

City of Palm Coast Agenda

City Council Workshop

Mayor David Alfin Vice Mayor Ed Danko Council Member Cathy Heighter Council Member Nick Klufas Council Member Theresa Pontieri City Hall 160 Lake Avenue Palm Coast, FL 32164 www.palmcoastgov.com

Tuesday, July 23, 2024

9:00 AM

City Hall - Community Wing

City Staff
Lauren Johnston, Acting City Manager
Marcus Duffy, City Attorney
Kaley Cook, City Clerk

- Public Participation shall be in accordance with Section 286.0114 Florida Statutes.
- Other matters of concern may be discussed as determined by City Council.
- If you wish to obtain more information regarding the City Council's agenda, please contact the City Clerk's Office at 386-986-3713.
- In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing a reasonable accommodation to participate in any of these proceedings or meeting should contact the City Clerk at 386-986-3713, at least 48 hours prior to the meeting.
- City Council Meetings are streamed live on YouTube at https://www.youtube.com/user/PalmCoastGovTV/live.
- It is proper meeting etiquette to silence all electronic devices, including cell phones while Council is in session.
- Any person who decides to appeal any decision of the City Council with respect to any matter considered at this meeting will
 need a record of the proceedings, and for such purpose, may need to hire a court reporter to ensure that a verbatim record of
 the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
- A CALL TO ORDER
- B PLEDGE OF ALLEGIANCE TO THE FLAG AND A MOMENT OF SILENCE
- C ROLL CALL
- D PUBLIC PARTICIPATION

Public Participation shall be held in accordance with Section 286.0114 Florida Statutes. And pursuant to the City Council's Meeting Policies and Procedures:

- (1) Each speaker shall at the podium, provide their name and may speak for up to 3 minutes.
- (2) The Public may provide comments to the City Council relative to matters not on the agenda at the times indicated in this Agenda. Following any comments from the public, there may be discussion by the City Council.

- (3) When addressing the City Council on specific, enumerated Agenda items, speakers shall:
- (a) direct all comments to the Mayor;
- (b) make their comments concise and to the point;
- (c) not speak more than once on the same subject;
- (d) not, by speech or otherwise, delay or interrupt the proceedings or the peace of the City Council;
- (e) obey the orders of the Mayor or the City Council; and
- (f) not make any irrelevant, impertinent or slanderous comments while addressing the City Council; which pursuant to Council rules, shall be considered disorderly.
- (4) Any person who becomes disorderly or who fails to confine his or her comments to the identified subject or business, shall be cautioned by the Mayor and thereafter must conclude his or her remarks on the subject within the remaining designated time limit.

Any speaker failing to comply, as cautioned, shall be barred from making any additional comments during the meeting and may be removed, as necessary, for the remainder of the meeting.

Members of the public may make comments during the public comment portion of the meeting. Please be advised that public comment will only be permitted during the public comment portions of the agenda at the times indicated by the Chair during the meeting.

E PRESENTATIONS

- 1 PRESENTATION PROPRIETARY FUNDS BUDGET
- 2 PRESENTATION COMPREHENSIVE PLAN WORKSHOP #3: HOUSING, FUTURE LAND USE, TRANSPORTATION, AND CAPITAL IMPROVEMENTS ELEMENTS
- F PUBLIC PARTICIPATION

Remainder of Public Comments is limited to three (3) minutes each.

- G DISCUSSION BY CITY COUNCIL OF MATTERS NOT ON THE AGENDA
- H DISCUSSION BY CITY ATTORNEY OF MATTERS NOT ON THE AGENDA
- I DISCUSSION BY CITY MANAGER OF MATTERS NOT ON THE AGENDA
- J ADJOURNMENT
 - 3 AGENDA WORKSHEET AND CALENDAR

City of Palm Coast, Florida Agenda Item

Agenda Date: July 23, 2024

Department FINANCIAL SERVICES Amount
Division Account #

Subject: PRESENTATION – PROPRIETARY FUNDS BUDGET

Presenter: Helena Alves, Director of Financial Services

Attachments:

1. Presentation

Background:

City Council adopted the Fiscal Year 2024 Budget on the 20th day of September 2023, in the amount of \$357,748,234 per Resolution 2023-110.

At the April 23, 2024, Special Budget Workshop, City Council was presented with the Year-to-Date Budget results for operating department budgets, for Fiscal Year 2024 October through March.

On June 11, 2024, City Council was presented with an overview of the revenue restrictions and of the process for adopting the Property Tax (TRIM) rate to prepare the Fiscal Year 2025 TRIM rate in September.

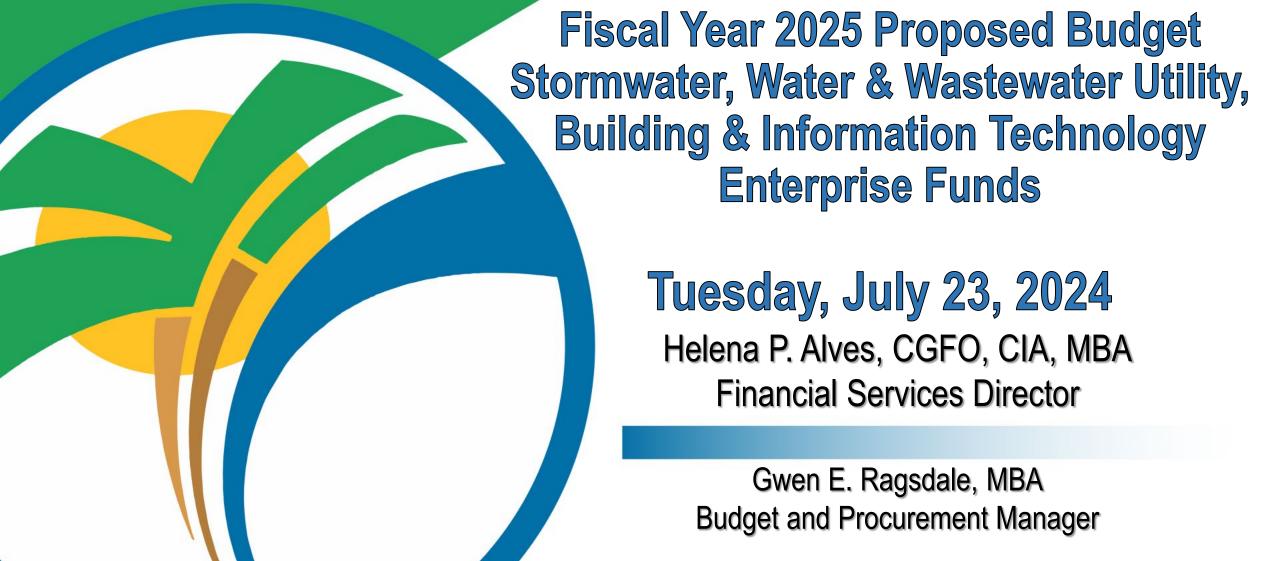
On July 9, 2024, City Council was presented the Fiscal Year 2025 General Fund, IT Operations, and Facilities Budget, and an overview of the TRIM rate options. As discussed, staff is proposing a maximum millage rate of 4.2570 mills, which is a 13.66% increase from the rolled-back rate of 3.9961 mills, and the first budget hearing to be held at 5:15 p.m. on Thursday, September 5, 2024, at the Palm Coast City Hall Community Wing, located at 160 Lake Ave, Palm Coast.

Local governments must conform to the maximum millage limitation requirements as outlined in Section 200.065(5), F.S. within 35 days of the certification of value, the City of Palm Coast must inform the property appraiser of the current year's proposed millage rate and the first budget hearing date and location which will be advertised on the Notice of Proposed Property Taxes (TRIM notice) that the property appraiser mails.

On July 16, 2024, Council adopted Resolution 2024-107 setting the Proposed Maximum Millage Rate for Fiscal Year 2025 at 4.2154 and setting the date, time, and location for the Tentative Budget Hearing for September 5, 2024, at 5:15 PM at the Palm Coast City Hall Community Wing, 160 Lake Ave, Palm Coast, Florida.

Director of Financial Services, Helena Alves, and Budget & Procurement Manager, Gwen Ragsdale, will be presenting to City Council the Proprietary Funds Budget for Fiscal Year 2025.

Recommended Action: FOR PRESENTATION ONLY





Presentation Overview

Operating Fund Summary

- Stormwater Management
- Water and Wastewater Utility
- Collection and Sanitation
- Building Fund
- Information Technology Enterprise Fund

Capital Projects 5-Year Plan

- Stormwater Management
- Water and Wastewater Utility



	Adopted	Proposed	
	2024	2025	Change
Utility Customer Service	17.00	17.00	0.0
Utility Finance	6.00	7.00	1.0
Utility Construction Management Engineering	7.00	8.00	1.0
Utility Administration	10.00	10.00	0.0
Wastewater Pumping	10.50	10.50	0.0
Wastewater Collection	26.00	27.00	1.0
Wastewater Treatment Plant #1	10.50	10.50	0.0
Wastewater Treatment Plant #2	6.50	6.50	0.0
Water Plant #1	10.25	10.25	0.0
Water Plant #2	9.25	9.25	0.0
Water Plant #3	8.25	8.25	0.0
Water Quality	9.25	8.25	-1.0
Water Distribution	32.50	33.50	1.0
Total Full Time Position	s 163.00	166.00	3.0

Stormwater, Collection and Sanitation, Building & IT Enterprise Fund Position Summary

	Adopted 2024	Proposed 2025	Change
Stormwater Engineering	5.00	5.00	0.0
Stormwater Operations	16.00	18.00	2.0
Stormwater Maintenance	47.00	55.00	8.0
	68.00	78.00	10.00
Collections and Sanitation	2.00	3.00	1.0
Building	25.63	25.63	0.0
Information Technology Enterprise Fund	1.50	1.50	0.0





Stormwater Management Fund Deputy Director – Lynn Stevens



COAST Stormwater Management Fund Summary

									ı	riscai reai	
		Actual	A	Adopted(A)		Estimated	Р	roposed(P)	202	24(A)-2025(P)	Percentage
	2023		2024 2024				2025		Change	Change	
Ad Valorem Taxes	\$	526,225	\$	527,724	\$	527,724	\$	529,222	\$	1,498	
Charges for Services		14,955,391		18,685,652		18,685,652		21,736,563		3,050,911	
Loan Proceeds		-		1,348,622		1,371,585		17,270,000		15,921,378	
Other Revenue		1,241,883		516,043		1,050,000		600,000		83,957	
Grants		-		2,190,000		633,150		1,796,350		(393,650)	
Interfund Transfers*		-		6,128,471		4,289,930		1,838,541		(4,289,930)	
Fund Balance Appropriations		-		3,159,030		2,055,545		1,261,757		(1,897,273)	
Total Revenues	\$	16,723,499	\$	32,555,542	\$	28,613,586	\$	45,032,433	\$	12,476,891	38.3%
Stormwater Maintenance	\$	7,047,420	\$	11,750,524	\$	11,778,336	\$	11,208,123	\$	(542,401)	
Stormwater Operations		764,467		1,851,736		1,855,834		2,171,561		319,825	
Stormwater Engineering		8,101,755		13,524,327		9,527,276		24,493,092		10,968,765	
Stormwater Non-Departmental		3,617,419		5,428,955		5,452,140		7,159,657		1,730,702	
Total Expenditures	\$	19,531,061	\$	32,555,542	\$	28,613,586	\$	45,032,433	\$	12,476,891	38.3%

Fiscal Year

^{*} American Rescue Plan Act Funding for London Waterway Project

COAST Stormwater Management - Maintenance

					Fiscal Year			
	Actual Adopted(A) 2023 2024		Estimated 2024	Proposed(P) 2025	2024(A)-2025(P) Change	Percentage Change		
Personnel Services	\$ 2,336,196	\$ 3,665,035	\$ 3,665,035	\$ 4,682,032	\$ 1,016,997			
Operating Expenditures	3,580,421	4,801,307	4,705,859	5,357,833	556,526			
Interfund Transfers	81,671	2,334,182	2,411,725	173,258	(2,160,924)			
Capital Outlay	1,049,132	950,000	995,717	995,000	45,000			
TOTAL	\$ 7,047,420	\$ 11,750,524	\$ 11,778,336	\$ 11,208,123	\$ (542,401)	-4.6%		

Fiscal Year 2025 Personnel Position Request Fully Burdened:

- (2) Equipment Operator III (1) for 10/1 \$69,150 (1) for 1/1 \$53,806
- (3) Equipment Operator II (1) for 10/1 \$63,942 (2) for 1/1 \$49,945 each

Swale Specialist 10/1 - \$72,141

Temporary Maintenance Worker 1/1 - \$43,154

Stormwater System Foreman – 1/1 \$58,338



PALM COAST Stormwater Management - Operations

					F	iscal Year		
	Actual	Adopted(A)	Estimated	Proposed(P)	202	4(A)-2025(P)	Percentage	
	2023	2024	2024	2025		Change	Change	
Personnel Services	\$ 529,474	\$ 1,478,050	\$ 1,478,050	\$ 1,764,381	\$	286,331		
Operating Expenditures	224,924	238,373	245,373	395,520		157,147		
Interfund Transfers	10,069	105,313	103,644	11,660		(93,653)		
Capital Outlay	-	30,000	28,767	-		(30,000)		
TOTAL	\$ 764,467	\$ 1,851,736	\$ 1,855,834	\$ 2,171,561	\$	319,825	17.3%	

Fiscal Year 2025 Personnel Position Request Fully Burdened:

Engineering Technician 10/1 \$81,458

Finance Technician I 10/1 \$71,668



Stormwater Management - Engineering

								F	Fiscal Year	
	Actual 2023	1 ()		Estimated 2024		Proposed(P) 2025		202	24(A)-2025(P) Change	Percentage Change
Personnel Services Operating Expenditures Interfund Transfers	\$ 986,612 349,324 55.469	\$	717,027 819,933	\$	717,027 542,383	\$	643,161 653,829 4.660	\$	(73,866) (166,104) 4,660	
Capital Outlay TOTAL	\$ 6,710,350 8,101,755		11,987,367 13,524,327	\$	8,267,866 9,527,276		23,191,442 24,493,092	\$	11,204,075 10,968,765	81.1%



PALM COAST Stormwater Management Non-Departmental

					Fiscal Year		
	Actual	Adopted(A)	Estimated	Proposed(P)	2024(A)-2025(P)	Percentage	
	2023	2024	2024	2025	Change	Change	
Operating Expenditures	\$ 1,120,160	\$ 1,085,124	\$ 1,201,904	\$ 1,215,693	\$ 130,569		
Interfund Transfers	148,751	2,661,086	2,648,751	2,658,463	(2,623)		
Debt Service	2,348,508	1,682,745	1,601,485	3,285,501	1,602,756		
TOTAL	\$ 3,617,419	\$ 5,428,955	\$ 5,452,140	\$ 7,159,657	\$ 1,730,702	31.9%	

Interfund Transfers:

Transfer to the Maintenance Operations Center FY 2024 \$2.5M FY 2025 \$2.5M PILOT (Paid In Lieu of Taxes) FY 2024 \$148,751 FY 2025 \$158,463





Fleet Equipment Fiscal Year 2025

New White Fleet and Equipme	nt				Replace	ements	·
Stormwater:						White Fleet	\$98,556
Wacker Compactor		\$19,530			Heavy	Equipment	\$886,077
BBA Trash Pump		\$65,159					
Ford 150		\$62,619					
Sure-Trac Dump Trailer		\$13,680					
Total Cost for New Fleet/Equipment	\$	160,988		Total	Cost for Replacements		\$ 984,633
			•				
Total Capital		\$		1,145,621			



Stormwater Capital

Stormwater Director – Carl Cote





CALM COAST Stormwater Management Fund 5 Year Plan

		Estimated 2024	Proposed 2025		Proposed 2026			Proposed 2027	Proposed 2028	Proposed 2029
Charges for Services	\$	18,685,652	\$	21,736,563	\$	23,977,931	\$	25,488,380	\$ 26,071,356	\$ 26,071,356
Ad Valorem Taxes		527,724		529,222		530,721		532,220	533,718	533,718
Grants		633,150		1,796,350		-		-	-	-
Loan Proceeds		1,371,585		17,270,000		-		6,395,000	-	-
Other Revenues		1,050,000		600,000		509,600		513,200	514,200	514,200
Transfers - American Rescue Plan Act		4,289,930		1,838,541		-		-	-	-
Fund Balance Appropriation		2,055,545		1,261,757		-		-	-	788,462
	Total Stormwater Revenue \$	28,613,586	\$	45,032,433	\$	25,018,252	\$	32,928,800	\$ 27,119,274	\$ 27,907,736



	Estimated 2024		Proposed 2025	Proposed 2026	Proposed 2027	Proposed 2028	Proposed 2029	
Operating Expenditures \$	12,848,770	\$	16,479,157	\$ 17,104,064	\$ 18,186,219	\$ 18,916,894	\$	19,763,898
Stormwater Storage/Detention - Multiple Projects	-		300,000	400,000	2,000,000	-		-
Stormwater Storage/Detention - London Waterway Expansion	6,466,697		2,771,442	-	-	-		-
Stormwater Storage/Detention - London Waterway North Side	-		-	-	1,000,000	350,000		-
Control Structure Replacements (Weirs) Multiple Projects	458,603		300,000	400,000	3,350,000	150,000		150,000
Control Structure Replacements - P1 Weir	40,000		1,460,000	-	-	-		-
Major Pipe & Canal Crossings	1,024,228		5,325,000	825,000	1,525,000	525,000		525,000
Capacity Improvements	195,188		11,650,000	400,000	850,000	500,000		950,000
Pipe Replacements	946,876		995,000	670,000	720,000	770,000		770,000
Swale Maintenance Rehab & Renewal	568,000		725,000	780,000	915,000	1,010,000		1,035,000
Ditch Maintenance Rehab & Renewal	145,000		160,000	210,000	210,000	210,000		210,000
Weed Control	820,853		865,846	932,838	932,838	932,838		932,838
Freshwater Canal Maintenance	73,000		140,000	137,000	159,000	181,000		181,000
Freshwater Canal Dredging	33,000		1,200,000	-	-	-		-
Transfers to Other Funds - New Equipment	2,493,371		160,988	350,000	350,000	350,000		890,000
Transfers to Other Funds - Maintenance Operations Complex	2,500,000		2,500,000	2,500,000	2,500,000	2,500,000		2,500,000
Reserves				309,350	 230,743	 723,542		
Total Stormwater Expenditures \$	28,613,586	\$	45,032,433	\$ 25,018,252	\$ 32,928,800	\$ 27,119,274	\$	27,907,736



Water and Wastewater Utility Fund

Director – Amanda Rees



RALM COAST Water & Wastewater Utility Operating Fund Summary

	Actual 2023	Adopted(A) 2024		Estimated 2024		roposed(P) 2025	iscal Year 4(A)-2025(P) Change	Percentage Change
Charges for Services Grants Other Revenue Fund Balance Appropriations	\$ 57,657,612 351,663 2,398,944	\$	58,135,882 - 1,608,070 850,879	\$ 61,485,189 - 2,317,170 73,560	\$	65,297,105 - 1,989,450 4,044,229	\$ 7,161,223 - 381,380 3,193,350	
Total Revenues	\$ 60,408,219	\$	60,594,831	\$ 63,875,919	\$	71,330,784	\$ 10,735,953	17.7%
Administrative Services Wastewater Operations Water Operations Non-Departmental	\$ 3,960,481 12,224,930 15,842,098 22,363,804	\$	5,118,173 12,596,272 19,218,200 23,662,186	\$ 5,031,963 12,797,647 19,154,438 26,891,871	\$	5,569,259 15,310,457 20,212,960 30,238,108	\$ 451,086 2,714,185 994,760 6,575,922	
Total Expenditures	\$ 54,391,313	\$	60,594,831	\$ 63,875,919	\$	71,330,784	\$ 10,735,953	17.7%



Wastewater Pumping

								F	iscal Year		
	Actual	Α	dopted(A)	E	Estimated	Pı	oposed(P)	202	4(A)-2025(P)	Percentage	
	2023		2024		2024		2025		Change	Change	
Personnel Services	\$ 840,252	\$	1,040,475	\$	1,040,288	\$	1,093,207	\$	52,732		
Operating Expenditures	972,378		938,744		928,194		1,231,346		292,602		
Interfund Transfers	-		-		78,927		-		-		
TOTAL	\$ 1,812,630	\$	1,979,219	\$	2,047,409	\$	2,324,553	\$	345,334	17.4%	





Wastewater Collection

			Fiscal Year										
		Actual	Α	dopted(A)	E	Estimated	Pr	oposed(P)	2024	I(A)-2025(P)	Percentage		
	2023		2024		2024		2025			Change	Change		
Personnel Services	\$	1,911,278	\$	2,240,384	\$	2,325,384	\$	2,572,258	\$	331,874			
Operating Expenditures		2,747,081		2,583,930		2,567,431		3,026,411		442,481			
Interfund Transfers		730,494		69,197		69,170		14,997		(54,200)			
Capital Outlay		381,571		150,000		161,499		150,000		-			
TOTAL	\$	5,770,424	\$	5,043,511	\$	5,123,484	\$	5,763,666	\$	720,155	14.3%		



PALM COAST Wastewater Treatment Plant #1

								Fi	scal Year	
	Actual	A	dopted(A)	E	Estimated		oposed(P)	2024	(A)-2025(P)	Percentage
	2023		2024		2024		2025		Change	Change
Personnel Services	\$ 852,133	\$	1,079,143	\$	1,079,143	\$	1,104,916	\$	25,773	
Operating Expenditures	2,009,634		2,284,030		2,476,742		3,110,717		826,687	
Interfund Transfers	-		-		-		57,934		57,934	
Capital Outlay	 -		31,000		31,000		23,000		(8,000)	
TOTAL	\$ 2,861,767	\$	3,394,173	\$	3,586,885	\$	4,296,567	\$	902,394	26.6%



PALM COAST Wastewater Treatment Plant #2

	Actual	Α	dopted(A)	E	Estimated	Pı	roposed(P)		iscal Year 4(A)-2025(P)	Percentage
	2023	023 2024		2024			2025		Change	Change
Personnel Services	\$ 624,559	\$	701,035	\$	733,035	\$	811,528	\$	110,493	
Operating Expenditures	1,145,451		1,478,334		1,306,834		2,040,209		561,875	
Interfund Transfer	10,099		-		-		57,934		57,934	
Capital Outlay	 -		-		-		16,000		16,000	
TOTAL	\$ 1,780,109	\$	2,179,369	\$	2,039,869	\$	2,925,671	\$	746,302	34.2%





									F	Fiscal Year	
		Actual	Α	dopted(A)	E	Estimated	Pr	oposed(P)	202	24(A)-2025(P)	Percentage
		2023		2024		2024		2025		Change	Change
Personnel Services	\$	939.400	\$	1.072.050	\$	1.072.050	\$	1.022.887	\$	(49,163)	
Operating Expenditures	r	2,394,590	,	3,279,884	T	3,280,384	•	3,429,949	,	150,065	
TOTAL	\$	3,333,990	\$	4,351,934	\$	4,352,434	\$	4,452,836	\$	100,902	2.3%





	Actual 2023	A	dopted(A) 2024	i	Estimated 2024	Pr	oposed(P) 2025	2024	scal Year l(A)-2025(P) Change	Percentage Change
Personnel Services Operating Expenditures	\$ 696,717 1,914,652	\$	881,752 2,512,286 68,496	\$	881,752 2,511,786 68,496	\$	865,711 2,942,783	\$	(16,041) 430,497 (68,496)	
Interfund Transfers TOTAL	\$ 2,611,369	\$	3,462,534	\$	3,462,034	\$	3,808,494	\$	345,960	10.0%





	Actual 2023	Α	dopted(A) 2024	Estimated 2024		Proposed(P) 2025		2024	scal Year I(A)-2025(P) Change	Percentage Change
Personnel Services Operating Expenditures	\$ 625,259 1,024,800	\$	853,195 1,207,894	\$	853,195 1,207,894	\$	911,888 1,363,086	\$	58,693 155,192	
TOTAL	\$ 1,650,059	\$	2,061,089	\$	2,061,089	\$	2,274,974	\$	213,885	10.4%





Water Quality

									FI	scal Year	
	Actual 2023		1 ()		E	Estimated 2024		Proposed(P) 2025		(A)-2025(P) Change	Percentage Change
				2021		LULI				<u> </u>	<u> </u>
Personnel Services	\$	650,895	\$	871,300	\$	798,300	\$	771,822	\$	(99,478)	
Operating Expenditures		240,026		273,033		266,133		309,416		36,383	
TOTAL	\$	890,921	\$	1,144,333	\$	1,064,433	\$	1,081,238	\$	(63,095)	-5.5%





Water Distribution

		Actual	Α	Adopted(A)		Estimated	Pı	oposed(P)	Fiscal Year 24(A)-2025(P)	Percentage
	2023		2024		2024		2025		Change	Change
Personnel Services	\$	2,542,169	\$	3,058,921	\$	3,058,921	\$	3,160,370	\$ 101,449	
Operating Expenditures		1,879,019		2,387,591		2,340,085		2,436,157	48,566	
Interfund Transfers		3,565		1,798		65,442		98,891	97,093	
Capital Outlay		2,931,005		2,750,000		2,750,000		2,900,000	150,000	
TOTAL	\$	7,355,758	\$	8,198,310	\$	8,214,448	\$	8,595,418	\$ 397,108	4.8%

Fiscal Year 2025 Personnel Position Request Fully Burdened: (2) Meter Technicians - \$58,879 each





Administration

	Actual 2023	Α	dopted(A) 2024	E	Estimated 2024	P	roposed(P) 2025	iscal Year 4(A)-2025(P) Change	Percentage Change
Personnel Services Operating Expenditures	\$ 864,601 358,169	\$	1,182,073 396.425	\$	1,182,073 376,125	\$	1,226,017 454.003	\$ 43,944 57.578	
TOTAL	\$ 1,222,770	\$	1,578,498	\$	1,558,198	\$	1,680,020	\$ 101,522	6.4%





Customer Service

	Actual	Α	dopted(A)	E	Estimated	Pı	oposed(P)	Fiscal Year 24(A)-2025(P)	Percentage
	2023	2024		2024			2025	Change	Change
Personnel Services Operating Expenditures	\$ 1,246,595 259,716	\$	1,481,380 293,302	\$	1,481,380 291,302	\$	1,550,395 297,271	\$ 69,015 3,969	
Interfund Transfers	-		-		-		45,000	45,000	
TOTAL	\$ 1,506,311	\$	1,774,682	\$	1,772,682	\$	1,892,666	\$ 117,984	6.6%





Utility Finance

	Actual 2023	Ac	lopted(A) 2024	E	stimated 2024	Pro	pposed(P) 2025		2024(A)-2025(P) Change	Percentage Change			
Personnel Services Operating Expenditures	\$ 347,918 169,527	\$	570,195 202,362	\$	538,195 209,794	\$	705,394 226,855	\$	135,199 24,493				
TOTAL	\$ 517,445	\$	772,557	\$	747,989	\$	932,249	\$	159,692	20.7%			



COAST Construction Management and Engineering

		Actual 2023	Adopted(A) 2024		Estimated 2024		Pr	oposed(P) 2025	2024	scal Year (A)-2025(P) Change	Percentage Change
Personnel Services Operating Expenditures	\$	572,651 90,775	\$	871,383 121,053	\$	821,383 119,453	\$	893,575 165,543	\$	22,192 44,490	
Interfund Transfers Capital Outlay TOTAL	-\$	39,792 10,738 713.956	\$	992.436	\$	12,258 953.094	\$	5,206 - 1,064,324	\$	5,206 - 71,888	7.2%

<u>Fiscal Year 2025 Personnel Position Request Fully Burdened:</u>
Utility Engineer I start date 10/1/2024 - \$114,675





Non-Departmental

		Actual 2023		Adopted(A) 2024		Estimated 2024		Proposed(P) 2025		iscal Year 4(A)-2025(P)	Percentage Change
										Change	
Operating Expenditures	\$	2,530,352	\$	2,753,488	\$	2,853,528	\$	3,056,690	\$	303,202	
Interfund Transfers		7,778,512		8,264,359		11,957,248		14,177,008		5,912,649	
Debt Service		12,044,940		12,634,339		12,071,095		12,994,410		360,071	
Grants		10,000		10,000		10,000		10,000		-	
TOTAL	\$	22,363,804	\$	23,662,186	\$	26,891,871	\$	30,238,108	\$	6,575,922	27.8%

Interfund Transfers:

Renewal and Replacement transfer to Water and Wastewater Utility Capital

FY 2024 \$7.3M FY 2025 \$9.5M

Utility Fund Balance Capital Projects

FY2024 \$0 FY2025 \$3.5M

PILOT (Paid In Lieu of Taxes)

FY 2024 \$1,082,114 FY 2025 \$1,152,764





Fleet Equipment Fiscal Year 2025

New White Fleet and Equipmen	nt	Replaceme	ents
_		Whi	te Fleet \$1,336,203
Wachs Valve Exerciser	\$97,361	Heavy Eq	uipment \$207,467
(2) Trailercaddy Terminal Tractors	\$115,868		
Cargo Mate Enclosed Trailer	\$14,997		
Total Cost for New Fleet and Equipment	\$ 228,226	Total Cost for Replacements	\$ 1,543,670
Total Canital	Evacaditures	4 -	774 906
Total Capital	Expenditures	Ψ 1,	771,896



Utility Capital

Stormwater Director – Carl Cote





Water & Wastewater Capital Project Fund Summary

	Estimated 2024	Proposed 2025	Proposed 2026	Proposed 2027	Proposed 2028	Proposed 2029
Impact Fees - Water	\$ 8,000,000	\$ 7,030,357	\$ 7,806,812	\$ 8,623,499	\$ 9,131,595	\$ 9,404,833
Impact Fees - Wastewater	9,000,000	7,241,198	7,779,496	8,010,068	8,247,520	8,492,059
Interest on Investments	925,002	358,405	78,812	78,663	78,663	78,663
Old Kings Road Special Assessment Interest	200,612	194,508	188,100	181,370	181,370	181,370
Transfer - Renewals and Replacements	10,875,134	9,549,244	10,247,721	10,555,153	10,871,808	11,197,962
Transfer- Utility Fund Balance Capital Projects	-	3,500,000	-	-	-	-
Transfer from CRA - Kickstart Program	259,760	287,374	1,100,000	1,065,000	805,000	-
American Rescue Plan Act (ARPA) - OKR Force Main WWTP #1	2,501,880	-	-	-	-	-
Flagler County ARPA- Willow Woods Project	1,646,631	-	-	-	-	-
Flagler County ARPA- Hammock Community Center	2,940,980	-	-	-	-	-
Flagler County Federal Grant - Wastewater Beachside	-	8,000,000	4,500,000	-	-	-
State Appropriations - WWTP#2 - Rib/Exfiltration	-	2,000,000	-	-	-	-
Debt Proceeds - State Revolving Loan (SRF)	18,497,072	3,000,000	66,002,964	78,998,927	70,277,897	5,000,000
Appropriated Fund Balance	-	39,298,432	-	-	-	-
Total Revenues S	\$ 54,847,071	\$ 80,459,518	\$ 97,703,905	\$ 107,512,680	\$ 99,593,853	\$ 34,354,887
Total Utility R&R	\$ 15,114,058	\$ 14,268,950	\$ 8,802,021	\$ 14,695,119	\$ 10,579,428	\$ 7,436,240
Total Water System Improvements	5,964,715	21,052,801	16,248,259	19,912,217	25,205,673	13,022,283
Total Wastewater System Improvements	26,730,106	42,487,767	63,702,328	65,296,551	52,736,379	6,691,206
Transfer to Maintenance Operations Center	-	2,650,000	-	-	-	-
Reserves	7,038,192	-	8,951,297	7,608,793	11,072,373	7,205,158
Total Expenditures S	\$ 54,847,071	\$ 80,459,518	\$ 97,703,905	\$ 107,512,680	\$ 99,593,853	\$ 34,354,887



Water Capital Projects Fund Expenditures

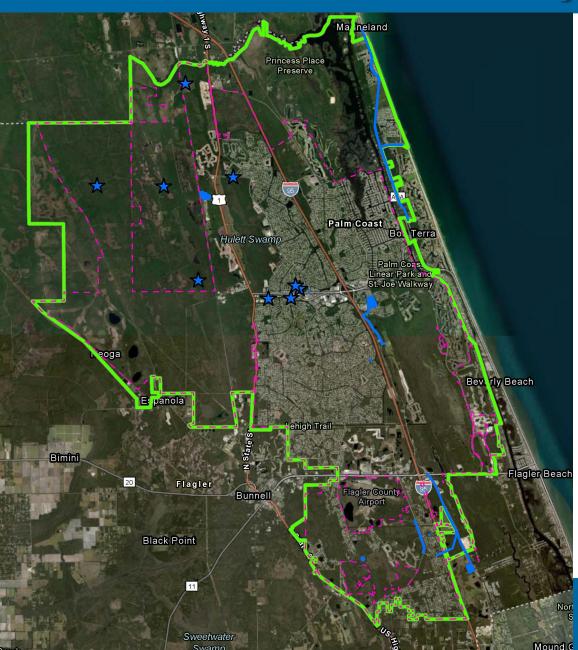
	Estimated Proposed Proposed 2024 2025 2026		ļ	Proposed 2027	Proposed 2028	Proposed 2029		
WTP #1 - Multiple Projects \$	-	\$ 1,000,000	\$ 2,500,000	\$	-	\$ 5,000,000	\$	5,000,000
WTP #2 - Multiple Projects	1,350,000	7,550,000	-		-	-		-
WTP #2 - 2 MG Ground Water Storage Tank	-	-	3,000,000		-	-		-
WTP #3 - Multiple Projects	310,000	-	-		-	-		-
WTP #3 - Plant Expansion	240,000	900,000	-		7,000,000	13,000,000		-
WW-Multiple Projects	219,061	2,150,000	8,825,000		7,800,000	6,500,000		6,500,000
WW - Wellfield Expansion WTP #1 - 3 additional wells	388,630	1,000,000	-		-	-		-
WW - Wellfield Expansion WTP #3 - Brackish/Fresh	-	1,250,000	-		-	-		-
WW - Test Wells	100,000	50,000	-		-	-		-
WW - New Well Goodwill - SW-148	-	925,000	-		-	-		-
WW - Commerce Well	-	150,000	-		-	-		-
WM - Multiple Projects	51,637	550,000	-		-	-		-
WM- Sesame/Old Kings Road/SR100 Water Main Loop	258,288	4,000,000	-		-	-		-
WM - Citation Extension - WTP#2 to Seminole Woods	-	100,000	-		-	-		-
WM - Willow Woods A1A Watermain Extension	1,611,371	-	-		-	-		-
Distribution System Improvements	500,000	550,000	450,000		150,000	150,000		150,000
General Plant Renewals & Replacements - Water	935,728	2,202,801	1,473,259		4,962,217	555,673		1,372,283
Total Water Capital Projects \$	5,964,715	\$ 22,377,801	\$ 16,248,259	\$	19,912,217	\$ 25,205,673	\$	13,022,283



Wastewater Capital Projects Fund Expenditures

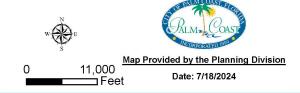
	Estimated 2024	Proposed 2025	Proposed 2026		Proposed 2027		Proposed 2028		Proposed 2029
Pretreatment Effluent Pumping System (PEP)	6,000,000	\$ 5,650,000	\$	5,950,000	\$	5,950,000	\$ 5,950,000	\$	5,950,000
WWTP #1 - Multiple Projects	24,952	400,000		400,000		4,150,000	-		-
WWTP #1 - Centrifuge Replacement	1,300,000	500,000		-		850,000	-		-
WWTP #1 - Expansion and Rehabilitation	919,203	3,900,000		46,000,000		45,000,000	40,000,000		-
WWTP #2 - Multiple Projects	-	2,100,000		400,000		4,150,000	-		-
WWTP #2 - Plant Expansion	13,047,072	8,450,000		-		-	-		-
WWTP #3 (South OKR)	-	500,000		-		-	-		-
FM - Multiple Projects	220,606	-		50,000		-	-		270,000
FM - OKR - SR100 to future WWTP #3	372,488	6,050,000		-		-	-		-
FM - OKR Force Main to WWTP #1	220,000	4,501,880		1,700,000		-	-		-
FM - A1A Extension (Jungle Hut to Malacompra) - ARPA	2,905,980	-		-		-	-		-
FM - A1A Extension (Malacompra to Marineland)	-	8,000,000		4,500,000		-	-		-
RWM - Multiple Projects	473,582	100,000		-		2,000,000	5,000,000		-
RWM - Citation Blvd Extension Gap	60,000	130,000		1,100,000		-	-		-
LS/PS - Multiple Projects	350,000	1,619,523		800,000		-	-		-
General Plant Renewal & Replacement - Wastewater	836,223	1,911,364		2,802,328		3,196,551	1,786,379		471,206
Total Wastewater Capital Projects \$	26,730,106	\$ 43,812,767	\$	63,702,328	\$	65,296,551	\$ 52,736,379	\$	6,691,206



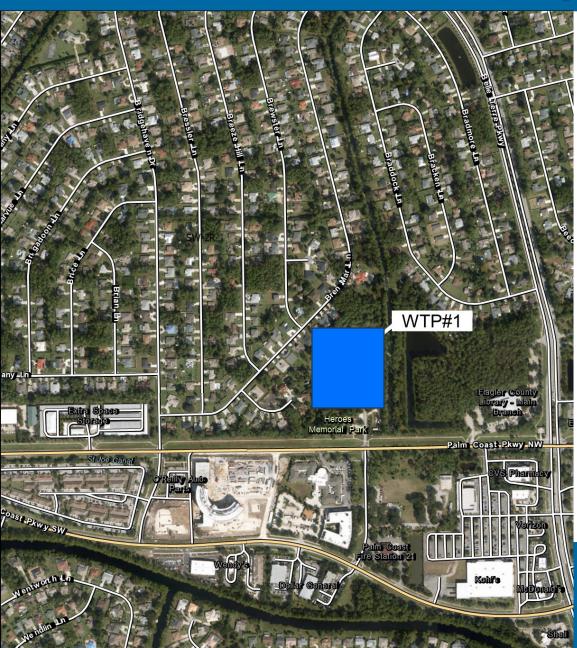


Overall Project Map









Water Treatment Facility #1

Project:

Pilot Study for 3 Capacity & Treatment Improvement **Options**

Benefit:

Improve Treatment Efficiency, Water Quality & **Increased Capacity**

Budget:

\$1,00,000

Schedule:

- Currently Negotiating Scope & Fee
- **Project Duration 12 Months**

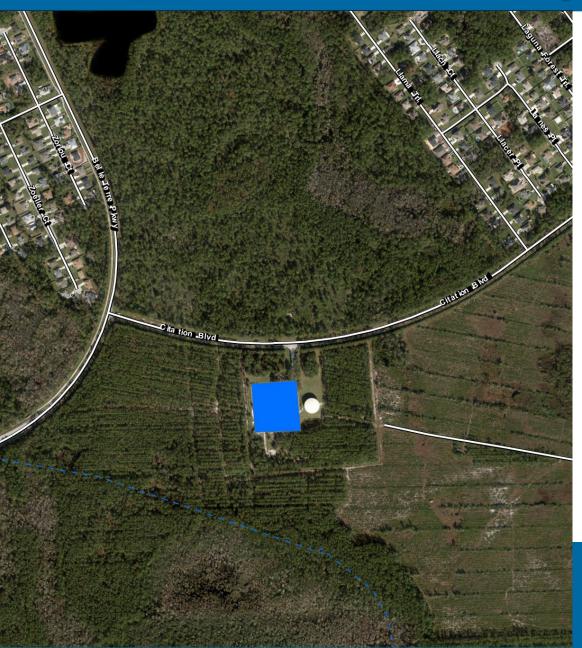


Water Treatment Facility (Plant) #1 Pilot Study









Water Treatment Facility #2

Project:

Lime Sludge Thickener & 2 Million Gallon Ground Water Storage Tank

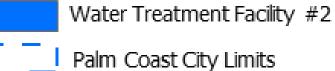
Benefit:

Increase Lime Sludge Treatment Process to Accommodate Additional Water Production & Increase Needed Water Storage

Budget:

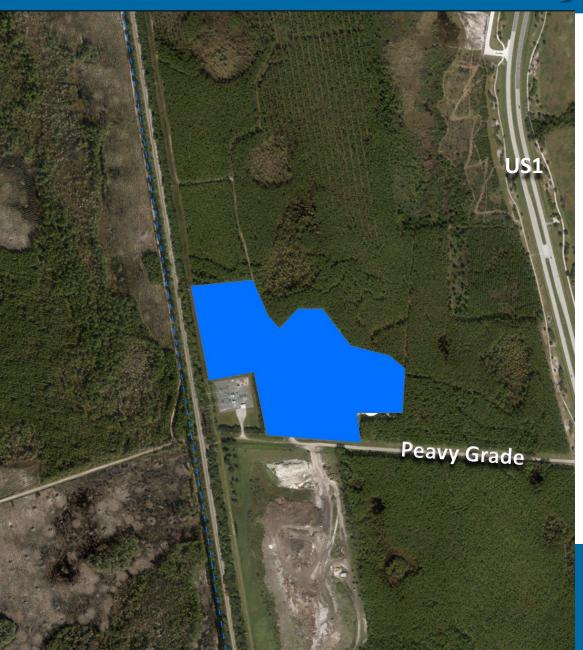
Construction Phase = \$7,500,000

- Bids Due July 25, 2024
- Contract Duration: 300 Days









Water Treatment Facility #3

Project:

Design of Brackish Well Connectivity and Preliminary Design Analysis for Facility Expansion from 3 Million Gallons per Day (MGD) to 4.5 - 6.0 MGD

Benefit:

Capacity Expansion

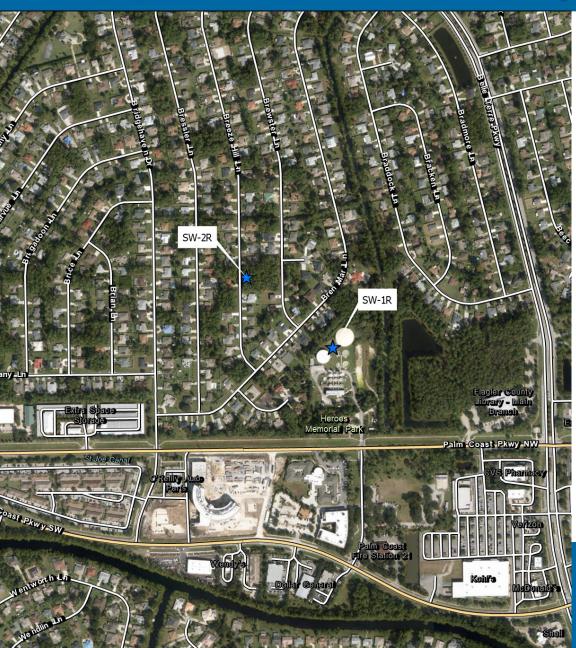
Budget:

Phase 1 Study/Design = \$990,000

Schedule:

Design/Study 12 months.





Wells & Wellfields

Project:

New Wells SW-1 and SW-2

Benefit:

Capacity Expansion of 280,000 Gallons Per Day

Budget:

Construction Phase = \$1,000,000

Schedule:

- Design 99% Complete
- Construction Duration 9 Months

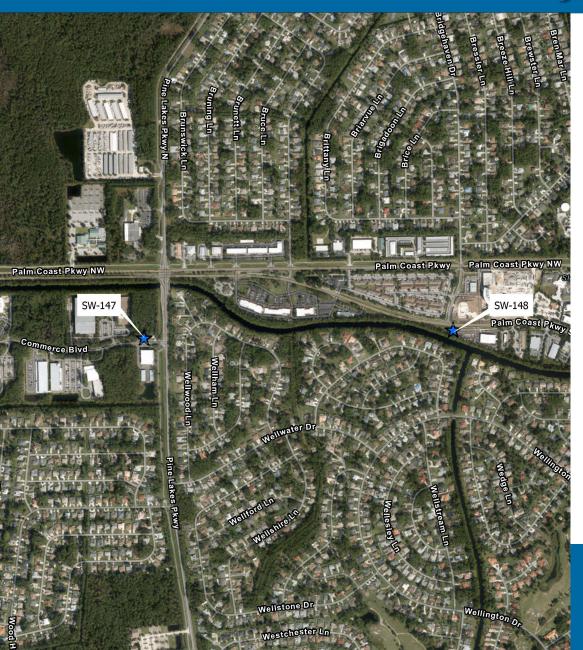


New Wells SW-1R, SW-2R



Palm Coast City Limits





Wells & Wellfields

Project:

New Wells SW-147 (Commerce) and SW-148 (Goodwill)

Benefit:

Capacity Expansion of 500,000 Gallons Per Day

Budget:

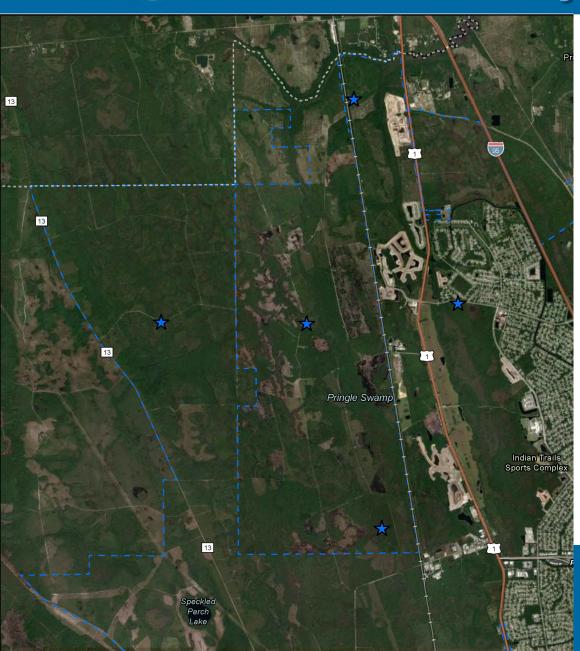
Construction Phase = \$1,850,000

- Wells to be Drilled Within 6 Months
- Negotiating Scope & Fee for Design & Equipping
- **Total Project Duration 18 Months**









Wells & Wellfields

Project:

Brackish Wells Exploration - Study

Benefit:

Capacity Expansion of TBD Gallons Per Day

Budget:

Test Well & Study = \$1,250,000

Schedule:

Total Project Duration 21 Months



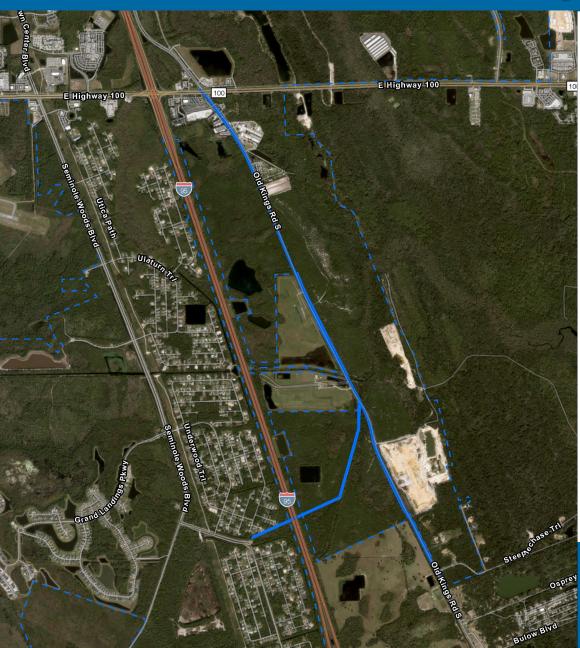
Brackish Well Exploration (5-Well Sites)



Palm Coast City Limits







Water Main Extensions

Project:

Sesame Blvd / Old Kings Road / SR100 Loop

Benefit:

Capacity Expansion

Budget:

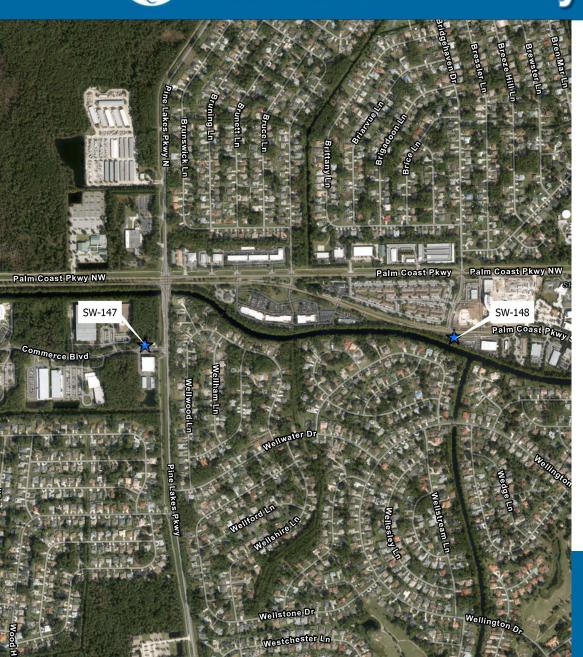
Construction Phase = \$4,000,000

- **Bids Received**
- **Duration 12 Months**









Raw Water Main Extensions

Project:

New Wells SW-147 (Commerce) and SW-148 (Goodwill)

Benefit:

Capacity Expansion of 500,000 Gallons Per Day

Budget:

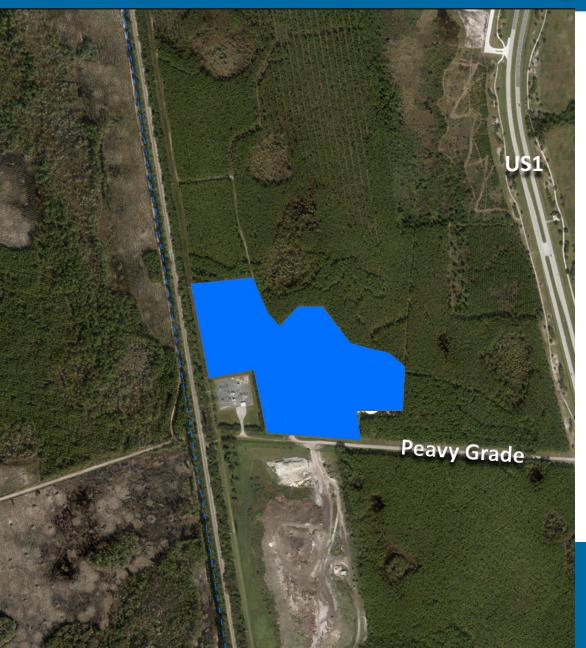
Construction Phase = \$1,850,000

- Wells to be Drilled Within 6 Months
- Negotiating Scope & Fee for Design
- **Total Project Duration 18 Months**









Wastewater Treatment Facility #2

Project:

Expansion from 2 Million Gallons Day (MGD) to 4 MGD

Benefit:

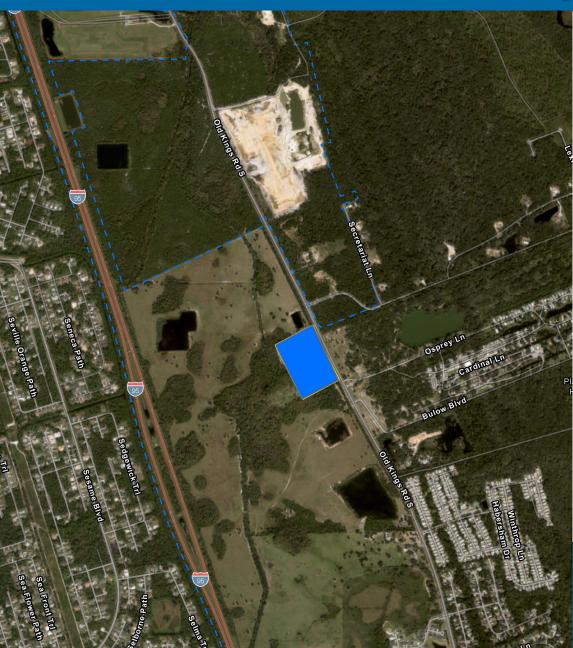
Capacity Expansion

Budget:

Construction Phase = \$30,000,000

- Construction 80% Complete
- **Activation March 2025**





Wastewater Treatment Facility #3

Project:

PreDesign & Feasibility Study

Benefit:

Capacity Expansion

Budget:

PreDesign & Feasibility Study = \$500,000

Schedule:

- Currently Negotiating Scope & Fee
- **Duration 9 Months**

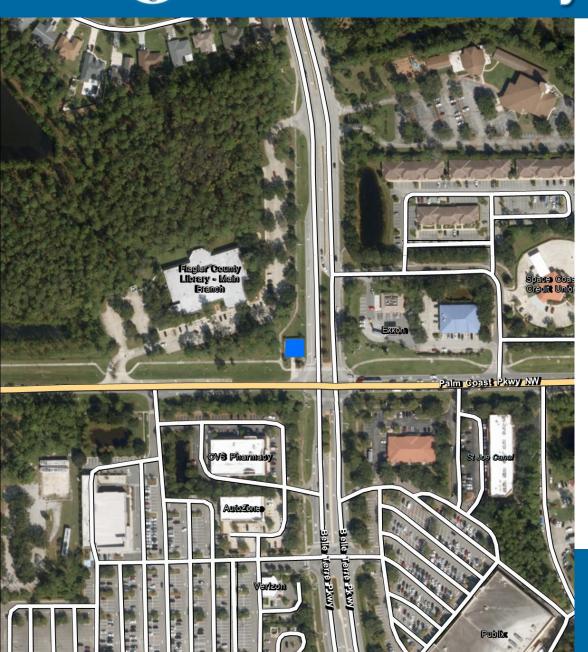


Wastewater Treatment Plant #3 Feasibility Study

Palm Coast City Limits







Wastewater Pump & Lift Stations

Project:

Pump Station PS 13-1 Upgrades

Benefit:

Operational Improvement (Redirect Flow to WTP#2)

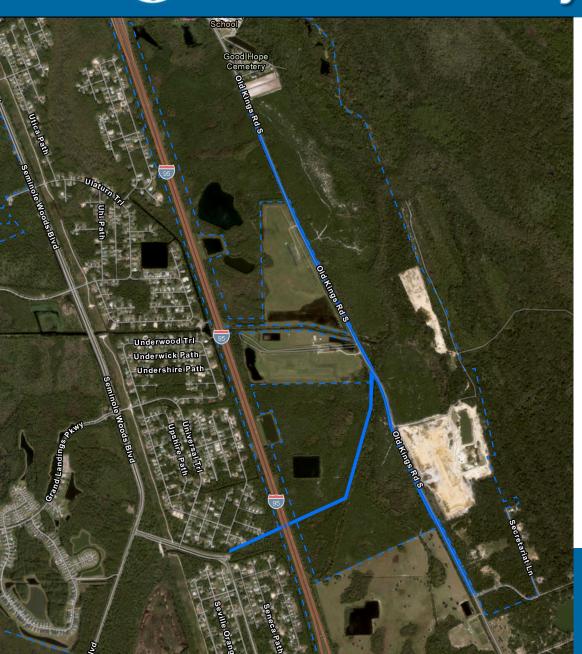
Budget:

Design & Construction = \$500,000

Schedule:

Total Project Duration 6 Months





Force Main Extensions

Project:

Sesame Blvd / Old Kings Road / SR100 Loop

Benefit:

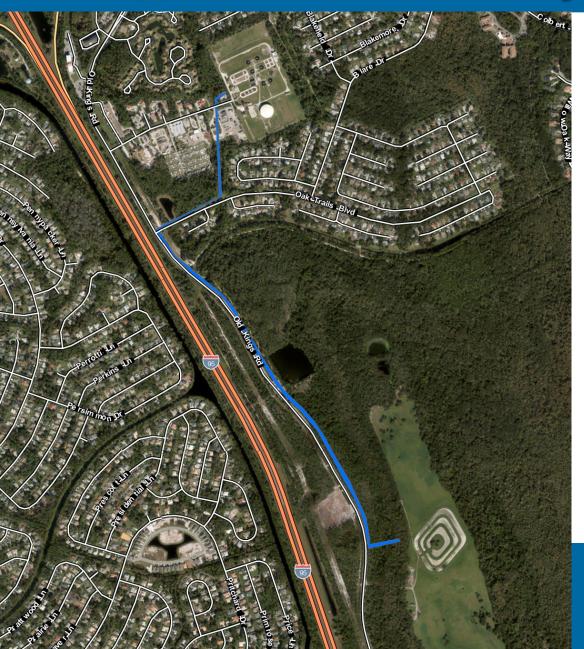
Capacity Expansion & Extension to Future WWTP#3

Budget:

Construction Phase = \$6,050,000

- **Bids Received**
- **Duration 12 Months**





Force Main Extensions

Project:

Old Kings Road to Wastewater Treatment Facility #1

Benefit:

Capacity Expansion

Budget:

Construction Phase = \$6,200,000

- Bids Received 7/18/2024
- **Duration 18 Months**



Public Works Department Collection and Sanitation Director Matt Mancill





Collection and Sanitation Fund

								F	iscal Year	
		Actual	A	Adopted(A)	Estimated	P	roposed(P)	202	24(A)-2025(P)	Percentage
		2023		2024	2024		2025		Change	Change
Charges for Services Other Revenues		\$ 15,231,156 51,898	\$	16,608,472 3,051	\$ 17,060,234 97,051	\$	18,613,090 33,051	\$	2,004,618 30,000	
	Total Revenues	\$ 15,283,054	\$	16,611,523	\$ 17,157,285	\$	18,646,141	\$	2,034,618	12.2%
Personnel Services Operating Expenditure Interfund Transfers	S	\$ 138,379 15,216,393 36,344	\$	181,148 16,430,375 -	\$ 177,148 16,980,137 -	\$	238,439 18,407,702	\$	57,291 1,977,327 -	
	Total Expenditures	\$ 15,391,116	\$	16,611,523	\$ 17,157,285	\$	18,646,141	\$	2,034,618	12.2%

<u>Fiscal Year 2025 Personnel Position Request Fully Burdened:</u>
Compliance Hauling Officer start date of 6/1 - \$40,547





Building Fund Chief of Staff Jason DeLorenzo





Building Permits Fund

				_			iscal Year	_
	Actual	Adopted(A)	Estimated	Pı	roposed(P)	2024	4(A)-2025(P)	Percentage
	2023	2024	2024		2025		Change	Change
Permits and Fees	\$ 2,156,035	\$ 3,204,201	\$ 3,204,201	\$	3,879,201		675,000	
Other Revenue	95,881	15,965	80,965		40,722		24,757	
Fund Balance Appropriations	-	600,000	425,647		300,000		(300,000)	
Total Revenues	\$ 2,251,916	\$ 3,820,166	\$ 3,710,813	\$	4,219,923	\$	399,757	10.5%
Personnel Services	\$ 2,253,044	2,741,443	2,641,443		3,009,587	\$	268,144	
Operating Expenditures	762,788	926,999	917,904		1,038,907		111,908	
Interfund Transfers	226,055	151,724	151,466		171,429		19,705	
Total Expenditures	\$ 3,241,887	\$ 3,820,166	\$ 3,710,813	\$	4,219,923	\$	399,757	10.5%

July 1, 2023 – June 30, 2024

- 16,406 Permits Reviewed 15,796 Issued
- Over 93,874 Inspections Performed





Information Technology Enterprise Fund

Director Doug Akins





Information Technology Fund Enterprise

	Actual	Ac	dopted(A)	E	stimated	Pro	oposed(P)	scal Year 4(A)-2025(P)	Percentage
	2023		2024		2024		2025	Change	Change
Charges for Services	\$ 727,719		749,925		749,925		811,054	\$ 61,129	
Cell Tower Permitting Review	35,000		28,000		28,000		28,000	-	
Other Revenue	178,687		10,000		41,000		10,000	-	
Fund Balance Appropriations	-		169,590		169,590		134,007	(35,583)	
Total Revenues	\$ 941,406	\$	957,515	\$	988,515	\$	983,061	\$ 25,546	2.7%
Personnel Services	\$ 150,660	\$	204,890	\$	204,890	\$	228,915	\$ 24,025	
Operating Expenditures	397,975		725,644		498,542		429,767	(295,877)	
Interfund Transfers	22,885		26,981		25,083		24,379	(2,602)	
Capital Outlay	277,551		-		260,000		300,000	300,000	
Total Expenditures	\$ 849,071	\$	957,515	\$	988,515	\$	983,061	\$ 25,546	2.7%



Learn More!

Access to the Fiscal Year 2025
budget calendar, budget
worksheets, and previous Council
presentations







Questions



City of Palm Coast, Florida Agenda Item

Agenda Date: July 23, 2024

DepartmentCOMMUNITY DEVELOPMENTAmountDivisionPLANNINGAccount #

Subject: PRESENTATION - COMPREHENSIVE PLAN WORKSHOP #3: HOUSING.

FUTURE LAND USE, TRANSPORTATION, AND CAPITAL IMPROVEMENTS

ELEMENTS

Presenter: Ray Tyner, Deputy Chief Development Officer, Jose Papa, AICP, Senior Planner, Kathie Ebaugh, Consultant

Attachments:

1. Presentation

- 2. Chapter 3 Housing Element: Goals, Objectives, and Policies (GOPs) Clean and Redlined versions
- 3. Chapter 1 Future Land Use Element: Goals, Objectives, and Policies (GOPs) Clean and Redlined versions
- 4. Chapter 2 Transportation Element: Goals, Objectives, and Policies (GOPs) Clean and Redlined versions
- 5. Chapter 8 Capital Improvements Element: Goals, Objectives, and Policies (GOPs) Clean and Redlined versions

Background:

Council Priority: Comprehensive Plan Update

This is the third of three (3) scheduled workshops to review the Goals, Objectives, and Policies (GOPs) for the update of the Comprehensive Plan to the planning horizon of 2050. As with the previous workshop, staff will provide a background and summary of the Goals, Objectives, and Policies (GOPs) for each element. The agenda package includes the complete GOPs to provide each PLDRB member an opportunity to review and make recommendations and changes. In addition, City Council was not able to complete the Housing Element at the last workshop and therefore staff will be presenting that item.

Impetus for amendments for the GOPs are from the community outreach conducted during the first phase of the update as well as a review of the latest available data (such as population, # of households, housing units, etc.)

The remaining schedule for the review of the GOPs is shown below:

WORKSHOP/PUBLIC HEARING DATE	ELEMENTS TO BE REVIEWED
COMPLETED	Intergovernmental Coordination, Public
June 11 (Workshop #1)	School Facilities,
, , ,	Property Rights
COMPLETED	Parks, Conservation, and Infrastructure
July 9 (Workshop #2)	
	Housing, Future Land Use, Transportation,
July 23 (Workshop #3)	and Capital Improvements
August 27 (Public Hearing)	All Elements

To provide an opportunity for all stakeholders to comment and provide input on the draft amendments, each element will be made available through Comprehensive Plan's Social PinPoint web page and face-to-face engagement opportunities.

Background for the July 23 Workshop.

As a top priority for the City Council, the city staff has been assigned the task of updating the City's Comprehensive Plan for the year 2050, focusing on a vision-based approach that includes significant and continuous community input. This initiative, known as Imagine 2050, kicked off in October 2023 and has since seen active engagement with approximately 87,000 residents over the past six months. Various channels including a project website, pop-up events, civic group meetings, and social media campaigns have been utilized for community outreach.

Through these engagement efforts, a draft Vision Statement has been formulated, along with nine "Guiding Principles" to steer the creation of the Imagine 2050 Comprehensive Plan's Goals, Objectives, and Policies. These "Guiding Principles" will be prominently featured in the plan and illustrated for applicable Goals and Objectives, to ensure consistency and alignment with the community's vision.

The following Comprehensive Plan Elements will be presented:

Housing:

The Housing Element is in line with our Guiding Principle for "Supporting the Opportunities for a Variety of Housing Choices". The Housing Element aims to provide a diverse range of housing options for all life stages and income levels, from young adults to elderly residents looking to age in place near amenities. It promotes a variety of housing types like accessory dwellings, multi-family, single-family homes, and continuum of care facilities. The City will seek livable community designation and allow innovative development alternatives like density bonuses for affordable units. Protecting existing neighborhoods through buffers and compatibility analyses is prioritized, as is maintaining housing stock via code enforcement. State and federal funding will be pursued for housing programs serving special needs groups like the elderly. The goal is to create housing opportunities dispersed throughout Palm Coast that are obtainable, accessible and accommodate evolving resident needs.

The policies in this element direct the City to promote the following:

- Promote diverse housing types and densities throughout the city.
- Ensure affordable housing is dispersed to prevent concentration in specific areas.
- Provide assistance and incentives for developers, including site identification and in-kind services.
- Incorporate innovative development options in the Land Development Code to facilitate attainable housing.
- Utilize Federal and State funding programs to support home ownership for various income levels.
- Provide local support to developers for affordable multi-family projects through expedited processes and incentives.
- Collaborate with Flagler County to maximize funding for affordable multi-family units and explore alternative funding sources.
- Adhere to siting requirements for community residential homes as per Chapter 419, F.S.

- Seek partnerships with agencies to expand housing options for special needs individuals.
- Support the integration of community residential homes in residential and mixeduse areas.
- Utilize SHIP or CDBG funds for affordable housing for special needs individuals.
- Encourage continuum of care facilities, supporting aging-in-place transitions.
- Collaborate with private and non-profit sectors for housing provision, including transitional housing initiatives.
- Continue rigorous permitting and inspection efforts for rental properties to maintain standards.
- Enforce architectural and aesthetic regulations to ensure high-quality housing.
- Utilize funding from programs like SHIP or CDBG to improve housing conditions and support structural enhancements.
- Implement development standards ensuring greater setback and buffering to protect residential areas.
- Evaluate proposed land use changes near residential neighborhoods using established compatibility criteria.
- Restrict non-residential use of residential lots in platted subdivisions and conduct compatibility analyses for new developments adjacent to residential areas, considering factors like lot sizes, proximity to roadways, and potential nuisance factors.
- Enable diverse housing options through land use and zoning regulations to accommodate different income levels, ages, and life stages.
- Promote "aging in place" by increasing access to appropriate and affordable housing near essential services.
- Strive for the Department of Elder Affairs Livable Community designation by ensuring affordable, equitable, quality, accessible, and safe housing options for all.
- Permit manufactured buildings meeting aesthetic standards in residential zones and establish specific zones for mobile/manufactured homes exempt from certain regulations.
- Consider factors like road access, utilities, and buffering when siting mobile home zoning districts.
- Develop comprehensive regulations in the Land Development Code covering landscaping, setbacks, parking, stormwater management, and community amenities for mobile/manufactured home zoning districts.

Future Land Use:

The Future Land Use Element is one of the Comprehensive Plan's ten (10) elements. It contains Goals, Objectives, and Policies (GOPs) which set up the fundamental elements of the City's growth management regulations and a Future Land Use Map (FLUM) to establish the City's future development pattern. The Future Land Use Element is written to promote the City's Vision and the Guiding Principles developed in 2024. Key initiatives include the establishment of future land use designations and zoning districts, emphasizing the innovative Master Planned Mixed Use (MPMU) Future Land Use designation. This integrates diverse land uses and greenways, fostering mixed-use development and job opportunities supported by a robust transportation network. Economic Development efforts under Goal 1.4 target sectors like Advanced

Manufacturing and Healthcare Training & Research, aiming to diversify employment and expand the tax base. These initiatives prioritize infrastructure enhancement and regulatory streamlining to attract and retain businesses, ensuring sustainable growth while maintaining a high quality of life and community engagement.

The policies in this element guide the City to the following:

- Provide areas for mixed use development while maintaining suburban residential patterns and protecting environmental resources.
- Establish various land use designations:

Low-Density Residential

- Intended for lower density residential housing types.
- Includes single family, duplexes, accessory dwelling units, etc.
- Density capped at 5 units per gross acre.

Residential

- Accommodates various housing types at densities up to 15 units per gross acre.
- Includes residential housing, public facilities, recreational spaces.

Institutional

- Reserved for civic uses like educational facilities, public buildings.
- No specific density limit.

Mixed Use

- Combines residential with retail, institutional, and other uses.
- Allows for a maximum of 15 dwelling units per gross acre.

o Industrial

- Provides space for heavy and light industrial uses.
- No density restrictions; includes supportive commercial and institutional uses.

Greenbelt

- Preserves natural resources and buffers between different land uses.
- Density limited to one dwelling unit per gross acre.

Conservation

- Protects environmentally sensitive areas.
- Focuses on preservation and minimal development for public access and passive recreation.

Pre-2018 Development of Regional Impact (DRI)

 Designates existing DRIs with specific allowable uses and densities as per vested development rights.

Master Planned Mixed Use (MPMU)

- Promotes mixed-use development with sustainable practices.
- Density limited to 1.2 dwelling units per gross acre.
- Permit mixing of uses aligned with corresponding FLUM designations.
- Allow deviations from standards to support creative and geographically unique projects.
- Permit clustering of residential units to conserve open space and minimize infrastructure needs.
- Review FLUM amendments based on environmental conditions, facility availability, school capacities, and compatibility with land use planning principles.
- Evaluate environmental factors such as topography, floodplains, wetlands, and

- proximity to wellfields.
- Consider infrastructure capacity including roadways, utilities, and drainage systems.
- Assess compatibility with existing development patterns and neighborhood character preservation.
- Promote compact, mixed-use development to foster proximity between residential, commercial, and recreational areas.
- Ensure land use patterns are efficient and minimize public facility costs while supporting energy conservation.
- Utilize the MPD zoning district strategically to encourage infill development and enhance accessibility.
- Amend and maintain the Land Development Code to align with the Comprehensive Plan.
- Support Palm Coast Town Center as an Innovation District to foster economic growth and quality of life improvements.
- Facilitate the creation and commercialization of new ideas and employment opportunities within the SR 100 Corridor CRA.
- Monitor and assess vacant properties citywide to understand development rates and potential.
- Explore incentives to consolidate and develop existing platted lands to diversify housing and lot sizes.
- Conduct regular assessments to maintain alignment with evolving community needs and growth patterns.
- In the South Old Kings Rd. Planning Area:
 - o Promote responsible development with a maximum of 2,500 residential units and 2,500,000 sq. ft. of commercial/industrial use.
 - Designate the area as Mixed Use, Greenbelt, and Conservation to encourage compact development and protect natural resources.
 - Require preservation of environmentally sensitive areas before issuing development orders, focusing on ecological enhancements and biodiversity
 - Coordinate with relevant agencies to preserve cultural and historical resources within the planning area.
- Identify and protect greenways, open spaces, and natural resources through acquisition, easements, and development regulations.
- Support greenway and trail linkages between public and private open spaces, incentivizing public access easements where feasible.
- Enhance streetscapes across designated gateway corridors through landscaping, median beautification, and utility burial projects.
- Enforce regulations requiring new developments (except stand-alone residential units) to bury utility lines underground.
- Develop comprehensive standards for street lighting, signage, and landscaping in public rights-of-way to enhance aesthetics.
- Maintain public facilities to adopted Level of Service (LOS) standards as per the Capital Improvements Element.
- Coordinate new development with public facilities through growth management measures like phasing and appropriate facility sizing.

- Encourage development in areas with existing public facilities; require developers to extend facilities where deficiencies exist.
- Maintain and update the Concurrency Management System (CMS) in the Land Development Code to ensure facilities are available for new development.
- Utilize CMS to monitor and enforce adopted Level of Service (LOS) standards for roads, utilities, parks, and other services.
- Condition issuance of development orders and permits on the availability of necessary public services and facilities.
- Biennially review the CMS to ensure it efficiently addresses public facility and service provision needs.
- Maintain or improve ISO ratings for Fire Protection, Floodplain Management, and Building Code effectiveness.
- Develop and implement a comprehensive Five-Year Public Safety Plan in collaboration with Flagler County and Sheriff's Office.
- Regularly assess and revise wildfire protection and mitigation regulations to enhance community safety.
- Allocate resources for ongoing improvements in fire protection, floodplain management, and building safety measures.
- Develop a future-focused economic development plan to anticipate industry trends and technological advancements.
- Prioritize industry sectors like Advanced Manufacturing, Corporate Headquarters, Aviation & Aerospace, Logistics & Warehousing, and Healthcare Training & Research.
- Expand workforce skills through partnerships with local educational institutions to meet industry needs.
- Maintain inventory of economic employment hubs with development-ready sites and essential infrastructure.
- Create incentive zones to attract capital investments and develop critical infrastructure for economic employment centers.
- Establish mixed-use developments that integrate housing, commerce, and office spaces to minimize commuting.
- Optimize existing infrastructure to support economic employment centers.
- Ensure extension of public utility services to lands designated for economic employment hubs.
- Align transportation planning with economic priorities to support future growth and development.
- Market Palm Coast as a premier destination for business investment through regional branding initiatives.
- Conduct economic studies to identify target industries and develop strategies for sustainable growth.
- Target recruitment efforts towards industries that offer well-paying jobs and contribute to economic diversification.
- Streamline permitting processes and develop incentive programs to facilitate business relocation and expansion.
- Partner with SBDC and local educational institutions to provide business counseling and training.
- Foster collaboration between public and private sectors to support small business

- growth and innovation.
- Implement online systems and streamline regulatory processes to support small business startups.
- Promote "Buy Local" initiatives and offer incentives to boost locally-owned businesses.
- Coordinate with regional economic development organizations and chambers to enhance business retention and attraction.
- Partner with educational institutions to develop targeted job training and mentoring programs.
- Support workforce training programs tailored to meet industry needs in collaboration with post-secondary institutions.
- Strengthen partnerships to leverage resources and infrastructure enhancements for economic development.
- Promote affordable housing options to support entry-level workers and young professionals.
- Support growth in industries offering career paths for entry-level workers such as technology and healthcare.
- Create internship and apprenticeship programs to provide valuable work experience for youth.
- Invest in amenities and services that enhance quality of life and attract young professionals.
- Assess existing businesses and identify strengths and areas for improvement in the economic structure.
- Establish "Fast-Track" permitting for targeted industries to expedite project development.
- Implement online permitting and licensing systems to enhance business efficiency and transparency.
- Foster an environment that encourages foreign direct investment in targeted industries.
- Offer regular pre-application or due diligence meetings.
- Expand and maintain green spaces, parks, and recreational areas to enhance community well-being.
- Continue to have responsive code enforcement, rental registration program, and foreclosed and abandoned properties program to maintain neighborhoods.
- Develop and maintain comprehensive infrastructure including transportation and public facilities.
- Enhance Palm Coast's appeal by emphasizing its branding, fostering hometown identity, preserving natural assets, promoting an active lifestyle, and celebrating cultural diversity.
- Identify and prioritize annexation of land that supports commercial, industrial, and residential development goals.
- Coordinate with neighboring jurisdictions to plan joint annexation areas and service provisions.
- Establish criteria for annexing lands that attract businesses, optimize city services, and protect environmentally sensitive areas.
- Establish procedures to facilitate robust public engagement in comprehensive planning.

- Notify affected property owners of Future Land Use Map changes through various means.
- Conduct public hearings at convenient times to maximize community participation.
- Utilize multiple communication channels to keep citizens informed about planning activities and opportunities for input.
- Create Master Planned Mixed Use (MPMU) Future Land Use designation to integrate diverse land uses and greenways, promoting mixed-use development and job opportunities.
- Within the MPMU
 - Develop a regionally significant transportation network supporting various mobility options and smart technologies.
 - Establish interconnected multi-use trail networks linking residential, commercial, educational, and recreational areas.
 - Define and protect the Greenway Corridor Overlay through MPD zoning, ensuring ecological integrity and public access.
 - Allocate 50% of lands for recreation and open space, including areas within Villages and the Greenway Corridor.
 - Plan retail and service spaces based on residential units to support community needs and encourage alternative transportation.
 - Ensure mixed-use development standards are met to promote a balanced community environment.
 - Define terms specific to Master Planned Mixed Use (MPMU) to guide development and land use decisions.
 - Permit continued agricultural and silvicultural activities until development begins, following best management practices.
 - Ensure consistency of MPMU policies over conflicting regulations in the Comprehensive Plan and City codes.
 - Maintain the ecological integrity of designated areas through adaptive management strategies and wildlife protection measures.
- Ensure property owners' vested rights are respected under the 2050 Comprehensive Plan.
- Recognize developments of regional impact approved before the plan's adoption and still effective.
- Maintain validity of concurrency approvals until expiration, ensuring recognized development rights.
- Uphold final development orders or agreements in good faith and ongoing adherence.

Transportation:

The City of Palm Coast is launching an ambitious strategy to enhance transportation infrastructure and connectivity for residents, businesses, and visitors. Consistent with the guiding principle development by our citizens, "Enhance Traffic Circulation", the plan aims to maintain safe accessibility while managing growth effectively. Key objectives include developing and maintaining standards for road capacity, enforcing concurrency management to align transportation services with new developments, and updating traffic analysis tools in collaboration with regional partners. The plan outlines short- and long-range transportation improvements, including the expansion of east-west connections and feasibility studies for new Interstate 95 interchanges. Additionally, the city is prioritizing

multi-modal transit options, expanding greenway trails, and ensuring the maintenance of roads and drainage facilities to support safe travel and evacuation routes during emergencies. This comprehensive approach underscores Palm Coast's commitment to sustainable growth and community resilience.

The policies in this element include the following:

- Develop and maintain a comprehensive LOS standard for all City roads.
- Implement proactive monitoring and improvement strategies.
- Regularly assess road segments using biennial traffic counts.
- Develop improvement plans for road segments nearing acceptable LOS.
- Enforce concurrency regulations for new developments.
- Conduct concurrency evaluations for land use modifications.
- Exempt specified developments from concurrency requirements.
- Mitigate roadway impacts of developments through funding or construction.
- Review and update Traffic Analysis Zones (TAZs) every five years.
- Align TAZs with current and future development.
- Coordinate with regional entities for FSUTMS updates.
- Ensure TAZs accurately estimate travel demand and support land use planning.
- Develop Short- and Long-Range Transportation Plans.
- Identify and prioritize roadway improvements.
- Coordinate funding with FDOT and other sources.
- Conduct corridor studies to address projected deficiencies.
- Develop comprehensive east-west connections and seek partners and funding.
- Prioritize construction based on growth patterns and funding.
- Conduct feasibility studies for new connections and protect future ROW.
- Design for multimodal transportation and evacuation routes.
- Collaborate with FDOT, Flagler County, and stakeholders for comprehensive feasibility studies on potential new Interstate 95 interchanges.
- Seek state and federal funding to support planning and feasibility studies.
- Integrate interchange feasibility study findings into the city's long-range transportation plan.
- Consider traffic patterns, environmental impacts, and economic development potential in study evaluations.
- Conduct corridor study on Palm Harbor Parkway.
- Continue expansion of Old Kings Rd.
- Encourage interstate travelers to use local roadways by requesting I-95 signage for local travel exits.
- Support Flagler County's efforts to enhance Flagler County Airport for jet aircraft accommodation.
- Work towards establishing a passenger rail station on the Florida East Coast rail corridor, to enhance regional connectivity transportation, and economic development opportunities.
- Encourage industrial development near Airport and along Florida East Coast Rail Line.
- Establish buffering and noise pollution standards to discourage residential development near active rail corridors.

- Conduct comprehensive review of Transportation Impact Fee Ordinance every five years.
- Engage stakeholders for input during ordinance review to ensure equity.
- Allocate impact fees exclusively for transportation capacity improvements.
- Prioritize transportation projects in capital improvements program based on impact fees.
- Collaborate with Flagler County on Mass Transit Development Plan.
- Support Transit Development Plan updates addressing service needs, costs, and funding.
- Provide data, assist in route planning, and identify transit hubs within City limits.
- Implement programs and incentivize developments supporting multimodal transportation.
- Promote mixed-use developments along major arterials to create walkable environments.
- Concentrate employment and higher-density residential development in strategic mixed-use centers.
- Co-locate residential, commercial, office, and civic uses to reduce vehicle miles traveled.
- Improve and widen parallel corridors to I-95 like Old Kings Road and new north/south corridor CR 209.
- Strengthen LDC regulations requiring commercial developments to connect with adjacent properties and plan for future connections.
- Require new residential developments over 100 units or accessing longer streets to provide multiple external connections to arterial roads.
- Promote roadway connections between residential, institutional, and commercial areas to enhance pedestrian and bicycle usage.
- Implement access management strategies to reduce traffic conflicts on major roads and promote shared access points.
- Ensure new developments include sidewalks or multi-use paths linking residential, recreational, and commercial areas.
- Update Pedestrian and Bicycle Plan to prioritize sidewalk and bicycle facility needs, funding sources, and 5-year CIP projects.
- Prioritize improvements to arterial and collector roads with bicycle lanes during construction or upgrades.
- Enforce requirements for bicycle and pedestrian connectivity in new residential and commercial developments.
- Expand and maintain linear trails to connect the City with internal and adjacent lands, promoting recreational use and alternative transportation.
- Identify future multi-use and nature trail locations based on Map 2.10, enhancing accessibility and connectivity.
- Utilize greenway systems for trails in natural settings wherever possible.
- Connect rails-to-trails projects with City and County parks, water bodies, and conservation areas to integrate trail networks.
- Expand and maintain linear trails to connect the City with internal and adjacent lands, promoting recreational use and alternative transportation.
- Identify future multi-use and nature trail locations, enhancing accessibility and connectivity.

- Utilize greenway systems for trails in natural settings wherever possible.
- Collaboration with Flagler County and adjacent municipalities to develop and implement a comprehensive Community Wide Multi-Use Trail Master Plan.
- Periodically revise street maintenance program to prioritize road segments needing repair.
- Update Pavement Management Plan annually to schedule road resurfacing.
- Improve road shoulders to prevent deterioration.
- Identify and eliminate valley gutters on arterial and collector roads to improve drainage.
- Conduct biennial bridge inspections in collaboration with FDOT.
- Prioritize safety and maintenance of City bridges and approaches.
- Identify funding sources for necessary bridge repairs through intergovernmental coordination.
- Review and enforce roadway signage and striping standards consistent with FDOT and MUTCD guidelines.
- Conduct annual survey of traffic signs and pavement markings for repair and replacement.
- Implement speed zone studies on collector and arterial roads as needed.
- Coordinate with Flagler County Sheriff's Office to enhance traffic accident reporting and safety measures.
- Collaborate with NEFRC to refine evacuation plans and designate primary evacuation routes.
- Update procedures and training for Public Works employees regarding road closures and traffic routing during emergencies.
- Maintain readiness to clear obstacles such as fallen trees and disabled vehicles on evacuation routes.
- Require multiple means of ingress/egress for new subdivisions to arterial roads to facilitate emergency access.

Capital Improvements:

The Capital Improvements Element (CIE) is a statement of budgetary policy and a planning tool for capital expenditures and improvements. It is the precursor to the Capital Improvements Plan for the City and is one of the best ways to implement the goals, objectives, and policies established in the Comprehensive Plan Elements. Consistent with the communities Guiding Principles, the CIE summarizes the capital improvements identified in each Plan Element and establishes a coordinated linkage between these improvements. The Element aims at enhancing public facilities and services in a fiscally responsible manner while ensuring the safety and well-being of residents. The plan prioritizes efficient and timely corrections to existing deficiencies, replacement of obsolete infrastructure, and accommodation of new growth. Objectives include maintaining adopted levels of service (LOS), aligning land use decisions with capital improvement schedules, and implementing a user pays principle to fund necessary facility improvements. This integrated approach highlights Palm Coast's commitment to sustainable development and community welfare through strategic capital planning and management.

The policies in this element include the following:

• Address existing deficiencies, replace obsolete facilities, and accommodate

- growth efficiently.
- Include annual schedule of capital improvements to maintain service standards.
- Ensure consistency with Future Land Use Element and other Comprehensive Plan elements.
- Harmonize CIE and CIP to guide City's capital improvements.
- Update CIP annually by October 1 to align with adopted budget.
- Include maintenance of existing infrastructure and debt management strategies.
- Maintain and achieve adopted LOS standards for public facilities.
- Evaluate new development against adopted LOS standards and capital improvements schedule.
- Adopt monitoring system to ensure adherence to LOS standards.
- Plan accordingly for future utility expansion for annexed lands.
- Ensure development bears proportionate costs of required public facility improvements.
- Implement impact fees, capacity fees, and other mechanisms to fund new facilities.
- Regularly evaluate fee adequacy and fiscal demands from new development.
- Comply with state law on development mitigation of impacts.

Recommended Action: FOR PRESENTATION AND DISCUSSION



Comprehensive Plan Update







Agenda

01 Overview

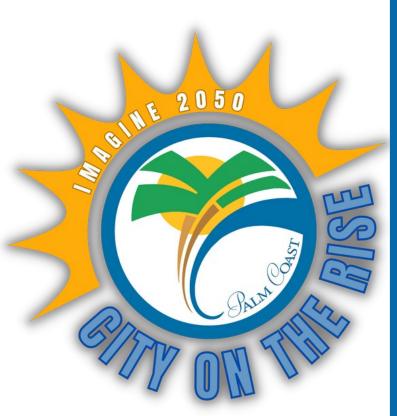
Update from previous meeting

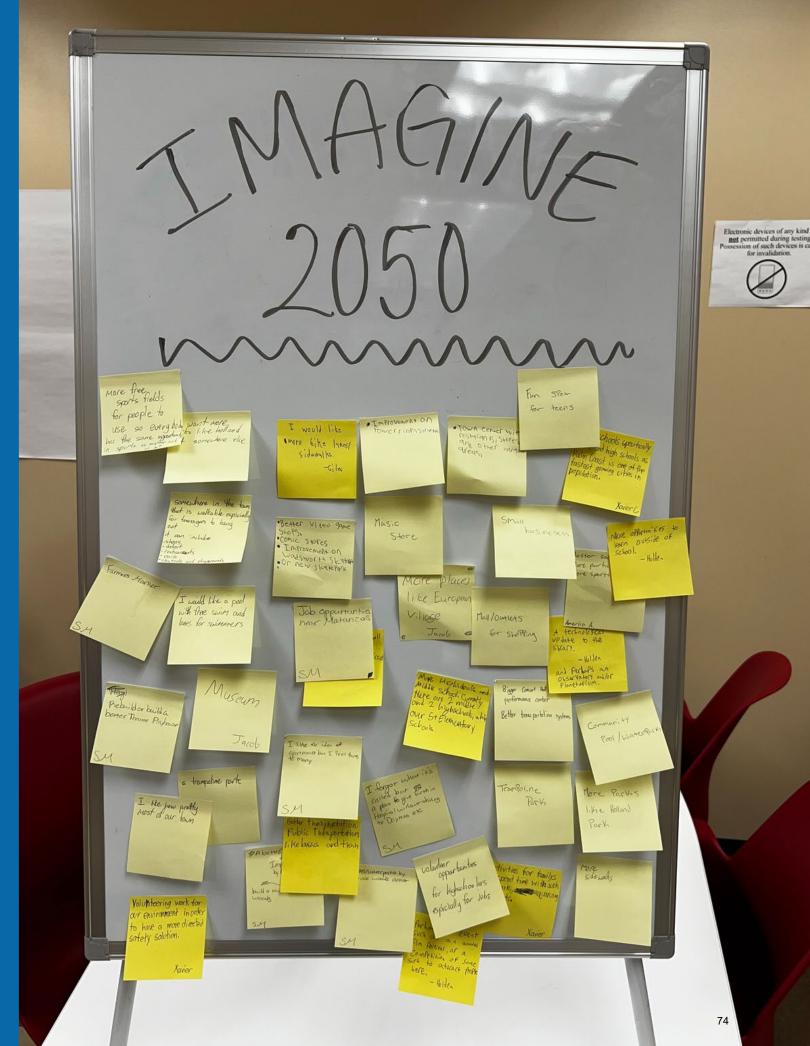
03 Future Land Use

04 Transportation

05 Capital Improvements

06 Next Steps







Guiding Principles

- Protect Ecosystems, Natural and Cultural Resources
- Develop Parks, Recreational Facilities, Trails, & Open Spaces
- Encourage a Positive Community Image
- Generate Economic Development and Job Opportunities
- Prioritize Community Health, Safety, and Wellness

- Support Opportunities for a Variety of Housing Choices
- **Enhance Traffic Circulation**
- Maintain and Upgrade Public Facilities and Infrastructure
- Uphold Responsible Fiscal Planning Practices
- Preserve Suburban Character in Existing Areas
- Promote Work, Live, and Play in Appropriate Areas
- Expand Opportunities for Quality Education

HOUSING







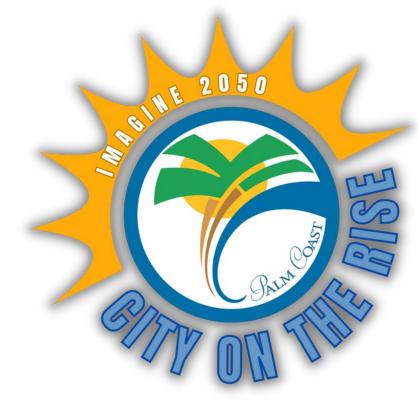




This element serves as the guide for ensuring that all residents in the City regardless of their demographic may have access to safe and secure shelter. The element also provides policies to protect the value of the existing housing stock.

LIFE STAGE HOUSING

Life stage housing encompasses a spectrum of residential options tailored to meet the diverse needs and circumstances of individuals and families across various stages of life. These stages typically include young adults starting out on their own, couples without children, families with children, empty nesters, retiree and including affordable housing, workforce housing, and special needs housing. Life stage housing aims to provide appropriate amenities, layouts, and features that cater to the particular lifestyle and requirements of each stage. For instance, a development targeted towards families with children might demand a larger house and prioritize proximity to schools and parks, while housing for retirees might focus on smaller residential unit size and prioritize accessibility and amenities conducive to active aging. The concept acknowledges that housing needs evolve over time and seeks to offer options that align with these changing circumstances.



- **Affordable housing:** Within the framework of life stage housing, affordable housing addresses the critical need for accessible and reasonably priced accommodation for individuals and families with limited financial resources. It aims to ensure that people, regardless of income level, can secure safe and comfortable homes suitable for their current life stage.
- **Workforce housing:** Workforce housing is an integral component of life stage housing, catering to individuals and families who are part of the local workforce. This type of housing is designed to be affordable for those with moderate incomes, such as teachers, nurses, firefighters, and other essential workers. It recognizes the importance of providing housing options that enable these individuals to live close to their places of employment and contribute to the vitality of their communities.
- Special needs housing: Special needs housing addresses the unique requirements of
 individuals with disabilities, chronic illnesses, or other specific needs. As part of the life
 stage housing paradigm, special needs housing aims to provide accessible,
 supportive, and inclusive living environments that empower residents to lead fulfilling
 and independent lives. This may include features such as wheelchair accessibility,
 sensory accommodations, and on-site support services tailored to the needs of
 residents.



In summary, Life Stage Housing includes a spectrum of residential options tailored to meet the diverse needs and circumstances of individuals and families across various stages of life. Components of Life Stage Housing include, but is not limited to, affordable housing, workforce housing, and special needs housing. Life Stage Housing recognizing the importance of providing diverse housing options that accommodate individuals and families at different stages of life while promoting inclusivity, affordability, and community well-being.



Input from Community Outreach

- Public transportation to set to housing affordability
- . Entry-level housing
- . More housing type options
- . Affordable Housing for families
- Affordable homes/rents for young professionals
- . More affordable housing options
- Single-story condos for Seniors
- . More Special Needs Housing
- . Tiny Homes zero lot line homes
- . Senior Apartments
- Housing
- . Affordable housing
- . Not a lot of apartments

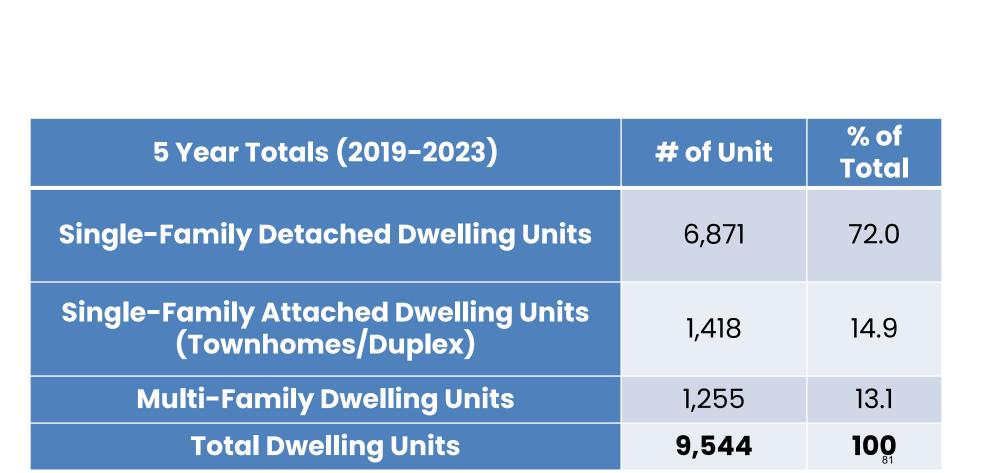
- . Low taxes
- . Reasonable cost of living
- Not Overdeveloped
- . Zoning
- Neighborhood beauty/restrictions
- . Quiet neighborhoods
- . Family moved when I was little
- . Family
- Apartments in town center
- . Housing
- . Affordable housing
- . Not a lot of apartments
- . Reasonable cost of living
- Quiet neighborhoods
- . More affordable housing options



Background Goal 3.1 - <u>Promote housing options for all income levels</u>

Highlights of City Housing Stock in 2022 (Source: 5-Year American Community Survey)

- 89% single-family detached unit
- 33% of Homeowners with mortgage spend more 30% on housing (includes utilities)
- 49% of renters spend more than 30% of income on housing
- 62% of all renters earn less than 100% of AMI
- 78% of occupied units are owner-owned
- 22% are renter occupied
- History of building permits over last 5 years





Housing - GOPs

GOAL 3.1 – Promote housing options for all income levels 🛖

Objective 3.1.1 – Adequate and Affordable Housing Opportunities – Support the construction of adequate and affordable housing by providing opportunities that accommodate the housing needs of existing and future residents of households classified as extremely low, very low, low, and moderate income through a variety of mechanisms and development incentives.

- Promote diverse housing types and densities throughout the city.
- Ensure affordable housing is dispersed to prevent concentration in specific areas.
- Provide assistance and incentives for developers, including site identification and in-kind services.
- Incorporate innovative development options in the Land Development Code to facilitate attainable housing.

Objective 3.1.2 – State and Federal Funding to Implement Housing Programs – Seek funding from Federal and State housing and community development sources to formulate and establish housing implementation programs.

- Utilize Federal and State funding programs to support home ownership for various income levels.
- Provide local support to developers for affordable multi-family projects through expedited processes and incentives.
- Collaborate with Flagler County to maximize funding for affordable multi-family units and explore alternative funding sources.



HOUSING











Background Goal 3.2 - Households with special needs shall be integrated into and dispersed throughout residential areas.

City accommodates a number of Community Residential Homes

Community Residential Homes						
Size of Facility	# of Facilities	Total Number of Beds				
Six (6) beds or less	58	307				
Seven (7) or more beds	10	954				
TOTAL	68	1261				







Housing - GOPs

GOAL 3.2 – Households with special needs shall be integrated into and dispersed throughout residential areas.

Objective 3.2.1 – Housing Sites for Special Needs Groups - Support community residential homes and foster care facilities within residential areas and areas of mixed-use developments.

- Adhere to siting requirements for community residential homes as per Chapter 419, F.S.
- Seek partnerships with agencies to expand housing options for special needs individuals.
- Support the integration of community residential homes and foster care facilities in residential and mixed-use areas.

Objective 3.2.2 – Affordable Housing for Residents with Special Needs - Provide adequate and affordable housing opportunities to accommodate households with special housing needs with an emphasis on provisions for the elderly.

- Utilize SHIP or CDBG funds for affordable housing for special needs individuals.
- Encourage continuum of care facilities, supporting aging-in-place transitions.
- Collaborate with private and non-profit sectors for housing provision, including transitional housing initiatives.



HOUSING











Background <u>GOAL 3.3 – Maintain the Existing Housing Stock and Protect Residential</u> <u>Areas – To protect, maintain, rehabilitate, and improve City's housing stock.</u>

- 45% of housing stock was built before 2000 (older than 22 years old)
- Findings from community engagement
 - Keep the neighborhoods cleaner & homes curb appeal



Housing - GOPs

GOAL 3.3 - Maintain the Existing Housing Stock and Protect Residential Areas - To protect, maintain, rehabilitate, and improve City's housing stock. ↑ ♣

Objective 3.3.1 – Protect the Existing Housing Stock – Conserve, maintain, and improve existing housing stock and eliminate substandard housing conditions through code provisions and incentive programs to require and/or assist builders, private homeowners, and landlords when making structural and aesthetic improvements.



- Continue rigorous permitting and inspection efforts for rental properties to maintain standards.
- Enforce architectural and aesthetic regulations to ensure high-quality housing.
- Utilize funding from programs like SHIP or CDBG to improve housing conditions and support structural enhancements.

Objective 3.3.2 – Protect Residential Areas from Incompatible Land Uses – Protect predominantly residential areas from the intrusion of incompatible or more intensive land uses.

- Implement development standards ensuring greater setback and buffering to protect residential areas.
- Evaluate proposed land use changes near residential neighborhoods using established compatibility criteria.
- Restrict non-residential use of residential lots in platted subdivisions and conduct compatibility analyses for new developments adjacent to residential areas, considering factors like lot sizes, proximity to roadways, and potential nuisance factors.

HOUSING











Background Goal 3.4 - Diversity In Housing

From the 5-Year American Community Survey (2018-2022)

- 40,591 residential units
- 89% are single-family detached units
- Less than 5.5% are in multi-family buildings of 3 or more units
- Trend between 2010–2022 for Household Growth
 - Head of Household, 65+ Age Cohort grew from 33.8 to 42.1 percent of all households
 - Other Age Cohorts (Under 25 years, 25 to 44, 45 to 64 decreased as a share of all households)

	2010		2022		Change between 2010-2022	
		% of All		% of All		
All Households:	27184	Households	35961	Households	8777	32.3%
Householder under 25 years	840	3.1%	565	1.6%	-275	-1.5%
Householder 25 to 44 years	7027	25.8%	7660	21.3%	633	-4.5%
Householder 45 to 64 years	10127	37.3%	12600	35.0%	2,473	-2.2%
Householder 65 years and over	9190	33.8%	15136	42.1%	5,946	8.3%



Housing-GOPs

Background GOAL 3.4 – Diversity In Housing – Allow a variety of lot sizes and housing types to meet the needs of the citizenry through all stages of life.

Responses from community engagement

- Housing affordability
- Housing diversity (housing types and options)
- Public transportation tied to housing affordability
- Entry level housing
- Apartments in Town Center



Housing - GOPs

GOAL 3.4 – Diversity In Housing – Allow a variety of lot sizes and housing types to meet the needs of the citizenry through all stages of life.

Objective 3.4.1 – Ensure Accessible Housing for All Life Stages – Provide a diverse range of bousing options that accommodate the evolving needs and preferences of residents throughout all stage of life.

- Enable diverse housing options through land use and zoning regulations to accommodate different income levels, ages, and life stages.
- Promote "aging in place" by increasing access to appropriate and affordable housing near essential services.
- Strive for the Department of Elder Affairs Livable Community designation by ensuring affordable, equitable, quality, accessible, and safe housing options for all.

Objective 3.4.2 – Adequate Sites for Approved Mobile Homes and Manufactured Buildings – Provide adequate sites for residential mobile homes and manufactured buildings that bear the HUD approval label.

- Permit manufactured buildings meeting aesthetic standards in residential zones and establish specific zones for mobile/manufactured homes exempt from certain regulations.
- Consider factors like road access, utilities, and buffering when siting mobile home zoning districts.
- Develop comprehensive regulations in the Land Development Code covering landscaping, setbacks, parking, stormwater management, and community amenities for mobile/manufactured home zoning districts.



HOUSING











Future Land Use

The Future Land Use Element of the Comprehensive Plan is a critical component that guides the long-term development and growth of the community. It includes a future land use map that designates the general locations and intensities of various land uses. This element sets the direction for future growth and is informed by community vision, goals, and policies, ensuring that development aligns with the broader objectives of sustainability, economic vitality, and quality of life.







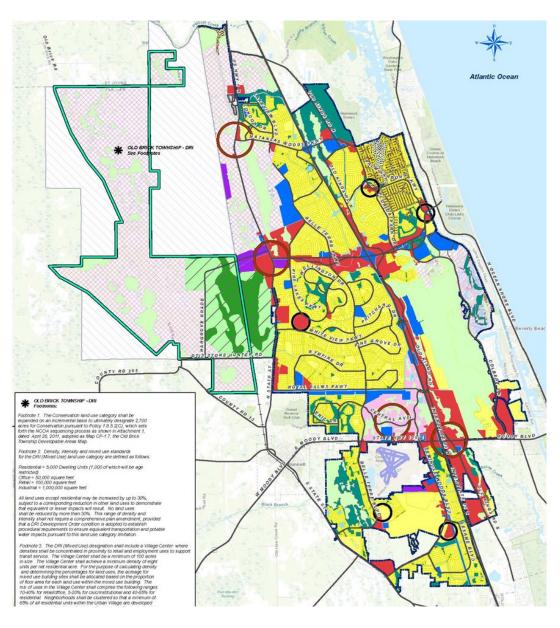


Future Land Use

Background: GOAL 1.1 - <u>ESTABLISHMENT OF FUTURE LAND USE</u> <u>DESIGNATIONS AND ZONING DISTRICTS</u>

- City had a 2020 Census population of 89,258 persons, compared to 115,378 persons for the County as whole.
- The City's population represented almost 77% of the total County population in 2020.
- Projected 2050 population in Palm Coast is 157,883. (+/-80% of County population).
- The 2022 5-Year ACS documents an occupancy rate of 88.6% in Palm Coast.
- As required by Florida Statutes, the City has adequate supply to meet the projected population growth and demand for housing to the planning period of 2050.
- The challenge to be addressed in the Plan is how to guide and incentivize the growth to achieve a development pattern that is sustainable over the long term.





GOAL 1.1 - ESTABLISHMENT OF FUTURE LAND USE DESIGNATIONS AND ZONING DISTRICTS

Preserve the character of residential communities; prevent urban sprawl; and protect open space and environmental resources while providing a mixture of land uses, housing types, services, and job opportunities.



Objective 1.1.1 – Establish Future Land Use Map Designations and Zoning Districts

Provide areas for mixed use development while maintaining the established suburban residential development pattern in residential areas while protecting the community's environmental resources. Y 🏡 🛕

- Provide areas for mixed use development while maintaining suburban residential patterns and protecting environmental resources.
- Establish various land use designations:
 - Low-Density Residential (New designation)
 - Intended for lower density residential housing types.
 - Includes single family, duplexes, accessory dwelling units, etc.
 - Density capped at 5 units per gross acre.

Residential

- Accommodates various housing types at densities up to 15 units per gross acre.
- Includes residential housing, public facilities, recreational spaces.

Institutional

- Reserved for civic uses like educational facilities, public buildings.
- No specific density limit.

GOAL 1.1 - ESTABLISHMENT OF FUTURE LAND USE DESIGNATIONS AND ZONING DISTRICTS Cont'd

Mixed Use

- Combines residential with retail, institutional, and other uses.
- Allows for a maximum of 15 dwelling units per gross acre.

Industrial

- Provides space for heavy and light industrial uses.
- No density restrictions; includes supportive commercial and institutional uses.

Greenbelt

- Preserves natural resources and buffers between different land uses.
- Density limited to one dwelling unit per gross acre.

Conservation

- Protects environmentally sensitive areas.
- Focuses on preservation and minimal development for public access and passive recreation.

Pre-2018 Development of Regional Impact (DRI)

 Designates existing DRIs with specific allowable uses and densities as per vested development rights.



GOAL 1.1 - ESTABLISHMENT OF FUTURE LAND USE DESIGNATIONS AND ZONING DISTRICTS

- Cont'd.

Master Planned Mixed Use (MPMU)

- Promotes mixed-use development with sustainable practices.
- Density limited to 1.2 dwelling units per gross acre.



GOAL 1.1 - ESTABLISHMENT OF FUTURE LAND USE DESIGNATIONS AND ZONING DISTRICTS - cont'd

Objective 1.1.2 Zoning Districts that Allow a Mixture of Uses

- Permit mixing of uses aligned with corresponding FLUM designations.
- Allow deviations from standards to support creative and geographically unique projects.
- · Permit clustering of residential units to conserve open space and minimize infrastructure needs.

Objective 1.1.3 – Establish Criteria for the Evaluation of Amendments to the FLUM

Review proposed amendments to the Future Land Use Map (FLUM) based upon environmental conditions, the availability of facilities and services, school capacities, compatibility with surrounding uses, and other generally accepted land use planning principles. Y 🚓 🏫

- Review FLUM amendments based on environmental conditions, facility availability, school capacities, and compatibility with land use planning principles.
- Evaluate environmental factors such as topography, floodplains, wetlands, and proximity to wellfields.
- Consider infrastructure capacity including roadways, utilities, and drainage systems.
- Assess compatibility with existing development patterns and neighborhood character preservation.



GOAL 1.1 - ESTABLISHMENT OF FUTURE LAND USE DESIGNATIONS AND ZONING DISTRICTS - cont'd

Objective 1.1.4 - Discourage Urban Sprawl

Promote compact and contiguous development, a mixture of land uses, and discourage urban sprawl. 🛖

- Promote compact, mixed-use development to foster proximity between residential, commercial, and recreational areas.
- Ensure land use patterns are efficient and minimize public facility costs while supporting energy conservation.
- Utilize the MPD zoning district strategically to encourage infill development and enhance accessibility.

Objective 1.1.5 - Ensure that the Land Development Code Remains Consistent with this Plan

Amend and maintain the Land Development Code to ensure consistency with, and to implement this Comprehensive Plan.

• Amend and maintain the Land Development Code to align with the Comprehensive Plan.



GOAL 1.1 - ESTABLISHMENT OF FUTURE LAND USE DESIGNATIONS AND ZONING DISTRICTS - cont'd

Objective 1.1.6 – Encourage Redevelopment and Revitalization to Support Economic Development. Encourage investment and economic development that will improve the quality of life for residents.









• Facilitate the creation and commercialization of new ideas and employment opportunities within the SR 100 Corridor CRA.

Objective 1.1.7 – Create a Vacant Land Inventory and Analysis

Address the impacts of the abundance of existing vacant and platted lots in the community and identify ways to facilitate a balanced mix of housing types, lot and parcel sizes, and land uses to meet the needs of the increasing population.

- Monitor and assess vacant properties citywide to understand development rates and potential.
- Explore incentives to consolidate and develop existing platted lands to diversify housing and lot sizes.



GOAL 1.1 - ESTABLISHMENT OF FUTURE LAND USE DESIGNATIONS AND ZONING DISTRICTS - cont'd

Objective 1.1.8 - Implement 10-Year and 20-Year Long Range Planning Periods

Implement a 10-year and 20-year planning period. Establish and maintain a Plan Horizon which ensures a minimum 20-year long range planning period at all times.

• Conduct regular assessments to maintain alignment with evolving community needs and growth patterns.

Objective 1.1.9 – South Old Kings Road Planning Area

Encourage the responsible development of the South Old Kings Road Planning Area (Area) which has significant economic benefit to the City of Palm Coast while requiring the reasonable protection of (1) the Area's natural, cultural, and environmental resources, (2) the quality of life to the City's residents, and (3) the City 's surrounding infrastructure.

- Promote responsible development with a maximum of 2,500 residential units and 2,500,000 sq. ft. of commercial/industrial use.
- Designate the area as Mixed Use, Greenbelt, and Conservation to encourage compact development and protect natural resources.
- Require preservation of environmentally sensitive areas before issuing development orders, focusing on ecological enhancements and biodiversity
- Coordinate with relevant agencies to preserve cultural and historical resources within the planning area.

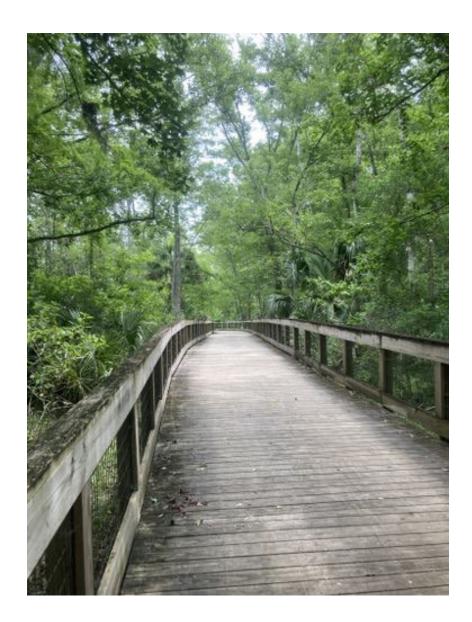


Future Land Use Divider Page



Background - GOAL 1.2 - QUALITY OF LIFE

- 11,720+/- acres of Conservation FLUM and Recreation Lands (Public and Private)
- 19% of incorporated area
- Does not include waterways, saltwater/freshwater canals, or other areas such as: conservation easements, stormwater conveyance areas which adds to open space area.









GOAL 1.2 - QUALITY OF LIFE

Maintain the community's quality of life through preservation and enhancement of environmental and community resources. 🌱 💿

Objective 1.2.1 – Emphasize the Preservation of Natural Resources and Open Space

Identify, protect, and promote, greenways, open spaces and other identified natural resources through a variety of mechanisms. These mechanisms include, but are not limited to, public acquisition, development agreements, obtaining easements, and land development regulations, which shall be addressed through on-going amendments to the LDC.

- Identify and protect greenways, open spaces, and natural resources through acquisition, easements, and development regulations.
- Support greenway and trail linkages between public and private open spaces, incentivizing public access easements where feasible.

<u>Objective 1.2.2 – Prioritize the Improvement and Maintenance of Streetscapes</u>

Implement plans and land development regulations to improve and maintain the City's streetscapes, including new landscaping and the protection of existing, natural vistas. ightharpoonup
alpha

- Enhance streetscapes across designated gateway corridors through landscaping, median beautification, and utility burial projects.
- Enforce regulations requiring new developments (except stand-alone residential units) to bury utility lines underground.
- Develop comprehensive standards for street lighting, signage, and landscaping in public rightsof-way to enhance aesthetics.



Future Land Use Divider Page



Background: GOAL 1.3 - ADEQUATE PUBLIC FACILITIES AND CONCURRENCY

- Projected population of 157,883 in 2050
- Additional demand for infrastructure and public facilities
- City has a Concurrency Management system to monitor demands on infrastructure
- Public Outreach Input:
- Move all power underground
- Better drainage
- Maintain swales and canals
- Stormwater maintenance
- Better drainage for new development
- Water barrel & water storage training
- Improve drinking water
- Maintain drinking water quality
- Improve road maintenance
- Widening of roads
- Upgrade signage
- More crews for public works

- Keep utility fees low
- Maintain and upgrade Public facilities such as water, Stormwater, and wastewater
- Utility improvement and drainage
- Swale maintenance
- Address standing water in streets.
- Total cell coverage
- More cell towers
- More trash receptacles at parks, docks, and trails
- More crews for stormwater and swale maintenance
- Improve drinking water

- Lights in neighborhoods
- Check swales for leaks and loss of water
- Stop building without the infrastructure to handle the population
- Curb cuts to direct water to water plants



GOAL 1.3 - ADEQUATE PUBLIC FACILITIES AND CONCURRENCY

The City shall ensure that public facilities and services are adequate to provide for the health, safety, and welfare of the public and are provided concurrent with the impacts of new development.



Require that public facilities, infrastructure, and services shall be provided concurrent with the impacts of new development.

- Maintain public facilities to adopted Level of Service (LOS) standards as per the Capital Improvements Element.
- Coordinate new development with public facilities through growth management measures like phasing and appropriate facility sizing.
- Encourage development in areas with existing public facilities; require developers to extend facilities where deficiencies exist.



GOAL 1.3 - ADEQUATE PUBLIC FACILITIES AND CONCURRENCY - contd. 측 💸

<u>Objective 1.3.2 – Maintain a Concurrency Management System</u>

Implement a concurrency management system (CMS) to ensure that the issuance of each development order or development permit is conditioned upon the availability of public facilities and services necessary to serve any new development.

- Maintain and update the Concurrency Management System (CMS) in the Land Development Code to ensure facilities are available for new development.
- Utilize CMS to monitor and enforce adopted Level of Service (LOS) standards for roads, utilities, parks, and other services.
- Condition issuance of development orders and permits on the availability of necessary public services and facilities.
- Biennially review the CMS to ensure it efficiently addresses public facility and service provision needs.



GOAL 1.3 - ADEQUATE PUBLIC FACILITIES AND CONCURRENCY - cont'd. 🗻 😙

Objective 1.3.3 – Address Public Safety Conditions

Ensure that proper facility and program planning is conducted to address public safety needs. 측 👽



- Maintain or improve ISO ratings for Fire Protection, Floodplain Management, and Building Code effectiveness.
- Develop and implement a comprehensive Five-Year Public Safety Plan in collaboration with Flagler County and Sheriff's Office.
- Regularly assess and revise wildfire protection and mitigation regulations to enhance community safety.
- Allocate resources for ongoing improvements in fire protection, floodplain management, and building safety measures.



Future Land Use Divider Page



Future Land Use

Background: GOAL 1.4 - Economic Development

Community Input:

- Costco
- Jobs + Trade Schools
- Trader Joe's in town center
- More business-industry to attract working. age
- Incentivize businesses to move here
- Attract more businesses to reduce real estate taxes
- More retail businesses
- More high-end restaurants and shops
- More commercial less residential
- Family friendly business/ amusement parks
- Attract a leading AI company Headquarters
- Open a FL University Campus for Al
- Develop Town Center with shops, restaurants, and events
- Quality aquatic center
- More economic growth providing employment

- More consideration with regard to growth of schools reaching capacity
- Trolley system for transportation
 - More economic growth providing employment
- More consideration with regard to growth. of schools reaching capacity
- Job
- Economic growth
- Quality of life
- Business
- Affordable housing
- Growth of the area
- Medical care
- Generate economic Development Opportunities
- Industry
- Increase labor pool
- Better education access
- Development more infrastructure to enjoy outdoors

- - More high-quality restaurants
 - More commercial to balance taxes, aid help in costs of improving neighborhoods
 - Develop business tax base
 - Promote more businesses
 - Need good jobs
 - Leverage Town Center Retail/Commercial
 - Central Green Commercial
 - More business-industry to attract working age
 - Incentivize local agricultural endeavors
 - Real farmers market
 - Incentivize businesses to move here
 - Attract more businesses to reduce real estate taxes
 - Attract a more diverse business community, not healthcare only



GOAL 1.4 - ECONOMIC DEVELOPMENT

Objective 1.4.1 – Robust, Diversified, and Resilient Local Economic Environment

Foster a dynamic and robust economic environment that targets industry sectors, anticipates future industry trends, and leverages local strengths to build a diversified and resilient economy.

- Develop a future-focused economic development plan to anticipate industry trends and technological advancements.
- Prioritize industry sectors like Advanced Manufacturing, Corporate Headquarters, Aviation & Aerospace, Logistics & Warehousing, and Healthcare Training & Research.
- Expand workforce skills through partnerships with local educational institutions to meet industry needs.

Objective 1.4.2 – Targeted Economic Employment Centers and Jobs

Create a thriving economic environment that attracts new industries, enables existing business to expand, and creates workforce opportunities by implementing strategic land use planning, infrastructure enhancement, and community development practices in targeted locations and sites.

- Maintain inventory of economic employment hubs with development-ready sites and essential infrastructure.
- Create incentive zones to attract capital investments and develop critical infrastructure for economic employment centers.
- Establish mixed-use developments that integrate housing, commerce, and office spaces to minimize commuting.



GOAL 1.4 - ECONOMIC DEVELOPMENT - cont'd

<u>Objective 1.4.3 – Investment in Infrastructure</u>

Improve and extend the capacity of City infrastructure, public services, and related facilities to accommodate the attraction and expansion of industries and businesses. [7] ==

- Optimize existing infrastructure to support economic employment centers.
- Ensure extension of public utility services to lands designated for economic employment hubs.
- Align transportation planning with economic priorities to support future growth and development.

Objective 1.4.4 – Business Attraction and Retention

Implement strategies to market, recruit, and support new and expanding businesses to (1.) create sustained economic growth and enhanced quality of life for its residents, (2.) promote the City of Palm Coast as a premier destination for business and investment, (3.) attract industries that offer well-paying jobs and contribute to economic diversification.

- Market Palm Coast as a premier destination for business investment through regional branding initiatives.
- Conduct economic studies to identify target industries and develop strategies for sustainable growth.
- Target recruitment efforts towards industries that offer well-paying jobs and contribute to economic diversification.
- Streamline permitting processes and develop incentive programs to facilitate business relocation and expansion.



GOAL 1.4 - ECONOMIC DEVELOPMENT - cont'd

Objective 1.4.5 – Small Business and Entrepreneur Development

Implement policies that support and empower local entrepreneurs. Provide comprehensive support to small businesses, streamline regulatory processes, and create a collaborative environment for growth and success.

- Partner with SBDC and local educational institutions to provide business counseling and training.
- Foster collaboration between public and private sectors to support small business growth and innovation.
- Implement online systems and streamline regulatory processes to support small business startups.
- Promote "Buy Local" initiatives and offer incentives to boost locally-owned businesses.



GOAL 1.4 - ECONOMIC DEVELOPMENT - cont'd

Objective 1.4.6 - Support Workforce Development Opportunities

To attract, retain, and support entry-level workers and young professionals by creating a comprehensive environment that addresses housing, employment, education, community engagement, and quality of life factors, resulting in a vibrant community that offers diverse opportunities for personal and professional growth.

- Promote affordable housing options to support entry-level workers and young professionals.
- Support growth in industries offering career paths for entry-level workers such as technology and healthcare.
- Create internship and apprenticeship programs to provide valuable work experience for youth.
- Invest in amenities and services that enhance quality of life and attract young professionals.
- Partner with Flagler Schools and other educational institutions to target job training and business-mentoring programs.



GOAL 1.4 - ECONOMIC DEVELOPMENT - cont'd

Objective 1.4.7 - Create a Vibrant Business Climate

Address the needs of existing businesses while attracting new investments and ensuring the city remains competitive in a global marketplace.

- Assess existing businesses and identify strengths and areas for improvement in the economic structure.
- Establish "Fast-Track" permitting for targeted industries to expedite project development.
- Implement online permitting and licensing systems to enhance business efficiency and transparency.
- Foster an environment that encourages foreign direct investment in targeted industries.
- Offer regular pre-application or due diligence meetings.



GOAL 1.4 - ECONOMIC DEVELOPMENT - cont'd

Objective 1.4.8 – Maintaining a High Quality of Life

The City of Palm Coast is dedicated to maintaining a thriving, sustainable, and engaged community.



- Expand and maintain green spaces, parks, and recreational areas to enhance community well-being.
- Continue to have responsive code enforcement, rental registration program, and foreclosed and abandoned properties program to maintain neighborhoods.
- Develop and maintain comprehensive infrastructure including transportation and public facilities.
- Enhance Palm Coast's appeal by emphasizing its branding, fostering hometown identity, preserving natural assets, promoting an active lifestyle, and celebrating cultural diversity.



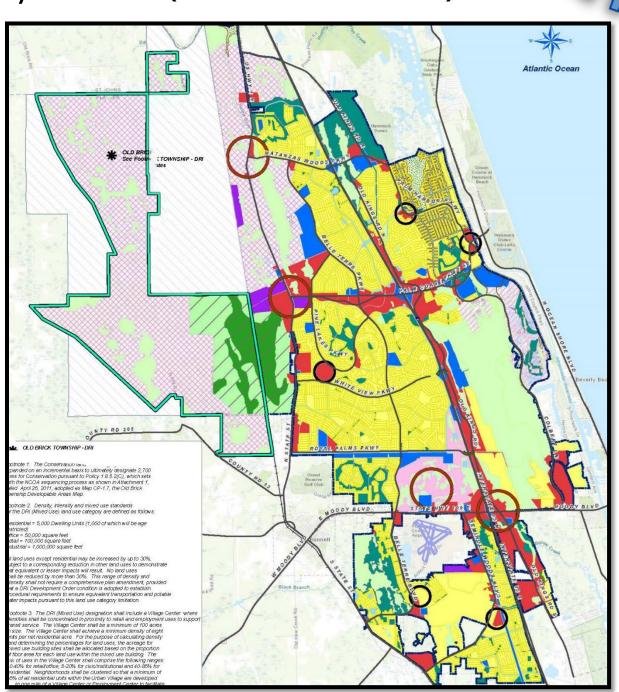
Future Land Use Divider Page



Future Land Use

Background: <u>GOAL 1.5 - ANNEXATION</u>

- Since 2009, annexation of 7.3 square miles (4,672 acres)
- Historically, annexation request is tied to receiving City utility service (water and sewer)
- Large annexations occur through history of Palm Coast
 - Palm Coast Park (2003)
 - Area west of FEC Railroad (2008/2009)
 - Graham Swamp (2011)





GOAL 1.5 – ANNEXATION

Promote economic development and provide sufficient housing diversity, recreational opportunities, and natural resource protection through the adoption of an annexation policy.



Explore opportunities for annexation of properties that can be used for commercial, industrial, and residential uses, particularly those that can help to diversify the housing stock and diversifying the City's tax base. ••••

- Identify and prioritize annexation of land that supports commercial, industrial, and residential development goals.
- Coordinate with neighboring jurisdictions to plan joint annexation areas and service provisions.
- Establish criteria for annexing lands that attract businesses, optimize city services, and protect environmentally sensitive areas.

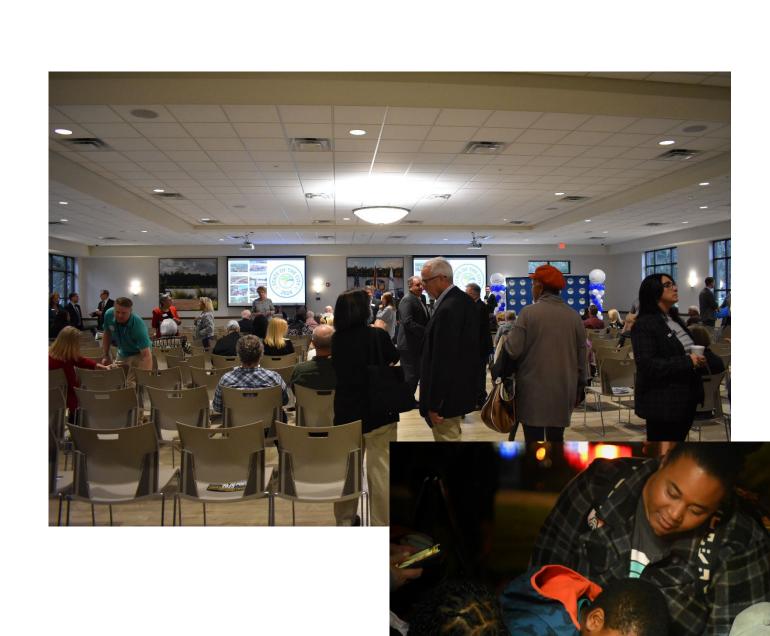


Future Land Use Divider Page



Future Land Use

Background: GOAL 1.6 - PUBLIC PARTICIPATION







GOAL 1.6 – PUBLIC PARTICIPATION

Provide public participation in the City's comprehensive planning process.

Objective 1.6.1 – Provide a Process for Public Participation

Adopt procedures to encourage public participation in the comprehensive planning process. 🚉



- Establish procedures to facilitate robust public engagement in comprehensive planning.
- Notify affected property owners of Future Land Use Map changes through various means.
- Conduct public hearings at convenient times to maximize community participation.
- Utilize multiple communication channels to keep citizens informed about planning activities and opportunities for input.



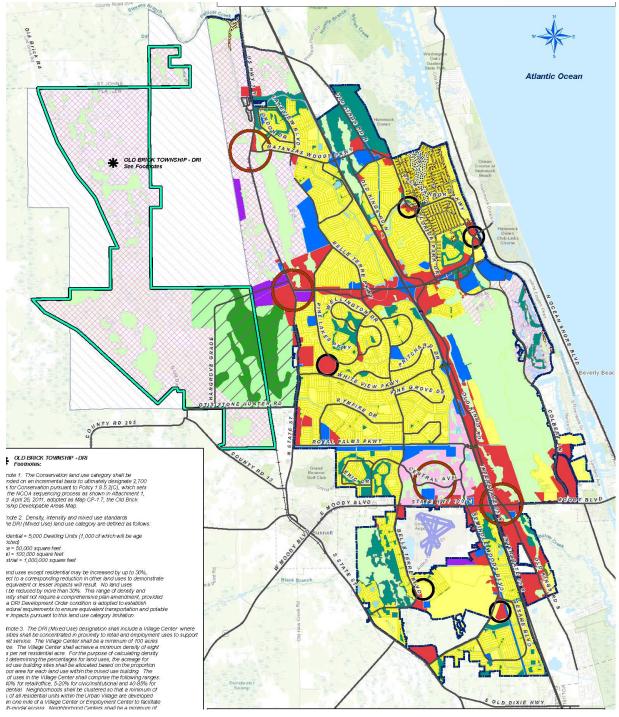
Future Land Use



Background GOAL 1.7 and 1.8 - <u>Master Planned Mixed Use FLUM</u> <u>Designation</u>

- Projected population of 157,883 in 2050, an increase of 63,000 persons
- Additional 17,000 units over existing 8,000 vacant lots are needed
- 11,690 acres in approved, undeveloped DRI's within City west of railroad
 - Old Brick Township and Neoga Lakes DRI
 - Approved for 12,000 homes and 2.35 million sf nonresidential
- Over 2,500 acres within City west of railroad with a County Future Land Use designation
- Over 7,000 acres of Future Annexation Area
- Over 20,300 acres to be designated new Master Planned Mixed Use (MPMU) Future Land Use designation.





Future Land Use Element

Background - GOAL 1.7 - Master Planned Mixed Use

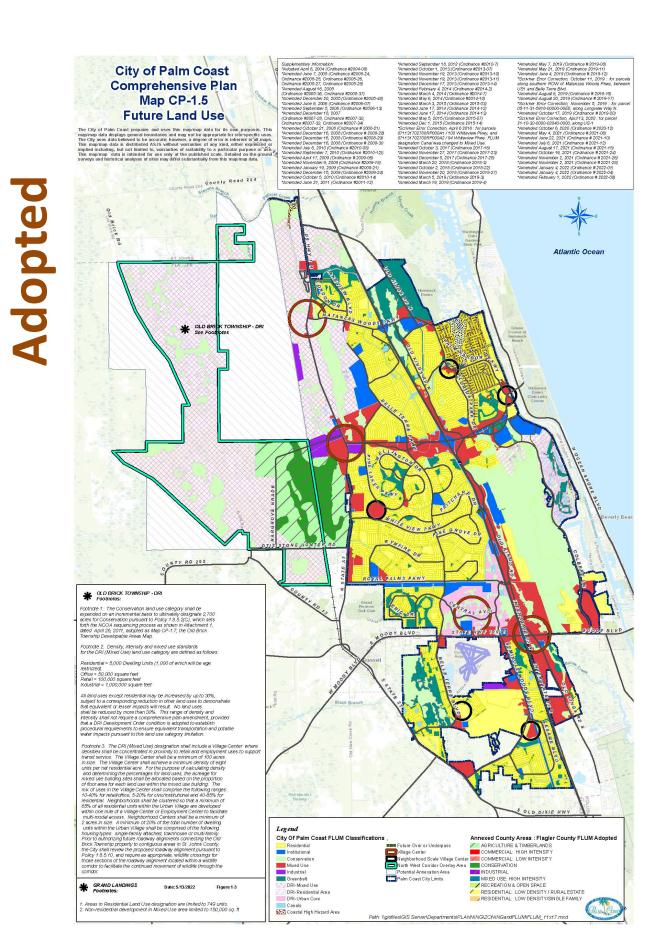
- From Public Outreach for Imagine 2050
- Community feedback focused on variety of infrastructure and quality of life elements with actions to implement guiding principles



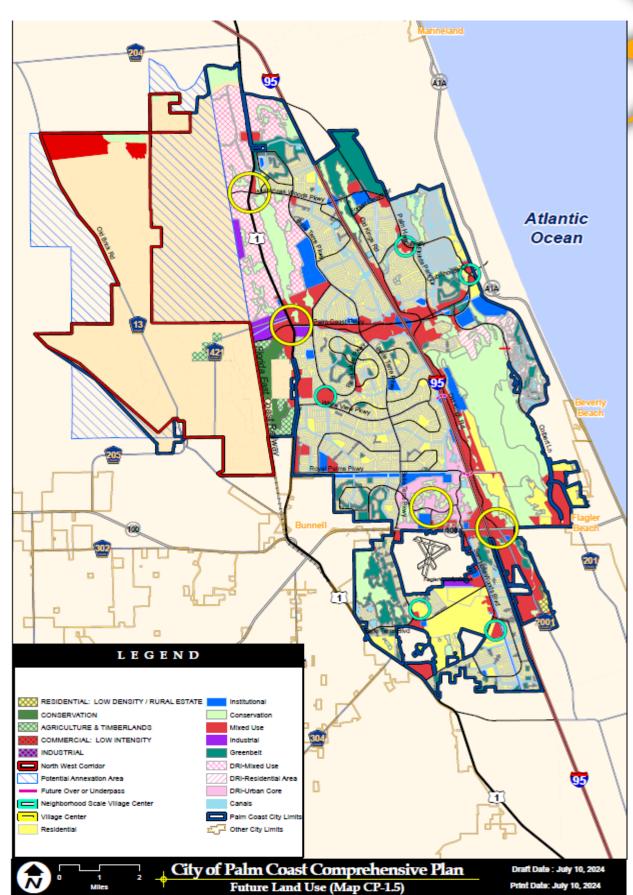
- . Parks and open space
- . Walkable community
- . Greenway Corridors
- . Infrastructure
- . Life Stage Housing
- . Historic Cultural resources
- . Sports Tourism
- Passenger Rail
- . Live, Work, Play



Future Land Use Map



Proposed





GOAL 1.7— MASTER PLANNED MIXED USE— Create parameters for the development of a Master Planned Mixed Use community in a means that allows and promotes a mixture of uses with an integrated, interconnected transportation network.

Objective 1.7.1 Community Form – The Master Planned Mixed Use FLU designation will include an interconnected system of greenways within a Greenway Corridor Overlay, a mix of diverse land use types to promote a development form of greater variety than is presently available in the City, provide for job opportunities proximate to housing, and strive to ensure mixed-use areas include civic, cultural, and recreational uses. Master Planned Mixed Use designations will be served by a regionally significant interconnected transportation network and accommodate a wide variety of mobility options, including streets, bike/pedestrian facilities, trails, transit (including low speed and autonomous vehicles where appropriate), and smart technology systems to assist users in wayfinding and transitioning between travel modes. Complete streets will be incorporated and locations for transit corridors and transit stops will be considered in the planning and design of the transportation network. An interconnected multiuse trail network will provide connections in strategically identified areas connecting residential neighborhoods, shopping, employment, education, recreation, and civic facilities.

- Establishes the Master Planned Development process to implement the objective and depict the Greenway Corridor Overlay, Villages, Village Centers, Regional Activity Center, and Employment Center.
- Provides overall Residential Density within the MPMU of 1.2 units per gross acre.

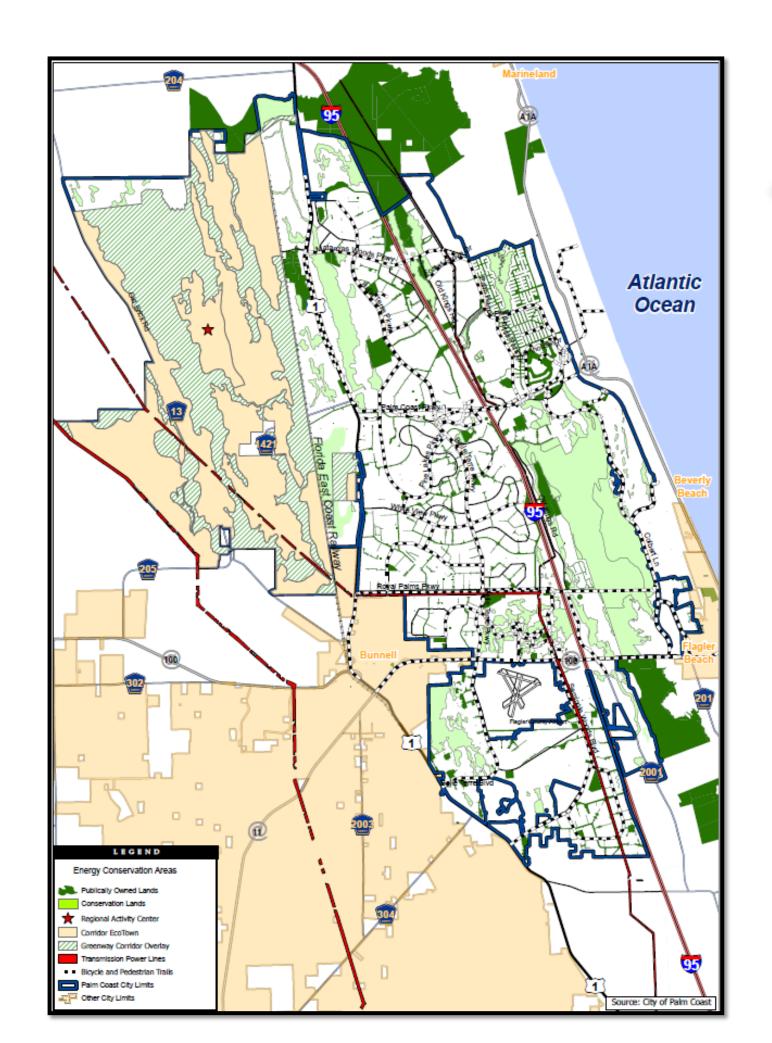






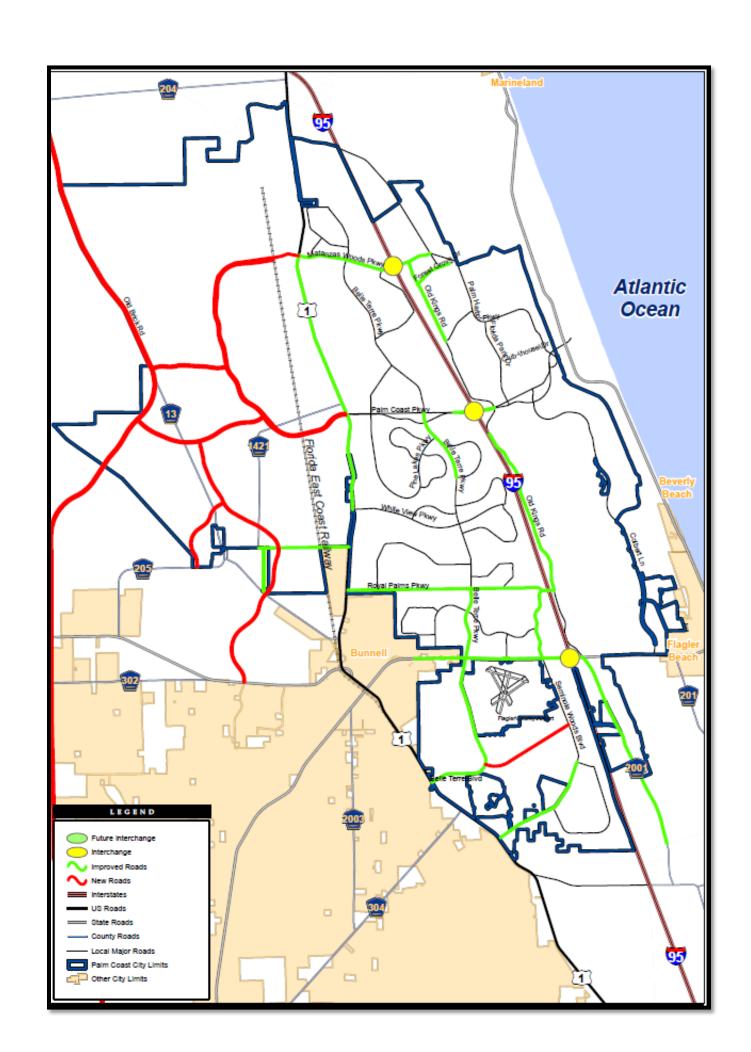


 Lists defining elements of the Greenway Corridor Overlay and elements to address as part of an MPD zoning.





 Describes the Regionally Significant Transportation Network





Future Land Use-GOPs cont'd

Objective 1.7.2 Overall Mix of Uses – includes policies to establish criteria for residential neighborhoods, shopping, employment, education, recreation, and civic facilities.

- At least 50% of lands will be set aside for recreation and open space.
- Ensure mixed-use development standards are met to promote a balanced community environment.
- Minimum non-residential standards at buildout:
 - Minimum 50 s.f. of retail/service space per unit in Regional Activity Center, Village Centers and/or Neighborhood Centers
 - Minimum 60 s.f. of workplace space/Employment Center per unit;
 - Plan retail and service spaces based on residential units to support community needs and encourage alternative transportation.

Objective 1.7.3 Definitions and Interpretations

- Define terms specific to Master Planned Mixed Use (MPMU) to guide development and land use decisions.
- Permit continued agricultural and silvicultural activities until development begins, following best management practices.
- Ensure consistency of MPMU policies over conflicting regulations in the Comprehensive Plan and City codes.
- Maintain the ecological integrity of designated areas through adaptive management strategies and wildlife protection measures.



GOAL 1.8 - VESTED DEVELOPMENT RIGHTS

The City will recognize a property owner's vested rights in instances where the Comprehensive Plan, including subsequent updates or amendments, effects any change in the density or intensity of land use, or any other change in the use or regulation of land development (e.g. public facility level of service standards).



Recognize a property owner's vested rights in developing and maintaining its property.

- Ensure property owners' vested rights are respected under the 2050 Comprehensive Plan.
- Recognize developments of regional impact approved before the plan's adoption and still effective.
- Maintain validity of concurrency approvals until expiration, ensuring recognized development rights.
- Uphold final development orders or agreements in good faith and ongoing adherence.

NOTE: This Goal and Associated Objectives and Policies will be incorporated into the Property Rights Element



GOAL 1.1— ESTABLISHMENT OF FUTURE LAND USE DESIGNATIONS AND ZONING DISTRICTS-preserve the character of residential communities; prevent urban sprawl; and protect open space and environmental resources, while providing a mixture of land uses, housing types, services and job opportunities.



<u>Objective 1.1.1 – Establish Future Land Use Map Designations and Zoning Districts</u>- Provide areas for mixed use development while maintaining the established suburban residential development pattern in residential areas while protecting the community's environmental resources.

- Depict the new future land use designation on the Future Land Use Map (FLUM)
- Policy 1.1.1.I Master Planned Mixed Use (MPMU)

Purpose and Intent: This designation is intended to support a mix of uses within large land holdings located west of US 1 and the railroad that have been annexed into the City. The purpose is to guide mixed use development within the means of the natural environment, creating an ecologically sustainable and economically resilient community.



Allowable Uses: A full range of a mix of uses is allowed as provided for in **Goal 1.8** and implementing objectives and policies.

Density: Not to exceed 1.2 dwelling units per gross acre as described in Goal 1.8.

Development Allowances and Restrictions: Development will occur based on the principles of smart growth within a series of areas that will include Villages, Greenway Corridor Overlay, Neighborhood Centers, Village Centers, Employment Center(s) and a Regional Activity Center.





Future Land Use





Community Feedback

- Enhance transportation
- Improve road maintenance
- Widening of roads
- More traffic control
- Traffic lights in residential areas
- Better transportation options
- Public transportation
- Walkable connections
- More sidewalks
- Bike lanes
- Upgrade signage
- Charging stations for EV
- Street lights
- Mass transit options

- Better bus stops
- Traffic calming methods
- Well maintained roadways
- Trolley system
- Lower speed limit on Seminole Woods
- Traffic noise not controlled
- Traffic management
- Traffic sync
- Amtrak
- Brightline/train station in PC
- Light rail system
- Bus



The Transportation Element, along with the Future Land Use Element, is the cornerstone upon which the other Elements of the Comprehensive Plan are built. The Transportation Element takes an all-inclusive approach to the development and maintenance of the City's transportation system by setting mobility standards and thresholds for future development and redevelopment. Some of the standards and thresholds that are established in the Plan include:



- Levels of Service (LOS)
- Transportation Concurrency
- Street Classification
- Future Street Improvements
- Access Management
- Interconnectivity Standards
- Street Maintenance
- Safety Operations

Transportation - GOPs

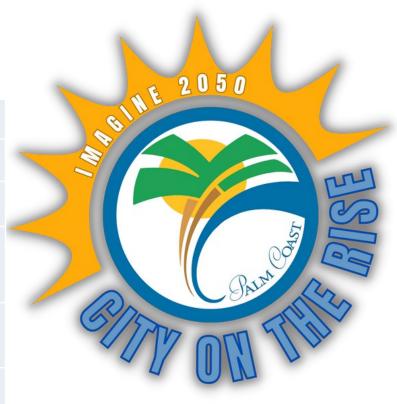
GOAL 2.1 – STREET NETWORK LEVEL OF SERVICE (LOS) – Expand and maintain the City street system that provides safe accessibility and mobility to all residents, businesses, and visitors and maintains an acceptable LOS.

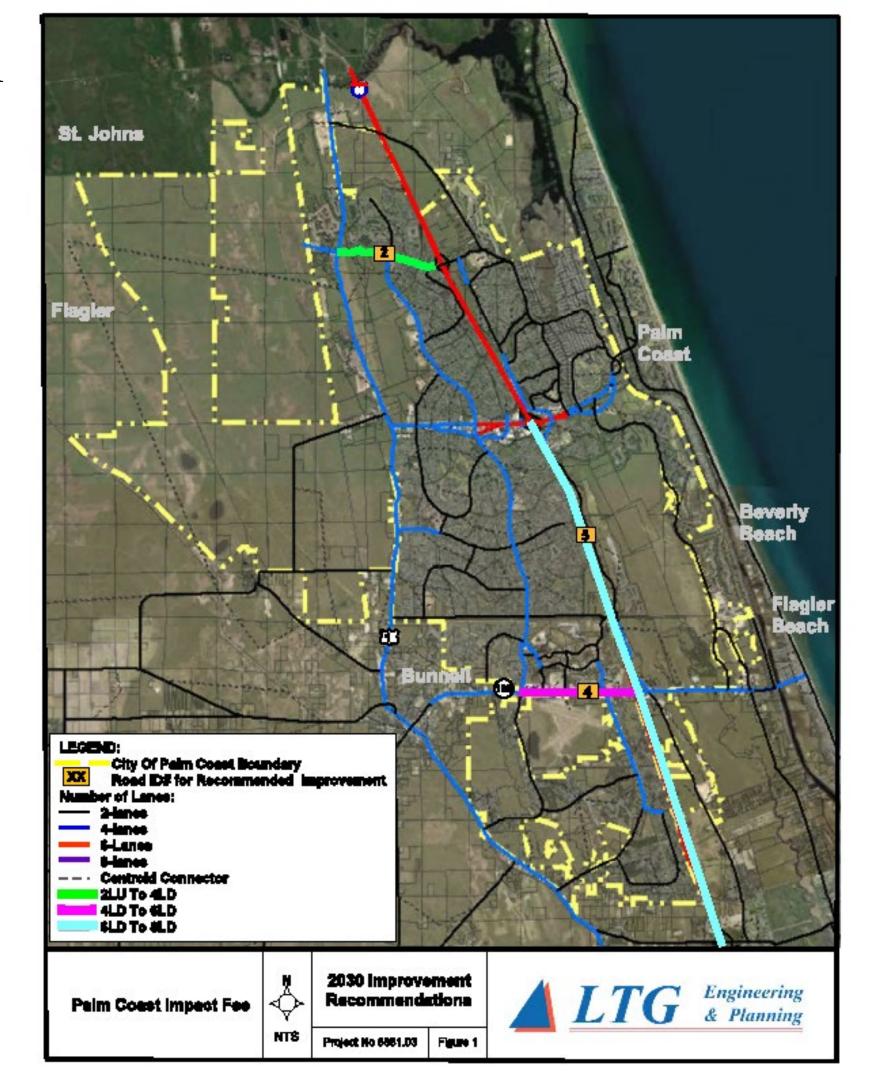


Objective 2.1.1 – Adopting and Maintaining an Acceptable LOS – Develop, adopt, and maintain a comprehensive LOS standard for all roads within the City of Palm Coast and implement a proactive monitoring and improvement strategy:

- Develop and maintain a comprehensive LOS standard for all City roads.
- Implement proactive monitoring and improvement strategies.
- Regularly assess road segments using biennial traffic counts.
- Develop improvement plans for road segments nearing acceptable LOS

	Recommended Improvements for 2030 Future Year								
	City of Palm Coast								
		Seg	Segment		Recommendation				
ID#	Roadway	From:	To:	From:	To:				
1	BELLE TERRE PKWY	PINE LAKES PKWY (S)	CYPRESS POINT PKWY	4LD	Adding Exclusive Right or Left Turn Lanes				
2	MATANZAS WOODS PKWY	US 1	BELLE TERRE PKWY	2LU	4LD				
		BELLE TERRE PKWY	BIRDS OF PARADISE DR	2LU	4LD				
		BIRDS OF PARADISE DR	I-95 SB	2LU	4LD				
		I-95 SB	I-95 NB	2LU	Nearing Capacity - Volume Monitoring				
3	PALM COAST PKWY	CYPRESS POINT PKWY	I-95 SB RAMPS	6LD	Nearing Capacity - Volume Monitoring				
4	SR 100	PALM COAST CITY LIMIT	BELLE TERRE PKWY	4LD	6LD				
		BELLE TERRE PKWY	LANDING BLVD	4LD	6LD				
		LANDING BLVD	BULLDOG DRIVE	4LD	6LD				
		BULLDOG DRIVE	SEMINOLE WOODS PKWY	4LD	6LD				
		SEMINOLE WOODS PKWY	MEMORIAL MEDICAL PKWY	4LD	6LD				
		MEMORIAL MEDICAL PKWY	I-95	4LD	6LD				
		I-95	OLD KINGS RD	4LD	Nearing Capacity - Volume Monitoring				
5	1-95	OLD DIXIE HWY	SR 100	6LD	8LD				
		SR 100	PALM COAST PKWY	6LD	8LD				

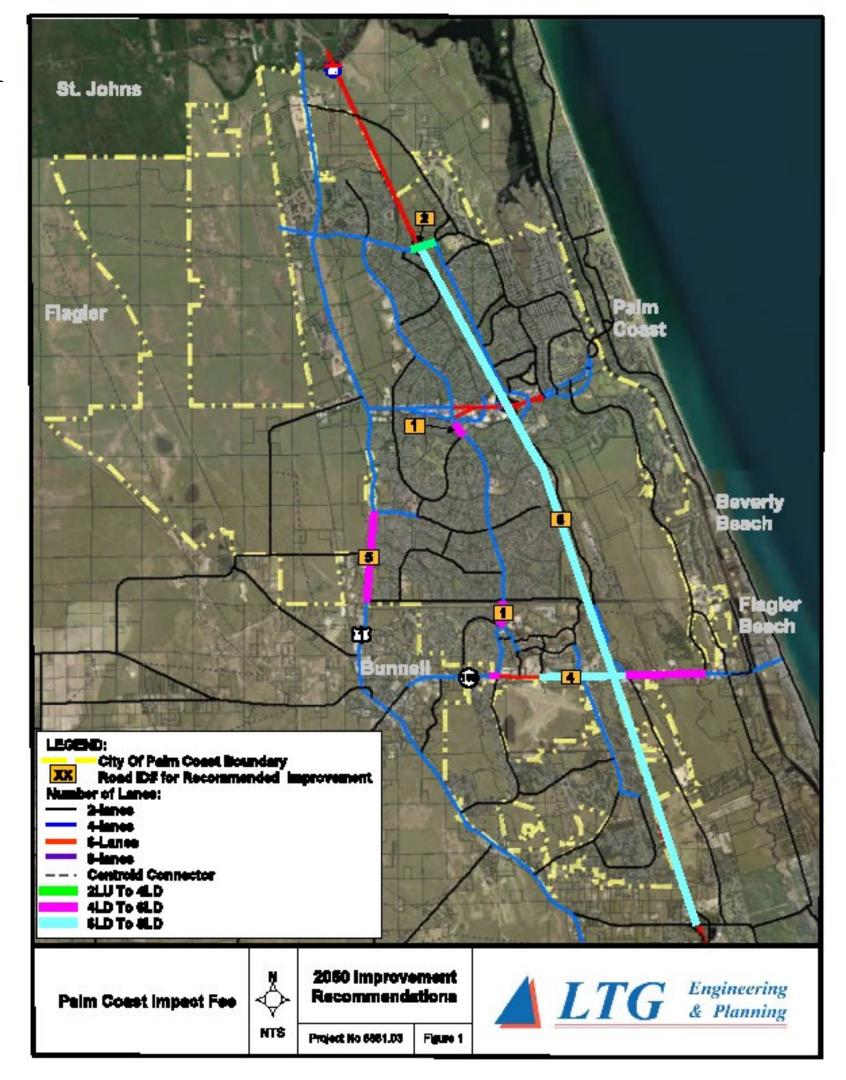






	Recommended Improvements for 2050 Future Year									
	City of Palm Coast									
		Seg	Recommended Improvement							
ID#	Roadway	From	То	From	То					
1	BELLE TERRE PKWY	EAST HAMPTON BLVD	ROYAL PALMS PKWY	4LD	6LD					
		PINE LAKES PKWY (S)	CYPRESS POINT PKWY	4LD	6LD					
		PARKVIEW DR (S)	PINE LAKES PKWY (S)	Nearing Capacity						
2	MATANZAS WOODS PKWY	I-95 SB	I-95 NB	2LU	4LD					
		I-95 NB	OLD KING RD EXTENTION	2LU	4LD					
3	PALM COAST PKWY	CYPRESS POINT PKWY	I-95 SB RAMPS	Nearing Capacity						
4	SR 100	PALM COAST CITY LIMIT	BELLE TERRE PKWY	4LD	6LD					
		BULLDOG DRIVE	SEMINOLE WOODS PKWY	6LD	8LD					
		SEMINOLE WOODS PKWY	MEMORIAL MEDICAL PKWY	6LD	8LD					
		MEMORIAL MEDICAL PKWY	I-95	6LD	8LD					
		I-95	OLD KINGS RD	6LD	8LD					
		OLD KINGS RD	TUSCANY BLVD	4LD	6LD					
		TUSCANY BLVD	COLBERT LN	4LD	6LD					
5	US -1	WHITEVIEW PKWY	ROYAL PALMS PKWY	4LD	6LD					
		ROYAL PALMS PKWY	ESPANOLA RD	At Capacity						
6	I-95	OLD DIXIE HWY	SR 100	6LD	8LD					
		SR 100	PALM COAST PKWY	6LD	8LD					
		PALM COAST PKWY	MATANZAS WOODS PKWY	6LD	8LD					







Transportation - GOPs

Objective 2.1.2 – Concurrency Management System (CMS) – Continue to enforce, and update as necessary, the City's CMS to ensure that functional transportation facilities and services are available to the public concurrent with the impacts of new development:

- Enforce concurrency regulations for new developments.
- Conduct concurrency evaluations for land use modifications.
- Exempt specified developments from concurrency requirements.
- Mitigate roadway impacts of developments through funding or construction.

Objective 2.1.3 – Transportation Modeling and Traffic Analysis Zones (TAZs) – In cooperation with Flagler County, River to Sea Transportation Planning Organization (R2CTPO), and FDOT, conduct review and update, every five years, (consistent with the R2CTPO Long Range Transportation Plan (LRTP)). Revise the TAZs and the Florida Standard Urban Model (FSUTMS) so as to provide the tools needed to manage growth and related traffic within the City to ensure consistency of road projects and the CIE with any approved amendments to the FLUM:

- Review and update TAZs every five years.
- Align TAZs with current and future development.
- Coordinate with regional entities for FSUTMS updates.
- Ensure TAZs accurately estimate travel demand and support land use planning.



Objective 2.1.4 – Transportation Improvements – The City will develop a Short-Range (5 years) and Long-Range (25 years) Transportation Plans that will identify current and future transportation deficiencies and identifies improvements in the roadway network based on the adopted FLUM. Develop strategies, including corridor studies, to address and identify deficiencies:

- Develop Short- and Long-Range Transportation Plans.
- Identify and prioritize roadway improvements.
- Coordinate funding with FDOT and other sources.
- Conduct corridor studies to address projected deficiencies.

Objective 2.1.5 – Enhanced East-West Connectivity and Regional Road Network Development – Develop a comprehensive network of east-west (E-W) connections to improve regional connectivity, support westward expansion, and enhance evacuation routes creating an efficient transportation system that aligns with the city's growth strategies and the 2050 Transportation Plan:

- Develop comprehensive east-west connections and seek partners and funding.
- Prioritize construction based on growth patterns and funding.
- Conduct feasibility studies for new connections and protect future ROW.
- Design for multimodal transportation and evacuation routes.



Transportation

2030 Roadway Improvements

The following improvements are recommended to maintain the adopted LOS standard on the City's roadway network in 2030:

- Matanzas Woods Parkway from US 1 to Belle Terre Parkway Four Lane
- Matanzas Woods Parkway from Belle Terre Parkway to Bird of Paradise Drive –
 Four Lane
- Matanzas Woods Parkway from Bird of Paradise Drive to Old King Road Extension (West Junction) – Four Lane
- Palm Coast Parkway from US 1 to Pine lakes Parkway Intersection Improvements
- Old King's Road from Farragut Drive to Farnum Lane
- SR 100 from Belle Terre Parkway to Old Kings Road Six Lane

2050 Roadway Improvements

The following roadways are anticipated to be deficient in 2050 and improvements may be required to maintain the adopted LOS standard on the City's roadway network:

- Belle Terre Boulevard from US 1 to SR 100
- Belle Terre Parkway from SR 100 to Royal Palms Parkway
- Belle Terre Parkway from White View Parkway to Pine Lakes Parkway (S)
- Matanzas Woods Parkway from US 1 to I-95 N Four Lane
- Old King's Road from Palm Coast City Limit (S) to Palm Coast Parkway
- Old King's Road from Farragut Drive to Farmsworth Drive Four Lane
- Palm Coast Parkway from US 1 to Pine Lakes Parkway
- Palm Coast Parkway (EB) from Pine Lakes Parkway to Belle Terre Parkway
- Palm Coast Parkway (WB) from Pine lakes Parkway to Belle Terre Parkway
- Palm Coast Parkway from Cypress Point Parkway to I-95 East Ramps
- Seminole Woods Parkway from US 1 to Sesame Boulevard
- SR 100 from Old Kings Road to John Anderson
- Town Center Boulevard from Central Avenue to Old Kings Road
- US 1 from Matanzas Woods Parkway to White View Parkway



Objective 2.1.6 – Feasibility Study of New Interstate 95 Interchange – To improve traffic flow and enhance evacuation routes, the City shall collaborate with key State Agencies and key stakeholders to conduct comprehensive studies to determine the feasibility and optimal locations for potential new interchanges on Interstate 95:

- Collaborate with FDOT, Flagler County, and stakeholders for comprehensive feasibility studies on potential new Interstate 95 interchanges.
- Seek state and federal funding to support planning and feasibility studies.
- Integrate interchange feasibility study findings into the city's long-range transportation plan.
- Consider traffic patterns, environmental impacts, and economic development potential in study evaluations.

Objective 2.1.7 – Facilitate the Use of Alternatives to the Interstate 95 for Local Travel – To reduce traffic on Interstate 95 and enhance emergency response and evacuation capabilities, the City shall continue its program to expand the City's north-south parallel reliever roadways to I-95 (Belle Terre Pkwy/Blvd and Old Kings Road). Funding assistance shall be solicited from FDOT and private developer interests where appropriate, emphasizing the dual purpose of traffic mitigation and public safety enhancements:

- Expand north-south parallel reliever roadways (Belle Terre Pkwy/Blvd and OKR).
- Solicit FDOT and private developer funding for traffic mitigation and public safety enhancement.
- Conduct corridor study on Palm Harbor Parkway to assess improvement needs.
- Encourage interstate travelers to use local roadways by requesting I-95 signage for local travel exits.



Objective 2.1.8 – Rail, Multi-modal and Airport Facilities – To the extent feasible, support the development of safe, convenient and energy efficient rail and airport facilities and provide opportunities for the creation of a multi-modal system that interconnects all transportation modes, provides new modes for passenger transportation, and encourages industrial and commercial development in the City through improved freight facilities:

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- Support Flagler County's efforts to enhance Flagler County Airport for jet aircraft accommodation.
- Work towards establishing a passenger rail station on the Florida East Coast rail corridor, to enhance regional connectivity transportation, and economic development opportunities.
- Encourage industrial development near Airport and along Florida East Coast Rail Line.
- Establish buffering and noise pollution standards to discourage residential development near active rail corridors.

Objective 2.1.9 – Transportation Impact Fees – Ensure the effective implementation and periodic review of the City's Transportation Impact Fee Ordinance to accurately reflect the impacts of new development on the transportation network and to maximize the use of fees for improving the City's transportation system:

- Conduct comprehensive review of Transportation Impact Fee Ordinance every five years.
- Engage stakeholders for input during ordinance review to ensure equity.
- Allocate impact fees exclusively for transportation capacity improvements.
- Prioritize transportation projects in capital improvements program.

Objective 2.1.10 – Development of Transit Opportunities – The City of Palm Coast will actively collaborate with Flagler County to expand and improve transit alternatives that meet the growing needs of Palm Coast citizens, promote efficient land use patterns, reduce congestion, and decrease vehicle miles traveled:

- Collaborate with Flagler County on Mass Transit Development Plan.
- Support Transit Development Plan updates addressing service needs, costs, and funding.
- Provide data, assist in route planning, and identify transit hubs within City limits.
- Implement programs and incentivize developments supporting multimodal transportation.

Objective 2.1.11 – Reduce Commuting Demand on the Interstate 95 (I-95) – Support the development of strategic mixed-use centers to reduce commuting demand on I-95, while providing opportunities for employment growth, and fostering economic development within the City:

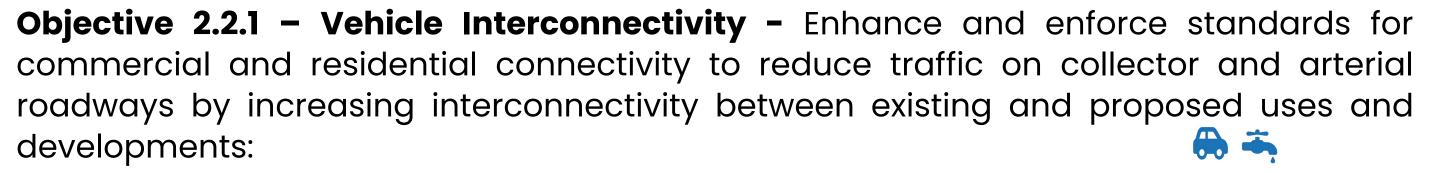
- Promote mixed-use developments along major arterials to create walkable environments.
- Concentrate employment and higher-density residential development in strategic mixed-use centers.
- Co-locate residential, commercial, office, and civic uses to reduce vehicle miles traveled.
- Improve and widen parallel corridors to I-95 like Old Kings Road and new north/south corridor CR 209.



Transportation



GOAL 2.2 – INCREASED INTERCONNECTIVITY – Reduce traffic on collector and arterial roadways by increasing interconnectivity between existing and proposed residential communities, residential and commercial development and adjacent commercial development.



- Strengthen LDC regulations requiring commercial developments to connect with adjacent properties and plan for future connections.
- Require new residential developments over 100 units or accessing longer streets to provide multiple external connections to arterial roads.
- Promote roadway connections between residential, institutional, and commercial areas to enhance pedestrian and bicycle usage.
- Implement access management strategies to reduce traffic conflicts on major roads and promote shared access points.



Objective 2.2.2 – Pedestrian and Bicycle Plan – Enforce standards that encourage and/or require establishment of sidewalk connections or multi-use paths between new residential and commercial development:

- Ensure new developments include sidewalks or multi-use paths linking residential, recreational, and commercial areas.
- Update Pedestrian and Bicycle Plan to prioritize sidewalk and bicycle facility needs, funding sources, and 5-year CIP projects.
- Prioritize improvements to arterial and collector roads with bicycle lanes during construction or upgrades.
- Enforce requirements for bicycle and pedestrian connectivity in new residential and commercial developments.



Transportation







GOAL 2.3 – MULTI-USE TRAILS SYSTEM – Develop and Maintain a Citywide System of Greenway Trails that Combine Pedestrian and Bicycle Opportunities.

Objective 2.3.1 – Trails – Continue to expand and maintain the system of linear trails connecting the City to internal and adjacent lands and water and expand the system of trails that together with the City's sidewalk system provides access for recreation and serves as an alternative mode of transportation:

- Expand and maintain linear trails to connect the City with internal and adjacent lands, promoting recreational use and alternative transportation.
- Identify future multi-use and nature trail locations based on Map 2.10, enhancing accessibility and connectivity.
- Utilize greenway systems for trails in natural settings wherever possible.
- Connect rails-to-trails projects with City and County parks, water bodies, and conservation areas to integrate trail networks.
- Collaboration with Flagler County and adjacent municipalities to develop and implement a comprehensive Community Wide Multi-Use Trail Master Plan.



Transportation



GOAL 2.4 – STREET MAINTENANCE AND IMPROVEMENT SYSTEM –Ensure that all streets and related drainage facilities within the City are adequate and properly maintained to meet transportation needs and provide safe travel for residents and visitors.





- Periodically revise street maintenance program to prioritize road segments needing repair.
- Update Pavement Management Plan annually to schedule road resurfacing.
- Improve road shoulders to prevent deterioration.
- Identify and eliminate valley gutters on arterial and collector roads to improve drainage.



Objective 2.4.2 – Bridges – Ensure that all bridges within the City are safe and properly maintained:

- Conduct biennial bridge inspections in collaboration with FDOT.
- Prioritize safety and maintenance of City bridges and approaches.
- Identify funding sources for necessary bridge repairs through intergovernmental coordination.

Objective 2.4.3 – Roadway Safety – Ensure that all roadways in the City are safe for all users:

- Review and enforce roadway signage and striping standards consistent with FDOT and MUTCD guidelines.
- Conduct annual survey of traffic signs and pavement markings for repair and replacement.
- Implement speed zone studies on collector and arterial roads as needed.
- Coordinate with Flagler County Sheriff's Office to enhance traffic accident reporting and safety measures.



Objective 2.4.4 – Evacuation of Residents – Develop the capability to evacuate all residents of the City in the event of a threat of natural or man-made disaster: $\bigoplus \bigcirc$

- Collaborate with NEFRC to refine evacuation plans and designate primary evacuation routes.
- Update procedures and training for Public Works employees regarding road closures and traffic routing during emergencies.
- Maintain readiness to clear obstacles such as fallen trees and disabled vehicles on evacuation routes.
- Require multiple means of ingress/egress for new subdivisions to arterial roads to facilitate emergency access.



The Capital Improvements Element (CIE) is a statement of budgetary policy and a planning tool for capital expenditures and improvements for public use. It is one of the best ways to implement the goals, objectives, and policies established in the Comprehensive Plan Elements. The CIE identifies the capital facilities improvements that will be needed to achieve and maintain adopted levels of service for transportation, parks, water/sewer, drainage and solid waste in a 5-year planning horizon.





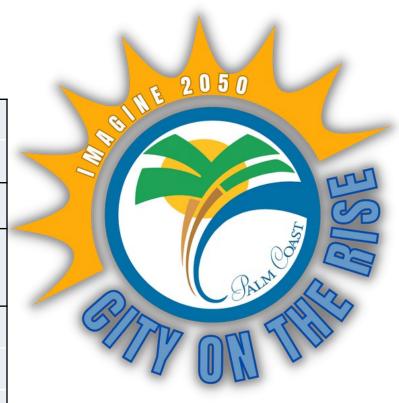
Background - GOAL 8.1 - CAPITAL PLANNING PROGRAM

- Level of Service Needs for future population of Palm Coast
- Projected 2050 Population is 157,883

Facility	Demand (2050)	Available Capacity (Current Year)	Surplus/Deficit
Water	14.2 MGD	16.5 MGD	+2.3 MGD
Wastewater	14.7 MGD	10.83 MGD	-3.83 MGD
Park & Recreation	1262 Acres	1020 acres	-242 acres
Solid Waste	805.57 cubic yards	Agreement with Volusia County to Receive Solid Waste	Need to extend Agreement with Provider



	Recommended Improvements for 2050 Future Year							
		City of	f Palm Coast					
		Segment		Recommended Improvement				
ID#	Roadway	From	То	From	То			
1	BELLE TERRE PKWY	EAST HAMPTON BLVD	ROYAL PALMS PKWY	4LD	6LD			
		PINE LAKES PKWY (S)	CYPRESS POINT PKWY	4LD	6LD			
		PARKVIEW DR (S)	PINE LAKES PKWY (S)	Nearing Capacity				
2	MATANZAS WOODS PKWY	I-95 SB	I-95 NB	2LU	4LD			
		I-95 NB	OLD KING RD EXTENTION	2LU	4LD			
3	PALM COAST PKWY	CYPRESS POINT PKWY	I-95 SB RAMPS	Nearing Capacity				
4	SR 100	PALM COAST CITY LIMIT	BELLE TERRE PKWY	4LD	6LD			
		BULLDOG DRIVE	SEMINOLE WOODS PKWY	6LD	8LD			
		SEMINOLE WOODS PKWY	MEMORIAL MEDICAL PKWY	6LD	8LD			
		MEMORIAL MEDICAL PKWY	I-95	6LD	8LD			
		I-95	OLD KINGS RD	6LD	8LD			
		OLD KINGS RD	TUSCANY BLVD	4LD	6LD			
		TUSCANY BLVD	COLBERT LN	4LD	6LD			
5	US -1	WHITEVIEW PKWY	ROYAL PALMS PKWY	4LD	6LD			
		ROYAL PALMS PKWY	ESPANOLA RD	At Capacity				
6	I-95	OLD DIXIE HWY	SR 100	6LD	8LD			
		SR 100	PALM COAST PKWY	6LD	8LD			
		PALM COAST PKWY	MATANZAS WOODS PKWY	6LD	8LD			



GOAL 8.1 – CAPITAL PLANNING PROGRAM – Implement a capital planning program that provides and maintains in a timely, efficient, and fiscally prudent manner public facilities and services which protect the public health, safety and welfare; adequately serve existing and new development; is consistent with the City of Palm Coast's future land use plan; achieve and maintain adopted facility levels of service; maintain the existing infrastructure; and minimize public costs.



Objective 8.1.1 – Adoption and Update of Capital Improvements Element – Use the Capital Improvements Element (CIE) to guide the programming and implementation of public facility improvements to correct existing deficiencies, repair and replace worn out or obsolete facilities and to accommodate previously approved and new growth in an efficient, cost effective, and timely manner:

- Address existing deficiencies, replace obsolete facilities, and accommodate growth efficiently.
- Include annual schedule of capital improvements to maintain service standards.
- Ensure consistency with Future Land Use Element and other Comprehensive Plan elements.

Objective 8.1.2 – Capital Improvements Program – The City shall use the Capital Improvements Program (CIP) process for the update and refinement of multi-year projections of fiscal resources such that a financially feasible schedule of capital improvements is maintained:



- Harmonize CIE and CIP to guide City's capital improvements.
- Update CIP annually by October 1 to align with adopted budget.
- Include maintenance of existing infrastructure and debt management strategies.

Objective 8.1.3 – Level of Service (LOS) and Development Approvals – By adoption and implementation of the Palm Coast Comprehensive Plan, land use decisions shall require maintenance and achievement of adopted level of service (LOS) standards and shall be coordinated with the Capital Improvements Element and public facility elements including the adopted schedule of capital improvements:



- Maintain and achieve adopted LOS standards for public facilities.
- Evaluate new development against adopted LOS standards and capital improvements schedule.
- Adopt monitoring system to ensure adherence to LOS standards.
- Plan accordingly for future utility expansion for annexed lands.

Objective 8.1.4 – User Pays Principle – Development or owner shall bear a proportionate cost of needed facility improvements consistent with Chapter 163., Part II, Florida Statutes:

- Ensure development bears proportionate costs of required public facility improvements.
- Implement impact fees, capacity fees, and other mechanisms to fund new facilities.
- Regularly evaluate fee adequacy and fiscal demands from new development.
- Comply with state law on development mitigation of impacts.











Next Steps - PLDRB



Workshop # 1: Property Rights/ Intergovernmental Coordination/Public Education



Workshop # 2: Housing/Infrastructure/ Conservation/Parks





Workshop # 3: Future Land Use/Transportation/CIE



Business Meeting: Public Hearing-Recommendation to City Council



Next Steps - City Council



Workshop # 1: Property Rights/ Intergovernmental Coordination/Public Education



Workshop # 2: Housing/Infrastructure/ Conservation/Parks





Workshop # 3: Housing/Future Land Use/ Transportation/CIE



Business Meeting: Transmittal Hearing



Business Meeting: Adoption Hearing





CHAPTER 3 HOUSING ELEMENT

SUMMARY

The Housing Element addresses several key issues including the provision of affordable housing; housing to accommodate populations with special needs; maintenance of the City's housing stock; protection of existing residential areas; and the provision of diversified housing opportunities to meet the needs of the population. Diversified housing and the support of Palm Coast's suburban character are guiding principles for the Imagine 2050 Vision as they are foundations of the city's future. By recognizing the importance of the city's established suburban neighborhoods, this Housing Element values the character and development features that make Palm Coast a great place to live.

Like all communities, the City has a need to balance the cost of housing with the income levels of available jobs in the community. This is basically what is meant by the term "affordable housing". Approximately 40% of the total households in the City fall into an income category below 80% of the Area Median Income (AMI) (i.e. defined as extremely low, very low, low, or moderate) where there is an identified need for affordable housing opportunities. The Housing Element promotes the City's role in the provision of affordable housing as it relates to the assisting the private and non-profit sectors, which acts as the primary housing providers within the community. This Element also furthers available opportunities for the City to receive State and federal funding to assist with the provision of affordable housing and community development as the City's population continues to increase.

In addition to providing affordable housing for residents in certain income ranges, the Housing Element advances the City's role in providing housing opportunities for households with special needs. One identified special needs group of particular importance is the elderly. The Housing Element makes provisions to accommodate the future housing needs for the 65+-age cohort, which is 27.6% of the total population in 2023. Notably, the 45+ age group includes 77% of the City's population, where the median age is 50.3 years as of 2022, an increase from 44.4 years in 2010. Updated projections indicate that the percentage of the population over the age of 65 will continue to increase and become a larger segment of Palm Coast's total population. It is common that elderly residents utilize smaller dwelling units on smaller lots, assisted living, and age-in-place transitional housing facilities.

The Housing Element also identifies strategies to provide diversified housing opportunities not only for the elderly, but for all age groups. Currently, nearly 89% of the City's developed residential units are detached single family homes. Development over the recent years continue to mainly occur on the ITT platted lots. It is important to note that as the number of ITT lots diminish, new subdivisions have began to be platted along US-1 (within the Palm Coast Park DRI), as well as on infill "reserve" lots within the perimeter of the original ITT development

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area. Other areas of new development include the area south of the Flagler County Airport which were annexed into the City since the original adoption of the Comprehensive Plan in 2004. These areas of new development have provided opportunities to promote different lot sizes. The City also promotes multi-family housing units as the population grows. One of the key aspects of the Comprehensive Plan is to provide residential units in mixed-use areas where residents are within walking distance of commercial and recreational amenities.

At the same time, there is a paramount concern that existing residential areas must be protected. The Housing Element contains several strategies related to protecting residential areas and maintaining the housing stock. Unlike many older cities, Palm Coast will not face a large-scale need for rehabilitation of residential units.

The City's expansion from 50 square miles at the time of its incorporation in 1999 to its current size of more than 97.34 square miles provide opportunities for the City to meet its future housing need and to increase the diversity of types of housing within the City. In addition, potential annexations of lands to the northwest of the existing City limits provide opportunity for the development of additional housing types.

A summary of the City's vision for housing and diversity demanded by a growing community may be summarized in a concept developed by City staff known as "Life Stage Housing".

Life stage housing encompasses a spectrum of residential options tailored to meet the diverse needs and circumstances of individuals and families across various stages of life. These stages typically include young adults starting out on their own, couples without children, families with children, empty nesters, retiree and including affordable housing, workforce housing, and special needs housing. Life stage housing aims to provide appropriate amenities, layouts, and features that cater to the particular lifestyle and requirements of each stage. For instance, a development targeted towards families with children might demand a larger house and prioritize proximity to schools and parks, while housing for retirees might focus on smaller residential unit size and prioritize accessibility and amenities conducive to active aging. The concept acknowledges that housing needs evolve over time and seeks to offer options that align with these changing circumstances.

- Affordable housing: Within the framework of life stage housing, affordable housing addresses the critical need for accessible and reasonably priced accommodation for individuals and families with limited financial resources. It aims to ensure that people, regardless of income level, can secure safe and comfortable homes suitable for their current life stage.
- Workforce housing: Workforce housing is an integral component of life stage housing, catering to individuals and families who are part of the local workforce. This type of housing is designed to be affordable for those with moderate incomes, such as teachers, nurses, firefighters, and other essential workers. It recognizes the importance of providing

City of Palm Coast 2035 Comprehensive Plan - Goals, Objectives, and Policies



housing options that enable these individuals to live close to their places of employment and contribute to the vitality of their communities.

• Special needs housing: Special needs housing addresses the unique requirements of individuals with disabilities, chronic illnesses, or other specific needs. As part of the life stage housing paradigm, special needs housing aims to provide accessible, supportive, and inclusive living environments that empower residents to lead fulfilling and independent lives. This may include features such as wheelchair accessibility, sensory accommodations, and on-site support services tailored to the needs of residents.

In summary, Life Stage Housing includes a spectrum of residential options tailored to meet the diverse needs and circumstances of individuals and families across various stages of life. Components of Life Stage Housing include, but is not limited to, affordable housing, workforce housing, and special needs housing. Life Stage Housing recognizing the importance of providing diverse housing options that accommodate individuals and families at different stages of life while promoting inclusivity, affordability, and community well-being.



GOAL 3.1: PROVISION OF AFFORDABLE HOUSING

Promote housing options for all income levels.

FINDING: The cornerstone of a City's quality of life is its housing stock. Citizens of all income levels desire safe, secure, high quality housing at a reasonable cost. Although the provision of housing is largely a function of the private sector and non-profit community housing corporations, the public sector plays a role in helping to ensure that the housing needs of all citizens are met by attempting to balance the cost of housing with income levels in the community. Affordable and workforce housing are terms often used in today's industry. Affordability is defined by Florida Statute as housing where monthly rents or mortgage payments, inclusive of taxes and insurance, do not exceed 30% of a household's median annual gross income adjusted for family size within the Palm Coast Metropolitan Statistical Area. Households in need of affordable housing are classified in the following income ranges:

- "moderate income" households can earn up to 120% of median income adjusted for family size;
- "low income" households can earn up to 80%;
- "very low income" households can earn up to 50%; and
- "extremely low income" households can earn up to 30%.

Of the total number of households in the City, approximately 22.4% of owner-occupied dwellings are cost burdened, while nearly 50% of renter-occupied dwellings are cost burdened. According to 2023 HUD figures, the median household income for a family of four in the City of Palm Coast is \$82.700. This means a household of this size can earn a total annual gross income of \$99,240 to be classified as moderate income, \$66,160 to be classified as low income, \$43,600 to be classified as very low income and \$26,120 to be classified as extremely low income. Thus, the term "low income housing" in Palm Coast might mean a household living in a \$185,000 single family home or a \$1,113 per month apartment or duplex is cost burdened. Although there may be governmental subsidies involved, "low-income housing" is now provided mainly through the private sector. This term should not be confused with government owned, built, and operated housing units or government housing projects.

This Element is written not only to meet State regulatory requirements, but also to express the City's intent to support housing opportunities for residents of all income levels. The City desires to work in partnership with the private sector to offer incentives to encourage availability of affordable homes and the construction of quality dwelling units. There are opportunities for the City to obtain funding from both the State and Federal levels to promote affordable housing and community development initiatives. Specific sources of funding include, but are not limited to, the State Housing Initiative Partnership (SHIP) program and the Community Development Block Grant (CDBG) program.

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Objective 3.1.1 – Adequate and Affordable Housing Opportunities

Support the construction of adequate and affordable housing by providing opportunities that accommodate the housing needs of existing and future residents of households classified as extremely low, very low, low, and moderate income through a variety of mechanisms and development incentives.

- **Policy 3.1.1.1** –Allow a variety of housing types and densities throughout the City.
- **Policy 3.1.1.2** Promote the dispersal affordable housing throughout the City in order to avoid over-concentration in any single area.
- **Policy 3.1.1.3** Provide assistance to housing developers by identifying sites for affordable housing targeted for very low-, low-, and moderate-income households. Potential sites shall be evaluated based on the following criteria:
 - A. Availability of existing or planned roads and central utilities;
 - B. Proximity of existing or planned schools, parks, and other public facilities;
 - C. Proximity of existing or planned employment centers; and
 - D. Proximity to grocery stores and medical facilities.
- **Policy 3.1.1.4** Provide in-kind services, when appropriate, to assist non-profit organizations in their efforts to construct homes for very low-, low-, and moderate-income households.
- **Policy 3.1.1.5** The City shall collaborate with architects, designers and other housing providers to encourage the innovative design of affordable housing.
- **Policy 3.1.1.6** Include innovative development alternatives in the Land Development Code (LDC) to promote attainable housing within the community. Potential actions may include, but are not limited to, the following:
 - A. Density bonuses for developments that include a percentage of affordable units;
 - B. Allowance of accessory dwelling units on a parcel with a primary residence.
 - C. Allowance of greater densities for "missing middle" housing in single family zoning districts. Missing middle housing considers attached dwellings with stipulations that the overall structure keep the appearance and/or scale of a single family home for compatibility with the existing neighborhood.
 - D. Expedited site plan review and permitting;
 - E. Innovative land development regulations established through zoning districts or through Master Planned Developments (MPDs); and
 - F. Other regulations intended to reduce building and development costs.



City of Palm Coast 2035 Comprehensive Plan - Goals, Objectives, and Policies



Policy 3.1.1.7 – Pursuant to §166.04151, F.S., the City shall allow multi-family as part of a mixed-use development when affordable housing is provided in commercial, industrial, and mixed-use zoned districts, so long as all requirements of the Live Local Act are met.

Objective 3.1.2 – State and Federal Funding to Implement Housing Programs

Seek funding from Federal and State housing and community development sources to formulate and establish housing implementation programs.

- **Policy 3.1.2.1** Support extremely low-, very low-, low-, and moderate-income residents with home ownership using funding from the SHIP program or other available housing programs.
- **Policy 3.1.2.2** Provide local support to developers seeking tax credits administered by the Florida Housing Finance Corporation to construct affordable multi-family projects. Support can be provided through a variety of mechanisms, including, but not limited to financial contributions, expedited plan review and permitting, and density bonuses.
- **Policy 3.1.2.3** Through the Local Housing Assistance Plan and interlocal agreement with Flagler County, continue to work with the County to use SHIP monies or other available funding to support the development of affordable multi-family units in the City.
- **Policy 3.1.2.4** Continue operation of the Palm Coast Community Development Block Grant (CDBG) Housing Program. CDBG funds shall be used to assist residents with projects that benefit low and moderate income persons; prevent or eliminate slums or blight; or meet other urgent community development needs.
- **Policy 3.1.2.5** In addition to CDBG and SHIP funds, evaluate other potential sources of affordable housing funding.
- **Policy 3.1.2.6** Participate with the County and neighboring cities to pursue joint affordable housing funding if the opportunity arises.





GOAL 3.2: SPECIAL NEEDS HOUSING

Households with special needs shall be integrated into and dispersed throughout residential areas.

FINDING: Public sector assistance is typically required to provide housing to accommodate populations with special needs, including the elderly, handicapped, and single parent households. State regulations are very specific in ensuring populations with special needs are not discriminated against by requiring local governments to treat small group homes as single-family units subject to certain distance requirements to avoid over concentrations in any one area.

Based upon its demographics, the City faces a major need to address housing for the elderly. According to figures from the 2022 American Community Survey, approximately 30% of the City's population is 65 years of age or older and nearly half of the City's households have at least one individual in this age category. Updated figures from the Shimberg Center for Housing Studies indicate that the elderly population will again start to increase as a percentage of the city's population over the planning horizon. Elderly residents more often need special housing assistance and group home facilities that will enable them to age-in-place. For elderly and handicapped persons utilizing in-home day car services, there will be an increased demand for downsized, barrier-free dwellings (i.e. apartments, condos or single-family homes on smaller lots). Others may opt to move to a congregate care or an assisted living facility. A continuum of care facility, which allows residents to age-in-place in a variety of housing types within the same development site is a concept which has received much public support.

The role of local government in providing housing assistance for special needs households is supported in the following objectives and policies. State comprehensive planning requirements extend into areas that may not be as pertinent in the City as compared to other places in the State. For example, the analysis indicates that farm worker housing is not a need within the City. Outside the City, but within the boundaries of the Palm Coast Metropolitan Statistical Area (MSA), there are numerous resources offered for homeless persons in the form of support services and institutions.

Objective 3.2.1 – Housing Sites for Special Needs Groups

Support community residential homes within residential areas and areas of mixed-use developments.

Policy 3.2.1.1 – Uphold the siting requirements consistent with the provisions of Chapter 419, F.S., for community residential homes.

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Policy 3.2.1.2 – To promote the availability of housing for special needs persons, seek opportunities to partner with agencies that provide housing assistance to persons of this demographic.

Objective 3.2.2 – Affordable Housing for Residents with Special Needs

Provide adequate and affordable housing opportunities to accommodate households with special housing needs with an emphasis on provisions for the elderly.

Policy 3.2.2.1 – Support the use of SHIP or CDBG funds, upon availability, to assist in the provision of special needs housing.

Policy 3.2.2.2 – Encourage the development of continuum of care facilities. These living environments allow residents to age-in-place and transition from single-family residential structures to assisted living and subsequently to a nursing home within the same development site. This can be provided through a variety of potential mechanisms including, but not limited to, the following:

- A. Financial contributions;
- B. Expedited plan review and permitting;
- C. Density bonuses;
- D. Specify continuum of care facilities as an allowable use within the multi-family or the Master Planned Development (MPD) zoning district;
- E. Approval of development of affordable housing, as defined in §420.0004, F.S., on any parcel zoned for commercial or industrial use so long as at least ten (10) percent of the units included in the project are for affordable housing, and the residential units are part of a mixed-use development. A binding agreement must be entered into between the developer and the City so that the units are guaranteed to remain affordable for not less than 30 years.
- F. Innovative development standards created as part of a MPD Agreement; and
- G. Other regulations intended to reduce building and development costs.

Policy 3.2.2.3 – The City shall consider the following principles and criteria for siting households with special housing needs:

- A. Availability of existing or planned roads and central utilities;
- B. Proximity of existing or planned schools, parks, and other public facilities;
- C. Proximity of existing or planned employment centers;
- D. Proximity to grocery stores and medical facilities;
- E. Proximity to bus routes; and
- F. Locations outside of the Coastal High Hazard Zone.

Policy 3.2.2.4 — In order to coordinate the provision of an adequate housing supply for special needs persons, collaborate with the private sector and non-profit providers in the siting of housing for individuals with special needs. Such housing includes group homes,

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foster care housing, and shelters for the homeless. Individuals who are considered frail elderly, victims of domestic violence, and physically or mentally challenged are considered special needs.

Policy 3.2.2.5 – Participate in the efforts of the Volusia-Flagler Coalition for the Homeless and other non-profit private agencies in the development of transitional housing for the homeless.



GOAL 3.3: MAINTAIN THE EXISTING HOUSING STOCK AND PROTECT RESIDENTIAL AREAS

To protect, maintain, rehabilitate, and improve City's housing stock.



FINDING: As the City's housing stock continues to age, more and more challenges in maintaining the quality and livability of the housing stock will occur. Approximately 55% of the dwelling units were built since 2000, with only about 1% built prior to 1970. The number of the City's dwelling units are currently classified as "substandard" comprises less than 1% of the City's overall housing stock. It is the City's challenge to bring stability to neighborhoods by enforcing property standards and participating in federal and state programs to assist households in maintaining their homes up to the current code. Currently, residents who qualify may tap into the City's CDBG program or the County's SHIP program for financial assistance in maintaining their owner-occupied dwelling unit. This goal, which works hand-in-hand with broader neighborhood preservation efforts, can be accomplished through a variety of means including strict enforcement of building and maintenance codes. In particular, there is a need to place special emphasis on regulations intended to ensure that landlords maintain rental units. Several options are discussed in the following objectives and policies.

Objective 3.3.1 – Protect the Existing Housing Stock.

Conserve, maintain, and improve existing housing stock and eliminate substandard housing conditions through code provisions and incentive programs to require and/or assist builders, private homeowners, and landlords when making structural and aesthetic improvements.

- **Policy 3.3.1.2** Continue permitting and inspection efforts pertaining to property rental and landlord circumstances.
- Policy 3.3.1.3 To promote high quality housing, enforce architectural and aesthetic regulations. These regulations shall be reviewed on a continual basis and updated as needed.
- **Policy 3.3.1.4** Support the use of SHIP or CDBG funds, r other available housing program, to assist in the elimination of substandard housing conditions and to make structural and aesthetic improvements.

Objective 3.3.2 – Protect Residential Areas from Incompatible Land Uses

Protect predominantly residential areas from the intrusion of incompatible or more intensive land uses.

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- Policy 3.3.2.1 Evaluate the LDC to include development standards that provide greater setback and buffering requirements between established residential areas and non-residential uses to provide additional compatibility measures between uses. The Florida statutory definition of "compatibility" in §163.3164 shall be utilized for the purpose of implementing this Plan.
- **Policy 3.3.2.2** Reevaluate neighborhood compatibility criteria which shall be utilized by the City to review applications for Future Land Use Map amendments, rezonings, and special exceptions to ensure that proposed land uses and development proposed in close proximity to existing residential homes or neighborhoods do not adversely impact the residential areas.
- Policy 3.3.2.3 No residential lot in a recorded, platted subdivision shall be used for nonresidential purposes except as permitted in State statutes (Such as Home Businesses).
- **Policy 3.3.2.4** An analysis of compatibility is required when a new non-residential use is proposed to locate next to existing residential uses. Compatibility analyses during Land Use Amendments, Zoning Amendments, or Site Plan applications may include, but are not limited to, review of the following circumstances and attributes of the new development in comparison to the existing development pattern within a 500 foot vicinity of the parcel boundary of the subject parcel proposed for development or redevelopment:
 - a. A comparison of lot sizes, intensity, and/or density to understand potential trip generation of the new use.
 - b. Location in proximity of a collector or arterial roadway, or a transit stop to determine vehicle miles traveled of the new development that may impact existing residential
 - c. A comparison of the scale of the building envelope(s) including floor area ratio and
 - d. Locations of ingress and egress, and whether or not there are multiple alternate roadways for access to the new development.
 - e. Hours of operation of a non-residential use.
 - f. Any creation of noise, smoke, glare, fumes, aromas, or other potential nuisance generating activities.
 - g. Installation of vegetative buffers, and setback provisions provided with the plan for development.
 - h. Any nuisance abatement provisions of the new development.





GOAL 3.4: DIVERSITY IN HOUSING

Allow a variety of lot sizes and housing types to meet the needs of the citizenry through all stages of life.

FINDING: As discussed in the Future Land Use Element's objectives and policies, the City has an over abundance of ¼-acre platted single-family lots. There is a need for different sized lots and different types of housing, including mid-density and higher-density attached housing options to meet the needs of the expanding and diversifying population.

Florida Law requires the City to provide adequate sites and locational criteria for mobile/manufactured homes. Modular homes are defined in Florida Law differently than mobile/manufactured homes. Modular homes are considered conventionally built homes and fall under the Florida Building Code, installed on a permanent foundation.

Mobile/manufactured homes bear a Department of Housing and Urban Development (HUD) seal. Florida Law prohibits manufactured housing to be treated separately from a conventionally built home.

As previously presented in the summary to this element, the City wants to emphasize the importance of a housing supply that recognizes the "life stage" of its current and future residents. "Life Stage" housing recognizes that housing availability encompasses a spectrum of residential options tailored to meet the diverse needs and circumstances of individuals and families across various stages of life. These stages may range from young families starting out on their own, couples with no children, all the way to "empty-nesters" or couples whose children have moved out on their own. Beyond particular housing types, the concept of "life stage" recognizes the need for the availability and affordability of housing as determined by the "life stage" of a household/family.

Objective 3.4.1 – Ensure Accessible Housing for All Life Stages

Provide a diverse range of housing options that accommodate the evolving needs and preferences of residents throughout all stages of life.

Policy 3.4.1.1 – Through the FLUM and the zoning district regulations of the LDC, the City shall make provisions to supply land that can be developed with various types of housing at varying densities. In doing so, this effort creates housing opportunities that are suitable for differing incomes, ages and life stages.

Policy 3.4.1.2 – Recognizing that many older adults prefer to reside in their current homes or community for as long as possible, increase opportunities for appropriate and affordable housing ideally in close proximity to uses providing essential needs. Allow such housing



opportunities to occur within walking distance for the benefit of all stages of life, commonly referred to as "aging in place".

Policy 3.4.1.3 – Work toward achieving the Department of Elder Affairs Livable Community designation, achieving the framework for the provision of affordable housing and other foundational built environment standards to sustain aging in place. Housing principles to achieve include:

- a. Affordable housing to people of all income levels.
- b. Equitable access to affordable housing.
- c. A range of high-quality housing options.
- d. Accessible access to housing and destinations for essential needs.
- e. Safe housing and lifestyle conditions.

Policy 3.4.1.4 – Promote the use of Universal Design principles to ensure accessibility and inclusivity to meet the lifestage needs of all residents.

Policy 3.4.1.5 – Incentivize the development of resilient, solar powered neighborhoods and communities that would result in lower environmental impacts, greater energy independence and cost savings, and faster recovery in the event of a major storm than traditional developments.

Objective 3.4.2 – Adequate Sites for Approved Mobile Homes and Manufactured Buildings

Provide adequate sites for residential mobile homes and manufactured buildings that bear the HUD approval label.

- Policy 3.4.2.1 Provided that architectural and aesthetic regulations are met, manufactured buildings, which bear the DEO approval insignia, may be constructed in any residential zoning district where conventional, site-built dwellings are permitted.
- **Policy 3.4.2.2** Establish a mobile/manufactured home (bearing the HUD approval insignia) zoning district, which is not subject to the same architectural and aesthetic regulations as applied in the City's other residential zoning districts. The City's LDC shall provide that lawfully existing mobile homes may be allowed, subject to conditions, to continue as nonconforming uses.
- Policy 3.4.2.3 The following principles and criteria for siting the zoning districts in which mobile homes and/or residential manufactured buildings are permitted shall include:
 - A. Availability of existing or planned roads and central utilities;
 - Adequate buffering from proximate residential uses; В.
 - Adequate buffering from rights-of-way; and C.
 - Located outside of the Coastal High Hazard Zone. D.





Policy 3.4.2.4 – The City shall develop Land Development Code regulations that establish clear and comprehensive development standards for mobile home and manufactured home Zoning District. These regulations shall include, but not be limited to, the following areas:

- A. Landscape requirements including provisions for native vegetation, tree preservation, and irrigation.
- B. Setback Requirements.
- C. Parking regulations.
- D. Provisions for Stormwater Management.
- E. Community amenities and public spaces.



CHAPTER 3 HOUSING ELEMENT

SUMMARY

The Housing Element addresses several key issues including the provision of affordable housing; housing to accommodate populations with special needs; maintenance of the City's housing stock; protection of existing residential areas; and the provision of diversified housing opportunities to meet the needs of the population. Diversified housing and the preservation support of Palm Coast's suburban character are items identified in the guiding principles for the Imagine 2050 Vision 2020 2024 Vision Statement and Community Building Blocks. This statement was developed after a series of community input events and developed based upon those results. as they are foundations of the city's future. By recognizing the importance of the city's established suburban neighborhoods, this Housing Element values the character and development features that make Palm Coast a great place to live.

Like all communities, the City has a need to balance the cost of housing with the income levels of available jobs in the community. This is basically what is meant by the term "affordable housing". Approximately 4060% of the total households in the City fall into an income category below 80% of the Area Median Income (AMI) (i.e. defined as extremely low, very low, low, or moderate) where there is an identified need for affordable housing opportunities. The Housing Element explains promotes the City's role in the provision of affordable housing as it relates to the assisting the private and non-profit sectors, which acts as the primary housing providers within the community. This Element also explores furthers available opportunities for the City to receive State and federal funding to assist with the provision of affordable housing and community development as the City's population continues to increase.

In addition to providing affordable housing for residents in certain income ranges, the Housing Element explains theadvances the City's role in providing housing opportunities for households with special needs. One identified special needs group of particular importance is the elderly. The Housing Element makes provisions to accommodate the future housing needs for the 65+age cohort, which is likely to continue to comprise about 30 is 27.6% of the total households in the City in 2020-population in 2023. Notably, the 45+ age group includes 77% of the City's population, where the median age is 50.3 years as of 2022, an increase from 44.4 years in 2010. Updated projections indicate that the percentage of the population over the age of 65 will continue to increase and become a larger segment of Palm Coast's total population. It is anticipated common that elderly residents will needutilize smaller dwelling units on smaller lots, assisted living, and age-in-place transitional housing facilities.

The Housing Element <u>also</u> identifies strategies to provide diversified housing opportunities not only for the elderly, but <u>also</u> for all age groups. -Currently, <u>nearly 89% of</u> the City's <u>developed</u> residential <u>units are detached ehoices are mostly limited to single family homes. Development</u>



over the recent years continue to mainly occur on the ITT platted lots. It is important to note that as the number of ITT lots diminish, new subdivisions have began to be platted along US-1 (within the Palm Coast Park DRI), as well as on infill "reserve" lots within the perimeter of the original ITT development area. Other areas of new development include the area south of the Flagler County Airport which were annexed into the City since the original adoption of the Comprehensive Plan in 2004. on ¼-acre lots. Many of the areas platted for ¼-acre lots are vacant, with underutilized infrastructure. These areas of new development have provided opportunities to Some of these areas are in need of redevelopment activities, such as relating opportunities, to that promote different lot sizes, to accommodate different housing types such as country estates and patio homes. The City also will needpromotes multi-family housing units as the population grows in the future. One of the key aspects of the Comprehensive Plan is to provide residential units in mixed-use areas where residents are within walking distance of commercial and recreational amenities.

At the same time, there is a paramount concern that existing residential areas must be protected. The Housing Element contains several strategies related to protecting residential areas and maintaining the housing stock. -Unlike many older cities, Palm Coast will not face a large-scale need for rehabilitation of residential units. The only area where there is a concentration of substandard units is along the SR100 corridor, which is proposed for inclusion in a Community Redevelopment Area (CRA).

The City's expansion from 50 square miles at the time of its incorporation in 1999 to its current size of more than 89–97.34 square miles provide opportunities for the City to meet its future housing need and to increase the diversity of types of housing stock within the City of Palm Coast. In addition, potential annexations of lands to the northwest of the existing City limits provide opportunity for the development of additional housing types.

A summary of the City's vision for housing and diversity demanded by a growing community may be summarized in a concept developed by City staff known as "Life Stage Housing".

Life stage housing encompasses a spectrum of residential options tailored to meet the diverse needs and circumstances of individuals and families across various stages of life. These stages typically include young adults starting out on their own, couples without children, families with children, empty nesters, retiree and including affordable housing, workforce housing, and special needs housing. Life stage housing aims to provide appropriate amenities, layouts, and features that cater to the particular lifestyle and requirements of each stage. For instance, a development targeted towards families with children might demand a larger house and prioritize proximity to schools and parks, while housing for retirees might focus on smaller residential unit size and prioritize accessibility and amenities conducive to active aging. The concept acknowledges that housing needs evolve over time and seeks to offer options that align with these changing circumstances.

• Affordable housing: Within the framework of life stage housing, affordable housing addresses the critical need for accessible and reasonably priced accommodation for



individuals and families with limited financial resources. It aims to ensure that people, regardless of income level, can secure safe and comfortable homes suitable for their current life stage.

- Workforce housing: Workforce housing is an integral component of life stage housing, catering to individuals and families who are part of the local workforce. This type of housing is designed to be affordable for those with moderate incomes, such as teachers, nurses, firefighters, and other essential workers. It recognizes the importance of providing housing options that enable these individuals to live close to their places of employment and contribute to the vitality of their communities.
- Special needs housing: Special needs housing addresses the unique requirements of individuals with disabilities, chronic illnesses, or other specific needs. As part of the life stage housing paradigm, special needs housing aims to provide accessible, supportive, and inclusive living environments that empower residents to lead fulfilling and independent lives. This may include features such as wheelchair accessibility, sensory accommodations, and on-site support services tailored to the needs of residents.

In summary, Life Stage Housing includes a spectrum of residential options tailored to meet the diverse needs and circumstances of individuals and families across various stages of life. Components of Life Stage Housing include, but is not limited to, affordable housing, workforce housing, and special needs housing. Life Stage Housing recognizing the importance of providing diverse housing options that accommodate individuals and families at different stages of life while promoting inclusivity, affordability, and community well-being.

Chapter 3 Housing Element



GOAL 3.1: PROVISION OF AFFORDABLE HOUSING

<u>Citizens of all income levels shall have the opportunity to obtain quality housing at a reasonable cost.</u>Promote housing options for all income levels.

FINDING: The cornerstone of a City's quality of life is its housing stock. Citizens of all income levels desire safe, secure, good high quality housing at a reasonable cost. Although the provision of housing is largely a function of the private sector and non-profit community housing corporations, the public sector plays a role in helping to ensure that the housing needs of all citizens are met by attempting to balance the cost of housing with the income levels of available jobs in the community. This is basically what is meant by the term "affordable housing". Affordable and workforce housing are terms often used in today's industry. Affordability is defined by Florida Statute as housing where monthly rents or mortgage payments, inclusive of taxes, and insurance, and utilities, do not exceed 30% of a household's median annual gross annual income adjusted for family size within the Palm Coast Metropolitan Statistical Area. Households in need of affordable housing are classified in the following income ranges:

• "moderate income" households can earn up to 120% of median income adjusted <u>for</u> family size;

- "low income" households can earn up to 80%;
- "very low income" households can earn up to 50%; and
- "extremely low income" households can earn up to 30%.

for family size;

"low income" households can earn up to 80%; "very low

income" households can earn up to 50%; and

"extremely low income" households

-can earn up to 30%.

Of the total number of households in the City, approximately 60XX22.4% of owner-occupied dwellings are in need of "affordable housing" cost burdened, while nearly and an additional XX50% of renter-occupied dwellings are cost burdened.—32% are classified as either extremely low, low income or very low income under these criteria and approximately 25% are classified as moderate income. According to 2008-2023 HUD figures, the median household income for a family of four in the City of Palm Coast is \$55,60082.700. This means a family of fourhousehold of this size can earn a total annual gross income of \$66,75099,240 to be classified as moderate income, \$44,50066,160 to be classified as low income, \$27,80043,600 to be classified as very low income and \$16,70026,120 to be classified as extremely low income.—Thus, the term "low income housing" in Palm Coast might mean a family of fourhousehold living in a \$185,000 single family home or a \$1,113 per month apartment or duplex where dual household incomes are derived from the construction trades, government employment, or the retail or service sectors is cost burdened.—Although there may be some-governmental subsidies involved, "low incomelow-income housing" is now provided mainly through the private sector. This term should not be confused with government owned, built, and operated housing units or government housing projects.





The following objectives and policies are This Element is written not only to meet State regulatory requirements, but also to express the City's plan-intent to continue to ensure that support housing opportunities are available tofor residents of all income levels. This can be accomplished by tThe City working desires to work in partnership with the private sector to offer economic development incentives that willto encourage availability of affordable homes sites and the construction of good quality dwelling units. As the City's population continues to grow tThere will be are opportunities for the City to obtain substantial funding from both the State and Federal levels to promote affordable housing and community development initiatives. Specific sources of funding include, but are not limited to, the State Housing Initiative Partnership (SHIP) program, and the Community Development Block Grant (CDBG) program or another program developed by the state or federal government.



Objective 3.1.1 – Adequate and Affordable Housing Opportunities

<u>Provide Support the construction of adequate and affordable housing by providing opportunities to that accommodate the housing needs of existing and future residents of households classified as extremely low, very low, low, and moderate income through a variety of mechanisms, including financial assistance and development incentives.</u>

- **Policy 3.1.1.1** –Allow a variety of housing types and densities throughout the City.
- <u>Policy 3.1.1.2</u> Promote the dispersal affordable housing throughout the City in order to avoid over-concentration in any single area.
- <u>Policy 3.1.1.3</u> Provide assistance to housing developers by identifying sites for affordable housing targeted for very low-, low-, and moderate-income households. Potential sites shall be evaluated based on the following criteria:
 - A. Availability of existing or planned roads and central utilities;
 - B. Proximity of existing or planned schools, parks, and other public facilities;
 - C. Proximity of existing or planned employment centers; and
 - D. Proximity to grocery stores and medical facilities.
- **Policy 3.1.1.4** Provide in-kind services, when appropriate, to assist non-profit organizations in their efforts to construct homes for very low-, low-, and moderate-income households.
- <u>Policy 3.1.1.5</u> The City shall collaborate with architects, designers and other housing providers to encourage the innovative design of affordable housing.
- Policy 3.1.1.1 Through the joint City of Palm Coast-Flagler County housing program, the City shall sSupport Flagler County in its efforts to assist extremely low_, very low_, low_, and moderate-income residents towith_purchase single-family residences home-ownership within the City using funding from the SHIP program or other available housing programs.
- Policy 3.1.1.2 The City shall pProvide local support to developers seeking tax credits administered by the Florida Housing Finance Corporation to construct affordable multifamily projects at appropriate locations. This Support can be provided through a variety of mechanisms, including, but not limited to financial contributions, expedited plan review and permitting, and density bonuses.
- Policy 3.1.1.3 Through the joint Local Housing Assistance Plan and interlocal agreement with Flagler County, City of Palm Coast-Flagler County housing programthe City shall continue to work with the County to use SHIP monies or other available funding to support the development of affordable multi-family units in the City.



Policy 3.1.1.4—6 — The City shall iInclude innovative land development regulations alternatives in the Land Development Code (LDC) to promote affordable attainable housing within the community. Potential actions may include, but are not limited to, the following:

- A. Density bonuses for developments that include a percentage of affordable units;
- B. Allowance of accessory dwelling units on a parcel with a primary residence.
- A.C. Allowance of greater densities for "missing middle" housing in single family zoning districts. Missing middle housing considers attached dwellings with stipulations that the overall structure keep the appearance and/or scale of a single family home for compatibility with the existing neighborhood.
- B.D. Expedited site plan review and permitting;
- C.E. Innovative land development regulations established through zoning districts or through Planned UnitMaster Planned Developments (PUDsMPDs); and
- <u>F.</u> Other regulations intended to reduce building and development costs.

Policy 3.1.1.57 – Pursuant to §166.04151, F.S., the City shall allow multi-family and as part of a mixed-use development when affordable housing is provided in commercial, industrial, and mixed-use zoned districts, so long as all requirements of the Live Local Act are met. No public hearing shall be required during the process for approval of any development under the Live Local Act.

Objective 3.1.2 – State and Federal Funding to Implement Housing Programs

Seek funding from Federal and State housing and community development sources to formulate and establish housing implementation programs.

<u>Policy 3.1.2.1</u> – Support extremely low-, very low-, low-, and moderate-income residents with home-ownership using funding from the SHIP program or other available housing programs.

<u>Policy 3.1.2.2</u> – Provide local support to developers seeking tax credits administered by the Florida Housing Finance Corporation to construct affordable multi-family projects. Support can be provided through a variety of mechanisms, including, but not limited to financial contributions, expedited plan review and permitting, and density bonuses.

Policy 3.1.2.3 – Through the Local Housing Assistance Plan and interlocal agreement with Flagler County, continue to work with the County to use SHIP monies or other available funding to support the development of affordable multi-family units in the City.

Policy 3.1.2.1 4 – The City shall seek to become a Continue operation of the Palm Coast Community Development Block Grant (CDBG) CDBG Entitlement Community Housing Program. —when the population reaches 50,000 by completing a Consolidated Plan in

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accordance with program guidelines. With the participation of local citizens, CDBG funds can shall be used for activities to assist residents that best serve the City's development priorities, provided that these with projects that benefit low and moderate income persons; prevent or eliminate slums or blight; or meet other urgent community development needs.

Policy 3.1.2.2 The City shall seek funding from the SHIP program when the population reaches 50,000. In order to participate in SHIP under current program regulations, the City must establish a local housing assistance program by ordinance; develop a housing assistance plan and housing incentive strategy; amend land development regulations or establish local policies to implement the incentive strategies; form partnerships and combine resources in order to reduce housing costs; and ensure that rent or mortgage payments within the targeted areas do not exceed 30 percent of the area median income limits, unless authorized by the mortgage lender.

Policy 3.1.2.35 - In addition to CDBG and SHIP funds, the City shall evaluate other potential sources of affordable housing funding.

Policy 3.1.2.46 – The City shall pParticipate with the County and neighboring cities to pursue joint affordable housing funding if the opportunity arises.

Objective 3.1.3 - Sites for Extremely Low, Very Low, Low and Moderate Income Housing

Provide adequate sites for extremely low-, very low-, low-, and moderate- income households.

Policy 3.1.3.1 The City shall ensure that the Residential land use designation, the associated zoning districts, and land development regulations permit a variety of housing types and densities throughout the CityAllow a variety of housing types and densities throughout the City.

Policy 3.1.3.2 The City shall seek to dispersePromote the dispersal affordable housing throughout the City and in order to avoid over-concentration in any single area.

Policy 3.1.3.3 The City shall pProvide assistance to housing developers in by identifying sites for affordable housing targeted for very low-, low-, and moderate-income households. Potential sites shall be evaluated based on the following criteria:

- A. Availability of existing or planned roads and central utilities;
- B. Proximity of existing or planned schools, parks, and other public facilities;
- C. Proximity of existing or planned employment centers; and
- D. Proximity to grocery stores and medical facilities.

Policy 3.1.3.4 The City shall pProvide in kind services, time permitting and wherewhen appropriate, to assist non-profit organizations in their efforts to construct homes for very low-, low-, and moderate-income households.

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Policy 3.1.3.5 The City shall collaborate with architects, designers and other housing providers to encourage the innovative design of affordable housing.



GOAL 3.2: SPECIAL NEEDS HOUSING

Households with special needs shall be integrated into and dispersed throughout residential areas.

FINDING: Public sector assistance is typically required to provide housing to accommodate populations with special needs, including the elderly, handicapped, and female headedsingle parent households. -State regulations are very specific in ensuring populations with special needs are not discriminated against by requiring local governments to treat small group homes as single-family units subject to certain distance requirements to avoid over concentrations in any one area.

Based upon its demographics, the City faces a major need to address housing for the elderly. According to figures from the 2000—2022 American Community Survey0—census, approximately 30% of the City's population is 65 years of age or older and nearly half of the City's households have at least one individual in this age category. Updated figures from the Shimberg Center for Housing Studies indicate that the elderly population will again start to increase as a percentage of the city's population over the planning horizon. The City's eElderly residents will-more often need special housing assistance and group home facilities that will enable them to age-in-place. For elderly and handicapped persons utilizing inhome day car services, there will be an increased demand for downsized, barrier-free dwellings (i.e. apartments, condos or single-family homes on smaller lots). Others may opt to move to a congregate care or an assisted living facility. A continuum of care facility, which would allows residents to age-in-place and transition from single family residential structures to assisted living and then to a nursing home in a variety of housing types within the same development site is a concept which has received much public support.

The role of local government in providing housing assistance for special needs households is discussed supported in the following objectives and policies. -State comprehensive planning requirements extend into areas that may not be as pertinent in the City as compared to other places in the State. -For example, the analysis indicates that farm worker housing is not a need within the City. and shelters for the homeless are not a need in the City, but these issues still must be addressed in the Plan. Outside the City, but within the boundaries of the Daytona BeachPalm Coast Metropolitan SStatistical Area (MSA), there are numerous resources offered for homeless persons in the form of support services and institutions.

Objective 3.2.1 – Housing Sites for Special Needs Groups

Provide adequate sites within residential areas for group homes Support community residential homes and foster care facilities licensed and monitored by the State of Florida within residential areas and areas of mixed-use developments.



Policy 3.2.1.1 – The City shall enforce Uphold the siting requirements consistent with the provisions of Chapter 419, F.S., for community residential group homes, and foster care facilities licensed by the Florida Department of Children and Families, which are summarized as follows:

- Community Residential Homes (CRH) with 6 or fewer residents shall be deemed as a single-family residential dwelling unit and shall be permitted in all residential zoning districts provided they are separated by a distance of 1,000 feet from any other CRH (measured from building walls, home to home).
- B.A. Community Residential Homes with 7-14 residents shall be permitted in multifamily zoning districts provided they are separated by a distance of 1,200 feet of any other CRH and at least 500 feet from a single-family residential zoning district (measured from building walls, home to home or from home to zoning district line).

Policy 3.2.1.2 — To foster nondiscrimination and encourage the development of community residential alternatives to institutionalization, the City shall, at a minimum, establish the following principles and criteria, supplemental to the provisions of Chapter 419, F. S., for siting group homes and foster care facilities:

- A. Availability of existing or planned roads and central utilities;
- B. Proximity of existing or planned schools, parks, and other public facilities;
- C. Proximity of existing or planned employment centers;
- D. Proximity to grocery stores and medical facilities;
- E. Proximity to bus routes; and
- F.A. Locations outside the Coastal High Hazard Zone.

To promote the availability of housing for special needs persons, seek opportunities to partner with agencies that provide housing assistance to persons of this demographic.

Objective 3.2.2 – Affordable Housing for Residents with Special Needs

Provide adequate and affordable housing opportunities to accommodate households with special housing needs with an emphasis on provisions for the elderly.

Policy 3.2.2.1 – The City shall sSupport the use of SHIP or CDBG funds, upon availability, to assist in the provision of special needs housing.

Policy 3.2.2.2 – The City shall eEncourage the development of continuum of care facilities. These living environments which would allow residents to age-in-place and transition from single-family residential structures to assisted living and then subsequently to a nursing home within the same development site. This can be provided through a variety of potential mechanisms including, but not limited to, the following:

- A. Financial contributions;
- В. Expedited plan review and permitting;
- C. Density bonuses:

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- D. Specify continuum of care facilities as an allowable use within the multi-family or the Village CenterMaster Planned Development (MPD) zoning district;
- E. Approval of development of affordable housing, as defined in §420.0004, F.S., on any parcel zoned for commercial or industrial use so long as at least ten (10) percent of the units included in the project are for affordable housing, and the residential units are part of a mixed-use development. A binding agreement must be entered into between the developer and the City so that the units are guaranteed to remain affordable for not less than 30 years.



- Innovative development standards created as part of a PUD-MPD Agreement; and
- Other regulations intended to reduce building and development costs.

Policy 3.2.2.3 – The City shall uUtilize, a The City shall consider t a minimum, the following principles and criteria for siting households with special housing needs:

- Availability of existing or planned roads and central utilities; A.
- Proximity of existing or planned schools, parks, and other public facilities; В.
- Proximity of existing or planned employment centers; C.
- D. Proximity to grocery stores and medical facilities;
- Proximity to bus routes; and E.
- F. Locations outside of the Coastal High Hazard Zone.

Policy 3.2.2.4 – The City shall eln order to coordinate the provision of an adequate housing supply for special needs persons, collaborate with the private sector and non-profit providers in the placement siting of housing for individuals with special needs. , such as gSuch housing includes group homes, foster care housing, and shelters for the homeless-and related services for individuals with special needs., Individuals whom are considered such as frail elderly, victims of domestic violence, and physically or mentally challenged are considered special needs.; in order to coordinate the provision of an adequate housing supply to meet the increase in population and/or fluctuations in the number of special needs individuals.

Policy 3.2.2.5 – The City shall pParticipate in the efforts of the Volusia-Flagler Coalition for the Homeless-Coalition and other non-profit private agencies in the development of transitional housing for the homeless.

Objective 3.2.3 — Adequate and Affordable Housing for Rural and Farm Workers

Should a need be identified, assist Flagler County in its efforts to provide adequate and affordable rural and farm worker housing.

Policy 3.2.3.1 Through the Agricultural Extension Service, The City shall assist the County need for rural and farm worker housing needs which impact the within the City.

Policy 3.2.3.2 Should a need arise, the City shall assist the County in the development of principles and criteria guiding the location of rural and farm worker housing, including



GOAL 3.3: MAINTAIN THE **EXISTING** HOUSING STOCK AND PROTECT RESIDENTIAL AREAS

To protect, maintain, rehabilitate, and improve City's housing stock.

FINDING: Fas the City's housing stock continues to age, more and more challenges in maintaining the quality and livability of the housing stock will occur. he City's housing stock is relatively new. More than half Approximately 55% of the dwelling units have beenwere built since 2000, with only about 1% built prior to 1970. The number of the City's dwelling units are currently classified as "substandard" comprises less than 1% of the City's overall housing stock. has increased significantly, however, this increase might be skewed by the growing national trend in households who forego landline telephone service in favor of cellular phone service. Many of the substandard units identified in 2004 are clustered along SR100 - in a place targeted for a potential Community Redevelopment Area (CRA). Other than this area where a need for rehabilitation and/or demolition of units may be identified through the CRA process, the City's primary focus is to preserve and maintain its housing stock. The economic downturn which led to record number of foreclosures significantly affected Palm Coast's housing stock and led to a number of housing units falling into disrepair. It is the City's challenge to bring stability to neighborhoods by enforcing property standards and participating in federal and state programs to bring foreclosed homes under new ownershipassist households in maintaining their homes up to the current code. Currently, residents who qualify may tap into the City's CDBG program or the County's SHIP program for financial assistance in maintaining their owner-occupied This goal, which works hand-in-hand with broader neighborhood preservation efforts, can be accomplished through a variety of means including strict enforcement of building and maintenance codes. In particular, there is a need to place special emphasis on regulations intended to ensure that landlords maintain rental units. Several options are discussed in the following objectives and policies.

<u>Objective 3.3.1 – Protect the Existing Housing Stock. Through Adherence to Codes and Incentive Programs</u>

Conserve, maintain, and improve its existing housing stock and eliminate substandard housing conditions through code provisions and incentive programs to require and/or assist builders, private homeowners, and landlords when makeing structural and aesthetic improvements.

Policy 3.3.1.1 The City shall enforce the Florida Building Code and associated codes and standards adopted by the City including pertinent sections of the International Property Maintenance Code. These regulations shall be reviewed on a continual basis and updated as needed.



Policy 3.3.1.2 – Within five (5) years of Plan adoption, the City shall establish Continue permitting and inspection provisions efforts pertaining to property rental and landlords circumstances.

Policy 3.3.1.3 – To promote high quality housing, the City shall enforce architectural and aesthetic regulations. These regulations shall be reviewed on a continual basis and updated as needed.

Policy 3.3.1.4 – The City shall sSupport the use of SHIP or CDBG funds, and the Neighborhood Stabilization Program (NSP) or other available housing program, to assist in the elimination of substandard housing conditions and to make structural and aesthetic improvements.

Policy 3.3.1.5 As part of the LDC, the City shall establish minimum living area standards for various residential uses.

Objective 3.3.2 - Promote Quality Housing

Conduct community outreach efforts to promote quality housing and well-designed neighborhoods where historic resources and the natural environment are protected.

Policy 3.3.2.1 Within five (5) years of Plan adoption, the City shall explore the feasibility of creating a Neighborhood Partnership Program to encourage community-based planning efforts addressing neighborhood stability, housing quality, safety, circulation, accessibility, recreational opportunities, and community character.

Policy 3.3.2.2 The City shall create heritage, conservation or other appropriate overlay districts, as needed, for neighborhood stabilization. The City shall have available historic properties listed in the Master Site Files of the State of Florida Department of Historical Resources (DHR), and those historic and archeological properties protected by Florida Law.

Policy 3.3.2.3 The City shall collaborate with homeowners associations to address community-based issues.

Policy 3.3.2.4 The City shall encourage infill housing and cluster subdivisions in order to protect environmentally sensitive lands and to promote energy conservation.

Policy 3.3.2.5 Within five (5) years of Plan adoption, the City shall provide a developer's handbook which shall contain guidelines for siting, building orientation and landscaping of new housing developments to promote energy and water conservation, ensure compatibility with the surrounding area, minimize adverse environmental impacts, and enhance visual appeal.

Objective 3.3.32 - Promote Energy Efficient Homes

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Promote the design and construction of energy efficient homes through the establishment of an incentive program.

Policy 3.3.32.1 The City shall p<u>P</u>romote the Green Development <u>ProgramBuilding Incentive Program to which encourages</u> the development and construction of energy efficient homes. The Green Development <u>Program may use local, state, and national standards for green buildings.</u>

Policy 3.3.3.2 Promote participation in the Green Development Program through incentives such as:

- a. Reduction of Plan Review Fees
- b. Fast Track Development Review
- c. Recognition for participants through publicity on the city's website or other media outlets.
- d. Provide assistance during final building inspection service to certify FGBC standards.

Policy 3.3.32.32 As part of the Green Development <u>Building Incentive Program</u>, the City shall provide incentives for the use of solar and other renewable energy resources in the planning and design of housing developments.

Objective 3.3.43 - Rehabilitate Substandard Housing

Work to rehabilitate substandard housing units and demolish dilapidated housing units by the year 2035throughout the planning horizon. Provide relocation housing as warranted.

Policy 3.3.43.1 The City shall uUse Community Redevelopment Area (CRA) tax increment financing (TIF) funds or other available funding to address the elimination of substandard housing within the CRA.

Policy 3.3.43.2 Redevelopment Pplans, which are a requirement of the CRA establishment process, shall address housing rehabilitation, demolition, and or relocation or displacement housing based upon the following principles:

- A. In areas where there is strong community identification, redevelopment will occur in a manner to avoid or minimize disruption and cause for relocation.
- B. Consideration shall be given to provide opportunities for those living in the redevelopment area to return to their area if redeveloped for residential use.
- C. The City shall utilize the Housing and Urban Development (HUD) Notice CPE 88-33 guidelines and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 for acquisition of real property and/or displacements of persons from their primary residence if Federal funds are used to relocate residents.

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D. The City shall provide uniform and equitable treatment of persons and businesses displaced through government action supported by Federal aid funds in accordance with the provisions of Section 421.55, F.S.

Policy 3.3.43.3 The City shall inspect substandard and potentially dangerous buildings, regardless of location, to ensure that all housing units within the City meet the requirements of the adopted building and life safety codes. Unless otherwise established by a CRA Redevelopment Plan, rehabilitation and preservation should be the primary consideration with condemnation being used by the City only when necessary to accomplish the goals of the CRA, or a safety situation occurs. The City shall take advantage of the City of Palm Coast-Flagler County Joint Hhousing Pprogram as a possible source of funding for the

Objective 3.3-245 – Protect Residential Areas from Inappropriate Incompatible Land Uses

Protect predominantly residential areas from the intrusion of incompatible or more intensive land uses.

Policy 3.3.524.1 – The City shall amend Evaluate the LDC to include development standards that provide greater setback and buffering requirements between established residential areas and other uses non-residential uses to ensure provide additional compatibility measures between uses. The Florida statutory definition of "compatibility" in §163.3164 shall be utilized for the purpose of implementing this Plan.

Policy 3.3.524.2 – The City shall dReevaluate evelop neighborhood compatibility criteria which shall be utilized by the City to review applications for Future Land Use Map amendments, rezonings, and special exceptions to ensure that proposed land uses and development proposed in close proximity to existing residential homes or neighborhoods do not adversely impact existing the residential areas.

Policy 3.3.24.3 – No residential lot in a recorded, platted subdivision shall be used for nonresidential purposes except as permitted in State statutes (Such as Home Businesses).

Policy 3.3.24.4 – An analysis of compatibility is required when a new non-residential use is proposed to locate next to existing residential uses. Compatibility analyses during Land Use Amendments, Zoning Amendments, or Site Plan applications may include, but are not limited to, review of the following circumstances and attributes of the new development in comparison to the existing development pattern within a 500 foot vicinity of the parcel boundary of the subject parcel proposed for development or redevelopment:

a. A comparison of lot sizes, intensity, and/or density to understand potential trip generation of the new use.

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- b. Location in proximity of a collector or arterial roadway, or a transit stop to determine vehicle miles traveled of the new development that may impact existing residential uses.
- c. A comparison of the scale of the building envelope(s) including floor area ratio and height.
- d. Locations of ingress and egress, and whether or not there are multiple alternate roadways for access to the new development.
- e. Hours of operation of a non-residential use.
- f. Any creation of noise, smoke, glare, fumes, aromas, or other potential nuisance generating activities.
- g. Installation of vegetative buffers, and setback provisions provided with the plan for development.

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h. Any nuisance abatement provisions of the new development.



GOAL 3.4: DIVERSITY IN HOUSING

There shall be Allow a variety of lot sizes and housing types to meet the needs of the citizenry through all stages of life.

FINDING: As discussed in the Future Land Use Element's objectives and policies, the City has an over abundance of ¼-acre platted single-family lots. There is a need for different sized lots and different types of dwelling unitshousing, including mid-density and multifamilyhigher-density attached housing, options to meet the needs of the expanding and diversifying population.

Florida Law requires the City to provide adequate sites and locational criteria for mobile/manufactured "homes". Manufactured "buildings" Modular homes are defined in Florida Law differently than mobile/manufactured "homes". The differences are as follows:

Manufactured "buildings" bear a Department of Economic Opportunity (DEO) seal. In accordance with Florida Law, these may be constructed in any residential zoning district where site built dwellings are permitted. Modular homes are considered conventionally built homes and fall under the Florida Building Code, installed on a permanent foundation.

Mobile/manufactured "homes" bear a Department of Housing and Urban Development (HUD) seal. Florida Law requires the City to provide adequate sites for this type of housing unit Law prohibits manufactured housing to be treated separately from a conventionally built home.

As previously presented in the summary to this element, the City wants to emphasize the importance of a housing supply that recognizes the "life stage" of its current and future residents. "Life Stage" housing recognizes that housing availability encompasses a spectrum of residential options tailored to meet the diverse needs and circumstances of individuals and families across various stages of life. These stages may range from young families starting out on their own, couples with no children, all the way to "empty-nesters" or couples whose children have moved out on their own. Beyond particular housing types, the concept of "life stage" recognizes the need for the availability and affordability of housing as determined by the "life stage" of a household/family.

<u>Objective 3.4.1 – Diversity in Housing Opportunities</u>Ensure Accessible Housing for All Life <u>Stages</u>

Provide a diverse range of housing options that accommodate the evolving needs and preferences of residents throughout all stages of life. Increase the diversity of the housing types, prices, and opportunities.

Policy 3.4.1.1 – Through the FLUM and the zoning district regulations of the LDC, the City shall make provisions to supply land that can be developed with various types of residential

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useshousing at varying densities, including single-family homes of various sizes, duplexes, multi-family dwellings, and residential units in mixed use developments. In doing so, this effort creates housing opportunities that are suitable for differing incomes, ages and life stages.

Policy 3.4.1.2 Within five (5) years of Plan adoption, the City shall initiate a study to review the implications and potential use of land platted for ¼-acre residential lots.

Policy 3.4.1.3 The City shall explore the feasibility of using the Community Redevelopment Area (CRA) procedures, as defined in Florida Law, as a means to redevelop areas with different housing types.

Policy 3.4.1.2 – Recognizing that many older adults prefer to reside in their current homes or community for as long as possible, increase opportunities for appropriate and affordable housing ideally in close proximity to transit and uses providing essential needs. Allow such housing opportunities to occur within walking distance for the benefit of all stages of life, commonly referred to as "aging in place".

Policy 3.4.1.3 – Work toward achieving the Department of Elder Affairs Livable Community designation, achieving the framework for the provision of affordable housing and other foundational built environment standards to sustain aging in place. Housing principles to achieve include:

- a. Affordable housing to people of all income levels.
- b. Equitable access to affordable housing.
- c. A range of high-quality housing options.
- d. Accessible access to housing and destinations for essential needs.
- e. Safe housing and lifestyle conditions.

<u>Policy 3.4.1.4</u> – Promote the use of Universal Design principles to ensure accessibility and inclusivity to meet the lifestage needs of all residents.

<u>Policy 3.4.1.5</u> – Incentivize the development of resilient, solar powered neighborhoods and communities that would result in lower environmental impacts, greater energy independence and cost savings, and faster recovery in the event of a major storm than traditional developments.

Objective 3.4.2 – Adequate Sites for Approved Mobile Homes and Manufactured Buildings

Provide adequate sites for residential mobile homes <u>and manufactured buildings</u> that bear the HUD approval <u>insignia label and manufactured buildings that bear the DEO approval insignia</u>.

Policy 3.4.2.1 – Provided that architectural and aesthetic regulations are met, manufactured buildings, which bear the DEO approval insignia, may be constructed in any residential zoning district where conventional, site-built dwellings are permitted.

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Policy 3.4.2.2 — Within one (1) year of Plan adoption, the City shall eEstablish a mobile/manufactured home (bearing the HUD approval insignia) zoning district, which is not subject to the same architectural and aesthetic regulations as applied in the City's other residential zoning districts. —The City's LDC shall provide that lawfully existing mobile homes may be allowed, subject to conditions, to continue as non-conforming uses.

Policy 3.4.2.3 – The City shall utilize, at a minimum, tThe following principles and criteria for siting the zoning districts in which mobile homes and/or residential manufactured buildings are permitted shall include:

- A. Availability of existing or planned roads and central utilities;
- B. Adequate buffering from proximate residential uses;
- C. Adequate buffering from rights-of-way; and
- D. Located outside of the Coastal High Hazard Zone.

Policy 3.4.2.4 – The City shall develop Land Development Code regulations that establish clear and comprehensive development standards for mobile home and manufactured home Zoning District. These regulations shall include, but not be limited to, the following areas:

- A. Landscape requirements including provisions for native vegetation, tree preservation, and irrigation.
- B. Setback Requirements.
- C. Parking regulations.
- D. Provisions for Stormwater Management.
- E. Community amenities and public spaces.



CHAPTER 1 FUTURE LAND USE ELEMENT

SUMMARY

The Future Land Use Element is one of the Comprehensive Plan's ten (10) elements. It contains Goals, Objectives, and Policies (GOPs) which set up the fundamental elements of the City's growth management regulations and a Future Land Use Map (FLUM) to establish the City's future development pattern. The Future Land Use Element is written to promote the City's Vision and the Guiding Principles developed in 2024 which include:

- 1) Protect Ecosystems, Natural and Cultural Resources
- 2) Develop Parks, Recreational Facilities, trails, and Open Spaces
- 3) Encourage a Positive Community Image
- 4) Generate Economic Development and Job Opportunities
- 5) Prioritize Community Health, Safety, and Wellness
- 6) Support Opportunities for a Variety of Residential Housing Choices
- 7) Enhance Traffic Circulation
- 8) Maintain and Upgrade Public Facilities and Infrastructure
- 9) Uphold Responsible Fiscal Planning
- 10) Preserve Suburban Character in Existing Areas
- 11) Promote Work, Live, and Play in Appropriate Areas, and
- 12) Expand Opportunities for Quality Education.

Palm Coast must achieve its vision in the face of major growth pressures. The U.S. Bureau of the Census documented the City's as 32,732 in 2000, representing 66% of the total County population. Comparatively, in 2010 and 2020, the City population was 75,180 and 89,258, respectively, or 77% of the County total population in 2020. The growth of the City's economic base, including jobs and shopping, has not kept pace with its residential growth. The residential housing remains predominantly comprised of single-family homes on quarter acre lots. Few housing alternatives are available.

The Element establishes the following Future Land Use Map (FLUM) designations: *Residential, Low Density Residential, Institutional, Mixed Use, Industrial, Greenbelt, Conservation, Development of Regional Impact, and Master Planned Mixed Use.* These Future Land Use categories allow the needed flexibility to encourage creatively planned projects and promote a proper balance of uses in the City. The adopted FLUM, which is part of this Comprehensive Plan, assigns these categories to the parcels on the map throughout the City in appropriate locations to create a vitally needed linkage between land use and transportation. A mixture of uses within close proximity to each other in appropriate areas are conducive to a sustainable environment. The Mixed Use designation allows the development of commercial and office uses to promote retail opportunities and job creation. The Master Planned Mixed Use designation is intended for the future growth areas within the City's water and wastewater service area. Through application of the Residential designation, areas already platted and developing exclusively in a suburban residential pattern are preserved for residential uses while allowing differing housing types. This



action is intended to foster the diversification of the housing stock within the City. Environmentally sensitive lands are protected through the Conservation designation or as set forth in the Master Planned Mixed Use Future Land Use designation.

The Future Land Use Element's Goals, Objectives, and Policies (GOPs) and the land use pattern established by the FLUM are further implemented by the City's adopted Zoning Map and Land Development Code (LDC). The Comprehensive Plan allows broader intensities and densities at appropriate locations. Opportunities for redevelopment planning within limited areas of the City are addressed to eliminate blight, diversify housing opportunities, and foster job creation.



GOAL 1.1: ESTABLISHMENT OF FUTURE LAND USE DESIGNATIONS AND ZONING DISTRICTS A

Preserve the character of residential communities; prevent urban sprawl; and protect open space and environmental resources while providing a mixture of land uses, housing types, services, and job opportunities.

FINDINGS: In order to promote job growth and foster a more efficient transportation system with maximum vehicular and pedestrian accessibility, the Future Land Use Map (FLUM) promotes a mixture of uses throughout the City. Areas already platted and developed exclusively in a suburban residential pattern are considered desirable by the citizens of the City and worthy of "protection". All the while, it is of paramount importance to protect the City's environmental resources. To address these somewhat divergent interests, broad based FLUM designations are established. More restrictive land use controls including resource protection standards and identification of specific properties as activity centers are undertaken through Plan implementation by the creation of new zoning districts, a corresponding Zoning Map, and amendments to the Land Development Code (LDC).

Objective 1.1.1 – Establish Future Land Use Map Designations

Provide areas for mixed use development while maintaining the established suburban residential development pattern in residential areas while protecting the community's environmental resources.

Policy 1.1.1.1 - The following future land use designations are established and depicted on the FLUM:

A. Low-Density Residential -

Purpose and Intent: This designation is intended to provide areas for residential housing types at lower maximum densities.

Allowable Uses: Residential single family, duplexes, accessory dwelling units, houses of worship, public schools, public and private parks, recreational facilities, and open spaces including preservation areas. Bed and Breakfast Inns, family child day cares, and adult day cares are allowable as a special exception.

Density: Not to exceed 5 units per gross acre.





B. Residential -

Purpose and Intent: This designation is intended to provide areas for all housing types at various densities.

Allowable Uses: Residential housing in addition to houses of worship, public schools, public and private parks, recreational facilities, golf courses, and other types of open spaces including preservation areas. Bed and Breakfast Inns, family child day cares, and adult day cares are allowable as a special exception.

Density: Not to exceed 15 units per gross acre.

C. Institutional –

Purpose and Intent: This designation is intended to provide areas for civic uses.

Allowable Uses: Public and private educational uses, public buildings, offices limited to supporting institutional uses, hospitals, civic uses, houses of worship and religious venues, public safety, service and social clubs, public and private recreational uses, open space, greenways, and transportation and utilities including, but not limited to, water and sewer plants.

Density: None.

D. Mixed Use -

Purpose and Intent: This designation is intended to provide areas for a mixture of uses that integrates employment, religious, retail, recreational, institutional, educational, and other uses with residential uses.

Allowable Uses: General retail, professional services, and offices. A blending of residential and institutional uses is also allowed in this land use designation with light industrial uses permissible under certain conditions.

Density: Not to exceed 15 dwelling units per gross acre.

Development Allowances and Restrictions: The Master Planned Development (MPD) zoning district shall be used to implement new and innovative planning models to mix higher density residential housing with retail, service, office, and other non-residential land uses.

Within this designation, the use of the MPD zoning district is required to have at least two uses (residential/non-residential) in addition to a public benefit. Each MPD must



demonstrate the compatibility of uses in proximity to each other, a public benefit, and innovative design.

E. Industrial -

Purpose and Intent: This designation identifies areas suitable for both heavy and light industrial uses to provide employment opportunities for higher skilled jobs with higher pay scales.

Allowable Uses: Heavy industrial uses to include those that are major users of electricity and water, produce greater amounts of solid wastes and air emissions, or substantially impact the landscape through mining and mineral extraction. Light industrial uses to include limited manufacturing and product assembly, warehousing, storage yards and facilities, and business and research parks involving trucking and shipping activities.

Density: None.

Development Allowances and Restrictions: An industrial use's proximity to wellfields shall be considered. Commercial and institutional uses are also allowed within this designation only when necessary to provide support facilities for large employment centers.

F. Greenbelt -

Purpose and Intent: This designation is primarily intended to protect natural resources, to serve as a natural buffer between different uses, and provide limited development activity.

Allowable Uses: Low-density residential uses, such as estate lots and equestrian villages., limited agricultural uses, silviculture activities, parks, greenways, golf courses, and other types of open spaces including environmental preserves and wetland preservation areas.

Density: Not to exceed one dwelling unit per gross acre.

Development Allowances and Restrictions: The clustering of residential uses is encouraged in this land use designation under certain conditions in order to preserve natural resources and open space or to minimize the need for extensive infrastructure

G. Conservation –

Purpose and Intent: This designation is intended to provide for the preservation of large interconnected optimal wetland systems and other environmentally sensitive areas including, but not limited to, natural water bodies and lakes; estuaries; oak hammocks;



large areas consisting of native vegetation; wildlife corridors; and aquifer recharge zones.

Allowable Uses: Preservation of lands; public accessibility, and basic facilities such as water dependent or water-related facilities; shore access facilities; other similar water-oriented recreational facilities; trails, boardwalks and other similar pathways, trailheads and other low impact development consistent with any applicable permit.

Density: None.

Development Allowances and Restrictions: Conservation areas are generally a minimum of 10 acres in size, with most being substantially larger.

Minimal development is allowed and is restricted to that which provides public access and passive recreation purposes.

Unlike most of the other land use designations that follow property lines, the boundaries of most areas assigned this land use designation are drawn to encompass the environmentally sensitive area using best available aerial mapping data and will require field verification to determine boundaries with precision.

H. Pre-2018 Development of Regional Impact (DRI) -

Purpose and Intent: This designation is intended to identify the City's existing DRIs.

This designation is further categorized into the following sub categories:

- DRI (Residential)
- DRI (Mixed Use)
- DRI (Urban Core)

Allowable Uses: As vested in the approved DRI documents and/or issued development orders.

Density: As vested in the approved DRI documents and/or issued development orders.

Development Allowances and Restrictions: As vested in the approved DRI documents and/or issued development orders.

I. Master Planned Mixed Use (MPMU) -

Purpose and Intent: This designation is intended to support a mix of uses within large land holdings located west of US 1 and the railroad that have been annexed into the City. The purpose is to guide mixed use development within the means of the natural environment, creating an ecologically sustainable and economically resilient community.



Allowable Uses: A full range of a mix of uses is allowed as provided for in Goal 1.8 and implementing objectives and policies.

Density: Not to exceed 1.2 dwelling units per gross acre as described in Goal 1.8. See Policy 1.8.3.1. for definition of Residential Density.

Development Allowances and Restrictions: Development will occur based on the principles of smart growth within a series of areas that will include Villages, Greenway Corridor Overlay, Neighborhood Centers, Village Centers, Employment Center(s) and a Regional Activity Center. Goal 1.8 and its implementing objectives and policies set forth the MPMU regulations which shall supersede and control over any contrary policy in the Comprehensive Plan

Policy 1.1.1.2 - The Future Land Use (FLU) designations shall permit the zoning districts listed and generally described in the following table. The maximum densities and intensities for each FLU designation and zoning district are also included in the table. These districts may be added, deleted and amended from time to time as long as they do not exceed the maximum density and intensity allowed within the respective FLU designation.



FLUM Designation	Zoning Districts ^{1, 2, 3}	Maximum Densities / Intensities (based on gross developable acreage) ⁴
Low-Density	Suburban Estate (EST-1)	1 unit per acre
Residential	Rural Estate (EST-2)	1 unit per 2.5 acres
	Single Family Residential Districts allowing various sized lots (SFR-2, SFR-3, SFR-4, SFR-5)	No more than 5 units per acre
	Duplex (DPX)	No more than 5 units per acre
Residential	Suburban Estate (EST-1)	1 unit per acre
	Rural Estate (EST-2)	1 unit per 2.5 acres
	Single Family Residential Districts allowing various sized lots (SFR-1, SFR-2, SFR-3, SFR-4, SFR-5)	2 to 7 units per acre
	Duplex (DPX)	8 units per acre
	Multi-family Residential (MFR-1)	8 units per acre
	Multi-family Residential District (MFR-2)	12 units per acre
	Mobile Home District (MHD)	8 units per acre
	Parks & Greenways (P&G)	0.10 Floor Area Ratio
	Preservation (PRS)	Minimal Development may be permitted to provide public accessibility and basic facilities
	Public and Semi-Public	0.30 Floor Area Ratio
Institutional	Parks & Greenways (P&G)	0.10 Floor Area Ratio
	Public and Semi-Public (PSP)	0.30 Floor Area Ratio
	Preservation (PRS)	Minimal Development may be permitted to provide public accessibility and basic facilities
	Limited Offices (OFC-1)	0.30 Floor Area Ratio
Mixed Use	All zoning districts permitted in the Residential Designation	As noted
	All zoning districts permitted in the Institutional Designation	As noted
	Neighborhood Commercial (COM-1)	0.30 Floor Area Ratio
	General Commercial (COM-2)	0.40 Floor Area Ratio
	High Intensity Commercial (COM-3)	0.50 Floor Area Ratio
	Office (OFC-1 or 2)	0.40 Floor Area Ratio
	Light Industrial (IND-1)	0.35 Floor Area Ratio
	Master Planned Development (MPD)	15 units per acre and/or 0.55 Floor Area Ratio
Industrial	All zoning districts permitted in the Institutional Designation	As noted
	Light Industrial and Warehousing (IND-1)	0.35 Floor Area Ratio
	Heavy Industrial (IND-2)	0.35 Floor Area Ratio
	General Commercial (COM-2)	0.40 Floor Area Ratio
	High Intensity Commercial (COM-3)	0.50 Floor Area Ratio
Greenbelt ⁵	Suburban Estate (EST-1)	1 unit per acre
	Rural Estate (EST-2)	1 unit per 2.5 acres
	Agriculture (AGR) Preservation (PRS)	1 unit per 5 acres Public accessibilityand basic facilities
	Public and Sami Public (PSP)	only0.05 impervious surface 0.30 Floor Area Ratio
	Public and Semi-Public (PSP) Parks & Greenways (P&G)	0.10 Floor Area Ratio
Conservation ⁶	Preservation (PRS)	No residential density will be permitted. Public accessibilityand basic facilities only 0.05 impervious surface
Development of Regional Impact (DRI)	As approved.	For Existing DRI's, the Development Order establishes the maximum density and intensity.
Master Planned Mixed Use	Master Planned Development (MPD)	Residential: 1.2 dwelling units per gross acre. Non-residential: 1.0 Floor Area Ratio.

Footnotes:

1. See Policy 1.1.1.6, the "-W" wetlands probability zone may be affixed to any of the zoning districts.



- 2. See Objective 1.1.2, Master Planned Development (MPD) [formerly known as Planned Unit Developments (PUDs)] is permitted in any FLUM designation. In lands zoned MPD, only the preservation/conservation areas within the MPD will be permitted in the Conservation FLUM. Village Centers are implemented through MPDs. The maximum density and maximum intensity is equivalent to the applicable FLU designation maximum.
- 3. See Policy 3.3.2.2, Overlay districts may be utilized.
- 4. See Policies 1.1.1.7 and 1.1.1.8, wetlands, which are preserved, may be count as "gross developable acreage" in making density and/or intensity calculations under certain conditions.
- 5. As discussed in Policy 1.1.2.4, the Greenbelt land use designation allows for smaller lot sizes to cluster units.
- 6. See Policy 1.1.1.1(F), Conservation, the boundaries of this FLUM designation must be field verified.
- As provided for in Goal 1.8, the Master Planned Mixed Use designation density and intensity standards are defined and further sub-categorized.
- 8. Developments eligible for density or intensity bonuses may exceed the maximum densities/intensities as allowed by subsequent policies within the Comprehensive Plan.

Policy 1.1.1.3 – Measured on a *citywide*, or cumulative basis, the following density and intensity limitations shall be placed on the FLUM designations:

FLUM Designation	Limitations on Densities / Intensities ¹	
Residential Low- Density	No greater than 5 dwelling units per acre measured on a per parcel basis.	
Residential	A maximum of 25% of the total land area within this FLUM designation (citywide) may be zoned or developed at a density equal to or greater than 8 units per acre.	
Institutional	A maximum of 75% of the total land area within this FLUM designation (citywide) may be zoned or developed at an intensity equal to or greater than a 0.30 Floor Area Ratio.	
Mixed Use	A maximum of 20% of the total land area within this FLUM designation (citywide) may be zoned or developed for residential use with a maximum of 33% of the residential units occurring at a density equal to or greater than 15 units per acre. A maximum of 25% of the total land area within this FLUM designation (citywide) may be zoned or developed at an intensity equal to or greater than a 0.55 Floor Area Ratio.	
Industrial	A maximum of 25% of the total land area within this FLUM designation (citywide) may be zoned or developed at an intensity equal to or greater than a 0.50 Floor Area Ratio.	
Greenbelt	A maximum of 50% of the total land area within this FLUM designation (citywide) may be zoned or developed at a density equal to or greater than one (1) unit per acre. A maximum of 25% of the total land area within this FLUM designation (citywide) may be zoned or developed at an intensity equal to or greater than a 0.30 Floor Area Ratio.	
Conservation	Not applicable; development restricted.	
Development of Regional Impact	As discussed in Policy 1.1.1.1(G)	
Master Planned Mixed Use	As discussed in Goal 1.8.	

¹ Projects developed as authorized by the Live Local Act shall not be calculated in these limitations.

Policy 1.1.1.4 – The following principles and locational criteria shall be required and analyzed to approve a MFR-1 or MFR-2 zoning district change within the Residential and Mixed Use FLU designations:

A. Availability of existing or planned roads or driveways, which provide accessibility to a collector or an arterial roadway. Planned roads are those identified within the Capital Improvements 5-year schedule.





- B. Sites with at least 15 acres of contiguous uplands are preferable; sites less than 5 acres should not be considered.
- C. Availability of central utilities.
- D. Walkability or transit access to existing or planned commercial and/or employment
- E. Walkability or transit access to existing or planned parks and recreation facilities.
- F. Proximity to existing or planned schools. Planned schools are those facilities identified by the School Board in their 5-year schedule.
- H. Ability to incorporate design compatibility measures with sites abutting single-family residential detached homes in relation to the height, size, and scale of multi-family housing constructed (such compatibility measures may include additional buffers, screening, tiering).

Policy 1.1.1.5 – To promote preserving the character of existing single-family zoned neighborhoods and balanced sustainable growth, the City of Palm Coast shall evaluate and make necessary modifications to LDC regulations to ensure the harmonious integration of multi-family developments adjacent to existing single-family zoned residential areas. Strategies may include:

- A. Increasing setbacks and buffering requirements between multi-family and single-family zoned areas.
- B. Implementing gradual density transitions, with lower-density multi-family housing adjacent to single-family areas.
- C. Encouraging multi-family housing within mixed-use areas, MPDs or village centers.
- D. Develop design standards for multi-family developments to ensure visual compatibility with surrounding single-family homes.
- E. Require traffic impact studies and mitigation measures for multi-family developments.
- F. Impose height restrictions on multi-family buildings near single-family areas.
- H. Encouraging clustered multi-family development to preserve open space as a buffer.

Policy 1.1.1.6 – Understanding that housing should be included in residential areas that can accommodate people of all ages, physical abilities, and life stages, Palm Coast shall promote housing that includes smaller-scale multi-family attached homes, oftentimes referred to as "missing middle housing". This housing includes:

- A. Housing that generates a welcoming atmosphere that includes neighborhood safety attributes, walkability, and place-based design features.
- B. Homes that are constructed to appear as the same scale, orientation, and are complementary to the existing neighborhood appearance and character.
- C. Options for a mixture of housing types and lot sizes such as duplex, stacked quadraplexes, townhomes, and courtyard housing.

Policy 1.1.1.7 –Coordinate with the School Board to locate future public school facilities proximate to residential areas, allow for co-location of other public facilities, provide for safe





accessibility of pedestrians and cyclists, and complement patterns of development so that future public school facilities serve as community focal points.

- **Policy 1.1.1.8** For the determination of available density, gross density shall be as defined in the Land Development Regulations, except for the MPMU designation where such definition is set forth in Goal 1.8..
- **Policy 1.1.1.9** The Wetlands probability Zone shall be used to potentially identify areas containing significant wetland areas. The assignment of the probability zone shall be affixed to any of the City's zoning districts permitted within any of the FLUM designations, except as to the MPMU land use designation which is subject to Goal 1.8. . A "W" indication on the FLUM shall be used to indicate that a parcel or lot may have substantial wetlands located on it and thus, may be restricted for future development. At the same time, the designation of the Wetlands Overlay Zone may not affect development rights granted by the Future Land Use designation or zoning district.
- **Policy 1.1.1.10** The City shall continue to maintain in its Land Development Code (LDC) to grant partial credit for preserved wetlands in making density or intensity calculations. This is an on-site transfer of development rights, which may involve allowing part of the preserved wetland area to count as gross developable acreage in making the calculation.
- **Policy 1.1.1.11** Allow preserved wetlands to count as gross developable acreage within zoning districts which permit the creation of rural residential lots that are 1.0 acres or greater. These regulations shall be applicable in cases where lots are designed to include a combination of uplands and preserved wetlands provided that the upland area on each lot is adequately sized and configured to allow the development of homes and related site improvements without impacting the preserved wetlands.

Objective 1.1.2 – Zoning Districts that Allow a Mixture of Uses

Encourage the use of innovative land development regulations by permitting zoning districts that allows for a mixture of uses in any FLUM designation. \square

- **Policy 1.1.2.1** Permitted uses within a mixed use development shall follow those allowed within the corresponding zoning districts associated with the Future Land Use designation. Deviations from the land development regulation standards may be permissible in order to promote and encourage creatively planned projects and in recognition of special geographical features, environmental conditions, economic issues, or other unique circumstances.
- Policy 1.1.2.2 Permitted densities and intensities within a proposed mixed use development shall generally follow those allowed within the corresponding zoning districts associated with the FLU designation assigned to the property. Deviations from land development regulation standards may be permissible in order to promote and encourage creatively planned projects and in recognition of special geographical features, environmental conditions, economic issues, or other unique circumstances.





Policy 1.1.2.3 – Clustering of residential units is allowable to create rural communities, achieve planning principles or conservation subdivisions and minimize the need for extensive infrastructure. The Greenbelt land use designation may include MPDs having lot sizes of less than one (1) acre with common open spaces provided that the development's overall density does not exceed one (1) dwelling unit per acre.

Policy 1.1.2.4 - Colbert Preserve/Roberts Pointe Master Planned Development Area is approved with a maximum development of 1,500 dwelling units and 200,000 sq. ft. of non-residential uses. (See Future Land Use Map for Boundary of Subject Area).

Objective 1.1.3 – Establish Criteria for the Evaluation of Amendments to the FLUM

Review proposed amendments to the Future Land Use Map (FLUM) based upon environmental conditions, the availability of facilities and services, school capacities, compatibility with surrounding uses, and other generally accepted land use planning principles.

Policy 1.1.3.1 – At a minimum, the following environmental factors shall be evaluated each time a FLUM amendment is proposed:

- A. Topography and soil conditions including the presence of hydric soils.
- B. Location and extent of floodplains and the Coastal Planning Area, including areas subject to seasonal or periodic flooding.
- C. Location and extent of wetlands, certain vegetative communities, and protected wildlife species.
- D. Location and extent of other environmentally sensitive features.
- E. Proximity to wellfields and aquifer recharge areas.
- F. Impacts to potable water supply.

Policy 1.1.3.2 - At a minimum, infrastructure availability and capacity, specified as follows, shall be considered when evaluating proposed FLUM amendments:

- A. Existing and future capacity of roadways based on functional classifications and best available data for traffic modeling. For the purposes of evaluating capacity, roadway improvements programmed in the FDOT 5-year Work Plan or listed in either the City or the County 5-year Capital Improvement Program shall be considered.
- B. Large-scale, high-intensity commercial projects shall be concentrated at intersections of the following arterials: Palm Coast Parkway and Old Kings Road; Palm Coast Parkway and Belle Terre Parkway; Palm Coast Parkway and U.S. 1; Matanzas Woods Parkway and U.S. 1; Belle Terre Parkway and S.R. 100; S.R. 100 and I-95; and S.R. 100 and Old Kings Road.
- C. Existing and future availability and capacity of central utility systems, such as availability under applicable SJRWMD and FDEP Permits.





- D. Availability and capacity of receiving watercourses and drainage systems to convey design storm events.
- **Policy 1.1.3.3** At a minimum, compatibility with proximate uses and development patterns shall be considered when evaluating proposed FLUM amendments. "Compatibility" shall be as defined in Section 163.3164(9), Florida Statutes.
 - A. This policy shall not be construed to mean that different categories of uses are inherently incompatible. This policy is intended to promote the use of transitional areas where densities and intensities can be appropriately scaled.
 - B. Buffers are encouraged as an effective means of transition between areas where there is a greater difference between densities and intensities of the existing and proposed developments.
 - C. An analysis shall be conducted of the proposed development, and how that will interface with existing abutting development, if approval is granted.
 - D. Neighborhood character shall be preserved and promoted by working toward maintaining compatibility of surrounding land uses when new abutting uses are introduced.

Policy 1.1.3.4 – For any proposed FLUM amendment that affects public school facilities, the City shall consider School District comments and other issues related to public school facilities including, but not limited to:

- A. Available school capacity or planned improvements to increase school capacity;
- B. The provision of school sites and facilities with planned neighborhoods;
- C. Compatibility of land uses adjacent to existing schools and school property;
- D. The co-location of parks, recreation and neighborhood facilities with school sites;
- E. The linkage of parks, recreation and neighborhood facilities with bikeways, trails, and sidewalks for safe access;
- F. Traffic circulation plans, which serve schools and the surrounding neighborhood;
- G. The provision of off-site signalization, signage, access improvements, and sidewalks to serve schools;
- H. The inclusion of school bus stops and turnarounds; and
- I. The use of schools as emergency shelters.

Policy 1.1.3.5 – Impacts to the health, safety, and welfare of residents shall be considered.

Policy 1.1.3.6 – To preserve the stability of existing neighborhoods, platted lots as part of a recorded subdivision shall not be used for non-residential purposes other than those uses associated with a home occupation.

Objective 1.1.4 - Discourage Urban Sprawl

Promote compact and contiguous development, a mixture of land uses, and discourage urban sprawl. •





- **Policy 1.1.4.1** The Mixed Use Future Land Use designation is intended to provide opportunities for residents to work, shop, engage in recreational activities, and attend school and religious services in reasonabe close proximity to residential uses.
- **Policy 1.1.4.2** The Master Planned Development (MPD) zoning district shall allow residential housing types to be mixed with retail, service, office, commercial, and other land uses. It shall be supported that MPD's are strategically located throughout the City to promote infill development and to maximize vehicular and pedestrian accessibility.
- **Policy 1.1.4.3** Land use patterns are required to be efficient and not disproportionately increase the cost of providing and maintaining public facilities, as well as providing housing and transportation strategies that will foster energy conservation.

<u>Objective 1.1.5 — Ensure that the Land Development Code Remains Consistent with this Plan.</u>

Amend and maintain the Land Development Code to ensure consistency with, and to implement this Comprehensive Plan.

- **Policy 1.1.5.1** Proposed amendments to the LDC shall be reviewed for consistency with the Comprehensive Plan.
- **Policy 1.1.5.2** Within one year of adopting a Comprehensive Plan amendment, the City shall update the LDC, if applicable, to implement the amendment and maintain consistency between the two documents.

Objective 1.1.6 – Encourage Redevelopment and Revitalization to Support Economic Development.

Encourage investment and economic development that will improve the quality of life for residents.

Policy 1.1.6.1 - Support the Palm Coast Town Center, which is located in the SR 100 Corridor Community Redevelopment Area (CRA), as an Innovation District. Accordingly, within this district:

- 1) Facilitate the creation and commercialization of new ideas,
- 2) Support the incubation of employment,
- 3) Leverage distinct economic attributes, and
- 4) Leverage the proximity, density of residential development, and Palm Coast historical attributes into a hub of a live, work, and play environment.

Policy 1.1.6.2 – Coordinate with the SR 100 Corridor CRA Board to mitigate and/or eliminate the identified blight conditions as identified in the most recent CRA Plan.





FINDING: As a vestige of the ITT Master Plan there are about 8,200 "original ITT platted lots" remaining. Historically, it has been relatively inexpensive to purchase a lot and build a home because ITT absorbed the cost of building the infrastructure and created so many lots. The historic problems associated with sparsely developed areas include inefficient delivery of urban services and the increased risk of wildfires are reduced as more and more of the ITT lots are absorbed or developed. As it pertains to the housing market, there were relatively few choices for existing and future residents other than the original ITT lots. Of particular importance are the older City residents in the 65+-age cohort, which comprised approximately 21.5% of the City's population based on the 2010 U.S. Census. This age cohort, based on the 2022 5-year American Community Survey, now composes approximately 29.5% of the City's population. It is important to note that between 2010 and 2022 all the age cohorts increased in number. However, of all the age cohorts that may potentially be in the housing market (20-34, 35 to 64, and 65+), the 65+ cohort had the highest increase as a share of the overall population while the other cohorts had a slight decrease. This demographic trend tends to direct the need to increase availability of different housing types and the need to continue to explore alternative ways to expand the variety of available housing within the City.

Objective 1.1.7 – Create a Vacant Land Inventory and Analysis

Address the impacts of the abundance of existing vacant and platted lots in the community and identify ways to facilitate a balanced mix of housing types, lot and parcel sizes, and land uses to meet the needs of the increasing population.

Policy 1.1.7.1 - Maintain a vacant land inventory of all properties within Palm Coast to monitor development rates and to assess developability, and vacancy rates through the best available data.

Policy 1.1.7.2 - Continue to evaluate opportunities to maximize efficiencies in providing public services to sparsely developed areas of the City.

Policy 1.1.7.3 - Various incentives shall be considered to encourage assembly, consolidation and development of existing platted lands to create different sized lots.

FINDING: Florida Statutes require that the Comprehensive Plan analyzes two planning horizons, one covering the next ten years after update, and one covering at least a 20-year period. A five year fiscal planning period is utilized for the Capital Improvements Element. The Plan Horizons are for the purpose of planning long range land use and infrastructure needs. Additional planning periods for specific components, elements, land use amendments or projects shall be permissible and accepted as part of the planning process. The various elements must be coordinated to implement a strategy to address projected long range deficits.





Objective 1.1.8 - Implement 10-Year and 20-Year Long Range Planning Periods

Implement a 10-year and 20-year planning period. Establish and maintain a Plan Horizon which ensures a minimum 20-year long range planning period at all times.

Policy 1.1.8.1 - Year 2050 is established as the 20-year Plan Horizon. This period shall be evaluated during each EAR assessment and shall be amended as necessary to maintain a minimum long range planning period of 20 years This policy is intended to ensure that the City maintains a long term planning perspective.

Objective 1.1.9 – South Old Kings Road Planning Area

Encourage the responsible development of the South Old Kings Road Planning Area (Area) which has significant economic benefit to the City of Palm Coast while requiring the reasonable protection of (1) the Area's natural, cultural, and environmental resources, (2) the quality of life to the City's residents, and (3) the City 's surrounding infrastructure.

- **Policy 1.1.9.1** Development in the Area shall not exceed 2,500 residential dwelling units and 2,500,000 square feet of commercial or industrial use.
- **Policy 1.1.9.2** To promote compact and contiguous development and to discourage urban sprawl, the Area shall be designated Mixed Use, Greenbelt, and Conservation on the City's FLUM.
- **Policy 1.1.9.3** To promote onsite ecological enhancements, biodiversity, and ensure lands east of Old Kings Road which are designated as Greenbelt are protected in perpetuity, prior to the issuance of a development order, environmentally sensitive areas shall be preserved which include: (1) unique habitat (unique topographical reliefs, hardwood hammocks, xeric or sandhill communities), (2) historical and cultural resources, and (3) wetlands that serve the ecological function of Bulow Creek. The Master Planned Development (MPD) approval shall reflect this requirement.
- **Policy 1.1.9.4** The Area shall be developed as Mixed Use in such a fashion that shortens vehicular trip lengths, promotes internal trip capture and provides employment opportunities for residents living within the Area.
- Policy 1.1.9.5 To ensure that valuable natural resources are protected, no development order or rezoning requests shall be adopted for that portion of the Area lying East of Old Kings Road until (1) a survey identifying gopher tortoise, scrub jay, jurisdictional wetlands, and other natural resources is completed; (2) a cultural resource field survey and assessment report is prepared for that portion of the Area lying east of Old Kings Road; and (3) a tree survey is completed assessing lands lying east of the Conservation lands for that portion of the Area lying east of Old Kings Road.





- **Policy 1.1.9.6** No development order or rezoning request shall be adopted for any of the property in the Area until a Conceptual Master Plan for the Area is completed.
- **Policy 1.1.9.7** In an effort to protect that portion of the Area lying East of Old Kings Road, low to medium density development shall be required.
- **Policy 1.1.9.8** Gopher Tortoise, commensal species, and associated habitats shall be preserved as per Florida Fish and Wildlife Conservation Commission (FWC) guidelines.
- **Policy 1.1.9.9** Cultural and historic resources shall be referred to the Division of Historical Resources, State Historic Preservation Office (SHPO) for their recommendations to preserve any cultural and/or historic resource within the Area.
- **Policy 1.1.9.10:** For property located east of Old Kings Road, development standards for the Area shall include design practices and standards to protect environmental and cultural resources. Such standards may include but not be limited to: clustering, Florida Green Building Coalition, Low-Impact Development (LID), and Conservation Subdivision Design.
- **Policy 1.1.9.11:** To sustain hammock communities, areas within the site with the greatest concentration of specimen and historic trees, shall be considered in the design process to minimize impacts and removal of the trees through avoidance of such areas. If this is not physically possible, other techniques and development practices identified in the City's Land Development Code, including green development, may be utilized to reduce impacts.
- **Policy 1.1.9.12**: Road crossing designed to minimize the impact to natural and cultural resources shall be permitted in areas designated as Conservation on the City's FLUM.
- **Policy 1.1.9.13:** Road crossing in Conservation areas, special flood hazard areas, and wildlife corridors shall be designed to avoid compromising the functions and quality of the environmental resources. Such designs may include but not be limited to grade separations and wildlife crossings.
- **Policy 1.1.9.14** Any development plan in the Area shall take into consideration the potential extension of Citation Parkway as a potential east-west connector in the City of Palm Coast and as a parallel facility to State Road 100.
- **Policy 1.1.9.15** Development of the transportation network within the Area shall include an overall pedestrian/bicycle facility system to facilitate alternative modes of transportation within and into the Area.
- **Policy 1.1.9.16** Recognizing the acquisition by Flagler County through the Environmentally Sensitive Lands (ESL) program of adjacent lands to the south, additional planning shall include facilitating and design for public access and connectivity to these lands.





Policy 1.1.9.17 - The City shall coordinate with land acquisition entities and public agencies to acquire environmentally and culturally significant lands in the Area east of Old Kings Road.

Policy 1.1.9.18— In the event that the Owner/Developer places conservation easements over any wetlands within the Area, the City may at its own expense and at its sole discretion, change the comprehensive plan designation of said wetland to a FLUM designation of Conservation. Such lands may be required to be dedicated to a public or non-profit entity.

Policy 1.1.9.19 – Development of the Area identified as Economic Development Area #3 in the Airport Area Master Plan shall consider the recommendations of the Airport Area Master Plan in order to ensure the long-term development of the Flagler County Airport.

Policy 1.1.9.20 – Prior to any development in the South Old Kings Road Planning Area, the developer will coordinate with the School District to have a binding commitment that ensures adequate school capacity is available to accommodate the impacts of the development plan at buildout. Any capital improvement needed to increase school capacity will be included in the Capital Improvements Schedule.



GOAL 1.2: QUALITY OF LIFE

Maintain the community's quality of life through preservation and enhancement of environmental and community resources.

<u>FINDING</u>: Open space and greenways provide benefits to the City through the conservation of native ecosystems and landscapes, protection of natural resources, expansion of public recreational amenities, the provision of outdoor educational opportunities, and alternative transportation to reduce dependence on automobile travel. Open space and greenway areas can also help to define urban boundaries and thus, prevent sprawl.

Objective 1.2.1 – Emphasize the Preservation of Natural Resources and Open Space

Identify, protect, and promote, greenways, open spaces and other identified natural resources through a variety of mechanisms. These mechanisms include, but are not limited to, public acquisition, development agreements, obtaining easements, and land development regulations, which shall be addressed through on-going amendments to the LDC.

<u>FINDING</u>: The conceptual location of desired open spaces, greenway linkages, and Blueways are depicted on Map 4.1. These include:

- A. Potential Greenway Corridors and Linkages
 - 1. Old Kings Road North
 - 2. Old Kings Road South
 - 3. Lehigh Trail
 - 4. Seminole Woods
 - 5. Town Center
 - 6. Linear Park
 - 7. Palm Harbor Parkway
 - 8. Greenway Link from US-1 to Belle Terre Elementary School
 - 9. US-1 Multi-Purpose Path
 - 10. Graham Swamp
 - 11. Waterfront Park
 - 12. Easthampton Blvd.
 - 13. Pine Lakes Parkway
 - 14. Belle Terre Blvd. (South of SR 100)
 - 15. Sesame Boulevard
 - 16. Mulberry Branch
 - 17. Pellicer Creek
 - 18. Northeast Corridor Greenway Area
 - 19. Bulow Creek
 - 20. Long Creek
- B. Potential Open Space:
 - 1. Reserve Parcels throughout City





- 2. Parcels identified as a priority for acquisition by the City, Flagler County, SJRWMD or the State for conservation and/or preservation purposes.
- C. Potential Blueways include the freshwater and saltwater canal systems.
- **Policy 1.2.1.1** The City shall support greenway and trail linkages between public and private open space resources, schools, parks, residential, and commercial developments, as appropriate. The City shall consider incentives to private property owners to provide public access easements in selected locations.
- **Policy 1.2.1.2** The City shall consider public access on linear "reserve" parcels used for drainage, other utilities, and Florida Power and Light (FPL) easements in order to enhance scenic and pedestrian amenities. The City shall coordinate with FPL, and other utility providers to obtain public access easements in selected locations.
- **Policy 1.2.1.3** Identify and consider funds for land acquisition of potable water wellfields and recharge areas.

<u>FINDING</u>: The City's streetscapes (i.e., the view a driver or pedestrian has from street level) are often cited by residents and visitors as one of the community's most attractive assets. Vistas comprised of natural wooded areas, planted medians, and generous landscape buffers abutting developed properties provide gateway corridors worthy of protection and enhancement.

Objective 1.2.2 – Prioritize the Improvement and Maintenance of Streetscapes

Implement plans and land development regulations to improve and maintain the City's streetscapes, including new landscaping and the protection of existing, natural vistas.

- **Policy 1.2.2.1** Conduct special studies to identify gateway corridors and prioritize improvements in the Capital Improvement Program. The following roadways are identified as "gateway corridors". Projects such as median beautification, landscaping, entry signage, utility burial, and street lighting shall be considered within these public rights-of-way.
 - A. Palm Coast Parkway
 - B. Belle Terre Parkway
 - C. Whiteview Parkway
 - D. Seminole Woods Parkway
 - E. Palm Harbor Parkway
 - F. Matanzas Woods Parkway
 - G. Royal Palms Parkway
 - H. Old Kings Road (Flagler County jurisdiction)
 - I. Colbert Lane (Flagler County jurisdiction)
 - J. State Road 100 (FDOT jurisdiction)
 - K. US 1 (FDOT jurisdiction)





L. Interstate 95 exit ramps (FDOT jurisdiction)

Policy 1.2.2.2 – Maintain regulations in the LDC to:

- A. Require all new development, except stand-alone residential units in existing platted subdivisions, to bury utility lines underground.
- B. Develop standards for public street lighting and parking lot lighting.
- C. Develop design standards for signage in public rights-of-way.
- D. Develop standards addressing the design and landscaping of fences and walls on double frontage lots.
- E. Establish design and irrigation standards for landscaping of streets and medians.
- F. Extend architectural and color requirements for non-residential buildings and signs beyond the Palm Coast Parkway corridor to other areas of the City.

Policy 1.2.2.3 – Determine methods for funding landscaping and lighting on arterial and collector street systems to include, but not be limited to, the following:

- A. Maintain a separate 'street tree and landscape account', which shall be funded with code violation fines for unpermitted lot clearing and related violations.
- B. Development of a program to assist community organizations to adopt medians, islands, and other areas in the rights-of-way for landscape beautification. City assistance may include preparation of landscape plans, the provision of materials, site supervision, and maintenance.

Policy 1.2.2.4 - Identify canopied street segments within the City and where appropriate, protect them by designating them as policy constrained streets. This designation may allow the shortening or elimination of road widening projects and turn lanes.

Policy 1.2.2.5 - The following streets are designated as policy constrained streets:

- 1) Palm Coast Pkwy. (eastbound & westbound) between Florida Park Dr. and Palm Harbor Pkwy.
- 2) Colbert Lane (between eastbound Palm Coast Pkwy. and westbound Palm Coast Pkwy.)

Policy 1.2.2.6 – The City shall coordinate with Flagler County to extend the constrained roadway designation for Colbert Lane from Palm Coast Parkway (eastbound) to Grady Prather Jr. Cv. or a more appropriate terminus.





GOAL 1.3: ADEQUATE PUBLIC FACILITIES AND CONCURRENCY

The City shall ensure that public facilities and services are adequate to provide for the health, safety, and welfare of the public and are provided concurrent with the impacts of new development.

FINDING: Although the provision of public infrastructure and services (i.e. roadways, sidewalks, parks, water, sewer, drainage, and solid waste) is discussed in other Comprehensive Plan Elements, the ability to provide efficient and cost effective services for the population is related to the land planning mechanisms discussed in the Future Land Use Element. In order to measure what constitutes acceptable service delivery, the Comprehensive Plan contains level of service standards in each of the aforementioned areas. To meet these LOS standards, proposed developments are evaluated based on a concurrency management system. This system dictates the improvements needed to support new development, while at the same time providing a planning tool that the City can utilize to help prioritize investments in public infrastructure.

In addition, this part of the Plan focuses on the need for the City to address public safety through proper planning of fires stations, wildfire mitigation, and a long-term proposal to evaluate the need for City police services.

Objective 1.3.1 - Ensure Adequate Public Facilities Concurrent with New Development

Require that public facilities, infrastructure, and services shall be provided concurrent with the impacts of new development.

- **Policy 1.3.1.1** The City shall ensure that the location and timing of new development is coordinated with the provision of public facilities through the use of growth management measures being included in the LDC such as development phasing, programming, and appropriate sizing of public facilities.
- **Policy 1.3.1.2** The City shall ensure that public facilities, infrastructure, and services are operated at the adopted LOS standards and in conformance with the Capital Improvements Element, consistent with Section 163.3180, Florida Statutes.
- **Policy 1.3.1.3** The City shall encourage development to locate in the areas where public facilities, infrastructure, and services are available. Where there are deficiencies and where appropriate, the City shall require the developer to provide or extend the facilities as necessary to accommodate development provided such provision or extension is consistent with state law. Applicable impact fees shall be used by the City consistent with State law to offset the costs of the City providing facilities.
- **Policy 1.3.1.4** The City shall seek opportunities for financing and maintaining public facilities and services in partnership with other entities to leverage public resources. In addition, the





City shall join in intergovernmental agreements with the County, State, Federal government and private sector, as appropriate, to identify and build needed public facilities, and allocate the costs of such facilities in proportion to the benefits accruing to each.

- **Policy 1.3.1.5** The location and timing of new public facility needs shall be considered when amendments to the FLUM are requested.
- **Policy 1.3.1.6** The City shall conduct periodic reviews, and updates of its impact fee schedules to ensure that the City retains the ability to provide adequate public facilities and infrastructure.

Objective 1.3.2 – Maintain a Concurrency Management System

Implement a concurrency management system (CMS) to ensure that the issuance of each development order or development permit is conditioned upon the availability of public facilities and services necessary to serve any new development.

- **Policy 1.3.2.1** Maintain and update as necessary the CMS contained in the City's Land Development Code to implement the goals, objectives and policies of the Plan as contained in Transportation, Public Recreation, and Open Space, and Infrastructure Elements relative to roads, sanitary sewer, solid waste, drainage, potable water, and parks and recreation in order to ensure that all new development is served by facilities and services in an efficient manner concurrent with the impacts of the new development. The City shall, on an ongoing basis, ensure that the CMS is evaluated in coordination with the provisions of the Capital Improvements Element (CIE) of this Plan.
- **Policy 1.3.2.2** The City shall use the CMS to ensure public service and facility capacity are available for new development through the development and monitoring of adopted Level of Service (LOS) standards.
- **Policy 1.3.2.3** The issuance of all development orders or development permits shall be issued or conditioned upon the availability of public services and facilities necessary to support the proposed development.
- **Policy 1.3.2.4** The Concurrency Management System shall be designed to ensure that development is consistent with the Comprehensive Plan's level of service (LOS) standards. This may be accomplished through the issuance of development orders and permits specifically conditioned on the availability of these facilities and services. Specific concurrency provisions for schools, parks, utilities and transportation are located in the Capital Improvements Element.
- **Policy 1.3.2.5** The City shall review the CMS on, at a minimum, a biennial basis to determine that the CMS is adequately addressing the timely provision of adequate public facilities and services, and is coordinated with and considers the effects of capital improvements, approved development, and changed conditions.





Objective 1.3.3 – Address Public Safety Conditions

Ensure that proper facility and program planning is conducted to address public safety needs.





Policy 1.3.3.1 - The City shall maintain or improve its Insurance Services Organization (ISO) ratings for Fire Protection, Floodplain Management, and Building Code effectiveness. To achieve this, the City shall:

- A. Regularly update and implement the ISO study regarding fire services.
- B. Conduct periodic reviews of the ISO study to reflect changes in City boundaries, service areas, and other required ISO criteria.
- C. Utilize studies and findings to strategically plan and develop new fire stations, ensuring optimal coverage and response times throughout the City.
- D. Continuously evaluate and enhance floodplain management practices and building code enforcement to maintain or improve the City's ISO ratings in these areas.
- E. Establish design and irrigation standards for landscaping of streets and medians.
- F. Allocate necessary resources to support ongoing improvements in fire protection, floodplain management, and building safety measures.

Policy 1.3.3.2 - The City of Palm Coast, in collaboration with Flagler County and the Flagler County Sheriff's Office, shall develop and implement a comprehensive Five-Year Public Safety Plan aimed at establishing a framework for long-term public safety planning and resource allocation to enhance public safety and address evolving community needs.

Policy 1.3.3.3 - The City shall regularly assess and revise its wildfire protection and mitigation regulations to enhance community safety and reduce the risk of wildfires by.

- A. Conducting periodic reviews of existing wildfire-related ordinances and regulations.
- B. Incorporating the latest fire science and best practices in wildfire prevention and mitigation.
- C. Collaborating with local fire departments, forestry agencies, and regional partners to develop comprehensive wildfire protection strategies.
- D. Evaluate landscaping requirements in wildfire-prone areas.
- E. Educating residents about wildfire risks and promoting community-wide preparedness initiatives.
- F. Integrating wildfire risk assessments into the city's land use planning and development approval processes.





GOAL 1.4: ECONOMIC DEVELOPMENT

Foster a sustainable economic environment to employment create opportunities, business growth, and diversified tax base.

Summary:

The City of Palm Coast is committed to supporting sustainable economic growth and development strategies to enhance the quality of life for all residents, businesses, and visitors. This commitment is encapsulated in Goal 1.4, which outlines strategic objectives and policies directed at spurring economic growth by optimizing the provision of infrastructure, streamlining the development review process, proactively consider the location of employment centers, supporting small businesses, and being an affiliate in collaborative partnerships that drive economic prosperity.

Objective 1.4.1 – Robust, Diversified, and Resilient Local Economic Environment



Foster a dynamic and robust economic environment that targets industry sectors, anticipates future industry trends, and leverages local strengths to build a diversified and resilient economy.

- Policy 1.4.1.1 Establish a bold and future-focused economic development plan that underpins a strong local economy and anticipates changes in industry, technology, education, workforce development, supply chains, and the evolution of technologies and production systems.
- Policy 1.4.1.2 Prioritize the creation of opportunities for, expansion of, and retention of industry sectors that support the creation of a resilient and diverse economy and tax base by recruiting investments in targeted industries related to Advanced Manufacturing, Corporate Headquarters, Aviation & Aerospace, Logistics & Warehousing, and Healthcare Training & Research.
- Policy 1.4.1.3 Expand the availability and skills of the City's workforce by partnering with local and regional education entities, including the county's public school system, career-technical schools, and colleges, to develop programs that will inspire our students, meet the educational needs of targeted industry sectors, and supply future workforce demands.
- Policy 1.4.1.4 Maintain emphasis on the expansion of local businesses and promotion of entrepreneurs, who bring value to the City's economy and its citizens.
- Policy 1.4.1.5 Establish a site development process that ensures the City has an inventory of shovel-ready economic employment center sites ready to meet the needs of potential business and industry.



Objective 1.4.2 – Targeted Economic Employment Centers and Jobs

Create a thriving economic environment that attracts new industries, enables existing business to expand, and creates workforce opportunities by implementing strategic land use planning, infrastructure enhancement, and community development practices in targeted locations and sites.



- Policy 1.4.2.1 Maintain an inventory of targeted economic employment hubs that have available, development-ready sites, and suitable land uses for industrial, office professional, and commercial development. Ensure the targeted economic employment hubs have adequate land resources strategically located with access to transportation and utility infrastructure available for future business attraction and expansion.
- Policy 1.4.2.2 Create incentives and leverage funding for the development of economic employment center through the establishment of incentive zones that prioritize capital investments that develop infrastructure critical to economic development-such as reliable transportation networks, rail, multi-modal transportation, and utilities, which will support the development of employment centers and attract new businesses.
- Policy 1.4.2.3 Utilize private and public partnerships to allocate specific zones within the City for the establishment of significant economic employment hubs capable of hosting diverse businesses and industries. The City shall focus its economic development efforts and incentives within these economic employment hubs.
- **Policy 1.4.2.4** Promote the creation of mixed-use developments integrating housing, commerce, and office spaces to foster economic employment hubs where the workforce can live, work, and enjoy recreational activities, thus minimizing the necessity for extensive commuting.
- Policy 1.4.2.5 Increase the attraction and retention of the City's workforce by increasing (1.) the number of amenities geared towards families, working age adults, and young people, (2.) the creation of employment opportunities, (3.) creating a greater awareness of local opportunities, and (4.) ensuring the availability of workforce housing.
- **Policy 1.4.2.6** Continue to evaluate the usage of City property located in areas suitable for locations for targeted industries and economic development opportunities.

Objective 1.4.3 – Investment in Infrastructure

Improve and extend the capacity of City infrastructure, public services, and related facilities to accommodate the attraction and expansion of industries and businesses. [7]

Policy 1.4.3.1 Foster the development of economic employment hubs by targeting specific sites that have access to needed critical infrastructure facilities, services, and systems including utilities, transportation, and communications. Promote these sites through the City's planning initiatives, economic incentives, and development practices.





- **Policy 1.4.3.2** Optimize the utilization of the City's existing infrastructure, public services, and facilities by placing economic employment hubs in areas that are currently by the City's infrastructure services and systems.
- **Policy 1.4.3.3** Ensure public utility infrastructure services—potable water, sanitary sewer, electric, natural gas, and others—extend to lands targeted as economic employment hubs. Future expansion of services should be prioritized through the City's capital improvement efforts.
- **Policy 1.4.3.4** Utilize the City's transportation planning efforts to support the City's economic priorities by (1.) determining economic facility needs, (2.) identifying deficiencies, and (3.) scheduling capital improvements and facility expansions through the City's Capital Improvement Plan and Long Range Transportation Plan.
- **Policy 1.4.3.5** Continue to evaluate the usage of City property located in areas suitable for the installation of communications towers that are also in prime locations where coverage and service gaps of wireless service providers exist, as identified in the Wireless Master Plan dated January 2017. The installation of said towers on these properties will only require administrative review.

Objective 1.4.4 – Business Attraction and Retention

Implement strategies to market, recruit, and support new and expanding businesses to (1.) create sustained economic growth and enhanced quality of life for its residents, (2.) promote the City of Palm Coast as a premier destination for business and investment, (3.) attract industries that offer well-paying jobs and contribute to economic diversification.

- **Policy 1.4.4.1** Create a regional brand to market Palm Coast as a premier destination for targeted industries and site selection consultants. The branding initiative shall consider materials that show the City as a competitor in attracting new businesses and investments.
- **Policy 1.4.4.2** Conduct a comprehensive economic study to identify target industries, target markets, workforce needs, and potential opportunities to create a competitive environment. This study will be used to form strategies to enhance the City's economic sustainability and growth.
- **Policy 1.4.4.3** Based on the City of Palm Coast's Targeted Industry Feasibility Study, the City shall identify specific industries and companies for recruitment, focusing on those that align with the City's objective of providing well-paying jobs. This targeted recruitment effort will help attract businesses that contribute to economic growth and job creation.
- **Policy 1.4.4.4** Develop incentive programs and streamline the permitting processes to encourage the relocation and expansion of businesses job opportunities and contribute to a robust local economy.





Objective 1.4.5 – Small Business and Entrepreneur Development

Implement policies that support and empower local entrepreneurs. Provide comprehensive support to small businesses, streamline regulatory processes, and create a collaborative environment for growth and success.

Policy 1.4.5.1 – Continue to contract and liaise with the Florida Small Business Development Center (SBDC) to enable City staff to offer counseling, training, and resources tailored to support the City's entrepreneurs in initiating and expanding their business. Continue working with the county's workforce development providers including the SBDC and local colleges to provide essential business development services including business plan formulation, financial planning, marketing assistance, and regulatory counsel.

Policy 1.4.5.2 – Collaborate with Business Groups, regional economic development organizations, universities/colleges, and private enterprises to create collaborative alliances between the public and private sectors, and to implement mentorship initiatives, networking gatherings, and programs for nurturing and accelerating startups.

Policy 1.4.5.3 – Consider the implementation of online systems, dedicated project management support, and coordination among departments to minimize delays and alleviate administrative hurdles for small business startups.

Policy 1.4.5.4 – The City shall continue to support the "Buy Local" and other initiatives aimed at boosting locally-owned small businesses by leveraging marketing strategies, hosting events, and offering incentives to encourage residents to support them.

Objective 1.4.6 - Support Workforce Development Opportunities

To attract, retain, and support entry-level workers and young professionals by creating a comprehensive environment that addresses housing, employment, education, community engagement, and quality of life factors, resulting in a vibrant community that offers diverse opportunities for personal and professional growth.

Policy 1.4.6.1 – Promote the development of affordable and diverse housing options, including rental units, starter homes, and co-living spaces, by partnering with developers, non-profit organizations, and financial institutions to provide incentives for the construction of affordable workforce housing.

Policy 1.4.6.2 – Support the growth of industries and sectors that offer career paths in targeted industries for entry-level workers, such as technology, healthcare, creative industries, and green technologies.





- **Policy 1.4.6.3** Create an internship program within the City offices to allow high-school students to work for the City during the summer months, and event possibly extend that into the school year.
- **Policy 1.4.6.4** The City shall create and support partners in the creation of internship, apprenticeship, and mentorship programs in collaboration with local businesses, educational institutions, and industry organizations to provide entry-level persons with valuable work experience and career development opportunities.
- **Policy 1.4.6.5** The City shall work closely with and support the Flagler County School system in developing K-12 programs that are forward looking and recognize the changing landscape of industry and employment, and how these changes will shape the next generation of our workforce.
- **Policy 1.4.6.6** The City shall invest in amenities and services that enhance the quality of life for entry-level workforce residents, such as parks, recreational facilities, cultural venues, and public transportation.
- **Policy 1.4.6.7** The City shall support the development of vibrant, walkable neighborhoods with a mix of residential, commercial, and entertainment options that attract entry-level workforce, families, and working age adults.
- **Policy 1.4.6.8** The City shall create opportunities for secondary school students to participate in local decision-making processes, such as youth advisory councils or ad-hoc members on community boards, to become exposed to formal, organized processes.
- **Policy 1.4.6.9** The City shall develop a targeted marketing campaign to highlight the City as an attractive destination for entry-level professionals, showcasing its career opportunities, lifestyle, and amenities.
- **Policy 1.4.6.10** The City shall utilize social media, digital platforms, and partnerships with influencers and local organizations to promote workforce development initiatives.
- **Policy 1.4.6.11** The City shall partner with the Flagler County School District and other educational institutions to target job training and establish business-mentoring programs that train the City's youth to work in areas identified as a needed to serve area industry and business.
- **Policy 1.4.6.12** Collaborate with the region's post-secondary school intuitions regarding opportunities for the creation of workforce training programs for targeted industries, and highlight the existence, exceptional ability, and willingness to provide customized training programs to companies looking to establish a location in the area.

Objective 1.4.7 – Create a Vibrant Business Climate

Address the needs of existing businesses while attracting new investments and ensuring the city remains competitive in a global marketplace.





- **Policy 1.4.7.1** The City shall conduct a thorough assessment of existing commercial and industrial businesses within the city. This analysis shall identify strengths and gaps in the current economic structure.
- **Policy 1.4.7.2** Conduct a survey of industrial and relative commercial businesses that is based on NAICS code classification.
- **Policy 1.4.7.3** Work with local businesses, small manufacturers, and artisan businesses to assist in the evaluation of the LDC to identify barriers and codes that inhibit diversity and opportunity.
- **Policy 1.4.7.4** The City shall establish a "Fast-Track" permitting process for targeted industries or projects that meet specific criteria, such as job creation, investment thresholds, or location within designated employment centers. This expedited process will prioritize the review and approval of these projects to facilitate their timely development.
- **Policy 1.4.7.5** Prior to application submittal, the City shall offer regular pre-application or due diligence meetings to enable applicants and City technical staff to discuss proposed development applications.
- **Policy 1.4.7.6** Implement an online permitting and licensing system to allow businesses to submit applications, pay fees, and track the status of their requests electronically. This system will streamline the process, reduce paperwork, and provide greater transparency and accessibility for businesses. The City will continue to assess and enhance these technological offerings to optimize customer service for our citizens.
- **Policy 1.4.7.7** The City shall periodically review, and if necessary, update its Land Development Code, Code of Ordnances and Technical Manuals to ensure they are consistent with best practices, and do not create unnecessary barriers or delays for new business development. Any modifications will also adhere to the 2050 Comprehensive Plan.
- **Policy 1.4.7.8** The City shall foster a welcoming environment for foreign direct investment by providing affordable entry opportunities for foreign companies that align with the city's targeted industries.
- **Policy 1.4.7.9** To cultivate an entrepreneurial ecosystem and support local businesses, the City shall establish incubators for local entrepreneurs and startups in new, existing, or surplus buildings.
- **Policy 1.4.7.10** Promote the development of CRA areas by targeting incentives and economic development initiatives in this area.





Policy 1.4.7.11 - Support the creation of spaces that foster entrepreneurship in the City such as maker spaces, business incubators, farmer's markets, and commercial kitchens.

Objective 1.4.8 – Maintaining a High Quality of Life

The City of Palm Coast is dedicated to maintaining a thriving, sustainable, and engaged community.

- **Policy 1.4.8.1** The City shall continue to focus on one of our greatest assets by expanding and maintaining green spaces, parks, and recreational areas.
- **Policy 1.4.8.2** The City shall continue to be a leader in community engagement by further developing cutting edge interaction with our citizens via accessible online platform for residents to provide feedback and stay informed about city initiatives and events.
- **Policy 1.4.8.3** Promoting the use of renewable energy sources and supporting initiatives for reducing greenhouse gas emissions.
- **Policy 1.4.8.4** Foster strong community engagement by organizing regular town hall meetings, community forums, and public consultations to ensure residents have a voice in local decision-making.
- **Policy 1.4.8.5** The City shall regularly assess and upgrade public infrastructure, including roads, bridges, water and sewer systems, and public buildings.
- **Policy 1.4.8.6** The City shall develop and maintain a comprehensive public transportation system that is efficient, reliable, and accessible to all residents.
- **Policy 1.4.8.7** The City shall promote alternative transportation modes, such as biking and walking, by creating safe and well-maintained pedestrian and cycling pathways.
- **Policy 1.4.8.8** The City shall continue to have responsive code enforcement, rental registration program, and foreclosed and abandoned properties program to maintain neighborhoods.
- **Policy 1.4.8.9** The City shall continue efforts such as neighborhood signage, gateways, medians, neighborhood assessment plans, and community development block grant programs to promote neighborhood investment.
- **Policy 1.4.8.10** The City shall continue efforts to enhance the appeal of Palm Coast for prospective residents, businesses, and tourists by emphasizing its distinctive branding, cultivating a sense of hometown identity, preserving its natural assists, promoting an active and healthy lifestyle, and celebrating its rich cultural diversity.



GOAL 1.5: ANNEXATION

Promote economic development and provide sufficient housing diversity, recreational opportunities, and natural resource protection through the adoption of an annexation policy.

Objective 1.5.1 - Develop an Annexation Plan and Policies

Explore opportunities for annexation of properties that can be used for commercial, industrial, and residential uses, particularly those that can help to diversify the housing stock and diversifying the City's tax base.

- **Policy 1.5.1.1** Identify land that is appropriate for annexation and meets the City's adopted Goals that focus on increasing commercial and industrial development.
- **Policy 1.5.1.2** Seek to coordinate with the County and adjacent municipalities to identify joint planning areas for the purpose of annexation or coordinated provision of services.
- **Policy 1.5.1.3** Establish criteria for the annexation of employment-based lands and residential land that may be needed to attract businesses. Criteria shall address the evaluation of potential annexation sites, suitability, and proximity to other uses of any land proposed to be annexed.
- **Policy 1.5.1.4** Annexation of lands that reduce the costs of providing city services and operation of city facilities are of high priority.
- **Policy 1.5.1.5** Identify and annex land appropriate for all types of housing.
- **Policy 1.5.1.6** Consider the feasibility of pursuing the annexation of properties near major transportation facilities, in order to provide diverse site selection opportunities for businesses, recreational opportunities, diverse housing stock.
- **Policy 1.5.1.7** For any lands proposed for future annexation, the Conservation Future Land Use designation, or if within a MPMU designation a Greenway Corridor Overlay designation may be assigned to environmentally sensitive lands in order to provide protection of large interconnected high quality wetland systems and other high quality environmentally sensitive areas that are located within the proposed annexation area.





GOAL 1.6 PUBLIC PARTICIPATION

Provide public participation in the City's comprehensive planning process.

Objective 1.6.1 – Provide a Process for Public Participation

Adopt procedures to encourage public participation in the comprehensive planning process.

- **Policy 1.6.1.1** Provide notification to all affected property owners of all Future Land Use Map changes. For the purpose of implementation of this policy, affected property owners shall be defined in the Land Development Code as a radial distance of the subject parcel(s) as measured from the most exterior boundary of the project site. Notification may be in the form of direct mailings, a sign posted on the subject property, legal notifications, or other means.
- **Policy 1.6.1.2** Schedule and hold public hearings where the public and affected parties may provide input during a time of the day when the general public is typically able to attend.
- **Policy 1.6.1.3** Encourage and provide an alternate avenue for the receipt of public comments other than as a public speaker at a public hearing.
- **Policy 1.6.1.4** Provide information at regular intervals to citizens apprising them of planning activities through the City's website, social media, and by other means.
- **Policy 1.6.1.5** Document participation and follow-up communications with citizens who have expressed an interest in the action through the use of speaker sign-in forms for plan amendments, plan transmittals, and plan adoption hearings.
- **Policy 1.6.1.6** Provide adequate time for each affected property owner and other City citizens to speak to the applicable board, committee, or City Council regarding measures on a public meeting agenda. For purposes of this Policy, the City shall define adequate time in the Land Development Code and/or the policies of the applicable board, committee or City Council



GOAL 1.7: MASTER PLANNED MIXED USE

Create parameters for the development of a Master Planned Mixed Use community in a means that allows and promotes a mixture of uses with an integrated, interconnected transportation network and guides development within the means of the natural environment.

FINDING:

The City established the Master Planned Mixed Use FLUM designation to properly plan for long term potential growth in the annexed areas west of US 1 and the railroad. The City will encourage new development to be composed of mixed-use communities and neighborhoods served by a regionally significant interconnected transportation network and public facilities, as a community that provides energy efficient and diverse housing opportunities, to promote enhanced opportunities for further economic growth in the City, and to establish a guide for protection of the natural environment

Objective 1.7.1 - Community Form

The Master Planned Mixed Use FLU designation will include an interconnected system of greenways within a Greenway Corridor Overlay, a mix of diverse land use types to promote a development form of greater variety than is presently available in the City, provide for job opportunities proximate to housing, and strive to ensure mixed-use areas include civic, cultural, and recreational uses. Master Planned Mixed Use designations will be served by a regionally significant interconnected transportation network and accommodate a wide variety of mobility options, including streets, bike/pedestrian facilities, trails, transit (including low speed and autonomous vehicles where appropriate), and smart technology systems to assist users in wayfinding and transitioning between travel modes. Complete streets will be incorporated and locations for transit corridors and transit stops will be considered in the planning and design of the transportation network. An interconnected multi-use trail network will provide connections in strategically identified areas connecting residential neighborhoods, shopping, employment, education, recreation, and civic facilities.

Policy 1.7.1.1 – The Master Planned Mixed Use FLU designation shall only be implemented through an application for rezoning to the the Master Planned Developments (MPD) zoning district. The MPD Master Plan will depict the areas described below. The Greenway Corridor Overlay will be created based on the regional context of planned conservation lands, any adjacent public conservation lands, on-site environmentally sensitive lands (as defined herein), an assessment of wetland quality, and ecological linkages to avoid habitat fragmentation.

A. Greenway Corridor Overlay: The Greenway Corridor Overlay will be the primary defining component of the community form. The Overlay will consist of a system of interconnected greenways to be depicted on the applicable MPD Master Plan. At least 15% of the





Greenway Corridor Overlay within an MPD zoning will consist of upland buffers or other upland open space. Each MPD will address the general location, minimum size of the Greenway Corridor Overlay within its boundaries, and design standards to ensure development is compatible with the Greenway Corridor Overlay. Permitted uses within the Greenway Corridor Overlay include passive recreation such as trails and campgrounds, roadway and utility crossings, utilities and support facilities, ecotourism and agritourism related uses, public facilities, stormwater harvesting, water supply uses, and other similar uses as may be further defined in the applicable MPD zoning. The Greenway Corridor Overlay will serve as a critical tool for providing ecological connectivity and recreational opportunities compatible with surrounding natural resources. Given this, lands within a Greenway Corridor Overlay will not be designated with a Conservation FLU designation or subject to the various related Comprehensive Plan regulations and instead will be subject to the Master Planned Mixed Use regulations. To ensure the long-term viability of the Greenway Corridor Overlay, Policy 1.8.1.2 sets forth elements to be addressed during the applicable MPD rezoning process.

B. <u>Villages</u>: Neighborhoods are the basic building block of a community and will be designed to be compatible with the Greenway Corridor Overlay. One or more neighborhoods may make up a Villages will consist of one or more residential neighborhoods with edges defined by the Greenway Corridor Overlay and/or the interconnected transportation network. Villages will be designed in a clustered and compact form and contain at least two different housing styles and types. At least 10 percent of the area within each Village shall be retained in open space and recreation. All types of residential uses and ancillary type uses are permitted.

Each neighborhood shall have a centrally located Neighborhood Center to allow for civic, recreation and open space, institutional, neighborhood commercial, and public uses and facilities to create an identity and sense of place. At a minimum, Neighborhood Centers will include a central public gathering place such as a park, village green, square, plaza, community center or similar public spaces. Neighborhood Centers may also include residential, schools, places of worship, public buildings, office and personal service uses designed to serve the surrounding Village.

C. <u>Village Centers</u>: Village Centers are mixed use districts designed to serve the retail, service and civic needs of the surrounding Villages. These areas are intended to encourage a fine-grained mix of land uses either centrally located within a Village or at the entrances to a Village and/or located around the intersection of streets classified/defined in the LDC as collectors or higher. The Village Centers will vary in size depending upon the surrounding population served, but in no case will a Village Center exceed 200 acres in size. A wide range of land uses are permitted in Village Centers with the highest density and intensity of uses located near the center with decreasing density and intensity of uses proceeding outward from the center toward the adjacent Villages. The Master Planned Mixed Use Village Center area is different from and not subject to any other village center standards



in the Comprehensive Plan, and those village centers depicted on Map CP-1.5 (Future Land Use), the LDC and/or other City regulations.

- D. Regional Activity Center: Each Master Planned Mixed Use project will include a Regional Activity Center that will serve as a regional destination for employment, shopping, recreation, entertainment, health care, education, hospitality, and/or residential. A Regional Activity Center will be located on or proximate to the regionally significant transportation network to provide easy, convenient access and high visibility. Regional Activity Centers will be a minimum of 200 acres in size. Mixed-use areas within a Regional Activity Center shall provide a range of housing types, recreational amenities, diverse retail and services, entertainment, and/or employment opportunities as well as an integrated multi-modal transportation system for the area. The conceptual location of a Regional Activity Center will be depicted on the Conservation Energy Element Map 1.6 and Recreation Service Areas Map 4.2 of the Comprehensive Plan Map Series. The final location of any Regional Activity Center shall be determined at the time of construction plan approval without the need to modify the Comprehensive Plan Map Series provided the Regional Activity Center is consistent with the Master Planned Mixed Use Future Land Use designation and applicable MPD zoning.
- E. <u>Employment Center(s)</u>: An Employment Center proximate to the regionally significant transportation network will provide economic development opportunities and encourage the location of jobs within close proximity to the multi-modal transportation network and residential uses, thereby resulting in shorter commuting distances and a reduction in vehicle miles travelled (VMT) and greenhouse gas (GHG) emissions. The Employment Center shall include a mixture of office, industrial, warehouse, supporting retail, supporting residential and/or other similar uses.

Policy 1.7.1.2 - To effectively maintain the multi-functional Greenway Corridor Overlay and ensure its long-term viability, the following elements shall be addressed during the MPD rezoning review:

- A. Compatibility: Specific guidelines within the MPD will be established for development outside and adjacent to the Greenway Corridor Overlay to minimize edge effects. Such guidelines may include:
 - i. Establishment of setbacks, transition zones, and buffer zones;
 - ii. Minimization of conflicting uses through site planning (e.g., placing stormwater ponds and trails adjacent to established Greenway Corridor Overlay instead of homes, etc.);
 - iii. Prohibition of structural obstructions that may adversely affect wildlife mobility (e.g., fencing or bulkhead revetments, etc.);
 - iv. Pursuing FWC Lighting Certification; and/or
 - v. Minimization of nuisance wildlife attractants (e.g., storage of household trash in wildlife-resistant containers, outside feeding of domesticated pets, etc.);
 - vi. Locating hamlets within transition zones.





- B. <u>Design Guidelines</u>: Guidelines will be established for design elements within and adjacent to the Greenway Corridor Overlay. Such guidelines will include:
 - i. Connection to any adjacent regional greenway(s); and internal community elements;
 - ii. Protection and/or enhancement of historic and cultural resources in conjunction with the State Historic Preservation Officer (SHPO) and in compliance with the National Historic Preservation Act;
 - iii. Incorporating water conservation strategies to minimize use of potable water;
 - iv. Incorporating energy conservation strategies;
 - v. Retaining unique ecological linkages to avoid habitat fragmentation;
 - vi. Incorporating appropriate wildlife crossings where streets cross the Greenway Corridor Overlay; and
 - vii. Protection and management for environmentally sensitive areas (as defined below);
 - viii. Locating Hamlets:
 - 1. The conceptual location of transition zones will be shown on the MPD site plan. Hamlets will be located within the transition zones.
 - 2. Hamlets shall be located outside of the Greenway Corridor Overlay.
 - 3. The maximum number of units within hamlets is limited to no more than 1 unit per 20 acres of the Greenway Corridor Overlay.
 - 4. The MPD will describe lot size and width, impervious surface ratio, setbacks and residential uses within Hamlets.
- C. Conservation: The entire Greenway Corridor Overlay will not be encumbered by conservation easements nor will any portion be designated with a Conservation FLU designation. Notwithstanding this, conservation easements may be established within portions of the Greenway Corridor Overlay as part of the federal and state environmental permitting process.
- D. <u>Habitat Conservation Management Plan</u>: A Habitat Conservation Management Plan(s) (HCMP) will be developed and implemented as part of the federal and state environmental permitting process. The HCMP is intended to be a living document and as such will be modified as the final boundaries of the Greenway Corridor Overlay are established as set forth in the applicable MPD.
- E. Monitoring and Enforcement: The applicable MPD Development Agreement will include enforcement provisions to ensure consistency with the elements in this Policy 1.8.1.2. In addition, monitoring and enforcement will be conducted in relation to any applicable federal and state environmental or regulatory permit issued for lands within the Greenway Corridor Overlay.
- F. Public Access Provisions: Where appropriate, the MPD should include provisions for public access to the Greenway Corridor Overlay, balancing recreational use with the purpose and intent of the Greenway Corridor Overlay as set forth in Policy 1.8.1.1.

Policy 1.7.1.3 - The MPD will include a regionally significant transportation network providing internal and external multi-modal interconnectivity. When designing the





transportation network, equal consideration shall be given to all modes of transportation including a trail network to provide access between the various land uses and access to the greenways.

Policy 1.7.1.4 - The overall Residential Density within each Master Planned Mixed Use land use designation shall not exceed 1.2 dwelling units per gross acre. The maximum non-residential intensity within any single parcel of a Master Planned Mixed Use land use designation shall be a Floor Area Ratio of 1.0. See Policy 1.8.3.1. below for the calculation of density and intensity within each Master Planned Mixed Use future land use designation.

Objective 1.7. 2 – Overall Mix of Uses 🔅 🏗 🌦 🏫 측

Policy 1.7.2.1 - At least 50% of the total lands within a Master Planned Mixed Use designation shall be planned for recreation and open space uses and such uses within the Greenway Corridor Overlay will count toward this percentage. In addition, any open space and recreation lands within each Village (located outside the Greenway Corridor Overlay) that satisfy the minimum 10% condition in Policy 1.8.1.1.B above will also satisfy this 50% minimum condition.

Policy 1.7.2.2 - The MPD(s) for a Master Planned Mixed Use FLU designation will include a development program to demonstrate compliance with the following non-residential space standards:

- A. Retail/Service At a minimum, 50 square feet of retail and service space per dwelling unit shall be planned for in a Regional Activity Center, Village Centers, and/or Neighborhood Centers with this standard measured in the aggregate across these areas. Retail uses shall be located and designed to encourage alternate transportation through urban design, such as sidewalks and related streetscaping. Retail within Neighborhood Centers shall be of limited scale and intensity to ensure compatibility with the low-intensity character of the predominantly residential Villages.
- B. Workplace/Employment Center At a minimum, 60 square feet of workplace space per dwelling unit designed to serve the development shall be planned for in Neighborhood Centers, Village Centers, Employment Center, and/or Regional Activity Center with this standard measured in the aggregate across these areas. Workplace space can include office, health care, industrial and similar uses.

Policy 1.7.2.3 – For purposes of implementing Objective 1.8.1.2, the mixed use percentages and nonresidential space square footage will be measured in the applicable MPD(s) application to demonstrate compliance and consistency with the Master Planned Mixed Use FLU designation and to demonstrate that the MPD development program at buildout will consist of a mix of uses.

Objective 1.7.3 – Definitions and Interpretations





Policy 1.7.3.1 - For the purpose of the Master Planned Mixed Use (MPMU) FLU designation, the following terms, phrases, words and their derivations shall have the meaning contained herein, except where the context clearly requires otherwise. Terms not defined herein shall be first interpreted by reference to the applicable MPD; secondly by the City of Palm Coast Comprehensive Plan Glossary; and thirdly by reference to the City of Palm Coast Land Development Code; and fourth by reference to generally accepted planning, engineering, or other professional terminology if technical, and otherwise common usage, unless the context clearly indicates otherwise.

- A. Density, Residential: the total acreage of a Master Planned Mixed Use FLU designation multiplied by the allowable gross density factor as expressed by per unit of land.
- B. Intensity, Nonresidential: the bulk of a non-residential use on a development site as floor to total area ratio.
- C. Floor Area Ratio (FAR): the gross floor area of all non-residential and mixed use buildings and structures on a development site divided by the total site area.
- D. Ecotourism: tourism involving travel to areas of natural, cultural and ecological interest for the purpose of observing wildlife and learning about the environment. Such observation and learning may be commercial in nature.
- E. Agritourism: any activity that provides individuals with recreational, entertainment or educational activities which include, but are not limited to, farming, ranching, harvesting, community gardens, or other similar activities. Such activities may be commercial in nature such as charging a fee to harvest a crop or produce.
- F. Hamlet: small scale residential settlement(s) enclaves created from the Greenway Corridor Overlay. All residential uses are permitted and may be cluster lots, ranchettes, cottages and/or agrihoods. Other uses may include agricultural, agritourism, ecotourism, public, institutional, cultural, civic, recreational, entertainment, community gardens or other similar activities. Such activities may be commercial in nature.
- G. Open Space: land that is not intensively developed for residential, commercial, industrial or institutional uses and may include, but is not limited to, wetlands, natural water bodies, resource based, ecotourism, agritourism active and passive/resource-based recreation and parks, community gardens, stormwater management facilities, wellfields agricultural and forest lands, pasture land, plazas, and similar green spaces. Such uses may be commercial in nature.
- H. Environmentally Sensitive Area(s): high quality xeric communities.
- I. Gross for purposes of density: total acreage, including uplands and wetlands.





<u>Policy 1.7.3.2</u> - The size and scope of the Master Planned Mixed Use FLU designation contemplates a long range planning horizon and as such continued silvicultural and agricultural activities, including related land management activities consistent with the Florida Department of Agriculture and Consumer Services Best Management Practices, or other natural resource based uses shall be permitted until such time as a residential or non-residential building permit is issued for a development parcel. Thereafter, such activities and uses within the development parcel shall be limited to the range of allowable uses within the applicable MPD, unless silvicultural and agricultural activities and uses are otherwise provided for in the applicable MPD.

Policy 1.7.3.3 - When the final boundary of the Greenway Corridor Overlay (or portion thereof) is established as set forth in the MPD zoning, the Greenway Corridor Overlay permitted uses set forth in Policy 1.8.1.1.A, including silviculture and agricultural activities consistent with the Florida Department of Agriculture and Consumer Services Best Management Practices, will be allowed within the portion of the Overlay subject to a final boundary determination and until then silvicultural and agricultural activities are allowed.

GOAL 1.8: VESTED DEVELOPMENT RIGHTS (NOTE FOR REVIEWERS: THIS GOAL WILL BE MOVED TO PROPERTY RIGHTS ELEMENT IN FINAL VERSION)

The City will recognize a property owner's vested rights in instances where the Comprehensive Plan, including subsequent updates or amendments, effects any change in the density or intensity of land use, or any other change in the use or regulation of land development (e.g. public facility level of service standards).

Objective 1.8.1 Recognize Vested Development Rights

Recognize a property owner's vested rights in developing and maintaining its property.

Policy 1.8.1.1 – Property owners shall be vested from changes, updates, amendments or other type of modifications of the 2050 Comprehensive Plan provided that a property owner is able to demonstrate by substantial competent evidence one of the following:

- A. The development was authorized as a development of regional impact, pursuant to Chapter 380, Florida Statutes, prior to the adoption of the 2050 Comprehensive Plan and the development of regional impact continues to be effective;
- B. A final development order, including a Master Planned Development, development agreement, site plan or other similar type of approval, was issued for the development and adherence to the development order is continuing in good faith;





- C. A property owner or similarly situated person:
 - i. Has acted in good faith and in reasonable reliance;
 - ii. Upon a valid, unexpired act or omission of the government; and
 - iii. Has made a substantial change in position, committed to provide substantial mitigation for the impacts of the development or incurred such extensive obligations and expenses that it would be highly inequitable or unjust to destroy the rights the property owner has acquired; or
- D. Concurrency approvals, including a concurrency certificate, development agreement, proportionate share agreement or other similar approval, is obtained and not expired shall vest a development and be recognized and accepted until expiration.
- **Policy 1.8.1.2** A property owner claiming vested rights from the 2050 Comprehensive Plan shall follow Land Development Code Section 2.15 or incorporate any vested rights finding by the City Council in an approved development agreement.





CHAPTER 1 FUTURE LAND USE ELEMENT

SUMMARY

The Future Land Use Element is <u>one of</u> the <u>most important of the</u> Comprehensive Plan's <u>nine-ten</u> (910) elements. -It contains Goals, Objectives, and Policies (GOPs) which set up the fundamental elements of the City's growth management regulations and a Future Land Use Map (FLUM) to establish the City's future development pattern. -The Future Land Use Element is written to promote the City's Vision and the <u>associated Guiding Principles developed in 2024 which include:-12 Community Building Blocks.</u>

- 1) Protect Ecosystems, Natural and Cultural Resources
- 2) Develop Parks, Recreational Facilities, trails, and Open Spaces
- 3) Encourage a Positive Community Image
- 4) Generate Economic Development and Job Opportunities
- 5) Prioritize Community Health, Safety, and Wellness
- 6) Support Opportunities for a Variety of Residential Housing Choices
- 7) Enhance Traffic Circulation
- 8) Maintain and Upgrade Public Facilities and Infrastructure
- 9) Uphold Responsible Fiscal Planning
- 10) Preserve Suburban Character in Existing Areas
- 11) Promote Work, Live, and Play in Appropriate Areas, and
- 12) Expand Opportunities for Quality Education.

Palm Coast must achieve its vision in the face of major growth pressures. -The U.S. Bureau of the Census documented the City's as 32,732 in 2000, representing -66% of the total County population. Comparatively, in 2010 and 2020, the City population was 75,180 and 89,258, respectively, or 77% of the County total population in 2020. The growth of the City's economic base, including jobs and shopping, has not kept pace with its residential growth. The residential growth ishousing remains predominantly comprised of single-family homes on quarter acre lots. Few housing alternatives are available. To address the needs of this fast-growth community while maintaining high quality of life for the residents, the Future Land Use Element addresses the following key issues:

- Economic and business development to provide a proper balance of jobs, shopping opportunities, and tax base;
- Provision of an efficient transportation system to maximize vehicular and pedestrian accessibility and roadway capacity;
- Diversify the City's housing stock to provide a variety of housing types and lot sizes to meet the needs of a growing population;
- Protection of the City's existing suburban areas from encroachment of non-compatible uses;
- Preservation of environmental resources;





- Provision of parks, public facilities, and infrastructure; and
- Beautification of public areas.

The Element establishes the following Future Land Use Map (FLUM) designations: Residential, Low Density Residential, Institutional, Mixed Use, Industrial, Greenbelt, Conservation, and Development of Regional Impact, and Master Planned Mixed Use. These broad land useFuture Land Use designations willcategories allow the needed flexibility to encourage creatively planned projects and promote a proper balance of uses in the City. -The adopted FLUM, promotes which is part of this Comprehensive Plan, assigns these categories to the parcels on the mapmixed uses, including future village centers, throughout the City in appropriate locations to create a vitally needed linkage between land use and transportation. A mixture of uses within close proximity to each other in appropriate areas is are conducive to a sustainable environment. The Mixed Use FLUM designation allows the development of commercial and office uses to promote retail opportunities and job creation. -The Master Planned Mixed Use designation is intended for the future growth areas within the City's water and wastewater service area. Through application of the Residential FLUM designation, areas already platted and developing exclusively in a suburban residential pattern are protected from what are viewed to be incompatible uses are preserved for residential uses while allowing differing housing types. At the same time, however, the Residential FLUM designation allows for a wide variety of different types of residential uses. This action is intended to foster the diversification of the housing stock in appropriate areas, which will be specifically identified when the City establishes its zoning map to implement the Comprehensive Plan within the City. Rural areas around the City's perimeter are designated with the Greenbelt FLUM designation, intended as a way to promote low densities, define urban form, and prevent sprawl. Environmentally sensitive lands are protected through the Conservation designation or as set forth in the Master Planned Mixed Use fFuture Land uUse designation.

The Future Land Use Element's <u>Goals, Objectives, and Policies</u> (GOPs) and the land use pattern established by the FLUM <u>shall be are</u> further implemented by the City's adopted Zoning Map and Land Development Code (LDC). <u>The Element proposes zoning districts to correspond with each FLUM designation and outlines LDC provisions. In addition, t<u>The Comprehensive Plan allows flexibility forbroader higher</u> intensities and densities at appropriate locations. <u>Other methods to implement the Plan addressed in the GOPs include annexation and redevelopment planning.</u> Opportunities for redevelopment planning within limited areas of the City are addressed to eliminate blight, diversify housing opportunities, and foster job creation.</u>

The Future Land Use Element also reinforces the statutory requirements for the provision of adequate public facilities. Land uses are balanced with the availability of public facilities and infrastructure. The analysis that indicates the provision of services and facilities must considers the carrying capacity of the land and be provided requires the provision of services at or above the adopted level of service standard established for the correlated services and facilities. This shall be measured and enforced through a concurrency management system.



GOAL 1.1: ESTABLISHMENT OF FUTURE LAND USE DESIGNATIONS AND THE ZONING DISTRICTS

Preserve the character of residential communities; prevent urban sprawl; and protect open space and environmental resources, while providing a mixture of land uses, housing types, services, and job opportunities in mixed use centers and corridors.

FINDINGS: In order to promote job growth and foster a more efficient transportation system with maximum vehicular and pedestrian accessibility, the Future Land Use Map (FLUM) must promotes a mixture of uses throughout the City. At the same time, a A reas already platted and developing—developed exclusively in a suburban residential pattern are considered desirable by the citizens of the City and worthy of "protection". Furthermore All the while, it is of paramount importance to protect the City's environmental resources. -To address these somewhat divergent interests, broad based FLUM designations must be are established. -More restrictive land use controls including resource protection standards and identification of specific properties as activity centers will be are undertaken through Plan implementation by the creation of new zoning districts, a corresponding Zoning Map, and amendments to the Land Development Code (LDC).

The City's zoning districts represent expanded categories versus the more limited zoning districts that the City <u>previously</u> adopted from Flagler County as interim land development regulations at the time of incorporation. The City currently has one industrial zoning district and two commercial zoning districts. The Plan establishes light and heavy industrial zoning districts and three tiers of commercial zoning districts.

Objective 1.1.1 — Establish Future Land Use Map Designations and Zoning Districts

The City's Future Land Use Map (FLUM) shall pProvide areas for mixed use development in identified commercial centers and corridors while maintaining the established suburban residential development pattern in single familyresidential areas and while protecting the community's environmental resources. Within one (1) year of Plan adoption, the City shall develop a Zoning Map consistent with the FLUM to implement the Plan.

Policy 1.1.1.1 - The following future land use designations shall beare established on the depicted on the FLUM:

A. Low-Density Residential -

<u>Purpose and Intent: This designation is intended to provide areas for residential housing types at lower maximum densities.</u>





Allowable Uses: Residential single family, duplexes, accessory dwelling units, houses of worship, public schools, public and private parks, recreational facilities, and open spaces including preservation areas. Bed and Breakfast Inns, family child day cares, and adult day cares are allowable as a special exception.

Density: Not to exceed 5 units per gross acre.

B. Residential -

Purpose and Intent: This FLUM designation is intended to provide areas for all wide variety of housing types at various densities. Through the implementation of zoning district regulations, the City shall institute development standards associated with different types of housing and lot sizes including single family detached units, duplexes, triplexes, quadruplexes, townhouses, and multifamily developments (i.e. apartments and condominiums).

Allowable -Uses: <u>allowed in this FLUM designation may include those typically found in rResidential areas-housing in addition to such as churcheshouses of worship, public schools, public and private parks, recreational facilities, golf courses, and other types of open spaces including preservation areas. Bed and Breakfast Inns, family child day cares, and adult day cares are allowable as a special exception.</u>

Density: Not to exceed 15 units per gross acre.

BC. Institutional —

<u>Purpose and Intent:</u> This FLUM designation identifies is intended to provide areas for civic uses.

Allowable Uses: pPublic and private educational uses, public buildings, offices limited to supporting institutional uses, hospitals, civic uses, churches houses of worship and religious venues, public safety, service and social clubs, public and private recreational uses, open space, greenways, and transportation and utilities including, but not limited to, water and sewer plants. (Ordinance #2005-23, § 1, 06/07/05)

Density: None.

CD. Mixed Use –

<u>Purpose and Intent:</u> This FLUM-designation represents is intended to provide areas forexisting and future mixed use corridors and employment centers throughout the



Citya mixture of uses that integrates employment, religious, retail, recreational, institutional, educational, and other uses with residential uses.

Allowable Uses: that provide gGeneral retail, professional services, and offices. -A blending of residential and institutional uses is also allowed in this land use designation with light industrial uses permissible under certain conditions. The Mixed Use designation is intended to provide opportunities for residents to work, shop, engage in recreational activities, and attend school and religious services in reasonably close proximity to residential dwellings. Within the Mixed Use FLUM designation, the Plan establishes the concept of Village Centers in specific places that are feasible to maximize pedestrian accessibility.

Density: Not to exceed 15 dwelling units per gross acre.

<u>Development Allowances and Restrictions:</u> The Master Planned Development (<u>MPD</u>) zoning district (<u>formerly Village Center and Planned Unit Development</u>) shall <u>be used to implementencourage</u> new and innovative planning models to mix higher density residential housing with retail, service, office, and other non-residential land uses.

Within this designation, the use of the MPD zoning district is required to have at least two uses (residential/non-residential) in addition to a public benefit. Each MPD must demonstrate the compatibility of uses in proximity to each other, a public benefit, and innovative design.

DE. Industrial –

<u>Purpose and Intent:</u> This <u>FLUM</u> designation identifies areas suitable for both heavy and light industrial uses to provide employment opportunities for higher skilled jobs with higher pay scales <u>an integral part of the community's economy</u>.

Allowable Uses: –Heavy industrial uses to include those that are major users of electricity and water, produce greater amounts of solid wastes and air emissions, or substantially impact the landscape through mining and mineral extraction. –Light industrial uses to include limited manufacturing and product assembly, warehousing, storage yards and facilities, and business and research parks involving trucking and shipping activities. Specific differences between heavy and light industrial uses will be further refined with the establishment of zoning district regulations. Determination of whether heavy or light industry is appropriate for an area will be refined in the Zoning Map based on the potential environmental impact on surrounding lands. For example,

Density: None.

<u>Development Allowances and Restrictions: aAn</u> industrial use's proximity to wellfields shall be considered. Commercial and institutional uses are also allowed <u>within</u> this





FLUM designation mainly to only when necessary to provide support facilities for large employment centers.

EF. Greenbelt –

<u>Purpose and Intent:</u> This FLUM designation identifies areas for limited agricultural uses, silviculture, parks, greenways, golf courses, and other types of open spaces including environmental preserves and some wetland areas. This designation is primarily intended to protect natural resources, to serve as a natural buffer between different uses, and provide limited development activity.

<u>Allowable Uses:</u> Low-density residential uses, such as estate lots and equestrian villages—are also permitted within this designation., limited agricultural uses, silviculture activities, parks, greenways, golf courses, and other types of open spaces including environmental preserves and wetland preservation areas.

Density: Not to exceed one dwelling unit per gross acre.

<u>Development Allowances and Restrictions</u>: The clustering of residential uses is <u>permitted encouraged</u> in this land use designation under certain conditions in order to <u>preserve natural resources and open space or to minimize</u> the need for extensive infrastructure, so long as the overall density is not exceeded. In general, the Greenbelt FLUM is intended to prevent urban sprawl, this designation is applied to many areas around the City's natural resources to provide a transition between the City's more urbanized lands and the undeveloped parts or agricultural lands in the unincorporated county.

FG. Conservation –

<u>Purpose and Intent:</u> This <u>FLUM</u>-designation <u>provides for is intended to provide for the</u> preservation of large interconnected <u>optimal</u> wetland systems and other environmentally sensitive areas <u>including</u>, but not limited to, natural water bodies and <u>lakes</u>; estuaries; oak hammocks; large areas consisting of native vegetation; wildlife corridors; and aquifer recharge zones.

Allowable Uses: Preservation of lands; public accessibility, and basic facilities such as water dependent or water-related facilities; shore access facilities; other similar water-oriented recreational facilities; trails, boardwalks and other similar pathways, trailheads and other low impact development consistent with any applicable permit.

Density: None.

<u>Development Allowances and Restrictions:</u> Conservation areas are generally a minimum of 10 acres in size, with most being substantially larger. Other areas that may be classified as conservation include natural water bodies and lakes, estuaries, oak





hammocks and other large areas consisting of native vegetation areas, wildlife corridors, and aquifer recharge zones. The Conservation FLUM only allows for minimal development to provide public accessibility and basic facilities (water-dependent or water-related facilities (excluding marinas), shore access facilities or similar water-oriented recreational facilities, provided such uses shall be subject to all applicable federal, State, regional, and local permitting requirements.

Minimal development is allowed and is restricted to that which provides public access and passive recreation purposes. to the water or water-related facilities.

Marinas are not allowable within this designation.

Unlike most of the other land use designations that follow property lines, the boundaries of most areas assigned this land use designation have been are drawn to encompass the environmentally sensitive area using best available aerial mapping data and will require field verification to determine boundaries with precision. ... (Ordinance #2005-23, § 1, 06/07/05)

GH. Pre-2018 Development of Regional Impact (DRI) –

<u>Purpose and Intent:</u> This <u>FLUM</u>-designation is intended to identify the City's existing and future DRIs., which are defined in State law as, "...any development that, because of its character, magnitude, or location, would have a substantial effect upon the health, safety, or welfare of citizens of more than one county." Specific development threshold levels based on a county's population determine whether a project qualifies as a DRI. If a proposed project meets these thresholds, State law is very explicit in dictating all procedural and substantive aspects of a DRI. The DRI process, which involves extensive review and coordination of several State agencies and surrounding local jurisdictions, begins with the initial application referred to as an Application for Development Approval (ADA) and culminates with a DRI Development Order if approved. The Development Order, which is the legal agreement between the local governing body and the developer, provides a land use map, quantifiable approvals for proposed land uses (e.g. number of residential units, square feet of commercial), and addresses all related matters pertaining to the project's impacts on the environment, public infrastructure (i.e. roads, water, sewer, drainage, and solid waste), and other public facilities such as parks and schools.

Some DRIs, such as Grand Haven, are predominantly comprised of residential units with associated recreational amenities with only limited inclusion of commercial and office uses in the development program. Other DRIs—although there are no existing examples in the City at this time—may also be predominantly comprised of a single use such as industrial, office, or commercial with only minimal cross-over into other land uses. It is common for other types of DRIs to include a mixture of uses. For example, the Palm Coast Park DRI includes a proposed mixture of industrial, commercial, office, and residential uses over a very large area. Another example of a



mixed use DRI is Town Center. As a traditional downtown, Town Center approved DRI includes relatively high densities and intensities within a smaller geographical area to establish an urban core. Based on existing and future DRI's in the City, tThis FLUM designation is further broken down into categorized into the following sub categories:

- DRI (Residential)
- DRI (Industrial)
- DRI (Office)
- DRI (Commercial)
- DRI (Mixed Use)
- DRI (Urban Core)
- With the exception of the DRI (Urban Core), which has higher densities and intensities associated with a traditional downtown area, the maximum densities and intensities permitted in the other 5 DRI sub-categories shall be in-scale with similar development patterns in other parts of the City. Land use amendments proposing the DRI land use category shall include a footnote on the Future Land Use Map to establish minimum and maximum densities and intensities for the land use category and to establish mix of uses.
- DRIs are also permissible in other FLUM designations provided that the uses proposed are consistent with those permitted in that FLUM designation and the densities and intensities permitted in the applicable FLUM designation are not exceeded.

Allowable Uses: As vested in the approved DRI documents and/or issued development orders.

Density: As vested in the approved DRI documents and/or issued development orders.

<u>Development Allowances and Restrictions: As vested in the approved DRI documents and/or issued development orders.</u>

I. Master Planned Mixed Use (MPMU): -

Purpose and Intent: This designation is intended to support a mix of uses within large land holdings located west of US 1 and the railroad that have been annexed into the City. The purpose is to guides mixed use development within the means of the natural environment, creating an ecologically sustainable and economically resilient community.

Allowable Uses: A full range of a mix of uses is allowed as provided for in Goal 1.8 and implementing objectives and policies.

Density: Not to exceed 1.2 dwelling units per gross acre as described in Goal 1.8. See Policy 1.8.3.1. for definition of Residential Density.





Development Allowances and Restrictions: Development will occur based on the principles of smart growth within a series of areas that will include Villages, Greenway Corridor Overlay, Neighborhood Centers, Village Centers, Employment Center(s) and a Regional Activity Center. Goal 1.8 and its implementing objectives and policies set forth the MPMU regulations which shall supersede and control over any contrary policy in the Comprehensive Plan

Policy 1.1.1.2 - The <u>future land Land use Use (FLU)</u> designations shall permit the zoning districts listed and generally described in the following table. The maximum densities and intensities for each <u>future land use FLU</u> designation and zoning district are also included in the table. These districts may be added, deleted and amended from time to time as long as they do not exceed the maximum density and intensity allowed within the respective <u>future land use categoryFLU designation</u>.



FLUM Designation	Zoning Districts ^{1, 2, 3}	Maximum Densities / Intensities (based on gross developable acreage) ⁴
Low-Density	Suburban Estate (EST-1)	1 unit per acre
Residential	Rural Estate (EST-2)	1 unit per 2.5 acres
	Single Family Residential Districts allowing various sized lots (SFR-2, SFR-3, SFR-4, SFR-5)	No more than 5 units per acre
	Duplex (DPX)	No more than 5 units per acre
Residential	Suburban Estate (EST-1)	1 unit per acre
	Rural Estate (EST-2)	1 unit per 2.5 acres
	Single Family Residential Districts allowing various sized lots (SFR-1, SFR-2, SFR-3, SFR-4, SFR-5)	2 to 7 units per acre
	Duplex (DPX)	8 units per acre
	Multi-family Residential (MFR-1)	8 units per acre
	Multi-family Residential District (MFR-2)	12 units per acre
	Mobile Home District (MHD)	8 units per acre
	Parks & Greenways (P&G)	0.10 Floor Area Ratio
	Preservation (PRS)	Minimal Development may be permitted to provide public accessibility and basic facilities
	Public and Semi-Public	0.30 Floor Area Ratio
Institutional	Parks & Greenways (P&G)	0.10 Floor Area Ratio
	Public and Semi-Public (PSP)	0.30 Floor Area Ratio
	Preservation (PRS)	Minimal Development may be permitted to provide public accessibility and basic facilities
	Limited Offices (OFC-1) ⁴	0.30 Floor Area Ratio
Mixed Use	All zoning districts permitted in the Residential Designation	As noted
	All zoning districts permitted in the Institutional Designation	As noted
	Neighborhood Commercial (COM-1)	0.30 Floor Area Ratio
	General Commercial (COM-2)	0.40 Floor Area Ratio
	High Intensity Commercial (COM-3)	0.50 Floor Area Ratio
	Office (OFC-1 or 2)	0.40 Floor Area Ratio
	Light Industrial (IND-1)	0.35 Floor Area Ratio
	Master Planned Development (MPD)	15 units per acre and/or 0.55 Floor Area Ratio
Industrial	All zoning districts permitted in the Institutional Designation	As noted
	Light Industrial and Warehousing (IND-1)	0.35 Floor Area Ratio
	Heavy Industrial (IND-2)	0.35 Floor Area Ratio
	General Commercial (COM-2)	0.40 Floor Area Ratio
	High Intensity Commercial (COM-3)	0.50 Floor Area Ratio
Greenbelt ⁵	Suburban Estate (EST-1)	1 unit per acre
	Rural Estate (EST-2)	1 unit per 2.5 acres
	Agriculture (AGR)	1 unit per 5 acres
	Preservation (PRS) and (PRD)	Minimal development may be permitted to provide public Public accessibility and basic facilities only., and structures for land management0.05 impervious surface
	Public and Semi-Public (PSP)	0.30 Floor Area Ratio
	Parks & Greenways (P&G)	0.10 Floor Area Ratio
Conservation ⁶	Preservation (PRS)	No residential density will be permitted. Public accessibilityand basic facilities only Minimal development may be permitted to provide public accessibility and basic facilities, and structures for land management 0.05 impervious surface



FLUM Designation	Zoning Districts ^{1, 2, 3}	Maximum Densities / Intensities (based on gross developable acreage) ⁴
Development of Regional Impact (DRI) ⁷	May use any zoning district including Master Planned Development (MPD) formerly known as Planned Unit Development (PUD). As approved.	For Existing DRI's established prior to 7/6/40, the Development Order establishes the maximum density and intensity. Future DRI's will have a footnote on the Future Land Use Map to establish minimum and maximum densities and intensities for the land use category and to establish a mix of uses.
Master Planned Mixed Use	Master Planned Development (MPD)	Residential: 1.2 dwelling units per gross acre. Non-residential: 1.0 Floor Area Ratio.

Footnotes:

- 1. As discussed in See Policy 1.1.1.6, the "-W" wetlands overlay probability zone may be affixed to any of the zoning districts.
- As discussed inSee Objective 1.1.2, Master Planned Development (MPD) [formerly known as Planned Unit Developments (PUDs)] is permitted in any FLUM designation. In lands zoned MPD, only the preservation/conservation areas within the MPD will be permitted in the Conservation FLUM. Village Centers are implemented through MPDs. The maximum density and maximum intensity is equivalent to the applicable land use categoryFLU designation maximum.
- 3. As discussed in See Policy 3.3.2.2, Overlay districts may be utilized.
- 4. As discussed in Sec Policies 1.1.1.7 and 1.1.1.8, wetlands, which are preserved, may be count as "gross developable acreage" in making density and/or intensity calculations under certain conditions.
- 5. As discussed in Policy 1.1.2.4, the Greenbelt land use designation allows for smaller lot sizes to cluster units.
- 6. As discussed in See Policy 1.1.1.1(F), Conservation, the boundaries of this FLUM designation must be field verified.
- 7. As discussed in Policy 1.1.1.1(G), the Development of Regional Impact (DRI) designation is further sub-categorized.
- 87. As provided for in Goal 1.8, the Master Planned Mixed Use designation density and intensity standards are defined and further sub-categorized.
- 8. Developments eligible for density or intensity bonuses may exceed the maximum densities/intensities as allowed by subsequent policies within the Comprehensive Plan.

Policy 1.1.1.3 – Measured on a *citywide*, or cumulative basis, the following density and intensity limitations shall be placed on the FLUM designations:

FLUM	Limitations on Densities / Intensities1	
Designation		
Residential Low-	No greater than 5 dwelling units per acre measured on a per parcel basis.	
<u>Density</u>		
Residential	A maximum of 25% of the total land area within this FLUM designation (citywide) may be zoned or developed at a density equal to or greater than 8 units per acre.	
Institutional	A maximum of 75% of the total land area within this FLUM designation (citywide) may be zoned or developed at an intensity equal to or greater than a 0.30 Floor Area Ratio.	
Mixed Use	A maximum of 20% of the total land area within this FLUM designation (citywide) may be zoned or developed for residential use with a maximum of 33% of the residential units occurring at a density equal to or greater than 15 units per acre. A maximum of 25% of the total land area within this FLUM designation (citywide) may be zoned or developed at an intensity equal to or greater than a 0.55 Floor Area Ratio.	
Industrial	A maximum of 25% of the total land area within this FLUM designation (citywide) may be zoned or developed at an intensity equal to or greater than a 0.50 Floor Area Ratio.	
Greenbelt	A maximum of 50% of the total land area within this FLUM designation (citywide) may be zoned or developed at a density equal to or greater than one (1) unit per acre.	





	A maximum of 25% of the total land area within this FLUM designation (citywide) may be zoned or developed at an intensity equal to or greater than a 0.30 Floor Area Ratio.
Conservation	Not applicable; development restricted.
Development of Regional Impact	As discussed in Policy 1.1.1.1(G)
Master Planned Mixed Use	As discussed in Goal 1.8.

Projects developed as authorized by the Live Local Act shall not be calculated in these limitations.

Policy 1.1.1.4 – The following principles and locational criteria shall be used required and analyzed to for approve a siting the multi-familyMFR-1 or MFR-2 residential zoning district change within the Residential and Mixed Use FLUM designations:

- A. Availability of existing or planned roads or driveways, which provide accessibility to a collector or an arterial roadway. Planned roads are those identified within the Capital Improvements 5-year schedule.
- B. Sites with at least 15 acres of contiguous uplands are preferable; sites less than 5 acres should not be considered.
- C. Availability of central utilities.
- D. <u>Proximity Walkability or transit access</u> to existing or planned commercial and/<u>or</u> employment centers <u>preferable</u>.
- E. <u>Walkability or transit access</u> <u>Proximity</u> to existing or planned parks and recreation facilities <u>preferable</u>.
- F. Proximity to existing or planned schools <u>preferable</u>. <u>Planned schools are those facilities</u> identified by the School Board in their 5-year schedule.
- G. Preferred sites should have available land area to provide either a wide landscaped buffer or a natural buffer or barrier from proximate single family residential uses.
- H. Ability to provide incorporate architectural design compatibility measures with sites abuttingproximate single-family residential areasdetached homes in relation to the height, size, and scale of multi-family housing constructed (such compatibility measures may include additional buffers, screening, tiering).

Policy 1.1.1.5 – To promote preserving the character of existing single-family zoned neighborhoods and balanced sustainable growth, the City of Palm Coast shall evaluate and make necessary modifications to LDC regulations to ensure the harmonious integration of multi-family developments adjacent to existing single-family zoned residential areas. Strategies may include:

- A. Increasing setbacks and buffering requirements between multi-family and single-family zoned areas.
- B. Implementing gradual density transitions, with lower-density multi-family housing adjacent to single-family areas.
- C. Encouraging multi-family housing within mixed-use areas, MPDs or village centers.
- D. Develop design standards for multi-family developments to ensure visual compatibility with surrounding single-family homes.
- E. Require traffic impact studies and mitigation measures for multi-family developments.





- F. Impose height restrictions on multi-family buildings near single-family areas.
- H. Encouraging clustered multi-family development to preserve open space as a buffer.

<u>Policy 1.1.1.6</u> – Understanding that housing should be included in residential areas that can accommodate people of all ages, physical abilities, and life stages, Palm Coast shall promote housing that includes smaller-scale multi-family attached homes, oftentimes referred to as "missing middle housing". This housing includes:

- A. Housing that generates a welcoming atmosphere that includes neighborhood safety attributes, walkability, and place-based design features.
- B. Homes that are constructed to appear as the same scale, orientation, and are complementary to the existing neighborhood appearance and character.
- C. Options for a mixture of housing types and lot sizes such as duplex side-by-side homes, stacked quadraplexes, townhomes, and courtyard housing.

Policy 1.1.1.57 The City shall cCooperaterdinate with the School Board to locate future public school facilities proximate to residential areas, allow for co-location of other public facilities, provide for safe accessibility of pedestrians and cyclists, and complement patterns of development so that future public school facilities serve as community focal points.

Policy 1.1.1.8 – For the determination of available density, gross density shall be as defined in the Land Development Regulations, except for the MPMU designation where such definition is set forth in Goal 1.8..

Policy 1.1.1.6-9 - The City shall apply tThe wWetlands "W" o Overlay probability zZone, which is intended to shall be used to potentially identify designate parcels or lots identify areas containing a combination of developable uplands and significant wetland areas. -The "W" designation assignment of the overlay probability zone prevents the need for split lot or split parcel zoning. It shall be affixed to any of the City's zoning districts permitted within any of the FLUM designations, except as to the MPMU land use designation which is subject to Goal 1.8. The A "W" indication on the FLUM designation is shall be used to indicate that a parcel or lot may have substantial wetlands located on it and thus, may be restricted for future development. -At the same time, the "W" designation of the Wetlands Overlay Zone may not affect development rights granted by the Future Land Use designation or zoning district.

Policy 1.1.1.107 – The City shall continue to maintain in its Land Development Code (LDC) to grant partial credit for preserved wetlands in making density or intensity calculations. This is an on-site transfer of development rights, which may involve allowing part of the preserved wetland area to count as gross developable acreage in making the calculation.

Policy 1.1.1.118 - The City shall continue to maintain in its LDC to a llow preserved wetlands to count as gross developable acreage within zoning districts which permit the creation of rural residential lots that are 2.51.0 acres or greater. These regulations shall be applicable in cases where lots are designed to include a combination of uplands and preserved wetlands provided





that the upland area on each lot is adequately sized and configured to allow the development of homes and related site improvements without impacting the preserved wetlands.

Objective 1.1.2 — Master Planned Development Allow Zoning Districts that Allow a Mixture of Uses

Encourage the use of innovative land development regulations by permitting Master Planned Developments (MPD) mixed use zoning districts that allows for a mixture of uses in any FLUM designation that allows for a mixture of uses., however, in lands zoned MPD only preservation or conservation areas within the MPD will be permitted in the Conservation FLUM designation.

Policy 1.1.2.1 - Permitted uses within a MPD-mixed use development shall generally follow those allowed within the corresponding zoning districts associated with the FLUM designation Future Land Use designation, the FLUM designation and/or the MPD. Certain DDdeviations from the these-land development regulation standards may be permissible in order to promote and encourage creatively planned projects and in recognition of special geographical features, environmental conditions, economic issues, or other unique circumstances.

Policy 1.1.2.2 - Permitted densities and intensities within a <u>proposed MPD mixed use</u> development shall generally follow those allowed within the corresponding zoning districts associated with the <u>land useFLU</u> designation, the FLUM designation and/or the MPD assigned to the property. -Deviations from these density and intensityland development regulation standards may be permissible in order to promote and encourage creatively planned projects and in recognition of special geographical features, environmental conditions, economic issues, or other unique circumstances.

Policy 1.1.2.3 MPDs located in the Greenbelt land use designation may be referred to as Planned Rural Developments (PRDs).

Policy 1.1.2.4.3 – In order to allow for cClustering of residential units is allowable to create rural communities, achieve planning principles or conservation subdivisions and minimize the need for extensive infrastructure, tThe Greenbelt land use designation may include MPDs or PRDs having lot sizes of less than one (1) acre with common open spaces provided that the development's overall density does not exceed one (1) dwelling unit per acre.

Policy 1.1.2.5 The Village Center zoning district was established for development prior 7/6/10. This zoning district will continue to be allowed for these older projects within the new MPD zoning district. The purpose for the Village Center district is to encourage new and innovative planning models that mix residential housing types with retail, service, office, commercial, and other land uses. The Village Center zoning district shall be applied in at least two (2) locations and this development concept shall be encouraged in the other identified





areas, which are strategically located throughout the City to maximize vehicular and pedestrian accessibility. The list of existing Village Centers as of June 2010 is, as follows:

- A. The Town Center Development of Regional Impact (DRI) (north of S.R. 100 and east of Belle Terre Parkway) (1/2-mile radius).
- B. Within the proposed Palm Coast Park DRI at the intersection of US1 and Matanzas Woods Parkway (1/2-mile radius).
- C. US1 and Palm Coast Parkway (1/2-mile radius).
- D. Area located at the intersection of Old Kings Road and SR 100 (1/2-mile radius).
- E. Area bounded by Pine Lakes Parkway, Whiteview Parkway, and White Mill Drive (1/4-mile radius).
- F. Area located at the Northeast Intersection of Belle Terre Boulevard and Citation Parkway (1/4-mile radius).
- G. Area located near Palm Harbor Parkway at the Hammock Dunes Bridge (1/4-mile radius).
- H. Area located along Seminole Woods Boulevard, between Citation Parkway and Sesame Boulevard (1/4-mile radius).
- I. Palm Harbor Parkway at Frontier (1/4-mile radius).

Policy 1.1.2.6 - The desirable mix of land uses and general development criteria in Mixed Use Village Centers is as follows:

- A. Neighborhood Scale Village Centers (1/4-mile radius or less):
 - 1. Sites generally less than 25 acres
 - 2. Comparable to neighborhood commercial with multi-family residential units
 - 3. 50% retail (to support daily and sundry needs of residential development)
 - 4. 25% office
 - 5. 25% multi-family residential (maximum 12 du/acre)
 - 6. Clustered at or near a node of arterial and collector streets
 - 7. Single structures shall be generally smaller and in scale with surrounding development
 - 8. Unified architectural themes required
 - Neighborhood design compatibility emphasized
- B. Village Centers (1/2-mile radius or more):
 - 1. Sites generally greater than 25 acres
 - 2. 50% retail
 - 3. 25% office
 - 4. 25% multi-family residential (up to 15 du/acre)
 - 5. Clustered on arterial street(s) at or near major intersections
 - 6. Single structures may include larger shopping centers and office buildings
 - 7. Unified architectural themes encouraged
 - 8. Design compatibility with the surrounding area emphasized





Policy 1.1.2.74 - Colbert Preserve/Roberts Pointe Master Planned Development Area is approved with a maximum development of 1,500 dwelling units and 200,000 sq. ft. of non-residential uses. (See Future Land Use Map for Boundary of Subject Area).

Objective 1.1.3 — Establish Criteria for the Evaluation of Amendments to the FLUM

Review proposed amendments to the Future Land Use Map (FLUM) based upon environmental conditions, the availability of facilities and services, school capacityies, compatibility with surrounding uses, and other generally accepted land use planning principles.

Policy 1.1.3.1 – At a minimum, the following environmental factors shall be evaluated each time <u>a</u> FLUM amendments <u>areis</u> proposed:

- A. Topography and soil conditions including the presence of hydric soils.
- B. Location and extent of floodplains and the Coastal Planning Area, including areas subject to seasonal or periodic flooding.
- C. Location and extent of wetlands, certain vegetative communities, and protected wildlife species.
- D. Location and extent of other environmentally sensitive features.
- E. Proximity to wellfields and aquifer recharge areas.
- F. Impacts to potable water supply.

Policy 1.1.3.2 - At a minimum, infrastructure availability and capacity, specified as follows, shall be considered when evaluating proposed FLUM amendments:

- A. Existing and future capacity of roadways based on functional classifications and best available data for traffic modeling. For the purposes of evaluating capacity, roadway improvements programmed in the FDOT 5-year Work Plan or listed in either the City or the County 5-year Capital Improvement Program shall be considered.
- B. Large-scale, high-intensity commercial projects shall be concentrated at intersections of the following arterials: –Palm Coast Parkway and Old Kings Road; Palm Coast Parkway and Belle Terre Parkway; Palm Coast Parkway and U.S. 1; Matanzas Woods Parkway and U.S. 1; Belle Terre Parkway and S.R. 100; S.R. 100 and I-95; and S.R. 100 and Old Kings Road.
- C. Existing and future availability and capacity of central utility systems, such as availability under applicable SJRWMD and FDEP Permits.
- D. Availability and capacity of receiving watercourses and drainage systems to convey design storm events.

Policy 1.1.3.3 – At a minimum, compatibility with proximate uses and development patterns shall be considered when evaluating proposed FLUM amendments. "Compatibility" shall be as defined in Section 163.3164(9), Florida Statutes.





- A. This policy shall not be construed to mean that different categories of uses are inherently incompatible.; rather, it is This policy is intended to promote the use of transitional areas where densities and intensities can be appropriately scaled.
- B. Buffers are encouraged as an effective means of transition between areas where there is a greater degree of disparity in terms of difference between densities and intensities of the existing and proposed developments.
- C. Impacts to the health, safety, and welfare of surrounding residents shall be considered. An analysis shall be conducted of the proposed development, and how that will interface with existing abutting development, if approval is granted.
- D. Neighborhood character shall be preserved and promoted by working toward maintaining compatibility of surrounding land uses when new abutting uses are introduced.

Policy 1.1.3.4 – For any proposed FLUM amendments that affects public school facilities, the City shall consider School District comments and other issues related to public school facilities including, but not limited to:

- A. Available school capacity or planned improvements to increase school capacity;
- B. The provision of school sites and facilities with planned neighborhoods;
- C. Compatibility of land uses adjacent to existing schools and school property;
- D. The co-location of parks, recreation and neighborhood facilities with school sites;
- E. The linkage of parks, recreation and neighborhood facilities with bikeways, trails, and sidewalks for safe access;
- F. Traffic circulation plans, which serve schools and the surrounding neighborhood;
- G. The provision of off-site signalization, signage, access improvements, and sidewalks to serve schools;
- H. The inclusion of school bus stops and turnarounds; and
- I. The use of schools as emergency shelters.

Policy 1.1.3.5 – Impacts to the health, safety, and welfare of residents shall be considered.

<u>Policy 1.1.3.6</u> – To preserve the stability of existing neighborhoods, platted lots as part of a recorded subdivision shall not be used for non-residential purposes other than those uses associated with a home occupation.

Objective 1.1.4 - Discourage Urban Sprawl

Promote compact and contiguous development, a mixture of land uses, and discourage urban sprawl.

Policy 1.1.4.1 – The Mixed Use <u>Future | L</u> and <u>uU</u>se designation is intended to provide opportunities for residents to work, shop, engage in recreational activities, and attend school and religious services in reasonablye close proximity to residential <u>dwellingsuses</u>.





Policy 1.1.4.2 – The Master Planned Development (MPD) zoning district shall allow residential housing types to be mixed with retail, service, office, commercial, and other land uses. Potential areas for It shall be supported that MPD's are strategically located throughout the City to promote infill development and to maximize vehicular and pedestrian accessibility.

Policy 1.1.4.3 The Greenbelt land use designation shall be used to protect natural resources and prevent urban sprawl.

Policy 1.1.4.4 Proposed land use changes which result in an increase in density and intensity within the Northwest Corridor Overlay Area shall be required to avoid substantial areas of low intensity, low density or single use development. Compact urban development will be encouraged in areas suitable for development.

Policy 1.1.4.5 Policy 1.1.4.43 – Land use patterns will beare required to be efficient and not disproportionately increase the cost of providing and maintaining public facilities, as well as providing housing and transportation strategies that will foster energy conservation.

Objective 1.1.5 — Ensure that the Land Development Code Remains Consistent with this Plan.

Amend the Land Development Code (LDC) on an on-going basis, as necessary, and mMaintain the regulations of the Land Development Code to ensure consistency with, and to implement the this Comprehensive Plan.

<u>Policy 1.1.5.1</u> – Proposed amendments to the LDC shall be reviewed for consistency with the Comprehensive Plan

Policy 1.1.5.2 - Within one year of adopting a Comprehensive Plan amendment, the City shall update the LDC, if applicable, to implement the amendment and maintain consistency between the two documents.

Policy 1.1.5.1 - At a minimum, the LDC shall include the following regulations and standards in all applicable zoning districts:

- A. Uses permitted outright and by Special Exception, including standards for home occupations in residential zoning districts.
- B. Setback standards for primary and accessory structures, including setbacks from water lines, wetlands, seawalls, and wellheads.
- C. Maximum density and intensity standards.
- D. Maximum building height.
- E. Provisions for open space.





Policy 1.1.5.2 At a minimum, the following regulations, requirements, and standards shall be reviewed and updated in the LDC:

- A. Subdivision regulations and site plan requirements, including plan review and approval procedures.
- B. Signage regulations.
- C. Minimum living area standards for various residential uses.
- D. Notice requirements for public meetings.
- E. Developer-initiated advanced meetings with adjacent property owners.
- F. Standards for development in areas subject to seasonal or periodic flooding.
- G. Provisions for drainage and stormwater management, including provisions for grading single-family residential lots.
- H. Provisions for on-site traffic flow and access management.
- I. On-site vehicle parking standards, including parking standards for single-family residential units.
- J. Sidewalk requirements.
- K. Criteria used to evaluate applications for Variances and Special Exceptions.
- L. Landscape, buffering and tree preservation requirements.
- M. Environmental regulations, including aquifer/wellfield protection, wetland protection and water conservation.
- N. Construction and engineering design standards.
- O. Vesting of non-conforming uses and structures.
- P. Provisions for appropriate siting of telecommunications facilities.
- Q. Planned Unit Development review procedures.
- R. Surveying requirements related to single-family home construction.
- S. Time limitations for construction projects.

Policy 1.1.5.3 The City shall grant special consideration to adopting LDC regulations which:

- A. Encourage the replatting of existing subdivisions to facilitate a greater variety of lot sizes and land uses.
- B. Increase the minimum required lot size for stand-alone development (i.e. sites where building, parking, and water retention facilities are required) in commercial, office, and industrial zoning districts to one acre.
- C. Establish standards for the color, type, and height of fencing and/or require landscaping to provide a visual and natural looking transition between the building site and the street where the fence is adjacent to or visible from any arterial.
- D. Require enclosed garages on all detached single-family residential units, duplexes, triplexes, and townhouse units.
- E. Address abandoned constructions sites.
- F. Provide cluster subdivision regulations.
- G. Limit the size and location of accessory buildings, such as storage sheds, and require screening.
- H. Place time limitations on the use of residential units for model homes.



- I. Promote better connectivity for vehicles, bicycles, and pedestrians by creating new design standards for subdivisions.
- J. Require burial of utility lines for all new development and redevelopment with the exception of stand-alone residential units in existing platted subdivisions.
- K. Lighting standards for private parking lots. These standards should address the reduction of off-site glare by directing light to where it is needed.
- L. Examine deed restrictions and incorporate them into the LDC, where appropriate.
- M. Design standards regulating boat dock facilities and marinas, including limitations on the number of boat slips permitted.

Policy 1.1.5.4 Policy 1.1.5.1 The City shall periodically evaluate the schedule for Land Development Review Application Fees to ensure that it is reasonably comparable to surrounding jurisdictions and that public review costs are offset with fair and adequate charges.

Policy 1.1.5.52 The City shall require maintenance and upkeep of developed properties, including rentals; tThe City will continue to update its Code of Ordinances on an as needed basis to implement this policy.

Policy 1.1.5.63 - The Concurrency Management System shall ensure that development is consistent with the Comprehensive Plan's LOS standards by requiring that facilities and services and water supplies are available concurrent with the impacts of development. This may be accomplished through the issuance of development orders and permits specifically conditioned on the availability of these facilities and services and water supplies and other appropriate means. Specific concurrency provisions for schools, parks, utilities and transportation are located in the specific Plan Elements that discuss those issues.

Objective 1.1.6 — Encourage Redevelopment and Revitalization to Support Economic Development. of Areas Needing Re-planning and Revitalization

As part of each EAR assessment or more frequently as necessary,_identify uses deemed to be inconsistent with the community's character and desired land use patterns. Consider Community Redevelopment Area(s), as defined in Section 163.340, Florida Statutes, as one of the planning strategies to accomplish this objective. Encourage investment and economic development that will improve the quality of life for residents.

Policy 1.1.6.1 - The City shall explore the feasibility of utilizing the Community Redevelopment Area designation for areas throughout the City where redevelopment planning may be an appropriate tool to promote public and private investment. Support the Palm Coast Town Center, which is located in the SR 100 Corridor Community Redevelopment Area (CRA), as an Innovation District. Accordingly, within this district:

- 1) Facilitate the creation and commercialization of new ideas,
- 2) Support the incubation of employment,
- 3) Leverage distinct economic attributes, and





- 4) Leverage the proximity, density of residential development, and Palm Coast historical attributes into a hub of a live, work, and play environment.
- Policy 1.1.6.2 As of the effective date of the new LDC, all lawfully existing land uses that are inconsistent with the zoning district regulations and the land use designations in the Comprehensive Plan shall be considered vested nonconforming uses. Vesting provisions and other implications associated with nonconforming status shall be determined in the LDC.
- <u>Policy 1.1.6.2</u> Coordinate with the SR 100 Corridor CRA Board to mitigate and/or eliminate the identified blight conditions as identified in the most recent CRA Plan.
- Policy 1.1.6.3 Vacant properties that are platted residential lots are vested for development of residential uses in accordance with the zoning district regulations.
- Policy 1.1.6.4 Parcels with a deed that records a legal description or Parcel Tax Identification number as a combination of multiple lots that do not have an approved subdivision through the City or Flagler County (prior to incorporation), shall be considered one lot for vesting purposes. These properties must be developed consistent with the City's FLUM and the LDC.



FINDING: As a vestige of the ITT Master Plan and development, there are about 8 original IT<u>T platted lots" remaining.</u> City has a total of 49,643 ¼-acre platted single-family lots. As of July 2002, approximately 16,758 lots, or 34% were developed, leaving approximately 32,885 vacant lots. As of December 2009, approximately 31,521 lots or 63% were developed leaving approximately 18,290 vacant lots. Having an abundant supply of vacant ¼-acre lots served by central utilities and roadways has some advantages. Historically, it has been relatively inexpensive to purchase a lot and build a home because ITT absorbed the cost of building the infrastructure and created so many lots. -The main-historic problems associated with sparsely developed areas include inefficient delivery of urban services and the increased risk of wildfires are reduced as more and more of the ITT lots are absorbed or developed. -The City also is faced with a major expense to refurbish extensive roadway and drainage infrastructure, which has never been fully utilized. As it pertains to the housing market, there are were relatively few choices for existing and future residents other than the original ITT lots. -Of particular concern-importance are the older City residents in the 65+age cohort, which comprised approximately 1/321.5% of the City's population based on the 201000 U.S. Census. This age cohort, based on the 2022 5-year American Community Survey, now composes approximately 29.5% of the City's population. It is important to note that between 2010 and 2022 all the age cohorts increased in number. However, of all the age cohorts that may potentially be in the housing market (20-34, 35 to 64, and 65+), the 65+ cohort had the highest increase as a share of the overall population while the other cohorts had a slight decrease. This demographic trend tends to direct the need to As this segment of the population ages, it is expected that the demand for smaller lots and smaller units will increase. In fact, a large home on a ¼-acre lot may not be desirable by single residents of any age. To increase the marketability of its housing market, and to continue to attract the full rangeincrease availability of different household-housing types and the need to , the City must continue to explore different alternative ways to expand the variety of available housing within the City.

Objective 1.1.7 — Create a Vacant Land Inventory and Analysis

The City shall continue to a Address the impacts of the abundance of existing vacant and platted lots in the community and identify ways to facilitate a balanced mix of housing types, lot and parcel sizes, and land uses to meet the needs of its the increasing population.

Policy 1.1.7.1 - The City shall mMaintain a vacant land inventory of all properties within Palm Coast to monitor development rates and to assess orientation, developability, ownership, and availability for purchase vacancy rates through the best available data.

Policy 1.1.7.2 - The City shall cContinue to evaluate opportunities to maximize efficiencies in providing public services to sparsely developed areas of the eityCity.





Policy 1.1.7.3 - Various incentives shall be considered to encourage assembly, consolidation and development of existing platted lands to create different sized lots. This shall include, but not be limited to the following incentives:

- A. Transfer of development rights;
- B. Full or partial waiver of selected development fees;
- C. Providing technical assistance with plat vacation and administrative replatting in a manner consistent with Chapter 177, Florida Statutes;
- D. Potential application of zoning overlays that encourage or require larger minimum lot sizes in areas determined appropriate;
- E. Use financial incentives permitted under Florida law such as graduated impact fees, Municipal Service Benefit Units (Chapter 166, Florida Statutes), Municipal Service Taxing Units (Chapter 166, Florida Statutes), and/or Community Redevelopment Agencies (Chapter 163, Florida Statutes); and
- F. Prioritization of capital improvements.

Policy 1.1.7.4 The City shall continue to manage the State Road 100 as a Community Redevelopment Area, consistent with Chapter 163, Florida Statutes.

Policy 1.1.7.5 - Within ten (10) years of Plan adoption, the City shall explore the feasibility and potential benefits of designating portions of the City as Community Redevelopment Areas, consistent with Chapter 163, Florida Statutes.

Policy 1.1.7.6 - The viability of continuing existing uses of property shall be considered.

FINDING: Florida Statutes require that the Comprehensive Plan maintain analyzes atwo five-year planning period and a long range planning period (Plan Hhorizons, one covering the next ten years after update, and one covering at least a 20-year period.) which covers at least 10 years. The A five year fiscal planning period is utilized in conjunction with for the Capital Improvements Element, and the other elements of the comprehensive plan to ensure that level of service standards are achieved and maintained. The Plan Horizons is are utilized for the purpose of planning long range land use and infrastructure needs. It is not subject to the financial feasibility requirements, but the Additional planning periods for specific components, elements, land use amendments or projects shall be permissible and accepted as part of the planning process. The various elements must be coordinated to implement a strategy to address projected long range deficits.

Objective 1.1.8 - Maintaining 5Implement 10-Year and 20-Year Long Range Planning Periods

Maintain Implement a five 10-year and 20-year planning period for the purpose of ensuring financial feasibility. Establish and maintain a Plan Horizon which ensures a minimum 1520-year long range planning period at all times.

Policy 1.1.8.1 - Year <u>20352050</u> is established as the <u>20-year</u> Plan Horizon. -Theis <u>Plan</u> Horizonperiod shall be evaluated during each EAR assessment and shall be amended as





necessary to maintain a minimum long range planning period of 1520 years, as determined during each year between EAR-based amendments. The Plan Horizon may be amended on a more frequent basis as warranted by changing conditions. This policy is intended to ensure that the City maintains a long term planning perspective, while providing flexibility so that the City can consider all relevant factors in determining the preferred planning period for each update of the Plan Horizon.

Objective 1.1.9 – South Old Kings Road Planning Area

Encourage the responsible development of the South Old Kings Road Planning Area (the "Area") which has significant economic benefit to the City of Palm Coast while requiring the reasonable protection of (1) the Area's natural, cultural, and environmental resources, (2) the quality of life to the City's residents, and (3) the City 's surrounding infrastructure.

Policy 1.1.9.1 – Development in the Area shall not exceed 2,500 residential dwelling units and 2,500,000 square feet of commercial or industrial use.

Policy 1.1.9.2 – To promote compact and contiguous development and to discourage urban sprawl, the Area shall be designated Mixed Use, Greenbelt, and Conservation on the City's FLUM Map.

Policy 1.1.9.3 - To promote onsite ecological enhancements, biodiversity, and ensure appropriate—lands east of Old Kings Road which are designated as Greenbelt are protected in perpetuity, prior to the issuance of a development order, environmentally sensitive areas shall be preservationed areas shallwhich include: (1) unique habitat (unique topographical reliefs, hardwood hammocks, xeric or sandhill communities), (2) historical and cultural resources, and (3) wetlands that serve the ecological function of Bulow Creek. The Master Planned Development (MPD) processapproval shall be utilized to facilitatereflect this requirement.

Policy 1.1.9.4 – The Area shall be developed as Mixed Use in such a fashion that shortens vehicular trip lengths, promotes internal trip capture and provides employment opportunities for residents living within the areaArea.

Policy 1.1.9.5 – To ensure that valuable natural resources are protected, no development order or rezoning requests shall be adopted for that portion of the Area lying East of Old Kings Road until (1) a survey identifying gopher tortoise, scrub jay, jurisdictional wetlands, and other natural resources is completed for that portion of the Area lying east of Old Kings Road; (2) a cultural resource field survey and assessment report is prepared for that portion of the Area lying east of Old Kings Road; and (3) a tree survey is completed assessing lands lying east of the Conservation lands for that portion of the Area lying east of Old Kings Road.

Policy 1.1.9.6 - Prior to any development the property owners shall request a binding letter from the Florida Department of Economic Opportunity (FDEO) at the City's request to determine whether the development must undergo development of regional impact review.





- **Policy 1.1.9.76** No development order or rezoning request shall be adopted for any of the property in the Area until a Conceptual Master Plan for the Area is completed.
- **Policy 1.1.9.87** In an effort to protect that portion of the Area lying East of Old Kings Road, low to medium density development shall be required.
- **Policy 1.1.9.98** Gopher Tortoise, commensal species, and associated habitats shall be preserved as per Florida Fish and Wildlife Conservation Commission (FWC) guidelines.
- **Policy 1.1.9.109** Cultural and historic resources shall be referred to the Division of Historical Resources, State Historic Preservation Office (SHPO) for their recommendations to preserve theany cultural and/or historic resource within the Planning Area.
- **Policy 1.1.9.110:** For property located east of Old Kings Road, development standards for the Planning—Area shall include design practices and standards to protect environmental and cultural resources. Such standards may include but not be limited to: clustering, Florida Green Building Coalition, Low-Impact Development (LID), and Conservation Subdivision Design.
- Policy 1.1.9.121: To sustain hammock communities, areas within the site with the greatest concentration of specimen and historic trees, shall be considered in the design process to minimize impacts and removal of the trees through avoidance of such areas. If this is not physically possible, other techniques and development practices identified in the City's Land Development Code, including green development, may be utilized to reduce impacts.
- **Policy 1.1.9.132**: Road crossing designed to minimize the impact to natural and cultural resources shall be permitted in areas designated as Conservation on the City's FLUM.
- **Policy 1.1.9.143:** Road crossing in Conservation areas, special flood hazard areas, and wildlife corridors shall be designed to avoid compromising the functions and quality of the environmental resources. Such designs may include but not be limited to grade separations and wildlife crossings.
- **Policy 1.1.9.154** Any development plan in the Planning-Area shall take into consideration the potential extension of Citation Parkway as a potential east-west connector in the City of Palm Coast and as a parallel facility to State Road 100.
- **Policy 1.1.9.165** Development of <u>the</u> transportation network <u>with</u>in the <u>Planning</u> Area shall include an overall pedestrian/bicycle facility system to facilitate alternative modes of transportation within and into the <u>Planning</u> Area.
- **Policy 1.1.9.176** Recognizing the acquisition by Flagler County through the Environmentally Sensitive Lands (ESL) program of adjacent lands to the south, additional planning shall include facilitating and design for public access and connectivity to these lands.



Policy 1.1.9.187 - The City shall coordinate with land acquisition entities and public agencies to acquire environmentally and culturally significant lands in the **Planning** Area east of Old Kings Road.

Policy 1.1.9.198— In the event that the Owner/Developer places conservation easements over any wetlands within the Area, the City may at its own expense and at its sole discretion, change the comprehensive plan designation of said wetland to a FLUM designation of Conservation. Such lands may be required to be dedicated to a public or non-profit entity.

Policy 1.1.9.2019 – Development of the Planning-Area identified as Economic Development Area #3 in the Airport Area Master Plan shall consider the recommendations of the Airport Area Master Plan in order to ensure the long-term development of the Flagler County Airport.

Policy 1.1.9.2120 – Prior to any development in the South Old Kings Road Planning Area, the developer will coordinate with the School District to have a binding commitment that ensures adequate school capacity is available to accommodate the impacts of <u>the new</u>-development <u>plan at buildout</u>, as appropriate a Any capital improvement needed to increase school capacity will be included in the Capital Improvements Schedule.



GOAL 1.2: QUALITY OF LIFE

Maintain the community's quality of life through preservation and enhancement of environmental and community resources.

<u>FINDING</u>: Open space and greenways provide benefits to the City through <u>the</u> conservation of native ecosystems and landscapes, protection of natural resources, expansion of public recreational amenities, the provision of outdoor educational opportunities, and alternative transportation to reduce dependence on automobile travel. -Open space and greenway areas can also help to define urban boundaries and thus, prevent sprawl.

Objective 1.2.1 — Emphasize the Preservation of Natural Resources and Open Space

Identify, protect, <u>and promote</u>, <u>and preserve</u> greenways, open spaces and other identified natural resources through a variety of mechanisms. These mechanisms include, but are not limited to, public acquisition, <u>development agreements</u>, obtaining easements, and land development regulations, which shall be addressed through on-going amendments to the LDC.

<u>FINDING</u>: The conceptual location of desired open spaces, greenway linkages, and Blueways are depicted on Map 4.1. <u>Some identifiable sites are as follows These include</u>:

- A. Potential Greenway Corridors and Linkages
 - 1. Old Kings Road North
 - 2. Old Kings Road South
 - 3. Lehigh Trail
 - 4. Seminole Woods
 - 5. Town Center
 - 6. Linear Park
 - 7. Palm Harbor Parkway
 - 8. Greenway Link from US-1 to Belle Terre Elementary School
 - 9. US-1 Multi-Purpose Path
 - 10. Graham Swamp
 - 11. Waterfront Park
 - 12. Easthampton Blvd.
 - 13. Pine Lakes Parkway
 - 14. Belle Terre Blvd. (South of SR 100)
 - 15. Sesame Boulevard
 - 16. Mulberry Branch
 - 17. Pellicer Creek
 - 18. Northeast Corridor Greenway Area
 - 19. Bulow Creek
 - 19.20. Long Creek
- B. Potential Open Space:

1. Longs Creek

2.1. ____Reserve Parcels throughout City





3.2. Parcels identified as a priority for acquisition by the City, Flagler County, SJRWMD or the State for conservation and/or preservation purposes.

C. Potential Blueways include the freshwater and saltwater canal systems.

- Policy 1.2.1.1 The City shall pursue Federal, State, and County funding sources and partnerships to purchase environmentally sensitive areas for greenways and open space. Additionally, the City shall pursue opportunities to create greater linkages between wildlife corridors within the City to wildlife corridors and habitats on a regional system.
- **Policy 1.2.1.12** The City shall support greenway and trail linkages between public and private open space resources, schools, parks, residential, and commercial developments, as appropriate. The City will encourageshall studyconsider a program that provides incentives to private property owners to provide public access easements in selected locations.
- **Policy 1.2.1.23** The City shall <u>promote consider</u> public access on linear "reserve" parcels used for drainage, other utilities, and Florida Power and Light (FPL) easements in order to enhance scenic and pedestrian amenities. The City shall coordinate with FPL, and other utility providers to obtain public access easements in selected locations.
- Policy 1.2.1.4- The City shall p<u>P</u>romote public access to the shoreline of the Intracoastal Waterway to enhance the public's enjoyment and appreciation of this natural resource. Private property owners may be requested to provide public access easements in selected locations.
- **Policy 1.2.1.5** The City shall periodically evaluate and pursue annexation of environmentally sensitive properties adjacent to the City to protect natural resources, which enhance the quality of life for the citizens of Palm Coast.
- Policy 1.2.1.6 The City shall a Amend the LDC to address set regulations for lot clearing and tree preservation standards to protect native vegetation.
- **Policy 1.2.1.** The City shall indentify and consider seeking funds for land acquisition of potable water wellfields and recharge areas.
- Policy 1.2.1.8 The City shall protect potable water wellfields by, at a minimum, requiring buffers with a minimum radius of 500 feet from the wellhead in accordance with State law. The City shall protect wellfields by establishing wellhead protection zones and regulating activities and land uses therein.
- Policy 1.2.1.9 The City shall assess and modify its current wetland protection regulations to ensure effective protection of high qualityoptimal, functional, and integrated systems. Land development wetland regulations shall consider type, value, function, size, condition and location of wetland systems consistent with State and federal regulations.
- Policy 1.2.1.10 Impacts to lowhighoptimal quality, isolated wetland systems shall be permitted only if it can be demonstrated that this will promote infill development, discourage





urban sprawl, and improve or enhance the City's overall wetland function consistent with State and Federal regulations. Mitigation requirements at a minimum shall be consistent with State Law.

<u>FINDING</u>: The City's streetscapes (i.e., the view a driver or pedestrian has from street level) are often cited by residents and visitors as one of the community's most attractive assets. Vistas comprised of natural wooded areas, planted medians, and generous landscape buffers abutting developed properties provide gateway corridors worthy of protection and enhancement.

Objective 1.2.2 — Prioritize the Improvement and Maintenance of Streetscapes

Implement plans and land development regulations to improve and maintain the City's streetscapes, including new landscaping and the protection of existing, natural vistas.

Policy 1.2.2.1 — Conduct special studies to identify gateway corridors and prioritize improvements in the Capital Improvement Program. The following roadways are identified as "gateway corridors". Projects such as median beautification, landscaping, entry signage, utility burial, and street lighting shall be considered within these public rights-of-way.

- A. Palm Coast Parkway
- B. Belle Terre Parkway
- C. Whiteview Parkway
- D. Seminole Woods Parkway
- E. Palm Harbor Parkway
- F. Matanzas Woods Parkway
- G. Royal Palms Parkway
- H. Old Kings Road (Flagler County jurisdiction)
- I. Colbert Lane (Flagler County jurisdiction)
- J. State Road 100 (FDOT jurisdiction)
- K. US 1 (FDOT jurisdiction)
- L. Interstate 95 exit ramps (FDOT jurisdiction)

Policy 1.2.2.2 – The City shall mMaintain regulations in the LDC to:

- A. Require all new development, except stand-alone residential units in existing platted subdivisions, to bury utility lines underground.
- B. Develop standards for public street lighting and parking lot lighting.
- C. Develop design standards for signage in public rights-of-way.
- D. Develop standards addressing the design and landscaping of fences and walls on double frontage lots.
- E. Establish design and irrigation standards for landscaping of streets and medians.
- F. Extend architectural and color requirements for non-residential buildings and signs beyond the Palm Coast Parkway corridor to other areas of the City.





Policy 1.2.2.3 – The City shall dDetermine methods for funding landscaping and lighting on arterial and collector street systems to include, but not be limited to, the following:

- A. Establishment of Maintain a separate 'street tree and landscape account', which shall be funded with code violation fines for unpermitted lot clearing and related violations.
- B. Development of a program to assist community organizations to adopt medians, islands, and other areas in the rights-of-way for landscape beautification. City assistance may include preparation of landscape plans, the provision of materials, site supervision, and maintenance.

Policy 1.2.2.4 - Identify canopied street segments within the City and where appropriate, protect them by designating them as policy constrained streets. This designation may allow the shortening or elimination of road widening projects and turn lanes.

Policy 1.2.2.5 - The following streets are designated as policy constrained streets:

- 1) Palm Coast Pkwy. (eastbound & westbound) between Florida Park Dr. and Palm Harbor Pkwy.
- 2) Colbert Lane (between eastbound Palm Coast Pkwy. and westbound Palm Coast Pkwy.)

Policy 1.2.2.6 – The City shall coordinate with Flagler County to extend the constrained roadway designation for Colbert Lane from Palm Coast Parkway (eastbound) to Grady Prather Jr. Cv. or a more appropriate terminus.

FINDING: As Palm Coast continues to grow and seeks to expand and diversify its economy the preservation of historical resources can play an important role as a source of tourism development, and community education These resources possess a special public interest and are important to understand the heritage and historical development of the area.

Objective 1.2.3 - Preserve Cultural and Historical Resources

Preserve, protect, and enhance community resources with unique social, historical, and cultural significance to the City.

Policy 1.2.3.1 - The City, in coordination with with technical support from the Division of Historical Resources (DHR), shall maintain and periodically update an inventory of known cultural resources located adjacent to and within Palm Coast. The purpose of the inventory is to help provide a tool to aid in the protection of known cultural resources. The inventory will provide a guide for identification, evaluation, recordation and documentation of known cultural resources. At a minimum, the cultural resource inventory shall include: archaeological sites, historical standing structures, historical cemeteries, and properties listed (as defined in 9J-5.003(55), F.A.C.) in the National Registered of Historic Places. The cultural resource



inventory shall be mapped and periodically updated, but shall not be construed to be an all-inclusive list.

Policy 1.2.3.2 - The City shall e<u>E</u>ncourage preservation and protection of significant cultural resources as detailed in the Florida Master Site File of the Florida Department of State, or as inventoried as indicated in Policy 1.2.3.1, by encouraging the designation of any such findings into conservation easements, or other protective measures.

Policy 1.2.3.3 The City acknowledges that precise locations of archaeological sites are sensitive and that unauthorized distribution of Florida Master Site File data may lead to vandalism and destruction of sites. Therefore, archeological site location information may be exempt from public records law when the DHR finds that its release could create a risk to site damage. Therefore, the City shall coordinate with the DHR prior to making such information public.

Policy 1.2.3.4 The City shall pPursue grant opportunities to assist in sponsoring a professional archaeological sampling survey designed to revisit known sites to ascertain their present condition and prepare predictive models for site occurrence in Palm Coast. The findings of any survey shall be reflected in the inventory indicated in Policy 1.2.3.1.

Policy 1.2.3.5 Requirements and standards for conducting cultural resource assessments and reporting of archeological and historic sites prior to development activities shall be incorporated into the LDC.

Policy 1.2.3.6 For property which the Florida Department of State, Division of Historical Resources has jurisdictional review or recommended an archaeological survey, the City shall require a copy of the correspondence from the State Historic Preservation Officer (SHIPO) office concurring that historic concerns have been adequately addressed prior to the initiation of construction activities issuance of a building permit.

Policy 1.2.3.7 For all properties listed or determined to be eligible for listing on the National Register of Historic Places, the City shall support their preservation and responsibilities, any DHR requirements and protocols of the DHR.



GOAL 1.3: ADEQUATE PUBLIC FACILITIES AND CONCURRENCY

The City shall ensure that public facilities and services are adequate to provide for the health, safety, and welfare of the public and are provided concurrent with the impacts of new development.

FINDING: Although the provision of public infrastructure and services (i.e. roadways, sidewalks, parks, water, sewer, drainage, and solid waste) is discussed in other Comprehensive Plan Elements, the ability to provide efficient and cost effective services for the population is related to the land planning mechanisms discussed in the Future Land Use Element. In order to measure what constitutes acceptable service delivery, the Comprehensive Plan contains level of service standards in each of the aforementioned areas. To meet these LOS standards, proposed developments are evaluated based on a concurrency management system. This system dictates the improvements needed to support new development, while at the same time providing a planning tool that the City can utilize to help prioritize investments in public infrastructure.

In addition, this part of the Plan focuses on the need for the City to address public safety through proper planning of fires stations, wildfire mitigation, and a long-term proposal to evaluate the need for City police services.

Objective 1.3.1 - Ensure Adequate Public Facilities Concurrent with New Development

Require that public facilities, infrastructure, and services shall be provided concurrent with the impacts of new development.

- **Policy 1.3.1.1** The City shall ensure that the location and timing of new development is coordinated with the provision of public facilities through the use of growth management measures being included in the LDC such as development phasing, programming, and appropriate sizing of public facilities.
- **Policy 1.3.1.2** The City shall ensure that public facilities, infrastructure, and services are operated at the adopted LOS standards and in conformance with the Capital Improvements Element, consistent with Section 163.3180, Florida Statutes.
- **Policy 1.3.1.3** The City shall encourage development to locate in the areas where public facilities, infrastructure, and services are available. Where there are deficiencies and where appropriate, the City shall require the developer to provide or extend the facilities as necessary to accommodate development, provided such provision or extension is consistent with state law. Applicable impact fees shall be used by the City consistent with State law to offset the costs of the City providing facilities.
- **Policy 1.3.1.4** The City shall seek opportunities for financing and maintaining public facilities and services in partnership with other entities to leverage public resources. In addition, the





City shall join in intergovernmental agreements with the County, State, Federal government and private sector, as appropriate, to identify and build needed public facilities, and allocate the costs of such facilities in proportion to the benefits accruing to each.

Policy 1.3.1.5 - The location and timing of new public facility needs shall be considered when amendments to the FLUM are requested.

Policy 1.3.1.6 – The City shall conduct periodic reviews, and updates of its impact fee schedules to ensure that the City retains the ability to provide adequate public facilities and infrastructure.

Objective 1.3.2 — Develop Maintain a Concurrency Management System

The City has, as a component of this Plan, adopted goals, objectives, policies and standards for the establishment of a concurrency management system (CMS). The purpose of the Implement a concurrency management system (CMS) is to ensure that the issuance of each development order or development permit is conditioned upon the availability of public facilities and services necessary to serve any new development, consistent with the provisions of Chapter 163, Part II, Florida Statutes, and Rule 9J-5.0055, Florida Administrative Code.

Policy 1.3.2.1 - The City shall mMaintain and update as necessary the CMS contained in the City's Land Development Code to implement the goals, objectives and policies of the Plan as contained in Transportation, Public Recreation, and Open Space, and Infrastructure Elements relative to roads, sanitary sewer, solid waste, drainage, potable water, and parks and recreation in order to ensure that all new development is served by facilities and services in an efficient manner concurrent with the impacts of the new development. -The City shall, on an ongoing basis, ensure that the CMS is evaluated in coordination with the provisions of the Capital Improvements Element (CIE) of this Plan.

Policy 1.3.2.2 - The City shall use the CMS to ensure public service and facility capacity are available for new development through the development and monitoring of adopted Level of Service (LOS) standards.

Policy 1.3.2.3 - The issuance of all development orders or development permits shall be <u>issued</u> or conditioned upon the availability of public services and facilities necessary to support the proposed development.

Policy 1.3.2.4 - The Concurrency Management System shall be designed to ensure that development is consistent with the Comprehensive Plan's level of service (LOS) standards. This may be accomplished through the issuance of development orders and permits specifically conditioned on the availability of these facilities and services and water supplies and other appropriate means. Specific concurrency provisions for schools, parks, utilities and transportation are located in the Capital Improvements Element.



POLICY 1.3.2.4 THE CMS ADOPTED IN THE CITY'S LAND DEVELOPMENT CODE SHALL, AT A MINIMUM, PROVIDE FOR THE FOLLOWING:

- A. Maintenance of adopted LOS standards for roads, sanitary sewer, solid waste, drainage, potable water, parks and recreation, and mass transit.
- B. Inclusion of capital infrastructure projects needed to maintain adopted LOS standards in a Capital Improvement Plan (CIP) or the Capital Improvement Element (CIE);
- C. A system to monitor adherence to the adopted LOS standards, the schedule of capital improvements in the adopted CIE and CIP, and availability of public facility capacity.
- D. Guidelines for interpreting and applying LOS standards to all applications for development orders and development permits.
- E. A system for determining concurrency and assessing when the concurrency is met and for the period of time concurrency is granted.
- F. A requirement that the local government shall maintain adopted LOS standards for roads, sanitary sewer, solid waste, drainage, potable water, and parks and recreation.
- G. A requirement that the CIE shall continually set forth a financially feasible plan that demonstrates that the adopted LOS standards will be achieved and maintained.

Policy 1.3.2.54 - The City shall review the CMS on, at a minimum, a biennial basis to determine that the CMS is adequately addressing the timely provision of adequate public facilities and services, and is coordinated with and considers the effects of capital improvements, approved development, and changed conditions.

Policy 1.3.2.6 – The updated CMS for sanitary sewer, solid waste, drainage and potable water facilities developed for the City's Land Development Code shall, at a minimum, include the following provisions:

- A. The City shall require that all necessary facilities and services are in place and water supplies are available to serve the new development at the time of the issuance of a Certificate of Occupancy, or
- B. The City shall require that at the time a development order or development permit is issued the facilities or services needed to serve the new development are constructed and water supplies are available, or
- C. The City shall require that at the time a development order or <u>final</u> development permit is issued the needed improvements, including those needed to ensure that water supplies are available, are financially guaranteed through a City-held developer's bond, letter of credit or similar instrument on a form satisfactory to the City and issued by a surety or financial institution acceptable to the City.

Policy 1.3.2.7 The CMS for parks and recreation facilities shall require that prior to the issuance of a development order or <u>final</u> development permit the acreage needed to construct the necessary facilities and services to serve the development are dedicated to or owned by the City, and:



- A. Funds in the amount of the developer's fair share are paid or are financially guaranteed through a City held developer's bond, letter of credit or similar instrument on a form satisfactory to the City and issued by a surety or financial institution acceptable to the City; or
- B. The necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than onethree years after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted CIP or CIE.

Policy 1.3.2.8 - The CMS for transportation facilities developed for the LDC shall be consistent with Section 163.3180, *Florida Statutes*., but, at a minimum, shall include the following provisions:

- A. Except where impacts are *de minimus*, necessary transportation facilities and services necessary to support development shall be in place at the time a development order or development permit is issued, or
- B. For local roads, and State roads that are not part of the Florida Intrastate Highway System (FIHS), the issuance of a development order or development permit will be conditioned upon the necessary facilities being under actual construction within three (3) years as evidenced by their inclusion in an adopted CIP or CIE; or
- C. For State roads, that are part of the FIHS, the issuance of a development order or development permit will be conditioned upon the necessary facilities being under actual construction within five (5) years as evidenced by their inclusion in the Florida Department of Transportation's Five (5) Year Work Program; or
- D. The necessary facilities are guaranteed by a binding, executed agreement that guarantees that the necessary facilities will be under construction within three (3) years and said commitment is financially guaranteed through a City held developer's bond, letter of credit or similar instrument on a form satisfactory to the City and issued by a surety or financial institution acceptable to the City.

(Ordinance #2005-23, § I, 06/07/05).

Objective 1.3.3 – Address Public Safety Conditions

Ensure that proper facility and program planning is conducted to address public safety needs.

Policy 1.3.3.1 - The City shall maintain or improve its Insurance Services Organization (ISO) ratings for Fire Protection, Floodplain Management, and Building Code effectiveness. To achieve this, the City shall:

- A. Regularly update and implement the ISO study regarding fire services.
- B. Conduct periodic reviews of the ISO study to reflect changes in City boundaries, service areas, and other required ISO criteria.
- C. Utilize studies and findings to strategically plan and develop new fire stations, ensuring optimal coverage and response times throughout the City.





- D. Continuously evaluate and enhance floodplain management practices and building code enforcement to maintain or improve the City's ISO ratings in these areas.
- E. Establish design and irrigation standards for landscaping of streets and medians.
- F. Allocate necessary resources to support ongoing improvements in fire protection, floodplain management, and building safety measures.

Policy 1.3.3.2 - The City of Palm Coast, in collaboration with Flagler County and the Flagler County Sheriff's Office, shall develop and implement a comprehensive Five-Year Public Safety Plan aimed at establishing a framework for long-term public safety planning and resource allocation to enhance public safety and address evolving community needs.

Policy 1.3.3.1 - The City will c<u>Maintain</u>onsider implementing the Insurance Services Organization (ISO) study regarding<u>designation</u> the location of future fire stations. The ISO study will <u>shall</u> be updated on an as-needed basis to reflect changes to City boundaries, service areas, and other factors impacting locational criteria for future stations.

Policy 1.3.3.2—3 - The City shall regularly assess and revise its wildfire protection and mitigation regulations to enhance community safety and reduce the risk of wildfires by The City shall eEnforce its wildfire mitigation regulations and seek new methods to reduce the threat of wildfires.

- A. Conducting periodic reviews of existing wildfire-related ordinances and regulations.
- B. Incorporating the latest fire science and best practices in wildfire prevention and mitigation.
- C. Collaborating with local fire departments, forestry agencies, and regional partners to develop comprehensive wildfire protection strategies.
- D. Evaluate landscaping requirements in wildfire-prone areas.
- E. Educating residents about wildfire risks and promoting community-wide preparedness initiatives.
- F. Integrating wildfire risk assessments into the city's land use planning and development approval processes.

Policy 1.3.3.3 — Within ten (10) years of Plan adoption, the City shall conduct a study to determine the feasibility of forming a City Police Department.





GOAL 1.4: ECONOMIC DEVELOPMENT

Foster a sustainable economic environment to create employment opportunities, business growth, and diversified tax base.

Summary:

The City of Palm Coast is committed to supporting sustainable economic growth and development strategies to enhance the quality of life for all residents, businesses, and visitors. This commitment is encapsulated in Goal 1.4, which outlines strategic objectives and policies directed at spurring economic growth by optimizing the provision of infrastructure, streamlining the development review process, proactively consider the location of employment centers, supporting small businesses, and being an affiliate in collaborative partnerships that drive economic prosperity.

Objective 1.4.1 – Robust, Diversified, and Resilient Local Economic Environment

Foster a dynamic and robust economic environment that targets industry sectors, anticipates future industry trends, and leverages local strengths to build a diversified and resilient economy.

Policy 1.4.1.1 – Establish a bold and future-focused economic development plan that underpins a strong local economy and anticipates changes in industry, technology, education, workforce development, supply chains, and the evolution of technologies and production systems.

Policy 1.4.1.2 - Prioritize the creation of opportunities for, expansion of, and retention of industry sectors that support the creation of a resilient and diverse economy and tax base by recruiting investments in targeted industries related to Advanced Manufacturing, Corporate Headquarters, Aviation & Aerospace, Logistics & Warehousing, and Healthcare Training & Research.

Policy 1.4.1.3 – Expand the availability and skills of the City's workforce by partnering with local and regional education entities, including the county's public school system, career-technical schools, and colleges, to develop programs that will inspire our students, meet the educational needs of targeted industry sectors, and supply future workforce demands.

<u>Policy 1.4.1.4 – Maintain emphasis on the expansion of local businesses and promotion of entrepreneurs, who bring value to the City's economy and its citizens.</u>

<u>Policy 1.4.1.5</u> – Establish a site <u>development</u> process that ensures the City has an inventory of <u>shovel-ready economic employment center sites ready to meet the needs of potential business and industry.</u>



Objective 1.4.2 – Targeted Economic Employment Centers and Jobs

Create a thriving economic environment that attracts new industries, enables existing business to expand, and creates workforce opportunities by implementing strategic land use planning, infrastructure enhancement, and community development practices in targeted locations and sites.

Policy 1.4.2.1 – Maintain an inventory of targeted economic employment hubs that have available, development-ready sites, and suitable land uses for industrial, office professional, and commercial development. Ensure the targeted economic employment hubs have adequate land resources strategically located with access to transportation and utility infrastructure available for future business attraction and expansion.

Policy 1.4.2.2 — Create incentives and leverage funding for the development of economic employment center through the establishment of incentive zones that prioritize capital investments that develop infrastructure critical to economic development-such as reliable transportation networks, rail, multi-modal transportation, and utilities, which will support the development of employment centers and attract new businesses.

Policy 1.4.2.3 – Utilize private and public partnerships to allocate specific zones within the City for the establishment of significant economic employment hubs capable of hosting diverse businesses and industries. The City shall focus its economic development efforts and incentives within these economic employment hubs.

<u>Policy 1.4.2.4</u> – Promote the creation of mixed-use developments integrating housing, commerce, and office spaces to foster economic employment hubs where the workforce can live, work, and enjoy recreational activities, thus minimizing the necessity for extensive commuting.

Policy 1.4.2.5 - Increase the attraction and retention of the City's workforce by increasing (1.) the number of amenities geared towards families, working age adults, and young people, (2.) the creation of employment opportunities, (3.) creating a greater awareness of local opportunities, and (4.) ensuring the availability of workforce housing.

<u>Policy 1.4.2.6</u> Continue to evaluate the usage of City property located in areas suitable for locations for targeted industries and economic development <u>opportunities</u>.

Objective 1.4.3 – Investment in Infrastructure

Improve and extend the capacity of City infrastructure, public services, and related facilities to accommodate the attraction and expansion of industries and businesses.

Policy 1.4.3.1 Foster the development of economic employment hubs by targeting specific sites that have access to needed critical infrastructure facilities, services, and systems including utilities, transportation, and communications. Promote these sites through the City's planning initiatives, economic incentives, and development practices.



Policy 1.4.3.2 Optimize the utilization of the City's existing infrastructure, public services, and facilities by placing economic employment hubs in areas that are currently by the City's infrastructure services and systems.

Policy 1.4.3.3 Ensure public utility infrastructure services—potable water, sanitary sewer, electric, natural gas, and others—extend to lands targeted as economic employment hubs. Future expansion of services should be prioritized through the City's capital improvement efforts.

Policy 1.4.3.4 Utilize the City's transportation planning efforts to support the City's economic priorities by (1.) determining economic facility needs, (2.) identifying deficiencies, and (3.) scheduling capital improvements and facility expansions through the City's Capital Improvement Plan and Long Range Transportation Plan.

Policy 1.4.3.5 Continue to evaluate the usage of City property located in areas suitable for the installation of communications towers that are also in prime locations where coverage and service gaps of wireless service providers exist, as identified in the Wireless Master Plan dated January 2017. The installation of said towers on these properties will only require administrative review.

Objective 1.4.4 – Business Attraction and Retention

Implement strategies to market, recruit, and support new and expanding businesses to (1.) create sustained economic growth and enhanced quality of life for its residents, (2.) promote the City of Palm Coast as a premier destination for business and investment, (3.) attract industries that offer well-paying jobs and contribute to economic diversification.

Policy 1.4.4.1 – Create a regional brand to market Palm Coast as a premier destination for targeted industries and site selection consultants. The branding initiative shall consider materials that show the City as a competitor in attracting new businesses and investments.

Policy 1.4.4.2 – Conduct a comprehensive economic study to identify target industries, target markets, workforce needs, and potential opportunities to create a competitive environment. This study will be used to form strategies to enhance the City's economic sustainability and growth.

<u>Policy 1.4.4.3</u> – Based on the City of Palm Coast's Targeted Industry Feasibility Study, the City shall identify specific industries and companies for recruitment, focusing on those that align with the City's objective of providing well-paying jobs. This targeted recruitment effort will help attract businesses that contribute to economic growth and job creation.

Policy 1.4.4.4 – Develop incentive programs and streamline the permitting processes to encourage the relocation and expansion of businesses job opportunities and contribute to a robust local economy.



Objective 1.4.5 – Small Business and Entrepreneur Development

Implement policies that support and empower local entrepreneurs. Provide comprehensive support to small businesses, streamline regulatory processes, and create a collaborative environment for growth and success.

Policy 1.4.5.1 – Continue to contract and liaise with the Florida Small Business Development Center (SBDC) to enable City staff to offer counseling, training, and resources tailored to support the City's entrepreneurs in initiating and expanding their business. Continue working with the county's workforce development providers including the SBDC and local colleges to provide essential business development services including business plan formulation, financial planning, marketing assistance, and regulatory counsel.

<u>Policy 1.4.5.2</u> – Collaborate with <u>Business Groups</u>, regional economic development organizations, universities/colleges, and private enterprises to create collaborative alliances between the public and private sectors, and to implement mentorship initiatives, networking gatherings, and programs for nurturing and accelerating startups.

<u>Policy 1.4.5.3</u> – Consider the implementation of online systems, dedicated project management support, and coordination among departments to minimize delays and alleviate administrative hurdles for small business startups.

Policy 1.4.5.4 – The City shall continue to support the "Buy Local" and other initiatives aimed at boosting locally-owned small businesses by leveraging marketing strategies, hosting events, and offering incentives to encourage residents to support them.

Objective 1.4.6 - Support Workforce Development Opportunities

To attract, retain, and support entry-level workers and young professionals by creating a comprehensive environment that addresses housing, employment, education, community engagement, and quality of life factors, resulting in a vibrant community that offers diverse opportunities for personal and professional growth..

Policy 1.4.6.1 – Promote the development of affordable and diverse housing options, including rental units, starter homes, and co-living spaces, by partnering with developers, non-profit organizations, and financial institutions to provide incentives for the construction of affordable workforce housing.

<u>Policy 1.4.6.2</u> – Support the growth of industries and sectors that offer career paths in targeted industries for entry-level workers, such as technology, healthcare, creative industries, and green technologies.





Policy 1.4.6.3 - Create an internship program within the City offices to allow high-school students to work for the City during the summer months, and event possibly extend that into the school year.

Policy 1.4.6.4 – The City shall create and support partners in the creation of internship, apprenticeship, and mentorship programs in collaboration with local businesses, educational institutions, and industry organizations to provide entry-level persons with valuable work experience and career development opportunities.

Policy 1.4.6.5 – The City shall work closely with and support the Flagler County School system in developing K-12 programs that are forward looking and recognize the changing landscape of industry and employment, and how these changes will shape the next generation of our workforce.

<u>Policy 1.4.6.6</u> – The City shall invest in amenities and services that enhance the quality of life for entry-level workforce residents, such as parks, recreational facilities, cultural venues, and public <u>transportation</u>.

Policy 1.4.6.7 – The City shall support the development of vibrant, walkable neighborhoods with a mix of residential, commercial, and entertainment options that attract entry-level workforce, families, and working age adults.

Policy 1.4.6.8 – The City shall create opportunities for secondary school students to participate in local decision-making processes, such as youth advisory councils or ad-hoc members on community boards, to become exposed to formal, organized processes.

Policy 1.4.6.9 – The City shall develop a targeted marketing campaign to highlight the City as an attractive destination for entry-level professionals, showcasing its career opportunities, lifestyle, and amenities.

<u>Policy 1.4.6.10</u> – The City shall utilize social media, digital platforms, and partnerships with influencers and local organizations to promote workforce development initiatives.

<u>Policy 1.4.6.11</u> – The City shall partner with the Flagler County School District and other educational institutions to target job training and establish business-mentoring programs that train the City's youth to work in areas identified as a needed to serve area industry and business.

Policy 1.4.6.12 – Collaborate with the region's post-secondary school intuitions regarding opportunities for the creation of workforce training programs for targeted industries, and highlight the existence, exceptional ability, and willingness to provide customized training programs to companies looking to establish a location in the area.

Objective 1.4.7 – Create a Vibrant Business Climate

Address the needs of existing businesses while attracting new investments and ensuring the city remains competitive in a global marketplace.





- Policy 1.4.7.1 The City shall conduct a thorough assessment of existing commercial and industrial businesses within the city. This analysis shall identify strengths and gaps in the current economic structure.
- Policy 1.4.7.2 Conduct a survey of industrial and relative commercial businesses that is based on NAICS code classification.
- **Policy 1.4.7.3** Work with local businesses, small manufacturers, and artisan businesses to assist in the evaluation of the LDC to identify barriers and codes that inhibit diversity and opportunity.
- Policy 1.4.7.4 The City shall establish a "Fast-Track" permitting process for targeted industries or projects that meet specific criteria, such as job creation, investment thresholds, or location within designated employment centers. This expedited process will prioritize the review and approval of these projects to facilitate their timely development.
- Policy 1.4.7.5 Prior to application submittal, the City shall offer regular pre-application or due diligence meetings to enable applicants and City technical staff to discuss proposed development applications.
- Policy 1.4.7.6 Implement an online permitting and licensing system to allow businesses to submit applications, pay fees, and track the status of their requests electronically. This system will streamline the process, reduce paperwork, and provide greater transparency and accessibility for businesses. The City will continue to assess and enhance these technological offerings to optimize customer service for our citizens.
- Policy 1.4.7.7 The City shall periodically review, and if necessary, update its Land Development Code, Code of Ordnances and Technical Manuals to ensure they are consistent with best practices, and do not create unnecessary barriers or delays for new business development. Any modifications will also adhere to the 2050 Comprehensive Plan.
- <u>Policy 1.4.7.8</u> The City shall foster a welcoming environment for foreign direct investment by providing affordable entry opportunities for foreign companies that align with the city's targeted industries.
- <u>Policy 1.4.7.9</u> To cultivate an entrepreneurial ecosystem and support local businesses, the City shall establish incubators for local entrepreneurs and startups in new, existing, or surplus buildings.
- <u>Policy 1.4.7.10</u> Promote the development of CRA areas by targeting incentives and economic development initiatives in this area.



<u>Policy 1.4.7.11</u> - Support the creation of spaces that foster entrepreneurship in the City such as maker spaces, business incubators, farmer's markets, and commercial kitchens.

Objective 1.4.8 – Maintaining a High Quality of Life

The City of Palm Coast is dedicated to maintaining a thriving, sustainable, and engaged community.

<u>Policy 1.4.8.1</u> – The City shall continue to focus on one of our greatest assets by expanding and maintaining green spaces, parks, and recreational areas.

Policy 1.4.8.2 – The City shall continue to be a leader in community engagement by further developing cutting edge interaction with our citizens via accessible online platform for residents to provide feedback and stay informed about city initiatives and events.

<u>Policy 1.4.8.3</u> – Promoting the use of renewable energy sources and supporting initiatives for reducing greenhouse gas emissions.

Policy 1.4.8.4 – Foster strong community engagement by organizing regular town hall meetings, community forums, and public consultations to ensure residents have a voice in local decision-making.

<u>Policy 1.4.8.5</u> – The City shall regularly assess and upgrade public infrastructure, including roads, bridges, water and sewer systems, and public buildings.

<u>Policy 1.4.8.6</u> – The City shall develop and maintain a comprehensive public transportation system that is efficient, reliable, and accessible to all residents.

<u>Policy 1.4.8.7 – The City shall promote alternative transportation modes, such as biking and walking, by creating safe and well-maintained pedestrian and cycling pathways.</u>

<u>Policy 1.4.8.8</u> – The City shall continue to have responsive code enforcement, rental registration program, and foreclosed and abandoned properties program to maintain neighborhoods.

<u>Policy 1.4.8.9</u> – The City shall continue efforts such as neighborhood signage, gateways, medians, neighborhood assessment plans, and community development block grant programs to promote neighborhood investment.

Policy 1.4.8.10 – The City shall continue efforts to enhance the appeal of Palm Coast for prospective residents, businesses, and tourists by emphasizing its distinctive branding, cultivating a sense of hometown identity, preserving its natural assists, promoting an active and healthy lifestyle, and celebrating its rich cultural diversity.

Pursue an economic development program to expand its economic base and to provide adequate, diverse employment and business opportunities.





FINDING: The needs of the City to continue to sustain its quality of life in the face of major population growth are evident. The City's economy must be enhanced and diversified in order to sustain the City as the place that originally attracted the first residents in the 1970s. While the City's population represents 78 percent of the total County population, the City comprises 53 percent of the total employment in the County. Recent figures from the Census indicated that the ratio of employment to population in the City has declined from 23 percent in 2000 to only 13 percent in 2008. The City must increase its employment base to boost revenues and reduce its reliance on ad valorem taxes generated by residential properties.

An economic development plan must be implemented to improve the types of employment and salaries necessary to sustain and prepare for the future needs and economic demands of a growing population. As the City ages, there will be economic development opportunities to improve functionally obsolescent or deteriorating areas to sustain the quality of life.

Objective 1.4.1 - Prepare an Economic Development Strategy Plan

Prepare an economic development strategy plan to address diversification and expansion of the employment base.

Policy 1.4.1.1 - The City shall c<u>C</u>oordinate with Enterprise Flagler and other local government agencies to develop a countywide strategic economic development plan.

Policy 1.4.1.2 The City shall c<u>C</u>oordinate its economic development efforts with the County, adjacent municipalities and with State and regional agencies.

Policy 1.4.1.3 The City shall encourage and support the efforts of Enterprise Flagler, or its successor, to expand business and employment opportunities in the City.

Policy 1.4.1.43 The City shall explore other strategic partnerships with the Flagler County and the Palm Coast Chambers of Commerce, Enterprise Florida, or its successors, local governments, regional, State and Federal agencies, and others involved in development within the City.

Policy 1.4.1.4 Palm Coast has identified several target industries for economic development including healthcare, technology, and logistics, distribution, and warehousing. The City shall include consideration of the provision of capital improvement incentives for development to occur within the City within the strategic plan.

Objective 1.4.2 - Create Employment Centers and Jobs





Encourage <u>Provide incentives for</u> the development of employment centers within close proximity to housing and transportation corridors to maximize accessibility, convenience for residents, and to improve the economic climate.

Policy 1.4.2.1 - The City shall pProvide an appropriate balance of commercial, retail, office, and industrial land uses on the FLUM to balance jobs and housing.

Policy 1.4.2.2 The City will work Coordinate with the Flagler County School District and other educational institutions to encourage training to upgrade job skills and to establish business mentoring programs to encourage the City's youth to work in the City.

Policy 1.4.2.3 Within the Opportunity Zone generally located west of I-95, north of Moody Blvd., south of Whiteview Parkway, and east of Belle Terre Parkway, the City shall encourage private investment and work with potential developers of long-term, low-income housing.



GOAL 1.5: ANNEXATION

Pursue an annexation policy to pPromote economic development and to provide sufficient housing diversity, recreational opportunities, and natural resource protection through the adoption of an annexation policy.

Objective 1.5.1 - Develop an Annexation Plan and Policies

Explore opportunities for annexation of properties that can be used for commercial, industrial, and residential uses, particularly those and that can help to diversify the housing stock and diversifying the City's tax base. Explore opportunities for annexation of wellfields, aquifer recharge areas, and other open spaces.

- **Policy 1.5.1.1** The City shall iIdentify land that is appropriate for annexation and meets the City's adopted Goals that focus on increasing commercial and industrial development.
- **Policy 1.5.1.2** The City shall sSeek to coordinate with the County and adjacent municipalities to identify joint planning areas for the purpose of annexation or coordinated provision of services.
- **Policy 1.5.1.3** The City shall develop an annexation plan and eEstablish criteria for the annexation of employment based employment-based lands and residential land that may be needed to attract businesses. Criteria shall address the evaluation of potential annexation sites, suitability, and proximity to other uses and ownership of any land proposed to be annexed.
- Policy 1.5.1.4 The City shall encourage annexation whenever desirable to reduce the costs of providing municipal services and for other appropriate municipal purposes. Annexation of lands that reduce the costs of providing city services and operation of city facilities are of high priority.
- Policy 1.5.1.5 The City shall pursue annexations of nonresidential properties to the City in a strategic manner to attract commercial and industrial development in order to balance the City's tax base and the costs of public facilities and services.
- Policy 1.5.1.56 The City shall iIdentify and annex land appropriate for multi-family and residential estate lotsall types of housing.
- Policy 1.5.1.67 The City shall eConsider the feasibility of <u>pursuing the annexing annexation</u> of properties near major transportation facilities, such as the Flagler County Airport and I-95, and near the Intracoastal Waterway, in order to provide diverse site selection opportunities for new, expanding, and relocating businesses, and related recreational <u>opportunities</u>, and alternative <u>diverse</u> housing <u>stock</u>.





Policy 1.5.1.78 – For any lands proposed for future annexation, the Conservation future Future land Land use Use designation, or if within a MPMU designation a Greenway Corridor Overlay designation shallmay be established assigned on the FLUM to environmentally sensitive lands in order to provide protection of large interconnected high quality wetland systems and other high quality environmentally sensitive areas in that are located within the newly annexed proposed annexation area property. Conservation areas are generally a minimum of 10 acres in size, with most being substantially larger. Other areas, which may be classified conservation, include natural water bodies and lakes, estuaries, oak hammocks and other large areas consisting of native vegetation areas, and wildlife corridors. An environmental assessment may be required to determine if environmentally sensitive lands are present on site and, if present, shall be classified as Conservation.



GOAL 1.6: COASTAL PLANNING

<u>Promote the welfare of the public to the extent reasonably practicable, protect citizens, housing stock, and businesses from the effects of natural disasters using appropriate disaster mitigation and hurricane evacuation strategies.</u>

FINDING: Total evacuation clearance time for the City is manageable. However, the scheduling of future roadway improvements and additional access must address volume and capacity as related to hurricane and other disaster evacuation. The Flagler County Department of Emergency Services (FCDES) is authorized by Chapter 252, Florida Statutes, in order to provide coordination of resources to local governments and decision-making during disasters. FCDES also helps coordinate preparedness programs for the citizens of Flagler County, County agencies, and support organizations. The City fully recognizes the critical importance of intergovernmental coordination with the County and neighboring beach communities.

Objective 1.6.1 - Ensure Evacuation Planning Addresses Growth and Population Changes.

Improve hurricane evacuation planning efforts with the FCDES and the Northeast Florida Regional Council (NEFRC) by providing and updating population densities within the hurricane evacuation zone.

Policy 1.6.1.1 - The City shall provide population densities biennially to Flagler County and shall provide population and trend data to the NEFRPC upon request.

Policy 1.6.1.2 — The City shall coordinate with FCDES, FDOT and other regulatory agencies to identify roadway and other improvements to the hurricane evacuation road network based upon the number of people who cannot be evacuated within an optimum evacuation time limit.

Objective 1.6.2 - Hazard Mitigation

The City shall coordinate future land uses by encouraging the elimination or reduction of land uses that are inconsistent with any appropriate interagency hazard mitigation report recommendations.

Policy 1.6.2.1 — Through the LDC, the City shall prohibit the reconstruction of certain non-conforming structures or which are deemed to be hazardous structures in the event that they are destroyed to an extent more than fifty (50) percent of their replacement value at the time of destruction.





Policy 1.6.2.2 The City shall implement the recommendations of the interagency hazard mitigation report.



<u>FINDING</u>: The Florida Inland Navigation District (FIND) operates and manages one dredge spoil disposal site within the City. The disposal site will continue to be available and is permitted with the appropriate regulatory agency. According to FIND, the site has adequate spoil capacity through the 2020 planning period. In accordance with State regulations, the City is still required to address this issue in the Comprehensive Plan.

Objective 1.6.3 — Accommodate Dredge Spoil Disposal Site Needs

The City shall coordinate with the FIND to ensure the availability of adequate dredge spoil disposal sites in the City.

Policy 1.6.3.1 The City shall c<u>C</u>oordinate the siting of new dredge disposal sites with the County and adjacent municipalities.

Policy 1.6.3.2 - The City shall e<u>C</u>onsider the designation of future dredge spoil sites based on the following criteria: <u>proximity of archaeological resources</u>, wetlands, vegetation, habitat, land use, topography, soil conditions, access points, <u>in addition to development suitability</u>, and ability to accommodate technical and logistical requirements for conveyance and storage.



GOAL 1.76 PUBLIC PARTICIPATION

Provide public participation in the City's comprehensive planning process.

Objective 1.76.1 – Provide a Process for Public Participation

Adopt procedures to encourage public participation in the comprehensive planning process.

Policy 1.76.1.1 – The City shall pProvide notification to all affected property owners of all future-Future land Land use Use map Map changes. For the purpose of implementation of this policy, affected property owners shall be defined in the Land Development Code as those within a 500° a radial distance-radius—of the subject parcel(s) as measured from the most exterior boundary of the project site. Notification may be in the form of direct mailings, a sign posted on the subject property, legal notifications, or other means.

Policy 1.76.1.2 – The City shall sSchedule and hold public hearings where the public and affected parties may provide input during a time of the day when the general public is typically able to attend.

Policy 1.76.1.3 - The City shall eEncourage and provide an alternate avenue for the receipt of public comments other than as a public speaker at a public hearing.

Policy 1.76.1.4 - The City shall pProvide information at regular intervals to citizens apprising them of planning activities through the City's website, social media, and by other means.

Policy 1.76.1.5 - The City shall dDocument participation and follow-up communications with citizens who have expressed an interest in the action through the use of speaker sign-in forms for plan amendments, plan transmittals, and plan adoption hearings.

Policy 1.76.1.6 – Provide adequate time for each affected property owner and other City citizens to speak to the applicable board, committee, or City Council regarding measures on a public meeting agenda. For purposes of this Policy, the City shall define adequate time in the Land Development Code and/or the policies of the applicable board, committee or City Council



GOAL 1.7: NORTHWEST CORRIDOR OVERLAY AREA (NCOA)MASTER PLANNED MIXED USE

Create parameters for the development of a Master Planned Mixed Use community in a means that allows and promotes a mixture of uses with an integrated, interconnected transportation network and guides development within the means of the natural environment.

FINDING:

The City established the Northwest Corridor Overlay Area (NCOA) Master Planned Mixed Use FLUM designation based on a coordinated policy framework to properly plan for long term potential growth in the annexed areas west of US 1 and the railroad that contains sensitive natural habitats. The City wants towill encourage ensure that the area develops as a showcase community. Thenew development to be should be composed of mixed-use communities and neighborhoods served by a regionally significant interconnected transportation network and public facilities, as a community that provides energy efficient and diverse housing opportunities, to promotes enhanced opportunities for further economic growth in the City, and to establishes a template guide for preservation, conservation, and protection of the natural environment to provide a high quality of life for residents. The NCOA is depicted on Map CP-1.5. The Overlay does not supersede any other policies of the Comprehensive Plan and does not abridge the authority or regulations of any other agency.

FINDING: In order to ensure that the NCOA lands are developed in a balanced manner and provide for the long-term needs of the community, specific Comprehensive Plan Goals, Objectives, and Policies are required to ensure the necessary public facilities and community services are provided as this area develops. The City fully recognizes the critical importance of intergovernmental coordination with the County, public agencies, neighboring communities, and interest groups.

Objective 1.7.1 - Community Form

The Master Planned Mixed Use FLU designations will include an interconnected system of greenways within a Greenway Corridor Overlay, a mix of diverse land use types to promote a development form of greater variety than is presently available in the City, provide for job opportunities proximate to housing, and strive to ensure mixed-use areas include civic, cultural, and recreational uses. Master Planned Mixed Use designations will be served by a regionally significant interconnected transportation network and accommodate a wide variety of mobility options, including streets, bike/pedestrian facilities, trails, transit (including low speed and autonomous vehicles where appropriate), and smart technology systems to assist users in wayfinding and transitioning between travel modes. Complete streets will be incorporated and locations for transit corridors and transit stops will be considered in the planning and design of the



transportation network. An interconnected multi-use trail network will provide connections in strategically identified areas connecting residential neighborhoods, shopping, employment, education, recreation, and civic facilities.

Policy 1.7.1.1 — The Master Planned Mixed Use FLU designations shall only be implemented through an application for rezoning to the the-Master Planned Developments (MPD) zoning district. The MPD Master Plan will depict the areas described below. The Greenway Corridor Overlay will be created based on the regional context of planned conservation lands, any adjacent public conservation lands, on-site environmentally sensitive lands (as defined herein), an assessment of wetland quality, and ecological linkages to avoid habitat fragmentation.

- A. Greenway Corridor Overlay: The Greenway Corridor Overlay will be the primary defining component of the community form. The Overlay will consist of a system of interconnected greenways to be depicted on the applicable MPD Master Plan. At least 15% of the Greenway Corridor Overlay within an MPD zoning will consist of upland buffers or other upland open space. Each MPD will address the general location, minimum size of the Greenway Corridor Overlay within its boundaries, and design standards to ensure development is compatible with the Greenway Corridor Overlay. Permitted uses within the Greenway Corridor Overlay include passive recreation such as trails and campgrounds, roadway and utility crossings, utilities and support facilities, ecotourism and agritourism related uses, public facilities, stormwater harvesting, water supply uses, and other similar uses as may be further defined in the applicable MPD zoning. The Greenway Corridor Overlay will serve as a critical tool for providing ecological connectivity and recreational opportunities compatible with surrounding natural resources. Given this, lands within a Greenway Corridor Overlay will not be designated with a Conservation FLU designation or subject to the various related Comprehensive Plan regulations and instead will be subject to the Master Planned Mixed Use regulations. To ensure the long-term viability of the Greenway Corridor Overlay, Policy 1.8.1.2 sets forth elements to be addressed during the applicable MPD rezoning process.
- B. Villages: Neighborhoods are the basic building block of a community and will be designed to be compatible with the Greenway Corridor Overlay. One or more neighborhoods may make up a Village. Villages will consist of one or more residential neighborhoods with edges defined by the Greenway Corridor Overlay and/or the interconnected transportation network. Villages will be designed in a clustered and compact form and contain at least two different housing styles and types. At least 10 percent of the area within each Village shall be retained in open space and recreation. All types of residential uses and ancillary type uses are permitted.

Each neighborhood willshall have a centrally located Neighborhood Center to allow for civic, recreation and open space, institutional-uses, neighborhood commercial, and public facilities and facilities—to create an identity and sense of place. At a minimum, Neighborhood Centers will include a central public gathering place such as a park, village





green, square, plaza, community center or similar public spaces. Neighborhood Centers may also include residential, schools, places of worship, public buildings, office and personal service uses designed to serve the surrounding Village.

- C. Village Centers: Village Centers are mixed use districts designed to serve the retail, service and civic needs of the surrounding Villages. These areas are intended to encourage a fine-grained mix of land uses either centrally located within a Village or at the entrances to a Village and/or located around the intersection of streets classified/defined in the LDC as collectors or higher. The Village Centers will vary in size depending upon the surrounding population served, but in no case will a Village Center exceed 200 acres in size. A wide range of land uses are permitted in Village Centers with the highest density and intensity of uses located near the center with decreasing density and intensity of uses proceeding outward from the center toward the adjacent Villages. The Master Planned Mixed Use Village Center area is different from and not subject to any other village center standards in the Comprehensive Plan, and those village centers depicted on Map CP-1.5 (Future Land Use), the LDC and/or other City regulations.
- D. Regional Activity Center: Each Master Planned Mixed Use project will include a Regional Activity Center that will serve as a regional destination for employment, shopping, recreation, entertainment, health care, education, hospitality, and/or residential. A Regional Activity Center will be located on or proximate to the regionally significant transportation network to provide easy, convenient access and high visibility. Regional Activity Centers will be a minimum of 200 acres in size. Mixed-use areas within a Regional Activity Center shall provide a range of housing types, recreational amenities, diverse retail and services, entertainment, and/or employment opportunities as well as an integrated multi-modal transportation system for the area. The conceptual location of a Regional Activity Centers will be depicted on the Conservation Energy Element Map 1.6 and Recreation Service Areas Map 4.2 of the Comprehensive Plan Map Series. The final location of any Regional Activity Center shall be determined at the time of construction plan approval without the need to modify the Comprehensive Plan Map Series provided the Regional Activity Center is consistent with the Master Planned Mixed Use Future Land Use designation and applicable MPD zoning.
- E. Employment Center(s): An Employment Center proximate to the regionally significant transportation network will provide economic development opportunities and encourage the location of jobs within close proximity to the multi-modal transportation network and residential uses, thereby resulting in shorter commuting distances and a reduction in vehicle miles travelled (VMT) and greenhouse gas (GHG) emissions. The Employment Center shall include a mixture of office, industrial, warehouse, supporting retail, supporting residential and/or other similar uses.

Policy 1.7.1.2 - To effectively maintain the multi-functional Greenway Corridor Overlay and ensure its long-term viability, the following elements shall be addressed during the MPD rezoning review:





- A. Compatibility: Specific guidelines within the MPD will be established for development outside and adjacent to the Greenway Corridor Overlay to minimize edge effects. Such guidelines may include:
 - i. Establishment of setbacks, transition zones, and buffer zones;
 - ii. Minimization of conflicting uses through site planning (e.g., placing stormwater ponds and trails adjacent to established Greenway Corridor Overlay instead of homes, etc.);
 - <u>iii.</u> Prohibition of structural obstructions that may adversely affect wildlife mobility (e.g. fencing or bulkhead revetments, etc.);
 - iv. Pursuing FWC Lighting Certification; and/or
 - v. Minimization of nuisance wildlife attractants (e.g., storage of household trash in wildlife-resistant containers, outside feeding of domesticated pets, etc.);
 - vi. Locating hamlets within transition zones.
- B. Design Guidelines: Guidelines will be established for design elements within and adjacent to the Greenway Corridor Overlay. Such guidelines will include:
 - i. Connection to any adjacent regional greenway(s); and internal community elements;
 - ii. Protection and/or enhancement of historic and cultural resources in conjunction with the State Historic Preservation Officer (SHPO) and in compliance with the National Historic Preservation Act:
 - iii. Incorporating water conservation strategies to minimize use of potable water.
 - iv. Incorporating energy conservation strategies:
 - v. Retaining unique ecological linkages to avoid habitat fragmentation:
 - vi. Incorporating appropriate wildlife crossings where streets cross the Greenway Corridor Overlay; and
 - vii. Protection and management for environmentally sensitive areas (as defined below);
 - The conceptual location of transition zones will be shown on the MPD site plan
 - Hamlets will be located within the transition zones
 - Hamlets shall be located outside of the Greenway Corridor Overlay.
 - The maximum number of units within hamlets is limited to no more than 1 unit be
 - 20 acres of the Greenway Corridor Overlay
 - 4. The MPD will describe lot size and width, impervious surface ratio, setbacks and residential uses within Hamlets.
- C. Conservation: The entire Greenway Corridor Overlay will not be encumbered by conservation easements nor will any portion be designated with a Conservation FLU designation. Notwithstanding this, conservation easements may be established within portions of the Greenway Corridor Overlay as part of the federal and state environmental permitting process.
- D. Habitat Conservation Management Plan: A Habitat Conservation Management Plan(s) (HCMP) will be developed and implemented as part of the federal and state environmental permitting process. The HCMP is intended to be a living document and as such will be





- modified as the final boundaries of the Greenway Corridor Overlay are established as set forth in the applicable MPD.
- E. Monitoring and Enforcement: The applicable MPD Development Agreement will include enforcement provisions to ensure consistency with the elements in this Policy 1.8.1.2. In addition, monitoring and enforcement will be conducted in relation to any applicable federal and state environmental or regulatory permit issued for lands within the Greenway Corridor Overlay.
- F. Public Access Provisions: Where appropriate, the MPD should include provisions for public access to the Greenway Corridor Overlay, balancing recreational use with the purpose and intent of the Greenway Corridor Overlay as set forth in Policy 1.8.1.1.

Policy 1.7.1.3 - The MPD will include a regionally significant transportation network providing internal and external multi-modal interconnectivity. When designing the transportation network, equal consideration shall be given to all modes of transportation including a trail network to provide access between the various land uses and access to the greenways.

Policy 1.7.1.4 - The overall Residential Density within each Master Planned Mixed Use land use designation shall not exceed 1.2 dwelling units per gross acre. The maximum non-residential intensity within any single parcel of a Master Planned Mixed Use land use designation shall be a Floor Area Ratio of 1.0. See Policy 1.8.3.1. below for the calculation of density and intensity within each Master Planned Mixed Use future land use designation.

Objective 1.7. 2 – Overall Mix of Uses

Policy 1.7.2.1 - At least 50% of the total lands within a Master Planned Mixed Use designation shall be planned for recreation and open space uses and such uses within the Greenway Corridor Overlay will count toward this percentage. In addition, any open space and recreation lands within each Village (located outside the Greenway Corridor Overlay) that satisfy the minimum 10% condition in Policy 1.8.1.1.B above will also satisfy this 50% minimum condition.

Policy 1.7.2.2 - The MPD(s) for a Master Planned Mixed Use FLU designation will include a development program to demonstrate compliance with the following non-residential space standards:

A. Retail/Service - At a minimum, 50 square feet of retail and service space per dwelling unit shall be planned for in a Regional Activity Center, Village Centers, and/or Neighborhood Centers with this standard measured in the aggregate across these areas. Retail uses shall be located and designed to encourage alternate transportation through urban design, such as sidewalks and related streetscaping. Retail within Neighborhood





Centers shall be of limited scale and intensity to ensure compatibility with the low-intensity character of the predominantly residential Villages.

B. Workplace/Employment Center - At a minimum, 60 square feet of workplace space per dwelling unit designed to serve the development shall be planned for in Neighborhood Centers, Village Centers, Employment Center, and/or Regional Activity Center with this standard measured in the aggregate across these areas. Workplace space can include office, health care, industrial and similar uses.

Policy 1.7.2.3 – For purposes of implementing Objective 1.8.1.2, the mixed use percentages and nonresidential space square footage will be measured in the applicable MPD(s) application to demonstrate compliance and consistency with the Master Planned Mixed Use FLU designation and to demonstrate that the MPD development program at buildout will consist of a mix of uses.

Objective 1.7.3 – Definitions and Interpretations

Policy 1.7.3.1 - For the purpose of the Master Planned Mixed Use (MPMU) FLU designation, the following terms, phrases, words and their derivations shall have the meaning contained herein, except where the context clearly requires otherwise. Terms not defined herein shall be first interpreted by reference to the applicable MPD; secondly by the City of Palm Coast Comprehensive Plan Glossary; and thirdly by reference to the City of Palm Coast Land Development Code; and fourth by reference to generally accepted planning, engineering, or other professional terminology if technical, and otherwise common usage, unless the context clearly indicates otherwise.

- A. Density, Residential: the total acreage of a Master Planned Mixed Use FLU designation multiplied by the allowable gross density factor as expressed by per unit of land.
- B. Intensity, Nonresidential: the bulk of a non-residential use on a development site as floor to total area ratio.
- C. Floor Area Ratio (FAR): the gross floor area of all non-residential and mixed use buildings and structures on a development site divided by the total site area.
- D. Ecotourism: tourism involving travel to areas of natural, cultural and ecological interest, for the purpose of observing wildlife and learning about the environment. Such observation and learning may be commercial in nature.
- E. Agritourism: any activity that provides individuals with recreational, entertainment or educational activities which include, but are not limited to, farming, ranching,





harvesting, community gardens, or other similar activities. Such activities may be commercial in nature such as charging a fee to harvest a crop or produce.

- F. Hamlet: small scale residential settlement(s) enclaves created from the Greenway Corridor Overlay. All residential uses are permitted and may be cluster lots, ranchettes, cottages and/or agrihoods. Other uses may include agricultural, agritourism, ecotourism, public, institutional, cultural, civic, recreational, entertainment, community gardens or other similar activities. Such activities may be commercial in nature.
- G. Open Space: land that is not intensively developed for residential, commercial, industrial or institutional uses and may include, but is not limited to, wetlands, natural water bodies, resource based, ecotourism, agritourism active and passive/resource-based recreation and parks, community gardens, stormwater management facilities, wellfields agricultural and forest lands, pasture land, plazas, and similar green spaces. Such uses may be commercial in nature.
- H. Environmentally Sensitive Area(s): high quality xeric communities.
- I. Gross for purposes of density: total acreage, including uplands and wetlands.

Policy 1.7.3.2. The size and scope of the Master Planned Mixed Use FLU designation contemplates a long range planning horizon and as such continued silvicultural and agricultural activities, including related land management activities consistent with the Florida Department of Agriculture and Consumer Services Best Management Practices, or other natural resource based uses shall be permitted until such time as a residential or non-residential building permit is issued for a development parcel. Thereafter, such activities and uses within the development parcel shall be limited to the range of allowable uses within the applicable MPD, unless silvicultural and agricultural activities and uses are otherwise provided for in the applicable MPD.

Policy 1.7.3.3 - When the final boundary of the Greenway Corridor Overlay (or portion thereof) is established as set forth in the MPD zoning, the Greenway Corridor Overlay Ppermitted Uuses set forth in Policy 1.8.1.1.A, including silviculture and agricultural activities consistent with the Florida Department of Agriculture and Consumer Services Best Management Practices, will be allowed within the portion of the Overlay subject to a final boundary determination and until then silvicultural and agricultural activities are allowed.

GOAL 1.8: VESTED DEVELOPMENT RIGHTS
(NOTE FOR REVIEWERS: THIS GOAL WILL BE MOVED TO PROPERTY RIGHTS
ELEMENT IN FINAL VERSION)





The City will recognize a property owner's vested rights in instances where the Comprehensive Plan, including subsequent updates or amendments, effects any change in the density or intensity of land use, or any other change in the use or regulation of land development (e.g. public facility level of service standards).

Objective 1.8.1 Recognize Vested Development Rights

Recognize a property owner's vested rights in developing and maintaining its property.

Policy 1.8.1.1 – Property owners shall be vested from changes, updates, amendments or other type of modifications of the 2050 Comprehensive Plan provided that a property owner is able to demonstrate by substantial competent evidence one of the following:

- A. The development was authorized as a development of regional impact, pursuant to Chapter 380, Florida Statutes, prior to the adoption of the 2050 Comprehensive Plan and the development of regional impact continues to be effective;
- B. A final development order, including a Master Planned Development, development agreement, site plan or other similar type of approval, was issued for the development and adherence to the development order is continuing in good faith;
- C. A property owner or similarly situated person:
 - i. Has acted in good faith and in reasonable reliance:
 - ii. Upon a valid, unexpired act or omission of the government; and
 - iii. Has made a substantial change in position, committed to provide substantial mitigation for the impacts of the development or incurred such extensive obligations and expenses that it would be highly inequitable or unjust to destroy the rights the property owner has acquired; or
- D. Concurrency approvals, including a concurrency certificate, development agreement, proportionate share agreement or other similar approval, is obtained and not expired shall vest a development and be recognized and accepted until expiration.

Policy 1.8.1.2 – A property owner claiming vested rights from the 2050 Comprehensive Plan shall follow Land Development Code Section 2.15 or incorporate any vested rights finding by the City Council in an approved development agreement.

Objective 1.8.1 – Primary Land Use Implementation Standards





Urban development within the NCOA shall comprise a mix of diverse land use types to promote a development form of greater variety than is presently available in the rest of the community, provide job opportunities proximate to housing, and strive to ensure that commercial centers include civic, cultural, and recreational uses.

Policy 1.8.1.1 Any new urban development within the NCOA that proposes to increase density and intensity shall necessitate a land use amendment to the Comprehensive Plan. Parcels over five (5) acres in size will require DRI, Mixed Use, Institutional, or Conservation land use categories.

Policy 1.8.1.2 Parcels over five (5) acres in size will require rezoning to the Master Planned Development (MPD) zoning district.

Policy 1.8.1.3 — Within the NCOA, residential uses shall be part of a compact, mixed-use development, rather than single-use subdivisions that promote urban sprawl.

Policy 1.8.1.4 — Public infrastructure, public schools, ecological enhancements, recreational facilities, silviculture, or agricultural uses are authorized within the NCOA as permissible activities and not required to obtain a MPD zoning district.

Policy 1.8.1.5 Mixed use developments shall provide a range of housing types, recreational amenities, diverse retail and services, and employment opportunities as well as an integrated transportation system for the area.

Policy 1.8.1.6 Mixed-use developments shall provide for a functional mix of land uses which are compact in form and will accommodate multi-modal transportation systems.

Policy 1.8.1.7 The City shall coordinate annexation of properties to accommodate population growth with its ability to adequately provide public facilities.

Policy 1.8.1.8 Any land use amendments proposed within the NCOA will be required to provide an analysis addressing Rule 9J-5.006(5).

Policy 1.8.1.9 The lands identified on the City's Future Land Use Map as "Potential Future Annexation Areas" are in the County and not applicable to the overlay goals, objectives and policies at this time, if annexed, the "Potential Future Annexation Areas" will be analyzed for inclusion into the NCOA.

Policy 1.8.1.10- Urban Villages (Villages) in NCOA Overlay

For properties under common ownership that exceed 1,000 developable acres proposed for development, compactly designed Villages (including conservation areas) shall be required in the Northwest Corridor Overlay Area. Villages are intended to function as self-contained, attractive and functional mixed use communities consisting of a diverse mix of residential, shopping, employment, civic, recreational and conservation uses. The Village is not a future



land use category. The Villages will develop as either DRI, Mixed Use or Conservation land use categories. Villages shall be developed at a scale which promotes sustainability and a sense of community. Villages shall be planned and designed consistent with the policy requirements of the NCOA.

The determination of whether the Village applies to a particular parcel within the NCOA shall be determined in conjunction with processing any proposed future land use map amendment application for the parcel which shall incorporate development criteria to define development forms pursuant to the provisions of subsections A-D of this Policy 1.8.1.10. All parcels included within a proposed future land use map amendment application shall be aggregated for the purpose of determining the acreage for this policy. Villages may include lands which are not suitable for urban development, and such lands shall be designated as Conservation in accordance with the NCOA policies.

Villages shall consist of the following development forms:

- A. Mixed use neighborhoods. These are neighborhoods which shall include a diverse mix of housing products and shall be designed to incorporate multi-modal networks based on land use arrangements, scale, block size, parking location and design standards, sidewalk and trail design, and visual aesthetics.
- B. Village Center. Villages shall include one or more Village Centers which shall provide a variety of residential and non-residential uses, including retail and office uses. Non-residential uses may be developed with community scale uses primarily intended to serve Village residents. This reference to Village Center in this policy is not to be construed to mean Village Center zoning as referenced elsewhere in the comprehensive plan. The appropriate Zoning category for Villages will be determined based on the implementing land use category and associated policy guidelines adopted for each Village.
- C. Employment Center. Villages shall provide Employment Centers which are not otherwise part of a Village Center. Employment Centers shall be located proximate to multiple neighborhoods and designed to provide for multimodal access. Employment Centers are areas intended primarily to be non-residential.
- D. Neighborhood Centers. Villages shall provide Neighborhood Centers, including convenience goods, neighborhood services or other forms of small-scale retail to serve day to day shopping and service needs. Neighborhood Centers shall be located to conveniently serve neighborhoods located more than two miles from a Village Center, and shall be connected with multi-modal paths to such neighborhoods.

Objective 1.8.2 – Transportation and Circulation

The NCOA will require new developments to be connected by roadways, multi-purpose paths, and pedestrian systems that encourage efficient and non-vehicular travel between neighborhoods. Consistent with the Goal of the NCOA, development, within the NCOA shall be designed to





support future transit and the interconnectivity of the major thoroughfare system of the City and the region. The purpose of this objective is to achieve a reduction in vehicle miles of travel per person and provide alternative modes of transportation.

Policy 1.8.2.1 New developments shall be interconnected by a multi-purpose path system that can accommodate golf carts, bicycles, and pedestrians.

Policy 1.8.2.2 Implementation of the NCOA in any type of urban form would necessitate a regionally significant roadway network. Transportation impacts from new development within the NCOA may be offset by pipelining proportionate fair share mitigation to develop this and other regionally significant roadway networks, or through other mitigation that may be approved by the City.

Policy 1.8.2.3 Any mixed use development in the NCOA shall plan to accommodate future transit demands by providing pullouts, stops, and shelters, including facilities to support the use of electric vehicles and alternative modes of transportation.

Policy 1.8.2.4 Where appropriate, development proximate to rail access should include industrial, commercial, and/or employment centers.

Policy 1.8.2.5 The City shall encourage that measures be taken to preserve and/or enhance the historic Old Brick Road (County Road 13).

Policy 1.8.2.6 New urban development within the NCOA, shall provide for a multi-purpose pathway network within each neighborhood such that all significant commercial, employment, educational, and recreational centers are accessible and interconnected.

Policy 1.8.2.7 Any land use amendments within the NCOA will be required to provide the following information for the projected long term City planning horizon (1) the impact of maximum proposed vehicle trips on the projected operating level of service of roadways; (2) the need for road improvements to maintain the adopted levels of service; (3) coordination of any needed road improvements within the City's annual 5-year CIE schedule; and (4) coordination of the needed road improvements with the Florida Department of Transportation as applicable under Chapter 163 or 380.06, FS.

Objective 1.8.3 – Housing

Consistent with the Goal of the NCOA and to balance the housing needs of the City, , the City shall achieve a mix of housing types in the Overlay to improve market choices and affordability for future residents.

Policy 1.8.3.1 Mixed use developments within the NCOA shall provide a mixture of single-family lot sizes and housing types, and opportunities for multi-family housing. DRIs within the NCOA shall provide for affordable/workforce housing within the development.



Policy 1.8.3.2 The City shall encourage mixed-use developments within the NCOA to obtain a certification from the Florida Green Building Coalition, the U.S. Green Building Council (LEED Program) or similar recognized program. As an alternative to the foregoing certification programs, and as appropriate, mixed-use developments within the NCOA shall include the following green practices:

- Protect Ecosystems and Conserve Natural Resources
 - Provide conservation areas through Greenway Preserves and other appropriate methods pursuant to Policies 1.5.1.8 and 6.1.9.9
 - Develop a management plan for preserved/conserved lands
 - Utilize a tree, topographical, soil, and wildlife/habitat study to assist in locating and preserving the most valuable ecological areas for biodiversity
 - Maintain or provide wildlife corridors
 - Preserve upland buffers to enhance preserved wetlands
 - Utilize low impact development techniques

Circulation

- To reduce carbon emissions, provide for alternative modes of transportation (e.g., pedestrian facilities)
- Provide street trees
- Provide energy efficient street lighting for "Dark Skies"
- Provide interconnectivity between communities
- Provide multi-purpose paths

Utility Practices

- Require underground utilities
- Utilize stormwater or reuse water for irrigation
- Promote Florida Yards and Neighborhoods
- Promote the use of alternative energy generation such as, solar energy and natural gas.

Amenities

- Require neighborhood parks
- Require community or regional parks
- Promote neighborhood or community swimming pool facilities
- Incorporate community compost/mulch facility
- Develop landscape management plan for common areas and amenities

• Covenants and Deed Restrictions

- Ensure restrictions do not prohibit the green practices listed in this policy
- Educational Information
 - Environmental education in marketing materials
 - Provide outdoor environmental education signage
 - Incorporate environmental education information into the community website



Policy 1.8.3.3 Within the NCOA, the City shall encourage development of a continuum of care facilities through a variety of mechanisms which may include: expedited plan review, providing tax credits, density bonuses, or other incentives provided through a development agreement.

Objective 1.8.4 – Public Facilities

The NCOA will develop in an efficient manner which connects existing and planned public utilities and facilities with new developments. The Overlay will ensure that new developments address their impacts to the City, including but not limited to, water and wastewater service, fire and public safety, government buildings and public facilities, civic/cultural places, parks, and schools.

Policy 1.8.4.1 For DRIs, development orders shall include mitigation conditions to ensure that adequate public facilities are in place consistent with Chapter 380 F.S.

Policy 1.8.4.2 The NCOA shall be planned to ensure the provision of adequate lands for community support uses and public facilities, including but not limited to, parks and recreation uses, schools, civic and community uses, water and wastewater facilities, right of way for roads and other infrastructure, local government facilities, and similar public uses.

Policy 1.8.4.3 The NCOA shall be served by existing or planned central water and wastewater facilities.

Policy 1.8.4.4 New urban development shall address standards to conserve water and energy resources, including but not limited to the following strategies:

- Utilize native plant materials and communities, including the principles and practices equivalent to the Florida Yards and Neighborhood and similar programs;
- Adopt measurable water conservation objectives and programs for implementation;
- Utilize water saving devices and plumbing fixtures for both indoor and outdoor use;
- Provide reuse water when it is available, practical, and feasible as outlined in this Objective;
- Utilize energy and water saving appliances and practices; and

Policy 1.8.4.5 Any new development within the NCOA shall utilize reuse and/or reclaimed water resources for non-potable sources consistent with Policy 5.2.5.2.

Policy 1.8.4.6 The City shall encourage any new development to implement a comprehensive solid waste minimization strategy and recycling program.

Policy 1.8.4.7 Prior to any development in the NCOA, the developer will coordinate with the School District to have a binding commitment that ensures adequate school capacity is available to accommodate the impacts of new development, as appropriate any capital



improvements needed to increase school capacity will be included in the Capital Improvements Schedule.

Objective 1.8.5 - Greenways and Open Space

The NCOA shall contain a multi-functional regional greenway corridor system in order to provide for diverse wildlife habitat and movement, and recreational opportunities including cultural and historical experiences, natural corridors, and open space.

Policy 1.8.5.1 - Large interconnected wetland systems and other environmentally sensitive areas that have been ranked as high quality pursuant to Policy 1.8.5.2.A.3 below shall be designated "Conservation" on the Future Land Use Map (FLUM) pursuant to Policies 1.5.1.8 and 6.1.9.9 and ultimately expanded pursuant to the sequencing process in Policy 1.8.5.2 to form the Greenway Preserve.

Policy 1.8.5.2 The City has developed the following sequencing process in order to establish, protect, enhance, and/or restore large contiguous ecological systems(s) (as described in Policy 1.8.5.1) while allowing property owners to continue to realize value from their property, including impacts to low and moderate quality wetlands outside the Greenway Preserve(s) while providing for opportunities to enhance ecological system(s) or other environmental resources.

A. For Comprehensive Plan amendments in the NCOA, the following information shall be evaluated in order to determine the boundaries of the areas to be designated with a Conservation FLUM pursuant to Policy 1.8.5.1 and to conceptually define the boundaries of the future Greenway Preserve(s):

- 1. Regional context of the proposed amendment;
- 2. Identification of adjacent public and environmentally sensitive lands;
- 3. An assessment of the size, location, and functional quality and value of wetlands and uplands, including a description of these areas as high, moderate, and low quality based on the degree of disturbances to natural endemic vegetative assemblages and successional patterns, and/or appropriate hydroperiods;
- 4. A detailed inventory, including, at a minimum, wetlands, uplands, wildlife, cultural resources, landscape, soils;
- 5. An overlay map series for each of these ecological characteristics;
- 6. A suitability analysis and creation of a map identifying the following:





- (a) The proposed boundaries of the Greenway Preserve(s) to be set aside for preservation within the property;
- (b) The high quality wetlands and environmentally sensitive areas to be preserved excluding those areas to be developed with road and utility crossings;
- (c) The moderate quality wetlands and uplands proposed for preservation;
- (d) The lower to moderate quality wetlands and uplands proposed for impact; and
- (e) The areas proposed for development which include the areas proposed for impact.

B. For DRIs, MPDs, and development agreements in the NCOA, in order to further refine the Greenway Preserve and provide measures for environmental enhancements, restoration, and protection of the Greenway Preserve within the NCOA, the following shall be required:

- 1. A map or figure depicting the Greenway Preserve, as further refined from process above, shall be included in the applicable development approval.
- 2. The developer shall provide measures, as appropriate, to preserve, restore, and/or enhance the Greenway Preserve or other natural resources.
- 3. Developer(s) shall provide management recommendations to be implemented for listed species as part of future federal, state, and City permitting processes.
- 4. The terms of any development order or agreement will address the coordination and timing of finalizing Greenway Preserve(s), mitigation plan, credits, enhancements, and other related matters.

C. During the final plat process, delineation of the final boundary of Greenway Preserve(s) and other natural resources shall occur. As applicable, the City shall initiate a FLUM amendment at the cost of the developer to designate any additional areas for inclusion into the Preserve and other natural resources as conservation.

Policy 1.8.5.3 To effectively maintain a multi-functional greenway system, pursuant to Policy 4.3.3.2, the following elements shall be achieved during the approval of the MPD, development agreement, and/or development order:

- A. Connection to regional greenways and internal community elements;
- B. Protection, enhancement, and education of historic and cultural resources;





- C. Retaining unique ecological linkages to avoid habitat fragmentation;
- D. Developing a comprehensive Habitat Management Plan (HMP) in coordination with FWC, consistent with habitat management objectives for the parcel;
- E. Protection and management for scrub, sandhill, and/or rare upland ecosystems for those specific areas identified as high quality pursuant to Policy 1.8.5.2 above; and
- F. Incorporating land management plan activities including silviculture into planning strategies, wildlife corridors, and development restrictions.

Policy 1.8.5.4 In order to sustain hammock communities, areas with the greatest concentration of specimen and historic trees shall be identified, reviewed and verified by an International Society of Arboriculture (ISA) certified arborist, and protected through recognized design methods in order to retain tree health and canopy.

Policy 1.8.5.5 Development contiguous to an established ecological corridor shall implement the following design standards to protect the long-term ecological function of the system consistent with the applicable HMP as provided for in Policy 1.8.5.3.D above:

- Minimization of edge effects through innovative site planning and development techniques, including but not limited:
 - Ensuring adequate buffers;
 - Minimization of conflicting uses through site planning (i.e. placing stormwater ponds or trails adjacent to corridor instead of homes);
 - Prohibition of structural obstructions that may adversely affect wildlife motility (i.e. fencing or bulkhead revetments);
 - Pursuing FWC and/or FWS Lighting Certification;
 - Minimization of nuisance wildlife attractants (i.e. storage of household trash in wildlife-resistant containers, outside feeding of domesticated pets, etc.); and
 - Including design standards to address the Florida black bear.

Policy 1.8.5.6 For lands to be encumbered by conservation easements or other management protections, HMPs, pursuant to Policy 1.8.5.3.D above, shall include the management objectives and the type of entity or entities which shall be responsible for the management and maintenance of the areas to be encumbered. The responsible entity or entities may include Community Development Districts, Property Owner Associations, and Homeowner Associations, or any combination thereof. As a condition to the approval of the MPD, development agreement, and/or development order, the future management responsibility of the entity or entities shall include notifying and advising future property owners of the permitted uses and special conditions applicable to the encumbered areas.

Policy 1.8.5.7 For new development proposed by a development agreement or a development order, landowners shall coordinate with the City to identify and implement land development practices, as appropriate, to avoid or minimize adverse impacts to the ecosystems associated with the Matanzas River Basin (i.e. Dave Branch, Stevens Branch, Pringle Branch, Pringle Swamp, and natural lakes).



Policy 1.8.5.8 In conjunction with community partners, the City shall pursue acquisition opportunities of unique ecological resources within the Matanzas River Basin.

Policy 1.8.5.9 New development shall include pathways that connect to off-site networks while integrating on-site greenway elements for a multitude of experiences including, but not limited to wildlife viewing, off-road biking, water-resource activities, outdoor education, and camping. The system may facilitate limited access to conservation areas; however, recreational uses may be permitted if designed to avoid compromising the functions and the quality of the environmental resources.

Policy 1.8.5.10 Where wildlife and vehicle interactions are expected to occur, new development shall take appropriate steps to preserve the natural wildlife corridors through roadway alignment and design through appropriate wildlife crossings or other methods as recommended by City of Palm Coast, FDOT, FWC and USFWS.

Policy 1.8.5.11 Any development permitted within primary Black Bear habitat shall incorporate "Bear Smart Community" principles to minimize human and wildlife interactions, as well as considering potential impacts on adjacent existing development through evaluation of these principles.

Policy 1.8.5.12 - In cooperation with neighboring local governments and FWC, the City shall evaluate "Bear Smart Community" principles and consider appropriate methods of implementing practices within existing developments that exhibit a high frequency of bear occurrences.

Policy 1.8.5.13 The City shall coordinate with applicable property owners, Flagler County, and the Flagler County based Heritage Crossroads Corridor Management Entity regarding the use of Old Brick Road (County Road 13) as part of a historic pathway system.

Policy 1.8.5.14 - During the development review process, the City shall coordinate with SJRWMD regarding any proposed development adjacent to the Old Brick Road Mitigation Bank to verify that the mitigation bank will not be adversely affected.

Objective 1.8.6 – Economic Development

Utilize existing and planned infrastructure within the NCOA to increase economic diversification and improve the jobs-to-housing balance within the City and surrounding areas.

Policy 1.8.6.1 The NCOA shall include a mixture of residential and employment generating land uses to improve the city-wide jobs-to-housing ratio.

Policy 1.8.6.2 Employment generating land uses, such as light industrial or business parks, shall be located within close proximity to both supporting infrastructure and housing and shall vary in type and developable acreage to allow for a wide range of economic opportunities.



Policy 1.8.6.3 Mixed-use developments within the NCOA over 1,000 acres in size, shall include large parcels (i.e., 20 100 acres) for employment generating uses, such as light industrial or business parks.



GOAL 1.9 NEOGA LAKES DEVELOPMENT OF REGIONAL IMPACT

In furtherance of the Goals, Objectives and Policies of the City Comprehensive Plan and in particular in furtherance of the Goals, Objectives and Policies of Goal 1.8, establishing the Northwest Corridor Overlay Area, the City shall continue to manage its growth through the development of the Neoga Lakes property as a compact, mixed use and multi-modal community which respects and conserves valuable natural and historical resources, provides for a wide range of employment, housing, retail and recreational opportunities, and results in a more energy and resource efficient community than traditional suburban development.

Objective 1.9.1 – Natural and Historical Resource Protection

Future development of the Neoga Lakes property shall provide for the protection of environmentally sensitive areas and unique natural habitats.

Policy 1.9.1.1 Based upon an environmental analysis consisting of an on-site inventory, vegetative evaluation and analysis of natural systems, wildlife surveys and a cultural resource assessment study, a Developable Areas Map is hereby created and adopted as a component of the City's Future Land Use Map (FLUM) series. The map identifies the following:

A. Greenways and Open Space These areas identify certain environmentally sensitive areas of the Neoga Lakes property including identified wetlands, wildlife habitat, unique vegetative communities and buffers. These areas are ultimately to form the site's greenway corridor system and provide for diverse wildlife habitat and movement and passive recreational opportunities.

Large interconnected wetlands and other environmentally sensitive areas consisting of a minimum of 919 acres within this greenway corridor that have been ranked as high quality have been designated Conservation land use on the City FLUM and form the site's Greenway Preserve. Uses permitted within these areas shall be consistent with Conservation land use designation description as contained in Policy 1.1.1.1, and as allowed by law.

Moderate and low quality wetlands and other environmentally sensitive areas not currently designated as Conservation on the FLUM but identified as Greenway and Open Space on the Developable Areas Map consisting of a minimum of 2,231 acres shall be incorporated into the Conservation FLUM designation and as part of the Greenway Preserve in the future.

Overall, at completion of development, a minimum of 3,150 acres will be incorporated into the Greenway Preserve and designated as Conservation on the FLUM. During the





final plat process of areas within the Urban Village, delineation of the final boundary of the Greenway and Open Space shall occur which shall establish the limits of the Greenway and Open Space and Greenway Preserve. As applicable the City shall then initiate a FLUM Amendment to designate such final boundaries of the Greenway Preserve. Development shall not be permitted within these areas except to allow for road crossings and utility lines or crossings, man-made waterways, and limited improvements and activities intended to enhance protection and recreation, and to allow public access via a multi-use pathway system to these lands. Silviculture, consistent with Best Management Practices (BMPs) the requirements of any applicable SJRWMD Conceptual ERP permits and the HMP (as defined below), shall be permitted within these areas and utilized as a land management tool.

B. Urban Village This designation identifies areas most suitable for urban development. Permitted uses and development standards for this designation are identified under Objective 1.9.2.

Policy 1.9.1.2 — A Habitat Management Plan (HMP) shall be developed to provide guidance for achievement of long-term protection and management of natural communities and resident wildlife on the Neoga Lakes DRI site. The HMP shall be approved by the FWC, SJRWMD and the City, and shall provide for:

- Preservation and management of large interconnected wetland strands;
- Preservation and management of a large parcel of xeric scrub;
- Preservation and management of a large conservation corridor;
- Preservation, restoration and management of mesic pine flatwoods;
- Enhancement of wetlands through selective cutting and regrading;
- Protection of water quality of natural lakes;
- Creation of man-made lakes to benefit wildlife and people;
- Assurance of funding to provide for long-term management of upland and wetland preserves;
- Strategies to minimize human bear interactions as follows: (i) ongoing education
 regarding the sources and solution of bear conflicts; (ii) public awareness regarding
 the presence of black bears adjacent to the Neoga Lakes DRI; (iii) bear-smart
 policies related to garbage disposal practices, and (iv) construction policies and
 practices that include measures to protect black bears.

Policy 1.9.1.3 - Adequate protection of the aquifer recharge shall be consistent with the City's Policy 5.4.1.2. In addition, the Neoga Lakes DRI, as a whole, will be subject to the following general guidelines and standards:

A. Specific strategies adopted by the SJRWMD and incorporated into the SJRWMD ERP permits applicable to the Neoga Lakes DRI shall be undertaken on a case by case basis dependent upon the location, soil conditions, specific objectives and preferred alternatives for the conditions encountered. Strategies may include (i) rain barrels, cisterns and dry wells (e.g. localized exfiltration trenches), (ii) rain





- gardens/infiltration basins, (iii) maintenance of natural areas, or (iv) such other strategies as adopted by the SJRWMD.
- B. Water quality strategies will be included in a Builders Education Program (BEP). The BEP will encourage: (i) disconnected impervious surfaces; (ii) vegetated swale with swale blocks; (iii) bio-filtration swale systems; and (iv) pervious pavement and/or grass paver systems.
- C. The BEP and the Homeowners Education Program (HEP) will include a Pesticide/Nutrient Management Plan for common areas and comparable to Best Management Practices for Protection of Water Resources in Florida, Florida Green Industries, June 2002, and will include restrictions on the type of fertilizers and the frequency of fertilizer application

Objective 1.9.2 - Urban Form

The Neoga Lakes DRI shall contain an Urban Village comprised of residential, commercial, office, industrial and institutional uses in an energy efficient land use pattern..

Policy 1.9.2.1 — The Urban Village shall be a mixed-use community which provides for compact development of the following uses.

A. Residential Neighborhoods: Residential Neighborhoods shall provide a variety of residential densities and housing types organized around the Village Center and Neighborhood Centers. Development shall be designed using compact land use patterns that are conducive to walking or bicycling.

All neighborhoods shall be served by a highly connected transportation network suitable for pedestrians, bicycles and motorized vehicles. Streets shall be designed to encourage slower vehicular travel speed and accommodate future bus transit. Neighborhoods shall also be designed to provide parks and accessible open space, including a multi-use pathway system.

Permitted Uses

Single-family detached, single-family attached, multi-family residential and life care facilities; ancillary (accessory) dwelling units; parks; schools and day care centers; public/civic facilities.

Development Program

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	Minimum	Maximum	
Area	1,400 acres	1,750 acres	
Residential	6,000 units*	6,300 units*	
Commercial, Office	Not Pe	Not Permitted	

*Subject to minimum and maximum total residential units in Policy 1.9.2.3





B. Village Center: A single Village Center shall represent the core of the Urban Village and be the primary provider of retail and service needs to the community. The Village Center shall include a mixture of higher density residential development and commercial, office, life care and civic land uses.

Permitted Uses

Single-family detached, single-family attached, ancillary (accessory) dwelling units; multi-family residential either free standing or in mixed use structures, life care facilities, retail sales, personal services, business and professional offices, parks/plazas, recreation and open spaces, government, other public uses.

Development Program

	Minimum	Maximum
Area	100 acres	125 acres
Residential	700 units**	1,000 units**
Commercial, Office,	125,000 sf	365,000 sf
Institutional		

^{*} Where residential and non-residential uses are included within the same structure, residential units shall be included in calculation of total dwelling units and not total non-residential square footage.

C. Neighborhood Centers: Up to four (4) Neighborhood Centers shall provide limited retail and service opportunities to surrounding residential communities. The intent of these centers is to reduce vehicle miles traveled (VMT) by providing residents basic convenience goods and personal services in a more proximate location than the Village Center.

Permitted Uses

General retail, personal services, offices, day care facilities, parks/plazas, civic, religious institutions, and other neighborhood-serving uses and other land uses that are similar and compatible

Development Program

	Minimum	Maximum	
Area*	2 acres	15 acres	
Residential	Not Pe	Not Permitted	
Commercial, Office,	15,000 sf	100,000 sf**	
Institutional			

^{*}Total acreage for all Neighborhood Centers shall not exceed 40 acres.



^{**} Subject to minimum and maximum total residential units in Policy 1.9.2.3

^{**} Total square footage for all Neighborhood Centers



D. Employment Center: An Employment Center within the Urban Village shall provide economic development opportunities and encourage the location of jobs within close proximity to residential uses, thereby resulting in shorter commuting distances and a reduction in vehicle miles travelled (VMT) and greenhouse gas (GHG) emissions. The Employment Center shall include a mixture of office, industrial and warehouse uses of low to moderate intensities with minimal potential for off-site impacts.

Permitted Uses

Office, personal services, research park, personal and major services, retail uses, light manufacturing, industrial, recycling centers, medical and diagnostic laboratories, training facilities, home improvement centers, major services, miniwarehouses, office warehouses, self-storage, warehouse/distribution facilities, public facilities such as water and wastewater facilities, electric power substation and transmission facilities, emergency medical, fire protection and police facilities, vehicle sales, rental and repair, and other land uses that are similar and compatible

Development Program

	Minimum	Maximum
Area	178.92 acres	225 acres
Residential	Not Permitted	
Industrial, Office,	1,500,000 sf	2,000,000 sf
Commercial		

- E. Schools: A 115 acre site has been identified to accommodate necessary school facilities as determined by the Flagler County School District. The property shall be provided to the Flagler County School District in accordance with the terms and conditions of a City of Palm Coast Proportionate Share Mitigation Development Agreement entered into between the School Board, the City and the Neoga Lakes or the DRI Development Order.
- F. Parks and Open Space: The Urban Village shall include parks, recreation areas, plazas and other public and private landscaped open spaces. Permitted uses shall include: children's play areas, walkways, park shelters, basketball, tennis and volleyball courts, ball fields and swimming pools.

Policy 1.9.2.2 To ensure a compact community design which supports alternative transportation modes and reduces vehicle miles traveled (VMT), residential densities within the Urban Village shall be based upon a three-tiered system. Tier 1 shall include residential development within the Village Center and most proximate to employment, retail and service opportunities. This Tier shall contain the highest minimum average net density. Tier 2 shall consist of areas within ¼ mile of the Village Center and include slightly lower minimum average net densities. Tier 3 shall consist of all residential beyond ¼ mile from the Village Center and contain the lowest minimum average net densities, while allowing the opportunity for clustering residential development. Minimum average net densities for each tier are described in the table below.



Minimum Average Net Residential Density

Development Tier	Minimum Average Net Density
Tier 1 Within the Village Center	7.0 du/ac.
Tier 2 Within 1/4 mile from Village Center	5.0 du/ac.
Tier 3 Beyond ¼ mile from Village Center	3.0 du/ac

^{*}For purposes of determining minimum average net density, road right of ways, stormwater, ponds, parks and wetlands shall be excluded.

Policy 1.9.2.3 — A development program, including minimum and maximum entitlement limits and mixture of uses is included on the City's Future Land Use Map (FLUM) as required by Policy 1.1.1.1.G. This program is intended to allow for a limited degree of flexibility to accomodate for variations in future economic conditions and demand. Furthermore, any proposed change shall not cause the demand for potable water (as based on the LOS standards for potable water as set forth in the City' comprehensive plan) to exceed the total demand for potable water as set forth in the Application of Development Approval (ADA) and the related sufficiency responses.

Land Use Exchanges are based on PM peak hour two-way trip generation. Use of this matrix shall be limited to the following minimums and maximums so that a mix is maintained.			
Land Use	Minimum	DRI/ADA	Maximum
Residential	6,400 units	7,000 units	7,000 units
Civie	150,000 S.F.	222,000 S.F.	264,000 S.F.
Employment Center	1,500,000 S.F.	1,870,000 S.F.	2,000,000 S.F.
Village Center Retail	100,000 S.F.	274,000 S.F.	300,000 S.F.
Village Center Office	25,000 S.F.	45,000 S.F.	65,000 S.F.
Neighborhood Retail	15,000 S.F.	80,000 S.F.	100,000 S.F.

Objective 1.9.3 - Resource Efficiency and Greenhouse Gas Reduction

The Neoga Lakes DRI shall include development standards to increase energy and water efficiency and reductions in Greenhouse Gas Emissions over traditional suburban development.

Policy 1.9.3.1 The Neoga Lakes DRI shall address the following Green Development Standards: Development of a Builders Education Program (BEP) and Homeowners Education Program (HEP) addressing energy efficiency, renewable energy rebates and incentives, water conservation plan, healthy and durable homes, green materials, green certification programs, living in connection with natural flora and fauna and wildlife.

Policy 1.9.3.3 The Neoga Lakes DRI shall establish a Water Conservation Plan that incorporates water conservation measures intended to minimize the use of potable water. These measures shall include, but not limited to:





- A. Either Florida Water Star certification or a functional equivalent to the Florida Water Star program as approved by the SJRWMD shall be provided in the covenants and restrictions for all residential units and non-residential buildings and structures.
- B. Multi-family residential units shall use sub-meters for potable water, and all other uses shall be individually metered.
- C. Single family residences and nonresidential units shall have separate meters for potable and non-potable water.
- D. Provisions shall be made for Environmental Protection Agency (EPA) Water Sense labeled water conserving fixtures or equivalent performing fixtures to be installed in residential units and, where appropriate, in nonresidential buildings.
- E. Only U.S. Department of Energy and EPA ENERGY STAR labeled appliances or equivalent performing appliances shall be installed in all residential units.
- F. Provisions will be made to limit irrigated turf grass not to exceed 50% of the landscaped areas, except for active recreation areas and site appropriate plant species shall be used in landscaped beds.
- G. Provisions will be made for separate irrigation zones for turf and non-turf landscaped areas. All irrigation systems shall be required to use a rain shut-off device such as a rain sensor or soil moisture sensor per Florida Statutes.

Reference to programs such as Water Star or Energy Star may be satisfied by alternatives which create equivalent or higher standards or other programs mandated by law all of which constitute acceptable alternatives.

Policy 1.9.3.4 As a means of reducing VMT, and promoting walkability and connectivity, a multi-use pathway system shall be required as an integral component of development within the Neoga Lakes DRI. The pathway system shall generally be located along arterial and collector roads. The pathway system shall be designed to be up to ten (10) feet in width and include a paved path capable of accommodating bicycles, golf carts, low speed vehicles and pedestrians. The pathway system through the Greenway Preserve and lands identified as Greenway and Open Space on the Developable Areas Map will consist of pavement or natural materials appropriate to the proposed use and intensity to minimize the impact of the ecological functions of the Greenway Preserve and Greenway and open Space areas and to allow wildlife movement.



CHAPTER 2 TRANSPORTATION ELEMENT

SUMMARY

A City cannot continue to grow and develop if its citizens cannot reasonably access community facilities and commercial areas. A system of adequate, safe, functional streets and pedestrian walkways (which includes trails and multi-purpose paths) is of the highest importance to a city's growth and development. In fact, "Enhance Traffic Circulation" is one of the 12 Guiding Principles that the citizens selected to implement the 2050 Vision.

The Transportation Element, along with the Future Land Use Element, is the cornerstone upon which the other Elements of the Comprehensive Plan are built. The Transportation Element takes an all-inclusive approach to the development and maintenance of the City's transportation system by setting mobility standards and thresholds for future development and redevelopment: Some of the standards and thresholds that are established in the Plan include:

- Levels of Service (LOS) The establishment of standards for how well streets handle traffic during the peak daylight hours.
- **Transportation Concurrency** How much development the existing transportation can support while maintaining the adopted LOS. Concurrency also triggers improvements that must be made or funded by development projects within the City when the proposed development impacts on the standards established in the Plan.
- Street Classification The classification of streets in the City, such as interstate highways, arterial roads, collector roads, and local roads, as defined in Section 334.03, Florida Statutes.
- Future Street Improvements Using travel demand forecast modeling techniques and current traffic counts, the Plan estimates when improvements to collector and arterial streets will be needed, what improvements are necessary to accommodate expected traffic, and where existing streets should be widened and new streets should be constructed. This includes the identification of those streets that are "constrained" (cannot be widened as a result of functional, geographical, regulatory and environmental constraints) and the ability to address right-of-way (ROW) needs.
- Access Management The number and type of driveways that that may be constructed on particular types or classifications of streets.
- **Interconnectivity Standards** The minimum standards for interconnectivity between adjacent land uses for vehicles and/or pedestrians.
- Street Maintenance How the City will ensure that the street system and its related drainage systems will be maintained.
- Safety Operations— The need for regular bridge (including box culverts) inspections, lighting, traffic signals, signage, street striping, speed control, street calming treatments and establishment of emergency evacuation routes.





The Transportation Element addresses other issues that will ensure an adequate transportation system exists for current and future generations. The Plan includes the development of short-range and long-range transportation planning tools such as a dynamic traffic model, a 5-year Capital Improvement Plan, a Long Range Transportation Improvement Plan, identification of future streets and connections, corridor and traffic operations studies, congestion mitigation and traffic calming, and intergovernmental and regional planning efforts. The Long Range Transportation Improvement Plan will be based on the River to Sea Transportation Planning Organization (R2CTPO) Long Range Transportation Plan (LRTP) which is updated every five-years. The Plan proposes to study the current transportation impact fees to determine their adequacy and make recommendations for future improvement.

The Plan also includes the identification of future interstate access, potential east-west and north-south connections, and the amount of ROW needed for future expansion of the City street systems, as defined in Section 334.03(3), Florida Statutes. It also focuses on encouraging industrial development by increasing the availability, connectivity, and accessibility to the region's transportation network, particularly air and rail systems for the transport of freight. The Plan proposes to study the future need for passenger transit and passenger rail service. Lastly, the Plan discusses the requirements and standards for bicycle lanes and pedestrian paths including the development of a City-wide trails and paths network which will be expanded to include any future annexation areas that interconnect neighborhoods, parks, commercial areas, and community institutions.



GOAL 2.1: STREET NETWORK LOS

Expand and maintain the City street system that provides safe accessibility and mobility to all residents, businesses, and visitors and maintains an acceptable level of service (LOS).

FINDING: The City is served by a system of streets that include local, collector, arterial and interstate roads. This system of roads provides access and mobility to the City's residents and is a key factor in the further development of the City. Without adequate roadways to accommodate expected growth or plans for expanding, improving or extending roadways, the City cannot provide adequate levels of service (LOS) in the future. (LOS is the method used by State Land Planning Agency and generally accepted engineering and planning practices and principles to measure the capacity of roads.)

The City must:

- Adopt LOS standards for its street system;
- Plan for future road capacity expansion to ensure that adequate levels of service are maintained as development continues; and
- Ensure that new development pays its fair share of the cost of maintaining an adequate LOS by developing a functional concurrency management system.

Objective 2.1.1 – Adopting and Maintaining an Acceptable LOS

Develop, adopt, and maintain a comprehensive LOS standard for all roads within the City of Palm Coast and implement a proactive monitoring and improvement strategy.

- **Policy 2.1.1.1** The City adopts a peak-hour level of service (LOS) of D for all collector roadways, arterials and highways. A LOS of D is characterized by generally free-flowing conditions with measurable congestion during certain peak-hour periods (usually 7am to 9am and 4pm to 6pm) and at other times of the day that may last for short periods of time. Adopting LOS D is the most cost-effective LOS standard; otherwise, with higher LOS standard will result in much higher costs to the City to maintain
- **Policy 2.1.1.2** The City shall regularly assess the current LOS of all road segments by continuing to conduct biennial (every two years) traffic counts and project traffic growth each year for the 12 months succeeding the study period.
- **Policy 2.1.1.3** The City adopts an LOS consistent with the requirements of the Florida Interstate Highway System (FIHS) and Strategic Inter-modal System (SIS) for all Federal and State highways within the City.





Policy 2.1.1.4 – Develop improvement plans for any road segments currently approaching the acceptable LOS standard.

Policy 2.1.1.5 – Continuously update and refine the LOS management approach based on data-driven insights and emerging best practices.

Objective 2.1.2 – Concurrency Management System (CMS)

Continue to enforce, and update as necessary, the City's CMS to ensure that functional transportation facilities and services are available to the public concurrent with the impacts of new development.

Policy 2.1.2.1 - The City shall continue to enforce, and update as necessary, the concurrency review management regulations in the LDC and technical manuals to require developers to mitigate the impact of project traffic on roadways. The following provisions are to be included in the LDC or technical manuals:

- A. A concurrency evaluation be conducted as part of the analysis for any proposed land use modification and during the Site plan or subdivision application process. The issuance of a Concurrency Certificate is a condition of platting/replatting or site plan approval. Concurrency Certificates will be valid for a maximum period as determined in the LDC.
- B. The following developments shall be exempt from concurrency: 1) parks; 2) drainage; 3) solid waste; 4) mass transit; 5) Multi-Use Developments of Regional Impact (DRI) as defined in Section 380.06, Florida Statutes; 6) construction within any existing subdivision or PUD/MPD whose development has been vested for concurrency; 7) renovations to existing structures that do not increase the impact on capacity; and 8) single-family and two-family residential dwelling units in approved subdivisions where a Certificate of Concurrency has been issued.
- C. Standards and guidelines for concurrency analysis of development site impacts on the street network.
- D. Update and publish an official City traffic table showing estimated traffic on roadway segments for the current year, acceptable roadway LOS, and reserved and available roadway capacity.
- E. All non-exempt developments, including those which are anticipated to generate 'de minimis' impacts on the transportation system, are required to obtain a Concurrency Certificate. For the purposes of this Element a de minimis impact is an impact that would not affect more than 1 percent of the maximum volume at the adopted level of service of the affected transportation facility as determined by the local government. No impact will be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a transportation facility exceed 110 percent of the maximum volume at the adopted level of service of the affected transportation facility;





provided however, that an impact of a single family home on an existing platted lot will constitute a de minimis impact on all roadways regardless of the level of the deficiency of the roadway.

- F. Where the development impact on a road segment or intersection causes the roadway or intersection to fail, developers shall mitigate for its development impacts by contributing and/or constructing its proportionate share of roadway improvement(s) consistent with Section 163.3180, F.S. Developers who fund, construct, or otherwise mitigate for road improvements will receive impact fee credits for said (offsite) road improvements consistent with State law. Only off-site capacity improvements not related to site access required improvements are eligible for impact fee credits. In no case may the credits exceed the actual amount spent on the capacity improvements.
- G. As provided for in Section 163.3180(5)(h)(1).c, Florida Statutes, an applicant for a development agreement, rezoning, or other land use development permit may satisfy the transportation concurrency requirements of the local comprehensive plan, and the local government's concurrency management system, and Section 380.06, Florida Statute, when applicable, if:
 - (1) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection.
 - (2) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. A local government may accept contributions from multiple applicants for a planned improvement if it maintains contributions in a separate account designated for that purpose.

Objective 2.1.3 - Transportation Modeling and Traffic Analysis Zones (TAZs) 🖨 👂



In cooperation with Flagler County, River to Sea Transportation Planning Organization, and FDOT, conduct review and update every five years) the R2CTPO Long Range Transportation Plan (LRTP) in collaboration with the R2CTPO. Revise the TAZs and the Florida Standard Urban Model (FSUTMS) so as to provide the tools needed to manage growth and related traffic within the City to ensure consistency of road projects and the CIE with any approved amendments to the FLUM.

Policy 2.1.3.1 – The City shall revise and update the City's TAZs to be consistent with current and future development in the City.





- **Policy 2.1.3.2** The City shall revise and update the TAZs within the City to be consistent with current and proposed DRI developments (and/or large developments). DRIs or large developments shall be assigned their own TAZs so as to track traffic and provide estimates of growth that are specific to these developments.
- **Policy 2.1.3.3** The City TAZs shall continue to be revised so that they adequately estimate travel and demand for services and are usable for future land use planning.
- **Policy 2.1.3.4** The City shall develop the capability within the City and coordinate with Flagler County, R2CTPO, and FDOT to update and run the FSUTMS modeling system as updated by FDOT.

Objective 2.1.4 – Transportation Improvements

The City will develop strategies and improvements to address the deficiencies identified in the the City's Short-Range (5 years) and Long-Range (25 years) Transportation Plan.

- **Policy 2.1.4.1** The Transportation Plan shall address the short- and long-range needs of City residents for streets, public transit, pedestrian and bicycle facilities, micromobility, and innovation, including potential funding sources and assigns responsibility for future construction.
- **Policy 2.1.4.2** The City shall solicit funding from FDOT and other appropriate sources to help develop the Transportation Plan.
- **Policy 2.1.4.3** The Transportation Plan includes a verification of the following 2030 and 2050 deficiencies in Tables 2.4 and 2.5, respectively in *Chapter 2* of the *Data and Analysis* and the recommended strategies to maintain the adopted LOS.

2030 Roadway Improvements

The following improvements are recommended to maintain the adopted LOS standard on the City's roadway network in 2030:

- Matanzas Woods Parkway from US 1 to Belle Terre Parkway Four Lane
- Matanzas Woods Parkway from Belle Terre Parkway to Bird of Paradise Drive Four Lane
- Matanzas Woods Parkway from Bird of Paradise Drive to Old King Road Extension (West Junction) – Four Lane
- Palm Coast Parkway from US 1 to Pine lakes Parkway Intersection Improvements
- Old King's Road from Farragut Drive to Farnum Lane
- SR 100 from Belle Terre Parkway to Old Kings Road Six Lane





2050 Roadway Improvements

The following roadways are anticipated to be deficient in 2050 and improvements may be required to maintain the adopted LOS standard on the City's roadway network:

- Belle Terre Boulevard from US 1 to SR 100
- Belle Terre Parkway from SR 100 to Royal Palms Parkway
- Belle Terre Parkway from White View Parkway to Pine Lakes Parkway (S)
- Matanzas Woods Parkway from US 1 to I-95 N Four Lane
- Old King's Road from Palm Coast City Limit (S) to Palm Coast Parkway
- Old King's Road from Farragut Drive to Farmsworth Drive Four Lane
- Palm Coast Parkway from US 1 to Pine Lakes Parkway
- Palm Coast Parkway (EB) from Pine Lakes Parkway to Belle Terre Parkway
- Palm Coast Parkway (WB) from Pine lakes Parkway to Belle Terre Parkway
- Palm Coast Parkway from Cypress Point Parkway to I-95 East Ramps
- Seminole Woods Parkway from US 1 to Sesame Boulevard
- SR 100 from Old Kings Road to John Anderson
- Town Center Boulevard from Central Avenue to Old Kings Road
- US 1 from Matanzas Woods Parkway to White View Parkway

A range of mitigation measures will be applied to address these projected deficiencies including but not limited to intersection improvements, innovative roadway concepts, synchronization of traffic signals within a corridor to improve traffic flow, multi-modal transportation alternatives or roadway widening, as appropriate. The City shall monitor the LOS on the City's road network to ensure improvements are scheduled in advance of their need.

Policy 2.1.4.4 – The Transportation Plan shall recommend roadway improvements throughout the City, estimate the cost of the improvements, identify potential funding for the project, and develop time frames for construction as candidate projects for the CIP.

Policy 2.1.4.5 – Based on the Transportation Plan, the City has identified the arterial and collector roadways within its jurisdiction that have of the potential to fail in 2030 and 2050. Using this information, corridor studies on roadways determined to fail within the next 25 years shall be scheduled, as needed. These corridor studies shall focus on methods to improve projected LOS on the roadways through the use of Intelligent Transportation Systems (ITS), transit, intersection improvements, travel incentives/deterrents, construction options, or mitigation methods considered appropriate to reduce travel demand.

Policy 2.1.4.6 – The City shall conduct corridor studies, as needed, and adopt the studies' findings for each of the following roadways:

- A. Florida Park Drive
- B. Old Kings Road





- C. Belle Terre Parkway
- D. White View Parkway
- E. Pine Lakes Parkway
- F. Rymfire Drive
- G. Royal Palms Parkway
- H. Seminole Woods Boulevard
- **Policy 2.1.4.7** As part of all corridor studies, the City shall assess the need for turn lanes at local and collector/arterial intersections. Where the need for turn lanes is identified, the City shall include the improvements in the City's CIP.
- **Policy 2.1.4.8** The City shall coordinate with transit providers to reduce the rate of growth in traffic congestion and assist in meeting the City's future transportation needs.
- **Policy 2.1.4.9** Enforce highway and roadway access management standards in the LDC for all arterials and major collectors in the City. Access management standards may include but not limited to: driveway and intersection spacing, median treatments, signal coordination, turn lanes, and cross access.
- **Policy 2.1.4.10** The City shall participate in regional transportation decision-making though coordination with FDOT, Flagler County, River to Sea TPO, and participate in appropriate planning events, committees, and boards.
- **Policy 2.1.4.11** The City shall coordinate with FDOT, Flagler County Emergency Management and the River to Sea TPO and surrounding counties and jurisdictions to ensure that Emergency Evacuation Routes are appropriate and functional, and ensure that emergency personnel are informed of the routes and roadway characteristics.
- **Policy 2.1.4.12** Enforce standards for roadway construction, reconstruction and widening as stipulated in the LDC and applicable technical manuals to include typical cross-sections for arterials, collectors and local roadways that include pedestrian and bicycle facilities.
- **Policy 2.1.4.13** To the maximum extent feasible and in accordance with the provisions of Florida Law, the City will develop methods to protect future rights-of-way identified by the City, FDOT and Flagler County from encroachment by development which methods may include establishment of future rights-of-way map, relief of setback requirements, land acquisition programs, Impact fee credits
- **Policy 2.1.4.14** The City shall require a comprehensive transportation impact analysis for all proposed Future Land Use Map (FLUM) amendments. This analysis is essential to ensure consistency with the transportation-related provisions of the Comprehensive Plan and the City's short-range and long-range Transportation Plans. The transportation impact analysis shall include, but not be limited to: Projected traffic generation from the proposed land use





change, impact on existing and planned roadway capacities and evaluate how the proposed FLUM aligns with the City's long-term growth strategies.

Objective 2.1.5 - Enhanced East-West Connectivity and Regional Road Network Development

Develop a comprehensive network of east-west (E-W) connections crossing I-95 and the Florida East Coast (FEC) rail line to improve regional connectivity, support westward expansion, and enhance evacuation routes creating an efficient transportation system that aligns with the city's growth strategies and the 2050 Transportation Plan.

- **Policy 2.1.5.1** The City shall regularly update its transportation plan to identify and prioritize E-W connections, including target dates for construction, based on growth patterns, traffic demands, and funding availability.
- **Policy 2.1.5.2** The City shall seek funding and implement the design and construction of the four-lane western extension of Matanzas Woods Parkway, creating a crucial E-W connector. This project shall include provisions for future expansion and incorporate multimodal and pedestrian transportation elements.
- **Policy 2.1.5.3** The City shall pursue and seek funding for the western extension of Palm Coast Parkway, coordinating with relevant stakeholders to ensure seamless integration with existing and planned transportation networks.
- **Policy 2.1.5.4** –The City shall seek funding and target construction of a two-lane (with four-lane right of way) extension Whiteview Parkway and Royal Palms Parkway over the FEC rail line as determined by a corridor study.
- **Policy 2.1.5.5** The City will conduct a feasibility study to assess the necessity of extending Whiteview Parkway to Old Kings Road, thereby improving east-west connectivity in central Palm Coast
- **Policy 2.1.5.6** The City shall conduct comprehensive feasibility studies and engineering assessments for all proposed E-W connections at least two years prior to their targeted construction dates. These studies shall identify specific routes, develop general section designs, determine right-of-way needs, and estimate construction costs.
- **Policy 2.1.5.7** Through its development review process and in accordance with the requirements of Florida Law, the City shall encourage developers and landowners to protect future road ROW from development.





- **Policy 2.1.5.8** The City shall actively collaborate with Flagler County, neighboring municipalities, and state agencies to ensure regional transportation planning alignment and to maximize funding opportunities for E-W roadway connections.
- Policy 2.1.5.9 All new E-W connections shall be designed to accommodate multimodes of transportation, including provisions for public transit, bicycle lanes, and pedestrian facilities, aligning with the City's mobility goals.
- **Policy 2.1.5.10** In planning and prioritizing E-W connections, the City shall give special consideration to improve evacuation capabilities and tocoordinate with emergency management agencies to identify critical routes.
- **Policy 2.1.5.11** The City shall incorporate smart transportation technologies in the design and construction of new E-W connections, including accommodation for future autonomous vehicle infrastructure and real-time traffic management systems.

Objective 2.1.6 – Feasibility Study of New Interstate 95 Interchange



To improve traffic flow and enhance evacuation routes, the City shall collaborate with key State Agencies and key stakeholders to conduct comprehensive studies to determine the feasibility and optimal locations for potential new interchanges on I-95.

- **Policy 2.1.6.1** Collaborate with FDOT, Flagler County, and other relevant stakeholders to conduct thorough feasibility studies using tools such as FDOT District 5 Model (CFRPM) for proposed interchange locations, considering factors such as traffic patterns, environmental impact, and economic development potential.
- Policy 2.1.6.2 The City shall actively seek funding opportunities, including state and federal grants, to support the planning and feasibility studies for potential new Interstate 95 interchanges.
- Policy 2.1.6.3 The City shall integrate the findings of interchange feasibility studies into its long-range transportation plan, ensuring alignment with other city development goals and objectives.

Objective 2.1.7 - Facilitate the Use of Alternatives to the Interstate 95 FIHS facility for Local Travel 🛑

To reduce traffic on Interstate 95 and enhance emergency response and evacuation capabilities, the City shall continue its program to expand the City's north-south parallel reliever roadways to I-95 (Belle Terre Pkwy/Blvd and Old Kings Road). Funding assistance shall be solicited from





FDOT and private developer interests where appropriate, emphasizing the dual purpose of traffic mitigation and public safety enhancements.

- **Policy 2.1.7.1** The City shall seek funding for a corridor study on Palm Harbor Parkway.
- Policy 2.1.7.2 The City will continue the construction of additional lanes for Old Kings Road from SR-100 to Forest Grove Drive.
- Policy 2.1.7.3 The City shall request that FDOT provide I-95 signage both north and south of the City to encourage interstate travelers to exit the FIHS system and utilize local roadways for their local north-south travel needs.

Objective 2.1.8 - Rail, Multi-modal and Airport Facilities 🖨 👂

To the extent feasible, support the development of safe, convenient and energy efficient rail and airport facilities and provide opportunities for the creation of a multi-modal system that interconnects all transportation modes, provides new modes for passenger transportation, and encourages industrial and commercial development in the City through improved freight facilities.

- **Policy 2.1.8.1** The City shall support Flagler County's efforts to improve the Flagler County Airport and improve its capabilities in accommodating jet aircraft.
- Policy 2.1.8.2 The City shall support Flagler County's efforts to develop a Flagler County Airport Economic Development Plan and provide input to promote the City's interests in the development of inter-modal and economic opportunities around the Airport.
- **Policy 2.1.8.3** To encourage the use of the City's inter-modal resources, the City shall encourage, through land use designations and other methods, industrial development within the areas of the City that are adjacent to the Airport property and along the FEC Rail Line.
- **Policy 2.1.8.4** Through the development review process, the City shall discourage residential development immediately adjacent to its active rail corridor by establishing buffering requirements and noise pollution standards in the LDC.
- **Policy 2.1.8.5** Through coordination with appropriate State agencies, legislative delegation, Flagler County, municipalities, and private stakeholders, work towards establishing a passenger rail station on the Florida East Coast rail corridor, to enhance regional connectivity transportation, and economic development opportunities.

Objective 2.1.9 – Transportation Impact Fees





Ensure the effective implementation and periodic review of the City's Transportation Impact Fee Ordinance to accurately reflect the impacts of new development on the transportation network and to maximize the use of fees for improving the City's transportation system.

- **Policy 2.1.9.1** The City shall conduct a comprehensive review of the Transportation Impact Fee Ordinance every five years to ensure it aligns with current and projected growth patterns, transportation needs, and construction costs.
- **Policy 2.1.9.2** The City shall engage with stakeholders, including developers, residents, and transportation professionals, during the review process of the Transportation Impact Fee Ordinance to gather input and ensure the fees are equitable.
- **Policy 2.1.9.3** The City shall ensure that transportation impact fees are used exclusively for transportation capacity related improvements and projects that directly mitigate the impacts of new development on the transportation network.
- **Policy 2.1.9.4** The City shall annually develop and maintain a prioritized list of transportation projects in the capital improvements program to be funded by impact fees, ensuring that the most critical and high-impact projects are addressed first.

Objective 2.1.10 – Development of Transit Opportunities

The City of Palm Coast will actively collaborate with Flagler County to expand and improve transit alternatives that meet the growing needs of Palm Coast citizens, promote efficient land use patterns, reduce congestion, and decrease vehicle miles traveled.

- **Policy 2.1.10.1** –The City will coordinate with Flagler County and support in the development of a Mass Transit Development Plan which assesses the need for a Mass Transit program that includes fixed route/deviated route bus services, paratransit services, ride share, and van pooling.
- **Policy 2.1.10.2** The City will collaborate with Flagler County in the development and regular updates of a Transit Development Plan to address the following issues and topics:
 - A. Need/demand for services and public support;
 - B. Projected utilization and passenger patronage;
 - C. Organization, administration and management of a program;
 - D. Route development and design;
 - E. Technology and capital needs;
 - F. Estimated planning, capital and operating costs;
 - G. Methods of funding services;
 - H. Encourage transit use and ride sharing; and
 - I. Reduce the use of single-occupant vehicles.





Policy 2.1.10.3 – In collaborating with Flagler County's development and updates of the Transit Development Plan, the City's role may include:

- A. Providing detailed data on Palm Coast's specific transit needs and preferences;
- B. Assisting in route planning and design within City limits;
- C. Identifying potential transit hubs and park-and-ride locations;
- D. Supporting public outreach and education efforts;
- E. Exploring city-specific grant funding options to supplement County resources; and
- F. Proposing land use policies that support transit.
- **Policy 2.1.10.4** The City shall implement programs to provide a safe, convenient, and energy efficient multimodal transportation system, thereby reducing vehicle miles traveled.
- **Policy 2.1.10.5** The City shall take actions to provide a safe, convenient, and energy efficient multimodal transportation system, including land development Code updates and incentives for developments that incorporate features to facilitate and encourage transit use.

Objective 2.1.11 – Reduce Commuting Demand on the Interstate 95 (I-95)

Support the development of strategic mixed-use centers to reduce commuting demand on I-95, while providing opportunities for employment growth, and fostering economic development within the City.

- **Policy 2.1.11.1** Promote mixed-use developments along major arterials and within strategic locations that provide a diverse mix of businesses, offices, retail, and residential uses to create vibrant, walkable environments
- **Policy 2.1.11.2** Concentrate employment opportunities and higher-density residential development within strategic mixed-use centers, designing them with pedestrian-friendly features, multimodal transportation options, and transit hubs to support efficient transit service and reduce reliance on personal vehicles.
- **Policy 2.1.11.3** Provide opportunities to co-locate residential, commercial, office, and civic uses within strategic mixed-use centers, aiming to achieve a reduction in vehicle miles traveled and an improvement in overall resident quality of life.
- **Policy 2.1.11.4** Improve and/or construct new parallel corridors to the I-95 such as widening Old Kings Road from Matanzas Woods Pkwy to Dixie Highway, US-1, and new north/south corridor CR 2209 from northern county line to CR 305.





GOAL 2.2: INCREASED INTERCONNECTIVITY

Reduce traffic on collector and arterial roadways by increasing interconnectivity between existing and proposed residential communities, residential and commercial development and adjacent commercial development.

FINDING: Several of the City's arterial roadways are currently operating at an LOS D. Other arterials and collector roadways will accumulate significant traffic if the current rate of development continues. One strategy that can be used to reduce traffic on City collectors and arterials is to increase opportunities for persons taking short trips to utilize local road connections, sidewalks or multi-use paths. This strategy shall include, but not be limited to, opportunities for pedestrians and bicyclists to meet their needs for travel between neighborhoods, to community recreational facilities, educational and institutional facilities, civic facilities and commercial facilities.

Objective 2.2.1 – Vehicle Interconnectivity

Enhance and enforce standards for commercial and residential connectivity to reduce traffic on collector and arterial roadways by increasing interconnectivity between existing and proposed uses and developments.

Policy 2.2.1.1 – The City shall enforce and strengthen regulations in the Land Development Code (LDC) requiring commercial development to provide roadway connections to adjacent commercial developments and to plan for future connections. These regulations may include provisions for shared parking and access agreements between adjacent commercial properties.

Policy 2.2.1.2 – New residential subdivision or development with over 100 dwelling units, or accessing a street of 2,500 feet or more, must provide at least two external connections. One connection must link to a public collector or arterial roadway, with both directly connecting to a public road. Additional connections may be mandated for larger developments to lessen traffic on major roads. Exceptions for accessing a collector or arterial roadway may be granted provided safety is not compromised.

Policy 2.2.1.3 – The City shall continue to promote the construction of roadway connections between residential and institutional and commercial development to promote the use of bicycles and walking.





- **Policy 2.2.1.4** The City may promote the construction of roadway connections between residential communities, where feasible, to provide alternative routes and reduce traffic on collector and arterial roads.
- **Policy 2.2.1.5** The City shall implement access management strategies, including limiting the number of driveways on major roads and promoting shared access points between adjacent properties, to reduce traffic conflicts and improve traffic flow on arterial and collector roadways.
- **Policy 2.2.1.6** The City, shall collaborate with Flagler County and other local governments to research, create, and update a thorough map of current and future interconnections between uses and developments. This map will direct future development and pinpoint ways to enhance connectivity in established areas.

Objective 2.2.2 – Pedestrian and Bicycle Plan

Enforce standards that encourage and/or require establishment of sidewalk connections or multiuse paths between new residential and commercial development.

- **Policy 2.2.2.1** Through the development review process, the City shall ensure that developers construct connections that link residential areas, recreational facilities, and commercial developments to reduce traffic on collector and arterial roadways.
- **Policy 2.2.2.2** The City shall continue to update its Pedestrian and Bicycle Plan consistent with the Transportation Map Series in *Chapter 2* of the *Data and Analysis* that, at a minimum:
 - A. Identifies and prioritizes those areas in need of sidewalks, multi-use paths and bicycle facilities and/or shared use bicycle/pedestrian facilities;
 - B. Evaluates the need for sidewalks on local streets in existing neighborhoods;
 - C. Identifies potential funding for construction;
 - D. Sets standards and develops projects for the City's 5-year CIP;
 - E. Develops a system of sidewalks and multi-use paths that interconnects trails, schools, parks, neighborhoods, shopping centers, collectors and arterials; and,
 - F. Identifies locations where sidewalks/multi-use paths can connect neighborhoods to existing and planned trails, parks, shopping centers, and other similar uses; and,
 - G. Recommends annual CIP funding levels for sidewalk and bicycle facilities.
- **Policy 2.2.2.3** The City's Pedestrian and Bicycle Plan shall prioritize arterial and collector roadway segments within the City that should be improved to include bicycle lanes and encourage bicycle facilities to be added during roadway construction/improvement to provide alternate modes of transportation.





- **Policy 2.2.2.4** The City shall continue to enforce requirements for bicycle and pedestrian interconnectivity between residential developments and between residential and adjacent commercial developments as a means of reducing traffic on collector and arterial roadways.
- **Policy 2.2.2.5** The City shall continue to enforce requirements for pedestrian and bicycle interconnectivity for all new commercial development and to specifically require that development shall make provisions for future interconnectivity when abutting undeveloped properties.
- **Policy 2.2.2.6** The City shall identify funding opportunities for the construction of sidewalks along arterial, collector, and local streets.
- **Policy 2.2.2.7** The City shall continue to enforce requirements that all new subdivisions construct sidewalks and/or multi-use paths within the development and sidewalks on collector and arterial roads.
- **Policy 2.2.2.8** The City shall explore strategies and funding to encourage the construction of sidewalks and/or multi-use paths in existing subdivisions. This may include, but shall not be limited to, property-owner funded sidewalk improvements in subdivisions through the use of special assessments, creation of Municipal Service Taxing Units, Tax Increment Financing, or grants.
- **Policy 2.2.2.9** The City shall encourage E-bikes and all micro-mobility vehicles where appropriate as determined by the City; however, to ensure safety for both pedestrians and other micro-mobility users, the City shall consider safety measures such as speed limit on multi-use paths and sidewalks.



GOAL 2.3: MULTI-USE TRAILS SYSTEM

Develop And Maintain A Citywide System Of Greenway Trails That Combine Pedestrian And Bicycle Opportunities.

FINDING: The establishment of trails can enhance the City's greenways and provide recreational activities in passive parks and green space. These multi-use trails can provide recreational opportunities for all segments of the City's population including children, teens, adults, seniors and where feasible, those with physical limitations and disabilities. The City also has unique and interesting natural features and historic sites that can provide passive recreational opportunities. A well-designed trail system that connects passive and active recreational activities will enhance the City's image and provide unique recreational opportunities.

Objective 2.3.1 - Trails

Continue to expand and maintain the system of linear trails connecting the City to internal and adjacent lands and water and expand the system of trails that together with the City's sidewalk system provides recreational opportunities and serves as an alternative mode of transportation.

Policy 2.3.1.1 - The City shall identify the locations of future multi-use and nature trails consistent with the general locations and hubs identified in **Map 2.10** of the Transportation Element's Map Series. Map 2.10 shall serve as the basis for the completion of the City Wide Multi-Use Trails Master Plan.

Policy 2.3.1.2 – The City shall utilize its greenway system wherever feasible to place trails in natural settings.

Policy 2.3.1.3 – The City may provide connections from the proposed rails-to-trailsproject to City and County parks, to significant natural and man-made features, water bodies, conservation areas and eco-systems including, but not limited to, the Intracoastal Waterway, Doughnut Lake, Graham Swamp, and Princess Place Preserve, and River to Sea Loop trails.

Policy 2.3.1.4 – The City shall continue to expand and develop the City's trail system utilizing the trail concepts identified in **Map 2.10**, so that together with the City's sidewalk system, provides a pedestrian/bicycle route that connects neighborhoods, parks and public facilities.

Policy 2.3.1.5 – The City shall continue to update the trail component of the Multi-Use Trails System Plan showing the interconnections and inter-relationships between all non-motorized modes of travel.





- **Policy 2.3.1.6** The City shall work with Flagler County, State agencies, and developers to complete the portion of the Lehigh Trail located within the City.
- **Policy 2.3.1.7** The City shall continue to evaluate the need and feasibility for developing pathways (and/or allowing the use of existing or planned pedestrian trails,) for non-polluting, electric-powered golf carts E-Bikes and other forms of micro-mobility.
- **Policy 2.3.1.8** The City shall seek funding opportunities through the FDEP, State Office of Greenways and Trails (SUNTrail), the Trust for Public Lands, FDOT, and other appropriate sources to plan, design and fund the construction of the City trails system.
- **Policy 2.3.1.9** The City shall continue to enforce the provision of the LDC which require all new residential and commercial development that adjoin the proposed trail system, to provide pedestrian and bicycle links to the trails when consistent with the requirements of Florida Law. The City shall encourage the owners of undeveloped properties to make provisions for future interconnectivity for those sections of the City trail system planned, but not yet developed.
- **Policy 2.3.1.10** The City of Palm Coast shall use the City Wide Multi-Use Trails Master Plan in collaboration with Flagler County and adjacent municipalities to develop and implement a comprehensive Community Wide Multi-Use Trail Master Plan. Objectives will:
 - A. Promote connectivity Establish a network of interconnected pedestrian and bicycle routes that link residential areas, employment centers, schools, parks, and other key destinations across jurisdictional boundaries;
 - B. Enhance Safety Incorporate design standards and safety measures to ensure the protection of pedestrians and cyclists;
 - C. Natural resources Align pedestrian and bicycle routes with the City's greenway system and environmentally sensitive areas, promoting access to natural amenities
 - D. Promote economic development Design routes that support local businesses and tourism by connecting commercial areas and points of interest;
 - E. Encourage public participation Engage residents, businesses, and stakeholders in the planning process;,
 - F. Ensure accessibility Develop infrastructure that accommodates users of all ages and abilities, adhering to accessibility standards;
 - G. Secure funding Collaborate with county and municipal partners to identify and pursue grant opportunities and other funding sources for plan implementation; and
 - H. Accessory and supporting structures Siting of supporting facilities such as trail heads and facilities.





GOAL 2.4: STREET MAINTENANCE AND IMPROVEMENT SYSTEM

Ensure that all streets and related drainage facilities within the City are adequate and properly maintained to meet the area's transportation needs and facilitate safe and efficient travel.

FINDING: When the City was developed by ITT in the 1970's, no phasing of the development was included in the development plans in accordance with agreements reached between ITT and the Federal Government. As a result, the entire road network was built by ITT including drainage and infrastructure. At present, many of the platted lots on those roads have still not been developed although the roads have aged and engineering standards have changed over time. Additionally, the street system was designed as a rural road system with drainage swales in ROWs and no curbing, sidewalks or paved shoulders. Because of the large street network that was developed within a short span of time and the age of the system, the City is faced with a street system where a significant portion of the roads and related drainage facilities are in need of repair and rehabilitation. As the City makes improvements to the road and drainage system, it must develop a strategy that maintains the integrity of existing structures, identifies insufficiencies, schedules, and monitors improvements.

Objective: 2.4.1 – Roadway Maintenance and Related Drainage



Protect the integrity of existing streets and street drainage structures.

- **Policy 2.4.1.1** The City shall periodically revise and refine the City's street maintenance program to identify those road segments in need of repair.
- Policy 2.4.1.2 The City shall prioritize road and drainage segments in need of repair and develop a schedule for temporary and permanent repair.
- Policy 2.4.1.3 The City shall annually update its Pavement Management Plan that includes a resurfacing schedule for the City's roads.
- Policy 2.4.1.4 The City shall identify methods to improve road shoulders as a measure to prevent road deterioration.
- **Policy 2.4.1.5** The City shall identify and eliminate valley gutters from the streets along arterial and collector roads and where local roads and collectors intersect, where appropriate.
- Policy 2.4.1.6 The City shall explore funding sources for constructing paved shoulders and bicycle lanes on the City street system.





- Policy 2.4.1.7 The City shall identify problem drainage areas in the City and develop strategies for correcting the problems, including, but not limited to, comprehensively addressing the road drainage issues in the City's Stormwater Master Plan.
- Policy 2.4.1.8 The City shall continue to enforce regulations to provide for protection of the road drainage system and require builders and developers who damage the drainage system by ignoring regulations or through neglect to repair and restore the drainage system.
- Policy 2.4.1.9 The City shall continue to enforce the LDC requirement that all new road construction or improvements are designed and constructed as urban curb and gutter designs, modified urban sections, or swale systems or other appropriate typical sections.
- **Policy 2.4.1.10** The City shall continue to evaluate the swale system on the City street system and update the inventory of deficiencies and create a schedule to complete necessary repairs.

Objective 2.4.2 – Bridges

Ensure that all bridges within the City are safe and properly maintained.

- **Policy 2.4.2.1** The City shall work with FDOT to conduct biennial bridge inspections.
- **Policy 2.4.2.2** The City shall ensure the safety of City bridges and that pavement maintenance and related repairs on the City's bridges including their approaches receive the highest priority.
- **Policy 2.4.2.3** Through intergovernmental coordination, the City shall continue to identify funding for needed bridge repairs.

Objective 2.4.3 – Roadway Safety



Ensure that all roadways in the City are safe for all users.

- Policy 2.4.3.1 The City shall review roadway signage and striping requirements for consistency with FDOT and MUTCD standards, and ensure consistency with the LDC (particularly the technical standards).
- Policy 2.4.3.2 The City shall enforce LDC standards for safe signage and striping on the City street system.
- Policy 2.4.3.3 The City shall conduct a sign and striping survey annually of all traffic signs and pavement stripings in the City street system, identify signage in need of repair or replacement, formulate a potential schedule for the work, and include an assessment of the need for directional signage.





- **Policy 2.4.3.4** The City shall continue to enforce regulations for signage and road-striping standards, which shall include the provision of reflective pavement markers (RPMs).
- **Policy 2.4.3.5** As conditions warrant, the City shall conduct speed zone studies that include all collector and arterial roads.
- **Policy 2.4.3.6** The City shall continue to coordinate with the Flagler County Sheriff's Office to refine traffic accident reporting to include, but not be limited to, the identification of intersections and road segments having a high incident reporting.
- **Policy 2.4.3.7** The City shall investigate adopting statewide accident reporting software such as Signal 4 Analytics.
- **Policy 2.4.3.8** The City shall continue to identify ways to decrease accident rates on roadways and at intersections having a high incident reporting by all means of safety improvements.
- **Policy 2.4.3.9** –The City shall continue to conduct inventory of all guardrails and safety-related structures and budget for needed improvements in the CIP.

Objective 2.4.4 – Evacuation of Residents

Develop the capability to evacuate all residents of the City in the event of a threat of natural or man-made disaster.

- **Policy 2.4.4.1** The City shall continue to participate with the Northeast Florida Regional Council (NEFRC) in order to refine and improve evacuation plans, and to identify primary roadways to serve in an emergency.
- **Policy 2.4.4.2** The City shall continually update its procedures and training for Public Works Department employees detailing road closures, traffic routing, and signage in the event of a natural or man-made disaster.
- **Policy 2.4.4.3** The City shall follow its provisions for removal of obstacles to free traffic flow in the event of a natural disaster that include the ability to remove fallen trees and disabled vehicles quickly on any of the evacuation routes.
- **Policy 2.4.4.4** All new subdivisions and all new residential developments of more than 100 platted lots or more than 200 multi-family units shall require a minimum of two (2) means of ingress/egress to arterial or collector roads which can be used in the event of an emergency consistent with and subject to the exception stated in Policy 2.2.1.2.





Policy 2.4.4.5 –The City shall conduct comprehensive feasibility studies to evaluate and potentially implement additional roadway connections or secondary access points for neighborhoods with limited ingress/egress to arterial roadways. This policy will prioritize the Cypress Knoll, Matanzas Woods, and Indian Trails East neighborhoods. In conducting the feasibility Study the City shall:

- A. Collaborate closely with the fire department, emergency response personnel, and neighborhood residents to assess current access limitations and identify optimal solutions;
- B. Conduct thorough traffic impact analyses and environmental assessments to determine the most suitable locations for new roadway connections;
- C. Explore various options for improving access, including but not limited to new arterial connections, emergency-only access roads, and multi-use paths that can accommodate emergency vehicles; and
- D. Coordinate with private and public entities for possible emergency roadway improvements or connections.



CHAPTER 2 TRANSPORTATION ELEMENT

SUMMARY

A City cannot continue to grow and develop if its citizens cannot reasonably access community facilities and commercial areas. A system of adequate, <u>safe</u>, <u>and</u> functional streets and pedestrian walkways (<u>which includes trails and multi-purpose paths</u>) and/or trails is of the highest importance to a <u>c</u>City's growth and development. In fact, "Enhanced Traffic Circulation" is one of the 12 <u>Guiding PrinciplesCommunity Building Blocks</u> that the citizens selected to implement the 20<u>5</u>20 Vision. Thus, the City street system is critical to the City in many ways.

The Transportation Element, along with the Future Land Use Element, is the cornerstone upon which the other Elements of the Comprehensive Plan are built. The Transportation Element takes an all-inclusive approach to the development and maintenance of the City's transportation system by setting mobility standards and thresholds for future development and redevelopment: Some of the standards and thresholds that are established in the Plan include:

- Levels of Service (LOS) The establishment of standards for how well streets handle traffic during the peak daylight hours.
- **Transportation Concurrency** How much development the existing transportation can support while maintaining the adopted LOS. Concurrency also triggers improvements that must be made or funded by development projects within the City when the proposed development impacts on the standards established in the Plan.
- Street Classification The classification of streets in the City, such as interstate highways, arterial roads, collector roads, and local roads, as defined in Section 334.03, Florida Statutes
- Future Street Improvements Using <u>travel demand forecast</u> modeling techniques <u>and current traffic counts</u>, the Plan estimates when improvements to collector and arterial streets will be needed, <u>what improvements are necessaryhow many lanes will be needed</u> to accommodate expected traffic, and where <u>existing streets should be widened and new streets should be constructed</u>. This includes the identification of those streets that are "<u>c</u>Constrained" (cannot be widened as a result of functional, <u>geographical</u>, <u>regulatory and environmental constraintsor policy issues</u>) and the <u>needability</u> to address right-of-way (ROW) needs.
- Access Management The number and type of driveways that that may be constructed on particular types or classifications of streets.
- Interconnectivity Standards The minimum standards for interconnectivity between adjacent land uses for vehicles and/or pedestrians.
- **Street Maintenance** How the City will ensure that the street system and its related drainage systems will be maintained.





• Safety Operations— The need for regular bridge (including box culverts) inspections, lighting, traffic signals, signage, street striping, speed control, and street calming treatments and establishment of emergency evacuation routes.

The Transportation Element addresses other issues that will ensure an adequate transportation system exists for current and future generations. The Plan includes the development of short-range and long-range transportation planning tools such as a dynamic traffic model, a 5-year Capital Improvement Plan, a Long Range Transportation Improvement Plan, identification of future streets and connections, corridor and traffic operations studies, congestion mitigation and traffic calming, and intergovernmental and regional planning efforts. The Long Range Transportation Improvement Plan will be based on the River to Sea Transportation Planning Organization (R2CTPO) Long Range Transportation Plan (LRTP) which is updated every five-years. The Plan proposes to study the current transportation impact fees to determine their adequacy and make recommendations for future improvement.

The Plan <u>also</u> includes the identification of future interstate access, <u>potential</u> future east-west and north-south connections, <u>identification of right of way (ROW)</u> needed and the amount of ROW needed for future expansion of the City street systems, as defined in Section 334.03(3), Florida Statutes. It also focuses on encouraging industrial development by <u>encouraging the development and making available increasing the availability, connectivity, and accessibility to the region's transportation network, particularly all modes of transportation including air and rail systems for the transport of freight. The Plan proposes to study the future need for passenger transit and passenger rail service. Lastly, the Plan discusses the requirements and standards for bicycle lanes and pedestrian paths including the development of a <u>system of City-wide trails</u> and paths <u>network which will be expanded to include any future annexation areas</u> that interconnect all neighborhoods, parks, commercial areas, and community institutions.</u>



GOAL 2.1: STREET NETWORK LOS

Expand and maintain the City street system that provides safe accessibility and mobility to all residents, businesses, and visitors and maintains an acceptable level of service (LOS).

FINDING: The City is served by a system of streets that include local, collector, arterial and interstate roads. This system of roads provides access and mobility to the City's residents and is a key factor in the further development of the City. Without adequate roadways to accommodate expected growth or plans for expanding, improving or extending roadways, the City cannot provide adequate levels of service (LOS) in the future. (LOS is the method used by State Land Planning AgencyFlorida Department of Transportation (FDOT), the Department of Economic Opportunity, and generally accepted engineering and planning practices and principles to measure the capacity of roads.)

The City must:

- Adopt LOS standards for its street system;
- Plan for future road capacity expansion to ensure that adequate levels of service are maintained as development continues; and
- Ensure that new development pays its fair share of the cost of maintaining an adequate LOS by developing a functional concurrency management system.

Objective 2.1.1 – Adopting and Maintaining an Acceptable Level of Service (LOS)

Develop, adopt, and maintain a comprehensive LOS standard for all roads within the City of Palm Coast and implement a proactive monitoring and improvement strategy. a LOS standard for all roads and take appropriate measures to improve the LOS on any currently failing road segment.

Policy 2.1.1.1 – The City adopts a peak-hour level of service (LOS) of D for all collector roadways, arterials and highways. An LOS of D is characterized by generally free-flowing conditions with measurable congestion during certain peak-hour periods (usually 7am to 9am and 4pm to 6pm) and at other times of the day that may last for short periods of time. Adopting LOS D is the most cost-effective LOS standard; otherwise, with higher LOS standard will result in much higher costs to the City to maintain-

Policy 2.1.1.2 – The City shall regularly assess the current LOS of all road segments by continuinge to conduct biennial (every two years) traffic counts of roads within the City street system and shalland project traffic growth each year for the 12 months succeeding the study period.





Policy 2.1.1.3 – The City adopts an LOS consistent with the requirements of the Florida Interstate Highway System (FIHS) and Strategic Inter-modal System (SIS) for all Federal ander State highways within the City.

<u>Policy 2.1.1.43</u> – Develop improvement plans for any road segments currently approaching the acceptable LOS standard.

<u>Policy 2.1.1.54</u> – Continuously update and refine the LOS management approach based on data-driven insights and emerging best practices.

Objective 2.1.2 – Concurrency Management System (CMS)

Continue to enforce, and update as necessary, the City's <u>CMSConcurrency Management System</u> to ensure that functional transportation facilities and services are available to the public concurrent with <u>the impacts of</u> new development.

Policy 2.1.2.1 - The City shall continue to enforce, and update as necessary, the concurrency review management regulations in the LDC <u>and technical manuals</u> to require developers to mitigate <u>for</u> the impact of project traffic on roadways. —The following provisions are <u>to be</u> included in the LDC or technical manuals:

- A. The regulations require that a cA concurrency evaluation be conducted as part of the analysis for any proposed <u>land use rezoningmodification and during the Site plan or subdivision application process</u>. The issuance of a Concurrency Certificate is a condition of platting/replatting or site plan approval. Concurrency Certificates will be valid for a maximum period as determined in the <u>LDCland development code</u>.
- B. The following developments shall be exempt from concurrency: 1) parks; 2) drainage; 3) solid waste; 4) mass transit; 5) Multi-Use Developments of Regional Impact (DRI) as defined in Section 380.06, Florida Statutes163.3180(12)(a) F.S.; 6) construction within any existing subdivision or PUD/MPD whose development has been vested for concurrency; 7) renovations to existing structures that do not increase the impact on infrastructurecapacity; and 8) single-family and two-family residential dwelling units in approved subdivisions where a Certificate of Concurrency has been issued.
- C. Standards and guidelines for concurrency analysis of development site impacts on the street networkroadway system and impacted intersections.
- D. Update and publish an official City traffic table showing estimated traffic on roadway segments for the current year, acceptable <u>roadway</u> LOS on the roadways, <u>and</u> reserved <u>traffic</u> and available <u>roadway</u> capacity.





- E. All non-exempt developments, including those which are anticipated to generate 'de minimis' impacts on the transportation system, determined to be de minimis, as defined in the LDC, are required to obtain a Concurrency Certificate. For the purposes of this Element—(A a de minimis impact is an impact that would not affect more than 1 percent of the maximum volume at the adopted level of service of the affected transportation facility as determined by the local government. No impact will be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a transportation facility exceed 110 percent of the maximum volume at the adopted level of service of the affected transportation facility; provided however, that an impact of a single family home on an existing platted lot will constitute a de minimis impact on all roadways regardless of the level of the deficiency of the roadway.)
- F. Where the development impact on a road segment or intersection causes the roadway or intersection to fail, developers are required to make the necessary road improvements shall mitigate for its development impacts by contributing and/or constructing its proportionate share of roadway improvement(s) consistent with Section 163.3180, F.S.. Developers who fund, construct, or otherwise mitigate for road improvements willmay receive impact fee credits for saidfunded (offsite) road improvements consistent with State law. Access relatedOnly off-site capacity improvements not related to site access required improvements are noteligible for impact fee creditables. In no case may the credits exceed the actual amount spent on the capacity improvements. Impact fee credits are parcel specific and may not be applied to other projects or transferred to a parcel other than the parcel that is the subject of the development approval.
- G. As provided for in Section 163.3180(5)(h)(<u>la</u>).c, <u>Florida Statutes</u>F.S., an applicant for a <u>Development of Regional Impact Development Order</u>, development agreement, rezoning, or other land use development permit may satisfy the transportation concurrency requirements of the local comprehensive plan, <u>and</u> the local government's concurrency management system, and <u>Sections</u>. <u>380.06</u>, <u>Florida Statute</u>, when applicable, if:
 - (1) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection.
 - (2) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. A local government may accept contributions from multiple applicants for a planned improvement if it maintains contributions in a separate account designated for that purpose.





Objective 2.1.3 - Transportation Modeling and Traffic Analysis Zones (TAZs)

In cooperation with Flagler County, River to Sea Transportation Planning Organization, and FDOT, biennially conduct review and update (every fivetwo years) review the R2CTPO Long Range Transportation Plan (LRTP) in collaboration with the R2CTPO and r Revise the Traffic Analysis Zones (TAZs) and the Florida Standard Urban Model (FSUTMS) so as to provide the tools needed to manage growth and related traffic within the City—and to ensure consistency of road projects and the CIE with any approved amendments to the FLUM.

- **Policy 2.1.3.1** The City shall revise and update the City's Traffic Analysis Zones (TAZs) to be consistent with current and future development in the City.
- **Policy 2.1.3.2** The City shall revise and update the TAZs within the City to be consistent with current and proposed DRI developments (and/or large developments). DRIs or large developments shall be assigned their own TAZs so as to track traffic and provide estimates of growth that are specific to these large developments.
- **Policy 2.1.3.3** The City TAZs shall <u>continue to</u> be revised so that they adequately estimate travel and demand for services and are usable for future land use planning.
- **Policy 2.1.3.4** The City shall develop the capability within the City and coordinate with Flagler County, R2CTPO, and FDOT to update and run the FSUTMS modeling system as updated by FDOT.

Objective 2.1.4 — Transportation Improvements

The City has-will develop strategies and improvements to address the deficiencies identified in the the City'sed_a Short-Range (5 years) and Long-Range (25 years) Transportation Plans that will identify current and future transportation deficiencies and identifies improvements in the roadway network based on the adopted FLUM. Develop strategies, including corridor studies, to address and identify deficiencies.

- **Policy 2.1.4.1** The Transportation Plan shall address the short- and long-range needs of City residents for streets, public transit, pedestrian and bicycle facilities, <u>micromobility</u>, <u>and innovation</u>, including potential funding sources and assigns responsibility for future construction.
- **Policy 2.1.4.2** The City shall solicit funding from FDOT and other appropriate sources to help develop the Transportation Plan.





Policy 2.1.4.3 – The Transportation Plan includes a verification of the following 20302015 and 20502035 deficiencies in Tables 2.4 and 2.5, respectively in *Chapter 2* of the *Data and Analysis* and the recommended strategies to maintain the adopted LOS.

20302015 Roadway Improvements

The following improvements are recommended to maintain the adopted LOS standard on the City's roadway network in 20302015:

- Matanzas Woods Parkway from US 1 to Belle Terre Parkway Four Lane
- Matanzas Woods Parkway from Belle Terre Parkway to Bird of Paradise Drive Four Lane
- Matanzas Woods Parkway from Bird of Paradise Drive to Old King Road Extension (West Junction) – Four Lane
- Belle Terre Parkway from Pine Lakes Parkway (S) to Cypress Point Parkway Six-Lane
- Old Kings Road from the Palm Coast City limits (S) to Oak Trails Boulevard Four-lane
- Palm Coast Parkway from US 1 to Pine lakes Parkway Intersection Improvements
- Old King's Road from Farragut Drive to Farnum Lane
- SR 100 from Belle Terre Parkway to Old Kings Road Six Lane

20502035 Roadway Improvements

The following roadways are anticipated to be deficient in <u>2050</u>2035 and improvements may be required to maintain the adopted LOS standard on the City's roadway network:

- Belle Terre BoulevardParkway from US 1 to SR 100
- Belle Terre Parkway from SR 100 to Royal Palms Parkway
- Belle Terre Parkway from White View Parkway to Pine Lakes Parkway (S)
- Matanzas Woods Parkway Westerly Extension from from US 1 to I-95 N Four Lane
- Old King's Road from Palm Coast City Limit (S) to Palm Coast Parkway
- Old King's Road from Farragut Drive to Farmsworth Drive Four Lane
- Palm Coast Parkway from US 1 to Pine Lakes Parkway
- Palm Coast Parkway (EB) from Pine Lakes Parkway to Belle Terre Parkway
- Palm Coast Parkway (WB) from Pine lakes Parkway to Belle Terre Parkway
- Palm Coast Parkway from Cypress Point Parkway to I-95 East Ramps
- Seminole Woods Parkway from US 1 to Sesame Boulevard
- SR 100 from Old Kings RoadSeminole Woods Parkway to John Anderson
- Town Center Boulevard from Central Avenue to Old Kings Road
- US 1 from Matanzas Woods Parkway to White View Parkway

A range of mitigation measures will be applied to address these projected deficiencies including but not limited to intersection improvements, <u>innovative roadway concepts</u>, <u>synchronization of</u>



<u>traffic signals within a corridor to improve traffic flow,</u> multi-modal transportation alternatives or roadway widening, as appropriate. The City shall monitor the LOS on the City's road network to ensure improvements are scheduled in advance of their need.

Policy 2.1.4.4 – The Transportation Plan shall recommend roadway improvements throughout the City, estimate the cost of the improvements, identify potential funding for the project, and develop time frames for construction as candidate projects for the CIP.

Policy 2.1.4.5 – Based on the Transportation Plan, the City has identified the arterial and collector roadways within its jurisdiction that have of the potential to fail in 20302015 and 20502035. Using this information, corridor studies on roadways determined to fail within the next 25 years shall be scheduled, as needed. These corridor studies shall focus on methods to improve projected LOS on the roadways through the use of Intelligent Transportation Systems (ITS), transit, intersection improvements, travel incentives/deterrents/disincentives, construction options, or mitigation methods considered appropriate to reduce travel demand.

Policy 2.1.4.6 – The City shall conduct corridor studies, as needed, and adopt the studies' findings for each of the following roadways:

- A. Florida Park Drive
- B. Old Kings Road
- C. Belle Terre Parkway
- D. White View Parkway
- E. Pine Lakes Parkway
- F. Rymfire Drive
- G. Royal Palms Parkway
- F.H. Seminole Woods Boulevard

Policy 2.1.4.7 – As part of all corridor studies, the City shall assess the need for turn lanes at local and collector/arterial intersections. Where the need for turn lanes is identified, the City shall include the improvements in the City's CIP.

Policy 2.1.4.8 – The City shall <u>coordinate withidentify</u> transit <u>providers alternatives and parking strategies for the City that willto</u> reduce the rate of growth in traffic congestion by 5% and assist in meeting the City's future transportation needs.

Policy 2.1.4.9 - Continue to enforce highway Enforce highway and roadway access management standards in the LDC for all arterials and major collectors in the City. Access management standards may include but not limited to: driveway and intersection spacing, median treatments, signal coordination, turn lanes, and cross access.





Policy 2.1.4.10 – The City shall participate in regional transportation decision-making though coordination with FDOT, Flagler County, Volusia MPO River to Sea TPO, and St. Johns County and participate in appropriate planning events, committees, and boards.

Policy 2.1.4.11 – The City shall coordinate with FDOT, Flagler County <u>Emergency Management</u> and the <u>Volusia MPO River to Sea TPO</u> and surrounding counties and jurisdictions to ensure that Emergency Evacuation Routes are appropriate and functional, and ensure that emergency personnel are informed of the routes and roadway characteristics.

Policy 2.1.4.12 – Continue to eEnforce standards for roadway construction, reconstruction and widening as stipulated in the LDC and applicable technical manuals to include typical cross-sections for arterials, collectors and local roadways that include pedestrian and bicycle facilities.

Policy 2.1.4.13 – To the maximum extent feasible and in accordance with the provisions of Florida Law, the City will develop methods to protect future rights-of-way identified by the City, FDOT and Flagler County from encroachment by development which methods may include establishment of future rights-of-way map, relief of setback requirements, land acquisition programs, Impact fee credits.— (See also related Policy 2.1.5.6.)

Policy 2.1.4.14 – The City shall require a comprehensive transportation impact analysis for all proposed Future Land Use Map (FLUM) amendments. This analysis is essential to ensure consistency with the transportation-related provisions of the Comprehensive Plan and the City's short-range and long-range Transportation Plans. The transportation impact analysis shall include, but not be limited to: Projected traffic generation from the proposed land use change, impact on existing and planned roadway capacities and evaluate how the proposed FLUM aligns with the City's long-term growth starategies. The City's review of proposed FLUM amendments includes a transportation impact analysis to ensure consistency with the transportation provisions of Chapter 1 (Land Use), Chapter 2 (Transportation), Chapter 6 (Evacuation) and Chapter 8 (Capital Improvements) of the Comprehensive Plan and the City's Five year/Twenty-five year (short range/long range) Transportation Plan (as provided for in Objective 2.1.4).

Objective 2.1.5 – Enhanced East-West Connectivity and Regional Road Network DevelopmentNew East-West Connectors

Develop a comprehensive network of east-west (E-W) connections crossing I-95 and the Florida East Coast (FEC) rail line to improve regional connectivity, support westward expansion, and enhance evacuation routes creating an efficient transportation system that aligns with the city's growth strategies and the 2050 Transportation Plan. Develop new routes to provide for additional east-west (E-W) connections crossing I-95 and connections crossing the





FEC rail line to develop land to the west of the FEC rail line consistent with Table 2.5 in *Chapter* 2 of the *Data and Analysis*.

Policy 2.1.5.1 – The City shall regularly update its transportation plan to identify and prioritize E-W connections, including target dates for construction, based on growth patterns, traffic demands, and funding availability. Based on the 2035 2050 Transportation Plan, the City shall identify target dates for the construction of those E-W connections not currently committed.

Policy 2.1.5.2 The City shall support Flagler County's efforts to construct an interchange at the existing Matanzas Woods Parkway overpass over Interstate 95.

Policy 2.1.5.2 – The City shall seek funding and implement the design and construction of the four-lane western extension of Matanzas Woods Parkway, creating a crucial E-W connector. This project shall include provisions for future expansion and incorporate multimodal and pedestrian transportation elements.

Policy 2.1.5.3 – The City shall pursue and seek funding for the western extension of Palm Coast Parkway, coordinating with relevant stakeholders to ensure seamless integration with existing and planned transportation networks.

<u>Policy 2.1.5.94</u> –The City shall seek funding and target construction of a two-lane (with four-lane right of way) extension Whiteview Parkway and Royal Palms Parkway over the FEC rail line as determined by a corridor study.

Policy 2.1.5.2435 – The City will conduct a feasibility study to assess the necessity of extending Whiteview Parkway to Old Kings Road, thereby improving east-west connectivity in central Palm CoastThe City shall seek funding and target construction of the two-lane extension of White View Parkway over Interstate 95 to Old Kings Road as determined by a corridor study.

Policy 2.1.5.45 – The City shall conduct a corridor study to determine the need for an E-W connection at the southern boundary of the Flagler County Airport connecting Citation Parkway. The needs determination shall include both traffic and safety (evacuation) issues as well as consider a location for a new fire station where growth demands it.

Policy 2.1.5.456 — The City shall conduct comprehensive feasibilityeorridor studies and engineering assessments for all proposed E-W connections at least two years prior to their targeted construction dates. These studies shall identify specific routes, develop general section designs, determine right-of-way needs, and estimate construction costs. A minimum of two (2) years prior to their construction dates, the City shall conduct appropriate engineering studies (corridor studies or feasibility studies) to identify the specific routes of the proposed E-W connections, develop the general section designs, identify the ROW needed for construction of





the connections and estimate the costs of construction or ensure that another appropriate entity accomplishes said activities.

Policy 2.1.5.<u>567</u> – Through its development review process and in accordance with the requirements of Florida Law, the City shall encourage developers and landowners to protect future road ROW from development.

Policy 2.1.5.678 – The City shall actively collaborate with Flagler County, neighboring municipalities, and state agencies to ensure regional transportation planning alignment and to maximize funding opportunities for E-W roadway connections. The City shall, through its Concurrency Review System, intergovernmental coordination, and working with the Flagler County Legislative Delegation, research funding opportunities for future E-W roadway connections.

<u>Policy 2.1.5.9</u> – All new E-W connections shall be designed to accommodate multiple-modes of transportation, including provisions for public transit, bicycle lanes, and pedestrian facilities, aligning with the City's <u>sustainability and</u> mobility goals.

<u>Policy 2.1.5.10</u> – In planning and prioritizing E-W connections, the City shall give special consideration to improveing evacuation capabilities and to, coordinateting with emergency management agencies to identify critical routes.

<u>Policy 2.1.5.11</u> – The City shall incorporate smart transportation technologies in the design and construction of new E-W connections, including <u>accommodation provisions</u> for future autonomous vehicle infrastructure and real-time traffic management systems.

<u>Objective 2.1.6 – Study Feasibility Study of New Interstate 95 Interchange Access Construct New Interstate 95 Interchange Access</u>

To improve traffic flow and enhance evacuation routes, the City shall collaborate with key State Agencies and key stakeholders to conduct comprehensive studies to determine the feasibility and optimal locations for potential new interchanges on Interstate—95. To facilitate traffic flow and provide needed evacuation corridors, the City shall encourage FDOT and/or developers to construct two new interchanges to Interstate 95, where appropriate.

Policy 2.1.6.1 — Initiate and maintain an ongoing study using the FDOT District 5 Model (CFRPM) to identify and evaluate potential locations for additional Interstate 95 interchanges





within city limits The City is continuing to pursue additional Interstate 95 interchanges using the FDOT District 5 Model (CFRPM).

Policy 2.1.6.12 – Collaborate with FDOT, Flagler County, and other relevant stakeholders to conduct thorough feasibility studies using tools such as FDOT District 5 Model (CFRPM) for proposed interchange locations, considering factors such as traffic patterns, environmental impact, and economic development potential. The City shall lobby for funding to construct the additional interchanges and encourage the Flagler County Legislative Delegation to support those projects.

Policy 2.1.6.23 – The City shall actively seek funding opportunities, including state and federal grants, to support the planning and feasibility studies for potential new Interstate 95 interchanges. Policy 2.1.6.3 – The City shall, through pipelining and other means, use DRI mitigation funds when appropriate to plan for and construct Interstate 95 interchanges.

Policy 2.1.6.34 – The City shall integrate the findings of interchange feasibility studies into its long-rangeterm transportation planning, ensuring alignment with other city development goals and objectives.

<u>Objective 2.1.7 - Facilitate the Use of Alternatives to the Interstate 95 FIHS facility for Local</u> Travel

To reduce traffic on Interstate 95 and enhance emergency response and evacuation capabilities, the City shall continue its program to expand the City's north-south parallel reliever roadways to I-95 (Belle Terre Pkwy/Blvd and Old Kings Road). Funding assistance shall be solicited from FDOT and private developer interests where appropriate, emphasizing the dual purpose of traffic mitigation and public safety enhancements.

Policy 2.1.7.1 – The City shall seek funding for a corridor study on Palm Harbor Parkway.

Policy 2.1.7.2 – The City will continue the construction of additional lanes for Old Kings Road from SR-100 to Forest Grove Drive.

Policy 2.1.7.3 - The City will complete the construction of two additional lanes for Belle Terre Parkway from Bellaire Drive to Matanzas Woods Parkway by 2010.

Policy 2.1.7.34 – The City shall request that FDOT provide I-95 signage both north and south of the City to encourage interstate travelers to exit the FIHS system and utilize local roadways for their local north-south travel needs.





Objective 2.1.8 - Rail, Multi-modal and Airport Facilities

To the extent feasible, support the development of safe, convenient and energy efficient rail and airport facilities and provide opportunities for the creation of a multi-modal system that interconnects all transportation modes, provides new modes for passenger transportation, and encourages industrial and commercial development in the City through improved freight facilities.

Policy 2.1.8.1 – The City shall support Flagler County's efforts to improve the Flagler County Airport and improve its capabilities in accommodating jet aircraft.

Policy 2.1.8.2 - The City shall support Flagler County's efforts to develop a Flagler County Airport Economic Development Plan and provide input to promote the City's interests in the development of inter-modal and economic opportunities around the Airport.

Policy 2.1.8.3 – To encourage the use of the City's inter-modal resources, the City shall encourage, through land use designations and other methods, industrial development within the areas of the City that are adjacent to the Airport property and along the Florida East CoastFEC Rail Line.

Policy 2.1.8.4 – Through the development review process, the City shall discourage residential development immediately adjacent to its active rail corridor by establishing buffering requirements and noise pollution standards in the LDC.

Policy 2.1.8.5 - Through coordination with appropriate State agencies, legislative delegation, Flagler County, municipalities, and private stakeholders, work towards establishing a passenger rail station on the Florida East Coast rail corridor, to enhance regional connectivity transportation, and economic development opportunities. Through coordination with appropriate State agencies, the Flagler County Legislative Delegation, Flagler County, the City of Bunnell, and DRI developers, the City shall work toward the development of a passenger rail station on the State's Florida East Coast (FEC) rail corridor within the Palm Coast Park DRI or in another suitable location.

Objective 2.1.9 – Transportation Impact Fees

Ensure the effective implementation and periodic review of the City's Transportation Impact Fee Ordinance to accurately reflect the impacts of new development on the transportation network and to maximize the use of fees for improving the City's transportation system. Continue to implement the City's Transportation Impact Fee Ordinance to ensure that fees accurately reflect the impacts of new development on the transportation network, and to ensure that fees are being used to the maximum extent possible to improve the City's transportation system.



Policy 2.1.9.1 – The City shall conduct a comprehensive review of the Transportation Impact Fee Ordinance every five years to ensure it aligns with current and projected growth patterns, transportation needs, and construction costsinflation rates. The City shall periodically review the City's Transportation Impact Fee Ordinance to ensure that the current impact fees are sufficient to cover the cost of improvements.

<u>Policy 2.1.9.2</u> – The City shall engage with stakeholders, including developers, residents, and transportation <u>professionals experts</u>, during the review process of the Transportation <u>Impact</u> Fee Ordinance to gather input and ensure the fees are <u>equitable fair and effective</u>.

<u>Policy 2.1.9.3</u> – The City shall ensure that transportation impact fees are used exclusively for transportation capacity related improvements and projects that directly mitigate the impacts of new development on the transportation network.

Policy 2.1.9.4 – The City shall annually develop and maintain a prioritized list of transportation projects in the capital improvements program to be funded by impact fees, ensuring that the most critical and high-impact projects are addressed first.

Policy 2.1.9.2 - The City shall periodically evaluate advantages and disadvantages regarding the collection and expenditure of impact fees for road improvements and projects.

<u>Objective 2.1.10 — DeveloppmentEnhancement of Transit OpportunitiesDevelopment of Transportation Alternatives</u>

The City of Palm Coast will actively collaborate with Flagler County to expand and improve transit alternatives that meet the growing needs of Palm Coast citizens, promote efficient land use patterns, reduce congestion, and decrease vehicle miles traveled. Working with Flagler County, the City will identify transit alternatives for the City that will encourage energy efficient land use patterns to serve current and future land uses and population needs, reduce congestion and vehicle miles travelled and meet its future transportation needs.

Policy 2.1.10.1 — Within five (5) years of adoption, <u>T</u>the City will coordinate with Flagler County <u>and support</u> in the development of a Mass Transit Development Plan which assesses the need for a Mass Transit program that includes fixed route/deviated route bus services, paratransit services, ride share, and van pooling. <u>Map 2.1A shows the current destinations and pickup points for Flagler County's paratransit vehicles.</u>



Policy 2.1.10.2 – The City will collaborate with Flagler County in the development and regular updates of a comprehensive Mass Transit Development Plan In coordination with Flagler County, the City will assist with the development of a Mass Transit Development Plan to address the following issues and topics:

- A. Need/demand for services and public support;
- B. Projected utilization and passenger patronage;
- C. Organization, administration and management of a program;
- D. Route development and design;
- E. Technology and capital needs;
- F. Estimated planning, capital and operating costs;
- G. Methods of funding services;
- H. Encourage transit use and ride sharing; and
- I. Reduce the use of single-occupant vehicles.

Policy 2.1.10.3 – In collaborating with Flagler County's development and updates of the Transit Development Plan, the City's role may include: The City shall implement programs to provide a safe, convenient, and energy efficient multimodal transportation system, thereby reducing vehicle miles traveled, and greenhouse gas emissions.

- A. Providing detailed data on Palm Coast's specific transit needs and preferences;
- B. Assisting in route planning and design within City limits;
- C. Identifying potential transit hubs and park-and-ride locations;
- D. Supporting public outreach and education efforts;
- E. Exploring city-specific grant funding options to supplement County resources; and
- F. Proposing land use policies that support transit.

<u>Policy 2.1.10.4</u> – The City shall implement programs to provide a safe, convenient, and energy <u>efficient multimodal transportation system, thereby reducing vehicle miles traveled.</u> <u>greenhouse gas emissions.</u>

<u>Policy 2.1.10.5</u> – The City shall <u>take actionsimplement Transit-Supportive programs</u> to provide a safe, convenient, and energy efficient multimodal transportation system, including land development Code updates and incentives for developments that incorporate features to facilitate and encourage transit use. <u>greenhouse gas emissions</u>.

Objective 2.1.11 – Reduce Commuting Demand on the Interstate 95 (I-95)Strategic Intermodal System

Support the development of strategic mixed-use centers to reduce commuting demand on I-95the Strategic Intermodal System (SIS), while providinge opportunities for employment growth, and fostering economic development within the CitySupport the development of strategic mixed-use centers and provide opportunities for employment growth to maintain jobs within the City.

Adopted XX/XX/XXXXAdopted 07/06/2010
Amended 3/3/15 (EAR Amendments)
2 - 15

Chapter 2 Transportation Element





Policy 2.1.11.1 Promote mixed-use developmentsemployment growth along major arterials and within strategic locationsmixed-use centers that provide a diverse mix of businesses, offices, retail, and residential uses to create vibrant, walkable environments—that provide internal trip capture and reduces the need for long-distance commutingEmphasize employment growth in the City along major arterials and in strategic mixed-use centers.

Policy 2.1.11.2 Concentrate employment opportunities and higher-density residential development within strategic mixed-use centers, designing them with pedestrian-friendly features, multimodal transportation options, and transit hubs to support efficient transit service and reduce reliance on personal vehicles. Provide opportunities for transit service by concentrating employment opportunities within strategic mixed-use centers.

Policy 2.1.11.3 Provide opportunities tofor co-locate residential, commercial, office, and civic uses within strategic mixed-use centers, aiming to achieve a reduction in vehicle miles traveled and an improvement in overall resident quality of life.trip-chaining (combining several trips in one outing) within strategic mixed-use centers, thereby reducing vehicle miles traveled and greenhouse gas emissions.

Policy 2.1.11.4 Improve and/or construct new parallel corridors to the I-95 such as widening Old Kings Road from Matanzas Woods Pkwy to Dixie Highway, US-1, and new north/south corridor CR 2209 from northern county line to CR 305.

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GOAL 2.2: INCREASED INTERCONNECTIVITY

Reduce traffic on collector and arterial roadways by increasing interconnectivity between existing and proposed residential communities, residential and commercial development and adjacent commercial development.

FINDING: Several of the City's arterial roadways are currently operating at an LOS D. Other arterials and collector roadways will accumulate significant traffic if the current rate of development continues. One strategy that can be used to reduce traffic on City collectors and arterials is to increase opportunities for persons taking short trips to utilize local road connections, sidewalks or multi-use paths. This strategy shall include, but not be limited to, opportunities for pedestrians and bicyclists to meet their needs for travel between neighborhoods, to community recreational facilities, educational and institutional facilities, civic facilities and commercial facilities.

Objective 2.2.1 – Vehicle Interconnectivity

Enhance and enforce standards for commercial and residential connectivity to reduce traffic on collector and arterial roadways by increasing interconnectivity between existing and proposed uUses and developments. Continue to enforce standards for requiring commercial and residential connectivity.

Policy 2.2.1.1 – The City shall enforce and strengthen regulations in the Land Development Code (LDC) requiring commercial development to provide roadway connections to adjacent commercial developments and to plan for future connections. These regulations may include provisions for shared parking and access agreements between adjacent commercial properties. The City shall enforce regulations in the LDC requiring commercial development to provide roadway connections to adjacent commercial development and to provide for future connections, where feasible.

Policy 2.2.1.2 Each new residential subdivision and all new residential developments of more than 50 dwelling units, or which use as access a street that is 2,500 feet or more in length shall provide a minimum of two external connections at least one of which connects to a public collector or arterial roadway, but both being directly connected to a public road. An exception to the requirement that the project must access a collector or arterial roadway may be granted if it is determined by competent traffic analysis that the additional traffic will not exceed the capacity of surrounding local streets at build-out of the surrounding area. This policy shall not apply to residential development that has been approved or for which an application has been submitted and accepted by the City prior to September 25, 2007.

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Policy 2.2.1.21 – New residential subdivision or development with over 100 dwelling units, or accessing a street of 2,500 feet or more, must provide at least two external connections. One connection must link to a public collector or arterial roadway, with both directly connecting to a public road. Additional connections may be mandated for larger developments to lessen traffic on major roads. Exceptions for accessing a collector or arterial roadway may be granted provided safety is not compromised on a traffic analysis ensuring local acceptable standards of street capacities at build-out.

Policy 2.2.1.3 – The City shall continue to promote the construction of roadway connections between residential and institutional and commercial development to promote the use of bicycles and walking.

Policy 2.2.1.4 – The City may promote the construction of roadway connections between residential communities, where feasible, to provide alternative routes and reduce traffic on collector and arterial roads.

Policy 2.2.1.5 – The City shall implement access management strategies, including limiting the number of driveways on major roads and promoting shared access points between adjacent properties, to reduce traffic conflicts and improve traffic flow on arterial and collector roadways.

<u>Policy 2.2.1.6</u> – The City, shall collaborate with Flagler County and other local governments to research, create, and update a thorough map of current and future interconnections between uses and developments. This map will direct future development and pinpoint ways to enhance connectivity in established areas.

Objective 2.2.2 – Pedestrian and Bicycle Plan

Enforce standards that encourage and/or require establishment of sidewalk connections or multiuse paths between new residential and commercial development.

Policy 2.2.2.1 – Through the development review process, the City shall ensure that developers construct connections that link residential areas, recreational facilities, and commercial developments to reduce traffic on collector and arterial roadways.

Policy 2.2.2.2 – The City shall continue to update its Pedestrian and Bicycle Plan consistent with the Transportation Map Series in *Chapter 2* of the *Data and Analysis* that, at a minimum:





- A. Identifies and prioritizes those areas in need of sidewalks, multi-use paths and bicycle facilities and/or shared use bicycle/pedestrian facilities;
- B. Evaluates the need for sidewalks on local streets in existing neighborhoods;
- C. Identifies potential funding for construction;
- D. Sets standards and develops projects for the City's 5-year CIP;
- E. Develops a system of sidewalks and multi-use paths that interconnects trails, schools, parks, neighborhoods, shopping centers, collectors and arterials; and
- E.F. Identifiesy locations where sidewalks/multi-use paths that can connect to existing residential neighborhoods to existing and planned trails, parks, shopping centers, and other similar useseollectors and arterials; and,
- F.G. Recommends annual CIP funding levels for sidewalk and bicycle facilities.
- **Policy 2.2.2.3** The City's Pedestrian and Bicycle Plan shall prioritize arterial and collector roadway segments within the City that should be improved to include bicycle lanes and encourage bicycle facilities to be added during roadway construction/improvement to provide alternate modes of transportation.
- **Policy 2.2.2.4** The City shall continue to enforce requirements for bicycle and pedestrian interconnectivity between residential developments and between residential and adjacent commercial developments as a means of reducing traffic on collector and arterial roadways.
- **Policy 2.2.2.5** The City shall continue to enforce requirements for pedestrian and bicycle interconnectivity for all new commercial development and to specifically require that development shall make provisions for future interconnectivity when abutting undeveloped properties.
- **Policy 2.2.2.6** The City shall identify funding opportunities for the construction of sidewalks along arterial, collector, and local streets.
- **Policy 2.2.2.7** The City shall continue to enforce requirements that all new subdivisions construct sidewalks and/or multi-use paths within the development and sidewalks on collector and arterial roads.
- **Policy 2.2.2.8** The City shall explore strategies and funding to encourage the construction of sidewalks and/or multi-use paths in existing subdivisions. This may include, but shall not be limited to, property-owner funded sidewalk improvements in subdivisions through the use of special assessments, creation of Municipal Service Taxing Units, Tax Increment Financing, or grants.





Policy 2.2.2.9 Proposed new policy (draft)—The City shall encourage E-bikes and all micromobility vehicles where appropriate as determined by the City; however, to ensure safety for both pedestrians and other micro-mobility users, the City shall consider safety measures such as speed limit on multi-use paths and sidewalks.

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GOAL 2.3: MULTI-USE TRAILS SYSTEM

<u>Develop And Maintain A Citywide System Of Greenway Trails That Combine Pedestrian And Bicycle Opportunities.</u>

FINDING: The establishment of trails can enhance the City's greenways and provide recreational activities in passive parks and green space. These multi-use trails can provide recreational opportunities for all segments of the City's population including children, teens, adults, seniors and where feasible, those with physical limitations and disabilities the handicapped community. The City also has unique and interesting natural features and historic sites that can provide passive recreational opportunities. A well-designed trail system that connects passive and active recreational activities will enhance the City's image and provide unique recreational opportunities.

Objective 2.3.1 - Trails

Continue to expand and maintain the system of linear trails connecting the City to internal and adjacent lands and water and expand the system of trails that together with the City's sidewalk system provides <u>recreational opportunities</u> access for recreation and serves as an alternative mode of transportation.

Policy 2.3.1.1 - The City shall identify the locations of future multi-use and nature trails consistent with the general locations and hubs identified in Map 2.10 of the Transportation Element's Map Series. Map 2.10 shall serve as the basis for the completion of the City Wide Multi-Use Trails Master Plan.

Policy 2.3.1.2 – The City shall utilize its greenway system wherever <u>feasible</u> to place trails in natural settings.

Policy 2.3.1.3 – The City may provide connections from the proposed rails-to-trails (where is this rail to-trail within the city limits? This is the Lehigh trails) project to City and County parks, to significant natural and man-made features, water bodies, conservation areas and ecosystems including, but not limited to, the Intracoastal Waterway, Doughnut Lake, Graham Swamp, and Princess Place Preserve, and River to Sea Loop trails.

Policy 2.3.1.4 – The City shall continue to expand and develop the City's trail system utilizing the trail concepts identified in **Map 2.10**, so that together with the City's sidewalk system, it provides a pedestrian/bicycle route that rings the City and connects all neighborhoods, parks and public facilities.





- **Policy 2.3.1.5** The City shall continue to update the trail component of the Multi-Use Trails System Plan showing the interconnections and inter-relationships between all non-motorized modes of travel.
- **Policy 2.3.1.6** The City shall work with Flagler County, State agencies, and developers to complete the portion of the Lehigh Trail located within the City. (almost completed).
- **Policy 2.3.1.7** The City shall <u>continue to</u> evaluate the need <u>for</u> and <u>the</u> feasibility <u>for</u> developing pathways (and/or allowing the use of existing or planned pedestrian trails,) for non-polluting, electric-powered golf carts (<u>or</u>—E-Bikes) and other <u>forms of personal mobility vehicles</u> (<u>micro-mobility</u>).
- **Policy 2.3.1.8** The City shall seek funding opportunities through the FDEP, State Office of Greenways and Trails (SUNTrail), the Trust for Public Lands, FDOT, and other appropriate sources to plan, design and fund the construction of the City trails system.
- **Policy 2.3.1.9** The City shall continue to enforce the <u>provision of the LDC</u> <u>which</u> require all new residential and commercial development that adjoin the proposed trail system, to provide pedestrian and bicycle links to the trails when consistent with the requirements of Florida Law. The City shall encourage the owners of undeveloped properties to make provisions for future interconnectivity for those sections of the City trail system planned, but not yet developed.
- Policy 2.3.1.10 The City of Palm Coast shall use the City Wide Multi-Use Trails Master Plan in collaboratione with Flagler County and adjacent municipalities to develop and implement a comprehensive Community Wide Multi-Use Trail Master Plan. Objectives will:
 - A. Promote connectivity Establish a network of interconnected pedestrian and bicycle routes that link residential areas, employment centers, schools, parks, and other key destinations across jurisdictional boundaries;
 - B. Enhance Safety Incorporate design standards and safety measures to ensure the protection of pedestrians and cyclists;
 - C. Natural resources Align pedestrian and bicycle routes with the City's greenway system and environmentally sensitive areas, promoting access to natural amenities
 - D. Promote economic development Design routes that support local businesses and tourism by connecting commercial areas and points of interest;
 - E. Encourage public participation Engage residents, businesses, and stakeholders in the planning process;
 - F. Ensure accessibility Develop infrastructure that accommodates users of all ages and abilities, adhering to accessibility standards;
 - G. Secure funding Collaborate with county and municipal partners to identify and pursue grant opportunities and other funding sources for plan implementation; and

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Accessory and supporting structures - Siting of supporting facilities such as trail heads and facilities.



GOAL 2.4: STREET MAINTENANCE AND IMPROVEMENT SYSTEM

Ensure that all streets and related drainage facilities within the City are adequate and properly maintained to meet the area's transportation needs and facilitateprovide safe and efficient travel-for residents and visitors.

FINDING: When the City was developed by ITT in the 1970's, no phasing of the development was included in the development plans in accordance with agreements reached between ITT and the Federal Government. As a result, the entire road network was built by ITT including drainage and infrastructure. At present, many of the platted lots on those roads have still not been developed although the roads have aged and engineering standards have changed over time. Additionally, the street system was designed as a rural road system with drainage swales in rights-of-wayROWs and no curbing, sidewalks or paved shoulders. Because of the large street network that was developed within a short span of time and the age of the system, the City is faced with a City-street system where a significant portion of the roads and related drainage facilities are in need of repair and rehabilitation. As the City makes improvements to the road and drainage system, it must develop a strategy that maintains the integrity of existing structures, identifies insufficiencies, schedules, and monitors improvements.

Objective: 2.4.1 – Roadway Maintenance and Related Drainage

Protect the integrity of existing streets and street drainage structures.

- **Policy 2.4.1.1** The City shall periodically revise and refine the City's street maintenance program to identify those road segments in need of repair.
- **Policy 2.4.1.2** The City shall prioritize road and drainage segments in need of repair and develop a schedule for temporary and permanent repair.
- **Policy 2.4.1.3** The City shall annually update its Pavement Management Plan that includes a resurfacing schedule for the City's roads.
- **Policy 2.4.1.4** The City shall identify methods to improve road shoulders as a measure to prevent road deterioration.
- **Policy 2.4.1.5** The City shall identify and eliminate valley gutters from the streets along arterial and collector roads and where local roads and collectors intersect, where appropriate.
- **Policy 2.4.1.6** The City shall explore <u>funding</u> sources <u>of funding forto fund</u> construct<u>ingion</u> <u>of paved shoulders and bicycle lanes on the City street system.</u>





- **Policy 2.4.1.7** The City shall identify problem drainage areas in the City and develop strategies for correcting the problems, including, but not limited to, comprehensively addressing the road drainage issues in the City's Stormwater Master Plan.
- **Policy 2.4.1.8** The City shall continue to enforce regulations to provide for protection of the road drainage system and penalties for require builders and developers who damage the drainage system by ignoring regulations or through neglect to repair and restore the drainage system.
- **Policy 2.4.1.9** The City shall continue to enforce the LDC requirement that all new road construction or improvements are designed and constructed as urban curb and gutter designs, modified urban sections, or swale systems or other appropriate typical sections.
- **Policy 2.4.1.10** The City shall continue to evaluate the swale system on the City street system and update the inventory of <u>deficiencies</u>needed repairs and <u>create</u> a schedule to complete necessary repairs.

Objective 2.4.2 – Bridges

Ensure that all bridges within the City are safe and properly maintained.

- **Policy 2.4.2.1** The City shall work with FDOT to conduct biennial bridge inspections.
- **Policy 2.4.2.2** The City shall ensure the safety of City bridges and that pavement maintenance and related repairs on or around the City's bridges including their approaches receive the highest priority.
- **Policy 2.4.2.3** –Through intergovernmental coordination, the City shall <u>continue to</u> identify funding for needed bridge repairs.
- Policy 2.4.2.4- The City shall continue to implement the Bridge Maintenance Program to evaluate and ensure the safety of City bridges.

Objective 2.4.3 – Roadway Safety

Ensure that all roadways in the City are safe for all roadway users.

Policy 2.4.3.1 – The City shall review roadway signage <u>and striping</u> requirements for consistency with FDOT <u>and MUTCD</u> standards, and ensure consistency with the LDC (<u>particularly the technical standards</u>).



- **Policy 2.4.3.2** The City shall enforce LDC standards for safe signage <u>and striping</u> on the City street system.
- **Policy 2.4.3.3** The City shall conduct a sign <u>and striping</u> survey annually of all traffic signs <u>and pavement stripings</u> in the City street system, identify signage in need of repair or replacement, formulate a potential schedule for the work, and include an assessment of the need for directional signage.
- **Policy 2.4.3.4** The City shall continue to enforce regulations for signage and road-striping standards, which shall include the provision of reflective pavement markers (RPMs).
- **Policy 2.4.3.5** As conditions warrant, the City shall conduct speed zone studies that include all collector and arterial roads.
- Policy 2.4.3.6 The City shall continue to coordinate with the Flagler County Sheriff's Office to refine traffic accident reporting to include, but not be limited to, the identification of dangerous intersections and road segments having a high incident reporting. The City shall continue to identify ways to decrease accident rates on dangerous roadways and at intersections by means of improved signalization by conducting warrant studies or through the implementation of traffic calming.
- <u>Policy 2.4.3.7</u> The City shall investigate adopting statewide accident reporting software such as Signal 4 Analytics.
- Policy 2.4.3.8 The City shall continue to identify ways to decrease accident rates on roadways and at intersections having a high incident reporting by all means of safety improvements.
- **Policy 2.4.3.97** –The City shall continue to <u>conduct</u> inventory <u>of and update</u> all guardrails and safety-related structures and budget for needed improvements in the CIP.

Objective 2.4.4 – Evacuation of Residents

Develop the capability to evacuate all residents of the City in the event of a threat of natural or man-made disaster.

Policy 2.4.4.1 - The City shall continue to participate with the Northeast Florida Regional Council (NEFRC) in order to refine and improve evacuation plans, and to identify primary roadways to serve in an emergency.





Policy 2.4.4.2 – The City shall continually update its procedures and training for Public Works Department employees detailing road closures, traffic routing, and signage in the event of a natural or man-made disaster.

Policy 2.4.4.3 – The City shall follow its provisions for removal of obstacles to free traffic flow in the event of a natural disaster that include the ability to remove fallen trees and disabled vehicles quickly on any of the evacuation routes.

Policy 2.4.4.4 - All new subdivisions and all new residential developments of more than 100 platted lots or more than 200 multi-family units shall require a minimum of two (2) means of ingress/egress to arterial or collector roads for all new subdivisions and all new residential developments to be used for access and egress in the which can be used in the event of an emergency consistent with and subject to the exception stated in Policy 2.2.1.2. (*Ordinance* #2007-20, \$1(b), 10/2/07)

Policy 2.4.4.5 Within fifteen (15) years of Plan adoption, the City shall pursue the development of one additional roadway connection for ingress/egress to an arterial roadway for the following neighborhoods that have limited access.

- A. Cypress Knoll
- B. Matanzas Woods
- C. Indian Trails East

Policy 2.4.4.5 —The City shall conduct comprehensive feasibility studies to evaluate and potentially implement additional roadway connections or secondary access points for neighborhoods with limited ingress/egress to arterial roadways. This policy will prioritize the Cypress Knoll, Matanzas Woods, and Indian Trails East neighborhoods. In conducting the feasibility Study the City shall:

- A. Collaborate closely with the fire department, emergency response personnel, and neighborhood residents to assess current access limitations and identify optimal solutions;
- B. Conduct thorough traffic impact analyses and environmental assessments to determine the most suitable locations for new roadway connections;
- C. Explore various options for improving access, including but not limited to new arterial connections, emergency-only access roads, and multi-use paths that can accommodate emergency vehicles; and
- D. Coordinate with private and public entities adjacent to Cypress Knoll subdivision for possible emergency roadway improvements or connections.







CAPITAL IMPROVEMENTS ELEMENT

SUMMARY

The Capital Improvements Element (CIE) is a statement of budgetary policy and a planning tool for capital expenditures and improvements for public use. It is the precursor to the Capital Improvements Plan for the City. It is one of the best ways to implement the goals, objectives, and policies established in the Comprehensive Plan Elements. The CIE summarizes the capital improvements identified in each Plan Element and establishes a coordinated linkage between these improvements. The CIE recommends the projected funding sources and projects that are identified in the Comprehensive Plan.

The City as required by Chapter 163, Florida Statutes, has adopted two planning timeframes. The first timeframe is ten (10) years from the date of adoption of the Plan and shall be updated annually in accordance with Section 163.3177(3), F.S. The second timeframe is longer and covers, at a minimum, a 20-year time frame, this plan will go through the year 2050, the Plan's horizon year. The Capital Improvements Program (CIP) approved as reviewed and approved annually by the City Council through its budgeting process serves as the implementation of the Capital Improvements Element.

Plan Monitoring and Evaluation

City Staff will prepare an implementation schedule showing the Goals, Objectives, and Policies (GOPs), implementation timeframe, agency or department responsible for implementation, and method of funding or funding resource. This matrix will be used to evaluate and monitor Plan implementation. City Staff and the Local Planning Agency (LPA), also known as the Planning and Land Development Regulation Board, will monitor and review the status of the implementation of the Goals, Objectives and Policies annually to ensure that they are being accomplished as scheduled. Except for the Capital Improvements Program and Capital Improvements Element, a more complete evaluation will be done when the City is scheduled to prepare, adopt and transmit its Evaluation and Appraisal Report (EAR) to the Florida Department of Commerce .

The City's annual budget shall include in its capital appropriations all projects in the Schedule of Capital Improvements that are planned for expenditure during the next fiscal year. The annual Capital Improvements Program (CIP) shall be prepared in conjunction with the annual budget process and the review and update of the Capital Improvements Element (CIE). The CIP shall contain all of the projects listed in the Schedule of Capital Improvements in the updated version of the CIE. The City Staff shall initiate preparation of the CIP and the revision of the CIE, as applicable. As each new fiscal year begins, the capital improvements scheduled for the next year will roll over into the 5-year CIP.

GOAL 8.1: CAPITAL PLANNING PROGRAM





Implement a capital planning program that provides and maintains in a timely, efficient, and fiscally prudent manner public facilities and services which protect the public health, safety and welfare; adequately serve existing and new development; is consistent with the City of Palm Coast's future land use plan; achieve and maintain adopted facility levels of service; maintain the existing infrastructure; and minimize public costs.

FINDING: The various elements of the Comprehensive Plan identify capital projects and expenditures that are needed to meet existing deficiencies and accommodate future growth. Development trends demonstrate that the population is growing at a faster rate than the Bureau of Economic and Business Research indicates in its annual population estimates. Thus, the capital projects identified in Exhibit 8.2 of the Capital Improvements Element must be accomplished to ensure basic public facilities and services adequately address the needs identified in the Data and Analysis.

Objective 8.1.1 - Adoption and Update of Capital Improvements Element

Use the Capital Improvements Element (CIE) to guide the programming and implementation of public facility improvements to correct existing deficiencies, repair and replace worn out or obsolete facilities and to accommodate previously approved and new growth in an efficient, cost effective, and timely manner.

Policy 8.1.1.1 - The Capital Improvements Element shall include an annual schedule of the capital improvements for which the City has fiscal responsibility to maintain the level of service standard, adopted in the public facility elements of the Comprehensive Plan. (See **Exhibit 8.1**).

Policy 8.1.1.2 - The Capital Improvements Element shall concentrate on the first five (5) years of capital needs, and shall be reviewed and updated annually by October 1. (See 5-year Capital Improvements Program for the schedules of improvements for each facility element in **Exhibit 8.2**, and **Exhibit 8.3**.

Policy 8.1.1.3 - The Capital Improvements Element includes, by reference, the Flagler County School District as adopted on an annual basis by the Flagler County School Board.

Policy 8.1.1.4 - The schedule of capital improvements shall be based upon the Future Land Use Element and the public facility elements of the Plan and shall be consistent with all other Plan Elements.





Policy 8.1.1.5 - Adoption of annual budgets shall include a specific capital budget, which shall implement adequate funding sources and be consistent with the Capital Improvements Element.

Policy 8.1.1.6 - Capital projects shall be evaluated for possible addition to the Capital Improvement Program schedule of projects. The following (including a LOS priority of funding) will be used to prioritize the City's schedule of public capital improvements/expenditures:

- A. The elimination of public health and safety hazards;
- B. Replacement or rehabilitation of facilities and the elimination of existing capacity deficiencies necessary to maintain level of service standards;
- C. Necessity for compliance with statutory or regulatory requirements;
- D. Provision of capacity for redevelopment and new development, based upon projected growth patterns;
- E. Coordination of improvement programs with State agencies, such as the St. Johns River Water Management District, providing facilities within the City;
- F. Provision of capacity within the service areas and urban centers established in the facility elements of this Plan;
- G. Compliance with and support of locational policies established in the Future Land Use, public facilities, and other elements of this Plan;
- H. Improved efficiency/cost-effectiveness of City operations;
- I. Cost impacts to annual operating budgets; and
- J. Possible availability of private funds such as, developer contributions in the context of public/private partnerships.
- K. Necessary supporting infrastructure for existing and proposed school facilities in coordination with the Flagler County School Board and the *Interlocal Agreement for Public School Facility Planning*.

Policy 8.1.1.7 The City shall review and evaluate available and potential funding sources to ensure a financial strategy exists to adequately fund the 5-year Capital Improvements Plan. If alternative funding sources are not successfully adopted and implemented on the schedule identified, the City may:

- A. Increase the rates of current revenue sources or implement other available sources such that the schedule of capital improvements is adequately funded in each budget vear; or
- B. Amend the Future Land Use Element, Capital Improvements Element, and public facility elements including level of service (LOS) standards and the schedule of capital improvements, as appropriate and necessary, such that internal consistency of the Plan is maintained.

Objective 8.1.2 - Capital Improvements Program





The City shall use the Capital Improvements Program (CIP) process for the update and refinement of multi-year projections of fiscal resources such that a financially feasible schedule of capital improvements is maintained.

- **Policy 8.1.2.1** The Capital Improvements Program shall establish the schedule and process for regular, periodic evaluation and updating of multi-year financial projections and of fiscal policies, practices, and strategies for all City programs, services and facilities.
- **Policy 8.1.2.2** This CIE shall be addressed and updated on an annual basis by the City upon adoption of each fiscal year's budget and the CIE and the CIP shall be harmonized and consistent with one another and shall guide the capital improvements program of the City.
- **Policy 8.1.2.3** The CIP shall be updated annually, by October 1, to reflect the adopted budget and include those capital improvement projects identified in the first five years. The Water Supply Facilities Work Plan shall be updated and adopted by June 12, 2025. Any water supply capital improvement projects needed in the first five (5) years through 2030 shall be included in the City's Five Year CIP.
- **Policy 8.1.2.4** The Capital Improvements Program shall embody and be consistent with the following:
 - A. Maintenance of existing infrastructure, including renewal/replacement of worn-out facilities and rehabilitation/reuse of existing facilities, shall be specifically projected and the projected funding identified;
 - B. Debt obligations shall be specifically identified and projected to ensure compliance with debt covenants, including coverage requirements;
 - C. A debt management strategy and set of criteria, which shall be based upon the debt management principles set forth in subsequent Policy 8.1.2.5;
 - D. Maintenance of levels of undesignated reserves adequate to serve sound public fiscal management purposes; and
 - E. Equity of the uses of a revenue source relative to the populace generating the revenue.
- **Policy 8.1.2.5** Concurrent with the inclusion of a capital improvement in the Capital Improvements Program and the CIE, associated impacts to annual operating budgets shall be projected and proposed funding strategies identified.
- **Policy 8.1.2.6** The City shall manage debt issuance and obligations according to sound public fiscal management principles, including the following:
 - A. Debt issuance will be included in the City's long-term capital plan.
 - B. The City will only issue debt to fund capital expenditures that have an expected life greater than five (5) years.





- C. Debt may not be issued for a period of more than thirty (30) years or the expected useful life of the asset being funded, whichever is less.
- D. Total City debt will not exceed fifteen percent (15%) of the taxable value of property located within the City, provided, however, that this policy shall not apply to the fiscal operations of the City's utility systems.
- E. Credit enhancement will be utilized when necessary to lower total borrowing costs.

City bond issues are separated into three categories:

- A. General Obligation Debt Bonds secured by the advalorem taxing power of the City. Bonds may be limited as detailed in the voter referendum required prior to issuance of all general obligation bonds.
- B. Special Obligation Debt Bonds secured by a pledge of special revenue such as Sales Tax or Local Option Gas Tax and are not backed by the ad valorem taxing power of the City.
- C. Enterprise Fund Debt Bonds secured by a pledge of revenue in enterprise fund such as a "Water and Sewer" enterprise fund.

Objective 8.1.3 - Level of Service (LOS) and Development Approvals

By adoption and implementation of the Palm Coast Comprehensive Plan, land use decisions shall require maintenance and achievement of adopted level of service (LOS) standards and shall be coordinated with the Capital Improvements Element and public facility elements including the adopted schedule of capital improvements.

Policy 8.1.3.1 - Exhibit 8.1 shall identify the adopted LOS standards for each public facility. Exhibit 8.2, Exhibit 8.3, and Exhibit 8.4 shall detail the annually adopted 5-year capital expenditure program supporting the goals, objectives and policies in the Plan Elements.

Policy 8.1.3.2 – For the purposes of approving new development subsequent to adoption of this Plan, all adopted public facility LOS standards and schedules of capital improvements shall be applied and evaluated in any new development reviews and approvals consistent with policies of the Infrastructure Element and the *Interlocal Agreement for Public School Facility Planning*. A final Development Order shall be issued only if this evaluation finds that the needed public facilities that meet the adopted LOS standards are available or are assured to be available concurrent with the impacts of the development. Preliminary development orders shall only be issued with the condition that no rights to obtain final development orders or development permits, nor any other rights to develop the subject property are granted or implied by the City's approval of the preliminary development order.

Policy 8.1.3.3 - To guide provision of adequate public facilities concurrent with the impacts of development, the schedule of capital improvements for each public facility type shall be





accompanied by a summary evaluation of capacity needs and availability for at least the 5-year period.

Policy 8.1.3.4 – The City shall adopt a monitoring system that enables the City to determine whether it is adhering to the adopted LOS standards and the schedule of capital improvements. Findings and determinations from the monitoring system shall be used in each review and update of this Capital Improvements Element.

Policy 8.1.3.5 - The City of Palm Coast Utility Department, shall collaborate with landowners of any lands annexed to prepare a Potable Water, Wastewater and Reclaimed Master Plan that identifies the most efficient manner to serve the annexed lands while protecting natural resources. Any applicable Potable Water, Wastewater and Reclaimed Master Plan may consider additional lands owned by the landowner and its affiliates that are intended for future annexation. Prior to the commencement of any vertical development on applicable annexed lands, the landowners and the City of Palm Coast will enter into a Utility Service Agreement through which the City of Palm Coast will commit to serve the annexed lands (and any additional lands that may be annexed in the future) consistent with the terms of the Utility Service Agreement. Any necessary water and/or wastewater facilities needed to serve any annexed lands or future annexed lands shall be added to the City's Five-Year Schedule of Capital Improvements at such time as the facilities contemplated in the Utility Service Agreement fall within the fifth year of the schedule.

Objective 8.1.4 - User Pays Principle

Development shall bear a proportionate cost of needed facility improvements consistent with Chapter 163., Part II, Florida Statutes.

Policy 8.1.4.1 – Consistent with state law, development will bear a proportionate share of the cost of providing new or expanded public facilities required to maintain and achieve adopted levels of service through mechanisms such as impact fees, capacity fees, developer dedications, developer contributions pursuant to land development regulations and special benefit assessment/taxing districts. Under no circumstance shall a developer be required to mitigate development impacts in excess of its impacts as determined by the level of service standards in the Plan and consistent with State law.

Policy 8.1.4.2 - The City shall regularly evaluate the following:

- A. Whether present fee levies are adequate to address impacts of inflation;
- B. Whether the City needs to appropriate new impact fees; and
- C. Whether capacity fees, user charges, special benefit assessment/taxing districts and other mechanisms are adequately and fairly meeting the fiscal demands placed on the City by new development.







Exhibit 8.1 – Levels of Service (LOS) Standards

<u>Streets</u>: Street network peak hour/peak direction LOS standards shall be as set forth below:

Street Type	LOS
Arterials	D
Collectors	D
Highways*	D

^{*}The City adopts a LOS consistent with Florida Department of Transportation requirements for the Strategic Intermodal System (SIS) and the State Highway System (SHS) for the following facilities:

SIS: SR9/I-95

SR 100/Moody Blvd (US-1 to I-95)

SHS: SR 5/US-1

SR 100/Moody Blvd (East of I-95)

<u>Public Recreation and Open Space</u>: Recreation and Park LOS standards shall be eight (8) acres per 1,000 population of which park acreage shall consist of three (3) acres of resource-based and five (5) acres of activity-based parkland; 25% of the total park site shall be dedicated to resource-based facilities, open space or natural areas; and activity-based recreation and park facilities shall be planned and developed to ensure the availability of active facilities using the State Comprehensive Outdoor Recreation Plan (SCORP) as a guideline to ensure adequate service is provided to the population served, but at a minimum, within 3 miles of most residents.

<u>Potable Water</u>: 90 gallons per capita per day based on an equivalent residential unit (ERU) of 2.5 persons per capita/day; minimum pressure shall be held at 20 pounds per square inch; and storage capacity shall be 25% of the maximum-day water demand.

<u>Wastewater</u>: 82 gallons per capita per day based on an equivalent residential unit (ERU) of 2.5 persons per capita/day and a maximum daily flow of 93 gallons per capita per day.

Stormwater: LOS standards for stormwater quantity and quality, at a minimum, shall be the requirement established by the SJRWMD and other applicable regulatory requirements.

<u>Solid Waste</u>: 8.6 pounds per capita per day, with one (1) year operational capacity in the Volusia County landfills and a minimum planned capacity of five (5) years per the adopted interlocal agreement.

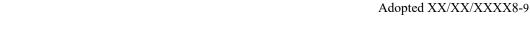




Public School Facilities:

- **Elementary***: one hundred percent (100%) of permanent Florida Inventory of School Houses (FISH) capacity with State Requirements for Educational Facilities (SREF) utilization factor;
- **Middle***: one hundred percent (100%) of permanent FISH capacity with SREF utilization factor;
- **K-8***: one hundred percent (100%) of permanent FISH capacity with SREF utilization factor;
- **High***: one hundred percent (100%) of permanent FISH capacity with SREF utilization factor; and
- **Special Purpose***: one hundred percent (100%) of permanent FISH capacity with SREF utilization factor.

*The City, in coordination with the School District, shall allow relocatables to be utilized to maintain the LOS standards on a temporary basis when construction to increase capacity is planned and in process. The temporary capacity provided by relocatables shall not exceed twenty percent (20%) of the permanent FISH capacity and shall be used for a period not to exceed five (5) years. Relocatables may also be used to accommodate capacity utilized for any specific education/development programs as required by law and/or adopted by the School Board.



Chapter 8 Capital Improvements Element



On Following Pages:

Exhibit 8.2 Revenue and Expenditure Projections by Fund for Capital Projects

Exhibit 8.3 5-Year Schedule of Capital Improvements





CAPITAL IMPROVEMENTS ELEMENT

SUMMARY

The Capital Improvements Element (CIE) is a statement of budgetary policy and a planning tool for capital expenditures and improvements for public use. It is the precursor to the Capital Improvements Plan for the City. It is one of the best ways to implement the goals, objectives, and policies established in the Comprehensive Plan Elements. The CIE summarizes the capital improvements identified in each Plan Element and establishes a coordinated linkage between these improvements. The CIE addresses the financial feasibility of the Comprehensive Plan by recommending recommends the projected funding sources and projects that are identified in the Comprehensive Plan.

The City as required by Chapter 163, Florida Statutes, has adopted two planning timeframes. The first timeframe is five-ten (105) years from the date of adoption of the Plan and shall be updated annually in accordance with Section 163.3177(3), F.S. The second timeframe is longer and covers, at a minimum, the nexta 20-year time frame, this plan 10 years, but will go through the year 2020 2050, the Plan's horizon year. Thus, Objectives and Policies to implement the Plan Goals have been assigned certain timeframes to show when they will be implemented. Objectives and Policies associated with the amendments to the Land Development Code (LDC) are shown in the first timeframe but, in accordance with Florida Law, the LDC shall be adopted within one (1) year of Plan adoption.

Plan Monitoring and Evaluation

City Staff will prepare an implementation schedule showing the Goals, Objectives, and Policies (GOPs), implementation timeframe, agency or department responsible for implementation, and method of funding or funding resource. This matrix will be used to evaluate and monitor Plan implementation. City Staff and the Local Planning Agency (LPA), also known as the Planning and Land Development Regulation Board, will monitor and review the status of the implementation of the Goals, Objectives and Policies annually to ensure that they are being accomplished as scheduled. Except for the Capital Improvements Program and Capital Improvements Element, a more complete evaluation will be done when the City is scheduled to prepare, adopt and transmit its Evaluation and Appraisal Report (EAR) to the Florida Department of Commerce DEO.

The City's annual budget shall include in its capital appropriations all projects in the Schedule of Capital Improvements that are planned for expenditure during the next fiscal year. The annual Capital Improvements Program (CIP) shall be prepared in conjunction with the annual budget process and the review and update of the Capital Improvements Element (CIE). The CIP shall contain all of the projects listed in the Schedule of Capital Improvements of the updated version of the CIE. The City Staff shall initiate preparation of the CIP and the revision of the CIE, as

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Adopted XX/XX/XXXX Adopted 11/16/2010

Amended 3/3/15 (EAR Amendments)

Amendment to Update WSFWP 4/17/18





applicable. As each new fiscal year begins, the capital improvements scheduled for the next year will roll over into the 5-year CIP.

GOAL 8.1: CAPITAL PLANNING PROGRAM

Implement a capital planning program that provides and maintains in a timely, efficient, and fiscally prudent manner public facilities and services which protect the public health, safety and welfare; adequately serve existing and new development; is consistent with the City of Palm Coast's future land use plan; achieve and maintain adopted facility levels of service; maintain the existing infrastructure; and minimize public costs.

FINDING: The various elements of the Comprehensive Plan identify capital projects and expenditures that are needed to meet existing deficiencies and accommodate future growth. Development trends demonstrate that the population is growing at a faster rate than the Bureau of Economic and Business Research indicates in its annual population estimates. Thus, the capital projects identified in Exhibit 8.2 of the Capital Improvements Element must be accomplished to ensure basic public facilities and services adequately address the needs identified in the Data and Analysis.

Objective 8.1.1 - Adoption and Update of Capital Improvements Element

Use the Capital Improvements Element (CIE) to guide the programming and implementation of public facility improvements to correct existing deficiencies, repair and replace worn out or obsolete facilities and to accommodate previously approved and new growth in an efficient, cost effective, and timely manner.

Policy 8.1.1.1 - The Capital Improvements Element shall include an annual schedule of the capital improvements for which the City has fiscal responsibility to maintain the level of service standard, adopted in the public facility elements of the Comprehensive Plan. (See **Exhibit 8.1**).

Policy 8.1.1.2 - The Capital Improvements Element shall concentrate on the first five (5) years of capital needs, shall be financially feasible and shall be reviewed and updated annually by October 1. (See 5-year Capital Improvements Program for the schedules of improvements for each facility element in **Exhibit 8.2**, **Exhibit 8.3**, and **Exhibit 8.4**).

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Policy 8.1.1.3 - The Capital Improvements Element includes, by reference, the Flagler County School District 2021–2022 Work Plan, as adopted on an annual basis September 7,2021 by the Flagler County School Board.

Policy 8.1.1.4 - The schedule of capital improvements shall be based upon the Future Land Use Element and the public facility elements of the Plan and shall be consistent with all other Plan Elements.

Policy 8.1.1.5 - Adoption of annual budgets shall include a specific capital budget, which shall implement adequate funding sources and be consistent with the Capital Improvements Element.

Policy 8.1.1.6 - Capital projects shall be evaluated for possible addition to the Capital Improvement Program schedule of projects. The following (including a LOS priority of funding) will be used to prioritize the relative to identified appropriate and legally available revenue sources using as a guide the degree of compliance with the following criteria for programmingCity's schedule of public capital improvements/expenditures:

- A. The elimination of public health and safety hazards;
- B. Replacement or rehabilitation of facilities and the elimination of existing capacity deficiencies necessary to maintain level of service standards;
- C. Necessity for compliance with statutory or regulatory requirements;
- D. Provision of capacity for redevelopment and new development, based upon projected growth patterns;
- E. Coordination of improvement programs with State agencies, such as the St. Johns River Water Management District, providing facilities within the City;
- F. Provision of capacity within the service areas and urban centers established in the facility elements of this Plan;
- G. Compliance with and support of locational policies established in the Future Land Use, public facilities, and other elements of this Plan;
- H. Improved efficiency/cost-effectiveness of City operations;
- I. Cost impacts to annual operating budgets; and
- J. Possible availability of private funds such as, and by way of example, potential collaborative funding by the Palm Coast Community Service Corporation and developer contributions in the context of public/private partnerships.
- K. Necessary supporting infrastructure for existing and proposed school facilities in coordination with the Flagler County School Board and the *Interlocal Agreement for Public School Facility Planning*.

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Adopted XX/XX/XXXXXAdopted 11/16/2010
Amended 3/3/15 (EAR Amendments)
Amendment to Update WSFWP 4/17/18
Amended 4/19/22 (EAR Amendments)







Policy 8.1.1.7 To ensure optimum strategies for financial feasibility, tThe City shall review and evaluate available and potential funding sources to ensure a financial strategy exists to adequately fund the 5-year Capital Improvements Plan. If alternative funding sources are not successfully adopted and implemented on the schedule identified, the City shall eithermay:

- A. Increase the rates of current revenue sources or implement other available sources such that the schedule of capital improvements is adequately funded in each budget year; **or**
- B. Amend the Future Land Use Element, Capital Improvements Element, and public facility elements including level of service (LOS) standards and the schedule of capital improvements, as appropriate and necessary, such that internal consistency of the Plan and financial feasibility areis maintained.

Objective 8.1.2 - Capital Improvements Program

The City shall use the Capital Improvements Program (CIP) process for the update and refinement of multi-year projections of fiscal resources such that a financially feasible schedule of capital improvements is maintained.

Policy 8.1.2.1 - The Capital Improvements Program shall establish the schedule and process for regular, periodic evaluation and updating of multi-year financial projections and of fiscal policies, practices, and strategies for all City programs, services and facilities.

Policy 8.1.2.2 - This CIE shall be addressed and updated on an annual basis by the City upon adoption of each fiscal year's budget and the CIE and the CIP shall be harmonized and consistent with one another and shall guide the capital improvements program of the City.

Policy 8.1.2.3 – The CIP shall be updated annually, by October 1, to reflect the adopted budget and include those <u>capital improvement</u> projects identified in the first five years. <u>oftThe Water Supply Facilities Work Plan shall be updated and adopted by June 12, 2025. Any water supply capital improvement projects needed in the first five (5) years through 2030 shall be included in the City's Five Year CIP.</u>

Policy 8.1.2.4 – The Capital Improvements Program shall embody and be consistent with the following:

A. Maintenance of existing infrastructure, including renewal/replacement of worn-out facilities and rehabilitation/reuse of existing facilities, shall be specifically projected and the <u>projected</u> funding identified;

Chapter 8 Capital Improvements Element

<u>Adopted XX/XX/XXXX</u>

<u>Adopted 11/16/2010</u>

<u>Amended 3/3/15 (EAR Amendments)</u>

Amendment to Update WSFWP 4/1 //1
Amended 4/19/22 (EAR Amendments





- B. Debt obligations shall be specifically identified and projected to ensure compliance with debt covenants, including coverage requirements;
- C. A debt management strategy and set of criteria, which shall be based upon the debt management principles set forth in subsequent Policy 8.1.2.5;
- D. Maintenance of levels of undesignated reserves adequate to serve sound public fiscal management purposes; and
- <u>E.</u> Equity of the uses of a revenue source relative to the populace generating the revenue.

Policy 8.1.2.5 — Concurrent with the inclusion of a capital improvement in the Capital Improvements Program and the CIE, associated impacts to annual operating budgets shall be projected and <u>proposed</u> funding strategies identified.

Policy 8.1.2.6 – The City shall manage debt issuance and obligations according to sound public fiscal management principles, including the following:

- A. Debt issuance will be included in the City's long-term capital plan.
- B. The City will only issue debt to fund capital expenditures that have an expected life greater than five (5) years.
- C. Debt may not be issued for a period of more than thirty (30) years or the expected useful life of the asset being funded, whichever is less.
- D. Total City debt will not exceed fifteen percent (15%) of the taxable value of property located within the City, provided, however, that this policy shall not apply to the fiscal operations of the City's utility systems.
- E. Credit enhancement will be utilized when necessary to lower total borrowing costs.

City bond issues are separated into three categories:

- A. General Obligation Debt Bonds secured by the advalorem taxing power of the City. Bonds may be limited as detailed in the voter referendum required prior to issuance of all general obligation bonds.
- B. Special Obligation Debt Bonds secured by a pledge of special revenue such as Sales Tax or Local Option Gas Tax and are not backed by the ad valorem taxing power of the City.
- C. Enterprise Fund Debt Bonds secured by a pledge of revenue in enterprise fund such as a "Water and Sewer" enterprise fund.

Objective 8.1.3 - Level of Service (LOS) and Development Approvals

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Adopted XX/XX/XXXXAdopted 11/16/2010
Amended 3/3/15 (EAR Amendments)
Amendment to Update WSFWP 4/17/18





By adoption and implementation of the Palm Coast Comprehensive Plan, land use decisions shall require maintenance <u>and achievement</u> of adopted level of service (LOS) standards and shall be coordinated with the Capital Improvements Element and public facility elements including the adopted schedule of capital improvements.

Policy 8.1.3.1 - Exhibit 8.1 shall **identify** the adopted LOS standards for each public facility. **Exhibit 8.2, Exhibit 8.3, and Exhibit 8.4** shall detail the annually adopted 5-year **financially feasible** capital expenditure program supporting the goals, objectives and policies in the Plan Elements.

Policy 8.1.3.2 – For the purposes of approving new development subsequent to adoption of this Plan, all adopted public facility LOS standards and schedules of capital improvements shall be applied and evaluated in any new development reviews and approvals consistent with policies of the Implementation-Infrastructure Element and the Infrastructure Element and the Interlocal Agreement for Public School Facility Planning. A final Development Order shall be issued only if this evaluation finds that the needed public facilities that meet the adopted LOS standards are available or are assured to be available concurrent with the impacts of the development. Preliminary development orders shall only be issued with the condition that no rights to obtain final development orders or development permits, nor any other rights to develop the subject property are granted or implied by the City's approval of the preliminary development order.

Policy 8.1.3.3 - To guide provision of adequate public facilities concurrent with the impacts of development, the schedule of capital improvements for each public facility type shall be accompanied by a summary evaluation of capacity needs and availability for at least the 5-year period.

Policy 8.1.3.4 – The City shall adopt a monitoring system that enables the City to determine whether it is adhering to the adopted LOS standards and the schedule of capital improvements. Findings and determinations from the monitoring system shall be used in each review and update of this Capital Improvements Element.

Policy 8.1.3.5 - The City of Palm Coast Utility Department, shall collaborate with landowners of any lands annexed to prepare a Potable Water, Wastewater and Reclaimed Master Plan that identifies the most efficient manner to serve the annexed lands while protecting natural resources. Any applicable Potable Water, Wastewater and Reclaimed Master Plan may consider additional lands owned by the landowner and its affiliates that are intended for future annexation. Prior to the commencement of any vertical development on applicable annexed lands, the landowners and the City of Palm Coast will enter into a Utility Service Agreement through which the City of Palm Coast will commit to serve the annexed lands (and any

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additional lands that may be annexed in the future) consistent with the terms of the Utility Service Agreement. Any necessary water and/or wastewater facilities needed to serve any annexed lands or future annexed lands shall be added to the City's Five-Year Schedule of Capital Improvements at such time as the facilities contemplated in the Utility Service Agreement fall within the fifth year of the schedule.

Objective 8.1.4 - User Pays Principle

Development shall bear a proportionate cost of needed facility improvements through equitable and legally available means consistent with Chapter 163., Part II, Florida Statutes.

Policy 8.1.4.1 — Consistent with state law, Ddevelopment will bear an equitable anda proportionate share of the cost of providing new or expanded public facilities required to maintain and achieve adopted levels of service through mechanisms such as impact fees, capacity fees, developer dedications, developer contributions pursuant to land development regulations and special benefit assessment/taxing districts. Under no circumstance shall a developer be required to mitigate development impacts in excess of its impacts as determined by the level of service standards in the Plan and consistent with State law.

Policy 8.1.4.2 - The City shall regularly evaluate the following:

- A. Whether present fee levies are adequate to address impacts of inflation;
- B. Whether the City needs to appropriate new impact fees; and
- C. Whether capacity fees, user charges, special benefit assessment/taxing districts and other mechanisms are adequately and fairly meeting the fiscal demands placed on the City by new development.

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Amended 4/19/22 (EAR Amendments)







Exhibit 8.1 - Levels of Service (LOS) Standards

<u>Streets</u>: Street network peak hour/peak direction LOS standards shall be as set forth below:

Street Type	LOS
Arterials	D
Collectors	D
Highways*	D

^{*}The City adopts a LOS consistent with Florida Department of Transportation requirements for the Strategic Intermodal System (SIS) and the State Highway System (SHS) for the following facilities:

SIS: SR9/I-95

SR 100/Moody Blvd (US-1 to I-95)

SHS: SR 5/US-1

SR 100/Moody Blvd (East of I-95)

<u>Public Recreation and Open Space</u>: Recreation and Park LOS standards shall be eight (8) acres per 1,000 population of which park acreage shall consist of three (3) acres of resource-based and five (5) acres of activity-based parkland; 25% of the total park site shall be dedicated to resource-based facilities, open space or natural areas; and activity-based recreation and park facilities shall be planned and developed to ensure the availability of active facilities using the State Comprehensive Outdoor Recreation Plan (SCORP) as a guideline to ensure adequate service is provided to the population served, but at a minimum, within 3 miles of most residents.

<u>Potable Water</u>: 125-90 gallons per capita per day based on an equivalent residential unit (ERU) of 2.45 persons per capita/day; minimum pressure shall be held at 20 pounds per square inch; and storage capacity shall be 25% of the maximum-day water demand.

Wastewater: 82 gallons per capita per day based on an equivalent residential unit (ERU) of 2.54 persons per capita/day and a maximum daily flow of 93 gallons per capita per day.

Stormwater: LOS standards for stormwater quantity and quality, at a minimum, shall be the requirement established by the SJRWMD and other applicable regulatory requirements.

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Amendment to Update WSFWP 4/17/18
Amended 4/19/22 (EAR Amendments)





<u>Solid Waste</u>: 8.6 pounds per capita per day, with one (1) year operational capacity in the Volusia County landfills and a minimum planned capacity of five (5) years per the adopted interlocal agreement.

Public School Facilities:

- **Elementary***: one hundred percent (100%) of permanent Florida Inventory of School Houses (FISH) capacity with State Requirements for Educational Facilities (SREF) utilization factor;
- **Middle***: one hundred percent (100%) of permanent FISH capacity with SREF utilization factor;
- **K-8***: one hundred percent (100%) of permanent FISH capacity with SREF utilization factor;
- **High***: one hundred percent (100%) of permanent FISH capacity with SREF utilization factor; and
- **Special Purpose***: one hundred percent (100%) of permanent FISH capacity with SREF utilization factor.

*The City, in coordination with the School District, shall allow relocatables to be utilized to maintain the LOS standards on a temporary basis when construction to increase capacity is planned and in process. The temporary capacity provided by relocatables shall not exceed twenty percent (20%) of the permanent FISH capacity and shall be used for a period not to exceed five (5) years. Relocatables may also be used to accommodate capacity utilized for any specific education/development programs as required by law and/or adopted by the School Board.

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Adopted XX/XX/XXXX
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Amended 3/3/13 (EAR Amendments)
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Exhibit 8.2 Revenue and Expenditure Projections by Fund for Capital Projects

Exhibit 8.3 5-Year Schedule of Capital Improvements

Chapter 8 Capital Improvements Element Adopted 11/16/2010 XX/XX/XXXX Amended 3/3/15 (EAR Amendments) Amendment to Update WSFWP 4/17/18 8-10



City of Palm Coast, Florida Agenda Item

Agenda Date: July 23, 2024	
Department CITY ADMINISTRATION Division	Amount Account #
Subject: AGENDA WORKSHEET AND CALEND	AR
Presenter: Kaley Cook, City Clerk	
Attachments: 1. Worksheet 2. Calendar	
Background:	
Recommended Action:	

	AUGUST 6, 2024 BUSINESS MEETING	PRESENTER
Resolution	Master Services Agreement for Stormwater Professional Engineering Services	Morales
Resolution	Master Services Agreements for Professional Architectural Services	Cote
Resolution	Master Service Agreements for Rate Study Services	Cote
Ordinance 2nd	Petition for Annexation BJ's & Seminole Woods Investment	Nguyen
Resolution	LHAP	Gonzalez
Resolution	Action Plan	Papa
Resolution	Piggyback Contract for Technology Equipment and Consulting	Akins
Resolution	Palm Coast Parkway Banners - Childhood Cancer Awareness	Gonzalez
	AUGUST 13, 2024 WORKSHOP MEETING	PRESENTER
Presentation	Capital, Fleet, Special Revenue, Proposed Budget for All Remaining Funds	Departmental
Presentation	Comprehensive Plan - Maps series, glossary, edits	Tyner/Consultant
Presentation	Alternative Funding for Arts Culture and History	Hirst
Resolution	Flagler County Cultural Council Agreement	Hirst
Presentation	Disc Golf	Picatagi
Resolution	Historical Society Agreement	Hirst
	AUGUST 20, 2024 BUSINESS MEETING (CANCELLED)	PRESENTER
	AUGUST 27, 2024 BUSINESS MEETING	PRESENTER
Proclamation	Water Quality Month	Communications
Presentation	Final Proposed Budget for FY 2024 (All Funds)	Alves
Presentation	Comprehensive Plan - Transmittal Hearing	Tyner/Consultant
	Construction Contract for the Old Kings Road Force Main to Waste Water Treatment	
Resolution	Plant 1	Blake
Resolution	Contract Water Treatment Facility #3 Liquid Oxygen System	Blake
Resolution	New Sludge Thickener & Ground Storage Tank at WTF #2	Blake
Resolution	Upgrade to Pump Station 57-4 from Duplex Station to a Triplex	Blake
	SEPTEMBER 3, 2024 BUSINESS MEETING	PRESENTER
Resolution	Certifying the 2024 Primary Election Results	Cook
Resolution	Final Nuisance Abatement	Grossman
Resolution	Old Kings Road Special Assessment	Alves
Resolution	Disc Golf	Picatagi
Resolution		Gebo
Resolution	Approving Easements and Gas services agreements for Fire Station #22 & #26	Gebo
		PRESENTER
Resolution	Tentative Millage Rate Resolution and Budget Resolution	Alves
	SEPTEMBER 10, 2024 WORKSHOP MEETING	PRESENTER
Presentation	City Manager Profile	Consultant
Presentation	Live Local	Hanson
Presentation	Educational Presentation on Forensic Audit	Consultant
	SEPTEMBER 17, 2024 BUSINESS MEETING	PRESENTER
Proclamation	Pink on Parade	Cook
Proclamation	Stormwater Awareness Week September 23-27	Cook
Appointment	Code Enforcement Board Appointments	Smith
Appointment	Affordable Housing Advisory Committee	Smith
Resolution	Construction Contract and CEI services for Whiteview Parkway Improvements	Cote
	SEPTEMBER 18, 2024 SPECIAL BUSINESS MEETING - FINAL BUDGET HEARING	PRESENTER
Resolution	Final Millage Rate Resolution, Budget Resolution, Fleet Resolution	Alves
	OCTOBER 1, 2024 BUSINESS MEETING Guaranteed Maximum Price Amendment for Phase 1 Sitework and Infrastructure for	PRESENTER
Resolution	the MOC	Gebo

		1
Resolution	Construction for Matanzas Woods/Polm Coast Parkway Phase I Connector Loop	Cote
Resolution	Construction for Matanzas Woods/Palm Coast Parkway Phase I Connector Loop Traffic Calming Plan	Cote
17620IdiloH		Cote
	OCTOBER 8, 2024 WORKSHOP MEETING	PRESENTER
Presentation	UCF Small Business Development Center Annual Report	UCF SBDC Representative
rescritation	Our Ornali Busiliess Bevelopinent Ochter Affiliaar Neport	OOI OBBO Representative
	OCTOBER 15, 2024 BUSINESS MEETING	PRESENTER
Resolution	Comprehensive Plan Adoption Hearing	Tyner/Consultant
Presentation	Community Center Parking Expansion Update	Cote
Resolution	Fire Station 22 and 26 Guaranteed Maximum Price Amendment	Cote
resolution	The station EE and Ee Gadrantood maximum 1 noo / monament	Cotto
	NOVEMBER 5, 2024 BUSINESS MEETING	PRESENTER
Presentation	Citizens Academy Graduation	Kershaw
Proclamation	World Sanfilippo Awareness Day	Kershaw
	NOVEMBER 12, 2024 WORKSHOP MEETING	PRESENTER
	NOVEMBER 19, 2024 BUSINESS MEETING	PRESENTER
	DECEMBER 3, 2024 BUSINESS MEETING	PRESENTER
Resolution	Approving the Final 2024 General Election Results	Cook
Oath	Oath of Office for Newly Elected Council Members	Cook
Appointment	Vice Mayor Appointment	Cook
Appointment	Council Liaison Appointments	Cook
Proclamation	Palm Coast Boat Parade	Cook
	DECEMBER 10, 2024 WORKSHOP MEETING	PRESENTER
	DECEMBER 17, 2024 BUSINESS MEETING	PRESENTER
	Future	PRESENTER
Resolution	Contract for Data Services for Flagler Schools A1A Facility	Akins
Presentation	Wireless Master Plan	Akins/Lens
Presentation	Stormwater Equipment Loan	Alves/Cote
Resolution	Cleaning and Rehabilitation of Ground Storage Tank at Waste Water Plant 1	Ashburn
Resolution	Reuse Distribution System Filtration Upgrades	Ashburn
Resolution	Above Ground Piping Rehab for Water Treatment Plant 1	Ashburn
resolution	A sove of our at 1 ping from as for tracer from the fact of	, terribarri
Resolution	Accepting a Donation from Knights of Columbus/Lease Agreement for a Baby Box	Berryhill/Juliano
Resolution	Construction Contract for the Water Treatment Plant 1 Generator Project	Blake
	Construction Contract for the Equip Wells SW-1, SW-2 & SW-3 for Water Treatment	
Resolution	Plant 1	Blake
	Construction Contract for the Waste Water Treatment Plant 1 Sludge Dewatering	
Resolution	project	Blake
Resolution	Construction Contract for Old Kings Road Widening North Phase 2	Cote
Resolution	Matanzas/Belle Terre Intersection (Right of Way)	Cote
Resolution	OKR South Phase 2 - Engineering Design Services	Cote
	FPL Relocation Agreement for Matanzas Woods/Palm Coast Parkway Connector	
Resolution	Loop	Cote
	Construction Manager Agreement for Matanzas Woods/Palm Coast Parkway	
Resolution	Connector Loop	Cote
Resolution	Occupational Services	Fuller
Presentation	Community Center Parking Expansion Update	Gebo
Ordinance	Exterior Paint Colors	Grossman/Doak
Ordinance	Lakeview Estates MPD	Hanson
Ordinance	No Smoking Ordinance	Hirst
Ordinance	Sawmill Branch Phase 6	Lens
Resolution	Reverie at Palm Coast Phase II Final Plat	Lens/Leap
Resolution	Sawmill Branch Phase 7A Final Plat	Lens/Leap

Resolution	Reverie Final Plat	Lens/Leap
Resolution	Ponce Preserve	Lens/Leap
Resolution	Seminole Palm Townhouses	Lens/Leap
Resolution	Lakeview Estates	Lens/Leap
Resolution	Reserve East Final Plat	Lens/Leap
Resolution	Retreat at Town Center Phase II	Lens/Leap
Presentation	Targeted Industry Feasibility Report	McKinney
Resolution	Installation Of New and Replacement PEP Tanks	Melley
	Supply, Maintenance, and Repair Services for Sulzer/ABS Submersible Pumps and	
Resolution	Related Equipment	Melley
Resolution	K-Section Drainage Improvements Additional Design	Morales
Resolution	Blare and Colbert Culvert Crossing Upgrades	Morales
Ordinance	Atlee Annexation	Nguyen
Resolution	The Station at Town Center - Town Center Tracts 18B & 18C	Nguyen
Ordinance	Lakeside Estates Future Land Use Map	Papa
Resolution	Pre-Annexation Agreement for Airport Commons II	Papa/Nguyen
Resolution	800 Matanzas Woods Parkway Easement	Smith
Appointment	PLDRB Appointments	Smith



8/6/2024 6:00 PM City Council Business Meeting City Hall

8/7/2024 10:00 AM Code Enforcement Board City Hall

8/13/2024 9:00 AM City Council Workshop City Hall

8/14/2024 5:30 PM

Planning & Land Development Regulation Board Workshop

8/21/2024 5:30 PM

Planning & Land Development Regulation Board

8/22/2024 5:00 PM

Beautification and Environmental Advisory Committee

8/27/2024 9:00 AM

City Council Business Meeting

9/3/2024 6:00 PM

City Council Business Meeting



9/4/2024 10:00 AM Code Enforcement Board City Hall

9/5/2024 5:15 PM Tentative Budget City Hall

9/10/2024 9:00 AM City Council Workshop City Hall

9/17/2024 9:00 AM City Council Business Meeting City Hall

9/17/2024 5:30 PM Planning & Land Development Regulation Board City Hall

9/18/2024 5:15 PM Final Budget City Hall

9/24/2024 10:00 AM Animal Control Hearing City Hall

9/26/2024 5:00 PM
Beautification and Environmental Advisory Committee



10/1/2024 6:00 PM City Council Business Meeting City Hall

10/2/2024 10:00 AM Code Enforcement Board City Hall

10/8/2024 9:00 AM City Council Workshop City Hall

10/15/2024 9:00 AM City Council Business Meeting City Hall

10/16/2024 5:30 PM Planning & Land Development Regulation Board City Hall

10/24/2024 5:00 PM
Beautification and Environmental Advisory Committee
City Hall

11/5/2024 6:00 PM City Council Business Meeting City Hall

11/6/2024 10:00 AM Code Enforcement Board City Hall



11/12/2024 9:00 AM City Council Workshop City Hall

11/19/2024 9:00 AM City Council Business Meeting City Hall

11/20/2024 5:30 PM Planning & Land Development Regulation Board City Hall

12/3/2024 10:00 AM Animal Control Hearing City Hall

12/3/2024 6:00 PM City Council Business Meeting City Hall

12/4/2024 10:00 AM Code Enforcement Board City Hall

12/5/2024 5:00 PM
Beautification and Environmental Advisory Committee
City Hall

12/10/2024 9:00 AM City Council Workshop City Hall



12/17/2024 9:00 AM City Council Business Meeting City Hall

12/18/2024 5:30 PM
Planning & Land Development Regulation Board
City Hall