177(6)(a)9.a(XI) encourages an attractive and functional mix of land uses, yet this amendment would eliminate agricultural options and reduce housing diversity by phasing out rural land availability.

163.3177(6)(a)9.a(XII): Accessibility Among Related Land Uses

- Accessibility for the proposed development is severely limited, with only a single entry and exit point through a Rural Residential area, utilizing rural roads like Possum Ridge Road. This road is already in disrepair, featuring sharp horizontal curves that have contributed to several reported accidents where vehicles have left the road and struck signs or mailboxes. This access route does not provide safe or convenient connectivity for current or future residents, underscoring concerns under Florida Statute 163.3177(6)(a)9.a(XII) regarding poor land use accessibility and connectivity.

163.3177(6)(a)9.a(XIII): Loss of Functional Open Space

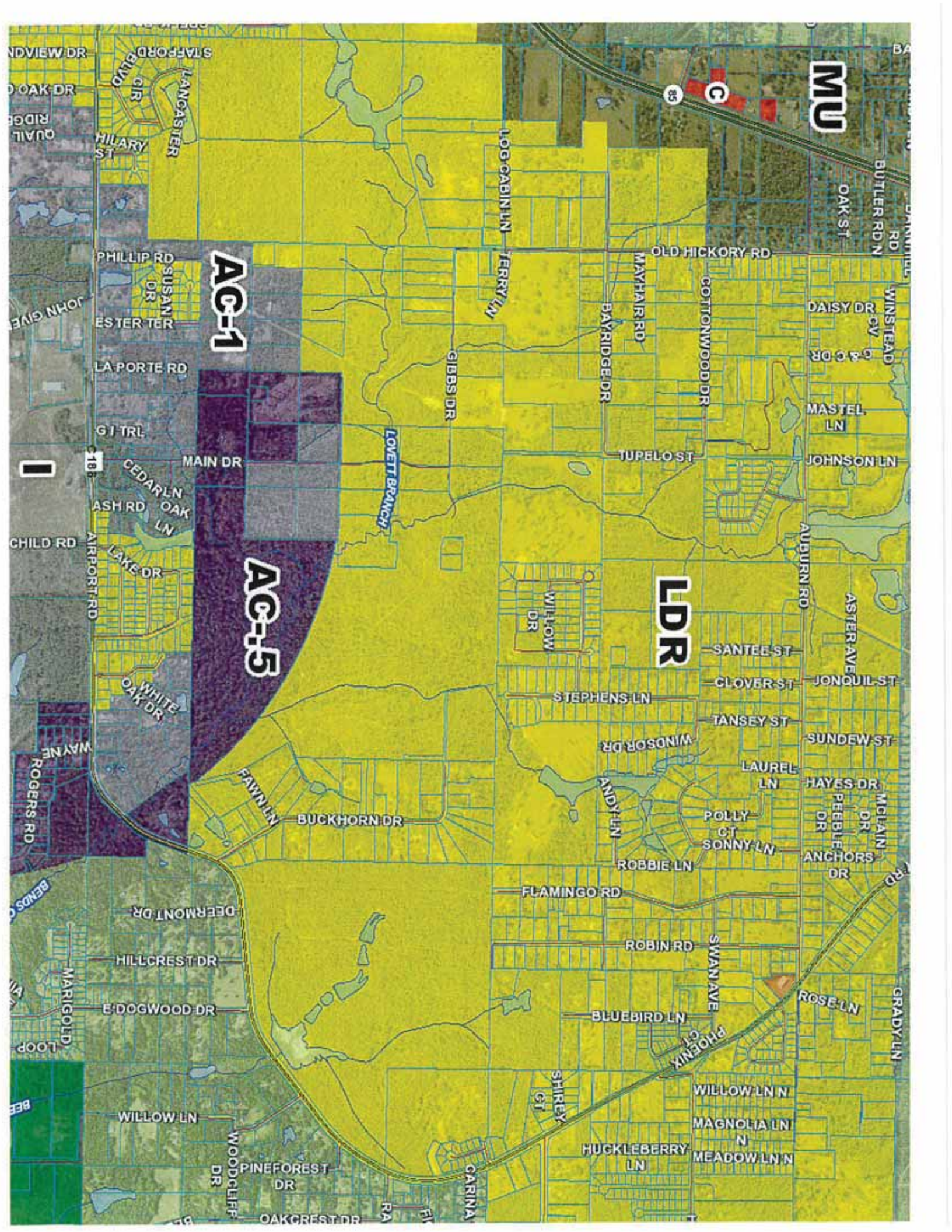
- The rezoning amendment permits higher residential density, reducing open space in a rural setting. The reduction of functional open space is inconsistent with the statutory intent under 163.3177(6)(a)9.a(XIII), which seeks to protect open, undeveloped land essential to community character and ecological balance.

Please recommend disapproval of this request. I also request that this correspondence be included in the Okaloosa Public Records concerning this proposal.

Thank you for your attention to these concerns.

Jeremiah Kaylor
6301 Possum Ridge Rd
Crestview, FL 32539

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



MU

G

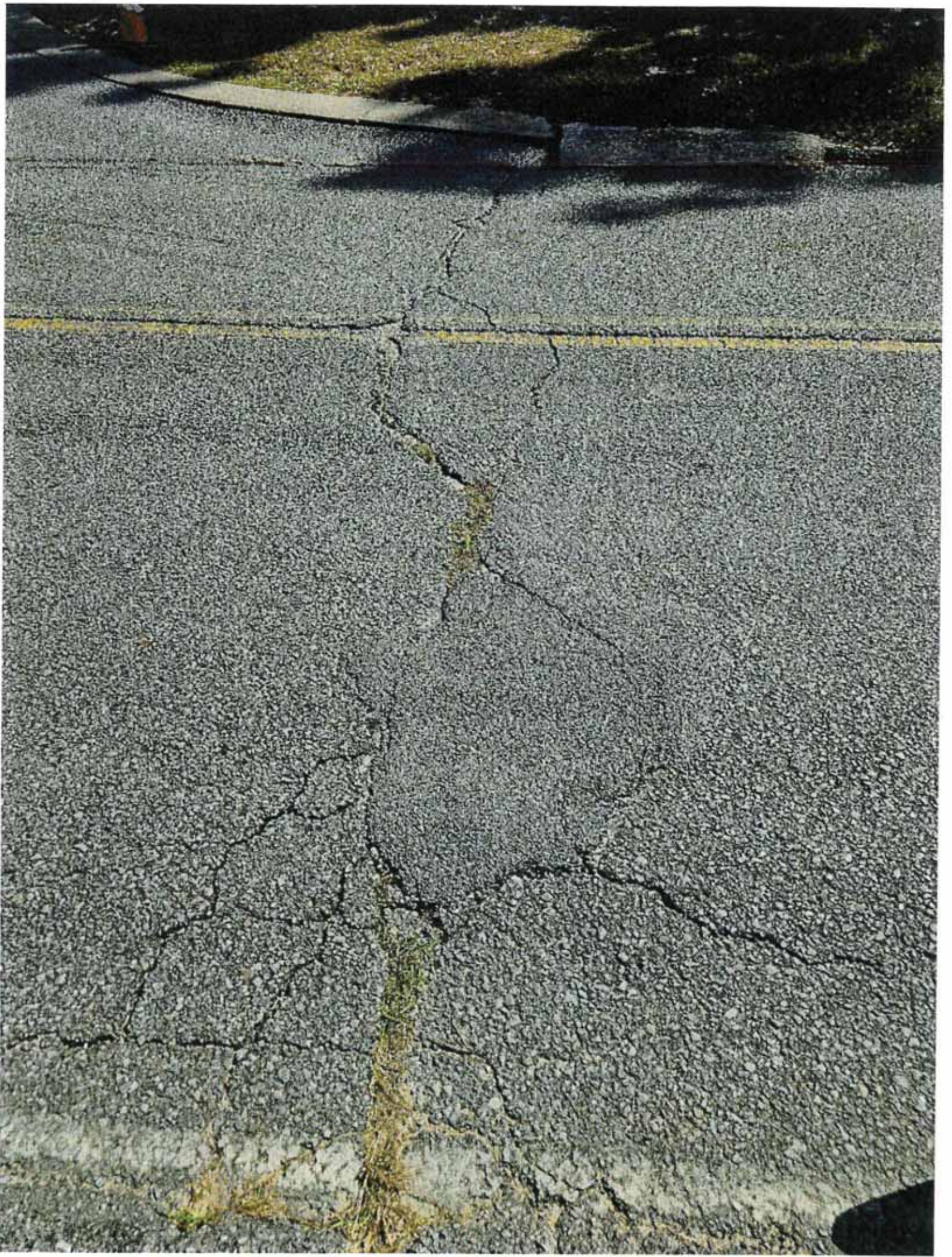
AG-1

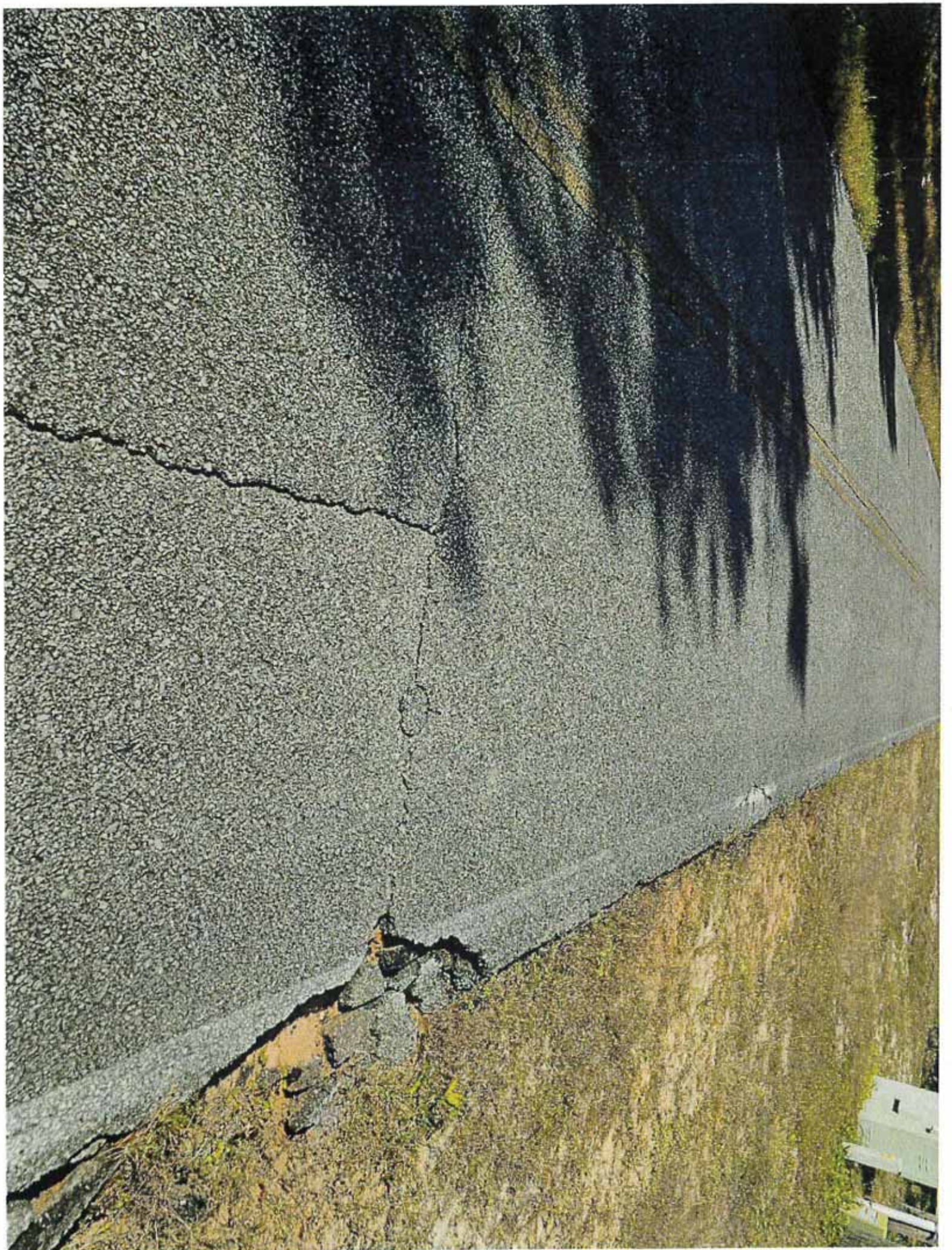
AG-1.5

LDR

NDVIEW DR
OAK DR
QUAIL RIDGE
HILARY ST
STAFFORD BLVD
LANCASTER
PHILLIP RD
SUSAN DR
ESTER TER
LA PORTE RD
G I TR L
CEDAR LN
ASH RD
LAKE DR
OAK LN
WHITE OAK DR
WILLIAM ROGERS RD
WILLOW DR
WINDSOR DR
STEPHENS LN
WINDSOR DR
ANDY LN
ROBBIE LN
FLAMINGO RD
ROBIN RD
BLUEBIRD LN
SHIREX CT
CARINA
OAKCREST DR
RA
FI
STAFFORD BLVD
LANCASTER
PHILLIP RD
SUSAN DR
ESTER TER
LA PORTE RD
G I TR L
CEDAR LN
ASH RD
LAKE DR
OAK LN
WHITE OAK DR
WILLIAM ROGERS RD
WILLOW DR
WINDSOR DR
STEPHENS LN
WINDSOR DR
ANDY LN
ROBBIE LN
FLAMINGO RD
ROBIN RD
BLUEBIRD LN
SHIREX CT
CARINA
OAKCREST DR
RA
FI
LOG CABIN LN
TERRY LN
GIBBS DR
LOVETT BRANCH
FAWN LN
BUCKHORN DR
DEERMONT DR
HILLCREST DR
E DOGWOOD DR
WILLOW LN
WOODCLIFF DR
PINEFOREST DR
OAKCREST DR
RA
FI
OLD HICKORY RD
MAYHAIR RD
BAYRIDGE DR
TUPELO ST
SANTEE ST
CLOVER ST
TANSEY ST
WINDSOR DR
LAUREL LN
POLLY CT
SONNY LN
ROBBIE LN
FLAMINGO RD
ROBIN RD
BLUEBIRD LN
SHIREX CT
CARINA
OAKCREST DR
RA
FI
COTTONWOOD DR
AUBURN RD
ASTER AVE
JONQUIL ST
SUNDEW ST
HAYES DR
PEEBLE DR
ANCHORS DR
ROSE LN
GRADY LN
WILLOW LN N
MAGNOLIA LN N
MEADOW LN N
WINSTEAD RD
DAISY DR
& C DR
MASTEL LN
JOHNSON LN
AUBURN RD
ASTER AVE
JONQUIL ST
SUNDEW ST
HAYES DR
PEEBLE DR
ANCHORS DR
ROSE LN
GRADY LN
WILLOW LN N
MAGNOLIA LN N
MEADOW LN N
WINSTEAD RD
DAISY DR
& C DR
MASTEL LN
JOHNSON LN
AUBURN RD
ASTER AVE
JONQUIL ST
SUNDEW ST
HAYES DR
PEEBLE DR
ANCHORS DR
ROSE LN
GRADY LN
WILLOW LN N
MAGNOLIA LN N
MEADOW LN N







Randall Woodruff

From: Lane <h25pfd@yahoo.com>
Sent: Thursday, October 31, 2024 11:18 AM
To: Randall Woodruff; Martina Barrow
Cc: party.gator@yahoo.com
Subject: Submission of public input for the Planning Commission Agenda Packet for the Possum Ridge rezoning Application
Attachments: Notes Possum Ridge 10 10 Plan Comm and Agenda.docx

Mr. Woodruff,

Please include the attached submission of public input in the Planning Commission Agenda Packet for the Possum Ridge Rezoning Application for the hearing on 11/14/2024.

Lane Watkins, 904 673 0788

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Notes Possum Ridge 11/14/2024 Planning Commission Agenda Packet

This data is submitted for the record and should be included in the 11/14/2024 meeting Agenda Packet.

10/10/2024 PC Agenda Packet <https://myokaloosa.com/sites/default/files/users/gmuser/PACKET.pdf>

Web GIS: <https://webgis.myokaloosa.com/webgis/>

My name is Lane Watkins, I live at 6087 Bud Moulton Road, Crestview

Summary of the below sections of this report: The Planning Commission should recommend the BCC deny this application because:

- The overwhelming majority of North Okaloosa residents want to protect and preserve our rural and agricultural character as shown by the hundreds of citizens supporting opposition to this project.
- The current zoning is fine for development
- The North Okaloosa Planning Study states “...urban sprawl is occurring...”. **This needs to stop.**
- There is no need for this project
- The project is surrounded by Rural and Agricultural land, not the requested LDR zoning
- There is almost 50 acres of USDA Prime farm Land on this property that is totally ignored in the Application or staff analysis
- The Project violates FS Chapter 163.3177
 - There is no need
 - It is over 1 mile north of the Urban Development Boundary
 - It is Ribbon Pattern Urban Sprawl
 - Being outside the Urban Development Boundary it has no access to urban services and is 100% automobile dependent

Criteria for evaluating the Possum Ridge Rezoning Application

The county attorney’s answer to the question of whether or not it is the duty of this Planning Commission to merely rubber stamp the recommendations of staff for change of land use applications or whether you are to use your independent judgment to reach a recommendation: “the Planning Commission is required to consider all of the information presented during the meeting and make a recommendation accordingly. Their recommendation should be based on competent, substantial evidence in the record.”

Citizen opposition

The citizens providing this input represent the 1400 plus members of People Protecting Okaloosa, the over 190 members of Possum Ridge 500 acre rezone and the almost 370 citizens who have signed the petition asking you to recommend denial of this application.

Current Zoning is fine

The applicant’s property we are discussing today can be developed under the current zoning. We strongly object to any density increase and urge you to recommend the BCC deny this application.

Guidance from the North Okaloosa County Planning Study Final Report

The North Okaloosa County Planning Study Final Report found at <https://www.inspire-engagement.com/north-okaloosa-plan> should be included as evidence in the official record of this hearing. It

is from a professional planning company staffed by American Institute of Certified Planners, Inspire Placemaking Collective, Inc. that directly applies to your consideration of this application.

Here are some key statements from the report:

P 138 “The following **key findings** presented in Chapter 2.1, *Public Priorities:*” (Note, **based on about 4,000 citizens providing over 4,000 inputs**)

- a strong desire to **preserve the rural and agricultural character** of North Okaloosa County;
- **concern with inadequate infrastructure associated with existing development patterns** and future growth in the community; and
- **alarm regarding a lack of transparency and inadequate coordination in managing growth.**”

This information was adopted by the BCC as guidance for the study on May 7, 2024. The BCC has adopted the objective of preserving the rural and agricultural character of north Okaloosa County so it should be used as guidance in considering this application.

Page 140 “The conditional densities provided for within the Agricultural and Residential Rural Land Use Categories are leading to development patterns that **undermine agricultural and rural character.**”

Page 144 regarding **current Comprehensive Plan policies...**“are designed to discourage urban sprawl. **They appear to be having little to no effect.**” So, the Possum Ridge rezoning application accelerates Urban Sprawl and thus should not be allowed.

Page 152 “Conclusion: **The Future Land Use chapter of the Comprehensive Plan provides an overallocation of entitlements which far exceeds population projections for the study area.**”

The Possum Ridge Agenda Packet has a section devoted to FS 163. Per the Study: “**Despite the mandate established in Florida State Statute Chapter 163.3177(6)(a) 9.a. to prevent and reduce urban sprawl, the analysis indicates that urban sprawl is occurring due to competing and often ambiguous policy guidance.**” Chapter 163 is quoted often in your Agenda Packet. The study consultant is telling you that the County Staff, Planning Commission and BCC have consistently ignored their own Comprehensive Plan and FS 163 in approving applications and that the county practice of allowing development such as this application is inappropriate.

What are the residential “needs” of N Okaloosa?

The Possum Ridge rezoning application refers multiple times to the “need” for housing in this area as justification for approval. First, where is that need defined? Attachment 1 is an email from Mr. Kampert of Growth Management stating “There is no policy document that concisely states how many homes by type are needed in Okaloosa County.” Furthermore, The North Okaloosa Planning Study Final Report, P-61 states “The existing future land use and zoning within the study area...support a population exceeding the BEBR medium projections for the 2050 planning horizon.” That says we already have capability for far more houses than for the projected population for 25 years. In addition, the Attainable Housing Study Strategic Plan claims a ten year housing need, that when apportioned to North Okaloosa, suggests a need for about 3,200 homes. Yet, if you add up current **approved** applications, more than 4,000 homes are approved and in the pipeline now. **There is no need to increase density for additional housing units. Any justification of the Possum Ridge Application based on need should be stricken from consideration.**

Information including page number references provided below is from the October 10, 2024 Agenda Packet

Section M addresses “FS 163.3177(6)(a) 9. The Future Land Use Element and any Amendment to the Future Land Use Element shall discourage the proliferation of Urban Sprawl.”

a. “The primary indicators that a plan or plan amendment does not discourage the proliferation of urban sprawl are listed below.”

Page 13: FS 163.3177(6)(a) 9.a(I). Staff analysis states this application will “...meet the need for additional housing units”. As previously stated, there is no need for additional housing units. **Every paragraph, section or reference of this Agenda Packet that claims justification for this project based on “housing need” should be removed from your consideration.**

It is “Single Use”

It is “in excess of demonstrated need”

It is 100% automobile dependent: This project is totally dependent upon automobiles with no available appropriate urban related transportation such as public transport.

Page 13: 163.3177(6)(a)9.a(II): “Promotes...substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development”

This Application Subject Property southern boundary is over a mile north of the Urban Development Boundary. There is plenty of available and suitable land for development within the Urban Development Boundary.

Page 14: FS 163.3177(6)(a) 9.a(III). “III. Promotes, allows, or designates urban development in radial, strip, isolated, or **ribbon patterns** generally emanating from existing urban developments.”

In other words, ribbons are to be discouraged! See Attachment 2, map of subject property, below. See the little yellow ribbons of yellow LDR starting at Hwy 85 in the West and extending eastward to the subject property. If the subject property is changed to LDR, that yellow ribbon extends further east. It will worsen a ribbon pattern of LDR surrounded by RR and AG. This application proposes a ribbon of zoning and should be denied.

Page 14: 163.3177(6)(a)9.a(VI): “Fails to maximize use of existing public facilities and services.”

This project is 100% automobile dependent. There are no transportation services available. Being outside the Urban Service Area it cannot take advantage of existing services and the additional automobile traffic adversely impacts surrounding roads and traffic volume.

Page 21, Comprehensive Plan Policy 9.2 See Attachment 2, Map showing subject property.

Comprehensive Plan Policy 9.2 “...the application shall demonstrate the following:

a. *the need for such land use amendment;*”

As noted above, with no county statement of need, current entitlements “support a population exceeding the BEBR medium projections for the 2050 planning horizon” and knowing there are

already over 4,100 approved houses, there is no need for these additional houses. There is no need for this amendment.

"b. the amendment will not result in urban sprawl;"

As noted above, this application is the definition of Ribbon Pattern Urban Sprawl;

"c. functional relationship of the proposed amendment to other more densely or intensely designated or development lands;"

The two ribbon communities to the west are not sufficient justification

"d. the availability of facilities and services for a more dense or intense land use;"

The application makes clear the development is to be clustered to maximum possible density. The state has admonished the county in previous Land Use Amendments that proliferation of septic in dense environments is bad practice.

This project is 100% automobile dependent. There are no transportation services available. Being outside the Urban Service Area it cannot take advantage of existing services and the additional automobile traffic adversely impacts surrounding roads and traffic volume

“And;

e. the relationship of the proposed amendment site to the urban development area boundary.”

Below is an illustration from the North Okaloosa Planning Study Final Report showing the property just south of the Application Subject Property. It shows the existing Urban Development Boundary. The property shaded in orange on the left of the picture is within the Urban Development Boundary. The property shown to the right of the boundary (that is, to the north), is outside of the Urban Development boundary. That picture is in the Final Report specifically to show bad Urban Sprawl in the case of the property on the right of the Boundary should have never been approved. The Possum Ridge Subject Property is further north, almost a mile, FURTHER OUTSIDE the Urban Development Boundary. It is a bad case of Urban Sprawl.

Planning Analysis

Findings

Urban Sprawl

Urban Sprawl Prevention Policies

Objective 9 and its supporting policies described on the following pages are designed to discourage urban sprawl. They appear to be having little to no effect. Without clear policy guidance, tying future development to the availability of infrastructure (most importantly sanitary sewer), the existing pattern of development will continue.



To Summarize:

We urge you to recommend the BCC deny this applications because there is no need, it is in a predominately agricultural area, in addition to wetlands about 10% of it is Prime Farm Land specifically protected at 1 DU per 10 acres in the Comp Plan, it is totally automobile dependent, it makes the existing road crisis worse, and it is, to use the Study consultant’s term, “worst case urban sprawl” in a ribbon pattern sprawl configuration. Please vote to recommend the BCC deny this application.

Attachment 1

Attached email from Elliot Kampert Regarding Need for housing:

From: Elliot Kampert <ekampert@myokaloosa.com>

Sent: Tuesday, October 8, 2024 3:02 PM

To: Samantha Cutsinger <scutsinger@myokaloosa.com>; Odessa Cooper-Pool <ocooperpool@myokaloosa.com>; Leslie Adams <ladams@myokaloosa.com>; party.gator@yahoo.com; davidinholt@yahoo.com; jweighknecht@gmail.com; smallwoodsolutions.h@gmail.com; williamsonvetcenter@gmail.com

Cc: Paul Mixon <pmixon@myokaloosa.com>; Randall Woodruff <rwoodruff@myokaloosa.com>

Subject: RE: Please tell me where to find the official county policy document defining the number of houses needed in North Okaloosa

Good afternoon,

There is no policy document that concisely states how many homes by type are needed in Okaloosa County.

Please let me know if you have any questions.

Elliot

Elliot L. Kampert, AICP; Director

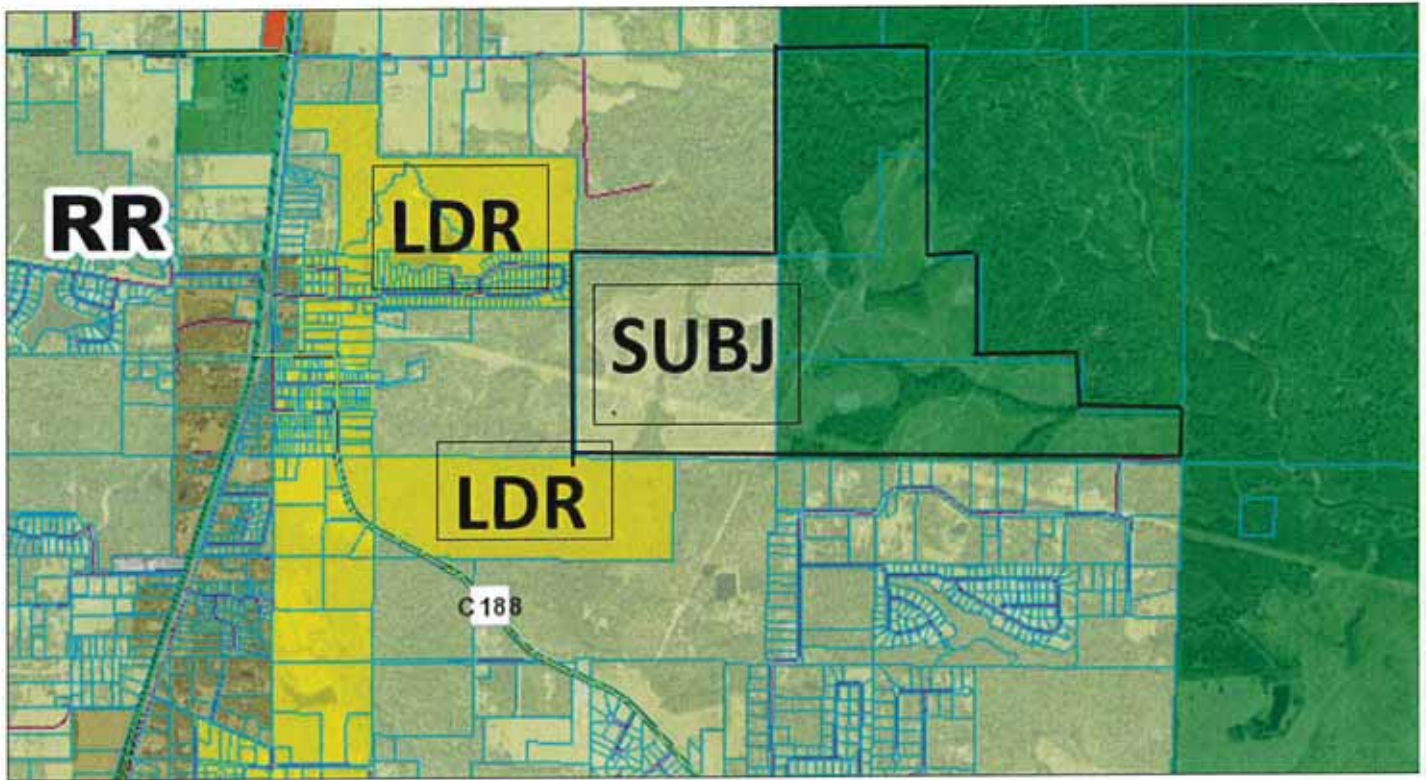
Okaloosa County Growth Management Department

812 E James Lee Blvd

Crestview, FL 32539

Attachment 2, Map showing subject property.

Data/Okaloosa County/Zoning and Development Orders/Possum Ridge



Randall Woodruff

From: Ryles Grassing <rylesgrassfarms@gmail.com>
Sent: Tuesday, October 22, 2024 11:27 AM
To: Randall Woodruff
Subject: Possum Ridge

Randy,

Hope you are having a good day. Please keep us on the next available meeting regarding Possum Ridge rezoning. Please let us know what day that will be.

Thanks,
Chris Ryles
(850) 860-9970

TABATHA MCLEOD
RYLES GRASSING LLC

P.O. Box 711
Baker, FL 32531
P (850) 537-8873
F (850) 537-2410
C (850) 585-2838

rylesgrassfarms@gmail.com

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

551873 BOC 2024

OKALOOSA COUNTY DEPARTMENT OF
GROWTH MANAGEMENT APPLICATION FOR
FUTURE LAND USE MAP TYPE - 1
AMENDMENT
(MORE THAN 10 ACRES)

EXHIBIT I

March, 2014

A. Applicant Information

1. Name: Christopher R. Ryles

2. Address: P.O. Box 711 Baker, FL 32531

3. Telephone: (850) 585-2838 FAX: _____

4. Applicant is: Property owner Owners authorized agent* _____
* Verification of authorized agent must be attached

5. Owner's name, address and telephone, if different than applicant:

B. Property Information

6. Location: Crestview, FL / Laurel Hill, FL

7. Property ID Number: 24-4N-23-0000-0001-020C
13-4N-23-0000-0004-0000
14-4N-23-0000-0004-0000
13-4N-23-0000-0002-0000
13-4N-23-0000-0003-0000

8. Current use of property: Timberland

9. Proposed use of property: Single Family Residential

10. Size of property: +/- 498.68 acres (sq. ft. or acres)

11. Names/Number of adjacent roads: North Dawson Ranch Road
East _____ South Possum Ridge Road
West Dawson Ranch Road

C. Future Land Use/Zoning Information

12. Existing Future Land Use Map designation: Agricultural / Rural Residential

13. Existing zoning district: Agricultural / Rural Residential

REVISED AUG 20, 2013-MR

D. Requested Action


14. Reason for the requested amendment: To create affordable single family residential homes.

15. Requested amendment:
FROM: AG / R-R (FLUM designation)
TO: LDR (FLUM designation)

E. Certification

I do hereby certify and affirm that the information represented in this application is true and correct to the best of my knowledge. I also give my permission for county staff to enter upon the property involved at any reasonable time for purposes of site inspections and the posting of any required notices.

CHRISTOPHER R Ryles
Applicant printed or typed name


Applicant signature

6/03/2024
Date

Corporate officer

Corporate Seal

FOR OFFICIAL USE ONLY

Date received: _____ File No.: _____

Received by: _____

551 875 Dec-2024

OKALOOSA COUNTY
DEPARTMENT OF GROWTH MANAGEMENT
APPLICATION FOR REZONING

A. Applicant Information

- 1. Name: Christopher R. Ryles
- 2. Address: P.O. Box 711 Baker, FL 32531
- 3. Telephone: (850) 585-2838 FAX: _____
- 4. Applicant is: Property owner Owners authorized agent* _____
** Verification of authorized agent must be attached*
- 5. Owner's name, address and telephone, if different than applicant:

B. Property Information

- 6. Location: Crestview, FL / Laurel Hill, FL
- 7. Property ID Number: 24-4N-23-0000-0001-020C
13-4N-23-0000-0004-0000
14-4N-23-0000-0004-0000
13-4N-23-0000-0002-0000
13-4N-23-0000-0003-0000
- 8. Current use of property: Timberland
- 9. Proposed use of property: Single Family Residential
- 10. Size of property: 498.68 acres (sq. ft. or acres)
- 11. Names/Number of adjacent roads: North Dawson Ranch Road
East _____ South Possum Ridge Road
West Dawson Ranch Road

C. Future Land Use/Zoning Information

- 12. Existing Future Land Use Map designation: Agricultural / Rural Residential
- 13. Existing zoning district: Agricultural / Rural Residential

D. Requested Action

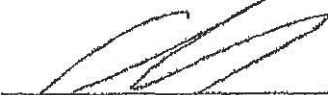
14. Reason for the requested rezoning: To create affordable single family residential homes.

15. Requested rezoning:
FROM AA / R-R (zoning district)
TO R-1 (zoning district)

E. Certification

I do hereby certify and affirm that the information represented in this application is true and correct to the best of my knowledge. I also give my permission for county staff to enter upon the property involved at any reasonable time for purposes of site inspections and the posting of any required notices.

CHRISTOPHER RYLES
Applicant printed or typed name


Applicant signature

6/03/2024
Date

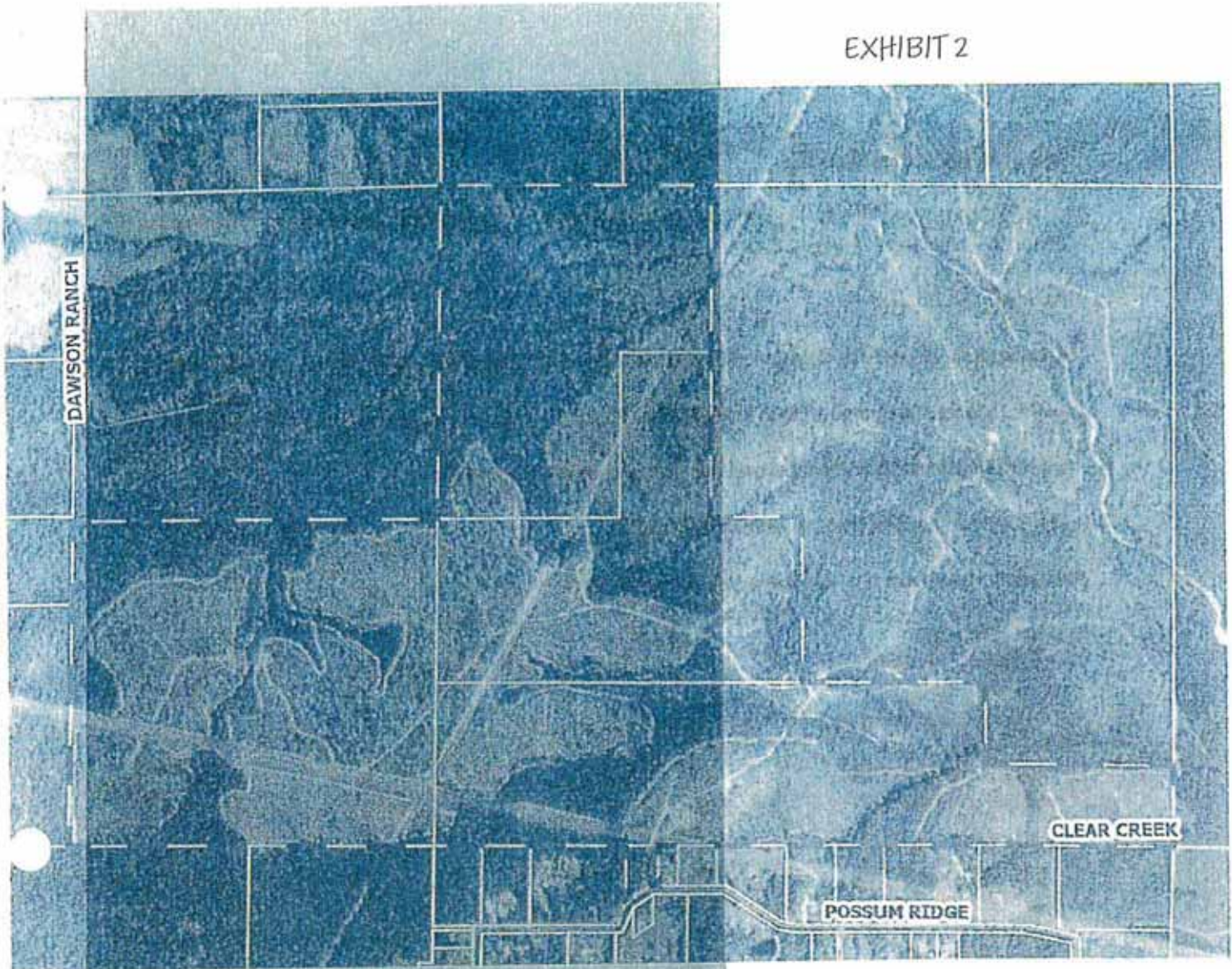
Corporate officer

Corporate Seal

FOR OFFICIAL USE ONLY

Date received: _____ File No.: _____

Received by: _____



Possum Ridge Compatibility And Facility Analysis

August 2024

Possum Ridge Compatibility and Facility Analysis

Parcel Identification Number:

13-4N-23-0000-0002-0000, 13-4N-23-0000-0003-0000, 13-4N-23-0000-0004-0000, 14-4N-23-0000-0004-0000, and 24-4N-23-0000-0001-020C

Acreage: 498.35 acres +/-

Existing Future Land Use Category: Rural Residential (159.58 acres), Agricultural (338.77 acres)

Existing Zoning Designation: Rural Residential (RR, 159.58 acres), Agricultural (AA, 338.77 acres)

Proposed Future Land Use Designation: Low Density Residential

Proposed Zoning Designation: Residential 1 (R-1)

Proposed Development: 691 Residential Dwelling Units

Project Contact:

Raymond W. Greer, AICP
DesignWest Group
2910 Kerry Forest Parkway
Suite D-4 126
Tallahassee, Florida 32309
Phone: 850.545.6503

Possum Ridge Compatibility and Facility Analysis

Section	Page
I. Purpose and Introduction	1
II. Project Description and Location	1
III. Natural Resources/Features of Subject Site	2
A. Soils	2
B. Floodplains	4
C. Wetlands	4
D. Listed Wildlife Species	4
E. Historic and Cultural Resources	5
IV. Public Facilities and Services	5
A. Potable Water	5
B. Sanitary Sewer	5
C. Transportation	5
D. Stormwater	5
E. Solid Waste	6
V. Urban Sprawl Analysis	6
VI. Consistency Analysis	10
VII. Compatibility Analysis	14
VIII. Findings and Conclusions	15
IX. Maps	16
Appendix A: Auburn Water System Letter	
Appendix B: Transportation Analysis	

Possum Ridge Compatibility and Facility Analysis

I. Purpose and Introduction

This analysis is being performed in support of a request for a land use and zoning change for five parcels in unincorporated Okaloosa County. The subject site totals 498.35 acres +/-, reference Location Map In Section G. This report analyzes the consistency of the proposed changes with the Okaloosa County Comprehensive Plan, demonstrates that the proposed land use and zoning changes do not constitute urban sprawl in accordance with Chapter 163.3177(6)(a)9.a, Florida Statutes, and analyzes the compatibility of the proposed development with the surrounding land uses, zoning categories, and existing development pursuant to requirements within the Comprehensive Plan and Land Development Regulations.

This report will demonstrate that the proposed land use and zoning changes are consistent with the requirements of the Comprehensive Plan, do not constitute urban sprawl, and are compatible, both internally and with adjacent uses.

II. Project Description and Location

The applicant is proposing to change the future land use designation on five parcels within unincorporated Okaloosa County from Rural Residential (159.58 acres) and Agricultural (338.77 acres) to Low Density Residential (498.35 acres). In addition, the zoning districts will be changed from Rural Residential (RR, 159.58 acres) and Agricultural (AA, 338.77 acres) to Residential 1(R-1, 498.35 acres). The Existing and Proposed Future Land Use Maps along with the Existing and Proposed Zoning Maps are located in Section G. The development proposed for the site is 691 single family dwelling units, a gross density of 1.4 dwelling units per acre; development will be clustered on the upland portions of the site, resulting in a smaller lot size than that permitted under the gross density. Table 1 identifies the total acreage, and the existing and proposed land uses for the amendment area.

Table 1: Existing and Proposed Future Land Use Classifications

Future Land Use Categories within the Proposed Amendment Area	Acres		
	Existing	Proposed	Change
Agriculture	338.77	0	-338.77
Rural Residential	159.58	0	-159.58
Low Density Residential	0	498.35	+498.35
Total	498.35	498.35	0

The subject site is comprised of portions of parcels 13-4N-23-0000-0002-0000, 13-4N-23-0000-0003-0000, 13-4N-23-0000-0004-0000, 14-4N-23-0000-0004-0000, and 24-4N-23-0000-0001-020C. These parcels are currently being used as timberland. Access to the subject site is provided via parcel 24-4N-23-0000-0001-020C, which connects the parcels to Possum

Possum Ridge Compatibility and Facility Analysis

Ridge Road. Please see the location map in Section IX for the subject site's location.

The site has a variable elevation, ranging from approximately 240 feet in the southwest corner to approximately 120 feet along the streams that cross the site.

Located to the north of the subject site are several parcels whose designated future land use is classified as Agricultural and Rural Residential. To the east of the subject site are parcels whose future land use is designated as Agricultural. To the south of the subject site are parcels with a future land use designation of Rural Residential and Low Density Residential. To the west of the subject site are parcels with a future land use designation of Rural Residential and Low Density Residential. Please see Table 2, below, for the future land use and zoning designations of the subject site and the surrounding parcels.

Table 2. Future Land Use and Zoning Designations

	Future Land Use Designation	Zoning District
Subject Site	Rural Residential and Agricultural	Rural Residential and Agricultural
North	Agricultural and Rural Residential	Agricultural Rural Residential
East	Agricultural	Agricultural
South	Rural Residential and Low Density Residential	Rural Residential and Residential-1
West	Rural Residential and Low Density Residential	Rural Residential and Residential 1

III. Natural Resources/Features of Subject Property

A. Soils

The subject property has sixteen soil types on the property as identified on the Okaloosa County GIS website. A Soils Classification Map is included in Section IX. A description of each of the soil types is included below.

Table 3: Soil Types

Soil Map Unit Symbol	Soil Unit Composite Name	Acres
6	DOROVAN MUCK, FREQUENTLY FLOODED	3.9
12	LAKELAND SAND, 0 TO 5 PERCENT SLOPES	31.7
13	LAKELAND SAND, 5 TO 12 PERCENT SLOPES	20.2
23	TROUP SAND, 0 TO 5 PERCENT SLOPES	44.4
25	TROUP SAND, 8 TO 12 PERCENT SLOPES	73.9
34	ALBANY LOAMY SAND, 0 TO 5 PERCENT SLOPES	57.8
36	BONIFAY SAND, 0 TO 5 PERCENT SLOPES	44.0
38	DOTHAN LOAMY SAND, 0 TO 2 PERCENT SLOPES	3.8
41	FUQUAY LOAMY FINE SAND, 0 TO 5 PERCENT SLOPES	2.7
42	FUQUAY LOAMY FINE SAND, 5 TO 8 PERCENT SLOPES	2.2

Possum Ridge Compatibility and Facility Analysis

Soil Map Unit Symbol	Soil Unit Composite Name	Acres
43	KINSTON JOHNSTON AND BIBB SOILS, FREQUENTLY FLOODED	105.5
44	LEEFIELD-STILSON COMPLEX, 0 TO 5 PERCENT SLOPES	48.3
49	BONIFAY -DOTHAN-ANGIE COMPLEX, 5 TO 12 PERCENT SLOPES	9.8
52	ESCAMBIA FINE SANDY LOAM, 0 TO 3 PERCENT SLOPES	43.6
55	PANSEY SANDY LOAM, DEPRESSIONAL	0.4
56	PANSEY SANDY LOAM, 1 TO 3 PERCENT SLOPES	6.5
TOTAL		498.7

Source: Okaloosa County GIS Department (May 2023)

Dorovan muck - The Dorovan series consists of very deep, very poorly drained organic soils that formed in highly decomposed remains of woody and herbaceous plants. This soil is in depressions on nearly level flood plains along streams and rivers. The seasonal high water table ranges from 2 feet above the surface to a depth of ½ foot from December through July in most years. Slopes are less than 1 percent.

Lakeland sand - The Lakeland series consists of very deep, excessively drained, rapid to very rapid permeable soils with exceptionally low runoff potential. These soils formed in sandy marine sediments and are on the summits and side slopes of ridges in the uplands and on low ridges and knolls in the coastal lowlands. Slopes range from 0 to 8 percent. Soils of this type formed in thick beds of eolian or marine sands on Coastal Plains and are associated with Eastern Gulf Coast Flatwoods.

Troup sand - The Troup series consists of sandy, very deep, somewhat excessively drained soil. This soil is on nearly level summits and gently sloping shoulder slopes of ridges in the central and northern parts of the county. The depth of the seasonal water table is more than 6 feet. Available water capacity is low, and permeability is rapid in the surface and subsurface layers and moderate in the subsoil. Slopes generally are long and smooth and range from 0 to 8 percent.

Albany loamy sand - The Albany soil series is nearly level to gently sloping and is somewhat poorly drained. They formed in thick beds of sandy and loamy marine sediments. These soils are in small areas on low uplands. Slopes range from 0 to 5 percent. This Albany soil has a water table at a depth of 18 to 30 inches for 1 month to 3 months during most years. Permeability is rapid in the surface layer, moderately rapid in the subsurface layer, and moderate in the subsoil.

Bonifay loamy sand - Bonifay loamy sand is very deep, well-drained soil on nearly level summits and gently sloping shoulder slopes of ridges in the central and northern parts of the county. Individual areas are irregular in shape. Slopes generally are long and smooth and range from 0 to 5 percent.

Dothan loamy sand - Dothan loamy sand is a very deep, well-drained, moderately slowly permeable soil that formed in thick beds of unconsolidated, medium to fine textured sediments

Poosum Ridge Compatibility and Facility Analysis

of the Coastal Plain. These soils are on broad, nearly level to strongly sloping uplands. Slopes are smooth to concave and range from 0 to 5 percent.

Fuquay loamy sand - Fuquay loamy sand is well drained, nearly level to gently sloping soil found primarily on broad and narrow ridgetops in the uplands. In this Fuquay soil the water table is normally at a depth of more than 6 feet. Permeability is rapid in the surface layer, moderate in the upper part of the subsoil, and slow in the lower part of the horizon. Runoff is slow, and the erosion hazard is slight. Slopes are smooth to concave and range from 0 to 5 percent.

Kinston, Johnston and Bibb soils - The Bibb-Kinston Association is poorly drained, nearly level soils in drainageways and on flood plains along streams. Slopes range from 0 to 2 percent. The areas are interspersed with depressions, old stream channels, and meandering sloughs. Bibb and Kinston soils occur in a regular and repeating pattern. The Bibb soil is near the stream edge, and the Kinston soil is in the wider areas generally back from the stream edge.

Leefield-Stilson loamy sand - The Leefield-Stilson series consists of very deep, somewhat poorly drained, moderately slowly to slowly permeable soils on. They formed in deposits of sandy and loamy sediments.

Bonifay-Dothan-Angle complex - Bonifay-Dothan-Angle soils consists of soils that are sloping to strongly sloping, well drained and moderately well drained soils are on side slopes in the uplands.

Escambia fine sandy loam - The Escambia series consists of very deep, somewhat poorly drained, moderately to slowly permeable soils in the Southern Coastal Plain and the Eastern Gulf Coast Flatwoods. They formed in sandy and loamy marine sediments of the Lower Coastal Plain. Slopes range from 0 to 8 percent.

Pansey sandy loam - The Pansey series consists of very deep, poorly drained and very poorly drained, slowly permeable soils that formed in loamy marine or fluvial sediments. These soils are on upland flats and in depressions on interstream divides of the Southern Coastal Plain. Slopes range from 0 to 2 percent.

B. Floodplains

The entirety of the 498-acre amendment area is outside of the 0.2% chance annual flood or is located in an "A" zone where no base flood elevation has been determined. For additional information regarding flood zone locations occurring on the subject site, please reference the FEMA Flood Zones Map in Section IX.

C. Wetlands

Wetlands for the subject site have been delineated by Wetland Sciences Incorporated. After reviewing background data, the field delineation was performed in accordance with Rule 62-340, Florida Administrative Code. The field delineation identified several wetland complexes located

Possum Ridge Compatibility and Facility Analysis

through the subject property, all contiguous to Poverty Creek. These wetlands comprise approximately 170.38 +/- acres. Please see the Wetlands Sketch in Section IX.

D. Listed Wildlife Species

The area may support a variety of wildlife species. These may include Florida pine snakes, gopher tortoises, gopher frogs, Sherman's fox squirrel, and potential habitat for the Florida Black Bear. Policies 4.1 and 7.1 of Section 2.10 the Conservation Element in the Okaloosa County Comprehensive Plan addresses state threatened or endangered wildlife habitat. The applicant will perform all habitat analysis at the development stage.

E. Historic and Cultural Resources

The applicant has requested preliminary cultural and archaeological resource information from the Florida Master Site File (FMSF), Division of Historical Resources. There is one potential cultural resource site on the subject site, located in the southwest corner. This site is listed as "S3-54-1."

IV. Public Facilities and Services

A. Potable Water

The central water service provider for the amendment site is Auburn Water Services. The permitted capacity for Auburn Water Service is 6,537,000 gallons per day (gpd). Flow rates obtained from Auburn Water Service indicate that the facility is currently running at approximately 2,100,000 gpd. A conservative two-percent growth rate was used to project future water demand created throughout through the year 2033.

Okaloosa County has adopted a Level of Service (LOS) standard for potable water of 100 gallons per capita per day for residential uses. The average household size for Okaloosa County based on the 2023 US Census Bureau data is 2.49 persons per household.

As Table 4 shows, the facility will have adequate capacity to absorb the increase in potable water demand. A letter from Auburn Water Services confirming that there is adequate water capacity to serve the proposed development is included in Appendix A.

Table 4: Potable Water Capacity Analysis

Year	Permitted Capacity (gpd)	Average Demand (gpd)	Project Demand (gpd)	Total Demand (gpd)	Percent Utilized
2024	6,537,000	2,100,000	172,100	2,272,100	35%
2029	6,537,000	2,318,570	172,100	2,490,670	38%
2034	6,537,000	2,559,888	172,100	2,731,988	42%

Source: Auburn Water Services, INC.

B. Sanitary Sewer

Possum Ridge Compatibility and Facility Analysis

Sanitary sewer needs for development on the subject site will be met with on-site septic tanks.

C. Transportation

The proposed map amendment is estimated to generate 5,974 daily trip ends and 611 PM peak-hour two-way trip ends. As the capacity analysis documented in this report indicates, the additional development intensity proposed as part of the comprehensive plan amendment is not anticipated to create any future roadway deficiencies within the short-term or long-term planning horizons. Reference Appendix B for the Transportation Analysis.

D. Stormwater

Okaloosa County has adopted Level of Service (LOS) standards within the Comprehensive Plan that apply to water quantity and water quality for evaluating impacts associated with developments. The LOS standards for water quantity indicate that post-development runoff shall be no greater than predevelopment runoff.

Okaloosa County's LOS standards for water quality are as follows:

The LOS standards for stormwater management shall be:

- a. Single-Family Detached Residential Subdivisions: Post development runoff shall not exceed the pre-development runoff rate for a twenty-five (25)-year storm event, up to and including an event with a twenty-four (24)-hour duration;
- b. All Other Development: The first one (1) inch of runoff from the property shall be retained on the site of the development and post development runoff shall not exceed the pre-development runoff rate for a twenty-five (25)-year storm event, up to and including an event with a twenty-four (24)-hour duration; and
- c. A "pop off" shall be provided for stormwater runoff beyond the above requirements. The developers must provide a pop off to an outfall with adequate capacity to handle additional stormwater runoff and must document that the pop off to the outfall has been authorized by the owner of the outfall system. If no pop off is available, the stormwater storage facility shall be designed with a minimum capacity to retain a storm event of one hundred (100)-year frequency up to and including a twenty-four (24)-hour duration for post development.

E. Solid Waste

Okaloosa County maintains a franchise agreement with Waste Management for household trash, recyclables, and yard waste at curbside disposal in the unincorporated areas of the county. The County adopted a residential level of service standard for solid waste of 6 pounds per person per day (PPPPD).

Table 5: Solid Waste Generation Analysis

Year	Number of	Number of	Level of Service	Total Demand
------	-----------	-----------	------------------	--------------

Possum Ridge Compatibility and Facility Analysis

	Dwelling Units	residents		
2034	691	1,721	6 (PPPPD)	10,326 (PPPPD)

V. Urban Sprawl Analysis

Chapter 163.3177(6)(a)9.a, Florida Statutes, provides a thirteen-point list of indicators to help in the evaluation of whether a proposed Future Land Use change would constitute urban sprawl. An analysis of the thirteen points as applied to the proposed Okaloosa County Comprehensive Plan amendment is provided below:

163.3177(6)(a)9.a(I): Promotes, allows or designates for development of substantial areas of the jurisdiction to develop as low-intensity, low density, or single-use development or uses in excess of demonstrated need.

The proposed amendment would allow for a 498.35-acre site to be developed as a low-intensity, low density, single use development to meet the need for additional housing units. Therefore, the proposed amendments do not promote, allow or designate for development of substantial areas of the jurisdiction to develop as low-intensity, low density, or single-use development in excess of demonstrated need.

163.3177(6)(a)9.a(II): Promotes, allows or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development.

The proposed amendment does not promote, allow or designate significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development. The proposed amendment is located within unincorporated Okaloosa County adjacent to other parcels that have a Low Density Residential designation and is adjacent to similar residential land uses.

163.3177(6)(a)9.a(III): Promotes, allows or designates urban development in radial, strip, isolated or ribbon patterns generally emanating from existing urban development.

The proposed amendment does not promote, allow, or designate urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban development. The subject site is adjacent to parcels with an existing Low Density Residential Future Land Use designation.

163.3177(6)(a)9.a(IV): As a result of premature or poorly planned conversion of rural land or other uses, fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

Possum Ridge Compatibility and Facility Analysis

The proposed amendment does not fail to adequately protect and conserve natural resources. Development will only be permitted on the most suitable parts of the development site, while avoiding development of environmentally sensitive areas of the site, such as wetlands.

163.3177(6)(a)9.a(V): Fails adequately to protect adjacent agricultural areas and activities, including silviculture, and including active agricultural and silvicultural activities as well as passive agricultural activities and dormant, unique and prime farmlands and soils.

The proposed amendment does not fail to adequately protect adjacent agricultural areas and activities, including silviculture. Adjacent agricultural areas will not be impacted by the proposed development.

163.3177(6)(a)9.a(VI): Fails to maximize use of existing public facilities and services.

The existing area will provide access to central water; sewer service will be provided by on-site septic system.

163.3177(6)(a)9.a(VII): Fails to maximize use of future public facilities and services.

The proposed amendment provides residential development that will connect to central water facilities. Increased density and clustering provide for the cost-efficient delivery of public facilities and services. Therefore, the proposed amendment will not fail to maximize future public facilities and services.

163.3177(6)(a)9.a(VIII): Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

The proposed map amendment does not allow for land use patterns or timing which disproportionately increases the cost in time, money, and energy of providing and maintaining facilities and services. The subject site is located adjacent to existing residential land.

163.3177(6)(a)9.a(IX): Fails to provide clear separation between rural and urban uses.

As previously mentioned, the proposed amendment area is adjacent to or within the general area of other residentially developed land.

163.3177(6)(a)9.a(X): Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

Poosum Ridge Compatibility and Facility Analysis

The proposed amendment will not impede redevelopment of existing neighborhoods and communities but will provide additional needed housing.

163.3177(6)(a)9.a(XI): Falls to encourage an attractive and functional mix of uses.

The proposed amendment provides a residential use that will help encourage an attractive and functional mix of uses within the area. It is located next to existing areas currently zoned for Residential uses. Therefore, the proposed amendment does not fail to encourage an attractive and functional mix of uses.

163.3177(6)(a)9.a(XII): Results in poor accessibility among linked or related land uses.

The proposed map amendment does not result in poor accessibility among linked or related land uses. There are other areas zoned Rural Residential and Residential-1 to the south and west of the proposed amendment. The subject site is directly connected to these land uses.

163.3177(6)(a)9.a(XIII): Results in loss of significant amounts of functional open space.

The proposed amendment will not result in the loss of significant amounts of functional open space. Development will only be permitted on the most suitable parts of a development site, while avoiding development of environmentally sensitive areas of the site. Clustered site development will result in the preservation of any environmentally sensitive land.

In addition to 163.3177(6)(a)9.a, Florida Statutes, Chapter 163.3177(6)(a)9.b of the Florida Statutes provides an eight-point list of development patterns and urban forms. If the proposed amendment incorporates four or more of the development patterns or urban forms, it is determined to discourage the proliferation of urban sprawl. The four patterns and/or forms that best describe the proposed amendment are listed below.

163.3177(6)(a)9.b(I): Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

The proposed amendment does not have an adverse impact on natural resources and ecosystems. Development will only be permitted on the most suitable parts of the development site, while avoiding development of environmentally sensitive areas of the site, such as wetlands.

163.3177(6)(a)9.b(II): Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

The proposed map amendment will promote the cost-effective extension of public services by providing clustered development that will minimize the extension of public facilities.

Possum Ridge Compatibility and Facility Analysis

163.3177(6)(a)9.b(VI): Preserves open space and natural lands and provides for public open space and recreation needs.

The proposed amendment will preserve open space and natural lands and provides for public open space. The site will provide residential development clustered on the upland portions of the site, preserving natural areas around the subject site's streams.

163.3177(6)(a)9.b(VII): Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

The proposed amendment will create a balance of land uses based upon the demands of the residential population and the non-residential needs of an area. The proposed amendment will provide needed housing within the area.

VI. Comprehensive Plan Consistency Analysis

The proposed Future Land Use Map amendment is consistent with the Future Land Use Element and other affected elements of the Okaloosa County Comprehensive Plan. The following is a specific description of how the proposed Future Land Use Map amendment is consistent with the significant subject areas of the Future Land Use, Stormwater, Conservation, Recreation and Open Space, and the Capital Improvements Element of the Okaloosa County Comprehensive Plan:

FUTURE LAND USE ELEMENT

Policy 2.9

Consideration of Type-1 future land use map amendments shall include a determination that an adequate water supply is available to accommodate the level of development enabled by the proposed amendment.

The proposed amendment's subject site will be served by Auburn Water services, who have sufficient capacity to serve the proposed development.

Policy 4.4

Compatibility of adjacent zoning districts shall be considered during rezoning and land use plan amendments, considering potential maximum densities, intensities, and consistency of the potential land uses with surrounding districts, and the manner in which the land uses on the FLUM and the zoning districts result in an appropriate transition of uses, densities, and intensities (also see Policy 10.13).

The proposed development scenario, 691 single family residential dwelling units, is consistent and compatible with the surrounding land uses and developed residential densities. The proposed amendment is thus compatible with the adjacent surrounding zoning districts.

Policy 9.2

Possum Ridge Compatibility and Facility Analysis

In the evaluation of proposed land use amendments for land in the “agricultural” or “rural residential” categories, the application shall demonstrate the following:

- a. the need for such land use amendment;
- b. the amendment will not result in urban sprawl;
- c. a functional relationship of the proposed amendment to other more densely or intensely designated or development lands;
- d. the availability of facilities and services for a more dense or intense land use; and
- e. the relationship of the proposed amendment site to the urban development area boundary

Development of the proposed amendment area meets these criteria. This amendment shows that there is a need for additional housing, the proposed change does not constitute urban sprawl, the subject site is located next to existing residential land with the same future land use designation and will not extend facilities and services outside of functional areas. The subject site is located north of the urban development boundary; the proposed densities are not consistent with urban development and are more rural in nature.

Policy 9.4

Land use plan amendments will not alter the boundaries of the various water and sewer service areas, as depicted on the Water and Sewer Service Area Map, unless such alteration is pursuant to a currently existing or subsequently entered into written agreement, entered into between the County, a municipality or some other water and sewer service provider, which governs such boundary change.

Development of the proposed amendment area will adhere to the above requirement. The proposed amendment is located within the Auburn Service area on the Water Service Area Map in the Future Land Use Element of the Okaloosa County Comprehensive Plan.

Table 1: Future Land Use Map Categories

LOW DENSITY RESIDENTIAL (LDR)

Purpose: To provide areas for the protection of residential neighborhoods and for future low density residential development.

Location/Designation Criteria: The LDR category may be allowed either inside or outside the urban development boundary.

Allowable Uses: The following uses are allowed in the LDR category, all other uses are prohibited.

Single-family detached residential dwellings; attached single-family dwellings (townhouse) when planned as a Planned Unit Development; category A and B mobile/manufactured homes; customary accessory uses/structures; small-scale agriculture; places of worship; primary and secondary schools; parks and playgrounds; public or private utilities except for electric sub-stations which may be approved by special exception; family day care; community residential homes; and towers erected by government agencies for the purpose of official communication and emergency response (law enforcement, emergency medical service, evacuation, or national security).

Poosum Ridge Compatibility and Facility Analysis

Allowable Density: No more than five (5) dwelling units per acre south of Eglin reservation; no more than four (4) dwelling units per acre north of Eglin reservation. These densities are without any density bonus.

The subject site is proposed to be developed with single-family residential units. The proposed density will not exceed that provided by the land use category.

Policy 10.16 Residential developments with more than 150 units shall provide recreational facilities to meet the needs of the population of the development and shall either be accessible to neighborhood commercial uses, where practicable, or shall provide these uses on site if zoned appropriately. Development regulations for multi-family developments shall ensure the provision of pedestrian access to recreation and commercial facilities from residential projects over 150 units.

Policy 10.16A Residential development projects shall provide recreation facilities to meet the needs of the population of such projects. Developers of such projects may contribute a fee-in-lieu of recreation facilities based on criteria specified in the Land Development Code.

The proposed development will include recreation facilities within the open space portions of the proposed development.

STORMWATER ELEMENT

Policy 2.3

The LOS standards for stormwater management shall be:

- a. **Single-Family Detached Residential Subdivisions:** Post development runoff shall not exceed the pre-development runoff rate for a twenty-five (25)-year storm event, up to and including an event with a twenty-four (24)-hour duration;
- b. **All Other Development:** The first one (1) inch of runoff from the property shall be retained on the site of the development and post development runoff shall not exceed the pre-development runoff rate for a twenty-five (25)-year storm event, up to and including an event with a twenty-four (24)-hour duration; and
- c. A "pop off" shall be provided for stormwater runoff beyond the above requirements. The developers must provide a pop off to an outfall with adequate capacity to handle additional stormwater runoff and must document that the pop off to the outfall has been authorized by the owner of the outfall system. If no pop off is available, the stormwater storage facility shall be designed with a minimum capacity to retain a storm event of one hundred (100)-year frequency up to and including a twenty-four (24)-hour duration for post development.

Development of the proposed amendment area will adhere to the above stormwater management guidelines and principles.

CONSERVATION ELEMENT

Possum Ridge Compatibility and Facility Analysis

Objective 2

Conserve, appropriately use, and protect the quality of waters that flow into the bay, bayous, or Gulf of Mexico through appropriate land use planning, regulation, and education and through cooperation with environmental planning and regulatory agencies.

Policy 2.1

Increases in land use density and intensity shall be restricted within wetlands, and development in wetland areas shall be subject to the following provisions:

- a. Where sufficient uplands exist to locate the proposed development in the upland portion of the site, the County may allow the transfer of development at the future land use densities established on the Future Land Use Map from the wetlands to the upland portion of the site. The transfer of density may occur provided all other plan provisions regarding upland and floodplain resource protection, compatibility of adjacent land use, stormwater management and setbacks, etc. are met.
- b. Where sufficient uplands do not exist to avoid a taking, development in the wetlands shall be restricted to allow residential density use at a maximum density of one (1) unit per ten (10) acres, one (1) unit per five (5) acres, or one (1) unit per lot of record.
- c. The dwelling unit shall be constructed so that the lowest floor elevation is at least one (1) foot above the base flood elevation as established by the FEMA Flood Insurance Rate Maps for those wetlands that are also within the floodplains.
- d. Okaloosa County does not duplicate the rules of other environmental agencies. Therefore, prior to construction in jurisdictional areas, all necessary permits must have been issued by the agency or agencies having jurisdiction.

Development of the proposed amendment area will adhere to the above requirement.

Policy 4.1

No development order or permit shall be approved if construction pursuant to the permit would threaten the life or habitat of any species listed on the Federal Endangered Species Inventory or any species designated "threatened" or "species of special concern" either by the State or Federal governments.

Development of the proposed amendment area will adhere to the above language regarding threatened and endangered species prior to getting any type of development approval.

RECREATION AND OPEN SPACE ELEMENT

Policy 3.4

In addition to open space provided through natural reservations, protected

Possum Ridge Compatibility and Facility Analysis

environmental lands, and stormwater management areas, the County shall ensure open space through regulations in the Land Development Code which shall contain requirements for open space in developments by use of landscape and setback regulations.

Development will only be permitted on the most suitable parts of a development site, while avoiding development of environmentally sensitive areas and also helping ensure compatible amounts of open space.

CAPITAL IMPROVEMENTS ELEMENT

Objective

5

Okaloosa County shall take specific action to coordinate the use of unincorporated land with capital expenditures scheduled within the Comprehensive Plan Elements in order to accommodate future anticipated population.

Any Impacts above the adopted level of service standards will be mitigated when the property is proposed for development.

VII. Compatibility Analysis

The subject site is proposed to be developed as a single-family residential subdivision. Because there is no mix of uses proposed for this development, there is no internal incompatibility that can occur.

Appendix A – Definitions of the Okaloosa County Land Development Code gives the definition of compatibility:

COMPATIBLE: A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition [Section 9J-5.003(23), FAC].

In addition, Section 1A.01.11(6)b.ix of the Okaloosa County Land Development Code lists the compatibility factors to be considered when evaluating a proposed PUD for compatibility, both internal and with adjacent uses. Although this application is not for PUD approval, each of these compatibility factors are considered below in order to help evaluate the proposed development in terms of its compatibility with surrounding development.

1. *Scale of development as determined by setbacks, building widths, and building heights.* The scale of development within the subject site will ensure internal compatibility. The development proposed is single family residential with consistent setbacks, building widths, and building heights throughout the development.
2. *Building orientation relative to surrounding structures and accessibility.* The residential dwellings will be oriented to the street, consistent throughout the proposed development and with the residential dwelling units surrounding the subject site.
3. *Building style and design.* The building style and design will be consistent throughout the subject site, and will be proportional to the residential units surrounding the

Possum Ridge Compatibility and Facility Analysis

subject site.

4. *Traffic generation, circulation plans, parking lot design and landscaping, and pedestrian circulation plans.* Development of the subject site will not create negative impacts to the traffic patterns in the area of the subject site.
5. *The streetscape, including outdoor lighting, if provided.* The streetscape will be consistent throughout the subject site and will not be substantially different from the residential dwellings in the vicinity.
6. *The location and design of open spaces, plazas, recreational areas, and common areas.* No open spaces, plazas, recreational areas, or common areas are proposed.
7. *The use of existing and proposed landscaping.* Landscaping will be used to create a cohesive sense of place throughout the subject site.
8. *The use of topography, the physical environment and other natural features, including focal points and vistas.* The subject site does not have focal points or vistas.
9. *The variety and design of dwelling types.* The subject site will contain single family dwelling units with a cohesive and consistent design that will be compatible with the existing residential development in the vicinity.
10. *The particular land uses proposed and the conditions and restrictions thereon.* The subject site is in a predominantly residential area of the County. A residential development in this location is compatible with the existing surrounding development.

In the vicinity of the subject site are parcels that have residential uses. The residential uses are of comparable intensity, size, and use to the proposed development.

VIII. Findings and Conclusions

The proposed development of 691 single-family residential dwelling units within unincorporated Okaloosa County will not constitute urban sprawl, will be consistent with the requirements of the Comprehensive Plan, and will be compatible with the existing surrounding development. The proposed development will not result in any land use conflicts with the adjacent uses but rather will complement them. No adverse impacts will be generated such as noise, smoke, exhaust, emissions, dust, adverse lighting, vibrations, or odors that would be detrimental to the existing surrounding uses or would otherwise disturb the quiet enjoyment of residents in the vicinity. The plan for development is within the range of the built environment parameters of the existing nearby development.

Poosum Ridge Compatibility and Facility Analysis

IX. Maps.

- Location Map
- Existing Future Land Use Map
- Proposed Future Land Use Map
- Existing Zoning Map
- Proposed Zoning Map
- Soils Map
- Floodplain Map
- Wetland Map

Appendix A:
Auburn Water System Letter

Appendix B:
Transportation Analysis

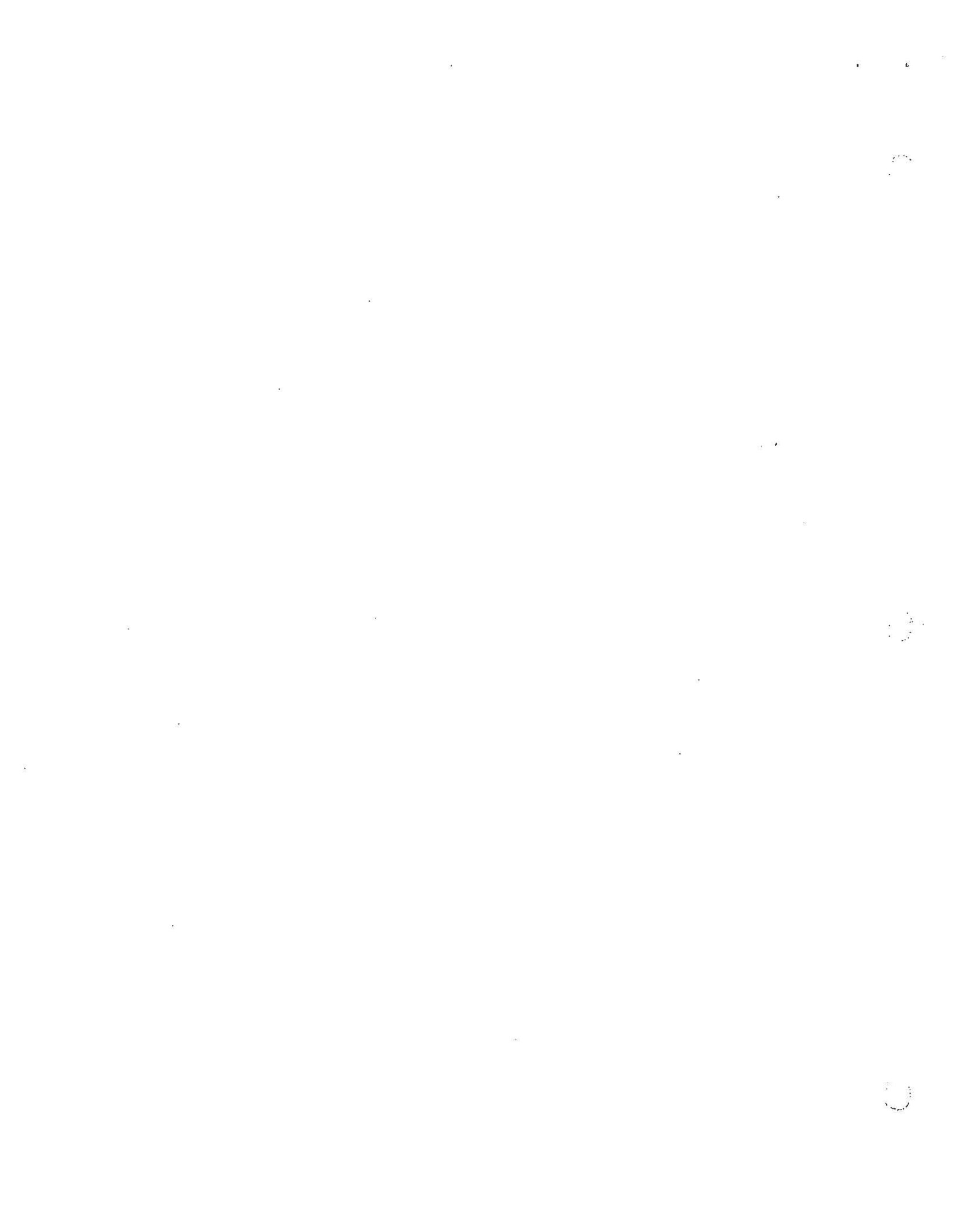


EXHIBIT 3

**POSSUM RIDGE
COMPREHENSIVE PLAN AMENDMENT
TRANSPORTATION ANALYSIS**

PREPARED FOR:
Chris Ryles
Post Office Box 711
Baker, Florida 32531

PREPARED BY:

DESIGNWEST GROUP

2910 Kerry Forest Parkway
Suite D4-126
Tallahassee, Florida 32309
Phone: 850.545.6503

JULY 2024

POSSUM RIDGE COMPREHENSIVE PLAN AMENDMENT TRANSPORTATION ANALYSIS

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION.....	1
TRIP GENERATION.....	2
PROJECT TRIP DISTRIBUTION	3
STUDY AREA.....	5
EXISTING TRAFFIC CONDITIONS	6
FUTURE TRAFFIC CONDITIONS	6
Short-Term Analysis.....	8
Long-Range Analysis	9
CONCLUSION.....	10

LIST OF FIGURES

FIGURE 1: PROJECT LOCATION	1
FIGURE 2: PROJECT TRAFFIC DISTRIBUTION.....	4

LIST OF TABLES

TABLE 1: MAXIMUM DEVELOPMENT POTENTIAL.....	2
TABLE 2: DAILY TRIP GENERATION	2
TABLE 3: PM PEAK-HOUR TRIP GENERATION	3
TABLE 4: STUDY AREA DETERMINATION.....	5
TABLE 5: EXISTING TRAFFIC DAILY & PM PEAK-HOUR OPERATING CONDITIONS	6
TABLE 6: HISTORICAL GROWTH RATES.....	7
TABLE 7: OKALOOSA COUNTY PROJECTED POPULATION GROWTH RATE.....	7
TABLE 8: 2029 BACKGROUND TRAFFIC DAILY & PM PEAK-HOUR OPERATING CONDITIONS	8
TABLE 9: 2029 TOTAL TRAFFIC DAILY & PM PEAK-HOUR OPERATING CONDITIONS	8
TABLE 10: 2045 BACKGROUND TRAFFIC DAILY & PM PEAK-HOUR OPERATING CONDITIONS	9
TABLE 11: 2045 TOTAL TRAFFIC DAILY & PM PEAK-HOUR OPERATING CONDITIONS	9

LIST OF APPENDICES

APPENDIX A LEVEL-OF-SERVICE
CONTEXT CLASSIFICATION
MAXIMUM SERVICE VOLUMES

APPENDIX B FDOT HISTORICAL AADT
FDOT TRAFFIC TRENDS GRAPHS
BEBR POPULATION PROJECTIONS

INTRODUCTION

The applicant proposes to amend the Okaloosa County Comprehensive Plan Future Land Use Map to change the land use designation of approximately 339 acres of Agriculture (AG) and 160 acres of Rural Residential (RR) to 499 acres of Low Density Residential (LDR) on Parcel ID 13-4N-23-0000-0002-0000, 13-4N-23-0000-0003-0000, 13-4N-23-0000-0004-0000, 14-4N-23-0000-0004-0000, and 24-4N-23-0000-0001-020C. The subject parcels are located north of Possum Ridge Road. The project location is shown in **Figure 1**.

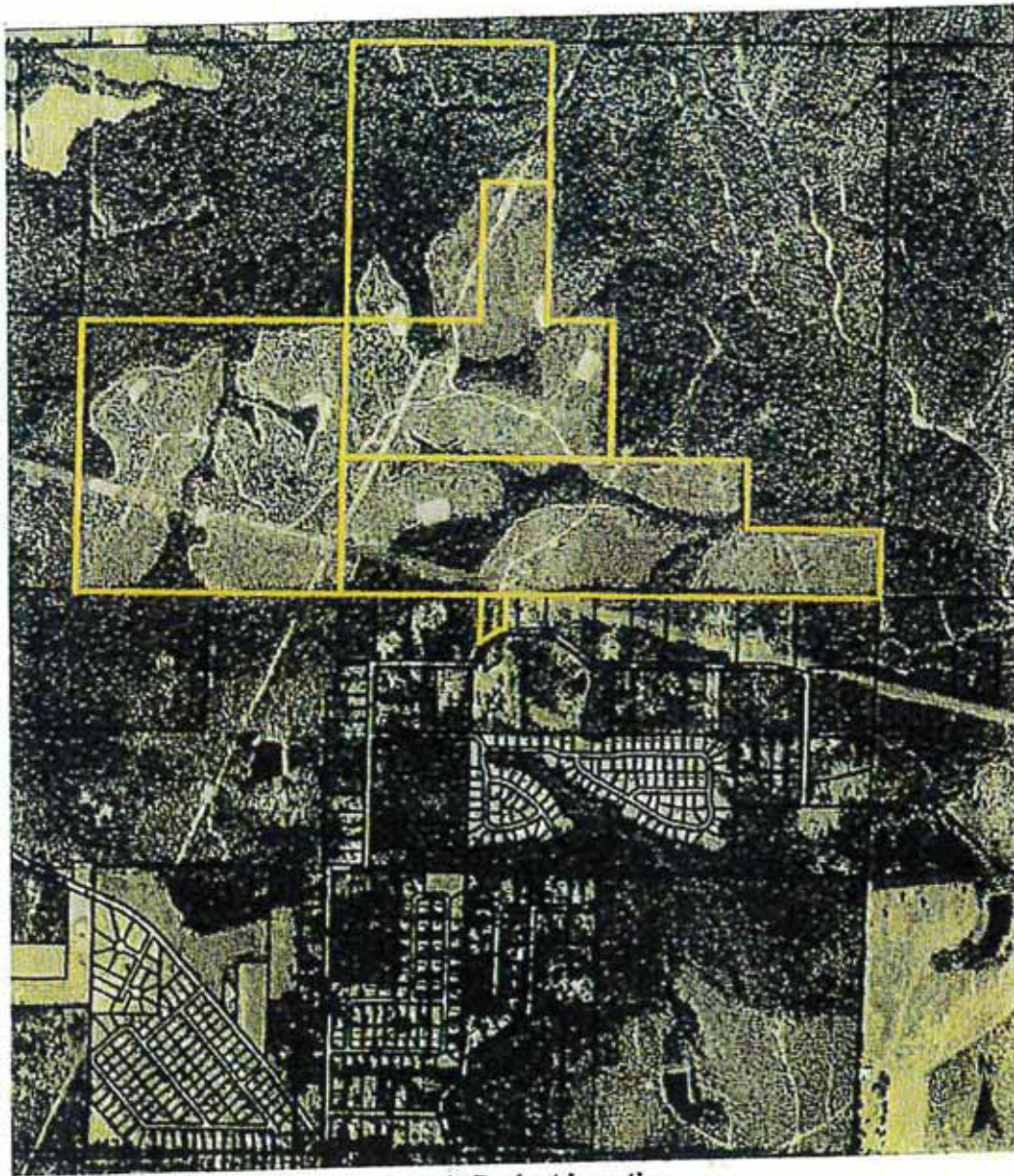


Figure 1: Project Location

Okaloosa County's AG land use designation allows for a maximum of one dwelling unit per 10 acres, and Okaloosa County's RR land use designation allows for a maximum of two dwelling units per acre. Okaloosa County's LDR land use designation allows for a maximum of four dwelling units per acre. Table 1 shows the maximum development intensities allowed under the for the existing and proposed land uses.

Table 1: Maximum Development Potential

Scenario	Land Use Designation	Maximum Density	Acres	Maximum Development
Existing	Agriculture	1 du / 10 acres	339	33 dus
	Rural Residential	2 du / acre	160	320 dus
	Total	---	499	353 dus
Proposed	Low Density Residential	4 du / acre	499	1,996 dus ¹

1. Limited to a maximum of 691 dwelling units.

As shown in Table 1, the land use category change results in an increase of 1,643 dwelling units. The 499 acres will be limited to a maximum of 691 dwelling units. Unlike a rezoning or site plan application, a Comprehensive Plan Amendment application generally does not include a build-out horizon year since at the time of application such a year is typically unknown. In order to evaluate the application beyond the current conditions, future short-term and long-range analysis periods were evaluated. A five-year short-term analysis for the year 2029 and a long-range analysis for the horizon year of 2045 were conducted to determine the impacts of the 691 dwelling units. This transportation study is being submitted in support of the proposed amendment.

TRIP GENERATION

Traffic volumes generated by the project were estimated using the Institute of Transportation Engineers (ITE), *Trip Generation – the 11th Edition (2021)*. Land Use Code 210 (Single-Family Detached Housing) was used to estimate the daily and PM peak-hour trip generation potential. The estimated daily trip generation is 5,974 vehicles per day (vpd) and the estimated PM peak-hour trip generation is 611 vehicles per hour (vph). Table 2 shows the daily trip generation and Table 3 shows the PM peak-hour trip generation.

Table 2: Daily Trip Generation

ITE Land Use Category	Variable	Size	Daily Trip Rate/ Equation	Daily Enter Split	Daily Exit Split	Daily Total Trips		
						Total	Enter	Exit
Single-Family Detached Housing - 210	Per Unit	691	$\ln(T) = 0.92\ln(x) + 2.68$	50%	50%	5,974	2,987	2,987

Table 3: PM Peak-Hour Trip Generation

ITE Land Use Category	Variable	Size	PM Peak Trip Rate/ Equation	PM Enter Split	PM Exit Split	PM Peak Total Trips		
						Total	Enter	Exit
Single-Family Detached Housing - 210	Per Unit	691	$\ln(T) = 0.94\ln(x) + 0.27$	63%	37%	611	385	226

PROJECT TRIP DISTRIBUTION

Project traffic was distributed and assigned to the adjacent roadway network using the Northwest Florida Regional Planning Model (NWFRPM) v3.1.4 2045 Existing plus Committed network. The project's socioeconomic data was input into transportation analysis zone (TAZ) 1020 and a select zone analysis was conducted to determine the interaction of project traffic with the surrounding roadway network. The project traffic distribution is shown in Figure 2. Once the distribution was determined, project traffic was assigned to all regulated roadways listed in Okaloosa County's and the City of Crestview's Comprehensive Plan.

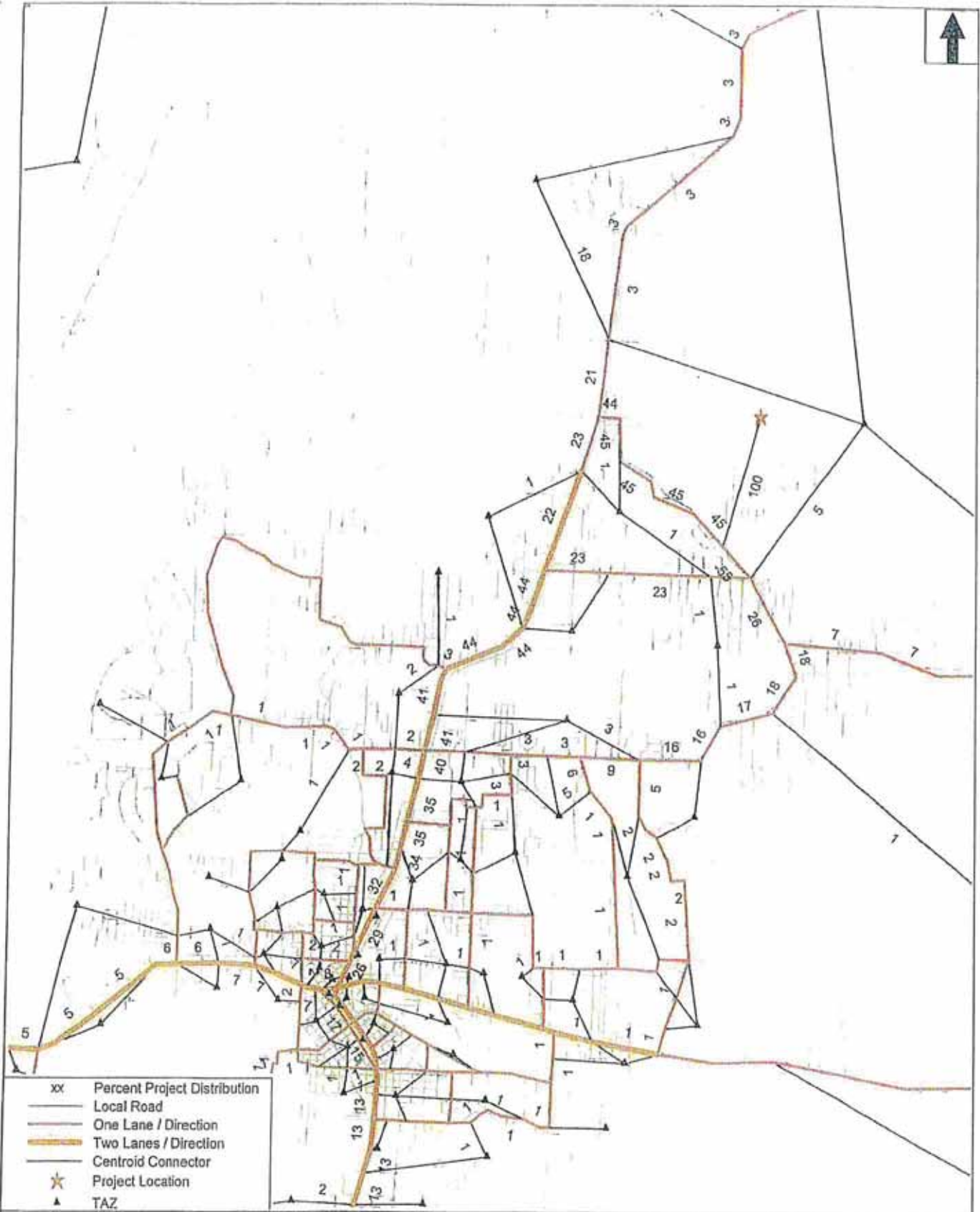


Figure 2: Project Traffic Distribution
2045 Existing Plus Committed Network

STUDY AREA

The study area consists of regulated roadway segments for which project traffic is expected to consume at least 5% of either the maximum daily or peak-hour level-of-service standard and/or in which the project has direct access to. The Okaloosa County and the City of Crestview Comprehensive Plans were used to obtain roadway segmentation and level-of-service standards. Maximum service volumes were obtained from the Florida Department of Transportation (FDOT) *Multimodal Quality/Level-of-Service Generalized Tables*. The results of the study area determination are provided in **Table 4** and demonstrate that six segments meet the significance threshold criteria. Level-of-service, context classification, and maximum service volume documentation is provided in **Appendix A**.

Table 4: Study Area Determination

Road Name and Segment	Context Class	Adopted LOS				Percent Project Traffic	New Project Traffic			Significant Impact? (>5%)	Direct Access?
		LOS Std	Lanes	Service Volume			Daily Trips	PM Peak Trips	% Impact		
				Daily	Pk Hr						
CR 188 (Airport Rd / Garden City Rd / Old Bethel Rd)											
SR 85 N to Site	C2	D	2	14,000	1,330	45.0%	2,688	275	20.7%	Yes	Yes
Site to Auburn Rd	C2	D	2	14,000	1,330	55.0%	3,286	336	25.3%	Yes	Yes
Auburn Rd to Poverty Creek Rd	C2	D	2	14,000	1,330	26.0%	1,553	159	12.0%	Yes	No
Poverty Creek Rd to Fairchild Rd	C2	D	2	14,000	1,330	17.0%	1,016	104	7.8%	Yes	No
Fairchild Rd to John Givens Rd	C2	D	2	14,000	1,330	9.0%	538	55	4.1%	No	No
John Givens Rd to SR 85 S	C2	D	2	14,000	1,330	1.5%	90	9	0.7%	No	No
SR 85 S to US 90	C2	D	2	14,000	1,330	1.0%	60	6	0.5%	No	No
SR 85											
Aplin Rd to US 90	C4	D	4	37,910	3,415	15.0%	896	92	2.7%	No	No
US 90 to CR 188	C3C	D	4	38,430	3,455	33.0%	1,971	202	5.8%	Yes	No
CR 188 to 2-Lane Section	C2	C	4	45,800	4,350	44.0%	2,629	269	6.2%	Yes	No
2-Lane Section to Senterfil Rd	C2	C	2	8,200	780	3.0%	179	18	2.3%	No	No
US 90 (SR 10)											
W City Limits to SR 85	C3C	D	4	38,430	3,455	7.0%	418	43	1.2%	No	No
SR 85 to E City Limits	C3C	D	4	38,430	3,455	1.0%	60	6	0.2%	No	No

EXISTING TRAFFIC CONDITIONS

Existing traffic volumes were obtained from FDOT count station data along each roadway segment in the study area. Existing PM peak-hour volumes were calculated by multiplying the annual average daily traffic (AADT) volume by FDOT's Standard K of 9.0%. A review of the existing conditions indicates that all roadway segments in the study area are currently operating within acceptable level-of-service standards. Table 5 summarizes the existing daily and PM peak-hour operating conditions. The FDOT AADT is attached in Appendix B.

Table 5: Existing Traffic Daily & PM Peak-Hour Operating Conditions

Road Name and Segment	Adopted LOS				Existing Traffic		Exceeds LOS?
	LOS Std	Lanes	Service Volume		Daily	PM Peak	
			Daily	Pk Hr			
CR 188 (Airport Rd / Garden City Rd / Old Bethel Rd)							
SR 85 N to Site	D	2	14,000	1,330	8,700	783	No
Site to Auburn Rd	D	2	14,000	1,330	8,700	783	No
Auburn Rd to Poverty Creek Rd	D	2	14,000	1,330	8,700	783	No
Poverty Creek Rd to Fairchild Rd	D	2	14,000	1,330	8,700	783	No
SR 85							
US 90 to CR 188	D	4	38,430	3,456	29,000	2,610	No
CR 188 to 2-Lane Section	C	4	45,800	4,350	13,000	1,170	No

FUTURE TRAFFIC CONDITIONS

Unlike a rezoning or site plan application, a Comprehensive Plan Amendment application generally does not include a build-out horizon year since at the time of application such a year is typically unknown. In order to evaluate the application beyond the current conditions, future short-term and long-range analysis periods were evaluated. A five-year short-term analysis for the year 2029 and a long-range analysis for the horizon year of 2045 were conducted.

Future year traffic volumes were developed using a combination of historical annual average daily traffic (AADT) volumes within the study area and population projections from the Bureau of Economic and Business Research (BEER) for Okaloosa County. Historical growth rates were obtained using AADT volumes from FDOT Portable Monitoring Sites 570289, 575057, 575112, 571603, and 570139. FDOT's *Traffic Trends Version 3.a* was used to calculate the historical growth rate and growth rate to the design year. The results are summarized in Table 6 and the historical AADT and traffic trends graphs are provided in Appendix B.

Table 6: Historical Growth Rates

Road (Location)	FDOT Count Site	2023 AADT	Historical Growth Rate	Growth Rate to Design Year	Average Growth Rate
CR 188 (1,400' E of SR 85)	570289	8,700	1.49%	1.22%	1.36%
SR 85 (0.233 Miles N of SR 10)	576057	29,500	0.80%	0.71%	0.76%
SR 85 (825' N of Long Dr)	576112	29,500	0.62%	0.56%	0.59%
SR 85 (375' N of 3rd Ave)	571803	28,500	1.53%	1.27%	1.40%
SR 85 (0.3 Miles N of Silver Lake Rd)	570139	13,000	3.39%	2.64%	3.02%
WEIGHTED AVERAGE			1.31%	1.09%	1.20%

BEBR population projections for 2020 and 2045 were obtained from FDOT's *Demographic and Commuting Trends Analysis* website. The BEBR population projections for Okaloosa County are summarized in Table 7 and the Florida Population Projections table is provided in Appendix B.

Table 7: Okaloosa County Projected Population Growth Rate

County	2020 BEBR Population Projection	2045 BEBR Population Projection	Projected Growth Rate
Okaloosa	203,800	242,300	0.76%

A 1.0% annual growth rate was used to forecast the future traffic volumes within the study area. The 1.0% annual growth rate was based on a combination of the average historical growth rate and BEBR population projections rounded to the nearest 0.25%.

Short-Term Analysis

Using a 1.0% annual growth rate, the existing traffic conditions were grown to the year 2029. The 2029 short-term background analysis indicates that all roadway segments within the study area are anticipated to continue to operate within acceptable level-of-service standards. Table 8 summarizes the 2029 short-term background daily and PM peak-hour operating conditions.

Table 8: 2029 Background Traffic Daily & PM Peak-Hour Operating Conditions

Road Name and Segment	Adopted LOS				2029 Background Traffic		Exceeds LOS?
	LOS Std	Lanes	Service Volume		Daily	PM Peak	
			Daily	Pk Hr			
CR 188 (Airport Rd / Garden City Rd / Old Bethel Rd)							
SR 85 N to Site	D	2	14,000	1,330	9,200	830	No
Site to Auburn Rd	D	2	14,000	1,330	9,200	830	No
Auburn Rd to Poverty Creek Rd	D	2	14,000	1,330	9,200	830	No
Poverty Creek Rd to Fairchild Rd	D	2	14,000	1,330	9,200	830	No
SR 85							
US 90 to CR 188	D	4	38,430	3,455	30,700	2,767	No
CR 188 to 2-Lane Section	C	4	45,800	4,360	13,800	1,240	No

Project traffic was added to the background traffic conditions in 2029. For the purposes of this analysis, the full development intensity was added to the short-term analysis. The 2029 total traffic short-term analysis indicates that all roadway segments within the study area are anticipated to continue to operate within acceptable level-of-service standards with the addition of the proposed amendment's traffic. Table 9 summarizes the 2029 short-term total daily and PM peak-hour operating conditions.

Table 9: 2029 Total Traffic Daily & PM Peak-Hour Operating Conditions

Road Name and Segment	Adopted LOS				2029 Background Traffic		2029 Project Traffic		2029 Total Traffic		Exceeds LOS?
	LOS Std	Lanes	Service Volume		Daily	PM Peak	Daily	PM Peak	Daily	PM Peak	
			Daily	Pk Hr							
CR 188 (Airport Rd / Garden City Rd / Old Bethel Rd)											
SR 85 N to Site	D	2	14,000	1,330	9,200	830	2,688	275	11,888	1,105	No
Site to Auburn Rd	D	2	14,000	1,330	9,200	830	3,286	336	12,486	1,168	No
Auburn Rd to Poverty Creek Rd	D	2	14,000	1,330	9,200	830	1,653	159	10,753	989	No
Poverty Creek Rd to Fairchild Rd	D	2	14,000	1,330	9,200	830	1,016	104	10,216	934	No
SR 85											
US 90 to CR 188	D	4	38,430	3,455	30,700	2,767	1,974	202	32,674	2,969	No
CR 188 to 2-Lane Section	C	4	45,800	4,360	13,800	1,240	2,629	269	16,429	1,509	No

Long-Range Analysis

Again, a 1.0% annual growth rate was used to estimate the 2045 background traffic volumes. The 2045 long-range background analysis indicates that all roadway segments within the study area are anticipated to continue to operate within acceptable level-of-service standards. Table 10 summarizes the 2045 long-range background traffic daily and PM peak-hour operating conditions.

Table 10: 2045 Background Traffic Daily & PM Peak-Hour Operating Conditions

Road Name and Segment	Adopted LOS				2045 Background Traffic		Exceeds LOS?
	LOS Std	Lanes	Service Volume		Daily	PM Peak	
			Daily	PK Hr			
CR 188 (Airport Rd / Garden City Rd / Old Bethel Rd)							
SR 85 N to Site	D	2	14,000	1,330	10,600	955	No
Site to Auburn Rd	D	2	14,000	1,330	10,600	955	No
Auburn Rd to Poverty Creek Rd	D	2	14,000	1,330	10,600	955	No
Poverty Creek Rd to Falchild Rd	D	2	14,000	1,330	10,600	955	No
SR 85							
US 90 to CR 188	D	4	38,430	3,455	35,400	3,184	No
CR 188 to 2-Lane Section	C	4	45,800	4,350	15,900	1,427	No

Project traffic was added to the background traffic conditions in 2045. The 2045 long-range analysis indicates that all roadway segments within the study area are anticipated to continue to operate within acceptable level-of-service standards with the addition of the proposed amendment's traffic. Table 11 summarizes the 2045 long-range total traffic daily and PM peak-hour operating conditions.

Table 11: 2045 Total Traffic Daily & PM Peak-Hour Operating Conditions

Road Name and Segment	Adopted LOS				2045 Background Traffic		2045 Project Traffic		2045 Total Traffic		Exceeds LOS?
	LOS Std	Lanes	Service Volume		Daily	PM Peak	Daily	PM Peak	Daily	PM Peak	
			Daily	PK Hr							
CR 188 (Airport Rd / Garden City Rd / Old Bethel Rd)											
SR 85 N to Site	D	2	14,000	1,330	10,600	955	2,888	276	13,288	1,230	No
Site to Auburn Rd	D	2	14,000	1,330	10,600	955	3,288	338	13,888	1,291	No
Auburn Rd to Poverty Creek Rd	D	2	14,000	1,330	10,600	955	1,853	189	12,153	1,114	No
Poverty Creek Rd to Falchild Rd	D	2	14,000	1,330	10,600	955	1,018	104	11,616	1,059	No
SR 85											
US 90 to CR 188	D	4	38,430	3,455	35,400	3,184	1,971	202	37,371	3,386	No
CR 188 to 2-Lane Section	C	4	45,800	4,350	15,900	1,427	2,629	289	18,529	1,896	No

CONCLUSION

The applicant proposes to amend the Okaloosa County Comprehensive Plan Future Land Use Map to change the land use designation of approximately 339 acres of Agriculture (AG) and 160 acres of Rural Residential (RR) to 499 acres of Low Density Residential (LDR) on Parcel ID 13-4N-23-0000-0002-0000, 13-4N-23-0000-0003-0000, 13-4N-23-0000-0004-0000, 14-4N-23-0000-0004-0000, and 24-4N-23-0000-0001-020C. The proposed Future Land Use category is estimated to generate 5,974 daily trip ends and 611 PM peak-hour two-way trip ends. As the capacity analysis documented in this report indicates, the Comprehensive Plan Amendment is not anticipated to create any future roadway deficiencies within the study area for the 2029 short-term or 2045 long-range planning horizons.

APPENDIX A

LEVEL-OF-SERVICE

CONTEXT CLASSIFICATION

MAXIMUM SERVICE VOLUMES



Comprehensive Plan 2009



2.2 TRANSPORTATION

Goal 1: Provide a safe, economic and efficient transportation system that maximizes the mobility of people and goods.

Objective 1.1 Develop a Long Range Transportation Plan that identifies multi-modal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area.

Policy 1.1.1 Continue to participate in the Okaloosa – Walton Transportation Planning Organization planning process in coordination with adjacent local governments and other public agencies and private organizations whose purpose is to implement the transportation, land use, parking and other provisions of the transportation element.

Policy 1.1.2 Participate in the development of the Five Year Transit Development Plan especially in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile occupancy rates.

Objective 1.2 Establish operation and maintenance responsibility, functional classifications, and level of service standards for roads and highways within the County.

Policy 1.2.1 Level of Service (LOS) Standards for state roadways are hereby established as shown on Table 2.2.1.

1. For general planning purposes roadway LOS may be evaluated using average annual daily traffic (AADT) traffic counts.
2. For purposes of concurrency determinations and issuing development orders the LOS shall be determined using P.M. peak hour traffic counts.

**TABLE 2.2.1
STATE ROADWAY LEVEL OF SERVICE STANDARDS**

Roadway	Segment	Functional Class.	Type	Area	Lanes	Adopted LOS
SR 4	Santa Rosa County line to US 90	Minor Arterial	Undivided	Rural Undev.	2	D
I-10	Santa Rosa County line to SR 85	Principal Arterial	Divided	Rural Undev.	4	B
I-10	SR 85 to Walton Co. line	Principal Arterial	Divided	Transitioning	4	B
US 90	Santa Rosa Co. line to SR 4	Minor Arterial	Undivided	Rural Undev.	2	C
US 90	SR 4 to MPA boundary	Minor Arterial	Undivided	Rural Dev.	2	C
US 90	MPA boundary to Antloch Rd.	Minor Arterial	Undivided	Transitioning	2	C
US 90	Antloch Rd. to Fairchild Rd.	Minor Arterial	Divided	Transitioning	4	D
US 90	Fairchild Rd. to Walton Co. line	Minor Arterial	Undivided	Rural Dev.	2	C
SR 20	Rocky Bayou Br. to White Point Rd.	Principal Arterial	Divided	Urbanized	4	E
SR 20	White Point Rd. to Walton Co. line	Principal Arterial	Undivided	Urbanized	2	D
US 98	Santa Rosa Co. line to Hurlburt Field	Principal Arterial	Divided	Urbanized	4	E
US 98	Eastern leg SR 85 to Eglin boundary	Principal Arterial	Divided	Urbanized	4	D
US 98	Brooks Bridge to Marler Bridge	Principal Arterial	Divided	Urbanized	4	D
US 98	CR 2378 to Walton Co. line	Principal Arterial	Divided	Urbanized	4	D
SR 85	Racetrack Rd. to 12 th Ave.	Principal Arterial	Divided	Urbanized	6	D
SR 85	12 th Ave. to SR 189	Principal Arterial	Divided	Urbanized	4	D
SR 85	SR 123 to SR 190	Principal Arterial	Divided	Urbanized	4	D
SR 85	College Blvd. to Antloch Rd.	Principal Arterial	Divided	Transitioning	4	C
SR 85	Antloch Rd. to I-10	Principal Arterial	Divided	Transitioning	4	C
SR 85	Old Bethel/Alford Rd. to 2-lane	Principal Arterial	Divided	Transitioning	4	C
SR 85	Begin 2-lane to Senterfit Rd.	Principal Arterial	Undivided	Transitioning	2	C
SR 85	Senterfit Rd. to Walton Co. line	Principal Arterial	Undivided	Rural Undev.	2	C
SR 189	Mooney Rd. to SR 85	Minor Arterial	Divided	Urbanized	4	D
SR 189	SR 4 to Alabama State line	Minor Arterial	Undivided	Rural Undev.	2	C

**TABLE 2.2.1 (Cont.)
STATE ROADWAY LEVEL OF SERVICE STANDARDS**

Roadway	Segment	Functional Class.	Type	Area	Lanes	Adopted LOS
SR 189	SR 4 to Alabama state line	Minor Arterial	Undivided	Rural Undev.	2	C
SR 285	College Blvd. to Walton Co. line	Minor Arterial	Undivided	Transitioning	2	D
SR 293	US 98 to Mid-Bay Bridge S. approach	Minor Arterial	Divided	Urbanized	4	E
SR 293	Mid-Bay Bridge S. approach to SR 20	Minor Arterial	Undivided	Urbanized	2	E
SR 123	SR 85 to SR 85	Principal Arterial	Undivided	Transitioning	2	D

Policy 1.2.2 Level of Service Standards for county roadways are hereby established as shown on Table 2.2.2.

1. For general planning purposes roadway LOS may be evaluated using average annual daily traffic (AADT) counts.
2. For concurrency determinations and issuing development orders the LOS shall be determined using P.M. peak hour traffic counts.

**TABLE 2.2.2
COUNTY ROADWAY LEVEL OF SERVICE STANDARDS**

Roadway	Segment	Functional Class.	Type	Area	Lanes	Adopted LOS
CR 189/Log Lake Rd.	US 90 to I-10	Collector	Undivided	Rural	2	D
CR 189/Galliver Cut-Off	US 90 to SR 4	Collector	Undivided	Rural	2	D
CR 2	SR 189 to SR 4	Collector	Undivided	Rural	2	D
CR 188 (Old Bethel Rd.)	US 90 to SR 85	Collector	Undivided	Urban	2	D
CR 188 (Airport Rd./ Garden City Rd.)	SR 85 to SR 85	Collector	Undivided	Rural Dev.	2	D
CR 393	US 90 to SR 85	Collector	Undivided	Rural	2	D
John King Road	SR 85 to end	Collector	Undivided	Urban	2	E
CR 4 (Antioch Rd.)	PJ Adams Pkwy to US 90	Collector	Undivided	Urban	2	D
PJ Adams Parkway	SR 85 to Antioch Rd.	Collector	Undivided	Urban	2	D

Crestview
Comprehensive Plan: 2020

Ordinance No. 699
As Amended

CHAPTER 15

LEVEL OF SERVICE SUMMARY

Section 15.01 Purpose: The purpose of this Chapter is to provide a ready reference, in summary form, for determining development compliance with the levels of service imposed by this Ordinance in compliance with Chapter 163, F.S.

Section 15.02 Levels of Service: The following minimum levels of service shall guide the issuance of development permits pursuant to the Concurrency Management System (reference Chapter 6) and adoption of the Land Development Code:

Roadways:

- (1) Local: Minimum Operating LOS of C (reference Policy 8.A.1.1)
- (2) State:
 - a. SR 85 – SIS portion from south City limits to I-10
LOS C (temporary LOS D pursuant to Variante)
 - From I-10 to Redstone - LOS D
 - From Duggan/Aplin to US 90 - LOS D
 - b. SR 85 from Redstone to Duggan/Aplin - LOS E
 - c. SR 85 from US 90 to City limits (north) - LOS D
 - d. SR 10 (US 90) from SR 85 to City limits (west) - LOS D
 - e. SR 10 from SR 85 to City limits (east) - LOS D
 - f. SR 8 (I-10) from SR 85 to City limits (west) - LOS C
 - g. SR 8 (I-10) from SR 85 to City limits (east) - LOS C
 - h. All collector roads - LOS D

Sanitary Sewer: 108 gallons/capita/day (reference Policy 10.A.1.3)

Solid Waste: 5.0 lbs./capita/day (reference Policy 10.B.1.5)

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

- 2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
- Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
- Multilane Undivided Highway without Exclusive Left Turn Adjustment: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional

Peak Hour Two-Way

AADT



C3C-Suburban Commercial

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



C3R-Suburban Residential

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
 Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
 * Cannot be achieved using table input value defaults.
 ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900



(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities.
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities.
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turns Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
 *Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
 ***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

APPENDIX B

FDOT HISTORICAL AADT

FDOT TRAFFIC TRENDS GRAPHS

BEBR POPULATION PROJECTIONS

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 57 - OKALOOSA

SITE: 0289 - CR 188 (AIRPORT RD) - 1400' E OF SR 85 (E OF FARMER ST)

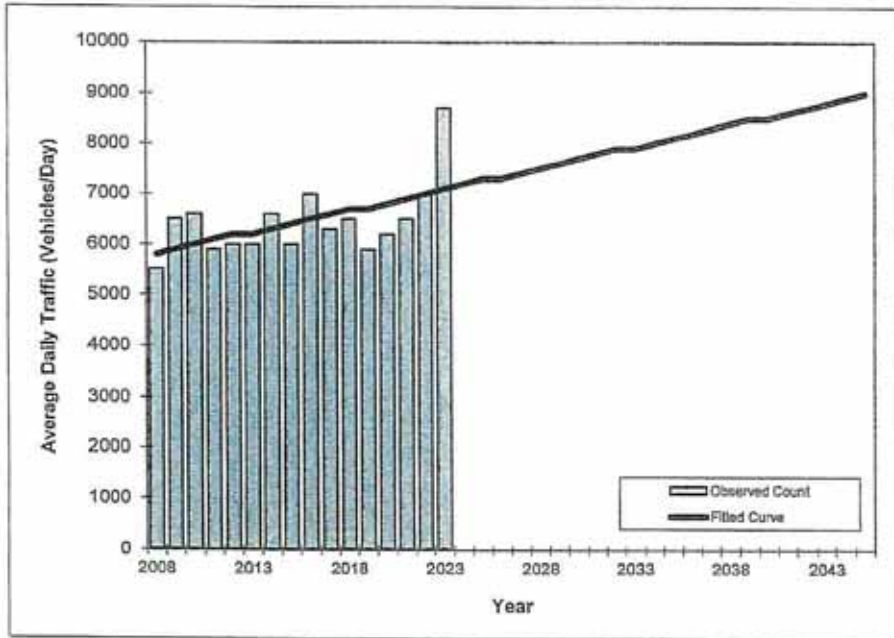
YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2023	8700 C	E	0	W	0	9.00	64.70	11.50
2022	7000 C	E	0	W	0	9.00	64.80	10.40
2021	6500 C	E	0	W	0	9.00	61.80	10.60
2020	6200 C	E	0	W	0	9.00	62.90	8.30
2019	5900 C	E	0	W	0	9.00	62.50	8.80
2018	6500 C	E	0	W	0	9.00	62.40	9.20
2017	6300 C	E	0	W	0	9.00	60.00	9.70
2016	7000 C	E	0	W	0	9.00	61.80	10.70
2015	6000 C	E	0	W	0	9.00	59.60	9.90
2014	6600 C	E	0	W	0	9.00	60.00	8.50
2013	6900 C	E	0	W	0	9.00	59.30	9.00
2012	6000 C	E	0	W	0	9.00	62.20	9.00
2011	5900 C	E	0	W	0	9.00	58.50	9.40
2010	6600 C	E	0	W	0	11.37	66.89	10.40
2009	6500 C	E	0	W	0	11.16	60.89	12.48
2008	5500 C	E	0	W	0	11.41	63.65	10.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a
CR 188 - 1400' E of SR 85

FIN#	0
Location	1

County:	Okaloosa (57)
Station #:	0289
Highway:	CR 188



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	5500	5800
2009	6500	5900
2010	6600	6000
2011	5900	6100
2012	6000	6200
2013	6000	6200
2014	6600	6300
2015	6000	6400
2016	7000	6500
2017	6300	6600
2018	6500	6700
2019	5900	6700
2020	6200	6800
2021	6500	6900
2022	7000	7000
2023	8700	7100

2025 Opening Year Trend		
2025	N/A	7300
2035 Mid-Year Trend		
2035	N/A	8100
2045 Design Year Trend		
2045	N/A	9000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	85
Trend R-squared:	31.23%
Trend Annual Historic Growth Rate:	1.49%
Trend Growth Rate (2023 to Design Year):	1.22%
Printed:	11-Jul-24
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 57 - OKALCOOSA

SITE: 5057 - SR 85 - 0.233 MILE N OF SR 10 (US 90)

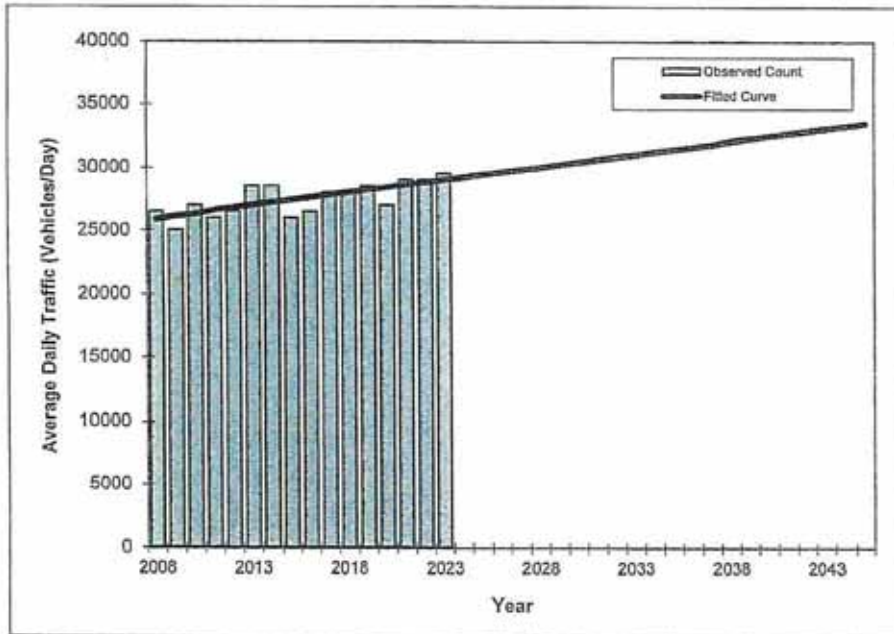
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	29500 C	N 15000	S 14500	9.00	51.90	3.70
2022	29000 C	N 15000	S 14000	9.00	51.80	3.70
2021	29000 C	N 15000	S 14000	9.00	52.10	3.70
2020	27000 C	N 14000	S 13000	9.00	51.80	8.20
2019	28500 C	N 14500	S 14000	9.00	52.10	7.60
2018	28000 C	N 14500	S 13500	9.00	52.50	7.50
2017	28000 C	N 14500	S 13500	9.00	52.00	7.30
2016	26500 C	N 13500	S 13000	9.00	52.10	7.90
2015	26000 C	N 13500	S 12500	9.00	52.10	8.10
2014	28300 C	N 14500	S 14000	9.00	52.10	7.20
2013	28500 C	N 14500	S 14000	9.00	52.10	7.60
2012	26500 C	N 13500	S 13000	9.00	52.40	7.40
2011	26000 C	N 13500	S 12500	9.00	52.60	8.10
2010	27000 C	N 14000	S 13000	10.76	52.47	8.40
2009	25000 C	N 12500	S 12500	10.66	52.07	9.80
2008	26500 C	N 13500	S 13000	11.02	51.99	8.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; G = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a
SR 85 -- 0.233 Mile N of SR 10

FIN#	0
Location	2

County:	Okaloosa (57)
Station #:	5057
Highway:	SR 85



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	26500	25900
2009	25000	26100
2010	27000	26300
2011	26000	26600
2012	26500	26800
2013	28500	27000
2014	28500	27200
2015	26000	27400
2016	26500	27600
2017	28000	27800
2018	28000	28000
2019	28500	28200
2020	27000	28400
2021	29000	28600
2022	29000	28800
2023	29500	29000

2025 Opening Year Trend		
2025	N/A	29400
2035 Mid-Year Trend		
2035	N/A	31400
2045 Design Year Trend		
2045	N/A	33500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	204
Trend R-squared:	53.76%
Trend Annual Historic Growth Rate:	0.80%
Trend Growth Rate (2023 to Design Year):	0.71%
Printed:	11-Jul-24
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 57 - OKALOOSA

SITE: 5112 - SR 85 - 825' N OF LONG DR.

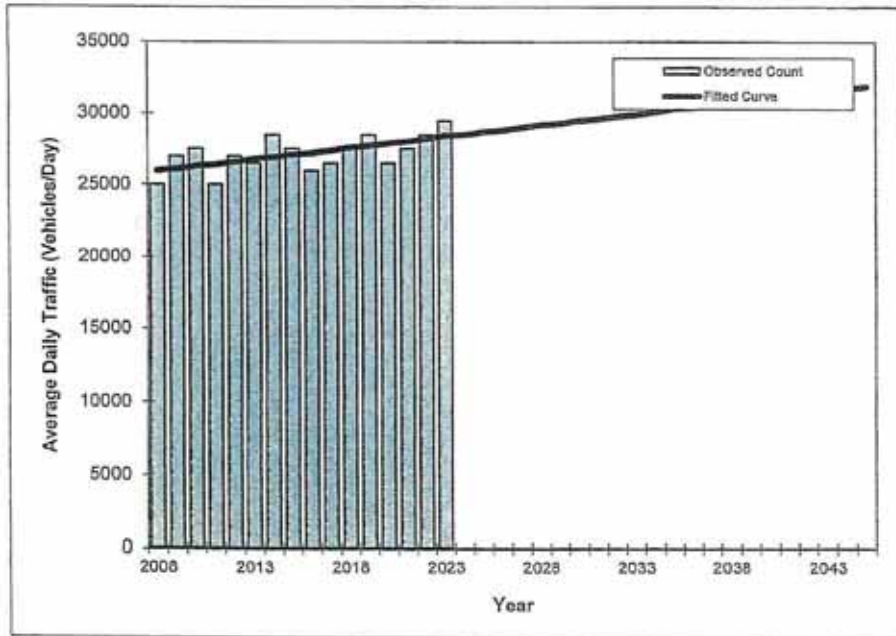
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	29500 C	N 14000	S 15500	9.00	51.90	3.30
2022	28500 C	N 13500	S 15000	9.00	51.80	4.60
2021	27500 C	N 13500	S 14000	9.00	52.10	4.50
2020	26500 C	N 13000	S 13500	9.00	51.80	5.00
2019	28500 C	N 14000	S 14500	9.00	52.10	4.20
2018	27500 C	N 13500	S 14000	9.00	52.50	3.90
2017	26500 C	N 13000	S 13500	9.00	52.00	4.20
2016	26000 C	N 12500	S 13500	9.00	52.10	3.60
2015	27500 C	N 13500	S 14000	9.00	51.90	3.90
2014	28500 C	N 14000	S 14500	9.00	52.10	3.10
2013	26500 C	N 13000	S 13500	9.00	52.10	3.40
2012	27000 C	N 13500	S 13500	9.00	52.40	3.50
2011	25000 C	N 12500	S 12500	9.00	52.60	4.30
2010	27500 C	N 13500	S 14000	10.76	52.47	4.30
2009	27000 C	N 13500	S 13500	10.66	52.07	3.50
2008	25000 C	N 12500	S 12500	11.02	51.99	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; G = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a
SR 85 -- 825' N of Long Dr

FIN#	0
Location	3

County:	Oklaloosa (57)
Station #:	5112
Highway:	SR 85



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	25000	26000
2009	27000	26100
2010	27500	26300
2011	25000	26400
2012	27000	26600
2013	26500	26800
2014	28500	26900
2015	27500	27100
2016	26000	27200
2017	26500	27400
2018	27500	27600
2019	28500	27700
2020	26500	27900
2021	27500	28000
2022	28500	28200
2023	29500	28400

2025 Opening Year Trend		
2025	N/A	28700
2035 Mid-Year Trend		
2035	N/A	30300
2045 Design Year Trend		
2045	N/A	31900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	160
Trend R-squared:	37.06%
Trend Annual Historic Growth Rate:	0.62%
Trend Growth Rate (2023 to Design Year):	0.56%
Printed:	11-Jul-24
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 57 - OKALOOSA

SITE: 1603 - SR 85 -375' N OF 3RD AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	28500 C	N 14000	S 14500	9.00	51.90	3.40
2022	27000 C	N 13500	S 13500	9.00	51.80	5.00
2021	25500 C	N 12500	S 13000	9.00	52.10	4.90
2020	24500 C	N 12500	S 12000	9.00	51.80	4.40
2019	25500 C	N 12500	S 13000	9.00	52.10	4.20
2018	25500 C	N 12500	S 13000	9.00	52.50	3.30
2017	25000 C	N 12500	S 12500	9.00	52.00	4.60
2016	22500 C	N 11000	S 11500	9.00	52.10	3.80
2015	24000 C	N 12000	S 12000	9.00	51.90	3.90
2014	25500 C	N 12500	S 13000	9.00	52.10	7.20
2013	23500 C	N 11500	S 12000	9.00	52.10	7.60
2012	23000 C	N 11500	S 11500	9.00	52.40	7.40
2011	21000 C	N 10500	S 10500	9.00	52.60	8.10
2010	23000 C	N 11500	S 11500	10.76	52.47	8.40
2009	21500 C	N 11000	S 10500	10.66	52.07	9.80
2008	23500 C	N 13000	S 10500	11.02	51.99	8.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; G = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 57 - OKALOOSA

SITE: 0139 - SR 85 - 0.030 M N OF LAKE SILVER RD

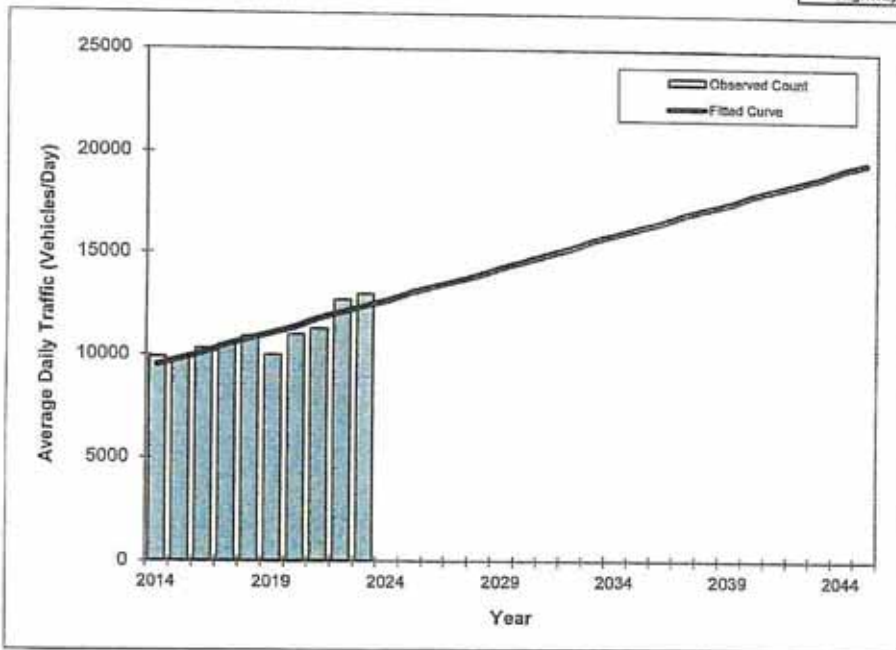
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	13000 C	N 6400	S 6600	9.00	64.70	8.00
2022	12700 C	N 6300	S 6400	9.00	64.80	7.30
2021	11300 C	N 5600	S 5700	9.00	61.80	6.20
2020	11000 C	N 5600	S 5400	9.00	62.90	5.80
2019	10000 C	N 5500	S 4500	9.00	62.50	5.60
2018	10900 C	N 5400	S 5500	9.00	62.40	6.40
2017	10500 C	N 5200	S 5300	9.00	60.00	8.00
2016	10300 C	N 5200	S 5100	9.00	61.80	6.90
2015	9800 C	N 4900	S 4900	9.00	59.60	6.80
2014	9900 C	N 5000	S 4900	9.00	60.00	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; G = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a
SR 85 -- 0.3 Miles N of Lake Silver Rd

FIN#	0
Location	5

County:	Okalosa (57)
Station #:	0139
Highway:	SR 85



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	9900	9500
2015	9800	9800
2016	10300	10100
2017	10500	10500
2018	10900	10800
2019	10000	11100
2020	11000	11400
2021	11300	11800
2022	12700	12100
2023	13000	12400
2025 Opening Year Trend		
2025	N/A	13100
2035 Mid-Year Trend		
2035	N/A	16300
2045 Design Year Trend		
2045	N/A	19600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	328
Trend R-squared:	77.32%
Trend Annual Historic Growth Rate:	3.39%
Trend Growth Rate (2023 to Design Year):	2.64%
Printed:	11-Jul-24
Straight Line Growth Option	

*Axle-Adjusted

Florida Population Projections
2020-2070

County	Census		Estimation (BEIR)		Projections (BEIR)						Projections (FDOCI)					
	2010	2019	2019	2019	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	
Alachua	247,698	282,308	282,308	282,308	289,800	329,800	369,800	409,800	449,800	489,800	529,800	569,800	609,800	649,800	689,800	
Baker	27,115	28,245	28,245	28,245	28,500	29,500	30,500	31,500	32,500	33,500	34,500	35,500	36,500	37,500	38,500	
Bay	488,852	607,205	607,205	607,205	678,300	785,200	892,100	999,000	1,105,900	1,212,800	1,319,700	1,426,600	1,533,500	1,640,400	1,747,300	
Brevard	28,690	28,690	28,690	28,690	29,200	29,700	30,200	30,700	31,200	31,700	32,200	32,700	33,200	33,700	34,200	
Broward	1,748,096	1,810,844	1,810,844	1,810,844	1,841,200	2,068,000	2,294,800	2,521,600	2,748,400	2,975,200	3,202,000	3,428,800	3,655,600	3,882,400	4,109,200	
Calhoun	14,055	14,055	14,055	14,055	14,055	14,055	14,055	14,055	14,055	14,055	14,055	14,055	14,055	14,055	14,055	
Charlotte	183,971	181,170	181,170	181,170	181,170	181,170	181,170	181,170	181,170	181,170	181,170	181,170	181,170	181,170	181,170	
Citrus	141,824	147,742	147,742	147,742	149,400	151,000	152,600	154,200	155,800	157,400	159,000	160,600	162,200	163,800	165,400	
Clay	190,885	218,248	218,248	218,248	218,248	228,500	238,800	249,100	259,400	269,700	280,000	290,300	300,600	310,900	321,200	
Collier	321,620	375,705	375,705	375,705	384,600	424,200	463,800	503,400	543,000	582,600	622,200	661,800	701,400	741,000	780,600	
Columbia	67,531	70,492	70,492	70,492	73,500	76,500	79,500	82,500	85,500	88,500	91,500	94,500	97,500	100,500	103,500	
DeSoto	24,862	28,095	28,095	28,095	28,500	29,000	29,500	30,000	30,500	31,000	31,500	32,000	32,500	33,000	33,500	
Dixie	16,422	16,422	16,422	16,422	16,422	16,422	16,422	16,422	16,422	16,422	16,422	16,422	16,422	16,422	16,422	
Duval	184,383	249,872	249,872	249,872	265,000	305,000	345,000	385,000	425,000	465,000	505,000	545,000	585,000	625,000	665,000	
Escambia	287,613	321,152	321,152	321,152	324,000	330,000	336,000	342,000	348,000	354,000	360,000	366,000	372,000	378,000	384,000	
Flint	95,696	110,638	110,638	110,638	112,400	114,200	116,000	117,800	119,600	121,400	123,200	125,000	126,800	128,600	130,400	
Franklin	11,549	12,023	12,023	12,023	12,500	13,000	13,500	14,000	14,500	15,000	15,500	16,000	16,500	17,000	17,500	
Gadsden	246,859	243,277	243,277	243,277	243,277	243,277	243,277	243,277	243,277	243,277	243,277	243,277	243,277	243,277	243,277	
Galveston	18,549	17,788	17,788	17,788	18,000	18,500	19,000	19,500	20,000	20,500	21,000	21,500	22,000	22,500	23,000	
Glades	145,854	153,125	153,125	153,125	153,125	153,125	153,125	153,125	153,125	153,125	153,125	153,125	153,125	153,125	153,125	
Gulf	18,653	19,351	19,351	19,351	19,351	19,351	19,351	19,351	19,351	19,351	19,351	19,351	19,351	19,351	19,351	
Hamilton	14,739	14,739	14,739	14,739	14,739	14,739	14,739	14,739	14,739	14,739	14,739	14,739	14,739	14,739	14,739	
Hardee	27,341	27,341	27,341	27,341	27,341	27,341	27,341	27,341	27,341	27,341	27,341	27,341	27,341	27,341	27,341	
Hendry	39,140	40,120	40,120	40,120	40,500	41,000	41,500	42,000	42,500	43,000	43,500	44,000	44,500	45,000	45,500	
Hernando	172,179	188,359	188,359	188,359	191,000	206,100	221,200	236,300	251,400	266,500	281,600	296,700	311,800	326,900	342,000	
Highlands	98,703	113,434	113,434	113,434	115,000	117,000	119,000	121,000	123,000	125,000	127,000	129,000	131,000	133,000	135,000	
Hillsborough	1,228,231	1,444,870	1,444,870	1,444,870	1,474,500	1,611,300	1,748,100	1,884,900	2,021,700	2,158,500	2,295,300	2,432,100	2,568,900	2,705,700	2,842,500	
Holmes	148,527	150,049	150,049	150,049	150,049	150,049	150,049	150,049	150,049	150,049	150,049	150,049	150,049	150,049	150,049	
Indian River	198,028	244,959	244,959	244,959	244,959	244,959	244,959	244,959	244,959	244,959	244,959	244,959	244,959	244,959	244,959	
Jackson	40,740	48,969	48,969	48,969	47,100	47,600	48,100	48,600	49,100	49,600	50,100	50,600	51,100	51,600	52,100	
Jefferson	14,781	14,781	14,781	14,781	14,781	14,781	14,781	14,781	14,781	14,781	14,781	14,781	14,781	14,781	14,781	
Lafayette	78,670	81,823	81,823	81,823	81,823	81,823	81,823	81,823	81,823	81,823	81,823	81,823	81,823	81,823	81,823	
Lake	297,052	357,247	357,247	357,247	359,600	416,900	474,200	531,500	588,800	646,100	703,400	760,700	818,000	875,300	932,600	
Lee	316,724	355,248	355,248	355,248	355,248	355,248	355,248	355,248	355,248	355,248	355,248	355,248	355,248	355,248	355,248	
Leon	276,487	296,469	296,469	296,469	296,469	296,469	296,469	296,469	296,469	296,469	296,469	296,469	296,469	296,469	296,469	
Levy	240,501	241,330	241,330	241,330	241,330	241,330	241,330	241,330	241,330	241,330	241,330	241,330	241,330	241,330	241,330	
Liberty	8,365	8,722	8,722	8,722	8,722	8,722	8,722	8,722	8,722	8,722	8,722	8,722	8,722	8,722	8,722	
Madison	18,282	18,282	18,282	18,282	18,282	18,282	18,282	18,282	18,282	18,282	18,282	18,282	18,282	18,282	18,282	
Manatee	322,531	367,414	367,414	367,414	367,414	367,414	367,414	367,414	367,414	367,414	367,414	367,414	367,414	367,414	367,414	
Marion	281,238	365,421	365,421	365,421	365,421	365,421	365,421	365,421	365,421	365,421	365,421	365,421	365,421	365,421	365,421	
Martin	116,318	151,559	151,559	151,559	151,559	151,559	151,559	151,559	151,559	151,559	151,559	151,559	151,559	151,559	151,559	
Miami-Dade	2,498,836	2,812,131	2,812,131	2,812,131	2,812,131	2,812,131	2,812,131	2,812,131	2,812,131	2,812,131	2,812,131	2,812,131	2,812,131	2,812,131	2,812,131	
Monroe	73,940	78,212	78,212	78,212	78,212	78,212	78,212	78,212	78,212	78,212	78,212	78,212	78,212	78,212	78,212	
Nassau	73,814	85,071	85,071	85,071	85,071	85,071	85,071	85,071	85,071	85,071	85,071	85,071	85,071	85,071	85,071	
Naval	180,822	201,514	201,514	201,514	201,514	201,514	201,514	201,514	201,514	201,514	201,514	201,514	201,514	201,514	201,514	
Okechobee	33,959	41,208	41,208	41,208	41,208	41,208	41,208	41,208	41,208	41,208	41,208	41,208	41,208	41,208	41,208	
Orange	1,148,950	1,388,090	1,388,090	1,388,090	1,388,090	1,388,090	1,388,090	1,388,090	1,388,090	1,388,090	1,388,090	1,388,090	1,388,090	1,388,090	1,388,090	
Osceola	238,936	379,852	379,852	379,852	379,852	379,852	379,852	379,852	379,852	379,852	379,852	379,852	379,852	379,852	379,852	
Palm Beach	1,321,134	1,447,857	1,447,857	1,447,857	1,447,857	1,447,857	1,447,857	1,447,857	1,447,857	1,447,857	1,447,857	1,447,857	1,447,857	1,447,857	1,447,857	
Pasco	464,697	587,122	587,122	587,122	587,122	587,122	587,122	587,122	587,122	587,122	587,122	587,122	587,122	587,122	587,122	
Pineellas	818,644	978,648	978,648	978,648	978,648	978,648	978,648	978,648	978,648	978,648	978,648	978,648	978,648	978,648	978,648	
Polk	802,095	890,808	890,808	890,808	890,808	890,808	890,808	890,808	890,808	890,808	890,808	890,808	890,808	890,808	890,808	
Putnam	74,384	73,268	73,268	73,268	73,268	73,268	73,268	73,268	73,268	73,268	73,268	73,268	73,268	73,268	73,268	
St. Johns	190,338	204,973	204,973	204,973	204,973	204,973	204,973	204,973	204,973	204,973	204,973	204,973	204,973	204,973	204,973	
St. Lucie	277,789	308,888	308,888	308,888	308,888	308,888	308,888	308,888	308,888	308,888	308,888	308,888	308,888	308,888	308,888	
St. Rose	181,272	182,084	182,084	182,084	182,084	182,084	182,084	182,084	182,084	182,084	182,084	182,084	182,084	182,084	182,084	
Sarasota	378,448	433,908	433,908	433,908	433,908	433,908	433,908	433,908	433,908	433,908	433,908	433,908	433,908	433,908	433,908	
Seminole	422,718	474,755	474,755	474,755	474,755	474,755	474,755	474,755	474,755	474,755	474,755	474,755	474,755	474,755	474,755	
Sumter	93,420	126,692	126,6													