

ORDINANCE NO. 2026-2366

CITY OF LAKE CITY, FLORIDA

1 AN ORDINANCE OF THE CITY OF LAKE CITY, FLORIDA AMENDING
2 CHAPTER 86, ENTITLED "STREETS, SIDEWALKS, AND OTHER PLACES" OF
3 THE CITY OF LAKE CITY CODE OF ORDINANCES; CREATING CHAPTER 86,
4 ARTICLE VI, ENTITLED "MOBILITY FEE SYSTEM"; ADOPTING THE
5 MOBILITY PLAN, ADOPTING THE MOBILITY FEE TECHNICAL REPORT;
6 ESTABLISHING PURPOSE AND INTENT; PROVIDING FOR DEFINITIONS,
7 IMPOSITION, AND EXEMPTIONS; ESTABLISHING A MOBILITY FEE
8 SCHEDULE; PROVIDING FOR DETERMINATION, AGREEMENTS, AND
9 CREDITS; ESTABLISHING OF A BENEFIT DISTRICT AND MOBILITY FEE
10 FUND ACCOUNT; PROVIDING FOR EXPENDITURES, REFUNDS, LAND
11 DEVELOPMENT CODE IMPACT, ADMINISTRATION, REPORTS, UPDATES,
12 APPEALS, VESTED RIGHTS, AND PENALTIES; PROVIDING FOR
13 CODIFICATION, PROVIDING FOR SCRIVENERS ERRORS; PROVIDING FOR
14 CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN
15 EFFECTIVE DATE.

16 **WHEREAS**, Pursuant to Article VIII, Section(2)(b) of the Florida Constitution and Chapter 166,
17 Florida Statutes, the City of Lake City has broad home rule powers to adopt ordinances to provide
18 for and operate a transportation system, including bicycle and pedestrian facilities, transit
19 facilities, roadways, intersections and personal mobility technology within the City; and

20 **WHEREAS**, Section 163.3180, Florida Statutes, encourages local governments to adopt a
21 transportation funding system that takes a comprehensive view on the provision of mobility
22 through walking, biking, transit, motor vehicles and personal mobility technology; and

23 **WHEREAS**, a mobility fee system takes a comprehensive view of transportation in the
24 community; and

25 **WHEREAS**, the City of Lake City intends to adopt a mobility fee system based on mobility projects
26 within the Mobility Fee Assessment Area as an alternative transportation system consistent with
27 Section 163.3180, Florida Statutes; and

28 **WHEREAS**, the City of Lake City intends to replace its current transportation concurrency system
29 with a mobility fee system administered and programmed by the City for new development in
30 the Mobility Fee Assessment Area consistent with the requirements for alternative
31 transportation systems pursuant with Section 163.3180, Florida Statutes; and

32 **WHEREAS**, the mobility fee system focuses on person travel demand from projected
33 development within Lake City, which includes walking, biking, transit and motor vehicular trips,

generated by new development and the resulting impact on the transportation system and accordingly requires the expenditure of revenue derived under that system to be used on mobility projects identified to meet the travel demand needs of projected development within Lake City; and

WHEREAS, the City of Lake City is experiencing growth and new development that necessitates the expansion of transportation capacity for a variety of modes to meet the person travel demands of new development including adequate and efficient mobility projects along with different mobility options; and

WHEREAS, imposition of a mobility fee requiring future growth within Lake City to contribute its attributable share of the cost of growth-necessitated mobility 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 demand on the transportation system generated by new development; and

WHEREAS, the City of Lake City engaged NUE Urban Concepts, LLC to perform a plan-based study demonstrating whether a need exists for a mobility fee plan (the “Study”); and

WHEREAS, NUE Urban Concepts, LLC initiated the Study in October 2025; and

WHEREAS, the City of Lake City Mobility Plan, dated February 2026, prepared by NUE Urban Concepts, LLC identifies needed mobility projects to accommodate projected travel demand from new development; and

WHEREAS, the City of Lake City Mobility Fee Technical Report, dated February 2026, 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, establishment of a Mobility Fee Benefit District to regulate mobility fee expenditures is the best method of ensuring that the mobility projects funded by mobility fees have the rational nexus and benefit to the new development for which the mobility fees were paid; and

WHEREAS, mobility fees collected will be deposited in the mobility fee special revenue fund for the Mobility Fee Benefit District and expended for the purposes set forth herein; and

WHEREAS, mobility fees imposed hereunder achieve the goals, objectives and policies of the Comprehensive Plan and utilize the tools and techniques encouraged by Section 163.3180, Florida Statutes; and

WHEREAS, the City Council has determined this Ordinance adopting a mobility fee will help to preserve and enhance the rational nexus between the need for person travel demands generated by new development in Lake City and the mobility fees imposed on that new development; and

WHEREAS, the City Council has determined, based upon mobility project development time frames which are often delayed depending upon economic realities, to authorize the refund of

collected mobility fees for projects for which a building permit or change of occupancy approval has expired, without construction or extension; and

WHEREAS, the City Council has determined it is in the best interests of the City of Lake City to replace, within the Mobility Fee Assessment Area, the transportation concurrency systems for transportation facilities with a mobility fee system; and

WHEREAS, the City Council has noticed, advertised, scheduled and held public hearings in compliance with Florida Statutes on this proposed Ordinance; and

WHEREAS, the City Council has determined that it is advisable and in the public interest to adopt and implement the proposed Mobility Fee Ordinance; now, therefore

BE IT ENACTED BY THE PEOPLE OF THE CITY OF LAKE CITY, FLORIDA:

SECTION 1: FINDINGS.

It is hereby found, ascertained, determined, and declared by the City Council:

(A) Pursuant to Article VIII, Section 2(b), Florida Constitution, and Sections 166.021 and 166.041, Florida Statutes, the City Council has all powers of local self-government to perform municipal functions and to render municipal services in a manner not inconsistent with law, and such power may be exercised by the enactment of City ordinances.

(B) The City Council may exercise any governmental, corporate, or proprietary power for a municipal purpose except when expressly prohibited by law, and the City Council may legislate on any subject matter on which the Florida Legislature may act, except those subjects described in (a), (b), (c), and (d) of Section 166.021(3), Florida Statutes. The subject matter of paragraphs (a), (b), (c), and (d) of Section 166.021(3), Florida Statutes, are not relevant to the imposition of a mobility fee within the City.

(C) By Section 163.3180, Florida Statutes, the Legislature encouraged local governments to adopt mobility plans and mobility fees as an alternative transportation system to replace transportation concurrency, proportionate share and road impact fees.

(D) The City of Lake City is experiencing growth and new development that necessitates the expansion of transportation facilities for a variety of modes to meet the mobility demands of new development, including adequate and efficient mobility projects along with different mobility options.

(E) A mobility fee will help to preserve and enhance the rational nexus between the need for travel demands generated by new development and the mobility fees imposed on that development.

(F) Establishment of a Mobility Fee Benefit District to regulate mobility fee expenditures is the best method of ensuring that the mobility projects funded by mobility fees have the rational nexus and benefit to the development for which the mobility fees were paid.

(G) The City Council has determined it is in the best interests of the City of Lake City to replace its transportation concurrency system with a mobility fee system.

SECTION 2: MOBILITY PLAN.

The City of Lake City Mobility Plan, dated February 2026, prepared by NUE Urban Concepts, LLC, identifies mobility projects intended to meet the travel demands from new development by 2050. The mobility projects established in the Mobility Plan form the basis for calculation of the Mobility Fee. The City Council shall prioritize mobility projects annually through its capital improvements program. The City Council may amend the Mobility Plan as necessary to address future mobility project needs.

SECTION 3: MOBILITY FEE ANALYSIS.

The City of Lake City Mobility Fee Technical Report, dated February 2026, prepared by NUE Urban Concepts, LLC, and attached hereto and incorporated as a part of this ordinance provides the technical analysis to determine the mobility fee is hereby accepted. This Report sets forth the basis of the assumptions, conclusions and findings for the mobility fee, the methodology for calculating the mobility fee, the person miles of travel assigned to new development and mobility projects and the person travel demand assigned to various Land Use categories. The study presents the technical analysis and detailed methodology supporting the Mobility Fees.

SECTION 4: CREATION OF CHAPTER 86, ARTICLE IV, SECTIONS 86-150 THROUGH 86-168 OF THE CODE OF ORDINANCES OF THE CITY OF LAKE CITY, FLORIDA.

Chapter 86, Article IV, Sections 86-150 through 86-168 of the Code Of Ordinances of the City of Lake City, Florida is created as follows:

ARTICLE VI. – MOBILITY FEES

Sec. 86-150. - Short title.

This article may be cited as the "Lake City Mobility Fee System."

Sec. 86-151. - Purpose and intent.

(a) This article is intended to impose a Mobility Fee, assessed at application for a Building Permit or a change of occupancy and payable prior to issuance of a Building Permit or approval of a change of occupancy, in an amount based upon the amount of Person Travel Demand attributable to New Development and the cost of

providing the Mobility Projects needed to serve such new Person Travel Demand.
This article shall not be construed to authorize imposition of fees related to Mobility
Project needs attributable to existing development.

(b) This article is intended to allow New Development in compliance with the
comprehensive plan to share in the burdens of growth. New Development shares in
this burden by paying a pro rata share of the reasonably anticipated costs of Mobility
Projects needed to accommodate the Person Travel Demands created by New
Development as well as by complying with other appropriate development approval
conditions. This article is intended to provide flexibility to address the needs of
individual developments that, because of location, timing, or other characteristics,
require different treatment in the form of reduced fees or supplemental
requirements.

(c) Towards this end, Mobility Fees are established based upon the calculation
methodology incorporated in the “City of Lake City Mobility Fee Technical Report”
dated February 2026, prepared by NUE Urban Concepts, LLC.

Sec. 86-152. - Definitions.

For the purposes of this article, the following terms, phrases, words, and their
derivatives shall have the meanings given herein, unless their use in context clearly
indicates otherwise:

(1) Accessory Dwelling Unit shall have the meaning ascribed in the most recent
edition of the City’s Land Development Regulations to the term “Accessory
Dwelling Unit”.

(2) Agreement means an enforceable agreement entered into between the City of
Lake City and a developer in which specific development terms, conditions,
obligations are defined and agreed upon, including agreements entered pursuant
to the City's home rule powers under the Florida Constitution and Chapter 166,
Florida Statutes, an agreement entered pursuant to Sections 163.3220—
163.3243, or an agreement or Development Order issued pursuant to Chapter
380, Florida Statutes.

(3) Affordable Housing (see Affordable Residential in these definitions).

(4) Affordable Residential means a Dwelling Unit and shall include those Uses
specified in the ITE Trip Generation Manual under the Land Use Code Series 200,
except for Land Use Codes 253, 254, and 255. Residential includes Accessory
Dwelling Units, dormitories, and Tiny Homes. The City may elect to establish a
program that establishes criteria to qualify as affordable or workforce housing.

Until the City establishes a program, and an Applicant receives formal approval, the affordable or workforce housing Mobility Fee rate would not be applicable.

(5) *Amenities and Ancillary Uses* means buildings, structures, and lands which buildings, structures, or lands have (i) a clubhouse, (ii) meeting spaces, (iii) laundry facilities, (iv) guard houses, (v) fields, (vi) courts, (vii) indoor or outdoor Recreational Uses, (ix) garages, (x) parking structures, (xi) barns, (xii) sheds, or (xiii) landscape maintenance facilities, and which buildings, structures, or lands do not generate additional person travel demand, are not open to the public, and are not a commercial use. These amenities are generally associated with residential developments and overnight lodging. These Uses are not assessed a Mobility Fee unless they are open to the public and require the payment of a fee for use either directly or through membership or club dues.

(6) *Applicant* means the property owner, or duly designated agent of the property owner, of land on which a Building Permit, Change of Use Permit, or Special Use Permit is requested and a Mobility Fee is due pursuant to this article.

(7) *Assessment Area* means a geographic area of the City or a specific development pattern where Mobility Fees are assessed on New Development.

(8) *Automobile* means a car, SUV, truck, van, or motorcycle that is either electric powered, gasoline powered, a hybrid, or some other fuel source that propels the automobile.

(9) *Automobile Cleaning* means a building, stalls, stations, or tunnels for the cleaning, detailing, polishing, washing, or waxing of automobiles 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.

(10) *Automobile Charging or Fueling* means the total number of automobiles that can be charged or fueled at one time (fueling positions). Increasingly, Land Uses such as superstores, (e.g., super Wal-Mart), variety stores, (e.g., Dollar General), and wholesale clubs (e.g., Costco) also offer automobile charging and fueling with or without small convenience stores. Outside of Florida, several grocery store chains also sell fuel. Freestanding automobile charging stations that charge a fee for use and are not a requirement of the City as an ancillary use of a development shall be required to pay a Mobility Fee. The impact fee rate per charging or fueling position would be in addition to any Mobility Fee per square foot under the applicable retail Land Use with automobile charging or fueling. Automobile charging stations that are not a primary use or function of a Commercial or Retail Use and are either required by the City or provided as an ancillary use are exempt

from payment of the Mobility Fee. The City shall have the ability to determine if a charging or fueling station is a commercial use.

(11) Automobile Repair Service means a building, bays, service bays, stalls, or stations for the routine maintenance of automobiles including oil changes, cleaning, or replacing filters, replacing windshield wipers, changing tires, providing for maintenance, service, and repair, and changing and topping off automobile fluids and falling under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. Any building square footage of an Automobile Repair Service facility not otherwise associated with Automobile Repair Service would fall under Retail Uses and pay the applicable impact fee per the square footage of the building not associated with the quick lube service.

(12) Bank or Financial Drive-Through Lane or Freestanding ATM means (i) a drive-through lane used for banking purposes such as deposits, withdrawals, balance inquiries, or bill pay associated with any bank, financial institution, credit union. The drive-through may include either a teller window, pneumatic device for transferring banking information or funds, or an Automated Teller Machine (ATM). An ATM inside or attached to a building that has a use open to the public or end user is not assessed a separate fee as a freestanding ATM. This use also includes freestanding bank drive-through lanes and freestanding walk-up or drive-through ATM machines. The fee shall be based upon the total number of drive-through lanes with a banking window, pneumatic device, or ATM and/or the total number of freestanding ATMs. Freestanding ATM's may be either walk-up or feature drive-through lanes.

(13) Benefit District means a geographic area of the City where Mobility Fees paid by New Development are expended on Mobility Projects.

(14) Building Permit means an official document or certificate of the City to erect, construct, alter, repair, move, demolish, or change the occupancy of any land, building, or structure, or portion of any land, building, or structure pursuant to the Florida Building Code or the Land Development Regulations of the City of Lake City.

(15) Capacity means 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.

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- (16) Capital Improvement Element means such element of the City of Lake City's Comprehensive Plan, as amended annually by the Capital Improvements Program (CIP) which evaluates the need for Mobility Projects as identified in the Comprehensive Plan elements and as defined in the applicable definition of each Mobility Project, estimates the cost of improvements, analyzes the fiscal capability of the local government to finance and construct improvements, adopts financial policies to guide the funding of improvements, and schedules the funding and construction of improvements in a manner necessary to ensure that capital improvements are provided when required based on the needs identified in the Comprehensive Plan.
- (17) Capital Improvement Program means the five-year capital improvements program, as amended annually, that prioritizes and identifies funding for Mobility Projects as identified in the capital improvements element.
- (18) City means the City of Lake City, Florida.
- (19) City Council means the legislative body of the City of Lake City, Columbia County, Florida.
- (20) Commercial & Retail Uses means those commercial activities which provide for sale, lease, or rent of goods, products, services, automobiles, or accommodations for use by individuals, businesses, or groups and which include those Uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900.
- (21) Community Serving means those Uses operated by non-profit civic organizations, governmental entities, foundations, or fraternal organizations, including places of assembly. 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 participate in community and public activities. Food, beverages, goods, and services may be offered for ancillary fundraising and sales to support the Community Serving use.
- (22) Convenience Retail means car washes, convenience stores, gas stations, and quick service restaurants. Convenience retail with quick-service restaurant drive-through lanes, or automobile charging or fueling shall be assessed an additive impact fee per drive-through and charging or fueling position. Convenience retail with car wash facilities shall be assessed Mobility Fees per applicable unit of measure. ITE Land Use Codes 851, 930, 933 through 938, and 944 through 950.
- (23) County means Columbia County, Florida.

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- (24) Development Order shall have the meaning ascribed to such term in Section 163.3164, Florida Statutes.
- (25) Dwelling Unit shall have the meaning ascribed in the most recent edition of the City's Land Development Regulations to the term "Dwelling Unit".
- (26) Fast Food or Quick Service Restaurant Drive-Through means 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. Quick service restaurants are also referred to as fast casual or fast-food restaurants. The number of drive-through lanes shall be based on the total number of lanes, not the number of windows where an order is picked-up. Some drive-through 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-through lane. The Mobility Fee per drive-through is assessed in addition to the Mobility Fee assessed for the building.
- (27) Freestanding Retail means entertainment, personal service, and Retail Uses in a single building where any single use under common ownership exceeds 75 percent of the total square footage of the building. Land Use Codes under the 800 and 900 series of the ITE Trip Generation Manual.
- (28) Group Living Facility means communities designed for long term care of on-site residents, such as assisted living facilities, continuing care facilities, supervised group homes for persons with disabilities, 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.
- (29) High Impact Retail means grocery stores, supermarkets, superstores, variety stores, and package stores selling liquor or alcohol for off-site consumption, where 50% or more of the gross square footage of the use is for the sale of edible or drinkable goods. These Uses may also offer other goods, products, and services such as on-site consumption of food or beverages, cleaning and household supplies, pharmacies, and other personal services. High Impact Retail Uses also include banks, credit unions, and sit-down restaurants. These Uses generally generate between 75 and 250 daily trips per 1,000 sq. ft.
- (30) Hotel & Overnight Accommodations means places of accommodations, such as bed and breakfasts, 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 (e.g., pool, fitness room) intended for primary use by guest(s) and which include those Uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300.

(31) Impact means any New Development that results in an increase in Person Travel Demand above the demand generated by the existing use of property, including submerged properties.

(32) Indoor Commercial Recreation means facilities that primarily focus on individual or group fitness, exercise, or training, or otherwise provide recreational activities. These 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 may be offered for ancillary sales. The use would generally fall under the ITE Land Use Code Series 400.

(33) Industrial means those activities which are predominantly engaged in

(i) building and construction trades; and

(ii) the assembly, distribution, finishing, packaging, processing, production, storage, and / or warehousing of goods and products, utilities, recycling, waste management and Uses that include brewing and distilling that may have taps, sampling or tasting rooms;

(iii) including those Uses specified in the ITE Trip Generation Manual under Land Use Code Series 100 excluding governmental 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 also include commercial storage facilities or acreage in which one or more warehouses, storage units or vaults are rented for the storage of goods and/or acreage or 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, subject to allowance by Land Development Regulations.

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- (34) Industrial Uses means those activities which are predominantly engaged in the assembly, distribution, fabrication, finishing, packaging, processing, production, storage, and / or warehousing of goods and 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 100 but excluding governmental Uses.
- (35) Institutional Uses means those public or quasi-public Uses that serve one or more community's social, educational, health, cultural, and religious 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, and Land Use Codes 580 and 590 fall under Community Serving. Federal, state, and local government Institutional Uses, except for community development districts, are exempt from payment of Mobility Fees.
- (36) ITE Trip Generation Manual means and refers to the latest edition of the report entitled "Trip Generation" produced by the Institute of Transportation Engineers (ITE), and any official updates.
- (37) Land Use (see Use in these definitions).
- (38) Level of Service (LOS) means a quantitative stratification of the level of service provided to 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.
- (39) Local Retail means cafes, personal service, restaurant, and Retail Uses that meet criteria established by the City by ordinance to qualify as a local retail use. These Uses would exclude regional or national chains. The criteria usually include the identification of the total number of retail operations that would define a chain Retail Use. Until the City establishes criteria, the Mobility Fee rate for local retail would not be assessed on any Land Use.
- (40) Long Term Care means communities designed for long term care or recovery homes of on-site residents, such as assisted living facilities, adult care centers, congregate living facilities, and nursing homes with common dining and on-site health facilities for residents that are 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.
- (41) Manufactured Home shall have the meaning ascribed in the most recent edition of the City's Land Development Regulations to the term "Dwelling, Residential

Design Manufactured Home”, or the term “Dwelling, Standard Design Manufactured Home”, as the case may be.

(42) Medical Office means a building or buildings that provide medical, dental, or veterinary services and care. Medical Office shall also include any clinics, 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.

(43) Micromobility means electric powered personal mobility devices such as electric bicycles, electric scooters, hoverboards, one-wheeled devices, unicycles, electric skateboards, and other electric assisted personal mobility devices. Low speed vehicles such as golf carts or mopeds are not considered personal micromobility devices.

(44) Microtransit means electric powered low speed vehicles, autonomous transit shuttles, golf carts, neighborhood electric vehicles, and transit circulators that seat less than 15 passengers.

(45) Mobile Home shall have the meaning ascribed in the most recent edition of the City’s Land Development Regulations to the term “Dwelling, Mobile Home”.

(46) Mobile Home Use means Land Uses for the temporary or permanent placement of Manufactured Homes (Residential Design or Standard Design), Mobile Homes, Recreational Vehicles, Tiny Homes on Wheels, or Travel Trailers, within predefined lots or spaces that have connections for communications, electric, water, and wastewater. A Mobile Home Use may be located on an individual lot or parcel, or part of a unified development, park, or resort. Residential parks designed for Mobile Home Use may have common amenities and buildings with Recreational Uses, laundry, and park offices.

(47) Mobile Residence (see Mobile Home in these definitions).

(48) Mobility means the ability to move people and goods from an origin (beginning point) to a destination (end point) by one or more modes of travel in a timely (speed) manner.

(49) Mobility Fee means a monetary exaction imposed on New Development to fund Mobility Projects identified in the most recently adopted Mobility Plan.

(50) Mobility Fee Agreement (see Agreement in these definitions).

(51) Mobility Fee Expenses means 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 and used to advance Mobility Projects identified in the Mobility Plan; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving Mobility Projects; (c) crosswalks, elevated crossings, bridges, traffic control and crossing warning devices, landscape, trees, way finding, irrigation, hardscape, streetscape, and lighting related to Mobility Projects; (d) Micromobility devices, Microtransit vehicles, programs and services; (e) mobility hubs, rail stations with parking structures, 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 Mobility 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 consistent with statutory allowances and used to advance Mobility Projects identified in the Mobility Plan; (k) reasonable costs of planning, design, survey, engineering, and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services of Mobility 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 Mobility Projects or (m) local match for federal, state and county funded Mobility Projects.

(52) *Mobility Fee Schedule* means the Land Uses for which a Mobility Fee is to be assessed on New Development. The Mobility Fee Schedule includes the Mobility Fee rates per unit of measure for each Land Use.

(53) *Mobility Plan and Mobility Fee Technical Report* shall mean the City of Lake City Mobility Fee Technical Report dated February 2026 and prepared by NUE Urban Concepts, LLC that identifies Mobility Projects within and adjacent to the City to meet future person travel demand from New Development and serves as the basis for the City's Mobility Fee. The Technical Report documents the analysis, data and methodology used to develop a Mobility Fee and is adopted pursuant to an implementing ordinance which authorizes imposition of the Mobility Fee.

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- (54) Mobility Plan means the latest version of the City of Lake City Mobility Plan that identifies Mobility Projects within and adjacent to the City and includes a separate document that details the description, cost, and capacity of each Mobility Project.
- (55) Mobility Programs means initiatives intended to implement the Mobility Plan. These Mobility Programs include a variety of plans and studies that may be undertaken as part of implementation of the Mobility Plan and expenditure of Mobility Fees.
- (56) Mobility Project means improvements such as autonomous vehicle circulators, bike lanes, buffered bike lanes, protected bike lanes, cycle tracks, raised bike lanes, intersections, interchanges, roundabouts, boardwalks, pathways, shared-use paths, multi-use paths/trails, sidewalks, traffic calming, elevated crossings, pedestrian bridges, pedestrian overpasses, pedestrian underpasses, roads, streets, and streetscaping. Mobility Projects also include policies; programs; services; wayfinding; micromobility devices; micromobility transit vehicles, circulators, lanes, stops, and facilities; and mobility hubs and corridor studies. Mobility Projects can include new or additional travel lanes and turn lanes, upgrades of roads that result in a change in functionally classification of the road, complete and low speed streets, curbless shared streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, surveys, geotechnical studies, engineering, inspection, utilities, construction, project development and environment (PD&E) planning, utility relocation, right-of-way acquisition, easement acquisition, land acquisition, and construction of stormwater management facilities. These projects may also be referred to as Mobility Plan projects or Multimodal projects.
- (57) Mode means the choice of travel 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.
- (58) Multimodal means travel by multiple modes of transportation, including travel lanes, sidewalks, pathways, shared-use paths, boardwalks, trails, canals, waterways for walking, jogging, running, bicycling, rollerblading, skating, scootering, driving, or use of a device for mobility impaired persons, and where allowed use of Micromobility devices. Multimodal also means transit travel by microtransit, autonomous transit shuttles, buses, trolleys, boats, or water-born vehicles.
- (59) Multimodal Capacity means the 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 Multimodal Capacity is the maximum number of persons reasonably accommodated riding a transit vehicle, along with the frequency and duration of transit service.

(60) Multimodal Transportation System means the right-of-way, easements, roads, streets, canals, alleyways, curb-cuts, traffic control devices, stormwater management facilities, utilities, bridges, waterways, and multimodal facilities that allow for circulation, mobility, and parking within the City and accessibility to Land Uses, property, and Modes of transportation within the City.

(61) Multi-Tenant Retail means sale of good and merchandise, personal service, retail, and restaurant Uses provided in a single building, with two (2) or more separate distinct Uses under different corporate ownership where no single use exceeds 75 percent of the total square footage of the building. This includes Land Uses under ITE Land Use Codes Series 800 and 900.

(62) New Development means 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 Multimodal Transportation System.

(63) Non-Residential Additive Uses means a Land Use with a Mobility Fee rate based on a unit of measure that generates high levels of Impact per unit such as service bays, car wash lanes, fueling positions for automobiles, and drive-through lanes for banks, quick service restaurants, and Retail Uses. These Mobility Fees per unit of measure are assessed in addition to Mobility Fees assessed per Land Use based on square footage of buildings and structures or the applicable unit of measure for the Land Use. These non-Residential Additive Uses fees may also be referenced as Additive Fees or Additive Mobility Fees.

(64) Non-Residential Square Feet means the sum of the gross floor area (in square feet) of the area of each floor level under cover, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (six feet, six inches, minimum) and are used as part of primary use of the subject property. If an area within or adjacent to the principal outside faces of the exterior walls of a structure is not enclosed, such as outdoor restaurant seating, areas used for storage of goods and materials, or merchandise display,

and is determined to be a part of the primary use of property, this gross floor area is considered part of the overall square footage of the building. Areas for parking, circulation, ingress, egress, buffers, conservation, walkways, landscape, stormwater management, and easements or areas granted for transit stops or multimodal parking are not included in the calculation of square feet.

(65) Office means general offices, hospitals, higher education schools, post-secondary trade schools, 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.

(66) Office Uses means those business Uses which provide 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 (except Land Use Code 620, which is included under Institutional Uses), including Land Use Codes 540, 550, 911 and 912. Post-secondary education Uses are considered Office Uses.

(67) Outdoor Commercial Recreation means outdoor recreational activity including Land Uses like or incorporating activities such as 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 acreage assessed a fee. The use would generally fall under the ITE Land Use Code Series 400.

(68) Person Miles of Capacity (PMC) means 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.

(69) Person Miles of Travel (PMT) means a unit used 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. The increase in future person miles of travel is used to plan Mobility Project needs that form the basis for a Mobility Fee.

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- (70) Person Miles of Travel Factor (PMTf) means the factor utilized to convert vehicle miles of travel to person miles of travel based on the 2022 National Household Travel Survey.
- (71) Person Travel Demand (PTD) means travel demand from New Development based on trip generation, pass-by trips, vehicle trip lengths, limited access travel, origin and destination factors, vehicle miles of travel, and person miles of travel factors. The resulting Mobility Fees are roughly proportional to the person travel demand per use and assessment area provided on the Mobility Fee Schedule.
- (72) Person Trip (PT) means 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.
- (73) Person Trip Length (PTL) means the length, in miles, of a person trip per Trip Purpose.
- (74) Private Education means 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 public 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.
- (75) Recreational Uses 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.
- (76) Recreational Vehicle shall mean any one of the basic entities of "recreational vehicle-type unit" as defined and enumerated in Section 320.01(1)(b), Florida Statutes (2026).
- (77) Residential means a Dwelling Unit and shall include those Uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200, except for Land Use Codes 253, 254, and 255. Residential includes Tiny Homes, Accessory Dwelling Units, and dormitories.
- (78) Residential Dwelling means a Dwelling Unit, including single-family attached, single-family detached, multi-family, student housing, or active adult as a self-

contained living space intended for residential occupancy by one or more individuals, including permanent facilities for living, sleeping, eating, cooking, and sanitation.

(79) *Residential, Single Family* shall have the meaning ascribed in the most recent edition of the City's Land Development Regulations to the term "Dwelling, One Family".

(80) *Residential Square Feet* means the sum of the area (in square feet) of each Dwelling Unit measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily or dormitory hallways, or the centerline of common walls shared with other Dwelling Units. Square feet include all livable, habitable, and temperature controlled enclosed spaces (enclosed by doors, windows, or walls). This square footage does not include unconditioned garages or unenclosed areas under roof. For multifamily and dormitory Uses, common hallways, lobbies, leasing offices, and residential amenities are not included in the square feet calculation, unless that space is leased to a third-party use and provides drinks, food, goods, or services to the public or paid memberships available to individuals that do not reside in a Dwelling Unit in the subject multifamily or dormitory use.

(81) *Residential Uses* means those Uses specified in the ITE Trip Generation Manual for all Land Use Codes 210 through 252, and Land Use Code 416.

(82) *Retail Drive-Through* means any drive-through lane associated with a personal service or Retail Use. The drive-through may include an order window or a door, window, or other means of access to drop-off or pick-up up goods, items, services, ordered through a mobile app or online. Common Uses include dry cleaners or pharmacies. Increasingly Retail Uses are including drive-through lanes to pick up ordered goods. Drive-through lanes associated with a bank, fast food, or quick service restaurant, financial institution, or auto wash are assessed Additive Mobility Fees. Retail Drive-Through Uses include those under ITE Land Use Codes Series 800 and 900, except those Uses included on the Mobility Fee Schedule with defined Mobility Fee rates.

(83) *Retail Uses (see Commercial & Retail Uses in these definitions).*

(84) *Site and Development Plan* shall have the meaning of such term as it is used in the context of the most recent edition of the City's Land Development Regulations.

(85) *Streetscape* means 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.

(86) *Tiny Home* shall have the meaning ascribed in the most recent edition of the Florida Building Code, Residential to the term “Tiny House”, and meet all requirement of a Tiny House set forth therein.

(87) *Tiny Home on Wheels* shall mean a vehicular portable unit on a single chassis and mounted on wheels, which is intended for use as a primary residential structure that is not a mobile home, manufactured home, or park trailer, as defined by Chapter 320, Florida Statutes (2018), and otherwise (i) is towable by a vehicle with a bumper hitch, frame-towing hitch, or fifth-wheel connection; cannot be designed to be moved under its own power; and complies with the dimensional and weight limits established by the State of Florida for vehicles using public roads.

(88) *Travel Demand* means the mode of transportation mobility that people choose to use, and how those choices result in trips of varying lengths on the transportation system.

(89) *Travel Trailer (see Recreational Vehicle in these definitions).*

(90) *Trip* means travel between locations, often 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.

(91) *Trip Length* means the length of a trip per Trip Purpose.

(92) *Trip Purpose* means 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 Purpose may be either home based, meaning the trip originates at a residence, or non-home based, meaning the trip originates at a location other than a residence.

(93) *Use* means 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 Use on the Mobility Fee Schedule does not mean such Land Use or use is permitted by the City’s Land Development Regulations.

(94) *Vehicle Miles of Travel (VMT)* means 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 and is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

(95) Vehicle Occupancy (VO) means the total number of persons in a single motor vehicle making a Trip.

(96) Vehicle Trip means a trip by a single motor vehicle, regardless of the number of persons in the motor vehicle.

Sec. 86-153. – Mobility Fee Imposed.

The Mobility Fee imposed by the City shall apply to all New Development applications within the Mobility Fee Assessment Area submitted 91 days or more after the first public notice of this Mobility Fee ordinance following the enactment hereof.

(1) Imposition. The Mobility Fee system is intended to impose a Mobility Fee, assessed at the time of 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 City.

(2) Assessment Area. The Mobility Fee shall be imposed on all New Development within the Mobility Fee Assessment Area which includes all existing and future property within the municipal limits of the City. The limits of the Mobility Fee Assessment Area are established in the Mobility Fee Technical Report, dated February 2026.

(3) Payment. As a condition of the issuance of a Development Order approval, the Mobility Fee for the New Development shall be paid by the Applicant to the City as set forth in the Mobility Fee Schedule. 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.

(4) 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 Mobility Fees.

(5) 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.

(6) 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.

(7) Refund. If there is a change in size or Use that results in a decrease in Impact generated by the prior Use, the Applicant shall not be entitled to a refund or credit.

(8) Offsets. A structure or Use that is inactive and has been abandoned or vacant for a period of more than three (3) years shall not be considered an existing or active use for purposes of calculating a Mobility Fee offset. 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, after plan updates and annual counts, the person travel demand associated with the structure or Use is no longer reflected in existing travel data. Therefore, the previous travel demand associated with the Use no longer exists and is no longer available to offset the Impact of the New Development. The annual counts are used to distinguish current travel demand from future travel demand. The increase in future travel demand serves as a component to determine the need for Mobility Projects. The burden of demonstrating the existence of a Use or structure shall be upon the New Development requesting an offset.

(9) 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.

(10) Request for credit or offset. Any request for credit or offset 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 offset or credit not so claimed shall be deemed waived by the Applicant. Credits and offsets shall be further detailed in an administrative manual or administrative procedures established by the City.

(11) Administration. The City Manager or the City Manager's designee, in consultation with the City Attorney, land development regulation administrator, and such other City personnel as the City Manager shall deem appropriate, 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. 86-154. – Mobility Fee Exemptions.

(1) General Exemption. A general exemption from liability for Mobility Fee assessment applies to all developments having

(a) an approved and active Building Permit, or

(b) an approved and active Site and Development Plan

approved by the City prior to the effective date of Ordinance 2026-2366.

(2) Specific Exemptions. The following specific types of New Development will be exempt from payment after the date of adoption, unless otherwise administratively determined to be subject to Mobility Fees:

(a) Modifications. Additions, remodeling, rehabilitation, or other improvements to an existing Residential or non-Residential structure not resulting in an increase in Person Travel Demand.

(b) Rebuilding. Rebuilding of a damaged or destroyed structure provided there is no increase in the square footage for Residential or non-Residential Uses, or increase in Person Travel Demand from a change of Use.

(c) Change of Use. A change in Use that does not generate additional Person Travel Demand.

(d) Amenities and Ancillary Uses. Development Amenities and Ancillary Uses, such as a pool, clubhouse, or recreational facilities 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.

(e) 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.

(f) Timing. Any claim of a specific exemption pursuant to this Section 86-154, Subsection (2), must be made no later than the time of application for a Development Order approval.

(3) City Exemption. The City Manager or the City Manager's 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.

- (4) *Economic Development Incentive Program.* The City Council may elect to establish an economic development incentive program to encourage development that provides a significant economic benefit to the City. The program may provide for the exemption or reduction of Mobility Fees otherwise due and payable by qualifying development. The City Council may establish specific criteria and procedures for determining whether a development constitutes a significant economic benefit to the city and qualifies for the economic development incentive program. Any Mobility Fees exempted or reduced pursuant to the economic development incentive program shall be funded from the City's General Fund or such other legally available non-mobility-fee revenues as may be authorized by the City Council. Until such time as the City Council establishes the criteria and procedures for the economic development incentive program, all development shall be assessed and shall pay Mobility Fees in accordance with the Mobility Fee rates and methodology adopted by the City and in effect at the time the Mobility Fee is assessed.

Sec. 86-155. – Mobility Fee Schedule.

The Mobility Fee Schedule is reflective of that amount of Person Travel Demand attributable to New Development, the Person Miles of Travel attributable to New Development, and the cost of Mobility Projects needed to meet the Travel Demand from New Development. Any person who shall initiate any New Development, 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 Growth Management Department. The Mobility Fee to be paid prior to issuance of a Development Order approval shall be as set forth in the following Mobility Fee Schedule:

<u>City of Lake City Mobility Fee Schedule</u>					
<u>LAND USE CATEGORIES (DARK GREY)</u> <u>LAND USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)</u>	<u>UNIT OF MEASURE (UOM)</u>	<u>2027 Mobility Fee</u>	<u>2028 Mobility Fee</u>	<u>2029 Mobility Fee</u>	<u>2030 Mobility Fee</u>

<u>Residential Uses</u>	-	-	-	-	-
<u>Affordable Residential</u>	<u>PSF*</u>	<u>\$0.44</u>	<u>\$0.44</u>	<u>\$0.89</u>	<u>\$0.89</u>
<u>Residential (Single-Family, Multi-Family, Mobile Home)</u>	<u>PSF*</u>	<u>\$0.89</u>	<u>\$0.89</u>	<u>\$1.77</u>	<u>\$1.77</u>
<u>Institutional Uses</u>	-	-	-	-	-
<u>Community Serving (Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship)</u>	<u>PSF*</u>	<u>\$0.50</u>	<u>\$0.50</u>	<u>\$1.00</u>	<u>\$1.00</u>
<u>Long Term Care (Assisted Living, Adult Care Center, Congregate Living Facility, Nursing Home)</u>	<u>PSF*</u>	<u>\$0.43</u>	<u>\$0.43</u>	<u>\$0.86</u>	<u>\$0.86</u>
<u>Private Education (Afterschool, Child Care Center, Day Care Center, K-12, Pre-K, Trade School, Tutor)</u>	<u>PSF*</u>	<u>\$0.59</u>	<u>\$0.59</u>	<u>\$1.17</u>	<u>\$1.17</u>
<u>Recreational Uses</u>	-	-	-	-	-
<u>Golf Course (Open to Public or Non-Resident Membership)</u>	<u>per hole</u>	<u>\$2,480</u>	<u>\$2,480</u>	<u>\$4,959</u>	<u>\$4,959</u>
<u>Outdoor Commercial Recreation (Amusement, Driving Range, Multi-Purpose, Recreation, Sports, Tennis)</u>	<u>per Acre</u>	<u>\$3,244</u>	<u>\$3,244</u>	<u>\$6,487</u>	<u>\$6,487</u>
<u>Indoor Commercial Recreation (Amusement Arcade, Exercise Studio, Fitness, Gym, Health, Indoor Sports, Recreation)</u>	<u>PSF*</u>	<u>\$2.91</u>	<u>\$2.91</u>	<u>\$5.83</u>	<u>\$5.83</u>
<u>Recreational Vehicle or Travel Trailer Park</u>	<u>PSF*</u>	<u>\$0.08</u>	<u>\$0.08</u>	<u>\$0.17</u>	<u>\$0.17</u>

<u>Industrial Uses</u>	-	-	-	-	-
<u>Industrial (Heavy, Flex-Unit, Light, Microbrewery, Self or Outdoor Storage, Utilities)</u>	<u>PSF*</u>	<u>\$0.27</u>	<u>\$0.27</u>	<u>\$0.55</u>	<u>\$0.55</u>
<u>Office Uses</u>	-	-	-	-	-
<u>Office (Administrative, Business, Hospital, Post Secondary Education, Professional, Real Estate)</u>	<u>PSF*</u>	<u>\$0.82</u>	<u>\$0.82</u>	<u>\$1.63</u>	<u>\$1.63</u>
<u>Medical or Dental Office (Clinic, Dental, Health Service, Laboratory, Professional Care, Emergency Care, Rehab, Veterinary)</u>	<u>PSF*</u>	<u>\$1.89</u>	<u>\$1.89</u>	<u>\$3.77</u>	<u>\$3.77</u>
<u>Commercial & Retail Uses</u>	-	-	-	-	-
<u>Local Retail (Café, Restaurant, Retail, Sales and Services, Personal Services)</u>	<u>PSF*</u>	<u>\$0.66</u>	<u>\$0.66</u>	<u>\$1.31</u>	<u>\$1.31</u>
<u>Multi-Tenant Retail (Goods, Merchandise, Personal Services, Restaurant, Retail, Street Level Mixed-Use)</u>	<u>PSF*</u>	<u>\$1.31</u>	<u>\$1.31</u>	<u>\$2.62</u>	<u>\$2.62</u>
<u>Freestanding Retail (Auto, Discount, Home Improvement, Superstore, Wholesale)</u>	<u>PSF*</u>	<u>\$1.94</u>	<u>\$1.94</u>	<u>\$3.89</u>	<u>\$3.89</u>
<u>High Impact Retail (Alcoholic Beverages, Banks, Grocery Store, Pharmacy & Drug Store, Sit-Down Restaurant)</u>	<u>PSF*</u>	<u>\$4.10</u>	<u>\$4.10</u>	<u>\$8.20</u>	<u>\$8.20</u>
<u>Convenience Retail (Convenience Store, Fast Food Restaurant, Drive-In Restaurant, Gasoline Station)</u>	<u>PSF*</u>	<u>\$6.63</u>	<u>\$6.63</u>	<u>\$13.26</u>	<u>\$13.26</u>

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

<u>Non-Residential Additive Uses (All Uses are additive except overnight lodging)</u>	-	-	-	-	-
<u>Bank or Financial Drive-Through Lane or Freestanding ATM</u>	<u>per Lane / ATM</u>	<u>\$5,091</u>	<u>\$5,091</u>	<u>\$10,182</u>	<u>\$10,182</u>
<u>Hotel & Overnight Accommodations (B&B, Condo Hotel, Hotel, Motel, Motor Lodge, Tourist Court, Short-term Rental, Transient)</u>	<u>per Room</u>	<u>\$797</u>	<u>\$797</u>	<u>\$1,593</u>	<u>\$1,593</u>
<u>Fast Food or Quick Service Restaurant Drive Through</u>	<u>per Lane</u>	<u>\$10,398</u>	<u>\$10,398</u>	<u>\$20,796</u>	<u>\$20,796</u>
<u>Retail Drive-Through (Dry Cleaner, Dollar Store, Grocery Store, Pharmacy & Drug Store, Retail)</u>	<u>per Lane</u>	<u>\$3,608</u>	<u>\$3,608</u>	<u>\$7,216</u>	<u>\$7,216</u>
<u>Automobile Cleaning (Automated, Cleaning, Dry, Detailing, Polishing, Self-Serve, Vacuum, Wash, Wax)</u>	<u>PSF*</u>	<u>\$4.51</u>	<u>\$4.51</u>	<u>\$9.02</u>	<u>\$9.02</u>
<u>Automobile Charging (Commercial Facility which requires Membership or Payment)</u>	<u>per Position</u>	<u>\$4,136</u>	<u>\$4,136</u>	<u>\$8,272</u>	<u>\$8,272</u>
<u>Automobile Fueling</u>	<u>per Position</u>	<u>\$4,987</u>	<u>\$4,987</u>	<u>\$9,974</u>	<u>\$9,974</u>
<u>Automobile Repair Service (Brakes, Install, Maintenance, Major, Minor, Quick Lube, Repair, Tint, Tires)</u>	<u>per Bay or Stall</u>	<u>\$2,436</u>	<u>\$2,436</u>	<u>\$4,872</u>	<u>\$4,872</u>

*PSF – per square foot.

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Sec. 86-156. – Mobility Fee Determination.

The Mobility Fee per Land Use shall be determined using the Land Use category and unit of measure on the Mobility Fee Schedule that most closely corresponds to the Land Use contemplated by the proposed development project.

(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 ITE Trip Generation Manual until such time as the City adopts an administrative manual or administrative procedures.

(2) *Mixed-Use.* In the event New Development involves a mixture of Land Uses, the Mobility Fee shall be based on each individual 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 City may develop an administrative manual or administrative procedures to provide further detail related to the assessment of Mobility Fees.

(4) *Alternative Land Use.* In the event an Applicant disagrees with the Mobility Fee assessment based on the proposed Land Use, the Applicant may request an alternative Land Use determination. The City may develop an application with criteria established in an administrative manual or administrative procedures.

(5) *Alternative mobility study.* In the event an Applicant believes 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. The City may develop an application with criteria established in an administrative manual or administrative procedures.

(6) *Land Use Determination.*

a. For any Residential Dwelling, regardless of type of Residential Use, the Mobility Fee is based on the Residential square footage multiplied by the applicable Mobility Fee rate.

b. The Affordable Housing Mobility Fee rate shall only apply to Affordable Housing units. The Mobility Fee shall be based on the percentage of Affordable Housing units to overall units. The Mobility Fee shall be determined by dividing Affordable Housing units by total units, multiplying that percentage by the total assessable square footage, and multiplying that square footage by the Affordable Housing Mobility Fee rate.

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- c. Residential square feet are defined as per Section 86-152.
- d. For multi-family Residential, common hallways, lobbies, leasing offices, and Residential Amenities and Ancillary Uses are not included in the square feet calculation. Any space leased to a third-party Use to provide drinks, entertainment, food, goods, or other services available to the public shall be required to pay the applicable Mobility Fee per the individual Uses identified in the Mobility Fee Schedule.
- e. Mobile Residence includes homes on individual lots, in unified developments, parks, or resorts. Mobile Residence is based on the number of lots or spaces available for a Mobile Residence. Fees are not assessed for Recreational Vehicles or Travel Trailers permitted to be parked on a Residential lot with a Dwelling Unit. Any square footage leased to a third-party unaffiliated Use that provides drinks, food, goods, or services to the public, shall be required to pay the applicable Mobility Fee per the individual Uses identified in the Mobility Fee Schedule. This does not apply to community spaces, laundry facilities, or food and beverage provided for residents.
- f. For Recreational Uses that feature both enclosed buildings and unenclosed acreage, the total Mobility Fee shall be the sum of the enclosed recreation Mobility Fee based on square footage plus the unenclosed recreation Mobility Fee based on acreage. Any square footage leased to an unaffiliated third-party Use that provides drinks, food, goods, services, shall be required to pay the applicable Mobility Fee per the individual Uses identified in the Mobility Fee Schedule.
- g. For Institutional, Industrial, Office, Commercial and Retail Uses, the Mobility Fee shall be based on the total non-Residential square footage and multiplied by the applicable Mobility Fee rate.
- h. For commercial storage Uses under Industrial, acreage for any unenclosed material and vehicle storage, including but not limited to boats, Recreational Vehicles (RV), and trailers, shall be converted to square footage by multiplying the total acreage by 43,560. Common areas for buffers, conservation, vehicle circulation, and stormwater shall be excluded from the acreage calculation.
- i. For Local Retail, the City may elect to establish a program that establishes criteria to qualify as a Local Retail business. Until the City establishes a program and an Applicant receives formal approval, the Local Retail business Mobility Fee rate would not be applicable.
- j. Multi-tenant retail means a single building, with two or more separate Uses under lease or ownership where no single Use exceeds 75% of the total square

footage of the building. Institute of Transportation Engineers (ITE) Land Use Codes under the 800 and 900 series, excluding grocery stores and supermarkets.

k. Freestanding Retail includes Retail and personal services in a single building where any use under common ownership exceeds 75% of the total square footage of the building. Freestanding Retail Uses are typically located on their own parcel, have designated off-street parking areas and one or more access to an external road. Freestanding Retail may also be outparcels within a larger overall development and my share an access to an external street with one or more Uses. ITE Trip Generation Manual Land Use Codes under the 800 and 900 series, except Uses otherwise listed under their own Land Use classification on the Mobility Fee Schedule, shall be considered Freestanding Retail. High Impact Retail and convenience retail are excluded from Freestanding Retail.

l. High Impact Retail includes banks, pharmacies, sit down restaurants (non fast food), grocery stores, supermarkets, beer, liquor, package, wine and spirits stores, bars, nightclubs, lounges. These Uses generate between 75 and 250 daily trips per 1,000 sq. ft. per the latest ITE Generation Manual or alternative study. Convenience retail includes car washes, convenience stores, gas stations, service stations, coffee, donut, sandwich, food and beverage that would be considered fast food or quick service restaurants. These Uses generate more than 250 daily trips per 1,000 sq. ft. per the latest ITE Generation Manual or alternative study.

m. Additive Mobility Fees are assessed in addition to the Mobility Fee assessed with the square footage of the building.

n. Each bank building shall pay the High Impact Retail rate for the square footage of the building. Drive-through lanes, Freestanding ATMs and Drive-through lanes with ATMs are assessed a separate fee per lane or per ATM and are added to any Mobility Fee associated with a bank building. The freestanding ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store.

o. Any drive-through associated with a quick-service restaurant will be an additive fee in addition to either the multi-tenant, freestanding, or convenience retail Mobility Fee per square foot of the building. The number of drive-through lanes will be based on the number of lanes present when an individual places or picks up an order, whichever is greater. Drive-through

- lanes include lanes associated with picking up any beverage or food order made on-line, by an app, or a third party or drive-through.
- p. Any drive-through associated with a Multi-Tenant Retail Use will be assessed an additive Mobility Fee in addition to the applicable retail Mobility Fee per square foot of the building. The number of drive-through lanes will be based on the number of lanes present when an individual places an order or picks up an order, whichever is greater. Drive-through lanes may be located in multi-use or freestanding buildings. Banks and quick service restaurants have their own Mobility Fee rates per drive-through lane.
- q. The square footage for any automated or manual car wash shall be based on the total square footage of the lane/tunnel, stall, or bay. This Land Use was recently updated in the 12th Edition of the ITE Trip Generation Manual and used to be based on the number of lanes, tunnels, stalls and stations. A Mobility Fee will also be assessed for any building space not captured as part of a lane/tunnel, stall, bay, or stations. 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
- r. Rates per Automobile Charging or Fueling position apply to a convenience store, gas station, general store, grocery store, supermarket, superstore, variety store, wholesale club or service stations with fuel pumps. In addition, there shall be a separate Mobility Fee for the square footage of any retail building per the applicable Mobility Fee rate under Commercial and Retail Uses. The number of charging or fueling positions is based on the maximum number of vehicles that could be charged or fueled at one time. Non-commercial vehicle charging stations associated with Residential or non-Residential Uses required by the City or provided by the owner as an amenity and not a commercial purpose shall not be assessed a Mobility Fee.
- s. Automobile Repair Service includes maintenance, repair, and servicing of motor vehicles. Mobility Fee are assessed per bay or stall, plus a retail rate associated with any additional building square footage under Retail Uses for waiting areas, parts, supplies, and transactions.
- (7) City determination. The City Manager or the City Manager's designee, in consultation with the City Attorney and land development regulation administrator, shall have the ability to act regarding determination of Use, request to reconsider determinations, use of credit or offsets, 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. 86-157. – Mobility Fee 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 Mobility Project identified in the Mobility Plan or Capital Improvements Program.

(1) Impact. New Development 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) Agreement Terms. Among other terms, an Agreement may include the following terms:

a. Credit account. A Mobility Fee credit account may be established against which Mobility Fees assessments from New Development within the overall proposed development would be debited against at a time period defined in the Agreement; or

b. Benefit District. A development-specific Benefit District maybe established in which subsequent New Development 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.

(3) Application. The City may develop an administrative manual, administrative procedures or an application that details the requirements for the Agreement, as well as the development schedule and approval process.

Sec. 86-158. – Mobility Fee Credits.

An Applicant may request credit against any assessed Mobility Fee in an amount equal to the cost of Mobility 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 Mobility 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 Mobility Project to the Capital Improvements Program. The City may develop an administrative manual, administrative procedures, or an application that details the information required to request Mobility Projects be added to the Capital Improvements Program for purposes of establishing Mobility Fee credits.

(2) Application. The City may develop an administrative manual, administrative procedures, or an application that details the requirements to request credit, as well as the development schedule, development approval process, and use of the credit.

(3) Plan and regulatory requirements. Mobility Projects required to meet minimum comprehensive plan or Land Development Regulation requirements are not eligible for Mobility Fee credit. Site-related access improvements such as turn lanes, sidewalks, or traffic control devices providing site access are typically not eligible for Mobility Fee credit. The City may develop an administrative manual or administrative procedures that provide further detail related to eligibility for Mobility Fee credits, including instances where required improvements or limited site related improvements may be eligible for partial Mobility Fee credits.

Sec. 86-159. – Mobility Fee Benefit District.

The establishment of a Mobility Fee Benefit District is the best method of ensuring Mobility Fees paid by New Development are expended on Mobility Projects that provide a Mobility benefit to the New Development as required in the benefits test of the dual rational nexus between the need for travel demands generated by New Development and the Mobility Fees imposed on that New Development.

(1) Expenditure. A Mobility Fee Benefit District provides a clearly defined boundary for the expenditure of Mobility Fee revenue. Establishing a Mobility Fee Benefit District ensures funds paid by New Development are spent on Mobility Projects to accommodate Person Travel Demand within the Benefit District, providing a reasonable nexus between the expenditure of Mobility Fee revenue and the New Development for which the Mobility Fees are paid.

(2) Establishment. There is a Mobility Fee Benefit District established to cover the full extent of Mobility Projects that form the basis for the Mobility Fee. The boundaries of the Mobility Fee Benefit District at a minimum include all existing property within the municipal limits of the City and extends beyond the limits of the Mobility Fee Assessment Area to fully encompass the extent of Mobility Projects. The City may establish additional Mobility Fee Benefit Districts in the future. The limits of the Mobility Fee Benefit District are established in the Mobility Fee Technical Report, dated February 2026.

(3) New Development. The City may elect to establish a Mobility Fee Benefit District for a New Development that agrees to advance construction of a Mobility Project. The Mobility Fee Benefit District may extend beyond the boundaries of the New Development where an advanced Mobility 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 Mobility Fee Benefit Districts. Mobility Fees collected 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 New Development to establish a new Mobility Fee Benefit District.

Sec. 86-160. – Mobility Fee Expenditure.

Mobility fees are intended to fund Mobility Project Expenses such as the planning, design, and construction of Mobility Projects consistent with the following:

(1) Expenditure of funds. Amounts on deposit in Mobility Fee special revenue funds shall be expended by the City for (i) the advancement or construction of Mobility Projects or for financing directly, or (ii) as a pledge against bonds, revenue certificates and other obligations of indebtedness, the expenses for Mobility 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.

(2) Timing. Mobility fees shall be expended based on a first in, first out basis.

(3) 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).

(4) Use of funds. Funds withdrawn from these accounts must be utilized for eligible Mobility Project expenses.

(5) Audit. Audits of the City performed pursuant to F.S. § 218.39, shall include an affidavit from the City Manager addressing reporting requirements of F.S. § 163.31801.

(6) Administration. Should the City elect to not establish a service charge or cost recovery fees, or the service charge or cost recovery fees do not fully capture expenses, the administration and implementation of the Mobility Fee system may be funded by Mobility Fees in an amount not to exceed that actual cost to administer and implement the Mobility Fee system.

Sec. 86-161. – Mobility Fee Refunds.

Refunds of Mobility Fees paid hereunder may be allowed upon application therefore when it is determined 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 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 such Mobility 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. An Applicant 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 the City Manager’s designee and approved if Mobility Fees have not been expended within the time frame for expenditure of funds or as provided for in the refund process and procedures detailed in an 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 the City Manager’s designee and include necessary documentation. An Applicant shall not be entitled to a refund of any service charges related to review and issuance of a 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. 86-162. – Effect on Land Development Regulations.

(a) 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 Comprehensive Plan requirements. In addition, the listing of the Land Use in the Mobility Fee Schedule shall not be considered evidence the Land Use is appropriate in any future Land Use designation.

(b) Land Development Regulations. The payment of Mobility Fees does not ensure nor grant compliance with the City's Land Development Regulations, 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. 86-163. – Administrative Manual and Service Charges.

(a) Administrative manual or procedures. The City may prepare and periodically update a Mobility Fee administrative manual or administrative procedures that address day to day administration, and the implementation and update of the Mobility Plan and Mobility Fee. The administrative manual or procedures would address assessments, credit and off-set requests, 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. 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 the City Manager's designee, in consultation with the City Attorney, the land development regulation administrator, and such other City personnel as the City Manager shall deem appropriate.

(b) Service charge. The City may elect to prepare and periodically update Mobility Fee service charges or cost recovery fees 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 or cost recovery fees 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 or cost recovery fees shall be based on a study that documents the basis for the charges or fees and accepted by resolution of the City.

Sec. 86-164. – Annual Report.

The City 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 City Manager addressing requirements of F.S. § 163.31801.

Sec. 86-165. – Review and Update.

- (a) Mobility Fee update. The 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.
- (b) Annual report. The 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 Fee earlier than the required update schedule due to extraordinary circumstances. The administrative manual and administrative procedures may detail additional factors to be addressed as part of the annual update to ensure the Mobility Fee is consistent with case law and Florida Statute.
- (c) Annual inflation adjustment. The City may elect to annually evaluate the Mobility Fees to determine if an adjustment is necessary based on inflation, starting in 2027. 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. Any such adjustment to the Mobility Fees shall be adopted by ordinance.
- (d) Required notice. Increases in the Mobility Fees due to either an update or adjustment for inflation require a 90-day notice period per F.S. § 163.31801 before updated or adjusted 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 update or adjustment of the Mobility Fees. Any such adjustment to the Mobility Fees shall be adopted by ordinance.
- (e) City initiated update. The City Manager or designee may authorize City initiated updates of the Mobility Fee to ensure that Mobility Fees meet legal and statutory requirements. The City may adopt an administrative manual or administrative procedure that provide further detail on factors that would potentially require that

the City move forward with an update. Any such update or adjustment to the Mobility Fees shall be adopted by ordinance.

Sec. 86-166. – Appeals.

(a) If an Applicant is dissatisfied with one or more of the following decisions of the City Manager or the City Manager’s designee, the Applicant may appeal the decision in writing to the City Council:

(1) *Imposition.* The requirement to pay a Mobility Fee per 86-153;

(2) *Exemption.* That a New Development does not qualify for an exemption pursuant to 86-154;

(3) *Determination.* The assessed Mobility Fee pursuant to 86-454 and 86-156;

(4) *Refunds.* The refund or refunded amount of Mobility Fees pursuant to 86-161;

(b) *Notice of appeal.* The Applicant shall file a notice of appeal with the City Council within thirty (30) calendar days of any final decision in which the Applicant does not concur.

(c) *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.

(d) *Date of hearing.* The appeal hearing before the City Council shall be held within 60 working days of the receipt of the notice of appeal.

(e) *Hearing.* The City Council shall base its decision on any appeal on the applicable standards and criteria established for the Mobility Fee system established pursuant to Article VI and the evidence presented at a properly advertised public hearing.

(f) *Council actions.* The City Council 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.

(g) *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 subsequent reduction of Mobility Fees due, resulting from a successful appeal shall, shall be refunded to an Applicant within 60 days of the approval. Any subsequent

exemption from Mobility Fees due, resulting from a successful appeal shall, shall be refunded to an Applicant within 60 days of the approval. No interest will be paid on a refund of any such overpayment or payment.

Sec. 86-167. – 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 the City Manager’s 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. 86-168. – Penalty.

Violations of Article VI will be enforceable by all legally available remedies, including but not limited to code enforcement proceedings consistent with this code and Chapter 162, Florida Statutes.

SECTION 5. CODIFICATION

It is the intention of the City Council that the provisions of this Ordinance shall become and be made part of the Code of Ordinances of the City of Lake City, Florida. The Sections of this Ordinance may be renumbered, re-lettered and the word “Ordinance” may be changed to “Section”, “Article” or such other word or phrase in order to accomplish such intention. The correction of typographical errors which do not affect the intent or substance of the ordinance may be authorized by the City Clerk or the City Clerk’s designee with the consent of the City Attorney without public hearing, by filing a corrected or re-codified copy of the same with the City.

1229 **SECTION 6. REPEAL OF ORDINANCES IN CONFLICT**

1230 All ordinances or parts of ordinances in conflict with this Ordinance are, to the extent they conflict
1231 with this Ordinance, repealed.

1232 **SECTION 7. PROVIDING FOR SEVERABILITY**

1233 It is the declared intent of the City Council that, if any section, sentence, clause, phrase, or
1234 provision of this ordinance is for any reason held or declared to be unconstitutional, void, or
1235 inoperative by a court or agency of competent jurisdiction, such holding of invalidity or
1236 unconstitutionality shall not affect the remaining provisions of this Ordinance and the remainder
1237 of this Ordinance, after the exclusion of such part or parts, shall be deemed to be valid.

1238 **SECTION 8. EFFECTIVE DATE**

1239 This Ordinance shall be effective immediately upon adoption by the City Council.

APPROVED, UPON FIRST READING, by the City Council of the City of Lake City at a regular meeting on the ____ day of September, 2026.

PUBLICLY NOTICED, in a newspaper of general circulation in the City of Lake City, Florida, by the City Clerk of the City of Lake City, Florida, on the ____ day of _____, 2026.

APPROVED AND ADOPTED UPON SECOND READING, by an affirmative vote of a majority of a quorum present of the City Council, at a regular meeting this ____ day of _____ 2026.

BY THE MAYOR OF THE CITY OF LAKE CITY,
FLORIDA

Noah E. Walker, Mayor

ATTEST, BY THE CLERK OF THE CITY COUNCIL
OF THE CITY OF LAKE CITY, FLORIDA:

Audrey E. Sikes, City Clerk

APPROVED AS TO FORM AND LEGALITY:

Clay Martin, City Attorney

CITY OF LAKE CITY
Mobility Fee Technical Report
February 2026



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES



CITY OF LAKE CITY MOBILITY FEE TECHNICAL REPORT

FEBRUARY 2026

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February 23rd, 2026

Robert Angelo
Planner II
City of Lake City, Growth Management
205 N Marion Ave.
Lake City, FL 32055

Re: City of Lake City Mobility Fee Technical Report

Dear Robert:

Enclosed is the City of Lake City Mobility Fee Technical Report dated February 2026. The City Mobility Fees are based on mobility projects identified in the 2050 City of Lake City Mobility Plan. This Technical Report has been prepared for consideration by the City Council. The 2050 Mobility Plan and the Mobility Fee Technical Report would be adopted through an implementing ordinance. The earliest that an implementing ordinance could become effective is a minimum of 90 calendar days after adoption, as required by Florida Statute 163.31801.

The 2050 Mobility Plan includes projects addressing future mobility needs for the residents, businesses, employees, and visitors to Lake City. The development of a City Mobility Fee is the first step in a multi-step process to replace transportation concurrency with an alternative transportation system based on a mobility plan and mobility fee as provided for in Florida Statute Section 163.3180. The recently adopted House Bill 479 amendment to Florida Statute Section 163.3180 reinforced the ability of the City, and municipalities throughout the State of Florida, to adopt an alternative transportation system to replace transportation concurrency and to adopt a mobility fee system as the only fee to mitigate transportation capacity impacts to be collected within the City.

The Mobility Fee is an equitable and simplified one-time payment from new development to mitigate its impact to the City's multimodal transportation system. The City Mobility Fee, documented in the enclosed Technical Report, is consistent with legal and statutory requirements and meets the dual rational nexus test and the rough proportionality test, consistent with Florida Statute Sections 163.3164, 163.3180, 163.31801, and Florida Statute Chapter 380.

NUE Urban Concepts looks forward to continuing to work with City staff on finalizing the 2050 Mobility Plan and Mobility Fee per direction from the City Council.

Sincerely,

Jonathan B. Paul, AICP
Principal

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- Appendix A. Florida Commerce Transportation Planning Guidance**
- Appendix B. Laws of Florida HB 479 (Chapter 2024 – 266)**
- Appendix C. Impact Fee Act (Florida Statute Section 163.31801)**
- Appendix D. Traffic Characteristics Data**
- Appendix E. 2022 National Household Travel Survey Data**
- Appendix F. Planning Level Cost (PLC) & Person Miles of Capacity (PMC)**
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- Appendix H. Trails & Neighborhood Greenways Plan**
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- Appendix L. Person Travel Demand per Use (PTDu)**
- Appendix M. 2022 National Household Travel Survey Data: Trip Purpose**
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- Appendix O. Mobility Fee Schedule**

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. Mobility fees are a way for new development to mitigate its impact (i.e., traffic) through a streamlined and transparent one-time payment to local governments.

In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for any local government. In 2013, the Legislature encouraged local governments to adopt alternative mobility funding systems, such as a mobility fee, based on a plan of improvements. In 2019, the Legislature required mobility fees follow the same statutory process as impact fees. **In 2024, the Legislature, through HB 479, defined mobility fees and mobility plans and reaffirmed that any local government can adopt an alternative transportation system (fka alternative mobility funding systems), such as a mobility fee based on a mobility plan.**

The Lake City Mobility Fee has been developed to fund mobility projects identified in the Mobility Plan. The Mobility Fee will: (1) establish a new fee collected by the City and (2) be the only fee to mitigate transportation impacts collected within the City.

The Mobility Fee system features a single Assessment Area where mobility fees are equally assessed on new development within the City based on the type of land use. The Mobility Fee features a single Benefit District to ensure Mobility Fees paid to the City are spent on mobility projects identified in the Mobility Plan that provide a mobility benefit to the new development that paid the Mobility Fee. **The Mobility Fee Technical Report, dated February 2026, documents the data and methodology used to develop a mobility fee, to mitigate the impact of new development based on the 2050 Mobility Plan, that meets legally established dual rational nexus and rough proportionality tests, and is consistent with the requirements of Florida Statute Sections 163.3180, 163.31801, and Florida Statute Chapter 380.**

CITY OF LAKE CITY MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	MOBILITY FEE
Residential Uses		
Affordable Residential	per Sq. Ft.	\$0.89
Residential (Single-Family, Multi-Family, Mobile Home)	per Sq. Ft.	\$1.77
Institutional Uses		
Community Serving (Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship)	per Sq. Ft.	\$1.00
Long Term Care (Assisted Living, Adult Care Center, Congregate Living Facility, Nursing Home)	per Sq. Ft.	\$0.86
Private Education (Afterschool, Child Care Center, Day Care Center, K-12, Pre-K, Trade School, Tutor)	per Sq. Ft.	\$1.17
Recreational Uses		
Golf Course (Open to Public or Non-Resident Membership)	per hole	\$4,959
Outdoor Commercial Recreation (Amusement, Driving Range, Multi-Purpose, Recreation, Sports, Tennis)	per Acre	\$6,487
Indoor Commercial Recreation (Amusement Arcade, Exercise Studio, Fitness, Gym, Health, Indoor Sports, Recreation)	per Sq. Ft.	\$5.83
Recreational Vehicle or Travel Trailer Park	per Space / Lot	\$170
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Microbrewery, Self or Outdoor Storage, Utilities)	per Sq. Ft.	\$0.55
Office Uses		
Office (Administrative, Business, Hospital, Post Secondary Education, Professional, Real Estate)	per Sq. Ft.	\$1.63
Medical or Dental Office (Clinic, Dental, Health Service, Laboratory, Professional Care, Emergency Care, Rehab, Veterinary)	per Sq. Ft.	\$3.77
Commercial & Retail Uses		
Local Retail (Café, Restaurant, Retail, Sales and Services, Personal Services)	per Sq. Ft.	\$1.31
Multi-Tenant Retail (Goods, Merchandise, Personal Services, Restaurant, Retail, Street Level Mixed-Use)	per Sq. Ft.	\$2.62
Free-Standing Retail (Auto, Discount, Home Improvement, Superstore, Wholesale)	per Sq. Ft.	\$3.89
High Impact Retail (Alcoholic Beverages, Banks, Grocery Store, Pharmacy & Drug Store, Sit-Down Restaurant)	per Sq. Ft.	\$8.20
Convenience Retail (Convenience Store, Fast Food Restaurant, Drive-In Restaurant, Gasoline Station)	per Sq. Ft.	\$13.26
Non-Residential Additive Uses (All uses are additive except overnight lodging)		
Bank or Financial Drive-Through Lane or Free-Standing ATM	per Lane / ATM	\$10,182
Hotel & Overnight Accommodations (B&B, Condo Hotel, Hotel, Motel, Motor Lodge, Tourist Court, Short-term Rental, Transient)	per Room	\$1,593
Fast Food or Quick Service Restaurant Drive-Through	per Lane	\$20,796
Retail Drive-Through (Dry Cleaner, Dollar Store, Grocery Store, Pharmacy & Drug Store, Retail)	per Lane	\$7,216
Automobile Cleaning (Automated, Cleaning, Dry, Detailing, Polishing, Self-Serve, Vacuum, Wash, Wax)	per Sq. Ft.	\$9.02
Automobile Charging (Commercial Facility which requires Membership or Payment)	per Position	\$8,272
Automobile Fueling	per Position	\$9,974
Automobile Repair Service (Brakes, Install, Maintenance, Major, Minor, Quick Lube, Repair, Tint, Tires)	per Bay or Stall	\$4,872
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CITY OF LAKE CITY MOBILITY FEE TECHNICAL REPORT

FEBRUARY 2026



INTRODUCTION

The City of Lake City intends for the Mobility Fee to provide an alternative transportation system to replace transportation concurrency for all new development that has land use entitlements consistent with the currently adopted City Comprehensive Plan. The City's Mobility Fee is based on a Mobility Plan that establishes **mobility projects "needed"** to meet growth in travel demand and enhance the City's transportation system by providing residents, employees, businesses, students, and visitors with safe and convenient mobility options to travel within the City and surrounding areas.

Mobility Projects consist of **improvements, programs, and services such as sidewalks, bike lanes, boardwalks, multi-use trails, curbless shared streets, neighborhood greenways, primary commercial streets, downtown context sensitive upgrades, road widenings, lane repurposing, connectivity evaluations, intersection improvements, safety improvements, parking improvements, wayfinding, traffic calming, a microtransit pilot, and more.**

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 within the Mobility Fee Assessment Area; (2) intended to offset the travel demand impact of new development; and (3) deposited into special revenue fund for mobility fees to be expended within the Mobility Fee Benefit District.*

New Development is defined as *"new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in an impact to the transportation system."*

Impact is defined as *"any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged lands."*

The Mobility Fee system features a single **Assessment Area** that includes all property located within the City (**Map A**). The assessment area defines where new development is assessed a mobility fee. The mobility fee system has been developed to assess a uniform mobility fee rate per land use established on the mobility fee schedule. Mobility fees can be assessed at the time of permit application and are paid at the time a permit is issued by the City.

The Mobility Fee system features a single **Benefit District** that covers the entire City, along with adjacent areas outside City limits (**Map B**). The Benefit District extends beyond current City limits as people walking, bicycling, riding transit, and driving vehicles do not stop at City limits. There may be instances where it makes sense to extend a mobility project beyond City limits or contribute to a mobility project outside City limits to enhance access to the extent there is a mobility benefit provided to new development. The Benefit District also enables the City to address extra jurisdictional impacts as required by Florida Statute.

When mobility fees are paid by new development, they are deposited into a special revenue fund established by the City. Mobility fees are legally and statutorily required to be spent on mobility projects identified in the Mobility Plan to provide a mobility **“benefit”** to new development that paid the mobility fee. The City Council determines how mobility fee revenue is allocated and expended on mobility projects through annual updates to the Capital Improvements Program (CIP).

Once adopted, the Mobility Fee will be the only transportation mitigation fee collected from new development in the city consistent with Florida Statute. After adoption of the Mobility Plan and Mobility Fee, the City must update its Comprehensive Plan to integrate the Mobility Plan and Mobility Fee and ensure that the Comprehensive Plan is consistent with requirements of Florida Statute Sections 163.3164, 163.3177, 163.3180, and 163.31801.

The Mobility Fee is based on mobility projects established in the **2050 Mobility Plan** that are **“needed”** over the next 24 years to meet projected growth in travel demand. The **Mobility Fee Technical Report** has been developed to document the data and methodology to develop an alternative transportation system to replace transportation concurrency, consistent with Florida Statute Section 163.3180. The Mobility Fee Technical Report has been developed consistent with the **“needs”** and **“benefits”** requirements of the **“dual rational nexus test”** and the calculated mobility fee is **“roughly proportionate”** to the impacts of new development as required by Florida Statute Section 163.3180 and 163.31801.

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LEGISLATIVE BACKGROUND

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

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

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

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

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

The intent of TCEAs and TCMA's was to allow local governments alternative solutions to provide mobility within urban areas by means other than providing road capacity and to allow infill and redevelopment in urban areas. In the mid 2000's, Florida experienced phenomenal growth that strained the ability of local governments to provide the necessary infrastructure to accommodate that growth. Many communities across the State started to deny new developments, substantially raise impact fees, and require significant transportation capacity improvements.

In 2005, the Legislature enacted several laws that weakened the ability of local governments to implement transportation concurrency by allowing new development to make proportionate share payments to mitigate its travel demand. The Legislature also introduced Multi-Modal Transportation Districts (MMTD) for areas that did qualify for TCEAs or TCMA's.

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

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

In 2011, the Florida Legislature through House Bill (HB) 7207 adopted the "Community Planning Act" which implemented the most substantial changes to Florida's growth management laws since the 1985 "Local Government Comprehensive Planning and Land Development Regulation Act," which had guided comprehensive planning in Florida for decades.

The 2011 legislative session eliminated State mandated concurrency, made concurrency optional for local governments, and eliminated the Florida Department of Community Affairs (DCA) and replaced it with the Florida Department of Economic Opportunity (DEO). The Act essentially removed the DEO, Florida Department of Transportation (FDOT), and Regional Planning Councils (RPC) from the transportation concurrency review process.

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

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

House Bill 319, passed by the Florida Legislature in 2013, amended the Community Planning Act and brought about more changes in how local governments could implement transportation concurrency and further recognized the ability of local governments to adopt an 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 referenced mobility fees, based on a plan for mobility improvements.

Figure 1: Concurrency Cycle

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**).



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 activity 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 reaffirm that any local government can repeal transportation concurrency. The legislature replaced the term **“alternative mobility funding systems”** with **“alternative transportation systems”** in recognition that there are local governments in Florida with alternative systems that were not explicitly required to follow the processes and procedures required under Florida Statute Section 163.31801. The following is the amended version of Florida Statute Section 163.3180(5)(i) related to an alternative transportation system (**Appendix B**).

“(i) If a local government elects to repeal transportation concurrency, the local government may 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 may not use an alternative transportation system 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 system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).”(emphasis added)

For the first time since the terms mobility fees and mobility plans were introduced in 2007, the Florida Legislature, through HB 479, defined both terms in the Community Planning Act. The following are the recently adopted definitions for a mobility fee and a mobility plan per Florida Statute Section 163.3164 (**Appendix B**):

“(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.”

One of the most significant amendments under HB 479 was the recognition that where a and a municipality both charge a fee for transportation capacity impacts, that only one fee may be assessed to mitigate impacts of new development. The amendment requires a county and a municipality to enter into an interlocal agreement to establish that only one fee is to be collected by the local government issuing building permits.

The interlocal agreement is also required to address negotiations between the county and municipality related to distribution of collected revenue from development activity to mitigate transportation impacts. The following are the recent additions to Florida Statute 163.3180(5)(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."***

The requirement for an interlocal agreement and collection of a single fee applies to all local governments in Florida, except for Miami Dade County under Florida Statute Section 125.011(1). A county and a municipality with an interlocal agreement, where both collect a fee as of October 1st, 2024, are also exempt until the interlocal agreement expires or is terminated. No local government is prohibited from adopting an alternative transportation system, even municipalities within a Charter County that requires transportation concurrency. Further, a municipality within a County that is exempted under Florida Statute Section 125.011(1) does not preclude the municipality from negotiating an interlocal agreement with the exempted County to address mitigation or even a reduction in fees based on and adopted mobility plan and fee.

ROAD 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 a 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.
- May be 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 mobility 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 mobility projects, along with projected person miles of travel from new development.
- Assessment areas may include all or portions of a municipality or county, and may vary based on geographic location (e.g., downtown) or type of development (e.g., mixed-use).
- Must be based on future mobility 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 challenged 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 had already 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.

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 the City of Lake City' Mobility Fee is proportional and reasonably connected to, or has a rational nexus with, both the **"need"** for mobility 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 (mobility projects) to accommodate the increase in demand (impact) from growth (new development), and**

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

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 imposed impact fees and mobility fees demonstrate an “essential nexus” between the fee and the impact from development activity. The Supreme Court ruling reinforces 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 new development.

DEVELOPMENT OF A MOBILITY PLAN & MOBILITY FEE

The development of a Mobility Plan and Mobility Fee for the City of Lake City involved several steps. The following is an overview of the process used to develop a Mobility Plan and Mobility Fee consistent with statutory requirements (**Figure 2**).

Figure 2: Development of 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 Mobility Projects to accommodate projected growth in population, employment, vehicle miles of travel (VMT), and person miles of travel (PMT). An evaluation of the existing and projected population and employment was conducted for the City of Lake City.

2025 population estimates for Lake City and Columbia County were obtained from the Bureau of Economic and Business Research (BEBR). 2050 population projections for Columbia County were also sourced from BEBR. Employment data for both Lake City and Columbia County were obtained from the U.S. Census Bureau’s OnTheMap dataset (2023), the most recent data available as of February 2026. City-level population and both City and County employment projections for 2050 were developed by applying the County’s average annual population growth rate for the 2025–2050 period to 2025 baseline conditions and interpolating future values accordingly. The population and employment analysis demonstrates that there is projected to be an increase in population and employment in Lake City between 2025 and 2050 (**Table 1**).

The city is projected to add roughly 1,410 residents and 1,607 employees by 2050 (**Table 1**). The projected increase in population and employment will generate growth in vehicle miles of travel (VMT), person miles of travel (PMT), and additional person travel demand (PTD) from new development that will create a need for mobility projects within Lake City.

Table 1. Projected Growth

	Lake City		Columbia County	
Year	Population	Jobs	Population	Jobs
2025 (population) 2023 (employment)	12,579	13,223	72,388	24,625
2050 (Mobility Plan future year)	13,989	14,830	80,500	27,618
Increase	1,410	1,607	8,112	2,993
Source: 2025 population estimates (Bureau of Economic and Business Research (BEBR)). Population projections for Columbia County (BEBR). 2023 employment data (U.S. Census Bureau’s OnTheMap)				

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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 mobility projects within the Mobility Study Area (**Map C**). The Mobility Study Area includes all areas of the City, enclaves, and portions of unincorporated County to ensure roadways are evaluated to logical endpoints. The evaluation of future vehicle miles of travel (VMT) includes minor and major collectors, arterials, and limited access roads on City, County, and State roads within the Mobility Study Area (**Map C**).

The existing and future VMT was obtained using traffic data provided by the Florida Department of Transportation (FDOT) (**Appendix D**). Annual average growth rates were determined using FDOT historical average annual daily traffic (AADT) counts. The growth rate from historical data was used to determine the VMT growth of **737,534** within the Mobility Study Area between 2026 and 2050 (**Table 2**).

Table 2. Growth in Vehicle Miles of Travel (VMT)

Year	VMT Arterials & Collectors	VMT Limited Access (I-10 & I-75)	VMT All
2026 (Mobility Plan base year)	739,163	510,308	1,249,472
2050 (Model & Plan future year)	998,503	988,502	1,987,005
VMT increase (2026 to 2050)	259,340	478,193	737,534
<i>Source: Lake City Traffic Characteristics Data (Appendix D). The Vehicle Miles of Travel (VMT) for limited access roadways is taken from I-10 between the eastern city limits and US 41 and I-75 between NW Nash Rd and SR 47.</i>			

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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 mobility projects to move people. To account for 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 trips, vehicle trips, person trip length and vehicle trip length data obtained from the 2022 National Household Travel Survey (NHTS). The NHTS data is used to calculate a person miles of travel factor (PMTf) based on vehicle miles of travel (VMT) and person miles of travel (PMT) per trip purpose. The evaluation of the vehicle and person travel data from the 2022 NHTS resulted in a person miles of travel factor (PMTf) of **1.53 (Appendix E)**. The increase in PMT is based on the projected increase in VMT multiplied by the applicable person miles of travel factor (PMTf) illustrated in further detail on [Figure 3](#).

Figure 3: Person Miles of Travel Increase (PMTi)

Person Miles of Travel increase (PMTi)

$$\sum VMT_{tp} = (\sum VT_{tp} \times VTL_{tp})$$

$$\sum PMT_{tp} = (\sum PT_{tp} \times PTL_{tp})$$

$$PMTf = (\sum \text{of } PMT_{tp} / \sum \text{of } VMT_{tp})$$

$$VMTi = (2050 \text{ VMT} - 2026 \text{ VMT})$$

$$PMTi = (VMTi \times PMTf)$$

Where:

- $\sum VT_{tp}$ = Sum of Vehicle Trips by trip purpose (Appendix E)
- $\sum PT_{tp}$ = Sum of Person Trips by trip purpose (Appendix E)
- VTL_{tp} = Average Vehicle Trip Length by trip purpose (Appendix E)
- PTL_{tp} = Average Person Trip Length by trip purpose (Appendix E)
- VMT = Vehicle Miles of Travel
- PMT = Person Miles of Travel
- $\sum VMT_{tp}$ = Sum of Vehicle Miles of Travel by trip purpose (Appendix E)
- $\sum PMT_{tp}$ = Sum of Person Miles of Travel by trip purpose (Appendix E)
- PMTf = Person Miles of Travel factor of 1.53 (Appendix E)
- VMTi = Vehicle Miles of Travel Increase (Table 2)
- PMTi = Person Miles of Travel increase (Table 3)

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The projected increase in PMT within the Mobility Fee Study Area between the Mobility Plan base year of 2026 and the future year of 2050 is **1,128,426 (Table 3)**. The increase was calculated as follows per the formula illustrated in **Figure 3**:

$$(2050 \text{ VMT}) 1,987,005 - (2026 \text{ VMT}) 1,249,472 = (\text{VMTi}) 737,534$$

$$(\text{VMTi}) 737,534 \times (\text{PMTf}) 1.53 = 1,128,426$$

The projected person miles of travel (PMT) increase of **1,128,426** demonstrates that there are future person miles of travel demand projected by 2050 that will result in the “need” for mobility projects to accommodate the increase in person travel demand (**Table 3**). The documented increase in PMT and the identification of needed mobility projects, via the Mobility Plan, is consistent with the “needs” test of the dual rational nexus test.

Table 3. Increase in Person Miles of Travel (PMT)

Vehicle & Person Miles of Travel	(VMT & PMT)
2026 Mobility Plan Base Year	
Vehicle Miles of Travel (VMT)	1,249,472
Person Miles of Travel factor (PMTf)	1.53
Person Miles of Travel (PMT)	1,911,691
2050 Mobility Plan Future Year	
Vehicle Miles of Travel (VMT)	1,987,005
Person Miles of Travel factor (PMTf)	1.53
Person Miles of Travel (PMT)	3,040,118
Increase in VMT & PMT	
Vehicle Miles of Travel increase (VMTi)	737,534
Total Increase in Person Miles of Travel (PMTi)	1,128,426
<i>Source: The 2050 VMT increase was obtained from Table 2. PMTi obtained by multiplying VMTi by 1.53 (Figure 3).</i>	

CITY OF LAKE CITY MOBILITY FEE

The basis for the City of Lake City Mobility Fee is the mobility projects identified in the Mobility Plan needed to meet future travel demand from new development, consistent with Florida Statutes 163.3180 and 163.31801. **Mobility Projects consist of improvements, programs, and services such as sidewalks, bike lanes, boardwalks, multi-use trails, curbside shared streets, neighborhood greenways, primary commercial streets, downtown context sensitive upgrades, road widenings, lane repurposing, connectivity evaluations, intersection improvements, safety improvements, parking improvements, wayfinding, traffic calming, a microtransit pilot, and more.**

The mobility 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 are to be used to fund mobility projects that provide a mobility benefit to new development and accommodate the increase in person travel demand from that new development, consistent with the **“benefits”** requirement of the dual rational nexus test. The mobility fee collected from new development will be used to fund the mobility projects identified in the Mobility Plan (**Figure 4**).

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 D**). A VMT/VMC ratio greater than **1.00** indicates that there are system-wide deficiencies. The VMT/VMC ratio in 2026 is **0.48** based on the existing conditions evaluation (**Table 4**).

Table 4. 2026 Existing Conditions Evaluation (ECE)

Functional Classification	Length (miles)	2026 VMT	2026 VMC	VMT to VMC Ratio
Minor Collector	3.80	15,259	57,658	0.26
Major Collector	44.54	248,055	621,097	0.40
Minor Arterial	20.94	302,611	571,131	0.53
Principal Arterial	17.34	173,238	428,057	0.40
Limited Access	10.88	510,308	942,496	0.54
Total	97.49	1,249,472	2,620,439	0.48
Source: Existing conditions are based on Traffic Characteristics Data for the Mobility Study Area (Appendix D). The Vehicle Miles of Travel (VMT) for limited access roadways is taken from I-10 between the eastern city limits and US 41 and I-75 between NW Nash Rd and SR 47.				

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)

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

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

$$ECEf = (\sum VMC / \sum VMT)$$

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

Where:

$\sum VMC$ = Sum of Vehicle Miles of Capacity (Appendix D)

$\sum VMT$ = Sum of Vehicle Miles of Travel (Appendix D)

mic = Minor Collector

mac = Major Collector

mia = Minor Arterial

pa = Principal Arterial

la = Limited Access

ECEf = Existing Conditions Evaluation factor (Table 5)

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VMC / VMT ratio greater than **1.00** indicates that the current system has adequate capacity to accommodate existing traffic. The VMC / VMT ratio is **1.30** 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. 2026 Existing Conditions Evaluation Factor (ECEf)

Functional Classification	Length (miles)	2026 VMC	2026 VMT	ECEf
Minor Collector	3.80	57,658	15,259	3.78
Major Collector	44.54	621,097	248,055	2.50
Minor Arterial	20.94	571,131	302,611	1.89
Principal Arterial	17.34	428,057	173,238	2.47
Limited Access	10.88	510,308	942,496	0.54
Total	97.49	2,188,251	1,681,659	1.30

Source: Existing conditions are based on Traffic Characteristics Data for the Mobility Study Area (**Appendix D**).

MOBILITY PLAN SUMMARY

The Mobility Plan identifies the mobility projects needed to meet the projected growth in travel demand over the next 24 years on the City's transportation system. The Mobility Plan is comprised of the following plans: (1) Street Plan (**Map D & Appendix G**); (2) Trails & Greenways Plan (**Map E & Appendix H**); (3) Intersections Plan (**Map F & Appendix I**); and (4) Implementation Initiatives (**Appendix J**). The Plans includes detailed descriptions of mobility projects that serves as the basis for development of the mobility fee. The Plans include existing funded mobility projects, as well as projects needed to meet future travel demand needs.

Planning level cost (PLC) estimates are established for each mobility project identified in the Plans based on cost data from the Florida Department of Transportation (FDOT) and north central Florida data (**Appendix F**). The PLC estimates for each mobility project are subject to change as the projects move from design to engineering and ultimately onto construction. Multimodal capacities (MC) have been developed for each type of mobility project (**Appendix F**).

The establishment of these multimodal capacities has been used to calculate a person miles of capacity (PMC) for each of the mobility projects. These multimodal capacities account for the capacity of multimodal and road projects. The following is a summary of the total length, and the planning level cost (PLC) and person miles of capacity increase (PMCi) for mobility projects that are not currently programmed or under construction (**Table 6**).

Table 6. Mobility Plan Summary

Plans & Programs	Total Miles or Number of Projects	Planning Level Cost (PLC)	Person Miles of Capacity Increase
Streets Plan	34.75	\$395,229,093	476,513
Trails & Neighborhood Greenways Plan	58.74	\$71,961,250	202,320
Intersections Plan	60	\$19,205,000	10,410
Implementation Initiatives	15	\$20,850,000	41,700
Total	93.37 miles 60 intersections 15 programs	\$507,245,343	730,943

Source: Streets Plan (**Appendix G**). Trails & Neighborhood Greenways Plan (**Appendix H**). Intersections Plan (**Appendix I**). Implementation Initiatives (**Appendix J**). The basis for the Planning Level Cost (PLC) and Person Miles of Capacity (PMC) are summarized in **Appendix F**.

REASONABLY ANTICIPATED FUNDING

The availability of funding for the Mobility Plan over the next 24 years is projected to come from a variety of funding sources. These sources include the city, new development, the federal government, Columbia 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 mobility projects through partnerships to extend these projects beyond development boundaries.

Columbia County and Lake City could allocate a portion of gas taxes towards the Mobility Plan. 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 adjust gas taxes on the first day of the year based on the prior year Consumer Price Index. Most gas taxes at all levels of government are largely earmarked for maintenance and operations of the existing transportation system, leaving minimal revenues available for new capacity and multimodal improvements.

The Mobility Plan includes several projects that are already funded or planned on State or County roads. Funded County projects are slated to receive funding through the Columbia County Capital Improvements Program. Funding for mobility projects on state roads is allocated through the FDOT District Two 5-Year Work Program and the State Transportation Improvement Program (STIP). Many of the mobility projects recommended in the Mobility Plan are on State and County facilities. For these projects, the assumption was made that 90% of the funding for each project would come from the respective agency, with the City offering up to 10% as a local match, subject to the availability of funds. Over the next 24 plus years, it is reasonably anticipated that roughly **\$369,613,728** in funding will be available to fund mobility projects (**Table 7**).

Table 7. Reasonably Anticipated Funding Summary

Streets Plan	\$312,514,353
Trails & Neighborhood Greenways Plan	\$41,034,375
Intersections Plan	\$16,065,000
Programs	\$0
Total	\$369,613,728
Source: Streets Plan (Appendix G). Trails & Neighborhood Greenways Plan (Appendix H). Intersections Plan (Appendix I). Implementation Initiatives (Appendix J).	

NEW GROWTH EVALUATION (NGE)

A new growth evaluation has been conducted to ensure that new development is not paying for more than its attributable share of mobility projects cost identified in the Mobility Plan, as required by case law and Florida Statute. The new growth evaluation factor (NGEf) is based on the increase in person miles of travel (PMT) and the increase in person miles of capacity (PMC) from the mobility projects **Figure 6**.

Figure 6: New Growth Evaluation Factor (NGEf)

New Growth Evaluation factor (NGEf)	
NGEf = (PMTi / PMCi)	
If NGEf > 1.00, then the NGEf is set at 1.00	
Where:	
PMTi	= Person Miles of Travel increase (Table 3)
PMCi	= Person Miles of Capacity increase (Table 6)
NGEf	= New Growth Evaluation factor (Table 8)
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The new growth evaluation factor (NGEf) is **1.54 (Table 8)**. A NGEf ratio that is less than 1.00 indicates that more capacity is being provided than what is needed to meet future demand. The NGEf ratio is greater than 1.00. Thus, the Mobility Fee is not assessing new development for more person miles of capacity (PMC) than is what is needed to accommodate projected increases in person miles of travel (PMT). For purposes of the calculation of the Mobility Fee rate, the new growth evaluation factor (NGEf) is set to **1.00**.

Table 8. New Growth Evaluation Factor (NGE)

Increase in Person Miles of Travel (PMTi)	1,128,426
Increase in Person Miles of Capacity (PMCi)	730,943
New Growth Evaluation factor (NGEf)	1.54
Source: The increase in person miles of travel is based on Table 3 . The increase in person miles of capacity is based on Table 6 . The new growth evaluation calculation is based on the formula in Figure 6 .	

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 planning level cost (PLC) for the mobility projects less the reasonably anticipated funding (AF). The assignable Mobility Plan Project cost (MPCa) is calculated by multiplying the 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 7**).

Figure 7: Person Miles of Capacity Rate (PMCr)

Person Miles of Capacity rate (PMCr)

$$\sum PLC = (\sum SPc + \sum TNGPc + \sum IPc + \sum IIC)$$

$$\sum AF = (\sum SPf + \sum TNGPf + \sum IPf + \sum IIf)$$

$$PLCa = (\sum PLC - \sum AF)$$

$$MPCa = ((PLCa \times ECEf) \times NGEf)$$

$$PMCr = (MPCa / PMCi)$$

Where:

PLC = Planning Level Cost (Table 6)

AF = Anticipated Funding (Table 7)

c = Cost

f = Funding

SP = Street Plan (Appendix G)

TNGP = Trails & Neighborhood Greenways Plan (Appendix H)

IP = Intersections Plan (Appendix I)

II = Implementation Initiatives (Appendix J)

PLCa = Attributable Cost of Mobility Plan Projects (Table 9)

ECEf = Existing Conditions Evaluation factor of 1.00 (Table 5)

NGEf = New Growth Evaluation factor of 1.00 (Table 8)

MPCa = Assignable Cost of Mobility Plan Projects (Table 9)

PMCi = Person Miles of Capacity increase (Table 6)

PMCr = Person Miles of Capacity Rate (Table 9)

Prepared by NUE Urban Concepts, LLC

The following is the calculation for the Person Miles of Capacity Rate (PMCr) illustrated in **Figure 7**:

PLC of \$507,245,343 = (\$395,229,093 + \$71,961,250 + \$19,205,000 + \$20,850,000)

AF of \$369,613,728 = (\$312,514,353 + \$41,034,375 + \$16,065,000 + \$0)

PLCa of \$137,631,615 = (\$507,245,343 - \$369,613,728)

MPCa of \$137,631,615 = (\$137,631,615 x 1.00) x 1.00)

PMCr of \$188.29 = (\$137,631,615 / 730,943)

With an assignable Mobility Plan Cost (MPCa) of **\$137,631,615** and a Person Miles of Capacity increase (PMCi) of **730,943**, the calculated Person Miles of Capacity PMC rate (PMCr) is **\$188.29** (**Table 9**). The PMCr will be multiplied by the Person Travel Demand per land use on the Mobility Fee schedule to calculate the Mobility Fee rate per land use.

Table 9. Person Miles of Capacity Rate (PMCr)

Planning Level Cost (PLC)	\$507,245,343
Anticipated Funding (AF)	\$369,613,728
Attributable Planning Level Cost (PLCa)	\$137,631,615
Existing Conditions Evaluation Factor (ECEf)	1.00
New Growth Evaluation Factor (NGEf)	1.00
Assignable Mobility Plan Cost (MPCa)	\$137,631,615
Increase in Person Miles of Capacity (PMCi)	730,943
Person Miles of Capacity Rate (PMCr)	\$188.29

Source: Streets Plan (**Appendix G**). Trails & Neighborhood Greenways Plan (**Appendix H**). Intersections Plan (**Appendix I**). Mobility Programs (**Appendix J**). The Planning Level Cost (PLC) of mobility projects per **Table 6**. The anticipated and assumed funding per **Table 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) was determined per **Figure 7**.

PERSON TRAVEL DEMAND PER USE (PTDu)

The second component for calculating a Mobility Fee for land uses in the Mobility Fee schedule is the calculation of person travel demand (PTD) for each use. 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, 12th edition. The detail for the daily trip generation rates for each land use is included in [Appendix K](#). 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 Hotel & Overnight Accommodations are based on weighted AM and PM trip generation data to develop the daily trip generation rates. Additional detail is provided in [Appendix K](#).

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. While ITE’s Trip Generation Handbook 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. The detail for the % new trips is included in [Appendix L](#). The concept is better understood based on the following example:

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

Person Trip Factor (PTf) & Person Trip Length (PTl)

The person trip factor (PTf) is used to convert vehicle trips to person trips based on the 2022 National Household Travel Survey (NHTS). The person trip length (PTl) is used to convert person trips to person travel demand (PTD). The NHTS data is based on travel surveys collected for the South Atlantic Region of the U.S., which includes Florida.

The travel surveys are from metropolitan statistical areas with a population of less than 1,000,000 people, which includes Columbia County (**Appendix M**). The person trip factors, and person trip lengths vary by trip purpose. Several trip purposes have been combined to more accurately reflect trip characteristics of the uses established in the Mobility Fee schedule. The travel survey data utilized are for trips of 5.0 miles or less.

Person Miles of Travel (PMT)

The person miles of travel are calculated based on trip generation, percent new trips, the person trip factor, and person trip length. The person miles of travel (PMT) for land uses in the mobility fee schedule are then converted into Person Travel Demand (PTD) based on the Trip Purpose Factor. The calculation for PMT is more fully described and illustrated under the section for PTDu.

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. Typical transportation impact fees and some mobility fees would establish an origin and destination factor and split trips evenly between trip ends.

A more complex option that more accurately reflects real world travel behavior is the use of trip purpose data. Under this approach, trips are distributed based on the overall share of travel by trip purpose (**Table 10**). The trip purpose data is obtained from the 2022 National Household Travel Survey Data (**Appendix M**). The application of the trip purpose factor (TPf) eliminates double charging new development for the same trip and more accurately reflects overall trip patterns in Lake City. The TPf is used in the calculation of PTDu (**Appendix L**).

Table 10. Trip Purpose Factor (TPf)

Trip Purpose	Person Miles of Travel (PMT)	Trip Purpose Factor (TPf)
Home Based	10,792,409,517	0.4008
Shopping Based	9,229,973,957	0.3427
Other	6,907,914,326	0.2565
Total	26,930,297,800	1.0000
<i>Source: National Household Travel Survey Data (Appendix M). Shopping based trips include personal errands, buying meals, and buying goods (Appendix N). Other trips include work trips, social based trips include community serving, social / vacation, school, family care, medical / dental, exercise, and recreation / entertainment (Appendix N). Final percentages may vary due to rounding.</i>		

Person Travel Demand per Land Use (PTDu)

The result of multiplying Person Miles of Travel (PMT) by the Trip Purpose Factor (TPf) is the establishment of a Person Travel Demand per land use (PTDu) ([Appendix L](#)). The PTD per land use reflects projected person travel during an average weekday for the various land uses in the Mobility Fee schedule. The calculation for Person Travel Demand (PTD) is illustrated in [Figure 8](#):

Figure 8: Person Travel Demand per Use (PTDu)

Person Travel Demand per use (PTDu)

$$PMT_u = ((TG \times \% \text{NEW}) \times PTf) \times PTL$$

$$PTDu = (PMT_u \times TPf)$$

Where:

PMT_u = Person Miles of Travel per use ([Appendix L](#))

TG = Trip Generation ([Appendix K](#))

%NEW = Percent of Trips that are Primary Trips ([Appendix L](#))

PTf = Person Trip Factor ([Appendix L](#))

PTL = Person Trip Length ([Appendix L](#))

TPf = Trip Purpose Factor ([Appendix L](#))

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

Prepared by NUE Urban Concepts, LLC

The following is an example of the calculation of the Person Travel Demand (PTD) for a single-family detached residential land use per 1,000 sq. ft. (**Appendix K**).

Trip Generation (TG): 5.35

% New Trips (%NT): 1.00

Person Trip Factor (PTf): 1.60

Person Trip Length (PTl): 2.74

Person Miles of Travel (PMT): 23.45

Trip Purpose Factor (TPf): 0.4008

Person Travel Demand (PTD): 9.40

$$\begin{aligned} &(((TG \times \% NT) \times PTf) \times PTl) = PMT; (PMT \times TPf) = PTDu \\ &(((5.35 \times 1.00) \times 1.60) \times 2.74) = 23.45; (23.45 \times 0.4008) = 9.40 \end{aligned}$$

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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 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 for mobility fees to reflect differences due to internal capture or external distribution of trips.

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. Should the City continue to develop its downtown/CRA into a thriving, mixed-use district, then the City may elect to establish a downtown assessment area to account for internal capture of trips in a future update of the Mobility Fee.

The City of Lake City mobility fee features a single **Assessment Area** for the City (**Map A**). The assessment area defines where a mobility fee is assessed and collected from new development. The mobility fee is assessed at the time of development order application and is paid at the time a development permit is issued, or equivalent approval is granted by the City.

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

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MOBILITY FEE SCHEDULE

To ensure the rough proportionality test is addressed, the person travel demand of individual land uses is used to calculate the mobility fee rate per use (MF_{ru}) in the mobility fee schedule (**Appendix O**). The mobility fee rate is based on the person travel demand for each use (PTD_u) listed on the mobility fee schedule multiplied by the person miles of capacity rate (PMCr).

The calculated person travel demand for each use (PTD_u) represents the full person travel demand impact of that land use within the Mobility Study Area (**Appendix L**). The mobility fee rate per use (MF_{ru}) has been developed to fund the mobility projects needed on City, County, and State Roads to address growth in future travel demand. Payment of the mobility fee based on land uses in the mobility fee schedule allows new development to equitably mitigate its impact to the City's transportation system.

The Mobility Fee schedule provides fee rates on a per square foot or applicable unit of measure basis (**Appendix O**). New development is assessed a mobility fee per use (MF_{au}) at the time of building permit application on a per square foot basis or applicable unit of measure. The calculations for determining the mobility Fee are illustrated in **Figure 9**. The following is an example of the mobility fee calculation for a 1,500 sq. ft. single-family detached residential dwelling where the unit of measure (UM) is per sq. ft.:

$$\begin{aligned} (PTDu \times PMCr) &= MFu; (MFu / 1,000) \times UM_u = MFau \\ (9.40 \times \$188.29) &= \$1,770; (\$1,770 / 1,000) \times 1,500 = \$2,665 \end{aligned}$$

Figure 9: Mobility Fee Calculation

Mobility Fee per use (MF_u)

MF_u = (PTD_u x PMCr)

MF_{au} = (MF_u / 1,000) x UM_u , where unit of measure is per square foot

or

MF_{au} = (MF_u x UM_u), per applicable unit of measure

Where:

MF_u = Mobility Fee per use (Appendix O)

PTD_u = Person Travel Demand per use (Appendix L)

PMCr = Person Miles of Capacity Rate (Table 9)

MF_{au} = Mobility Fee assessed per use

UM_u = Unit of Measure per Use (Appendix O)

Prepared by NUE Urban Concepts, LLC

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 of Lake 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 calculated mobility fee per land use is provided in [Appendix O](#).

The mobility fee schedule of uses is broken down into five (5) components that are further described below the [Figure 10](#): (1) category of land uses; (2) individual land use classifications; (3) representative land uses; (4) Assessment Area; and (5) the mobility fee rates per land use. The following is an example the five (5) components of the mobility fee schedule ([Figure 10](#)).

Figure 10: Mobility Fee Schedule Components

Five (5) Components of a Mobility Fee Schedule	
Use Categories, Uses Classifications, & Representative Uses	(Assessment Area)
	City-wide
(1st Use Category) = Institutional Uses	
(2nd Use Classification) = Community Serving (3rd Representative Use) = (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	(5th Mobility Fee Rates)

The first (1st) component is overall categories of land 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 function of a given land use for the individual land use classification. These overall categories are generally consistent with the City Comprehensive Plan and the ITE Trip Generation Manual.

The second (2nd) component is individual land use classifications, such as community serving or high impact retail. 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 given 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 square foot.

The third (3rd) component is representative land uses under the individual land use classifications. These representative land uses are shown in brackets such as (Afterschool, Child Care Center, Day Care Center, 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.

These 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 that 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 is the Assessment Area. The mobility fee schedule includes a single assessment area. In the future, the city could consider additional assessment areas.

The fifth (5th) component is the Mobility Fee rates per land use classification. The Mobility Fee rates are illustrated for each land use. The Mobility Fee for an individual land use is determined by multiplying the mobility fee rate by the applicable unit of measure.

Affordable Residential

The Mobility Fee schedule features a calculated Mobility Fee rate for affordable housing that is lower than the rate for residential uses in recognition that trip generation data for affordable housing, coupled with the number of households without access to a vehicle available, provides a defensible technical basis for having a lower mobility fee rate. The calculated mobility fee rate is roughly 50% of market rate residential uses and recognizing a lower rate for affordable and workforce housing is consistent with Florida Statute Section 163.3180 (5)(f)6.

Due to the various factors involved with determining what housing would qualify for the affordable or workforce housing designation, it is recommended that the City of Lake City develop criteria for new development to qualify as providing affordable housing to be eligible for the lower Mobility Fee. Florida Statute Section 163.31801 (11) also allows the City to waive the Mobility Fee for affordable housing per Florida Statute Section 420.9071.

Residential Land Uses

The Mobility Fee schedule proposes a streamlined approach to residential mobility fees that is easy to administer and addresses affordability. The schedule proposes a flat residential Mobility Fee rate per square foot for residential uses, regardless of the type of residential use. The Mobility Fee is set up so that a 600 sq. ft. studio pays for 600 sq. ft., a 1,200 sq. ft. two-bedroom apartment pays for 1,200 sq. ft., and a 2,000 sq. ft. single-family detached dwelling pays for 2,000 sq. ft. There is a direct correlation between the size of a unit and the Mobility Fee to be paid.

The calculation of Mobility Fees per sq. ft. is consistent with how the building industry prices permits and is a tool available to the city to address affordability. Mobility Fees based on square footage, regardless of the type of residential use, reflects that as the size of a residential dwelling unit increases, there is a corresponding increase in the number of bedrooms and vehicles per household (**Appendix K**). An analysis of data from the 2022 National Household Survey illustrates that as the number of vehicles increases and household size increases, so does the corresponding vehicle miles of travel (**Appendix K**). Thus, like the trip generation rates for non-residential land uses, as the size of a dwelling unit increases, so does the number of associated vehicle trips.

Institutional Uses

The Mobility Fee schedule features three institutional use classifications: (1) community serving; (2) long term care; and (3) private education. Community serving uses include civic uses, galleries, museums, performing arts venues, and places of assembly, such as clubs, lodges, and places of worship. Long term care uses include assisted living facilities, adult day care, congregate care facilities, group care, and nursing homes. Private education uses include day cares and child care centers, private schools, Pre-K, trade and tutor schools. Public and charter schools are exempt from mobility fees and impact fees per Florida Statute.

Recreational Uses

The Mobility Fee schedule includes four recreational use classifications: (1) golf course per hole; (2) outdoor commercial recreation per acre; (3) indoor commercial recreation per sq. ft.; and (4) recreational RV or travel trailer park per sq. ft.. Outdoor recreation uses consist of uses such as amusement parks, driving ranges, sports facilities, tennis courts, and multipurpose recreation facilities. A separate indoor recreation category is included and is based on a rate per sq. ft. for indoor uses such as gyms, health clubs, yoga, dance studios, and arcades.

Industrial Uses

The Mobility Fee schedule features one industrial use category. The industrial category includes general industrial uses such as heavy industrial, assembly, manufacturing, microbreweries, and trades, as well as commercial storage uses such as mini-warehouses, outdoor storage, and warehouses.

Office Uses

The Mobility Fee schedule features two office use categories. The first use is for business office uses such as accounting or real estate. The general office use also includes hospitals and higher education. The second use is medical, such as clinics, dentist, medical doctors, emergency care, and veterinary. Medical office uses generate two to three times the number of trips as a non-medical office use, while hospitals have a daily trip generation consistent with non-medical office uses.

Retail Land Uses

The Mobility Fee schedule includes five (5) retail use classifications: (1) local retail; (2) multi-tenant retail; (3) free-standing retail; (4) high impact retail; (5) convenience retail.

The first (1st) retail land use classification, Local Retail (non-chain and non-franchisee) has been established to support smaller and more often local retail uses. In recognition that national chain retail uses have greater transportation impacts, a local retail business category has been established with a mobility fee that is 50% less than the retail land use.

A significant update in the 11th and 12th editions of the ITE Trip Generation Manual is the addition of several multi-tenant retail center use classifications. Thus, one of the retail categories is multi-tenant retail, typically what you would find in a shopping center, but without a grocery store or supermarket. The trip generation rate is far higher when a grocery store is present. Multi-tenant uses may sometimes have banks or restaurants as part of a multi-tenant building. These uses would qualify for the multi-tenant rate, plus any rates associated with drive-thru lanes.

The third category is free-standing retail uses, the most common of which are dollar or variety stores. Large format retail uses, such as home improvement stores or wholesale clubs are often free-standing retail uses as well. The fourth category is high impact retail. These uses tend to have similar trip generation characteristics of roughly 75 to 125 trips per 1,000 square feet and consist of banks, grocery stores, sit down restaurants, and pharmacies. These uses also increasingly include a drive-thru component. The uses would be assessed per drive-thru lane (additive fee), as well as for the square footage of the building.

The fifth category is convenience retail and includes uses such as gas stations and convenience stores. As the highest trip generating land uses in the ITE Manual, these uses tend to have trip generation rates over 250 trips per 1,000 square feet.

Non-Residential Additive Uses

The Mobility Fee schedule proposes seven (7) non-residential uses where the mobility fee is based on a unit of measure other than per sq. ft. These non-residential land uses include: (1) bank or financial drive-thru lane or free standing ATM; (2) fast food or quick service restaurant drive thru; (3) retail drive-thru; (4) automobile cleaning; (5) automobile charging; (6) automobile fueling; and (7) automobile repair service.

The one non-residential use that does not include additive mobility fees is hotel & overnight accommodations. Hotel & overnight accommodations include hotels, motels, bed and breakfast, and other transient accommodations. The mobility fee for overnight accommodation is based on a rate per room. Conference rooms and amenities are typically considered to be ancillary uses to the overnight accommodation.

To reflect higher travel demand, seven (7) of these non-residential uses are additive mobility fees. As 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. A mobility fee for any retail building would be assessed at the appropriate mobility fee rate. In addition, uses with a bank, quick service restaurant, or pharmacy drive-thru, a car wash, or a commercial automobile charging or fueling position would pay additive fees based on the number of features proposed for the development activity or existing development retrofit.

Uses with a repair or service bay shall be required to pay a mobility fee per bay or stall, plus any mobility fee associated with any building spaces that are not captured as part of a lane, stall, or bay. These uses would include automobile repair service, quick lube, tire stores, as well as any automobile accessories or modifications.

Commercial uses such as grocery stores, variety stores, and large format retailers are starting to include drive-thru lanes for either pharmacies or for general merchandise. Banks, pharmacies, and restaurants all feature higher trip generation rates when there are drive-thru facilities. Some trips may be offset by customers going to the retail use. However, as delivery services become more common, pass-by rates or trip chaining rates are decreasing as delivery trips are making one or two primary trips and not necessarily stopping for other trip purposes, like most people do when going shopping for general goods. Like banks and fast food, retail

square footage will likely start to shrink as more purchases are delivery or focus on more auto related convenience trips with fewer people shopping for goods.

Some financial institutions, especially Credit Unions, are increasing their brick-and-mortar presence to attract additional customers. Other banks are eliminating branches entirely and just offering drive-thru or walk-up free-standing ATMs. For banks with drive-thru lanes, an additional Mobility Fee is assessed per drive-thru lane. A Mobility Fee is also assessed for any free-standing walk-up ATMs or ATMs accessed via drive-thru lanes.

Fast Food or quick service restaurant uses are experiencing a transformation where buildings are getting smaller, while the number of drive-thru lanes and delivery services are increasing. Due to their high travel demand impact, an additive fee has been calculated per quick service drive-thru lane to capture the impact of quick service uses that offer one or more drive-thru lanes. Some quick service uses are migrating to walk-up ordering, outdoor seating only, with two drive-thru lanes and one delivery pick-up lane, further increasing travel demand. This impact is not captured by simply evaluating the building.

Convenience uses have primarily been uses with automobile fueling. Increasingly superstores, supermarkets, variety stores, and wholesale clubs have started to add automobile fueling. The additive mobility fees will be assessed to any use that offers commercial automobile charging and fueling and is accessible to the public or through a membership club. The mobility fee is assessed per commercial charging station or fueling position. Any automobile charging station that does not charge for service will not be assessed a mobility fee, such as charging stations provided in a public or private garage that do not charge for use.

Uses with a car wash shall be required to pay a mobility fee 1) per square foot for any lane/tunnel, stall, or bay; 2) plus any mobility fee associated with any building space that is not captured as part of a lane/tunnel, stall, or bay or stations. 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 for the car wash.

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MOBILITY FEE BENEFIT DISTRICT

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 the current City limits, enclaves, and portions of unincorporated Columbia County (**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 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 mobility 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 mobility projects across enclaves and in surrounding areas to provide for continuity and connectivity.

In the future, to advance mobility 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 mobility 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 and any 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 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.

DEFINITIONS

Any defined term in this Technical Report does not supersede definitions in the City's Comprehensive Plan or Land Development Regulations for non-mobility fee related purposes.

Affordable Residential means a dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200, except for Land Use Codes 253, 254, and 255. Residential includes accessory dwelling units, dormitories, and tiny homes. The City may elect to establish a program that establishes criteria to qualify as affordable or workforce housing. Until the City establishes a program, and an applicant receives formal approval, the affordable or workforce housing mobility fee rate would not be applicable.

Amenities and Ancillary Uses means buildings, structures, and lands with a clubhouse, meeting spaces, laundry facilities, guard houses, fields, courts, indoor or outdoor recreation uses, garages, parking structures, barns, sheds, landscape maintenance facilities that do not generate additional person travel demand, are not open to the public, are not a commercial use. These amenities are generally associated with residential developments and overnight lodging. These uses are not assessed a mobility fee unless they are open to the public and charge for use either through cash or electronic payment or through membership or club dues.

Assessment Area means a geographic area of the City or a specific development pattern where mobility fees are assessed on new development.

Automobile means a car, SUV, truck, van, or motorcycle that is either electric powered, gasoline powered, a hybrid, or some other fuel source that propels the automobile.

Automobile Cleaning means a building, stalls, stations, or tunnels for the cleaning, detailing, polishing, washing, or waxing of automobiles 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.

Automobile Charging or Fueling means the total number of automobiles 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 automobile charging and fueling with or with/out small convenience stores. Outside of Florida, several grocery store chains are also starting to sell fuel. Free standing automobile charging stations that charge a fee for use and are not a requirement of the City as an ancillary use of a development shall be required to pay a mobility fee. The impact fee rate per charging or fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with automobile charging or fueling. Automobile charging stations that are not a primary use or function of a commercial or retail use and are either required by the City or provided as an ancillary use are exempt from payment of the mobility fee. The City shall have the ability to determine if a charging or fueling station is a commercial use.

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

Bank or Financial Drive-Thru Lane or Free-Standing ATM means any bank, financial institution, credit union, with a drive-thru lane used for banking purposes such as deposits, withdrawals, balance inquiries, 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). An ATM inside or attached to a building that has a use open to the public or end user is not assessed a separate fee as a stand-alone ATM. This use also includes free standing bank drive-thru lanes and freestanding walk-up or drive-thru ATM machines. 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 ATMs. Free-standing ATM's may be either walk-up or feature drive-thru lanes.

Benefit District means a geographic area of the City where mobility fees paid by new development are expended on mobility projects.

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

Community Serving means those uses that are operated by non-profit civic organizations, governmental entities, foundations, or fraternal organizations, including places of assembly. Community serving also includes uses such as YMCA, museum, art studio, gallery, cultural center, community centers, 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 may be offered for ancillary fundraising and sales to support the community serving use.

Convenience Retail means car washes, convenience stores, gas stations, and quick service restaurants. Convenience retail with quick-service restaurant drive-thru lanes, or automobile charging or fueling shall be assessed an additive impact fee per drive-thru and charging or fueling position. Convenience retail with car wash facilities shall be assessed mobility fees per applicable unit of measure. ITE Land Use Codes 851, 930, 933 thru 938, and 944 thru 950.

Fast Food or Quick Service Restaurant Drive-Thru means 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. Quick service restaurants are also referred to as fast casual or fast-food restaurants. 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.

Free-Standing Retail means entertainment, personal service, and retail uses in a single building where any single use under common ownership exceeds 75 percent of the total square footage of the building. Land Use Codes under the 800 and 900 series of the ITE Trip Generation Manual.

Group Living Facility means communities designed for long term care of on-site residents, such as assisted living facilities, continuing 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.

High Impact Retail means grocery stores, supermarkets, superstores, variety stores, package stores, liquor, or alcohol for off-site consumption, where 50% or more of the gross square footage of the use is for the sale of edible or drinkable goods. These uses may offer other goods, products, and services such as on-site consumption of food or beverages, pharmacies, cleaning and household supplies, pharmacies, and other personal services. High Impact Retail uses also include banks, credit unions, sit-down restaurants, and pharmacies. These uses generally generate between 75 and 250 daily trips per 1,000 sq. ft.

Hotel & Overnight Accommodations means 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(s) and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300.

Impact means any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged properties.

Implementation Initiatives means initiatives intended to implement the Mobility Plan. These initiatives include a variety of plans and studies that may be undertaken as part of implementation of the mobility plan and expenditure of mobility fees.

Indoor Commercial Recreation means 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 may be offered for ancillary sales. The use would generally fall under the ITE Land Use Code Series 400.

Industrial means 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 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 means 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 100 but excluding governmental uses. Industrial Uses also means facilities or acreage in which one or more warehouses, storage units or vaults are rented for the storage of goods and/or acreage or is providing for the storage of boats, RVs, automobile 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, subject to allowance by land development and zoning regulations.

Institutional Uses means those public or quasi-public uses that serve one or more community's social, educational, health, cultural, and religious 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 and 580 and 590 falls under community serving. Federal, state, and local government institutional uses, except for community development districts, are exempt from payment of mobility fees.

ITE Trip Generation Manual means and refers to the latest edition of the report entitled "Trip Generation" produced by the Institute of Transportation Engineers (ITE), and any official updates.

Level of Service (LOS) means a quantitative stratification of the level of service provided to 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.

Local Retail means cafes, personal service, restaurants, and retail uses that meet criteria established by the City to qualify as a local retail use. These uses would exclude regional or national chains. The criteria usually include the identification of the total number of retail operations that would define a chain retail use. Until the City establishes criteria, the mobility fee rate for local retail would not be assessed on any land use.

Medical means a building or buildings that provide medical, dental, or veterinary services and care. Medical office shall also include any clinics, emergency care uses, and any uses specified in

the ITE Trip Generation Manual under Land Use Code Series 600, including Land Use Code 720. Land Use Code 620 is included under Long Term Care land uses.

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

Microtransit means electric powered low speed vehicles, autonomous transit shuttles, golf carts, neighborhood electric vehicles, and transit circulators that seat less than 15 passengers.

Mobile Home means land uses for the temporary or permanent placement of Manufacture Homes, Mobile Homes, Recreational Vehicles, Tiny Homes on Wheels, or Travel Trailers, within predefined lots or spaces that have connections for communications, electric, water, and wastewater. Mobile residence maybe located on an individual lot or parcel, or part of a unified development, park, or resort. Mobile residential parks may have common amenities and building with recreational uses, laundry, and park offices.

Mobility means the ability to move people and goods from an origin (beginning point) to a destination (end point) by multiple modes of travel in a timely (speed) manner.

Mobility Fee means a monetary exaction imposed on new development to fund mobility projects identified in the most recently adopted mobility plan.

Mobility Fee Expenses means 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 and used to advance mobility projects identified in the mobility plan; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving mobility projects; (c) crosswalks, elevated crossings, bridges, traffic control and crossing warning devices, landscape, trees, way finding, irrigation, hardscape, streetscape, and lighting related to projects; (d) micromobility devices, microtransit vehicles, programs and services; (e) mobility hubs, rail stations with parking structures, 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 consistent with statutory allowances and used to advance mobility projects identified in the mobility plan; (k) reasonable costs of planning, design, survey, engineering, and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services of mobility 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 mobility projects or (m) local match for federal, state and county funded projects.

Mobility Fee Schedule means the land uses for which a mobility fee is to be assessed on new development. The schedule includes the mobility fee rates per unit of measure for each land use.

Mobility Fee Technical Report shall mean the City of Lake City Mobility Fee Technical Report dated February 2026 and prepared by NUE Urban Concepts, LLC that identifies mobility projects within and adjacent to the City to meet future person travel demand from new development and serves as the basis for the City's mobility fee. The Technical Report 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 means the latest 2050 City of Lake City Mobility Plan dated February 2026 that identifies mobility projects within and adjacent to the City and includes a separate document that details the description, cost, and capacity of each mobility project.

Mobility Project means improvements such as bike lanes, buffered bike lanes, protected bike lanes, cycle tracks, raised bike lanes, intersections, interchanges, roundabouts, boardwalks, pathways, shared-use paths, multi-use paths/trails, sidewalks, traffic calming, elevated crossings, pedestrian bridges, overpasses or underpasses, roads, streets, and streetscape. Mobility projects also include policies, programs and services, wayfinding, micromobility devices, and transit vehicles, circulators, lanes, stops, and facilities, along with mobility hubs and corridor studies. Projects can include new or additional travel lanes and turn lanes, upgrade of roads that results in a change in functionally classification of the road, complete and low speed streets, curbside shared streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, PD&E, planning, engineering and inspection, utility relocation, right-of-way, easements, land

acquisition, stormwater management facilities. These projects may also be referred to as mobility plan projects or multimodal projects.

Mode means 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.

Multimodal means travel by multiple modes of transportation, including travel lanes, sidewalks, pathways, shared-use paths, boardwalks, trails, canals, waterways for walking, jogging, running, bicycling, rollerblading, skating, scootering, driving, or use of a device for mobility impaired persons, and where allowed use of micromobility devices. Multimodal also means transit travel by microtransit, autonomous transit shuttles, buses, trolleys, boats or water born vehicles.

Multimodal Capacity means the 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.

Multimodal Transportation System means the right-of-way, easements, roads, streets, canals, alleyways, curb-cuts, traffic control devices, stormwater management facilities, utilities, bridges, waterways, and multimodal facilities that allow for circulation, mobility, and parking within the City and accessibility to land uses, property, and modes of transportation within the City.

Multi-Tenant Retail means sale of good and merchandise, personal service, retail, and restaurant uses provided in a single building, with two (2) or more separate distinct uses under different corporate ownership where no single use exceeds 75 percent of the total square footage of the building. This includes land uses under ITE Land Use Codes Series 800 and 900.

New Development means 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 multimodal transportation system.

Non-Residential Additive Uses means a land use with a mobility fee rate based on a unit of measure that generates high levels of impact per unit such as service bays, car wash lanes, fueling positions for automobiles, and drive-thru lanes for banks, quick service restaurants, and retail

uses. These mobility fees per unit of measure are assessed in addition to mobility fees assessed per land use based on square footage of buildings and structures or the applicable unit of measure for the land use. These non-residential uses fees may be referred to additive fees or additive mobility fees.

Non-Residential Square Feet means the sum of the gross floor area (in square feet) of the area of each floor level under cover, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (six feet six inches, minimum) and are used as part of primary use of the property of their use. If an area within or adjacent to the principal outside faces of the exterior walls is not enclosed, such as outdoor restaurant seating, areas used for storage of goods and materials, or merchandise display, and is determined to be a part of the primary use of property, this gross floor area is considered part of the overall square footage of the building. Areas for parking, circulation, ingress, egress, buffers, conservation, walkways, landscape, stormwater management, and easements or areas granted for transit stops or multimodal parking are not included in the calculation of square feet.

Office means general offices, hospitals, higher education, post-secondary trade schools, 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.

Office Uses means those businesses which provide 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, 550, 911 and 912. Land Use Code 620 is included under institutional uses.

Outdoor Commercial Recreation 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 Series 400.

Person Miles of Capacity (PMC) means 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) means a unit used 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. The increase in future person miles of travel is used to plan mobility project needs that form the basis for a mobility fee.

Person Miles of Travel Factor (PMTf) means the factor utilized to convert vehicle miles of travel to person miles of travel based on the 2022 National Household Travel Survey.

Person Travel Demand (PTD) means travel demand from new development based on trip generation, pass-by trips, vehicle trip lengths, limited access travel, origin and destination factors, vehicle miles of travel, and person miles of travel factors. The resulting mobility fees are roughly proportional to the person travel demand per use and assessment area provided on the mobility fee schedule.

Person Trip (PT) means 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 (PTI) means the length, in miles, of a person trip per trip purpose.

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

Recreational Uses 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 means a dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200, except for Land Use Codes 253, 254, and 255. Residential includes tiny homes, accessory dwelling units, and dormitories.

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

Residential Uses means residential uses shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 for all Land Use Codes between 210 and 252 and includes ITE Land Use Code 416.

Retail Drive-Thru means any drive-thru lane associated with a personal service or retail use. The drive-thru may include an order window or a door, window, or other means of access to drop-off or pick-up goods, items, services, ordered through a mobile app or online. Common uses include dry cleaners or pharmacies. Increasingly retail uses are including drive-thru lanes to pick up ordered goods. Drive-thru lanes associated with a bank, fast food or quick service restaurant, financial institution, or auto wash are assessed additive mobility fees. Retail uses include those under ITE Land Use Codes Series 800 and 900, except those uses included on the mobility fee schedule with defined mobility fee rates.

Streetscape means 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 means travel between locations, often 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.

Travel Demand means the mode of transportation mobility that people choose to use, and how those choices result in trips of varying lengths on the transportation system.

Trip Length means the length of a trip per trip purpose.

Trip Purpose means 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 purpose may be either home based, meaning the trip originates at a residence, or non-home based, meaning the trip originates at a destination other than a residence.

Use means 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 use on the mobility fee schedule does not mean that land use or use is permitted by the City's Land Development Code.

Vehicle Miles of Travel (VMT) means 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 and is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

Vehicle Occupancy (VO) means the total number of persons in a single motor vehicle making a trip.

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

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RECOMMENDED NEXT STEPS

The adoption of the Mobility Fee requires additional tasks to administer and implement the Mobility Fee. The following are recommended next steps that the city should consider:

- (1) **Columbia County Coordination:** HB 479 encourages municipalities and counties enter into an interlocal agreement to address transportation mitigation consistent with the requirements of Florida Statute Section 163.3180. As part of the interlocal, the City and County should address areas adjacent to the City that could annex into the City or where development in unincorporated County could impact the multimodal transportation system within the City. Ideally, the interlocal should identify mobility projects where the City and County can coordinate improvements and ensure right-of-way is reserved or preserved and connectivity is enhanced to improve mobility for all.
- (2) **Annexation of Unincorporated Property:** The City should consider strategic pursuit of annexations of unincorporated Columbia County adjacent to or forming enclaves within the City. These areas are using the transportation system within the City and annexations allows the City to be better able to coordinate mobility projects and ensure that the impacts from new development are mitigated.
- (3) **Service Charge Study:** Lake City 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 also address future updates and application fees for special studies, request for credits or offsets, and special assessments.
- (4) **Administrative Manual:** Lake City should consider developing an administrative manual that establishes administrative procedures to administer and implement the mobility plan, mobility fees, and impact fees. The mobility fee and impact fee ordinances address big picture legal and statutory requirements. The Administrative Manual would govern day to day administration and provide the City with continuity of service.

- (5) **Traffic Count Program:** Lake City should consider collecting traffic counts on major collectors, minor collectors and major local roads through-out the city. The pursuit of funds and grants for safety and mobility will be further enhanced by having traffic count data.
- (6) **Land Development Regulations:** The City should evaluate its Land Development Regulations and establish criteria to address site access assessments from new development. The LDRs may also need to be amended depending on the extent of Comprehensive Plan Amendments. The City should consider establishing street, multimodal, and transit quality of service (QOS) standards as performance measures and for development review. 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



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CONCLUSION

The City of Lake City Mobility Fee is based on the mobility projects identified in the Lake City 2050 Mobility Plan. The Mobility Plan sets the framework for moving people, providing mobility choices, and meeting future travel demand throughout the city. The future travel demand analysis provided in this Technical Report clearly demonstrates there is growth in travel demand projected within the city. The planned mobility projects over the next 24 years will expand the City's transportation system to meet projected travel demand.

The Mobility Fee is a streamlined, equitable way for all new development within the City to mitigate its impact to the multimodal transportation system. The **Assessment Area** for the Mobility Fee will be uniform across the city per type of land use. The Mobility Fee will replace transportation concurrency requirements for new development. The Mobility Fee would be the only transportation mitigation fee assessed on new development within the Lake City.

Lake City will determine how Mobility Fee revenues are allocated and expended through its annual Capital Improvements Program. Mobility Fee revenues may be expended on projects identified in the 2050 Mobility Plan and the City's Capital Improvements Program.

The Mobility Plan, based on growth in population and increases in person miles of travel, includes mobility projects that provide the person capacity **"needed"** to meet the travel demands of new development. The new growth evaluation demonstrates that new development is not being assessed more than its **"attributable and assignable"** share of the cost of the Mobility Plan.

The person travel demand for each use included in the Mobility Fee schedule meets the **"rough proportionality test"** established through case law. The establishment of a Mobility Fee Benefit District ensures that Mobility Fees will be expended to provide a mobility **"benefit"** to new development that pays a Mobility Fee. The Mobility Plan and the Mobility Fee meet the **"dual rational nexus test"** and is consistent with the requirements of Florida Statute Sections 163.3180, 163.31801 and Florida Statute Chapter 380.



MAPS

February 2026



Maps

Map A.	Mobility Fee Assessment Area
Map B.	Mobility Fee Benefit District
Map C.	Mobility Study Area
Map D.	Streets Plan
Map E.	Trails & Neighborhood Greenways Plan
Map F.	Intersections Plan



MAP A

Mobility Fee Assessment Area



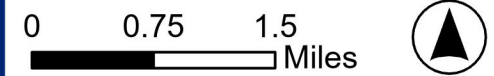
Assessment Area

City of Lake City Mobility Fee

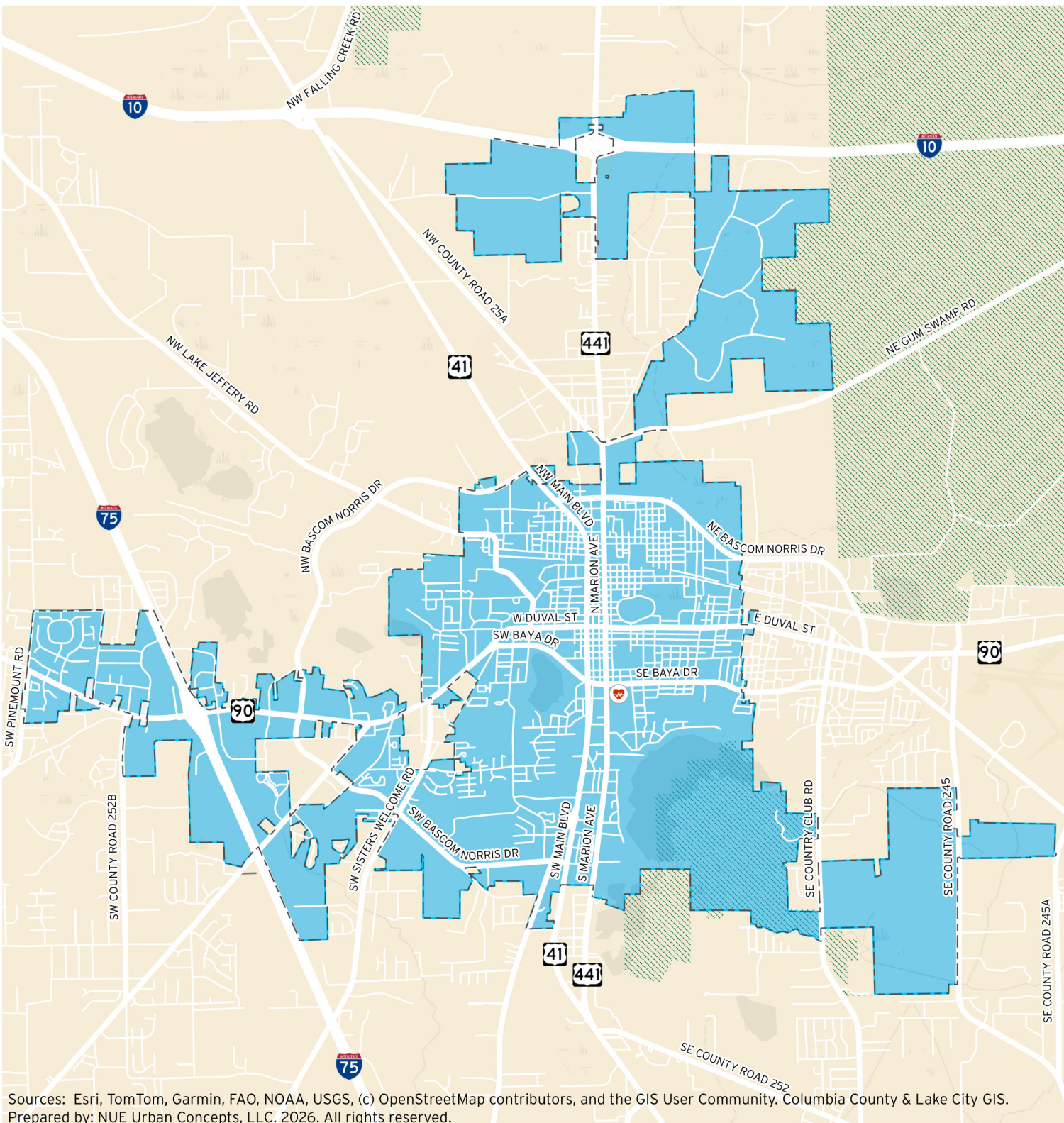
Legend

- City Limits
- Unincorporated Columbia County
- Florida Conservation Lands
- Assessment Area

The Assessment Area illustrates where Mobility Fees are assessed and collected from new development.



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LAND USE • MOBILITY • PARKING • FEES





MAP B

Mobility Fee Benefit District



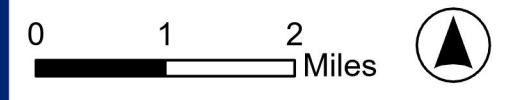
Benefit District

City of Lake City Mobility Fee

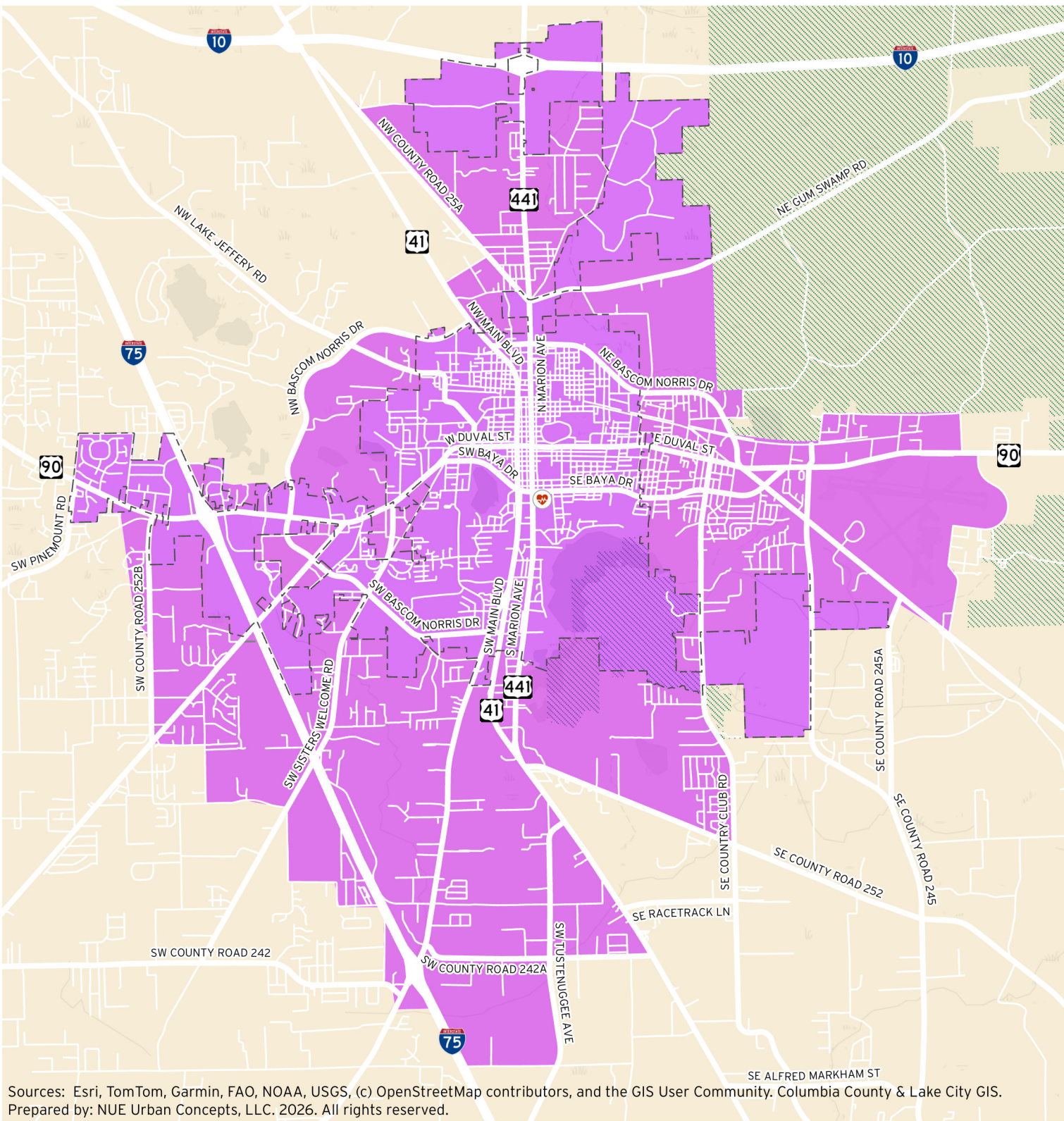
Legend

- City Limits
- Unincorporated Columbia County
- Florida Conservation Lands
- Benefit District

The Benefit District illustrates where Mobility Fees can be expended.



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Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community. Columbia County & Lake City GIS.
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MAP C

Mobility Study Area

Mobility Study Area & Network

City of Lake City Mobility Plan & Fee

Legend

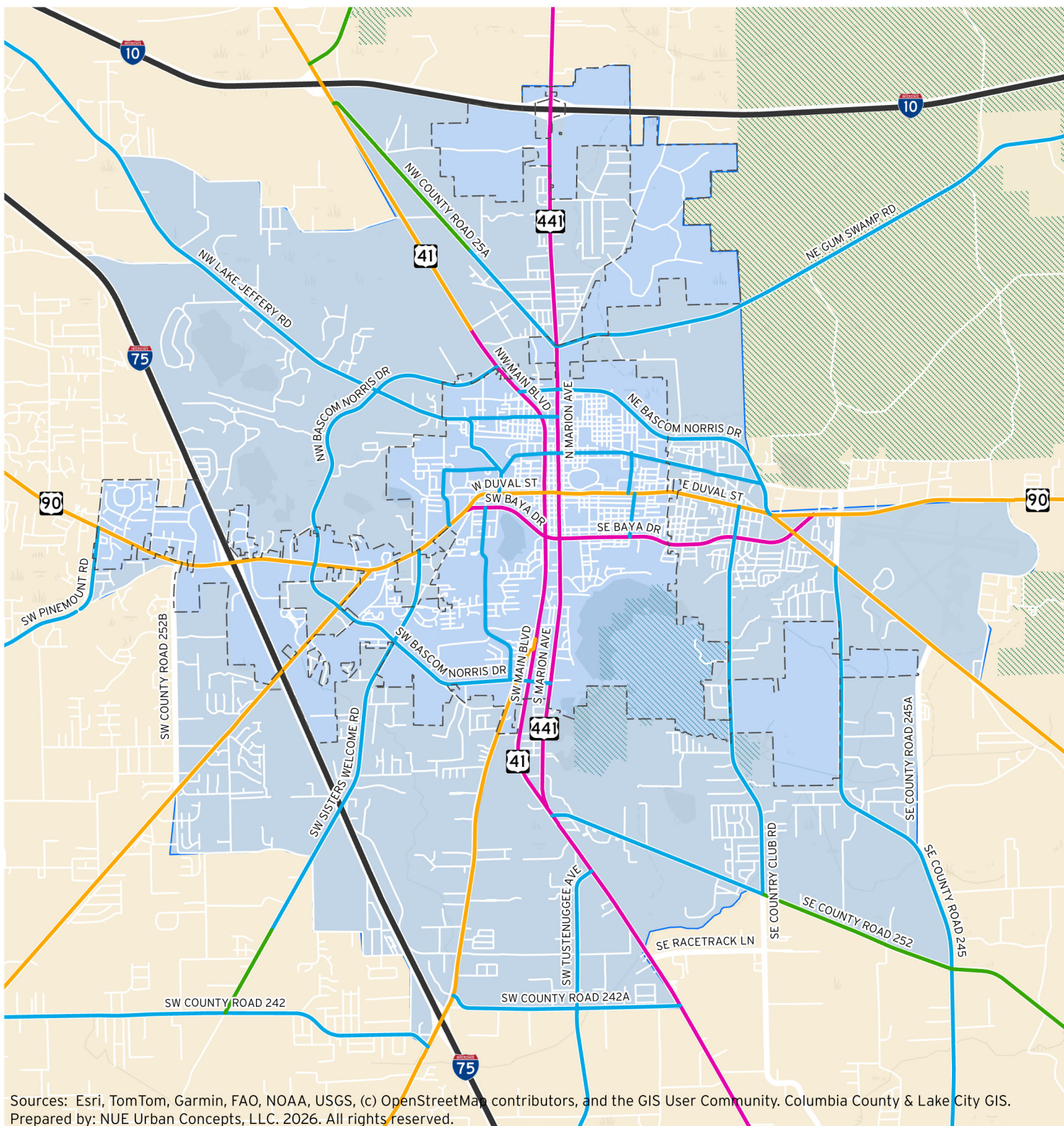
-  City Limits
-  Unincorporated Columbia County
-  Florida Conservation Lands
-  Mobility Study Area
-  Limited Access
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector

The Mobility Study Area extends beyond the existing city limits in recognition that trips do not stop at city limits, and to address extra-jurisdictional impacts to the County and State transportation systems. The Mobility Study Area is used to identify the Mobility Study Network, which is used to: 1) evaluate the existing roadway network to determine where deficiencies lie and where improvements are needed, 2) identify Mobility Plan projects, and 3) ensure, per Florida Statute, that new development will not be charged for existing deficiencies in the calculation of the Mobility Fee.

0 1 2
Miles



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MAP D

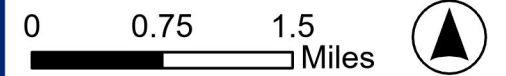
Streets Plan

Streets Plan

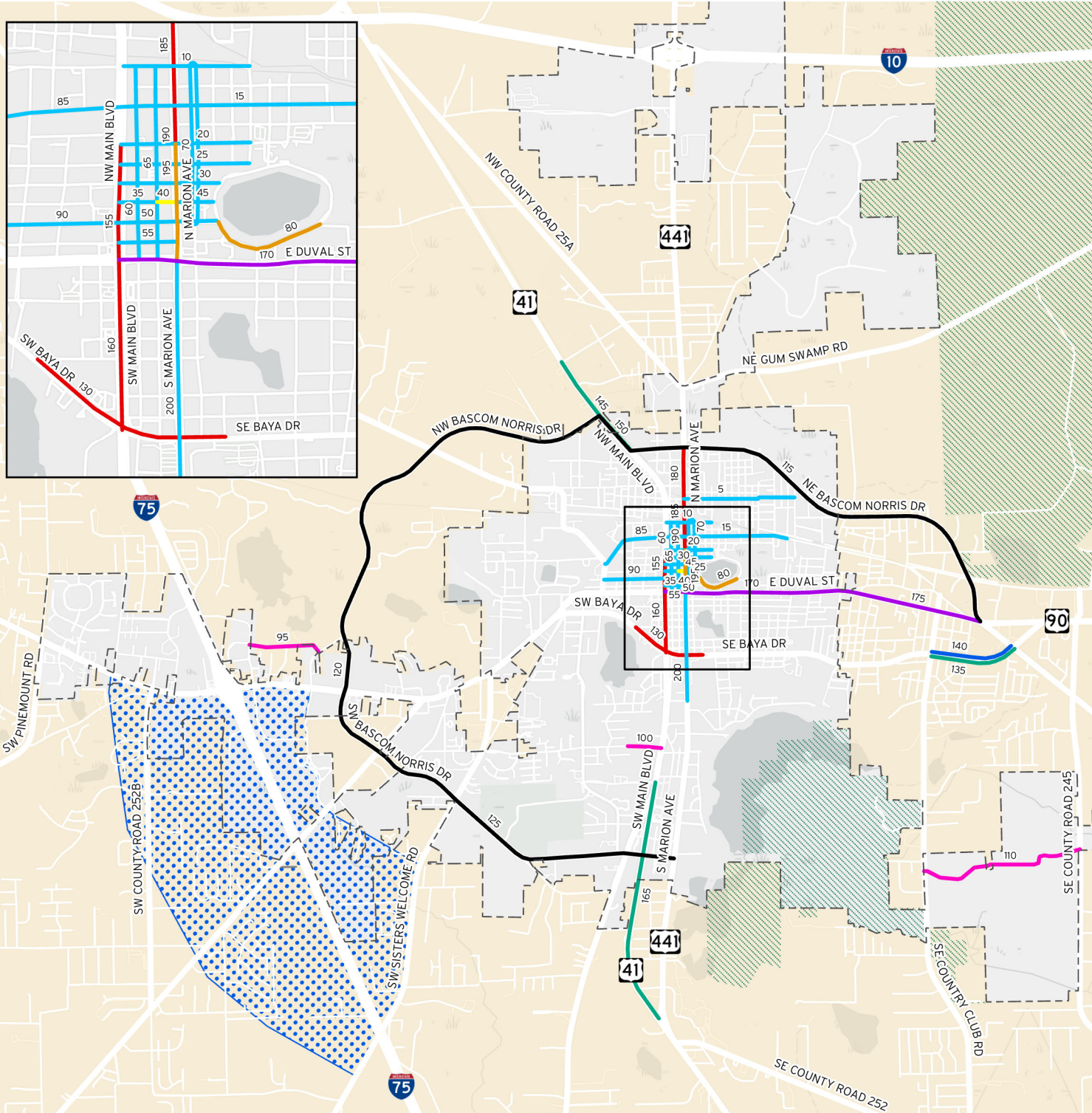
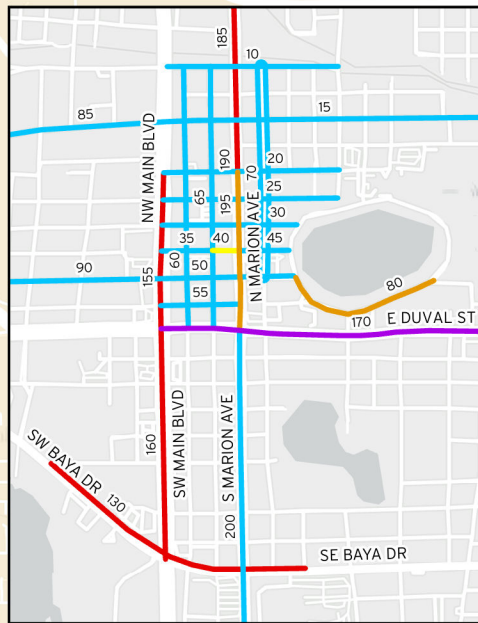
City of Lake City 2050 Mobility Plan

Legend

-  City Limits
-  Unincorporated Columbia County
-  Florida Conservation Lands
-  Primary Commercial Street
-  Downtown Context Sensitive Upgrade
-  Downtown Context Sensitive Upgrade & Two-Way Conversion
-  Pedestrian Street Upgrade
-  Curbless Shared Street
-  Safety Improvements
-  Lane Repurposing Feasibility Study
-  Connectivity Evaluation
-  Convert Four (4) Lane to Two (2) Lane Divided
-  Widen to Four (4) Lane Street & Multi-Use Trail
-  SW Bypass Feasibility Study



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LAND USE • MOBILITY • PARKING • FEES





MAP E

Trails & Neighborhood Greenways Plan



Trails & Neighborhood Greenways Plan

*City of Lake City
2050 Mobility Plan*

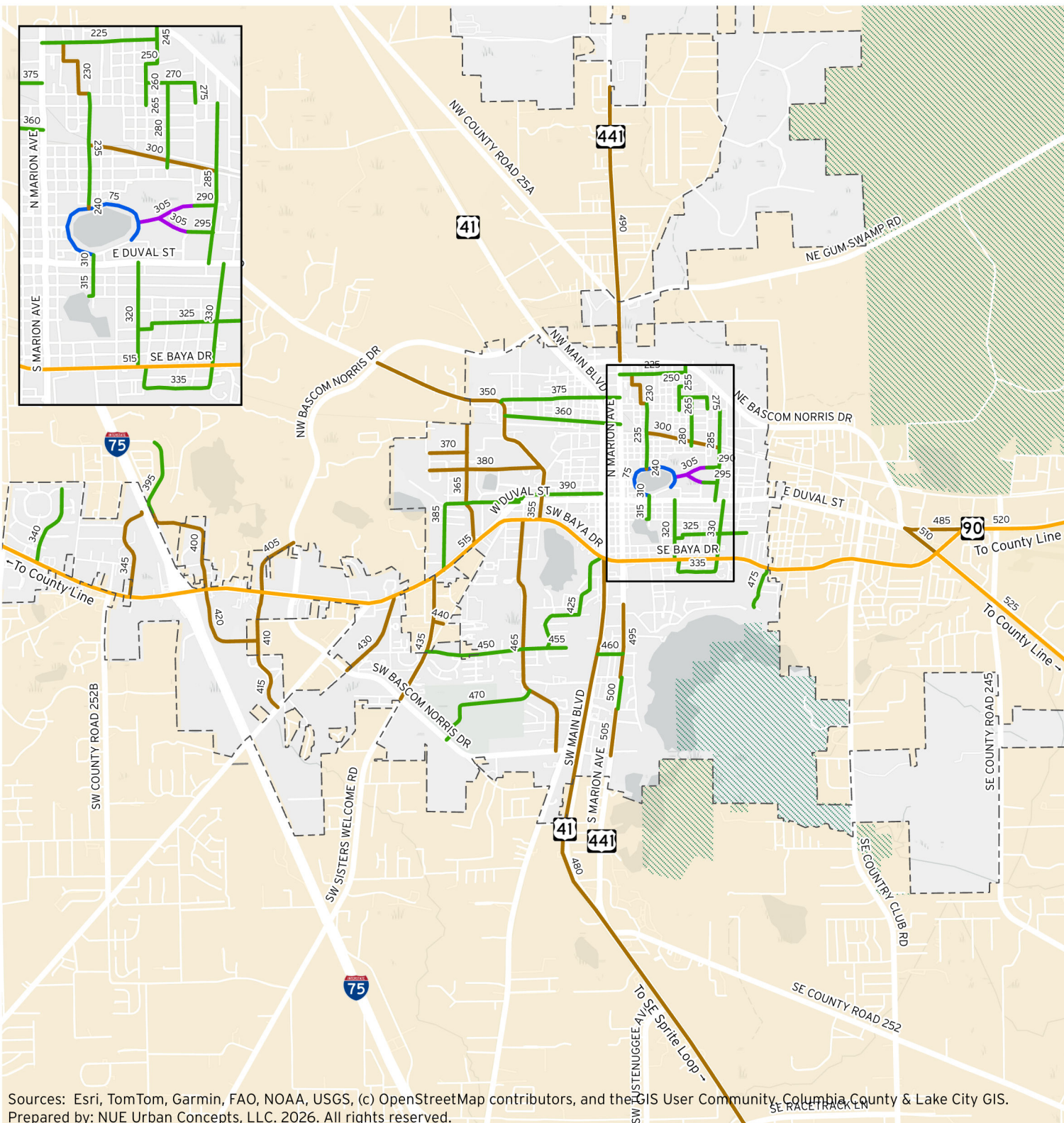
Legend

- City Limits
- Unincorporated Columbia County
- Florida Conservation Lands
- Boardwalk
- Lake Desoto Promenade (aka Lakefront Improvements)
- Multi-Use Trail
- Priority Neighborhood Greenway
- SunTrail

0 0.75 1.5
Miles



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MAP F

Intersections Plan

Intersections Plan

City of Lake City 2050 Mobility Plan

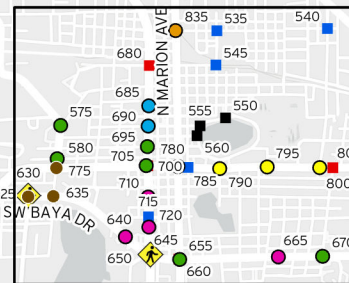
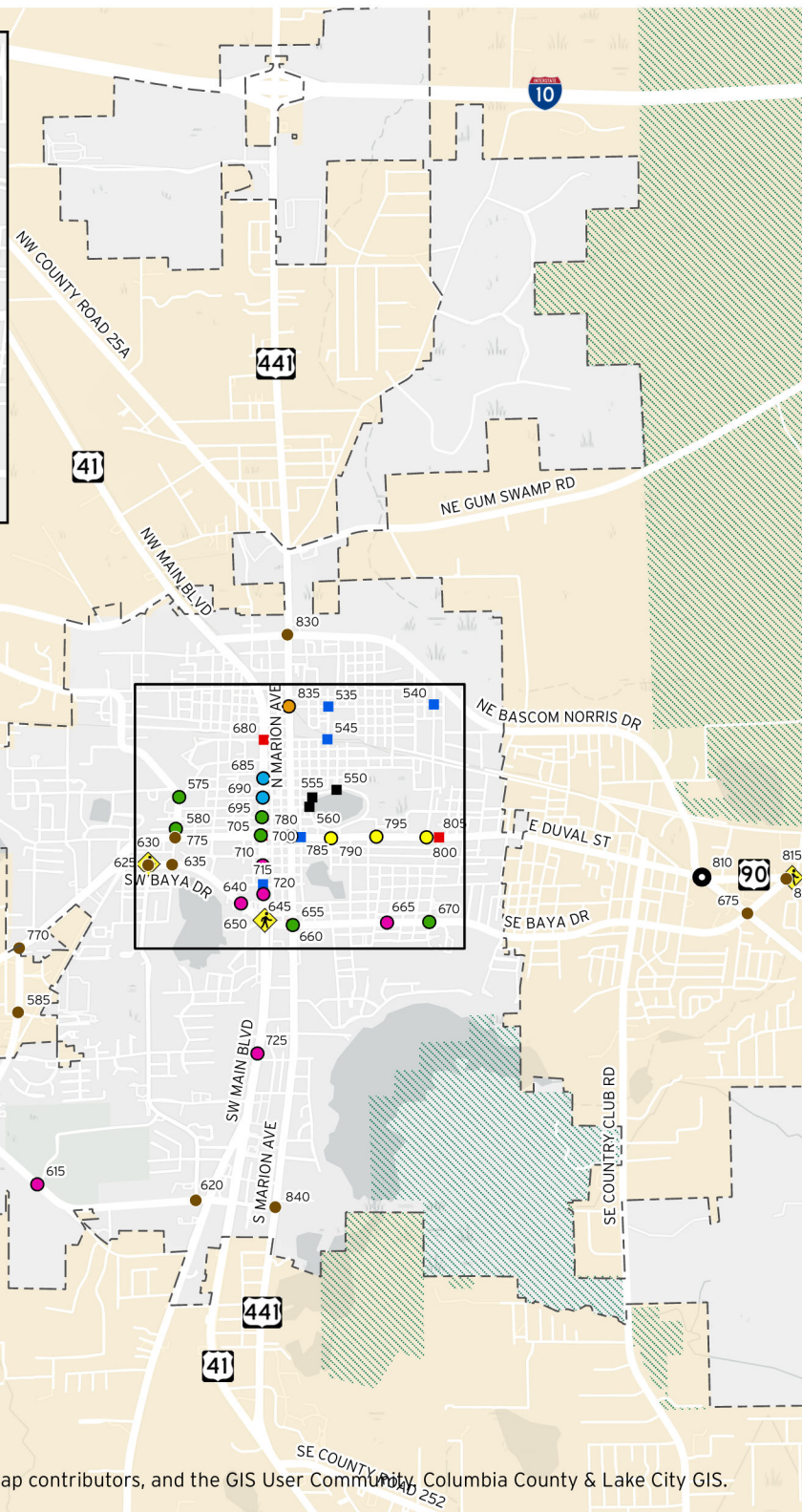
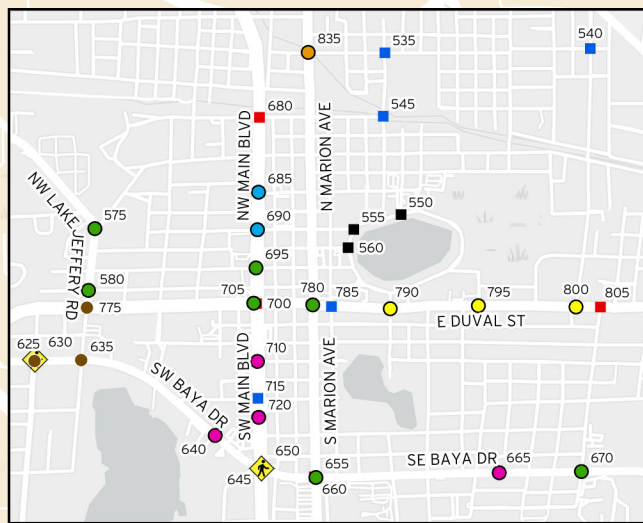
Legend

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APPENDIX

February 2026

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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 [↗](#)

<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

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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

Traffic Characteristics Data

APPENDIX D: CITY OF LAKE CITY TRAFFIC CHARACTERISTICS DATA																				
Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Travel Lanes	Speed Limit	Length (mi)	Lane Miles	LOS Standard	AADT	Year of Count	Daily Capacity	Growth Factors	AADT (2026)	VMT (2025)	VMC (2025)	AADT (2050)	VMT (2050)	VMC (2050)
I-10	City Limits	US 441	Limited Access	FDOT	Urbanized	4	70	0.74	2.96	C	25,957	2024	66,700	2.68%	27,370	20,232	49,306	53,010	39,186	49,306
I-10	US 441	US 41	Limited Access	FDOT	Rural	4	70	2.17	8.68	C	25,647	2024	48,000	2.68%	27,040	58,677	104,160	52,380	113,665	104,160
I-75	NW Nash Rd	US 90	Limited Access	FDOT	Urbanized	6	70	3.24	19.44	C	48,915	2024	99,000	2.68%	51,570	167,087	320,760	99,900	323,676	320,760
I-75	US 90	SR 47	Limited Access	FDOT	Urbanized	6	70	4.73	28.38	C	53,000	2024	99,000	2.68%	55,880	264,312	468,270	108,240	511,975	468,270
NW Ashley St	CR 250 / NW Lake Jeffery Rd	NW Gwen Lake Ave	Major Collector	City	C3R - Suburban Residential	2	30	0.52	1.04	E	1,100	2024	16,128	1.21%	1,130	588	8,387	1,520	790	8,387
NW Bascom Norris Dr	US 41 / NW Main Blvd	CR 250 / NW Lake Jeffery Rd	Major Collector	County	C1 - Natural	2	45	1.23	2.46	D	6,900	2024	10,080	1.21%	7,070	8,696	12,398	9,550	11,747	12,398
NW Bascom Norris Dr	CR 250 / NW Lake Jeffery Rd	Lowe's Home Improvement Parking Lot Entrance	Major Collector	County	C1 - Natural	2	45	1.72	3.44	D	8,400	2024	13,230	1.21%	8,600	14,792	22,756	11,620	19,986	22,756
NW Bascom Norris Dr	Lowe's Home Improvement Parking Lot Entrance	US 90	Major Collector	County	C3C - Suburban Commercial	2	45	0.20	0.40	D	11,000	2024	15,624	1.21%	11,270	2,255	3,126	15,220	3,045	3,126
SW Bascome Norris Dr	US 90	CR 341 / SW Sisters Welcome Rd	Major Collector	County	C3C - Suburban Commercial	2	45	1.15	2.30	D	12,500	2024	20,507	1.21%	12,800	14,720	23,582	17,300	19,895	23,582
SW Bascome Norris Dr	CR 341 / SW Sisters Welcome Rd	SW Marvin Burnett Road	Major Collector	County	C3C - Suburban Commercial	2	45	0.56	1.13	D	15,200	2024	20,507	1.21%	15,570	8,782	11,566	21,030	11,861	11,566
SW Bascome Norris Dr	SW Marvin Burnett Road	SW McFarlane Ave	Major Collector	County	C3C - Suburban Commercial	2	45	0.67	1.35	D	6,800	2024	15,624	1.21%	6,970	4,691	10,516	9,410	6,334	10,516
SW Bascome Norris Dr	SW McFarlane Ave	US 41 / SW Main Blvd	Major Collector	County	C3C - Suburban Commercial	2	45	0.18	0.35	D	2,200	2024	20,507	1.21%	2,250	394	3,589	3,040	532	3,589
NW CR 25A	US 41	North of McCall Rd	Minor Collector	County	C1 - Natural	2	55	1.88	3.76	D	2,000	2024	10,080	1.21%	2,050	3,854	18,950	2,770	5,208	18,950
NW CR 25A	North of McCall Rd	US 441	Major Collector	County	C3R - Suburban Residential	2	45	1.24	2.48	D	2,000	2024	16,128	1.21%	2,050	2,542	19,999	2,770	3,435	19,999
CR 100A / NE Bascome Norris Dr	US 90 / E Duval St	US 441 / N Marion Ave	Major Collector	County	C3R - Suburban Residential	2	45	2.61	5.22	D	5,800	2024	16,128	1.21%	5,940	15,503	42,094	8,030	20,958	42,094
CR 100A / NW Bascom Norris Dr	US 441 / N Marion Ave	US 41 / NW Main Blvd	Major Collector	County	C3C - Suburban Commercial	2	45	0.36	0.73	D	6,800	2024	20,507	1.21%	6,970	2,541	7,475	9,410	3,430	7,475
CR 131 / SW Tustenugee Ave	US 41 / US 441	CR 242A	Major Collector	County	C2 - Rural	2	45	1.35	2.70	D	1,100	2024	10,080	1.21%	1,130	1,526	13,608	1,520	2,052	13,608
CR 133 / SE Country Club Rd	US 90 / E Duval St	SE Alligator Glenn	Major Collector	County	C3R - Suburban Residential	2	35/45	1.46	2.92	D	1,600	2024	16,128	1.21%	1,640	2,394	23,547	2,210	3,227	23,547
CR 133/ SE Country Club Rd	SE Alligator Glenn	SE CR 252	Major Collector	County	C3R - Suburban Residential	2	35/45	2.25	4.50	D	28,500	2024	16,128	1.21%	29,190	65,678	36,288	39,430	88,718	36,288
CR 242A	US 441	SR 47	Major Collector	County	C2 - Rural	2	45	2.19	4.38	D	2,200	2024	10,080	1.21%	2,250	4,928	22,075	3,040	6,658	22,075
CR 245	SR 100	SE CR 252	Major Collector	County	C2 - Rural	2	45	4.21	8.42	D	2,900	2024	10,080	1.21%	2,970	12,504	42,437	4,010	16,882	42,437
CR 250 / NW Lake Jeffery Rd	NW Moore Rd	CSX Railroad	Major Collector	County	C2 - Rural	2	45/55	4.45	8.90	D	3,500	2024	10,080	1.21%	3,590	15,976	44,856	4,840	21,538	44,856
CR 250 / NW Lake Jeffery Rd	CSX Railroad	US 90 / W Duval St	Major Collector	County	C3C - Suburban Commercial	2	30	0.67	1.34	D	6,200	2024	15,624	1.21%	6,350	4,254	10,468	8,580	5,748	10,468
CR 252	US 41 / US 441	SE Country Club Rd	Major Collector	County	C2 - Rural	2	45	2.13	4.26	D	5,800	2024	10,080	1.21%	5,940	12,652	21,470	8,030	17,104	21,470
CR 252	SE Country Club Rd	CR 245	Minor Collector	County	C2 - Rural	2	45	1.92	3.84	D	5,800	2024	10,080	1.21%	5,940	11,405	38,707	8,030	15,418	38,707
CR 341 / SW Sisters Welcome Rd	US 90	SW Bascome Norris Dr	Major Collector	County	C3C - Suburban Commercial	2	45/50	3.11	6.22	D	5,700	2024	20,507	1.21%	5,840	18,162	63,775	7,890	24,538	63,775
CR 341 / SW Sisters Welcome Rd	SW Bascome Norris Dr	SW Hope Henry Rd	Major Collector	County	C3C - Suburban Commercial	2	45/50	3.11	6.22	D	5,700	2024	15,624	1.21%	5,840	18,162	48,591	7,890	24,538	48,591
SE Ermine Ave	US 90 / E Duval St	SR 10A / SW Baya Dr	Major Collector	City	C3C - Suburban Commercial	2	30	0.41	0.82	D	1,500	2024	15,624	1.21%	1,540	632	6,410	2,080	853	6,410
NE Gum Swamp Rd	Osceola National Forest	US 441	Major Collector	County	C1 - Natural	2	45	1.79	3.58	D	750	2024	10,080	1.21%	770	1,378	18,043	1,040	1,862	18,043
NW Gwen Lake Ave	NW Ashley St	US 90	Major Collector	City	C3R - Suburban Residential	2	25	0.53	1.06	D	1,100	2024	16,128	1.21%	1,130	599	8,548	1,520	806	8,548
NW Long St	US 441 / N Marion Ave	CR 250 / NW Lake Jeffery Rd	Major Collector	City	C3R - Suburban Residential	2	35	0.84	1.69	D	1,100	2024	16,128	1.21%	1,130	953	13,604	1,520	1,282	13,604
SW McFarlane Ave	SR 10A / SW Baya Dr	SW Bascome Norris Dr	Major Collector	City	C3R - Suburban Residential	2	35	1.75	3.50	D	2,200	2024	16,128	1.21%	2,250	3,938	28,226	3,040	5,320	28,226
SW Malone St	US 441 / S Marion Ave	US 41 / SW Main Blvd	Major Collector	City	C3C - Suburban Commercial	2	25	0.21	0.42	E	2,300	2024	20,507	1.21%	2,360	499	4,334	3,180	672	4,334
NE Patterson Ave	NE Washington St	US 90 / E Duval St	Major Collector	City	C3R - Suburban Residential	2	25	0.36	0.73	E	1,500	2024	16,128	1.21%	1,540	559	5,857	2,080	755	5,857
SW Pinemount Rd	US 90	SW Deputy Davis Ln	Major Collector	County	C3C - Suburban Commercial	2	40	0.70	1.40	D	5,100	2024	15,624	1.21%	5,220	3,654	10,937	7,060	4,942	10,937
SR 10A / SE Baya Dr	US 90 / E Duval St	SR 100	Principal Arterial	FDOT	C3C - Suburban Commercial	4	45	0.25	1.00	C	4,300	2024	30,700	1.21%	4,400	1,100	7,675	5,950	1,488	7,675
SR 10A / SE Baya Dr	SR 100	SE Country Club Rd	Principal Arterial	FDOT	C3C - Suburban Commercial	4	45	0.59	2.36	C	9,300	2024	30,700	1.21%	9,530	5,623	18,113	12,870	7,593	18,113
SR 10A / SE Baya Dr	SE Country Club Rd	US 441 / S Marion Ave	Principal Arterial	FDOT	C4 - Urban General	4	45	1.68	6.72	C	17,200	2024	24,400	1.21%	17,620	29,602	40,992	23,800	39,984	40,992
SR 10A / SW Baya Dr	US 441 / S Marion Ave	US 41 / SW Main Blvd	Principal Arterial	FDOT	C4 - Urban General	6	45	0.14	0.84	C	17,200	2024	46,935	1.21%	17,620	2,467	6,571	23,800	3,332	6,571
SR 10A / SW Baya Dr	US 41 / SW Main Blvd	US 90	Principal Arterial	FDOT	C4 - Urban General	4	45	0.82	3.29	C	15,500	2024	24,400	1.21%	15,880	13,051	20,053	21,450	17,628	20,053
SR 47	US 41 / SW Main Blvd	City Limits / SW Michigan St	Minor Arterial	FDOT	C3C - Suburban Commercial	4	45	0.98	3.93	C	12,800	2024	32,235	1.21%	13,110	12,887	31,686	17,710	17,408	31,686

APPENDIX D: CITY OF LAKE CITY TRAFFIC CHARACTERISTICS DATA																				
Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Travel Lanes	Speed Limit	Length (mi)	Lane Miles	LOS Standard	AADT	Year of Count	Daily Capacity	Growth Factors	AADT (2026)	VMT (2025)	VMC (2025)	AADT (2050)	VMT (2050)	VMC (2050)
SR 47	City Limits / SW Michigan St	SW Corey Pl	Minor Arterial	FDOT	C3R - Suburban Residential	4	55	2.91	11.64	C	13,000	2024	36,015	1.21%	13,320	38,761	104,804	17,990	52,351	104,804
SR 47	SW Corey Pl	CR 242	Minor Arterial	FDOT	C3C - Suburban Commercial	4	45	0.12	0.48	C	14,000	2024	32,235	1.21%	14,340	1,721	3,868	19,370	2,324	3,868
SR 247	US 90	SW Bascome Norris Dr	Minor Arterial	FDOT	C3C - Suburban Commercial	2	45	0.46	0.92	C	10,700	2024	16,830	1.21%	10,960	5,042	7,742	14,810	6,813	7,742
SR 247	SW Bascome Norris Dr	SW Real Ter	Minor Arterial	FDOT	C3C - Suburban Commercial	2	45	0.53	1.06	C	13,500	2024	16,830	1.21%	13,830	7,330	8,920	18,680	9,900	8,920
SR 247	SW Real Ter	CR 252B	Minor Arterial	FDOT	C3R - Suburban Residential	2	50	1.79	3.58	C	10,000	2024	20,580	1.21%	10,240	18,330	36,838	13,840	24,774	36,838
SR 100	US 90 / E Duval St	SR 10A / SE Baya Dr	Minor Arterial	FDOT	C3C - Suburban Commercial	2	45	0.28	0.56	C	5,100	2024	16,830	1.21%	5,220	1,462	4,712	7,060	1,977	4,712
SR 100	SR 10A / SE Baya Dr	SE CR 245 / Price Creek Rd	Minor Arterial	FDOT	C3C - Suburban Commercial	2	45	0.51	1.02	C	8,200	2024	16,065	1.21%	8,400	4,284	8,193	11,350	5,789	8,193
SR 100	SE CR 245 / Price Creek Rd	SE Academic Ave	Minor Arterial	FDOT	C3C - Suburban Commercial	2	60	1.73	3.46	C	4,600	2024	16,065	1.21%	4,710	8,148	27,792	6,360	11,003	27,792
US 41	I-10	NW Guerdon St	Minor Arterial	FDOT	C3C - Suburban Commercial	2	60	2.68	5.36	C	8,700	2024	16,065	1.21%	8,910	23,879	43,054	12,040	32,267	43,054
US 41	NW Guerdon St	CR 100A / NW Bascom Norris Dr	Principal Arterial	FDOT	C3C - Suburban Commercial	2	45/55/60	0.76	1.52	C	10,300	2024	16,830	1.21%	10,550	8,018	12,791	14,250	10,830	12,791
US 41 / NW Main Blvd	CR 100 A / NW Bascom Norris Dr	US 90 / W Duval St	Principal Arterial	FDOT	C4 - Urban General	4	45	1.03	4.13	C	11,200	2024	24,400	1.21%	11,470	11,846	25,201	15,500	16,009	25,201
US 41 / SW Main Blvd	US 90 / W Duval St	SR 10A / SW Baya Dr	Principal Arterial	FDOT	C4 - Urban General	4	45	0.39	1.56	C	13,800	2024	24,400	1.21%	14,140	5,513	9,513	19,090	7,443	9,513
US 41 / SW Main Blvd	SR 10A / SW Baya Dr	SW Ivan St	Principal Arterial	FDOT	C4 - Urban General	4	45	0.35	1.38	C	19,600	2024	24,400	1.21%	20,080	6,943	8,436	27,120	9,377	8,436
US 41 / SW Main Blvd	SW Ivan St	SW Saint Margarets St	Principal Arterial	FDOT	C3C - Suburban Commercial	4	45	0.57	2.26	C	19,600	2024	30,700	1.21%	20,080	11,365	17,375	27,120	15,349	17,375
US 41 / SW Main Blvd	SW Saint Margarets St	US 441 / S Marion Ave	Principal Arterial	FDOT	C3C - Suburban Commercial	4	55	1.76	7.04	C	10,100	2024	32,235	1.21%	10,350	18,216	56,734	13,980	24,605	56,734
US 41 / US 441	US 441 / S Marion Ave	CR 131 / SW Tustenugee Ave	Principal Arterial	FDOT	C3C - Suburban Commercial	2	45/55	0.70	1.40	C	10,000	2024	16,065	1.21%	10,240	7,168	11,246	13,840	9,688	11,246
US 41 / US 441	CR 131 / SW Tustenugee Ave	CR 242A	Principal Arterial	FDOT	C3C - Suburban Commercial	2	45	1.53	3.06	C	6400	2024	12,240	1.21%	6,560	10,037	18,727	8,860	13,556	18,727
US 90 / E Duval St	SE Timberwolf Ave	SR 10A NE Baya Dr	Minor Arterial	FDOT	C3C - Suburban Commercial	4	55	1.84	7.36	C	10,700	2024	30,700	1.21%	10,960	20,166	56,488	14,810	27,250	56,488
US 90 / E Duval St	SR 10A NE Baya Dr	CR 100 A / NW Bascom Norris Dr	Minor Arterial	FDOT	C3C - Suburban Commercial	4	45	0.40	1.60	C	7,200	2024	30,700	1.21%	7,380	2,952	12,280	9,960	3,984	12,280
US 90 / E Duval St	CR 100 A / NW Bascom Norris Dr	NE Jacksonville Loop	Minor Arterial	FDOT	C4 - Urban General	4	45	0.90	3.60	C	10,000	2024	18,300	1.21%	10,240	9,216	16,470	13,840	12,456	16,470
US 90 / E Duval St	NE Jacksonville Loop	SE Ermine Ave	Minor Arterial	FDOT	C4 - Urban General	4	45	0.42	1.68	C	14,800	2024	24,400	1.21%	15,160	6,370	10,253	20,480	8,606	10,253
US 90 / E Duval St	SE Ermine Ave	US 441 / N Marion Ave	Minor Arterial	FDOT	C4 - Urban General	4	45	0.71	2.83	C	14,600	2024	24,400	1.21%	14,960	10,582	17,259	20,200	14,288	17,259
US 90/ W Duval St	US 441 / N Marion Ave	US 41 / NW Main Blvd	Minor Arterial	FDOT	C4 - Urban General	4	45	0.14	0.56	C	17,600	2024	25,620	1.21%	18,030	2,544	3,615	24,350	3,436	3,615
US 90/ W Duval St	US 41 / NW Main Blvd	CR 250 / NW Lake Jeffery Rd	Minor Arterial	FDOT	C4 - Urban General	4	45	0.42	1.70	C	19,000	2024	24,400	1.21%	19,460	8,255	10,351	26,290	11,152	10,351
US 90/ W Duval St	CR 250 / NW Lake Jeffery Rd	SR 10A / SW Baya Dr	Minor Arterial	FDOT	C4 - Urban General	4	45	0.33	1.32	C	19,900	2024	24,400	1.21%	20,380	6,748	8,080	27,540	9,119	8,080
US 90	SR 10A / SW Baya Dr	CR 341 / SW Sisters Welcome Rd	Minor Arterial	FDOT	C3C - Suburban Commercial	6	45	0.63	3.76	C	29,000	2024	47,700	1.21%	29,710	18,637	29,923	40,130	25,174	29,923
US 90	CR 341 / SW Sisters Welcome Rd	SR 247	Minor Arterial	FDOT	C3C - Suburban Commercial	6	45	0.50	3.00	C	33,000	2024	47,700	1.21%	33,800	16,874	23,813	45,660	22,795	23,813
US 90	SR 247	NW Bascome Norris Dr	Minor Arterial	FDOT	C3C - Suburban Commercial	6	45	0.53	3.18	C	26,500	2024	47,700	1.21%	27,150	14,370	25,247	36,670	19,409	25,247
US 90	NW Bascome Norris Dr	SW Real Ter	Minor Arterial	FDOT	C3C - Suburban Commercial	6	45	0.22	1.33	C	31,000	2024	47,700	1.21%	31,750	7,052	10,594	42,890	9,526	10,594
US 90	SW Real Ter	I-75	Minor Arterial	FDOT	C3C - Suburban Commercial	6	45	0.63	3.79	C	35,500	2024	47,700	1.21%	36,360	22,953	30,112	49,120	31,008	30,112
US 90	I-75	NW Harvey Way	Minor Arterial	FDOT	C3C - Suburban Commercial	4	45	0.45	1.82	C	30,000	2024	30,700	1.21%	30,730	13,957	13,943	41,510	18,853	13,943
US 90	NW Harvey Way	City Limits / SW Pinemount Rd	Minor Arterial	FDOT	C3C - Suburban Commercial	4	45	0.82	3.27	C	24,000	2024	30,700	1.21%	24,580	20,092	25,094	33,210	27,146	25,094
US 441	City Limits	I-10	Principal Arterial	FDOT	C3C - Suburban Commercial	2	45	0.30	0.60	D	3,200	2024	17,360	1.21%	3,280	977	5,169	4,430	1,319	5,169
US 441	I-10	NW Quinten St	Principal Arterial	FDOT	C3R - Suburban Residential	4	45	1.50	5.98	D	6,300	2024	37,300	1.21%	6,450	9,646	55,783	8,720	13,041	55,783
US 441	NW Quinten St	NE Gum Swamp Rd	Principal Arterial	FDOT	C3R - Suburban Residential	4	45	0.63	2.53	D	7,700	2024	37,300	1.21%	7,890	4,985	23,566	10,650	6,729	23,566
US 441	NE Gum Swamp Rd	CR 100A / NE Bascom Norris Dr	Principal Arterial	FDOT	C1 - Natural	4	45	0.41	1.63	D	8,888	2024	55,700	1.21%	9,100	3,697	22,631	12,300	4,998	22,631
US 441 / N Marion Ave	CR 100A / NE Bascom Norris Dr	NW Long St	Principal Arterial	FDOT	C4 - Urban General	2	35	0.26	0.53	D	5,300	2024	18,480	1.21%	5,430	1,432	4,872	7,330	1,932	4,872
US 441 / N Marion Ave	NW Long St	NE Franklin St	Principal Arterial	FDOT	C4 - Urban General	2	25/35	0.43	0.87	D	5,600	2024	18,480	1.21%	5,740	2,495	8,033	7,750	3,369	8,033
US 441 / N Marion Ave	NE Franklin St	US 90	Principal Arterial	FDOT	C4 - Urban General	2	25	0.27	0.54	D	6,300	2024	14,080	1.21%	6,450	1,747	3,814	8,720	2,362	3,814
US 441 / S Marion Ave	US 90	SE Knox St	Principal Arterial	FDOT	C4 - Urban General	2	30	0.24	0.47	D	4,800	2024	14,080	1.21%	4,920	1,165	3,335	6,640	1,573	3,335

APPENDIX D: CITY OF LAKE CITY TRAFFIC CHARACTERISTICS DATA																				
Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Travel Lanes	Speed Limit	Length (mi)	Lane Miles	LOS Standard	AADT	Year of Count	Daily Capacity	Growth Factors	AADT (2026)	VMT (2025)	VMC (2025)	AADT (2050)	VMT (2050)	VMC (2050)
US 441 / S Marion Ave	SE Knox St	SR 10A / SE Baya Dr	Principal Arterial	FDOT	C4 - Urban General	2	30	0.20	0.40	D	5,500	2024	14,080	1.21%	5,630	1,115	2,787	7,610	1,506	2,787
US 441 / S Marion Ave	SR 10A / SE Baya Dr	SW Saint Margarets St	Principal Arterial	FDOT	C3C - Suburban Commercial	2	35	0.82	1.63	D	6,300	2024	17,360	1.21%	6,450	5,262	14,164	8,720	7,114	14,164
US 441 / S Marion Ave	SW Saint Margarets St	SW Malone St	Principal Arterial	FDOT	C3C - Suburban Commercial	2	35/45	0.55	1.10	D	6,300	2024	17,360	1.21%	6,450	3,533	9,508	8,720	4,776	9,508
US 441 / S Marion Ave	SW Malone St	US 41 / SW Main Blvd	Principal Arterial	FDOT	C3R - Suburban Residential	2	45	1.17	2.34	D	5,200	2024	17,920	1.21%	5,330	6,236	20,966	7,200	8,424	20,966
NE Washington St	CR 100A / NE Bascom Norris Dr	NE Patterson Ave	Major Collector	County	C4 - Urban General	2	25	1.26	2.52	D	1,100	2024	12,672	1.21%	1,130	1,424	15,967	1,520	1,915	15,967
NE / NW Washington St	NE Patterson Ave	CR 250 / NW Lake Jeffery Rd	Major Collector	County	C4 - Urban General	2	25	1.31	2.61	D	2,000	2024	12,672	1.21%	2,050	2,680	16,568	2,770	3,622	16,568
Source: Traffic data provided by the Florida Department of Transportation. Traffic data includes all limited access, arterial, and collector roads within the Mobility Study Area (MSA). The MSA includes City, County, and State roads. The MSA extends beyond the city limits of Lake City 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. LOS Standards based on the adopted comprehensive plans for the City of Lake City, Columbia County or the adopted LOS per FDOT. Daily Capacity based on the 2023 FDOT Generalized Service Volume Tables. Annual average growth rates were determined using FDOT historical average annual daily traffic (AADT) counts between 2014 to 2023. The average annual growth rate for limited access facilities is 2.68% and is 1.21% for collectors and arterial roads. 2023 AADT sourced from FDOT counts. 2025 and 2050 AADT rounded to the nearest 10th. VMT is length x AADT. VMC is length x Daily Capacity. 2050 AADT and VMT derived by applying growth rates.																				



APPENDIX E

2022 National Household Travel Survey Data

Appendix E: National Household Travel Survey (NHTS): Five (5) Miles or Less									
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
TOTAL	10,676,993,566	1.61	26,930,297,800	1.53	2.52	6,638,780,921	17,562,881,050	2.65	1.57
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

Planning Level Cost (PLC) & Person Miles of Capacity

APPENDIX F: PLANNING LEVEL COST (PLC) AND MULTIMODAL CAPACITY (MC)

ID	PROJECT TYPE	Planning Level Cost (PLC)	Multimodal Capacity (MC)
5	Boardwalk	\$4,000,000	7,200
10	Connectivity Evaluation / Corridor Study / Feasibility Study	\$150,000	1,000
15	Convert Four (4) Lane to Two (2) Lane Divided (Lane Repurposing)	\$14,400,000	22,000
20	Curbless Shared Street	\$12,000,000	27,000
25	Downtown Context Sensitive Upgrade	\$10,000,000	13,200
30	Intersection Improvement (Traffic Signal)	\$450,000	2,000
35	Mid block Crossing	\$75,000	500
40	Multimodal Intersection Improvement	\$500,000	1,000
45	Multi-Use Trail	\$1,125,000	7,200
50	Neighborhood Greenway	\$1,500,000	7,200
55	Pedestrian Street Upgrade	\$3,600,000	2,400
60	PHB	\$1,125,000	2,000
65	Primary Gateway	\$450,000	900
70	Primary Commercial Street	\$14,400,000	11,100
75	Promenade	\$14,400,000	20,100
80	Roundabout	\$3,240,000	4,000
85	RRFB	\$25,000	1,000
90	Safety Improvement (Intersection)	\$60,000	1,200
95	Safety Improvements	\$315,000	900
100	Secondary Gateway	\$225,000	600
105	Sidewalk	\$378,000	2,400
110	Trail Crossing	\$112,500	1,000
115	Two-Way Conversion	\$1,260,000	10,000
120	Vehicular Road Closure	\$60,000	600
125	Widen to Four (4) Lane Road	\$20,000,000	24,000



APPENDIX G

Streets Plan

Appendix G: City of Lake City Streets Plan																		
Project ID	General Area	Street	From	To	Length (Miles)	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Attributable Person Miles of Capacity (PMC)	Funding Source
5	CRA / Downtown	NE Martin Luther King Jr St	US 41 / NW Main Blvd	NE Gurley Ave	0.75	Downtown Context Sensitive Upgrade	City	Add context sensitive elements including streetscape, landscape, traffic calming, and new or upgraded sidewalks. Add a 12' - 14' multi-use trail between US 41 / NW Main Blvd and NE Patterson Ave to connect to the Niblack to Annie Mattox Park Trail.	CRA Plan	Proposed	2040-2045	\$7,500,000	9,900	25	--	\$7,500,000	9,900	Mobility Fees & Other Sources
10		NE Railroad St	US 41 / NW Main Blvd	NE Davis Ave	0.3	Downtown Context Sensitive Upgrade	City	Add context sensitive elements including streetscape, landscape, sidewalks, traffic calming, and on-street parking. Sidewalks should be wide enough to create a pedestrian frontage that offers public space opportunities and supports multifamily and retail redevelopment. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	CRA Plan	Proposed	2040-2045	\$3,000,000	3,960	25	--	\$3,000,000	3,960	Mobility Fees & Other Sources
15		NW / NE Washington St	US 41 / NW Main Blvd	NE Patterson Ave	0.82	Downtown Context Sensitive Upgrade	County	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	CRA Plan	Proposed	2035-2040	\$8,200,000	10,824	25	\$7,380,000	\$820,000	10,824	Anticipate 90% County Funding
20		NW / NE Franklin St	US 41 / NW Main Blvd	NE Davis Ave	0.31	Downtown Context Sensitive Upgrade	City	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	CRA Plan	Proposed	2035-2040	\$3,100,000	4,092	25	--	\$3,100,000	4,092	Mobility Fees & Other Sources
25		NW / NE Hillsboro St	US 41 / NW Main Blvd	NE Davis Ave	0.31	Downtown Context Sensitive Upgrade	City	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	2050 Mobility Plan	Proposed	2030-2035	\$3,100,000	4,092	25	--	\$3,100,000	4,092	Mobility Fees & Other Sources
30		NW/ NE Hamilton St	US 41 / NW Main Blvd	NE Lake Desoto Cir	0.24	Downtown Context Sensitive Upgrade	City	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	2050 Mobility Plan	Proposed	2030-2035	\$2,400,000	3,168	25	--	\$2,400,000	3,168	Mobility Fees & Other Sources
35		NW / NE Veterans St	US 41 / NW Main Blvd	NW Columbia Ave	0.09	Downtown Context Sensitive Upgrade	City	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	2050 Mobility Plan	Proposed	2026-2030	\$900,000	1,188	25	--	\$900,000	1,188	Mobility Fees & Other Sources
40		NW / NE Veterans St	NW Columbia Ave	US 441 / N Marion St	0.05	Pedestrian Street Upgrade	City	Maintain existing road closure and upgrade existing pedestrian street with additional landscaping, pedestrian lighting, public art, street furniture, and special pavers.	2050 Mobility Plan	Proposed	2045-2050	\$180,000	120	55	--	\$180,000	120	Mobility Fees & Other Sources
45		NW / NE Veterans St	US 441 / N Marion St	NE Lake Desoto Cir	0.09	Downtown Context Sensitive Upgrade	City	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	2050 Mobility Plan	Proposed	2026-2030	\$900,000	1,188	25	--	\$900,000	1,188	Mobility Fees & Other Sources
50		Madison St	US 41 / NW Main Blvd	NE Lake Desoto Cir	0.24	Downtown Context Sensitive Upgrade	City	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	CRA Plan	Proposed	2030-2035	\$2,400,000	3,168	25	--	\$2,400,000	3,168	Mobility Fees & Other Sources
55		NW Orange St	US 41 / Main Blvd	US 441 / N Marion St	0.14	Downtown Context Sensitive Upgrade	City	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	2050 Mobility Plan	Proposed	2030-2035	\$1,400,000	1,848	25	--	\$1,400,000	1,848	Mobility Fees & Other Sources
60		NW Alachua Ave	NE Railroad St	US 90 / E Duval St	0.46	Downtown Context Sensitive Upgrade	City	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	CRA Plan	Proposed	2035-2040	\$4,600,000	6,072	25	--	\$4,600,000	6,072	Mobility Fees & Other Sources
65		NW Columbia Ave	NE Railroad St	US 90 / E Duval St	0.46	Downtown Context Sensitive Upgrade	City	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	CRA Plan	Proposed	2030-2035	\$4,600,000	6,072	25	--	\$4,600,000	6,072	Mobility Fees & Other Sources
70		NE Hernando Ave	NE Railroad St	Madison St	0.37	Downtown Context Sensitive Upgrade & Two-Way Conversion	City	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Convert Hernando Street between Washington St and Madison St back to a two-way directional street to improve traffic circulation in the area and accommodate the conversion of NE Lake Desoto Cir into the Lake Desoto Promenade. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	CRA Plan	Proposed	2030-2035	\$4,166,200	8,584	25, 115	--	\$4,166,200	8,584	Mobility Fees & Other Sources
75		NE Lake Desoto Cir	NE Vickers Terr	NE Laguna Dr	0.61	Lake Desoto Promenade (aka Lakefront Improvements)	City	Develop a dedicated multimodal promenade on the lakefront of Lake Desoto to facilitate a "public-oriented", walkable, and recreational waterfront that supports greater public access to the natural environment, promotes a diverse mix of uses and activities, and creates a venue for festivals, the arts and waterfront-related activities; include streetscape and pedestrian amenities such as lighting, shading, landscaping, seating areas, trash cans, and furnishings; All new public and private development on lake fronting properties should be required to provide enhanced multimodal connections to the lakefront. This project should be incorporated as part of a waterfront design masterplan and the City should coordinate with waterfront property owners to obtain pedestrian trail easements, where feasible, to ensure that public access to the waterfront is a priority.	CRA Plan	Proposed	2030-2035	\$8,784,000	12,261	75	--	\$8,784,000	12,261	Mobility Fees & Other Sources
80		NE Lake Desoto Cir	NE Madison St	NE Laguna Dr	0.28	Curbless Shared Street	City	Reconstruct existing street as a curbless shared street to provide limited vehicle access to the residential properties on Lake Desoto from Vickers Ter, Park Ln, and Laguna Dr. Include streetscape, landscape, wayfinding, traffic calming, special pavers, placemaking elements, public art, on-street parking, curbside loading, etc. Dynamic elements, such as bollards, should be incorporated to allow the street to be closed to vehicles during festivals or special events.	CRA Plan	Proposed	2030-2035	\$3,360,000	7,560	20	--	\$3,360,000	7,560	Mobility Fees & Other Sources
85	Northwest	NW Washington St	CR 250 / NW Lake Jeffery Rd	US 41 / NW Main Blvd	0.49	Downtown Context Sensitive Upgrade	County	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	2050 Mobility Plan	Proposed	2035-2040	\$4,900,000	6,468	25	\$4,410,000	\$490,000	6,468	Anticipate 90% County Funding
90		NW Madison St	CR 250 / NW Lake Jeffery Rd	US 41/ Main Blvd	0.41	Downtown Context Sensitive Upgrade	City	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 20 MPH.	2050 Mobility Plan	Proposed	2035-2040	\$4,100,000	5,412	25	--	\$4,100,000	5,412	Mobility Fees & Other Sources
95		NW Commerce Dr to NW Real Terrace Connectivity Evaluations	NW Commerce Dr	NW Real Ter	0.49	Connectivity Evaluation	City/County	Evaluate the feasibility of a new two (2) lane minor collector road with context sensitive elements including pedestrian and bicycle facilities. Alignment shown is preliminary. Final alignment subject to PD&E Study.	2050 Mobility Plan	Proposed	2026-2030	\$150,000	1,000	10	\$135,000	\$15,000	1,000	Anticipate 90% County Funding
100	Southwest	SW Grandview St Extension	Existing Eastern Terminus of Grandview St	US 41 / NW Main Blvd	0.23	Connectivity Evaluation	City	Work with the community to identify opportunities to enhance vehicular and multimodal connectivity and mobility in southwest Lake City. Several alternatives should be evaluated including the extension of Grandview St to US 41 / SW Main Blvd.	2050 Mobility Plan	Proposed	2026-2030	\$150,000	1,000	10	--	\$150,000	1,000	Mobility Fees & Other Sources
105		Southwest Bypass Feasibility Study	Lake City Ave	CR 341 / SW Sisters Welcome Rd	NA	Corridor Study	City	Feasibility study to determine feasibility and identify the optimal alignment for a new two-lane roadway connecting Lake City Avenue to CR 341 / SW Sisters Welcome Road. The project aims to improve connectivity in southwest Lake City and reduce congestion on US 90 near the I-75 interchange.	2050 Mobility Plan	Proposed	2026-2030	\$150,000	1,000	10	--	\$150,000	1,000	Mobility Fees & Other Sources

Appendix G: City of Lake City Streets Plan																		
Project ID	General Area	Street	From	To	Length (Miles)	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Attributable Person Miles of Capacity (PMC)	Funding Source
110	Southeast	Press-Ruth Rd Connectivity Evaluation	CR 133 / SE County Club Rd	CR 245	1.14	Connectivity Evaluation	City	Evaluate the feasibility of a new two (2) lane minor collector road with context sensitive elements including pedestrian and bicycle facilities. Alignment shown is preliminary. Final alignment subject to PD&E Study.	2050 Mobility Plan	Proposed	2026-2030	\$150,000	1,000	10	--	\$150,000	1,000	Mobility Fees & Other Sources
115	Bascom Norris Corridor	CR 100A / NE Bascom Norris Dr	US 90 / E Duval St	US 41 / NW Main Blvd	2.96	Widen to Four (4) Lane Street & Multi-Use Trail	County	Widen from two (2) lanes to four (4) lane divided and construct 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2035-2040	\$62,530,000	92,352	125, 45	\$56,277,000	\$6,253,000	92,352	Anticipate 90% County Funding
120		NW Bascom Norris Dr	US 41 / NW Main Blvd	US 90	3.15	Widen to Four (4) Lane Street & Multi-Use Trail	County	Widen from two (2) lanes to four (4) lane divided and construct 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2035-2040	\$66,543,750	98,280	125, 45	\$59,889,375	\$6,654,375	98,280	Anticipate 90% County Funding
125		SW Bascom Norris Dr	US 90 (West)	US 441 / S Marion St	2.78	Widen to Four (4) Lane Street & Multi-Use Trail	County	Widen from two (2) lanes to four (4) lane divided and, where feasible, upgrade existing sidewalk to 12'-14' multi-use trail including fill the gap between Southside Sports Complex and US 441 / S Marion St.	2050 Mobility Plan	Proposed	2035-2040	\$58,727,500	86,736	125, 45	\$52,854,750	\$5,872,750	86,736	Anticipate 90% County Funding
130	Baya Dr Corridor	SR 10A / SW Baya Dr	SW Knox St	SE Isabella Wy	0.51	Primary Commercial Street	State	Add context sensitive elements including streetscape, landscaping and landscaped medians, shade trees, pedestrian hybrid beacons and midblock crossings (see intersections plan), and pedestrian safety enhancements. Replace the existing sidewalk with a minimum 10' pedestrian frontage that supports the redevelopment of the corridor into a primary, pedestrian-oriented commercial corridor. Reduce posted speed limit to 30 mph.	CRA Plan	Proposed	2045-2050	\$7,344,000	5,661	70	\$6,609,600	\$734,400	5,661	Anticipate 90% Developer & State Funding
135		SR 10A / SE Baya Dr	CR 133 / SE County Club Rd	SR 100	0.59	Safety Improvements	State	Implement various safety improvements along the corridor consistent with the Columbia County Comprehensive Safety Action Plan (CSAP).	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$185,850	531	95	\$167,265	\$18,585	531	Anticipate 90% State Funding
140		SR 10A / SE Baya Dr	CR 133 / SE County Club Rd	SR 100	0.56	Lane Repurposing Feasibility Study	State	Conduct a feasibility study to determine the feasibility of converting Baya Dr from a four (4) and divided roadway to a two (2) lane divided roadway.	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$150,000	1,000	10	\$135,000	\$15,000	1,000	Anticipate 90% State Funding
145	US 41 / Main Blvd Corridor	US 41 / NW Main Blvd	NW Guerdon St	NW Bascom Norris Dr	0.76	Safety Improvements	State	Implement various safety improvements along the corridor consistent with the Columbia County Comprehensive Safety Action Plan (CSAP).	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$239,400	684	95	\$215,460	\$23,940	684	Anticipate 90% State Funding
150		US 41 / NW Main Blvd	NW Bascom Norris Dr	CR 100A / NE Bascom Norris Dr	0.32	Widen to Four (4) Lane Street & Multi-Use Trail	State	Widen from two (2) lanes to four (4) lane divided and construct 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2035-2040	\$6,760,000	9,984	125, 45	\$6,084,000	\$676,000	9,984	Anticipate 90% State Funding
155		US 41 / NW Main Blvd	NW Franklin St	US 90 / E Duval St	0.28	Primary Commercial Street	State	Add context sensitive elements including streetscape, landscaping and landscaped medians, shade trees, pedestrian hybrid beacons (see intersections plan), and pedestrian safety enhancements. Replace the existing sidewalk with a minimum 10' pedestrian frontage that supports the redevelopment of the corridor into a primary, pedestrian-oriented commercial corridor. Reduce posted speed limit to 30 mph.	CRA Plan	Proposed	2040-2045	\$4,032,000	3,108	70	\$3,628,800	\$403,200	3,108	Anticipate 90% Developer & State Funding
160		US 41 / NW Main Blvd	US 90 / E Duval St	SR 10A / SW Baya Dr	0.41	Primary Commercial Street	State	Add context sensitive elements including streetscape, landscaping and landscaped medians, shade trees, midblock crossings (see intersections plan), and pedestrian safety enhancements. Replace the existing sidewalk with a minimum 10' pedestrian frontage that supports the redevelopment of the corridor into a primary, pedestrian-oriented commercial corridor. Reduce posted speed limit to 30 mph.	2050 Mobility Plan	Proposed	2040-2045	\$5,904,000	4,551	70	\$5,313,600	\$590,400	4,551	Anticipate 90% Developer & State Funding
165		US 41 / SW Main Blvd	SW Margarets St	US 441	1.66	Safety Improvements	State	Implement various safety improvements along the corridor consistent with the Columbia County Comprehensive Safety Action Plan (CSAP).	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$522,900	1,494	95	\$470,610	\$52,290	1,494	Anticipate 90% State Funding
170	US 90 / Duval St Corridor	US 90 / E/W Duval St	US 41 / NW Main Blvd	NE Jacksonville Loop	1.27	Convert Four (4) Lane to Two (2) Lane Divided	State	Work with FDOT to repurpose travel lanes on E/W Duval St within the downtown CRA district to reduce number of lanes from four (4) to two (2) lanes with a landscaped median, parallel on-street parking, and a protected bike lane. Replace the existing sidewalks with a minimum 10' pedestrian frontage that supports the redevelopment of the corridor into a primary, pedestrian-oriented commercial corridor. Note: the detailed street configuration will be determined with final design. Add context sensitive elements including streetscape, landscaping, shade trees, pedestrian hybrid beacons (see intersections plan), and pedestrian safety enhancements. Reduce speed limit to 30 mph.	CRA Plan	Proposed	2035-2040	\$18,288,000	27,940	15	\$16,459,200	\$1,828,800	27,940	Anticipate 90% State Funding
175		US 90 / E Duval St	NE Jacksonville Loop / SE Lomond	SR 100	0.88	Convert Four (4) Lane to Two (2) Lane Divided	State	Work with FDOT to repurpose travel lanes on E Duval St to reduce number of lanes from four (4) to two (2) lanes with a landscaped median, and provide more space for pedestrian and bicycle facilities. Note: the detailed street configuration will be determined with final design. The project should also include safety improvements consistent with the Columbia County Safety Action Plan. Reduce speed limit to 30 mph.	2050 Mobility Plan / Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2035-2040	\$12,672,000	19,360	15	\$11,404,800	\$1,267,200	19,360	Anticipate 90% State Funding
180	US 441 / Marion Ave Corridor	US 441 / N Marion Ave	CR 100A / NE Bascom Norris Dr	NE Martin Luther King Jr St	0.34	Primary Commercial Street	State	Add context sensitive elements including streetscape, landscaping and landscaped medians, shade trees, midblock crossings, shared-lane markings for bicycles, and pedestrian safety enhancements. Replace the existing sidewalk with a minimum 10' pedestrian frontage that supports the redevelopment of the corridor into a primary, pedestrian-oriented commercial corridor. Reduce posted speed limit to 25 mph.	CRA Plan	Proposed	2040-2045	\$4,896,000	3,774	70	\$4,406,400	\$489,600	3,774	Anticipate 90% Developer & State Funding
185		US 441 / N Marion Ave	NE Martin Luther King Jr St	Railroad St	0.16	Primary Commercial Street	State	Add context sensitive elements including streetscape, landscaping and landscaped medians, shade trees, midblock crossings, shared-lane markings for bicycles, and pedestrian safety enhancements. Replace the existing sidewalk with a minimum 10' pedestrian frontage that supports the redevelopment of the corridor into a primary, pedestrian-oriented commercial corridor. Reduce posted speed limit to 25 mph.	CRA Plan	Proposed	2040-2045	\$2,304,000	1,776	70	\$2,073,600	\$230,400	1,776	Anticipate 90% Developer & State Funding
190		US 441 / N Marion Ave	Railroad St	Franklin St	0.19	Primary Commercial Street	State	Add context sensitive elements including streetscape, landscaping and landscaped medians, shade trees, midblock crossings, shared-lane markings for bicycles, and pedestrian safety enhancements. Replace the existing sidewalk with a minimum 10' pedestrian frontage that supports the redevelopment of the corridor into a primary, pedestrian-oriented commercial corridor. Reduce posted speed limit to 25 mph.	CRA Plan	Proposed	2040-2045	\$2,736,000	2,109	70	\$2,462,400	\$273,600	2,109	Anticipate 90% Developer & State Funding
195		US 441 / N Marion Ave	Franklin St	US 90 / E Duval St	0.28	Curbless Shared Street	State	Reconstruct existing street as a curbless shared street with streetscape, landscape, wayfinding, traffic calming, special pavers, placemaking elements, public art, on-street parking, curbside loading, etc. Dynamic elements, such as bollards, should be incorporated to allow the street to be closed to vehicles during festivals or special events.	CRA Plan	Proposed	2035-2040	\$3,360,000	7,560	20	\$3,024,000	\$336,000	7,560	Anticipate 90% State Funding
200		US 441 / S Marion Ave	US 90 / E Duval St	SW Ivan St	0.73	Downtown Context Sensitive Upgrade	State	Add context sensitive elements including streetscape, landscape, traffic calming, shared-lane markings for bicycles, and new or upgraded sidewalks. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Reduce posted speed limit to 25 MPH.	CRA Plan	Proposed	2030-2035	\$7,300,000	9,636	25	\$6,570,000	\$730,000	9,636	Anticipate 90% State Funding

APPENDIX G: CITY OF LAKE CITY STREETS PLAN																		
Project ID	General Area	Street	From	To	Length (Miles)	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Attributable Person Miles of Capacity (PMC)	Funding Source
PLANNED PROJECTS - The City of Lake City, where possible, should coordinate with the County and FDOT to ensure planned projects incorporate adequate multimodal facilities.																		
205	Bascom Norris Corridor	CR 100A / NE Bascom Norris Dr	US Hwy 90 / E Duval St	NE Voss Rd	1.36	Sidewalk	County	Add sidewalk.	FDOT 5-Year Work Program (Item 433933-4)	Funded	2028	\$1,743,493	3,264	105	\$1,743,493	\$0	0	FDOT
210	Southeast	CR 133 / Old County Club Rd	CR 252	SW Baya Dr / SR 10A	3.419	Roadway Reconstruction	County	Road Reconstruction - 2 Lane.	FDOT 5-Year Work Program (Item 447734-2)	Funded	2026	\$4,000,000	--	--	\$4,000,000	\$0	0	FDOT
215	Southwest	SW Arlington Blvd	SW Summers Lane	Lake City Maintained Zone	1.09	Widen to Four (4) Lane	County	Widen / resurface existing lanes.	FDOT 5-Year Work Program (Item 432599-2)	Funded	2027	\$1,400,000	26,160	125	\$1,400,000	\$0	0	FDOT
220	SR 47 Corridor	SR 247	CR 252B	US Hwy 90 / SR 10	2.77	Widen to Four (4) Lane	State	Add lanes and reconstruct.	Columbia County Capital Improvements Program Five Year Schedule of Improvements 2021-2025; FDOT 5-Year Work Program (Item 434555-1)	Construction Unfunded	PD&E in 2025	\$55,400,000	66,480	125	\$55,400,000	\$0	0	Anticipate 100% State Funding



APPENDIX H

Trails & Neighborhood Greenways Plan

APPENDIX H: CITY OF LAKE CITY TRAILS & NEIGHBORHOOD GREENWAYS PLAN																		
Project ID	General Area	Street	From	To	Length (Miles)	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source	
225	CRA / Downtown	NE Fronie St	US 441 / N Marion Ave	NE Alfonso Levy Ter (at Niblack High School)	0.46	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	CRA Plan	Proposed	2026-2030	\$690,000	3,312	50	--	\$690,000	Mobility Fees & Other Sources	
230		Richardson Trail	NE Fronie St	NE Montana St	0.3	Multi-Use Trail	City	Construct 12' - 14' multi-use trail through City and County properties at the Richardson Community Center to connect neighborhood greenways on Fronie St and Davis St.	CRA Plan	Proposed	2026-2030	\$337,500	2,160	45	--	\$337,500	Mobility Fees & Other Sources	
235		NE Davis Ave	NE Montana St	NE Hillsboro St	0.44	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and green painted 5' bike lanes on both sides of the street. Where right-of-way is not wide enough to accommodate bike lanes, shared lane markings should be provided. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	CRA Plan	Proposed	2026-2030	\$660,000	3,168	50	--	\$660,000	Mobility Fees & Other Sources	
240		Multi-Use Trail (Multimodal Access to Lake Desoto)	NE Hillsboro St	Lake Desoto Cir	0.02	Multi-Use Trail	City	Construct short segment of 12' - 14' multi-use trail between NE Hillsboro and Lake Desoto Cir to provide multimodal access from Davis St to Lake Desoto Cir.	2050 Mobility Plan	Proposed	2026-2030	\$22,500	144	45	--	\$22,500	Mobility Fees & Other Sources	
245		NE Alfonso Levy Ter	SR 100A / NE Bascom Norris Dr	NE Lurose St	0.14	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Add 6' wide sidewalk on one side of the street. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2035-2040	\$210,000	1,008	50	--	\$210,000	Mobility Fees & Other Sources	
250		NE Lurose St	NE Alfonso Levy Ter	NE Coldwater Ave	0.05	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Add 6' wide sidewalk on one side of the street. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2035-2040	\$75,000	360	50	--	\$75,000	Mobility Fees & Other Sources	
255		NE Coldwater Ave	NE Lurose St	NE Bailey Street	0.08	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade the existing street to provide two (2) 4'-6' wide advisory sidewalks and a 12'-18' wide yield/shared street. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2035-2040	\$120,000	576	50	--	\$120,000	Mobility Fees & Other Sources	
260		NE Coldwater Ave	NE Bailey Street	NE Montana St	0.05	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Add 6' wide sidewalk on one side of the street. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2035-2040	\$75,000	360	50	--	\$75,000	Mobility Fees & Other Sources	
265		NE Coldwater Ave	NE Montana St	NE Martin Luther King Jr St	0.04	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade the existing street to provide two (2) 4'-6' wide advisory sidewalks and a 12'-18' wide yield/shared street. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2035-2040	\$60,000	288	50	--	\$60,000	Mobility Fees & Other Sources	
270		NE Baily St	NE Coldwater St	NE Center Ave	0.19	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2026-2030	\$285,000	1,368	50	--	\$285,000	Mobility Fees & Other Sources	
275		NE Center Ave	BE Baily St	NE Martin Luther King Jr St	0.08	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, shared-lane pavement markings, and on-street parking on one side of the street. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2040-2045	\$120,000	576	50	--	\$120,000	Mobility Fees & Other Sources	
280		Broadway Ave	NE Bailey St	NE Washington	0.34	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2026-2030	\$510,000	2,448	50	--	\$510,000	Mobility Fees & Other Sources	
285		NE Patterson Ave	NE Martin Luther King Jr St	US 90 / E Duval St	0.64	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2030-2035	\$960,000	4,608	50	--	\$960,000	Mobility Fees & Other Sources	
290		NE Simms Dr	Lake Desoto Boardwalk Connections	NE Patterson Ave	0.09	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Add 6' wide sidewalk on one side of the street. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2030-2035	\$135,000	648	50	--	\$135,000	Mobility Fees & Other Sources	
295		NE Lake Dr	Lake Desoto Boardwalk Connections	NE Patterson Ave	0.1	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Add 6' wide sidewalk on one side of the street. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2030-2035	\$150,000	720	50	--	\$150,000	Mobility Fees & Other Sources	
300		Lake City Railway Park & Trail	US 441 / N Marion Blvd	NE Patterson Ave	0.52	Multi-Use Trail	City	The City should coordinate with CSX Railroad to develop a linear park and 12'-14' multi-use trail along the rail right-of-way.	CRA Plan	Proposed	2026-2030	\$585,000	3,744	45	--	\$585,000	Mobility Fees & Other Sources	
305		Lake Desoto Boardwalk Connections	NE Lake Desoto Cir	NE Simms Dr / NE Lake Dr	0.37	Boardwalk	City	Construct 12' - 14' multi-use boardwalk across wetlands to connect Lake Desoto with to neighborhoods east of the CRA.	CRA Plan	Proposed	2040-2045	\$1,480,000	2,664	5	--	\$1,480,000	Mobility Fees & Other Sources	
310		NE / SE Vickers Ter	NE Lake Desoto Cir	US 90 / E Duval St	0.04	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	CRA Plan	Proposed	2045-2050	\$60,000	288	50	--	\$60,000	Mobility Fees & Other Sources	
315		NE / SE Vickers Ter	US 90 / E Duval St	SE Monroe St	0.15	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade the existing street to provide two (2) 4'-6' wide advisory sidewalks and a 12'-18' wide yield/shared street. Posted speed limit is 20 MPH.	CRA Plan	Proposed	2045-2050	\$225,000	1,080	50	--	\$225,000	Mobility Fees & Other Sources	
320		SE McCray Ave	US 90 / E Duval St	SR 10A / SE Baya Dr	0.41	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and green painted 5' bike lanes on both sides of the street. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2026-2030	\$615,000	2,952	50	--	\$615,000	Mobility Fees & Other Sources	
325		SE Paxton Pl / SE Perry Ave / SE Putnam St	SE McCray Ave	SE Castillo Terr	0.53	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2040-2045	\$795,000	3,816	50	--	\$795,000	Mobility Fees & Other Sources	
330		NE Ermine Ave	US 90 / E Duval St	SR 10A / SE Baya Dr	0.4	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2026-2030	\$600,000	2,880	50	--	\$600,000	Mobility Fees & Other Sources	
335		SE Perry Ave / SE Pennsylvania St	SR 10A / SE Baya Dr	SR 10A / SE Baya Dr	0.43	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, shared-lane pavement markings, and on-street parking for school pick-up/drop-off. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2030-2035	\$645,000	3,096	50	--	\$645,000	Mobility Fees & Other Sources	

Appendix H: City of Lake City Trails & Neighborhood Greenways Plan																	
Project ID	General Area	Street	From	To	Length (Miles)	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
340	Northwest	NW Forest Meadows Ave	NW River Sebastian Ln	US 90	0.57	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2040-2045	\$855,000	4,104	50	--	\$855,000	Mobility Fees & Other Sources
345		NW Hall of Fame Dr	Existing Northern Terminus of NW Hall of Fame Der	US 90	0.68	Multi-Use Trail	City	Add 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2045-2050	\$765,000	4,896	45	--	\$765,000	Mobility Fees & Other Sources
350		CR 250 / NW Lake Jeffery Rd	NW Bascom Norris Dr	US 90 / W Duval St	1.75	Multi-Use Trail	County	Add or upgrade existing sidewalk to 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2040-2045	\$1,968,750	12,600	45	\$1,771,875	\$196,875	Anticipate 90% County Funding
355		SW Lakeview Ave	US 90 / W Duval St	SR 10A / SW Baya Dr	0.13	Multi-Use Trail	City	Add or upgrade existing sidewalk to 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2040-2045	\$146,250	936	45	--	\$146,250	Mobility Fees & Other Sources
360		NW Wilson St	CR 250 / NW Lake Jeffery Rd	US 441 / N Marion St	0.81	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2030-2035	\$1,215,000	5,832	50	--	\$1,215,000	Mobility Fees & Other Sources
365		NW Gwen Lake Ave	CSX Railroad	US 90	0.84	Multi-Use Trail	City	Add 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2030-2035	\$945,000	6,048	45	--	\$945,000	Mobility Fees & Other Sources
370		NW Labonte Ln	NW Lowland Ter	NW Gwen Lake Ave	0.26	Multi-Use Trail	City	Add 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2030-2035	\$292,500	1,872	45	--	\$292,500	Mobility Fees & Other Sources
375		NW Long St	CR 250 / NW Lake Jeffery Rd	US 441 / N Marion St	0.84	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Implement safety improvements consistent with the Columbia County Comprehensive Safety Action Plan. Posted speed limit is 20 MPH.	2050 Mobility Plan / Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2035-2040	\$1,260,000	6,048	50	--	\$1,260,000	Mobility Fees & Other Sources
380		NW Ashley St	NW Lowland Ter	CR 250 / NW Lake Jeffrey Rd	0.78	Multi-Use Trail	City	Add 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2030-2035	\$877,500	5,616	45	--	\$877,500	Mobility Fees & Other Sources
385		NW Ridgeview Ave / NW Eddie St / W Duval St	US 90	US 90 / W Duval St	0.98	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2026-2030	\$1,470,000	7,056	50	--	\$1,470,000	Mobility Fees & Other Sources
390		NW Orange St	W Duval St	US 41 / Main Blvd	0.64	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2026-2030	\$960,000	4,608	50	--	\$960,000	Mobility Fees & Other Sources
395		NW Fairway Dr	The County Club at Lake City	NW Commerce Dr	0.54	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2040-2045	\$810,000	3,888	50	--	\$810,000	Mobility Fees & Other Sources
400	Southwest	NW Commerce Dr	NW Fairway Dr	US 90	0.82	Multi-Use Trail	City	Add 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2045-2050	\$922,500	5,904	45	--	\$922,500	Mobility Fees & Other Sources
405		NW Real Ter	NW Bascom Norris Dr	US 90	0.46	Multi-Use Trail	City	Add 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2035-2040	\$517,500	3,312	45	--	\$517,500	Mobility Fees & Other Sources
410		SW Real Ter	US 90	Windsong Cir	0.64	Multi-Use Trail	City	Upgrade existing sidewalk to 12' - 14' multi-use trail.	2050 Mobility Plan	Proposed	2035-2040	\$720,000	4,608	45	--	\$720,000	Mobility Fees & Other Sources
415		SW Real Ter	Windsong Cir	US 247	0.22	Multi-Use Trail	City	Add 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2035-2040	\$247,500	1,584	45	--	\$247,500	Mobility Fees & Other Sources
420		SW Commerce Dr	US 90	SW Real Ter	0.65	Multi-Use Trail	City	Add 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2045-2050	\$731,250	4,680	45	--	\$731,250	Mobility Fees & Other Sources
425		El Prado Ave / SW Tularosa Ln / SW Lake Montgomery Ave	SW Baya Dr / SR 10A	SW Grandview St	0.92	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2045 Mobility Plan	Proposed	2026-2030	\$1,380,000	6,624	50	--	\$1,380,000	Mobility Fees & Other Sources
430		SW Faith Rd	US 90	SW Bascom Norris	0.63	Multi-Use Trail	City	Add 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2035-2040	\$708,750	4,536	45	--	\$708,750	Mobility Fees & Other Sources
435		CR 341 / SW Sisters Welcome Rd	US 90	SW Bascom Norris	0.9	Multi-Use Trail	County	Upgrade existing sidewalk to 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2035-2040	\$1,012,500	6,480	45	\$911,250	\$101,250	Anticipate 90% County Funding
440		SW Summers Ln	SW Sisters Welcome Rd	SW Arlington Blvd	0.07	Multi-Use Trail	County	Upgrade existing sidewalk to 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2035-2040	\$78,750	504	45	\$70,875	\$7,875	Anticipate 90% County Funding
445		SW Grandview	SW Faith Rd	SW Sisters Welcome Rd	0.41	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2030-2035	\$615,000	2,952	50	--	\$615,000	Mobility Fees & Other Sources
450		SW Grandview St	SW Sisters Welcome Rd	SE Lake Montgomery Ave	0.85	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2026-2030	\$1,275,000	6,120	50	--	\$1,275,000	Mobility Fees & Other Sources

Appendix H: City of Lake City Trails & Neighborhood Greenways Plan																	
Project ID	General Area	Street	From	To	Length (Miles)	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
455	Southwest	SW Grandview St	SE Lake Montgomery Ave	Current eastern terminus of Grandview St	0.13	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade the existing street to provide two (2) 4'-6' wide advisory sidewalks and a 12'-18' wide yield/shared street. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2030-2035	\$195,000	936	50	--	\$195,000	Mobility Fees & Other Sources
460		SW Happiness Ln	US 41 / SW Main Blvd	US 441 / S Marion St	0.18	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2035-2040	\$270,000	1,296	50	--	\$270,000	Mobility Fees & Other Sources
465		McFarlane Ave	US 90 / W Duval St	SW Bascom Norris	1.75	Multi-Use Trail	City	Upgrade existing sidewalk to 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2035-2040	\$1,968,750	12,600	45	--	\$1,968,750	Mobility Fees & Other Sources
470		SW Kuhn Rd	SW Bascom Norris Dr	SW McFarlane Ave	0.79	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2026-2030	\$1,185,000	5,688	50	--	\$1,185,000	Mobility Fees & Other Sources
475	Southeast	SE Sycamore Ter	SE Baya Dr / SR 10A	Veterans Domiciliary	0.3	Priority Neighborhood Greenway	City	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Upgrade sidewalks and/or fill in sidewalk gaps. Upgrade the existing street to provide two ten (10) foot wide travel lanes. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2030-2035	\$450,000	2,160	50	--	\$450,000	Mobility Fees & Other Sources
480	US 41 / Main Blvd Corridor	US 41 / SW Main Blvd	SR 10A / SW Baya Dr	O'Leno State Park	0.03	Multi-Use Trail	State	Add 12'-14' multi-use trail from Downtown Lake City connecting to O'Leno State Park.	2050 Mobility Plan	Proposed	2030-2035	\$33,750	216	45	\$30,375	\$3,375	Anticipate 90% State Funding
485	US 90 / Duval St Corridor	US 90	SR 100	SR 10A / SW Baya Dr	0.41	Multi-Use Trail	State	Add 12' - 14' multi-use trail.	2050 Mobility Plan	Proposed	2035-2040	\$461,250	2,952	45	\$415,125	\$46,125	Anticipate 90% State Funding
490	US 441 / Marion Ave Corridor	US 441 / N Marion Ave	Target Distribution Center	CR 100A / NE Bascom Norris Dr	1.91	Multi-Use Trail	State	Upgrade existing sidewalk to 12' - 14' multi-use trail.	2050 Mobility Plan	Proposed	2045-2050	\$2,148,750	13,752	45	\$1,933,875	\$214,875	Anticipate 90% State Funding
495		US 441 / S Marion Ave	Ivan St	SE Margarets St	0.51	Multi-Use Trail	State	Upgrade existing sidewalk to 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2030-2035	\$573,750	3,672	45	\$516,375	\$57,375	Anticipate 90% State Funding
500		SE Loquat Wy	SE Margarets St	SE Lakewood Ln	0.22	Priority Neighborhood Greenway	State	Traffic calming, wayfinding signage, pedestrian-scale street lighting, and shared-lane pavement markings. Posted speed limit is 20 MPH.	2050 Mobility Plan	Proposed	2035-2040	\$330,000	1,584	50	\$297,000	\$33,000	Anticipate 90% State Funding
505		US 441 / S Marion Ave	SE Lakewood Ln	SW Malone St	0.33	Multi-Use Trail	State	Upgrade existing sidewalk to 12'-14' multi-use trail.	2050 Mobility Plan	Proposed	2030-2035	\$371,250	2,376	45	\$334,125	\$37,125	Anticipate 90% State Funding
510	SR 100 Corridor	SR 100 Multi-Use Trail	US 90 / E Duval St	SR 10A / SE Baya Dr	0.28	Multi-Use Trail	State	Construct 12' - 14' multi-use trail to fill gap between planned SunTrail on SR 100 and US 90 / E Duval St.	2050 Mobility Plan	Proposed	2045-2050	\$315,000	2,016	45	\$283,500	\$31,500	Anticipate 90% State Funding
Planned Projects - The City of Lake City, where possible, should coordinate with the County and FDOT to ensure planned projects incorporate adequate multimodal facilities.																	
515	US 90 & Baya	US Hwy 90 SR 10A / SW Baya Dr SR 10A / SE Baya Dr	Columbia County Limit (West)	Columbia County Limit (East)	12.26	SunTrail	State	Lake City to Monticello segment of the SunTrail	FDOT SunTrail (Trailway ID 29931004)	Unfunded Gap	2035-2040	\$13,792,500	88,272	45	\$13,792,500	\$0	Anticipate 100% State Funding
520	US 90 & Baya	SR 10A / SE Baya Dr US Hwy 90 / E Duval St	SR 100	Columbia County Limit (East)	8.67	SunTrail	State	US 90 segment of the SunTrail.	FDOT SunTrail (Trailway ID 29931003)	Unfunded Gap	2035-2040	\$9,753,750	62,424	45	\$9,753,750	\$0	Anticipate 100% State Funding
525	SR 100 Corridor	SR 100	US Hwy 90 / SR 10 / E Duval St	SE Pounds Hammock Rd	2.16	SunTrail	State	Palatka to Lake City segment of the SunTrail.	FDOT SunTrail (Trailway ID 29931002)	Unfunded Gap	2035-2040	\$2,430,000	15,552	45	\$2,430,000	\$0	Anticipate 100% State Funding
530	SR 100 Corridor	SR 100	SE Pounds Hammock Rd	Columbia County Limit (East)	7.55	SunTrail	State	Palatka to Lake City segment of the SunTrail.	FDOT SunTrail (Trailway ID 29931002); FDOT 5-Year Work Program (Item 439393-2)	Partially Funded for Pre -Construction	2035-2040	\$8,493,750	54,360	45	\$8,493,750	\$0	Anticipate 100% State Funding



APPENDIX I

Intersections Plan

Appendix I: City of Lake City Intersections Plan															
Project ID	General Area	North-South Facility	East-West Facility	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
Intersections															
535	CRA / Downtown	NE Davis Ave	NE Martin Luther King Jr St	Secondary Gateway	City	Install supplementary gateway signage that provides additional and reinforcing wayfinding.	CRA Plan	Proposed	2040-2045	\$225,000	600	100	--	\$225,000	Mobility Fees & Other Sources
540		NE Patterson Ave	NE Martin Luther King Jr St	Secondary Gateway	City	Install supplementary gateway signage that provides additional and reinforcing wayfinding.	CRA Plan	Proposed	2040-2045	\$225,000	600	100	--	\$225,000	Mobility Fees & Other Sources
545		NE Davis Ave	NE Railroad St	Secondary Gateway	City	Install supplementary gateway signage that provides additional and reinforcing wayfinding.	CRA Plan	Proposed	2026-2030	\$225,000	600	100	--	\$225,000	Mobility Fees & Other Sources
550		NE Methodist Ter	NE Lake Desoto Cir	Vehicular Road Closure	City	Close vehicular access to Lake Desoto Cir and only allow pedestrian and other multimodal access to support the conversion of Lake Desoto Cir into a multimodal promenade.	CRA Plan	Proposed	2030-2035	\$60,000	600	120	--	\$60,000	Mobility Fees & Other Sources
555		NE Lake Desoto Cir	NE Hamilton St	Vehicular Road Closure	City	Close vehicular access to Lake Desoto Cir and only allow pedestrian and other multimodal access to support the conversion of Lake Desoto Cir into a multimodal promenade.	2050 Mobility Plan	Proposed	2030-2035	\$60,000	600	120	--	\$60,000	Mobility Fees & Other Sources
560		NE Lake Desoto Cir	NE Veterans St	Vehicular Road Closure	City	Close vehicular access to Lake Desoto Cir and only allow pedestrian and other multimodal access to support the conversion of Lake Desoto Cir into a multimodal promenade.	2050 Mobility Plan	Proposed	2030-2035	\$60,000	600	120	--	\$60,000	Mobility Fees & Other Sources
575	Northwest	CR 250 / NW Lake Jeffery Rd	NW Washington St	Multimodal Intersection Improvement	County	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2035-2040	\$500,000	1,000	40	\$450,000	\$50,000	Anticipate 90% County Funding
580		CR 250 / NW Lake Jeffery Rd	NW Orange St	Multimodal Intersection Improvement	County	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2040-2045	\$500,000	1,000	40	--	\$500,000	Mobility Fees & Other Sources
585	Southwest	CR 341 / SW Sister Welcome Rd	SW Summers Dr	Trail Crossing	County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County Funding
590	Bascom Norris Dr Corridor	NW Bascom Norris Dr	CR 250 / NW Lake Jeffery Rd	Trail Crossing	State / County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2040-2045	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County & State Funding
595		SW Bascom Norris Dr	SW Mary Ethel Ln	Roundabout	County	Install roundabout and implement safety improvements consistent with the Columbia County Comprehensive Safety Action Plan.	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2030-2035	\$3,240,000	4,000	80	\$2,916,000	\$324,000	Anticipate 90% County Funding
600		SR 247	SW Bascom Norris Dr	Trail Crossing	State / County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2030-2035	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County & State Funding
605		CR 341 / SW Sister Welcome Rd	SW Bascom Norris Dr	Trail Crossing	County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2030-2035	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County Funding
610		Southside Sports Complex	SW Bascom Norris Dr	Midblock Crossing	County	Crossing from Baseball fields to new subdivision.	2050 Mobility Plan	Proposed	2030-2035	\$75,000	500	35	\$67,500	\$7,500	Anticipate 90% County Funding
615		SW McFarlane Ave	SW Bascom Norris Dr	Trail Crossing	County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2030-2035	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County Funding
620	Baya Dr Corridor	SW McFarlane Ave	SW Baya Dr	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
625		SW McFarlane Ave	SW Baya Dr	Safety Improvements	State	Implement safety improvements at this high crash intersection.	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% State Funding
630		SW Lake View Ave	SW Baya Dr	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
635		SR 10A / SW Baya Dr	Between SW Knox St & US 41 / SW Main St	Mid block Crossing	State	Install midblock crossing to reduce walking distance and increase pedestrian safety.	2050 Mobility Plan	Proposed	2035-2040	\$75,000	500	35	\$67,500	\$7,500	Anticipate 90% State Funding
640		US 41 / NW Main Blvd	SE Baya Dr	Primary Gateway	State	Install gateway signage at primary entry point to the downtown area / historic district.	CRA Plan	Proposed	2035-2040	\$450,000	900	65	\$405,000	\$45,000	Anticipate 90% State Funding

Appendix I: City of Lake City Intersections Plan															
Project ID	General Area	North-South Facility	East-West Facility	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
Intersections															
645	Baya Dr Corridor	US 41 / SW Main Blvd	SW Baya Dr	Safety Improvements	State	Implement safety improvements at this high crash intersection.	2050 Mobility Plan	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% State Funding
650		US 441 / N Marion Ave	SE Baya Dr	Multimodal Intersection Improvement	State	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2035-2040	\$500,000	1,000	40	\$450,000	\$50,000	Anticipate 90% State Funding
655		US 441 / N Marion Ave	SE Baya St	Primary Gateway	State	Install gateway signage at primary entry point to the downtown area / historic district.	2050 Mobility Plan	Proposed	2030-2035	\$450,000	900	65	\$405,000	\$45,000	Anticipate 90% State Funding
660		Between Perry Ave & Baker Ave	SE Baya Dr	Midblock Crossing	State	Install midblock crossing to reduce walking distance and increase pedestrian safety.	2050 Mobility Plan	Proposed	2035-2040	\$75,000	500	35	\$67,500	\$7,500	Anticipate 90% State Funding
665		SE Ermine Ave	SE Baya Dr	Multimodal Intersection Improvement	State	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2035-2040	\$500,000	1,000	40	\$450,000	\$50,000	Anticipate 90% State Funding
670		SR 100	SE Baya Dr	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2040-2045	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
675	US 41 / Main Blvd Corridor	US 41 / NW Main Blvd	Railroad St	Primary Gateway	State	Install gateway signage at primary entry point to the downtown area / historic district.	2050 Mobility Plan	Proposed	2040-2045	\$450,000	900	65	\$405,000	\$45,000	Anticipate 90% State Funding
680		US 41 / NW Main Blvd	NW Franklin St	PHB	State	Install a Pedestrian Hybrid Beacon for a controlled, pedestrian crossing.	2050 Mobility Plan	Proposed	2040-2045	\$1,125,000	2,000	60	\$1,012,500	\$112,500	Anticipate 90% State Funding
685		US 41 / NW Main Blvd	NW Hamilton St	PHB	State	Install a Pedestrian Hybrid Beacon for a controlled, pedestrian crossing.	2050 Mobility Plan	Proposed	2040-2045	\$1,125,000	2,000	60	\$1,012,500	\$112,500	Anticipate 90% State Funding
690		US 41 / NW Main Blvd	Madison St	Multimodal Intersection Improvement	State	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2030-2035	\$500,000	1,000	40	\$450,000	\$50,000	Anticipate 90% State Funding
695		US 41 / NW Main Blvd	US 90 / E Duval St	Primary Gateway	State	Install gateway signage at primary entry point to the downtown area / historic district.	CRA Plan	Proposed	2035-2040	\$450,000	900	65	\$405,000	\$45,000	Anticipate 90% State Funding
700		US 41 / NW Main Blvd	US 90 / W Duval St	Multimodal Intersection Improvement	State	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2035-2040	\$500,000	1,000	40	\$450,000	\$50,000	Anticipate 90% State Funding
705		US 41 / SW Main Blvd	SW Tucker St	Mid block Crossing	State	Install midblock crossing to reduce walking distance and increase pedestrian safety.	2050 Mobility Plan	Proposed	2040-2045	\$75,000	500	35	\$67,500	\$7,500	Anticipate 90% State Funding
710		US 41 / NW Main Blvd	SW Knox St	Secondary Gateway	State	Install supplementary gateway signage that provides additional and reinforcing wayfinding.	CRA Plan	Proposed	2040-2045	\$225,000	600	100	\$202,500	\$22,500	Anticipate 90% State Funding
715		US 41 / SW Main Blvd	Between SW Knox St & SW Camp St	Mid block Crossing	State	Install midblock crossing to reduce walking distance and increase pedestrian safety.	2050 Mobility Plan	Proposed	2040-2045	\$75,000	500	35	\$67,500	\$7,500	Anticipate 90% State Funding
720		US 41 / SW Main Blvd	SW Grandview St Extension	Mid block Crossing	State	Install midblock crossing to reduce walking distance and increase pedestrian safety.	2050 Mobility Plan	Proposed	2030-2035	\$75,000	500	35	\$67,500	\$7,500	Anticipate 90% State Funding
725	US 90 Corridor	SW Pinemount Rd (CR 252) / NW Turner Ave	US 90	Safety Improvements	State / County	Implement safety improvements consistent with the Columbia County Comprehensive Safety Action Plan including installing signal head signs, updating crosswalk markings, installing signage around channelizing islands, removing permitted left turn phases on major approaches, leading pedestrian intervals, and installing pedestrian warning signage.	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% County Funding
730		Lake City Ave	US 90	Safety Improvements	State	Implement safety improvements at this high crash intersection.	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% State Funding
735		NW Hall of Fame Dr	US 90	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
740		NE Centurion Ct / FL Gateway Blvd	US 90	Safety Improvements	State	Implement safety improvements at this high crash intersection.	2050 Mobility Plan / Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% State Funding

Appendix I: City of Lake City Intersections Plan															
Project ID	General Area	North-South Facility	East-West Facility	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
Intersections															
745	US 90 Corridor	SW Real Ter	US 90	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
750		NW / SW Bascom Norris	US 90	Trail Crossing	State / County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County & State Funding
755		NW / SW Bascom Norris	US 90	Safety Improvements	State / County	Implement safety improvements at this high crash intersection.	2050 Mobility Plan	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% State Funding
760		SR 247	US 90	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
765		SW Faith Rd	US 90	Trail Crossing	State	Intersection improvements for trail crossing. High pedestrian crash location.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
770		CR 341 / SW Sister Welcome Rd	US 90	Trail Crossing	State / County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County & State Funding
775		CR 250 / NW Lake Jeffrey Rd	US 90 / W Duval St	Trail Crossing	State / County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2040-2045	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County & State Funding
780		US 441 / N Marion Ave	US 90 / W Duval St	Multimodal Intersection Improvement	State	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2030-2035	\$500,000	1,000	40	\$450,000	\$50,000	Anticipate 90% State Funding
785		SE Hernando Ave	US 90 / E Duval St	Secondary Gateway	State	Install supplementary gateway signage that provides additional and reinforcing wayfinding.	CRA Plan	Proposed	2035-2040	\$225,000	600	100	\$202,500	\$22,500	Anticipate 90% State Funding
790		NE Vickers Terr	US 90 / E Duval St	RRFB	State	Install Rectangular Rapid Flashing Beacon (RRFB) for pedestrian safety.	2050 Mobility Plan	Proposed	2035-2040	\$25,000	1,000	85	\$22,500	\$2,500	Anticipate 90% State Funding
795		NE Laguna Dr	US 90 / E Duval St	RRFB	State	Install Rectangular Rapid Flashing Beacon (RRFB) for pedestrian safety.	2050 Mobility Plan	Proposed	2035-2040	\$25,000	1,000	85	\$22,500	\$2,500	Anticipate 90% State Funding
800		NE Patterson Ave	US 90 / E Duval St	RRFB	State	Install Rectangular Rapid Flashing Beacon (RRFB) for pedestrian safety.	2050 Mobility Plan	Proposed	2035-2040	\$25,000	1,000	85	\$22,500	\$2,500	Anticipate 90% State Funding
805		SE Ermine Ave	US 90 / E Duval St	Primary Gateway	State	Install gateway signage at primary entry point to the downtown area / historic district.	CRA Plan	Proposed	2035-2040	\$450,000	900	65	\$405,000	\$45,000	Anticipate 90% State Funding
810		SR 100	US 90	Roundabout	State	Short term: Implement safety improvements consistent with the Columbia County Comprehensive Safety Action Plan. Long Term: Add roundabout.	2050 Mobility Plan	Proposed	2035-2040	\$3,240,000	4,000	80	\$2,916,000	\$324,000	Anticipate 90% State Funding
815		SR 10A / SE Baya Dr	US 90	Safety Improvements	State	Improve vehicular safety. Consider realignment of NE Vilano Way with redevelopment.	2050 Mobility Plan	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% State Funding
820		SR 10A / SE Baya Dr	US 90	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
830	US 441 / Marion Ave Corridor	US 441 / N Marion Ave	SR 100A / NE Bascom Norris Dr	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2045-2050	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
835		US 441 / N Marion Ave	NE Martin Luther King Jr St & Railroad Tracks	Intersection Improvement	State	Install traffic signal.	CRA Plan	Proposed	2040-2045	\$450,000	2,000	30	\$405,000	\$45,000	Anticipate 90% State Funding
840		US 441 / S Marion Ave	SW Malone St	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2030-2035	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding

APPENDIX I: CITY OF LAKE CITY INTERSECTIONS PLAN															
Project ID	General Area	North-South Facility	East-West Facility	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
INTERSECTIONS															
PLANNED PROJECTS - The City of Lake City, where possible, should coordinate with the County and FDOT to ensure planned projects incorporate adequate multimodal facilities.															
845	Southwest	SW Real Terrace	SR 247 / Branford Hwy	Intersection Improvement	State	Intersection improvement.	FDOT 5-Year Work Program (Item 447166-1)	Funded	2027	\$839,550	3,000	30	\$839,550	\$0	FDOT



APPENDIX J

Implementation Initiatives

Appendix J: City of Lake City 2050 Implementation Initiatives												
Project ID	Project Type	Project Name	Maintenance Entity	Project Description	Project Source	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
850	Plan	Downtown Parking Management Plan	City	Develop a downtown parking management plan to identify an overall strategy to integrate land use, parking, and transportation in Downtown Lake City. The plan should address parking in the downtown area including creating a park-once environment and addressing perception issues related to shortage of parking. The plan should also explore access management as it relates to parking, curb management, commercial loading/unloading, shared parking agreements, a fee-in-lieu of parking policy or reduced parking requirements for development in the historic downtown.	2050 Mobility Plan	2026-2030	\$150,000	300	--	--	\$150,000	Mobility Fees & Other Sources
855	Implementation	Downtown Parking Management Master Plan Implementation: Strategic Parking Management	City	Site acquisition, design, engineering, and construction of various parking improvements in the downtown historic district.	CRA Plan	2026-2050	\$5,000,000	10,000	--	--	\$5,000,000	Mobility Fees & Other Sources
860	Implementation	Downtown Parking Management Master Plan Implementation: Operational Improvements & Enforcement	City	Implement operational and enforcement recommendations in the Downtown Parking Management Master Plan including, but not limited to installation of parking meters, curb management signage, parking stall pavement markings, and hiring of enforcement officers.	2050 Mobility Plan	2026-2050	\$500,000	1,000	--	--	\$500,000	Mobility Fees & Other Sources
865	Plan	Downtown Wayfinding Plan	City	Develop a Downtown Wayfinding Plan that lays out a comprehensive and unified signage system that emphasizes a coherent theme for the downtown and its surrounding areas including gateway signage, wayfinding signage, directional signage to parking lots. The Plan should aim to improve the efficiency of the transportation system, improve access, and facilitate placemaking. Wayfinding can be both physical and virtual tools that provide predictability and consistency in the way people find their point of interests around the City. The Plan should include development of a brand identity and design standards and specifications for signage, maps, a digital app, etc. that is unique and locally distinct.	2050 Mobility Plan	2030-2035	\$150,000	300	--	--	\$150,000	Mobility Fees & Other Sources
870	Implementation	Wayfinding Signage	City	Wayfinding signage and installation.	2050 Mobility Plan	2026-2050	\$100,000	200	--	--	\$100,000	Mobility Fees & Other Sources
875	Policy / Program	Neighborhood Greenways Policy & Program	City	Adopt a Neighborhood Greenways policy and develop a subsequent program to implement with the goal of making streets safer for all roadway users by reducing the posted speed limit to 20 MPH in conjunction with pavement management, traffic calming features, pedestrian-scale street lighting, and changes to the physical geometry of streets such as restriping to add on-street parking, bicycle lanes, shared lane pavement markings, or advisory on-street sidewalks through pavement markings. Priority Neighborhood Greenways are identified on the Mobility Plan map.	2050 Mobility Plan	2026-2030	\$7,500,000	15,000	--	--	\$7,500,000	Mobility Fees & Other Sources
880	Policy / Program	Residential Traffic Calming Policy & Program	City	Adopt a Residential Traffic Calming ordinance to guide the implementation of a Residential Traffic Calming Program. The limits of the Residential Traffic Calming Program are the city limits. The purpose of the Program will be to slow down vehicle traffic and prioritize safety for all people on Lake City's streets. The Program should establish the use and criteria for various traffic calming elements such as chicanes, speed tables, chokers, curb extensions, etc. The Program should also establish criteria for traffic control devices at intersections, such as stop signs and traffic circles / mini-roundabouts. The Program should also establish prioritization criteria and a resident request procedure. Construct traffic calming improvements as warranted.	2050 Mobility Plan	2026-2030	\$200,000	400	--	--	\$200,000	Mobility Fees & Other Sources
885	Program	Sidewalk Improvements Program	City	Construct approximately ten (10) miles of sidewalk improvements throughout the City to support safer, more walkable neighborhoods. This Program is aimed at expanding and enhancing Lake City's pedestrian infrastructure. This program focuses on meeting current accessibility standards through installation of ADA-compliant curb ramps, constructing new sidewalk segments to improve connectivity, and filling critical sidewalk gaps to create a more complete network. Exact location of sidewalk improvements should be determined in conjunction with planned Capital Improvements Program (CIP) projects.	2050 Mobility Plan	2026-2050	\$3,780,000	7,560	--	--	\$3,780,000	Mobility Fees & Other Sources
890	Program	Alley Revitalization Program	City	The City may elect to work with private development to improve alleyways as part of redevelopment projects and require access to properties from designated alleys, when feasible. The Program should establish an alley hierarchy system based on its intended use either as public space, pedestrian connectors, services areas, and garage access in new residential development.	CRA Plan	2026-2050	\$500,000	1,000	--	--	\$500,000	Mobility Fees & Other Sources
895	Program	Bicycle Parking Program	City	Develop a program to install bicycle parking racks at various locations throughout the City as needs arise. The Program should include a process and establish procedures for residents and business owners to request that the City furnish and install bike racks free of charge.	2050 Mobility Plan	2026-2030	\$50,000	100	--	--	\$50,000	Mobility Fees & Other Sources
900	Policy	Micromobility & Low Speed Electric Vehicle Policy	City	Adopt a Micromobility & Low Speed Electric Vehicle ordinance that regulates the use of micromobility devices (e.g., e-bike) and low speed electric vehicles (e.g. golf carts, microtransit vehicles) within the City. The City should coordinate with FDOT and Columbia County regarding use of micromobility devices and low speed electric vehicles on and crossing County and State roads. The ordinance should address operations and safety for personal use, as well as vehicles for hire and shared mobility vendors.	2050 Mobility Plan	2026-2030	\$10,000	20	--	--	\$10,000	Mobility Fees & Other Sources

Appendix J: City of Lake City 2050 Implementation Initiatives												
Project ID	Project Type	Project Name	Maintenance Entity	Project Description	Project Source	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
905	Program	Tactical Urbanism (aka Quick-Build) Program	City	Tactical urbanism is an experimental, low cost approach to street design that uses scalable, quick-build interventions to catalyze long-term change. Tactical urbanism is often implemented with high levels of engagement from the community. Tactical urbanism projects utilize low cost materials such as paint, planters, plastic delineators, street furniture, cones, crates, and barriers to implement improvements such as crosswalks, curb extensions, open streets, parklets, pedestrian plazas, traffic signal box art and bicycle parking. The Tactical Urbanism Program should create a tactical urbanism guide that establishes what types of street interventions are permitted, the project process – including permitting, who can apply, public engagement, site plan, traffic control plan - materials that can be used, design standards, permitted locations, installation and safety, maintenance, and monitoring and evaluation.	2050 Mobility Plan	2026-2050	\$500,000	1,000	--	--	\$500,000	Mobility Fees & Other Sources
910	Program	Florida Main Street	City	The City should apply to become a Florida Main Street community. The Florida Main Street program, administered through the National Trust for Historic Preservation, provides technical assistance, training, promotion, and grant opportunities with the goal of revitalizing historic downtowns and encourage economic development within the context of historic preservation.	2050 Mobility Plan	2026-2030	\$10,000	20	--	--	\$10,000	Mobility Fees & Other Sources
915	Service	Mobility on Demand (MoD) / Microtransit Circulator Pilot	City	Implement a pilot for Mobility on Demand (MoD) or microtransit circulator service that connects key destinations throughout Lake City and the region including Lake City's downtown / CRA, Florida Gateway College, Gateway Airport, Gateway Fairgrounds, Southside Sports Complex, and future development.	2050 Mobility Plan	2030-2035	\$400,000	800	--	--	\$400,000	Mobility Fees & Other Sources
920	NA	Multimodal Plans, Programs, Policies, & Services	City	Conduct and / or develop corridor and multimodal plans and studies, pursue grant fund opportunities through County, FDOT, Federal, and State, funding programs, update mobility plan and fee, develop complete street policies, design standards, and programs, develop or implement vision zero policy, action plan, and program. Explore shared mobility services and joint shared mobility, microtransit and transit services with FDOT, Columbia County, and private entities.	2050 Mobility Plan	2026-2050	\$2,000,000	4,000	--	--	\$2,000,000	Mobility Fees & Other Sources

APPENDIX K

Trip Generation

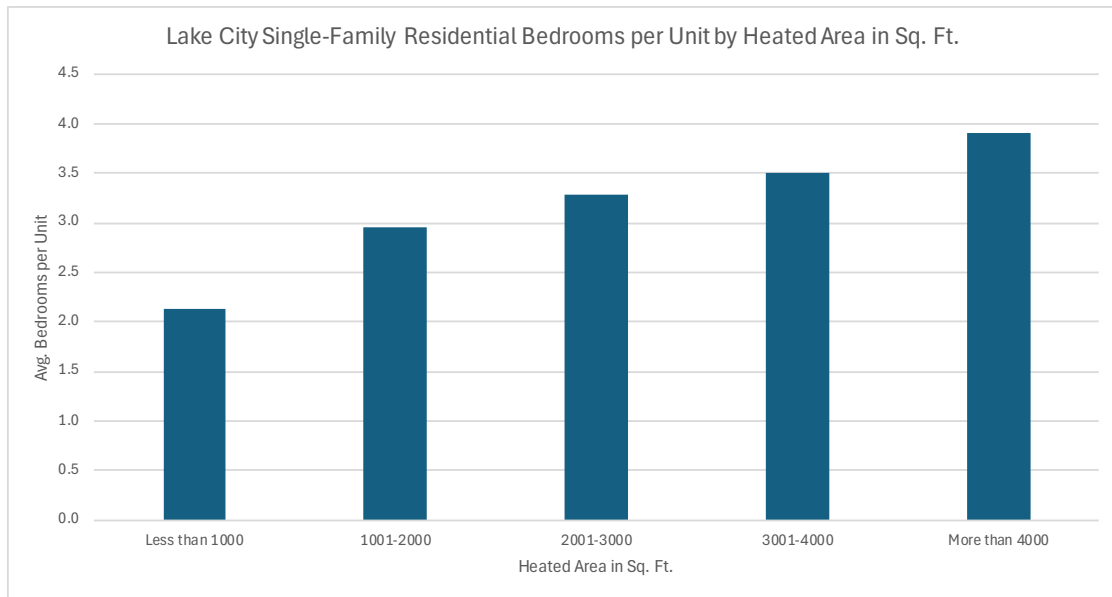
APPENDIX K: TRIP GENERATION			
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	TRIP GENERATION (TG)	ITE LAND USE CODES
Residential Uses			
Affordable Residential	per 1,000 Sq. Ft.	2.68	50% of Residential
Residential (Single-Family, Multi-Family, Mobile Home)	per 1,000 Sq. Ft.	5.35	See Residential
Institutional Uses			
Community Serving (Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	5.23	See Community Serving
Long Term Care (Assisted Living, Adult Care Center, Congregate Living Facility, Nursing Home)	per 1,000 Sq. Ft.	5.82	See Long Term Care
Private Education (Afterschool, Child Care Center, Day Care Center, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	9.80	See Private Education
Recreational Uses			
Golf Course (Open to Public or Non-Resident Membership)	per hole	30.38	430
Outdoor Commercial Recreation (Amusement, Driving Range, Multi-Purpose, Recreation, Sports, Tennis)	per Acre	39.74	See Outdoor Recreation
Indoor Commercial Recreation (Amusement Arcade, Exercise Studio, Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 Sq. Ft.	35.70	See Indoor Recreation
Recreational Vehicle or Travel Trailer Park	per Space / Lot	1.04	416
Industrial Uses			
Industrial (Heavy, Flex-Unit, Light, Microbrewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	2.95	See Industrial
Office Uses			
Office (Administrative, Business, Hospital, Post Secondary Education, Professional, Real Estate)	per 1,000 Sq. Ft.	10.97	See Office
Medical or Dental Office (Clinic, Dental, Health Service, Laboratory, Professional Care, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	28.68	See Medical Office
Commercial & Retail Uses			
Local Retail (Café, Restaurant, Retail, Sales and Services, Personal Services)	per 1,000 Sq. Ft.	21.13	50% of Multi-Tenant Retail
Multi-Tenant Retail (Goods, Merchandise, Personal Services, Restaurant, Retail, Street Level Mixed-Use)	per 1,000 Sq. Ft.	42.25	See Multi-Tenant Retail
Free-Standing Retail (Auto, Discount, Home Improvement, Superstore, Wholesale)	per 1,000 Sq. Ft.	48.32	See Free-Standing Retail
High Impact Retail (Alcoholic Beverages, Banks, Grocery Store, Pharmacy & Drug Store, Sit-Down Restaurant)	per 1,000 Sq. Ft.	110.15	See High-Impact Retail
Convenience Retail (Convenience Store, Fast Food Restaurant, Drive-In Restaurant, Gasoline Station)	per 1,000 Sq. Ft.	267.16	See Convenience Retail
Non-Residential Additive Uses (All uses are additive except overnight lodging)			
Bank or Financial Drive-Thru Lane or Free-Standing ATM	per Lane / ATM	176.75	See Bank Drive-Thru
Hotel & Overnight Accommodations (B&B, Condo Hotel, Hotel, Motel, Motor Lodge, Tourist Court, Short-term Rental, Transient)	per Room	6.02	See Overnight Lodging
Fast Food or Quick Service Restaurant Drive Thru	per Lane	507.99	See Fast Food Restaurant Drive-Thru
Retail Drive-Thru (Dry Cleaner, Dollar Store, Grocery Store, Pharmacy & Drug Store, Retail)	per Lane	125.26	See Retail Drive-Thru
Automobile Cleaning (Automated, Cleaning, Dry, Detailing, Polishing, Self-Serve, Vacuum, Wash, Wax)	per 1,000 Sq. Ft.	234.84	See Automobile Cleaning
Automobile Charging (Commercial Facility which requires Membership or Payment)	per Position	61.54	3 trips per hour / peak hour ratio of 0.065
Automobile Fueling	per Position	259.71	See Automobile Fueling
Automobile Repair Service (Brakes, Install, Maintenance, Major, Minor, Quick Lube, Repair, Tint, Tires)	per Bay or Stall	36.25	See Automotive Repair
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RESIDENTIAL TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIP GENERATION (TG)	TOTAL NUMBER OF STUDIES (TS)	SQUARE FOOTAGE (SF)	SQUARE FOOTAGE PER 1,000 SQ. FT. (SF1000)	TRIP GENERATION PER 1,000 SQ. FT. (TG1000)	TRIP STUDIED (WEIGHTED) (TSw)	TRIP GENERATION (WEIGHTED) (TGw)
SINGLE-FAMILY DETACHED	210	DWELLING UNIT	9.09	155	1,951	1.95	4.66	0.735	3.42
SINGLE-FAMILY ATTACHED (DUPLEX)	215	DWELLING UNIT	6.57	11	987	0.99	6.66	0.052	0.35
SINGLE-FAMILY ATTACHED (TOWNHOMES)	215	DWELLING UNIT	6.57	11	1,235	1.24	5.32	0.052	0.28
MULTI-FAMILY (LOW-RISE) (TRIPLEX / QUAD)	220	DWELLING UNIT	6.21	28	724	0.72	8.58	0.133	1.14
MOBILE HOME	240	DWELLING UNIT	7.87	6	1,396	1.40	5.64	0.028	0.16
TOTAL				211				1.000	5.35

Notes: Residential trip generation rates are based on the type of dwelling unit and the applicable trip generation rate per the 12th Edition of the ITE Trip Generation Manual. Residential trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion was utilizing average square per type of dwelling unit based on Columbia County Property Appraiser Data as of 2025. The residential units are those built on or after 1,990. The assigned square footage of each unit type is then divided by 1,000. The following is the calculation for Single-Family Detached land uses: Sq Ft per 1,000: (1,951 / 1,000 = 1.95); A revised daily trip generation rate per 1,000 sq. ft. was then calculated. The trip generation per 1,000 Sq. Ft. is calculated per the following: (9.09 / 1.95 = 4.66).

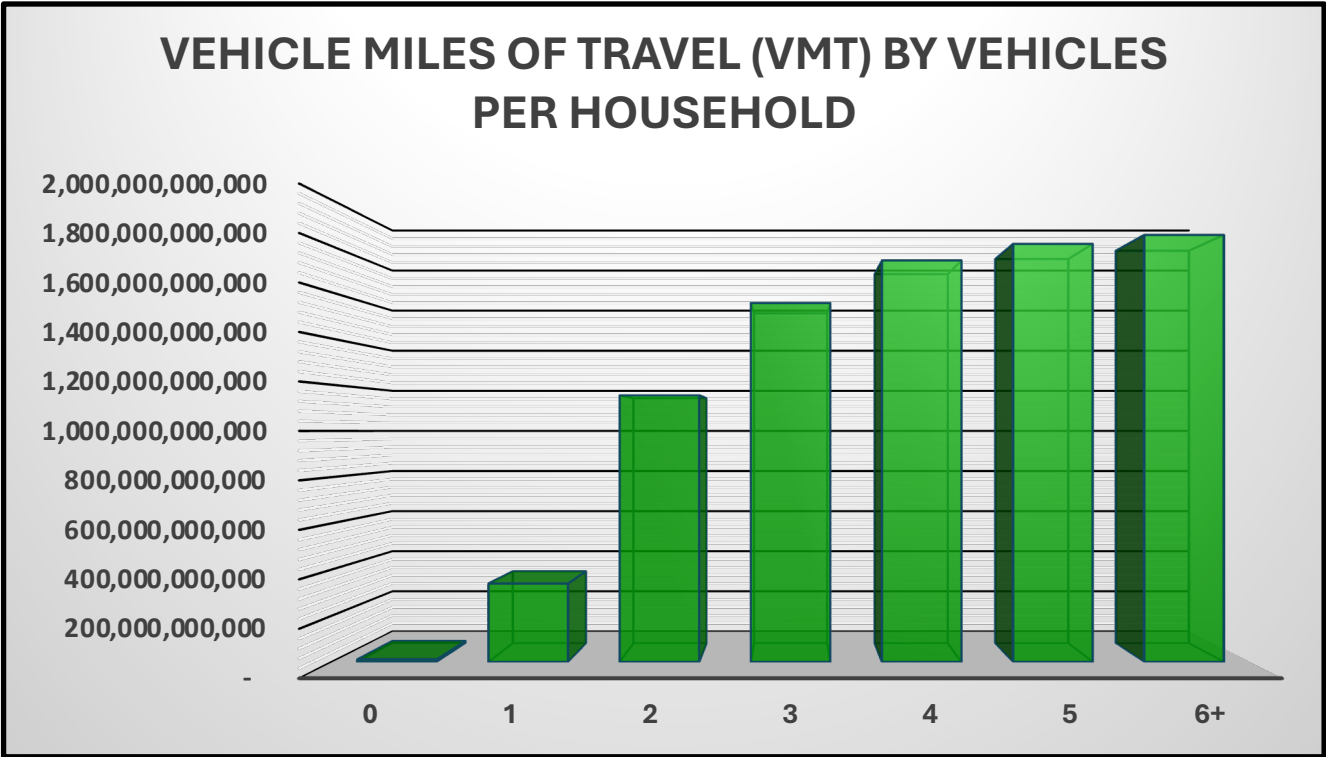
A Trip Study weighting is then calculated based on the number of studies per use. The trip study weight is calculated for Single-Family Detached per the following: (155 / 211 = 0.735); The weighted trip generation is calculated per the following: (4.66 / 0.735 = 3.42). The residential trip generation per 1,000 sq. ft. is based on the sum of the following: (3.42 + 0.35 + 0.28 + 1.14 + 0.16 = 5.35).



Lake City Single-Family Residential Bedrooms per Unit by Heated Area in Sq. Ft.					
Size	Number of Units	Total Square Footage	Number of Bedrooms	Avg. Sq. Ft. per Unit	Avg. Bedrooms per Unit
Less than 1000	286	235,868	612	825	2.1
1001-2000	4,029	6,198,193	11,940	1,538	3.0
2001-3000	1,836	4,361,958	6,017	2,376	3.3
3001-4000	355	1,195,026	1,245	3,366	3.5
More than 4000	100	496,716	391	4,967	3.9
Grand Total	6,606	12,487,761	20,204	1,890	3.1

CITY OF LAKE CITY VEHICLE AVAILABILITY & BEDROOMS BY TENURE					
VEHICLE AVAILABILITY BY HOUSEHOLD			NUMBER OF BEDROOMS BY HOUSEHOLD		
Owner occupied:	1,870	Number of Bedrooms	Owner occupied:	1,870	Vehicles Available
No vehicle available	94	0	No bedroom	0	--
1 vehicle available	503	2 & 3	1 bedroom	18	0
2 vehicles available	765	2 & 3	2 bedrooms	371	0 & 1
3 vehicles available	341	3 & 4	3 bedrooms	1,049	1 & 2
4 vehicles available	88	4	4 bedrooms	376	3
5 or more vehicles available	79	5	5 or more bedrooms	56	4 or More
Renter occupied:	2,818	Number of Bedrooms	Renter occupied:	2,818	Vehicles Available
No vehicle available	385	0 & 1	No bedroom	123	0
1 vehicle available	1,539	1 & 2	1 bedroom	326	0 & 1
2 vehicles available	721	2 & 3	2 bedrooms	1,630	1 & 2
3 vehicles available	134	4	3 bedrooms	523	2 & 3
4 vehicles available	39	5	4 bedrooms	179	3
5 or more vehicles available	0	--	5 or more bedrooms	37	4
Source: American Community Survey (2024) U.S. Census Bureau. Tenure by Vehicles Available (Table ID B25044; Dataset ACSDT5Y2024) Tenure by Bedrooms (Table ID: B25042, Dataset ACSDT5Y2024) Tenure by Household Size (Table ID: B25009, Dataset ACSDT5Y2024)					

VEHICLE TRAVEL BY VEHICLES PER HOUSEHOLD				
VEHICLES PER HOUSEHOLD	VEHICLE MILES OF TRAVEL (VMT)	NUMBER OF VEHICLES	VEHICLE MILES OF TRAVEL (VMT) BY VEHICLE	VEHICLE TRIPS
0	11,372,173,826	10,712,489	1,062	1,218,005,495
1	339,528,289,749	52,983,526	6,408	37,848,465,640
2	1,153,966,493,312	101,330,783	11,388	107,495,730,889
3	1,553,440,953,418	118,190,063	13,144	139,181,106,950
4	1,737,878,563,271	124,442,056	13,965	154,665,877,904
5	1,809,057,731,375	126,252,817	14,329	158,697,931,515
6+	1,848,031,458,832	127,544,707	14,489	160,953,195,395
Source: 2022 National Household Travel Survey (NHTS)				



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	0.37	0.070	2	0.43	0.07	6	8	5.71	0.80	4.57
MUSEUM	580	1000 SF	0.28	0.070	1	0.18	0.07	1	2	3.29	0.20	0.66
TOTAL	--	--	--	--	3	--	--	7	10	--	1.00	5.23

Notes: Community Serving Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 12th 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	0.10	0.073	6	0.18	0.081	7	13	1.80	0.19	0.34
CONTINUING CARE RETIREMENT COMMUNITY	255	UNITS	0.16	0.073	12	0.19	0.081	12	24	2.27	0.35	0.79
LONG TERM CARE TRIP GENERATION PER 1,000 SQ. FT.												
CONGREGATE CARE FACILITY	253	1000 SQ. FT.	0.33	0.073	8	0.59	0.081	9	17	5.93	0.25	1.46
ASSISTED LIVING	254	1000 SQ. FT.	0.32	0.093	6	0.38	0.088	6	12	3.88	0.17	0.67
CONTINUING CARE RETIREMENT COMMUNITY	255	1000 SQ. FT.	0.38	0.073	12	0.48	0.081	12	24	5.50	0.35	1.91
NURSING HOME	620	1000 SQ. FT.	0.55	0.075	8	0.59	0.074	8	16	7.65	0.23	1.77
TOTAL / AVERAGE					34			35	69		1.00	5.82
Notes: Long Term Care Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 12th 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 12th 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: $DT = ((0.55 / .075) + (0.59 / 0.074)) = 7.65$; $TSW = (16 / 69) = 0.23$; $TGW = (7.65 \times 0.23) = 1.77$. Long Term Care TG: $Sum(1.46 + 0.67 + 1.91 + 1.77) = 5.82$.												

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	0.74	50	0.44	71	1.77	121	0.21	0.37
MIDDLE SCHOOL / JR HIGH SCHOOL	522	STUDENTS	0.75	27	0.34	39	1.64	66	0.11	0.19
HIGH SCHOOL	525	STUDENTS	0.53	56	0.31	68	1.26	124	0.22	0.27
PRIVATE K-8	530	STUDENTS	1.01	14	0.60	12	2.42	26	0.05	0.11
PRIVATE K-12	532	STUDENTS	0.75	6	0.50	5	1.88	11	0.02	0.04
PRIVATE HIGH SCHOOL	534	STUDENTS	0.66	4	0.40	4	1.59	8	0.01	0.02
CHARTER ELEMENTARY SCHOOL	536	STUDENTS	1.09	36	0.73	39	2.73	75	0.13	0.36
CHARTER SCHOOL (K - 12)	538	STUDENTS	0.84	7	0.60	8	2.16	15	0.03	0.06
CHARTER HIGH SCHOOL	539	STUDENTS	0.94	2	0.55	2	2.24	4	0.01	0.02
DAY CARE	565	STUDENTS	0.81	63	0.83	63	2.46	126	0.22	0.54
TOTAL								576	1.00	1.96
CALCULATED DAILY TRIP GENERATION RATE PER 1,000 SQ. FT. IS (1.96 x 5) = 9.80 PER 1,000 SQ. FT.										9.80
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 X 5.00 = 9.80). 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 X 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, 12TH 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)
MINI GOLF	431	HOLES	--	--	--	0.33	0.094	1	1	3.51	0.03	0.11
GOLF DRIVING RANGE	432	TEES	0.40	0.043	1	1.25	0.094	7	8	11.30	0.26	2.92
SOCCER COMPLEX	488	FIELDS	0.99	0.043	5	16.43	0.094	5	10	98.91	0.32	31.90
PICKLEBALL COURTS	489	COURTS	1.93	0.043	3	4.39	0.094	5	8	45.79	0.26	11.82
TENNIS COURTS	490	COURTS	--	--	--	4.21	0.094	2	2	44.79	0.06	2.89
RACQUET / TENNIS CLUB	491	COURTS	--	--	--	3.82	0.094	2	2	40.64	0.06	2.62
TOTAL / AVERAGE					6			22	31		1.00	52.15

OUTDOOR COMMERCIAL RECREATION TRIP GENERATION PER ACRE

PUBLIC PARK	410	ACRES	0.05	0.100	6	0.15	0.100	7	13	1.00	0.34	0.34
MINI GOLF	431	ACRES	--	--	--	11.88	0.100	1	1	118.80	0.03	3.13
GOLF DRIVING RANGE	432	ACRES	1.00	0.043	1	3.13	0.094	1	2	28.25	0.05	1.49
SOCCER COMPLEX	488	ACRES	0.25	0.043	5	4.11	0.094	5	10	24.73	0.26	6.51
PICKLEBALL COURTS	489	ACRES	3.86	0.043	3	8.78	0.094	5	8	91.59	0.21	19.28
TENNIS COURTS	490	ACRES	--	--	--	8.42	0.094	2	2	89.57	0.05	4.71
RACQUET / TENNIS CLUB	491	ACRES	--	--	--	7.64	0.094	2	2	81.28	0.05	4.28
TOTAL / AVERAGE		ACRES			15			23	38		1.00	39.74

Notes: Outdoor Commercial Recreation Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 12th 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 and a half (2.5) tees per acre. The trip generation for a soccer complex was converted from fields to acreage based on four (4.0) acres per field plus amenities and sidelines. Mini-golf if based on 18 holes per 1/2 acre or 36 holes per acre. The trip generation for pickleball courts was converted from courts to acreage based on four (4) courts per acre. The trip generation for pickleball, tennis and racquet courts was converted from courts to acreage based on two (2) courts per acre plus amenities and common areas. 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 12th 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). Public Park Example: $DT = ((0.05 / .100) + (0.15 / 0.100)) = 1.00$; $TSW = (13 / 38) = 0.034$; $TGW = (1.00 \times 0.34) = 0.34$. Outdoor Commercial Recreation TG is equal to the sum of the following: $(0.34 + 3.13 + 1.49 + 6.51 + 19.28 + 4.71 + 4.28) = 39.74$.

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	0.03	0.50
MULTI-PURPOSE	435	1,000 SQ. FT.	0.00	0.068	0	3.44	0.123	6	6	27.97	0.09	2.47
TRAMPOLINE PARK	436	1,000 SQ. FT.	0.00	0.068	0	1.50	0.123	3	3	12.20	0.04	0.54
BOWLING ALLEY	437	1,000 SQ. FT.	1.48	0.068	1	1.30	0.123	5	6	16.17	0.09	1.43
HEALTH / FITNESS	492	1,000 SQ. FT.	1.79	0.068	7	3.77	0.073	10	17	38.98	0.25	9.75
ATHLETIC CLUB	493	1,000 SQ. FT.	1.96	0.068	3	3.38	0.073	3	6	37.56	0.09	3.31
BOUTIQUE FITNESS STUDIO	494	1,000 SQ. FT.	11.69	0.068	3	8.00	0.123	2	5	118.48	0.07	8.71
COMMUNITY CENTER	495	1,000 SQ. FT.	2.02	0.068	11	2.89	0.123	12	23	26.60	0.34	9.00
TOTAL	--	--	--	--	26	--	--	42	68	--	1.00	35.70

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 12th 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 12th 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). Community Center Example: $DT = ((2.02 / .068) + (2.89 / 0.123)) = 26.60$; $TSW = (23 / 68) = 0.34$; $TGW = (26.60 \times 0.34) = 9.00$. Indoor Commercial Recreation Trip Generation is the sum of $(0.50 + 2.47 + 0.54 + 1.43 + 9.75 + 3.31 + 8.71 + 9.00) = 35.70$.

INDUSTRIAL TRIP GENERATION						
ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIP GENERATION	TOTAL NUMBER OF STUDIES	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
LIGHT INDUSTRIAL	110	1,000 SQ. FT.	3.60	27	0.075	0.269
INDUSTRIAL PARK	130	1,000 SQ. FT.	2.68	27	0.075	0.200
MANUFACTURING	140	1,000 SQ. FT.	4.27	36	0.099	0.425
WAREHOUSE	150	1,000 SQ. FT.	1.38	81	0.224	0.309
MINI-WAREHOUSE	151	1,000 SQ. FT.	1.29	11	0.030	0.039
HIGH CUBE TRANSLOAD	154	1,000 SQ. FT.	1.40	91	0.251	0.352
HIGH CUBE FULFILLMENT	155	1,000 SQ. FT.	1.77	18	0.050	0.088
HIGH CUBE FULFILLMENT - SORTING	155	1,000 SQ. FT.	4.83	5	0.014	0.067
HIGH CUBE PARCEL HUB	156	1,000 SQ. FT.	4.85	11	0.030	0.147
HIGH CUBE COLD STORAGE	157	1,000 SQ. FT.	2.23	6	0.017	0.037
DATA CENTER	160	1,000 SQ. FT.	0.73	16	0.044	0.032
UTILITY	170	1,000 SQ. FT.	12.29	13	0.036	0.441
SPECIALTY TRADE	180	1,000 SQ. FT.	9.82	20	0.055	0.543
AVERAGE (STUDIES = TOTAL)			3.93	362	1.00	2.95

Notes: Industrial Trip Generation based on the Daily Rate from the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for Daily Trips are used to calculate a Trip Study Weight (TSW). 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). Light Industrial Example: $TSW = (27 / 362) = 0.075$; $TGW = (3.60 \times 0.075) = 0.269$. Industrial TG: Sum $(0.269 + 0.200 + 0.425 + 0.309 + 0.039 + 0.352 + 0.088 + 0.067 + 0.147 + 0.037 + 0.032 + 0.441 + 0.543) = 2.95$.

MEDICAL OR DENTAL 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.	10.70	6	0.15	1.57
CLINIC	630	1,000 SQ. FT.	37.60	9	0.22	8.25
VETERINARY	640	1,000 SQ. FT.	21.50	6	0.15	3.15
EMERGENCY CARE	650	1,000 SQ. FT.	24.94	4	0.10	2.43
MEDICAL OFFICE	720	1,000 SQ. FT.	34.03	16	0.39	13.28
TOTAL				41	1.00	28.68

Notes: Medical Office Trip Generation based on Daily Weekday Trip Generation per 1,000 square feet (SQ. FT.) based on the 12th 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 12th 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: $TSw = (16 / 41) = 0.39$; $TGw = (34.03 \times 0.39) = 13.28$. Medical Office Trip Generation is the sum of $(1.57 + 8.25 + 3.15 + 2.43 + 13.28) = 29.33$.

MULTI-TENANT 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)
MULTI-TENANT GREATER THAN 150K	820	1,000 SQ. FT.	36.39	32	0.76	27.73
MULTI-TENANT 40K to 150K WITHOUT SUPERMARKET	821	1,000 SQ. FT.	65.38	6	0.14	9.34
MULTI-TENANT UNDER 40K	822	1,000 SQ. FT.	54.45	4	0.10	5.19
TOTAL		1,000 SQ. FT.	--	42	1.00	42.25

Notes: Multi-Tenant Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 12th 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 Under 40K Example: $TSw = (4 / 42) = 0.10$; $TGw = (54.45 \times 0.10) = 5.19$. Retail Trip Generation is the sum of $(27.73 + 9.34 + 5.19) = 42.25$.

FREE-STANDING 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)
FREE STANDING DISCOUNT SUPERSTORE	813	1,000 SQ. FT.	50.52	72	0.39	19.45
VARIETY STORE	814	1,000 SQ. FT.	63.66	29	0.16	9.87
FREE STANDING DISCOUNT STORE	815	1,000 SQ. FT.	53.87	21	0.11	6.05
AUTO SALES NEW	840	1,000 SQ. FT.	27.84	18	0.10	2.68
AUTO PARTS SALES	843	1,000 SQ. FT.	54.57	14	0.07	4.09
DISCOUNT CLUB	857	1,000 SQ. FT.	40.34	15	0.08	3.24
HOME IMPROVEMENT	862	1,000 SQ. FT.	30.65	18	0.10	2.95
TOTAL		1,000 SQ. FT.		187	1.00	48.32

Notes: Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 12th 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). Variety Store Example: $TSw = (29 / 187) = 0.16$; $TGw = (63.66 \times 0.16) = 9.87$. Retail Trip Generation is the sum of $(19.45 + 9.87 + 6.05 + 2.68 + 4.09 + 3.24 + 2.95) = 48.32$.

HIGH IMPACT 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)
MULTI-TENANT 40K to 150K WITH SUPERMARKET	821	1,000 SQ. FT.	101.43	4	0.03	3.07
SUPERMARKET	850	1,000 SQ. FT.	92.29	21	0.16	14.68
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	107.20	17	0.13	13.81
MARJUANA DISPENSARY	882	1,000 SQ. FT.	227.76	10	0.08	17.25
LIQUOR STORE	899	1,000 SQ. FT.	107.21	5	0.04	4.06
DRIVE-IN BANK	912	1,000 SQ. FT.	98.85	20	0.15	14.98
FINE DINING RESTAURANT	931	1,000 SQ. FT.	79.03	5	0.04	2.99
HIGH TURN OVER RESTAURANT	932	1,000 SQ. FT.	103.75	50	0.38	39.30
TOTAL		1,000 SQ. FT.	114.69	132	1.00	110.15

Notes: High Impact Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 12th 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: $TSw = (21 / 132) = 0.16$; $TGw = (92.29 \times 0.16) = 14.68$. High Impact Retail Trip Generation is the sum of $(3.07 + 14.68 + 13.81 + 17.25 + 4.06 + 14.98 + 2.99 + 39.30) = 110.15$.

CONVENIENCE RETAIL 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.	63.76	0.062	28	48.30	0.071	28	56	854.33	0.07	63.20
FAST FOOD WITHOUT DRIVE-THRU	933	1,000 SQ. FT.	39.55	0.020	1	36.73	0.075	5	6	1233.62	0.01	9.78
FAST FOOD WITH DRIVE-THRU	934	1,000 SQ. FT.	33.24	0.036	55	31.60	0.067	139	194	697.49	0.26	178.75
COFFEE DONUT WITHOUT DRIVE-THRU	936	1,000 SQ. FT.	91.02	0.100	26	31.53	0.044	17	43	813.40	0.06	46.20
COFFEE DONUT WITH DRIVE-THRU	937	1,000 SQ. FT.	85.41	0.100	84	39.00	0.044	41	125	870.23	0.17	143.70
CONVENIENCE STORE WITH GAS (2 TO 8 POSITIONS)	945	1,000 SQ. FT.	37.14	0.062	45	43.33	0.071	46	91	604.66	0.12	72.69
CONVENIENCE STORE WITH GAS (9 TO 15 POSITIONS)	945	1,000 SQ. FT.	48.60	0.065	56	50.08	0.068	61	117	742.08	0.15	114.69
CONVENIENCE STORE WITH GAS (16 TO 24 POSITIONS)	945	1,000 SQ. FT.	64.97	0.065	59	61.09	0.068	66	125	948.96	0.17	156.70
TOTAL		1,000 SQ. FT.							757	845.60	1.00	785.71
DRIVE-THRU & FUEL POSITION TRIP GENERATION ADJUSTMENT												518.55
NET TRIP GENERATION (BASED ON TGw PER 1,000 SQ. FT. MINUS DRIVE-THRU & FUEL POSITION TRIP GENERATION ADJUSTMENT: (785.71 - 515.55 = 267.16)												267.16
Notes: Convenience 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). Convenience Store Example: TSw = (56 / 757) = 0.07; TGw = (854.33 x 0.07) = 63.20. Convenience Retail Trip Generation is the sum of (63.20 + 9.78 + 178.75 + 46.20 + 143.70 + 72.69 + 114.69 + 156.70) = 785.71. The same methodology applies to the Drive-Thru and Fuel Position Trip Generation Adjustmemt. The total number of studies (TS) is as follows: (Drive-Thru = 35; Fuel Position = 420; 35 + 420 = 455). The trip study weight (TSw) is as follows: (35 / 455 = 0.077; 420 / 455 = 0.923). The weighted trip generation TGw is as follows: (507.99 x 0.077) = 39.12; (259.71 x 2) = 519.42; (519.42 x 0.923) = 479.43). The trip generation for fuel positions is multiplied by two to account for the number of positions per 1,000 sq. ft. The trip generation adjustment is equal to the following: (39.12 + 479.43 = 518.54). The trip generation analysis for Quick Service Restaurant Drive-Thru's and Motor Vehicle Fuel Positions is provided in the trip generation appendix.												

BANK OR 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	46	21.03	0.102	116	162	182.06	0.52	94.83
BANK	912	DRIVE-THRU	8.65	0.063	38	26.98	0.102	111	149	200.91	0.48	96.25
TOTAL / AVERAGE			9.30	0.063	84	24.005	0.102	227	311	191.48	1.00	191.09
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	2.83	0.018	0.28	15.06	0.073	0.72	162	17.88	0.09	196.69
BANK	912	DRIVE-THRU	2.21	0.016	0.26	20.10	0.076	0.74	149	22.31	0.09	242.31
NET TRIP GENERATION TGw PER BANK DRIVE-THRU MINUS TGw FOR HIGH-IMPACT RETAIL (PER 1,000 SQ. FT.) (242.31 - 65.56) = 176.75												176.75
Notes: Bank Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 12th 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 12th 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 242.31 minus the daily trips per 1,000 sq. ft. for Free-Standing Retail of 65.56 for a net trip generation of 176.75 (242.31 - 65.56 = 176.75). The mobility fee for the square footage of the Financial Services building is based on the trip generation for Financial Service land uses.												

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 12th 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 12th 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 $(211.66 + 296.33) = 507.99$. ***Value ranges in the last row are shown in italics for informational purposes only.***

RETAIL 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	DRIVE-THRU	43.00	0.035	1	59.50	0.067	6	7	1058.32	0.04	40.26
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	938	DRIVE-THRU	39.81	0.100	20	15.08	0.044	8	28	370.41	0.15	56.37
BANK WITH DRIVE-THRU	912	DRIVE-THRU	8.65	0.063	38	26.98	0.102	111	149	200.91	0.81	162.69
TOTAL		DRIVE-THRU	30.49	0.066	59	33.85	0.071	125	184	543.21	1.00	259.32
PHARMACY WITH-OUT DRIVE-THRU	880	1,000 SQ. FT.	2.94	0.033	7	8.51	0.094	13	20	89.81	0.24	21.38
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	3.83	0.033	23	10.24	0.094	41	64	112.50	0.76	85.71
TOTAL	--	1,000 SQ. FT.	3.39	0.033	30	9.38	0.094	54	84	101.15	1.00	107.10
NET TRIP GENERATION BASED ON PHARMACY W/ DRIVE-THRU (DT) MINUS PHARMACY W/O DRIVE-THRU (DT) TIMES AVERAGE PHARMACY SQ. FT. PER 1,000: (112.50 - 89.81 = 22.69); (13,000 / 1,000 = 13); (22.69 x 13 = 294.93)												294.93
NET TRIP GENERATION BASED ON AVERAGE OF WEIGHTED DRIVE-THRU & WEIGHTED PHARMACY DRIVE-THRU: (259.32 + 294.93 = 554.25); (554.25 / 2 = 277.12)												277.12
NET TRIP GENERATION BASED ON AVERAGE OF FIVE (5) MINUTE WAIT TIME OVER ONE (1) HOUR DIVIDED BY A WEIGHTED AVERAGE PM PEAK HOUR FACTOR OF 0.0958: (60 / 5 = 12); (12 / 0.0958 = 125.26)												125.26
Notes: Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 12th 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 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. 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 / 184) = 0.04; TGw = (1058.32 x 0.04) = 40.26. Drive-Thru Trip Generation is the sum of (40.26 + 56.73 + 162.69) = 259.32. A trip generation per drive-thru was then calculated for pharmacies based on AM and PM peak hour trip generation for a pharmacy with and without a drive-thru. The difference in daily trip generation between a pharmacy with and without a drive-thru was then calculated. The difference was then calculated for a typically size pharmacy of 13,000 sq. feet. The average of the two drive-thru analysis was then calculated for an average weighted daily trip generation of 294.93 for a drive-thru. The land uses tend to be higher trip generators. A trip generation rate was then calculated assuming 12 vehicles and hour using a drive-thru (5 minutes per vehicle). This average value was then converted to a daily trip generation rate based on the weighted average PM Peak Hour factor for all land uses (0.0958). The new trip generation result is a daily trip generation of 125.26 per drive-thru. This analysis was done to illustrate that the calculated rates did not exceed those of higher trip generating land uses. <i>Average values in the last row are shown in italics for informational purposes only.</i>												

AUTOMOBILE CLEANING TRIP GENERATION

PER 1,000 SQ. FT.

SELF SERVICE CAR WASH	947	1,000 SQ. FT.	14.07	0.087	4	161.72	0.20	32.34
AUTOMATED CAR WASH	948	1,000 SQ. FT.	24.40	0.094	15	259.57	0.75	194.68
CAR WASH & DETAIL CENTER	949	1,000 SQ. FT.	13.60	0.087	1	156.32	0.05	7.82
TOTAL	--	--	--	--	20	--	1.00	234.84

Notes: Motor Vehicle and Boat Cleaning based on the PM Peak of adjacent street traffic per unit of measure based on the 12th Edition of the ITE Trip Generation Manual to provide for a uniform trip generation calculation across uses. 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 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. 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).

The 12th Edition provided updated trip generation for automated car washes per 1,000 sq. ft. Self serve car washes were converted to 1,000 sq. ft. based on 3 stall per 1,000 sq. ft. That equates to 14.07 trips per 1,000 sq. ft. (4.69×3) = 14.07 PM Peak Trips per 1,000 sq. ft. The car wash & detail center was left at the current trip generation of 13.60 trips per structure which equates to 13.60 per 1,000 sq. ft.

Self-Service Car Wash Example: $DT = (14.07 / .087) = 161.72$; $TSw = (4 / 20) = 0.20$; $TGw = (161.72 \times 0.20) = 32.34$. Motor Vehicle and Boat Cleaning Trip Generation is the sum of $(32.34 + 194.68 + 7.82) = 234.84$.

AUTOMOBILE CHARGING TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	ENTER TRIPS	EXIT TRIPS	PEAK HOUR TRP GENERATION	PEAK HOUR FACTOR	DAILY TRIP GENERATION (TG)
MOTOR VEHICLE CHARGING	n/a	CHARGING POSITION	2	2	4	0.065	61.54

Notes: Estimated trip generation assumes each charging position averages 2 motor vehicles per hour spending an average of 30 minutes per charge. Current estimates range between 20 and 45 minutes per charge. The peak hour factor is based on the average AM (0.054) and PM (0.075) peak hour trips to ITE Land Use Code 944 for motor vehicle fueling stations. The peak hour trips are similar to that of ITE Land Use Code 945 Convenience Store with motor vehicle fueling. There is estimated to be an entering and exiting vehicle every 30 minutes for a total of 4 trip per hour. The peak hour factor is 0.065. The following is the calculation: $(60 / 30 = 2)$; $(2 \times 2 = 4)$; $(4 / 0.065 = 61.54)$. It should be recognized that this is a new land use and that any end user should be provided the opportunity to provide an alternative trip generation analysis.

AUTOMOBILE 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	11.32	0.055	41	14.23	0.077	44	85	195.31	0.20	39.53
CONVENIENCE STORE WITH GAS (2-4K)	945	PER FUEL POSITION	13.65	0.062	71	15.85	0.071	79	150	221.70	0.36	79.18
CONVENIENCE STORE WITH GAS (4-5.5K)	945	PER FUEL POSITION	19.91	0.064	35	19.15	0.068	40	75	296.36	0.18	52.92
CONVENIENCE STORE WITH GAS (5.5-10K)	945	PER FUEL POSITION	23.21	0.064	55	21.08	0.068	55	110	336.33	0.26	88.09
TOTAL		PER FUEL POSITION	<i>17.02</i>	<i>0.061</i>	<i>202</i>	<i>17.58</i>	<i>0.071</i>	<i>218</i>	<i>420</i>	<i>262.42</i>	<i>1.00</i>	<i>259.71</i>

Notes: Motor Vehicle Fueling Trip Generation based on the AM and PM Peak of adjacent street traffic per the 12th 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 = $((11.32 / .055) + (14.23 / 0.077)) = 195.31$; TSw = $(85 / 420) = 0.20$; TGw = $(195.31 \times 0.20) = 39.53$. Motor Vehicle Fueling Trip Generation per 1,000 sq. ft. is the sum of $(39.53 + 79.18 + 52.92 + 88.09) = 259.71$. *Average values in the last row are shown in italics for informational purposes only.*

AUTOMOBILE REPAIR 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	2.09	0.083	4	2.26	0.082	4	8	26.37	0.10	2.57
TIRE STORE	848	SERVICE BAY	2.69	0.066	21	3.85	0.091	24	45	41.53	0.55	22.79
TIRE SUPERSTORE	849	SERVICE BAY	1.34	0.066	11	2.11	0.091	12	23	21.74	0.28	6.10
QUICK LUBE VEHICLE SHOP	941	SERVICE BAY	5.80	0.083	1	8.70	0.115	1	2	72.77	0.02	1.77
AUTOMOBILE CARE CENTER	942	SERVICE BAY	3.87	0.049	2	4.90	0.110	2	4	61.76	0.05	3.01
TOTAL	--	--	3.16	0.069	39	4.36	0.098	43	82	44.84	1.00	36.25

Notes: Motor Vehicle Service Trip Generation based on the AM and PM Peak of adjacent street traffic per Service Bay based on the 12th 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 12th 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: $DT = ((2.69 / .066) + (3.85 / 0.091)) = 41.53$; $TSw = (45 / 82) = 0.55$; $TGw = (41.53 \times 0.55) = 22.79$. Motor Vehicle Service Trip Generation per bay is the sum of $(2.57 + 22.79 + 6.10 + 1.77 + 3.01) = 36.25$. **Average values in the last row are shown in italics for informational purposes only.**

APPENDIX L

Person Travel Demand per Use (PTDu)

Appendix L: Person Travel Demand per Use (PTDu)									
Land Use Categories (Dark Grey), Use Classifications, & Representative Uses (in parentheses)	Unit of Measure (UOM)	Trip Generation (TG)	% New Trips (NT)	Person Trip Factor (PTF)	Person Trip Length (PTL)	Person Miles of Travel (PMT)	Trip Purpose Factor (TPF)	Person Travel Demand (PTD)	ITE Land Use Codes
Residential Uses									
Affordable Residential	per 1,000 Sq. Ft.	2.68	1.00	1.60	2.74	11.73	0.4008	4.70	50% of Residential
Residential (Single-Family, Multi-Family, Mobile Home)	per 1,000 Sq. Ft.	5.35	1.00	1.60	2.74	23.45	0.4008	9.40	See Residential
Institutional Uses									
Community Serving (Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	5.23	0.70	1.91	2.96	20.70	0.2565	5.31	See Community Serving
Long Term Care (Assisted Living, Adult Care Center, Congregate Living Facility, Nursing Home)	per 1,000 Sq. Ft.	5.82	0.70	1.60	2.74	17.86	0.2565	4.58	See Long Term Care
Private Education (Afterschool, Child Care Center, Day Care Center, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	9.80	0.50	1.76	2.82	24.32	0.2565	6.24	See Private Education
Recreational Uses									
Golf Course (Open to Public or Non-Resident Membership)	per hole	30.38	1.00	1.69	2.00	102.68	0.2565	26.34	430
Outdoor Commercial Recreation (Amusement, Driving Range, Multi-Purpose, Recreation, Sports, Tennis)	per Acre	39.74	1.00	1.69	2.00	134.32	0.2565	34.45	See Outdoor Recreation
Indoor Commercial Recreation (Amusement Arcade, Exercise Studio, Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 Sq. Ft.	35.70	1.00	1.69	2.00	120.67	0.2565	30.95	See Indoor Recreation
Recreational Vehicle or Travel Trailer Park	per Space / Lot	1.04	1.00	1.69	2.00	3.52	0.2565	0.90	416
Industrial Uses									
Industrial (Heavy, Flex-Unit, Light, Microbrewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	2.95	1.00	1.39	2.77	11.36	0.2565	2.91	See Industrial
Office Uses									
Office (Administrative, Business, Hospital, Post Secondary Education, Professional, Real Estate)	per 1,000 Sq. Ft.	10.97	0.80	1.39	2.77	33.79	0.2565	8.67	See Office
Medical or Dental Office (Clinic, Dental, Health Service, Laboratory, Professional Care, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	28.68	0.70	1.37	2.84	78.11	0.2565	20.04	See Medical Office
Commercial & Retail Uses									
Local Retail (Café, Restaurant, Retail, Sales and Services, Personal Services)	per 1,000 Sq. Ft.	21.13	0.25	1.68	2.29	20.32	0.3427	6.96	50% of Multi-Tenant Retail
Multi-Tenant Retail (Goods, Merchandise, Personal Services, Restaurant, Retail, Street Level Mixed-Use)	per 1,000 Sq. Ft.	42.25	0.25	1.68	2.29	40.64	0.3427	13.93	See Multi-Tenant Retail
Free-Standing Retail (Auto, Discount, Home Improvement, Superstore, Wholesale)	per 1,000 Sq. Ft.	48.32	0.35	1.57	2.27	60.27	0.3427	20.66	See Free-Standing Retail
High Impact Retail (Alcoholic Beverages, Banks, Grocery Store, Pharmacy & Drug Store, Sit-Down Restaurant)	per 1,000 Sq. Ft.	110.15	0.30	1.68	2.29	127.13	0.3427	43.57	See High-Impact Retail
Convenience Retail (Convenience Store, Fast Food Restaurant, Drive-In Restaurant, Gasoline Station)	per 1,000 Sq. Ft.	267.16	0.20	1.68	2.29	205.56	0.3427	70.45	See Convenience Retail
Non-Residential Additive Uses (All uses are additive except overnight lodging)									
Bank or Financial Drive-Thru Lane or Free-Standing ATM	per Lane / ATM	176.75	0.30	1.93	2.06	210.82	0.2565	54.07	See Bank Drive-Thru
Hotel & Overnight Accommodations (B&B, Condo Hotel, Hotel, Motel, Motor Lodge, Tourist Court, Short-term Rental, Transient)	per Room	6.02	0.80	1.60	2.74	21.11	0.4008	8.46	See Overnight Lodging
Fast Food or Quick Service Restaurant Drive Thru	per Lane	507.99	0.20	1.53	2.77	430.58	0.2565	110.44	See Fast Food Restaurant Drive-Thru
Retail Drive-Thru (Dry Cleaner, Dollar Store, Grocery Store, Pharmacy & Drug Store, Retail)	per Lane	125.26	0.30	1.93	2.06	149.40	0.2565	38.32	See Retail Drive-Thru
Automobile Cleaning (Automated, Cleaning, Dry, Detailing, Polishing, Self-Serve, Vacuum, Wash, Wax)	per 1,000 Sq. Ft.	234.84	0.20	1.93	2.06	186.74	0.2565	47.90	See Automobile Cleaning
Automobile Charging (Commercial Facility which requires Membership or Payment)	per Position	61.54	0.70	1.93	2.06	171.27	0.2565	43.93	3 trips per hour / peak hour ratio of 0.065
Automobile Fueling	per Position	259.71	0.20	1.93	2.06	206.51	0.2565	52.97	See Automobile Fueling
Automobile Repair Service (Brakes, Install, Maintenance, Major, Minor, Quick Lube, Repair, Tint, Tires)	per Bay or Stall	36.25	0.70	1.93	2.06	100.89	0.2565	25.88	See Automotive Repair

APPENDIX M

2022 National Household Travel Survey Data:

Trip Purpose

APPENDIX M: TRIP PURPOSE OF FIVE (5) MILES OR LESS										
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)
5	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
10	COMMUNITY SERVING	141,594,946	1.91	419,347,708	1.47	2.96	74,141,794	285,226,140	3.85	1.41
15	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
20	SCHOOL / COMMUNITY SERVICE / FAMILY CARE	450,168,263	1.76	1,270,968,359	1.55	2.82	255,950,254	821,962,667	3.21	1.47
25	SOCIAL / EXERCISE / RECREATION / ENTERTAINMENT	932,849,055	1.69	1,865,806,069	1.71	2.00	552,268,291	1,088,730,883	1.97	1.90
30	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
35	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
40	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
45	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
50	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
55	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
60	WORK / SOCIAL VACATION	1,516,832,952	1.46	4,046,581,726	1.40	2.67	1,041,844,793	2,892,327,768	2.78	1.21
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 N

Trip Purpose Factor (TPf)

APPENDIX N: TRIP PURPOSE FACTOR (TPf)

TRIP PURPOSE	PERSON TRIPS	SHARE OF TRIPS	PERSON MILES OF TRAVEL	SHARE OF TRAVEL
HOME BASED	3,932,291,682	36.83%	10,792,409,517	40.08%
SHOPPING	4,032,852,643	37.77%	9,229,973,957	34.27%
PERSONAL ERRANDS	1,619,424,573	15.17%	3,336,135,398	12.39%
BUY MEALS	834,372,341	7.81%	2,308,892,244	8.57%
BUY GOODS	1,579,055,729	14.79%	3,584,946,315	13.31%
OTHER	2,711,849,241	25.40%	6,907,914,326	25.65%
WORK BASED	1,188,581,608	11.13%	3,293,643,881	12.23%
COMMUNITY SERVING	141,594,946	1.33%	419,347,708	1.56%
SOCIAL / VACATION	328,251,344	3.07%	752,937,845	2.80%
SCHOOL	281,934,087	2.64%	792,330,010	2.94%
FAMILY CARE	26,639,230	0.25%	59,290,641	0.22%
MEDICAL / DENTAL	140,250,315	1.31%	477,496,017	1.77%
EXERCISE	317,077,246	2.97%	648,822,440	2.41%
RECREATION / ENTERTAINMENT	287,520,465	2.69%	464,045,784	1.72%
TOTAL	10,676,993,566	100.00%	26,930,297,800	100.00%

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

Mobility Fee Schedule

APPENDIX O: CITY OF LAKE CITY MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	Mobility Fee
Residential Uses		
Affordable Residential ^{1,2}	per Sq. Ft.	\$0.89
Residential (Single-Family, Multi-Family, Mobile Home) ^{2,3,4}	per Sq. Ft.	\$1.77
Institutional Uses		
Community Serving (Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship)	per Sq. Ft.	\$1.00
Long Term Care (Assisted Living, Adult Care Center, Congregate Living Facility, Nursing Home)	per Sq. Ft.	\$0.86
Private Education (Afterschool, Child Care Center, Day Care Center, K-12, Pre-K, Trade School, Tutor)	per Sq. Ft.	\$1.17
Recreational Uses		
Golf Course (Open to Public or Non-Resident Membership)	per hole	\$4,959
Outdoor Commercial Recreation (Amusement, Driving Range, Multi-Purpose, Recreation, Sports, Tennis) ⁵	per Acre	\$6,487
Indoor Commercial Recreation (Amusement Arcade, Exercise Studio, Fitness, Gym, Health, Indoor Sports, Recreation) ⁵	per Sq. Ft.	\$5.83
Recreational Vehicle or Travel Trailer Park	per Space / Lot	\$170
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Microbrewery, Self or Outdoor Storage, Utilities) ⁶	per Sq. Ft.	\$0.55
Office Uses		
Office (Administrative, Business, Hospital, Post Secondary Education, Professional, Real Estate)	per Sq. Ft.	\$1.63
Medical or Dental Office (Clinic, Dental, Health Service, Laboratory, Professional Care, Emergency Care, Rehab, Veterinary)	per Sq. Ft.	\$3.77
Commercial & Retail Uses		
Local Retail (Café, Restaurant, Retail, Sales and Services, Personal Services) ⁷	per Sq. Ft.	\$1.31
Multi-Tenant Retail (Goods, Merchandise, Personal Services, Restaurant, Retail, Street Level Mixed-Use) ⁸	per Sq. Ft.	\$2.62
Free-Standing Retail (Auto, Discount, Home Improvement, Superstore, Wholesale) ⁹	per Sq. Ft.	\$3.89
High Impact Retail (Alcoholic Beverages, Banks, Grocery Store, Pharmacy & Drug Store, Sit-Down Restaurant) ¹⁰	per Sq. Ft.	\$8.20
Convenience Retail (Convenience Store, Fast Food Restaurant, Drive-In Restaurant, Gasoline Station) ¹⁰	per Sq. Ft.	\$13.26
Non-Residential Additive Uses (All uses are additive except overnight lodging) ¹¹		
Bank or Financial Drive-Through Lane or Free-Standing ATM ¹²	per Lane / ATM	\$10,182
Hotel & Overnight Accommodations (B&B, Condo Hotel, Hotel, Motel, Motor Lodge, Tourist Court, Short-term Rental, Transient)	per Room	\$1,593
Fast Food or Quick Service Restaurant Drive-Through ¹³	per Lane	\$20,796
Retail Drive-Through (Dry Cleaner, Dollar Store, Grocery Store, Pharmacy & Drug Store, Retail) ¹⁴	per Lane	\$7,216
Automobile Cleaning (Automated, Cleaning, Dry, Detailing, Polishing, Self-Serve, Vacuum, Wash, Wax) ¹⁵	per Sq. Ft.	\$9.02
Automobile Charging (Commercial Facility which requires Membership or Payment) ¹⁶	per Position	\$8,272
Automobile Fueling ¹⁶	per Position	\$9,974
Automobile Repair Service (Brakes, Install, Maintenance, Major, Minor, Quick Lube, Repair, Tint, Tires) ¹⁷	per Bay or Stall	\$4,872
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- ¹ The mobility fee for affordable residential is calculated at a reduced rate as permitted per Florida Statute (Fla. Sta.) 163.3180 (5) (f) 6. The City may elect to establish a program that establishes criteria to qualify as affordable residential. Until the City establishes a program, and an applicant receives formal approval, the affordable housing mobility fee rate would not be applicable. The mobility fee could be waived completely by the City per Fla. Sta. 163.31801 (11) per affordable definition in Fla. Sta. 420.9071.
- ² Residential square feet is the sum of enclosed liveable areas (doors, windows, walls) under roof (in square feet) of each dwelling unit measured from the exterior surface of exterior walls, excluding unconditioned garages.
- ³ Common hallways, lobbies, leasing offices, and residential amenities are not included in the square feet calculation. Any space that is leased to a third-party use to provides drinks, entertainment, food, goods, or other services available to the public shall be required to pay the applicable mobility fee per the individual uses identified in the mobility fee schedule.
- ⁴ Mobile residence includes individual lots or parcels or more than one mobile residence in a development, park or resort. The storage of an RV or travel trailer on a residential parcel of land, where the land development code allows for on-site storage, is not considered to be a separate residence. Any space in a development, park, or resort that is leased to a third-party use to provides drinks, entertainment, food, goods, or other services available to the public shall be required to pay the applicable mobility fee per the individual uses identified in the mobility fee schedule.
- ⁵ For Recreational Uses that feature both indoor and outdoor entertainment or recreation, the indoor shall be based on the indoor mobility fee rate, the outdoor shall be made on the outdoor rate, any other uses, such as hotel and overnight accommodations or commercial and retail uses, shall pay the applicable mobility fee for the land use.
- ⁶ Acreage for any unenclosed material and vehicle storage, including but not limited to boats, commercial vehicles, recreational vehicles (RV), and trailers, sales and display shall be converted to square footage.
- ⁷ The City of Lake City may elect to establish a program that establishes criteria to qualify as a local retail business. Until the City establishes a program and an applicant receives formal approval, the local retail business mobility fee rate would not be applicable. Shown as a reduced rate as permitted per Florida Statute (Fla. Sta.) 163.3180 (5) (f) 6.
- ⁸ Multi-tenant Retail means a single building, with two or more separate uses under lease or ownership where no single use exceeds 75% of the total square footage of the building. Institute of Transportation Engineers (ITE) Land Use Codes under the 800 and 900 series, excluding grocery stores and supermarkets.
- ⁹ Free-Standing Retail shall mean retail and personal services in a single building where any use under common ownership exceeds 75% of the total square footage of the building. Free-Standing Retail uses are typically located on their own parcel, have designated off-street parking areas and one or more access to an external road. Free-Standing Retail may also be outparcels within a larger overall development and may share an access to an external street with one or more uses. ITE Trip Generation Manual Land Use Codes under the 800 and 900 series. Stand alone dollar stores and wholesale clubs are examples of free-standing retail uses. Excludes high-impact retail and convenience retail uses.
- ¹⁰ High Impact Retail includes banks, pharmacies, sit down restaurants (non fast food), grocery stores, supermarkets, beer, liquor, package, wine and spirits stores, bars, nightclubs, lounges. These uses generate between 75 and 250 daily trips per 1,000 sq. ft. per the latest ITE Generation Manual or alternative study. Convenience Retail includes car washes, convenience stores, gas stations, service stations, coffee, donut, sandwich, food and beverage that would be considered fast food or quick service restaurants. These uses generate more than 250 daily trips per 1,000 sq. ft. per the latest ITE Generation Manual or alternative study.
- ¹¹ Additive mobility fees are assessed in addition to the mobility fee assessed with the square footage of the building.
- ¹² Bank shall pay the multi-use or freestanding retail rate for the square footage of the building. Drive-through lanes, Free Standing ATM's and Drive-through lanes with ATM's are assessed a separate fee per lane or per ATM and are added to any mobility fee associated with a bank building. The free-standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store.
- ¹³ Any drive-through associated with a quick service restaurant will be an additive fee in addition to the applicable retail mobility fee per square foot of the building. The number of drive-through lanes will be based on the number of lanes present when an individual places an order or picks up an order, whichever is greater. Quick service restaurants include those in convenience stores or multi-tenant buildings. Drive-through lanes include lanes associated with picking up any beverage or food order made on-line, by an app, or a third party or drive-through.
- ¹⁴ Any drive-through associated with a retail use will be assessed an additive mobility fee in addition to the applicable retail mobility fee per square foot of the building. The number of drive-through lanes will be based on the number of lanes present when an individual places an order or picks up an order, whichever is greater. Drive-through lanes may be located in multi-use or free-standing buildings. Banks and Quick Service Restaurants have their own mobility fee rates per drive-through lane.
- ¹⁵ Automobile Cleaning shall mean any car wash, wax, or detail where a third party or automatic system performs the cleaning service. The square footage for any automated or manual car wash shall be based on the total square footage of the lane/tunnel, stall, bay, or stations any building space that is not captured as part of a lane/tunnel, stall, bay, or stations. This land use was recently updated in the 12th Edition of the ITE Trip Generation Manual and used to be based on lanes, tunnels, stalls and stations.
- ¹⁶ Rates per Automobile Charging or Fueling position apply to a convenience store, gas station, general store, grocery store, supermarket, superstore, variety store, wholesale club or service stations with fuel pumps. In addition, there shall be a separate mobility fee for the square footage of any retail building per the applicable mobility fee rate under commercial and retail uses. The number of charging or fueling positions is based on the maximum number of vehicles that could be charged or fueled at one time. Non-commercial vehicle charging stations associated with residential or non-residential uses that are required by the City or are provided by the owner as an amenity and not a commercial purpose shall not be assessed a mobility fee.
- ¹⁷ Automobile Repair Service includes maintenance, repair, and servicing of motor vehicles. Mobility Fee are assessed per bay or stall, plus a retail rate associated with any additional building square footage under retail uses for waiting areas, parts, supplies, and transactions.

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City of Lake City

Mobility Fee Technical Report

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