

PLANNING COMMISSION

AGENDA

AUGUST 8, 2024

5:01 P.M.

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

Commissioner Vacant, District 1

Commissioner Jack Beery, District 2

Chairman Jeremy Stewart, District 3

Commissioner Todd Tarchalski, District 4

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

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES FOR MAY 9, 2024 (NO JUNE OR JULY MEETING)

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

E. ANNOUNCEMENTS

F. ADDITIONS, DELETIONS, OR CHANGES TO THE AGENDA

G. ACCEPTANCE OF THE AGENDA

H. OATH TAKING

I. DISCLOSURES

J. OLD BUSINESS

None

K. NEW BUSINESS

a. Applications for Development Review

None

b. Public Hearings

Agenda Item #1: 551867-BCC-2024 and 551872-BCC-2024. Consideration of a request to change a parcel of land submitted by Jeff McGinnis of Anchors Smith Grimsley, PLC agent, on behalf of the School District of Okaloosa County, relating to parcel 15-1S-22-0000-0001-001D, property located on the northwest corner of Lancaster Drive and Highway 20, Niceville, Florida. The request is to change the Comprehensive Plan Future Land Use Map (FLUM) designation for the subject property from Institutional (INST), to Mixed Use (MU) or a more restrictive FLUM designation. If the FLUM amendment is approved, there is a companion request to rezone the property from Institutional (INST), to Mixed Use (MU) or a more restrictive zoning district. The subject property contains 25 acres, more or less.

Agenda Item #2: 551469-BCC-2024 and 551470-BCC-2024. Consideration of a request to change land submitted by Choctaw Engineering, Inc., agent, on behalf of Day Development of NW FL. LLC., owner, relating to parcel 28-4N-23-0000-0016-0000, property located at 5976 N Highway 85, Crestview, Florida. The request is to change the Comprehensive Plan Future Land Use Map (FLUM) designation for the subject property from Rural Residential (RR) and Mixed Use (MU), to Low Density Residential (LDR) or a more restrictive FLUM designation. If the FLUM amendment is approved, request to rezone the property from Rural Residential (RR) and Mixed Use (MU), to Residential-1 (R-1) or a more restrictive zoning district. The subject property contains 24 acres more or less.

Agenda Item #3: CPA-2024-01. Comprehensive Plan Text Amendment; Mobility Plan. Consideration of an ordinance of the Board of County Commissioners of Okaloosa County, Florida Amending the Comprehensive Plan of Okaloosa County to provide a Large Scale Plan Amendment consisting of text amendments to Chapter 1 Administration, Chapter 2.1 Future Land Use Element (FLUE), Chapter 2.2 Transportation Element (TE), Chapter 2.12 Intergovernmental Coordination Element (ICE), Chapter 2.13 Capital Improvements Element (CIE), and Chapter 4 Concurrency Management System of the Okaloosa County 2020 Comprehensive Plan.

Agenda Item #4: CPA-2024-02. Comprehensive Plan Text Amendment; Evaluation and Appraisal Report. Consideration of an amendment to the Okaloosa County Comprehensive Plan, adopting changes recommended in the 2024 Evaluation and Appraisal Report (EAR); adopting the updated Planning Profiles as the Technical Documents containing support data and analysis for the various elements of the Comprehensive Plan; and providing a minimum planning period of ten (10) years and citing the source and date of population projections used in establishing the 10-year planning period.

Agenda Item #5: CPA-2024-03. Comprehensive Plan Text Amendment; Capital Improvements. Consideration of an ordinance referred to as the Fiscal Year 2024 Capital Improvements Update Ordinance; specifically, amending Table 2.13.1 of the Chapter 2.13, Capital Improvements, of the Goals, Objectives, and Policies, of the Okaloosa County Comprehensive Plan.

Agenda Item #6: Development Order Appeal. Arbor Grove. Consideration of a petition by Clyde Lewis, Brian Homberg, Wesley & Simone Florez, Laurie Kent, Lisa Ward & Family, Monika McKee, Amy Tolar and Gilbert Fortner challenging the issuance of a Development Order for Arbor Grove Subdivision, a proposed 145 – lot single family detached residential subdivision as submitted by Cole Granger, PE with Seaside Engineering & Surveying, LLC, agent on behalf of the applicant, Arbor Grove, LLC. The property is currently zoned Residential 1 (R 1) and the Future Land Use Map (FLUM) designation is Low Density Residential (LDR). The property is located on the east side of Buckward Road, north of Price Farms Plantation, Baker. Property contains 61.14 acres more or less.

Agenda Item #7: Development Order Appeal. Buckhaven. Consideration of petitions submitted by Lisa Ward & family, Wesley Florez, Don & Bonnie Grundel, James Messick, Clyde Lewis, and Brian Homberg challenging the issuance of a development order for Buckhaven Subdivision, a proposed 132 - lot single family detached multi-phased residential subdivision as submitted by AVCON Engineering, on behalf of the applicant Garden Street Communities Southeast, LLC. The property is currently zoned Agricultural (AA) and the Future Land Use Map (FLUM) designation is Agricultural (AG). The property is located on Old River and Buck Ward Roads, Baker, Florida. Property contains 195 acres more or less.

L. OTHER BUSINESS

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

M. ADJOURNMENT

PLANNING COMMISSION

MINUTES

MAY 9, 2024

5:01 P.M.

The regular meeting of the Okaloosa County Planning Commission was held Thursday, May 9, 2024, 5:01 p.m., Commissioner's Chambers, Okaloosa County Administrative Complex 1250 Eglin Parkway N, Shalimar, FL 32579. Board members in attendance were Jeremy Stewart, John Collins, Todd Tarchalski, and Jack Beery.

Eglin Representative Jack Kiger was not in attendance.

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

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

County Attorney Kerry Parsons was in attendance.

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

Agenda Item 1: Ray Greer – 2910 Kerry Forest Pkwy, Tallahassee, FL – Applicant

Agenda Item 2: Christy Jones – 205 Third St SE, Fort Walton Beach, FL - Applicant

A. CALL TO ORDER

Chairman Jeremy Stewart called the meeting to order at 5:01 PM.

B. ROLL CALL

Martina Barrow conducted roll call.

C. APPROVAL OF MINUTES FOR DECEMBER 14, 2023 MEETING (NO JANUARY, FEBRUARY, MARCH, OR APRIL MEETING)

Motion to approve minutes made by John Collins and second by Jack Beery. -- 4 ayes. Motion Passes.

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

None.

E. ANNOUNCEMENTS

None.

F. ADDITIONS, DELETIONS, OR CHANGES TO THE AGENDA

None.

G. ACCEPTANCE OF THE AGENDA

Motion to accept the agenda as written made by John Collins and second by Jack Beery. --- 4 ayes. Motion Passes.

H. OATH TAKING

Martina Barrow administered the Oath for all speakers.

I. DISCLOSURES

Martina Barrow read disclosures to the Board. All replied no. Chairman Stewart stated he would have to recuse himself from voting on agenda item #2 to avoid a conflict of interest.

J. OLD BUSINESS

None

K. NEW BUSINESS

None

a. Applications for Development Review

None

b. Public Hearings

AGENDA ITEM 1: 548615-BCC-2024 & 548617-BCC-2024 Consideration of a request changing the use of land submitted by Raymond Greer, on behalf of Warren Cutshall, NWF Land, LLC. relating to property located north of US 90 just to the east of Clint Mason Road. The request is to change the Comprehensive Plan Future Land Use Map (FLUM) designation for the property from **Agricultural (AG)** to **Low Density Residential (LDR)**. If the FLUM amendment is approved, request to rezone the property from **Agriculture (AA)** to **Residential-1 (R-1)**, or a more restrictive zoning district. Property contains 6.33 acres, more or less. In addition to the proposed Future Land Use Map Amendment and Rezoning, a proposed amendment to the Okaloosa County Land Development Code is also being requested. The proposed Land Development Code Amendment will amend Section 3.10.00, 605-Acre Highway 90 Overlay District. Said overlay will be expanded to include 6.33 acres and will increase the maximum overall density of the property from 1,200 to 1,222 residential units, establish a height limitation, require dark sky lighting principles and provide coordination with Eglin Air Force Base.

Randy Woodruff presented Agenda Item 1 to the board.

Chairman Stewart called Ray Greer to speak.

Mr. Greer gave a brief description of proposed changes.

Vice Chairman Collins stated that it does seem to be consistent with the surrounding area.

Chairman Stewart called for a motion.

Motion to recommend approval of Agenda Item 1 as written to request a change to the Comprehensive Plan Future Land Use Map (FLUM) designation for the subject property from Agriculture (AG), to Low Density Residential (LDR) or a more restrictive FLUM designation, made John Collins and second by Jack Beery. -- 4 ayes. Motion Passes.

Motion to recommend approval of Agenda Item 1 as written to request to rezone the property from Agriculture (AA) to Residential-1 (R-1), or a more restrictive zoning district, made by John Collins, and second by Jack Collins. --- 4 ayes. Motion Passes.

Motion to recommend approval of Agenda Item 1 as written to amend the Okaloosa County Land Development Code Section 3.10.00, 605-Acre Highway 90 Overlay District, made by John Collins, and second by Jack Beery. --- 4 ayes. Motion Passes.

Agenda Item # 2: Consideration of the Fourth Amendment to the Development Agreement by and between the Board of County Commissioners and Patriots Ridge LLP, for the purpose of establishing development rights for certain real property located within the unincorporated area of Okaloosa County; providing assurances in accordance with existing laws and policies subject to the conditions of the agreement; and, insuring that the agreement is in compliance with applicable provisions of Section 163.3220-163.3243, Florida Statutes, and the Okaloosa County Comprehensive Plan-163.3243, Florida Statutes, and the Okaloosa County Comprehensive Plan.

Randy Woodruff presented Agenda Item 2 to the board.

Chairman Stewart called for Christy Jones to speak.

Vice Chairman Collins asked for a more specific explanation of the proposed changes.

Ms. Jones explained the proposed changes would include a reduction of 19 lots and moving to sewer.

Chairman Stewart called for a motion.

Motion to recommend approval of Agenda Item 2 as written to request a Fourth Amendment to the Development Agreement by and between the Board of County Commissioners and Patriots Ridge LLP made by Jack Beery, and second by John Collins. -- 3 ayes. Motion Passes.

L. OTHER BUSINESS

Vote to determine Chairman and Vice Chairman for 2024.

Motion to nominate Jeremy Stewart as Chairman for 2024 made by John Collins and second by Jack Beery -- 4 ayes. Motion Passes.

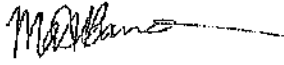
Chairman Stewart handed the gavel to Commissioner Beery to make a motion.

Motion to nominate John Collins as Vice Chairman for 2024 made by Jeremy Stewart and second by Todd Tarchalski -- 4 ayes. Motion Passes.

The **JUNE 13, 2024**, Planning Commission Meeting will be held at the Commissioner's Chambers, Okaloosa County Administrative Complex 1250 Eglin Parkway N, Shalimar, FL 32579.

M. ADJOURNMENT

Chairman Stewart adjourned the meeting at approximately 5:17 p.m.



Prepared by: _____
Martina Barrow, Recording Secretary

Date 05/10/2024



PLANNING COMMISSION

AGENDA REQUEST

TO: HONORABLE CHAIRMAN & MEMBERS OF THE PLANNING COMMISSION

THROUGH: Elliot Kampert, AICP, Director

FROM: Randy Woodruff, AICP, Deputy Director

SUBJECT: 551867-BCC-2024 and 551872-BCC-2024, request for Small Scale Plan Amendment and Rezoning; as presented by Jeff McGinnis of Anchors Smith Grimsley, PLC., agent, on behalf of The School District of Okaloosa County.

DATE: August 8, 2024

BCC DISTRICT: (5) Commissioner Mel Ponder, Chairman

PLANNING COMMISSION DISTRICT: (5) John Collins

PUBLIC HEARING: Consideration of a request to change a parcel of land submitted by Jeff McGinnis of Anchors Smith Grimsley, PLC agent, on behalf of the School District of Okaloosa County, relating to parcel 15-1S-22-0000-0001-001D, property located on the northwest corner of Lancaster Drive and Highway 20, Niceville, Florida. The request is to change the Comprehensive Plan Future Land Use Map (FLUM) designation for the subject property from **Institutional (INST)**, to **Mixed Use (MU)** or a more restrictive FLUM designation. If the FLUM amendment is approved, there is a companion request to rezone the property from **Institutional (INST)**, to **Mixed Use (MU)** or a more restrictive zoning district. The subject property contains 25 acres, more or less.

STAFF FINDINGS:

- The proposed FLUM amendment is classified as a Type – 2 Plan Amendment which involves properties 50 acres or less in size. Type – 2 amendments do not require transmittal to the State Planning Agency for review.
- The subject property is 25 acres, more or less, in size and located on the northwest corner of Lancaster Drive and Highway 20, Niceville, Florida; and is currently vacant.
- The subject property is bordered by Tower Acres, Plat Book 4, Page 60, a recorded single-family subdivision to the west; bordered by Mossy Oaks, Plat Book 13, Page 34, a recorded single-family subdivision to the north; Highway 20 and Fred Gannon State Park to the east, and Lancaster Drive and single-family homes to the south. The applicant has filed applications with the County to amend the Future

Land Use Map designation for the subject property to **Mixed Use (MU)** and to rezone the subject property to **Mixed Use (MU)**. The applicant has submitted said Small Scale plan Amendment in order to change the subject property for future development due to a property exchange with a private developer in the acquisition of a new school site in Niceville, Florida. (**Exhibit 1 – Applicant Letter of Petition**).

TABLE 1 – FLUM & ZONING DESIGNATIONS		
	FLUM DESIGNATION	ZONING DESIGNATION
SUBJECT PROPERTY	Institutional (INST)	Institutional (INST)
NORTH	Medium Density Residential (MDR) and Mixed Use (MU)	Residential – 2 (R-2) and Mixed Use (MU)
SOUTH	Low Density Residential (LDR) Mixed Use (MU) Mixed Use 1 (MU-1)	Residential – 1 (R-1) Mixed Use (MU) Mixed Use-1 (MU-1)
EAST	Highway 20	Highway 20
WEST	Low Density Residential (LDR)	Residential-1 (R-1)

The subject property is located within the **Institutional (INST)** Future Land Use Category and the **Institutional (INST)** zoning district. The **Institutional (INST)** future land use designation is to provide areas for civic, government, religious, or otherwise generally not-for-profit land uses. The **Institutional (INST)** zoning district provides areas for the location, maintenance, and preservation of public, semi-public and institutional lands and land uses.

The applicant is proposing to change the Comprehensive Plan Future Land Use Map (FLUM) designation for the property from **Institutional (INST)**, to **Mixed Use (MU)**. The **Mixed Use (MU)** (FLU) is to provide areas for a functional and compatible mix of land uses which may include a mix of residential housing types as well as a mix of residential and nonresidential uses including Planned Unit Developments, commercial mixed use, residential mixed use, or other types of mixed use as described herein.

If the FLUM amendment is approved, the applicant is requesting to rezone the property from **Institutional (INST)**, to **Mixed Use (MU)**. The purpose of the **Mixed Use (MU)** zoning district is to provide areas for a variety of housing types as well as a functional mix of residential and non-residential land uses. To this end, while MU developments are encouraged to include a mix of both residential and non-residential uses, single use development is allowed when the area surrounding a proposed single use development within the MU zone is predominantly of the type proposed, and requiring another use would be out-of-character with the predominant surrounding use, and would result in

internal incompatibility that cannot be remedied through buffers, setbacks, or other techniques in an economically efficient manner.

The subject property is located inside the Urban Development Boundary (UDB).

COMPREHENSIVE PLAN ANALYSIS:

Okaloosa County Comprehensive Plan, Future Land Use Element, Policy 4.3

Policy 4.3 recognizes the importance of design in mitigating potential incompatibility conditions through the site plan review process. In particular, it empowers Okaloosa County to require various mitigation techniques including variable buffers, placement and design of open space and landscaping, and consideration of lighting design and placement to avoid glare. In addition, it recognizes the concept of varying setbacks based on the height of buildings. *The applicant is proposing to change the Comprehensive Plan Future Land Use Map (FLUM) designation for the property from Institutional (INST), to Mixed Use (MU). If the FLUM amendment is approved, the applicant is requesting to rezone the property from Institutional (INST), to Mixed Use (MU). The aforementioned mitigating techniques will be addressed during the Development Order review process.*

Okaloosa County Comprehensive Plan, Future Land Use Element, Policy 4.4

Policy 4.4 Compatibility of adjacent zoning districts shall be considered during rezoning and land use plan amendments, considering potential maximum densities, intensities, and consistency of the potential land uses with surrounding districts, and the manner in which the land uses on the FLUM and the zoning districts result in an appropriate transition of uses, densities, and intensities: *The applicant is proposing to change the Comprehensive Plan Future Land Use Map (FLUM) designation for the property from Institutional (INST), to Mixed Use (MU). If the FLUM amendment is approved, the applicant is requesting to rezone the property from Institutional (INST), to Mixed Use (MU). The applicant has not submitted a proposed site development plan to date. Any future development plans shall be required to undergo the county's Development Order review process. The subject property is bordered by State Road 20 to the east, single-family residence to the north, south, and west. Staff hereby determines that the proposed Small Scale Plan Amendment is consistent with current development patterns, adjacent zoning districts and maximum intensities of the surrounding properties to the maximum extent possible.*

Traffic Analysis

A Traffic Analysis was not submitted as part of this application. However, a traffic analysis will be required as part of the Development Order Application review and approval.

PUBLIC COMMENT/OPPOSITION: No public comment or opposition has been received as of this writing for 551867-BCC-2024 and 551872-BCC-2024.

PUBLIC NOTICE: The proposed agenda item was properly advertised in the Northwest Florida Daily News on June 26, 2024; and public notice, via certified, return-receipt letters, were provided to all property owners within 300-foot radius per Section 1.11.02, of the Okaloosa County Land Development Code (see **Attachment H**).

STAFF POSITION: Staff has no objections to the proposed FLUM Amendment; herein referenced as 551867-BCC-2024 and 551872-BCC-2024.

RECOMMENDATION: It is recommended that the Board consider the facts presented herein, as well as any facts that may be presented at the public hearing, and then make two (2) separate recommendations to the Board of County Commissioners, with the Future Land Use Map Amendment being first as follows:

First Motion: Recommend approval of an ordinance changing the Future Land Use Map (FLUM) designation for the subject property, legally described as 15-1S-22-0000-0001-001D from **Institutional (INST)** to **Mixed Use (MU)**, or a more restrictive FLUM designation.

Second Motion: Recommend approval of an ordinance changing the zoning designation for the subject property, legally described as 28-4N-23-0000-0016-0000, from **Institutional (INST)** district, to **Mixed Use (MU)** district or a more restrictive zoning district.

BOARD OF COUNTY COMMISSIONERS: Public hearing by the Board of County Commissioners is tentatively scheduled for August 20, 2024.

ATTACHMENTS:

- A – Location Map
- B – Aerial Photo
- C – Existing Land Use Map
- D – FLUM/Zoning Map
- E – Proposed FLUM/Zoning Map
- F – 1 Mile FLUM/Zoning Map
- G – GIS Analysis
- H – Legal Advertisement
- I – Future Land Use Ordinance
- J – Rezoning Ordinance

EXHIBIT:

- 1-- Applicant Letter of Petition
- 2-- FLU & Rezoning Applications

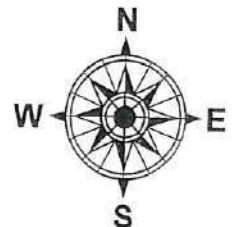
ATTACHMENT - A
15-1S-22-0000-0001-001D



Legend

— Roads

Location Map




ATTACHMENT - B

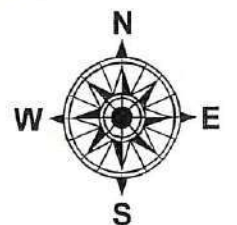
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Legend

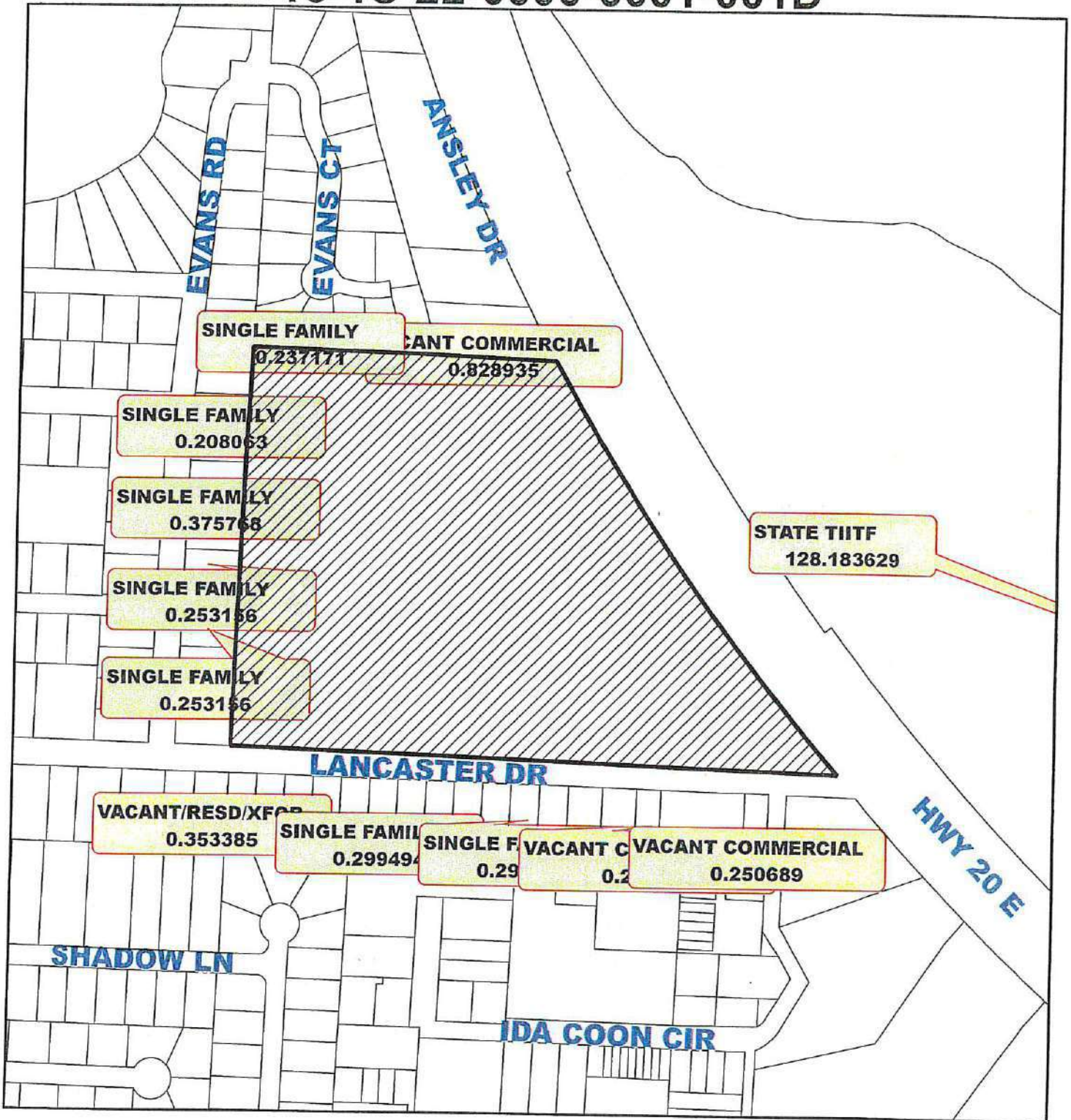
 Parcel Lines

Aerial Photo

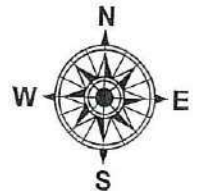


ATTACHMENT - C

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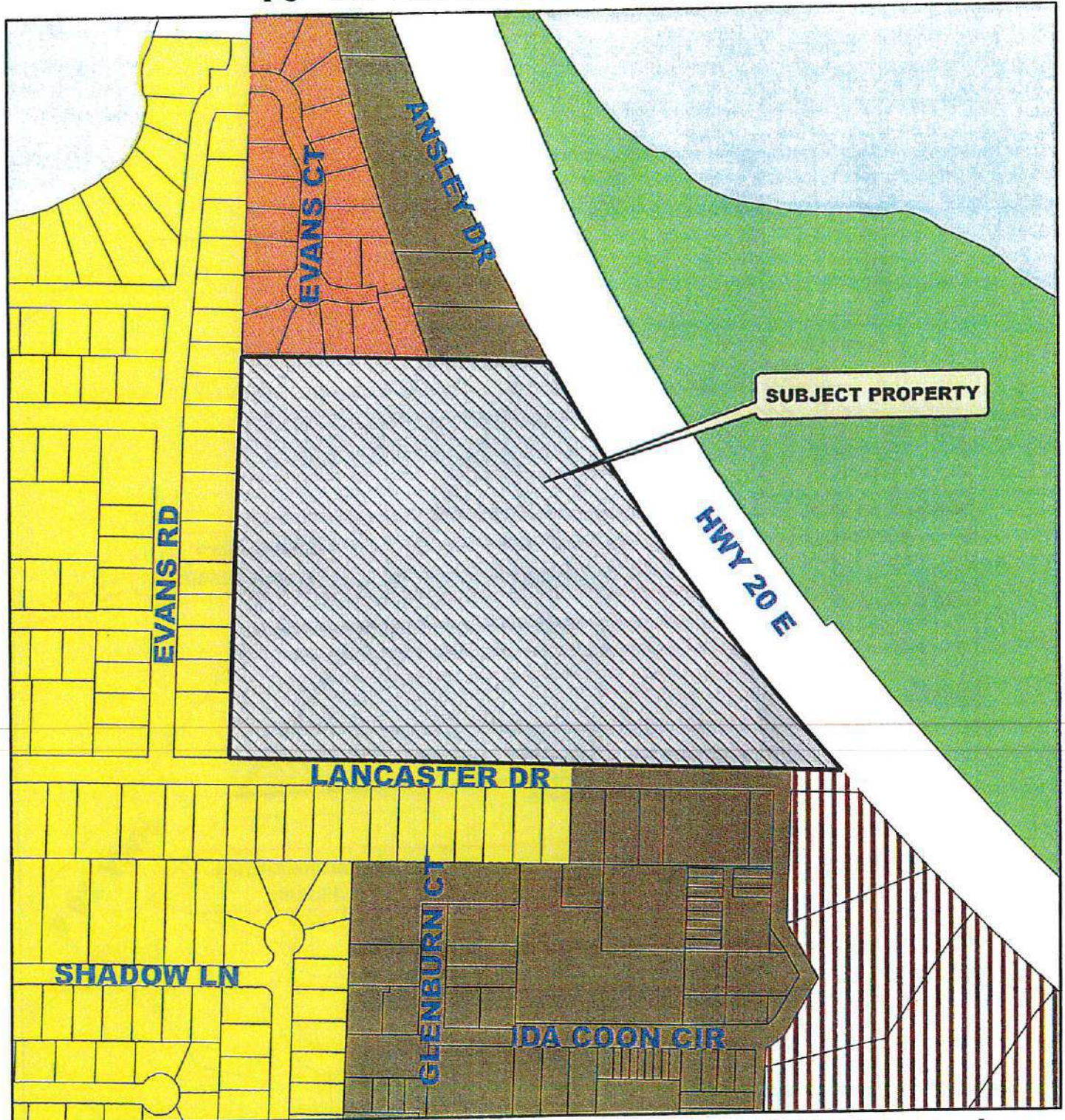


Existing Land Use Map



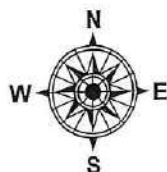
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FLUM Legend

- LDR
- MDR
- MU
- MU-1
- REC
- INST

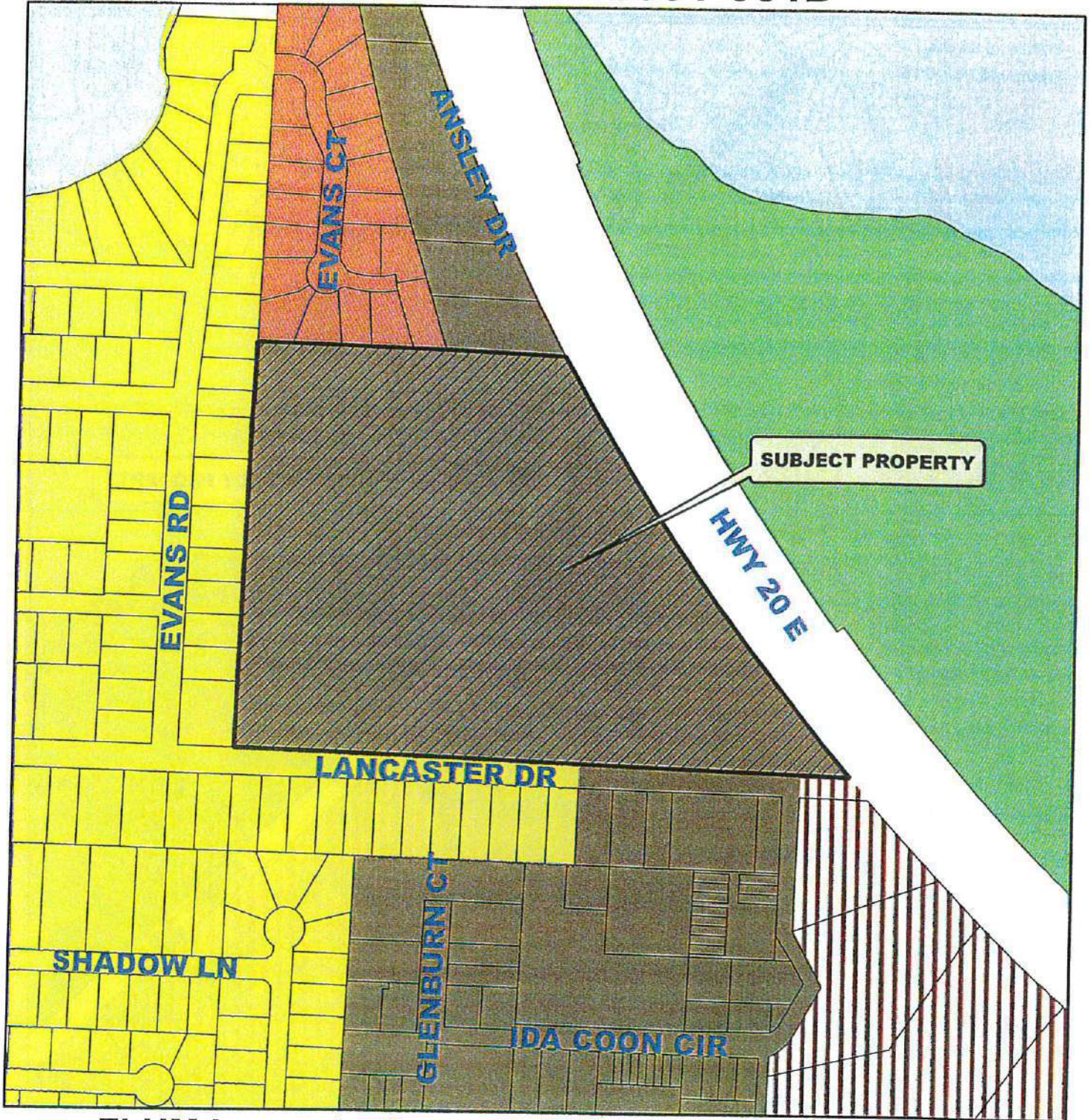


ZONE Legend

- R-1
- R-2
- MU
- REC
- MU-1
- INST

FLUM & Zoning Map

15-1S-22-0000-0001-001D

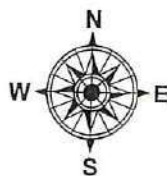


FLUM Legend

- LDR
- MDR
- MU
- MU-1
- REC

ZONE Legend

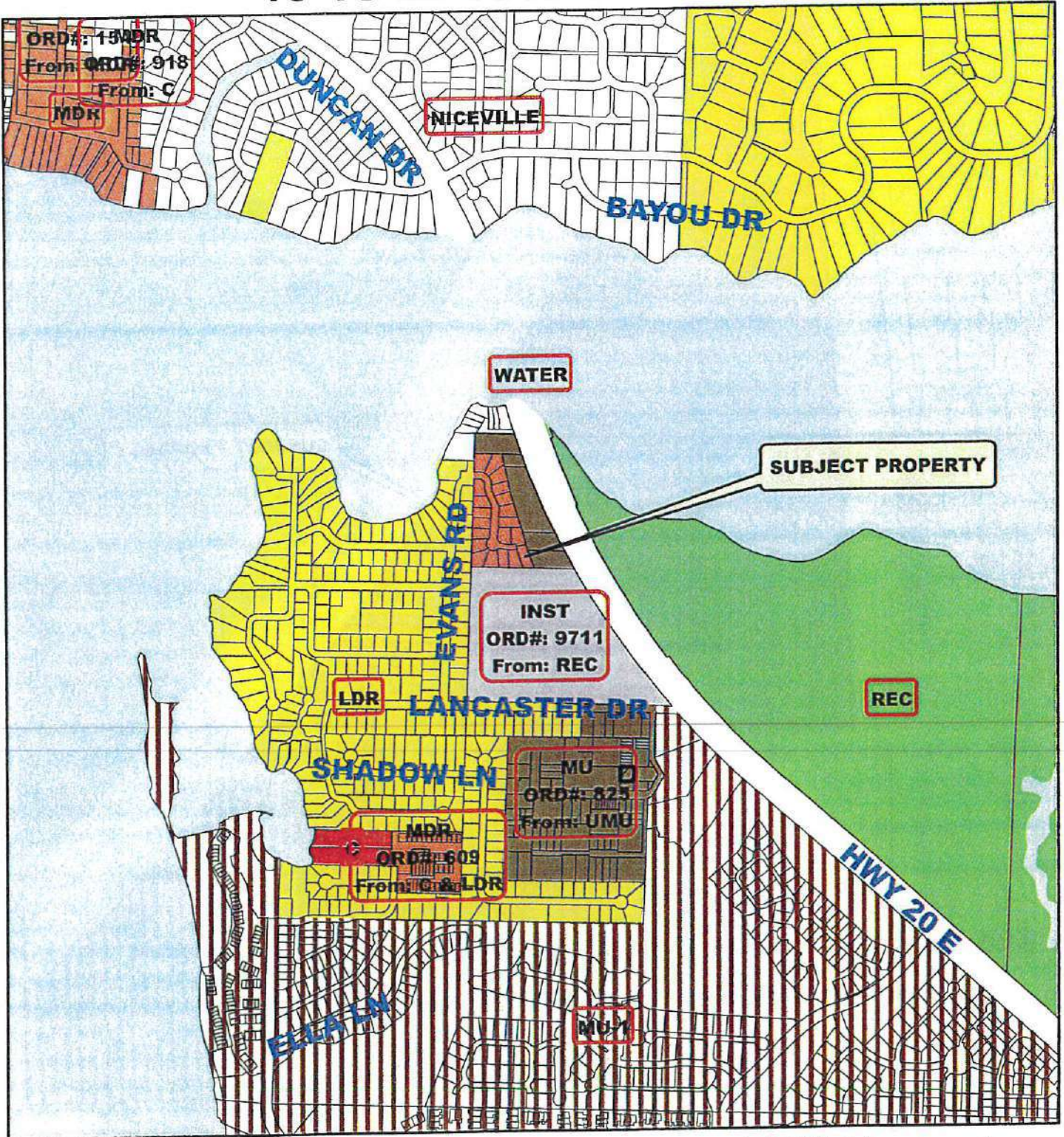
- R-1
- R-2
- MU
- MU-1
- REC



Proposed FLUM & Zoning Map

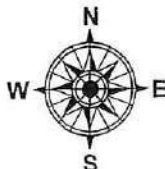
ATTACHMENT - F

15-1S-22-0000-0001-001D



FLUM Legend

 LDR	 INST
 MDR	 REC
 MU	 C
 MU-1	



ZONE Legend

 R-1	 MU-1	 REC
 R-2	 INST	
 MU	 C-3	

1 Mile FLUM & Zoning Map

GIS ANALYSIS RESULTS

ATTACHMENT G

Date: 6/04/2024

Project: 15-1S-22-0000-0001-001D

Permit: 551867-BCC-2024 & 551872-BCC-2024 - SCHOOL BOARD OF OKALOOSA COUNTY

Property Address: LOCATED ON HWY 20 E NICEVILLE FL 32578

Zoning: INST

Proposed Zoning: MU

FLU: INST

Proposed FLU: MU

Fire District: NORTH BAY

Commissioner District: 5

Census Tract: 021002

Soil Type: 6 – Dorovan – nearly level, very poorly drained soils that are organic – usually in freshwater swamps or drainage ways.

12 –Lakeland sand – 0 to 5% slope, excessively drained, permeability is rapid, the available water capacity is very slow, and runoff is slow.

Wind Zone: GREATER THAN 140 IN THE WIND BORNE DEBRIS AREA

Flood Zone: X 500 Year Flood Plain

Map Number: 12091CO 0477J

Storm Surge Area: NO

Urban Development Area: YES

Water Efficient Area: NO

Wells: None

Environmental Data: None

Historical Data: NO

Wetlands: Uplands

Water and Sewer: OCWS

Within 3 mile of an Airport: NO



Notice of Public Hearing

The Okaloosa County Growth Management Department notice that, on **Thursday, August 8, 2024** the Okaloosa County Planning Commission will consider:

AN ORDINANCE AMENDING THE OKALOOSA COUNTY COMPREHENSIVE PLAN FUTURE LAND USE MAP, ORDINANCE 90-01 AS AMENDED; CHANGING THE FUTURE LAND USE MAP DESIGNATION OF PARCEL 15-1S-22-0000-0001-001D FROM INSTITUTIONAL (INST) TO MIXED USE (MU) SAID PARCEL LOCATED AS SHOWN ON ATTACHMENT A; REPEALING ALL ORDINANCES OR PROVISIONS THEREOF IN CONFLICT HERewith; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

And

AN ORDINANCE AMENDING THE OKALOOSA COUNTY LAND DEVELOPMENT CODE, ORDINANCE 91-01, AS AMENDED, CHANGING THE ZONING PARCEL 15-1S-22-0000-0001-001D FROM INSTITUTIONAL (INST) TO MIXED USE (MU); SAID PARCEL LOCATED AS SHOWN ON ATTACHMENT A; REPEALING ALL ORDINANCES OR PROVISIONS THEREOF IN CONFLICT HERewith; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

The meeting will be held at **5:01 PM** or soon thereafter in the Okaloosa County Administrative complex, located at 1250 North Eglin Pkwy., Shalimar, FL.

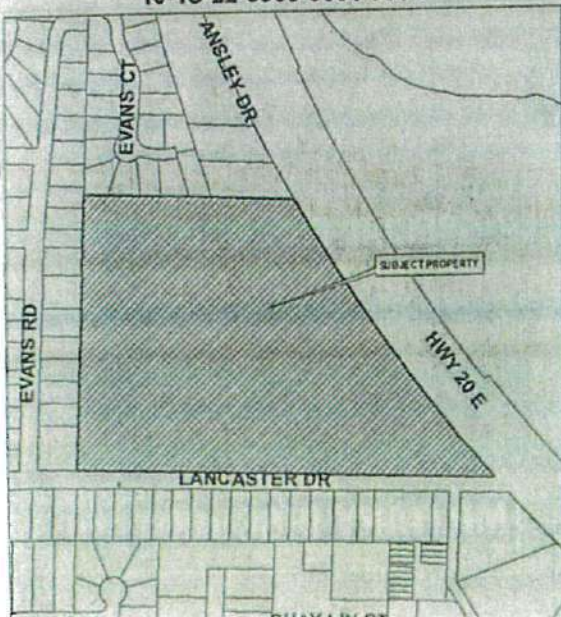
The ordinance information may be inspected at the offices of the Growth Management Department located at 402 Brookmeade Dr, Crestview, Florida 32539 or at the Okaloosa County Administration Building located at 1250 N. Eglin Parkway, Shalimar, Florida 32579. Those offices can be contacted by telephone at 850-689-5080.

If any person decides to appeal any decision made with respect to any matter considered at these hearings, such person will need a record of the proceeding and may need to ensure that a verbatim record of the proceeding is made which record includes the testimony and evidence upon which the appeal is to be based.

Okaloosa County adheres to the Americans with Disabilities Act and will make reasonable modifications for access to these hearings upon request. Requests may be made to the Growth Management Department at 402 Brookmeade Dr, Crestview, Florida 32539 or at 850-689-5080. For Hearing Impaired, Dial 1-800-955-8771 (TDD), and 1-800-955-8770 (Voice). Requests must be received at least 48 hours in advance of the hearing in order for Okaloosa County to provide the requested service.

Attachment
A

15-1S-22-0000-0001-001D



AN ORDINANCE AMENDING THE OKALOOSA COUNTY COMPREHENSIVE PLAN FUTURE LAND USE MAP, ORDINANCE 90-01 AS AMENDED; CHANGING THE FUTURE LAND USE MAP DESIGNATION OF PARCEL 15-1S-22-0000-0001-001D FROM INSTITUTIONAL (INST) TO MIXED USE (MU); SAID PARCEL LOCATED AS SHOWN ON ATTACHMENT A; REPEALING ALL ORDINANCES OR PROVISIONS THEREOF IN CONFLICT HERewith; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

RECITALS

WHEREAS, Okaloosa County is a political subdivision of the State of Florida to which Chapter 125 of the Florida Statutes grants broad authority and provides for the adoption of ordinances to provide for self-governance; and

WHEREAS, Chapter 163 of the Florida Statutes requires that all local governments adopt and maintain comprehensive plans to manage growth within their jurisdictions, consisting of several elements as well as a map depicting the future uses of land throughout the jurisdiction; and

WHEREAS, Chapter 163 provides processes through which a local government's comprehensive plan and future land use map may be amended from time to time; and

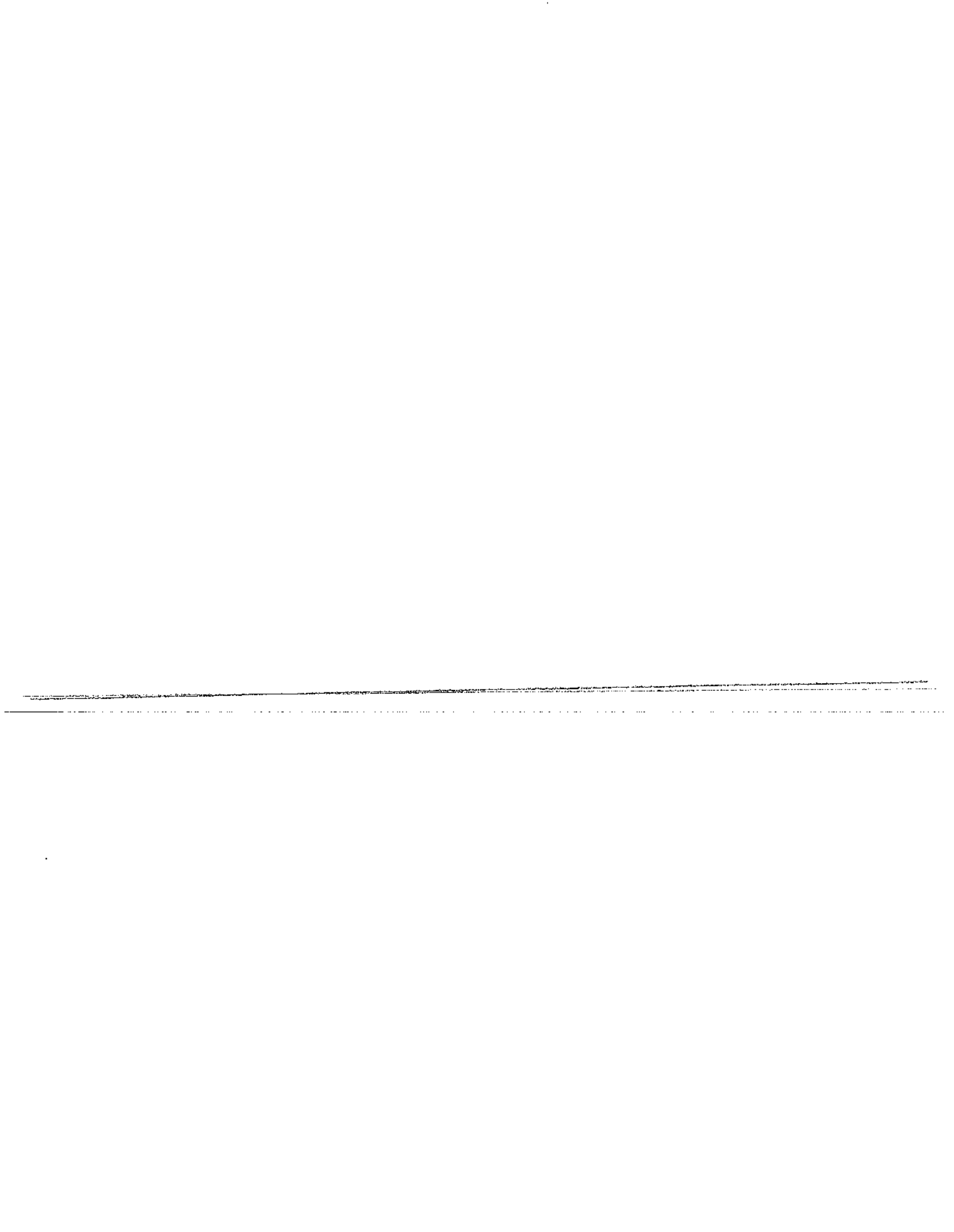
WHEREAS, Okaloosa County adopted, and has from time to time amended, Ordinance 90-01 that establishes the Okaloosa County Comprehensive Plan including its various elements and Future Land Use Map; and

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA:

Section 1. This ordinance shall be referred to as the 551867-BCC-2024 Future Land Use changing the Future Land Use Map designation of a parcel of real property owned Okaloosa County School Board., property Id number 15-1S-22-0000-0001-001D, more particularly depicted as shown on Attachment A attached hereto.

Section 2. The Okaloosa County Future Land Use Map is hereby amended to change the designation of a portion parcel of real property as shown in Attachment A attached hereto from Institutional (INST) to Mixed Use (MU).

Section 3. This ordinance does hereby repeal any ordinances, or portions thereof, in conflict herewith.



Section 4. Should any word, phrase, sentence, section, subsection, or other provision of this Ordinance be held by a court of competent jurisdiction to be illegal, void, unenforceable, or unconstitutional, then the part so held shall be severed from this Ordinance and the remainder of this Ordinance shall remain in full force and effect.

Section 5. The effective date of the Future Land Use Map amendment authorized by this Ordinance shall be as provided in section 163.3187, Florida Statutes.

PASSED AND DULY ADOPTED in this ____ day of _____, 2024.

BOARD OF COUNTY COMMISSIONERS
OF OKALOOSA COUNTY, FLORIDA

Paul A. *Mixon*,
Chairman

ATTEST:

J.D. Peacock II
Clerk of Circuit Court

APPROVED AS TO FORM:

Lynn M. Hoshihara
County Attorney

15-1S-22-0000-0001-001D



ORDINANCE 24 - ____

Attachment J

AN ORDINANCE AMENDING THE OKALOOSA COUNTY LAND DEVELOPMENT CODE, ORDINANCE 91-01, AS AMENDED, CHANGING THE ZONING OF PARCEL 15-1S-22-0000-0001-001D FROM INSTITUTIONAL (INST) TO MIXED USE (MU); SAID PARCEL LOCATED AS SHOWN ON ATTACHMENT A; REPEALING ALL ORDINANCES OR PROVISIONS THEREOF IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

RECITALS

WHEREAS, Okaloosa County is a political subdivision of the State of Florida to which Chapter 125 of the Florida Statutes grants broad authority and provides for the adoption of ordinances to provide for self-governance: and

WHEREAS, Chapter 163 of the Florida Statutes requires that all local governments adopt and maintain comprehensive plans to manage growth within their jurisdictions, consisting of several elements as well as a map depicting the future uses of land throughout the jurisdiction and requiring the adoption of land development regulations to regulate growth and development; and

WHEREAS, Okaloosa County adopted, and has from time to time amended, Ordinance 91-01 that establishes the Okaloosa County Land Development Code as required by Chapter 163 of the Florida Statutes to implement the Comprehensive Plan; and

WHEREAS, Chapter 2 of the Okaloosa County Land Development Code establishes the various zoning districts and includes maps depicting locations of the various zoning districts throughout the County; and

WHEREAS, Chapter 125 of the Florida Statutes establishes the authority and procedure by which a County may amend the zoning applied to properties; and

WHEREAS, the Board of County Commissioners Finds that it is necessary and in the public interest to amend the Okaloosa County Land Development Code to change the zoning of parcel 15-1S-22-0000-0001-001D as provided herein.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA:

Section 1. This ordinance shall be referred to as the 551872-BCC-2024 rezoning changing the zoning designation of a certain portion of parcel of real property owned by Okaloosa County School Board., property Id number 15-1S-22-0000-0001-001D, more particularly depicted as shown on Attachment A attached hereto.

Section 2. The Okaloosa County Zoning Map is hereby amended to change the designation of the parcels of real property as shown in Attachment A attached hereto from Institutional (INST) to Mixed Use (MU).

Section 3. This ordinance does hereby repeal any ordinances, or portions thereof, in conflict herewith.

Section 4. Should any word, phrase, sentence, section, subsection, or other provision of this Ordinance be held by a court of competent jurisdiction to be illegal, void, unenforceable, or unconstitutional, then the part so held shall be severed from this Ordinance and the remainder of this Ordinance shall remain in full force and effect.

Section 5. The effective date of the Future Land Use Map amendment authorized by this Ordinance shall be as provided in section 163.3187, Florida Statutes.

PASSED AND DULY ADOPTED in this ___ day of _____, 2024.

**BOARD OF COUNTY COMMISSIONERS
OF OKALOOSA COUNTY, FLORIDA**

Paul A. Mixon,
Chairman

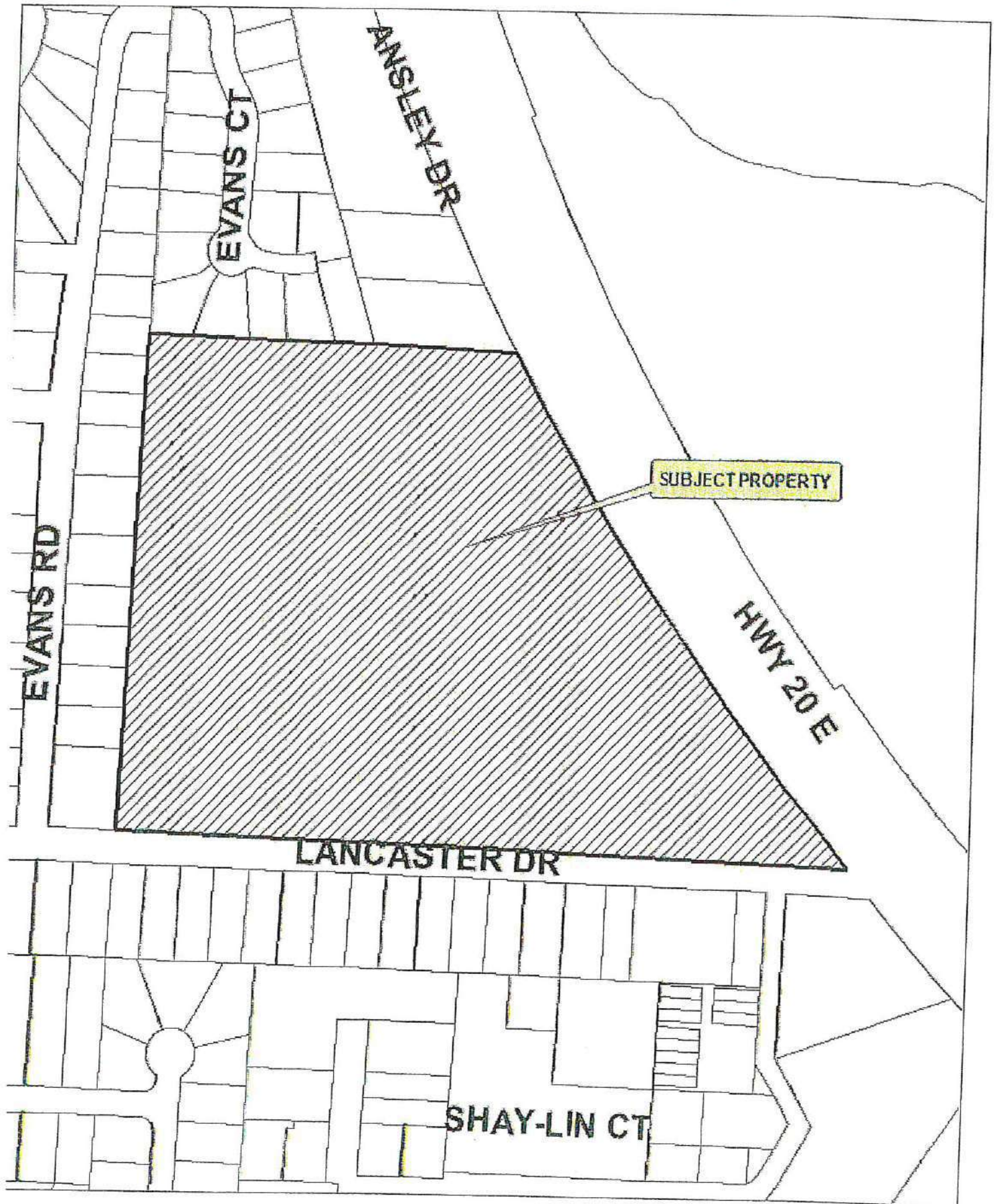
ATTEST:

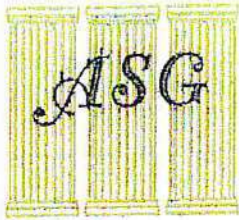
J.D. Peacock II
Clerk of Circuit Court

APPROVED AS TO FORM:

Lynn M. Hoshihara
County Attorney

15-1S-22-0000-0001-001D





ANCHORS ♦ SMITH ♦ GRIMSLEY

A PROFESSIONAL LIMITED COMPANY
ATTORNEYS AND COUNSELORS AT LAW
909 MAR WALT DRIVE, SUITE 1014
FORT WALTON BEACH, FL 32547-6711
(850) 863-4064 (850) 862-1138 FAX (850) 664-5728 FAX
WWW.ASGLEGAL.COM

C. LEDON ANCHORS
STEVEN B. BAUMAN*
C. JEFFREY MCINNIS
RICHARD P. PETERMANN+
TIMOTHY W. SHAW
MICHAEL A. FLOWERS**

May 23, 2024

SHIRAZ A. HOSEIN
N. GRESHAM FOSTER, L.L.M.
KYLE S. BAUMAN
MICHAEL R. GOODSON++
DEWITT D. CLARK

* FLORIDA SUPREME COURT CERTIFIED
CIRCUIT AND APPELLATE MEDIATOR
+ ALSO ADMITTED IN WYOMING & ALABAMA

** FORMER CIRCUIT JUDGE
++ BOARD CERTIFIED SPECIALIST IN
MARITAL AND FAMILY LAW

Okaloosa County Department of Growth Management
1250 N Eglin Parkway, Suite 301
Shalimar, Florida 32579

Attn: Ms. Sherry Reed, Planning Coordinator

Re: The School Board of Okaloosa County, Florida applications for
Rezoning and FLU Amendment

Dear Ms. Reed:

I represent The School Board of Okaloosa County, Florida. This letter is to Petition the Okaloosa County Board of County Commissioners for both a Future Land Use Map Amendment and to Rezone a parcel of land currently owned by the School Board located at the corner of Lancaster Drive and State Road 20 in Niceville, Florida containing approximately 25.09 acres with Parcel Identification No. 15-1S-22-0000-0001-001D. The entire property is currently zoned Institutional (INST) with a Future Land Use designation of Institutional (INST). The attached applications are seeking a new zoning of Mixed-use and a new Future Land Use designation of Mixed-Use as well. The property is currently vacant land and has not been previously developed.

A Mixed-Use Future Land Use designation and Zoning will provide maximum flexibility for private development and is not inconsistent with the surrounding property uses. There are no current plans to develop the subject property. The reason for the petitions is to facilitate a property exchange with a private developer in the acquisition of a new school site in Niceville, Florida.

I invite you to contact my office at (850) 362-7220 if you need any clarification or other supporting documentation for our applications.

Very Respectfully,


C. Jeffrey McInnis, Esq.

5518167-BCC-2024

OKALOOSA COUNTY DEPARTMENT OF
GROWTH MANAGEMENT APPLICATION FOR
FUTURE LAND USE MAP TYPE - 1
AMENDMENT
(MORE THAN 10 ACRES)

March, 2014

A. Applicant Information

1. Name: The School Board of Okaloosa County, Florida, aka The School District of Okaloosa County, Florida

2. Address: 202 A Highway 85 North, Niceville, Florida 32578

Applicant's Agent: C. Jeffrey McInnis, Esq., Anchors Smith Grimsley, PLC

3. Telephone: (850) 863-4064 Email: jmcinnis@asglegal.com

4. Applicant is: Property owner Owners authorized agent*
** Verification of authorized agent must be attached*

5. Owner's name, address and telephone, if different than applicant:
Telephone: School Board Facilities Office (850) 689-7158/ Fax: (850) 689-7410

B. Property Information

6. Location: Corner of Lancaster Drive and State Road 20, Niceville, Florida

7. Property ID Number: 15 - 1S - 22 - 0000 - 0001 - 001D

8. Current use of property: Vacant Land

9. Proposed use of property: Future Mixed-Use Development

10. Size of property: 25.09 acres (sq. ft. or acres)

11. Names/Number of adjacent roads: North N/A
East State Road 20 South Lancaster Drive West N/A

C. Future Land Use/Zoning Information

12. Existing Future Land Use Map designation: Institutional (INST)

REVISED FEB 28, 2014-MR

1200
+ 520
1720

13. Existing zoning district: Institutional (INST)

D. Requested Action

14. Reason for the requested amendment: The subject property is under contract, as approved by the School Board, to be exchanged/sold to a private developer as part of the acquisition of a new school site in Niceville, Florida. Therefore, the current FLUM designation and Institutional zoning will not be appropriate for a private owner.

15. Requested amendment:
FROM Institutional (INST) (FLUM designation)
TO Mixed-Use (MU) (FLUM designation)

E. Certification

I do hereby certify and affirm that the information represented in this application is true and correct to the best of my knowledge. I also give my permission for county staff to enter upon the property involved at any reasonable time for purposes of site inspections and the posting of any required notices.

The School Board of Okaloosa County, Florida aka
The School District of Okaloosa County, Florida

Applicant printed or typed name

By: 
Applicant signature

May 23, 2024
Date

Marcus Chambers, Superintendent of Schools

Corporate Seal

FOR OFFICIAL USE ONLY

Date received: _____ File No.: _____

Received by: _____

551872-BCC-2024

**OKALOOSA COUNTY
DEPARTMENT OF GROWTH MANAGEMENT
APPLICATION FOR REZONING**

A. Applicant Information

1. Name: The School Board of Okaloosa County, Florida aka The School District of Okaloosa County
2. Address: 202 A Highway 85 North, Niceville, Florida 32578
Applicant's Agent: C. Jeffrey McInnis, Esq., Anchors Smith Grimsley, PLC
3. Telephone: (850) 863-4064 ~~FAX~~: Email: jmcinnis@asglegal.com
4. Applicant is: Property owner Owners authorized agent*
* Verification of authorized agent must be attached
5. Owner's name, address and telephone, if different than applicant:
Same as Applicant information

B. Property Information

6. Location: Corner of Lancaster Drive and State Road 20, Niceville, Florida
7. Property ID Number: 15 - 1S - 22 - 0000 - 0001 - 001D
8. Current use of property: Vacant Land
9. Proposed use of property: Future Mixed Use Development
10. Size of property: 25.09 acres (sq. ft. or acres)
11. Names/Number of adjacent roads: North N/A
East State Road 20 South Lancaster Drive West N/A

C. Future Land Use/Zoning Information

12. Existing Future Land Use Map designation: Institutional (INST)
13. Existing zoning district: Institutional (IN ST)

REVISED AUG 20, 2013-MR

R12
1200
+ 260

1460

D. Requested Action

14. Reason for the requested rezoning: The subject property is under contract, as approved by the School Board, to be exchanged/sold to a private developer as part of the acquisition of a new school site in Niceville, Florida.
Therefore, the current FLUM and Zoning designations of Institutional (INST) will not be appropriate for a private owner

15. Requested rezoning:

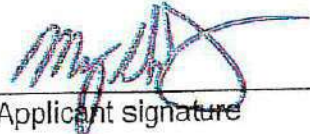
FROM Institutional (INST) (zoning district)
TO Mixed Use (MU) (zoning district)

E. Certification

I do hereby certify and affirm that the information represented in this application is true and correct to the best of my knowledge. I also give my permission for county staff to enter upon the property involved at any reasonable time for purposes of site inspections and the posting of any required notices.

The School Board of Okaloosa County, Florida
aka The School District of Okaloosa County, Florida

Applicant printed or typed name

By:  _____
Applicant signature

May 23, 2024
Date

Marcus Chambers, Superintendent of Schools

Corporate Seal

FOR OFFICIAL USE ONLY

Date received: _____ File No.: _____

Received by: _____

PLANNING COMMISSION

AGENDA REQUEST

TO: HONORABLE CHAIRMAN & MEMBERS OF THE PLANNING COMMISSION

THROUGH: Elliot Kampert, AICP, Director

FROM: Randy Woodruff, AICP, Deputy Director

SUBJECT: 551469-BCC-2024 and 551470-BCC-2024 request for Plan Amendment and Rezoning; as presented by Choctaw Engineering Inc., agent.

DATE: August 8, 2024

BCC DISTRICT: (1) Commissioner Paul Mixon, Chairman

PLANNING COMMISSION DISTRICT: (1) vacant

PUBLIC HEARING: Consideration of a request to change land submitted by Choctaw Engineering, Inc., agent, on behalf of Day Development of NW FL. LLC., owner, relating to parcel 28-4N-23-0000-0016-0000, property located at 5976 N Highway 85, Crestview, Florida. The request is to change the Comprehensive Plan Future Land Use Map (FLUM) designation for the subject property from **Rural Residential (RR) and Mixed Use (MU)**, to **Low Density Residential (LDR)** or a more restrictive FLUM designation. If the FLUM amendment is approved, request to rezone the property from **Rural Residential (RR) and Mixed Use (MU)**, to **Residential-1 (R-1)** or a more restrictive zoning district. The subject property contains 24 acres more or less.

STAFF FINDINGS:

- The proposed FLUM amendment is classified as a Type – 2 Plan Amendment which involves properties 50 acres or less in size. Type – 2 amendments do not require transmittal to the State Planning Agency for review.
- The subject property is 24 acres, more or less, in size and located at 5976 N Highway 85, Crestview, Florida; and is currently vacant.
- The subject property is bordered by an unrecorded single-family subdivision to the west, bordered by single-family dwelling to the north, church and improved agricultural to the east, and Highway 85 to the south. The applicant has filed applications with the County to amend the Future Land Use Map (FLUM) designation for the subject property to **Low Density Residential (LDR)** and to rezone the subject property to **Residential-1 (R-1)**. The applicant has submitted

said small-scale plan amendment in order to developed a single-family subdivision on the subject property. (Exhibit 1 – Applicant Letter of Petition).

TABLE 1 – FLUM & ZONING DESIGNATIONS		
	FLUM DESIGNATION	ZONING DESIGNATION
SUBJECT PROPERTY	Rural Residential (RR) & Mixed Use (MU)	Rural Residential (RR) & Mixed Use (MU)
NORTH	Rural Residential (RR)	Rural Residential (RR)
SOUTH	Highway 85	Highway 85
EAST	Mixed Use (MU) & Rural Residential (RR)	Mixed Use (MU) & Rural Residential (RR)
WEST	Low Density Residential (LDR)	Residential-1 (R-1)

The subject property is located within the **Rural Residential (RR)** and **Mixed Use (MU)** Future Land Use Category and the **Rural Residential (RR)** and **Mixed Use (MU)** zoning district. The **Rural Residential (RR)** future land use designation is to provide areas for low density residential land uses and residential development that is not directly related to agricultural activities but still provides an opportunity for residential living in a rural setting which may include agricultural and recreation activities as well as keeping of animals, hobby farms, ranchettes, or estate lots.

The **Rural Residential (RR)** zoning district is to provide areas for low-density residential land use and development that is not directly related to agricultural use but still provides an opportunity for residential living in a rural setting which may include agricultural uses and activities as well as hobby farms, ranchettes, or estate lots.

The **Mixed Use (MU)** future land use designation is to provide areas for a functional and compatible mix of land uses which may include a mix of residential housing types as well as a mix of residential and nonresidential uses including Planned Unit Developments, commercial mixed use, residential mixed use, or other types of mixed use as described herein.

The **Mixed Use (MU)** zoning district is to provide areas for a variety of housing types as well as a functional mix of residential and non-residential land uses. To this end, while MU developments are encouraged to include a mix of both residential and non-residential uses, single use development is allowed when the area surrounding a proposed single use development within the MU zone is predominantly of the type proposed, and requiring another use would be out-of-character with the predominant surrounding use, and would result in internal incompatibility that cannot be remedied through buffers, setbacks, or other techniques in an economically efficient manner

The applicant is proposing to change the Comprehensive Plan Future Land Use Map (FLUM) designation for the subject property from **Rural Residential (RR)** and **Mixed Use (MU)** to **Low Density Residential (LDR)**. The **Low Density Residential (LDR)** (FLUM) designation provides areas for the protection of residential neighborhoods and for future low density residential development.

If the FLUM amendment is approved, the applicant is requesting to rezone the subject property from **Rural Residential (RR)** and **Mixed Use (MU)** to **Residential-1 (R-1)**. The purpose of the **Residential-1 (R-1)** district is to provide areas for single-family detached residential dwellings, customary accessory uses, and limited non-residential uses.

The subject property is located inside the Urban Development Boundary (UDB).

COMPREHENSIVE PLAN ANALYSIS:

Okaloosa County Comprehensive Plan, Future Land Use Element, Policy 4.3

Policy 4.3 recognizes the importance of design in mitigating potential incompatibility conditions through the site plan review process. In particular, it empowers Okaloosa County to require various mitigation techniques including variable buffers, placement and design of open space and landscaping, and consideration of lighting design and placement to avoid glare. In addition, it recognizes the concept of varying setbacks based on the height of buildings. *The applicant is proposing to change the Comprehensive Plan Future Land Use Map (FLUM) designation for the property from **Rural Residential (RR)** and **Mixed Use (MU)** to **Low Density Residential**. If the FLUM amendment is approved, the applicant is requesting to rezone the property from **Rural Residential (RR)** and **Mixed Use (MU)** to **Residential (R-1)**. The aforementioned mitigating techniques will be addressed during the Development Order review process.*

Okaloosa County Comprehensive Plan, Future Land Use Element, Policy 4.4

Policy 4.4 Compatibility of adjacent zoning districts shall be considered during rezoning and land use plan amendments, considering potential maximum densities, intensities, and consistency of the potential land uses with surrounding districts, and the manner in which the land uses on the FLUM and the zoning districts result in an appropriate transition of uses, densities, and intensities: *The applicant is proposing to change the Comprehensive Plan Future Land Use Map (FLUM) designation for the property from **Rural Residential (RR)** and **Mixed Use (MU)** to **Low Density Residential**. If the FLUM amendment is approved, the applicant is requesting to rezone the property from **Rural Residential (RR)** and **Mixed Use (MU)** to **Residential (R-1)**.*

The Okaloosa County Growth Management Department received a Development Order Application on July 13, 2023 for a thirty-two (32) lot single family subdivision (Langley Pointe) for the subject property. Subsequently, through the development order review process, the project received Development Order approval and the Development Order

was issued on January 23, 2024. The applicant is requesting to change the future land use designation and zoning district in order to increase the density of said property. Currently the existing future land use and zoning of **Rural Residential (RR)** allows a maximum density of two (2) units per acre. The existing future land use and zoning of **Mixed Use (MU)** allows for a maximum density inside the Urban Development Boundary (UDB) at no more than (25) dwelling units per acre. That portion of the subject property zoned **Mixed Use (MU)** contains approximately 0.7 of an acre and is adjacent to Highway 85. Pursuant to the update site plan, this portion of the subject property will be utilized only for access to the proposed subdivision. If the requested future land use and rezoning applications are approved to the **Low Density Residential (LDR) (FLUM)** designation and **Residential-1 (R-1)** district, with a maximum density of four (4) dwelling units per acre, could yield up to a maximum 96 single-family lots.

The applicant has provided an updated site plan for 60 single-family lots. The proposed single-family lot increase (32 to 60 single-family lots) is still less than the allowed maximum density for the requested **Low Density Residential (FLUM)** designation and the **Residential-1** zoning district.

If the requested future land use and rezoning applications are approved an amended Development Order Application would be required.

Traffic Analysis

A Traffic Analysis was not submitted as part of this application. However, a traffic analysis will be required as part of the amended Development Order Application review and approval.

PUBLIC COMMENT/OPPOSITION: No public comment nor opposition was received for 551469-BCC-2024 and 551470-BCC-2024.

PUBLIC NOTICE: The proposed agenda item was properly advertised in the Northwest Florida Daily News on June 26, 2024; and public notice, via certified, return-receipt letters, were provided to all property owners within 300-foot radius per Section 1.11.02, of the Okaloosa County Land Development Code (see **Attachment H**).

STAFF POSITION: Staff supports the requested FLUM and Rezoning Applications.

RECOMMENDATION: It is recommended that the Board consider the facts presented herein, as well as any facts that may be presented at the public hearing, and then make two (2) separate recommendations to the Board of County Commissioners, with the Future Land Use Map Amendment being first as follows:

First Motion: Recommend approval of an ordinance changing the Future Land Use Map (FLUM) designation from **Rural Residential (RR)** and **Mixed Use (MU)** to **Low Density Residential (LDR)**, or a more restrictive FLUM designation.

Second Motion: Recommend approval of an ordinance changing the zoning designation from **Rural Residential (RR)** and **Mixed Use (MU)** district, to **Residential-1 (R-1)** district or a more restrictive zoning district.

BOARD OF COUNTY COMMISSIONERS: Public hearing by the Board of County Commissioners is tentatively scheduled for August 6, 2024.

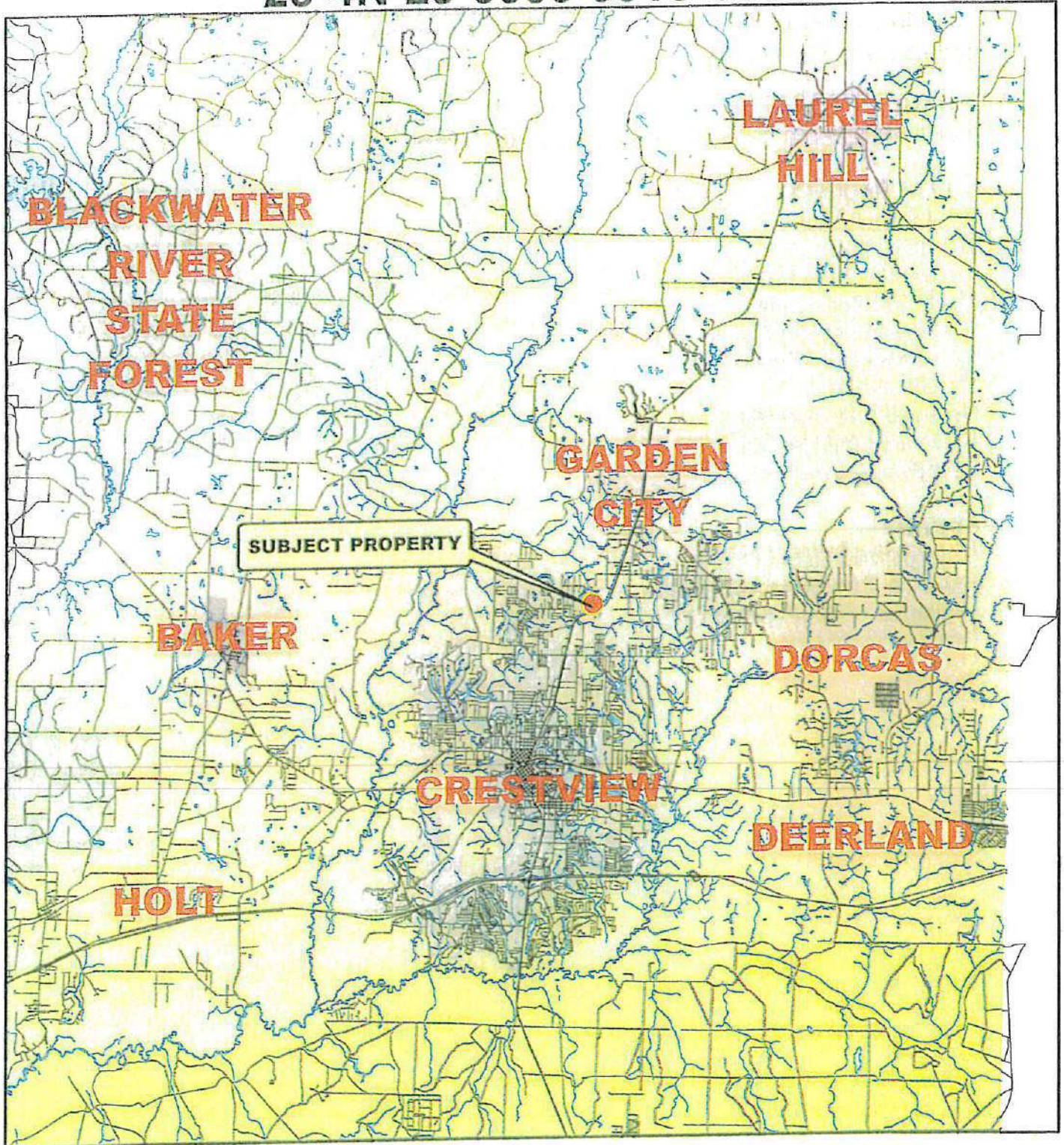
ATTACHMENTS:

- A – Location Map
- B – Aerial Photo
- C – Existing Land Use Map
- D – FLUM/Zoning Map
- E – Proposed FLUM/Zoning Map
- F – 1 Mile FLUM/Zoning Map
- G – GIS Analysis
- H – Legal Advertisement
- I – Future Land Use Ordinance
- J – Rezoning Ordinance

EXHIBIT:

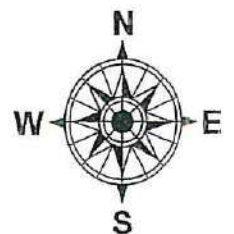
- 1-- Applicant Letter of Petition
- 2-- FLU & Rezoning Applications
- 3--Approved Development Order
- 4--Proposed site plan

28-4N-23-0000-0016-0000



Legend

— Roads



Location Map

28-4N-23-0000-0016-0000



SUBJECT PROPERTY

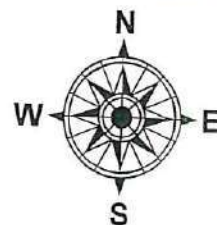
JENNY LN

HWY 85 N

Legend

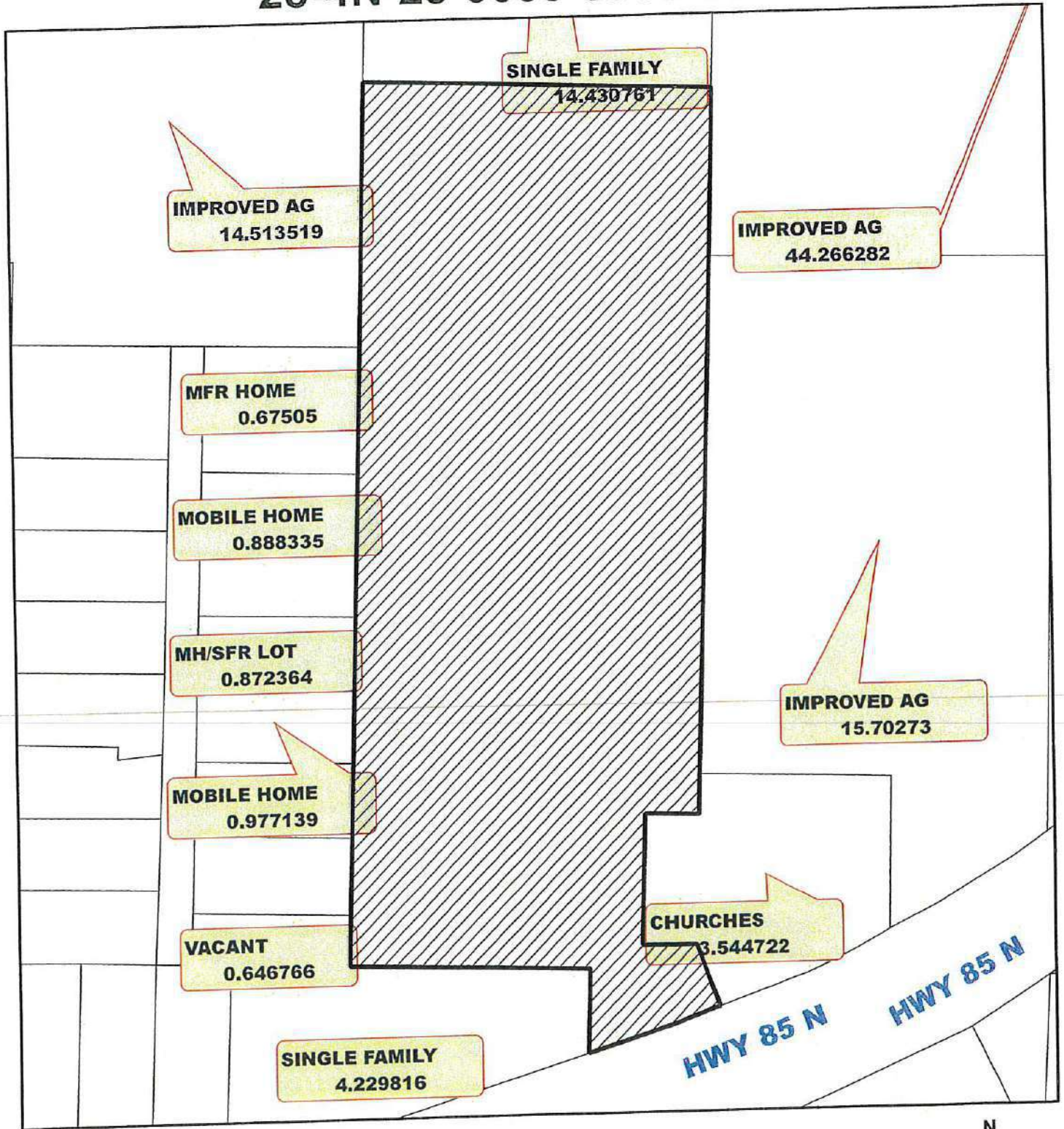
Parcel Lines

Aerial Photo

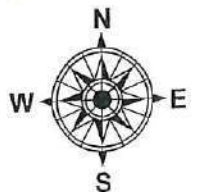


ATTACHMENT - C

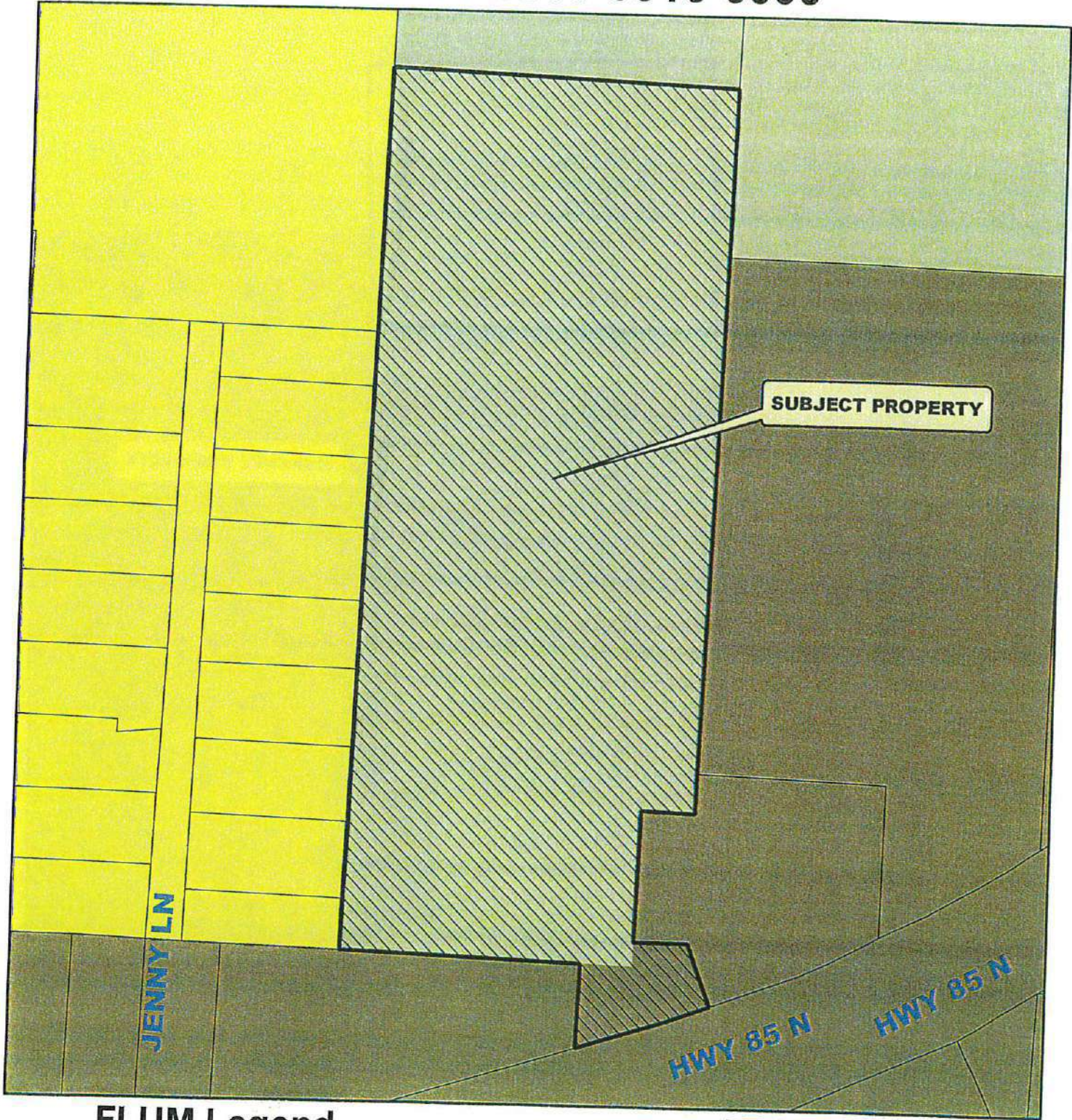
28-4N-23-0000-0016-0000



Existing Land Use Map

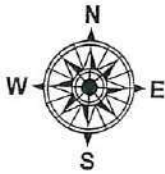


28-4N-23-0000-0016-0000



FLUM Legend

- RR
- MU
- LDR

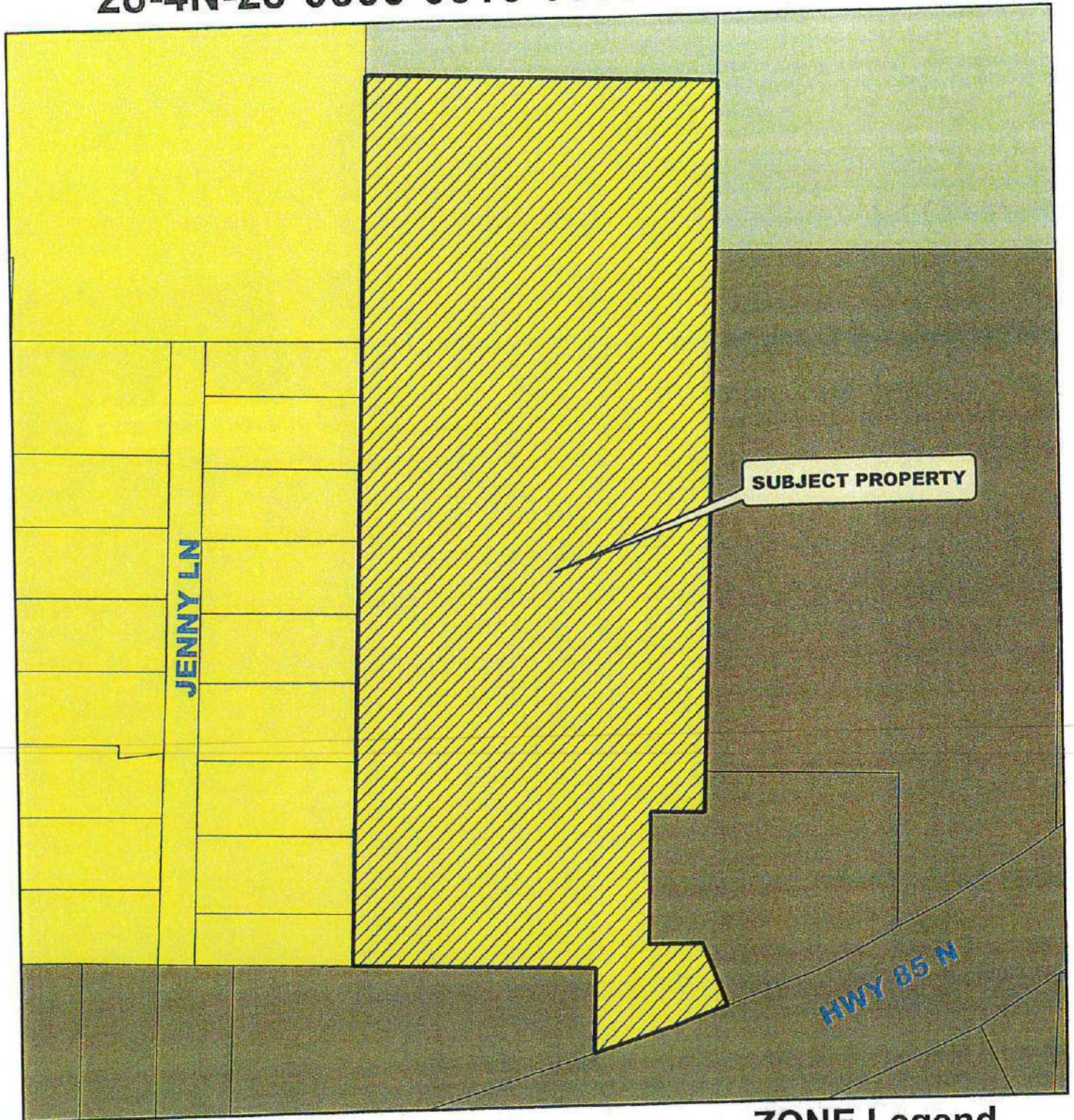


ZONE Legend

- RR
- MU
- R-1

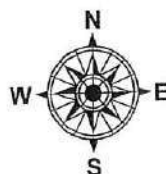
FLUM & Zoning Map

28-4N-23-0000-0016-0000






FLUM Legend

-  LDR
-  MU
-  RR



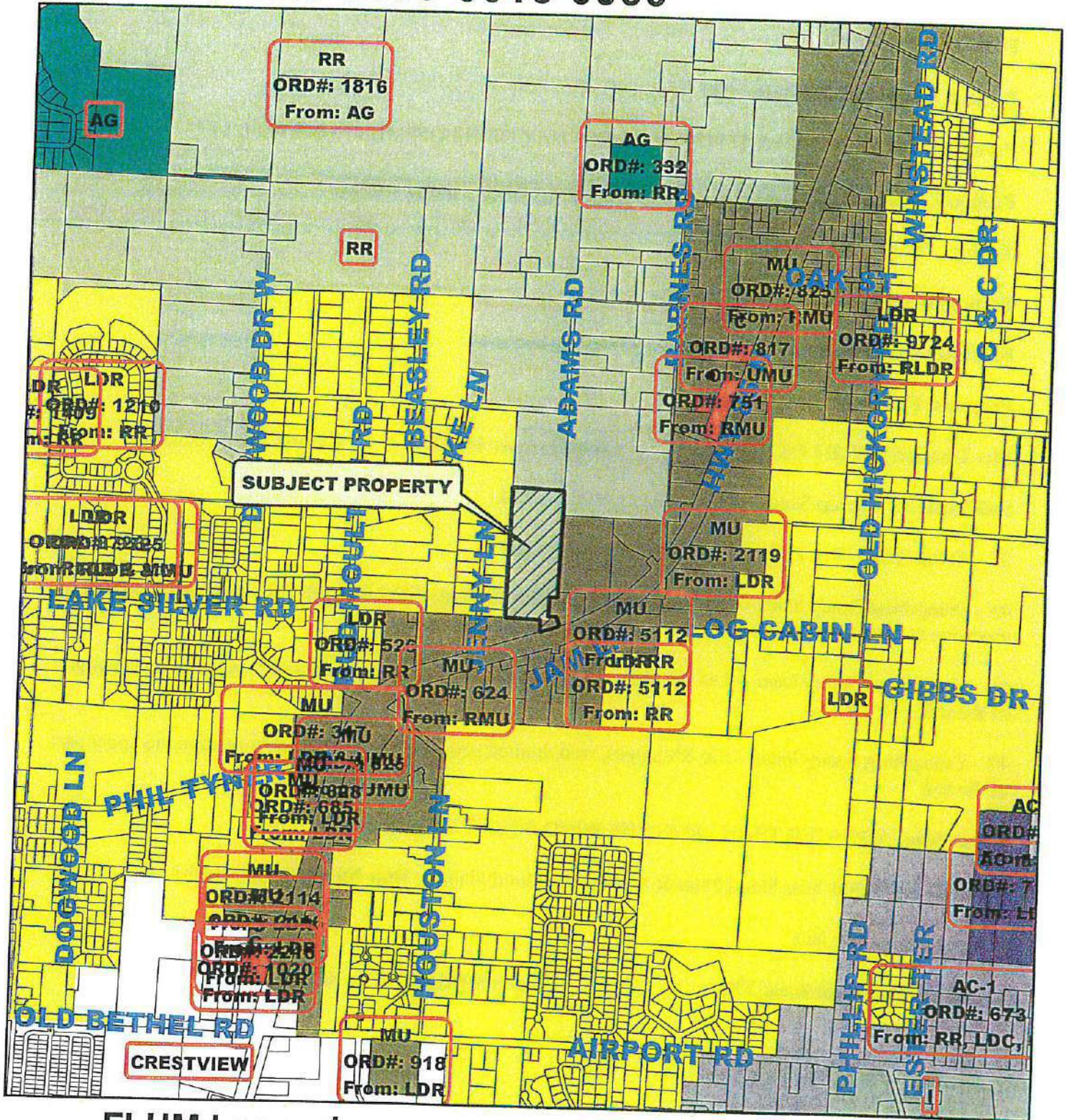
ZONE Legend

-  R-1
-  MU
-  RR

Proposed FLUM & Zoning Map

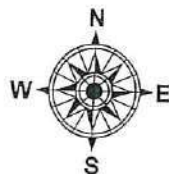
28-4N-23-0000-0016-0000

ATTACHMENT - F



FLUM Legend

- RR
- MU
- LDR



ZONE Legend

- RR
- MU
- R-1

1 Mile FLUM & Zoning Map

GIS ANALYSIS RESULTS

Date: 6/03/2024

Project: 28-4N-23-0000-0016-0000

Permit: 551469-BCC 2024 & 551470-BCC 2024 - DAY DEVELOPEMENT OF NW FL LLC

Property Address: LOCATED AT 5976 HWY 85 N CRESTVIEW FL 32536

Zoning: RR & MU

Proposed Zoning: R-1

FLU: RR & MU

Proposed FLU: LDR

Fire District: NORHT OKALOOSA **Commissioner District:** 1 **Census Tract:** 020301

Soil Type: 23 – Troup Sand – 0 to 5% slopes, well drained

25 – Troup Sand – 8 to 12 percent slopes, well drained soil

45 - Orangeburg Sandy loam – 0 to 2% slopes, well drained permeability is moderately rapid in the upper part moderate in lower parts of the soil.

46 – Orangeburg Sandy loam – 0 to 5% slopes, well drained permeability is moderately rapid in the upper part of the soil.

47 – Orangeburg Sandy loam – 5 to 8% slopes, well drained permeability is moderately rapid in the upper part of the soil.

Wind Zone: GREATER THAN 140 IN THE WIND BORNE DEBRIS AREA

Flood Zone: X 500 Year Flood Plain & A 100 Year Flood Plain **Map Number:** 12091CO 170J

Storm Surge Area: NO

Urban Development Area: YES

Water Efficient Area: NO

Wells: None

Environmental Data: None

Historical Data: NO

Wetlands: Uplands

Water and Sewer: AWS

Within 3 mile of an Airport: YES



ATTACHMENT

DEPARTMENT OF GROWTH MANAGEMENT
PLANNING & ZONING

402 Brookmeade Dr. Crestview, Florida 32539
Office Phone: (850) 689-5080 Office Fax: (850) 689-1241

June 14, 2024

Northwest Florida Daily News
200 Racetrack Road
Ft Walton Beach, FL 32547

1. The advertisement contained on page two of this letter is a special type written in accordance with Florida Statutes.
2. The advertisement **SHALL NOT** be placed in that portion of the newspaper where legal notices and classified advertisements appear.
3. The Font shall be in a type no smaller than 8 point.
4. The advertisement shall be **printed exactly as shown** in the enclosure.
5. **Please send notarized affidavit, proof of publication and billing for verification and approval to Sherry Reed, Growth Management North, Crestview, Florida.**
6. Please advertise the following for:
6-26-2024

Sincerely,

Sherry Cadenhead
Planning Coordinator
Okaloosa County
Department of Growth Management

Encl: Advertisement

Notice of Public Hearing

The Okaloosa County Growth Management Department notice that, on **Thursday, July 11, 2024** the Okaloosa County Planning Commission will consider:

AN ORDINANCE AMENDING THE OKALOOSA COUNTY COMPREHENSIVE PLAN FUTURE LAND USE MAP, ORDINANCE 90-01 AS AMENDED; CHANGING THE FUTURE LAND USE MAP DESIGNATION OF PARCEL 28-4N-23-0000-0016-0000 FROM RURAL RESIDENTIAL (RR) AND MIXED USE (MU) TO LOW DENSITY RESIDENTIAL (LDR) SAID PARCEL LOCATED AS SHOWN ON ATTACHMENT A; REPEALING ALL ORDINANCES OR PROVISIONS THEREOF IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

And

AN ORDINANCE AMENDING THE OKALOOSA COUNTY LAND DEVELOPMENT CODE, ORDINANCE 91-01, AS AMENDED, CHANGING THE ZONING PARCEL 28-4N-23-0000-0016-0000 FROM RURAL RESIDENTIAL (RR) AND MIXED USE (MU) TO RESIDENTIAL -1 (R-1); SAID PARCEL LOCATED AS SHOWN ON ATTACHMENT A; REPEALING ALL ORDINANCES OR PROVISIONS THEREOF IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

The meeting will be held at **5:01 PM** or soon thereafter in the Okaloosa County Administrative complex, located at 1250 North Eglin Pkwy., Shalimar, FL

The ordinance information may be inspected at the offices of the Growth Management Department located at 402 Brookmeade Dr, Crestview, Florida 32539 or at the Okaloosa County Administration Building located at 1250 N. Eglin Parkway, Shalimar, Florida 32579 Those offices can be contacted by telephone at 850-689-5080.

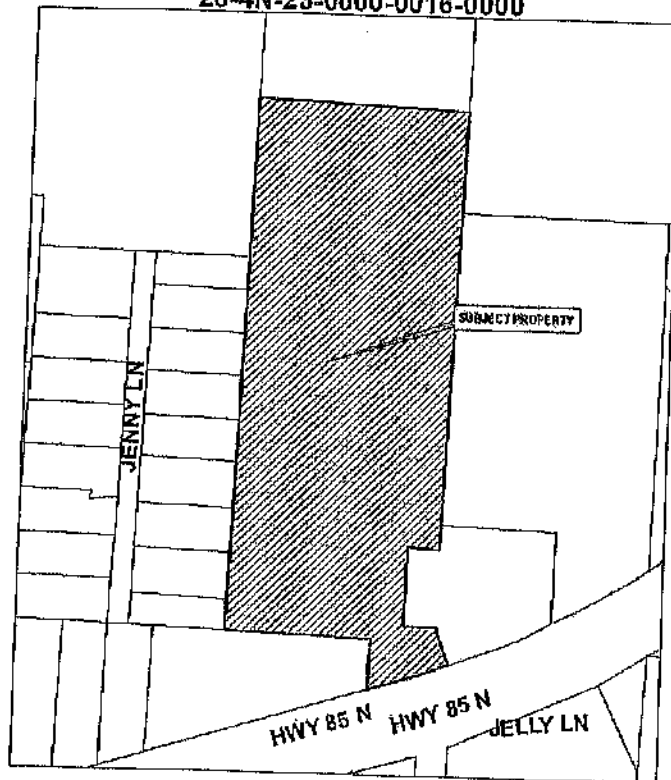
If any person decides to appeal any decision made with respect to any matter considered at these hearings, such person will need a record of the proceeding and may need to ensure that a verbatim record of the proceeding is made which record includes the testimony and evidence upon which the appeal is to be based.

Okaloosa County adheres to the Americans with Disabilities Act and will make reasonable modifications for access to these hearings upon request. Requests may be made to the Growth Management Department at 402 Brookmeade Dr, Crestview, Florida 32539 or at 850-689-5080. For Hearing Impaired, Dial 1-800-955-8771 (TDD), and 1-800-955-8770 (Voice). Requests must be received at least 48 hours in advance of the hearing in order for Okaloosa County to provide the requested service.

Attachment

A

28-4N-23-0000-0016-0000



AN ORDINANCE AMENDING THE OKALOOSA COUNTY COMPREHENSIVE PLAN FUTURE LAND USE MAP, ORDINANCE 90-01 AS AMENDED; CHANGING THE FUTURE LAND USE MAP DESIGNATION OF A OF PARCEL 28-4N-23-0000-0016-0000 FROM RURAL RESIDENTIAL (RR) AND MIXED USE (MU) TO LOW DENSITY RESIDENTIAL (LDR); SAID PARCEL LOCATED AS SHOWN ON ATTACHMENT A; REPEALING ALL ORDINANCES OR PROVISIONS THEREOF IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

RECITALS

WHEREAS, Okaloosa County is a political subdivision of the State of Florida to which Chapter 125 of the Florida Statutes grants broad authority and provides for the adoption of ordinances to provide for self-governance: and

WHEREAS, Chapter 163 of the Florida Statutes requires that all local governments adopt and maintain comprehensive plans to manage growth within their jurisdictions, consisting of several elements as well as a map depicting the future uses of land throughout the jurisdiction; and

WHEREAS, Chapter 163 provides processes through which a local government's comprehensive plan and future land use map may be amended from time to time; and

WHEREAS, Okaloosa County adopted, and has from time to time amended, Ordinance 90-01 that establishes the Okaloosa County Comprehensive Plan including its various elements and Future Land Use Map: and

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA:

Section 1. This ordinance shall be referred to as the 551469-BCC-2024 Future Land Use changing the Future Land Use Map designation of a certain parcel of real property owned by Day Development of NW FL LLC., property Id number 28-4N-23-0000-0016-0000, more particularly depicted as shown on Attachment A attached hereto.

Section 2. The Okaloosa County Future Land Use Map is hereby amended to change the designation of a portion parcel of real property as shown in Attachment A attached hereto from Rural Residential (RR) and Mixed Use (MU) to Low Density Residential (LDR).

Section 3. This ordinance does hereby repeal any ordinances, or portions thereof, in conflict herewith.

Section 4. Should any word, phrase, sentence, section, subsection, or other provision of this Ordinance be held by a court of competent jurisdiction to be illegal, void, unenforceable, or unconstitutional, then the part so held shall be severed from this Ordinance and the remainder of this Ordinance shall remain in full force and effect.

Section 5. The effective date of the Future Land Use Map amendment authorized by this Ordinance shall be as provided in section 163.3187, Florida Statutes.

PASSED AND DULY ADOPTED in this ___ day of _____, 2024.

**BOARD OF COUNTY COMMISSIONERS
OF OKALOOSA COUNTY, FLORIDA**

Paul A. Mixon,
Chairman

ATTEST:

J.D. Peacock II
Clerk of Circuit Court

APPROVED AS TO FORM:

Lynn M. Hoshihara
County Attorney

**Attachment
A**

28-4N-23-0000-0016-0000



JENNY LN

SUBJECT PROPERTY

**HWY 85 N HWY 85 N
JELLY LN**

AN ORDINANCE AMENDING THE OKALOOSA COUNTY LAND DEVELOPMENT CODE, ORDINANCE 91-01, AS AMENDED, CHANGING THE ZONING OF PARCEL 28-4N-23-0000-0016-0000 FROM RURAL RESIDENTIAL (RR) AND MIXED USE (MU) TO RESIDENTIAL-1 (R-1); SAID PARCEL LOCATED AS SHOWN ON ATTACHMENT A; REPEALING ALL ORDINANCES OR PROVISIONS THEREOF IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

RECITALS

WHEREAS, Okaloosa County is a political subdivision of the State of Florida to which Chapter 125 of the Florida Statutes grants broad authority and provides for the adoption of ordinances to provide for self-governance; and

WHEREAS, Chapter 163 of the Florida Statutes requires that all local governments adopt and maintain comprehensive plans to manage growth within their jurisdictions, consisting of several elements as well as a map depicting the future uses of land throughout the jurisdiction and requiring the adoption of land development regulations to regulate growth and development; and

WHEREAS, Okaloosa County adopted, and has from time to time amended, Ordinance 91-01 that establishes the Okaloosa County Land Development Code as required by Chapter 163 of the Florida Statutes to implement the Comprehensive Plan; and

WHEREAS, Chapter 2 of the Okaloosa County Land Development Code establishes the various zoning districts and includes maps depicting locations of the various zoning districts throughout the County; and

WHEREAS, Chapter 125 of the Florida Statutes establishes the authority and procedure by which a County may amend the zoning applied to properties; and

WHEREAS, the Board of County Commissioners Finds that it is necessary and in the public interest to amend the Okaloosa County Land Development Code to change the zoning of parcel 28-4N-23-0000-0016-0000 as provided herein.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA:

Section 1. This ordinance shall be referred to as the 551470-BCC-2024 Rezoning changing the Zoning designation of a certain parcel of real property owned by Day Development of NW FL,

LLC., Property Id Number 28-4N-23-0000-0016-0000, more particularly depicted as shown on Attachment A attached hereto.

Section 2. The Okaloosa County Zoning Map is hereby amended to change the designation of the parcels of real property as shown in Attachment A attached hereto from Rural Residential (RR) and Mixed Use (MU) to Residential-1 (R-1).

Section 3. This ordinance does hereby repeal any ordinances, or portions thereof, in conflict herewith.

Section 4. Should any word, phrase, sentence, section, subsection, or other provision of this Ordinance be held by a court of competent jurisdiction to be illegal, void, unenforceable, or unconstitutional, then the part so held shall be severed from this Ordinance and the remainder of this Ordinance shall remain in full force and effect.

Section 5. The effective date of the Future Land Use Map amendment authorized by this Ordinance shall be as provided in section 163.3187, Florida Statutes.

PASSED AND DULY ADOPTED in this ___ day of _____, 2023.

BOARD OF COUNTY COMMISSIONERS
OF OKALOOSA COUNTY, FLORIDA

Paul A. Mixon,
Chairman

ATTEST:

J.D. Peacock II
Clerk of Circuit Court

APPROVED AS TO FORM:

Lynn M. Hoshihara
County Attorney

28-4N-23-0000-0016-0000

JENNY LN

SUBJECT PROPERTY

HWY 85 N

HWY 85 N

JELLY LN





CHOCTAW ENGINEERING, INC.
ENGINEERING · SURVEYING

13 June 2024

Mr. Tim Durbin
Okaloosa County Growth Management
1250 N. Eglin Parkway, Suite 301
Shalimar, FL. 32579

CEI 2020-133-B

**Re: Rezoning and FLU Amendment
5976 N Highway 85**

Dear Mr. Durbin:

We are submitting a rezoning request on behalf of Day Development of NW FL LLC for Parcel ID number 28-4N-23-0000-0016-0000. Day Development of NW FL LLC is requesting to rezone the from Rural Residential (RR) and Mixed-Use (MU) to Residential-1 (R-1) and change the future land use from Rural Residential (RR) and Mixed-Use (MU) to Low Density Residential (LDR). Currently the property is vacant. The proposed rezoning will allow the development of a 60 lot subdivision on the property similar to the existing properties along the western property line.

If you have any questions or require any additional information, please do not hesitate to contact us.

Sincerely,

Choctaw Engineering, Inc.

A handwritten signature in black ink, appearing to read 'MCS', is written over a horizontal line.

Mark C. Siner, P.E.

President

551469-BCC-2024

**OKALOOSA COUNTY DEPARTMENT OF
GROWTH MANAGEMENT APPLICATION FOR
FUTURE LAND USE MAP TYPE - 2
AMENDMENT
(LESS THAN 50 ACRES)**

A. Applicant Information

1. Name: Mark Siner
2. Address: 112 Truxton Avenue
Fort Walton Beach, FL. 32547
3. Telephone: (850) 862-6611 FAX: (850) 863-8059
4. Applicant is: Property owner _____ Owners authorized agent* X
* Verification of authorized agent must be attached
5. Owner's name, address and telephone, if different than applicant:
Day Development of NW FL LLC
7220 Hart Road, Laurel Hill, FL. 32536

B. Property Information

6. Location: 5976 N Highway 85, Crestview, FL 32536
7. Property ID Number: 28-4N-23-0000-0016-0000
8. Current use of property: Vacant
9. Proposed use of property: Single Family Homes
10. Size of property(sq. ft. or acres): 24.3 Acres
11. Names/Number of adjacent roads: North N/A
East N/A South N/A West N/A

C. Future Land Use/Zoning Information

12. Existing Future Land Use Map designation: RR & MU
13. Existing zoning district: RR & MU

D. Requested Action

14. Reason for the requested amendment: To build a residential subdivision.

15. Requested amendment:

FROM RR & MU (FLUM designation)
TO LDR (FLUM designation)

E. Certification

I do hereby certify and affirm that the information represented in this application is true and correct to the best of my knowledge. I also give my permission for county staff to enter upon the property involved at any reasonable time for purposes of site inspections and the posting of any required notices.

Mark Siner

Applicant printed or typed name



Applicant signature

6/13/2024

Date

FOR OFFICIAL USE ONLY

Date received: _____ File No.: _____

Received by: _____

**OKALOOSA COUNTY DEPARTMENT OF
GROWTH MANAGEMENT APPLICATION
FOR REZONING**

A. Applicant Information

1. Name: Mark Siner

2. Address: 112 Truxton Avenue
Fort Walton Beach, FL 32547

3. Telephone: (850) 862-6611 FAX: (850) 863-8059

4. Applicant is: Property owner _____ Owners authorized agent* X
* Verification of authorized agent must be attached

5. Owner's name, address and telephone, if different than applicant:
Day Development of NW FL LLC
7220 Hart Road, Laurel Hill, FL 32536

B. Property Information

6. Location: 5976 N Highway 85, Crestview, FL 32536

7. Property ID Number: 28-4N-23-0000-0016-0000

8. Current use of property: Vacant

9. Proposed use of property: Single Family Homes

10. Size of property (sq. ft. or acres): 24.3 Acres

11. Names/Number of adjacent roads: North N/A
East N/A South N/A West N/A

C. Future Land Use/Zoning Information

12. Existing Future Land Use Map designation: RR & MU

13. Existing zoning district: RR & MU

D. Requested Action

14. Reason for the requested amendment: To build a residential subdivision.

15. Requested rezoning:

FROM RR & MU (Zoning district)
TO R-1 (Zoning district)

E. Certification

I do hereby certify and affirm that the information represented in this application is true and correct to the best of my knowledge. I also give my permission for county staff to enter upon the property involved at any reasonable time for purposes of site inspections and the posting of any required notices.

Mark Siner

Applicant printed or typed name

MCS

Applicant signature

6/13/2024

Date

Corporate officer

Corporate Seal

FOR OFFICIAL USE ONLY

Date received: _____ File No.: _____

Received by: _____

**OKALOOSA COUNTY
DEPARTMENT OF GROWTH MANAGEMENT
FINAL DEVELOPMENT ORDER**

Rev. January 2014

Permit/File No: 534484-PLT-2023 Langley Pointe

Applicant: Charles Lingenfelter

Address: 2621 Edgewater Drive
Niceville, FL 32578

Telephone: (850) 217 - 0480

Authorized Development: 32 lot single family detached residential subdivision as shown on the approved site development plans and incorporated herein by reference.

Project Location: North of Hwy 85 N, Crestview

Parcel Identification Number: 28-4N-23-0000-0015-0010/0016-0010/0000

Flood Zone Designation: X, Map Number 12091C 0170J, March 9, 2021

Procedural Findings:

Application received:	July 13, 2023
Application deemed complete:	July 20, 2023
Planning Commission Approval:	N/A
Board of County Commissioner's Approval:	N/A
Revised Plan Submitted:	November 30, 2023
North Okaloosa Fire & Life Safety Inspector Approval:	July 24, 2023
Auburn Water System Approval:	July 27, 2023
Health Department Approval:	October 20, 2023
Public Works Approval:	December 13, 2023
Planning Staff Approval:	January 4, 2024
Notice of Intent to Issue a DO Sign Posted on the site:	January 4, 2024

Administrative Findings:

The authorized development is consistent with the land use; density or intensity; capacity, size, or timing; and is compatible with, and furthers applicable goals, objectives, and policies of the Okaloosa County Comprehensive Plan.

The authorized development complies with all applicable provisions of the Okaloosa County Land Development Code.

Term: FAILURE TO COMMENCE CONSTRUCTION WITHIN ONE (1) YEAR FROM THE ISSUANCE DATE WILL RESULT IN THE DEVELOPMENT ORDER BECOMING NULL AND VOID.

Final Acceptance: Pursuant to Chapter 1A, Section 1A.03.08 LDC, Upon completion of the authorized work the engineer of record shall provide a sworn affidavit stating that the development activity conforms to all applicable requirements of this Code, and shall further provide signed/sealed "as-built" engineering drawings and technical data in support of the sworn affidavit.

Effective September 1, 2007: As provided by Okaloosa County Ordinance 04-79, an Underground Utility Permit must be issued by the Inspections Division prior to the installation of any underground utilities except for electrical or communication utilities installed by the Utility Provider or a subcontractor hired by the Utility Provider. To obtain an Underground Utility Permit, an Underground Utility Permit Form, two (2) sets of plans signed and sealed by a professional engineer that have been approved by the Utility Provider, a copy of the executed development order signed by all parties, and the processing fee must be submitted to the Inspections Division. The Plans Examiner will complete the Underground Utility Permit form; it is the applicant's responsibility to ensure that any prerequisite requirements of the Development Order are satisfied prior to application for an Underground Utility Permit.

Disclaimer: Issuance of this Development Order (DO) does not create any rights on the part of the applicant to obtain permit from state or federal agency; does not create any obligation on the part of the county to issue building permits if the applicant fails to obtain a requisite approval or permit from any other jurisdictional agency; and does not create any liability on the part of the county for the issuance of this development order if the applicant fails to obtain a requisite approvals or fulfill obligations imposed by the state or federal agency or undertakes actions that result in a violation of the state or federal law. All other applicable state or federal permits shall be obtained prior to commencement of the development.

FOR OFFICIAL USE ONLY:

APPROVED:


Administrative Official

ISSUE DATE:

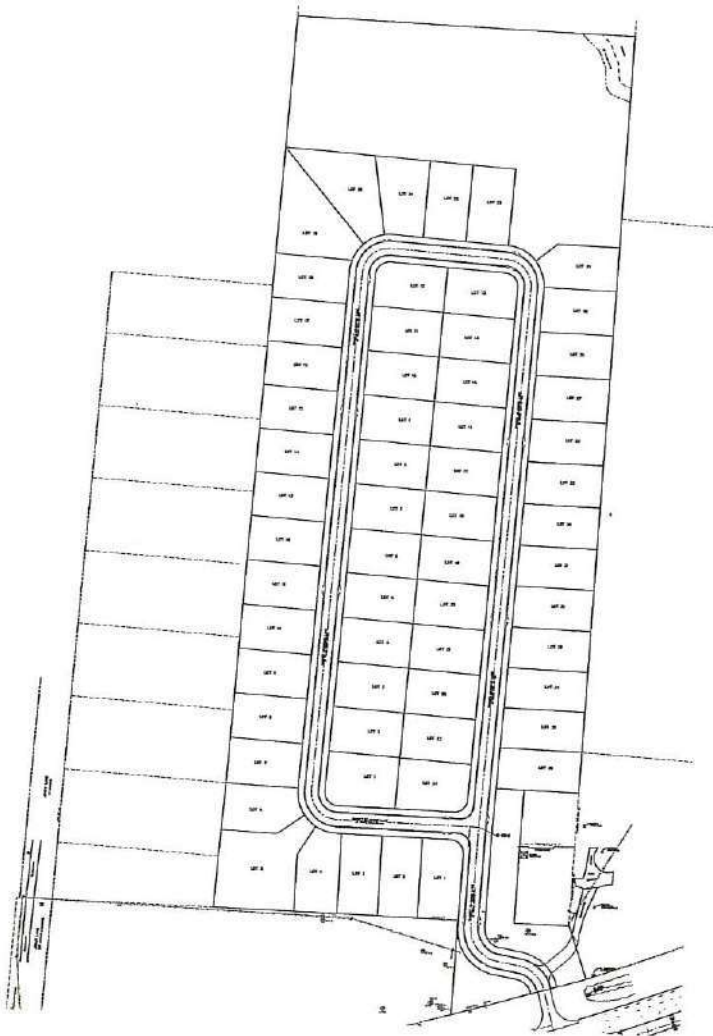
1/23/24

TITLE: Growth Management Deputy Director

Attachment:

A - 11" x 17" Approved Copy of Site, Grading, Drainage, & Utility Plans

EXHIBIT 4



- LEGEND**
- APRONS
 - CONCRETE
 - ASPHALT
 - 1/4" GRADE
 - 3/4" GRADE
 - 1" GRADE
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SITE DATA TABLE:

PLOT AREA: 10.5 AC (228,000 S.F.)

LOT AREA: 10.5 AC (228,000 S.F.)

LOT WIDTH: 40 FT

LOT DEPTH: 120 FT

LOT SPACING: 10 FT

LOT COVERAGE: 80%

STREET FRONTAGE: 600 FT

STREET WIDTH: 40 FT

STREET DEPTH: 120 FT

STREET AREA: 4,800 S.F.

PLANNED SPACE: 10.5 AC (228,000 S.F.)

PLANNED SPACE: 10.5 AC (228,000 S.F.)

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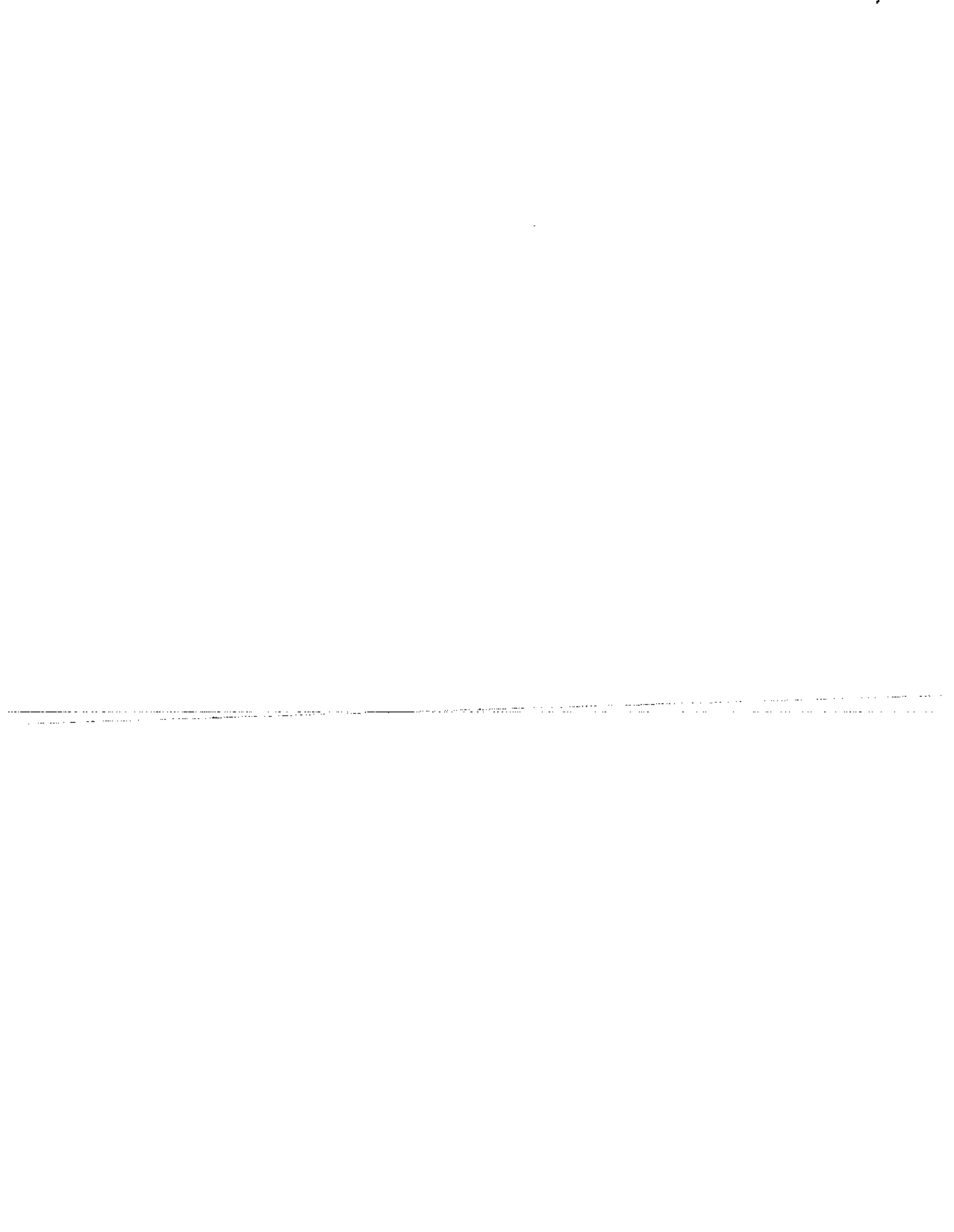
PLANNED SPACE: 10.5 AC (228,000 S.F.)

CHICTAW ENGINEERING, INC.
 ENGINEERS, ARCHITECTS, ENVIRONMENTAL, SURVEYING
 1005 W. BIRCH AVE. SUITE 200
 DALLAS, TEXAS 75210
 TEL: 972.450.1234
 FAX: 972.450.1235
 WWW.CHICTAW.COM
CEI
 CERTIFICATE OF AUTHORIZATION No. 128

THIS SHEET IS THE PROPERTY OF CEI & IS NOT TO BE REPRODUCED WITHOUT WRITTEN CONSENT FROM CEI.

LANGLEY POINTE OVERALL SITE PLAN
 DATE: 11/12/13
 DRAWN BY: J. L. WALKER
 CHECKED BY: J. L. WALKER
 APPROVED BY: J. L. WALKER

NO. 13-039-111-2
DATE: 31 MAY 2014
DRAWN BY: J. L. WALKER
CHECKED BY: J. L. WALKER
APPROVED BY: J. L. WALKER
DATE: 11/12/13
DRAWN BY: J. L. WALKER
CHECKED BY: J. L. WALKER
APPROVED BY: J. L. WALKER
DATE: 11/12/13



PLANNING COMMISSION

AGENDA REQUEST

TO: HONORABLE CHAIRMAN & MEMBERS OF THE PLANNING COMMISSION

THROUGH: Elliot Kampert, AICP, Director

FROM: Randy Woodruff, AICP, Deputy Director

SUBJECT: Comprehensive Plan Amendment *Text Amendment* (CPA-2024-01)

DATE: August 8, 2024

BCC DISTRICT: All

PLANNING COMMISSION DISTRICT: All

PUBLIC HEARING: The County is proposing amendments to Chapter 1 Administration, Chapter 2.1 Future Land Use Element (FLUE), Chapter 2.2 Transportation Element (TE), Chapter 2.12 Intergovernmental Coordination Element (ICE), Chapter 2.13 Capital Improvements Element (CIE), and Chapter 4 Concurrency Management System of the Okaloosa County 2020 Comprehensive Plan. The amendments establish a framework for the County to achieve its vision of a multimodal transportation system focused on safely moving people.

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

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

STAFF FINDINGS. The proposed amendments seek to implement changes related to transportation concurrency, proportionate share, existing roadway level of service, and existing goals, objectives, polices, and concepts. The proposed amendments also establish goals, objectives, and policies to develop and implement an alternative transportation system, specifically a mobility fee based on an adopted mobility plan, encouraged by

A summary of the intent behind amendments to the goals, objectives, and policies has been prepared for review (see **Attachment A**). The Okaloosa County 2045 Mobility Plan includes the Data, Inventory, and Analysis (DIA) and Map Series for the Comprehensive Plan amendments related to replacement of transportation concurrency with a mobility fee system and development of the mobility plan to implement the multimodal transportation element (see **Attachment B**).

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

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

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

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

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

“Transportation Concurrency

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

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

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

Mobility Fee Based Plans

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

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

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

Exempting or discounting impacts of locally desired development.

Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe,

comfortable, and attractive pedestrian environment with convenient interconnection to transit.

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

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

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

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

The Mobility Plan will be used to consolidate various transportation plan initiatives and multimodal projects from updates of projects funded through the infrastructure sales tax and long-range transportation plan. The North Okaloosa Corridors Map, incorporated into the Mobility Plan map series, will be coordinated with municipalities to ensure interconnected expansion of the transportation network as new development occurs, along with upgrades of existing roads and changes in functional classification (see Attachment B).

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

The proposed Administration, Intergovernmental Coordination, Future Land Use, Transportation Capital Improvements, and Concurrency Management System amendments establish the legislative intent that the County shall pursue adoption of the draft mobility plan and mobility fee. The amendments also implement changes to existing

goals, objectives, and policies and establish new goals, objectives, and policies that facilitate implementation of the mobility plan by providing a more flexible and innovative framework that allows the County to change the way it evaluates mobility deficiencies, how it prioritizes projects, and to determine how projects are designed and implemented.

Ordinance No. 24-TBD contains the proposed amendments to update Chapter 1 Administration, Chapter 2.1 Future Land Use Element (FLUE), Chapter 2.2 Multimodal Transportation Element (MTE), Chapter 2.12 Intergovernmental Coordination Element (ICE), Chapter 2.13 Capital Improvements Element (CIE), and Chapter 4 Concurrency Management System (see **Attachment J**).

This request is intended to replace the current transportation concurrency system with a mobility fee system, to adopt a mobility plan to implement the multimodal transportation element, and to incorporate the Ten (10) Year Schedule of Capital Improvements (per CPA-2024-03 as provided within the August 8, 2024 Planning Commission agenda packet). The amendments will transition the County's transportation system from regulating the availability of road capacity towards planning for and development of a multimodal transportation system that prioritizes safety, accessibility, and community well-being to enhance mobility for the County's residents, businesses, employees, local, state, and federal governmental entities, students, and visitors.

PROPOSED AMENDMENTS. The proposed amendment's primary focus is on the text of the Multimodal Transportation Element. However, for consistency within the Comprehensive Plan some objectives and policies within the Administrative and Concurrency Management System Chapters and the Future Land Use Element, Intergovernmental Coordination Element, and the Capital Improvement Element are also amended. The updated ten-year schedule of Capital Improvements is also included as part of the amendments. Amendments are attached consistent with the applicable Chapter numbers in the Comprehensive Plan (see **Attachments C, D, E, F, G, H**).

The key changes of the amendment include:

- adding the term multimodal to the transportation element;
- removal of text related to transportation concurrency and proportionate share policies;
- streamlining roadway level of service (LOS) standards;
- update of text referencing former transportation planning organizations and plans;
- updated goals, objectives, and policies to adopt a mobility plan to implement the multimodal transportation element;
- establishing goals, objectives and policies for implementation of a mobility fee system;
- establishment of quality of service (QOS) standards emphasizing safety and mobility;
- update of the functional classification of roadways;
- update of the Capital Improvements Element to reflect a Ten (10) Year Schedule of Capital Improvements;
- amendments to the Administration and Concurrency Management System Chapters and the Future Land Use Element, Intergovernmental Coordination

Element, and Capital Improvement Element to update the County's Comprehensive Plan and placing transportation related goals, objectives, and policies within the Multimodal Transportation Element.

The 2045 Mobility Plan includes the Data, Inventory, and Analysis (DIA) and Map Series for the Comprehensive Plan amendments related to replacement of transportation concurrency with a mobility fee system and development of the mobility plan to implement the multimodal transportation element (see **Attachment B**). The analysis and vision establish in the mobility plan provides a professionally accepted standard for the measurement of mobility performance. The proposed amendment also creates policies to fund multimodal improvements from various funding sources fees, taxes, appropriations, grants and public private partnerships.

The newly introduced term, Quality of Service (QOS) Standards, establishes a standard which emphasizes safety and mobility through multiple modes of transportation. The following are summaries of the various modes of transportation and how Quality of Service is accounted in the proposed standards:

Streets. Consistent with Target Zero concepts to the appropriate function of posted speed limits on County streets. The Quality of Service Standards reflect higher levels of safety and access to adjacent land uses by people walking and bicycling where posted speed limits are lower. The Quality of Service Standards also reflect motor vehicle access and the movement of goods where posted speed limits are higher. The Quality of Service with lower speeds will be dependent upon on the design of the street, as just reducing the speed limit on a particular street would not actually change vehicle speeds; the street's design must change in order to improve safety and thus lower the speed limit.

Bicycling or Walking (Off-Street Multimodal). These basic forms of off-street transportation, which were formerly known as "pedestrian" facilities, achieve a higher multimodal Quality of Service when there are greater widths and separation from vehicular traffic. For example, an eight-foot-wide shared-use path is more desirable than a typical 5-ft sidewalk. Additionally, when shade/street trees are provided, a sidewalk or a shard-use path will have a higher Quality of Service.

Bicycling, Micromobility and Microtransit (On-Street Multimodal). For these emerging modes of transportation, which are considered on-street facilities, the greater separation and design features will increase the multimodal Quality of Service. For example, a bike lane on a street has a Quality of Service "D", which can be utilized as a lane for various micromobility devices (such as electric bicycles). The Quality of Service increases as the design of the street is slowed to 25 MPH or less, or there are additional design features to protect these modes, such as a buffered bike lane that provides for additional space away from adjacent traffic.

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

concurrently fostering a shift towards multiple modes of transportation by ensuring they are safer and more attractive options for travel. This shift underscores a commitment to creating a multimodal transportation system that not efficiently moves peoples and also prioritizes their safety and well-being.

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

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

MOVING FORWARD. The August 8, 2024 Planning Commission meeting satisfies the intent of Section 163.3184(3), Florida Statutes, whereby the local planning agency must hold at least one public hearing on the proposed comprehensive plan amendment, and must provide the public notice for that hearing. Pursuant to Section 163.3184(3) and (11), Florida Statutes, the governing body of the local government must consider transmittal of the proposed amendment at a public hearing.

This amendment package is scheduled to be presented to the Board of County Commissioners on September 3, 2024. Then, with the Commission's approval, the amendment package will be transmitted in proposed form to Florida Commerce (formerly the Florida Department of Economic Opportunity), Florida Department of Transportation and other reviewing agencies. It is anticipated that Department will provide all comments in or about October 2024, with the County Commission adoption likely taking place in December 2024.

PUBLIC COMMENT/OPPPOSITION: No public comment or opposition has been received as of this writing for Comprehensive Plan Amendment *Text Amendment* (CPA-2024-01).

PUBLIC NOTICE: The proposed agenda item was properly advertised in the Northwest Florida Daily News on July 28, 2024 (see **Attachment I**).

STAFF POSITION: Staff has no objections to the proposed FLUM Amendment; herein referenced as Comprehensive Plan Amendment *Text Amendment* (CPA-2024-01).

RECOMMENDATION: It is recommended that the Planning Commission consider the facts herein, as well as any facts that may be presented at the public hearing, and then make a favorable recommendation to the Board of County Commissioners when it considers this proposed Comprehensive Plan Amendment *Text Amendment*.

BOARD OF COUNTY COMMISSIONERS: Transmittal hearing by the Board of County Commissioners is tentatively scheduled for September 3, 2024.

ATTACHMENTS:

- A. Summary of the intent behind amendments to goals, objectives, and policies.
- B. Okaloosa County 2045 Mobility Plan.
- C. Administration amended text in ~~striketrough~~ / underline format.
- D. Future Land Use Element (FLUE) amended text in ~~striketrough~~ / underline format.
- E. Multimodal Transportation Element (MTE) amendment in ~~striketrough~~ / underline format.
- F. Intergovernmental Coordination Element (IGE) amended text in ~~striketrough~~ / underline format.
- G. Capital Improvement Element (CIE) amended text in ~~striketrough~~ / underline format, including an updated Ten (10) Year Schedule of Capital Improvements.
- H. Concurrency Management System (CMS) amendment in ~~striketrough~~ / underline format.
- I. Legal Advertisement
- J. Ordinance No. 24-TBD

Attachment A: Summary of Intent behind Amendments

The proposed Administration, Intergovernmental Coordination, Future Land Use, Transportation Capital Improvements, and Concurrency Management System amendments replace the transportation concurrency system with a mobility fee system, establish a mobility plan to implement the multimodal transportation element, and amend the ten (1) year schedule of capital improvements. The amendments also implement changes to existing goals, objectives, and policies and establish new goals, objectives, and policies that facilitate implementation of the multimodal transportation element by providing a more flexible and innovative framework that allows the County to change the way it evaluates mobility improvements, how it prioritizes multimodal projects, and how it designs and implements those projects. The Data, Inventory, and Analysis for the amendments are incorporated into the Mobility Plan (Attachment B)

Chapter 1. Administration (Attachment C)

The proposed amendment to the Administration Chapter Section 1.5 seeks to acknowledge that planning for transportation and mobility is no longer focused primarily on how to most efficiently move motor vehicles but is shifting to a stronger focus on an interconnected and multimodal transportation system that moves people.

Chapter 2.1. Future Land Use Element (FLUE) (Attachment D)

The proposed amendment to FLUE Policy 2.2 corrects the Chapter reference. The proposed amendments to the FLUE Policies 2.5 and 10.10 seek to ensure that development designs improve both vehicular and multimodal circulation and interconnectivity.

Chapter 2.2 Multimodal Transportation Element (MTE) (Attachment E)

The first amendment is adding multimodal before transportation element to reflect the transition to a multimodal transportation system. The proposed amendments to the Multimodal Transportation Element (MTE) establish the basis for adoption of the mobility plan and mobility fee and establishment of quality of service (QOS) standards. These standards establish a new framework to facilitate implementation of the multimodal projects to reach the vision of a multimodal transportation system that moves people conveniently and safely.

Amended roadway level of service (LOS) standards may still be used to evaluate site access connections for new development, as well as for mobility and long range transportation planning. The County may also use roadway LOS for evaluating traffic impacts from amendments to the future land use element and map and for intergovernmental funding opportunities. Roadway LOS will not be used for regulating road capacity under transportation concurrency.

Attachment A: Summary of Intent behind Amendments

The draft mobility plan identifies multimodal projects within Okaloosa County. The mobility fee will replace transportation concurrency and proportionate share and will result in roadway level of service no longer being used to evaluate transportation deficiencies or to determine mitigation obligations or payments.

The QOS standards developed as part of the draft mobility plan are used to establish multimodal capacities for the mobility fee calculation. The QOS standards will also be used to evaluate existing conditions and to develop performance measures to evaluate the effect, over time, of multimodal improvements constructed within the County.

The amendment to Goal 1 further emphasizes providing a convenient and interconnected multimodal transportation system that is not only focused on economic and efficient transportation for vehicles, but that enhances safety and mobility for all road users.

Objective 1.1 recognizes the County's desire to repeal transportation concurrency in favor of developing and adopting a mobility plan and mobility fee to achieve Goal 1 and address future multimodal mobility demands.

Policy 1.1.1 provides criteria for multimodal projects in the mobility plan.

Policy 1.1.2 establishes that the horizon year for the mobility plan will match that of either the Comprehensive Plan or the Long Range Transportation Plan (LRTP).

Policy 1.1.3 establishes that projects in the mobility plan, along with projects identified in the LRTP, and the infrastructure sales tax list, will be used to develop the annual Capital Improvements Program.

Policy 1.1.4 requires the County to implement, maintain, and update the Mobility Plan and that the Mobility Plan reflects the most recent multimodal projects to be funded over a 10-year period.

Policy 1.1.5 requires that multimodal projects in the mobility plan be coordinated with road reconstruction, rehabilitation, and resurfacing projects or utilities upgrades.

Policy 1.1.6 requires the County to keep an inventory of the existing traffic and multimodal characteristics of the transportation network and maintain the transportation map series as part of the Mobility Plan. **The mobility plan includes existing conditions to serve as the Data, Inventory, and Analysis. The mobility plan includes the latest transportation map series. The Data, Inventory, and Analysis provides a multimodal benchmark for measuring future performance in future mobility plan updates.**

Attachment A: Summary of Intent behind Amendments

Policy 1.1.7 lists the ways in which the County shall implement the mobility plan.

The amendment to Objective 1.2 establishes the use of Quality of Service (QOS) standards for the multimodal transportation system. Florida Statute 163.3180 (5)(f)(5) identifies the establishment of multimodal quality of service (QOS) standards as part of a mobility plan and mobility funding systems. The adoption of QOS standards is an opportunity to expand beyond the current practice of evaluating the current transportation system solely on the availability of road capacity on a segment-by-segment basis. Roadway Level of Service (LOS) standards are modified based on location within the County and defer to the State for establishing LOS standards on State Roads. The purpose of Roadway LOS is for mobility and long range transportation planning purposes, not regulating road capacity under a transportation concurrency system.

Policy 1.2.1 establishes Street QOS standards for all roads in the County's multimodal transportation system. This QOS is based upon the street/road speed limit. The design speed limit is one of the most important factors in determining the design of a street or road. The lower the speed limit, the greater the emphasis on the safe movement of people, whether they are walking, bicycling, or driving. Higher posted speed limits primarily benefit motor vehicles and make it more dangerous for people bicycling, walking and accessing transit. For purposes of the proposed Goals, Objectives and Policies (GOPs), the QOS standards will use posted speed limits which is more readily available data than original design speeds.

The proposed street QOS are focused on making it safer to walk and bicycle, and they more appropriately reflect the function of different classifications of streets and roads. **The mobility plan includes further description of the role of Street QOS as well as Data, Inventory, and Analysis illustrating existing Street QOS and the use of that information as a benchmark for measuring future performance.**

Policy 1.2.2 establishes multimodal QOS standards for off-street multimodal facilities including sidewalks, multi-use paths, and trails. Off-Street Multimodal QOS standards are based on the user's perception of conditions for people walking and bicycling. The multimodal QOS standards for off-street facilities for people bicycling and walking are based on: (1) the width of the facility (i.e., bike lane, path, sidewalk); (2) the type of physical separation between multimodal facilities and travel lanes for cars, SUVs, and other motor vehicles; and (3) the posted speed limit. **The mobility plan includes further description of the role of Off-Street Multimodal QOS as well as Data, Inventory, and Analysis illustrating existing Off-Street Multimodal QOS and the use of that information as a benchmark for measuring future performance.**

Attachment A: Summary of Intent behind Amendments

Policy 1.2.3 establishes multimodal QOS standards for on-street bike lanes and multimodal lanes. On-Street Multimodal QOS standards are based on the user's perception of conditions for people bicycling or riding micromobility or microtransit. The multimodal QOS standards for on-street facilities are based on: (1) the width of the facility, (2) the level of physical separation from motor vehicle travel lanes, (3) the visibility of the facility, and (4) the posted speed limit. **The mobility plan includes further description of the role of On-Street Multimodal QOS as well as Data, Inventory, and Analysis illustrating existing On-Street Multimodal QOS and the use of that information as a benchmark for measuring future performance.**

Policy 1.2.4 is reserved for established of future Transit Quality of Service (QOS) Standards.

Policy 1.2.5 establishes a road LOS Standard of "E" for roads south of the northern limits of Eglin Airforce Base and a road LOS Standard of "D" for roads north of Eglin Airforce Base. For Interstate 10, U.S. Highways and State Roads, the County will recognize Road LOS standards established by FDOT. The road LOS standards may be used to establish site access evaluation criteria, review traffic impacts from amendments to the future land use map or element, coordinate intergovernmental funding opportunities with municipalities, adjacent Counties, FDOT, and the TPO, and for mobility and long range transportation planning.

When the Florida Legislature eliminated statewide transportation concurrency, it made it optional for local governments. If local governments continue to implement transportation concurrency, then they are responsible for maintaining LOS. The policy recognizes LOS established by FDOT but does not establish LOS Standards for State Roads. The County is not responsible for maintaining LOS standards for State Roads. That role transitioned to the State when statewide transportation concurrency was eliminated.

Roadway LOS standards are not completely eliminated as they may still be used for mobility and long range transportation planning purposes, evaluating site access connections, evaluating traffic impacts for future land use map or element amendments, and intergovernmental coordination for the pursuit of funding opportunities. **The mobility plan has established FDOT Context Classifications for functionally classified arterial and collector County and State Roads. The County will coordinate with FDOT on updates to those classifications as the concept is still relatively new. The Context Classifications were established per the Guidelines provided in the 2023 FDOT Quality and Level of Service Handbook and FDOT's Context Classification Guide.**

Existing Policy 1.2.3 regarding constrained and backlogged roadways was removed from the TE. Constrained and backlogged roadways are a methodology of transportation concurrency that identifies the need for new and expanded road capacity to accommodate growth in vehicle

Attachment A: Summary of Intent behind Amendments

traffic. Transitioning from the use of roadway level of service standards for transportation concurrency purposed eliminates the need for this methodology.

Objective 1.3 indicates the County will repeal transportation concurrency through the adoption of an alternative transportation system consistent with Florida Statute Section 163.3180.

Policy 1.3.1 establishes that the alternative transportation system will be a mobility fee.

Policy 1.3.2 defines what a mobility fee is.

Policy 1.3.3 identifies the purpose of a mobility fee and establishes that the County may establish separate criteria and requirements to address site-related impacts or impacts from large scale developments that may not be fully mitigated through the mobility fee.

Policy 1.3.4 identifies one uniform mobility fee assessment area for unincorporated County but indicates that future mobility fee updates could include multiple assessment areas where mobility fee rates differ based on differences in travel demand, development patterns, or needed multimodal projects.

Policy 1.3.5 identifies two mobility fee benefit districts but indicates that future mobility fee updates could include multiple benefit districts in order to advance multimodal projects.

Policy 1.3.6 establishes that mobility fees should be used as a funding source for multimodal projects.

Policy 1.3.7 establishes that the mobility plan and mobility fee must be updated every five (5) years.

Policy 1.3.8 indicates that municipalities within the County may enter into an interlocal agreement with the County to opt into the mobility fee system.

The amendments to Objective 1.4 (previously 1.1) and Policy 1.4.1 (previously 1.1.1) update and expand on the County supporting the Okaloosa-Walton Transportation Planning Organization (TPO) with updates to the Long Range Transportation Plan (LRTP) to identifying multimodal and intermodal transportation facilities to address mobility needs.

The amendment to Policy 1.4.2 (previously 1.1.2) is an update to more current accepted terminology related motor vehicles.

Attachment A: Summary of Intent behind Amendments

The amendment to Objective 1.5 (previously 1.3) gives the highest priority not only to transportation improvements that relieve existing traffic congestion, but that also improve multimodal safety.

The amendment to Policy 1.5.3 (previously 1.3.3) clarifies that the policy is referring to adding capacity to existing roads and adds additional alternative improvements that the County should consider before approving projects to add new road capacity, including new interconnected parallel roads, vehicle and multimodal cross access connections, access management, and shared-use paths or multi-use trails. The amendment to this policy acknowledges that there are additional factors aside from the availability of vehicle capacity and operational improvements that can improve mobility and traffic flow including providing multimodal capacity and improving the grid network and connectivity.

The removal of Policy 1.3.4 regarding amendments or rezonings that increase the residential or nonresidential intensity for properties along constrained roadways was removed to be in consistency with removing Policy 1.2.3 regarding the same subject. The reference to P.J. Adams was also removed as the roadway has been widened as part of the Crestview Bypass.

The amendment to Objective 1.6 (previously 1.4) updates and expands on how the County will reduce crashes and achieve Target Zero and safer streets for all and emphasizes designing for the desired speed (target speed vs 85 percentile), constructing multimodal facilities that are separated from motor vehicles, and improving visibility at crossings.

The amendment to Policy 1.6.1 (previously 1.4.1) addresses the need to direct through traffic away from collector roads in addition to local roads and to promote the use of appropriate posted speed limits in addition to traffic calming strategies.

The amendment to Policy 1.6.2 (previously 1.4.2) expands on the existing policy to emphasize facilitating a network of sidewalks, shared-use paths, and high visibility crossings that have maximum physical separation from vehicle travel lanes on arterials. This amendment is in recognition that providing a safe, high-quality multimodal network that allows people to feel welcome using alternative modes of transportation takes more than just striping 4' bike lanes. Most people do not feel comfortable using alternative modes on arterial roads unless there are multimodal facilities that provide maximum separation from high-speed motor vehicles.

The amendment to Policy 1.9.2 (previously 1.7.2) updates the policy to reference the Long-Range Transportation Plan (LRTP) rather than the now outdated Ft. Walton Beach Urbanized Area MPO 2020 Plan.

Attachment A: Summary of Intent behind Amendments

The amendment to Objective 2.1 updates the objective to include the term "multimodal transportation system."

The amendment to Policy 2.1.3 updates and expands on the County supporting the Okaloosa-Walton Transportation Planning Organization (TPO) in increasing the efficiency of the multimodal transportation system through updates to the Long Range Transportation Plan (LRTP).

The amendment to Policy 2.2.4 updates the policy to reference the County supporting updates, rather than the development, of the LRTP.

The amendment to Objective 2.3 updates and expands on using a complete streets approach to roadway projects to reduce energy consumption.

The amendment to Policy 2.3.1 emphasizes using a complete streets approach to accommodate people using alternative modes of travel.

Policy 2.3.2 addresses how the County should accommodate people walking and bicycling in new road construction projects outside the urban development boundary.

The amendment to Objective 3.1 updates the objective to include the term "multimodal transportation system."

The amendment to Policy 3.1.1 updates the objective to include the term "multimodal transportation facilities and adds providing shared-use paths or multi-use trails to limit streets widths and utilize existing natural features and landscape as a way to design and build multimodal facilities to reflect the scale and character of the natural and developmental features.

The amendment to Policy 3.1.2 updates the terminology from non-motorized to multimodal and identifies shared-use paths, multi-use trails, bicycle boulevards, pavement markings, and striping of roadways to add multimodal facilities where off-street facilities are not feasible, as alternatives to link residential, recreational, and commercial areas.

The amendment to Objective 3.3 updates the objective to include the term "multimodal transportation system."

The amendment to Policy 3.3.1 updates the terminology from non-motorized to multimodal adds access connections and cross-access to adjacent parcels to the requirements for all developments. This policy is in recognition that a lack of cross-access connections to adjacent parcels leads to a high number of curb cuts in multimodal facilities creating an inconvenient travel experience increasing conflict points for people using alternative modes of travel.

Attachment A: Summary of Intent behind Amendments

The lack of cross-access connections also forces traffic onto collector or arterial roads to access each individual residence or business. This leads to congestion and reduced traffic flow. Improving multimodal access and cross-access will allow for fewer curb cuts and access points on collector and arterial roads and create a safer and more convenient experience for all road users.

The amendment to Objective 3.4 removes the reference to the outdated transportation bill TEA-21 and expands on pedestrian and bicycle facilities to identify shared-use paths and multi-use trails.

The amendment to Policy 3.4.1 removes the reference to an outdated transportation bill, ISTEA.

The amendments to Policy 4.1.1 updates the policy to reference the County participating in periodic updates, rather than the development, of the LRTP.

The amendments to Policy 4.1.2 updates the policy to reference the County participating in periodic updates, rather than the development, of the LRTP and expands on the policy to emphasize enhancing safety for all road users.

The amendment to Policy 4.1.3 is an update to more current terminology and to expand the policy to all multimodal programs rather than only bicycle and pedestrian.

The amendment to Objective 4.2 expands the objective to all multimodal connections rather than just vehicular.

The amendment to Policy 4.2.3 expands the policy to all multimodal connections rather than just vehicular and pedestrian.

The amendment to Objective 5.1 expands the objective to include funding for multimodal transportation improvements and identifies mobility fees as a local measure to augment other revenue sources.

The amendment to Policy 4.2.3 expands the policy to all multimodal transportation facilities.

The amendment to Objective 5.2 expands the objective to all multimodal transportation improvements and establishes that development mitigation requirements for off-site traffic impacts will be satisfied by payment of mobility fees, while on-site multimodal transportation improvements will only be required for roads internal and adjacent to the development.

Attachment A: Summary of Intent behind Amendments

The amendment to Policy 5.2.2 updates the policy to include the updated title of the Element.

The amendment to Policy 5.3.1 updates the policy to recognize that protecting and preserving roadway right-of-way from building encroachment is also important for ensuring adequate right-of-way to be used for new roads and improvements that add multimodal capacity and enhance safety such as bicycle lanes, multimodal lanes, shared-use paths, or multi-use trails.

The amendment to Policy 5.3.3 expands the policy criteria for evaluating roads that may be subject to right-of-way protection and preservation to include that the roadway must be identified for widening either in the LRTP or the Mobility Plan.

The amendment to Objective 6.2 updates the objective to reference the Mobility Plan rather than a transportation plan.

The amendments to Policy 6.2.1 and 6.2.2 updates the policies to require all land use decisions to be consistent with the Future Lane Use Map (FLUM), the Functional Classification Map, rather than the Traffic Circulation Map, and the Mobility Plan.

Policy 6.3.2 requires the County to maintain roads classified as arterials or collectors and to coordinate with municipalities wishing to maintain these roads within municipal limits and with FDOT on maintenance of State roads within the County.

Policy 6.3.3 requires the County to periodically review and update the list of identified in Table 6.1 and on the Functional Classification Map and the North Okaloosa Corridors Map within the Mobility Plan. **The mobility plan includes the Functional Classification Map and North Okaloosa Corridors Map as part of the Data, Inventory, and Analysis.**

Policy 6.3.4 requires the County to coordinate with FDOT on the establishment of Complete Street Context Classifications for County and State arterials and collectors as established in the Mobility Plan. **The mobility plan includes the initial establishment of FDOT Complete Street Context Classifications as part of the Data, Inventory, and Analysis.**

Policy 6.3.5 requires the County to coordinate with municipalities updates to the North Okaloosa Corridors Map as established in the Mobility Plan.

Policy 6.3.6 requires the County to evaluate establishing land development regulations for new development and redevelopment to incorporate new corridors identified in the Mobility Plan North Okaloosa Corridors Map as part of developments circulation system.

Chapter 2.12 Intergovernmental Coordination Element (ICE) (Attachment F)

The proposed amendment to ICE Policy 3.1 removes establishing level of service standards on State Roads. If the County establishes a LOS, then it is the County, per Florida Statute, that is responsible for funding improvements to maintain the established LOS. The County does not want to have a responsibility for maintaining LOS standards established by FDOT on State Roads. When the Legislature made transportation concurrency optional and required local governments that intend to keep transportation concurrency responsible for maintaining LOS, the burden shifted from developers and FDOT to the County to fund those improvements. The County is electing to replace transportation concurrency with a mobility fee to allow development to mitigate its impact.

Policy 3.2 states that the County will recognize LOS standards established by FDOT in the context of updating the Long Range Transportation Plan (LRTP) and Mobility Plan and establishing FDOT Context Classifications on County and State arterials and collectors, as well as for intergovernmental coordination where a common and widely understood standard is needed for the pursuit of funding opportunities. The County is not adopting FDOT's LOS standards and is therefore not responsible for maintaining those standards on State Roads.

Chapter 2.13 Capital Improvements Element (CIE) (Attachment G)

The amendment to Objective 1 updates the objective to reference the ten-year, rather than five-year, schedule.

~~The amendment to CIE Policy 3.4 updates the ten-year, rather than five-year, schedule. New subsection (3) of Policy 3.4 requires new development to pay a mobility fee to mitigate its off-site impact to the multimodal transportation system.~~

The amendment to CIE Policy 3.8 updates the reference to the Okaloosa-Walton Transportation Planning Organization (TPO).

New Policy 4.3 establishes that new development will mitigate its off-site impact through payment of a mobility fee. It also allows the County to establish separate to address on-site or site related impacts to the multimodal transportation system that may occur at access connections. These would be turn lanes, intersections improvements, or traffic control devices. The County may also require developments to evaluate traffic impacts due to amendments to the Future Land Use Map or Element. This would be detailed in an administrative manual.

Attachment A: Summary of Intent behind Amendments

The amendment to Policy 5.4 updates the policy to reference the ten-year, rather than five-year, schedule. It also establishes that the mobility plan and LRTP will reflect the most recent multimodal capital improvements. The mobility plan and LRTP would also serve as the source for identifying projects to add to annual updates of the Five-Year Capital Improvement Program (CIP). The policy indicates both the mobility plan and LRTP are updated every five years. Funded multimodal projects will also be updated in the 10 year schedule of Capital Improvements.

The amendments to Table 2.13.1 reflect a 10 year time frame versus a 5 year schedule. The 10 Year Capital Improvements Schedule is also updated.

Chapter 4. Concurrency Management System (CMS) (Attachment H)

The proposed amendments to Chapter 4 Concurrency Management System establish the basis for the transition away from the transportation concurrency and proportionate share mitigation process including the elimination of roadway level of service (LOS) to be replaced with areawide road level of service (LOS) and multimodal quality of service (QOS) standards.

The following is a summary of the proposed amendments to Chapter 4 that established the legislative intent indicating the County will move forward with adoption of a mobility plan and the mobility fee as an alternative mobility funding system:

The first amendment removes roadway level of service from the review process for development or building permits and establishes that Quality of Service standards will be used for the purposes of mobility planning.

The second amendment gives responsibility for tasks related to the administration, assessment, implementation, and updates of the mobility fee system and identification of multimodal projects for inclusion in the Capital Improvements Program to the County Public Works Director.

The third amendment removes the requirement to annually collect, track, updates, and make publicly available data and information on County roadways. This information will still be included in the mobility plan and subsequent updates for mobility planning purposes, not regulating the availability of road capacity.

The fourth amendment removes inclusion of roadway improvements in the first 3 years of the adopted FDOT Five-Year Work Program of the CIE or TIP as one of the standards that can be used to satisfy the concurrency management system minimum requirements.

The fifth amendment removes the concurrency requirements exceptions for de minimum impacts.

The sixth amendment adds Quality of Service (QOS) to the summary of adopted level of service standards in the Comprehensive Plan.

The seventh amendment establishes that QOS standards are for mobility planning purposes. The use of LOS standards should now be limited to site access evaluations and review of traffic impacts from future land use map or element amendments. LOS may also be used where required for funding opportunities. The intent is that LOS is no longer used for transportation concurrency.

The eight amendment reflects that rule 9J5 has been repealed by the Legislature.

Conclusion

The proposed Administration, Intergovernmental Coordination, Future Land Use, Transportation Capital Improvements, and Concurrency Management System amendments reflect that the county is transitioning from transportation concurrency to a mobility fee system, that the mobility plan will be used to implement the Multimodal Transportation Element and that the County is updating the 10 Year Schedule of Capital Improvements. The amendments provide notice to Florida Commerce (FC), adjacent municipalities, the Florida Department of Transportation (FDOT), and the Okaloosa-Walton County TPO that the County has developed a mobility plan and mobility fee with the intent of replacing transportation concurrency and proportionate share.

The mobility plan serves as the Data, Inventory, and Analysis in support of the amendment. The next step for the County to undertake is adopt the mobility plan and mobility fee. The mobility plan and mobility fee technical report document the basis for the mobility fee and how the fee was developed. The mobility plan and mobility fee will be adopted through an implementing ordinance. The mobility plan and mobility fee would be adopted, through separate ordinance, following the adoption of the Comprehensive Plan Amendment, at the same public hearing. The amendments would become effective as of the effective date of the mobility fee. Florida Statute requires a 90 day period between public notice and the effective date of a new mobility fee.

This narrative has been prepared by NUE Urban Concepts, LLC on behalf of Okaloosa County.



Okaloosa County 2045 MOBILITY PLAN

JULY 2024



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

**THE REPUBLIC
DESIGN**

DANTIN
CONSULTING, LLC

futureplan

OKALOOSA COUNTY 2045 MOBILITY PLAN

JULY 2024

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Okaloosa County
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INTRODUCTION

Okaloosa County's Story

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

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

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

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

Okaloosa County 2045 Mobility Plan

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

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

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

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

MOBILITY PLANNING

What is a Mobility Plan?

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

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

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

Figure 1. Integrating Land Use, Transportation & Funding



What is Different About a Mobility Plan?

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

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

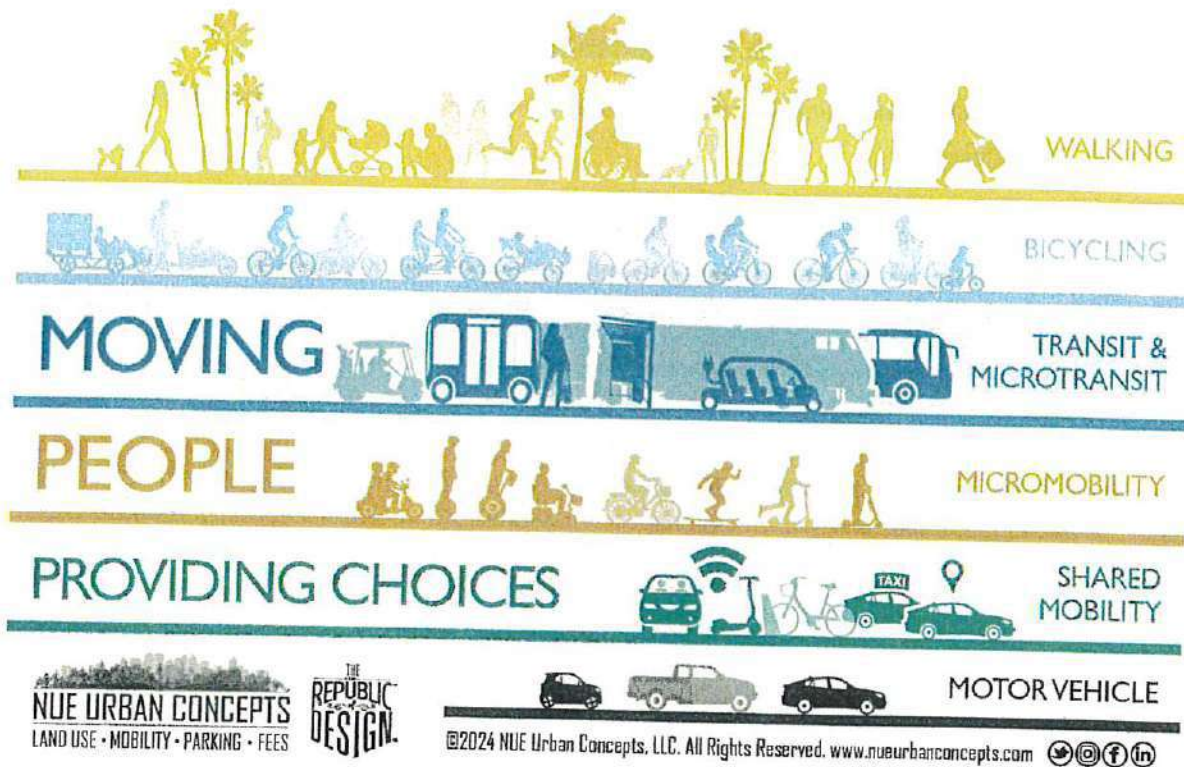
In 2007, in recognition that new and wider roads are not the only means in which to provide mobility, the Florida Legislature introduced the concept of Mobility Plans and Mobility Fees as an alternative to transportation concurrency that would provide a more equitable and sustainable way for new development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

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

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

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

Figure 2. Moving People, Providing Choices



Why Does Okaloosa County Need a Mobility Plan?

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

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

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

Mobility Planning in the Comprehensive Plan

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

CHAPTER 2.2 MULTIMODAL TRANSPORTATION ELEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEVEL & QUALITY OF SERVICE

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

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

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

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

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

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

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

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

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

TABLE 1. 2024 EXISTING CONDITIONS EVALUATION

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

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

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

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

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

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

Figure 3. Multimodal QOS Standards for Complete Streets



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

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

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

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

TABLE 2. 2024 STREET QUALITY OF SERVICE (QOS)

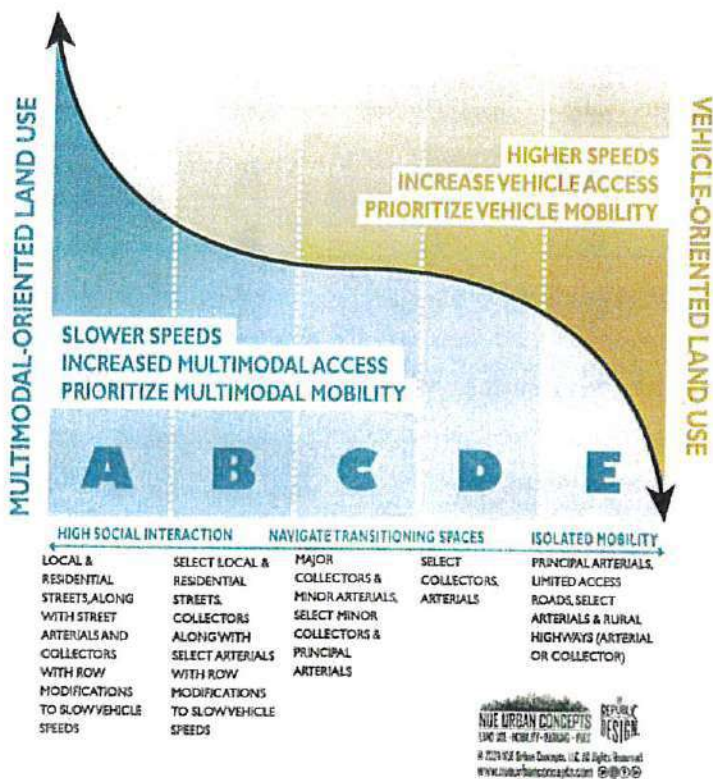
	QOS A (mi)	QOS B (mi)	QOS C (mi)	QOS D (mi)	QOS E (mi)	Total (mi)	Total Percent
County	10.56	5.45	22.84	3.13	53.57	95.55	35.32%
State	0.55	1.16	22.92	11.39	138.98	175.00	64.68%
Total	11.11	6.61	45.76	14.52	192.55	270.55	100%
Total Percent	4.11%	2.44%	16.91%	5.37%	71.17%	100%	

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

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

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

Figure 4. Speed, Accessibility & Mobility



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

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

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

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

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

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



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

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

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC

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



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

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

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

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

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

Source: Multimodal Quality of Service (Appendix B).

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

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

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

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

ON-STREET MULTIMODAL QUALITY OF SERVICE (QOS) STANDARDS

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

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

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

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC

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



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

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

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

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

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

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

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

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

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

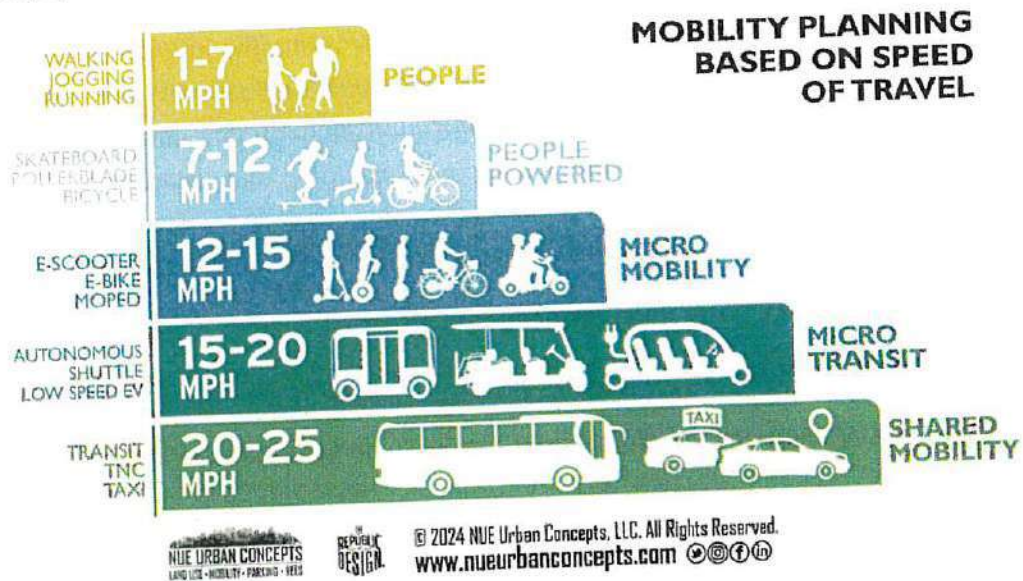
CREATING SAFER STREETS FOR ALL

Mobility Planning Based on Travel Speed

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

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

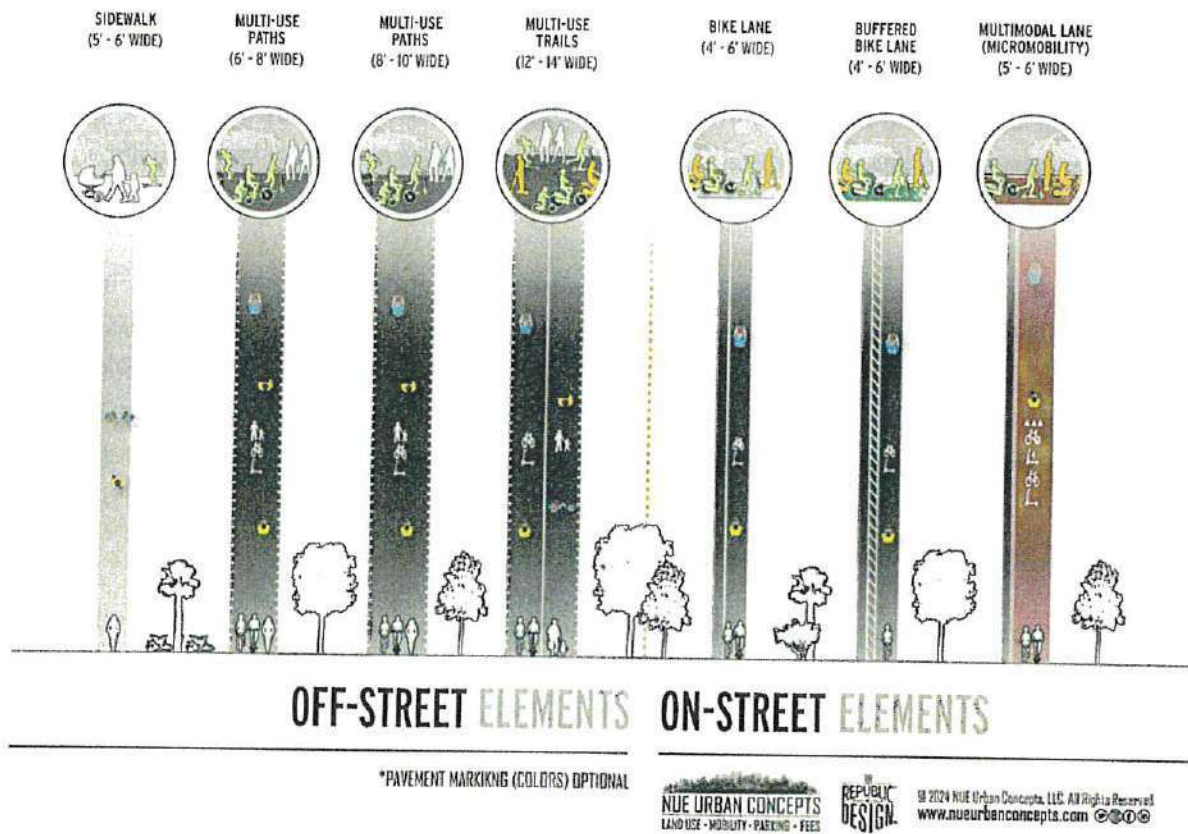
Figure 7. Speed of Travel



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

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

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



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

MOVING TOWARDS TARGET ZERO

What is Target Zero?

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

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

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

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

Why is Moving Toward Target Zero Needed?

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

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

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

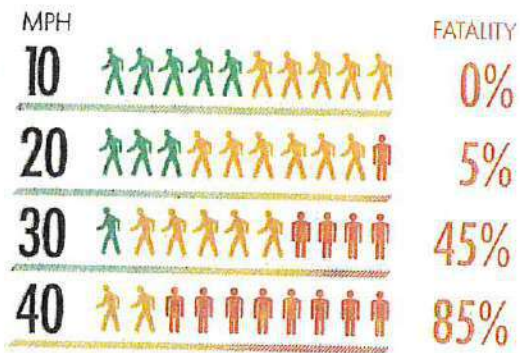
Traffic crashes and fatalities have been taken for granted as a fact of life for decades and “drive safe” has become a standard pliantry – but things haven’t always been this way, and they don’t have to be in the future. Crashes are preventable. A Mobility Plan that emphasizes the safe, comfortable,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

Design for Safe Speed

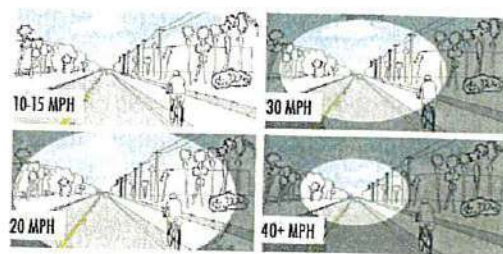
There are two primary components in moving towards Target Zero and Safer Streets for All: (1) **multimodal projects** and (2) **speed of cars**. The Mobility Plan addresses multimodal projects. Speed is the most important variable in reducing crashes, traffic deaths and serious injuries.

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

Figure 9. Speed and Crash Severity



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



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BUILDING A COMPLETE STREETS NETWORK

What are Complete Streets?

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

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

What is a Complete Network?

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

Multimodal Elements of the Mobility Plan

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

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

Figure 10. Multimodal Elements

Okaloosa Multimodal Elements

THE REPUBLIC DESIGN

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



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



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



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



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



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



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



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

OKALOOSA COUNTY 2045 MOBILITY PLAN

Corridors Plan

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

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

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

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

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

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

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

TABLE 5. MOBILITY PLAN PROJECTS: CORRIDORS PLAN

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

Source: Mobility Plan Projects (*Appendix D*).

Intersections Plan

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

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

TABLE 6. MOBILITY PLAN PROJECTS: INTERSECTIONS PLAN

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

Source: Mobility Plan Projects (**Appendix D**).

THE MULTIMODAL TRANSPORTATION ELEMENT

Implementation

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

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

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

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

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

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

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

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

Figure 11. FDOT Context Classifications



Transportation Map Series

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

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

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

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

Functional Classification

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

TABLE 7. FUNCTIONAL CLASSIFICATION

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

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

Number of Lanes

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

TABLE 8. NUMBER OF LANES

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

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

Speed Limits

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

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

TABLE 9. SPEED LIMITS

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

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

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

North Okaloosa Corridors

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

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

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(Tables 10 thru 12 are reserved for future data)

Street Quality of Service (QOS)

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

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

TABLE 13. STREET QUALITY OF SERVICE (QOS)

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

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

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

Off-Street Multimodal Facilities

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

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

TABLE 14. OFF-STREET MULTIMODAL FACILITIES

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

Source: Multimodal Quality of Service (Appendix B).

On-Street Multimodal Facilities

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

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

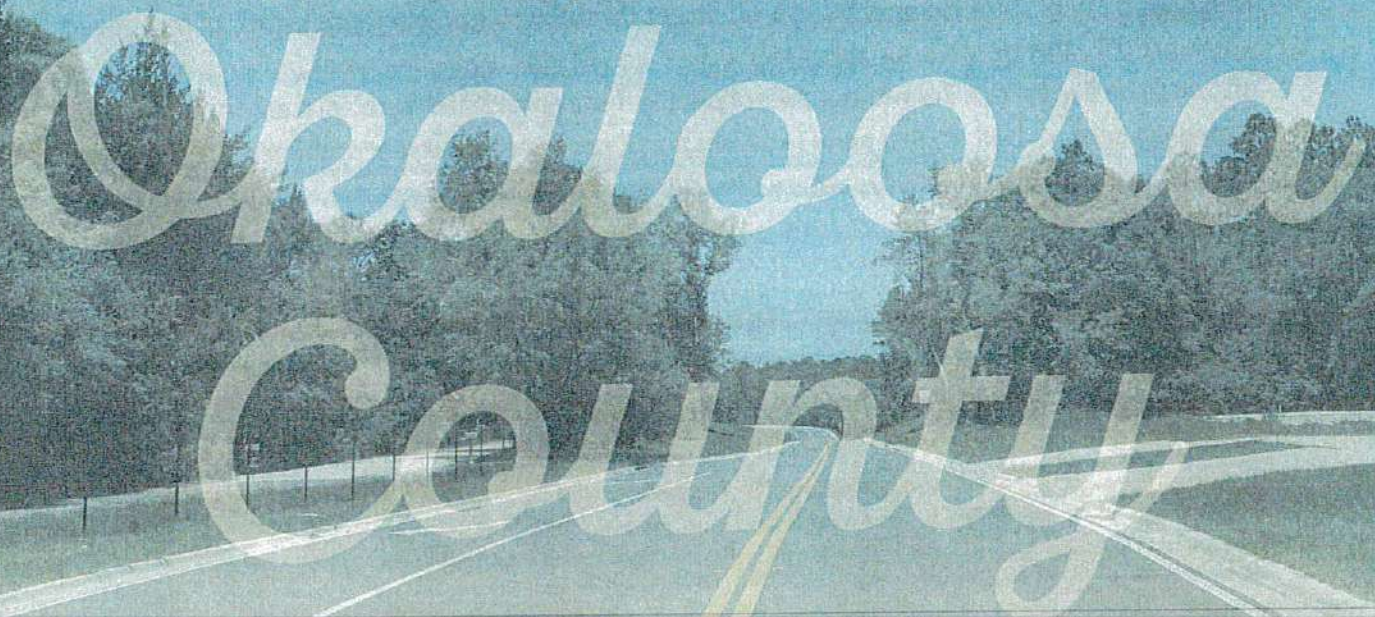
Thus, many local governments and FDOT Districts is other parts of Florida are increasingly providing off-street multimodal facilities that are physically separated from vehicle travel lanes. A roadway cross-section with a five (5) foot on-street bicycle land and a five (5) foot sidewalk can be redesigned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

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

TABLE 15. ON-STREET MULTIMODAL FACILITIES

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

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



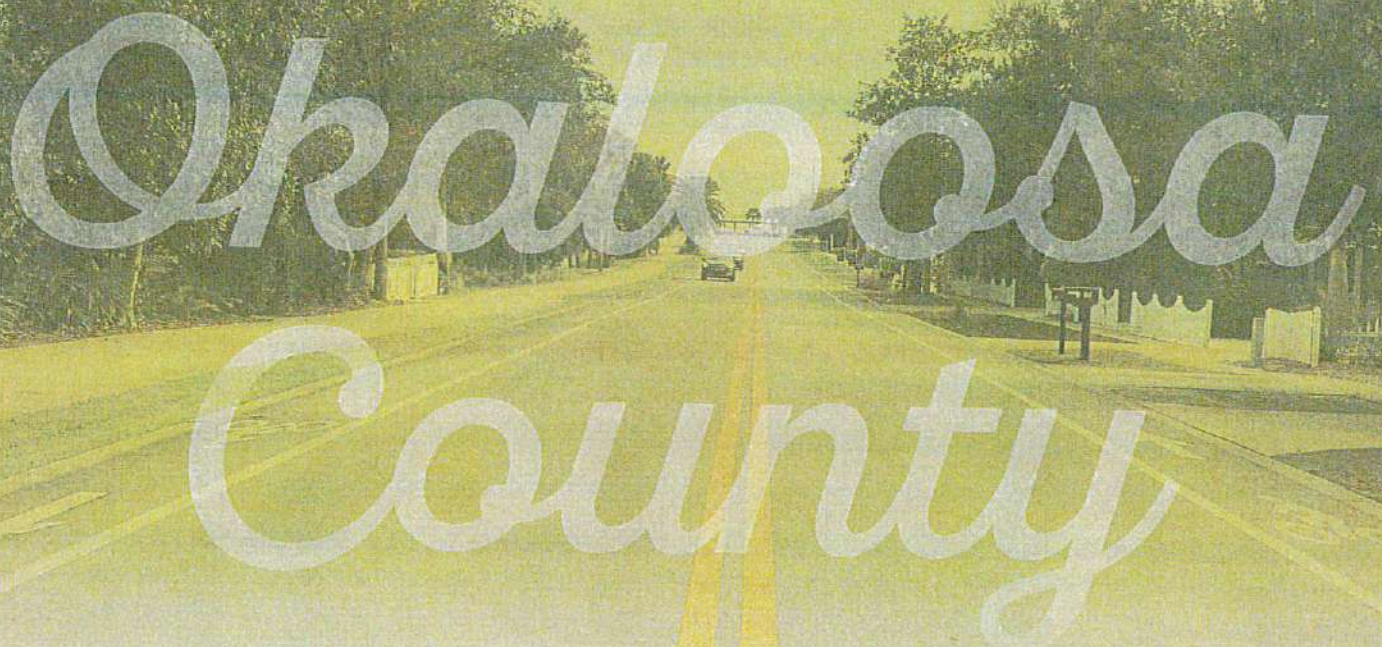
Okaloosa County

APPENDIX A: TRAFFIC CHARACTERISTICS REPORT

APPENDIX A: OKALOOSA COUNTY TRAFFIC CHARACTERISTICS REPORT

Name	From Street	To Street	Functional Classification	Control Classification	Control Classification Complete Streets	Within Municipal Limits	Multi-lane	Median	Number of Lanes	Speed Limit	Length (mi)	Lane Miles	Street GCS	Base ADT (Balancing)	ADT	Daily Capacity	Peak Growth	Annual Growth Rate	2024 ADT	2028 VMT	2034 VMT	2040 ADT	2045 VMT	2050 VMT	2055 VMT	2060 VMT
US 90/301 HWY	SAINT ROSA BLVD	FANNING BLVD	Principal Arterial	CIC	No	State	4D	4	35	3.07	12.28	8	D	76,400	18,430	2,882	1.89%	40,800	124,933	117,980	\$4,100	186,087	117,918			
US 265/10 HWY	PARK BLVD	COOY AVE	Principal Arterial	CIC	Partial	State	4D	4	45	3.38	11.12	8	D	32,200	18,430	2,882	1.89%	51,400	142,802	106,838	63,709	140,980	166,835	44,187		
US 90/301 HWY	COOY AVE	DOODLE BLVD	Principal Arterial	CIC	Yes	State	4D	4	40	2.19	8.76	0	D	41,300	18,430	2,882	1.89%	46,800	101,491	84,102	61,509	126,479	44,187			
US 90/301 HWY	DOODLE BLVD	SEBASTYAN KATHY HWY	Principal Arterial	CIC	Yes	State	4D	4	40	6.54	3.16	0	D	26,000	18,430	2,882	1.89%	37,800	10,000	10,704	49,508	36,730	19,733			
US 90/301 HWY	US 301 HWY ESTER BLVD	MEMORIAL PKWY SW	Principal Arterial	C4	Yes	State	4D	4	35	1.48	5.26	0	D	28,000	37,900	1,082	1.20%	28,800	42,912	56,478	28,508	57,263	64,978			
US 90/301 HWY	MEMORIAL PKWY SW	SE 84th ST PKWY SW	Principal Arterial	C4	Yes	State	4TWST	4	25	0.22	0.92	A	D	18,200	37,900	1,082	1.20%	39,100	8,993	8,718	52,200	22,000	4,718			
US 90/301 HWY	SE 84th ST PKWY SW	SE 85th ST PKWY SW	Principal Arterial	C4	Yes	State	4D	4	25	0.21	0.84	A	D	18,800	37,900	1,082	1.20%	35,500	7,437	7,800	47,400	5,854	7,300			
US 90/301 HWY	SE 85th ST PKWY SW	FLORIDA PL SE	Principal Arterial	C4	Yes	State	4D	4	25	0.31	0.44	A	D	18,800	37,900	1,082	1.20%	35,500	3,801	4,170	47,400	5,214	6,170			
US 90/301 HWY	FLORIDA PL SE	FERRY AVE SE	Principal Arterial	C4	Yes	State	4D	4	25	0.31	0.44	A	D	18,800	37,900	1,082	1.20%	35,500	3,801	4,170	47,400	5,214	6,170			
US 90/301 HWY	FERRY AVE SE	SANTA ROSA BLVD	Principal Arterial	C4	Partial	State	4D	4	20	0.61	2.14	B	D	45,000	38,430	2,042	1.30%	50,900	27,416	18,858	88,000	31,310	14,888			
US 90/301 HWY	SANTA ROSA BLVD	PIER RD	Principal Arterial	C4	No	State	4TWST	4	25	0.24	1.24	C	D	48,800	37,900	2,082	1.20%	60,000	17,468	18,858	88,000	31,310	14,888			
US 90/301 HWY	PIER RD	GULF NATIONAL BEACH CREEK	Principal Arterial	CIC	No	State	4D	4	45	0.8	2.40	E	D	41,200	45,000	2,082	1.20%	42,800	106,118	105,713	52,100	265,571	150,712			
US 90/301 HWY	GULF NATIONAL BEACH CREEK	WEST END OF CREEK BRIDGE	Principal Arterial	C1	No	State	4D	4	55	1.84	14.55	E	D	41,200	45,000	2,082	1.20%	42,800	106,118	105,713	52,100	265,571	150,712			
US 90/301 HWY	WEST END OF CREEK BRIDGE	STANHAM AVE	Principal Arterial	C1	No	State	4D	4	35	0.37	1.41	C	D	41,200	45,000	2,082	1.20%	42,800	64,344	62,943	58,600	26,419	43,143			
US 90/301 HWY	STANHAM AVE	MAINE ST	Principal Arterial	C4	Yes	State	4D	4	35	1.65	6.20	C	D	38,000	32,900	2,082	1.20%	40,200	64,344	62,943	58,600	26,419	43,143			
US 90/301 HWY	MAINE ST	GULF CREEK	Principal Arterial	C4	Yes	State	4D	4	35	0.19	0.74	C	D	48,000	37,000	2,082	1.20%	50,400	8,776	7,301	62,200	11,747	7,108			
US 90/301 HWY	GULF CREEK	REPORT RD	Principal Arterial	CIC	Yes	State	4D	4	40	1.93	4.11	D	D	38,000	38,430	2,082	1.20%	55,000	56,619	60,381	75,100	116,619	105,408			
US 90/301 HWY	REPORT RD	WELLS LAMARSON	Principal Arterial	CIC	Yes	State	4D	4	40	1.75	10.40	E	D	47,000	36,800	2,082	1.20%	48,800	84,715	90,162	64,000	116,619	105,408			
US 90/301 HWY	WELLS LAMARSON	MITCHENHURST	Principal Arterial	CIC	Yes	State	4D	4	45	0.34	1.24	E	D	38,000	36,800	2,082	1.20%	50,000	21,184	20,671	75,100	43,008	30,475			
US 90/301 HWY	MITCHENHURST	WALTHAM COURT	Principal Arterial	CIC	Yes	State	4D	4	45	1.76	10.56	E	D	31,000	36,800	2,082	1.20%	52,400	97,124	90,507	75,100	111,174	90,977			

Source: Traffic data obtained from Florida Department of Transportation website, Okaloosa County, and field collected. LOS 20-40 is based on FDOT District 8 Level of Service and 2020 Comprehensive Plan for Okaloosa County. Growth factors and daily capacity from FDOT 2018 Capacity Level of Service Handbook. Volume Traffic Growth Factors v1. 478 (Capacity) 1.39% (South Okaloosa County) 1.35% (North Okaloosa County) and 1.22% (Central Okaloosa County) based on FDOT District 8 North West Florida Regional Planning Area Volume 1. 1.4. Roadway with *** indicates that the ADT is estimated. 2018 ADT is projected back to year of first count (2012) multiplied by the annual application of the roadway growth factor. 2024 and 2048 ADT rounded to the nearest 100. VMT is total v. ADT. VMT is length of roadway multiplied by ADT.



Okaloosa
County

APPENDIX B:

MULTIMODAL QUALITY OF SERVICE (QOS)

APPENDIX B: QUALIOSA COUNTY MULTIMODAL QUALITY OF SERVICE (QOS)

Statewide (3) - YTD (2023) - 10/10/23

Statewide (3) - YTD (2023) - 10/10/23

Statewide (3) - YTD (2023) - 10/10/23		Quality of Service (QOS) - YTD (2023) - 10/10/23					Quality of Service (QOS) - YTD (2023) - 10/10/23				Quality of Service (QOS) - YTD (2023) - 10/10/23					
Name	Item Name	Location	Project Type	Priority	Start Date	End Date	Length (Miles)	Priority Type	QOS Score	QOS Weight	QOS Score	QOS Weight	QOS Score	QOS Weight	QOS Score	QOS Weight
ALBERTA ST	STANDARD ST	31400000	Major	High	2023	2023	0.05	Major	4.5	0.5	4.5	0.5	4.5	0.5	4.5	0.5
AMERICAN ST	AMERICAN ST	31400000	Major	High	2023	2023	0.05	Major	4.5	0.5	4.5	0.5	4.5	0.5	4.5	0.5
ANDERSON ST	ANDERSON ST	31400000	Major	High	2023	2023	0.05	Major	4.5	0.5	4.5	0.5	4.5	0.5	4.5	0.5
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APPENDIX B: CHALLOSA COUNTY MULTILINGUAL QUANTITY OF SERVICE (QOS)

Name	Base Price	Language	Language of Classification	Language of Classification					Language Type	Language Code	National Base Price	QOS Code	Language Type	QOS Code	National Base Price	Multilingual Service			Language Code
				Number of Languages	Number of Languages	Number of Languages	Number of Languages	Number of Languages								Number of Languages	Number of Languages	Number of Languages	
0011	0000	ENGLISH	ENGLISH	1	1	1	1	1	1	0.00	0000	ENGLISH	0000	0.00	0	0	0	0	
0012	0000	SPANISH	SPANISH	1	1	1	1	1	1	0.00	0000	SPANISH	0000	0.00	0	0	0	0	
0013	0000	PORTUGUESE	PORTUGUESE	1	1	1	1	1	1	0.00	0000	PORTUGUESE	0000	0.00	0	0	0	0	
0014	0000	ITALIAN	ITALIAN	1	1	1	1	1	1	0.00	0000	ITALIAN	0000	0.00	0	0	0	0	
0015	0000	GERMAN	GERMAN	1	1	1	1	1	1	0.00	0000	GERMAN	0000	0.00	0	0	0	0	
0016	0000	FRENCH	FRENCH	1	1	1	1	1	1	0.00	0000	FRENCH	0000	0.00	0	0	0	0	
0017	0000	RUSSIAN	RUSSIAN	1	1	1	1	1	1	0.00	0000	RUSSIAN	0000	0.00	0	0	0	0	
0018	0000	VIETNAMESE	VIETNAMESE	1	1	1	1	1	1	0.00	0000	VIETNAMESE	0000	0.00	0	0	0	0	
0019	0000	CHINESE	CHINESE	1	1	1	1	1	1	0.00	0000	CHINESE	0000	0.00	0	0	0	0	
0020	0000	HINDI	HINDI	1	1	1	1	1	1	0.00	0000	HINDI	0000	0.00	0	0	0	0	
0021	0000	ARABIC	ARABIC	1	1	1	1	1	1	0.00	0000	ARABIC	0000	0.00	0	0	0	0	
0022	0000	URDU	URDU	1	1	1	1	1	1	0.00	0000	URDU	0000	0.00	0	0	0	0	
0023	0000	PUNJABI	PUNJABI	1	1	1	1	1	1	0.00	0000	PUNJABI	0000	0.00	0	0	0	0	
0024	0000	TAMIL	TAMIL	1	1	1	1	1	1	0.00	0000	TAMIL	0000	0.00	0	0	0	0	
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APPENDIX C:

MOBILITY PLAN MAPS



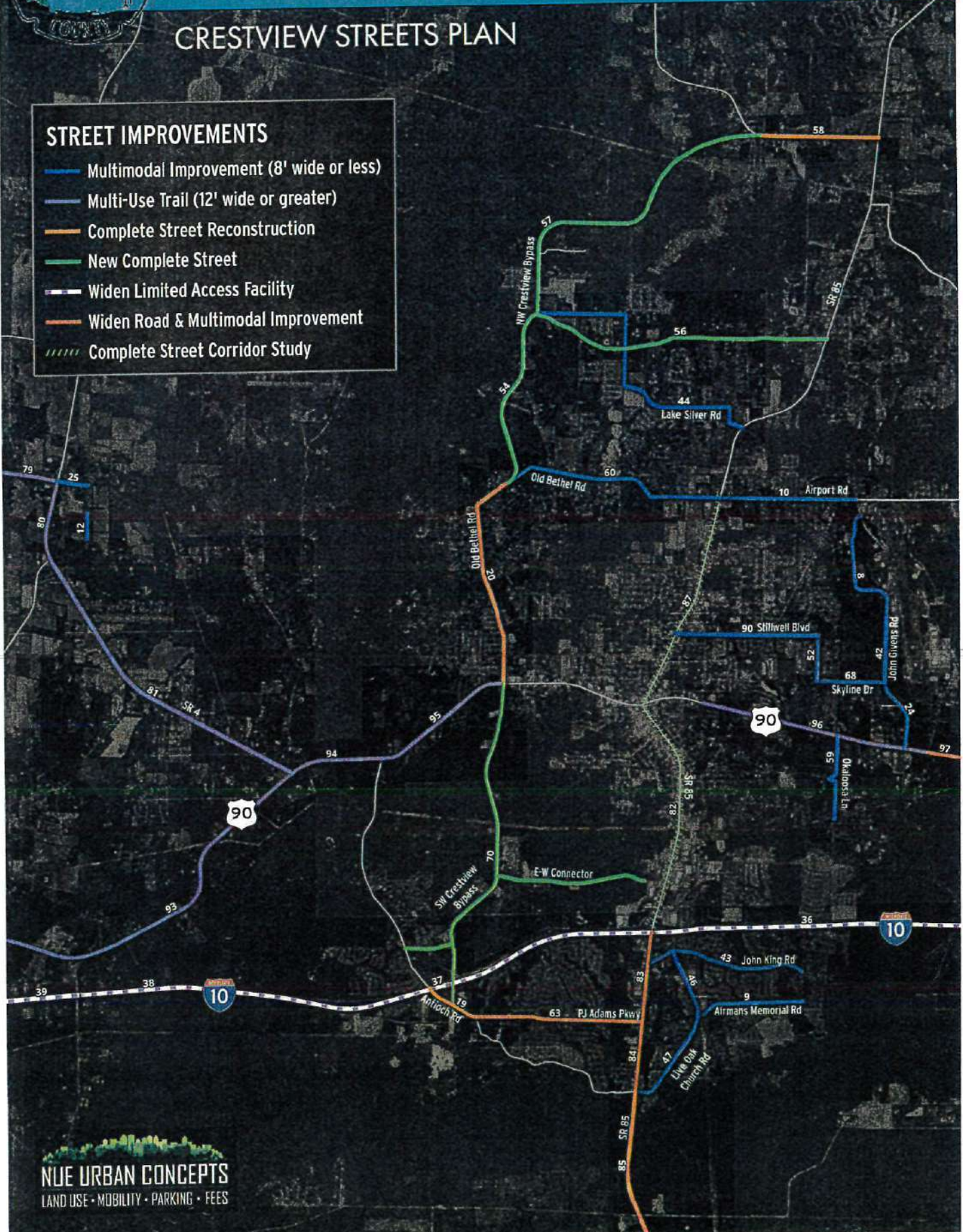
JULY 2024

2045 OKALOOSA COUNTY MOBILITY PLAN

CRESTVIEW STREETS PLAN

STREET IMPROVEMENTS

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







JULY 2024

2045 OKALOOSA COUNTY MOBILITY PLAN

DESTIN STREETS PLAN

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

STREET IMPROVEMENTS

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





JULY 2024

2045 OKALOOSA COUNTY MOBILITY PLAN

FORT WALTON BEACH STREETS PLAN

NUE URBAN CONCEPTS
LAND USE - MOBILITY - PARKING - FEES

STREET IMPROVEMENTS

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





JULY 2024

2045 OKALOOSA COUNTY MOBILITY PLAN

SHALIMAR CORRIDORS PLAN

NUE URBAN CONCEPTS
LAND USE - MOBILITY - PARKING - FEES

CORRIDOR IMPROVEMENTS

— Multimodal Improvement (8' wide or less)





JULY 2024

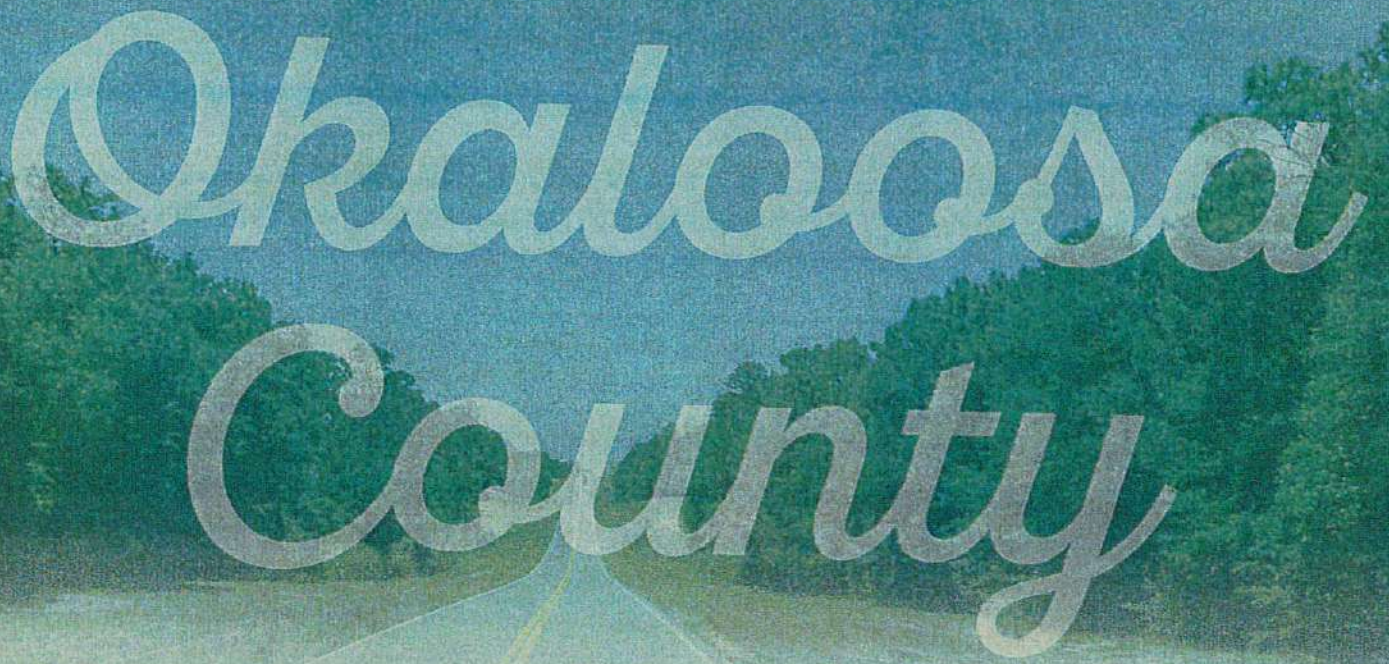
2045 OKALOOSA COUNTY MOBILITY PLAN

NICEVILLE, VALPARAISO & BLUEWATER BAY CORRIDORS PLAN

CORRIDOR IMPROVEMENTS

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





*Okaloosa
County*

APPENDIX D:
MOBILITY PLAN PROJECTS

APPENDIX D: OKALOOSA COUNTY MOBILITY PLAN: INTERSECTIONS PLAN

Project / Map ID	Facility Location	Project Type	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PAC)	Current Funding Status	Anticipated Funding	Funding Sources
109	College Blvd @ Forest Road	Intersection	County	Add a SB right turn lane. Signalize intersection when warranted.	2026-2030	\$752,500	2,300	Unfunded		
110	College Blvd @ NW Florida State College Entrance	Intersection	County	Make improvements to the NW Florida State College entrance and signalize intersection when warranted.	2031-2035					
111	College Blvd @ SR 285	Intersection	State	Add EB & WB dual left turn lanes on College Blvd. Add a NB right turn lane on SR 85 and EB & WB right turn lanes on College Blvd. Extend NB receive lane on SR 285.	2011-2015	\$3,700,000	23,500	Partially Funded	\$3,310,000	\$1,600,000 (PLOC) \$350,000 (other CIP) \$1,650,000 (other CIP) Up to 10% of cost from Mobility Fee
112	College Blvd @ SR 65 (North)	Intersection	County	Add EB & WB dual left turn lanes on College Blvd and SB dual left turn lanes on SR 65. Add a NB right turn lane on SR 65 and a EB right turn lane on College Blvd. Add a EB receiving lane on College Blvd.	2011-2015					
113	College Blvd @ SR 85 (South)	Intersection	County	Extend and upgrade SB left and right turn lanes on College Blvd. Signalize intersection when warranted and approved by FDOT.	2011-2015					
114	Hill Ave @ Lehigh Rd	Intersection	County	Reimburse phasing for eastbound and westbound turning movements.	2022-2025	\$400,000	7,800	Funded	\$400,000	Sales Tax
115	I-10 @ Jericho Rd	Interchange	State	Construct new interchange at I-10 and a new/upgraded roadway connecting I-10 with US 90.	2041-2045	\$9,000,000	25,000	Unfunded	\$6,450,000	For Mobility Fee purposes, 10% of the PLC & PAC are used in the mobility fee calculations. Between 50% and 100% of the total cost to be funded by City & County Sales Tax, Federal & State Funds & Other Sources.
116	I-10 @ Wilkerson Blvd Road	Interchange	State	Interchange and Restroom. The need for this interchange was included in the 95 first 5 years funding plan. This project would greatly improve connectivity between US 90 and I-10. I-10 is also an evacuation route, so this improvement would assist with evacuating residents.	2036-2050	\$47,011,687	50,000	Unfunded	\$43,310,518	
117	I-10 @ CR 4 (Pinhook Rd)	Interchange	State	Interchanges currently under construction and funded as part of the greater Oni View Bypass Project.	2018-2040	Under Construction	Under Construction	Funded	Under Construction	FDOT
118	I-10 @ SR 85	Interchange	State	This project involves improving the interchange at SR 85 and I-10. The SR 85 and I-10 interchange is currently a choke point for traffic during the Alexander peak periods. The interchange does not operate efficiently and therefore causes delay.	2041-2045	\$1,160,000	4,700	Unfunded	\$1,045,000	For Mobility Fee purposes, 10% of the PLC & PAC are used in the mobility fee calculations. Between 50% and 100% of the total cost to be funded by City & County Sales Tax, Federal & State Funds & Other Sources.
119	John Sims Pkwy @ Redwood Ave	Intersection	State	Add northbound dual left turn lanes and a right turn lane.	2011-2015	\$1,017,500	4,700	Unfunded	\$911,250	
120	Louis Turner Blvd @ Poplar Rd	Intersection	State	Add signal or remove left turn movements.	2022-2025	\$200,000	7,300	Funded	\$200,000	Sales Tax
121	PJ Adams Parkway @ Antioch Rd	Intersection	County	Intersection realignment at PJ Adams / Antioch / Crab Apple with signal.	2036-2040	\$2,800,000	4,700	Funded	\$3,800,000	County Sales Tax, Federal & State Funds
122	SR 189/Steel Pkwy @ Central Dr/Culford St	Intersection	State	Add dual eastbound left turn lanes.	2012-2025	\$1,750,000	4,700	Partially Funded	\$1,600,000	County Sales Tax, FDOT
123	SR 119/Steel Pkwy @ CR 155/Race Track Rd	Intersection	State	Major Intersection Improvements: The intersection of SR 119 and Race Track Road will be improved. This improvement project is needed to increase the safety and functionality of this intersection.	2012-2015	\$5,440,000	5,400	Unfunded	\$1,898,000	For Mobility Fee purposes, 10% of the PLC & PAC are used in the mobility fee calculations. Between 50% and 100% of the total cost to be funded by City & County Sales Tax, Federal & State Funds & Other Sources.
124	SR 293 (Dunwoody Way) @ Commons Drive	Intersection	State	Add westbound dual left turn lanes.	2012-2015	\$1,012,500	4,700	Unfunded	\$911,250	

APPENDIX D: OKALOOSA COUNTY MOBILITY PLAN: INTERSECTIONS PLAN

Project / Map ID	Facility Location	Project Type	Construction Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PAC)	Current Funding Status	Anticipated Funding	Funding Sources
125	SR 85 @ Commerce Dr	Pedestrian Access	State	Construct pedestrian overpass to allow pedestrians a safe option to cross SR 85 at Commerce Drive.	2026-2040	\$5,800,000	10,000	Partially Funded	\$9,210,000	Federal & State Funds
126	SR 85 @ Johnson Rd	Intersection	County	Add westbound left turn at SR 85. Add median lanes for southbound dual left turns from SR 85. Add capacity and modal improvements on Johnson Road and at the intersection with Live Oak Church Road.	2022-2025	\$1,200,000	9,400	Partially	\$2,024,595	Sales Tax
127	SR 85 @ Live Oak Church Road	Intersection	County	Add South turn lane at SR 85. Add two WB lanes and a WB right turn lane on Live Oak. Add capacity and safety improvements on Live Oak Church between SR 85 and Shoal River Drive.	2022-2025	\$4,000,000	9,400	Partially Funded	\$4,800,000	FDOT, Developer Contribution, Sales Tax
128	SR 85 @ Miraga Ave	Intersection	State	A major intersection improvement will be constructed at the intersection of SR 85 and Miraga Ave. This project will improve the intersection of SR 85 and Miraga Ave to facilitate safe and efficient travel along the respective roadways.	2026-2040	\$4,900,000	9,400	Unfunded	\$4,650,000	
129	SR 85 @ Ft Adams Pkwy	Intersection	State	Intersection improvements including adding right turn lanes. This project would greatly improve connectivity between local traffic and the major north/south thoroughfare of SR 85 and provide access north to Crestview and south to Hiceville and Fort Walton Beach.	2026-2040	\$1,860,311	4,700	Unfunded	\$1,674,181	
130	SR 85 @ Redstone Ave	Intersection	State	A major intersection improvement will be constructed at the intersection of SR 85 and Redstone Ave. This project will improve the intersection of SR 85 and Redstone Ave to facilitate safe and efficient travel along the respective roadways.	2026-2040	\$1,750,000	9,100	Unfunded	\$1,750,000	
131	SR 85 @ US 90	Intersection	State	A major intersection improvement will be constructed at the intersection of SR 85 and US 90. This project will improve the intersection of SR 85 and US 90 to facilitate safe and efficient travel along the respective roadways.	2026-2040	\$1,750,000	9,100	Unfunded	\$1,750,000	
132	US 90 @ Juchita Rd	Intersection	State	Intersection improvement including Keight Mount Drive Road to intersect US 90 at Juchita Road. The need for this improvement would include turn lanes on all approaches or additional turn lanes on through widening of both roads and would be done in conjunction with an interchange 11-10. Signalized intersection when warranted and approved by FDOT.	2041-2045	\$3,750,000	9,100	Unfunded	\$3,750,000	
133	US 90 @ Danny Wierfel Wy (SR 123)	Intersection	State	A major intersection improvement will be constructed at the intersection of US 90 and Danny Wierfel Way. This project will improve the intersection of Danny Wierfel Way and US 90 to facilitate safe and efficient travel along US 90.	2026-2029	\$16,687,411	18,800	Unfunded	\$15,027,670	
134	US 90 @ Stahlman Ave	Intersection	State	Intersection improvement under study by City of Destin and FDOT. Improvements may include NB and SB turn lanes and possible grade separation. Improvements will maintain alignment that will allow efficient use of the Destin Cross Town Connector.	2022-2025	\$1,000,000	9,400	Funded	\$1,000,000	Sales Tax, DP
135	ADA Curb Ramp Retrofits	Intersection	County	Retrofit existing curbs, driveways, and intersections to provide a American with Disability Act (ADA) compliant curb ramps and warning devices.	2022-2045	\$2,500,000	9,400	Unfunded		
136	Mobility Plan Implementation Intersections	Intersection	County	Construct capacity and safety improvements such as extra lanes, roundabouts, signalization, raised crosswalks, and crosswalks for up to 20 major and minor intersections.	2022-2045	\$15,000,000	70,000	Unfunded		
137	Countywide Multimodal Crossings	Intersection	County	Construct high visibility driveway, intersection, and mid-block crossings through improvements such as pavement markings, warning materials, signs, retroreflective Road Flashing Beacons (RFBs), and high-visibility activated crosswalk signs (HVAWS).	2022-2045	\$4,117,250	24,000	Unfunded		

Source: For further information related to types of projects, costs, and capacity please see the Okaloosa County Mobility Plan & Mobility Fee Technical Report dated July 2024.

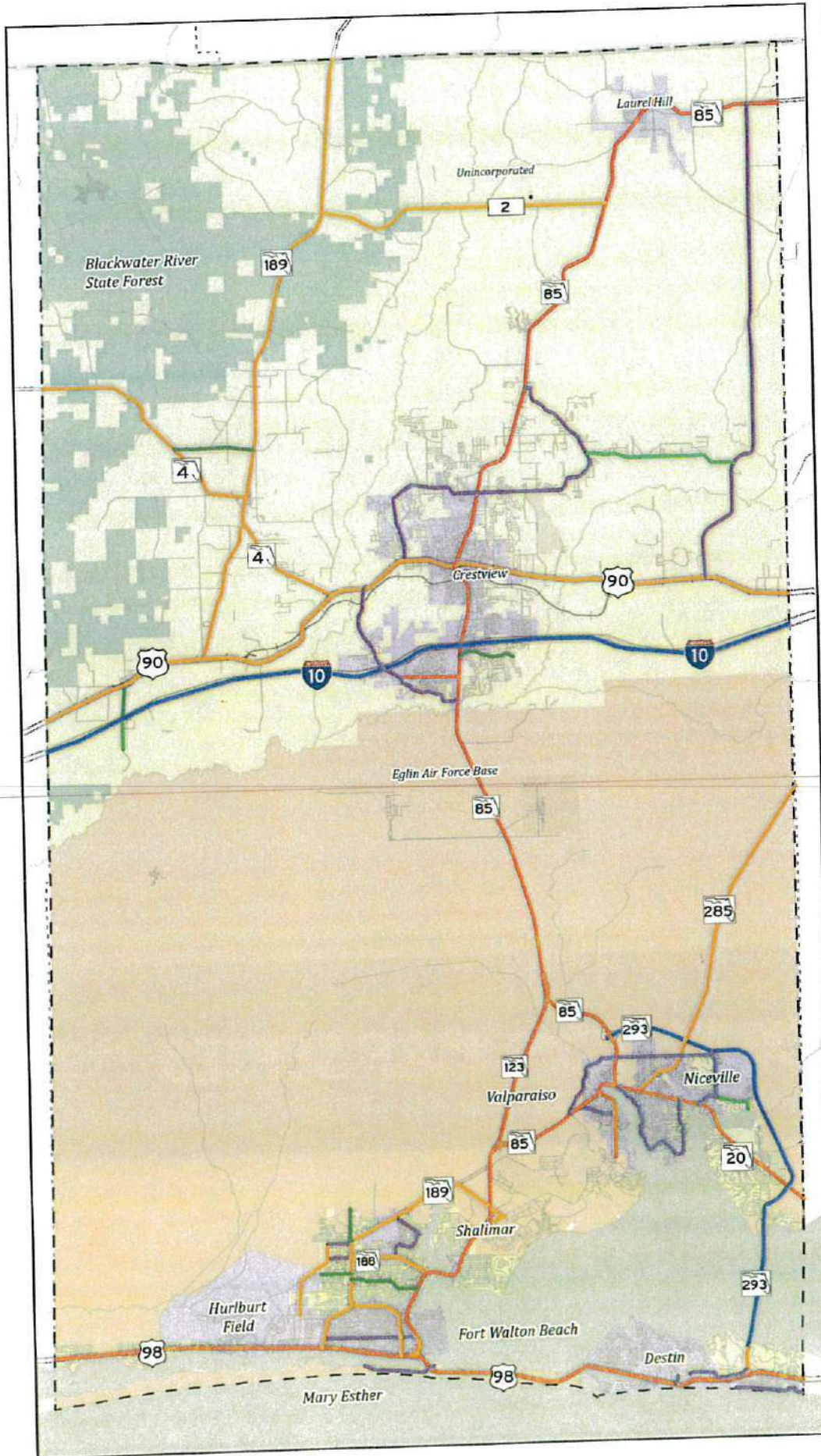


Okaloosa
County

TRANSPORTATION MAP SERIES

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map A. Roadway Functional Classification



- Limited Access (9)
- Principal Arterial (70)
- Minor Arterial (49)
- Major Collector (42)
- Minor Collector (8)
- Minor Collector* (3)
- Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

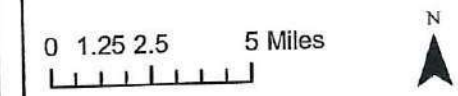
NOTE:
 *Roads do not qualify for Non-Residential Allowance for Suburban Residential (SR) Land Uses per Land Use Element Policy 10.1A.

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

PUBLIC RECORD:
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 (July 2024)

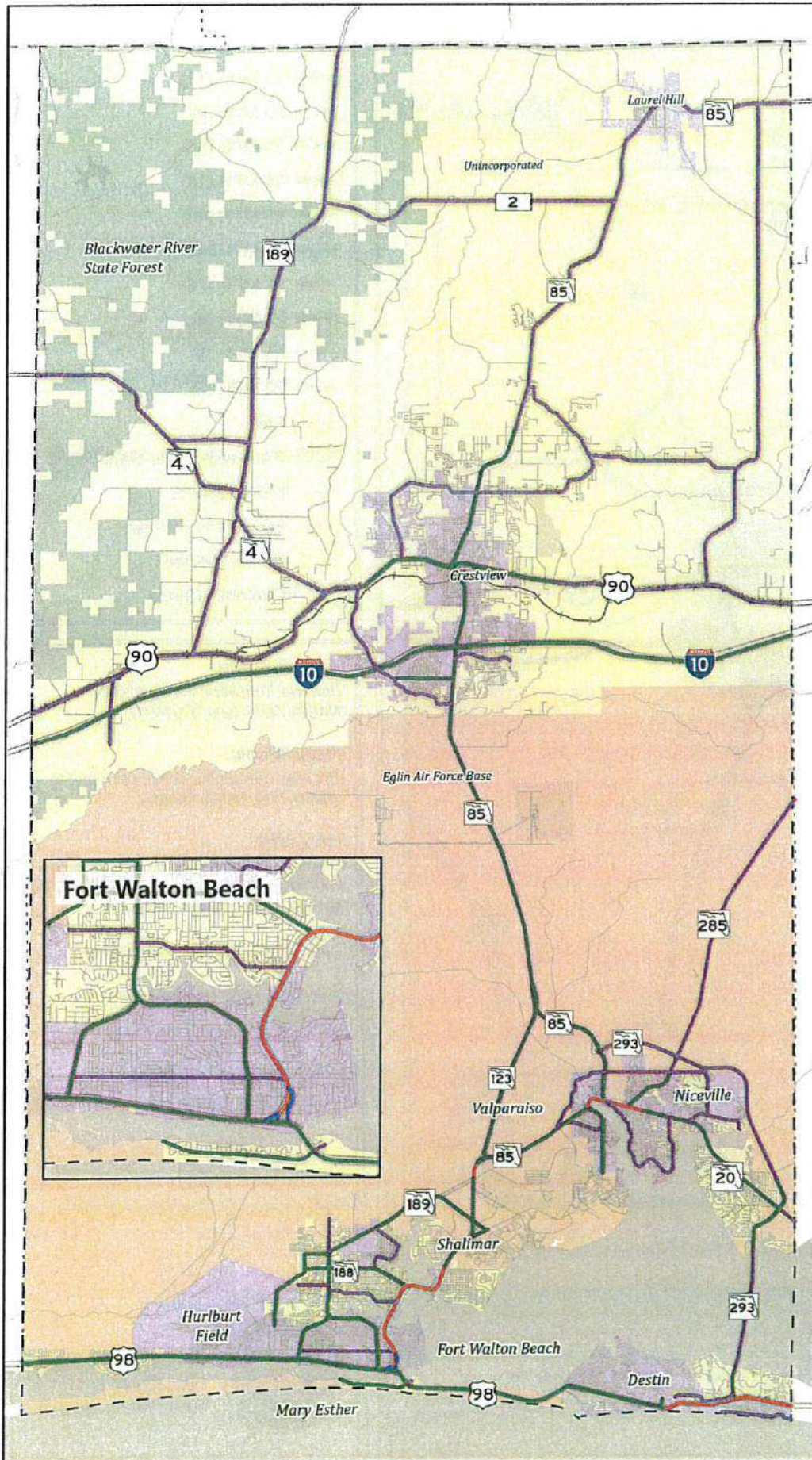


OKALOOSA COUNTY

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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map B. Number of Lanes



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

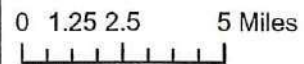
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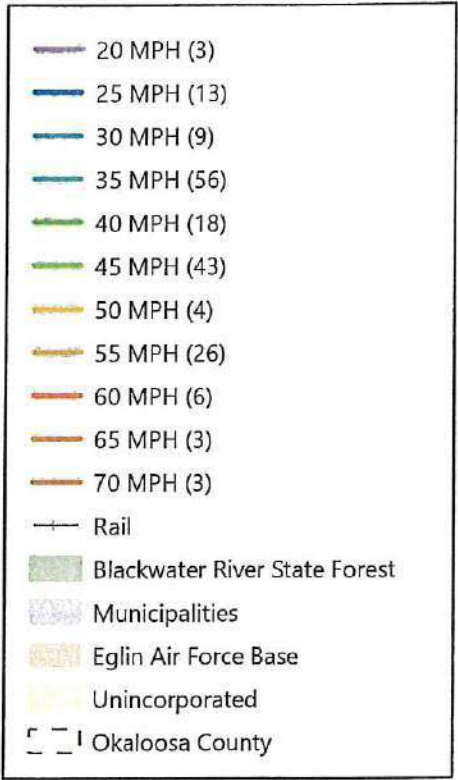
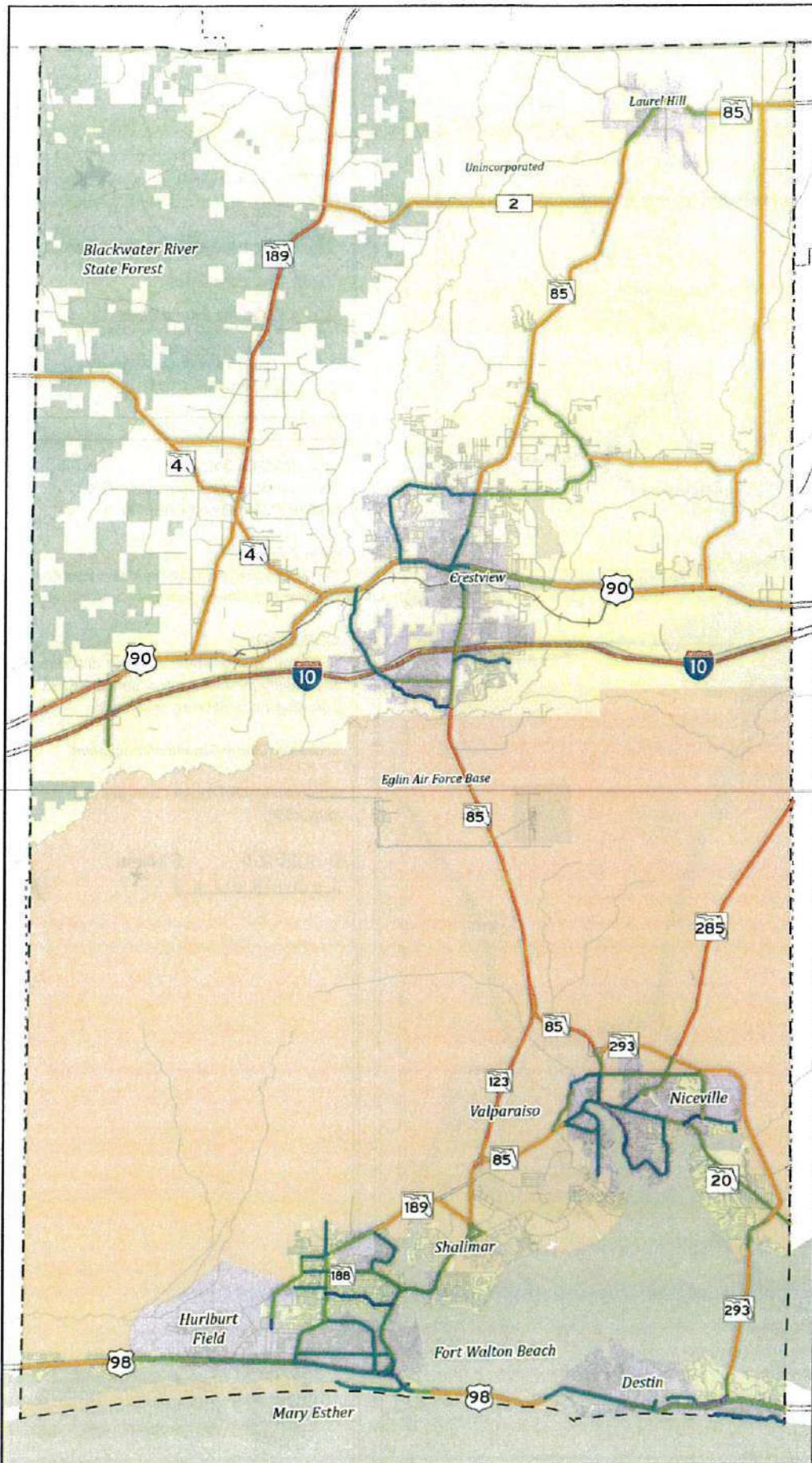
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 (July 2024)



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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map C. Posted Speed Limits



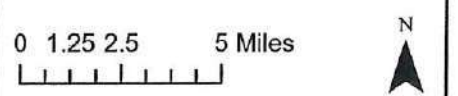
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 NAD83 / UTM Zone 17 (26917)

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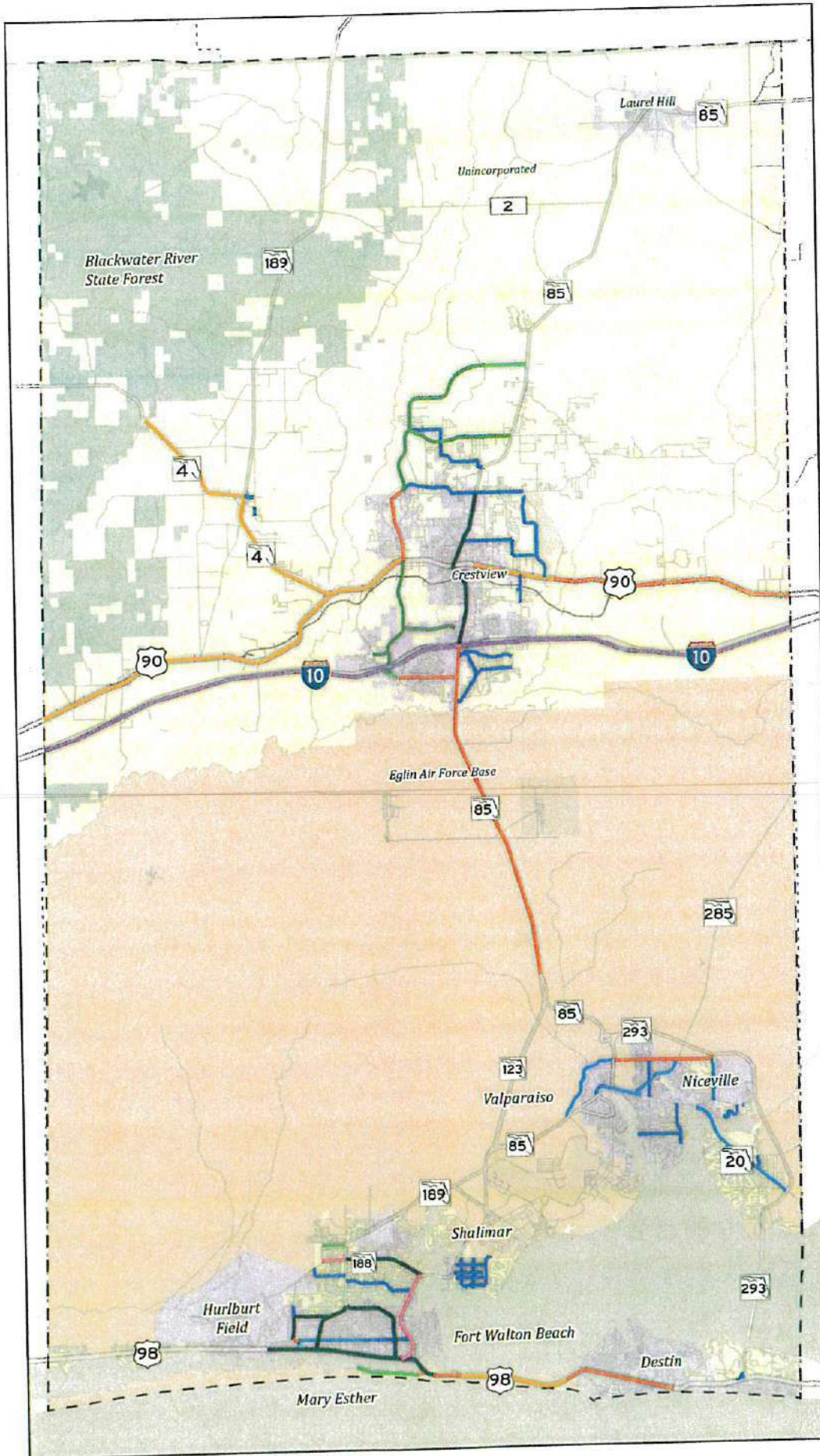


Map D

Reserved

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

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



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

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

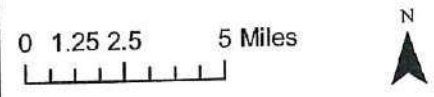
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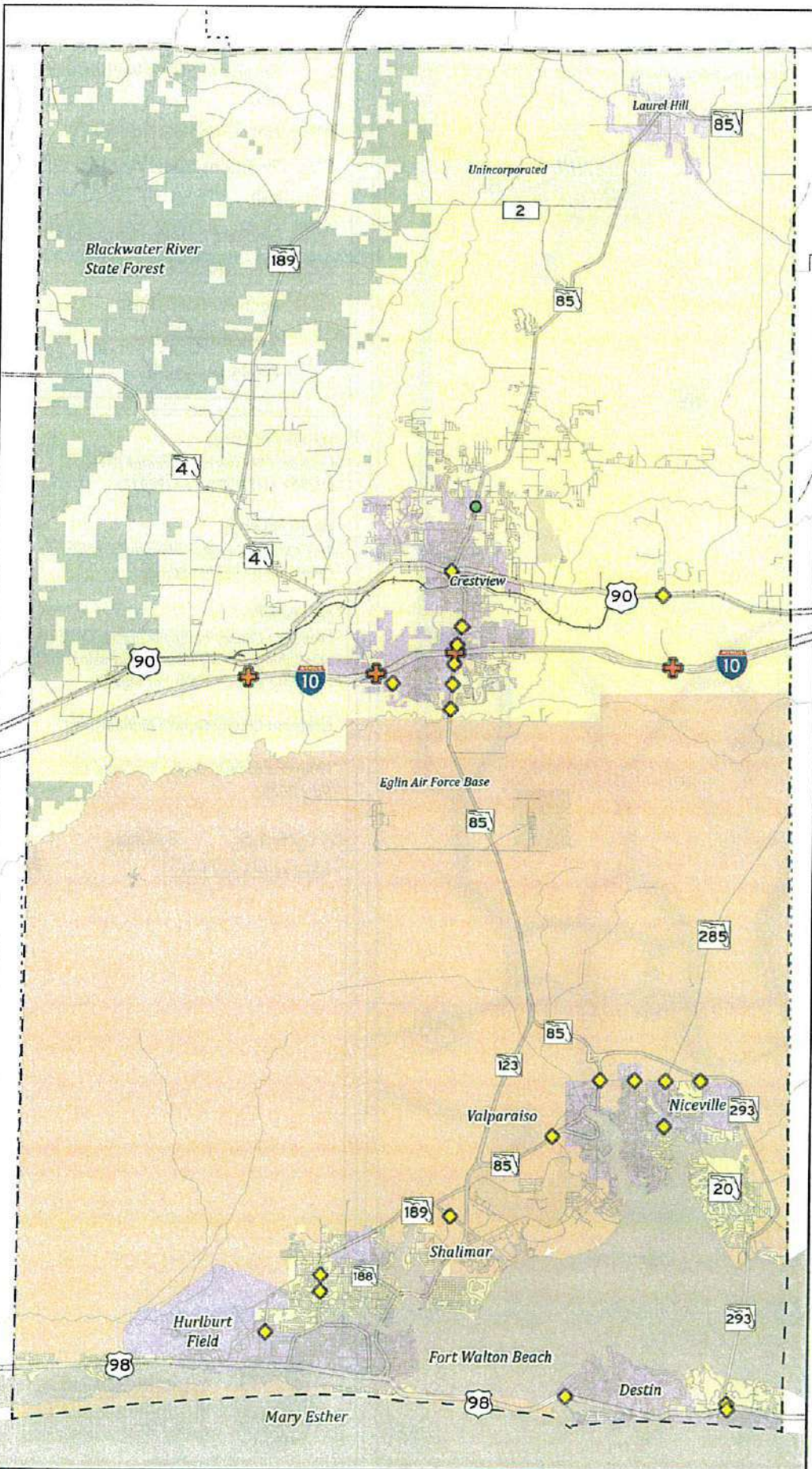
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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

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



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

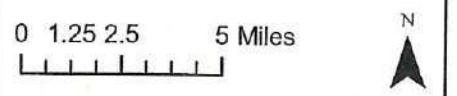
NOTE:
Detailed project information can be found in the 2045 Okaloosa County Mobility Plan.

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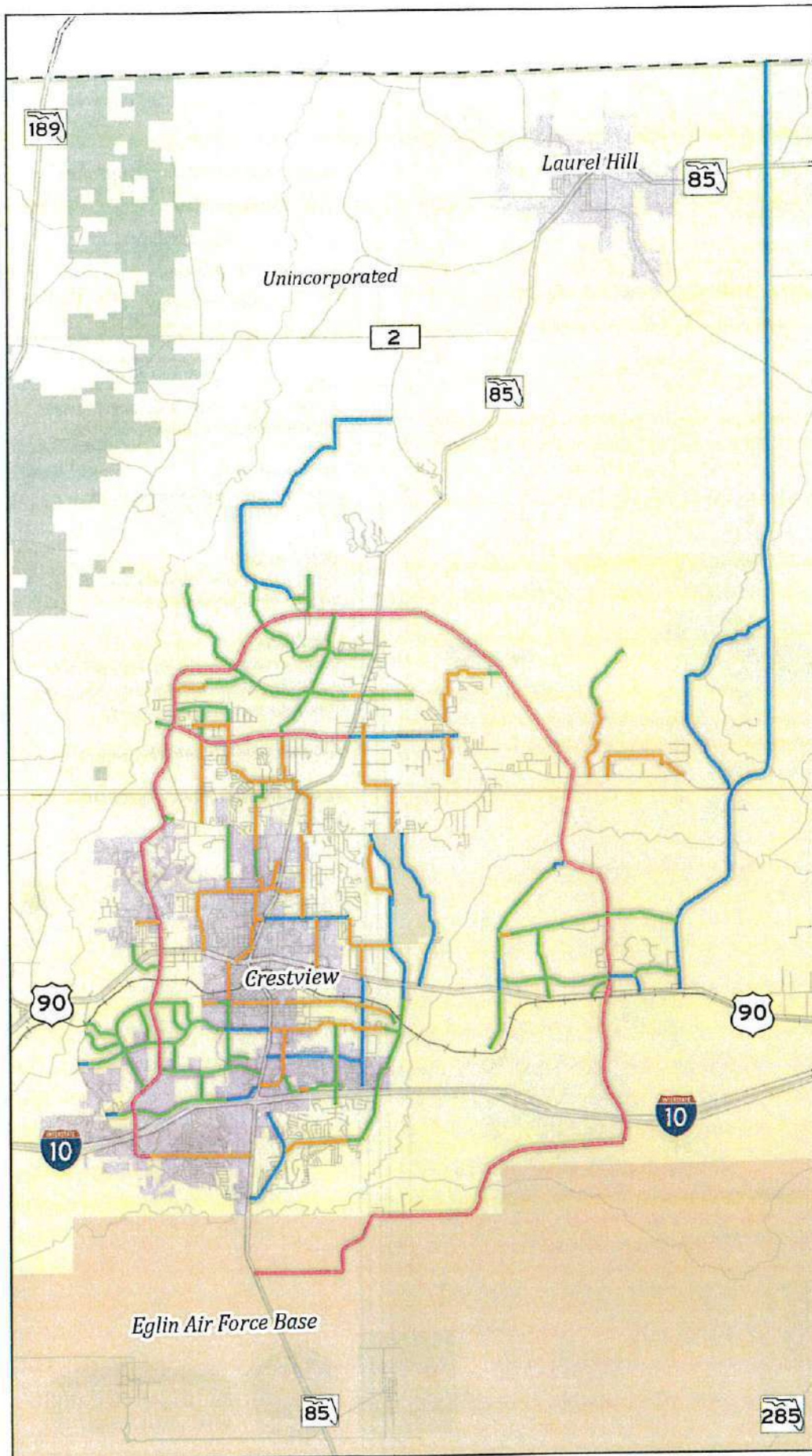
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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

Transportation Map Series | Map G. North Okaloosa Corridors



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

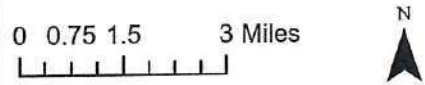
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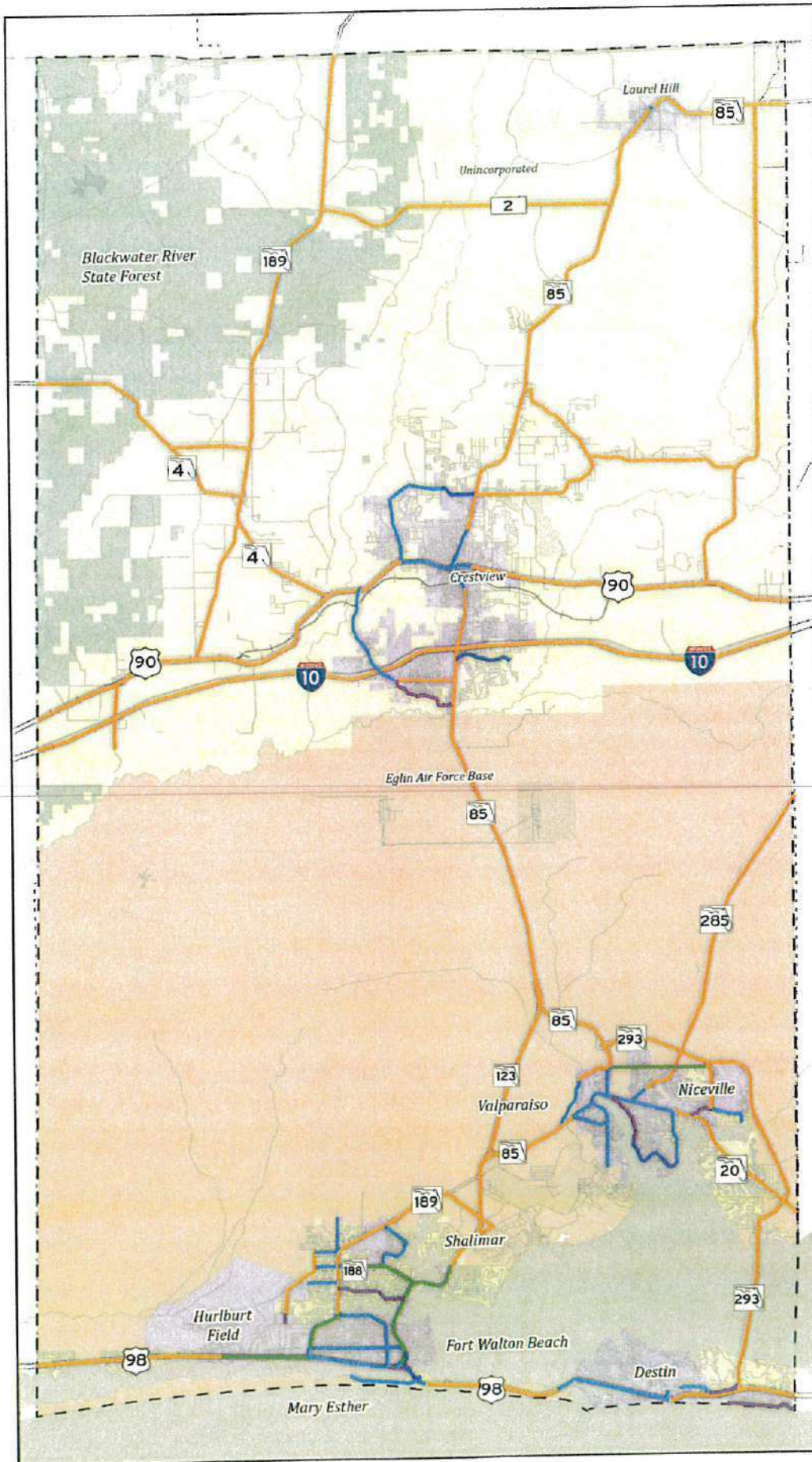


Map H

Reserved

Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

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



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

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

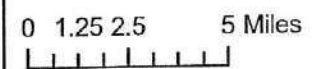
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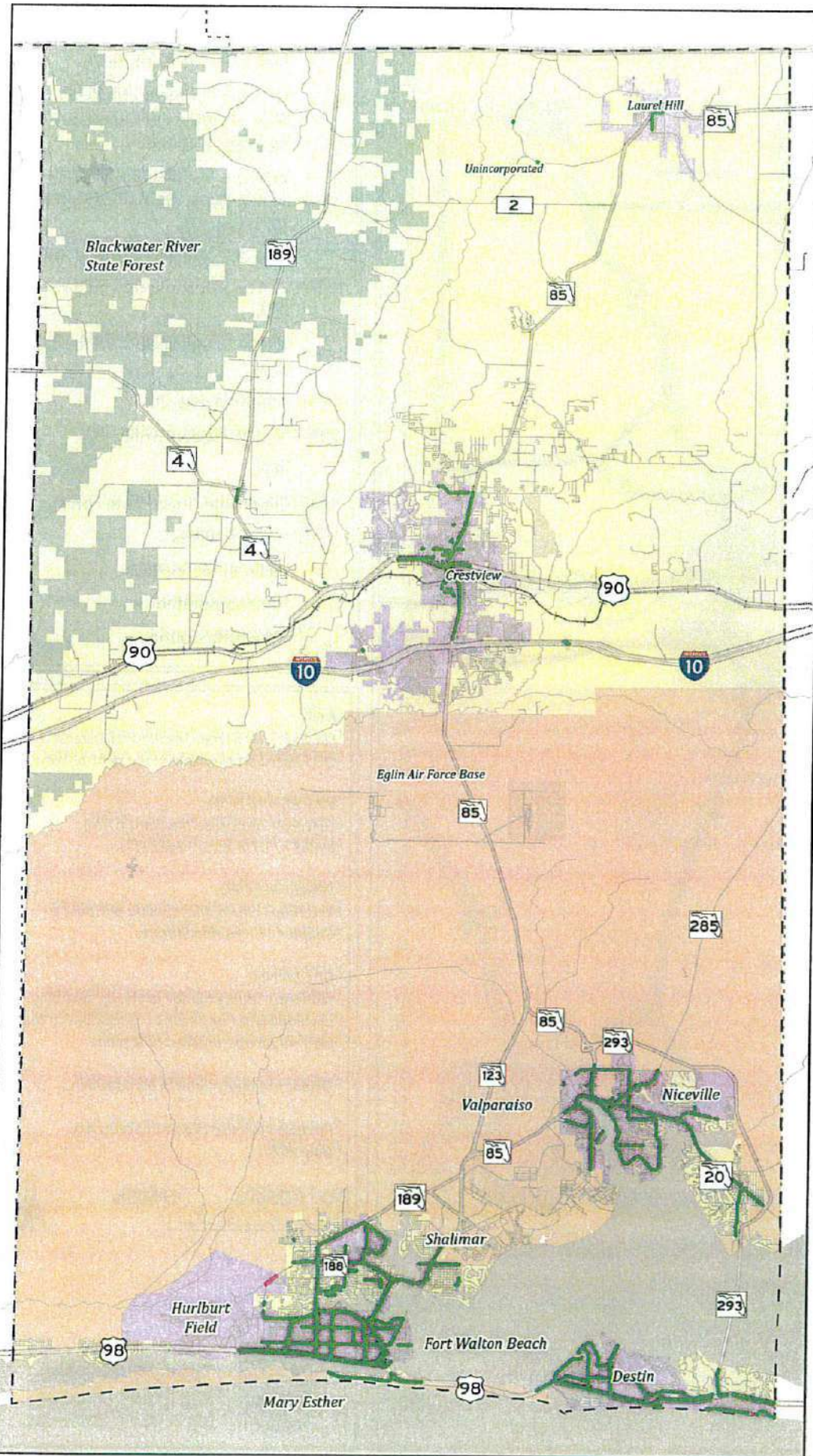
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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

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



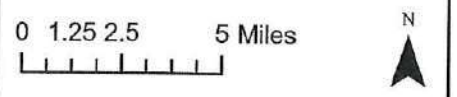
- Shared Paths (10)
- Sidewalks (944)
- +— Rail
- Blackwater River State Forest
- Municipalities
- Eglin Air Force Base
- Unincorporated
- Okaloosa County

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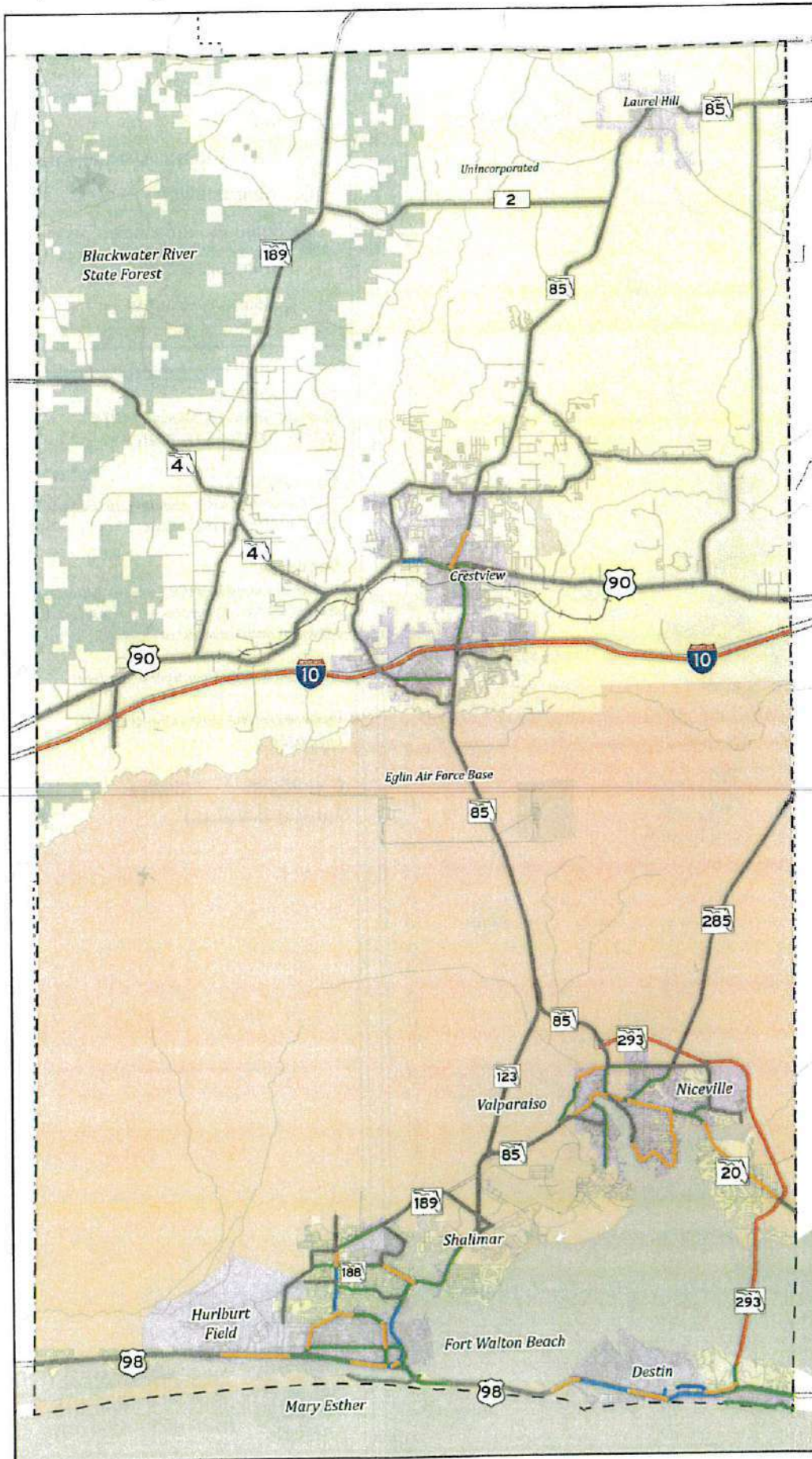
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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

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



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

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

MAP PROJECTION:
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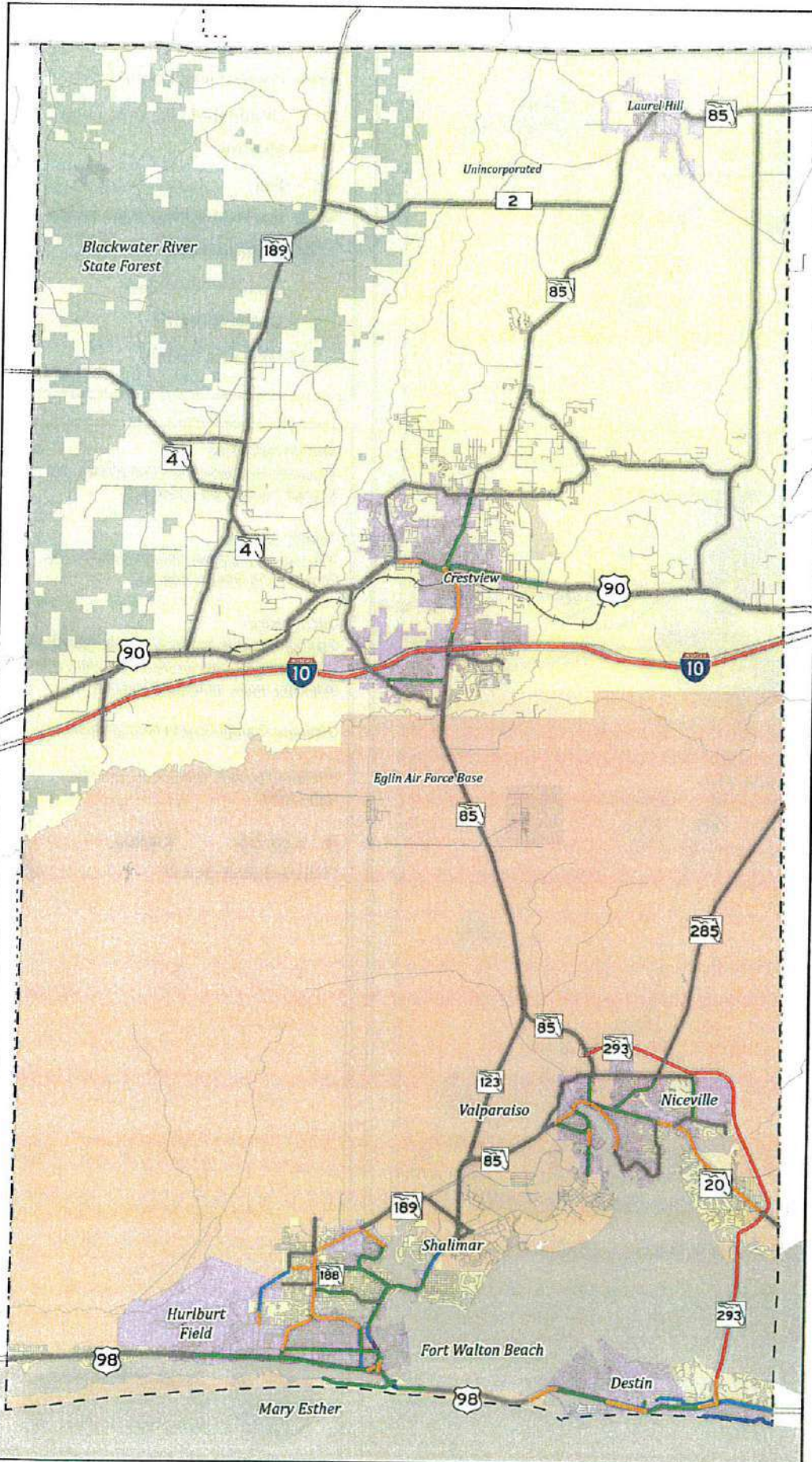
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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

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



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

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

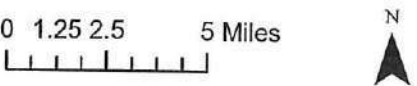
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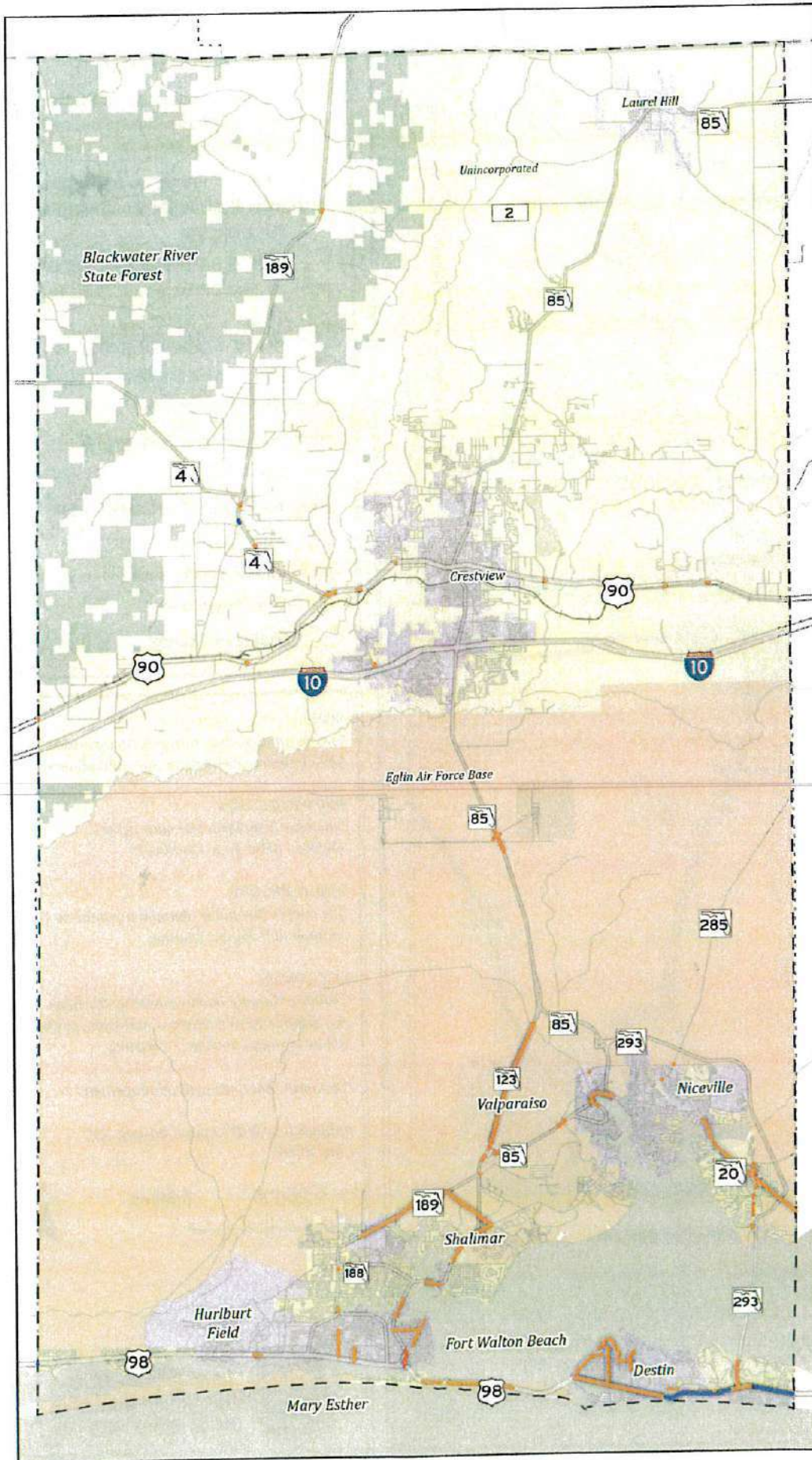
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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

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

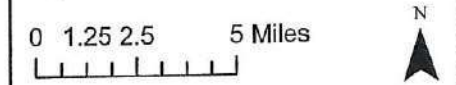


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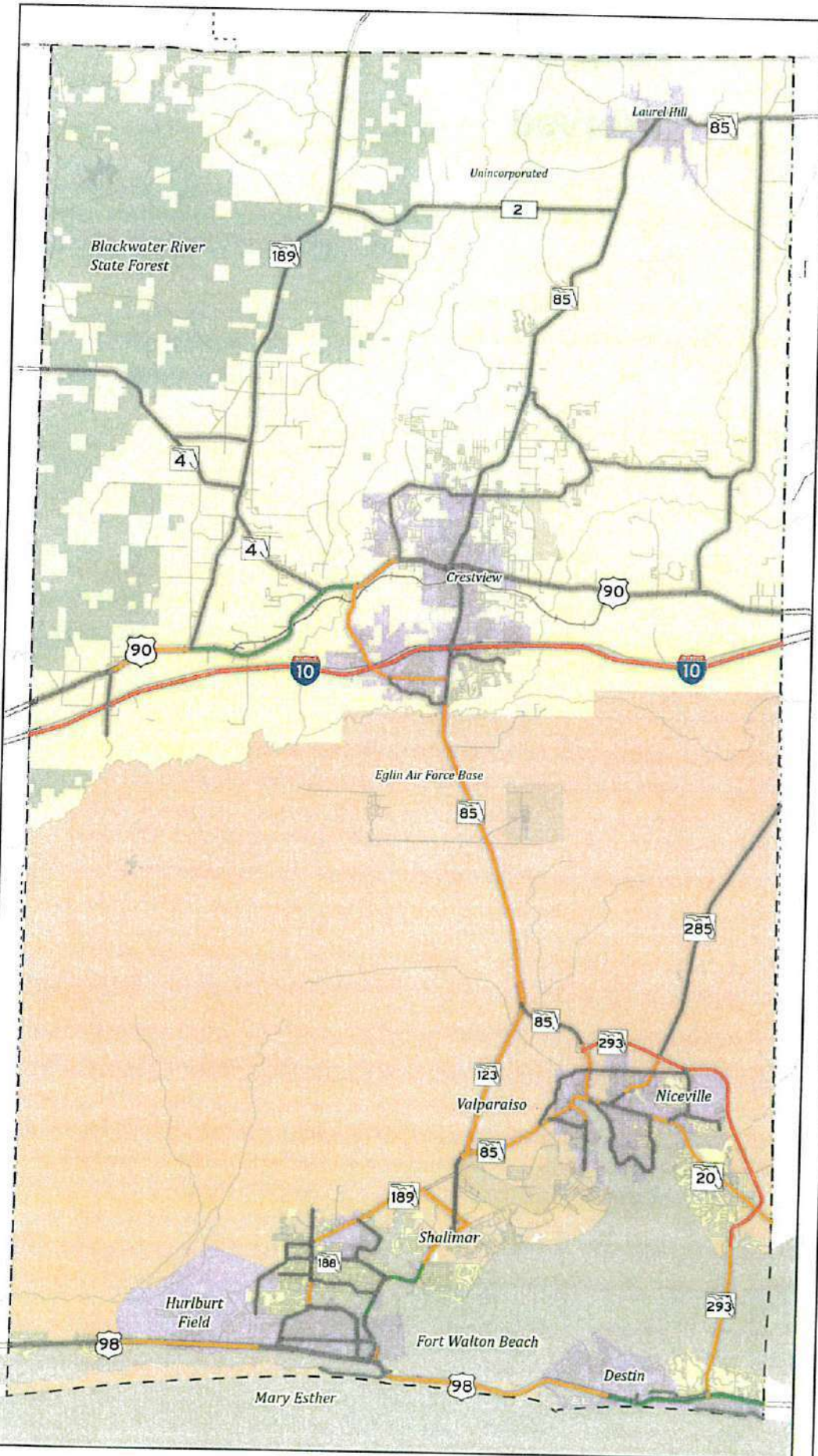
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Okaloosa County 2045 Mobility Plan | Implementing the Multimodal Transportation Element

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



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

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

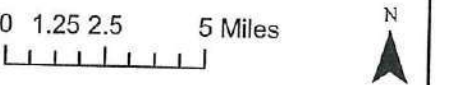
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Map O
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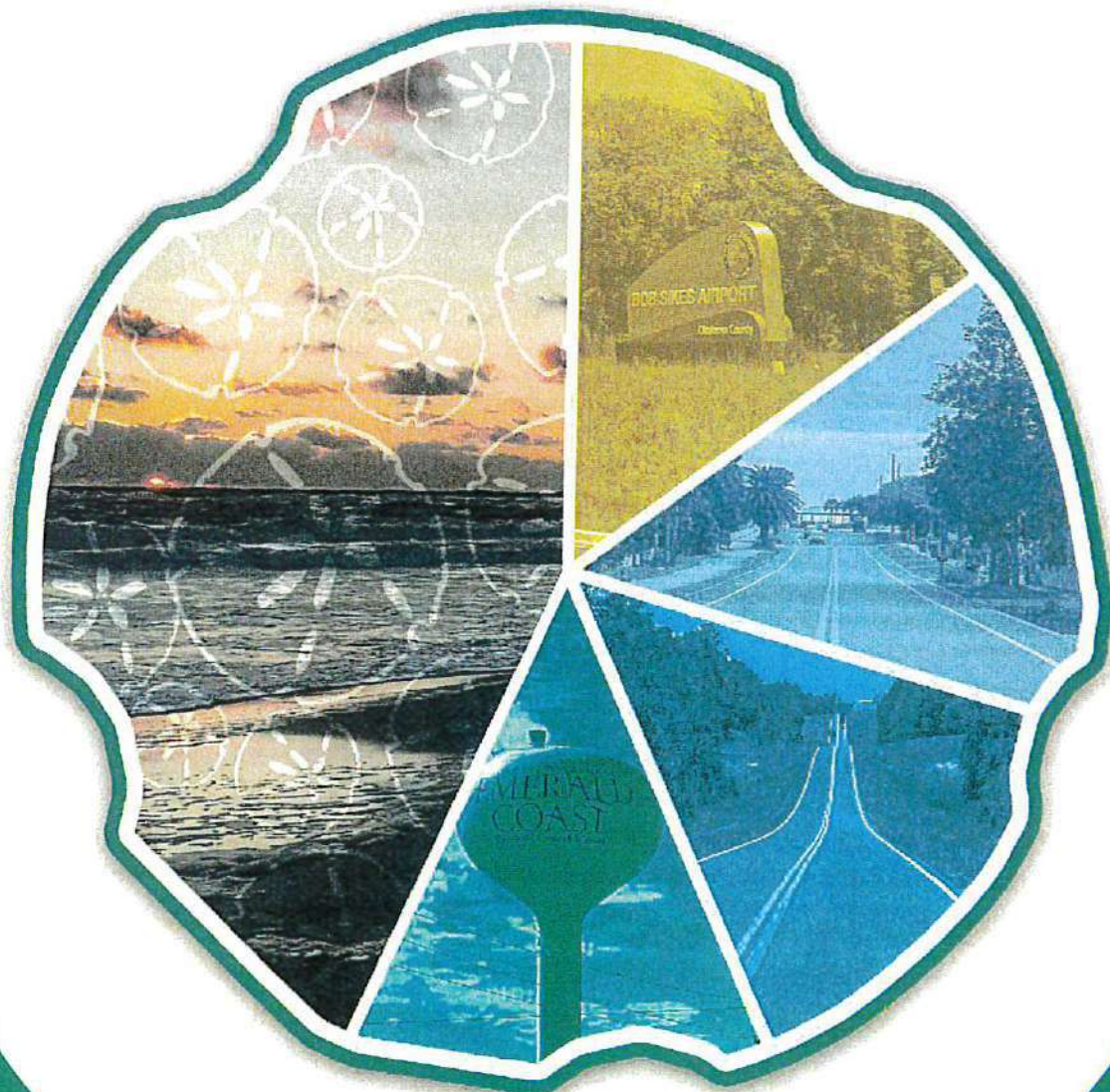
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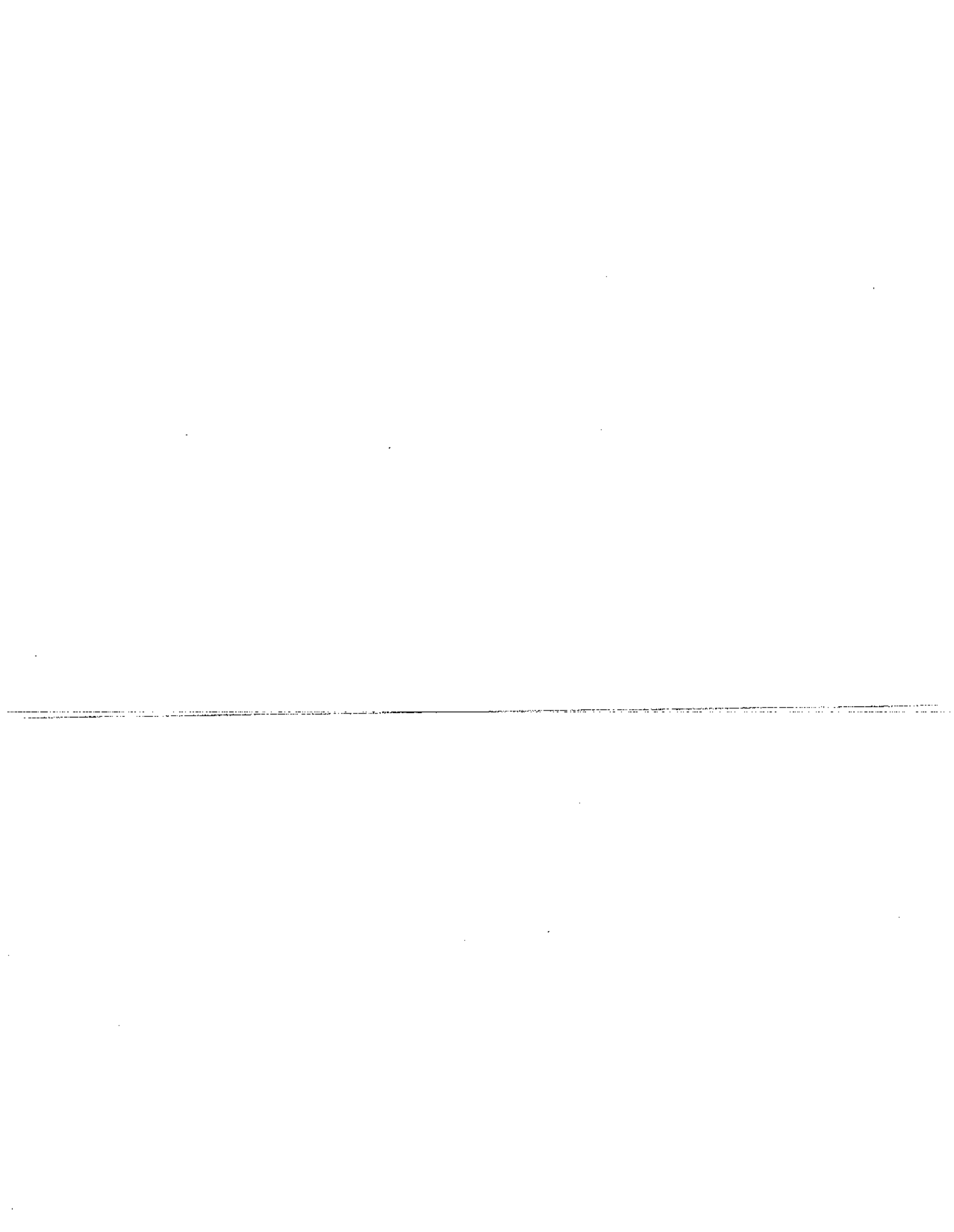


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DESIGN**

**PANTIN
CONSULTING, LLC**

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Attachment C. Administration

Chapter 1 ADMINISTRATION

1.5 Governmental Interests: This Plan is predicated upon and intended to promote governmental interests including, but not limited to the following.

Promote an orderly and logical pattern of land use and development.

Provide a standard and uniform enunciation of general planning policies that can be applied equally to all persons.

Promote the efficient and effective delivery of public facilities and services.

Promote compatibility between land uses so as to avoid the potential for nuisances.

Protect viable residential areas and property values.

To the extent practicable, ensure that all persons have quiet use and enjoyment of their property.

Promote the preservation and conservation of valuable natural resources.

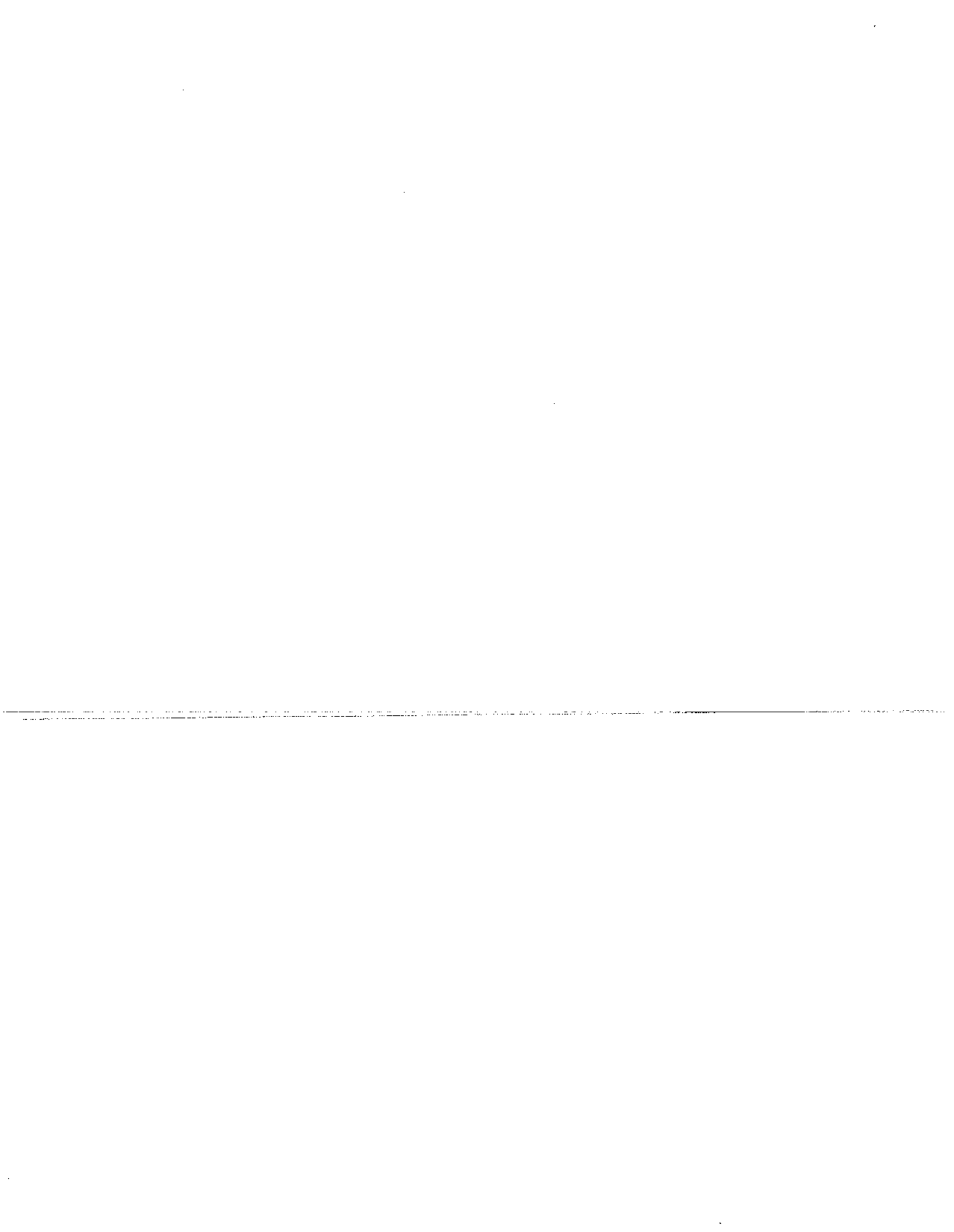
To the extent practicable, ensure that private property rights are protected and that all persons are able to determine their rights and duties relative to the comprehensive planning process.

Maximize the location and use of infrastructure facilities to encourage the most efficient use of land and water resources.

Promote and provide financially feasible plans and programs for: an orderly pattern of growth and development; a safe, convenient, efficient, and **interconnected multimodal** transportation system; safe, sanitary and affordable housing; an effective and efficient system of public and private infrastructure, utilities and recreation facilities; protection of valuable coastal resources and limitation of public expenditures in areas subject to destruction by natural disasters; conserve and protect locally significant natural resources; promoting coordination between government agencies, and; a schedule of capital improvements intended to assist in the implementation of this Plan.

Fulfill the requirements of state law mandated by Chapter 163 Part II, Florida Statutes, and;

Generally, promote, protect, and improve the public health, safety, comfort, good order, appearance and general welfare of this community.



Attachment D. Future Land Use Element (FLUE)

Chapter 2.1 FUTURE LAND USE ELEMENT

Policy 2.2 Development orders and/or permits may be issued conditioned upon the availability of facilities and services to meet the needs of development pursuant to the minimum standards to satisfy concurrency requirements established in Chapter 4, Concurrency Management System. ~~Policy Document.~~

Policy 2.5 The County shall maintain and enhance the safety and efficiency of the arterial and collector road system and minimize transportation conflicts associated with development by coordinating the FDOT driveway permitting process, limiting development access to the multimodal transportation system, and increasing vehicular and multimodal interconnection between adjacent developments.

Policy 10.10 All development shall provide for safe, convenient, and appropriately designed vehicular and multimodal on-site traffic circulation on the development site, including provisions for needed parking.



Attachment E. Multimodal Transportation Element (MTE)

2.2 MULTIMODAL TRANSPORTATION ELEMENT

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

~~Objective 1.1 Develop a Long Range Transportation Plan that identifies multi-modal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area.~~

~~Policy 1.1.1 Continue to participate in the Okaloosa -- Walton Transportation Planning Organization planning process in coordination with adjacent local governments and other public agencies and private organizations whose purpose is to implement the transportation, land use, parking and other provisions of the transportation element.~~

~~Policy 1.1.2 Participate in the development of the Five Year Transit Development Plan especially in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile occupancy rates.~~

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

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

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

Attachment E. Multimodal Transportation Element (MTE)

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

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

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

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

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

Policy 1.1.7 The County shall implement the mobility plan through the following:

- a. Prioritize multimodal projects for annual capital improvement programming;
- b. Integration of future improvements, future development connectivity, and funding of multimodal projects through the sales tax;
- c. Implement quality-of-service standards;
- d. Development of Complete Streets design standards for new and retrofitted streets;
- e. Update of functionally classified roads;
- f. Implementation of FDOT's Context Classifications for Complete Streets;
- g. Development of mobility solutions, standards, and strategies, including internal street circulation requirements for new development;
- h. Development of site access evaluation requirements to replace traffic impact analysis and a program to equitably allow for contributions in-lieu of construction of site access improvements where multiple future developments would benefit from an operational, safety, and traffic control improvement;

Attachment E. Multimodal Transportation Element (MTE)

- j. Development of criteria to review amendments to the future land use map and element that will result in an increase in traffic above existing land uses;
- i. Establishment of access connection spacing requirements or a connectivity index to ensure new development creates an interconnected network of streets to distribute traffic and provides adequate access for first responders in the event of disruptions and impedances to traffic flow from human caused incidents or natural events;
- k. Develop and implement multimodal plans, programs, services, and studies; and
- l. Any other standards the County determines appropriate for advancing this policy.

Objective 1.2 ~~Establish operation and maintenance responsibility, functional classifications, and quality level of service standards for the multimodal transportation system roads and highways within the County.~~

Policy 1.2.1 Street Quality Level of Service (QOS) (LOS) ~~Standards for state roadways all arterial and collector roads in the County's multimodal transportation system are hereby established as shown on Table 2.2.1.~~

- a. The establishment of Street QOS Standards is intended to encourage slower speeds in urban areas where more people walk and bicycle, and the desired function of roads is to provide greater accessibility and visibility to adjacent land uses by all modes of transportation. The County may elect to implement Street QOS Standards for major local, local, and residential streets as part of a future traffic calming or a low-speed streets program that allows the public to retrofit street ROW to achieve slower speeds.
- b. The establishment of Street QOS Standards reflects higher vehicle speeds along major collectors, arterial roads, and limited access facilities whose primary function is to move motor vehicles, freight, and goods.
- c. The intent of the Street QOS Standards is to transition away from regulating road capacity and implementing transportation concurrency and move towards safer streets for all users of the multimodal transportation system by planning for mobility and designing and constructing road and intersection improvements to reflect the maximum desired speed of travel for motor vehicles by requiring design speed to reflect posted speed limits.
- d. The achievement of Street QOS A with posted speed limits of 25 MPH for arterials and collectors and 20 MPH or less for local and residential streets will require planning for innovative street designs and the construction of improvements, such as narrower travel lanes, on-street parking, landscaped medians, raised islands along turn lanes and at intersections, street trees, streetscape, shared-use paths for people walking and bicycling, and high visibility crossings at driveways, intersections, and mid-block along roads, in order to achieve the desired speed of travel.
- e. The evaluation of Street QOS shall be integrated into the mobility plan and used as a performance measure for functionally classified roads as part of future updates to the mobility

Attachment E. Multimodal Transportation Element (MTE)

plan to evaluate progress moving towards safer streets for all users of the multimodal transportation system. The Street QOS should reflect the posted speed limit that is representative of the majority of a given roadway facility.

Standard	Posted Speed Limit	Appropriate Location
Street QOS A	25 MPH or less	Local and residential streets, along with select arterials and collectors with right-of-way modifications to slow vehicle speeds
Street QOS B	30 MPH	Select local and residential streets, collectors, along with select arterials with right-of-way modifications to slow vehicle speeds
Street QOS C	35 MPH	Major collectors and minor arterials, select minor collectors and principal arterials
Street QOS D	40 MPH	Select collectors, arterials
Street QOS E	45 MPH or greater	Principal arterials, limited access roads, select arterials and rural highways (arterial or collector)

1. For general planning purposes roadway LOS may be evaluated using average annual daily traffic (AADT) traffic counts.
2. For purposes of concurrency determinations and issuing development orders the LOS shall be determined using P.M. peak hour traffic counts.

Roadway	Segment	Functional Class.	Type	Area
Lanes	Adopted LOS			
SR 4	Santa Rosa County line to US 90	Minor Arterial	Undivided	
	Rural Undev. 2	D		
I-10	Santa Rosa County line to SR 85	Principal Arterial	Divided	
	Divided Rural Undev. 4	B		
I-10	SR 85 to Walton Co. line	Principal Arterial	Divided	
	Transitioning 4	B		
US 90	Santa Rosa Co. line to SR 4	Minor Arterial	Undivided	
	Rural Undev. 2	C		

Attachment E. Multimodal Transportation Element (MTE)

US 90	SR 4 to MPA boundary	Minor Arterial	Undivided
	Rural Dev.	2	C
US 90	MPA boundary to Antioch Rd.	Minor Arterial	Undivided
	Transitioning	2	C
US 90	Antioch Rd. to Fairchild Rd.	Minor Arterial	Divided
	Transitioning	4	D
US 90	Fairchild Rd. to Walton Co. line	Minor Arterial	Undivided
	Rural Dev.	2	C
SR 20	Rocky Bayou Br. to White Point Rd.	Principal Arterial	Divided
	Urbanized	4	E
SR 20	White Point Rd. to Walton Co. line	Principal Arterial	Undivided
	Urbanized	2	D
US 98	Santa Rosa Co. line to Hurlburt Field	Principal Arterial	Divided
	Urbanized	4	E
US 98	Eastern leg SR 85 to Eglin boundary	Principal Arterial	
Divided	Urbanized	4	D
US 98	Brooks Bridge to Marler Bridge	Principal Arterial	
Divided	Urbanized	4	D
US 98	CR 2378 to Walton Co. line	Principal Arterial	Divided
	Urbanized	4	D
SR 85	Racetrack Rd. to 12 th Ave.	Principal Arterial	Divided
	Urbanized	6	D
SR 85	12 th Ave. to SR 189	Principal Arterial	
Divided	Urbanized	4	D
SR 85	SR 123 to SR 190	Principal Arterial	Divided
	Urbanized	4	D
SR 85	College Blvd. to Antioch Rd.	Principal Arterial	
Divided	Transitioning	4	C
SR 85	Antioch Rd. to I-10	Principal Arterial	Divided
	Transitioning	4	C
SR 85	Old Bethel/Airport Rd. to 2 lane	Principal Arterial	
Divided	Transitioning	4	C

Attachment E. Multimodal Transportation Element (MTE)

SR 85	Begin 2-lane to Senterfitt Rd.	Principal Arterial	Undivided
	Transitioning 2	C	
SR 85	Senterfitt Rd. to Walton Co. line	Principal Arterial	Undivided
	Rural Undev. 2	C	
SR 189	Mooney Rd. to SR 85	Minor Arterial	
	Divided Urbanized 4	D	
SR 189	SR 4 to Alabama State line	Minor Arterial	
	Undivided Rural Undev. 2	C	

**TABLE 2.2.1 (Cont.)
STATE ROADWAY LEVEL OF SERVICE STANDARDS**

Roadway	Segment	Functional Class.	Type	Area
Lanes	Adopted LOS			
SR 189	SR 4 to Alabama state line	Minor Arterial	Undivided	
	Rural Undev. 2	C		
SR 285	College Blvd. to Walton Co. line	Minor Arterial	Undivided	
	Transitioning 2	D		
SR 293	US 98 to Mid Bay Bridge S. approach	Minor Arterial	Divided	
	Urbanized 4	E		
SR 293	Mid Bay Bridge S. approach to SR 20	Minor Arterial	Undivided	
	Urbanized 2	E		
SR 123	SR 85 to SR 85	Principal Arterial	Undivided	
	Transitioning 2	D		

Policy 1.2.2 Off-Street Multimodal Quality Level of Service (QOS) Standards for arterial and collector roads to accommodate people bicycling and walking using off-street multimodal improvements as part of the County's multimodal transportation system are hereby established as shown on Table 2.2.2.

- a. The establishment of off-street multimodal QOS Standards for multimodal improvements is intended to reflect that people bicycling, jogging, running, skating, and walking feel safer and more comfortable doing so on wider improvements such as multi-use paths and multi-use trails.
- b. The establishment of off-street multimodal QOS Standards for multimodal improvements includes the identification of right-of-way features that can be incorporated into the design of

Attachment E. Multimodal Transportation Element (MTE)

improvements that will increase the quality of service, enhance the user experience, and encourage more people to bicycle and walk.

- c. The integration of bicycling and micromobility as part of off-street multimodal QOS Standards for multimodal improvements is in recognition that many people who bicycle preferer of utilize improvements that are physically separated from motor vehicle travel lanes and that mobility planning and future design of improvements shall prioritize the construction of off-street multimodal improvements versus multimodal improvements.
- d. The evaluation of off-street multimodal QOS Standards for multimodal improvements shall be integrated into the mobility plan and used as a performance measure as part of future updates to evaluate progress moving towards safer streets for all users of the multimodal transportation system.
- e. The County may elect to implement standards for major local, local and residential streets as part of a mobility plan update or development of a multimodal master plan for people walking, bicycling, and using micromobility devices.

Table 2.2.2: Off-Street Multimodal Quality of Service (QOS) Standards					
Facility Type	Right-of-Way (ROW) Features				
<u>Off-Street</u>	<u>Limited Separation</u>	<u>Street Trees</u>	<u>On-Street Parking / Physical Barriers</u>	<u>Landscape Buffer</u>	<u>Speed Limit 25 MPH or Less</u>
<u>Multi-Use Trail 12' wide or more</u>	<u>B</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>Multi-Use Path 10' wide</u>	<u>C</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>Multi-Use Path 8' wide or less</u>	<u>D</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Sidewalk 6' wide or less</u>	<u>E</u>	<u>D</u>	<u>D</u>	<u>D</u>	<u>D</u>
<u>The QOS increases one (1) letter grade with the presence of two (2) or more ROW features excluding limited separation.</u>					

Policy 1.2.3 On-Street Multimodal Quality of Service (QOS) Standards for arterials and collectors to accommodate bicycling, micromobility, and microtransit using on-street multimodal improvements as part of the County's multimodal transportation system are hereby established as shown on Table 2.2.3.

- a. The establishment of on-street multimodal QOS Standards for multimodal improvements is intended to reflect that some people bicycling prefer to use on-street bicycle lanes and that micromobility devices such as electric scooters or microtransit vehicles such as golf-carts are becoming part of the overall multimodal transportation system, and that on-street improvements are standard features in most design manuals.

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- b. The establishment of on-street multimodal QOS Standards for multimodal improvements includes the identification of right-of-way features that can be incorporated into the design of improvements that will increase the quality of service, enhance the user experience, and make it safer for people who bicycle on-street and encourage people to consider micromobility and microtransit where permitted.
- c. The integration of multimodal lanes as part of on-street multimodal QOS Standards for multimodal improvements is in recognition that as new mobility technologies become part of the overall multimodal transportation system, the use of the term bike lane, to describe an on-street facility used by micromobility devices and microtransit vehicles, no longer appropriately reflects the primary user of the on-street facility and is no longer the appropriate type of on-street facility.
- d. The construction of on-street bicycle or multimodal lanes on roads with a speed limit greater than 30 MPH or the use of bicycle sharrows on roads with a speed limit greater than 25 MPH is strongly discouraged and shall be the exception, not the standard.
- e. Off-street multimodal improvements should be the primary type of improvement to accommodate people bicycling where speed limits exceed 30 MPH, with on-street improvements being the exception where multi-use paths at least 8' in width or multi-use trails cannot be accommodated within the right-of-way.
- f. Any on-street bicycle or multimodal lane on roads with a speed limit of 35 or 40 MPH should feature an appropriate buffer or physical separator and shall feature enhanced pavement markings and signage.
- g. Any on-street bicycle or multimodal lane on roads with a speed limit of 45 MPH or greater should be located off-street and shall be physically separated by a buffer or protected barrier and feature enhanced pavement markings and signage.
- h. The County may elect to implement standards for major local, local and residential streets as part of a mobility plan update or development of a multimodal master plan for people bicycling, using micromobility devices, and riding microtransit vehicles.

Facility Type	Right-of-Way (ROW) Features				
	Limited Separation	Protected	Buffered	Enhanced Visibility Markings	25 MPH Speed Limit
<u>On-Street</u>					
<u>Bike / Multimodal Lane 7' wide or more</u>	<u>C</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>C</u>
<u>Bike / Multimodal Lane 5' to 6' wide</u>	<u>D</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Bike Lane 4' wide</u>	<u>E</u>	<u>C</u>	<u>D</u>	<u>D</u>	<u>C</u>

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<u>Paved Shoulder (Arterial)</u>	<u>E</u>	<u>=</u>	<u>D</u>	<u>=</u>	<u>C</u>
<u>Advisory Bike Lane (Local or Residential Street)</u>	<u>D</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>=</u>
<u>The QOS increases one letter grade with the presence of two or more ROW features excluding limited separation.</u>					

Policy 1.2.4 – Reserved for Future Transit Quality of Service (QOS) Standards

Policy 1.2.5 Road Level of Service (LOS) Standards for arterials, collectors, and major local roads may be used to establish site access evaluation criteria, review traffic impacts from amendments to the future land use map or element, coordinate intergovernmental funding opportunities with municipalities, adjacent Counties, FDOT, and the TPO, and for mobility and long range transportation planning based on the following:

- a. South of the northern limits of Eglin Airforce Base: Road LOS Standard of "E".
- b. North of Eglin Airforce Base: Road LOS Standard of "D".
- c. Interstate 10, U.S. Highways, and State Roads: FDOT established Road LOS Standards.
 1. For general planning purposes roadway LOS may be evaluated using average annual daily traffic (AADT) traffic counts.
 2. For purposes of concurrency determinations and issuing development orders the LOS shall be determined using P.M. peak hour traffic counts.

**TABLE 2.2.2
COUNTY ROADWAY LEVEL OF SERVICE STANDARDS**

Roadway Lanes	Segment	Functional Class.	Type	Area
Adopted LOS				
CR 189/Log Lake Rd.	US 90 to I 10	Collector		
Undivided	Rural	2		D
CR 189/Galliver Cut-Off	US 90 to SR 4	Collector		
Undivided	Rural	2		D
CR 2	SR 189 to SR 4	Collector		
Undivided	Rural	2		D
CR 188 (Old Bethel Rd.)	US 90 to SR 85	Collector		
Undivided	Urban	2		D

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CR-188 (Airport Rd./ Garden City Rd.) Dev. 2	SR 85 to SR 85	Collector	Undivided	Rural
	D			
CR-393	US 90 to SR 85	Collector	Undivided	Rural
	2			D
John King Road	SR 85 to end	Collector	Undivided	Urban
	2			E
CR-4 (Antioch Rd.)	PJ Adams Pkwy to US 90	Collector	Undivided	Urban
	2			D
PJ Adams Parkway	SR 85 to Antioch Rd.	Collector	Undivided	Urban
	2			D
Hollywood Boulevard	Mary Esther Cut Off	Collector	Undivided	Urban
	2			E
	to Eglin Pkwy			
Martin Luther King Jr. Blvd.	Hill St. to Green Acres Rd.	Collector		Divided
	4			E
Hurlburt Road	MLK Jr. Blvd. to Beal Pkwy	Collector	Divided/	Urban
	5/4			E
		Undivided		
North Beal Extension	Beal Pkwy to Wright	Collector	Undivided	Urban
	2			E
	Landfill			
Garmel Drive	MLK Jr. Blvd. to Beal Pkwy	Collector	Undivided	Urban
	2			E
Lewis St./Mayflower Av/ South Av	Beal Pkwy to Eglin Pkwy	Collector	Undivided	Urban
	2			E
CR-190 (College Blvd E)	SR 85 to Forest Rd	Collector	Undivided	Urban
	2			E
CR-190 (College Blvd W)	SR 85 to SR 85	Collector	Undivided	Urban
	2			E

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Rocky Bayou Drive	SR 20 to Forest Rd.	Collector	
Undivided	Urban	2	E
Forest Road	Rocky Bayou Dr to SR 285	Collector	
Undivided	Urban	2	E

**TABLE 2.2.2 (Cont.)
COUNTY ROADWAY LEVEL OF SERVICE STANDARDS**

Roadway Lanes	Segment Adopted LOS	Functional Class.	Type	Area
Commons Drive	Two Trees Rd to Kelly 2	Collector	Undivided/	Urban
	Plantation Dr	Divided		
Commons Drive	Kelly Plantation Dr to Undivided Matthew Blvd	Collector	D	
Santa Rosa Boulevard	Eglin boundary to 4 Marier Park	Collector	Divided	Urban

Policy 1.2.3 Constrained and Backlogged Roadways: Constrained Roadways are defined as “roads on the State Highway System which FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations.” (1998 FDOT LOS Handbook). Backlogged Roadways are defined as “roads on the State Highway System operating at a level of service below the minimum level of service standards, not programmed for construction in the first three years of FDOT’s adopted work program or the five year schedule of improvements contained in a local government’s capital improvements element, and not constrained.” (1998 FDOT LOS Handbook).

Policy 1.2.4 A development that is deemed to have a de minimus impact pursuant to Rule 9J-5.0055(3)(c)6.a.-c., Florida Administrative Code, shall not be subject to the concurrency requirements of Chapter 4, Policy Document.

Objective 1.3 Transition from a transportation concurrency system focused on the regulation of road capacity and the movement of motor vehicles towards an alternative transportation system focused on planning for mobility that provides people with viable choices to move about the County.

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

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

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

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

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

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

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

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

Objective 1.41 ~~Coordinate~~ Develop with the Okaloosa – Walton Transportation Planning Organization (TPO) ~~a~~ on updates of the Long-Range Transportation Plan that ~~to identify~~ identifies multimodal multimodal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the County, its municipalities, and surrounding communities. ~~the area.~~

Policy 1.41.1 Continue to participate in the Okaloosa – Walton TPO Transportation Planning Organization planning process in coordination with adjacent local governments and other public agencies and private organizations whose purpose is to implement the transportation, land use, parking, and other provisions of the multimodal transportation element.

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Policy 1.41.2 Participate in the development of the Five-Year Transit Development Plan especially in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile-motor vehicle occupancy rates.

Objective 1.53 Give the highest priority to transportation improvements that will relieve existing traffic congestion and improve multimodal safety.

Policy 1.53.1 Coordinate with the Okaloosa – Walton TPO in the development of the ~~Traffic Operations Project Priorities~~ for the five-year Transportation Improvement Program.

Policy 1.53.2 Coordinate with the Okaloosa – Walton TPO in the development of the Crestview Bypass, a parallel 4-lane roadway, to reduce traffic congestion on SR 85 and to foster interstate commerce.

Policy 1.53.3 Prior to approving ~~new road~~ construction projects to add capacity to existing roadways the County shall should investigate the feasibility of alternative improvements ~~to the existing roadway system~~ such as:

- a. Intersection improvements;
- b. Synchronization of traffic signals;
- c. Traffic calming measures;
- d. Installation of auxiliary lanes;
- e. Redesign or realignment of roadways; and
- f. New interconnected parallel roads;
- g. Vehicle and multimodal ~~C~~ cross-access connections between adjacent land uses;
- h. Access management; and
- i. Shared-use paths or multi-use trails.
- f. ~~Multi-modal systems~~

Policy 1.3.4 ~~No plan amendment or rezoning shall be approved which increases the residential density or nonresidential intensity for properties fronting upon roadways identified as “congested segments” in the TPO August 2008 “Congestion Management Process Plan” unless it can be demonstrated that a clearly defined public benefit will result. These roadways include the following segments.~~

1. ~~P.J. Adams Parkway/Antioch Road from SR 85 to US 90.~~

Objective 1.64 Move towards achieving Target Zero and Safer Streets for all users of the multimodal transportation system. Minimize accidents, including automobile/ pedestrian/ bicycle conflicts, by prioritizing emphasizing safety through designing roadways for desired speeds, constructing shared-use paths for people walking and bicycling that are separated from vehicle travel lanes, and increasing the visibility of people crossings driveways, intersection, and roads, or travel speeds, features and by developing a multi-modal and intermodal transportation system.

Policy 1.64.1 Direct through traffic onto principal arterials and away from collectors and local residential streets and promote the use of appropriate posted speeds for collector roads and on consider development of a traffic calming or low speed streets program strategies to protect local residential streets from high traffic volumes and speeds.

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Policy 1.64.2 Facilitate the provision of a network of sidewalks, shared-use paths, and multi-use trails with high visibility crossings for people walking, bicycling, and accessing transit for pedestrians and bicyclists that allows shortcuts and alternatives to traveling along high-volume streets and that provides maximum physical separation from vehicle travel lanes on arterials through right-of-way and easement elements such as buffers, landscape, street trees, and access management lanes with or without on-street parking.

Objective 1.76 Provide for adequate emergency evacuation by providing alternative evacuation routes and adequate highway capacity on evacuation routes and by mitigation measures adopted in the Okaloosa County Local Mitigation Strategy.

Policy 1.75.1 Coordinate with the Okaloosa – Walton TPO, FDOT, and the Alabama Department of Transportation in evaluating major evacuation routes and determining where deficiencies occur and where operational improvements can be made to maintain or reduce hurricane evacuation times.

Objective 1.86 Support FDOT with continued implementation of the Strategic Intermodal System (SIS) Florida Intrastate Highway System (FIHS) and aviation transportation facilities that provide connectivity to areas outside the urbanized area and serve important national and regional functions.

Policy 1.86.1 Participate in implementation of Okaloosa – Walton TPO strategies to facilitate local traffic use of alternatives to the SIS FIHS to protect its interregional and intrastate functions.

Policy 1.86.2 Coordinate with the TPO in conducting feasibility studies for an aviation port for specific intermodal transportation as it relates to air cargo, surface transportation (trucking), and railway corridor connections.

Policy 1.86.3 The County shall seek all possible federal and state funds to prepare and implement updated airport master plans.

~~Policy 1.6.4 Reserved.~~

Policy 1.8.4 6.5 Initiatives will be pursued to acquire property adjacent to all airports using federal and state grants and local funding in order to enhance the airports' primary approach surfaces and prevent encroachment into the airport enterprise operational areas. The primary focus will include the runway clear zones and FAR PART 150 noise contours that enhance airworthiness, safety of approaches, airport facilities and safety of persons on the ground. Special consideration and entitlement funding will be appropriated for compatible business opportunities that are directly aviation-related businesses as approved by the Board of County Commissioners.

~~Policy 1.6.6 Reserved.~~

Policy 1.8.5 6.7 The County will continue to operate the three airports as an enterprise fund using federal and state grants consistent with local enterprise funds, user fees, and passenger facilities charges (PFCs). Beyond the year 2018, and as approved by the Board of County Commissioners, a tax revenue generation base should be considered if it is determined that an expanded airport system with intermodal capabilities is necessary.

Policy 1.8.6 6.8 The County shall protect airport facilities from encroachment of incompatible land uses through appropriate land development regulations that provide for the protection of the clear zones and

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the attenuation of noise impacts through construction standards and code enforcement. Federal Aviation Administration (FAA) aeronautical studies and a determination of no hazard to navigation must be issued for all tall structures located within the vicinity of airports. Applications and plans for all proposed tall structures within Okaloosa County will be reviewed by the Okaloosa County Aviation Committee to determine compatibility with aviation facilities. The Okaloosa County Planning Commission shall recommend, and the BCC shall grant final approval.

Objective 1.97 Maintain and improve access to important regional facilities including airports, educational facilities, parks, historical and recreational areas and military installations.

Policy 1.97.1 Coordinate roadway and transit service improvements with the Okaloosa County Airport Master Plan, the Okaloosa – Walton TPO, ~~Fort Walton Beach MPO~~, the FDOT Florida Transportation Plan 5-Year Transportation Plan, and the Continuing Florida Aviation System Plan (CFAST) to ensure that future transportation access needs of the County's airport facilities are met.

Policy 1.97.2 Promote the implementation of the Long-Range Transportation Plan Ft. Walton Beach Urbanized Area MPO 2020 Plan as it relates to roadway improvements improving access to major attractors in Okaloosa County, including airports and other related public transportation facilities.

Policy 1.97.3 Ensure that the Five-Year Transit Development Plan includes strategies to address motorized and non-motorized access to all major attractors in Okaloosa County, including intermodal terminals and access to aviation and rail facilities.

Goal 2: Provide an energy efficient transportation system.

Objective 2.1 Reduce energy consumption by recommending multimodal transportation system improvements such as traffic calming measures that lessen the need for stop signs and traffic signals and result in less vehicle idling, a major contributor to air pollution and wasted fuel.

Policy 2.1.1 Promote design of subdivision street systems that incorporates multiple interior connections and relatively direct routes between major transportation arteries.

Policy 2.1.2 Promote the use of traffic calming measures that reduce the need for traffic signals.

Policy 2.1.3 Participate in the ~~development~~ periodic updates of the Okaloosa – Walton TPO 2030 Long Range Transportation Plan LRTP especially in support of ~~travel demand management strategies aimed at reducing the number and length of car trips and~~ increasing the efficiency of the multimodal transportation system.

Objective 2.2 Reduce energy consumption by promoting actions to increase the occupancy of vehicles (e.g., ridesharing, mass transit, High Occupancy Vehicles (HOV) lanes) or to reduce travel demand.

Policy 2.2.1 Evaluate existing Park & Ride lot usage and review the recommendations in the WFRPC West Florida Park & Ride Lot Planning Guide in order to determine how to promote existing usage and where to establish new Park & Ride lots if analysis warrants the need for such facilities.

Policy 2.2.2 Coordinate with the Ride Share Program of the WFRPC to develop and maintain car/vanpool programs that serve area employers, especially those that employ more than 50 employees.

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Policy 2.2.3 Coordinate with the Economic Development Council to support and promote commute trip reduction programs, telecommuting, electronic communications, variable work weeks and flextime.

Policy 2.2.4 Participate in the development ~~periodic updates~~ of the Okaloosa – Walton TPO 2030 LRTP especially in support of travel demand management strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system.

Objective 2.3 Reduce energy consumption by promoting measures to facilitate incorporating shared-use paths and high visibility crossings for people walking, bicycling, and accessing transit pedestrian and bicycle facilities into the design of new roads, the addition of road capacity, the resurfacing, reconstruction, and rehabilitation of existing roads, along with the addition of utilities or utility upgrades within existing and new rights-of-way (ROW), and transportation projects not on the Interstate System.

Policy 2.3.1 Where feasible, all new road construction projects within the urban development area boundary will be required to accommodate people walking, bicycling, and accessing transit non-motorized transportation facilities, including, but not limited to, the installation of signage, striping of roadways, widening of roadways, installation of shared-use paths or sidewalks where ROW is constrained, and wheelchair ramps at intersections, and high visibility crossings of driveways, intersections, and roads.

Policy 2.3.2 Where feasible, all new road construction projects outside the urban development area boundary will be encourages to accommodate people walking and bicycling through including, but not limited to, the installation of signage, striping of roadways, and the widening of roadways to add paved shoulders or bicycle lanes, and where there are schools or parks along the roadways, provide a shared-use path in-lieu of bike lanes or paved shoulders where ROW is available and unconstrained by stormwater, topography, or utilities.

Objective 2.4 Reduce energy consumption by promoting use of alternative fuels (e.g., compressed natural gas).

Policy 2.4.1 Monitor the use of alternative fuels at other public agencies with large fleets of vehicles and coordinate with Okaloosa Coordinated Transportation, Inc., private sector industries and other public agencies to consider the use of low and zero-emission vehicles by large fleet operators.

Goal 3: Provide a transportation system in harmony with environmental, social, economic and aesthetic features of the area.

Objective 3.1 Minimize adverse impacts on the environment, natural and scenic views, and existing developments by balancing the location, design, construction, and operation of the multimodal transportation system with environmental and existing development features.

Policy 3.1.1 Design and build multimodal transportation facilities to reflect the scale and character of the surrounding natural and developmental features using:

- a. Varying street widths and traffic calming measures to allow views of any scenic or historic resources;
- b. Appropriate paving materials, including intersection treatments;
- c. Appropriate styles of traffic control facilities; and
- d. Landscape materials that complement the character of the resources; and

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e. Providing shared-use paths or multi-use trails to limit street widths and utilize existing natural features and landscape.

Policy 3.1.2 Provide or require the provision of multimodal ~~non-motorized~~ transportation facilities to link residential areas with recreational and commercial areas in a safe manner, in part requiring the construction of sidewalks, shared-use paths, multi-use trails, or the provision of bicycle boulevard or bike lanes through the, installation of signage, pavement markings and striping of roadways where off-street multimodal facilities are not feasible. ~~so as to accommodate non-motorized transportation facilities.~~

Policy 3.1.3 Development or expansion of aviation and related facilities shall be consistent with the Okaloosa County Airport Master Plan and the Future Land Use Map and balanced with sound business practices. All proposals for development or expansion of aviation and related facilities shall include findings that describe the consistency between the proposed development and expansion with all elements of this ordinance. The County or its consultants may prepare the findings. In the event the findings are prepared by applicants not associated with the County, the findings must be approved by the County in advance of the issuance of any development permit or order.

Policy 3.1.4 All new or expanded airport facilities shall be constructed so as to consider and mitigate any impacted natural resources.

Objective 3.2 Encourage accessible public transportation for the transportation disadvantaged through coordination of local social service transportation.

Policy 3.2.1 Continue to support the provision of transportation services to the transportation disadvantaged by the designated provider.

Policy 3.2.2 Coordinate plans for transportation-disadvantaged services with the development of the Five-Year Transit Development Plan as updates are completed.

Objective 3.3 Enhance the urban area economic vitality by providing a multimodal transportation system that takes into consideration the needs of the business community and economic development strategies.

Policy 3.3.1 All developments, including, but not limited to, planned unit developments, shopping centers, multi-family residential projects and other projects with internal circulation and parking needs shall be required to provide safe and convenient access connections, on-site traffic flow, multimodal ~~non-motorized~~ transportation facilities, cross-access to adjacent parcels, and sufficient vehicular parking to accommodate the needs of the development.

Objective 3.4 Improve the environmental and aesthetic features of the existing multimodal transportation system by ~~developing TEA-21~~ enhancement projects, including but not limited to shared-use paths, multi-use trails, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff and control of outdoor advertising.

Policy 3.4.1 Conduct a study to identify ~~potential~~ HSTEA enhancement projects and apply for the funds on an annual basis.

Goal 4: Provide a transportation system that optimizes preservation and efficiency of existing multimodal transportation facilities.

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Objective 4.1 Minimize the need for construction of new highways through development of a Congestion Management System and identification of strategies to reduce travel demand, encourage alternative modes of travel and implement traffic operations improvements.

Policy 4.1.1 Participate in ~~the development~~ periodic updates of the Okaloosa – Walton TPO ~~2030~~ LRTP plan as it addresses establishment of transportation demand management programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the community and region.

Policy 4.1.2 Participate in ~~the development~~ periodic updates of the TPO LRTP ~~2030 plan~~ as it addresses establishment of transportation system management strategies that are appropriate to improve system efficiency and enhance safety for all users of the transportation system.

Policy 4.1.3 Support and promote public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that make people aware of the range of travel choices available. Make information available at all county offices on any commuter assistance programs, public transit, the coordinated transportation system program, and any multimodal ~~bicycle/pedestrian~~ programs endorsed by the County.

Objective 4.2 Maintain and enhance the safety and efficiency of the arterial road system and minimize transportation conflicts associated with development by coordinating FDOT driveway permitting process, limiting development access to the transportation system, and increasing vehicle and multimodal interconnection between adjacent developments.

Policy 4.2.1 Any time a development project requires installation of access ways at distances closer together than the number of feet approved by FDOT for the roadway, a system of service roads will be required to be installed by developers for new development along arterial roads and designated limited access highways within the County, consistent with FDOT access management policy.

Policy 4.2.2 The County shall limit new access points to arterial and collector roads by requiring minimum distances for separation of driveways and median cuts, consistent with FDOT and County access management policy.

Policy 4.2.3 Whenever possible require developments to provide direct vehicular and multimodal ~~pedestrian~~ connections to adjacent residential developments and/or service commercial or institutional land uses to reduce the need for additional access onto collector and arterial streets.

Goal 5: Provide measures to relieve financial constraints on improvements to the multimodal transportation system.

Objective 5.1 Obtain adequate funding for needed multimodal transportation improvements by encouraging greater state and federal participation and local adoption of measures to augment these revenue sources, such as mobility fees.

Policy 5.1.1 Continue to levy a local option gas tax as a user fee and use the funding obtained to construct and maintain bridges and roads and associated multimodal transportation facilities.

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Policy 5.1.2 Assist in the development of a Cost Feasible Plan that identifies sources of funding that can reasonably be expected to be available to implement the Okaloosa ~Walton TPO 2030 LRTP and recommends additional funding sources for other needed improvements.

Objective 5.2 Equitably distribute transportation costs by requiring applicable development projects to construct appropriate multimodal transportation improvements internal and adjacent to the development and to mitigate off-site traffic impacts through payment of a mobility fee. on the public road system based on the proportional impacts of the development.

Policy 5.2.1 The LDC shall require that development projects install applicable ingress/egress lanes and any traffic control measures deemed appropriate to ensure efficiency and safety of connections to the public roadway system commensurate with the project's impact.

Policy 5.2.2 Encourage or require where appropriate new residential subdivisions, ~~depending on their relation to congested or deficient arterial roadways,~~ to design an internal public street system that will implement other goals, objectives and policies adopted in the multimodal transportation element to mitigate further congestion on the arterial roadway system.

Objective 5.3 Protect existing and future rights-of-way from building encroachment.

Policy 5.3.1 It is hereby declared that the protection and preservation of certain roadway rights-of-way from building encroachment furthers a legitimate governmental interest in the form of ensuring adequate right-of-way for future widening, new roads, or improvements that add capacity and enhance safety, ~~projects,~~ protecting the public safety by ensuring that buildings do not become a hazard to either motorists or building occupants due to proximity to the roadway, and providing a means to accommodate future growth and development by ensuring adequate roadway and transportation corridors.

Policy 5.3.2 No portion of any building shall be constructed within an existing public roadway except for those buildings or structures which functionally must be located within a right-of-way (i.e. toll booth, weigh station, pedestrian overpass, etc.).

Policy 5.3.3 The following criteria shall be used when evaluating which roadways may be subject to right-of-way protection and preservation: 1) apply only to existing roadways and rights-of-ways; 2) the roadway must be identified for widening or improvement in the Okaloosa-Walton TPO 2030 Long Range Transportation Plan (LRTP) or the Okaloosa County Mobility Plan; 3) insufficient right-of-way exists to accommodate the work program described in the LRTP or Mobility Plan, and; 4) the road segment must be relatively free of buildings already located within the right-of-way protection/preservation area.

Policy 5.3.4 When rights-of-way for future roadway improvements have been identified and scheduled for construction, such rights-of-way shall be preserved through acquisition of the properties involved, or in the manner prescribed at s. 336.02, F.S.

Goal 6: Provide a cooperative, continuing, and comprehensive transportation process.

Objective 6.1 Achieve a coordinated area transportation system through a local, regional, state, and national decision-making partnership.

Attachment E. Multimodal Transportation Element (MTE)

Policy 6.1.1 Coordinate the County's transportation planning process with the plans and programs of the Okaloosa – Walton TPO, the Florida DOT, the Northwest Florida Coast Resource Management, and the West Florida Regional Planning Council Strategic Regional Policy Plan.

Policy 6.1.2 Continue to fund the County's fair share of the annual operating cost of the Okaloosa – Walton TPO and provide representatives to serve on the TPO and the various advisory committees created by the TPO.

Objective 6.2 Ensure that the transportation system is supportive and compatible with growth management goals by coordinating the Mobility Plan ~~transportation plan~~ with local, regional, and state comprehensive plans.

Policy 6.2.1 All land use decisions shall be consistent with Okaloosa County's Future Land Use Maps, ~~and the Functional Classification Map, Traffic Circulation Maps, and Mobility Plan.~~

Policy 6.2.2 The County Growth Management Director or designee shall review all plans and proposals for development or redevelopment within the County by using the Future Land Use Maps, ~~and the Future Functional Classification Map Traffic Circulation Maps, and the Mobility Plan Map Series.~~ adopted herein. The review shall include a determination of consistency with the maps. ~~Note: The review is not limited to the identified maps. maps series but must include the maps series.~~

Objective 6.3 Ensure the transportation system chosen as the optimum design is user acceptable by taking into consideration local desires and preferences.

Policy 6.3.1 Continue to promote a high level of citizen participation in the transportation planning process through an active TPO Citizen's Advisory Committee and public meetings.

Policy 6.3.2 Maintain County Roads functionally classified as arterials or collectors and coordinate with municipalities that desire to maintain functionally classified County Roads within municipal limits and ~~FDOT on the maintenance of Interstate 10, U.S. Highways and State Roads.~~

Policy 6.3.3 Periodically review and update as necessary the County and State arterial and collector roads identified on Table 6.1, and the Functional Classification Map and the North Okaloosa Corridors Map in the Mobility Plan.

Policy 6.3.4 Coordinate with FDOT on the establishment and updated of Complete Street Context Classifications for County and State arterial and collector roadways established in the Mobility Plan.

Policy 6.3.5 Coordinate updates of the North Okaloosa Corridors Map, as established in the Mobility Plan, with municipalities to identify major local roads, collectors, upgrades to existing roads, and functional classification changes.

Policy 6.3.6 Evaluate, in conjunction with municipalities, establishment of land development regulations to ensure new development and redevelopment incorporate new corridors identified in the Mobility Plan and North Okaloosa Corridors Map into the developments circulation system.

Attachment E. Multimodal Transportation Element (MTE)

<u>Table 6.1 County and State Roadway Functional Classification</u>			
<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Functional Classification</u>
<u>County Roadways* (*Roads do not qualify for Non-Residential Allowance for Suburban Residential (SR) Land Uses per Future Land Use Element Policy 10.1A)</u>			
<u>CARMEL DR</u>	<u>COMANCHE DR</u>	<u>SR 189/BEAL PKWY</u>	<u>Minor Collector</u>
<u>COMMONS DR W</u>	<u>INDIAN BAYOU TRAIL</u>	<u>SR 293 / SPENCE PKWY</u>	<u>Major Collector</u>
<u>CR 2*</u>	<u>SR 189</u>	<u>SR 85</u>	<u>Minor Arterial</u>
<u>CR 4 / ANTIOCH RD</u>	<u>US 90</u>	<u>PJ ADAMS PKWY</u>	<u>Major Collector</u>
<u>CR 4 / ANTIOCH RD</u>	<u>PJ ADAMS PKWY</u>	<u>SR 85 / S FERDON BLVD</u>	<u>Major Collector</u>
<u>CR 4A</u>	<u>SR 4</u>	<u>SR 189</u>	<u>Minor Collector</u>
<u>CR 30F/ AIRPORT RD</u>	<u>US 98 / SR 30 / HARBOR BLVD</u>	<u>COMMONS DR W</u>	<u>Major Collector</u>
<u>CR 188 / AIRPORT RD</u>	<u>SR 85</u>	<u>POVERTY CREEK RD</u>	<u>Major Collector</u>
<u>CR 188 / GARDEN CITY RD</u>	<u>POVERTY CREEK RD</u>	<u>SR 85</u>	<u>Major Collector</u>
<u>CR 188 / OLD BETHEL RD</u>	<u>US 90</u>	<u>SR 85</u>	<u>Major Collector</u>
<u>CR 189 / GALLIVER CUT-OFF</u>	<u>US 90</u>	<u>SR 4</u>	<u>Minor Arterial</u>
<u>CR 189 / LOG LAKE RD</u>	<u>US 90</u>	<u>I-10</u>	<u>Major Collector</u>
<u>CR 189 / LOG LAKE RD*</u>	<u>I-10</u>	<u>WHIPPOORWILL DR</u>	<u>Minor Collector</u>
<u>CR 190 / E & W COLLEGE BLVD</u>	<u>SR 85</u>	<u>FOREST RD</u>	<u>Major Collector</u>
<u>CR 285B / BAYSHORE DR</u>	<u>SR 20 / JOHN SIMS PKWY</u>	<u>7TH ST</u>	<u>Major Collector</u>
<u>CR 285B / REDWOOD AVE</u>	<u>7TH ST</u>	<u>SR 20 / JOHN SIMS PKWY</u>	<u>Major Collector</u>
<u>CR 393 / ROBINSON RD</u>	<u>SR 85</u>	<u>US 90</u>	<u>Major Collector</u>
<u>FOREST RD</u>	<u>SR 293 / SPENCE PKWY</u>	<u>ROCKY BAYOU DR</u>	<u>Major Collector</u>
<u>GREEN ACRES RD</u>	<u>GREEN ACRES BLVD</u>	<u>SR 189 / BEAL PKWY</u>	<u>Major Collector</u>
<u>JOHN KING RD</u>	<u>SR 85</u>	<u>SR 85 / S FERDON BLVD</u>	<u>Minor Collector</u>
<u>HILL AVE</u>	<u>LOVEJOY RD NW</u>	<u>FREEDOM WAY</u>	<u>Minor Arterial</u>
<u>HOLLYWOOD BLVD</u>	<u>SR 393 / MARY ESTHER</u>	<u>SR 85/EGLIN PKWY NW</u>	<u>Major Collector</u>
<u>HURLBURT RD</u>	<u>MLK BLVD</u>	<u>SR 189/BEAL PKWY</u>	<u>Major Collector</u>

Attachment E. Multimodal Transportation Element (MTE)

<u>LEWIS ST</u>	<u>SR 189 / BEAL PKWY</u>	<u>DENTON BLVD</u>	<u>Minor Collector</u>
<u>MAYFLOWER AVE</u>	<u>DENTON BLVD</u>	<u>JAMES LEE RD</u>	<u>Minor Collector</u>
<u>MLK BLVD</u>	<u>FREEDOM WAY</u>	<u>GREEN ACRES RD</u>	<u>Minor Arterial</u>
<u>MOONEY RD NE</u>	<u>SR 188 / RACETRACK RD</u>	<u>SR 189 / LEWIS TURNER BLVD</u>	<u>Major Collector</u>
<u>NORTH BEAL EXT</u>	<u>SR 189/BEAL PKWY</u>	<u>WRIGHT LANDFILL</u>	<u>Minor Collector</u>
<u>P J ADAMS PKWY</u>	<u>CR 4 / ANTIOCH RD</u>	<u>SR 85</u>	<u>Principal Arterial</u>
<u>POVERTY CREEK RD*</u>	<u>CR 188 / AIRPORT RD</u>	<u>CR 393 / ROBINSON RD</u>	<u>Minor Collector</u>
<u>ROCKY BAYOU DR</u>	<u>SR 20/JOHN SIMS PKWY</u>	<u>FOREST RD</u>	<u>Major Collector</u>
<u>ROCKY BAYOU DR*</u>	<u>FOREST RD</u>	<u>HUNTINGTON RD</u>	<u>Minor Collector</u>
<u>SANTA ROSA BLVD</u>	<u>EGLIN AFB E GATE</u>	<u>US 98 / SR 30 / HARBOR BLVD</u>	<u>Major Collector</u>
<u>SANTA ROSA BLVD</u>	<u>US 98 / SR 30 / HARBOR BLVD</u>	<u>ROSS MARLER PARK</u>	<u>Major Collector</u>
<u>SCENIC HIGHWAY 98</u>	<u>WESTERN TERMINUS OF SCENIC HWY 98</u>	<u>WALTON COUNTY</u>	<u>Major Collector</u>
<u>SOUTH AVE</u>	<u>JAMES LEE RD</u>	<u>SR 85 / EGLIN PKWY</u>	<u>Minor Collector</u>
<u>State Roadways</u>			
<u>INTERSTATE 10</u>	<u>WALTON COUNTY</u>	<u>SANTA ROSA COUNTY</u>	<u>Principal Arterial Limited Access</u>
<u>SR 123 / ROGER J CLARY HWY</u>	<u>SR 85</u>	<u>SR 85 / EGLIN PKWY</u>	<u>Principal Arterial</u>
<u>SR 145 / PERRY AVE SE</u>	<u>US 98 / SR 30</u>	<u>SR 85 / EGLIN PKWY</u>	<u>Minor Arterial</u>
<u>SR 188 / RACETRACK RD</u>	<u>SR 189 / BEAL PKWY</u>	<u>SR 85 / EGLIN PKWY</u>	<u>Minor Arterial</u>
<u>SR 189</u>	<u>SR 4</u>	<u>STATE OF ALABAMA</u>	<u>Minor Arterial</u>
<u>SR 189/BEAL PKWY N</u>	<u>US 98 / SR 30</u>	<u>MEMORIAL PKWY NW</u>	<u>Minor Arterial</u>
<u>SR 189/BEAL PKWY N</u>	<u>MEMORIAL PKWY NW</u>	<u>GREEN ACRES RD</u>	<u>Minor Arterial</u>
<u>SR 189 / LEWIS TURNER BLVD</u>	<u>GREEN ACRES RD</u>	<u>SR 397 / EGLIN BLVD</u>	<u>Minor Arterial</u>
<u>SR 190 / VALPARAISO PKWY</u>	<u>SR 85</u>	<u>SR 397 / JOHN SIMS PKWY</u>	<u>Major Collector</u>
<u>SR 20</u>	<u>WALTON COUNTY</u>	<u>EDGEWATER DR</u>	<u>Principal Arterial</u>
<u>SR 20 / JOHN SIMS PKWY</u>	<u>EDGEWATER DR</u>	<u>SR 85</u>	<u>Principal Arterial</u>

Attachment E. Multimodal Transportation Element (MTE)

<u>SR 285 / BAYSHORE DR</u>	<u>SR 20 / JOHN SIMS PKWY</u>	<u>WALTON COUNTY</u>	<u>Minor Arterial</u>
<u>SR 293 / DANNY WUERFFEL WY</u>	<u>US 98 / EMERALD COAST PKWY</u>	<u>MIDDLE SCHOOL RD</u>	<u>Minor Arterial</u>
<u>SR 293 / SPENCE PKWY</u>	<u>MIDDLE SCHOOL RD</u>	<u>SR 85 / S FERDON BLVD</u>	<u>Principal Arterial Limited Access</u>
<u>SR 393 / MARY ESTHER CUT-OFF</u>	<u>US 98 / MIRACLE STRIP</u>	<u>SR 189 / BEAL PKWY</u>	<u>Minor Arterial</u>
<u>SR 397 / EGLIN PKWY</u>	<u>SR 85 NB</u>	<u>EGLIN AFB GATE</u>	<u>Minor Arterial</u>
<u>SR 397 / JOHN SIMS PKWY</u>	<u>EGLIN AFB E GATE</u>	<u>GOVERNMENT AVE</u>	<u>Principal Arterial</u>
<u>SR 4</u>	<u>SANTA ROSA COUNTY</u>	<u>US 90/SR 10</u>	<u>Minor Arterial</u>
<u>SR 85/FLORIDA PL SE</u>	<u>FIRST ST SE</u>	<u>US 98 / MIRACLE STRIP PKWY</u>	<u>Principal Arterial</u>
<u>SR 85/EGLIN PKWY</u>	<u>US 98 / MIRACLE STRIP PKWY</u>	<u>SR 190 / VALPARAISO PKWY</u>	<u>Principal Arterial</u>
<u>SR 85 / GOVERNMENT AVE</u>	<u>SR 190 / VALPARAISO PKWY</u>	<u>SR 397</u>	<u>Principal Arterial</u>
<u>SR 85 / JOHN SIMS PKWY</u>	<u>SR 397</u>	<u>SR 20</u>	<u>Principal Arterial</u>
<u>SR 85</u>	<u>SR 20</u>	<u>PJ ADAMS PKWY</u>	<u>Principal Arterial</u>
<u>SR 85 / S FERDON BLVD</u>	<u>PJ ADAMS PKWY</u>	<u>LONG DR</u>	<u>Principal Arterial</u>
<u>SR 85</u>	<u>LONG DR</u>	<u>WALTON COUNTY</u>	<u>Principal Arterial</u>
<u>US 90 / SR 10</u>	<u>SANTA ROSA COUNTY</u>	<u>SR 4</u>	<u>Minor Arterial</u>
<u>US 90 / SR 10 / WEST JAMES LEE BLVD</u>	<u>SR 4</u>	<u>SR 85</u>	<u>Minor Arterial</u>
<u>US 90 / SR 10 / EAST JAMES LEE BLVD</u>	<u>SR 85</u>	<u>CR 393 / HWY 393</u>	<u>Minor Arterial</u>
<u>US 90 / SR 10</u>	<u>CR 393/HWY 393</u>	<u>WALTON COUNTY</u>	<u>Minor Arterial</u>
<u>US 98 / SR 30 / HARBOR BLVD</u>	<u>SR 189/BEAL PKWY SW</u>	<u>AIRPORT RD</u>	<u>Principal Arterial</u>
<u>US 98 / EMERALD COAST PKWY</u>	<u>AIRPORT RD</u>	<u>WALTON COUNTY</u>	<u>Principal Arterial</u>

(Bold text or headings are for illustration purposes. Final format, font, font size, and headings will be consistent with those of the Comprehensive Plan)



Attachment F. Intergovernmental Coordination Element (ICE)

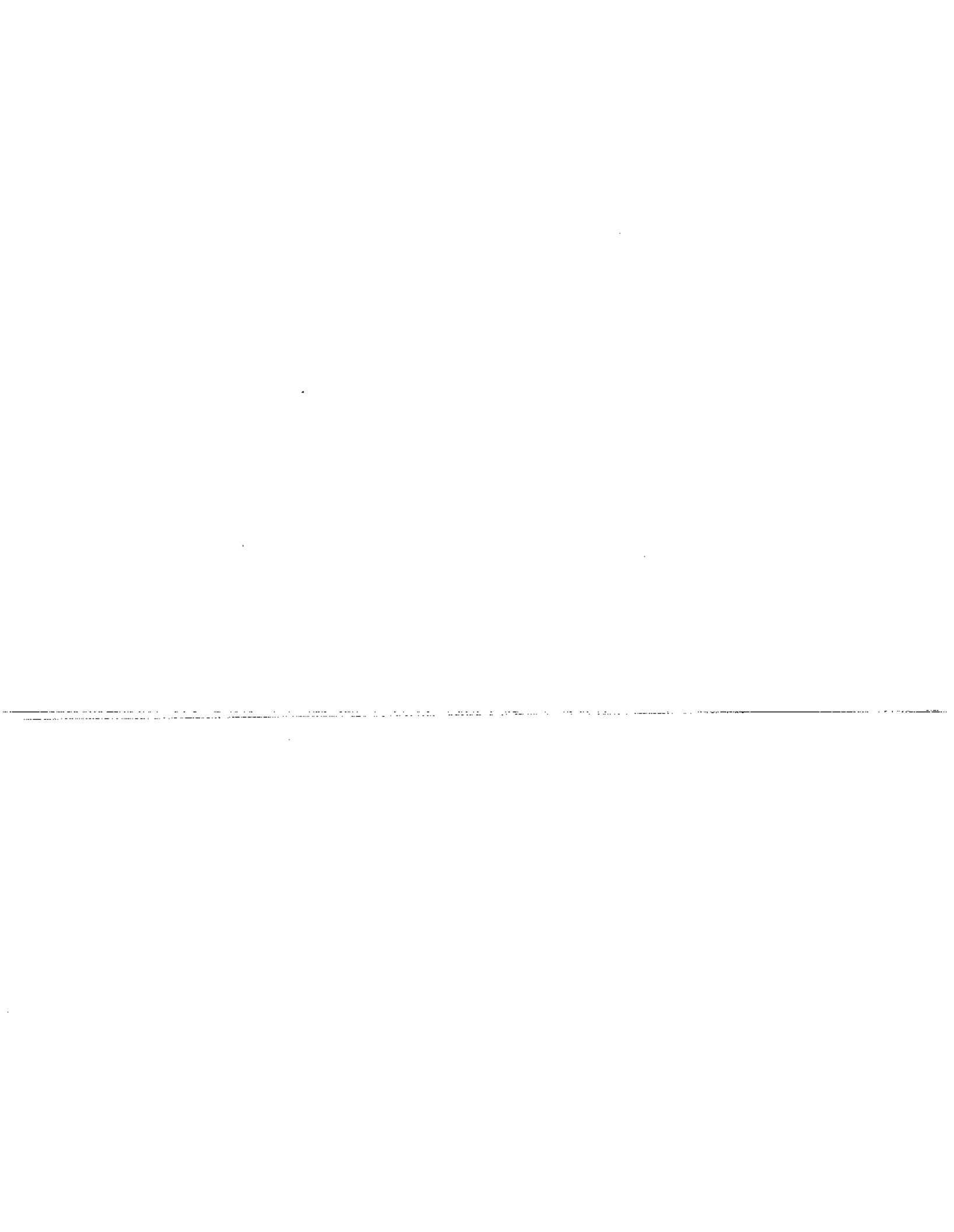
Chapter 2.12 INTERGOVERNMENTAL COORDINATION ELEMENT

Policy 3.1 Okaloosa County will continue to establish level of service standards with other entities providing services as follows:

- a. Potable water; **and**
- b. Sanitary sewer; ~~and~~
- c. ~~FDOT for state roads.~~

Policy 3.2 Okaloosa County will recognize level of service standards established by FDOT for updates of the Long-Range Transportation Plan and the Mobility Plan, for coordinating FDOT context classifications, and for intergovernmental coordination to pursue funding opportunities to advance mobility projects.

(Note: Changes shown in bold are for emphasis only to illustrate edits within a goal, objective or policy. Final format will be consistent with Comprehensive Plan)



Attachment G. Capital Improvements Element (CIE)

Chapter 2.13 CAPITAL IMPROVEMENTS ELEMENT

Objective 1 Use the CIE as a directory to meet the needs of Okaloosa County for the construction, acquisition or development of capital facilities necessary to meet existing deficiencies, to accommodate desired future growth and to replace obsolete or worn out upon adoption of this ordinance. The ~~five~~ ten-year schedule of capital improvements (Table 2.13.1) shall be the specific guide (directory) the County will use to determine construction of capital facilities and maintenance of LOS standards.

Policy 3.4 A combination of private and public fiscal resources of Okaloosa County will be used, to the extent necessary, to maintain LOS standards and support the ~~Five~~ Ten Year Schedule of Capital Improvements. Examples of these resources include, but are not limited to:

1. Developments shall pay all costs and construct all roads and stormwater management facilities within the development to county standards in order to qualify for acceptance into the county-maintained system, and shall construct other facilities and landscaping as negotiated in development orders to ensure compatibility with surrounding development, and provide beach access when applicable;

2. The County will continue to levy a local-option gas tax as a means of funding to construct and maintain bridges and roads;

3. The County will require new development to pay a mobility fee to mitigate its off-site impact to the multimodal transportation system and use those mobility fees to fund multimodal projects.

Policy 3.8 The County hereby incorporates by reference the most current version of the Florida Department of Transportation Five Year Work Program, the Okaloosa-Walton Transportation Planning Organization (TPO) Okaloosa-Walton Long Range Transportation Plan (LRTP), the Okaloosa County Local Mitigation Strategy and Community Rating System, and the School Board's School Facilities Work Plan prepared by the Okaloosa County Public School District/Facilities. The County is not financially responsible for those capital projects which are funded, maintained and/or under the control of other agencies or jurisdictions.

Attachment G. Capital Improvements Element (CIE)

Policy 4.3 New development will mitigate its off-site impact to the multimodal transportation system through payment of a mobility fee. On-site vehicular and multimodal access connections to the multimodal transportation system will be addressed consistent with Capital Improvements Element Policy 4.2 above. The County may establish criteria to review transportation impacts from amendments to the future land use map or element.

Policy 5.4 Capital improvements shall be constructed in accordance with the **5 Ten** Year Schedule of Capital Improvements as defined within Table 2.13.1 contained herein is hereby adopted as a part of this ordinance. The County will provide the facilities and services indicated in Table 2.13.1 of the Capital Improvements Element with public funds and/or private funds when a development agreement is established.

1. The schedule of capital improvements for which Okaloosa County has fiscal responsibility, has been selected for **five ten** fiscal years, by year, and reflects the need to reduce identified existing deficiencies, remain abreast of replacements and to meet future demands and includes project descriptions and locations.

2. Table 2.13.1 lists projected costs and funding source by type of public facility for the **five-ten**-year period of the most recent version of the **5 Ten** Year Schedule of Capital Improvements.

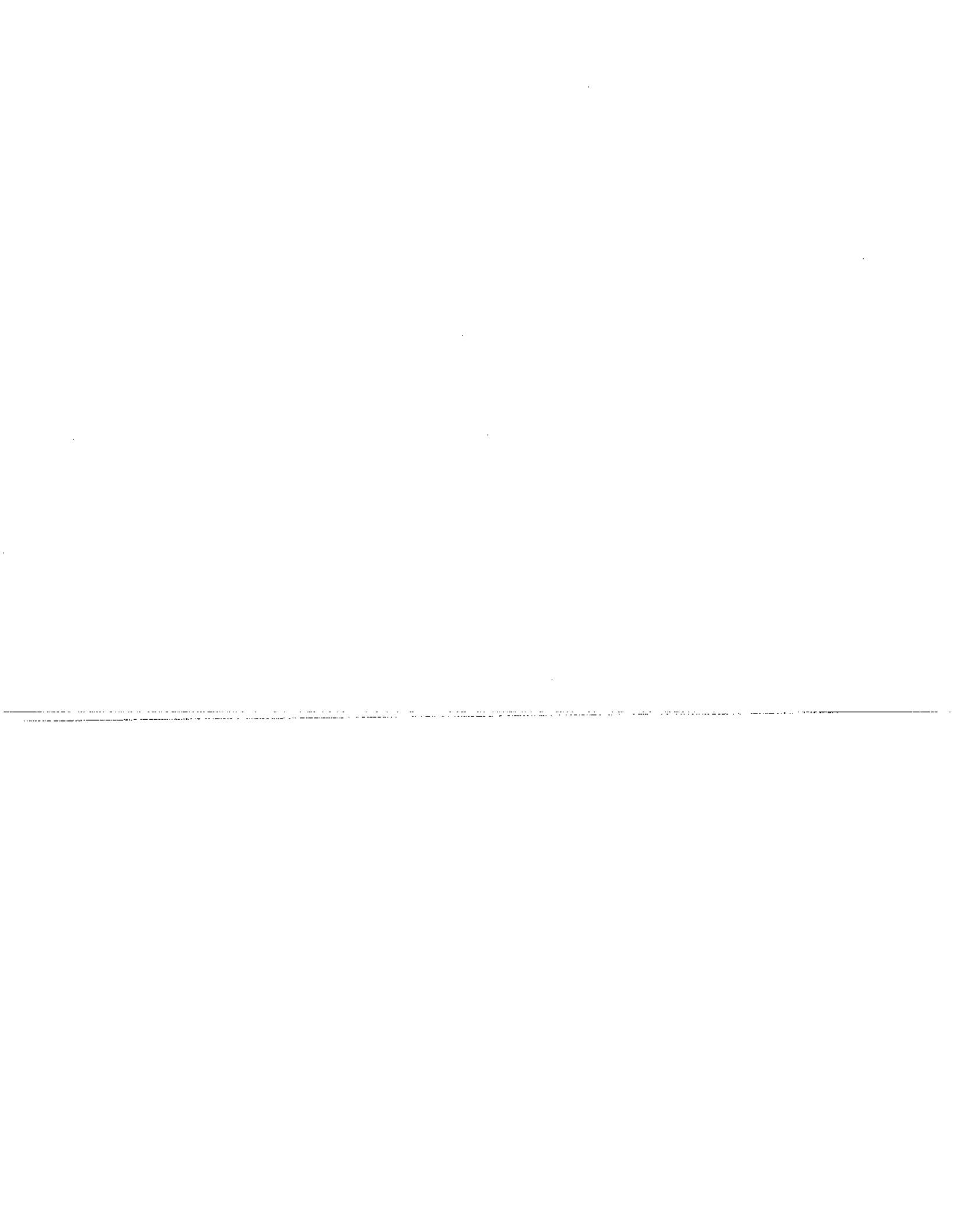
3. The County's most recently adopted Mobility Plan and the most recently adopted Okaloosa-Walton TPO's Long Range Transportation Plan shall serve as the most recent version of capital improvements for multimodal projects. The most recently adopted versions of the Mobility Plan and Long-Range Transportation Plan shall also be used by the County to identify multimodal projects for funding in the Five-Year Capital Improvement Program. Both Plans are scheduled to be updated every five years and may be periodically updated to reflect funding constraints and opportunities. Multimodal projects shall be incorporated into updates of the Ten-Year Schedule of Capital Improvements.

Table 2.13.1 - **Five Ten** Year Schedule of Capital Improvements
(Section 163.3177(3)(a)5, FS)

This **five ten**-year schedule is a listing of those capital improvement projects within Okaloosa County Water and Sewer that address regulatory compliance, aged infrastructure, capacity/expansion, and resiliency. The projects include the addition of the Shoal River Ranch Water Reclamation Facility, FDOT and Public Works water and sewer relocation projects, and replacement of the Bob Sikes 36" force main.

Attachment G. Capital Improvements Element (CIE)

(Note: Changes shown in bold are for emphasis only to illustrate edits within a goal, objective or policy. Final format will be consistent with Comprehensive Plan)



Attachment H. Concurrency Management System (CMS)

Chapter 4 CONCURRENTLY MANAGEMENT SYSTEM

Okaloosa County has adopted a Concurrency Management System in the Okaloosa County Land Development Code (LDC), Ordinance No. 91-1, in compliance with Rule 9J-5.0055, Florida Administrative Code, to ensure that facilities and services needed to support development are available concurrent with the impacts of such development. Prior to the issuance of a development permit or building permit, the system shall ensure that the adopted level of service (LOS) standards in this Comprehensive Plan for roadways, potable water, sanitary sewer, solid waste, drainage, and recreation will be maintained. The quality of service (QOS) and level of service (LOS) standards established in the Multimodal Transportation Element are for the purpose of mobility planning.

The County Growth Management Director, or designee, will be responsible for the four (4) primary tasks described below:

1. Maintaining an inventory of existing public facilities and capacities or deficiencies;
2. Determining concurrency of proposed development which does not require County Commission approval;
3. Providing advisory concurrency assessments and recommending conditions of approval to the County Commission for those applications for development orders which require County Commission approval; and
4. Reporting the status of all public facilities covered under this system on an annual basis to the County Commission and recommending a schedule of improvements for those public facilities found to have existing deficiencies.

The County Public Works Director, or designee, will be responsible for:

1. Administer, implement, maintain, and update the Mobility Plan and the multimodal projects that form the basis for the County's mobility fee system;
2. Coordinate the inclusion of multimodal projects in the annual update of the Capital Improvements Program; and
3. Administer, implement, maintain, and update the County's mobility fee system to allow development to mitigate its transportation impact to the multimodal transportation system, including the evaluation of request for mobility fee credits and the determination of need to request the Board of County Commissioners consider adding multimodal projects to the Capital Improvements Program to be eligible for mobility fee credits.

Applicable County staff will collect and make available to the public information on various facilities. The information shall be updated on an annual basis and will contain data such as:

• Roadways

~~Design capacity for roadways and roadway types based on FDOT Generalized Tables;
Existing and adopted levels of service standards for major state and county arterial and collector roadways
Programmed improvements to be made to the roadway system in the current year by the County and improvements to be made to~~



Attachment H. Concurrency Management System (CMS)

~~the roadway system by the private sector.~~

- Wastewater and Potable Water Facilities

- Design capacity of wastewater and potable water facilities
 - Identification of any deficiencies
 - Existing and adopted levels of service standards for potable water and wastewater systems
 - Programmed improvements to the facilities either by the County or the private sector

- Solid Waste Facilities

- Design capacity for solid waste facilities including transfer stations and landfills
 - Existing and adopted levels of service standards for solid waste facilities
 - Identification of deficiencies

- Stormwater Management Facilities

- Existing and adopted level of service standards for stormwater management systems

- Recreation and Open Space

- Existing and proposed provisions of recreation and open space facilities by the County or the private sector

It should be noted that this is not an all-inclusive list of guidelines for use in the concurrency management system.

Coordination

The County will coordinate establishing level of service standards for the above-named facilities with state, regional or local entities having operational and maintenance responsibility for such facilities in accordance with Rule 9J-5.015(3)(b)3, Florida Administrative Code.

Consistency with Comprehensive Plan

No development activity shall be approved unless it is found that the development is consistent with the Comprehensive Plan and that the provision of the public facilities enumerated above will be available at prescribed levels of service concurrent with the impact of the development on these facilities.

MINIMUM REQUIREMENTS

As a minimum, the concurrency management system will ensure that one of the following standards will be met to satisfy the concurrency requirement:

1. The necessary facilities and services are in place at the time a development permit is issued;
or
2. A development permit is issued subject to the conditions that the necessary facilities and services will be in place when the impacts of the development occur, or
3. The necessary facilities are in place or under construction at the time a development permit is issued, or in the first 3 years after issuance of a development order as provided in the adopted



Attachment H. Concurrency Management System (CMS)

five-year schedule of capital improvements or included in the first 3 years of the adopted FDOT five-year work program of the CIE or TIP, or an agreement is made between the County and property owner to construct improvements; or

4. The necessary facilities and services are the subject of a binding executed contract for the construction of the facilities or the provision of services at the time the development permit is issued; or (Note: This provision only relates to parks and recreation facilities, and roads. The LDC includes a requirement that the provision of construction of the facility or service must commence within one (1) year of the issuance of the Development Order or Permit.)
5. The necessary facilities and services are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than three years after issuance of a development order; or (Any such agreement shall include provisions pursuant to paragraphs 1, 2 or 3 above).
6. ~~For the purpose of development order or permit, a proposed development may be deemed to have a de minimis impact and may not be subject to the concurrency requirements of Rules 9J-5.00555(3)(c)1, 4, only if all of the following conditions are met:~~
 - a. ~~The development proposal is for an increase in density or intensity of less than or equal to twice the density or intensity of the existing development of a vacant parcel of land, at a residential density of less than four dwelling units per acre, or, for nonresidential uses, at an intensity of less than 0.1 floor area ratio. Isolated vacant lots in predominantly built residential areas where construction of a single family house would be the most suitable use, may be developed for single family residential under the de minimis exception even if smaller than one quarter acre in size.~~
 - b. ~~The transportation impact of the proposed development alone does not exceed 0.1 percent of the maximum service volume at the adopted level of service standard for the peak hour of the affected transportation facility.~~
 - c. ~~The cumulative total transportation impact from the de minimis exemptions does not exceed three percent of the maximum service volume at the adopted level of service standard of the affected transportation facility if the facility does not meet the minimum level of service standard.~~

Levels of Service during Construction

The above provisions notwithstanding, the prescribed levels of service for any system or systems may be degraded during construction of new facilities if, upon completion of the new facilities, the prescribed levels of service will be met and maintained.

LOS AND QOS SUMMARY

The adopted level of service (LOS) and quality of service (QOS) standards in this Comprehensive Plan are as indicated in the following policies:

<u>LOS AND QOS</u>	<u>Chapter/Policy</u>
<u>Multimodal Transportation (QOS)</u>	
<u>Streets</u>	2.2 Policy 1.2.1



Attachment H. Concurrency Management System (CMS)

	On-Street Multimodal	2.2	Policy 1.2.2
	Off-Street Multimodal	2.2	Policy 1.2.3
Roads (LOS)		2.2	Policy 1.2.4
	County	2.2	Policy 1.2.4
	State	2.2	Policy 1.2.2
	Sanitary Sewer	2.4	Policy 2.3
	Solid Waste	2.5	Policy 2.5
	Stormwater Management	2.6	Policies 2.3, 2.4
	Recreation and Open Space	2.11	Policy 3.1
	Mass Transit		Not Applicable

The LDC includes quantitative methods for determining LOS that exist and which may be impacted by any particular development application. In addition, the LDC fully describes the process for finding of compliance with LOS standards.

The Mobility Plan includes quantitative methods for determining QOS. The intent of QOS standards is for mobility planning purposes. Road LOS standards for arterials, collectors, and major local roads may be used to establish site access evaluation criteria, review transportation impacts from amendments to the future land use map or element, coordinate intergovernmental funding opportunities with municipalities, adjacent Counties, FDOT, and the TPO, and conducting areawide level of service analysis as part of future mobility plan updates.

The LDC includes standardized quantitative data, which is to be used in determining the impact of any proposed development upon the public facilities and services within the county (roads, drainage, potable water, sanitary sewer, solid waste and recreation and open space). Applications for development approval shall include the projected impact upon public facilities and services upon occupancy or use of the proposed development. Any deviation from the standardized criteria within the LDC must have the prior approval of the County Commission before such data may be used for determining or projecting impacts of the proposed development.

~~In determining the availability of services or facilities, a developer may propose, and the County approve developments in stages or phases so that facilities and services needed for each phase will be available in accordance with the standards required by Rules 9J-5.0055(2)(a), (2)(b), (2)(c), and (2)(d) of Chapter 9J-5, Florida Administrative Code.~~



Attachment I. Public Notice

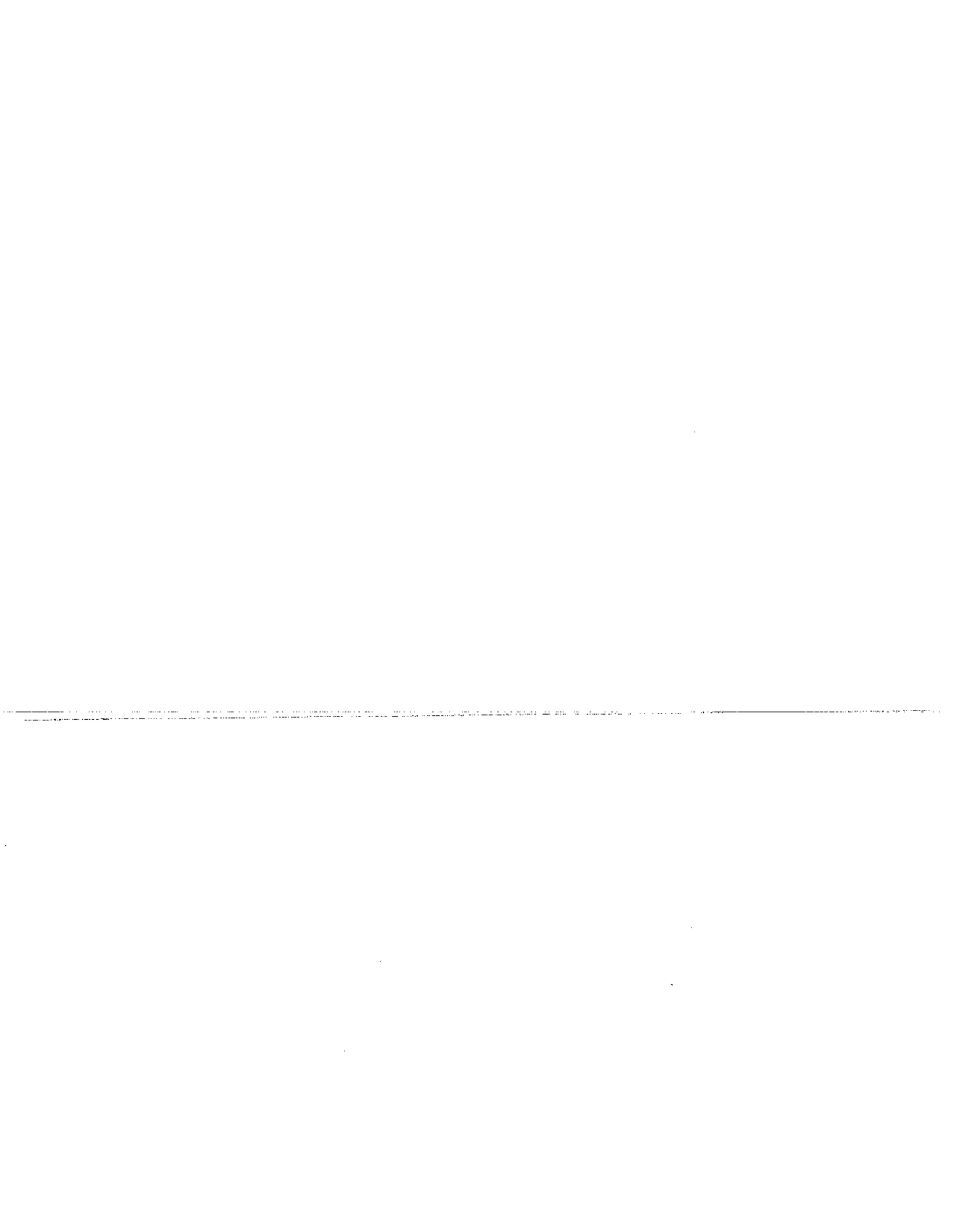
**OKALOOSA COUNTY
NOTICE OF PUBLIC HEARING
FOR AMENDMENT OF THE
COUNTY'S COMPREHENSIVE PLAN**

Notice is Hereby Given by the Planning Commission of Okaloosa County, Florida, that said Commission will hold a public hearing to consider amendments to the County's Comprehensive Plan Chapter 1 Administration, Chapter 2.2 Future Land Use Element, Chapter 2.3 Multimodal Transportation Element, Chapter 2.12 Intergovernmental Coordination Element, Chapter 2.13 Capital Improvements Element, and Chapter 4 Concurrency Management System to replace the transportation concurrency system with a mobility fee system, establish a mobility plan to implement the multimodal transportation element, and amend the ten (10) year schedule of capital improvements. The proposed amendment will be available for review at the County's Public Works Department during County office hours of 8:30 a.m. to 4:30 p.m. on normal business days. Comprehensive Plan Amendment 2024-01.

The Public Hearing Will Be Held in the County Commission Chambers (LOCATION), ADDRESS, CITY, Florida on Thursday, August 8th, 2024, at TIME p.m. or as soon thereafter as possible. At the meeting, interested parties may appear and be heard with respect to the request. This hearing may be continued from time to time until final action is taken. If anyone decides to appeal any decision on this request, they may need to ensure that a verbatim record of the proceedings, which includes the testimony and evidence upon which the appeal is to be based, is made. Okaloosa County does not provide this verbatim record.

Persons with disabilities needing assistance to participate in any of these proceedings should contact the County Clerk Department ADA Coordinator 72 hours in advance of the meeting at (850) xxx-xxxx (Voice) or (850) xxx-xxxx (TTY).

Information on this request may be obtained by calling Scott Bitterman, P.E. County Engineer, at (850) xxx-xxxx, or by visiting the Public Works Department, 1759 S. Ferdon Blvd. Crestview, FL 32536 during County office hours (8:30 a.m. to 4:30 p.m.)



Attachment J. Ordinance No. 24-TBD

ORDINANCE 24 -

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA, AMENDING THE COMPREHENSIVE PLAN OF OKALOOSA COUNTY TO PROVIDE A LARGE-SCALE AMENDMENT CONSISTING OF TEXT AMENDMENTS TO CHAPTER 1 ADMINISTRATION, CHAPTER 2.1 FUTURE LAND USE ELEMENT, CHAPTER 2.2 MULTIMODAL TRANSPORTATION ELEMENT, CHAPTER 2.12 INTERGOVERNMENTAL COORDINATION ELEMENT, CHAPTER 2.13 CAPITAL IMPROVEMENTS ELEMENT, AND CHAPTER 4 CONCURRENCY MANAGEMENT SYSTEM TO REPLACE TRANSPORTATION CONCURRENCY WITH A MOBILITY FEE SYSTEM, TO ESTABLISH A MOBILITY PLAN TO IMPLEMENT THE MULTIMODAL TRANSPORTATION ELEMENT AND TO UPDATE THE TEN YEAR CAPITAL IMPROVEMENTS ELEMENT SCHEDULE; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Okaloosa County, Florida, has adopted a comprehensive plan known as the Okaloosa County Comprehensive Plan adopted by Ordinance XX-X, and subsequently amended via Ordinance XX-XX and Ordinance XX-XX; and

WHEREAS, the County is committed to planning and managing growth; and

WHEREAS, the County has the authority to amend its Comprehensive Plan pursuant to Chapter 163, Part II, Florida Statutes; and

WHEREAS, this County initiated large scale comprehensive plan text amendment, proposes to amend Chapter 1 Administration Section 1.5 as outlined in attached Exhibit "A" with additions shown as underlined and deletions shown as ~~strikethrough~~; and

WHEREAS, this County initiated large scale comprehensive plan text amendment, proposes to amend Chapter 2.1 Future Land Use Element Policy 2.2, Policy 2.5, and Policy 10.10 as outlined in attached Exhibit "B" with additions shown as underlined and deletions shown as ~~strikethrough~~; and

WHEREAS, this County initiated large scale comprehensive plan text amendment, proposes to amend Chapter 2.2 Multimodal Transportation Element as outlined in attached Exhibit "C" with additions shown as underlined and deletions shown as ~~strikethrough~~; and

WHEREAS, this County Initiated large scale comprehensive plan text amendment, proposes to amend Chapter 2.12 Intergovernmental Coordination Element Policy 3.1 and add Policy 3.2 as outlined in attached Exhibit "D" with additions shown as underlined and deletions shown as

Attachment J. Ordinance No. 24-TBD

~~striketrough~~; and

WHEREAS, this County initiated large scale comprehensive plan text amendment, proposes to amend Chapter 2.13 Capital Improvements Element Objective 1, Table 2.1.13.1, Policy 3.4, Policy 3.8, Policy 4.3, and Policy 5.4, as outlined in attached Exhibit "E" with additions shown as underlined and deletions shown as ~~striketrough~~; and

WHEREAS, this County initiated large scale comprehensive plan text amendment, proposes to amend Chapter 4 Concurrency Management System, as outlined in attached Exhibit "F" with additions shown as underlined and deletions shown as ~~striketrough~~; and

WHEREAS, the Okaloosa County Planning Board has been duly designated as the local planning agency pursuant to Section 163.3174, et seq., Florida Statutes; and

WHEREAS, the Planning Board met on MONTH DAY, 2024, at a duly noticed public meeting, and pursuant to the procedures of Chapter 163, Florida Statutes, Part II, reviewed and heard testimony concerning the proposed amendment to the County's Comprehensive Plan, and submitted its recommendations thereon to the Board of County Commissioners; and

WHEREAS, having considered the recommendations of the Planning Board, the Board of County Commissioners has prepared this amendment to the County's Comprehensive Plan as a Large-Scale Amendment in accordance with Section 163.3184, Florida Statutes; and

WHEREAS, the County Commission held the first reading (Transmittal Hearing) of the Ordinance at a public hearing on MONTH, DAY, 2024; and

WHEREAS, the amendment was submitted to and reviewed by the state land planning agency on MONTH, DAY, 2024; and

WHEREAS, the County Commission held the second reading (Adoption Hearing) of the Ordinance at a public hearing on MONTH, DAY, 2024; and

WHEREAS, the said public hearings were held with all required public notice for the purposes of hearing and considering the recommendations and comments of the general public, the local planning agency, other public agencies and other jurisdictions prior to final action on the Comprehensive Plan Amendment set forth herein; and

WHEREAS, the County Commission has considered the comments received and the

Attachment J. Ordinance No. 24-TBD

recommendations of staff and the Planning Board, and has determined to amend the County's Comprehensive Plan as provided herein; and

WHEREAS, all conditions required for adoption of this large-scale Comprehensive Plan Amendment have been met, including the necessary hearings and public notices.

NOW, THEREFORE, OKALOOSA COUNTY HEREBY ORDAINS:

Section 1. Ratification of Recitals. The County Commission of Okaloosa County, Florida, hereby adopts and ratifies those matters as set forth in the foregoing recitals.

Section 2. Amendment. The Comprehensive Plan of Okaloosa County is hereby amended as follows:

- The text of Chapter 1 Administration Section 1.5 is hereby amended as shown on the attached Exhibit "A" with additions shown as underlined and deletions shown as ~~striketrough~~.
- The text of Chapter 2.1 the Future Land Use Amendment Policy 2.2, Policy 2.5, and Policy 10.10 of the Comprehensive Plan is hereby amended as shown on the attached Exhibit "B" with additions shown as underlined and deletions shown as ~~striketrough~~.
- The text of Chapter 2.2 the Multimodal Transportation Element of the Comprehensive Plan is hereby amended as shown on the attached Exhibit "C" with additions shown as underlined and deletions shown as ~~striketrough~~.
- The text of Chapter 2.12 the Intergovernmental Coordination Element Policy 3.1 and Policy 3.2 as shown on the attached Exhibit "D" with additions shown as underlined and deletions shown as ~~striketrough~~.
- The text of Chapter 2.13 the Capital Improvements Element Objective 1, Table 2.1.13.1, Policy 3.4, Policy 3.8, Policy 4.3, and Policy 5.4 of the Comprehensive Plan is hereby amended to delete Policy 2.4.1.5 and add Goal 2.7, Objectives 2.7.1 And 2.7.2, Policies 2.7.1.1.to 2.7.1.5 and Policies 2.7.2.1 to 2.7.2.4 as shown on the attached Exhibit "E" with additions shown as underlined and deletions shown as ~~striketrough~~.
- The text of Chapter 4 Concurrency Management System as shown on the attached Exhibit "F" with additions shown as underlined and deletions shown as ~~striketrough~~.

Attachment J. Ordinance No. 24-TBD

Section 3. Conflict. If any ordinances, or parts of ordinances, or if any sections, or parts of sections, of the ordinances of the Okaloosa County, are in conflict herewith, this Ordinance shall control to the extent of the conflicting provisions.

Section 4. Severability. The provisions of this Ordinance are intended to be severable. If any provision of this Ordinance is determined to be void or is declared illegal, invalid, or unconstitutional by a Court of competent jurisdiction, the remainder of this Ordinance shall remain in full force and effect.

Section 5. Effective Date. The effective date of this plan amendment shall be as provided by law.

PASSED AND APPROVED by the County Commission of Okaloosa County, Florida, this **DATE** day of **MONTH**, 2024.

COUNTY COMMISSION

OKALOOSA COUNTY, FLORIDA

BY: _____
NAME, Chair

ATTEST:

NAME, County Clerk

APPROVED AS TO FORM:

NAME, County Attorney

AGENDA ITEM 4

PLANNING COMMISSION

AGENDA REQUEST

TO: HONORABLE CHAIRMAN & MEMBERS OF THE PLANNING COMMISSION

THROUGH: Elliot Kampert, AICP, Director

FROM: Randy Woodruff, AICP, Deputy Director

SUBJECT: Comprehensive Plan Amendment *Text Amendment* (CPA-2024-02)

DATE: August 8, 2024

BCC DISTRICT: All

PLANNING COMMISSION DISTRICT: All

PUBLIC HEARING: To receive testimony regarding an Amendment to the Okaloosa County Comprehensive Plan, adopting changes recommended in the 2024 Evaluation and Appraisal Report (EAR); adopting the updated Planning Profiles as the Technical Documents containing support data and analysis for the various elements of the Comprehensive Plan; and providing a minimum planning period of ten (10) years and citing the source and date of population projections used in establishing the 10-year planning period.

STAFF FINDINGS: The proposed Amendment to the Okaloosa County Comprehensive Plan is to adopt changes recommended in the 2024 Evaluation and Appraisal Report (EAR); adopt the updated Planning Profiles as the Technical Documents containing support data and analysis for the various elements of the Comprehensive Plan; provide updates to statutory requirements per Florida Statutes and to provide a minimum planning period of ten (10) years and citing the source and date of population projections used in establishing the 10-year planning period.

Pursuant to statutory requirements of Section 163.3191, Florida Statutes, at least once every seven (7) years, Okaloosa County shall evaluate its comprehensive plan to determine if plan amendments are necessary to reflect a minimum planning period of at least 10 years as provided in s. 163.3177(5) or to reflect changes in state requirements in this part since the last update of the comprehensive plan, and notify the state land planning agency; Florida Commerce Bureau of Comprehensive Planning (herein referenced as "Florida Commerce") as to its determination. The notification must include a separate affidavit, signed by the chair of the governing body of the county attesting that all elements of its comprehensive plan comply with this subsection. The affidavit must

also include a certification that the adopted comprehensive plan contains the minimum planning period of 10 years, as provided in s. 163.3177(5), and must cite the source and date of the population projections used in establishing the 10-year planning period.

The County's Affidavit was provided to Florida Commerce on September 19, 2023 (see **Exhibit 1**). The Affidavit indicated that changes to the County's Comprehensive Plan are necessary to implement statutory changes made since the comprehensive plan was last updated. Specifically, the Comprehensive Plan must be revised to provide a minimum planning period of ten (10) years and cite the source and date of population projections used in establishing the 10-year planning period. As stipulated in the February 20, 2024 letter, Okaloosa County must prepare and transmit the plan amendments to Florida Commerce by September 27, 2024 for review (s. 163.3184) (see **Exhibit 2**).

BACKGROUND: Effective June 2, 2011, local governments have more discretion in determining whether they need to update their local comprehensive plan. As such, local governments no longer need to submit evaluation and appraisal reports to Florida Commerce for a sufficiency determination. Instead, local governments must follow these new provisions:

1. At least every seven years, pursuant to Rule Chapter 73C-49, Florida Administrative Code, determine whether the need exists to amend the comprehensive plan to reflect changes in state requirements since the last time the comprehensive plan was updated.
2. Notify the state land planning agency by letter of this determination.
3. If the local government determines amendments to the comprehensive plan are necessary, the local government shall prepare and transmit the proposed amendments to the State Land Planning Agency within one year of such determination via the State Coordinated Review process (see **Exhibit 3**).
4. Any local government failing to timely submit a notification letter or proposed amendments within one year of notification may not amend its comprehensive plan until it complies with the requirements.
5. The evaluation and appraisal should address changes in state requirements since the last update of the comprehensive plan and update the plan based on changes to local conditions.

Per the September 19, 2023 letter, Okaloosa County notified the Florida Commerce that in accordance with Section 163.3191, Florida Statutes, and Rule 73C-49, Florida Administrative Code, Okaloosa County have reviewed its Comprehensive Plan and determined that plan amendments will be necessary to implement statutory changes since the last update to the Comprehensive Plan. Accompanying this letter was an affidavit signed by the Chairman of the Board of County Commissioners attesting to the status of the Comprehensive Plan and the future amendments.

Per the February 20, 2024 letter, Florida Commerce acknowledged receipt of the County's Evaluation and Appraisal Notification letter and affidavit. The letter from Florida Commerce notified that County the proposed comprehensive plan amendments

that are based on the Evaluation and Appraisal Report should be transmitted to Florida Commerce by September 27, 2024, within one year of the County's notification, pursuant to Section 163.3191(2), Florida Statutes.

PROPOSED AMENDMENTS.

A. Planning Profiles. The proposed amendment's primary focus is to adopt the statutory changes recommended in the Evaluation and Appraisal Report and to adopt the updated Planning Profiles to provide a minimum planning period of ten (10) years and cite the source and date of population projections used in establishing the 10-year planning period (see **Attachment C**).

Key determinations of the amendments updating the 10-year planning period via Planning Profiles include:

1. Section 163.3177(1)(f)(3), F.S., Required and Optional Elements of Comprehensive Plan; Studies and Surveys requires that the comprehensive plan provide a minimum planning period of ten (10) years and cite the sources and date of population projections used in establishing the 10-year planning period.

Determination: The Okaloosa County 2024 Planning Profiles are broken down into ten (10) separate planning area profiles that are consolidated into county wide technical analysis which serves as the available data from professionally accepted sources in support of the Okaloosa County Comprehensive Plan. The 2024 Planning Profiles, incorporated by reference into the Comprehensive Plan, are technical documents that contain background information including the technical support data and analysis for the various elements for the Comprehensive Plan. The 2024 Planning Profile update is the County's method to revise the Comprehensive Plan to provide a minimum 10-year planning period and source and date of population projections. The Planning Profiles also support the evaluation and appraisal process to determine whether the need exists for the county to amend the comprehensive plan to reflect changes in state requirement.

B. Statutory Changes

The following are the state statues and Okaloosa County's determination about amendments or changes to the county's Comprehensive Plan necessary to implement the requirements of the state's Statutory Changes to the Community Planning Act, Chapter 163, Part II, Florida Statutes: 2016-2022 (see **Attachment A**).

2016: [Chapter 2016-10, section 13, Laws of Florida, effective May 10, 2016; Chapter 2016-148, sections 2-4, Laws of Florida, effective July 1, 2016]

1. Section 163.3177, Florida Statutes (F.S.), Required and Optional Elements of Comprehensive Plan; Studies and Surveys (Chapter 2016-10, section 13, Laws of Florida) removes language in subsection (6)(a)11., requiring local governments to transmit comprehensive plan updates or amendments to address compatibility of lands adjacent to or closely proximate to existing military installations or lands adjacent to an airport to the state land planning agency by June 30, 2012.

Determination: The Okaloosa County Comprehensive Plan includes provisions addressing compatibility of land uses adjacent with military installations.

2. Section 163.3175, F.S., Legislative Findings on Compatibility of Development with Military Installations; Exchange of Information Between Local Governments and Military Installations (Chapter 2016-148, section 2, Laws of Florida) Modifies subsection (7) to state that a representative of a military installation is not required to file a statement of financial interest pursuant to section 112.3145, F.S., solely due to his or her service on the local government's land planning or zoning board.

Determination: The Okaloosa County Planning Commission includes a representative from Eglin Air Force Base as required pursuant to sec. 163.3175(7), FS.

3. Section 163.3184, F.S., Process for Adoption of Comprehensive Plans or Plan Amendments (Chapter 2016-148, section 3, Laws of Florida)

- Amends language of subsection (2)(c) pursuant to changes in section 380.06, F.S., to require a state coordinated review of plan amendments that approve Development of Regional Impact-sized proposed developments; no substantive change; adds subsection (5)(e)3 to provide direction that when an administrative law judge issues an order recommending that a plan amendment be found in compliance, the recommended order becomes the final order 90 days after issuance unless the state land planning agency issues a final order finding the amendment in compliance, refers the recommended order to the Administration Commission, or all parties consent in writing to an extension of the 90day period; amends subsection (7)(d), for plan amendment challenges that are subject to mediation or expeditious resolution, to provide that when an administrative law judge issues a recommended order finding an amendment in compliance, except where the parties agree or there are exceptional circumstances, the state land planning agency must issue a final order within 45 days after issuance of a recommended order. If the final order is not issued in 45 days, the recommended order finding the amendment in compliance becomes the final order. Statutory Changes to the Community Planning Act, Chapter 163, Part II, Florida Statutes: 2016-2022

Determination: These statutory revisions do not require any amendments to the Okaloosa County Comprehensive Plan.

4. Section 163.3245, F.S., Sector Plans (Chapter 2016-148, section 4, Laws of Florida) modifies subsection (1) to reduce the minimum amount of total land area required for a sector plan from 15,000 acres to 5,000 acres.

Determination: The statutory revision does not require any amendments to the Okaloosa County Comprehensive Plan.

2017: [None]

2018: [Chapter 2018-34, section 1, Laws of Florida, Effective March 19, 2018; Chapter 2018-158, sections 7, 8, and 21, Laws of Florida, Effective April 6, 2018.]

1. Section 163.3221, F.S., Florida Local Government Development Agreement Act; Definitions (Chapter 2018-34, section 1, Laws of Florida) amends the definition of “development” within subsection (4)(b) to exclude work by electric utility providers on utility infrastructure on certain rights-of-way or corridors and the creation or termination of distribution and transmission corridors.

Determination: The statutory revision did not require amendments to the Okaloosa County Comprehensive Plan or revisions to the County Land Development Code.

2. Section 163.3245, F.S., Sector Plans (Chapter 2018-158, section 7, Laws of Florida) updates statutory cross references within subsection (3)(e) and subsection (12); revises subsection (6) to amend the requirements associated with a master development approval.

Determination: The statutory revision does not require any action on the part of Okaloosa County.

3. Section 163.3246, F.S., Local Government Comprehensive Planning Certification Program (Chapter 2018-158, section 8, Laws of Florida) updates the Local Government Comprehensive Planning Certification Program to modify language of subsections (11), (12), and (14) referencing Developments of Regional Impact.

Determination: The statutory revision does not require any action on the part of Okaloosa County.

4. Section 163.3164, F.S., Community Planning Act; Definitions (Chapter 2018-158, section 21, Laws of Florida) renumbers existing subsections (31) through (51) as (32) through (52) and adds a new subsection (31) to define “master development plan” or “master plan”.

Determination: The statutory revision does not require any amendments to the Okaloosa County Comprehensive Plan.

2019: [Chapter 2019-3, section 31, Laws of Florida, Effective July 3, 2019; Chapter 2019-106, section 1, Laws of Florida, Effective July 1, 2019; Chapter 2019-144, section 1, Laws of Florida, Effective July 1, 2019; Chapter 2019-155, section 2, Laws of Florida, Effective July 1, 2019; Chapter 2019-157, section 1, Laws of Florida, Effective July 1, 2019; Chapter 2019-165, sections 3-7, Laws of Florida, Effective June 28, 2019]

1. Section 163.3177, F.S., Required and Optional Elements of Comprehensive Plan; Studies and Surveys (Chapter 2019-3, section 31, Laws of Florida) updates statutory reference related to affordable workforce housing within subsection (6)(f).

Determination: The statutory revision does not require any action on the part of Okaloosa County. However, it should be noted that Okaloosa County is, at the time of this writing, undertaking a study to develop an Attainable Workforce Housing Strategy. Upon completion, this study will inform the County's decisions regarding attainable housing and may serve as the basis for future amendments to the County's Comprehensive Plan and Land Development Code.

2. Section 163.31801, F.S., Impact Fees; Short Title; Intent; Minimum Requirements; Audits; Challenges (Chapter 2019-106, section 1, Laws of Florida) revises the section's title; amends language of paragraphs (a) through (d) of subsection (3) to clarify the local government responsibilities related to impact fees; adds new paragraphs (e) through (i) to subsection (3) to amend the minimum requirements for the adoption of impact fees by specified local governments and note restrictions to the allowable uses of those impact fees; adds a new subsection (6), which exempts water and sewer connection fees from the Florida Impact Fee Act.

Determination: Okaloosa County does not currently collect impact fees. While the County's Water and Sewer Department does collect connection fees, the amendment exempts such fees from the Florida Impact Fee Act and so the statutory revision does not require any action on the part of Okaloosa County.

3. Section 163.3175, F.S., Legislative Findings on Compatibility of Development with Military Installations; Exchange of Information Between Local Governments and Military Installations (Chapter 2019-144, section 1, Laws of Florida) redesignates existing paragraphs (i) through (n) of subsection (2) as paragraphs (j) through (o); adds new paragraphs (i) and (p) to subsection (2) to specify additional local governments that must coordinate with certain military installations regarding the compatibility of land development.

Determination: The revisions added Naval support Activity Orlando which affects Orange County and the City of Orlando as well as the United States Southern Command which affects Miami-Dade County and Doral. As neither of these installations are in Okaloosa County, the statutory revisions did not necessitate any action on the part of Okaloosa County. However, it should be noted that Okaloosa County has established a close and productive relationship with the leadership of Eglin Air Force Base, Hurlburt Field, and the other tenant commands stationed on the Eglin Reservation.

4. Section 163.3209, F.S., Electric Transmission and Distribution Line Right-of-way Maintenance (Chapter 2019-155, section 2, Laws of Florida) removes language requiring the local government approval of a property owner's request for electric utilities to perform certain right-of-way vegetation and tree maintenance.

Determination: The Okaloosa County Comprehensive Plan does not include any provisions regulating vegetation or tree maintenance by electric utilities. In addition, public utilities are exempt from the tree protection provisions of the County's Land

Development Code; therefore, the statutory revision does not require any action on the part of Okaloosa County.

5. Section 163.3187, F.S., Process for Adoption of Small-Scale Comprehensive Plan Amendment (Chapter 2019-157, section 1, Laws of Florida) removes subsection (1)(b), which specified the cumulative annual acreage maximum of adopted small-scale comprehensive plan amendments.

Determination: Acknowledged; the statutory revision does not require any action on the part of Okaloosa County.

6. Section 163.3167, F.S., Scope of Act (Chapter 2019-165, section 3, Laws of Florida) amends subsection (3) to require local governments that have adopted comprehensive plans after January 1, 2019 to incorporate into their comprehensive plans development orders that existed before the comprehensive plan's effective date.

Determination: Acknowledged; as the statutory revision affects newly created municipalities, it does not require any action on the part of Okaloosa County.

7. Section 163.3180, F.S., Concurrency (Chapter 2019-165, section 4, Laws of Florida) amends subsection (5)(i) to clarify compliance requirements for a mobility fee-based funding system; revises subsection (6)(h)2.b. to require a local government to credit certain contributions, constructions, expansions, or payments toward any other impact fee or exaction imposed by local ordinance for public educational facilities and provides the requirements for the basis of that credit.

Determination: Okaloosa County is currently undertaking a mobility fee study and will ensure that any mobility fee program implemented as a result complies with subsection 163.3180(5)i, FS. Okaloosa County does not currently enforce school concurrency and so the revisions to subsection (6)(h)2.b do not require any Comprehensive Plan amendments on the part of Okaloosa County.

8. Section 163.31801, F.S., Impact Fees; Short Title; Minimum Requirements: Audits; Challenges (Chapter 2019-165, section 5, Laws of Florida); amends subsection (3) to add minimum conditions that certain impact fees must satisfy; renumbers existing subsections (4) and (5) as subsections (6) and (7); adds a new subsection (4) to require local governments to credit against the collection of an impact fee any contribution related to public education facilities; adds subsection (5) so that if a local government increases its impact fee rates then the holder of impact fee credits is entitled to the full benefit of the intensity or density of the credit balance as of the date it was established and renumbers subsequent subsections; amends renumbered subsection (7) to provide that in certain actions, the local government has the burden of proving by a preponderance of the evidence that the imposition or amount of certain required dollar-for-dollar credits for the payment of impact fees meets certain requirements and prohibits the court from using a deferential standard for the benefit of the government; adds subsection (8) to authorize a local government to provide an exception or waiver for an impact fee for the

development or construction of affordable housing, and in doing such is not required to use any revenues to offset the impact; adds subsection (9) to clarify that this section does not apply to water and sewer connection fees.

Determination: Okaloosa County does not currently collect impact fees. While the County's Water and Sewer Department does collect connection fees, the statutory revisions do not require any action on the part of Okaloosa County.

9. Section 163.3202, F.S., Land Development Regulations (Chapter 2019-165, section 6, Laws of Florida) adds paragraph (j) to subsection (2) to require preexisting development orders to be incorporated into local land development regulations.

Determination: Paragraph (j) of subsection (2) incorporates the provision of section 163.3167(3), FS, requiring that the "comprehensive plan for a newly incorporated municipality which becomes effective after January 1, 2016, and all land development regulations adopted to implement the comprehensive plan must incorporate each development order existing before the comprehensive plan's effective date." This requirement does not necessitate any action on the part of Okaloosa County.

10. Section 163.3215, F.S., Standing to Enforce Local Comprehensive Plans Through Development Orders (Chapter 2019-165, section 7, Laws of Florida) amends subsection (8)(a) to provide that either party is entitled to a certain summary procedure in certain court proceedings; adds subsection (8)(b) clarifying how a court may find a summary procedure does not apply; adds subsection (8)(c), which provides that a prevailing party in a challenge to certain development orders can be entitled to recover certain fees and costs.

Determination: Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.

2020: [Chapter 2020-2, section 27, Laws of Florida, Effective May 18, 2020; Chapter 2020-27, sections 4 and 5, Laws of Florida, Effective July 1, 2020; Chapter 2020-58, section 1, Laws of Florida, Effective July 1, 2020; Chapter 2020-122, section 2, Laws of Florida, Effective July 1, 2020; Chapter 2020-150, section 28, Laws of Florida, Effective July 1, 2021]

1. Section 163.3178, F.S., Coastal Management (Chapter 2020-2, section 27, Laws of Florida) amends subsection (2)(k) to update statutory references; revises paragraphs (b) and (c) within subsection (8) to remove outdated deadlines.

Determination: Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.

2. Section 163.31771, F.S., Accessory Dwelling Units (Chapter 2020-27, section 4, Laws of Florida) amends subsections (3) and (4) to allow a local government to adopt an ordinance allowing accessory dwelling units to be located in any area zoned for single

family residential use and removes the requirement that the ordinance be conditioned upon a finding that there is a shortage of affordable rentals within the jurisdiction.

Determination: Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County. As previously noted, Okaloosa County is undertaking a study to develop an Attainable Workforce Housing Strategy. It is anticipated that accessory dwelling units will be addressed in considerable detail as part of the strategy.

3. Section 163.31801, F.S., Impact Fees; Short Title; Intent; Minimum Requirements; Audits; Challenges (Chapter 2020-27, section 5, Laws of Florida) adds subsection (10) and supporting paragraphs (a) through (e) to address the data on impact fee charges that must be reported in an annual financial report by a county, municipality, or special district.

Determination: Acknowledged; as Okaloosa County does not collect impact fees, the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.

4. Section 163.31801, F.S., Impact Fees; Short Title; Intent; Minimum Requirements; Audits, Challenges (Chapter 2020-58, section 1, Laws of Florida) amends subsection (3)(d) to specify that a new or increased impact fee may not be charged to current or pending permit applications submitted before the effective date of an ordinance or resolution imposing such an impact fee unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant; amends subsection (4) to clarify that a local government must provide credit against the collection of an impact fee of any contribution related to public education facilities regardless of any charter provision, comprehensive plan policy, ordinance, or resolution; renumbers existing subsections (8) and (9) as subsections (9) and (10); adds a new subsection (8) that sets forth the provisions by which impact fee credits are assignable and transferable and renumbers subsequent subsections.

Determination: Okaloosa County does not currently collect impact fees. The statutory revisions do not require any action on the part of Okaloosa County.

5. Section 163.3168, F.S., Planning Innovations and Technical Assistance (Chapter 2020-122, section 2, Laws of Florida) adds subsection (4) providing guidance to the state land planning agency when selecting applications for technical assistance funding to give preference to counties with a population of 200,000 or less, and to municipalities located within such counties, in determining whether the area in and around a proposed multiuse corridor interchange as described in section 338.2278, F.S., contains appropriate land uses and protections and aiding in amending a comprehensive plan to provide such appropriate land uses and protections.

Determination: Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.

6. Section 163.3180, F.S., Concurrency (Chapter 2020-150, section 28, Laws of Florida) amends subsection (2) to alter the governmental entity that approves onsite sewage treatment and disposal systems from the Department of Health to the Department of Environmental Protection.

Determination: The statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.

2021: [Chapter 2021-7, sections 6 and 7, Laws of Florida, Effective July 1, 2021; Chapter 2021-63, section 1, Laws of Florida, Effective June 4, 2021; Chapter 2021-161, section 1, Laws of Florida, Effective July 1, 2021; Chapter 2021-178, section 1, Laws of Florida, Effective July 1, 2021; Chapter 2021-186, section 1, Laws of Florida, Effective July 1, 2021; Chapter 2021-195, sections 1-3, Laws of Florida, Effective July 1, 2021; Chapter 2021-201, section 1, Laws of Florida, Effective July 1, 2021; Chapter 2021-206, sections 1 and 3, Laws of Florida, Effective July 1, 2021]

1. Section 163.3162, F.S., Agricultural Lands and Practices, (Chapter 2021-7, section 6, Laws of Florida) reenacts subsection (2)(b) to provide a definition for "Farm operation."

Determination: Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.

2. Section 163.3163, F.S., Applications for Development Permits; Disclosure and Acknowledgement of Contiguous Sustainable Agricultural Land, (Chapter 2021-7, section 7, Laws of Florida) reenacts subsection (3)(b) to provide a definition for "Farm operation."

Determination: Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.

3. Section 163.31801, F.S., Impact Fees; Short Title; Intent; Minimum Requirements; Audits; Challenges, (Chapter 2021-63, section 1, Laws of Florida) adds a new subsection (3) to define "Infrastructure" and "Public facilities"; rennumbers existing subsections (3) through (11) and rewords existing subsections (3), (5), (6), (8), and (11) for clarity; amends existing subsection (4) to provide additional regulations pertaining to impact fee credits; adds a new subsection (6), which prescribes the circumstances under which impact fees may be increased, sets forth limitations on those fee increases, and notes that this section applies retroactively to January 1, 2021.

Okaloosa Response: Okaloosa County does not currently collect impact fees. These statutory revisions do not require any action on the part of Okaloosa County.

4. Section 163.3168, F.S., Planning Innovations and Technical Assistance (Chapter 2021-161, section 1, Laws of Florida; and Chapter 2021-186, section 1, Laws of Florida) repeals existing subsection (4) that directed the state land planning agency to give

preference when selecting applications for funding for technical assistance to counties with a population of 200,000 or less, and to municipalities within those counties, for assistance in determining whether the area in and around a proposed multiuse corridor interchange contains appropriate land uses and natural resource protections and amending a comprehensive plan to provide for such land uses and protections.

Determination: Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.

5. Section 163.3205, F.S., Solar Facility Approval Process, (Chapter 2021-178, section 1, Laws of Florida) creates section 163.3205, F.S., which applies to sites that are subject to an application to construct a solar facility submitted to a local government on, or after, July 1, 2021, to encourage renewable solar electrical generation, define "solar facility", and set forth an allowance for solar facilities in all agricultural land use categories in a local government comprehensive plan and all agricultural zoning districts in an unincorporated area.

Determination: On April 6, 2021, the Board of County Commissioners adopted Ordinance 21-09 amending the Future Land Use Element to allow solar facilities in areas bearing the "Agriculture" Future Land Use Map designation. This ordinance was subsequently provided to the then-Department of Economic Opportunity at the time of adoption as required by law. On that same date, the Board adopted Ordinance 21-10 which amended the County's Land Development Code to allow solar facilities on properties located in the County's Agricultural zoning district consistent with the Comprehensive Plan. The Okaloosa County Comprehensive Plan and Land Development Code comply with this requirement.

6. Section 163.3167, F.S., Scope of Act (Chapter 2021-195, section 1, Laws of Florida) amends subsection (3) to clarify that requirements pertaining to development orders and their incorporation and interaction with comprehensive plans are specifically related to plans for municipalities incorporated after January 1, 2016.

Determination: Acknowledged; as previously noted, the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.

7. Section 163.3177, F.S., Required and Optional Elements of Comprehensive Plan; Studies and Surveys (Chapter 2021-195, section 2, Laws of Florida) adds subsection (6)(i) which requires each local government to include in its comprehensive plan a property rights element to ensure that private property rights are considered in local decision making. The statute also provides a statement of rights local governments may adopt in order to meet these requirements.

Determination: On December 7, 2021, the Okaloosa County Board of County Commissioners amended the Okaloosa County Comprehensive Plan to include a Private Property Rights Element in compliance with subsection 163.3177(6)(i). The Private Property Element utilizes the statement of rights provided in the statute.

8. Section 163.3237, F.S., Amendment or Cancellation of a Development Agreement (Chapter 2021-195, section 3, Laws of Florida) amends this section to allow a party to a development agreement and a local government to amend or cancel a development agreement without consent of other affected property owners unless the amendment or cancellation will modify the allowable uses or entitlements on such owner's property.

Determination: Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.

9. Section 163.3202, F.S., Land Development Regulations (Chapter 2021-201, section 1, Laws of Florida) adds new subsection (5) to specify that land development regulations relating to building design elements may not be applied to a single-family or two-family dwelling except under certain listed conditions.

Determination: Acknowledged; the Okaloosa County Land Development Code does not include any building design elements. This statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.

10. Section 163.3167, F.S., Scope of Act (Chapter 2021-206, section 1, Laws of Florida) revises subsection (5) to allow landowners with a development order approved before the municipality was incorporated to abandon said development order and develop the order's vested density and intensity as long as the vested uses, density, and intensity are consistent with the municipality's comprehensive plan and all existing concurrency obligations in the development order remain in effect.

Determination: Acknowledged; as previously discussed, this statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.

11. Section 163.3187, F.S., Process for Adoption of Small-Scale Comprehensive Plan Amendment (Chapter 2021-206, section 3, Laws of Florida) amends subsection (1)(a) to increase the small-scale development amendment limit to 50 acres or fewer; revises subsection (3) pertaining to small-scale development amendments for sites within a rural area of opportunity to allow a 100 percent increase to the 50-acre acreage limit now included in subsection (1)(a).

Determination: Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.

2022: [Chapter 2022-83, section 1, Laws of Florida, Effective July 1, 2022; Chapter 2022-122, section 1, Laws of Florida, Effective July 1, 2022; Chapter 2022-183, section 5, Laws of Florida, Effective July 1, 2022; Chapter 2022-204, section 2, Laws of Florida, Effective July 1, 2022]

1. Section 163.32051, F.S., Floating Solar Facilities, (Chapter 2022-83, section 1, Laws of Florida) creates 163.32051, which provides legislative findings regarding floating solar

facilities; defines the term “floating solar facility”; requires a floating solar facility to be a permitted use in the appropriate land use categories and requires local governments to amend their land development regulations to promote expanded uses of floating solar facilities; authorizes a county or municipality to specify buffer and landscaping requirements, which may not exceed the requirements for similar uses involving the construction of other solar facilities permitted in agricultural land use categories and zoning districts; provides exceptions to the construction of floating solar facilities in an Everglades Agricultural Area reservoir project if it is determined to have negative impacts on the project.

Determination: Chapter 6 of the Okaloosa County Land Development Code will be revised to allow floating solar facilities in retention ponds.

2. Section 163.3180, F.S., Amending Concurrency, (Chapter 2022-122, section 1, Laws of Florida) amends subsection (6)(h)2. to revise provisions specifying when school concurrency is deemed satisfied; requires the district school board to notify the local government that capacity is available for development within 30 days after receipt of the developer’s legally binding commitment; specifies that any proportionate-share mitigation directed toward a school capacity improvement not identified in the 5-year school board educational facilities plan must be set aside and not spent until such an improvement has been identified.

Determination: Okaloosa County is not currently enforcing school concurrency and so this statutory revision does not require any action by the County at this time.

3. Section 163.3175, F.S., Updating Military Base Names, (Chapter 2022-183, section 5, Laws of Florida) amends paragraph (n) subsection (2) to update two military base names to Patrick Space Force Base and Cape Canaveral Space Force Station, associated with Brevard County and Satellite Beach.

Determination: Acknowledged; as the military installations referenced in the statute do not occur in Okaloosa County, no action is needed.

4. Section 163.3178, F.S., Coastal Management, (Chapter 2022-204, section 2, Laws of Florida) reenacts Subsections (2)(k), (5), and (6) to incorporate the amendment made to Section 311.09 by Chapter 2022-204, Laws of Florida, adding Putnam County to the Florida Seaport Transportation and Economic Development Council.

Determination: Acknowledged; the statutory revision does not require any Comprehensive Plan amendments or other actions on the part of Okaloosa County.

PUBLIC COMMENT/OPPOSITION: No public comment nor opposition was received for CPA-2024-02.

PUBLIC NOTICE: The proposed agenda item was properly advertised in the Northwest Florida Daily News on July 24, 2024 (see Attachment C).

STAFF POSITION: Staff supports the Amendment to the Okaloosa County Comprehensive Plan required by Florida Statutes and changes recommended by the Evaluation and Appraisal Report.

RECOMMENDATION: It is recommended that the Board consider the facts presented herein, as well as any facts that may be presented at the public hearing, and then make a favorable recommendation to the Board of County Commissioners when it considers this proposed Comprehensive Plan Amendment *Text Amendment*.

BOARD OF COUNTY COMMISSIONERS: Transmittal hearing by the Board of County Commissioners is tentatively scheduled for September 3, 2024.

ATTACHMENTS:

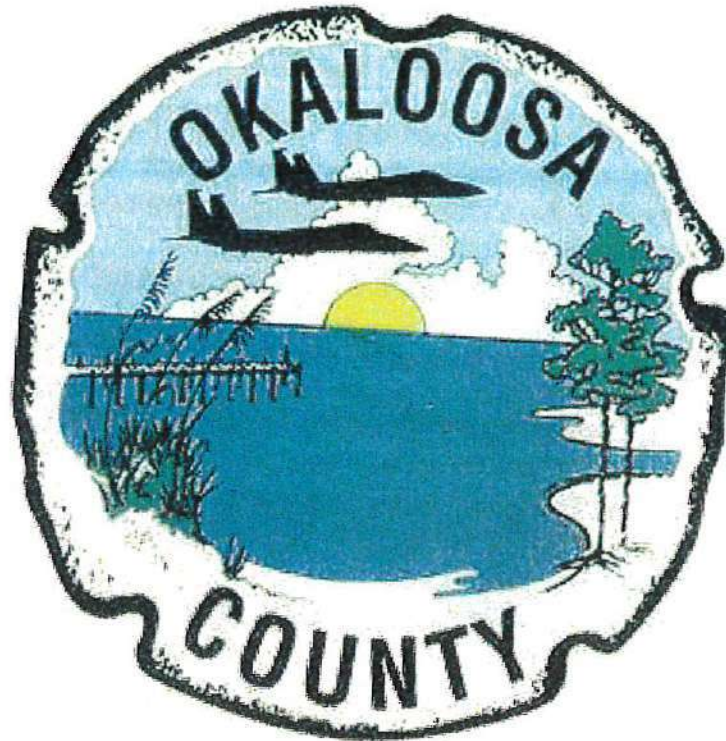
- A – 2024 Evaluation and Appraisal Report
- B – Legal Advertisement
- C – Ordinance No. 24-TBD

EXHIBIT:

- 1 – September 19, 2024 EAR Affidavit Letter
- 2 – February 20, 2024 Florida Commerce Acknowledgement Letter
- 3 – State Coordinated Review Amendment Process

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ATTACHMENT
A



Prepared by
Department of Growth Management
August, 2024

OKALOOSA COUNTY COMPREHENSIVE PLAN 2024 EVALUATION AND APPRAISAL REPORT

PART 1 INTRODUCTION

Effective June 2, 2011, local governments have more discretion in determining whether they need to update their local comprehensive plan. As such, local governments no longer need to submit evaluation and appraisal reports to Florida Commerce for a sufficiency determination. Instead, local governments must follow these new provisions:

1. At least every seven years, pursuant to Rule Chapter 73C-49, Florida Administrative Code, determine whether the need exists to amend the comprehensive plan to reflect changes in state requirements since the last time the comprehensive plan was updated.
2. Notify the state land planning agency (Florida Commerce) by letter of this determination.
3. If the local government determines amendments to the comprehensive plan are necessary, the local government shall prepare and transmit the proposed amendments to the State Land Planning Agency within one year of such determination.
4. Any local government failing to timely submit a notification letter or proposed amendments within one year of notification may not amend its comprehensive plan until it complies with the requirements.
5. The evaluation and appraisal should address changes in state requirements since the last update of the comprehensive plan and update the plan based on changes to local conditions.

On September 19, 2023, Okaloosa County notified the Florida Commerce Bureau of Comprehensive Planning that in accordance with Section 163.3191, Florida Statutes, and Rule 73C-49, Florida Administrative Code, Okaloosa County have reviewed its Comprehensive Plan and determined that plan amendments will be necessary to implement statutory changes since the last update to the Comprehensive Plan. Accompanying this letter was an affidavit signed by the Chairman of the Board of County Commissioners attesting to the status of the Comprehensive Plan and the future amendments.

On February 20, 2024, Florida Commerce acknowledged receipt of the County's September 19, 2023 Evaluation and Appraisal Notification letter and affidavit. The letter from Florida Commerce notified that County the proposed comprehensive plan amendments that are based on the Evaluation and Appraisal Report should be transmitted to Florida Commerce by September 27, 2024, within one year of the County's notification, pursuant to Section 163.3191(2), Florida Statutes.

The Okaloosa County 2024 Evaluation and Appraisal Report (EAR), incorporates the County's updated Planning Profiles as the Technical Documents containing support data and analysis for

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the various elements of the Comprehensive Plan, provides updates to statutory requirements per Florida Statutes, provides for a minimum 10-year planning period and cites the source and date of population projections used in establishing the 10-year planning period.

PART 2
STATUTORY REQUIREMENTS

Statutory requirements for evaluation and appraisal reports are expressed at Section 163.3191, Florida Statutes as follows.

163.3191 Evaluation and appraisal of comprehensive plan

- (1) At least once every 7 years, each local government shall evaluate its comprehensive plan to determine if plan amendments are necessary to reflect a minimum planning period of at least 10 years as provided in s. 163.3177(5) or to reflect changes in state requirements in this part since the last update of the comprehensive plan, and notify the state land planning agency as to its determination. The notification must include a separate affidavit, signed by the chair of the governing body of the county or the mayor of the municipality, attesting that all elements of its comprehensive plan comply with this subsection. The affidavit must also include a certification that the adopted comprehensive plan contains the minimum planning period of 10 years, as provided in s. 163.3177(5), and must cite the source and date of the population projections used in establishing the 10-year planning period.
- (2) If the local government determines amendments to its comprehensive plan are necessary to reflect changes in state requirements, the local government must prepare and transmit within 1 year such plan amendment or amendments for review pursuant to s. 163.3184.
- (3) Local governments shall comprehensively evaluate and, as necessary, update comprehensive plans to reflect changes in local conditions. Plan amendments transmitted pursuant to this section must be reviewed pursuant to s. 163.3184(4). Updates to the required elements and optional elements of the comprehensive plan must be processed in the same plan amendment cycle.
- (4) If a local government fails to submit the letter and affidavit prescribed by subsection (1) or to transmit the update to its plan pursuant to subsection (3) within 1 year after the date the letter was transmitted to the state land planning agency, it may not initiate or adopt any publicly initiated plan amendments to its comprehensive plan until such time as it complies with this section, unless otherwise required by general law. This prohibition on plan amendments does not apply to privately initiated plan amendments. The failure

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of the local government to timely update its plan may not be the basis for the denial of privately initiated comprehensive plan amendments.

(5) If it is determined that a local government has failed to update its comprehensive plan pursuant to this section, the state land planning agency must provide the required population projections that must be used by the local government to update the comprehensive plan. The local government shall initiate an update to its comprehensive plan within 3 months following the receipt of the population projections and must transmit the update within 12 months. If the state land planning agency finds the update is not in compliance, it must establish the timeline to address the deficiencies, not to exceed an additional 12-month period. If the update is challenged by a third party, the local government may seek approval from the state land planning agency to process publicly initiated plan amendments that are necessary to accommodate population growth during the pendency of the litigation. During the update process, the local government may provide alternative population projections based on professionally accepted methodologies, but only if those population projections exceed the population projections provided by the state land planning agency and only if the update is completed within the timeframe set forth in this subsection.

(6) The state land planning agency may not adopt rules to implement this section, other than procedural rules or a schedule indicating when local governments must comply with the requirements of this section.

PART 3

STATUTORY REQUIREMENTS AND OKALOOSA COUNTY RESPONSE

The following are the state statutes and Okaloosa County's determination if amendments or changes to the county's Comprehensive Plan are necessary to implement the requirements of the Statutory Changes to the Community Planning Act, Chapter 163, Part II, Florida Statutes: 2016-2022.

2016: [Chapter 2016-10, section 13, Laws of Florida, effective May 10, 2016; Chapter 2016-148, sections 2-4, Laws of Florida, effective July 1, 2016]

1. Section 163.3177, Florida Statutes (F.S.), Required and Optional Elements of Comprehensive Plan; Studies and Surveys (Chapter 2016-10, section 13, Laws of Florida)

• Removes language in subsection (6)(a)11., requiring local governments to transmit comprehensive plan updates or amendments to address compatibility of lands adjacent to or closely proximate to existing military installations or lands adjacent to an airport to the state land planning agency by June 30, 2012.

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Okaloosa Response: *The statutory revision does not require any action on the part of local governments. Notwithstanding, the Okaloosa County Comprehensive Plan includes provisions addressing compatibility of land uses adjacent with military installations.*

2. Section 163.3175, F.S., Legislative Findings on Compatibility of Development with Military Installations; Exchange of Information Between Local Governments and Military Installations (Chapter 2016-148, section 2, Laws of Florida)

- Modifies subsection (7) to state that a representative of a military installation is not required to file a statement of financial interest pursuant to section 112.3145, F.S., solely due to his or her service on the local government's land planning or zoning board.

Okaloosa Response: *The statutory revision does not require any action on the part of local governments. The Okaloosa County Planning Commission includes a representative from Eglin Air Force Base as required pursuant to sec. 163.3175(7), FS.*

3. Section 163.3184, F.S., Process for Adoption of Comprehensive Plans or Plan Amendments (Chapter 2016-148, section 3, Laws of Florida)

- Amends language of subsection (2)(c) pursuant to changes in section 380.06, F.S., to require a state coordinated review of plan amendments that approve Development of Regional Impact-sized proposed developments; no substantive change.

Okaloosa Response: *The statutory revision does not require any amendments to the Okaloosa County Comprehensive Plan.*

- Adds subsection (5)(e)3 to provide direction that when an administrative law judge issues an order recommending that a plan amendment be found in compliance, the recommended order becomes the final order 90 days after issuance unless the state land planning agency issues a final order finding the amendment in compliance, refers the recommended order to the Administration Commission, or all parties consent in writing to an extension of the 90day period.

Okaloosa Response: *The statutory revision does not require any amendments to the Okaloosa County Comprehensive Plan.*

- Amends subsection (7)(d), for plan amendment challenges that are subject to mediation or expeditious resolution, to provide that when an administrative law judge issues a recommended order finding an amendment in compliance, except

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where the parties agree or there are exceptional circumstances, the state land planning agency must issue a final order within 45 days after issuance of a recommended order. If the final order is not issued in 45 days, the recommended order finding the amendment in compliance becomes the final order. Statutory Changes to the Community Planning Act, Chapter 163, Part II, Florida Statutes: 2016-2022

Okaloosa Response: *The statutory revision does not require any amendments to the Okaloosa County Comprehensive Plan.*

4. Section 163.3245, F.S., Sector Plans (Chapter 2016-148, section 4, Laws of Florida)
- Modifies subsection (1) to reduce the minimum amount of total land area required for a sector plan from 15,000 acres to 5,000 acres.

Okaloosa Response: *The statutory revision does not require any amendments to the Okaloosa County Comprehensive Plan.*

2017: [None]

2018: [Chapter 2018-34, section 1, Laws of Florida, Effective March 19, 2018; Chapter 2018-158, sections 7, 8, and 21, Laws of Florida, Effective April 6, 2018.]

1. Section 163.3221, F.S., Florida Local Government Development Agreement Act; Definitions (Chapter 2018-34, section 1, Laws of Florida)

- Amends the definition of "development" within subsection (4)(b) to exclude work by electric utility providers on utility infrastructure on certain rights-of-way or corridors and the creation or termination of distribution and transmission corridors.

Okaloosa Response: *The statutory revision did not require amendments to the Okaloosa County Comprehensive Plan or revisions to the County Land Development Code.*

2. Section 163.3245, F.S., Sector Plans (Chapter 2018-158, section 7, Laws of Florida)

- Updates statutory cross references within subsection (3)(e) and subsection (12).
- Revises subsection (6) to amend the requirements associated with a master development approval.

Okaloosa Response: *The statutory revision does not require any action on the part of Okaloosa County.*

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3. Section 163.3246, F.S., Local Government Comprehensive Planning Certification Program (Chapter 2018-158, section 8, Laws of Florida)

- Updates the Local Government Comprehensive Planning Certification Program to modify language of subsections (11), (12), and (14) referencing Developments of Regional Impact.

***Okaloosa Response:** The statutory revision does not require any action on the part of Okaloosa County.*

4. Section 163.3164, F.S., Community Planning Act; Definitions (Chapter 2018-158, section 21, Laws of Florida)

- Renumbers existing subsections (31) through (51) as (32) through (52) and adds a new subsection (31) to define “master development plan” or “master plan”.

***Okaloosa Response:** The statutory revision does not require any amendments to the Okaloosa County Comprehensive Plan.*

2019: [Chapter 2019-3, section 31, Laws of Florida, Effective July 3, 2019; Chapter 2019-106, section 1, Laws of Florida, Effective July 1, 2019; Chapter 2019-144, section 1, Laws of Florida, Effective July 1, 2019; Chapter 2019-155, section 2, Laws of Florida, Effective July 1, 2019; Chapter 2019-157, section 1, Laws of Florida, Effective July 1, 2019; Chapter 2019-165, sections 3-7, Laws of Florida, Effective June 28, 2019]

1. Section 163.3177, F.S., Required and Optional Elements of Comprehensive Plan; Studies and Surveys (Chapter 2019-3, section 31, Laws of Florida)

- Updates statutory reference related to affordable workforce housing within subsection (6)(f).

***Okaloosa Response:** The statutory revision does not require any action on the part of Okaloosa County. However, it should be noted that Okaloosa County is, at the time of this writing, undertaking a study to develop an Attainable Workforce Housing Strategy. Upon completion, this study will inform the County's decisions regarding attainable housing and may serve as the basis for future amendments to the County's Comprehensive Plan and Land Development Code.*

2. Section 163.31801, F.S., Impact Fees; Short Title; Intent; Minimum Requirements; Audits; Challenges (Chapter 2019-106, section 1, Laws of Florida)

- Revises the section's title.

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- Amends language of paragraphs (a) through (d) of subsection (3) to clarify the local government responsibilities related to impact fees.
- Adds new paragraphs (e) through (i) to subsection (3) to amend the minimum requirements for the adoption of impact fees by specified local governments and note restrictions to the allowable uses of those impact fees.
- Adds a new subsection (6), which exempts water and sewer connection fees from the Florida Impact Fee Act.

Okaloosa Response: *Okaloosa County does not currently collect impact fees. While the County's Water and Sewer Department does collect connection fees, the amendment exempts such fees from the Florida Impact Fee Act and so the statutory revision does not require any action on the part of Okaloosa County.*

3. Section 163.3175, F.S., Legislative Findings on Compatibility of Development with Military Installations; Exchange of Information Between Local Governments and Military Installations (Chapter 2019-144, section 1, Laws of Florida)

- Re-designates existing paragraphs (i) through (n) of subsection (2) as paragraphs (j) through (o).
- Adds new paragraphs (i) and (p) to subsection (2) to specify additional local governments that must coordinate with certain military installations regarding the compatibility of land development.

Okaloosa Response: *The revisions added Naval support Activity Orlando which affects Orange County and the City of Orlando as well as the United States Southern Command which affects Miami-Dade County and Doral. As neither of these installations are in Okaloosa County, the statutory revisions did not necessitate any action on the part of Okaloosa County. However, it should be noted that Okaloosa County has established a close and productive relationship with the leadership of Eglin Air Force Base, Hurlburt Field, and the other tenant commands stationed on the Eglin Reservation.*

4. Section 163.3209, F.S., Electric Transmission and Distribution Line Right-of-way Maintenance (Chapter 2019-155, section 2, Laws of Florida)

- Removes language requiring the local government approval of a property owner's request for electric utilities to perform certain right-of-way vegetation and tree maintenance.

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Okaloosa Response: *The Okaloosa County Comprehensive Plan does not include any provisions regulating vegetation or tree maintenance by electric utilities. In addition, public utilities are exempt from the tree protection provisions of the County's Land Development Code; therefore, the statutory revision does not require any action on the part of Okaloosa County.*

5. Section 163.3187, F.S., Process for Adoption of Small-Scale Comprehensive Plan Amendment (Chapter 2019-157, section 1, Laws of Florida)

- Removes subsection (1)(b), which specified the cumulative annual acreage maximum of adopted small-scale comprehensive plan amendments.

Okaloosa Response: *Acknowledged; the statutory revision does not require any action on the part of Okaloosa County.*

6. Section 163.3167, F.S., Scope of Act (Chapter 2019-165, section 3, Laws of Florida)

- Amends subsection (3) to require local governments that have adopted comprehensive plans after January 1, 2019 to incorporate into their comprehensive plans development orders that existed before the comprehensive plan's effective date.

Okaloosa Response: *Acknowledged; as the statutory revision affects newly created municipalities, it does not require any action on the part of Okaloosa County.*

7. Section 163.3180, F.S., Concurrency (Chapter 2019-165, section 4, Laws of Florida)

- Amends subsection (5)(i) to clarify compliance requirements for a mobility fee-based funding system.
- Revises subsection (6)(h)2.b. to require a local government to credit certain contributions, constructions, expansions, or payments toward any other impact fee or exaction imposed by local ordinance for public educational facilities and provides the requirements for the basis of that credit.

Okaloosa Response: *Okaloosa County is currently undertaking a mobility fee study and will ensure that any mobility fee program implemented as a result complies with subsection 163.3180(5)i, FS. Okaloosa County does not currently enforce school concurrency and so the revisions to subsection (6)(h)2.b do not require any Comprehensive Plan amendments on the part of Okaloosa County.*

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8. Section 163.31801, F.S., Impact Fees; Short Title; Minimum Requirements: Audits; Challenges (Chapter 2019-165, section 5, Laws of Florida)

- Amends subsection (3) to add minimum conditions that certain impact fees must satisfy.
- Renumbers existing subsections (4) and (5) as subsections (6) and (7).
- Adds a new subsection (4) to require local governments to credit against the collection of an impact fee any contribution related to public education facilities.
- Adds subsection (5) so that if a local government increases its impact fee rates then the holder of impact fee credits is entitled to the full benefit of the intensity or density of the credit balance as of the date it was established and renumbers subsequent subsections.
- Amends renumbered subsection (7) to provide that in certain actions, the local government has the burden of proving by a preponderance of the evidence that the imposition or amount of certain required dollar-for-dollar credits for the payment of impact fees meets certain requirements and prohibits the court from using a deferential standard for the benefit of the government.
- Adds subsection (8) to authorize a local government to provide an exception or waiver for an impact fee for the development or construction of affordable housing, and in doing such is not required to use any revenues to offset the impact.
- Adds subsection (9) to clarify that this section does not apply to water and sewer connection fees.

Okaloosa Response: *Okaloosa County does not currently collect impact fees. While the County's Water and Sewer Department does collect connection fees, the statutory revisions do not require any action on the part of Okaloosa County.*

9. Section 163.3202, F.S., Land Development Regulations (Chapter 2019-165, section 6, Laws of Florida)

- Adds paragraph (j) to subsection (2) to require preexisting development orders to be incorporated into local land development regulations.

Okaloosa Response: *Paragraph (j) of subsection (2) incorporates the provision of section 163.3167(3), FS, requiring that the "comprehensive plan for a newly incorporated municipality which becomes effective after January 1, 2016, and all land development regulations adopted to implement the comprehensive plan must*

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incorporate each development order existing before the comprehensive plan's effective date." This requirement does not necessitate any action on the part of Okaloosa County.

10. Section 163.3215, F.S., Standing to Enforce Local Comprehensive Plans Through Development Orders (Chapter 2019-165, section 7, Laws of Florida)

- Amends subsection (8)(a) to provide that either party is entitled to a certain summary procedure in certain court proceedings.
- Adds subsection (8)(b) clarifying how a court may find a summary procedure does not apply.
- Adds subsection (8)(c), which provides that a prevailing party in a challenge to certain development orders can be entitled to recover certain fees and costs.

Okaloosa Response: *Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.*

2020: [Chapter 2020-2, section 27, Laws of Florida, Effective May 18, 2020; Chapter 2020-27, sections 4 and 5, Laws of Florida, Effective July 1, 2020; Chapter 2020-58, section 1, Laws of Florida, Effective July 1, 2020; Chapter 2020-122, section 2, Laws of Florida, Effective July 1, 2020; Chapter 2020-150, section 28, Laws of Florida, Effective July 1, 2021]

1. Section 163.3178, F.S., Coastal Management (Chapter 2020-2, section 27, Laws of Florida)

- Amends subsection (2)(k) to update statutory references.
- Revises paragraphs (b) and (c) within subsection (8) to remove outdated deadlines.

Okaloosa Response: *Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.*

2. Section 163.31771, F.S., Accessory Dwelling Units (Chapter 2020-27, section 4, Laws of Florida)

- Amends subsections (3) and (4) to allow a local government to adopt an ordinance allowing accessory dwelling units to be located in any area zoned for single family residential use and removes the requirement that the ordinance be

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conditioned upon a finding that there is a shortage of affordable rentals within the jurisdiction.

Okaloosa Response: *Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County. As previously noted, Okaloosa County is undertaking a study to develop an Attainable Workforce Housing Strategy. It is anticipated that accessory dwelling units will be addressed in considerable detail as part of the strategy.*

3. Section 163.31801, F.S., Impact Fees; Short Title; Intent; Minimum Requirements; Audits; Challenges (Chapter 2020-27, section 5, Laws of Florida)

- Adds subsection (10) and supporting paragraphs (a) through (e) to address the data on impact fee charges that must be reported in an annual financial report by a county, municipality, or special district.

Okaloosa Response: *Acknowledged; as Okaloosa County does not collect impact fees, the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.*

4. Section 163.31801, F.S., Impact Fees; Short Title; Intent; Minimum Requirements; Audits, Challenges (Chapter 2020-58, section 1, Laws of Florida)

- Amends subsection (3)(d) to specify that a new or increased impact fee may not be charged to current or pending permit applications submitted before the effective date of an ordinance or resolution imposing such an impact fee unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant.

- Amends subsection (4) to clarify that a local government must provide credit against the collection of an impact fee of any contribution related to public education facilities regardless of any charter provision, comprehensive plan policy, ordinance, or resolution.

- Renumbers existing subsections (8) and (9) as subsections (9) and (10).

- Adds a new subsection (8) that sets forth the provisions by which impact fee credits are assignable and transferable and renumbers subsequent subsections.

Okaloosa Response: *Okaloosa County does not currently collect impact fees. The statutory revisions do not require any action on the part of Okaloosa County.*

**OKALOOSA COUNTY
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5. Section 163.3168, F.S., Planning Innovations and Technical Assistance (Chapter 2020-122, section 2, Laws of Florida)

- Adds subsection (4) providing guidance to the state land planning agency when selecting applications for technical assistance funding to give preference to counties with a population of 200,000 or less, and to municipalities located within such counties, in determining whether the area in and around a proposed multiuse corridor interchange as described in section 338.2278, F.S., contains appropriate land uses and protections and aiding in amending a comprehensive plan to provide such appropriate land uses and protections.

Okaloosa Response: *Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.*

6. Section 163.3180, F.S., Concurrency (Chapter 2020-150, section 28, Laws of Florida)

- Amends subsection (2) to alter the governmental entity that approves onsite sewage treatment and disposal systems from the Department of Health to the Department of Environmental Protection.

Okaloosa Response: *The statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.*

2021: [Chapter 2021-7, sections 6 and 7, Laws of Florida, Effective July 1, 2021; Chapter 2021-63, section 1, Laws of Florida, Effective June 4, 2021; Chapter 2021-161, section 1, Laws of Florida, Effective July 1, 2021; Chapter 2021-178, section 1, Laws of Florida, Effective July 1, 2021; Chapter 2021-186, section 1, Laws of Florida, Effective July 1, 2021; Chapter 2021-195, sections 1-3, Laws of Florida, Effective July 1, 2021; Chapter 2021-201, section 1, Laws of Florida, Effective July 1, 2021; Chapter 2021-206, sections 1 and 3, Laws of Florida, Effective July 1, 2021]

1. Section 163.3162, F.S., Agricultural Lands and Practices, (Chapter 2021-7, section 6, Laws of Florida)

- Reenacts subsection (2)(b) to provide a definition for “Farm operation.”

Okaloosa Response: *Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.*

2. Section 163.3163, F.S., Applications for Development Permits; Disclosure and Acknowledgement of Contiguous Sustainable Agricultural Land, (Chapter 2021-7, section 7, Laws of Florida)

**OKALOOSA COUNTY
COMPREHENSIVE PLAN
2024 EVALUATION AND APPRAISAL REPORT**

- Reenacts subsection (3)(b) to provide a definition for "Farm operation."

Okaloosa Response: *Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.*

3. Section 163.31801, F.S., Impact Fees; Short Title; Intent; Minimum Requirements; Audits; Challenges, (Chapter 2021-63, section 1, Laws of Florida)

- Adds a new subsection (3) to define "Infrastructure" and "Public facilities."
- Renumbers existing subsections (3) through (11) and rewords existing subsections (3), (5), (6), (8), and (11) for clarity
- Amends existing subsection (4) to provide additional regulations pertaining to impact fee credits.
- Adds a new subsection (6), which prescribes the circumstances under which impact fees may be increased, sets forth limitations on those fee increases, and notes that this section applies retroactively to January 1, 2021.

Okaloosa Response: *Okaloosa County does not currently collect impact fees. These statutory revisions do not require any action on the part of Okaloosa County.*

4. Section 163.3168, F.S., Planning Innovations and Technical Assistance (Chapter 2021-161, section 1, Laws of Florida; and Chapter 2021-186, section 1, Laws of Florida)

- Repeals existing subsection (4) that directed the state land planning agency to give preference when selecting applications for funding for technical assistance to counties with a population of 200,000 or less, and to municipalities within those counties, for assistance in determining whether the area in and around a proposed multiuse corridor interchange contains appropriate land uses and natural resource protections and amending a comprehensive plan to provide for such land uses and protections.

Okaloosa Response: *Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.*

5. Section 163.3205, F.S., Solar Facility Approval Process, (Chapter 2021-178, section 1, Laws of Florida)

- Creates section 163.3205, F.S., which applies to sites that are subject to an application to construct a solar facility submitted to a local government on, or after, July 1, 2021, to encourage renewable solar electrical generation, define "solar

**OKALOOSA COUNTY
COMPREHENSIVE PLAN
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facility", and set forth an allowance for solar facilities in all agricultural land use categories in a local government comprehensive plan and all agricultural zoning districts in an unincorporated area.

Okaloosa Response: *On April 6, 2021, the Board of County Commissioners adopted Ordinance 21-09 amending the Future Land Use Element to allow solar facilities in areas bearing the "Agriculture" Future Land Use Map designation. This ordinance was subsequently provided to the then-Department of Economic Opportunity at the time of adoption as required by law. On that same date, the Board adopted Ordinance 21-10 which amended the County's Land Development Code to allow solar facilities on properties located in the County's Agricultural zoning district consistent with the Comprehensive Plan. The Okaloosa County Comprehensive Plan and Land Development Code comply with this requirement.*

6. Section 163.3167, F.S., Scope of Act (Chapter 2021-195, section 1, Laws of Florida)

- Amends subsection (3) to clarify that requirements pertaining to development orders and their incorporation and interaction with comprehensive plans are specifically related to plans for municipalities incorporated after January 1, 2016.

Okaloosa Response: *Acknowledged; as previously noted, the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.*

7. Section 163.3177, F.S., Required and Optional Elements of Comprehensive Plan; Studies and Surveys (Chapter 2021-195, section 2, Laws of Florida)

- Adds subsection (6)(i) which requires each local government to include in its comprehensive plan a property rights element to ensure that private property rights are considered in local decision making. The statute also provides a statement of rights local governments may adopt in order to meet these requirements.

Okaloosa Response: *On December 7, 2021, the Okaloosa County Board of County Commissioners amended the Okaloosa County Comprehensive Plan to include a Private Property Rights Element in compliance with subsection 163.3177(6)(i). The Private Property Element utilizes the statement of rights provided in the statute.*

8. Section 163.3237, F.S., Amendment or Cancellation of a Development Agreement (Chapter 2021-195, section 3, Laws of Florida)

- Amends this section to allow a party to a development agreement and a local government to amend or cancel a development agreement without consent of

**OKALOOSA COUNTY
COMPREHENSIVE PLAN
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other affected property owners unless the amendment or cancellation will modify the allowable uses or entitlements on such owner's property.

***Okaloosa Response:** Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.*

9. Section 163.3202, F.S., Land Development Regulations (Chapter 2021-201, section 1, Laws of Florida)

- Adds new subsection (5) to specify that land development regulations relating to building design elements may not be applied to a single-family or two-family dwelling except under certain listed conditions.

***Okaloosa Response:** Acknowledged; the Okaloosa County Land Development Code does not include any building design elements. This statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.*

10. Section 163.3167, F.S., Scope of Act (Chapter 2021-206, section 1, Laws of Florida)

- Revises subsection (5) to allow landowners with a development order approved before the municipality was incorporated to abandon said development order and develop the order's vested density and intensity as long as the vested uses, density, and intensity are consistent with the municipality's comprehensive plan and all existing concurrency obligations in the development order remain in effect.

***Okaloosa Response:** Acknowledged; as previously discussed, this statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.*

11. Section 163.3187, F.S., Process for Adoption of Small-Scale Comprehensive Plan Amendment (Chapter 2021-206, section 3, Laws of Florida)

- Amends subsection (1)(a) to increase the small-scale development amendment limit to 50 acres or fewer.
- Revises subsection (3) pertaining to small-scale development amendments for sites within a rural area of opportunity to allow a 100 percent increase to the 50-acre acreage limit now included in subsection (1)(a).

***Okaloosa Response:** Acknowledged; the statutory revision does not require any Comprehensive Plan amendments on the part of Okaloosa County.*

OKALOOSA COUNTY COMPREHENSIVE PLAN 2024 EVALUATION AND APPRAISAL REPORT

2022: [Chapter 2022-83, section 1, Laws of Florida, Effective July 1, 2022; Chapter 2022-122, section 1, Laws of Florida, Effective July 1, 2022; Chapter 2022-183, section 5, Laws of Florida, Effective July 1, 2022; Chapter 2022-204, section 2, Laws of Florida, Effective July 1, 2022]

1. Section 163.32051, F.S., Floating Solar Facilities, (Chapter 2022-83, section 1, Laws of Florida)

- Creates 163.32051, which provides legislative findings regarding floating solar facilities.
- Defines the term "floating solar facility."
- Requires a floating solar facility to be a permitted use in the appropriate land use categories and requires local governments to amend their land development regulations to promote expanded uses of floating solar facilities.
- Authorizes a county or municipality to specify buffer and landscaping requirements, which may not exceed the requirements for similar uses involving the construction of other solar facilities permitted in agricultural land use categories and zoning districts.
- Provides exceptions to the construction of floating solar facilities in an Everglades Agricultural Area reservoir project if it is determined to have negative impacts on the project.

Okaloosa Response: Chapter 6 of the Okaloosa County Land Development Code will be revised to allow floating solar facilities in retention ponds.

2. Section 163.3180, F.S., Amending Concurrency, (Chapter 2022-122, section 1, Laws of Florida)

- Amends subsection (6)(h)2. to revise provisions specifying when school concurrency is deemed satisfied.
- Requires the district school board to notify the local government that capacity is available for development within 30 days after receipt of the developer's legally binding commitment.
- Specifies that any proportionate-share mitigation directed toward a school capacity improvement not identified in the 5-year school board educational facilities plan must be set aside and not spent until such an improvement has been identified.

**OKALOOSA COUNTY
COMPREHENSIVE PLAN
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***Okaloosa Response:** Okaloosa County is not currently enforcing school concurrency and so this statutory revision does not require any action by the County at this time.*

3. Section 163.3175, F.S., Updating Military Base Names, (Chapter 2022-183, section 5, Laws of Florida)

- Amends paragraph (n) subsection (2) to update two military base names to Patrick Space Force Base and Cape Canaveral Space Force Station, associated with Brevard County and Satellite Beach.

***Okaloosa Response:** Acknowledged; as the military installations referenced in the statute do not occur in Okaloosa County, no action is needed.*

4. Section 163.3178, F.S., Coastal Management, (Chapter 2022-204, section 2, Laws of Florida)

- Reenacts Subsections (2)(k), (5), and (6) to incorporate the amendment made to Section 311.09 by Chapter 2022-204, Laws of Florida, adding Putnam County to the Florida Seaport Transportation and Economic Development Council.

***Okaloosa Response:** Acknowledged; the statutory revision does not require any ~~Comprehensive Plan amendments or other actions on the part of Okaloosa County.~~*

**PART 4
CHANGES AND IMPLEMENTATION**

1. Section 163.3177(1)(f)(3), F.S., Required and Optional Elements of Comprehensive Plan; Studies and Surveys.

- Requires that the comprehensive plan provide a minimum planning period of ten (10) years and cite the sources and date of population projections used in establishing the 10-year planning period.

***Okaloosa Response:** The Okaloosa County 2024 Planning Profiles **Attachment A)** is a consolidation of ten (10) separate planning area profiles that are consolidated into county wide technical analysis which serves as the available data from professionally accepted sources in support of the Okaloosa County Comprehensive Plan. The 2024 Planning Profiles, incorporated by reference into the Comprehensive Plan, are technical documents that contain background*

**OKALOOSA COUNTY
COMPREHENSIVE PLAN
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information including the technical support data and analysis for the various elements for the Comprehensive Plan. The 2024 Planning Profile update is the County's method to revise the Comprehensive Plan to provide a minimum 10-year planning period and source and date of population projections. The Planning Profiles also support the evaluation and appraisal process to determine whether the need exists for the county to amend the comprehensive plan to reflect changes in state requirement.

Attachments

Attachment A – Planning Profiles



ATTACHMENT

B

DEPARTMENT OF GROWTH MANAGEMENT
PLANNING & ZONING

402 Brookmeade Dr.
Crestview, Florida 32539
Office Phone: (850) 689-5080
Office Fax: (850) 689-1241

July 17, 2024

Northwest Florida Daily News
200 Racetrack Road
Ft Walton Beach, FL 32547

1. The advertisement contained on page two of this letter is a special type written in accordance with Florida Statutes.
2. The advertisement **SHALL NOT** be placed in that portion of the newspaper where legal notices and classified advertisements appear.
3. The Font shall be in a type no smaller than 8 point.
4. The advertisement shall be printed exactly as shown in the enclosure.
5. Please send notarized affidavit, proof of publication and billing for verification and approval to Sherry Cadenhead, Growth Management North, Crestview, Florida.
6. Please advertise the following for:
July 24, 2024

Sincerely,

Sherry Cadenhead
Planning Coordinator
Okaloosa County
Department of Growth Management

Encl: Advertisement

Notice of Public Hearing

The Okaloosa County Growth Management Department notice that, on Thursday August 8, 2024 the Okaloosa County Planning Commission will conduct a public hearing to receive testimony regarding the following:

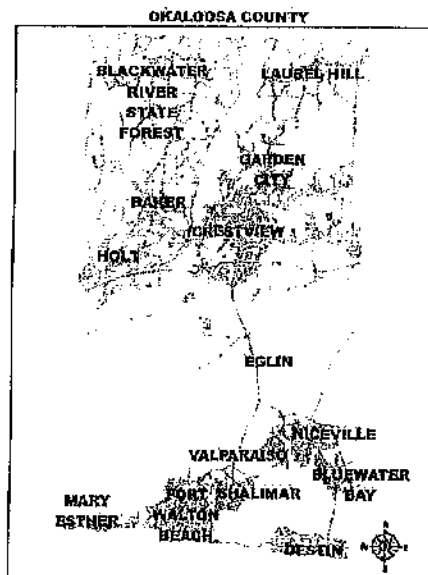
AN ORDINANCE AMENDING THE OKALOOSA COUNTY COMPREHENSIVE PLAN, ORDINANCE NO. 90-1, AS AMENDED; ADOPTING CHANGES RECOMMENDED IN THE 2024 EVALUATION AND APPRAISAL REPORT; ADOPTING THE UPDATED PLANNING PROFILES AS THE TECHNICAL DOCUMENTS CONTAINING SUPPORT DATA AND ANALYSIS FOR THE VARIOUS ELEMENTS OF THE COMPREHENSIVE PLAN; PROVIDING A MINIMUM PLANNING PERIOD OF TEN (10) YEARS AND CITING THE SOURCE AND DATE OF POPULATION PROJECTIONS USED IN ESTABLISHING THE 10-YEAR PLANNING PERIOD; AND PROVIDING UPDATE TO STATUTORY REQUIREMENTS PER FLORIDA STATUTES; REPEALING ALL ORDINANCES, OR PORTIONS THEREOF, IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

The meeting will be held at 5:01 PM or soon thereafter in the Okaloosa County Administration Building Commission meeting room, 1250 N Egin Parkway, Shalimar, Florida

The ordinance information may be inspected at the offices of the Growth Management Department located at 402 Brookmeade Dr, Crestview, Florida 32539 or at the Okaloosa County Administration Building located at 1250 N. Egin Parkway, Shalimar, Florida 32579. Those offices can be contacted by telephone at 850-689-5080.

If any person decides to appeal any decision made with respect to any matter considered at these hearings, such person will need a record of the proceeding and may need to ensure that a verbatim record of the proceeding is made which record includes the testimony and evidence upon which the appeal is to be based.

Okaloosa County adheres to the Americans with Disabilities Act and will make reasonable modifications for access to these hearings upon request. Requests may be made to the Growth Management Department at 402 Brookmeade Dr, Crestview, Florida 32539 or at 850-689-5080. For hearing impaired, Dial 1-800-955-8771 (TDD), and 1-800-955-8770 (Voice). Requests must be received at least 48 hours in advance of the hearing in order for Okaloosa County to provide the requested service.



ORDINANCE 24-TBD

AN ORDINANCE AMENDING THE OKALOOSA COUNTY COMPREHENSIVE PLAN, ORDINANCE NO. 90-1, AS AMENDED; ADOPTING CHANGES RECOMMENDED IN THE 2024 EVALUATION AND APPRAISAL REPORT; ADOPTING THE UPDATED PLANNING PROFILES AS THE TECHNICAL DOCUMENTS CONTAINING SUPPORT DATA AND ANALYSIS FOR THE VARIOUS ELEMENTS OF THE COMPREHENSIVE PLAN; PROVIDING A MINIMUM PLANNING PERIOD OF TEN (10) YEARS AND CITING THE SOURCE AND DATE OF POPULATION PROJECTIONS USED IN ESTABLISHING THE 10-YEAR PLANNING PERIOD; AND PROVIDING UPDATE TO STATUTORY REQUIREMENTS PER FLORIDA STATUTES; REPEALING ALL ORDINANCES, OR PORTIONS THEREOF, IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

RECITALS

WHEREAS, Section 163.3177 of the Florida Statutes requires that all local governments adopt and maintain a comprehensive plan that provides the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements; and

WHEREAS, Section 163.3191 requires that, at least once every 7 years, each local government shall evaluate its comprehensive plan to determine if plan amendments are necessary to reflect a minimum planning period of at least 10 years as provided in s. 163.3177(5) or to reflect changes in state requirements in this part since the last update of the comprehensive plan, and notify the state land planning agency as to its determination.

WHEREAS, Okaloosa County adopted, and has from time to time amended Ordinance 90-01, that establishes the Okaloosa County Comprehensive Plan, adopting changes in state regulatory requirement, as recommended in the 2024 Evaluation and Appraisal Report, and

WHEREAS, as part of the Evaluation and Appraisal Report, the County has updated the Planning Profiles that are the technical documents that provide data and analysis to support the comprehensive plan; and

WHEREAS, as part of the Evaluation and Appraisal Report, the County's update of the Planning Profiles provides a minimum planning period of ten (10) years and citing the source and date of population projections used in establishing the 10-year planning period; and

WHEREAS, the Board of County Commissioners finds that it is necessary and in the public interest to amend the Comprehensive Plan, adopt changes recommended in the 2024 Evaluation and Appraisal Report and adopt the updated Planning Profiles, in accordance with Chapter 163 of the Florida Statutes and other regulations.

Draft

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA:

Section 1. This ordinance shall be referred to as the 2024 Evaluation and Appraisal Report Update Ordinance

Section 2. This Ordinance shall amend the Comprehensive Plan, adopting the 2024 Evaluation and Appraisal Report, adopting the updated Planning Profiles as the technical documents containing support data and analysis for the various elements of the Comprehensive Plan, providing a minimum planning period of ten (10) years and citing the source and date of population projects used in establishing the 10-year planning period, providing, providing updates to statutory requirements, as provided in Attachment A

Section 3. This ordinance does hereby repeal any ordinances, or portions thereof, in conflict herewith.

Section 4. "Nothing herein shall be construed to prevent the Board from amending or revising the 2024 Evaluation and Appraisal Report as shown in Attachment A".

Section 5. Should any word, phrase, sentence, section, subsection, or other provision of this Ordinance be held by a court of competent jurisdiction to be illegal, void, unenforceable, or unconstitutional, then the part so held shall be severed from this Ordinance and the remainder of this Ordinance shall remain in full force and effect.

Section 6. This amendment shall take effect upon adoption.

PASSED AND DULY ADOPTED in this 3rd day of September, 2024.

BOARD OF COUNTY
COMMISSIONERS OF OKALOOSA
COUNTY, FLORIDA

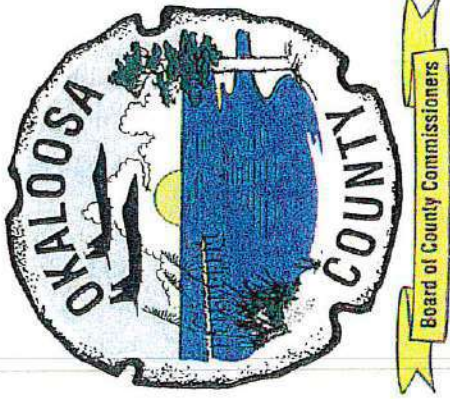
Paul Mixon, Chairman

ATTEST:

JD Peacock II, Clerk of Court

APPROVED AS TO FORM:

Lynn Hoshihara, Esq.
County Attorney



PLANNING PROFILES

The Okaloosa County 2024 Planning Profiles is a consolidation of ten (10) separate planning area profiles that are consolidated into county wide technical analysis which serves as the available data from professionally accepted sources in support of the Okaloosa County Comprehensive Plan. The 2024 Planning Profiles, incorporated by reference into the Comprehensive Plan, are technical documents that contain background information including the technical support data and analysis for the various elements for the Comprehensive Plan. The 2024 Planning Profile update is the County's method to revise the Comprehensive Plan to provide a minimum 10-year planning period and source and date of population projections. The Planning Profiles also support the evaluation and appraisal process to determine whether the need exists for the county to amend the comprehensive plan to reflect changes in state requirement.

Prepared by
Department of Growth Management
2024

IN ORDER TO KEEP DOWNLOAD TIMES TO A REASONABLE MINIMUM, LOW RESOLUTION WAS USED IN CREATING THE MAPS. THUS, WHEN ZOOMING INTO THE MAPS, LINE WORK WILL BE DISTORTED.

IF NEEDED, PLEASE CONTACT THE GROWTH MANAGEMENT GIS ANALYST FOR A HIGHER RESOLUTION MAP

ALSO NOTE: THE MAPS IN THIS DOCUMENT ARE ONLY UPDATED ONCE A YEAR OR AS NEEDED. PLEASE VISIT OUR GIS WEBSITE WHERE THE INFORMATION IS UPDATED EVERY MONDAY OR CONTACT THE GM GIS ANALYST OR CALL 850-651-7523.



PLANNING AREA 32531 BAKER/BLACKMAN/MILLIGAN

Department of Growth Management
2024

DISCLAIMER

The information provided herein is for general planning purposes only. Although the information is updated periodically, Okaloosa County cannot guarantee or warrant that the information is current at any given time. This information should not be used for permitting, investment, or other similar purposes. Information should always be verified as to its accuracy at any given time.

OKALOOSA COUNTY PLANNING PROFILES

Foreword

Pursuant to Florida Statute (F.S.) Section 163.3191 and Section 163.3177 the Okaloosa County Planning Profiles serve as the available data from professionally accepted sources in support of the Okaloosa County Comprehensive Plan. The Planning Profiles also support the evaluation and appraisal process to determine whether the need exists for the county to amend the comprehensive plan to reflect changes in state requirement.

Methodology used to prepare this profile was to divide the County into a North Okaloosa profile, and a South Okaloosa profile. These areas were then further subdivided into "planning areas" based upon U.S. Postal Service zip codes. Demographics were analyzed by using "traffic analysis zones" created by the Okaloosa-Walton Transportation Planning Organization for the 2046 Long Range Transportation Plan Update. The boundaries of the planning areas which are based upon zip code boundaries do not always align exactly with the traffic analysis zones.

When compiling the data and information presented herein the most current data available was used as much as possible. It should be noted that very little original data was generated for this profile. The data and information presented here was obtained from a variety of sources and compiled into one central data source. For the analysis purposes, data from incorporated areas was excluded as much as possible.

Data Sources

- A. GENERAL DEMOGRAPHICS: Esri Business Analyst, 2023; Bureau of Economic and Business Research (BEER), 2024. POPULATION DENSITY: Emerald Coast Regional Council, 2023.
- B. LAND USE: Okaloosa County GIS, 2024, Okaloosa County Property Appraiser, 2024
- C. LAND CHARACTERISTICS: Official Records of Okaloosa County; Okaloosa County GIS 2018. PRIME FARMLANDS: National Resources Conservation Service (NRCS), 2023
- D. TRANSPORTATION: Florida Department of Transportation 2022 District 3 Level of Service Report; Okaloosa County Public Works Traffic Report 2023
- E. UTILITIES: Halle Innovation, 2023
- F. COMMUNITY FACILITIES: Okaloosa County GIS, 2024

G. PUBLIC SCHOOLS: Okaloosa County School District, 2024

H. CONSERVATION AREAS AND RESOURCES: Okaloosa County GIS, 2024; Federal Emergency Management Agency, 2024; Florida Natural Areas Inventory, 2024

I. PARKS AND RECREATION: Okaloosa County Parks and Recreation System, 2024

DISCLAIMER

THE INFORMATION CONTAINED HEREIN IS INTENDED FOR GENERAL PLANNING PURPOSES ONLY AND MAY BE SUBJECT TO CHANGE. ANY RELIANCE UPON THE DATA PRESENTED HEREIN SHOULD BE INDEPENDENTLY VERIFIED AS TO RELIABILITY AND ACCURACY. OKALOOSA COUNTY SHALL NOT BE LIABLE FOR ANY ERRORS CONTAINED HEREIN OR ANY DAMAGES IN CONNECTION WITH THE USE OF THE INFORMATION CONTAINED HEREIN

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Appendix	Description
A	Property Appraisers Use Codes

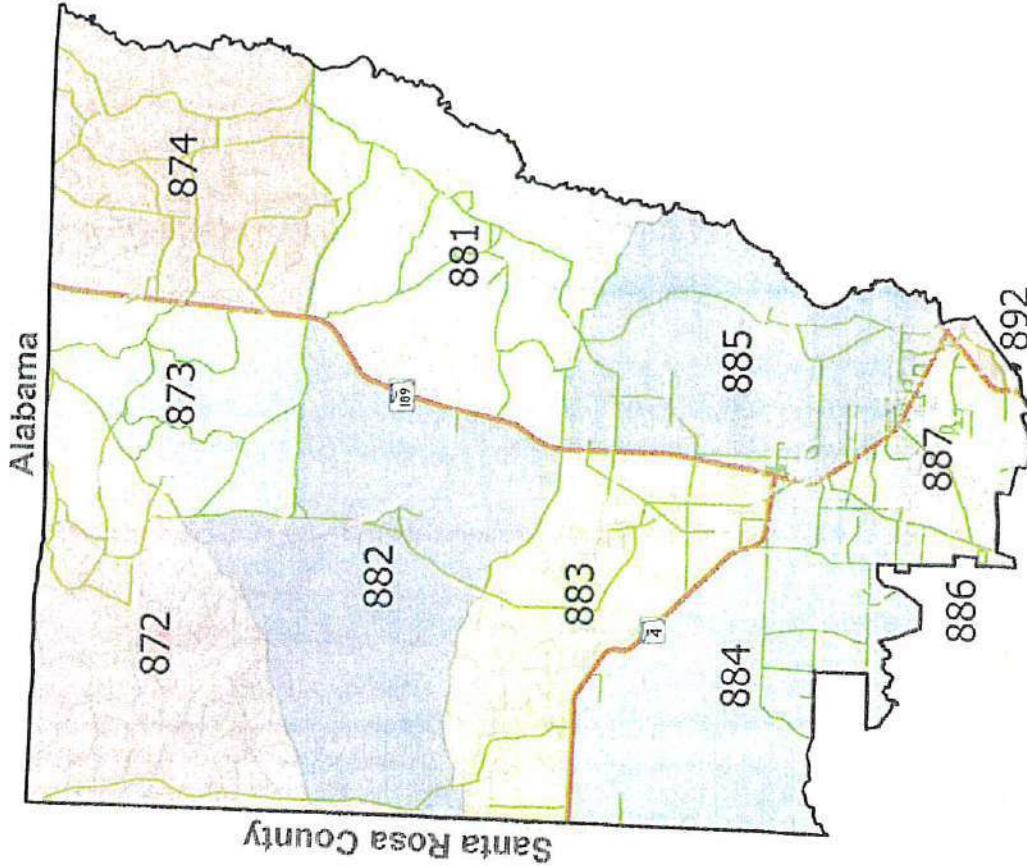
**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32531

TRAFFIC ANALYSIS ZONE

Source: Emerald Coast Regional Council, 2023

**MAP #
1**

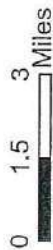


MAP PROJECTION:
North Carolina State Plane
NAD 83 / UTM Zone 18Q

PUBLIC RECORD:
This map was created by a private consultant
under contract to the Okaloosa County Board of
County Commissioners, 115 Florida Street,
Okaloosa, Florida 32567.

DISCLAIMER:
Okaloosa County is not responsible for any
errors, omissions, or damages of any kind
resulting from the use of the information
contained on this map.

Okaloosa County
Growth Management
2024



A. GENERAL DEMOGRAPHICS

A. POPULATION DATA

1. Population Estimates (Okaloosa County)

Year	2018	2023	% of Change 2018-2023	2035	% of Change 2023-2035
	206,409	219,863	6.42%	245,200	11.53%

2. Population Estimates (32531 - Baker)

Year	2018	2023	% of Change 2018-2023	% of County Population
	6,151	6,408	4.18%	2.92%

Sources: *Eeri Business Analyst, 2023*

Bureau of Economic & Business Research (BEBR), 2024

B. HOUSING DATA (# of new residential construction units)

1. Dwelling Units (32531)

Year	2019	2023	% of Change 2019-2023
	69	56	-16.84%

C. GENERAL DESCRIPTION

Planning Area 32531 is rural in character comprised primarily of undeveloped land, agricultural land, and conservation areas (state forest, water management areas), as well as Baker, an unincorporated Rural Community.

D. DATA ANALYSIS

The purpose of this analysis is to identify population and housing patterns. Per the data extracted from the sources listed, the Baker/Blackman/Milligan Planning Area experienced a 4.18% increase in population from 2018 to 2023. In addition, new residential construction exhibited a 16.84% decrease from 2019 to 2023. The Baker/Blackman/Milligan Planning Area comprises 2.92% (6,408 persons) of the total population of the County.

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32531

POPULATION DENSITY
Source: Emerald Coast Regional Council, 2023

**MAP #
2**

LEGEND

Population Density	persons
[Lightest shade]	0 - 150
[Light shade]	151 - 300
[Medium-light shade]	301 - 500
[Medium shade]	501 - 750
[Medium-dark shade]	751 - 1000
[Dark shade]	1001 - 1500
[Very dark shade]	1501 - 2000
[Darkest shade]	2001 - 2500
[Black shade]	2501 - 3000
[Darkest shade]	3001 - 4000



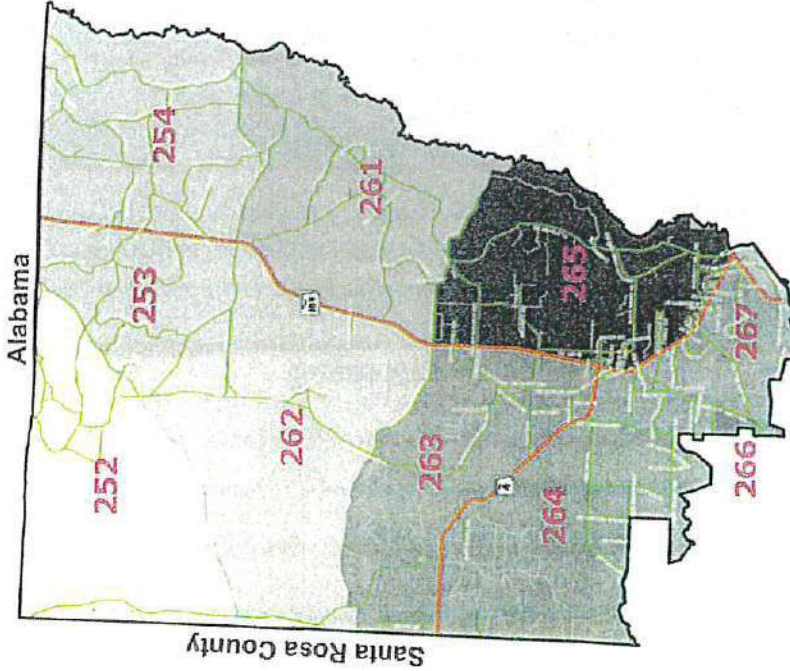
MAP PROJECTION:
North Carolina State Plane

PUBLIC RECORD:
This map was created by an approved documenter in accordance with Florida Statute 119.07, Florida Statute 119.08, and Florida Statute 119.09.

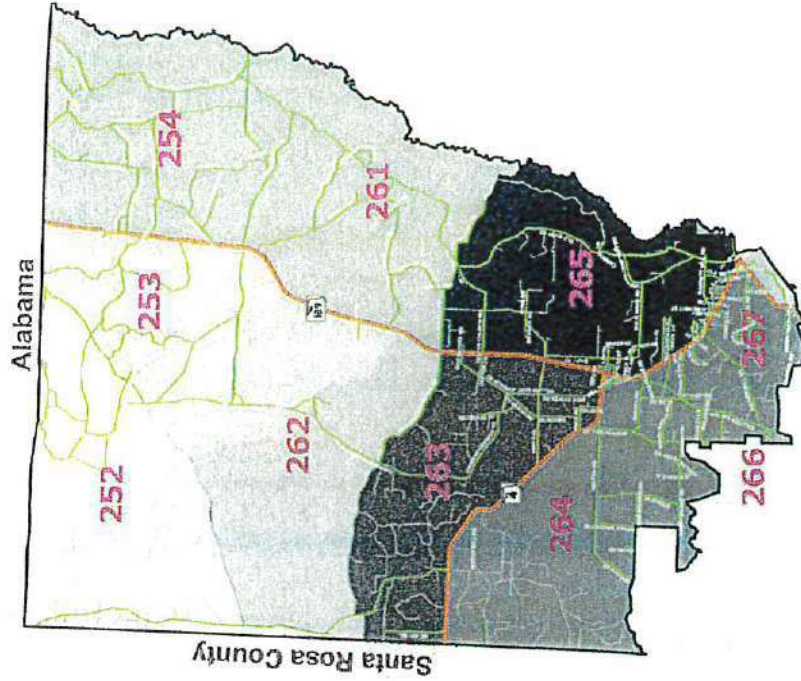
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Okaloosa County
Growth Management
2024

2015



2045



**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32531

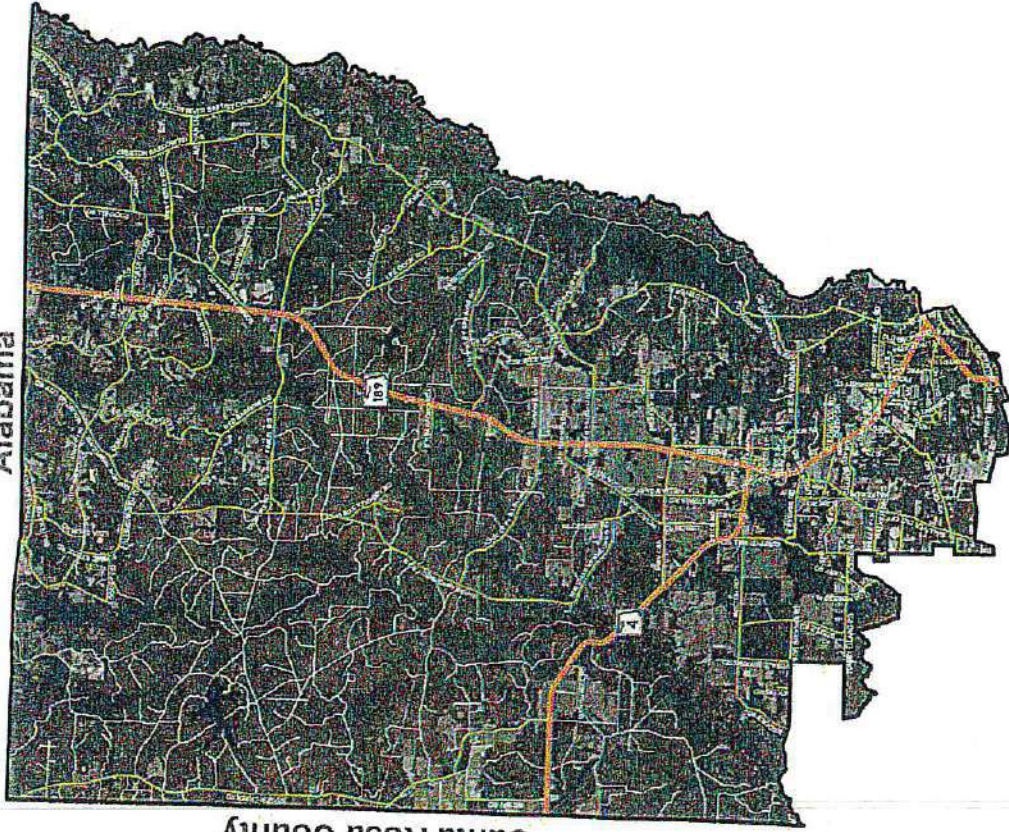
AERIAL PHOTO
Source: Okaloosa County GIS, 2024

**MAP #
2A**

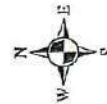
LEGEND

- LOCAL ROAD
- COUNTY ROAD SYSTEM
- STATE HIGHWAY SYSTEM

Alabama



Santa Rosa County

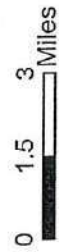


MAP PROJECTION:
NAD 1983 (GCR) StatePlane Florida
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B. LAND USE

1. Existing Land Use Map

Existing land use was determined by using Department of Revenue Property Use Codes as used by the Okaloosa County Property Appraiser for property tax purposes. Each land use was identified and mapped using Geographic Information Systems. Property Use Codes (PUC) for each existing land use listed are as follows. A complete list of the PUC is provided as Appendix A.

1. Residential: 000100 - 000500
2. Commercial: 001000 - 003901
3. Industrial: 004000 - 004817
4. Agriculture: 005000 - 006900
5. Institutional: 007000 - 007900
6. Public: 008000 - 008900
7. Other: 009100 - 009960

The existing land use based on the preceding codes is shown on Map 3. Approximate acreage of each land use shown is described in Table 1.

Land Use	Acres
Agriculture	55,326
Commercial	193
Industrial	53
Institutional	311
Other	4,157
Public	57,885
Residential	7,538

Source: Okaloosa County Property Appraiser, 2024

2. Future Land Use Map








Comparison between the Existing Land Use Map (ELUM) and the adopted Future Land Use Map (FLUM) of the Comprehensive Plan is shown on Map 4. The gross acreage of each FLUM category is shown in Table 2.

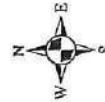
Land Use	Acres
Agriculture	67,505
Commercial	105
Conservation	55,326
Crestview	60
Industrial	42
Institutional	33
Low Density Residential	1,800
Mixed Use	646
Recreation	157
Rural Residential	2,751
Water	762

Source: Okaloosa County GIS, 2024

The acreage totals provided for existing land uses and for future land uses are not derived from the same source and therefore, will not be the same acreage totals. The purpose of Table 1 and Table 2 is to show comparison of the difference between what land uses actually exist today and what the land use may look like in the future.

LEGEND

-  Residential
-  Commercial
-  Industrial
-  Agriculture
-  Institutional
-  Public
-  Other

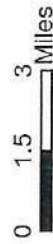
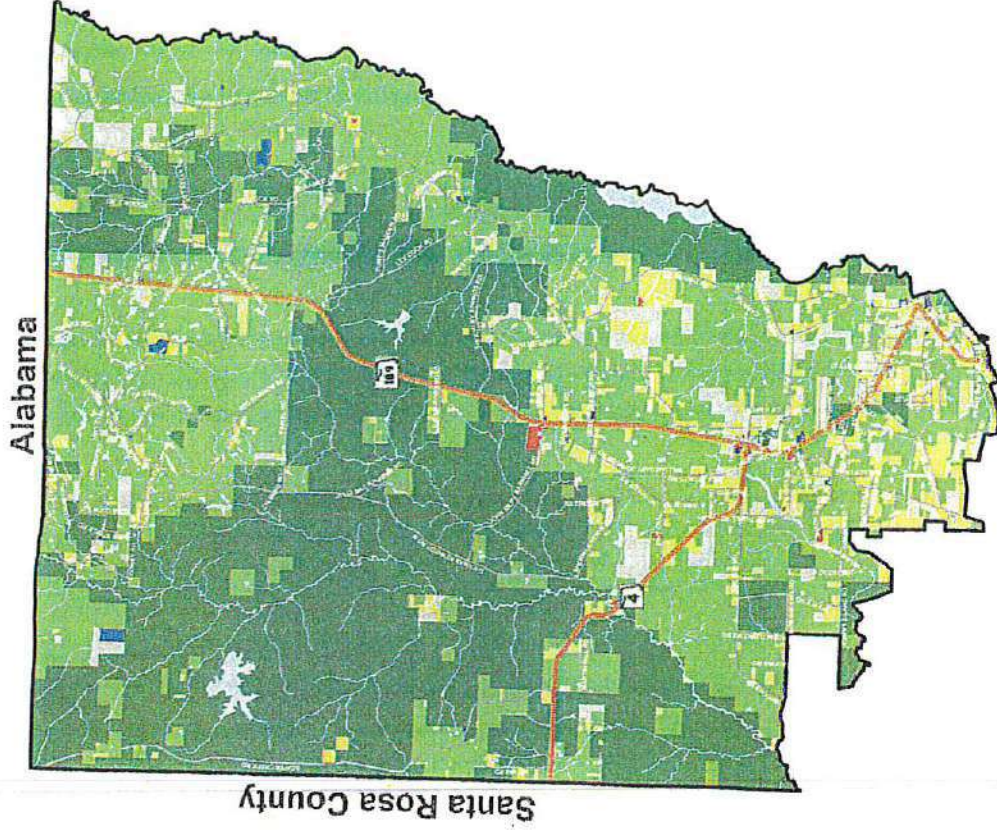


MAP PROJECTION:
North Carolina State Plane
NAD 83 (FIPS 6002 (US Foot))

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2024














**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32531

FUTURE LAND USE
Source: Okaloosa County GIS, 2024

**MAP #
4**

LEGEND

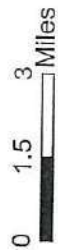
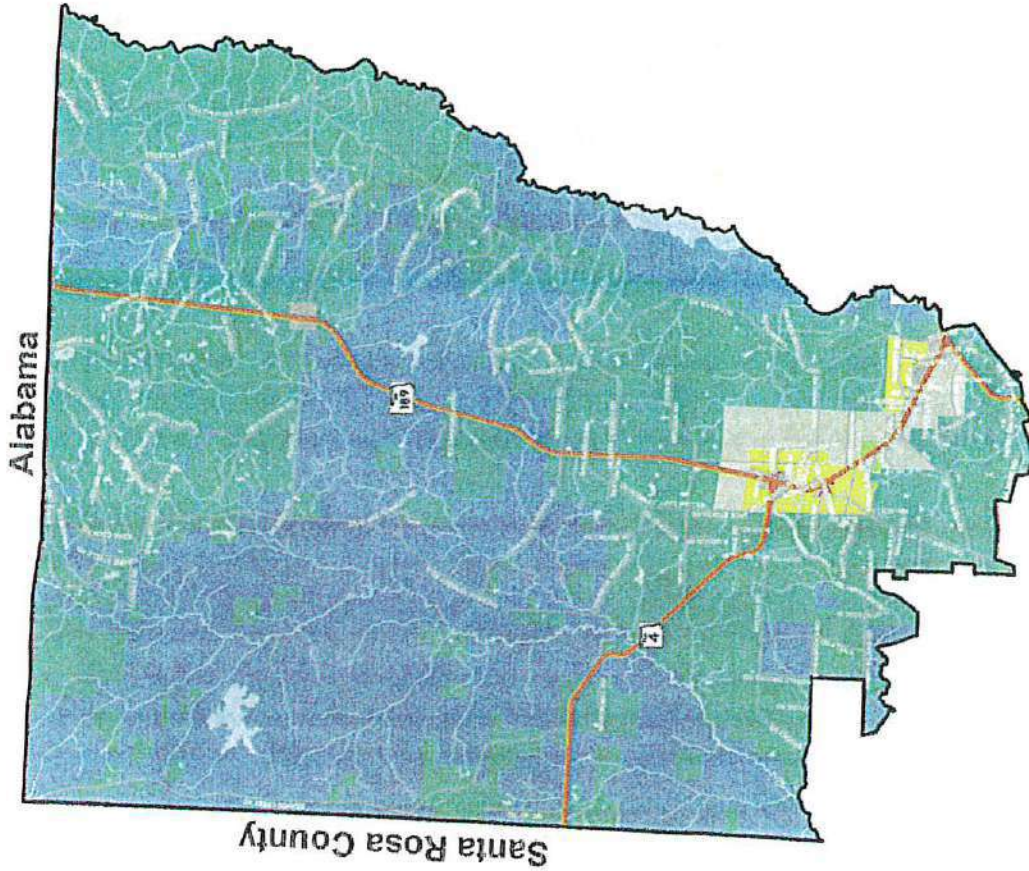
-  AGRICULTURAL
-  COMMERCIAL
-  CONSERVATION
-  CRESTVIEW
-  INDUSTRIAL
-  INSTITUTIONAL
-  LOW DENSITY RESIDENTIAL
-  MIXED USE
-  RECREATIONAL
-  RURAL RESIDENTIAL
-  WATER



MAP PROJECTION:
NAD 1983 (2011) StatePlane Florida
North Florida GCS Feet

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**OKALOOSA COUNTY
PLANNING PROFILE**








PLANNING AREA 32531

ZONING MAP

Source: Okaloosa County GIS, 2024

**MAP #
4A**

LEGEND

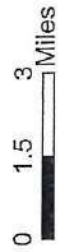
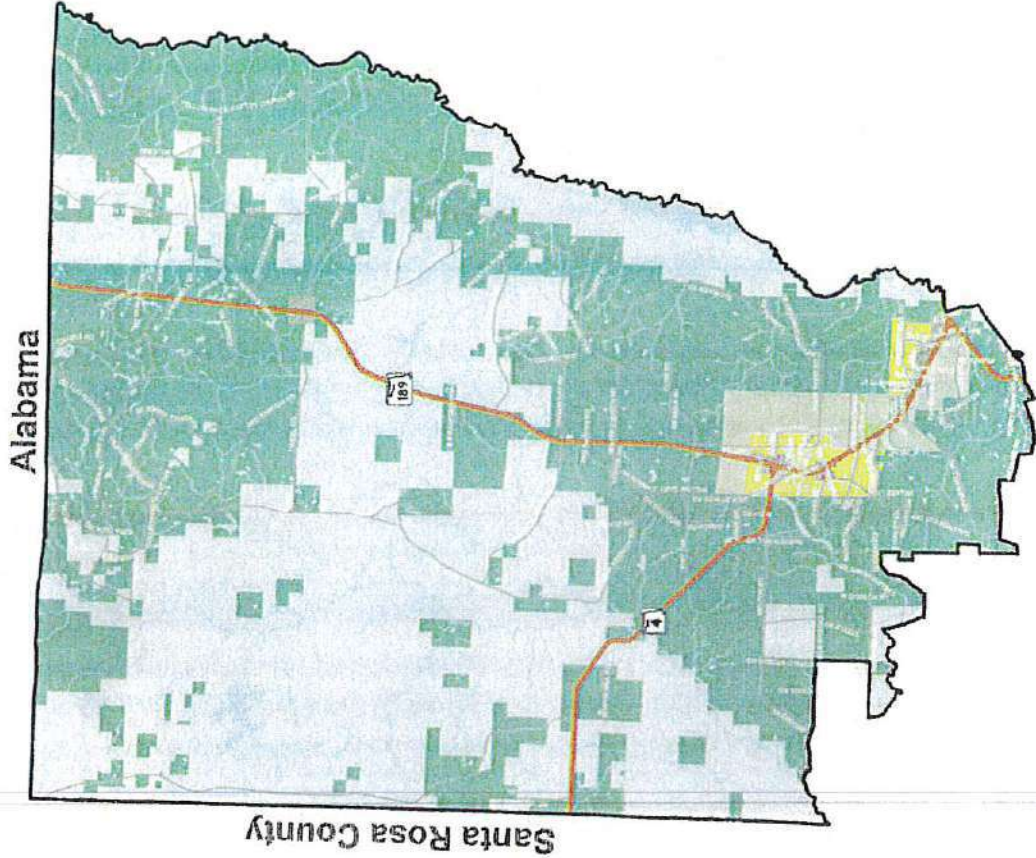
-  AGRICULTURAL
-  GENERAL COMMERCIAL
-  CRESTVIEW
-  INDUSTRIAL
-  INSTITUTIONAL
-  MIXED USE
-  RESIDENTIAL-1
-  RECREATIONAL
-  RURAL RESIDENTIAL
-  WATER



MAP PROJECTION:
North American Datum 1983
NAD 83, 2011 US Foot

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Growth Management
2024



C. LAND CHARACTERISTICS

1. Vacant Land

The term "vacant land" means land that has not been improved or otherwise developed with structures or buildings. Vacant land within the planning area is shown on Map 5. The areas shown include lands listed on the Property Use Code as 000000 - 000060 (vacant) and 009900 (no-ag acreage).

2. Large Landholders

Large landholders are single person (including corporations) landowners who own 1,000 acres of land or more. Large landholders are shown and described on Map 6.

3. Subdivided Lands

The term "subdivided lands" means properties that have been subdivided from a larger parcel or tract of land by the landowner for purposes of conveyance to another owner when such subdivided property is then subject to a separate and distinct legal description. These do not include original government lots, "lot splits", or minor divisions of land. Information within this document regarding plats and subdivisions has not been updated since the previous version.

a. Recorded Plats

A recorded plat shows subdivided lands represented as a plat and recorded in the Official Records of Okaloosa County. Recorded plats are described in Table 3.

TABLE 3 RECORDED PLATS	
Name	Year Platfiled
Baggitt's Addition to Milligan	1915
Baker	1910
Baker Heights	1980
Baker Land Company Addition to Baker	1911
Countrywood	2004
East Baker	1910
Foxcroft Estates	2008
Foxes Run 1 st Addition	1985

TABLE 3 (Continued)
RECORDED PLATS

Name	Year Platfiled
Hidden Springs PH I	2001
Hidden Springs PH II	2003
Home Investment Company - Milligan	1915
Mill Creek Farms	2010
Moore's Place	1998
Moore's Place PH II	2004
Morris Addition to Baker	1910
Old Spanish Trail Estates	1985
Piney Wood Estates	2005
Sky Park Estates	1994
Sky Park Estates PH II	2005

Source: Okaloosa County GIS
Okaloosa County Property Appraiser

b. Unrecorded Subdivisions

An unrecorded subdivision is the subdivision of land into smaller lots or parcels which has not been recorded in the Official Records of Okaloosa County. Unrecorded subdivisions are described in Table 4.

TABLE 4 UNRECORDED PLATS	
Name	
Field & Stream	
Jake Phillips	
Old River Road	
Pickens Circle	
Andrew Property (Cotton Bridge)	
Poplar Church Road	

Source: Okaloosa County GIS
Okaloosa County Property Appraiser

4. Agricultural Lands

The planning area contains significant amounts of agricultural lands. For planning purposes these have been categorized by Property Use Code as follows: Improved Agriculture 005000 - 005068; Cropland 005100 - 005300; Timberland 005400 - 005900; Pastureland 006000 - 006500; Groves 006600 - 006400; Poultry, Bees, Fish 006700; Dairies, Feedlots 006800; and Ornamentals 006900. The distribution of agricultural lands by use code is shown on Map 5. Prime farmland is shown on Map 5A.

5. Conservation Lands

Conservation lands are those areas set aside for the purpose of conserving or protecting natural resources. There are extensive conservation lands within the planning area including Blackwater River State Forest and Northwest Florida Water Management District Water Management Areas. Conservation lands within the planning area are shown on Map 12.

**OKALOOSA COUNTY
PLANNING PROFILE**






PLANNING AREA 32531

LAND CHARACTERISTICS

Source: Okaloosa County GIS, 2024

**MAP #
5**

LEGEND

-  Vacant
-  No. AG Acreage
-  Improved Agriculture
-  Cropland
-  Timberland
-  Pastureland
-  Groves
-  Ornamentals
-  Other
-  Blackwater River State Forest
-  Water Management Lands

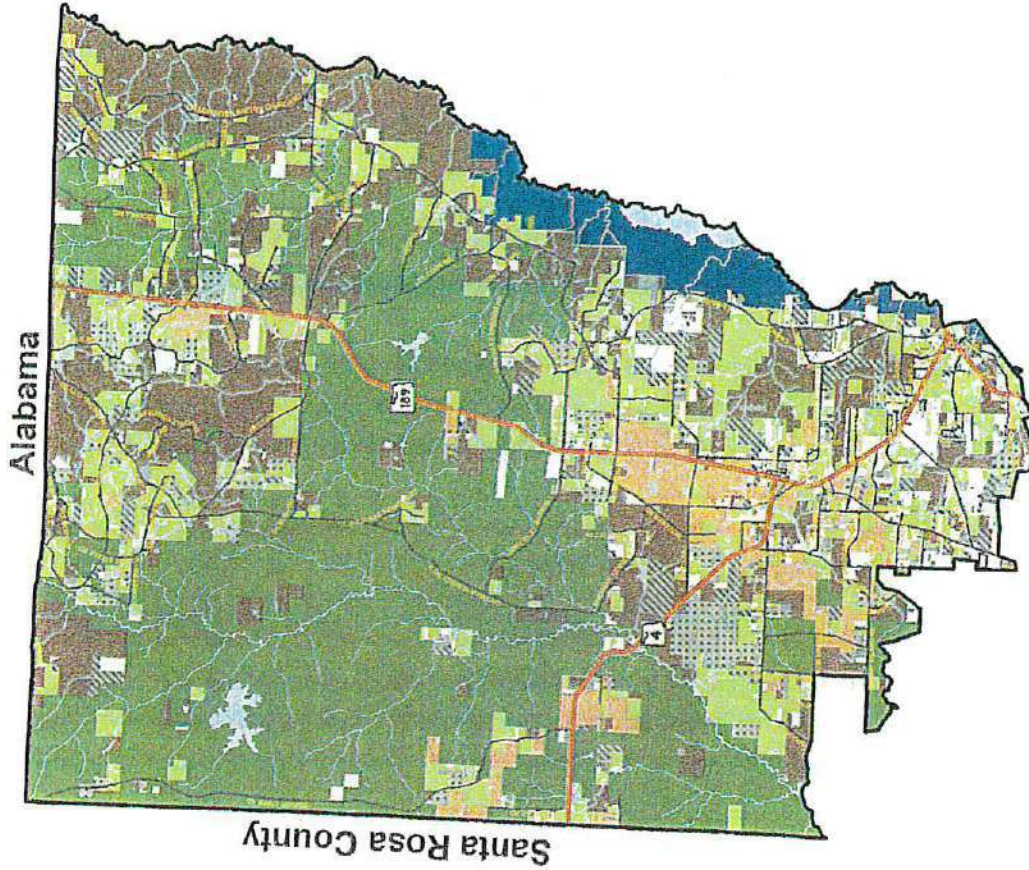


MAP PROJECTION:
North Carolina State Plane
North 1790 2803 (NAD 83)



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Okaloosa County
Growth Management
2024



**OKALOOSA COUNTY
PLANNING PROFILE**





















PLANNING AREA 32531

PRIME FARMLANDS

Source: National Resources Conservation Service (NRCS), 2023

**MAP #
5A**

LEGEND

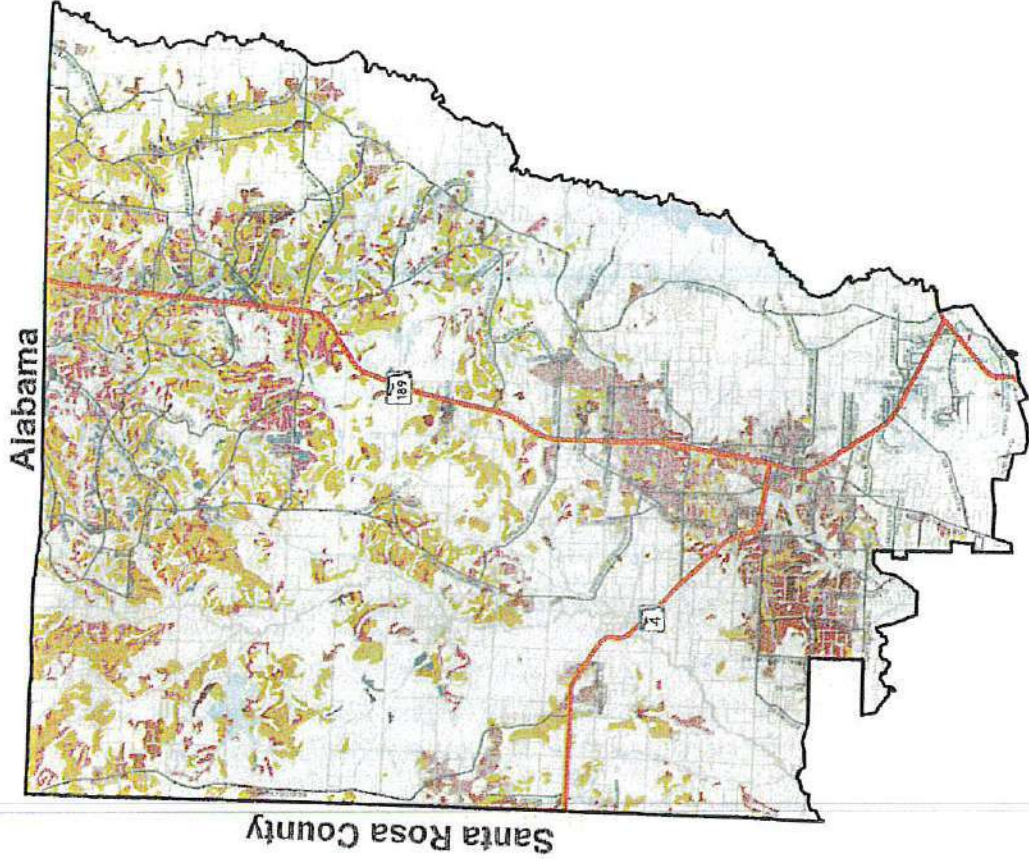
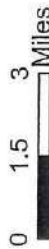
PRIME FARM LANDS	
Type	
	Angie Sandy Loam
	Dothan Loamy Sand
	Dothan Loamy Sand
	Dothan Loamy Sand
	Escambia Fine Sandy Loam
	Notcher Gavelly Sandy Loam
	Notcher Gravelly Sandy Loam
	Orangeburg Sandy Loam
	Orangeburg Sandy Loam
	Orangeburg Sandy Loam
	2 to 5 % Slopes
	0 to 2 % Slopes
	2 to 5 % Slopes
	5 to 8 % Slopes
	0 to 3 % Slopes
	0 to 2 % Slopes
	2 to 5 % Slopes
	0 to 2 % Slopes
	2 to 5 % Slopes
	5 to 8 % Slopes



MAP PROJECTION:
North Carolina State Plane
NAD 83 (GCS NAD83)



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**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32531

LARGE LANDOWNERS

Source: Okaloosa County GIS, 2024

**MAP #
6**

LEGEND

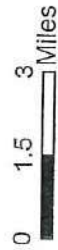
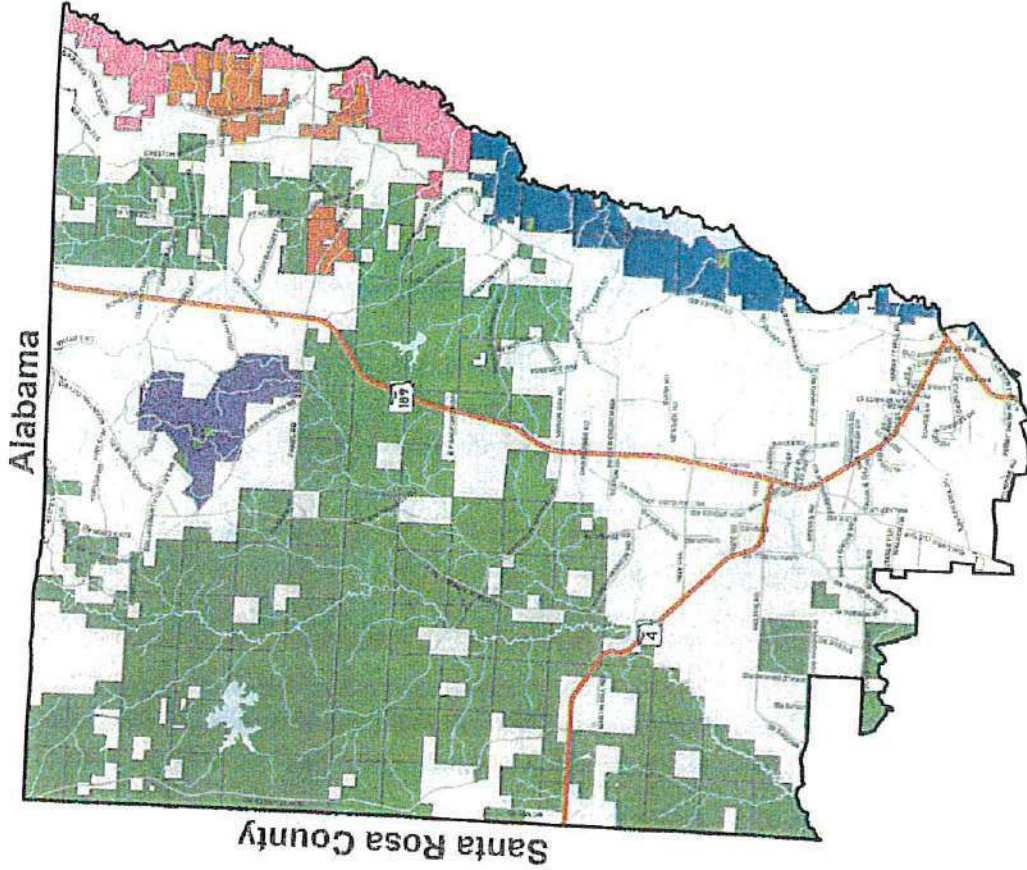
- OWNERS**
- HIGHWAY 5 LLC ET AL
 - NWF WATER MNGT DIST
 - ROLAND CHARLES H
 - THE H.T.L. FAMILY LTD PTR
 - TITF/AGR-DIV FORESTRY



MAP PROJECTION:
NAD 83 (2011) StatePlane Florida
North FIPS 5002 (US Feet)

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2024



D. TRANSPORTATION

Transportation facilities in the planning area are limited to state, county, and local roads and highways. As specified by statute roads and highways within the County as classified as "State Highway System" (s. 336.01, F.S.) or "County Road System" (s. 334.03, F.S.). These are shown on Map 8.

1. State Highway System (SHS)

State highways within the planning area include Highway 4 and Highway 189. General characteristics of these roadways were taken from the FDOT 2022 District 3 Level of Service (LOS) Report. Operation and maintenance responsibility for the SHS lies with the Florida Department of Transportation (FDOT).

a. Highway 4

No. of Lanes	2
Functional Class	Minor Arterial
Facility Type	Undivided
LOS Area	Rural Undeveloped
FDOT LOS	D
County LOS	D

Segment: Santa Rosa County Line to CR 189/Galliver Cutoff
Station 0006: ST -- 250' SE of CR 4A

<u>2018 AADI</u>	1550	<u>2023 AADI</u>	2000	<u>% of change AADI</u>	29.03%
<u>2018 AADI</u>	9200	<u>2023 AADI</u>	10900	<u>% of change AADI</u>	18.48%

b. Highway 189

No. of Lanes	2
Functional Class	Minor Arterial
Facility Type	Undivided
LOS Area	Rural Undeveloped
FDOT LOS	D
County LOS	C

Segment: Alabama State Line to Highway 4
Station 0001: 500' N of CR 180 (LG Russell Rd)

<u>2018 AADI</u>	3500	<u>2023 AADI</u>	4000	<u>% of change AADI</u>	14.29%
<u>2018 AADI</u>	2900	<u>2023 AADI</u>	4300	<u>% of change AADI</u>	48.28%
<u>2018 AADI</u>	4200	<u>2023 AADI</u>	5000	<u>% of change AADI</u>	19.05%
<u>2018 AADI</u>	5200	<u>2023 AADI</u>	5300	<u>% of change AADI</u>	1.92%

2. County Road System (CRS)

The County Road System within the planning area is comprised of "numbered" county roads and local streets. Operation and maintenance responsibility for the CRS lies with Okaloosa County.

a. Numbered County Roads

Numbered county roads within the planning area include:

- CR 2
- CR 189

General characteristics of these roadways are shown in Table 5. It should be noted that 2023 data was the most recent information available.

Road	Segment	Func. class	Area	Type	Lanes	2017 AADT	2023 AADT	% of Change	Adopted LOS
CR 2	SR 85 to SR 189	Major Collector	Rural	Undivided	2	864	1085	26.74%	D
CR 189	SR 90 to SR 4	Major Collector	Rural	Undivided	2	2831	3281	15.90%	D

Source: Okaloosa County Public Works Traffic Counts, 2023

b. Un-Numbered County Roads

In addition to the numbered county roads there are other significant roads that provide transportation corridors within the planning area. This information has not been updated with the previous version of this report. These un-numbered roads are listed as follows.

- Kennedy Bridge Road
- Beaver Creek Road
- Keyser Mill Road
- Buck Ward Road

c. Local Streets

Except for the collector roads listed in Table 5, the majority of the roads within the planning area are considered local streets.

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32531

TRANSPORTATION MAP
Source: Florida Department of Transportation (FDOT), 2024

**MAP #
7**

LEGEND

-  PORTABLE TRAFFIC MONITORING SITES
-  STATE HIGHWAY SYSTEM
-  NUMBERED COUNTY ROADS
-  UNNUMBERED COUNTY ROADS

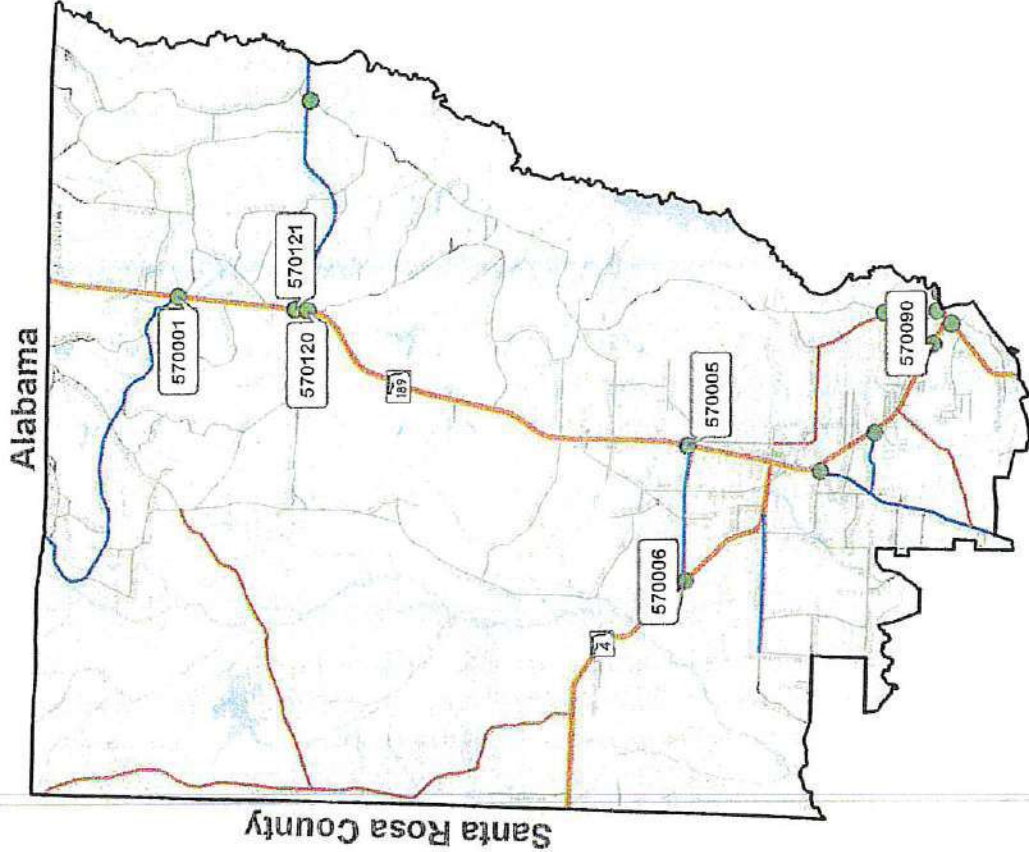


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North FIPS 5002 (GCS NAD 83)

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Okaloosa County
Growth Management
2024



E. UTILITIES

For purposes of this report "utilities" are those infrastructure services that are essential for development. These include drinking water, sanitary sewer, solid waste disposal, and electric power.

1. Drinking Water

Drinking water within the planning area is provided by three community water systems and, where community system water is not available, by individual, private water wells. Community water systems include the Baker Water System, Blackman Community Water System and the Milligan Water System. These systems are both not for profit corporations established in the late 1960's early 1970's using U.S. Department of Agriculture Rural Development grants and loans.

a. Baker Water System/Blackman Community Water System

The Baker Water /Blackman water service areas and actual water distribution area is shown on Map 8. As shown, the service area encompasses a much larger geographic area than the area where community water service is available. General characteristics of the Baker and Blackman water systems are shown on Tables 7 and 8, respectively.

**TABLE 7
BAKER WATER SYSTEM**

Permitted Water Use (ADF)	Gross Water Use 2023 (GPD, ADF)	Population Served	Gross per Capita	Gross Water Demand Projections (GPD, ADF)		% of Change 2025-2035	
				2025	2035		
512,000	300,000	2,755	107	299,065	312,568	328,071	9.03%

**TABLE 8
BLACKMAN COMMUNITY WATER SYSTEM**

Permitted Water Use (ADF)	Gross Water Use 2023 (GPD, ADF)	Population Served	Gross per Capita	Gross Water Demand Projections (GPD, ADF)		% of Change 2025-2035	
				2025	2035		
94,000	28,641	597	53	29,521	30,854	32,187	9.03%

b. Milligan Water System

The Milligan Water System service area and actual water distribution area is shown on Map 8. Again, the service area is much larger than the distribution area. General characteristics of the Milligan Water System are shown on Table 9.

**TABLE 9
MILLIGAN WATER SYSTEM**

Permitted Water Use (ADF)	Gross Water Use 2023 (GPD, ADF)	Population Served	Gross per Capita	Gross Water Demand Projections (GPD, ADF)		% of Change 2025-2035	
				2025	2035		
985,500	154,000	2,086	74	154,280	161,268	168,222	9.03%

c. Private Water Wells

All areas shown on Map 9 located outside an actual water distribution area obtain water from individual, private water wells.

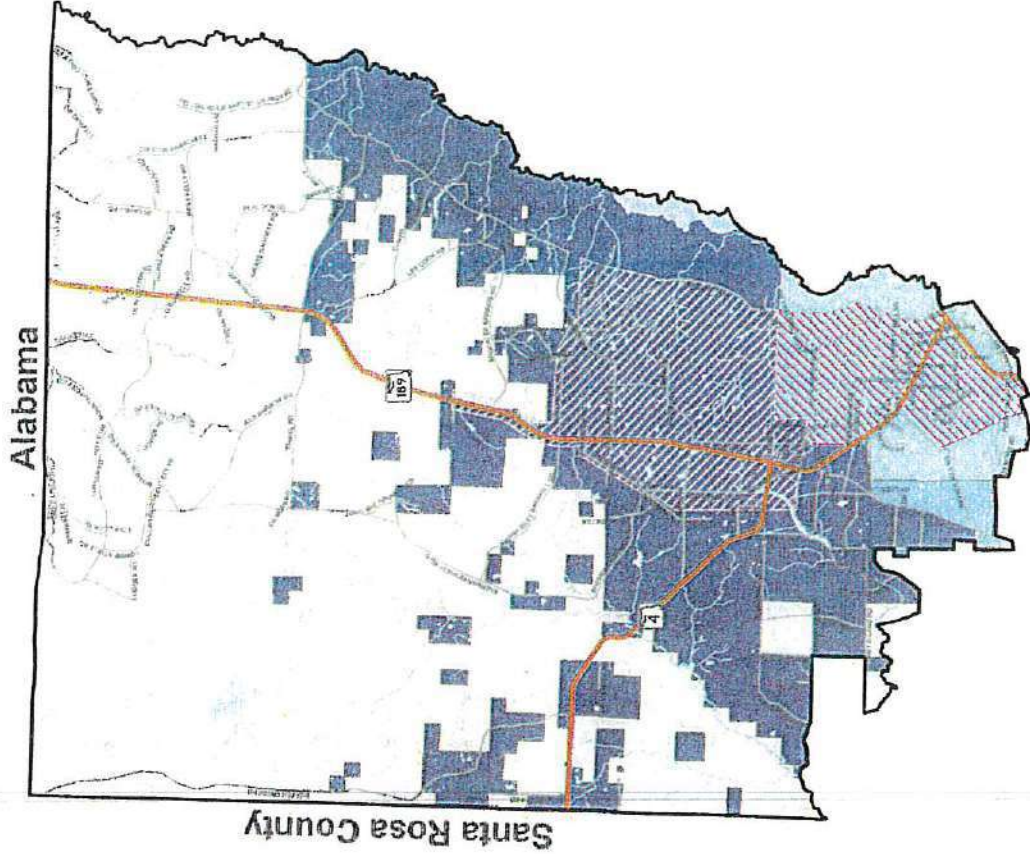
LEGEND

- BAKER WATER SYSTEM SERVICE AREA
- DISTRIBUTION AREA
- MILLIGAN WATER SYSTEM SERVICE AREA
- DISTRIBUTION AREA
- HOLT WATER SYSTEM SERVICE AREA



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NAD 83 (2011) StatePlane Florida FIPS 3201 FIPS 3201
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LEGEND

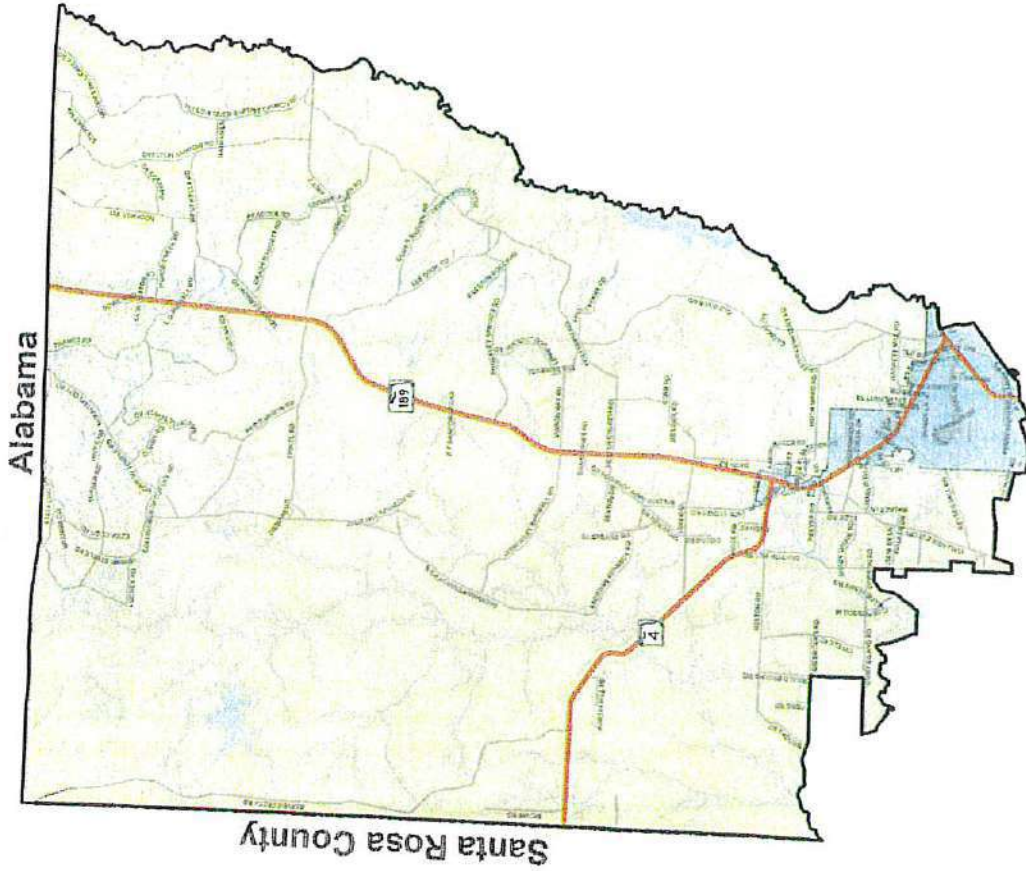
-  CHELCO SERVICE AREA
-  FPL SERVICE AREA



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LEGEND

- Facilities**
- 1. Baker Area Community Center
- 2. Baker Block Museum
- 3. Baker Post Office
- 4. Blackman Community Center
- Fire Departments**
- 5. Baker Volunteer Fire Department
- 6. Baker Volunteer Fire Department Station 20
- 7. Blackman Volunteer Fire Department Station 70
- 8. North Okaloosa Fire Department Station 83

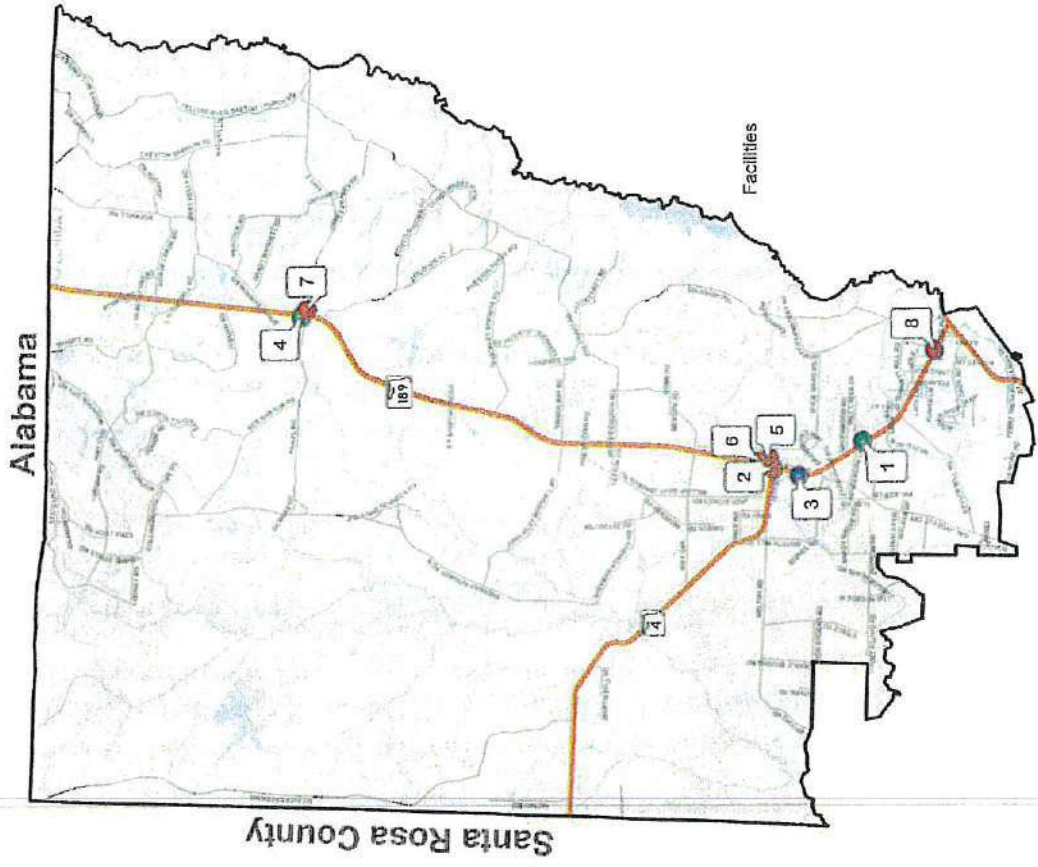


MAP PROJECTION:
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North FIPS 5003 (609 Feet)

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Okaloosa County
Geographic Information
2024



2. Sanitary Sewer

There are no central sewage treatment systems within the planning area. All sewage treatment is provided by on-site sewage treatment systems (septic tanks).

3. Solid Waste

Solid waste collection within the planning area is provided by private haulers. The County operates a construction and demolition (C & D) landfill and a transfer station at the landfill site. Solid waste is collected at the transfer station for disposal in Jackson County's landfill. The County does not operate any Class I landfills anywhere in Okaloosa County.

4. Electric Power

Electric power is provided by Chocowhatchee Electric Cooperative (CHELCO) and Florida Power and Light. Generalized service areas for these electricity providers are shown on Map 10.

F. COMMUNITY FACILITIES

Community facilities include fire stations, community centers, post offices, museums, sheriff/EMS substations, and other similar facilities.

Community facilities are shown on Map 11. These include the Baker Volunteer Fire Department Station 20, The Blackman Volunteer Fire Department Station 70, the North Okaloosa Fire Department Station 83, the Blackman Community Center, Baker Post Office, Baker Block Museum, and the Baker Area Community Center. The nearest hospital is the North Okaloosa Medical Center in Crestview.

G. PUBLIC SCHOOLS

Public schools are educational facilities under the administration of the Okaloosa County School District. The entire planning area is within the Baker School Attendance Zone. General statistics for Baker school are shown on Table 9.

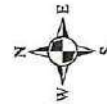
TABLE 9 BAKER SCHOOL				
GRADES: Kindergarten through 12th				
ATTENDANCE ZONE: North boundary - Alabama State Line; East boundary - Yellow River; West boundary - Santa Rosa County Line; South boundary - Eglin Reservation				
ENROLLMENT: ~ 1,461 students				
STUDENT POPULATION GROWTH TRENDS:				
2015	2017	2020	2024	2025
1,391	1,489	1,480	1,461	1,438
				Max Capacity
				1,458
				% of Change 2015-2025
				3.38%

Baker School is the only public school within the planning area and is K-12. Baker School is located within public schools Concurrency Service Area (CSA) 1. According to the Comprehensive Plan Public School Facilities Element, 2016.

Baker School enrollment for the 2024-2025 school year is 1,461 students with a projected max capacity 1,458 students. Capacity numbers have not been updated since 2018.

LEGEND

- Elementary School
 -  Baker
- Middle School
 -  Baker
- High School
 -  Baker
-  Baker School



MAP PROJECTION:
North Carolina State Plane
North FIPS 3202 (US Foot)

PUBLIC RECORDS:
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Okaloosa County
Growth Management
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H. CONSERVATION AREAS AND RESOURCES

Conservation areas and resources identified within the planning area include the following:

1. Public water supplies and facilities.
2. Flood zones and floodways.
3. Jurisdictional wetlands.
4. River systems.
5. Identified habitat areas of threatened or endangered species.

Each of these is described in further detail as follows.

1. Public water supplies

Public water supplies include those for the Baker Water System, the Blackman Community Water System, and the Milligan Water System. The locations of well sites for these systems are shown on Map 9.

2. Flood zones and floodways

Flood zones and floodways are shown on Map 12.

3. Wetlands

Generalized locations of wetland areas is shown on Map 12. Actual jurisdictional wetland determinations have not been established for most of the areas shown.

4. River systems

River systems including major tributaries are shown on Map 12.

5. Habitat areas

Known habitat areas for threatened and endangered species are shown on Map 12.

I. PARKS AND RECREATION

Parks and recreation facilities within the planning area are shown on Map 13.

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32531

**CONSERVATION AREAS &
RESOURCES**

**MAP #
12**

LEGEND

- RIVER SYSTEMS
- OPEN WATER
- FLOOD ZONES
- FLOODWAYS
- WETLANDS
- HABITAT AREAS

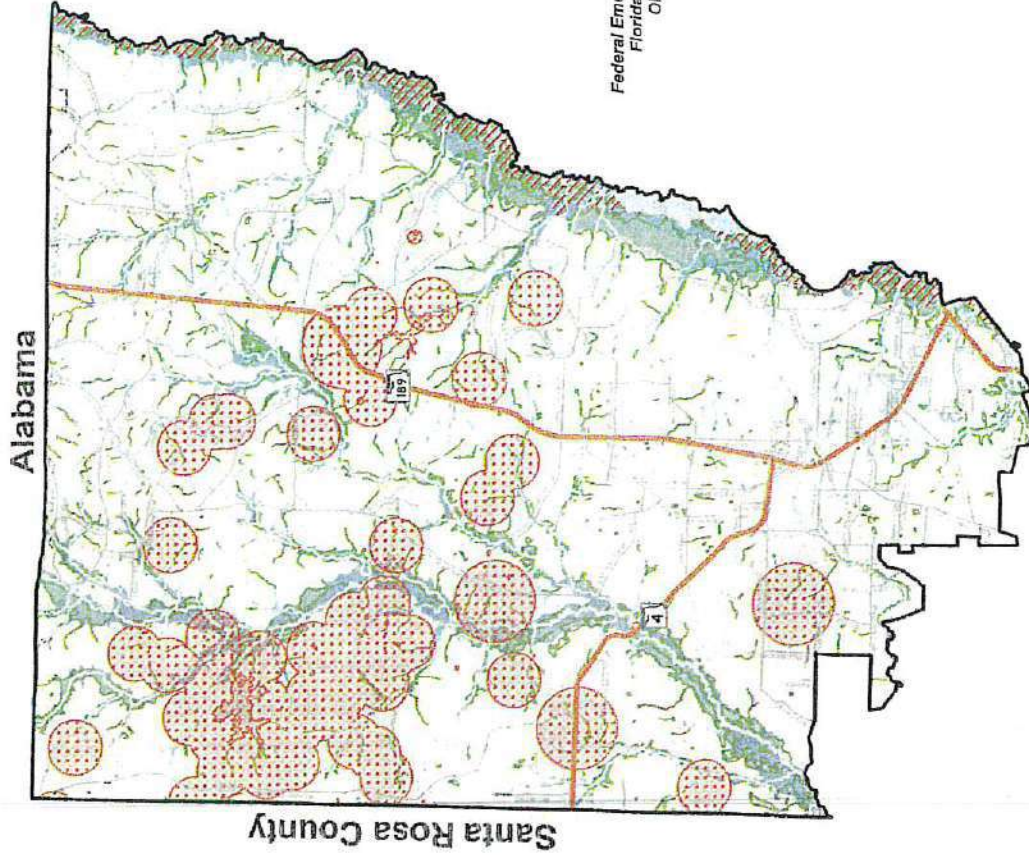


MAP PROJECTION:
NAD 83 FIPS 3147 Florida
North Carolina State Plane

PUBLIC RECORD:
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Okaloosa County
Growth Management
2024




Sources:
Federal Emergency Management Agency, 2024
Florida Natural Areas Inventory, 2024
Okaloosa County GIS, 2024



Source: Okaloosa County GIS, 2024

LEGEND

-  Park Land
- 1. Baker Area Recreation Association
- 2. Baker Ball Park
- 3. Baker Block Museum
- 4. Blackman Community Center
- 5. Blackwater Canoe
- 6. Blackwater River State Park
- 7. Colton Bridge
- 8. Gartman Borrow Pit
- 9. Gator Hole
- 10. Hurricane Lake, North
- 11. Hurricane Lake, South
- 12. Karick Lake, Lower
- 13. Karick Lake, Upper
- 14. Kennedy Bridge Recreation Area
- 15. New Borrow Pit
- 16. Reedy Landing
- 17. Wilderness Landing



MAP PROJECTION:
NAD 83 (2011) StatePlane Florida Alachua County FIPS 9901 Feet

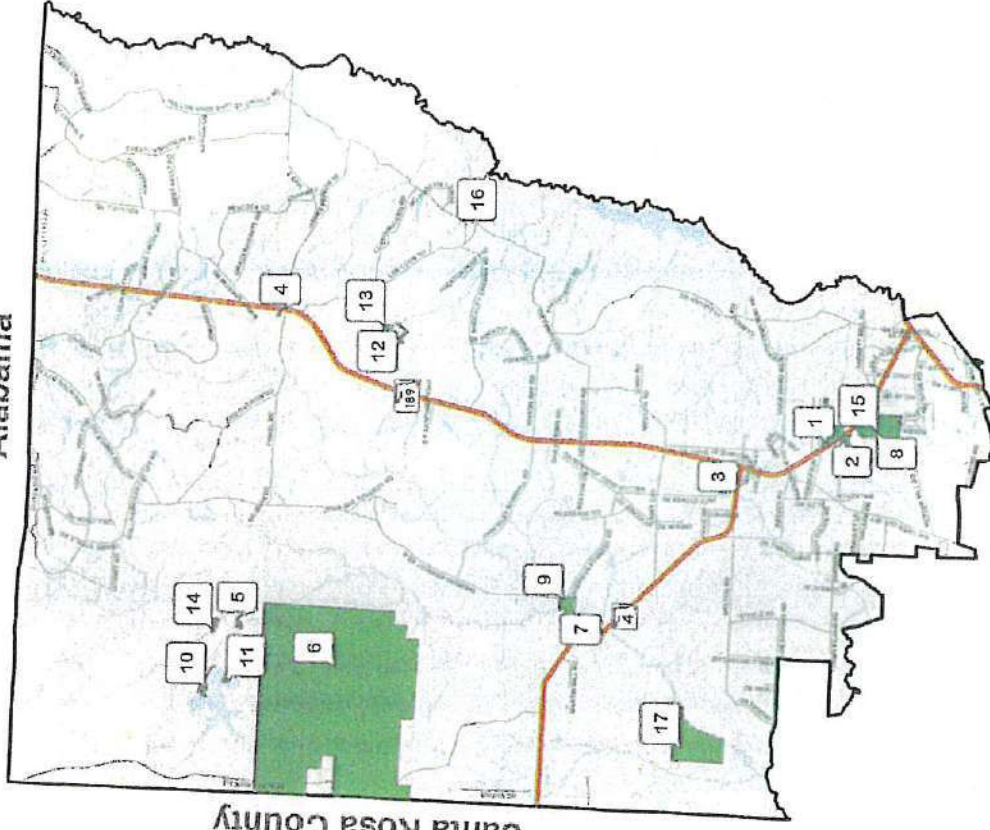
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Okaloosa County
Growth Management
2024

Alabama

Santa Rosa County



0 1.5 3 Miles

**OKALOOSA COUNTY
PLANNING PROFILE**

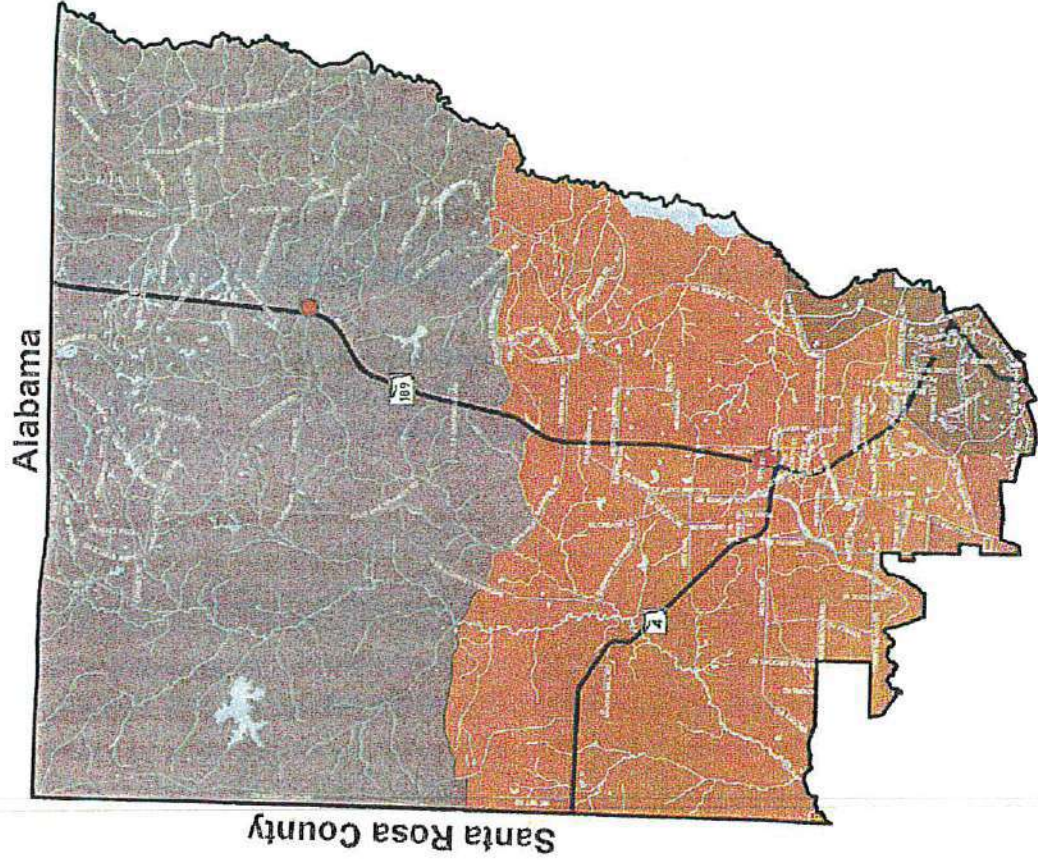
PLANNING AREA 32531

FIRE DISTRICTS
Source: Okaloosa County GIS, 2024.

**MAP #
14**

LEGEND

- FIRE DISTRICT
- BAKER
- BLACKMAN
- HOLT
- NORTH OKALOOSA
- FIRE DEPARTMENT



MAP PROJECTION:
North Carolina State Plane
NAD83 FIPS 3146 (EPSG: 3146)

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Okaloosa County
Growth Management
2024



J. CAPITAL FACILITIES NEEDS ASSESSMENT

INTRODUCTION

Section 163.3177(2), Florida Statutes (3)(a) The comprehensive plan shall contain a capital improvements element designed to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth:

1. A component that outlines principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a 5-year period.
2. Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
3. Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.
4. A schedule of capital improvements which includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.

The purpose of this report is to identify those capital improvements needed to achieve and maintain level-of-service standards based upon the land use patterns created by the Comprehensive Plan Future Land Use Map (FLUM), identify funding sources needed to finance the schedule of capital improvements, and provide recommendations toward maintaining sustainable public facilities and services.

With the 2011 legislative changes, Florida's local governments are no longer required to submit the annual update of the Five-Year Capital Improvements Schedule to the Department for review. However, the Capital Improvements Element remains a required critical component of the local government's comprehensive plan. The schedule must be reviewed annually by the local government to reflect the timing, location and funding of capital projects to achieve and maintain adopted level of service standards for public facilities that are necessary to implement the comprehensive plan. The update to the schedule may be accomplished by ordinance and will not be considered an amendment to the comprehensive plan. The following provides guidance for local governments as they review and update the Capital Improvements Element.

SUMMARY OF LEGISLATIVE CHANGES (2011)

The revisions to Chapter 163, Florida Statutes, removed the requirement that the annual update to the Five-Year Schedule of Capital Improvements (schedule) be adopted and transmitted as a comprehensive plan amendment to the state land planning agency (now the Department of Economic Opportunity) for review by December 1 of every year.

The requirement for the adoption of the Capital Improvements Element as one component of the local comprehensive plan remains unchanged [163.3177(3) (a), Florida Statutes]. Pursuant to Section 163.3177(3) (b), Florida Statutes, local governments are still required to undertake an annual review of the Capital Improvements Element to update the Five-Year Capital Improvement Schedule.

The annual update to the schedule may now be accomplished by ordinance and not as an amendment to the comprehensive plan, [163.3177(3) (b), Florida Statutes]. The update to the Capital Improvements Element policy referencing the facility work plan adopted by the local school board may also be adopted by reference and is not subject to state review. However, note that other amendments to the Capital Improvements Element outside of the 5-year schedule (such as policy changes, level of service standard changes, etc.) are still subject to the regular expedited amendment review processes.

The requirement that the schedule demonstrate financial feasibility has been removed. However, the necessary capital projects must still be listed in the schedule, projected revenue resources identified, and the project listed as "funded" or "unfunded" and assigned with a level of priority for funding. [163.3177(3) (e) 4, Florida Statutes.

Section 163.3164(7), Florida Statutes, "definitions" - establishes the definition of "capital improvement". Note that the definition states that capital improvements are to be physical assets, excluding items like operation and maintenance services and studies. There is no requirement to include these types of non-physical asset expenditures in the Schedule of Capital Improvements (however, there is no prohibition either);

Section 163.3177(3) (a), Florida Statutes, explains the purpose and the requirements of the Capital Improvements Element: "to consider the need for and location of public facilities...to encourage the efficient use of such facilities." These provisions require that the capital improvement projects, which are necessary to ensure that adopted level of service standards for public facilities will be achieved and maintained for the five-year period, will be adopted into the Schedule of Capital Improvements;

Section 163.3180, Florida Statutes, Concurrency, establishes that sanitary sewer, solid waste, drainage and potable water are the only public facilities subject to statewide concurrency requirements. Based upon the recent statutory changes, application of concurrency requirements are now optional for parks and recreation, public schools and transportation.

CAPITAL IMPROVEMENT PROJECTS

**Table 2.13.1
Capital Improvement Projects
Five Year Schedule and Ten-Year Planning Period**
(Section 163.3177(3)(a), FS)

Table 2.13.1 is a five-year schedule is a listing of those capital improvement projects within Okaloosa County Water & Sewer (OCWS) and Public Works (OCPW) that address regulatory compliance, aging infrastructure, resiliency, and expansion. The schedule identifies the need for and location of public facilities in order to program the efficient use of projected revenue sources to fund the facilities improvements over the ten-year planning period.

OCWS OPERATING PROJECTS									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034	
Building Physical Environment	OCWS	admin building remodeling	85,000	60,000	60,000	60,000	60,000	300,000	

OCWS WATER PROJECTS									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034	
Water - New Lines	OCWS	replace aging water mains throughout the county	700,000	800,000	550,000	550,000	800,000	4,000,000	

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

CCOUNTY-WIDE
2024

OCWS WATER PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034
Future Water Supply	OCWS	easement/land acquisition & planning for future water supply	25,000	25,000	25,000	25,000	25,000	125,000
State/County Relocation Projects (Water)	OCWS	water infrastructure relocations related to State & County roadway projects	380,000	2,000,000	200,000	200,000	200,000	1,000,000
Existing Tanks	OCWS	rehabilitation of storage tanks	859,000	2,427,000	2,313,750	1,048,750	1,997,500	2,972,750
Existing Wells	OCWS	rehabilitation of and improvements to public water supply wells	600,000	600,000	600,000	600,000	600,000	3,000,000
SCADA Replacements/ Upgrades (Water)	OCWS	SCADA improvements and/or communication upgrades at water sites	100,000	100,000	150,000	150,000	150,000	750,000
Florosa Water Tank	OCWS / SRF Loan	new storage tank in Florosa	2,700,000					
Shoal River Ranch Well	OCWS / SRF Loan	new public water supply well west in unincorporated Crestview	3,000,000					
Longwood Area Transmission Main	OCWS	second connection to Longwood / Poquito area	200,000	1,200,000				
Antioch Well Replacement	OCWS / SRF Loan	on-site well replacement in unincorporated Crestview	300,000	3,000,000				
West 98 Collector Rd & Utility Corridor	OCWS / SRF Loan	new water main for transmission, distribution, and redundancy in Florosa	400,000		8,300,000			

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCWS WATER PROJECTS									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034	
Office Well Replacement	OCWS / SRF Loan	off-site well replacement in unincorporated Fort Walton Bch			300,000	3,000,000			
Northgate Well Replacement	OCWS / SRF Loan	on-site well replacement in unincorporated Fort Walton Bch			300,000	3,000,000			
Shoal River Ranch Tank	OCWS	new storage tank in unincorporated CrestView				300,000	3,200,000		
Estimated ongoing capital needs water	OCWS	future needs	0	0	0	0	2,500,000	16,265,875	

OCWS WASTEWATER PROJECTS									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034	
Jerry D. Mitchem WRF Upgrades	OCWS	rehab/improvements at sewer plant near Bob Sikes Airport	200,000	200,000	50,000	50,000	50,000	250,000	
Russell Stephenson WRF Upgrades	OCWS	rehab/improvements at sewer plant in Florosa	25,000	25,000	25,000	25,000	25,000	250,000	
Arbennie Pritchett WRF Upgrades	OCWS	rehab/improvements at sewer plant in unincorporated Fort Walton Beach	150,000	1,000,000	450,000	50,000	50,000	250,000	
SCADA Replacements/ Upgrades (Sewer)	OCWS	SCADA improvements and/or communication upgrades at wastewater sites	150,000	150,000	150,000	150,000	150,000	750,000	

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

2024

OCWS WASTEWATER PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034
State/County Relocation Projects (Sewer)	OCWS	sewer infrastructure relocations related to State & County roadway projects	100,000	100,000	100,000	100,000	100,000	500,000
Sewer Collection - Rehab & Replacement	OCWS	rehabilitation to existing sewer system (cured-in-place pipe, manhole liners, main replacement)	1,100,000	1,200,000	1,300,000	1,400,000	1,500,000	7,500,000
Sewer Collection - Upgrades & Extensions	OCWS	small sewer system upgrades and extensions	425,000	525,000	625,000	725,000	825,000	4,125,000
Ex-LS Pump Replacement	OCWS	proactive pump replacement at lift stations	150,000	150,000	150,000	150,000	150,000	750,000
Ex-LS Panel Replacement	OCWS	proactive panel replacement at lift stations	100,000	100,000	100,000	100,000	100,000	500,000
Ex-LS Rehab & Replacement	OCWS	rehabilitate/replace aging lift stations	725,000	825,000	2,025,000	2,125,000	2,225,000	11,250,000
Ex-LS On-Site Generators	OCWS	add/replace stationary generators throughout wastewater collection system	150,000	150,000	150,000	150,000	150,000	750,000
Eglin Parkway LS Rehab	OCWS	rehabilitation or replace aging lift station along Eglin Pkwy	1,400,000					
West Sunset Lift Station Replacement	OCWS	replace aging lift station on West Sunset Blvd	1,000,000					

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCWS WASTEWATER PROJECTS										
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034		
Okaloosa Lane FM Upgrade	OCWS / SRF Loan / other outside funding	upgrade force main along Okaloosa Lane	3,200,000							
Sunset Lane Lift Station & Force Main	OCWS	new lift station and force main for growth & development in Poquito Area (federal government property)	300,000							
Pocahontas Lift Station Replacement	OCWS	replace aging lift station on Pocahontas Dr	90,000	900,000						
Shoal River Ranch WRF	OCWS / SRF Loan / other outside funding	new sewer plant for growth & development in North Okaloosa	27,546,210	10,000,000						
Bob Sikes Blvd & Green St FMs	OCWS	replace aging large-diameter force mains in unincorporated Fort Walton Beach	450,000			4,600,000	3,000,000			
Estimated ongoing capital needs sewer	OCWS	future needs					1,000,000	1,238,625		

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

CCOUNTY-WIDE
2024

OCPW Transportation

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034
College Boulevard	½ cent Surtax and State	Multi-Use Path	2,700,000					
College Boulevard	½ cent Surtax	Roundabouts at Cedar and Palm			650,000	1,000,000		3,350,000
College Boulevard	Unknown	Add lanes from SR 85 to Sr 285						18,000,000
Highway 393	½ cent Surtax	Reconstruction			300,000	700,000	2,000,000	
Southwest Crestview Bypass	½ cent Surtax	New Road	1,275,009	1,269,641	1,270,884	1,270,448	1,269,943	7,600,000
Dirt Road Improvements	½ cent Surtax	Various locations	2,000,000					
Ellis Road	½ cent Surtax	Improve surface	60,000	534,000				
John King Road	½ cent Surtax and State	Add lanes	2,800,000					
Millside Road	½ cent Surtax	Improve surface	7,600,000					
US 98 & Stahlman	½ cent Surtax	Intersection Improvements		3,000,000				
West Dodson Road	½ cent Surtax	Improve surface	53,000	471,000				
SR 85 between Live Oak Church Road and P.J. Adams Parkway	½ cent Surtax	Add Lanes	4,500,000					

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCPW Transportation										
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034		
Carmel & Beal	½ cent Surtax	Intersection Improvements		300,000	1,260,000					
Farmer's Market Driveway	½ cent Surtax	Improve driveway to Lewis Turner				100,000				
Forest Road	¾ cent Surtax	Add a Multi-use Path		370,000						
Hill & Lovejoy	½ cent Surtax	Intersection improvements								
Paquito Road & Lewis Turner	¾ cent Surtax	Intersection Improvements			300,000					
Santa Rosa Boulevard	½ cent Surtax	Reconstruct Road				2,420,000				
Mirage & SR 85 Intersection	Gas tax	Intersection Improvement						4,000,000		
Mar Wait Dr	Unknown	Reconstruct Road						10,000,000		
West 98 Collector	¼ cent Surtax, State	New Road	1,000,000					20,000,000		
Old Bethel Road	Unknown	Add Lanes US 90 to Sioux Cir					1,000,000	25,000,000		
Arena Road	Gas tax	Reconstruct Road P.J. Adams to US 90				3,000,000				
East 90 Collector	Unknown	New Road						20,000,000		
US 98 @ Danny Wuerfell Way (SR 293)	Unknown	Intersection Improvement						17,000,000		

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCPW STORMWATER

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034
Bayshore Area Stormwater	½ cent Surtax	Stormwater Improvement			200,000			
Beachview Drive Drainage	½ cent Surtax	Stormwater Improvement	856,000					
Echo Circle Area	½ cent Surtax	Stormwater Improvement					900,000	
Griffith Mill Area	½ cent Surtax	Stormwater Improvement	200,000					
Indian Lakes Area	½ cent Surtax	Stormwater Improvement			500,000			
Lancaster Area	½ cent Surtax	Stormwater Improvement	750,000					
Lloyd Street/ Mayflower Area	½ cent Surtax	Stormwater Improvement	3,100,000					
Mooney Road	½ cent Surtax	Stormwater Replacement				500,000		
Northridge Area	½ cent Surtax	Stormwater Improvement	2,500,000					
South Avenue	½ cent Surtax	Stormwater Improvement				2,000,000		
Willow Bend/ Green Acres Area	½ cent Surtax	Stormwater Improvement	\$4,000,000					

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCPW STORMWATER

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034
Verb Street Area Drainage	Unknown	Stormwater Flood Protection						2,000,000
Gap Creek between Jonquil & Beal	Unknown	Stormwater Flood Protection						4,000,000
Baker Borrow Pit	Unknown	Stormwater Flood Protection						500,000
Valley Road @ Twin Creek Pond	Unknown	Stormwater Flood Protection						2,000,000
Cinco Bayou Outfalls & Hydrodynamic Separators	Restore Act SEP	Stormwater Water Quality						6,000,000
Hollywood Blvd pipe replacement	Unknown	Stormwater Replacement						10,000,000
Star Drive Pipe replacement		Stormwater Replacement						1,000,000
Parish Point Area Drainage		Stormwater Replacement						2,000,000
3rd Avenue from 7th St to Intersection of 9th St & 4th Ave		Stormwater Replacement						500,000
Juniper Creek Subdivision		Stormwater Replacement						1,500,000
Sunset Blvd from Lang Rd to Cinco Bayou		Stormwater Flood Protection						3,000,000

METHODOLOGY

Planning Districts and Areas

To determine capital improvements needs the county was divided into planning districts and planning areas. The planning districts include the North Okaloosa district for the area north of Eglin Reservation and the South Okaloosa district for the area south of Eglin Reservation. These districts were then subdivided into planning areas by U.S. Postal Service zip codes. That is to say a planning area was created for the area within each zip code. Capital improvements needs assessments were then developed for each planning area. To the extent possible data within city limits were excluded from the planning areas to provide a more accurate representation of the unincorporated county.

Needs Assessment

Capital improvements needs assessments were based upon achieving and maintaining adopted level-of-service (LOS) standards. Identification of needed capital improvements for each planning area was determined using the following parameters: 1) capital projects already included in the 5-year schedule of capital improvements; 2) anticipated population growth based on population projections; 3) development potential based on availability of developable land; 4) development potential based upon the land use pattern shown on the FLUM, and; 5) physical, environmental, or other constraints to development. Each of these parameters was then applied to public facilities for which LOS standards have been adopted within the various planning areas.

The general theory is that growth and development will be dictated by the types and distribution of the various land use categories shown on the FLUM. These FLUM land use categories will then dictate the type, extent, location, and density of growth that can reasonably be expected during a particular planning timeframe. For example, within a Low Density Residential (LDR) FLUM category a maximum residential density of 4 dwelling units per acre is allowed. By applying persons per household estimates to the maximum dwelling units allowed in the LDR category the population density of a particular area can be estimated. Once the number of persons in a particular area has been determined that number can be used to determine the need for public facilities such as average daily water/sewer per household, vehicle trips per household, parks and recreation facilities, etc. This needs estimate is then compared to the adopted LOS standards to identify capital improvements needs.

General Description

Planning Area 32531 is rural in character comprised primarily of undeveloped land, agricultural land, and conservation areas (state forest, water management areas). Population density is extremely sparse with the majority of landholdings being 10 acres or greater in size. Some private landholdings are over 1,000 acres in size.

This area includes the unincorporated communities of Baker, Blackman, and Milligan. These areas provide basic community services such as grocery stores, post office, fire stations, and restaurants.

Needs Assessment Parameters

1. Anticipated Population Growth

Population projections were obtained from the Bureau of Economic & Business Research (BEBR) 2024 & East Business Analyst, 2023. Population estimates and projections for the planning area are as follows (NOTE: Blackman & Milligan did not participate in the last census counts).

Year	Population
2018	6,151
2023	6,408
2025	6,561
2030	6,899
2035	7,153

These figures indicate an increase of 257 persons or approximately a 4.2% increase during 2018 to 2023. This planning area represents 2.9% of the County's total population.

2. Development Potential Based on Availability of Developable Land

Based on GIS analysis of Property Appraiser's records there are 2,123 acres of land classified as "vacant" and another 4,104 acres classified as "no-agriculture acreage." General developable land characteristics are shown on Maps 5 and 8.

3. Potable Water

Based on the data provided on page 17, Baker, Milligan, and Blackman Water Systems, pursuant to the data & analysis provided; all three water systems are maintaining an acceptable level-of service standard for potable water.

4. Development Potential Based on Land Uses Shown on the FLUM.

Development potential for each land use category based upon maximum allowable dwelling units per acre is shown on Table 11. Additional analysis and manipulation of data needed to calculate development potential leads to discrepancies between acreage calculations on tables 2 and 11. This analysis assumes developed properties in all future land use categories would retain their existing uses and intensity. These properties are excluded from the numbers shown as developable areas. Potential units are determined by multiplying developable acres by maximum permitted densities for their associated future land use designation. A development factor of 70% was applied across all categories to account for stormwater, open space, and infrastructure requirements. Potential population was determined by applying average person per household (2.7) to the number of dwelling units for each FLUM category.

TABLE 11

RESIDENTIAL DEVELOPMENT POTENTIAL				
FLU Category	Total acres	Developable acres	Maximum permitted density	Potential units
Agriculture	40,564	36,195	1 du per acre	25,337
Agriculture (with prime farmland)	24,280	22,408	1 du per 10 acres	1,568
Commercial	92	29	4 du per acre	41
Industrial	42	0	4 du per acre	0
Institutional	33	0	4 du per acre	0
Low Density Residential	1,745	250	4 du per acre	700
Mixed Use	579	128	4 du per acre	178
Rural Residential	322	237	2 du per acre	331
Rural Residential (within Rural Communities)	2,368	1,788	1 du per acre	1,251
TOTAL		61,033		29,408
Potential Residents				79,696

APPENDIX A

Property Appraisers Use Codes

USE CODE	USE DESCRIPTION	USE CODE	USE DESCRIPTION
000000	VACANT	000270	USE DESCRIPTION
000009	VACANT TOWNHOUSE LAND	000280	MOBILE HOME/SINGLE FAMILY RESIDENT CANAL
000060	VACANT/COMMERCIAL/XFOB	000280	RH WATER
000070	VACANT/SINGLE FAMILY RESIDENT/XFOB	000300	REC. HOME
000080	VACANT/INST/XFOB	000400	MULTI-FAMILY
000100	SINGLE FAMILY	000407	CONDOMINIUM
000102	SINGLE FAMILY RESIDENT/MOBILE HOME	000408	CONDO
000106	SINGLE FAMILY RESIDENT/RETIREMENT	000409	CONDO-TIMESHARE
000107	SINGLE FAMILY RESIDENT/ADULT CONGREGATE LIVING FACILITY	000499	LTD CONDO-COM ELEMENT
000108	SINGLE FAMILY RESIDENT/RENTAL	000500	CONDO BOAT DOCKS
000109	SINGLE FAMILY RESIDENT/TOWNHOUSE	000600	COOPERATIVES
000110	SINGLE FAMILY RESIDENT/COMMERCIAL	000700	RETIREMENT HOMES
000111	SINGLE FAMILY RESIDENT/STORE/SHOP	000800	VOLUNTEER FIRE DEPT
000117	SINGLE FAMILY RESIDENT/OFFICE	000900	MULTI-FAMILY
000119	SINGLE FAMILY RESIDENT/GOVERNMENT TOWNHOUSE LEASE	001000	DO NOT USE/DOR
000120	SINGLE FAMILY RESIDENT/BAYOU	001100	VACANT COMMERCIAL
000121	SINGLE FAMILY RESIDENT/RESTAURANT	001101	STORES, 1 STORY
000128	SINGLE FAMILY RESIDENT/MOBILE HOME PARK	001102	STORE/SINGLE FAMILY RESIDENT
000130	SINGLE FAMILY RESIDENT BAY FRONT	001110	STORE MOBILE HOME
000131	SINGLE FAMILY RESIDENT CANAL	001111	CONVENIENCE STORE
000132	SINGLE FAMILY RESIDENT RIVER	001126	STORE/FLA MARKET
000133	SINGLE FAMILY RESIDENT SOUND	001200	STORE/OFFICE/RESIDENT
000134	SINGLE FAMILY RESIDENT LAKE	001300	DEPARTMENT STORES
000140	SINGLE FAMILY RESIDENT GOLF	001400	SUPERMARKET
000145	SINGLE FAMILY RESIDENT/WAREHOUSE/STORAGE	001500	REGIONAL SHOPPING
000172	MOBILE HOME	001600	COMMUNITY SHOPPING
000200	TRAILER PARK	001609	SHOPPING COMPLEX
000210	MOBILE HOME/OFFICE	001700	OFFICE BUILDINGS
000217	MOBILE HOME	001709	OFFICE COMPLEX
000220	RV PARK	001710	COMMERCIAL CONDO
000225	MOBILE HOME/SINGLE FAMILY RESIDENT LOT	001703	OFFICE/MULTI FAMILY
000230	MOBILE HOME/SINGLE FAMILY RESIDENT WTR	001800	MULTI STORY OFFICE
000240	MOBILE HOME/SINGLE FAMILY RESIDENT CNL	001900	PROFESSIONAL BLDG
000250	MOBILE HOME/SINGLE FAMILY RESIDENT WATER	002000	TRANSIT TERMINALS
000260		002010	AIRPARK
		002100	RESTAURANTS/ARK

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32531

BAKER/BLACKMAN/MILLIGAN
2024

USE CODE	USE DESCRIPTION	USE CODE	USE DESCRIPTION
002400	INSURANCE COMPANY	004700	MINERAL PROCESSING
002500	REPAIR SERVICE	004800	WAREHOUSE-STORAGE
002509	SERVICE SHOP COMPLEX	004801	WAREHOUSE/STORES/SINGLE FAMILY RESIDENT
002801	REPAIR SERVICE/SINGLE FAMILY RESIDENT	004809	WAREHOUSE COMPLEX
002802	REPAIR SERVICE/MOBILE HOME	004817	STORAGE/OFFICE
002803	BOAT REPAIR/MOBILE HOME	004849	BARN
002825	BEAUTY PARLOR/BARBER	004900	OPEN STORAGE
002600	SERVICE STATION	005000	IMPROVED AG
002628	SERVICE STATION/MOBILE HOME PARK	005001	IMPROVED AG-RESIDENT
002664	CAR WASH	005002	IMPROVED AG-MOBILE HOME
002700	VEHICLE SALE/REPAIR	005008	IMP AG/SINGLE FAMILY RESIDENT & DUPLEX
002702	VEHICLE SALE/REPAIR & MOBILE HOME	005010	IMP AG/COMMERCIAL
002728	VEHICLE SALE/REPAIR/MOBILE HOME PARK	005011	IMP AG/STORE
002800	PARKING LOT	005017	IMP AG/OFFICE
002801	PARKING/MOBILE HOME PARK & SINGLE-FAMILY RESIDENT	005019	IMP AG/PROFESSIONAL
002802	PARKING/MOBILE HOME PARK	005020	IMP AG/BARN
002900	WHOLESALE OUTLET	005026	IMP AG/SEER STATION
003000	FLORIST/GREENHOUSE	005028	IMP AG/MOBILE HOME/PARKING
003100	DRIVE-IN/OPEN STADIUM	005038	IMP AG/CAMP/GROUND
003200	THEATER/AUDITORIUM	005048	IMP AG/WAREHOUSE
003300	NIGHTCLUB/BARS	005085	IMP AG/TRAIN TRACK
003311	NIGHT CLUB/FLEA MARKET	005067	IMP AG/POULTRY
003400	BOWLING ALLEY	005088	IMP AG/DAIRY
003435	GYM/FITNESS	005100	CROPLAND CLASS 1
003437	SKATING RINK	005200	CROPLAND CLASS 2
003440	DRIVING RANGE-GOLF	005300	CROPLAND CLASS 3
003500	TOURIST ATTRACTION	005400	TIMBERLAND 1
003600	CAMPS	005410	TIMBERLAND 1-NATURAL
003601	RV PARK/SINGLE FAMILY RESIDENT	005420	TIMBERLAND 1-PLANTED
003611	CAMPGROUND/STORE	005500	TIMBERLAND 2
003700	RACETRACKS	005510	TIMBER 2 - NATURAL
003800	GOLF COURSES	005520	TIMBER 2 - PLANTED
003900	HOTELS AND MOTELS	005600	TIMBERLAND 3
003901	HOTELS/MOTELS/SINGLE FAMILY RESIDENT	005601	TIMBERLAND 3- RESIDENT
004000	VACANT INDUSTRIAL	005602	TIMBERLAND 3- MOBILE HOME
004100	LIGHT MANUFACTURE	005610	TIMBER 3 - NATURAL
004200	HEAVY MANUFACTURE	005620	TIMBER 3 - PLANTED
004300	LUMBER YARD	005700	TIMBERLAND 4
004400	PARKING PLANT/STOCK MARKET	005710	TIMBER 4 - NATURAL
004500	CANNERIES/BOTTLERS	005720	TIMBER 4 - PLANTED
004600	OTHER FOOD PROCESS	005800	TIMBERLAND 5

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32531

BAKER/BLACKMAN/MILLIGAN
2024

USE CODE	USE DESCRIPTION	USE CODE	USE DESCRIPTION
005900	TIMBERLAND UN-CLASS	008787	STATE PRISON
006000	PASTURELAND 1	008800	FEDERAL
006010	PASTURE/COMMERCIAL	008900	MUNICIPAL
006100	PASTURELAND 2	009000	LEASEHOLD INTEREST
006148	PASTURELAND 2 - WAREHOUSE	009010	NO LAND INTEREST
006200	PASTURELAND 3	009100	UTILITIES
006300	PASTURELAND 4	009200	MINING
006400	PASTURELAND 5	009300	SUB-SURFACE RIGHTS
006500	PASTURELAND 6	009400	RIGHTS-OF-WAY
006555	AG LAND	009401	HANGER/SINGLE FAMILY RESIDENT
006600	PECAN GROVES	009410	AIR STRIP/RUNWAY
006610	ORANGE GROVE	009420	ROW/DOT
006620	GRAPEFRUIT GROVE	009500	RIVERS AND LAKES
006630	SPEC GROVE	009600	WASTELAND/DUMPS
006640	MIXED GROVE	009700	MINERAL
006700	POULTRY, BEES, FISH	009703	CONSERVATION PARCEL
006800	DAIRIES, FEEDLOTS	008705	COMMON AREA
006900	ORNAMENTALS, MISCELLANEOUS	008710	LESS MINERAL
007000	VACANT INSTITUTIONAL	009800	CENTER ALLY ASSESSED
007100	CHURCHES	009900	NO AG ACREAGE
007101	CHURCH/SINGLE FAMILY RESIDENT	009920	RURAL 1 AC
007200	PRIVATE SCHOOL/DAY CARE	009988	NO AG ACDAIRY
007300	HOMES FOR THE AGED	009706	HOLDING POND
007400	NON-PROFIT SERVICE	009980	AG CARRY OVER
007500	MORTUARY/CEMETERY	009620	MARSH
007600	CLUBS/LODGES/HALLS		
007700	YACHT CLUB		
007720	COUNTRY CLUB		
007800	REST HOMES		
007801	REST HOMES/SINGLE FAMILY RESIDENT		
007900	CULTURAL GROUPS		
008000	WATER MANAGEMENT/STATE		
008100	MILITARY		
008200	FOREST, PARKS, RECREATION		
008260	ZOO		
008300	PUBLIC SCHOOLS		
008400	COLLEGES		
008500	HOSPITALS		
008600	COUNTY		
008700	STATE		

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**ALSO NOTE: THE MAPS IN THIS DOCUMENT ARE ONLY
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PLANNING AREA 32536 CRESTVIEW/AUBURN

Department of Growth Management
2024

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OKALOOSA COUNTY PLANNING PROFILES

Foreword

Pursuant to Florida Statute (F.S.) Section 163.3191 and Section 163.3177 the Okaloosa County Planning Profiles serve as the available data from professionally accepted sources in support of the Okaloosa County Comprehensive Plan. The Planning Profiles also support the evaluation and appraisal process to determine whether the need exists for the county to amend the comprehensive plan to reflect changes in state requirement.

Methodology used to prepare this profile was to divide the County into a North Okaloosa profile, and a South Okaloosa profile. These areas were then further subdivided into "planning areas" based upon U.S. Postal Service zip codes. Demographics were analyzed by using "traffic analysis zones" created by the Okaloosa-Walton Transportation Planning Organization for the 2045 Long Range Transportation Plan Update. The boundaries of the planning areas which are based upon zip code boundaries do not always align exactly with the traffic analysis zones.

When compiling the data and information presented herein the most current data available was used as much as possible. It should be noted that very little original data was generated for this profile. The data and information presented here was obtained from a variety of sources and compiled into one central data source. For the analysis purposes, data from incorporated areas was excluded as much as possible.

Data Sources

- A. GENERAL DEMOGRAPHICS: Esri Business Analyst, 2023; Bureau of Economic and Business Research (BEER), 2024, POPULATION DENSITY: Emerald Coast Regional Council, 2023.
- B. LAND USE: Okaloosa County GIS, 2024, Okaloosa County Property Appraiser, 2024
- C. LAND CHARACTERISTICS: Official Records of Okaloosa County, Okaloosa County GIS GIS 2018, PRIME FARMLANDS: National Resources Conservation Service (NRCS), 2023
- D. TRANSPORTATION: Florida Department of Transportation 2022 District 3 Level of Service Report; Okaloosa County Public Works Traffic Report 2023
- E. UTILITIES: Haile Innovation, 2023
- F. COMMUNITY FACILITIES: Okaloosa County GIS, 2024

G. PUBLIC SCHOOLS: Okaloosa County School District, 2024

H. CONSERVATION AREAS AND RESOURCES: Okaloosa County GIS, 2024;
Federal Emergency Management Agency, 2024; Florida Natural Areas Inventory, 2024

I. PARKS AND RECREATION: Okaloosa County Parks and Recreation System, 2024

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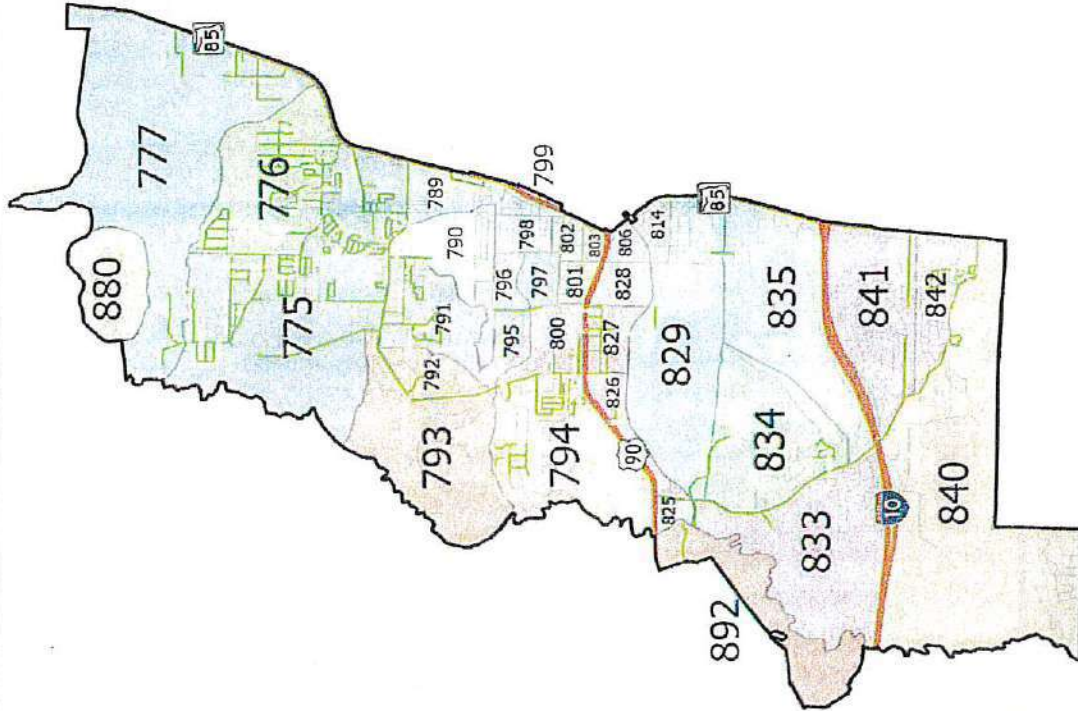
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Appendix	Description
A	Property Appraisers Use Codes



MAP PROJECTION:
NAD 83 FIPS 4960(1) StatePlane Florida
North FIPS 4960(1) US Feet

PUBLIC RECORD:
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copies, extracts, or abstracts.

Okaloosa County
Growth Management
2024



A. GENERAL DEMOGRAPHICS

A. POPULATION DATA

1. Population Estimates (Okaloosa County)				
Year	2018	2023	% Change 2017-2023	2035
	206,409	219,663	6.42	245,200
				11.63

2. Population Estimates (32526)				
Year	2018	2023	% Change 2018-2023	% of County population
	7,687	8,661	12.67	3.94%

Sources: Esri Business Analyst, 2023
Bureau of Economic & Business Research (BEBR), 2024

C. GENERAL DESCRIPTION

Planning Area 32536 is comprised of the City of Crestview urbanized area and surrounding unincorporated Auburn/Silver Springs communities. The urbanized area is more densely populated and contains typical urban services, shopping centers, grocery supermarkets, government offices, etc. This area is well established with a defined land use pattern. The Auburn/Silver Springs area has been transitioning from primarily rural to a more subdivided residential area.

The Auburn/Silver Springs communities provide basic community services such as grocery stores, post office, fire stations, and restaurants.

D. DATA ANALYSIS

The purpose of this analysis is to identify population and housing patterns. Population estimates exclude incorporated areas. Per the data extracted from the sources listed, the Crestview/Auburn Planning Area experienced a 12.67% increase in population from 2017 to 2023. In addition, new residential construction exhibited a 349.09% increase from 2019 to 2023. The unincorporated Crestview/Auburn Planning Area comprises 3.94% (8,661 persons) of the total population of the County.

B. HOUSING DATA (# of new residential construction units)

1. Dwelling Units (32536)			
Year	2019	2023	% of Change 2019-2023
	55	247	349.09%

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32536

POPULATION DENSITY
Source: Emerald Coast Regional Council, 2023

**MAP #
2**

LEGEND

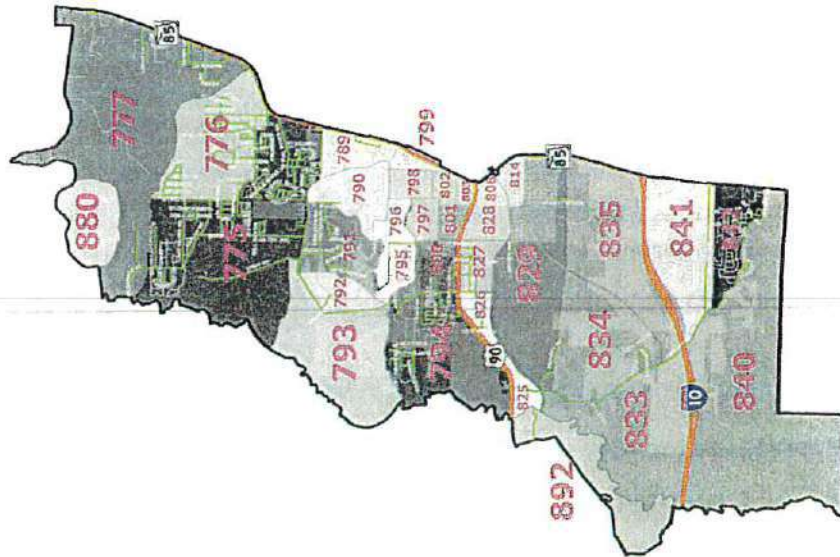
Population Density	persons
0 - 150	persons
151 - 300	persons
301 - 500	persons
501 - 750	persons
751 - 1000	persons
1001 - 1500	persons
1501 - 2000	persons
2001 - 2500	persons
2501 - 3000	persons
3001 - 4000	persons



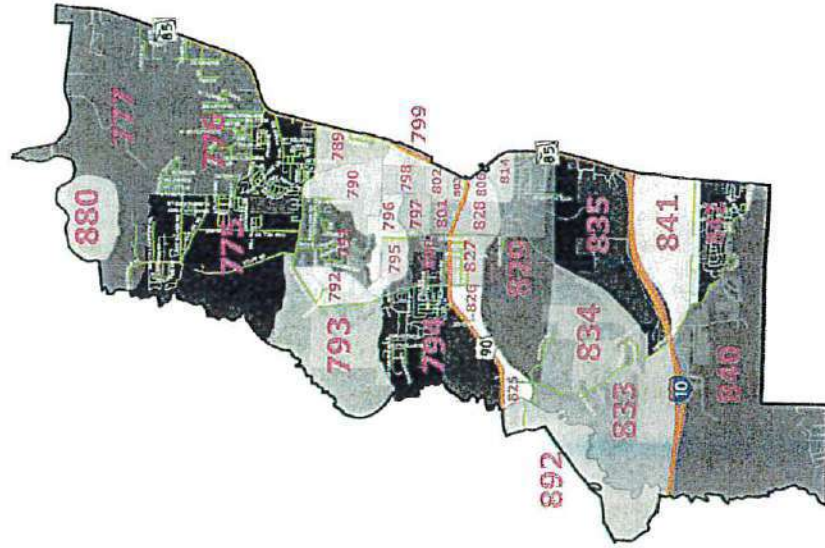
MAP PROJECTION:
North American Datum 83
North (NAD 83) US SF

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Okaloosa County
Growth Management
2024



2015



2045

**OKALOOSA COUNTY
PLANNING PROFILE**

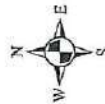
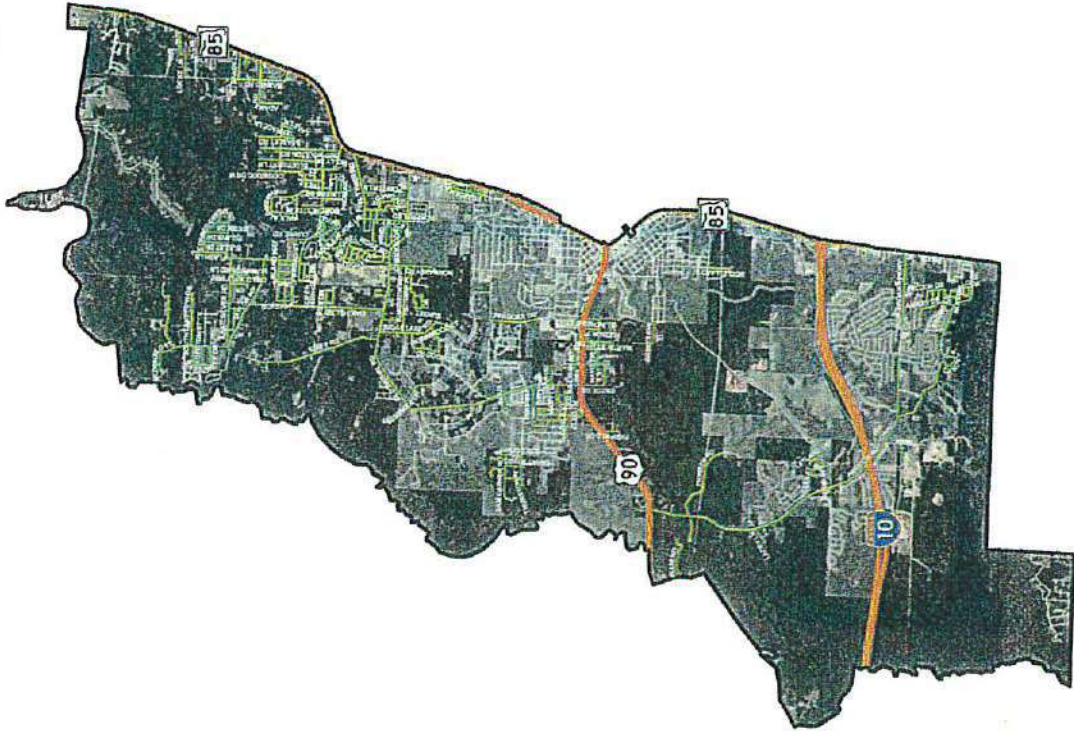
PLANNING AREA 32536

AERIAL PHOTO
Source: Okaloosa County GIS, 2024

**MAP #
2A**

LEGEND

- LOCAL ROAD
- COUNTY ROAD SYSTEM
- STATE HIGHWAY SYSTEM



MAP PROJECTION:
NAD 1983 (2011) StatePlane Florida
North FIPS 5000 UTM 18Q

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Okaloosa County
Growth Management
2024



B. LAND USE

1. Existing Land Use Map

Existing land use was determined by using Department of Revenue Property Use Codes as used by the Okaloosa County Property Appraiser for property tax purposes. Each land use was identified and mapped using Geographic Information Systems. Property Use Codes (PUC) for each existing land use listed are as follows. A complete list of the PUC is provided as Appendix A.

1. Residential: 000100 - 000900
2. Commercial: 001000 - 003901
3. Industrial: 004000 - 004817
4. Agriculture: 005000 - 006900
5. Institutional: 007000 - 007900
6. Public: 008000 - 008900
7. Other: 009100 - 009960

The existing land use based on the preceding codes is shown on Map 3. Approximate acreage of each land use shown is described in Table 1.

Land Use	Acres
Residential	3674
Commercial	105
Industrial	25
Agriculture	8,125
Institutional	71
Public	3,236
Other	2,138

Source: Okaloosa County Property Appraiser, 2024

2. Future Land Use Map

Comparison between the Existing Land Use Map (ELUM) and the adopted Future Land Use Map (FLUM) of the Comprehensive Plan is shown on Map 4. The gross acreage of each FLUM category is shown in Table 2.

Land Use	Acres
Agriculture	6,978
Commercial	10
Conservation	2,664
Crestview	8,744
Federal Reservation	1
Industrial	24
Low Density Residential	3,672
Medium Density Residential	7
Mixed Use	979
Rural Residential	5,165
Water	224

Source: Okaloosa County GIS

The acreage totals provided for existing land uses and for future land uses are not derived from the same source and therefore, will not be the same acreage totals. The purpose of Table 1 and Table 2 is to show comparison of the difference between what land uses actually exist today and what the land use may look like in the future.

**OKALOOSA COUNTY
PLANNING PROFILE**








PLANNING AREA 32536

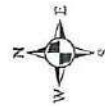
EXISTING LAND USE

Source: Okaloosa County Property Appraiser, 2024

**MAP #
3**

LEGEND

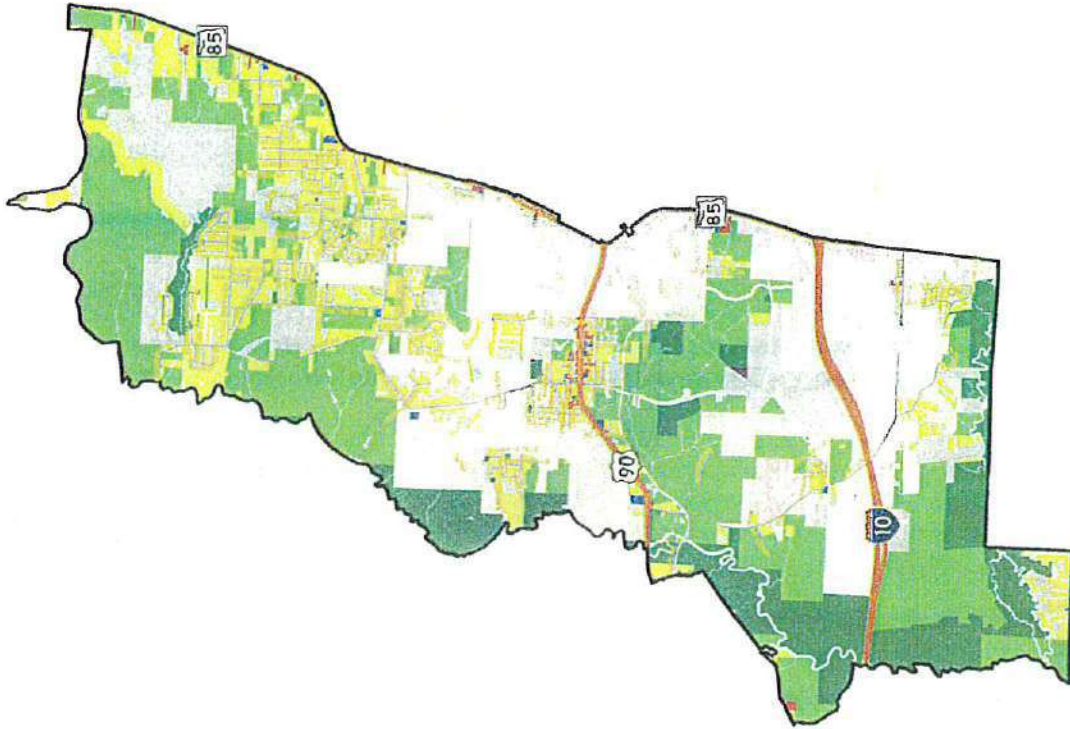
-  Residential
-  Commercial
-  Industrial
-  Agriculture
-  Institutional
-  Public
-  Other



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FIPS 1600 (ft spheroid)

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2024



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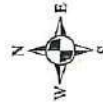
PLANNING AREA 32536

FUTURE LAND USE
Source: Okaloosa County GIS, 2024

**MAP #
4**

LEGEND

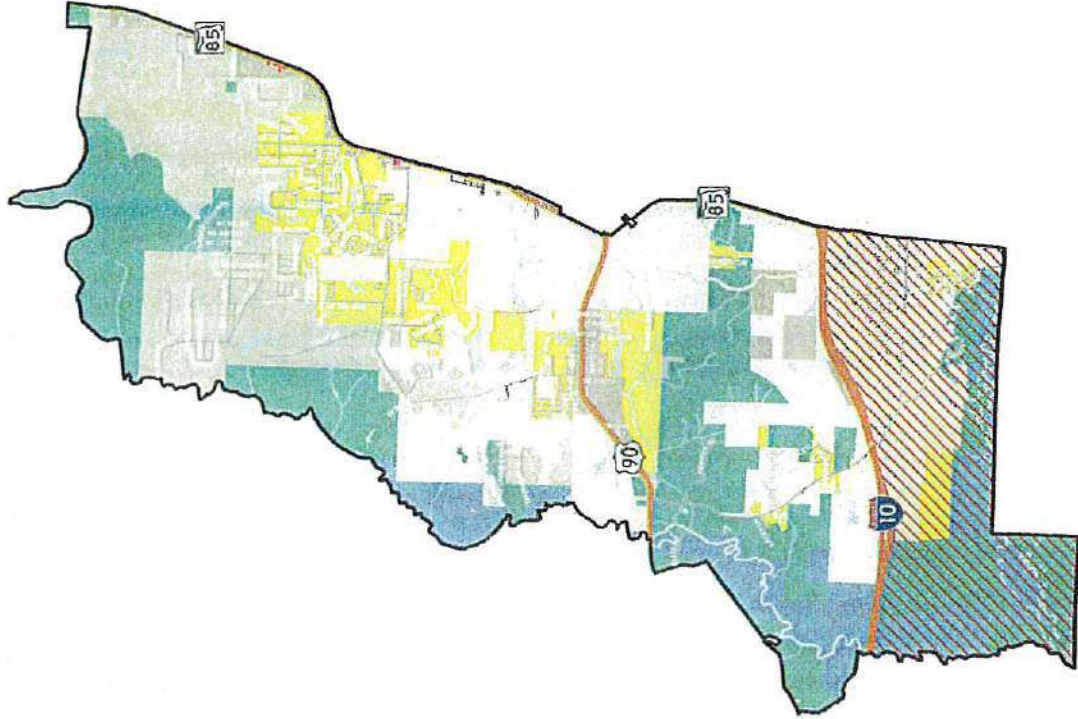
-  AGRICULTURAL
-  COMMERCIAL
-  CONSERVATION
-  CRESTVIEW
-  INDUSTRIAL
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  MIXED USE
-  RURAL RESIDENTIAL
-  WATER
-  EGLIN AFB NORTH ENCROACHMENT ZONE



MAP PROJECTION:
North Carolina State Plane
NAD 83 (GCS 2011) 8303

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Growth Management
2024



**OKALOOSA COUNTY
PLANNING PROFILE**







PLANNING AREA 32536

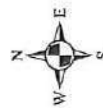
ZONING MAP

Source: Okaloosa County GIS, 2024

**MAP #
4A**

LEGEND

-  AGRICULTURAL
-  GENERAL COMMERCIAL
-  CRESTVIEW
-  EGLIN AFB
-  INDUSTRIAL
-  INSTITUTIONAL
-  MIXED USE
-  RESIDENTIAL-1
-  RESIDENTIAL-2
-  RURAL RESIDENTIAL
-  WATER

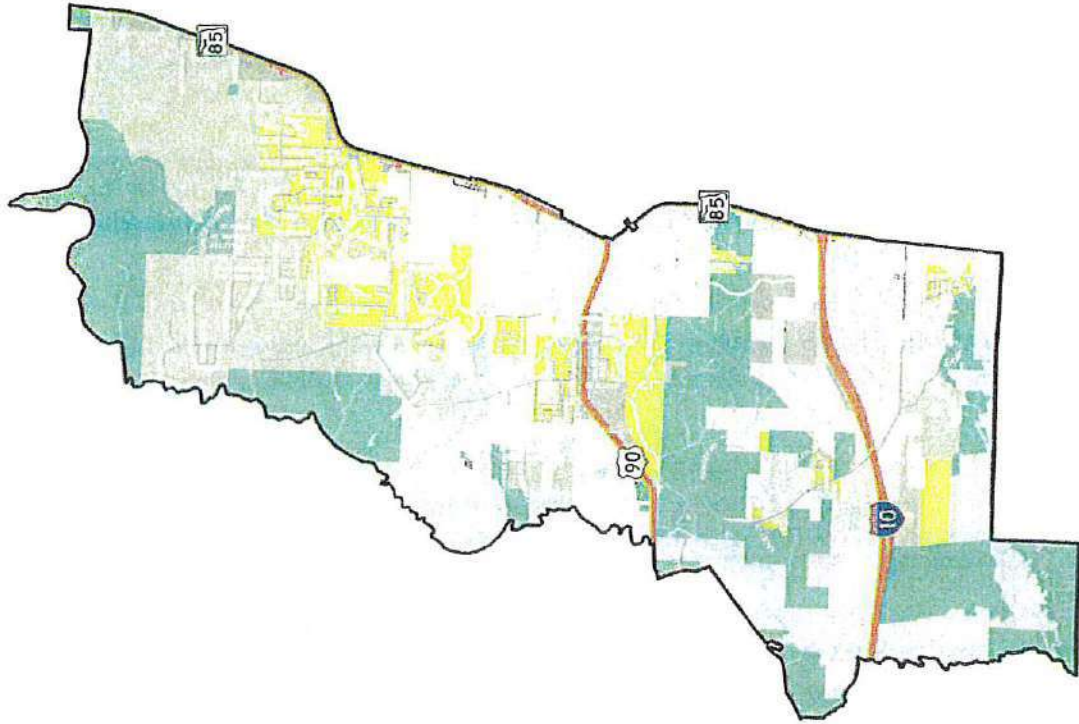


MAP PROJECTION:
NAD 1983 STATE PLANE
FLORIDA STATE PLANE
North Florida Zone (USGS)

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C. LAND CHARACTERISTICS

1. Vacant Land

The term "vacant land" means land that has not been improved or otherwise developed with structures or buildings. Vacant land within the planning area is shown on Map 5. The areas shown include lands listed on the Property Use Code as 0000000 - 000080 (vacant) and 009900 (no-ag acreage).

2. Large Landholders

Large landholders are single person (including corporations) land owners who own 1000 acres of land or more. Large landholders are shown and described on Map 6.

3. Subdivided Lands

The term "subdivided lands" means properties that have been subdivided from a larger parcel or tract of land by the landowner for purposes of conveyance to another owner when such subdivided property is then subject to a separate and distinct legal description. These do not include original government lots, "lot splits", or minor divisions of land. Information within this document regarding plats and subdivisions has not been updated since the previous version.

a. Recorded Plats

A recorded plat shows subdivided lands represented as a plat and recorded in the Official Records of Okaloosa County. Recorded plats are described in Table 3.

TABLE 3 RECORDED PLATS		
Name	Year Platted	
Oakcrest F/G Plat #1	1926	
Oakcrest F/G Plat #2	1926	
Oakcrest F/G Plat #4	1926	
Oakcrest F/G Plat #6	1926	
West Hill Addition	1941	
Coleman Homes	1944	
Cayson Addition to Crestview	1947	
Oakcrest F/G Plat #3	1947	
Edneys West Hill	1948	
Staff Addition to Crestview	1948	
Hudson Addition to Crestview	1952	

TABLE 3 RECORDED PLATS		
Name	Year Platted	
Oakdale M/F Re-sub BLK 5	1956	
Normandy Terrace	1957	
Oakcrest Farms & Groves Re-Plat	1957	
Edneys West Hill Addition	1959	
Lake Silver	1959	
Lake Silver 1st Addition	1959	
Normandy Terrace 1st Addition	1959	
Leon Heights	1959	
Doris Alene	1960	
Crestview Manor	1961	
Oakdale M/F	1963	
Holly Hills	1969	
Country Club Estates #1	1985	
Foxwood Estates #1	1985	
Gladway Subdivision	1985	
Countrylaw Estates	1986	
Beacons Bend	1987	
Dogwoods Estates 1st Addition	1987	
Indian Trails	1987	
Beacons Bend South	1988	
Bethelridge Phase I	1988	
Rolling Hills Estates	1988	
Countryview Oaks	1991	
Linene Woods	1992	
Holly Hills Re-Subdivision Edge Manor	1993	
Colony Ridge Phase I	1996	
Hutcherson Hill	1996	
Deer Valley Estates	1997	
Mattison Creek Estates	1997	

**TABLE 3 (Continued)
RECORDED PLATS**

Name	Year Platted
Dorchester Place	1998
Silver Oaks Phase I	1998
Foxwood Addition	1999
Juniper Creek Estates Phase I	2001
Mathison Creek Estates Phase I	2001
Kindals Corner	2002
Silver Oaks Phase II	2002
Lee Farms Phase I	2003
Carnegie Hills Phase I	2004
Carnegie Hills Phase II	2004
Lake Arthur Estates Phase I	2004
Lake Arthur Estates Phase II	2004
Silver Creek Estates	2004
Ashtons Preserve	2005
Four Winds Subdivision	2005
Juniper Creek Estates Phase II	2005
Silver Springs Estates	2005
Zachary Estates	2005
Lee Farms Phase II	2006
Nantierre Subdivision Phases I&II	2006
Silverwoods Estates	2006
Wind Meadows	2006
Carnellia Cove	2007
Nantierre Subdivision Phase III	2007
Cardinal Estates	2008
Majestic Oaks Vineyard Phase I	2008
Lee Farms Phase I	2009
Nature Laks Phase I	2014

Source: Okaloosa County GIS, 2018
Okaloosa County Property Appraiser, 2018

b. Unrecorded Subdivisions

An unrecorded subdivision is the subdivision of land into smaller lots or parcels which has not been recorded in the Official Records of Okaloosa County. Unrecorded subdivisions are described in Table 4.

TABLE 4 UNRECORDED PLATS	
Name	
Calebro (Ridlake Road)	

Source: Okaloosa County GIS, 2018
Okaloosa County Property Appraiser, 2018

4. Agricultural Lands

The planning area contains significant amounts of agricultural lands. For planning purposes these have been categorized by Property Use Code as follows: Improved Agriculture 005000 - 005068; Cropland 005100 - 005300; Timberland 005400 - 005900; Pastureland 006000 - 006500; Groves 006600 - 006400; Poultry, Bees, Fish 006700; Dairies, Feedlots 006800; and, Cmententials 006900. The distribution of agricultural lands by use code is shown on Map 5. Prime farmland is shown on Map 5A.

5. Conservation Lands

Conservation lands are those areas set aside for the purpose of conserving or protecting natural resources. There are extensive conservation lands within the planning area including portions of Northwest Florida Water Management District Water Management Areas. Conservation lands within the planning area are shown on Map 5.

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32536

LAND CHARACTERISTICS
Source: Okaloosa County GIS, 2024

**MAP #
5**

LEGEND

-  Vacant
-  No AG Acreage
-  Improved Agriculture
-  Cropland
-  Timberland
-  Pastureland
-  Other
-  Blackwater River State Forest
-  Water Management Lands

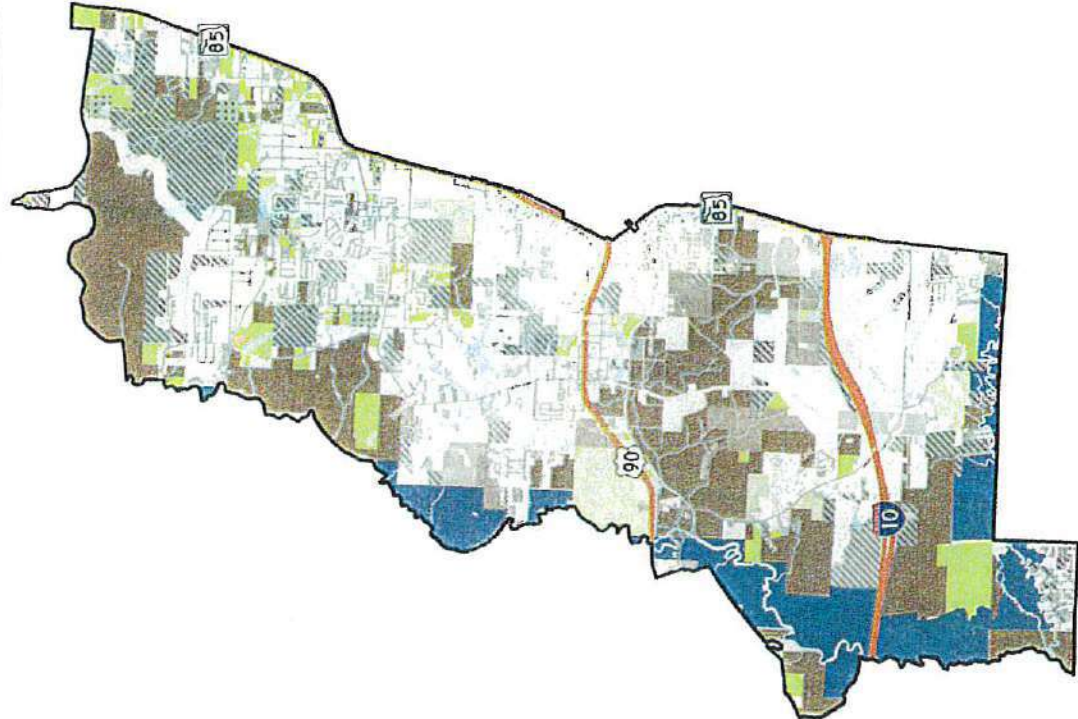


MAP PROJECTION:
NAD 83 (GCS NAD83) StatePlane Florida
North FIPS 5002 (US Feet)



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2024



**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32536

PRIME FARMLANDS

**MAP #
5A**

Source: National Resources Conservation Service (NRCS), 2023

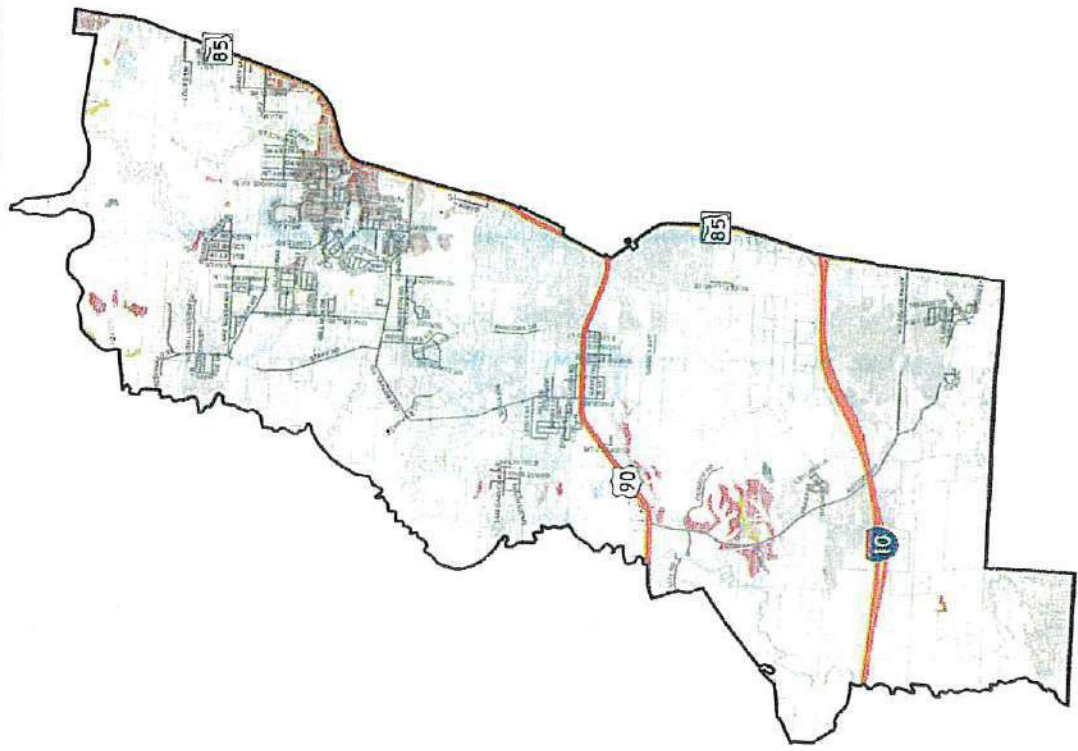
LEGEND

- | | |
|-----------------------------|-----------------|
| Type | 2 to 5 % Slopes |
| Asilo Sandy Loam | 0 to 2 % Slopes |
| Dalhous Loamy Sand | 2 to 5 % Slopes |
| Dalhous Loamy Sand | 0 to 3 % Slopes |
| Entruthia Fine Sandy Loam | 0 to 2 % Slopes |
| Naicher Gravelly Sandy Loam | 2 to 5 % Slopes |
| Naicher Gravelly Sandy Loam | 0 to 2 % Slopes |
| Orangeburg Sandy Loam | 2 to 5 % Slopes |
| Orangeburg Sandy Loam | |



MAP PROJECTION:
NAD 1983 (2011 Adjustment) Florida Albers
North Pole 3003 615 N

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MAP #
6

LARGE LANDOWNERS
Source: Okaloosa County GIS, 2024

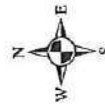
PLANNING AREA 32536

OKALOOSA COUNTY
PLANNING PROFILE

LEGEND

OWNER NAME

-  NW F WATER MNGT DIST
-  WINGARD FAMILY LLC

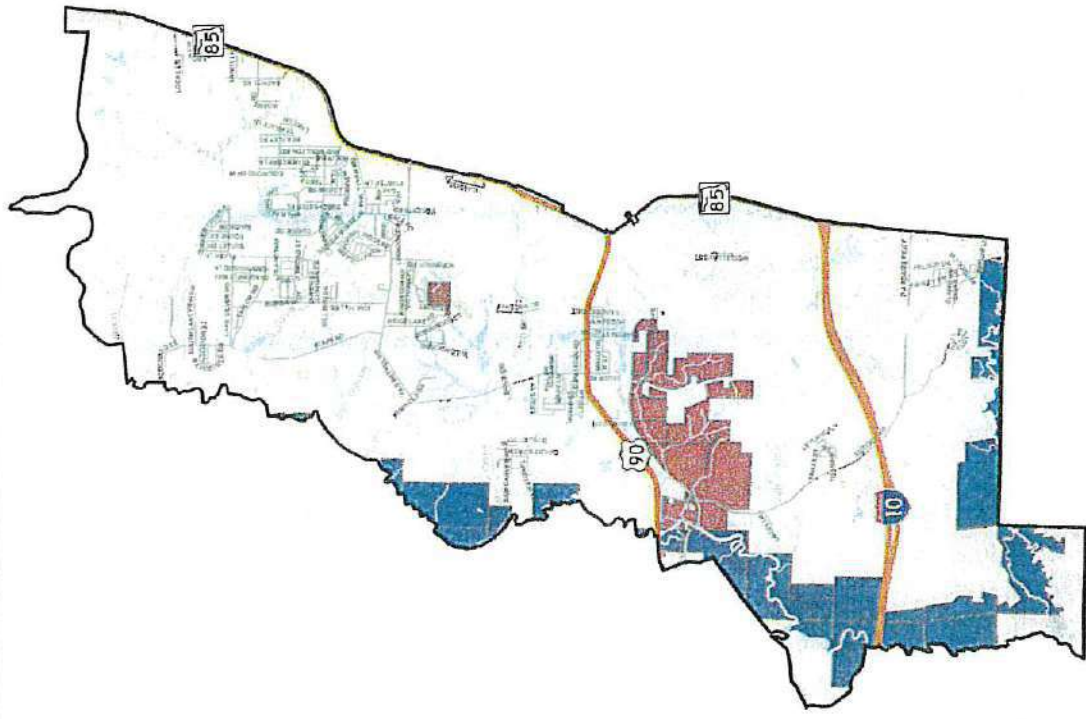


MAP PROJECTION:
North Carolina State Plane
NAD 83 (2011) US 83

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D. TRANSPORTATION

Transportation facilities in the planning area are limited to state, county, and local roads and highways. As specified by statute roads and highways within the County are classified as "State Highway System" (s. 386.01, F.S.) or "County Road System" (s. 384.03, F.S.). These are shown on Map 7.

1. State Highway System (SHS)

State highways within the planning area include State Road 85, Highway 10 (US 90) and Interstate 10. General characteristics of these roadways were taken from FDOT 2022 District 3 Level of Service, Operation and maintenance responsibility for the SHS lies with the Florida Department of Transportation (FDOT).

a. State Road 85 North

Segment: CR 85A (Bill Lundy Rd) to Eglin Reservation N boundary

No. of Lanes	2018 AADI	2023 AADI	% of change AADI
4	49500	50500	2.02%
Functional Class	Principal Arterial		
Facility Type	Divided		
LOS Area	Transitioning		
FDOT LOS	D		
County LOS	C		

FDOT Station 1603: SR 85-375' N of Third Avenue, Crestview

2018 AADI	2023 AADI	% of change AADI
25500	28500	11.76%
27500	29500	7.27%

FDOT Station 5112: 825' N of Long Drive

2018 AADI	2023 AADI	% of change AADI
27500	29500	7.27%
28000	29500	5.36%

FDOT Station 5057: 0.233 mile N of SR 10 (US 90)

2018 AADI	2023 AADI	% of change AADI
28000	29500	5.36%

FDOT Station 5060: SR 85-150' N of Cobb Ave, Crestview

2018 AADI	2023 AADI	% of change AADI
37500	41500	10.67%

FDOT Station 1606: SR 85-600' S of Duggan Ave (N of Goodwin Ave)

2018 AADI	2023 AADI	% of change AADI
44500	47000	5.62%

FDOT Station 1607: SR 85-300 N of Cracker Barrel RD (S of I-10)

2018 AADI	2023 AADI	% of change AADI
49500	50500	2.02%

b. State Road 10 (US 90)

Segment: SR 85 (Ferdon Blvd) to Yellow River Bridge

No. of Lanes	2018 AADI	2023 AADI	% of change AADI
4	17300	17200	-0.58%
Functional Class	Minor Arterial		
Facility Type	Undivided (part) divided (part)		
LOS Area	Transitioning		
FDOT LOS	D		
County LOS	D/C		

FDOT Station 5052: SR 10 (US 90) 350' W of SR 85 (Ferdon Blvd)

2018 AADI	2023 AADI	% of change AADI
17300	17200	-0.58%

FDOT Station 5053 SR 10 (US 90): 400' W of Main Street (E of Lloyd Street)

2018 AADI	2023 AADI	% of change AADI
21000	22500	7.14%

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32536

**CRESTVIEW/AUBURN
2024**

FDOT Station 1602 SR 10 (US 90): 1200' W of Lindberg Street
2018 AADI 20500
 18200

% of change AADI
 12.64%

FDOT Station 0122: SR-10/ US 90-2 miles W of SR 85
2018 AADI 16896
 14144

% of change AADI
 19.46%

c. Interstate 10
 Segment: 57002002 EB OFF to 57002006 EB OFF
 No. of Lanes 4
 Functional Class Principal Arterial
 Facility Type Divided
 LOS Area Rural undeveloped
 FDOT LOS D
 County LOS B
 FDOT Station 0318 SR-9/I-10 @ Antioch Road O/P, Okaloosa Co.
2018 AADI 29093
2023 AADI 32484

% of change AADI
 11.66%

2. County Road System (CRS)

The County Road System within the planning area is comprised of "numbered" county roads and local streets. Operation and maintenance responsibility for the CRS lies with Okaloosa County.

a. Numbered County Roads
 Numbered county roads within the planning area include:
 CR 4 Antioch Road
 CR 188 Old Bethel Road

General characteristics of these roadways are shown in Table 5. It should be noted that 2023 data was the most recent information available.

**TABLE 5
NUMBERED COUNTY ROADS**

Road	Segment	Func. class	Area	Type	Lanes	2018 AADT	2023 AADT	% of Change	Adopted LOS
4 Antioch Road		Collector	Urban	Undiv.	2				
*FDOT Station 0280 625' S of US 90						8800	10900	23.85	D
**County Station 470 1050' S of US 90						18069	12447	-31.11	D
**County Station 450 400' S of Egan Dr.						13922	13456	-3.35	D
CR 188 Old Bethel Road		Collector	Urban	Undiv.	2				
*FDOT Station 0303 2640' W of SR 85						5900	5900	11.32	D
*FDOT Station 0305 625' N of US 90						5900	6900	16.95	D
**County Station 420 1000' N of US 90						6987	3292	-52.88	D
**County Station 430 900' W of SR 85						7490	9693	29.41	D

Source: Okaloosa County Public Works Traffic Counts, 2023

b. Un-Numbered County Roads

In addition to the numbered county roads there are other significant roads that provide transportation corridors within the planning area. This information has not been updated with the previous version of this report. These un-numbered roads are listed as follows.

Lake Silver Road
 Oak Hill Road

**TABLE 6
UN-NUMBERED COUNTY ROADS**

Road	Segment	Func. class	Area	Type	Lanes	2018 AADT	2023 AADT	% of Change	Adopted LOS
Lake Silver Road	SR 85 to Caveman Rd.	None	Trans.	Undiv.	2	NA	NA	NA	None
Oak Hill Road	Old Bethel Rd to Taylor Rd	None	Trans.	Undiv.	2	NA	NA	NA	None

Source: Okaloosa County Public Works Department

c. Local Streets

Except for the collector roads listed in Table 5 the majority of the roads within the planning area are considered local streets.

LEGEND

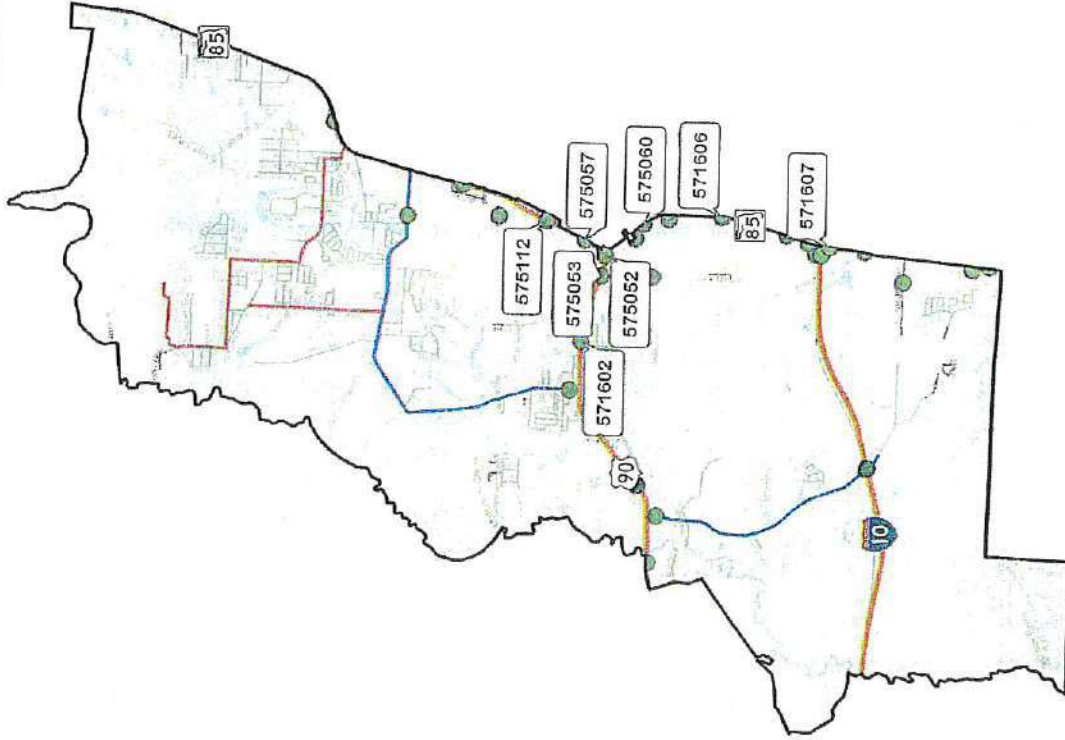
- PORTABLE TRAFFIC MONITORING SITES
- STATE HIGHWAY SYSTEM
- NUMBERED COUNTY ROADS
- UNNUMBERED COUNTY ROADS
- LOCAL ROADS



MAP PROJECTION:
NAD 1983 (2011) StatePlane Florida
North AP5, 500 Feet

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E. UTILITIES

For purposes of this report "utilities" are considered to be those infrastructure services that are essential for development. These include drinking water, sanitary sewer, solid waste disposal, and electric power.

1. Drinking Water

Drinking water within the planning area is provided by three community water systems and, where community system water is not available, by individual, private water wells. Community water systems include the Auburn Water System and Okaloosa County Water & Sewer. These systems are both not for profit corporations established in the late 1860's early 1970's using U.S. Department of Agriculture Rural Development grants and loans.

a. Auburn Water System

The Auburn Water System service areas and actual water distribution area is shown on Map 9. As shown, the service area encompasses a much larger geographic area than the area where community water service is available. General characteristics of the Auburn Water System are shown on Table 7.

**TABLE 7
AUBURN WATER SYSTEM**

Permitted Water Use (ADF)	Gross Water Use 2023 (GPD, ADF)	Population Served	Gross per Capita	Gross Water Demand Projections (GPD, ADF)		% of Change 2025-2035
				2025	2035	
6,800,000	2,500,000	22,000	114	2,508,000	2,794,472	9.06%

b. Okaloosa County Water & Sewer (OCWS)

Okaloosa County Water & Sewer's service area and actual water distribution area is shown on Map 9. Again, the service area is much larger than the distribution area. General characteristics of OCWS are shown on Table 8.

**TABLE 8
OCWS**

Permitted Water Use (ADF)	Gross Water Use 2023 (GPD, ADF)	Population Served	Gross per Capita	Gross Water Demand Projections (GPD, ADF)		% of Change 2025-2035
				2025	2035	
9,100,000	6,400,000	42,306	151	6,400,00	6,977,794	9.03%

c. Private Water Wells

All areas shown on Map 8 located outside an actual water distribution area obtain water from individual, private water wells.

2. Sanitary Sewer

There are central sewage and on-site (septic tanks) treatment systems within the planning area.

3. Solid Waste

Solid waste collection within the planning area is provided by private haulers. The County operates a construction and demolition (C & D) landfill and a transfer station at the landfill site. Solid waste is collected at the transfer station for disposal in Jackson County's landfill. The County does not operate any Class I landfills anywhere in Okaloosa County.

4. Electric Power

Electric power is provided by Choctawhatchee Electric Cooperative (Chelco) and Florida Power and Light. Generalized service areas for these electricity providers are shown on Map 9.

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32536

WATER SYSTEMS MAP

Source: Okaloosa County GIS, 2024

**MAP #
8**

LEGEND

- CRESTVIEW WATER SYSTEM
 -  SERVICE AREA
- AUBURN WATER SYSTEM
 -  SERVICE AREA
 -  DISTRIBUTION AREA
- CITY OF CRESTVIEW
 -  SERVICE AREA
- MILLIGAN WATER SYSTEM
 -  SERVICE AREA
- OKALOOSA COUNTY WATER & SEWER
 -  SERVICE AREA
 -  DISTRIBUTION AREA
-  UNDEFINED DISTRIBUTION AREA

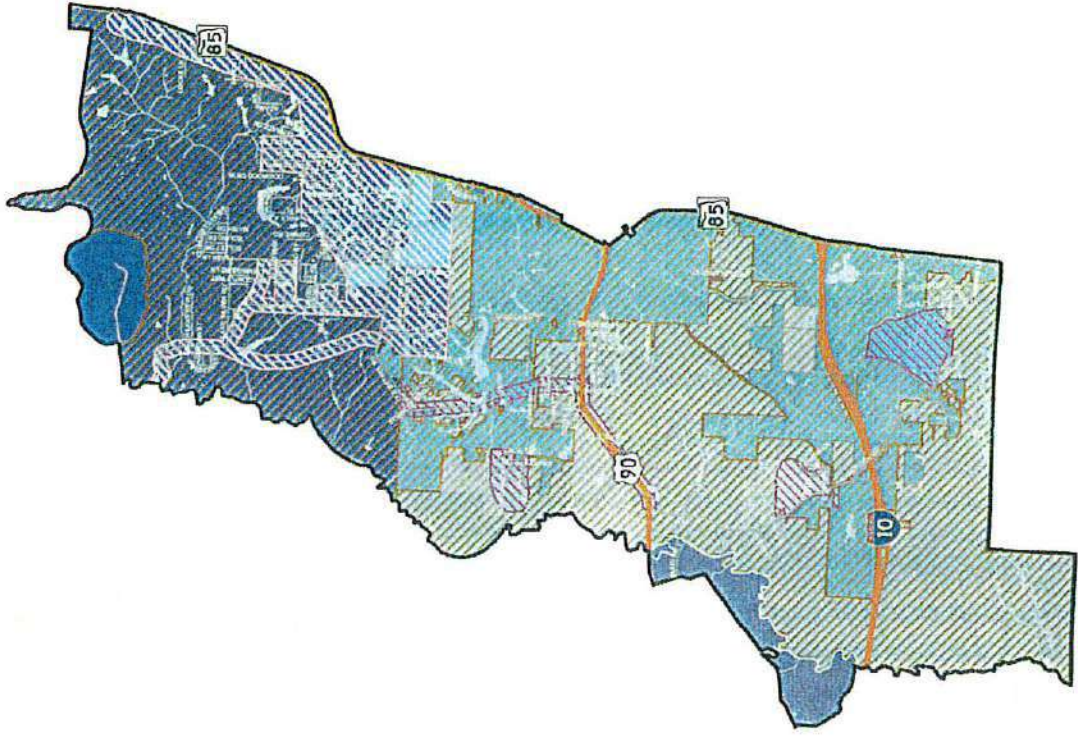


MAP PROJECTION:
NAD 83 (2011) StatePlane Florida
North (FIPS 5002 FIPS 41)



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**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32536

ELECTRIC POWER MAP
Source: Okaloosa County Growth Management, 2024

**MAP #
9**

LEGEND

-  CHELCO SERVICE AREA
-  FPL SERVICE AREA

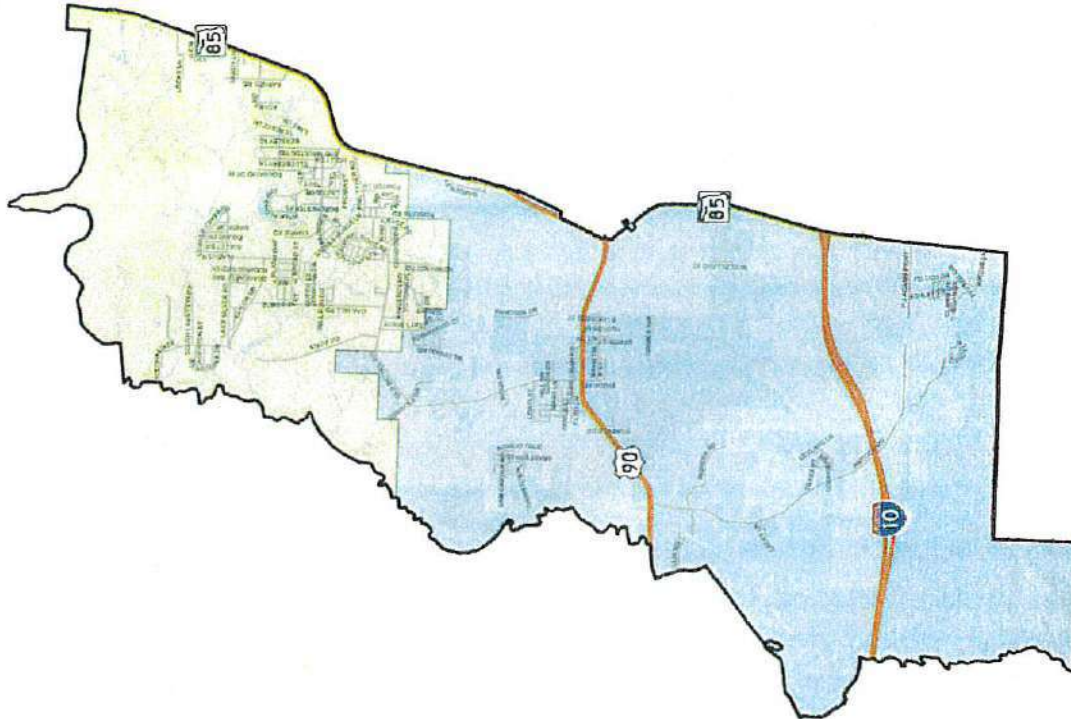


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NAD 1983 (2011) StatePlane Florida
North 114 2 (5000 Feet)

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Source: Okaloosa County GIS, 2024

LEGEND

Facilities

- 1. Carver Hill Museum
- 2. John McMahon Environmental Center

Fire Departments

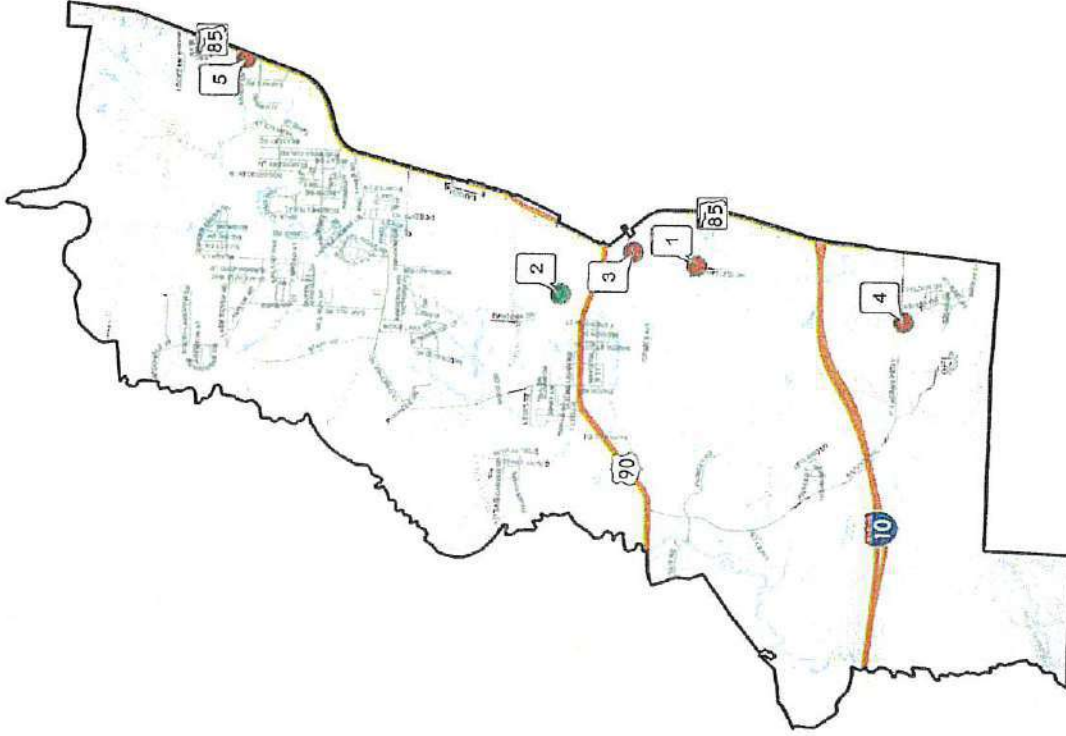
- 3. Crestview Fire Department Station 1
- 4. Crestview Fire Department Station 2
- 5. North Okaloosa Fire Department Station 81



MAP PROJECTION:
NAD 83 UTM
NORTH ZONE 18S UTM

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F. COMMUNITY FACILITIES

Community facilities are shown on Map 10. These include the Carver Hill Museum, John McMahon Environmental Center, the Crestview Fire Department Station 1, Crestview Fire Department Station 2, and the North Okaloosa Fire Department Station 81

G. PUBLIC SCHOOLS

Public schools are educational facilities under the administration of the Okaloosa County School District. Public schools within the planning area include:

High Schools **Middle Schools** **Elementary Schools**

- Crestview
- Davidson
- Antioch
- Bob Sikes
- Northwood

Student populations and general statistics for the various schools within the planning area are shown on Table 9. The location of public schools and attendance zones are shown on Map 11. Capacity numbers have not been updated since 2018.

	2015	2017	2020	2024	2025	% of Change 2015-2025	Max. Capacity
<u>Elementary School</u>							
Antioch	862	928	952	965	976	10.69%	919
Bob Sikes	776	824	847	810	823	6.08%	904
Northwood	821	776	845	887	882	1.34%	974
<u>Middle School</u>							
Davidson	972	967	1,128	1,163	1,128	16.06%	905
<u>High School</u>							
Crestview	1,902	1,952	2,046	2,394	2,311	21.50%	1,733

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32536

PUBLIC SCHOOLS
Source: Okaloosa County GIS, 2024

**MAP #
11**

LEGEND

Elementary School

Antioch

Baker

Bob Sikes

Laurel Hill

Northwood

Riverside

Walker

Middle School

Baker

Davidson

Laurel Hill

Shoal River

High School

Baker

Crestview

Laurel Hill

Schools

1. Antioch Elementary School
2. Bob Sikes Elementary School
3. Crestview High School
4. Davidson Middle School
5. Laitewood Christian School
6. Lance C. Richbourg School
7. Northwood Elementary School



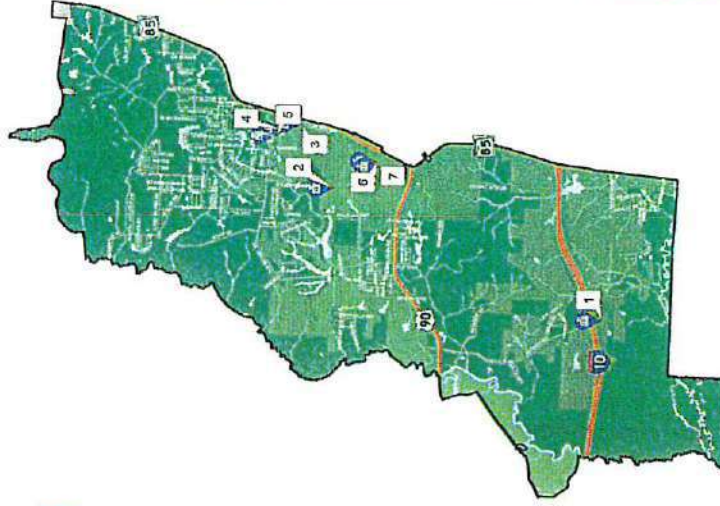
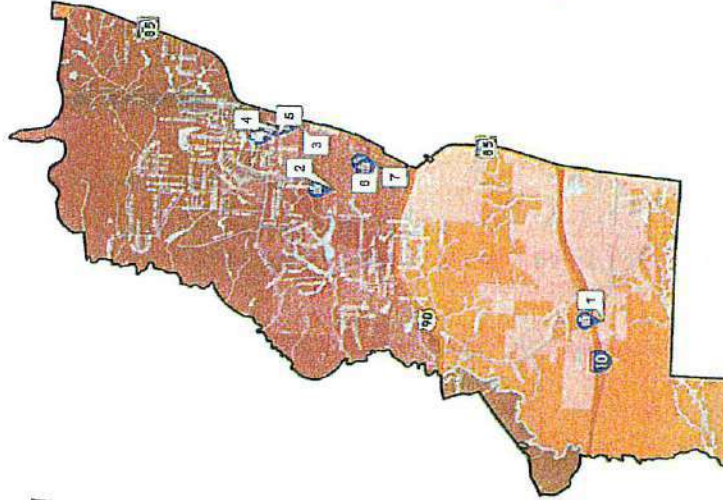
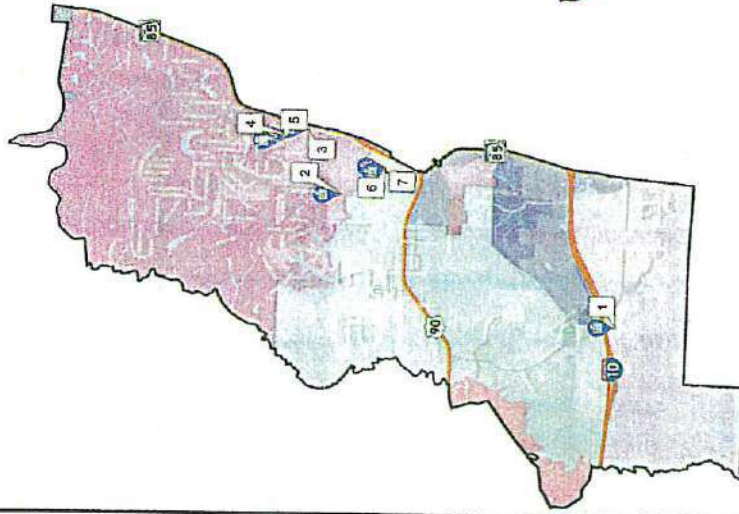
MAP PROJECTION:
NAD 83 (2011) Coordinate System
North Carolina State Plane



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H. CONSERVATION AREAS AND RESOURCES

Conservation areas and resources identified within the planning area include the following:

1. Archeological and historic sites.
2. Public water supplies and facilities.
3. Flood zones and floodways.
4. Jurisdictional wetlands.
5. River systems.
6. Identified habitat areas of threatened or endangered species.

Each of these is described in further detail as follows.

1. Archeological and Historic Sites

There are numerous archeological and historic sites located within the planning area. Locations of these sites are not shown on a map so as to prevent looting or vandalism.

2. Public water supplies

Public water supplies include those for the Okaloosa County Water and the Auburn Water Systems. The locations of well sites for these systems is shown on Map 8.

3. Flood zones and floodways

Flood zones and floodways are shown on Map 12.

4. Wetlands

Generalized locations of wetland areas is shown on Map 12. Actual jurisdictional wetland determinations have not been established for most of the areas shown.

5. River systems

River systems including major tributaries are shown on Map 12.

6. Habitat areas

Known habitat areas for threatened and endangered species are shown on Map 12.

I. PARKS AND RECREATION

Parks and recreation facilities within the planning area are shown on Map 13.

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32536

**CONSERVATION AREAS &
RESOURCES**

**MAP #
12**

LEGEND

- RIVER SYSTEMS
- OPEN WATER
- HABITAT AREAS
- WETLANDS
- FLOODWAYS
- FLOOD ZONES

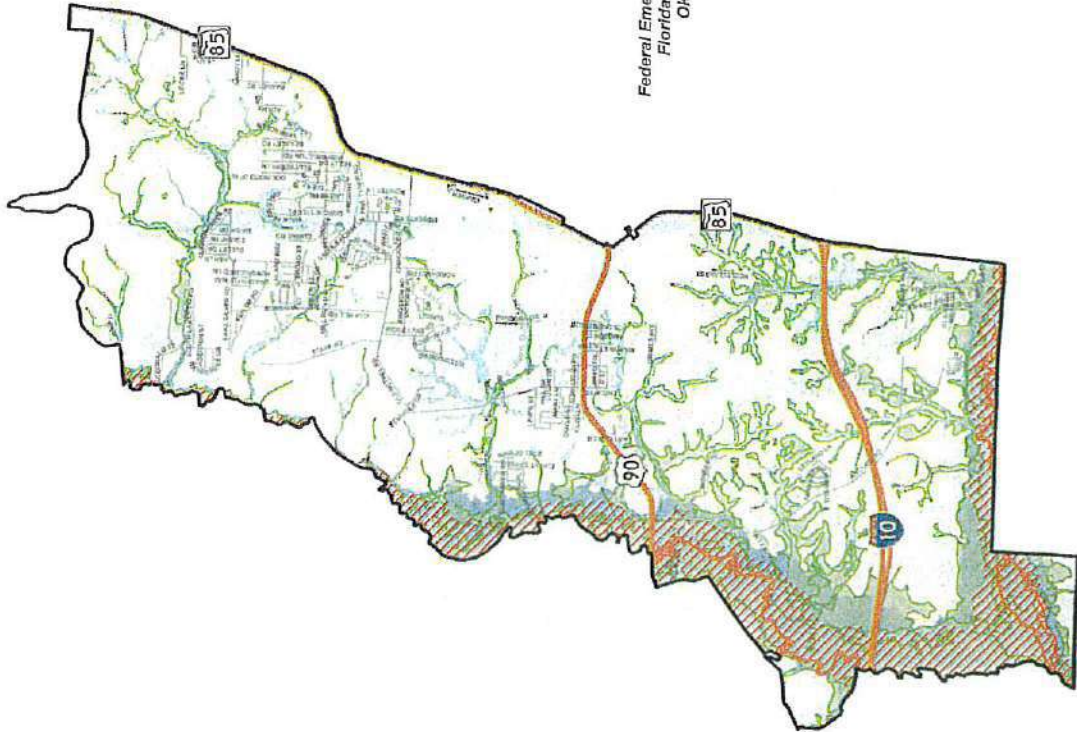


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NAD 83 (2011) StatePlane Florida
North Florida FIPS 5003

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Sources:
Federal Emergency Management Agency, 2024
Florida Natural Areas Inventory, 2024
Okaloosa County GIS, 2024



LEGEND

-  Park Land
- 1. Carnegie Hills Park
- 2. Cleo Park
- 3. Countryview Park
- 4. Crestview High School Sports
- 5. Davidson Middle School Sports
- 6. Fairview Park
- 7. Foxwood Country Club
- 8. Holly Hills Park
- 9. Hub City Environmental Center Museum
- 10. Milligan Boat Ramp and Yellow River Park
- 11. Silver Creek Park
- 12. Silver Oaks Park
- 13. Unnamed (Proposed) Park
- 14. Veterans Memorial
- 15. Wilson Street Park

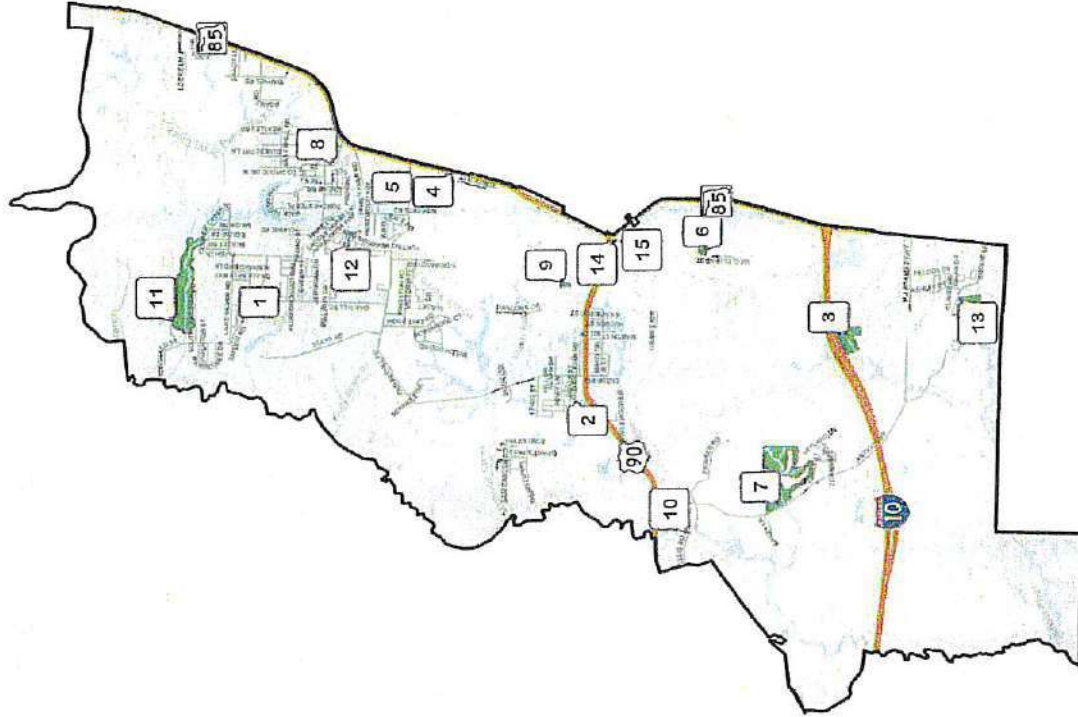


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FIPS 3253 (FWS 84) (ft)





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LEGEND

- FIRE DISTRICT
-  CITY OF CRESTVIEW
 -  HOLT
 -  NORTH OKALOOSA
 -  FIRE DEPARTMENT

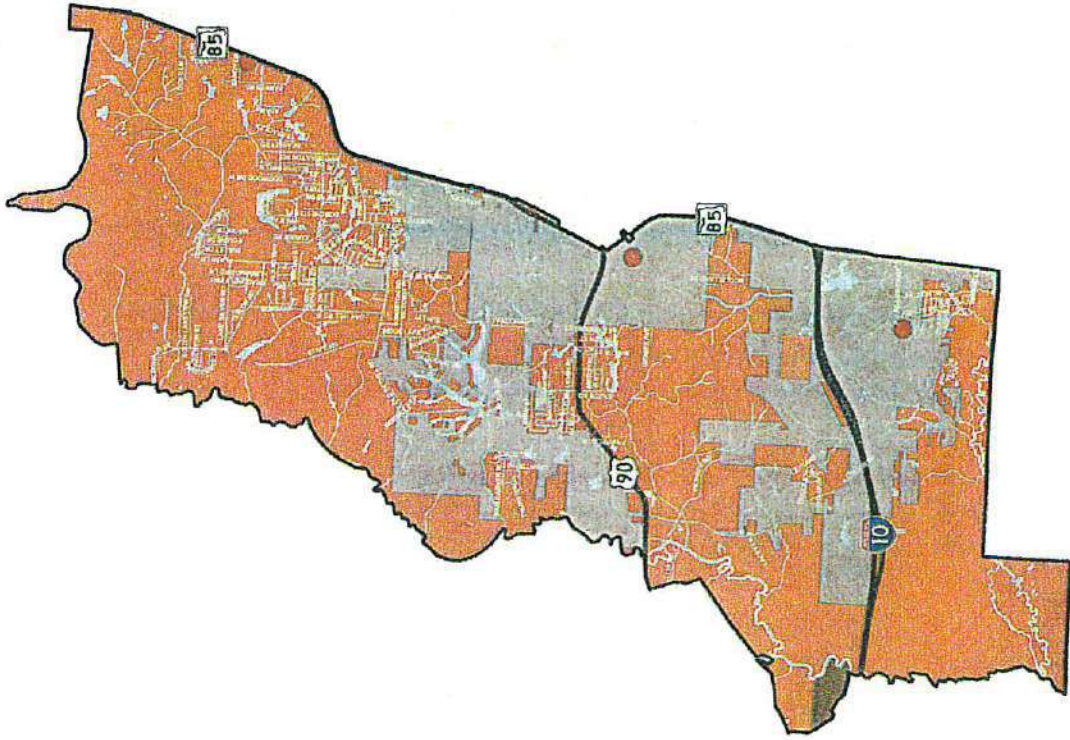


MAP PROJECTION:
NAD 83 UTM Zone 18N
Scale: 1:25,000 (1 inch = 0.4 miles)

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J. CAPITAL FACILITIES NEEDS ASSESSMENT

INTRODUCTION

Section 163.3177(2), Florida Statutes (3)(a) The comprehensive plan shall contain a capital improvements element designed to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth:

1. A component that outlines principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a 5-year period.
2. Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
3. Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.
4. A schedule of capital improvements which includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.

The purpose of this report is to identify those capital improvements needed to achieve and maintain level-of-service standards based upon the land use patterns created by the Comprehensive Plan Future Land Use Map (FLUM), identify funding sources needed to finance the schedule of capital improvements, and provide recommendations toward maintaining sustainable public facilities and services.

With the 2011 legislative changes, Florida's local governments are no longer required to submit the annual update of the Five-Year Capital Improvements Schedule to the Department for review. However, the Capital Improvements Element remains a required critical component of the local government's comprehensive plan. The schedule must be reviewed annually by the local government to reflect the timing, location and funding of capital projects to achieve and maintain adopted level of service standards for public facilities that are necessary to implement the comprehensive plan. The update to the schedule may be accomplished by ordinance and will not be considered an amendment to the comprehensive plan. The following provides guidance for local governments as they review and update the Capital Improvements Element.

SUMMARY OF LEGISLATIVE CHANGES (2011)

The revisions to Chapter 163, Florida Statutes, removed the requirement that the annual update to the Five-Year Schedule of Capital Improvements (schedule) be adopted and transmitted as a comprehensive plan amendment to the state land planning agency (now the Department of Economic Opportunity) for review by December 1 of every year.

The requirement for the adoption of the Capital Improvements Element as one component of the local comprehensive plan remains unchanged [163.3177(3) (a), Florida Statutes]. Pursuant to Section 163.3177(3) (b), Florida Statutes, local governments are still required to undertake an annual review of the Capital Improvements Element to update the Five-Year Capital Improvement Schedule.

The annual update to the schedule may now be accomplished by ordinance and not as an amendment to the comprehensive plan. [163.3177(3) (b), Florida Statutes]. The update to the Capital Improvements Element policy referencing the facility work plan adopted by the local school board may also be adopted by reference and is not subject to state review. However, note that other amendments to the Capital Improvements Element outside of the 5-year schedule (such as policy changes, level of service standard changes, etc.) are still subject to the regular expedited amendment review processes.

The requirement that the schedule demonstrate financial feasibility has been removed. However, the necessary capital projects must still be listed in the schedule, projected revenue resources identified, and the project listed as "funded" or "unfunded" and assigned with a level of priority for funding. [163.3177(3) (a) 4, Florida Statutes].

Section 163.3164(7), Florida Statutes, "definitions" -- establishes the definition of "capital improvement". Note that the definition states that capital improvements are to be physical assets, excluding items like operation and maintenance services and studies. There is no requirement to include these types of non-physical asset expenditures in the Schedule of Capital Improvements (however, there is no prohibition either).

Section 163.3177(3) (a), Florida Statutes, explains the purpose and the requirements of the Capital Improvements Element: "to consider the need for and location of public facilities...to encourage the efficient use of such facilities." These provisions require that the capital improvement projects, which are necessary to ensure that adopted level of service standards for public facilities will be achieved and maintained for the five-year period, will be adopted into the Schedule of Capital Improvements;

Section 163.3160, Florida Statutes, Concurrency, establishes that sanitary sewer, solid waste, drainage and potable water are the only public facilities subject to statewide concurrency requirements. Based upon the recent statutory changes, application of concurrency requirements are now optional for parks and recreation, public schools and transportation.

CAPITAL IMPROVEMENT PROJECTS

Table 2.13.1
Capital Improvement Projects
Five Year Schedule and Ten-Year Planning Period
(Section 153.3177(3)(a), FS)

Table 2.13.1 is a five-year schedule is a listing of those capital improvement projects within Okaloosa County Water & Sewer (OCWS) and Public Works (OCPW) that address regulatory compliance, aging infrastructure, resiliency, and expansion. The schedule identifies the need for and location of public facilities in order to program the efficient use of projected revenue sources to fund the facilities improvements over the ten-year planning period.

OCWS OPERATING PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034
Building Physical Environment	OCWS	admin building remodeling	85,000	60,000	60,000	60,000	60,000	300,000

OCWS WATER PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034
Water - New Lines	OCWS	replace aging water mains throughout the county	700,000	800,000	550,000	550,000	800,000	4,000,000

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCWS WATER PROJECTS										
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034		
Future Water Supply	OCWS	easement/land acquisition & planning for future water supply	25,000	25,000	25,000	25,000	25,000	25,000	125,000	
State/County Relocation Projects (Water)	OCWS	water infrastructure relocations related to State & County roadway projects	380,000	2,000,000	200,000	200,000	200,000	200,000	1,000,000	
Existing Tanks	OCWS	rehabilitation of storage tanks	859,000	2,427,000	2,313,750	1,048,750	1,997,500	2,972,750		
Existing Wells	OCWS	rehabilitation of and improvements to public water supply wells	600,000	600,000	600,000	600,000	600,000	600,000	3,000,000	
SCADA Replacements/ Upgrades (Water)	OCWS	SCADA improvements and/or communication upgrades at water sites	100,000	100,000	150,000	150,000	150,000	150,000	750,000	
Florosa Water Tank	OCWS / SRF Loan	new storage tank in Florosa	2,700,000							
Shoal River Ranch Well	OCWS / SRF Loan	new public water supply well west in unincorporated Crestview	3,000,000							
Longwood Area Transmission Main	OCWS	second connection to Longwood / Poquito area	200,000	1,200,000						
Antloch Well Replacement	OCWS / SRF Loan	on-site well replacement in unincorporated Crestview	300,000	3,000,000						
West 98 Collector Rd & Utility Corridor	OCWS / SRF Loan	new water main for transmission, distribution, and redundancy in Florosa	400,000		8,300,000					

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE
2024

OCWS WATER PROJECTS									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030 - FY2034	
Office Well Replacement	OCWS / SRF Loan	off-site well replacement in unincorporated Fort Walton Bch			300,000	3,000,000			
Northgate Well Replacement	OCWS / SRF Loan	on-site well replacement in unincorporated Fort Walton Bch			300,000	3,000,000			
Shoal River Ranch Tank	OCWS	new storage tank in unincorporated Crestview				300,000	3,200,000		
Estimated ongoing capital needs water	OCWS	future needs	0	0	0	0	2,500,000	16,265,875	

OCWS WASTEWATER PROJECTS									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030 - FY2034	
Jerry D. Mitchem WRF Upgrades	OCWS	rehab/improvements at sewer plant near Bob Sikes Airport	200,000	200,000	50,000	50,000	50,000	250,000	
Russell Stephenson WRF Upgrades	OCWS	rehab/improvements at sewer plant in Florosa	25,000	25,000	25,000	25,000	25,000	250,000	
Arbennie Pritchett WRF Upgrades	OCWS	rehab/improvements at sewer plant in unincorporated Fort Walton Beach	150,000	1,000,000	450,000	50,000	50,000	250,000	
SCADA Replacements/ Upgrades (Sewer)	OCWS	SCADA improvements and/or communication upgrades at wastewater sites	150,000	150,000	150,000	150,000	150,000	750,000	

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCWS WASTEWATER PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030 - FY2034
State/County Relocation Projects (Sewer)	OCWS	sewer infrastructure relocations related to State & County roadway projects	100,000	100,000	100,000	100,000	100,000	500,000
Sewer Collection - Rehab & Replacement	OCWS	rehabilitation to existing sewer system (cured-in-place pipe, manhole liners, main replacement)	1,100,000	1,200,000	1,300,000	1,400,000	1,500,000	7,500,000
Sewer Collection - Upgrades & Extensions	OCWS	small sewer system upgrades and extensions	425,000	525,000	625,000	725,000	825,000	4,125,000
Ex-LS Pump Replacement	OCWS	proactive pump replacement at lift stations	150,000	150,000	150,000	150,000	150,000	750,000
Ex-LS Panel Replacement	OCWS	proactive panel replacement at lift stations	100,000	100,000	100,000	100,000	100,000	500,000
Ex-LS Rehab & Replacement	OCWS	rehabilitate/replace aging lift stations	725,000	825,000	2,025,000	2,125,000	2,225,000	11,250,000
Ex-LS On-Site Generators	OCWS	add/replace stationary generators throughout wastewater collection system	150,000	150,000	150,000	150,000	150,000	750,000
Eglin Parkway LS Rehab	OCWS	rehabilitation or replace aging lift station along Eglin Pkwy	1,400,000					
West Sunset Lift Station Replacement	OCWS	replace aging lift station on West Sunset Blvd	1,000,000					

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE
2024

OCWS WASTEWATER PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030 - FY2034
Okaloosa Lane FM Upgrade	OCWS / SRF Loan / other outside funding	upgrade force main along Okaloosa Lane	3,200,000					
Sunset Lane Lift Station & Force Main	OCWS	new lift station and force main for growth & development in Popkito Area (federal government property)	300,000					
Pocahontas Lift Station Replacement	OCWS	replace aging lift station on Pocahontas Dr	90,000	900,000				
Shoal River Ranch WRF	OCWS / SRF Loan / other outside funding	new sewer plant for growth & development in North Okaloosa	27,546,210	10,000,000				
Bob Sikes Blvd & Green St FMs	OCWS	replace aging large-diameter force mains in unincorporated Fort Walton Beach	450,000			4,600,000	3,000,000	
Estimated ongoing capital needs sewer	OCWS	future needs					1,000,000	1,238,625

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCPSW Transportation										
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034		
College Boulevard	½ cent Surtax and State	Multi-Use Path	2,700,000							
College Boulevard	½ cent Surtax	Roundabouts at Cedar and Palm			650,000	1,000,000		3,350,000		
College Boulevard	Unknown	Add lanes from SR 85 to Sr 285						18,000,000		
Highway 393	½ cent Surtax	Reconstruction			300,000	700,000	2,000,000			
Southwest Crestview Bypass	½ cent Surtax	New Road	1,272,009	1,269,641	1,270,884	1,270,448	1,269,943	7,600,000		
Dirt Road Improvements	½ cent Surtax	Various locations	2,000,000							
Ellis Road	½ cent Surtax	Improve surface	60,000	534,000						
John King Road	½ cent Surtax and State	Add lanes	2,800,000							
Millside Road	½ cent Surtax	Improve surface	7,600,000							
US 98 & Stahlman	½ cent Surtax	Intersection Improvements		3,000,000						
West Dodson Road	½ cent Surtax	Improve surface	53,000	471,000						
SR 85 between Live Oak Church Road and P.J. Adams Parkway	½ cent Surtax	Add Lanes	4,500,000							

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE
2024

OCPW Transportation

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034
Carmel & Beal	½ cent Surtax	Intersection Improvements		300,000	1,250,000			
Farmer's Market Driveway	½ cent Surtax	Improve driveway to Lewis Turner				100,000		
Forest Road	½ cent Surtax	Add a Multi-use Path			370,000			
Hill & Lovejoy	½ cent Surtax	Intersection improvements						
Paquito Road & Lewis Turner	½ cent Surtax	Intersection improvements			300,000			
Santa Rosa Boulevard	½ cent Surtax	Reconstruct Road				2,420,000		
Mirage & SR 85 Intersection	Gas tax	Intersection Improvement						4,000,000
Mar Walt Dr	Unknown	Reconstruct Road						10,000,000
West 98 Collector	½ cent Surtax, State	New Road	1,000,000					20,000,000
Old Bethel Road	Unknown	Add Lanes US 90 to Sioux Cir					1,000,000	25,000,000
Arena Road	Gas tax	Reconstruct Road P.J. Adams to US 90				3,000,000		
East 90 Collector	Unknown	New Road						20,000,000
US 98 @ Danny Wuerfell Way (SR 293)	Unknown	Intersection Improvement						17,000,000

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCPW STORMWATER										
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034		
Bayshore Area Stormwater	½ cent Surtax	Stormwater Improvement			200,000					
Beachview Drive Drainage	¼ cent Surtax	Stormwater Improvement	856,000							
Echo Circle Area	¼ cent Surtax	Stormwater Improvement					900,000			
Griffith Mill Area	½ cent Surtax	Stormwater Improvement	200,000							
Indian Lakes Area	½ cent Surtax	Stormwater Improvement			500,000					
Lancaster Area	½ cent Surtax	Stormwater Improvement	750,000							
Lloyd Street/ Mayflower Area	½ cent Surtax	Stormwater Improvement	3,100,000							
Mooney Road	½ cent Surtax	Stormwater Replacement				500,000				
Northridge Area	½ cent Surtax	Stormwater Improvement	2,500,000							
South Avenue	½ cent Surtax	Stormwater Improvement					2,000,000			
Willow Bend/ Green Acres Area	½ cent Surtax	Stormwater Improvement	\$4,000,000							

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE
2024

OPW STORMWATER

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034
Verb Street Area Drainage	Unknown	Stormwater Flood Protection						2,000,000
Gap Creek between Jonquill & Beal	Unknown	Stormwater Flood Protection						4,000,000
Baker Borrow Pit	Unknown	Stormwater Flood Protection						500,000
Valley Road @ Twin Creek Pond	Unknown	Stormwater Flood Protection						2,000,000
Cinco Bayou Outfalls & Hydrodynamic Separators	Restore Act SEP	Stormwater Water Quality						6,000,000
Hollywood Blvd pipe replacement	Unknown	Stormwater Replacement						10,000,000
Star Drive Pipe replacement		Stormwater Replacement						1,000,000
Parish Point Area Drainage		Stormwater Replacement						2,000,000
3rd Avenue from 7th St to intersection of 9th St & 4th Ave		Stormwater Replacement						500,000
Juniper Creek Subdivision		Stormwater Replacement						1,500,000
Sunset Blvd from Lang Rd to Cinco Bayou		Stormwater Flood Protection						3,000,000

METHODOLOGY

Planning Districts and Areas

To determine capital improvements needs the county was divided into planning districts and planning areas. The planning districts include the North Okaloosa district for the area north of Eglin Reservation and the South Okaloosa district for the area south of Eglin Reservation. These districts were then subdivided into planning areas by U.S. Postal Service zip codes. That is to say a planning area was created for the area within each zip code. Capital improvements needs assessments were then developed for each planning area. To the extent possible data within city limits were excluded from the planning areas to provide a more accurate representation of the unincorporated county.

Needs Assessment

Capital improvements needs assessments were based upon achieving and maintaining adopted level-of-service (LOS) standards. Identification of needed capital improvements for each planning area was determined using the following parameters: 1) capital projects already included in the 5-year schedule of capital improvements; 2) anticipated population growth based on population projections; 3) development potential based on availability of developable land; 4) development potential based upon the land use pattern shown on the FLUM; and; 5) physical, environmental, or other constraints to development. Each of these parameters was then applied to public facilities for which LOS standards have been adopted within the various planning areas.

The general theory is that growth and development will be dictated by the types and distribution of the various land use categories shown on the FLUM. These FLUM land use categories will then dictate the type, extent, location, and density of growth that can reasonably be expected during a particular planning timeframe. For example, within a Low Density Residential (LDR) FLUM category a maximum residential density of 4 dwelling units per acre is allowed. By applying persons per household estimates to the maximum dwelling units allowed in the LDR category the population density of a particular area can be estimated. Once the number of persons in a particular area has been determined that number can be used to determine the need for public facilities such as average daily water/sewer per household, vehicle trips per household, parks and recreation facilities, etc. This needs estimate is then compared to the adopted LOS standards to identify capital improvements needs.

General Description

Planning Area 32536 is comprised of the City of Crestview urbanized area and surrounding unincorporated Auburn/Silver Springs communities. The urbanized area is more densely populated and contains typical urban services, shopping centers, grocery supermarkets, government offices, etc. This area is well established with a defined land use pattern. The Auburn/Silver Springs area has been transitioning from primarily rural to a more subdivided residential area.

The Auburn/Silver Springs communities provide basic community services such as grocery stores, post office, fire stations, and restaurants.

Needs Assessment Parameters

1. Anticipated Population Growth

Population projections were obtained from the Bureau of Economic & Business Research (BEER) 2024 & Esri Business Analysts, 2023. Population estimates and projections for the planning area are as follows (NOTE: The numbers below do not include the City of Crestview).

Year	Population
2018	7,667
2023	8,661
2025	8,867
2030	9,325
2035	9,668

These figures indicate an increase of 974 persons or approximately a 12.67% increase during 2018 to 2023. This planning area represents 3.94% of the County's total population.

2. Development Potential Based on Availability of Developable Land

Based on GIS analysis of Property Appraiser's records there are 1,114 acres of land classified as "vacant" and another 2,035 acres classified as "no-agriculture acreage." General developable land characteristics are shown on Maps 5 and 6.

3. Potable Water

Based on the data provided on page 17, Okaloosa County/Auburn Water Systems, pursuant to the data & analysis provided; these water systems are maintaining an acceptable level-of-service standard for potable water.

4. Development Potential Based on Land Uses Shown on the FLUM.

Development potential for each land use category based upon maximum allowable dwelling units per acre is shown on Table 11. Additional analysis and manipulation of data needed to calculate development potential leads to discrepancies between acreage calculations on tables 2 and 11. This analysis assumes developed properties in all future land use categories would retain their existing uses and intensity. These properties are excluded from the numbers shown as developable acres. Potential units are determined by multiplying developable acres by maximum permitted densities for their associated future land use designation. A development factor of 70% was applied across all categories to account for stormwater, open space, and infrastructure requirements. Potential population was determined by applying average person per household (2.7) to the number of dwelling units for each FLUM category.

TABLE 10

RESIDENTIAL DEVELOPMENT POTENTIAL				
FLU Category	Total acres	Developable acres	Maximum permitted density	Potential units
Agriculture	6,384	5,764	1 du per acre	4,035
Agriculture (with prime farmland)	362	355	1 du per 10 acres	25
Commercial (within urban development boundary)	10	7	4 du per acre	59
Industrial	24	0	4 du per acre	0
Low Density Residential	3,288	808	4 du per acre	1,703
Medium Density Residential	7	1	16 du per acre	15
Mixed Use	265	71	4 du per acre	99
Mixed Use (within urban development boundary)	455	100	25 du per acre	876
Rural Residential	4,928	3,640	2 du per acre	5,095
TOTAL		10,546		11,907
Potential Residents				32,269

APPENDIX A

Property Appraisers Use Codes

USE CODE	USE DESCRIPTION
000000	VACANT
000009	VACANT TOWNHOUSE LAND
000060	VACANT/COMMERCIAL/XFOB
000070	VACANT/SINGLE FAMILY RESIDENT/XFOB
000080	VACANT/INST/XFOB
000100	SINGLE FAMILY
000102	SINGLE FAMILY RESIDENT/MOBILE HOME
000106	SINGLE FAMILY RESIDENT/RETIREMENT
000107	SINGLE FAMILY RESIDENT/ADULT CONGREGATE LIVING FACILITY
000108	SINGLE FAMILY RESIDENT/RENTAL
000109	SINGLE FAMILY RESIDENT/TOWNHOUSE
000110	SINGLE FAMILY RESIDENT/COMMERCIAL
000111	SINGLE FAMILY RESIDENT/STORE/SHOP
000117	SINGLE FAMILY RESIDENT/OFFICE
000119	SINGLE FAMILY RESIDENT/GOVERNMENT TOWNHOUSE LEASE
000120	SINGLE FAMILY RESIDENT BAYOU
000121	SINGLE FAMILY RESIDENT/RESTAURANT
000128	SINGLE FAMILY RESIDENT/MOBILE HOME PARK
000130	SINGLE FAMILY RESIDENT BAY FRONT
000131	SINGLE FAMILY RESIDENT CANAL
000132	SINGLE FAMILY RESIDENT RIVER
000133	SINGLE FAMILY RESIDENT SOUND
000134	SINGLE FAMILY RESIDENT LAKE
000140	SINGLE FAMILY RESIDENT GOLF
000148	SINGLE FAMILY RESIDENT/WAREHOUSE/STORAGE
000172	SINGLE FAMILY RESIDENT/DAY CARE
000200	MOBILE HOME
000210	TRAILER PARK
000217	MOBILE HOME/OFFICE
000220	MOBILE HOME
000225	RV PARK
000230	MOBILE HOME/SINGLE FAMILY RESIDENT LOT
000240	MOBILE HOME/SINGLE FAMILY RESIDENT WTR
000250	MOBILE HOME/SINGLE FAMILY RESIDENT CNL
000260	MOBILE HOME/SINGLE FAMILY RESIDENT WATER

USE CODE	USE DESCRIPTION
000270	MOBILE HOME/SINGLE FAMILY RESIDENT CANAL
000280	RH WATER
000290	REC. HOME
000300	MULTI-FAMILY
000400	CONDOMINIUM
000407	CONDO
000408	CONDO-TIMESHARE
000409	LTD CONDO-COM ELEMENT
000499	CONDO BOAT DOCKS
000500	COOPERATIVES
000600	RETIREMENT HOMES
000700	VOLUNTEER FIRE DEPT
000800	MULTI-FAMILY
000900	DO NOT USE/DOR
001000	VACANT COMMERCIAL
001100	STORES, 1 STORY
001101	STORE/SINGLE FAMILY RESIDENT
001102	STORE MOBILE HOME
001110	CONVENIENCE STORE
001111	STORE/FLEA MARKET
001126	CONVENIENCE STORE/GAS
001200	STORE/OFFICE/RESIDENT
001300	DEPARTMENT STORES
001400	SUPERMARKET
001500	REGIONAL SHOPPING
001600	COMMUNITY SHOPPING
001609	SHOPPING COMPLEX
001700	OFFICE BUILDINGS
001709	OFFICE COMPLEX
001710	COMMERCIAL CONDO
001703	OFFICE/MULTI FAMILY
001800	MULTI STORY OFFICE
001900	PROFESSIONAL BLDG
002000	TRANSIT TERMINALS
002010	AIRPARK
002100	RESTAURANTS/ARK

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32536

CRESTVIEW/AUBURN
2024

USE CODE	USE DESCRIPTION	USE CODE	USE DESCRIPTION
002400	INSURANCE COMPANY	004700	MINERAL PROCESSING
002500	REPAIR SERVICE	004800	WAREHOUSE-STORAGE
002509	SERVICE SHOP COMPLEX	004801	WAREHOUSE/STORE/SINGLE FAMILY RESIDENT
002501	REPAIR SERVICE/SINGLE FAMILY RESIDENT	004809	WAREHOUSE COMPLEX
002502	REPAIR SERVICE/MOBILE HOME	004817	STORAGE/OFFICE
002503	BOAT REPAIR/MOBILE HOME		BARN
002525	BEAUTY PARLOR/BARBER	004849	OPEN STORAGE
002600	SERVICE STATION	004900	IMPROVED AG
002628	CAR WASH	005001	IMPROVED AG-RESIDENT
002664	VEHICLE SALE/REPAIR	005002	IMPROVED AG-MOBILE HOME
002700	VEHICLE SALE/REPAIR & MOBILE HOME	005008	IMP AG/SINGLE FAMILY RESIDENT & DUPLEX
002702	VEHICLE SALE/REPAIR/MOBILE HOME PARK	005010	IMP AG/COMMERCIAL
002728	PARKING LOT	005011	IMP AG/STORE
002800	PARKING/MOBILE HOME PARK & SINGLE-FAMILY RESIDENT	005017	IMP AG/OFFICE
002801	PARKING/MOBILE HOME PARK	005018	IMP AG/PROFESSIONAL
002802	WHOLESALE OUTLET	005020	IMP AG/BARN
002900	FLORIST/GREENHOUSE	005026	IMP AG/SEWER STATION
003000	DRIVE-IN/OPEN STADIUM	005028	IMP AG/MOBILE HOME/PARKING
003100	THEATER/AUDITORIUM	005036	IMP AG/CAMPGROUND
003200	NIGHT CLUB/BARS	005048	IMP AG/WAREHOUSE
003300	NIGHT CLUB/FLEA MARKET	005065	IMP AG/TRAIN TRACK
003400	BOWLING ALLEY	005067	IMP AG/POULTRY
003435	GYM/FITNESS	005068	IMP AG/DAIRY
003437	SKATING RINK	005100	CROPLAND CLASS 1
003440	DRIVING RANGE-GOLF	005200	CROPLAND CLASS 2
003500	TOURIST ATTRACTION	005300	CROPLAND CLASS 3
003600	CAMPS	005400	TIMBERLAND 1
003601	RV PARK/SINGLE FAMILY RESIDENT	005410	TIMBERLAND 1-NATURAL
003611	CAMPGROUND/STORE	005420	TIMBERLAND 1-PLANTED
003700	RACETRACKS	005500	TIMBERLAND 2
003800	GOLF COURSES	005510	TIMBER 2 - NATURAL
003900	HOTELS AND MOTELS	005520	TIMBER 2 - PLANTED
003901	HOTELS/MOTEL/SINGLE FAMILY RESIDENT	005600	TIMBERLAND 3
004000	VACANT INDUSTRIAL	005601	TIMBERLAND 3- RESIDENT
004100	LIGHT MANUFACTURE	005602	TIMBERLAND 3- MOBILE HOME
004200	HEAVY MANUFACTURE	005810	TIMBER 3 - NATURAL
004300	LUMBER YARD	005900	TIMBER 3 - PLANTED
004400	PARKING PLANT/STOCK MARKET	005700	TIMBERLAND 4
004500	CANNERIES/BOTTLERS	005710	TIMBER 4 - NATURAL
004600	OTHER FOOD PROCESS	005720	TIMBER 4 - PLANTED
		005800	TIMBERLAND 5

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32536

CRESTVIEW/AUBURN
2024

USE CODE	USE DESCRIPTION
005900	TIMBERLAND UN-CLASS
006000	PASTURELAND 1
006010	PASTURE/COMMERCIAL
006100	PASTURELAND 2
006148	PASTURELAND 2 - WAREHOUSE
006200	PASTURELAND 3
006300	PASTURELAND 4
006400	PASTURELAND 5
006500	PASTURELAND 6
006555	AG LAND
006600	PECAN GROVES
006610	ORANGE GROVE
006820	GRAPEFRUIT GROVE
006830	SPEC GROVE
006840	MIXED GROVE
006700	POULTRY, BEES, FISH
006800	DAIRIES, FEEDLOTS
006900	ORNAMENTALS, MISCELLANEOUS
007000	VACANT INSTITUTIONAL
007100	CHURCHES
007101	CHURCH/SINGLE FAMILY RESIDENT
007200	PRIVATE SCHOOL/DAY CARE
007300	PRIVATE HOSPITALS
007400	HOMES FOR THE AGED
007500	NON-PROFIT SERVICE
007600	MORTUARY/CEMETERY
007700	CLUBS/LODGES/HALLS
007710	YACHT CLUB
007720	COUNTRY CLUB
007800	REST HOMES
007801	REST HOMES/SINGLE FAMILY RESIDENT
007900	CULTURAL GROUPS
008000	WATER MANAGEMENT/STATE
008100	MILITARY
008200	FOREST, PARKS, RECREATION
008260	ZOO
008300	PUBLIC SCHOOLS
008400	COLLEGES
008500	HOSPITALS
008500	COUNTY
008700	STATE

USE CODE	USE DESCRIPTION
008787	STATE PRISON
008800	FEDERAL
008900	MUNICIPAL
009000	LEASEHOLD INTEREST
009010	NO LAND INTEREST
009100	UTILITIES
009200	MINING
009300	SUB-SURFACE RIGHTS
009400	RIGHTS-OF-WAY
009401	HANGER/SINGLE FAMILY RESIDENT
009410	AIR STRIP/RUNWAY
009420	R/O/W DOT
009500	RIVERS AND LAKES
009600	WASTELAND/DUMPS
009700	MINERAL
009703	CONSERVATION PARCEL
009705	COMMON AREA
009710	LESS MINERAL
009800	CENTRALLY ASSESSED
009900	NO AG ACREAGE
009920	RURAL 1 AC
009968	NO AG AC/DAIRY
009706	HOLDING POND
008960	AG CARRY OVER
009620	MARSH

IN ORDER TO KEEP DOWNLOAD TIMES TO A REASONABLE MINIMUM, LOW RESOLUTION WAS USED IN CREATING THE MAPS. THUS, WHEN ZOOMING INTO THE MAPS, LINE WORK WILL BE DISTORTED.

IF NEEDED, PLEASE CONTACT THE GROWTH MANAGEMENT GIS ANALYST FOR A HIGHER RESOLUTION MAP

ALSO NOTE: THE MAPS IN THIS DOCUMENT ARE ONLY UPDATED ONCE A YEAR OR AS NEEDED. PLEASE VISIT OUR GIS WEBSITE WHERE THE INFORMATION IS UPDATED EVERY MONDAY OR CONTACT THE GM GIS ANALYST AT THE ABOVE EMAIL ADDRESS OR CALL 850-651-7523.



PLANNING AREA 32539 CRESTVIEW/DORCAS

Department of Growth Management
2024

DISCLAIMER

The information provided herein is for general planning purposes only. Although the information is updated periodically, Okaloosa County cannot guarantee or warrant that the information is current at any given time. This information should not be used for permitting, investment, or other similar purposes. Information should always be verified as to its accuracy at any given time.

OKALOOSA COUNTY PLANNING PROFILES

Foreword

Pursuant to Florida Statute (F.S.) Section 163.3191 and Section 163.3177 the Okaloosa County Planning Profiles serve as the available data from professionally accepted sources in support of the Okaloosa County Comprehensive Plan. The Planning Profiles also support the evaluation and appraisal process to determine whether the need exists for the county to amend the comprehensive plan to reflect changes in state requirement.

Methodology used to prepare this profile was to divide the County into a North Okaloosa profile, and a South Okaloosa profile. These areas were then further subdivided into "planning areas" based upon U.S. Postal Service zip codes. Demographics were analyzed by using "traffic analysis zones" created by the Okaloosa-Walton Transportation Planning Organization for the 2045 Long Range Transportation Plan Update. The boundaries of the planning areas which are based upon zip code boundaries do not always align exactly with the traffic analysis zones.

When compiling the data and information presented herein the most current data available was used as much as possible. It should be noted that very little original data was generated for this profile. The data and information presented here was obtained from a variety of sources and compiled into one central data source. For the analysis purposes, data from incorporated areas was excluded as much as possible.

Data Sources

- A. GENERAL DEMOGRAPHICS: Esri Business Analyst, 2023; Bureau of Economic and Business Research (BEBR), 2024. POPULATION DENSITY: Emerald Coast Regional Council, 2023.
- B. LAND USE: Okaloosa County GIS, 2024, Okaloosa County Property Appraiser, 2024
- C. LAND CHARACTERISTICS: Official Records of Okaloosa County; Okaloosa County GIS 2018. PRIME FARMLANDS: National Resources Conservation Service (NRCS), 2023
- D. TRANSPORTATION: Florida Department of Transportation 2022 District 3 Level of Service Report; Okaloosa County Public Works Traffic Report 2023
- E. UTILITIES: Haile Innovation, 2023
- F. COMMUNITY FACILITIES: Okaloosa County GIS, 2024

G. PUBLIC SCHOOLS: Okaloosa County School District, 2024

H. CONSERVATION AREAS AND RESOURCES: Okaloosa County GIS, 2024; Federal Emergency Management Agency, 2024; Florida Natural Areas Inventory, 2024

I. PARKS AND RECREATION: Okaloosa County Parks and Recreation System, 2024

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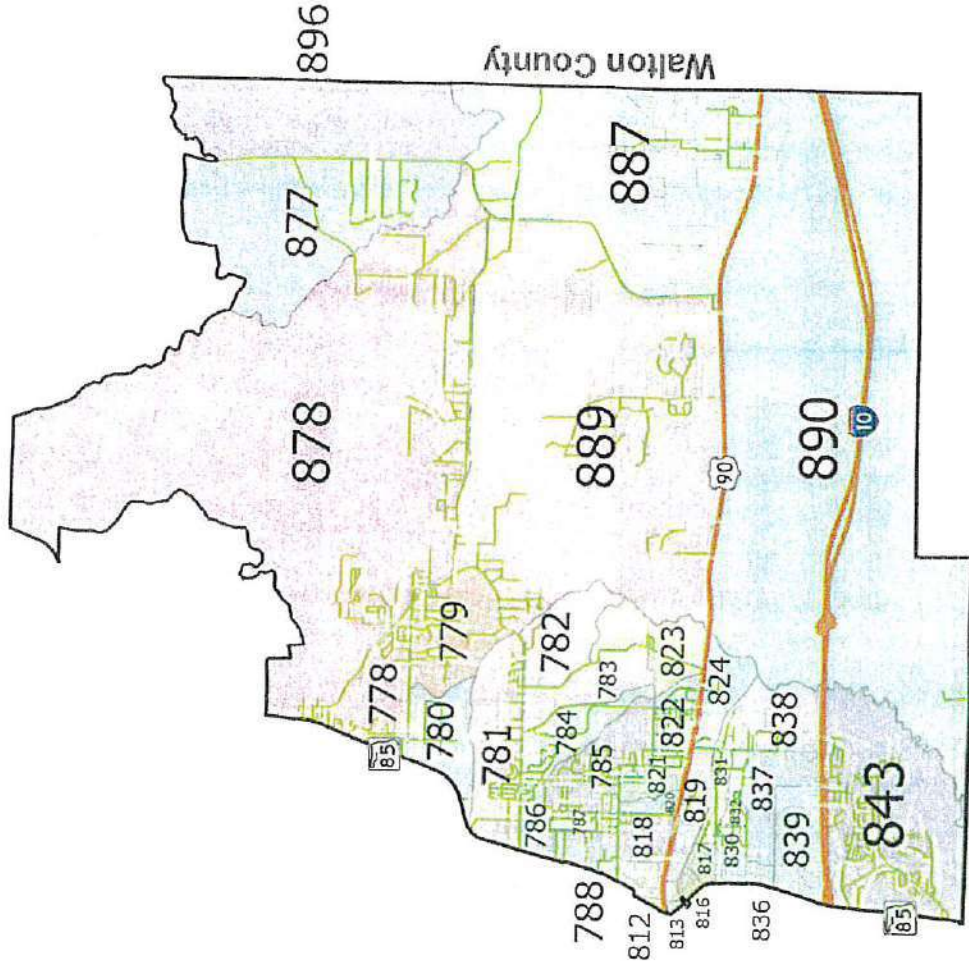
Appendix	Description
A	Property Appraisers Use Codes

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32539

TRAFFIC ANALYSIS ZONE
Source: Emerald Coast Regional Council, 2023

**MAP #
1**



MAP PROJECTION:
NAD 1983 UTM Zone 18N
North 17° 53' 00" (NAD 83)

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A. GENERAL DEMOGRAPHICS

A. POPULATION DATA

1. Population Estimates (Okaloosa County)				
Year	2018	2023	% Change 2017-2023	% Change 2023-2035
	206,409	219,663	6.42	11.63
		245,200		

2. Population Estimates (32539)				
Year	2018	2023	% Change 2018-2023	% of county population
	20,190	23,056	14.20	10.60%

Sources: Esri Business Analyst, 2023
Bureau of Economic & Business Research (BEER), 2024

C. GENERAL DESCRIPTION

Planning Area 32539 is rural in character comprised primarily of undeveloped land, agricultural land, and conservation areas (state forest, water management areas).

D. DATA ANALYSIS

The purpose of this analysis is to identify population and housing patterns. Per the data extracted from the sources listed, the Crestview/Dorcas Planning Area experienced a 14.20% increase in population from 2018 to 2023. In addition, new residential construction exhibited a 128.67% increase from 2019 to 2023. The Crestview/Dorcas Planning Area comprises 10.50% (23,056) of the total population of the County.

B. HOUSING DATA (# of new residential construction units)

1. Dwelling Units (32539)			
Year	2019	2023	% of Change 2019-2023
	185	374	128.67%

LEGEND

- Population Density**
- 0 - 150 persons
 - 151 - 300 persons
 - 301 - 500 persons
 - 501 - 750 persons
 - 751 - 1000 persons
 - 1001 - 1500 persons
 - 1501 - 2000 persons
 - 2001 - 2500 persons
 - 2501 - 3000 persons
 - 3001 - 4000 persons

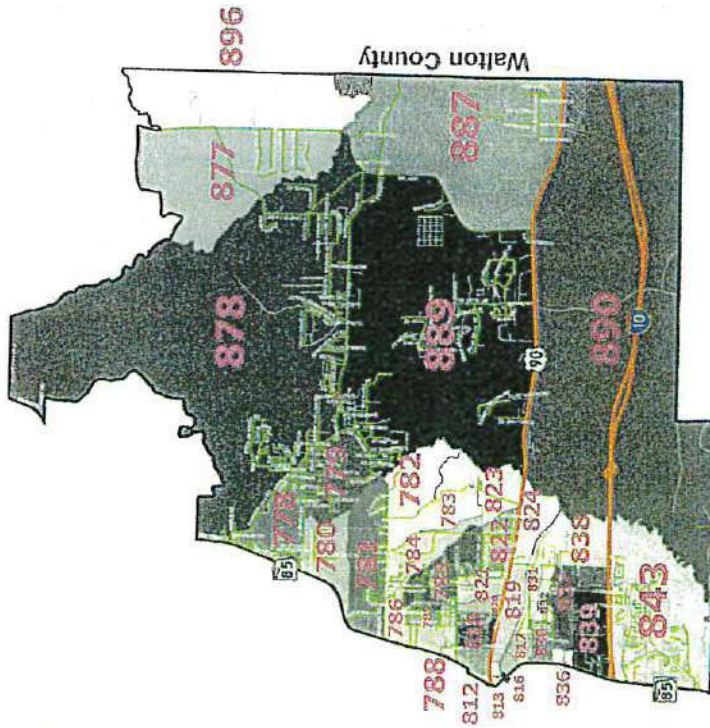


MAP PROJECTION:
NAD 83 (2011) StatePlane Florida
North (EPS: 5600) (UT Meters)

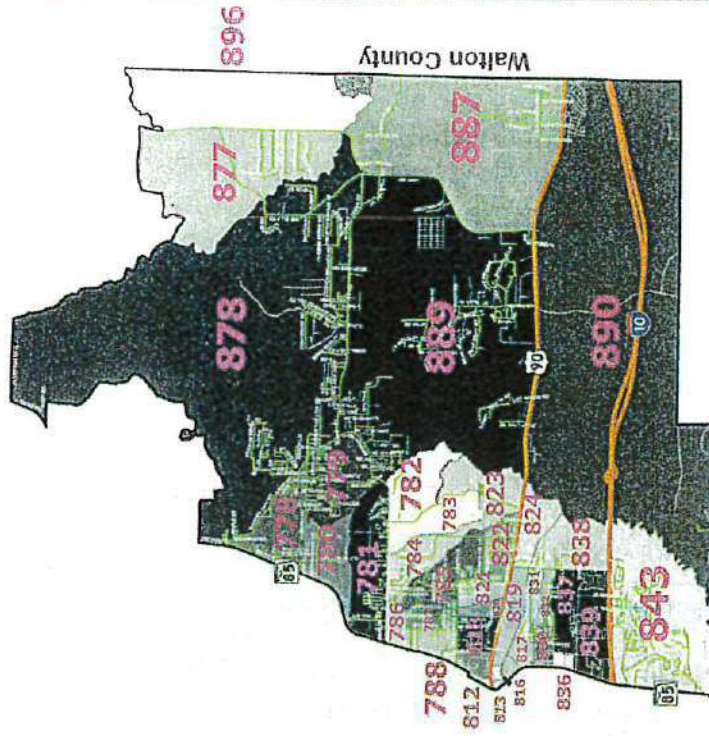
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2024

2015



2045



**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32539

AERIAL PHOTO
Source: Okaloosa County GIS, 2024

**MAP #
2A**

LEGEND

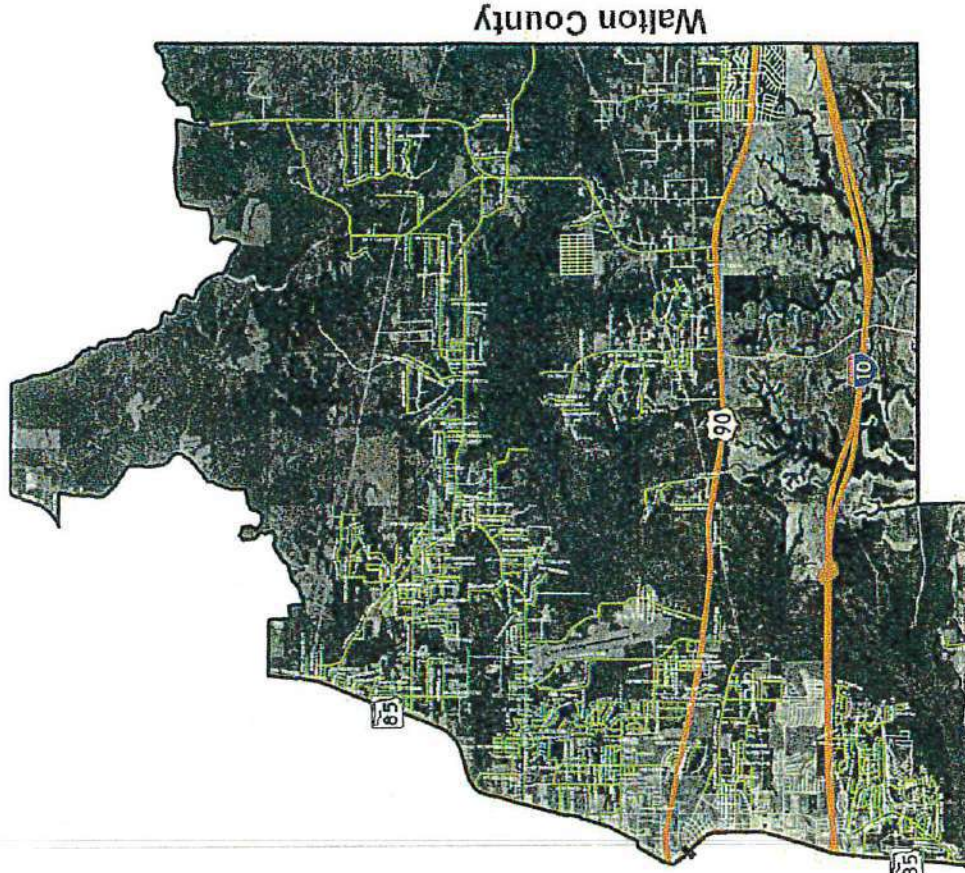
- LOCAL ROAD
- COUNTY ROAD SYSTEM
- STATE HIGHWAY SYSTEM



MAP PROJECTION:
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North Zone FIPS 5002

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B. LAND USE

1. Existing Land Use Map

Existing land use was determined by using Department of Revenue Property Use Codes as used by the Okaloosa County Property Appraiser for property tax purposes. Each land use was identified and mapped using Geographic Information Systems, Property Use Codes (PUC) for each existing land use listed are as follows. A complete list of the PUC is provided as Appendix A.

1. Residential: 000100 - 000800
2. Commercial: 001000 - 003901
3. Industrial: 004000 - 004817
4. Agriculture: 005000 - 006900
5. Institutional: 007000 - 007900
6. Public: 008000 - 008900
7. Other: 009100 - 009960

The existing land use based on the preceding codes is shown on Map 3. Approximate acreage of each land use shown is described in Table 1.

TABLE 1 EXISTING LAND USE		Acres
Land Use		
Agriculture		41,180
Commercial		312
Industrial		210
Institutional		82
Other		5,100
Public		4,107
Residential		10,801

Source: Okaloosa County Property Appraiser, 2024

2. Future Land Use Map

Comparison between the Existing Land Use Map (ELUM) and the adopted Future Land Use Map (FLUM) of the Comprehensive Plan is shown on Map 4. The gross acreage of each FLUM category is shown in Table 2.

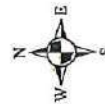
TABLE 2 FUTURE LAND USE		Acres
Land Use		
Airport Corridor .5		581
Airport Corridor 1		835
Agriculture		47,466
Commercial		154
Crestview		3,209
Federal Reservation		112
Industrial		5,043
Institutional		194
Low Density Residential		8,695
Mixed Use		1,319
Rural Residential		4,478
Suburban Residential		2
Water		249

Source: Okaloosa County GIS

The acreage totals provided for existing land uses and for future land uses are not derived from the same source and therefore, will not be the same acreage totals. The purpose of Table 1 and Table 2 is to show comparison of the difference between what land uses actually exist today and what the land use may look like in the future.

LEGEND

- Residential
- Commercial
- Industrial
- Agriculture
- Institutional
- Public
- Other

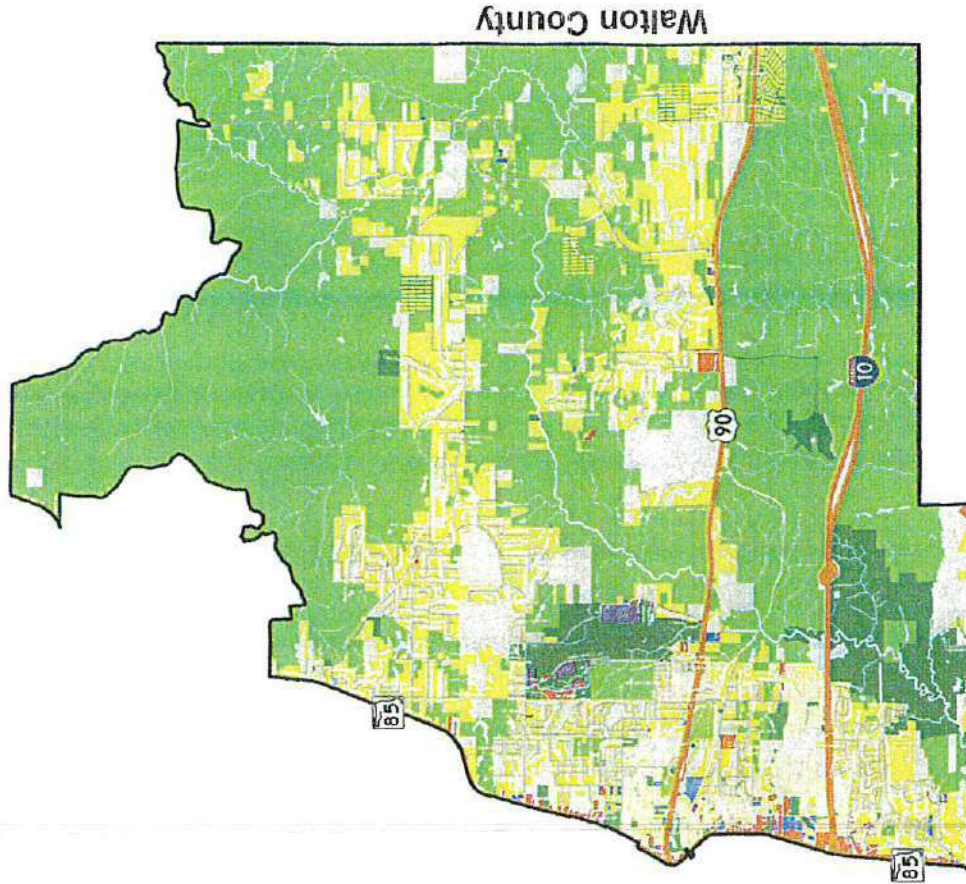


MAP PROJECTION:
North Carolina State Plane
NAD 83 (GCS NAD83) US Feet

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2024



**OKALOOSA COUNTY
PLANNING PROFILE**

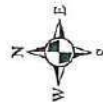
PLANNING AREA 32539

FUTURE LAND USE
Source: Okaloosa County GIS, 2024

**MAP #
4**

LEGEND

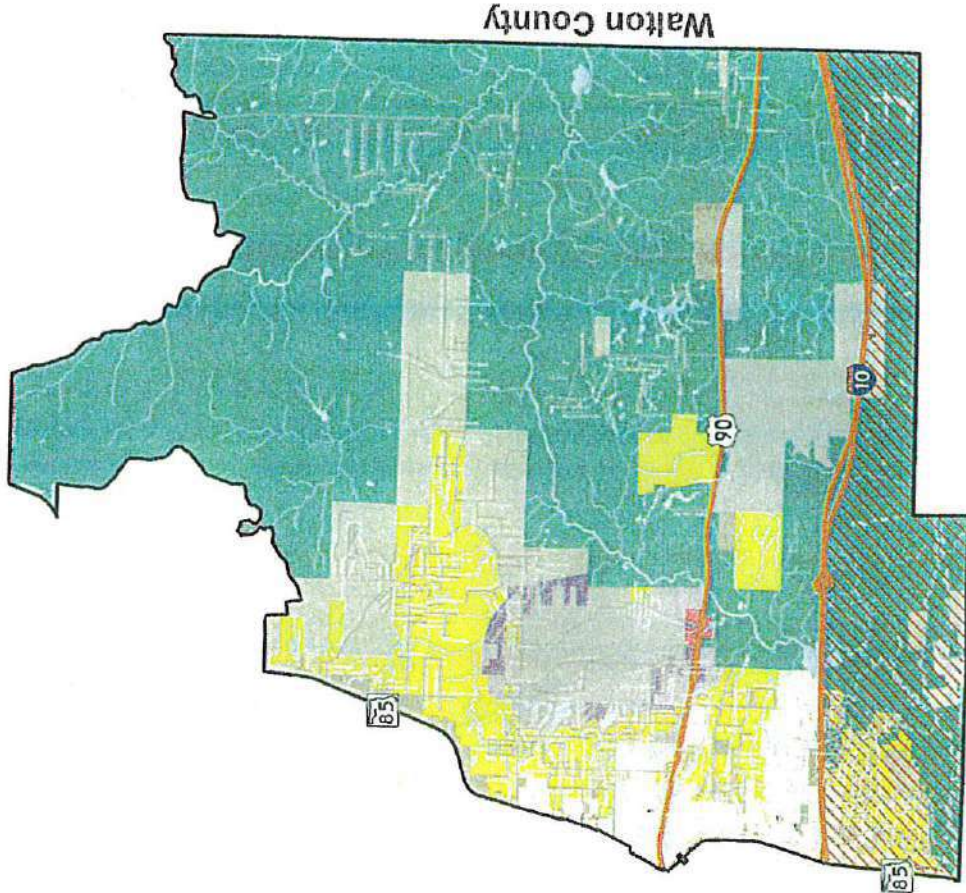
- AIRPORT COMPATIBILITY .5 ACRE
- AIRPORT COMPATIBILITY 1 ACRE
- AGRICULTURAL
- COMMERCIAL
- CRESTVIEW
- FEDERAL RESERVATION
- INDUSTRIAL
- INSTITUTIONAL
- LOW DENSITY RESIDENTIAL
- MIXED USE
- RURAL RESIDENTIAL
- SUBURBAN RESIDENTIAL
- WATER
- EGLIN AFB NORTH ENCROACHMENT ZONE





MAP PROJECTION:
NAD 83 (2011) StatePlane FWSM
North FIPS 6902 (US Feet)

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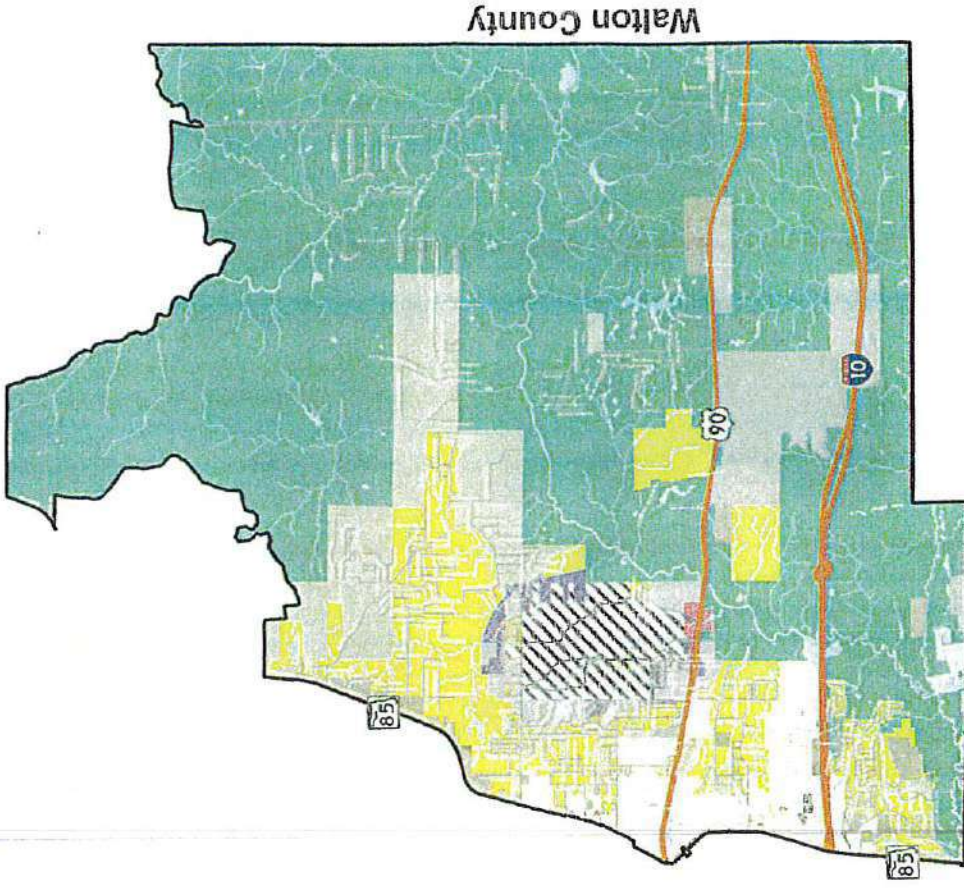
-  AGRICULTURAL
-  AIRPORT COMPATIBILITY .5 ACRE
-  AIRPORT COMPATIBILITY 1 ACRE
-  GENERAL COMMERCIAL
-  CRESTVIEW
-  EGLIN AFB
-  INDUSTRIAL
-  AIRPORT INDUSTRIAL PARK
-  INSTITUTIONAL
-  MOBILE HOME PARK
-  MIXED USE
-  RESIDENTIAL-1
-  RURAL RESIDENTIAL
-  SUBURBAN RESIDENTIAL
-  WATER



MAP PROJECTION:
NAD 1983 (2011) StatePlane Florida
North (FWS 5002) (43 Feet)

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C. LAND CHARACTERISTICS

1. Vacant Land

The term "vacant land" means land that has not been improved or otherwise developed with structures or buildings. Vacant land within the planning area is shown on Map 5. The areas shown include lands listed on the Property Use Code as 000000 -- 000080 (vacant) and 009900 (no-ag acreage).

2. Large Landholders

Large landholders are single person (including corporations) landowners who own 1,000 acres of land or more. Large landholders are shown and described on Map 6.

3. Subdivided Lands

The term "subdivided lands" means properties that have been subdivided from a larger parcel or tract of land by the landowner for purposes of conveyance to another owner when such subdivided property is then subject to a separate and distinct legal description. These do not include original government lots, lot splits, or minor divisions of land. Information within this document regarding plats and subdivisions has not been updated since the previous version.

a. Recorded Plats

A recorded plat shows subdivided lands represented as a plat and recorded in the Official Records of Okaloosa County. Recorded plats are described in Table 3.

TABLE 3 RECORDED PLATS	
Name	Year Platted
Oakcrest Farms & Groves Plat #4	1926
Oakcrest Farms & Groves Plat #5	1926
Cinco Addition to Crestview	1932
Cooks Addition to Crestview	1944
Edney's 4 th	1946
Morris Addition to Crestview	1948
Shoffner 2 nd	1952
East Chestnut Addition	1953

TABLE 3
RECORDED PLATS

Name	Year Platted
Crestview Heights	1955
Oakdale Miniature Farms R/S Bik 5	1956
Oakdale Miniature Farms R/S Bik 13 lots 11 & 12	1956
Oakdale Miniature Farms R/S Bik 13 lots 14 & 15	1956
Oakdale Miniature Farms R/S Bik 16 lots 1 & 3	1956
Oakdale Miniature Farms R/S Bik 17	1956
Oakdale Miniature Farms R/S Bik 18	1956
Hilltop Acres	1957
Hilltop Acres 1 st Addition	1957
Orange-Dale Northeast	1957
Orange-Dale Northwest	1957
Orange-Dale Southeast	1957
Orange-Dale Southwest	1957
Southernaire	1957
Lake Okaloosa	1957
Pinetree	1958
Holley Grove East	1958
Holley Grove South	1959
Holley Grove West	1959
Parker Heights	1959
Magnolia Blossom	1959
Oakdale Miniature Farms	1963
Pawnee Heights Re-subdivision	1963
The Pines	1963
Triple Lakes Estates Addition	1963
Lakewood Subdivision	1965
Del Cerro Vista	1967
Adams Powell East	1970
Del Cerro Vista 1 st Addition	1972
Auburn Heights	1980
Heritage Hills Unit 1	1980
Lost Creek PH 1	1980
Wolford Acres	1980

Sources: Okaloosa County GIS
Okaloosa County Property Appraiser

**TABLE 3
RECORDED PLATS**

Name	Year Platted
Lost Creek PH 2	1983
Riverside North	1985
Forest Acres	1986
Hunter Woods	1986
Lakeside East	1988
Page Place Subdivision	1988
Shoal Creek Manor	1988
Shoal Creek Subdivision	1988
Shoal Wood Estates	1988
Timberline Estates	1988
Harvest Hills PH5	1987
Page 11	1987
Pinnacle Point	1987
Shoal Creek 1 st Addition	1987
Shoal Creek Manor 1 st Addition	1987
Shoal Creek Manor East	1987
Shoal Ridge	1987
Shoal Woods Estates 1 st PH 1	1987
Foxworth Estates PH 1	1988
Foxworth Estates PH 2	1988
Plantation Oaks Subdivision	1988
Savannah Oaks	1988
Shoal Landing East	1988
Shoal Wood Estates 1 st PH 2	1988
Shoal Wood Estates 1 st PH 3	1988
Stonebridge PH 1	1988
Coronado Village PH 1	1989
Kings Crossing PH 1	1989
Shoal Creek Manor West	1989
Stonebridge PH 2	1989
Stafford Estates	1990
Stonebridge PH 3	1990
Kings Crossing PH 2	1991
Highland Hills	1991
Page 3 PH 1	1992
	1993

Source: Okaloosa County GIS
Okaloosa County Property Appraiser

**TABLE 3 (Continued)
RECORDED PLATS**

Name	Year Platted
Royal Oaks Subdivision	1993
Shoal Lake PH 1-A	1993
Shoal Lake PH 1-B	1993
Stonebridge PH 4	1993
Cherokee Bend Subdivision	1994
Coronado Village PH 2	1994
Mastels Addition to Auburn	1994
Oakridge Place Subdivision	1994
Page 3 PH 2	1994
Cherokee Bend Subdivision PH 2	1996
Coronado Village PH 3	1996
Auburn Estates	1997
Homestead Manor	1997
Sugar Creek Subdivision	1997
Coronado Village PH 4	1998
Spring Hollow Estates	2000
Auburn Acres	2002
Brooke Estates PH 1	2002
Fairchild Estates	2002
Golden Oaks Estates	2002
Homewood Estates	2002
Chalhe's Vineyard	2003
Mount Olive Estates	2003
Chanam Estates	2004
Kyndall Ridge Estates	2004
Brooke Estates PH 2	2005
Jayce Estates	2005
Painter Branch Estates	2005
Bridewood Estates PH 1	2006
Clover Estates	2006
Old Hickory Estates	2006
Woodlands of Whispering Pines	2007
Ashlin Estates	2007
Brooke Estates PH 3	2007
Carnellia Cove	2007

Source: Okaloosa County GIS
Okaloosa County Property Appraiser

**TABLE 3 (Continued)
RECORDED PLATS**

Name	Year Platted
Duggan Pond Estates	2007
Lakeridge Estates	2007
Timberline Ridge	2007
Kings Hill Estates	2008
Kittrell Estates	2008
Brownstone Manor	2009
Hidden Valley	2010
Willow Creek Plantation PH 1 & 2	2010
Autumn Woods Estates	2011
Overlook at Chestnut Ridge	2012
Willow Creek Plantation PH 1A	2014
Live Oak Creek	2018

Source: Okaloosa County GIS
Okaloosa County Property Appraiser

b. Unrecorded Subdivisions

An unrecorded subdivision is the subdivision of land into smaller lots or parcels which has not been recorded in the Official Records of Okaloosa County. Unrecorded subdivisions are described in Table 4.

**TABLE 4
UNRECORDED PLATS**

Name
Rolling Hills of Dorcas
Joe Barley
Barnhill – Apin Road
Bear Creek Woods
Chardee Addition

Source: Okaloosa County GIS
Okaloosa County Property Appraiser

**TABLE 4 (Continued)
UNRECORDED PLATS**

Name
Colonial Estates
Cottonwood Estates
Creekwood
Deer Springs
Deerfield Farms
Dogwood Groves
Druid Hills
Fairlane Farms
Golden Acres
Grandview Heights
Hannah Branch
Heritage Hills
Highland Hills
Jonquil
Kimberly Lane
Lakewood Country Estates
Lucky G Ranchettes
Mare Creek Farms
Meadow Lake
Possum Ridge Acres
Ridgecrest S/D
Robin Hill
Sable Brook Estates
Southern Acres
Southwood West
Turkey Run
White Oak Estates
Windsong
Winstead Project
Winstead, Bill
Wright, Herman
Yellow Bluff Estates

Source: Okaloosa County GIS
Okaloosa County Property Appraiser

4. Agricultural Lands












The planning area contains significant amounts of agricultural lands. For planning purposes these have been categorized by Property Use Code as follows: Improved Agriculture 0050000 - 0050688; Cropland 005100 - 005300; Timberland 005400 - 005900; Pastureland 006000 - 006600; Groves 006600 - 006400; Poultry, Bees, Fish 006700; Dairies, Feedlots 006800; and, Cimanentals 006900. The distribution of agricultural lands by use code is shown on Map 5. Prime farmland is shown on Map 5A.

5. Conservation Lands

Conservation lands are those areas set aside for the purpose of conserving or protecting natural resources. The unincorporated portion of the area is largely agricultural and lacks significant contributing resources. Wetlands, floodzones, floodways, and habitat areas are shown on Map 12.

Source: Okaloosa County GIS, 2024

LEGEND

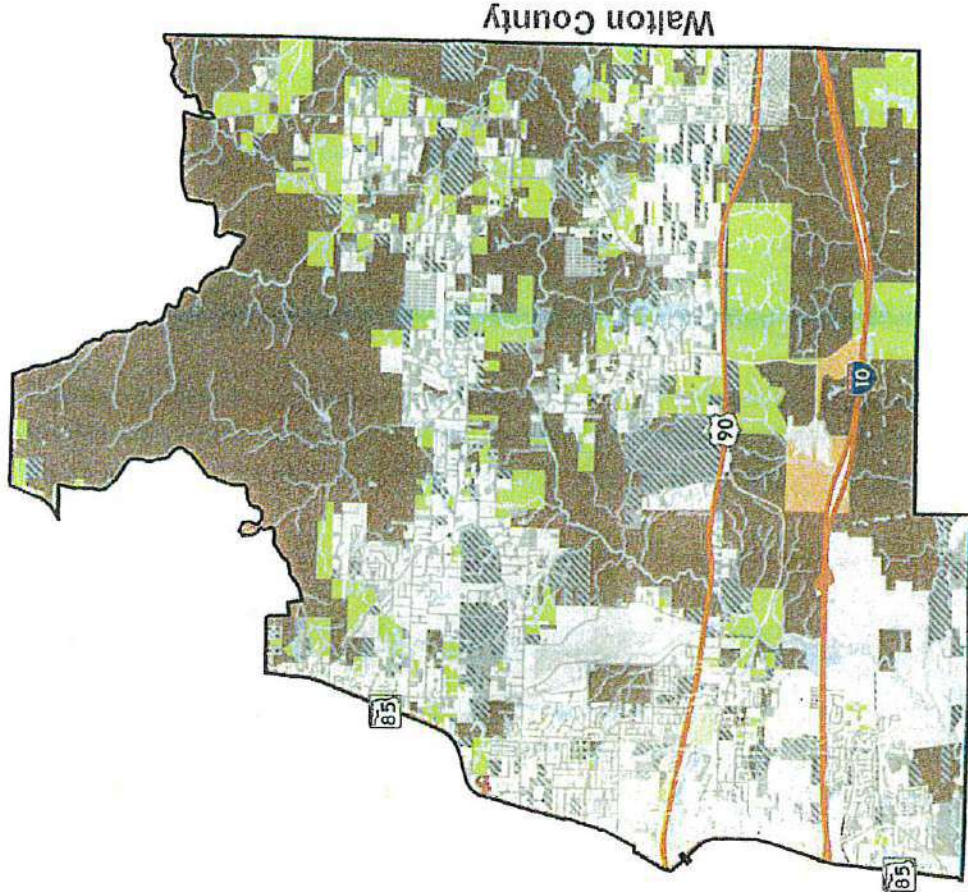
-  Vacant
-  No AG Acreage
-  Improved Agriculture
-  Cropland
-  Timberland
-  Pastureland
-  Groves
-  Ornamentals
-  Other
-  Blackwater River State Forest
-  Water Management Lands



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NAD 83 (2011) StatePlane Florida
North Florida State Plane FIPS

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Growth Management
2024



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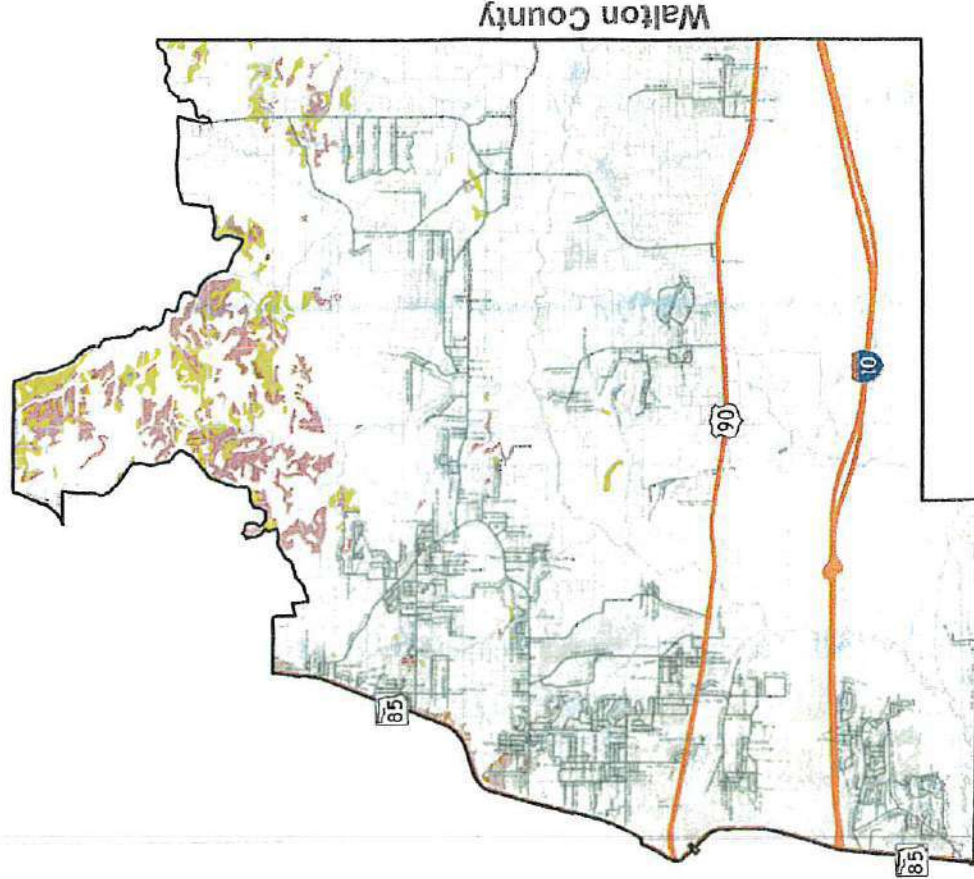
PRIME FARMLANDS	
Type	
	Angle Sandy Loam 2 to 5 % Slopes
	Dodhan Loamy Sand 0 to 2 % Slopes
	Dodhan Loamy Sand 2 to 5 % Slopes
	Escambia Fine Sandy Loam 0 to 3 % Slopes
	Netcher Gravelly Sandy Loam 0 to 2 % Slopes
	Netcher Gravelly Sandy Loam 2 to 5 % Slopes
	Orangeburg Sandy Loam 0 to 2 % Slopes
	Orangeburg Sandy Loam 2 to 5 % Slopes



MAP PROJECTION:
NAD 1983 (2011) StatePlane Florida
North Florida (US Feet)

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**OKALOOSA COUNTY
PLANNING PROFILE**

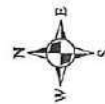
PLANNING AREA 32539

LARGE LANDOWNERS
Source: Okaloosa County GIS, 2024

**MAP #
6**

LEGEND

- OWNER NAME**
-  BCC OKALOOSA COUNTY
 -  CHIMIAK RITA
 -  CRESTVIEW WEST LLC
 -  HAISEAL TIMBER CO
 -  HART BENJAMIN H TRUST
 -  HOLLAND M WARE CHARITABLE
 -  LONG CREEK INDUSTRIAL LLC
 -  TIMBER CREEK RANCH LLC

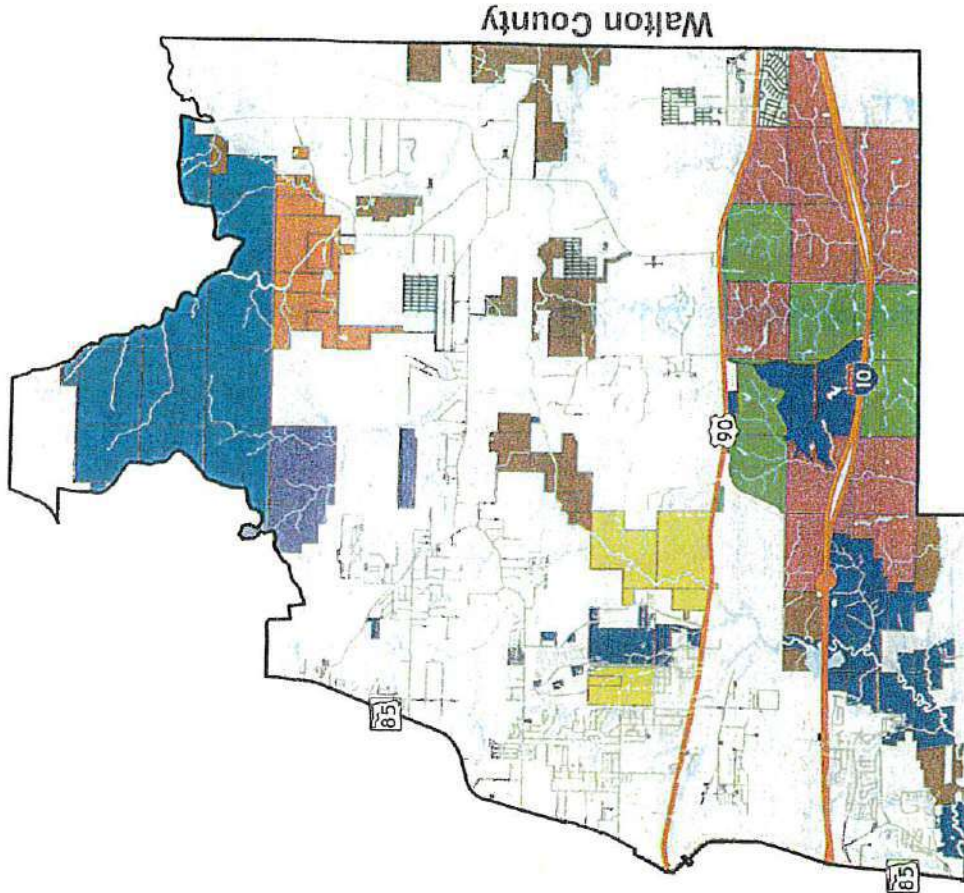


MAP PROJECTION:
NAD 83 FIPS 3146
North Carolina State Plane
NAD 83 FIPS 3146 (US Feet)

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2024



D. TRANSPORTATION

Transportation facilities in the planning area are limited to state, county, and local roads and highways. As specified by statute roads and highways within the County are classified as "State Highway System" (s. 305.01, F.S.) or "County Road System" (s. 334.03, F.S.). These are shown on Map 7.

1. State Highway System (SHS)

State highways within the planning area include State Road 85, Highway 10 (US 90) and Interstate 10. General characteristics of these roadways were taken from the FDOT 2022 District 3 Level of Service (LOS) Report. Operation and maintenance responsibility for the SHS lies with the Florida Department of Transportation (FDOT).

a. State Road 85 North

Segment: CR 85A (Bill Lundy Rd) to Eglin Reservation N boundary

No. of lanes: 4

Functional Class: Principal Arterial

Facility Type: Divided

LOS Area: Transitioning

FDOT LOS: D

County LOS: C

FDOT Station 1603: SR 85-375' N of Third Avenue, Crestview

<u>2018 AADI</u>	<u>2023 AADI</u>	<u>% of change AADI</u>
25500	28500	11.76%

FDOT Station 5112: 825' N of Long Drive

<u>2018 AADI</u>	<u>2023 AADI</u>	<u>% of change AADI</u>
27500	29500	7.2%

FDOT Station 5057: 0.233 mile N of SR 10 (US 90)

<u>2018 AADI</u>	<u>2023 AADI</u>	<u>% of change AADI</u>
28000	29500	5.36%

FDOT Station 5060: SR 85-150' N of Cobb Ave, Crestview

<u>2019 AADI</u>	<u>2023 AADI</u>	<u>% of change AADI</u>
37500	41500	10.67%

FDOT Station 1606: SR 85-900' S of Duggan Ave (N of Goodwin Ave)

<u>2018 AADI</u>	<u>2023 AADI</u>	<u>% of change AADI</u>
44500	47000	5.62%

FDOT Station 1607: SR 85-300 N of Cracker Barrel RD (S of I-10)

<u>2016 AADI</u>	<u>2023 AADI</u>	<u>% of change AADI</u>
49500	50500	2.02%

b. Highway 10 (US 90)

Segment: SR 85 to Walton County Line

No. of lanes: 4 to Shoal River Bridge, then 2 to county line

Functional Class: Minor Arterial

Facility Type: Divided

LOS Area: Rural undeveloped (part), transitioning (part)

FDOT LOS: D

County LOS: SR 85 to Fairchild Rd: C; Fairchild Rd to Walton Co Line: B

FDOT Station 5051: 375 ft E of SR 85 (W of McKaskill)

<u>2018 AADI</u>	<u>2023 AADI</u>	<u>% of change AADI</u>
12500	10500	-15.87%

FDOT Station 5055: Bracklin St 473 ft N of US 90

<u>2018 AADI</u>	<u>2023 AADI</u>	<u>% of change AADI</u>
2200	2200	0

FDOT Station 1801: US 90 650 ft W of Valley Rd
 2018 AADI 11600
 2023 AADI 13000
% of change AADI
 12.07%

FDOT Station 0304: Fairchild Rd 400 ft N of US 90
 2018 AADI 1700
 2023 AADI 1600
% of change AADI
 -5.88%

FDOT Station 0217: CR 393 300 ft N of US 90
 2018 AADI 2000
 2023 AADI 2900
% of change AADI
 45%

FDOT Station 0124: 0.6 miles E of CR 393 (W of Mare)
 2018 AADI 6600
 2023 AADI 8400
% of change AADI
 27.27%

c. Highway 8 (Interstate 10)
 Segment: SR 85 to Walton Co. line
 No. of lanes: 4
 Functional Class: Principal Arterial
 Facility Type: Divided
 LOS Area: Transitioning
 FDOT LOS: D
 County LOS: B

FDOT Station 2004: SR 8(-10) - 0.660 MILE E OF SR 85 OVERPASS
 2018 AADI 21500
 2023 AADI 26500
% of change AADI
 23.26%

2. County Road System (CRS)

The County Road System within the planning area is comprised of "numbered" county roads and local streets. Operation and maintenance responsibility for the CRS lies with Okaloosa County.

a. Numbered County Roads

Numbered county roads within the planning area include:

- CR 188 Airport Rd./Garden City Rd.
- CR 393

General characteristics of these roadways are shown in Table 5. It should be noted that 2023 data was the most recent information available.

**TABLE 5
NUMBERED COUNTY ROADS**

Road	Segment	Func. class	Area	Type	Lanes	2018 AADI	2023 AADI	% of Change	Adopted LOS
CR 188 Airport Rd./Garden City Rd.		Collector	Trans	Undiv	2				
**County Station 0299 1400' E of SR 85						6600	8700	33.35	D
**County Station 400 2000' E of SR 85						13671	9628	-28.57	D
**County Station 410 330' S of Poverty Creek Rd						3437	4014	16.79	D
CR 393		Collector	Rural	Undiv	2				
**FDOT Station 0217 300' N of US 90						2000	2900	45.00	D
**County Station 360 650' S of SR 85						653	967	25.11	D
**County Station 370 800' N of US 90						2317	3292	42.06	D
**FDOT Station 0217 300' N of US 90						2000	2900	45.00	D

Source: Okaloosa County Public Works Traffic Counts, 2023

b. Un-Numbered County Roads

In addition to the numbered county roads there are other significant roads that provide transportation corridors within the planning area. This information has not been updated with the previous version of this report. These un-numbered roads are listed as follows.

Auburn Rd
Poverty Creek Rd
John Givens Rd
Valley Rd
Stillwell Blvd
E Chestnut Ave
Aplin Rd
John King Rd

General characteristics of these roadways are shown in Table 6.

c. Local Streets
Except for the collector roads listed in Table 5 the majority of the roads within the planning area are considered local streets.

d. Bob Sikes Airport
Bob Sikes Airport is an Okaloosa County owned and operated public use airport that provides facilities for general aviation, air taxi services, corporate aviation, and some military operations. There are no air carrier or commuter airline services available at Bob Sikes.

e. Swaney Airfield. This is a private airstrip located in the vicinity of Dorcas.

**TABLE 6
UN-NUMBERED COUNTY ROADS**

Name	Segment	Func Class	Area	Type	Lanes	2018 AADT	Adopted LOS
Auburn Rd	SR 85 to Garden City Rd	Collector	Transferring	Undiv	2	NA	None
Poverty Creek Rd.	Garden City Rd to CR 90	Collector	Rural	Undiv	2	NA	None
John Givens Rd.	Skyline Dr. to Airport Rd.	None	Urban	Undiv	2	NA	None
Valley Rd	US 90 to Airport Rd	Collector	Urban	Undiv	2	NA	None
Stillwell Blvd	SR 85 to Monterey Rd	Collector	Urban	Undiv	2	NA	None
E Chestnut Ave	SR 85 to Okaloosa Ln	Collector	Urban	Undiv	2	NA	None
Aplin Rd	SR 85 to Okaloosa Ln	Collector	Urban	Undiv	2	NA	None
John King Rd	SR 85 to	Collector	Urban	Undiv	2	NA	None

Source: Okaloosa County Public Works Department, 2018

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32539

TRANSPORTATION MAP

Source: Florida Department of Transportation (FDOT), 2024

**MAP #
7**

LEGEND

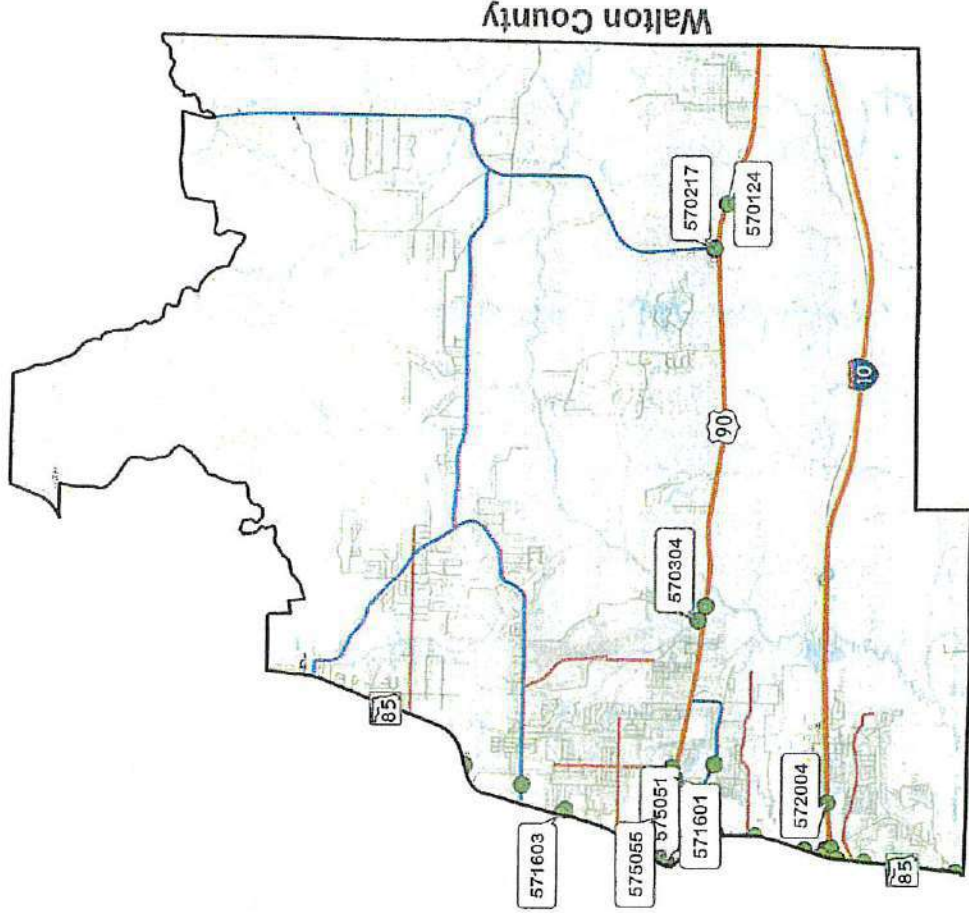
-  PORTABLE TRAFFIC MONITORING SITES
-  STATE HIGHWAY SYSTEM ROADS
-  NUMBERED COUNTY ROADS
-  UNNUMBERED COUNTY ROADS
-  LOCAL ROADS



MAP PROJECTION:
North Florida
NAD 83 FIPS 2003 (US Feet)

PUBLIC RECORD:
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Okaloosa County
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2024



E. UTILITIES

For purposes of this report "utilities" are those infrastructure services that are essential for development. These include drinking water, sanitary sewer, solid waste disposal, and electric power.

1. Drinking Water

Drinking water within the planning area is provided by two community water systems and the City of Crestview; of these, Auburn Water System and Okaloosa County Water & Sewer (OCWS) provide service to the unincorporated area. A small portion of the zip code, in the Northeastern tip of the area, lies within the city of Laurel Hill's utility service boundary. Where community system water is not available, individual private water wells may be used.

a. Auburn Water System

The Auburn Water System service areas is shown on Map 8. General characteristics of the Auburn Water System are shown on Table 7.

Permitted Water Use (ADF)	Gross Water Use 2023 (GPD, ADF)	Population Served	Gross per Capita	Gross Water Demand Projections (GPD, ADF)		% of Change 2025-2035
				2025	2035	
6,600,000	2,500,000	22,000	114	2,508,000	2,794,472	9.03%

b. Okaloosa County Water & Sewer

The Okaloosa County Water System service areas is shown on Map 8. General characteristics of the Okaloosa County Water System are shown on Table 8.

Permitted Water Use (ADF)	Gross Water Use 2023 (GPD, ADF)	Population Served	Gross per Capita	Gross Water Demand Projections (GPD, ADF)		% of Change 2025-2035
				2025	2035	
9,100,000	6,400,000	42,306	151	6,400,00	6,977,734	9.03%

2. Sanitary Sewer

There are no central sewage treatment systems within the planning area. All sewage treatment is provided by on-site sewage treatment systems (septic tanks).

3. Solid Waste

Solid waste collection within the planning area is provided by private haulers. The County operates a construction and demolition (C & D) landfill and a transfer station at the landfill site. Solid waste is collected at the transfer station for disposal in Jackson County's landfill. The County does not operate any Class I landfills anywhere in Okaloosa County.

4. Electric Power

Electric power is provided by Choctawhatchee Electric Cooperative (Chelco) and Florida Power and Light Generalized service areas for these electricity providers are shown on Map 9.

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32539

WATER SYSTEMS MAP

Source: Okaloosa County GIS, 2024

**MAP #
8**

LEGEND

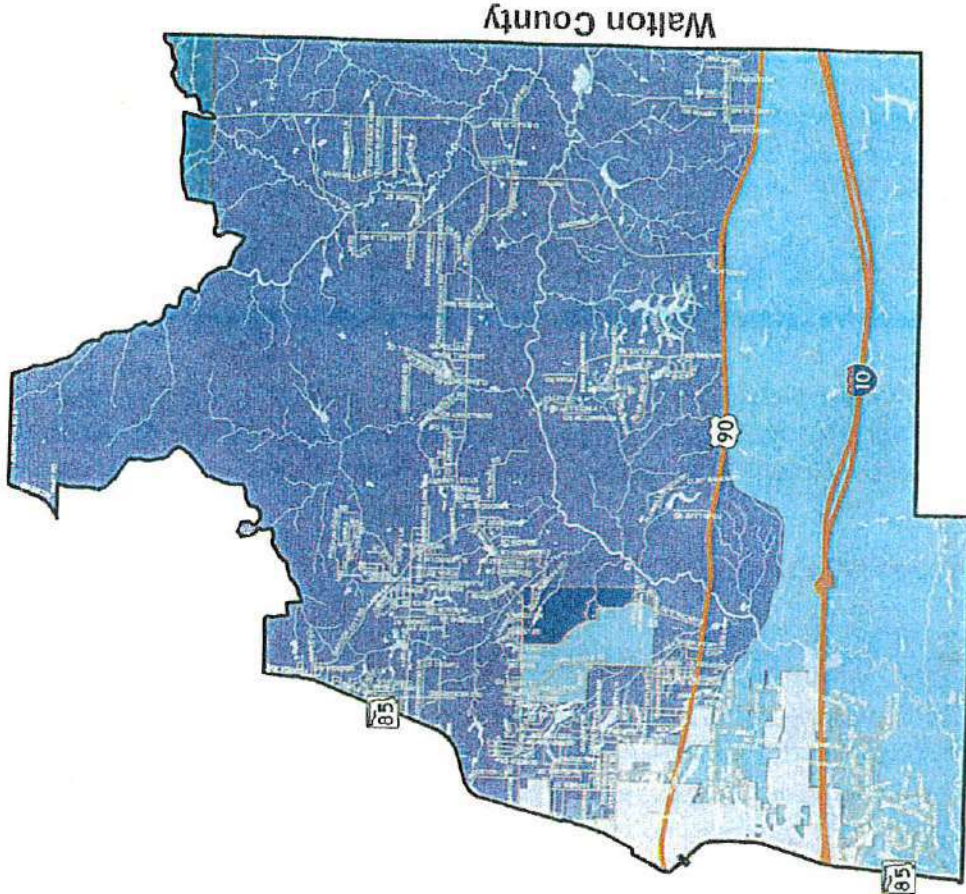
- AUBURN WATER SYSTEM
 - SERVICE AREA
- CITY OF CRESTVIEW
 - SERVICE AREA
- CRESTVIEW WATER SYSTEM
 - SERVICE AREA
- LAUREL HILL WATER SYSTEM
 - SERVICE AREA
- OCWS-AWS
 - SERVICE AREA
- OKALOOSA COUNTY WATER & SEWER
 - SERVICE AREA



MAP PROJECTION:
NAD 1983 (2011) StatePlane Florida
North FIPS 5003 (603 Feet)

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**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32539

ELECTRIC POWER MAP
Source: Okaloosa County Growth Management, 2024

**MAP #
9**

LEGEND

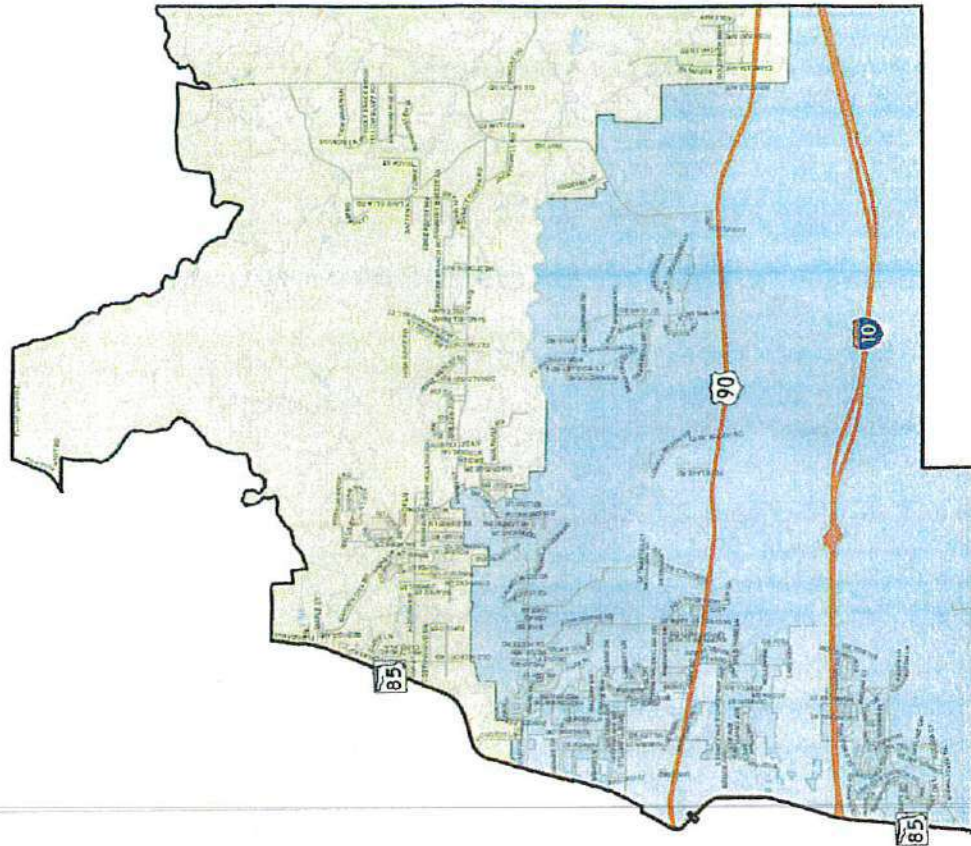
-  CHELCO SERVICE AREA
-  FPL SERVICE AREA



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Web Mercator (EPSG:3857)

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**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32539

COMMUNITY FACILITIES

MAP #
10

Source: Okaloosa County GIS, 2024

LEGEND

Facilities

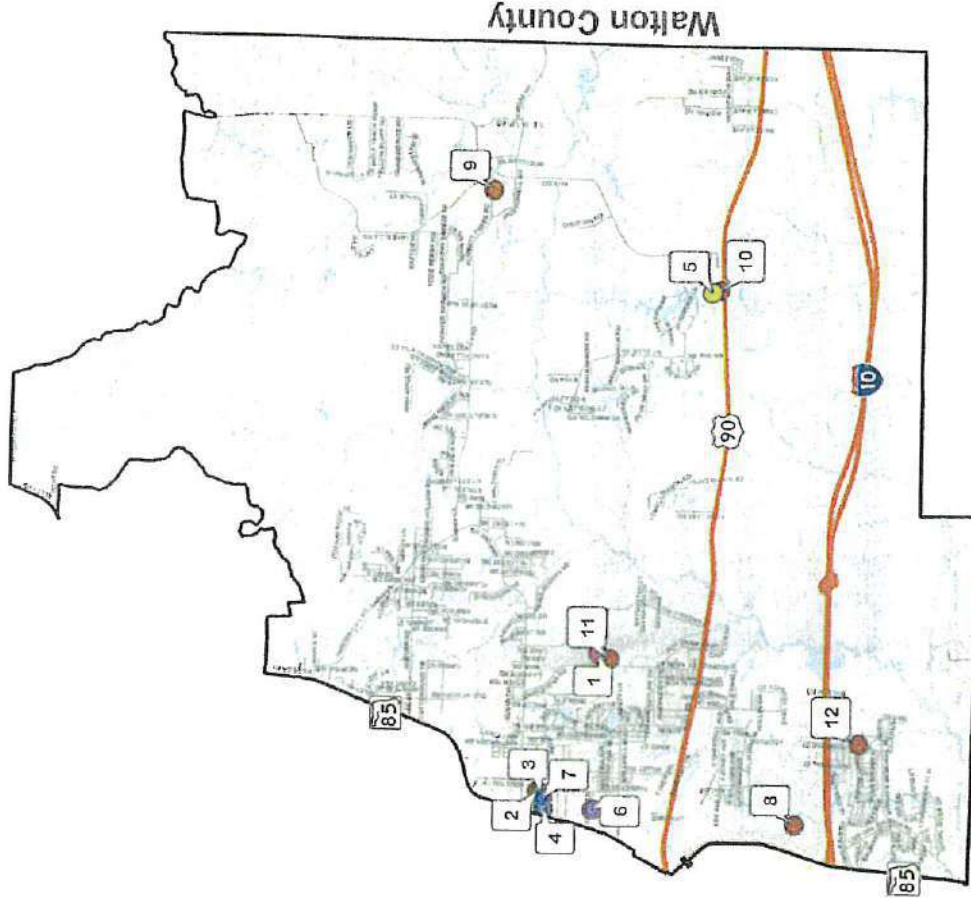
- 1. Bob Sikes Airport (CEW)
 - 2. Crestview Chamber of Commerce
 - 3. Crestview Community Center
 - 4. Crestview Post Office
 - 5. Emerald Coast Zoo
 - 6. Marquis Cinema 10
 - 7. Robert Sikes Public Library
- Fire Departments**
- 8. Crestview Fire Department Station 3
 - 9. Okaloosa Volunteer Fire Department Station 41
 - 10. Okaloosa Volunteer Fire Department Station 42
 - 11. North Okaloosa Fire Department Station 82
 - 12. North Okaloosa Fire Department Station 84



MAP PROJECTION:
NAD 83 (2011) StatePlane FWS
North FWS 8303 (US Feet)

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E. COMMUNITY FACILITIES

Community facilities include fire stations, community centers, post offices, museums, sheriff/EMS substations, and other similar facilities. Community facilities are shown on Map 10. These include Bob Sikes Airport, Crestview Chamber of Commerce, Crestview Community Center, Crestview Post Office, Emerald Coast Zoo, Marquis Cinema 10, Robert Sikes Library, Crestview Fire Department Station 3, Dorcas Volunteer Fire Department Stations 41 and 42 and North Okaloosa Fire Department Stations 82 and 84.

G. PUBLIC SCHOOLS

Public schools are educational facilities under the administration of the Okaloosa County School District. Public schools within the planning area include:

Elementary Schools

Riverside
Southside Center
Walker

Middle School

Shoal River

Student populations and projected growth trends are shown on Table 9. Capacity numbers have not been updated since 2018. The location of public schools and attendance zones are shown on Map 11.

TABLE 9
STUDENT POPULATION GROWTH TRENDS

	2015	2017	2020	2024	2025	% of Change 2015-2025	Max. Capacity
<u>Elementary School</u>							
Riverside	868	837	942	986	1,048	21.02%	948
Southside	288	360	288	275	292	-2.01%	484
Walker	821	851	830	843	858	8.50%	804
<u>Middle School</u>							
Shoal River	834	813	842	893	921	10.43%	788

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32539

PUBLIC SCHOOLS
Source: Okaloosa County GIS, 2024

MAP #
11

LEGEND

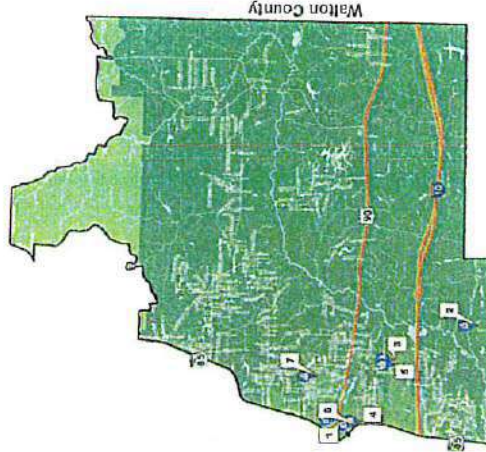
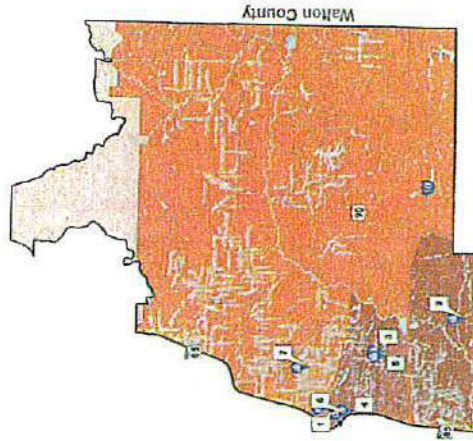
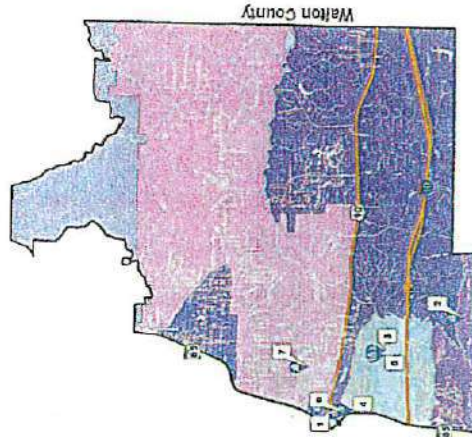
- Elementary School
- Antioch Elementary
- Bob Sikes
- Laurel Hill
- Northwood
- Riverside
- Walker
- Middle School
- Davidson
- Laurel Hill
- Shoal River
- High School
- Crestview
- Laurel Hill Schools
- 1. Northwest Florida State College (CR)
- 2. Okaloosa Youth Academy
- 3. Riverside Elementary School
- 4. Rocky Bayou Christian School (CV)
- 5. Shoal River Middle School
- 6. Southside Primary School
- 7. Walker Elementary School



MAP PROJECTION:
NAD 1983 (2011 Shapefile) Florida
North Florida State College

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H. CONSERVATION AREAS AND RESOURCES

Conservation areas and resources identified within the planning area include the following:

1. Archeological and historic sites.
2. Public water supplies and facilities.
3. Flood zones and floodways.
4. Jurisdictional wetlands.
5. River systems.
6. Identified habitat areas of threatened or endangered species.

Each of these is described in further detail as follows.

1. Archeological and Historic Sites

There are numerous archeological and historic sites located within the planning area. Locations of these sites are not shown on a map so as to prevent looting or vandalism.

2. Public water supplies

Public water supplies include those for the Okaloosa County Water System and the Auburn Water System. The locations of well sites for these systems are shown on Map 8.

3. Flood zones and floodways

Flood zones and floodways are shown on Map 12.

4. Wetlands

Generalized locations of wetland areas is shown on Map 12. Actual jurisdictional wetland determinations have not been established for most of the areas shown.

5. River systems

River systems including major tributaries are shown on Map 12.

6. Habitat areas

Known habitat areas for threatened and endangered species are shown on Map 12.

I. PARKS AND RECREATION

Parks and recreation facilities within the planning area are shown on Map 13.

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32539

**CONSERVATION AREAS &
RESOURCES**

**MAP #
12**

LEGEND

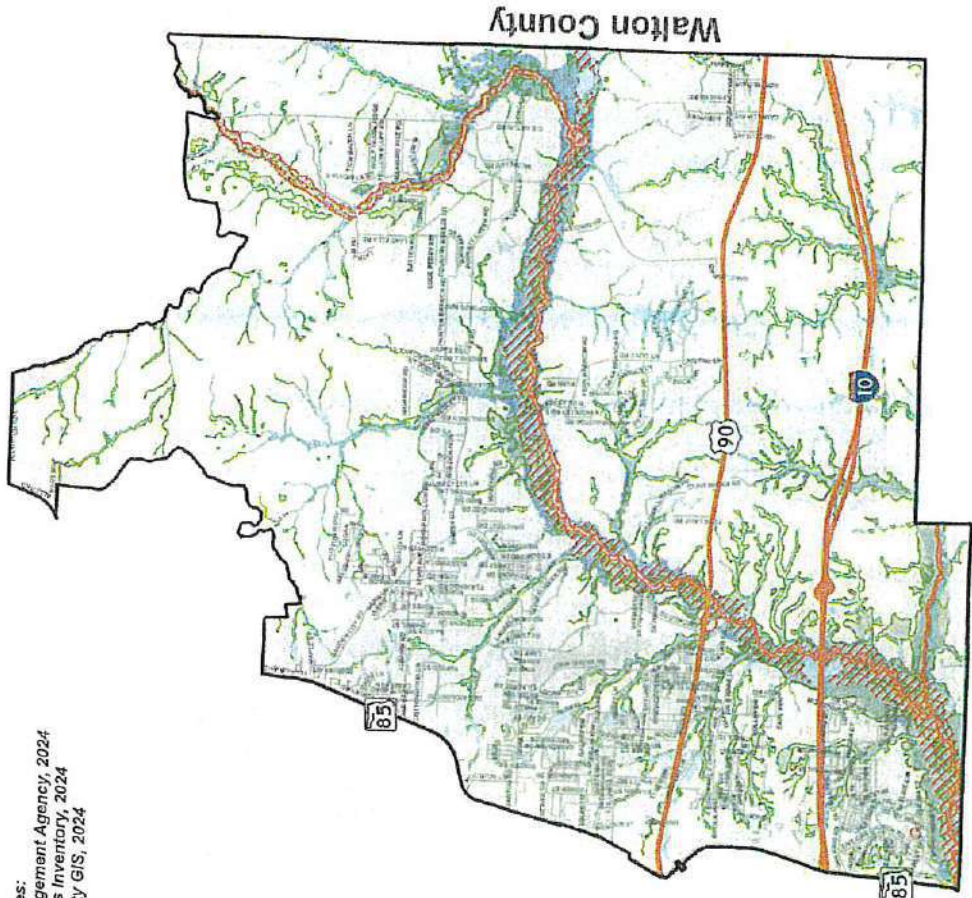
- RIVER SYSTEMS
- OPEN WATER
- FLOOD ZONES
- FLOODWAYS
- WETLANDS
- HABITAT AREAS



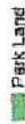
MAP PROJECTION:
North American Datum of 1983
NAD 83
PUBLIC RECORD:
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Okaloosa County
Growth Management
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Sources:
Federal Emergency Management Agency, 2024
Florida Natural Areas Inventory, 2024
Okaloosa County GIS, 2024



LEGEND



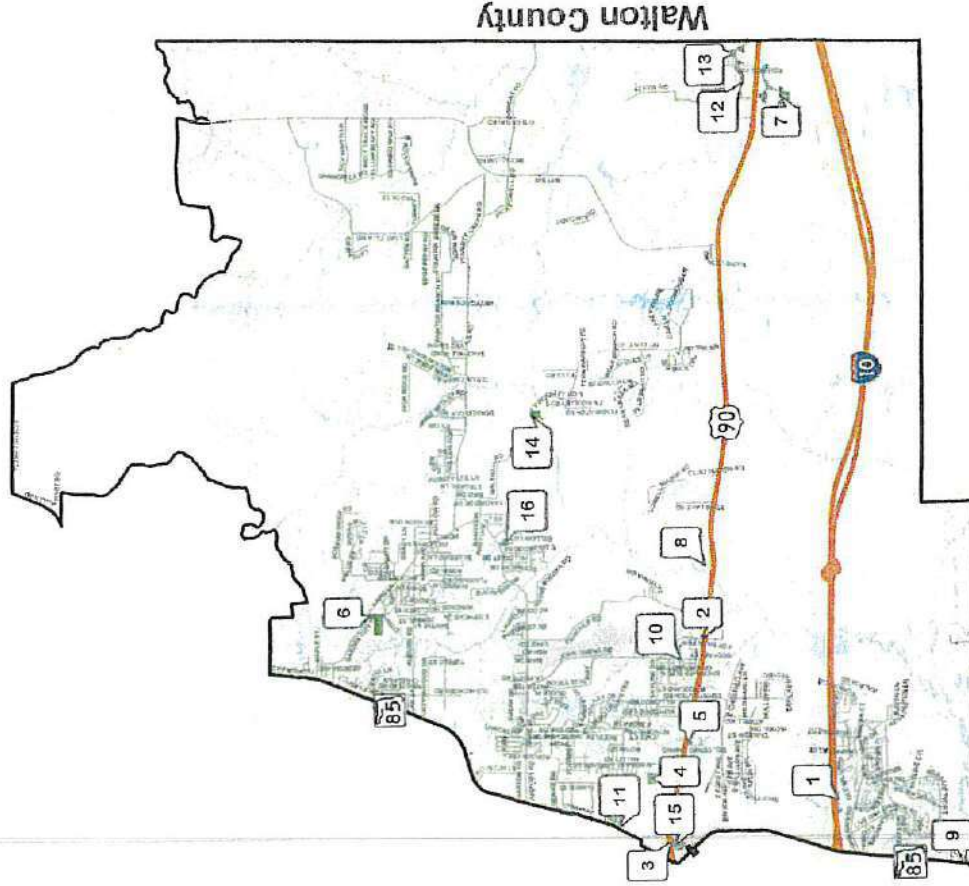
- 1. Beaver Creek Park
- 2. Cavalier Drive (Park Storage)
- 3. Crestview Bark Pott
- 4. Durrell Lee Park
- 5. Eagle Park
- 6. Garden City Park
- 7. Magnolia Blossom Park
- 8. Ray Lynn Barnes Boat Ramp
- 9. Shoal River Wayside Park
- 10. Shofafor Park
- 11. Spanish Trail Park
- 12. The Pines Park
- 13. Triple Lake Estates Park
- 14. Turkey Bluff Boat Ramp
- 15. Twin Hills Park
- 16. Willow Lang Park



MAP PROJECTION:
NAD 83 (2011) StatePlane/Fla
North (FIPS 5002) (10 Feet)

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**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32539

FIRE DISTRICTS
Source: Okaloosa County GIS, 2024

**MAP #
14**

LEGEND

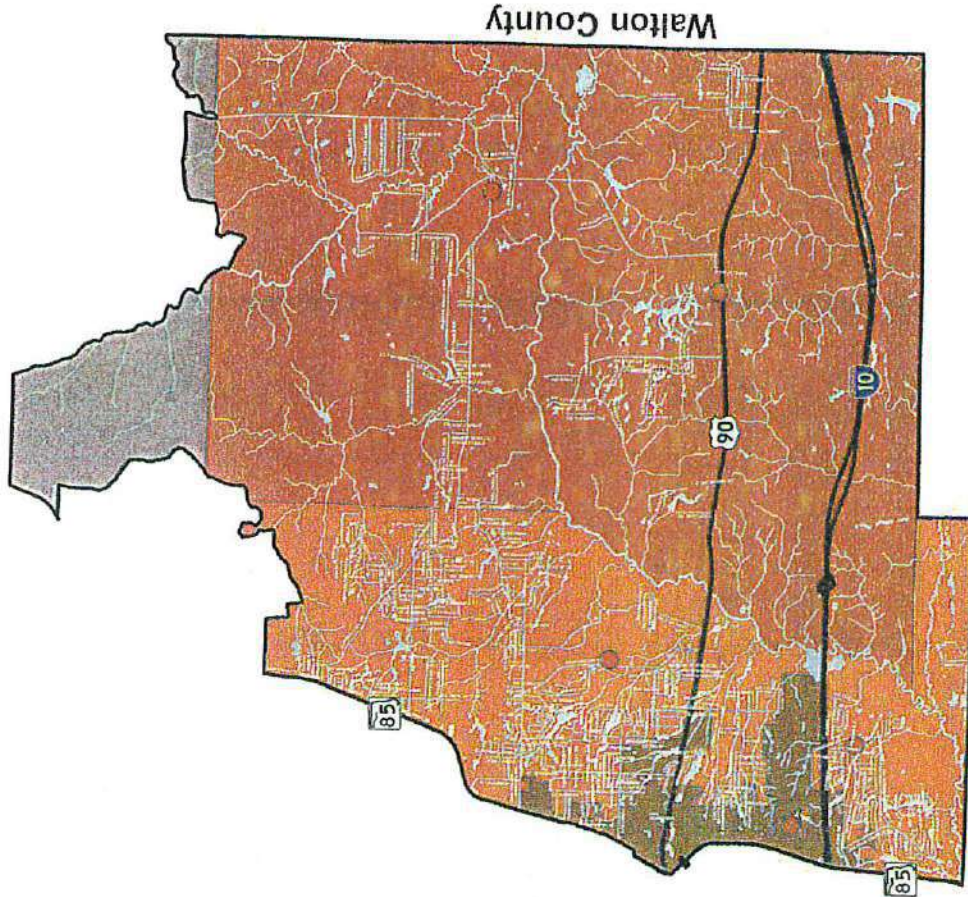
- FIRE DISTRICT
- ALMARANTE
- CITY OF CRESTVIEW
- DORCAS
- NORTH OKALOOSA
- FIRE DEPARTMENT



MAP PROJECTION:
NAD 1983 UTM Zone 18N
North Pole, UTM, UTM Feet

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2024



J. CAPITAL FACILITIES NEEDS ASSESSMENT

INTRODUCTION

Section 163.3177(2), Florida Statutes (3)(a) The comprehensive plan shall contain a capital improvements element designed to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth:

1. A component that outlines principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a 5-year period.
2. Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
3. Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.
4. A schedule of capital improvements which includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.

The purpose of this report is to identify those capital improvements needed to achieve and maintain level-of-service standards based upon the land use patterns created by the Comprehensive Plan Future Land Use Map (FLUM), identify funding sources needed to finance the schedule of capital improvements, and provide recommendations toward maintaining sustainable public facilities and services.

With the 2011 legislative changes, Florida's local governments are no longer required to submit the annual update of the Five-Year Capital Improvements Schedule to the Department for review. However, the Capital Improvements Element remains a required critical component of the local government's comprehensive plan. The schedule must be reviewed annually by the local government to reflect the timing, location and funding of capital projects to achieve and maintain adopted level of service standards for public facilities that are necessary to implement the comprehensive plan. The update to the schedule may be accomplished by ordinance and will not be considered an amendment to the comprehensive plan. The following provides guidance for local governments as they review and update the Capital Improvements Element.

SUMMARY OF LEGISLATIVE CHANGES (2011)

The revisions to Chapter 163, Florida Statutes, removed the requirement that the annual update to the Five-Year Schedule of Capital Improvements (schedule) be adopted and transmitted as a comprehensive plan amendment to the state land planning agency (now the Department of Economic Opportunity) for review by December 1 of every year.

The requirement for the adoption of the Capital Improvements Element as one component of the local comprehensive plan remains unchanged [163.3177(3) (a), Florida Statutes]. Pursuant to Section 163.3177(3) (b), Florida Statutes, local governments are still required to undertake an annual review of the Capital Improvements Element to update the Five-Year Capital Improvement Schedule;

The annual update to the schedule may now be accomplished by ordinance and not as an amendment to the comprehensive plan. [163.3177(3) (b), Florida Statutes]. The update to the Capital Improvements Element policy referencing the facility work plan adopted by the local school board may also be adopted by reference and is not subject to state review. However, note that other amendments to the Capital Improvements Element outside of the 5-year schedule (such as policy changes, level of service standard changes, etc.,) are still subject to the regular expedited amendment review processes;

The requirement that the schedule demonstrate financial feasibility has been removed. However, the necessary capital projects must still be listed in the schedule, projected revenue resources identified, and the project listed as "funded" or "unfunded" and assigned with a level of priority for funding. [163.3177(3) (e) 4, Florida Statutes.

Section 163.3164(7), Florida Statutes, "definitions" -- establishes the definition of "capital improvement". Note that the definition states that capital improvements are to be physical assets, excluding items like operation and maintenance services and studies. There is no requirement to include these types of non-physical asset expenditures in the Schedule of Capital Improvements (however, there is no prohibition either);

Section 163.3177(3) (a), Florida Statutes, explains the purpose and the requirements of the Capital Improvements Element: "to consider the need for and location of public facilities...to encourage the efficient use of such facilities." These provisions require that the capital improvement projects, which are necessary to ensure that adopted level of service standards for public facilities will be achieved and maintained for the five-year period, will be adopted into the Schedule of Capital Improvements;

Section 163.3180, Florida Statutes, Concurrency, establishes that sanitary sewer, solid waste, drainage and potable water are the only public facilities subject to statewide concurrency requirements. Based upon the recent statutory changes, application of concurrency requirements are now optional for parks and recreation, public schools and transportation.

CAPITAL IMPROVEMENT PROJECTS

Table 2.13.1
Capital Improvement Projects
Five Year Schedule and Ten-Year Planning Period
(Section 163.3177(3)(a), FS)

Table 2.13.1 is a five-year schedule is a listing of those capital improvement projects within Okaloosa County Water & Sewer (OCWS) and Public Works (OCPW) that address regulatory compliance, aging infrastructure, resiliency, and expansion. The schedule identifies the need for and location of public facilities in order to program the efficient use of projected revenue sources to fund the facilities improvements over the ten-year planning period.

OCWS OPERATING PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034
Building Physical Environment	OCWS	admin building remodeling	85,000	60,000	60,000	60,000	50,000	300,000

OCWS WATER PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034
Water - New Lines	OCWS	replace aging water mains throughout the county	700,000	800,000	550,000	550,000	800,000	4,000,000

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCWS WATER PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034
Future Water Supply	OCWS	easement/land acquisition & planning for future water supply	25,000	25,000	25,000	25,000	25,000	125,000
State/County Relocation Projects (Water)	OCWS	water infrastructure relocations related to State & County roadway projects	380,000	2,000,000	200,000	200,000	200,000	1,000,000
Existing Tanks	OCWS	rehabilitation of storage tanks	859,000	2,427,000	2,313,750	1,048,750	1,997,500	2,972,750
Existing Wells	OCWS	rehabilitation of and improvements to public water supply wells	600,000	600,000	600,000	600,000	600,000	3,000,000
SCADA Replacements/ Upgrades (Water)	OCWS	SCADA improvements and/or communication upgrades at water sites	100,000	100,000	150,000	150,000	150,000	750,000
Florosa Water Tank	OCWS / SRF Loan	new storage tank in Florosa	2,700,000					
Shoal River Ranch Well	OCWS / SRF Loan	new public water supply well west in unincorporated Crestview	3,000,000					
Longwood Area Transmission Main	OCWS	second connection to Longwood / Poquillo area	200,000	1,200,000				
Antioch Well Replacement	OCWS / SRF Loan	on-site well replacement in unincorporated Crestview	300,000	3,000,000				
West 98 Collector Rd & Utility Corridor	OCWS / SRF Loan	new water main for transmission, distribution, and redundancy in Florosa	400,000		8,300,000			

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCWS WATER PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030 - FY2034
Office Well Replacement	OCWS / SRF Loan	off-site well replacement in unincorporated Fort Walton Bch			300,000	3,000,000		
Northgate Well Replacement	OCWS / SRF Loan	on-site well replacement in unincorporated Fort Walton Bch			300,000	3,000,000		
Shoal River Ranch Tank	OCWS	new storage tank in unincorporated Crestview				300,000	3,200,000	
Estimated ongoing capital needs water	OCWS	future needs	0	0	0	0	2,500,000	16,265,875

OCWS WASTEWATER PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030 - FY2034
Jerry D. Mitchem WRF Upgrades	OCWS	rehab/improvements at sewer plant near Bob Sikes Airport	200,000	200,000	50,000	50,000	50,000	250,000
Russell Stephenson WRF Upgrades	OCWS	rehab/improvements at sewer plant in Florosa	25,000	25,000	25,000	25,000	25,000	250,000
Arbennie Pritchett WRF Upgrades	OCWS	rehab/improvements at sewer plant in unincorporated Fort Walton Beach	150,000	1,000,000	450,000	50,000	50,000	250,000
SCADA Replacements/ Upgrades (Sewer)	OCWS	SCADA improvements and/or communication upgrades at wastewater sites	150,000	150,000	150,000	150,000	150,000	750,000

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCWS WASTEWATER PROJECTS										
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034		
State/County Relocation Projects (Sewer)	OCWS	sewer infrastructure relocations related to State & County roadway projects	100,000	100,000	100,000	100,000	100,000	500,000		
Sewer Collection - Rehab & Replacement	OCWS	rehabilitation to existing sewer system (cured-in-place pipe, manhole liners, main replacement)	1,100,000	1,200,000	1,300,000	1,400,000	1,500,000	7,500,000		
Sewer Collection - Upgrades & Extensions	OCWS	small sewer system upgrades and extensions	425,000	525,000	625,000	725,000	825,000	4,125,000		
Ex-LS Pump Replacement	OCWS	proactive pump replacement at lift stations	150,000	150,000	150,000	150,000	150,000	750,000		
Ex-LS Panel Replacement	OCWS	proactive panel replacement at lift stations	100,000	100,000	100,000	100,000	100,000	500,000		
Ex-LS Rehab & Replacement	OCWS	rehabilitate/replace aging lift stations	725,000	825,000	2,025,000	2,125,000	2,225,000	11,250,000		
Ex-LS On-Site Generators	OCWS	add/replace stationary generators throughout wastewater collection system	150,000	150,000	150,000	150,000	150,000	750,000		
Eglin Parkway LS Rehab	OCWS	rehabilitation or replace aging lift station along Eglin Pkwy	1,400,000							
West Sunset Lift Station Replacement	OCWS	replace aging lift station on West Sunset Blvd	1,000,000							

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCWS WASTEWATER PROJECTS									
Name of Project	Funding Source	General Location & Description	FY2025	FY2025	FY2027	FY2028	FY2029	FY2030- FY2034	
Okaloosa Lane FM Upgrade	OCWS / SRF Loan / other outside funding	upgrade force main along Okaloosa Lane	3,200,000						
Sunset Lane Lift Station & Force Main	OCWS	new lift station and force main for growth & development in Pequito Area (federal government property)	300,000						
Pocahontas Lift Station Replacement	OCWS	replace aging lift station on Pocahontas Dr	90,000						
Shoal River Ranch WRF	OCWS / SRF Loan / other outside funding	new sewer plant for growth & development in North Okaloosa	27,546,210						
Bob Sikes Blvd & Green St FMs	OCWS	replace aging large-diameter force mains in unincorporated Fort Walton Beach	450,000				4,600,000	3,000,000	
Estimated ongoing capital needs sewer	OCWS	future needs					1,000,000		1,238,625

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCPW Transportation

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034
College Boulevard	½ cent Surtax and State	Multi-Use Path	2,700,000					
College Boulevard	½ cent Surtax	Roundabouts at Cedar and Palm			650,000	1,000,000		3,350,000
College Boulevard	Unknown	Add lanes from SR 85 to Sr 285						18,000,000
Highway 393	½ cent Surtax	Reconstruction			300,000	700,000	2,000,000	
Southwest Crestview Bypass	½ cent Surtax	New Road	1,272,009	1,269,641	1,270,884	1,270,448	1,269,943	7,600,000
Dirt Road Improvements	½ cent Surtax	Various locations	2,000,000					
Ellis Road	½ cent Surtax	Improve surface	60,000	534,000				
John King Road	½ cent Surtax and State	Add lanes	2,800,000					
Millside Road	½ cent Surtax	Improve surface	7,600,000					
US 98 & Stahlman	½ cent Surtax	Intersection Improvements		3,000,000				
West Dodson Road	½ cent Surtax	Improve surface	53,000	471,000				
SR 85 between Live Oak Church Road and P.L. Adams Parkway	½ cent Surtax	Add Lanes	4,500,000					

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCPW Transportation										
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034		
Carmel & Beal	½ cent Surtax	Intersection Improvements		300,000	1,260,000					
Farmer's Market Driveway	½ cent Surtax	Improve driveway to Lewis Turner				100,000				
Forest Road	½ cent Surtax	Add a Multi-use Path			370,000					
Hill & Lovejoy	½ cent Surtax	Intersection Improvements								
Paquito Road & Lewis Turner	½ cent Surtax	Intersection Improvements			300,000					
Santa Rosa Boulevard	½ cent Surtax	Reconstruct Road				2,420,000				
Mirage & SR 85 Intersection	Gas tax	Intersection Improvement							4,000,000	
Mar Wait Dr	Unknown	Reconstruct Road							10,000,000	
West 98 Collector	½ cent Surtax, State	New Road		1,000,000						20,000,000
Old Bethel Road	Unknown	Add Lanes US 90 to Sioux Cir					1,000,000			25,000,000
Arena Road	Gas tax	Reconstruct Road P.L. Adams to US 90				3,000,000				
East 90 Collector	Unknown	New Road								20,000,000
US 98 @ Danny Wuertfel Way (SR 293)	Unknown	Intersection Improvement								17,000,000

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE
2024

OCPW STORMWATER										
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034		
Bayshore Area Stormwater	¼ cent Surtax	Stormwater Improvement			200,000					
Beachview Drive Drainage	¼ cent Surtax	Stormwater Improvement	855,000							
Echo Circle Area	¼ cent Surtax	Stormwater Improvement					900,000			
Griffith Mill Area	¼ cent Surtax	Stormwater Improvement	200,000							
Indian Lakes Area	¼ cent Surtax	Stormwater Improvement			500,000					
Lancaster Area	¼ cent Surtax	Stormwater Improvement	750,000							
Lloyd Street/ Mayflower Area	¼ cent Surtax	Stormwater Improvement	3,100,000							
Mooney Road	¼ cent Surtax	Stormwater Replacement				500,000				
Northridge Area	¼ cent Surtax	Stormwater Improvement	2,500,000							
South Avenue	¼ cent Surtax	Stormwater Improvement					2,000,000			
Willow Bend/ Green Acres Area	¼ cent Surtax	Stormwater Improvement	\$4,000,000							

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

**COUNTY-WIDE
2024**

OCPW STORMWATER									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034	
Verb Street Area Drainage	Unknown	Stormwater Flood Protection						2,000,000	
Gap Creek between Jonquill & Beal	Unknown	Stormwater Flood Protection						4,000,000	
Baker Borrow Pit	Unknown	Stormwater Flood Protection						500,000	
Valley Road @ Twin Creek Pond	Unknown	Stormwater Flood Protection						2,000,000	
Cinco Bayou Outfalls & Hydrodynamic Separators	Restore Act SEP	Stormwater Water Quality						6,000,000	
Hollywood Blvd pipe replacement	Unknown	Stormwater Replacement						10,000,000	
Star Drive Pipe replacement		Stormwater Replacement						1,000,000	
Parish Point Area Drainage		Stormwater Replacement						2,000,000	
3rd Avenue from 7th St to intersection of 9th St & 4th Ave		Stormwater Replacement						500,000	
Juniper Creek Subdivision		Stormwater Replacement						1,500,000	
Sunset Blvd from Lang Rd to Cinco Bayou		Stormwater Flood Protection						3,000,000	

METHODOLOGY

Planning Districts and Areas

To determine capital improvements needs the county was divided into planning districts and planning areas. The planning districts include the North Okaloosa district for the area north of Eglin Reservation and the South Okaloosa district for the area south of Eglin Reservation. These districts were then subdivided into planning areas by U.S. Postal Service zip codes. That is to say a planning area was created for the area within each zip code. Capital improvements needs assessments were then developed for each planning area. To the extent possible data within city limits were excluded from the planning areas to provide a more accurate representation of the unincorporated county.

Needs Assessment

Capital improvements needs assessments were based upon achieving and maintaining adopted level-of-service (LOS) standards. Identification of needed capital improvements for each planning area was determined using the following parameters: 1) capital projects already included in the 5-year schedule of capital improvements; 2) anticipated population growth based on population projections; 3) development potential based on availability of developable land; 4) development potential based upon the land use pattern shown on the FLUM, and; 5) physical, environmental, or other constraints to development. Each of these parameters was then applied to public facilities for which LOS standards have been adopted within the various planning areas.

The general theory is that growth and development will be dictated by the types and distribution of the various land use categories shown on the FLUM. These FLUM land use categories will then dictate the type, extent, location, and density of growth that can reasonably be expected during a particular planning timeframe. For example, within a Low Density Residential (LDR) FLUM category a maximum residential density of 4 dwelling units per acre is allowed. By applying persons per household estimates to the maximum dwelling units allowed in the LDR category the population density of a particular area can be estimated. Once the number of persons in a particular area has been determined that number can be used to determine the need for public facilities such as average daily water/sewer per household, vehicle trips per household, parks and recreation facilities, etc. This needs estimate is then compared to the adopted LOS standards to identify capital improvements needs.

General Description

Planning Area 32539 is comprised of the City of Crestview urbanized area and surrounding unincorporated Dorcas community. The urbanized area is more densely populated and contains typical urban services, shopping centers, grocery supermarkets, government offices, etc. This area is well established with a defined land use pattern. The Crestview/Dorcas area has been transitioning from primarily rural to a more subdivided residential area. The Crestview/Dorcas communities provide basic community services such as grocery stores, post office, fire stations, and restaurants.

Needs Assessment Parameters

1. Anticipated Population Growth

Population projections were obtained from the Bureau of Economic & Business Research (BEER) 2024 & Esri Business Analysis, 2023. Population estimates and projections for the planning area are as follows (NOTE: The numbers below include the City of Crestview).

Year	Population
2018	20,190
2023	23,059
2025	23,606
2030	24,823
2035	25,736

These figures indicate an increase of 2,868 persons or approximately a 14.2% increase during 2018 to 2023. This planning area represents 10.50% of the County's total population.

2. Development Potential Based on Availability of Developable Land

Based on GIS analysis of Property Appraiser's records there are 4,184 acres of land classified as 'vacant' and another 4,819 acres classified as 'no-agriculture acreage.' General developable land characteristics are shown on Maps 5 and 8.

3. Potable Water

Based on the data provided on page 18, Okaloosa County/Auburn Water Systems, pursuant to the data & analysis provided; these water systems are maintaining an acceptable level-of-service standard for potable water.

4. Development Potential Based on Land Uses Shown on the FLUM.

Development potential for each land use category based upon maximum allowable dwelling units per acre is shown on Table 11. Additional analysis and manipulation of data needed to calculate development potential leads to discrepancies between acreage calculations on tables 2 and 11. This analysis assumes developed properties in all future land use categories would retain their existing uses and intensity. These properties are excluded from the numbers shown as developable acres. Potential units are determined by multiplying developable acres by maximum permitted densities for their associated future land use designation. A development factor of 70% was applied across all categories to account for stormwater, open space, and infrastructure requirements. Potential population was determined by applying average person per household (2.7) to the number of dwelling units for each FLUM category.

**TABLE 10
RESIDENTIAL DEVELOPMENT POTENTIAL**

FLU Category	Total acres	Developable acres	Maximum permitted density	Potential units
Airport	533	290	2 du per acre	407
Compatibility-0.5				
Airport	775	235	1 du per acre	185
Compatibility-1				
Agriculture	42,369	38,010	1 du per acre	26,607
Agriculture (with prime farmland)	3,792	3,739	1 du per 10 acres	262
Commercial	1	0	4 du per acre	0
Commercial (within urban development boundary)	127	58	25 du per acre	509
Industrial	2,940	14	4 du per acre	20
Industrial (within urban development boundary)	1,920	448	25 du per acre	3,920
Institutional	193	2	4 du per acre	3
Low Density Residential	7,296	1,653	4 du per acre	4,626

**TABLE 10
RESIDENTIAL DEVELOPMENT POTENTIAL**

FLU Category	Total acres	Developable acres	Maximum permitted density	Potential units
Mixed Use	386	83	4 du per acre	116
Mixed Use (within urban development boundary)	761	219	25 du per acre	1,920
Rural Residential	4,430	3,019	2 du per acre	4,227
Highway 90 Overlay	606	606	N/A	1,200
TOTAL		48,376		43,982
Potential Residents				119,191

APPENDIX A

Property Appraisers Use Codes

USE CODE	USE DESCRIPTION	USE CODE	USE DESCRIPTION
000000	VACANT	000270	MOBILE HOME/SINGLE FAMILY RESIDENT CANAL
000009	VACANT TOWNHOUSE LAND	000280	RH WATER
000080	VACANT/COMMERCIAL/XFOB	000290	REC. HOME
000070	VACANT/SINGLE FAMILY RESIDENT/XFOB	000300	MULTI-FAMILY
000080	VACANT/INST/XFOB	000400	CONDOMINIUM
000100	SINGLE FAMILY	000407	CONDO
000102	SINGLE FAMILY RESIDENT/MOBILE HOME	000408	CONDO-TIMESHARE
000106	SINGLE FAMILY RESIDENT/RETIREMENT	000409	LTD CONDO-COM ELEMENT
000107	SINGLE FAMILY RESIDENT/ADULT CONGREGATE LIVING FACILITY	000498	CONDO BOAT DOCKS
000108	SINGLE FAMILY RESIDENT/RENTAL	000500	COOPERATIVES
000109	SINGLE FAMILY RESIDENT/TOWNHOUSE	000600	RETIREMENT HOMES
000110	SINGLE FAMILY RESIDENT/COMMERCIAL	000700	VOLUNTEER FIRE DEPT
000111	SINGLE FAMILY RESIDENT/STORE/SHOP	000800	MULTI-FAMILY
000117	SINGLE FAMILY RESIDENT/OFFICE	000900	DO NOT USE/DOOR
000119	SINGLE FAMILY RESIDENT/GOVERNMENT TOWNHOUSE LEASE	001000	VACANT COMMERCIAL
000120	SINGLE FAMILY RESIDENT BAYOU	001100	STORES, 1 STORY
000121	SINGLE FAMILY RESIDENT/RESTAURANT	001101	STORE/SINGLE FAMILY RESIDENT
000128	SINGLE FAMILY RESIDENT/MOBILE HOME PARK	001102	STORE MOBILE HOME
000130	SINGLE FAMILY RESIDENT BAY FRONT	001110	CONVENIENCE STORE
000131	SINGLE FAMILY RESIDENT CANAL	001111	STORE/FLEA MARKET
000132	SINGLE FAMILY RESIDENT RIVER	001126	CONVENIENCE STORE/GAS
000133	SINGLE FAMILY RESIDENT SOUND	001200	STORE/OFFICE/RESIDENT
000134	SINGLE FAMILY RESIDENT LAKE	001300	DEPARTMENT STORES
000140	SINGLE FAMILY RESIDENT GOLF	001400	SUPERMARKET
000148	SINGLE FAMILY RESIDENT/WAREHOUSE/STORAGE	001500	REGIONAL SHOPPING
000172	MOBILE HOME	001600	COMMUNITY SHOPPING
000200	TRAILER PARK	001609	SHOPPING COMPLEX
000210	MOBILE HOME/OFFICE	001700	OFFICE BUILDINGS
000217	MOBILE HOME	001709	OFFICE COMPLEX
000220	RV PARK	001710	COMMERCIAL CONDO
000230	MOBILE HOME/SINGLE FAMILY RESIDENT LOT	001703	OFFICE/MULTI FAMILY
000240	MOBILE HOME/SINGLE FAMILY RESIDENT WTR	001800	MULTI STORY OFFICE
000250	MOBILE HOME/SINGLE FAMILY RESIDENT CNL	001900	PROFESSIONAL BLDG
000260	MOBILE HOME/SINGLE FAMILY RESIDENT WATER	002000	TRANSIT TERMINALS
		002010	AIRPARK
		002100	RESTAURANTS/ARK

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32539

CRESTVIEW/DORCAS
2024

USE CODE	USE DESCRIPTION	USE CODE	USE DESCRIPTION
002400	INSURANCE COMPANY	004700	MINERAL PROCESSING
002500	REPAIR SERVICE	004800	WAREHOUSE/STORAGE
002509	SERVICE SHOP COMPLEX	004801	WAREHOUSE/STORAGE/SINGLE FAMILY RESIDENT
002501	REPAIR SERVICE/SINGLE FAMILY RESIDENT	004809	WAREHOUSE COMPLEX
002502	REPAIR SERVICE/MOBILE HOME	004817	STORAGE/OFFICE BARN
002503	BOAT REPAIR/MOBILE HOME	004849	OPEN STORAGE
002525	BEAUTY PARLOR/BARBER	004900	IMPROVED AG
002600	SERVICE STATION	005001	IMPROVED AG-RESIDENT
002628	SERVICE STATION/MOBILE HOME PARK	005002	IMPROVED AG-MOBILE HOME
002664	CAR WASH	005008	IMP AG/SINGLE FAMILY RESIDENT & DUPLEX
002700	VEHICLE SALE/REPAIR	005010	IMP AG/COMMERCIAL
002702	VEHICLE SALE/REPAIR & MOBILE HOME	005011	IMP AG/STORE
002728	VEHICLE SALE/REPAIR/MOBILE HOME PARK	005017	IMP AG/OFFICE
002800	PARKING LOT	005019	IMP AG/PROFESSIONAL
002801	PARKING/MOBILE HOME PARK & SINGLE-FAMILY RESIDENT	005020	IMP AG/BARN
002802	PARKING/MOBILE HOME PARK	005026	IMP AG/SEWER STATION
002800	WHOLESALE OUTLET	005028	IMP AG/MOBILE HOME/PARKING
003000	FLORIST/GREENHOUSE	005036	IMP AG/CAMPGROUND
003100	DRIVE-IN/OPEN STADIUM	005048	IMP AG/WAREHOUSE
003200	THEATER/AUDITORIUM	005085	IMP AG/TRAIN TRACK
003300	NIGHT CLUB/BARS	005087	IMP AG/POULTRY
003311	NIGHT CLUB/FLEA MARKET	005088	IMP AG/DAIRY
003400	BOWLING ALLEY	006100	CROPLAND CLASS 1
003435	GYM/FITNESS	006200	CROPLAND CLASS 2
003437	SKATING RINK	006300	CROPLAND CLASS 3
003440	DRIVING RANGE-GOLF	005400	TIMBERLAND 1
003500	TOURIST ATTRACTION	005410	TIMBERLAND 1-NATURAL
003600	CAMPS	005420	TIMBERLAND 1-PLANTED
003601	RV PARK/SINGLE FAMILY RESIDENT	005500	TIMBERLAND 2
003611	CAMPGROUND/STORE	005510	TIMBER 2 - NATURAL
003700	RACETRACKS	005520	TIMBER 2 - PLANTED
003800	GOLF COURSES	006000	TIMBERLAND 3
003900	HOTELS AND MOTELS	006001	TIMBERLAND 3- RESIDENT
003901	HOTEL/S/MOTEL/SINGLE FAMILY RESIDENT	006602	TIMBERLAND 3- MOBILE HOME
004000	VACANT INDUSTRIAL	006610	TIMBER 3 - NATURAL
004100	LIGHT MANUFACTURE	006620	TIMBER 3 - PLANTED
004200	HEAVY MANUFACTURE	006700	TIMBERLAND 4
004300	LUMBER YARD	006710	TIMBER 4 - NATURAL
004400	PARKING PLANT/STOCK MARKET	006720	TIMBER 4 - PLANTED
004500	CANNERIES/BOTTLERS	006800	TIMBERLAND 5
004600	OTHER FOOD PROCESS		

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32539

CRESTVIEW/DORCAS
2024

USE CODE	USE DESCRIPTION	USE CODE	USE DESCRIPTION
005900	TIMBERLAND UN-CLASS	008787	STATE PRISON
006000	PASTURELAND 1	008800	FEDERAL
006010	PASTURE/COMMERCIAL	008900	MUNICIPAL
006100	PASTURELAND 2	009000	LEASEHOLD INTEREST
006148	PASTURELAND 2 - WAREHOUSE	009010	NO LAND INTEREST
006200	PASTURELAND 3	009100	UTILITIES
006300	PASTURELAND 4	009200	MINING
006400	PASTURELAND 5	009300	SUB-SURFACE RIGHTS
006500	PASTURELAND 6	009400	RIGHTS-OF-WAY
006555	AG LAND	009401	HANGER/SINGLE FAMILY RESIDENT
006600	PECAN GROVES	009410	AIR STRIP/RUNWAY
006610	ORANGE GROVE	009420	R/O/W DOT
006620	GRAPEFRUIT GROVE	009500	RIVERS AND LAKES
006630	SPEC GROVE	009500	WASTELAND/DUMPS
006840	MIXED GROVE	009700	MINERAL
006700	POULTRY, BEES, FISH	009703	CONSERVATION PARCEL
006800	DAIRIES, FEEDLOTS	009705	COMMON AREA
006900	ORNAMENTALS, MISCELLANEOUS	009710	LESS MINERAL
007000	VACANT INSTITUTIONAL	009800	CENTER ALLY ASSESSED
007100	CHURCHES	009900	NO AG ACREAGE
007101	CHURCH/SINGLE FAMILY RESIDENT	009920	RURAL 1 AC
007200	PRIVATE SCHOOL/DAY CARE	009988	NO AG ACIDAIRY
007300	HOSPITALS	009708	HOLDING POND
007400	HOMES FOR THE AGED	009980	AG CARRY OVER
007500	NON-PROFIT SERVICE	009920	MARSH
007600	MORTUARY/CEMETERY		
007700	CLUBS/LODGES/HALLS		
007710	YACHT CLUB		
007720	COUNTRY CLUB		
007800	REST HOMES		
007801	REST HOMES/SINGLE FAMILY RESIDENT		
007900	CULTURAL GROUPS		
008000	WATER MANAGEMENT/STATE		
008100	MILITARY		
008200	FOREST, PARKS, RECREATION		
008260	ZOO		
008300	PUBLIC SCHOOLS		
008400	COLLEGES		
008500	HOSPITALS		
008600	COUNTY		
008700	STATE		

IN ORDER TO KEEP DOWNLOAD TIMES TO A REASONABLE MINIMUM, LOW RESOLUTION WAS USED IN CREATING THE MAPS. THUS, WHEN ZOOMING INTO THE MAPS LINE WORK WILL BE DISTORTED.

IF NEEDED PLEASE CONTACT THE [GROWTH MANAGEMENT GIS ANALYST](http://webgis.co.okaloosa.fl.us/website/okaloosagis/disclaimer.htm) FOR A HIGHER RESOLUTION MAP.

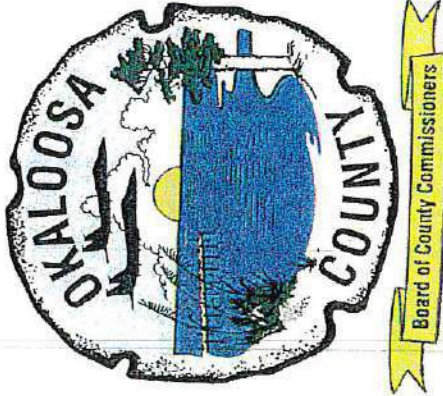
ALSO NOTE: THE MAPS IN THIS DOCUMENT ARE ONLY UPDATED ONCE A YEAR OR AS NEEDED.

PLEASE VISIT OUR GIS WEB SITE

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WHERE THE INFORMATION IS UPDATED EVERY MONDAY OR CONTACT THE GM GIS ANALYST AT THE ABOVE EMAIL ADDRESS

OR CALL 850-651-7523.



PLANNING AREA 32541 DESTIN

*Prepared by
Department of Growth Management*

DISCLAIMER
The information provided herein is for general planning purposes only. Although the information is updated periodically, Okaloosa County cannot guarantee or warrant that the information is current at any given time. This information should not be used for permitting, investment, or other similar purposes. Information should always be verified as to its accuracy at any given time.

OKALOOSA COUNTY PLANNING PROFILES

Foreword

Pursuant to Florida Statute (F.S.) Section 163.3191 and Section 163.3177 the Okaloosa County Planning Profiles serve as the available data from professionally accepted sources in support of the Okaloosa County Comprehensive Plan. The Planning Profiles also support the evaluation and appraisal process to determine whether the need exists for this county to amend the comprehensive plan to reflect changes in state requirement.

Methodology used to prepare this profile was to divide the County into a North Okaloosa profile and a South Okaloosa profile. These areas were then further subdivided into "planning areas" based upon U.S. Postal Service zip codes. Demographics were analyzed by using "traffic analysis zones" created by the Okaloosa-Walton Transportation Planning Organization for the 2045 Long Range Transportation Plan Update. The boundaries of the planning areas which are based upon zip code boundaries do not always align exactly with the traffic analysis zones.

When compiling the data and information presented herein the most current data available was used as much as possible. It should be noted that very little original data was generated for this profile. The data and information presented here was obtained from a variety of sources and compiled into one central data source.

Data Sources

- A. GENERAL DEMOGRAPHICS: Bureau of Economic and Business Research (BEER), Population Density; US Census; Transportation Statistical Data Report, Emerald Coast Regional Council (ECRC); Okaloosa-Walton TPO
- B. LAND USE: Okaloosa County Property Appraiser, Okaloosa County Growth Management GIS,
- C. LAND CHARACTERISTICS: Official Reports of Okaloosa County; Okaloosa County Growth Management GIS Prime Farmlands; Soil Survey of Okaloosa County; National Resources Conservation Service (NRCS),
- D. TRANSPORTATION: Florida Department of Transportation District 3 Level of Service Report; Okaloosa County Public Works Traffic Report
- E. UTILITIES: Okaloosa County Public Works Water and Sewer; Destin Water Users; Northwest Florida Water Management District

F. COMMUNITY FACILITIES: Okaloosa County Growth Management GIS

G. PUBLIC SCHOOLS: Okaloosa County School District.

H. CONSERVATION AREAS AND RESOURCES: Okaloosa County Growth Management GIS, Federal Emergency Management Agency, Florida Natural Areas Inventory

I. PARKS AND RECREATION: Okaloosa County Parks and Recreation System

DISCLAIMER

THE INFORMATION CONTAINED HEREIN IS INTENDED FOR GENERAL PLANNING PURPOSES ONLY AND MAY BE SUBJECT TO CHANGE. ANY RELIANCE UPON THE DATA PRESENTED HEREIN SHOULD BE INDEPENDENTLY VERIFIED AS TO RELIABILITY AND ACCURACY. OKALOOSA COUNTY SHALL NOT BE LIABLE FOR ANY ERRORS CONTAINED HEREIN OR ANY DAMAGES IN CONNECTION WITH THE USE OF THE INFORMATION CONTAINED HEREIN.

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13	Parks & Recreation	22
14	Fire Districts	23

List of Appendix

Appendix	Description
A	Property Appraisers Use Codes

OKALOOSA COUNTY PLANNING PROFILE

PLANNING AREA 32541

TRAFFIC ANALYSIS ZONES

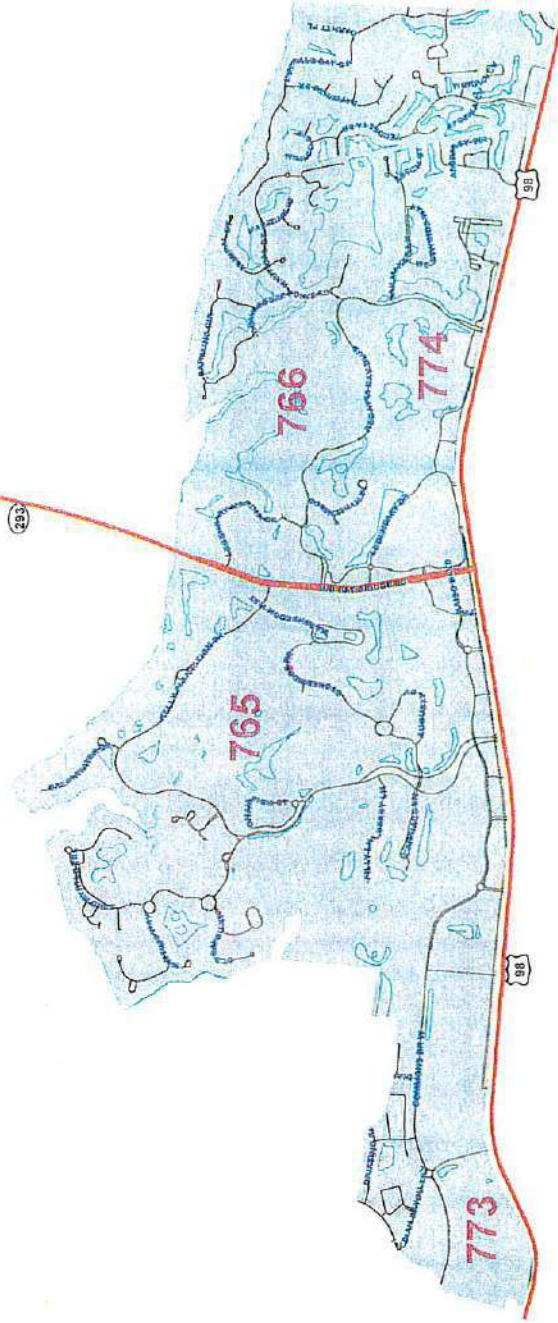
Source: 2045 Long Range Transportation Planning Update
Transportation Planning Organization

MAP NO.

1

LEGEND

Traffic Analysis Zones



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Okaloosa County
Growth Management

A. GENERAL DEMOGRAPHICS

A. POPULATION DATA

Population projections were obtained from the Bureau of Economic & Business Research (BEER) Projections of Florida Population by County (Okaloosa), 2025-2050. The 2020 population is from the U.S. Census Bureau. Population estimates and 10-year projections for the overall Okaloosa County area and for planning area 32541 (1.27% of total) are as follows.

Okaloosa (Total)	2020	2023	2025	2030	2035
Medium	211,868	219,260	224,900	236,500	245,200
PA 32541 (1.27%)	2,688	2,784	2,856	3,004	3,114

B. HOUSING DATA (# of new residential construction units)

1. Dwelling Units (32541)			
Year	2019	2023	% of Change 2019-2023
	69	56	-18.84%

C. GENERAL DESCRIPTION

Planning Area 32541 is located on the eastern end of south Okaloosa County including the City of Destin. It is moderately populated and contains typical urban services such as retail sales and services, restaurants, shops, grocery supermarkets, etc. The planning area is fairly well established with a defined land use pattern and very little vacant land for future new development. Average household size is 2.2 persons with an estimated median household income of \$31,827 and estimated median house value of \$624,849 (2022 US Census Bureau).

D. DATA ANALYSIS

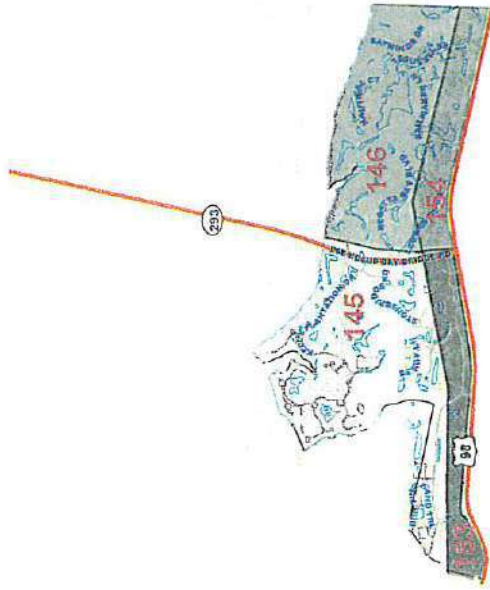
These figures indicate the Okaloosa County total population was 211,868 in 2020 and is estimated to be 219,260 in 2023, an increase of 7,592 people. Planning Area 32541 represents 1.27% of the County's total population. These figures indicated a projected population increase in Planning Area 32541 of 75 persons from 2023-2025 (2.58%), 148 persons from 2025-2030 (5.18%), and 110 persons from 2030-2035 (3.66%).

LEGEND

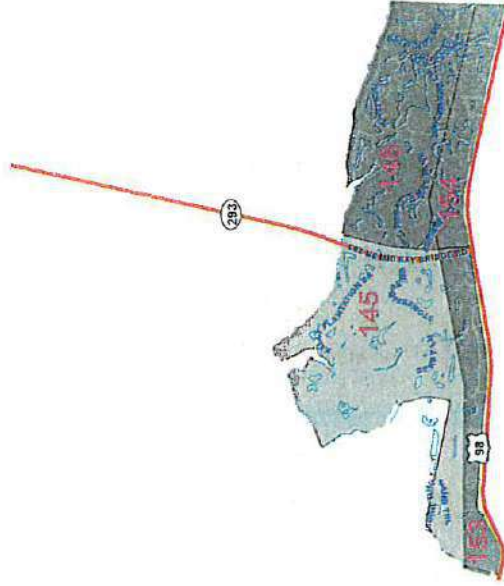
Population Density

- 0 to 150 persons
- 151 to 300 persons
- 301 to 500 persons
- 501 to 750 persons
- 751 to 1000 persons
- 1001 to 1500 persons
- 1501 to 2000 persons
- 2001 to 2500 persons
- 2501 to 3000 persons
- 3001 to 4000 persons

2015



2045



MAP PROJECTION
Lambert Conformal Conic Projection
NAD 83
GCS: NAD83
Datum: North American Datum of 1983
Spheroid: GRS 1980
Datum: North American Datum of 1983
Units: Meter
Scale: 1:000,000
Projection: Lambert Conformal Conic
Standard Parallel 1: 30° 45' 00.00" N
Standard Parallel 2: 30° 45' 00.00" N
Central Meridian: 87° 00' 00.00" W
False Easting: 500,000.000 Meters
False Northing: 0.000 Meters
Prime Meridian: Greenwich

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OKALOOSA COUNTY PLANNING PROFILE

PLANNING AREA 32541

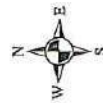
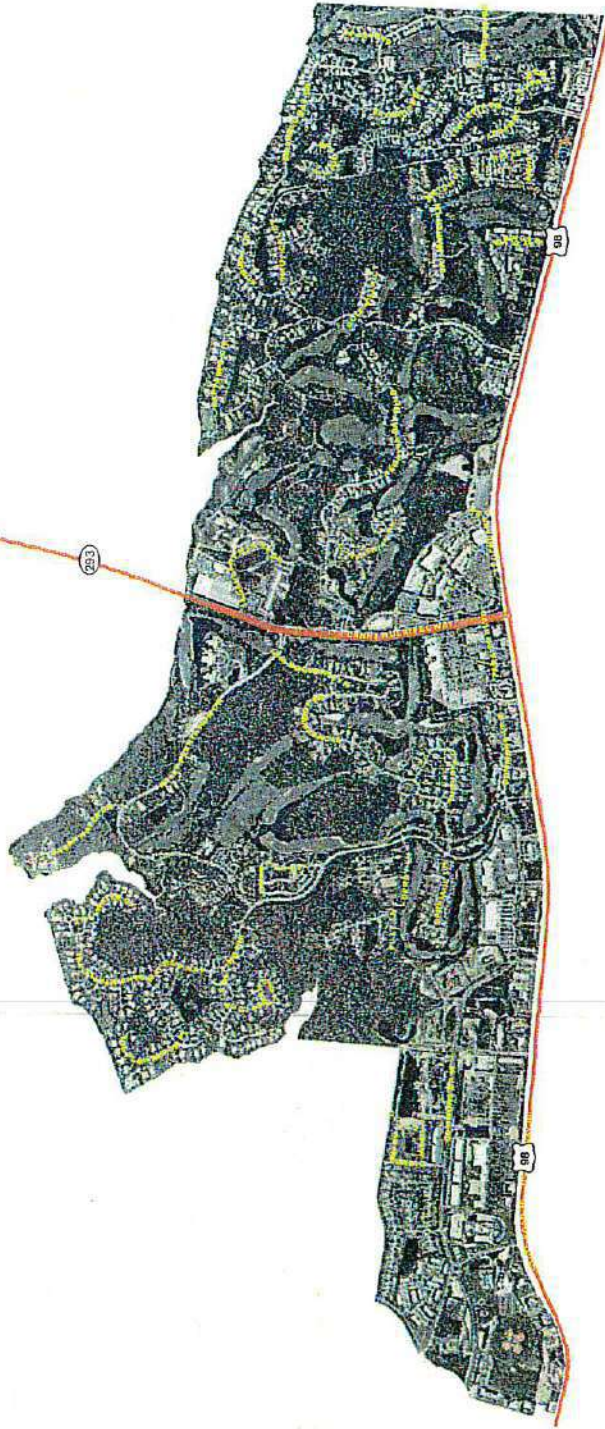
AERIAL PHOTO

Source: Okaloosa County GIS
Photo Date Feb 2022

MAP NO.
2A

LEGEND

- STATE HIGHWAY SYSTEM
- COUNTY ROAD SYSTEM



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Okaloosa County
Growth Management

B. EXISTING LAND USE

1. Existing Land Use Map

Existing land use was determined by using Department of Revenue Property Use Codes as used by the Okaloosa County Property Appraiser for property tax purposes. Each land use was identified and mapped using the County's Geographic Information System. Property Use Codes (PUC) for each existing land use listed are as follows. A complete list of the PUC is provided as Attachment A.

- 1. Residential: 000100 - 000900
- 2. Commercial: 001000 - 003901
- 3. Industrial: 004000 - 004817
- 4. Agriculture: 005000 - 006800
- 5. Institutional: 007000 - 007900
- 6. Public: 008000 - 008900

The existing land use based on the preceding codes is shown on Map 3. Approximate acreage of each land use shown is described in Table 1.

**TABLE 1
EXISTING LAND USE**

Land Use	Acreage
Residential	7355
Commercial	1155
Industrial	42
Agriculture	0
Institutional	3
Public	112
Other	497

Source: Okaloosa County Property Appraiser; Okaloosa County GIS

2. Future Land Use Map

Acreage figures for the future land use categories within the planning area are shown on Table 2. Comparison between the FLUM and the Official Zoning Map is shown on Maps 4 and 4A.

**TABLE 2
FUTURE LAND USE**

Land Use	Acreage
Mixed Use - 1	268
Mixed Use - 2	1243
Mixed Use	307
Medium Density Residential	17
Commercial	221
Industrial	24

Source: Okaloosa County GIS

The acreage totals provided for existing land uses and for future land uses are not derived from the same source and therefore, will not be the same acreage totals. The purpose of Table 1 and Table 2 is to show comparison of the difference between what land uses actually exist today and what the land use may look like in the future.

OKALOOSA COUNTY PLANNING PROFILE

PLANNING AREA 32541

EXISTING LAND USE

Source: Okaloosa County Geographic Information System &
Okaloosa County Property Appraiser

MAP NO.
3

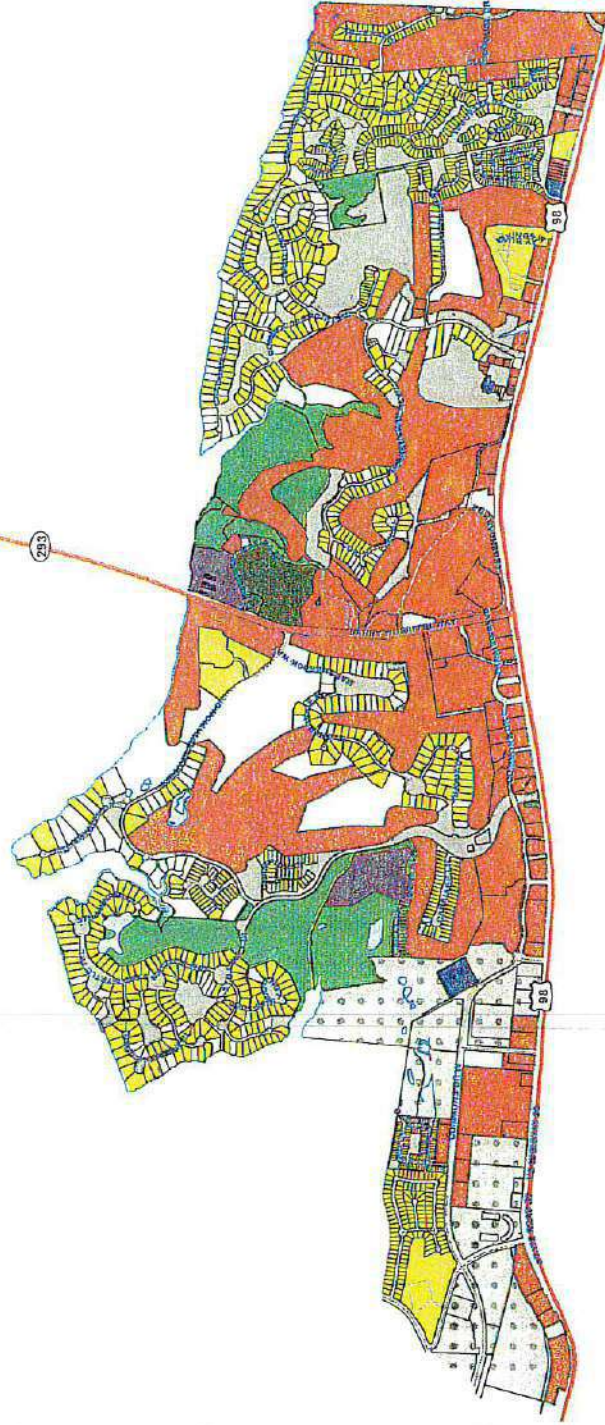
LEGEND

EXISTING LAND USE

Land Use	Property Use Code
Residential:	000100 - 000900
Commercial:	001000 - 003801
Industrial:	004000 - 004817
Agriculture:	005000 - 006900
Institutional:	007000 - 007900
Public:	008000 - 008900
Other:	009100 - 009960

Land Use

- Residential:
- Commercial:
- Industrial:
- Agriculture:
- Institutional:
- Public:
- Other:



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OKALOOSA COUNTY PLANNING PROFILE

PLANNING AREA 32541

FUTURE LAND USE

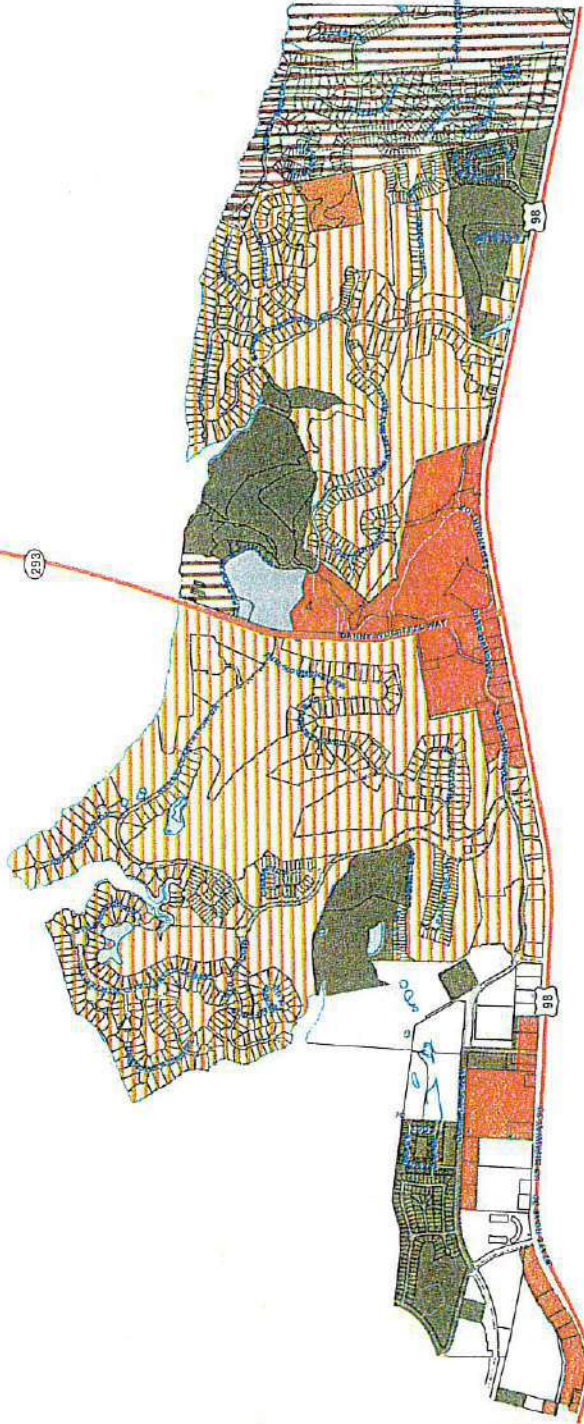
Source: Okaloosa County Geographic Information System

MAP NO.
4

LEGEND

FUTURE LAND USE

-  COMMERCIAL
-  CITY
-  INSTITUTIONAL
-  MEDIUM DENSITY RESIDENTIAL
-  MIXED USE
-  MIXED USE 1 DRI
-  MIXED USE 2
-  MASTER PLAN COMMUNITIES



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OKALOOSA COUNTY PLANNING PROFILE

PLANNING AREA 32541









ZONING MAP

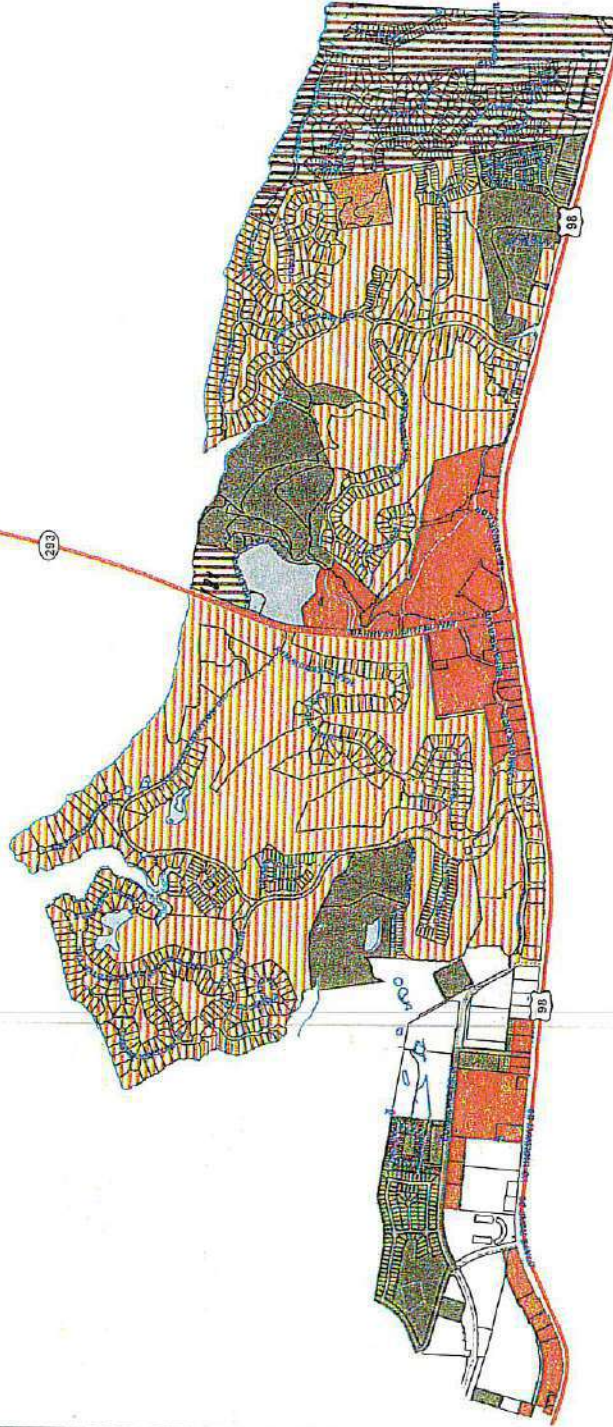
MAP NO.
4A

Source: Okaloosa County Geographic Information System

LEGEND

ZONING

-  GENERAL COMMERCIAL
-  CITY
-  INSTITUTIONAL
-  MIXED USE
-  MIXED USE 1 DRI
-  MIXED USE 2
-  MASTER PLAN COMMUNITIES
-  RESIDENTIAL - 2



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C. LAND CHARACTERISTICS

1. Vacant Land

The term "vacant land" means land that has not been improved or otherwise developed with structures or buildings. Vacant land within the planning area is shown on Map 5. The areas shown include lands listed on the Property Use Code as 000000 - 000080 (vacant) and 009800 (no-ag acreage).

2. Subdivided Lands

The term "subdivided lands" means properties that have been subdivided from a larger parcel or tract of land by the landowner for purposes of conveyance to another owner when such subdivided property is then subject to a separate and distinct legal description. These do not include original government lots, "lot splits", or minor divisions of land.

a. Recorded Plats

A recorded plat shows subdivided lands represented as a plat and recorded in the Official Records of Okaloosa County. Recorded plats are shown on Map 8.

b. Unrecorded Subdivisions

An unrecorded subdivision is the subdivision of land into smaller lots or parcels which has not been recorded in the Official Records of Okaloosa County. There are no unrecorded subdivisions within the planning area.

**TABLE 3 (Continued)
SUBDIVISION CHARACTERISTICS**

RECORDED SUBDIVISIONS						
NAME	YEAR PLATTED	NO. OF LOTS	AVERAGE SIZE (Acres)	PAVED STREETS	CENTRAL WATER & SEWER	VACANT LOTS
Baywinds Golf Estates III	1993	21	Varies	Private	Yes	4
Calusa Bay	1998	132	.07	Private	Yes	41
Carriago Place at Kelly Plantation	1998	44	.20	Private	Yes	7
Carriage Place at Kelly Plantation II	1998	6	Varies	Private	Yes	3
Commodore Point	1996	160	Varies	Private	Yes	48
Diamond Lakes (Townhomes)	2003	96		Private	Yes	4
Emerald Bay I-B	1992	57	.20	Private	Yes	11
Emerald Bay West	1992	21	Varies	Private	Yes	3
Emerald Lakes I	1996	98	Varies	Private	Yes	4
II	1997	70	Varies	Private	Yes	2
III	2000	27	.15	Private	Yes	1
Golf Villas at Regatta Bay	2001	12	.16	Private	Yes	2
Indian Lake I	1995	37	.20	Yes	Yes	0
II	1996	9	.20	Yes	Yes	0
III	1996	72	.20	Yes	Yes	0
IV	1997	6	.17	Yes	Yes	0
Kelly Plantation I	1994	75	Varies	Private	Yes	12
II	1995	58	Varies	Private	Yes	3
III	1995	64	Varies	Private	Yes	6

**TABLE 3
SUBDIVISION CHARACTERISTICS**

RECORDED SUBDIVISIONS						
NAME	YEAR PLATTED	NO. OF LOTS	AVERAGE SIZE (Acres)	PAVED STREETS	CENTRAL WATER & SEWER	VACANT LOTS
Baywinds Golf Estates I	1992	20	Varies	Private	Yes	6
II	1993	34	Varies	Private	Yes	2

**TABLE 3 (Continued)
SUBDIVISION CHARACTERISTICS**

RECORDED SUBDIVISIONS	YEAR PLATTED	NO. OF LOTS	AVERAGE SIZE (Acres)	PAVED STREETS	CENTRAL WATER & SEWER	VACANT LOTS
Plantation Cove	1999	7	Varies	Private	Yes	5
Plantation Drive Estates at Kelly Plantation	1999	13	Varies	Private	Yes	7
Plantation Place at Kelly Plantation	2004	34	.20	Private	Yes	24
Regatta Bay I	1996	5	Varies	Private	Yes	1
Regatta Bay II	1998	63	Varies	Private	Yes	21
Regatta Bay III	2002	5	Varies	Private	Yes	2
Regatta Commons (Commercial)	2001	11	Varies	Private	Yes	8
Regatta Commons II (Commercial)	1999	34			Yes	0
Regatta Pallo Homes	1998	54	.25	Private	Yes	4
Stonebridge at Kelly Plantation	1998	40	Varies	Private	Yes	0
Stonebridge at Kelly Plantation II	2000	32	.50	Private	Yes	11
Turtle Creek at Kelly Plantation	1999	32	.25	Private	Yes	9
Waterford at Kelly Plantation	2001	15	Varies	Private	Yes	5

D. COASTAL AREA

1. Coastal Planning Area

The coastal planning area is defined as all occurrences of oceanic or estuarine waters and those land areas which lie within the hurricane vulnerability zone. The coastal planning area is shown on Map 6.

2. Coastal High Hazard Area

The coastal high hazard area (CHHA) is defined as the evacuation zone for a Category 1 hurricane. The CHHA within the planning area is shown on Map 7.

3. FIRM Flood Zones

Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) A and V flood zones are shown on Map 11.

**OKALOOSA COUNTY
PLANNING PROFILE**



PLANNING AREA 32541

LAND CHARACTERISTICS
Source: Okaloosa County Geographic Information System &
Okaloosa County Property Appraiser

**MAP NO.
5**

LEGEND

VACANT LANDS (Undeveloped)

-  Vacant (PUC 000000 - 000080)
-  No AG Acreage (PUC 009900)

CONSERVATION LANDS

-  Regatta Bay Homowners Assoc (Wetlands)



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**OKALOOSA COUNTY
PLANNING PROFILE**

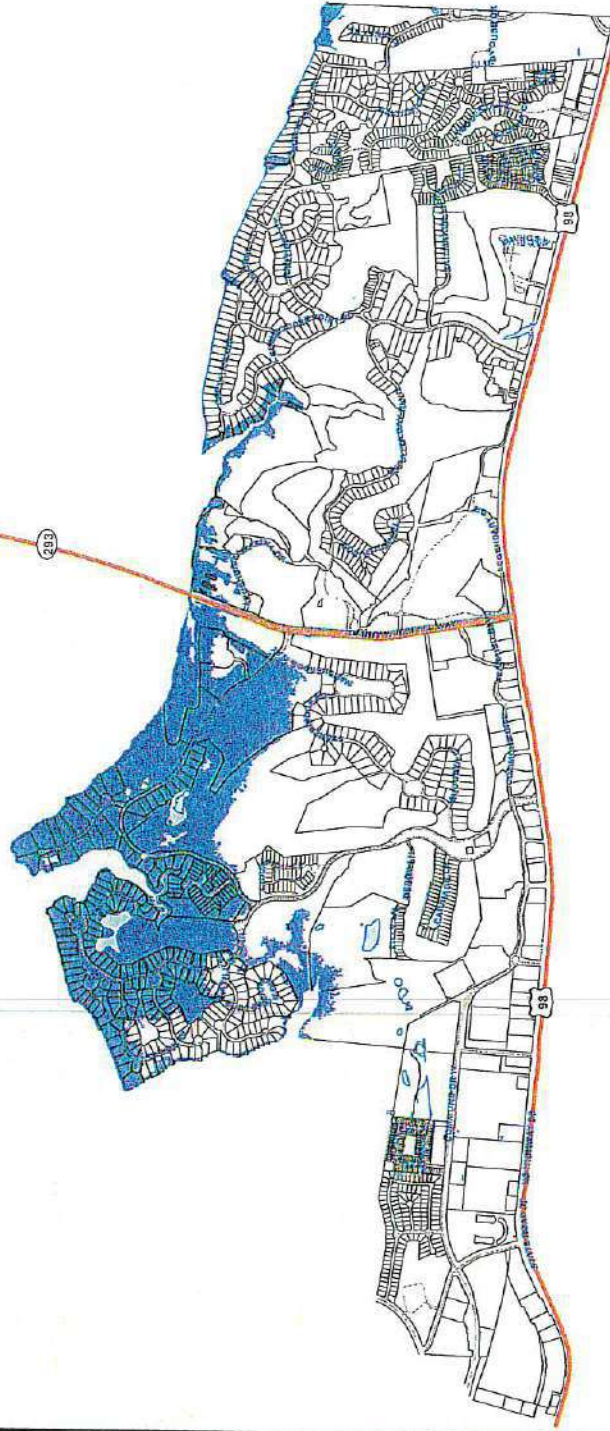
PLANNING AREA 32541

COASTAL PLANNING AREA
Source: Okaloosa County Geographic Information System &
Okaloosa County Property Appraiser

**MAP NO.
6**

LEGEND

 Coastal Planning Area



Map File: 032541
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OKALOOSA COUNTY PLANNING PROFILE


PLANNING AREA 32541

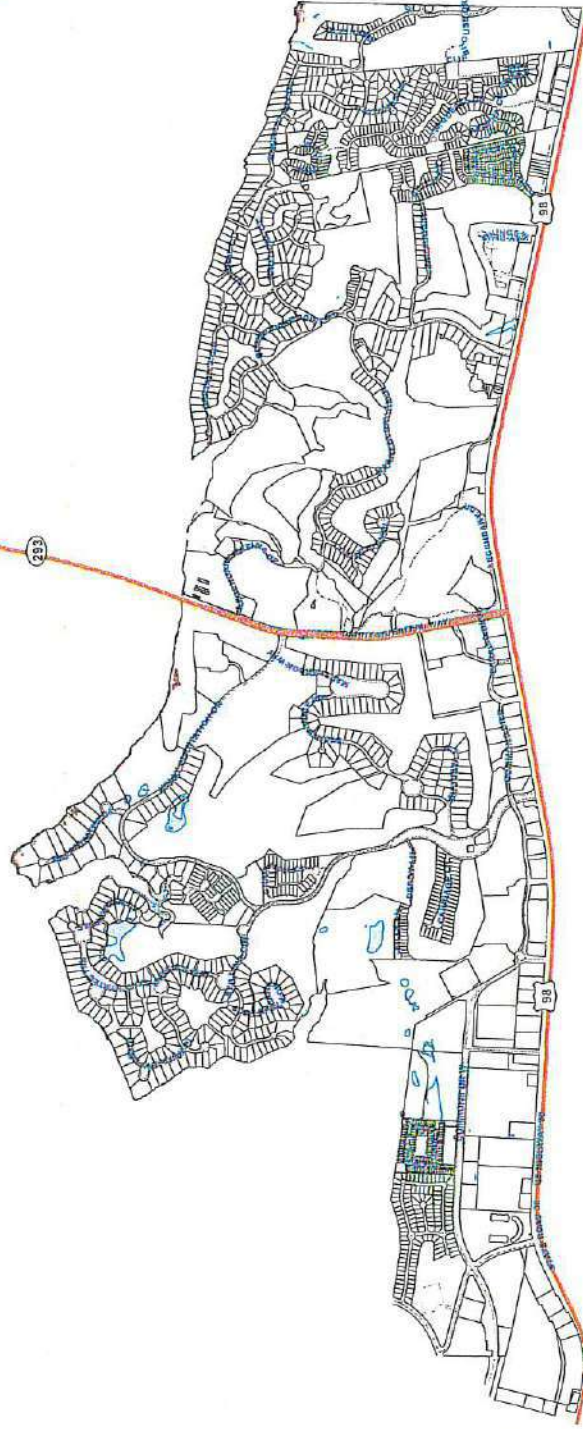
COASTAL HIGH HAZARD AREA

Source: Okaloosa County Geographic Information System & Okaloosa County Property Appraiser

MAP NO. 7

LEGEND

 Coastal High Hazard Area



OKALOOSA COUNTY
Seal of Okaloosa County, Florida
1952 / 1953 / 1954 / 1955 / 1956 / 1957 / 1958 / 1959 / 1960 / 1961 / 1962 / 1963 / 1964 / 1965 / 1966 / 1967 / 1968 / 1969 / 1970 / 1971 / 1972 / 1973 / 1974 / 1975 / 1976 / 1977 / 1978 / 1979 / 1980 / 1981 / 1982 / 1983 / 1984 / 1985 / 1986 / 1987 / 1988 / 1989 / 1990 / 1991 / 1992 / 1993 / 1994 / 1995 / 1996 / 1997 / 1998 / 1999 / 2000 / 2001 / 2002 / 2003 / 2004 / 2005 / 2006 / 2007 / 2008 / 2009 / 2010 / 2011 / 2012 / 2013 / 2014 / 2015 / 2016 / 2017 / 2018 / 2019 / 2020 / 2021 / 2022 / 2023 / 2024 / 2025

Okaloosa County
Growth Management

OKALOOSA COUNTY PLANNING PROFILE

PLANNING AREA 32541

SUBDIVISIONS
Source: Okaloosa County Geographic Information System &
Okaloosa County Property Appraiser

MAP NO.
8

LEGEND

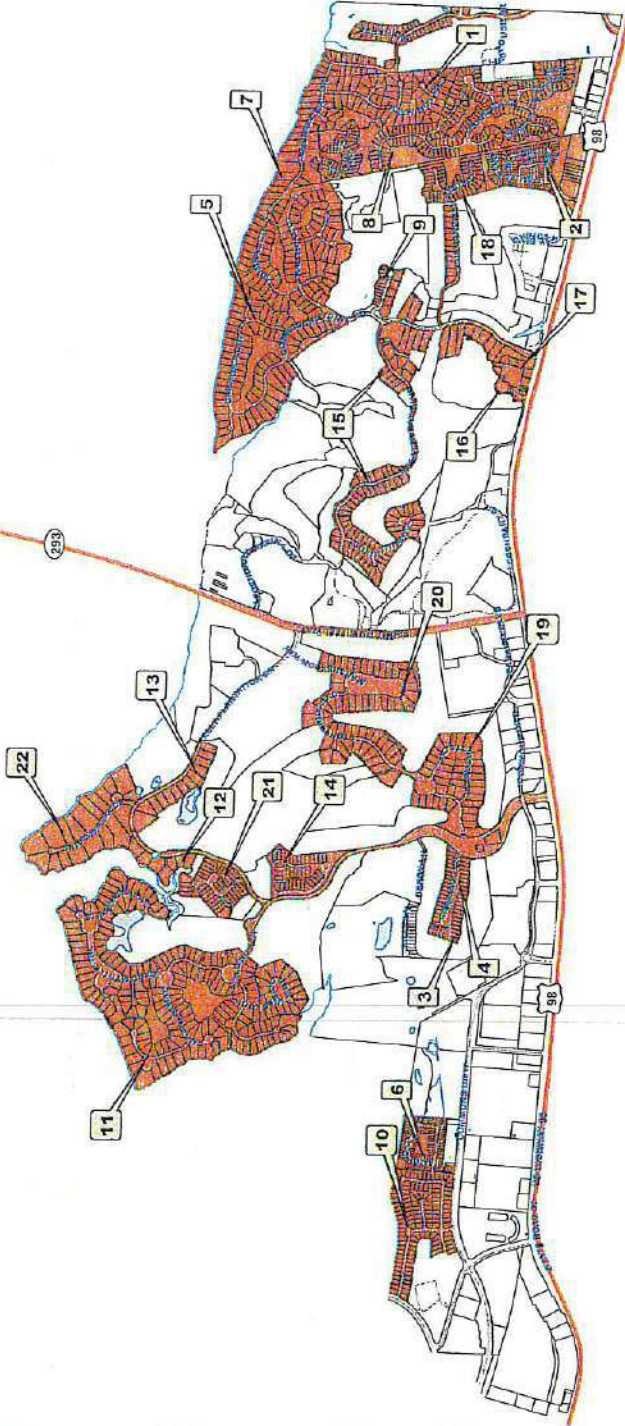


PLATTED AREA

A. RECORDED PLATS

Name Year Platted

1. Baywinds I 1992
- Golf Estates II, III 1993
2. Calusa Bay 1998
3. Carriage Place at Kelly Plantation 1998
4. Carriage Place at Kelly Plantation II 1999
5. Commodore Point 1966
6. Diamond Lakes (Townhomes) 2003
7. Emerald Bay - B/Wet I 1992
- II 1996
- III 1997
- 2000
9. Golf Villas at Regatta Bay 2001
10. Indian Lake I, II, III 1965
- IV 1998
- 1997
- 1994
- 1995
- 1998
11. Kelly Plantation I, II, III 1999
12. Plantation Cove at Kelly Plantation 2004
13. Plantation Drive Estates at Kelly Plantation 1996
14. Plantation Place at Kelly Plantation 1998
15. Regatta Bay I, II, III 2002
- 2001
16. Regatta Commons (Commercial) 1998
17. Regatta Commons II (Commercial) 1999
18. Regatta Patio Homes at Kelly Plantation 1996
19. Stonebridge at Kelly Plantation 1998
20. Stonebridge at Kelly Plantation II 2000
21. Turtle Creek at Kelly Plantation 1999
22. Waterford at Kelly Plantation 2001



Okaloosa County
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E. TRANSPORTATION

Transportation facilities in the planning area are limited to state, county, and local roads and highways as well as one private airstrip. As specified by statute roads and highways within the County are classified as "State Highway System" (s. 335.01, F.S.) or "County Road System" (s. 334.03, F.S.). These roadways are shown on Map 9.

1. State Highway System

State highways within the planning area include US Highway 98 and State Road 293. General characteristics of this roadway were taken from the Florida Department of Transportation (FDOT) Traffic Count Dashboard and the Okaloosa-Walton TPO 2045 Long Range Transportation Plan Update (2045 LRTPU), 2023 as follows. Operation and maintenance responsibility for the SHS lies with the FDOT.

a. US Highway 98 (Emerald Coast Parkway)

No. of lanes: 4
 Functional Class: Principal Arterial
 Facility Type: Divided
 LOS Area: Urbanized
 FDOT LOS: D
 County LOS: E

FDOT Station 5026: CR 30F (Airport RD) 700' E of Main Street
 2006 AADT: 20,000 LOS: F
 2012 AADT: 6900 LOS: C
 LOS Area: Urbanized

FDOT Station 5143: SR 30 (US 98) 1000' W of SR 293
 2006 AADT: 48,000 LOS: C
 2012 AADT: 47,500 LOS: C
 LOS Area: Urbanized

b. State Road 293 R, 293 (Danny Wuerffel Way) 250' S of Mid Bay Bridge

Functional Class: Minor Arterial
 Facility Type: Divided
 LOS Area: Urbanized
 FDOT LOS: D
 County LOS: None

FDOT Station 0296: 75' ft south of Mid-Bay Bridge

2006 AADT: 23,000 LOS: F
 2012 AADT: 15,500 LOS: C
 LOS Area: Urbanized

2009 AADT: 19,600 LOS: C
 2023 AADT: 23,500 LOS: F

2. County Road System

The County Road System (CRS) within the planning area is comprised of "numbered" county roads and local streets. Operation and maintenance responsibility for the CRS lies with Okaloosa County.

a. Numbered County Roads

The only numbered county road within the planning area is CR 2387, Scenic U.S. Highway 98. Data relative to this roadway follows.

Functional Class: Collector
 Facility Type: Undivided
 LOS Area: Urbanized
 FDOT LOS: C
 County LOS: None

FDOT Station 0019 CR 2378 750' W of County Line @ Endave Condo
 2006 AADT: 8400 LOS: C
 2012 AADT: 7900 LOS: C

2009 AADT: 8700 LOS: C
 2023 AADT: 7,300 LOS: C

b. Un-Numbered County Roads

There are no significant un-numbered county roads within the planning area. All other significant transportation corridors are owned and maintained by the City of Destin or private entities.

c. Local Streets

Except for US Highway 98, SR 293, and CR 2387 the majority of the roads within the planning area are considered local streets.

d. Airports

Destin Airport is a county owned and operated general aviation airport located within the city limits of the City of Destin.

OKALOOSA COUNTY PLANNING PROFILE






PLANNING AREA 32541

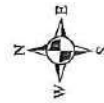
TRANSPORTATION MAP

MAP NO.
9

Source: Florida Department of Transportation

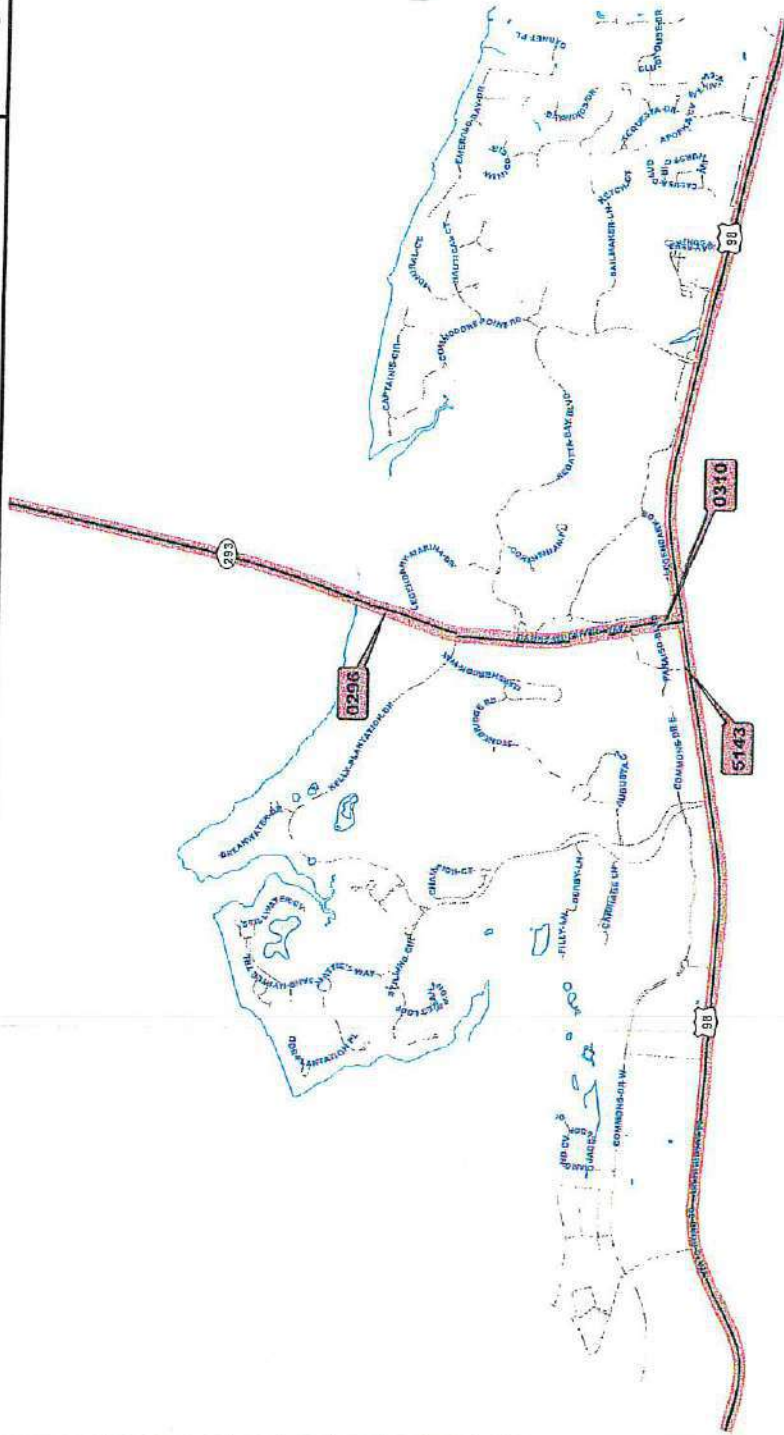
LEGEND

-  STATE HIGHWAY SYSTEM
-  COUNTY ROAD SYSTEM
-  Numbered County Roads
-  Un-Numbered Major County Roads
-  FDOT Traffic Counting Stations



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Okaloosa County
Growth Management



F. UTILITIES

For purposes of this report "utilities" are considered to be those infrastructure services that are essential for development. These include drinking water, sanitary sewer, solid waste disposal, and electric power.

1. Drinking Water

Drinking water within the planning area is provided by Destin Water Users, Inc. (DWU). The DWU service area and distribution area is shown on Map 10 and described in Table 4.

**TABLE 4
DESTIN WATER USERS**

Destin Capacity (mgd)	Permitted Capacity (mgd)	Number of Connections	Average Consumption (12-06 to 11-07) (Monthly gpd)	Consumption per Connections (gpd)		Water Demand (mgd)	
				2025	2030	2025	2030
12.524	4.82	6,31	1.053E+08	8916	420	5.01	5.90
<small>ADR: Average Daily Rate; MDR: Maximum Daily Rate; MMR: Maximum Monthly Rate Source: Destin Water Users</small>							

2. Sanitary Sewer

Central sewage collection and treatment is provided by Destin Water Users, Inc. within the planning area.

3. Solid Waste

Solid waste collection within the planning area is provided by private haulers. The County does not operate any Class 1 landfills any where in Okaloosa County.

4. Electric Power

Electric power is provided by Florida Power and Light

G. COMMUNITY FACILITIES

Community facilities include fire stations, community centers, post offices, museums, hospitals, sheriff/EWS substations, and other similar facilities. All of these types of facilities are located within the city limits of the City of Destin.

H. PUBLIC SCHOOLS

Public schools are educational facilities under the administration of the Okaloosa County School District. The public schools within the planning area are Destin Elementary and Destin Middle School as shown on Map 11. Destin High opened in 2021-2022 with an enrollment of 283 students (primarily 9th grade) and each year have added more students as those students advance through the school. The student enrollment was 470 students in 2022 and 557 students in 2023-2024. Growth trends are shown in Table 5.

**TABLE 5
STUDENT POPULATION GROWTH TRENDS**

School	2015	% Change	2021	% Change	2024	% Change	2025	Max Capacity
Destin Elementary	852	1.17	862	8.47	925	1.18	946	862
Destin Middle	604	12.95	750	13.73	883	-2.68	881	855
Destin High	N/A	N/A	283*	N/A	557	N/A	N/A	N/A

*Destin HS opened in 2021 and the enrollment number are from that first year.
Source: Okaloosa County School District

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32541

WATER SYSTEMS MAP

Source: Okaloosa County Water Supply Plan Update

**MAP NO.
10**

LEGEND

DESTN WATER USERS SYSTEM



SERVICE AREA

SOUTH WALTON UTILITY COMPANY



SERVICE AREA

WATER WELL AND ELEVATED TANK

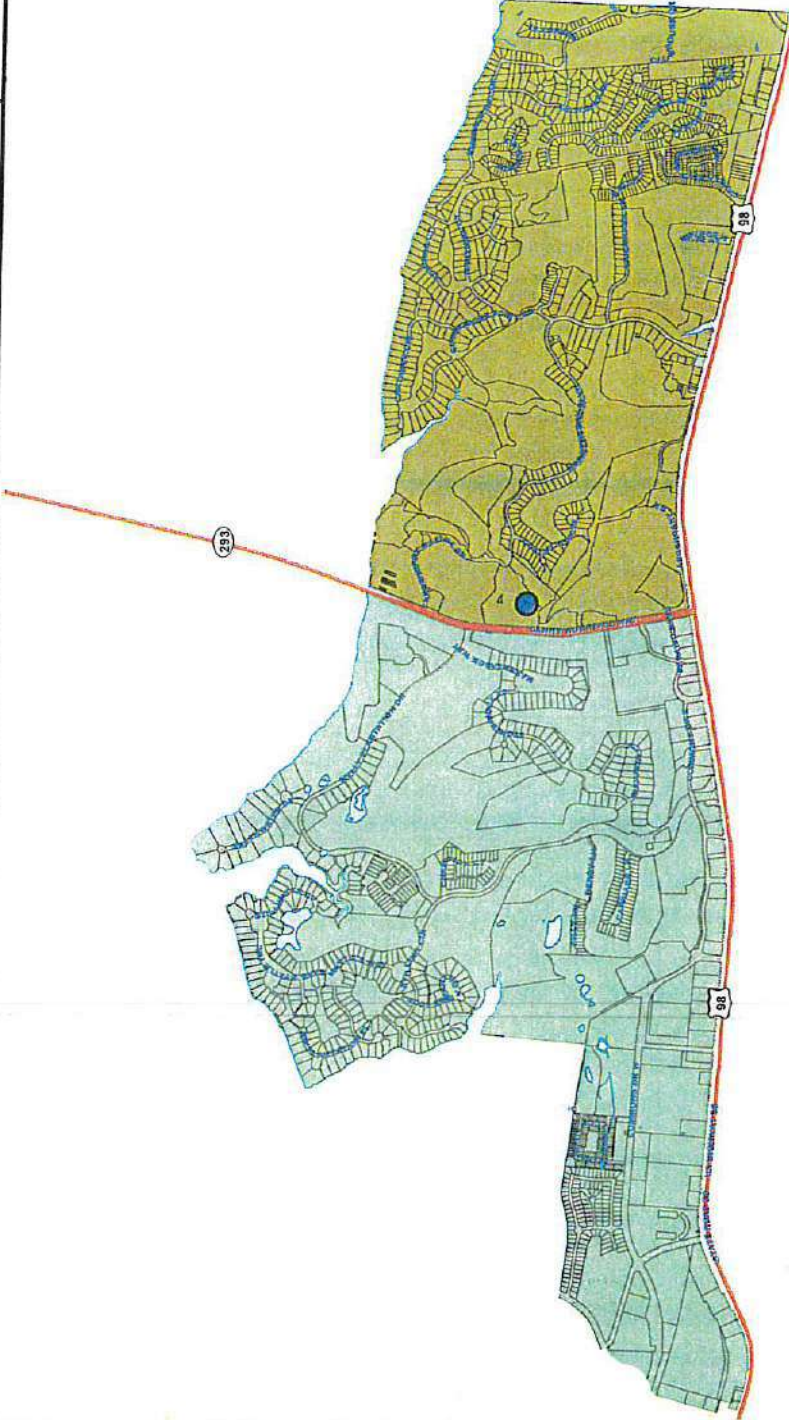


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Okaloosa County
Growth Management



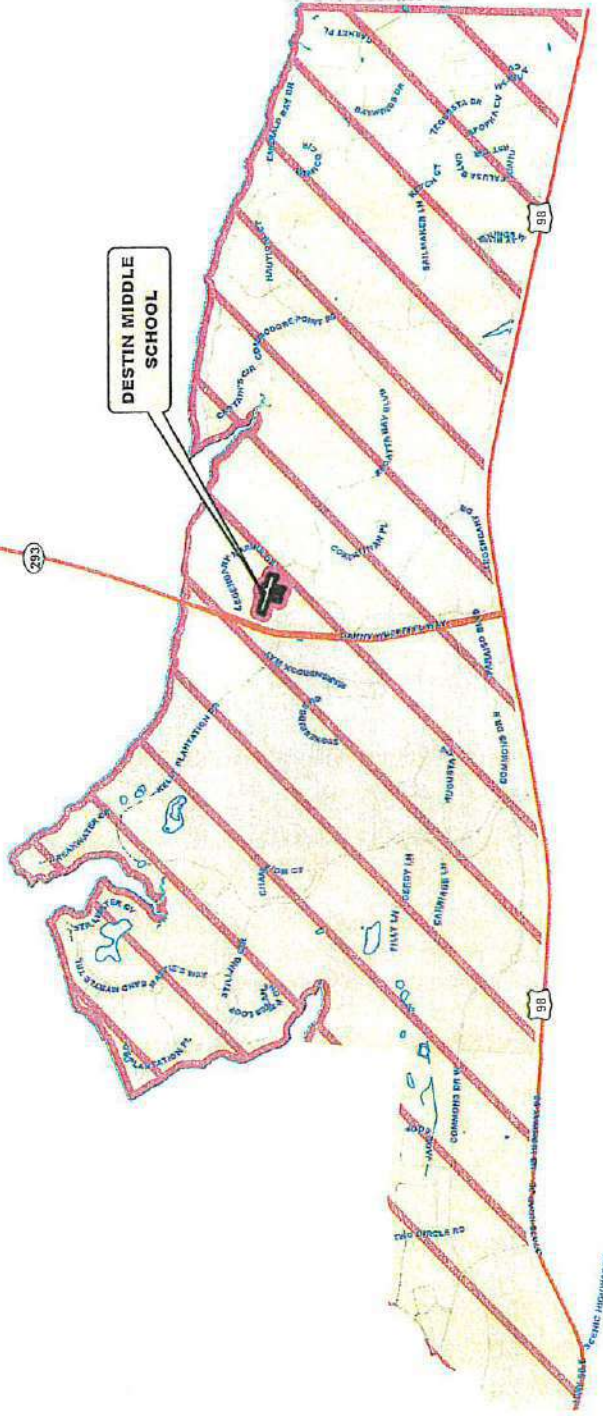
Source: Okaloosa County School District

LEGEND

SCHOOL NAME

Fort Walton Beach High School

Destin Middle School



Map Date: 8/20/2014
 Map Project: Okaloosa County Planning Profile
 Prepared by: Florida A&M GIS
 Date: 8/20/2014
 Map Scale: 1:100,000
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Okaloosa County
Growth Management

I. CONSERVATION AREAS AND RESOURCES

Conservation areas and resources identified within the planning area include the following.

1. Archeological and historic sites.
2. Public water supplies and facilities.
3. Flood zones and floodways.
4. Jurisdictional wetlands.
5. River systems.
6. Identified habitat areas of threatened or endangered species.
7. Beaches and shorelines.

Each of these is described in further detail as follows.

1. Archeological and Historic Sites

There are numerous archeological and historic sites located within the planning area. Locations of these sites are not shown on a map so as to prevent looting or vandalism.

2. Public water supplies

Public water supplies include Destin Water Users, Inc. The locations of well sites for these systems is shown on Maps 10.

3. Flood zones and floodways

Flood zones and floodways are shown on Map 12.

4. Wetlands

Generalized locations of wetland areas is shown on Map 12. Actual jurisdictional wetland determinations have not been established for most of the areas shown.

5. River systems

River systems including major tributaries are shown on Map 12.

6. Habitat areas

Known habitat areas for threatened and endangered species are shown on Map 12.

J. PARKS AND RECREATION

Parks and recreation facilities within the planning area are shown on Map 13.

These include the following.

County/Neighborhood Parks

Midbay Bridge Park

City/Community Parks

- Morgan Sports Complex
- Destin Sports Complex
- Capt. Leonard Destin park
- Clemente Taylor Park
- Main Street Park

Beach Accessways:

- Shirah Street
- Crystal Beach Drive
- Barracuda Street
- Pompanos Street
- Tarpon Street

June White Decker Park Beach Assess

Norriego Point Beach Assess and Park

Nancy Weidenhamer Dog Park

LEGEND

-  FLOOD ZONES
-  FLOODWAYS
-  WETLANDS
-  RIVER SYSTEMS
-  HABITAT AREAS

Sources:
Florida DEP Natural Areas Inventory
Federal Emergency Management Agency
Okaloosa County Geographic Information System



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Landscape Computer Center Production
MAP 18/3739, 11/2009

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Okaloosa County
Growth Management

Source: Okaloosa County Parks & Recreation Master Plan

LEGEND

County Neighborhood Park

Park Name

- 1. Midbay Bridge Park

County Beach Parks & Access

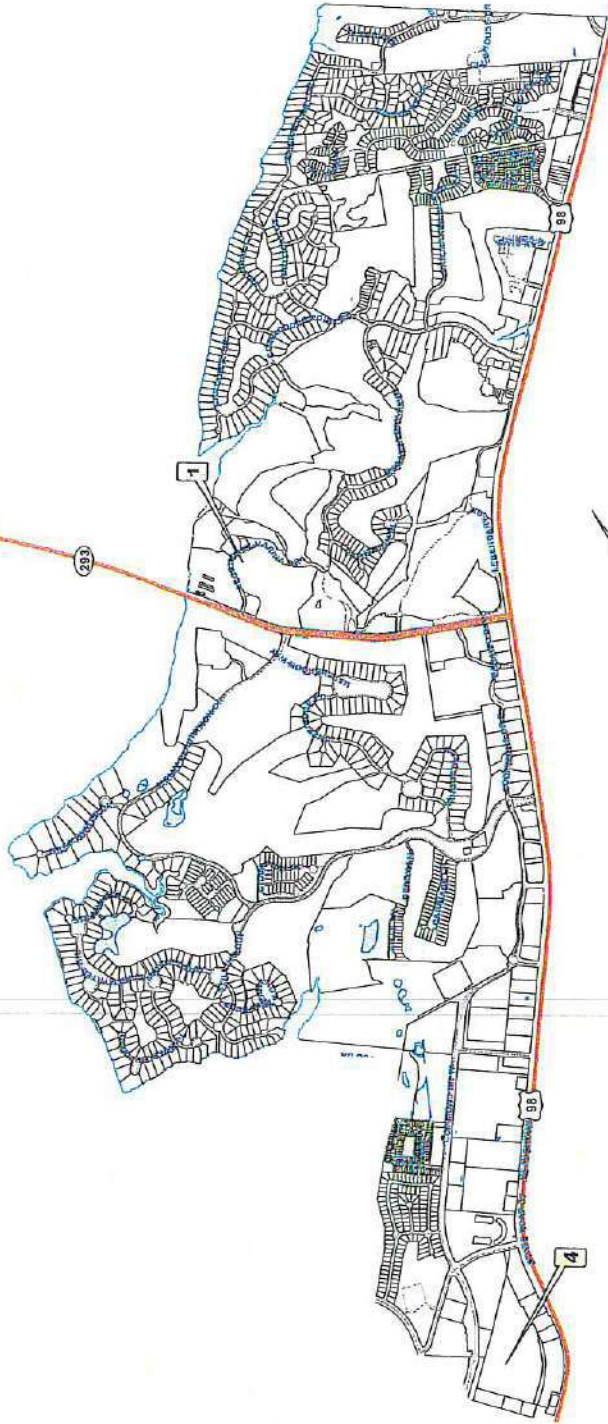
- 2. James Lee Park/Wayside Park

State/Federal Areas

- 3. Henderson Beach State Park

City/Community Park

- 4. Morgan Sports Center



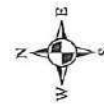
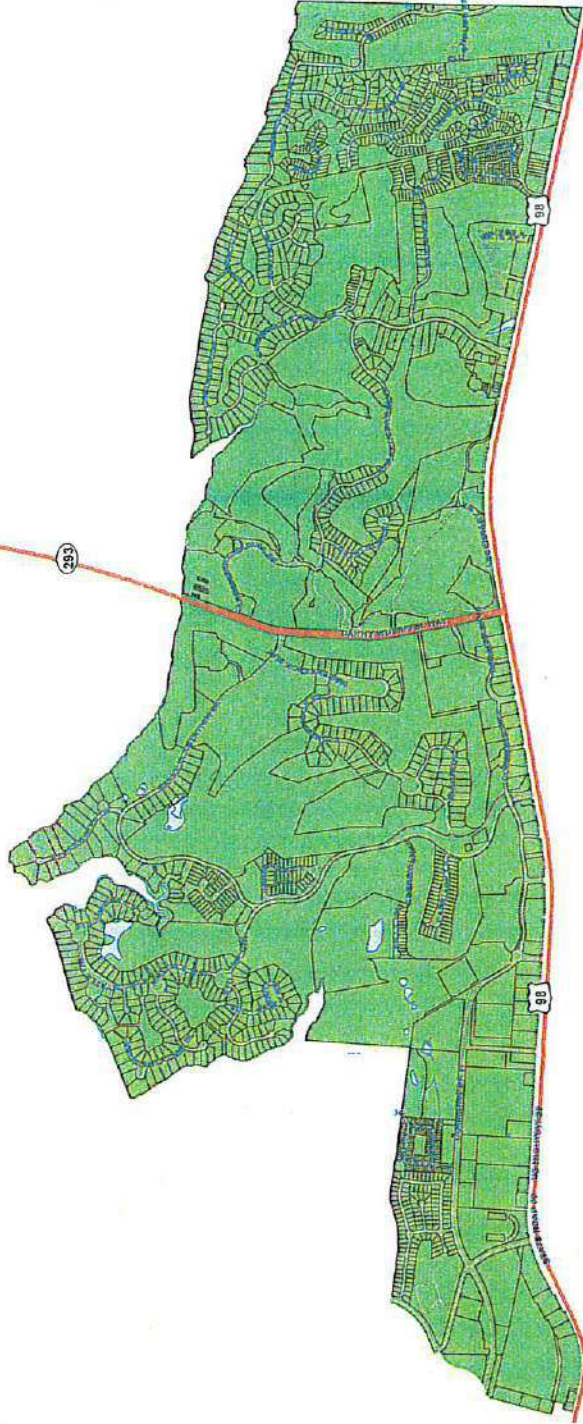
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Okaloosa County
Growth Management

LEGEND

FIRE DISTRICT

-  1. City of Destin



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Map Information: Planning
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AND TRAFFIC ENGINEERING
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Okaloosa County
Growth Management

K. CAPITAL FACILITIES NEEDS ASSESSMENT

INTRODUCTION

Section 163.3177(2), Florida Statutes (3)(a) The comprehensive plan shall contain a capital improvements element designed to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth:

1. A component that outlines principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a 5-year period.
2. Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
3. Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.
4. A schedule of capital improvements which includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.

The purpose of this report is to identify those capital improvements needed to achieve and maintain level-of-service standards based upon the land use patterns created by the Comprehensive Plan Future Land Use Map (FLUM), identify funding sources needed to finance the schedule of capital improvements over a 5-year period, and provide recommendations toward maintaining sustainable public facilities and services for a 10-year period, from 2025-2035.

With the 2011 legislative changes, Florida's local governments are no longer required to submit the annual update of the Five-Year Capital Improvements Schedule to the Department for review. However, the Capital Improvements Element remains a required critical component of the local government's comprehensive plan. The schedule must be reviewed annually by the local government to reflect the timing, location and funding of capital projects to achieve and maintain adopted level of service standards for public facilities that are necessary to implement the comprehensive plan. The updates to the schedule may be accomplished by ordinance and will not be considered an amendment to the comprehensive plan. The following provides guidance for local governments as they review and update the Capital Improvements Element.

SUMMARY OF LEGISLATIVE CHANGES (2011)

The revisions to Chapter 163, Florida Statutes, removed the requirement that the annual update to the Five-Year Schedule of Capital Improvements (schedule) be adopted and transmitted as a comprehensive plan amendment to the state land planning agency (now the Department of Commerce) for review by December 1 of every year.

The requirement for the adoption of the Capital Improvements Element as one component of the local comprehensive plan remains unchanged [163.3177(3) (a), Florida Statutes]. Pursuant to Section 163.3177(3) (b), Florida Statutes, local governments are still required to undertake an annual review of the Capital Improvements Element to update the Five-Year Capital Improvement Schedule.

The annual update to the schedule may now be accomplished by ordinance and not as an amendment to the comprehensive plan. [163.3177(3) (b), Florida Statutes]. The update to the Capital Improvements Element policy referencing the facility work plan adopted by the local school board may also be adopted by reference and is not subject to state review. However, note that other amendments to the Capital Improvements Element outside of the 5-year schedule (such as policy changes, level of service standard changes, etc.) are still subject to the regular expedited amendment review processes.

The requirement that the schedule demonstrates financial feasibility has been removed. However, the necessary capital projects must still be listed in the schedule, projected revenue resources identified, and the project listed as "funded" or "unfunded" and assigned with a level of priority for funding. [163.3177(3) (a) 4, Florida Statutes].

Section 163.3164(7), Florida Statutes, "definitions" -- establishes the definition of "capital improvement". Note that the definition states that capital improvements are to be physical assets, excluding items like operation and maintenance services and studies. There is no requirement to include these types of non-physical asset expenditures in the Schedule of Capital Improvements.

Section 163.3177(3) (a), Florida Statutes, explains the purpose and the requirements of the Capital Improvements Element: "to consider the need for and location of public facilities...to encourage the efficient use of such facilities." These provisions require that the capital improvement projects, which are necessary to ensure that adopted level of service standards for public facilities will be achieved and maintained for the five-year period, will be adopted into the Schedule of Capital Improvements.

Section 163.3180, Florida Statutes, Concurrence, establishes that sanitary sewer, solid waste, drainage and potable water are the only public facilities subject to statewide concurrency requirements. Based upon the recent statutory changes, application of concurrency requirements are now optional for parks and recreation, public schools and transportation.

METHODOLOGY

Planning Districts and Areas

In order to determine capital improvements needs, the county was divided into planning districts and planning areas. The planning districts are the North Okaloosa District for the area north of Eglin Reservation and the South Okaloosa District for the area south of Eglin Reservation. The planning districts were subdivided into planning areas using U.S. Postal Service zip codes as the basis for creating each Planning Area Capital Improvements needs assessments were then developed for each planning area. To the extent possible, data within city limits were excluded from the planning areas so as to provide a more accurate representation of the unincorporated county.

Needs Assessment

Capital Improvements needs assessments were based upon achieving and maintaining adopted level-of-service (LOS) standards. Identification of needed capital improvements for each planning area was determined using the following parameters: 1) capital projects already included in the 5-year schedule of capital improvements; 2) anticipated population growth based on population projections; 3) development potential based on availability of developable land; 4) development potential based upon the land use pattern shown on the FLUM, and; 5) physical, environmental, or other constraints to development. Each of these parameters was then applied to public facilities for which LOS standards have been adopted within the various planning areas.

The general theory is that growth and development will be dictated by the types and distribution of the various land use categories shown on the FLUM. These FLUM land use categories will then dictate the type, extent, location, and density of growth that can reasonably be expected during a particular planning timeframe.

For example, within a Low Density Residential (LDR) FLUM category a maximum residential density of 5 dwelling units per acre is allowed. By applying persons per household estimates to the maximum dwelling units allowed in the LDR category the population density of a particular area can be estimated. Once the number of persons in a particular area has been determined that number can be used to determine the need for public facilities such as average daily water/sewer per household, vehicle trips per household, parks and recreation facilities, etc. This needs estimate is then compared to the adopted LOS standards to identify capital improvements needs.

General Description

Planning Area 32541 is located on the eastern end of south Okaloosa County including the City of Destin. It is moderately populated and contains typical urban services such as retail sales and services, restaurants, shops, grocery supermarkets, etc. The planning area is fairly well established with a defined land use pattern and very little vacant land for future new development. Average household size is 2.2 persons with an estimated median household income of \$81,827 and estimated median house value of \$624,849 (2022 US Census Bureau).

Needs Assessment Parameters

1. Anticipated Population Growth.

Population projections were obtained from the Bureau of Economic & Business Research (BEER) Projections of Florida Population by County (Okaloosa), 2025-2050. The 2020 population is from the U.S. Census Bureau. Population estimates and 10-year projections for the overall Okaloosa County area and for planning area 32541 (1.27% of total) are as follows.

Okaloosa (Total)	2020	2023	2025	2030	2035
Medium	211,868	219,260	224,800	236,500	245,200
PA 32541 (1.27%)	2,688	2,784	2,856	3,004	3,114

These figures indicate the Okaloosa County total population was 211,868 in 2020 and is estimated to be 219,260 in 2023, an increase of 7,392 people. Planning Area 32541 represents 1.27% of the County's total population. These figures indicated a projected population increase in Planning Area 32541 of 75 persons from 2023-2025 (2.58%), 148 persons from 2025-2030 (5.18%), and 110 persons from 2030-2035 (3.66%).

2. Development Potential Based on Availability of Developable Land.

Based on GIS analysis of Property Appraiser's records there are 95 acres of land classified as "vacant." General developable land characteristics are shown on Maps 5 and 6.

3. Development Potential Based on Land Uses Shown on the FLUM.

Development potential for each land use category based on maximum allowable dwelling units per acre is shown on Table 6. The numbers shown represent gross acres per category used to determine maximum number of units, less 30% to allow for infrastructure, environmental constraints, market conditions, etc. Potential population was determined by applying the average persons per household (2.2) to the number of dwelling units for each category.

OKALOOSA COUNTY

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

CAPITAL IMPROVEMENT PROJECTS

**Table 2.13.1
Capital Improvement Projects
Five Year Schedule and Ten-Year Planning Period
(Section 163.317(3)(a), FS)**

Table 2.13.1 is a five-year schedule is a listing of those capital improvement projects within Okaloosa County Water & Sewer (OCWS) and Public Works (OCPW) that address regulatory compliance, aging infrastructure, resiliency, and expansion. The schedule identifies the need for and location of public facilities in order to program the efficient use of projected revenue sources to fund the facilities improvements over the ten-year planning period.

OCWS OPERATING PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034
Building Physical Environment	OCWS	admin building remodeling	85,000	60,000	60,000	60,000	60,000	300,000

OCWS WATER PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034
Water - New Lines	OCWS	replace aging water mains throughout the county	700,000	800,000	550,000	550,000	800,000	4,000,000

OKALOOSA COUNTY

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCWS WATER PROJECTS									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034	
Future Water Supply	OCWS	easement/land acquisition & planning for future water supply	25,000	25,000	25,000	25,000	25,000	125,000	
State/County Relocation Projects (Water)	OCWS	water infrastructure relocations related to State & County roadway projects	380,000	2,000,000	200,000	200,000	200,000	1,000,000	
Existing Tanks	OCWS	rehabilitation of storage tanks	859,000	2,427,000	2,313,750	1,048,750	1,997,500	2,972,750	
Existing Wells	OCWS	rehabilitation of and improvements to public water supply wells	600,000	600,000	600,000	600,000	600,000	3,000,000	
SCADA Replacements/ Upgrades (Water)	OCWS	SCADA improvements and/or communication upgrades at water sites	100,000	100,000	150,000	150,000	150,000	750,000	
Florosa Water Tank	OCWS / SRF Loan	new storage tank in Florosa	2,700,000						
Shoal River Ranch Well	OCWS / SRF Loan	new public water supply well west in unincorporated Crestview	3,000,000						
Longwood Area Transmission Main	OCWS	second connection to Longwood / Poquito area	200,000	1,200,000					
Antioch Well Replacement	OCWS / SRF Loan	on-site well replacement in unincorporated Crestview	300,000	3,000,000					
West 98 Collector Rd & Utility Corridor	OCWS / SRF Loan	new water main for transmission, distribution, and redundancy in Florosa	400,000		8,300,000				

OKALOOSA COUNTY

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCWS WATER PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034
Office Well Replacement	OCWS / SRF Loan	off-site well replacement in unincorporated Fort Walton Bch			300,000	3,000,000		
Northgate Well Replacement	OCWS / SRF Loan	on-site well replacement in unincorporated Fort Walton Bch			300,000	3,000,000		
Shoal River Ranch Tank	OCWS	new storage tank in unincorporated Crestview				300,000	3,200,000	
Estimated ongoing capital needs water	OCWS	future needs	0	0	0	0	2,500,000	16,265,875

OCWS WASTEWATER PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034
Jerry D. Mitchem WRF Upgrades	OCWS	rehab/improvements at sewer plant near Bob Silkes Airport	200,000	200,000	50,000	50,000	50,000	250,000
Russell Stephenson WRF Upgrades	OCWS	rehab/improvements at sewer plant in Florosa	25,000	25,000	25,000	25,000	25,000	250,000
Arbennie Pritchett WRF Upgrades	OCWS	rehab/improvements at sewer plant in unincorporated Fort Walton Beach	150,000	1,000,000	450,000	50,000	50,000	250,000
SCADA Replacements/ Upgrades (Sewer)	OCWS	SCADA improvements and/or communication upgrades at wastewater sites	150,000	150,000	150,000	150,000	150,000	750,000

OKALOOSA COUNTY

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCWS WASTEWATER PROJECTS									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034	
State/County Relocation Projects (Sewer)	OCWS	sewer infrastructure relocations related to State & County roadway projects	100,000	100,000	100,000	100,000	100,000	500,000	
Sewer Collection - Rehab & Replacement	OCWS	rehabilitation to existing sewer system (cured-in-place pipe, manhole liners, main replacement)	1,100,000	1,200,000	1,300,000	1,400,000	1,500,000	7,500,000	
Sewer Collection - Upgrades & Extensions	OCWS	small sewer system upgrades and extensions	425,000	525,000	625,000	725,000	825,000	4,125,000	
Ex-LS Pump Replacement	OCWS	proactive pump replacement at lift stations	150,000	150,000	150,000	150,000	150,000	750,000	
Ex-LS Panel Replacement	OCWS	proactive panel replacement at lift stations	100,000	100,000	100,000	100,000	100,000	500,000	
Ex-LS Rehab & Replacement	OCWS	rehabilitate/replace aging lift stations	725,000	825,000	2,025,000	2,125,000	2,225,000	11,250,000	
Ex-LS On-Site Generators	OCWS	add/replace stationary generators throughout wastewater collection system	150,000	150,000	150,000	150,000	150,000	750,000	
Eglin Parkway LS Rehab	OCWS	rehabilitation or replace aging lift station along Eglin Pkwy	1,400,000						
West Sunset Lift Station Replacement	OCWS	replace aging lift station on West Sunset Blvd	1,000,000						

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCWS WASTEWATER PROJECTS												
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034				
Okaloosa Lane FM Upgrade	OCWS / SRF Loan / other outside funding	upgrade force main along Okaloosa Lane	3,200,000									
Sunset Lane Lift Station & Force Main	OCWS	new lift station and force main for growth & development in Poquito Area (federal government property)	300,000									
Pocahontas Lift Station Replacement	OCWS	replace aging lift station on Pocahontas Dr	90,000	900,000								
Shoal River Ranch WRF	OCWS / SRF Loan / other outside funding	new sewer plant for growth & development in North Okaloosa	27,546,210	10,000,000								
Bob Silkes Blvd & Green St FMs	OCWS	replace aging large-diameter force mains in unincorporated Fort Walton Beach	450,000						4,600,000	3,000,000		
Estimated ongoing capital needs sewer	OCWS	future needs							1,000,000			1,238,625

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCPW Transportation									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034	
College Boulevard	½ cent Surtax and State	Multi-Use Path	2,700,000						
College Boulevard	½ cent Surtax	Roundabouts at Cedar and Palm			650,000	1,000,000		3,350,000	
College Boulevard	Unknown	Add lanes from SR 85 to Sr 285						18,000,000	
Highway 393	½ cent Surtax	Reconstruction			300,000	700,000	2,000,000		
Southwest Crestview Bypass	½ cent Surtax	New Road	1,272,009	1,269,641	1,270,884	1,270,448	1,269,943	7,600,000	
Dirt Road Improvements	½ cent Surtax	Various locations	2,000,000						
Ellis Road	½ cent Surtax	Improve surface	60,000	534,000					
John King Road	½ cent Surtax and State	Add lanes	2,800,000						
Millside Road	½ cent Surtax	Improve surface	7,600,000						
US 98 & Stahlman	½ cent Surtax	Intersection Improvements		3,000,000					
West Dodson Road	½ cent Surtax	Improve surface	53,000	471,000					
SR 85 between Live Oak Church Road and P.J. Adams Parkway	½ cent Surtax	Add Lanes	4,500,000						

OKALOOSA COUNTY

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

DCPW Transportation										
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034		
Carmel & Beal	½ cent Surtax	Intersection Improvements		300,000	1,260,000					
Farmer's Market Driveway	½ cent Surtax	Improve driveway to Lewis Turner				100,000				
Forest Road	½ cent Surtax	Add a Multi-use Path			370,000					
Hill & Lovejoy	½ cent Surtax	Intersection improvements								
Paquito Road & Lewis Turner	½ cent Surtax	Intersection Improvements			300,000					
Santa Rosa Boulevard	½ cent Surtax	Reconstruct Road				2,420,000				
Mirage & SR 85 Intersection	Gas tax	Intersection improvement						4,000,000		
Mar Walt Dr	Unknown	Reconstruct Road						10,000,000		
West 98 Collector	½ cent Surtax, State	New Road		1,000,000				20,000,000		
Old Bethel Road	Unknown	Add Lanes US 90 to Sioux Cir					1,000,000	25,000,000		
Arena Road	Gas tax	Reconstruct Road P.J. Adams to US 90				3,000,000				
East 90 Collector	Unknown	New Road						20,000,000		
US 98 @ Danny Wuerfell Way	Unknown	Intersection Improvement						17,000,000		

OKALOOSA COUNTY

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCPW STORMWATER										
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034		
Bayshore Area Stormwater	½ cent Surtax	Stormwater Improvement			200,000					
Beachview Drive Drainage	½ cent Surtax	Stormwater Improvement	856,000							
Echo Circle Area	½ cent Surtax	Stormwater Improvement					900,000			
Griffith Mill Area	½ cent Surtax	Stormwater Improvement	200,000							
Indian Lakes Area	½ cent Surtax	Stormwater Improvement			500,000					
Lancaster Area	½ cent Surtax	Stormwater Improvement	750,000							
Lloyd Street/ Mayflower Area	½ cent Surtax	Stormwater Improvement	3,100,000							
Mooney Road	½ cent Surtax	Stormwater Replacement				500,000				
Northridge Area	½ cent Surtax	Stormwater Improvement	2,500,000							
South Avenue	½ cent Surtax	Stormwater Improvement				2,000,000				
Willow Bend/ Green Acres Area	½ cent Surtax	Stormwater Improvement	\$4,000,000							

OKALOOSA COUNTY

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCPW STORMWATER

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034
Verb Street Area Drainage	Unknown	Stormwater Flood Protection						2,000,000
Gap Creek between Jonquil & Beal	Unknown	Stormwater Flood Protection						4,000,000
Baker Borrow Pit	Unknown	Stormwater Flood Protection						500,000
Valley Road @ Twin Creek Pond	Unknown	Stormwater Flood Protection						2,000,000
Cinco Bayou Outfalls & Hydrodynamic Separators	Restore Act SEP	Stormwater Water Quality						6,000,000
Hollywood Blvd pipe replacement	Unknown	Stormwater Replacement						10,000,000
Star Drive Pipe replacement		Stormwater Replacement						1,000,000
Parish Point Area Drainage		Stormwater Replacement						2,000,000
3rd Avenue from 7th St to intersection of 9th St & 4th Ave		Stormwater Replacement						500,000
Juniper Creek Subdivision		Stormwater Replacement						1,500,000
Sunset Blvd from Lang Rd to Cinco Bayou		Stormwater Flood Protection						3,000,000

**TABLE 10
RESIDENTIAL DEVELOPMENT POTENTIAL**

FLU Category	Acres (gross)	Allowable units per acre	Number of units	Potential Population
Medium Density Residential	17	16 du per acre	190	418
Mix Use - 1	269	25 du per acre	4,707	10,365
Mix Use - 2	1,243	16 du per acre	13,922	30,628
Mix Use	307	25 du per acre	5,372	11,818
Commercial	221	25 du per acre	3,867	8,507
Industrial	24	25 du per acre	420	924
TOTAL RESIDENTIAL	2,081	1260 at 16 du per acre 576 at 25 du per acre	14,112 14,366	31,046 31,604
		TOTALS AT 2,081 ACRES	28,478	62,650

Source: Okaloosa County Property Appraisers; Okaloosa County Growth Management GIS

4. Physical, Environmental, and Other Constraints to Development.
Physical and environmental constraints to development are shown on Maps 5 and 8.

32541 Capital Improvement Needs Assessment

1. Roadways

Transportation information has been provided in Section D of this document. US Highway 98 (Emerald Coast Parkway) and State Road 293 are the roadways which have an adopted LOS within the planning area. Based on average annual daily traffic counts from FDOT (2028) both roadways are operating at LOS D and is projected to be operating at LOS F in 2030.

Most of the local road and street network within the planning area is privately owned and maintained.

It should be noted that the Florida Department of Transportation has operation and maintenance responsibility for state roads while the County is responsible for county roads. Any needed improvements to state roads must be scheduled as part of the Transportation Planning Organization transportation planning process. In any event, the preceding traffic counts indicate that the roadway is operating well below their adopted LOS. Notwithstanding unforeseen circumstances, it appears as though no improvements will be required which involve capital expenditures through the 5-year feasibility timeframe or the 10-year planning period.

2. Potable Water Systems

Central water service within the planning area is provided by the Destin Water Users system which is a not-for-profit member owned cooperative. The design capacity of the system is 12.554 million gallons per day (mgd). According to information provided by Destin Water Users the average demand on the system in 2028 will be 5.01, in 2030 will be 5.60 and in 2035 will be 6.26, which is well below the design capacity. Even so, since the county does not own or operate this system no capital expenditures are required to maintain potable water LOS standards.

3. Sanitary Sewer

Sanitary sewer service is also provided by Destin Water Users so no county capital expenditures will be required to maintain LOS standards.

4. Solid Waste

Okaloosa County maintains franchise agreement with Waste Management for household trash, recyclables, and yard waste at curbside disposal in the unincorporated areas of the County.

5. Stormwater Management/Drainage

The adopted LOS for stormwater is specifically oriented toward new development that has occurred since 2000. That is to say since 2000 all residential and nonresidential development has been designed and constructed in accordance with the established stormwater LOS standard at the expense of the developer. With the adoption of the local 1/2 cent Surtax, the County now has a dedicated source of funding to implement stormwater improvement projects. In the 2022 Comprehensive Plan, the county has included thirteen (13) Okaloosa County Public Works stormwater improvement projects in the 5-year Capital Improvement Plan.

6. Parks and Recreation

The adopted LOS for parks and recreation is .06 acres of park per 1000 population. This LOS standard is applied to the unincorporated county as a whole not to any particular planning area. The University of Florida Bureau of Economic and Business Research (BEER) estimates that the 2023 population in the unincorporated area is 219,260 persons. Based on the LOS standard this equates to a need for roughly 132 acres of parks. The County currently has an inventory of over 629 acres of park land or almost 5 times the acreage needed to maintain the LOS. As such, no capital expenditures are required.

7. Public Schools

Public schools within the planning area are as follows.

- Destin Elementary School
- Destin Middle School
- Destin High School

Destin High opened in 2021-2022 with an enrollment of 283 students (primarily 9th grade) and each year have added more students as those students advance through the school. The student enrollment was 470 students in 2022 and 557 students in 2023-2024.

No additional land is required and supporting infrastructure is adequate to support these enhancements (2006 Okaloosa County EAR). No additional ancillary facilities will be required to support the 5-Year Facilities Work Program for projects in CSA 6. The School District owns no vacant land in this CSA.

Based on the preceding there is no need for capital expenditures to maintain LOS standards.

Findings and Conclusions

- No capital expenditures are required to achieve and maintain adopted LOS standards within this planning area.
- The planning area is largely built-out with only a small percentage of vacant land remaining.
- The County does not own, operate, or maintain many public facilities within the planning area.
- No significant planning effort should be required for this planning area except for transportation planning for US 98.
- The 1/2 cent Surtax is a dedicated funding source for Okaloosa County Public Works to include stormwater improvement projects in the 5-year Capital Improvement Plan.

APPENDIX A

Property Appraisers Use Codes

USE CODE	USE DESCRIPTION	USE CODE	USE DESCRIPTION
000000	VACANT	000270	MOBILE HOME/SINGLE FAMILY RESIDENT CANAL
000008	VACANT TOWNHOUSE LAND	000280	RH WATER
000050	VACANT/COMMERCIAL/XFOB	000290	REC. HOME
000070	VACANT/SINGLE FAMILY RESIDENT/XFOB	000300	MULTI-FAMILY
000080	VACANT/INST/XFOB	000400	CONDOMINIUM
000100	SINGLE FAMILY	000407	CONDO
000102	SINGLE FAMILY RESIDENT/MOBILE HOME	000408	CONDO-TIMESHARE
000106	SINGLE FAMILY RESIDENT/RETIREMENT	000409	LTD CONDO-COM ELEMENT
000107	SINGLE FAMILY RESIDENT/ADULT CONGRGATE LIVING FACILITY	000498	CONDO BOAT DOCKS
000108	SINGLE FAMILY RESIDENT/RENTAL	000500	COOPERATIVES
000109	SINGLE FAMILY RESIDENT/TOWNHOUSE	000600	RETIREMENT HOMES
000110	SINGLE FAMILY RESIDENT/COMMERCIAL	000700	VOLUNTEER FIRE DEPT
000111	SINGLE FAMILY RESIDENT/STORE/SHOP	000800	MULTI-FAMILY
000117	SINGLE FAMILY RESIDENT/OFFICE	000900	DO NOT USE/DOR
000119	SINGLE FAMILY RESIDENT/GOVERNMENT TOWNHOUSE LEASE	001000	VACANT COMMERCIAL
000120	SINGLE FAMILY RESIDENT BAYOU	001100	STORES, 1 STORY
000121	SINGLE FAMILY RESIDENT/RESTAURANT	001101	STORE/SINGLE FAMILY RESIDENT
000126	SINGLE FAMILY RESIDENT/MOBILE HOME PARK	001102	STORE MOBILE HOME
000130	SINGLE FAMILY RESIDENT BAY FRONT	001110	CONVENIENCE STORE
000131	SINGLE FAMILY RESIDENT CANAL	001111	STORE/FLEA MARKET
000132	SINGLE FAMILY RESIDENT RIVER	001126	CONVENIENCE STORE/GAS
000133	SINGLE FAMILY RESIDENT SOUND	001200	STORE/OFFICE/RESIDENT
000134	SINGLE FAMILY RESIDENT LAKE	001300	DEPARTMENT STORES
000140	SINGLE FAMILY RESIDENT GOLF	001400	SUPERMARKET
000148	SINGLE FAMILY RESIDENT/WAREHOUSE/STORAGE	001500	REGIONAL SHOPPING
000172	SINGLE FAMILY RESIDENT/DAY CARE	001600	COMMUNITY SHOPPING
000200	MOBILE HOME	001800	SHOPPING COMPLEX
000210	TRAILER PARK	001700	OFFICE BUILDINGS
000217	MOBILE HOME/OFFICE	001709	OFFICE COMPLEX
000220	MOBILE HOME	001710	COMMERCIAL CONDO
000225	RV PARK	001703	OFFICE/MULTI FAMILY
000230	MOBILE HOME/SINGLE FAMILY RESIDENT LOT	001800	MULTI STORY OFFICE
000240	MOBILE HOME/SINGLE FAMILY RESIDENT WTR	001900	PROFESSIONAL BLDG
000250	MOBILE HOME/SINGLE FAMILY RESIDENT CNL	002000	TRANSIT TERMINALS
000260	MOBILE HOME/SINGLE FAMILY RESIDENT WATER	002010	AIRPARK
		002100	RESTAURANTS/ARK

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32541

DESTIN

USE CODE	USE DESCRIPTION	USE CODE	USE DESCRIPTION
002400	INSURANCE COMPANY	004700	MINERAL PROCESSING
002500	REPAIR SERVICE	004800	WAREHOUSE-STORAGE
002509	SERVICE SHOP COMPLEX	004801	WAREHOUSE/STORE/SINGLE FAMILY RESIDENT
002501	REPAIR SERVICE/SINGLE FAMILY RESIDENT	004809	WAREHOUSE COMPLEX
002502	REPAIR SERVICE/MOBILE HOME	004817	STORAGE/OFFICE
002503	BOAT REPAIR/MOBILE HOME	004849	BARN
002525	BEAUTY PARLOR/BARBER	004900	OPEN STORAGE
002600	SERVICE STATION	005000	IMPROVED AG
002628	SERVICE STATION/MOBILE HOME PARK	005001	IMPROVED AG-RESIDENT
002864	CAR WASH	005002	IMPROVED AG-MOBILE HOME
002700	VEHICLE SALE/REPAIR	005008	IMP AG/SINGLE FAMILY RESIDENT & DUPLEX
002702	VEHICLE SALE/REPAIR & MOBILE HOME	005010	IMP AG/COMMERCIAL
002728	VEHICLE SALE/REPAIR/MOBILE HOME PARK	005011	IMP AG/STORE
002800	PARKING LOT	005017	IMP AG/OFFICE
002801	PARKING/MOBILE HOME PARK & SINGLE FAMILY RESIDENT	005019	IMP AG/PROFESSIONAL
002802	PARKING/MOBILE HOME PARK	005020	IMP AG/BARN
002800	WHOLESALE OUTLET	005026	IMP AG/SER STATION
003000	FLORIST/GREENHOUSE	005028	IMP AG/MOBILE HOME/PARKING
003100	DRIVE-IN/OPEN STADIUM	005036	IMP AG/CAMP/GROUND
003200	THEATER/AUDITORIUM	005048	IMP AG/WAREHOUSE
003300	NIGHT CLUB/BARS	005065	IMP AG/TRAIN TRACK
003311	NIGHT CLUB/FLEA MARKET	005067	IMP AG/POULTRY
003400	BOWLING ALLEY	005068	IMP AG/DAIRY
003435	GYM/FITNESS	005100	CROPLAND CLASS 1
003437	SKATING RINK	005200	CROPLAND CLASS 2
003440	DRIVING RANGE-GOLF	005300	CROPLAND CLASS 3
003500	TOURIST ATTRACTION	005400	TIMBERLAND 1
003600	CAMPS	005410	TIMBERLAND 1-NATURAL
003601	RV PARK/SINGLE FAMILY RESIDENT	005420	TIMBERLAND 1-PLANTED
003611	CAMPGROUND/STORE	005500	TIMBERLAND 2
003700	RACE TRACKS	005510	TIMBER 2 - NATURAL
003800	GOLF COURSES	005520	TIMBER 2 - PLANTED
003900	HOTELS AND MOTELS	005600	TIMBERLAND 3
003901	HOTELS/MOTELS/SINGLE FAMILY RESIDENT	005601	TIMBERLAND 3-RESIDENT
004000	VACANT INDUSTRIAL	005602	TIMBERLAND 3- MOBILE HOME
004100	LIGHT MANUFACTURE	005610	TIMBER 3 - NATURAL
004200	HEAVY MANUFACTURE	005620	TIMBER 3 - PLANTED
004300	LUMBER YARD	005700	TIMBERLAND 4
004400	PARKING PLANT/STOCK MARKET	005710	TIMBER 4 - NATURAL
004500	CANNERIES/BOTTLERS	005720	TIMBER 4 - PLANTED
004600	OTHER FOOD PROCESS	005800	TIMBERLAND 5

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32541

DESTIN

USE CODE	USE DESCRIPTION	USE CODE	USE DESCRIPTION
005900	TIMBERLAND UN-CLASS	008787	STATE PRISON
006000	PASTURELAND 1	008800	FEDERAL
006010	PASTURE/COMMERCIAL	008900	MUNICIPAL
006100	PASTURELAND 2	009000	LEASEHOLD INTEREST
006148	PASTURELAND 2 - WAREHOUSE	009010	NO LAND INTEREST
006200	PASTURELAND 3	009100	UTILITIES
006300	PASTURELAND 4	009200	MINING
006400	PASTURELAND 5	009300	SUB-SURFACE RIGHTS
006500	PASTURELAND 6	009400	RIGHTS-OF-WAY
006555	AG LAND	009401	HANGER/SINGLE FAMILY RESIDENT
006600	PECAN GROVES	009410	AIR STRIP/RUNWAY
006610	ORANGE GROVE	009420	R/O/W DOT
006620	GRAPEFRUIT GROVE	009500	RIVERS AND LAKES
006630	SPEC GROVE	009600	WASTELAND/DUMPS
006640	MIXED GROVE	009700	MINERAL
006700	POULTRY, BEES, FISH	009703	CONSERVATION PARCEL
006800	DAIRIES, FEEDLOTS	009705	COMMON AREA
006900	ORNAMENTALS, MISCELLANEOUS	009710	LESS MINERAL
007000	VACANT INSTITUTIONAL	009800	CENTER ALLY ASSESSED
007100	CHURCHES	009900	NO AG ACREAGE
007101	CHURCH/SINGLE FAMILY RESIDENT	009920	RURAL 1 AC
007200	PRIVATE SCHOOL/DAY CARE	009968	NO AG AC/DAIRY
007300	PRIVATE HOSPITALS	009706	HOLDING POND
007400	HOMES FOR THE AGED	009980	AG CARRY OVER
007500	NON-PROFIT SERVICE	009620	MARSH
007600	MORTUARY/CEMETERY		
007700	CLUBS/LODGES/HALLS		
007710	YACHT CLUB		
007720	COUNTRY CLUB		
007800	REST HOMES		
007801	REST HOMES/SINGLE FAMILY RESIDENT		
007900	CULTURAL GROUPS		
008000	WATER MANAGEMENT/STATE		
008100	MILITARY		
008200	FOREST, PARKS, RECREATION		
008250	ZOO		
008300	PUBLIC SCHOOLS		
008400	COLLEGES		
008500	HOSPITALS		
008600	COUNTY		
008700	STATE		

IN ORDER TO KEEP DOWNLOAD TIMES TO A REASONABLE MINIMUM, LOW RESOLUTION WAS USED IN CREATING THE MAPS. THUS, WHEN ZOOMING INTO THE MAPS LINE WORK WILL BE DISTORTED.

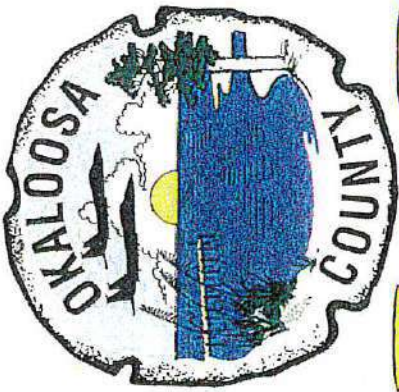
IF NEEDED PLEASE CONTACT THE [GROWTH MANAGEMENT GIS ANALYST](#) FOR A HIGHER RESOLUTION MAP.

ALSO NOTE: THE MAPS IN THIS DOCUMENT ARE ONLY UPDATED ONCE A YEAR OR AS NEEDED.

PLEASE VISIT OUR GIS WEB SITE

<http://webgis.co.okaloosa.fl.us/website/okaloosagis/disclaimer.htm>

WHERE THE INFORMATION IS UPDATED EVERY MONDAY OR CONTACT THE GM GIS ANALYST AT THE ABOVE EMAIL ADDRESS OR CALL 850-651-7523.



PLANNING AREA 32547 FORT WALTON BEACH

*Prepared by
Department of Growth Management*

DISCLAIMER

The information provided herein is for general planning purposes only. Although the information is updated periodically, Okaloosa County cannot guarantee or warrant that the information is current at any given time. This information should not be used for permitting, investment, or other similar purposes. Information should always be verified as to its accuracy at any given time.

OKALOOSA COUNTY PLANNING PROFILES

Foreword

Pursuant to Florida Statute (F.S.) Section 163.3191 and Section 163.3177 the Okaloosa County Planning Profiles serve as the available data from professionally accepted sources in support of the Okaloosa County Comprehensive Plan. The Planning Profiles also support the evaluation and appraisal process to determine whether the need exists for the county to amend the comprehensive plan to reflect changes in state requirement.

Methodology used to prepare this profile was to divide the County into a North Okaloosa profile and a South Okaloosa profile. These areas were then further subdivided into "planning areas" based upon U.S. Postal Service zip codes. Demographics were analyzed by using "traffic analysis zones" created by the Okaloosa-Walton Transportation Planning Organization for the 2045 Long Range Transportation Plan Update. The boundaries of the planning areas which are based upon zip code boundaries do not always align exactly with the traffic analysis zones.

When compiling the data and information presented herein the most current data available was used as much as possible. It should be noted that very little original data was generated for this profile. The data and information presented here was obtained from a variety of sources and compiled into one central data source.

Data Sources

- A. GENERAL DEMOGRAPHICS: Bureau of Economic and Business Research (BEBR), Population Density; US Census; Transportation Statistical Data Report, Emerald Coast Regional Council (ECRC), Okaloosa-Walton TPO
- B. LAND USE: Okaloosa County Property Appraiser, Okaloosa County Growth Management GIS,
- C. LAND CHARACTERISTICS: Official Records of Okaloosa County; Okaloosa County Growth Management GIS Prime Farmlands; Soil Survey of Okaloosa County; National Resources Conservation Service (NRCS),
- D. TRANSPORTATION: Florida Department of Transportation District 3 Level of Service Report; Okaloosa County Public Works Traffic Report
- E. UTILITIES: Okaloosa County Public Works Water and Sewer, Destin Water Users; Northwest Florida Water Management District

F. COMMUNITY FACILITIES: Okaloosa County Growth Management GIS

G. PUBLIC SCHOOLS: Okaloosa County School District.

H. CONSERVATION AREAS AND RESOURCES: Okaloosa County Growth Management GIS, 2024; Federal Emergency Management Agency; Florida Natural Areas Inventory

I. PARKS AND RECREATION: Okaloosa County Parks and Recreation System

DISCLAIMER

THE INFORMATION CONTAINED HEREIN IS INTENDED FOR GENERAL PLANNING PURPOSES ONLY AND MAY BE SUBJECT TO CHANGE. ANY RELIANCE UPON THE DATA PRESENTED HEREIN SHOULD BE INDEPENDENTLY VERIFIED AS TO RELIABILITY AND ACCURACY. OKALOOSA COUNTY SHALL NOT BE LIABLE FOR ANY ERRORS CONTAINED HEREIN OR ANY DAMAGES IN CONNECTION WITH THE USE OF THE INFORMATION CONTAINED HEREIN.

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Appendix	Description
A	Property Appraisers Use Codes

OKALOOSA COUNTY PLANNING PROFILE

PLANNING AREA 32547

TRAFFIC ANALYSIS ZONES

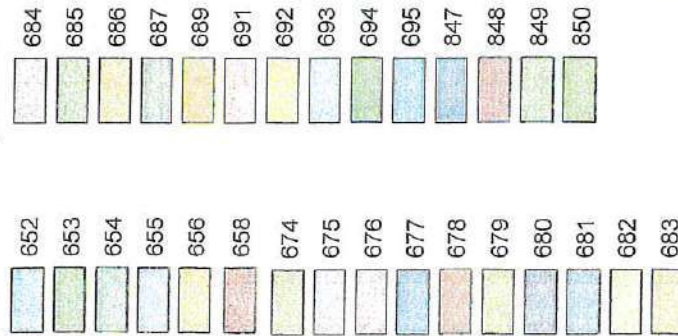
MAP NO.

1

Source: 2045 Long Range Transportation Planning Update
Transportation Planning Organization

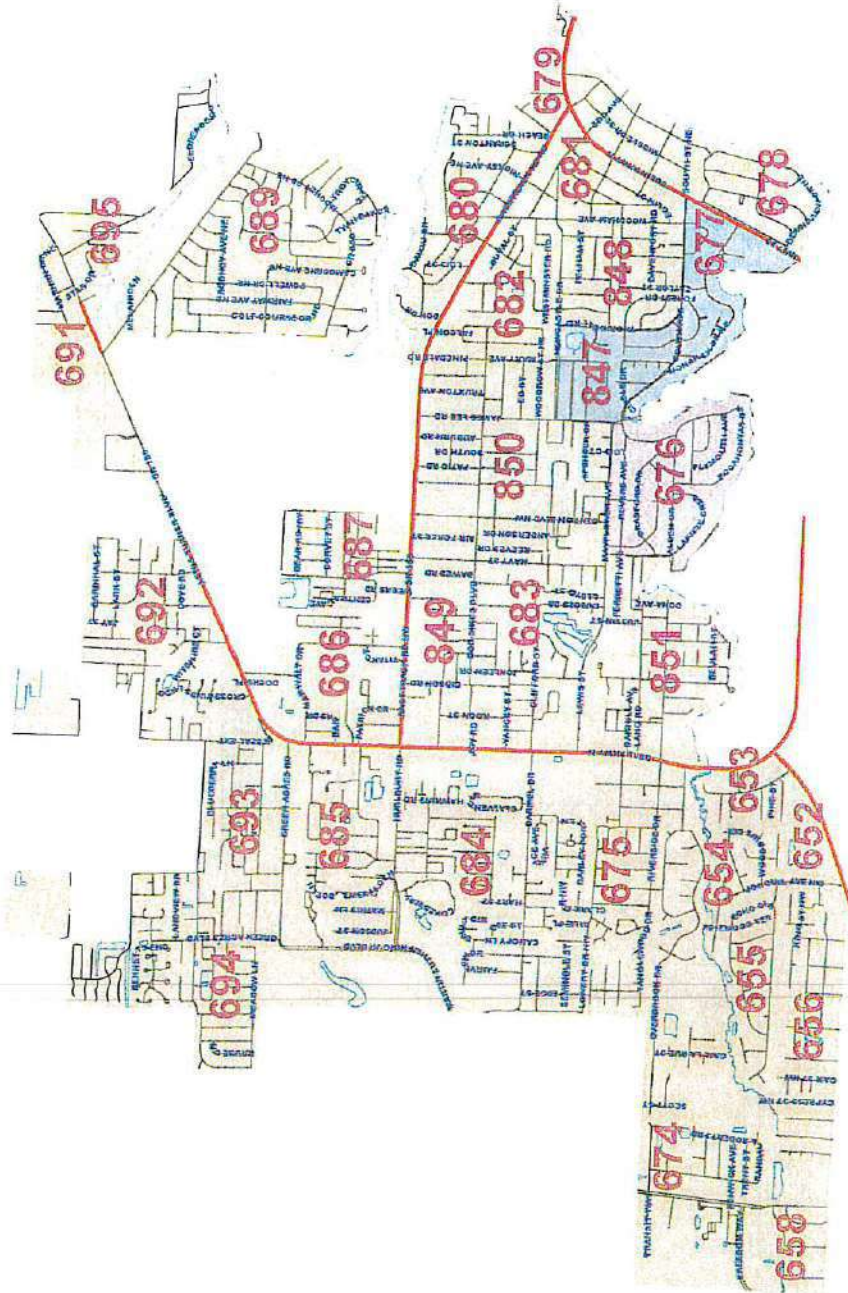
LEGEND

Traffic Analysis Zones



APPROPRIATION
Budgetary Control Unit Report
ADDITIONAL INFO: WFO 1946
PUBLIC RECORDS
This file was created by Okaloosa County GIS
in Chapter 11E, Florida Statutes
DUELAKER
Okaloosa County Survey Inventory Assistant
Under contract, review or report.

Okaloosa County
Growth Management



A. GENERAL DEMOGRAPHICS

A. POPULATION DATA

Population projections were obtained from the Bureau of Economic & Business Research (BEBR) Projections of Florida Population by County (Okaloosa), 2025-2050. The 2020 population is from the U.S. Census Bureau. Population estimates and 10-year projections for the overall Okaloosa County area and for planning area 32547 (15.57% of total) are as follows.

Okaloosa (Total)	2020	2023	2025	2030	2035
Medium	211,668	219,260	224,900	236,500	245,200
PA 32547 (15.57%)	32,959	34,139	35,016	36,823	38,178

B. HOUSING DATA (# of new residential construction units)

1. Dwelling Units (32547)			
Year	2019	2023	% of Change 2019-2023
	69	56	-18.84%

C. GENERAL DESCRIPTION

Planning Area 32547 is located on the eastern end of south Okaloosa County including the unincorporated communities of Ocean City and Wright. It is densely populated and contains typical urban services such as retail sales and services, restaurants, shops, grocery supermarkets, etc. The planning area is well established with a defined land use pattern and very little vacant land for future new development. Per the US Census (2022), average household size is 2.3 persons with an estimated median household income of \$61,820 and estimated median house value of \$272,400.

D. DATA ANALYSIS

These figures indicate the Okaloosa County total population was 211,668 in 2020 and is estimated to be 219,260, an increase of 7,592 people. Planning Area 32547 represents 12.57% of the County's total population. These figures indicated a projected population increase in Planning Area 32547 of 877 persons from 2023-2025 (2.56%), 1,807 persons from 2025-2030 (5.16%), and 1,355 persons from 2030-2035 (3.68%).

A. GENERAL DEMOGRAPHICS (CONTINUED)

b. Median House Value (2010): \$185,725
c. Estimate of House Values (2010):
Less than \$10,000: 3,012
\$10,000 to \$14,999: 331
\$15,000 to \$19,999: 766
\$20,000 to \$24,999: 714
\$25,000 to \$34,999: 608
\$35,000 to \$39,999: 0
\$40,000 to \$49,999: 806
\$50,000 to \$59,999: 2565
\$60,000 to \$69,999: 863
\$70,000 to \$79,999: 775
\$80,000 to \$89,999: 1075
\$90,000 to \$99,999: 1358
\$100,000 to \$124,999: 2635
\$125,000 to \$149,999: 760
\$150,000 to \$174,999: 3650
\$200,000 to \$249,999: 959
\$250,000 to \$299,999: 527
d. Housing Units in Structures:
One, detached: 7207
One, attached: 1094
Two: 185
3 or 4: 916
5 to 9: 937
10 to 19: 571
20 to 49: 859
50 or more: 490
Mobile homes: 1378
Boats, RV's, vans, etc.: 2213
e. Number of Houses and Condos
Owner-occupied: 13,402
Renter-occupied: 5,393

3. Household Data

a. Average Household Size: 2.3 persons
b. Number of Households: 27,969
c. Size of Family Households: 3,520 2-persons, 1,435 3-persons, 907 4-persons, 432 5-persons, 273 6-persons, 264 7 or more persons.
d. Size of Non-Family Households: 3,630 1-person, 2,361 2-persons, 889 3-persons, 1,273 4-persons

4. Income Data

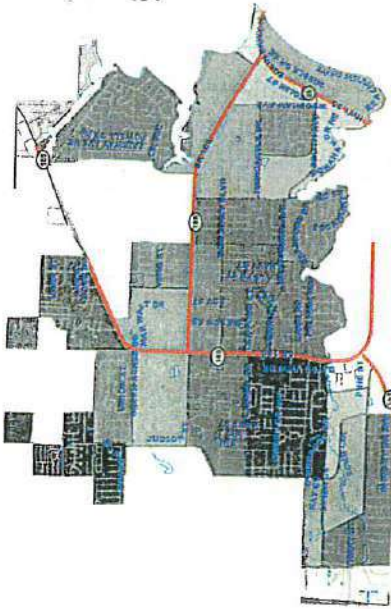
a. Average Adjusted Gross Income (2004): \$35,794
b. Estimated Median Household Income (2010): \$18,279
c. Residents Below Poverty Level (2010): 14.1%
d. Residents Below 50% of Poverty Level (2010): 10.2%

LEGEND

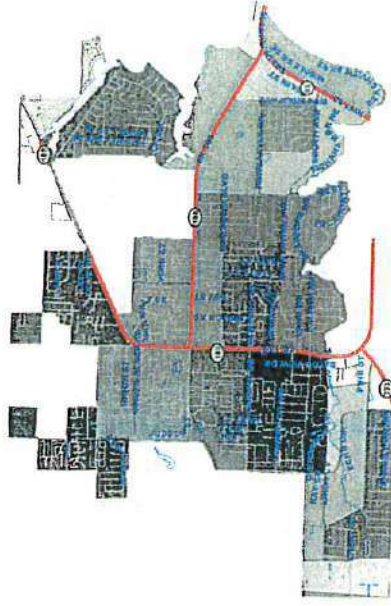
Population Density

- 0 to 150 persons
- 151 to 300 persons
- 301 to 500 persons
- 501 to 750 persons
- 751 to 1000 persons
- 1001 to 1500 persons
- 1501 to 2000 persons
- 2001 to 2500 persons
- 2501 to 3000 persons
- 3001 to 4000 persons

2015



2045



MAP PROJECTION
Lambert Conformal Conic Projection
NAD 83
GCS: NAD83
Datum: North American Datum of 1983
Spheroid: GRS80
Datum: North American Datum of 1983
Units: Meter
Scale: 1:25000

PUBLIC RECORD
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Department and is a public record under
Chapter 119, Florida Statutes.

DISCLAIMER
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these maps, statistics or figures.



**OKALOOSA COUNTY
PLANNING PROFILE**

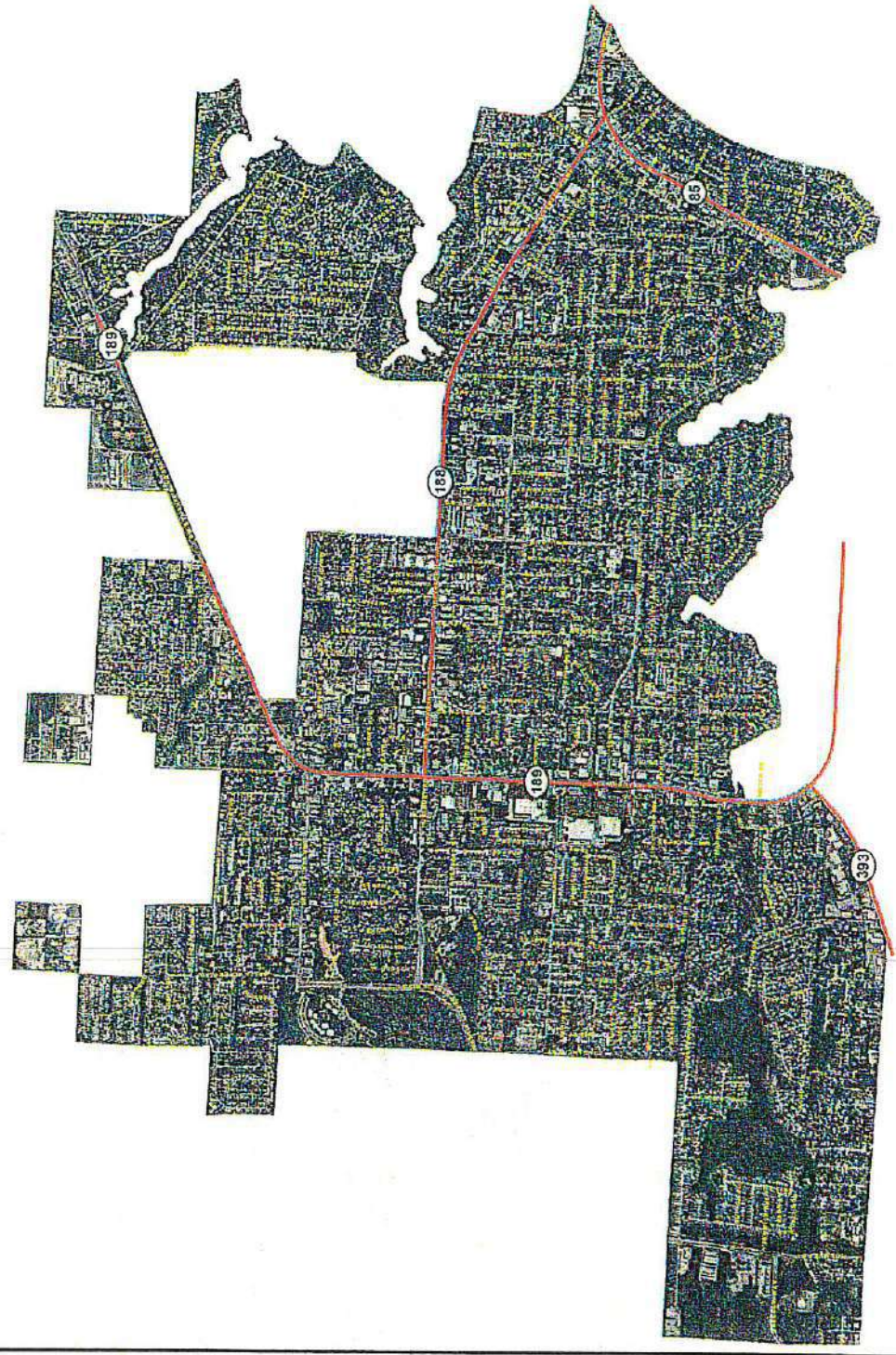
PLANNING AREA 32547

AERIAL PHOTO
Source: Okaloosa County GIS
Photo Date Feb 2022

**MAP NO.
2A**

LEGEND

-  STATE HIGHWAY SYSTEM
-  COUNTY ROAD SYSTEM



MAP PROVIDED BY:
LINDSEY CHRISTENSEN, COUNTY PLANNING DIRECTOR
OKALOOSA COUNTY GIS
2022 FEBRUARY 15, 2022

PLANNING PROFILE:
THIS MAP WAS PREPARED BY OKALOOSA COUNTY GIS
AS PART OF THE PLANNING PROFILE
DISCLAIMER:
OKALOOSA COUNTY EXPRESSLY DISCLAIMS
ANY AND ALL WARRANTIES, REPRESENTATIONS,
OR CONDITIONS, WHETHER EXPRESS OR IMPLIED,
IN CONNECTION WITH THIS MAP.

Okaloosa County
Growth Management

B. EXISTING LAND USE

1. Existing Land Use Map

Existing land use was determined by using Department of Revenue Property Use Codes as used by the Okaloosa County Property Appraiser for property tax purposes. Each land use was identified and mapped using the County's Geographic Information System. Property Use Codes (PUC) for each existing land use listed are as follows. A complete list of the PUC is provided as Attachment A.

1. Residential: 000100 - 000900
2. Commercial: 001000 - 003901
3. Industrial: 004000 - 004817
4. Agriculture: 005000 - 006900
5. Institutional: 007000 - 007900
6. Public: 008000 - 008900

The existing land use based on the preceding codes is shown on Map 3. Approximate acreage of each land use shown is described in Table 1.

Land Use	Acreage
Residential	7355
Commercial	1155
Industrial	42
Agriculture	0
Institutional	3
Public	112
Other	497

Source: Okaloosa County Property Appraiser, Okaloosa County GIS

2. Future Land Use Map

Acreage figures for the future land use categories within the planning area are shown on Table 2. Comparison between the FLUM and the Official Zoning Map is shown on Maps 4 and 4A.

Land Use	Acreage
Mixed Use - 1	269
Mixed Use - 2	1243
Mixed Use	307
Medium Density Residential	17
Commercial	221
Industrial	24

Source: Okaloosa County GIS

The acreage totals provided for existing land uses and for future land uses are not derived from the same source and therefore, will not be the same acreage totals. The purpose of Table 1 and Table 2 is to show comparison of the difference between what land uses actually exist today and what the land use may look like in the future.

OKALOOSA COUNTY PLANNING PROFILE

PLANNING AREA 32547

EXISTING LAND USE

Source: Okaloosa County Geographic Information System &
Okaloosa County Property Appraiser

MAP NO.

3

LEGEND

EXISTING LAND USE

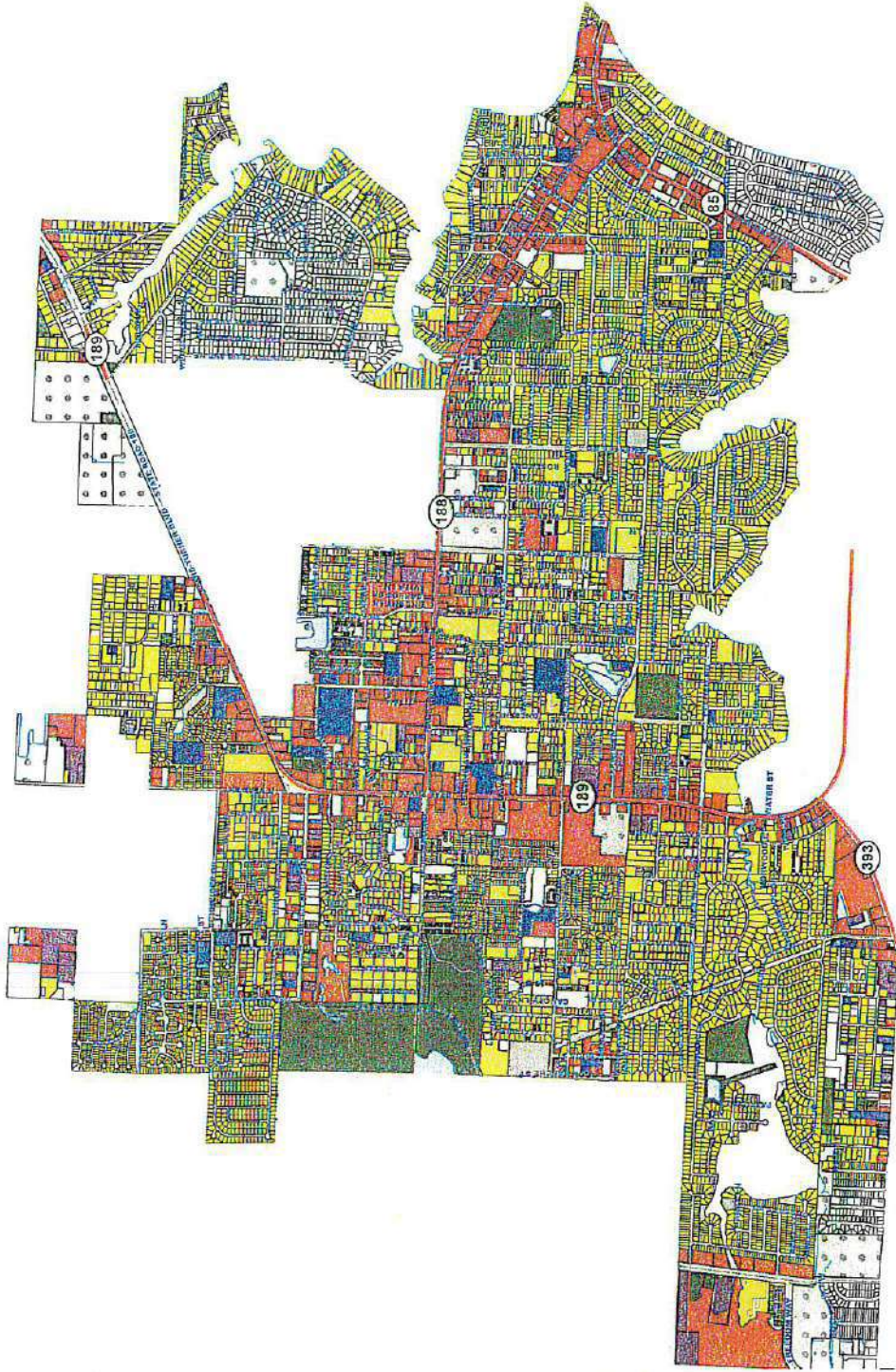
Land Use	Property Use Code
Residential:	000100 - 000900
Commercial:	001000 - 003901
Industrial:	004000 - 004817
Agriculture:	005000 - 006900
Institutional:	007000 - 007900
Public:	008000 - 008900
Other:	009100 - 009960

Land Use	Acres
Residential:	3,797
Commercial:	651
Industrial:	112
Agriculture:	0
Institutional:	116.5
Public:	448
Other:	113












MAP PREPARATION:
Map prepared by the
Strategic Planning Department
(APR 1993) using GIS
SOFTWARE: ArcView 3.2a
THE PUBLIC RECORDS:
Area is the public domain
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Growth Management



LEGEND

FUTURE LAND USE

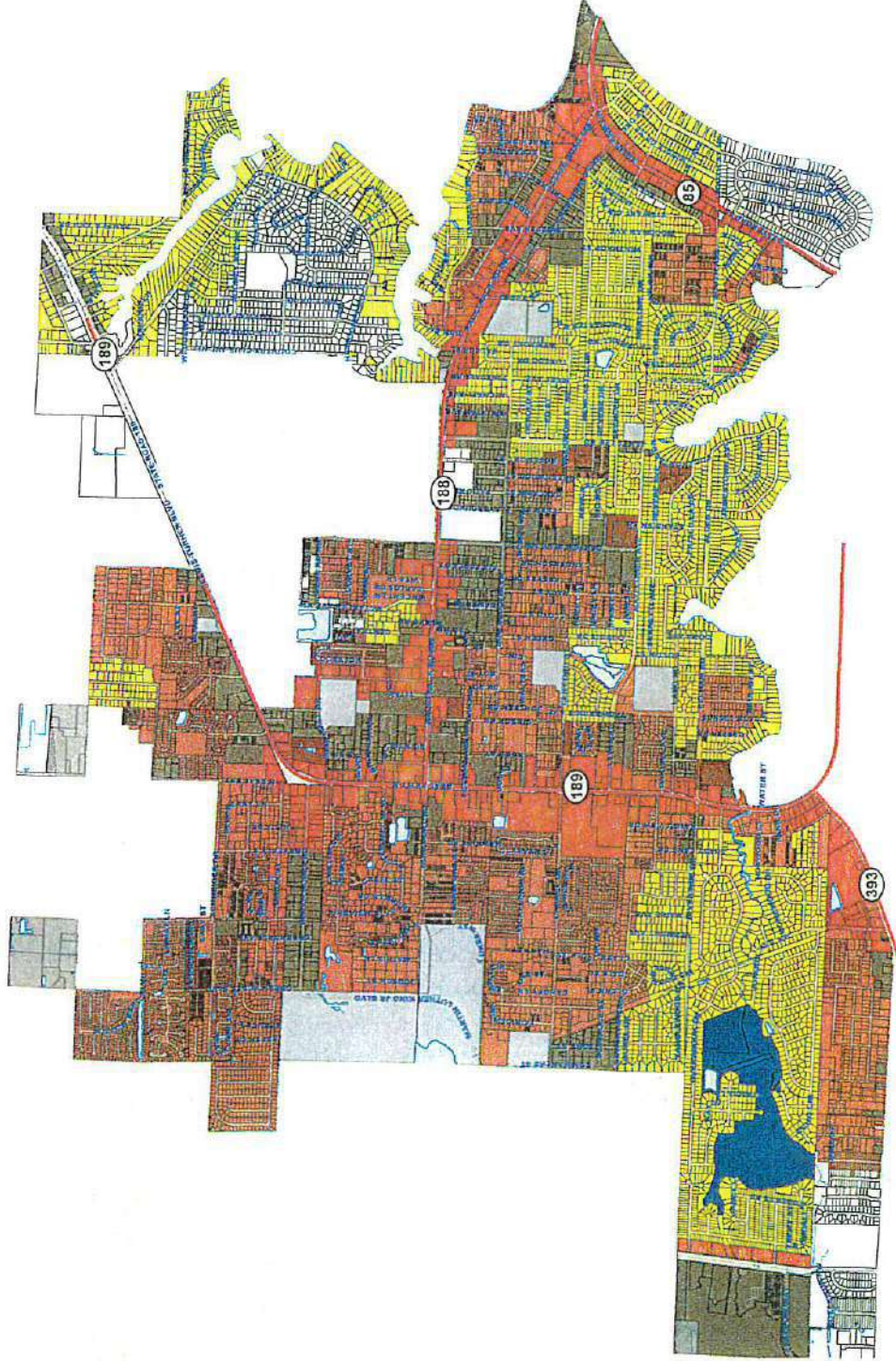
-  COMMERCIAL
-  CITY
-  INDUSTRIAL
-  INSTITUTIONAL
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  MIXED USE
-  RECREATIONAL
-  SUBURBAN RESIDENTIAL



MAP PRODUCTION:
Land Use Information
Shaded: Florida (1980)
Map: 1980, 1981, 1982
THE PUBLIC RECORDS
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UNIVERSITY

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Growth Management

Okaloosa County
Growth Management



OKALOOSA COUNTY PLANNING PROFILE

PLANNING AREA 32547

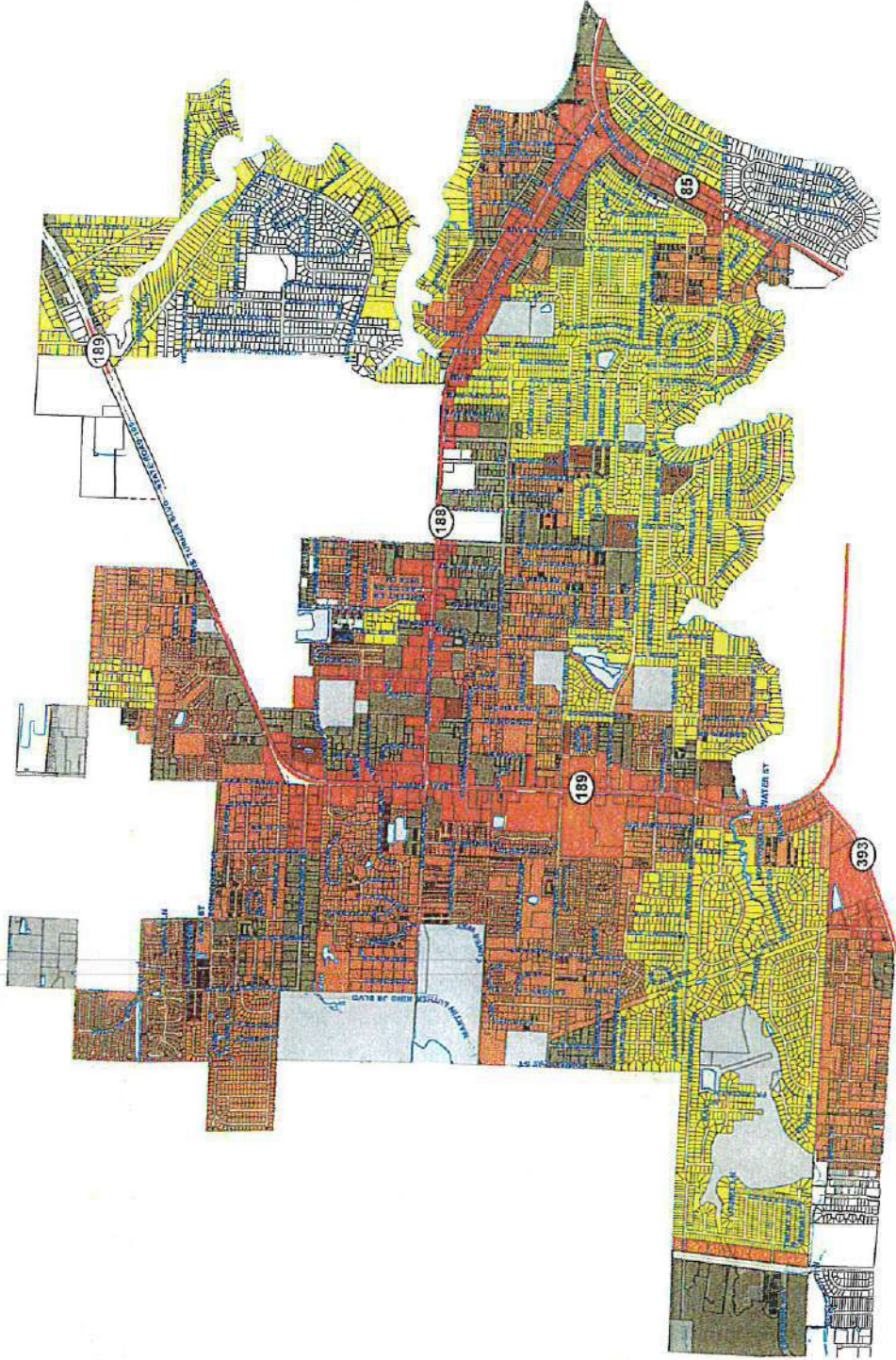
ZONING MAP

MAP NO.
4A

Source: Okaloosa County Geographic Information System

LEGEND

- ZONING**
- GENERAL COMMERCIAL
 - CITY
 - INDUSTRIAL
 - INSTITUTIONAL
 - MOBILE HOME PARK
 - MIXED USE
 - RESIDENTIAL - 1
 - RESIDENTIAL - 2
 - RESIDENTIAL - 3
 - SUBURBAN RESIDENTIAL



MAP PREPARED BY:
Landscape Architecture
Shirley Ann (SAS) 08/02
AND (TSJ) 08/02, 08/03, 08/04
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Okaloosa County
Growth Management

C. LAND CHARACTERISTICS

1. Vacant Land

The term "vacant land" means land that has not been improved or otherwise developed with structures or buildings. Vacant land within the planning area is shown on Map 5. The areas shown include lands listed on the Property Use Code as 000000 - 000060 (vacant) and 009900 (no-ag acreage).

2. Subdivided Lands

The term "subdivided lands" means properties that have been subdivided from a larger parcel or tract of land by the landowner for purposes of conveyance to another owner when such subdivided property is then subject to a separate and distinct legal description. These do not include original government lots, "lot splits", or minor divisions of land.

a. Recorded Plats

A recorded plat shows subdivided lands represented as a plat and recorded in the Official Records of Okaloosa County. There are numerous recorded subdivisions within the planning area most of which are 80% or more built-out.

b. Unrecorded Subdivisions

An unrecorded subdivision is the subdivision of land into smaller lots or parcels which has not been recorded in the Official Records of Okaloosa County. There are no unrecorded subdivisions within the planning area.

3. Conservation Lands

Conservation lands within the planning area are shown on Map 10.

**OKALOOSA COUNTY
PLANNING PROFILE**



PLANNING AREA 32547

LAND CHARACTERISTICS
Source: Okaloosa County Geographic Information System &
Okaloosa County Property Appraiser

**MAP NO.
5**

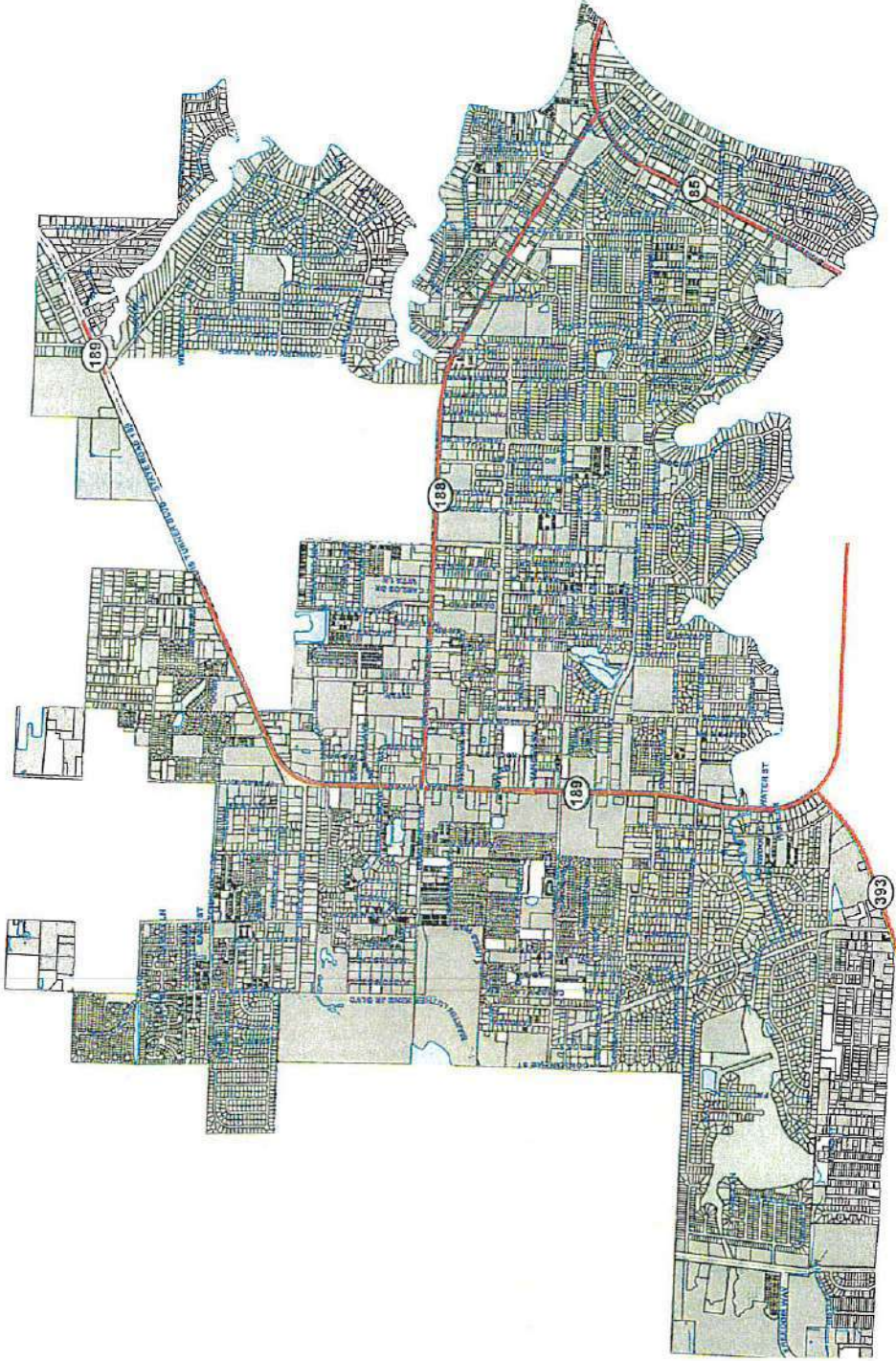
LEGEND

VACANT LANDS (Undeveloped)

-  Vacant (PUC 000000 - 000080)
-  No AG Acreage (PUC 009900)

CONSERVATION LANDS

-  Wetlands



MAP PROJECTION:
Lambert Conformal Conic Projection
Standard Meridian: 87° 00' 00" W
False Easting: 1500000
False Northing: 1000000
Scale: 1" = 1000'

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Okaloosa County
Growth Management

D. TRANSPORTATION

Transportation facilities in the planning area are limited to state, county, and local roads and highways. As specified by statute roads and highways within the County as classified as "State Highway System" (s. 335.01, F.S.) or "County Road System" (s. 334.03, F.S.). State and county roadways are shown on Map 6.

1. State Highway System

State highways within the planning area include State Road 188 (Race-track Road), State Road 189 (Lewis Turner Blvd) and a portion of State Road 85 (Eglin Parkway). General characteristics of these roadways were taken from the Florida Department of Transportation (FDOT) Traffic Count Dashboard and the Okaloosa-Walton TPO 2045 Long Range Transportation Plan Update (2045 LRTPU), 2023 as follows. Operation and maintenance responsibility for the SHS lies with the FDOT.

a. State Road 188 (Race-track Road)

Segment: Beal Pkwy to SR 85
 No. of lanes: 4
 Functional Class: Urban Collector
 Facility Type: Divided
 LOS Area: Urbanized
 FDOT LOS: D
 County LOS: E

FDOT Station 5091: 950 ft east of SR 189 (Beal Pkwy)

2006 AADT: 35,000 LOS: F
 2012 AADT: 27,000 LOS: C
 LOS Area: Urbanized
 No. of lanes: 4

FDOT Station 5110: 625 ft E of Skipper Ave

2006 AADT: 34,000 LOS: C
 2012 AADT: 27,500 LOS: C
 LOS Area: Urbanized
 No. of lanes: 4

FDOT Station 5125: 1025 ft E of Denton Blvd

2006 AADT: 31,500 LOS: C
 2012 AADT: 27,500 LOS: C
 LOS Area: Urbanized
 No. of lanes: 4

Planned Improvements 2045 LRTPU: Corridor Management

b. State Road 188

Lewis Turner Boulevard

Segment: Mooney Rd to Beal Pkwy
 No. of lanes: 4
 Functional Class: Minor Arterial
 Facility Type: Divided
 LOS Area: Urbanized
 FDOT LOS: D
 County LOS: E

FDOT Station 0250: 1.6 MI N of SR-188/US-90, Okaloosa County

2006 AADT: 32,894 LOS: C
 2012 AADT: 27,500 LOS: C
 LOS Area: Urbanized
 No. of lanes: 4

Beal Parkway

FDOT Station 5060: 200 ft north of SR 188 (Race-track Rd)

2006 AADT: 45,500 LOS: F
 2012 AADT: 34,000 LOS: C
 LOS Area: Urbanized
 No. of lanes: 4

FDOT Station 5123: 500 ft south of SR 188 (Race-track Rd)

2006 AADT: 43,500 LOS: F
 2012 AADT: NO COUNT
 LOS Area: Urbanized
 No. of lanes: 4

FDOT Station 5085: 200 ft N of Five Mile Bayou

2006 AADT: 57,500 LOS: C
 2012 AADT: 49,500 LOS: C
 LOS Area: Urbanized
 No. of lanes: 4

Planned Improvements: Corridor Management

c. State Road 85 (Eglin Parkway)

Segment: Garnier Bayou Bridge to Woodham Av

No. of lanes: 6
 Functional Class: Principal Arterial
 Facility Type: Divided
 LOS Area: Urbanized
 FDOT LOS: D
 County LOS: Constrained Facility

OKALOOSA COUNTY PLANNING PROFILE

PLANNING AREA 32547

FORT WALTON BEACH

FDOT Station 1707: South end of Garnier Bayou Bridge
 2006 AADT: 49,000 LOS: C
 2030 AADT: 34,190 LOS: B
 LOS Area: Urbanized
 No. of lanes: 6

2009 AADT: 36,500 LOS: C

FDOT Station 5108: 300 ft south of Katherine St
 2006 AADT: 52,000 LOS: C
 2030 AADT: 30,260 LOS: C
 LOS Area: Urbanized
 No. of lanes: 8

2009 AADT: 42,000 LOS: C

Planned Improvements 2030 LRTPU: None

2. County Road System

The County Road System within the planning area is comprised of "numbered" county roads, un-numbered county roads, and local streets. Operation and maintenance responsibility for the CRS lies with Okaloosa County.

a. Numbered County Roads

There are no numbered county roads within the planning area.

b. Un-Numbered County Roads

In addition to the numbered county roads there are other significant roads that provide transportation corridors within the planning area. These un-numbered roads are listed as follows.

General characteristics of un-numbered county roadways are shown in Table 3.

TABLE 3
UN-NUMBERED COUNTY ROADS

Name	Segment	Func. Class.	Area	Type	Lanes	2007 AADT	2009 AADT	2012 AADT	Adopted LOS
Mooney Road	Race-track Rd to Lewis Turner Blvd	*	**	***	2				E
County Station 80 300 ft N of Race-track Rd						9103	7593	NA	
County Station 90 400 ft S of Lewis Turner Blvd						2253	2060	NA	
Green Acres Road	Beal Pkwy to MLK, Jr Blvd	*	**	***	4				E
County Station 530 265 ft W of Beverly St						21,488	18,766	NA	
Martin Luther King Jr. Blvd	Green Acres Rd to Lovejoy Rd	*	**	***	4				E
County Station 130 1500 ft S of Green Acres Rd						20,616	15,060	17,646	
County Station 140 2100 ft N of Lovejoy Rd						27,408	24,937	24,536	
Hurlbutt Road	Beal Pkwy to MLK Blvd	*	**	***	2				E
County Station 180 300 ft W of Beal Pkwy						11,571	11,449	11,545	
County Station 170 600 ft E of MLK Blvd						10,149	5068	10,108	
James Lee Road	Mayflower Av Race-track Rd	*	**	***	2	NA	NA	NA	None

* Collector ** Urbanized *** Undivided

**TABLE 3
UN-NUMBERED COUNTY ROADS (CONTINUED)**

Name	Segment	Func. Class.	Area	Type	Lanes	2007 AADT	2009 AADT	2012 AADT	Adopted LOS
Lewis St/Meyflower Av/ South Av	Eglin Pkwy to Beal Pkwy	*	**	***	2	9822	9171	8912	None
County Station 200	Lewis St 300 ft E of Beal Pkwy					9291	8654	8585	
County Station 210	Lewis St 300 ft W of Justin St					10,605	10,224	10,206	
County Station 230	Mayflower Av 300 ft east of Justin St					7784	7702	7517	
County Station 240	South Av 300 ft W of Eglin Pkwy					8932	7998	9540	

NA: Not Available
Source: Okaloosa County Public Works Department (2012)

* Collector ** Urbanized *** Undivided

c. Local Streets

Except for the collector roads listed in Table 3 the majority of the roads within the planning area are considered local streets.

E. UTILITIES

For purposes of this report "utilities" are considered to be those infrastructure services that are essential for development. These include drinking water, sanitary sewer, solid waste disposal, and electric power.

1. Drinking Water

Drinking water within the planning area is provided by the City of Fort Walton Beach and Okaloosa County Water and Sewer (OCWS). Of these, OCWS is the provider within the unincorporated county.

a. Okaloosa County Water & Sewer Garnier System

The OCWS Mid-County System service area and actual water distribution area is shown on map 7 and described in Table 4.

Design Capacity (mgd)	Permitted Capacity (mgd)	ADR	MMR	No. of Connections	Avg. Monthly Consumption (12-06 to 11-07)	Consumption per Connection (gpd)	Water Demand 2010	Water Demand 2015	Water Demand 2020
11.160	8.200	5.500	1.9E+08	25,203	3,740	148	5.38	5.53	5.82

* Includes water pumped to Garniers Service Area
ADR: Average Daily Rate; MMR: Maximum Monthly Rate; MDR: Maximum Monthly Rate
Source: Fla. Dept. of Environmental Protection; Northwest Fla. Water Management District

OKALOOSA COUNTY PLANNING PROFILE






PLANNING AREA 32547

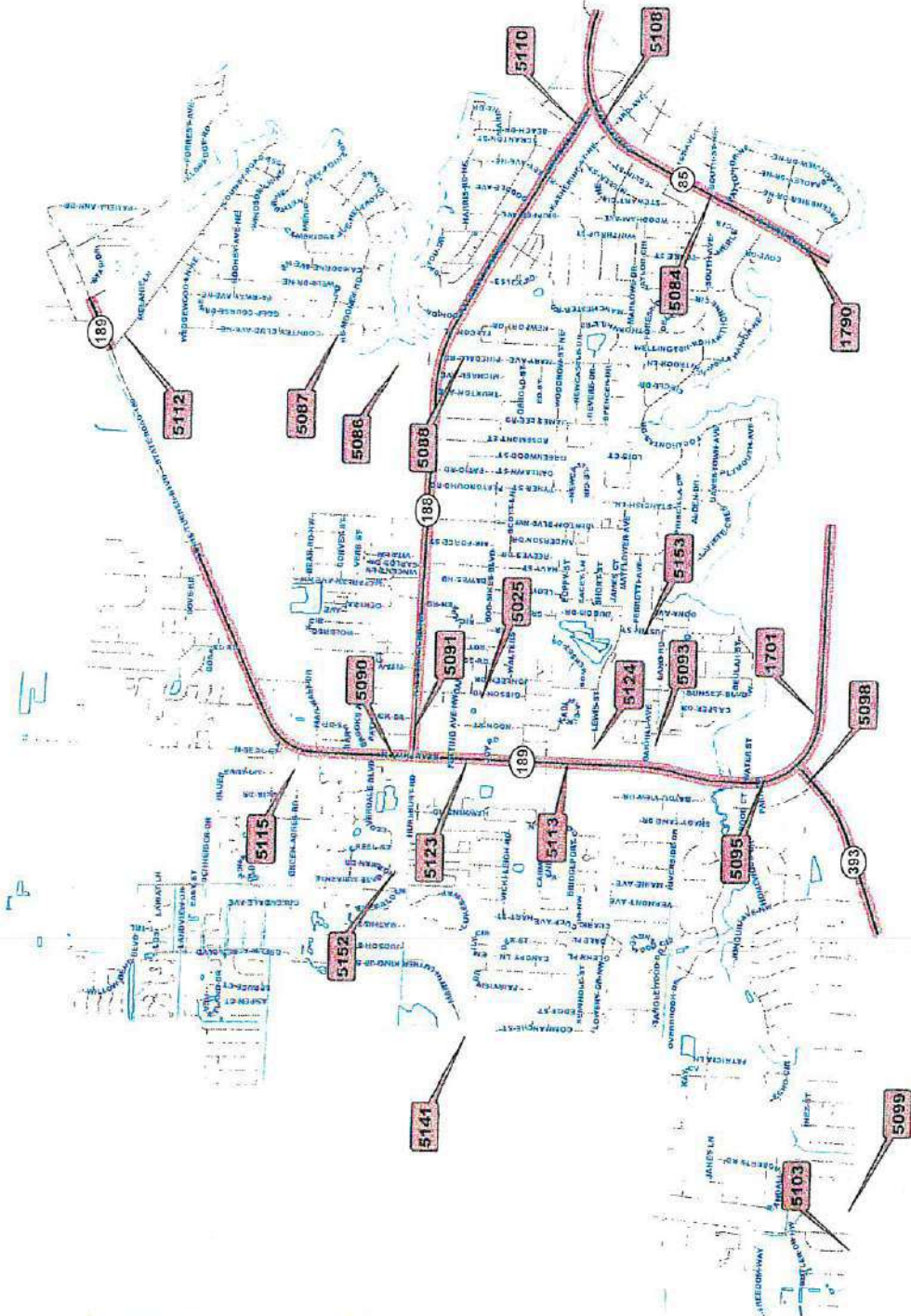
TRANSPORTATION MAP

MAP NO.
6

Source: Florida Department of Transportation

LEGEND

-  STATE HIGHWAY SYSTEM
-  COUNTY ROAD SYSTEM
-  Numbered County Roads
-  Un-Numbered Major County Roads
-  FDOT Traffic Counting Stations



MAP PRODUCTION:
Shaded Relief Data: USGS
State Plane Coordinate System
NAD 1983 UTM Zone 18Q
PROJ. CODE: 118
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Growth Management

LEGEND

OKALOOSA COUNTY WATER SYSTEM

SERVICE AREA

CITY OF FORT WALTON BEACH
WATER SYSTEM

SERVICE AREA

WATER WELL AND ELEVATED TANK

EGLIN AFB SERVICE

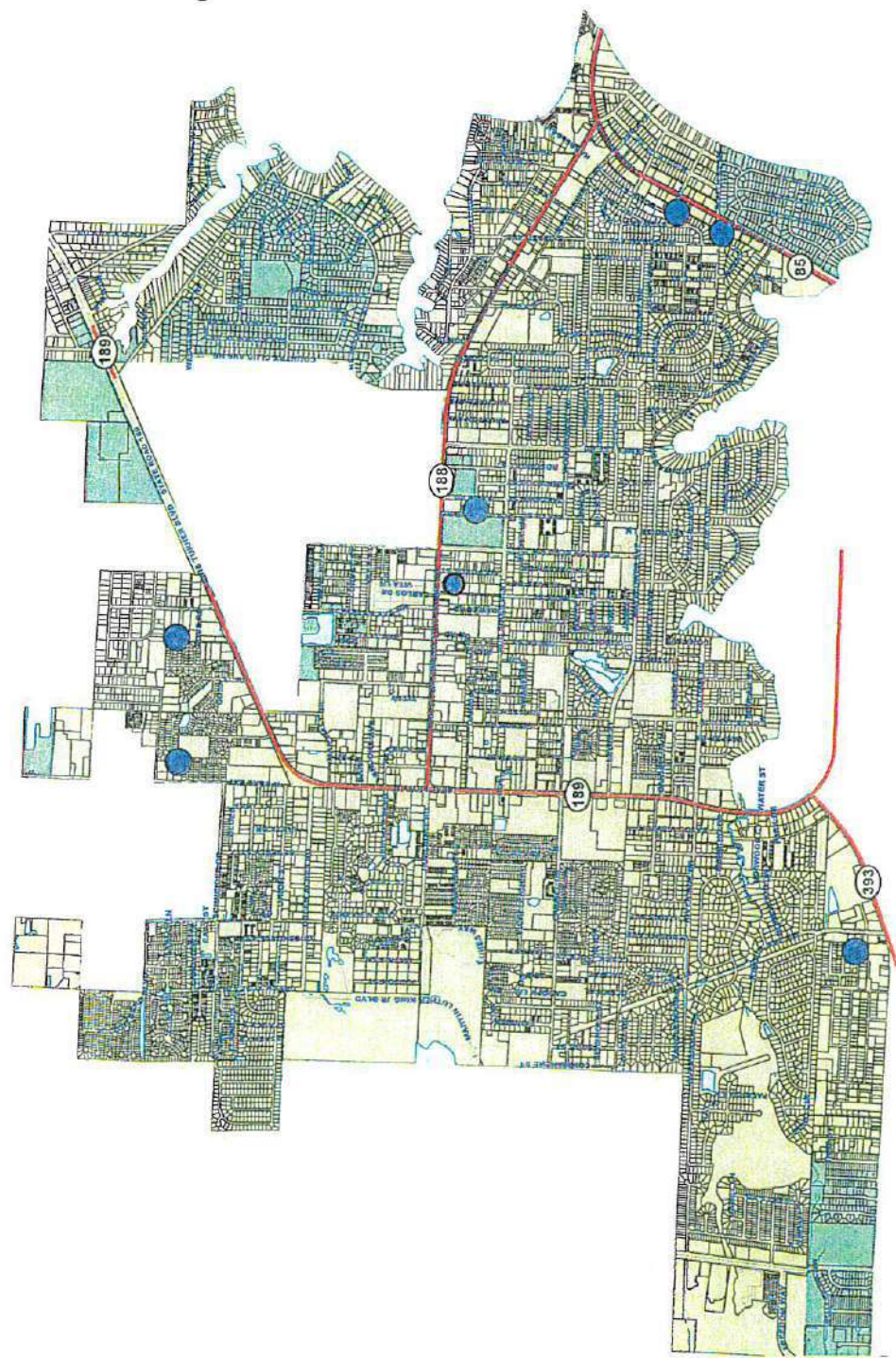


MAP PROJECTION: Projection: StatePlane Florida North FIPS 8162
Datum: NAD83
Units: Feet
Scale: 1" = 1000'

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2. Sanitary Sewer

Sanitary sewer collection and treatment in the unincorporated area is provided by the Arhennie Pritchett Water Reclamation Facility (WRPF), which also serves other service areas including the City of Fort Walton Beach and Eglin AFB. The design capacity of the facility is 15 million gallons per day. Average daily flows for the Garniers service area are shown in Table 5

**TABLE 5
GARNIERS SERVICE AREA (MGD)
AVERAGE DAILY FLOWS**

Year	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
2021	3.73	3.84	3.98	4.37	4.52	4.63	5.02	4.57	4.84	4.98	3.62	3.71
2022	3.76	4.00	4.09	4.22	4.31	4.55	4.84	4.22	4.24	3.81	3.62	3.80
2023	3.84	3.86	4.00	4.14	4.04	4.26	4.31	3.83	3.98	3.73	3.54	3.76

Source: Okaloosa County Water & Sewer

3. Solid Waste

Solid waste collection within the planning area is provided by private haulers. The County does not operate any Class I landfills anywhere in Okaloosa County.

4. Electric Power

Electric power is provided by Florida Power and Light.

F. COMMUNITY FACILITIES

Community facilities include fire stations, community centers, post offices, museums, hospitals, sheriff/EMS substations, and other similar facilities. Community facilities are shown on Map 8. These include Northwest Florida Fairgrounds, Ocean City-Wright Fire Control District Stations 1 and 3, Wright Post Office, Fort Walton Beach Medical Center Hospital, Okaloosa Walton College/University of West Florida Fort Walton Beach Campus, and Troy State University Campus.

G. PUBLIC SCHOOLS

Public schools are educational facilities under the administration of the Okaloosa County School District. Public schools within the planning area include:

Elementary Schools	Middle Schools	High Schools
Kenwood Wright	W. C. Pryor	Choctawhatchee

All of the listed schools are within the city limits of Fort Walton Beach.

Student populations and projected growth trends are shown on Table 6. The location of public schools and attendance zones are shown on Map 9.

**TABLE 6
STUDENT POPULATION GROWTH TRENDS**

Elementary School	2015	% Change	2020	% Change	2024	% Change	2025 (projection)	Max. Capacity
Kenwood Wright	806	1.82	817	-14.78	528	0.95	531	616
Middle School	864	-2.40	848	-8.33	594	-5.22	583	612
W. C. Pryor	602	21.43	731	-7.11	679	-3.09	658	978
High School								
Choctawhatchee	1,838	1.34	1,858	2.53	1,700	-2.82	1,652	2,076

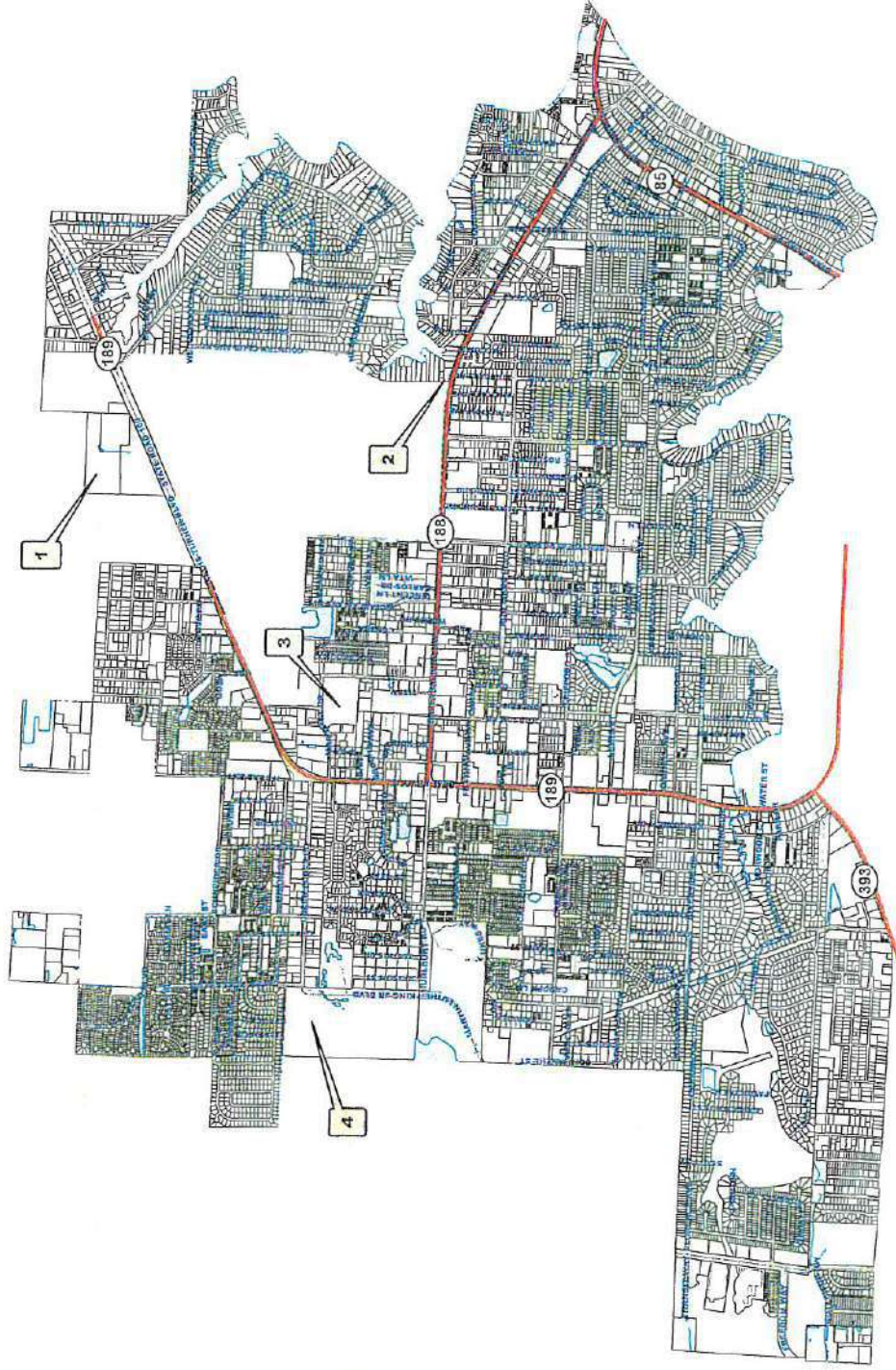
Source: Okaloosa County School District PSR Report

Source: Okaloosa County Growth Management

LEGEND

FACILITY NAME

- 1. Northwest Florida Fairgrounds
- 2. Ocean City-Wright Fire Control District Stations 1 and 3
- 3. Fort Walton Beach Medical Center Hospital
- 4. University of West Florida Northwest Florida State College and Troy State University Campus.



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Lanier Consulting Core Project/RII
MAD 1802/06, 1803/06, 1804/06
MAD 1802/06, 1803/06, 1804/06

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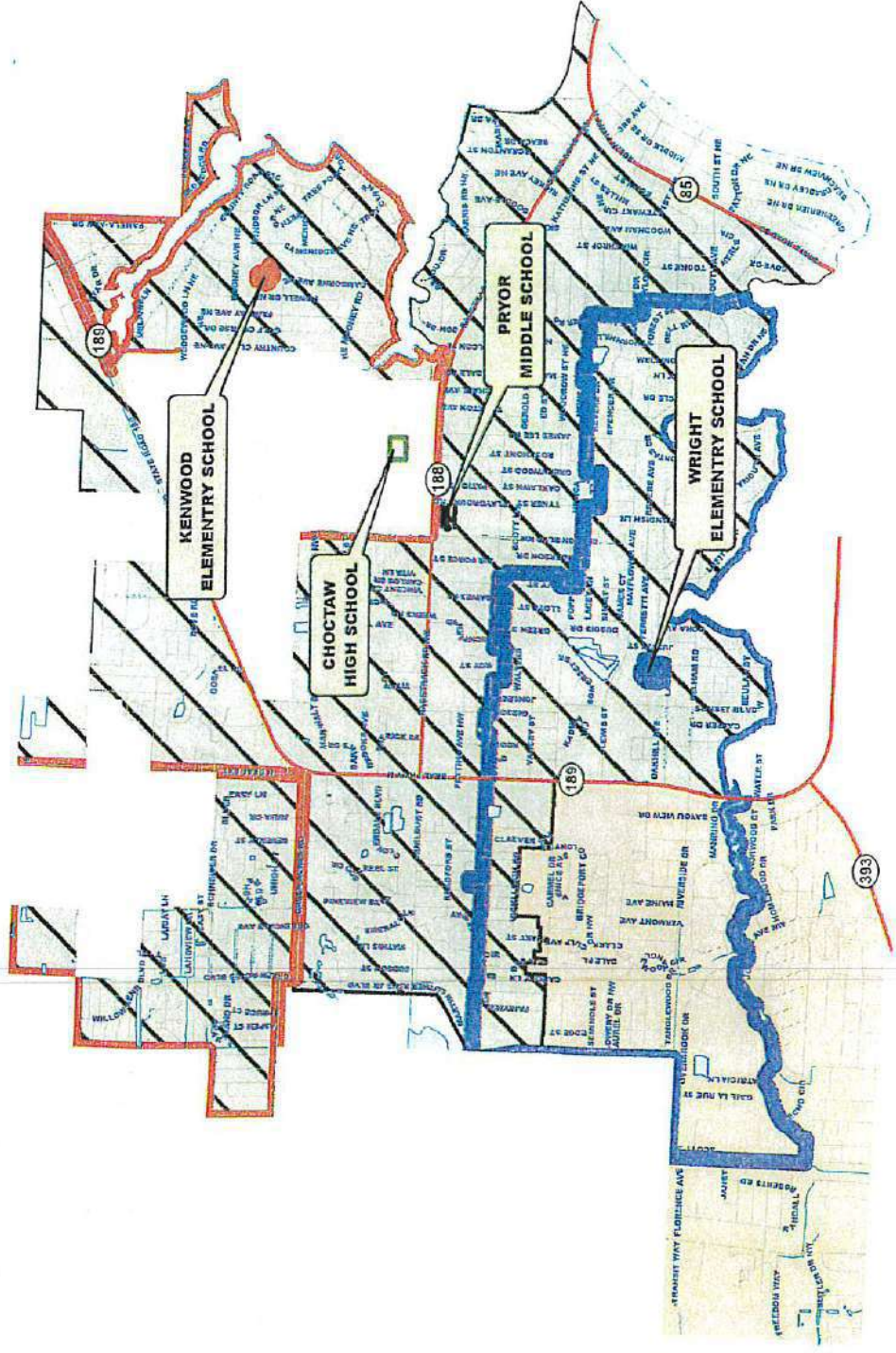
Okaloosa County
Growth Management

Source: Okaloosa County School District

LEGEND

SCHOOL NAME

-  Choctaw High School
-  Fort Walton Beach High School
-  W. C. Pryor Middle School
-  Kenwood Elementary School
-  Wright Elementary School



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 Department, Okaloosa County
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H. CONSERVATION AREAS AND RESOURCES

Conservation areas and resources identified within the planning area include the following.

1. Archeological and historic sites.
2. Public water supplies and facilities.
3. Flood zones and floodways.
4. Jurisdictional wetlands.
5. River systems.
6. Identified habitat areas of threatened or endangered species.

Each of these is described in further detail as follows.

1. Archeological and Historic Sites

There are numerous archeological and historic sites located within the planning area. These sites are listed in Attachment A. Locations of these sites are not shown on a map so as to prevent looting or vandalism.

2. Public water supplies

Public water supply for this planning area comes primarily from outside the planning area.

3. Flood zones and floodways

Flood zones and floodways are shown on Map 10.

4. Wetlands

Generalized locations of wetland areas is shown on Map 10. Actual jurisdictional wetland determinations have not been established for most of the areas shown.

5. River systems

River systems including major tributaries are shown on Map 10.

6. Habitat areas

Known habitat areas for threatened and endangered species are shown on Map 10.

I. PARKS AND RECREATION

Parks and recreation facilities within the planning area are shown on Map 11.

These include the following.

County Neighborhood Parks

1. Sylvania Heights playground

County Undeveloped Neighborhood Parks

2. Doncaster Woods
3. Berkshire Woods Park
4. Lang Road Park
5. Donalbrook Gardens

Source: Okaloosa County Parks Master Plan, 2007

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32547

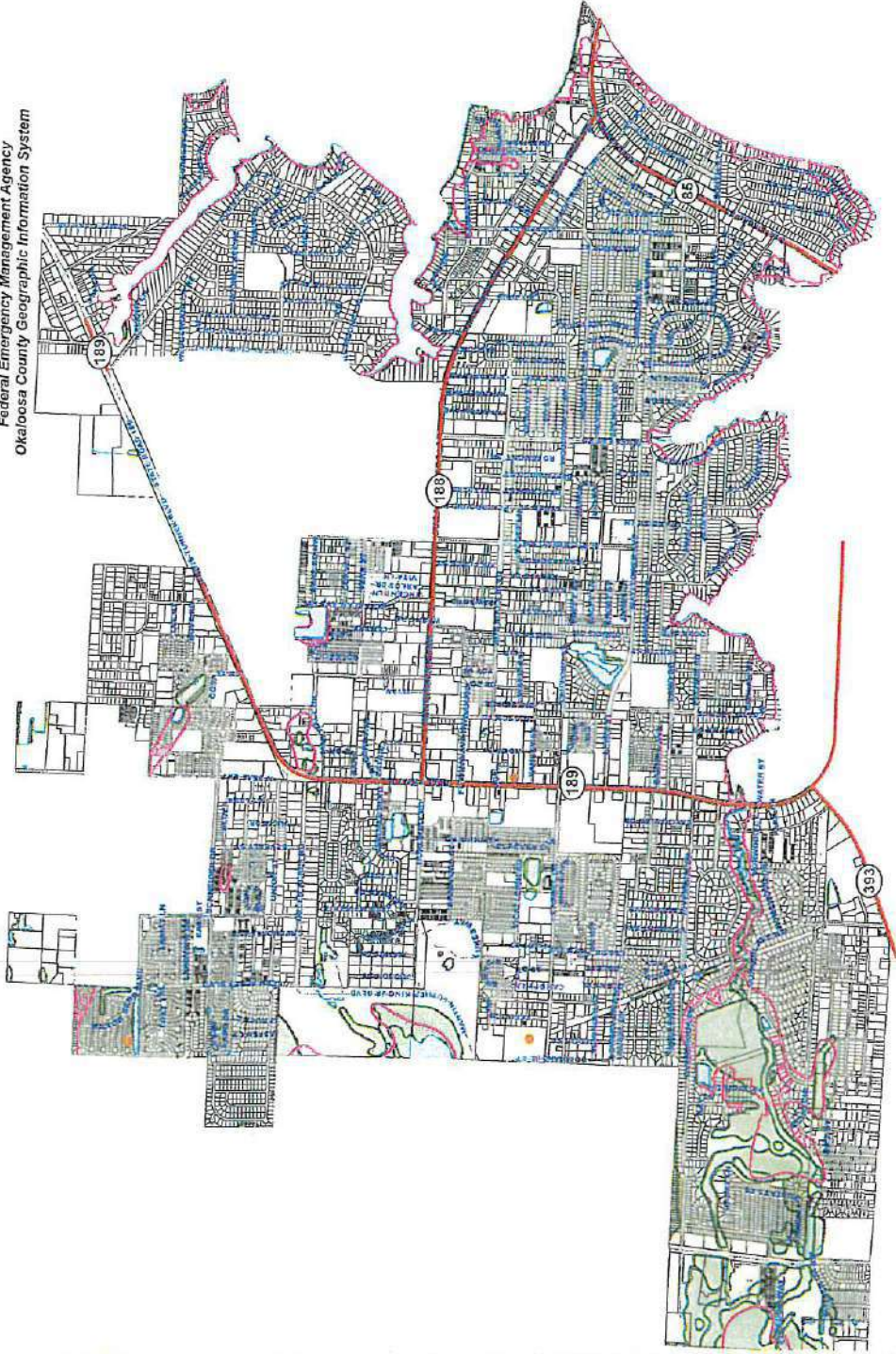
**CONSERVATION AREAS
AND RESOURCES**

**MAP NO.
10**

LEGEND

-  FLOOD ZONES
-  FLOODWAYS
-  WETLANDS
-  RIVER SYSTEMS
-  HABITAT AREAS

Sources:
Florida DEP Natural Areas Inventory
Federal Emergency Management Agency
Okaloosa County Geographic Information System



MAP PREPARED BY: Planning
Department, Okaloosa County
AND FUNDING: USFWS (900)
THIS PROJECT RECEIVED
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BUREAU OF LAND MANAGEMENT
OKALOOSA COUNTY
COUNTY ENGINEER: [Name]
FOR MORE INFORMATION, CONTACT:
[Name]

Okaloosa County
Growth Management

LEGEND

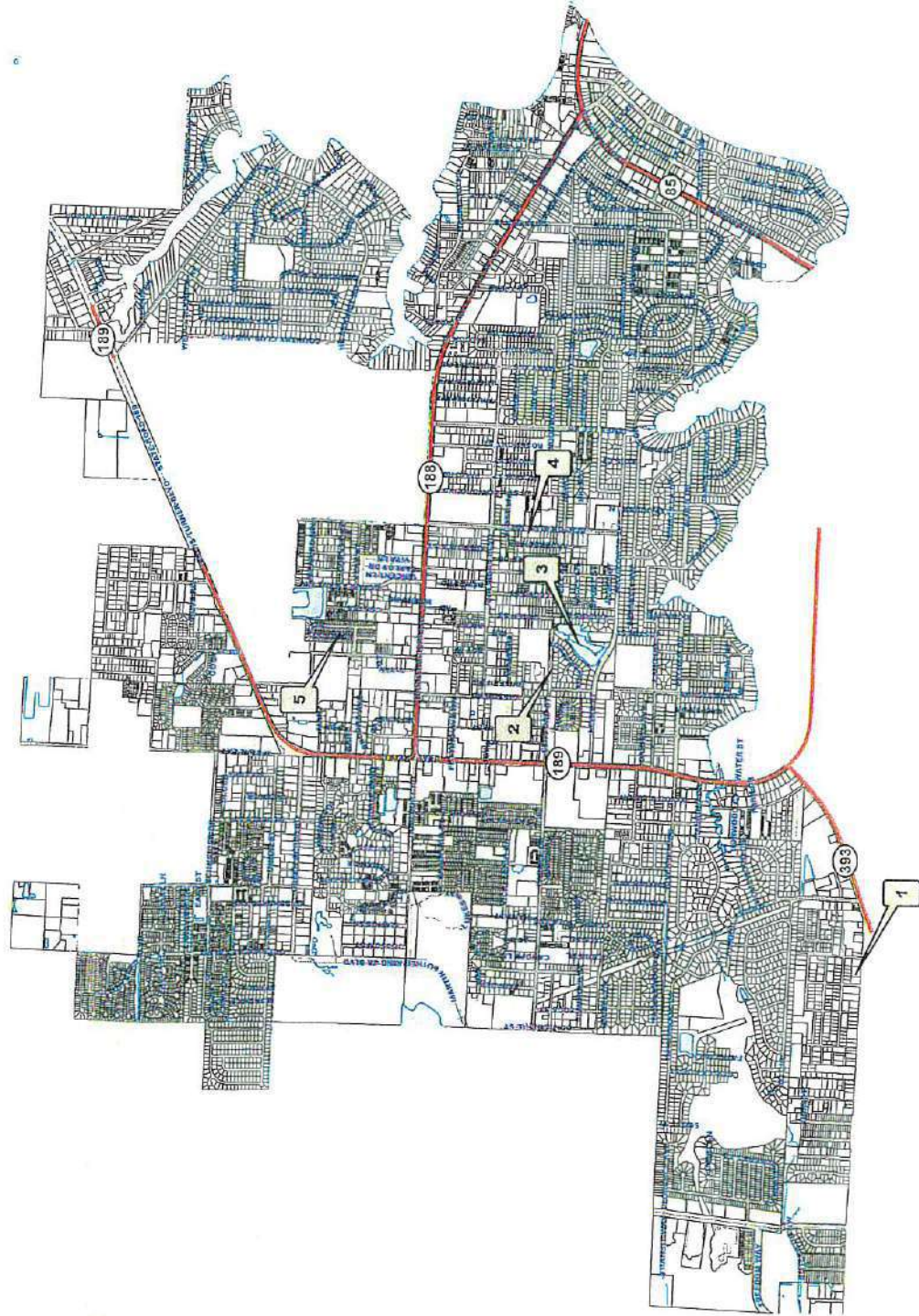
County Neighborhood Park

Park Name

- 1. Sylvania Heights playground

County Undeveloped Neighborhood Park

- 2. Doncaster Woods
- 3. Berkshire Woods Park
- 4. Lang Road Park
- 5. Donalbrook Gardens



MAP PROJECTION:
Lambert Conformal Conic Projection
NAD 1983 (GEOID), UTM 18Q
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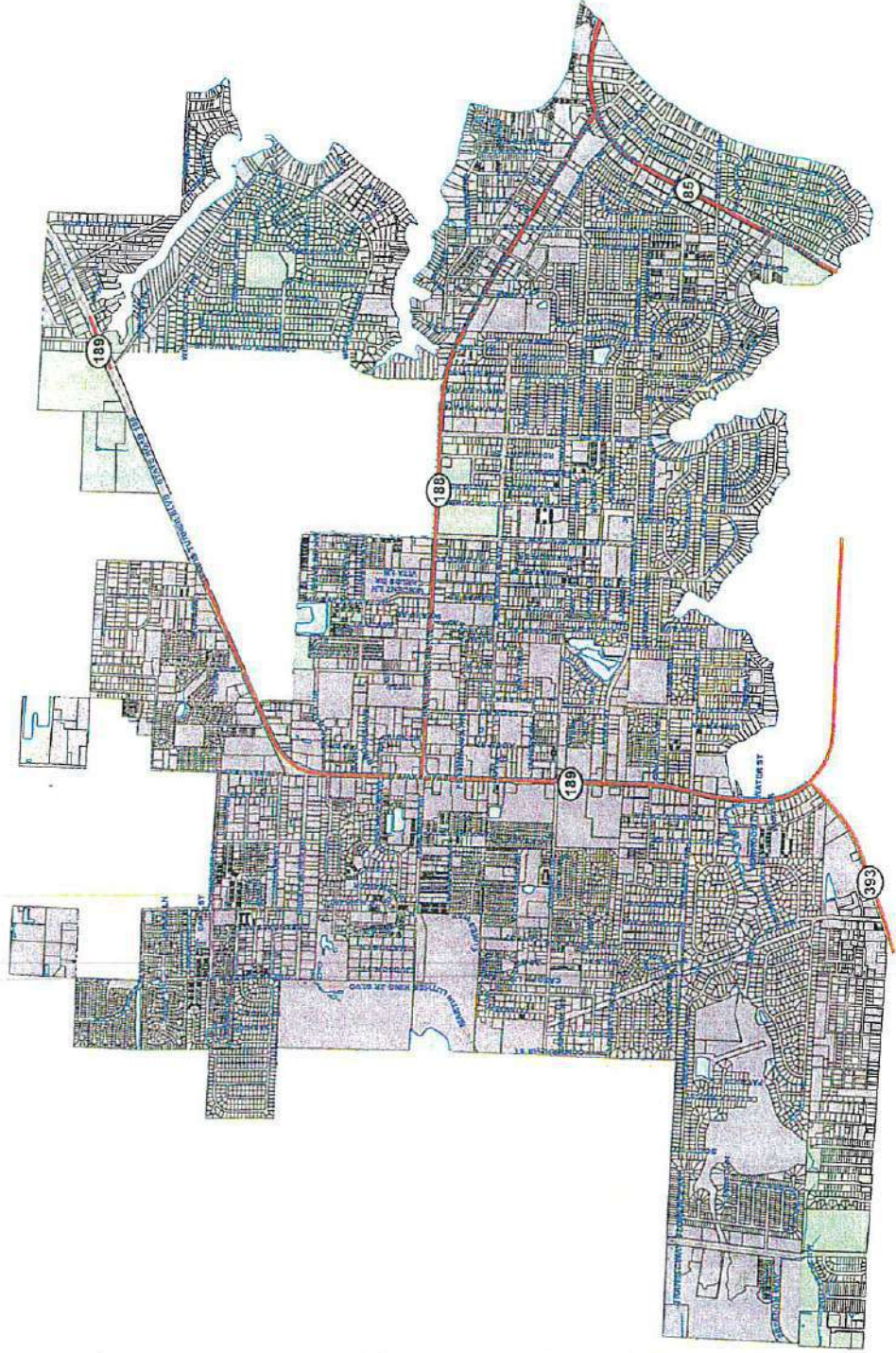
Okaloosa County
Growth Management

Source: Okaloosa County Supervisor of Elections

LEGEND

FIRE DISTRICT

- 1. Ocean City - Wright
- 2. City of Fort Walton Beach



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Okaloosa County
Growth Management

K. CAPITAL FACILITIES NEEDS ASSESSMENT

INTRODUCTION

Section 163.3177(2), Florida Statutes (3)(a) The comprehensive plan shall contain a capital improvements element designed to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth:

1. A component that outlines principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a 5-year period.
2. Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
3. Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.
4. A schedule of capital improvements which includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.

The purpose of this report is to identify those capital improvements needed to achieve and maintain level-of-service standards based upon the land use patterns created by the Comprehensive Plan Future Land Use Map (FLUM), identify funding sources needed to finance the schedule of capital improvements over a 5-year period, and provide recommendations toward maintaining sustainable public facilities and services for a 10-year period, from 2025-2035.

With the 2011 legislative changes, Florida's local governments are no longer required to submit the annual update of the Five-Year Capital Improvements Schedule to the Department for review. However, the Capital Improvements Element remains a required critical component of the local government's comprehensive plan. The schedule must be reviewed annually by the local government to reflect the timing, location and funding of capital projects to achieve and maintain adopted level of service standards for public facilities that are necessary to implement the comprehensive plan. The update to the schedule may be accomplished by ordinance and will not be considered an amendment to the comprehensive plan. The following provides guidance for local governments as they review and update the Capital Improvements Element.

SUMMARY OF LEGISLATIVE CHANGES (2011)

The revisions to Chapter 163, Florida Statutes, removed the requirement that the annual update to the Five-Year Schedule of Capital Improvements (schedule) be adopted and transmitted as a comprehensive plan amendment to the state land planning agency (now the Department of Commerce) for review by December 1 of every year.

The requirement for the adoption of the Capital Improvements Element as one component of the local comprehensive plan remains unchanged [163.3177(3) (a), Florida Statutes]. Pursuant to Section 163.3177(3) (b), Florida Statutes, local governments are still required to undertake an annual review of the Capital Improvements Element to update the Five-Year Capital Improvement Schedule.

The annual update to the schedule may now be accomplished by ordinance and not as an amendment to the comprehensive plan. [163.3177(3) (b), Florida Statutes]. The update to the Capital Improvements Element policy referencing the facility work plan adopted by the local school board may also be adopted by reference and is not subject to state review. However, note that other amendments to the Capital Improvements Element outside of the 5-year schedule (such as policy changes, level of service standard changes, etc.) are still subject to the regular expedited amendment review processes.

The requirement that the schedule demonstrate financial feasibility has been removed. However, the necessary capital projects must still be listed in the schedule, projected revenue resources identified, and the project listed as "funded" or "unfunded" and assigned with a level of priority for funding. [163.3177(3) (a) 4, Florida Statutes.

Section 163.3164(7), Florida Statutes, "definitions" - establishes the definition of "capital improvement". Note that the definition states that capital improvements are to be physical assets, excluding items like operation and maintenance services and studies. There is no requirement to include these types of non-physical asset expenditures in the Schedule of Capital Improvements.

Section 163.3177(3) (a), Florida Statutes, explains the purpose and the requirements of the Capital Improvements Element: "to consider the need for and location of public facilities...to encourage the efficient use of such facilities." These provisions require that the capital improvement projects, which are necessary to ensure that adopted level of service standards for public facilities will be achieved and maintained for the five-year period, will be adopted into the Schedule of Capital Improvements.

Section 163.3180, Florida Statutes, Concurrency, establishes that sanitary sewer, solid waste, drainage and potable water are the only public facilities subject to statewide concurrency requirements. Based upon the recent statutory changes, application of concurrency requirements are now optional for parks and recreation, public schools and transportation.

METHODOLOGY

Planning Districts and Areas

In order to determine capital improvements needs, the county was divided into planning districts and planning areas. The planning districts are the North Okaloosa District for the area north of Eglin Reservation and the South Okaloosa District for the area south of Eglin Reservation. The planning districts were subdivided into planning areas using U.S. Postal Service zip codes as the basis for creating each Planning Area Capital Improvements needs assessments were then developed for each planning area. To the extent possible, data within city limits were excluded from the planning areas so as to provide a more accurate representation of the unincorporated county.

Needs Assessment

Capital improvements needs assessments were based upon achieving and maintaining adopted level-of-service (LOS) standards. Identification of needed capital improvements for each planning area was determined using the following parameters: 1) capital projects already included in the 5-year schedule of capital improvements; 2) anticipated population growth based on population projections; 3) development potential based on availability of developable land; 4) development potential based upon the land use pattern shown on the FLUM, and; 5) physical, environmental, or other constraints to development. Each of these parameters was then applied to public facilities for which LOS standards have been adopted within the various planning areas.

The general theory is that growth and development will be dictated by the types and distribution of the various land use categories shown on the FLUM. These FLUM land use categories will then dictate the type, extent, location, and density of growth that can reasonably be expected during a particular planning timeframe.

For example, within a Low Density Residential (LDR) FLUM category a maximum residential density of 5 dwelling units per acre is allowed. By applying persons per household estimates to the maximum dwelling units allowed in the LDR category the population density of a particular area can be estimated. Once the number of persons in a particular area has been determined that number can be used to determine the need for public facilities such as average daily water/sewer per household, vehicles trips per household, parks and recreation facilities, etc. This needs estimate is then compared to the adopted LOS standards to identify capital improvement needs.

General Description

Planning Area 32547 is located on the eastern end of south Okaloosa County including the unincorporated communities of Ocean City and Wright. It is densely populated and contains typical urban services such as retail sales and services, restaurants, shops, grocery supermarkets, etc. The planning area is well established with a defined land use pattern and very little vacant land for future new development. Per the US Census (2022), average household size is 2.3 persons with an estimated median household income of \$61,820 and estimated median house value of \$272,400.

Needs Assessment Parameters

1. Anticipated Population Growth.

Population projections were obtained from the Bureau of Economic & Business Research (BEBR) Projections of Florida Population by County (Okaloosa), 2025-2050. The 2020 population is from the U.S. Census Bureau. Population estimates and 10-year projections for the overall Okaloosa County area and for planning area 32547 (15.57% of total) are as follows.

Okaloosa total	2020	2023	2025	2030	2035
Medium	211,668	219,260	224,900	236,500	245,200
PA 32547 (15.57%)	32,959	34,139	35,016	36,823	38,178

These figures indicate the Okaloosa County total population was 211,668 in 2020 and is estimated to be 219,260, an increase of 7,592 people. Planning Area 32547 represents 12.57% of the County's total population. These figures indicated a projected population increase in Planning Area 32547 of 877 persons from 2023-2025 (2.66%), 1,807 persons from 2025-2030 (5.16%), and 1,355 persons from 2030-2035 (3.68%).

2. Development Potential Based on Availability of Developable Land.

Based on GIS analysis of Property Appraiser's records there are 381 acres of land classified as "vacant." General developable land characteristics are shown on Maps 6 and 8.

3. Development potential based on land uses shown on the FLUM.

Development potential for each land use category based on maximum allowable dwelling units per acre is shown on Table 7. The numbers shown represent gross acres per category used to determine maximum number of units, less 30% to allow for infrastructure, environmental constraints, market conditions, etc. Potential population was determined by applying the average persons per household (2.3) to the number of dwelling units for each category.

OKALOOSA COUNTY

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

CAPITAL IMPROVEMENT PROJECTS

Table 6
Capital Improvement Projects
Five Year Schedule and Ten-Year Planning Period
 (Section 163.3177(3)(a), FS)

Table 2.13.1 is a five-year schedule is a listing of those capital improvement projects within Okaloosa County Water & Sewer (OCWS) and Public Works (OCPW) that address regulatory compliance, aging infrastructure, resiliency, and expansion. The schedule identifies the need for and location of public facilities in order to program the efficient use of projected revenue sources to fund the facilities improvements over the ten-year planning period.

OCWS OPERATING PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034
Building Physical Environment	OCWS	adm'n building remodeling	85,000	60,000	50,000	60,000	60,000	300,000

OCWS WATER PROJECTS

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034
Water - New Lines	OCWS	replace aging water mains throughout the county	700,000	800,000	550,000	550,000	800,000	4,000,000

OKALOOSA COUNTY

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCWS WATER PROJECTS										
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030 - FY2034		
Future Water Supply	OCWS	easement/land acquisition & planning for future water supply	25,000	25,000	25,000	25,000	25,000	125,000		
State/County Relocation Projects (Water)	OCWS	water infrastructure relocations related to State & County roadway projects	380,000	2,000,000	200,000	200,000	200,000	1,000,000		
Existing Tanks	OCWS	rehabilitation of storage tanks	859,000	2,427,000	2,313,750	1,048,750	1,997,500	2,972,750		
Existing Wells	OCWS	rehabilitation of and improvements to public water supply wells	600,000	600,000	600,000	600,000	600,000	3,000,000		
SCADA Replacements/ Upgrades (Water)	OCWS	SCADA improvements and/or communication upgrades at water sites	100,000	100,000	150,000	150,000	150,000	750,000		
Florosa Water Tank	OCWS / SRF Loan	new storage tank in Florosa	2,700,000							
Shoal River Ranch Well	OCWS / SRF Loan	new public water supply well west in unincorporated Crestview	3,000,000							
Longwood Area Transmission Main	OCWS	second connection to Longwood / Poquito area	200,000	1,200,000						
Antioch Well Replacement	OCWS / SRF Loan	on-site well replacement in unincorporated Crestview	300,000	3,000,000						
West 98 Collector Rd & Utility Corridor	OCWS / SRF Loan	new water main for transmission, distribution, and redundancy in Florosa	400,000		8,300,000					

**OKALOOSA
COUNTY**

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCWS WATER PROJECTS									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034	
Office Well Replacement	OCWS / SRF Loan	off-site well replacement in unincorporated Fort Walton Bch			300,000	3,000,000			
Northgate Well Replacement	OCWS / SRF Loan	on-site well replacement in unincorporated Fort Walton Bch			300,000	3,000,000			
Shoal River Ranch Tank	OCWS	new storage tank in unincorporated Crestview				300,000	3,200,000		
Estimated ongoing capital needs water	OCWS	future needs	0	0	0	0	2,500,000	16,265,875	

OCWS WASTEWATER PROJECTS									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034	
Jerry D. Mitchem WRF Upgrades	OCWS	rehab/improvements at sewer plant near Bob Sikes Airport	200,000	200,000	50,000	50,000	50,000	250,000	
Russell Stephenson WRF Upgrades	OCWS	rehab/improvements at sewer plant in Florosa	25,000	25,000	25,000	25,000	25,000	250,000	
Arbennie Pritchett WRF Upgrades	OCWS	rehab/improvements at sewer plant in unincorporated Fort Walton Beach	150,000	1,000,000	450,000	50,000	50,000	250,000	
SCADA Replacements/ Upgrades (Sewer)	OCWS	SCADA improvements and/or communication upgrades at wastewater sites	150,000	150,000	150,000	150,000	150,000	750,000	

OKALOOSA COUNTY

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCWS WASTEWATER PROJECTS		Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034
State/County Relocation Projects (Sewer)	OCWS	sewer infrastructure relocations related to State & County roadway projects	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Sewer Collection - Rehab & Replacement	OCWS	rehabilitation to existing sewer system (cured-in-place pipe, manhole liners, main replacement)	1,100,000	1,200,000	1,300,000	1,400,000	1,500,000	1,500,000	7,500,000
Sewer Collection - Upgrades & Extensions	OCWS	small sewer system upgrades and extensions	425,000	525,000	625,000	725,000	825,000	825,000	4,125,000
Ex-LS Pump Replacement	OCWS	proactive pump replacement at lift stations	150,000	150,000	150,000	150,000	150,000	150,000	750,000
Ex-LS Panel Replacement	OCWS	proactive panel replacement at lift stations	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Ex-LS Rehab & Replacement	OCWS	rehabilitate/replace aging lift stations	725,000	825,000	2,025,000	2,125,000	2,225,000	2,225,000	11,250,000
Ex-LS On-Site Generators	OCWS	add/replace stationary generators throughout wastewater collection system	150,000	150,000	150,000	150,000	150,000	150,000	750,000
Eglin Parkway LS Rehab	OCWS	rehabilitation or replace aging lift station along Eglin Pkwy	1,400,000						
West Sunset Lift Station Replacement	OCWS	replace aging lift station on West Sunset Blvd	1,000,000						

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCWS WASTEWATER PROJECTS									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034	
Okaloosa Lane FM Upgrade	OCWS / SRF Loan / other outside funding	upgrade force main along Okaloosa Lane	3,200,000						
Sunset Lane Lift Station & Force Main	OCWS	new lift station and force main for growth & development in Poquito Area (federal government property)	300,000						
Pocahontas Lift Station Replacement	OCWS	replace aging lift station on Pocahontas Dr	90,000	900,000					
Shoal River Ranch WRF	OCWS / SRF Loan / other outside funding	new sewer plant for growth & development in North Okaloosa	27,546,210	10,000,000					
Bob Sikes Blvd & Green St FMs	OCWS	replace aging large-diameter force mains in unincorporated Fort Walton Beach	450,000			4,600,000	3,000,000		
Estimated ongoing capital needs sewer	OCWS	future needs					1,000,000	1,238,625	

**OKALOOSA COUNTY
PLANNING PROFILE**

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCPW Transportation									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034	
College Boulevard	½ cent Surtax and State	Multi-Use Path	2,700,000						
College Boulevard	½ cent Surtax	Roundabouts at Cedar and Palm			650,000	1,000,000		3,350,000	
College Boulevard	Unknown	Add lanes from SR 85 to Sr 285						18,000,000	
Highway 393	½ cent Surtax	Reconstruction			300,000	700,000	2,000,000		
Southwest Crestview Bypass	½ cent Surtax	New Road	1,272,009	1,269,641	1,270,884	1,270,448	1,269,943	7,600,000	
Dirt Road Improvements	½ cent Surtax	Various locations	2,000,000						
Ellis Road	½ cent Surtax	Improve surface	60,000	534,000					
John King Road	½ cent Surtax and State	Add lanes	2,800,000						
Millside Road	½ cent Surtax	Improve surface	7,600,000						
US 98 & Stahlman	½ cent Surtax	Intersection Improvements		3,000,000					
West Dodson Road	½ cent Surtax	Improve surface	53,000	471,000					
SR 85 between Live Oak Church Road and P.J. Adams Parkway	½ cent Surtax	Add Lanes	4,500,000						

OKALOOSA COUNTY

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCPW Transportation									
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034	
Carmel & Beal	½ cent Surtax	Intersection improvements		300,000	1,260,000				
Farmer's Market Driveway	½ cent Surtax	Improve driveway to Lewis Turner				100,000			
Forest Road	¾ cent Surtax	Add a Multi-use Path			370,000				
Hill & Lovejoy	½ cent Surtax	Intersection improvements							
Paquito Road & Lewis Turner	½ cent Surtax	Intersection improvements			300,000				
Santa Rosa Boulevard	½ cent Surtax	Reconstruct Road				2,420,000			
Mirage & SR 85 Intersection	Gas tax	Intersection improvement						4,000,000	
Mar Walt Dr	Unknown	Reconstruct Road						10,000,000	
West 98 Collector	¼ cent Surtax, State	New Road	1,000,000					20,000,000	
Old Bethel Road	Unknown	Add Lanes US 90 to Sioux Cir					1,000,000	25,000,000	
Arena Road	Gas tax	Reconstruct Road P.J. Adams to US 90				3,000,000			
East 90 Collector	Unknown	New Road						20,000,000	
US 98 @ Danny Wuerfell Way	Unknown	Intersection Improvement						17,000,000	

OKALOOSA COUNTY

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCPW STORMWATER

Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034
Bayshore Area Stormwater	½ cent Surtax	Stormwater Improvement			200,000			
Beachview Drive Drainage	½ cent Surtax	Stormwater Improvement	856,000					
Echo Circle Area	½ cent Surtax	Stormwater Improvement					900,000	
Griffith Mill Area	½ cent Surtax	Stormwater Improvement	200,000					
Indian Lakes Area	½ cent Surtax	Stormwater Improvement			500,000			
Lancaster Area	½ cent Surtax	Stormwater Improvement	750,000					
Lloyd Street/ Mayflower Area	¼ cent Surtax	Stormwater Improvement	3,100,000					
Mooney Road	½ cent Surtax	Stormwater Replacement				500,000		
Northridge Area	½ cent Surtax	Stormwater Improvement	2,500,000					
South Avenue	½ cent Surtax	Stormwater Improvement				2,000,000		
Willow Bend/ Green Acres Area	½ cent Surtax	Stormwater Improvement	\$4,000,000					

OKALOOSA COUNTY

CAPITAL IMPROVEMENT PROJECTS

COUNTY-WIDE

OCPW STORMWATER											
Name of Project	Funding Source	General Location & Description	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030-FY2034			
Verb Street Area Drainage	Unknown	Stormwater Flood Protection						2,000,000			
Gap Creek between Jonquil & Beal	Unknown	Stormwater Flood Protection						4,000,000			
Baker Borrow Pit	Unknown	Stormwater Flood Protection						500,000			
Valley Road @ Twin Creek Pond	Unknown	Stormwater Flood Protection						2,000,000			
Cinco Bayou Outfalls & Hydrodynamic Separators	Restore Act SEP	Stormwater Water Quality						6,000,000			
Hollywood Blvd pipe replacement	Unknown	Stormwater Replacement						10,000,000			
Star Drive Pipe replacement		Stormwater Replacement						1,000,000			
Parish Point Area Drainage		Stormwater Replacement						2,000,000			
3rd Avenue from 7th St to Intersection of 9th St & 4th Ave		Stormwater Replacement						500,000			
Juniper Creek Subdivision		Stormwater Replacement						1,500,000			
Sunset Blvd from Lang Rd to Cinco Bayou		Stormwater Flood Protection						3,000,000			

**TABLE 7
RESIDENTIAL DEVELOPMENT POTENTIAL**

FLU Category	Acres (gross)	Allowable units per acre	Number of units	Potential Population
Low Density Residential	1,635	5 du per acre	5,722	13,161
Medium Density Residential	1,115	16 du per acre	12,488	28,722
High Density Residential	79	25 du per acre	1,382	3,179
Mix Use	631	25 du per acre	11,042	25,396
Suburban Residential	478	16 du per acre	5,331	12,261
Commercial	482	25 du per acre	8,435	19,401
Institutional	230	25 du per acre	4,025	9,258
Industrial	71	25 du per acre	1,243	2,859
TOTAL RESIDENTIAL	4,719	1,635 at 5 du per acre 1,114 at 16 du per acre 1,045 at 25 du per acre	5,722 17,819 26,127	13,161 40,983 60,093
		TOTALS AT 4,719 ACRES	49,668	114,237

Source: Okaloosa County Property Appraisers; Okaloosa County Growth Management GIS

4. Physical, Environmental, and Other Constraints to Development.

Physical and environmental constraints to development are shown on Maps 5 and 8.

32547 Capital Improvement Needs Assessment

1. Roadways

Transportation information has been provided in Section D of this planning profile. Roadways within the planning area for which LOS standards have been adopted are: State Road 188 (Reacetrack Road); State Road 189 (Lewis Turner Blvd.), and a portion of State Road 85 (Eglin Pkwy). Based on 2023 AADT counts the operational characteristics of these roadways are as follows: SR 188 - LOS D, E; SR 189 (Lewis Turner Blvd.) - LOS D, E; (Beal Pkwy) - LOS C, F; SR 85 - LOS D.

It should be noted that the Florida Department of Transportation has operation and maintenance responsibility for state roads while the County is responsible for county roads. Any needed improvements to state roads must be scheduled as part of the Transportation Planning Organization transportation planning process.

2. Potable Water Systems

Central water service within the planning area is provided by Okaloosa County Water & Sewer (OCWS) Garnier system. The design capacity of the system is 11.160 million gallons per day (mgd). According to the Okaloosa County Water and Sewer Department the average demand on the system in 2025 will be 5.88, in 2030 will be 5.53 and in 2035 will be 5.82, which is well below the design capacity. As such, no capital expenditures are required to maintain potable water LOS standards.

3. Sanitary Sewer

Sanitary sewer collection and treatment in the unincorporated area is provided by the Arbenmie Pritchett Water Reclamation Facility (WRF), which also serves other service areas including the City of Fort Walton Beach and Eglin AFB. The design capacity of the facility is 15 million gallons per day. Average daily flows for the Garnier service area is less than 5 mgd and results in excess treatment capacity. No capital expenditures will be required to maintain LOS standards during the 10-year planning period.

4. Solid Waste

Except for a transfer station and yard waste landfill the County does not own or operate any solid waste collection or disposal facilities. Household garbage is taken to Jackson County for disposal by a private contractor. As such, no capital expenditures are anticipated for solid waste facilities.

5. Stormwater Management/Drainage

The adopted LOS for stormwater is specifically oriented toward new development that has occurred since 2000. That is to say since 2000 all residential and nonresidential development has been designed and constructed in accordance with the established stormwater LOS standard at the expense of the developer. With the adoption of the local 1/2 cent Surtax, the County now has a dedicated source of funding to implement stormwater improvement projects. In the 2022 Comprehensive Plan, the county has included thirteen (13) Okaloosa County Public Works stormwater improvement projects in the 5-year Capital Improvement Plan.

6. Parks and Recreation

The adopted LOS for parks and recreation is .06 acres of park per 1000 population. This LOS standard is applied to the unincorporated county as a whole net to any particular planning area. The University of Florida Bureau of Economic and Business Research (BEER) estimates that the 2023 population in the unincorporated area is 219,260 persons. Based on the LOS standard this equates to a need for roughly 132 acres of parks. The County currently has an inventory of over 629 acres of park land or almost 5 times the acreage needed to maintain the LOS. As such, no capital expenditures are required.

7. Public Schools

Public schools within the planning area are as follows.

High Schools
Choctawhatchee

Middle Schools
Pryor

Elementary Schools
Wright
Kenwood

Based on the preceding there is no need for capital expenditures to maintain LOS standards.

Findings and Conclusions

- No immediate capital expenditures are required to achieve and maintain adopted LOS standards within the planning area.
- The planning area is largely built-out with only limited acres of vacant land remaining.
- Unless this area becomes marketable and determined to be suitable as a substantial redevelopment area, no significant amount of capital improvement resources are needed for this area.

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32541

FORT WALTON BEACH

APPENDIX A

Property Appraisers Use Codes

USE CODE	USE DESCRIPTION	USE CODE	USE DESCRIPTION
000000	VACANT	000270	MOBILE HOME/SINGLE FAMILY RESIDENT CANAL
000009	VACANT TOWNHOUSE LAND	000280	RH WATER
000060	VACANT/COMMERCIAL/XFOB	000280	REC. HOME
000070	VACANT/SINGLE FAMILY RESIDENT/XFOB	000300	MULTI-FAMILY
000080	VACANT/INST/XFOB	000400	CONDOMINIUM
000100	SINGLE FAMILY	000407	CONDO
000102	SINGLE FAMILY RESIDENT/MOBILE HOME	000408	CONDO-TIMESHARE
000106	SINGLE FAMILY RESIDENT/RETIREMENT	000408	LTD CONDO-COM ELEMENT
000107	SINGLE FAMILY RESIDENT/ADULT CONGREGATE LIVING FACILITY	000499	CONDO BOAT DOCKS
000108	SINGLE FAMILY RESIDENT/RENTAL	000500	COOPERATIVES
000109	SINGLE FAMILY RESIDENT/TOWNHOUSE	000600	RETIREMENT HOMES
000110	SINGLE FAMILY RESIDENT/COMMERCIAL	000700	VOLUNTEER FIRE DEPT
000111	SINGLE FAMILY RESIDENT/STORE/SHOP	000800	MULTI-FAMILY
000117	SINGLE FAMILY RESIDENT/OFFICE	000900	DO NOT USE/DOR
000119	SINGLE FAMILY RESIDENT/GOVERNMENT TOWNHOUSE LEASE	001000	VACANT COMMERCIAL
000120	SINGLE FAMILY RESIDENT BAYOU	001100	STORES, 1 STORY
000121	SINGLE FAMILY RESIDENT/RESTAURANT	001101	STORE/SINGLE FAMILY RESIDENT
000128	SINGLE FAMILY RESIDENT/MOBILE HOME PARK	001102	STORE MOBILE HOME
000130	SINGLE FAMILY RESIDENT BAY FRONT	001110	CONVENIENCE STORE
000131	SINGLE FAMILY RESIDENT CANAL	001111	STORE/FLEA MARKET
000132	SINGLE FAMILY RESIDENT RIVER	001126	CONVENIENCE STORE/GAS
000133	SINGLE FAMILY RESIDENT SOUND	001200	STORE/OFFICE/RESIDENT
000134	SINGLE FAMILY RESIDENT LAKE	001300	DEPARTMENT STORES
000140	SINGLE FAMILY RESIDENT GOLF	001400	SUPERMARKET
000148	SINGLE FAMILY RESIDENT WAREHOUSE/STORAGE	001500	REGIONAL SHOPPING
000172	SINGLE FAMILY RESIDENT/DAY CARE	001600	COMMUNITY SHOPPING
000200	MOBILE HOME	001608	SHOPPING COMPLEX
000210	TRAILER PARK	001700	OFFICE BUILDINGS
000217	MOBILE HOME/OFFICE	001709	OFFICE COMPLEX
000220	MOBILE HOME	001710	COMMERCIAL CONDO
000225	RV PARK	001703	OFFICE/MULTI FAMILY
000230	MOBILE HOME/SINGLE FAMILY RESIDENT LOT	001800	MULTI STORY OFFICE
000240	MOBILE HOME/SINGLE FAMILY RESIDENT WTR	001900	PROFESSIONAL BLDG
000250	MOBILE HOME/SINGLE FAMILY RESIDENT CNL	002000	TRANSIT TERMINALS
000260	MOBILE HOME/SINGLE FAMILY RESIDENT WATER	002010	AIRPARK
		002700	RESTAURANTS/ARK

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32541

FORT WALTON BEACH

USE CODE	USE DESCRIPTION	USE CODE	USE DESCRIPTION
002400	INSURANCE COMPANY	004700	MINERAL PROCESSING
002500	REPAIR SERVICE	004800	WAREHOUSE-STORAGE
002509	SERVICE SHOP COMPLEX	004801	WAREHOUSE/STORE/SINGLE FAMILY RESIDENT
002501	REPAIR SERVICE/SINGLE FAMILY RESIDENT	004809	WAREHOUSE COMPLEX
002502	REPAIR SERVICE/MOBILE HOME	004817	STORAGE/OFFICE
002503	BOAT REPAIR/MOBILE HOME	004846	BARN
002525	BEAUTY PARLOR/BARBER	004900	OPEN STORAGE
002600	SERVICE STATION	005000	IMPROVED AG
002628	SERVICE STATION/MOBILE HOME PARK	005001	IMPROVED AG-RESIDENT
002664	CAR WASH	005002	IMPROVED AG-MOBILE HOME
002700	VEHICLE SALE/REPAIR	005008	IMP AG/SINGLE FAMILY RESIDENT & DUPLEX
002702	VEHICLE SALE/REPAIR & MOBILE HOME	005010	IMP AG/COMMERCIAL
002728	VEHICLE SALE/REPAIR/MOBILE HOME PARK	005011	IMP AG/STORE
002800	PARKING LOT	005017	IMP AG/OFFICE
002801	PARKING/MOBILE HOME PARK & SINGLE FAMILY RESIDENT	005019	IMP AG/PROFESSIONAL
002802	PARKING/MOBILE HOME PARK	005020	IMP AG/BARN
002900	WHOLESALE OUTLET	005026	IMP AG/SER STATION
003000	FLORIST/GREENHOUSE	005028	IMP AG/MOBILE HOME/PARKING
003100	DRIVE-IN/OPEN STADIUM	005036	IMP AG/CAMPGROUND
003200	THEATER/AUDITORIUM	005048	IMP AG/WAREHOUSE
003300	NIGHT CLUB/BARS	005065	IMP AG/TRAIN TRACK
003311	NIGHT CLUB/FLEA MARKET	005067	IMP AG/POULTRY
003400	BOWLING ALLEY	005068	IMP AG/DAIRY
003435	GYM/FITNESS	005100	CROPLAND CLASS 1
003437	SKATING RINK	005200	CROPLAND CLASS 2
003440	DRIVING RANGE-GOLF	005300	CROPLAND CLASS 3
003500	TOURIST ATTRACTION	006400	TIMBERLAND 1
003600	CAMPS	005410	TIMBERLAND 1-NATURAL
003601	RV PARK/SINGLE FAMILY RESIDENT	005420	TIMBERLAND 1-PLANTED
003611	CAMPGROUND/STORE	005500	TIMBERLAND 2
003700	RACE TRACKS	005510	TIMBER 2 - NATURAL
003800	GOLF COURSES	005620	TIMBER 2 - PLANTED
003900	HOTELS AND MOTELS	005600	TIMBERLAND 3
003901	HOTELS/MOTEL/SINGLE FAMILY RESIDENT	005601	TIMBERLAND 3- RESIDENT
004000	VACANT INDUSTRIAL	005602	TIMBERLAND 3- MOBILE HOME
004100	LIGHT MANUFACTURE	005610	TIMBER 3 - NATURAL
004200	HEAVY MANUFACTURE	005620	TIMBER 3 - PLANTED
004300	LUMBER YARD	005700	TIMBERLAND 4
004400	PARKING PLANT/STOCK MARKET	005710	TIMBER 4 - NATURAL
004500	CANNERIES/BOTTLERS	005720	TIMBER 4 - PLANTED
004600	OTHER FOOD PROCESS	005800	TIMBERLAND 5

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32541

FORT WALTON BEACH

USE CODE	USE DESCRIPTION	USE CODE	USE DESCRIPTION
005900	TIMBERLAND UN-CLASS	005787	STATE PRISON
006000	PASTURELAND 1	008800	FEDERAL
006100	PASTURE/COMMERCIAL	008900	MUNICIPAL
006148	PASTURELAND 2	009000	LEASEHOLD INTEREST
006200	PASTURELAND 2 - WAREHOUSE	009100	NO LAND INTEREST
006300	PASTURELAND 3	009200	UTILITIES
006300	PASTURELAND 4	009300	MINING
006400	PASTURELAND 5	009400	SUB-SURFACE RIGHTS
006500	PASTURELAND 6	009401	RIGHTS-OF-WAY
006555	AG LAND	009410	HANGER/SINGLE FAMILY RESIDENT
006600	PECAN GROVES	009420	AIR STRIP/RUNWAY
006610	ORANGE GROVE	009500	R/C/W DOT
006620	GRAPEFRUIT GROVE	009600	RIVERS AND LAKES
006630	SPEC GROVE	009700	WASTELAND/DUMPS
006640	MIXED GROVE	009703	MINERAL
006700	POULTRY, BEES, FISH	009705	CONSERVATION PARCEL
006800	DAIRIES, FEEDLOTS	009710	COMMON AREA
006900	ORNAMENTALS, MISCELLANEOUS	009800	LESS MINERAL
007000	VACANT INSTITUTIONAL	009900	CENTER ALLY ASSESSED
007100	CHURCHES	009900	NO AG ACREAGE
007101	CHURCH/SINGLE FAMILY RESIDENT	009920	RURAL 1 AC
007200	PRIVATE SCHOOL/DAY CARE	009988	NO AG AC/DAIRY
007300	PRIVATE HOSPITALS	009708	HOLDING POND
007400	HOMES FOR THE AGED	009960	AG CARRY OVER
007500	NON-PROFIT SERVICE	008620	MARSH
007600	MORTUARY/CEMETERY		
007700	CLUBS/LODGES/HALLS		
007710	YACHT CLUB		
007720	COUNTRY CLUB		
007800	REST HOMES		
007801	REST HOMES/SINGLE FAMILY RESIDENT		
007900	CULTURAL GROUPS		
008000	WATER MANAGEMENT/STATE		
008100	MILITARY		
008200	FOREST, PARKS, RECREATION		
008260	ZOO		
008300	PUBLIC SCHOOLS		
008400	COLLEGES		
008500	HOSPITALS		
008600	COUNTY		
008700	STATE		

IN ORDER TO KEEP DOWNLOAD TIMES TO A REASONABLE MINIMUM, LOW RESOLUTION WAS USED IN CREATING THE MAPS. THUS, WHEN ZOOMING INTO THE MAPS, LINE WORK WILL BE DISTORTED.

IF NEEDED, PLEASE CONTACT THE
GROWTH MANAGEMENT GIS ANALYST
FOR A HIGHER RESOLUTION MAP

ALSO NOTE: THE MAPS IN THIS DOCUMENT ARE ONLY
UPDATED ONCE A YEAR OR AS NEEDED.
PLEASE VISIT OUR GIS WEBSITE WHERE THE
INFORMATION IS UPDATED EVERY MONDAY OR CONTACT
THE GM GIS ANALYST AT THE ABOVE EMAIL ADDRESS OR
CALL 850-651-7523.



PLANNING AREA 32564 HOLT/MILLIGAN

Department of Growth Management

DISCLAIMER

The information provided herein is for general planning purposes only. Although this information is updated periodically, Oklahoma County cannot guarantee or warrant that the information is current at any given time. This information should not be used for permitting, investment, or other similar purposes. Information should always be verified as to its accuracy at any given time.

OKALOOSA COUNTY PLANNING PROFILES

Foreword

Pursuant to Florida Statute (F.S.) Section 163.3191 and Section 163.3177 the Okaloosa County Planning Profiles serve as the available data from professionally accepted sources in support of the Okaloosa County Comprehensive Plan. The Planning Profiles also support the evaluation and appraisal process to determine whether the need exists for the county to amend the comprehensive plan to reflect changes in state requirement.

Methodology used to prepare this profile was to divide the County into a North Okaloosa profile, and a South Okaloosa profile. These areas were then further subdivided into "planning areas" based upon U.S. Postal Service zip codes. Demographics were analyzed by using "traffic analysis zones" created by the Okaloosa-Walton Transportation Planning Organization for the 2045 Long Range Transportation Plan Update. The boundaries of the planning areas which are based upon zip code boundaries do not always align exactly with the traffic analysis zones.

When compiling the data and information presented herein the most current data available was used as much as possible. It should be noted that very little original data was generated for this profile. The data and information presented here was obtained from a variety of sources and compiled into one central data source. For the analysis purposes, data from incorporated areas was excluded as much as possible.

Data Sources

- A. GENERAL DEMOGRAPHICS: Esri Business Analyst, Bureau of Economic and Business Research (BEBR), POPULATION DENSITY: Emerald Coast Regional Council
- B. LAND USE: Okaloosa County GIS, Okaloosa County Property Appraiser
- C. LAND CHARACTERISTICS: Official Records of Okaloosa County; Okaloosa County GIS
- D. PRIME FARMLANDS: National Resources Conservation Service (NRCS)
- E. TRANSPORTATION: Florida Department of Transportation District 3 Level of Service Report; Okaloosa County Public Works Traffic Report
- F. UTILITIES: Halle Innovation
- F. COMMUNITY FACILITIES: Okaloosa County GIS

G. PUBLIC SCHOOLS: Okaloosa County School District

H. CONSERVATION AREAS AND RESOURCES: Okaloosa County GIS
Federal Emergency Management Agency, Florida Natural Areas Inventory

I. PARKS AND RECREATION: Okaloosa County Parks and Recreation System,

DISCLAIMER

THE INFORMATION CONTAINED HEREIN IS INTENDED FOR GENERAL PLANNING PURPOSES ONLY AND MAY BE SUBJECT TO CHANGE. ANY RELIANCE UPON THE DATA PRESENTED HEREIN SHOULD BE INDEPENDENTLY VERIFIED AS TO RELIABILITY AND ACCURACY. OKALOOSA COUNTY SHALL NOT BE LIABLE FOR ANY ERRORS CONTAINED HEREIN OR ANY DAMAGES IN CONNECTION WITH THE USE OF THE INFORMATION CONTAINED HEREIN

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Appendix	Description
A	Property Appraisers Use Codes

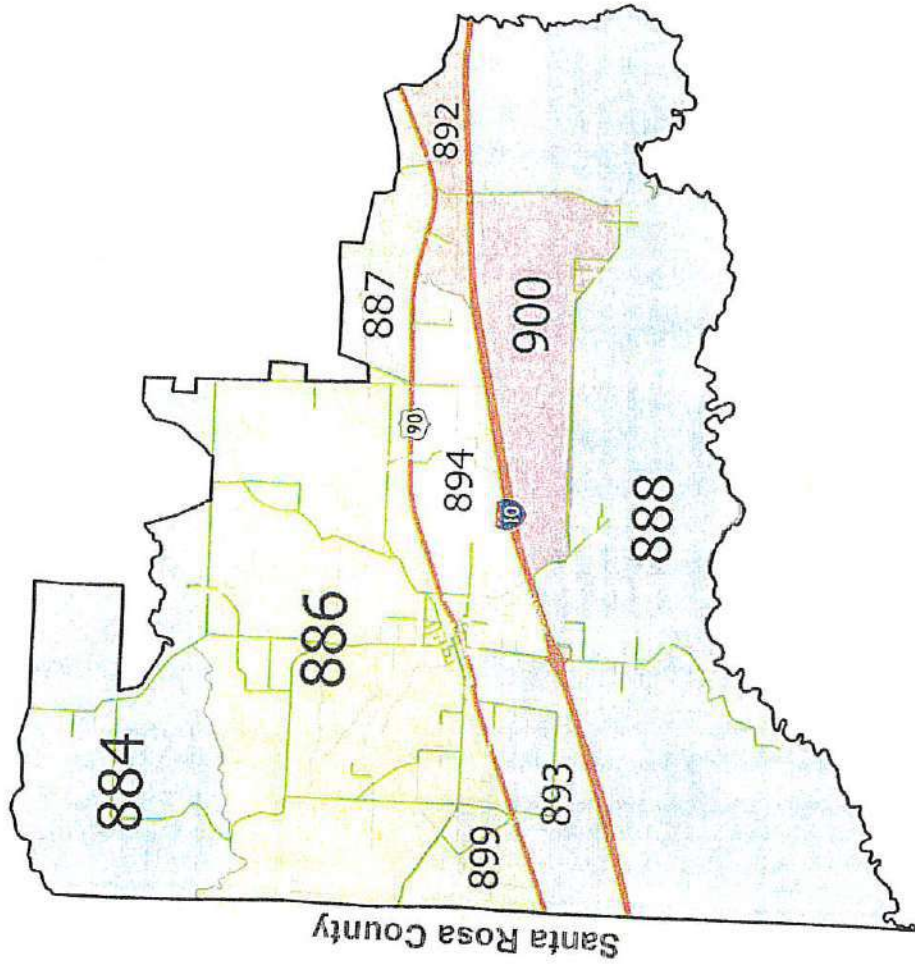
**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32564

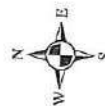
TRAFFIC ANALYSIS ZONE

Source: Emerald Coast Regional Council

**MAP #
1**



Santa Rosa County



MAP PROJECTION:
NAD 83 (2011) Albers Equal Area
Projection
Units: Feet

PUBLIC RECORDS:
This map was created by In Situ Planning
and is available for public review
at the Okaloosa County Public Records
Department, 1000 Highway 90, Okaloosa, FL 32564.

DISCLAIMER:
Okaloosa County hereby warrants accuracy of
this map, to the best of its knowledge and
belief, as of the date of publication.

Okaloosa County
Growth Management

A. GENERAL DEMOGRAPHICS

A. POPULATION DATA

1. Population Estimates (Okaloosa County)				
Year	2016	2023	% Change 2017-2023	% Change 2023-2035
	206,409	219,663	6.42	11.63%
		245,200		

2. Population Estimates (32539 – Holt)				
Year	2018	2023	% Change 2018-2023	% of county population
	2,600	2,825	8.65	1.29%

B. HOUSING DATA (# of new residential construction units)

1. Dwelling Units (32564)				
Year	2019	2023	% of Change 2019-2023	
	22	24	9.09%	

C. GENERAL DESCRIPTION

Planning Area 32564 is rural in character comprised primarily of undeveloped land, agricultural land, and timberland, as well as Holt, an unincorporated Rural Community.

D. DATA ANALYSIS

The purpose of this analysis is to identify population and housing patterns. Per the data extracted from the sources listed, the Holt/Miligan Planning Area experienced a 8.65% increase in population from 2018 to 2023. In addition, new residential construction exhibited a 9.09% increase from 2019 to 2023. The Holt/Miligan Planning Area comprises 1.29% (2,825 persons) of the total population of the County.

**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32564

POPULATION DENSITY
Source: Emerald Coast Regional Council

**MAP #
2**

LEGEND

Population Density	
[Lightest Green]	0 - 150 persons
[Light Green]	151 - 300 persons
[Medium-Light Green]	301 - 500 persons
[Medium Green]	501 - 750 persons
[Medium-Dark Green]	751 - 1000 persons
[Dark Green]	1001 - 1500 persons
[Very Dark Green]	1501 - 2000 persons
[Darkest Green]	2001 - 2500 persons
[Black-Green]	2501 - 3000 persons
[Black]	3001 - 4000 persons

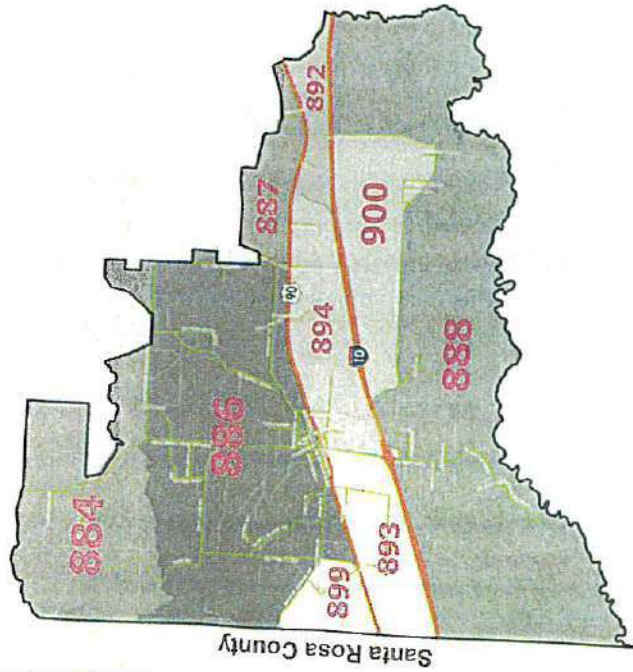


MAP PROJECTION:
NAD 1983 (2011) StatePlane Florida
Albers EPS: 3095 EPS: False

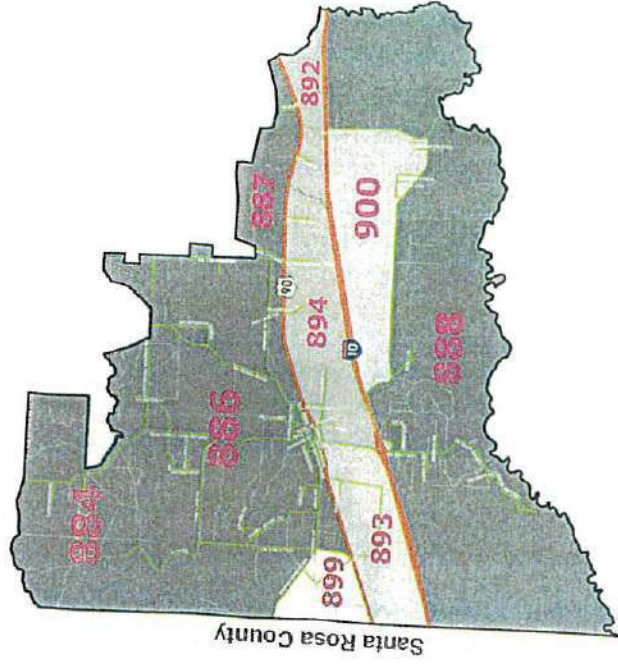
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This map was prepared by
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2015



2045



**OKALOOSA COUNTY
PLANNING PROFILE**

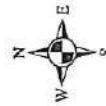
PLANNING AREA 32564

AERIAL PHOTO
Source: Okaloosa County GIS

**MAP #
2A**

LEGEND

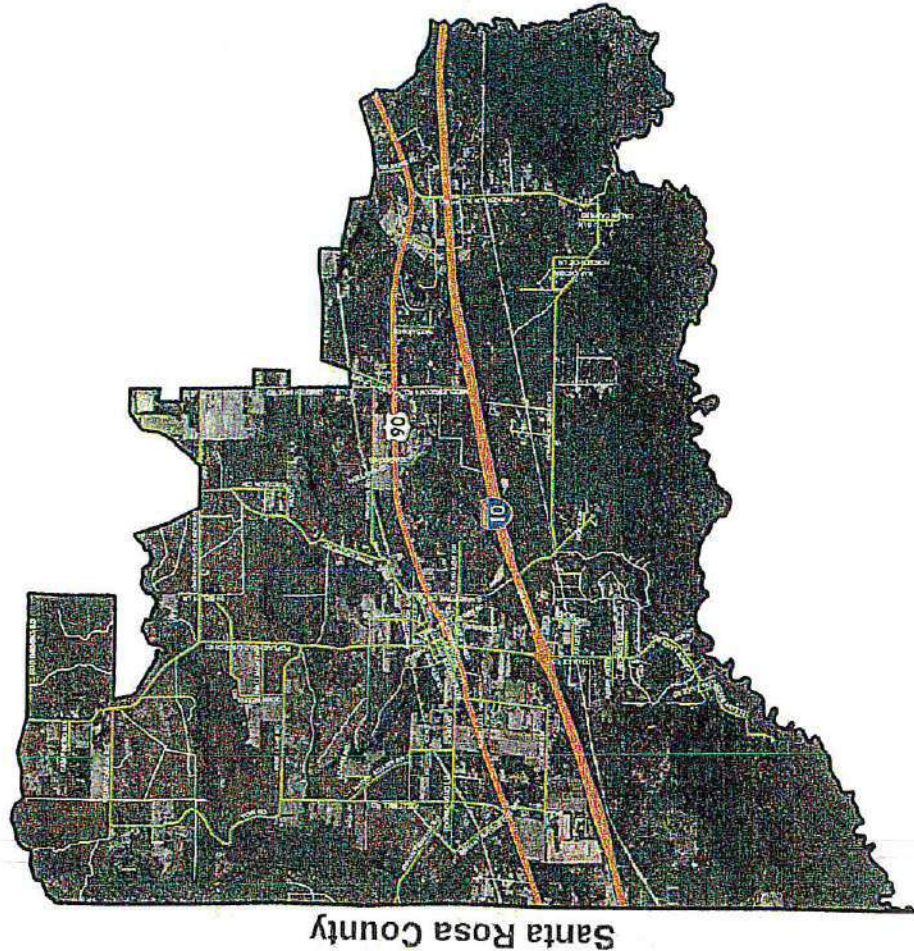
- LOCAL ROAD
- COUNTY ROAD SYSTEM
- STATE HIGHWAY SYSTEM



MAP PROJECTION:
North Carolina StatePlane Florida
NAD 83 FIPS 3140

PUBLIC RECORD:
This map was created by Tascap Planning
and is a public record under the
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DISCLAIMER:
Okaloosa County hereby expressly disclaims
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B. LAND USE

1. Existing Land Use Map

Existing land use was determined by using Department of Revenue Property Use Codes as used by the Okaloosa County Property Appraiser for property tax purposes. Each land use was identified and mapped using Geographic Information Systems, Property Use Codes (PUC) for each existing land use listed are as follows. A complete list of the PUC is provided as Appendix A.

1. Residential: 000100 - 000900
2. Commercial: 001000 - 003901
3. Industrial: 004000 - 004817
4. Agriculture: 006000 - 006900
5. Institutional: 007000 - 007900
6. Public: 008000 - 008900
7. Other: 009100 - 009960

The existing land use based on the preceding codes is shown on Map 3. Approximate acreage of each land use shown is described in Table 1.

TABLE 1 EXISTING LAND USE	
Land Use	Acres
Agriculture	11,131
Commercial	337
Industrial	123
Institutional	20
Other	3,698
Public	11,641
Residential	3,427

Source: Okaloosa County Property Appraiser

2. Future Land Use Map

Comparison between the Existing Land Use Map (ELUM) and the adopted Future Land Use Map (FLUM) of the Comprehensive Plan is shown on Map 4. The gross acreage of each FLUM category is shown in Table 2.

TABLE 2 FUTURE LAND USE	
Land Use	Acres
Agriculture	19,519
Commercial	372
Conservation	9,589
Federal Reservation	30
Industrial	474
Institutional	3
Low Density Residential	272
Mixed Use	703
Rural Residential	1,964
Water	225

Source: Okaloosa County GIS

The acreage totals provided for existing land uses and for future land uses are not derived from the same source and therefore, will not be the same acreage totals. The purpose of Table 1 and Table 2 is to show comparison of the difference between what land uses actually exist today and what the land uses may look like in the future.








**OKALOOSA COUNTY
PLANNING PROFILE**

PLANNING AREA 32564

EXISTING LAND USE
Source: Okaloosa County Property Appraiser

**MAP #
3**

LEGEND

-  Residential
-  Commercial
-  Industrial
-  Agriculture
-  Institutional
-  Public
-  Other



MAP PROJECTION:
NAD 1983 (2011) StatePlane Florida
North (FIPS 5002) Albers Equal Area
Projection

PUBLIC RECORD:
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