

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF SEMINOLE COUNTY, FLORIDA RELATING TO MOBILITY FEES: AMENDING CHAPTER 120 (ROAD IMPACT FEES) OF THE LAND DEVELOPMENT CODE OF SEMINOLE COUNTY BASED ON THE MOBILITY STUDY TO PROVIDE FOR MOBILITY FEES INSTEAD OF ROAD IMPACT FEES; PROVIDE FOR DEFINITIONS, RULES OF CONSTRUCTION, FINDINGS, ADOPTION OF MOBILITY FEE STUDY, IMPOSITION, CALCULATION OF MOBILITY FEE, ALTERNATIVE MOBILITY FEE CALCULATION, USE OF MONIES, SUNSET DATE, EFFECT OF SUNSET DATE, EXEMPTIONS, CHANGES IN USE GENERATING INCREASED TRAVEL, VESTED RIGHTS, PAYMENT, COLLECTION OF FEES WHEN NOT PAID BY MISTAKE OR IN ADVERTENCE OR BY AGREEMENT, ALTERNATIVE COLLECTION IN MUNICIPAL AREAS, DESIGNATED ROAD IMPROVEMENT CONTRIBUTION CREDITS, MUNICIPAL CONTRIBUTION CREDITS, ADMINISTRATIVE REVIEW PROCEDURES, REVIEW HEARINGS, REVIEW REQUIREMENT, MOBILITY FEE MUNICIPAL TECHNICAL ADVISORY COMMITTEE, MOBILITY FEE CITIZENS ADVISORY COMMITTEE, ALTERNATIVE ROAD CLASSIFICATIONS, DECLARATION OF EXCLUSION FROM ADMINISTRATIVE PROCEDURES ACT, INDIVIDUAL CALCULATION OF MOBILITY FEES, ESCROW OF MOBILITY FEES, AND SEVERABILITY; ADOPTING MOBILITY FEE RATE SCHEDULE; DESCRIBING THE MOBILITY FEE DISTRICT TYPES AND BOUNDARIES; PROVIDING FOR CONFLICTS; PROVIDING FOR CODIFICATION IN THE LAND DEVELOPMENT CODE OF SEMINOLE COUNTY; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Seminole County seeks to replace its Road Impact Fee with a Mobility Fee in accordance with Section 163.3180(5)(i), Florida Statutes. Seminole County most recently reviewed its road impact fee in 1995. Impact fee methodologies have advanced since 1995. State laws have been passed requiring use of current information, and encouraging creative approaches to support local economic development and land development programs; and

WHEREAS, Seminole County commissioned the 2020 Multi-Modal Mobility Fee Study prepared by W.E. Oliver, P.E., LLC and Kittelson and Associates, Inc.; and



WHEREAS, Mobility fees provide more flexibility than road impact fees, allowing expenditures for not only roads but transit, bicycle, and pedestrian facilities; and

WHEREAS, based upon the findings and recommendations contained in the 2020 Multi-Modal Mobility Fee Study, Seminole County now desires to revise and update Land Development Code Chapter 120, Road Impact Fees, to now be entitled Mobility Fees as more particularly set forth below; and

WHEREAS, this Ordinance contemplates replacement of Road Impact Fees with Mobility Fees and, consistent with Section 163.3180(5)(i), Florida Statutes, the mobility fee based funding system will comply with Section 163.31801, Florida Statutes, governing impact fees; and

WHEREAS, Governor DeSantis, on June 4, 2021, signed and made effective HB337 pertaining to impact fees with amendments to Section 163.31801, Florida Statutes; and

WHEREAS, HB337 has a retroactive effective date to January 1, 2021; and

WHEREAS, Section 163.31801, Florida Statutes, in both its existing form and as amended by HB337, requires “notice at least ninety (90) days before the effective date of an ordinance or resolution imposing a new or increased impact fee”. Accordingly, notice of the new rate schedule for the Mobility Fees were noticed and published on March 28, 2021 and will have an effective date of June 29, 2021; and

WHEREAS, HB337 limits an increase to current impact fees rates to less than fifty percent (50%) of the existing rate unless, as set forth in proposed Section 163.31801(6)(g), Florida Statutes, the following criteria are met:

(1) A demonstrated need study completed within the last twelve (12) months justifying an increase in excess of fifty percent (50%);

(2) The local government holds not less than two (2) publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the fifty percent (50%) limit;

(3) The impact fee increase ordinance is approved by at least two-thirds vote of the governing body; and

WHEREAS, the 2020 Multi-Modal Mobility Fee Study prepared by W.E. Oliver, P.E., LLC and Kittelson and Associates, Inc. has been completed within the last twelve (12) months; and

WHEREAS, the Seminole County Board of County Commissioners have held publicly noticed workshops dedicated to establishing the extraordinary circumstances necessitating the need to exceed the proposed fifty percent (50%) limit in HB337 with these workshops occurring on May 18, 2021 and June 8, 2021; and

WHEREAS, this Ordinance has been approved by at least a two-thirds vote of the Board of County Commissioners; and

WHEREAS, the Road Impact Fee/Mobility Fee Municipal Technical Advisory Committee convened several times including April 1, 2019 and August 14, 2019 in satisfaction of Section 102.42 Seminole County Land Development Code; and

WHEREAS, in fulfilment of Section 102.43, Seminole County Land Development Code, outreach to the Cities within Seminole County and members of the business community, the industrial community, homebuilders and homeowners has been accomplished through various Board of County Commissioners workshops and meetings with the specific groups, including, at a minimum, those meetings listed in Exhibit 1, as attached to and incorporated into this Ordinance; and

WHEREAS, the Seminole County Local Planning Agency held a public hearing, with all required public notice on May 5, 2021 for the purpose of providing recommendations to the Board of County Commissioners with regard to the Ordinance amending the Land Development Code and recommended that the Board of County Commissioners adopt the Ordinance amending the Land Development Code to recognize and facilitate Mobility Fees; and

WHEREAS, the Seminole County Home Rule Charter requires that an Economic Impact Statement be prepared to address the potential fiscal impacts and economic costs of this Ordinance upon the public and taxpayers of Seminole County and such Economic Impact Statement has been prepared and has been made available for public review and copying prior to the enactment of this Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF SEMINOLE COUNTY, FLORIDA:

Section 1. Incorporation of Recitals. The above recitals represent the legislative findings of the Seminole County Board of County Commissioners supporting the need for this Ordinance.

Section 2. Short Title. This Ordinance is designated as Mobility Fees Land Development Code Amendment.

Section 3. Intent and Purpose. The intent and purpose of this Ordinance is to amend the Seminole County Land Development Code to revise the existing Chapter 120, Road Impact Fees, and replace Road Impact Fees with Mobility Fees consistent with Florida Statutes Sections 163.3180 and 163.31801 (2020), as may be amended by enrolled HB337 (2021) if enacted into law, and the 2020 Multi-Modal Mobility Fee Study prepared by W.E. Oliver, P.E., LLC and Kittelson and Associates, Inc., dated June 22, 2021.

Section 4. Chapter 120 (Road Impact Fees) of the Land Development Code of Seminole County is hereby amended to read as follows:

Chapter 120 - ~~ROAD IMPACT~~ MOBILITY FEES

PART 1. GENERAL

Sec. 120.1. Definitions. When used in this ~~chapter~~ Chapter, the following terms shall have the following meanings, unless the context clearly otherwise requires:

~~Access improvements~~ Improvements: Improvements designed and constructed to provide safe and adequate ingress and egress from a ~~road impact construction~~ Travel-Increasing Development, which include, but are not limited to, rights-of-way, easements, paving of adjacent or connecting roadways, turn lanes, deceleration and acceleration lanes, traffic control devices, signage and markings, and drainage and utilities.

~~Accessory building~~ Building: A detached, subordinate building, the use of which is clearly indicated and related to the use of the principal building or use of the land and which is located on the same lot as the principal building or use.

~~Accessory Dwelling Unit~~ Unit: A dwelling unit, subordinate in size to the principal dwelling unit, which is attached to a principal unit, or located on the same lot, and having an independent means of entry. Except as provided in Section 5.19(b), an accessory dwelling unit shall not exceed thirty-five percent (35%) of the gross floor area of the principal dwelling unit, or one thousand (1,000) square feet, whichever is less.

~~Affordable housing~~ housing: A dwelling unit for which monthly rents or monthly mortgage payments, including taxes, insurance and utilities, do not exceed thirty percent (30%) of that amount which represents the percentage of the median adjusted gross annual income for households or persons indicated in Section 420.0004, Florida Statutes, at one hundred forty percent

(140%) or less of the median annual adjusted gross income for the household within Seminole County. The period of affordability shall be for a minimum of thirty (30) years as evidenced by a restrictive covenant or similar document running with the land.

~~Alternative arterial road impact fee~~ Mobility Fee: Any alternative fee calculated by an ~~applicant~~ Applicant and approved by the ~~county engineer~~ County Engineer or ~~board~~ Board pursuant to ~~section~~ Section 120.13 or ~~section~~ Section 120.39.

~~Alternative collector road impact fee~~: Any alternative fee calculated by an applicant and approved by the county engineer or the board pursuant to ~~section 120.23~~ or ~~section 120.39~~.

~~Applicant~~: The ~~person~~ Person who applies for a ~~building permit~~ Building Permit.

~~Arterial road~~ Road: ~~A road~~ All State roads and roads on the county road system County Road System and classified by the Florida Department of Transportation utilizing the definition established in Section 334.03(1), Florida Statutes, or its statutory successor in function, or a road classified as an ~~arterial road~~ Arterial Road under the procedures and meeting the criteria specified in Section 120.44. For the purposes of this ~~chapter~~ Chapter, an ~~arterial road~~ Arterial Road shall include those portions of an intersection with a ~~local road~~ Local Roads that are a necessary and integral element of the design of the traffic flow on the ~~arterial road~~ Arterial Road.

~~Arterial road deficit amount~~: The amount of money which was advance funded as of September 30, 2001, plus any additional money advance funded after that date, for arterial road construction.

~~Arterial road impact fee~~: The fee imposed by the county pursuant to section 120.11 or, if applicable, the alternative arterial road impact fee.

~~Board~~: The Board of County Commissioners of Seminole County, Florida.

Building: Any structure, either temporary or permanent, built for the support, shelter, or enclosure of persons, chattels, or property of any kind. This term shall include tents, trailers, mobile homes, or any vehicles serving in any way the function of a building. This term shall not include temporary construction sheds or trailers erected to assist in construction and maintained during the term of a ~~building permit~~ Building Permit.

~~Building permit~~ Permit: An official document or certificate issued by a municipality or the ~~county~~ County under the authority of an ordinance or law, authorizing the construction or siting of any building. For purposes of this ~~chapter~~ Chapter, the term “~~building permit~~ Building Permit” shall also include tie-down permits for these structures or buildings, such as a mobile home, that do not require a ~~building permit~~ Building Permit in order to be occupied.

~~Certificate of occupancy~~ Occupancy: An official document or certificate issued by a municipality or the ~~county~~ County under the authority of this ~~chapter~~ Chapter or law authorizing the occupancy for its intended use of a building, or any portion thereof, within a ~~road impact construction~~ Travel-Increasing Development.

~~Collector road~~ Road: A road on the ~~county road system~~ County Road System and classified by the Florida Department of Transportation utilizing the definition established in Section 334.03(4), Florida Statutes, or its statutory successor in function, or a road classified as a ~~collector road~~ Collector Road under the procedures and meeting the criteria specified in ~~section~~ Section 120.44. For the purposes of this ~~chapter~~ Chapter a ~~collector road~~ Collector Road shall include those portions of an intersection with a ~~local road~~ Local Road that are a necessary and integral element of the design of the traffic flow on the ~~collector road~~ Collector Road.

~~Collector road district: One of the four (4) districts located within the county which are described in Appendix C 2, to this Code, and within each of which a separate collector road impact fee is assessed.~~

~~Collector road impact fee: The fee imposed by the county pursuant to section 120.21 or, if applicable, the Alternative collector road impact fee.~~

~~Commercial impact fee land use category~~ Mobility Fee Land Use Category: The ~~impact fee land use categories~~ Mobility Fee Land Use Categories listed under the commercial heading in the schedule incorporated in ~~section~~ Section 120.11 ~~for arterial road impact fees and in section 120.21 for collector road impact fees.~~

~~Comprehensive plan Plan: The comprehensive plan of the county adopted and amended pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act and Chapter 74-612, Laws of Florida, or their statutory successors in function. An adopted comprehensive plan that meets the requirements of the Community Planning Act as found in Chapter 163, Part II of the Florida Statutes, and the implementing rules.~~

~~County: Seminole County, a political subdivision of the State of Florida.~~

~~County attorney Attorney: The person Person appointed as county attorney County Attorney pursuant to the Seminole County Home Rule Charter, or the designee of such person Person.~~

~~County manager: The chief administrative officer of the county, appointed by the board, or the designee of such person.~~

~~County engineer Engineer: The person Person appointed by the county manager County Manager to serve as the professional engineer responsible for the county's major road system County's Mobility System, or the designee of such person Person.~~

County Manager: The chief administrative officer of the County, appointed by the Board, or the designee of such Person.

~~County road system~~ Road System: The road system of the ~~county~~ County as defined in Section 334.03(6), Florida Statutes, or its statutory successor in function.

~~Designated arterial road~~: An arterial road which is listed for improvement in the Impact Fee Study or subsequently added pursuant to section 120.41, and which was used as the basis for calculating the arterial road impact fees.

~~Designated collector road~~: A collector road which is listed for improvement in the impact fee study or subsequently added pursuant to section 120.41, and which was used as the basis for calculating the collector road impact fees.

~~Dwelling unit~~ Unit: A building, or portion thereof, designed for residential occupancy, consisting of one (1) or more rooms which are arranged, designed or used as living quarters for one (1) family only.

~~East Collector Road deficit amount~~: The amount of money which was advance funded as of September 30, 2001, plus any additional money advance funded after that date, for East District Collector Road construction.

~~Encumbered~~: Monies committed by contract or purchase order in a manner that obligates the ~~county~~ County to expend the ~~encumbered~~ Encumbered amount upon delivery of goods or completion of services or conveyance of right-of-way by a vendor, supplier, contractor or ~~owner~~ Owner. The word ~~encumbered~~ Encumbered in ~~section~~ Section 120.37 shall have the meaning prescribed in such section.

~~*External-trip Trip:* Any ~~trip~~ Trip which either has its ~~origins from~~ origin or its destination to the road impact construction (or both) within the Travel-Increasing Development and which impacts makes use of the major road system Mobility System.~~

~~*Impact fee:* Collectively the collector road impact fee and the arterial road impact fee.~~

~~*Impact fee rate:* An impact fee imposed for a particular road impact construction under the applicable impact fee land use category established in the schedules incorporated in section 120.11 for arterial road impact fees and in section 120.21 for collector road impact fees.~~

~~*Impact fee statement:* The document, valid for up to sixty (60) days, issued to an applicant prior to the issuance of a building permit containing the calculation of the impact fees imposed on road impact construction under section 120.11 and section 120.21.~~

~~*Impact fee study:* The studies adopted pursuant to section 120.4, as amended and supplemented pursuant to section 120.41.~~

~~*Interim impact fee:* The fees collected by the county pursuant to Resolution 85 R-182, adopted by the board on August 13, 1985.~~

~~*Land Development Code:* Seminole County Ordinance No. 80-35, as amended and supplemented, or its successor in function.~~

~~*Level of service (D):* The meaning set forth in the "Highway Capacity Manual" (Special Report 209), published by the Transportation Research Board, National Research Council, Washington, D.C. (1985), or its successor in function, as measured at peak hour traffic periods.~~

~~*Local-road Road:* A road classified by the Florida Department of Transportation utilizing the definition established in Section 334.03(12), Florida Statutes, or its statutory successor in function.~~

~~Major road system Road: The designated collector roads and the designated arterial roads.~~

A road:

(a) On the State or County Road System and classified by the Florida Department of Transportation utilizing the definition established in Section 334.03(1), Florida Statutes, or its statutory successor in function; or

(b) A road classified as an Arterial or Collector Road under the procedures and meeting the criteria specified in Section 120.44; or

(c) A road existing or proposed, identified in the Comprehensive Plan Transportation Element of the Seminole County Comprehensive Plan.

For the purposes of this Chapter, a Major Road shall include those portions of an intersection with a Local Road that are a necessary and integral element of the design of the traffic flow on the Major Road.

~~Mixed-use road impact construction~~ Use Travel-Increasing Development: A road impact construction Travel-Increasing Development in which more than one (1) ~~impact fee land use category~~ Mobility Fee Land Use Category is contemplated with each category constituting a separate and identifiable enterprise not subordinate to or dependent on other enterprises within the ~~road impact construction~~ Travel-Increasing Development.

Mobility Fee: The fee (or, if applicable, the Alternative Mobility Fee) imposed by the County for the purpose of developing the County's Mobility System pursuant to Section 120.11 associated with the Travel-Increasing Development in a fee district.

Mobility Fee District: One (1) of three (3) districts located within the County which are described in Appendix C-2 to this Code, and for each of which a separate Mobility Fee is established.

Mobility Fee Rate: The Mobility Fee imposed per unit of travel-increasing development under the applicable Mobility Fee Land Use Category established in the schedules incorporated in Section 120.11.

Mobility Fee Statement: The document, valid for up to sixty (60) days, issued to an Applicant prior to the issuance of a Building Permit containing the calculation of the Mobility Fees imposed on Travel-Increasing Development under Section 120.11.

Mobility Fee Study: The study adopted pursuant to Section 120.4, providing technical justification for the Mobility Fee Schedules of Section 120.11, as it may be amended and supplemented pursuant to Section 120.41.

Mobility Plan: The Transportation Element of the Seminole County Comprehensive Plan.

Mobility System: The multi-modal system of Major Roads, transit services, bicycle facilities, and pedestrian facilities on Major Roads or providing access to schools and transit routes, all of which are collectively intended to provide for the movement of people and goods throughout Seminole County.

Municipal-impact fee Mobility Fee: A fee or charge imposed on ~~road impact construction~~ Travel-Increasing Development by a municipality in the ~~county~~ County for the purpose of financing improvements or additions to roads and transportation capital facilities located within the municipality to elements of the Mobility System.

New net trip-Net New Travel: The average daily external ~~trips~~ travel, as increased from the pre-construction condition, as adjusted by the ~~impact fee study~~ for pass-by capture and recognition of prior on-site development.

~~North Collector Road deficit amount: The amount of money which was advance funded as of September 30, 2001, plus any additional money advance funded after that date, for North District Collector Road construction.~~

~~Off-site improvements-Site Improvements: Road Mobility System improvements located outside of the boundaries of a road impact construction Travel-Increasing Development which are required by the county County in order to serve external trips External Trips, but not including access improvements site-Access Improvements.~~

~~Owner: The person Person holding legal title to the real property upon which road impact construction Travel-Increasing Development is to occur.~~

~~Person: An individual, a corporation, a partnership, an incorporated association, or any other similar entity.~~

~~Road impact construction-Square Footage: The habitable area of a building as measured in square feet. See the current version of the Institute of Transportation Engineers "Trip Generation" reference for additional details of the appropriate Square Footage measurements for specific land uses.~~

~~Sunset Date: The last day that Mobility Fees will be assessed or Mobility Fee Statements issued.~~

~~Travel-Increasing Development: Land development designed or intended to permit a use of the land which will contain more dwelling units Dwelling Units, buildings or floor space than the existing use of land, or to otherwise change the use of the land in a manner that increases the generation of vehicular traffic or the number of external trips travel that makes use of the County's Mobility System.~~

~~*South Collector Road deficit amount:* The amount of money which was advance funded as of September 30, 2001, plus any additional money advance funded after that date, for South District Collector Road construction.~~

~~*Square footage:* The gross area measured in feet from the exterior faces of exterior walls or other exterior boundaries of the building.~~

~~*Sunset date:* As applied to each Collector Road and Arterial Road District, the last day that road impact fees will be assessed or road impact fee statements issued.~~

Trip: A one-way movement of vehicular travel from an origin (one trip end) to a destination (the other trip end). The word trip shall have the meaning which it has in commonly accepted traffic engineering practice.

~~*Trip-generation Generation or-trip generator rate Trip Generator Rate:* The maximum average daily trip generation rates at peak hour typical number of trips per unit of development, for the applicable trip generation land use category, as adjusted by the impact fee study Mobility Fee Study.~~

~~*Trip-generation land use category Generation Land Use Category:* The trip generation land use categories established in the trip generation report published by the institute of transportation engineers in the current edition on the effective date of this chapter or the most current edition on the effective date of any revisions to the impact fee study. The land use categories as found in the Mobility Fee Schedule in this Chapter or in the edition of the Institute of Transportation Engineer's Trip Generation Manual used for any revisions to this Chapter.~~

~~*West Collector Road deficit amount:* The amount of money which was advance funded as of September 30, 2001, plus any additional money advance funded after that date, for West District Collector Road construction.~~

Sec. 120.2. Rules of construction. For the purposes of administration and enforcement of this ~~chapter~~ Chapter, unless otherwise stated in this ~~chapter~~ Chapter, the following rules of construction shall apply:

(a) In case of any difference of meaning or implication between the text of this ~~chapter~~ Chapter and any caption, illustration, summary table, or illustrative table, the text shall control.

(b) The word “shall” is always mandatory and not discretionary; the word “may” is permissive.

(c) Words used in the present tense shall include the future; and words used in the singular number shall include the plural, and the plural the singular, unless the context clearly indicates the contrary.

(d) The phrase “used for” includes “arranged for,” “designed for,” “maintained for,” or “occupied for.”

(e) Unless the context clearly indicates the contrary, where a regulation involves two or more items, conditions, provisions, or events connected by the conjunction “and,” “or” or “either... or,” the conjunction shall be interpreted as follows:

(1) “And” indicates that all the connected terms, conditions, provisions or events shall apply.

(2) “Or” indicates that the connected items, conditions, provisions or events may apply singly or in any combination.

(3) “Either... or” indicates that the connected items, conditions, provisions or events shall apply singly but not in combination.

(f) The word “includes” shall not limit a term to the specific example but is intended to extend its meaning to all other instances or circumstances of like kind or character.

(g) Where a road right-of-way is used to define ~~collector road district~~ Mobility Fee District boundaries, ~~that portion~~ those portions of land parcels within ¼-mile of the roadway right-of-way demarcating demarking the boundary may be are considered as part of ~~either the more~~ intense district ~~it~~ which the land parcels bounds.

Sec. 120.3. Findings. It is hereby ascertained, determined and declared:

(a) Both existing development and development necessitated by the growth contemplated in the ~~comprehensive plan~~ Comprehensive Plan will require improvements and additions to the ~~major road system of the county to accommodate and maintain traffic at level of service (D)~~ County's Mobility System in accordance with the County's Comprehensive Plan Transportation Element.

(b) Future growth represented by ~~road impact construction~~ Travel-Increasing Development should contribute its fair share of the cost of improvements and additions to the ~~major road system~~ Mobility System required to accommodate ~~traffic~~ travel generated by such growth as contemplated in the ~~comprehensive plan~~ Comprehensive Plan.

(c) The required improvements and additions to the ~~major road system~~ Mobility System of the ~~county~~ County to accommodate existing traffic ~~at level of service (D)~~ and to finance that portion of the cost of improvements and additions required to accommodate future growth not contemplated to be financed by ~~impact fees~~ Mobility Fees, shall be funded by revenue sources of the ~~county~~ County other than ~~road impact fees~~ Mobility Fees.

(d) Implementation of a ~~road impact fee~~ Mobility Fee structure to require future ~~road impact construction~~ Travel-Increasing Development to contribute ~~its fair~~ a reasonable share of the cost of required transportation capital improvements and additions is an integral and vital element

of the regulatory plan of growth management incorporated in the ~~comprehensive plan~~
Comprehensive Plan.

(e) The projected capital improvements and additions to the ~~major road system~~
Mobility System of the ~~county~~ County and the allocation of projected costs between those
- necessary to serve existing development and those required to accommodate traffic to be generated
by ~~road impact construction as~~ Travel-Increasing Development are presented in the studies entitled
"Road Impact Fees for Seminole County, Florida" and "Analysis of the Use of Road Impact Fees
And Calculation of Amounts Available for Unrestricted Use." These studies are 2020 Multi-Modal
Mobility Fee Study, (June 22, 2021). This study is hereby approved and adopted by the ~~county~~
County and such projections are hereby found to be in conformity with the Comprehensive Plan.

(1) ~~Repayment of the 1991 Local Option Sales Tax funds in order to reduce or~~
~~eliminate the deficit amounts created by advance funding of road impact construction is a valid~~
~~use of road impact fees and constitutes a public purpose.~~

(f) Transportation planning is an evolving process and the capital improvements and
additions to the ~~major road system~~ Mobility System identified upon the date of the adoption of this
~~chapter~~ Chapter constitute projections of growth patterns and transportation improvements and
additions based upon present knowledge and judgment. Therefore, in recognition of changing
growth patterns and the dynamic nature of population growth, it is the intent of the ~~board~~ Board
that the identified improvements and additions to the ~~major road system~~ Mobility System be
reviewed and adjusted periodically by means of an amendment to the Mobility Plan to insure that
~~road impact fees~~ Mobility Fees are imposed equitably and lawfully and are utilized effectively
based upon actual and anticipated traffic conditions at the time of their imposition.

(g) ~~The county~~ County has a statutory responsibility to provide and maintain all ~~arterial roads~~ a Mobility System in Seminole County in both unincorporated and municipal areas. All ~~road impact construction~~ Travel-Increasing Development occurring in Seminole County in both unincorporated and municipal areas ~~impacts~~ creates the need for ~~future~~ improvements and additions to the ~~designated arterial roads~~ County's Mobility System. Placing a ~~fair~~ share of the ~~burden of the~~ cost of providing improvements and additions to the ~~designated arterial roads~~ Mobility System required ~~by growth on road impact construction~~ to serve Travel-Increasing Development within municipal areas constitutes a ~~county~~ legitimate County purpose. In recognition of these findings and except within the boundaries of the City of Altamonte Springs which has coordinated with the County and adopted its own Municipal Mobility Fee that addresses improvements to the County's Mobility System within and in proximity to the boundaries of the City of Altamonte Springs, it is the intent of the ~~board~~ Board to impose the ~~arterial road impact fee~~ Mobility Fee on all ~~road impact construction~~ Travel-Increasing Development occurring within Seminole County in both unincorporated and municipal areas (less the City of Altamonte Springs) and to utilize the proceeds of such ~~arterial road impact fees~~ Mobility Fees to construct or acquire the contemplated improvements to the ~~designated arterial roads~~ Mobility System.

(h) ~~The county~~ has a statutory responsibility to provide and maintain all collector roads in Seminole County in both unincorporated as well as municipal areas. Road impact construction occurring in the municipal areas of Seminole County ~~impacts~~ the need for future improvements and additions to the ~~designated collector roads~~ within the collector road district in which such municipal area is located. Placing a fair share of the burden of the cost of providing the improvements and additions to the ~~designated collector roads~~ required by growth on road impact construction within the municipal areas in a collector road district constitutes a county purpose. In

~~recognition of these findings, it is the intent of the board to impose the appropriate collector road impact fee on all road impact construction occurring within each collector road district in both unincorporated and municipal areas and to utilize the proceeds of such collector road impact fees to construct or acquire the contemplated improvements to the designated collector road system within the collector road district in which it is collected.~~

(i) ~~The county~~ County cannot avoid its statutory responsibility to provide and maintain the county system in all portions of Seminole County. ~~In the event the county is prevented from imposing road impact fees~~ County's Mobility System in all portions of Seminole County. The City of Altamonte Springs has coordinated with the County and adopted its own Municipal Mobility Fee which addresses improvements to the County's Mobility System within and in proximity to the boundaries of the City of Altamonte Springs. Accordingly, County Mobility Fees will not be collected within the boundaries of the City of Altamonte Springs. In the event the County is prevented from imposing Mobility Fees in municipal areas other than the City of Altamonte Springs, the portion of the cost of constructing improvements and additions to the major road system Mobility System necessitated by growth within the those municipal areas will be required to be funded from other county County revenues. Failure of a municipality, other than Altamonte Springs, to collect the County Mobility Fee may result in some Comprehensive Plan Mobility System improvements not being funded.

(i) Other municipalities have the ability to coordinate with the County and adopt their own Municipal Mobility Fee that addresses improvements to the County's Mobility System within and in proximity to the boundaries of the particular municipality. As part of the adoption by a municipality of its own Municipal Mobility Fee which addresses improvement to the County's Mobility System within and in proximity to the boundaries of the municipality pursuant to Section

163.31801(4)(d), Florida Statutes, at least ninety (90) days' notice must be given before the effective date of the ordinance imposing the new or increased mobility fee. Within the ninety (90) day notice period before the municipal mobility fee becomes effective, the Board of County Commissioners will undertake an amendment to this Ordinance providing that County Mobility Fees will not be collected within the boundaries of the particular municipality.

~~(j)-(j)~~ (j) The purpose of this ~~chapter Chapter~~ is to require payment of ~~arterial road impact fees and collector road impact fees~~ Mobility Fees by ~~road impact construction~~ Travel-Increasing Development and to provide for the cost of capital improvements to the ~~major road system~~ Mobility System which are required to accommodate the additional traffic demand caused by such ~~road impact construction~~ Travel-Increasing Development. This ~~chapter Chapter~~ shall not be construed to permit the collection of ~~impact fees~~ Mobility Fees from ~~road impact construction~~ Travel-Increasing Development in excess of the amount reasonably anticipated to offset the demand on the ~~major road system~~ Mobility System generated by such ~~road impact construction~~ Travel-Increasing Development.

~~(k)-(k)~~ (k) This ~~chapter Chapter~~ shall not be construed to permit the expending or encumbering of any monies collected through ~~road impact fees~~ Mobility Fees for the construction of improvements or additions to ~~local roads~~ Local Roads.

Sec. 120.4. Adoption of ~~impact fee study~~ Mobility Fee Study. The ~~board~~ Board hereby adopts and incorporates by reference, the studies entitled "~~Road Impact Fees Update for Seminole County, Florida~~", dated ~~March, 1990~~, and "~~Analysis of the Use of Road Impact Fees And Calculation of Amounts Available for Unrestricted Use~~," dated ~~November, 2001~~ (hereinafter referred to as the "~~Analysis of Road Impact Fees~~"), "2020 Multi-Modal Mobility Fee Study", June 22, 2021, particularly the assumptions, conclusions and findings ~~in such studies~~ therein as to the

allocation of ~~anticipated costs of capital improvements and additions to the major road system~~ Mobility System of the ~~county~~ County between those costs required County to accommodate existing traffic and those costs required to accommodate traffic travel generated by the growth contemplated in the ~~comprehensive plan~~ Comprehensive Plan.

Secs. 120.5—120.10. Reserved.

PART 2. ARTERIAL ROAD IMPACT MOBILITY FEES

Sec. 120.11. Imposition. All ~~road impact construction~~ Travel-Increasing Development occurring within the ~~county~~ County, both with the unincorporated areas and within the boundaries of all municipalities, except for within the boundaries of the City of Altamonte Springs which has coordinated with the County and adopted its own Municipal Mobility Fee that addresses improvements to the County's Mobility System within and in proximity to the boundaries of the City of Altamonte Springs, shall pay the ~~arterial road impact fees~~ Mobility Fees established in this ~~chapter~~ Chapter.

(a) ~~The countywide road district is~~ Three (3) Mobility Fee Districts, a Rural District, a Suburb District, and a Core District, are hereby created to include all areas within Seminole County, both unincorporated and municipal areas, except within the boundaries of the City of Altamonte Springs. The countywide road district ~~impact fee rate schedule~~ Mobility Fee Rate Schedules incorporated in Appendix C-1 ~~is~~ are hereby adopted and the ~~arterial impact fees~~ Mobility Fees are hereby imposed on all ~~road impact construction~~ Travel-Increasing Development located within the ~~countywide road district~~ County, except within the boundaries of the City of Altamonte Springs, at a rate the rates established under the applicable ~~impact fee land use category~~ district and Mobility Fee Land Use Category.

(b) ~~The arterial road impact fees shall be paid in addition to the collector road impact fees~~ Mobility Fees and are intended to provide funds only for ~~off-site improvements~~ Off-Site Improvements. Access ~~improvements~~ Improvements, including required right-of-way dedication, will be provided by the ~~applicant~~ Applicant in accordance with the ~~land development code~~ Land Development Code or any comparable ordinance or regulation of the municipality in which the ~~road impact construction~~ Travel-Increasing Development is located.

Sec. 120.12. Calculation of arterial road impact fee Mobility Fee.

(a) Except as otherwise provided in this ~~chapter~~ Chapter, ~~an impact fee statement a~~ Mobility Fee Statement shall be issued for ~~all road impact construction~~ Travel-Increasing Development occurring in the unincorporated areas of the ~~county~~ County following application for, but prior to the issuance of, a ~~building permit~~ Building Permit.

(b) In all municipal areas of the ~~county~~ County, except for Altamonte Springs, the ~~impact fee statement~~ Mobility Fee Statement shall be calculated and issued as provided in ~~section~~ Section 120.34(c) or under the provisions of ~~section~~ Section 120.35 in the event a municipality has not agreed to assist in the calculation and collection of ~~impact fees~~ Mobility Fees as recognized in ~~section~~ Section 120.34(d).

Sec. 120.13. Alternative arterial road impact fee Mobility Fee calculation.

(a) By an Applicant:

(1) In the event an ~~applicant~~ Applicant believes that the impact to the ~~designated arterial roads~~ Mobility System necessitated by its ~~road impact construction~~ Travel-Increasing Development is less than the fee established in ~~section~~ Section 120.11 or that its ~~road impact construction~~ Travel-Increasing Development produces less net new net trips travel than assumed under the applicable ~~impact fee land use category~~ Mobility Fee Land Use Category

specified in the ~~arterial road impact fee rate schedule~~ Mobility Fee Rate Schedule incorporated in Appendix C-1, such ~~applicant~~ Applicant may, prior to issuance of a ~~building permit~~ Building Permit for such ~~road impact construction~~ Travel-Increasing Development, submit a calculation of an ~~alternative arterial road impact fee~~ Alternative Mobility Fee to the ~~county engineer~~ County Engineer pursuant to the provisions of this ~~section~~ Section. The ~~county engineer~~ County Engineer shall review the calculations and make a determination within fifteen (15) calendar days of submittal as to whether such calculation complies with the requirements of this ~~section~~ Section.

(b) (2) For purposes of any ~~alternative arterial road impact fee~~ Alternative Mobility Fee calculation, the ~~road impact construction~~ Travel-Increasing Development shall be presumed to have the maximum impact on the ~~major road system~~ Mobility System for the ~~trip generation land use category~~ Trip Generation Land Use Category contemplated under the ~~impact fee rate~~ Mobility Fee Rate.

(e) (3) The ~~alternative arterial road impact fee~~ Alternative Mobility Fee shall be calculated by ~~use of the following formula~~ using the methodology determined acceptable resulting from a meeting between the applicant, or its designee, and the County Engineer, or his/her designee, based upon the formula provided in the 2020 Multimodal Mobility Fee Study dated June 22, 2021. Unit costs for Mobility System improvements and all other parameters of the calculation shall be updated to reflect indexing or other adjustments that are applicable to the fee schedules in effect at the time of Alternative Mobility Fee payment.

~~ALTERNATE ARTERIAL IMPACT FEE = ACT X NNT~~

~~ACT: Arterial Cost Per Trip (\$140.22)~~

~~NNT: New Net Trips Generated By Road Impact Construction~~

~~(d)~~ (4) ~~The alternative arterial road impact fee calculations shall~~ Parameters not addressed in (a)(3), above, may be based on data, information or assumptions contained in this chapter or from independent sources, provided that:

(1) (A) The independent source is a generally accepted standard source of transportation engineering or planning information, or

(2) (B) The independent source is a local study supported by a data base adequate for the conclusions contained in such study performed by a professional engineer pursuant to a generally accepted methodology of transportation planning or engineering.

(3) —If a previously approved ~~road impact construction~~ Travel-Increasing Development project submitted, during its approval process, a traffic impact study substantially consistent with the criteria required by ~~this section~~ Section, and if such study is determined by the ~~county engineer~~ County Engineer to be current, the traffic impacts of such previously approved ~~road impact construction~~ Travel-Increasing Development shall be presumed to be as described in the prior study. In such circumstances, an ~~alternative arterial road impact fee~~ Alternative Mobility Fee shall be established reflecting the traffic impact described in the prior study.

(4) —It is acknowledged that the ~~impact fee rates~~ Mobility Fee Rates are based upon the applicable trip generation rates for the ~~trip generation land use categories~~ Trip Generation Land Use Categories corresponding to the ~~impact fee land use categories~~ Mobility Fee Land Use Categories set forth in Appendix C-1. In recognition of such acknowledgment, the trip generation rates for the ~~trip generation land use categories~~ Trip Generation Land Use Categories shall be considered an independent source for the purpose of an ~~alternative arterial impact fee~~ Alternative Mobility Fee calculation without the necessity of a study as required by ~~this subsection (d)(2) of this section.~~

~~(e)~~ (5) If the ~~county engineer~~ County Engineer determines that the data, information and assumptions utilized by the ~~applicant~~ Applicant to calculate the ~~alternative arterial road impact fee~~ Alternative Mobility Fee comply with the requirements of this ~~section~~ Section, the ~~alternative arterial road impact fee~~ Alternative Mobility Fee shall be paid in lieu of the fee set forth in ~~section~~ Section 120.11.

~~(f)~~ (6) If the ~~county engineer~~ County Engineer determines that the data, information and assumptions utilized by the ~~applicant~~ Applicant to calculate the ~~alternative arterial impact fee~~ Alternative Mobility Fee do not comply with the requirements of this ~~section~~ Section, then the ~~county~~ County shall provide to the ~~applicant~~ Applicant by certified mail, return receipt requested, written notification of the rejection of the ~~alternative arterial impact fee~~ Alternative Mobility Fee and the reason therefore. The ~~applicant~~ Applicant shall have fifteen (15) calendar days from the receipt of the written notification of rejection to request a hearing pursuant to ~~section~~ Section 120.39.

(b) By a Municipality to establish additional Core District designations:

(1) In the event that a municipality, through its comprehensive plan and land development code regulations, has designated dense or intense pockets of land areas to facilitate development in the Suburban District, then the municipality may make application to apply the Core District Rates or other technically-justified fee rates in the designated pocket of land areas. If the County accepts the study, the proposed fee rates are to be established through an interlocal agreement between the municipality and the County provided the parameters set forth in subsection (b)(2) are met.

(2) A study prepared by or on behalf of the municipality, following the methodologies of Seminole County's then-current mobility fee study (the "2020 Multimodal

Mobility Fee Study” dated June 22, 2021 at the time of this Ordinance adoption) at a minimum must establish:

(A) Definition or legal description of the designated pocket of land area in the Suburban District seeking to apply Core District or other technically-justified fee rates.

(B) Technical justification for any proposed change to the established Mobility Fee Rate.

(3) Upon adoption by both the municipality and the County of the interlocal agreement to establish the designated pocket of land area as a core district:

(A) The Mobility Fee rates charged within the designated pocket will be the rates established by the municipal study.

(B) A separate Core District trust account shall be established for Mobility Fees collected within the designated pocket. Such monies shall be administered in accordance with Section 120.14.

(4) Once the designated pocket of Core District is established by interlocal agreement, the designated pocket shall be reflected on Appendix C-2-1, General Location of Mobility Fee Districts, in the next Mobility Fees Land Development Code Amendment.

Sec. 120.14. Use of monies.

(a) ~~The board~~ Board hereby establishes a ~~four~~ (4) separate trust accounts for ~~the arterial road impact fees~~ each Mobility Fee District (Rural, Suburb (West), Suburb (East), and Core), to be collectively designated as the ~~“arterial road impact fee trust account~~ Mobility Fee Trust Accounts,” which shall be maintained separate and apart from all other accounts of the ~~county~~ County. All ~~arterial road impact fees~~ Mobility Fees shall be deposited into ~~such~~ the appropriate trust account immediately upon receipt.

(b) The monies deposited into the ~~arterial road impact fee trust account~~ Mobility Fee Trust Accounts shall be used solely for the purpose of constructing or improving ~~designated arterial roads~~ the County's Mobility System, including, but not limited to:

- (1) Design and construction plan preparation;
- (2) Permitting;
- (3) Right-of-way acquisition, including any costs of acquisition or condemnation;
- (4) Construction of new through lanes;
- (5) Construction of new turn lanes;
- (6) Construction of new bridges;
- (7) Construction of new drainage facilities in conjunction with new roadway construction;
- (8) Purchase and installation of traffic signalization;
- (9) Construction of new curbs, medians and shoulders;
- (10) Construction of bicycle lanes and trails meant to serve travel;
- (11) Construction of sidewalks;
- (12) Relocating utilities to accommodate new roadway construction;
- ~~(11)~~ ~~(13)~~ Construction management and inspection;
- ~~(12)~~ ~~(14)~~ Surveying and soils and material testing;
- ~~(13)~~ ~~(15)~~ Repayment of monies transferred or borrowed from any budgetary fund of the ~~county~~ County which were used to fund any of the construction or improvements as herein defined;

~~(14)-(16)~~ Payment of principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the ~~county~~ County to provide funds to construct or acquire contemplated capital transportation improvements; and

~~(15)-(17)~~ Reimbursement to a municipality for growth impacted construction in excess of the municipal contribution credit under agreement with the ~~board~~ Board.

Funds on deposit in the ~~arterial road impact fee trust account~~ Mobility Fee Trust Accounts shall not be used for any expenditure that would be classified as a maintenance, operational, or repair expense.

(c) The monies deposited into the ~~arterial road impact fee trust account~~ Mobility Fee Trust Accounts shall be used solely to provide additions and improvements to the ~~designated arterial roads~~ Mobility System required to accommodate ~~traffic travel~~ generated by growth as projected in the ~~impact fee study~~ Mobility Fee Study. The Mobility Fee shall be used within the Fee District from which the Mobility Fee is collected; however, to the extent that a transportation capital improvement provides reasonable benefits beyond the Fee District within which it is located, it may be funded with Mobility Fee funds collected from another Fee District. Prior to encumbering Mobility Fee funds in this manner, the County Engineer or designee will prepare a study in support of a written determination that: (1) the transportation capital improvement will benefit new development in the Fee District from which the Mobility Fees have been collected; (2) the planned transportation capital improvement is of a nature such that it will add capacity to the County Mobility System that serves travel from Travel-Increasing Development in other Fee District(s); and (3) the need for the transportation capital improvement arises in part from new development in the Fee District from which the Mobility Fees have been collected. The study will be reviewed by the County Attorney's Office for legal sufficiency.

(d) Any monies on deposit which are not immediately necessary for expenditure shall be invested by the ~~county~~ County. All income derived from such investments shall be deposited in the ~~arterial road impact fee trust account~~ Mobility Fee Trust Accounts.

(e) The ~~arterial road impact fees~~ Mobility Fees collected pursuant to this ~~chapter~~ Chapter shall be returned by the ~~county~~ County to the then current owner of the property on behalf of which such fee was paid if such fees have not been expended or ~~encumbered~~ Encumbered prior to the end of the fiscal year immediately following the sixth anniversary of the date upon which such fees were paid. Refunds shall be made in accordance with procedures to be established by the ~~board~~ Board.

(1) If such ~~arterial road impact fee~~ Mobility Fee has not been spent or ~~encumbered~~ Encumbered within the applicable time period, then it shall be returned to the then current owner with interest paid at the rate of six ~~(6)~~ percent (6%) per annum or the average net interest rate earned by the ~~county~~ County in the ~~arterial road impact fee trust account~~ Mobility Fee Trust Accounts during the time such refunded ~~arterial road impact fee~~ Mobility Fee was on deposit, whichever is less. For the purposes of this ~~section~~ Section, fees collected shall be deemed to be spent or ~~encumbered~~ Encumbered on the basis of the first fee in shall be the first fee out.

(f) Notwithstanding anything in this ~~chapter~~ Chapter to the contrary, from and after the effective date of this ~~ordinance~~ Ordinance, all ~~arterial road impact fees~~ Mobility Fees shall be used first to fund construction and improvements ~~of designated arterial roads to the Mobility System~~; then to repay Seminole County for ~~all amounts owed respective to the arterial road deficit amount existing debt for previously approved eligible projects identified in the Mobility Plan which have a rational nexus to the Mobility Fees collected for the Travel-Increasing Development~~.

(g) ~~Any money used to repay the arterial road deficit amount may be deposited in or transferred to an unrestricted budgetary fund. The county may use all such funds for any purpose authorized for use of the 1991 local option sales tax proceeds.~~

Sec. 120.15. ~~Sunset-date~~ Date. There is hereby created a ~~sunset-date~~ Sunset Date for arterial road impact fees Mobility Fees. The ~~sunset-date~~ Sunset Date for arterial road impact fees Mobility Fees shall be December 31, ~~2021~~ 2030.

~~Secs. 120.16—120.20~~ 120.16—120.29. Reserved.

~~PART 3. COLLECTOR ROAD IMPACT FEES~~

Sec. 120.21. ~~Imposition.~~ All road impact construction occurring within the county, both within the unincorporated areas and within the boundaries of all municipalities, shall pay the collector road impact fees established in this chapter.

(a) ~~The north collector road district is hereby created to include the boundaries set forth and established as described and depicted in Appendix C-2, attached hereto and incorporated by reference. The north collector road district impact fee rate schedule incorporated in Appendix C-1 is hereby adopted and the collector road impact fees established in such north collector road district impact fee schedule are hereby imposed on all road impact construction located within the north collector road district at a rate established under the applicable impact fee land use categories.~~

(b) ~~The east collector road district is hereby created to include the boundaries set forth and established as described and depicted in Appendix C-2, attached hereto and incorporated by reference. The east collector road district impact fee rate schedule incorporated in Appendix C-1 is hereby adopted and the collector road impact fees established in such east collector road district impact fee schedule are hereby imposed on all road impact construction located within the east collector road district at a rate established under the applicable impact fee land use categories.~~

~~(e) The west collector road district is hereby created to include the boundaries set forth and established as described and depicted in Appendix C-2, attached hereto and incorporated by reference. The west collector road district impact fee rate schedule incorporated in Appendix C-1 is hereby adopted and the collector road impact fees established in such west collector road district impact fee schedule are hereby imposed on all road impact construction located within the west collector road district at a rate established under the applicable impact fee land use categories.~~

~~(d) The south central collector road district is hereby created to include the boundaries set forth and established as described and depicted in Appendix C-2, attached hereto and incorporated by reference. The south central collector road district impact fee rate schedule incorporated in Appendix C-1 is hereby adopted and the collector road impact fees established in such south central collector road district impact fee schedule are hereby imposed on all road impact construction located within the south central collector road district at a rate established under the applicable impact fee land use categories.~~

~~(e) The collector road impact fee shall be paid in addition to the countywide road impact fee and is intended to provide funds only for off-site improvements. Access improvements, including required right-of-way dedication, will be provided by the applicant in accordance with the land development code, or any comparable ordinance or regulation of the municipality in which the road impact construction is located.~~

~~**Sec. 120.22. Calculation of collector road impact fees.**~~

~~(a) Except as otherwise provided in this chapter, an impact fee statement shall be issued for all road impact construction occurring in the unincorporated areas within any collector road district following application for, but prior to the issuance of, a building permit.~~

~~(b) In all municipal areas within any collector road district, the impact fee statement shall be calculated and issued as provided in section 120.34(e) or under the provisions of section 120.35 in the event a municipality has not agreed to assist in the calculation and collection of impact fees as recognized in section 120.34(d).~~

~~**Sec. 120.23. Alternative collector road impact fee calculation.**~~

~~(a) In the event an applicant believes that the impact to the collector road system in the applicable collector road district necessitated by its road impact construction is less than the fee established in section 120.21 or that the road impact construction produces less external trips than assumed under the applicable impact fee land use category specified in the applicable collector road impact fee rate schedule specified in Appendix C-1, such applicant may, prior to issuance of a building permit for such road impact construction, submit a calculation of an alternative collector road impact fee to the county engineer pursuant to the provisions of this section. The county engineer shall review the calculations and make a determination within fifteen (15) calendar days of submittal as to whether such calculation complies with the requirements of this section.~~

~~(b) For purposes of any alternative collector road impact fee calculation, the road impact construction shall be presumed to have the maximum impact on the major road system for the trip generation land use category contemplated under the impact fee rate.~~

~~(c) The alternative collector road impact fee shall be calculated by use of the following formula:~~

$$\text{ALTERNATIVE COLLECTOR ROAD IMPACT FEE} = \text{DCT} \times \text{NNT}$$

~~Where DCT = District Cost Per Trip~~

~~North District Cost Per Trip: \$28.38~~

~~East District Cost Per Trip: 46.81~~

~~West District Cost Per Trip: 112.54~~

~~South Central District Cost Per Trip: 95.60~~

~~NNT – New Net Trips Generated by Road Impact Construction~~

~~(d) The alternative collector road impact fee calculations shall be based on data, information or assumptions contained in this chapter or independent sources, provided that:~~

~~(1) The independent source is a generally accepted standard source of transportation engineering or planning or information, or~~

~~(2) The independent source is a local study supported by a data base adequate for the conclusions contained in such study performed by a professional engineer pursuant to a generally accepted methodology of transportation planning or engineering.~~

~~(3) If a previously approved road impact construction project submitted, during its approval process, a traffic impact study substantially consistent with the criteria required by this section, and if such study is determined by the county engineer to be current, the traffic impacts of such previously approved road impact construction shall be presumed to be as described in the prior study. In such circumstances, an alternative collector road impact fee shall be established reflecting the traffic impact described in the prior study.~~

~~(4) It is acknowledged that the impact fee rates are based upon the applicable trip generation rates for the trip generation land use categories corresponding to the impact fee land use categories set forth in Appendix C-1. In recognition of such acknowledgement, the trip generation rate for the trip generation land use categories shall be considered an independent source for the purposes of the calculation of an alternative collector road impact fee calculation without the necessity of a study as required by subsection (d)(2) of this section.~~

~~(e) If the county engineer determines that the data, information and assumptions utilized by the applicant to calculate the alternative collector road impact fee comply with the requirements of this section, the alternative collector road impact fee shall be paid in lieu of the fee set forth in section 120.21.~~

~~(f) If the county engineer determines that the data, information and assumptions utilized by the applicant to calculate the alternative collector impact fee do not comply with the requirements of this section, then the county shall provide to the applicant by certified mail, return receipt requested, written notification of the rejection of the alternative arterial impact fee and the reason therefore. The applicant shall have fifteen (15) calendar days from the receipt of the written notification of rejection to request a hearing pursuant to section 120.38.~~

~~**Sec. 120.24. Use of monies.**~~

~~(a) The Board of County Commissioners hereby establishes four separate trust accounts for the collector road impact fees, to be designated as the "North Collector Road District Impact Fee Trust Account," the "East Collector Road District Impact Fee Trust Account," the "South Central Collector Road District Impact Fee Trust Account," and the "West Collector Road District Impact Fee Trust Account," which accounts shall be maintained separate and apart from all other accounts of the county. All collector road impact fees shall be deposited into the appropriate trust account immediately upon receipt.~~

~~(b) The monies deposited into the respective collector road impact fee trust account shall be used solely for the purpose of constructing or improving designated collector roads within that collector road district, including, but not limited to:~~

- ~~(1) Design and construction plan preparation;~~
- ~~(2) Permitting;~~

~~(3) Right of way acquisition, including and costs of acquisition or condemnation;~~

~~(4) Construction of new through lanes;~~

~~(5) Construction of new turn lanes;~~

~~(6) Construction of new bridges;~~

~~(7) Construction of new drainage facilities in conjunction with new roadway construction;~~

~~(8) Purchase and installation of traffic signalization;~~

~~(9) Construction of new curbs, medians and shoulders;~~

~~(10) Relocating utilities to accommodate new roadway construction;~~

~~(11) Construction management and inspection;~~

~~(12) Surveying and soils and material testing;~~

~~(13) Repayment of monies transferred or borrowed from any budgetary fund of the county which were used to fund any construction or improvements as herein defined;~~

~~(14) Payment of principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the county to provide funds to construct or acquire contemplated capital transportation improvements; and~~

~~(15) Reimbursement to a municipality for growth impacted construction in excess of the municipal contribution credit under agreement with the board.~~

~~Funds on deposit in the collector road impact fee trust account shall not be used for any expenditure that would be classified as a maintenance or repair expense.~~

~~(c) The monies deposited into the collector road impact fee trust account shall be used solely to provide additions and improvements to the applicable designated collector roads required to accommodate traffic generated by growth as projected in the impact fee study.~~

~~(d) Any monies on deposit which are not immediately necessary for expenditure shall be invested by the county. All income derived from such investments shall be deposited in the respective collector road impact fee trust account.~~

~~(e) The collector road impact fees collected pursuant to this chapter shall be returned by the county to the then current owner of the property on behalf of which such fee was paid if such fees have not been expended or encumbered prior to the end of the fiscal year immediately following the sixth anniversary of the date upon which such fees were paid. Refunds shall be made only in accordance with procedures to be established by the board.~~

~~(1) if such collector road impact fee has not been spent or encumbered within the applicable time period, then it shall be returned to the then current owner with interest paid at the rate of six (6) percent per annum or the average net interest rate earned by the county in the applicable collector road impact fee trust account during the time such refunded collector road impact fee was on deposit, whichever is less. For the purposes of this section, fees collected shall be deemed to be spent or encumbered on the basis of the first fee in shall be the first fee out.~~

~~(f) Notwithstanding anything in this chapter to the contrary, from and after the effective date of this ordinance, all collector road impact fees shall be used first to fund construction and improvements of the collector roads; then to repay Seminole County for all amounts owing respective to the collector road deficit amount for the district in which the funds were generated.~~

~~(g) Any money used to repay the various collector road deficit amounts may be deposited in or transferred to an unrestricted budgetary fund. The county may use all such funds for any purpose authorized for use of the 1991 local option sales tax proceeds.~~

~~Sec. 120.25 Sunset date.~~ There are hereby created ~~Sunset Dates for Collector Road District Impact Fees.~~

~~The Sunset Dates are as follows:~~

North Collector:	December 31, 2005
East Collector:	December 31, 2021
South Collector:	December 31, 2021
West Collector:	December 31, 2021

~~Secs. 120.26 – 120.29. Reserved.~~

PART 4.3. MISCELLANEOUS PROVISIONS

Sec. 120.30. Effect of ~~sunset date~~ Sunset Date. Nothing in this ~~part~~ Part shall be construed to relieve any ~~person~~ Person, firm, corporation, other entity or property from: any lien for ~~road impact fees~~ Mobility Fees; the obligation to pay in full a ~~road impact fee statement~~ Mobility Fee Statement; or the obligation to pay in full any ~~road impact fee~~ Mobility Fee assessed on or before the ~~sunset date~~ Sunset Date.

Sec. 120.31. Exemptions. The following shall be exempted from payment of the ~~road impact fees~~ Mobility Fees:

(a) Alterations, expansion or replacement of an existing ~~dwelling unit~~ Dwelling Unit which does not ~~increase the number of families which such dwelling unit is arranged, designed or intended to accommodate for the purpose of providing living quarters~~ change the size category of the single-family land use category of the fee schedule or increase the number of dwelling units on the lot or parcel.

(b) The alteration or expansion of a ~~building~~ Building if the ~~building~~ Building use upon completion does not generate greater external ~~trips~~ travel under the applicable ~~impact fee rate~~ Mobility Fee Rate.

(c) The replacement of a ~~building~~ Building or the construction of an ~~accessory building~~ Accessory Building if the replacement ~~building~~ Building or ~~accessory building~~ Accessory Building does not result in a land use generating greater ~~external trips~~ External Trips under the applicable ~~impact fee rate~~ Mobility Fee Rate.

(d) The construction of publicly owned ~~buildings~~ Buildings used for governmental purposes.

(e) Any construction, alteration or expansion of a private school or public school.

(f) An affordable housing unit at eighty percent (80%) or less of the median annual adjusted gross income for the household within Seminole County with a deed restriction having an affordability period of a minimum of thirty (30) years.

Sec. 120.32. Changes in use generating ~~greater external~~ increased travel. ~~Impact fees~~ Mobility Fees shall be imposed and calculated for the alteration, expansion or replacement of a ~~building~~ Building or ~~dwelling unit~~ Dwelling Unit or the construction of an ~~accessory building~~ Accessory Building if the alteration, expansion or replacement of the ~~building~~ Building or ~~dwelling unit~~ Dwelling Unit or the construction of an ~~accessory building~~ Accessory Building results in a land use determined to generate ~~greater external trips~~ more travel than the present use under the applicable ~~impact fee rate~~ Mobility Fee Rate. The ~~impact fee~~ Mobility Fee imposed under the applicable ~~impact fee rate~~ Mobility Fee Rate shall be calculated as follows:

(a) If the ~~impact fees~~ Mobility Fees are calculated on land use, the ~~impact fees~~ Mobility Fees imposed shall be the ~~impact fees~~ Mobility Fees due under the applicable ~~impact fee rate~~ Mobility Fee Rate.

Mobility Fee Rate for the ~~impact fee~~ Mobility Fee land use category resulting from the alteration, expansion or replacement less the ~~impact fee~~ Mobility Fee that would be imposed under the applicable ~~impact fee rate~~ Mobility Fee Rate for the ~~impact fee~~ Mobility Fee land use category prior to the alteration, expansion or replacement.

(b) If the ~~impact fees~~ Mobility Fees are calculated on ~~square footage~~ Square Footage and the ~~square footage~~ Square Footage of an office ~~building~~ Building or retail ~~building~~ Building as defined in Appendix C-1 is increased, the ~~impact fee rate~~ Mobility Fee Rate for the additional ~~square footage~~ Square Footage created by the ~~road impact construction~~ Travel-Increasing Development shall be at the ~~impact fee rate~~ Mobility Fee Rate applicable to the land use size category for ~~road impact construction~~ Travel-Increasing Development with ~~square footage~~ Square Footage equal to the existing ~~square footage~~ Square Footage plus the additional ~~square footage~~ Square Footage.

(c) For existing ~~buildings~~ Buildings, the present use may be defined as the highest intensity actual tenant use or occupancy which has occurred in the ~~building~~ Building so long as such use would have been allowed and permitted in the ~~building~~ Building under the land use designation in effect for the property on the ~~1987 effective date of Seminole County Ordinance 87-4 June 29, 2021~~ (effective date of the Mobility Fee Rates pursuant to the Mobility Fees Land Development Code Amendment). The owner or ~~applicant~~ Applicant shall be responsible for providing reasonable documentation as to such actual prior use.

(d) The ~~impact fee~~ Mobility Fee imposed for any ~~accessory buildings~~ Accessory Buildings shall be that applicable under the ~~impact fee rate~~ Mobility Fee Rate for the land use for the primary ~~building~~ Building, except for an Accessory Dwelling Unit which has its own rate

established in the Mobility Fee Rate Schedules incorporated in Appendix C-1 and adopted pursuant to Section 120.11.

Sec. 120.33. Vested rights.

~~(a) Any owner which was the subject of a development order of the county prior to August 13, 1985, or a municipality prior to July 1, 1987 (the effective date of this chapter within municipalities) may petition the board for a vested rights determination which would exempt the owner from the provisions of this chapter. Such petition shall be evaluated by the county attorney and a determination made based on the following criteria:~~

~~(1) The existence of a valid, unexpired governmental act of the county or a municipality authorizing the specific development for which a determination is sought;~~

~~(2) Expenditures or obligations made or incurred in reliance upon the authorizing governmental act that are reasonably equivalent to the fees required by this chapter;~~

~~(3) Other factors that demonstrate it is inequitable to deny the owner the opportunity to complete the previously approved development under the conditions of approval by requiring the owner to comply with the requirements of this chapter. For the purposes of this paragraph, the following factors shall be considered in determining whether it is inequitable to deny the owner the opportunity to complete the previously approved development:~~

~~(A) Whether the injury suffered by the owner outweighs the public cost of allowing the development to go forward without payment of the road impact fee required by this chapter; and~~

~~(B) If the proposed road impact construction is located in the unincorporated area of the county, whether the expenses or obligations for the development were~~

~~made or incurred subsequent or prior to August 13, 1985, which date the interim road impact fee resolution was adopted.~~

~~(b) — The county attorney shall make a written determination as to whether the owner has a vested right and, if so, whether such vested right would exempt the owner from the provisions of this chapter. In the event the vested right petition is based upon a governmental act of a municipality, the county attorney shall consult with the attorney representing such municipality prior to making a determination.~~

~~(c) — Any owner aggrieved by a decision of the county attorney pursuant to this section may appeal said decision to the Board of County Commissioners within thirty (30) days of the date of the written decision by filing said appeal with the clerk to the board with a copy to the county attorney.~~

~~(d) — Any written agreement entered into prior to April 9, 1987 (the effective date of this chapter within unincorporated Seminole County) between the owner of any property and the county or prior to July 1, 1987 (the effective date of this chapter within municipalities) between the owner of any property and a municipality, which establishes, restricts or prohibits the imposition of impact fees by the county shall be binding upon the county and not subject to the provisions of this chapter. Provided, however, that if such vested written agreement is subsequently amended to increase the amount of road impact construction permitted on the property, that such additional road impact construction shall be required to pay the impact fee as provided by the chapter. A written agreement which establishes, restricts, or prohibits the imposition of Mobility Fees on property within the County entered into on or before September 27, 2021, which is ninety (90) days from the effective date of the new Mobility Fee Rates under this Chapter and which is between the owner and the County for property within the~~

unincorporated area of the County, or between the owner and the appropriate city for property within municipal boundaries, shall be binding upon the County; such property shall not be subject to the provisions of this Chapter but shall pay such road impact fee or Mobility Fee rates as established in such written agreement provided a building permit utilizing the road impact fee or Mobility Fee rates in such written agreement is obtained within eighteen (18) months of the effective date of such written agreement. Such written agreement is deemed void if not utilized within eighteen (18) months of its effective date. Provided, however, if the agreement is amended subsequent to the effective date of this Chapter or any subsequent amendment to this Chapter increasing the net new travel to the County mobility system resulting from Travel-Increasing Development, the Mobility Fee imposed by Section 120.11 shall be required to be paid as provided by this Chapter on the increased net new travel to the County Mobility System.

Sec. 120.34. Payment.

(a) Except as otherwise provided in this ~~chapter~~ Chapter, an ~~applicant~~ Applicant shall pay the amounts specified in the ~~impact fee statements~~ Mobility Fee Statements issued pursuant to ~~sections~~ Section 120.11 ~~and 120.21~~ above. The Board of ~~County Commissioners (BCC)~~ shall, by resolution adopted after a duly noticed public hearing, determine the point in the development process when such payments must be made. The BCC may establish different times for payment for developments occurring in the unincorporated area and those occurring within incorporated areas. In the absence of a written agreement between the ~~county~~ County and an ~~applicant~~ Applicant as provided in subsection (f) below, the timing of such payments may not be changed on an individual case by case basis.

(b) (1) ~~If the road impact construction~~ Travel-Increasing Development is located within the unincorporated area of the county County, the ~~arterial road impact fee and collector road impact fee~~ Mobility Fee shall be paid directly to the county County.

(2) ~~If an arterial or collector road facility reservation fee was previously paid to the county pursuant to the provisions of Part 2 for the subject road impact construction then the arterial and collector road impact fee paid shall be net of the respective facility reservation fee paid pursuant to Part 2.~~

(c) Other than for property located within the City of Altamonte Springs which has established its own Municipal Mobility Fee, ~~if if the road impact construction~~ Travel-Increasing Development is located within a municipality and the governing body of the municipality by interlocal agreement or otherwise has agreed to collect the ~~impact fees~~ Mobility Fees then such fees shall be calculated and paid in accordance with the provisions of the interlocal agreement or municipal ordinance.

(d) Other than for property located within the City of Altamonte Springs which has established its own Municipal Mobility Fee, ~~if if the road impact fee construction~~ Travel-Increasing Development is located within a municipality and the governing body of the municipality has not agreed to collect the ~~impact fees~~ Mobility Fees then such fees shall be calculated and paid as provided in ~~section~~ Section 120.35.

(e) In the event the ~~impact fee rate~~ Mobility Fee Rate or payment provisions for a particular ~~road impact construction~~ Travel-Increasing Development is changed subsequent to the issuance of an ~~impact fee statement~~ a Mobility Fee Statement, the ~~impact fee rate~~ Mobility Fee Rate calculation in the issued ~~impact fee statement~~ Mobility Fee Statement or payment provisions

set forth therein shall be the ~~impact fee~~ Mobility Fee imposed or payment provisions applicable for such ~~road impact construction~~ Travel-Increasing Development.

(f) In the event that the ~~board~~ Board determines that there is a valid public purpose to allow deferral of the payment of ~~arterial road and collector road impact fees~~ Mobility Fees related to a development located within a municipality that requires payment of ~~impact fees~~ Mobility Fees before issuance of a ~~building permit~~ Building Permit such as, by way of example and not limitation, economic development or job growth, the ~~county~~ County and the developer may enter into an agreement that provides for the deferred payment of ~~impact fees~~ Mobility Fees required under this ~~chapter~~ Chapter that would otherwise be due and payable; provided, however, that the maximum period of deferment shall be for a period of one hundred eighty (180) days from the date that the city issues a ~~building permit~~ Building Permit for the project; provided, further, however, that in no event shall the payment of fees and other assessments be paid later than the issuance of a ~~certificate of occupancy~~ Certificate of Occupancy for the development for which the ~~building permit~~ Building Permit was issued.

(g) The payment of the ~~arterial and the collector road impact fee~~ Mobility Fee shall be in addition to any other fees, charges or assessments due for the issuance of a ~~building permit~~ Building Permit.

(h) The obligation for payment of the ~~arterial road impact fee and collector road impact fee~~ Mobility Fee shall run with the land. However, this ~~section~~ Section shall not be construed to relieve an ~~applicant~~ Applicant of responsibility or liability for payment of the ~~impact fees~~ Mobility Fee imposed by this ~~chapter~~ Chapter.

Sec. 120.35. Collection of fees when not paid by mistake or inadvertence or by agreement; alternative collection in municipal areas. Other than for property located within

~~the City of Altamonte Springs which has established its own Municipal Mobility Fee. In~~ in the
~~event the arterial road impact fee or the collector road impact fee~~ Mobility Fee is not paid for the
~~affected road impact construction~~ Travel-Increasing Development when specified by BCC
resolution because of mistake or inadvertence or in the event a municipality has not agreed to assist
in the calculation and collection of ~~impact fees~~ Mobility Fees as recognized in ~~section~~
Section 120.34(d), the ~~county~~ County shall proceed to collect the ~~arterial impact fee and collector~~
~~road impact fee~~ Mobility Fee as follows:

(a) The ~~county~~ County shall serve, by certified mail, return receipt requested, or by
hand delivery ~~an impact fee statement~~ a Mobility Fee Statement notice upon the ~~applicant~~
Applicant, at the address set forth in the application for ~~building permit~~ Building Permit, and the
owner at the address appearing on the most recent records maintained by the ~~property appraiser~~
Property Appraiser of the ~~county~~ County. The ~~county~~ County shall also file a copy of the ~~impact~~
~~fee statement~~ Mobility Fee Statement notice in the official records of the ~~county~~ County. Service
of the ~~impact fee statement~~ Mobility Fee Statement notice shall be deemed notice of the ~~impact~~
~~fees~~ Mobility Fees due and service shall be deemed effective on the date the return receipt indicates
the notice was received by either the ~~applicant~~ Applicant or the owner or the date said notice was
hand delivered to either the ~~applicant~~ Applicant or owner, whichever occurs first. Provided,
however, that should none of these methods of service be successful, service shall be deemed
effective on the date the copy of the ~~impact fee statement~~ Mobility Fee Statement notice was filed
in the official records of the ~~county~~ County. The ~~impact fee statement~~ Mobility Fee Statement
notice shall contain the legal description of the property and shall advise the ~~applicant~~ Applicant
and the owner as follows:

(1) The amount due and the general purpose for which the ~~arterial road impact fee and collector road fee~~ were Mobility Fee was imposed;

(2) That administrative review pursuant to ~~section~~ Section 120.38 may be requested no later than forty-five (45) calendar days from the date of receipt of the ~~impact fee statement~~ Mobility Fee Statement notice, by making application to the office of the ~~county engineer~~ County Engineer.

(3) That the ~~county~~ County shall file a release of the ~~impact fee statement~~ Mobility Fee Statement notice in the official records of the county upon collection of payment in full.

(4) That the ~~arterial road impact fee and the collector road impact fee~~ Mobility Fee shall be delinquent if not paid and received by the ~~county~~ County within sixty (60) calendar days of the date the ~~impact fee statement~~ Mobility Fee Statement notice is received, excluding the date of receipt. Upon becoming delinquent, such ~~impact fees~~ Mobility Fees shall be subject to the imposition of a delinquent fee and interest on the unpaid amount until paid;

(5) That in the event the ~~arterial road impact fee and the collector road impact fee~~ Mobility Fee becomes delinquent, a lien against the property for which the ~~building permit~~ Building Permit was secured shall be recorded in the official records book of the ~~county~~ County.

(b) The ~~arterial road impact fee and the collector road impact fee~~ Mobility Fee shall be delinquent if, within sixty (60) calendar days from the date of receipt of the ~~impact fee statement~~ Mobility Fee Statement notice by either the ~~applicant~~ Applicant or the owner, or the date said notice was filed in the official records, the ~~impact fees~~ Mobility Fees have not been paid and received by the ~~county~~ County. Said time periods shall be calculated on a calendar day basis, including Sundays and legal holidays, but excluding the date of the earliest receipt of said ~~impact~~

~~fee statement~~ Mobility Fee Statement notice. In the event the last day falls on a Sunday or legal holiday, the last due date prior to becoming delinquent shall be the next business day. Upon becoming delinquent, a delinquency fee equal to ten-(10) percent (10%) of the total-~~impact fees~~ Mobility Fees imposed shall be assessed. Such total-~~impact fees~~ Mobility Fees, plus delinquency fee, shall bear interest at the statutory rate for final judgments calculated on a calendar day basis, until paid.

(c) Should the ~~arterial road impact fee and the collector road impact fee~~ Mobility Fee become delinquent as set forth in subsection (b), the ~~county~~ County shall serve, by certified mail return receipt requested, a “notice of lien” upon the delinquent ~~applicant~~ Applicant if the ~~building~~ Building is under construction at the address indicated in the application for the ~~building permit~~ Building Permit, and upon the delinquent owner at the address appearing on the most recent records maintained by the ~~property appraiser~~ Property Appraiser of the ~~county~~ County. The notice of lien shall notify the delinquent ~~applicant~~ Applicant and owner that due to their failure to pay the ~~arterial or collector road impact fees~~ Mobility Fees, the ~~county~~ County shall file a claim of lien with the ~~clerk of the circuit court~~ Clerk of the Circuit Court.

(d) Upon mailing of the notice of lien, the ~~county attorney~~ County Attorney shall file a claim of lien with the ~~clerk of the circuit court~~ Clerk of the Circuit Court for recording in the official records of the ~~county~~ County. The claim of lien shall contain the legal description of the property, the amount of the delinquent ~~impact fees~~ Mobility Fees and the date of their imposition. Once recorded, the claim of lien shall constitute a lien against the property described therein. The ~~county attorney~~ County Attorney shall proceed expeditiously to collect, foreclose or otherwise enforce said lien.

(e) After the expiration of one (1) year from the date of recording of the claim of lien, as provided herein, a suit may be filed to foreclose said lien. Such foreclosure proceedings shall be instituted, conducted and enforced in conformity with the procedures for the foreclosure of municipal special assessment liens, as set forth in Sections 173.04 through 173.12, inclusive, Florida Statutes, which provisions are hereby incorporated herein in their entirety to the same extent as if such provisions were set forth herein verbatim.

(f) The liens for delinquent ~~impact fees~~ Mobility Fees imposed hereunder shall remain liens, coequal with the lien of all state, ~~county~~ County, district and municipal taxes, superior in dignity to all other subsequently filed liens and claims, until paid as provided herein.

(g) The collection and enforcement procedures set forth in this ~~section~~ Section shall be cumulative with, supplemental to and in addition to, any applicable procedures provided in any other ordinances or administrative regulations of the ~~county~~ County or any applicable law or administrative regulation of the State of Florida. Failure of the ~~county~~ County to follow the procedure set forth in this ~~section~~ Section shall not constitute a waiver of its rights to proceed under any other ordinances or administrative regulations of the ~~county~~ County or any applicable law or administrative regulation of the State of Florida.

Sec. 120.36. Designated road improvement contribution credits.

(a) The ~~county~~ County shall grant a credit against the ~~arterial road impact fee~~ Mobility Fee imposed by ~~section~~ Section 120.01, and the ~~collector road impact fee~~ imposed pursuant to ~~section 120.21~~ for the donation of land or for the construction of any ~~off-site improvements~~ Off-Site Improvements to a ~~designated arterial or collector road~~ the County Mobility System made pursuant to a development order or to be made by agreement with the ~~county~~ County. Credit shall be given against the ~~arterial road impact fee or the collector road impact fee~~ Mobility Fee based

on the classification of the designated road for which the donation is given or the improvements undertaken. Such land donation and construction and improvement shall be subject to the following standards:

(1) The donated land shall be an integral part of and a necessary accommodation of the contemplated ~~off-site improvements~~ Off-Site Improvements to the ~~designated arterial and collector roads~~ County Mobility System;

(2) The ~~off-site improvements~~ Off-Site Improvements to be constructed shall be an integral part of and a necessary accommodation of the contemplated ~~off-site improvements~~ Off-Site Improvements to the ~~designated arterial and collector roads~~ County Mobility System and shall exclude ~~access improvements~~ Access Improvements.

(b) The amount of contribution credit to be applied shall be determined according to the following standards of valuation:

(1) The value of donated land shall be based upon a written appraisal of fair market value by a qualified and professional real estate appraiser based upon comparable sales of similar property between unrelated parties in an arms length transaction.

(2) The cost of anticipated construction of ~~off-site improvements~~ Off-Site Improvements to ~~designated arterial and collector roads~~ the County Mobility System shall be based upon cost estimates certified by a professional engineer; and

(3) The land and construction contributions shall only provide additions or improvements to the ~~designated arterial and collector roads required to accommodate traffic generated by growth as projected in the impact fee study~~ County Mobility Fee System identified in the current or amended Comprehensive Plan Transportation Element.

(c) Prior to issuance of a ~~building permit~~ Building Permit the contributor shall submit to the ~~county engineer~~ County Engineer a proposed plan of construction of ~~off-site improvements~~ Off-Site Improvements to the designated arterial and/or collector roads. The proposed plan of construction shall include:

- (1) A list of the contemplated ~~off-site improvements~~ Off-Site Improvements;
- (2) A legal description, prepared and sealed by a licensed surveyor indicating compliance with minimum technical standards, of any land proposed to be donated and a written appraisal prepared in conformity with subsection (b)(1) of this ~~section~~ Section;
- (3) An estimate of proposed construction costs certified by a professional engineer; and
- (4) A proposed time schedule for completion of the proposed plan of construction.

(d) The ~~county engineer~~ County Engineer shall determine:

- (1) If a proposed donation and/or plan of construction is in conformity with contemplated ~~off-site improvements~~ Off-Site Improvements to the designated arterial and collector roads County Mobility System;
- (2) If the proposed donation and/or construction by the contributor is consistent with the public interest; and
- (3) If the proposed donation and/or construction time schedule is consistent with the county transportation work schedule.

Upon approval of a proposed plan of construction, the ~~county engineer~~ County Engineer shall determine the amount of construction credit based upon the above standards of valuation and shall approve the timetable for completion of construction.

(e) All construction cost estimates shall be based upon, and all construction plans and specifications shall be in conformity with the road construction standards of the ~~county~~ County. All plans and specifications shall be approved by the ~~county engineer~~ County Engineer prior to commencement of construction.

(f) Any contributor shall have a right of review pursuant to ~~section~~ Section 13.39 of the determinations and certifications of a proposed plan of construction and the determination and valuation of the contribution credit by the ~~county engineer~~ County Engineer.

(g) In the event the amount of contribution credit determined to be applicable by the ~~county engineer~~ County Engineer exceeds the total amount of ~~impact fees~~ Mobility Fees due by a contributor, or exceeds the ~~county engineer's~~ County Engineer's estimate of ~~impact fees~~ Mobility Fees that would be paid based on the potential development of the parcel to which the contribution is associated, the ~~county~~ County shall execute with the contributor an agreement for future use of credits or reimbursement of the excess of such credit. The agreement would provide for:

(1) Reimbursement of the excess credit out of existing and/or future collections of ~~arterial or collector road impact fees~~ Mobility Fees;

(2) Permitting credits to be transferred to other eligible property, i.e., property within the applicable benefit zone, said property to be identified in the agreement and the ~~owner~~ Owner of said property to be a party to the agreement;

(3) Leaving the surplus on the parent tract to absorb future increases in the applicable ~~impact fee~~ Mobility Fee or to be used in the event of redevelopment; or

(4) Credits are entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date the credits were first established.

(5) Some combination of the above.

(h) Credits shall be given as a fixed ~~dollar deduction from the applicable road impact fee unit amount based on the Mobility Fee~~ in place at the time the ~~fee otherwise becomes due and payable credits were first established.~~

(i) Unless it can be demonstrated that due to previous ~~county~~ County expenditures for ~~road impact fee~~ Mobility System projects that the appropriate ~~road impact fee~~ Mobility Fee account would not be proportionately over committed, the credit given for donation or construction may not exceed the lesser of (1) the value of the donation or construction or (2) for donations, an amount equal to the value of the donation multiplied by a factor equal to the ~~impact fee~~ Mobility Fee share of the designated road in dollars divided by the estimated right-of-way cost for that road as identified in the ~~impact fee study~~ Mobility Fee Study adopted by reference in ~~section~~ Section 120.4 hereof. The value of a donation or construction that exceeds the credit given shall be paid for directly from other available ~~county~~ County revenues or handled by separate agreement with the contributor not governed by the terms of this ~~chapter~~ Chapter. This paragraph shall only become operative when the value of the donation and/or construction exceeds two hundred fifty thousand dollars (\$250,000.00).

(j) Nothing contained herein shall be interpreted or construed to qualify any land required as right-of-way or construction required under the Land Development Code as donated land or construction under this ~~section~~ Section.

Sec. 120.37. Municipal contribution credit.

(a) The ~~county~~ County shall grant a credit against the ~~arterial road impact fee~~ Mobility Fee imposed by ~~section~~ Section 120.11 and the ~~collector road impact fee~~ imposed by ~~section~~ Section 120.21 upon ~~road impact construction~~ Travel-Increasing Development occurring within any municipality to the extent that any portion of the proceeds of a ~~municipal impact fee~~ Municipal

Mobility Fee or other municipal revenue is ~~encumbered~~ Encumbered for the construction of growth impacted improvements or additions to the ~~designated arterial roads or the designated collector roads~~ County Mobility System.

(b) For the purpose of granting any municipal contribution credit under this subsection, a ~~municipal impact fee~~ Municipal Mobility Fee or other municipal revenue shall be deemed ~~encumbered~~ Encumbered for the construction of growth impacted improvements or additions to the ~~designated arterial roads or the designated collector roads~~ Mobility System under the following circumstances:

(1) The municipality and the ~~county~~ County have agreed to a proposed plan of ~~growth impacted construction~~ Mobility System improvements by the municipality to the ~~designated arterial roads or the designated collector roads~~; or

(2) The municipality has agreed to remit to and the ~~county~~ County has agreed to accept under conditions acceptable to the ~~county~~ County such ~~municipal impact fee~~ Municipal Mobility Fee or other municipal revenue for use in providing the contemplated growth impacted capital improvements to the ~~designated arterial roads or the designated collector roads~~ Mobility System.

(c) No credit shall be given by the ~~county~~ County against ~~impact fees~~ Mobility Fees imposed by this ~~chapter~~ Chapter for any ~~municipal impact fee~~ Municipal Mobility Fee imposed for the construction of ~~growth impacted~~ improvements or additions to the ~~designated arterial or the designated collector roads~~ Mobility System unless the ~~municipal impact fee~~ Municipal Mobility Fee is ~~encumbered~~ Encumbered under one of the alternatives specified in subsection (b) of this ~~section~~ Section.

(d) Such municipal contribution credit shall be applied at the time of the imposition of the ~~impact fees~~ Mobility Fees for the ~~road impact construction~~ Travel-Increasing Development and shall not exceed the total of the ~~arterial and collector impact fees~~ Mobility Fees imposed by the ~~county~~ County.

(e) In the event a municipal ~~impact fee~~ Mobility Fee is imposed for the construction of improvements and additions to the ~~major road system~~ County Mobility System but the portion of such fee imposed for such improvements and additions to the ~~major road system~~ Mobility System cannot be determined or in the event the portion of a ~~municipal impact fee~~ Municipal Mobility Fee imposed for improvements and additions to the ~~major road system~~ County Mobility System is not ~~encumbered~~ Encumbered under either of the alternatives required in subsection (b) of this ~~section~~ Section, the ~~county~~ County shall, at the option of the ~~owner~~ Owner, defer the collection ~~within the municipality~~ of a portion of the ~~impact fees equal to the portion of the municipal impact fees~~ Mobility Fees estimated by the ~~board~~ Board to be imposed for the construction of improvements and additions to the ~~major road system~~ County Mobility System. The deferral of the collection of such estimated portion of the ~~impact fees~~ Mobility Fees shall continue until the amount of the credit for the ~~municipal impact fee~~ Municipal Mobility Fee can be determined under the provisions of this ~~section~~ Section or until the authority of the municipality to impose the ~~municipal impact fee~~ Municipal Mobility Fee for improvements and additions to the ~~major road system~~ County Mobility System is determined by a court of competent jurisdiction. In such event, the amount of the ~~impact fees~~ Mobility Fees imposed shall be calculated and determined under the provisions of this ~~chapter~~ Chapter and the ~~owner~~ Owner shall execute a written acknowledgment of the amount of ~~impact fees~~ Mobility Fees due for the ~~road impact construction~~ Travel-Increasing Development. Upon execution of such written acknowledgment by the ~~owner~~ Owner, the ~~county~~ County shall

defer the collection of the identified portion of the ~~impact fees~~ Mobility Fees until resolution between the ~~county~~ County and the municipality of the amount of ~~municipal impact fee~~ Mobility Fee credit, if any, applicable to the affected ~~road impact construction~~ Travel-Increasing Development. At the sole option of the ~~owner~~ Owner, in lieu of deferral of collection of the ~~identified estimated~~ portion of the ~~impact fees~~ Mobility Fees by the ~~county~~ County, the ~~owner~~ Owner may elect to pay the entire amount of ~~impact fees~~ Mobility Fees imposed by the ~~county~~ County and receive a refund upon resolution between the ~~county~~ County and the municipality of the amount of ~~municipal impact fee~~ Municipal Mobility Fee credit, if any, applicable to the affected ~~road impact construction~~ Travel-Increasing Development. Such refund shall be equal to the amount of the ~~municipal impact fee~~ Municipal Mobility Fee credit, if any, applicable to the affected ~~road impact construction~~ Travel-Increasing Development and shall be refunded without interest.

(f) This Section is not applicable within the boundaries of the City of Altamonte Springs which has coordinated with the County and adopted its own Municipal Mobility Fee that addresses improvements to the County's Mobility System within and in proximity to the boundaries of the City of Altamonte Springs.

Sec. 120.38. Administrative review procedures.

(a) An ~~applicant~~ Applicant or ~~owner~~ Owner who is required to pay ~~an arterial road impact fee~~ a Mobility Fee pursuant to ~~section~~ Section 120.11 ~~or a collector road impact fee pursuant to section 120.21~~, shall have the right to request a special review by the ~~county engineer~~ County Engineer.

(b) Such review shall be for the purpose of the ~~county engineer~~ County Engineer rendering a determination concerning the application or calculation of the appropriate ~~arterial road~~

~~impact fee~~ Mobility Fee pursuant to ~~section~~ Section 120.11 ~~or the appropriate collector road impact fee pursuant to section 120.21.~~

(c) Except as otherwise provided in this ~~chapter~~ Chapter, such review shall be requested by the ~~applicant~~ Applicant or ~~owner~~ Owner within forty-five (45) calendar days, including Sundays and legal holidays, of the date of receipt of the ~~impact fee statement~~ Mobility Fee Statement, provided however that any request must be filed prior to the date of issuance of the ~~certificate of occupancy~~ Certificate of Occupancy. Failure to request a review within the time provided shall be deemed a waiver of such right.

(d) A written request for review shall be filed with the office of the ~~county engineer~~ County Engineer and shall contain the following:

- (1) The name and address of the ~~applicant~~ Applicant or ~~owner~~ Owner;
- (2) The telephone number at which the ~~applicant~~ Applicant or ~~owner~~ Owner may be reached during daytime hours;
- (3) The legal description of the property in question;
- (4) If issued, the date the ~~building permit~~ Building Permit was issued and the ~~building permit~~ Building Permit number;
- (5) The ~~impact fee statement~~ Mobility Fee Statement number;
- (6) A brief description of the nature of the construction being undertaken pursuant to the ~~building permit~~ Building Permit;
- (7) If paid, the date the ~~arterial road impact fee~~ Mobility Fee was paid; and
- (8) ~~If paid, the date the collector road impact fee was paid; and~~
- (9) A statement of the reasons why the ~~applicant~~ Applicant or ~~owner~~ Owner is requesting the review, including any supporting information and site or construction plan.

(e) Within fifteen (15) calendar days of receipt of such request, the ~~county engineer~~ County Engineer shall forward to the ~~applicant~~ Applicant and ~~owner~~ Owner his written review of and determination concerning the ~~arterial and/or collector road impact fee~~ Mobility Fee.

(f) The ~~applicant~~ Applicant or ~~owner~~ Owner shall have fifteen (15) calendar days from the receipt of the written special review or, in the event of lack of response by the ~~county engineer~~ County Engineer, thirty (30) days from filing of the request for review, whichever is later, to request a hearing pursuant to ~~section~~ Section 120.39.

Sec. 120.39. Review hearings.

(a) An ~~applicant~~ Applicant or ~~owner~~ Owner who is required to pay a ~~arterial road impact fee~~ Mobility Fee pursuant to ~~section~~ Section 120.11 or a ~~collector road impact fee~~ pursuant to ~~section 120.21~~, shall have the right to request a review hearing.

(b) Such hearing shall be limited to the review of the following:

(1) The special review determination made by the ~~county engineer~~ County Engineer concerning the application or calculation of the appropriate ~~road impact fee~~ Mobility Fee pursuant to ~~section~~ Section 120.38 or, in the event of nonresponse of the ~~county engineer~~ County Engineer, direct review concerning the application or calculation of the appropriate ~~arterial road impact fee~~ Mobility Fee pursuant to section 120.11 or the appropriate ~~collector road impact fee~~ pursuant to ~~section 120.21~~.

(2) The rejection of the ~~alternative arterial impact fee~~ Alternative Mobility Fee calculation pursuant to ~~section~~ Section 120.13 or the ~~alternative collector road impact fee~~ calculation pursuant to ~~section 120.23~~.

(3) The failure to grant or granting insufficient credits for the donation and/or construction of improvements pursuant to ~~section~~ Section 120.36.

(c) Except as otherwise provided in this ~~chapter~~ Chapter, such hearing shall be requested by the ~~applicant~~ Applicant or ~~owner~~ Owner within fifteen (15) calendar days, including Sundays and legal holidays of the date of: (1) receipt of the ~~impact fee~~ Mobility Fee special review determination; (2) receipt of the notification of the calculation of any ~~alternative impact fee~~ Alternative Mobility Fee; or (3) receipt of notification of decision on the credit for donation of land or construction improvements. Failure to request a hearing within the time provided shall be deemed a waiver of such right.

(d) The request for hearing shall be filed with the office of ~~county manager~~ County Manager and shall contain the following:

- (1) The name and address of the ~~applicant~~ Applicant or ~~owner~~ Owner;
- (2) The legal description of the property in question;
- (3) If issued, the date the ~~building permit~~ Building Permit was issued and the ~~building permit~~ Building Permit number;
- (4) The ~~impact fee statement~~ Mobility Fee Statement number, if issued;
- (5) A brief description of the nature of the construction being undertaken pursuant to the ~~building permit~~ Building Permit;
- (6) If paid, the date the ~~arterial road impact fee~~ Mobility Fee was paid; and
- (7) If paid, the date the collector road impact fee was paid; and
- (8) ~~a~~ A statement of the reasons why the ~~applicant~~ Applicant or ~~owner~~ Owner is requesting the hearing.

(e) Upon receipt of such request, the ~~county manager~~ County Manager shall schedule a hearing before the ~~board~~ Board at a regularly scheduled meeting or a special meeting called for the purpose of conducting the hearing and shall provide the ~~applicant~~ Applicant and ~~owner~~ Owner

written notice of the time and place of the hearing. Such hearing shall be held within forty-five (45) calendar days of the date the request for hearing was filed.

(f) Such hearing shall be before the ~~board~~ Board and shall be conducted in a manner designed to obtain all information and evidence relevant to the requested hearing. Formal rules of civil procedure and evidence shall not be applicable; however, the hearing shall be conducted in a fair and impartial manner with each party having an opportunity to be heard and to present information and evidence.

Sec. 120.40. ~~Application of interim impact fees~~ Reserved.

(a) ~~—The interim impact fees collected pursuant to Resolution 85 R 182 and deposited into the interim impact fee trust account shall be transferred prior to October 1, 1987 to the arterial road impact fee trust account and the applicable collector road district impact fee trust account for the district in which the road impact construction is located. The transfers from the interim impact fee trust account shall be allocated between the arterial road impact fee trust account and the collector road district impact fee trust account according to the following schedule:~~

Percent of Interim Impact Fee Amount

Collector Road District Number	Deposit to Arterial Account	Deposit to Collector Account
North	90.7%	9.3%
East	76.4%	23.6%
West	76.4%	23.6%
South Central	76.4%	23.6%

(b) ~~—In recognition of the provisions of Section 9C of Resolution 85 R 182, a refund shall be given to the owner of a road impact construction to the extent the interim fee imposed under Resolution 85 R 182 exceeds the road impact fees imposed under this chapter, plus interest~~

at the average rate of return earned by the county between the date of payment of the fee and the refund.

(e) — Any developer of road impact construction in the unincorporated area of the county as defined in Resolution 85-R-182 who made commitments pursuant to the provisions of such resolution will not be required to pay an impact fee greater than that specified in Resolution 85-R-182 for a period commencing on the effective date of this chapter and terminating twelve (12) calendar months thereafter. The provisions of this subsection shall apply only in the event a building permit is issued during such twelve (12) calendar month period.

(d) — To the extent specifically provided therein, the provisions of Resolution 85-R-182 shall remain in effect in the municipal areas of the county until July 1, 1987, the effective date of this chapter in such municipal areas. Any developer of road impact construction in the municipal areas of the county as defined in Resolution 85-R-182 who made commitments pursuant to the provisions of such resolution will not be required to pay an impact fee greater than that specified in Resolution 85-R-182 for a period commencing on the effective date of this chapter in such municipal areas and terminating on June 30, 1988. The provisions of this subsection shall apply only in the event a building permit is issued during such twelve (12) calendar month period.

Sec. 120.41. Review requirement.

(a) This chapter Chapter and the impact fee study Mobility Fee Study shall be has been prepared and reviewed consistent with the provisions by the board initially in connection with its approval of the capital improvements element of its comprehensive plan Comprehensive Plan as required by Section 163.3177, Florida Statutes. Thereafter, this chapter This Chapter and the impact fee study Mobility Fee Study shall be reviewed every four (4) years unless otherwise directed by the board Board. The initial and each subsequent review shall consider new estimates

of population and other socioeconomic data; changes in construction, right-of-way acquisition and related costs; and changes in ~~trip generation~~ Trip Generation rates, ~~external trip~~ External Trip lengths and traffic volume counts. The purpose of this review is to review and revise, if necessary, the ~~designated arterial roads and the designated collector roads~~ County's Comprehensive Plan Transportation Element, which serves as the County's Mobility Plan, and to ensure that the ~~arterial road impact fees~~ Mobility Fees do not exceed the reasonably anticipated costs associated with the improvements necessary to ~~offset the demand generated by the road impact construction on the major road system~~ implement said Plan. In the event the review of the ordinance required by this ~~section~~ Section alters or changes the assumptions, conclusions and findings of the ~~studies~~ study adopted by reference in ~~section~~ Section 120.4, revises or changes the ~~designated arterial roads or designated collector roads~~ Mobility System or alters or changes the amount or classification of ~~impact fees~~ Mobility Fees or the boundaries of the districts, the ~~studies~~ study adopted by reference in ~~section~~ Section 120.4 shall be amended and updated to reflect the assumptions, conclusions and findings of such reviews and ~~section~~ Section 120.4 shall be amended to adopt by reference such updated ~~studies~~ study. If, upon the conclusion of the review of the ordinance required by this ~~section~~ Section, the ~~board~~ Board determines in its legislative discretion that a rebate of ~~impact fees~~ Mobility Fees previously collected is appropriate because of an alteration or change in the amount or classification of ~~impact fees~~ Mobility Fees previously collected, the ordinance amending ~~section~~ Section 120.4 shall establish the procedures and determinations for any such rebate.

(b) ~~Simultaneous with any review of the impact fee study required in subsection (a) of this section, the board shall review the capital improvements element of the comprehensive plan to confirm the assumptions in such element on the availability and adequacy of revenue sources to~~

~~construct improvements and additions to the major road system determined in the impact fee study to be required to accommodate existing development.~~

~~(e)(b)~~ As part of the review required by this ~~section~~ Section, ~~new collector/arterial roads or new segments/extensions of previously designated collector/arterial roads elements~~ may be added to the ~~major road system~~ Mobility System plan. Any ~~road element~~ added to the ~~major road system~~ Mobility System plan must meet the following criteria:

(1) It must provide substantial functional improvement to the ~~major road system~~ Mobility System; or

(2) It must contribute to the safety of the Mobility System; or

(3) It must alleviate the need for previously designated improvements to the ~~major road system~~ Mobility System or significantly impact the timing of said improvements; ~~and~~
or

~~(3)~~ (4) It must meet the requirements of ~~section~~ Section 120.44 with the exception that the traffic counts required by ~~sections~~ Sections 120.44(a)(2) and 120.44(b)(2), shall be based on projected daily traffic counts as determined by the ~~county engineer using the methodology established in the "Road Impact Fee for Seminole County, Florida" study referenced in section 120.4~~ County Engineer. The cost of improvements added to the system shall be included in the revised fee calculation made during the review. Any difference in fee attributable to the addition of the ~~new road or segment~~ system elements shall be separately identified at the time advisory committee recommendations are submitted to the ~~board~~ Board.

Sec. 120.42.—Road impact fee municipal technical advisory committee Mobility Fee Municipal Technical Advisory Committee. There is hereby created a technical advisory committee to the ~~board~~ Board to be known as the ~~road impact fee municipal technical advisory~~

~~committee~~ Mobility Fee Municipal Technical Advisory Committee. The membership of the committee shall be the mayor of each municipality within the ~~county~~ County, or the designee of the mayor, except for the City of Altamonte Springs, whose participation shall be voluntary. The committee shall set its own rules of procedure and meeting dates and shall meet additionally as requested by the ~~county manager~~ County Manager. The committee shall consider and review the assumptions utilized in the initial and each subsequent review of the ~~impact fee study~~ Mobility Fee Study as required in ~~section~~ Section 120.41. Such consideration and review of assumptions shall include, but not be limited to, estimates of population and other socioeconomic data; changes in construction, right-of-way acquisition and related costs; changes in ~~trip generation rates~~ Trip Generation Rates, ~~external trip~~ External Trip lengths and traffic volume counts; and designations of ~~arterial and collector roads~~ Mobility System elements and establishment of construction schedules for improvements to the ~~major road system~~ Mobility System. In such consideration and review, the committee is requested to provide such comment and supplemental information, technical assistance and recommendations as is necessary and appropriate to assist the ~~county manager~~ County Manager and the ~~board~~ Board in the review required in ~~section~~ Section 120.41.

(a) The technical advisory committee shall not be required unless the ~~board~~ Board of ~~county commissioners~~ County Commissioners increases the ~~road impact fees~~ Mobility Fees in any ~~arterial or collector road district~~ Mobility Fee District.

Sec. 120.43.—~~Road impact fee citizens advisory committee~~ Mobility Fee Citizens Advisory Committee. There is hereby created an advisory committee to the ~~board~~ Board to be known as the ~~road impact fee citizens advisory committee~~ Mobility Fee Citizens Advisory Committee. The number of members and their terms shall be established by the ~~board~~ Board by resolution; provided however, there shall be included in the membership of the committee

representatives of the business community, the industrial community, the homebuilders and the homeowners. The terms of the members shall be staggered to ensure continuity and experience on the committee. The committee shall set its own rules of procedure and meeting dates and shall meet additionally as requested by the ~~county manager~~ County Manager. The committee shall consider and review the assumptions utilized in the initial and each subsequent review of the ~~impact fee study~~ Mobility Fee Study as required in ~~section~~ Section 120.41. In such consideration and review, the committee is requested to provide such comment and recommendations as is necessary and appropriate to assist the ~~county manager~~ County Manager and the ~~board~~ Board in the review required in ~~section~~ Section 120.41.

(a) The ~~road impact fee citizen advisory committee~~ Mobility Fee Citizen Advisory Committee will not be required unless the ~~board~~ Board of ~~county commissioners~~ County Commissioners increases the ~~road impact fees~~ Mobility Fees in any ~~arterial or collector road~~ Mobility Fee District.

Sec. 120.44. Alternative road classifications.

(a) The ~~county~~ County may classify and designate in the ~~impact fee study~~ Mobility Fee Study a road as a ~~collector road~~ Collector Road for the purposes of this ~~chapter~~ Chapter that is not classified as such by the Florida Department of Transportation if it is determined by the ~~board~~ Board that such road meets substantially the following criteria:

(1) Provides service which is of relatively moderate average traffic volume, moderately average ~~trip~~ Trip length, and moderately average operating speed. Such a road also collects and distributes traffic between ~~local roads~~ Local Roads or ~~arterial roads~~ Arterial Roads and serves as a linkage between land access and mobility needs;

(2) Has a minimum existing average daily traffic count in excess of four thousand (4,000);

(3) Has a free flow average operating speed away from intersection of thirty-five (35) to forty (40) MPH; and

(4) Has a length in excess of one and one-half (1.5) miles.

(b) ~~The county~~ County may classify and designate in the ~~impact fee study~~ Mobility Fee Study a road as an ~~arterial road~~ Arterial Road for the purpose of this ~~chapter~~ Chapter that is not classified as such by the Florida Department of Transportation if it is determined by the ~~board~~ Board that such road meets substantially the following criteria:

(1) The road provides service which is relatively continuous and of relatively high traffic volume, long average ~~trip~~ Trip length, high operating speed, and high mobility importance;

(2) Has a minimum existing average daily traffic count in excess of twelve thousand (12,000);

(3) Has a free flow average operating speed away from intersection of forty (40) and forty-five (45) MPH;

(4) Has a length in excess of three and one-half (3.5) miles; and

(5) Connects with another ~~arterial road~~ Arterial Road.

Sec. 120.45. Declaration of exclusion from administrative procedures act. Nothing contained in this ~~chapter~~ Chapter shall be construed or interpreted to include the ~~county~~ County or any municipality in the ~~county~~ County in the definition of agency contained in Section 120.52, Florida ~~statutes~~ Statutes, or to otherwise subject the ~~county~~ County or any municipality in the ~~county~~ County to the application of the Administrative Procedure Act, Chapter 120, Florida

Statutes. This declaration of intent and exclusion shall apply to all proceedings taken as a result of or pursuant to this ~~chapter~~ Chapter including specifically, but not limited to, consideration of a petition for vested rights determination under ~~section~~ Section 120.33 and a review hearing under ~~section~~ Section 120.39.

Sec. 120.46. Individual calculation of ~~impact fees~~ Mobility Fees.

(a) In the event a ~~road impact construction~~ Travel-Increasing Development involves a land use not contemplated under the ~~impact fee land use categories~~ Mobility Fee Land Use Categories set forth in Appendix C-1, the ~~county engineer~~ County Engineer shall determine the number of new net ~~trips~~ Trips to be generated by the proposed ~~road impact construction~~ Travel-Increasing Development and shall calculate appropriate ~~impact fees~~ Mobility Fees utilizing the ~~alternative impact fee formula procedure designated in section~~ Section 120.13(c) and 120.23(e). The ~~county engineer~~ County Engineer shall utilize as a standard in his determination the ~~trip generation rates~~ Trip Generation Rates in the most similar ~~trip generation land use category~~ Trip Generation Land Use Category or any other generally accepted standard source of transportation engineering or planning.

(b) In the event a ~~road impact construction~~ Travel-Increasing Development involves a ~~mixed use road impact construction~~ mixture of land uses, the ~~county engineer~~ County Engineer shall calculate the ~~impact fees~~ Mobility Fees based upon the number of new net ~~trips~~ Trips to be generated by each separate ~~impact fee land use category~~ Mobility Fee Land Use Category included in the proposed mixed use ~~road impact construction~~ development.

Sec. 120.47. Escrow of ~~impact fees~~ Mobility Fees. In the event a municipality in the ~~county~~ County, other than the City of Altamonte Springs which has coordinated with the County and adopted its own Municipal Mobility Fee, enacts a municipal ordinance attempting to interfere

with or prevent the imposition or collection of ~~impact fees~~ Mobility Fees imposed by the ~~board~~ Board under this ~~chapter~~ Chapter on ~~road impact construction~~ Travel-Increasing Development occurring within the boundaries of such municipality, the ~~impact fees~~ Mobility Fees collected pursuant to the provisions of ~~section~~ Section 120.35 shall be held by the ~~board~~ Board in escrow and not utilized as provided in ~~section~~ Section 120.14 ~~or section 120.24~~ until the authority of the municipality by municipal ordinance to interfere with or prevent the imposition and collection of ~~impact fees~~ Mobility Fees imposed by the ~~board~~ Board is determined by a court of competent jurisdiction.

Sec. 120.48. Severability. If any clause, section or provision of this ~~chapter~~ Chapter shall be declared unconstitutional or invalid for any reason or cause, the remaining portion of said ordinance shall be in full force and effect and be valid as if such invalid portion thereof had not been incorporated herein. In the event it is held or construed by any court of competent jurisdiction that the ~~county~~ County does not possess the power or authority to impose the ~~arterial impact fee~~ Mobility Fee within any ~~municipal areas or to impose the collector road impact fee~~ Mobility Fee within any municipal areas ~~contained in any established collector road district~~ of the County, or such imposition of ~~impact fees~~ Mobility Fees within municipal areas is declared invalid or unconstitutional for any purpose, such declaration of unconstitutionality or invalidity shall not affect the validity or constitutionality of the imposition of the ~~arterial impact fee~~ Mobility Fee in the unincorporated areas of ~~its county or the collector road impact fee within unincorporated areas~~ the County, and it is the intent of the ~~county~~ County, in such event, that such imposition of ~~impact fees~~ Mobility Fees in the unincorporated areas remain valid and in force.

APPENDIX C –~~ROAD IMPACT MOBILITY FEES~~

APPENDIX C-1

IMPACT MOBILITY FEE RATE SCHEDULE

APPENDIX C-2

COLLECTOR FEE RATE SCHEDULE

For the purposes of calculating the amount of ~~Impact Fees~~ Mobility Fees to be imposed under ~~Sections Section~~ Section 120.11 ~~and 120.21~~, Chapter 120, on all ~~Road Impact Construction Travel-Increasing Development~~ the following definitions shall be utilized:

DEFINITIONS

Accessory Dwelling Unit: A dwelling unit, subordinate in size to a principal dwelling unit, attached to a principal dwelling unit or located on the same lot and having an independent means of access. An accessory dwelling unit shall not exceed 35% of the gross floor area of the principal dwelling unit, or 1,000 square feet, whichever is less. There shall be a maximum of one (1) accessory dwelling unit per single family lot or parcel.

Active Warehousing: A building that is primarily devoted to high-volume package processing and shipping, and that may support parcel delivery. These uses would typically include some office and maintenance areas. Offices within the same building as the primary warehousing use are included in the warehousing definition up to ten percent (10%) of the total building gross Square Footage.

~~Apartment – A rental dwelling unit located within the same building as other dwelling units.~~

~~Bank/Savings: drive-in – A financial institution with facilities for motorists as well as walk-in customers.~~

Bank/Savings/Credit Union: ~~walk-in~~ A financial institution in a freestanding building with its own parking lot, ~~and no~~ with or without drive-in windows.

Church:— A structure used primarily by a group of individuals for the practice of religion or the profession of faith.

Condominium—~~A single family or time sharing ownership unit that has at least one other similar unit within the same building structure. The term Condominium includes all fee simple or titled multi-unit structures, including townhouses and duplexes. The term Condominium includes single family detached houses on lots less than 50 feet wide, such as zero lot line homes.~~

Coffee/Donut Shop: Single-tenant coffee and donut restaurants primarily sell freshly brewed coffee and a variety of coffee-related accessories. They may also sell other refreshment items, such as donuts, bagels, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. Some may also sell newspapers, music CDs, and books. These stores typically hold long store hours (more than fifteen (15) hours), with an early opening. Also, limited indoor seating is generally provided for patrons; however, table service is not provided.

Convenience Market—Retail: A retail facility typically open from fifteen (15) to twenty-four (24) hours daily selling primarily a limited assortment of food, food preparation and wrapping materials and household cleaning and servicing items. Convenience markets may also sell fuel for motor vehicles. Buildings are typically from 1,000 to 2,500 s.f. in size.

Day Care: A facility that cares for preschool age children during the daytime hours. The facility generally includes classrooms, offices, eating areas, and a playground. Daytime care for adults are also considered in this category.

Fitness Center: A fitness center is a privately-owned facility that primarily focuses on individual fitness or training. It typically provides exercise classes; weightlifting, spas, locker

rooms; and small restaurants or snack bars. This land use may also include ancillary facilities, such as swimming pools, whirlpools, saunas, tennis, racquetball ad handball courts, and limited retail.

Garage/Auto Repair: –A facility primarily designed or used for repairing, equipping, or servicing of motor vehicles.

Gasoline Station: A facility primarily designed for dispensing fuel to motor vehicles, but may include light vehicle maintenance and repair services. (The independent variable is “fueling position”. A fueling position is the number of vehicles that can be fueled simultaneously. A dispenser is the mechanical device which can typically pump fuel for two (2) vehicles at a time – one (1) on either side. Multiple dispensers may be housed on a single fuel island.)

Golf Course: –An area designed for playing the game of golf, including any clubhouse, with or without bar and banquet facilities.

Hospital: –Any institution where medical or surgical care is given to ~~nonambulatory non-~~ ambulatory and ambulatory patients. Hospitals do not include facilities that provide diagnoses and are only for outpatients (See Medical Office) nor do they include facilities that are devoted to the care of ~~person~~ Person unable to care for themselves (See Nursing Home).

Hotel: –A place of lodging providing sleeping accommodations, restaurants, cocktail lounges, meeting and banquet rooms, and other retail and service shops.

Independent Senior Living: Consists of attached or detached independent living developments, deed-restricted to residents over the age of fifty-five (55), including retirement communities, age-restricted housing, and active adult communities. These developments may include amenities such as golf courses, swimming pools, 24-hour security, transportation, and common recreational facilities. However, they generally lack centralized dining and on-site health

facilities. Residents in these communities are typically active, requiring little to no medical supervision.

Manufacturing: –Places where materials or parts are converted into finished products. Offices within the same building as the primary manufacturing use are included in the manufacturing definition up to 10% of the total building ~~gross-square footage~~ Square Footage.

Marina: –A facility for berthing boats, including any ancillary social or club facilities.

Medical Office: –A facility for individual or small groups of physicians, that provides diagnoses and outpatient care, but not prolonged in-house medical or surgical care.

~~Mini-warehouse~~ Warehouse: –A building in which a storage unit or vault is rented for the storage of goods.

Mobile Home: –~~Manufactured~~ Actively occupied manufactured homes, trailers, campers and recreational vehicles.

Motel: –A place of lodging offering only sleeping accommodations and possibly a restaurant.

Multi-Family: A rental or owned dwelling unit located within the same building as other dwelling units. This land use includes apartments, townhomes, and condominiums.

Nursing Home: –A facility whose primary function is to care for persons unable to care for themselves, including rest homes (which are primarily for the aged) and chronic and convalescent homes.

Office: –A building housing one or more tenants where the affairs of a business, commercial or industrial organization, ~~professional-person~~ Person or firm are conducted.

Passive Warehousing: A building that is primarily devoted to storage of materials and may also include some office and maintenance areas and distribution areas for receiving and shipping materials and goods and minor assembly. Offices within the same building as the primary

warehousing use are included in the warehousing definition up to ten percent (10%) of the total gross Square Footage.

~~Private School/Day Care—A facility that cares for preschool age children during the daytime hours. The facility generally includes classrooms, offices, eating areas, and a playground.~~

Private School: A privately owned and operated institution for educating youth and/or adults.

~~Racquet Clubs—Tennis, handball, squash, racquetball and other court sport facilities, including ancillary swimming pools, and exercise facilities.~~

Restaurant – Fast Food: drive-in— An eating place with limited or no sit-down facilities, where food is frequently ordered and taken out to be consumed outside the restaurant building. Fast-food restaurants typically provide for drive-through food ordering and pick-up.

Restaurant – Sit-Down: sit-down— An eating place with indoor service and places for customers to sit while consuming their meals.

Retail: —One or more establishments devoted to selling merchandise goods and products to consumers.

~~Service Station—A facility primarily designed for dispensing fuel to motor vehicles, including maintenance and repair services. (A dispenser is the mechanical device which will pump fuel for up to two vehicles at a time. A single dispenser may be connected to multiple fuel storage tanks and to multiple dispensing hoses and can pump through either one or two fueling hoses at a time. Multiple dispensers may be housed in a single free-standing unit; a fuel island will be comprised of one or more free-standing units.)~~

~~Single Family Detached House—A home on an individual lot, except detached homes on lots less than 50 feet wide, such as zero-lot line homes.~~

Single-Family: A free-standing home intended to house one (1) family on an individual lot.

This use includes zero-lot line homes, which should be considered multi-family units.

Supermarket: –A retail store selling an assortment of food, food preparation and wrapping materials and household cleaning and servicing items.

Utility Substation—A facility primarily designed for the housing of remote equipment. These facilities are not manned on a regular basis.

Warehousing—A building that is primarily devoted to the storage of materials and may also include some office and maintenance areas and distribution areas for receiving and shipping materials and goods and minor assembly. Offices within the same building as the primary warehousing use are included in the warehousing definition up to 10% of the total building gross square footage.

COUNTYWIDE ROAD DISTRICT IMPACT FEE RATE SCHEDULE

For the purpose of calculating the Arterial Road Impact Fee to be imposed under Section 120.11, Chapter 120, the following schedule shall be utilized:

IMPACT FEE LAND USE CATEGORY		IMPACT FEE RATE
RESIDENTIAL		
1.	Single-family Detached House	\$705.00/dwelling unit
2.	Apartment	471.00/dwelling unit
3.	Condominium	394.00/dwelling unit
4.	Mobile Home	392.00/dwelling unit
5.	Hotel	493.00/room
6.	Motel	492.00/room
Commercial		
Recreational		
7.	Marina	\$120.00/boat berth
8.	Golf Course	267.00/acre

9.	Racquet Clubs	1,240.00/1,000 sq. ft.
	Medical and Institutional	
10.	Hospital	\$1,110.00/1,000 sq. ft.
11.	Nursing Home	145.00/bed
12.	Church	448.00/1,000 sq. ft.
13.	Private School/Day Care	4,321.00/1,000 sq. ft.
	Office	
14.	Office <100,000 SF	\$1,545.00/1,000 sq. ft.
15.	Office 100,000 – 200,000 SF	1,287.00/1,000 sq. ft.
16.	Office >200,000 SF	1,139.00/1,000 sq. ft.
17.	Medical Office	2,540.00/1,000 sq. ft.
	Retail	
18.	Retail <50,000 SF	\$3,421.00/1,000 sq. ft.
19.	Retail 50,000 – 99,999	SF 2,494.00/1,000 sq. ft.
20.	Retail 100,000 – 299,999 SF	1,821.00/1,000 sq. ft.
21.	Retail 300,000 – 499,999 SF	1,557.00/1,000 sq. ft.
22.	Retail 500,000 – 999,999 SF	1,546.00/1,000 sq. ft.
23.	Retail 1,000,000 – 1,250,000 SF	1,602.00/1,000 sq. ft.
24.	Retail >1,250,000 SF	1,634.00/1,000 sq. ft.
25.	Restaurant: sit-down	7,250.00/1,000 sq. ft.
26.	Restaurant: drive-in	9,426.00/1,000 sq. ft.
27.	Service Station	1,605.00/dispenser
28.	Supermarket	3,449.00/1,000 sq. ft.
29.	Convenience Market	7,250.00/1,000 sq. ft.
30.	Garage/Auto Repair	1,873.00/1,000 sq. ft.
	Services	
31.	Bank/Savings: walk-in	\$4,234.00/1,000 sq. ft.
32.	Bank/Savings: drive-in	5,756.00/1,000 sq. ft.
	Industrial and Agricultural	
33.	Manufacturing	\$524.00/1,000 sq. ft.
34.	Warehousing	398.00/1,000 sq. ft.
35.	Mini-Warehouse	182.00/1,000 sq. ft.

36.	Utility Substation	701.00/per site
-----	--------------------	-----------------

NORTH COLLECTOR ROAD DISTRICT IMPACT FEE RATE SCHEDULE

For the purpose of calculating the Collector Road Impact Fee to be imposed under Section 120.21, Chapter 120, on all Road Impact Construction occurring in the North Collector Road District the following schedule of the North Collector Road District Impact Fees shall be utilized:

IMPACT FEE LAND USE CATEGORY	IMPACT FEE RATE
RESIDENTIAL	
1. Single-family Detached House	\$142.00/dwelling unit
2. Apartment	95.00/dwelling unit
3. Condominium	79.00/dwelling unit
4. Mobile Home	79.00/dwelling unit
5. Hotel	99.00/room
6. Motel	99.00/room
COMMERCIAL	
Recreational	
7. Marina	\$24.00/boat berth
8. Golf Course	54.00/acre
9. Racquet Clubs	251.00/1,000 sq. ft.
Medical and Institutional	
10. Hospital	\$224.00/1,000 sq. ft.
11. Nursing Home	29.00/bed
12. Church	90.00/1,000 sq. ft.
13. Private School/Day Care	874.00/1,000 sq. ft.
Office	
14. Office <100,000 SF	\$312.00/1,000 sq. ft.
15. Office 100,000 – 200,000 SF	260.00/1,000 sq. ft.
16. Office >200,000 SF	230.00/1,000 sq. ft.
17. Medical Office	514.00/1,000 sq. ft.
Retail	
18. Retail <50,000 SF	\$692.00/1,000 sq. ft.
19. Retail 50,000 – 99,999 SF	504.00/1,000 sq. ft.
20. Retail 100,000 – 299,999 SF	368.00/1,000 sq. ft.
21. Retail 300,000 – 499,999 SF	315.00/1,000 sq. ft.

22. Retail 500,000 – 999,999 SF	313.00/1,000 sq. ft.
23. Retail 1,000,000 – 1,250,000 SF	324.00/1,000 sq. ft.
24. Retail >1,250,000 SF	330.00/1,000 sq. ft.
25. Restaurant: sit-down	1,467.00/1,000 sq. ft.
26. Restaurant: drive-in	1,907.00/1,000 sq. ft.
27. Service Station	324.00 dispenser
28. Supermarket	698.00/1,000 sq. ft.
29. Convenience Market	1,467.00/1,000 sq. ft.
30. Garage/Auto Repair	379.00/1,000 sq. ft.
Services	
31. Bank/Savings: walk-in	\$857.00/1,000 sq. ft.
32. Bank/Savings: drive-in	1,165.00/1,000 sq. ft.
Industrial and Agricultural	
33. Manufacturing	\$106.00/1,000 sq. ft.
34. Warehousing	80.00/1,000 sq. ft.
35. Mini-Warehouse	36.00/1,000 sq. ft.
36. Utility Substation	141.00/per site

EAST COLLECTOR ROAD DISTRICT IMPACT MOBILITY FEE RATE SCHEDULE

For the purpose of calculating the Collector Road Impact Mobility Fee to be imposed under Section ~~120.21~~ 120.11, Chapter 120, on all Road Impact Construction occurring in the East Collector Road District the following schedule of the East Collector Road District Impact Fees shall be utilized:

Seminole County, Florida
Condensed Mobility Fee Schedule

Adopted:

<u>ITE Land Use Code</u>	<u>Land Use</u>	<u>Unit</u>	<u>Fee District (2)</u>		
			<u>Rural</u>	<u>Suburb</u>	<u>Core</u>
<u>210</u>	<u>Single Family – Affordable Housing (3)</u>	<u>D.U.</u>	<u>\$3,656</u>	<u>\$1,357</u>	<u>\$906</u>
<u>210</u>	<u>Single Family (less than 1,500 s.f.)</u>	<u>D.U.</u>	<u>\$5,923</u>	<u>\$2,198</u>	<u>\$1,467</u>
<u>210</u>	<u>Single Family (1,500 to 2,499 s.f.)</u>	<u>D.U.</u>	<u>\$7,312</u>	<u>\$2,714</u>	<u>\$1,811</u>
<u>210</u>	<u>Single Family (2,500 s.f. or greater)</u>	<u>D.U.</u>	<u>\$9,798</u>	<u>\$3,636</u>	<u>\$2,427</u>

<u>N/A</u>	<u>Accessory Dwelling Unit</u>	<u>D.U.</u>	<u>\$2,729</u>	<u>\$982</u>	<u>\$618</u>
<u>220</u>	<u>Multi-Family – Affordable Housing (3)</u>	<u>D.U.</u>	<u>N/A</u>	<u>\$916</u>	<u>\$576</u>
<u>220</u>	<u>Multi-Family (1-2 Floor)</u>	<u>D.U.</u>	<u>N/A</u>	<u>\$1,665</u>	<u>\$1,048</u>
<u>221</u>	<u>Multi-Family (3+ Floor) (1)</u>	<u>D.U.</u>	<u>N/A</u>	<u>\$1,237</u>	<u>\$779</u>
<u>240</u>	<u>Mobile Home</u>	<u>D.U.</u>	<u>\$2,456</u>	<u>\$875</u>	<u>\$537</u>
<u>310</u>	<u>Hotel</u>	<u>Room</u>	<u>\$4,446</u>	<u>\$1,644</u>	<u>\$1,086</u>
<u>320</u>	<u>Motel</u>	<u>Room</u>	<u>\$1,699</u>	<u>\$618</u>	<u>\$399</u>
<u>420</u>	<u>Marina</u>	<u>Berth</u>	<u>\$1,180</u>	<u>\$617</u>	<u>\$480</u>
<u>430</u>	<u>Golf Course</u>	<u>Holes</u>	<u>\$10,557</u>	<u>\$5,491</u>	<u>\$4,019</u>
<u>492/493</u>	<u>Fitness Center</u>	<u>1,000 sf</u>	<u>\$8,100</u>	<u>\$4,180</u>	<u>\$2,975</u>
<u>610</u>	<u>Hospital</u>	<u>1,000 sf</u>	<u>\$4,048</u>	<u>\$2,082</u>	<u>\$1,713</u>
<u>251/252</u>	<u>Independent Senior Living</u>	<u>D.U.</u>	<u>\$2,518</u>	<u>\$906</u>	<u>\$570</u>
<u>620</u>	<u>Nursing Home</u>	<u>bed</u>	<u>\$593</u>	<u>\$299</u>	<u>\$210</u>
<u>560</u>	<u>Church (Non-Sanctuary Space Only)</u>	<u>1,000 sf</u>	<u>\$1,757</u>	<u>\$893</u>	<u>\$652</u>
<u>520/522/530</u>	<u>Private School</u>	<u>student</u>	<u>\$451</u>	<u>\$229</u>	<u>\$165</u>
<u>565</u>	<u>Day Care (Child or Adult)</u>	<u>student</u>	<u>\$405</u>	<u>\$209</u>	<u>\$131</u>
<u>710</u>	<u>Office</u>	<u>1,000 sf</u>	<u>\$3,614</u>	<u>\$1,840</u>	<u>\$1,470</u>
<u>720</u>	<u>Medical Office</u>	<u>1,000 sf</u>	<u>\$13,431</u>	<u>\$6,859</u>	<u>\$5,614</u>
<u>820</u>	<u>Retail < 20K Sq. Ft.</u>	<u>1,000 sf</u>	<u>\$5,417</u>	<u>\$2,777</u>	<u>\$1,737</u>
<u>820</u>	<u>Retail (large >=20 ksf, Shop Ctr.)</u>	<u>1,000 sf</u>	<u>\$7,369</u>	<u>\$3,819</u>	<u>\$2,523</u>
<u>Various</u>	<u>Convenience Retail</u>	<u>1,000 sf</u>	<u>\$24,008</u>	<u>\$12,297</u>	<u>\$7,686</u>
<u>936/937</u>	<u>Coffee/Donut Shop</u>	<u>1,000 sf</u>	<u>\$9,142</u>	<u>\$4,643</u>	<u>\$2,705</u>
<u>931/932</u>	<u>Restaurant - Sit Down</u>	<u>1,000 sf</u>	<u>\$19,548</u>	<u>\$10,079</u>	<u>\$6,817</u>
<u>933/934</u>	<u>Restaurant - Fast Food</u>	<u>1,000 sf</u>	<u>\$17,783</u>	<u>\$9,031</u>	<u>\$5,261</u>
<u>944</u>	<u>Gasoline Station</u>	<u>Fuel Pos.</u>	<u>\$12,605</u>	<u>\$6,326</u>	<u>\$4,223</u>
<u>850</u>	<u>Supermarket</u>	<u>1,000 sf</u>	<u>\$9,168</u>	<u>\$4,707</u>	<u>\$3,023</u>
<u>848</u>	<u>Garage / Auto Repair</u>	<u>1,000 sf</u>	<u>\$4,415</u>	<u>\$2,227</u>	<u>\$1,603</u>
<u>912</u>	<u>Bank/Savings/Credit Union</u>	<u>1,000 sf</u>	<u>\$7,226</u>	<u>\$3,655</u>	<u>\$2,483</u>

110/140	Industrial	1,000 sf	\$2,027	\$1,024	\$761
150/154/157	Passive Warehouse (Storage warehouse)	1,000 sf	\$793	\$401	\$298
155/156	Active Warehouse (Parcel hub/fulfilment center)	1,000 sf	\$3,634	\$1,837	\$1,365
151	Mini-Warehouses	1,000 sf	\$451	\$233	\$166

Notes:

1. This rate is applicable to all dwelling units in buildings of three or more floors, including units on floors 1 and 2.
2. Based on Balmoral 12/10/2020 housing forecast and Rural CAR=1.33 12/14/2020.
3. Greater than eighty percent (80%) and less than or equal to one hundred forty percent (140%) of the median annual adjusted gross income for the household within Seminole County.

IMPACT FEE LAND USE CATEGORY	IMPACT FEE RATE
RESIDENTIAL	
1. Single family Detached House	\$235.00/dwelling unit
2. Apartment	157.00/dwelling unit
3. Condominium	131.00/dwelling unit
4. Mobile Home	131.00/dwelling unit
5. Hotel	164.00/room
6. Motel	164.00/room
COMMERCIAL	
Recreational	
7. Marina	\$40.00/boat berth
8. Golf Course	89.00/acre
9. Racquet Clubs	414.00/1,000 sq. ft.
Medical and Institutional	
10. Hospital	\$370.00/1,000 sq. ft.
11. Nursing Home	48.00/bed
12. Church	149.00/1,000 sq. ft.
13. Private School/Day Care	1,442.00/1,000 sq. ft.
Office	
14. Office <100,000 SF	\$515.00/1,000 sq. ft.
15. Office 100,000 – 200,000 SF	429.00/1,000 sq. ft.
16. Office >200,000 SF	380.00/1,000 sq. ft.
17. Medical Office	848.00/1,000 sq. ft.
Retail	

18. Retail <50,000 SF	\$1,142.00/1,000 sq. ft.
19. Retail 50,000 – 99,999 SF	832.00/1,000 sq. ft.
20. Retail 100,000 – 299,999 SF	608.00/1,000 sq. ft.
21. Retail 300,000 – 499,999 SF	520.00/1,000 sq. ft.
22. Retail 500,000 – 999,999 SF	516.00/1,000 sq. ft.
23. Retail 1,000,000 – 1,250,000 SF	535.00/1,000 sq. ft.
24. Retail >1,250,000 SF	545.00/1,000 sq. ft.
25. Restaurant: sit-down	2,420.00/1,000 sq. ft.
26. Restaurant: drive-in	3,146.00/1,000 sq. ft.
27. Service Station	535.00/dispenser
28. Supermarket	1,151.00/1,000 sq. ft.
29. Convenience Market	2,420.00/1,000 sq. ft.
30. Garage/Auto Repair	625.00/1,000 sq. ft.
Services	
31. Bank/Savings: walk-in	\$1,413.00/1,000 sq. ft.
32. Bank/Savings: drive-in	1,921.00/1,000 sq. ft.
Industrial and Agricultural	
33. Manufacturing	\$175.00/1,000 sq. ft.
34. Warehousing	132.00/1,000 sq. ft.
35. Mini-Warehouse	60.00/1,000 sq. ft.
36. Utility Substation	234.00/per site

SOUTH CENTRAL COLLECTOR ROAD DISTRICT IMPACT FEE RATE SCHEDULE

For the purpose of calculating the Collector Road Impact Fee to be imposed under Section 120.21, Chapter 120, on all Road Impact Construction occurring in the South Central Collector Road District the following schedule of the South Central Collector Road District Impact Fees shall be utilized:

IMPACT FEE LAND USE CATEGORY	IMPACT FEE RATE
RESIDENTIAL	
1. Single-family Detached House	\$480.00/dwelling unit
2. Apartment	321.00/dwelling unit
3. Condominium	268.00/dwelling unit
4. Mobile Home	267.00/dwelling unit
5. Hotel	336.00/room

6. Motel	335.00/room
COMMERCIAL	
Recreational	
7. Marina	\$82.00/boat berth
8. Golf Course	182.00/acre
9. Racquet Clubs	846.00/1,000 sq. ft.
Medical and Institutional	
10. Hospital	\$757.00/1,000 sq. ft.
11. Nursing Home	99.00/bed
12. Church	305.00/1,000 sq. ft.
13. Private School/Day Care	2,946.00/1,000 sq. ft.
Office	
14. Office <100,000 SF	\$1,053.00/1,000 sq. ft.
15. Office 100,000 – 200,000 SF	877.00/1,000 sq. ft.
16. Office >200,000 SF	777.00/1,000 sq. ft.
17. Medical Office	1,732.00/1,000 sq. ft.
Retail	
18. Retail <50,000 SF	\$2,332.00/1,000 sq. ft.
19. Retail 50,000 – 99,999 SF	1,700.00/1,000 sq. ft.
20. Retail 100,000 – 299,999 SF	1,241.00/1,000 sq. ft.
21. Retail 300,000 – 499,999 SF	1,062.00/1,000 sq. ft.
22. Retail 500,000 – 999,999 SF	1,054.00/1,000 sq. ft.
23. Retail 1,000,000 – 1,250,000 SF	1,092.00/1,000 sq. ft.
24. Retail >1,250,000 SF	1,114.00/1,000 sq. ft.
25. Restaurant: sit-down	4,943.00/1,000 sq. ft.
26. Restaurant: drive-in	6,426.00/1,000 sq. ft.
27. Service Station	1,094.00/dispenser
28. Supermarket	2,351.00/1,000 sq. ft.
29. Convenience Market	4,943.00/1,000 sq. ft.
30. Garage/Auto Repair	1,277.00/1,000 sq. ft.
Services	
31. Bank/Savings: walk-in	\$2,887.00/1,000 sq. ft.
32. Bank/Savings: drive-in	3,924.00/1,000 sq. ft.
Industrial and Agricultural	
33. Manufacturing	\$357.00/1,000 sq. ft.
34. Warehousing	271.00/1,000 sq. ft.

35. Mini Warehouse	124.00/1,000 sq. ft.
36. Utility Substation	478.00/per site

WEST COLLECTOR ROAD DISTRICT IMPACT FEE RATE SCHEDULE

For the purpose of calculating the Collector Road Impact Fee to be imposed under Section 120.21, Chapter 120, on all Road Impact Construction occurring in the West Collector Road District the following schedule of the West Collector Road District Impact Fees shall be utilized:

IMPACT FEE LAND USE CATEGORY	IMPACT FEE RATE
RESIDENTIAL	
1. Single family Detached House	\$566.00/dwelling unit
2. Apartment	378.00/dwelling unit
3. Condominium	316.00/dwelling unit
4. Mobile Home	315.00/dwelling unit
5. Hotel	396.00/room
6. Motel	395.00/room
COMMERCIAL	
Recreational	
7. Marina	\$96.00/boat berth
8. Golf Course	214.00/acre
9. Racquet Clubs	995.00/1,000 sq. ft.
Medical and Institutional	
10. Hospital	\$891.00/1,000 sq. ft.
11. Nursing Home	117.00/bed
12. Church	360.00/1,000 sq. ft.
13. Private School/Day Care	3,468.00/1,000 sq. ft.
Office	
14. Office <100,000 SF	\$1,240.00/1,000 sq. ft.
15. Office 100,000 – 200,000 SF	1,033.00/1,000 sq. ft.
16. Office >200,000 SF	914.00/1,000 sq. ft.
17. Medical Office	2,039.00/1,000 sq. ft.
Retail	
18. Retail <50,000 SF	\$2,745.00/1,000 sq. ft.
19. Retail 50,000 – 99,999 SF	2,002.00/1,000 sq. ft.
20. Retail 100,000 – 299,999 SF	1,461.00/1,000 sq. ft.

21. Retail 300,000 – 499,999 SF	1,250.00/1,000 sq. ft.
22. Retail 500,000 – 999,999 SF	1,241.00/1,000 sq. ft.
23. Retail 1,000,000 – 1,250,000 SF	1,286.00/1,000 sq. ft.
24. Retail >1,250,000 SF	1,312.00/1,000 sq. ft.
25. Restaurant: sit-down	5,819.00/1,000 sq. ft.
26. Restaurant: drive-in	7,565.00/1,000 sq. ft.
27. Service Station	1,288.00/dispenser
28. Supermarket	2,768.00/1,000 sq. ft.
29. Convenience Market	5,819.00/1,000 sq. ft.
30. Garage/Auto Repair	1,503.00/1,000 sq. ft.
Services	
31. Bank/Savings: walk-in	\$3,398.00/1,000 sq. ft.
32. Bank/Savings: drive-in	4,619.00/1,000 sq. ft.
Industrial and Agricultural	
33. Manufacturing	\$420.00/1,000 sq. ft.
34. Warehousing	319.00/1,000 sq. ft.
35. Mini Warehouse	146.00/1,000 sq. ft.
36. Utility Substation	562.00/per site

APPENDIX C-2

COLLECTOR ROAD DISTRICT BOUNDARIES

NORTH COLLECTOR ROAD DISTRICT BOUNDARIES

The following are the boundaries of the North Collector Road District:

~~Begin at the most westerly intersection of the north boundary line of Section 1, township 20 South, Range 31 East with the north Seminole County line; proceed southwest, southeast, southwesterly and west along the centerline of Lake Jesup to the point of intersection on the western shore with Soldier Creek; thence southwesterly and northwesterly along the centerline of Soldier Creek to its intersection with the Seaboard Coastline Railroad; thence northerly along the centerline of the Seaboard Coastline Railroad approximately 1600 feet to its intersection with the unnamed road; thence west along the centerline of the unnamed road to its intersection with County Road 419; thence northwesterly along the centerline of County Road 419 to its intersection with U. S. 17-92; thence northwest along the centerline of Silkwood Court to its intersection with County Road 427; thence southwest, northwest and southwest along the centerline of County Road 427 to its intersection with Longwood Hills Road; thence westerly along the centerline of Longwood Hills Road to E.E. Williamson Road; continue west along the centerline of E.E. Williamson Road to the east line of Ibis Road; continue west along the centerline of Ibis Road to its intersection with the Florida Power Corporation Easement; thence southwest along the centerline of the Florida Power Corporation Easement to its intersection with Little Wekiva River; thence north, northeast and northwesterly along the centerline of the Little Wekiva River main tributary to its intersection with the Wekiva River; said Wekiva River marking the west Seminole County line; thence north, northeasterly and southeasterly along the Seminole County line to the point of beginning.~~

~~It is the intention of the Board that the North Collector Road District consist of the 1990 Traffic Analysis Zones 1 through 63, and 182 and 183.~~

EAST COLLECTOR ROAD DISTRICT BOUNDARIES

The following are the boundaries of the East Collector Road District:

~~Begin at the intersection of South Seminole County line with the Seaboard Coastline Railroad; proceed northeast along the centerline of the Seaboard Coastline Railroad to its intersection with Tuskawilla Road; thence north and northwest along the centerline of Tuskawilla Road to its intersection with Red Bug Lake Road; thence east along the centerline of Red Bug Lake Road to its intersection with South Citrus Road; thence north along the centerline of South Citrus Road to its intersection with Citrus Road; thence southeast along the north boundary of Citrus Road to the southeast corner of the Winter Springs Subdivision, Unit 3, as recorded in Plat Book 17, pages 89 and 90; thence north along the east boundary line of the Winter Springs Subdivision, Unit 3, as recorded in Plat Book 17, pages 89 and 90 to its intersection with the south boundary line of the Tuscawilla Subdivision, Unit 7, as recorded in Plat Book 22, pages~~

~~46 and 47; thence easterly, south, and southeast along the south boundary line of the Tuscawilla Subdivision, Unit 7, to the southeast corner of said subdivision as recorded in Plat Book 22, pages 46 and 47; thence north along the east boundary line of the Tuscawilla Subdivision, Unit 7, as recorded in Plat Book 22, Pages 46 and 47, to its intersection with the south boundary line of the Tuscawilla Subdivision, Unit 13, as recorded in Plat Book 29, Pages 1 and 2; thence east along the south boundary line of the Tuscawilla Subdivision, Unit 13, as recorded in Plat Book 29, Pages 1 and 2, to its intersection with Bear Creek; thence northwesterly along the centerline of Bear Creek to its intersection with the south boundary line of Section 8, Township 21 South, Range 31 East; thence east along the south boundary line of Section 8, Township 21 South, Range 31 East, to its intersection with the south boundary line of Section 9, Township 21 South, Range 31 East; continue east along the south boundary line of Section 9, Township 21 South, Range 31 East, to its intersection with Mission Road; thence north along the centerline of Mission Road to the northern extension of Mission Road; continue north along the centerline of the extension of Mission Road to its intersection with the Seaboard Coastline Railroad; thence northwest along the centerline of the Seaboard Coastline Railroad to its most easterly intersection with the northern spur of said Railroad; thence north along the centerline of the northern spur of the Seaboard Coastline Railroad to its intersection with State Road 434; thence west along the centerline of State Road 434 to its intersection with Howell Creek; thence northwesterly along the centerline of Howell Creek to its intersection with the southern shore of Lake Jesup; thence northeast along an imaginary line to its intersection with the centerline of Lake Jesup, said imaginary line having its beginning at the intersection of the centerline of Howell Creek with the south shore of Lake Jesup and its ending at the northeast corner of Section 31, Township 20 South, Range 31 East; thence east, northeasterly, northwest, northeast, northwest, and northerly along the centerline of Lake Jesup to the most westerly intersection of the north boundary line of Section 1, Township 20 South, Range 31 East with the north Seminole County Line; thence northeasterly, southeasterly, and west along the Seminole County line to the point of beginning.~~

It is the intention of the Board that the East Collector Road District consist of the 1990 Traffic Analysis Zones 64 through 71, 73 through 81, and 184.

SOUTH CENTRAL COLLECTOR ROAD DISTRICT BOUNDARIES

The following are the boundaries of the South Collector Road District:

~~Begin at the intersection of South Seminole County line with the Seaboard Coastline Railroad; proceed northeast along the centerline of the Seaboard Coastline Railroad to its intersection with Tuskawilla Road; thence north and northwest along the centerline of Tuskawilla Road to its intersection with Red Bug Lake Road; thence east along the centerline of Red Bug Lake Road to its intersection with South Citrus Road; thence north along the centerline of South Citrus Road to its intersection with Citrus Road; thence southeast along the north boundary of Citrus Road to the southeast corner of the Winter Springs Subdivision, Unit 3, as recorded in Plat Book 17, pages 89 and 90; thence north along the east boundary line of the Winter Springs Subdivision, Unit 3, as recorded in Plat Book 17, pages 89 and 90 to its intersection with the south boundary line of the Tuscawilla Subdivision, Unit 7, as recorded in Plat Book 22, pages~~

~~46 and 47; thence easterly, south, and southeast along the south boundary line of the Tuscawilla Subdivision, Unit 7, to the southeast corner of said subdivision as recorded in Plat Book 22, pages 46 and 47; thence north along the east boundary line of the Tuscawilla Subdivision, Unit 7, as recorded in Plat Book 22, Pages 46 and 47, to its intersection with the south boundary line of the Tuscawilla Subdivision, Unit 13, as recorded in Plat Book 29, Pages 1 and 2; thence east along the south boundary line of the Tuscawilla Subdivision, Unit 13, as recorded in Plat Book 29, Pages 1 and 2, to its intersection with Bear Creek; thence northwesterly along the centerline of Bear Creek to its intersection with the south boundary line of Section 8, Township 21 South, Range 31 East; thence east along the south boundary line of Section 8, Township 21 South, Range 31 East, to its intersection with the south boundary line of Section 9, Township 21 South, Range 31 East; continue east along the south boundary line of Section 9, Township 21 South, Range 31 East, to its intersection with Mission Road; thence north along the centerline of Mission Road to the northern extension of Mission Road; continue north along the centerline of the extension of Mission Road to its intersection with the Seaboard Coastline Railroad; thence northwest along the centerline of the Seaboard Coastline Railroad to its most easterly intersection with the northern spur of said Railroad; thence north along the centerline of the northern spur of the Seaboard Coastline Railroad to its intersection with State Road 434; thence west along the centerline of State Road 434 to its intersection with Howell Creek; thence northwesterly along the centerline of Howell Creek to its intersection with the southern shore of Lake Jesup; thence northeast along an imaginary line to its intersection with the centerline of Lake Jesup, said imaginary line having its beginning at the intersection of the centerline of Howell Creek with the south shore of Lake Jesup and its ending at the northeast corner of Section 31, Township 20 South, Range 31 East; thence westerly along the centerline of Lake Jesup to the point of intersection on the western shore with Soldier Creek; thence southwesterly and northwesterly along the centerline of Soldier Creek to its intersection with the Seaboard Coastline Railroad; thence northerly along the centerline of the Seaboard Coastline Railroad approximately 1600 feet to its intersection with the unnamed road; thence west along the centerline of the unnamed road to its intersection with County Road 419; thence northwesterly along the centerline of County Road 419 to its intersection with U. S. 17-92; thence southwesterly along the centerline of U. S. 17-92 to its intersection with the south Seminole County Line; thence east, south and east along the Seminole County Line to the point of beginning.~~

~~It is the intention of the Board that the South Central Collector Road District consist of the 1990 Traffic Analysis Zones 72, 82 through 124, and 185 through 188.~~

~~WEST COLLECTOR ROAD DISTRICT BOUNDARIES~~

~~The following are the boundaries of the West Collector Road District:~~

~~Begin at the intersection of the south Seminole County line with U. S. 17-92; proceed northeasterly along the centerline of U. S. 17-92 to its intersection with Silkwood Court; thence, northwest along the centerline of Silkwood Court to its intersection with County Road 427; thence, southwest, northwest, and southwest along the centerline of County Road 427 to its intersection with Longwood Hills Road; thence westerly along the centerline of Longwood Hills Road to E.E. Williamson Road; continue west along the centerline of E.E. Williamson~~

~~Road; to the east line of Ibis Road; continue west along the centerline of Ibis Road to its intersection with the Florida Power Corporation Easement; thence southwest along the centerline of the Florida Power Corporation Easement to its intersection with the Little Wekiva River; thence north, northeast, and northwesterly along the centerline of the Little Wekiva River main tributary to its intersection with the Wekiva River; said Wekiva River marking the west Seminole County Line; thence southwest, south and east along the Seminole County Line to the point of beginning.~~

It is the intention of the Board that the West Collector Road District consist of the 1990 Traffic Analysis Zones 125 through 181, and 189 through 198.

GENERAL LOCATION OF MOBILITY FEE DISTRICTS

The Mobility Fee District Boundaries are generally illustrated in Figure C-2-1.

MOBILITY FEE DISTRICT BOUNDARIES

The following are the boundaries of the Core Mobility Fee District.

The western boundary of the Core district shall be ¼ mile to the west of the Interstate 4 right-of-way, with two exceptions:

- a. From Lake Mary Boulevard north to SR 46 the western boundary of the Core district shall be ¼ mile to the west of the International Parkway right-of-way.
- b. In the vicinity of SR 436, the Core district shall extend westward to the Seminole/Orange County line along SR 436 to include land parcels within ¼-mile of the right-of-way of SR 436.

If a portion of a parcel is within the ¼ mile measurement, the entire parcel is considered to be within the Core district.

The eastern boundary of the Core district shall be ¼-mile to the east of US Highway 17/92 right-of-way from the Seminole/Orange County Line north to Lake Monroe, with two exceptions:

- a. In the vicinity of SR 436, the Core district shall extend eastward to the Seminole/Orange County line along SR 436 to include land parcels within ¼-mile of the right-of-way of SR 436.
- b. In the vicinity of the City of Sanford Historic Downtown area, the Core district shall include those properties east of US Highway 17-92/French Avenue assigned the City's Water Front Downtown Business District future land use designation as assigned on the effective date of this Ordinance.

If a portion of a parcel is within the ¼ mile measurement, the entire parcel is considered to be within the Core district.

The northern boundary of the Core district is the Seminole/Volusia County line.

The southern boundary of the Core district is the Seminole/Orange County line.

RURAL MOBILITY FEE DISTRICT BOUNDARY

The Rural Mobility Fee District shall be that “Rural Area” adopted by referendum in November 2004, as depicted in the Seminole County Comprehensive Plan, as it may be amended from time to time.

SUBURB MOBILITY FEE DISTRICT BOUNDARY

The Suburb Mobility Fee District shall include all lands within Seminole County east of US 17-92 and west of Interstate 4 that are not included in the Core or Rural Mobility Fee Districts.

Section 5. Conflicts. This Ordinance controls over any previously adopted County ordinances or parts of ordinances in conflict with this Ordinance.

Section 6. Codification. It is the intention of the Board of County Commissioners that the provisions of this Ordinance will become and be made a part of the Land Development Code of Seminole County, and that the word “ordinance” may be changed to “section”, “article”, or other appropriate word or phrase and the sections of this Ordinance may be renumbered or re-lettered to accomplish such intention, except that Sections 5, 6, 7 and 8 of this Ordinance are not to be codified.

Section 7. Severability. If any provision or application of this Ordinance to any person or circumstance is held invalid, then it is the intent of the Board of County Commissioners that such invalidity will not affect other provisions or applications of this Ordinance that can be given effect without the invalid provision or application and, to this end, the provisions of this Ordinance are declared severable.

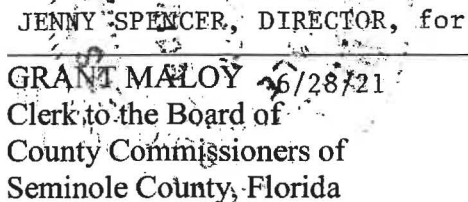
Section 8. Effective date. This Ordinance will take effect upon filing a copy of this Ordinance with the Department of State by the Clerk to the Board of County Commissioners. Notwithstanding the above, pursuant to Section 163.31801(3)(d), Florida Statutes, the revised Mobility Fee Rates as set forth in Appendix C-1 as incorporated by Section 120.11(a) and the time by which an applicant shall pay the appropriate Mobility Fee as that time is to be established by

resolution pursuant to Section 120.34(a) of the Land Development Code of Seminole County, Florida, as amended by this Ordinance, shall be effective on June 29, 2021, which is more than ninety (90) days from the date of publication of notice stating the maximum amount of the new Mobility Fee rates. Until the resolution establishing the time of payment of the Mobility Fee pursuant to Section 120.34(a) is effective, the time of such collection shall remain consistent with Resolution No. 2018-R-45. The Board of County Commissioners of Seminole County declares that it is the intent of Seminole County that the Road Impact Fee Rates as have been established under Chapter 120, Seminole County Land Development Code, will remain applicable to and enforceable on new development and redevelopment until the Mobility Fee Rates as adopted under this Ordinance are effective.

BE IT ORDAINED by the Board of County Commissioners of Seminole County, this

22 day of June, 2021.

ATTEST:


JENNY SPENCER, DIRECTOR, for
GRANT MALOY 6/28/21
Clerk to the Board of
County Commissioners of
Seminole County, Florida

BOARD OF COUNTY COMMISSIONERS
SEMINOLE COUNTY, FLORIDA


LEE CONSTANTINE, Chairman

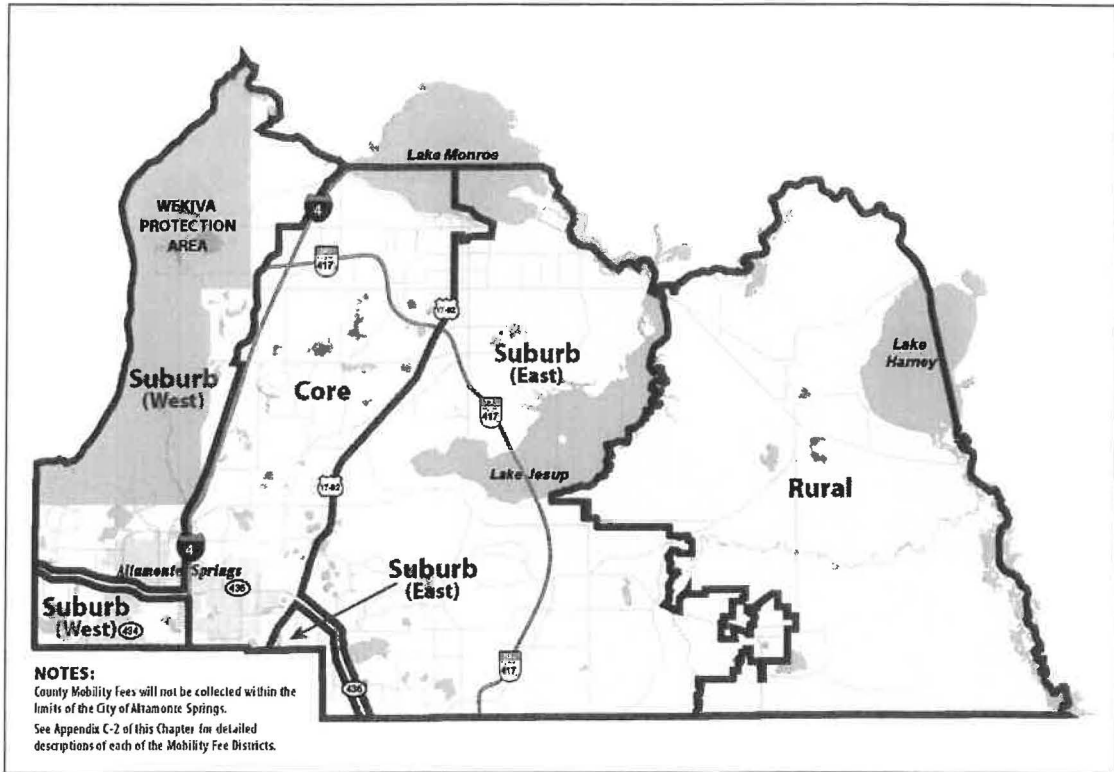
Attachment:

Figure C-2-1 – General Location of Mobility Fee Districts
Exhibit 1 – Meeting Schedule

PHC/org/DWM
6/22/21
C:\Users\ssharrar\Desktop\Mobility Fee Ordinance w-BCC adopted changes Jun22(21).docx

APPENDIX C-2-1

GENERAL LOCATION OF MOBILITY FEE DISTRICTS



General Location of Mobility Fee District Boundaries

EXHIBIT 1

Mobility Fee Meeting Schedule

Organization	Date
Board of County Commissioners Workshop	January 20, 2019
Municipality Technical Group	April 1, 2019
Municipality Technical Group	August 14, 2019
Board of County Commissioners Workshop	October 8, 2019
Industry Representatives Workshop	November 11, 2019
Development Advisory Board Workshop	November 14, 2019
City of Altamonte Springs	November 26, 2019
City of Altamonte Springs	December 19, 2019
Board of County Commissioners Workshop	March 10, 2020
City of Oviedo	July 13, 2020
Planning & Zoning Commission Workshop	July 29, 2020
Development Advisory Board Workshop	March 4, 2021
City of Longwood	March 4, 2021
City of Casselberry	March 4, 2021
Industry Representatives Workshop	March 8, 2021
Citizens Groups Workshop	March 8, 2021
City of Oviedo	March 8, 2021
City of Sanford	March 11, 2021
City of Winter Springs	March 19, 2021
City of Altamonte Springs	No meeting requested
City of Lake Mary	No meeting requested



FLORIDA DEPARTMENT *of* STATE

RON DESANTIS
Governor

LAUREL M. LEE
Secretary of State

June 29, 2021

Honorable Grant Maloy
Clerk of the Circuit Court
Seminole County
County Commission Records
1101 E. First Street, Room 2204
Sanford, Florida 32771

Attention: Chariti Colon

Dear Mr. Maloy:

Pursuant to the provisions of Section 125.66, Florida Statutes, this will acknowledge receipt of your electronic copy for Seminole County Ordinance No. 2021-26, which was filed in this office on June 28, 2021.

Sincerely,

Anya Grosenbaugh
Program Administrator

AG/lb