



**CITY COUNCIL REGULAR MEETING
AGENDA
APRIL 28, 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**
- 3. Open Policy Making and Legislative Session**
- 4. Approve Agenda**
- 5. Presentations and Reports**
 - 5.1. Proclamation Declaring May 4 - May 10, 2025 as Professional Municipal Clerks Week
 - 5.2. Memorial for Kadance Fredericksen
- 6. Consent Agenda**
 - 6.1. Approval of City Council Regular Meeting Minutes of April 14, 2025
- 7. Public Hearings / Ordinances on Second Reading**
 - 7.1. Ordinance 1981 - Choctawhatchee Electric Cooperative Franchise
 - 7.2. Ordinance 1991 – Setbacks on Unopened or Terminating Rights-of-way
 - 7.3. Ordinance 1997 - Mobility Fee
- 8. Ordinances on First Reading**
 - 8.1. Ordinance 1998 - Traffic Safety Cameras - Novoa Global
- 9. Resolutions**
 - 9.1. Resolution 25-12 Lien Mitigation
- 10. Action Items**
 - 10.1. Presentation of Construction TPM Program Deliverables for Capital Project Planning
 - 10.2. Final Plat - Garden Villa Townhomes Phase II
- 11. City Clerk Report**
- 12. City Manager Report**
 - 12.1. Financial Update - Finance Director
 - 12.2. Strategic Plan Update
 - 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 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 option 2 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 28, 2025

TYPE OF AGENDA ITEM: Presentation

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Jerry Whitten, Mayor
DATE: 4/24/2025
SUBJECT: Proclamation Declaring May 4 - May 10, 2025 as Professional Municipal Clerks Week

BACKGROUND:

The International Institute of Municipal Clerks is sponsoring the 56th Annual Professional Municipal Clerks Week to increase public awareness of the office of the Municipal Clerk and the vital services the office provides to the local government and community.

DISCUSSION:

The office of the Municipal Clerk, is a time-honored and vital part of local government.

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

Proclamation to be presented to Maryanne Girard, City Clerk and Natasha S. Peacock, Deputy City Clerk.

Attachments

1. Municipal Clerks Week 2025

Proclamation

56th ANNUAL PROFESSIONAL MUNICIPAL CLERKS WEEK

May 4 - 10, 2025

Whereas, The Office of the Professional Municipal Clerk, a time honored and vital part of local government exists throughout the world, and

Whereas, The Office of the Professional Municipal Clerk is the oldest among public servants, and

Whereas, The Office of the Professional Municipal Clerk provides the professional link between the citizens, the local governing bodies and agencies of government at other levels, and

Whereas, Professional Municipal Clerks have pledged to be ever mindful of their neutrality and impartiality, rendering equal service to all.

Whereas, The Professional Municipal Clerk serves as the information center on functions of local government and community.

Whereas, Professional Municipal Clerks continually strive to improve the administration of the affairs of the Office of the Professional Municipal Clerk through participation in education programs, seminars, workshops and the annual meetings of their state, provincial, county and international professional organizations.

Whereas, It is most appropriate that we recognize the accomplishments of the Office of the Professional Municipal Clerk.

Now, Therefore, I, JB Whitten, Mayor of the City of Crestview, do recognize the week of May 4 through 10, 2025, as Professional Municipal Clerks Week, and further extend appreciation to our Professional Municipal Clerk, Maryanne Girard and Deputy City Clerk, Natasha Peacock, for the vital services they perform and their exemplary dedication to the City of Crestview.

Dated this 28th day of April 2025.



JB Whitten
Mayor



Staff Report

CITY COUNCIL MEETING DATE: April 28, 2025

TYPE OF AGENDA ITEM: Presentation

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Jerry Whitten, Mayor
DATE: 4/24/2025
SUBJECT: Memorial for Kadance Fredericksen

BACKGROUND:

Mayor JB Whitten will provide background information.

DISCUSSION:

Mayor Whitten will discuss the memorial for 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 28, 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: 4/21/2025
SUBJECT: Approval of City Council Regular Meeting Minutes of April 14, 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.

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Safety- Ensure the continuous safety of citizens and visitors

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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

A motion to approve the City Council regular meetings minutes of April 14, 2025.

Attachments

1. 04142025 City Council Regular Meeting Minutes Draft

City Council Regular Meeting DRAFT
Minutes
April 14, 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 JB Whitten. Board members present: Mayor Pro-Tem Doug Capps. Council members: Ryan Bullard, Dusty Allison, and Shannon Hayes. Also present: City Manager Tim Bolduc, City Clerk Maryanne Girard, Deputy City Manager Jessica Leavins, City Attorney Jonathan Holloway, and various staff members. Councilmember Brandon Frost was excused.

2. Invocation, Pledge of Allegiance

2.1. Pastor Micah Gay of High Praise Church

The Invocation and Pledge of Allegiance was led by Pastor Micah Gay of High Praise Church.

3. Open Policy Making and Legislative Session

Mayor JB Whitten declared a quorum was present. He mentioned that Councilmember B. Frost was excused.

4. Approve Agenda

Mayor JB Whitten called for action.

Mayor Pro-tem D. Capps requested adding an action item for the interim city manager position.

Motion by Mayor Pro-tem Doug Capps and seconded by Councilmember Ryan Bullard to approve the agenda, as amended.

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

5. Presentations and Reports

5.1. Litter Locators Project

Mayor JB Whitten asked Asher Guillory of the Litter Locators Project to come forward.

Asher explained there is a rise in litter pollution around the city. She spoke about her social media Instagram platform, which allows images to be uploaded to alert volunteers where litter may be cleaned up.

In response to Councilmember R. Bullard who asked how the City Council may help, Asher replied that they will need help with security.

Mayor JB Whitten was concerned about safety and suggested they come up with guidelines and safety vests.

5.2. Memorial Request for Kadance Fredericksen

Mayor JB Whitten stated Mr. Warren would introduce the individuals to present a request regarding a memorial for Kadance E. Fredericksen. They requested that Twin Hills Park be renamed in her memory, as she made an impact on the community.

Charlene Nelson came forward to request the renaming of Twin Hills Park to Kadance E. Fredericksen Park.

Mayor JB Whitten thanked the group and provided words of comfort.

Councilmember R. Bullard stated their comments were impactful. He presented a coin to Miss Nelson.

6. Consent Agenda

Mayor JB Whitten requested that 6.4 be pulled from the Consent Agenda and called for action.

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

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

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

6.5. Government Surplus 1033 Agreement

6.4. Humane Society Grant Agreement

Mayor JB Whitten stated that Jacksonville offered a \$35,000 grant, which is a great tribute to the program. He then called for action.

Motion by Councilmember Dusty Allison and seconded by Councilmember Shannon Hayes to accept the grant.

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

7. Public Hearings / Ordinances on Second Reading

7.1. Ordinance 1993 - CRA Term Amendments

CDS Planning Administrator Nicholas Schwendt presented Ordinance 1993 - CRA Term amendments on 2nd Reading to the City Council. He stated the ordinance clarifies the position of the chair as the County Commissioner who serves as an ex-officio member, and the Mayor Pro-Tem will serve as the vice chair. 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 JB Whitten called for comment from the Council and from the public. In hearing none, he called for action.

Motion by Mayor Pro-tem Doug Capps and seconded by Councilmember Dusty Allison to approve Ordinance 1993 on 2nd reading for final adoption.

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

7.2. Ordinance 1994 - Smoking in City Parks

Planning Administrator Nicholas Schwendt presented Ordinance 1994 - Smoking in City Parks to the City Council for second reading. He clarified the passage of the ordinance will prohibit smoking in all city parks. He then asked the City Clerk to read the ordinance 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 JB Whitten called for comment from the Council and from the public. In hearing none, he called for action.

Motion by Councilmember Ryan Bullard and seconded by Mayor Pro-Tem Doug Capps to approve Ordinance 1994 on 2nd reading for final adoption.

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

7.3. Ordinance 1995 - Alcohol During Permitted Special Events in City Parks

Planning Administrator N. Schwendt presented Ordinance 1995, Alcohol During Permitted Special Events in City Parks, to the City Council explaining it was determined that we needed to allow alcohol sales during permitted 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 JB Whitten called for comment from the Council and from the public. In hearing none, he called for action.

Motion by Councilmember Shannon Hayes and seconded by Councilmember Ryan Bullard to approve Ordinance 1995 on 2nd reading for final adoption.

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

7.4. Ordinance 1996 - Amending Chapter 10 - Animals - Clarification of Animal Exploitation

Planning Administrator N. Schwendt presented Ordinance 1996, An Ordinance Amending Section 10-28 – Animal Exploitation. He explained that holding circuses and events with animals will be prohibited with the passage of the ordinance. 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 JB Whitten called for comment from the Council and from the public. In hearing none, he called for action.

Motion by Mayor Pro-Tem Doug Capps and seconded by Councilmember Ryan Bullard to approve Ordinance 1996 on 2nd reading for final adoption.

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

8. Ordinances on First Reading

8.1. Ordinance 1981 - Choctawhatchee Electric Cooperative Franchise

City Attorney Jonathan Holloway presented Ordinance 1981, Choctawhatchee Electric Cooperative Franchise, for first Reading to the City Council. He explained that the current agreement has expired and explained the renewal process for the franchise. He then asked the City Clerk to read Ordinance 1981 by title.

City Clerk Maryanne Girard read Ordinance 1981 aloud: 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.

Motion by Councilmember Shannon Hayes and seconded by Councilmember Dusty Allison to approve Ordinance 1981 on First Reading and move to second reading for final adoption.

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

- 8.2. Ordinance 1991 – Setbacks on Unopened or Terminating Rights-of-way
CDS Planning Administrator Nicholas Schwendt presented Ordinance 1991 - Setbacks on Unopened or Terminating Rights-of-Way for first reading to the City Council. He explained that the Land Development Code is evaluated periodically to ensure it adheres to current practice. He explained how the setbacks are calculated. The code will reduce the setbacks to ensure lots can be constructed, adding there will be no negative impact.

He then asked the City Clerk to read Ordinance 1991 by title.

City Clerk Maryanne Girard read Ordinance 1991 aloud: 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.

Mayor JB Whitten called for comment from the Council and from the public. In hearing none, he called for action.

Motion by Councilmember Dusty Allison and seconded by Councilmember Shannon Hayes to approve Ordinance 1991 on 1st reading and move to second reading for final adoption.

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

- 8.3. Ordinance 1997 - Mobility Fee
CDS Planning Administrator Nicholas Schwendt presented Ordinance 1997 - Mobility Fee to the City Council for first reading. This has been a collaborative effort with the County. Money from the projects will assist in county road and FDOT improvements. It also adopts the mobility plan. He added it will be 91 days after adoption before the ordinance can be effective.

He then asked the City Clerk to read Ordinance 1997 by title.

City Clerk Maryanne Girard read Ordinance 1997 aloud: 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.

Mayor JB Whitten called for comment from the Council and the public.

Motion by Mayor Pro-Tem Doug Capps and seconded by Councilmember Shannon Hayes to approve Ordinance 1997 on 1st reading and move to second reading for final adoption.

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

9. Resolutions

9.1. Resolution 25 - 10 Amending Authorizing Resolution 24-2 for State Road Bypass Utilities SRF

Deputy City Manager J. Leavins presented Resolution 25-10, amending Authorizing Resolution 24-2 for State Road Bypass Utilities State Revolving Fund to the City Council. She mentioned that this amendment clarifies the intention and allows the mayor to apply for the SRF funding. She then asked the City Clerk to read Resolution 25-10 by title.

City Clerk Maryanne Girard read Resolution 25-10 aloud: Resolution 25 - 10 Amending Authorizing Resolution 24-2 for State Road Bypass Utilities SRF.

Motion by Councilmember Shannon Hayes and seconded by Councilmember Dusty Allison to adopt Resolution 25-10.

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

9.2. Resolution 25-11 Growth Strategy

Planning Administrator N. Schwendt presented Resolution 25-11 to the City Council. He explained that this is the growth strategy that is designed to drive decisions and contains data-driven strategies such as annexation and infrastructure systems. It includes methods for staffing and solidifies what we require developers to do. It provides standards and direction and outgrowth areas to allow for efficient delivery of municipal services.

He then asked the City Clerk to read Resolution 25-11 by title.

City Clerk Maryanne Girard read Resolution 25-11 aloud, but the vote was placed

on hold temporarily for the correct title. The correct title was provided.

City Clerk Maryanne Girard then read Resolution 25-11 aloud: A Resolution of the City Council of the City of Crestview, Florida, Approving the Growth Strategy; Providing For Regular Evaluation and Update; Providing For Scrivener's Errors; Providing For Repeal of Conflicting Resolutions; and Providing For An Effective Date.

Mayor JB Whitten called for comment from the Council. In hearing none, he called for action.

Motion by Councilmember Dusty Allison and seconded by Councilmember Ryan Bullard to adopt Resolution 25-11.

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

10. Action Items

10.1. Appointment of Mayor Pro-Tempore

Mayor JB Whitten asked for a nomination for the selection of a Mayor Pro-tem.

Motion by Councilmember Shannon Hayes and seconded by Councilmember Ryan Bullard to retain Doug Capps as Mayor Pro-Tem.

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

10.2. Negotiation of Lease

Deputy City Manager Jessica Leavins requested permission to have the city attorney negotiate a lease for space located at 189 Main Street. She explained the city has obtained a sponsor to pay the lease, and the donation will cover the expense incurred. The facility will accommodate a variety of educational and arts-related activities, including display space and a dedicated classroom area, as well as providing STEM education.

In response to Councilmember S. Hayes, Deputy City Manager Jessica Leavins said the lease extends for the first three years.

Mayor JB Whitten called for action.

Motion by Councilmember Ryan Bullard and seconded by Councilmember Shannon Hayes to approve the City Attorney and City Manager to negotiate the lease.

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

10.3. Preliminary Plat: Freedom Walk Subdivision

CDS Planning Administrator Nicholas Schwendt presented the preliminary plat for the Freedom Walk subdivision. He mentioned that all major comments have been addressed. There will be six connections in total.

In response to Councilmember R. Bullard, CDS Planning Administrator Nicholas Schwendt replied that the land development was approved in 2006.

Councilmember R. Bullard said it made sense in 2006, but it does not make sense in 2025. He mentioned how dangerous the existing road conditions are, such as the dangerous curve on Old Bethel Road. He would like smart growth, so he cannot support this development.

In response to Councilmember S. Hayes regarding the land use and zoning, City Attorney J. Holloway replied that the city could have exposure by not following the land development code.

Councilmember S. Hayes said he does not want the city to get into a lawsuit the city cannot win, and City Attorney J. Holloway added it would affect the budget as the city does not have insurance to cover the defense of litigation.

Mayor JB Whitten called for action.

Motion by Councilmember Dusty Allison and seconded by Councilmember Shannon Hayes to approve the plat.

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

10.4 Interim Manager

Mayor Pro-Tem D. Capps mentioned that he supports moving the Deputy City Manager to the Interim City Manager position on May 1st and re-access after six months.

Councilmember Dusty Allison agreed that it is logical and moves us in a forward momentum.

Councilmember R. Bullard agreed that Jessica should start the position May 1st. However, he would still like to search and advertise publicly at the end of the fiscal year.

Motion by Mayor Pro-Tem D. Capps and seconded by Councilmember R. Bullard for the Deputy City Manager to start May 1st as the Interim City Manager for a period of six months.

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

11. City Clerk Report

11.1. Monthly Update

City Clerk M. Girard stated the information is included in the staff report.

12. City Manager Report

12.1. Financial Update - Finance Director

Finance Director Gina Toussaint mentioned that the links to the February and March check registers and the January monthly financials are in the staff report.

12.2. Development Report

CDS Planning Administrator Nicholas Schwendt went over the report stating that no new development orders have been received or final plats issued. He went over the Walmart Neighborhood Market plan that is in review. He also mentioned a few other new developments.

He added they are working with FDOT on the traffic signal.

12.3. City Manager Updates

City Manager T. Bolduc stated that the stormwater retention pond for Walmart was moved, and they are working on the permitting for the traffic light.

He advised with the adoption of the growth plan resolution, the long-term planning will be done which includes development. This gives the Council guidance and will assist in where it fits into the plan.

He added, three out of the four project requests are in the State Appropriations budget on the House side. The Garden Street traffic light, Bypass funding, and sidewalks on Redstone. The Animal Control facility did not make it. The Governor's office has called supporting two of the three projects. It is about \$900,000 for the projects.

Deputy City Manager J. Leavins stated on behalf of Councilmember Brandon Frost, he asked her to announce that April is National Sexual Assault Prevention month and wanted to mention on April 26th, the police department will have a Self-Defense Awareness Class at Warriors Hall.

Deputy City Manager J. Leavins mentioned we have transitioned the radio system for Police and Fire to partner with the County. She also spoke on the learning trail updates at Allen Park and the "Keep Crestview Beautiful Days" from April 12th - 26th.

Mayor Pro-Tem D. Capps requested that staff look at the oak tree at Allen Park that is causing damage to the pickleball court.

13. Comments from the Mayor and Council

Mayor JB Whitten called for comment from the City Council.

The City Council thanked the staff for their work.

Mayor Pro-Tem D. Capps also thanked Brady and his staff for Food Truck Friday adding the Opening Day ceremony which included over 900 children was successful.

Mayor JB Whitten requested a consensus regarding sending a Letter of Support for the UWF REEF project that will create a partnership and an educational center. It will cost \$76 million. This will be economic development that will help the area and has already received support from Eglin Air Force Base. The Council agreed that the mayor provide a Letter of Support and share with area municipalities.

Mayor JB Whitten said Triple B was highly successful. He added the International Festival is the 3rd of May.

14. Comments from the Audience

Mayor JB Whitten called for comment from the public.

Jillian Harker came forward to state she had concerns with the public records fee and process. She distributed handouts regarding the invoices she had received. She said she had confirmation from the City Clerk that the fees were just a deposit. She asked the Council to lower the cost incurred for public records.

Mayor JB Whitten said he will review and thanked her for her comments.

A citizen, Mary W., asked about the Council voting on renaming Twin Hills Park, as there were over 1000 signatures on the petition.

Mayor JB Whitten explained it was not on the agenda for vote adding someone from the city would have to bring it up as a future agenda item.

Warren Feaster spoke on the Father-Daughter dance on June 14th at Warrior's Hall and invited everyone.

15. Adjournment

Mayor JB Whitten adjourned the meeting at 7:39 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 28, 2025

TYPE OF AGENDA ITEM: Second reading

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Jessica Leavins, Administrative Services Director
DATE: 4/24/2025
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 adopt Ordinance 1981 on second reading.

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 28, 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: 4/24/2025
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 and the City Council on April 14th, 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 adopt Ordinance 1991 on second reading and send to the mayor for signature.

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.

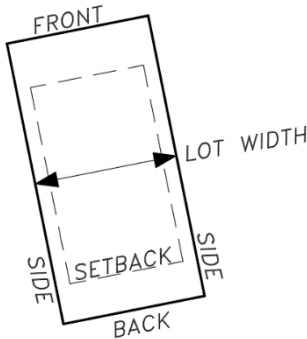


Figure 6.00.02 (A). Lot Width

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.

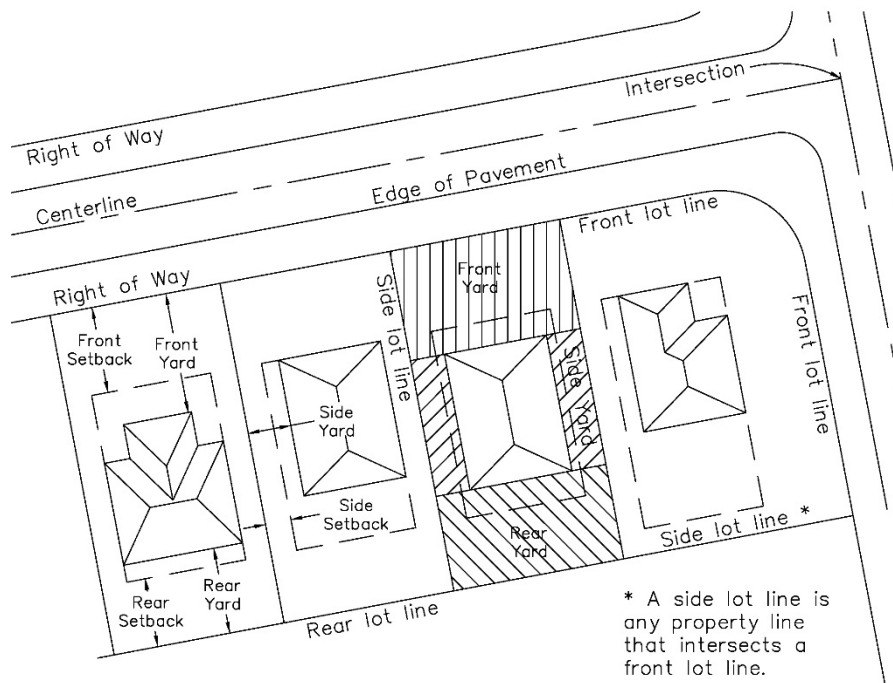


Figure 6.00.02 (B). Setbacks and Yards

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.

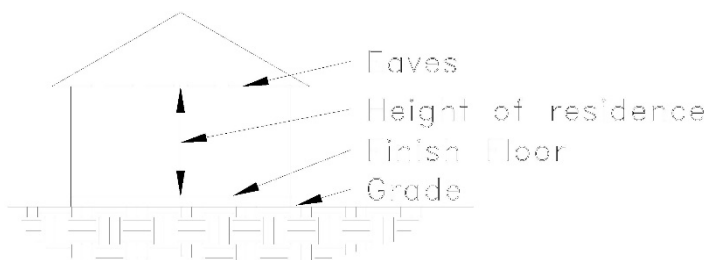


Figure 6.00.02 (E). Building Height

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 28, 2025

TYPE OF AGENDA ITEM: 2nd Reading

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Barry Henderson, Development Services Director
DATE: 4/24/2025
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.

This ordinance was approved by City Council on first reading on April 14th, 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

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 adopt Ordinance 1997 on second reading and send to the mayor for signature.

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			
	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
	Promoters	\$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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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.

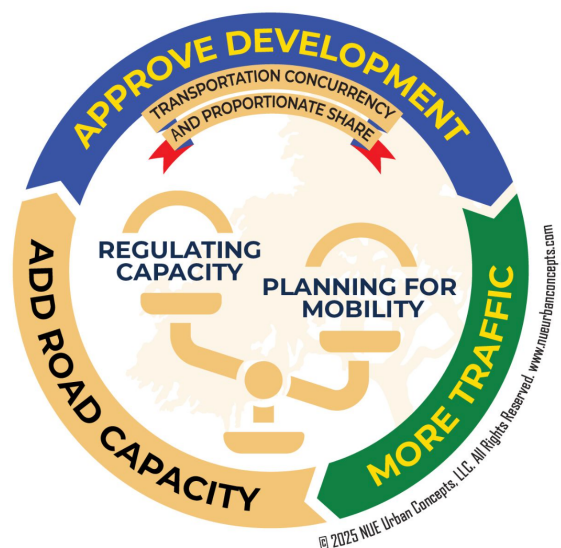
The Florida Legislature did not include any provisions in House Bill 7207 exempting local governments existing transportation concurrency system, when it elected to abolish statewide transportation concurrency, made transportation concurrency optional for local governments, and enacted further restrictions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

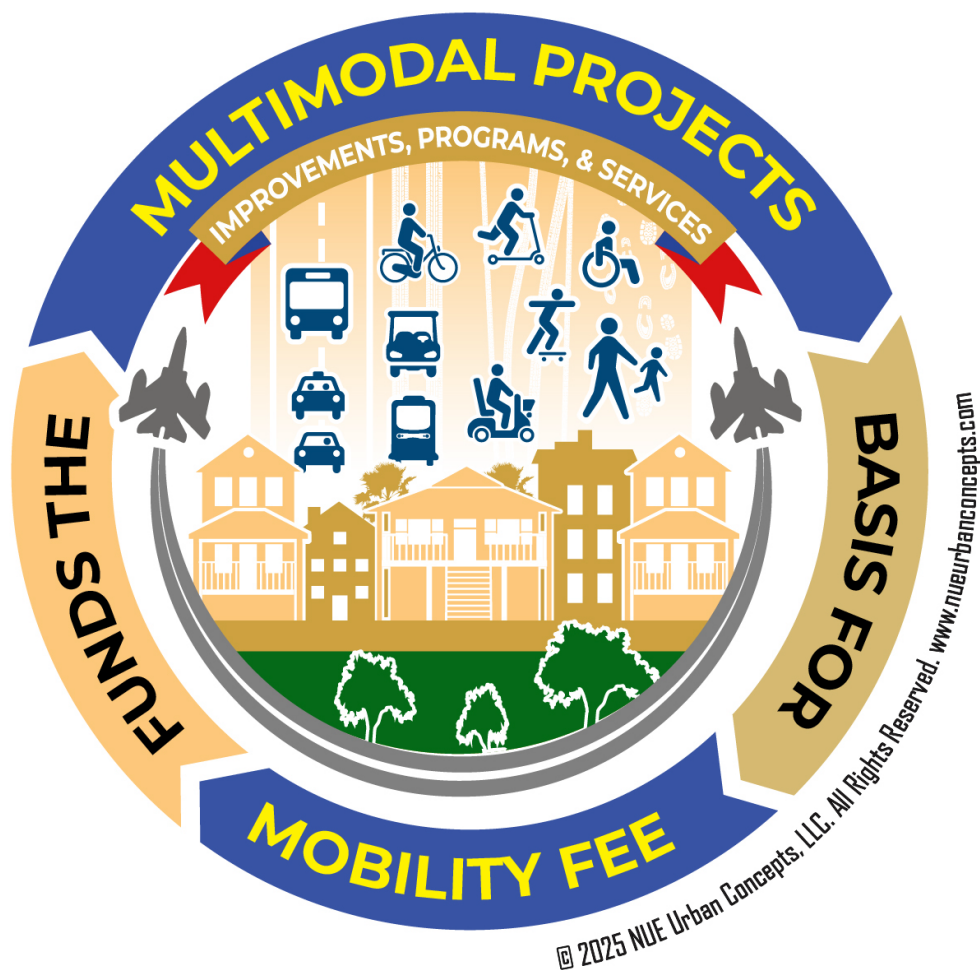
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MOBILITY FEE

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

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](#).

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)

Prepared by NUE Urban Concepts, LLC

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)

Prepared by NUE Urban Concepts, LLC

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:

$$\begin{aligned}
 ((TG \times \% \text{ NEW}) \times VTI) &= VMTu; (((VMTu \times LAEf) \times PMTf) \times TPf) = PTDu \\
 ((9.43 \times 1.00) \times 2.82) &= 26.59; (((26.59 \times 0.911) \times 1.56) \times 0.4008) = 15.14
 \end{aligned}$$

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FIGURE 8. PERSON TRAVEL DEMAND PER LAND USE (PTDu)

Person Travel Demand per Land Use (PTDu)

$$VMTu = ((TG \times \% \text{ NEW}) \times VTL)$$

$$PTDu = (((VMT \times LAEf) \times PMTf) \times TPf)$$

Where:

VMTu = 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)

PTDu = 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

Mobility Fee per land use (MFu)

$$\text{MFu} = \text{PTDu} \times \text{PMCr}$$

Where:

$$\begin{aligned} \text{PTDu} &= \text{Person Travel Demand per land use (Appendix O)} \\ \text{PMCr} &= \text{Person Miles of Capacity Rate (Table 9)} \\ \text{MFu} &= \text{Mobility Fee per land use (Appendix P)} \end{aligned}$$

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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).



Mobility Plan & Mobility Fee

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,



Mobility Plan & Mobility Fee

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.



Mobility Plan & Mobility Fee

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.



Mobility Plan & Mobility Fee

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.



Mobility Plan & Mobility Fee

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)



Mobility Plan & Mobility Fee

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.



Mobility Plan & Mobility Fee

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.



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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



Mobility Plan & Mobility Fee

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.



Mobility Plan & Mobility Fee

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**



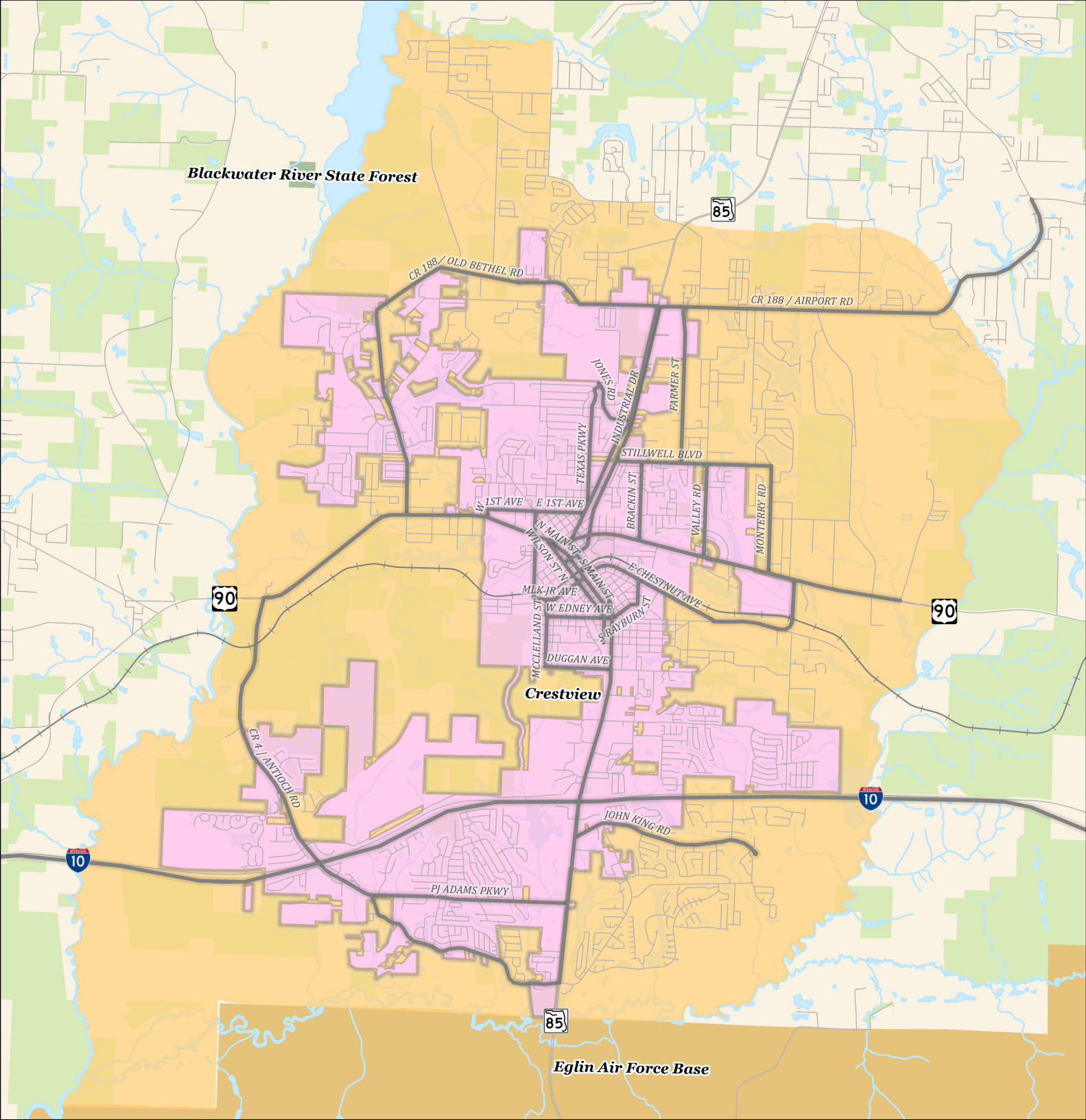
Mobility Plan & Mobility Fee

Map A

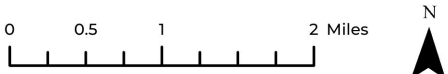
Mobility Fee Assessment Area

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

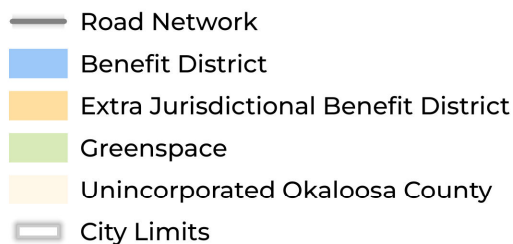




Mobility Plan & Mobility Fee

Map B

Mobility Fee Benefit District



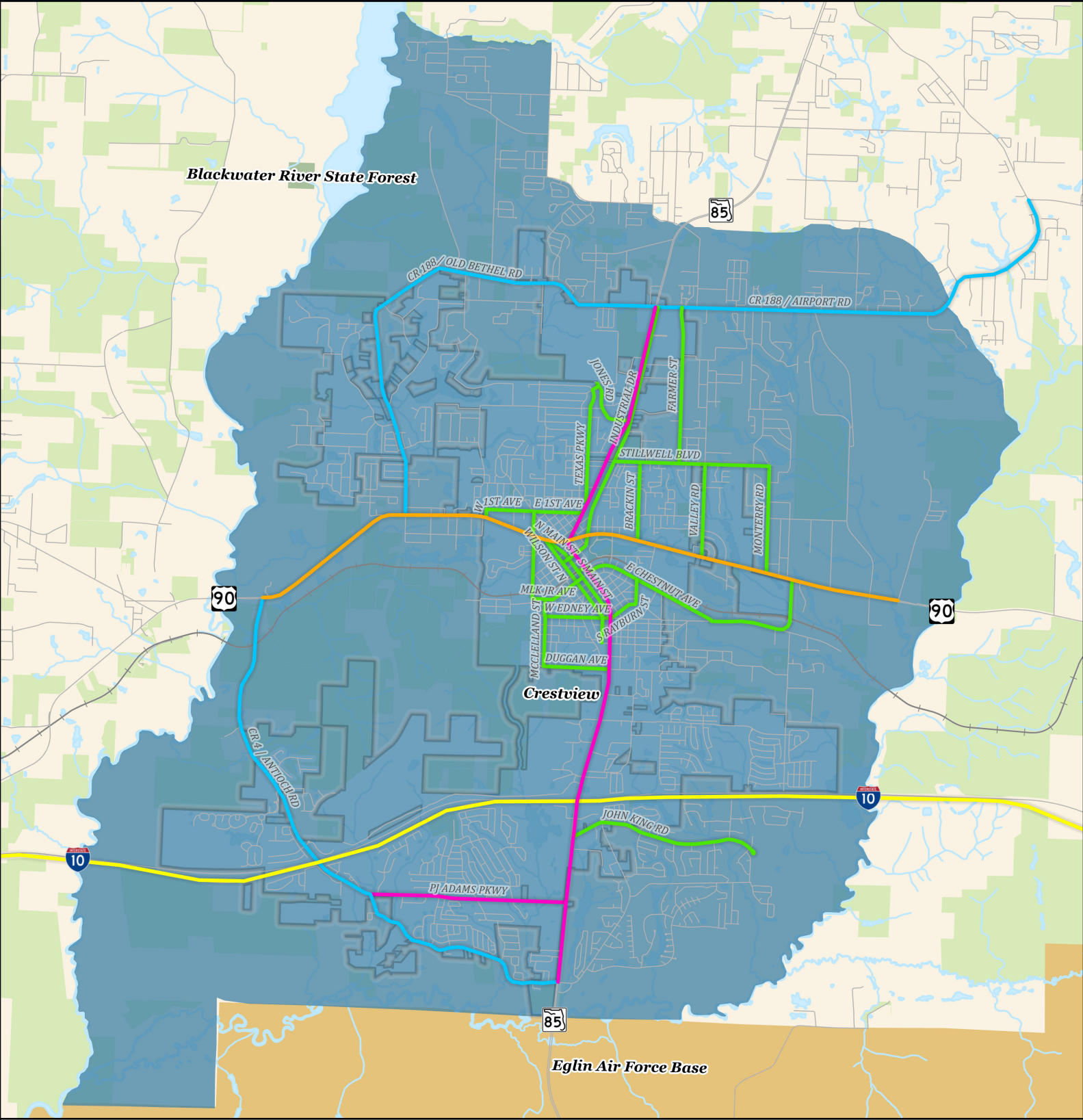


Map C

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





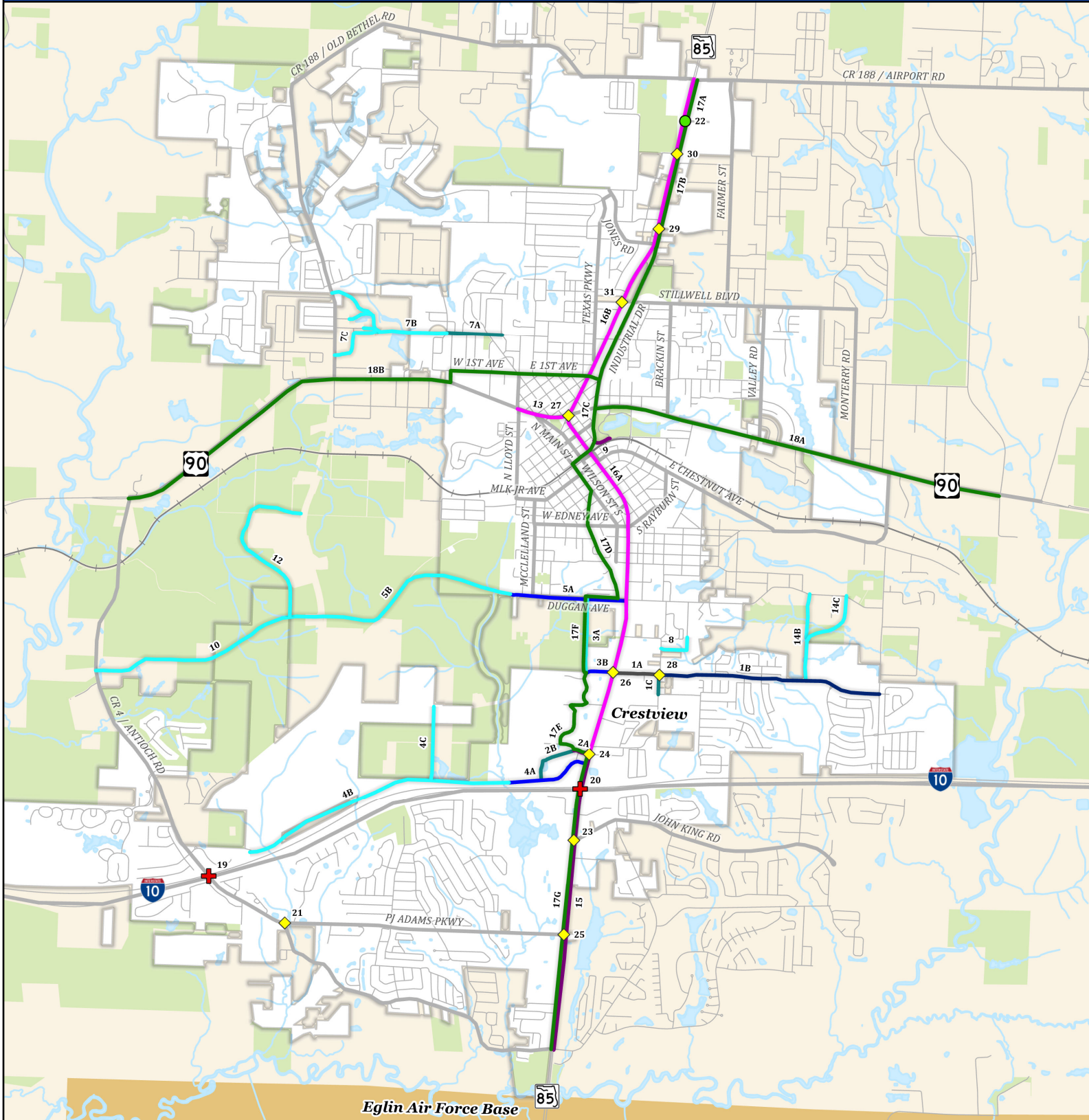
Mobility Plan & Mobility Fee

Map D

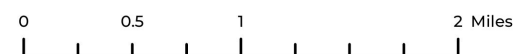
Mobility Plan: Corridors & Intersections

City of Crestview Mobility Plan and Mobility Fee

Corridors and Intersections



- Sidewalk Improvement
- Complete Street Upgrade
- Road Capacity Improvement
- New Complete Street
- Corridor Management Study
- Shared-Use Path
- Completed Sidewalk Improvement
- ◆ Intersection Improvement
- + Interchange
- Pedestrian Access
- Greenspace
- Unincorporated Okaloosa County
- City Limits
- Completed Complete Street Upgrade



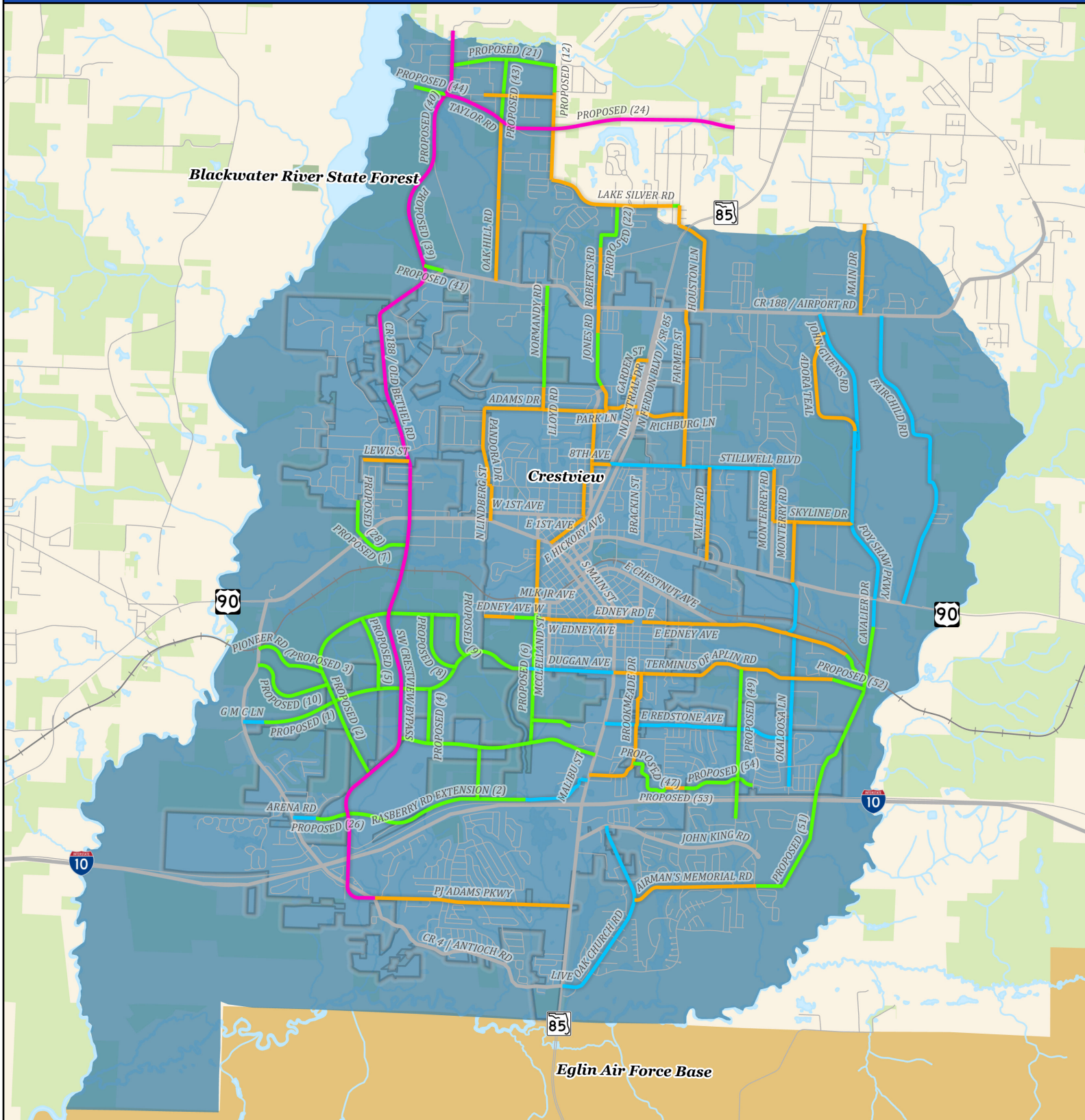


Map E

Future Planning Considerations: Crestview-North Okaloosa Corridors

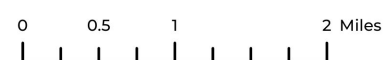
City of Crestview Mobility Plan and Mobility Fee

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





CITY OF CRESTVIEW

APPENDICES

MARCH 2025



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APPENDIX A

Florida Commerce

Transportation Planning Guidance

Transportation Planning

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Community Planning

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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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All voice telephone numbers on this website may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.
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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

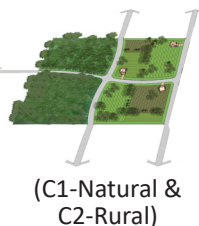
Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

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

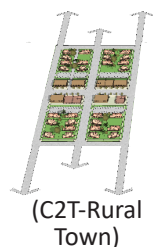
This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* 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 (.10 miles south of Richborough 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 (.10 miles south of Richborough 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 (.22 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 Hero Ways, Price Gregory Way, Croson Street, and Mirage Avenue.	2025 to 2035	\$967,500	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 it 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 GENERATION PER ACRE												
PUBLIC PARK	410	ACRES	0.03	0.083	5	0.11	0.083	6	11	0.86	0.31	0.27
GOLF COURSE	430	ACRES	0.19	0.083	3	0.28	0.083	3	6	2.83	0.17	0.49
GOLF DRIVING RANGE	432	ACRES	0.16	0.029	1	0.36	0.072	1	2	5.26	0.06	0.30
AMUSMENT PARK	480	ACRES	0.21	0.093	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 racquet / tennis court was converted from courts to acreage based on two (2) courts per acre. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per acre is the sum of the weighted Trip Generation (TGW). Golf Course Example: $DT = ((0.19 / .083) + (0.28 / 0.083)) = 2.83$; $TSW = (6 / 35) = 0.17$; $TGW = (2.83 \times 0.17) = 0.49$. Outdoor Commercial Recreation TG is equal to the sum of the following: $(0.27 + 0.49 + 0.30 + 1.35 + 14.99 + 5.80 + 5.26) = 28.45$. <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 $(1.07 + 5.44 + 3.27 + 19.22 + 2.27 + 1.05 + 0.91 + 2.81 + 0.99 + 0.77 + 0.55) = 38.34$. <i>Average values in the last row are shown in italics for informational purposes only.</i>						

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 & DISPENSERY 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 & Dispensery 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 $(2.56 + 10.81 + 12.31 + 7.06 + 0.61) = 33.35$. <i>Average values in the last row are shown in italics for informational purposes only.</i>												

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)

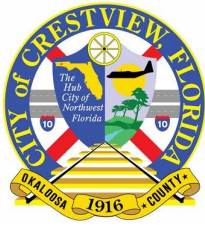
APPENDIX O: PERSON TRAVEL DEMAND (PTD) PER LAND USE						
Mobility Fee Schedule of Land Uses	Unit of Measure (UoM)	Vehicle Miles of Travel (VMT)	Limited Access Evaluation Factor (LAEf)	Person Miles of Travel Factor (PMTf)	Trip Purpose Factor (TPf)	Person Travel Demand (PTD)
Residential Uses						
Single-Family 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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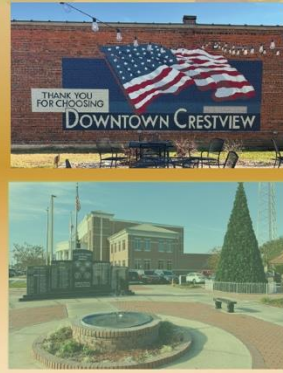
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Staff Report

CITY COUNCIL MEETING DATE: April 28, 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: 4/24/2025
SUBJECT: Ordinance 1998 - Traffic Safety Cameras - Novoa Global

BACKGROUND:

Excessive speeding in school zones near Crestview's public schools has raised safety concerns. Recent changes in Florida law now permit municipalities to install and operate Speed Detection Systems in school zones identified as having heightened safety risks.

DISCUSSION:

Traffic data was analyzed near four local schools: Davidson Middle School, Crestview High School, Northwood Elementary, and Riverside Elementary. The analysis revealed recurring speeding violations during designated school hours, posing a safety risk to students and pedestrians. Under the authority granted by Chapter 2023-174, Laws of Florida, this ordinance empowers the Police Department to partner with a qualified vendor to install and operate automated speed detection systems in these school zones.

A 30-day public awareness campaign, including signage and community outreach, will precede full enforcement. Once operational, the system will capture speed infractions, issue Notices of Violation to vehicle owners, and allow for administrative hearings before a Code Enforcement Special Magistrate. Fines and procedural rules will follow state statute requirements.

The program is designed to be flexible: the City may adjust enforcement hours or add additional school zones by amendment, based on future traffic studies or community feedback.

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

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

There are no upfront costs for equipment or installation. The traffic safety camera program is violator-funded.

RECOMMENDED ACTION

Staff requests a motion to approve Ordinance 1998 on 1st Reading and move to 2nd Reading for final adoption.

Attachments

None

ORDINANCE: 1998

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CRESTVIEW, FLORIDA TO BE CALLED "THE CITY OF CRESTVIEW SCHOOL ZONE SPEED ENFORCEMENT ORDINANCE"; AMENDING CITY OF CRESTVIEW CODE OF ORDINANCES, CHAPTER 86, ARTICLE IV - SCHOOL ZONE SPEED ENFORCEMENT; PROVIDING FOR PURPOSE, INTENT, AND DEFINITIONS; ESTABLISHING A SCHOOL ZONE SPEED ENFORCEMENT PROGRAM AND AUTHORIZING THE USE OF SPEED DETECTION SYSTEMS WITHIN THE CITY; PROVIDING FOR PROGRAM IMPLEMENTATION REQUIREMENTS; PROVIDING FOR DESIGNATION OF SCHOOL ZONES; PROVIDING FOR ENFORCEMENT PROCEDURES; PROVIDING FOR COLLECTION OF EVIDENCE, PUBLIC RECORDS, AND RETENTION REQUIREMENTS; PROVIDING FOR ANNUAL REPORTING REQUIREMENTS; PROVIDING FOR THE REMITTANCE OF COLLECTED FINES AND COSTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR RESOLUTION OF CONFLICT OF LAWS; PROVIDING FOR CODIFICATION; PROVIDING AN EFFECTIVE DATE. 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, as provided in Article VIII of the Constitution of the State of Florida and chapters 163 and 166, Florida Statutes, the City of Crestview enjoys all home rule authority, police power, land development and zoning authority, and governmental and proprietary powers necessary to conduct municipal government and perform municipal functions; and

WHEREAS, the City may exercise any power for municipal purposes, except as expressly prohibited by law; and

WHEREAS, the City Council in good faith determines that this Ordinance is in the best interest of the City and its residents and promotes the health, safety, and welfare of the public; and

WHEREAS, on April 28, 2023, the Florida Legislature passed CS/CS/HB 657 ("HB 657") authorizing counties to enforce the applicable speed limit on a roadway properly maintained as a school zone through the use of a speed detection system; and

WHEREAS, on May 31, 2023, Governor Ron DeSantis signed HB 657 into law, which was subsequently as codified in Chapter 2023-174, Laws of Florida, taking effect on July 1, 2023;

WHEREAS, HB 657 authorizes a municipality to place or install, or contract with a vendor to place or install, speed detection systems in accordance with certain technical specifications established by the Florida Department of Transportation; and

WHEREAS, HB 657 provides that a municipality may issue notices of violation and may authorize a law enforcement officer or traffic infraction enforcement officer to issue uniform traffic citations for violations of F.S. 316.1895 and F.S. 316.183, that are captured by speed detection systems during specified time periods and

further provides for notice to the registered owner of the subject vehicle, hearing procedures, appellate remedies, and the assessment and remittance of civil penalties; and

WHEREAS, HB 657 requires municipalities that elect to operate a school speed zone detection program to implement a public awareness campaign at least 30 days before commencing with the enforcement of violations and to annually report information about the program to both the public and the Florida Department of Highway Safety and Motor Vehicles; and

WHEREAS, HB 657 restricts the location and use of speed detection systems to school zones that the municipality determines constitute a heightened safety risk warranting additional enforcement measures based on data or other evidence presented at a public hearing; and

WHEREAS, the City of Crestview wishes to deter drivers from speeding through school zones and provide a supplemental means for the enforcement of unlawful speed violations by enacting an ordinance to implement a school zone speed enforcement program; and

WHEREAS, the City of Crestview finds that the Crestview Police Department is best positioned to determine the appropriate speed detection system vendor and therefore desires for the Crestview Police Department to procure such a vendor and assist with the City's school zone speed enforcement program in cooperation with the relevant City staff, and in conformance with all requirement set forth in HB 657; and

WHEREAS, the Crestview Police Department has collected and provided data to the City demonstrating that motor vehicles routinely exceed applicable school zone speed limits in excess of 11 miles per hour in certain school zones within the jurisdiction of the City, and this data being incorporated by reference and submitted to the Crestview City Clerk as backup to this Ordinance at the time of adoption; and

WHEREAS, the City of Crestview has considered the traffic data and evidence provided by the Crestview Police Department supporting the installation and operation of each proposed school speed zone detection system and has determined that each school zone where a speed detection system is to be placed or installed constitutes a heightened safety risk that warrants additional enforcement measures; and

WHEREAS, the City of Crestview finds that motor vehicles speeding in school zones are unacceptable hazards that threaten the health, safety, and welfare of students and pedestrians in the City of Crestview, and that enforcement of applicable speed limits in school zones during school sessions through the use of a speed detection system may reduce instances of speeding in school zones, the City of Crestview wishes to implement a school zone speed detection program pursuant to the rules and regulations of HB 657 and other applicable state law.

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

SECTION 1 – RECITALS. The foregoing recitals are hereby affirmed and ratified as true and correct and incorporated herein by this reference.

SECTION 2 – AUTHORITY. The City Council of the City of Crestview has the authority to adopt this Ordinance pursuant to Article VIII of the Constitution of the State of Florida and Chapter 166, Florida Statutes.

SECTION 3 – AMENDING CHAPTER 86, ARTICLE VI OF THE CODE OF ORDINANCES. Chapter 86, Article VI of the Code of Ordinances is hereby amended as follows:

Sec. 86-111. Title.

This ordinance shall be known and may be cited as the “School zone Speed Enforcement Ordinance.”

Sec. 86-112. Purpose and Intent.

The purpose and intent of this Ordinance is to protect the health, safety, and welfare of the citizens of the City of Crestview by authorizing the placement or installation and use of speed detection systems on roadways within the jurisdiction of the City of Crestview, to promote compliance with speed limits in school zones, and to adopt a quasi-judicial system to enforce violations. This Ordinance provides a supplemental means of enforcing unlawful speed violations in school zones and shall not prohibit a law enforcement officer from issuing a uniform traffic citation for a traffic violation in accordance with Chapter 316, Florida Statutes.

Sec. 86-113. Definitions.

For purposes of this Ordinance, the following terms shall have the meanings given to them below. No attempt is made to define any words which are used in accordance with their established dictionary meaning, except when necessary to avoid misunderstanding.

Agent: means a person or entity who is authorized by a law enforcement agency or governing body to administer the procedures contained here and (1) provides services to such law enforcement agency or governing body; (2) operates, maintains, leases, or licenses a video recording device; or (3) is authorized by such law enforcement agency or governing body to review and assemble the recorded images captured by the automatic traffic enforcement safety device for review by a peace officer.

Law Enforcement Officer: shall mean, as defined by F.S. § 943.10(1), any person who is elected appointed, or employed full time by a municipality or the state or any political subdivision thereof; who is vested with authority to bear arms and make arrests; and Whose primary responsibility is the prevention and detection of crime or the enforcement of the penal, criminal, traffic, or highway laws of the state.

Local Hearing Officer: means the Special Magistrate appointed by the City of Crestview, as permitted by law.

Motor Vehicle: shall mean, as defined by F.S. § 320.01, an automobile, motorcycle, truck, trailer, semitrailer, truck tractor and semitrailer combination, or any other vehicle operated on the roads of this state, used to transport persons or property, and propelled by power other than muscular power, but the term does not include traction engines, road rollers, motorized scooters, micro mobility devices, personal delivery devices and mobile carriers as defined in F.S. § 316.003, special mobile equipment as in defined F.S. § 316.003 vehicles that run only upon a track, bicycles, electric bicycles, swamp buggies, or mopeds.

Notice of Violation: shall mean the written notification sent to the registered owner of a vehicle after a school zone speed infraction by that vehicle has been captured by a speed detection system and thereafter reviewed and approved by a law enforcement officer or traffic infraction enforcement officer. A notice of violation must be in the form and include the contents prescribed by F.S. § 316.1896 as it may be amended.

Owner: A person Who holds the legal title of a vehicle. If a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee, or if a mortgagor of a vehicle is entitled to possession, such conditional vendee or lessee or mortgagor shall be deemed the owner for the purposes of this chapter. (F.S. § 316.003(54)).

Recorded Images: means still or video images recorded by a speed detection device.

School Zone: means that portion of a street or highway established as a school zone pursuant to, and in conformance with, § F.S. § 316.1895, as it may be amended.

School Zone Speed Enforcement Program: shall mean the regulations and procedures governing the use of speed detection systems in school zones within the jurisdiction of the County, as provided for by applicable law and established by this Ordinance

School Zone Speed Infraction: shall mean a Violation of F.S. § 316.183 or § 316.1895, captured by a speed detection system within a school zone during the hours provided for by applicable law and set forth in this Ordinance.

School Zone Speed Limit: shall mean the regularly posted or reduced posted speed limit within a school zone pursuant to F.S. § 316.1895.

Speed Detection System: means a portable or fixed automated system used to detect a motor vehicle's speed using radar or lidar and to capture a photograph or Video of the rear of a motor vehicle that exceeds the speed limit in force at the time of the violation. This term is synonymous with the term "Speed Detection System" in F.S. § 316.003(83), as it may be amended.

Traffic Infraction Enforcement Officer: means a person who is employed or appointed, with or without compensation, and satisfies the requirements of F.S. § 316.640(5), as it may be amended.

Uniform Traffic Citation: shall mean the citation issued to the registered owner of a vehicle for a school zone speed infraction, in the form and including the contents prescribed by F.S. § 316.1896, as it may be amended.

Sec. 86-114. Powers of Local Authorities.

1. Pursuant to F.S. § 316.008(9), the City of Crestview is authorized and hereby elects to use speed detection systems to enforce school zone speed limits within the City's jurisdiction. The City may utilize speed detection systems as a supplemental means of assisting law enforcement personnel in the enforcement of compliance with state law related to unlawful speed in school zones, in accordance with Chapter 316, Florida Statutes.

2. A school zone's compliance with F.S. § 316.1895, relating to the establishment of school speed zones, creates a rebuttable presumption that the school zone is properly maintained.

Sec. 86-115. Program Administration.

1. The Crestview Police Department, in cooperation with any necessary City staff, shall be enabled and empowered by this Ordinance to assist with the City's school zone speed enforcement program. This Ordinance shall further enable the Crestview Police Department to enter into agreements with one or more agents to place or install speed detection systems and carry out services consistent with the implementation and enforcement of the provisions of this ordinance, subject to any other applicable state law requirements, and corresponding City of Crestview resolution(s).

2. As permitted and defined by applicable law and as set forth in this Ordinance and corresponding City of Crestview resolution, the City may utilize its Code Enforcement Special Magistrate as its Local Hearing Officer, who shall have jurisdiction to conduct proceedings challenging the issuance of a notice of violation, in accordance with state law and the hearing procedures set forth by the City of Crestview resolution.

Sec. 86-116. Program Implementation Requirements.

1. *Agent Contract*. Pursuant to F.S. § 316.0776, before the City of Crestview Police Department contracts or renews a contract with a vendor to place or install a speed detection system in a school zone, the contract or contract renewal must be approved by the City of Crestview at a regular or special meeting of the Crestview City Council. The contract or contract renewal may not be heard on the consent agenda and the public must be allowed to comment pursuant to the City's public comment policies.

2. *Installation and Operation of Speed Detection Systems*. Pursuant to F.S. § 316.008, speed detection systems may be installed and operated only in the school zones designated by this Ordinance and/or subsequent amendments thereto.

3. *Signage Requirements*. The installation and operation of speed detection systems, including required signage, shall be in accordance with Chapter 316, Florida Statutes, all applicable regulations of the Florida Department of Transportation ("FDOT") and the Florida Department of Highway Safety and Motor Vehicles ("FLHSMV") and the terms of any Memorandum of Understanding or other written agreement that may be entered into between the City of Crestview and its agent(s).

4. *Public Awareness*. Pursuant to F.S. § 316.0776, before notices of violation for school zone speed infractions may be issued, a public announcement and 30-day public awareness campaign of the proposed use of speed detection systems must be conducted. During the 30-day public awareness campaign, only a warning may be issued to the registered owner for a school speed zone infraction and a fine shall not be imposed.

Sec. 86-117. Designation of School Zones.

Having considered evidence at a public hearing supporting the installation and operation of speed detection systems in certain school zones within the jurisdiction of the City, and having incorporated this evidence by reference into this Ordinance, the City of Crestview has determined that each of the following school zones where a speed detection system is to be placed or installed constitutes a heightened safety risk that warrants additional enforcement measures pursuant to F.S. § 316.008, Florida Statutes. The City of Crestview may authorize the placement or installation of speed detection systems in additional school zones via amendment to this Ordinance in accordance with applicable law.

Crestview High School
1250 N Ferdon Blvd.
Crestview, FL 32536
(Speed detection devices on FL-85)

Davidson Middle School
6261 Old Bethel Rd.
Crestview, FL 32536
(Speed detection devices on Old Bethel Rd.)

Northwood Elementary School
Fourth Ave. NW
Crestview, FL 32536
(Speed detection devices on FL-85)

Shoal River Middle School/Riverside Elementary School
3200/3400 E Redstone Ave.
Crestview, FL 32539
(Speed detection devices on E Redstone Ave.)

Antioch Elementary School
4700 Whitehurst Ln.
Crestview, FL 32536
(Speed detection devices on Antioch Rd.)

Sec. 86-118. Enforcement Procedures.

1. General Powers: The Crestview Police Department, acting on behalf of the City, shall be authorized to enforce the applicable speed limit on a roadway properly maintained as a school zone pursuant to F.S. § 316.1895, through the use of a speed detection system for the detection of speed and capturing of photographs or videos for violations in excess of 10 miles per hour over the speed limit in force at the time of the violation.

2. Review of Speed Detection System Images: A law enforcement officer or traffic infraction enforcement officer shall be authorized, pursuant to F.S. § 316.1896, to review the photograph or video images from the speed detection system to confirm that a school zone speed infraction has occurred before issuing a notice of violation. A notice of violation may be issued for a school zone speed infraction as follows:

(a) For a violation of F.S. § 316.1895, in excess of 10 miles per hour over the school zone speed limit which occurs within 30 minutes before through 30 minutes after the start of a regularly scheduled breakfast program.

(b) For a violation of F.S. § 316.1895, in excess of 10 miles per hour over the school zone speed limit which occurs within 30 minutes before through 30 minutes after the start of a regularly scheduled school session.

(c) For a violation of F.S. § 316.1895, in excess of 10 miles per hour over the posted speed limit during the entirety of a regularly scheduled school session.

(d) For a violation of F.S. § 316.1895, in excess of 10 miles per hour over the school zone speed limit which occurs within 30 minutes before through 30 minutes after the end of a regularly scheduled school session.

3. Hearing Procedures and Appeals: Hearings to contest notices of violations shall be scheduled, noticed, and conducted by the City and/or the school zone speed enforcement program agent in accordance with F.S. § 316.0083(5) and F.S. § 316.1896, and the procedures adopted by resolution of the City of Crestview. An aggrieved party may appeal a final administrative order of the Local Hearing Officer in accordance with F.S. § 316.1896, Florida Statutes, and the procedures adopted by resolution of the City of Crestview.

4. Defenses and Penalties: The enforcement of school zone speed infractions including the issuance of notices of violation and uniform traffic citations, the processing of affidavits to assert an exception to liability, and the assessment of fines must comply with F.S. § 316.1896. A registered owner who receives a notice of violation may, within 30 days:

- (a) Pay the fine of \$100.00, as fixed by F.S. § 318.18(3)(d), as it may be amended, or
- (b) Submit an affidavit establishing an exception to liability pursuant to F.S. § 316.1896(8), as it may be amended, or
- (c) Request a hearing.

If the registered owner of a vehicle does not timely pay the fine reflected on the notice of violation, submit a sufficient affidavit or request a hearing, a uniform traffic citation must be issued to the registered owner and transmitted to the Okaloosa County Clerk of the Court for disposition by the county court.

Sec. 86-119. Collection of Evidence, Public Records, and Retention Requirements.

In accordance with F.S. § 316.1896, a speed detection system in a school zone may not be used for remote surveillance. The collection of evidence by a speed detection system to enforce school zone speed infractions, or user-controlled pan or tilt adjustments of Speed detection components, do not constitute remote surveillance. Recorded video or photographs collected as part of a speed detection system in a school zone may only be used to document school zone speed infractions and for purposes of determining criminal or civil liability for incidents captured by the speed detection system incidental to the permissible use of the speed detection system.

Any recorded video or photograph obtained via a speed detection system must be destroyed within 90 days after the final disposition of the recorded event, pursuant to F.S. § 316.1896. Written notice that such records have been destroyed must be provided by December 31st of each year. All public records related to the administration of this Ordinance must be maintained in accordance with Florida law and all requests for such records must be addressed in accordance with Chapter 119, Florida Statutes, and any other applicable state law.

Sec. 86-120. Annual Reporting Requirements.

The City of Crestview, with the assistance of the Crestview Police Department and/or the City of Crestview's agent, will annually report on the City's school zone speed enforcement program to the public and to the FLHSMV in accordance with F.S. § 316.0776 and F.S. § 316.1896, as they may be amended. Pursuant to F.S. § 316.0776(3)(c), the compliance or sufficiency of compliance with this section of the Ordinance may not be raised in a proceeding challenging a notice of violation for a school zone speed infraction.

Sec. 86-121. Remittance of Collected Fines and Costs.

All fines and costs collected pursuant to this Ordinance and corresponding City of Crestview resolution must be remitted in accordance with F.S. § 316.1896 and F.S. § 318.18, and any other relevant state law.

SECTION 4 – 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 5 – 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 6 – 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 7 – 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 8 – EFFECTIVE DATE. This Ordinance shall take effect immediately upon its adoption.

Passed and adopted by the City Council of Crestview, Florida on the 12th day of May, 2025.

ATTEST:

Maryanne Girard

City Clerk

Approved by me this 12th day of May, 2025.

J. B. Whitten

Mayor



Staff Report

CITY COUNCIL MEETING DATE: April 28, 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: 4/24/2025
SUBJECT: Resolution 25-12 Lien Mitigation

BACKGROUND:

In 2023, the City amended the Code of Ordinances and adopted a schedule of suggested mitigation percentages. The Ordinance provides for amendment of the Mitigation Schedule as needed.

DISCUSSION:

As staff has worked through the lien mitigation process on a number of properties, it has been determined that some cases exist where a property that has been brought into compliance may have a just market value that is lower than \$50,000.00, and substantially lower than the fine amount owed on a such property.

To increase the rate of compliance, and further expedite the compliance and redevelopment processes that take place for properties involved in code compliance scenarios, staff has determined that it is reasonable to amend the lien mitigation schedule to further reduce the fine amount to be paid in a mitigated settlement for the reasons listed above.

This Resolution provides for the amendment of the lien mitigation schedule, as described above.

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

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

Opportunity- Promote an environment that encourages economic and educational opportunity

FINANCIAL IMPACT

This item should have a negligible financial impact.

RECOMMENDED ACTION

Staff respectfully requests a motion to adopt Resolution 25-12.

Attachments

None

RESOLUTION: 2025- 12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CRESTVIEW, FLORIDA, AMENDING THE LIEN MITIGATION SCHEDULE; PROVIDING FOR SCRIVENER’S ERRORS; PROVIDING FOR LIBERAL INTERPRETATION; PROVIDING FOR REPEAL OF CONFLICTING CODES AND RESOLUTIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 2-119(a)(5) allows for the amendment of the Lien Mitigation Schedule by resolution.

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

SECTION 1 – AUTHORITY. Authority for this resolution is provided in Section 2-119(a)(5) of the City of Crestview Code of Ordinances.

SECTION 2 – LIEN MITIGATION SCHEDULE AMENDMENT. The Lien Mitigation Schedule is hereby amended as follows:

<u>Fine Amount</u>	<u>% of Fine Amount to Be Paid</u>
\$1,000 to \$5,000	100% of the fine amount*
\$5,001 – and over	10% of the fine amount, or \$5,000, whichever is greater*

* The fine amount to be paid in a mitigated settlement may be reduced to 10 percent of the Just Market Value of the property as established by the Okaloosa County Property Appraiser, ~~in cases where the Just Market Value is greater than \$50,000.~~

SECTION 3 – SEVERABILITY. If any word, phrase, sentence, paragraph or provision of this resolution 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 resolution which can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this resolution are declared severable.

SECTION 4 – 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 5 – 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 6 – 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 7 – EFFECTIVE DATE. This Resolution shall take effect immediately upon its adoption.

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 28, 2025

TYPE OF AGENDA ITEM: Action Item

TO: Mayor and City Council
CC: City Manager, City Clerk, Staff and Attorney
FROM: Jayce Vanderford, Project Manager, Wayne Steele, Director of Operations
DATE: 4/24/2025
SUBJECT: Presentation of Construction Total Project Management (TPM) Program Deliverables for Capital Project Planning

BACKGROUND:

In 2024, the City of Crestview entered into a contract with Ajax Building Company following a competitive RFP process for Total Project Management (TPM) services. A Notice to Proceed was issued on August 12, 2024, initiating Phase 1 of the program. This phase focused on developing a citywide TPM Master Plan and Facilities Program to support long-term capital project planning and implementation.

Over the last several months, Ajax and its design partners—Goodwyn Mills Cawood and Sam Marshall Architects—conducted stakeholder interviews, site assessments, and a public input workshop (specifically for the proposed Sports Complex). The goal was to gather functional requirements and develop preliminary programmatic data for future City facilities.

DISCUSSION:

Ajax will present the deliverables from Phase 1 of the TPM initiative. These include a comprehensive TPM Master Plan and Facilities Program covering new and existing facilities across departments such as Public Safety, Public Works, Animal Control, Parks & Recreation, and Administration.

Key deliverables include:

- Programming summaries for each proposed facility
- High-level Rough Order of Magnitude (ROM) cost estimates using a three-point methodology (low, mean, high)
- Preliminary project timelines and estimated construction durations
- Phased sequencing across an 8–10 year period

It is important to note that the cost estimates provided are for **planning purposes only**. They are not actual

costs, but conceptual estimates intended to guide budgeting, funding applications, and prioritization.

Upon Council review and acceptance of this presentation, staff will begin the next step by requesting a Design & Preconstruction Task Order Proposal from Ajax for a selected project. That task order, along with the proposed fee, will be presented to Council for approval. Design work will refine project scope, produce construction documents, and yield more accurate cost estimates. Construction phases will follow and also require separate Council authorization.

GOALS & OBJECTIVES

Foundational:

- **Financial Sustainability** – *Achieve long-term financial sustainability*

The TPM program supports this by establishing ROM cost estimates and long-term capital planning tools to inform budgeting and funding strategies.

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

The structured TPM approach enables departments to plan, prioritize, and deliver complex projects more effectively.

- **Infrastructure** – *Satisfy current and future infrastructure needs*

The master facilities program identifies long-term infrastructure needs and provides a roadmap to meet them.

- **Communication** – *To engage, inform, and educate public and staff*

The stakeholder interviews and public workshop demonstrate commitment to inclusive communication and transparency in planning.

Quality of Life:

- **Community Character** – *Promote desirable growth with a hometown atmosphere*

Strategic facility development ensures growth aligns with the city's values and identity.

- **Play** – *Expand recreational and entertainment activities within the City*

The Sports Complex programming included in this plan aligns with this goal.

FINANCIAL IMPACT

This presentation item has no financial impact at this time. Future phases (such as design and construction) will be brought back to Council for funding authorization.

RECOMMENDED ACTION

Staff respectfully requests a motion to authorize staff to request a design and preconstruction task order proposal from Ajax for Fire Station 3.

Attachments

None



Staff Report

CITY COUNCIL MEETING DATE: April 28, 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: 4/24/2025
SUBJECT: Final Plat - Garden Villa Townhomes Phase II

BACKGROUND:

On March 21, 2014, staff received the application for the Garden Villas Townhomes Phase II subdivision. The preliminary plat was previously reviewed and approved by the City Council on August 12, 2024, based on staff and Planning and Development Board (PDB) recommendation.

DISCUSSION:

The developer is nearing completion of the infrastructure for a townhouse development of 30 lots on a 2.2 acre parcel located on Third Ave. And Jones Rd., with a gross density of approximately 13.63 units per acre. Mark Siner, P.E. is the Authorized Agent and Engineer for the project.

This plat will require a signature from the Mayor.

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

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

Community Character- Promote desirable growth with a hometown atmosphere

Mobility- Provide safe, efficient and accessible means for mobility

Opportunity- Promote an environment that encourages economic and educational opportunity

FINANCIAL IMPACT

This item will have a positive future impact on the City of Crestview, including ad-valorem and utility revenue.

RECOMMENDED ACTION

Staff respectfully requests a motion to approve the Garden Villa Townhomes Phase II plat and send to the mayor for signature.

Attachments

1. Garden Villa 2 Plat

GARDEN VILLA TOWNHOMES PHASE 2

A RESUBDIVISION OF LOTS 1 THROUGH 3, BLOCK 3 OF OAKDALE MINIATURE FARMS (PLAT BOOK 1, PAGE 129) IN SECTION 04, TOWNSHIP 3 NORTH, RANGE 23 WEST, CITY OF CRESTVIEW, OKALOOSA COUNTY, FLORIDA

LEGAL DESCRIPTION:

FOR A POINT OF BEGINNING, COMMENCE AT THE NORTHWEST CORNER OF LOT 1, BLOCK 3, OAKDALE MINIATURE FARMS AS RECORDED IN PLAT BOOK 1 AT PAGE 29 OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA RUN S01°57'40"W ALONG THE WEST LINE OF SAID BLOCK 3 AND THE EAST RIGHT-OF-WAY LINE OF JONES ROAD (MAINTAINED R/W) FOR A DISTANCE OF 444.02 FEET TO THE SOUTHWEST CORNER OF LOT 3 OF SAID BLOCK 3; THENCE DEPARTING AFORESAID LINE, RUN S76°19'55"E ALONG THE SOUTH LINE OF SAID LOT 3 FOR A DISTANCE OF 218.33 FEET; THENCE DEPARTING SAID SOUTH LINE, RUN N01°57'40"E FOR A DISTANCE OF 296.21 FEET TO A POINT ON THE SOUTH LINE OF AFORESAID LOT 1; THENCE S76°22'19"E ALONG SAID SOUTH LINE FOR A DISTANCE OF 4.85 FEET TO THE SOUTHWEST CORNER OF PARCEL RECORDED IN OFFICIAL RECORDS BOOK 3654 AT PAGE 247 OF SAID PUBLIC RECORDS; THENCE DEPARTING SAID SOUTH LINE, RUN N02°00'23"E ALONG THE WEST LINE OF SAID PARCEL FOR A DISTANCE OF 147.99 FEET TO THE SOUTH RIGHT-OF-WAY LINE THIRD AVENUE (60' R/W); THENCE DEPARTING SAID WEST LINE, RUN N76°22'42"W ALONG SAID SOUTH RIGHT-OF-WAY LINE FOR A DISTANCE OF 223.26 FEET TO CLOSE ON THE POINT OF BEGINNING. SAID PARCEL CONTAINING 2.20 ACRES, MORE OR LESS.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT DAY HOMES, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE OWNER OF A FEE SIMPLE TITLE COVERING THE LANDS DESCRIBED IN THIS PLAT OF "GARDEN VILLA TOWNHOMES PHASE 2", DOES DECLARE THAT IT HAS CAUSED THE SAME TO BE SUBDIVIDED AS SHOWN HEREON, AND THAT ALL ROADWAYS, PRIVATE RIGHT-OF-WAY, RETENTION POND/ COMMON AREA SHOWN ON THIS PLAT SHALL BE MAINTAINED BY THE GARDEN VILLA TOWNHOMES PHASE 2 HOME OWNERS ASSOCIATION INC. DAY HOMES, LLC, HEREBY DEDICATES NON-EXCLUSIVE EASEMENTS WITHIN ALL PRIVATE RIGHT-OF-WAY AND UTILITY EASEMENTS AS SHOWN ON THIS PLAT FOR THE PURPOSES OF INSTALLATION AND MAINTENANCE OF VARIOUS UTILITIES INCLUDING THE CITY OF CRESTVIEW, COX COMMUNICATIONS, FLORIDA POWER AND LIGHT, OKALOOSA GAS DISTRICT, AND CENTURYLINK. DAY HOMES, LLC, DOES HEREBY REQUEST THAT THIS PLAT BE RECORDED IN THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

BY: PHILLIP DAY
MANAGER

WITNESS

WITNESS

ACKNOWLEDGEMENT STATE OF FLORIDA, COUNTY OF OKALOOSA

BEFORE THE UNDERSIGNED PERSONALLY APPEARED PHILLIP DAY, AS MANAGER OF DAY HOMES, LLC KNOWN TO ME TO BE THE INDIVIDUAL DESCRIBED IN AND WHO EXECUTED THE FOREGOING DEDICATION AND WHO IS PERSONALLY KNOWN TO ME AND ACKNOWLEDGED HE EXECUTED THE SAME FOR THE USES AND PURPOSES HEREIN SET FORTH THIS _____ DAY OF _____, 2025.

NOTARY PUBLIC, STATE OF FLORIDA

MY COMMISSION EXPIRES:

TITLE OPINION

PURSUANT TO FLORIDA STATUTE SECTION 177.04(2) AND BASED UPON THE PROPERTY INFORMATION REPORT, I, THE UNDERSIGNED FLORIDA LICENSED TITLE AGENT, CERTIFY THAT THE LAND DESCRIBED AS SHOWN HEREON, GARDEN VILLA PHASE II IS IN THE NAME(S) OF THE DEDICATOR AS SHOWN HEREON, DAY HOMES, LLC, AND THAT THERE ARE NO UNSATISFIED MORTGAGES ON SAID LAND.

SANDRA H. LAWSON
FL LICENSED TITLE AGENT
KNIGHT BARRY TITLE SOLUTIONS, INC.

SURVEYOR'S CERTIFICATE

I BRIAN E. PASCOE, HEREBY CERTIFY THAT I HAVE PREPARED THIS PLAT AND THAT IT IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS SURVEYED UNDER MY DIRECTION AND SUPERVISION; THAT P.R.M.'S HAVE BEEN PLACED AS INDICATED HEREON (P.C.P.'S WILL BE SET), AND THAT IT COMPLIES WITH ALL PROVISIONS OF CHAPTER 177, FLORIDA STATUTES, AS WELL AS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA PROFESSIONAL BOARD OF LAND SURVEYORS IN CHAPTER 61G17-6, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

FLORIDA REGISTERED SURVEYOR

BRIAN E. PASCOE, CERTIFICATE NO. 5930

DATE

CHOCTAW ENGINEERING, INC. LB#1532
112 TRUXTON AVENUE FT. WALTON
BEACH, FL 32547

CITY COUNCIL'S APPROVAL

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE CITY COUNCIL OF CRESTVIEW, OKALOOSA COUNTY, FLORIDA, AND APPROVED BY THEM ON THE _____ DAY OF _____, 2025.

MAYOR

ATTEST BY: CITY CLERK

CITY CLERK VERIFICATION

THE UNDERSIGNED HEREBY ATTESTS THAT THIS PLAT WAD GRANTED FINAL APPROVAL BY THE CITY COUNCIL IN SESSION ASSEMBLED ON THE DATE MENTIONED ABOVE AS A MATTER OF PUBLIC RECORD. FURTHER, THAT THIS INSTRUMENT WAS DULY AUTHENTICATED BY THE PRESENTING OFFICER OF THE CITY COUNCIL.

CITY CLERK

CITY ENGINEER'S CERTIFICATE

THE UNDERSIGNED CERTIFY THAT THE SUBDIVISION AS IT APPEARS ON THIS PLAT CONFORMS TO THE APPLICABLE REGULATIONS RELATING TO THE SUBDIVISION OF LAND AND IS ACCORDINGLY APPROVED, BY SUCH APPROVAL, THE UNDERSIGNED DO NOT CERTIFY AS TO THE CORRECTNESS OF THE BOUNDARY, STREET OR OTHER LINES SHOWN ON THIS PLAT.

CITY ENGINEER

DATE

COMMUNITY DEVELOPMENT SERVICES MANAGER:

THE UNDERSIGNED HEREBY CERTIFIES THAT THIS PLAT CONFORMS TO THE GENERAL ENGINEERING STANDARDS AND MEETS PLAT SPECIFICATION SET FOURTH BY THE CITY OF CRESTVIEW CODE OF ORDINANCES.

COMMUNITY DEVELOPMENT SERVICES MANAGER

LOCAL PLANNING AGENCY:

THE UNDERSIGNED HEREBY CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE LOCAL PLANNING AGENCY OF THE CITY OF CRESTVIEW, FLORIDA, AND WAS APPROVED BY THEM ON THE _____ DAY OF _____, 2025.

LPA CHAIRMAN OR LPA VICE CHAIRMAN

CERTIFICATION BY TAX COLLECTOR

I, BEN ANDERSON, DO HEREBY CERTIFY THAT TAXES HAVE BEEN PAID THROUGH TAX YEAR _____ FOR THE PROPERTY DESCRIBED HEREON TO THE BEST MY KNOWLEDGE, AS OF THIS _____ DAY OF _____, 2025.

BEN ANDERSON,
OKALOOSA COUNTY TAX COLLECTOR

COUNTY SURVEYOR'S CERTIFICATE

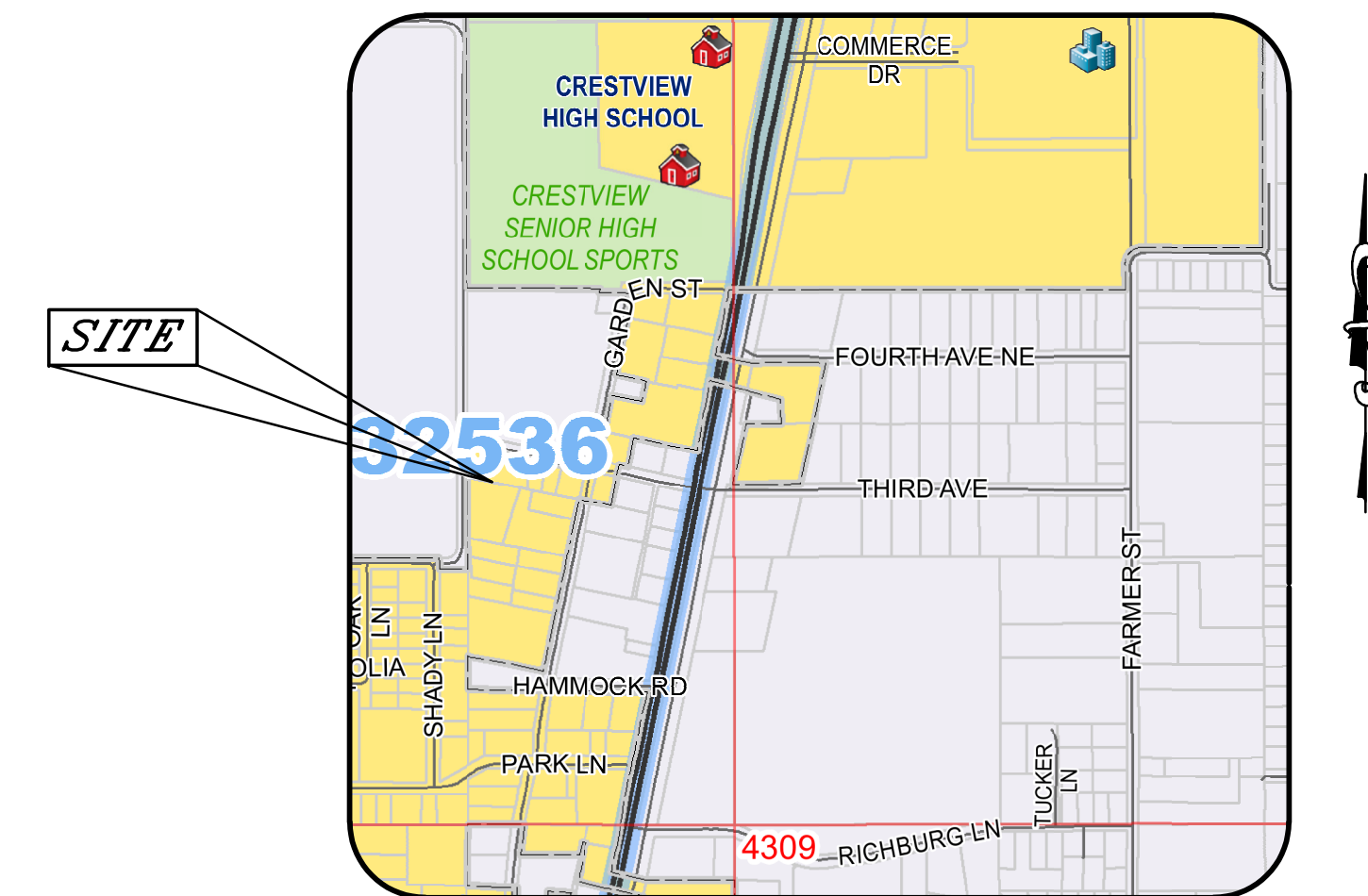
THIS IS TO CERTIFY THAT THIS PLAT WAS REVIEWED BY THE COUNTY SURVEYOR OF OKALOOSA COUNTY, FLORIDA, AND MEETS THE REQUIREMENTS OF CHAPTER 177 OF THE FLORIDA STATUTES AND WAS APPROVED BY HIM ON THE _____ DAY OF _____, 2025.

COUNTY SURVEYOR

COUNTY CLERK'S CERTIFICATE

I, BRAD E. EMBRY, CLERK OF THE CIRCUIT COURT, DO HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD ON THE _____ DAY OF _____, 2025 IN PLAT BOOK _____, PAGE _____.

BRAD E. EMBRY, CLERK OF CIRCUIT COURT,
OKALOOSA COUNTY, FLORIDA



LOCATION MAP
NOT TO SCALE

"NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY."

LEGEND

R/W = RIGHT-OF-WAY	P.I. = POINT-OF-INTERSECTION
CL = CENTERLINE	O.R. = OFFICIAL RECORDS
P.O.C. = POINT-OF-COMMENCEMENT	FIP = FOUND IRON PIN
P.O.B. = POINT-OF-BEGINNING	SIP = SET IRON PIN (#7237)
(P) = PLAT DATA	FCM = FOUND CONCRETE MONUMENT
(F) = FIELD DATA	SCM = SET CONCRETE MONUMENT
(D) = DESCRIPTION DATA	PCP = PERMANANT CONTROL POINT
D = DELTA ANGLE	PC = POINT OF CURVATURE
R = RADIUS	PT = POINT OF TANGENCY
A = ARC LENGTH	BSL = BUILDING SETBACK LINE
C = CHORD	PRM = PERMANENT REFERENCE MONUMENT
CB = CHORD BEARING	LB = LICENSED BUSINESS NUMBER

PSM**PASCOE SURVEYING & MAPPING, INC.**

13 TWISTED OAK TRAIL
SHALIMAR, FLORIDA 32679

PHONE: 850-661-4200
FAX: 850-661-4222
EMAIL: brian@pascoesurveying.com

CERTIFICATE OF AUTHORIZATION No. 7297

CEI**CHOCTAW ENGINEERING, INC.**

ENGINEERING • ENVIRONMENTAL • SURVEYING

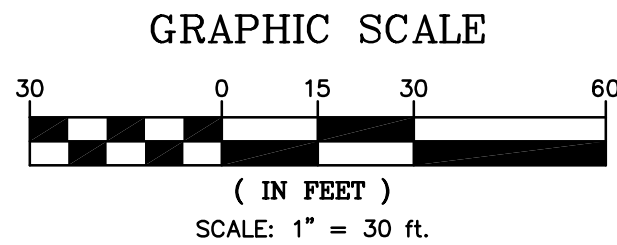
112 TRUXTON AVENUE
FORT WALTON BEACH, FLORIDA 32547

TELEPHONE: 850-862-6611
FAX: 850-862-8059
E-MAIL: cei@choctaweng.com

LB #1532

GARDEN VILLA TOWNHOMES PHASE 2

A RESUBDIVISION OF LOTS 1 THROUGH 3, BLOCK 3
OF OAKDALE MINIATURE FARMS (PLAT BOOK 1, PAGE 129)
IN SECTION 04, TOWNSHIP 3 NORTH, RANGE 23 WEST,
CITY OF CRESTVIEW, OKALOOSA COUNTY, FLORIDA



"NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY."

BUILDING SETBACKS:

FRONT = 20.0 FEET
SIDE = 7.5 FEET
REAR = 15.0 FEET

NOTES:

- DENOTES SET (UNLESS OTHERWISE NOTED) 4"x4" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M., LB 1532)
- DENOTES SET IRON PIN "7237", 5/8"-DIA. TYPICAL.
- DENOTES SET NAIL & DISC "7237", 5/8"-DIA. TYPICAL.

LEGEND

R/W = RIGHT-OF-WAY	P.I. = POINT-OF-INTERSECTION
CL = CENTERLINE	O.R. = OFFICIAL RECORDS
P.O.C. = POINT-OF-COMMENCEMENT	FIP = FOUND IRON PIN
P.O.B. = POINT-OF-BEGINNING	SIP = SET IRON PIN (#7237)
(P) = PLAT DATA	FCM = FOUND CONCRETE MONUMENT
(F) = FIELD DATA	SCM = SET CONCRETE MONUMENT
(D) = DESCRIPTION DATA	PCP = PERMANANT CONTROL POINT
D = DELTA ANGLE	PC = POINT OF CURVATURE
R = RADIUS	PT = POINT OF TANGENCY
A = ARC LENGTH	BSL = BUILDING SETBACK LINE
C = CHORD	PRM = PERMANENT REFERENCE MONUMENT
CB = CHORD BEARING	LB = LICENSED BUSINESS NUMBER

PSM PASCOE SURVEYING & MAPPING, INC.
13 TWISTED OAK TRAIL
SHALIMAR, FLORIDA 32879
PHONE: 850-651-4200
FAX: 850-651-4222
EMAIL: brian@pascoesurveying.com
CERTIFICATE OF AUTHORIZATION No. 7237

CEI CHOCTAW ENGINEERING, INC.
ENGINEERING • ENVIRONMENTAL • SURVEYING
112 TRUXTON AVENUE
FORT WALTON BEACH, FLORIDA 32547
E-MAIL: cei@choctaweng.com
TELEPHONE: 850-862-6611
FAX: 850-863-8059
LB #1532

POINT OF BEGINNING
NW CORNER LOT 1, BLOCK 3
OAKDALE MINIATURE FARMS
FOUND IRON PIN NO. (NO I.D.)
REPLACED WITH P.R.M. PSM 5930

JONES ROAD
(60' MAINTAINED R/W)

(REFERENCE BEARING)
S01°57'40"W - 444.03'

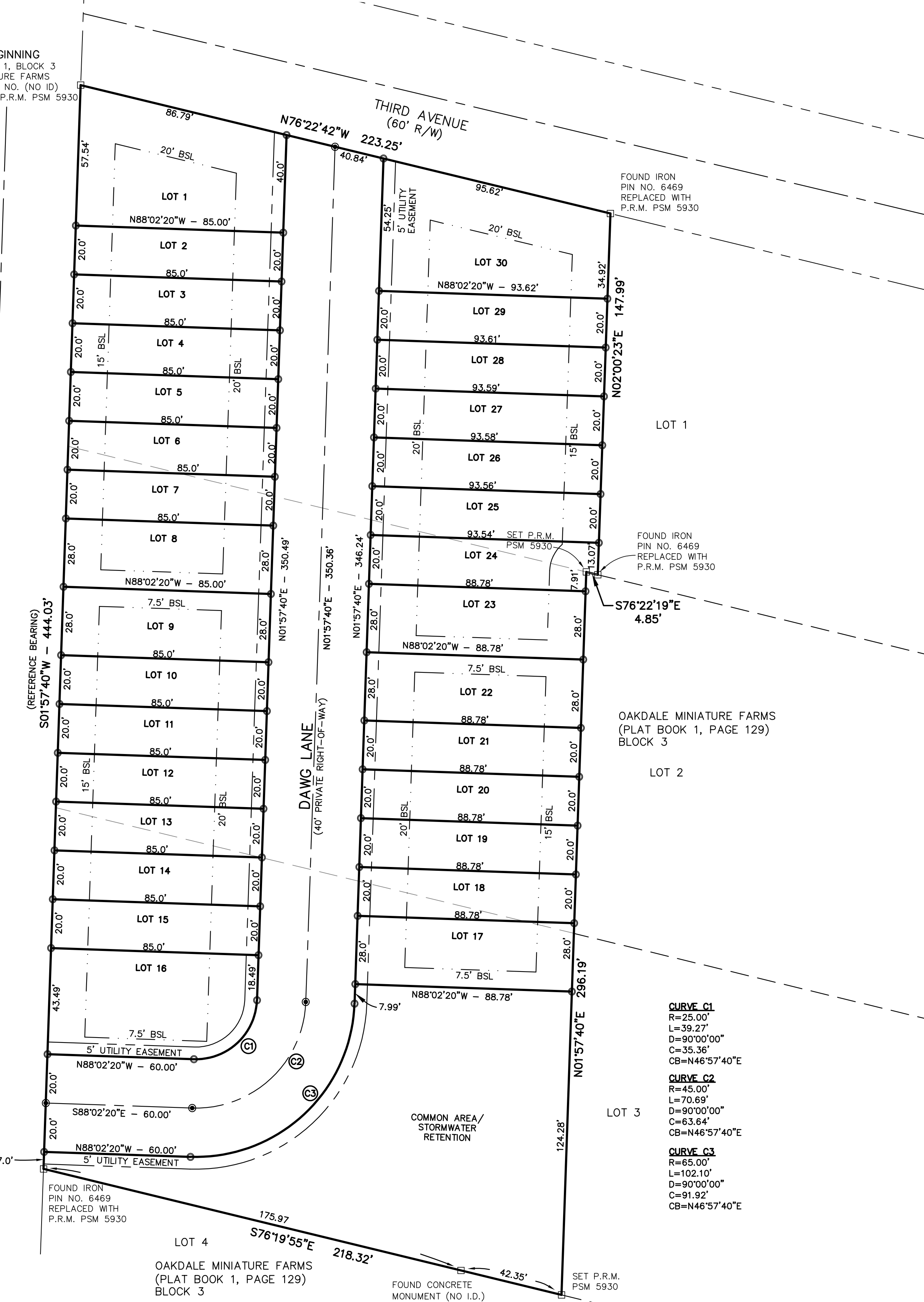
DAWG LANE
(40' PRIVATE RIGHT-OF-WAY)

COMMON AREA/
STORMWATER
RETENTION

CURVE C1
R=25.00'
L=39.27'
D=90°00'00"
C=35.36'
CB=N46°57'40"E

CURVE C2
R=45.00'
L=70.69'
D=90°00'00"
C=63.64'
CB=N46°57'40"E

CURVE C3
R=65.00'
L=102.10'
D=90°00'00"
C=91.92'
CB=N46°57'40"E





Staff Report

CITY COUNCIL MEETING DATE: April 28, 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: 4/24/2025
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 February Monthly Financial Statement

Follow this link by clicking on the icon with the arrow for the February [Monthly Financial Statement](#).

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

For informational purposes.

RECOMMENDED ACTION

No action required.

Attachments

None



Staff Report

CITY COUNCIL MEETING DATE: April 28, 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: 4/24/2025
SUBJECT: Strategic Plan Update

BACKGROUND:

The first strategic plan for the City of Crestview was adopted on June 10th, 2019. This plan established our vision, mission statement, and strategic focus areas. The plan also identified goals and strategies for improving in these focus areas.

The strategic planning process included a community survey; this survey received over 1400 responses. A stakeholder meeting with 70 participants, including members of the business and non-profit community, department heads, city council members, county government leaders, and local military representatives. During this meeting, we discussed the results of the community survey, SWOT analysis, and future goals. The City Council confirmed its priorities and focus areas and reviewed new strategic goals during a budget workshop in July 2023. In September 2023, the City Council adopted the 2023-2028 strategic plan.

DISCUSSION:

The Deputy City Manager will present the quarterly Strategic Plan update.

GOALS & OBJECTIVES

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Community Culture- Develop a specific identity for Crestview

FINANCIAL IMPACT

There is no financial impact to the presentation.

RECOMMENDED ACTION

No action required.

Attachments

None



Staff Report

CITY COUNCIL MEETING DATE: April 28, 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: 4/24/2025
SUBJECT: City Manager Updates

BACKGROUND:

The City Manager provides an update on current projects to the City Council.

DISCUSSION:

Current projects and updates will be provided.

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

n/a

Attachments

None