



**CITY COUNCIL REGULAR MEETING AGENDA
APRIL 14, 2025
6:00 P.M.
COUNCIL CHAMBERS**

The Public is invited to view our meetings on the City of Crestview Live stream at <https://www.cityofcrestview.org> or the City of Crestview Facebook Page.

- 1. Call to Order**
- 2. Invocation, Pledge of Allegiance**
 - 2.1. Pastor Micah Gay of High Praise Church
- 3. Open Policy Making and Legislative Session**
- 4. Approve Agenda**
- 5. Presentations and Reports**
 - 5.1. Litter Locators Project
 - 5.2. Memorial Request for Kadence Frederickson
- 6. Consent Agenda**
 - 6.1. Approval of City Council Regular Meeting Minutes of March 10, 2025
 - 6.2. Approval of Crestview Unlimited Meeting Minutes of March 10, 2025
 - 6.3. Approval of City Council Budget Workshop Minutes of April 2, 2025
 - 6.4. Humane Society Grant Agreement
 - 6.5. Government Surplus 1033 Agreement
- 7. Public Hearings / Ordinances on Second Reading**
 - 7.1. Ordinance 1993 - CRA Term Amendments
 - 7.2. Ordinance 1994 - Smoking in City Parks
 - 7.3. Ordinance 1995 - Alcohol During Permitted Special Events in City Parks
 - 7.4. Ordinance 1996 - Amending Chapter 10 - Animals - Clarification of Animal Exploitation
- 8. Ordinances on First Reading**
 - 8.1. Ordinance 1981 - Choctawhatchee Electric Cooperative Franchise
 - 8.2. Ordinance 1991 – Setbacks on Unopened or Terminating Rights-of-way
 - 8.3. Ordinance 1997 - Mobility Fee
- 9. Resolutions**
 - 9.1. Resolution 25-10 Amending Authorizing Resolution 24-2 for State Road Bypass Utilities SRF
 - 9.2. Resolution 25-11 Growth Strategy
- 10. Action Items**
 - 10.1. Appointment of Mayor Pro-Tempore
 - 10.2. Negotiation of Lease
 - 10.3. Preliminary Plat: Freedom Walk Subdivision
- 11. City Clerk Report**
 - 11.1. Monthly Update

12. City Manager Report

12.1. Financial Update - Finance Director

12.2. Development Report

12.3. City Manager Updates

13. Comments from the Mayor and Council

14. Comments from the Audience

15. Adjournment

The Presentations section is for items that were submitted by a citizen or group of Citizens no later than the Wednesday 2 weeks prior to the meeting to the Clerk's office for approval. These items will be scheduled under the section titles Presentations and Reports. Supporting documents must be submitted at this time to be on the regular agenda. All Action Items are for staff and elected officials only and must be submitted for approval no later than the Wednesday 10 days prior to the meeting. Those not listed on the regular agenda who wish to address the council should fill out a yellow card. The card must be submitted to the City Clerk. Speaking time should be three minutes or less, large groups may designate a spokesperson. All remarks should be addressed to the Council as a whole and not to individual members. All meeting procedures are outlined in the Meeting Rules and Procedures brochure available outside the Chambers. Florida Statute 286.0105. Notices of meetings and hearings must advise that a record is required to appeal. Each board, commission, or agency of this state or of any political subdivision thereof shall include in the notice of any meeting or hearing, if notice of the meeting or hearing is required, of such board, commission, or agency, conspicuously on such notice, the advice that, if a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The requirements of this section do not apply to the notice provided in s. 200.065(3). In accordance with Section 286.26, F.S., persons with disabilities needing special accommodations, please contact Maryanne Girard, City Clerk at cityclerk@cityofcrestview.org or 850-628-1560 option2 within 48 hours of the scheduled meeting. Any invocation that is offered before the official start of the City Council meeting shall be the voluntary offering of a private person, to and for the benefit of the City Council. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the City Council or the city staff, and the City is not allowed by law to endorse the religious beliefs or views of this, or any other speaker. Persons in attendance at the City Council meeting are invited to stand during the opening invocation and Pledge of Allegiance. However, such invitation shall not be construed as a demand, order, or any other type of command. No person in attendance at the meeting shall be required to participate in any opening invocation that is offered. A person may exit the City Council Chambers and return upon completion of the opening invocation if a person does not wish to participate in or witness the opening invocation.



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Presentation

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Jerry Whitten, Mayor
DATE: 3/26/2025
SUBJECT: Pastor Micah Gay of High Praise Church

BACKGROUND:

Clergy are invited on a volunteer basis to provide prayer before the meeting.

DISCUSSION:

Area clergy volunteer to provide an Invocation and lead the Council in the Pledge of Allegiance.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Financial Sustainability- Achieve long term financial sustainability

Organizational Capacity, Effectiveness & Efficiency- To efficiently & effectively provide the highest quality of public services

Infrastructure- Satisfy current and future infrastructure needs

Communication- To engage, inform and educate public and staff

Quality of Life- these areas focus on the overall experience when provided by the city.

Community Character- Promote desirable growth with a hometown atmosphere

Safety- Ensure the continuous safety of citizens and visitors

Mobility- Provide safe, efficient and accessible means for mobility

Opportunity- Promote an environment that encourages economic and educational opportunity

Play- Expand recreational and entertainment activities within the City

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

n/a

RECOMMENDED ACTION

n/a

Attachments

None



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Presentation

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Jerry Whitten, Mayor
DATE: 4/10/2025
SUBJECT: Litter Locators Project

BACKGROUND:

The presentation will cover the social media platform aimed at reducing litter in the community.

DISCUSSION:

The plan is to grow, promote by involving volunteers and potentially move beyond the city level.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Financial Sustainability- Achieve long term financial sustainability

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Play- Expand recreational and entertainment activities within the City

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

n/a

RECOMMENDED ACTION

n/a

Attachments

1. litter locator presentation



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what is

LITTER LOCATORS

Litter locators is a social media platform aimed at reducing litter in the community. Passerby who notice litter but are unable to clean it themselves can notify Litter Locators

CURE FOR
MOTHER EARTH

CANCEL
the
COLLAPSE



ERASE
EARTH'S
EROSION

act with
urgency



WHY DOES OUR CITY need Litter locators

Excessive amounts of litter
in our community go un-
noticed and ignored fill the
streets of the city. Reducing
litter starts locally. Global
restoration start with you.

CURE FOR
MOTHER EARTH

CANCEL
the
COLLAPSE



ERASE
EARTH'S
EROSION

act with
urgency



What have we done?

We have listened to citizens whom have concerns regarding litter in various locations, taken photographs of litter, and cleaned up litter in several locations

act with urgency



What we plan to do

We plan to grow. promote
further. Involve more
volunteers, and
potentially move beyond the city
level.

act with
urgency





Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Presentation

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Jerry Whitten, Mayor
DATE: 4/10/2025
SUBJECT: Memorial Request for Kadance Fredericksen

BACKGROUND:

Joseph Warren will provide background information.

DISCUSSION:

Mr. Warren requests the City Council approve renaming Twin Hills Park in memory of Kadance Fredericksen.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Quality of Life- these areas focus on the overall experience when provided by the city.

FINANCIAL IMPACT

n/a

RECOMMENDED ACTION

n/a

Attachments

None



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Action Item

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Maryanne Girard, City Clerk
DATE: 3/26/2025
SUBJECT: Approval of City Council Regular Meeting Minutes of March 10, 2025

BACKGROUND:

The City Council routinely approves minutes from prior meetings.

DISCUSSION:

The draft minutes were distributed to the Council prior to the meeting.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

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Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

n/a

RECOMMENDED ACTION

A motion to approve the City Council regular meetings minutes of March 10, 2025.

Attachments

1. 03102025 City Council Regular Meeting Minutes Draft

City Council Minutes - DRAFT
March 10, 2025
6:00 p.m.
Council Chambers

1. Call to Order

The Regular Meeting of the Crestview City Council was called to order at 6:00 p.m. by Mayor Pro-Tem Doug Capps. Council members: Ryan Bullard, Brandon Frost, Dusty Allison, and Shannon Hayes. Also present: City Manager Tim Bolduc, City Clerk Maryanne Girard, City Attorney Jonathan Holloway, Deputy City Manager Jessica Leavins, and various staff members. Mayor JB Whitten was excused.

2. Invocation, Pledge of Allegiance

2.1. Elder Jeff Childers of The Shepherd's Church

The Invocation and Pledge of Allegiance was led by Elder Jeff Childers of The Shepherd's Church.

3. Open Policy Making and Legislative Session

Mayor Pro-Tem D. Capps confirmed that a quorum was present.

4. Approve Agenda

Mayor Pro-Tem D. Capps called for action.

Motion by Councilmember Ryan Bullard and seconded by Councilmember Shannon Hayes approve the agenda, as presented.

Roll Call: Ayes: Doug Capps, Ryan Bullard, Shannon Hayes, Brandon Frost, Dusty Allison. All ayes. Motion carried.

5. Presentations and Reports

6. Consent Agenda

Mayor Pro-Tem D. Capps called for action.

Motion by Councilmember Shannon Hayes and seconded by Councilmember Dusty Allison to approve the Consent Agenda, as presented.

Roll Call: Ayes: Doug Capps, Ryan Bullard, Shannon Hayes, Brandon Frost, Dusty Allison. All ayes. Motion carried.

6.1. DEA Task Force Agreement

6.2. Florida Police Accreditation Agreement (DISPATCH)

6.3. Memorandum of Agreement between Immigration and Custom Enforcement and the Crestview Police Department

6.4. Utilities for the 85 Bypass Roadway Project Bid Award

6.5. Approval of City Council Regular Meeting Minutes of February 24, 2025

6.6. Approval of City Council Workshop Minutes of February 12, 2025

7. Public Hearings / Ordinances on Second Reading

7.1. Ordinance 1990 - Amending Noise Regulations

CDS Planning Administrator Nicholas Schwendt presented Ordinance 1990, Amending Noise Regulations, to the City Council for second reading. He stated it serves to mirror state Statutes with the difference that it is applicable to vehicles in general rather than just applicable to vehicles on roadways. He added there are exemptions provided for motor vehicles used for business or political purposes, as well as for emergency vehicles. He then asked the City Clerk to read the ordinance by title.

City Clerk Maryanne Girard read Ordinance 1990 aloud: An Ordinance Amending Section 30-1 – Regulation of Noise; Providing For Authority; Providing For Severability; Providing For Scrivener’s Errors; Providing For Liberal Interpretation; Providing For Repeal of Conflicting Ordinances; and Providing For An Effective Date.

Mayor Pro-Tem D. Capps called for comment from the Council.

Councilmember R. Bullard expressed concern with the restrictive language stating he cannot support it.

Motion by Councilmember D. Allison and seconded by Councilmember S. Hayes to adopt Ordinance 1990 on Second Reading.

Roll Call: Ayes: Doug Capps, Shannon Hayes, Dusty Allison, Brandon Frost. Nays: Ryan Bullard. Ayes: 4; Nays: 1. Motion carried. *Please see Public Hearing vote after Item 8.1.

8. Ordinances on First Reading

8.1. Ordinance 1993 - CRA Term Amendments

CDS Planning Administrator Nicholas Schwendt presented Ordinance 1993 - CRA Term Amendments to the City Council for First Reading. He highlighted an amendment to Section 2-99 that provides for the County Commissioner to serve as the ex-officio member and as the chair and provide for the Mayor Pro-Tem to serve as vice-chair of the CRA Board. He then asked the City Clerk to read Ordinance 1993 by title.

City Clerk Maryanne Girard read Ordinance 1993 aloud: An Ordinance Amending Community Redevelopment Agency Provisions; Providing For the Amendment of Chapter 2, Article III, Division 4, of the Code of Ordinances; Providing For Authority; Providing For Severability; Providing For Scrivener’s Errors; Providing For Liberal Interpretation; Providing For Repeal of Conflicting Codes and Ordinances; and Providing For An Effective Date.

Mayor Pro-Tem D. Capps called for comment from the Council. In hearing none, he called for action.

Motion was made by Councilmember Ryan Bullard and seconded by Councilmember Brandon Frost to approve Ordinance 1993 on First reading and move to Second reading for final adoption.
Roll Call: Ayes: Doug Capps, Ryan Bullard, Shannon Hayes, Brandon Frost, Dusty Allison. All ayes. Motion carried.

At 6:11 p.m., Mayor Pro-Tem D. Capps called for a Point of Order and opened the Public Hearing for Item 7.1.

City Manager T. Bolduc requested that the matter be brought back up because of the Public Hearing requirement on second reading and requested the City Clerk read the ordinance by title and then called for comment from the public.

Kenny Siler voiced concern about the wording as there are loudspeakers on the fire truck during Christmas time and the parades are loud.

Jack Randall also voiced concern about the noise regulations.

Fred Butts stated the ordinance was government overreach. He said the noise from parades is loud. This ordinance would burden the police. He added restaurants are built close to residential neighborhoods and there is noise.

City Manager T. Bolduc said the parades are permitted.

City Attorney J. Holloway stated the ordinance states exactly what State Statutes states. He explained the ordinance pertains to vehicles that are stationary. It does not pertain to parades.

Mayor Pro-Tem D. Capps asked for action.

Motion by Councilmember S. Hayes and seconded by Councilmember D. Allison to adopt Ordinance 1990 on Second Reading.
Roll Call: Ayes: Doug Capps, Shannon Hayes, Dusty Allison, Brandon Frost. Nays: Ryan Bullard. Ayes: 4; Nays: 1. Motion carried.

Mayor Pro-Tem D. Capps resumed to item 8.2.

8.2. Ordinance 1994 - Smoking in City Parks

CDS Planning Administrator Nicholas Schwendt presented Ordinance 1994 - Smoking in the Parks Amendment, to the City Council for First Reading. He explained that State Statute allows a municipality to restrict smoking and vapor-generating devices within parks city owned. The ordinance serves to prohibit smoking in all parks. He then asked the City Clerk to read Ordinance 1994 by title.

City Clerk Maryanne Girard read Ordinance 1994 aloud: An Ordinance Amending Chapter 58 of the Code of Ordinances To Prohibit Smoking Within All City Parks As Authorized By Chapter 386.209 of the Florida Statutes; Providing For Authority;

Providing For Severability; Providing For Scrivener's Errors; Providing For Liberal Interpretation; Providing For Repeal of Conflicting Codes and Ordinances; and Providing For An Effective Date.

Mayor Pro-Tem D. Capps called for comment from the Council. In hearing none, he called for action.

Motion by Councilmember Ryan Bullard and seconded by Councilmember Dusty Allison to approve Ordinance 1994 on First Reading and move to Second Reading for final adoption.

Roll Call: Ayes: Doug Capps, Ryan Bullard, Shannon Hayes, Brandon Frost, Dusty Allison. All ayes. Motion carried.

- 8.3. Ordinance 1995 - Alcohol During Permitted Special Events in City Parks
CDS Planning Administrator Nicholas Schwendt presented Ordinance 1995 - Alcohol During Permitted Special Events in the City Parks to the City Council for First Reading. He stated this ordinance would include all parks in the permitting process. He added staff identified a need to update our Code of Ordinances regarding alcohol within City Parks to allow consumption of alcohol during permitted special events. He then asked the City Clerk to read Ordinance 1995 by title.

City Clerk Maryanne Girard read Ordinance 1995 aloud: An Ordinance Amending Regulations Regarding Alcohol During Permitted Special Events In City Parks; Providing For the Amendment Section 58-1 of the Code of Ordinances; Providing For Authority; Providing For Severability; Providing For Scrivener's Errors; Providing For Liberal Interpretation; Providing For Repeal of Conflicting Codes and Ordinances; and Providing For An Effective Date.

Mayor Pro-Tem D. Capps called for comment from the Council. In hearing none, he called for action.

Motion by Councilmember Brandon Frost and seconded by Councilmember Dusty Allison to approve Ordinance 1995 on First Reading and move to Second Reading for final adoption.

Roll Call: Ayes: Doug Capps, Ryan Bullard, Shannon Hayes, Brandon Frost, Dusty Allison. All ayes. Motion carried.

- 8.4. Ordinance 1996 - Amending Chapter 10 - Animals - Clarification of Animal Exploitation
CDS Planning Administrator Nicholas Schwendt presented Ordinance 1996- Amending Chapter 10, Animals - Clarification of Animal Exploitation to the City Council for First Reading. He said this regards adding circus animals, as our code is specific to dogs, cats and ferrets. He then asked the City Clerk to read Ordinance 1996 by title.

City Clerk Maryanne Girard read Ordinance 1996 aloud: An Ordinance Amending Section 10-28 – Animal Exploitation, Of The Code Of Ordinances; Providing For Authority; Providing For Severability; Providing For Scrivener’s Errors; Providing For Liberal Interpretation; Providing For Repeal Of Conflicting Codes And Ordinances; And Providing For An Effective Date.

Mayor Pro-Tem D. Capps called for comment from the Council.

Councilmember B. Frost asked whether this would include live petting zoos, and CDS Planning Administrator Nicholas Schwendt replied the ordinance is specific to carnivals and circuses.

Motion by Councilmember Dusty Allison and seconded by Councilmember Ryan Bullard to approve Ordinance 1996 on First Reading and move to Second Reading for final adoption.

Roll Call: Ayes: Doug Capps, Ryan Bullard, Shannon Hayes, Brandon Frost, Dusty Allison. All ayes. Motion carried.

9. Resolutions

9.1. Resolution 2025 - 8 - Comprehensive Fee Schedule Amendment

CDS Planning Administrator Nicholas Schwendt presented Resolution 2025-8, Comprehensive Fee Schedule Amendment to the City Council. He mentioned it adds commercial dumpster fees, extends moratorium annexation fees to three months and adjusted water fees. He then asked the City Clerk to read Resolution 2025-8 by title.

City Clerk Maryanne Girard read Resolution 2025-8 aloud: A Resolution Amending the Comprehensive Fee Schedule; Providing For Scrivener’s Errors; Providing For Liberal Interpretation; Providing For Repeal of Conflicting Resolutions; and Providing For An Effective Date.

Mayor Pro-Tem D. Capps called for comment from the Council.

Mayor Pro-Tem D. Capps called for comment from the audience.

Fred Butts asked about the trash hike as we have had three. He stated business owners are not pleased with the increase. He also voiced concern that certain staff are being paid over \$200,000.

City Manager T. Bolduc replied it does not include residential rates. He added that the businesses that have garbage trash compactors are a very narrow group.

Motion by Councilmember Shannon Hayes and seconded by Councilmember Brandon Frost to adopt Resolution 2025-8.

Roll Call: Ayes: Doug Capps, Ryan Bullard, Shannon Hayes, Brandon Frost, Dusty Allison. All ayes. Motion carried.

- 9.2. Resolution 2025-9 - Supporting Northwest Florida Community Land Trust
CDS Planning Administrator Nicholas Schwendt presented Resolution 2025-9, supporting Northwest Florida Community Land Trust to the City Council. He said it is in support of land trusts, in general. The trust is to ensure affordable housing. He added this format has worked in the Pensacola area. This trust allows for the city to have greater flexibility to partner with the county and private community. The trust usually is for a period of 99 years. This gives the city a tool to provide affordable housing efficiently and protects our financial interests. He then asked the City Clerk to read Resolution 2025-9 by title.

City Clerk Maryanne Girard read Resolution 2025-9 aloud: A Resolution of the City Council of the City of Crestview, Florida, In Support of Establishing A Community Land Trust to Expand Attainable Housing Options and Provide Long-Term Community Benefits.

Mayor Pro-Tem D. Capps called for comment from the Council. He thanked staff for clarifying the land trust option.

City Manager T. Bolduc stated that we have acquired properties that were not cleaned up, and this provides us with a way to keep them affordable and prevents the developer from flipping the property. He added Chief Bage of Ft. Walton Beach has been working on this for a long time.

Mayor Pro-Tem D. Capps called for comment from the public. In hearing none, he called for action.

Motion by Councilmember Dusty Allison and seconded by Councilmember Shannon Hayes to adopt Resolution 2025-9.

Roll Call: Ayes: Doug Capps, Ryan Bullard, Shannon Hayes, Brandon Frost, Dusty Allison. All ayes. Motion carried.

10. Action Items

10.1. Traffic Safety Cameras

Chief Stephen McCosker mentioned the law allows cameras to be used to enforce speed limits when children are traveling to and from school, and throughout the school day activities. He went over the results of speed studies. The current redlight camera company, Novoa Global, provided the results for the following school zones: Crestview High School, both Ferdon Boulevard and Industrial Drive, Richbourg/Northwood Elementary, Ferdon Boulevard, Davidson Middle School, Old Bethel Road, Riverside Elementary/Shoal Middle School, Redstone Avenue, and Antioch Elementary. He explained how the cameras worked in the calculations.

Discussion ensued on the timing of when the cameras worked, the speed that it cites, whether or not the school zone light is flashing, the state statute, and construction at Industrial Drive as well as Antioch, and the presence of children throughout the school day activities.

Chief McCosker clarified that the only time we would have to pay for the cameras if we terminated the agreement.

City Manager T. Bolduc said the goal is compliance.

Motion by Councilmember R. Bullard to approve the cameras with the exception of Industrial and Antioch.

Mayor Pro-Tem D. Capps announced the motion failed for lack of a second.

Motion by S. Hayes and D. Allison to approve to approve the cameras except for Industrial.

Roll Call: Ayes: Doug Capps, Ryan Bullard, Shannon Hayes, Brandon Frost, Dusty Allison. All ayes. Motion carried.

City Manager T. Bolduc said we will return with an ordinance.

Next, Chief McCosker went over the red-light study violations over a 16-hour period. Novoa-Global also prepared the study. He said the study was done at locations where a red-light camera does not exist.

Mayor Pro-Tem D. Capps called for comment from the Council.

Discussion ensued on the number of violations in the 16-hour period and decided not to have a camera at Mirage.

Mayor Pro-Tem D. Capps called for action.

City Manager T. Bolduc asked for clarification on the locations, and Council confirmed the cameras should be located at PJ Adams, and east and west 90 excluding Mirage.

Motion by Councilmember D. Allison and seconded by Councilmember Shannon Hayes to approve the red-light camera adding cameras at Hwy 90, east and west and PJ Adams.

Roll Call: Ayes: Doug Capps, Ryan Bullard, Shannon Hayes, Brandon Frost, Dusty Allison. Nays: R. Bullard. Motion carried.

10.2. Land Purchase Approval

Deputy City Manager Jessica Leavins stated the city has been working to develop a plan to alleviate traffic on Highway 85 and Highway 90. She said the purchase is to assist in the development of the northwest corridor. The parcel is near Medcrest Drive to the Physicians Way area.

Deputy City Manager Jessica Leavins explained the city has secured a contract with JH2 Investments for a parcel at the intersection of Redstone Avenue and Brookmeade Drive, which was acquired for the realignment of Redstone

Avenue. JH2 owns an 8-acre parcel near the intersection of Medcrest Drive and Crosson Street and has agreed to swap the Brookmeade property with money for the 8-acre Crosson parcel where the pavement ends.

City Manager T. Bolduc explained the area on the overhead monitor. He said Mr. Wingard agreed to the property swap for the 8-acre piece and additional money. He added the swap will help with connectivity.

Mayor Pro-Tem D. Capps asked for comments from the Council.

Motion by Councilmember Ryan Bullard and seconded by Councilmember Shannon Hayes to approve the negotiation of the contract and for the mayor to execute the contract.

Roll Call: Ayes: Doug Capps, Ryan Bullard, Shannon Hayes, Brandon Frost, Dusty Allison. All ayes. Motion carried.

11. City Clerk Report

11.1. Monthly Update

City Clerk Maryanne Girard stated the information was included in the staff report.

12. City Manager Report

12.1. Development Report

City Manager T. Bolduc stated the development summary was provided by CDS, which is included in the staff report.

12.2. City Manager Updates

City Manager T. Bolduc said here was a great turnout and received positive feedback on the sports complex. He added the survey is still open.

He clarified with the bypass coming, the center of town will shift, but we are not moving Main Street. Regarding the sports complex, we must get the citizen's permission via a referendum if debt is incurred.

He also mentioned the preliminary budget meeting is set for April 2nd.

13. Comments from the Mayor and Council

Mayor Pro-Tem D. Capps called for comment from the Council.

Councilmember S. Hayes asked for an update on the basketball court completion at Allen Park. Parks and Recreation Director Brady Peters said the crew of three is coming down from Montgomery and will be done this week. He added there will be fencing, as well.

Councilmember S. Hayes stated he went to Orlando for Leadership training and one of the key takeaways is that teamwork is necessary for the city.

Mayor Pro-Tem D. Capps applauded the Food Truck Friday stating it was good for the community.

14. Comments from the Audience

Mayor Pro-Tem D. Capps called for comment from the public.

Mike Matovina said he would like public comment on the camera agenda item. He added there is plenty of signage in Antioch but there is speeding. The roundabout will change the pattern of the traffic. There is also a marked police car at the Antioch School and there is still speeding.

City Manager T. Bolduc added the items will be back with an ordinance and there will be public comment at that time.

Jillian Harker said DR Horton wanted \$20 million for the property. She said there is disparity in how much the land costs and was concerned about the fee increases. She stated she would like a camera at Texas Parkway, as well. She says fiscal responsibility is her concern and asked for transparency.

15. Adjournment

Mayor Pro-Tem D. Capps adjourned the meeting at 7:31 p.m.

Minutes approved this ___ day of ___ 2025.

JB Whitten
Mayor

Maryanne Girard
City Clerk
Proper Notice having been duly given



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Action Item

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Maryanne Girard, City Clerk
DATE: 3/26/2025
SUBJECT: Approval of Crestview Unlimited Meeting Minutes of March 10, 2025

BACKGROUND:

The City Council routinely approves minutes from prior meetings.

DISCUSSION:

The draft minutes were distributed to the Council prior to the meeting.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Financial Sustainability- Achieve long term financial sustainability

Organizational Capacity, Effectiveness & Efficiency- To efficiently & effectively provide the highest quality of public services

Infrastructure- Satisfy current and future infrastructure needs

Communication- To engage, inform and educate public and staff

Quality of Life- these areas focus on the overall experience when provided by the city.

Community Character- Promote desirable growth with a hometown atmosphere

Safety- Ensure the continuous safety of citizens and visitors

Mobility- Provide safe, efficient and accessible means for mobility

Opportunity- Promote an environment that encourages economic and educational opportunity

Play- Expand recreational and entertainment activities within the City

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

n/a

RECOMMENDED ACTION

A motion to approve the Crestview Unlimited meeting minutes of March 10, 2025.

Attachments

1. 03102025 Crestview Unlimited Minutes Draft

Crestview Unlimited Minutes Draft
March 10, 2025
5:30 p.m.
Council Chambers

1. Call to Order

The Regular Meeting of Crestview Unlimited was called to order at 5:30 p.m. by Mayor Pro-Tem Doug Capps. Board members present: Ryan Bullard, Brandon Frost, Dusty Allison, and Shannon Hayes. Also present: City Manager Tim Bolduc, City Clerk Maryanne Girard, City Attorney Jonathan Holloway, Deputy City Manager Jessica Leavins and various staff members. Mayor JB Whitten was excused.

Board member B. Frost led the members in the Pledge of Allegiance.

2. Approve Agenda

Mayor Pro-Tem Doug Capps called for action.

Motion by Councilmember Shannon Hayes and seconded by Councilmember Dusty Allison to approve the agenda, as presented.

Roll Call: Ayes: Doug Capps, Ryan Bullard, Shannon Hayes, Brandon Frost, Dusty Allison. All ayes. Motion carried.

3. Presentations and Reports

3.1. Financials Update

Mayor Pro-Tem Doug Capps stated the golf course financials are on the agenda and turned it over to the city manager.

City Manager Tim Bolduc went over the overall statement of revenues and expenditures of Crestview Unlimited stating the Board was originally established for the operation of the golf course or any charitable activity we may do in the future. However, the city no longer manages the employees, as we turned it over to the management company, Blackwater Golf Club, Great Life Golf, LLC, that handles the financials for the golf course operation.

He stated that the management company provides the city with monthly financial statements and went over the Statement of Revenues, Expenses and Changes in net position for the time period September 30, 2023 (audited) through September 30, 2024 (unaudited) explaining the process of accounting based on last year's audit.

City Manager Tim Bolduc said the revenues are going up and they are managing the expenses. He cited \$205,000 revenue that was brought in more than the previous year and \$1.14 operating expenses which is \$78,000 additional. He explained the auditor requested that we move the golf carts from the Crestview Unlimited account to a fixed asset account. He added our revenue is going up and as the golf course

makes a profit, the expense of moving the golf carts is being paid off. No tax dollars were used to pay off any expenses.

Councilmember R. Bullard asked whether the city planned to sell the golf course and options for the future of the golf course.

City Manager Tim Bolduc mentioned that we began conversations with the management company to see if we could improve the revenue stream, as the profits go into recreation activities. We also asked if they were interested in purchasing the golf course, however, they are not prepared to do so this year. He added the financials do not include the food and beverages, as another company handles that portion. He explained that any revenue cannot be used in other locations, such as the food truck event, as it is set aside for sports and recreation. He explained that the City Council could change that if they choose to do so.

4. Action Items

5. Comments from the Mayor and Council

Mayor Pro-Tem Doug Capps called for comment from the Council.

6. Comments from the Audience

Mayor Pro-Tem Doug Capps called for comment from the public.

Jillian Harker spoke regarding complaints at Foxwood Estates about broken windows. However, City Manager Tim Bolduc said we have not received any complaints.

Kenny Siler asked about whether the golf course was to be sold, as it was bought for the community to enjoy.

Mayor Pro-Tem Doug Capps explained the city bought the land in order for it to remain a golf course instead of apartments. He added kids will still be able to enjoy the golf course.

7. Adjournment

Mayor Pro-Tem Doug Capps adjourned the meeting at 5:44 p.m.

Minutes approved this ___ day of ___ 2025.

JB Whitten
Mayor

Maryanne Girard
City Clerk
Proper Notice having been duly given



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Action Item

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Maryanne Girard, City Clerk
DATE: 4/7/2025
SUBJECT: Approval of City Council Budget Workshop Minutes of April 2, 2025

BACKGROUND:

The City Council routinely approves minutes from prior meetings.

DISCUSSION:

The draft minutes were distributed to the Council prior to the meeting.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Financial Sustainability- Achieve long term financial sustainability

Organizational Capacity, Effectiveness & Efficiency- To efficiently & effectively provide the highest quality of public services

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Mobility- Provide safe, efficient and accessible means for mobility

Opportunity- Promote an environment that encourages economic and educational opportunity

Play- Expand recreational and entertainment activities within the City

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

n/a

RECOMMENDED ACTION

A motion to approve the City Council Budget Workshop minutes of April 2, 2025.

Attachments

1. 04022025 City Council Budget Workshop Minutes Draft

City Council Minutes - DRAFT
April 2, 2025
8:00 a.m.
Council Chambers

1. Call to Order

The Budget Workshop of the Crestview City Council was called to order at 8:00 a.m. by Mayor JB Whitten. Board members present: Mayor Pro-Tem Doug Capps. Council members: Ryan Bullard, Brandon Frost, Dusty Allison, and Shannon Hayes. Also present: City Manager Tim Bolduc, Deputy City Manager Jessica Leavins, City Clerk Maryanne Girard, and various staff members. City Attorney Jonathan Holloway was excused.

2. Pledge of Allegiance

The Pledge of Allegiance was led by Councilmember Brandon Frost.

3. Open Workshop

Mayor JB Whitten declared a quorum was present. He explained the meeting will be less structured, as it is a workshop.

4. Approve Agenda

Mayor JB Whitten called for action.

Motion by Councilmember Brandon Frost and seconded by Councilmember Shannon Hayes to approve the agenda, as presented.

Roll Call: Ayes: Doug Capps, Ryan Bullard, Shannon Hayes, Brandon Frost, Dusty Allison. All ayes. Motion carried.

5. Action Items

5.1. Budget Policies and Priorities

Deputy City Manager Jessica Leavins went over how the workshop will progress and the timeline for the budget. She explained that the certified values are not received from the assessor until July 1st. She reviewed how strategic planning aligns to each budget area adding infrastructure, play and safety will be the key points. She stated the city is in good financial condition, as we have closed out FY24 in good standing. The capital projects such as the utilities for the Bypass, Foxwood Septic to Sewer, Main Street Revitalization, Golf Course improvements, Mirage traffic improvements, Redstone, Brookmeade Park, Fire Station 3, and Vineyard Village from the previous year are carried forward as the projects span multiple years.

Councilmember R. Bullard stated that Fire Station 3 should be top priority and asked about the current status of the station.

Deputy City Manager Jessica Leavins replied that the firefighters have been temporarily located, and we are awaiting numbers before proceeding. She mentioned that Station 3 was set for remodeling, but we have had urgent issues recently adding we are looking into state assistance and insurance options. City Manager Tim

Bolduc added the remodel is a top priority and the funds will come from the general fund.

Deputy City Manager Jessica Leavins mentioned Utility Project Fund projects and went over the completion dates. She also reviewed some of the accomplishments with the completion of the projects at Twin Hills Park and Rotary Park.

Deputy City Manager Jessica Leavins went over the Total Project Management updates on the new facilities and the facility upgrades. She said Ajax will bring back the numbers from the survey that has been completed, and we will have firm numbers by the next budget meeting. We are also awaiting numbers for financing options. She mentioned that Ajax stated that there is no solid plan at the gym as there are moisture issues that cannot be resolved economically.

She went over the project summary for Capital Projects for FY26, such as cameras at the gym, shade sails at Durell Lee, floor replacement at the Community Center and street resurfacing. She added that Ajax will have firm numbers for our facility needs by our July meeting.

Mayor Whitten asked about the street relining and PS Director Carlos Jones replied that it can be included in the plan. He suggested that the Council inform him about streets that need resurfacing, stating they can be added to the list. Projects Director Wayne Steele added we are only allotted funding for five miles a year.

Deputy City Manager Jessica Leavins displayed the city limits map along with where the projects are located throughout the city. The development plan will be aligned with the map of projects.

She also went over the Tourist Development Tax projects which included Blackwater Golf Course, the netting and parking lot, as well as the Brookmeade Park enhancements. She said we do not have an update on State Appropriations for the Animal Control Facility, Redstone sidewalks, Bypass reuse line, and the Garden Street and 85 Signal yet but we hope to know before the July meeting.

Deputy City Manager Jessica Leavins mentioned that the personnel changes will be presented in July. We plan to add a 2% COLA and 4.5% merit increase. Florida Blue will go up 3.5%, however, we do not have the Proshare numbers yet. The Proshare is a portion of what we do not spend on health claims that comes back to us. She added it is possible the Florida Blue projection may go down dependent on our participation in wellness such as annual exams.

Discussion ensued on the health of the plan, rates, self-insurance options, staffing to manage the transition to self-insurance, actuaries on claims, the Proshare being returned to the employees, and how integral the benefit package is as part of retaining our employees.

Deputy City Manager Jessica Leavins went over tuition assistance, the Employee Assistance and Wellness Reimbursement program. She went over the firefighters' exams stating we have great results.

Mayor JB Whitten excused himself at 8:50 a.m.

City Manager T. Bolduc emphasized from a global perspective; we are able to compete because we have quality staff. We have a good solid team that are well-trained. We are going to be technically sound and put people first. The benefits allow us to retain the good quality staff we have.

Deputy City Manager Jessica Leavins went over the PS Impact Fees for FY26 stating the fees are directed at the developers. She mentioned we need a ladder truck, and it takes about three years to get one ordered, built, and delivered. Our consultant, Kimley-Horn, helps with the planning and forecasting for development.

She went over the Utility Fee Schedule projection stating we will need to raise the bills 11% to keep up with the improvements. She went over the numbers that we need to provide the services.

Discussion ensued on the balance from 2021 when the city tapped into the fees. We had to reset and added a rate increase in 2022 which was a 17% increase. We held off on capital projects to roll it back to make it easier. We were also subsidizing the stormwater fund from water and sewer utility. We corrected it by separating it so stormwater could be self sustainable. We have not made a transfer since 2022. At some point, the city has to balance it out. We cannot make a cost allocation until we receive the study results.

Discussion ensued on the water rate increase and the impact of the garbage rate increase.

Councilmember Dusty Allison added if we want to continue to be a city that is improving, we have to make the adjustments to maintain the integrity of our city so we are not in the red.

City Manager T. Bolduc said Jacobs will come back with a ten-year study with the full projection. Part of the development plan will be to keep the focus on the infrastructure with our growth.

Deputy City Manager Jessica Leavins said Dusty Allison and Shannon Hayes attended the Legislative Action Days along with her.

City Manager T. Bolduc said when we don't transfer money, we will have to use ad valorem taxes.

Deputy City Manager Jessica Leavins went over the options for the millage rate, which is estimated at 6.6466, which is lower than 1/10 of a percent. She said we do not have the estimated values yet.

She called for a five-minute recess at 9:16 a.m., and Mayor Pro-tem D. Capps resumed the meeting at 9:25 a.m.

Deputy City Manager Jessica Leavins asked the Council for their priorities.

Councilmember S. Hayes requested the staff concentrate on the other Fire station, continue to improve our parks, go forward with the sports complex, and the cemetery.

Mayor Pro-Tem D. Capps said his priorities are the Science Center in Crestview, the Public Safety building, sports complex, Mirage, Brookmeade to Highway 85, and upgrades to the Skate Park at Brookmeade. He agreed to the barn cover-up to save money. He would like restrooms as soon as feasible, however. The north park is a priority, as well as the traffic circle at Mirage since the apartments are opening up and the connector road.

Deputy City Manager Jessica Leavins said we are bringing the Science Center back and are looking for sponsors. It would be used for STEM and youth arts activities.

Councilmember B. Frost stated his priorities are the Fire Station, sports complex, gym, Science Center, and lighting at Twin Hills at the new playground.

Director of Operations W. Steele said that the lighting should be completed soon, and Deputy City Manager J. Leavins added that the cameras will be coming soon as we are waiting on the contractor to install them.

Councilmember R. Bullard stated his priorities are the fire station, getting ALS, reviewing the Mutual Aid Agreements because of the revenue loss, Special Event activities such as Food Truck Fridays, Mardi Gras parades, partnering our Parks and Recreation with the Little League Soccer Association and private company sponsorships.

Parks and Recreation Director Brady Peters said we are with the Babe Ruth League and Cal Ripken League because of our connection with Baker.

Deputy City Manager Jessica Leavins said we are tracking a bill on ALS that would move fees to where we could tap into grants. She added ALS is in the fire department's strategic plan long-term goals.

Councilmember Dusty Allison thanked the Fire Department for managing the issue with Fire Station 3. Her priorities are the new Public Safety building, and the Sports Complex.

Mayor Pro-Tem D. Capps said ALS is important to him, as well.

Councilmember S. Hayes agreed that safety is his number one, but the Sports Complex has drawn our city together. We will need to borrow the money, but our grandkids will enjoy it.

Deputy City Manager Jessica Leavins said we are meeting with the bond company about financing of the Sports Complex and hope to partner with the county.

Discussion ensued on partnering options, naming rights, operational needs, cost of living impacting the numbers from commercial development, utility cost increases, effects of lowering the millage rate and being fiscally smart.

City Manager T. Bolduc added that the items on the priority list are generated by the millage rate. If we roll it back, that will take operational dollars from our priorities. He mentioned as long as the County keeps buying property, he hopes they will see the value in partnering. He also mentioned we have added services and have lowered the millage rate even with the inflation.

Mayor Pro-Tem D. Capps requested that staff provide comparisons based on the pros and cons of maintaining and lowering the millage rate.

6. Comments from the Audience

No one from the public was in attendance.

7. Comments from the Mayor and Council

8. Adjournment

Mayor Pro-Tem Capps adjourned the meeting at 9:55 a.m.

Minutes approved this ___ day of ___ 2025.

JB Whitten
Mayor

Maryanne Girard
City Clerk
Proper Notice having been duly given



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Action Item

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Stephen McCosker, Police Chief
DATE: 4/10/2025
SUBJECT: Humane Society Grant Agreement

BACKGROUND:

The City of Crestview Animal Services Department was recently recognized for their efforts in the implementation of programs that adopt abandoned animals to members of our community that have a desire to adopt them.

The Jacksonville Humane Society / Florida Leaders in Lifesaving, a 501 (c)(3) nonprofit corporation based in Jacksonville, Florida, recognized the Crestview Animal Services for their accomplishments and use of programs that encourage community members to adopt animals from our shelter. During the assessment, they also recognized some needs of the shelter that could accomplish the mission of our City Animal Services more efficiently.

In doing so, they have offered a grant to assist in the funding of several programs to assist and encourage future events and needs of our Animal Services.

DISCUSSION:

The grant from Jacksonville Humane Society / Florida Leaders in Lifesaving, provides up to \$35,000 for the support and/or implementation of the following; which also parallels the foundational objectives of the City of Crestview in growth and quality of life. These goals are as follows:

- Increase adoptions at Crestview Animal Services.
- Improve community relations and perception of Crestview Animal Services
- Build relationships with community partners to enhance reputation and lifesaving efforts.
- Increase traffic to Crestview Animal Services through marketing & community engagement.
- Remove barriers to adoption & improve customer service.
- Increase transfer/rescue support.
- Live outcomes for community cats through barn cat, shelter neuter return, and return-to-field programs.
- Increase marketing of lost pets and increase in Return to Owner.
- Ensure SOPs are updated or created where needed, and ensure they are followed.
- Development of volunteer and foster programs.

Approval of the acceptance of this grant requires that Animal Services provide data in return, that outlines the accomplishments of their missions.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Financial Sustainability- Achieve long term financial sustainability

Organizational Capacity, Effectiveness & Efficiency- To efficiently & effectively provide the highest quality of public services

Infrastructure- Satisfy current and future infrastructure needs

Communication- To engage, inform and educate public and staff

Quality of Life- these areas focus on the overall experience when provided by the city.

Community Character- Promote desirable growth with a hometown atmosphere

Safety- Ensure the continuous safety of citizens and visitors

Mobility- Provide safe, efficient and accessible means for mobility

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

Approval will supplement the Capital Outlay of the budget of Crestview Animal Services for special and specific goals outlines above. This will provide an additional \$35,000 in funds to Animal Services Budget for funding these goals.

RECOMMENDED ACTION

Staff respectfully requests a motion to approve the acceptance of the Jacksonville Humane Society / Florida Leaders in Lifesaving Grant.

Attachments

1. Jacksonville Humane Society MOU



Jacksonville Humane Society Grant Agreement with Crestview Animal Services

PROPOSAL

Jacksonville Humane Society ("JHS")/ Florida Leaders in Lifesaving ("FLiL") is a 501 (c)(3) nonprofit corporation based in Jacksonville, FL. JHS's mission is to provide care, comfort, and compassion to animals in need while engaging the hearts, hands and minds of our community to bring about an end to the killing of abandoned or orphaned shelter animals. Jacksonville Humane Society aims to increase lifesaving by working with organizations and agencies by providing funding for specific projects and/or needs. Jacksonville Humane Society was selected by Best Friends Animal Society as a peer mentor, including generous grant funding to accomplish lifesaving in the state of Florida.

Crestview Animal Services (Fellow Shelter Partner) is a municipal animal welfare organization based in Crestview, FL. Crestview Animal Services opened in early 2022. They currently operate two facilities, one in the City of Crestview and the other in the neighboring city of Laurel Hill. Crestview Animal Services has been selected to receive a one-time grant (the "Grant") for the purposes set forth below. Crestview Animal Services has been selected to receive the Grant as a way to increase positive outcomes, and reduce shelter deaths, in a sustainable way- including the development of a return to field program for community cats.

Each party shall be referred to herein individually as a "Party," and collectively as the "Parties."

This grant agreement ("Agreement") will govern the terms of the Grant. The Parties hereby agree to the following terms and conditions as of the date of the last signature below (the "Effective Date").

AGREEMENT

Section 1. Project Description, Term and Grant Amount

The project is generally described as the following and more specifically described throughout this Agreement (the "Project"). Under this Agreement, Jacksonville Humane Society will provide grant funding to Crestview Animal Services as recognition of the support it will provide to shelter animals, to achieve a save rate to 90% (see Appendix A for Save Rate formula) or above. Crestview Animal Services has collaborated with Jacksonville Humane Society Animal Society on the scope of work and budget required to assist in achieving the 90% benchmark. Prior to making any substantive changes in the use of the Grant, Crestview Animal Services will discuss with Jacksonville Humane Society the rationale for the need for such changes to the proposed budget.

The Term of this Agreement, unless terminated pursuant to the language below, will be from January 1st, 2025, through December 31st, 2025.

Grants will be provided in the following payments (with Jacksonville Humane Society' obligation to disburse funds conditional on Jacksonville Humane Society' receipt of Crestview Animal Services IRS Form W-9) (the "Periodic Payments"):

The overall grant amount allocated to Crestview Animal Services is **UP TO: \$35,000.**



The grant will be paid to Crestview Animal Services in 4 installments, outlined below.

Payment Number	Projected Payment Date	Funded Amount
1	Within 30 days of effective date	<i>up to \$10,000</i>
*2	May 1, 2025	<i>up to \$10,000</i>
*3	August 1, 2025	<i>up to \$10,000</i>
*4	November 1, 2025	<i>up to \$5,000</i>

****All funding after initial grant installment will be contingent upon project progression and completion of expected goals and reporting.***

Total Budget by Expense Line for Project

Expense Lines	Total Budget per Expense
Budget per RTF/SNR Surgery- \$50	\$35,000

In addition to the \$35,000 allocated for sterilization, JHS has allocated an additional \$23,250 for sponsorship of animal transfers to partner agencies. JHS will pay for animal transfers at a rate of \$175 per dog and \$125 per cat. Payments will be made directly to partner agencies by JHS. Crestview Animal Services will notify JHS of qualifying transfers on a monthly basis.

Crestview Animal Services acknowledges that Jacksonville Humane Society and its representatives have made no actual or implied promise of funding except for the amount specified in this Agreement.

Section 2. Goals

The goal of the collaboration is to support Crestview Animal Services and help them to achieve a 90% save rate (see Appendix A for Save Rate formula) as quickly as possible, over the duration of the grant period, and to create a sustainability plan to maintain it thereafter. Through a partnership with Crestview Animal Services and JHS/FLiL, the parties will work collaboratively to accomplish the goals listed below.

- Increase adoptions at Crestview Animal Services.
- Improve community relations and perception of Crestview Animal Services
- Build relationships with community partners to enhance reputation and lifesaving efforts.
- Increase traffic to Crestview Animal Services through marketing & community engagement.
- Remove barriers to adoption & improve customer service.
- Increase transfer/rescue support.
- Live outcomes for community cats through barn cat, shelter neuter return, and return-to-field programs.
- Increase marketing of lost pets and increase in Return to Owner.
- Ensure SOPs are updated or created where needed, and ensure they are followed.
- Development of volunteer and foster programs.

Project Timeline and Milestones (Objective):



Save Rate Goals (save rate goals must be met at the end of each quarter)

	Time period	Project Goals for Quarter
Quarter 1	January-March 2025	○ 85% Save Rate at Crestview Animal Services ○ Provide impact numbers report to JHS/FLiL for Q1
Quarter 2	April-June 2025	○ 87% Save Rate at Crestview Animal Services ○ Provide impact numbers report to JHS/FLiL for Q2
Quarter 3	July-September 2025	○ 90% Save Rate at Crestview Animal Services ○ Provide impact numbers report to JHS/FLiL for Q3
Quarter 4	October-December 2025	○ 90% Save Rate at Crestview Animal Services ○ Provide impact numbers report to JHS/FLiL for Q4'
Wrap Up		○ Provide impact numbers report to JHS/FLiL for CY 25 ○ Crestview Animal Services will have sustained an aggregate 90%+ Save Rate by end of CY 25

The funding of periodic payments as set forth in Section 1 can be paused or stopped if the Project does not meet quarterly milestones.

Section 3. Commitments by Crestview Animal Services

1. Crestview Animal Services agrees to provide their own appropriate monthly utilizing the Shelter Pet Data Alliance (SPDA) online reporting system. If Fellow is unable to submit data using SPDA, Crestview Animal Services is responsible for providing their own data as well as Fellow(s) data that do not report directly through SPDA through manual submissions or uploads. Monthly data is due by the 15th of the following month (for example, January stats are due by February 15th). Please see Appendix A for example of a monthly data report.
2. Crestview Animal Services is expected to use its best efforts to attend any scheduled check-in calls with the shelter collaborative team at JHS and keep in communication with all Parties when calls need to be rescheduled. Check-in calls will be scheduled at least once a month by default, but more may be scheduled if needed.
3. Crestview Animal Services will work collaboratively with JHS to arrange and facilitate in-person visits to the shelter.
4. Crestview Animal Services acknowledges and agrees to use its best efforts to work with JHS on ensuring sustainability is considered for any programmatic changes. Sustainability of changes or programs will be discussed during check-in calls with Jacksonville Humane Society staff throughout the contract period. Considerations or concerns around sustainability of programs should also be addressed within the monthly grant reports.

Section 4. Commitments by Jacksonville Humane Society



In addition to the Grant, Jacksonville Humane Society will provide access to Jacksonville Humane Society staff and resources as needed to provide support to Crestview Animal Services. Jacksonville Humane Society recognizes the myriad of challenges facing animal welfare organizations that go beyond financial constraints. That is why the resources provided to shelter staff will extend beyond financial support. The Senior Director of Shelter Collaboration and Director of Shelter Collaboration will consult directly with shelter staff to assist with training and policies upon request.

As part of JHS's commitment to ongoing mentorship and training, shelter staff will have free access to training, including overnight accommodations, through Lifesaving University located in Jacksonville at JHS and/or onsite as requested. A comprehensive list of topics routinely taught through Lifesaving University is attached as Appendix B.

Section 5. Project Branding Terms and Promotion

Crestview Animal Services shall coordinate with JHS/FLiL regarding the promotion of this project. Crestview Animal Services agrees that Best Friends or JHS/FLiL may identify them by name as a partner and/or mentor in communications about this project. All Parties may issue reports or statements to their members, the media and the public about the project. This includes, but is not limited to websites, newsletters, press releases, magazine articles, blogs, and podcasts. Crestview Animal Services shall cooperate with Best Friends and/or JHS representatives in the production of such news content. No Party may use the other Party's logos, trademarks, or other intellectual property without express permission of the other Party.

Section 6. Termination

A. Termination by Crestview Animal Services. Crestview Animal Services may terminate this Agreement upon providing ten (10) business days written notice to Jacksonville Humane Society in the event of the following events of default:

- (i) By its actions or statements, JHS/FLiL materially harms Crestview Animal Services as determined by Crestview Animal Services in its reasonable judgment;
- (ii) JHS/FLiL files for bankruptcy, sells, assigns or transfers the majority of its assets to another entity, or ceases to operate as a nonprofit corporation.

B. Termination by Jacksonville Humane Society/Florida Leaders in Lifesaving. JHS/FLiL may terminate this Agreement upon providing ten (10) business days written notice to Crestview Animal Services in the event of the following events of default:

- (i) By its actions or statements, Crestview Animal Services materially harms JHS/FLiL as determined by JHS/FLiL in its reasonable judgment;
- (ii) Crestview Animal Services files for bankruptcy, sells, assigns or transfers the majority of its assets to another entity, or ceases to operate as a nonprofit corporation (if a nonprofit corporation); or
- (iii) Crestview Animal Services fails to perform its commitments as set out in this Agreement, including, in the reasonable judgment of JHS/FLiL failing to carry out the Project with reasonable diligence to meet the goal of saving as many animal lives as possible or has not worked in good faith with professionalism to achieve the mutually agreed upon Goals.

In the event JHS/FLiL terminates this Agreement pursuant to this section, JHS/FLiL has no obligation to pay Crestview Animal Services any grant payment not yet due at the time of the notice of such termination.



Section 7. Photo, Video, Digital and Audio Access and Release

Crestview Animal Services grants to JHS/FLIL (including its employees, contractors and agents), the nonexclusive, perpetual, royalty-free right, license, and permission to photograph, video, and audio record any of Crestview Animal Services' programs or events, associated with the Project with Fellow(s) for the duration of the Project and to use such materials in any manner including for identification purposes, to promote or report about Jacksonville Humane Society events, activities and mission; to raise donations, or for other purposes. Agency warrants to Jacksonville Humane Society that it has received any permissions needed to grant such rights and will indemnify, defend, and hold harmless Jacksonville Humane Society from any claim that its use of such materials as permitted in this Agreement infringes any third-party rights.

Crestview Animal Services agrees to provide to Jacksonville Humane Society, via email to the contact address provided by Jacksonville Humane Society, with a minimum of one (1) unique still photo and/or video clip of no less than 30 seconds in length, in a format suitable for posting on social media platforms or websites (with the specific digital format mutually agreed upon by the parties) relating to events or activities associated with the Project at least once per month during the Term of this Agreement (the "Publicity Materials"). Crestview Animal Services grants Jacksonville Humane Society the nonexclusive, perpetual, royalty free right, license and permission to use the Publicity Materials in any manner Jacksonville Humane Society deems appropriate and warrants to Jacksonville Humane Society that it has received any permissions needed to grant such right and will, to the full extent permitted by law, indemnify, defend and hold harmless Jacksonville Humane Society from any claim that Jacksonville Humane Society use of such Publicity Materials pursuant to this Agreement infringes any third-party rights.

Section 8. Release

To the full extent permitted by law, Crestview Animal Services, their directors, officers, employees, representatives, agents, successors, and assigns, agree never to bring a claim or suit against Jacksonville Humane Society/Florida Leaders in Lifesaving relating to the Project and its receipt of service. Crestview Animal Services agrees Jacksonville Humane Society/Florida Leaders in Lifesaving and its directors, officers, employees, representatives, agents, representatives, contractors, successors and assigns ("Releasees") are not responsible for any of the decisions, plans, guidelines, work, or activities related to or arising from the Project. Crestview Animal Services releases Jacksonville Humane Society/Florida Leaders in Lifesaving and its directors, founders, employees, officers, agents, representatives, contractors, volunteers, successors and assigns from all liability arising from any work or activities related to the Project. Crestview Animal Services understands this agreement discharges Releasees from any liability to Crestview Animal Services with respect to bodily injury, personal injury, illness, death, property damage or other loss of any kind or nature whatsoever, direct or indirect, known or unknown, that may result as a result of the Crestview Animal Services work, participation and activities related to this Project.

Section 10. Indemnity Agreement

To the full extent permitted by law, the Crestview Animal Services and its directors, officers, agents, employees, representatives, successors and assigns, agree to indemnify and hold Releasees harmless for all bodily injury, personal injury, illness, death, property damage or other losses of any kind or nature whatsoever, direct or indirect, known or unknown, including attorney's fees and costs of litigation that result to anyone else or any other entity because of Crestview Animal Services's actions or omissions related to the Project or any breach by Crestview Animal Services of this Agreement. This includes lone acts or omissions by the Crestview Animal Services as well as the combined acts of the Crestview Animal Services with others.



Section 11. Crestview Animal Services's Representations and Warranties

Crestview Animal Services represents and warrants as follows:

- A. Crestview Animal Services is a qualified government organization.
- B. Crestview Animal Services acknowledges that its animal welfare activities may be governed by a variety of federal, state, and local laws. Crestview Animal Services hereby warrants that it shall use its best efforts to comply with all applicable laws and shall not knowingly violate same.
- C. There are no claims, investigations or proceedings in progress, pending or threatened against Crestview Animal Services which, if determined adversely, would have a material effect on Crestview Animal Services' ability to fulfill its obligations pursuant to this Agreement and there are no claims, investigations or proceedings in progress, pending or threatened against Crestview Animal Services which involve animal neglect or abuse.
- D. The individual signing this Agreement on behalf of Crestview Animal Services is legally competent to enter into this Agreement duly authorized to do so by the Crestview Animal Services.

Section 12. Grant Restrictions

In addition to abiding by the requirement that the grant funds be used in furtherance of the Project, Crestview Animal Services specifically agrees that no portion of the grant funds will be used for any of the following: (i) to lobby or otherwise attempt to influence legislation; (ii) to influence outcome of any specific public election or participate or intervene in any political campaign on behalf of any candidate for public office or conduct, directly or indirectly; (iii) to support or oppose any elected official or candidate for public office or on any particular issue.

Section 13. Survival of Terms

The intellectual property rights, including the rights to use photos, digital, audio and video materials, agreed to in this Agreement are perpetual. The releases and indemnity agreements are perpetual. The Non-Disparagement clause survives for three years following the termination of this Agreement.

Section 14. Proprietary Information

Crestview Animal Services acknowledges and agree that the following constitute "Proprietary Information": Any secret or proprietary information relating directly to Jacksonville Humane Society business, including, but not limited to, the Jacksonville Humane Society network and donation process, services, members, donor and volunteer lists; business policies; employment records and policies; operational methods; marketing plans and strategies; business development plans; new personnel acquisition plans; technical processes; designs and design projects; inventions and research programs; trade knowhow; trade secrets; specific software, algorithms, computer processing systems; object and source codes; user manuals; systems documentation; and other business and financial affairs of Jacksonville Humane Society. It is not anticipated that the Crestview Animal Services will have access to Jacksonville Humane Society proprietary information as a result of this Agreement. Nonetheless, Crestview Animal Services acknowledges and agrees that in the event the Crestview Animal Services learns of or comes into possession of any Jacksonville Humane Society proprietary information, Crestview Animal Services will notify Jacksonville Humane Society and return said information.



By signing below, Crestview Animal Services and Jacksonville Humane Society acknowledge and agree to the terms of this Agreement. If signing electronically, the Parties acknowledge that they have read this Agreement and indicate their intent to electronically sign and be bound by the terms and conditions therein. The Parties agree that their electronic signatures are intended to authenticate this writing and to have the same force and effect as a manual signature for purposes of validity, enforceability, and admissibility.

Jacksonville Humane Society

Printed Name of Authorized Representative: LAWRENCE MICHAEL

Title: CEO

Signature: [Handwritten Signature]

Date: 4/10/25

Crestview Animal Services

Printed Name of Authorized Representative: _____

Title: _____

Signature: _____

Date: _____

Appendix A

Example of Monthly Data Report

Species		Felines	Canines	Total
A	Stray			
B	Relinquished by owner			
C	Transferred In			
D	Owner Requested Euthanasia			
E	Other intakes			
F	TOTAL LIVE INTAKE			
G	Adoption			
H	Returned to owner			
I	Transferred Out			
J	Returned to field			
K	Other live outcome			
L	Subtotal: Live outcomes			
M	Died in care			
N	Shelter Euthanasia			
O	Lost in Care			
P	Owner Requested Euthanasia			

Q	Subtotal: Non-Live Outcomes			
R	TOTAL OUTCOMES			

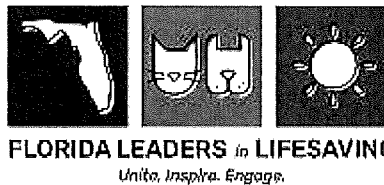
Calculating Save Rate: (Total Intakes – Non-live outcomes) / (Total Intakes) = Save Rate*

**Non-Live Outcomes Include= shelter euthanasia, owner requested euthanasia, died in care or lost in care*

Example: If you had 100 Total Intakes in the month of January and 10 non-live outcomes

100 – 10 / 100 = .90 or 90%. January's Save Rate would be 90%

Appendix B



Lifesaving University Curriculum Outline

- I. **Leadership**
 - a. Model Ordinances
 - b. Board V. Staff Roles
 - i. Bylaws
 - ii. Financial Policies
 - iii. Building a Board
 - c. Budgeting
 - i. Departments
 - ii. Staff



- d. Fundraising
 - i. Monetary
 - ii. In-Kind Gifts
 - iii. Grants
 - iv. Bequests
- e. Community Engagement
 - i. Messaging
 - ii. Involvement
 - iii. Celebrating Unique Traits (example – Orlando is a "transient" town but that's perfect for recruiting fosters)
- f. Partnerships & Collaborations
 - i. Rescues
 - ii. Community Groups
 - iii. Businesses/Corporations
- g. Data
 - i. Gathering
 - ii. Reporting
 - iii. Transparency
- h. Disaster Preparations
 - i. Hurricane Before
 - ii. Hurricane After
- i. Operations
 - i. Best Practices/Standards
 - 1. Medical
 - 2. Behavior
 - 3. Cleaning

II. **Managing Noses In**

- a. Community Cats
 - i. TNR
 - ii. Return-to-Field
- b. Spay/Neuter
 - i. Access
 - ii. Availability
- c. Managed Admissions
 - i. Appointments
 - ii. Counseling
 - iii. Community Policing
- d. Pet Retention
 - i. Support/Services for Pet Owners
 - ii. Home to Home Adoptions
 - iii. Return-To-Owner
- e. Transfers



**JACKSONVILLE
HUMANE SOCIETY**

- i. City-Private Relationships
- ii. Transports to other communities

III. Moving Noses Out

- a. Open Adoptions
 - i. Hours of Operation
 - ii. Adoption Conversations
 - iii. Myth Busting
 - iv. Hospice
 - v. Customer Service
 - vi. Sleepovers, Dog Day Out & Silent Night Promotions
 - vii. Pricing
- b. Events
 - i. On-site Promotions
 - ii. Off-site
 - iii. Joint Events
 - iv. Megas
 - v. Silent Night
 - vi. Dog Day Out
- c. Marketing
 - i. Social Media
 - ii. Messaging/Language
- d. Animal Care and Enrichment
 - i. Enrichment
 - ii. Protocols
 - iii. Playgroups
- e. Volunteers
 - i. Creating more opportunities
 - ii. Recruiting qualified individuals
 - iii. Working with corporate groups
 - iv. Supporting/Training
 - v. Retaining volunteers
- f. Fosters
 - i. Recruiting
 - ii. Training & Education
 - iii. Support/Communication
 - iv. Short-Term Fosters
 - v. Adoption Ambassadors
 - vi. Kittens
 - 1. Planning/Prep
 - 2. Protocol





Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Action Item

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Stephen McCosker, Police Chief
DATE: 4/10/2025
SUBJECT: Government Surplus 1033 Agreement

BACKGROUND:

The City of Crestview Police Department utilizes surplus equipment that has been retired from Government or Military Use, that has been approved for Civilian Government and Law Enforcement Use.

This is an annual agreement that has been in use between the City of Crestview Police Department and the State of Florida, in partnership with United States Government. This agreement outlines our continuation of the agreement and use of surplus items loaned to the City of Crestview at no-cost.

DISCUSSION:

While the Crestview Police Department has limited use of surplus items, our inventory includes two vehicles that include a Retired HumVee that is used by our Community Service Division as a painted display in remembrance of September 11th. This is used during parades, public events and demonstrations. The second item is a MRAP, that is used by the Crestview Police Department's SWAT team as a rescue vehicle during hurricanes, floods and other rescue needs, in addition to its use as an armored vehicle that can be used in high-risk situations or active shooter events.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Financial Sustainability- Achieve long term financial sustainability

Organizational Capacity, Effectiveness & Efficiency- To efficiently & effectively provide the highest quality of public services

Infrastructure- Satisfy current and future infrastructure needs

Safety- Ensure the continuous safety of citizens and visitors

Mobility- Provide safe, efficient and accessible means for mobility

Opportunity- Promote an environment that encourages economic and educational opportunity

Play- Expand recreational and entertainment activities within the City

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

There is no financial impact associated with this agreement. The items are provided at no cost to the City of Crestview.

RECOMMENDED ACTION

Staff respectfully requests a motion to approve the agreement between the City of Crestview and the State of Florida/United State Government's 1033 Surplus Program.

Attachments

1. 1033 Program Agreement Continuation

State Plan of Operation (SPO) between:

The State of Florida and the

(State/United States Territory)

Law Enforcement Agency (LEA)

1) PURPOSE This State Plan of Operation (SPO) is entered into between the State/United States (U.S.) Territory and Law Enforcement Agency (as identified above), to set forth the terms and conditions which will be binding on the parties with respect to Department of Defense (DoD) excess personal property conditionally transferred pursuant to 10 USC § 2576a, in order to promote the efficient, expeditious transfer of property and to ensure accountability of the same.

2) AUTHORITY The Secretary of Defense (SECDEF) is authorized by 10 USC § 2576a to transfer to Federal and State Law Enforcement Agencies (LEAs), personal property that is excess to the needs of the DoD, including small arms and ammunition, that the Secretary determines is suitable to be used by such agencies in law enforcement activities, with preferences for counter-drug/counter-terrorism, disaster-related emergency preparedness or border security activities, under such terms prescribed by the Secretary. The SECDEF has delegated program management authority to the DLA. The DLA Disp Svcs LESO administers the program in accordance with (IAW) 10 USC § 2576a, 10 USC § 280, DoDM 4160.21 and DLAI 4140.11. The DLA defines “law enforcement activities” as activities performed by governmental agencies whose primary function is the enforcement of applicable federal, State, and local laws and whose compensated law enforcement officers have powers of arrest and apprehension.

3) GENERAL TERMS AND CONDITIONS “DoD excess personal property” also known as “items”, “equipment”, “program property”, or “property”. “DLA Disposition Services Law Enforcement Support Office” also known as “1033 Program”, “LESO Program”, “the program”, or “LESO”. “State or U.S. Territory” also known as “the State”, “State Coordinator (SC)”, “State Point of Contact (SPOC)”, or “SC/SPOC”. “Law Enforcement Activities” also known as “agencies in law enforcement activities”, “Law Enforcement Agency (LEA)”, “program participant”, or “State/LEA”.

a) Property made available under this agreement is not for personal use and is for the use of authorized program participants only. All requests for property shall be based on bona fide law enforcement requirements. Authorized participants who receive property from the program will not loan, donate, or otherwise provide property to other groups or entities (i.e., public works, county garage, schools, etc.) that are not otherwise authorized to participate in the program. Property will not be obtained by program participants for the purpose of sale, lease, loan, personal use, rent, exchange, barter, transfer, or to secure a loan. To receive such property, on an annual basis the LEA shall certify that they have:

- i) Obtained authorization of the relevant local governing body authority (i.e., city council, mayor, etc.).
- ii) Adopted publicly available protocols for the appropriate use of controlled property, the supervision, and the evaluation of the effectiveness of such use, including auditing and accountability policies.
- iii) Annual training in place and provides it to relevant personnel on the maintenance, sustainment, and appropriate use of controlled property, including respect for the rights of citizens under the Constitution of the U.S. and de-escalation of force.

b) All costs associated with the transportation, turn-in, transfer, repair, maintenance, insurance, disposal, repossession or other expenses related to property are the sole responsibility of the State/LEA. The State/LEA shall also be responsible to reimburse the U.S Government (USG) for costs incurred in retrieving and/or repossessing property impermissibly transferred by the State/LEA to unauthorized participants.

c) The State/LEA will maintain and enforce regulations designed to impose adequate security and accountability measures for controlled property to mitigate the risk of loss or theft of property. Program participants shall implement controls to ensure property made available under this agreement is used for official law enforcement use only. The State/LEA shall take appropriate administrative and/or disciplinary action against individuals that violate provisions of the Memorandum of Agreement (MOA) between the Federal Government and the State/U.S. Territory and/or this SPO, including unauthorized use of property.

d) All property transferred to the State/LEA via the program is on an as-is, where-is basis.

e) LESO reserves the right to recall property issued to a State/LEA at any time.

f) General use of definitions/terms:

i) Demilitarization (DEMIL code)-a code assigned to DoD property that indicates the degree of required physical destruction, identifies items requiring specialized capabilities or procedures, and identifies items which do not require DEMIL but may require Trade Security Controls (TSC). Program participants are not authorized to conduct physical demilitarization of property.

ii) "Controlled property"-items with a DEMIL code of B, C, D, E, F, G, and Q (with an Integrity Code of "3". Title and ownership of controlled property remains with the DoD in perpetuity and will not be relinquished to the State/LEA. When a State/LEA no longer has a legitimate law enforcement use for controlled property, they shall notify the LESO and the property will be transferred to another program participating State/LEA (via standard transfer process) or returned to DLA Disp Svcs for disposition.

iii) "Non-controlled" property"-items with a DEMIL code of A or Q (with an Integrity Code of "6"). These items are conditionally transferred to the State/LEA and will remain on State/LEA accountable inventory for one year from the ship date. However, after one year from the ship date, DLA will relinquish ownership and title for the property to the State/LEA without issuance of further documentation. During this one year period, the State/LEA remains responsible for the accountability and physical control of the property and the LESO retains the right to recall the property. Participants should return any property in this one year period that becomes excess to their needs or they otherwise determine is not serviceable.

(1) The LEA receives title and ownership of DEMIL "A" and "Q6" property as governmental entities. Title and ownership of this property does not pass from DoD to any private individual or State/LEA official in their private capacity. Such property shall be maintained and ultimately disposed of IAW provisions in State and local laws that govern public property.

(2) Sales/gifting of DEMIL "A" and "Q6" property after one year from the ship date inconsistent with State/local law may constitute grounds to deny future participation in the program.

(3) After one year from ship date, DEMIL "A" and "Q6" property may be transferred, cannibalized for usable parts, sold, donated, or scrapped.

(4) Once the property is no longer on the LEA accountable inventory, the property is no longer subject to the annual physical inventory requirements and will not be inventoried during a LESO Program Compliance Review (PCR).

g) All physical transfers of property require LESO approval. Program participants will not physically transfer property until the LESO approval process is complete. Program participants may request their SC/SPOC approval to temporarily conditionally loan property to another program participant (if mission requires). If the SC/SPOC approves the temporary conditional loan, it shall be done using an acceptable Equipment Custody Receipt (ECR). At the end of the temporary conditional loan, the item (s) shall be returned to the original LEA for accountability. All requests for conditional loans will be based on bona fide law enforcement requirements.

h) The program may authorize digital signatures on required program documentation.

i) The State/LEA is not required to maintain insurance on controlled property, aircraft or other property with special handling requirements that remain titled to DoD. However, the State/LEA will be advised that if they elect to carry insurance and the insured property is on the program inventory at the time of loss or damage, the recipient will submit a check made payable to DLA for insurance proceeds received in excess of their actual costs of acquiring and rehabilitating the property prior to its loss, damage, or destruction.

4) STATE PLAN OF OPERATION The State shall:

- a) Assist in training LEAs with enrollment, property requests, transfers, turn-ins, and disposal procedures.
- b) Adhere to the requirements outlined in the MOA between the Federal Government and the State/U.S. Territory and ensure MOA amendments or modifications are incorporated into this SPO and program participants are notified and acknowledge responsibility to comply with changes.
- c) Submit a SPO to LESO that shall address procedures for determining LEA eligibility, allocation, equitable distribution of property, accountability, inventory, training, and education, State-level internal PCRs, export control requirements, procedures for turn-in, transfer, and disposal and other responsibilities concerning property.
- d) Enter into written agreement with each LEA, via the LESO-approved SPO, to ensure program participants acknowledge the terms, conditions, and limitations applicable to property. This SPO must be signed by the current Chief Law Enforcement Official (CLEO) (or designee) and the current SC/SPOC.
- e) Provide program participants the following information:

i) The LESO Program State POCs:

State Coordinator (SC): Dale Howard

State Point of Contact (SPOC): Cherie Williams

State Point of Contact (SPOC): _____

State Point of Contact (SPOC): _____

ii) SC/SPOC Facility Information:

Physical Mailing Address: 4050 Esplanade Way, Tallahassee FL, 32399

Email: Dale.Howard@dms.fl.gov

Phone Number: 850-879-4539

Website: <https://www.dms.myflorida.com/LESO>

Hours of Operation: 8:00 a.m. to 5:00 p.m., Monday - Friday

iii) Funding to administer the LESO Program at the State-level is provided via:

The Governor of the State of Florida has designated in writing with an effective date of February. 13, 2014, to implement this program statewide as well as conduct management and oversight of this

program. Funding/Budgeting to administer this program is provided by administrative fees.

The administrative fees are used to provide program oversight, support assistance to the LEAs to include computer / telephone/technical and LESO program access and physical site visits to the LEAs for inventory accountability

5) PROPERTY ACCOUNTING SYSTEM The State will maintain access to Federal Excess Property Management Information System (FEPMIS) (or current property accounting system), to ensure LEAs maintain property books, to include, but not limited to, transfers, turn-ins, and disposal requests from an LEA or to generate these requests at the State-level and forward all approvals to the LESO for action. The State will:

- a) Conduct quarterly reconciliations of State property records.
- b) Ensure at least one person per LEA maintains access to the property accounting system. Users may be “active” or “inactive” in the system, so long as they are registered. Ensure registered users are employees of the State/LEA.
- c) Ensure LEAs receive and account for property in the property accounting system within 30 days.

6) LESO WEBSITE The State shall access the LESO website for timely and accurate guidance, information, and links concerning the program and ensure that all relevant information is passed to the program participants.

7) ANNUAL TRAINING 10 USC § 280 provides that the SECDEF, in cooperation with the U.S. Attorney General, shall conduct an annual briefing of law enforcement personnel of each State (including law enforcement personnel of the political subdivisions of each State). Individuals who wish to attend are responsible for funding their own travel expenses. The briefing will include information on training, technical support, equipment, and facilities that are available to civilian law enforcement personnel from the DoD. The state shall provide program participants training material as discussed during the annual LESO training which includes information on property management best practices to include (but not limited to) searching for property, accounting for property on inventory, transfer and turn-in of property when it is no longer needed or serviceable.

8) ENROLLMENT The LESO shall establish and implement program eligibility criteria IAW 10 USC § 2576a, DLA Instructions and Manuals and this SPO and retains final approval/disapproval authority for application packages forwarded by the State. Non-governmental law enforcement entities such as private railroad police, private security, private academies, correctional departments, prisons, or security police at private schools/colleges are not eligible to participate. Fire departments (by definition) are not eligible to participate and should be referred to the DLA Fire Fighter program administered by USDA. Law enforcement agencies requesting program participation shall have at least one full-time law enforcement officer. Program property may only be issued to full-time/part-time law enforcement officers. Non-compensated reserve officers are not authorized to receive property. State law enforcement training facilities/ academies may be authorized to participate in the program given their primary function is the training of bona fide State/local law enforcement officers. Law enforcement training facilities/academies will be reviewed on a case-by-case basis. The State shall:

- a) Validate the authenticity of state/LEAs that are applying for program participation. Only submit to the LESO those application packages that the SC/SPOC recommends/certifies are government agencies whose primary function is the enforcement of applicable federal, State, and local laws and whose compensated officers have the powers of arrest and apprehension. If the State forwards an unauthorized participant application package, this may result in a formal suspension of the State.
- b) Have sole discretion to disapprove state/LEA application packages in their State. The SC/SPOC should provide notification to the LESO when application packages are disapproved at the State-level.
- c) Ensure that screeners listed in the application package are employees of the LEA. A screener may only

screen property for two LEAs. Contractors may not conduct screening on behalf of a LEA.

d) Make recommendation on what constitutes a “full-time” or “part-time” law enforcement officer.

e) Ensure LEAs update their account information annually, or as needed. This may require the LEA to submit an updated application package. An updated application package shall be submitted for (but is not limited to) the following: a change in CLEO, the addition or removal of a screener, a change in the LEA physical address or contact information.

f) Provide the LEA a comprehensive program overview once approved by the LESO for enrollment. The overview will be done within 90-days of a LEA being approved to participate.

9) PROPERTY ALLOCATION

a) The LESO shall:

i) Upon receipt of a SC/SPOC validated request for property through the RTD website, will review and give preference to requisitions indicating that the requested property will be used in the counter-drug, counter-terrorism, disaster-related emergency preparedness, or border security activities of the requesting LEA. Program participants that request vehicles used for disaster-related emergency preparedness, such as high-water rescue vehicles, should receive the highest preference.

ii) Require additional justification for small arms, aircraft, ammunition, and vehicles and to the greatest extent possible, ensure fair and equitable distribution of property based on current LEA inventory and justification for property.

iii) Reserve the right to determine and/or adjust allocation limits, to include the type, quantity and location of property allocated to the State/LEA. Generally, no more than one item (per part-time/full-time officer) will be allocated. Quantity exceptions may be granted by the LESO on a case-by-case basis based on the justification provided by the LEA. Currently, the following allocation limits apply:

(1) Robots: one (of each type) for every ten officers (full-time/part-time).

(2) High Mobility Multipurpose Wheeled Vehicle (HMMWV)/Up-Armored HMMWV (UAH): one vehicle for every three officers (full-time/part-time).

(3) Mine Resistant Ambush Protected (MRAP) / Armored Vehicles: two vehicles per LEA.

(4) Small arms: one (of each type) per officer (full-time/part-time).

(a) LESO may authorize over allocations of small arms in preparation for inevitable scenarios, i.e. training, equipment downtime (damage, routine maintenance, inspections) or other law enforcement needs. The chart below is the standard for small arms acceptable over-allocations:

Small Arms Acceptable Over-Allocations	
# of Officers	# by type
1-10	2 or less
11-25	3 or less
26-100	5 or less
101-299	8 or less
300 or more	10 or less

(b) In instances

where small arm allocation amounts

exceed the “acceptable over-allocation” levels, the LESO will coordinate with States to verify accuracy of the officer count. If small arm allocation is still beyond acceptable levels, LESO may authorize one of the following: 1) an exception to policy, 2) a transfer, or 3) a turn-in.

b) The State shall:

i) Assist the LEA in the use of electronic screening of property via the RTD website and shall access the RTD website a minimum of once daily (Monday-Friday) to review and process LEA requests for property. Property justifications shall be validated to ensure they meet the intent of 10 USC § 2576a as suitable for use by agencies in law enforcement activities. Prior to approving a request or transfer, review the LEAs property allocation report to prevent over allocation.

ii) Upon receipt of a valid LEA request for property, provide a recommendation to the LESO on the preference to be given to those requisitions for property that will be used in counter-drug, counter-terrorism, disaster-related emergency preparedness or border security activities of the recipient agency. Requests for vehicles used for disaster-related emergency preparedness, such as high-water rescue vehicles, should receive the highest preference. The State shall consider the fair and equitable distribution of property based on current LEA inventory and LEA justifications for property. The State shall ensure the type and quantity of property being requested by LEAs is reasonable and justifiable given the number of officers (full-time/part-time) and prior requisitions for similar items they have received (both controlled and non-controlled property). Generally, no more than one of any item per officer (full-time/part-time) will be allocated.

10) PROPERTY MANAGEMENT Certain controlled equipment shall have a documented chain of custody (i.e. an acceptable ECR), including a signature of the recipient. Controlled property requiring an ECR: small arms (including parts and accessories), aircraft, vehicles, optics, and robots. It is encouraged to utilize ECRs for all controlled property. LEAs may request cannibalization on aircraft or vehicles. Cannibalization requests shall be submitted to the State for review. Cannibalization must be approved by the LESO prior to any cannibalization actions. The cannibalized end item shall be returned to DLA Disp Svcs within the timeframes determined by the LESO.

a) Aircraft-Aircraft will not be obtained by LEAs for the purpose of sale, lease, loan, personal use, rent, exchange, barter, transfer, or to secure a loan and shall be reported to the LESO at the end of their useful life. All aircraft are considered controlled property, regardless of DEMIL code. Aircraft that are no longer needed or serviceable shall be reported to the General Services Administration (GSA) for final disposition by the LESO Program Aircraft Specialist.

b) Vehicles-Program participants that request vehicles used for disaster-related emergency preparedness, such as high-water rescue vehicles, should receive the highest preference. Vehicles will not be obtained by LEAs for the purpose of sale, lease, loan, personal use, rent, exchange, barter, transfer, or to secure a loan and vehicles that are considered controlled property will be returned to DLA Disp Svcs at the end of their useful life. DLA Disp Svcs Field Activity/Site will identify qualifying DEMIL A or Q6 vehicles and may issue (upon LEA request) a Standard Form (SF) SF-97 to the LEA upon physical transfer of the vehicle. The LEA may modify the vehicle during the one year conditional transfer period.

c) Ammunition-LESO will support the U.S. Army (USA), in allocating ammunition to program participants. Ammunition obtained via the program will be for training use only. At the time of request, the LEA will certify in writing that the ammunition will be used for training use/purposes only. The USA will issue approved transfers directly to the State/LEA. The State/LEA is responsible for funding all packing, crating, handling, and shipping costs for ammunition. The LEA will make reimbursements directly to the USA. Ammunition will not be obtained by LEAs for the purpose of sale, lease, loan, personal use, rent, exchange, barter, transfer, or to secure a loan. Ammunition obtained via the program shall not be sold. Ammunition will be treated as a consumable item and not tracked in any DLA inventory system or inspected during PCRs.

LESO shall track and maintain necessary records of ammunition that has been transferred to LEAs and will post all requests, approvals, and denials on the LESO public website.

d) Small arms:

i) Small arms will not be obtained by LEAs for the purpose of sale, lease, loan, personal use, rent, exchange, barter, transfer, or to secure a loan and shall be returned to DLA Disp Svcs at the end of their useful life. Cannibalization of small arms is not authorized.

ii) Temporary modifications to small arms are authorized; permanent modifications to small arms are not authorized (i.e. drilling holes in the lower receiver of a small arm). In cases of temporary modifications, all parts are to be retained and accounted for in a secured location under the original serial number for the small arm until final disposition is determined. If the modified small arm is transferred to another LEA, all parts will accompany the small arm to the receiving LEA.

iii) Small arms will be issued utilizing an acceptable ECR which obtains certain information about the property being issued to include (but is not limited to) the signature of the law enforcement officer who is accepting responsibility for the small arm(s), the serial number of the small arm, the date in which the law enforcement officer took possession of the small arm, etc.

iv) Small arms that are not carried on an officer's person or in the officer's immediate physical vicinity will be secured using "two levels of physical security". Two levels of physical security meaning two distinct lockable barriers, each specifically designed to render a small arm inaccessible and unusable to unauthorized persons. Lockable barriers meeting this description may be either manual or electronic.

v) Program participants no longer requiring program small arm(s) shall request authorization to transfer the small arm to another participating LEA or request authorization to turn-in/return the small arm. Transfers and turn-in requests shall receive final approval from the LESO; small arms will not physically move until the LESO provides official notification that the approval process is complete. When turning-in small arms to Anniston Army Depot, the LEA shall follow LESO turn-in guidance.

vi) Local destruction (DEMIL) of small arms is not authorized.

vii) Lost, Stolen or Destroyed (LSD) small arms:

(1) Program participants with multiple instances of LSD small arms in a five-year window will be assessed by DLA Disp Svcs to determine if a systemic problem exists IAW DLAI 4140.11.

(2) DLA OIG investigations may be initiated if small arms are improperly disposed of or become LSD while in program inventory. The State/LEA may be required to reimburse DLA the fair market value of the small arms when negligence, willful misconduct, or a violation of the MOA between the Federal Government and the State/U.S. Territory and/or this SPO is confirmed at the conclusion of the Financial Liability Investigation of Property Loss (FLIPL).

(a) Reimbursement will be within 60-days of the completion of the FLIPL.

(b) Title will never transfer to the recipient regardless of the status of the small arm.

(c) Payments due to DLA Disp Svcs, based upon the findings of the FLIPL, may be paid by one of three methods: 1) credit card via pay.gov, 2) cashier/ business check, or 3) wire transfer.

(3) In instances of LSD small arm recovery, DoD retains title in perpetuity and the small arm shall

be immediately relinquished/surrendered back to the program.

11) PROGRAM COMPLIANCE REVIEWS (PCR)

a) The LESO shall:

- i) Conduct PCRs to ensure that the SC/SPOC, and all LEAs within a State are compliant with the terms and conditions of the program as required by 10 USC § 2576a, the MOA between the Federal Government and the State/U.S. Territory and/or this SPO and any DLA Instructions and manuals regarding the program. PCRs are conducted to ensure property accountability, program compliance, and program eligibility.
- ii) Conduct PCRs for participating States every 2 years, providing training to the State/LEA as needed.
- iii) Reserve the right to conduct no notice PCRs, or require an annual review, or similar inspection, on a more frequent basis for any State/LEA.
- iv) Intend to physically inventory 100% of property selected for review at each LEA during a PCR. The use of ECRs in lieu of physical inspection is discouraged during PCRs. Extensive use of the ECR (without prior coordination with LESO) may result in a non-compliance finding during the PCR.
- v) Intend to review as much property as possible during a PCR.
 - (1) The goal is to review 20% of a State's overall small arms inventory.
 - (2) The goal for inventory selections (at LEAs selected for review) is 15% of an LEAs general property to include non-controlled property (DEMIL code A and Q6).
- vi) Select LEAs not visited during the last three regularly scheduled PCR cycles (as applicable).
- vii) Recommend corrective actions (which may include suspending a State/LEA from program participation) for findings of non-compliance identified during a PCR.
 - (1) The LESO shall issue corrective actions (with suspense dates) to the State, which will identify what is needed to rectify the identified deficiencies within the State/LEA.
 - (2) If the State/LEA fails to correct identified deficiencies within the LESO suspense dates, the LESO may move to restrict, suspend, or terminate the State/LEA from program participation.
 - (3) States found non-compliant for a PCR will be suspended for a minimum of 60-days and will not be reinstated until the State successfully passes a LESO-conducted PCR.
- viii) Ensure the State/LEA understand that property shall be transferred to a participating agency with SC/SPOC and LESO approval or returned to DLA Disp Svcs when no longer needed or serviceable.

b) The State shall:

- i) Assist the LESO as required, prior to, during and upon completion of the PCR.
- ii) Assist in the coordination of the PCR daily schedule of events and forward the schedule to LEAs that have been selected for review.

iii) Contact LEAs that have been selected for the PCR via phone, email or in person to ensure they are aware of the schedule and are prepared for the PCR.

iv) Receive inventory selections from the LESO and forward them to the selected LEAs. The State shall ensure the LEA physically gathers the selected property in a central location (to the greatest extent possible) which will allow the LESO to physically inventory the property efficiently during the PCR.

v) Coordinate the use of any ECR with the LESO prior to the PCR.

vi) Ensure LEAs understand property shall be transferred to a participating agency with SC and LESO approval or returned to DLA Disp Svcs when deemed no longer needed or serviceable.

vii) Conduct State-level (internal) PCRs of participating LEAs to ensure property accountability, program compliance and program eligibility utilizing a PCR checklist provided by the LESO, or equivalent (for uniformity purposes).

(1) Ensure a State-level (internal) PCR of at least 8% of LEAs with program inventory is completed annually (3% of which will be focused on program participants with no controlled property). Results of the State-level (internal) PCR will be kept on-file with the State. Documentation shall be provided to the LESO for each LEA that received a State-level PCR.

(2) The State-level (internal) PCR will include, at minimum:

(a) A review of the dually-signed SPO, ensuring it is uploaded to the property accounting system.

(b) A review of the LEA application package to confirm authenticity and eligibility of the LEA.

(c) An inventory of property selected for review at each LEA.

(d) A review of each selected LEA files for any of the following which may include turn-in/transfer DD Form 1348-1A, ECR, small arm documentation, FLIPL documents, exception to policy letters, approved cannibalization requests, or other pertinent documentation as required.

(3) Request that the LESO restrict, suspend or terminate an LEA based on findings during State-level internal PCR or due to non-compliance with terms of the MOA between the Federal Government and the State/U.S. Territory and/or this SPO, DLA Instruction/Manual or any statute or regulation regarding the program.

(4) Notify the LESO and initiate an investigation into any questionable activity or action involving property issued to a LEA that comes to the attention of the State and is otherwise within the authority of the Governor/State to investigate. Upon conclusion of any such investigation, take appropriate action and/or make appropriate recommendations on restriction, suspension, or termination of the State/LEA to the LESO. The SC may suspend or terminate a State/LEA participation in the program at any time for non-compliance.

12) ANNUAL PHYSICAL INVENTORY Each State/LEA is required to conduct an annual physical inventory of all property on the active property book and provide certification in the property accounting system. DEMIL “A” and “Q6” property records will not be closed during the annual physical inventory period.

In the State of Florida, the annual physical inventory and certification in the property accounting system process starts on July 1st and must be completed by July 31st. The State shall:

a) Provide training to LEAs to properly conduct the annual physical inventory and complete the certification

of property in the property accounting system.

b) Ensure an approved and current SPO is uploaded in the property accounting system for each LEA.

c) Validate the annual physical inventory certifications submitted by LEAs.

d) Adhere to annual physical inventory certification requirements as identified by the LESO. Physical inventories and certification statements will be maintained on file IAW the DLA records schedule.

e) Annually certify property is utilized and is within allocation limits IAW the MOA between the Federal Government and the State/U.S. Territory and this SPO .

f) Recommend suspension of program participants who fail to complete or submit the certified annual physical inventory.

13) REPORTING LOST, STOLEN, OR DESTROYED (LSD) PROPERTY Any property identified as LSD on a LEA current inventory, shall be reported to the State/LESO. A FLIPL (aka the DD Form 200) shall be submitted to the State/LESO for LSD property. Program participants agree to cooperate with investigations into LSD property by any federal, state, or local investigative body and, when requested, assist with recovery of LSD property.

a) LSD controlled property shall be reported to the State/LESO within 24-hours. Program participants may be required to provide their SC/SPOC additional documentation which may include (but is not limited to):

1) Comprehensive police report, 2) NCIC report/entry, and 3) Contact information for the Civilian Governing Body (CGB) over the LEA involved, to include: Title, Name, Email, and mailing address.

b) LSD property with a DEMIL code of “A” and “Q6” shall be reported to the State/LESO within 7-days.

14) RESTRICTION, SUSPENSION OR TERMINATION Program participants are required to abide by the terms and conditions of the MOA between the Federal Government and the State/U.S. Territory and this SPO in order to maintain active program participation status. If a State/LEA fails to comply with any term or condition of the MOA, SPO, DLA Instruction or Manual, federal statute or regulation, the State/LEA may be suspended, terminated, or placed on restricted status. Restriction, suspension, or termination notifications will be in writing and will identify remedial measures required for reinstatement (if applicable). Suspension-A specified period in which an entire State/LEA is prohibited from requesting or receiving additional property through the program. Additional requirements may be implemented, to include the State/LEA requirement to return specifically identified controlled property. Suspensions will be for a minimum of 60-days. Termination-The removal of a State/LEA from program participation. The terminated State/LEA shall transfer or turn-in all controlled property previously received through the program at the expense of the State/LEA involved. Restricted Status-A specified period in which a State/LEA is restricted from receiving an item or commodity due to isolated issues with the identified item or commodity. Restricted status may also include restricting a State/LEA from all controlled property.

a) State termination-The SC/SPOC will coordinate with LESO to identify a realistic timeframe to complete the transfer or turn-in of all property. The LESO retains final authority to determine timeframe requirements.

b) LEA termination-The SC/SPOC will coordinate with LESO to identify a realistic timeframe to complete the transfer or turn-in of all property. The LESO retains final authority to determine timeframe requirements.

c) In the event of a termination, the State/LEA will make every attempt to transfer the property of the terminated State/LEA to an authorized State/LEA, as applicable, prior to requesting a turn-in of the property to DLA Disp Svcs. In cases that require a repossession or turn-in of property, the State/LEA will bear all expenses related to the repossession, turn-in or transfer of property to DLA Disp Svcs.

d) The State shall:

- i) Suspend LEAs for a minimum of 60-days in all situations relating to the suspected or actual abuse of property or requirements and/or repeated non-compliance related to the terms and conditions of this SPO. Suspension may lead to termination. The State shall also issue corrective action guidance to the LEA with suspense dates to rectify issues and/or discrepancies that caused the restriction, suspension, or termination. The State shall require the LEA to submit results on completed police investigations and/or reports on LSD property to include the LEA CAP. The LESO retains final discretion on reinstatement requests. Reinstatement to full participation from a restriction, suspension or termination is not automatic.
- ii) Initiate corrective action to rectify suspensions or terminations of the LEA for non-compliance to the terms and conditions of the program. The State shall also make contact (until resolved) with suspended LEAs to ensure corrective actions are rectified within required timeframes provided by the LESO.
- iii) Require the LEA to complete and submit results on completed police investigations or reports regarding LSD property. The State will submit all documentation to LESO upon receipt.
- iv) Provide documentation to LESO when actionable items are rectified for the State/LEA.
- v) Request that the LESO suspend or terminate an LEA based upon their findings during State-level internal PCR or due to non-compliance with any term of this SPO, DLA Instruction/Manual or any statute or regulation regarding the program.
- vi) Notify the LESO and initiate an investigation into any questionable activity or action involving property issued to an LEA that comes to the attention of the State and is otherwise within the authority of the Governor/State to investigate. Upon conclusion of any such investigation, take appropriate action and/or make appropriate recommendations on restriction, suspension, or termination of the LEA to the LESO. The SC may revoke or terminate concurrence for LEA participation in the program at any time.
- vii) Provide written request to the LESO for reinstatement of an LEA for full participation status at the conclusion of a restriction or suspension period. Written verification shall be provided that the SC/SPOC has validated the LEA CAP.

15) RECORDS MANAGEMENT The LESO, SC/SPOC, and LEAs participating in the program will maintain program records IAW the DLA records schedule. Records for property acquired through the program have retention controls based on the DEMIL code. Property records will be filed, retained, and destroyed IAW DLA records schedule. Records may include, but are not limited to: DD Form 1348-1A for transfers, turn-ins, requisitions, Bureau of Alcohol, Tobacco, Firearms and Explosives (BATFE) Forms 5 and 10.

16) TRADE SECURITY CONTROL (TSC) and COMPLIANCE WITH EXPORT CONTROL REGULATIONS Items transferred to program participants, including DEMIL A and Q (with an Integrity Code of 6) property, may be subject to export control restrictions. Program participants shall comply with U.S. export control laws and regulations if they contemplate further transfers of any property. Once title transfers, LEAs should consult with the Department of State (DoS) and Department of Commerce (DoC) export control regulators about the type of export controls that may apply to items, regardless of DEMIL code. Program participants may request a formal Commodity Classification from the DoC, Bureau of Industry and Security (BIS), or submit a general correspondence request to the DoS, Directorate of Defense Trade Controls. Information on managing exports of CCL items can be found at the U.S. DoC Bureau of Industry and Security website. Program participants shall notify all subsequent purchasers or transferees, in writing, of their responsibility to comply with U.S. export control laws and regulations.

17) NOTICES Any notices, communications, or correspondence related to this SPO shall be provided by email, the U.S. Postal Service (USPS), express service, or facsimile to the appropriate DLA office. The LESO may (from time to time) make unilateral modifications or amendments to the provisions of the MOA between the Federal

Government and the State/U.S. Territory and/or this SPO. Notice of these changes will be provided to the State in writing. Unless the State takes immediate action to terminate the MOA between the Federal Government and the State/U.S. Territory and/or this SPO, such modifications or amendments will become binding. In such cases, reasonable opportunity will (insofar as practicable) be afforded the State/LEA to conform to changes affecting their operations.

18) ANTI-DISCRIMINATION By signing or accepting property, the State/LEA pledges agreement to comply with provisions of the national policies prohibiting discrimination: 1) On the basis of race, color, or national origin, in Title VI of the Civil Rights Act of 1964 (42 USC 2000d et seq.) as implemented by DoD regulations 32 CR Part 195, 2) On the basis of age, in the Age Discrimination Act of 1975 (42 USC 6101, et seq) as implemented by Department of Health and Human Services regulations in 45 CFR Part 90 and 3) On the basis of handicap, in Section 504 of the Rehabilitation Act of 1973, P.L. 93-112, as amended by the Rehabilitation Act Amendments of 1974, P.L. 93-516 (29 USC 794), as implemented by Department of Justice (DoJ) regulations in 28 CFR Part 41 and DoD regulations at 32 CFR Part 56. These elements are the minimum essential ingredients for establishment of a satisfactory business agreement between the State and the DoD.

19) INDEMNIFICATION CLAUSE The State/LEA is required to maintain adequate liability insurance to cover damages or injuries to persons or property relating to the use of property issued under the program. Self-insurance by the State/LEA is considered acceptable. The USG assumes no liability for damages or injuries to any person(s) or property arising from the use of property issued under the program. It is recognized that State and local law generally limit or preclude the State/LEA from agreeing to open ended indemnity provisions. However, to the extent permitted by State and local laws, the State/LEA shall indemnify and hold the USG harmless from any and all actions, claims, debts, demands, judgments, liabilities, cost, and attorney's fees arising out of, claimed on account of, or in any manner predicated upon loss of, or damage to property and injuries, illness or disabilities to, or death of any and all persons whatsoever, including members of the general public, or to the property of any legal or political entity including States, local and interstate bodies, in any manner caused by or contributed to by the State/LEA, its agents, servants, employees, or any person subject to its control while the property is in the possession of, used by, or subject to the control of the State/LEA, its agents, servants, or employees after the property has been removed from USG control.

20) TERMINATION This SPO may be terminated by either party, provided the other party receives a thirty (30) day notice (in writing) or as otherwise stipulated by Public Law. The undersigned SC hereby agrees to comply with all provisions set forth herein and acknowledges that any violation of the terms and conditions of this SPO may be grounds for immediate termination and possible legal consequences, to include pursuit of criminal prosecution if so warranted.

21) AGREEMENT OF PARTIES The parties below agree to enter this agreement as of the last date below:

Governor-appointed SC/SPOC, State of: Florida

Full Name (Print): Dale Howard

Signature (Sign): Dale Howard Date (MM/DD/YYYY): _____

Chief Law Enforcement Official (CLEO) (or designee): _____

Title (Print): _____

Full Name (Print): _____

Signature (Sign): _____ Date (MM/DD/YYYY): _____



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Second reading

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Barry Henderson, Development Services Director
DATE: 3/26/2025
SUBJECT: Ordinance 1993 - CRA Term Amendments

BACKGROUND:

Previous discussions amongst the CRA board have necessitated amendments to the CRA section of the Code of Ordinances.

DISCUSSION:

Upon previous review and discussion with the CRA board, staff has determined two inconsistencies with how the code describes the regulations of the CRA board, and how the board would desire to operate in the future. This ordinance serves to make these amendments, generally described below:

- An amendment to Section 2-98 establishes the member of the Board of County Commissioners as an ex officio member of the CRA board.
- An amendment to Section 2-99 provides for the County Commissioner and Mayor Pro-Tem to serve as the chairman and vice chairman of the CRA board.

This ordinance was approved by the City Council on March 10, 2025.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Organizational Capacity, Effectiveness & Efficiency- To efficiently & effectively provide the highest quality of public services

FINANCIAL IMPACT

There is no financial impact associated with this ordinance.

RECOMMENDED ACTION

Staff respectfully requests a motion to adopt Ordinance 1993 on second reading and send to the mayor for signature.

Attachments

None

ORDINANCE: 1993

AN ORDINANCE AMENDING COMMUNITY REDEVELOPMENT AGENCY PROVISIONS; PROVIDING FOR THE AMENDMENT OF CHAPTER 2, ARTICLE III, DIVISION 4, OF THE CODE OF ORDINANCES; PROVIDING FOR AUTHORITY; PROVIDING FOR SEVERABILITY; PROVIDING FOR SCRIVENER'S ERRORS; PROVIDING FOR LIBERAL INTERPRETATION; PROVIDING FOR REPEAL OF CONFLICTING CODES AND ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COUNCIL OF CRESTVIEW, FLORIDA AS FOLLOWS:

SECTION 1 – AUTHORITY. The authority for enactment of this ordinance is section 166.021, Florida Statutes, and Section 2 of the City Charter.

SECTION 2 – AMENDING CHAPTER 2, ARTICLE III, DIVISION 4 OF THE CODE OF ORDINANCES – Chapter 2, Article III, Division 4 of the Code of Ordinances is hereby amended as follows:

Sec. 2-98. Membership of board of commissioners.

The board of commissioners of the community redevelopment agency shall consist of the members of the city council and two additional commissioners appointed by the city council as provided for in Florida Statutes. In addition to the seven members, the County Commissioner whose district contains the community redevelopment agency area shall serve as an ex officio member of the community redevelopment agency.

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Sec. 2-99. Chairman and vice-chairman.

The ~~president and vice-president of the city council~~ ex officio County Commissioner and Mayor pro tem shall function as the chairman and vice-chairman of the community redevelopment agency.

SECTION 3 – SEVERABILITY. If any word, phrase, sentence, paragraph or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provisions or applications of this ordinance which can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this ordinance are declared severable.

SECTION 4 – SCRIVENER'S ERRORS. The correction of typographical errors which do not affect the intent of this Ordinance may be authorized by the City Manager or the City Manager's designee, without public hearing, by filing a corrected or re-codified copy with the City Clerk.

SECTION 5 – ORDINANCE TO BE LIBERALLY CONSTRUED. This Ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed not to adversely affect public health, safety, or welfare.

SECTION 6 – REPEAL OF CONFLICTING ORDINANCES. Ordinances, or parts of ordinances or portions thereof of the City of Crestview, in conflict with the provisions of this Ordinance are hereby repealed to the extent of such conflict.

SECTION 7 – EFFECTIVE DATE. This Ordinance shall take effect immediately upon its adoption.

Passed and adopted by the City Council of Crestview, Florida on the 24th day of March, 2025.

ATTEST:

Maryanne Girard
City Clerk

Approved by me this 24th day of March, 2025.

J. B. Whitten
Mayor



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Second reading

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Barry Henderson, Development Services Director
DATE: 3/26/2025
SUBJECT: Ordinance 1994 - Smoking in City Parks

BACKGROUND:

Following adoption of HB 106 in June of 2022, which allows counties and municipalities to restrict smoking and vapor-generating devices within parks that they own, the City modified the Code of Ordinances to provide for a restriction on smoking within certain areas of Twin Hills Park except for designated smoking areas in April of 2024.

DISCUSSION:

Pursuant to discussion and consensus at the February 24th City Council meeting, staff has prepared the included ordinance language to effectively disallow smoking at all City parks, to the extent allowed by state statute.

This ordinance was approved by the City Council on March 10, 2025.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Quality of Life- these areas focus on the overall experience when provided by the city.

Community Character- Promote desirable growth with a hometown atmosphere

Safety- Ensure the continuous safety of citizens and visitors

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

There is no anticipated financial impact expected to result from this ordinance.

RECOMMENDED ACTION

Staff respectfully requests a motion to adopt Ordinance 1994 on second reading and send to the mayor for signature.

Attachments

None

ORDINANCE: 1994

AN ORDINANCE AMENDING CHAPTER 58 OF THE CODE OF ORDINANCES TO PROHIBIT SMOKING WITHIN ALL CITY PARKS AS AUTHORIZED BY CHAPTER 386.209 OF THE FLORIDA STATUTES; PROVIDING FOR AUTHORITY; PROVIDING FOR SEVERABILITY; PROVIDING FOR SCRIVENER'S ERRORS; PROVIDING FOR LIBERAL INTERPRETATION; PROVIDING FOR REPEAL OF CONFLICTING CODES AND ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Chapter 386.209 of the Florida Statutes formerly preempted the regulation of smoking to the State of Florida; and

WHEREAS, Citizens that currently utilize outdoor recreational facilities within the City limits are subject to unhealthy secondhand smoke from inconsiderate smokers; and

WHEREAS, a report by the United States Department of Health and Human Services, Surgeon General states that tobacco smoke contains over 7,000 chemicals, including hundreds that are toxic and up to 69 that are known to cause cancer, and exposure to secondhand smoke can cause numerous health problems and has been linked to cancer and other fatal diseases; and

WHEREAS, the staff analysis published for House Bill (HB) 105 references studies from United Health Foundation, America's Health Rankings, the Centers for Disease Control and Prevention, and others regarding the impact that smoking has on the health of citizens; and

WHEREAS, the Center of Disease Control states secondhand smoke is generally defined as smoke from burning tobacco products or smoke that is exhaled by a tobacco smoker; and

WHEREAS, the as reports referenced in the staff analysis for HB 105 further states that exposure to secondhand smoke can cause health problems and has been causally linked to cancer and other fatal diseases. Studies suggest that secondhand smoke in crowded outdoor areas can cause concentrations of air contaminants comparable to those caused by indoor smoking; and

WHEREAS, state law prior to FY 2022-2023 prohibited cities and counties from establishing reasonable smoke-free zones or designated smoking areas so that citizens can enjoy recreational facilities without encountering dangerous secondhand smoke; and

WHEREAS, HB 105, as amended, passed the Florida Legislature on March 2, 2022, and was adopted by the Governor on June 24, 2022, becoming effective on July 1, 2022; and

WHEREAS, the City Council determines a public health and safety need to prohibit smoking within City parks.

BE IT ORDAINED BY THE CITY COUNCIL OF CRESTVIEW, FLORIDA AS FOLLOWS:

SECTION 1 - AUTHORITY. The authority for enactment of this ordinance is Chapter 166.021, Florida Statutes, Section 386.209 of the Florida Statutes, and Section 2 of the City Charter.

SECTION 2 – AMENDMENT OF CODE OF ORDINANCES SECTION 58-1 – USE REGULATIONS. Section 58-1 of the City of Crestview shall be amended as follows:

- (18) Smoking in ~~Twin Hills Park~~City Parks Prohibited. Smoking and/or the use of vapor-generating devices within the boundaries of ~~Twin Hills Park is~~

all City parks is prohibited as authorized by Chapter 386.209, F.S., ~~except for designated smoking areas posted by the City.~~ Unfiltered cigars are exempt from this provision.

SECTION 3- SEVERABILITY. If any word, phrase, sentence, paragraph or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provisions or applications of this ordinance which can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this ordinance are declared severable.

SECTION 4- SCIVENER'S ERRORS. The correction of typographical errors which do not affect the intent of this Ordinance may be authorized by the City Manager or the City Manager's designee, without public hearing, by filing a corrected or re-codified copy with the City Clerk.

SECTION 5 - ORDINANCE TO BE LIBERALLY CONSTRUED. This Ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed not to adversely affect public health, safety, or welfare.

SECTION 6 - REPEAL OF CONFLICTING CODES, ORDINANCES, AND RESOLUTIONS. All Charter provisions, codes, ordinances and resolutions or parts of charter provisions, codes, ordinances and resolutions or portions thereof of the City of Crestview, in conflict with the provisions of this Ordinance are hereby repealed to the extent of such conflict.

SECTION 7 - EFFECTIVE DATE. This ordinance shall take effect immediately upon its adoption.

Passed and adopted by the City Council of Crestview, Florida on the 24th day of March, 2025.

ATTEST:

Maryanne Girard
City Clerk

Approved by me this 24th day of March, 2025.

J. B. Whitten
Mayor



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Second reading

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Barry Henderson, Development Services Director
DATE: 3/26/2025
SUBJECT: Ordinance 1995 - Alcohol During Permitted Special Events in City Parks

BACKGROUND:

Last year, staff identified a need to update our Code of Ordinances regarding alcohol within City Parks to allow consumption of alcohol during permitted special events (such as the annual Fourth of July event).

DISCUSSION:

The requirements listed within Section 58-1 of the code of ordinances currently limits approved locations for outdoor consumption and/or sale of alcoholic beverages to the Crestview Community Center Grounds and Old Spanish Trail Park. The proposed ordinance amends the Code to include outdoor areas at all City parks, subject to the same requirements currently included in the Code.

This ordinance was approved by the City Council on March 10, 2025.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Quality of Life- these areas focus on the overall experience when provided by the city.

Community Character- Promote desirable growth with a hometown atmosphere

Safety- Ensure the continuous safety of citizens and visitors

Play- Expand recreational and entertainment activities within the City

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

There is no anticipated financial impact resulting from this ordinance.

RECOMMENDED ACTION

Staff respectfully requests a motion to adopt Ordinance 1995 on second reading and send to the mayor for signature.

Attachments

None

ORDINANCE: 1995

AN ORDINANCE AMENDING REGULATIONS REGARDING ALCOHOL DURING PERMITTED SPECIAL EVENTS IN CITY PARKS; PROVIDING FOR THE AMENDMENT SECTION 58-1 OF THE CODE OF ORDINANCES; PROVIDING FOR AUTHORITY; PROVIDING FOR SEVERABILITY; PROVIDING FOR SCRIVENER'S ERRORS; PROVIDING FOR LIBERAL INTERPRETATION; PROVIDING FOR REPEAL OF CONFLICTING CODES AND ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE

BE IT ORDAINED BY THE CITY COUNCIL OF CRESTVIEW, FLORIDA AS FOLLOWS:

SECTION 1 – AUTHORITY. The authority for enactment of this ordinance is section 166.021, Florida Statutes, and Section 2 of the City Charter.

SECTION 2 – AMENDING SECTION 58-1 OF THE CODE OF ORDINANCES – Section 58-1 of the Code of Ordinances is hereby amended as follows:

Sec. 58-1. Use regulations.

The following rules and regulations shall govern the use and operation of the public parks and recreational facilities in the city:

- (1) *Camping facilities.* It shall be unlawful to camp in any city park or recreational facility unless otherwise authorized and posted.
- (2) *Alcoholic beverages.* No alcoholic beverages of any kind shall be sold, consumed, served or permitted to be served or consumed in any city facility or on any city property except with an approved special event permit and when holding a license under the division of alcoholic beverages and tobacco of the department of business and professional regulation.
 - a. The following guidelines shall be used by the city division of parks and recreation in issuing any and all permits that include a request for the consumption of alcohol in city parks, buildings, and outdoor areas:
 1. Public buildings:
 - A. Private parties/commercial groups: Individuals and groups requesting the use of public facilities for private parties can serve (but not sell) alcohol at approved functions. Approval shall be subject to all of the terms and conditions of our special event policies.
 - B. Non-profit organizations: Officially registered non-profit organizations requesting the use of public facilities can sell and serve alcohol at approved functions. Subject to the issuance of a state alcoholic beverage license, the city division of parks and recreation may approve special events that include the consumption and sale of alcoholic beverages in public facilities subject to all of the terms and conditions of our special event policies.
 - C. City functions: Officially sponsored city functions are subject to the same terms and conditions as listed for non-profit organizations.
 - D. Approved locations: Subject to review and approval, the facilities listed below are approved for events that may include the consumption or sale (subject to state approval) of alcohol:

Crestview Community Center.
Warriors Hall Auditorium.
Old Spanish Trail Park facilities.

2. Outdoor areas:

- A. Commercial groups: Shall be prohibited from applying for the use of any outdoor facility or park that would include the consumption or sale of alcohol.
- B. Non-profit organizations: Officially registered non-profit organizations (strictly for private, noncommercial functions) may apply to the city division of parks and recreation for the use of any outdoor area listed below for any event that includes the consumption or the sale of alcohol. Application for this use shall be made as part of a special event permit application which shall be subject to review and approval by the division of parks and recreation and the city police department. Users must meet security staff requirements as defined by the city police department.
- C. City functions: Officially sponsored city functions are subject to the same terms and conditions as listed for non-profit organizations.
- D. Approved locations: Subject to review and approval, ~~the outdoor areas listed below~~

at all city parks are approved for events that may include the consumption or sale (subject to state approval) of alcohol:

~~Crestview Community Center grounds.~~

~~Old Spanish Trail Park (not to include city recreational scheduled events/seasons).~~

3. Special conditions:

- A. Note: Non-profit organizations: Shall be defined as officially registered non-profit organizations with a non-profit identification number.
- B. All applicants are subject to the terms and conditions listed in applicable special event policies and ordinances, including fees and insurance requirements. User must provide an insurance certificate listing liquor liability and naming the city as an additional insured. The user must pay a damage deposit commensurate with the proposed use.
- C. All applicants are subject to regulations and must comply with all requirements from the division of alcoholic beverages and tobacco of the department of business and professional regulation.
- D. All applicants agree to be fully responsible for ensuring that event participants and organizers are not served excessive amounts of alcohol and do not endanger themselves. All applicants must define a method of control for location of sale, quantity of sale to individuals, and prohibiting individuals from bringing alcoholic beverages into the event.
- E. All applicants agree to be fully responsible for ensuring that no person under the age of 21 can purchase or consume alcohol beverages at the event.

SECTION 3 – SEVERABILITY. If any word, phrase, sentence, paragraph or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provisions or applications of this ordinance which can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this ordinance are declared severable.

SECTION 4 – SCRIVENER’S ERRORS. The correction of typographical errors which do not affect the intent of this Ordinance may be authorized by the City Manager or the City Manager’s designee, without public hearing, by filing a corrected or re-codified copy with the City Clerk.

SECTION 5 – ORDINANCE TO BE LIBERALLY CONSTRUED. This Ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed not to adversely affect public health, safety, or welfare.

SECTION 6 – REPEAL OF CONFLICTING ORDINANCES. Ordinances, or parts of ordinances or portions thereof of the City of Crestview, in conflict with the provisions of this Ordinance are hereby repealed to the extent of such conflict.

SECTION 7 – EFFECTIVE DATE. This Ordinance shall take effect immediately upon its adoption.

Passed and adopted by the City Council of Crestview, Florida on the 24th day of March, 2025.

ATTEST:

Maryanne Girard
City Clerk

Approved by me this 24th day of March, 2025.

J. B. Whitten
Mayor



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Second reading

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Barry Henderson, Development Services Director
DATE: 3/26/2025
SUBJECT: Ordinance 1996 - Amending Chapter 10 - Animals - Clarification of Animal Exploitation

BACKGROUND:

Over the past few years, there has been a lack of clarification as to whether or not Section 10-28 of the Code of Ordinances applies to circuses.

DISCUSSION:

Following discussion at a recent City Council meeting, staff was directed to revise the language within Section 10-28 to explicitly prohibit animal exploitation in the form of circuses. The attached ordinances revises the Code to do so.

This ordinance was approved by the City Council on March 10, 2025.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Quality of Life- these areas focus on the overall experience when provided by the city.

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

There is no financial impact expected as a result of this ordinance.

RECOMMENDED ACTION

Staff respectfully requests a motion to adopt Ordinance 1996 on second reading and send to the mayor for signature.

Attachments

None

ORDINANCE: 1996

AN ORDINANCE AMENDING SECTION 10-28 – ANIMAL EXPLOITATION, OF THE CODE OF ORDINANCES; PROVIDING FOR AUTHORITY; PROVIDING FOR SEVERABILITY; PROVIDING FOR SCRIVENER’S ERRORS; PROVIDING FOR LIBERAL INTERPRETATION; PROVIDING FOR REPEAL OF CONFLICTING CODES AND ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE

BE IT ORDAINED BY THE CITY COUNCIL OF CRESTVIEW, FLORIDA AS FOLLOWS:

SECTION 1 – AUTHORITY. The authority for enactment of this ordinance is section 166.021, Florida Statutes, and Section 2 of the City Charter.

SECTION 2 – AMENDING SECTION 10-28 OF THE CODE OF ORDINANCES – Section 10-28 of the Code of Ordinances is hereby amended as follows:

Sec. 10-28. Animal exploitation.

- (a) A person shall not promote, operate, run, participate in, conduct, or allow any exploitative live animal contests, performances, or exhibitions, or other similar activity in which animals are encouraged, forced, or trained to perform in an exploitative, cruel, or harmful manner.
- (b) A person or organization whether for profit, nonprofit, charity, or any other purpose, shall not offer an animal as a prize in response to participation in a contest, drawing of chance, merchandising premiums, promotional giveaways, or any other similar event.
- (c) It shall be unlawful for any person to conduct, sponsor or operate a carnival or circus which includes animal contests, performances, exhibitions or other displays of non-domesticated live animals.
- (c) Violations of this section shall be subject to penalties per section 10-6(d), with a fine set in the comprehensive fee schedule.

SECTION 3 – SEVERABILITY. If any word, phrase, sentence, paragraph or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provisions or applications of this ordinance which can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this ordinance are declared severable.

SECTION 4 – SCRIVENER’S ERRORS. The correction of typographical errors which do not affect the intent of this Ordinance may be authorized by the City Manager or the City Manager’s designee, without public hearing, by filing a corrected or re-codified copy with the City Clerk.

SECTION 5 – ORDINANCE TO BE LIBERALLY CONSTRUED. This Ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed not to adversely affect public health, safety, or welfare.

SECTION 6 – REPEAL OF CONFLICTING ORDINANCES. Ordinances, or parts of ordinances or portions thereof of the City of Crestview, in conflict with the provisions of this Ordinance are hereby repealed to the extent of such conflict.

SECTION 7 – EFFECTIVE DATE. This Ordinance shall take effect immediately upon its adoption.

Passed and adopted by the City Council of Crestview, Florida on the 24th day of March, 2025.

ATTEST:

Maryanne Girard
City Clerk

Approved by me this 24th day of March, 2025.

J. B. Whitten
Mayor



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: 1st reading no PDB

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Jessica Leavins, Administrative Services Director, Tim Bolduc, City Manager
DATE: 4/10/2025
SUBJECT: Ordinance 1981 - Choctawhatchee Electric Cooperative Franchise

BACKGROUND:

In 2009, the City approved a non-exclusive franchise for CHELCO to construct and operate in the City a system for distribution of electricity to CHELCO customers located in the City. The term of the agreement was for 15 years, ending in October 2024. Since October, the City and Chelco have worked together to craft a new franchise agreement. This proposed franchise agreement is the product of the discussions between the parties.

DISCUSSION:

This ordinance is a new franchise, for a term of 10 years with two five-year renewals. The purpose of having two renewals is because the development of technology is driving rapid change in the legacy electrical distribution industry, and it may make sense to revisit terms, conditions or rates prior to the end of a 20 year agreement that would not necessarily require a new franchise to be considered.

The City will receive 6% of gross revenue derived from this franchise agreement, commencing in June, 2025 which is the second month after planned adoption of this ordinance in November. If CHELCO pays a higher franchise fee to any other unit of government, the rate paid to the City of Crestview will adjust to equal the highest rate paid by CHELCO. In addition, other issues have been addressed such as pole relocation and removal of abandoned poles, which is an issue that has become more frequent with storm hardening upgrades in our area and which we expect will continue to be an issue in the future.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Financial Sustainability- Achieve long term financial sustainability

Organizational Capacity, Effectiveness & Efficiency- To efficiently & effectively provide the highest quality of public services

Infrastructure- Satisfy current and future infrastructure needs

Communication- To engage, inform and educate public and staff

Quality of Life- these areas focus on the overall experience when provided by the city.

Community Character- Promote desirable growth with a hometown atmosphere

Safety- Ensure the continuous safety of citizens and visitors

Mobility- Provide safe, efficient and accessible means for mobility

Opportunity- Promote an environment that encourages economic and educational opportunity

Play- Expand recreational and entertainment activities within the City

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

The City currently receives franchise fee payments from CHELCO under the existing franchise, and there will be a slight increase to the franchise fee receipts. Otherwise, there will not be a financial impact to the City.

RECOMMENDED ACTION

Staff requests a motion to approve Ordinance 1981 on 1st Reading and move to 2nd Reading for final adoption.

Attachments

1. Ordinance No 1981 Chelco Franchise

ORDINANCE: 1981

AN ORDINANCE OF THE CITY OF CRESTVIEW, FLORIDA GRANTING A NON-EXCLUSIVE FRANCHISE TO CHOCTAWHATCHEE ELECTRIC COOPERATIVE, INC., TO MAINTAIN AND OPERATE AN ELECTRIC PLANT AND AN ELECTRIC TRANSMISSION AND DISTRIBUTION SYSTEM IN THE CITY OF CRESTVIEW AND TO CONSTRUCT, MAINTAIN, OPERATE AND EXTEND ELECTRIC TRANSMISSION AND DISTRIBUTION LINES IN THE STREETS AND PUBLIC PLACES OF SAID CITY; PROVIDING THE TERMS AND CONDITIONS OF SUCH GRANT, PROVIDING FOR SCRIVENER'S ERRORS; PROVIDING FOR LIBERAL INTERPRETATION; PROVIDING FOR REPEAL OF CONFLICTING CODES AND ORDINANCES; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Choctawhatchee Electric Cooperative, Inc. ("CHELCO") is providing electrical power to residents of the City of Crestview, Florida (the "City"); and

WHEREAS, CHELCO is providing electrical power to residents of Okaloosa County, Florida whose property may be annexed into the corporate limits of the City; and

WHEREAS, the City is not granting to CHELCO an exclusive franchise to provide electrical power to residents of the City; and

WHEREAS, CHELCO and the City have agreed for CHELCO to continue to utilize the City's streets and rights of way to provide electrical power to such persons and their property; and

WHEREAS, CHELCO has agreed to pay the fees as provided herein and to conduct operations in the City in accordance with the requirements of this ordinance.

SECTION 1. Findings. The City deems it necessary, desirable and in the interest of its citizens to establish a franchise granting CHELCO permission to occupy rights of way in the City for the purpose of providing electrical services.

SECTION 2. Grant of Franchise Privilege. In consideration of the benefits that will accrue to the City of Crestview and the inhabitants thereof, Choctawhatchee Electric Cooperative, Inc. a corporation under the laws of the State of Florida, its successors and assigns, hereinafter sometimes referred to as the Grantee, is hereby given, granted and vested with the right, authority, easement, privilege, and franchise to construct, erect, suspend, install, extend, renew, repair, maintain, operate and conduct in said City of Crestview a plant or plants and system for the generation, transmission and distribution of electric energy for all purposes whatsoever.

SECTION 3. Rights to Operate. The Grantee, its successors and assigns, is hereby further given, granted and vested with the right, authority, easement, privilege and franchise to construct, erect, suspend, install, extend, renew, repair, maintain, operate and conduct in the City of Crestview, a system of poles, towers, conduits, cables, conductors, transforming stations, fittings, appliances and appurtenances necessary or desirable to the transmission, distribution or sale of electric energy for all purposes whatsoever in, over, under, along, upon and across all streets, avenues, alleys, ways, bridges and public places in said City of Crestview, as they now exist or as they may hereafter be laid out or extended within the present and future limits of the City, together with the further right, privilege and franchise to construct, erect, suspend, install, extend, renew, repair and maintain and operate a system of poles, towers, conduits, cables, wires, conductors, transforming stations, generating stations, fittings and all appliances and appurtenances necessary or desirable to the generation and transmission within, unto, through, over and beyond the City of Crestview and to the furnishing, supplying and distributing to the City and the inhabitants and corporations both within and beyond the limits thereof, of electric energy for lighting, heating, power and all other purposes for which electric energy may be used now or hereafter,

and for the purpose of extending its lines and furnishing electric energy beyond the limits of the City. Grantor retains the right to purchase or generate electric power for its own use but not for sale. The electric system, facilities and associated equipment and vehicles shall be located or relocated, erected or operated to interfere as little as possible with vehicular and pedestrian traffic over, along and across said public rights-of-way, streets, alleys, bridges, and public places and with reasonable egress and ingress to abutting and adjoining property.

SECTION 4. Franchise Area and Franchise Fees.

(a) The franchise area shall include all customers of the Grantee located within the municipal boundaries of the City. Grantee agrees that the Franchise Area is subject to expansion or reduction by annexation and contraction of municipal boundaries. If Grantor approves a Franchise Area expansion or reduction by annexation or contraction, Grantor will provide written notice to Grantee. Grantee must revise its payments due to any expansion or reduction by annexation or contraction within a reasonable time after notice to Grantee, but no later than sixty (60) days after receipt of notice.

(b) As further consideration for the granting of the rights, privileges and franchises hereby granted, effective the first day of the second month after the effective date of this Ordinance, the Grantee, its successors and assigns, shall pay to the City within thirty (30) days after the first day of each month a franchise fee of six percent (6%) of grantee's revenue from the furnishing of electric service to customers served under all of its rate schedules within the corporate limits of the City collected during the preceding month. The percentage of such revenue to be collected by Grantee and paid to the City as a franchise fee may be changed by the City from time to time by ordinance at intervals of no less than (5) years, provided that the percentage shall in no event exceed that permitted by law and further provided that the provisions of Section 5 below shall control to the extent of any conflict with the fee amendment provisions of this Section 4. The City may grant such exemptions from payment of the fee as it may provide by ordinance from time to time, at intervals of no less than (5) years, within the limits allowed by law. The monthly payment may be made by wire transfer or check. Any monthly payment or any portion thereof received twenty (20) days after the due date shall be subject to interest at the rate of five percent (5%) per annum until all payments are paid in full.

SECTION 5. Most Favored Nations Provision.

(a) In the event Grantee shall hereafter accept an electric utility franchise from any other unit of government or municipal corporation providing for the payment of a franchise fee more than the amount provided for per Section 4 above, or a franchise which includes in the base rate or franchise fee calculation any additional revenue received by Grantee from its poles or pole locations (such as pole attachment charges to third parties), the Grantee shall immediately notify the Grantor, and the Grantor reserves the right to immediately amend this Franchise to require the Grantee to pay the Grantor such additional franchise fees. The Grantee's failure to notify Grantor of such additional payments does not limit Grantor's rights to such additional franchise fees nor limit Grantee's liability with respect thereto including late payments.

(b) In the event Grantor exercises its right to amend this Ordinance to adjust payment of the franchise fee in accordance with Section 5 (a), Grantee agrees to execute any such amendment and to continue to abide by all terms of this Ordinance as well as any amendments.

(c) In no event shall Grantor receive a franchise fee that is less, in terms of percentage, than any other governmental entity within Grantee's service area.

SECTION 6. Non-Exclusive Use. The right to use and occupy Rights-of-Way for the purposes herein set forth shall be non-exclusive, and the Grantor reserves the right to grant similar use of said Rights-of-Way to any person at any time during the period of this. The incorporated area of Grantor, and areas which may be annexed into the corporate limits of the Grantor in the future, are served by one or more electric distribution utilities other than Grantee in service territories established by agreements approved by the Florida Public Service Commission. Nothing in this Ordinance is intended nor shall be construed to interfere with or prohibit such other electric distribution utilities' use of Grantor's Rights-of-Way for such purposes in their respective service territories, or to modify or restrict modification of territorial agreements as the same may be amended, modified, or approved by the Florida Public Service Commission from time to time.

SECTION 7. Proper Operations.

(a) The poles, towers, conduits, cables, conductors, transforming stations, generating stations, fittings, appliances and appurtenances shall be constructed in accordance with good engineering practices and so as not to unreasonably interfere with the proper use and appearance of streets, avenues, alleys, ways, bridges, and public places in the City and shall be maintained in reasonably good condition and repair.

(b) Poles and pole attachments shall at all times comply with NESC guidelines, including but not limited to Table 232-1

in effect on and after January 1, 2023.

- i. Should Grantor notice a violation and report the violation to Grantee, Grantee will within 30 days from the date of receipt of written notification correct the violation and advise Grantor that the violation has been corrected, except in the case of a safety violation, in which case the Grantee will within 5 days from the date of receipt of written notification correct the violation. If there is a determination by Grantee there is no violation, Grantee through its qualified engineer will notify Grantor in writing within 30 days of the notification from Grantor of the reasons why there is no violation.
- (c) Whenever right-of-way considerations, including road construction and maintenance improvements to existing roadways, make relocation of a pole or poles necessary, such relocations will be made by Grantee at its own expense.
 - i. Grantor will notify Grantee in writing of the need for pole relocations, and Grantee shall have 20 days of receipt of the relocation notice to provide an estimated time for completion, including removal of the original pole or poles, which will not exceed 150 days from the date of Grantor's relocation notice unless agreed in writing by Grantor.
 - ii. If Grantee fails to relocate poles as provided herein, it shall be a breach of this agreement. In the event of a breach, Grantor may remove poles and bill Grantee for all costs incurred and Grantor retains all other rights and remedies available to it, including termination of the franchise.

SECTION 8. Excavation, Maintenance and Restoration. Whenever the Grantee shall cause any opening or alteration to be made in any of the streets, avenues, alleys, ways, bridges or public places of the City for the purpose of installing, maintaining, operating or repairing any poles, towers, conduits, cables or other appliances, the work shall be completed at Grantee's expense within a reasonable time and the Grantee shall upon the completion of such work restore such portions of the streets, avenues, alleys, ways or other public places to as good condition as it was before the opening or alteration was so made and will promptly remove any debris.

SECTION 9. Hold Harmless. The Grantor shall in no way be liable or responsible for any accident or damage which may occur due to the construction, location, relocation, operation, or maintenance by the Grantee of said poles, towers, conduits, wires, cables and other appliances, equipment and vehicles subject to the terms and conditions of this franchise. The Grantee hereby agrees to indemnify the Grantor and to hold it harmless against any and all liability, loss, cost, damage or any expense connected therewith including a reasonable attorney's fee incurred in the defense of any type of court action related hereto, which may accrue to the Grantor by reason of negligence, default or other misconduct of the Grantee in its construction, location, relocation, operating or maintenance of the facilities, vehicles, equipment of the electric system subject to this franchise.

SECTION 10. LIABILITY INSURANCE. Grantee shall always during the franchise term maintain, at Grantee's cost, a commercial general liability insurance policy protecting Grantor against all claims or demands that may arise or be claimed on account of Grantee's use of Grantor's streets and rights-of-way as provided herein. The minimum limits of liability for the policy shall be Three Million Dollars (\$3,000,000) for injuries to persons in one accident, One million Dollars (\$1,000,000) for any one person, and Two Hundred Fifty Thousand Dollars (\$250,000) for damages to property. Grantee shall furnish Grantor proof such insurance is in effect and remains in effect.

SECTION 11. Rates, Rules, and Regulations.

- (a) All rates for electrical service and rules and regulations governing the receipt of said service within the Grantor's limits, established by the Grantee from time to time, shall be reasonable and shall always be subject to such public regulation as may be provided by law. The Grantee recognizes its obligations to provide electric energy and power service within the City on reasonable terms and conditions at just, reasonable, and nondiscriminatory rates to all who request said service during the term of this franchise and thereafter, as required by law or by duly constituted public regulatory body.
- (b) The Grantee agrees to file with the City upon request a complete set of rules and regulations and a complete set of tariffs or rate schedules under which electric service is provided within the City. Grantee shall also furnish any revisions of rules, regulations, and rates that have been adopted since the last previous filing, upon request.
- (c) Grantor may, at its option and at its expense, and upon reasonable notice to Grantee, at any time within ninety (90) days after each anniversary date of this franchise examine the records of operations and accounting files, books and records as such records relate to the calculation of the franchise fee payments to the Grantor, as provided herein. The examination of such books, accounts, records or other materials necessary for determination of compliance with the terms, provisions and requirements of this franchise shall be during regular hours of business of the Grantee and at the corporate offices of the Grantee.

SECTION 12. Interruption of Service. In the event the supply of electric energy should be interrupted or fail by reason

of accident or any cause beyond the control of the Grantee, the Grantee shall at its own expense, restore the service within a reasonable time and such interruption shall not constitute a breach of this franchise nor shall the Grantee be liable for any loss or damages by reason of such interruption or failure.

SECTION 13. Metering of Service. The Grantee shall install and maintain, free of charge, meters for measuring current, and shall have free access to the premises of the consumer, from time to time, for the purpose of reading repairing, testing, and maintaining the meters and appurtenances. Such meters shall remain the property of the Grantee.

SECTION 14. Term of Franchise. The franchise granted by this ordinance shall exist and continue for a period of ten (10) years, with two five (5) year renewals that may be exercised by the parties by mutual agreement. The franchise granted by this ordinance is also subject to the terms and conditions of all applicable provisions of the Code of the City of Crestview.

SECTION 15. Forfeiture of this Franchise. Failure by the Grantee to comply in any substantial respect with any of the provisions, terms, or requirements of this Ordinance, shall be grounds for forfeiture of this franchise, but no such forfeiture shall take effect if the reasonableness and propriety thereof is timely protested and satisfactorily addressed or until a court of competent jurisdiction shall have found that the Grantee has failed to comply in a substantial respect with any of the provisions, terms or requirements of this Ordinance. Both the Grantor and Grantee reserve the right of appeal of such court findings. The Grantee shall have six (6) months after the final determination of the question to make restitution or make good the default or failure before forfeiture shall result. The Grantor, at its discretion, may grant additional time to the Grantee for restitution and compliance as the necessities of the case may require.

SECTION 16. Other Franchises. Upon the request of the City, Grantee shall furnish the City a copy of all other franchises that it is granted from time to time during the life of this franchise.

SECTION 17. Monitoring Performance and Compliance. To fully implement the provisions of this franchise, Grantee agrees that, upon request from Grantor, Grantee's representative will meet the representative of Grantor to review the quality of services provided under this franchise. For the purpose of this function, "quality of services" shall include the performance of such other duties, tasks and obligations as are generally and reasonably regarded as incident to the safe and satisfactory discharge of responsibilities in the electric utility industry.

SECTION 18. Electrical Interference. It will be the responsibility of the Grantee to locate, monitor, and eliminate or repair any of its equipment that may be causing electrical interference of any kind with the radio or television facilities in the City. Should the Grantor discover interference problems, the Grantee will be notified, in which case the Grantee will have reasonable time to correct the problem. Further, the Grantee shall not install or replace existing equipment with new or novel equipment which will have an adverse effect on the performance of other communication systems or services or data transmission systems in the City.

SECTION 19. Tree Trimming. The Grantee shall be responsible for all tree trimming duties that are necessary to keep its power lines from being obstructed by limbs or branches. Reasonable care shall be exercised to prevent damage to City property. In the event of damage, Grantee will immediately inform the City of the extent and location of damage and be liable for said damages. The Grantee shall be expected to perform periodic inspections of its power lines within the City limits to assure that its lines are clear from the above-mentioned obstructions.

SECTION 20. Severability of Ordinance Sections. Should any section or provision of this Ordinance or any portion hereof be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder, as a whole or any part hereof, other than the part declared to be invalid.

SECTION 21. Successors and Assigns. Whenever in this Ordinance either the City of Crestview or the Grantee is named or referred to, it shall be deemed to include the respective successor, successors or assigns of either, and all rights, privileges and obligations herein conferred shall bind and inure to the benefit of such successor, successor or assigns of the Grantor or the Grantee.

SECTION 22. Repealing Clause. All ordinances or parts of ordinances in conflict herewith be and the same hereby repealed to the extent of such conflict.

SECTION 23. Surrender of Rights. As a further consideration for the granting of the rights, privileges and franchises

granted hereby, the Grantee surrenders all rights, privileges and franchises heretofore granted by the City of Crestview or the State of Florida for any of the purposes stated herein and now enjoyed by Grantee in the City of Crestview. Provided, however, that such surrender shall not be effective unless and until this Ordinance shall be finally adopted and in effect and the rights, privileges and franchises granted hereby shall be validly in force and effect.

SECTION 24. Written Acceptance by Grantee. The Grantee, its successors, or assigns, shall, within thirty (30) days after this Ordinance shall take effect, file a written acceptance of the Ordinance with the City Clerk of Crestview.

SECTION 25. Effective Date. This ordinance shall take effect upon passage.

Passed and adopted by the City Council of Crestview, Florida on the ____ day of April 2025.

Approved this ____ day of April, 2025.

J. B. Whitten, Mayor

ATTEST:

Maryanne Girard, City Clerk

ORDINANCE NO. 1981

AN ORDINANCE OF THE CITY OF CRESTVIEW, FLORIDA GRANTING A NON-EXCLUSIVE FRANCHISE TO CHOCTAWHATCHEE ELECTRIC COOPERATIVE, INC., TO MAINTAIN AND OPERATE AN ELECTRIC PLANT AND AN ELECTRIC TRANSMISSION AND DISTRIBUTION SYSTEM IN THE CITY OF CRESTVIEW AND TO CONSTRUCT, MAINTAIN, OPERATE AND EXTEND ELECTRIC TRANSMISSION AND DISTRIBUTION LINES IN THE STREETS AND PUBLIC PLACES OF SAID CITY; PROVIDING THE TERMS AND CONDITIONS OF SUCH GRANT, PROVIDING FOR SCRIVENER'S ERRORS; PROVIDING FOR LIBERAL INTERPRETATION; PROVIDING FOR REPEAL OF CONFLICTING CODES AND ORDINANCES; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Choctawhatchee Electric Cooperative, Inc. ("CHELCO") is providing electrical power to residents of the City of Crestview, Florida (the "City"); and

WHEREAS, CHELCO is providing electrical power to residents of Okaloosa County, Florida whose property may be annexed into the corporate limits of the City; and

WHEREAS, the City is not granting to CHELCO an exclusive franchise to provide electrical power to residents of the City; and

WHEREAS, CHELCO and the City have agreed for CHELCO to continue to utilize the City's streets and rights of way to provide electrical power to such persons and their property; and

WHEREAS, CHELCO has agreed to pay the fees as provided herein and to conduct operations in the City in accordance with the requirements of this ordinance.

SECTION 1. Findings. The City deems it necessary, desirable and in the interest of its citizens to establish a franchise granting CHELCO permission to occupy rights of way in the City for the purpose of providing electrical services.

SECTION 2. Grant of Franchise Privilege. In consideration of the benefits that will accrue to the City of Crestview and the inhabitants thereof, Choctawhatchee Electric Cooperative, Inc. a corporation under the laws of the State of Florida, its successors and assigns, hereinafter sometimes referred to as the Grantee, is hereby given, granted and vested with the right, authority,

easement, privilege, and franchise to construct, erect, suspend, install, extend, renew, repair, maintain, operate and conduct in said City of Crestview a plant or plants and system for the generation, transmission and distribution of electric energy for all purposes whatsoever.

SECTION 3. Rights to Operate. The Grantee, its successors and assigns, is hereby further given, granted and vested with the right, authority, easement, privilege and franchise to construct, erect, suspend, install, extend, renew, repair, maintain, operate and conduct in the City of Crestview, a system of poles, towers, conduits, cables, conductors, transforming stations, fittings, appliances and appurtenances necessary or desirable to the transmission, distribution or sale of electric energy for all purposes whatsoever in, over, under, along, upon and across all streets, avenues, alleys, ways, bridges and public places in said City of Crestview, as they now exist or as they may hereafter be laid out or extended within the present and future limits of the City, together with the further right, privilege and franchise to construct, erect, suspend, install, extend, renew, repair and maintain and operate a system of poles, towers, conduits, cables, wires, conductors, transforming stations, generating stations, fittings and all appliances and appurtenances necessary or desirable to the generation and transmission within, unto, through, over and beyond the City of Crestview and to the furnishing, supplying and distributing to the City and the inhabitants and corporations both within and beyond the limits thereof, of electric energy for lighting, heating, power and all other purposes for which electric energy may be used now or hereafter, and for the purpose of extending its lines and furnishing electric energy beyond the limits of the City. Grantor retains the right to purchase or generate electric power for its own use but not for sale. The electric system, facilities and associated equipment and vehicles shall be located or relocated, erected or operated to interfere as little as possible with vehicular and pedestrian traffic over, along and across said public rights-of-way, streets, alleys, bridges, and public places and with reasonable egress and ingress to abutting and adjoining property.

SECTION 4. Franchise Area and Franchise Fees.

- (a) The franchise area shall include all customers of the Grantee located within the municipal boundaries of the City. Grantee agrees that the Franchise Area is subject to expansion or reduction by annexation and contraction of municipal boundaries. If Grantor approves a Franchise Area expansion or reduction by annexation or contraction, Grantor will provide written notice to Grantee. Grantee must revise its payments due to any expansion or reduction by annexation or contraction within a

reasonable time after notice to Grantee, but no later than sixty (60) days after receipt of notice.

- (b) As further consideration for the granting of the rights, privileges and franchises hereby granted, effective the first day of the second month after the effective date of this Ordinance, the Grantee, its successors and assigns, shall pay to the City within thirty (30) days after the first day of each month a franchise fee of six percent (6%) of grantee's revenue from the furnishing of electric service to customers served under all of its rate schedules within the corporate limits of the City collected during the preceding month. The percentage of such revenue to be collected by Grantee and paid to the City as a franchise fee may be changed by the City from time to time by ordinance at intervals of no less than (5) years, provided that the percentage shall in no event exceed that permitted by law and further provided that the provisions of Section 5 below shall control to the extent of any conflict with the fee amendment provisions of this Section 4. The City may grant such exemptions from payment of the fee as it may provide by ordinance from time to time, at intervals of no less than (5) years, within the limits allowed by law. The monthly payment may be made by wire transfer or check. Any monthly payment or any portion thereof received twenty (20) days after the due date shall be subject to interest at the rate of five percent (5%) per annum until all payments are paid in full.

SECTION 5. Most Favored Nations Provision.

- (a) In the event Grantee shall hereafter accept an electric utility franchise from any other unit of government or municipal corporation providing for the payment of a franchise fee more than the amount provided for per Section 4 above, or a franchise which includes in the base rate or franchise fee calculation any additional revenue received by Grantee from its poles or pole locations (such as pole attachment charges to third parties), the Grantee shall immediately notify the Grantor, and the Grantor reserves the right to immediately amend this Franchise to require the Grantee to pay the Grantor such additional franchise fees. The Grantee's failure to notify Grantor of such additional payments does not limit Grantor's rights to such additional franchise fees nor limit Grantee's liability with respect thereto including late payments.

(b) In the event Grantor exercises its right to amend this Ordinance to adjust payment of the franchise fee in accordance with Section 5 (a), Grantee agrees to execute any such amendment and to continue to abide by all terms of this Ordinance as well as any amendments.

(c) In no event shall Grantor receive a franchise fee that is less, in terms of percentage, than any other governmental entity within Grantee's service area.

SECTION 6. Non-Exclusive Use. The right to use and occupy Rights-of-Way for the purposes herein set forth shall be non-exclusive, and the Grantor reserves the right to grant similar use of said Rights-of-Way to any person at any time during the period of this franchise. The incorporated area of Grantor, and areas which may be annexed into the corporate limits of the Grantor in the future, are served by one or more electric distribution utilities other than Grantee in service territories established by agreements approved by the Florida Public Service Commission. Nothing in this Ordinance is intended nor shall be construed to interfere with or prohibit such other electric distribution utilities' use of Grantor's Rights-of-Way for such purposes in their respective service territories, or to modify or restrict modification of territorial agreements as the same may be amended, modified, or approved by the Florida Public Service Commission from time to time.

SECTION 7. Proper Operations.

(a) The poles, towers, conduits, cables, conductors, transforming stations, generating stations, fittings, appliances and appurtenances shall be constructed in accordance with good engineering practices and so as not to unreasonably interfere with the proper use and appearance of streets, avenues, alleys, ways, bridges, and public places in the City and shall be maintained in reasonably good condition and repair.

(b) Poles and pole attachments shall at all times comply with NESC guidelines, including but not limited to Table 232-1 in effect on and after January 1, 2023.

i. Should Grantor notice a violation and report the violation to Grantee, Grantee will within 30 days from the date of receipt of written notification correct the violation and advise Grantor that the violation has been corrected, except in the case of a safety violation, in which case the Grantee will within 5 days from the date of receipt of written notification correct the violation. If there is a determination by Grantee there is no violation, Grantee through its qualified engineer will notify

Grantor in writing within 30 days of the notification from Grantor of the reasons why there is no violation.

- (c) Whenever right-of-way considerations, including road construction and maintenance improvements to existing roadways, make relocation of a pole or poles necessary, such relocations will be made by Grantee at its own expense.
- i. Grantor will notify Grantee in writing of the need for pole relocations, and Grantee shall have 20 days of receipt of the relocation notice to provide an estimated time for completion, including removal of the original pole or poles, which will not exceed 150 days from the date of Grantor's relocation notice unless agreed in writing by Grantor.
 - ii. If Grantee fails to relocate poles as provided herein, it shall be a breach of this agreement. In the event of a breach, Grantor may remove poles and bill Grantee for all costs incurred and Grantor retains all other rights and remedies available to it, including termination of the franchise.

SECTION 8. Excavation, Maintenance and Restoration. Whenever the Grantee shall cause any opening or alteration to be made in any of the streets, avenues, alleys, ways, bridges or public places of the City for the purpose of installing, maintaining, operating or repairing any poles, towers, conduits, cables or other appliances, the work shall be completed at Grantee's expense within a reasonable time and the Grantee shall upon the completion of such work restore such portions of the streets, avenues, alleys, ways or other public places to as good condition as it was before the opening or alteration was so made and will promptly remove any debris.

SECTION 9. Hold Harmless. The Grantor shall in no way be liable or responsible for any accident or damage which may occur due to the construction, location, relocation, operation, or maintenance by the Grantee of said poles, towers, conduits, wires, cables and other appliances, equipment and vehicles subject to the terms and conditions of this franchise. The Grantee hereby agrees to indemnify the Grantor and to hold it harmless against any and all liability, loss, cost, damage or any expense connected therewith including a reasonable attorney's fee incurred in the defense of any type of court action related hereto, which may accrue to the Grantor by reason of negligence, default or other misconduct of the Grantee in its construction, location, relocation, operating or maintenance of the facilities, vehicles, equipment of the electric system subject to this franchise.

SECTION 10. LIABILITY INSURANCE. Grantee shall always during the franchise term maintain, at Grantee's cost, a commercial general liability insurance policy protecting Grantor against all claims or demands that may arise or be claimed on account of Grantee's use of Grantor's streets and rights-of-way as provided herein. The minimum limits of liability for the policy shall be Three Million Dollars (\$3,000,000) for injuries to persons in one accident, One million Dollars (\$1,000,000) for any one person, and Two Hundred Fifty Thousand Dollars (\$250,000) for damages to property. Grantee shall furnish Grantor proof such insurance is in effect and remains in effect.

SECTION 11. Rates, Rules, and Regulations.

- (a) All rates for electrical service and rules and regulations governing the receipt of said service within the Grantor's limits, established by the Grantee from time to time, shall be reasonable and shall always be subject to such public regulation as may be provided by law. The Grantee recognizes its obligations to provide electric energy and power service within the City on reasonable terms and conditions at just, reasonable, and nondiscriminatory rates to all who request said service during the term of this franchise and thereafter, as required by law or by duly constituted public regulatory body.
- (b) The Grantee agrees to file with the City upon request a complete set of rules and regulations and a complete set of tariffs or rate schedules under which electric service is provided within the City. Grantee shall also furnish any revisions of rules, regulations, and rates that have been adopted since the last previous filing, upon request.
- (c) Grantor may, at its option and at its expense, and upon reasonable notice to Grantee, at any time within ninety (90) days after each anniversary date of this franchise examine the records of operations and accounting files, books and records as such records relate to the calculation of the franchise fee payments to the Grantor, as provided herein. The examination of such books, accounts, records or other materials necessary for determination of compliance with the terms, provisions and requirements of this franchise shall be during regular hours of business of the Grantee and at the corporate offices of the Grantee.

SECTION 12. Interruption of Service. In the event the supply of electric energy should be interrupted or fail by reason of accident or any cause beyond the control of the Grantee, the Grantee

shall at its own expense, restore the service within a reasonable time and such interruption shall not constitute a breach of this franchise nor shall the Grantee be liable for any loss or damages by reason of such interruption or failure.

SECTION 13. Metering of Service. The Grantee shall install and maintain, free of charge, meters for measuring current, and shall have free access to the premises of the consumer, from time to time, for the purpose of reading repairing, testing, and maintaining the meters and appurtenances. Such meters shall remain the property of the Grantee.

SECTION 14. Term of Franchise. The franchise granted by this ordinance shall exist and continue for a period of ten (10) years, with two five (5) year renewals that may be exercised by the parties by mutual agreement. The franchise granted by this ordinance is also subject to the terms and conditions of all applicable provisions of the Code of the City of Crestview.

SECTION 15. Forfeiture of this Franchise. Failure by the Grantee to comply in any substantial respect with any of the provisions, terms, or requirements of this Ordinance, shall be grounds for forfeiture of this franchise, but no such forfeiture shall take effect if the reasonableness and propriety thereof is timely protested and satisfactorily addressed or until a court of competent jurisdiction shall have found that the Grantee has failed to comply in a substantial respect with any of the provisions, terms or requirements of this Ordinance. Both the Grantor and Grantee reserve the right of appeal of such court findings. The Grantee shall have six (6) months after the final determination of the question to make restitution or make good the default or failure before forfeiture shall result. The Grantor, at its discretion, may grant additional time to the Grantee for restitution and compliance as the necessities of the case may require.

SECTION 16. Other Franchises. Upon the request of the City, Grantee shall furnish the City a copy of all other franchises that it is granted from time to time during the life of this franchise.

SECTION 17. Monitoring Performance and Compliance. To fully implement the provisions of this franchise, Grantee agrees that, upon request from Grantor, Grantee's representative will meet the representative of Grantor to review the quality of services provided under this franchise. For the purpose of this function, "quality of services" shall include the performance of such other duties, tasks and obligations as are generally and reasonably regarded as incident to the safe and satisfactory discharge of responsibilities in the electric utility industry.

SECTION 18. Electrical Interference. It will be the responsibility of the Grantee to locate, monitor, and eliminate or repair any of its equipment that may be causing electrical interference of any kind with the radio or television facilities in the City. Should the Grantor discover interference problems, the Grantee will be notified, in which case the Grantee will have reasonable time to correct the problem. Further, the Grantee shall not install or replace existing equipment with new or novel equipment which will have an adverse effect on the performance of other communication systems or services or data transmission systems in the City.

SECTION 19. Tree Trimming. The Grantee shall be responsible for all tree trimming duties that are necessary to keep its power lines from being obstructed by limbs or branches. Reasonable care shall be exercised to prevent damage to City property. In the event of damage, Grantee will immediately inform the City of the extent and location of damage and be liable for said damages. The Grantee shall be expected to perform periodic inspections of its power lines within the City limits to assure that its lines are clear from the above-mentioned obstructions.

SECTION 20. Severability of Ordinance Sections. Should any section or provision of this Ordinance or any portion hereof be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder, as a whole or any part hereof, other than the part declared to be invalid.

SECTION 21. Successors and Assigns. Whenever in this Ordinance either the City of Crestview or the Grantee is named or referred to, it shall be deemed to include the respective successor, successors or assigns of either, and all rights, privileges and obligations herein conferred shall bind and inure to the benefit of such successor, successor or assigns of the Grantor or the Grantee.

SECTION 22. Repealing Clause. All ordinances or parts of ordinances in conflict herewith be and the same hereby repealed to the extent of such conflict.

SECTION 23. Surrender of Rights. As a further consideration for the granting of the rights, privileges and franchises granted hereby, the Grantee surrenders all rights, privileges and franchises heretofore granted by the City of Crestview or the State of Florida for any of the purposes stated herein and now enjoyed by Grantee in the City of Crestview. Provided, however, that such surrender shall not be effective unless and until this Ordinance shall be finally adopted and in effect and the rights, privileges and franchises granted hereby shall be validly in force and effect.

SECTION 24. Written Acceptance by Grantee. The Grantee, its successors, or assigns, shall, within thirty (30) days after this Ordinance shall take effect, file a written acceptance of the Ordinance with the City Clerk of Crestview.

SECTION 25. Effective Date. This ordinance shall take effect upon passage.

Passed and adopted by the City Council of Crestview, Florida on the ____ day of April, 2025.

Approved this ____ day of April, 2025.

J. B. Whitten, Mayor

ATTEST:

Maryanne Girard, City Clerk

Grantee, Choctawhatchee Electric Cooperative, Inc. ("CHELCO"), agrees to the terms of the franchise agreement set forth in Ordinance Number 1981 of the City of Crestview, Florida. The individual signing on behalf of CHELCO acknowledges, represents and warrants that he or she has the power to bind CHELCO to the terms and conditions of the franchise agreement and modifications or amendments thereto.

By: _____
(Printed Name)

Its: _____
(Title)

(Signature)

(Date)



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Ordinance

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Barry Henderson, Development Services Director
DATE: 4/10/2025
SUBJECT: Ordinance 1991 – Setbacks on Unopened or Terminating Rights-of-way

BACKGROUND:

Staff continually evaluates the applicability and consistency of the Land Development Code with current development trends and needs. This update serves to make a handful of amendments to the Land Development Code pursuant to this ongoing evaluation.

DISCUSSION:

Staff have identified an ongoing hurdle for development on lots that lie adjacent to unopened rights-of-way that are not planned for future road use, or rights-of-way that terminate adjacent to a given property. Adherence to the current LDC standards would require a front setback along those rights-of-way.

Upon further examination, staff could not determine that requiring a larger front setback, versus a smaller side setback, provided any benefit or protection to adjacent properties in these particular situations.

The code amendment to Section 6.00.02 would allow properties that abut an unopened right-of-way, or that sit at the end of a right-of-way that terminates, would have a side setback from that right-of-way, rather than a front, so long as the structure is not constructed to face the unopened or terminating right-of-way.

This Ordinance was approved by the Planning and Development Board on April 7th, 2025.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Financial Sustainability- Achieve long term financial sustainability

Infrastructure- Satisfy current and future infrastructure needs

Quality of Life- these areas focus on the overall experience when provided by the city.

Community Character- Promote desirable growth with a hometown atmosphere

Safety- Ensure the continuous safety of citizens and visitors

Mobility- Provide safe, efficient and accessible means for mobility

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

There is no identified financial impact that would result from the passage of this ordinance.

RECOMMENDED ACTION

Staff requests a motion to approve Ordinance 1991 on 1st Reading and move to 2nd Reading for final adoption.

Attachments

None

ORDINANCE: 1991

AN ORDINANCE AMENDING SECTION 6.00.02 OF THE CITY OF CRESTVIEW LAND DEVELOPMENT CODE; PROVIDING FOR AUTHORITY; PROVIDING FOR SEVERABILITY; PROVIDING FOR SCRIVENER'S ERRORS; PROVIDING FOR LIBERAL INTERPRETATION; PROVIDING FOR REPEAL OF CONFLICTING CODES AND ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COUNCIL OF CRESTVIEW, FLORIDA AS FOLLOWS:

SECTION 1 – AUTHORITY. The authority for enactment of this ordinance is section 166.041, Florida Statutes, and the City of Crestview Land Development Code.

SECTION 2 – AMENDING SECTION 6.00.02 – Section 6.00.02 Is hereby amended as follows:

6.00.02 – Measurements

1. Lot Width and Lot Frontage.

1. Lot width is the horizontal distance between side lot lines measured at the intersection of the front setback and the side lot lines.

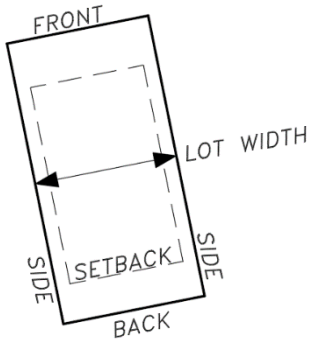


Figure 6.00.02 (A). Lot Width

2. Lot frontage is the property line affronting a right-of-way.

1. Minimum lot frontage for residential zoned property shall be forty (40) feet, except for flag lots.

2. Setbacks and yards.

1. Setbacks are measured as the shortest distance from the face of the exterior building wall to the property line. A yard is the space from the property line or right of way line to the vertical face of a building.
2. The rear yard setback for any waterfront lot is measured to the mean high-water line.
3. Eave overhangs of the primary structure shall meet the specifications and requirements of the current Florida Building Code.
 1. Eave overhangs of equal to or less than the limits of the Florida Building Code shall not be included as a main part of any building.
 2. No eave overhang shall be closer than three (3) feet from any property line.
 3. The City Building Official may provide additional requirements.

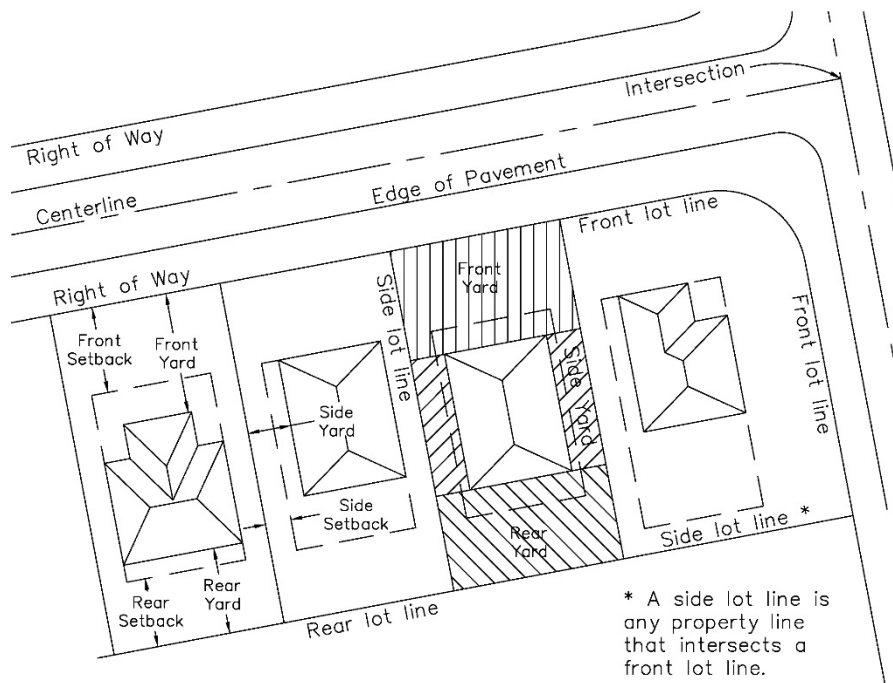


Figure 6.00.02 (B). Setbacks and Yards

3. Specific measurement requirements for flag lots.
 1. The design requirements for platting flag lots are set forth in Section 6.07.00(C).
 2. A flag lot is exempt from the frontage requirements set forth in this LDC, provided that the width of the pole or access portion of the lot is not less than twenty-five (25) feet.
 3. The maximum length of the pole portion of the lot, measured from the right-of-way to the end of the pole at the point of connection to the flag is 150 feet.
 4. The setbacks for a flag lot are measured for the flag portion of the lot, excluding the pole portion of the lot.
4. The impervious surface ratio is calculated by dividing the total of all impervious surfaces on the lot by the total lot area. Water bodies are impervious surfaces.
5. Building height
 1. Building height is measured from the top of the floor at the finished floor elevation to the eave of the highest habitable floor.
 2. Calculation of maximum building height shall not include the roof above the eave of the highest habitable floor.
 3. Calculation of maximum building heights shall not include water towers, utility facility, or appurtenances or attachments such as chimneys, elevator shafts, antennas, decorative architectural features, steeples, air conditioning equipment enclosures, cupolas, weather vanes, and other similar building features. All appurtenances or attachments which are exempt for purposes of calculating the maximum height shall not be habitable. In certain zoning districts, it may be necessary to calculate the height of a building from mean sea level in order to determine compatibility with the Eglin Air Force Base mission, in which case appurtenances shall also be considered.

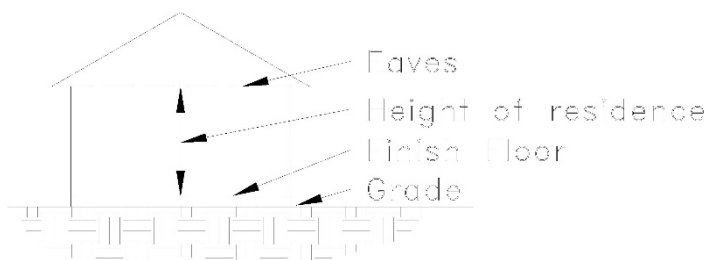


Figure 6.00.02 (E). Building Height

6. Setbacks for property abutting unopened or terminating rights-of-way.

1. Applicability. The standards set forth in this section apply to properties abutting rights-of-way that are unopened, considering there are no plans to open such rights-of-way for public travel, and for properties abutting rights-of-way that terminate with no feasible or planned extension, and where no other properties exist nearer to the point of termination thereof.
2. Front setback standards. For applicable properties, the front setback along such unopened or terminating right-of-way may be the same as the side setback according to the underlying zoning district. If such setback is utilized, the front of any primary structure, and primary access provided to such structure shall not be from the unopened or terminating right-of-way. Such setback standard shall also apply to any accessory structures placed on an applicable property subject to all other applicable standards contained in Chapter 7 of this Code.

SECTION 3 – SEVERABILITY. If any word, phrase, sentence, paragraph or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provisions or applications of this ordinance which can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this ordinance are declared severable.

SECTION 4 – SCRIVENER’S ERRORS. The correction of typographical errors which do not affect the intent of this Ordinance may be authorized by the City Manager or the City Manager’s designee, without public hearing, by filing a corrected or re-codified copy with the City Clerk.

SECTION 5 – ORDINANCE TO BE LIBERALLY CONSTRUED. This Ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed not to adversely affect public health, safety, or welfare.

SECTION 6 – REPEAL OF CONFLICTING ORDINANCES. Ordinances, or parts of ordinances or portions thereof of the City of Crestview, in conflict with the provisions of this Ordinance are hereby repealed to the extent of such conflict.

SECTION 7 – EFFECTIVE DATE. This Ordinance shall take effect immediately upon its adoption.

Passed and adopted by the City Council of Crestview, Florida on the 28th day of April, 2025.

ATTEST:

Maryanne Girard
City Clerk

Approved by me this 28th day of April, 2025.

J. B. Whitten
Mayor



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: 1st reading no PDB

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Barry Henderson, Development Services Director
DATE: 4/10/2025
SUBJECT: Ordinance 1997 - Mobility Fee

BACKGROUND:

Staff began working with our Consultant, NUE Urban Concepts, on the Mobility Fee project early last year. The consultant has since completed the technical report to support the fee structure, and the Council reached consensus on the desired fee structure at the development workshop held on January 27th, 2025.

DISCUSSION:

Staff began working on an overall joint transportation plan with Okaloosa County in 2022. From those initial meetings, staff from both the City and County developed the skeleton for what would become a Mobility Plan and Needs list. Staff engaged our Consultant, NUE Urban Concepts, around this time in 2024 to begin drafting the technical report, official mobility plan and needs lists, as well as the code amendment and ordinance that you have before you today. Staff met many times to further develop the project lists associated with this project, and the progress of the plan and resulting Mobility Fee Structure were reviewed by the City Council in December of 2024 as well as January of 2025. On January 27th, 2025, the Council came to a consensus on the final fee structure desired and, with that direction, staff and the consultant proceeded to finalize the Technical Report, code amendment and ordinance.

The Mobility Fee is designed to assess an appropriate contribution from developers toward road projects that are within the Mobility Plan project list, needs list, and our Capital Improvements Plan, as applicable. In some cases, the existing assessment that the City required was similar to the fee that will be collected with the adoption of the Mobility Fee, but in many cases, the City will now be able to collect two to four times as much for a given development. This increase will allow the City to more aggressively construct new roadways to alleviate strain on the existing transportation system, as well as create multi-modal and pedestrian improvements where they do not already exist. It will also allow the City to more readily participate in funding joint projects with Okaloosa County and FDOT, which will have a positive effect on the time it takes to make improvements on County and State roads.

The Ordinance before you today serves to amend the Code of Ordinances to adopt the language necessary to assess the Mobility Fee, adopts the Mobility Plan and Technical Report by proxy through the Code amendment, and amends the Comprehensive Fee Schedule to include the Mobility Fees as previously discussed and approved by Council.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Financial Sustainability- Achieve long term financial sustainability

Organizational Capacity, Effectiveness & Efficiency- To efficiently & effectively provide the highest quality of public services

Infrastructure- Satisfy current and future infrastructure needs

Quality of Life- these areas focus on the overall experience when provided by the city.

Community Character- Promote desirable growth with a hometown atmosphere

Safety- Ensure the continuous safety of citizens and visitors

Mobility- Provide safe, efficient and accessible means for mobility

FINANCIAL IMPACT

This item will result in a positive financial impact as it will allow a more equitable mobility fee to be assessed for development.

RECOMMENDED ACTION

Staff respectfully requests a motion to approve Ordinance 1997 on first reading and move to second reading for adoption.

Attachments

1. Attachment 1 - Chapter 86, Article V. Mobility Fees
2. Attachment 2 - Comprehensive Fee Schedule Amendment (Mobility Fees)
3. Crestview Mobility Plan and Fee Tech Report March 25 Final-1

ORDINANCE: 1997

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CRESTVIEW, FLORIDA, AMENDING CHAPTER 86 TRAFFIC AND VEHICLES, ARTICLE V – MOBILITY FEE, OF THE CODE OF ORDINANCES; ESTABLISHING THE CITY OF CRESTVIEW MOBILITY FEE SYSTEM; SETTING FORTH INTENT AND PURPOSE FOR MOBILITY FEES, AND ADOPTION OF THE MOBILITY PLAN AND MOBILITY FEE TECHNICAL REPORT; PROVIDING FOR IMPOSITION; PROVIDING FOR EXEMPTION; PROVIDING A MOBILITY FEE SCHEDULE; PROVIDING FOR DETERMINATIONS, AGREEMENTS, CREDITS; ESTABLISHMENT OF BENEFIT DISTRICTS; PROVIDING FOR EXPENDITURES, REFUNDS, EFFECTS ON LAND DEVELOPMENT REGULATIONS; ESTABLISHMENT OF AN ADMINISTRATIVE MANUAL AND SERVICE CHARGES; PROVIDING FOR ANNUAL REPORTING, REVIEW AND UPDATES, APPEALS, VESTED RIGHTS, AND PENALTIES; PROVIDING FOR AUTHORITY; PROVIDING FOR AMENDMENT OF THE COMPREHENSIVE FEE SCHEDULE; PROVIDING FOR SEVERABILITY; PROVIDING FOR SCRIVENER'S ERRORS; PROVIDING FOR LIBERAL INTERPRETATION; PROVIDING FOR REPEAL OF CONFLICTING CODES AND ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section (2)(b) of the Florida Constitution and Chapter 166, *Florida Statutes*, the City of Crestview has broad home rule powers to adopt ordinances to provide for multimodal transportation systems, including corridors, intersections, and programs within the City; and

WHEREAS, the City of Crestview transportation concurrency system is principally focused on vehicular capacity, whereas a mobility fee system takes a comprehensive view of all modes of transportation that may function in a symbiotic manner, such as walking, biking, transit, and motor vehicles; and

WHEREAS, Section 163.3180, *Florida Statutes*, 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, Chapter 163.3180, *Florida Statutes*, allows for local governments to repeal transportation concurrency and encourages the adoption of alternative transportation systems; and

WHEREAS, pursuant to Chapter 163.3180, *Florida Statutes*, the City has developed a Mobility Plan and Mobility Fee Technical Report; and

WHEREAS, the City of Crestview intends to replace transportation concurrency with a mobility fee system administered and programmed by the City for new development activity within the City consistent with the requirements for alternative transportation system pursuant with Section 163.3180, *Florida Statutes*; and

WHEREAS, the mobility fee system focuses on person travel demand, which includes on street, off street, transit, and motor vehicular trips, generated by new development activity and the resulting impact such travel

demand has on multimodal capacity, and then requires the expenditure of funds generated by the mobility fee system to be used on multimodal projects identified in the adopted mobility plan that increases multimodal capacity; and

WHEREAS, the mobility fee system includes, but is not limited to, considerations of the impact of person travel demand generated by new development activity on multimodal capacity as well as considerations of the impact of new development activity on overall mobility within the community; and

WHEREAS, imposition of a mobility fee requiring future growth to contribute its fair share of the cost of growth-necessitated multimodal projects is necessary and reasonably related to the public health, safety, and welfare of the people of the City; provided that the mobility fee does not exceed the actual amount necessary to offset the impact by new development activity; and

WHEREAS, the mobility plan and the mobility fee schedule adopted hereby, satisfy the "dual rational nexus test" established by Florida case law, satisfy the "essential nexus" and "rough proportionality" standards established by *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987) and *Dolan v. City of Tigard*, 512 U.S. 374 (1994), are consistent with the requirements set forth at Section 163.3180, *Florida Statutes*, and are consistent with and imposed in accordance with Section 163.3180, *Florida Statutes*; and

WHEREAS, the City of Crestview Mobility Plan and Mobility Fee Technical Report dated March 2025, prepared by NUE Urban Concepts, LLC, provides the technical analysis to determine the mobility fee and constitutes a proper factual predicate for imposition and expenditure of the mobility fees; and

WHEREAS, mobility fees collected will be deposited in the mobility fee fund for use citywide, and expended for the purposes set forth herein; and

WHEREAS, the Mobility Plan and the Mobility Fee structure imposed thereby achieve the goals, objectives, and policies of the Comprehensive Plan and utilize the tools and techniques encouraged by Section 163.3180, *Florida Statutes*; and

WHEREAS, the City Council has determined that this Ordinance adopting a Mobility Plan and Mobility Fee structure will help to preserve and enhance the rational nexus between the need for person travel demand generated by new development activity in the City and the Mobility Fees imposed on that new development activity; and

WHEREAS, the proposed Mobility Plan and Mobility Fee structure are consistent with the Goals, Objectives, and Policies of the City's Comprehensive Plan; and

WHEREAS, the City Council, having considered the proposal and all information presented at the public hearing, and being fully advised and informed of the premise, has determined that it is in the best interests of the citizens of the City to approve this Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CRESTVIEW, FLORIDA AS FOLLOWS:

SECTION 1 – AFFIRMATION. The foregoing recitals are hereby affirmed and ratified.

SECTION 2 – AUTHORITY. Specific authority is hereby given to codify this Ordinance.

SECTION 3 – FINDING. Based on the evidence and testimony presented at two (2) public hearings, the City Council hereby specifically finds that the Mobility Plan and Mobility Fee Technical Report satisfy the requirements of Sections 163.3180 and 163.31801, Florida Statutes, for the immediate implementation of mobility fees at the fully calculated rate.

SECTION 4 – AMENDING CHAPTER 86, ARTICLE V OF THE CODE OF ORDINANCES. Chapter 86, Article V of the Code of Ordinances is hereby amended establishing Mobility Fees shall hereafter read as attached hereto and incorporated herein (Attachment 1).

SECTION 5 – AMENDING THE COMPREHENSIVE FEE SCHEDULE. The Comprehensive Fee Schedule is hereby amended to incorporate established Mobility Fees as attached hereto and incorporated herein (Attachment 2).

SECTION 6 – SEVERABILITY. If any word, phrase, sentence, paragraph or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provisions or applications of this ordinance which can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this ordinance are declared severable.

SECTION 7 – SCRIVENER’S ERRORS. The correction of typographical errors which do not affect the intent of this Ordinance may be authorized by the City Manager or the City Manager’s designee, without public hearing, by filing a corrected or re-codified copy with the City Clerk.

SECTION 8 – ORDINANCE TO BE LIBERALLY CONSTRUED. This Ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed not to adversely affect public health, safety, or welfare.

SECTION 9 – REPEAL OF CONFLICTING ORDINANCES. Ordinances, or parts of ordinances or portions thereof of the City of Crestview, in conflict with the provisions of this Ordinance are hereby repealed to the extent of such conflict.

SECTION 10 – EFFECTIVE DATE. This Ordinance shall take effect immediately upon its adoption.

Passed and adopted by the City Council of Crestview, Florida on the 28th day of April, 2025.

ATTEST:

Maryanne Girard
City Clerk

Approved by me this 28th day of April, 2025.

J. B. Whitten
Mayor

ARTICLE V. MOBILITY FEES

Sec. 86-90. Intent and purpose.

Mobility fees are an alternative transportation system that replace transportation concurrency and proportionate share and allow new development in compliance with the Comprehensive Plan to share in the burdens of growth and to equitably mitigate its off-site impact to the multimodal transportation system through payment of a mobility fee. New development activity shares in this burden by paying an attributable share of the reasonably anticipated costs of multimodal projects needed to accommodate the person travel demands created by new development activity as well as by complying with other appropriate development order conditions. The imposition, exemption, determination, credits, collection, expenditure, administration, implementation, maintenance, and update of the mobility fee shall be collectively referred to as the mobility fee system.

Sec. 86-91. Mobility Plan and Mobility Fee Technical Report.

The City of Crestview Mobility Plan and Mobility Fee Technical Report ("Technical Report") dated March 2025 and prepared by NUE Urban Concepts, LLC, is hereby adopted. This adoption includes, but is not limited to, the following: the multimodal projects included in the mobility plan, the basis of the assumptions, conclusions, and findings in such report as to the basis of the mobility fee, the methodology for calculating the mobility fee, the person miles of travel person miles of capacity assigned to mobility projects, the person travel demand and mobility fee rates assigned to various land use categories. The Technical Report presents the technical analysis and detailed methodology supporting the mobility fees consistent with the multimodal projects included in the mobility plan. The mobility plan includes mobility implementation projects and provides for the funding of projects not expressly identified in the mobility plan to address mobility needs that may arise prior to the next update. Florida Statute limits updates of mobility fees to once every four years, unless there is a finding of extraordinary circumstances. The latest Technical Report shall be maintained by the Community Development Services department and made available upon request.

Sec. 86-92. Definitions.

Unless the context specifically indicates otherwise the meaning of terms used in this article shall be as follows:

- (1) *Additive fee.* 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.
- (2) *Benefit District.* A geographic area where mobility 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.
- (3) *Impact.* Any new development activity that results in an increase in person travel demand above the demand generated by the existing use of property. This definition applies to the City's mobility fee system.
- (4) *Mobility.* 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.
- (5) *Mobility fee.* A monetary exaction imposed on new development activity to fund multimodal projects identified in the mobility plan.

- (6) *Mobility fee schedule.* The establishment of land use categories for which a mobility fee is to be assessed on new development activity. The schedule includes the mobility fee rates per unit of measure for each land use category.
- (7) *Mobility plan:* A forward looking transportation plan that identifies multimodal projects within and adjacent to the City to meet existing and future travel demand and serves as the basis for the City's mobility fee.
- (8) *Multimodal:* 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.
- (9) *Multimodal project.* Corridor and intersection improvements such as bike lanes, buffered bike lanes, high visibility crosswalks, intersections, interchanges, landscape, shared-use paths or multi-use trails, overpasses or underpasses, roads, sidewalks, and streets. Projects include streetscape improvements such as hardscape, landscape, lighting, and pavers. Multimodal projects also include mobility programs to implement the mobility plan including counts, grants, plans, services, studies, and surveys. Projects also include new or additional road travel lanes and turn lanes, upgrade of roads that results in a change in functional classification of the road, complete, curbside, and low speed streets, new or upgraded traffic signals or roundabouts, 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.
- (10) *Multimodal project expense.* 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 or mobility plan project expense.
- (11) *New development activity.* 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 impact to the transportation system. This definition applies to the City's mobility fee system.

- (12) *Person miles of capacity.* 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.
- (13) *Person miles of travel.* A unit to measure person travel made by one person where each mile traveled is counted as one person mile. Person miles of travel 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.
- (14) *Person travel demand.* Travel demand from new development activity based on trip generation, pass-by trips, vehicle trip length, limited access 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.
- (15) *Person trip.* 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.
- (16) *Person trip length.* The length of a person trip per trip purpose.
- (17) *Travel demand.* The vehicle and person miles of travel from existing development and the projection of vehicle and person miles of travel for a future time period used to identify the need for multimodal projects identified in a mobility plan.
- (18) *Vehicle miles of travel.* 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. Vehicle miles of travel is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

Sec. 86-93. Mobility Fee imposed.

The mobility fee imposed by the City shall apply to all new development activity applications within the City submitted 91 days or more after the adoption of the mobility fee ordinance.

- (1) *Imposition.* The mobility fee system is intended to impose a mobility fee, assessed at building permit application, or its functional equivalent application for uses that do not require a building permit, and payable prior to development order approval, in an amount based upon the most recently adopted mobility fee schedule maintained by the Community Development Services department.
- (2) *Payment.* As a condition of the issuance of a development order approval, the mobility fee for the new development activity shall be paid by the applicant to the city as set forth in section 86-95. No development order approval requiring payment of a mobility fee shall be issued until said mobility fee has been paid except as otherwise herein provided. The obligations for payment of mobility fees shall run with the property for which the development order is approved.
- (3) *Unpaid fees.* If mobility fees are owed, no new development order approvals of any type or certificates of occupancy may be issued while the mobility fee remains unpaid. The city may authorize the initiation of any action as permitted by law or equity to collect the unpaid fees.
- (4) *Calculation.* The mobility fee shall be calculated based on the applicable unit of measure detailed on the mobility fee schedule multiplied by the total number of units.
- (5) *Change in use or size.* If the change in size of a structure or use of land results in an increase in impact, the mobility fee due shall be the incremental difference resulting from the change in size or use as determined by the latest mobility fee schedule, less the mobility fee that would be imposed under the applicable rate prior to the change in size or use.
- (6) *Refund.* If there is a change in size or use that results in a decrease in impact generated by the prior land use, the applicant shall not be entitled to a refund or credit.

- (7) *Abandoned structures.* A structure or use that is inactive and has been abandoned or vacant for a period of more than four (4) years shall not be considered an existing or active use for purposes of calculating mobility fee off-sets. The mobility plan and mobility fee are to be updated at least once every five (5) years and person travel demand is measured on a yearly basis. Thus, person travel associated with the structure or use is no longer captured in the collected travel demand data that serves as a component to determine the need for multimodal projects. The burden of demonstrating the existence of a use or structure shall be upon the new development activity where an off-set request is made.
- (8) *Prior payment.* For structures and uses considered to be active, any previous payment of mobility fees may be credited against the appropriate mobility fees owed as a result of a change of use or re-establishing a use of land or structure that has been abandoned or vacant.
- (9) *Request for credit or off-set.* Any request for credit or offsets of a mobility fee shall be made prior to submittal of a development order application and shall be resolved prior to issuance of a development order approval, unless otherwise stated in a written agreement between the applicant and the city. Any off-sets or credits not so claimed shall be deemed waived by the applicant. Credits and off-sets shall be further detailed in an administrative manual or administrative procedures established by the city.
- (10) *Administration.* The City Manager or designee, in consultation with the City Attorney, Community Development Services department, and Public Services department, shall administer, implement, maintain, and update the mobility plan and mobility fee on behalf of the City and shall have the ability to act regarding the imposition of the fee, payment of the fee, determination of credit or off-set utilization, or other such action to ensure that the mobility fee meets all legal and statutory requirements and to address unique circumstances that may arise from time to time that are not expressly addressed herein.

Sec. 86-94. Exemptions.

A general exemption from liability for mobility fee assessment applies to all active development orders which were subject to transportation concurrency analysis under the prior proportionate fair share system that were issued prior to the adoption of the mobility fee ordinance AND all previously approved Development of Regional Impact (DRI) Development Orders. All exempt projects shall have valid unexpired development orders as of the date of adoption of the Mobility Fee Ordinance. Any application for a development order in process as of the date of the adoption of the Mobility Fee Ordinance shall also be exempt from mobility fee assessments, provided that a development order is issued within one year of the adoption of the Mobility Fee Ordinance. The following specific types of new development activity will be exempt from payment after the date of adoption unless otherwise administratively determined to be subject to mobility fees:

- (1) *Modifications.* Additions, remodeling, rehabilitation, or other improvements to an existing residential structure, provided there is no increase in the number of dwelling units for residential land uses; or
- (2) *Rebuilding.* Rebuilding of a damaged or destroyed structure, provided there is no increase in the number of dwelling units for residential uses, increase in square footage for non-residential uses, or intensity from a change of use; or
- (3) *Change of use.* A change in use that does not generate additional person travel demand; or
- (4) *Amenities.* Development amenities, such as a pool, clubhouse, or recreational facilities that are not available to the public and accessory buildings, such as maintenance structures or guard houses, that do not result in an increase in person travel demand.

- (5) *Governmental entity.* A federal, state, county, municipal, or governmental entity structure, excluding community development districts or special districts. Public and charter schools for pre-K to 12th grade are exempt from mobility fees per Florida Statute; community colleges, colleges, and universities are not exempt.
- (6) *Timing.* Any claim of exemption must be made no later than the time of application for a development order approval.
- (7) *City exemption.* The City Manager or designee shall have the ability to act regarding declaring or revoking an exemption of the fee to address unique circumstances that may arise from time to time that are not expressly addressed herein. Any request for exemptions shall be supported by substantial and competent evidence provided by the applicant at the time of the request.

Sec. 86-95. Mobility fee schedule.

The mobility fee schedule is reflective of that amount of person travel demand attributable to new development activity, the person miles of capacity needed to serve new development activity, and the cost of multimodal projects established in the mobility plan. Any person who shall initiate any new development activity, except as otherwise provided for herein, shall pay a mobility fee, based on the applicable unit of measure, as set forth in the most recently adopted mobility fee schedule. The mobility fee schedule may be updated from time to time. The most recently adopted mobility fee schedule shall be maintained by the Community Development Services department. The mobility fee to be paid prior to issuance of a development order approval shall be as set in the comprehensive fee schedule.

Sec. 86-96. Mobility fee determination.

The mobility fee per land use shall be determined using the closest land use category on the mobility fee schedule.

- (1) *Closest Use Determination.* In the event a project involves a land use not contemplated under the mobility fee land use categories on the mobility fee schedule, the mobility fee shall be determined utilizing the closest land use category based on the administrative manual or administrative procedures established by the city.
- (2) *Mixed-Use.* In the event new development activity involves a mixture of land uses, the mobility fee shall be based on each separate mobility fee land use classification.
- (3) *Assessment.* The mobility fee shall be determined using the appropriate land use category, land use classification, unit of measure, and mobility fee rate established on the mobility fee schedule. The administrative manual or administrative procedures shall provide further detail related to the assessment of mobility fees.
- (4) *Additive mobility fee.* The total mobility fee for non-residential land uses with an additive mobility fee shall be based on the mobility fee assessed based on square footage and the mobility fee assessed based on the applicable unit of measure such as bay, lane, position, or stall. The administrative manual or administrative procedures shall include additional detail related to the calculation of additive mobility fees.
- (5) *Alternative land use.* In the event an applicant disagrees with the mobility fee assessment based on the proposed land use, the applicant may submit an alternative land use determination application consistent with the criteria established in the administrative manual or administrative procedures.
- (6) *Alternative mobility study.* In the event an applicant believes that the cost to mitigate the impact of new development is less than the mobility fee established in the mobility fee schedule, the applicant may submit an alternative mobility fee study application consistent with the criteria established in the administrative manual or administrative procedures.

- (7) *Prior approved development.* New development activity approved prior to the effective date of the mobility fee that entered into a developer agreement or other agreement with the City that exempted the new development from some or all of a proportionate fair share payment shall be required to mitigate its impact as required in the agreement. The administrative manual or administrative procedures should include additional provisions related to new development activity approved prior to the mobility fee effective date and requirements for payment of a mobility fee.
- (8) *City determination.* The City Manager or designee, in consultation with the City Attorney and the Community Development Services, shall have the ability to act regarding determination of use, request to reconsider determinations, use of credit or off-sets, acceptance of alternative studies, payment of the fee, timing of payment, updates of the fee and to address unique circumstances that may arise for time to time that are not expressly addressed herein, consistent with legal and statutory requirements.

Sec. 86-97. Agreements.

In lieu of the payment of mobility fees, an applicant may propose to enter into a mobility fee agreement with the City to advance a multimodal project identified in the mobility plan or capital improvements program.

- (1) *Impact.* New development activity shall be presumed to generate the maximum impact generated by the most intensive use permitted under the applicable land use consistent with the Comprehensive Plan or development order approvals.
- (2) *Credit account.* A mobility fee credit account may be established against which mobility fees assessments from new development activity within the overall proposed development would be debited against at a time period defined in the agreement; or
- (3) *Benefit district.* A development specific benefit district maybe established in which subsequent new development activity would pay the assessed mobility fee, and the applicant would be reimbursed from the mobility fees collected within the benefit district at time periods defined in the agreement.
- (4) *Application.* The administrative manual shall detail the application requirements for the agreement, as well as the schedule and approval process.

Sec. 86-98. Mobility fee credits.

An applicant may request credit against any assessed mobility fee in an amount equal to the cost of multimodal projects or contributions of land, money, or services for mobility projects contributed, paid for, or committed to by the applicant or the predecessor in interest.

- (1) *Capital improvements program.* Only multimodal projects included in the mobility plan or capital improvements program are eligible for mobility fee credits. An applicant may request that the City Council add a multimodal project to the capital improvements program. The administrative manual or administrative procedures shall detail the information required to request mobility projects be added to the capital improvements program for purposes of establishing mobility fee credits.
- (2) *Application.* The administrative manual or administrative procedures shall detail the application requirements for the agreement, as well as the schedule, approval process, and use of the credit.
- (3) *Plan and code requirements.* Multimodal projects required to meet minimum comprehensive plan or land development code requirements are not eligible for mobility fee credit. Site related access improvements such as turn lanes, sidewalks, bike lanes, or traffic signals are not eligible for mobility

fee credit. The administrative manual or administrative procedures shall provide further detail related to eligibility for mobility fee credits, including instances where required or site related improvements may be eligible for partial mobility fee credits.

Sec. 86-99. Mobility fee benefit districts.

The establishment of mobility fee benefit districts is the best method of ensuring that the mobility fees paid by new development are expended on multimodal projects that provide a mobility benefit to the new development activity as required in the benefits test of the dual rational nexus test.

- (1) *Expenditure.* Mobility fee benefit districts provide a clearly defined boundary for the expenditure of mobility fee revenue. Establishing mobility fee benefit districts ensures that funds paid by new development activity 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 activity for which the mobility fees are paid.
- (2) *Establishment.* There is a single mobility fee benefit district established for the City. The boundary of the benefit district extends outside current city limits to include enclaves and address adjacent areas that may annex into the city in the future and to address extra jurisdictional impact. The mobility fee benefit districts map is included in the Technical Report.
- (3) *New development activity.* The City may elect to establish a benefit district for a new development activity that agrees to advance construction of a multimodal project. The benefit district may extend beyond the boundaries of the new development activity where an advanced multimodal project provides a mobility benefit to adjacent areas.
- (4) *Special revenue funds.* The City shall establish a special revenue fund for the mobility fee benefit district and any subsequent benefit districts. 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 may be established where the City enters into an agreement with a new development activity to establish a new benefit district.

Sec. 86-100. 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 City 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 City elect to not establish a service charge, or the service charge does 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.

Sec. 86-101. Mobility fee refunds.

Refunds of mobility fees paid hereunder may be allowed upon application therefore when it is determined that no construction has occurred, the building permit issued for such construction has expired or otherwise been canceled, or the City has not expended or encumbered the funds within the required time frame.

- (1) *Time frame for expenditure.* Mobility fees collected shall be returned to the then present owner of the new development activity 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.
- (3) *Refund process.* A landowner may request a refund of mobility fees not expended within the time frame for expenditure of funds. Request shall be reviewed by the City Manager or designee and approved if mobility fees have not been expended within the time frame for expenditure of funds or as provided for in refund process and procedures detailed in the administrative manual or in administrative procedures.
- (4) *Expired permits.* An applicant may request a refund of mobility fees if construction activity never commenced or if permits expired. The request shall be in writing to the City Manager or designee and include necessary documentation. The applicant shall not be entitled to a refund of any service charges related to review and issuance of the permit. The refund shall be processed within sixty (60) business days from the date the request is received unless otherwise provided for in an administrative manual or in administrative procedures.

Sec. 86-102. Effect on land development code.

- (1) *Comprehensive Plan.* The listing of a land use in the mobility fee schedule is solely for purposes of establishing the applicable mobility fee rate to be assessed per land use, and such listing does not mean that the land use is permitted or available under applicable zoning and Comprehensive Plan requirements. In addition, the listing of the land use in the mobility fee schedule shall not be considered evidence that the land use is appropriate in any future land use designation.
- (2) *Land Development Code.* The payment of mobility fees does not ensure nor grant compliance with the City's land development code, including regulations relating to zoning, transportation corridor management, access management, substandard roads, secondary access, timing, and phasing, and, where applicable, development of regional impact review.

Sec. 86-103. Administrative manual and service charges.

- (1) *Administrative manual or procedures.* The city shall prepare and periodically update a mobility fee administrative manual or administrative procedures that addresses day to day administration and the implementation and update of the mobility plan and fee. The administrative manual or procedures shall address assessments, credit and off-set request, fee and land use determinations, special studies, fee expenditures and monitoring. The administrative manual or administrative procedures should be accepted by resolution of the City Council. Until such time as an administrative manual or administrative procedures are developed, determinations related to the mobility fee system shall be made by the City Manager or designee, in consultation with the City Attorney, Community Development Services department, and Public Services department.

- (2) *Service charge.* The City may elect to prepare and periodically update mobility fee service charges to ensure that the City's general fund does not bear the full burden of administering and implementing the mobility fee system, provided that the service charges does not exceed the City's actual costs of administration and implementation of the mobility fee system. Mobility fee service charges shall be in addition to the imposed mobility fee and shall account for future updates of the mobility plan and mobility fee in the service charge determination, along with any required application fees for special studies or credit request. The mobility fee service charge shall be based on a service charge study and accepted by resolution of the City Council.

Sec. 86-104. Annual report.

The City, and any municipality that elects to participate in the City's Mobility Fee system, shall comply with all audit requirements of F.S. § 218.39. The City shall include in its annual capital improvement program update, an accounting of mobility projects funded by mobility fees. The annual budget shall indicate mobility fee revenues and expenditures. Audits of the City performed pursuant to F.S. § 218.39, shall include an affidavit from the chief financial officer of the City addressing requirements of F.S. § 163.31801.

Sec. 86-105. Review and update.

- (1) *Mobility plan and fee update.* The mobility plan and mobility fee shall be updated by the City at least once every five (5) years from the date of the last adoption. The five (5) year time frame shall account for the 90-day notice period for any increase as required by Florida Statute. The update shall commence no later than four (4) years after the date of last adoption. If a full re-evaluation and update are not complete within the required time period, the last adopted mobility fee shall remain in effect until the update is complete.
- (2) *Annual report.* The mobility plan and mobility fee shall be reviewed annually, and an annual report shall be prepared documenting collections and expenditures. The review shall include a recommendation regarding the need to update the mobility plan and mobility fee earlier than the required update schedule due to extraordinary circumstances. The administrative manual and administrative procedures shall detail additional factors to be addressed as part of the annual update to ensure the mobility plan and mobility fee is consistent with case law and Florida Statute.
- (3) *Annual inflation adjustment.* The city shall annually evaluate the mobility fees to determine if an adjustment is necessary based on inflation, starting in 2026. The data for inflation shall be based on local cost to the extent data is available. The most recent FDOT Transportation Cost Report Construction Cost Inflation Factors or FDOT Monthly Inflation Factor Reports shall also be referenced to determine inflation factors. If local or FDOT data is not available, the annual inflation factor adjustments shall be based on either the National Highway Construction Cost Index or the Consumer Price Index.
- (4) *Required notice for increase.* Increases in the city mobility fees require a 90-day notice period per F.S. § 163.31801 before updated mobility fees can go into effect. The city shall advertise the fees in a publication of general circulation available to city residents and businesses, or as permitted by Florida Statute, publish the updated rates on the city's website. The advertisement shall be published and/or posted no later than 90 days prior to the increase of the mobility fees.
- (5) *Notice provided.* The following notice is provided that the city will annually adjust mobility fees for inflation and will be maintained by the Community Development Services. Applicants are encouraged to contact Community Development Services to obtain the most recently adopted version of the mobility fees and inquire about any noticed updates of the mobility fees.

- (6) *City initiated update.* The City Manager or designee may authorize city initiated updates of the mobility plan or mobility fee to ensure that mobility fees meet legal and statutory requirements. The administrative manual or administrative procedure shall provide further detail on factors that would potentially require that the city move forward with a city initiated update.

Sec. 86-106. Appeals.

If an applicant is dissatisfied with one or more of the following decisions of the City Manager or designee, the applicant may appeal the decision in writing to the Board of Adjustment:

- (1) *Imposition.* The requirement to pay a mobility fee per 86-93;
- (2) *Exemption.* That a proposed new development does not qualify for an exemption per 86-94;
- (3) *Determination.* The assessed mobility fee per 86-96;
- (4) *Refunds.* The refund or refunded amount of mobility fees per 86-101;
- (5) *Notice of appeal.* The applicant shall file a notice of appeal with the Board of Adjustment within thirty (30) calendar days of any final decision in which the applicant does not concur.
- (6) *Evidence.* As part of the appeal, the applicant shall submit in writing the specific decision being appealed and shall provide documentation detailing the reasons why the applicant believes the decision is incorrect. The applicant shall also provide in writing the desired final outcome and shall provide evidence in support of that decision. Technical documentation submitted as evidence shall be prepared by either a licensed professional engineer, a certified planner, or an impact fee consultant with experience administering, implementing, or developing impact fees or mobility fees.
- (7) *Date of hearing.* The appeal hearing before the Board of Adjustment shall be held within 60 working days of the receipt of the notice of appeal.
- (8) *Hearing.* The Board of Adjustment shall base its decision on any appeal on the applicable standards and criteria established for the mobility fee system established per Article V and the evidence presented at a properly advertised public hearing.
- (9) *Board actions.* The Board of Adjustment may uphold or revoke, in whole or in part, the determination being appealed and to that end shall have the powers of the City Manager from whom the appeal is taken.
- (10) *Payment of mobility fees.* A development order approval will not be issued unless the mobility fee is paid in full, regardless of an appeal by an applicant. Any reduction of mobility fees or an exemption from mobility fees resulting from a successful appeal shall be by refund of any excess amount where a mobility fee is reduced, or the full amount where an applicant is exempt, paid at the time of the issuance of the development order with the refund to be paid within 60 days. No interest will be paid on a refund of any such overpayment or payment.

Sec. 86-107. Vested rights.

It is not the intent of the mobility fee system to abrogate, diminish, or modify the rights of any persons that have vested rights pursuant to a valid governmental act of the city. An applicant may petition the City Council for a vested rights determination which would exempt the applicant from the provisions of the mobility fee

system. The City Manager or designee, in consultation with the City Attorney, shall evaluate the petition and submit a recommendation to the City Council based upon the following criteria:

- (1) *Valid act.* A valid, unexpired governmental act of the City, authorizing the building for which an applicant seeks a certificate of occupancy, exists.
- (2) *Investment backed expectation.* Expenditures or obligations made or incurred in reliance upon the authorizing act are reasonably equivalent to the assessed mobility fee.
- (3) *Prior approvals.* That it would be inequitable to deny the applicant the opportunity to occupy a previously approved building under the conditions of the previous approval by requiring the applicant to comply with the provisions of the mobility fee system.

Sec. 86-108. Penalty.

Violations of Article V will be enforceable by all legally available remedies, including but not limited to code enforcement proceedings consistent with this code and Florida Statute Chapter 125.



Comprehensive Fee Schedule
for
Fiscal Year 2024-2025

Effective Date: October 1, 2024

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City Clerk			
Category	Fee Description	Current Rate	Implemented
Public Records Requests			
Base fee (requests that take longer than 30 minutes)	Fees incurred in the processing of a public records request (determined by the cost of the highest paid staff member acting upon the request)	(Hourly base rate of pay + value of benefits) x hours worked on request	Resolution 2022-21
Copy Fee	14" x 8 ½" or less, one-sided, per page	\$0.15	Resolution 2022-21
	14" x 8 ½" or less, two-sided, per page	\$0.20	
	11" x 17", per page	\$0.25	
	Flash Drive	\$1.00	
	Certified copies, per page, in addition to copy fee	\$1.00	
	Audio recordings	Actual cost of duplication, plus administrative fees	
	Outside reproduction	Actual cost of duplication, plus administrative fees	

Community Development Services			
Category	Fee Description	Current Rate	Implemented
Business Tax Receipts			
Business Tax Receipts	Base Fee	\$22.50	Ordinance 1949
	Commercial Life Safety Fee	\$65.00	Ordinance 1949
	Additional Inspection Fee	\$65.00	Ordinance 1949
Penalty for delinquent payment	<i>See Section 18-2, reference §205.053, Florida Statutes</i>	Reference \$205.053, Florida Statutes	Resolution 2020-13
Planning and Zoning			
Subdivisions	Master Planned Development	\$2,000.00 base fee, plus \$20.00 per acre or fraction thereof	Resolution 2020-13
	Residential development (subdivision)	\$350.00 base fee, plus \$15.00 per lot	Resolution 2020-13
	Residential planned unit development	\$800.00 base fee, plus \$15.00 per lot/unit	Resolution 2020-13
	Commercial and industrial development (subdivision)	\$350.00 base fee, plus \$15.00 per lot	Resolution 2020-13
	Planned mixed development district	\$800.00 base fee, plus, \$15.00 per lot	Resolution 2020-13
	Mobile home parks	\$350.00 base fee, plus \$15.00 per lot	Resolution 2020-13
Commercial/industrial site plan reviews.	Area-wide impact projects (commercial & industrial site plan review)	\$2,000.00 for the 1st 100,000 square feet, plus \$20.00 per 1,000 square feet or fraction thereof	Resolution 2020-13
	Development projects (commercial & industrial site plan review)	\$500.00 base fee for the 1st 10,000 square feet, plus \$40.00 per 1,000 square feet or fraction thereof	Resolution 2020-13
	Commercial interior remodel or interior build out (commercial & industrial site plan review)	2,000 square feet or less: \$250.00 2,001 square feet or greater: \$350.00	Resolution 2020-13
Administrative Fees	Administrative Deviation	\$125.00	Resolution 2020-13
	Administrative Permit	\$125.00	Ordinance 1949
	Development Order Amendment	\$150.00	Ordinance 1949
	Out-of-city utility request for water and/or sewer	Residential: \$30.00 for water and/or sewer, plus impact fees (if necessary) Commercial: \$100.00 for water and/or sewer, plus impact fees (if necessary)	Resolution 2020-13
	Land clearing/protected tree removal	\$125.00	Ordinance 1949
	Zoning and code compliance plan review for permitting	\$35.00	Ordinance 1949

Category	Fee Description	Current Rate	Implemented
Administrative Fees	Zoning verification letter, comprehensive plan consistency letter	\$55.00	Ordinance 1949
	Lot Split/Lot Line Adjustment	\$125.00	Ordinance 1949
	Tree Mitigation	\$150.00 per diameter inch for total inches of protected or required trees removed	Ordinance 1957
GIS	City Limits Map (24"x36")	\$15.00	Resolution 2020-13
	Zoning Map (24"x36")	\$15.00	Resolution 2020-13
	Future Land Use Map (24"x36")	\$15.00	Resolution 2020-13
	CRA District Map (24"x36")	\$15.00	Resolution 2020-13
Concurrency Evaluation Review	Per building (single family, commercial or multi-family)	\$35.00	Resolution 2020-13
Local planning application, and processing fees.	Voluntary annexation into the city (includes comp plan amendment and rezoning.)	50 acres or less: \$1,200.00 Greater than 50 acres: \$1,200.00 plus \$10 per acre or fraction thereof All costs included.	Resolution 2025-8 Moratorium effective for 12 months beginning March 1, 2025, and ending on May 31, 2025. The waiver shall be applied to all applicable Annexation, Comprehensive Plan Amendment, and Zoning Change applications, being annexed into the City of Crestview. This fee waiver is only applicable to those applications as described above and shall not be applied to Comprehensive Plan Amendments or Zoning Change applications absent an annexation application for the same property(s). The waiver shall not be applied retroactively to any application for annexation, nor shall it apply to any annexation application that was voluntarily cancelled within 180 days of the effective date of this section.
	Comprehensive plan amendments, small scale	\$2,500.00 All costs included.	Resolution 2020-13
	Conventional comprehensive plan amendments	\$2,500.00 plus \$10.00 per acre or fraction thereof All costs included.	Resolution 2020-13
	Zoning changes	\$750.00 All costs included.	Resolution 2020-13
	Replat request	\$50.00, All costs included.	Resolution 2020-13

Category	Fee Description	Current Rate	Implemented
Local planning application, and processing fees.	Right of way or plat vacation	\$600.00 All costs included.	Resolution 2020-13
	Variances and special exceptions	\$1500.00 All costs included.	Resolution 2020-13
	Appeals to the Planning & Development Board	\$1,000.00	Resolution 2020-13
	Development Agreement	\$2,500.00	Ordinance 1949
	Development Agreement Amendment	\$2,500.00	Ordinance 1949
	Land Development Code Text Amendments	\$1,000.00	Ordinance 1949

Category	Fee Description	Current Rate	Implemented
Building Permits			
General Fees	Building Permit Processing Fee (Base Fee)	\$55.00 If the permit fee does not cover the costs of the required inspections, a trip charge of \$45.00 shall be added for each inspection not covered by the permit fees.	Resolution 2020-13
	Change of contractor, transfer of permit	Prorate balance of work	Resolution 2020-13
	Expired permit	Re-issuance-50 percent of the original fee paid if the fee is paid within 30 days of the expiration date. After 30 days, the full original fee is due.	Resolution 2020-13
	Undervalued permits	if the building permit valuation appears to be underestimated on the application, the permit may be withheld unless the applicant can show detailed cost estimates which meet the approval of the building official. The building official may require a copy of the construction contract to be submitted with the permit application.	Resolution 2020-13
Plan Review Fees	Plan check fee	25% SFD 50% of building fee for occupancies other than one- and two-family dwellings	Resolution 2020-13
	Threshold building transmittal/processing/ICC	The applicant shall pay the applicable fees assessed by the ICC at the time plans are submitted.	Resolution 2020-13
	Addendum fee	\$75.00 An addendum applies to changes that occur during construction that results in plan revisions.	Resolution 2020-13
	Revision fee	\$75.00 Revision fees apply to plans which are still under review prior to permit issuance, that do not comply with the Florida Building Code and which have been returned to the applicant for revisions	Resolution 2020-13
	Re-submittal fee	Plans that are resubmitted to be re-reviewed shall be subject to a fee equal to ½ original plan review fee.	Resolution 2020-13
	* A Surcharge will be collected in accordance with and for the purposes stated in F.S 468.631 & 553.721		

Category	Fee Description	Current Rate	Implemented
Construction Permit Fees			
Master Permit Fees	\$15,000 and less	\$35.00 for the first \$7,000.00 plus \$5.00 for each additional thousand or fraction thereof, up to and including \$15,000.00.	Resolution 2020-13
	\$15,000.01 to \$50,000.00	\$75.00 for the first \$15,000.00 plus \$4.00 for each additional thousand or fraction thereof, up to and including \$50,000.00.	Resolution 2020-13
	\$50,000.01 to \$100,000.00	\$215.00 for the first \$50,000.00 plus \$3.00 for each additional thousand or fraction thereof, up to and including \$100,000.00.	Resolution 2020-13
	\$100,000.01 to \$500,000.00	\$365.00 for the first \$100,000.00 plus \$2.00 for each additional thousand or fraction thereof, up to and including \$500,000.00.	Resolution 2020-13
	\$500,000.01 and up	\$1,165.00 for the first \$500,000.00 plus \$1.25 for each additional thousand or fraction thereof.	Resolution 2020-13
Moving Structure Fee	To move any non-portable structure from one lot to another noncontiguous lot within the city,	\$175.00.	Resolution 2020-13
	To move any non-portable structure from outside of the city limits to a lot within the city limits,	\$250.00.	Resolution 2020-13
	To move any non-portable structure from one location to another location within the same lot, parcel or tract,	\$45.00.	Resolution 2020-13
	A separate building permit shall be secured for the foundation upon which such structure shall be placed,	\$90.00.	Resolution 2020-13
Other Construction Permit Fees	Mobile Home Fee	\$35.00 for the first \$7,000.00 plus \$5.00 for each additional thousand or fraction thereof, up to and including \$15,000.00.	Resolution 2020-13
	Demolition Fee	\$59.50 plus \$9.45 per 2,000 sq ft above 20,000 sq ft or fraction thereof	Resolution 2020-13
	Change of use fee	\$30.00 and a certificate of occupancy shall be reissued upon determining compliance	Resolution 2020-13
	Annual facility permit fees	\$150.00 and shall be valid for one-year from date of issuance, separate permit for each trade.	Resolution 2020-13
Inspection Fees	Temporary use permit fee	\$45.00	Resolution 2020-13
	Additional Inspection Fee	\$45.00	Resolution 2020-13
	After Hours Inspection Fee	\$100.00 per hour with a one-hour minimum charge	Resolution 2020-13
	Re-Inspection Fee	First - \$30.00 Second - \$50.00 Third and more - \$120.00	Resolution 2020-13
Certificates of Occupancy	Certificate of Occupancy	\$38.00	Resolution 2020-13
	Certificate of Completion	\$38.00	Resolution 2020-13
	Temporary Certificate of Occupancy	\$200.00	Resolution 2020-13
	TCO Extensions	\$50.00 Each	Resolution 2020-13

Category	Fee Description	Current Rate	Implemented
Electrical Permits			
Base Permit Fee	Base Permit Fee	\$55.00	Resolution 2020-13
Service Fees (Includes Generators)	Temporary Pole up to 100 Amp.	\$35.00	Resolution 2020-13
	Temporary Pole over 100 Amp.	\$50.00	Resolution 2020-13
	Main Service up to 100 Amp.	\$45.00 Plus, per circuit \$1.85	Resolution 2020-13
	Main Service 101 Amp. to 200 Amp.	\$70.00 Plus, per circuit \$1.85	Resolution 2020-13
	Main Service 201 Amp. to 400 Amp.	\$85.00 Plus, per circuit \$1.85	Resolution 2020-13
	Main Service 401 Amp. to 600 Amp.	\$105.00 Plus, per circuit \$1.85	Resolution 2020-13
	Main Service 601 Amp. to 800 Amp.	\$120.00 Plus, per circuit 2.25	Resolution 2020-13
	Main Service over 800 Amp	\$0.20 per amperes \$100.00 Plus, per circuit \$2.50	Resolution 2020-13
	Sub panel derived from main service	\$40.00 plus \$1.85 per circuit	Resolution 2020-13
	Reconnect meter inspection fee	\$30.00	Resolution 2020-13
Electrical Motor Fees	Motor up to 1 HP	\$5.00 Plus, per circuit \$1.85	Resolution 2020-13
	Motors over 1 HP up to 3 HP	\$7.00 Plus, per circuit \$1.85	Resolution 2020-13
	Motors over 3 HP up to 5 HP	\$9.00 Plus, per circuit \$1.85	Resolution 2020-13
	Motors over 5 HP up to 8 HP	\$10.00 Plus, per circuit \$1.85	Resolution 2020-13
	Motors over 8 HP up to 10 HP	\$12.00 Plus, per circuit \$1.85	Resolution 2020-13
	Motors over 10 HP up to 25 HP	\$14.00 Plus, per circuit \$1.85	Resolution 2020-13
	Motors over 25 HP	\$17.00 Plus, per circuit \$1.85	Resolution 2020-13
Miscellaneous Fees	Branch Circuits, Feeders	\$2.50	Resolution 2020-13
	Repair (Work-With)	\$30.00	Resolution 2020-13
	Elevator, Electrical	\$175.00	Resolution 2020-13
Swimming Pool Fees	Private swimming pool electrical	\$30.00 Plus, per circuit \$1.85	Resolution 2020-13
	Public swimming pool electrical	\$100.00 Plus, per circuit \$1.85	Resolution 2020-13
Transformer Fees	Transformer up to 50 Amp.	\$25.00 Plus, per circuit \$1.85	Resolution 2020-13
	Transformer over 50 Amp.	\$35.00 Plus, per circuit \$1.85	Resolution 2020-13
X-Ray Unit Fees	Initial Unit	\$50.00 Plus, per circuit \$1.85	Resolution 2020-13
	Each Additional Unit	\$25.00 Plus, per circuit \$1.85	Resolution 2020-13
Alarm System Fees	Security Alarm Permit (wired)	\$40.00 Plus, per circuit \$1.85	Resolution 2020-13
	Fire Alarm up to \$999.99	\$70.00 Plus, per circuit \$1.85	Resolution 2020-13
	Fire Alarm \$1000-\$4999.99	\$100.00 Plus, per circuit \$1.85	Resolution 2020-13
	Fire Alarm \$5000-\$9999.99	\$150.00 Plus, per circuit \$1.85	Resolution 2020-13
	Fire Alarm \$10,000 and up	\$200.00 Plus, per circuit \$1.85	Resolution 2020-13
Early Power (No Master Permit)	Commercial Power, First service	\$38.00	Resolution 2020-13
	Commercial Power, Each additional service	\$38.00	Resolution 2020-13
	Residential Power, First service	\$38.00	Resolution 2020-13
	Residential Power, Each additional service	\$38.00	Resolution 2020-13
Irrigation			
	Shallow Well	\$35.00	Resolution 2020-13
	Residential (1 & 2 Family)	\$30.00	Resolution 2020-13
	Commercial	\$70.00	Resolution 2020-13
Gas			
	Gas Fixture (New)	\$3.50	Resolution 2020-13
	Gas Fixture (Replacement)	\$30.00	Resolution 2020-13
	Gas Line (Repair or Replacement)	\$30.00	Resolution 2020-13

Category	Fee Description	Current Rate	Implemented
Mechanical Permits and Inspections			
General Fees	Base permit fee	\$55.00	Resolution 2020-13
	Electric Heating Fees, each system	\$15.00 for the first \$1,000 or fraction thereof of the valuation of installation plus \$2.75 for each additional \$1,000 or fraction thereof	Resolution 2020-13
	Central air conditioning (including heat pump) fees, each system	\$15.00 for the first \$1,000 or fraction thereof of the valuation of installation plus \$2.75 for each additional \$1,000 or fraction thereof	Resolution 2020-13
Miscellaneous Fees	Standard Miscellaneous Fee	\$5.80 plus \$3.45 for each additional \$1,000 or fraction thereof	Resolution 2020-13
	Rehabilitation of Substandard	Reduced by 50% housing, unless permit is for minimum of \$5.00. Repairs, alterations and additions to an existing system under \$500.00	Resolution 2020-13
	Commercial kitchen exhaust hood	\$15.00 for the first \$1,000 or fraction thereof of the valuation of installation plus \$2.75 for each additional \$1,000 or fraction thereof	Resolution 2020-13
Plumbing			
General Fees	Base Permit Fee	\$55.00	Resolution 2020-13
	Plus, per fixture, floor drain or trap, including water and drainage pipe	\$3.50	Resolution 2020-13
	Electric Water Heater Replacement	\$30.00	Resolution 2020-13
Grease trap/interceptor, new and replacement, per interceptor	Sink interceptor/underground system	\$150.00	Resolution 2020-13
	Repair or replacement of any water distribution line, building drain piping, or sewer line	\$30.00	Resolution 2020-13
Water and Sewer Permit Fees			
	Per each residential sewer/water tap and line roughed in	\$30.00	Resolution 2020-13
	Per each non-residential sewer/water tap and line roughed in	\$45.00	Resolution 2020-13
Fire Sprinkler System Permit			
	One- and two-family dwellings	\$120.00 per building	Resolution 2020-13
	Commercial; small, six heads or less	\$120.00 per building	Resolution 2020-13
	Commercial; large, seven or more heads	\$250.00 per building	Resolution 2020-13
	Existing systems; each relocated or additional sprinkler head	\$5.00	Resolution 2020-13
	Exhaust hood fire suppression system	\$60.00 per hood system	Resolution 2020-13
Floodplain Development Permit			
Minor Development	Accessory Structures	\$30.00	Resolution 2020-13
	Habitable buildings	\$100.00	Resolution 2020-13
Major Development	New development	\$250.00	Resolution 2020-13
	Other development	\$200.00	Resolution 2020-13
Miscellaneous	Letter of map change/ flood study review	\$150.00	Resolution 2020-13
Installation of pollutant/hazardous storage tank fees			
	Above ground	\$175.00	Resolution 2020-13
	Underground	\$350.00	Resolution 2020-13
	Removal of storage tank	\$70.00	Resolution 2020-13

Category	Fee Description	Current Rate	Implemented
Driveway permit inspection			
	Residential (one-and two-family dwellings)	\$35.00	Resolution 2020-13
	Commercial (all other driveways))	\$50.00	Resolution 2020-13
In ground swimming pool permit			
	Private pools and spas	\$135.00	Resolution 2020-13
	Public pool fees shall be assed based on the contract price of the pool	See Master Permit fees	Resolution 2020-13
	Pool modifications	\$100.00	Resolution 2020-13
Minor residential accessory structure permit			
	One-and two-family dwellings	\$15.00	Resolution 2020-13
Sign Permit Fees			
	\$15,000 and less	\$35.00 for the first \$7,000.00 plus \$5.00 for each additional thousand or fraction thereof, up to and including \$15,000.00.	Resolution 2020-13
	\$15,000.01 to \$50,000.00	\$75.00 for the first \$15,000.00 plus \$4.00 for each additional thousand or fraction thereof, up to and including \$50,000.00.	Resolution 2020-13
	\$50,000.01 to \$100,000.00	\$215.00 for the first \$50,000.00 plus \$3.00 for each additional thousand or fraction thereof, up to and including \$100,000.00.	Resolution 2020-13
	\$100,000.01 to \$500,000.00	\$365.00 for the first \$100,000.00 plus \$2.00 for each additional thousand or fraction thereof, up to and including \$500,000.00.	Resolution 2020-13
	\$500,000.01 and up	\$1,165.00 for the first \$500,000.00 plus \$1.25 for each additional thousand or fraction thereof.	Resolution 2020-13
Miscellaneous Permit Fees			
Work Without Permit	Owner-builders	Fee of two times the usual permit fee for each required permit	Resolution 2020-13
	Contractors	Fee of four times the usual permit fee plus an additional \$500.00 each occurrence for each required permit	Resolution 2020-13
Special Circumstances	Reduced fee or no-cost permits	Reduced fee or no-cost permits shall not be granted pursuant to F.S. § 553.80(7)(b)(2), except for city projects carried out by the city public services department employees. Costs for these permits shall be covered by utilities and other services provided by the city at no expense to the building division.	Resolution 2020-13
	Refunds of permit fees	Conditional; no work has commenced, & permit has not expired; requires written notice to the BO. Shall not include base fee or plan review fee if applicable.	Resolution 2020-13

Category	Fee Description	Current Rate	Implemented
Fire Department Fees			
Life safety annual permit	Hazardous Storage Inspection Fee	\$100.00 per hour, Minimum of 1 hour.	Ordinance 1973
Life safety plan review fees	Site Plan or Revised Site Plan	\$100.00	Ordinance 1973
	Temporary Use Structure / Site Plan	\$100.00	Ordinance 1973
	Mobile Vendor	\$60.00	Ordinance 1973
	Building Fire Plan Review	25% of permit fee	Ordinance 1973
	Fire Protection Review	50% of permit fee	Ordinance 1973
	Pre-engineered System	Hood/Inert Gas - \$100.00	Ordinance 1973
	Fire Alarm – per system	\$100.00	Ordinance 1973
	Fire Flow Test (Hydrant)	\$60.00	Ordinance 1973
Inspection Fees	Re-Inspection Fee	First - \$30.00 Second - \$50.00 Third and more - \$120.00	Ordinance 1973
* All revision review fees will be \$60.00 and will be considered an addendum fee.			

Public Services			
Category	Fee Description	Current Rate	Implemented
Water and Sewer Connection Fees			
Inside City Limits			
Water Connection	3/4" - Residential	\$1,178.00	Resolution 2025-8
	1" - Residential	\$1,355.00	Resolution 2025-8
	1 1/2" - Residential	\$1,994.00	Resolution 2025-8
	Commercial Connections	At Cost	Resolution 2025-8
	*Additional Road Cut	\$750.00	Ordinance 1949
	**Additional Pipe Footage in excess of 50'	\$250.00 for each additional 20'	Ordinance 1949
Sewer Connection	Residential 4"	\$1,884.00	Ordinance 1949
	Commercial 4"	\$2,145.00	Ordinance 1949
	Commercial 6"	\$2,703.00	Ordinance 1949
	Commercial 8"	\$3298.40	Ordinance 1949
	*Additional Road Cut	\$750.00	Ordinance 1949
	**Additional Pipe Footage in excess of 40'	\$250.00 for each additional 20'	Ordinance 1949
Backflow Inspection	Residential Backflow prevention device (up to 4")	\$45.00	Ordinance 1949
Outside City Limits			
Water Connection	3/4" - Residential	\$1,767.00	Resolution 2025-8
	1" - Residential	\$2,032.50	Resolution 2025-8
	1 1/2" - Residential	\$2,991.00	Resolution 2025-8
	Commercial Connections	At Cost	Resolution 2025-8
Sewer Connection	Residential 4"	\$2827.20	Ordinance 1949
	Commercial 4"	\$3217.80	Ordinance 1949
	Commercial 6"	\$4054.80	Ordinance 1949
	Commercial 8"	\$4947.60	Ordinance 1949
	*Additional Road Cut	\$750.00	Ordinance 1949
	**Additional pipe footage in excess of 40"	\$250.00 per 20'	Ordinance 1949
Backflow Inspection	Residential backflow prevention device	\$67.50	Ordinance 1949
Other Water and Sewer Charges			
Deposits	Inside Residential	\$100	Ordinance 1949
	Outside Residential	\$125.00	Ordinance 1949
	Inside Commercial	\$300.00	Ordinance 1949
	Outside Commercial	\$350.00	Ordinance 1949
Minimum Average Bill	Water	\$14.45	Ordinance 1973
	Sewer (subtract if on septic)	\$26.86	Ordinance 1973
	Garbage	\$ 36.70	Resolution 2024-21
	Stormwater	\$2.50	Ordinance 1957
	Total	\$80.51	Resolution 2024-21
Damage/Replacement	Single Port MXU/Register	\$179.80	Ordinance 1949
	Dual Port MXU/Register	\$204.60	Ordinance 1949
	One Triple Wire	\$22.94	Ordinance 1949
	Meter Replacement – 3/4"	\$200.00	Resolution 2025-8
	Meter Replacement – 1"	\$300.00	Resolution 2025-8
	Meter Replacement – 2" or larger	At Cost	Resolution 2025-8
	Lock Damaged	\$20.00	Ordinance 1949
	Curb Stop Damaged	\$75.00	Ordinance 1949
	Meter Box Damaged	\$36.00	Resolution 2025-8
	Meter Test	\$75.00	Ordinance 1949
	Septic to Sewer		Ordinance 1949
	Grinder Pump Monthly Fee	\$7.00	Ordinance 1973

Category	Fee Description	Current Rate	Implemented
Restoration of water service through existing connection	A person desiring to have water service restored..." [See Section 90-30 for full scope of fee]	Equal to new water service connection fee	Ordinance 1949
	"Utility service may be restored or continued..." [See Section 90-139 for full scope of fee]	Equal to new water service connection fee	Ordinance 1949
Transfer of utility services from one location to another	"A customer desiring to transfer his utility..." [See Section 90-31 for full scope of fee]	\$20.00	Ordinance 1949
Temporary connection of utilities	"In the event a landlord, homeowner, or ..." [See Section 90-32 for full scope of fee] Water and Sewer Service Garbage Service	\$40.00	Ordinance 1949
Private Sewage Disposal System	Permit and Inspection Fee	\$150.00	Ordinance 1949
Miscellaneous Utility Fees	Building Sewer Permit and Inspection Fee	\$150.00	Ordinance 1949
	Hydrant Meter Deposit	\$1,000.00	Ordinance 1949
	Hydrant Meter Installation	\$50.00	Ordinance 1949
	Construction Water Deposit	\$35.00	Ordinance 1949
	Cleaning Water Fee	\$40.00	Ordinance 1949
	Cleaning Water Turn On/Off Fee	\$25.00	Ordinance 1949
	Vacation Turn Off/On Fee	\$30.00	Ordinance 1949
	After Hours Service	\$75.00 per hour	Resolution 2025-8
	Re-Verify Service Connection	\$150.00	Ordinance 1949
	Unauthorized Use Fine	\$500.00	Ordinance 1949
Per Gallon Rates [See Section 90-138 & 90-137 for full scope of fees]			
Inside City Limits			
Residential Water	Base Fee (up to 2,000 gallons)	\$14.45	Ordinance 1973
	Next 3,000 gallons of water consumed, rate per 1,000 gallons	\$3.09	Ordinance 1973
	Next 5,000 gallons of water consumed, rate per 1,000 gallons	\$3.15	Ordinance 1973
	Next 10,000 gallons of water consumed, rate per 1,000 gallons	\$3.46	Ordinance 1973
	Over 20,000 gallons of water consumed, rate per 1,000 gallons	\$3.92	Ordinance 1973
Residential Sewer	Base Fee (up to 2,000 gallons)	\$26.86	Ordinance 1973
	Next 14,000 gallons of water consumed, rate per 1,000 gallons	\$8.14	Ordinance 1973
	Over 16,000 gallons of water consumed rate per 1,000 gallons (Max Charge)	\$140. 82	Ordinance 1973
Commercial Water	Minimum charge (includes the first 1,000 gallons of water consumed)	\$17.93	Ordinance 1973
	Next 4,000 gallons of water consumed, rate per 1,000 gallons	\$3.09	Ordinance 1973
	Next 5,000 gallons of water consumed, rate per 1,000 gallons	\$3.15	Ordinance 1973
	Next 10,000 gallons of water consumed, rate per 1,000 gallons	\$3.46	Ordinance 1973
	Over 20,000 gallons of water consumed, rate per 1,000 gallons	\$3.92	Ordinance 1973
Commercial Sewer Commercial Sewer	Minimum charge (includes the first 1,000 gallons of water consumed)	\$29.36	Ordinance 1973
	Rate per 1,000 gallons consumed after initial 1,000 gallons consumption	\$8.14	Ordinance 1973

Category	Fee Description	Current Rate	Implemented
Outside City Limits			
Residential Water	Base Fee (up to 2,000 gallons)	\$21.68	Ordinance 1973
	Next 3,000 gallons of water consumed, rate per 1,000 gallons	\$4.62	Ordinance 1973
	Next 5,000 gallons of water consumed, rate per 1,000 gallons	\$4.74	Ordinance 1973
	Next 10,000 gallons of water consumed, rate per 1,000 gallons	\$5.18	Ordinance 1973
	Over 20,000 gallons of water consumed, rate per 1,000 gallons	\$5.86	Ordinance 1973
Residential Sewer	Base Fee (up to 2,000 gallons)	\$40.30	Ordinance 1973
	Next 14,000 gallons of water consumed, rate per 1,000 gallons	\$12.20per 1000 over 2000	Ordinance 1973
	Over 16,000 gallons of water consumed rate per 1,000 gallons (Max Charge)	\$211.10	Ordinance 1973
Commercial Water	Minimum charge (includes the first 1,000 gallons of water consumed)	\$26.88	Ordinance 1973
	Next 4,000 gallons of water consumed, rate per 1,000 gallons	\$4.62	Ordinance 1973
	Next 5,000 gallons of water consumed, rate per 1,000 gallons	\$4.74	Ordinance 1973
	Next 10,000 gallons of water consumed, rate per 1,000 gallons	\$5.18	Ordinance 1973
	Over 20,000 gallons of water consumed, rate per 1,000 gallons	\$5.86	Ordinance 1973
Commercial Sewer	Minimum charge (includes the first 1,000 gallons of water consumed)	\$44.04	Ordinance 1973
	Rate per 1,000 gallons consumed after initial 1,000 gallons consumption	\$12.20 per 1000 over 1000	Ordinance 1973
*Out of City Water/Sewer Rates will continue to be charged as allowed by the Code of Ordinances of the City of Crestview. A copy of these rates is available upon request.			
Impact Fees			
	Water	\$1,811 per ERU	Ordinance 1949
	Sanitary Sewer	\$4,140 per ERU	Ordinance 1949
Stormwater Rates*			
ERU (Equivalent Residential Unit) = \$2.50 Base Fee. An ERU is each 2,200 SF above 10,000 SF			
Residential	\$2.50 Flat rate		Resolution 2020-13
Commercial / Industrial 10,000 sq ft of impervious area	\$2.50 Monthly Fee / ERU, where the first ERU is equal to 10,000 sq. ft of impervious area; plus \$2.50 Monthly Fee/ERU for each additional 3,000 sq. ft of additional impervious area up to a maximum of 9 additional ERUS (a total monthly maximum of 10 ERUs or \$25.00). Fractions round to the next whole number (i.e., 3.4 rounds to 4).		Resolution 2020-13
Credit A	Up to 30% reduction given for volume/rate control in excess of design storm		Resolution 2020-13
Credit B	Up to 30% reduction given for significant control of offsite runoff		Resolution 2020-13
*Stormwater utility rates only apply to Customers inside the City limits of Crestview.			

Category	Fee Description	Current Rate	Implemented
<u>Mobility Fee Schedule</u>			
<u>Residential Uses</u>			
<u>Single-family detached</u>	<u>Per Dwelling Unit</u>	<u>\$2,095</u>	<u>Ordinance 1997</u>
<u>Single-family attached</u>	<u>Per Dwelling Unit</u>	<u>\$1,600</u>	
<u>Multifamily</u>	<u>Per Dwelling Unit</u>	<u>\$1,499</u>	
<u>Mobile Home</u>	<u>Per Dwelling Unit</u>	<u>\$1,583</u>	
<u>Institutional Uses</u>			
<u>Community Serving (Centers, Gallery, Lodge, Museum, Performance Venues, Place of Assembly or Worship)</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$264</u>	<u>Ordinance 1997</u>
<u>Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$446</u>	
<u>Private Education (Afterschool, Day Care, K-12, Pre-K, Trade School, Tutor)</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$389</u>	
<u>Recreational Uses</u>			
<u>Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)</u>	<u>Per Acre</u>	<u>\$1,100</u>	<u>Ordinance 1997</u>
<u>Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$962</u>	
<u>Industrial Uses</u>			
<u>Industrial (Assembly, Fabrication, Manufacturing, Production, R&D, Trades, Utilities)</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$228</u>	<u>Ordinance 1997</u>
<u>Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$97</u>	
<u>Office Uses</u>			
<u>Office (General, Post Secondary Education, Hospital, Professional)</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$668</u>	<u>Ordinance 1997</u>
<u>Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$1,225</u>	
<u>Retail Uses</u>			
<u>Retail (Not Otherwise Specified on Schedule)</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$2,942</u>	<u>Ordinance 1997</u>
<u>Bank</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$5,162</u>	
<u>Convenience Store</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$10,855</u>	
<u>Drinking Establishment (Bar, Brewery Tap Room, Club, Distillery or Wine Tasting)</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$3,814</u>	
<u>Fast Food or Quick Service Restaurant</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$12,929</u>	
<u>Furniture Store</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$967</u>	
<u>Grocery Store</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$5,870</u>	
<u>Pharmacy or Dispensary</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$8,873</u>	
<u>Sit Down Table Service Restaurant</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$5,646</u>	
<u>Superstore</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$3,877</u>	
<u>Variety or Dollar Store</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$4,885</u>	
<u>Motor Vehicle or Boat Sales</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$3,241</u>	
<u>Wholesale Club</u>	<u>Per 1,000 Sq. Ft.</u>	<u>\$3,259</u>	
<u>Non-Residential Uses Per Unit of Measure (* Denotes Additive Mobility Fee)</u>			
<u>Overnight Lodging</u>	<u>Per Room</u>	<u>\$1,483</u>	<u>Ordinance 1997</u>
<u>Recreational Vehicle or Travel Trailer Park</u>	<u>Per Space</u>	<u>\$821</u>	
<u>Bank Drive-Thru or Free-Standing ATM *</u>	<u>Per Lane or ATM</u>	<u>\$7,356</u>	
<u>Motor Vehicle or Boat Cleaning *</u>	<u>Per Bay, Lane, Stall or Station</u>	<u>\$16,513</u>	
<u>Motor Vehicle Charging or Fueling (Commercial Facility which requires Payment) *</u>	<u>Per Charging or Fueling Position</u>	<u>\$4,789</u>	
<u>Motor Vehicle or Boat Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires) *</u>	<u>Per Bay or Stall</u>	<u>\$2,859</u>	
<u>Fast Food or Quick Service Restaurant Drive Thru *</u>	<u>Per Lane</u>	<u>\$18,508</u>	
<u>Note: Additive Mobility Fees are assessed in addition to the Retail Mobility Fee associated with the square footage of buildings or structures.</u>			

Category	Fee Description	Current Rate	Implemented
Engineering Plan Review Fees			
Commercial and Industrial Projects	Minor: Sites under/equal 2ac disturbed area	\$500	Ordinance 1949
	Standard: Sites over 2ac under 10ac disturbed area	\$800	Ordinance 1949
	Major: Sites over 10ac disturbed area	\$1,200	Ordinance 1949
	Site Plan Re-review	\$250	Ordinance 1949
	Site Inspection	\$250	Ordinance 1949
	Reinspection	\$150	Ordinance 1949
Subdivision Projects	Subdivision Plan Review: 10 lots (500), 50 lots (1500), 100 lots (2750)	\$250+\$25/lot	Ordinance 1949
	Subdivision Plan Re-review	\$250	Ordinance 1949
	Subdivision Plan Re-review	\$300	Ordinance 1949
	Subdivision Inspection 10 lots (400), 50 lots (1400), 100 lots (2650)	\$150+\$25/lot	Ordinance 1949
	Subdivision Reinspection: 10 lots (250), 50 lots (650), 100 lots (1150)	\$150+\$10/lot	Ordinance 1949
Miscellaneous	Utility Availability Letters	\$25	Ordinance 1949

Parks and Recreation			
Category	Fee Description	Current Rate	Implemented
Attendant Fees**	Apply to all indoor rentals, 4-hour minimum	\$25.00 per hour	Ordinance 1949
Before and After Hours	Before 8:00am (no earlier than 6:00am) After 10:00pm (no later than 1:00am)	\$25 per hour	Ordinance 1949
Governmental Rates (8 Hour Day) (Schools, Chambers, Governmental Agencies)	Inside Okaloosa County Outside Okaloosa County	\$150, \$20 per hour after 8 hours \$250, \$20 per hour after 8 hours	Resolution 2022-21
Early Setup and Late Tear Down (Subject to Availability)	The Day before or after an event	\$100.00 per day	Resolution 2022-21
Spanish Trail Amphitheater	Deposit	\$200	Ordinance 1967
	Alcohol (Non-profit only may sell alcohol)	\$300	
	0-2 Hours	\$75	Resolution 2020-13
	2-4 Hours	\$150	Resolution 2020-13
	4-8 Hours	\$200	Resolution 2020-13
	8+ Hours	\$300	Resolution 2020-13
Senior Center (attendant fee applies)	2 Day Rental (1 st day up to 8 hours, 2 nd day all day)	\$400	Resolution 2020-13
Pavilions / Gazebo (Includes all pavilions at OSTP & Twin Hills and the gazebo at Twin Hills)	Deposit	\$25	Resolution 2022-21
	Per Hour	\$10	Resolution 2022-21
Allen Park	All Day	\$10	Resolution 2020-13
Twin Hills Gymnasium *Attendant fee applies (NOT included in above prices)	Deposit	\$0	Resolution 2020-13
	Per Day	\$25	Resolution 2020-13
	Deposit	\$50	Resolution 2020-13
	0-2 Hours	\$150	Resolution 2022-21
	2-4 Hours	\$300	Resolution 2022-21
	4-8 Hours	\$560	Resolution 2022-21
	8+ Hours	\$700	Ordinance 1967
Library – Conference Room (rental must be made through library)	2 Day Rental	\$850	Ordinance 1967
	First Hour	\$50	Ordinance 1949
	Per Hour (not to exceed \$75 per day)	\$10 for Nonprofit/ \$25 for all other	Ordinance 1949
All Fields (Twin Hills – Football, Spanish Trail Park & Durrell Lee – Softball/Baseball)	Deposit	\$50	Resolution 2020-13
	Per Hour	\$10	Resolution 2020-13
	Per Hour for Lights	\$25	Resolution 2020-13
Twin Hills Pickleball Tournament Fees	Deposit	\$50	Ordinance 1973
	Per Court/Day	\$100	Ordinance 1973
All Food/Craft Vendor Spaces			
	Per Space/240v	\$25	Resolution 2020-13
	With Electricity/Water	\$30	Resolution 2020-13
Bleacher Delivery	Each	\$250	Resolution 2020-13
Community Center (Rates include attendant to open and close)*** \$100 per day for additional consecutive days	Deposit	\$200	Resolution 2022-21
	Alcohol (Non-profit only may sell alcohol)	\$300	
	City Resident, 0-4 Hours*	\$280	Resolution 2022-21
	City Resident, 4-8 Hours*	\$380	Resolution 2022-21
	City Resident, 8+ Hours*	\$480	Resolution 2022-21
	City Resident, 2-day rental*	\$580	Resolution 2022-21
	Non-city Resident, 0-4 Hours	\$380	Resolution 2022-21
	Non-city Resident, 4-8 Hours	\$480	Resolution 2022-21
	Non-city Resident, 8+ Hours	\$580	Resolution 2022-21
	Non-city Resident, 2 Day Rental	\$680	Resolution 2022-21

*Non-consecutive rentals will receive a 20% discount (deducted from original rental price); no more than 12 non-consecutive bookings per year will be allowed.

**The City reserves the right to assess additional attendant fees as needed.

Category	Fee Description	Current Rate	Implemented
Warriors Hall (Rates include attendant to open and close)*** \$100 per day for additional consecutive days	Deposit	\$200	Resolution 2022-21
	Alcohol (Non-profit only may sell alcohol)	\$300	
	City Resident, 0-4 Hours*	\$180	Resolution 2022-21
	City Resident, 4-8 Hours*	\$280	Resolution 2022-21
	City Resident, 8+ Hours*	\$380	Resolution 2022-21
	City Resident, 2 Day Rental*	\$480	Resolution 2022-21
	Non-city Resident, 0-4 Hours	\$280	Resolution 2022-21
	Non-city Resident, 4-8 Hours	\$380	Resolution 2022-21
	Non-city Resident, 8+ Hours	\$480	Resolution 2022-21
	Non-city Resident, 2 Day Rental	\$580	Resolution 2022-21
Fairview Center (Rates include attendant to open and close)	Deposit	\$200	Ordinance 1967
	Alcohol (Non-profit only may sell alcohol)	\$300	
	City Resident: 0-4 hours	\$75	Ordinance 1967
	City Resident: 4-8 hours	\$125	
	City Resident: 8+ hours	\$175	
	Non-city Resident: 0-4 hours	\$100	Ordinance 1967
	Non-city Resident: 4-8 hours	\$150	
	Non-city Resident: 8+ hours	\$200	
Meeting Rooms	Mtg. Rooms B1 or B2: First 2 hrs. First 4 hrs. Additional Hours Capacity	\$40 \$60 \$25 25	Resolution 2020-13
	Mtg. Room B: First 2 hrs. First 4 hrs. Additional Hours Capacity	\$40 \$60 \$30 50	Resolution 2020-13
	Mtg. Room C: First 2 hrs. First 4 hrs. Additional Hours Capacity	\$40 \$60 \$30 50	Resolution 2020-13
	* Meeting Room rentals will be unavailable during Community Center Functions		
	Application fee	\$100	Resolution 2025-8
	Barricade Fee (Includes Delivery & Setup)	\$175	
	Street Cleanup	\$500	
	Police Presence	\$30 per hr/per officer	
	Parade Traffic Plan	\$15	
	Trash Receptacle (each)	\$65	
	Electrician Fee (hourly)	\$200	
	Stage Rental Set-up	\$150	
	Bleacher Rental Set-up	\$250	
	Dumpster Rental	Refer to Commercial Compactor fees in Miscellaneous Fees section of schedule.	
	Street Sweeper	\$500	
	Utility Service Worker (per hr)	\$23.77	
	Laborer (per hr)	\$50/\$75	
	Port-a-Toilets reg/handicap	\$50/\$75	
	Hand Washing Station	\$75	
Special Event Permit	Application fee	\$100	Resolution 2025-8
	Barricade Fee (Includes Delivery & Setup)	\$175	
	Street Cleanup	\$500	
	Police Presence	\$30 per hr/per officer	
	Parade Traffic Plan	\$15	
	Trash Receptacle (each)	\$65	
	Electrician Fee (hourly)	\$200	
	Stage Rental Set-up	\$150	
	Bleacher Rental Set-up	\$250	
	Dumpster Rental	Refer to Commercial Compactor fees in Miscellaneous Fees section of schedule.	
	Street Sweeper	\$500	
	Utility Service Worker (per hr)	\$23.77	
	Laborer (per hr)	\$50/\$75	
	Port-a-Toilets reg/handicap	\$50/\$75	
	Hand Washing Station	\$75	

Special Event Penalty	Security violation Custodial service violation Alcohol use without permit Left over signage	\$1000 \$200 \$300 \$5 per sign	Ordinance 1949
Category	Fee Description	Current Rate	Implemented
Entertainment/Amusement	Circus	\$300	Ordinance 1949
	Promotors	\$300	
	Carnival	\$300	
Youth Sports Registration	City Resident	\$60	Ordinance 1967
	County Resident	\$65	
Penalty for violation of Chapter 58 – Parks and Recreation	“Any person convicted of any violation under this chapter shall be punished...” <i>[See Section 58-3 for full scope of fine]</i>	\$50.00	Resolution 2020-13
*Proof of City residency required			
**The City reserves the right to assess additional attendant fees as needed			
***Multiple Bookings – non-consecutive days will receive a 20% discount (no more than 12 non-consecutive bookings allowed per year)			

Library			
Category	Fee Description	Current Rate	Implemented
Membership	Library Cards – Okaloosa County Residents	1 st Card is Free	Resolution 2020-13
	Replacement Cards	\$2.00	Resolution 2020-13
	12-month Out of Network (Not otherwise eligible for library services)	\$60.00 per person/year	Resolution 2020-13
	6-month out-of-network (Not otherwise eligible for library services)	\$30.00 per person/6 months	Resolution 2020-13
	In-network , non-resident	\$40.00 per family/year	Ordinance 1949
	Note: Resident: a person living in Okaloosa County, or a non-resident property owner who pays ad valorem taxes to Okaloosa County Out-of-network: non-resident persons who do not physically reside in Okaloosa County or the Panhandle Library Access Network (PLAN) service area. Post office boxes and mailbox rental business addresses are not accepted as proof of residence, Non-resident memberships must be purchased in-person at a member library location. In-network: non-resident persons living in the service area of the PLAN. Libraries in these counties contribute toward PLAN services available to Okaloosa County residents. Includes: Escambia, Santa Rosa, Walton, Holmes, Washington, Bay, Jackson, Calhoun, Gulf, Gadsden, Liberty, Franklin, Leon, Wakulla, and Jefferson counties.		
Service and Convenience Items	Copies (black &white only)	\$0.15 per page	Resolution 2020-13
	Faxes (sending or receiving, except for ACCESS Florida)	\$1.00 per page	Resolution 2020-13
	Jump drives (4GB)	\$7.00 each	Resolution 2020-13
	Earbuds	\$1.00 each	Resolution 2020-13
Miscellaneous Fees	Replaced CD/DVD cases	\$2.00	Resolution 2020-13
	Lost/damaged items	Cost of item or replacement in kind	Resolution 2020-13
	Telescope lost or damaged	\$200.00	Resolution 2020-13
	Miscellaneous Repair or Processing	\$2.00	Resolution 2020-13

Police Department			
Category	Fee Description	Current Rate	Implemented
Removing, impounding an immobilization of motor vehicles	Service charge for removal of the immobilization device	\$50.00 (cash or surety bond or other adequate security equal to the amount)	Resolution 2020-13
No Parking	No parking – left wheels to curb (on two-way street)	\$5.00	Resolution 2020-13
	Blocking Fire Hydrant	\$20.00	
	Parking by disabled permit only	\$250.00	
	Parking overtime (limit in authorized zone)	\$5.00	
	Parking over line	\$5.00	
	Designated fire lane*	\$20.00	
	Parking in a designated no parking zone.	\$10.00	
	If such penalty is not paid within the five working days as above provided, the amount of the civil penalty shall be \$1.00 greater than the amount specified for the parking violation as provided above.		
	*Chapter 86-154, Laws of Florida - additional surcharge	\$5.00	Resolution 2020-13
Parking Violations (upon hearing by judge)	“... If the commission of a violation has been proven, the judge may impose a fine not to exceed...” <i>[See Section 86-44(b) for full scope of fine]</i>	Up to \$250.00, plus court costs.	Resolution 2020-13
Reduction of parking violation penalty	“If an individual who has received a parking violation notice...” <i>[See Section 86-44(c) for full scope of fine]</i>	\$5.00	Resolution 2020-13
Parking Violation Notice Noncompliance	“If any person summoned by a parking violation...” <i>[See Section 86-45(b) for full scope of fine]</i>	\$5.00	Resolution 2020-13
	“Any person who fails to respond to the original ...” <i>[See Section 86-45(c) for full scope of fine]</i>	Up to \$250.00	Resolution 2020-13
Wrecker operator	“Any wrecker operator who does not...” <i>[See Section 86-76(e) for full scope of fee]</i>	\$50.00 each certificate	Resolution 2020-13
Maximum rates for towing and storage.	“... maximum of \$30.00 may be charged to the...” <i>[See Section 86-79 for full scope of fee]</i>	\$30.00 maximum	Resolution 2020-13
Magistrate Red Light Hearing Fee		\$75.00	Resolution 2021-03
Police and fire public safety facilities fee	Single dwelling units	\$200.00	Resolution 2020-13
	Commercial structures	\$200.00 E.D.U. (without a building will be assessed one impact fee per acre (rounded to the nearest tenth acre))	Resolution 2020-13
	Industrial/warehousing structures		
	Public assembly/institutional structures		

Category	Fee Description	Current Rate	Implemented
	Incident Reports, per page, two sided	\$.20 (not more than 14 inches by 8 1/2 inches)	Fees are charged in accordance with Chapter 119.07(4), Florida Statutes The City of Crestview does not receive any fee for these checks.
	Offense Reports, single sided	\$.15 (not more than 14 inches by 8 1/2 inches)	
	Certified Copies, per copy	\$.20 per page, in addition to any other report fee.	
	Records Checks	\$25.00 by utilizing the Florida Department of Law Enforcement Website.	
	Fingerprints	\$5.00 for city residents \$7.00 for non-city residents *Additional fees paid directly to the Florida Department of Law Enforcement online prior to submittal.	Resolution 2020-13
	Combat Auto Theft (C.A.T.) Registration	Completed online at no cost	Resolution 2020-13
	Police or Fire Alarm Fourth and additional Activation	\$50.00 Per alarm	Resolution 2020-13
	Removing, impounding an immobilization of motor vehicles bearing outstanding citations	\$50.00 service charge	Resolution 2020-13
	Accident or Evidentiary Vehicle Storage Fee	The owner is responsible for the varying tow fees prior to release.	Resolution 2020-13
Code Enforcement			
General Penalty; continuing violations	"...where no specific penalty is provided therefor..." [See section 1-11(a) for full scope of fine.]	\$500.00	Resolution 2020-13
Nuisance Abatement Board [See Section 2-127 for full scope of fine.]	2-127(a)(1)	\$250.00	Resolution 2020-13
	2-127(a)(4)	\$500.00	
	2-127(f)	\$7,500.00	
General	"Any person who violates any of the provisions of this section is punishable as provided in F.S. 162 to be imposed by special magistrate..."	Up to \$250 for first offense \$500.00 for the second	Resolution 2020-13
Citation	1 st Offense	Written Citation	Resolution 2020-13
	2 nd Offense	\$75.00	
	3 rd Offense	\$150.00	
Judgement upon failure to contest citation	"... who fails to pay the appropriate civil penalty with the time period allowed, ..." [See Section 24-8 for full scope of fine]	\$500.00	Resolution 2020-13
Administrative Fee	Special Magistrate hearings	\$250.00	Resolution 2021-02
Lien Search	Lien search, per address, 1-3 business day turnaround	\$65.00	Resolution 2022-21

Animal Services						
Citations	Violation	Offence				Implemented
		1 st	2 nd	3 rd	4 th +	Resolution 2022-14
	<i>Sec. 10-7 – Unvaccinated Animals</i>	\$50.00	\$100.00	\$250.00	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-8 – Barnyard Animals</i>	\$100.00	\$150.00	\$200.00	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-9 - Humane Treatment</i>	\$200.00	\$400.00	Mandatory Court Appearance	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-10 – Confinement of Animal(s) in Heat</i>	\$100.00	\$200.00	\$400.00	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-11 – Physical Control of Dog(s)</i>	\$100.00	\$200.00	\$300.00	Mandatory Court Appearance	Ordinance 1949
	<i>Sec. 10-12(a) – Dog Excreta</i>	\$50.00	\$75.00	\$100.00	Mandatory Court Appearance	Ordinance 1949
	<i>Sec. 10-12(b) - Noise</i>	\$50.00	\$75.00	\$100.00	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-15 – Dangerous Dog Requirements</i>	\$300.00	\$400.00	Mandatory Court Appearance	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-16 – Requirements of Owner after dog bite</i>	\$200.00	Dangerous Dog Investigation			Ordinance 1949
	<i>Sec. 10-19 – Ownership of a Primary Vector of Rabies</i>	\$150.00	\$300.00	Mandatory Court Appearance	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-21 – Keeping a Stray Domestic Animal</i>	\$25.00	\$75.00	\$200.00	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-25 – Disposal of Animal Carcass</i>	\$50.00	\$100.00	\$200.00	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-26 – Duties of Person Who Injures an Animal</i>	\$100.00	\$200.00	Mandatory Court Appearance	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-27 – Companion Animals in Motor Vehicle</i>	\$200.00	\$300.00	Mandatory Court Appearance	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-28 – Animal Exploitation</i>	\$200.00	\$300.00	Mandatory Court Appearance	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-31 – Trapping an Animal</i>	\$25.00	\$75.00	\$200.00	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-32 – Poisoning Animals</i>	\$200.00	Mandatory Court Appearance	Mandatory Court Appearance	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-34 – Animals trained to assist persons with disabilities</i>	\$100.00	\$200.00	\$300.00	Mandatory Court Appearance	Resolution 2022-14
	<i>Sec. 10-35 – Obstruction of Enforcement</i>	F.S.§ 775	F.S.§ 775	F.S.§ 775	Mandatory Court Appearance	Resolution 2022-14

Category	Fee Description	Current Rate				Implemented
Administrative Fees	Impound/Reclaim	1 st : \$75.00	2 nd : \$100.00	3 rd : \$200.00	4 th +: \$300.00	Resolution 2022-14
	Adoption (Dog)	\$95.00				
	Adoption (Cat)	\$75.00				
	Boarding	\$15.00 (per day)				
	Quarantine in-house	\$25.00 (per day)				
	Quarantine Dangerous Dog	\$50.00 (per day)				
	Quarantine Dangerous Dog Violation	\$300.00 (at home)				
	Administrative	\$10.00 (per violation)				
	Dangerous Dog Hearing	\$250.00				
	Dangerous Dog Registration	\$250.00, plus \$100.00 annually				
	Microchip	\$30.00				
	Emergency Veterinary Care	Actual Billed Amount				
	Court Cost	Actual Amount if City Prevails/ Plus Applicable Fees/Fines				

Miscellaneous Fees			
Category	Fee Description	Current Rate	Implemented
Fee for telecommunications company occupation of rights-of-way.	“... providing local telephone service, as defined in section 203.012(3), Florida Statutes (2000), in the city...” [See Section 74-10.1(a)(2) for full scope of fee]	\$500.00 per linear mile	Resolution 2020-13
Special fire services facilities fee.	“ In the event that any structure has special fire safety needs...” [See Section 34-25 for full scope of fee]		Resolution 2020-13
Residential and Commercial Solid Waste, Yard Refuse, and Recycling	Commercial Compactor* Size: 30 CU YD Self Contained Disposal Fee Pull Charge Rental Fee	\$95/Ton \$295.00 \$917.00	Resolution 2025-8
	Commercial Compactor* Size: 30 CU YD (dry waste only) Disposal Fee Pull Charge Rental Fee	\$95/Ton \$295.00 \$415.00	Resolution 2025-8
	Commercial Compactor* Size: 40 CU YD (dry waste only) Disposal Fee Pull Charge Rental Fee	\$95/Ton \$325.00 \$445.00	Resolution 2025-8
	Single Family Residential Rate with Recycling (96 Gallon Bin) Extra Recycling Cart 1x per week Extra Solid Waste Cart 2x per week	\$36.70 \$6.36 \$12.72	Resolution 2024-21
	Commercial Roll Cart 2x per week 1X Week Recycle Extra Cart 2x per week	\$53.58/month \$15.36 \$25.44	Resolution 2024-21
	Commercial Dumpster Service Container Size 2 1 X Week 2 X Week 3 X Week 4 X Week 5 X Week 6 X Week	\$123.02 \$206.40 \$299.32 \$415.55 \$518.01 \$619.40	Resolution 2024-21
	Commercial Dumpster Service Container Size 4 1 X Week 2 X Week 3 X Week 4 X Week 5 X Week 6 X Week	\$210.02 \$364.05 \$541.40 \$714.50 \$897.15 \$1,075.56	Resolution 2024-21
	Commercial Dumpster Service Container Size 6 1 X Week 2 X Week 3 X Week 4 X Week 5 X Week 6 X Week	\$303.37 \$507.91 \$754.85 \$996.50 \$1,243.44 \$1,491.44	Resolution 2024-21
	* Commercial Compactor subject to 6% franchise fee		

Category	Fee Description	Current Rate	Implemented
Residential and Commercial Solid Waste, Yard Refuse, and Recycling	Commercial Dumpster Service Container Size 8 1 X Week 2 X Week 3 X Week 4 X Week 5 X Week 6 X Week	\$359.62 \$624.21 \$924.85 \$1,224.43 \$1,526.12 \$1,821.46	Resolution 2024-21
Miscellaneous Garbage Fees	Dumpster delivery fee (including swaps) Dumpster Latches Dumpster Casters (2&4 yard only) Dumpster Gate Access Fee Commercial Extra Lifts/Yard Dumpster Over Filled Fee Residential Bear Latches Blocked Compactor Service Fee 1 st x Blocked Compactor Service Fee 2 nd x Blocked Compactor Service Fee 3 rd x Grapple Truck Services (Grapple truck services are subject to change Based on FEMA pricing or National Emergency)	\$159.00 \$15.90 \$15.90 \$21.20 \$15.90 \$79.50 \$3.82 per month \$50 \$75 \$150 \$150/hr.	Resolution 2024-21
Natural gas utility franchise to the Okaloosa Gas District	Rates as charged by Okaloosa Gas		Resolution 2020-13
Recycling Services	“... per residence shall be assessed for curbside services ...” [See Section 70-44(a) for full scope of fee]	\$1.65 per month	Resolution 2020-13
Article III. – Stormwater Management: Civil & Criminal Penalties	“... criminal penalties. In addition to or as an alternative to any penalty provided in this article ...” [See Section 30-59(b) for full scope of fine]	\$100.00 - \$1000.00	Resolution 2020-13
Assessment for law enforcement education	“... all county courts within this county created by Article V of the state constitution, ...” [See Section 46-12(a) for full scope of fines] <i>Per violation of state penal criminal statute or municipal ordinance</i> <i>Per every bond estreature or forfeited bail bond related to such penal statute or penal ordinance</i>	\$3.00 \$2.00	Resolution 2020-13
Sidewalk Fund Contribution	Required where no adjacent sidewalk network exists for a development to connect to. Equivalent cost per linear foot of sidewalks that would typically be required along the street frontage of subject property. (Land Development Code Section 8.05.00).	\$13.00 per square foot (\$65.00 per linear foot for 5’ wide sidewalk), subject to cost of material at the time fund contribution is made	Resolution 2023-7



CITY OF CRESTVIEW

MOBILITY PLAN & MOBILITY FEE TECHNICAL REPORT

MARCH 2025



futureplan

MOBILITY COHORT

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

THE
REPUBLIC
DESIGN INC.

CITY OF CRESTVIEW

MOBILITY PLAN & MOBILITY FEE TECHNICAL REPORT

MARCH 2025

Produced for: City of Crestview



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March 24th, 2025

Nicholas Schwendt
Planning Administrator
Community Development Services
City of Crestview
198 North Wilson Street
Crestview, FL 32536

Re: City of Crestview Mobility Plan & Mobility Fee Technical Report

Dear Nicholas:

Enclosed is the City of Crestview Mobility Plan and Mobility Fee Technical Report. The Mobility Fee is based on the multimodal projects included in the Mobility Plan. The Mobility Fee Technical Report has been prepared for consideration by the City Council. The Mobility Plan and the Mobility Fee Technical Report would be adopted through an implementing ordinance. The earliest that an implementing ordinance can become effective is a minimum of 90 calendar days after first public notice of the adoption of the mobility fee, as required by Florida Statute.

The Mobility Plan includes projects addressing future mobility needs for the residents, businesses, and visitors to Crestview. The Mobility Plan includes new roads, the upgrading and widening of existing roads and intersection improvements on City, County, and State Roads. The Mobility Plan includes expanding the City's multimodal transportation system by increasing the number of sidewalks and shared-use paths. The Plan recognizes that the Florida Department of Transportation would fund the majority of improvements to State Roads and that the City may elect to provide a share of mobility fees to advance select multimodal and road capacity projects on State Roads. The Mobility Plan also includes a future corridors plan that has been coordinated with Okaloosa County. The Mobility Plan also includes Mobility Programs to administer and implement the Mobility Plan and Mobility Fee. The City will need to amend its Comprehensive Plan to reflect adoption of a Mobility Plan and Mobility Fee.

The Mobility Fee is based on the multimodal projects in the Mobility Plan. The Mobility Fee as presently calculated is intended to replace the City's current transportation concurrency and proportionate share systems with an equitable and simplified one-time Mobility Fee mitigation payment to the City. The Mobility Fee is only proposed for assessment on new development activity within the City. 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 City staff on finalizing the Mobility Plan and Mobility Fee per direction from the City Council.

Sincerely,



Jonathan B. Paul, AICP
Principal



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- Appendix B. Laws of Florida HB 479 (Chapter 2024 – 266)**
- Appendix C. Impact Fee Act (Florida Statute Section 163.31801)**
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- Appendix O. Person Travel Demand (PTD)**
- Appendix P. Mobility Fee Schedule**

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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.

City of Crestview’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 one (1) Benefit District 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 City of Crestview 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.**

CITY OF CRESTVIEW MOBILITY FEE SCHEDULE		
Schedule of Land Uses	Unit of Measure	Mobility Fee
Residential Uses		
Single-Family Detached	per Dwelling Unit	\$2,095
Single-Family Attached	per Dwelling Unit	\$1,600
Multifamily	per Dwelling Unit	\$1,499
Mobile Home	per Dwelling Unit	\$1,583
Institutional Uses		
Community Serving (Centers, Gallery, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	\$264
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 Sq. Ft.	\$446
Private Education (Afterschool, Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	\$389
Recreational Uses		
Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)	per Acre	\$1,100
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 Sq. Ft.	\$962
Industrial Uses		
Industrial (Assembly, Fabrication, Manufacturing, Production, R&D, Trades, Utilities)	per 1,000 Sq. Ft.	\$228
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 Sq. Ft.	\$97
Office Uses		
Office (General, Post Secondary Education, Hospital, Professional)	per 1,000 Sq. Ft.	\$688
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 Sq. Ft.	\$1,225
Retail Uses		
Retail (Not Otherwise Specified on Schedule)	per 1,000 Sq. Ft.	\$2,942
Bank	per 1,000 Sq. Ft.	\$5,162
Convenience Store	per 1,000 Sq. Ft.	\$10,855
Drinking Establishment (Bar, Brewery Tap Room, Club, Distillery or Wine Tasting)	per 1,000 Sq. Ft.	\$3,814
Fast Food or Quick Service Restaurant	per 1,000 Sq. Ft.	\$12,929
Furniture Store	per 1,000 Sq. Ft.	\$967
Grocery Store	per 1,000 Sq. Ft.	\$5,870
Pharmacy or Dispensary	per 1,000 Sq. Ft.	\$8,873
Sit Down Table Service Restaurant	per 1,000 Sq. Ft.	\$5,646
Superstore	per 1,000 Sq. Ft.	\$3,877
Variety or Dollar Store	per 1,000 Sq. Ft.	\$4,885
Motor Vehicle or Boat Sales	per 1,000 Sq. Ft.	\$3,241
Wholesale Club	per 1,000 Sq. Ft.	\$3,259
Non-Residential Uses Per Unit of Measure (*Additive Mobility Fee)		
Overnight Lodging	per Room	\$1,483
Recreational Vehicle or Travel Trailer Park	per Space	\$821
Bank Drive-Thru or Free-Standing ATM*	per Lane or ATM	\$7,356
Motor Vehicle or Boat Cleaning (Detailing, Wash, Wax)*	per Bay, Lane, Stall or Station	\$16,513
Motor Vehicle Charging or Fueling (Commercial Facility which requires Payment)*	per Charging or Fueling Position	\$4,789
Motor Vehicle or Boat Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires)*	per Bay or Stall	\$2,859
Fast Food or Quick Service Restaurant Drive Thru*	per Lane	\$18,508
Note: Additive Mobility Fees are assessed in addition to the Retail Mobility Fee associated with the square footage of buildings or structures.		V



INTRODUCTION

The City of Crestview intends for the Mobility Fee to provide an alternative to and replacement of its existing transportation concurrency and proportionate share systems for all new development activity within the City with land uses entitlements consistent with the currently adopted Comprehensive Plan. The Mobility Fee is based on a Mobility Plan that establishes **multimodal projects “needed”** to meet growth in travel demands and enhance the City’s transportation system by providing residents, employees, and visitors with safe and convenient mobility options to travel to, from, and throughout the City of Crestview.

The Mobility Plan includes **Multimodal Projects** consisting of *“improvements, programs, and studies such as sidewalks, shared-use paths, upgraded and wider roads, new complete streets, intersection improvements, interchanges, pedestrian crossings and a pedestrian overpass, ADA improvements, and corridor management studies.”*

Within one year from the date of adoption of the Mobility Plan and Mobility Fee, the City will need to amend its Comprehensive Plan to integrate the Mobility Plan and Mobility Fee system and ensure that the Comprehensive Plan is consistent with requirements of Florida Statute Sections 163.3164, 163.3177, 163.3180, and 163.31801.

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 City.

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 district.

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 impact to the transportation system”*.

Impact is defined as *“any new development activity that results in an increase in person travel demand above the demand generated by the existing use of property.”*



Mobility Plan & Mobility Fee

The Mobility Fee system features a single **Assessment Area** that includes all portions of the City (**Map A**) and defines areas that could be assessed the Mobility Fee in the future, should those areas annex into the City in the future. 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. The Mobility Fee is assessed at the time of development order application, or its functional equivalent, and is paid at the time a development order is approved, or equivalent permit is issued by the City.

The Mobility Fee system features one (1) **Benefit District** that covers the entire City (**Map B**). An extra-jurisdictional Benefit District has also been identified to address impacts outside City limits. When Mobility Fees are paid by new development activity, they are deposited into a special fund established by the City. Mobility Fees 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 City Council 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 the Mobility Fee Benefit District, so long as the projects are included in the CIP or the City Council votes to add the projects through an amendment to the CIP. The City Council 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 City 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 City.

In recognition that the City’s multimodal system is dynamic, the Mobility Plan includes **implementation projects** to allow for the City 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. The City’s Chief Financial Officer, or functional equivalent, is required, as part of the City’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).



Mobility Plan & Mobility Fee

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.

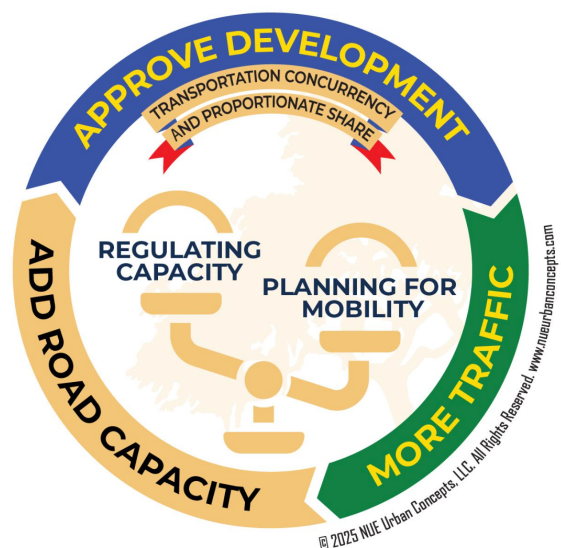
The Florida Legislature did not include any provisions in House Bill 7207 exempting local governments existing transportation concurrency system, when it elected to abolish statewide transportation concurrency, made transportation concurrency optional for local governments, and enacted further restrictions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

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. The Legislature encouraged local governments to adopt alternative mobility funding systems and specifically references mobility fees, based on a plan for mobility improvements.

The Community Planning Act enabled local governments to break the transportation concurrency cycle by transitioning away from regulating road capacity and toward planning for mobility ([Figure 1](#)). Florida Commerce, which replaced the Department of Economic Opportunity (DEO), which replaced the Department of Community Affairs (DCA), provides direction to local governments related to elimination of transportation concurrency and adoption of a mobility fee-based plan, in accordance with Florida Statute 163.3180 ([Appendix A](#)).

Figure 1. Concurrency Cycle





Mobility Plan & Mobility Fee

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 City and a municipality charge new development for a fee for transportation capacity impacts ([Appendix B](#)).

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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 City, 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

In the late 1970's and early 1980's Local governments throughout Florida began adopting road impact fees as a means for new development to pay for its traffic impact and generate revenue to fund transportation infrastructure improvements. Counties, especially Charter Counties, began requiring 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 throughout Florida challenged the ability of counties to compel them 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 development activity were constrained in their ability to add road capacity due to the cost of acquiring developed land and receiving opposition from existing residents concerned about increased traffic and the impact new road capacity would have on their neighborhoods.

The inability of development activity in urban areas to meet transportation concurrency resulted in development moving to suburban and rural areas (aka "urban sprawl") where fewer residents were likely to oppose new road capacity improvements and where road capacity was either available or cheaper to construct. Municipalities found themselves in the unenviable position of sending road impact fees to counties when development activity met concurrency requirements, only to watch road impact fees being spent on new road capacity projects outside of urban areas, which ultimately facilitated sprawl beyond municipal boundaries.

Furthermore, the courts often ruled in favor of counties, as municipalities that challenge solutions for being compelled to collect impact fees failed to present alternative solutions for addressing the traffic impacts of new development. These challenges all occurred prior to the Florida Legislature adopting the "Impact Fee Act" through Florida Statute 163.31801. Additionally, these challenges 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 adopted enabling legislation, elected to defer to the significant case law that was developed in both Florida and throughout the U.S. to provide guidance to local governments to adopt impact fees.



Mobility Plan & Mobility Fee

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.

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 cannot be collected prior to building permit issuance. The changes also expanded on the requirements of the dual rational nexus test, the collection and expenditure of fees, credits, 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.

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 Florida Statute Section 163.31801 is provided in [Appendix C](#).



One of the purposes of this Technical Report, consistent with Florida Statute Section 163.31801(4)(f) and (g), is to demonstrate that City of Crestview's Mobility Fee is proportional and reasonably connected to, or has a rational nexus with, both the **"need"** for multimodal 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 (multimodal 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 (multimodal 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 development activity and the impact of the 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 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 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. Deductions 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).



Mobility Plan & Mobility Fee

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 that imposed impact fees and mobility fees demonstrate an “essential nexus” between the fee and the impact from development activity. The Supreme Court ruling reinforces the prior impact fee case law that the amount of impact fees or mobility fees imposed must be “rough proportionality” to the impact from development activity. The ruling also stipulated that required monetary payments in the form of impact fees are an exaction just like requiring 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 development activity.



DEVELOPING A MOBILITY PLAN & FEE

There were multiple steps that went into development of the Mobility Plan and the Mobility Fee for City of Crestview. 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 City’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 City of Crestview Mobility Study Area (**Map C**). The data was obtained from the Traffic Analysis Zones (TAZs) used in the Northwest Florida Regional Planning Model (NWFRPM).

The Mobility Study Area includes all of the City of Crestview and is bound by Yellow River to the west, Shoal River to the east, Eglin Air Force Base to the south, and various water features to the north such as Silver Creek and Bends Creek (**Map C**). The Mobility Study Area extends beyond the existing City of Crestview municipal limits in recognition that travel, and trips do not stop at City limits, and to address extra-jurisdictional impact to the County and State transportation system.

The NWFRPM was developed by the Florida Department of Transportation (FDOT) District Three (Northwest Florida) used in the 2045 Okaloosa - Walton Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). The population and employment analysis demonstrates that there is projected to be an increase in population and employment for the Mobility Study Area, the City and Okaloosa County (**Table 1**). The projected increase in population and employment will generate additional person travel demand and will create a need for multimodal projects to meet that travel demand.

TABLE 1. PROJECTED GROWTH

Location	Population		Employment	
	2015	2045	2015	2045
Countywide	192,237	239,100	84,580	163,221
Greater Crestview Area	52,062	74,980	15,437	33,880
Crestview	23,460	42,250	9,179	20,150
<i>Source: 2015 and 2045 Population and Employment data were extracted using Traffic Analysis Zones (TAZs) in the Northwest Florida Regional Planning Model (NWFRPM) Version 3.1.4 developed by the Florida Department of Transportation (FDOT) District 3 and used in the Okaloosa-Walton TPO 2045 Long Range Transportation Plan. Some data may overlap as TAZs do not directly follow City limits. The projected increase was obtained based on the difference between 2015 and 2045.</i>				



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 City. The model network from latest version of the Northwest Florida Regional Planning Model (NWFRPM) was used to evaluate the VMT growth within Mobility Study Area between 2025 and 2045 ([Appendix D](#)). The growth in VMT is based on City, County, and State arterial and collector roads within the Mobility Study Area ([Map C](#)).

VMT on arterial and collector roads in the Mobility Study Area are projected to increase by 39.19% from 2025 to 2045 ([Table 2](#)). VMT on limited access facilities (Interstate 10) are projected to increase by 35.11% from 2025 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 projected demand.

The Mobility Fee calculations will utilize travel on limited access facilities to adjust overall travel demand for land uses established in the mobility fee schedule. Travel on limited access facilities is excluded from Mobility Fee calculations due to improvements being primarily funded through federal gas taxes for Interstate 10.

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

Year	Mobility Study Area	VMT Limited Access	VMT All
2025 (Mobility Plan base year)	1,244,461	120,904	1,365,365
2045 (Model & Plan future year)	1,732,172	163,356	1,895,528
VMT Growth	487,711	42,452	530,162

Source: Projected growth in Vehicle Miles of Travel prepared by NUE Urban Concepts, LLC ([Appendix D](#)). VMT was extracted from the model network in the Northwest Florida Regional Planning Model (NWFRPM) Version 3.1.4 developed by the Florida Department of Transportation (FDOT) District 3. The model files were obtained from the Okaloosa – Walton Transportation Planning Organization (TPO). The Mobility Study Area annual growth rate on collector and arterial roads is 1.67%. Limited access VMT reflects the portion of I-10 within the City of Crestview Limits. The Limited access annual growth rate is 1.52%. The VMT increase is based on the difference between 2025 and 2045.

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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 1.53 ([Appendix E](#)).

Figure 3: Person Miles of Travel (PMT) Increase

Person Miles of Travel increase (PMTi)

$$\sum \text{VMT} = (\sum \text{Vehicle per Trip} \times \sum \text{Average Vehicle Trip Length})$$

$$\sum \text{PMT} = (\sum \text{Persons per Trip} \times \sum \text{Average Person Trip Length})$$

$$\text{PMTf} = (\sum \text{of PMT} / \sum \text{of VMT})$$

$$\text{VMTi} = (2045 \text{ VMT} - 2025 \text{ VMT})$$

$$\text{PMTi} = (\text{VMTi} \times \text{PMTf})$$

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 1.53

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 **746,198** 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:

$$\text{VMT increase} \times \text{PMTf} = \text{PMTi} \quad (487,711 \times 1.53 = 746,198)$$

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

2045 Vehicle Miles of Travel increase (VMTi)	487,711
Person Miles of Travel factor (PMTf)	1.53
Total Increase in Person Miles of Travel (PMTi)	746,198
<i>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 in the above Table 3.</i>	

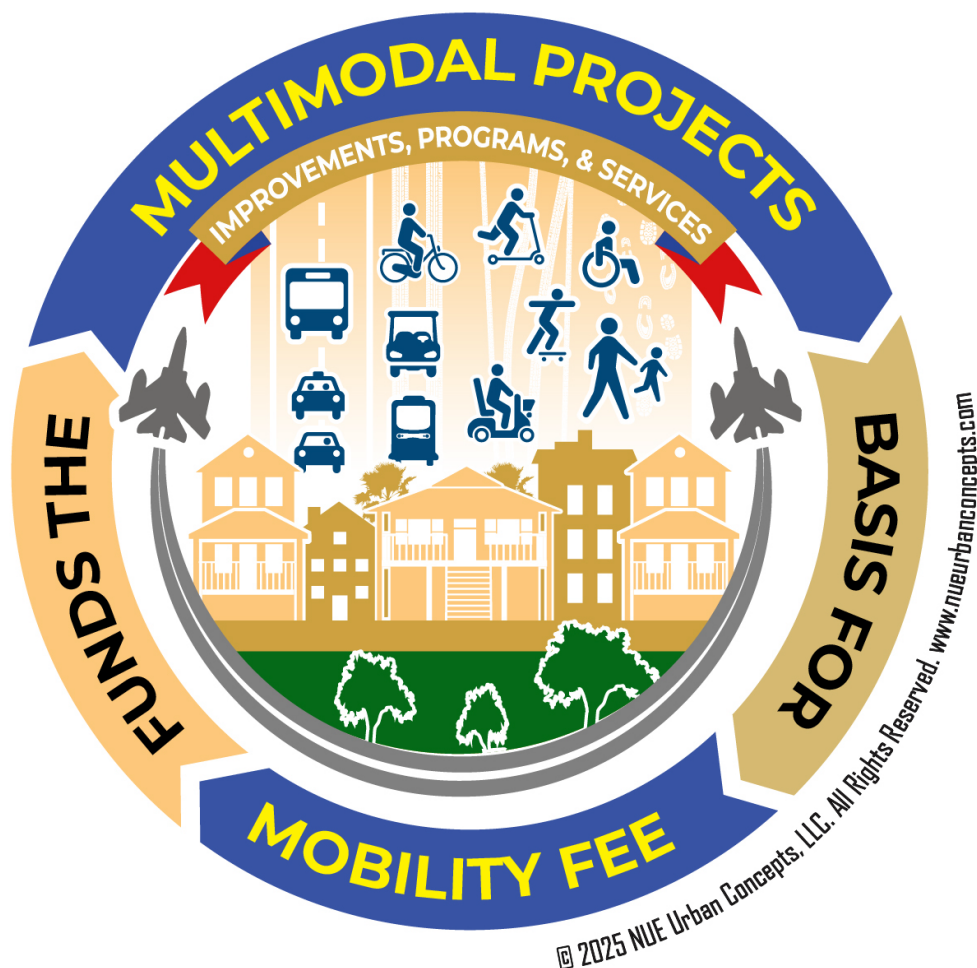
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MOBILITY FEE

The basis for the City of Crestview's Mobility Fee are the multimodal projects identified in the 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 for an existing transportation deficiency (aka over capacity or backlogged roads). An existing conditions evaluation has been conducted to ensure that new development is not being charged for existing transportation deficiencies. The evaluation includes a system-wide analysis of all arterials and collectors within the Mobility Study Area ([Map C](#)).

The existing conditions evaluation (ECE) is achieved by dividing the vehicle miles of travel (VMT) by the vehicle miles of capacity (VMC). The arterials and collectors within the Mobility Study Area include City, County, and State roads ([Appendix F](#)). A VMT/VMC ratio greater than **1.00** indicates that there are system-wide deficiencies. The VMT/VMC ratio in 2024 is **0.50** based on the existing conditions evaluation ([Table 4](#)).

TABLE 4. 2025 EXISTING CONDITIONS EVALUATION (ECE)

Functional Classification	Length (miles)	Lane Miles	2025 VMT	2025 VMC	VMT to VMC (VMT/VMC)
Minor Collector	21.36	42.72	32,542	174,344	0.19
Major Collector	14.69	29.38	119,820	186,634	0.64
Minor Arterial	6.50	26.00	105,341	243,709	0.43
Principal Arterial	8.72	34.88	309,725	300,842	1.03
Limited Access	21.95	87.80	668,861	1,543,085	0.43
Total	73.22	220.78	1,236,289	2,448,613	0.50
<i>Source: Existing conditions evaluation is based on Traffic Characteristics Data (Appendix F). The Traffic Characteristics Data was obtained from Okaloosa 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 Service Volume Tables (Appendix G). The Mobility Study Area and Network is illustrated in Map C.</i>					

The mobility fee calculation includes an existing conditions evaluation factor (ECEf) to adjust mobility fee cost for system-wide deficiencies for arterials and collectors within the Mobility Study Area. The existing conditions evaluation factor (ECEf) is determined by dividing the vehicle miles of capacity (VMC) by the vehicle miles of travel (VMT) as illustrated in [Figure 5](#).



Figure 5. Existing Conditions Evaluation Factor (ECEf)

Existing Conditions Evaluation Factor (ECEf)

$$\sum VMC = (\sum VMC_{mic} + \sum VMC_{mac} + \sum VMC_{mia} + \sum VMC_{pa})$$

$$\sum VMT = (\sum VMT_{mic} + \sum VMT_{mac} + \sum VMT_{mia} + \sum VMT_{pa})$$

$$ECEf = (VMC/VMT)$$

$$VMT_i = (2045 \text{ VMT} - 2025 \text{ VMT})$$

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

Where:

- VMC = Vehicle Miles of Capacity (Appendix F)
- VMT_i = Vehicle Miles of Travel (Appendix F)
- mic = Minor Collector
- mac = Major Collector
- mia = Minor Arterial
- pa = Principal Arterial
- ECEf = Existing Conditions Evaluation Factor (Table 5)

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A VMC/VMT ratio greater than **1.00** indicates that the current system has adequate capacity to accommodate existing traffic. The VMC/VMT ratio is **1.60** based on the existing conditions evaluation (**Table 5**). Thus, development activity is not being assessed for any system-wide deficiencies. For the Mobility Fee calculation, the ECEf will be set to **1.00**.

TABLE 5. 2025 EXISTING CONDITIONS EVALUATION FACTOR (ECEf)

Functional Classification	2025 VMC	2024 VMT	VMC to VMT (VMC/VMT)
Minor Collector	174,344	32,542	5.36
Major Collector	186,634	119,820	1.56
Minor Arterial	243,709	105,341	2.31
Principal Arterial	300,842	309,725	0.97
Total	905,529	567,428	1.60
<i>Source: Existing conditions evaluation is based on Traffic Characteristics Data (Appendix F).</i>			



MOBILITY PLAN SUMMARY

The City of Crestview 2045 Mobility Plan includes maps and detailed descriptions for each multimodal project that serve as the basis for development of the Mobility Fee. Planning level cost (PLC) estimates have been developed for the multimodal projects based on cost from the City, FDOT District Three, and the Okaloosa-Walton TPO ([Appendix H](#)).

Person Miles of Capacity (PMC) have been developed for each type of multimodal project ([Appendix H](#)). These multimodal capacities account for the capacity of sidewalks, bicycle lanes, shared-use paths, and streets. The Mobility Plan multimodal projects consist of corridors, intersections, and programs. The Mobility Plan corridors and intersections are located within the City and unincorporated enclaves ([Map D](#)). Corridors identify improvements for roads, sidewalks, paths, and bicycle lanes ([Appendix I](#)). Intersections identify improvements for turn lanes, roundabouts, and traffic signals ([Appendix J](#)). Programs identify follow-on initiatives after adoption of the Mobility Plan and Mobility Fee ([Appendix K](#)). The Mobility Plan establishes a high level framework for future corridor improvements to be further evaluated, designed, programmed, and ultimately constructed in cooperation with Okaloosa County ([Map E](#)). The mobility programs identify future task to be undertaken to administer and implement the Mobility Plan.

The Mobility Plan does include some existing funded projects in addition to those projects needed to meet future travel demand needs. The planning level cost (PLC) and person miles of capacity (PMC) account for projects that are already programmed or under construction over the next 20 years. The following is a summary of the total planning level cost (PLC) and person miles of capacity (PMC) for the multimodal projects ([Table 6](#)).

TABLE 6. MOBILITY PLAN SUMMARY

Multimodal Projects	Planning Level Cost (PLC) Estimates	Person Miles of Capacity Increase (PMCi)
Corridors	\$164,254,848	455,176
Intersections	\$38,132,812	56,400
Programs	\$17,850,000	96,541
Total	\$220,237,660	608,117
<i>Source: Corridors (Appendix I). Intersections (Appendix J). Programs (Appendix K).</i>		



REASONABLE ANTICIPATED FUNDING

The availability of funding for the Mobility Plan over the next 20 years is projected to come from a variety of funding sources. These sources include the City, the Community Redevelopment Authority (CRA), new development, the federal government, Okaloosa County, partnerships, and the State of Florida. The Mobility Plan is the first step in a multi-step process to fund mobility within the City. Proactively collaborating with new development is a way to advance multimodal projects by entering into partnerships to extend these projects beyond development boundaries.

Okaloosa County and the City of Crestview can allocate a portion of gas taxes and infrastructure sales tax towards Mobility Plan projects. However, 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. The federal government has not raised gas taxes in a number of years.

The State of Florida annually adjusts gas taxes on the first day of the year based on the prior year Consumer Price Index to adjust for inflation. The vast majority of gas taxes that are available are largely earmarked for maintenance and operations of the existing transportation system, leaving minimal revenues available for new capacity and multimodal improvements. The County's existing infrastructure sales tax provides a broader opportunity to have available funds to contribute towards multimodal projects.

The Okaloosa-Walton Transportation Planning Organization (TPO) has some available funding identified through the 2045 Cost Feasible Long Range Transportation Plan (LRTP). However, most of the projected funding is allocated towards improvements on the Strategic Intermodal System (SIS), with a significant amount of the funds allocated toward Interstate 10 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. There are several corridor and intersection improvements that are already funded.

The majority of VMT on major roads within the City of Crestview occurs on State Roads. Several multimodal projects are proposed 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 projects on State Roads will come from federal and state funds ([Table 7](#)). 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.



Over the next 20 years, it is reasonably anticipated that roughly **\$136,085,781** in funding will be available to fund road and intersection improvements (**Table 7**). A large portion (**\$35,150,000**) of the reasonably anticipated funding would come from federal and state sources for the widening of SR 85 from Antioch Road to Mirage Avenue (**Appendix I**). A large portion of anticipated funding is also allocated to the future interchange improvement to Interstate 10 and SR 85, the intersection of PJ Adams Parkway and Antioch Rd / County Road 4, a pedestrian overpass on SR 85 at Commerce Drive, and several other intersections with SR 85 including PJ Adams Parkway, John King Road, Mirage Avenue, Redstone Avenue, US Hwy 90, Stillwell Blvd, Richbourg Lane, and Garden Street (**Appendix J**). The reasonably anticipated funding excludes existing funding programmed for the interchange of Interstate 10 and Antioch Rd / County Road 4, which is currently under construction.

TABLE 7. REASONABLY ANTICIPATED FUNDING

Mobility Plan Corridors	\$104,047,500
Mobility Plan Intersections	\$32,038,281
Mobility Plan Programs	--
Total	\$136,085,781
<i>Source: Corridors (Appendix I). Intersections (Appendix J). Programs (Appendix K).</i>	

The reasonably anticipated funding of 90% for State Roads undertaken is 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 City 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 projects in the Mobility Plan.

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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 (PMTi) and the projected increase in person miles of capacity (PMCi) 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. The calculation for the new growth evaluation factor (NGEf) is illustrated in [Figure 6](#).

FIGURE 6. NEW GROWTH EVALUATION (NGE)

New Growth Evaluation factor (NGEf)

$$\text{NGEf} = (\text{PMTi} / \text{PMCi})$$

If $\text{NGEf} > 1.00$, then the NGEf is set at 1.00

Where:

NGEf = New Growth Evaluation factor (Table 8)

PMTi = Person Miles of Travel increase (Table 3)

PMCi = Person Miles of Capacity increase (Table 6)

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The projected PMTi / PMCi ratio is **1.23**, which is more than 1.00 ([Table 8](#)). Thus, new growth is not being charged more than its attributable share of the cost of multimodal projects. For purposes of the calculation of the Mobility Fee rate, the NGEf is set to 1.00.

TABLE 8. NEW GROWTH EVALUATION (NGE)

Increase in Person Miles of Travel (PMTi)	746,198
Increase in Person Miles of Capacity (PMCi)	608,117
New Growth Evaluation factor (NGEf)	1.23

Source: The Increase in Person Miles of Travel (PMTi) was obtained from [Table 3](#). The Increase in Person Miles of Travel (PMTi) was obtained from [Table 6](#).



MOBILITY FEE ASSESSMENT AREA

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 City only pays the mobility fee rate applicable to the assessment area in which the new development is located.

The City of Crestview Mobility Fee system will feature a single **Assessment Area** that includes all of the City of Crestview (**Map A**). The assessment area defines where new development activity is assessed and where Mobility Fees are collected from that new development activity. The Mobility Fee is assessed at the time of development order application, or its functional equivalent, and is paid at the time a development order is issued or approved by the City. All of the areas within the Mobility Study Area have also been identified as potential assessment areas should those areas annex into the City in the future.

Multiple assessment area options within the City were considered based on a review of the Future Land Use Element (FLUE), Future Land Use Map (FLUM), and current development patterns. The FLUE, FLUM and current development patterns for the City do not feature enough variation to warrant Mobility Fees that vary by assessment area.

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.

Should the City adopt future land use policies for mixed-use developments such as traditional neighborhood developments (TNDs), then the City may elect to establish a mixed-use assessment area to account for internal capture of trips in a future update of the Mobility Fee.

The Mobility Fee Ordinance will address assessment and imposition of the mobility fee on new development activity. The Mobility Fee Ordinance may either incorporate the **Assessment Area** by reference or include the map as an exhibit to the Ordinance.

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PERSON MILES OF CAPACITY RATE (PMCr)

The first component for calculating a Mobility Fee is the calculation of a person miles of capacity rate (PMCr). The attributable planning level cost (PLCa) is based on the mobility plan cost (MPC) for the multimodal projects less the reasonably anticipated funding (AF). The assignable Mobility Plan cost (MPCa) is calculated by multiplying the attributable planning level cost (PLCa) by the existing conditions evaluation factor (ECEf) and the new growth evaluation factor (NGEf). The assignable Mobility Plan cost (MPCa) is then divided by the increase in person miles of capacity (PMCi) to determine the person miles of capacity rate (PMCr) (Figure 16).

FIGURE 7. PERSON MILES OF CAPACITY RATE (PMCr)

Person Miles of Capacity Rate (PMCr)	
PLCa	= (MPC - AF)
MPCa	= ((PLCa x ECEf) x NGEf)
PMCr	= (MPCa / PMCi)
WHERE:	
MPC	= Mobility Plan Cost (Table 6)
AF	= Anticipated Funding (Table 7)
PLCa	= Attributable Planning Level Cost (Table 9)
ECEf	= Existing Conditions Evaluation factor of 1.00 (Table 5)
NGEf	= New Growth Evaluation factor of 1.00 (Table 8)
MPCa	= Assignable Mobility Plan Cost (Table 9)
PMCi	= Person Miles of Capacity Increase (Table 6)
PMCr	= Person Miles of Capacity Rate
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The following is the calculation for the Person Miles of Capacity Rate (PMCr):

$$\begin{aligned}
 (MPC - AF) &= PLCa; ((PLCa \times ECEf) \times NGEf) = MPCa; (MPCa / PMCi) = PMCr. \\
 (\$220,237,660 - \$136,085,781) &= \$84,151,879; ((\$84,151,879 \times 1.00) \times 1.00) = \$84,151,879; \\
 (84,151,879 / 608,117) &= \$138.38
 \end{aligned}$$



Mobility Plan & Mobility Fee

With an assignable Mobility Plan cost (MPCa) of **\$84,151,879** and a Person Miles of Capacity increase (PMCi) increase of **608,117**, the calculated Person Miles of Capacity rate (PMCr) is **\$138.38** (**Table 9**). The PMCr will be multiplied by the Person Travel Demand per land use on the Mobility Fee schedule to calculate the final Mobility Fee rate per land use.

TABLE 9. PERSON MILES OF CAPACITY RATE (PMCr)

Mobility Plan Cost (MPC)	\$220,237,660
Anticipated Funding (AF)	\$136,085,781
Attributable Planning Level Cost (PLCa)	\$84,151,879
Existing Conditions Evaluation Factor (ECEf)	1.00
New Growth Evaluation Factor (NGEf)	1.00
Assignable Mobility Plan Cost (MPCa)	\$84,151,879
Increase in Person Miles of Capacity (PMCi)	608,117
Person Miles of Capacity Rate (PMCr)	\$138.38
Source: Mobility Plan Cost (Table 6). Anticipated Funding (Table 7). The Attributable Planning Level Cost (PLCa) of multimodal projects per the calculation in Figure 7 . The Existing Conditions Evaluation factor (ECEf) is obtained from Table 5 . The New Growth Evaluation factor (NGEf) is obtained from Table 8 . Person Miles of Capacity increase (PMCi) per Table 6 . The Person Miles of Capacity Rate (PMCr) are determined per the calculation in Figure 7 .	

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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 land use included on the City'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 studies, 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](#).

Vehicle Trip Length (VTl)

Vehicle 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 five (5) 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 vehicle 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:

$$((\text{Trip Generation (TG)} \times \% \text{ New Trips}) \times \text{Trip Length (TL)}) = \text{VMT}; ((9.43 \times 1.00) \times 2.82) = 26.59$$

Limited Access Evaluation Factor (LAEf)

Travel on Interstate 10 (I-10), which is a limited access facility, is excluded from Mobility Fee calculations as I-10 is principally funded and maintained by the Federal Government in coordination with FDOT. To ensure development that generates new person travel demand is not charged for travel on I-10, a limited access factor has been developed based on 2025 VMT ([Table 2](#)). The limited access evaluation factor (LAEf) of 0.911 is based on 8.9% of VMT occurring on I-10 ([Table 10](#)). 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):

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

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

$$1,244,461 + 120,904 = 1,365,365; (1,244,461 / 1,365,365) = 0.911$$



TABLE 10. LIMITED ACCESS EVALUATION FACTOR (LAEf)

Facility	2025
Arterial & Collector Roads VMT	1,244,461
Limited Access VMT	120,904
Total VMT	1,365,365
Limited Access Evaluation Factor (LAEf)	0.911
<i>Source:</i> Growth in Vehicle Miles of Travel (Table 2)	

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 five (5) 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 ([Appendix N](#)). The person miles of travel factor 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 11](#)). The trip purpose data is obtained from the 2022 National Household Travel Survey Data ([Appendix N](#)). 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 O](#)).



TABLE 11. TRIP PURPOSE FACTOR (TPf)

Trip Purpose	Person Miles of Travel (PMT)	Trip Purpose Factor (TPf)
Home	10,792,409,517	0.4008
Work	3,293,643,881	0.1223
Shopping	9,229,973,957	0.3427
Social Recreation	3,614,270,445	0.1342
Total	26,930,297,800	1.0000

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

Person Travel Demand per Land Use (PTDu)

The results of multiplying trip generation rates, percentage of new trips, vehicle trip length, the limited access evaluation factor, the person miles of travel factor, and the trip purpose factor are the establishment of a per unit person travel demand per use ([Appendix O](#)).

The PTDu calculation is illustrated in [Figure 8](#). 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:

$$\begin{aligned} ((TG \times \% NEW) \times VTI) &= VMTu; (((VMTu \times LAEf) \times PMTf) \times TPf) = PTDu \\ ((9.43 \times 1.00) \times 2.82) &= 26.59; (((26.59 \times 0.911) \times 1.56) \times 0.4008) = 15.14 \end{aligned}$$

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FIGURE 8. PERSON TRAVEL DEMAND PER LAND USE (PTDu)

Person Travel Demand per Land Use (PTDu)

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

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

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)

VTL = Vehicle Trip Length by Trip Purpose (Appendix M)

PTD_u = Person Travel Demand per use (Appendix O)

LAEf = Limited Access Evaluation factor of 0.911 (Table 10)

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

TPf = Trip Purpose factor (Table 11)

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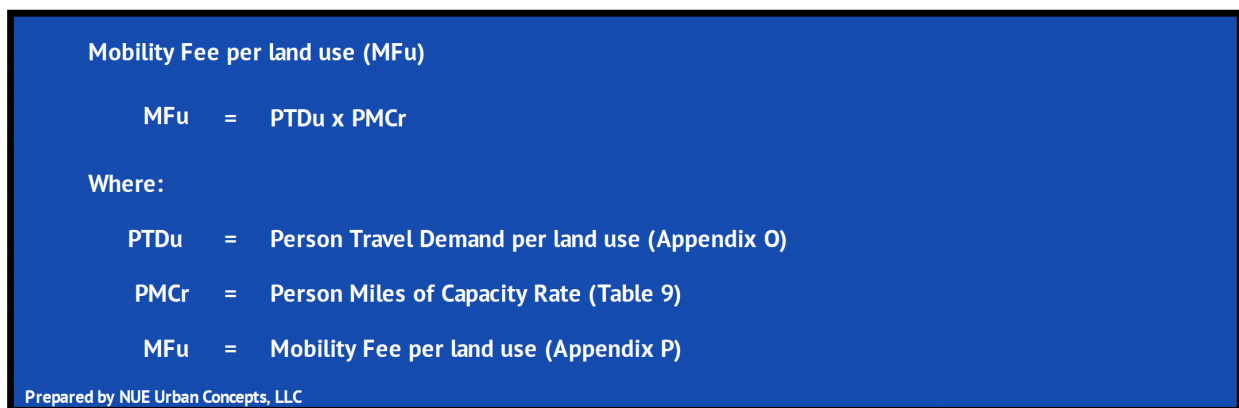
MOBILITY FEE SCHEDULE

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 9](#). The calculated person travel demand for each use (PTDu) represents the full person travel demand impact of that land use within the City ([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 City and allow new development activity to mitigate its impact by payment of a Mobility Fee to the City. The calculation for determining the Mobility Fee per land use is illustrated in [Figure 9](#). The following is an example of the Mobility Fee rate calculation for the single-family detached residential (sfd) dwelling land use.

$$\begin{aligned} &(\text{Person Travel Demand (PTDu)} \times \text{Person Miles of Capacity Rate (PMCr)}) = \text{Mobility Fee (MFsfd)}; \\ &(15.14 \times \$138.8) = \$2,095 \end{aligned}$$

FIGURE 9. MOBILITY FEE CALCULATION



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



Mobility Plan & Mobility Fee

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 City Comprehensive Plan and the ITE Trip Generation Manual. These category 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 (Afterschool, Day Care, K-12, Pre-K Trade School, Tutor) 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 10**):



FIGURE 10. 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 = (Centers, Place of Assembly or Worship, 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, recreation, industrial, and office use categories in the proposed schedule represent the most common land use classifications. The retail land use classifications are less aggregated. Thirteen (13) 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).



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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. = \$5,162

Mobility Fee for a bank drive-thru (MFbdt) per lane = \$7,356

Bank of 3,000 sq. ft. in size: $3,000 / 1,000 = 3.0$; $3.0 \times \$5,162 = \$15,486$

Bank has two (2) drive-thru lanes: $2 \times \$7,356 = \$14,712$

3,000 sq. ft. MFb plus two (2) drive-thru lanes MFbdt: $\$15,486 + \$14,712 = \$30,198$



MOBILITY FEE BENEFIT DISTRICTS

The benefit test of the dual rational nexus test requires that local governments establish defined areas or districts within which mobility fees collected are earmarked for expenditure. The geographic limits of the proposed Mobility Fee Benefit District include both the current City limits and an extra-jurisdictional boundary (**Map B**). The extension of a Mobility Fee Benefit District beyond current City limits was done in recognition that travel demand does not start or stop at City limits (**Map B**).

Having a Mobility Fee Benefit District that extends beyond the City limits ensures that the City can expend Mobility Fees on multimodal projects identified in the Mobility Plan outside the City limits that cross enclaves or terminate at logical endpoints. It also allows the City to address extra jurisdictional impacts and to work in a cooperative manner with the County and FDOT to partially fund multimodal projects that would provide a mobility benefit to new development that pays the mobility fee. The extended boundaries also ensure the ability of the City to fund multimodal projects across enclaves and in surrounding areas to provide for continuity and connectivity.

To advance multimodal projects and to form public / private partnerships, the City may elect to establish a development specific mobility fee benefit district. A development specific benefit district would accommodate instances where new development advances multimodal projects within a defined area. The benefit district could be a tool to collect mobility fees from various end users within a defined development and reimburse the new development that advanced the mobility project with mobility fees collected within the benefit district.

The benefit district could also include unaffiliated third party development activity within a defined area that would pay its mobility fee, and the City would reimburse the development that provided a mobility benefit outside of the limits of its development boundary. Any development specific benefit district would be established through a developer agreement between the City and the new development. The agreement would address the limits of the district, development specific collection of mobility fees, utilization of credit, or reimbursement to the developer.

The City will be required to establish a mobility fee special revenue account. Special revenue fund accounts ensure that mobility fees are expended within the Benefit District and are appropriately accounted for to address annual State mandated audit requirements for Mobility Fee collections and expenditures. A special revenue fund account would need to be established for any subsequent benefit districts.



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 City.

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,



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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.

Impact shall mean any new development activity that results in an increase in person travel demand above the demand generated by the existing use of property.

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.



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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.

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.

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 City of Crestview Mobility Plan and Mobility Fee Technical Report dated March 2025 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.



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Mobility Plan shall mean a forward looking transportation plan that identifies multimodal projects within the City to meet existing and future travel demand and serves as the basis for the City's mobility fee. The Mobility Plan, prepared by NUE Urban Concepts, LLC, identifies multimodal projects within the City to meet future person travel demand between 2025 and 2045 and serves as the basis for the City's Mobility Fee. The Mobility Plan is subject to periodic updates and at a minimum shall be updated every five years.

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 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.



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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 Project shall mean corridor and intersection improvements such as bike lanes, buffered bike lanes, high visibility crosswalks, intersections, interchanges, landscape, shared-use paths or multi-use trails, overpasses or underpasses, roads, sidewalks, and streets. Projects include streetscape improvements such as hardscape, landscape, lighting, and pavers. Multimodal projects also include mobility programs to implement the mobility plan including counts, grants, plans, services, studies, and surveys. Projects also include new or additional road travel lanes and turn lanes, upgrade of roads that results in a change in functional classification of the road, complete, curbside, and low speed streets, new or upgraded traffic signals or roundabouts, 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.

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)



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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) City 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 impact to the transportation system.

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.



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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, vehicle trip length, limited access 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 City.

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.



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 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



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Mobility Fees per these parks will 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 may be 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 City's Comprehensive Plan or Land Development Regulations. Any defined term in this Technical Report does not supersede definitions in the City'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.



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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.

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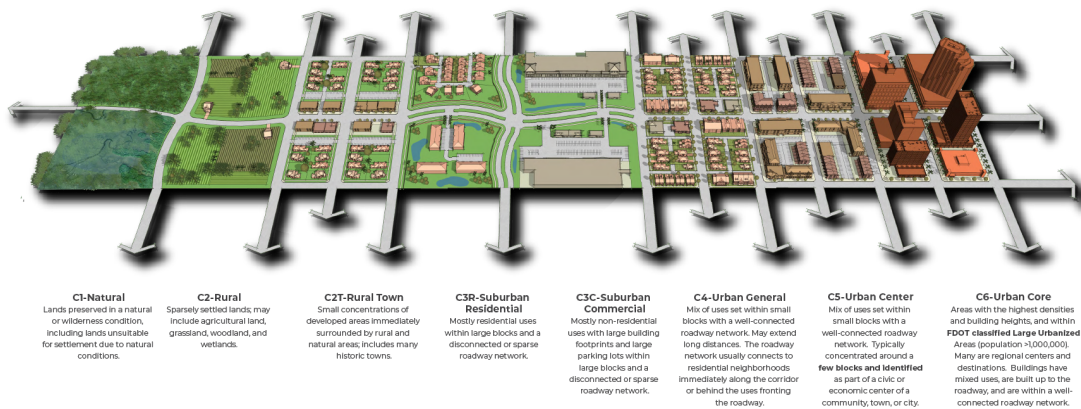


RECOMMENDED NEXT STEPS

The adoption of the Mobility Plan and Mobility Fee requires additional tasks to administer and implement. The following are recommended next steps that the City should consider:

- (1) **Comprehensive Plan Amendment:** Within one year from the date of adoption of the Mobility Fee Ordinance, the City will need to amend the Comprehensive Plan to recognize adoption of the Mobility Plan and Mobility Fee and amend applicable goals, objectives, and policies. The amendments should also evaluate the integration of street, multimodal, and transit quality of service (QOS) standards into the Comprehensive Plan. The City would utilize the most recent multimodal data and QOS standards to consider establishing baseline existing conditions as part of the Data, Inventory, and Analysis to develop performance measures. The City should also consider implementing FDOT's Context Classification and expand on the initial application of FDOT's Context Classification that has already been undertaken as part of the mobility plan (Figure 11).

Figure 11. FDOT's Context Classification



- (2) **Okaloosa County Interlocal Agreement:** HB 479 requires that municipalities and counties enter into an interlocal agreement to address transportation mitigation consistent with the requirements of Florida Statute Section 163.3180. Since the County and City both have mobility plans and mobility fees, the interlocal agreement can be as simple as both local governments agreeing to coordinate planning for multimodal projects. The interlocal agreement may want to also address the expenditure of mobility fees to advance multimodal projects outside current City limits that may be annexed the future or provide a mobility benefit to City residents and businesses.



- (3) **FDOT, Okaloosa-Walton Transportation Planning Organization (TPO) Coordination:** The City of Crestview should begin discussions with FDOT and the Okaloosa-Walton TPO on integrating the mobility projects into any subsequent updates of the 2050 LRTP. The coordination should also address the incorporation of mobility projects into existing funded and planned projects, and the pursuit of funding for mobility projects through existing or upcoming grant and funding request opportunities.
- (4) **Future Planning Considerations:** The Mobility Plan contains a component for future planning considerations comprised of various mobility projects that require additional coordination between the City, County, and FDOT. These mobility projects include functional classification upgrades to existing roadways, complete street reconstruction of existing roadways, and new complete streets ([Map E](#)).

Many of these projects are located in unincorporated County that may or may not eventually annex into the City. The City should consider strategic pursuit of annexations of unincorporated Okaloosa County adjacent to or forming enclaves within the City. These areas are using the transportation system within the City and annexations allow the City to better coordinate mobility projects and impacts from new development. The corridors for future planning consideration are not adopted projects as part of the Mobility Plan ([Map E](#)). Should these projects be advanced, they would likely be reflected in future updates of the Mobility Plan or be included in the Capital Improvements Program.

- (5) **Service Charge Study:** Crestview should also consider undertaking a service charge study for administering and implementing its mobility fee, along with its other impact fees. Florida Statute limits administrative charges to the cost of administering and implementing mobility fees. The service charge study would provide a factual basis for assessment of a service charge to offset administrative cost. The service charge would address future updates and application fees for special studies, request for credits or offsets, and special assessments.
- (6) **Administrative Manual:** Crestview should consider developing an administrative manual that establishes administrative procedures to administer and implement the mobility plan, and mobility fees. The mobility fee ordinance addresses big picture legal and statutory requirements. The Administrative Manual would govern day to day administration and provide the City with continuity of service.



CONCLUSION

The City of Crestview Mobility Fee is based on the multimodal projects in the Mobility Plan. The future travel demand analysis provided in this Technical Report clearly demonstrates there is significant growth in travel demand projected within the City. The Mobility Plan establishes the framework over the next 20 years to move people, provide choices, and meet future travel demand through expansion of the City's multimodal transportation system by adding, sidewalks, shared-use paths, intersection improvements, interchanges, pedestrian crossings and a pedestrian overpass, ADA improvements, new complete streets, and additional road capacity.

Mobility Plan implementation projects have been included in the 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 City will annually update its Capital Improvement Program to reflect current needs and projected revenues.

The City'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 Mobility Plan projects are based on the projected increase in person miles of travel between 2025 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 City's transportation system, consistent with Florida Statute Sections 163.3180 and 163.31801.

The Mobility Fee will be assessed on new development activity within the City's Mobility Fee Assessment Area (**Map A**). The implementation of the Mobility Fee Benefit District, 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 a specific revenue fund for the Mobility Fee Benefit District (**Map B**).



Mobility Plan & Mobility Fee

The City will determine how Mobility Fee revenues are allocated and expended through its annual Capital Improvements Program. Mobility Fee revenues may be expended on multimodal projects identified in the Mobility Plan or the City's Capital Improvements Program. Mobility Plan implementation projects have been included as part of the Mobility Plan in recognition that the City'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.

Within one year from the date of adoption of the Mobility Plan and Mobility Fee, the City will need to amend its Comprehensive Plan. The amendment is necessary to ensure that the Comprehensive Plan is consistent with requirements of Florida Statute Sections 163.3164, 163.3177, 163.3180, and 163.31801.

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 City. The City of Crestview Mobility Plan and Mobility Fee meet all legal requirements and are consistent with the requirements of Florida Statute Sections 163.3180, 163.31801 and Florida Statute Chapter 380.

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CITY OF CRESTVIEW

Maps

MARCH 2025



Mobility Plan & Mobility Fee

MAPS

- Map A. Mobility Fee Assessment Area**
- Map B. Mobility Fee Benefit District**
- Map C. Mobility Study Area**
- Map D. Mobility Plan: Corridors & Intersections**
- Map E. Future Planning Considerations: Crestview-North Okaloosa Corridors**



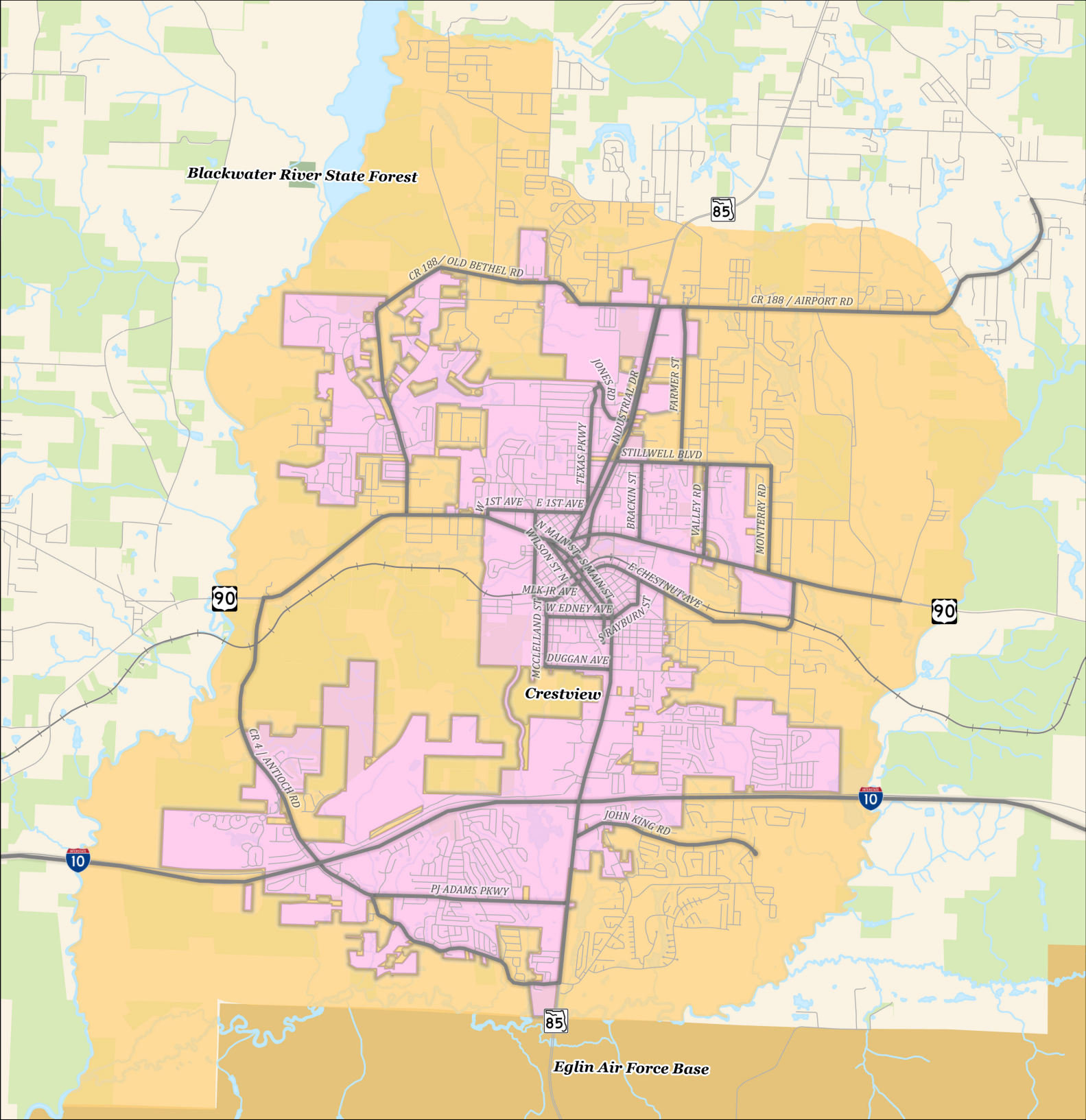
Mobility Plan & Mobility Fee

Map A

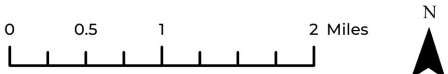
Mobility Fee Assessment Area

City of Crestview Mobility Plan and Mobility Fee

Mobility Fee Assessment Area



- Road Network
- Assessment Area
- Area Assessed if Portions Annexed
- Greenspace
- Unincorporated Okaloosa County
- City Limits





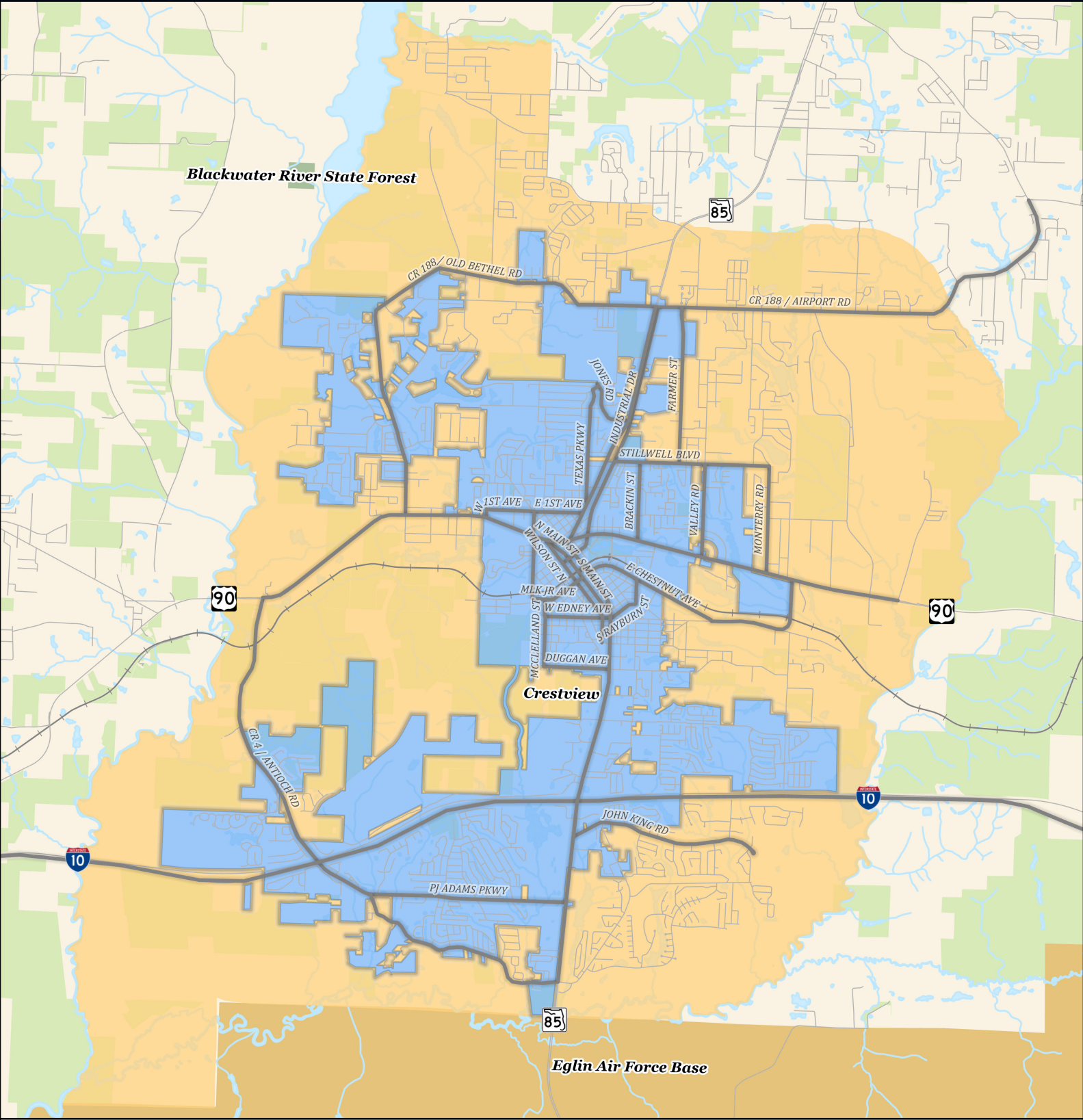
Mobility Plan & Mobility Fee

Map B

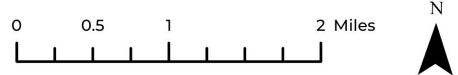
Mobility Fee Benefit District

City of Crestview Mobility Plan and Mobility Fee

Mobility Fee Benefit District



- Road Network
- Benefit District
- Extra Jurisdictional Benefit District
- Greenspace
- Unincorporated Okaloosa County
- City Limits



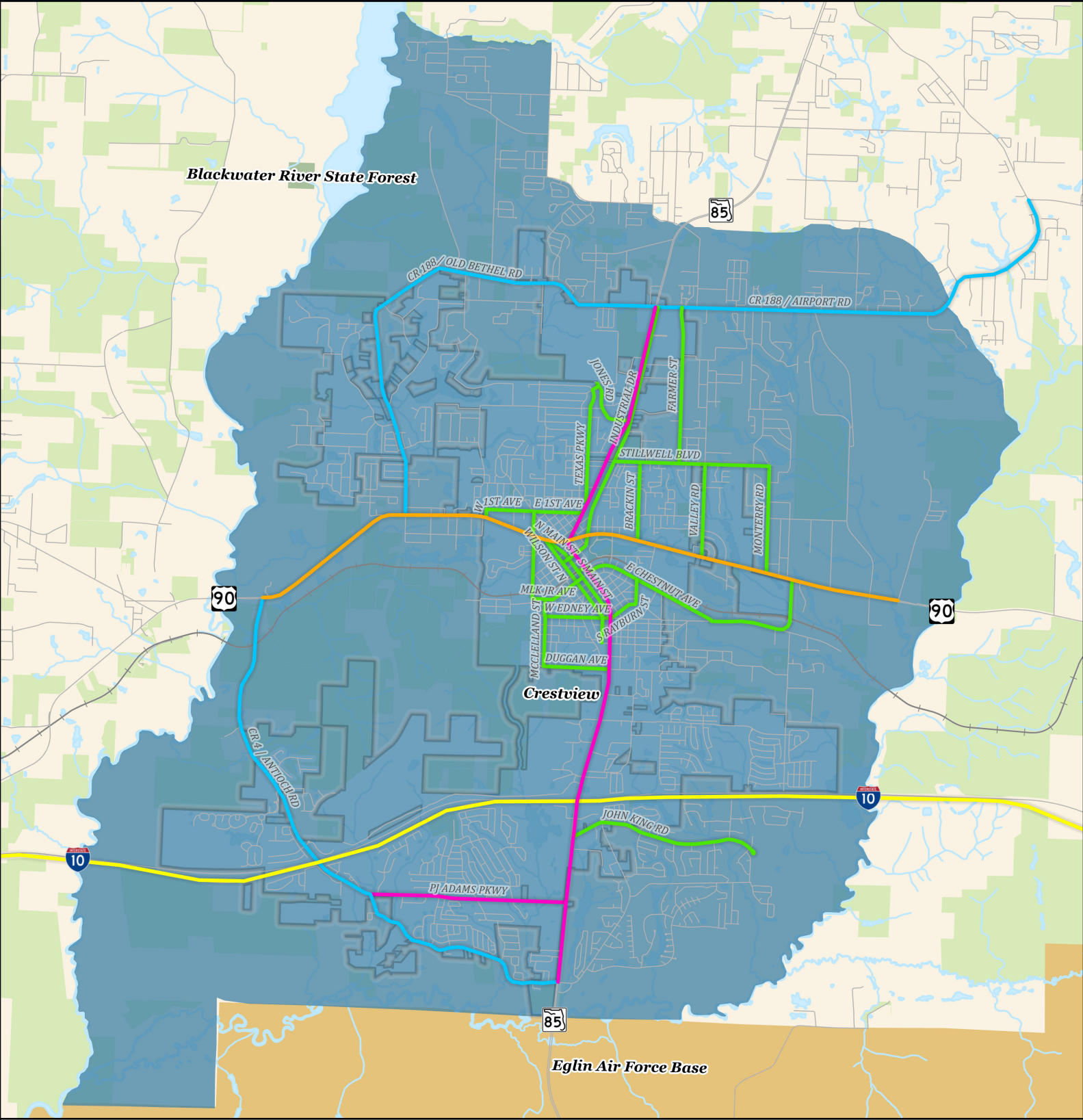


Map C

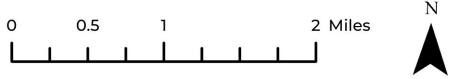
Mobility Study Area

City of Crestview Mobility Plan and Mobility Fee

Mobility Study Area and Road Network



- Limited Access
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Mobility Study Area (Including City Limits)
- Greenspace
- Unincorporated Okaloosa County
- City Limits





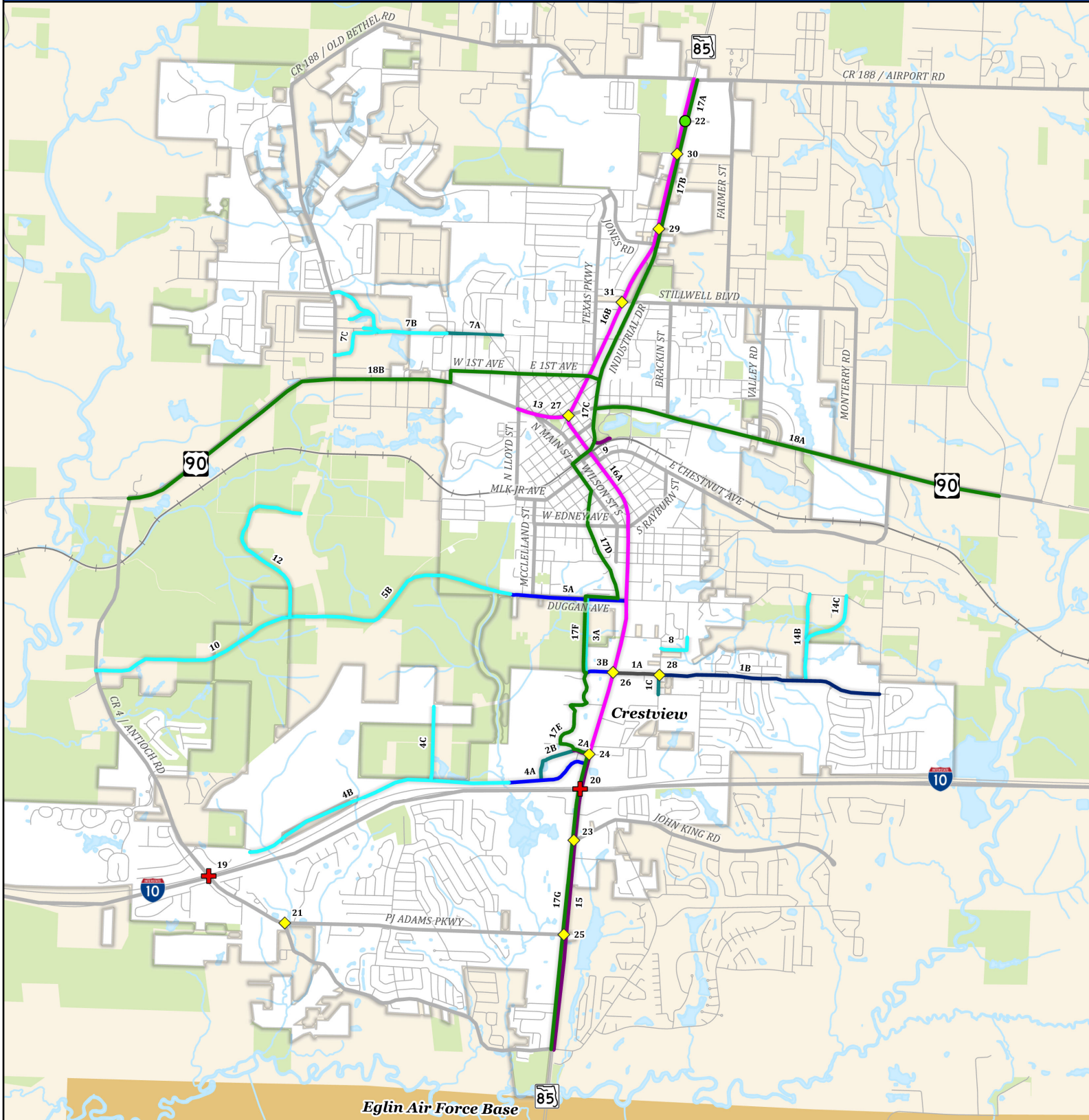
Mobility Plan & Mobility Fee

Map D

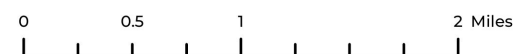
Mobility Plan: Corridors & Intersections

City of Crestview Mobility Plan and Mobility Fee

Corridors and Intersections



- | | |
|--------------------------------|-----------------------------------|
| Sidewalk Improvement | Completed Complete Street Upgrade |
| Complete Street Upgrade | Intersection Improvement |
| Road Capacity Improvement | Interchange |
| New Complete Street | Pedestrian Access |
| Corridor Management Study | Greenspace |
| Shared-Use Path | Unincorporated Okaloosa County |
| Completed Sidewalk Improvement | City Limits |



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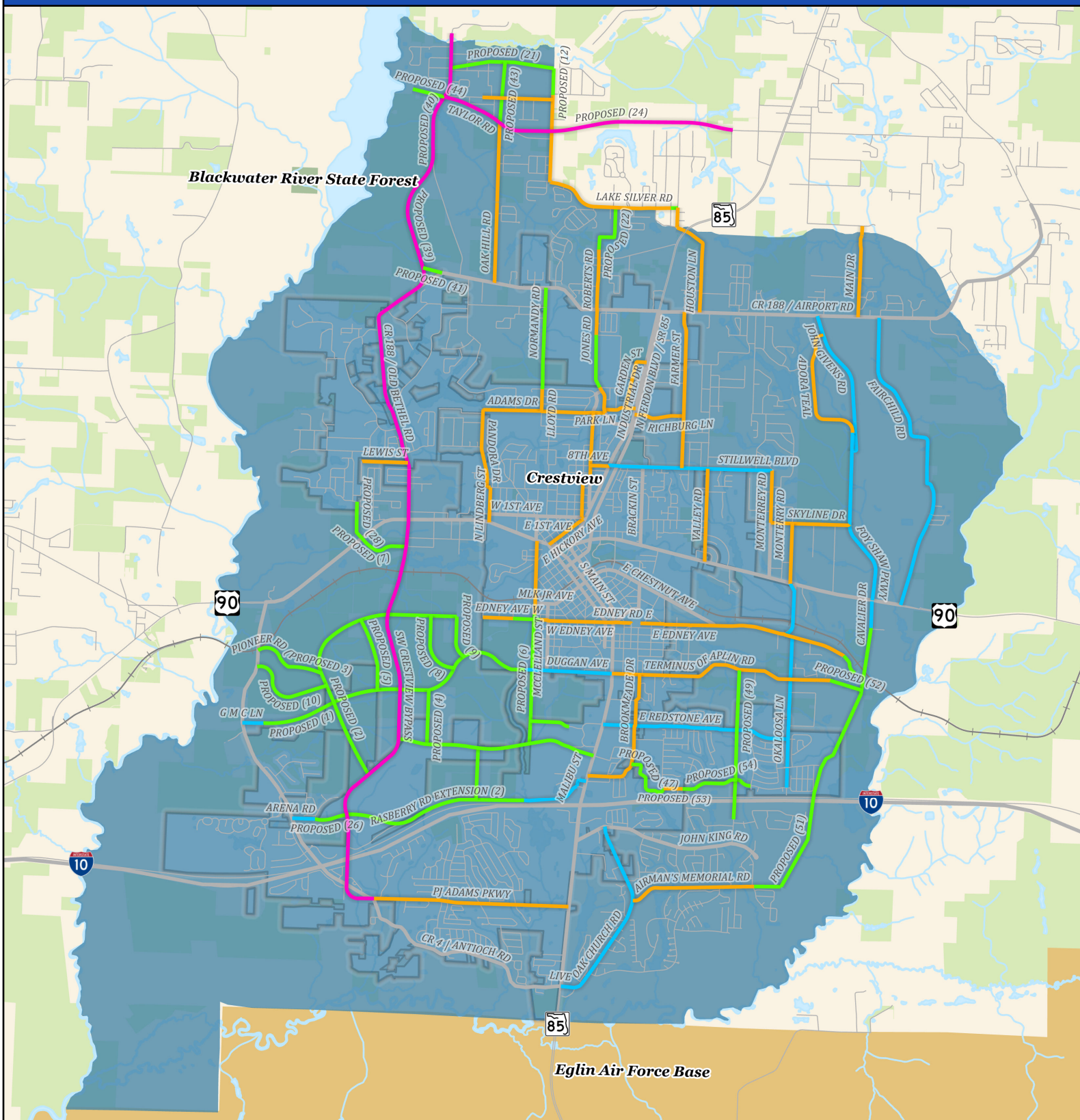


Map E

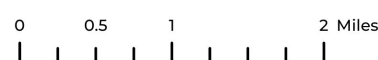
Future Planning Considerations: Crestview-North Okaloosa Corridors

City of Crestview Mobility Plan and Mobility Fee

Crestview-North Okaloosa Corridors



- Future Arterial
- Complete Street Reconstruction
- New Complete Street
- Functional Class Upgrade
- Mobility Study Area (Including City Limits)
- Greenspace
- Unincorporated Okaloosa County
- City Limits



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Produced by: NUE Urban Concepts, LLC (2025)



CITY OF CRESTVIEW

APPENDICES

MARCH 2025



APPENDICES

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- 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: Corridors**
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- Appendix K. Mobility Plan: Programs**
- 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 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
- Accessing Comprehensive Plans and Plan Amendments (Florida Papers)
- ORC 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 [↗](#)



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<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

(Florida Statute Section 163.31801)

2024 Florida Statutes

[< Back to Statute Search](#)

Title XI COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS

Chapter 163 INTERGOVERNMENTAL PROGRAMS

SECTION 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. 1006.25, 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 Fee Study Area		Limited Access		Total	
Year	Vehicle Miles of Travel (VMT)	Year	Vehicle Miles of Travel (VMT)	Year	Vehicle Miles of Travel (VMT)
2015	1,054,815	2015	104,015	2015	1,158,830
2016	1,072,400	2016	105,592	2016	1,177,992
2017	1,090,278	2017	107,193	2017	1,197,471
2018	1,108,455	2018	108,818	2018	1,217,272
2019	1,126,934	2019	110,467	2019	1,237,401
2020	1,145,721	2020	112,142	2020	1,257,863
2021	1,164,821	2021	113,842	2021	1,278,664
2022	1,184,240	2022	115,568	2022	1,299,808
2023	1,203,983	2023	117,320	2023	1,321,303
2024	1,224,055	2024	119,099	2024	1,343,153
2025 (Mobility Fee Base)	1,244,461	2025	120,904	2025	1,365,365
2026	1,265,208	2026	122,737	2026	1,387,945
2027	1,286,300	2027	124,598	2027	1,410,898
2028	1,307,744	2028	126,487	2028	1,434,231
2029	1,329,546	2029	128,405	2029	1,457,950
2030	1,351,711	2030	130,351	2030	1,482,062
2031	1,374,245	2031	132,327	2031	1,506,573
2032	1,397,155	2032	134,334	2032	1,531,489
2033	1,420,447	2033	136,370	2033	1,556,818
2034	1,444,128	2034	138,438	2034	1,582,565
2035	1,468,203	2035	140,536	2035	1,608,739
2036	1,492,680	2036	142,667	2036	1,635,347
2037	1,517,564	2037	144,830	2037	1,662,394
2038	1,542,864	2038	147,025	2038	1,689,889
2039	1,568,585	2039	149,254	2039	1,717,839
2040	1,594,735	2040	151,517	2040	1,746,252
2041	1,621,321	2041	153,814	2041	1,775,135
2042	1,648,350	2042	156,146	2042	1,804,496
2043	1,675,830	2043	158,513	2043	1,834,343
2044	1,703,768	2044	160,916	2044	1,864,685
2045 (Future Year)	1,732,172	2045	163,356	2045	1,895,528
Source: Northeast Florida Regional Travel Demand Model. Mobility Study Area growth rate 1.67%. Limited access VMT reflects the portion of I-10 within the City of Crestview Limits. The Limited access growth rate is 1.52%					



APPENDIX E

2022 National Household Travel Survey Data

APPENDIX E: 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	3,932,291,682	1.60	10,792,409,517	1.56	2.74	2,463,630,415	6,939,214,919	2.82	1.23
WORK	1,188,581,608	1.39	3,293,643,881	1.30	2.77	855,210,334	2,526,312,408	2.95	1.25
PERSONAL ERRANDS	1,619,424,573	1.93	3,336,135,398	1.60	2.06	840,002,681	2,086,971,077	2.48	2.09
COMMUNITY SERVING	141,594,946	1.91	419,347,708	1.47	2.96	74,141,794	285,226,140	3.85	1.41
SOCIAL / VACATION	328,251,344	1.76	752,937,845	2.06	2.29	186,634,460	366,015,360	1.96	1.16
SCHOOL	281,934,087	1.69	792,330,010	1.56	2.81	166,341,111	507,091,206	3.05	1.00
FAMILY CARE	26,639,230	1.72	59,290,641	2.00	2.23	15,467,349	29,645,321	1.92	2.00
MEDICAL / DENTAL	140,250,315	1.19	477,496,017	1.21	3.40	117,673,642	393,070,220	3.34	1.11
BUY MEALS	834,372,341	1.53	2,308,892,244	1.49	2.77	547,057,372	1,549,449,191	2.83	1.60
BUY GOODS	1,579,055,729	1.57	3,584,946,315	1.66	2.27	1,006,987,932	2,157,169,684	2.14	1.48
EXERCISE	317,077,246	1.67	648,822,440	1.54	2.05	190,246,348	421,085,764	2.21	1.40
RECREATION / ENTERTAINMENT	287,520,465	1.64	464,045,784	1.54	1.61	175,387,484	301,629,760	1.72	2.97
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 5 Miles or Less.									



APPENDIX F

Traffic Characteristics Data

APPENDIX F: CRESTVIEW TRAFFIC CHARACTERISTICS REPORT																							
Name	From Street	To Street	Functional Classification	Context Classification for Complete Streets	Within Municipal Limits	Maintaining Entity	Road Type	Number of Travel Lanes	Speed Limit	Length (miles)	Lane Miles	Street QOS	Road LOS Standard (Existing)	AADT	Daily Capacity	Year Count	Annual Growth Rate	2025 AADT	2025 VMT	2025 VMC	2045 AADT	2045 VMT	2045 VMC
BRACKIN ST	STILLWELL BLVD	US 90/SR 10/EAST JAMES LEE BLVD	Minor Collector	C3R	Yes	City	2U	2	25	0.75	1.50	A	D	2,200	7,260	2023	1.67%	2,300	1,725	5,445	3,200	2,400	5,445
CR 4/ANTIOCH RD	US 90/SR 10/WEST JAMES LEE BLVD	BEL AIRE DR	Major Collector	C2T	Partial	County	2U	2	35	2.62	5.24	C	D	10,900	12,600	2023	1.67%	11,300	29,606	33,012	15,700	41,134	33,012
CR 4/ANTIOCH RD	BEL AIRE DR	PJ ADAMS PKWY	Major Collector	C3R	Yes	County	2U	2	35	0.5	1.00	C	D	10,900	15,680	2023	1.67%	11,300	5,650	7,840	15,700	7,850	7,840
CR 4/ANTIOCH RD	PJ ADAMS PKWY	SR 85/S FERDON BLVD	Major Collector	C2T	Partial	County	2U	2	25	2.25	4.50	A	D	4,800	12,600	2023	1.67%	5,000	11,250	28,350	6,900	15,525	28,350
CR 188/AIRPORT RD	SR 85	POVERTY CREEK RD	Major Collector	C2T	Partial	County	2U	2	45	4.38	8.76	E	D	8,700	12,600	2023	1.67%	9,000	39,420	55,188	12,500	54,750	55,188
CR 188/OLD BETHEL RD	US 90/SR 10/WEST JAMES LEE BLVD	NORMANDY RD	Major Collector	C2T	Partial	County	2U	2	35	3.76	7.52	C	D	6,900	12,600	2023	1.67%	7,100	26,696	47,376	9,900	37,224	47,376
CR 188/OLD BETHEL RD	NORMANDY RD	ENTRANCE OF DAVIDSON MIDDLE SCHOOL	Major Collector	C2T	Partial	County	2U	2	30	0.94	1.88	B	D	5,900	12,600	2023	1.67%	6,100	5,734	11,844	8,500	7,990	11,844
CR 188/OLD BETHEL RD	ENTRANCE OF DAVIDSON MIDDLE SCHOOL	SR 85/S FERDON BLVD	Major Collector	C2T	Partial	County	2D	2	30	0.24	0.48	B	D	5,900	12,600	2023	1.67%	6,100	1,464	3,024	8,500	2,040	3,024
DUGGAN AVE*	SR 85/S FERDON BLVD	MCCLELLAND ST	Minor Collector	C3R	Yes	City	2U	2	25	0.47	0.94	A	D	1,000	7,260	2023	1.67%	1,000	470	3,412	1,400	658	3,412
EAST 1ST AVE*	SR 85/S FERDON BLVD	S. LLOYD ST	Minor Collector	C3R	Yes	City	2U	2	25	0.47	0.94	A	D	1,200	7,260	2023	1.67%	1,200	564	3,412	1,700	799	3,412
WEST 1ST AVE	S. LLOYD ST	US 90/SR 10/WEST JAMES LEE BLVD	Minor Collector	C3R	Yes	City	2U	2	25	0.53	1.06	A	D	2,100	7,260	2023	1.67%	2,200	1,166	3,848	3,000	1,590	3,848
EAST CHESTNUT AVE	SOUTH MAIN ST	US 90/SR 10/EAST JAMES LEE BLVD	Minor Collector	C3R	Yes	City	2U	2	25	2.65	5.30	A	D	500	7,260	2023	1.67%	500	1,325	19,239	700	1,855	19,239
EAST EDNEY AVE	SR 85/S FERDON BLVD	MCCLELLAND ST	Minor Collector	C3R	Yes	City	2U	2	25	0.64	1.28	A	D	1,300	7,260	2023	1.67%	1,300	832	4,646	1,900	1,216	4,646
FARMER ST	AIRPORT RD	STILLWELL BLVD	Minor Collector	C3R	Yes	City	2U	2	25	1.52	3.04	A	D	800	7,260	2023	1.67%	800	1,216	11,035	1,200	1,824	11,035
INDUSTRIAL DRIVE*	AIRPORT RD	MCCASKILL ST	Minor Collector	C3R	Yes	City	2U	2	25	2.41	4.82	A	D	1,750	7,260	2023	1.67%	1,800	4,338	17,497	2,500	6,025	17,497
JOHN KING RD*	SR 85/S FERDON BLVD	TERMINUS WEST OF WINDSOR CIR	Minor Collector	C3C	Partial	County	2U	2	30	2.02	4.04	B	E	1,000	15,190	2023	1.67%	1,000	2,020	30,684	1,400	2,828	30,684
JONES RD	SR 85/S FERDON BLVD	TEXAS PARKWAY	Minor Collector	C3C	Partial	County	2U	2	30	0.41	0.82	B	E	300	15,190	2023	1.67%	300	123	6,228	400	164	6,228
MCCLELLAND ST*	MLK JR AVE	DUGGAN AVE	Minor Collector	C3R	Yes	City	2U	2	25	0.65	1.30	A	D	1,000	7,260	2023	1.67%	1,000	650	4,719	1,400	910	4,719
MAIN STREET*	US 90/SR 10/WEST JAMES LEE BLVD	BOOKER ST	Minor Collector	C3R	Yes	City	2U	2	25	0.41	0.82	A	D	3,500	7,260	2023	1.67%	3,600	1,476	2,977	5,000	2,050	2,977
SOUTH MAIN STREET*	BOOKER ST	SR 85/S FERDON BLVD (VIA FIELD AVE E)	Minor Collector	C3R	Yes	City	2U	2	25	0.51	1.02	A	D	2,500	7,260	2023	1.67%	2,600	1,326	3,703	3,600	1,836	3,703
MLK JR AVE	SOUTH MAIN ST	MCDONALD ST	Minor Collector	C3R	Yes	City	2U	2	25	0.37	0.74	A	D	1,100	7,260	2023	1.67%	1,100	407	2,686	1,600	592	2,686
MLK JR AVE	SOUTH MAIN ST	MCDONALD ST	Minor Collector	C3R	Yes	City	2U	2	25	0.37	0.74	A	D	1,100	7,260	2023	1.67%	1,100	407	2,686	1,600	592	2,686
MLK JR AVE	MCDONALD ST	S. LLOYD ST	Minor Collector	C3R	Yes	City	2U	2	25	0.19	0.38	A	D	1,600	7,260	2023	1.67%	1,700	323	1,379	2,300	437	1,379
MONTERREY RD*	STILLWELL BLVD	US 90/SR 10/EAST JAMES LEE BLVD	Minor Collector	C3R	Yes	City	2U	2	25	1.15	2.30	A	D	2,250	7,260	2023	1.67%	2,300	2,645	8,349	3,200	3,680	8,349
NORTH LLOYD ST*	EAST 1ST AVE	US 90/SR 10/WEST JAMES LEE BLVD	Minor Collector	C3R	Yes	City	2U	2	25	0.23	0.46	A	D	1,000	7,260	2023	1.67%	1,000	230	1,670	1,400	322	1,670
SOUTH LLOYD ST*	US HWY 90	MLK JR AVE	Minor Collector	C3R	Yes	City	2U	2	25	0.59	1.18	A	D	1,000	7,260	2023	1.67%	1,000	590	4,283	1,400	826	4,283
OAKDALE AVE EAST*	MCCASKILL ST	WILSON ST NORTH	Minor Collector	C3R	Yes	City	2U	2	25	0.28	0.56	A	D	1,250	7,260	2023	1.67%	1,300	364	2,033	1,800	504	2,033
P J ADAMS PKWY	CR 4 / ANTIOCH RD	SR 85/S FERDON BLVD	Principal Arterial	C3C	Yes	County	4D	4	45	1.87	7.48	E	D	18,300	32,670	2023	1.67%	18,900	35,343	61,093	26,300	49,181	61,093
SOUTH RAYBURN ST	EAST CHESTNUT AVE	SR 85/S FERDON BLVD	Minor Collector	C3R	Yes	City	2U	2	25	0.19	0.38	A	D	150	7,260	2023	1.67%	200	38	1,379	200	38	1,379
WILSON ST NORTH*	US 90/SR 10/WEST JAMES LEE BLVD	BOOKER ST	Minor Collector	C3R	Yes	City	2U	2	25	0.41	0.82	A	D	2,500	7,260	2023	1.67%	2,600	1,066	2,977	3,600	1,476	2,977
SOUTH WILSON ST*	BOOKER ST	EDNEY AVE EAST	Minor Collector	C3R	Yes	City	2U	2	25	0.52	1.04	A	D	1,500	7,260	2023	1.67%	1,600	832	3,775	2,200	1,144	3,775
SOUTH WILSON ST*	EDNEY AVE EAST	WILLIAMS AVE	Minor Collector	C3R	Yes	City	2U	2	25	0.24	0.48	A	D	500	7,260	2023	1.67%	500	120	1,742	700	168	1,742
STILLWELL BLVD	SR 85/S FERDON BLVD	VALLEY RD	Minor Collector	C3R	Yes	City	2U	2	25	0.95	1.90	A	D	3,700	7,260	2023	1.67%	3,800	3,610	6,897	5,300	5,035	6,897
STILLWELL BLVD*	VALLEY RD	MONTERREY RD	Minor Collector	C3R	Yes	City	2U	2	25	0.89	1.78	A	D	2,250	7,260	2023	1.67%	2,300	2,047	6,461	3,200	2,848	6,461
TEXAS PARKWAY	JONES RD	SR 85/S FERDON BLVD	Minor Collector	C3R	Yes	City	2U	2	25	0.92	1.84	A	D	300	7,260	2023	1.67%	300	276	6,679	400	368	6,679
VALLEY RD	STILLWELL BLVD	US 90/SR 10/EAST JAMES LEE BLVD	Minor Collector	C3R	Yes	City	2U	2	25	0.62	1.24	A	D	3,700	7,260	2023	1.67%	3,800	2,356	4,501	5,300	3,286	4,501
INTERSTATE 10	WALTON COUNTY	SR 85	Limited Access	LAT	Partial	State LA	4D	4	70	10.72	42.88	E	D	26,500	70,300	2023	1.52%	27,300	292,656	753,616	36,900	395,568	753,616
INTERSTATE 10	SR 85	LOG LAKE RD	Limited Access	LAT	Partial	State LA	4D	4	70	11.23	44.92	E	D	32,500	70,300	2023	1.52%	33,500	376,205	789,469	45,300	508,719	789,469

APPENDIX F: CRESTVIEW TRAFFIC CHARACTERISTICS REPORT																							
Name	From Street	To Street	Functional Classification	Context Classification for Complete Streets	Within Municipal Limits	Maintaining Entity	Road Type	Number of Travel Lanes	Speed Limit	Length (miles)	Lane Miles	Street QOS	Road LOS Standard (Existing)	AADT	Daily Capacity	Year Count	Annual Growth Rate	2025 AADT	2025 VMT	2025 VMC	2045 AADT	2045 VMT	2045 VMC
SR 85	CR 4/ANTIOCH RD	PJ ADAMS PKWY	Principal Arterial	C2	No	State	4D	4	45	0.77	3.08	E	D	41,000	55,701	2023	1.50%	42,200	32,494	42,890	56,900	43,813	42,890
SR 85/S FERDON BLVD	PJ ADAMS PKWY	JOHN KING RD	Principal Arterial	C2T	Partial	State	4D	4	45	0.64	2.56	E	D	42,000	32,970	2023	1.67%	43,400	27,776	21,101	60,500	38,720	21,101
SR 85/S FERDON BLVD	JOHN KING RD	INTERSTATE 10	Principal Arterial	C3C	Yes	State	4D	4	45	0.31	1.24	E	D	50,500	38,430	2023	1.67%	52,200	16,182	11,913	72,700	22,537	11,913
SR 85/S FERDON BLVD	INTERSTATE 10	MIRAGE AVE	Principal Arterial	C2T	Yes	State	4D	4	45	0.29	1.16	E	D	44,000	32,970	2023	1.67%	45,500	13,195	9,561	63,300	18,357	9,561
SR 85/S FERDON BLVD	MIRAGE AVE	W REDSTONE AVE	Principal Arterial	C2T	Yes	State	4D	4	45	0.34	1.36	E	D	44,000	32,970	2023	1.67%	45,500	15,470	11,210	63,300	21,522	11,210
SR 85/S FERDON BLVD	W REDSTONE AVE	E CANE AVE	Principal Arterial	C2T	Yes	State	4D	4	45	1.29	5.16	E	D	47,000	31,400	2023	1.67%	48,600	62,694	40,506	67,700	87,333	40,506
SR 85/S FERDON BLVD	E CANE AVE	US 90/SR 10	Principal Arterial	C2T	Yes	State	4D	4	35	0.79	3.16	C	D	41,500	31,400	2023	1.67%	42,900	33,891	24,806	59,700	47,163	24,806
SR 85/N FERDON BLVD	US 90/SR 10	LONG DR	Principal Arterial	C2T	Yes	State	4D	4	35	0.57	2.28	C	D	29,500	31,400	2023	1.67%	30,500	17,385	17,898	42,500	24,225	17,898
SR 85	LONG DR	JONES RD	Principal Arterial	C2T	Partial	State	4D	4	35	0.72	2.88	C	D	29,500	31,400	2023	1.67%	30,500	21,960	22,608	42,500	30,600	22,608
SR 85	JONES RD	CR 188/AIRPORT RD	Principal Arterial	C2T	Partial	State	4D	4	45	1.13	4.52	E	D	28,500	32,970	2023	1.67%	29,500	33,335	37,256	41,000	46,330	37,256
US 90/SR 10/WEST JAMES LEE BLVD	CR 4/ANTIOCH RD	OLD BETHEL RD	Minor Arterial	C2	Partial	State	4D	4	55	1.63	6.52	E	D	16,900	55,700	2023	1.67%	17,500	28,525	90,791	24,300	39,609	90,791
US 90/SR 10/WEST JAMES LEE BLVD	OLD BETHEL RD	LINDBERG ST	Minor Arterial	C2T	Partial	State	4TWLT	4	35	0.78	3.12	C	D	20,500	31,400	2023	1.67%	21,200	16,536	24,492	29,500	23,010	24,492
US 90/SR 10/WEST JAMES LEE BLVD	LINDBERG ST	N WILSON ST	Minor Arterial	C2T	Yes	State	4TWLT	4	35	0.62	2.48	C	D	22,500	31,400	2023	1.67%	23,300	14,446	19,468	32,400	20,088	19,468
US 90/SR 10/WEST JAMES LEE BLVD	N WILSON ST	SR 85/N FERDON BLVD	Minor Arterial	C2T	Yes	State	4TWLT	4	35	0.22	0.88	C	D	17,200	31,400	2023	1.67%	17,800	3,916	6,908	24,800	5,456	6,908
US 90/SR 10/EAST JAMES LEE BLVD	SR 85/N FERDON BLVD	BRACKIN ST	Minor Arterial	C2T	Yes	State	4TWLT	4	35	0.68	2.72	C	D	10,600	31,400	2023	1.67%	11,000	7,480	21,352	15,300	10,404	21,352
US 90/SR 10/EAST JAMES LEE BLVD	BRACKIN ST	FAIRCHILD RD	Minor Arterial	C2T	Partial	State	4D	4	45	2.57	10.28	E	D	13,000	31,400	2023	1.67%	13,400	34,438	80,698	18,700	48,059	80,698
Source: Traffic data obtained from Florida Department of Transportation website, Okaloosa County, and field collected. LOS Standards based on FDOT District 3 Level of Service, adopted 2020 Comprehensive Plan for Crestview and Okaloosa County, or LOS "D". Context classification and daily capacity from FDOT 2023 Quality /Level of Service Handbook Service Volume Tables. Growth Factors of 1.67% (Crestview) and 1.52% (Limited Access) based on FDOT District 3 Northwest Florida Regional Planning Model Version. Roadway with an "*" indicate that the AADT was estimated. 2025 AADT projected from base year of traffic count (2023) multiplied by the annual application of the model growth factor. 2025 and 2045 AADT rounded to the nearest 10th. VMT is length x AADT. VMC is length x Daily Capacity. 2045 AADT and VMT derived by applying growth rates.																							



APPENDIX G

FDOT 2023

Generalized Daily Service Volumes

Appendix B: Florida's Generalized Service Volume Tables

Limited Access

Freeway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760

Peak Hour Two-Way

	B	C	D	E
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200

AADT

	B	C	D	E
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900

(Core
Urbanized)

	B	C	D	E
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610

	B	C	D	E
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290

	B	C	D	E
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300

(Urbanized)

	B	C	D	E
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800

	B	C	D	E
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820

	B	C	D	E
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800

(Transitioning)

	B	C	D	E
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

	B	C	D	E
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

	B	C	D	E
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

(Rural)

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

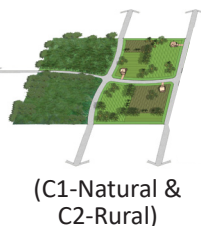
Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

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

	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	**

Peak Hour Two-Way

	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	**

AADT

	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	**



(C3C-Suburban Commercial)



(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 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

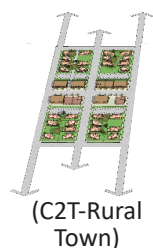
This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* 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

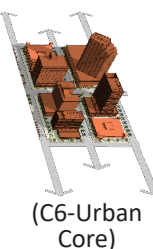
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900



	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

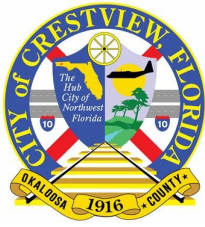
The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
 Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with 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 & Person Miles of Capacity

APPENDIX H: PLANNING LEVEL COST (PLC) & PERSON MILES OF CAPACITY (PMC)

PLC & PMC ID	IMPROVEMENT	PLANNING LEVEL COST (PLC)	PERSON MILES OF CAPACITY (PMC)		
1	New Construction 5' Sidewalk (4" depth)	750,000	3,600		
2	New Construction 6' Sidewalk (6" depth)	1,000,000	4,800		
3	New Construction 8' Multi-Use Path	1,250,000	6,000		
4	New Construction 10' Multi-Use Path	1,500,000	7,200		
5	New Construction 12' Multi-Use Trail	2,000,000	8,400		
6	New Construction 14' Multi-Use Trail	1,448,588	9,600		
7	High Visibility Mid-Block Crossing	450,000	2,400	C3C	C3R
8	New two (2) lane rural road	5,000,000		9,950	10,300
9	New two (2) lane urban street	8,000,000		23,240	24,000
10	New four (4) lane rural road	12,500,000	83,800		
11	New four (4) lane urban street	20,500,000	67,000		
12	Widen two (2) lane to four (4) lane divided (rural)	9,816,008	68,800		
13	Widen two (2) lane to four (4) lane divided (urban)	15,597,169	27,300		
14	Widen four (4) lane to six (6) divided (rural)	15,000,000	41,200		
15	Widen four (4) lane to six (6) divided (urban)	18,500,000	28,100		
16	Upgrade existing two (2) lane	1,250,000		6,050	6,300
17	Upgrade existing four (4) lane	2,250,000	10,800		
18	Upgrade existing six (6) lane	3,500,000	11,700		
19	Intersection Improvement (minor)	1,250,000	2,400		
20	Intersection Improvement (major)	2,500,000	4,800		

Source: Planning Level Cost (PLC) and Person Miles of Capacity (PMC) note indicate the Planning Level Cost (PLC) and Person Miles of Capacity (PMC) assigned to a specific multimodal project on the Corridors Plan (Appendix I) and the Intersections Plan (Appendix J). Planning Level Cost (PLC) are based on the most recent and localized data available from the City, Okaloosa County, and FDOT. Person Miles of Capacity based on Shared-Use Path Level of Service Guide (2006) prepared by the U.S. DOT Federal Highway Administration and the 2023 FDOT Level and Quality of Service Handbook (Appendix G).



Mobility Plan & Mobility Fee

APPENDIX I

Mobility Plan: Corridors

APPENDIX I: CRESTVIEW MOBILITY PLAN CORRIDORS															
Project / Map ID	Facility Name	From	To	Length (Miles)	Project Type	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes (PLC, PMC)	Current Funding Status	Anticipated Funding	Attributable Planning Level Cost (PLC)	Funding Sources
1A	East Redstone Avenue	SR 85	Brookmeade Drive	0.30	Sidewalk Improvement	City	Construct 5' sidewalk on north side of ROW. There is a separate intersection plan project for East Redstone Avenue at Brookmeade Drive.	2025 to 2030	\$225,000	1,080	1	Funded	\$225,000	\$0	Mobility Fees & Other Funds
1B	East Redstone Avenue	Brookmeade Drive	Okaloosa Lane	1.49	Complete Street Upgrade	City	Construct 5' sidewalk on north side of ROW from Brookmeade to Longwood (.39 miles). Upgrade Redstone Avenue with ADA curb ramp, sidewalk, stormwater and surface enhancements, and construct high visibility crossings, intersection and turn lane improvements.	2025 to 2030	\$2,155,000	10,791	1, 16	Funded	\$2,155,000	\$0	Mobility Fees & Other Funds
1C	Brookmeade Drive	East Redstone Avenue	Covell Road	0.13	Sidewalk Improvement	City	Construct 5' wide sidewalk along east side of ROW.	2025 to 2030	\$97,500	468	1	Unfunded	\$0	\$97,500	Mobility Fees & Other Funds
2A	Mirage Avenue	SR 85	Crosson Street	0.25	Road Capacity Improvement	City	Enhance traffic flow and reduce congestion by constructing a raised median on Mirage Avenue from SR 85 to Crosson Street to limit or restrict left turns in and out of existing driveways. Construct a roundabout at the intersection with Crosson Street and either realign Malibu Street to intersect with Crosson Ave or evaluate the construction of a peanut roundabout on Mirage Ave. Coordinate with adjacent commercial land uses to evaluate the feasibility of consolidating or relocating access connections and utilizing a shared drive-able to access properties or accommodate movements restricted due to a raised median. Construct an 8' to 10' wide shared-use path as part of the SR 85 Multimodal Corridor.	2025 to 2030	\$2,812,500	6,300	3, 20	Unfunded	\$0	\$2,812,500	Mobility Fees & Other Funds
2B	Mirage Avenue	Crosson Street	Rasberry Road	0.35	Sidewalk Improvement	City	Construct a 5' to 6' wide sidewalk to accommodate people walking and bicycling. The alignment is proposed to run along the Lowes drive-able between Crosson Street and Rasberry Street due to Mirage ROW on the back side of Lowes being used for back of house operations. The alignment is subject to change based on negotiations with private property owners.	2025 to 2030	\$262,500	1,260	1	Unfunded	\$0	\$262,500	Mobility Fees & Other Funds
3A	Redstone to Duggan Connector	West Redstone Avenue	Duggan Avenue	0.52	New Complete Street	City	Construct a new two (2) lane roadway. Include an 8' to 10' wide shared-use path to accommodate people walking and bicycling as part of the SR 85 Multimodal Corridor. If ROW is constrained, provide a 5' to 6' wide sidewalk.	2025 to 2030	\$4,810,000	15,600	3, 9	Unfunded	\$2,405,000	\$2,405,000	50% to 100% County, Developer, Federal, State & Other Funds
3B	West Redstone Avenue	SR 85	Redstone to Duggan Connector	0.18	Complete Street Upgrade	City	Upgrade West Redstone Avenue with stormwater and surface enhancements, and construct high visibility crossings, intersection and turn lane improvements. Construct an 8' wide multi-use path with ADA compliant curb ramps, if the SR 85 multimodal corridor advances. If ROW or financial resources are constrained, provide a 5' to 6' wide sidewalk.	2025 to 2030	\$485,746	2,862	3, 16	Unfunded	\$0	\$485,746	Mobility Fees & Other Funds
4A	Rasberry Road	SR 85	Rasberry Road Connector	0.22	Complete Street Upgrade	City	Upgrade Rasberry Road with stormwater and surface enhancements, and construct high visibility crossings, intersection and turn lane improvements. Construct an 8' wide shared-use path along Rasberry Road or provide the same type of multimodal facility that is provided on the Rasberry Road Connector.	2025 to 2030	\$593,689	3,498	3, 16	Unfunded	\$0	\$593,689	Mobility Fees & Other Funds
4B	Rasberry Road Connector	Mirage Avenue (Lowes)	SW Bypass	1.86	New Complete Street	City	Construct a new two (2) lane roadway. Include an 8' wide shared-use path to accommodate people walking and bicycling and provide a parallel multimodal alternative to SR 85. If ROW is constrained, provide a 5' to 6' wide sidewalk.	2025 to 2030	\$17,205,000	55,800	3, 9	Unfunded	\$8,602,500	\$8,602,500	50% to 100% County, Developer, Federal, State & Other Funds
4C	Retta Lane Connector	Rasberry Road	Fallen Heroes Way	0.50	New Complete Street	City	Construct a new two (2) lane roadway. Include an 8' wide shared-use path to accommodate people walking and bicycling and provide a parallel multimodal alternative to SR 85. If ROW is constrained, provide a 5' to 6' wide sidewalk.	2025 to 2030	\$4,625,000	15,000	3, 9	Unfunded	\$0	\$4,625,000	Mobility Fees & Other Funds
5A	Duggan Avenue	SR 85	Duggan Avenue Connector	0.77	Complete Street Upgrade	City	Upgrade Duggan Avenue with stormwater and surface enhancements, and construct high visibility crossings, intersection and turn lane improvements. Construct an 8' wide multi-use path with ADA compliant curb ramps. If part of the SR 85 multimodal corridor advances, construct an 8' to 10' wide shared-use path between Bay Street (or SR 85 Multimodal Corridor) and the Redstone to Duggan Connector. If ROW or financial resources are constrained, provide a 5' to 6' wide sidewalk.	2031 to 2040	\$2,077,913	12,243	3, 16	Unfunded	\$0	\$2,077,913	Mobility Fees & Other Funds
5B	Duggan Avenue Connector	Duggan Ave	SW Bypass	1.48	New Complete Street	City	Construct a new two (2) lane roadway. Include an 8' wide shared-use path to accommodate people walking and bicycling and provide a parallel multimodal alternative to SR 85. If ROW is constrained, provide a 5' to 6' wide sidewalk.	2031 to 2040	\$13,690,000	44,400	3, 9	Unfunded	\$6,845,000	\$6,845,000	50% to 100% County, Developer, Federal, State & Other Funds
7A	West North Avenue	Medley Drive	North Avenue Connector	0.48	Sidewalk Improvement	City	Construct a 5' to 6' wide sidewalk to accommodate people walking and bicycling on the south side of ROW to connect to the existing sidewalk on East North Avenue. If the sidewalk shifts to the north side of the ROW due to constraints, construct a high visibility crosswalk.	2031 to 2040	\$360,000	1,728	1	Unfunded	\$0	\$360,000	Mobility Fees & Other Funds
7B	North Avenue Connector	West North Avenue	North Avenue Connector Alternatives	0.48	New Complete Street	City	Construct a new two (2) lane roadway with a 5' to 6' wide sidewalk. Construct a roundabout, if warranted, at Pandora Drive.	2031 to 2040	\$4,440,000	14,400	3, 9	Unfunded	\$2,220,000	\$2,220,000	50% to 100% County, Developer, Federal, State & Other Funds
7C	North Avenue Connector Alternatives	North Avenue Connector	Old Bethel Road	0.39	New Complete Street	City	Evaluate alternative connections to Old Bethel Road. Alternatives include: (1) connection via Higgins Lane and private property; (2) Susan Drive and private property; (3) Hill Drive and private property; or (4) existing natural areas under various ownership. More than one alternative may be feasible, or a fifth alternative may need to be developed upon further evaluation. Opportunity to coordinate with County as part of the Northwest Crestview Bypass and Old Bethel Road improvements.	2031 to 2040	\$3,607,500	11,700	3, 9	Unfunded	\$1,803,750	\$1,803,750	50% to 100% County, Developer, Federal, State & Other Funds
8	Patriot Lane Extension	Patriot Lane	Brookmeade Drive	0.26	New Complete Street	City	Construct two (2) lane local road with a 5' to 6' wide sidewalk. Coordinate with private property owners to evaluate aligning the connection with S. Ferdon Blvd intersection. If alignment with S. Ferdon Blvd is not feasible, shift proposed connection to Brookmeade Drive south consistent with access spacing criteria.	2031 to 2040	\$2,405,000	7,800	3, 9	Unfunded	\$0	\$2,405,000	Mobility Fees & Other Funds
9	North Brett Street Connector	Industrial Drive	Twin Hills Park	0.12	Road Capacity Improvement	City	Extend North Brett Street to the Twin Hills Park and construct a roundabout at the intersection with Industrial Drive. Evaluate the most appropriate route for the SR 85 Multimodal Connector.	2031 to 2040	\$1,850,000	3,636	8, 19	Unfunded	\$0	\$1,850,000	Mobility Fees & Other Funds
10	Antioch Connector	Antioch Road	SW Crestview Bypass	1.62	New Complete Street	City	Construct a new two (2) lane roadway. Include an 8' wide shared-use path with ADA compliant curb ramps to accommodate people walking and bicycling.	2031 to 2040	\$14,985,000	48,600	3, 9	Unfunded	\$7,492,500	\$7,492,500	50% to 100% County, Developer, Federal, State & Other Funds
12	Future School Bypass Road	SW Crestview Bypass	Antioch Connector	1.22	New Complete Street	City	Construct a new two (2) lane roadway. Include an 8' wide shared-use path with ADA compliant curb ramps to accommodate people walking and bicycling.	2031 to 2040	\$11,285,000	36,600	3, 9	Unfunded	\$5,642,500	\$5,642,500	50% to 100% County, Developer, Federal, State & Other Funds
14B	Redstone to Aplin Connector	East Redstone Avenue	Aplin Road	0.58	New Complete Street	City	Construct a new two (2) lane roadway. Include an 8' to 10' wide multi-use path with ADA compliant curb ramps to accommodate people walking and bicycling. Construct a roundabout at the intersection with Aplin Road.	2035 to 2045	\$5,365,000	17,400	3, 9	Unfunded	\$2,682,500	\$2,682,500	50% to 100% County, Developer, Federal, State & Other Funds
14C	Redstone to Aplin Connector Alternative	East Redstone Avenue	Aplin Road	0.46	New Complete Street	City	As an alternative route to Aplin Road, construct a new two (2) lane roadway that intersects with Atwell Road. Include an 8' to 10' wide multi-use path with ADA compliant curb ramps to accommodate people walking and bicycling. Construct a roundabout at the intersection with Aplin Road and Atwell Road.	2035 to 2045	\$4,255,000	13,800	3, 9	Unfunded	\$2,127,500	\$2,127,500	50% to 100% County, Developer, Federal, State & Other Funds

APPENDIX I: CRESTVIEW MOBILITY PLAN CORRIDORS																
Project / Map ID	Facility Name	From	To	Length (Miles)	Project Type	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes (PLC, PMC)	Current Funding Status	Anticipated Funding	Attributable Planning Level Cost (PLC)	Funding Sources	
STATE ROAD MOBILITY PROJECTS																
13	US Hwy 90	SR 85	North Lloyd Street	0.36	Corridor Management Study	State	Conduct a corridor study to identify improvements to enhance access management and realign, reconfigure, or reconstruct the numerous intersections between SR 85 and North Lloyd Street.	2031 to 2040	\$720,000	1,440		Unfunded	\$648,000	\$72,000	90% to 100% Federal & State Funds	
15	SR 85	Antioch Road	Mirage Avenue	2.00	Road Capacity Improvement	State	Widen SR 85 from four (4) to six (6) lanes. Construct a 10' to 12' wide shared-use paths on both sides of the ROW as part of the SR 85 Multimodal Corridor through the City of Crestview. The shared-use paths would replace on-street buffered bicycle lanes and off-street sidewalks. The speeds and travel volumes on SR 85 are too high to encourage on-street bicycle lanes.	2025 to 2035	\$37,000,000	56,200	15	Unfunded	\$35,150,000	\$1,850,000	95% to 100% Federal & State Funds	
16A	SR 85	Mirage Avenue	US Hwy 90	2.45	Corridor Management Study	State	Conduct a corridor study to identify improvements to enhance access management along the corridor to include frontage roads, a parallel roadway system, cross-access connections, shared driveways, reduction of existing access connections, along with intersection capacity, operational, and safety improvements. From Edney Avenue to US Hwy 90, emphasis should be on safety and the feasibility of a raised median or frequent raised medians to enhance safety and reduce crossing distances. The need for pedestrian hybrid beacons (PHBs) should also be evaluated where distances between signalized intersections exceed 1/4 a mile.	2025 to 2035	\$3,675,000	7,350		Unfunded	\$3,307,500	\$367,500	90% to 100% Federal & State Funds	
16B	SR 85	US Hwy 90	Old Bethel Road	2.42	Corridor Management Study	State	Conduct a corridor study to identify improvements to enhance access management along the corridor to include frontage roads, a parallel roadway system, cross-access connections, shared driveways, reduction of existing access connections, along with intersection capacity, operational, and safety improvements.	2025 to 2035	\$3,630,000	7,260		Unfunded	\$3,267,000	\$363,000	90% to 100% Federal & State Funds	
17A	SR 85 Multimodal Corridor	Old Bethel Road	Commerce Drive	0.30	Shared-Use Path	State	The SR 85 Multimodal Corridor provides a safe, convenient, and efficient corridor for people to walk and bicycle along SR 85. SR 85 has limited opportunities to safely accommodate wider sidewalks, paths, or bicycle lanes in a safe and cost effective manner. The traffic volumes and speed limits along SR 85 are too high to safely encourage on-street bicycle lanes. The corridor would run the entire length of the City and connect with a proposed multi-use trail from south of Crestview to Niceville. The SR 85 Multimodal Corridor would also intersect with the proposed US 90 Multimodal Corridor north of Downtown. Construct a 10' to 12' wide shared-use path between SR 85 and Industrial Drive. The path may be split separate 5' to 6' wide paths.	2025 to 2035	\$600,000	2,520	5	Unfunded	\$540,000	\$60,000	90% to 100% Federal & State Funds	
17B	SR 85 Multimodal Corridor	Commerce Drive	Jones Road (1.0 miles south of Richbough Lane)	0.85	Shared-Use Path	City	Either widen the existing sidewalk on the east side of the ROW to a 10' to 12' wide shared-use path between SR 85 and Industrial Drive or construct a new path parallel to the existing sidewalk. The new path would be between 5' and 8' wide.	2025 to 2035	\$850,000	4,080	4	Unfunded	\$765,000	\$85,000	90% to 100% Federal & State Funds	
17C	SR 85 Multimodal Corridor	Jones Road (1.0 miles south of Richbough Lane)	South Wilson Street & Booker Street	1.62	Shared-Use Path	City	Construct an 8' to 12' wide shared-use path between SR 85 and Industrial Drive. Provide high visibility crosswalks where warranted. Construct a pedestrian hybrid beacon (PHB) at the intersection with US Hwy 90. A portion of the multimodal corridor would be shared with the US 90 Multimodal Corridor between US Hwy 90 and East 1st Avenue (.23 miles). A wider shared-use path should be evaluated where both corridors are parallel. The portion along Twin Hills Park could be re-aligned to run through the park.	2025 to 2035	\$2,025,000	6,000	3	Unfunded	\$1,822,500	\$202,500	90% to 100% Federal & State Funds	
17D	SR 85 Multimodal Corridor	South Wilson Street & Booker Street	Duggan Avenue	1.00	Shared-Use Path	City	Construct an 8' to 12' wide shared-use path. The corridor would run along portions of South Wilson Street and Bay Street.	2025 to 2035	\$1,250,000	6,000	3	Unfunded	\$1,125,000	\$125,000	90% to 100% Federal & State Funds	
17E	SR 85 Multimodal Corridor	Duggan Avenue	East Redstone Avenue	1.00	Shared-Use Path	City	Construct an 8' to 12' wide shared-use path. The corridor would run along portions of Duggan Avenue. Parallel to SR 85, the Multimodal Corridor is proposed to run parallel to or with the ROW for the proposed Redstone to Duggan Connector.	2025 to 2035	\$1,250,000	6,000	3	Unfunded	\$1,125,000	\$125,000	90% to 100% Federal & State Funds	
17F	SR 85 Multimodal Corridor	East Redstone Avenue	SR 85 & Mirage Avenue	0.77	Shared-Use Path	City	Construct an 8' to 12' wide shared-use path. The corridor would run along portions of Redstone Avenue, Physician's Drive, Fallen Heroes Ways, Price Gregory Way, Croson Street, and Mirage Avenue.	2025 to 2035	\$962,500	6,000	3	Unfunded	\$866,250	\$96,250	90% to 100% Federal & State Funds	
17G	SR 85 Multimodal Corridor	SR 85 & Mirage Avenue	Antioch Road	2.00	Shared-Use Path	City	Construct 10' to 12' wide shared-use paths along both sides of the ROW. Upgrade the intersection of SR 85 and Mirage Avenue to safely allow for crossing of SR 85.	2025 to 2035	\$6,000,000	14,400	4	Unfunded	\$5,400,000	\$600,000	90% to 100% Federal & State Funds	
18A	US 90 Multimodal Corridor	Foy Shaw Parkway	Industrial Drive	2.78	Shared-Use Path	State	The US 90 Multimodal Corridor provides a safe, convenient, and efficient corridor for people to walk and bicycle along US 90. The Okaloosa Walton 2045 Long Range Transportation Plan (LRTP) includes a proposed 10' to 12' wide shared-use path / multi-use trail along US Hwy 90 through Walton and Okaloosa Counties. The traffic volumes and speed limits along SR 85 are too high to safely encourage on-street bicycle lanes. The corridor would run the entire width of the City. The US 90 Multimodal Corridor would also intersect with the proposed SR 85 Multimodal Corridor north of Downtown. Construct a 10' to 12' wide shared-use path within the existing ROW. Along Northwest Florida State College and Twin Hills Parks, the shared-use path could run outside the ROW to further connect the adjacent land uses, if those land uses consent to publicly accessible easements or ROW for the shared-use path. Construct a pedestrian hybrid beacon (PHB) at US 90 and Industrial Drive.	2025 to 2035	\$4,170,000	7,200	4	Unfunded	\$3,753,000	\$417,000	90% to 100% Federal & State Funds	
18B	US 90 Multimodal Corridor	Industrial Drive	Antioch Road	3.50	Shared-Use Path	State	Construct a 8' to 12' wide shared-use path. A portion of the multimodal corridor would run along the proposed SR 85 Multimodal Corridor between US 90 and East 1st Avenue. The proposed connection to East 1st Avenue would require easements or acquisition of property. As an alternative, the multimodal corridor could be realigned to any of the existing streets between US 90 and East 1st Ave. Construct a pedestrian hybrid beacon (PHB) wherever the US 90 Multimodal Corridor connection to East 1st Ave crosses SR 85. West of SR 85, the multimodal corridor would run along East 1st Avenue to Linberg Street. The corridor would then head south until its intersects with US 90. The multimodal corridor would run along US 90 from Linberg St to Antioch Road.	2025 to 2035	\$5,250,000	7,200	4	Unfunded	\$4,725,000	\$525,000	90% to 100% Federal & State Funds	
Notes: Project / Map ID corresponds to the IDs on the Mobility Plan (Map D). The numbers under the Notes heading correspond to the Planning Level Cost (PLC) and Person Miles of Capacity (PMC) under Appendix H.																



Mobility Plan & Mobility Fee

APPENDIX J

Mobility Plan: Intersections

APPENDIX J: CRESTVIEW MOBILITY PLAN INTERSECTIONS

Project / Map ID	Facility Location	Project Type	Project Type Number	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Current Funding Status	Anticipated Funding	Attributable Planning Level Cost (PLC)	Funding Sources
19	Interstate 10 @ CR 4 (Antioch Rd)	Interchange	14	State	Interchange is currently under construction and funded as part of the greater Crestview Bypass Project.	2036-2040	Under Construction	Under Construction	Funded	Under Construction	\$0	FDOT
20	Interstate 10 @ SR 85	Interchange	14	State	This project involves improving the interchange 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	\$1,160,000	2,400	Unfunded	\$1,044,000	\$116,000	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 Surtax, Federal & State Funds & Other Sources.
21	PJ Adams Parkway @ Antioch Road	Intersection	10	County	Intersection realignment at PJ Adams / Antioch / Crab Apple with signal.	2036-2040	\$3,800,000	4,800	Funded	\$3,800,000	\$0	County Sales Tax, Federal & State Funds
22	SR 85 @ Commerce Drive	Pedestrian Access	16	State	Construct pedestrian overpass to allow pedestrians a safer option to cross SR 85 at Commerce Drive.	2036-2040	\$5,800,000	8,400	Partially Funded	\$5,220,000	\$580,000	Federal & State Funds
23	SR 85 @ John King Road	Intersection	10	County	Add westbound left turns at SR 85. Add receiving lanes for southbound dual left turns from SR 85.	2022-2025	\$1,012,500	2,400	Partially	\$500,000	\$512,500	Sales tax
24	SR 85 @ Mirage Avenue	Intersection	10	State	A major intersection improvement will be constructed at the intersection of SR 85 and Mirage Avenue. This project will improve the intersection of SR 85 and Mirage Avenue to facilitate a safe and efficient travel along the respective roadways.	2036-2040	\$4,500,000	4,800	Unfunded	\$4,050,000	\$450,000	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 Surtax, Federal & State Funds & Other Sources.
25	SR 85 @ PJ Adams Parkway	Intersection	10	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 85 and provide access north to Crestview and south to Niceville and Fort Walton Beach.	2036-2040	\$1,860,312	4,800	Unfunded	\$1,674,281	\$186,031	
26	SR 85 @ Redstone Avenue	Intersection	10	State	A major intersection improvement will be constructed at the intersection of SR 85 and Redstone Avenue. 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	4,800	Unfunded	\$3,375,000	\$375,000	
27	SR 85 @ US Hwy 90	Intersection	10	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	4,800	Unfunded	\$3,375,000	\$375,000	
28	Redstone @ Brookmeade	Intersection	10	City	Evaluate the realignment of Brookmeade Drive and the construction of a traffic signal with left turn lanes and either thru-right to exclusive right turn lanes and thru lanes on all approaches. As an alternative to realignment, turn lanes and a traffic signal, evaluate the construction of a peanut roundabout on East Redstone Avenue to accommodate the existing intersection off-set on Brookmeade Drive.	2024-2025	\$2,500,000	4,800	Unfunded	\$0	\$2,500,000	

APPENDIX J: CRESTVIEW MOBILITY PLAN INTERSECTIONS

Project / Map ID	Facility Location	Project Type	Project Type Number	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Current Funding Status	Anticipated Funding	Attributable Planning Level Cost (PLC)	Funding Sources
29	SR 85 @ Richbourg Lane	Intersection	10	City	Construct a traffic signal at the intersection of SR 85 and Richburg Lane. Add westbound turn lanes on Richburg Lane. Modify existing turn lanes on SR 85. Evaluate the purchase of the existing commercial parcel on the west side of SR 85 to extend Richburg Lane west to Garden Street or evaluate the realignment of Richburg Lane to the north to intersect with Park Lane. This project will improve the intersection of SR 85 and Richburg Lane to facilitate a safe and efficient travel along the respective roadways.	2025-2028	\$2,000,000	4,800	Unfunded	\$1,800,000	\$200,000	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 Surtax, Federal & State Funds & Other Sources.
30	SR 85 @ Garden Street	Intersection	10	City	Construct a westbound approach to the SR 85 and Garden Street intersection through either realignment of 4th Avenue East or the construction of an extension of Garden Street to connect SR 85 and 4th Avenue East. Add an eastbound through lane on Garden Street and upgrade the existing turn lanes on Garden Street. Modify the existing turn lanes on SR 85 to accommodate the additional approach. Upgrade the existing traffic signal to a mast arm with necessary operation and safety enhancements. This project will improve the intersection of SR 85 and Garden St. to facilitate a safe and efficient travel along the respective roadways.	2025-2028	\$3,000,000	4,800	Unfunded	\$2,700,000	\$300,000	
31	SR 85 @ Stillwell Blvd	Intersection	10	City	Realign the intersection of SR 85 with Stillwell Blvd to the east and 8th Avenue to the west. The realignment will likely require the acquisition of ROW. The approaches to SR 85 should at a minimum include exclusive left turn lanes and a shared thru-right lane. Ideally, depending on ROW and the need to acquire additional property, both Stillwell Blvd and 8th Ave would include three approach lanes with exclusive left, thru, and right turn lanes. An alternative to be evaluated would include the realignment of Stillwell Blvd to the north where it would intersect with 9th Ave. This alignment would also require the purchase of ROW and the realignment of 9th Ave. Either alignment will require either upgrades to the existing traffic signal or a new traffic signal and the reconfiguration of travel lanes and turn lanes on SR 85.	2025-2028	\$5,000,000	4,800	Unfunded	\$4,500,000	\$500,000	



APPENDIX K

Mobility Plan: Programs

APPENDIX K: Mobility Plan Programs

Project ID	Project Name	Location	Units of Measure	Project Description	Attributable Planning Level Cost (PLC)	Attributable Person Miles of Capacity (PMC)	PLC & PMC Notes	Timeframe
32	Mobility Plan & Fee Implementation	Citywide	25.00	Update the Comprehensive Plan to reflect the Mobility Plan and adoption of a Mobility Fee. Further explore establishing Quality of Service (QOS) Standards. Evaluate establishment of a traffic count program to evaluate the need for additional mobility projects. Consider development of mobility fee administrative manual or policies and service charges. Actively implement mobility action plan projects and programs. Pursue grant and funding opportunities through the County, Federal and State Programs. Conduct up to 25 grant applications, plans, programs, studies, and updates.	\$1,000,000	2,000		2025 to 2030
33	Mobility Plan Implementation (Sidewalks)	Citywide	2.50	Conduct an inventory of existing sidewalks. Identify gaps in the current network. Establish criteria to prioritize sidewalk construction with an emphasis on safe routes to schools and parks. Evaluate low speed street and traffic calming treatments to make walking and bicycling safer on local streets where sidewalks are not feasible or where there is an immediate need to provide sidewalks. As part of the initial mobility plan and mobility fee, construct up to 2.5 miles of sidewalks or an equivalent number of low speed street and traffic calming treatments.	\$1,875,000	9,000	1	2025 to 2030
34	ADA Curb Ramp Retrofit Program	Citywide	50	Retrofit existing curbs, driveways, and intersections to provide American with Disability Act (ADA) compliant curb ramps and warning devices.	\$175,000	341	1	2025 to 2030
35	Mobility Plan Implementation (Intersections)	Citywide	6.00	The Mobility Plan is updated every five years and multimodal projects are prioritized on an annual basis through the City's Capital Improvement Program (CIP). In recognition of the dynamics of the market and the electoral process, needs, opportunities, and priorities may arise before the next update of the Mobility Plan. To reflect that transportation needs are dynamic, the Mobility Action Plan Implementation consist of constructing capacity and safety improvements such as turn lanes, roundabouts, signalization, raised islands, and crosswalks for up to 2 minor intersections and 4 high visibility crossings	\$4,300,000	36,000	7, 19	2025 to 2030
36	Mobility Plan Implementation (Roads)	Citywide	3.00	The Mobility Plan is updated every five years and multimodal projects are prioritized on an annual basis through the City's Capital Improvement Program (CIP). In recognition of the dynamics of the market and the electoral process, needs, opportunities, and priorities may arise before the next update of the Mobility Plan. To reflect that transportation needs are dynamic, the Mobility Plan Implementation consist of one (1) mile of new complete streets, and two (2) miles of complete street reconstruction. This allows the City to pursue public / private partnerships, coordinate with municipalities, and provide local match contributions to advance federal and state funded projects.	\$10,500,000	49,200	9, 16	2025 to 2030

Notes: Project ID is for reference purposes. The projects are not mapped. The numbers under the Notes heading correspond to the Planning Level Cost (PLC) and Person Miles of Capacity (PMC) under Appendix H. Mobility Plan Implementation cost based on \$200,000 per year.



APPENDIX L

Trip Generation

APPENDIX L: TRIP GENERATION (TG) PER LAND USE			
Mobility Fee Schedule of Land Uses	Unit of Measure (UoM)	Daily 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	per Dwelling Unit	7.12	240
Institutional Uses			
Community Serving (Centers, Gallery, Lodge, Museum, Performance Venues, 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			
Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)	per Acre	28.45	See Outdoor Commercial Recreation
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 Sq. Ft.	24.86	See Indoor Commercial Recreation
Industrial Uses			
Industrial (Assembly, Fabrication, Manufacturing, Production, R&D, Trades, Utilities)	per 1,000 Sq. Ft.	3.85	See Industrial
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, 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 Tap Room, Club, Distillery or Wine Tasting)	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 & Liquor 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 or Station	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: $Sum(1.51 + 0.65 + 2.84 + 1.68) = 6.68$. 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 $0.94 + 0.73 = 1.67$; $1.67 \times 1.5 = 2.51$). 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 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 GENERATIONPER 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	0.093	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	0.24	0.059	15	3.90	0.081	20	35	39.78	1.00	28.45
Notes: 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 raquest / 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: $DT = ((0.19 / .083) + (0.28 / 0.083)) = 2.83$; $TSW = (6 / 35) = 0.17$; $TGW = (2.83 \times 0.17) = 0.49$. Outdoor Comercial Recreation TG is equal to the sum of the following: $(0.27 + 0.49 + 0.30 + 1.35 + 14.99 + 5.80 + 5.26) = 28.45$. <i>Average values in the last row are shown in italics for informational purposes only.</i>												

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 $(1.201 + 0.607 + 1.678 + 0.353 + 0.013) = 3.85$. <i>Average DT shown in italics for informational purposes only.</i>						

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	10.62	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 Fullfillment Example: $DT = ((0.16 / .0113) + (0.16 / 0.113)) = 1.42$; $TSw = (44 / 388) = 0.113$; $TGw = (1.42 \times 0.11) = 0.16$. 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 x 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 / .062) + (49.11 / 0.060)) = 913.60; TSw = (78 / 346) = 0.23; TGw = (913.60 x 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 x 2) = 558.77; (885.25 - 558.77) = 326.47. <i>Average values in the last row are shown in italics for informational purposes only.</i>												

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.	<i>0.92</i>	<i>0.015</i>	<i>7</i>	<i>9.50</i>	<i>0.154</i>	<i>18</i>	<i>25</i>	<i>68.09</i>	<i>1.00</i>	<i>69.78</i>
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	0.067	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 $(18.54 + 7.09 + 0.76) = 26.39$. <i>Average values in the last row are shown in italics for informational purposes only.</i>												

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 $(2.46 + 0.54 + 1.00 + 0.93 + 0.56 + 1.18) = 6.67$. <i>Average values in the last row are shown in italics for informational purposes only.</i>												

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	36	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 Driv-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 washed 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 $(59.77 + 113.50 + 39.87 + 66.24) = 279.39$. <i>Average values in the last row are shown in italics for informational purposes only.</i>												

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	--	--	<i>2.13</i>	<i>0.076</i>	<i>25</i>	<i>3.17</i>	<i>0.099</i>	<i>36</i>	<i>61</i>	<i>30.22</i>	<i>1.00</i>	<i>33.35</i>
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: $DT = ((2.10 / .066) + (3.42 / 0.091)) = 34.70$; $TSw = (19 / 61) = 0.31$; $TGw = (34.70 \times 0.31) = 10.81$. 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 $(211.66 + 296.33) = 507.99$. <i>Average values in the last row are shown in italics for informational purposes only.</i>												



APPENDIX M

Vehicle Miles of Travel (VMT)

APPENDIX M: VEHICLE MILES OF TRAVEL (VMT) PER LAND USE					
Mobility Fee Schedule of Land Uses	Unit of Measure	Daily Trip Generation (TG)	% New Trips (%NT)	Vehicle Trip Length (VTI)	Vehicle Miles of Travel (VMT)
Residential Uses					
Single-Family Detached	per Dwelling Unit	9.43	1.00	2.82	26.59
Single-Family Attached	per Dwelling Unit	7.20	1.00	2.82	20.30
Multifamily	per Dwelling Unit	6.74	1.00	2.82	19.01
Mobile Home	per Dwelling Unit	7.12	1.00	2.82	20.08
Institutional Uses					
Community Serving (Centers, Gallery, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	5.52	0.50	3.85	10.63
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 Sq. Ft.	6.68	0.90	2.81	16.89
Private Education (Afterschool, Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	9.82	0.50	2.95	14.48
Recreational Uses					
Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)	per Acre	28.45	0.75	1.98	42.25
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 Sq. Ft.	24.86	0.75	1.98	36.92
Industrial Uses					
Industrial (Assembly, Fabrication, Manufacturing, Production, R&D, Trades, Utilities)	per 1,000 Sq. Ft.	3.85	1.00	2.95	11.36
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 Sq. Ft.	2.34	0.70	2.95	4.83
Office Uses					
Office (General, Post Secondary Education, Hospital, Professional)	per 1,000 Sq. Ft.	11.63	1.00	2.95	34.31
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 Sq. Ft.	29.33	0.70	3.00	61.59
Retail Uses					
Retail (Not Otherwise Specified on Schedule)	per 1,000 Sq. Ft.	38.34	0.50	2.14	41.02
Bank	per 1,000 Sq. Ft.	100.35	0.30	2.48	74.66
Convenience Store	per 1,000 Sq. Ft.	326.47	0.20	2.42	158.01
Drinking Establishment (Bar, Brewery Tap Room, Club, Distillery or Wine Tasting)	per 1,000 Sq. Ft.	69.78	0.30	2.83	59.24
Fast Food or Quick Service Restaurant	per 1,000 Sq. Ft.	354.87	0.20	2.83	200.86
Furniture Store	per 1,000 Sq. Ft.	6.30	1.00	2.14	13.48
Grocery Store	per 1,000 Sq. Ft.	95.61	0.40	2.14	81.84
Pharmacy or Dispensary	per 1,000 Sq. Ft.	129.40	0.40	2.48	128.36
Sit Down Table Service Restaurant	per 1,000 Sq. Ft.	103.31	0.30	2.83	87.71
Superstore	per 1,000 Sq. Ft.	50.52	0.50	2.14	54.06
Variety or Dollar Store	per 1,000 Sq. Ft.	63.66	0.50	2.14	68.12
Motor Vehicle or Boat Sales	per 1,000 Sq. Ft.	26.39	0.80	2.14	45.18
Wholesale Club	per 1,000 Sq. Ft.	42.46	0.50	2.14	45.43
Non-Residential Uses Per Unit of Measure					
Overnight Lodging	per Room	6.67	1.00	2.82	18.81
Recreational Vehicle or Travel Trailer Park	per Space	3.69	1.00	2.82	10.41
Bank Drive-Thru or Free-Standing ATM	per Lane or ATM	143.04	0.30	2.48	106.42
Motor Vehicle or Boat Cleaning (Detailing, Wash, Wax)	per Bay, Lane, Stall or Station	321.08	0.30	2.48	238.88
Motor Vehicle Charging or Fueling (Commercial Facility which requires Payment)	per Charging or Fueling Position	279.39	0.10	2.48	69.29
Motor Vehicle or Boat Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires)	per Bay or Stall	33.35	0.50	2.48	41.35
Fast Food or Quick Service Restaurant Drive Thru	per Lane	507.99	0.20	2.83	287.52



APPENDIX N

2022 National Household Travel Survey Data:

Trip Purpose

APPENDIX N: 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	3,932,291,682	1.60	10,792,409,517	1.56	2.74	2,463,630,415	6,939,214,919	2.82	1.23
COMMUNITY SERVING	141,594,946	1.91	419,347,708	1.47	2.96	74,141,794	285,226,140	3.85	1.41
HOME / FAMILY CARE	3,958,930,912	1.60	10,851,700,158	1.56	2.74	2,479,097,764	6,968,860,240	2.81	1.62
SCHOOL / FAMILY CARE	308,573,317	1.70	851,620,651	1.59	2.76	181,808,460	536,736,527	2.95	1.50
SOCIAL / RECREATION / ENTERTAINMENT	604,597,711	1.65	1,112,868,224	1.54	1.84	365,633,831	722,715,523	1.98	2.19
WORK	1,188,581,608	1.39	3,293,643,881	1.30	2.77	855,210,334	2,526,312,408	2.95	1.25
MEDICAL / DENTAL / WORK	1,328,831,923	1.37	3,771,139,898	1.29	2.84	972,883,975	2,919,382,629	3.00	1.18
BUY GOODS	1,579,055,729	1.57	3,584,946,315	1.66	2.27	1,006,987,932	2,157,169,684	2.14	1.48
PERSONAL ERRANDS	1,619,424,573	1.93	3,336,135,398	1.60	2.06	840,002,681	2,086,971,077	2.48	2.09
BUY GOODS / MEALS / ERRANDS	4,032,852,643	1.68	9,229,973,957	1.59	2.29	2,394,047,985	5,793,589,952	2.42	1.72
BUY MEALS	834,372,341	1.53	2,308,892,244	1.49	2.77	547,057,372	1,549,449,191	2.83	1.60
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 5 Miles or Less.									



APPENDIX O

Person Travel Demand (PTD)

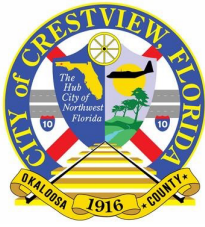
APPENDIX O: PERSON TRAVEL DEMAND (PTD) PER LAND USE						
Mobility Fee Schedule of Land Uses	Unit of Measure (UoM)	Vehicle Miles of Travel (VMT)	Limited Access Evaluation Factor (LAEf)	Person Miles of Travel Factor (PMTf)	Trip Purpose Factor (TPf)	Person Travel Demand (PTD)
Residential Uses						
Single-Family Detached	per Dwelling Unit	26.59	24.22	1.56	0.4008	15.14
Single-Family Attached	per Dwelling Unit	20.30	18.49	1.56	0.4008	11.56
Multifamily	per Dwelling Unit	19.01	17.32	1.56	0.4008	10.83
Mobile Home	per Dwelling Unit	20.08	18.29	1.56	0.4008	11.44
Institutional Uses						
Community Serving (Centers, Gallery, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	10.63	9.68	1.47	0.1342	1.91
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 Sq. Ft.	16.89	15.39	1.56	0.1342	3.22
Private Education (Afterschool, Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	14.48	13.19	1.59	0.1342	2.81
Recreational Uses						
Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)	per Acre	42.25	38.49	1.54	0.1342	7.95
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 Sq. Ft.	36.92	33.63	1.54	0.1342	6.95
Industrial Uses						
Industrial (Assembly, Fabrication, Manufacturing, Production, R&D, Trades, Utilities)	per 1,000 Sq. Ft.	11.36	10.35	1.3	0.1223	1.65
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 Sq. Ft.	4.83	4.40	1.3	0.1223	0.70
Office Uses						
Office (General, Post Secondary Education, Hospital, Professional)	per 1,000 Sq. Ft.	34.31	31.26	1.3	0.1223	4.97
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 Sq. Ft.	61.59	56.11	1.29	0.1223	8.85
Retail Uses						
Retail (Not Otherwise Specified on Schedule)	per 1,000 Sq. Ft.	41.02	37.37	1.66	0.3427	21.26
Bank	per 1,000 Sq. Ft.	74.66	68.02	1.6	0.3427	37.30
Convenience Store	per 1,000 Sq. Ft.	158.01	143.95	1.59	0.3427	78.44
Drinking Establishment (Bar, Brewery Tap Room, Club, Distillery or Wine Tasting)	per 1,000 Sq. Ft.	59.24	53.97	1.49	0.3427	27.56
Fast Food or Quick Service Restaurant	per 1,000 Sq. Ft.	200.86	182.98	1.49	0.3427	93.43
Furniture Store	per 1,000 Sq. Ft.	13.48	12.28	1.66	0.3427	6.99
Grocery Store	per 1,000 Sq. Ft.	81.84	74.56	1.66	0.3427	42.42
Pharmacy or Dispensary	per 1,000 Sq. Ft.	128.36	116.94	1.6	0.3427	64.12
Sit Down Table Service Restaurant	per 1,000 Sq. Ft.	87.71	79.90	1.49	0.3427	40.80
Superstore	per 1,000 Sq. Ft.	54.06	49.25	1.66	0.3427	28.02
Variety or Dollar Store	per 1,000 Sq. Ft.	68.12	62.06	1.66	0.3427	35.30
Motor Vehicle or Boat Sales	per 1,000 Sq. Ft.	45.18	41.16	1.66	0.3427	23.42
Wholesale Club	per 1,000 Sq. Ft.	45.43	41.39	1.66	0.3427	23.55
Non-Residential Uses Per Unit of Measure						
Overnight Lodging	per Room	18.81	17.14	1.56	0.4008	10.72
Recreational Vehicle or Travel Trailer Park	per Space	10.41	9.48	1.56	0.4008	5.93
Bank Drive-Thru or Free-Standing ATM	per Lane or ATM	106.42	96.95	1.60	0.3427	53.16
Motor Vehicle or Boat Cleaning (Detailing, Wash, Wax)	per Bay, Lane, Stall or Station	238.88	217.62	1.60	0.3427	119.33
Motor Vehicle Charging or Fueling (Commercial Facility which requires Payment)	per Charging or Fueling Position	69.29	63.12	1.60	0.3427	34.61
Motor Vehicle or Boat Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires)	per Bay or Stall	41.35	37.67	1.60	0.3427	20.66
Fast Food or Quick Service Restaurant Drive Thru	per Lane	287.52	261.93	1.49	0.3427	133.75
Source: Limited Access Evaluation Factor (LAEf) (Table 10). Person Miles of Travel Factor (PMTf) (Appendix N). Trip Purpose Factor (TPf) (Appendix O). Person Travel Demand (PTD) (Figure 8).						



APPENDIX P

Mobility Fee Schedule

APPENDIX P: MOBILITY FEE SCHEDULE	
Schedule of Land Uses	Unit of Measure
Residential Uses	
Single-Family Detached	per Dwelling Unit
Single-Family Attached	per Dwelling Unit
Multifamily	per Dwelling Unit
Mobile Home	per Dwelling Unit
Institutional Uses	
Community Serving (Centers, Gallery, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 Sq. Ft.
Private Education (Afterschool, Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.
Recreational Uses	
Outdoor Commercial Recreation (Golf, Multi-Purpose, Sports, Tennis)	per Acre
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 Sq. Ft.
Industrial Uses	
Industrial (Assembly, Fabrication, Manufacturing, Production, R&D, Trades, Utilities)	per 1,000 Sq. Ft.
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 Sq. Ft.
Office Uses	
Office (General, Post Secondary Education, Hospital, Professional)	per 1,000 Sq. Ft.
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 Sq. Ft.
Retail Uses	
Retail (Not Otherwise Specified on Schedule)	per 1,000 Sq. Ft.
Bank	per 1,000 Sq. Ft.
Convenience Store	per 1,000 Sq. Ft.
Drinking Establishment (Bar, Brewery Tap Room, Club, Distillery or Wine Tasting)	per 1,000 Sq. Ft.
Fast Food or Quick Service Restaurant	per 1,000 Sq. Ft.
Furniture Store	per 1,000 Sq. Ft.
Grocery Store	per 1,000 Sq. Ft.
Pharmacy or Dispensary	per 1,000 Sq. Ft.
Sit Down Table Service Restaurant	per 1,000 Sq. Ft.
Superstore	per 1,000 Sq. Ft.
Variety or Dollar Store	per 1,000 Sq. Ft.
Motor Vehicle or Boat Sales	per 1,000 Sq. Ft.
Wholesale Club	per 1,000 Sq. Ft.
Non-Residential Uses Per Unit of Measure (*Additive Mobility Fee)	
Overnight Lodging	per Room
Recreational Vehicle or Travel Trailer Park	per Space
Bank Drive-Thru or Free-Standing ATM {Additive Mobility Fee}	per Lane or ATM
Motor Vehicle or Boat Cleaning (Detailing, Wash, Wax) {Additive Mobility Fee}	per Bay, Lane, Stall or Station
Motor Vehicle Charging or Fueling (Commercial Facility which requires Payment) {Additive Mobility Fee}	per Charging or Fueling Position
Motor Vehicle or Boat Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires) {Additive Mobility Fee}	per Bay or Stall
Fast Food or Quick Service Restaurant Drive Thru {Additive Mobility Fee}	per Lane
<i>Note: Additive Mobility Fees are assessed in addition to the Retail Mobility Fee associated with the square footage of buildings or structures.</i>	



This is the Last Page in the

CITY OF CRESTVIEW

MOBILITY PLAN & MOBILITY FEE

TECHNICAL REPORT

MARCH 2025

Prepared By:



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES



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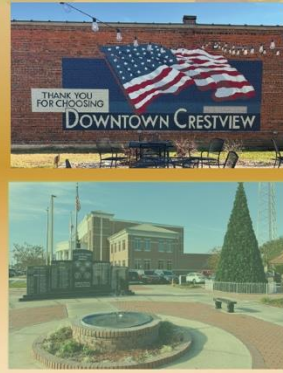
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MOBILITY COHORT

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**THE
REPUBLIC
DESIGN INC.**



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Resolution

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Carlos Jones, Director
DATE: 3/26/2025
SUBJECT: Resolution 25 - 10 Amending Authorizing Resolution 24-2 for State Road Bypass Utilities SRF

BACKGROUND:

The SW Crestview Bypass project consists of construction of a new 16" water main, a 16" sanitary sewer force main, a 12" sanitary sewer force main, and a 12" reclaimed water main along the new State Rd 85 Bypass Roadway. It will also consist of a new 750,000 gallon water tower on the new K-8 school site. In addition, a new lift station will be constructed along the bypass. ESCS shall provide and install the new utility mains for \$4,920,092.74. Landmark Structures shall provide and install the water tower for \$5,018,248. The lift station construction has yet to be awarded.

DISCUSSION:

This resolution authorizes Jacobs Engineering Group to prepare the needed documents in order to comply with the State Revolving Fund (SRF) Loan Program. The projects along the SW Crestview Bypass will be funded by the SRF program. It was resolved in January; however, DEP and SRF had two corrections that needed to be made to sections 2 and 4. Therefore, it must become a corrected Resolution.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Financial Sustainability- Achieve long term financial sustainability

Organizational Capacity, Effectiveness & Efficiency- To efficiently & effectively provide the highest quality of public services

Infrastructure- Satisfy current and future infrastructure needs

Quality of Life- these areas focus on the overall experience when provided by the city.

Opportunity- Promote an environment that encourages economic and educational opportunity

FINANCIAL IMPACT

No financial impact as a result of these corrections.

RECOMMENDED ACTION

Staff respectfully requests a motion to adopt Resolution 25 -10.

Attachments

1. Resolution 25- 10 Adopting Facility Plan_Crestview_SR85 Bypass Utilities

RESOLUTION: 2025- 10

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CRESTVIEW, FLORIDA, RELATING TO THE FLORIDA
DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) STATE
REVOLVING FUND (SRF), ADOPTION OF THE WASTEWATER
FACILITY PLAN FOR THE IMPLEMENTATION OF THE STATE
ROAD 85 BYPASS UTILITIES AND REGIONAL LIFT STATION
PROJECT, EFFECTIVE THIS DATE**

WHEREAS, The City Council of Crestview, Florida (The Council) hereby approves the submission of an application for an SRF low-interest loan (the Loan) for the State Road 85 Bypass Utilities and Regional Lift Station Project (the Project), hereby accepting the planning documentation and meeting other purposes; and

WHEREAS, Florida Statutes provide for loans to local government agencies to finance the construction of water and wastewater infrastructure; and Florida Administrative Code requires the formal authorization by The Council to formally adopt a facility plan outlining necessary water and wastewater system improvements to comply with State of Florida funding requirements; and

WHEREAS, The Council authorized Jacobs Engineering Group to prepare a planning document in order to comply with the requirements of State Statutes and Florida Administrative Code pertaining to the SRF Loan Program; and

WHEREAS, formal adoption of the proposed planning document is required for the City of Crestview to participate in the State Revolving Loan Fund Program;

WHEREAS, Resolution 24-2 was passed on January 8, 2024 and certain stipulations need to be corrected in Sections 2 and 4.

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CRESTVIEW, FLORIDA THAT:

The City Manager is hereby designated as the authorized representative to provide the assurances and commitments that will be required by the Facility Plan.

SECTION 1: The Mayor is authorized to:

- A. Accept the planning document on the project prepared by Jacobs, dated May 2023; and
- B. Certify that this public hearing was held on January 8, 2024; and
- C. Certify that the financial planning information discussed at the public hearing is correct and that the City of Crestview has the capability to repay the loan; and
- D. Certify that the project is in accordance with the City's Comprehensive Plan.

SECTION 2: The Mayor is further authorized to submit an application for an SRF loan The Mayor is authorized to apply for a loan to finance the project(s) to the FDEP and to furnish such information as they may request in connection with an application for the SRF loan, including assurances of financial capability to repay the loan.

SECTION 3: The Mayor is further authorized to execute any and all other necessary instruments in connection with obtaining the SRF loan for the project.

SECTION 4: The net water and sewer system revenues, including reconnection fees, after payments of all prior and senior liens, are pledged for the repayment of the loan.

SECTION 5: All Resolutions or part of Resolutions in conflict with any of the provisions of this Resolution are hereby repealed.

SECTION 6: If any section or portion of a section of this Resolution proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect or any other section or part of this Resolution.

SECTION 2. EFFECTIVE DATE

This Resolution shall take effect upon its approval and adoption by the City Council.

Approved and adopted this 24th day of March 2025.

APPROVED BY ME THIS 24TH DAY OF March 2025.

ATTEST: CITY OF CRESTVIEW, FLORIDA

Maryanne Girard
City Clerk

Doug Capps
Mayor Pro-Tem

RESOLUTION 25-10

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CRESTVIEW,
FLORIDA, RELATING TO THE FLORIDA DEPARTMENT OF
ENVIRONMENTAL PROTECTION (FDEP) STATE REVOLVING FUND
(SRF), ADOPTION OF THE WASTEWATER FACILITY PLAN FOR THE
IMPLEMENTATION OF THE STATE ROAD 85 BYPASS UTILITIES AND
REGIONAL LIFT STATION PROJECT, EFFECTIVE THIS DATE**

WHEREAS, The City Council of Crestview, Florida (The Council) hereby approves the submission of an application for an SRF low-interest loan (the Loan) for the State Road 85 Bypass Utilities and Regional Lift Station Project (the Project), hereby accepting the planning documentation and meeting other purposes; and

WHEREAS, Florida Statutes provide for loans to local government agencies to finance the construction of water and wastewater infrastructure; and Florida Administrative Code requires the formal authorization by The Council to formally adopt a facility plan outlining necessary water and wastewater system improvements to comply with State of Florida funding requirements; and

WHEREAS, The Council authorized Jacobs Engineering Group to prepare a planning document in order to comply with the requirements of State Statutes and Florida Administrative Code pertaining to the SRF Loan Program; and

WHEREAS, formal adoption of the proposed planning document is required for the City of Crestview to participate in the State Revolving Loan Fund Program;

WHEREAS, Resolution 24-2 was passed on January 8, 2024 and certain stipulations needed to be corrected in Sections 2 and 4.

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CRESTVIEW, FLORIDA THAT:

The City Manager is hereby designated as the authorized representative to provide the assurances and commitments that will be required by the Facility Plan.

SECTION 1: The Mayor is authorized to:

- A. Accept the planning document on the project prepared by Jacobs, dated May 2023; and
- B. Certify that this public hearing was held on January 8, 2024; and
- C. Certify that the financial planning information discussed at the public hearing is correct and that the City of Crestview has the capability to repay the loan; and
- D. Certify that the project is in accordance with the City's Comprehensive Plan.

SECTION 2: The Mayor is authorized to apply for a loan to finance the project(s) to the FDEP and to furnish such information as they may request in connection with an application for the SRF loan, including assurances of financial capability to repay the loan.

SECTION 3: The Mayor is further authorized to execute any and all other necessary instruments in connection with obtaining the SRF loan for the project.

SECTION 4: The net water and sewer system revenues after payments of all prior and senior liens, are pledged for the repayment of the loan.

SECTION 5: All Resolutions or part of Resolutions in conflict with any of the provisions of this Resolution are hereby repealed.

SECTION 6: If any section or portion of a section of this Resolution proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect or any other section or part of this Resolution.

SECTION 2. EFFECTIVE DATE

This Resolution shall take effect upon its approval and adoption by the City Council.

Approved and adopted this 24th day of March 2025.

APPROVED BY ME THIS 24TH DAY OF March 2025.

ATTEST:

CITY OF CRESTVIEW, FLORIDA

Maryanne Girard
City Clerk

Doug Capps
Mayor Pro-Tem



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Resolution

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Barry Henderson, Development Services Director
DATE: 4/10/2025
SUBJECT: Resolution 25-11 Growth Strategy

BACKGROUND:

Since the development workshop, which was held on January 27th of this year, staff has been working to develop the City of Crestview Growth Strategy.

DISCUSSION:

The plan is intended to provide a transparent roadmap for sustainable, smart growth and development within the City of Crestview. It will be made available to the City Council, Boards and Committees, City Staff, prospective developers and citizens. It contains data-driven strategies and policies informed by historical context that provide for efficient, intuitive and sustainable growth of the City.

Strategies contained within the plan pertain primarily to annexation and infrastructure expansion, which are the general tools used to encourage or cause the growth of the City. These strategies aim for the responsible and economical expansion of the City's boundaries and infrastructure systems both generally, and in response to development needs. It also includes measures for staffing and facilities for Police, Fire and Parks and Recreation.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Financial Sustainability- Achieve long term financial sustainability

Organizational Capacity, Effectiveness & Efficiency- To efficiently & effectively provide the highest quality of public services

Infrastructure- Satisfy current and future infrastructure needs

Communication- To engage, inform and educate public and staff

Quality of Life- these areas focus on the overall experience when provided by the city.

Community Character- Promote desirable growth with a hometown atmosphere

Safety- Ensure the continuous safety of citizens and visitors

Mobility- Provide safe, efficient and accessible means for mobility

Opportunity- Promote an environment that encourages economic and educational opportunity

Play- Expand recreational and entertainment activities within the City

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

The adoption of this plan will lead to positive future impacts due to the economical and sustainable nature of the policies and strategies contained therein.

RECOMMENDED ACTION

Staff respectfully requests a motion to adopt Resolution 25-11.

Attachments

1. City of Crestview Growth Strategy

RESOLUTION: 2025- 11

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CRESTVIEW, FLORIDA, IN SUPPORT OF ESTABLISHING A
COMMUNITY LAND TRUST TO EXPAND ATTAINABLE HOUSING
OPTIONS AND PROVIDE LONG-TERM COMMUNITY BENEFITS**

WHEREAS, the City of Crestview recognizes that actions have been taken in recent years to prioritize efficient and economical smart growth within the City Limits; and

WHEREAS, the City has employed smart growth concepts to provide for the efficient and economical growth of the City's jurisdictional boundary through annexations; and

WHEREAS, the City intends to make clear the intended strategies to be utilized in maintaining the consistent, efficient and economical growth of the City; and

WHEREAS, the City also intends to make clear intended strategies to be utilized in maintaining efficient and economical development trends within the City Limits; and

WHEREAS, the City desires to make such strategies clear to staff, members of the public, and members of the development community, for their mutual understanding and benefit; and

WHEREAS, the standards and strategies desired to be employed are consistent with the requirements and general intent of Florida Statutes as it pertains to efficient, intuitive and responsible growth.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CRESTVIEW, FLORIDA AS FOLLOWS:

SECTION 1 – The City hereby adopts the City of Crestview Growth Strategy, incorporated herein by reference and attached hereto (Attachment 1).

SECTION 2 – The City commits to continual re-evaluation and update of the City of Crestview Growth Strategy, as such need is determined by the City Council.

SECTION 3 – SCRIVENER’S ERRORS. The correction of typographical errors which do not affect the intent of this Resolution may be authorized by the City Manager or the City Manager’s designee, without public hearing, by filing a corrected or re-codified copy with the City Clerk.

SECTION 4 – RESOLUTION TO BE LIBERALLY CONSTRUED. This Resolution shall be liberally construed in order to effectively carry out the purposes hereof which are deemed not to adversely affect public health, safety, or welfare.

SECTION 5 – REPEAL OF CONFLICTING RESOLUTIONS. Resolutions, or parts of resolutions or portions thereof of the City of Crestview, in conflict with the provisions of this Resolution are hereby repealed to the extent of such conflict.

SECTION 6 – EFFECTIVE DATE. This Resolution shall become effective upon adoption by City Council and signature of the Mayor.

Passed and adopted by the City Council of Crestview, Florida on the 14th day of April, 2025.

ATTEST:

Maryanne Girard
City Clerk

Approved by me this 14th day of April, 2025.

J. B. Whitten
Mayor



City of Crestview Growth Strategy

Purpose and Intent

This plan is intended to provide a transparent roadmap for sustainable, smart growth and development within the City of Crestview. This plan is designed for the common benefit and understanding of the City Council, Boards and Committees, City Staff, prospective developers and citizens. It contains data-driven strategies and policies informed by historical context that provide for efficient, intuitive and sustainable growth of the City.

Strategies contained within this plan pertain primarily to annexation and infrastructure expansion, which are the general tools used to encourage or cause the growth of the City. These strategies aim for the responsible and economical expansion of the City's boundaries and infrastructure systems both generally, and in response to development needs.

This plan is not intended to be static but should continually be updated by the City to match new development potential as well as the current direction of the City as it pertains to the growth and the expansion of infrastructure systems.

It is the city's desire that this plan serves as a simple yet succinct roadmap to guide future decisions of elected officials, appointed board members, and city staff, as well as act as a transparent guidebook to prospective developers and citizens to understand the desired direction of city growth, and commitments that may be required for such growth to occur.

Elected Officials



Dusty Allison



Ryan Bullard



Douglas Capps



Brandon Frost



Shannon Hayes



**J.B. Whitten
Mayor**

Staff



**Tim Bolduc,
City Manager**



**Jessica Leavins,
Deputy City Manager**

Barry Henderson
Community Development Services
Director

Nicholas Schwendt
Planning Administrator
Author

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Section 1 – Historical Context

1880-1928

The City of Crestview began with the construction of the Pensacola Atlantic Railroad in the late 1800's. After the railroad was constructed, small plots of land were sold off and developed in the blocks immediately adjacent to the intersection of Main Street and the railroad. No land development or engineering requirements applied to this development, and no public infrastructure was provided at this time. In 1916, the City of Crestview formally incorporated following the formation of Okaloosa County in 1915. Upon incorporation, the original Crestview area was designated as the entirety of Section 17, Township 3 North, Range 23 West (bounded by First Avenue to the north, Edney Avenue to the south, Lloyd Street to the east, and Rayburn Street to the west). Several plats of the original Crestview area were created, with the first plat of the entire incorporated area being recorded in 1928.

1928-1940

This period saw the first installation of public utility services within the City of Crestview. A water system and electrical system were installed, with the electrical system franchise later being given to Gulf Power Company. The City of Crestview continued to furnish and maintain water within the City Limits. At this time, the water plant was located near the north-west corner of Twin Hills Park. This period saw two expansions to the Crestview City Limits, including the area south toward Aplin Road, east toward Henderson Street, and north toward North Avenue.

1940-1950

This period saw the City's first foray into providing sanitary sewer services. Service was initially provided in those areas previously mentioned, with the sewer treatment plant being located on North Lloyd Street. In this time, the City expanded again, generally toward the north, including that area which would later be platted as the Adams/Powell subdivision, as well as a large portion of the Jack Kennedy subdivision. It is also likely that, in this period, the City expanded its water system to the east of Henderson Street toward Okaloosa Lane, with a main being placed on Chestnut Avenue. It is not clear whether future annexation in this area was anticipated but limited annexation occurred. As a result, this area now remains the predominant region where out-of-city utility services are provided.

1950-1960

In this period, annexations occurred which expanded the City Limits further east and west along Highway 90, toward the current Lantern Ridge subdivision and Spring Creek apartments, respectively. It is likely that the City implemented some zoning and subdivision regulations that can be seen affecting some subdivisions that were platted in this time, including the Adams/Powell subdivision, Jernigan Subdivision and its additions. Utility systems were expanded to provide water and sewer services for developments in these areas when possible. It is prudent to note that, at this point, with the City expanding at a relatively rapid pace, impact fees for water and sewer improvements were not required of new developments, which may have led to financial difficulties in funding expansions at the time, as well as in the future.

1960-1970

This period did not experience any substantial changes to the City's jurisdictional boundaries, but did see further expansion of water and sewer systems to provide those services to new developments. Notable annexations do include areas east toward Valley Road and north toward Stillwell Boulevard, as well as the Lantern Ridge subdivision. In this decade, the City adopted its first set of Land Development Regulations.

1970-1980

This period saw the first annexations into City of Crestview that would include elements of urban sprawl and that would later serve to convolute the City's jurisdictional boundary in a couple of areas. The City would annex property in a piecemeal fashion to include Crestview High School, as well as south toward and around the Interstate 10 interchange and Holiday Inn (now InDyne). This area would include the future sites of Lowes and the Walmart Supercenter. In this period, the City also saw expansion along the Highway 85 corridor on both the north and south end of the City, adjacent to these newly annexed areas. This distance of these areas from the core of the City likely led to less-than efficient installation of infrastructure improvements to accommodate new development, considering that there was still no mechanism for collection of impact fees from new development.

1980-1990

This period saw a lack of new development within the core of Crestview. One notable development in that core area was the Lena Turner project, now known as Crestview Apartments, located on South Rayburn Street and Coremo Drive. It was in this period that the City saw further corridor-like annexations along Highway 85 around the John King Road area, south toward the current PJ Adams Parkway. Additionally, annexations and water system expansions occurred in the north-west sector of the City within and around the Kennedy Lakes area. These expansions and annexations were likely not beneficial to the City as the resulting development was not of sufficient density or compactness to offset the cost of infrastructure installation that was necessary to serve the new development.

1990-2000

This period saw substantial growth in the City's jurisdictional area, as well as significant changes in its wastewater system. In this time, large annexations occurred to the north of John King Road, as well as the area surrounding the then-new PJ Adams parkway, which area now comprises the majority of residential development in the South-west sector of the City out toward and surrounding the Antioch Road overpass of Interstate 10. Large annexations also occurred in the Kennedy Lakes area, including those phases of the Indian Trails subdivision that are currently within the city limits. Annexations also extended out from Highway 85 on West Redstone Avenue, and East Redstone Avenue toward Brookemeade Drive and Covell Road. The commercial area surrounding Winn Dixie and the Crestview Civic Complex on commerce drive were annexed in this time as well. Again, the lack of density and compactness outside of the commercial corridor in these areas was likely detrimental to the City's economic standing in general and regarding its utility systems.

The 1990's also saw the failure of the City's original wastewater treatment plant, and its relocation to its current site on Arena Road. Annexations for this site as well as the adjacent spray field properties came as a result.

A number of positive changes occurred in this decade, including the adoption of the City's first Comprehensive Plan, accompanied by updated Land Development Regulations, impact fees and later, the establishment and later expansion of the City's Community Redevelopment Area within the downtown core. Though, the primary focus of the CRA was established at that time to assist and incentivize commercial development, primarily on Main Street and Wilson Street, rather than residential development. The downtown core still experienced a lack of new residential development in this period.

2000-2010

This period saw further expansion of the City's jurisdictional limits, though less than the decade prior. Expansion occurred further north along Antioch Road, east on East Redstone Avenue toward Okaloosa Lane, and further north-west surrounding Old Bethel Road in the north-west sector of the City. The compact nature of development along East Redstone Avenue was likely economically beneficial to the City, while the development occurring in the Old Bethel Road area was less compact and lends itself more to the pattern of sprawl existing in that area.

Though water and sewer impact fees were collected at this time, it appears likely that the fees collected were not sufficient to fund all necessary utility system expansions that came were necessitated by the development that was occurring. Additionally, this decade saw the City's first adoption of a traffic impact fee, which was proven ineffective following the crash of the real-estate market in 2008.

2010-2020

This period primarily saw further development on East Redstone Avenue, as well as new residential development in the north-east and north-west sectors of the City. Early in this decade, commercial development along Highway 85 slowed due to statutorily mandated proportionate fair-share mitigation requirements for the Comprehensive Plan, as well as the traffic impact fee previously mentioned. The city removed this fee in 2014. Development that did occur did so with a greater density and compactness that provided a positive economic benefit to the City, though it is likely that the water and sewer impact fees still lagged behind what was necessary to accommodate growth trends. The removal of the traffic impact fee had the same effect on roadway projects.

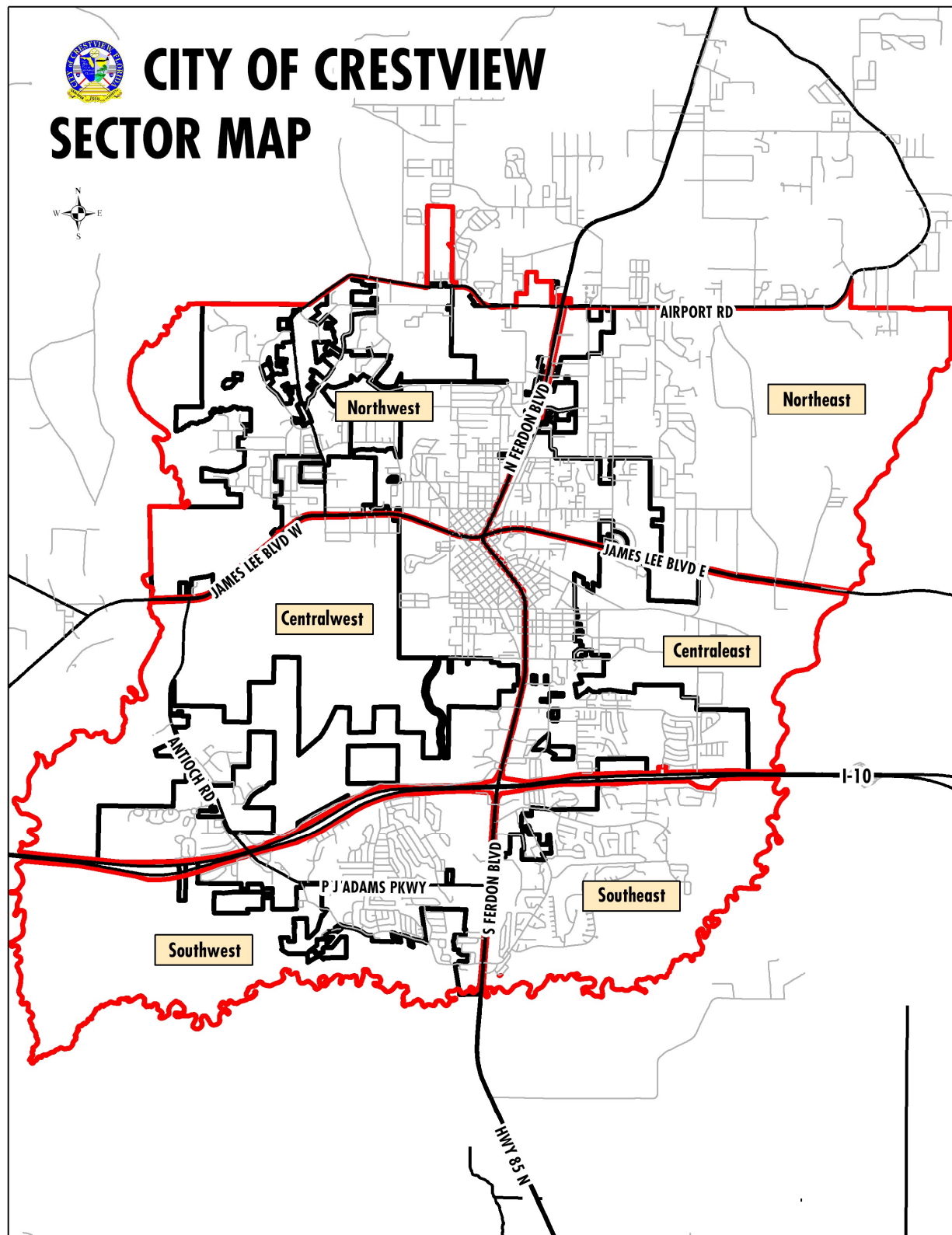
2020-2025

This period has seen several positive improvements in the City's response to, and anticipation of, development trends that prove beneficial to the City's economic health. In 2021, the City adopted new Future Land Use and Zoning maps as well as new Land Development Regulations which provided for concentric zoning, when possible, which allows for higher density development abutting commercial corridors. The City has seen rapid utilization of these areas, providing for new development that is both compact and dense. This has led to a higher return on investment per mile of infrastructure. It has also laid the groundwork for more efficient pedestrian and multimodal

transportation options. This time has seen the largest interest in redevelopment and new development within the downtown core since it was originally developed.

Additionally, the City has proactively increased water and sewer impact fees to more appropriately match the cost of necessary infrastructure expansions, though they can be improved further upon continued analysis of future infrastructure needs and demands. The City has also begun the process of adopting a mobility fee to once again assess new developments to contribute to funding new roadways and roadway improvements.

Section 2 – Sector Analysis and Development Trends



2.1 – Northwest Sector

2.1.1 – Northwest Sector Data

	Northwest Sector Data							
	Total Parcels – No Rights- of-Way (Acreage)	Vacant or Agricultural Parcels (Acreage)	Vacant or Agricultural Buildable Acreage	Development (ERU) at Maximum Practical Buildout	Tax Exempt Properties	Average Taxable Value (Current)	Estimated Ad Valorem Revenue (Current Value)	Average Building Age
Current City Limits	2,771 (3,405.36)	438 (1,121.25)	R-1E – 133.98 R-1 – 275.43 R-2 – 113.97 R-3 – 300.46 MU – 28.32 C-1 – 28.87 C-2 – 55.28 IN – 0 Total – 936.31	R-1E – 187 R-1 – 771 R-2 – 478 R-3 – 1682 MU – 396 C-1 – 60 C-2 – 154 IN – 0 Total – 3,728	269	\$377,079,683	\$2,544,005.79	1985
Growth Priority Areas	218 (578.58)	48 (122.98)	R-1E – 1 R-1 – 52 R-2 – 0 R-3 – 35.45 MU – 2.61 C-1 – 10.25 C-2 – 8.36 IN – 0 Total – 109.67	R-1E – 1 R-1 – 145 R-2 – 0 R-3 – 198 MU – 36 C-1 – 21 C-2 – 23 IN – 0 Total – 424	15	\$38,160,685	\$257,454.88	1984
Remainder of Sector	788 (2,150.1)	92 (425.34)	R-1E – 0 R-1 – 133.35 R-2 – 212.9 R-3 – 13.12 MU – 6.28 C-1 – 66.06 C-2 – 3.65 IN – 0 Total – 435.36	R-1E – 0 R-1 – 373 R-2 – 894 R-3 – 73 MU – 87 C-1 – 138 C-2 – 10 IN – 0 Total – 1,999	85	\$107,483,729	\$725,149.72	1999
Sector Total	3,777 (6,134.04)	578 (1,669.57)	R-1E – 134.89 R-1 – 460.78 R-2 – 326.87 R-3 – 349.03 MU – 37.21 C-1 – 105.18 C-2 – 67.29 IN – 0 Total – 1,481.34	R-1E – 184 R-1 – 1290 R-2 – 1372 R-3 – 1954 MU – 520 C-1 – 220 C-2 – 188 IN – 0 Total – 5,728	369	\$522,724,097	\$3,526,610.39	1988

2.1.2 – Historical/Current Development Trends

Current development within this sector includes commercial uses along Highway 90 and Highway 85, with predominantly single-family development toward the north and west boundaries. This sector includes Bob Sikes Elementary School, Northwood Elementary School, Davidson Middle School and Crestview High School. Multi-family development does exist behind commercial development on Highway 90.

2.1.3 – Ideal Future Development Trends

Single family development should continue in those areas that are established with that same existing use. Development behind Highway 85 and Highway 90 commercial corridors, with a zoning of C-1 or MU should develop as low-intensity commercial or multi-family residential. Infill development should occur in areas that are not already developed in-majority as a single-family use, providing higher-density single and multi-family housing or missing middle housing (duplexes, townhouses, quadplexes, etc.).

2.1.4 – Current Infrastructure Challenges

The influx of development in this area has impacted two lift stations, Lift Station 1 and Lift Station 12. The City should prioritize upgrades that alleviate the strain on these lift stations.

2.1.5 – Projected Infrastructure Needs

As residential development continues to occur in this area, the City should consider the creation of additional collector roads, or connections between collector roads, to increase the number of points that traffic can exit this area onto arterial roadways, and to promote cross-connectivity between developments.

The City should remain aware of environmental regulations pertaining to septic systems in the state of Florida and consider expansion of the sanitary sewer system to those developments toward the north-west boundary of this area (Kennedy Lakes area) as a result.

As development continues, the City should consider sidewalk projects in this area, prioritizing connectivity between existing schools, commercial development, and along collector roads in residential areas.

2.2 – Northeast Sector

2.2.1 – Northeast Sector Data

	Northeast Sector							
	Total Parcels– No Rights-of- Way (Acreage)	Vacant or Agricultural Parcels (Acreage)	Vacant or Agricultural Buildable Acreage	Development (ERU) at Maximum Practical Buildout	Tax Exempt Properti es	Estimated Taxable Value (Current)	Estimated Ad Valorem Revenue (Current Value)	Averag e Building Age
Current City Limits	1,248 (905.11)	155 (379.82)	R-1E – 0 R-1 – 0 R-2 – 109 R-3 – 48.64 MU – 141.94 C-1 – 33.65 C-2 – 109.78 IN – 0.65 Total – 360.84	R-1E – 0 R-1 – 0 R-2 – 109 R-3 – 272 MU – 1,987 C-1 – 70 C-2 – 307 IN – 1 Total – 2,745	103	\$167,964,091	\$1,133,186.54	1992
Growth Priority Areas	277(202.53)	58 (51.11)	R-1E – 0 R-1 – 0 R-2 – 0 R-3 – 11.28 MU – 32.09 C-1 – 6.69 C-2 – 0 IN – 0 Total – 50.06	R-1E – 0 R-1 – 0 R-2 – 0 R-3 – 63 MU – 449 C-1 – 14 C-2 – 0 IN – 0 Total – 526	23	\$33,605,310	\$226,721.58	1978
Remainder of Sector	1,804 (4,528.88)	221 (1,860.68)	R-1E – 560.31 R-1 – 21.12 R-2 – 109.25 R-3 – 45.47 MU – 20.89 C-1 – 2.83 C-2 – 108.31 IN – 524.02 Total – 1,392.22	R-1E – 784 R-1 – 59 R-2 – 458 R-3 – 254 MU – 292 C-1 – 5 C-2 – 303 IN – 1469 Total – 3,624	175	\$226,578,847	\$1,528,636.85	1992
Sector Total	3329 (5,636.52)	434 (2,291.61)	R-1E – 560.31 R-1 – 21.14 R-2 – 135.43 R-3 – 105.39 MU – 194.92 C-1 – 43.17 C-2 – 218.09 IN – 524.67 Total – 1,803.12	R-1E – 784 R-1 – 59 R-2 – 568 R-3 – 590 MU – 2,728 C-1 – 90 C-2 – 610 IN – 1,469 Total – 6,898	301	\$428,148,248	\$2,888,544.97	1991

2.2.2 – Historical/Current Development Trends

Current development within this sector includes commercial uses along Highway 90 and Highway 85, increasing toward the downtown core, and decreasing toward the edges of the area. Commercial areas toward the north boundary of this sector are newer, but exist on the edge of the sewer system, and within the Auburn Water service area. In most areas, single family development exists directly behind commercial areas. This area contains Walker Elementary School, the Civic Complex area, Durell Lee Park, and Old Spanish Trail Park.

2.2.3 – Ideal Future Development Trends

High-intensity commercial development should continue along Highway 85 and Highway 90. Property behind Highway 85 and Highway 90 commercial corridors, with a zoning of C-1 or MU should develop as low-intensity commercial or multi-family residential. Infill development should occur throughout the area, providing higher-density single and multi-family housing or missing middle housing (duplexes, townhouses, quadplexes, etc.) to support commercial development and utilize City parks and other facilities.

2.2.4 – Current Infrastructure Challenges

Commercial development and interest in development toward the northern boundary has made apparent the need for revisions to the sewer system in this area. The City should consider expansion of the sanitary sewer system in this area to provide a more direct route back to the plant. Residential development toward the southern boundary of the area has also impacted lift stations 9, 10 and 21. The City should prioritize upgrading these facilities to continue to support residential growth in this area.

Most undeveloped land in this area exists within Auburn Water's water service area. This provides challenges regarding efficient utility delivery. The City should work to acquire service area from Auburn when feasible and economically beneficial.

2.2.5 – Projected Infrastructure Needs

As commercial and residential development continues in the future, the City should anticipate considering improvements to existing collector roads and corridors.

The City should remain aware of environmental regulations pertaining to septic systems in the state of Florida and consider expansion of the sanitary sewer system to those developments toward the north-west boundary of this area (Farmer Street area) as a result.

As development continues, the City should consider sidewalk projects in this area, prioritizing connectivity between the existing school, City Parks and facilities, commercial development, and along collector roads in residential areas.

2.3 – Centralwest Sector

2.3.1 – Centralwest Sector Data

	Centralwest Sector Data							
	Total Parcels – No Rights- of-Way (Acreage)	Vacant or Agricultural Parcels (Acreage)	Vacant or Agricultural Buildable Acreage	Development (ERU) at Maximum Practical Buildout	Tax Exempt Properties	Average Taxable Value (Current)	Estimated Ad Valorem Revenue (Current Value)	Average Building Age
Current City Limits	2,111 (2,635.88)	557 (1,336.82)	R-1E – 0 R-1 – 8.51 R-2 – 104.66 R-3 – 53.85 MU – 122.42 C-1 – 318.13 C-2 – 345.84 IN – 30.41 Total – 983.82	R-1E – 0 R-1 – 23 R-2 – 439 R-3 – 301 MU – 1,713 C-1 – 668 C-2 – 968 IN – 85 Total – 4,197	236	\$335,603,916	\$2,264,185.38	1986
Growth Priority Areas	385 (2,912.73)	118 (2,160.31)	R-1E – 0 R-1 – 2.28 R-2 – 0 R-3 – 0 MU – 371.38 C-1 – 566.54 C-2 – 564.98 IN – 0 Total – 1,505.18	R-1E – 0 R-1 – 6 R-2 – 0 R-3 – 0 MU – 5,199 C-1 – 1189 C-2 – 1581 IN – 0 Total – 7,975	46	\$36,259,969	\$244,631.50	1984
Remainder of Sector	43 (1,112.1)	14 (547.8)	R-1E – 0 R-1 – 0.01 R-2 – 62.1 R-3 – 0 MU – 2.82 C-1 – 30.05 C-2 – 0 IN – 0 Total – 94.98	R-1E – 0 R-1 – 0 R-2 – 260 R-3 – 0 MU – 39 C-1 – 63 C-2 – 0 IN – 0 Total – 362	15	\$2,220,180	\$14,978.67	1984
Sector Total	2,539 (6,660.71)	689 (4,004.93)	R-1E – 0 R-1 – 10.8 R-2 – 166.76 R-3 – 53.85 MU – 496.62 C-1 – 914.72 C-2 – 910.82 IN – 30.41 Total – 2,582.98	R-1E – 0 R-1 – 30 R-2 – 700 R-3 – 301 MU – 6,952 C-1 – 1920 C-2 – 2550 IN – 85 Total – 12,538	297	\$374,084,065	\$2,523,795.55	1986

2.3.2 – Historical/Current Development Trends

The interior of this area is undeveloped. Along the periphery exists high-intensity commercial development along Highway 85, and the downtown commercial area. Older commercial development exists along Highway 90, backed by single family residential development, primarily. High-density residential development is occurring behind commercial development along Highway 85.

In the downtown area, single-family residential development exists predominantly, with a recent increase in infill development including multi-family and missing middle housing developments. The

downtown area includes Allen Park, the Okaloosa County Courthouse, FAMU college, and Wilson Street Park.

The southwest of this area is developed primarily for single-family residential use but does contain one multi-family residential development, one missing middle residential development as well as Blackwater Golf Course.

This area contains the new Southwest Crestview Bypass, providing connectivity between Old Bethel Road, Highway 85, Highway 90, PJ Adams Parkway, and Interstate 10. Along this bypass is the City's sewer treatment plant and the new Pineview school.

2.3.3 – Ideal Future Development Trends

High-Intensity commercial development should occur along the arterial corridors of the Southwest Bypass, as well within the area between the east-west connector road and Interstate 10. Development should occur in a concentric pattern from the major arterials, lessening in intensity and density. Low-intensity commercial and multifamily development should occur behind the high-intensity commercial development, with development intensity decreasing from missing middle developments to single-family residential. The City should continue to plan for construction of collector and local roads to provide access for new development as well as connectivity within the bypass area.

Redevelopment of commercial property along Highway 90 should occur, increasing in intensity. Low-intensity commercial development and higher-density residential infill development should occur between the Highway 90 commercial corridor and the railroad.

Commercial redevelopment should continue to occur on Main Street. Higher-density residential infill and mixed-use development should continue to occur within the downtown area.

Along the Highway 85 commercial corridor, high-intensity commercial development should continue, being backed by high-density multi-family residential development.

Along the Antioch Road corridor, high-intensity commercial development should occur in proximity to Interstate 10 and the new interchange. Continuing north, low-intensity or mixed-use commercial development should occur directly along Antioch Road, being backed by missing middle or higher-density single family development.

2.3.4 – Current Infrastructure Challenges

The primary challenge within this sector is the lack of existing utility systems in the bypass area and along West Highway 90. The City should continue to prioritize construction of utility systems along the Southwest Bypass and West Highway 90.

The City's water system is currently at its limit of providing adequate pressure within this area. The City is constructing a new water tower on the bypass to alleviate this challenge.

The City's sewer treatment plant is space-constrained regarding construction of new effluent disposal facilities. The City should prioritize construction of new effluent disposal facilities in other locations that are not encumbered by space constraints. The City should also continue the process of expanding treatment capacity at the plant itself.

The Highway 85 corridor within this area is severely over-encumbered, especially toward the southern boundary of the sector. The City should continue to advocate for, and contribute to initiatives to improve Highway 85, but should also continue to consider opportunities to create alternative north-south corridors to relieve traffic on Highway 85.

2.3.5 – Projected Infrastructure Needs

As commercial development and redevelopment begins to occur along the bypass and West Highway 90, the City should anticipate further utility system improvements to be made in the area, and to the plant.

Likewise, as development occurs, the City should anticipate construction of new collector and local roads within the bypass area, as included in the Mobility Study. The City should pre-emptively prioritize pedestrian and multi-modal facilities in these new roadway corridors to provide connectivity to the new school, commercial corridors and collector roads in anticipated residential areas.

The City should continue to seek opportunities to construct new alternative north-south corridors to alleviate traffic on Highway 85.

2.4 – Centraleast Sector

2.4.1 – Centraleast Sector Data

	Centraleast Sector Data							
	Total Parcels – No Rights- of-Way (Acreage)	Vacant or Agricultural Parcels (Acreage)	Vacant or Agricultural Buildable Acreage	Development (ERU) at Maximum Practical Buildout	Tax Exempt Properties	Average Taxable Value (Current)	Estimated Ad Valorem Revenue (Current Value)	Average Building Age
Current City Limits	2,994 (1,703.08)	257 (332.15)	R-1E – 0 R-1 – 0 R-2 – 2.93 R-3 – 100.66 MU – 86.71 C-1 – 25.12 C-2 – 98.1 IN – 0 Total – 313.52	R-1E – 0 R-1 – 0 R-2 – 12 R-3 – 563 MU – 1,213 C-1 – 52 C-2 – 274 IN – 0 Total – 2,114	312	\$520,901,524	\$3,514,314.22	2001
Growth Priority Areas	641 (1,054.88)	145 (409.49)	R-1E – 0 R-1 – 0 R-2 – 0 R-3 – 184.53 MU – 137.54 C-1 – 4.07 C-2 – 5.9 IN – 0 Total – 332.04	R-1E – 0 R-1 – 0 R-2 – 0 R-3 – 1033 MU – 1,925 C-1 – 8 C-2 – 16 IN – 0 Total – 2982	50	\$46,273,148	\$318,186.42	1984
Remainder of Sector	129 (1,198.41)	46 (585.65)	R-1E – 0 R-1 – 0 R-2 – 23.83 R-3 – 42.52 MU – 66.66 C-1 – 2.74 C-2 – 24 IN – 0 Total – 159.75	R-1E – 0 R-1 – 0 R-2 – 100 R-3 – 238 MU – 933 C-1 – 5 C-2 – 67 IN – 0 Total – 1,343	6	\$9,049,302	\$55,052.02	1988
Sector Total	3,764 (3,956.37)	448 (1,327.29)	R-1E – 0 R-1 – 0 R-2 – 26.76 R-3 – 327.71 MU – 290.91 C-1 – 31.93 C-2 – 128 IN – 0 Total – 805.31	R-1E – 0 R-1 – 0 R-2 – 112 R-3 – 1,835 MU – 4,072 C-1 – 67 C-2 – 358 IN – 0 Total – 6,444	368	\$576,223,974	\$3,887,552.66	1998

2.4.2 – Historical/Current Development Trends

Toward the southern boundary of this area exists high-intensity commercial development along the Highway 85 corridor, that lessens in intensity further north. The Highway 85 corridor is backed by single-family residential development within the downtown area extending east. Towards the south, the commercial corridor is followed by some higher-density multi-family development before transitioning to single family residential extending east.

This area includes Southside School, Riverside Elementary School, Shoal River Middle School, Northwest Florida State College as well as Twin Hills Park and Brookmeade Park.

2.4.3 – Ideal Future Development Trends

High-intensity commercial development should continue along the Highway 85 corridor, concentrating around the Interstate 10 interchange. Commercial development and redevelopment should occur in the commercial corridor within the downtown area. Low-intensity commercial and mixed-use development should occur along Chestnut Avenue.

Infill high-intensity and missing middle residential development should occur behind the commercial corridor, providing a transition to the single-family development to the east.

2.4.4 – Current Infrastructure Challenges

The primary infrastructure challenge in this area is related to Redstone Avenue. There are limited means of access from East Redstone Avenue to Highway 85. The City should continue to consider opportunities for additional alternative routes that provide access from East Redstone Avenue to adjacent arterial and collector roads.

Additionally, multi-modal and pedestrian infrastructure in this area is lacking regarding connectivity with Schools, commercial areas and City parks. The City should consider and prioritize the construction of multi-modal and pedestrian facilities that provide connectivity between residential collector roads and schools, parks, and commercial corridors.

The City maintains a substantial network of out-of-city utility services within this area. Provision of these services leads to municipal service delivery inefficiencies. The City should consider options to annex properties in these out-of-city service areas.

2.4.5 – Projected Infrastructure Needs

As residential development and infill development continues, it will increase the need for pedestrian and multi-modal facilities that connect to schools and City parks. The primary focus being connectivity to Riverside Elementary School/Shoal River Middle School and connectivity throughout the downtown area to Southside School and Twin Hills Park. The City should also pursue connectivity between the downtown and East Redstone areas.

The City should anticipate sewer needs that arise if annexation is pursued within the out-of-city service areas. In the same vein, the City should anticipate environmental regulations pertaining to septic systems in the state of Florida and consider expansion of the sanitary sewer system to those areas as well.

2.5 – Southwest Sector

2.5.1 – Southwest Sector Data

	Southwest Sector Data							
	Total Parcels – No Rights- of-Way (Acreage)	Vacant or Agricultural Parcels (Acreage)	Vacant or Agricultural Buildable Acreage	Development (ERU) at Maximum Practical Buildout	Tax Exempt Properties	Average Taxable Value (Current)	Estimated Ad Valorem Revenue (Current Value)	Average Building Age
Current City Limits	2,552 (1,891.47)	75 (600.45)	R-1E – 0 R-1 – 0 R-2 – 4.18 R-3 – 9.01 MU – 0.4 C-1 – 115.67 C-2 – 47.52 IN – 9.99 Total – 186.77	R-1E – 0 R-1 – 0 R-2 – 17 R-3 – 50 MU – 5 C-1 – 242 C-2 – 133 IN – 27 Total – 474	224	\$427,078,588	\$2,881,328.40	2000
Growth Priority Areas	204 (258.69)	24 (73.35)	R-1E – 0 R-1 – 0 R-2 – 4.22 R-3 – 16.68 MU – 6.2 C-1 – 5.16 C-2 – 0 IN – 0 Total – 32.26	R-1E – 0 R-1 – 0 R-2 – 17 R-3 – 93 MU – 86 C-1 – 10 C-2 – 0 IN – 0 Total – 206	16	\$32,597,477	\$219,921.94	1995
Remainder of Sector	45 (2,369.48)	23 (801.79)	R-1E – 0 R-1 – 0 R-2 – 230.19 R-3 – 239.3 MU – 186.06 C-1 – 0 C-2 – 0 IN – 0 Total – 655.55	R-1E – 0 R-1 – 0 R-2 – 966 R-3 – 1,340 MU – 2,604 C-1 – 0 C-2 – 0 IN – 0 Total – 4,910	13	\$2,064,163	\$13,926.28	1981
Sector Total	2,801 (4,519.64)	122 (1,475.59)	R-1E – 0 R-1 – 0 R-2 – 238.59 R-3 – 264.99 MU – 192.66 C-1 – 120.83 C-2 – 47.52 IN – 9.99 Total – 874.58	R-1E – 0 R-1 – 0 R-2 – 1,002 R-3 – 1,483 MU – 2,697 C-1 – 253 C-2 – 133 IN – 27 Total – 5,595	253	\$461,740,228	\$3,115,176.62	1999

2.5.2 – Historical/Current Development Trends

This sector is bound on the east by the Highway 85 corridor. In this sector, that corridor is developed with high-intensity commercial use. Behind that corridor is a substantial wetland separating a predominantly residential area for the length of PJ Adams Parkway. Some low-intensity commercial uses exist along the PJ Adams Parkway Corridor. This sector contains some higher-density residential development including one large townhouse development and an apartment complex toward its western boundary. This area contains Antioch Elementary School and Countryview Park.

2.5.3 – Ideal Future Development Trends

Though this area is heavily developed, there is potential for additional development over time. The Highway 85 corridor should continue to develop for high-intensity commercial use, as should the remaining vacant property surrounding the new Interstate 10 interchange. Properties fronting PJ Adams should continue to be developed for low-intensity commercial use. Vacant properties behind the commercial frontage should be developed for higher-intensity residential use or missing middle housing. Continuing out from the PJ Adams Parkway, property should continue to develop for higher-intensity single-family use.

2.5.4 – Current Infrastructure Challenges

Lift Stations toward the southern boundary of this sector often experience issues, specifically during storm events. The City should prioritize upgrading or relocating lift stations that are currently experiencing issues.

2.5.5 – Projected Infrastructure Needs

The City should anticipate further residential development focused on the southwest portion of this sector, and plan for infrastructure and utility construction accordingly.

The City should consider and prioritize pedestrian and multimodal facilities that provide greater connectivity between schools, high density residential areas, collector roads in single-family residential areas, Countryview Park, existing commercial corridors along PJ Adams Parkway and Highway 85, as well as future commercial development centered around the new Interstate 10 interchange.

2.6 – Southeast Sector

2.6.1 – Southeast Sector Data

	Southeast Sector Data							
	Total Parcels – No Rights- of-Way (Acreage)	Vacant or Agricultural Parcels (Acreage)	Vacant or Agricultural Buildable Acreage	Development (ERU) at Maximum Practical Buildout	Tax Exempt Properties	Average Taxable Value (Current)	Estimated Ad Valorem Revenue (Current Value)	Average Building Age
Current City Limits	355 (345.86)	40 (204.97)	R-1E – 0 R-1 – 0 R-2 – 12.82 R-3 – 3.17 MU – 2.97 C-1 – 15.34 C-2 – 32.75 IN – 0 Total – 67.05	R-1E – 0 R-1 – 0 R-2 – 53 R-3 – 17 MU – 41 C-1 – 32 C-2 – 91 IN – 0 Total – 234	25	\$66,814,120	\$450,768.14	1994
Growth Priority	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Remainder of Sector	2,861 (3,644.14)	448 (825.48)	R-1E – 0 R-1 – 0 R-2 – 236.85 R-3 – 0.51 MU – 0 C-1 – 23.09 C-2 – 28.28 IN – 0 Total – 288.73	R-1E – 0 R-1 – 0 R-2 – 994 R-3 – 2 MU – 0 C-1 – 48 C-2 – 79 IN – 0 Total – 1,123	394	\$405,740,297	\$2,667,367.49	2001
Sector Total	3,216 (3,990.11)	488 (1,030.45)	R-1E – 0 R-1 – 0 R-2 – 249.67 R-3 – 3.68 MU – 2.97 C-1 – 38.43 C-2 – 61.03 IN – 0 Total – 355.78	R-1E – 0 R-1 – 0 R-2 – 1,048 R-3 – 20 MU – 41 C-1 – 80 C-2 – 170 IN – 0 Total – 1,359	419	\$472,554,417	\$3,118,135.63	2000

2.6.2 – Historical/Current Development Trends

The Highway 85 commercial corridor of this sector contains high-intensity commercial development, as well as the first portion of John King Road. The northern portion of Live Oak Church Road corridor is developed for low-intensity commercial use. The remainder of the sector is developed for single-family residential use.

2.6.3 – Ideal Future Development Trends

The remaining vacant property along the Highway 85 corridor should develop for high-intensity commercial use, as well as the first portion of John King Road to Interstate 10. Vacant land along the Live Oak Church Road corridor should be developed for low-intensity commercial use or higher-density residential or missing middle housing.

2.6.4 – Current Infrastructure Challenges

The City does not currently face challenges with infrastructure in this area, primarily due to the majority of the area being served water and sewer by Okaloosa County. Many of the roadways in this sector are also maintained by Okaloosa County.

2.6.5 – Projected Infrastructure Needs

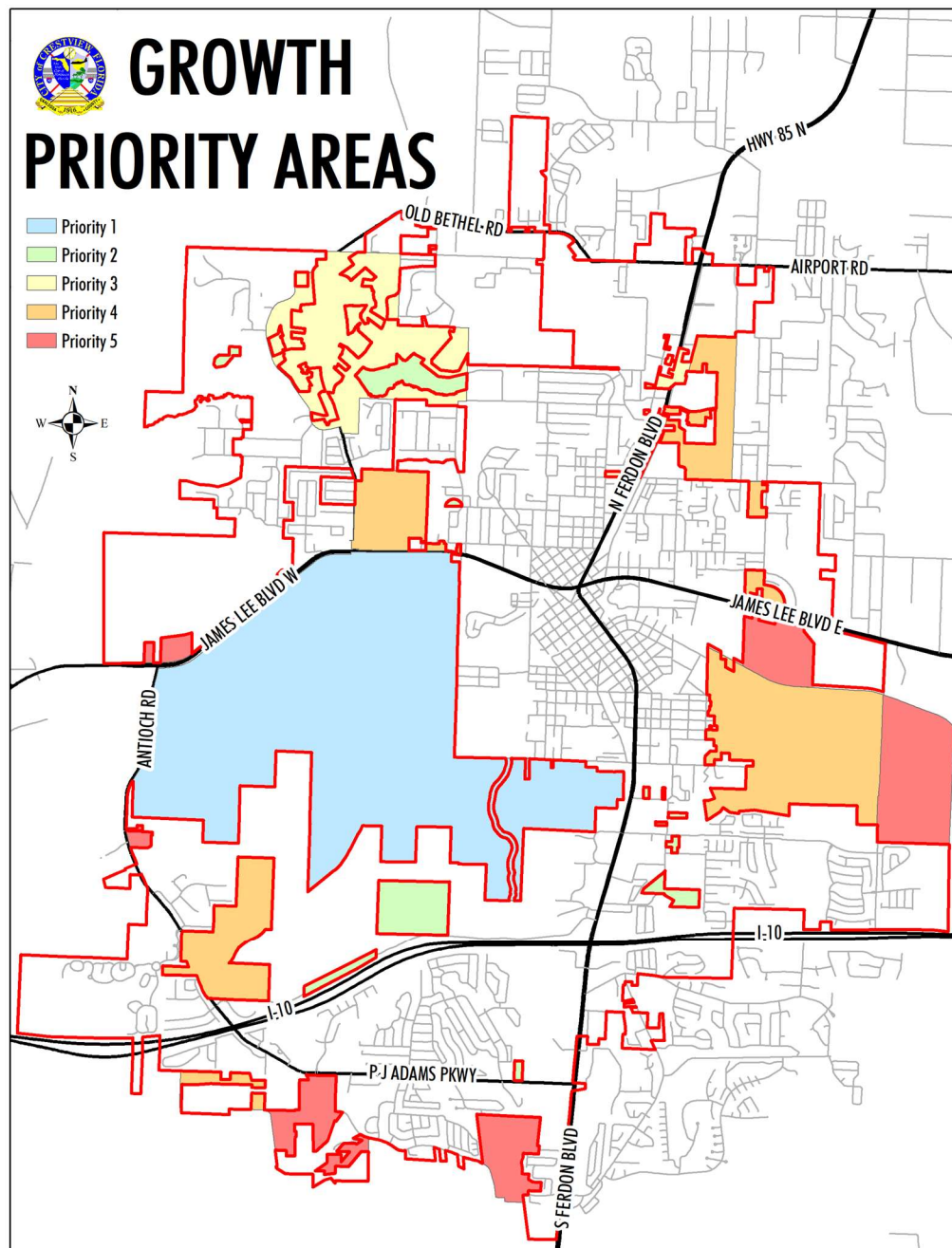
As commercial development continues along John King Road, the City should anticipate participating in roadway improvements to John King Road and Southcrest Drive. The City should also consider opportunities to provide connectivity to the Centraleast Sector from John King Road.

The City could consider the potential of acquiring service areas for water and sewer from Okaloosa County, if feasible and economically viable.

Section 3 – Growth and Annexation

3.1 – Growth Priority Areas

The City will prioritize growth and annexation in a tiered system, prioritizing some areas prior to others, based on anticipated future development, future infrastructure expansions, and annexations that would increase the efficiency of municipal service delivery, such as annexation of enclaves. The growth priority areas are ordered as follows:



3.2 – Infrastructure Considerations

Generally, staff will not recommend annexation when the City cannot provide both water and wastewater services, or where planned/programmed improvements for water and wastewater do not exist in the CIP.

Proposed annexations with service area acquisitions and/or system expansions required will participate in whole or in part, subject to negotiation and agreement with staff, in completing required infrastructure improvements. This may include planning, design, engineering, construction, or financial participation in the City's completion of same. In these cases, the applicant shall include a conceptual plan with their annexation application to convey the intensity/density of proposed development particularly as it pertains to utility needs.

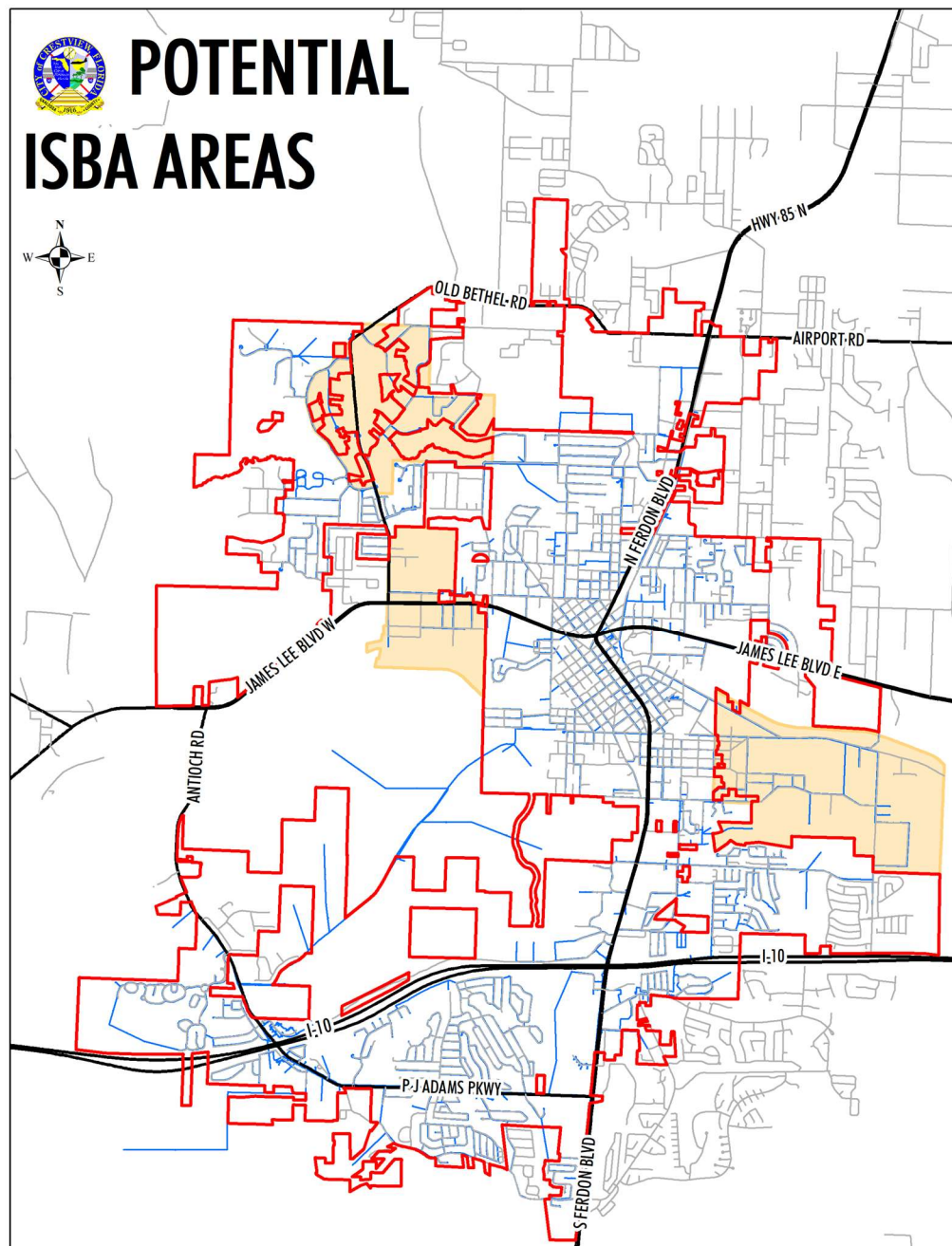
Staff will analyze and consider annexations in locations where City water or sewer are not available pursuant to the following criteria:

- Cost of acquisition of service areas or construction of system expansions, and the applicant's willingness to participate in such cost.
- Location of annexation as it pertains to future infrastructure expansions and Growth Priority Areas.
- General public benefit to the City and Community including, but not limited to:
 - Deficiency of or need for the proposed use within City.
 - Economic benefits to the City and Community, including job creation, education or retail opportunities, affordable housing, tax revenue considerations, etc.

3.3 – Interlocal Service Boundary Agreements (Out-of-City Utility Services)

Chapter 171 of the Florida Statutes provides for an annexation method called an Interlocal Service Boundary Agreement (ISBA). This method provides for Cities and Counties to jointly determine how to provide municipal services to residents and provide a more flexible means for annexation in certain areas of their jurisdiction.

The City may explore the option of entering into an ISBA with Okaloosa County for the purposes of more intuitive and efficient delivery of municipal services. There are three areas where the City currently provides utility services and/or often provides other services such as police and fire response services, that are not within the City Limits. The unintuitive nature of the areas where services are provided versus the current City Limits may lead to inefficiency or confusion in service delivery.



3.4 – Moratorium Strategy

The City intends to incentivize annexation within the growth priority areas shown in Section 3.1. One tool to incentivize annexation is to have a moratorium on fees associated with annexation within the current growth area being prioritized.

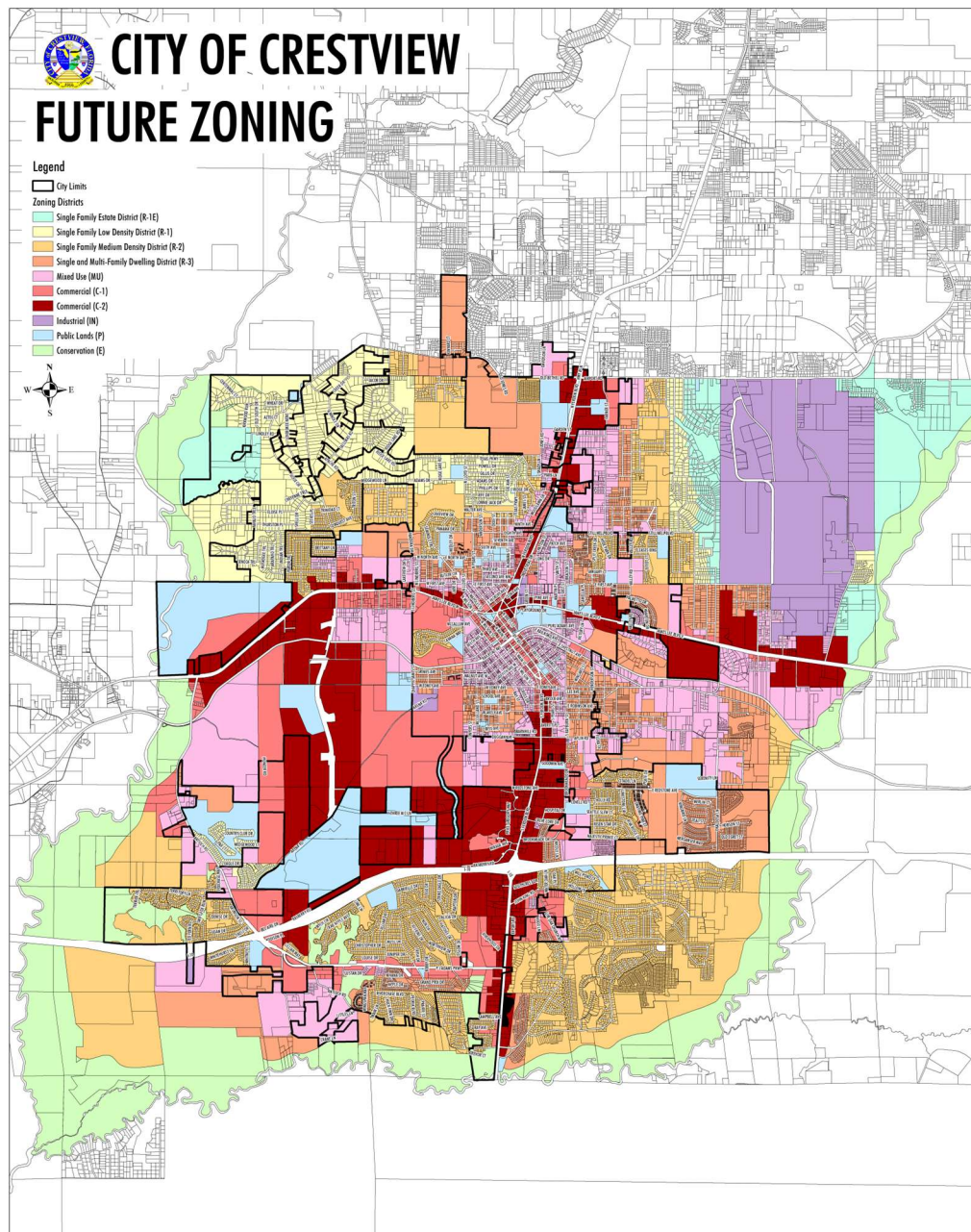
The City's moratorium will begin with the Bypass Area (Growth Priority 1), and the Enclave Areas (Growth Priority 2). Upon annexation of either – 50 percent of the total number of parcels or 50 percent of the acreage within Growth Priority 2, the moratorium should be expanded to the next growth priority area.

Once 50 percent of the number of parcels, or 50 percent of the acreage within the current moratorium area is annexed, the moratorium should be expanded to the next growth priority area.

Growth Priority 1 should not be included in these calculations. While it is an area to prioritize growth, it should not limit the ability to incentivize annexation in the other growth priority areas which are intended to provide for more logical and efficient municipal service delivery.

3.5 – Future Zoning

Generally, staff will not recommend future land use (FLU) or zoning map amendments that are not consistent with the Future Zoning Map:



For proposed FLU or zoning map changes that are not consistent with the Future Zoning Map, staff will require a conceptual plan showing proposed use(s), densities or intensities, proposed compatibility measures with adjacent developments or zoning districts and a narrative explanation regarding the need and/or community benefit of the request being made.

When the City cannot provide both water and wastewater services, or where planned/programmed improvements for water and wastewater do not exist in the CIP to provide for the density or intensity required for a requested FLU or zoning map change, staff will require more information from the applicant as described below.

Proposed FLU or zoning map changes with service area acquisitions and/or system expansions required will participate in whole or in part, subject to negotiation and agreement with staff, in completing required infrastructure improvements. This may include planning, design, engineering, construction, or financial participation in the City's completion of same. In these cases, the applicant will include a conceptual plan with their FLU/Rezoning application to convey the intensity/density of proposed development particularly as it pertains to utility needs.

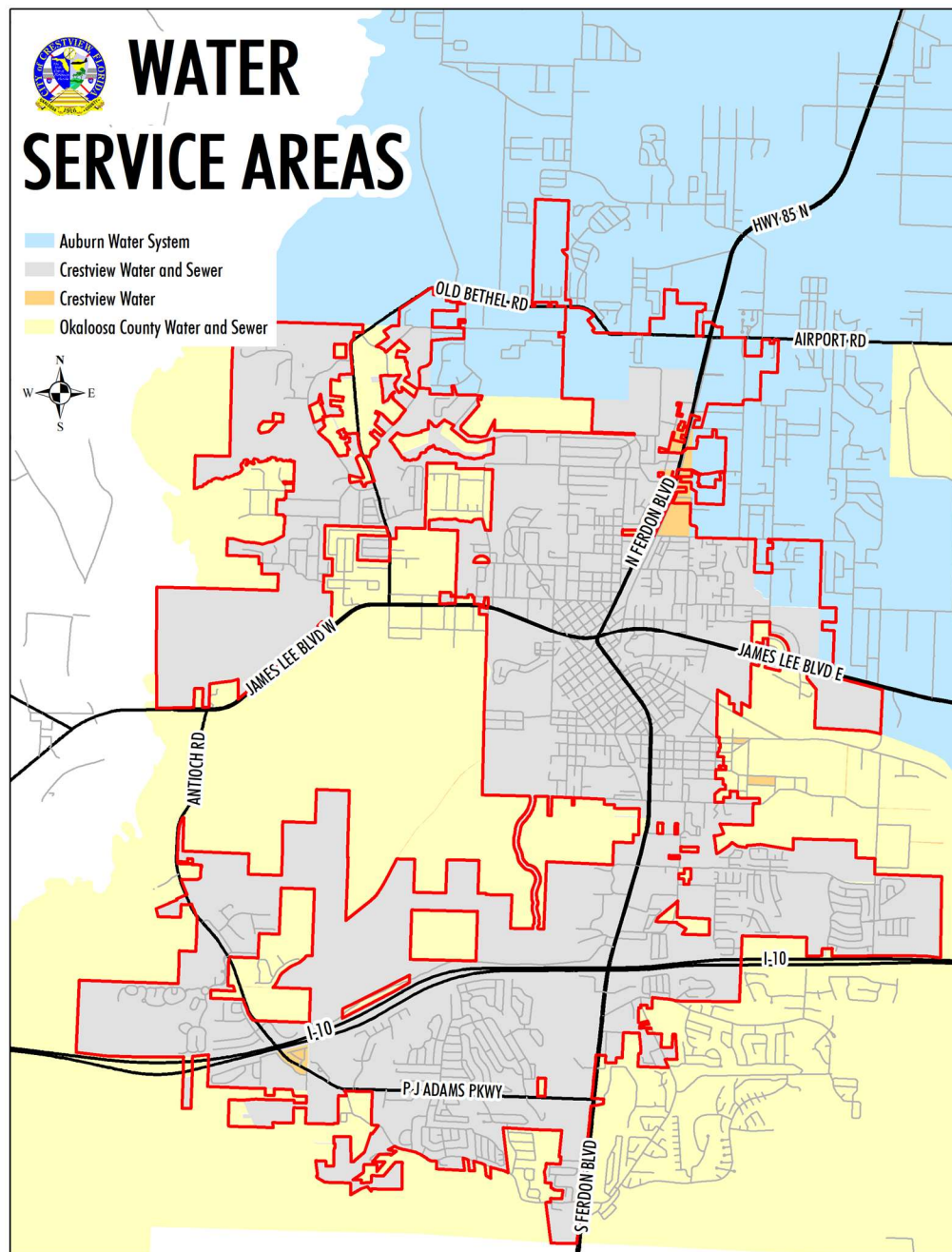
Staff will analyze and consider FLU Map Amendments/Rezonings pursuant to the following criteria:

- Cost of acquisition of service areas or construction of system expansions, and the applicant's willingness to participate in such cost.
- Location of request as it pertains to future infrastructure expansions and Growth Priority Areas.
- Consistency of the requested FLU or zoning district with the districts shown on the Future Zoning Map.
- Compatibility measures provided in the conceptual plan for adjacent existing and proposed development.
- General public benefit to the City and Community including, but not limited to:
 - Deficiency of or need for the proposed use within City.
 - Economic benefits to the City and Community including: job creation, education or retail opportunities, affordable housing, tax revenue considerations, etc.

Section 4 – Infrastructure

4.1 – Potable Water

Expansions should be programmed in the CIP pursuant to projected needs within the City Limits or according to targeted Growth Priority Areas.



Acquisition of Auburn Water service areas will be considered pursuant to the following:

- Costs associated with acquisition or system expansion into the service area
- Timeline for profitability of acquisition (not including impact fees, generally an area should be determined to be profitable 10-years post-development)
- The degree to which the City provides other services (sewer, stormwater, police, fire) within the service area considered to be acquired
- General public benefit to the City and Community including, but not limited to:
 - Deficiency of or need for the proposed use within City.
 - Economic benefits to the City and Community, including job creation, education or retail opportunities, affordable housing, tax revenue considerations, etc.

4.2 – Wastewater

Expansions should be programmed in the CIP pursuant to projected needs within the City Limits or according to targeted Growth Priority Areas.

The City will continue to develop and expand reuse systems to provide reduced-rate irrigation services for new development, when feasible.

The City will consider annexation of areas that currently utilize septic systems/services, pursuant to the following:

- Property/area is included in an ISBA (Map 3.3.1) or Growth Priority Area.
- Ability for the existing sewer system to incorporate properties/areas currently utilizing septic systems.
- Whether or not necessary system expansions or improvements are included in the CIP or needs list, and/or are agreed to by developers, to be improved at their cost.
- If grant funding opportunities or programs are available for the inclusion of properties/areas into the City's sewer system.
- General public benefit to the City and Community including, but not limited to:
 - Remediation of environmental or quality-of-life impacts caused by failing septic systems.
 - Deficiency of or need for the proposed use within City.
 - Economic benefits to the City and Community including: job creation, education or retail opportunities, affordable housing, tax revenue considerations, etc.

4.3 – Stormwater

The City will consider the provision of regional stormwater utilities in areas where such improvement may serve multiple existing or proposed/anticipated developments. Staff will analyze and determine whether a regional stormwater improvement is appropriate, feasible, and/or whether it will provide an overall benefit to incoming development and the City.

If a regional stormwater utility is enacted, the City will create an overlay district for the area, requiring each development or property within a given overlay district to participate in a pro-rata share of the cost of the improvements, according to the size of each respective property.

4.4 – Transportation

4.4.1 – Roadways

Refer to Mobility Fee Study and the Comprehensive Fee Schedule regarding future roadway plans, needs and resulting mobility fees. Staff will review any roadway project/needs lists concurrently with the CIP and adjust such lists as necessary. Projects should be focused within the City Limits and Growth Priority Areas.

Proposed developments necessitating roadway projects that are not included in the CIP or project list in a way that is timely as to the proposed timing of the development will be required will participate in whole or in part, subject to negotiation and agreement with staff, in completing required roadway improvements. This may include planning, design, engineering, construction, or financial participation in the City's completion of same.

Staff will analyze and consider the inclusion of new roadway projects into the CIP or project/needs lists pursuant to the following criteria:

- Potential or anticipated development in a given area, and the expected timeline for such development.
- Availability of grant funding or programs, or other alternative funding sources for roadway construction.
- Ability for developers to participate in the cost of making such roadway improvement or extension.
- General public benefit to the City and Community including, but not limited to:
 - Readily apparent need for the proposed roadway within City, as determined by staff.
 - Economic benefits to the City and Community, including job creation, education or retail opportunities, affordable housing, tax revenue considerations, etc.

4.4.2 – Multimodal Transportation/Sidewalks

The City currently requires new developments to construct sidewalks where an existing network exists or otherwise contribute to the sidewalk fund for future system-wide improvements. Such funding shall be leveraged to obtain grants or other alternative funding sources to further development of multi-modal developments within the City.

New sidewalk or multi-modal projects shall be included within the CIP pursuant to the following:

- Connectivity of public or private facilities to housing areas:
 - Sidewalks that provide safe routes from neighborhoods to schools
 - Connections from residential areas to hospitals or other health care facilities
 - Connections from residential areas to recreational facilities or parks
 - Connections from residential areas to major commercial areas or corridors
 - Connections from residential areas to transportation stops or hubs
- Current or expected future classification of a roadway (arterial, collector, local)
- Current or expected future traffic capacity and encumbrance of a given roadway
- Current or pedestrian usage or expected future need for pedestrian usage of a given roadway
- Current and/or projected public safety data that justifies a public safety concern with lack of pedestrian infrastructure on a given roadway.

Section 5 – Other Services

5.1 – Police and Fire

The City will continue to evaluate current staffing of police and fire departments against current City population and size of service area(s).

Regarding police staffing, the City should target state and national averages, with its first primary focus being to meet the minimum average consideration for an understaffed agency, pursuant to the values below:

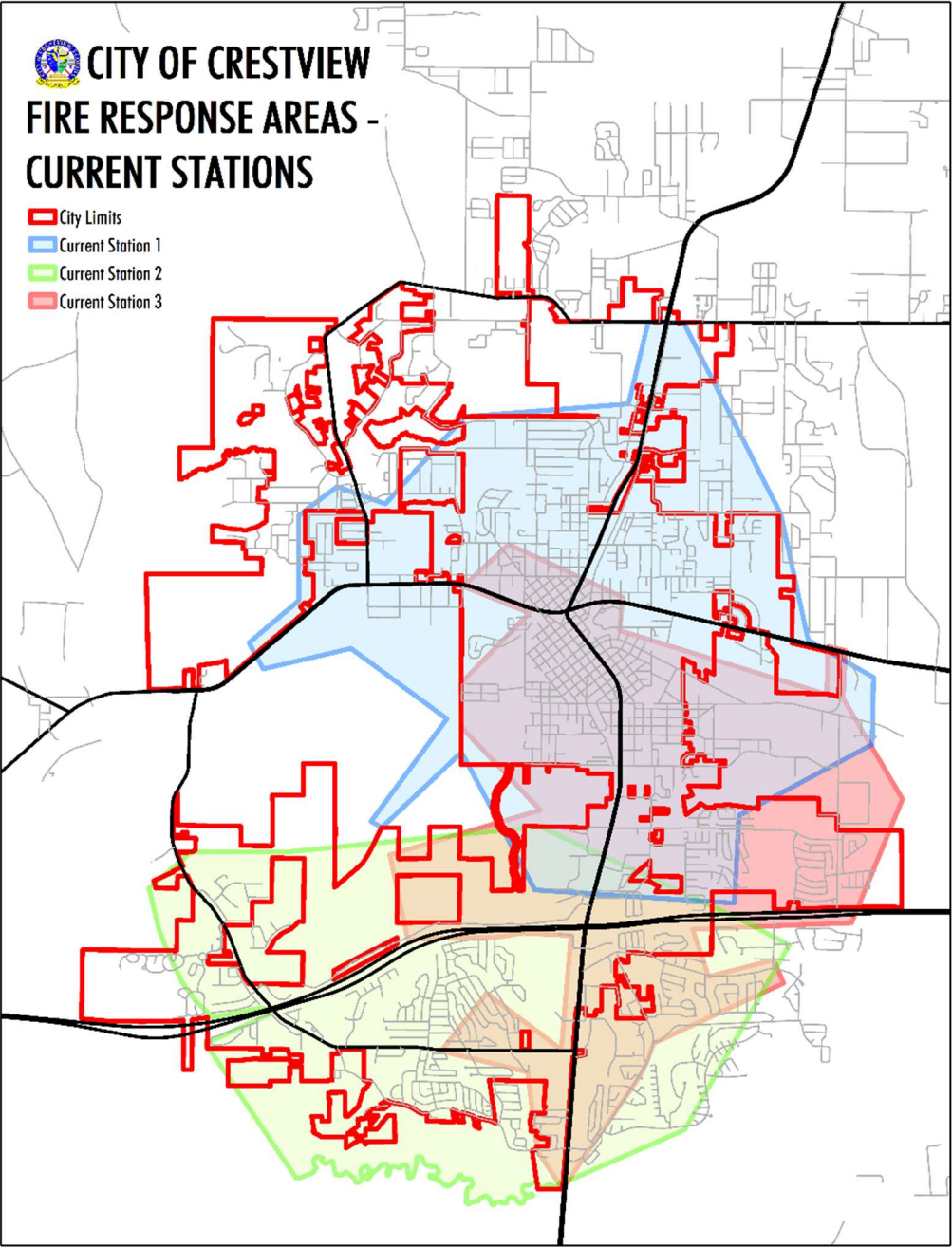
Police Department Staffing Table ^{1, 2}	
Category	Measure
Current Ratio	1.9 officers per 1,000 residents
Minimum Consideration for “Understaffed Agency”	2.1 officers per 1,000 residents
State Ratio	2.5 officers per 1,000 residents
National Ratio	2.7 officers per 1,000 residents

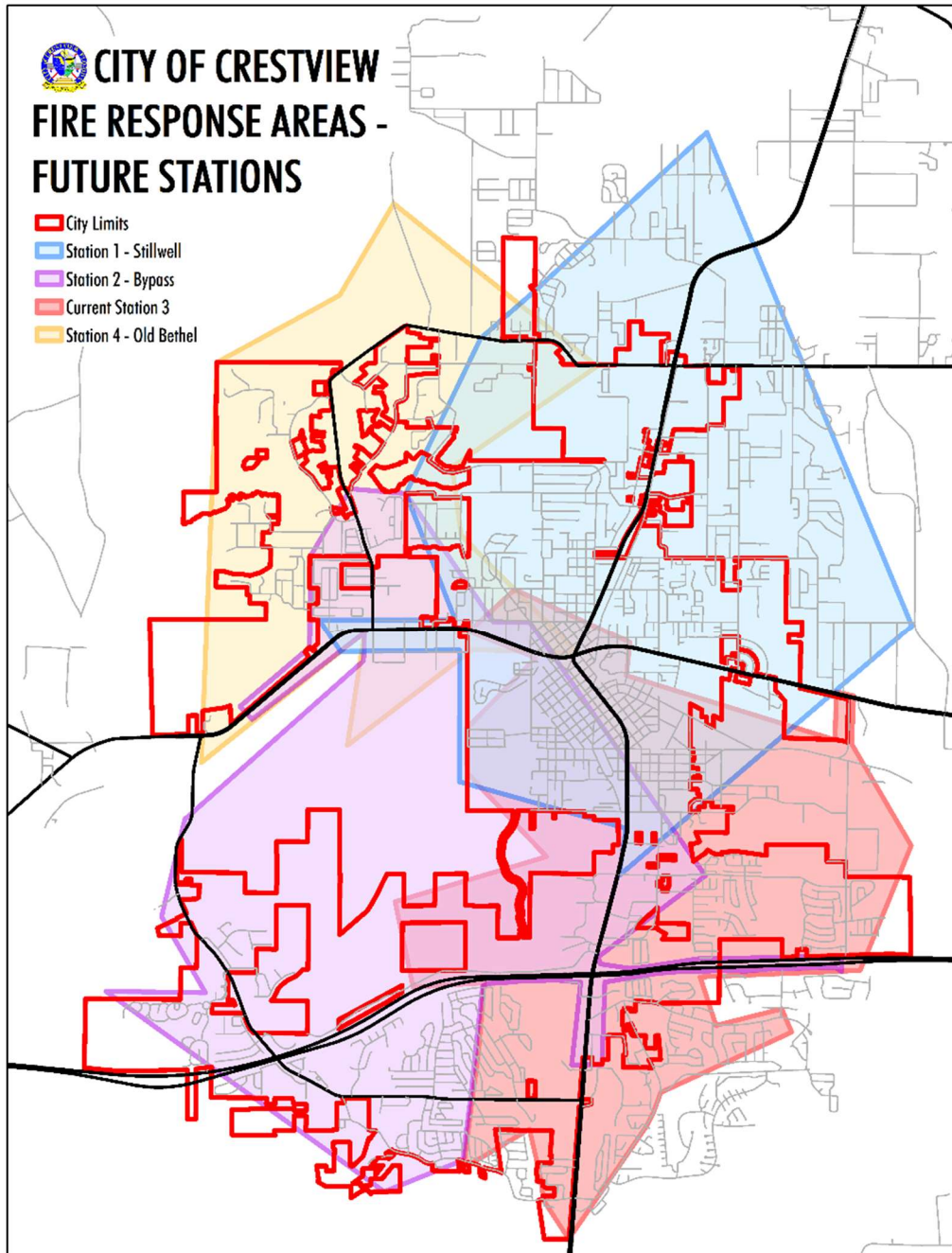
The City is currently developing a plan for the upgrade and relocation of Fire Stations and the Police Station. Staff will consider the current fire response zones and proposed zones resulting from anticipated relocations when processing applications for annexation, future land use map amendment, and/or rezoning.

The City should continually re-evaluate response areas to ensure that Fire Department staffing is adequate to continue providing appropriate response times within the City Limits and Growth Priority Areas, per applicable NFPA standards and requirements.

¹ United States Department of Justice

² Federal Bureau of Investigation, Criminal Justice Information Services Division, Table 71, Law Enforcement to Population Recommendations for Safe Law Enforcement Staffing

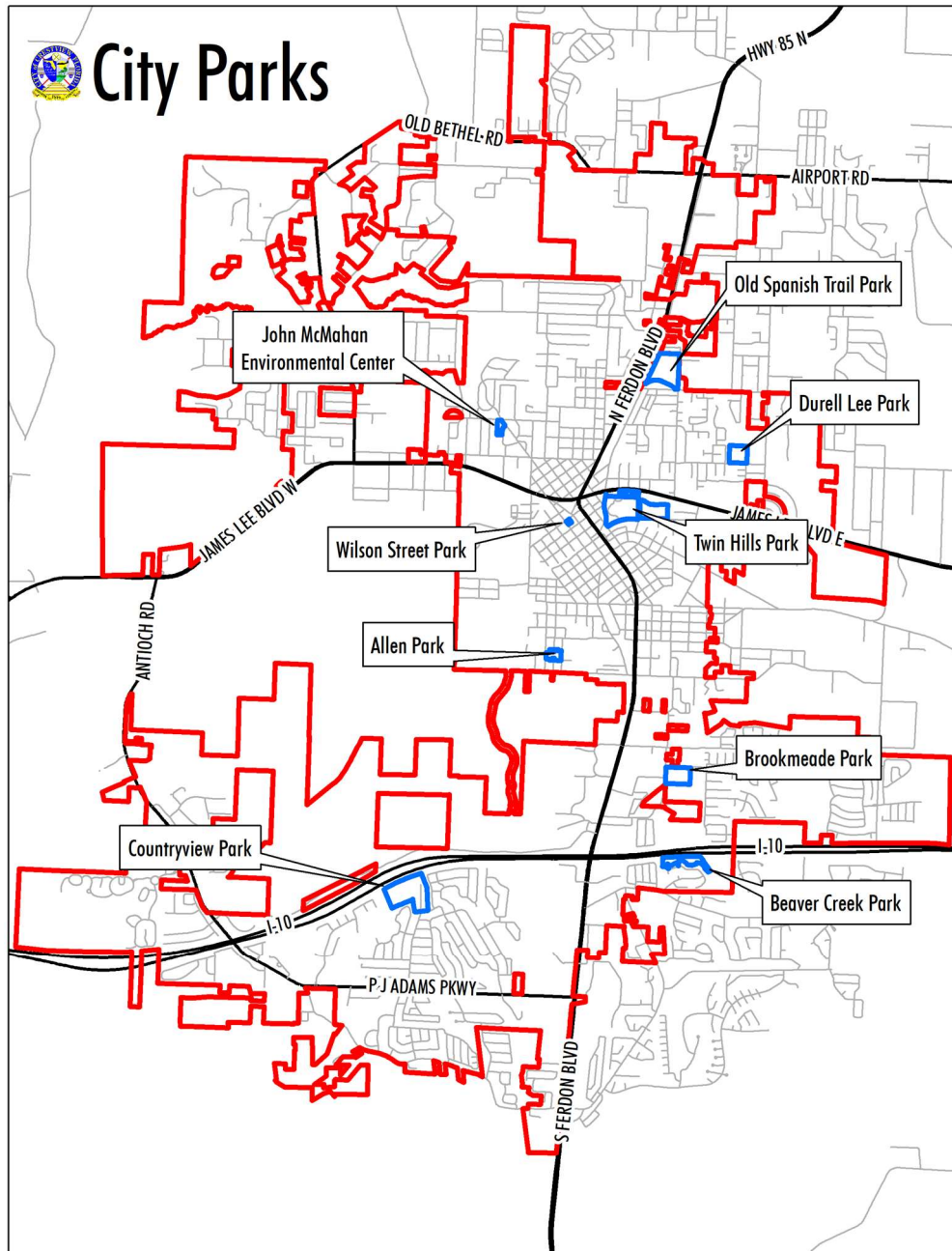




Necessary capital purchases related to each department shall be included in the CIP. The City will revisit and study the Police and Fire Public Safety Facilities fee as needed, pursuant to growth and capital needs. Considerations for fee increases will include proposed facility improvements included within the CIP as well as needs pursuant to proposed or anticipated development.

5.2 – Recreation

The City currently collects a recreational fee assessment, or allows a donation of land for park space, for residential subdivisions. The City should continue to require this assessment and expand it to include multi-family residential developments. Recreational fee assessments should be committed to Parks and Recreation related expenses within the CIP, and certain operational expenses as necessary. The City currently fulfils concurrency requirements listed in the Comprehensive Plan for recreational space levels of service but should continue to evaluate future options for City parks as the City grows, both geographically and in population. See below map for current City parks:



Staff should work to fulfill facility deficiencies identified in the table below or pursuant to further studies conducted, considering current population and/or current participation in City recreational activities:

Recreational Facility Data				
Facility	Standard	Demand	Existing	Surplus (Deficit)
Baseball/Softball Fields	1 per 75 participants	12	7	(5)
Basketball Courts	1 per 100 participants	9	5	(4)
Football Field/Stadiums	1 per 100 participants	8	4	(4)
Tennis Courts	1 per 10,000 residents	2	1	(1)
Pickleball Courts	1 per 2,000 residents	14	9	(5)
Volleyball Courts	1 per 8,500 residents	3	1	(2)
Disc Golf Courses	1 per 10,000 residents	2	1	(1)
Playgrounds	1 area per 5,000 residents	5	7	2
Splash Pads	1 area per 5,000 residents	5	4	(1)
Hiking/Exercise/Walking Trails	1 mile per 6,000 residents	4	3	(1)
Boat Ramps	1 per 12,500 residents	2	0	(2)

The City should prioritize staffing to meet future needs as population and recreational participation increases. Staffing should be evaluated by the need for the busiest recreational season, according to the below:

Recreational Data					
Season	Sport	Participants	Participants per 1,000 residents	Staff to Participant Ratio	Staff to Population Ratio
Spring	Baseball/Softball	902	30.28	1:90.2	1:2,978
Fall*	Soccer	450	15.11	1:80	
	Football	200	6.72		
	Cheer	150	5.04		
Winter	Basketball	872	29.28	1:87.2	

* Staffing combined for Fall sports

The current staffing ratio is one recreational program staff member per 2,978 residents. This should be the minimum staffing ratio maintained in the future. Additional staff may be hired outside of that minimum ratio to further improve the quality or efficiency of the City's recreational programs.



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Action Item

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Jerry Whitten, Mayor
DATE: 2/28/2025
SUBJECT: Appointment of Mayor Pro-Tempore

BACKGROUND:

Per the Charter, the City Council shall select from among its members a Mayor Pro-Tempore. The Mayor Pro-Tempore shall serve in the absence or disability of the mayor, preside over the meetings of the City Council and perform all the duties and exercise all authority of the mayor. The Mayor Pro-Tempore shall retain all voting privileges of an elected member of the City Council.

DISCUSSION:

Appointment of a Council member to serve as the Mayor Pro-Tempore for one year.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Financial Sustainability- Achieve long term financial sustainability

Organizational Capacity, Effectiveness & Efficiency- To efficiently & effectively provide the highest quality of public services

Infrastructure- Satisfy current and future infrastructure needs

Communication- To engage, inform and educate public and staff

Quality of Life- these areas focus on the overall experience when provided by the city.

Community Character- Promote desirable growth with a hometown atmosphere

Safety- Ensure the continuous safety of citizens and visitors

Mobility- Provide safe, efficient and accessible means for mobility

Opportunity- Promote an environment that encourages economic and educational opportunity

Play- Expand recreational and entertainment activities within the City

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

N/A

RECOMMENDED ACTION

A motion to appoint a Mayor Pro-Tempore to serve for one year beginning April 1, 2025.

Attachments

None



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Action Item

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Tim Bolduc, City Manager, Jessica Leavins, Administrative Services Director
DATE: 4/10/2025
SUBJECT: Negotiation of Lease

BACKGROUND:

The City of Crestview has been exploring options to expand educational and recreational activities. During the recent DART survey, citizens indicated a desire for more opportunities downtown that feature family activities. Additionally, our library has expressed a desire for additional space for classes and programs such as ESL and pre-school story time.

DISCUSSION:

Staff have located a space on Main Street that will accommodate a variety of educational and arts-related activities, including display space and a dedicated classroom area. We are looking to enter into a lease with Crestview Investment Company LLC for the building located at 189 N Main St, Crestview, FL. This space rents for \$2,000 monthly. The lease will be effective immediately with monthly payments not due for the first three months. The lease for this space is attached.

The city has obtained a sponsor for this facility and their donation will cover the lease for the first 3 years.

GOALS & OBJECTIVES

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Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

The cost of the lease is \$2,000 monthly, \$18,000 for the first year. The City has obtained a donation that will cover the first three years of the lease.

RECOMMENDED ACTION

Staff respectfully requests a motion to allow the City Attorney and City Manager to negotiate the lease with Crestview Investments LLC.

Attachments

None



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Action Item

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Barry Henderson, Development Services Director
DATE: 4/10/2025
SUBJECT: Preliminary Plat: Freedom Walk Subdivision

BACKGROUND:

Staff received the initial application for the Freedom Walk subdivision on October 10th, 2024. It has since gone through staff review and all major comments have been addressed. The remaining comments are minor and will not affect the overall layout and scope proposed in the provided preliminary plat documents.

DISCUSSION:

This subdivision is proposed off of Old Bethel Road, to the east of Normandy Road and to the west of Jones Road. The subdivision proposes two connections to Old Bethel Road, two connections to Jones Road and two connections to Normandy Road.

The project is split into 3 phases, with 133 lots in phase 1, 276 lots in phase 2 and 66 lots in phase 3. The phasing schedule provided expects a construction timeline from 2026 until approximately 2030. This phasing plan and timeline are consistent with our programmed utility improvements in this area. The total number of lots for the development is 474, which results in a gross density of approximately 3.03 units per acre, which is allowable per the applicable zoning and future land use requirements.

Any minor comments that are outstanding at this time are not expected to affect the layout or scope proposed in the preliminary plat document. Should there be any changes to this document that do affect the layout or scope proposed, it will be brought back for review.

This preliminary plat was approved by the Planning and Development Board on April 7th, 2025.

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Quality of Life- these areas focus on the overall experience when provided by the city.

Community Character- Promote desirable growth with a hometown atmosphere

Opportunity- Promote an environment that encourages economic and educational opportunity

FINANCIAL IMPACT

Approval of the preliminary plat will lead to the development of a subdivision that will have a positive future impact, including: impact fees, building permit fees and utility usage fees.

RECOMMENDED ACTION

Staff respectfully requests a motion from the City Council to approve the Freedom Walk Subdivision preliminary plat.

Attachments

1. Freedom Walk Preliminary Plat



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FREEDOM WALK

[illegible]



- Civil Engineering
- Land Surveying
- Development Consulting
- Landscape Architecture
- Environmental Permitting

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TALLAHASSEE • ATLANTA

805 North Gadsden Street
Tallahassee, FL 32303
850.222.5678

PROJECT NAME	FREEDOM WALK
CLIENT NAME	HOLIDAY BUILDERS, INC 2293 W. EAU GALLE BOULEVARD MELBOURNE, FL 32935

PROJECT NAME

PROJECT NAME

REVISIONS

T3369.0001-PLAT

DATE 2025.03.19

CONTRACT # T3369.0001

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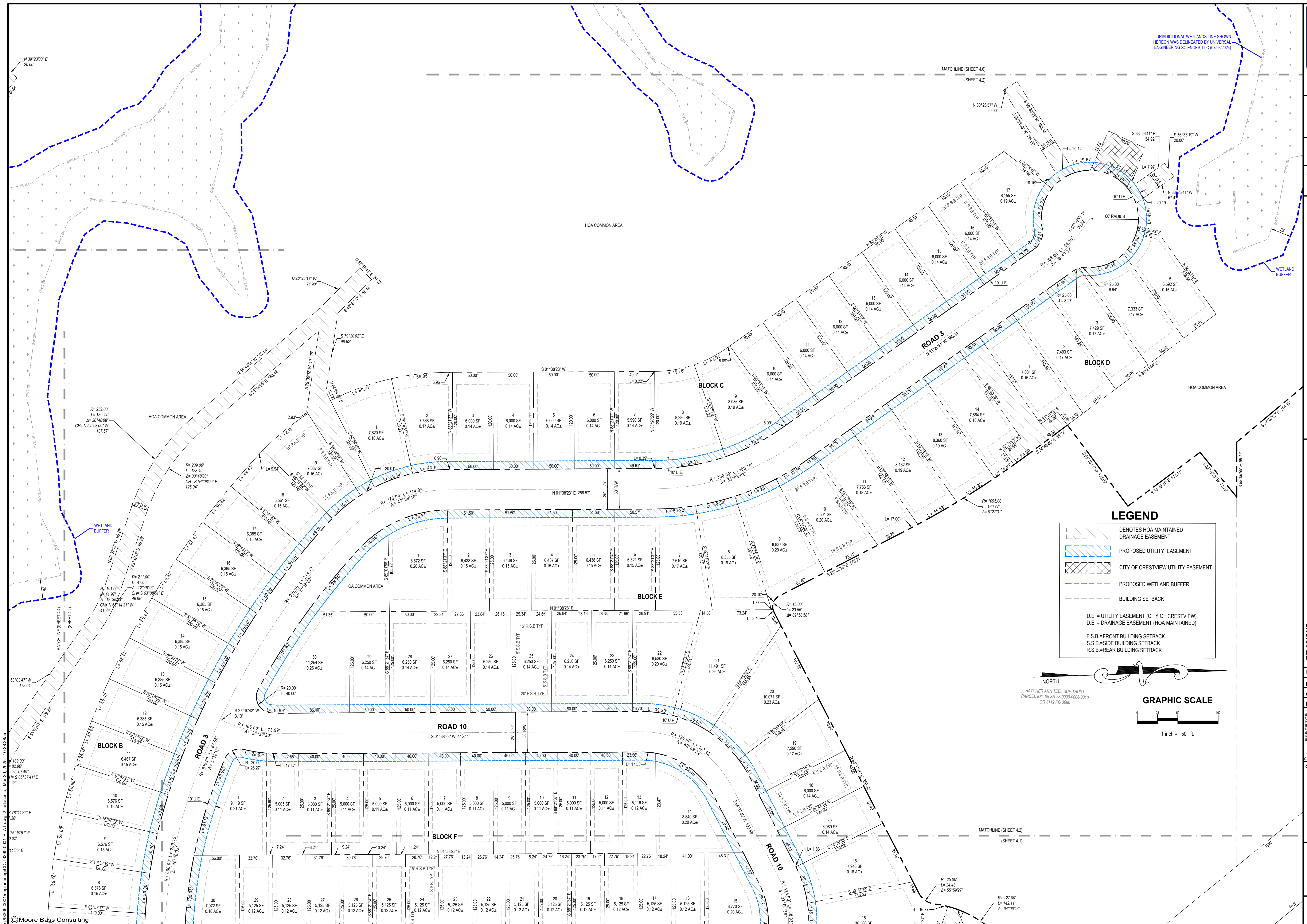
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SHEET TITLE

PRELIMINARY PLAT

SHEET

4.2





- Civil Engineering
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- Landscape Architecture
- Environmental Permitting

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FREEDOM WALK

HOLIDAY BUILDERS, INC
2293 W. EAU GALLIE BOULEVARD
MELBOURNE FL 32925

PROJECT NAME

CLIENT NAME

[illegible]

T3369.0001-PLA

DATE	2025.03.1
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CONTRACT #	T3369.000
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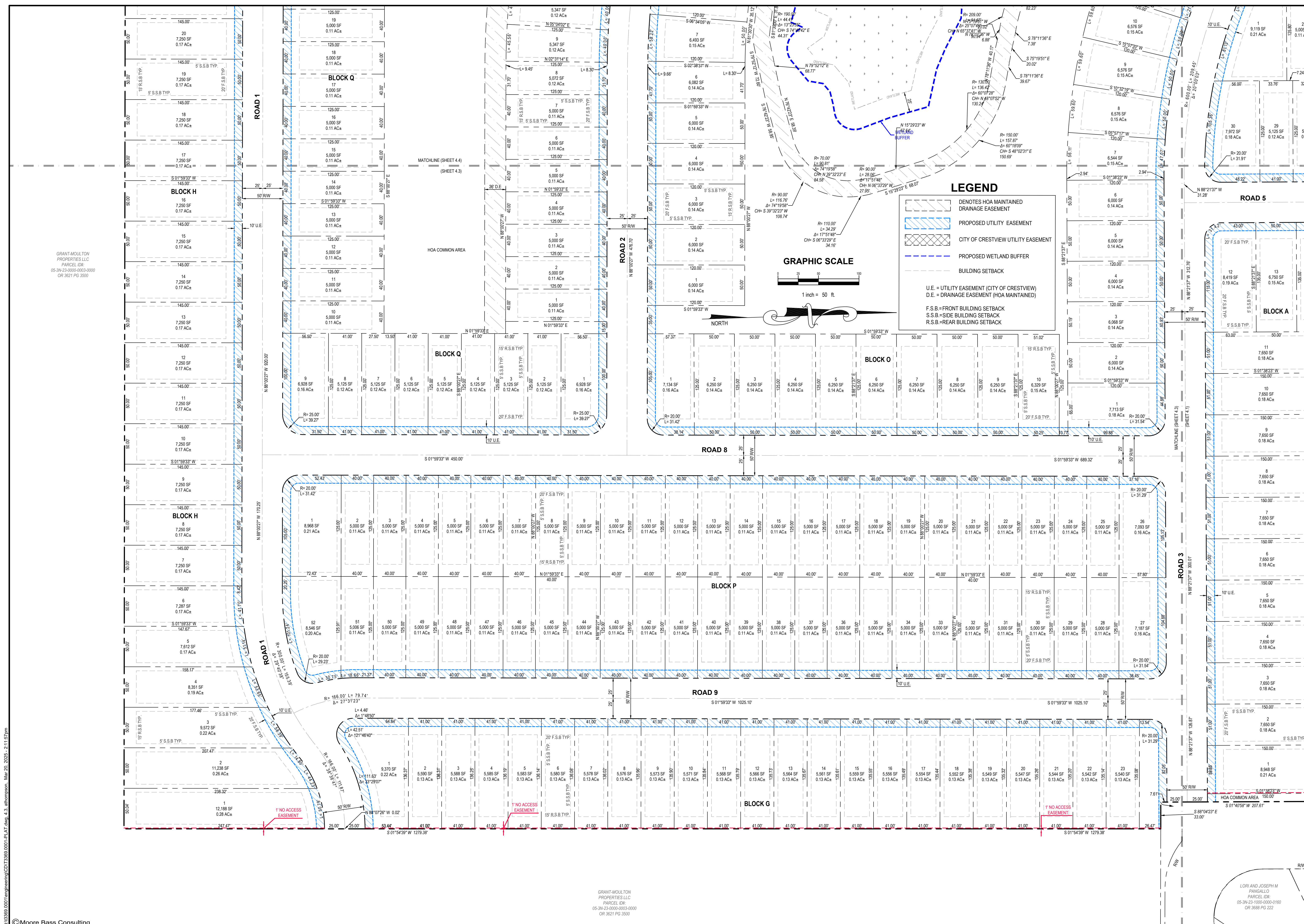
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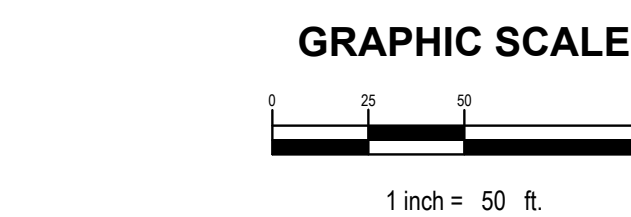
SHEET TITLE

PRELIMINARY PLAT

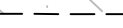
Table 1

4.3





LEGEND

- | | |
|---|--|
|  | DENOTES HOA MAINTAINED DRAINAGE EASEMENT |
|  | PROPOSED UTILITY EASEMENT |
|  | CITY OF CRESTVIEW UTILITY EASEMENT |
|  | PROPOSED WETLAND BUFFER |
|  | BUILDING SETBACK |
- U.E. = UTILITY EASEMENT (CITY OF CRESTVIEW)
 D.E. = DRAINAGE EASEMENT (HOA MAINTAINED)
- F.S.B.=FRONT BUILDING SETBACK
 S.S.B.=SIDE BUILDING SETBACK
 R.S.B.=REAR BUILDING SETBACK

WHITE BENJAMIN T C SR
PARCEL ID#:
06-3N-23-0000-0012-0000
OR 3283 PG 2987

JURISDICTIONAL WETLANDS LINE SHOWN
HEREON WAS DELINEATED BY UNIVERSAL
ENGINEERING SCIENCES, LLC (07/08/2024)

GRANT-MOULTON
PROPERTIES LLC
PARCEL ID#:
05-3N-23-1000-0003-0000
OR 3621 PG 3500

NORMANDY ROAD



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FREEDOM WALK

PROJECT NAME

CLIENT NAME

HOLIDAY BUILDERS, INC
22293 W. EAU GALLIE BOULEVARD
MEI BOIRNE FI 32935

T3369.0001-PLAT

DATE 2025.03.19

CONTRACT # T3369.0001

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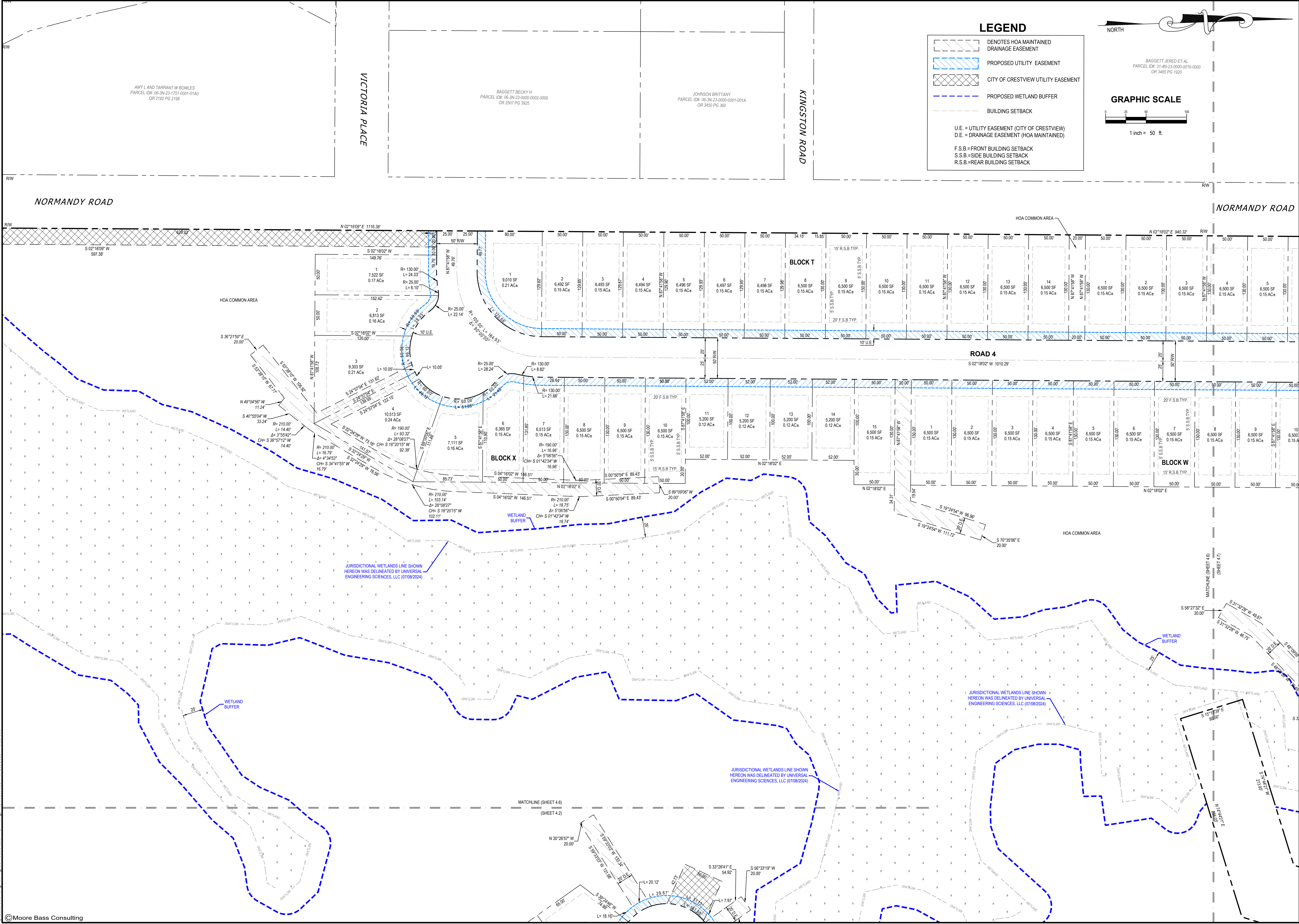
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SHEET TITLE

PRELIMINARY PLAT

SHEET

4.5



LEGEND

- DENOTES HOA MAINTAINED DRAINAGE EASEMENT
- PROPOSED UTILITY EASEMENT
- CITY OF CRESTVIEW UTILITY EASEMENT
- PROPOSED WETLAND BUFFER
- BUILDING SETBACK

U.E. = UTILITY EASEMENT (CITY OF CRESTVIEW)
D.E. = DRAINAGE EASEMENT (HOA MAINTAINED)

F.S.B.=FRONT BUILDING SETBACK
S.S.B.=SIDE BUILDING SETBACK
R.S.B.=REAR BUILDING SETBACK

GRAPHIC SCALE

0 25 50 100

1 inch = 50 ft.

MOORE BASS CONSULTING, INC.

BAGGETT, JERED ET AL
PARCEL ID#: 31-4N-23-0000-0016-0000
OR 3485 PG 1920

LEGEND

- Civil Engineering
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• Landscape Architecture
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PROJECT NAME

CLIENT NAME

REVISIONS

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	03/19/2025

T3369.0001-PLAT

DATE 2025.03.19

CONTRACT # T3369.0001

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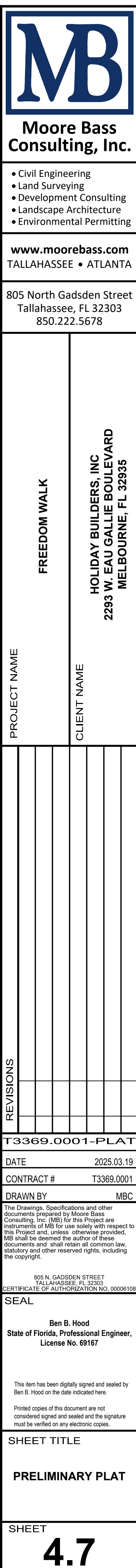
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SHEET TITLE

PRELIMINARY PLAT

SHEET

4.6





Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Presentation

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Maryanne Girard, City Clerk
DATE: 4/2/2025
SUBJECT: Monthly Update

BACKGROUND:

The monthly update is provided.

DISCUSSION:

Public Records – For the March 2025 period, we received 90 new requests, with 33 open, 5 days on average to fulfill all requests, 80 requests were closed, and 9 requests were fulfilled outside of the average response time by the end of the period. The average number of hours to fulfill a request was less than an hour at no cost to staff. We have received \$393 in payments for the reporting period. Community Development (60) and the Police department (76) received the most requests per department with the remaining dispersed between the remaining departments.

Laserfiche –The public records portal located on the City Clerk page at: <https://city-of-crestview-fl.nextrequest.com/>. The portal is utilized to enhance the historical integrity and preservation of our records and ensure records are accessible on a routine basis, as well as in the event of a disaster. The total number of additional pages for March 2025 is 242,657.

Records Management – I have contacted a conservator who is a hand bookbinder. The director of records management for Tallahassee referred him to me, as he has done impressive work for the City of Tallahassee. I am also awaiting a response from the historical records department of Florida State University regarding grant options.

Training Update - Maryanne participated in a webinar on ADA-compliant documents.

GOALS & OBJECTIVES

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Mobility- Provide safe, efficient and accessible means for mobility

Opportunity- Promote an environment that encourages economic and educational opportunity

Play- Expand recreational and entertainment activities within the City

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

n/a

RECOMMENDED ACTION

n/a

Attachments

None



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Presentation

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Gina Toussaint, Finance Director
DATE: 3/26/2025
SUBJECT: Financial Update - Finance Director

BACKGROUND:

This is a presentation of the monthly financial information as required by the City Charter.

DISCUSSION:

Below you will find the links to the January Monthly Financial Statement and February check registers.

Follow this link by clicking on the icon with the arrow for the [February](#) & [March](#) Check Registers

Follow this link by clicking on the icon with the arrow for the [February](#) & [March](#) Amazon Registers.

Follow this link by clicking on the icon with the arrow for the January [Monthly Financial Statement](#).

GOALS & OBJECTIVES

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Play- Expand recreational and entertainment activities within the City

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

For informational purposes.

RECOMMENDED ACTION

No action required.

Attachments

None



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Presentation

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Nicholas Schwendt, CDS Planning Administrator, Barry Henderson, Development Services Director
DATE: 4/10/2025
SUBJECT: Development Report

BACKGROUND:

This is a presentation of development activities that have occurred since the last report.

DISCUSSION:

Development Orders Issued:	No development orders have been issued since the previous Planning and Development Board meeting.
Final Plats:	No final plats have been approved or recorded since the last Planning and Development Board Meeting.
New Development Applications:	Longview Estates Subdivision - 15 lot subdivision located on approximately 3.25 acres at 669 Long Drive, north of E First Ave.
Additional Developments in Review	Freedom Walk Subdivision - 475 lot subdivision development located on 156 acres located on Old Bethel Road. Walmart Neighborhood Market - 43,603 square foot grocery store, 18,800 square feet of retail space, a fueling station and 2 outparcels located north-east of the intersection of Industrial Dr. and Richburg Ln. Candlewood Suites - 84-room hotel located on approximately 2.68 acres south of Cracker Barrel Dr. Okaloosa County Tax Collector's Office - 20,209 square foot tax collector's office building

	and associated improvements located at 1448 Commerce Drive, west of the Chamber of Commerce and north of the Library. Spring Creek Court - 19-unit multifamily apartment development on approximately 1 acre, located west of the intersection of Bay Street and W Cobb Avenue. Sycamore Court - 38 apartment units on 1.91 acres, located northeast of the intersection of W Bowers Avenue and Bay Street. This project is northwest of Vineyard Village, the City's affordable housing development project.
--	--

GOALS & OBJECTIVES

This item is consistent with the goals in A New View Strategic Plan 2020 as follows;

Foundational- these are the areas of focus that make up the necessary foundation of a successful local government.

Communication- To engage, inform and educate public and staff

FINANCIAL IMPACT

This item is informational in nature.

RECOMMENDED ACTION

No action required.

Attachments

None



Staff Report

CITY COUNCIL MEETING DATE: April 14, 2025

TYPE OF AGENDA ITEM: Presentation

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Jessica Leavins, Administrative Services Director
DATE: 4/10/2025
SUBJECT: City Manager Updates

BACKGROUND:

The City Manager provides an update on current projects to the City Council.

DISCUSSION:

1. Allen Park update on basketball and pickleball.
2. Fire Department Radio system Upgrade
3. Police Department Situational Awareness/Self-Defense Class

GOALS & OBJECTIVES

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Play- Expand recreational and entertainment activities within the City

Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

n/a

RECOMMENDED ACTION

n/a

Attachments

None